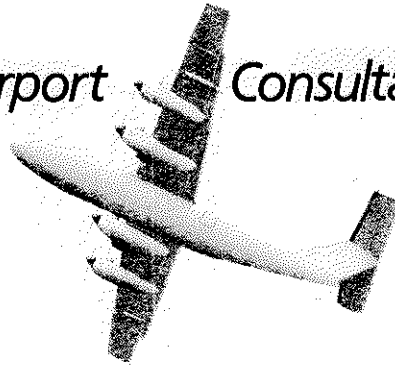


London City Airport Consultative Committee



3D2299SI/svl

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

MINUTE of meeting held on Wednesday 6th September 1989 at 7 p.m. in the Board Room at London City Airport.

PRESENT

John Adshead	Chair
Stuart Innes	Honorary Secretary
Cllr J Garfield	London Borough of Newham
Mike Heraty	" " " "
Bill Lindsell	London City Airport
Bruce Unsted	" " "
Peter Dallaway	London City Airways
Andy Todd	Brymon Airways
Jeff Hennessey	LDDC
Jeff Mendham	PLA
Graham Hall	PLA
Noel Edwards	Beckton Residents Assoc
Brian Axon-Boyes	ABTA
Bill Dunlop	Andrew Street Tenants & Residents Assoc
John Bearman	Newham Docklands Forum
Dave Cooper	Thameside Residents & Tenants Assoc

APOLOGIES

Lewis Moss	LDDC
Dru Vesty	LDDC
Kate Wallace	London Borough of Newham
Peter Mitchell	London City Airways
Jonathan Wilson	" " "
Alan Turner	Docklands Business Club
Cllr Stephen Timms	London Borough of Newham
David Senior	LOCI
Tony Auld	Brymon Airways

1. MEMBERSHIP

The Committee received and noted the list showing those nominated to serve as members of the Committee for 1989/90.

Councillor Garfield said that Councillor Bill Chapman would serve as her deputy on those occasions when she is unable to attend.

Peter Dallaway indicated that Captain Peter Mitchell would shortly be returning to British Midland Airways and would no longer be serving as a member of the Committee. The Committee expressed their thanks to Peter for his contribution to the work of the Committee and their best wishes for the future.

2. ELECTIONS

a) Chair: John Adshead was elected

b) Honorary Secretary: Stuart Innes was elected

3. COMMITTEE EXPENSES

The Committee were reminded that Schedule 3 to the original Section 52 Agreement relating to the Airport provides that the expenses of the Committee should be shared between the LDDC, the LBN, the PLA and the Airport. Notwithstanding this provision the LDDC have thus far met these costs and, without prejudice to the Agreement on this point, and recognising that it may need to adopt a different stance in future years, the Corporation had indicated that it was prepared to continue to meet these expenses for 1989/90. The Corporation's offer was noted and accepted.

4. DATE OF FUTURE MEETINGS

A list showing the dates of the meetings of the Committee for the remainder of 1989 and for 1990 was noted and approved.

5 The MINUTE of the meeting held on Wednesday 5th July 1989 was approved.

6. MATTERS ARISING

Item 8 - Car Alarms Nuisance : The Airport Director said that it was the policy of the Airport always to attend parked vehicles where their alarms were activated in the hope that the noise can be stopped. No guarantees could be given that incidents of this kind would not occur.

7. AIRPORT DIRECTOR'S REPORT

a) The number of passengers using the Airport in June had been the highest ever. This had been followed by a reduction in activity over the holiday period of July and August during which both Airlines had reduced the number of flights within their schedules. The full schedules had now been reintroduced and the signs were that passenger numbers were picking up again after the holiday lull.

b) The Dutch airline Flexair would shortly be introducing a scheduled air service to Rotterdam offering three flights per day in each direction. The airline would be using the Domier 228, a 19 seat passenger aircraft which had been certified by the CAA as an aircraft which complies with the noise and other restrictions applicable to aircraft using London City Airport.

8. ALLEGED POLLUTION OF DOCK WATERS

The Committee received and noted the report prepared by Mrs Hunt and her colleagues following their visit to the Airport in June.

In commenting on the report the Airport Director said that the surface water drainage system, comprising drains on each side of the runway, is designed to the prescribed standards and it well able to cope with the surface water draining into it. The surface water drainage system of the Airport can now be joined to the LDDC's system but the Airport Director was unable to say when the necessary connections would be made. There had been no use of ethylene glycol during the summer months.

On the question of testing of dock water samples Jeff Hennessey said that the LDDC had been doing this as a matter of routine. More recently the Corporation had commissioned a Water Quality Study which involved the testing of a large number of samples. The results of this comprehensive study would be made available through the usual channels.

[ACTION JH]

John Bearman asked whether the Airport would arrange an inspection visit for water users similar to that offered to Mrs Hunt and her colleagues. Bill Lindsell said he would consider any such request made to the Airport but airside visits of this kind involved special arrangements with Air Traffic Control, and those responsible for security, and as a general rule he was anxious to avoid disruption to the operational work of these bodies unless the reasons for it were very compelling.

David Cooper said that he was a member of one of the bodies offering water sports in the Docks and he had been assured that the waters were regularly tested and that they were quite safe for sportsmen.

9. RECONSTRUCTION OF SILVERTOWN STATION

Jeff Hennessey reported that the LDDC had just received a revised planning application in respect of this project which would be subject to consultation with the IEN, with groups representative of the local community and with individual residents in the immediate vicinity of the station. He had brought with him the plans relating to the revised application and these were made available to members for inspection after the meeting. From these plans it was clear that rumours circulating locally that the site of the station was to be moved further along the line were unfounded.

Commenting on Alan Turner's letter, Councillor Garfield said that local people had a different view of the disruption likely to be caused by restrictions on the width of the roadway to enable some of the works to be carried out. She was anxious that the Traffic Management section of the IEN should participate in the planning for these works and so keep disruption to a minimum.

Jeff Hennessey confirmed that the works to rebuild the station had not begun. He understood, however, that the applicants were in a hurry to secure planning permission and carry out the works with a minimum of delay.

Bill Lindsell said that the Airport had been anxious to ensure that the plans incorporated an airport luggage trolley park not least to avoid inconvenience and nuisance for local residents.

10 TRAFFIC DISTRIBUTION OF AIRPORT'S SERVING LONDON AREA

The Committee noted the conclusions and recommendations of the CAA's Report (CAP 559) advising the Secretary of State for Transport on the distribution of air traffic in the London area and on the adequacy of Airport capacity. The Committee noted also the contents of that part of the report dealing with restrictions on the use of small aircraft.

11 ROYALS TRANSPORT BULLETIN

The Committee noted that Issue No 2 had been published.

12 ANNUAL LIAISON MEETING OF CONSULTATIVE COMMITTEES

The Committee noted the report of the Annual Liaison Meeting held at Manchester Airport on 16th June 1989.

13 DOCKLANDS LIGHT RAILWAY - EASTERN EXTENSION

The Committee received a brochure describing the DLR Eastern Extension project and asked the Secretary to see if arrangements could be made for a presentation on the project at its next meeting on 8th November. Bill Dunlop asked that the project should include information on the use of travel passes by passengers using the DLR.

[ACTION SWI]

14 ANY OTHER BUSINESS

a) Planning Application

In response to a question by Mr Axon-Boyes Bill Lindsell said that he now expected the planning application for the longer runway, different types of aircraft etc to be submitted towards the end of September. There had been continuing discussions with the LDDC as the development control authority and the LBN had been kept fully in the picture. As promised the Committee would be invited to a special presentation of the proposals immediately the application is submitted.

[ACTION BL/SWI]

b) Marketing & Promotion

In response to another question by Mr Axon-Boyes, Bill Lindsell said that liaison with the travel trade in relation to the promotion of the Airport lay with the Airport's Marketing Department. The Committee had received a presentation on marketing at an earlier meeting and there were suggestions that this might be repeated at a future date.

[ACTION SWI]

c) Fumes

Dave Cooper said that he had heard complaints recently about fumes emanating from the Airport. Bruce Unsted said that the fumes comprise un-burnt fuel from engines which might be noticed by neighbours particularly on hot days when the wind was in the NNW. It was explained that the Committee had previously considered complaints about fumes and the Committee had received a report by the Environmental Health Officer which indicated that there was no danger to health. It was agreed that this report should be recirculated for consideration at the next meeting. Mike Heraty would alert Bob Simpson to this and see if he could be present.

[ACTION SWI/MH]

15 DATE OF THE NEXT MEETING

Wednesday 8th November 1989 at 7 p.m. in the Boardroom at London City Airport. If it can be arranged the meeting will include a presentation on the Eastern Extension of the Docklands Light Railway.