

**MINUTES OF THE MEETING HELD ON WEDNESDAY, 6th
OCTOBER 1999 AT 7 PM AT CITY AVIATION HOUSE,
LONDON CITY AIRPORT**



PRESENT:

John Adshead	Chair
Bill Dunlop	Deputy Chair
Stuart Innes	Secretary
Alan Medlock	London City Airport
Gary Hodgetts	London City Airport
Ian Fines	London Borough of Newham
Peter Mendham	Beckton Area Team
David Atkins	Cyprus TRAs
Arthur Cattell	Drew Road Tenants & Residents Association
Gertie Duffy	North Woolwich & Silvertown Area Team
Glynis Webb	North Woolwich TRAs

APOLOGIES:

Cllr Alec Kellaway	London Borough of Newham
Graham Lilley	Thamesmead Town
Andrew Thomson	Thamesmead Town
Alan Taylor	Custom House and Canning Town Forum
David Kent	ABTA
Howard Sheppard	Docklands Business Club
David Senior	London Chamber of Commerce and Industry
Chris Orphanou	London City Airport

IN ATTENDANCE:

Jonathan Smith	London City Airport
Rob Grafton	London City Airport
Liz Payne	London City Airport
Rose Geaney	Drew Road T & RA
Roderick Hamer	Airport Chaplain

1. COMMITTEE MEMBERSHIP

The Secretary reported that since the Agenda had been circulated a nomination had been received from the Docklands Business Club (Howard Sheppard) and the Beckton Area Team had indicated that they would be represented by Peter Mendham and not Kevin Whyberd as indicated in the *List of Members*. Nothing had been heard from the Airline Operators Committee and the Secretary would be writing to their new Chairperson, Karen White. There had been no nomination from the West Silvertown Area Team which it was assumed was now defunct.

Bill Dunlop said that although the Thameside TRA had now ceased to function, Sid Keys remained a focal point in his community and it would be a pity if the Committee were to lose his input. He had been a member of the Committee for many years and was very experienced in its work. He noted that the officers of the remaining Area Teams would soon be meeting the London Borough of Newham's Director of Housing to discuss the future arrangements for consultation among the local communities south of the A13 and, until new arrangements were made, he thought Sid should remain as a member.

On behalf of the Airport, Alan Medlock proposed that pending the outcome of the discussions with the Council Sid Keys should be asked to remain a member of the Committee. This was agreed.

2. CHAIRMAN AND SECRETARY

The Committee approved the appointment of John Adshead as Chair of the Committee for 1999/2000 and Stuart Innes as the Committee's Secretary for the same period.

3. The **MINUTES** of the meeting held on Wednesday, 7th July 1999 were approved as a correct record of the discussions at that meeting.

4. MATTERS ARISING

(a) Item 1 - Presentation - Silverlink Metro

In spite of a faxed reminder there had been no response from Silverlink Metro concerning the suggested public meeting to discuss train services on the North London Line.

Roderick Hamer had been in further correspondence with the local Members of Parliament, OPRAF and other agencies about these services and in particular their contention that passenger demand on the rest of the North London Line made it impossible to allocate more trains for an improved service between Stratford and North Woolwich. He had suggested that if the length of platforms were to be increased longer trains could be used to meet the demand. He quoted the following response contained in a letter received by Stephen Timms MP from the Managing Director of Silverlink Train Services:

"You may be aware, however, that Silverlink has put forward to the Shadow Strategic Rail Authority proposals which we hope will form the basis of discussion regarding the renegotiation of our franchise beyond the year 2004. One of the proposals is that, were Silverlink to be left in the driving seat for a reasonable term beyond then, we would address the issue of platform and train lengths for the Metro lines and introduce a whole raft of new ideas for North London Orbital/Metro services. It will be some time, however, before we know the outcome of this proposal and meantime we believe that the arrangements we have put in place are in the best interests of the majority of our customers."

OPRAF had indicated that any proposal to bring to an end services on the Stratford - North Woolwich section of the line would involve lengthy procedures.

Stephen Timms MP had indicated his willingness to pursue the question of improved services on this section of the line.

Members noted that it had not been very long ago that platforms on this line had been lengthened to accommodate three car trains. It was a pity that the opportunity had not been taken then to make the platforms long enough to take 4 car trains.

It was noted that there was now a shelter for passengers at North Woolwich Station.

(b) Item 3(a) - Boundary Fence

Two contractors had been appointed, one to deal with the wooden sections of the fence and the other those parts which are concrete. They had been provided with photographs and other information about those parts of the fence about which concerns had been raised and it was their brief was to make inspections and submit proposals for the repair

of these and any other lengths of the fence which need attention on grounds of safety or to keep out intruders. A recent inspection showed that the work was not being progressed in line with the intended programme. Rob Grafton apologised and said that those responsible had now been chased and he expected more rapid progress over the next 2-3 weeks. There would be a report to the next meeting of the Committee. Meanwhile, if members had concerns about particular lengths of the fence which they had not already brought to the attention of the Airport they should do so before the end of the month.

Members again drew attention to the need for repairs to that part of the fence at Docklands Street/Rymill Street and at the eastern end of the Airport including the new section of fence provided by Bellway/Fairview as part of their recent housing development which was not strong enough to keep out children and other intruders.

In relation to intruders, Peter Mendham suggested that it might help to instal closed circuit television equipment so that the vulnerable areas could be kept under surveillance by the security staff. The Airport said they would consider this.

Drawing on the experience of the DLR at Beckton Peter Mendham also suggested that the fence might be reinforced by the planting of thorn hedges. The Airport said this, too, would be considered.

Noting that the complete renewal of the fence depended in part on decisions still to be taken on the further extension of the DLR to North Woolwich, Bill Dunlop suggested that the replacing of the fence over that section could be included as part of the DLR project.

(c) Item 3(c) - Citation V: Departure Noise

There was further information in the *Environmental Report* to be considered later in the meeting.

(d) Item 3(c) - Noise Management Scheme: Noise and Track Keeping Equipment

There was further information in the *Environmental Report* to be considered later in the meeting.

5. AIRPORT PASSENGER FIGURES

The charts were noted. These covered the period up to including August 1999. The figures for September 1999 were given in the *Airport Director's Report*.

6. AIRPORT DIRECTOR'S REPORT

A note of Alan Medlock's report is attached to these minutes.

In response to a question Alan Medlock said there were as yet no plans for discussion in relation to the development of the 11 acre site on the south side of the KGV Dock to the east of the Airport.

7. STANDING ITEM ON ENVIRONMENTAL ISSUES

The Report was noted. Rob Grafton said there had been complaints about the firecrackers used to scare birds. Instructions had now been given that this method of scaring was not to be used unless and until other quieter methods had proved to be unsuccessful. All such instances were now to be logged and reported to him as the Environmental Officer. It was expected that these measures would lead to a reduction in noise from this source.

Peter Mendham enquired whether any thought had been given to the use of hawks or falcons or other birds of prey for the purposes of bird scaring. Gary Hodgetts said this had been considered on a number of occasions but it was considered to be too hazardous in the environment obtaining at London City Airport.

Peter Mendham enquired also about air traffic bound for Heathrow which seemed to be more intrusive and noisy late at night or early in the mornings, and at weekends, when London City Airport was closed. This was particularly unfortunate because London City Airport got the blame for the extra noise. It was agreed that the Secretary would take up the question with the *Heathrow Airport Consultative Committee*. Meanwhile, the ATC Manager at London City, Paul Reid, who had experience at Heathrow, would be invited to attend the next meeting of the committee to talk about this and other ATC issues. The Secretary would also see if arrangements could be made for a visit to the *London Air Traffic Control Centre (LATCC)* for those members interested in this aspect of the airport's operation.

8. NOISE INSULATION PROGRAMME

There had been problems in mounting the latest phase of the programme not least because there were no vacant properties which could be used as a show house. There had been discussions with the London Borough of Newham (LBN) and it was now proposed to use an empty shop for this purpose.

Meanwhile, the appointed contractors (Granville Noise Insulators) had now completed their survey of properties originally treated under Part I of the Programme to check that the insulation and mechanical ventilation equipment was still effective. The surveys of premises in Part II of the Programme were now in progress. Following a leaflet drop door to door visits were being made to discuss with householders the works to be carried out or, where properties had already been treated to the required standards, to assess the amount of grant to be paid. In some instances owners were making arrangements with the contractor, at their own expense, for enhancements to the standard provision.

A meeting with the LBN was to be held on 6th October to discuss and agree the treatment of the tenanted properties owned by them.

Part III of the Programme would follow on from Part II.

Members were asked to advise Jonathan Smith of any problems encountered by residents in the implementation of this programme. The Airport were anxious to achieve high standards of customer service. However, routine enquiries should be directed to Granville Noise Insulators or to the administrators of the scheme, Banks Wood and Partners [telephone numbers below].

In response to questions, Jonathan Smith said that the mechanical ventilation equipment now available was quieter than that installed in the original in Part I of the Programme. Bill Dunlop said that there was no system to replace the motors in the ventilators installed in Part I properties and asked if the new equipment could be installed instead. Jonathan Smith said the contractor would be doing this as parts for the original ventilators were no longer available.

Gertie Duffy said that residents had been invited many months ago to write in about properties to be insulated but the letters from those who had submitted documentation had not been acknowledged and nothing more had been heard. Jonathan Smith said that all such correspondence was in the hands of Banks Wood and Partners but agreed that it should have been acknowledged and he would see that this was now arranged.

The appropriate contact at Granville Noise Insulators was John Philips on 0181 361 3151 while at Banks Wood the contact was David Chester on 01277 262870.

Peter Mendham referred to noise in Beckton where two or three turbo-prop aircraft started their engines at the same time on the apron. The noise seemed to be reflected by the Airport terminal building and pier and he wondered whether it might be possible to restrict the number of such aircraft with their engines running and/or to treat the buildings with sound absorbing material. The Airport said they would be investigated but noted that the number of turbo-prop aircraft using the Airport was likely to decline over time. Suckling were considering a switch to the jet version of Do 328 and VLM were looking for a suitable jet aircraft such as the BAe 146 to replace the Fokker 50.

9. AIRCRAFT NOISE - CORRESPONDENCE FROM MR H.D.IRONS

The correspondence from Mr H D Irons was received. There was a scheme for the insulation of homes affected by noise from aircraft using the Airport but this was not available until the 57 LAeq16 hour noise contour reached the premises concerned. Ian Fines confirmed that these arrangements applied outside the Borough of Newham but said that the Airport would need to be operating at full capacity before the contour reached into Thamesmead.

Rob Grafton said that at 57 LAeq the trigger point for the insulation of homes was generous by comparison with other airports which only offered such insulation at 63 LAeq. He noted that Mr Irons' home was 3000 metres from Airport's runway and at that distance aircraft would be flying at a height in excess of 1000 feet and not 100 feet as indicated by Mr Irons.

The Secretary would reply to Mr Irons in these terms.

10. AIR TRANSPORT FORUM - APPOINTMENT OF REPRESENTATIVES

The Committee agreed to appoint Bill Dunlop and Stuart Innes to be their representatives on this Forum. The first meeting of the Forum is scheduled to take place at 10am on 9 November at City Aviation House.

If any other local groups felt they should be represented on the Forum they should contact Chris Orphanou on 020 7646 0005.

11. ANNUAL LIAISON MEETING OF AIRPORT CONSULTATIVE COMMITTEES

The circulated Note of the 23rd Annual Liaison Meeting of Airport Consultative Committees, held at Prestwick on 18th June 1998, was received.

In relation to the protection of domestic services into Heathrow, Alan Medlock said that the pressure on the slots for these services represented an opportunity for London City Airport which offered the prospect of much better services for passengers travelling to London and very good opportunities for interlining to services to the rest of Europe. This was evident from the recently introduced services to and from Dundee which was attracting many passengers travelling to London and onwards to Europe. British Airways would shortly introducing a new service to the new City Airport at Sheffield.

Concerning X-ray machines Alan said that the machines in use at London City Airport did not significantly affect exposed photographic films but passengers should realise that hold baggage might be screened on a number of occasions throughout a journey. Machines in use at other airports might have a more detrimental effect and, moreover, there might be a cumulative effect on such films.

12. **DATE OF FUTURE MEETINGS**

The Committee approved the following dates for meetings in 1998/99 are as follows:

Wednesday 12th January 2000

Wednesday 5th April 2000

Wednesday 5th July 2000

[End of Committee Year]

Wednesday 4th October 2000

13. **ANY OTHER BUSINESS**

(a) Study of Airports Issues in the South East and East of England

It was expected that the Government would invite the Consultative Committee to appoint a representative in connection with this Study. The Committee agreed that Peter Mendham should be appointed although the Secretary would attend if he were unable to do so.

(b) Polly Larner

The Secretary that Polly Larner had now left the Airport to take up an appointment with the National Maritime Museum and Royal Observatory at Greenwich. He had written to her on behalf expressing the Committee's thanks for her unstinting help in progressing its work.

14. **DATE OF THE NEXT MEETING**

Wednesday 12th January 1999 at 7 pm in the Meridian Business Centre in the Terminal at London City Airport .

Note:

The next meeting of the Committee will be on Wednesday 12th January 2000 - a week later than previously notified.

The meeting will be held in the Meridian Business Centre in the Airport Terminal

1. The growth in passengers using London City has continued, with 123,112 passengers travelling through the airport in September, an increase of 5% over September 1998. Year to date, passenger numbers have increased by 4%, reaching over 1 million by mid-September.

Aircraft movements have increased by 18%, reflecting the new Dundee route and Glasgow now being operated by Suckling Airways using a Dornier 328 in place of the BAe 146 operated by KLM.

2. **Routes**

Following the changes in ownership of Cityjet, Jersey European took over responsibility for the service to Dublin from 1st September.

The introduction of the winter schedules from 1st November, will see a number of major changes. KLMuk have revised their operation to concentrate on services to Amsterdam. The airline will operate 6 flights per day, using a F50 aircraft. At the same time they will withdraw from the Manchester and Edinburgh routes.

In place of KLM, Jersey European have announced services to Edinburgh, and they also plan to introduce services to Belfast from January. A service to the Isle of Man is also being considered.

The Suckling Airways also intend to operate 4 flights per weekday to Edinburgh, in addition to the services to Glasgow and Dundee. These services are designed to complement the Jersey European services, offering a level of service to match Heathrow.

[Since the committee meeting, Suckling Airways have announced a change in name to ScotAirways. This follows a private investment by Brian Souter and Ann Gloag.]

Aer Lingus will start operations to Dublin, with 4 services per weekday using BAe146 aircraft.

VLM have suspended their summer weekday service to Jersey, but have indicated that they will operate 2 daily flights for next summer.

Preparations for the new British Airways service to Sheffield continue, with 4 services per day planned to start this winter.

Air France flights to Paris are increasing from 4 to 6 departures per day. We also expect additional services to Paris by, as well as new routes to Le Havre and Rennes, replacing the Strasbourg service.

Increased jet operations to Basle by Crossair.

3. **Airport Facilities**

Dock edge Walkway

The covered dock edge walkway, linking the terminal with the car park, has been completed. During October, lighting will be installed along the full length of the walkway. We have also improved the terrace area around the flag poles, providing additional seating and dock edge protection. Posts and rails have also been installed along the dock edge between the walkway and the Mowlem sheds.

Alpha Bookstore

A major refurbishment of the landside bookstore has been completed. The new "World News" shop provides a 20% increase in floor area, to 100 m²

Catering Concession – Work has commenced on the redevelopment of the airside and landside catering facilities. This project will be phased over a 7-month period, with completion due by mid-May 2000.

Terminal Business Centre

The newly refurbished Business Centre will open next week. We will be inviting members of the committee to visit the facility during our January meeting.

5. **Airfield Developments**

Instrument Landing System

Installation of the new Instrument Landing System (ILS) has been completed.

Arrestor beds

In 1996 we installed arrestor beds at either end of the runway. The arrestor bed can best be described as a carefully designed gravel trap. Due to damage, we have replaced the entire content of the bed. This programme was completed in September.

6. **Local Transport**

A new shuttle bus service, to connect the airport with the Jubilee Line, Silverlink Metro and the DLR at Canning Town, will operate from 1st November. Externally, the buses will be painted green, with white lettering. This will provide a simple, clear differentiation between the two services: blue to Liverpool Street and green to Canning Town. Buses will internally be fitted as for the existing shuttle.

The contract for the Liverpool Street/Canary Wharf shuttle continues to the end of March 2000. Although some loss of traffic to Canning Town is expected, the performance of the route will be closely monitored once the new shuttle begins operation. It is possible that the Liverpool Street shuttle could be sustained beyond the expiry date of the current agreement.

Both shuttle services will be operated by Stagecoach.

8. **Other**

London City has introduced an on-line booking service, to enable tickets to be booked directly via the internet - on any flight from the airport.

Alan Medlock
Operations Director
6th October 1999