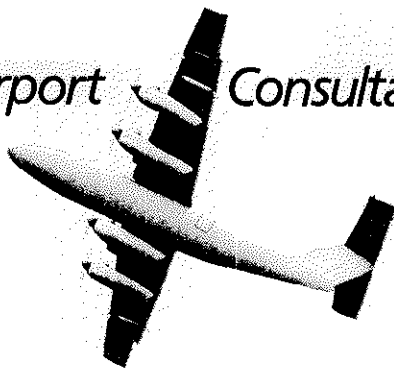


# London City Airport Consultative Committee



CM0013SI

c/o London Docklands Development Corporation  
Great Eastern Enterprise  
Millharbour  
LONDON  
E14 6TJ.

MINUTE of meeting held on Wednesday 19th April 1989 at the LDDC Royal Docks Area Office.

PRESENT	John Adshead	Chair
	Stuart Innes	Hon. Secretary
	Jeff Hennesey	LDDC
	Bill Lindsell	London City Airport
	Bruce Unsted	London City Airport
	Capt. Peter Mitchell	London City Airways
	Peter Dallaway	London City Airways
	Andy Todd	Brymon Airways
	Graham Hall	PLA
	Jeff Mendham	PLA
	Cllr Norman Adams	LBG
	Arthur Moreton	DBC
	Noel Edwards	Beckton Residents Assoc.
	Bill Dunlop	Andrew Street TA
	Arthur Cattell	Drew Road Tenants & Residents Assoc.
	Anne Jerney	London Chamber of Commerce
IN ATTENDANCE	Derek Burgess	LBN Engineer
	Robert Simpson	LBN Environmental Health
APOLOGIES	Jonathan Wilson	London City Airways
	Dru Vesty	LDDC
	David Reynolds	GBTA
	Tony Auld	Brymon Airways
	Cllr Julia Garfield	LBN

## 1. PRESENTATION - AIRLINE OPERATIONS AT LONDON CITY AIRPORT

Peter Dallaway explained the work of the Operations Department of an Airline in assembling and mixing aircraft, crews, airports, air traffic control, fuel, catering and passengers to provide a complete service. Andy Todd outlined the role of the Passenger Services Department who check -in passengers, ensure security, deal with problems (e.g. lost baggage) and respond to special requirements

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of some passengers who are disabled or have special dietary needs. He emphasised the special importance of the reservations systems which are nowadays vital to the commercial success and efficiency of the Airlines. Following the presentations there were questions about Airport security. The Airlines confirmed that LCY was rated as a very secure airport.

2. The MINUTE of the meeting held on Wednesday 8th March 1989 was approved subject to the substitution of the revised pages 5 and 6 circulated with the agenda.

### 3. MATTER ARISING

- (a) Cap 548 - Traffic Distribution and Future Capacity: The Committee noted that the Airport had submitted comments to the CAA opposing any operational limitation on LCY traffic using the LTMA. The CAA had indicated that in relation to CAP 548 "small aircraft" means aircraft of less than 80 seats using Heathrow and Gatwick and less than 50 seats using Luton and Stansted.
- (b) Low Flying Aircraft - Complaint by Resident: The Honorary Secretary explained the action which had been taken in response to this complaint including a meeting which he had had with the complainant. The Honorary Secretary would now be writing to the complainant explaining:-

- That there had been no Brymon aircraft operating in the vicinity of the Airport at the time in question.
- That there had been a London City Airways base check flight at about that time involving a steep approach and overshoot at about 300 feet. Viewed from some perspectives the route taken by this aircraft might have appeared to have been different to that which it in fact followed.
- The Airport is not used for the training of unqualified pilots but that there is a need for flights to allow qualified pilots to familiarize themselves with the Airport and its special procedures before they take responsibility for passenger carrying flights. There is also a need for check flights to ensure that pilots using the Airport on a routine basis continue to do so in an approved manner.
- There are freight deliveries/collections to the Airport on four days a week with vehicles arriving at 06.30 and 13.30 and leaving at 08.30 and 19.00.
- That the complaint had been fully aired within the Airport and that this would help to ensure that everyone continues to take proper care.

[ACTION SWI]

- (c) Alleged Pollution of Dockwaters: Arthur Cattell said he understood that the paper discussed at the last meeting had been drawn up by John Bearman of the Wetbikes Club. Bill Lindsell said that since the last meeting he had met with Connie Hunt and a colleague from the Peoples Plan Centre to explain how the Airport presently deals with its discharges. They had expressed themselves satisfied with what they had seen and heard.
- (d) Helicopter Ambulance Service: Anne Jerney said that the LCCI had resolved to write to the Inspector taking the enquiry into the proposed helicopter casualty facility at the London Hospital indicating the Chamber's full support for the proposal. It was again suggested that if for planning reasons the facility at the London Hospital could not be proceeded with, an alternative should be found, perhaps at Newham General Hospital.

#### 4. MEMBERSHIP

- (a) Port of London Authority: The Committee noted that Jeff Mendham had been appointed in succession to Clive Arrow with John Speakman as the Deputy. The Committee asked that a letter should be sent to Clive Arrow expressing their appreciation of his contribution to the work of the Committee since its inception. He had attended regularly and participated fully in building up the Committee in its consultative role.

[ACTION SWI]

- (b) Thameside Tenants Association: Ann Bachelor was to be replaced as the Association Representative but the Secretary had still to be notified in writing of the name and address of the new member. Arthur Cattell said he would pursue the matter.

[ACTION AC].

- (c) Renomination of Members: The Honorary Secretary reminded the Committee that its membership was due to be renewed after the July meeting. Where renomination involved committee approval by the organisation concerned it might be appropriate to initiate the necessary action in the next few weeks and so avoid delays in securing renomination.

[ACTION: ALL]

#### 5. AIRPORT DIRECTOR'S REPORT.

- (a) Disruption of Telephone Service: Because of the theft of the length of telephone cable in Prince Regent Lane there had been no external telephone services for 24 hours on Easter Sunday/Easter Monday. The Airport had continued to operate using cellular telephones. BT had responded promptly to restore the telephone service.

- (b) Docklands Business Exhibition: The Airport had been made available for this two day exhibition which had just ended. It had been a very successful event which had helped to put the Airport "on the map". The Airport Director thanked the Airlines for their forbearance during the Exhibition.
- (c) Proposed Planning Application: It was hoped to make this application in the near future. As promised, the Committee would be called together to be informed of the proposals immediately before the application is submitted. There would be a similar meeting for the staff of the Airport.

[ACTION BL/SWI]

#### 6. ANNUAL LIAISON MEETING OF CONSULTATIVE COMMITTEE

The Committee noted that the Chairman and the Honorary Secretary would be attending this meeting at Manchester on 16 June 1989. There were no particular matters for discussion at the meeting.

#### 7. DOCKLANDS FLYING SCHOLARSHIP

The Secretary said that in spite of good coverage in the Docklands News and the local press there had been only one application from the Newham part of the LDDC's area (ie south of the A13). This was a very good opportunity for a local youngster and he urged all members, and especially those representing the local community, to do what they could to encourage eligible young people to apply. The Corporation would be offering personal help and support to all applicants in completing the application forms and at subsequent stages.

[ACTION ALL]

#### 8. REINSTATEMENT OF ROADS

The Committee welcomed Derek Burgess of the LBN Engineering Division who tabled and introduced the attached paper dealing with the procedure and costs for reinstating roads opened for works by the public utilities. In discussion the following concerns were expressed:-

- The Airport is particularly concerned at the stifling effect which the numerous works affecting the roads in the area are having on access to the Airport. All of the usual approach roads to the Airport are presently affected by temporary signal controlled one-way shuttle working. The LBN and LDDC do try to respond quickly to particular problems but the overall situation was not satisfactory.
- Road works sever lighting cables and there are now many roads which are ill lit and dangerous. There had been a recent survey of these by the Council. It was suggested that temporary lighting should if necessary be installed.

- It is not always clear who was responsible for temporarily filled holes which need further attention. The Council had copies of the notices filed by the utilities (there are as many as 250 of these per week for the Borough as a whole) and it should be possible for them to identify who is responsible. Sometimes, however, there is an overlapping of the holes opened for different purposes at different times and this can produce difficulties of identification.
- There appears to be a need for more Council staff and better organisation to deal with the huge increase in works affecting roads south of the A13.
- The view was expressed that there should be better organisation of the works by different utilities so that the roads are opened only once. It was explained that there the Council held quarterly co-ordinating meetings with the public utilities to exchange information on forthcoming works but there was no obligation on them to work together and their different priorities made it difficult in practice to secure co-ordination. The LDDC has monthly meetings of all those concerned with its works in the area and some co-ordination had been achieved, e.g in relation to Strait road where the different works were proceeding according to an overall plan and the road would not be fully reinstated until these were all complete.
- Advance information would help. The Co-ordinating Committee referred to at earlier meetings would be producing regular leaflets similar to those issued successfully in respect of works on the Isle of Dogs. The first leaflet for the Royals is expected shortly.
- There is particular concern over North Woolwich Road which is now in a very bad condition. This is affecting the suspension systems of vehicles including the Airport Bus which uses a length of this road in providing the shuttle service to the River Bus pier. There had been a noticeable deterioration in its condition.

Jeff Hennessey said the LDDC would welcome complaints about particular problems. These should be logged with the Community Liaison Officer, Peter Polish (015153000), although Arthur Cattell said that earlier complaints made by him had been referred to Bob Brown and no action had been taken or feedback received.

The Chairman appealed to the LBN and LDDC now to do all they could help to improve the situation which was causing considerable concern both to the Airport and to local people.

9. ANY OTHER BUSINESS

- (a) Albert Road: Arthur Cattell asked if this was a designated emergency route to the Airport. He was concerned about the heavy street parking (not by residents) which would seriously affect access by the emergency services in the event of an incident. He wondered if yellow lines could be introduced to restrict parking. Bruce Unsted said that there were designated rendezvous points for the emergency services but it was up to them to decide the routes they used to reach these. It was agreed that Arthur Cattell would discuss the matter with Derek Burgess after the meeting. Yellow lines are an LBN responsibility although the police are involved in enforcement and have to be consulted about all new restrictions.

[ACTION AC]

- (b) Airport Jobs: Bill Dunlop said that airport jobs appeal to local youngsters and he hoped that the Airport and the airlines still took steps to ensure that employment and training opportunities are well advertised locally. The representatives of the Airline and the Airport Director confirmed that this remains their policy and a number of examples were cited. Bill Dunlop said that more publicity should be given to the success of the local employment policies which were being pursued so that others would be encouraged to apply.

[ACTION AIRLINES/AIRPORT]

- (c) Construction Industry Training School: This facility, developed by Mowlems adjacent to the Airport, had been formerly opened by David Trippier MP earlier in the day. It offered 90 training places in construction skills and was highly rated in this field. There appears, however, to be a need for more local people to take advantage of its facilities. There would be a need for skilled construction workers in Docklands for many years and, in view of the shortage of skilled labour in the industry, it was likely to be well paid work.

- (d) New Departure/Arrival Routes: These new procedures had been introduced, as planned, on 6th April. They offer direct access to/from controlled airspace and, while pilots and controllers were still getting use to them, it was already clear that the new arrangements were much more safe and satisfactory than those which operated previously.

- (e) Kids in Care Flights - 18th March 1989: On behalf on the Newham Social Services Committee and the Newham Health Authority the Honorary Secretary offered his sincere thanks to Brymon Airways, the Airport, Air BP, Trust House Forte, J. Lyons & Co and everyone else concerned in making these flights such a happy event for a large number of children who might not normally have such an opportunity to experience flight in what had been such a happy atmosphere. The Secretary said Councillor Garfield, as the Chair of the Social Services Committee, had wanted to express these sentiments personally but her absence prevented her from doing so.

10. DATE OF THE NEXT MEETING:

Wednesday 31st at 7.00 p.m. in The Board Room at London  
City Airport. May 1989

[Ideas for a presentation at this meeting would be welcome].