

London City Airport Consultative Committee



c/o LDDC
Unit A,
Great Eastern Enterprise,
Limeharbour,
London, E14 9TJ.

MINUTE of the meeting held on Wednesday 2nd November, 1988 at London City Airport.

PRESENT	John Adshead Stuart Innes Jeff Hennessey Bill Lindsell Peter Dallaway Peter Mitchell Tony Auld Andy Todd Clive Arrow Graham Hall Mike Heraty Bill Dunlop Bert Pile Ann Batchelor David Senior Roy Featherstone Alan Turner	Chair Hon. Secretary LDDC London City Airport London City Airways London City Airways Brymon Airways Brymon Airways PLA PLA LBN Andrew Street TA Northside TA Thameside TA London Chamber Commerce ABTA DBC
IN ATTENDANCE	Dianne Sutton Jon Horne	London City Airways London City Airport
APOLOGIES	Arthur Cattell David Reynolds Jonathan Wilson Steven Timms Julie Garfield Bruce Unsted Nicholas Hopkins	NDF Guild of Business TA London City Airways LBN LBN London City Airport John Mowlem & Co PLC

1. TALK ON AIRPORT MARKETING

A presentation of the Airport's Marketing Service was given by Inga Uhrenbacher. (She has kindly agreed that the text of her talk be circulated with the Minute of the meeting for the benefit of Members who were unable to attend, it is appended hereto).

2. MINUTE OF THE MEETING HELD ON 21ST SEPTEMBER, 1988.

Agreed

3. MATTERS ARISING

(a) Noise Insulation

Jeff Hennessey had nothing to add to the letter the Honorary Secretary had received from Dru Vesty on this matter which had been previously circulated.

Mike Heraty agreed to supply the Honorary Secretary with an advance copy of the paper on noise insulation to be submitted to Council's Housing and Policy & Resources Committees. This is appended hereto (but we have been advised by Mike Heraty that the financial information contained therein, is now out of date).

(b) A13 COMMERCIAL ROAD/SALMON LANE - TRAFFIC RESTRICTION

The Honorary Secretary tabled the reply he had received from the DTp which explained the traffic arrangements to be adopted during the forthcoming works at this junction. The reply was noted.

4. BAe 146 DEMONSTRATION

Copy of News Release noted

5. REMOVAL OF EEC TRADE BOUNDARIES 1992

The Chairman reported that this item had been discussed at the Annual Liaison meeting of Airport Consultative Committees. The concern was that the removal of immigration and customs barriers might involve costly physical changes to Airports coming as it does on top of the new security requirement that outbound passengers should not come into contact with outbound passengers once past the security control point. Bill Lindsell reported that London City Airport was designed so that inbound passengers do not come into contact with outbound passengers. Details of the post 1992 requirements were awaited but he hoped only small alterations to the Airport would be needed.

David Reynolds pointed out the reservations expressed in the letter from the DTp about the removal of controls. The UK seemed very isolated on this issue. On the continent there were few controls, even now, and this was very desirable.

Bill Dunlop raised the question of Duty Free goods. He wondered whether the withdrawal of this facility within Europe would lead to higher air fares. Other members indicated that the loss of income from this source would lead Airport and Airlines to make that good in other ways and higher air fares were one possibility.

6. NOISE MONITORING

Bill Lindsell tabled a letter from the Civil Aviation Authority acting in their capacity as the Airport's sub-contractor for noise monitoring. The original 35 NNI contour map showing the forecast position before the Airport opened was also produced at the meeting for comparison with the map appended to the letter. The Chairman asked that one map be produced showing both the forecast and actual contours. This was AGREED. The CAA were now working on a detailed report which would be made available to the Committee when it had been completed and received.

[ACTION - BL]

Bill Lindsell also asked whether the Committee would like him to invite the CAA or the Airport's noise consultant to the next meeting of the Committee to answer any questions arising. Members would advise the Hon. Secretary if they thought this would be helpful and arrangements would be made.

7. AIRPORT DIRECTOR'S REPORT

Bill Lindsell advised the Committee that the Airport would soon be used by the Dornier 228 which had been cleared to use LCY.

During the previous week there had been a celebration of the 1st anniversary of the Airport's opening. Passenger throughput was still rising and had now reached 16,000 per month. He would keep the Committee fully informed of any route changes.

The Airport's proposed planning application for the BAe 146 was still being prepared and the Airport Director reiterated his offer to bring the details of the application to the Committee immediately before it was submitted. He would liaise with the Honorary Secretary on this.

[ACTION - BL/SWI]

Bill Lindsell also reported that the bascule bridge in Woolwich Manor Way to the east of the Airport would be closed to road traffic from the 5th November for a period of 3-4 weeks and traffic would have to be rerouted. Mike Heraty agreed to look into a question raised by Bert Pile about bus services during this period and advise him direct.

8. ANY OTHER BUSINESS

Bill Dunlop raised the question of abandoned Airport trolleys at the Parker Street entrance and in the vicinity of Silvertown station. He wondered whether a turnstile could be provided at the Parker entrance to prevent trolleys being taken away, or alternatively, a trolley park at Silvertown Station.

Bill Lindsell said that he was trying to find a solution to this problem, and that he would raise the matter of a trolley park at Silvertown with Network South East when he met with them later in the week. He reported that a request had been received for trolleys to be provided at the Riverbus pier. This request had been refused on the grounds that the gradient was too steep for the safe operation of trolleys.

David Reynolds said that in these deliberations passenger interests should not be overlooked.

Bert Pile informed the Committee that Steven Pewsey, of the Beckton Residents Association, had resigned as his Deputy. His place had been taken by Mr. Noel Edwards.

Ann Batchelor said she had received reports of helicopter landings at the Airport. Bill Lindsell again confirmed that helicopters were not allowed to use the Airport. He indicated also that media reports that the Airport was used by jet aircraft at night were also untrue. The Honorary Secretary said that helicopters sometimes land within the Royal Docks, and from some vantage points, it might appear that they were landing within the Airport.

Ann Batchelor also reported that the boundary fence was in need of repair and undertook to inform the Airport Director where such work is needed.

[ACTION - AB/BL]

The Hon. Secretary said that he had asked the CAA and the DTp to add the Committee to their lists of bodies to be consulted on Airport issues.

9. DATE OF NEXT MEETING

14th December, 1988 at 7.00 pm