

**MINUTES OF LSA COMMUNITY NOISE FORUM HELD AT LONDON SOUTHEND AIRPORT HOLIDAY INN ON TUESDAY 15 AUGUST 2023 AT 11:00AM**

**Present**

CNF Chair	Mick Thwaites (MTh)
LSA Operations Director	Marc Taylor (MT)
LSA Noise Manager	Jo Marchetti (JM)
LSA Head of ATS	Nicole Park (NP)
LSA minute taking	Linda Hull (LH)
SS0 member	Joanna Spencer (JS)
SS4 member	Kevin Salt (KS)
SS5 member	Mandy Johnson (MJ)
Dept of Transport (DfT)	Ian Green (IG)
ECC	Mike Steptoe (MS)
Logika Consultant	Will Martin (WM)
Logika Consultant	Malvina Gjura (MG)

**Apologies**

RDC	Cllr Julie Gooding (JG)
Leigh Residents Association	Mike Dyer (MD)
Burges Estate Resident Group	Ray Evans (RE)
Chalkwell Ward Resident Group	Sally Holland – no reply
SS2 member	John Bailey (JB) – no reply
SCC	Paul Pearce – no reply

		Action
	<p><b>Introduction</b></p> <ul style="list-style-type: none"> <li>• Forum members were introduced to Mick Thwaites as the new Independent Chair.</li> <li>• MTh gave apologies received.</li> <li>• Circulated minutes from the last meeting were confirmed with no amendments.</li> <li>• KS asked about the L-Max presentation, JM confirmed this had been sent out.</li> </ul>	
	<p><b><u>Presentation by Logika – Noise Action Plan R4 –</u></b></p> <p><a href="https://www.gov.uk/government/publications/aviation-noise-policy-statement/overarching-aviation-noise-policy">https://www.gov.uk/government/publications/aviation-noise-policy-statement/overarching-aviation-noise-policy</a></p> <p>Presentation was circulated in advance. Included points below, detailed further in minutes.</p> <ul style="list-style-type: none"> <li>• Noise Consultants Limited (NCL) Introductions</li> <li>• Programme</li> <li>• The Regulations</li> <li>• Roles (how the Noise Forum fits into the process)</li> <li>• Progress on NAP workstreams <ul style="list-style-type: none"> <li>○ NAP benchmarking and NAP baseline</li> <li>○ NAP proposals</li> <li>○ Structure</li> <li>○ Content</li> <li>○ Actions (add / remove)</li> </ul> </li> </ul>	

Introduction of the Team and project given. WM talked through the slides, highlights as below:

- Programme - actions from ACC meeting were discussed and confirmation of the final draft being sent in early August. Noted Defra deadline is 1 September 2023.
- Regulations - WM confirmed that the EU directive has been retained since Brexit and that Defra has been approved as the Competent Authority.
- LSA will be the primary consultee for the purposes of regulations, this was confirmed by IG. ACC will be consulted, and opinions sought from Noise Forum Members.
- Roles - WM stated how the Noise Forum fits into the process.
- Progress on NAP Workstreams included WM explaining that LSA operates a preferred runway route to reduce noise.
- AJ asked why light aircraft was not included as she felt it was important to note this. JM stated that once passenger and /or cargo flights return to pre pandemic levels, noise complaints will come from all areas.
- When asked for comparisons to other airports, NP stated that Newcastle was similar to LSA, Bristol has some small light aircraft, Bradford have very few as their traffic is predominately commercial. IG confirmed that while the others did have small aircraft it was not noted on their NAP.
- MTh requested that light aircraft be noted in the plan going forward.
- JS asked if any other UK airports have residential properties as close as Wells Avenue - IG is not aware of any. MTh stated that the action plan produced needs to minimize impact as much as possible.
- WM presented the New Actions slide, benchmarking against other airport procedures/monitoring stakeholder engagement (note this is presented in Annual Report).
- MTh noted that four pillars were set out - looking to add a fifth to interact with local communities. This will include adding actions impacting local communities and checking the progress of these going forward. WM agreed that more structure helps stakeholders and LSA.
- KS stated there was an issue with WebTrak as he found it difficult to use - he has raised this before, after speaking to the community via Zoom and confirmed system, although very good, was not easy to use. He asked if there were any plans to change this. JM stated this has been looked at and fed back in a previous meeting. Some of the changes have been adopted, some were not easy to fix. LSA also offered assistance at the time. No one else has since complained. When asked about the 20-minute delay, JM explained it is due to the time taken to pull data from radar and correlate with the aircraft transponder. (See ppt attached to minutes of the presentation previously shared with the CNF).
- KS - stated that he will check the original notes and see what has changed/what hasn't. JM stated that the system seems to work extremely well but is happy to take onboard any additional feedback.
- WM went through Noise Contours slide in detail.

	<ul style="list-style-type: none"> <li>• KS asked why decibels were not part of the presentation; WM these are not routinely reported on as one metric can't represent the many different ones.</li> <li>• KS felt that these were the most important measures for the community for them to know what the maximum noise levels were.</li> <li>• JM confirmed that LSA is guided by noise experts who report in line with guidance. One noise measurement doesn't tell the whole story, so we must fall in line with industry standards.</li> <li>• IG stated the policy is set upon evidence based on average noise data to be able to make comparisons.</li> <li>• Next steps were confirmed by WM; while LSA is responsible for the NAP, Logika produce the final draft (which was presented to ACC in order that they could give feedback) submission due 1 September 2023, and it is then sent to the Secretary of State for approval. Once approval is received, it will be published 28 days later.</li> <li>• MTh requested that the NF see the draft action plan after it has been agreed by LS ACC and before forwarding it to DEFRA.</li> <li>• MTh asked if it can be amended at a later date, IG confirmed that it would need to go back to Defra for amendments.</li> <li>• <b>Post meeting note:</b> The draft NAP was shared with CNF members on 23/08/23. Feedback was added to the consultation section of the NAP and the final draft submitted to DEFRA was shared with the CNF on 31/08/23.</li> </ul>	
	<p><b>Declaration of Interest</b></p> <ul style="list-style-type: none"> <li>• MTh asked if anyone wanted to declare any other interests; MS stated he was a Rochford Counsellor.</li> </ul>	
	<p><b>Airport Update</b></p> <ul style="list-style-type: none"> <li>• Summer flights well underway to Palma, Malaga, Amsterdam, and Faro. Load factors to mid-July at an average of 86%, summer bookings still strong. LSA are at 10% of 2019 for commercial flights compared to the London market of 96% recovery.</li> <li>• Three-year growth deal with easyJet which includes a winter schedule for 2023/4 including Paris, Geneva and Amsterdam. Looking at another announcement next week for another winter destination.</li> <li>• Although we retained a large number of staff (at a significant cost to the airport) we will also be increasing numbers going forward as part of the growth plan. LSA currently employs 209 staff and are looking to recruit numbers to over 300 going forward. 80% of employees are within SS postcodes. This is detailed in the Annual Report - <a href="#">LSA Annual Report 2022-23</a></li> <li>• Looking further into 2024 we have recently announced a new flight for next summer with Balkan holidays to Bourgas, Bulgarias Golden coast as well as a flight to Lapland in Dec 24.</li> <li>• Talks with airlines continue with very positive communications – we hope to see more routes announced soon for S24 and beyond. Expecting to grow to over 500kppa next year. Noted for comparison, this summer the airport is expecting more than 150,000 passengers.</li> </ul>	

	<ul style="list-style-type: none"> <li>• We have been given permission for a second hotel. Master planning: 1.3mppa will likely be the trigger for repeat investigations into our growth masterplan, given the significant investment required for the start of such planning. We expect this to be during 2024/26.</li> <li>• 2Excel, an emergency oil spill response team, are now based at the airport. They are restricted to 60 movements per year, none of which will be night movements this year.</li> <li>• AJ stated that the events that have taken place have been good and asked if anymore will follow.</li> <li>• MT stated that the Vulcan Beer &amp; Music Festival event was fantastic and saw 1000+ in attendance. Excellent feedback was received with no complaints recorded. JM stated that it was an extremely positive event for the local community as local produce and bands were included.</li> <li>• JS also confirmed that no feedback had been received from Wells Avenue.</li> <li>• MS stated that he was bombarded with complaint emails from one resident prior to the event and requested that the positive feedback be given to the complainant. JM to share with MS who can then feedback.</li> <li>• AJ stated that the £6 circuit price offer meant an increase in planes, causing a massive disturbance. Marc informed that this was undertaken to increase training to aid the ATC recovery and confirmed that there are currently no plans to reintroduce the £6.00 circuit offer.</li> <li>• JM confirmed that 14 complaints were received in July. It was noted that the lack of night flights helped reduce the number of complaints. MT stated that the decrease in night flights was a commercial decision based on a national ATC staff shortage, not a promise based on complaints. Night flights will return when staffing allows. MS noted no complaints at all had been received from Rochford residents.</li> </ul>	
	<p><b>Review of Terms of Reference (ToR)</b></p> <ul style="list-style-type: none"> <li>• MTh stated that the aim is to be more representative with the inclusion of residence groups/parish groups. MTh stated that if current members also wanted to represent other groups, they can apply to do so.</li> <li>• MS stated that community committee meetings had previously taken place and he found these beneficial to attend as part of the process. MS to keep MTH updated on these.</li> <li>• MTh has reached out to various groups to ask if they would like to attend/support.</li> <li>• MTh stated that he wants to move forward with the ToR for now and over next 12 months make sure this committee is well attended and can feedback to airport. He assured he would be independent.</li> <li>• The group were asked if there were any additional thoughts/comments to be added since the circulation of the draft - all agreed none to add.</li> </ul>	

	<p><b>Review Code of Conduct</b></p> <ul style="list-style-type: none"> <li>• All agreed they are happy with the Code of Conduct and had no preference whether left separate or added to ToR.</li> <li>• JM asked IG for feedback; IG stated that the DFT and CAA are not industry bodies. JM to change.</li> <li>• It was agreed that once changes are made, the ToR / Code of Conduct would be circulated by LSA/Chair to the NF members.</li> <li>• It will then be published on the website and new members invited to join. MS noted that Rochford Hundred Committee may be good to have onboard.</li> <li>• Chair will make the decision on who can/can't join.</li> </ul>	
	<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>• The group was asked to submit anything that they would like added to the agenda for the next meeting (that has not previously been discussed).</li> <li>• It was noted that at the end of March a new Noise Policy Statement was published with slight changes to the previous one.</li> <li>• NP referenced airspace changes, noting that airspace structures are defined and published nationally. If we wish to change anything, an application is made to CAA (7 stage process which can take several years). Airport currently has two, one is for arrival procedures (we are applying for a SAT NAV approach). Other one is about modernisation of London airspace (all LDN airports involved). Implementation is likely around 2030-2032.</li> <li>• MS asked what effect airspace changes will have and how are maintenance companies taken into account? WM stated the environmental noise directive is focused on air noise - this is included in S106 and Noise Action Plan.</li> </ul>	
	<p>Next meeting 14 November 2023 11:00am.</p> <p>Meeting closed at 12.37pm.</p> <p>_____ Mick Thwaites (Chair)</p> <p>_____ Date</p>	

