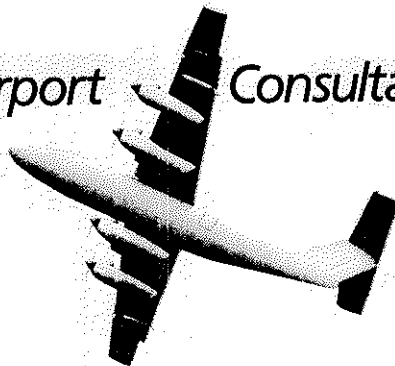


London City Airport Consultative Committee



3D2037SI/sv

c/o London Docklands Dev Corporation
Great Eastern Enterprise
Millharbour
London E14 6TJ

MINUTE of the meeting held on Wednesday 8th March 1989 at London City Airport.

PRESENT	John Adshead	Chair
	Stuart Innes	Hon. Secretary
	Dru Vesty	LDDC
	Bill Lindsell	London City Airport
	Bruce Unsted	London City Airport
	Capt. Peter Mitchell	London City Airways
	Tony Auld	Brymon Airways
	Graham Hall	PLA
	Clive Arrow	PLA
	Cllr Julie Garfield	LBN
	Mike Heraty	LBN
	Cllr Glyn Williams	LBG
	Noel Edwards	Beckton Residents Assoc.
	Bill Dunlop	Andrew Street TA
	Arthur Cattell	Drew Road Tenants & Residents Assoc.
	Roy Featherstone	ABTA
	Anne Jerney	London Chamber Commerce
IN ATTENDANCE	Richard George	NHA
	Deborah Cameron	LBN Social Services
APOLOGIES	Jonathan Wilson	London City Airways
	Cllr Norman Adams	Greenwich LBC
	Lewis Moss	LDDC
	David Reynolds	GBTA
	Andy Todd	Brymon Airways
	Cllr Stephen Timms	LBN

1. PRESENTATION - AIRPORT EMERGENCY SERVICES AND PROCEDURES

Bruce Unsted explained the arrangements made with the Emergency Services for dealing with emergencies at the Airport emphasising the need for close collaboration between the Air Traffic Control Services, the Airport Fire Service, the London Fire Brigade, the London Ambulance Service, the Metropolitan Police, the hospital services, the Airport Chaplin and the Council's Social Services Department. There were regular drills to test the arrangements and any weaknesses identified are discussed and corrected. Richard George of

Newham General Hospital outlined the arrangements made within the Hospital for dealing with emergencies including the system for calling in the help of other hospitals and for sending medical teams to the site of the incident if necessary.

Deborah Cameron of the Newham Social Services Department explained the importance of counselling and other services for the victims of accidents, bereaved relatives etc.

Councillor Garfield expressed her concern that the heavy traffic congestion experienced in the area might lead to long delays in getting victims to hospital. She asked whether a helicopter service could be made available. Richard George said that the police had emergency arrangements to deploy police officers at the main points of congestion so as to keep the traffic moving and expedite the movement of emergency vehicles. A Helicopter Ambulance Service, funded by the Daily Express, is being established but there are difficulties over a planning permission required at the London Hospital and in other places where the service might need to operate. It would be good if the Borough Council were to be prepared to give permission for a landing facility at Newham General Hospital.

Councillor Glyn Williams drew attention to the Queen Elizabeth and Brooke Hospitals south of the river which might be able to assist in an emergency. The Queen Elizabeth Hospital has its own heli-pad.

Peter Duncan, the Airport Chaplain, indicated that there was a list of Ministers of other Christian denominations and of other faiths who could be called upon in an emergency.

In reply to a question, Richard George indicated that London Ambulance Service, in an attempt to improve their response to accidents, had recently stopped using front-line ambulances for the routine conveyance of outpatients too and from hospital.

2. THE MINUTE of the meeting held on Wednesday 25th January 1989 was approved.

3. MATTERS ARISING

- a) Secondary Glazing - Removal of Frames: The Airport Director reported that workmen had twice visited No.6 Camel Road to make good the walls following the removal of the frames for the secondary glazing. On both occasions the workmen had been refused admission and the work remained outstanding. Arthur Cattell said that on each occasion the workmen had arrived, without prior notification, at 9-9.30 a.m. and it had not been convenient for the occupier to have the work carried out at that time. Bill Lindsell said that arrangements would now be made to write to the occupier and agree with him times when it would be convenient for the outstanding work to be completed.

Arthur Cattell said that the lady at No.10 Drew Road had indicated that she was content for the secondary glazing frames to remain in position until the new double glazing is installed.

- b) Noise Insulation : Since the last meeting the specification for the double-glazing had been received from the Borough Council and there had been a meeting last week with the owner occupiers who had been offered double-glazing to the same specification. All owner occupiers had now received a letter asking them to choose between the different options outlined at the last meeting. They had been asked to respond by Monday next, 13th March 1989, and it was proposed to install the double-glazing at the same time as the work is carried out in the homes of the Council's tenants. Bill Dunlop confirmed that the owner occupiers were all now content with the arrangements which had been made.
- c) Water Nuisance : Bruce Unsted reported that this particular problem had now been dealt with by the Thames Water Authority with whom the fault lay.

5. PROPOSED ENLARGEMENT OF LTMA

The Committee noted the letter received from the National Air Traffic Services which indicated that a decision had been taken to proceed with the enlargement of the LTMA in the vicinity of Detling and, accordingly, that the new arrangements for the routing of traffic to and from London City Airport would take effect on 6th April 1989. The Secretary reported that the necessary NOTAMs had already been issued establishing the necessary standard instrument departures and standard arrival routes.

6. ROADWORKS

Dru Vesty tabled:

- An updated version of a leaflet previously issued by the LDDC showing the new roads to be constructed in the area;
- A map showing the various roadworks to be carried out in the locality over the next few months.

[Copies of these documents are enclosed for those members not present at the meeting]

Referring to these documents Dru explained the impact and timing of the various works and of the steps being taken to try to minimize the difficulties for local people. For example, there is a proposal not to open the Eastern Gateway Access Road until such time as one of the carriageways of the Royal Albert Dock Spine Road, and other new roads in the locality, are available to take any new traffic entering the area via this new route.

The new Coordinating Committee for roadworks in the area, which is now being serviced by the London Borough of Newham, would be issuing regular leaflets giving advance information about roadworks and copies of these would be circulated to Members with Agenda papers and Minutes.

Bill Dunlop drew attention to the need to remind Statutory Undertakers of the need properly to reinstate the many holes they now seemed to be digging in the roads of the area. Dru Vesty explained that reinstatement works of this kind were the responsibility of

the Highway Authority (or of the LDDC if the road is one of those presently under its control) who should be contacted where, in consequence of a delay in reinstating the road, serious potholes develop. If it was not clear whether the works in question are the responsibility of the Borough Council or of the LDDC, residents could call her office (01-515 3000) for advice. Some Members felt it should not be left to the Highway Authority to reinstate roads in this way and especially if they had to meet the costs involved. Surely the Statutory Undertakers had an obligation to leave the roads in a better condition? Mike Heraty undertook to investigate this issue and prepare a paper for consideration at the next meeting.

[ACTION : MH]

A number of Members drew attention to potholes in the vicinity of Connaught Tavern and in North Woolwich Road. These had been drawn to the attention of Bob Brown of the LDDC's Area Office and he would be taking action to have them filled. The Chairman and other Members referred to unlit islands in the road near the Connaught Tavern with which a number of vehicles had collided. Councillor Garfield mentioned that very often the lighting and other works installed to mark these obstructions were demolished by the heavy lorry traffic in the vicinity.

Councillor Glyn Williams referred to the closure of the queueing lane for ferry traffic which was giving rise to congestion in Pier Road. This could well be having an impact on the traffic using the Ferry for which the London Borough of Greenwich is responsible. He asked that the Greenwich Borough Engineer, Graham Weir, should be informed of these works and of their likely duration. Dru Vesty agreed to do this.

[ACTION : DV]

The Honorary Secretary said that the work required to reconstruct the Britannia Bridge (junction of the A13 with Salmon Lane in Limehouse) had now commenced and should be completed in about six weeks. It was not clear whether further traffic restrictions would be required. Other works now in progress at the junction of the A13 with St Leonards Road (leading to the Blackwall Tunnel Northern Approach) and soon to start at Butchers Row should help to relieve congestion at these difficult junctions.

Roy Featherstone mentioned that many of the works referred to in these discussions had little or nothing to do with the Airport and he queried whether the Consultative Committee should be spending so much time on them. The Chairman felt it was important to allow Members to voice their concerns in this respect and Bill Lindsell said that the Airport shared the worries which were being expressed as it was important to the Airport that there should be clear and clean access to the Airport by road.

7. REVIEW OF AIRSPACE AND AIRPORT CAPACITY (CAP 548)

The Honorary Secretary introduced this item emphasising that the CAA's proposed advice to the Secretary of State for Transport was concerned essentially with the major London Airports, i.e. Heathrow, Gatwick, Stanstead and Luton. Even when it is running at full capacity LCY will

not have a significant effect on the issues with which CAP 548 is concerned and the impact will not be greatly increased if the present planning regime were to be altered and other types of aircraft are admitted.

The Committee noted that any measures to restrict the use of small aircraft would have a disproportionate effect on London City Airport and there was some speculation as to the size of aircraft to which any such restrictions might apply.

Roy Featherstone said that this proposed advice had been considered earlier by ABTA who had come to the conclusion that it was not, in general, contentious. Captain Peter Mitchell and Bill Lindsell indicated that the Airlines and the Airport had some concerns about the Report and that they would be making their own representations direct to the CAA. (e.g. in relation to any restrictions on the use of the LTMA or on the size of aircraft permitted to use it).

The Committee came to the conclusion that there was no representations which they would wish to make to the CAA and, accordingly, it was RESOLVED that the Report be noted.

8. POLLUTION OF DOCK WATERS

In responding to these allegations Bill Lindsell said he took strong exception to the fact that the author of the Paper was not known. The paper was full of speculation and supposition and there was very little in the Paper which corresponded to the facts of the matter. Commenting on each of the allegations, he reiterated that because of long delays in completing the LDDC sewer to which the Airport was to be connected, they had at their own expense arranged for the discharge from the Airport to be piped away temporarily to the north side of the Royal Albert Dock where a connection had been made to an existing sewer. Mr Lindsell said he hoped the author of the paper would come forward so that he could deal with the allegations directly.

Councillor Garfield said that the allegations had given rise to a good deal of local comment which was detrimental to the Airport and in her view the Airport should issue a strong denial to the local press. Arthur Cattell said that Anne Batchelor had found the paper among the Agenda papers for the Newham Docklands Forum. It was thought that the paper had been drawn up by someone concerned with water sports but he would do his best to identify the author.

[ACTION : AC]

9. AIRPORT DIRECTOR'S REPORT

The period since the last meeting of the Committee had been comparatively uneventful.

The passenger figures were now rising steadily after the lull over the Christmas period.

An Air Charter organisation - BAC - would be operating occasional air charter services using Twin-Otter aircraft.

In recent weeks there had been a number of cancellations of scheduled services due to bad weather on the Continent but with the onset of spring it was hoped that the number of cancellations or delays would now be reduced.

Bill Lindsell was very proud to announce that the Airport had won a prize in the "Loo of the Year" Competition and he wished to acknowledge the efforts of the staff involved in keeping these facilities in such a prize-winning condition.

10. ANY OTHER BUSINESS

- a) Complaint by Resident - Low Flying Aircraft : Arthur Cattell said that a resident of Camel Road had complained about an aircraft, apparently on a training flight, which had passed low over the area close to neighbouring homes at about 2.30 p.m. on 24th February. Bruce Unsted said that the resident concerned had come in person to the Airport to register this complaint. He had asked to see the pilot and it had been suggested to him that he should write to the Airline concerned and ask for the observations of the appropriate Chief Pilot. There had been no other complaints about this incident although Bill Dunlop said he had seen the aircraft in question and thought it belonged to Brymon Airways.

Arthur Cattell said that the resident has subsequently complained to Nigel Spearing M.P. who had suggested that the matter should be raised with the Consultative Committee. Accordingly the letter was handed to the Secretary who was asked to take up the matter with the Airport and report to the next meeting.

[ACTION : SWI]

- b) Flights to Zurich : Captain Peter Mitchell said that London City Airways would shortly be operating Saturday services from London City Airport to Zurich. These flights would continue until September.

11. DATE OF THE NEXT MEETING

Wednesday 19th April 1989 at 7.00 p.m. in the Boardroom at London City Airport.

This meeting would be preceeded by a presentation by the Airlines on their operations at the Airport.

[ACTION : SWI/
Brymon Airways/
London City Airways]