

Performance

Total aviation movements	Nov 2021	Dec 2021	Jan 2021	Total
2021/22	2,854	1,673	2,180	6,707
2020/21	2,957	2,129	1,285	6,371
Commercial mvt 2021/22	207	176	182	565
Commercial mvt 2020/21	487	445	166	1,098
Passengers 2021/22	0	0	0	0
Passengers 2020/21	1,190	1,244	447	2,881

Overview

The first three months of the winter season saw a continuation of very weak activity with no passenger flights, few cargo movements and limited private jet uptake. Changes to UK government policy around Covid are beginning to see greater interest in flying as the year progresses but came too late to have any effects on the past three months.

Ongoing cost management and Government support from the extensions of the AGOSS scheme have helped to offset historically low revenues but financial pressure remains exceptionally high. Although London Southend is far from unusual in this regard, with other regional and indeed larger airports reporting extremely challenging financial performances, a combination of no passenger related revenue and reduced cargo-related incomes are creating unprecedented impacts. Our core response has been very tight management of costs, both operational and capital, whilst at the same time ensuring appropriate maintenance and compliance regimes remain in place.

Cargo operations continue with one rotation (take off and landing) on most days, with no short term expectation of improvement. Demand across the UK is significantly down on the pre-Brexit period and whilst it is anticipated that this will be resolved in the mid term, short term there is no reason to expect any material increase in cargo flights.

Airline Business

On a positive note, easyJet will return to the airport from the beginning of May 2022, operating to European destinations. Although passenger volumes are unlikely to be high this summer, it is very encouraging that we will be working with the easyJet brand again. We continue our dialogue with several other airlines, although against a very challenging backdrop, with the residual impact of the pandemic, the increasingly high cost of fuel, available capacity at other London airports and most immediately the geo-political tensions in Central and Eastern Europe contributing to an uncertain outlook. Airlines continue to review their positions and to take

decisions very late so although we are delighted to welcome passengers back to our terminal in the early part of the summer season, expectations around volume growth remain cautious.

Operations

Across the summer we continued to seek to provide our passengers with the best possible experience under the challenging circumstances. Our commercial partners such as World Duty Free, WH Smith and TRG continued to support the airport and we are able to offer both catering and retail services to our passengers until the end of October. Trading conditions have been exceptionally difficult for many operators with extreme pressure experienced by for example, the foreign exchange industry. Even so, we continue our dialogue with current and prospective partners ahead of the recovery we all expect from summer 2022. Our intention remains to provide market leading service to all our passengers, whether that is delivered through, for example, our security processes or our terminal concessions.

However, given the extremely low levels of commercial activity anticipated for the winter we will close the aerodrome for some periods of each day in order to manage costs as tightly as possible. This decision is accompanied by detailed reviews of operating procedures in the event of, for example, snow falls in order to ensure appropriate levels of resilience across the whole of the working day.

Planning related items

Future Projects

Our tight management of costs means that there is little update on projects. We continue to work on the implementation of the Port Infrastructure Fund project, with some changes now agreed with the Cabinet Office as to detail. We also continue to review thinking around the long term development of the airport, in light of the continuously evolving demand landscape.

Employment and Training

As previously reported, staff attrition continues to be a feature of our context with people still reviewing their career options. Airports across the UK report significant people related challenges so we are not alone. Total employment by Esken at the airport is currently slightly under 250. However, in order to be ready for a return to passenger operations from May we are actively recruiting in a variety of areas, including Fire, ATC, Facilities Management and Security. We have already run our first open recruitment days online and have more planned as we move towards the Summer.

Community Relations

Night movements

All night movements for the quarter period remained within the agreed monthly quota i.e. 120.

Noise

The total number of noise complaints for the Q4 period November, December and January 2022 was 1,294. This excludes 13 complaints for which no aircraft could be found to be operating at the time of the complaint.

In the Q4 period 1,092 (84%) of all complaints were from 20 people and 438 complaints (34%) were received from just 3 addresses.

Following comments made by the ICCAN representative at the ACC public meeting in September, the airport will now report the number of aircraft 'events' that generate noise complaints.

	Total ATMs	B734 Cargo ATMs	Total Complaints	NOT SEN	Total complaints	Events	Night complaints	Day complaints
Nov-21	2443	60	501	6	495	77	444	51
Dec-21	1423	52	344	2	342	44	326	16
Jan-22	1902	58	462	5	457	73	437	20
	5768	170	1307	13	1294	194	1207	87

This data shows that just 3% of aircraft movements during the Q4 period generated complaints.

	Total complainants	Total complaints	Top 20	Top 20 =	Top 3 house %	Top 3 H =
Nov-21	48	501	83%	413	33%	164
Dec-21	42	344	88%	303	30%	104
Jan-22	70	462	82%	376	37%	170
		1307		1092		438

904 complaints related to aircraft operating to/from the SW over Leigh on Sea and 339 complaints related to aircraft operating to/from the NE over Rochford. (51 complaints related to helicopters, overhead aircraft which are not runway direction specific).

During the Q4 period, there were a total of 59 flights to/from the SW over Leigh on Sea which did not follow the preferred runway for reasons permitted under the S106 exemptions. All were specific to weather/wind conditions and the performance capabilities of the aircraft concerned, to operate under the weather conditions at the time of operation.

93% of all complaints were about aircraft operations during the night -time period. Of these, 83% relate to the logistics operation.

	No. of night flights over Leigh	Night	ASL (Cargo)	Biz Jets	HM Coastguard	Police	Calibration
Nov-21	22	444	342	4	89	1	8
Dec-21	17	326	305	2	19		
Jan-22	20	437	351	0	73		13
	71	1207	998	6	181	1	21

All complaints for the Q4 period were investigated and the aircraft in question were fully investigated.

There was just one non-compliant flight during the Q4 period i.e. turned early and broke NPR controls. There were no complaints received in relation to this departure. Please see quarterly 106 return for NPR breaches for details.

Mobile Noise Monitoring Requests

No requests for the mobile noise monitor (MNT) were received during the Nov, Dec, Jan 2022 reporting quarter.

Noise Forum

The second LSA Community Noise Forum took place on Tuesday 15 February 2022.

The forum was well attended by local resident groups, elected representatives from each SS postcode area, the DfT, WebTrak, Anderson Acoustics, local authorities and LSA.

Presentations were made by LSA SATCO Nicole Park on aircraft training circuits, and by Anderson Acoustics on their independent study into how Southend Airport performs against the ICAO balanced approach to noise management.

Members agreed to creating their own designated noise forum email address which can be published on the noise forum members list (available on the LSA website) so that local residents may contact them with any noise concerns they wish to be taken forward to the next meeting for discussion. *(GDPR regulations have been observed).*

Minutes of the meeting (including copies of the presentations) will be published on the LSA website shortly under [Connecting Communities](#).

Environment

We continue monitoring our environmental impacts in particular our carbon foot print as we prepare to apply for level 2 airport carbon accreditation in 2022. Anderson Acoustics are also very close to concluding their review of noise management at the airport, the headlines of which were presented to the Community Noise Forum. We await outputs from COP26 before progressing further on additional fronts including particulate monitoring although it should be noted that our NOX monitoring demonstrates continued reductions in NOX around the airport. Without question environmental sustainability continues to increase in importance and as a consequence the airport remains committed to sustainable operations and growth.

Glyn Jones
Chief Executive Officer