



**MINUTES OF THE MEETING HELD ON WEDNESDAY, 5th
APRIL 2000 AT 7 PM IN THE BOARD ROOM AT LONDON
CITY AIRPORT**

PRESENT:

John Adshead	Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
Cllr Chris Seddon	London Borough of Newham
Ian Fines	London Borough of Newham
Howard Sheppard	Docklands Business Club
David Senior	LCCI
Alan Taylor	Custom House and Canning Town Forum
Gertie Duffy	North Woolwich & Silvertown Area Team
Peter Mendham	Beckton Area Team
Arthur Cattell	Silvertown TRAs
David Atkins	Cyprus TRAs
Glynis Webb	North Woolwich TRAs
Sid Keys	Local Resident

APOLOGIES:

Bill Dunlop	Deputy Chair
David Kent	ABTA
Cllr Alec Kellaway	London Borough of Newham
Cllr Chris Roberts	London Borough of Greenwich
Karen White	Airline Operators Committee

IN ATTENDANCE:

Charles Buchanan	London City Airport
Rob Grafton	London City Airport
Liz Payne	London City Airport
Jonathan Smith	London City Airport
Revd Roderick Hamer	Chaplain, London City Airport
Julia Dunlop	Local Resident

1. The **MINUTES** of the meeting held on 12th January 2000 were approved as a correct record of the discussions at that meeting.

2. MATTERS ARISING

(a) Item 3(b) -Boundary Fence

The boundary fence in the vicinity of Woodman Street had been replaced and the seepage of water reported at the last meeting had been dealt with.

(b) Item 12(b)

It was planned to arrange for the Committee to visit Ronaldsway Airport on the Isle of Man sometime in May. The Secretary would circulate details of the visit as soon as they had been settled.

3. AIRPORT STATISTICS

The charts were noted.

4. PLANNING APPROVAL UPDATE

Charles Buchanan, the Airport's Head of Business Development, gave a presentation to bring the Committee up to date on developments at the Airport since planning permission was given to increase the permitted number of air transport movements at the airport and of the *Operational Improvements Programme* (OIP) required now to allow the airport efficiently to deal with the permitted growth in traffic. (A copy of the **slide show** used in the presentation is attached to these minutes.)

The OIP had three elements for which the Airport would be applying for planning permission:

- § **West End Improvements:** These involved a new security entrance for staff and vehicles going airside to the Airport from the roundabout at Hartmann Road/Conaught Road, the re-routing of the present footpath linking Hartmann Road with the Piazza under the Connaught Crossing and other improvements.
- § **East Apron:** The present apron would be extended eastwards by building out over the western end of the King George V dock. This would provide extra stands for aircraft and a new connection to the runway.
- § **Eastern Holding Point:** A holding point for three aircraft would be provided at the eastern end of the Runway by building out southwards over the King George V dock for a short distance.

Many of the details of the Programme had still to be worked up and settled but the Airport felt it was important to give the Committee early information about it. There would be a programme of consultation with local interests and the help of the Committee in shaping this would be welcomed.

There followed a period for questions and discussion during which the following points were noted:

- § The new entrance at the West End was urgently required to meet new DETR requirements for the inspection of vehicles going airside. The implementation date for this inspection is May 2000. The Airport would be putting interim arrangements in place until the construction of this new facility.
- § Some of the planned improvements at the West End, including the hangar development for which planning permission had already been applied for, would be carried out later when firm decisions on the routing of the DLR Extension had been taken and/or when Hartmann Road had been realigned as part of the DLR extension scheme.
- § The Airport is under an obligation given to the LDDC to move the footpath at the West End to the perimeter of the Airport. It was acknowledged that this would make it slightly longer. The scheme involved no changes to the Piazza which would remain. The Newham UDP shows a footpath on the west side of the Connaught Crossing. The Airport would not wish to move the footpath twice and would be seeking clarification from the Council. Members felt that a footpath to the west of

the Connaught Crossing would be less convenient for pedestrians, including Airport passengers walking from Prince Regent Station.

- § The plans for the East Apron extension allowed for the provision of a noise barrier or, perhaps, the construction of a pier which would have the same effect in noise terms.
- § There was concern that up to four aircraft with engines running at the Eastern Holding Point would increase noise for residents to east living opposite to the north and south. The Airport said that the planned improvements might alter distribution of noise at the Airport. The Airport's noise consultants would be carrying out a study which would accompany the planning application.
- § Initial work on noise barriers at the Eastern Holding Point suggested that a barrier on the southern edge of the holding point would obstruct aircraft and that a barrier on the southern dockside would be ineffective.
- § Aircraft would be released to the holding point in groups. All aircraft in one group would take-off before another group was released.
- § Discussions were in progress with ATC with a view to reducing the time aircraft have to wait at the eastern end of the runway for clearance to take off. It was thought that the move of ATC services to the new Swanwick Centre would improve communications.
- § Concern was expressed about possible night time noise from pile-driving etc when the Apron Extension and Eastern Holding Points are constructed. The Airport said it recognised the potential problem and would be looking at ways to avoid this.

5. **AIRPORT DIRECTOR'S REPORT**

Alan Medlock's report, a copy of which is attached to these minutes, was noted.

6. **STANDING ITEM ON ENVIRONMENTAL ISSUES**

The circulated Report was noted. The Committee would have an opportunity to see the Noise and Tracking System as soon as its installation was complete and it had been tested

7. **NOISE INSULATION PROGRAMME**

The circulated report was noted. It was confirmed in relation to the LBN's properties that the installation of secondary glazing and mechanical ventilation had been suspended while the Council considered alternatives. Arthur Cattell said that tenants had been told that secondary glazing and mechanical ventilation was compulsory but following a meeting with Council officials it was clear that although the Council would like tenants to opt for this it was not a requirement. It was understood a letter was to be sent to tenants to clarify the position

Ian Fines suggested that future progress reports of this kind should be prepared jointly with the responsible officers of the Council. This was agreed.

8. **DOCKLANDS LIGHT RAILWAY - PROPOSED EXTENSION TO THE AIRPORT**

The report was noted.

Ian Fines said that LBN officers were preparing a report on the project for the Council's cabinet. The closing date for objections to the proposed Transport and Works Order was 18 February 2000.

Glynis Webb asked whether the pedestrian entrance to the Airport at Parker Street would be affected by the scheme. It was agreed that this was an important facility which should be retained.

It was also important that the length of the railway between the Airport and North Woolwich should be built with the rest of the extension and not left until later. Charles Buchanan said the DLR were keen to do this but funding for it had still to be identified. The Revd Hamer reported on a recent meeting with Silverlink Metro. It was clear that their decision to reduce services between Stratford and North Woolwich was irreversible. With the reduction in this service, and in evening bus services, it was important to local people that DLR should extend to North Woolwich and they should press for it be built with the rest of the Airport Extension.

The Secretary would convey these comments to the DLR.

9. ANY OTHER BUSINESS

(a) Web Site

The Secretary reported that the appearance of the Committee's web site had recently been upgraded. The site was now attracting an average of 4 visitors per day. The average length of each visit was 5 minutes 15 seconds.

10. DATE OF NEXT MEETING

Wednesday 5th July 2000 at 7 p.m. at City Aviation House, London City Airport.

Contact: Stuart Innes, Secretary, 9 Palace Green, Addington, Croydon, CR0 9AJ
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1. Statistics

March 2000 was the busiest month at the airport, with 133,201 passengers, an increase of 4% over March 1999 and 4,464 aircraft movements, an increase of 18% on last year.

Year to date, passengers are up 4% on the same period last year, and aircraft movements up 21 %.

2. Routes

Since our last meeting, Jersey European has started services to Belfast and the Isle of Man. They have also announced new services to Leeds/Bradford from May, Jersey from June and Aberdeen from September.

Last month, Lufthansa added new services to Munster/Osnabruck from 28th March. Munster is located in northwestern Germany in the state of North-Rhine-Westphalia, close to the border of Lower Saxony and the eastern Netherlands.

Approximately 5.0 million people live in the adjoining area. They can reach Munster within 60 minutes by car.

Munster/Osnabrueck airport was the fastest growing international airport in Germany in 1998. Currently there is no direct service to London. Passengers have to travel north to Dortmund or south to Dusseldorf.

Scotairways began 4 services a day to Edinburgh in January, competing with the 3 services per day operated by Jersey European.

British Airways have decided to suspend operations to Sheffield from 12 April. Passenger numbers have not met their expectations.

Dublin, Amsterdam and Zurich are now our three largest routes.

3. Airport Facilities

Catering Concession - The new airside restaurant and bar is now open, as is the new landside restaurant. The contractors are now busy fitting the new landside bar and lounge area.

Rest Air (appointed in December 1999 to operate and manage the airport's restaurants) is investing, 1 million at the airport to create four brand new dining concepts.

The existing 'Brasserie' restaurant has been completely refurbished to create a restaurant for fine dining called 'The Meridian Line'. With 110 seats and serving breakfast, lunch and dinner, 'The Meridian Line' caters for customers wishing to dine at leisure, alongside those with less time.

Adjacent to 'The Meridian Line' will be the 78 seater Yeager's Bar, Cafe and Lounge, which will provide simpler refreshments all day long, but in a more informal atmosphere.

In the departure lounge and in place of the existing 'Waterfront' restaurant, is a brand new Italian Trattoria. Seating 32 people counter-style, serving a selection of fresh pasta and seafood, as well as offering a morning breakfast menu. This is in addition to a fully serviced bar.

Finally, there is the Marchais Frais Carte, positioned centrally in the departure lounge. The Carte serves salads, baguettes, pastries and so on. These are available for immediate consumption or to take away. A full waitress service offering hot drinks and snacks is also available throughout the lounge.

Duty Free

Following the abolition of Duty Free last year, and close monitoring of sales activity, we have decided to take fresh look at retail arrangements in the Departure Lounge. We have sought proposals from a number of specialist retailers, including Alpha Duty and tax-free Shopping who have operated the retail space for the past eight years.

The other retail concessions in the departure lounge, Bally, Caviar House and Travelex are not affected by this process.

We aim to make a decision in June of this year.

Car Hire

The airport is currently considering the appointment of a third car hire company.

4. Local Transport

The new Airport Surface Access Strategy is currently being prepared, and we anticipate a presentation to the Committee at our next meeting.

The new shuttle bus service to Canning Town continues to grow, and is on target to reach the breakeven point during the first six months of this year. Passengers to Canary Wharf have been maintained at a steady 5% of airport traffic, although we have seen a reduction in usage for Liverpool Street since the opening of the Jubilee Line.

5. Other

The London City website now offers real-time information from the airport Flight Information Display System, and is updated every 3 minutes. The site also includes an on-line flight booking service. (www.londoncityairport.com)

BAe Systems (previously known as British Aerospace) formally announced the launch of the Avro RJX, at a conference held at London City Airport. The RJX is being developed from the BAe 146/Avro RJ family which is the main jet flying from London City. When RJX deliveries begin in late 2001 the range of destinations available directly from London City will increase. For example, with the Avro RJX, passengers will be able to fly direct from London City Airport to Eastern European destinations and as far south as North Africa.

Alan Medlock
Operations Director
5th April 2000