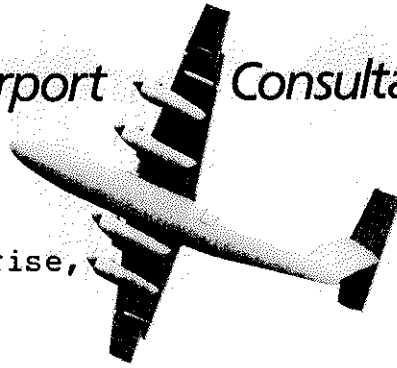


# London City Airport Consultative Committee

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



MINUTE of the meeting held on Wednesday 14th December, 1988 at London City Airport.

PRESENT	John Adshead	Chair
	Stuart Innes	Hon. Secretary
	Dru Vesty	LDDC
	Lewis Moss	LDDC
	Bill Lindsell	London City Airport
	Bruce Unsted	London City Airport
	Jonathan Wilson	London City Airways
	Peter Mitchell	London City Airways
	Clive Arrow	PLA
	Graham Hall	PLA
	Julie Garfield	LBN
	Steven Timms	LBN
	Mike Heraty	LBN
	Bill Dunlop	Andrew Street TA
	Bert Pile	Northside TA
	Arthur Cattell	NDF
	Roy Featherstone	ABTA
	Alan Turner	DBC
	Anne Jerney	London Chamber Commerce
IN ATTENDANCE	Dianne Sutton	London City Airways
	Noel Edwards	Beckton Residents Assoc
	Bill Chapman	LBN
APOLOGIES	David Reynolds	Guild of Business TA
	Ann Batchelor	Thameside TA
	Tony Auld	Brymon
	Andy Todd	Brymon

## 1. TALK ON DOCKLANDS ROAD AND PUBLIC TRANSPORT

A presentation on the plans for the Docklands roads and public transport was given by Howard Potter, formerly of the LDDC. During the ensuing discussion Arthur Cattell raised the question of the present dirty condition of the roads in the neighbourhood. Howard Potter promised to raise the question with the contractors concerned. They were obliged to take steps to minimise the effect of their works on the adjoining roads.

2. MINUTE OF THE MEETING HELD ON 2ND NOVEMBER, 1988.

Agreed

3. MATTERS ARISING

(a) Noise Insulation

It had been agreed that double glazing would be installed. This had been made possible because both the Borough Council and the PLA had agreed to contribute to the extra cost of this solution and Mowlem's in turn had increased the amount available from Airport sources.

Steven Timms expressed his thanks to the local Members of the Council for their efforts in trying to resolve this rather protracted problem. He also wished to record his thanks to Mowlem's, the Council and the Port of London Authority who had contributed toward what was a very satisfactory conclusion. Bill Dunlop added his thanks for the satisfactory conclusion which had been reached.

Bill Lindsell reported that owner occupiers would be offered double glazing to the same specification as that offered to Council tenants. For those who had already installed double glazing a cash settlement would be offered provided the installation met the agreed specification.

Arthur Cattell reported that the secondary glazing frames in No.6 Camel Road and No.10 Drew Road were still in position and asked again for their removal. Bill Lindsell would investigate and every effort would be made to have the frames removed prior to Christmas.

[ACTION - BL]

(b) Consultation

Report noted

4. CIVIL AVIATION ACT 1982 - SECTION 35 (Designation for Consultative Purposes)

The Hon. Secretary gave a brief outline of his correspondence with the DTP which had been circulated with the agenda papers. The Committee agreed that it was unnecessary, at this stage, to seek designation under S.35 of the Civil Aviation Act 1982 and the Secretary was asked

to write to the Department confirming the views expressed in the penultimate paragraph of his interim letter to them dated 14th November, 1988.

[ACTION - SWI]

5. COMMUNITY REPRESENTATION

Dru Vesty reported that the discussions about a consultative network for the redevelopment of the Royal Docks were still in progress and the Committee agreed to consider the matter again at their March meeting. Meanwhile there was less urgency since the Drew Road Tenants Association had found a voice on the Committee via Arthur Cattell although, as was pointed out, he was nominated to represent the Newham Docklands Forum.

[ACTION - SWI]

6. NOISE MONITORING

At the last meeting the Chair had suggested that the Airport Director should produce a map showing the actual 35 NNI noise contour in relation to the forecast contour as per the Section 52 Agreement. This map was tabled.

Bill Lindsell pointed out that the present average number of flights (in and out) per day was 18. The original forecast had been drawn on the basis of a daily average of 60 flights. He also reiterated his offer to invite the CAA to address Members.

7. LETTER OF COMPLAINT FROM MR. NAGEL

Bill Lindsell reported that following the letter of complaint from Mr. Nagel he had invited him to visit the Airport for a discussion. Bill Lindsell accepted much of the complaint expressed in the letter and hoped that following the meeting there would be closer liaison with the Water Ski Club in future. The question of compensation would need to be addressed and discussions would take place to resolve the issue. Mr. Nagel said that he hoped for a better relationship in future but reserved the right to return to the Committee should the need arise. This was NOTED.

8. AIRPORT DIRECTOR'S REPORT

Bill Lindsell reported that the throughput of passengers was still increasing in a most satisfactory way although there had been a slight dip in November in consequence of some foggy days which prevented operations.

In co-operation with the Fire, Ambulance and Hospital services and the Metropolitan Police there had been an emergency exercise simulating a crashed aircraft in the car park area. A de-briefing had been held which concluded that the emergency arrangements had worked very well. Some problems had come to light which would be addressed and tested during future exercises.

Bill Lindsell reported that there had been a minor a collision between the Riverbus and a police launch.

A Courier service had been started in co-operation with London City Airways.

Bill Lindsell told the Committee of the increasing concern being felt by both the Airport and the airlines with regard to the effect of road works in the vicinity of the airport. More often than not no prior notice of the works was given. A Committee had now been established which would monitor what is happening within the Royal Docks. The first meeting had taken place the previous day and it was hoped that this would lead to improved communication and collaboration.

The Airport had just had its first birthday and he took the opportunity to state that he was very proud of the many local people who were employed in the Airport. He was very grateful also to the local Council and the LDDC for their help in establishing the Airport within Newham. The Planning Application for the BAe 146 would be submitted shortly (no date could yet be given). He felt sure that the introduction of this aircraft would ensure the prosperity of the Airport and therefore of the community of which it is a part.

The Hon. Secretary asked Bill Lindsell about recent press announcement regarding proposals which would allow for the integration of Airport traffic within the LTMA. Bill reported that a press release had been received and he undertook to provide a copy for inclusion in the Minute. It might be appropriate to discuss this at the next meeting.

[ACTION - BL]

#### 9. ANY OTHER BUSINESS

Bill Dunlop referred to an incident which had taken place recently involving substantial damage to Airport property. The vandals had probably gained access via Newland Road and Parker Street.

Bill Dunlop stated that, in this instance, local youngsters very definitely were not to blame. Premises had been made available for the use of youngsters in the evenings, which were widely used by local youths and he asked whether members might be able to help in the provision of a secondhand snooker table for the premises. The Hon. Secretary (in his LDDC capacity) asked him to make a formal written request which would be considered.

[ACTION - BD]

The Hon. Secretary asked whether Bill Lindsell would organise a talk on the Emergency Services for the next meeting. This was AGREED.

[ACTION - BL]

The Chair referred to the recent White Paper on Airports Policy (9542) and suggested that this might be a matter in which the Airport might have an interest.

10. DATE OF NEXT MEETING

25th January, 1989.