

LONDON CITY AIRPORT
AIRPORT CONSULTATIVE COMMITTEE

MINUTE of the meeting held on Wednesday 23rd September, 1987 at London City Airport.

PRESENT	John Adshead	Chair
	Stuart Innes	Hon. Secretary
	Eddie Oliver	LDDC
	John Mills	LDDC
	Ken Lund	LBN
	Cllr. Julie Garfield	LBN
	Cllr. Stephen Timms	LBN
	John Douthwaite	LCA
	Nicholas Hopkins	John Mowlem & Co PLC
	Jonathan Wilson	Eurocity Express
	Tony Auld	Brymon Airways
	Graham Hall	PLA
	Clive Arrow	PLA
	Bill Dunlop	Andrew Street TA
	Ann Batchelor	Thameside TA
	Bert Pile	Northside Community Groups
	Alan Turner	Docklands Business Club
	Chris Miller	Newham Docklands Forum
	David Reynolds	Guild Business Travel Agents
	David Senior	London Chamber of Commerce
IN ATTENDANCE	Jeff Charles	Bickerdyke Allen Partners
	Anne Hannam	LDDC
	Denise Shaw	Newham Recorder

APOLOGIES There were no apologies

1. Minute of meeting held on 12th August, 1987.

The Minute was AGREED.

2. Matters arising

A list of Deputies so far nominated is appended hereto. It was AGREED that where there are two members of the Committee from the same organisation they could, if they wished, nominate the same deputy.

Drew Road School: It was reported that the noise insulation works at the school were in progress.

Noise Insulation for Residents: It was explained that the exhibition informing residents about the proposed noise insulation scheme and asking their views had been delayed because of the sickness of a Council officer. It was AGREED that a copy of the leaflet for residents about the proposed scheme and the exhibition would be sent to all Committee members as soon as a date for the exhibition had been fixed. Councillor Garfield and Bill Dunlop reiterated the concerns felt by residents over the scheme put forward by LCA and suggested that the exhibition should have details of other possible options. Bill Dunlop also asked about the position of the owner-occupiers who qualified for noise insulation works. It was said that in addition to the leaflet they would be specially written

to. It was suggested that before the Airport opens assurances should be given about the proposed Trust fund to be established to deal with properties not insulated at the outset. Committee members expressed regret that only two properties would be insulated before the airport opens. It was noted, however, that the 35NNI contour related to the intended maximum number of air traffic movements; initially the number of flights would be only a quarter of this. It was AGREED that if, after seeing the exhibition, residents felt a further meeting would be useful, this would be organised jointly by the LDDC and the Borough Council.

[ACTION - SWI/AH]

Dock Wall: This matter appears to have been resolved.

Entryphone System: The application for funding was still awaiting DoE approval. The Secretary offered to try to expedite matters.

3. Membership

- (a) LPAC - There had, as yet, been no approach from LPAC.
- (b) ABTA - The Committee felt that the advantages of ensuring a complete coverage of interests must be weighed against the dangers of further enlarging the Committee. It was AGREED that the Secretary would write to ABTA suggesting that the GBTA might represent the interests of both bodies. In the future consideration should be given to establishing a Passenger Interests Sub-Committee which might have a wider membership including ABTA.

[ACTION - SWI]

4. BAe 146 Demonstrations

The Secretary explained that the visit on 14th September to Hatfield had been organised at the request of the Campaign Against the Airport following the CAP's public meetings on the issue. BAe had invited the ACC to another demonstration as soon as they had become aware of the existence of the Committee.

John Mills reaffirmed the LDDC position and explained that the existing planning permission limited the use of the airport to the DASH-7 or to aircraft of similar noise and operating characteristics. Before other aircraft which did not meet the noise and other criteria laid down could use the Airport a new permission would be needed. It was more than likely that any application for this would be subject to consideration at a public inquiry.

The members representing London City Airport and Eurocity Express explained that the issue had come to life because of the imminent decision on the East London River Crossing which could restrict the use of the Airport by aircraft such as the BAe 146. They reiterated the point about the need for planning permission and assured other Committee members that they fully realised how important it was to secure local acceptance of any proposed changes of this kind. A planning application would be submitted only if and when it seemed appropriate.

Some members felt it would be appropriate to go to Hatfield to obtain more information about the BAe 146 but others expressed the view that such a visit would be tactless, premature and perhaps, convey the impression locally that the Committee approved of the admission of this aircraft. It was DECIDED by 7 votes to 6 that the invitation should not be accepted at this stage.

[ACTION - SWI]

5. Dornier 228/328

A trial landing had taken place on Monday evening 21st September after preliminary clearance by the CAA that the aircraft fell within the noise and operating criteria of the planning permission. Provided the CAA had no objection the Airport Director would show Chris Miller the letter confirming this. More work would need to be done before full clearance could be granted for this aircraft to use the Airport.

[ACTION - JD]

6. Employment Guidelines

A statement on local employment policy was distributed by the Airport Director. He explained that LCA was now almost fully staffed and that two thirds of the 50 employees lived in Newham. Eight of these lived in the area immediately adjoining the Airport.

Bill Dunlop expressed concern about the pay and conditions of a job offered by one of the concessionaires. This matter had been checked by the Airport Director and he had been assured that they were typical of the market for staff for the catering industry in this area.

The Airport Director reported that all concessionaires were following a policy of local employment. Allied Lyons had recruited staff from the following postal districts:- E16 (5), E18 (3), E14 (1), E13 (2), E7 (1), E6 (5), E4 (1). Details of the staff employed by other concessionaires would be given at subsequent meetings as they became available.

Chris Miller said that he would like to see a statement about future policy rather than past practice as in LCA's statement. The Airport Director explained that this was because recruitment for LCA was almost complete. He confirmed that past practice, as explained in his statement and in the leaflet distributed to all local residents, would be continued in the future as and when vacancies arise. The Secretary would send a copy of the leaflet to all Committee members, and is appended hereto.

7. Noise Monitoring

The Airport Director explained that arrangements had been made to meet the noise monitoring requirements laid down in the planning permission and the Section 52 agreement. These arrangements were explained in more detail by Mr. J. Charles of Bickerdyke Allen Partners, Consultants to London City Airport. The CAA's Directorate of Research and Analysis had been appointed to undertake the necessary monitoring. The work would be undertaken annually, probably in the summer, when weather conditions were best. The data collected would be used to ensure the validity of the noise predictions made by the CAA.

The agreement also allows for additional monitoring work to be undertaken, e.g. in between the annual tests.

8. Land to the South of King George V Dock

Negotiations on the sale of this land were still continuing and the position was the same as that reported under item 7 (c) at 30th June meeting. Chris Miller expressed concern that once the land had been sold control over its use would be lost. He argued that the normal LDDC practice was to consult widely and only dispose of the land after planning permission had been granted. Eddie Oliver pointed out that practice varied and that two sets of controls exist (planning and disposal conditions). The LDDC recognised the importance of this land and would consult fully as and when a planning application was received.

9. Airport Director's Report

Scheduled flights were due to start on 26th October to Paris, Brussels and Plymouth. Opening hours would be determined by the schedules and initially there would be only 28 movements a day, with less than this at weekends.

The final flight check of the ILS had been successful. A flypast only lighting check would be made by a light aircraft the following day, and test landings by both airlines are due to take place over the next few weeks.

The Special Rules Zone would operate from when the Airport licence is granted. This should have as a side benefit that helicopter and other flights over the area would be more controlled if not reduced in number overall.

The Queen would be opening the Airport officially on 5th November. LCA are doing their best to accommodate as many spectators as possible, although given that most of the time would be spent in the terminal opportunities would be limited.

The problem of the lack of awareness of the location of the Airport was raised. Traffic consultants have produced a sign posting scheme from the City eastwards in consultation with Local Authorities and the Department of Transport. Meetings were being held with representatives of the taxi trade. Last of all, passengers would receive a map and there would be publicity in time for the Airport opening.

10. Date of next meeting

Because the Airport Director and his staff would be heavily engaged on the 4th November with the arrangements for the opening of the Airport it was AGREED that the date of the next meeting should be changed to the 18th November, at 7.00 pm at the Airport.

NOMINATED DEPUTIES

EDDIE OLIVER
L.D.D.C.

DRU VESTY
AREA TEAM DIRECTOR, L.D.D.C.

JOHN DOUTHWAITE
LONDON CITY AIRPORT

NICHOLAS HOPKINS - JOHN MOWLEM OR
BRUCE UNSTED - LONDON CITY AIRPORT

BILL LINDSELL
JOHN MOWLEM & CO PLC

A/A

JONATHAN WILSON
EUROCITY EXPRESS

G. A. SHARP, ESQ.,
EUROCITY EXPRESS

CAPTAIN PETER MITCHELL
EUROCITY EXPRESS

CAPTAIN M. DASH
EUROCITY EXPRESS

JOHN HUMPHREY
BRYMON AIRWAYS

BRIAN BEAL
BRYMON AIRWAYS

GRAHAM HALL
PORT OF LONDON AUTHORITY

P. CLARKE
PORT OF LONDON AUTHORITY

CLIVE ARROW
PORT OF LONDON AUTHORITY

DAVID FOUNTAIN
PORT OF LONDON AUTHORITY

ALAN TURNER
DOCKLANDS BUSINESS CLUB

ARTHUR MORETON
C/O BRITISH TELECOM, QUAY HOUSE,
MARSH WALL, E14.

CHRIS MILLER
NEWHAM DOCKLANDS FORUM

CONNIE HUNT
NEWHAM DOCKLANDS FORUM

BILL DUNLOP
ANDREW STREET T.A.

MRS. GRACE DUFFY
32 PARKER STREET, E16 2D3.

CLLR. MRS. JULIE GARFIELD
L.B. NEWHAM

CLLR. WILLIAM CHAPMAN
C/O 74 QUEENSLAND HOUSE, RYMILL STREET
NORTH WOOLWICH, E.16.

CLLR. STEPHEN TIMMS
L. B. NEWHAM

CLLR. MALCOLM WATKINSON
117 MILTON AVE, E6 1BN.

KEN LUND
L. B. NEWHAM

MIKE HERATY
L. B. NEWHAM

CLLR. NORMAN ADAMS
L. B. GREENWICH

CLLR. MULCAHY
L. B. GREENWICH

REPLIES AWAITED FROM:

JOHN MILLS (L.D.D.C.)
TONY AULD (BRYMON AIRWAYS)
DAVID SENIOR (LONDON CHAMBER OF COMMERCE)
DAVID REYNOLDS (GUILD OF BUSINESS TRAVEL AGENTS)
ANN BATCHELOR (THAMESIDE T.A.)