

LONDON CITY AIRPORT
AIRPORT CONSULTATIVE COMMITTEE

MINUTE of the meeting held on Wednesday 18th November, 1987 at London City Airport.

PRESENT	John Adshead	Chair
	Stuart Innes	Hon. Secretary
	John Mills	LDDC
	Eddie Oliver	LDDC
	Bill Lindsell	LCA
	John Douthwaite	LCA
	Jonathan Wilson	Eurocity Express
	Capt. Peter Mitchell	Eurocity Express
	John Humphrey	Brymon Airways
	Tony Auld	Brymon Airways
	Ken Lund	LBN
	Cllr. Norman Adams	LBG
	Cllr. Julie Garfield	LBN
	Graham Hall	PLA
	Clive Arrow	PLA
	Arthur Moreton	Docklands Business Club
	Bill Dunlop	Andrew Street TA
	Bert Pile	Northside TA
	Chris Miller	Newham Docklands Forum
	David Reynolds	Guild of Business Travel Agents
IN ATTENDANCE	Jeff Charles	Bickerdyke Allen Partners
	Denise Shaw	Newham Recorder
	Anne Crane	LDDC
APOLOGIES	Ann Batchelor	Thameside TA
	David Senior	London Chamber of Commerce
	Cllr. Stephen Timms	LBN
	Alan Turner	Docklands Business Club

1. Minute of meeting held on 23rd September, 1987.

The following modifications were AGREED:-

- (a) The penultimate sentence of Item 4 of the Minute (BAe 146 Demonstrations) should be amended to read:-

"It was DECIDED by 7 votes to 6 that the invitation should not be accepted at this stage".

- (b) That the last sentence of Item 4 should be deleted.

- (c) That the reference in the first line of Item 9 (opening date of the Aiport) should be amended to read 26th October not 25th.

Amended version appended herewith

[ACTION - All Members substitute amended pages 3 & 4 to
Minute previously circulated]

2. Matters arising

- Entryphone System

Funding for this work has now been AGREED. Ken Lund thanked everyone concerned for the efforts made to gain early approval to this expenditure and explained it was planned to install the system as part of other works which the Director of Housing is due to undertake in the near future.

3. Membership

- Deputies

LDDC Representation - Eddie Oliver was leaving the LDDC and Dru Vesty, the Corporation's Royal Docks Area Team Director, has been NOMINATED by the Corporation to serve in his place.

Minuting Secretary - It was AGREED that Dianne Sutton of the Secretary's office should replace Anne Crane as Minute Secretary. The Committee thanked Anne for her very helpful contribution to the work of the Committee in its formative stages.

Deputy for Chairman - The Chairman suggested that his deputy (as Chairman) should be Stuart Innes. This was ACCEPTED.

ABTA Membership - The letter from ABTA was considered. David Reynolds reported that he had discussed the matter with them, but individual membership for ABTA was a point of principle. After discussion it was AGREED unanimously that ABTA should be invited to become a member of the Committee.

[ACTION - SWI]

Community Representation - Cllr. Julie Garfield asked if membership of the Committee could be extended to include two tenants associations - the Drew Road and Thameside TAs - representing residents to the south of the Airport. Stuart Innes explained how the present representatives of the Community (4 plus Ward Councillor) had been chosen and pointed out that Ann Batchelor was in fact the representative nominated by Thameside TA. Chris Miller AGREED to organise further local consultation on the question of representation and to report back to the Committee.

[ACTION- CM]

Admission of Public - Bill Dunlop suggested that the feelings expressed by residents that the proceedings of the Committee were "secret" could be avoided if meetings were opened to the public. Cllr. Julie Garfield supported this proposal pointing out the importance of building up a rapport with people and removing any suggestion of secrecy. Whilst other Committee members expressed agreement with this approach it was AGREED to place the issue on the agenda for the next meeting when it was due in any case to be re-considered.

Air Transport Users Committee - John Adshead reported on the visit of the Air Transport Users Committee to the Airport. This body wished to be kept in touch with the Committee's work but did not wish to be represented.

4. Noise Insulation

Since the last meeting there had been an exhibition and public meeting and there had been full discussions. It remained the feeling among many residents that sealed unit double glazing should be provided. John Mills explained that the Corporation was in discussion with Mowlem and the London Borough of Newham towards a solution which met the technical and legal requirement for noise insulation but which would also satisfy residents. It was hoped that the issue would be resolved quickly. Bill Dunlop asked that the position of owner-occupiers should not be overlooked. It was explained that their requirements would be addressed as soon as a solution had been reached for the homes owned by the Borough Council.

5. Airport Director's Report

Operations had commenced on 26th October with the Airport being formally opened by Her Majesty the Queen on 5th November.

Both the Airport and the Airlines had been encouraged by the early operations although no figures were yet available.

In response to a question from Chris Miller, the following information was given on the number of local staff:-

	<u>Total Employed</u>	<u>Living in Newham</u>
Allied Lyons	31	25
Allders	16	13
Travelex	6	4
THF	5	4

The Airport Director had been truly impressed by the enthusiasm and commitment of the staff in preparing for the opening and in running the Airport operationally and this applied in particular to the local staff. Other employers felt much the same and at least one concessionaire was in the process of replacing imported staff by local people.

Cllr. Garfield expressed concern about the traffic chaos caused by the firework display on the 5th November. Bill Lindsell and John Mills, whose organisations had both contributed towards the cost of the display, apologised for this but explained that everyone had been taken by surprise by the number of people attracted to the event. If it was repeated in future years every effort would be made to ensure that traffic problems were avoided.

6. Any other business

Boundary Wall - Bill Lindsell AGREED to investigate the reported problem over a boundary wall in Camel Road.

[ACTION - WM]

Children - Bill Dunlop raised the concern felt by local parents about children being allowed to play on the Airport's quayside and roadways. John Douthwaite said that he was worried too, but his security staff had to strike a balance between ensuring on one hand that children didn't get into danger and on the other that they were not seen to be over zealous in their duties. The Committee felt that safety must come first. It was felt that this was an issue which should be tackled on a number of fronts with parents, schools, LDDC etc., being involved as well as London City Airport.

Traffic Delays - David Reynolds raised the issue of delays caused by the road works on the A13. The Committee AGREED that such problems as the Bailey bridge at Limehouse should be dealt with as quickly as possible. The Secretary would ask for information about the likely date for the removal of this obstruction to the smooth flow of traffic.

Air Miss - Councillor Adams asked for information on the reported air miss over Ashford involving a Eurocity Express aircraft. Jonathan Wilson explained that safety had not been prejudiced and the CAA were, as in normal practice, investigating the cause of this incident which in technical terms was different from a "near miss" which is what the press had reported. There was some discussion as to whether the Committee could be informed of subsequent occurrences. Some uncertainty existed as to whether this information was confidential, despite press leaks, and what information could be given where incidents involving planes flying over the area which were not from the Airport and the reports were filed elsewhere. Everyone agreed that incidents beyond the immediate area, such as the recent one at Ashford, were certainly not within the Committee's remit. Stuart Innes AGREED to write to the CAA and seek more information on these procedures and the Committee would then consider the matter again.

Thanks - The Committee endorsed John Humphrey's appreciation of the efforts of all concerned to ensure that the Airport opened on 26th October on schedule and Cllr. Garfield's thanks to local residents for their forbearance during the difficult construction period. Everyone was pleased to see that John Douthwaite had returned to work from sick leave.

[ACTION - SWI]

7. Date of next meeting

It was AGREED that the next meeting would be on 13th January in the Meeting Room on the pontoon It was thus AGREED that the December meeting in three weeks time would be cancelled.

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.