

# London City Airport Consultative Committee



Please note Secretary's new address and telephone number :-  
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MINUTE of the meeting of the London City Airport Consultative Committee held on Wednesday 11th July 1990 in the Domestic Departure Lounge at London City Airport.

## Present:

John Adshead  
Stuart Innes  
William T Chamock  
Bruce Unsted  
Lewis Moss  
Jeff Hennessey  
Carlo Englebert  
Martin Greenham  
Graham Hall  
Jeff Mendham  
Cllr Julie Garfield  
David Senior  
Dave Cooper

Noel Edwards

Chair  
Honorary Secretary  
London City Airport  
London City Airport  
LDDC  
LDDC  
Flexair  
London City Airways  
PLA  
PLA  
LEN  
LOCI  
Thameside Tenants and Residents  
Association  
Beckton Residents Association

## In attendance:

John Cox  
John Parr  
David Bain  
Cllr Bill Chapman

Air Transport Users Committee  
Air Transport Users Committee  
West Silvertown Area Team  
LEN

## Apologies:

Tony Auld  
Dru Vesty  
John Johnson  
Robert Hardless  
Alan Turner  
Janine Pedlow  
Bill Dunlop  
  
Cllr Stephen Timms  
Mike Dash

Brymon Airways  
LDDC  
LDDC  
Brymon Airways  
Docklands Business Club  
Air France  
Andrews Street Tenants and Residents  
Association  
LEN  
London City Airways

1. **SPEAKER**

The Chairman of the Air Transport Users Committee, John Cox, addressed the Committee.

Having explained the role of the Air Transport Users Committee, a body appointed by the Civil Aviation Authority to represent the users of air transport, John went on to outline the Committees view of what should be done to relieve air traffic and airport congestion in London and the South East including the provision of a new runway for commuter aircraft at London Heathrow and a new general purpose runway at either London Gatwick or Stanstead.

The Air Transport Users Committee is in favour of the expansion of London City Airport which, they believe, is an important part of London's transport arrangements providing an air terminal very near to London's financial centre. The Committee would be making an appearance at the present inquiry in support of the application for the expansion of the Airport. They hope there would be new domestic routes as well as new services further afield in Europe.

Following his address John answered questions on the adequacy of the Air Traffic Control arrangements in Europe, the use of old aircraft and on air misses.

2. The MINUTE of the meeting held on Wednesday 7th May 1990 was approved.

3. **MATTERS ARISING**

(a) Annual Liaison Meeting of ACC's - 28/29th June 1990.

The group which visited London City Airport on Thursday 28th June had been most impressed by what they had seen. A report of the discussions at the Annual Liaison meeting held at Luton the following day would be circulated later.

[Action SWI]

(b) Visit to LATOC - 4th June 1990.

This had been a very useful and informative visit.

(c) Reconstruction of Silvertown Station.

Jeff Hennessey reported that the reconstruction of Silvertown Station was now planned to start on 11th August 1990 and that the works would take about 12 week to complete. The works would involve the temporary restriction of traffic on the adjoining highway. It would be for British Rail and their contractors to liaise directly with the London Borough of Newham about these temporary measures.

#### 4. COMMITTEE MEMBERSHIP

(a) Air France.

The Committee noted that Air France had appointed their Commercial Attache at London City Airport, Janine Pedlow, to take up membership of the Committee

(b) Renewal of Committee Membership.

The Committee noted that the Honorary secretary would be writing to all agencies participating in the Consultative Committee inviting them to nominate or re-nominate their representatives for 1990/91.

[Action SWI]

#### 5. COMMUNITY REPRESENTATION

The Honorary Secretary reported that since the last meeting there had been renewed local interest in this issue which had been discussed by a number of the Area Teams recently established within the Royal Docks consultative structure.

The discussion of the issue by the West Silvertown Area Team had produced a formal request for membership of the Airport Consultative Committee and it was understood that the Royal Docks Consultative Group would be discussing the whole issue at their meeting the following evening, 12th July 1990.

Cllr Garfield expressed her support for the request submitted by the West Silvertown Area Team and there was no opposition among other members to the proposal that they should be permitted to nominate a representative to serve on the Committee. However, the Committee noted that any change to the number of representatives of the local community would require the agreement of the parties to the section 52 agreement and that according to the terms of that agreement community representatives are defined as "persons who appear to the Corporation [i.e. the LDDC] and the Council [the LBN] to represent the views of the local community". The Committee accordingly AGREED:-

-to ask the LDDC and the London Borough of Newham to consider again, through their Member Level Liaison machinery, what arrangements should be made for the representation of the local community; and

-that pending the appointment of new representatives in accordance with the directions of the LDDC and the LBN, the present representatives of the local community should be asked to continue to serve.

Thus, for the time being The Honorary Secretary would refrain from asking the Andrews Street and the Thameside Tenants and Residents Associations and the Newham Docklands Forum to appoint new representatives for 1990/91. Jeff Hennessey undertook to arrange for this issue to be considered at the next Member Level Liaison meeting between the LDDC and the LBN.

[Action SWI/JH]

## 6 AIRPORT DIRECTORS REPORT

The Airport Director reported that since the last meeting there had been a continued increase in the number of passengers using the Airport but that a dip in numbers could be expected during the holiday period of July and August. Overall the number of passengers in 1990 exceeded that for 1989 by 28%.

The Airport Director again referred to the problem of access to and from central London which he felt was impeding the growth in the number of passengers. Immediate action is needed to improve the flow of traffic on these routes. Plans for new road and rail links need to be accelerated and the responsible authorities need to get a much firmer grip on contractors working on and in the access roads to the Airport. These contractors seem to be in a position to make their own decisions as to how and when temporary traffic restrictions are introduced to facilitate their works. Much had been said about the need for improved co-ordination but in practice nothing seems to have changed.

Cllr Garfield expressed her concern over the congestion arising on the westbound carriage way of the A13, and adjoining roads, from the traffic signals at Abbots Road and Leamouth Road at the western end of the Canning Town Flyover. The LBN was of the view that the situation could be improved by a re-phasing or re-timing these signals but no action had been taken. Jeff Hennessey said that the LDDC had no control over the regulation of traffic on the A13 which is a trunk road for which the Department of Transport is responsible. He pointed out that the eastern extension of the Docklands Light Railway is now under construction together with the Lower Lea crossing and the other new Docklands highways to the west linking to The Highway in Tower Hamlets. The Department of Transport had plans for the improvement of the A13. These were supported by the LDDC but there was little it could do to influence the timing of their implementation.

Lewis Moss said that the LDDC would be happy to raise these concerns over traffic and access at the next meeting of the Docklands Transport Steering Group and the Committee asked also that the Chairman should write to the new Minister for Public Transport, Roger Freeman, expressing their concern over the traffic congestion on the A13 and especially the delays arising from the traffic signals at the western end of the Canning Town Flyover.

[Action JH/SWI/JH]

## **7. AIRPORT ACCESS - TRAFFIC DISRUPTION.**

The Committee noted that the London Chamber of Commerce and Industry had been in correspondence with the Minister for Public Transport concerning delays to City Airport passengers caused by road works. David Senior said that the LCCI would be happy to write again in support of the initiatives agreed at this meeting and asked that the Honorary Secretary should let him have copies of the relevant correspondence.

## 8. AIRPORT PLANNING APPLICATION - PUBLIC INQUIRY

The Public Inquiry had opened as planned and the Airport's first witness was now being cross examined by opposition groups.

The Airport Director tabled a new document, entitled "The Facts of the Matter", which had recently been prepared by the Airport. This gives an up to date summary of Planning Application following the discussions with the LDDC and the LBN and the Airports view of the benefits flowing from planned expansion of the Airport. Copies of this document are appended to these minutes.

Martin Greenham tabled the provisional programme for the Inquiry for the period to 4th August 1990 when it is due to adjourn for the holiday period. The Inquiry resumes on 4th September. Up to date information on the progress of the Inquiry can be obtained from the Programme Officer, Ken Bean, telephone 081 519 1042.

The draft prepared by the Honorary Secretary of the letter to the Inspector giving the Committee's majority view of the planning application was approved subject to deletion of the first sentence of the last paragraph. It was indicated that this letter would need to be submitted to the Inspector without delay.

[Action SWI]

## 9. NOISE MONITORING

The Committee agreed to waive the requirement for on-site noise readings during the 1990 Review. These reviews are held annually to check that the 35 NNI limits agreed in the context of the original planning permission are not exceeded. The on-site readings could be waived because the number of flights during the 1990 NNI period would be very much lower than that on which the original forecast 35NNI contour had been based. However, as in 1989, the CAA would be asked to produce a computer estimated 35 NNI contour based on the noise readings taken in 1988 and the actual number of flights in the 1990 Review period.

Noel Edwards referred to the proposed new noise regime to be established in connection with the planned expansion of the Airport. From the explanation given in the recent report to the London Borough of Newham it appeared the new method involved an "averaging" over a period of noise incidents which in practice would be individual, sharp and impulsive.

The Airport Director said that the proposed new noise arrangements, involving the continuous monitoring of all aircraft using the Airport, and which had been carefully negotiated with the LDDC and the LBN over a long period, should represent a great improvement on the present arrangements. Details of the noise readings taken under the new arrangements would be available to the parties to the proposed new section 52 agreement and, of course, to the Consultative Committee.

It was AGREED to ask the LDDC to consult with their noise consultant on the point of concern which Noel Edwards had raised.

[Action JH]

## 10. LOCAL COMPLAINTS

Bruce Unsted said that he had investigated the complaints of noise from the catering unit and in Muir Street which, in fact, flowed from the same source, namely, the early morning collection of refuse by a contractor. These collection arrangements had operated for a long time but the opening of the Catering unit seems to have given a point of focus to the irritation felt by local residents. Arrangements have now been made for the refuse to be collected at a later time.

Concerning abandoned luggage trolleys Bruce Unsted said that the Airport would continue to monitor the position and asked that local residents should be encouraged to complain to him where these were causing a nuisance. David Cooper said that local children were now playing with these trolleys and there had been a number of incidents involving damage to parked vehicles. He asked that the Airport should arrange for more regular collection of abandoned trolleys. Bruce said that the Airport would try to improve the arrangements for this.

[Action BU]

## 12. VISIT TO THAMES RADAR

This visit would take place on Monday 1st October 1990 commencing at 2.00 p.m. at the Control Tower at Heathrow Airport. The visit would last 1-2 hours. John Adshead, Noel Edwards, Councillors Julie Garfield and Bill Chapman, Graham Hall, Jeff Mendham and David Cooper said that they would like to join the group making this visit. Nearer to the time the Honorary Secretary would finalise the arrangements for the visit and those participating would be advised. Members of the Committee not present at the meeting were welcome to join the visiting group. The Honorary Secretary would need the names of all those participating by 24th September.

[Action ALL]

## 13. AIR TRAFFIC CONGESTION

The Committee noted the press releases issued by the European Civil Aviation Conference and the UK Department of Transport following the meeting of Transport Ministers in Paris on 24th April 1990.

John Parr of the Air Transport Users Committee had provided a full copy of the ECAC Strategy for the 1990's adopted by the Ministers at the April meeting. [Copies of this Strategy are available on loan from the Honorary Secretary on request].

## 14. ANY OTHER BUSINESS

The Committee noted with deep regret the recent death of Chris Platt, the Senior Air Traffic Control Officer at London City Airport. He had done so much to secure a safe traffic air traffic environment for the Airport. The Honorary Secretary had written to Chris's parents on behalf of the Committee expressing sympathy with them in their great loss.

## 15. DATE OF NEXT MEETING

Wednesday 5th September 1990 at 7 p.m. in the Board Room at London City Airport.