

# development

and York has taken on, but there seems little doubt that the Reichmann brothers will pull it off. Canary Wharf is a 50% larger project than Battery Park City. The plan is to use the same people who built the New York complex — and the First Canadian Place complex in Toronto before it — as the nucleus of the Canary Wharf development team.

## **Reichmanns' track record will boost Canary Wharf scheme**

The Reichmanns have found that it pays to think big and act boldly in areas other than property. Two years ago, they created a stir when they bought Canada's second largest oil company, Gulf Canada,

for £1.4 billion, and last year they paid £1.5 billion for a majority stake in Hiram Walker Resources.

But apart from financial clout, they have a track record of reliability and efficiency that is the envy of many. 'We have never said we would do something and failed to do it,' says Paul Reichmann, who masterminds the property side of the business.

According to Peter Foster, author of *The Master Builders*, Reichmann is the most important businessman to emerge in Canada since the war. His presence at the helm of Canary Wharf should restore much needed credibility to this exciting and controversial project. ♦

## Canada provides essential link for docklands airport

Among the most notable features of London's Dockland development is the £20 million London City Airport which came into operation in October. This is a compact airport designed for small commuter aircraft with a short takeoff and landing capability, and for the moment at least it is the preserve of a Canadian product — the Dash-7.

De Havilland of Canada, which manufactures the aircraft, is a world leader in the field of STOL and commuter aircraft. The turboprop Dash-7 has been in service for over a decade and has been used in difficult geographic and weather conditions all over the world. It is inherently quiet, climbs rapidly and descends steeply keeping noise disturbance to a minimum.

It is, in fact, the only aircraft in the world to conform to all the noise and landing requirements of London City Airport. And it was this plane which demonstrated the feasibility of the airport scheme back in 1982 when Captain Harry Gee of Brymon Airways landed one on the Isle of Dogs.

Appropriately, Captain Gee was the first pilot to

land at the completed airport on May 31 this year, and onlookers could not fail to be impressed by the manoeuvrability of the Canadian aircraft. It was able to take off from London City's 760-metre runway with ease, although this is barely a quarter the length of a conventional airport runway. Landings were equally impressive after a steep 7.5 degree approach.

The pressurised cabin has room for up to 50 passengers, but both the carriers operating from the airport — Brymon and Eurocity Express — have reduced the seating to 44 in order to install a hot meal service.

### **From Central London to Paris in two hours**

With a cruising speed of 250 mph, the Dash-7 is a good deal slower than a jet, but city-centre to city-centre over short distances it should be able to more than hold its own. Brymon claims that it will take a businessman less than two hours to get from his office desk in the City to Charles de Gaulle Airport in Paris.

The airport will be much more accessible to the City, central and eastern London than Heathrow or Gatwick and will reduce the amount of time a traveller spends on the ground.

It is less than 20 minutes away from the Bank of England by taxi, for instance, and 15 minute check-in times mean that a passenger can be airborne while his jet-setting counterpart is still struggling through the traffic to Heathrow.

The time advantage disappears, however, if a flight exceeds 400 miles, so both Brymon and Eurocity Express intend to limit themselves to this radius. Yet even this gives the City access to a population of 150 million and includes such destinations as Frankfurt, Edinburgh and Dublin.

Estimates of the number of passengers that will pass through the airport in its first year vary between one quarter and one half a million. Most are expected to be flying on business, although it is expected that tourists will make use of the facility for day trips to the Continent.

The concept of an inner city airport is not a new one. The closest parallel is perhaps Toronto's downtown airport which is a hub for domestic regional services. And there, as at London City, the star of the show is the versatile and reliable Dash-7. ♦

London City Airport

