



***The British Aerospace 146
and London City Airport***

London City Airport



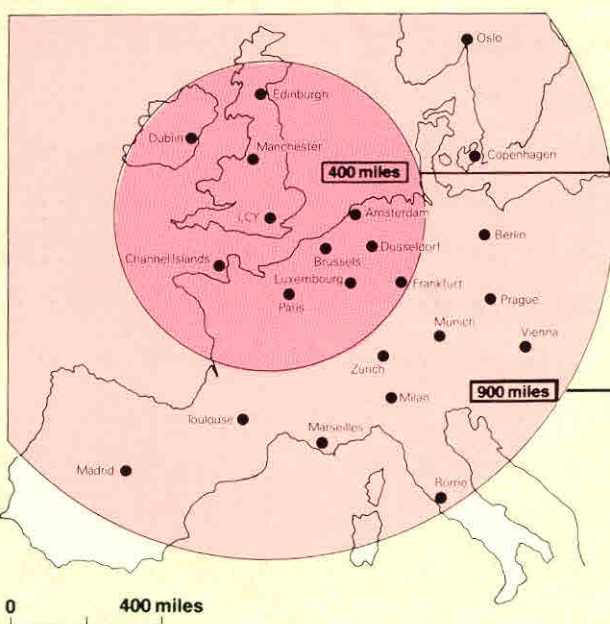
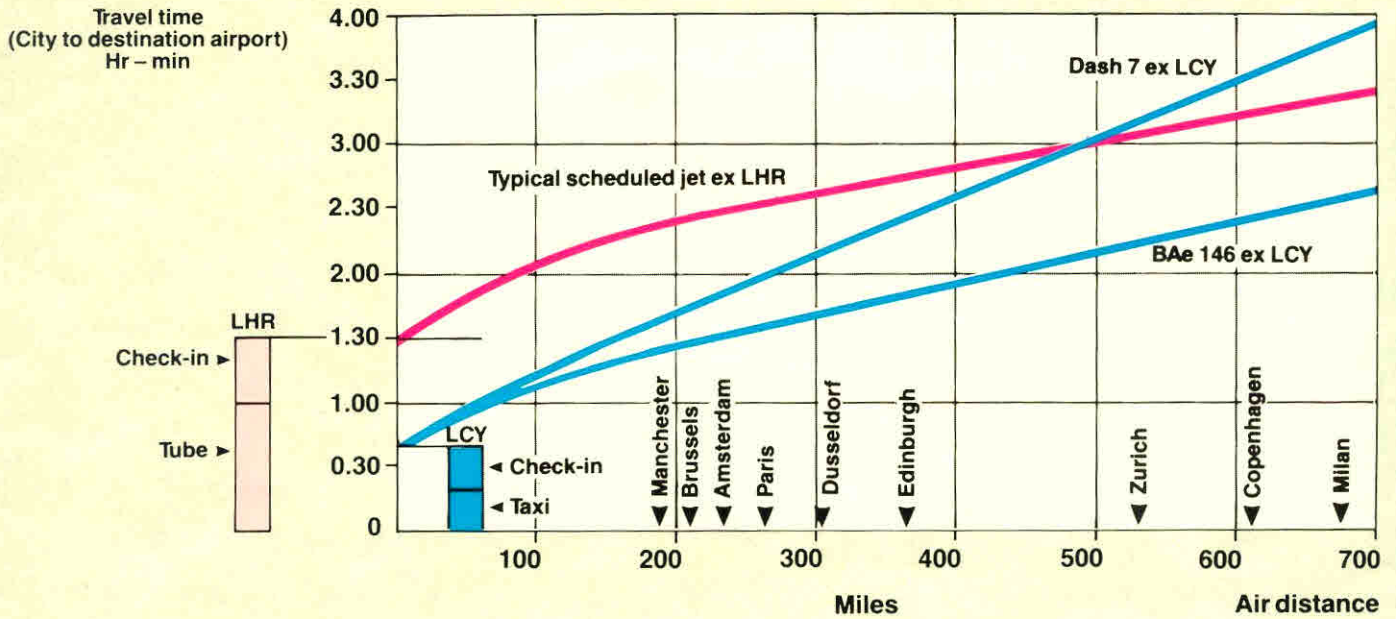
London City Airport presents a great opportunity for the development of air services for the London area and its business community, domestically and internationally. It also offers the prospect of revitalising the surrounding area of Docklands and expanding real employment opportunities. The new airport is proving to be a good neighbour with the quiet turbo-prop Dash 7, but to realise its full potential will require the higher speed and longer range of turbo-fan aircraft to compete effectively with Heathrow and other jet services. Only the British Aerospace 146 can provide the necessary combination of comfort, speed, 4-engined performance and exceptionally low noise to ensure the long-term success of the London City Airport - for passengers and local community alike.



Speed Advantage

With a cruising speed of 490 miles per hour, almost twice that of the Dash 7, the BAe 146 can match the jet services operating from Heathrow and the other London airports. This means that the advantage of the location

of London City Airport, close to the city and adjacent to the developing areas of Docklands, can be maintained for longer range European destinations.



Range Advantage

The speed and comfort levels of the Dash 7 give a marketable range of about 400 miles. The higher speed and comfort of the BAe 146-200 make its range of up to 900 miles from London City commercially attractive and bring many more European capital cities and business centres within reach. The BAe 146-200 more than trebles the international population accessible from the airport.

Dash 7 marketable range

BAe 146-200 marketable range

Competitive Comfort

The BAe 146-200 offers a capacity of up to 90 seats in a spacious five abreast seating layout in a newly styled interior, giving competitive standards of comfort with latest European jet services. The cabin features 19-inch wide

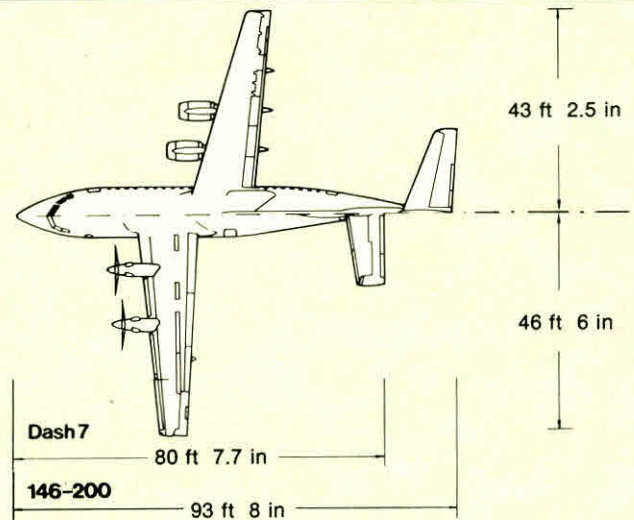
seats, a wide aisle and ample overhead lockers giving a high carry-on baggage volume per passenger.

The turbofan power of the BAe 146 and its weather-topping cruise altitude of 31000ft give passengers a smooth ride with low noise and vibration levels.



More Seats and Speed but not more intrusive

In spite of offering almost twice the capacity, speed and range of the Dash 7, the compact overall dimensions of the BAe 146 mean that it is not more visually intrusive for the local community. The BAe 146 is only 12ft longer than the Dash 7 and actually has a 6ft shorter wingspan.



A proven good Neighbour

The BAe 146, with its quiet, high by-pass turbofan engines, is already operating into some of the most noise-sensitive airports around the world. American operator US Air serves the environmentally-conscious California corridor and, in particular, John Wayne Airport – Orange County, which imposes some of the world's toughest noise restrictions.

Freight and package operator TNT relies on the low noise of the BAe 146 to gain 24-hour access to sensitive UK and European airports.

Loganair regularly operate into Manchester, where the Airport's Consultative Committee has decided to allow the BAe 146 unlimited night movements.

Ansett New Zealand's new 146s were welcomed by Wellington Airport's noise sensitive Residents' Action Group.

Manx Airlines now operate the BAe 146 into the Isle of Man, where local residents have had to buy alarm clocks as they can no longer rely on being woken by the first flight leaving in the morning!

The airport noise of the BAe 146 on the ground is also minimised as its good landing performance means that noisy thrust reversing is not required.



And quite a Performer...

Like the Dash 7 the BAe 146 is a four-engined aircraft and it shows similarly improved performance margins when compared with twin or three-engined types. The BAe 146 has good short runway performance for both take-off and landing and the four-engined configuration gives excellent obstacle clearance capability on climb-out.

The BAe 146 has already undertaken flight trials with the Civil Aviation Authority and achieved clearance for approaches at 5.5



degrees at London City Airport, giving both good obstacle clearance and yet further reduced noise levels.

Operations of the BAe 146 at London City Airport would be based on a short extension of 169 metres to the existing concrete strip to give a runway of 1199 metres.

...with Demonstrated Acceptability

On Sunday July 24th 1988 two BAe 146s carried out a series of take-offs and landings at London City Airport mixed with flyovers at 500 and 2000 ft to demonstrate the reality of airline operations.

These demonstrations showed the aircraft to be fully compatible with the airport itself and its urban environment.

Here are some comments from the day:

“The first demonstration jet flights . . . passed off so quietly that had it not been for 70,000 leaflets distributed in advance local residents would not have known they were happening.”

TIMES

“Resistance leader Mrs Leisha Fullick, chairman of Newham education committee admitted that she could not hear the 146 land.”

DAILY MAIL

“A hundred local protesters . . . made rather more noise than the planes.”

TIMES

“The loudest noise was the roar from the crowd welcoming it at London City Airport.”

STAR

“The two BAe 146 aircraft were quiet yesterday during landing, taxiing and take-offs when compared to a propeller-engined Dash 7 which made the same manoeuvres.”

INDEPENDENT

“We’ve noticed that when it’s coming in to land and it’s moving on the ground it seems to be quieter than the Dash 7.”

BOB SIMPSON,
NEWHAM ENVIRONMENTAL HEALTH OFFICER



“Today’s test flights are the best way of letting people judge the noise threat for themselves.”

WYNDHAM THOMAS OF
LDDC PLANNING COMMITTEE

“I thought the jets were very quiet. I doubt if you would hear them at all if you were indoors watching television.”

JULIA DUNLOP, PARKER STREET, NEWHAM

“I thought the jets were very quiet. I welcome them.”

DAVID BAIRN, CHAIRMAN SOUTH AREA
TENANT’S LIAISON COMMITTEE

“The jet is even quieter than the Dash 7. I’d have no objection to it operating.”

ANGELA ROBINSON, CAMEL ROAD, NEWHAM

“I’ve worked this dock 40 years and it’s the greatest thing that’s ever come in here . . . no noise, they never heard no noise or nothing. I think it’s fantastic.”

LOCAL RESIDENT

