

**MINUTES OF LSA COMMUNITY NOISE FORUM  
HELD AT LONDON SOUTHEND AIRPORT HOLIDAY INN  
ON TUESDAY 23 APRIL AT 14:00AM**

**Present**

CNF Chair	Mick Thwaites (MTh)
LSA Customer Service & Commercial Director	Caroline Fitzgerald (CF)
LSA Noise Manager	Jo Marchetti (JM)
LSA Head of ATS	Nicole Park (NP)
LSA minute taking	Mia Warner
Chalkwell Ward Resident Group	Sally Holland (SH)
Leigh Ward Resident Group	Ray Evans (RE)
SS0 member	Joanna Spencer (JS)
SS4 member	Kevin Salt (KS)
Local resident (guest)	David Smith – presenting (DS)
Rochford Parish Councillor	Cllr Graham Whitehead (GW)
SCC (S106 Officer)	Marshall Mhiribidi
Dept of Transport (DfT)	Ian Green (IG)
SCC	Cllr Kevin Buck -guest (KB)

**Apologies**

SS5 member	Mandy Johnson (MJ)
RDC	Cllr Julie Gooding (JG)
Rochford Parish Councillor	Cllr James Cottis
ECC	Mike Steptoe (MS)
Leigh Residents Association	Mike Dyer (MD) – no reply
SCC	Paul Pearce – no reply

		Action
<b>1</b>	<p><b>Welcome and introductions</b></p> <ul style="list-style-type: none"> <li>• Introductions by all members</li> <li>• General intro from the Chair, explaining issues with airport noise to new members, using the forum to find meaningful solutions. Opportunity to share frustrations, but in a respectful way. All members are expected to follow the Code of Conduct.</li> <li>• Circulated minutes from the last meeting – agreed by members, no amendments required. <ul style="list-style-type: none"> <li>• KS asked if LSA could quantify the term ‘significant ‘growth – where was the evidence?</li> <li>• JM said the LSA Annual Report would contain relevant data behind this statement and will share the 2023-24 report once approved by the ACC in June.</li> </ul> </li> </ul>	
<b>2</b>	<p><b>Apologies for absence</b></p> <ul style="list-style-type: none"> <li>• MTh gave apologies from Cllr James Cottis, Amanda Johnston, Cllr Julie Gooding, Cllr Mike Steptoe.</li> </ul>	
<b>3</b>	<p><b>Minutes of the previous meeting/outstanding actions</b></p> <ul style="list-style-type: none"> <li>➤ Friends of Thomas Moore School – <b>Actioned</b></li> <li>➤ Friends Blenheim School Jane Baughman – <b>Actioned</b></li> <li>➤ West leigh School - Ray Evans <b>Actioned</b></li> <li>➤ David Smith invite. <b>Actioned</b></li> </ul> <p>Update provided: The Chair contacted Friends of Thomas Moore School and Blenheim School about joining the forum. No response received. Ray Evan has contacted Werst Leigh School – no response received.</p>	

<p><b>4</b></p>	<p><b>Declarations of Interest</b></p> <p>Cllr Buck – attending as SCC councilor but is also an airport user and his son takes flying lessons.</p> <p>Graham Whitehead – used to be Chair of SAEN and opposed to runway extension but also airport user.</p> <p>David Smith is a local resident (not living in Wells Avenue but less than ¼ of a mile away) and noted that he was representing other residents. <b>DS to provide a list to the Chair post-meeting.</b></p>	<p><b>DS</b></p>
<p><b>5</b></p>	<p><b>Airport Update – Caroline Fitzgerald</b></p> <ul style="list-style-type: none"> <li>• London Southend offered its biggest winter programme of routes since 2019 with airline partner, <u>easyJet</u>. The attractive destinations, which include Alicante, Amsterdam, Paris CDG, Geneva and Grenoble, offer passengers a great mix of winter sunshine, city breaks and ski holidays.</li> <li>• Summer 24 flights, with easyJet, are on sale to Malaga, Faro, Alicante, Paris, Amsterdam, Palma de Mallorca (now up to 8 x per week).</li> <li>• Global investment firms Carlyle (NASDAQ: CG) and Cyrus Capital Partners, key financial stakeholders of London Southend Airport, have agreed to recapitalise the Airport, and once completed, will provide up to £32m of new funding. Carlyle and Cyrus both have extensive experience across the aviation industry and deep knowledge of LSA and their commitment to the Airport’s future, delivers both certainty and stability and will enable the Airport to accelerate its growth plans with their considerable investment capability and operational expertise. Existing Airport staff will transfer on existing terms and conditions, and there are no current plans to change the S106.</li> <li>• LSA’s multi-year deal with easyJet continues as does positive talks with new airlines. We hope to be able to announce further new routes for S24 and beyond shortly.</li> <li>• We exceeded our full year passenger forecast of 160,000 passengers for FY 24 at 172,068 a 93% increase compared to FY23. March 24 performance was strong with LF’s of 72% and forward booked loads are looking very strong for the summer.</li> <li>• The travel show held in January was a great success with over 300 visitors. Plans to make it a twice a year event to cater for summer and winter destinations.</li> </ul> <p><u>Employment</u> Recruitment for this summer’s growth – 41 new starters in the last month has driven our headcount up to 357 with 87% of our employees living in Southend City postcodes.</p> <p><u>Questions to Caroline Fitzgerald:</u></p> <ul style="list-style-type: none"> <li>○ GW asked whether the change of ownership would trigger a S106 renegotiation. CF confirmed that it would not.</li> <li>○ CF confirmed to SH that the council were supportive of the new ownership and expected a smooth transition.</li> <li>○ KB asked if the change in ownership would encourage easyJet to base at Southend. CF was unable to comment but the airport continues positive engagement with the airline.</li> <li>○ CF confirmed to JS that the ownership transfer would complete in early May.</li> <li>○ SH asked why Aero Italia had pulled out. CF was transparent in explaining that they were focusing on their domestic routes and business in Italy, the step into the London market probably too soon for their brand, bookings weren’t strong because of pricing against established competitors for the route.</li> <li>○ CF confirmed to DS that the transition to new ownership had no bearing on the current S106 operational plan review.</li> </ul>	

## Update from Jo Marchetti

### Community Impact

Total fundraising for SECE Mind for the FY 24 is now at £12,322.70 – the airport has renewed its partnership with SECE Mind for 2025 and will continue to fundraise/raise awareness for mental health.

- Total volunteering hours donated by LSA colleagues for FYE 24 is 110.
- Volunteering for March was 15 hours achieved through educational and sponsorship events.
- The airport has committed to sponsoring several local events including Essex & Herts Air Ambulance 'Strictly Air Ambulance', Southend Rugby Club 'ladies match for breast cancer', Havens Hospice Southend Half Marathon, World Cup-on-Sea for Great Ormand Street Hospital and Leigh Regatta as well as Essex Cricket schools tournament.
- The Essex & Herts Air Ambulance 'Strictly Air Ambulance' event held in March helped raise over £40,000 to support the Air Ambulance.
- PRM committee meeting held 03/04/23 – positive feedback from disability groups about customer service at Southend and how LSA is the preferred airport of choice for their disability groups.
- The airport is currently working on the 2023-24 LSA Annual Report which will be presented to the ACC in June for approval ahead of general publication. I can already share that all of the S106 conditions for 2023-24 have been met and the airport remains fully compliant with its planning conditions.

### **Environment**

The 2023 DEFRA bias adjusted NO<sub>2</sub> levels around the airport perimeter range from 17.4 – 19.9 µg/m<sup>3</sup> (Government Air Quality Objective is 40 µg/m<sup>3</sup>)  
25% of the airport's electricity came from our on-site solar farm.

### **S106 Operational review**

As updated in the previous meeting, LSA is currently working with RDC and SCC to review a number of best practice plans as required by the S106.

The plans under review include:

- Carbon and Environmental Management Programme
  - Aircraft Engine Testing Best Practice Plan
  - Quiet Ground Operations Scheme
  - Air Quality Monitoring Programme
  - Wake Vortex Compensation Scheme
  - Sustainable Procurement Policy
- The S106 requires SCC and RDC to approve the updated plans however ECC has been invited to join the review process as a signatory of the S106.
  - The consultants appointed by SCC have now provided feedback on the draft operational plans. We are now awaiting comments from RDC before collating both and consulting with the airport consultants.
  - It should be noted that the action plans do not relate to controlling / managing air noise, changing the current controls on night flights or overall aircraft operations.
  - Once all three parties have agreed the next draft, copies will be voluntarily shared with the ACC and CNF for comment before formal submission back to SCC for approval. We understand that SCC will process the submitted plans through Development Control after public consultation.
  - The S106 agreement (Deed of Variation) 2012 itself, is **not** being reviewed or amended.

### **UEFA night flights**

As previously advised, London Southend will be supporting the UEFA football event by sharing capacity alongside all other relevant London Airports for the Champions League final which is being held at Wembley. This huge event, which will help generate revenue for the UK economy. Given the timing of the game, flights will be operating between 11pm 1<sup>st</sup> June – 06.30am on 2<sup>nd</sup>

	<p>June. All flights will operate under the terms of the S106 and existing controls. The number of flights is not yet confirmed but will be depending on demand.</p> <p><u>Questions to Jo Marchetti</u></p> <ul style="list-style-type: none"> <li>○ JM confirmed to KS that the night flights associated with the UEFA game would not be scheduled passenger flights (which are only permitted to be scheduled between 06:30 – 20:30) and would operate well within the permitted 120 night flights per month quota.</li> <li>○ JM went on to explain that the private charter flights would be managed by the Jet Centre. Once a total number of flights is confirmed she will share information with CNF members.</li> <li>○ CF added that larger aircraft will be operated from the main terminal. LSA is supporting London network.</li> <li>○ DS asked what protection is in place for local residents who won't get any sleep. JM stated that all flights would operate under the controls to limit night-time disturbance. It is a one-off event but appreciated that it was against a background of very few night flights in recent years. DS stated that LSA would be inflicting physical and mental harm and wanted the night flights to stop. On this matter but later in the meeting, JM reiterated that it was unhelpful to use terms such as purposely inflicting harm when the airport has established the forum with the intention of listening to residents and implementing measures to reduce disturbance – such as new controls on Charlie taxiway and acquiring an electric power unit for the cargo operation.</li> <li>○ JS asked the location of the NO2 monitors. JM confirmed the locations and directed JS to the Annual Reports (published on the LSA website) which shows a map of the testing sites. JM also confirmed that SCC collect data from a NO2 monitor in Wells Avenue. JS ask <b>MM to share the results.</b></li> <li>○ JS asked if the number employed included zero hours or part time. CF confirmed there was no longer zero contracts, but it was a mix of FT and PT contracts. JM said the FT and PT data would be available in the annual report when published.</li> <li>○ SH commented that the Travel Show was excellent.</li> <li>○ <b>MM said SCC would open the S106 Operational plans for public consultation once the final drafts were received from LSA. DS wanted to know who residents would be informed. Local residents would receive letters. MM also agreed that SCC would send a link to JM and JM would update the CNF members.</b></li> </ul>	<p>MM</p> <p>MM</p>
<p><b>6</b></p>	<p><b>Membership</b></p> <p>The Chair wanted to be clear that his position would only continue with the support of members, and he was happy to resign if he lost the confidence of the members. What was allowed in terms of input was hopefully evidence of independence. The forum was currently funded by the airport but if any members had suggestions for alternative funding that would be welcomed. The Chair has been very active in trying to recruit new members to the forum, meeting with many local organisations including:</p> <ul style="list-style-type: none"> <li>○ SAVS – Roger Sexton</li> <li>○ Mendip Crescent Association – Ian Hawkins</li> <li>○ Thorpe Bay Residents</li> <li>○ Shoeburyness Residents Association</li> <li>○ Southchurch Project Southend - meeting with founder Rob MacAvoy (Chair will be attending 30<sup>th</sup> to talk directly to members)</li> <li>○ Rochford Parish Council</li> <li>○ Wells Avenue residents</li> <li>○ Jewish Community and Ultra Orthodox communities Rochford and Westcliff – Howard Miller</li> <li>○ Hindu Womens association members across Southend Rochford and Rayleigh - Nirmal Gupta MBE</li> </ul> <p>➤ <u>New member applications/approvals</u></p> <p>David Smith membership pending. Invited to next meeting. Howard Miller – representing Jewish Community of Rochford and Westcliff</p>	

	<ul style="list-style-type: none"> <li>➤ <u>Potential members invited to observe</u> n/a</li> <li>➤ <u>Member presentations for next meeting</u> n/a</li> <li>• KS praised the Chair for his efforts in trying to recruit new members and whilst initially dubious about the forum, he now has confidence in the process.</li> <li>• JM remarked that it may be difficult to get more members interested in the forum whilst the airport was particularly quiet and noise complaints were low but hoped the forum would be in a robust position as the airport get busier.</li> </ul>	
7	<p><b>Presentation by David Smith</b> <i>The presentation and questions were shared ahead of the meeting.</i></p> <ul style="list-style-type: none"> <li>• DS started by thanking the forum for the invitation and opportunity to represent concerns of residents. DS asked for clear responses to questions sent. The Chair confirmed that answers to all questions would be shared post-meeting. <b>(See separate document attached to notes)</b></li> <li>• DS main concerns are night flights and the negative impact on residents including mental and physical harm.</li> <li>• The Chair summarised DS concerns into three main themes – starting with the S106 Agreement.</li> <li>• Cllr Buck said constraints with the S106 were very difficult, Government can't change the S106 Agreement alone, it must be a mutual agreement with all parties, including the airport. SCC does what it can to hold the airport to account to its regulatory control conditions, but the airport doesn't breach any conditions on noise or pollution. From his perspective as resident and councilor, the airport and staff are receptive and engaging in trying to resolve issues and have a willing management team that listen to concerns but there is a need to get to a happy compromise. Needs to be rest-bite for residents in future with growing pax numbers, it will become unacceptable to have to sustain 24 hours of flights, and this will eventually require a renegotiation, if/when a new planning application is made. There must be an acknowledgement to co-exist and have meaningful relationship moving forward.</li> <li>• KS stated his support for a future renegotiation of the S106/night flight limits.</li> <li>• The Chair asked if the public could attend the scrutiny committee meeting to be held in October. <b>SCC will advise the CNF once the date is confirmed, and members are welcome to observe.</b></li> <li>• SH asked about the projection for growth, given that there was a clear path until the pandemic. CF confirmed that re-growth to pre-pandemic passengers' numbers would take about 2-3 years (approx. 2mppa).</li> <li>• General discussion on passenger number limits – not defined in S106. Would depend on infrastructure and airspace constraints. The airport is a commercial business and has aspiration for growth. Any major increase in passenger numbers (past 5mppa) would give rise to assessments for roads and environment. Noting that pre-pandemic, 30% of passengers used the on-airport rail station. The airport is not currently impacting the local road network around the airport.</li> <li>• IG (DfT) offered some helpful insight on the Governments position on night flights – the aviation industry is looking to provide economic and consumer benefits. There is a recognition in Gov. policy that there is an additional impact with night flights, but Gov. doesn't think there should be none. Impacts may be local, but they have national benefits, so it's a difficult balance. <a href="#">Noise Policy Statement</a> reflects this, and more work is being done to reassure health impacts. MM added that SCC was managing noise through the S106 conditions and ensures the airport remains complaint.</li> <li>• GW asked about a loud night flight that departed the previous day. JM confirmed it was a</li> </ul>	KB

	<p>delayed Alicante departure. GW asked the maximum duration a passenger flight can be delayed. NP (ATC) said it was dependent on factors such as maintenance availability and crew hours. It is uncommon for delays longer than 2 hours.</p>									
<p><b>8</b></p>	<p><b>Noise data</b></p> <ul style="list-style-type: none"> <li>• A summary of noise complaints for the period FY24 and March 24 was issued to members prior to the meeting.</li> <li>• KS commented that he doesn't bother making noise complaints anymore so doubts that the data is a true reflection of noise issues. JM said she can only work with the data collected but appreciates not everyone that is disturbed will complain.</li> <li>• The low complaint numbers do align with the reduction in aircraft activity.</li> <li>• JM confirmed to SH that the data included helicopter complaints. SH commented that the helicopter flights were particularly annoying. NP (ATC) explained the take-off procedure for helicopters. In terms of their weight, helicopters are described as light aircraft, so they don't have specific departure routes. Specialist aircraft such as police, ambulance etc, have stricter flight rules, and ATC move everything out of their way, so they can fly in a straight line.</li> </ul>									
<p><b>9</b></p>	<p><b>Noise Action Plan</b></p> <ul style="list-style-type: none"> <li>• DRAFT NAP was submitted to DEFRA 31 August following consultation with all local authorities, ACC and CNF.</li> <li>• Feedback from DEFRA received 22 February. Three comments as copied below:</li> </ul> <table border="1" data-bbox="209 1016 1342 1491"> <thead> <tr> <th data-bbox="209 1016 699 1055">Requirement</th> <th data-bbox="699 1016 1342 1055">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="209 1055 699 1128">Long term strategy as set out in Annex V of Directive 2002/49 (the Directive).</td> <td data-bbox="699 1055 1342 1128">A statement regarding the airport's long-term intentions is required.</td> </tr> <tr> <td data-bbox="209 1128 699 1272">Estimates in terms of the reduction of the number of people affected (annoyed, sleep disturbed or other) as set out in Annex V of the Directive.</td> <td data-bbox="699 1128 1342 1272">Figures shown for estimates from previous data (2006-2021) but no new estimates given. An overall estimate of the reduction of affected population numbers is required.</td> </tr> <tr> <td data-bbox="209 1272 699 1491">Summary covering the important aspects referred to in Schedule 4 of the Regulations.</td> <td data-bbox="699 1272 1342 1491">No clear summary has been included. Schedule 4 of the Regulations which sets out the minimum requirements for Action Plans requires that NAPs should contain a summary covering all the important aspects referred to in Annex V of the Directive, not exceeding ten pages in length.</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>• LSA, Logika and DEFRA has a Teams meeting to discuss the above on 20 March. The request for further detailed information about long term strategy is not specific to LSA but has been asked of most other airports. DEFRA appreciate that smaller airports such as LSA may find it difficult to forecast growth and impacted residents. A draft response to the comments has been sent to DEFRA and following the meeting, Logika are looking to send a further updated response this week.</li> <li>• DEFRA will allow time to share the updated NAP with the ACC and CNF before final submission.</li> </ul>	Requirement	Comments	Long term strategy as set out in Annex V of Directive 2002/49 (the Directive).	A statement regarding the airport's long-term intentions is required.	Estimates in terms of the reduction of the number of people affected (annoyed, sleep disturbed or other) as set out in Annex V of the Directive.	Figures shown for estimates from previous data (2006-2021) but no new estimates given. An overall estimate of the reduction of affected population numbers is required.	Summary covering the important aspects referred to in Schedule 4 of the Regulations.	No clear summary has been included. Schedule 4 of the Regulations which sets out the minimum requirements for Action Plans requires that NAPs should contain a summary covering all the important aspects referred to in Annex V of the Directive, not exceeding ten pages in length.	
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10	<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>• JS asked for clarification on night flights as someone she knew was purchasing a property in Wells Avenue and had heard that night flight were starting again from 3am. JM confirmed that there are no current plans to have regular scheduled night flights (e.g. cargo).</li> <li>•</li> <li>• Cllr Buck asked JM is the airport would consider investigating a noise barrier for Wells Avenue. <b>JM confirmed that this work has already been done and would share a copy of the report.</b></li> </ul>	JM
11	<p><b>Date of 2024 meetings</b></p> <ul style="list-style-type: none"> <li>• Tues 13 August 14:00 – 16:00</li> <li>• Tues 12 November 14:00 – 16:00</li> </ul>	
	<p>Next meeting 13 August 2024 14:00am.</p> <p>_____</p> <ul style="list-style-type: none"> <li>• Mick Thwaites (Chair) _____</li> <li>_____ Date</li> </ul>	