

**IN THE HIGH COURT OF JUSTICE**

**Claim No: KB-2024-002596**

**KING'S BENCH DIVISION**

**BETWEEN:**

- (1) LONDON SOUTHEND AIRPORT COMPANY LIMITED**
- (2) LONDON SOUTHEND SOLAR LIMITED**
- (3) THAMES GATEWAY AIRPORT LIMITED**

**Claimants**

**- and -**

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM**

**Defendants**

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**HEARING BUNDLE**

**FOR A HEARING UGV'HQT'36'CWU WUV'4246'CV'32-52CO "**

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# Claim Form

<b>In the</b> High Court of Justice King's Bench Division	
Fee Account no.	PBA0076972
Help with Fees - Ref no. (if applicable)	<b>H W F</b> - <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>

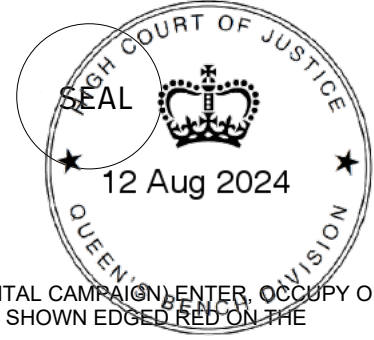
**You may be able to issue your claim online which may save time and money. Go to [www.moneyclaim.gov.uk](http://www.moneyclaim.gov.uk) to find out more.**

	For court use only
Claim no.	
Issue date	

## Claimant(s) name(s) and address(es) including postcode

- (1) London Southend Airport Company Limited (company no. 02881745)
- (2) London Southend Solar Limited (company no. 09225106)
- (3) Thames Gateway Airport Limited (company no. 05022155)

London Southend Airport, Southend-On-Sea, Essex, United Kingdom, SS2 6YF



## Defendant(s) name and address(es) including postcode

PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM

KB-2024-002596

## Brief details of claim

The Claimants seek an injunction to restrain the Defendants from acts of trespass or nuisance on the Claimants' land, as more particularly described in the Particulars of Claim.

## Value

This is a non-monetary claim

Defendant's name and address for service including postcode

N/A

	£
Amount claimed	
Court fee	626
Legal representative's costs	TBA
<b>Total amount</b>	

For further details of the courts [www.gov.uk/find-court-tribunal](http://www.gov.uk/find-court-tribunal).

When corresponding with the Court, please address forms or letters to the Manager and always quote the claim number.

Claim no.

You must indicate your preferred County Court Hearing Centre for hearings here  
(see notes for guidance)

King's Bench Division, The Royal Courts of Justice, Strand, London WC2A 2LL

Do you believe you, or a witness who will give evidence on your behalf, are vulnerable in any way which the court needs to consider?

Yes. Please explain in what way you or the witness are vulnerable and what steps, support or adjustments you wish the court and the judge to consider.

No

Does, or will, your claim include any issues under the Human Rights Act 1998?

Yes

No

Claim no.

Particulars of Claim

attached

to follow

## Statement of truth

**Note:** you are reminded that a copy of this claim form must be served on all other parties.

I understand that proceedings for contempt of court may be brought against a person who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

- I **believe** that the facts stated in this claim form and any attached sheets are true.
- The claimant** believes that the facts stated in this claim form and any attached sheets are true. **I am authorised** by the claimant to sign this statement.

## Signature

DocuSigned by:  
*Phil Spencer*  
656A85CC3CB44E1...

- Claimant
- Litigation friend (where claimant is a child or protected party)
- Claimant's legal representative (as defined by CPR 2.3(1))

## Date

Day                  Month                  Year

0 9                  0 8                  2 0 2 4

Full name

Philip Keith Spencer

Name of claimant's legal representative's firm

Bryan Cave Leighton Paisner LLP

If signing on behalf of firm or company give position or office held

Senior Associate

Claimant's or claimant's legal representative's address to which documents should be sent.

Building and street

Governor's House

Second line of address

5 Laurence Pountney Hill

Town or city

London

County (optional)

Postcode

E C 4 R 0 B R

If applicable

Phone number

020 3400 3119

DX number

Your Ref.

AMRK/PSPE/3014634.1

Email

phil.spencer@bclplaw.com

**IN THE HIGH COURT OF JUSTICE**  
**KINGS BENCH DIVISION**

**Claim No:**

**BETWEEN:**

- (1) LONDON SOUTHEND AIRPORT COMPANY LIMITED  
(2) LONDON SOUTHEND SOLAR LIMITED  
(3) THAMES GATEWAY AIRPORT LIMITED

**Claimants**

**-and-**

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM**

**Defendants**

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**PARTICULARS OF CLAIM**

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**THE CLAIMANTS**

1. The First Claimant is the operator of 'London Southend Airport', Southend-On-Sea, Essex ("the Airport"), as shown edged red on Plan A annexed to the Particulars of Claim ("Plan A"). The Second Claimant and the Third Claimant are subsidiary companies of the First Claimant who also own interests in the land comprising the Airport and as such join this claim given their immediate right to possession of the areas further explained below.
2. As the operator of the Airport:
  - a. The First Claimant holds a certificate for operation of the Airport issued by the UK Civil Aviation Authority ("CAA") dated 13 June 2016, with reference number UK: EGMC – 001; and



- b. The First Claimant has made the ‘London Southend Airport – Byelaws 2021’ (“the Byelaws”) pursuant to section 63 and 64 of the Airports Act 1986 regulating the use and operation of the Airport and the conduct of all persons while within the Airport, which came into force on 18 April 2021.

### **THE LAND TO WHICH THE CLAIM RELATES**

3. The land and property to which the Claim relates is the Airport. It does not include residential property.
4. The Claimants are the freehold and leasehold owners of the parcels of land that comprise the Airport pursuant to the titles listed in Schedule 1 to the Particulars of Claim.
5. The Claimants have granted various leases and licences in respect of certain parts of the Airport. The areas in respect of which the Claimants have a right to immediate possession, pursuant either to freehold ownership or immediate leasehold interests, are shown shaded yellow on Plan A (excluding the areas hatched blue and shaded orange) (“the Yellow Land”).
6. As the operators of the Airport, as set out in Paragraphs 1 and 2 above, the Claimants between them still retain sufficient control over those parts of the Airport in respect of which they have granted leases and licences (including under the Byelaws), to entitle them to exercise control over the Airport in relation to any persons trespassing thereon.

### **THE DEFENDANTS**

7. The Defendants are environmental activists associated with the Just Stop Oil campaign (or other environmental campaigns) who have committed to engaging in campaign of disruptive direct action at airports across the United Kingdom.
8. At a meeting in Birmingham in early March 2024, the environmental campaigners associated with the ‘Just Stop Oil’ campaign discussed the taking of direct action at airports across the UK in the summer of 2024.

9. The homepage of the website of Just Stop Oil emphasises the plans to target action on airports during the summer of 2024 and a video was published on 5 May 2024 at <https://www.youtube.com/watch?v=tbvYQFGAY48> which discloses an intention to disrupt airports in the UK in the summer months of 2024. Furthermore, multiple messages sent from the official Instagram account of Just Stop Oil demonstrate how campaigners associated with Just Stop Oil intend to target airports by direct action activities.
10. In support of their aim to disrupt airports in the summer months, two Just Stop Oil fundraising pages have been set up, namely:
- a. “Fund Radical Climate Action — Just Stop Oil | Chuffed | Non-profit charity and social enterprise fundraising” (which has raised £165,948 as of 8 August 2024) and states:  
  
*“We’re escalating our campaign this summer to take action at airports.”*
  - b. “Just Stop Oil: Summer Actions | Chuffed | Non-profit charity and social enterprise fundraising” (which has raised £24,650 as of 8 August 2024) and states:  
  
*“Just Stop Oil: Summer actions. This summer, we continue in resistance.  
  
We’ll be taking action at sites of key importance to the fossil fuel industry; super-polluting airports.”*
11. There has also been extensive media coverage of the Just Stop Oil plans and the danger they pose. A Daily Mail online article entitled ‘*Exclusive Revealed: The eco mob plot to ruin the summer holidays with activists planning to disrupt flights by gluing themselves to major airport runways*’ states that Just Stop Oil have advocated the following means of protest:
- *“Cutting through fences and gluing themselves to runway tarmac;*
  - *Cycling in circles on runways*
  - *Climbing on to planes to prevent them from taking off*

- *Staging sit-ins at terminals 'day after day' to stop passengers getting inside airports."*

12. Since the above threats, numerous incidents have been reported at multiple airports around England, as further detailed in the First Witness Statement of Akhil Markanday.

### **THE POTENTIAL EFFECTS OF THE THREATENED DIRECT ACTION**

13. In summary, the potential risks and/or effects of the apprehended activities would include the following:

- a. A real risk to life and limb;
- b. Significant disruption to passengers;
- c. Significant disruption to airlines;
- d. Significant impact on businesses and the wider local economy;
- e. Consequential effects on the infrastructure network around the Airport;
- f. The need for deployment of additional Police resources at the Airport;
- g. Substantial economic losses to the Claimants.

### **THE THREATENED ACTS OF TRESPASS AND/OR NUISANCE**

14. By reason of the foregoing, the Claimants apprehend that unless restrained by this Honourable Court, there is a serious and imminent risk that the Defendants will commit acts of trespass and nuisance by way of 'direct action' activities, in respect of and in connection with which they have no permission or licence to enter upon the Airport.

15. Members of the public have an implied consent to enter the Airport for air-travel and directly related purposes. All persons entering the Airport are subject to the Byelaws which regulate the use and operation of the Airport and the conduct of all persons while within the airport

16. By Byelaw 4(12), no person shall remain on the Airport after having been requested to leave, such request arising where that person is causing a disturbance or is about to commit an offence (including a breach of a Byelaw).

17. By Byelaw 4(16) of the Byelaws, no person shall intentionally obstruct or interfere with the proper use of the Airport or with any person acting in the execution of his duty in relation to the operation of the Airport.
18. By Byelaw 4(22) of the Byelaws, no person shall organise or take part in any demonstration, procession or public assembly likely to obstruct or interfere with the proper use of the Airport or obstruct or interfere with the safety of passengers or persons using the Airport.
19. Accordingly, although members of the public have an implied consent to enter the Airport for the purpose of travelling by air and for directly related purposes, they do not have permission to enter or remain or occupy any land thereon for the purposes of:
  - a. Causing a disturbance or being about to commit an offence, including breach of a Byelaw (Byelaw 4(12)); or
  - b. Intentionally obstructing or interfering with the proper use of the Airport (Byelaw 4(16)).
  - c. Organising or taking part in any demonstration, procession or public assembly likely to obstruct or interfere with the proper use of the Airport or obstruct or interfere with the safety of passengers or persons using the Airport (Byelaw 4(22)).
20. Further and/or alternatively, the threatened acts referred to above would amount to a nuisance, in that they would give rise to an unreasonable interference with the use and operation of the Airport and/or the Claimants' enjoyment of their proprietary rights in respect of the Airport premises summarised at paragraph 4 above and Schedule 1 below.
21. Further and/or alternatively, the nuisance referred to at Paragraph 19 above would also constitute a public nuisance in that the acts referred to above would substantially affect members of the public, including, but not limited, to persons wishing to use the Airport for the purpose of air travel as well as the Claimants. As such, the nuisance would 'materially affect the reasonable comfort and convenience of a class of His Majesty's subjects' and the Claimants would suffer 'special damage' in respect thereof given the loss and damage referred to in Paragraph 13 above would constitute foreseeable and substantial damage over and above that suffered by the public at large.

22. Accordingly, as the operator of the Airport and by reason of the matters set out in Paragraph 6 above, the Claimants seek injunctive relief restraining the apprehended acts of trespass and/or nuisance in respect of the Airport.

### **HUMAN RIGHTS**

23. Reliance by the Defendants on rights of freedom of expression and/or assembly within Articles 10 and/or 11 of the European Convention of Human Rights would not provide a defence in the particular circumstances of this claim.

### **AND THE CLAIMANTS CLAIM**

- (1) An order that the Defendants must not, without the consent of the Claimants, enter, occupy or remain upon any part of the Airport;
- (2) Further or other relief as the Court thinks fit;
- (3) Costs.

**TOM ROSCOE**  
**Wilberforce Chambers**

**Statement of Truth**

The Claimants believe that the facts stated in this particulars of claim are true. The Claimants understand that proceedings for contempt of court may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

I am duly authorised by the Claimants to sign this statement.

DocuSigned by:  
*Phil Spencer*  
656A85CC3CB44E1.....

**Philip Keith Spencer**

**Senior Associate, Bryan Cave Leighton Paisner LLP**

**9 August 2024**

**SCHEDULE 1****TITLES OWNED BY THE CLAIMANTS****The First Claimant**

<b>Title</b>	<b>Tenure</b>	<b>Description</b>
EX468707	Freehold	land on the west side of Southend Road, Rochford, SS4 1HQ
EX573524	Freehold	2, Eastwoodbury Cottages, Eastwoodbury Lane, Southend-On-Sea, SS2 6UR
EX578232	Freehold	20, Smallholdings, Eastwoodbury Lane, Southend-On-Sea, SS2 6UP
EX589308	Freehold	19 Smallholdings, Eastwoodbury Lane, Southend-on-Sea, SS2 6UP
EX590259	Freehold	4, Eastwoodbury Cottages, Eastwoodbury Lane, Southend-On-Sea, SS2 6UR
EX596136	Freehold	1, Eastwoodbury Cottages, Eastwoodbury Lane, Southend-On-Sea, SS2 6UR
EX604152	Freehold	3 Eastwoodbury Cottages, Eastwoodbury Lane, Southend-on-Sea, SS2 6UR
EX683340	Freehold	land on the west side of Southend Road, Rochford
EX216541	Leasehold	land lying to the east of Aviation Way, Southend-on-Sea
EX515913	Leasehold	Southend Airport, Eastwoodbury Crescent, Southend-on-Sea
EX870383	Leasehold	Land lying to the west of Southend Road, Rochford
EX880489	Leasehold	land on the south side of Eastwoodbury Lane, Southend-On-Sea
Unregistered	Leasehold	land to the North side of Sutton Road, Rochford let from Sally Ann Stokes to the First Claimant by a lease dated 17 February 2012 for a term of 25 years commencing 1 February 2012.

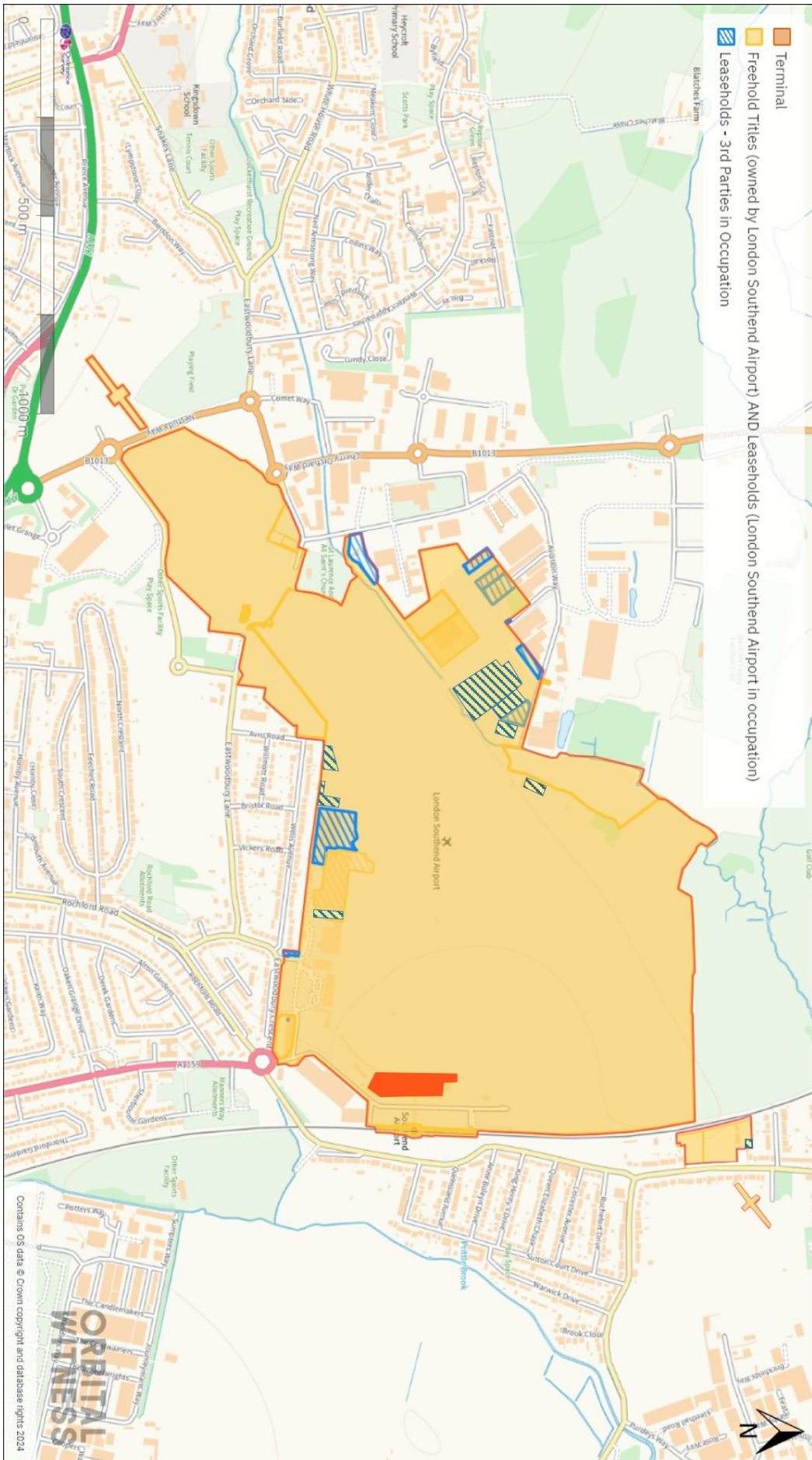
**The Second Claimant**

<b>Title</b>	<b>Tenure</b>	<b>Description</b>
EX930812	Leasehold	Land at Aviation Way, Southend Airport, Southend-On-Sea

**The Third Claimant**

<b>Title</b>	<b>Tenure</b>	<b>Description</b>
EX969926	Leasehold	Holiday Inn Hotel, London Southend Airport

# PLAN A







10. What information will you be relying on, in support of your application?

- the attached witness statement
- the statement of case
- the evidence set out in the box below

If necessary, please continue on a separate sheet.

11. Do you believe you, or a witness who will give evidence on your behalf, are vulnerable in any way which the court needs to consider?

Yes. Please explain in what way you or the witness are vulnerable and what steps, support or adjustments you wish the court and the judge to consider.

No

## Statement of Truth

I understand that proceedings for contempt of court may be brought against a person who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

- I **believe** that the facts stated in section 10 (and any continuation sheets) are true.
- The applicant believes** that the facts stated in section 10 (and any continuation sheets) are true. **I am authorised** by the applicant to sign this statement.

### Signature



- Applicant
- Litigation friend (where applicant is a child or a Protected Party)
- Applicant's legal representative (as defined by CPR 2.3(1))

### Date

Day                      Month                      Year

0	9	0	8	2	0	2	4
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Full name

Philip Keith Spencer

Name of applicant's legal representative's firm

Bryan Cave Leighton Paisner LLP

If signing on behalf of firm or company give position or office held

Senior Associate

Applicant's address to which documents should be sent.

Building and street

Governor's House

Second line of address

5 Laurence Pountney Hill

Town or city

London

County (optional)

Postcode

E	C	4	R	0	B	R
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If applicable

Phone number

020 3400 3119

Fax phone number

DX number

Your Ref.

AMRK/PSPE/3014634.1

Email

phil.spencer@bclplaw.com



## **RECITALS**

**UPON** the Claimants having issued this Claim by a Claim Form dated []

**AND UPON** hearing the Claimants' without notice application for an interim injunction by Application Notice dated []

**AND UPON READING** the Witness Statements of Akhil Markanday dated [] August 2024 and Marc Taylor dated [] August 2024

**AND UPON HEARING** Counsel for the Claimants

**AND UPON** the Claimants giving and the Court accepting the undertakings set out in Schedule 1 to this Order

## **IT IS ORDERED THAT:**

### **INJUNCTION**

1. Until [] or final determination of the Claim or further order in the meantime, whichever shall be the earlier, the Defendants must not, without the prior consent of the Claimants, enter, occupy or remain on Southend Airport, Southend-On-Sea, Essex, as shown edged red on the plan annexed to this Order at Schedule 2 (“**Plan A**”) in connection with Just Stop Oil or other environmental, climate or fossil-fuel campaign and/or protest.
2. In respect of paragraph 1, the Defendants must not: (a) do the prohibited acts himself/herself/themselves in any other way; or (b) do it by means of another person acting on his/her/their behalf, or acting on his/her/their instructions.
3. The injunction set out at paragraph 1 of this Order shall be reviewed annually on each anniversary of the Order (or as close to this date as is convenient having regard to the Court's list) with a time estimate of 1 ½ hours. The Claimants are permitted to file and serve any evidence in support 14 days before the review hearing. Skeleton Arguments shall be filed at Court, with a bundle of authorities, not less than 2 days before the hearing.

### **VARIATION**

4. Anyone served with or notified of this Order may apply to the Court at any time to vary or discharge this Order or so much of it as affects that person, but they must

first give the Claimants' solicitors 72 hours' notice of such application. If any evidence is to be relied upon in support of the application the substance of it must be communicated in writing to the Claimants' solicitors at least 48 hours in advance of any hearing.

5. Any person applying to vary or discharge this Order must provide their full name, address and address for service.
6. The Claimants have liberty to apply to vary this Order.

## **SERVICE AND NOTIFICATION**

7. Pursuant to the guidance of the Supreme Court in *Wolverhampton CC v London Gypsies & Travellers* [2023] UKSC 47 ("*Wolverhampton*")<sup>1</sup>, the Claim Form, Application Notice, evidence in support and a Note of the Hearing on [] will be notified to the Defendants by the Claimants carrying out each of the following steps:

- 7.1 Uploading a copy on to the following website:  
<http://londonsouthendairport.com/corporate/injunction>

- 7.2 Sending an email to the email addresses listed in Schedule 3 to this Order stating that a claim has been brought and an application made and that the documents can be found at the website referred to above.

- 7.3 Either affixing a notice at the locations shown marked with a green or purple dot on the second plan attached to this Order at Schedule 4 ("Plan B") setting out where these documents can be found and obtained in hard copy or including this information in the warning notices referred to at paragraph 8.4 below.

8. Pursuant to the guidance in *Wolverhampton*, this Order shall be notified to the Defendants by the Claimants carrying out each of the following steps:

- 8.1 Uploading a copy of the Order on to the following website:  
<http://londonsouthendairport.com/corporate/injunction>

- 8.2 Sending an email to the email addresses listed in Schedule 3 to this Order attaching a copy of this Order.

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<sup>1</sup> A copy of which, together with a "Press Summary", can be found at:  
<https://www.supremecourt.uk/cases/uksc-2022-0046.html>



- 8.3 Affixing a copy of the Order in A4 size in a clear plastic envelope at each of the locations shown with a green or purple dot on Plan B.
- 8.4 Affixing warning notices of A2 size at those locations marked with a green or purple dot on Plan B, substantially in the form of the notice at Schedule 5.
9. Pursuant to the guidance in *Wolverhampton*, notification to the Defendants of any further applications shall be effected by the Claimants carrying out each of the following steps:
  - 9.1 Uploading a copy of the application on to the following website: <http://londonsouthendairport.com/corporate/injunction>
  - 9.2 Sending an email to the email addresses listed in Schedule 3 to this Order stating that an application has been made and that the application documents can be found at the website referred to above.
  - 9.3 Affixing a notice at these locations marked with a green or purple dot on Plan B stating that the application has been made and where it can be accessed in hard copy and online.
10. Pursuant to the guidance in *Wolverhampton*, notification of any further documents to the Defendants may be effected by carrying out the steps set out in paragraphs 9.1 and 9.2 only.
11. In respect of paragraphs 7 to 10 above:
  - 11.1 pursuant to CPR rr. 6.15, 6.27 and 81.4(2)(c) & (d), the taking of the steps set out at that paragraphs shall amount to good and proper service and effective notification of the Claim, the Order and any future application (respectively), and personal service of those documents is dispensed with; and
  - 11.2 service of documents under each of those paragraph will be deemed to have taken place on the date and at the time at which all the relevant steps have been carried out, and shall be verified by a Certificate of Service to be filed by the Claimants.
12. For the avoidance of doubt, in respect of the steps referred to at paragraphs 7.3, 8.3 and 9.3, effective notification will be deemed to have taken place when the

documents have all been first affixed regardless of whether they are subsequently removed.

13. The Court will provide sealed copies of this Order to the Claimant's solicitors for service (whose details are set out below).

#### **FURTHER DIRECTIONS**

14. The Claimants, any person who falls within or may fall within the description of the Defendants or any other person who is or may be affected by the Claim or this Order has liberty to apply to the Court to discharge or vary the Order and/or for further case-management directions.
15. No acknowledgment of service, admission or defence is required by any party until further so ordered.

#### **COSTS**

16. Costs reserved.

#### **COMMUNICATIONS WITH THE CLAIMANTS**

17. The Claimants' solicitors and their contact details are:

- (1) Akhil Markanday

Bryan Cave Leighton Paisner, Governor's House, 5 Laurence Pountney Hill,  
London EC4R 0BR [akhil.markanday@bclplaw.com](mailto:akhil.markanday@bclplaw.com) / +44 20 3400 4344

- (2) Phil Spencer

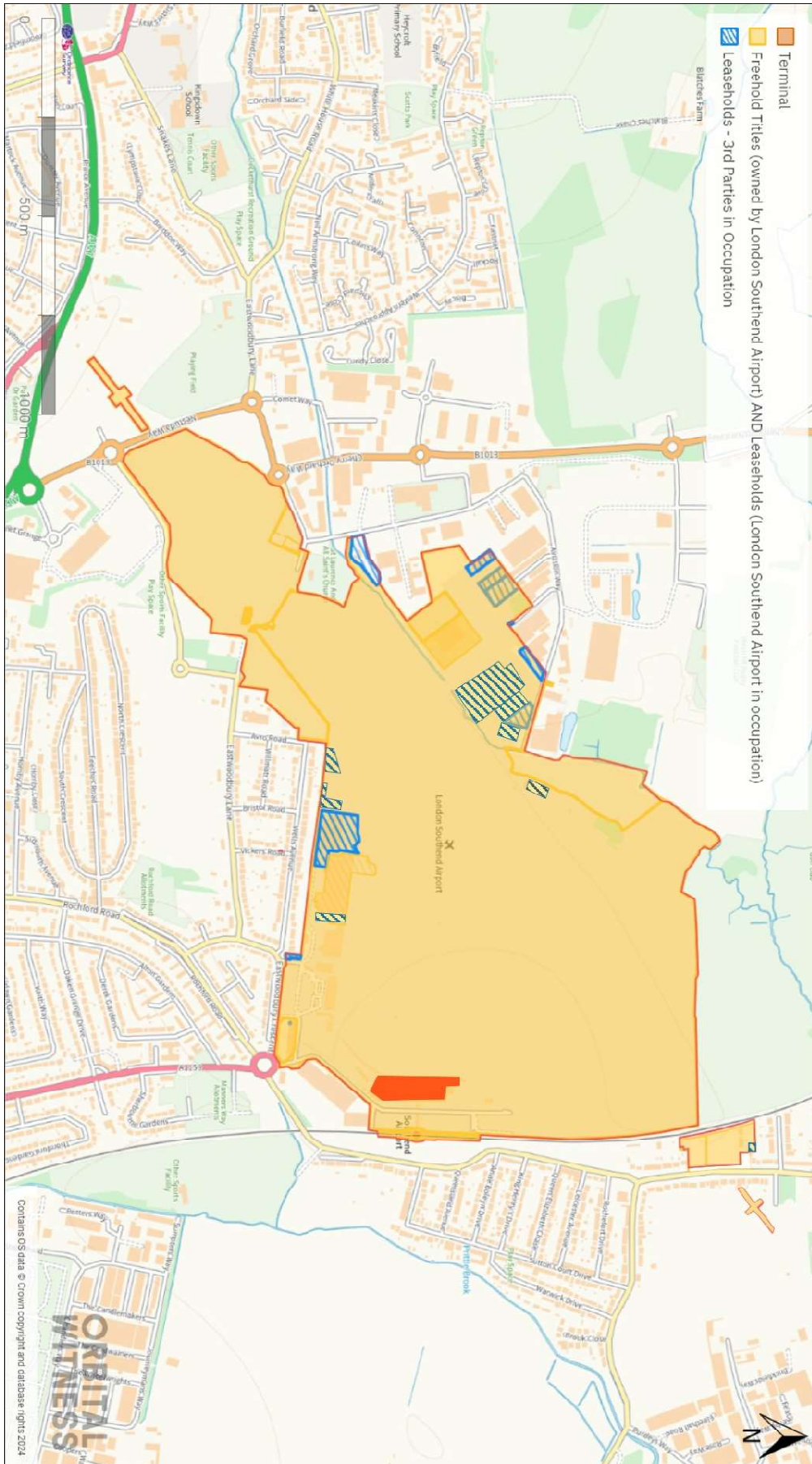
Bryan Cave Leighton Paisner, Governor's House, 5 Laurence Pountney Hill,  
London EC4R 0BR [phil.spencer@bclplaw.com](mailto:phil.spencer@bclplaw.com) / +44 20 3400 3119

**Dated:** []

## **SCHEDULE 1 – CLAIMANTS’ UNDERTAKINGS TO THE COURT**

1. The Claimants will take the steps set out in paragraphs 7 and 8 of the Order to notify Defendants of the Claim Form, Application Notice, evidence in support, the Order and a Note of the Hearing on [] as soon as practicable and no later than 5pm on [].
2. The Claimants will comply with any order for compensation which the Court might make in the event that the Court later finds that the injunction in paragraph 1 of this Order has caused loss to a future Defendant and the Court finds that the future Defendant ought to be compensated for that loss.

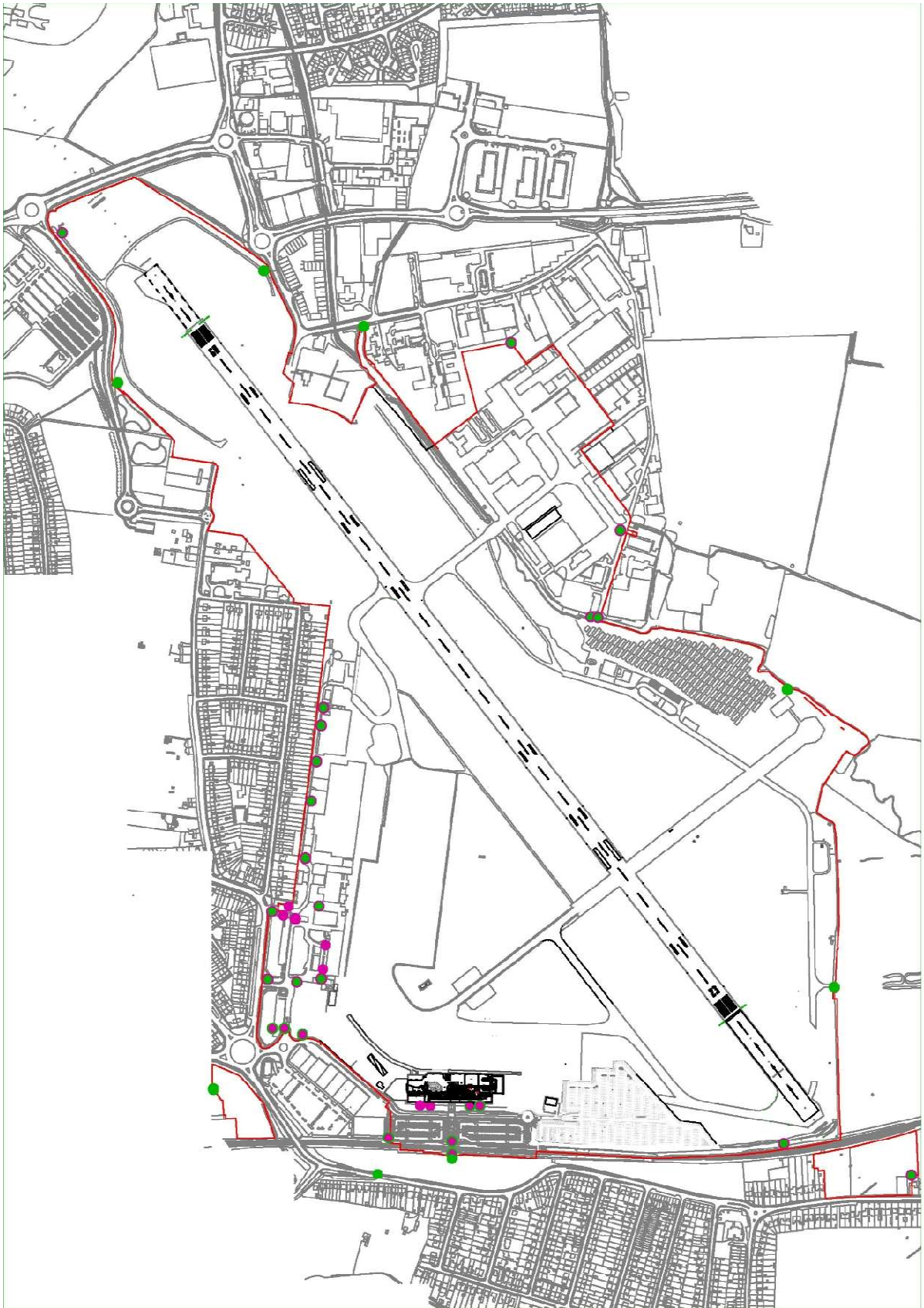
## SCHEDULE 2 – PLAN A



### SCHEDULE 3 – EMAIL ADDRESSES

1. [juststopoil@protonmail.com](mailto:juststopoil@protonmail.com)
2. [juststopoilpress@protonmail.com](mailto:juststopoilpress@protonmail.com)
3. [info@juststopoil.org](mailto:info@juststopoil.org)

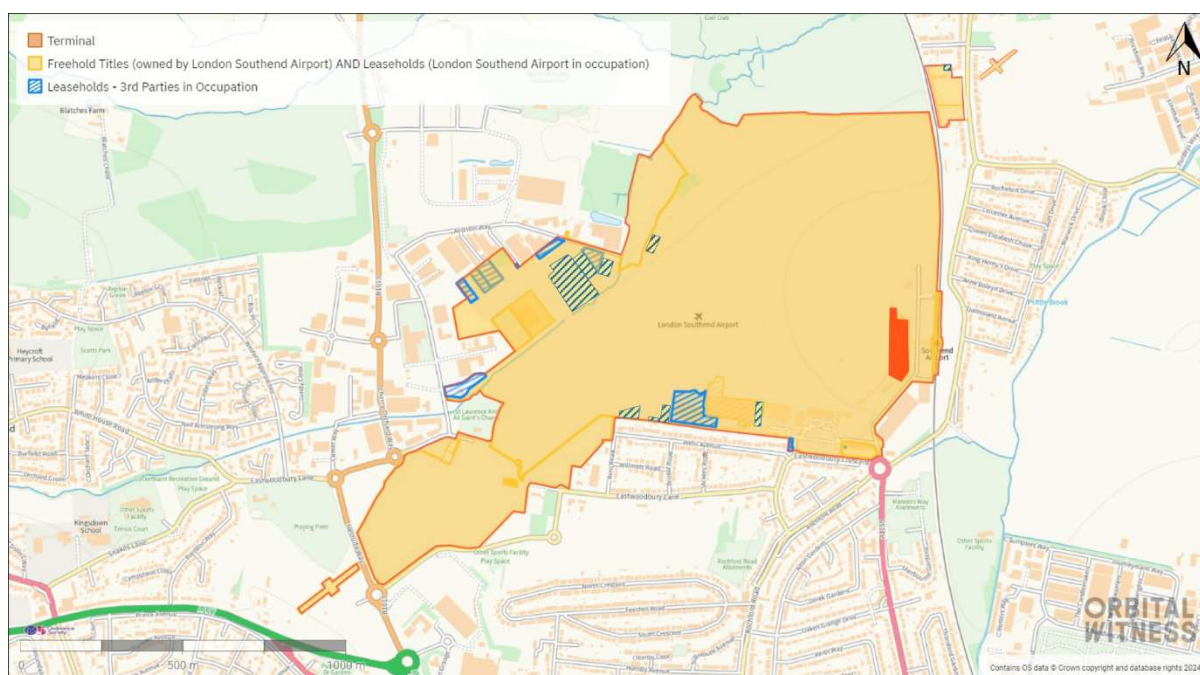
**SCHEDULE 4 – PLAN B**



**SCHEDULE 5 – NOTICE**  
**WARNING – NOTICE OF COURT INJUNCTION**

**A HIGH COURT INJUNCTION granted in Claim No. [] granted on [] 2024 until [] or final determination of the Claim or further order in the meantime, whichever shall be the earlier, now exists in relation to London Southend Airport. The injunction means you may NOT without the express consent of (1) LONDON SOUTHEND AIRPORT COMPANY LIMITED, (2) LONDON SOUTHEND SOLAR LIMITED. (3) THAMES GATEWAY AIRPORT LIMITED:**

**IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN ENTER, OCCUPY OR REMAIN UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE PLAN BELOW:**



**ANYONE BREACHING THE TERMS OF THIS COURT ORDER OR ASSISTING ANY OTHER PERSON IN BREACHING THE TERMS OF THIS ORDER MAY BE HELD TO BE IN CONTEMPT OF COURT AND MAY BE SENT TO PRISON, FINED, OR HAVE THEIR ASSETS SEIZED.**

A copy of the legal proceedings (including the Order, Claim Form, Application Notice, evidence in support and a note of the hearing on [] August 2024) can be viewed at <http://londonsouthendairport.com/corporate/injunction> or obtained from:

- (1) Ticket Office, Southend Airport Train Station, Southend-on-Sea, Essex SS2 6YF, which is open between 9am-5pm Monday-Friday; or
- (2) Bryan Cave Leighton Paisner LLP, Governor's House, 5 Laurence Pountney Hill, London EC4R 0BR (Reference: AMRK/PSPE/3014634.1; Telephone: 020 3400 3119).

Anyone notified of this Order may apply to the Court at any time to vary or discharge this Order or so much of it affects that person but they must first give the Claimants' solicitors 72 hours' notice of such application. The address of the Court is the Royal Courts of Justice, Strand, London WC2A 2LL.

Made on behalf of the Claimants  
Witness: Marc Taylor  
Number of Statement: First  
Exhibit: MT1  
Dated: 9 August 2024

**IN THE HIGH COURT OF JUSTICE**

**KING'S BENCH DIVISION**

**BETWEEN:**

- (1) LONDON SOUTHEND AIRPORT COMPANY LIMITED**
- (2) LONDON SOUTHEND SOLAR LIMITED**
- (3) THAMES GATEWAY AIRPORT LIMITED**

**Claimants**

**- and -**

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM**

**Defendants**

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**FIRST WITNESS STATEMENT OF MARC TAYLOR**

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**I, MARC TAYLOR, will say as follows:**

- 1 I am the acting Chief Executive Officer of the First Claimant, London Southend Airport Company Limited. I was appointed to this role in May 2024, having worked at London Southend Airport ("London Southend" or the



“Airport”) for over 26 years. During my tenure, I have also held the roles of Head of Asset Management and the Operations Director.

2 The other Claimants are subsidiary companies of the First Claimant and I am also acting CEO of those entities.

3 The formulation and execution of strategy for London Southend is my responsibility. I am also the Accountable Manager to the Civil Aviation Authority for issues involving security and safety.

4 I make this statement to support the proceedings for injunctive relief issued by the Claimants. As detailed below, the Defendants have started, and continue to threaten, direct action causing severe disruption to UK airports during the summer of 2024.

5 I refer to a paginated bundle of documents, attached as Exhibit “MT1”; where it is necessary to refer to a document, I shall refer to the document by its page number within Exhibit “MT1”.

6 I am duly authorised to make this statement on behalf of the Claimants.

7 In preparing this statement, I have had sight of the statement of the First Witness Statement of Akhil Markanday, the Claimants’ solicitor (“BCLP’s Statement”), and the papers relating to the injunctions that have been granted to the other airports in or around London. BCLP’s Statement details the group known as Just Stop Oil (“JSO”), the threat JSO poses to airports and the unlawful direct action its members have undertaken in recent weeks. Some of the points raised there are equally relevant here, overlapping and interconnecting with the concerns of the Claimants set out below.

8 Except where I state to the contrary (in which case I give the source of information upon which I rely) I am able to state the matters in this witness statement from my own knowledge.

9 Where facts and matters referred to in this statement are not within my own knowledge they are based on instructions, documents and information supplied to me in my capacity as acting CEO of the First Claimant and are

true to the best of my knowledge and belief.

### **LONDON SOUTHEND AIRPORT – BUSINESS**

- 10 London Southend has a unique position in the region serving the needs of both private aviation and commercial airlines. One major airline, easyJet, accounts for the majority of London Southend’s scheduled passenger services, catering for up to 300,000 passengers per year and focusing on the leisure market. Alongside this, the Airport also offers business services to VIP and business individuals.
- 11 During August and September 2024, London Southend expects to serve approximately 33,000 – 37,000 passengers per month.
- 12 Our operating hours (for flight departures and arrivals) vary depending on the schedules and needs of our customers, with the Terminal building being open and accessible accordingly.
- 13 London Southend’s average daily revenue in August 2024 is projected to be over £67,000.

### **LONDON SOUTHEND AIRPORT – REGULATIONS, CONSENT TO ENTER AND BYELAWS**

- 14 The details of the land ownership of the Airport are given at paragraphs 11-13 of BCLP’s Statement and the list of relevant HM Land Registry titles is annexed to the Particulars of Claim. In brief, the First Claimant is the operator of London Southend and the owner (either as freeholder or leaseholder) of the majority of the Airport’s land. The Second Claimant is the leasehold owner of a solar farm within the Airport grounds. The Third Claimant is the leasehold owner of a hotel within the Airport grounds.
- 15 The First Claimant’s licence to operate London Southend is evidenced by aerodrome certification (the “Certificate”) [MT1/3] granted by the Civil Aviation Authority (CAA) in accordance with UK Reg (EU) No 139/2014 (the UK Aerodromes Regulation).

- 16 The Certificate entitles London Southend to operate the aerodrome and requires compliance with various safety and operational standards. The certification includes the aerodrome manual for London Southend [MT1/4-35] which is required to contain or refer to all necessary information for the safe use, operation and maintenance of the aerodrome, its equipment, as well as its obstacle limitation and protection surfaces and other areas associated with the aerodrome.
- 17 The nature of London Southend is such that members of the public have a licence to enter specified areas of the airport, with the Claimants' permission and consent, for legitimate short-term purposes related or connected to air travel or other legitimate reasons (for example, accessing flying clubs). Examples of legitimate purposes include travelling themselves or to pick up passengers. Various other activities are expressly prohibited. Anything that will intentionally interfere with the smooth functioning of airport operations is prohibited.
- 18 All persons entering London Southend are subject to byelaws which regulate the use and operation of the airport and the conduct of all persons while within the airport [MT1/36-285] (the "Byelaws").
- 19 In headline terms, the Byelaws set out acts which are prohibited and others for which permission is required. The Byelaws were made under Section 63 of the Airports Act 1986. Section 64 of the Airports Act 1986 provides that any person contravening any byelaws made under Section 63 commits a criminal offence in doing so and is liable on summary conviction to a fine.
- 20 By Byelaw 4(12), no person shall remain on the Airport after having been requested to leave, such request arising where that person is causing a disturbance or is about to commit an offence (including a breach of a Byelaw).
- 21 By Byelaw 4(16) of the Byelaws, no person shall intentionally obstruct or interfere with the proper use of the Airport or with any person acting in the execution of his duty in relation to the operation of the Airport.

- 22 By Byelaw 4(22) of the Byelaws, no person shall organise or take part in any demonstration, procession or public assembly likely to obstruct or interfere with the proper use of the Airport or obstruct or interfere with the safety of passengers or persons using the Airport.
- 23 Accordingly, although members of the public have an implied consent to enter the Airport for the purpose of travelling by air and for directly related purposes, they do not have permission to enter or remain or occupy any land thereon for the purposes of:
- 1) Causing a disturbance or being about to commit an offence, including breach of a Byelaw (Byelaw 4(12)); or
  - 2) Intentionally obstructing or interfering with the proper use of the Airport (Byelaw 4(16)); or
  - 3) Organising or taking part in any demonstration, procession or public assembly likely to obstruct or interfere with the proper use of the Airport or obstruct or interfere with the safety of passengers or persons using the Airport (Byelaw 4(22)).

### **IMMINENT AND SERIOUS THREAT TO LONDON SOUTHEND AIRPORT**

- 24 JSO is a civil resistance group with environmentally orientated, political aims. As explained in the BCLP Statement, at paragraphs 25-36, JSO has begun a campaign of disruptive action against airports over the summer months of 2024. There have been a number of incidents of direct action at UK airports in recent days and weeks, as shown by paragraphs 38-45, and JSO continues to pose a very real threat to the UK airport industry.
- 25 In response, the Claimants, having carefully considered all options, have made this application for an injunction to restrain unlawful activity by JSO or similarly disposed groups at London Southend. As explained below, if the threatened disruption occurs at London Southend, it will cause significant damage and expose the Airport, its staff, its passengers and any interconnected enterprises to severe risks of physical and/or financial harm.

26 The BCLP Statement (including its Exhibit AM1), at paragraphs 14-50, generally discusses the current threat posed by JSO to airports. One point that bears repeating is that that the Police have been compelled to act against JSO activists, over the last few months [AM1/10-19], in recent weeks [AM1/7-9] and recent days [AM1/20-21]. Despite the Police reaction and the arrest of numerous JSO activists, JSO is defiant and continues to confirm its intention to disrupt airports [AM1/22-23].

### **PREVIOUS INCIDENTS AT LONDON SOUTHEND AIRPORT**

27 London Southend is a highly probable target for disruptive action. This is evidenced by the many previous instances where intentionally disruptive direct action has been undertaken by activists at London Southend.

28 Some examples of past incidents are the following:

- (a) On 9 May 2019, Extinction Rebellion held a demonstration on climate change. This caused disruption on the approach road to the Terminal and passengers were unable to pass through or access the Airport due to this disruption. Passengers on foot were heckled by Extinction Rebellion activists upon arrival at the Terminal.
- (b) On 25 January 2020, London Southend received intelligence that Extinction Rebellion would be holding a demonstration at the Airport. Two individuals, wearing Extinction Rebellion branded clothing, were asked to leave after admitting to conducting reconnaissance, once a member of the public reported their suspicious behaviour to the control centre. These activists verbally abused the security patrol who attended the area before eventually leaving.
- (c) On 29 February 2020, Extinction Rebellion, again, explicitly threatened to disrupt London Southend. The Airport received intelligence that emails had been sent to the local Police warning them of co-ordinated disruption by Extinction Rebellion activists. This involved the group, through communication published on social media, requesting as many activists as possible to join together to

disrupt the Airport and stated a specific time to convene for the disruption.

- (d) On 1 March 2020, six people claiming to be supporters of Extinction Rebellion were requested to leave the Airport after admitting to conducting reconnaissance. Police intervention was required.
- (e) On 28 and 29 August 2020, the Airport received intelligence of planned disruption from Extinction Rebellion. One arrest was made following an individual admitting to hostile reconnaissance within London Southend and refusing to leave the Airport.
- (f) On 23 November 2021, twelve JSO activists entered the Terminal with three large oil drums. These JSO activists verbally challenged passengers and distressed minors, disrupting the Airport at large. This disruption lasted for 60 minutes and Police intervention was required. In parallel, a further two JSO incidents exploited the distraction caused by the Terminal disruption to conduct an airside breach. This additional incident of disruption by JSO was intercepted by security and the perpetrators removed from the Airport. The JSO trespassers filmed their activity throughout and tried to intimidate the Airport's security, by being verbally aggressive and making derogatory comments to the Airport's staff.
- (g) On 1 December 2021, Extinction Rebellion disrupted an approach road leading to the Airport. This disruption lasted four hours and necessitated Police intervention.

29 As stated in the BCLP Statement, at paragraph 15, JSO was “masterminded” by an individual linked with Extinction Rebellion. This explains why I believe that the actions at London Southend, previously perpetrated under the Extinction Rebellion banner and which I set out in the previous paragraph, are relevant to the current risk presented by JSO. As explained in the BCLP Statement, it is JSO which is presently the vocal group threatening to disrupt UK airport operations. It is for this reason that the injunctive relief the Claimants seek is directed principally at that group.

## HEALTH AND SAFETY CONCERNS

30 London Southend is a complex operational environment. Health and safety is of the utmost important. We consider there to be a concrete and serious risk that any unlawful direct action may endanger our staff, other companies staff, passengers, other legitimate visitors and also, the perpetrators themselves.

31 Having been targeted by environmental groups before, the Claimants feel the health and safety risks particularly acutely.

32 There are plainly serious risks arising from any activity being on an active runway/taxiway, especially if conducted by untrained individuals. It is worth mentioning the less apparent risks also:

- (a) individuals who are not trained or being supervised will have no idea about the numerous hazards associated with airports and the precise nature of the dangers. Our ground-staff are trained in airport health and safety issues so they can operate properly and safely, but even they have to remain vigilant;
- (b) airline pilots as well as authorised vehicle drivers on access roads between terminals and aircraft stands will not be expecting trespassers on or near the taxiway/runway. Any sudden need by pilots or drivers to take evasive action could put people at risk;
- (c) as with all airports, movements on the taxiway/runway are carefully managed by air traffic control. Air traffic control, naturally, have no ability to communicate with trespassers to ensure their own safety around aircraft and ground traffic movements; and
- (d) the emergency services and our own rescue and fire-fighting team may have to endanger themselves in order to remove and/or rescue trespassers. In the event of an airfield emergency, their response may be hampered with serious potentially fatal consequences.

33 All these risks are heightened at London Southend given the unusual features of the Airport. These include:

- (a) London Southend is a designated London Airport. The Airport's proximity to London ensures it is easily accessible.
- (b) There are known expansion plans to develop the Airport and allow the handling of more flights and passengers.
- (c) There is a golf course next to the runway which presents a risk as an easier, open access route.
- (d) The Jet Centre has a public entrance from a landside car park. The Jet Centre also handles numerous high profile people, including celebrities, which it would undoubtedly be desirable for JSO to seek to disrupt.
- (e) The distance between the Terminal building and the runway is short. Passengers often walk directly from the Terminal to board their flight (rather than over jet-bridges, or being bussed to remote stands as is common at other airports). This direct route to boarding provides ample opportunity to undertake direct action in a high risk area of the Airport.
- (f) The Airport, due to its location, has an excellent weather record and may be used by airlines as a diversion alternative when adverse weather or incidents cause other London airports to be closed. Given this strategic status, the Airport is liable to be attacked in conjunction with any other Airport, to fully maximise any resulting disruption.
- (g) There are no physical barriers between the Terminal building (including its walkways towards aircraft stands) and the actual aircraft stands on the apron.

34 Additionally, London Southend is a potential target for terrorist activity. This is demonstrated by the fact that the Airport's security team are constantly involved in counter-terrorism tasks, working in partnership with the Police to



ensure the safety of passengers and staff. The heightened risk of terrorist attack at the Airport is explained by a few factors. First, its size, being the sixth largest airport in London. Second, it is easily accessible, including via a direct rail link to London in 45 minutes. Third, the nature of the individuals using the Jet Centre. Fourth, the ability to use the Airport as a smokescreen to distract Police from other London airports.

## **SEVERE IMPACT OF DISRUPTION**

35 In addition to the safety and security risks that I have discussed above, any direct action undertaken by JSO or its affiliates against the Airport, would likely have the following harmful impacts:

- (a) Direct action could cause significant disruption to innocent travellers, in the form of delays, diversions and cancellations, as a result of planes not being able to land or take-off from London Southend. Flights in the summer operate at a very high load factor (i.e. aircraft are at or near full capacity). The effect of this is that: (1) a very high number of travellers could be affected by the disruption; and (2) there would be very few spare places on alternative flights on which passengers could be re-booked;
- (b) Secondly, the disruption caused by direct action may have a significant impact on businesses and the wider economy. Business travel would be disrupted by flights not being able to take off and land at the Airport; and
- (c) Significant Police resources will likely be deployed to London Southend, not only from the Essex Police, but from other neighbouring Police forces as well. The impact of this is twofold: (1) vital Police resources are diverted away from other areas with the result that such other areas become more vulnerable to crime; and (2) the considerable additional costs of this policing.

## **LIKELY FINANCIAL IMPACT**

36 The Claimants derive multiple streams of revenue from their ownership and management of the Airport. In addition to services to airlines, the Airport earns revenue from several other sources – for example, concession fees from retail operators, income from car parks, advertising revenue, renting airport premises, use of parts of the Airport as a filming location, fuel sales and general ancillary aviation related revenue.

37 The direct action being threatened by JSO would cause the Claimants substantial economic loss. My finance team have estimated that the Claimants would suffer direct financial losses (i.e. ignoring any reputational costs) of approximately £125,000 if the Airport were closed for a day, with this amount rising as passenger traffic increases in future years. Furthermore, the Claimants would incur consequential losses arising from assisting disrupted passengers (such as in providing spending vouchers for meals and hotel accommodation).

## **ESSEX POLICE ADVICE**

38 I am informed by Chief Inspector Paul Hogben that, during meetings with senior officers of Essex Police on 2 July 2024, we were advised by the Police to consider applying for a civil injunction.

## **THE BALANCE OF JUSTICE/COMPELLING JUSTIFICATION**

39 Given the foregoing, I believe that:

- (a) the Airport is a prime target for disruptive direct action by environmental protest groups such as JSO. The campaign against airports promoted by these groups intends to disrupt airports and London Southend, given its size and geographical characteristics, is especially vulnerable;
- (b) the risk to London Southend has been exacerbated by the fact that all other London airports (and nearly all of the major UK airports) are protected by an injunction;

- (c) it is very unlikely that JSO will make a public announcement concerning the location, time and date of any direct action. Therefore, an urgent injunction is appropriate in such circumstances;
- (d) having discussed with BCLP, I appreciate that damages would not be an adequate remedy for the Claimants with reference to the impact of disruption when viewed as a whole. In addition to the large financial losses I refer to above, we must also consider (i) health and safety risks, (ii) disruption inconvenience to passengers and staff, and (iii) dangers associated with the risk of extended plane holding or diversions. Furthermore, there is no credible reason to believe any of the Persons Unknown could or would meet any award of damages;
- (e) since the Claimants seek only to prevent unlawful activity, there is no obvious way the Defendants will suffer any actionable loss; and
- (f) the grant of the injunction sought would be a genuinely appropriate and effective deterrent to prevent unlawful behaviour.

#### **CROSS – UNDERTAKING IN DAMAGES**

40 I am not aware of any loss or damage the Defendants could bring an action for. Nevertheless, following general practice, I am authorised on behalf of the Claimants to provide the necessary cross-undertaking to pay any sum which the Court considers appropriate to compensate anyone affected by the proposed injunction if it is subsequently determined that the Claimants are not entitled to the order which they seek.

#### **Statement of Truth**

I believe that the facts stated in this Witness Statement and Exhibit are true. I understand that proceedings for contempt of court may be brought against anyone who makes, or

causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

Signed by:  
  
.....474A62B94521461.....

**Marc Taylor**

**9 August 2024**

Made on behalf of the Claimant  
Witness: Marc Taylor  
Number of Statement: First  
Exhibit: MT1  
Dated: 9 August 2024

**IN THE HIGH COURT OF JUSTICE**

**KING'S BENCH DIVISION**

**BETWEEN:**

- (1) LONDON SOUTHEND AIRPORT COMPANY LIMITED**
- (2) LONDON SOUTHEND SOLAR LIMITED**
- (3) THAMES GATEWAY AIRPORT LIMITED**

**Claimants**

**- and -**

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM**

**Defendants**

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**EXHIBIT MT1**

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**UNITED KINGDOM**

**A Member of the European Union**

**CIVIL AVIATION AUTHORITY  
AERODROME CERTIFICATE**

**Aerodrome Name: Southend**

**Certificate Reference: UK: EGMC - 001**

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council and the Commission Regulation (EU) No 139/2014 for the time being in force and subject to the conditions specified below, The United Kingdom Civil Aviation Authority hereby certifies that:

London Southend Airport Co Ltd  
Southend Airport  
Southend-on-Sea  
Essex  
SS2 6YF

is authorised to operate Southend Aerodrome in accordance with the provisions of Regulation (EC) No 216/2008 and its Implementing Rules, the aerodrome certification basis, the terms of the certificate and the aerodrome manual.

This certificate shall remain valid for an unlimited duration, unless it is surrendered or revoked.

Date of original issue: 13 June 2016

Signed: Graeme Hittler  
For the UK Civil Aviation Authority



**Byelaws 2021**



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## London Southend Airport Byelaws 2021

London Southend Airport Company Limited (“LSACL”), in exercise of the powers conferred on it by sections 63 and 64 of the Airports Act 1986 hereby makes the following byelaws which shall apply within the Airport.

### 1. Interpretation

#### 1(1) In these byelaws:

Accident	means an unintended occurrence which has an adverse physical result;
Aircraft	means a heavier than air power driven flying machine and includes aeroplane (land plane), aeroplane (seaplane), aeroplane (amphibian), aeroplane (self-launching motor glider), powered lift (tilt rotor), rotorcraft (helicopter and gyroplane) or microlight;
Air Navigation Order	means the Air Navigation Order 2016 (as amended);
Airport	means London Southend Airport as set out edged red on the plan at Schedule 1 and includes any future expansion of the Terminal Building;
Airport Equipment	means any mechanical or electrical or electronic apparatus or software used in connection with the operation of the Airport, including any such apparatus or software used for or in connection with the control of access of persons or Vehicles to any part of the Airport;
Airport Official	means a person authorised in writing by LSACL to perform certain functions under these byelaws as evidenced by such person having been issued with the appropriate ID security pass by LSACL;
Airport Security Manager	means the Airport Official appointed by LSACL from time to time to manage security at the Airport;
Airside	means the operational area inside the Airport security fence and the Terminal Building security controls;
Airside Driving Permit	means a valid driving permit issued by the Airport authorising driving within the Airside areas;
Animal	means any animal wild or domesticated that is brought onto the Airport except in byelaw 10(2) where it has the same meaning as in section 170(8) of the Road Traffic Act 1988;
Authorised Premises	means a premises authorised to supply alcohol for consumption at the Airport;
Authorised Standing	means places designated by Notice as waiting places for Taxis;
Competence to Drive	means written authority issued to a person by his or her current employers which authorises that person to drive and operate a particular class of Vehicle;

Constable		includes any person having the powers and privileges of a constable and may include a Police Community Support Officer;
Courtesy Transport		means any Vehicle used to transport passengers (or Airport staff as the case may be) to or from the Airport and provided by: <ul style="list-style-type: none"> <li>a) an operator of an offsite car park (or his servants or agents); or</li> <li>b) any other company, firm or individual offering such transport as part of a commercial arrangement</li> </ul>
Customs and Excise Acts	and	has the same meaning as in the Customs and Excise Management Act 1979;
Drunk		in relation to byelaw 5(1)(c) means after consuming so much alcohol that the proportion of it in a person's breath, blood or urine exceeds the prescribed limit (as defined in section 11 of the Road Traffic Act 1988);
Groundhandling		has the same meaning as in the Airports (Groundhandling) Regulations 1997, which refers to the groundhandling services listed in the Annex to Council Directive 96/67/EC;
Legislation		means any Act of Parliament or subordinate legislation;
Lost Office	Property	means any building or part of a building at the Airport which has been designated from time to time by LSACL for the safe keeping of lost property and includes Airport information desks;
LSACL		means London Southend Airport Company Limited (registered in England and Wales under company number 2881745 and whose registered office is situated at Third Floor, 15 Stratford Place, London W1C 1BE), including any successor to it as airport operator (as that term is defined in the Airports Act 1986) and where the context so requires references in these byelaws to LSACL shall include a reference to the company, its employees and agents;
Movement Area		means any area used for the movement of Aircraft;
Notice		means any notice, sign, object or device (whether fixed or portable) for conveying warnings, information, requirements, restrictions or prohibitions of any description erected and displayed by LSACL and all markings on the ground made or authorised by LSACL;
Operator		means the operator of an Aircraft as defined in the Air Navigation Order;
Portable Machine	Music	means a portable radio, MP3 player, compact disc player, television, computer games machine or any other device capable of emitting audio sound;
Private Hire Vehicle		means a Vehicle, other than a Public Service Vehicle, which is used for the purpose of carrying passengers for hire or reward and which is licensed under the Local Government (Miscellaneous Provisions) Act 1976;

<b>Public Service Vehicle</b>	has the same meaning as in section 1 of the Public Passenger Vehicles Act 1981;
<b>Restricted Access</b>	means access is controlled by security check points or authorised entry points or access is only available to specific persons who are permitted to have such access by an Airport Official;
<b>Restricted Area</b>	means any part or parts of the Airport to which there is Restricted Access as designated by an Airport Official from time to time or as designated by the Secretary of State as a 'security restricted area' under section 11A of the Aviation Security Act 1982 and including all stands, aprons, taxiways and the runway;
<b>Road Traffic Enactments</b>	has the same meaning as in section 63(3) of the Airports Act 1986;
<b>Security Search Area</b>	means any area on the Airport used by an Airport Official for security checks, passenger/staff screening or other security purposes;
<b>Taxi</b>	means a hackney carriage within the meaning of the Town Police Clauses Act 1847 authorised by LSACL to ply for hire at the Airport;
<b>Taxi Feeder Park</b>	means that part of the Airport indicated by the Notice "Taxi Feeder Park";
<b>Terminal Building</b>	means the building or buildings used as terminals for passengers arriving at or departing from the Airport; and
<b>Vehicle</b>	means any mechanically propelled conveyance or manually operated apparatus on wheels and includes trailers, items of plant that operate as wheeled Vehicles and as static apparatus but does not include an Aircraft.

1(2) These byelaws may be cited as the 'London Southend Airport Byelaws, 2021'.

1(3) No provision in these byelaws shall apply to any member of a fire, police or ambulance service acting in the course of duty, or to any emergency Vehicle being used by such person at the Airport.

## **2. Revocation**

Any previous byelaws of LSACL are hereby revoked by these byelaws.

## **3. Penalties**

Any person contravening any of the following byelaws shall be guilty of an offence and liable on summary conviction to a fine which shall not exceed the relevant levels on the standard scale as indicated in the table below:

Level <sup>1</sup>	Byelaw
4	4(4) 4(6) 4(7) 4(8) 4(9) 4(12) 4(13) 4(14) 4(15) and 4(22)  5(1) 5(4) 5(6) and 5(8)  6(3) 6(4) 6(5) 6(8) and 6(16)  7(2)  8(1)
3	4(1) 4(2) 4(3) 4(10) 4(11) 4(16) 4(17) 4(18) 4(19) 4(20) 4(21) 4(23) 4(25) 4(26) 4(27) 4(28) 4(29) 4(30) 4(31) 4(32) 4(33) 4(35) 4(37) and 4(38)  5(2) 5(3) 5(5) 5(7) 5(9) 5(10) 5(11) and 5(12)  6(1) 6(2) 6(6) 6(7) 6(9) 6(10) 6(11) 6(12) 6(13) 6(14) 6(15) 6(17) 6(18) 6(19) 6(20) 6(21) 6(22) and 6(23)  7(1) 7(3) and 7(4)  8(2) 8(3) 8(4) and 8(5)  9(1) 9(2) 9(3) 9(4) 9(5) 9(6) 9(7) 9(8) 9(9) 9(10) 9(11) 9(12) 9(13) 9(14) 9(15) 9(16) and 9(17)  10(1) 10(2) 10(3) 10(4) 10(5) 10(6) and 10(7)
2	4(5) 4(24) 4(34) and 4(36)

Any other byelaw not referred to above shall not exceed level 3 on the standard scale.

#### **4. Prohibited Acts**

##### **4(1) Aircraft parking**

Except in the case of emergency, no person shall place an Aircraft other than in the place and position allocated from time to time for that Aircraft by LSACL or an Airport Official.

##### **4(2) Securing Aircraft**

No person shall fail to moor properly or otherwise secure any stationary Aircraft which is not in a hangar.

##### **4(3) Emergency stop switch etc.**

<sup>1</sup> As at the date of these byelaws the relevant levels on the standard scale are, by virtue of section 122 of the Sentencing Act 2020, as follows:

Level 2 £500

Level 3 £1,000

Level 4 £2,500

but these are subject to amendment from time to time by statute or by regulations under that Act.



No person shall, except in the case of an emergency, intentionally operate any switch or lever of any escalator, traveller, lift or any automatic conveyance for passengers or goods upon or near to which is displayed a Notice stating that it is intended only to be operated in case of emergency.

#### 4(4) Misuse of communications and tampering with equipment

No person shall:

- a) without reasonable excuse, tamper with or misuse any communications equipment or other apparatus provided for transmitting and receiving messages or data at the Airport; or
- b) without reasonable excuse, tamper with or misuse any apparatus used for or in connection with the control of access of persons or Vehicles to any part of the Airport.

#### 4(5) No smoking

No person shall smoke in (for the avoidance of doubt this includes using e-cigarettes) or bring a naked light into or light any naked light in:

- a) any place where any such act is prohibited by a Notice;
- b) any place other than such place(s) designated for such purposes by an Airport Official from time to time;
- c) any place within fifteen (15) metres of any Aircraft or a store of liquid, fuel, gas, explosives or other flammable material; or
- d) any part of a Restricted Area unless a designated smoking area.

#### 4(6) Radio interference

No person shall operate or use any radio transmitter or other thing capable of radiating or generating electrical interference, in such a way as to prejudice, or be likely to prejudice, the operation of any communications or navigation systems at the Airport.

#### 4(7) False alarms

No person shall knowingly give by any means a false bomb warning or a false fire, ambulance or other emergency alarm.

#### 4(8) Allow anything on Airport where forbidden

No person shall allow any Vehicle, Animal or thing to be on the Airport (having been given a reasonable period to remove it) after its presence on the Airport has been forbidden by a Constable or Airport Official or after having been required by a Constable or Airport Official to remove it, where the Constable or Airport Official has reasonable grounds to believe that its presence has been responsible for or is about to be responsible for a breach of a byelaw or the commission of a criminal offence or they believe that Vehicle, Animal or thing poses a threat to safety or security at the Airport.

#### 4(9) Not to return

No person, having complied with a requirement to remove a Vehicle, Animal or thing in accordance with byelaw 4(8), shall allow that Vehicle, Animal or thing to re-enter the Airport unless re-entry has been approved by a Constable or Airport Official.

#### 4(10) Offensive display

No person shall:

- a) write, draw or affix any obscene, abusive or offensive word, representation or character upon or wilfully soil or defile any wall, structure, floor or pavement or any surface forming part of the Airport; or
- b) wear, display or carry any obscene, abusive or offensive word, representation or character in any area forming part of the Airport.

#### 4(11) Persons to keep Animals under control

No person in charge of an Animal shall fail to keep that Animal under control or permit that Animal to foul on any area forming part of the Airport and every such Animal shall be held under control on a lead or in an appropriate travel container and be restrained from behaviour giving reasonable grounds for annoyance. It shall be a defence for a person charged to prove that they took all reasonable precautions and exercised all due diligence to avoid the commission of the offence.

#### 4(12) Persons required to leave

No person shall remain on the Airport after having been requested by a Constable or an Airport Official to leave, such request arising where that person is causing a disturbance (including using language or making gestures which are lewd, foul or offensive) or has committed or is, in the reasonable opinion of the requesting Constable or Airport Official, about to commit an offence (including a breach of a byelaw). Nothing in this paragraph shall prejudice the operation of other byelaws pertaining to the removal or evacuation of persons from the Airport.

#### 4(13) Search

Any person (whether a bona fide airline passenger or not) who refuses to be searched or to have their baggage or Vehicle searched by a Constable or Airport Official must leave the Airport if requested to leave by such Constable or Airport Official.

#### 4(14) Persons not to return for 24 hours

No person, having left the Airport or any part thereof, at the request of a Constable or Airport Official, shall re-enter the Airport, or any part thereof, for a period of twenty-four (24) hours thereafter unless re-entry is otherwise authorised in writing by the Constable or Airport Official issuing the original request to leave (or in their absence LSACL).

#### 4(15) Prohibited persons

No person shall without lawful authority or reasonable cause or excuse or without the permission of LSACL:

- a) enter any part of the Airport to which members of the public are not for the time being admitted;
- b) enter any part of the Airport to which members of the public are for the time being admitted except as a bona fide airline passenger or as a person meeting such a passenger;
- c) enter any part of the Airport whilst having been prohibited from entering by an Airport Official or Constable;
- d) enter the Airport, having previously been prohibited from doing so in writing by LSACL.

#### 4(16) Obstruction

- a) No person shall intentionally obstruct or interfere with the proper use of the Airport or with any person acting in the execution of his or her duty in relation to the operation of the Airport or pursuant to any applicable Legislation, including the conveyance of passengers, their baggage and other goods, the security and safety of passengers, and the maintenance and servicing of Aircraft; or
- b) behave so as to give reasonable grounds for annoyance to other persons at the Airport.

#### 4(17) Interference with Airport Equipment

No person shall:

- a) tamper with, interfere with, cause damage to or misuse any Airport Equipment without lawful authority or reasonable cause or excuse; or
- b) operate, use, move or disturb any Airport Equipment without the authority of an Airport Official.

#### 4(18) Consumption of alcohol

No person shall within the Airport open or consume any alcoholic beverage unless purchased or obtained from Authorised Premises within the Airport.

#### 4(19) Behaviour

No person shall behave in a disorderly, indecent or offensive manner.

#### 4(20) Offensive language

No person shall use any language likely to cause offence or annoyance to any person.

#### 4(21) Unattended baggage

No person shall leave any baggage or other item unattended in any part of the Airport.

#### 4(22) No demonstrations etc.

No person shall organise or take part in any demonstration, procession or public assembly likely to obstruct or interfere with the proper use of the Airport or obstruct or interfere with the comfort and convenience or safety or security of passengers or persons using the Airport.

#### 4(23) No display of flags or banners etc.

No person shall display any flags, banners or emblems likely to cause a breach of the peace on any part of the Airport.

#### 4(24) Litter etc.

No person shall:

- a) leave uncovered refuse containers in Restricted Areas;
- b) throw, leave, drop or otherwise deposit anything within the Airport where doing so would or might cause, contribute to or lead to injury to any person or damage to property (including Aircraft), or the defacement by litter pollution or waste substances of any part of the Airport;
- c) drop or leave litter or refuse on the Airport except in a receptacle provided for the purpose.

#### 4(25) Not to remove baggage trolleys

No person shall remove from the Airport any baggage trolley provided for passenger use by LSACL.

#### 4(26) Misuse of baggage trolleys

No person shall misuse any baggage trolley provided for passenger use by LSACL.

#### 4(27) Loitering

No person shall loiter, frequent or remain on the Airport without reasonable cause.

#### 4(28) Emergency exits

No person shall obstruct any of the emergency exits at the Airport.

#### 4(29) Evacuation

No person shall in an emergency fail to evacuate or remain in any building on the Airport when instructed to do so by a Constable, an Airport Official or other member of the emergency services.

#### 4(30) Fail to comply with Notices etc.

No person whether on foot, or whilst driving or propelling a Vehicle shall, neglect, fail or refuse to comply with an indication or direction given by a Constable, Airport Official or a Notice displayed by or on behalf of LSACL.

#### 4(31) Private Hire Vehicles

No person shall cause or permit a Private Hire Vehicle except a Private Hire Vehicle authorised by LSACL to enter the Airport for the purpose of loading passengers provided further that it shall not be an offence for a pre-booked Private Hire Vehicle to load passengers at an official car park where the Private Hire Vehicle complies with these byelaws and does not obstruct the operation of any other Private Hire Vehicles authorised by LSACL.

#### 4(32) Airside driving

No person shall drive a Vehicle Airside without first being in possession of a current Airside Driving Permit personally allocated to them by the Airport.

#### 4(33) Skateboards/roller skates etc.

No person shall use skateboards, roller skates, quad bikes, bicycles, scooters or similar modes of transportation however propelled, anywhere on the Airport except mobility scooters or wheelchairs designed for and used by disabled persons.

#### 4(34) Spitting

No person shall spit on the floor, side or wall of any Vehicle, passenger transit system or in any building, or on any pavement within the Airport.

#### 4(35) Displacement

No person shall remove, displace, deface or alter any structure, building or other property (including any Notice) forming part of, or provided for, or in connection with the Airport.

#### 4(36) Wearing of passes

No person, other than a bona fide airline passenger (or unless authorised by the Airport Security Manager), while in a Restricted Area shall fail to wear a pass (such pass having been issued to them by or on behalf of LSACL), and no person required to wear a pass shall fail to ensure that it is reasonably visible at all times.

#### 4(37) Vehicle idling

No person shall allow an engine to remain running on any Vehicle whilst it is stationary.

#### 4(38) Courtesy Transport

No person shall cause or permit Courtesy Transport to enter the Airport except Courtesy Transport authorised and licensed by LSACL.

### 5. Prohibited acts on parts of the Airport to which the Road Traffic Enactments do not apply

The following acts are prohibited on any part of the Airport to which the Road Traffic Enactments do not apply:

#### 5(1) Driving offences

No person shall drive a Vehicle:

- a) dangerously, and for the purposes of this byelaw driving dangerously shall have the meaning given to it in section 2A of the Road Traffic Act 1988;
- b) without due care and attention, or without reasonable consideration for other persons using the Airport;
- c) whilst Drunk or under the influence of drugs or other intoxicating substance;
- d) whilst operating a mobile telephone or other handheld device; or
- e) without prejudice to any Notice from an Airport Official from time to time at a speed in excess of twenty (20) miles per hour on the aprons or roads forming part of the Airport or in excess of such other speed limit indicated by a Notice which conforms to the Traffic Signs Regulations and General Directions 2016, which speed shall not in any event be more than thirty (30) miles per hour except in an emergency.

#### 5(2) Not to cause danger with a Vehicle

No person shall use, cause or permit to be used, any Vehicle in such a way as to cause or to be likely to cause, danger or nuisance to any Aircraft, person(s) or property.

#### 5(3) Vehicle waiting

No person shall, except in the case of an emergency, leave or park a Vehicle or cause it to wait for a period in excess of the permitted time in an area where the period of waiting is restricted by Notice on the Airside.

#### 5(4) Obstruction causing danger

No person in charge of a Vehicle shall, except in the case of an emergency, cause or permit the Vehicle to stand so as to cause any obstruction, or so as to be likely to cause danger to any Aircraft, person or property on the Airside.

#### 5(5) Use of Vehicles

No person shall use, cause or permit to be used any Vehicle which fails to comply with any braking, steering, lighting, tyre or electrical requirements that would apply to that type of Vehicle if it were to be operated on a road to which the Road Traffic Enactments apply or use, cause or permit to be used any Vehicle where the safety locking devices are not in good working order.

#### 5(6) Fuel and exhaust systems

No person shall use, cause or permit to be used any Vehicle unless the condition of the fuel and exhaust systems is at all times such that no danger or nuisance is caused or is likely to be caused to any person or property.

#### 5(7) Passenger safety and insecure load

No person shall use, cause or permit to be used:

- a) any Vehicle unless such Vehicle, and all parts and accessories of such Vehicle are at all times in such condition, and the number of passengers carried by such Vehicle, the manner in which any passengers are carried in or on such Vehicle, and the weight, distribution, packing and adjustment of the load of such Vehicle are at all times such that no danger is caused or is likely to be caused to any person in or on such Vehicle or on the Airport; or
- b) any Vehicle unless the load carried by such Vehicle is at all times so secured, if necessary by physical restraint other than its own weight, and is in such a position, that neither danger nor nuisance is likely to be caused to any person or property by reason of the load or any part thereof falling or being blown from such Vehicle, or by reason or any other movement of the load or any part thereof in relation to such Vehicle.

#### 5(8) Permitted areas for Vehicles

No person shall, except in the case of an emergency, cause or permit any Vehicle, Aircraft servicing equipment or persons to enter that part of the Airport licensed for the surface movement of Aircraft, including the manoeuvring area, aprons and any part of the Airport provided for the maintenance of Aircraft, except those parts specifically allocated from time to time by LSACL for use by such Vehicle or Aircraft servicing equipment or persons.

#### 5(9) Failure to set handbrake etc.

No person shall cause or permit any Vehicle to be left unattended unless any parking brake or restraining device with which the Vehicle is equipped is properly engaged.

#### 5(10) Parking of Vehicles

On the Airside, no person shall:

- a) wait, leave or park a Vehicle in an area where waiting is prohibited as indicated by a Notice or by an Airport Official or where the Vehicle would cause any obstruction;
- b) park any Vehicle other than in an area that is specifically designated by Notice or by an Airport Official for the parking of such Vehicle and, for the avoidance of doubt, if an area at the Airport is designated by Notice or an Airport Official for parking by a certain category of person (including, for example, disabled persons or occupiers of certain premises at the Airport) no Vehicle other than one belonging to such category of person may be parked in such area.

#### 5(11) Failure to remove

No person shall when in charge of a Vehicle on the Airside, without reasonable excuse fail to remove it from any parking place when required to do so by a Constable or an Airport Official.

#### 5(12) Failure to report damage

No person shall without reasonable excuse fail to report damage howsoever caused to an Aircraft or Airport Equipment to its owner or a person having charge of it.

## **6. Acts for which permission is required**

The following prohibitions apply unless the permission of LSACL has first been obtained or unless the act is performed by a person acting with lawful authority or excuse:

### **6(1) Moving of Aircraft**

No person shall move, or cause to be moved, over the roads or Movement Areas of the Airport any Aircraft by means of its engines.

### **6(2) Use of Vehicles in hangars**

No person shall take a Vehicle into a hangar used for the maintenance or storage of Aircraft.

### **6(3) Groundhandling**

No person shall carry out Groundhandling at the Airport.

### **6(4) Aircraft engine running**

No person shall run an Aircraft engine in a hangar or in any area other than that allocated from time to time for that purpose by LSACL.

### **6(5) Cleaning etc. of Aircraft and Vehicles**

No person shall clean, service or maintain Aircraft, Vehicles or equipment in areas other than those allocated from time to time by LSACL.

### **6(6) Fires**

No person shall light a fire on the Airport, or place or throw or let fall a lighted match or any other thing likely to cause a fire.

### **6(7) Filling or discharging liquid fuel**

No person shall fill or discharge from any container, including any part of a Vehicle, liquid fuel elsewhere than in a place approved for that purpose by LSACL.

### **6(8) Discharging harmful matter**

No person shall cause or permit the discharge of any harmful matter (whether of a solid, liquid or gaseous nature) or any other substance of whatever nature which might obstruct or be or become a source of damage to drains, sewers or other areas or infrastructure or which may constitute a risk to the environment or public health.

### **6(9) Prohibition Notice**

No person shall fail to comply with any Notice prohibiting or restricting access to any building, road or any part of the Airport.

### **6(10) Climbing etc.**

No person shall climb any wall, fence, barrier, railing or post.



#### 6(11) [Not to cause annoyance](#)

No person shall sing, dance, shout, play a musical instrument or erect or use any Portable Music Machine or other apparatus for transmission, receipt, recording, reproduction or amplification of sound, speech or images or behave in such a way as to give reasonable cause for annoyance to any other person or cause a disruption at the Airport.

#### 6(12) [Apparatus etc.](#)

No person shall erect or use any Portable Music Machine or other apparatus for transmission, receipt, recording, reproduction or amplification of sound, speech or images for commercial purposes, or for any purpose in a Security Search Area.

#### 6(13) [Animal grazing](#)

No person shall cause or permit the grazing of any Animals within the boundary of the Airport.

#### 6(14) [Structure](#)

No person shall remove, displace, damage, deface or alter any structure or property whether moveable or immovable (including any Notice) forming part of or provided for or in connection with the Airport or erect or place on any part of the Airport any structure or property.

#### 6(15) [Entering or leaving the Airport](#)

No person shall enter or leave the Airport otherwise than through a gate or entrance/exit for the time being provided by LSACL for that purpose.

#### 6(16) [Sale and distribution of goods or services](#)

No person shall carry on a business, sell or distribute anything, offer anything for sale or hire or make any offer of services whether or not for reward on the Airport.

#### 6(17) [Display signs](#)

No person shall post, distribute or display signs, advertisements, circulars or other printed or written matter unless authorised by LSACL.

#### 6(18) [Begging](#)

No person shall beg or solicit funds or contributions of any kind.

#### 6(19) [Restricted Area](#)

No person shall cause or permit any Vehicle to enter any part of the Airport which is declared by Notice to be Restricted Area unless that Vehicle displays in a conspicuous position the form of authority issued by LSACL which is relevant to that Restricted Area.

#### 6(20) [Horticulture](#)

No person shall dig soil, cut or remove turf, walk on or damage any flowerbed or remove, pick or otherwise damage any tree, shrub or plant.

#### 6(21) [Restricted Area fence](#)

No person shall place any building, structure, equipment, Vehicle or container or any other item within three (3) metres of any fence forming the boundary of a Restricted Area.

#### 6(22) Taxi touting

No person shall in the Terminal Building or other building, car parks or any other public place on the Airport offer a Vehicle for hire, unless that Vehicle is a Taxi operating in accordance with these byelaws.

#### 6(23) Gaming

No person shall engage, or agree to engage, in bookmaking, gaming, betting or wagering nor pay, receive, or settle bets with any other person.

### 7. Acts for which permission is required on parts of the Airport to which the Road Traffic Enactments do not apply

The following prohibitions apply on any part of the Airport to which the Road Traffic Enactments do not apply unless the permission of LSACL has first been obtained or unless the act is performed by a person acting with lawful authority or excuse.

#### 7(1) Drive or operate Vehicle

No person shall drive or operate a Vehicle elsewhere than in a place provided for the passage or accommodation of such Vehicle.

#### 7(2) Lights on Vehicles

No person shall drive or leave any Vehicle which does not comply with any of the lighting requirements which apply to those parts of the Airport to which the Road Traffic Enactments apply.

#### 7(3) Cargo, baggage

No person shall leave any cargo or baggage or equipment elsewhere than in a place provided by LSACL for the accommodation of such cargo or baggage or equipment.

#### 7(4) Unattended Vehicles

No person shall:

- a) leave any Vehicle unattended when its engine is running; or
- b) leave any Vehicle with a removable ignition key unattended when the ignition key is in the Vehicle.

### 8. Other acts requiring lawful authority or reasonable cause or excuse

#### 8(1) Tampering with Aircraft

No person shall tamper or interfere with any Aircraft or anything used in connection with any Aircraft without lawful authority or reasonable cause or excuse.

#### 8(2) Tampering with lift etc.

No person shall tamper with or misuse, or attempt to tamper with or misuse, any lift, escalator, traveller, tracked transit system, conveyor belt, power operated gangway, or any mechanical, electrical or electronic apparatus without lawful authority or reasonable cause or excuse.

#### 8(3) Entering Aircraft

No person shall enter or climb upon or attempt to enter or climb upon any part of any Aircraft without the authority of the person for the time being in charge of that Aircraft.

#### 8(4) Entering Vehicles etc.

No person shall enter or get on or attempt to enter or get on any Vehicle, truck, trolley or Aircraft steps or interfere with the brake or other part of its mechanism without lawful authority or reasonable cause or excuse.

#### 8(5) Permitted Vehicles only

No person shall unless directed by the emergency services in an emergency, take any Vehicle onto areas reserved for Aircraft or any grass areas.

### 9. Taxis

#### 9(1) Ply for hire

No person shall cause or permit a Taxi to ply for hire or load passengers unless:

- a) authorised by LSACL in writing; and
- b) they do so from an Authorised Standing

provided that it shall not be an offence to load passengers in a public car park, at a pick-up point designated by an Airport Official for that purpose or, with the consent of a Constable or an Airport Official.

#### 9(2) Authorised Standing

No person shall stand or park a Taxi on the Airport for the purpose of being available for hire except on an Authorised Standing and no person shall permit or cause a Vehicle other than a Taxi to stand on an Authorised Standing.

#### 9(3) Immediate hire on Authorised Standing

Taxi drivers on an Authorised Standing shall remain with their Taxis and be available for hiring immediately and no person shall place their Taxi on an Authorised Standing unless willing to be hired immediately.

#### 9(4) Acceptance of fare

No driver of a Taxi shall refuse to accept a fare –

- a) unreasonably; or
- b) because the person wishing to be carried has a protected characteristic (as defined in the Equality Act 2010) unless –
  - i) in the case of a disabled person in a wheelchair, the Taxi is not designated under section 165(3)(a) of the Equality Act 2010; or
  - ii) in the case of a disabled person in a wheelchair or a disabled person accompanied by an assistance dog, the driver is in possession of a current exemption certificate on medical grounds issued under section 166(1) or section 169(1) of the Equality Act 2010.

#### 9(5) Permitted number standing

No person shall without reasonable excuse cause or permit a Taxi to stand on an Authorised Standing in excess of the maximum permitted number as indicated by a Notice at the head of the Authorised Standing.

#### 9(6) Unattended Taxis

No Taxi driver on an Authorised Standing or any portion thereof shall without reasonable excuse leave their Taxi unattended.

#### 9(7) Obstruction

Taxi drivers shall not obstruct any roads, footpaths or buildings at the Airport or cause annoyance or disturbance to persons within the Airport or obstruct or interfere with the proper use of the Airport or with any person acting in the execution of their duty or with lawful authority in relation to the operation of the Airport or permitted services therein.

#### 9(8) Broken down Taxis

Broken down Taxis shall not be left by their drivers on an Authorised Standing longer than is reasonably necessary to effect removal unless the breakdown is temporary and is remedied without delay.

#### 9(9) Washing down

No person shall wash down or clean out a Taxi on an Authorised Standing.

#### 9(10) Transfers to Authorised Standings

Taxi drivers shall not subsequently transfer their Taxis to any other Authorised Standing unless the consent of a Constable or an Airport Official has first been obtained.

#### 9(11) No more than one Taxi

No person who has driven a Taxi onto the Airport shall, while that Taxi remains on the Airport, drive another Taxi onto the Airport.

#### 9(12) Wearing of Taxi badges

No person shall when operating as a Taxi driver arriving at an Authorised Standing fail to display or produce their badge to a Constable, traffic warden in uniform or Airport Official when requested to do so.

#### 9(13) Filling vacancies

Where an Authorised Standing or Taxi Feeder Park is laid out or marked in such a manner that Taxis may only stand one behind the other, as soon as the first Taxi in the line is hired, the drivers of all other Taxis standing on the Authorised Standing or Taxi Feeder Park shall drive their Vehicles forward each one space and spaces at the Authorised Standing or Taxi Feeder Park shall not be filled in any other manner.

#### 9(14) Carriage of luggage

The driver of a Taxi so constructed or adapted as to be capable of carrying luggage shall when requested by a person who hires or seeks to hire the Taxi:

- a) convey a reasonable quantity of luggage;
- b) afford reasonable assistance in loading and unloading luggage; and
- c) afford reasonable assistance in removing luggage to or from the Terminal Building at which they may take up or set down such person.

#### 9(15) Taxi Feeder Park parking

No person shall without the permission of LSACL leave a Taxi on a Taxi Feeder Park unless willing to be despatched immediately to an Authorised Standing.

#### 9(16) Taxi Feeder Park good order

Taxi drivers who are for the time being in a Taxi Feeder Park shall comply with such directions for ensuring good order and orderly movement of traffic within that Taxi Feeder Park as may be given by a Constable, an Airport Official or LSACL.

#### 9(17) Leaving Taxi Feeder Park

Taxi drivers who are for the time being in a Taxi Feeder Park shall:

- a) leave the Taxi Feeder Park by an exit for the time being designated for that purpose and in the order in which they entered immediately when required to do so by a Constable, or an Airport Official; and

- b) proceed directly and without delay to the Authorised Standing provided that nothing in this byelaw shall apply to anything to the contrary done at the direction of, or with the consent of a Constable, LSACL or an Airport Official.

## **10. General**

### **10(1) State name and address**

Any person upon being requested to do so by a Constable or Airport Official, shall provide their correct name and address, their reason for being on the Airport and any identification which is necessary for the purpose of the request.

### **10(2) Vehicle Accident reporting**

In case where, on a part of the Airport to which the Road Traffic Enactments do not apply, an Accident involving a Vehicle occurs which results in:

- a) Personal injury to a person other than the driver of that Vehicle; or
- b) Damage
  - (i) to a Vehicle other than that Vehicle;
  - (ii) to an Animal other than an Animal in or on that Vehicle; or
  - (iii) to any other property constructed on, fixed to, growing in or otherwise forming part of the land on which the road in question is situated or land adjacent to such land

that driver shall stop and give their name and address, the name and address of the owner of the Vehicle, the registration number or identification marks of the Vehicle and details of the Accident to a Constable or Airport Official or other person having reasonable grounds for requiring them, as soon as reasonably practicable but, in any event, no later than 24 hours after the Accident.

### **10(3) Aircraft Accident reporting**

Where, on a part of the Airport to which the Road Traffic Enactments do not apply, any Accident involving an Aircraft occurs:

- a) If present at the time of the Accident, the pilot in command (or, if the Aircraft is being towed, the tug-driver) shall stop and give:
  - (i) their name and address;
  - (ii) the name and address of the person who is the Operator of the Aircraft at the time of the Accident;
  - (iii) the identification marks of the Aircraft; and
  - (iv) details of the Accident

to a Constable or Airport Official or any other person having reasonable grounds for requiring them, as soon as reasonably practicable and in any event no later than 24 hours after the Accident.

b) No driver of any Vehicle involved shall fail to stop and give:

- (i) their name and address;
- (ii) the name and address of the owner of the Vehicle;
- (iii) the registration number or identification marks of the Vehicle; and
- (iv) details of the Accident

to a Constable or Airport Official any other person having reasonable grounds for requiring them, as soon reasonably practicable and in any event no later than 24 hours after the Accident.

#### 10(4) Fail to stop

No driver of a Vehicle shall fail to stop when required by a Constable or an Airport Official.

#### 10(5) Fail to comply with a direction

No driver of a Vehicle without reasonable excuse shall fail to comply with any direction for the regulation of traffic given by a Constable, Airport Official or Notice.

#### 10(6) Production of insurance details etc.

Any person driving a Vehicle in a Restricted Area shall if requested to do so by a Constable or an Airport Official produce, either immediately or within seven days at a place specified by the Constable or Airport Official, details of the third-party insurance cover for the operation of the Vehicle in the Restricted Area, their Airside Driving Permit and, if applicable, their Competence to Drive.

#### 10(7) Information as to a driver of a Vehicle

Any person keeping a Vehicle in a Restricted Area or any other person shall give such information as to the identity of the driver to a Constable or Airport Official as it is in their power to give and which may lead to the identification of the driver.

### 11. Lost property

#### 11(1) Application of byelaws where property is found

These byelaws shall apply in relation to the safe custody, re-delivery and disposal of any property or thing which while not in proper custody, is found on any part of the Airport to which the public or passengers have access or in any Vehicle owned or operated by or on behalf of LSACL excluding any property or thing found on board an Aircraft, in a Taxi or on premises let by LSACL.

#### 11(2) Person who finds property

Subject to the provisions of the Customs and Excise Acts, any person (other than a member of staff of the Airport, Airport Official or Constable) who finds property which they believe to

be lost or abandoned shall notify as soon as reasonably practicable a member of staff of the Airport, Airport Official or Constable and inform that person of the place and circumstances in which it was found

### 11(3) Property to be delivered to Lost Property Office

- a) Subject to the provisions of the Customs and Excise Acts, and paragraph (b) below, any member of Airport staff, Airport Official or Constable to whom found property is notified pursuant to byelaw 11(2) hereof or who finds any property to which these byelaws apply shall, as soon as reasonably practicable and in any case before leaving the Airport, deliver such property for safe custody in the state in which it comes into their possession to the Lost Property Office and inform a member of staff of the Airport or an Airport Official at the Lost Property Office of the circumstances in which it was found.
- b) If before any lost property shall have been delivered for safe custody to the Lost Property Office under this byelaw, it is claimed by a person who satisfies the member of staff of the Airport, Airport Official or Constable, as the case may be, that they are the true owner, it shall be returned to that person, forthwith, without fee, on giving their name and address to the member of staff of the Airport, Airport Official or Constable who shall, as soon as possible, report the facts and give the claimant's name and address and a description of the lost property to the Lost Property Office.

### 11(4) Records of Lost Property

Any lost property delivered to the Lost Property Office shall be retained in safe custody by LSACL or an Airport Official until claimed by the true owner thereof or disposed of in accordance with these byelaws and LSACL or an Airport Official shall keep for a period of not less than 12 months a record showing particulars of the lost property (whether delivered to the Lost Property Office or disposed of pursuant to byelaw 11(6) hereof), the circumstances in which it was found and the ultimate disposal of the lost property provided that:

- a) official documents, including licences, passports and aliens' identity books shall wherever practicable be returned forthwith to the appropriate government department, local authority or other body or person responsible for issuing them or for controlling or dealing with them; and
- b) where the name and address of the true owner of any lost property other than the documents referred to in byelaw 11(4)(a), are readily ascertainable LSACL or an Airport Official shall forthwith notify them that the lost property is in their possession and may be claimed in accordance with these byelaws.

### 11(5) Claim of property

If any lost property, while it is retained by LSACL in safe custody, is claimed and the claimant proves to the satisfaction of LSACL or an Airport Official that they are the true owner and gives their name and address to a member of staff of the Lost Property Office or an Airport Official, it shall thereupon be delivered to the claimant at the Lost Property Office upon payment of



such charge as LSACL may from time to time fix for the return of any lost property delivered to the Lost Property Office.

#### 11(6) Disposal of property

- a) If any lost property retained by LSACL or an Airport Official for safe custody in accordance with these byelaws is not, within three (3) months of the date when it was delivered to the Lost Property Office, re-delivered to a person pursuant to byelaw 11(5) hereof, LSACL or an Airport Official shall be entitled to sell it for the best price that can reasonably be obtained or, in the case of an item of negligible value, dispose of it in accordance with byelaw 11(6)(c).
- b) Notwithstanding the foregoing provisions of these byelaws, if any lost property retained by LSACL or an Airport Official pursuant to these byelaws is of a perishable nature and if, within 48 hours from the time when it was found, it has not been redelivered to a person pursuant to byelaw 11(5) hereof, LSACL or an Airport Official shall be entitled to properly dispose of the lost property as they see fit.
- c) Notwithstanding the foregoing provisions of these byelaws, if any lost property retained by LSACL or an Airport Official pursuant to these byelaws is of a negligible value and if, after 30 days from the time when it was found, it has not been re-delivered to a person pursuant to byelaw 11(5) hereof, LSACL or an Airport Official shall be entitled to sell it at the best price that can reasonably be obtained or dispose of it as they think fit save that if the lost property is deemed by an Airport Official to be of sentimental value such item shall be retained for a further 90 days and following expiry of the 90 days LSACL or an Airport Official shall be entitled to sell it at the best price that can reasonably be obtained or dispose of it as they think fit.
- d) Notwithstanding the foregoing provisions of these byelaws any lost property which is or which becomes objectionable may forthwith be destroyed or otherwise disposed of in a reasonable manner.
- e) A sale under this byelaw shall not prejudice the right, for a period of 12 months from the date on which the property came into the custody of LSACL or an Airport Official, of any true owner whose rights have been divested by the sale to be paid the proportion due to them of the residue of the proceeds of sale after deduction of any charge by LSACL or an Airport Official for the safe custody of the lost property and LSACL's or an Airport Official's reasonable costs.

#### 11(7) Power to open packages etc.

Where any lost property is contained in a package, bag or other receptacle, a Constable or an Airport Official may cause such receptacle to be opened and the contents examined, or require the claimant to open it and submit it and its contents for examination, for the purpose of:

- a) identifying and tracing the owner of the lost property;
- b) ascertaining the nature of the contents; or

- c) satisfying LSACL or an Airport Official that the contents do not include any item or items which may put at risk the safety or security of the Airport, any Aircraft or any air navigation installation,

and, if any item or items referred to in (c) above are found, they shall be handed to a Constable or Airport Official immediately.

## **12 Authority**

No Airport Official shall exercise any power under any of these byelaws without producing their security pass if required to do so.

### **LONDON SOUTHEND AIRPORT COMPANY LIMITED**

was hereunto affixed in the presence of –

 Director

CHIEF FINANCIAL OFFICER Director

8TH APRIL, .....2021

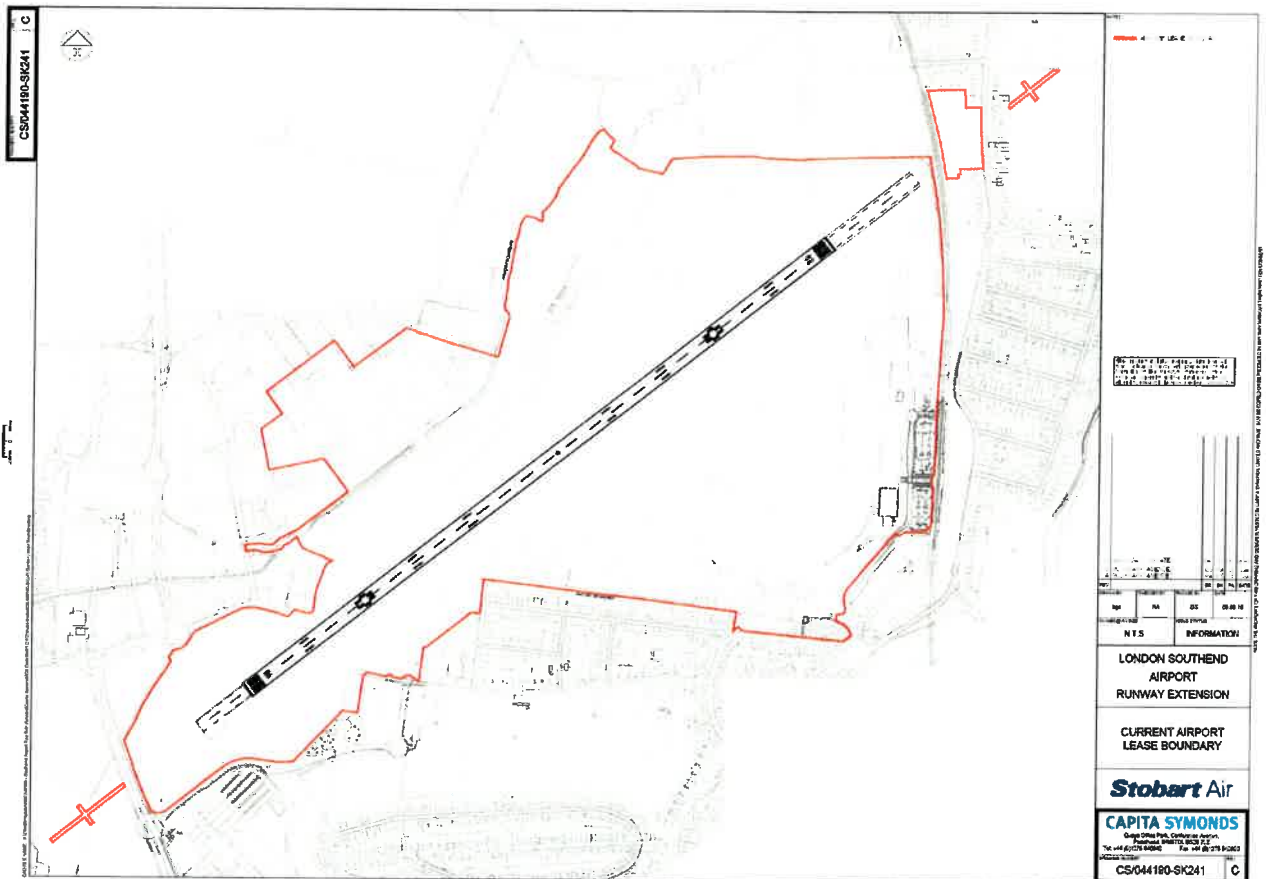
The Secretary of State confirmed the above byelaws on [ ] and they came into operation on the [ ] by virtue of Schedule 3, paragraph 6 of the Airports Act 1986.

Copies may be obtained from London Southend Airport, Eastwoodbury Crescent, Rochford, Essex SS2 6YF.



# Schedule 1

## Map of London Southend Airport



- c) satisfying LSACL or an Airport Official that the contents do not include any item or items which may put at risk the safety or security of the Airport, any Aircraft or any air navigation installation,

and, if any item or items referred to in (c) above are found, they shall be handed to a Constable or Airport Official immediately.

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No Airport Official shall exercise any power under any of these byelaws without producing their security pass if required to do so.

**LONDON SOUTHEND AIRPORT COMPANY LIMITED**

was hereunto affixed in the presence of –

.....Director

.....Director

.....2021

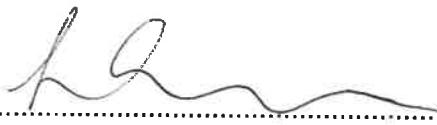
The Secretary of State confirmed the above byelaws on [ ] and they came into operation on the [ ] by virtue of Schedule 3, paragraph 6 of the Airports Act 1986.

Copies may be obtained from London Southend Airport, Eastwoodbury Crescent, Rochford, Essex SS2 6YF.

The foregoing Byelaws are hereby confirmed by the Secretary of State for Transport  
and shall come into operation on

18 April 2021.

SIGNED BY



A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke, positioned above a dotted line.

Deputy Director, Airport Policy Division by Authority of the Secretary of State



		<b>London Southend Airport</b> <b>Aerodrome Manual</b>			<b>Risk Rating</b>	<b>High – Reviewed Annually</b>	
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# AERODROME MANUAL

**Version 8.0**

**Not valid after  
September 2024**



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# PART A

## GENERAL

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## INTRODUCTION


### 1. PREFACE BY AERODROME CERTIFICATE HOLDER


London Southend Aerodrome Manual describes the systematic approach to ensuring that the aerodrome and the airspace associated with it are safe for use by aircraft. It demonstrates our commitment to managing the aerodrome safely and effectively and as such, the manual forms part of the aerodrome’s Safety Management documentation. This manual itself will comply with all applicable requirements and the terms of the Aerodrome Certificate. The manual contains or refers to operational instructions that are to be complied with by the relevant personnel.

To achieve the above aim the Aerodrome Manual will contain, or give reference to:

- a) Instructions from the aerodrome licensee, either mandatory or as guidance, for operational staff.
- b) Details of persons responsible for safety management and their safety accountabilities and responsibilities.
- c) A record of the physical characteristics of the aerodrome, of significant differences from the standards specified in regulation, if any, and of agreements reached between the licensee and the CAA concerning these differences.
- d) Identification of the Operating Policies and Procedures.

The Aerodrome Manual is available to all London Southend Airport departments that have a role in the safe operation of the aerodrome. The holder is responsible for keeping it available for immediate reference, amended to date and in a clean, legible condition and for ensuring that all members of his/her departments are familiar with its contents. The manual is also widely distributed to our aircraft operators and based tenants with instructions as to London Southend Airport policy and guidance on the use of the airfield.



  
 Operations Director / Accountable Manager  
 London Southend Airport



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## 2. PURPOSE AND SCOPE OF THE MANUAL

The Aerodrome Manual contains details of the characteristics, policies, operational procedures for the safe operation of London Southend Airport (LSA) in accordance with the Air Navigation Order and the Aerodrome Certificate.

The manual also contains details of the airport’s Safety Management System (SMS). The SMS sets out details of the safety accountabilities of key personnel and the policies and methodology for managing aviation safety risks.

It is the responsibility of recipients to check valid Aerodrome Manual Supplements and Airside Operating Instructions prior to relying on any of the contents of the Manual (see below).

## 3. AERODROME MANUAL STRUCTURE

CAA, Organisation and Operations Requirements for Aerodromes, Subpart E identifies the required content of the Aerodrome Manual. A large part of the requirement is provided in this document, but to avoid duplication of information, where other LSA documents provide the required information, then this manual will merely cross-refer to such other documents. These are listed in the Bibliography, at Part A, Section 10.

The Aerodrome Manual is divided into five sections. These are as follows:

- Part A      General
- Part B      Safety Management System
- Part C      Particulars of the Aerodrome Site
- Part D      Particulars of the Aerodrome required to be reported to the Aeronautical Information Service
- Part E      Aerodrome Operating Policies and Procedures

Any errors identified in the manual should be notified to the airport via the HoA.

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#### 4. PROCEDURE FOR AMENDMENTS

##### 4.1. Process

The Head of Airside (HoA), as the responsible manager for airside operations, shall be responsible for identifying and producing any additions or amendments to this Manual during its annual review.

##### 4.2. Minor permanent amendments – Supplementary Instruction

Throughout the year, any minor amendments will be issued in the form of a Supplementary Instruction (SI) which will remain valid until such time that the amendment is incorporated into the next version of the Aerodrome Manual.

##### 4.3. Major changes

Operational changes involving significant alterations to work practises that are permanent, will trigger change management and a re-issue of the entire document as a new version. When this happens, an advisory email message will be sent to the distribution list, informing that the Aerodrome Manual has received an update. Changes to contents from the preceding edition will be highlighted with an alternative font colour. Upon receipt of a notification that the document has been updated, the recipient must ensure that any hard copies which are held are updated. They must also send an email to [LSAirfieldoperations@southendairport.com](mailto:LSAirfieldoperations@southendairport.com) to confirm that they have received the notification.

#### Record of Amendments

Number	Date	Entered by	Number	Date	Entered by
1	01/11/2019	JM/JN			
2	18/05/2020	JN			
3	17/05/2021	JN			
4	05/09/2022	JN			
5	06/09/2023	JN			

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### List of Changes

Part / Section	Reason for Amendment	Effective Date	Instruction Number
Part B 1.1.1	Removal of CAP1168 reference	06/09/2023	n/a
Part B 3.6	Deputisation chart change of nominated names	06/09/2023	n/a
Part B 3.6.5	██████████ as Safety & Compliance Manager	06/09/2023	n/a
Part B 3.6.6	██████████ as Quality and Compliance Officer	06/09/2023	n/a

#### 4.4. Handwritten Amendments

Handwritten amendments to any edition of this manual are strictly prohibited. The LSA electronic document portal will always carry the current version. The responsibility for noting and acting on amendments rests with the manual holder.

#### 4.5. Responsibilities

LSA departmental managers and safety representatives of third parties have a responsibility to:

- Ensure that the latest copy of the manual is available to their staff
- Identify all parts of the manual which are relevant to their staff
- Ensure that any operating procedures that the department or company have reflect or refer to the requirements detailed in this manual
- Read and sign SAF-S-SMS-009 (confirmation of briefing)

#### 4.6. Compliance

Internal departments and third parties will be audited to ensure that they are complying with the requirements of this manual, as well as all Aerodrome Operating Procedures, Instructions and Notices.

### 5. DISTRIBUTION POLICY AND PROCEDURE

The Aerodrome Manual will be reviewed and published at least once annually. It is distributed electronically to a list of recipients representing organisations involved with the operation of aircraft and supporting services at LSA. This list will be updated periodically when tenants, aircraft operators or service providers change.

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Hard copies are not produced by LSA for distribution. Any hard copies printed by recipients of the electronic distribution are not controlled. Care must be taken to ensure that paper copies are disposed of or fully amended once a version has been superseded or amended.

A controlled electronic copy of the manual is also available on the company server for access by LSA staff.

## 6. CONDITIONS OF USE OF THE AERODROME

The Terms and Conditions for using London Southend Airport are set out in the document 'Terms and Conditions of Use', available on the following webpage: <https://londonsouthendairport.com/corporate/commercial-opportunities/>.

## 7. OBLIGATIONS OF THE AERODROME OPERATOR

London Southend Airport is certificated by the UK Civil Aviation Authority under EU Regulation 139/2014. The certificate reference is UKEGEGMC – 001 and the issue date is 10<sup>th</sup> August 2021.

As the certificate holder, London Southend Airport will take all reasonable steps to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe at all times for use by aircraft.

The CAA Aerodrome Inspectors are authorised to access all areas of the aerodrome for the purposes of inspection, audit and oversight. London Southend Airport personnel will at all times facilitate such visits by authorised CAA compliance authority personnel, and provide access to documents, records, data, procedures and other relevant material.

In case of intended termination of the operation of the aerodrome, the Accountable Manager will notify the CAA and the Aeronautical Information Service in writing, and apply other measures as required by the CAA.

Should there be an amendment of the certification specifications, acceptable means of compliance or guidance material set/issued by the CAA, the Head of Airside will instigate a review to identify if it is applicable to London Southend Airport.

London Southend Airport will implement any safety measures, including safety directives, mandated by the CAA as an immediate reaction to a serious safety problem.

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## 8. GLOSSARY OF TERMS

AERODROME OPERATIONS	
Term:	Definition:
Aerodrome	Any area of land or water designed, equipped, set apart or commonly used to afford facilities for the landing and departure of aircraft and includes any area or space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart to afford facilities for the landing and departure of aircraft capable of descending or climbing vertically, but shall not include any area the use of which for affording facilities for the landing and departure of aircraft has been abandoned and has not been resumed.
Aerodrome Elevation	The elevation of the highest point of the landing area.
Aerodrome Reference Point	The aerodrome reference point is the geographical location of the aerodrome and the centre of its traffic zone where an ATZ is established.
Apron	A defined area on a land aerodrome provided for the stationing of aircraft for the embarkation and disembarkation of passengers, the loading and unloading of cargo and for parking.
Category 1 (CAT 1) Operation	A precision Instrument Approach and Landing with a decision height not lower than 200 feet and a runway visual range (IRVR) not less than 700m.
Clear and Graded Area	An area within a runway strip free from obstacles.
Clearway	An area at the end of the take-off run available and under the control of the aerodrome licensee, elected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height.
Instrument Approach Runway	A runway intended for the operation of aircraft using non-visual aids providing at least directional guidance in azimuth adequate for a straight-in approach.
Intermediate Holding Position	A designated position at which taxiing aircraft and vehicles may be required to hold in order for the expeditious and safe movement of aircraft and vehicles.
Manoeuvring Area	That part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft.
Movement Area	That part of an aerodrome intended for the surface movement of aircraft including the manoeuvring area, aprons and any part of the aerodrome provided for the maintenance of aircraft.

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Non-Instrument Runway	A runway intended for the operation of aircraft using visual approach procedures.
Obstacle	All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.
Obstacle Free Zone	A volume of airspace extending upwards and outwards from an inner portion of the strip to specified upper limits which is kept clear of all obstructions except for minor specified items.
Precision Approach Runway	A runway intended for the operation of aircraft using visual and non-visual aids providing guidance in both pitch and azimuth adequate for a straight-in approach.
Runway	A defined rectangular area, on a land aerodrome prepared for the landing and take-off run of aircraft along its length.
Runway End Safety Area (RESA)	An area symmetrical about the extended runway centerline and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.
Runway Holding Position	A designated position at which taxiing aircraft and vehicles will be required to hold in order to provide adequate clearance from a runway.
Shoulder	An area adjacent to the edge of a paved surface so prepared as to provide a transition between the pavement and the adjacent surface for aircraft running off the pavement, and to avoid engine ingestion of FOD or loose particles on the edge of the paved surface.
Stopway	A defined rectangular area at the end of the take-off run available, prepared and designated as suitable area in which an aircraft can be stopped in the case of a discontinued take-off.
Strip	An area of specified dimensions enclosing a runway and taxiway to provide for the safety of aircraft operations.
Taxiway	A defined path, usually paved, on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.
Taxiway Intersection	A junction of two or more taxiways.
Threshold	The beginning of that portion of the runway usable for landing.

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SAFETY MANAGEMENT	
Term:	Definition:
Accident	An occurrence which results in harm, injury, damage or loss as a result of safety shortfalls.
Accountable Manager	The individual who is designated as the person responsible to a Regulatory Authority in respect of the functions which are subject to regulation and carried out by LSA. He/she has corporate authority for ensuring that all operations activities can be financed and carried out to the standard required by the Regulator.
Incident	An occurrence, other than an Accident, which affects or could affect the safety of Airport Operations.
Reporting Culture	A culture developer whereby employees feel comfortable reporting accidents, incidents and hazards without the fear of disciplinary action or penalties, except for when there has been gross negligence. Reports may be made in confidentiality.
Risk Assessment	The determination of a quantitative and qualitative value of risk following identification of hazardous activities or scenarios.
Safety Audit	Safety auditing is a core safety management activity, providing a means of identifying potential problems before they have an impact on safety.
Safety Culture	Safety Culture is the way safety is perceived, valued and prioritised in an organisation. It reflects the real commitment to safety at all levels in the organisation. A Safety Culture can be positive, negative or neutral. Its essence is in what people believe about the importance of safety, including what they think their peers, superiors and leaders really believe about safety as a priority.
Safety Management	Safety management is an organisational function, which ensures that all safety risks have been identified, assessed and satisfactorily mitigated. The objective of safety management in the aviation industry is to prevent human injury or loss of life, and to avoid damage to the environment and to property.
Safety Management System	A systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.
Safety Policy	Sets out the general approach, objectives and arrangements put in place for managing health and safety of airside operations.
Safety Survey	Surveys examine particular elements or procedures of an operation such as problem areas or areas of confusion. Verification of findings may be needed before corrective action can be taken as surveys are subjective.
So far as is reasonably practicable	The degree of risk in a particular job or workplace needs to be balanced against the time, trouble, cost and financial difficulty.

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## 9. ACRONYMS

<b>ADP</b>	Airside Driving Permit
<b>AEROP</b>	Aerodrome Operating Procedure
<b>AFM</b>	Airport Fire Manager
<b>AFS</b>	Airport Fire Service
<b>AGL</b>	Aeronautical Ground Lighting
<b>AGNIS</b>	Azimuth Guidance for Nose-In Stand
<b>AIP</b>	Aeronautical Information Publication
<b>AIS</b>	Aeronautical Information Service
<b>ALARP</b>	As Low As Reasonably Practicable
<b>AM</b>	Accountable Manager
<b>ANO</b>	Air Navigation Order
<b>ANSP</b>	Air Navigation Service Provider
<b>AOI</b>	Airside Operational Instruction
<b>AOSO</b>	Airside Operations & Safety Officer
<b>APM</b>	Airport Project Manager
<b>ARP</b>	Aerodrome Reference Point
<b>ASB</b>	Airside Safety Bulletin
<b>ASC</b>	Aerodrome Safety Committee
<b>ASDA</b>	Accelerate Stop Distance Available
<b>ASI</b>	Airside Safety Instruction
<b>ATC</b>	Air Traffic Control
<b>ATCA</b>	Air Traffic Control Assistant
<b>ATCO</b>	Air Traffic Control Officer
<b>ATCU</b>	Air Traffic Control Unit
<b>ATE</b>	Air Traffic Engineering
<b>ATZ</b>	Aerodrome Traffic Zone
<b>AVP</b>	Airside Vehicle Permit
<b>AWN</b>	Airport Works Notice
<b>CAA</b>	Civil Aviation Authority (UK)
<b>CAP</b>	Civil Aviation Publication



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<b>CAT</b>	Category
<b>CS</b>	Certification Specification
<b>DATIS</b>	Digital Air Traffic Information Service
<b>EASA</b>	European Aviation Safety Agency
<b>FEGP</b>	Fixed Electrical Ground Power
<b>FD</b>	Finance Director
<b>FOD</b>	Foreign Object Debris
<b>FRRC</b>	Friends and Relatives Reception Centre
<b>GM</b>	Guidance Material
<b>HoA</b>	Head of Airside
<b>HoATS</b>	Head of Air Traffic Services
<b>HoTaS</b>	Head of Terminal & Security
<b>ICAO</b>	International Civil Aviation Organisation
<b>IFR</b>	Instrument Flight Rules
<b>IHS</b>	Inner Horizontal Surface
<b>ILS</b>	Instrument Landing System
<b>LACC</b>	London Area Control Centre
<b>LDA</b>	Landing Distance Available
<b>LSACL</b>	London Southend Airport Company Limited
<b>LVO</b>	Low Visibility Operations
<b>LVP</b>	Low Visibility Procedure
<b>MAST</b>	Manoeuvring Area Safety Team
<b>MATS</b>	Manual of Air Traffic Services
<b>METAR</b>	Meteorological Actual Weather
<b>Met Office</b>	Meteorological Office
<b>MOR</b>	Mandatory Occurrence Report
<b>NOTAM</b>	Notice to Airmen
<b>OD</b>	Operations Director
<b>OIC</b>	Officer in Charge (AFS)
<b>OLS</b>	Obstacle Limitation Surface
<b>PAPI</b>	Precision Approach Path Indicator
<b>PPE</b>	Personal Protective Equipment

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<b>PRM</b>	Person with Reduced Mobility
<b>QCO</b>	Quality & Compliance Officer
<b>RESA</b>	Runway End Safety Area
<b>RTF</b>	Radio Telephony
<b>RVP</b>	Emergency Services Rendezvous Point
<b>RVR</b>	Runway Visual Range
<b>Rwy</b>	Runway
<b>SARG</b>	CAA Safety and Airspace Regulation Group
<b>SATCO</b>	Senior Air Traffic Control Officer
<b>SCM</b>	Safety & Compliance Manager
<b>SCOD</b>	Senior Controller on Duty (ATC)
<b>SEG</b>	Stand Entry Guidance
<b>SM</b>	AFS Station Manager
<b>AIRWEBSMS</b>	Safety Management System
<b>SNOWTAM</b>	Notice to Airmen concerning Snow and Ice conditions
<b>SRC</b>	Survivor Reception Centre
<b>THR</b>	Threshold
<b>TSD</b>	Technical Services Department
<b>TSM</b>	Technical Services Manager
<b>TODA</b>	Take-off Distance Available
<b>TORA</b>	Take-off Run Available
<b>VDGS</b>	Visual Docking Guidance System
<b>VFR</b>	Visual Flight Rules
<b>WS</b>	ATC Watch Supervisor

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## TECHNICAL ADMINISTRATION

### 10. NAME AND ADDRESS OF AERODROME

**Aerodrome Name:** Southend

**Address:** London Southend Airport  
Southend-on-Sea  
Essex  
SS2 6YF

### 11. NAME AND ADDRESS OF CERTIFICATE HOLDER

**Aerodrome Licensee:** London Southend Airport Company Limited (LSACL)  
Chief Executive Officer (CEO)

**Address:** London Southend Airport  
Southend-on-Sea  
Essex  
SS2 6YF

The Operations Director of LSA has overall responsibility for the safe operation of the airport and holds the post of ‘Accountable Manager’, for the purposes of the aerodrome certificate.

### 12. LEGAL POSITION REGARDING AERODROME LICENSING

#### 12.1. Aerodrome Certification Requirements

Legal basis

Air Navigation Order (ANO) (2016 as amended) requires that certain flights, particularly Air Transport and flying training flights take place at a certified aerodrome. The aerodrome certificate issued by the UK Civil Aviation Authority (CAA) in accordance with Regulation (EU) 139 and provides for public transport use of the aerodrome.

Whilst the Managing Director (MD) hood overall responsibility of the aerodrome the Operations director is the accountable manager and holds responsibility of both aerodrome

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operations and ensuring that London Southend Airport complies with privileges and conditions attached to the aerodrome certificate,

Annex I provides for definitions of terms used in Annexes II to IV

Annex II (Part-AR) covers the Authority requirements for the National Aviation Authority or “Competent Authority” – these are the rules with which the UK CAA complies with, including information that must be provided to; issue of safety directives; establishing and changes to the management system; oversight, certification and enforcement; and example certificates.

Annex III (Part-OR) covers organisation requirements for aerodrome operators – these are the rules for aerodrome operators with respect to aerodrome certification, management and manuals. This includes rules on applying for a certificate; change management; aerodrome operator responsibilities including emergency planning and the provision of a rescue and fire fighting service; establishing and maintaining a safety management system; contracted activities; coordination with other organisations; and the aerodrome manual.

Annex IV(Part-OPS) covers the operations requirements for aerodromes – these are the rules with which an aerodrome operator must comply when operating an aerodrome. This includes rules on aerodrome maintenance, emergency planning and airport rescue and fire fighting service provision.

London Southend Airport is a certified provider of Air Navigation Services, Certificate Number UK/2020/00032.

Requirement to establish and maintain an Aerodrome Manual (ADR.OR.E.005 & ADR.OR.E.010)

Sub-part E of Annex III to EU No 139/2014 requires that an Aerodrome Manual is established and maintained; ED 2014/012/R provides AMCs and GM to enable compliance with the Implementing Rules as follows:

AMC1 ADR.OR.E.005 Aerodrome manual provides a general overview of the scope of the manual, its format and distribution, and how it should be maintained. It provides that the aerodrome manual may contain parts of or refer to other controlled documents which are available at the aerodrome for use by its personnel.

AMC2 ADR.OR.E.005(i)(2) Aerodrome manual  
Provides for the manual to be in the language of those who use it.

AMC3 ADR.OR.E.005 Aerodrome manual provides for the detail of what is to be contained in the manual. It is separated into five parts A through to E as follows.

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Part A: General; (providing for administration and control of the aerodrome manual),  
Part B: Aerodrome management system, qualification and training requirements  
Part C: Particulars of the aerodrome site  
Part D: Particulars of the aerodrome required to be reported to the aeronautical information service  
and  
Part E: particulars of operating procedures of the aerodrome, its equipment, and safety measures.

**Article 2 of EU No 139/2014** provides for the Certification Basis and Operation of the Aerodrome, set out in terms of the respective requirements on the Competent Authority (CAA; Annex II) and the Aerodrome Operator (Annexes III & IV).

**ADR.AR.C.020 Certification basis (Annex II EU No 139/2014 )** provides for the CAA to notify the Aerodrome of the terms it holds the certificate (the “Certification Basis”) including any special conditions which apply.

**ADR.AR.C.035 Issuance of certificates** sets out that the CAA shall issue an Aerodrome Certificate when the aerodrome operator has demonstrated to their satisfaction compliance with **ADR.OR.B.025 Certification obligations of aerodromes and aerodrome operators** and **ADR.OR.E.005 Aerodrome manual**.

**ADR.OR.B.050 Continuing compliance with the Agency’s certification specifications** places an ongoing requirement for LSA to maintain compliance with amended CAA certification specifications.

### Conditions of use of the aerodrome by its users

The Terms and Conditions for using LSA are set out in the document ‘Terms and Conditions of Use’, available on the following webpage: <https://southendairport.com/website/terms-and-conditions>.

LSA is certificated for public use. The aerodrome is available to all persons on equal terms and conditions.

Subject to the conditions of the licence, nothing shall be taken to confer on any person the right to use the aerodrome without the consent of the licensee.

The AM shall inform the authority of the times during which the aerodrome is to be generally available for the take-off and landing of aircraft, and of any changes in those times.

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**Facilitation of audits and inspections by the Competent Authority and implementing findings (ADR.OR.C.015, ADR.OR.C.20, and ADR.OR.C.25)**

A description of the obligations of the LSA; rights of the Competent Authority and guidance to staff on how to facilitate audits/inspections by the Competent Authority’s personnel is set out in Part B of this Manual.

**13. AUTHORISATION FOR DETAINING AIRCRAFT**

The following persons are authorised under Article 1732 of the Air Navigation Order (as amended) to detain aircraft at London Southend Airport for safety reasons:

- Operations Director
- Head of Airside

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# PART B

## SAFETY MANAGEMENT SYSTEM

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## **SAFETY POLICY AND OBJECTIVES**

### **1. OVERVIEW**

#### **1.1. Introduction to SMS**

The definition of an SMS is as follows:

“A Safety Management System (SMS) is an organised approach to managing safety, including the necessary operational structures, accountabilities, policies and procedures.”

Part B of the Aerodrome Manual describes the safety management provisions covering the aviation services and aerodrome operations within the scope of LSA’s activities and is a primary component of the Safety Management System (SMS).

The primary requirements of the SMS are to organise LSA’s approach to managing safety from all aspects of operations. This will be achieved by developing and applying a systematic approach to safety, including a safety policy and objectives, which will apply strictly to all airport users.

##### **1.1.1. Context**

The airport’s Safety Management System has been established to comply with the relevant legislation, including but not limited to, ICAO Doc 9859, ICAO Annex 14, Regulation (EU) No. 139/2014 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 / Organisation Requirements and the Air Navigation Order.

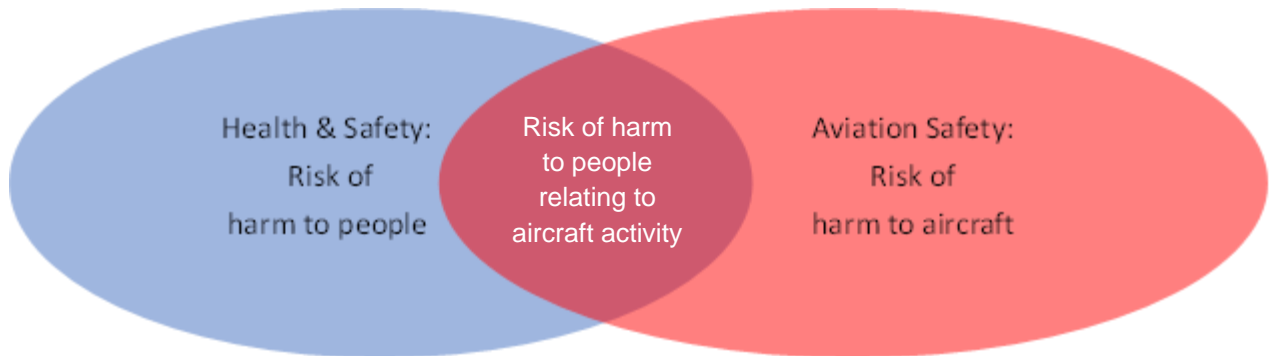
The SMS is concerned with the operational safety and management of risk at the aerodrome, relative to aircraft and airfield operations. There are other key areas of risk at London Southend Airport; Occupational Health and Safety, and Business Impact Risk, Environmental and Security.

The UK Health and Safety Executive (HSE) and the CAA recognise the potential for overlap in safety oversight or enforcement and therefore the CAA document CAP 1484 provides guidance on how the interfaces are coordinated between the two regulatory authorities. In essence CAA document CAP 642, Airside Safety Management, is the product of contributions from the CAA and HSE and highlights the health and safety of workers and passengers on the airfield.



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It is important to emphasise that the aviation SMS detailed in Part B focuses on just one of these – the **Operational Safety**. Other areas illustrated below naturally cross-over and complement each other.



United Kingdom Law	Health & Safety at Work Act 1974	Civil Aviation Act 1982
Regulation	Health & Safety Regulations	Air Navigation Order
London Southend Airport	Health and Safety Framework	Aerodrome Manual

## 1.2. Scope

The following areas will be addressed by all elements of the aviation SMS whilst operating in the airside environment;

- a) Air Traffic Services (ATS)
  - a. Air Traffic Control
  - b. Air Traffic Engineering
- b) Airside Operations
  - a. Vehicle operations
  - b. Aerodrome maintenance
  - c. Changes to infrastructure
  - d. Control of contractors
  - e. Aerodrome surface and lighting inspections
  - f. Wildlife hazard control, including habitat management
  - g. Winter Operations
  - h. Aircraft fuelling and related activities
  - i. Low Visibility Operations
  - j. Aircraft engine testing
  - k. Emergency planning
  - l. Control of passengers and third parties on the aerodrome
  - m. Ramp operations, including aircraft turnarounds
- c) Airport Fire Service

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### 1.2.1. SMS Components

This Safety Management Manual must also be used in conjunction with the following, at a minimum, to improve and maintain safety standards:

- Aerodrome Manual
- Emergency Orders
- Manual of Air Traffic Services Part 2
- ATC Unit Training Plan and Unit Competence Scheme
- AGL/ATE Maintenance Plan and Schedule
- Air Traffic Engineering Maintenance Exposition
- Airside Operations Manuals (e.g. Airside Driving and Vehicle Operations Manual, Winter Operations Plan)
- Hazard identification and risk assessment
- Airside Operations and ATS Safety Audits
- Accident and incident reporting system
- Safety analysis
  - Accident and incident investigations
  - Remedial action / mitigation
  - Recommendations
  - Safety committees and review

### 1.2.2. Staffing Levels

LSA will ensure that adequate staffing levels are consistently available to be able to cope with the workload presented and to operate all facets of the airport safely. Line managers are responsible for rostering and highlighting shortfalls in staff numbers, with the Accountable Manager ultimately accountable for ensuring adequate staff are employed.

For AFS, the Operational Managers in liaison with HoA will ensure sufficient staff are rostered to provide the appropriate level of fire cover to those aircraft landing or taking off at LSA, in accordance with the Task Resource Analysis.

For Air Traffic Control services, the HoATS will ensure staff are rostered to cover operational requirements, in accordance with SAM-S-ATC-001 Manual of Air Traffic Services Part II. The Head of Engineering has the responsibility for ensuring adequate engineers are available to support LSA’s Air Traffic equipment and systems.

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## 2. SAFETY POLICIES

### 2.1. LSA Aviation Safety Policy Statement

London Southend Airport is committed to conduct activities in a safe and environmentally responsible manner – for our staff, our customers, our partners, and the public.

All colleagues at London Southend Airport are responsible for meeting this requirement.

The following are an integral part of the daily operation at London Southend Airport:

Our commitments are to:

- Achieve the highest levels of safety performance.
- Seek to achieve zero harm to people and minimal impact on the environment through our business operations.
- Comply with industry best practise to reduce risk to all airport users as far as is reasonably practicable.
- Ensure there are adequate resources available to undertake all work safely.
- Systematically manage aviation safety matters through the application of a formal SMS
- Monitor and review the safety implications of all our aviation activities.
- Appoint competent, qualified staff to manage safe airport operations, ATC, AFS, engineering and facilities management services.
- Consult with staff and encourage participation at all levels within our organisation.
- Learn and benefit from our experiences and the experiences of others.
- Encourage a ‘Just Culture’, at London Southend Airport.

To achieve these commitments we will develop, implement, and maintain an effective aviation safety management system and procedures that enable us to:

- Identify, assess, and manage hazards, impacts, and risks from our aviation activities.
- Meet and, where possible, exceed legislative and regulatory requirements.
- Train and deploy competent staff and allocate responsibilities and tasks commensurate with each individual's skills.
- Set, achieve, and report against objectives and targets to demonstrate continual performance improvement.
- Identify areas for improvement through comprehensive incident reporting and investigation.
- Sustain equipment and facilities that meet or exceed legislative and regulatory requirements.
- Maintain a culture to encourage the free and honest reporting of aviation safety issues.
- Assist in delivering the objectives for our Top 5 Aviation Safety Risks.
- Continuously improve Aviation Safety at London Southend Airport.



Operations Director

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## 2.2. Just Culture Policy Statement

SAFETY & COMPLIANCE



# Just Culture Policy

### Introduction

Safety is our top priority.

To make this a reality across our business, we promote openness, fairness, and honesty among our colleagues at all times to encourage the reporting of accidents, incidents or near-misses without the fear of any repercussions. We want you to feel empowered to openly raise any issues so that we can understand the causes and prevent any actual (or potential) occurrence.

Whether you have experienced an event, or witnessed something you feel you should report, please do highlight it because doing so means we can protect you, your colleagues and, importantly, can learn from it.

This is known as **Just Culture**.

### Just Culture Objectives

- Build and keep a workplace culture that supports and promotes a safe working environment.
- Increase awareness of risks that pose a threat to wellbeing.
- Encourage the reporting and discussion of matters concerning safety.
- Reduce any fear of punitive actions.
- Promote learning from mistakes rather than a blame culture.
- Individual unintentional or honest mistakes will not be penalised.

To enable our **Just Culture** approach, we will ensure there are multiple methods available to you to use for reporting your safety concerns and that reports can be logged openly and freely and with no obstructions.

If you record an event, you will experience no judgement or bias, and you will be able to make the report anonymously should you wish to do so.

This policy extends to all third parties including, but not limited to contractors, visitors, and members of the general public.

This policy shall be reviewed as part of the document management review process.



 - Chief Executive Officer

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### 3. AIRPORT ORGANISATION

London Southend Airport is a division of the Esken group of companies. The LSA Operations Director, who fulfils the role of Accountable Manager, sits on the Airport Board which is comprised of directors and safety professionals from Esken.

#### 3.1. Reporting Structures

##### 3.1.1. Board Structure

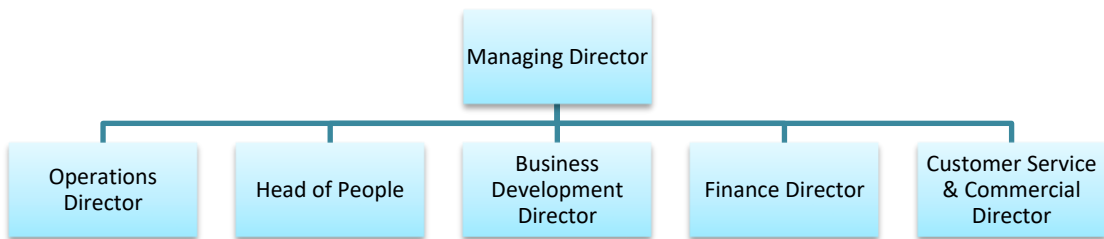
The London Southend Airport Board consists of the following members:



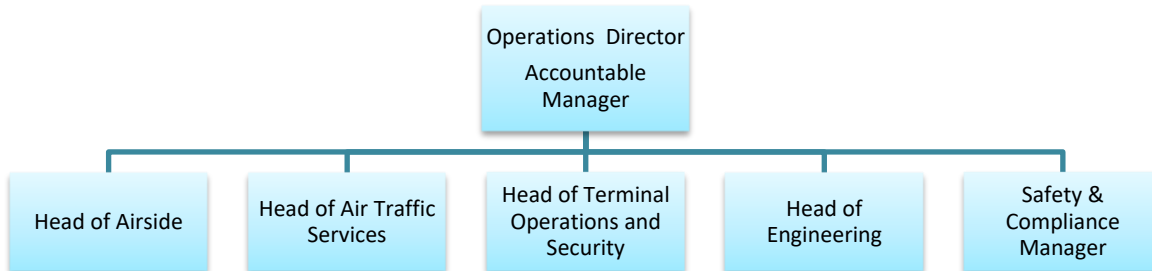
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### 3.1.2. Airport Operations and Safety

#### Airport Senior Leadership team



#### Operations directorate



### 3.2. Operational Authority

AFS Station Manager (SM) will hold Operational Authority for day-to-day airfield operations when on shift. This authority will give them overall responsibility for airfield decision making and the serviceability of the aircraft movement area. This role may also be commanded by the HoA or when they are onsite.

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### 3.3. Deputising for Absence

When members of staff with key safety responsibilities are absent from work, it is essential that a competent colleague assumes their safety responsibilities.

Any person assuming the responsibilities of another must be deemed competent in terms of technical / operational knowledge to do so. A senior manager who, out of necessity, is required to authorise action on behalf of another, but who lacks the relevant competency, must act in accordance with advice from a suitably competent subordinate.

### 3.4. Urgent Matters / Last Resort

The Airport Response Team (ART) roster ensures that a member of senior management are available 24 hours a day, 365 days a year.

### 3.5. Long-Term Absence

Should a key post-holder with safety responsibilities remain absent for an extended period, arrangements should be made to introduce a temporary position to act up. The position that is temporarily covered would be preceded by the word “Acting”. This temporary post would then assume the full safety responsibilities of the post being covered.

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**3.6. Key Safety / Operational Post-Holders and the persons authorised to act in their absence**

<b>Position</b>	<b>Post Holder</b>	<b>Position(s) Authorised to Deputise in the Event of Absence</b>
Operations Director (Accountable Manager)	██████████	Head of Airside
Head of Airside	██████████	Head of Air Traffic Services / Head of Engineering
Safety & Compliance Manager	██████████	Head of ATS / Head of Airside
Head of Air Traffic Services	██████████	Head of Airside/ Operations Director
Head of Engineering	██████████	Operations Director
QCO Quality & Compliance Officer	██████████	Safety & Compliance Manager



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### 3.6.1. Operations Director

#### Current Post Holder

██████████

#### Safety Accountability

The Operations Director is the Accountable Manager for London Southend Airport as described in ICAO Doc 9859, with corporate authority and financial responsibility for ensuring that regulatory approval conditions and safety objectives are met.


The Operations Director chairs the Safety Review Board at LSACL.

The Operations Director is accountable to Esken Board for safety, and for ensuring that accidents or incidents resulting from London Southend Airport’s operations are minimised as far as reasonably practicable.

#### Key Safety Responsibilities

- Uppermost responsibility for safety management at LSA, ensuring that the Safety Management System is implemented effectively across all areas of operation.
- Endorsing an aviation safety policy at LSA and assuming a leadership role in promoting safety throughout the organisation.
- Supporting the safety objectives that are set and ensuring that safety considerations are always given the foremost priority.
- Ensuring that suitably qualified and competent persons are employed in operational and safety critical roles.
- Ensure that LSA staff, including key post-holders, are aware of and held accountable for their safety performance.
- Ensuring funds are made available for safety critical requirements and the maintenance of airfield infrastructure.
- Ensuring that safety does not become subordinate to financial matters.
- Acceptance and review of safety risks and hazards and their associated control measures, in accordance with procedures in the Safety Management Manual.
- Ensuring that relevant safety issues are brought to the attention of the Board.

The post-holder’s signature confirms their acceptance of the above.

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### 3.6.2. Head of Airside

#### Current Post Holder

██████████

#### Safety Accountability

The Head of Airside is accountable to the Accountable Manager for the safe and efficient daily operation of the aerodrome, and achieving regulatory compliance in the airside operations, fuel, disciplines, through effectively discharging safety responsibilities to department managers. The Head of Airside is accountable to the Operations Director for the provision of an Airport Fire Services.

The Head of Airside chairs the MAST Safety Committee and the EPG.

#### Key Safety Responsibilities

- Ensuring compliance with aviation regulations in Regulation (EU) No. 139/2014 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018. Including, the establishment of resources required and subsequently the financial controls to operate an AFS function which is compliant with regulations.
- Provide periodic reviews on aviation safety performance to the Accountable Manager and the rest of the organisation. Including ensuring that all subordinates are aware of and held accountable for their safety performance.
- Ensuring fire and operational risk assessments are effective and updated accordingly.
- Ensuring adequate liaison is conducted between LSA and various other stakeholders including the local authorities, emergency authorities and airport tenants and users.
- Leading investigations into major airfield safety occurrences.
- Ensuring that significant safety issues are reported to the Accountable Manager.
- Ensuring the overall effectiveness of the Aerodrome Emergency Orders and that they are kept updated, enabling the airport to respond as effectively as possible to emergencies to protect the safety of passengers and staff. Including the development and maintenance of AFS policies and procedures required to effectively manage the AFS operation at London Southend Airport.

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- Ensuring emergency plans and exercises are in place and regularly tested for effectiveness, including regular table-top and biennial live exercises are carried out.
- Overseeing the safety and operational performance of daily operations at London Southend Airport and the maintenance of airfield infrastructure, in conjunction with the Technical Services team.
- Ensuring that the relevant airside safety and operational information is promulgated through the relevant notification channels.
- Assuming the role of the Wildlife Control Manager and ensuring that an effective Wildlife Hazard Control Management Plan is in place that at least meets the requirements of CAP 772 Bird-strike Risk Management.
- Ensuring that a thorough system of airfield inspections is carried out, recorded and appropriate rectification action taken.
- Ensuring that an Airside Driving scheme is in place that complies with CAP 790.
- Ensuring that all vehicles and equipment which operate airside are maintained in a safe condition in line with the requirements of CAP 642.
- Managing the control of FOD by providing resources for collection and disposal, and repair or treatment of any damaged areas.
- Ensuring that the LSA Aerodrome Manual is reviewed and updated as required.
- Ensuring that the aerodrome remains safe for use in adverse weather conditions through development and activation of procedures.

The post-holder’s signature confirms their acceptance of the above.



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### 3.6.3. Head of Air Traffic Services

#### Current Post Holder



#### Safety Accountability

The Head of Air Traffic Services is accountable to the Accountable Manager for the safe and efficient operation of the Air Traffic Service within the vicinity of London Southend Airport and local airspace, whilst remaining compliant with CAA regulatory requirements.

#### Key Safety Responsibilities

- Development and maintenance of policies and procedures required to effectively manage the Air Traffic operation at London Southend Airport.
- Ensuring compliance with all regulatory requirements.
- Ensuring that staff members are trained, qualified and competent to carry out their Air Traffic Control duties.
- Managing staff rosters to ensure that an acceptable and compliant level of staffing is maintained during airport operating hours and adhering to working time restrictions set by the regulator.
- Ensuring that all subordinates are aware of and held accountable for their safety performance.
- Establishing the resources required, and subsequently the financial controls, to operate an Air Traffic function which is compliant with regulations.
- Ensuring that significant Air Traffic Services safety issues are reported to the Accountable Manager in a timely manner.
- Complying with change management procedures for changes to Air Traffic processes and procedures.
- Ensuring that aerodrome safeguarding assessments are undertaken in accordance with CAP 738 and that appropriate consultations take place.
- Ensuring that aeronautical information is promulgated in a timely and accurate manner via NOTAMs, the UK AIP and associated publications.

The post-holder's signature confirms their acceptance of the above.

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### 3.6.4. Head of Engineering

**Current Post Holder** [REDACTED]

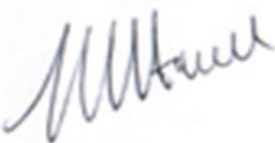
#### Safety Accountability

The Head of Engineering is accountable to the Accountable Manager for the provision of safe and suitable airfield infrastructure, maintenance regime of equipment located or operated on the airfield, and the daily management of airfield services and infrastructure. The Head of Engineering will ensure compliance with the relevant sections of CS.ADR-DSN.

#### Key Safety Responsibilities

- Ensuring that airfield infrastructure, including the runway, taxiways, aprons, signage, markings and AGL are maintained in a safe and suitable condition for aircraft use, working in conjunction with the Airside Operations team.
- Ensuring that a robust runway friction testing regime is in place and maintained in accordance with CAP 683 and airfield procedures.
- Ensuring that all Air Traffic equipment, including navigation aids, radio equipment, control and monitoring systems and standby power supplies are in place and fit for purpose.
- Plan and co-ordinate major development and maintenance projects to ensure compliance with regulations and does not have an adverse safety effect on aerodrome operations.
- Budgeting for and requesting funding for repairs to paved and landscaped areas that are damaged or unsuitable for use by aircraft.
- Ensuring the implementation of the airfield Long Grass Policy in order to minimise the risk of wildlife strikes, in accordance with CAP 772 and the Wildlife Hazard Control Management Plan.
- Ensuring airfield work in progress is undertaken in accordance with airport procedures and the Aerodrome Manual.
- Managing the grass cutting programme to ensure that airfield users' vision of AGL and signage does not become obscured.
- Ensuring that aerodrome signage and markings are provided and maintained in accordance with CAA requirements.
- Complying with change management procedures for changes to airfield infrastructure and equipment.

The post-holder's signature confirms their acceptance of the above.



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### 3.6.5. Safety and Compliance Manager (SCM)

#### Current Post Holder

██████████

#### Safety Accountability

The Safety and Compliance Manager is accountable to the Accountable Manager for the maintenance of the Safety Management System and for the safe and efficient daily operation of the aerodrome. The Safety and Compliance Manager is the organisation’s designated aviation Safety Manager.

The Safety & Compliance Manager chairs the ASC

#### Key Safety Responsibilities

- Establishing and maintaining an aviation safety management system and positive safety culture including acting as a focal point for the SMS; making arrangements for identifying, reporting and correcting safety issues and for the initiation of preventive action measures.
- Ensuring that hazard identification, risk analysis and management are undertaken in accordance with SMS processes.
- Ensuring compliance with aviation regulations in CS.ADR-DSN and AMC/GM Part ADR-OPS.
- In conjunction with Senior Managers, agree safety targets for all areas of operation and ensure that appropriate safety performance improvement plans are being implemented across the organisation, and provide periodic reports on safety performance.
- Undertaking on-going review of the safety management system to evaluate its effectiveness and ensuring that improvements are made where required.
- Reviewing and reporting on compliance with SMS policies, procedures and regulatory standards, ensuring safety issues are reported to the HoA and Accountable Manager in a timely manner.
- Monitor initiation and follow-up of internal occurrence / accident investigations.
- Ensuring that local airside operations procedures are in place.
- Ensuring systems and procedures are in place for the control of airfield works, which do not adversely impact on aviation safety and continued aircraft operations.

The post-holder’s signature confirms their acceptance of the above.



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## Quality & Compliance Officer (QCO)

### Current Post Holder

██████████

### Safety Accountability

The QCO is accountable to the Safety & Compliance Manager for the administration and compliance of the document management systems and the management of the internal audit programme. The QCO shall support the Safety and Compliance Manager in achieving regulatory compliance.

### Key Safety Responsibilities

- Manage the effective operation of the Document Management Systems (Manual, Company Policies, Procedures, Operating Instructions, Emergency Plans and Forms), including revision, amendment, approval and controlled circulation, ensuring they all remain current and comply with legislation, regulatory and Client requirements and to promote ongoing company practices.
- Maintain and develop documented Management Systems to ensure compliance whilst actively promoting ongoing improvements to Company practices.
- Co-ordinate and control internal documentation from draft to issue ensuring the latest versions are available to staff.
- Development of the Internal Audit Programme annually.
- Ensure internal / external audits are conducted in accordance with the Internal Audit Programme and introduce ongoing improvements to Company practices as a part of and as a result in internal audits. Report findings as required to drive departmental, business and individual improvements.
- Monitor, manage and report to the Management on audit non-conformances, observations, recommendation in order to continuously improve & maintain.
- Conduct Systems Awareness training as required to new and existing employees.

The post-holder’s signature confirms their acceptance of the above.

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#### 4. SAFETY COMMITTEES

Safety committees allow for oversight and review of safety performance throughout LSA’s operations. They also ensure a framework for safety-related issues to be raised in a formal environment that includes senior and accountable managers. The following structural chart does not include committees covering landside or general health and safety matters.



#### Safety Committee Meeting Schedule

Committee Meeting	Frequency
Safety Review Board (SRB)	4 meetings per year
Aerodrome Safety Committee (ASC)	11 meetings per year
Emergency Planning Group (EPG)	4 meetings per year
Maneuvering Area Safety Team (MAST) / Aerodrome Operators Committee (AOC)	4 meetings per year
H&S Reps Committee	11 meetings per year



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#### 4.1. Safety Review Board (SRB)

##### TERMS OF REFERENCE – SAFETY REVIEW BOARD (SRB)

**Attendees** AM, HoA, HoATS, HoE, SCM

**Frequency** 4 Meetings per year

**Chairperson** Accountable Manager

##### Committee Reporting Structure



##### Scope

The Safety Review Board (SRB) operates in compliance with ADR.OR.D.005 and AMC2 ATS.OR.200 – Management System; to review high level and strategic safety matters in support of the Accountable Manager’s safety accountability under the Aerodrome Certificate and CAA Regulations.

The Safety Review Board is chaired by the Accountable Manager and is composed of heads of functional areas at London Southend Airport and includes the Airport Finance Director.

##### Objectives

1. Monitor safety performance against the Safety Policy and Objectives.
2. Ensure timely action is taken on all safety related matters and they are tracked to the point of closure.
3. Monitor effectiveness of the Organisation’s Safety Management processes.
4. Ensure the appropriate resources are allocated to achieve the established Safety Performance.
5. Review the Risk Registers on an annual basis, and ongoing where new risks or Safety Significant Events have been identified or require updating.
6. Provide strategic direction and Policy change as required to improve safety performance and reduce risk.
7. Identify Safety Performance Indicators (SPI) and Safety Performance Objectives (SPO) and review overall safety performance.

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**Preparation and Output**

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- Agendas and other relevant information will be circulated in advance for consideration.
- The SRB may from time to time establish and nominate Safety Action Group (SAG) or Specialist Working Groups (SWG) to consider and report on safety issues or operational procedures.
- The SRB will provide strategic direction to the ASC (Aerodrome Safety Committee) to action.
- The SRB shall make safety, financial and resource decisions based on the recommendations of the ASC.
- There will be a distribution of meeting minutes, with assigned SMART (Specific, Measurable, Achievable, Realistic, Time-bound) actions and details of the next meeting.

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## 4.2. Aerodrome Safety Committee (ASC)

### TERMS OF REFERENCE – AERODROME SAFETY COMMITTEE (ASC)

**Attendees** HoA, HoATS, HoE, HoTaS, APM, SCM

**Frequency** 11 Meetings per year

Safety & Compliance Manager

**Chairperson**

### Committee Reporting Structure



### Scope

The Aerodrome Safety Committee (ASC) reports to the Safety Review Board (SRB) and delivers actions based on the direction given by the SRB.

As outlined in AMC1 ADR.OR.D.027 – Safety Programmes; the ASC organises, co-ordinates and implements programmes to promote safety at the Aerodrome. Further to this; co-ordinates and promotes the exchange of information, joint investigation of occurrences, serious incidents and accidents

The core function of the ASC is to review suggested improvements from the Manoeuvring Area Safety Team (MAST) relating to Operations, Procedures or Policy and to identify areas where improvement is needed. It shall act as an advisory group to the SRB via the Chair on matters as required.

The ASC shall also drive recommendations and matters arising from the sub-committees and shall relay Policy, Procedure, direction and decisions by return.

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It will serve as the forum for discussion for safety reports, top 5 risks and safety performance objectives (SPO), as well as giving stakeholders the opportunity to raise safety concerns or suggestions for safety improvement.

### Objectives

1. Ensure that all Airside Operations are conducted in a safe, coordinated and regulatory compliant manner.
2. Discuss and close safety reports. Allocate actions, owners, discuss feedback processes and ensure issues are tracked to point of closure
3. Review trends, statistics, Policy and Procedure, and ensure actions are monitored in compliance with, CAA and other regulatory bodies as applicable.
4. Set and monitor Health & Safety and Environmental Safety Performance Objectives (SPO) (as approved by the SRB), and review reports since the last meeting, including trend and compliance monitoring.
5. Receive and evaluate summary reports on operational safety and risk issues from the sub-committees, including noise and complaints.
6. Agree and assign appropriate SMART actions and solutions for identified risks and mitigations.
7. Assess the impact on safety for operational changes, aerodrome development and procedural changes.
8. Ensure staff are aware of the environmental responsibilities, through training and awareness.
9. Conduct Safety Promotional activity across the business, including giving direction to H&S Reps Programme.
10. Ensure environmental standards are met by suppliers, contractors and partners through the compliance monitoring programme.
11. Promote a pro-active and just safety culture across the business via introduction of targeted safety campaigns.
12. Implementation of Corrective Actions plans.
13. Ensure Corrective Action plans have been delivered to agreed timescales.
14. Review effectiveness of previous actions, safety recommendations and promotion.
15. Provide advice and recommendations to the SRB on aviation safety matters.
16. Provide feedback to the SRB on safety mitigation measures already in place.
17. Consider and assess risks relating to all aspects of operational safety, including those related to ATC, Airside Operations, Ramp Operations, Fuel and Airfield Maintenance through relevant risk registers.
18. Assess the impact of Aerodrome development or changes to procedures on the Risk Register / active Risk Assessments and mitigations.
19. Oversee recommendations from incident / accident investigations, audits and allocation of actions as required.
20. Disseminate the results of internal, third party and CAA audits.
21. Monitor Safety Performance Indicators (SPI) and Safety Performance Objectives (SPO) and review overall safety performance.
22. Discuss airside developments which may affect stakeholders and staff and assess the impact of change.
23. Review runway safety incidents and consider the outcomes of ASC discussions on this topic.
24. To review Environmental Performance Objectives (EPO) and obligations set by the Airport's Section 106 agreement with the Local Planning Authority (LPA); making recommendations to the ASC to better achieve compliance and improve performance.

### Preparation and Output

- Agendas and other relevant information will be circulated in advance for consideration.
- The ASC may from time to time establish and nominate Safety Action Group (SAG) or Specialist Working Groups (SWG) to consider and report on safety issues or operational procedures.
- The ASC will provide strategic direction to the MAST, EPG, AOC and to action.
- The ASC shall make decisions based on the recommendations of the MAST, EPG, AOC.
- The ASC shall provide safety updates and recommendations to the SRB for consideration and direction.

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- There will be a distribution of documents, including the monthly safety report along with meeting minutes, that include assigned SMART (Specific, Measurable, Achievable, Realistic, Time-bound) actions and details of the next meeting.

#### 4.3. Manoeuvring Area Safety Team (MAST) / Airport Operators Committee (AOC)

##### TERMS OF REFERENCE – MANOEUVRING AREA SAFETY TEAM (MAST)

<b>Attendees</b>	HoA, OD, HoATS, HoE, APM, SCM
<b>External Stakeholders</b>	Aerodrome users active in-Flight Operations, Aircraft Ground Handling Service Providers, Airlines, Based Tenants, MROs. External airspace users will be invited annually.

<b>Frequency</b>	4 Meetings per year
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<b>Chairperson</b>	Head of Airside
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##### Committee Reporting Structure



##### Scope

The Manoeuvring Area Safety Team (MAST) in accordance with GM2 ADR.OR.D.027 – Safety Programmes; deals with runway safety, apron safety and the safety of the operations at the aerodrome in general. All relevant organisations operating or providing services at the aerodrome should attend and contribute to such aerodrome safety committees and programs.

MAST focuses on Safety Reporting and Promotion and shall seek to maintain airside safety, report safety performance and risk into the Aerodrome Safety Committee (ASC).

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MAST is the forum for the discussion and resolution of all apron, manoeuvring area and airside safety issues, and incorporates the Local Runway Safety Team (LRST) and Flight Operations safety activities.

Senior managers, safety representatives, tenant companies, airlines and MROs should contribute and exchange information, share investigation outcomes, serious incidents and accidents to promulgate experiences and lessons learned to all stakeholders of this committee.

The MAST is a forum for tenants and based operators to discuss non-safety related operational and commercial matters that affect their day to day activities at the Airport. External airspace users will be invited annually.

### Objectives

1. Ensure that airside operations in relation to Runway Safety and Low Visibility Operations (LVO) and operational tasks as defined in GM2 ADR.OR.D.027 (d) – Tasks, meet with guidance and are operated / implemented in a safe and regulatory compliant manner. Including discussion regarding the airfield inspection regime, including runway and manoeuvring area inspections and the reporting of surface conditions or defects.
2. Discuss, assess and review all aspects of runway incursion / excursion threat and LVOs, including proposed changes to existing procedures and methodology.
3. Monitor the number, type and, the severity of runway incursions / excursions / confusion; identify any local trends, problem areas and suggest improvements, sharing the outcome of investigation reports to establish local hot spots or problem areas at the aerodrome and to identify workable mitigations with and for operational staff
4. Work as a cohesive team to better understand the operating difficulties of personnel who work in other areas of the Airport or have access to the manoeuvring areas, and recommend areas for improvement
5. Ensure that the recommendations contained in the latest EAPPRI (European Action Plan for the Prevention of Runway Incursions) and EAPPRE (European Action Plan for the Prevention of Runway Excursions) plans are considered and where applicable; implemented.
6. Conduct runway safety awareness campaigns that focus on local issues, e.g. produce and distribute local hot spot maps or other guidance material as considered necessary.
7. Regularly review the Airfield to ensure it is adequate and compliant with ICAO/ Standards and recommended practices including; hot spots (AMC2 ADR.OR.D.027 – Safety Programmes & GM3 ADR.OR.D.027 – Safety Programmes), aerodrome charts, AIP data, van runs to view markings, signage and locations of features and review of Appendix K of EAPPRI relating to infrastructure design issues
8. Receive and evaluate reports on operational safety issues;
9. Receive reports and statistical information on accidents and incidents, and propose solutions;
10. Advise on manoeuvring area/apron safety issues such as:
  - a. promotion of apron safety discipline;
  - b. FOD prevention;
  - c. developing measures for safe operations;
  - d. considering actions to resolve manoeuvring area/apron safety problems;
  - e. apron equipment issues;
  - f. adherence to vehicle traffic issues;
  - g. new and/or updated safety instructions;
  - h. personal protective clothing/equipment issues;
  - i. methods to develop and promote apron safety awareness initiatives,
  - j. snow and ice clearance issues;
  - k. proposed aerodrome works;
  - l. proposed changes/developments to the movement area;
  - m. standard operating procedures, etc.
11. Discuss airside developments which may affect airfield users and assess the impact of change.
12. Review the outcomes of any audits and inspections and any corrective actions/mitigation, including regulatory, company and third-party audits.
13. Discuss and identify trends in accident, incident and near miss reporting, and to ensure that mitigation actions are put in place to reduce risk in a timely manner.
14. Jointly develop and implement new safe working practices which will benefit all airfield users.

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15. Review airside operations procedures including Airside Driving, Winter Operations, Ramp Operations, Wildlife Control and the maintenance of airfield infrastructure.
16. To assess any issues or procedures relating to fire safety and emergency response, both to aircraft on the ground and in the air.
17. To review Air Traffic / Airspace hazards and risk, flight safety incidents and any MORs filed in the period since last meeting

#### AOC – held annually as part of MAST

The Airport Operators Committee (AOC) is a forum for tenants and based operators to discuss non-safety related operational and commercial matters that affect their day-to-day activities at the Airport. External airspace users will be invited annually, or as needed for specific changes in service provision, and invited to consult upon the air navigation service provision.

AOC – Standing agenda. Meeting to be held, as required by the Chair.

1. Q&A on master plans / development plans for the Airport.
2. Q&A on up-coming flying season programme.
3. Q&A on Airport Security matters arising.
4. Q&A on Airspace / Air Traffic matters arising.
5. Q&A on supporting travel & transport network.
6. General open Q&A session for all other commercial, operational and non-safety related activities.

#### Preparation and Output

- Agendas and other relevant information will be circulated in advance for consideration.
- The MAST may from time to time establish and nominate Specialist Working Groups (SWG) to consider and report on safety issues or operational procedures.
- The MAST will provide strategic direction to the Runway Safety Programme, EAPPRI / EAPPRE Programme, Apron Safety Programme, FOD Programme and Wildlife Programme to action.
- The MAST shall make decisions based on the recommendations of the Runway Safety Programme, EAPPRI / EAPPRE Programme, Apron Safety Programme, FOD Programme and Wildlife Programme.
- The MAST shall provide safety updates and recommendations to the ASC for consideration and direction.
- The AOC shall provide observations and recommendations to the ASC for consideration and direction.
- There will be a distribution of meeting minutes, with assigned SMART (Specific, Measurable, Achievable, Realistic, Time-bound) actions and details of the next meeting.

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#### 4.4. Emergency Planning Group (EPG)

##### TERMS OF REFERENCE – EMERGENCY PLANNING GROUP (EPG)

<b>Attendees</b>	HoA, HoATS, HoTaS
<b>External Stakeholders</b>	Local Resilience Forum (LRF) including - Emergency Response Agencies (Essex Police, Essex County Fire and Rescue, East of England Ambulance, Special Branch, UKBF), Local Authorities (Rochford District and Southend Borough Council), Voluntary Organisations (Red Cross, St Johns)

<b>Frequency</b>	4 per year
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<b>Chairperson</b>	Head of Airside
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##### Committee Reporting Structure



##### Scope

The EPG shall ensure that the Airport Authority has robust emergency planning procedures in place to ensure the safety of its customers, staff and any others who work within the Airport boundaries or may be affected in the wider community by an emergency at the Aerodrome or in the immediate vicinity.

It shall ensure that procedures laid down cover the major elements of an emergency and that all actions and responsibilities are clearly defined, reviewed and practiced in compliance with ADR.OPS.B.005 – Aerodrome Emergency Planning

##### Objectives

1. Shall work in partnership with key Airport Stakeholders, Emergency Services and other business partners to ensure an integrated and effective set of emergency procedures is authored and maintained



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2. Shall review both aviation and non-aviation related emergency situations and incidents, offering recommendations to ASC
3. Shall review and make recommendations to the ASC to ensure accurate and up to date Integrated Emergency Plan (IEP) reflective of changes to infrastructure, strategy, technology and business relationships
4. Plan, execute and review emergency exercises; such planning meetings will replace standard EPG meetings as required.
5. Ensure actions arising from deficiencies, lessons learned or external changes in good practice, are followed up and reflected in recommendations or edits to the emergency plans
6. Ensure that debriefs are conducted following major incidents to promote continuous improvement of emergency plans
7. To review incidents that have occurred since the last EPG, including local standbys, full emergencies and actual accidents, and the outcomes of debriefs and learning points from the response.
8. To consider the requirements for contingency planning and business continuity during an emergency.
9. To consider the facilities, equipment, supplies and resourcing needed for the Airport Response Team (ART).
10. To consider the location of the Survivor Reception Centre and Friends and Relatives Reception Centre, and the facilities, equipment, supplied and manning required at such locations.
11. To allocate the persons responsible for media liaison and the communications that will be given.
12. To determine incident command and control structure for various scenarios / types of emergency.

#### Preparation and Output

- Agendas and other relevant information will be circulated in advance for consideration.
- The EPG may from time to time establish and nominate Specialist Working Groups (SWG) to consider and report on safety issues or operational procedures.
- The EPG will provide strategic direction to the Emergency Services Liaison Group (ESLG) to action.
- The EPG shall make decisions based on the recommendations of the Emergency Services Liaison Group (ESLG).
- The EPG shall provide safety updates and recommendations to the ASC for consideration and direction.
- There will be a distribution of meeting minutes, with assigned SMART (Specific, Measurable, Achievable, Realistic, Time-bound) actions and details of the next meeting.

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#### 4.5. Health and Safety Representative Committee (H&S Reps)

##### TERMS OF REFERENCE – HEALTH AND SAFETY REPRESENTATIVE COMMITTEE (H&S REPS)

Attendees: SCM, LSA Department Reps

Frequency: 10 Meetings per year

Chairperson: Safety Manager

##### Committee Reporting Structure



##### Scope

The aim of the H&S Reps Committee is to provide a forum for departmental Health & Safety matters to be discussed and corrective actions agreed and reviewed to ensure a safe operation

##### Objectives

- Department reps to collate H&S matters and bring to the forum for discussion
- Discuss and agree departmental involvement for safety events
- Discuss H&S training requirements
- Identify and escalate H&S matters to the Aerodrome Safety Committee (ASC)

##### Preparation and Output

- Agendas and other relevant information will be circulated in advance for consideration.
- The H&S reps shall provide observations and recommendations to the ASC for consideration and direction.
- There will be a distribution of meeting minutes, with assigned SMART (Specific, Measurable, Achievable, Realistic, Time-bound) actions and details of the next meeting.

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#### 4.6. Safety Committee Attendance

It is a part of the job descriptions for the designated post holders for them to chair or attend the Safety Committees as set out in Part B of this Manual.

The SCM will review attendance by the detailed post holders and other nominated attendees and stakeholders and report any trends of consistent absences to the accountable manager to action.

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## 5. EMERGENCY PLANNING

LSA is committed to ensuring that effective emergency plans are in place to respond to various types of emergency that may occur. The responsibility for emergency planning is assigned to the Head of Airside who will work closely with other members of the Airport Response Team to draft and maintain the Aerodrome Emergency Orders. The scope of emergency planning is contained in this manual, with policies and procedures relating to emergency scenarios found in the Emergency Orders.

The Aerodrome Emergency Orders describe all aspects of emergency response, including:

- Categories of emergency
- Initial response actions, roles and responsibilities
- Incident command and control structure
- Post-incident follow-up actions
- Emergency response guidance
- Contingency planning arrangements
- Emergency exercise details

Co-ordination of emergency policies and plans is managed by the Emergency Planning Group which is held 4 times a year and chaired by the HoA (see Section 4.4).

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## 6. QUALITY PROCEDURES IN SUPPORT OF THE SMS

### Purpose:

This section details the way London Southend Airport creates, updates, archives and manages all internal and external documents associated with the internal documentation management system, to maintain a common standard.

### Scope:

All support services documentation uploaded onto the internal documentation management system, including creation, updating, amending, reviewing and deletion of controlled documents.

### 6.1. Responsibilities

#### 6.1.1. Head of Airside

- Will hold overall responsibility for the legal compliance of the internal management system.
- Shall have oversight of the application, compliance monitoring and safe use of internal document management system governance by the Company and its stakeholders and users.
- Will have the authority to authorise new, or revoke use of internal management system documents as required.
- Will ensure adequate and compliant document control systems are being adopted and maintained by the Company.
- Will authorise emergency use or immediate edit of controlled documents as required
- Has the authority to delegate any of the responsibilities, however shall retain overall accountability for such responsibilities.
- Will review and comment on proposals when required and will sign SAF-S-HSQ-070 – Document Change Request once the document is ready for publishing.

#### Quality and Compliance Officer

- Will have the authority to authorise new, or revoke use of internal management system documents as required.
- Will ensure adequate and compliant document control systems are being adopted and maintained by the Company.
- Will authorise emergency use or immediate edit of controlled documents as required
- Has the authority to delegate any of the responsibilities, however shall retain overall accountability for such responsibilities.
- Will review and comment on proposals when required and will sign SAF-S-HSQ-070 – Document Change Request once the document is ready for publishing.

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- QCO Shall maintain the document control register and document change register.
- Shall ensure that the current version of any manual / procedure / instruction / document / form is accessible to all staff that are required to comply with or use it.
- Shall ensure that revoked / rescinded documents are removed from circulation and archived as appropriate.
- Will review the proposed document ensuring formatting consistency and conducting a sense check, making amendments in consultation with the proposer and document owner.
- Will circulate the document for review whilst collating all comments and making changes to the proposal where applicable.
- Will obtain sign-off via email of the document on SAF-S-HSQ-070 – Document Change Request.
- Will publish the document onto the internal documentation management system whilst archiving previous versions.
- Will ensure any documents that require amendments following audits are put into draft and are circulated in line with SAP-S-HSQ-030 - Control of Internal Management System Documentation.
- Will conduct internal audits on London Southend Airport internal procedures

#### 6.1.2. Head of Air Traffic Services

The HoATS and operational managers are to ensure the quality and accuracy of data promulgated in the UK Aeronautical Information Publication (AIP). If required, an AIP editorial team will meet to discuss necessary amendments or additional inclusions. The team will be led by the HoATS, attended by operational managers, and will aim to align with the Aeronautical Information Regulation and Control (AIRAC) cycle. The HoATS will be responsible for submitting AIP changes requests to AIS (NATS).

The HoATS is responsible for ensuring that, under ADQ requirements, formal agreements are in place with all agencies that supplies and manages aeronautical data information for use by London Southend Airport users. This includes, but is not limited to, surveyors, consultants and AIS (NATS).

The HoATS is responsible for ensuring an immediate reaction to a safety problem, under the requirements of regulation EU 2017/373 ATM/ANS.OR.060, and additional safety measures, including safety directives, mandated by the regulator are implemented.

The HoATS is responsible for ensuring that external and internal controlled publications and documents pertaining to the air traffic unit are reviewed and amended:

- in line with the planned review periods, or periodically as part of an audit or similar activity,
- in line with notification of changes from the regulatory authority.

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### 6.1.3. Document Proposer

- Prior to making the proposals will discuss the document proposals with all relevant people including the document owner, line manager and affected parties prior to forwarding the proposals to the QCO QCOfor review circulation.
- The document proposer must be a person who is experienced in the nature of the document who can produce clear written guidance by which the Company wishes to operate, for example Director, Head of Department, Document Owner / Department Managers.

### 6.1.4. Document Owner

- Shall be the person responsible to the Head of Operations for the controlled document in its entirety, including its associated records, forms and documents.
- will review their own documents within the review period defined on the document to ensure they are current, relevant and accurate whilst reflecting present legislation / regulation.
- Will identify where a document is no longer required.
- Will comment on document proposals where applicable.
- Will grant the approval to changes that affect the way the Company wishes to operate.

### 6.1.5. Affected parties

- Will review and comment on proposals where applicable when a document is circulated to them

## 6.2. Controlled Document Information

This section details the information which should be included on controlled documentation contained within the internal documentation management system.

### 6.2.1. Document Title

A document title is provided on every controlled document and shall clearly outline the main purpose of the document. Care should be taken to avoid the title from being duplicated or too generic and avoid long titles with the aim to be no greater than three or four words as a maximum.

The document title shall be included on the front page of all controlled documents and shall be included on all pages of the controlled document (unless impractical or where it interferes with the purpose of the controlled document page, as determined by the Document Owner).

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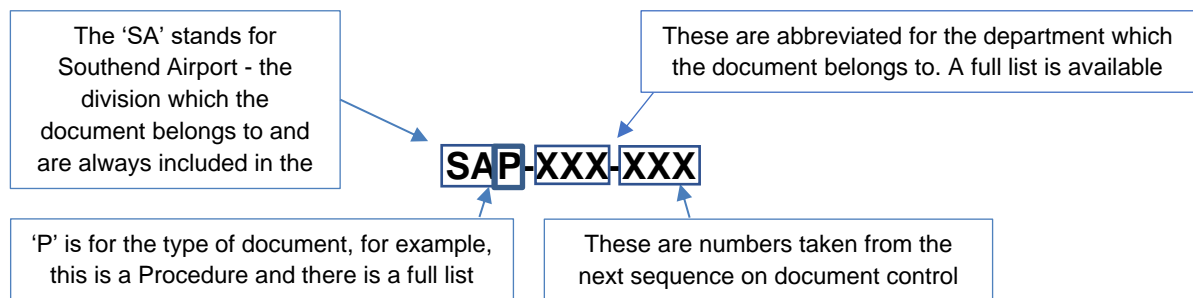
The template for a document title is demonstrated in the Document Templates section of this document.

### 6.2.2. Document Reference

The document reference is assigned as a unique identification for every controlled document and appears on all pages of the associated document.

The document reference is maintained in a document control register as detailed in the Document Control Register section of this document and shall be recorded in the register throughout the lifecycle of the document.

A document reference shall be issued by the QCO from the document control register. The below is a reference example of a procedure:



There are six different types of documents in Aviation. Each document reference starts with the letters 'SA' and includes the document type in their document reference:

<b>SAF:</b>	Southend Airport Form
<b>SAI:</b>	Southend Airport Instruction
<b>SOC:</b>	Southend Organisation Chart
<b>SAP:</b>	Southend Airport Procedure
<b>SAM:</b>	Southend Airport Manual
<b>SAD</b>	Southend Airport Document

Department abbreviations:

ACC	Accounts	FAC	Facilities
AGL	Aeronautical Ground Lighting	FUE	Fuel
ATC	Air Traffic Control	HRS	HR & Payroll
ATE	Air Traffic Engineering	JCH	Jet Centre
AFS	Airport Fire Service	MTD	Motor Transport
AOPS	Airside Operations	HSQ	Safety & Compliance
CRG	Cargo Operations	SAO	Surface Access Operations
CLN	Cleaning	SEC	Security
CUS	Customer Service		



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### 6.3. Document Hierarchy and Definition

#### 6.3.1. Manual / Procedure / Instruction / Document

Manuals, procedures, instructions and documents detail and describe a process of a series of actions to be conducted and followed in a certain order or manner to conform with company expectations, legal obligations, standards and policy. Manuals, procedures, instructions and documents detail are owned by the person who is accountable for the process or instruction and is known as the Document Owner.

Manuals, procedures, instructions and documents detail include; a purpose, which details what the document aims to do, a scope, which identifies what the document covers, and a list of responsibilities, which tells the audience what is expected of them and others. A manual will also include an introduction and a contents page and holds more content than a procedure or instruction. Manuals, procedures, instructions and documents detail can be used as a training guide or an aid memoir.

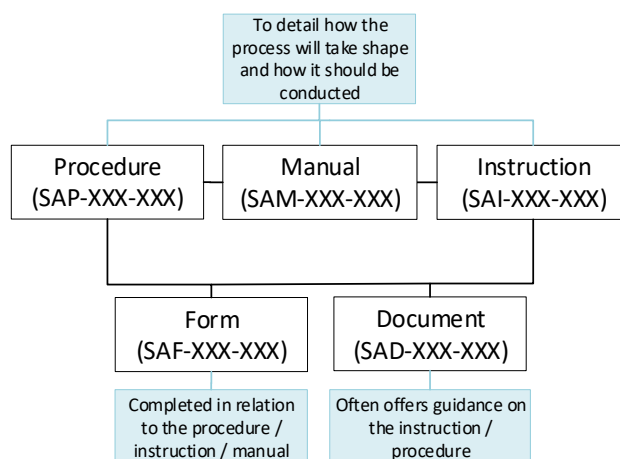
A manual / procedure / instruction / document is often audited internally to ensure the correct process is being followed and is current.

#### 6.3.2. Forms

These are linked to a manual, procedure, instruction or a document and are completed or used in conjunction with the document in which they link to.

#### 6.3.3. Document Hierarchy


An example of how a document hierarchy may look –



		<b>London Southend Airport</b>			<b>Risk Rating</b>	<b>High – Reviewed Annually</b>	
<b>Aerodrome Manual</b>							
<b>Reference:</b>	SAM-S-AOPS-005	<b>Issue:</b>	8	<b>Owner:</b>	Head of Airside	<b>Department:</b>	Airside Operations
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#### 6.4. Document Templates

Example of a Manual, Procedure, Instruction or Document:

		<b>Operating Procedure</b> [Title Inserted Here] in 14 Arial / Calibri Bold			<b>Issue Date:</b>	Month and year in which the document is published	
<b>Reference:</b>	Document reference inserted here – same font as title but not bold and 8 font size	<b>Issue:</b>	Issue status inserted here	<b>Owner:</b>	Document Owner inserted here	<b>Department:</b>	Department the document belongs to inserted here

The above header is inserted into the header section for all pages of the procedure. The text is Arial or Calibri 11 font size

**Purpose:** What the document aims to achieve

**Scope:** Who the document applies to

**Responsibilities:** The people who are involved in the process and what their responsibilities are within the process


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Add in page numbers:

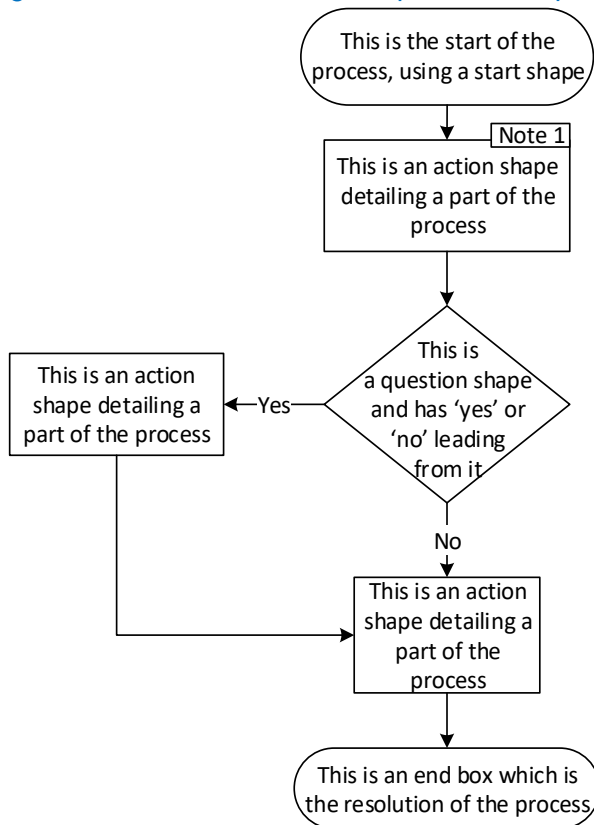
Page 1

		<b>London Southend Airport</b> <b>Aerodrome Manual</b>			<b>Risk Rating</b>	<b>High – Reviewed Annually</b>	
<b>Reference:</b>	SAM-S-AOPS-005	<b>Issue:</b>	8	<b>Owner:</b>	Head of Airside	<b>Department:</b>	Airside Operations
<b>Issue Date:</b>	01/09/2023	<b>Compliance Date:</b>	01/09/2023	<b>Planned Review Start Date:</b>	01/09/2024		

Where suitable, a flow similar to the below can be used in a manual, procedure, instruction or document:

		<b>Operating Procedure</b> <b>[Title Inserted Here] in 14 Arial / Calibri Bold</b>			<b>Issue Date:</b>	Month and year in which the document is published	
<b>Reference:</b>	Document reference inserted here – same font as title but not bold and 8 font size	<b>Issue:</b>	Issue status inserted here	<b>Owner:</b>	Document Owner inserted here	<b>Department:</b>	Department the Document Belongs to inserted here

A Visio flowchart may be used and the flow details the process from start to finish. Notes are added to the flow which go into more detail about that process shape.




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Add in page numbers:

Page 2

		<b>London Southend Airport</b>			<b>Risk Rating</b>	<b>High – Reviewed Annually</b>
		<b>Aerodrome Manual</b>				
<b>Reference:</b>	SAM-S-AOPS-005	<b>Issue:</b>	8	<b>Owner:</b>	Head of Airside	<b>Department:</b> Airside Operations
<b>Issue Date:</b>	01/09/2023	<b>Compliance Date:</b>	01/09/2023	<b>Planned Review Start Date:</b>	01/09/2024	

Example of a manual, procedure, instruction or document continued:

		<b>Operating Procedure</b> [Title Inserted Here] in 14 Arial / Calibri Bold			<b>Issue Date:</b>	Month and year which the document is published
<b>Reference:</b>	Document reference inserted here – same font as title but not bold and 8 font size	<b>Issue:</b>	Issue status inserted here	<b>Owner:</b>	Document Owner inserted here	<b>Department:</b> Department the Document Belongs to inserted here

**Abbreviations:**

This is where abbreviations used within the flow are listed. Words abbreviated are normally job titles and shown like the below example –  
 QCIA – Quality Controller / Internal Auditor

**Notes** - This is where notes from the flow are detailed. Each numbered note corresponds to the relevant note in the flow box.

**Relevant Links:** All documents referenced in the procedure are listed here

**Document Retention:** Any documentation referenced in the procedure which is to be retained, such as completed forms, are detailed in a table like the below –


Record	Designated Responsibility	Record Format	Retention Period
Document name	Who is responsible for the document	How the document is stored – electronic / hard copy	How long the document is to be retained for
Document name	Who is responsible for the document	How the document is stored – electronic / hard copy	How long the document is to be retained for

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Add in page numbers:  
Page 3

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Example of a Form:



**Document title goes here in bold, centre and no underline in text type Calibri or Arial and font size 14**

Add a sentence to the document which states the process / instruction / manual the document is to be completed in conjunction with, who completes the document and, where required, who it is to be forwarded to upon completion or for retention purposes. Body of text should be in Text type Calibri or Arial and font size 11.

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Add in page numbers:  
Page 1

		<b>London Southend Airport</b> <b>Aerodrome Manual</b>			<b>Risk Rating</b>	<b>High – Reviewed Annually</b>	
<b>Reference:</b>	SAM-S-AOPS-005	<b>Issue:</b>	8	<b>Owner:</b>	Head of Airside	<b>Department:</b>	Airside Operations
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SAF-XXX-XXX / A - [The document reference number and current issue status is to be inserted in the footer in the left corner of the document and is to be displayed on each document page.](#)

### 6.5. Document Owner & Department

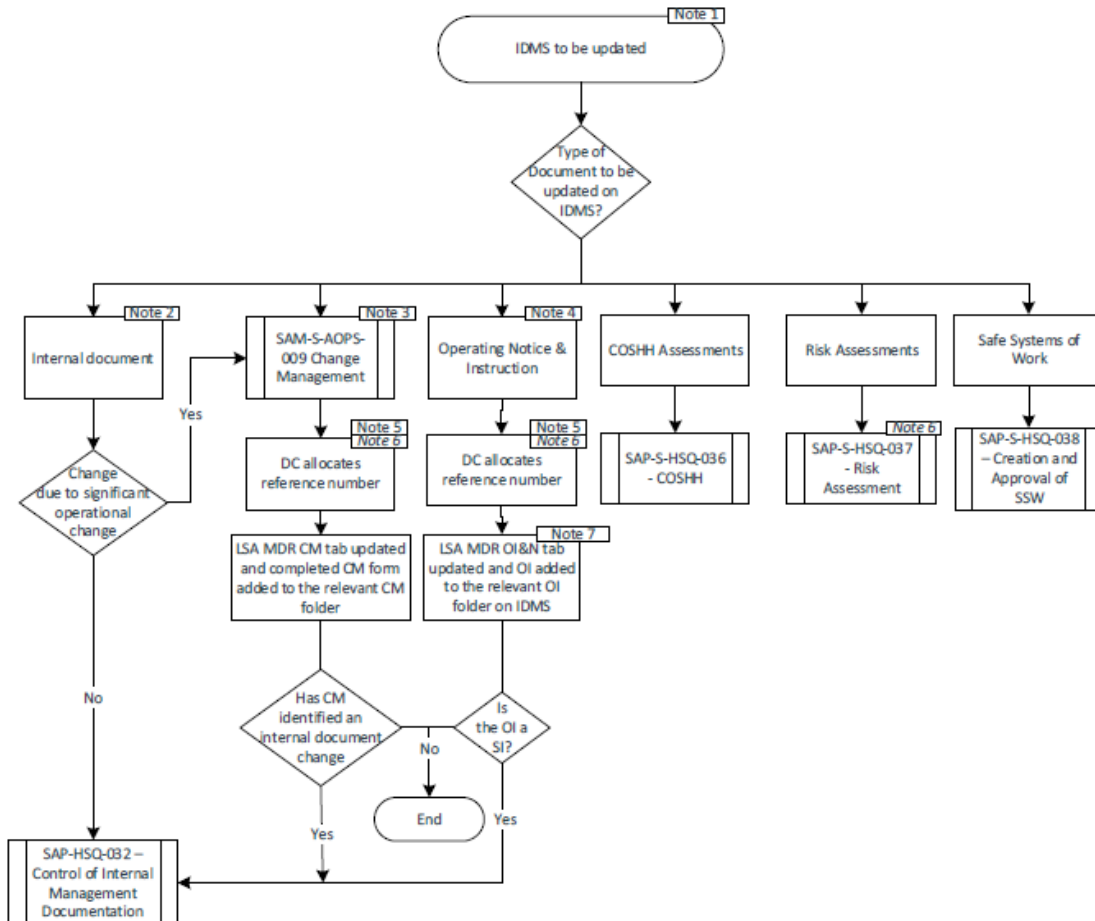
The Document Owner and Department which the document belongs to are named in the header of all manuals, procedures, documents and instructions.

### 6.6. Document Control Register

All documents are recorded and maintained on the document control register (IDMS) by the QCO. The document control register records the document reference number, document title, the department where the document belongs to, the document type, the review date and the current issue status of the document.

The document version is recorded on the document control register for the duration of its life, until the document is archived which is referenced in the Making a Document Obsolete section within this instruction. Once the document is made obsolete, the document reference and title are removed from the “live” tab of the document control register and added to the archived tab on the document control register.

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**Notes:**

1. The relevant template is completed for Change Management, Operating Instructions, Notices, COSHH Assessments, Safe Systems of Work and Risk Assessment, which are located in the Documents Internal Folder on the IDMS.
2. Internal documentation applies to Policies, Procedures, Instructions, Manuals, Forms, Documents.
3. Change Management is a safety significant change to the operational environment at London Southend Airport (LSA) involving key personnel, procedures, equipment, or infrastructure will need to be managed and assessed to ensure that safety standards are upheld.
4. Operating notices and instructions are located in the IDMS and consist of –  
 SAF-S-HSQ-087 Airfield Temporary Operating Instruction  
 SAF-S-HSQ-084 Airport General Notice  
 SAF-S-HSQ-085 Airside Operation Instruction  
 SAF-S-HSQ-086 Airside Safety Bulletin  
 SAF-S-HSQ-088 Director's Notice

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<b>Reference:</b>	SAM-S-AOPS-005	<b>Issue:</b>	8	<b>Owner:</b>	Head of Airside	<b>Department:</b>	Airside Operations
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- SAF-S-HSQ-089 Operating Safety Instruction
- SAF-S-HSQ-090 Ramp Safety Instruction
- SAF-S-FAC-308 Airport Work Notice
- Unit Competence Scheme Notice
- SAF-S-ATC-001 MATS Part 2 Supplementary Instruction
- SAF-S-ATC-002 MATS Part 2 Temporary Operating Instruction
- SAF-S-ATC-100 Unit Competence Scheme Supplementary Instruction
- SAF-S-ATC-101 Unit Competence Scheme Temporary Operating Instruction
- SAF-S-ATC-102 Unit Training Plan Supplementary Instruction
- SAF-S-ATC-103 Unit Training Plan Temporary Operating Instruction
- SAF-S-AOPS-030 Aerodrome Manual Supplementary Instruction
- SAF-S-AOPS-031 Aerodrome Manual Temporary Operating Instruction

5. The QCO allocates the next sequential number / issue from the LSA Master Document Register from the relevant document tab and confirms the reference number / issue to Document Owner.

6. In urgent instances where a document reference / document issue needs to be allocated to the document for purposes such as documentation needing to be submitted to the regulator, and the QCO is not available, the Head of Department can issue the document reference / document issue from viewing the LSA Master Document Register. The QCO must be notified of the allocation as soon as possible so that the LSA Master Document register can be updated with the document reference / document issue. In this scenario, a note is to be added into the comments column by the QCO stating who the reference was obtained by in the first instance.

7. Document Owner disseminates to all Affected Parties and forwards the Word version to the QCO. The QCO places a PDF copy in the relevant folder contained within the Operating Instruction & Notices folder on the IDMS. The Word version is added to the Documents Masters & Word Versions folder, under Operating Instructions and Notices Word Versions. The QCO updates the Operating Instructions and Notices tab in the LSA Master Documents register.

## 6.7. Document Change

### 6.7.1. The Document Change Log

The document change log is a register which records all document additions, deletions and changes. The document change log contains;

- The date the request was made	- The document change log number
- Who made the proposal	- The document reference number
- The department where the document belongs	- The review date expiry
- The date the change has been made on the internal management document system	
- Location/ Dept of hard copies	

The document change log number corresponds to a designated folder stored in the change note folder, as detailed in section Designated Document Change Folders within this



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instruction which contains the document change request and feedback from the review process.

### 6.7.2. Document Change Request Form

The document change request form details the requested changes, the date the change was requested, who the document will be circulated to and the date the review period will have ended. The document details are also completed, and the unique document change log number recorded on the form. Once the circulation has been completed, there is a section for any comments received during circulation to be recorded on. There is a signature section on the document change request, so the document change can be signed off by the Safety & Compliance Manager.

### 6.7.3. Designated Document Change Folders

Each document which is listed on the document change log is given a dedicated folder which will contain all the information specific to the change. The folder is identified by the document change log reference number and the document reference number (for example: 001 – SAF-HSQ-001). Within this folder is a further three folders; one for emails received following feedback from the review circulation, one for the scanned versions of the document change request form once it has been signed and one for the final version of the document which has been uploaded to the internal document management system, or in the case of making a document obsolete, a copy of the archived document.

### 6.7.4. Amendments Received

Changes to a document are identified in red italics and any wording which has been removed is crossed out using the strikethrough icon and highlighted in yellow. These remain on the document until it is ready for publishing. In instances where the document has been circulated for review and further changes have been requested, these changes are identified and distinguished from previous changes by highlighting in another colour i.e. blue and the document is circulated again.

### 6.7.5. Showing Changes on a Published Document

Changes made to procedures, manuals or instructions remain in italics but are changed to black font when they are published. They continue to stay in black italics until the next time the document goes through document control, when the italics are removed and replaced with the new changes, allowing these to be identified. Where a change is made to forms and documents, italics are removed when the form or document is published.

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## 6.8. Version Control

### 6.8.1. New Document

A new document is given a new unique document reference number which is obtained and allocated to the document from the document control register. The document version is 'draft' until the document is ready for publishing. When the document is ready to be published onto the Internal Document Management System, the QCO will add the issue status to the draft document, which is taken from the document control register. The issue status is alphabetical for Procedures, Instructions, Forms, and Organisation Charts and will start at issue 'A'. The issue status for Manuals are numerical and will start at issue '1'.

### 6.8.2. Updated / Amended Document

Whilst a draft version of a pre-existing document is being worked on, the document reference number will become 'draft'. Once the document is ready for publishing, the issue status will be taken from the document control register and become the next sequential number for Manuals, and sequential next letter for Procedures, Instructions, Forms, and Organisation Charts.

### 6.8.3. Document Changes

An **Operational Change** is a significant alteration to existing work practices that is permanent. Such changes require a new version of the relevant document(s) to be issued.

An Administrative change is something such as contact details, name changes, a minor non-safety significant change. Such changes requires a decimalisation of the relevant documents to be issued (i.e Issue number 1, following an administrative change would become 1.1).

A **Housekeeping Change** is something such as spelling, grammar, page numbering or similar. This does not require a new version of the relevant document(s) to be issued, and as such, changes will be made without notification.

## 6.9. Making a Document Obsolete

When a document is no longer required, it needs to be withdrawn from the internal documentation management system and the document control register. To make a document obsolete, firstly it needs to be circulated for approval of the removal of the document. A document change request is completed and a document change log number is allocated to the document. It must be ascertained as to whether there will be an impact

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on other documents following the removal of the proposed deletion and if the document is referenced within other documents. These need to be updated so that they no longer reference a document which has been archived.

Following approval and circulation, the document is removed from the internal documentation management system. The document is then stored in the Archived folder, the document reference and title are removed from the document control register and added to the archived tab on the document control register and the deletion is added to the weekly document update email with the explanation for the removal of the document.

Obsolete documents are to be stored in the archive folder for a minimum of 5 years to ensure a fully auditable trail. Any hard copies of obsolete documents are to be removed and destroyed to prevent any out of date information and procedures being accidentally used.

## 6.10. Document Circulation and Review

### 6.10.1. Prior to Review

The Document Proposer if different from the Document Owner will consult the Document Owner and all relevant people of the proposed changes prior to being forwarded to the QCO.

### 6.10.2. Review process

The document is forwarded to the QCO who will conduct a proof and sense check to ensure document standardisation. If there are any significant changes made to the document following this, the document is returned to the Document Proposer / Document Owner for their confirmation and approval so that the document can be circulated.

The document is circulated for review amongst all relevant parties by the QCO so that they can comment on the document. The review period is normally 7 working days to give time for review. All comments made are recorded on the document change request and stored in the relevant feedback folder allocated to the change. The email must state the cut-off date and advise that the document will be published if no replies are received.

Below is an example of the email sent with the document to all reviewers:

Please find attached [XXX – Insert Document Reference and Title]  
Please could you review the documents and advise on if you are happy with it to be published on the internal documentation management system, or if you require any further amendments to be made.  
Please respond by [The date all comments must be received by].

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If no replies are received by this deadline then it will be assumed that you are happy to continue with the documents.

Once the document review date has expired, any additional changes which have been requested will be made to the document by the QCO and the review cycle starts again until there are no more requests for changes to the document.

### 6.11. Publishing / Archiving a Document

Once the document has completed the document review process, it is ready to be uploaded onto, or removed from the internal documentation management system.

Prior to publishing / archiving, a check is conducted to ensure everything has been completed in the process:

- The previous document has been archived in the ‘Archived’ folder in the Document Control folder
- The new version is saved as the current version in the Master Documents folder
- The document change request has been signed, scanned and stored in the designated ‘Change Note’ folder
- A copy of the final version is saved to the designated folders ‘Published’ or ‘Obsolete’ folder
- The Document Control Register has been updated with the issue status, review date and name, if required, or added to the Archived tab and been removed from the current document tab
- The Document Change Log has been updated to include the published / archiving date, the relevant document row is highlighted green to show it has been completed and the check boxes are ticked where required
- Any documents which may contain the document reference are updated when required (for a deletion / new document / change of title)
- All feedback received is stored electronically in the designated Document Change Log Number Feedback folder

Once the above have been actioned, the document is ready for publishing / archiving.

### 6.12. Control of External Documents

For the control of external documents procedure reference – SAP-S-HSQ-040 Control of External Documents.

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### 6.13. Recording of Aircraft Movements –MATS Part 2 and SAP-S-ATC-008 – Aircraft Movements

A Microsoft Excel database titled ‘Movement Log’, using data input by the duty ATCA or ATCO, holds details of all scheduled aircraft movements. Once the movement has occurred, the ATCO will enter the timing on the relevant flight strip and pass to the ATCA to be entered into the database.

### 6.14. Retention of Safety Records

In accordance with EU Regulation 2017 / 373 AMC.ATS.OR.200(1)(v) Safety Management System, safety records that will be retained and maintained are not limited to:

- Certificates
- Limited Certificates
- Declarations
- Safety policy
- Safety / accountabilities / responsibilities
- Safety occurrences
- Emergency Response Plan
- SMS documentation
- Training and Competence
- Occurrence Reports
- Safety Risk assessments including safety assessment changes to the functional system
- Determination of either complex or non-complex organisation; and
- Approved alternative means of compliance.

In accordance with EU Regulation 2017 / 373 AMC1 ATM/ANS.OR.B.030 all records shall be kept for a minimum period of at least five years.

### 6.15. Impact assessment process following notification of changes from the regulatory authority.

Heads of Department, or their nominated representatives, shall subscribe to the subscription services Skywise and the safety critical information and official record series documents email notification service in an effective manner, to ensure that notifications from the regulatory authority are received and impact assessed within three days of email receipt.

Each department shall complete their allocated impact assessment form and follow the change management procedures specified in SAM-S-AOPS-009 Change Management manual should a change be required.

The QCO shall maintain a master copy of the impact assessment form for internal audit purposes.

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## 7. SAFETY RISK MANAGEMENT

### 7.1. Risk management introduction

The process of safety risk management is a systematic approach towards reducing the risk of personal injury or loss of life, preventing damage to property and reducing the possibilities of financial, environmental and societal losses.

ICAO defines safety risk management as “the assessment and mitigation of the safety risks of the consequences of hazards that threaten the capabilities of an organization”.

Once a safety hazard has been identified, all possible associated risks must be assessed. With a greater understanding of the associated risks, it can be determined whether the risk is within the parameters of the acceptable level of safety. Risks that are not found to be within those parameters must be acted on and mitigated against. The safety risk management process is designed to ensure that operational safety risks are reduced to As Low as Reasonably Practicable (ALARP).

This section describes the operational safety risk management process for LSA operational areas, as stated in Section 1.2. Note that a separate method of risk assessment is used for assessment of hazards relating to general occupational health and safety hazards and job function-related tasks documented in SAP-S-HSQ-037.

### 7.2. Definitions and Terminology

**Hazard:** The condition or circumstance that can lead to physical injury or damage or reduce the ability to perform a prescribed function.

**Consequence:** The possible adverse outcome or outcomes resulting from the realisation of a hazard.

**Severity:** The extent of harm or damage associated with the consequence of a hazard being realised.

**Likelihood:** The chance, or probability, of an adverse consequence or condition occurring.

**Risk:** An expression used to describe the overall assessment of a hazard, measured in terms of severity and likelihood.

**Control Measures:** The mitigation put in place aimed at preventing or reducing either the severity or the likelihood of an undesired occurrence or adverse

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consequence. These may be human (procedures, rules), physical (barriers, containment) or technological (alarms, software controls) for example.

### 7.3. Risk Assessment Methodology

#### 7.3.1. General

LSA’s general methodology is based on the risk assessment models shown in ICAO Doc 9859 Safety Management Manual and CAP 760 and incorporates industry best practice.

#### 7.3.2. Objective

This methodology is designed to provide personnel with guidance in conducting safety risk assessments. It is not intended to be exhaustive or to be sufficient to educate inexperienced personnel to conduct a full risk assessment. This section outlines the principles of the risk assessment process employed in operational areas at LSA.

#### 7.3.3. Scope

There are broadly three different circumstances in operations that will drive the requirement for an operational safety risk assessment. These are:

**System Risks:** These are risk assessments relating to circumstances around the normal operational running of the aerodrome and any foreseen abnormal circumstances which may arise. Where change to the operation is planned, or where new equipment or systems are introduced, a review of the existing safety risk assessment is to be conducted and a revision made or there may be requirement for a new safety risk assessment. Identification of a new hazard is also likely to lead to a new safety risk assessment.

**Development Risks:** These risk assessments relate to circumstances around construction activity and major maintenance on or around the aerodrome.

**Operational Risks:** These are typically risk assessments relating to circumstances around one-off operational events or changes.

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#### 7.3.4. Risk Assessment Documentation

Risk assessments shall be completed using the relevant aviation risk assessment template. Either the generic “Operational Safety” template (SAF-S-SMS-001) or the generic “Technical” template SAF-S-HSQ-079, or the generic “HSE” template SAF-S-HSQ-094, or the generic “Fire” template SAF-F-HSQ-095, or the generic “ATS” template SAF-S-SMS-010.

#### 7.3.5. Competence for Carrying out Risk Assessments

Competence for carrying out risk assessments in line with this methodology is determined through a combination of training and experience. Assessors will be given formal training in risk assessment techniques, which may be delivered internally or externally.

Competence is deemed to be maintained, provided that an individual leads a review of an existing assessment or a new safety risk assessment on a minimum of three occasions per year.

#### 7.3.6. Contributing Personnel

If all potential hazards are to be identified, the people involved in the risk assessment must have a good understanding of the safety risk management process and the operational area being assessed. Contributors will be selected based on their experience and knowledge of an operational function.

### 7.4. Risk Management Process – Ops and Fire

- Step 1: Identify the Hazard.
- Step 2: Decide who might be harmed and how.
- Step 3: Evaluate the risk and decide whether the existing precautions are adequate or whether more should be done.
- Step 4: Record the findings.
- Step 5: Review the assessment and revise it if necessary.

Key stages to the process are:

- Stage 1: Classify work activities.
- Stage 2: Identify hazards. Identify new equipment, techniques, methods and work patterns that are proposed and analyse them.
- Stage 3: Determine risk.
- Stage 4: Decide if risk tolerable in line with ALARP principles.
- Stage 5: Implement control measures.



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Stage 6: Review adequacy of control measures.

#### 7.4.1. Estimation of the Severity of Consequences

The severity of a consequence occurring shall be scored using the matrices below, both for the initial risk (assuming no controls) and for the residual risk (after existing controls have been considered and implemented).

SEVERITY OF OCCURRENCE – AIRSIDE OPERATIONS / AFS		
Aviation Definition	Meaning	Value
Catastrophic	<ul style="list-style-type: none"> <li>• Aircraft destroyed</li> <li>• Vehicle or equipment destroyed with associated loss of life</li> <li>• Single or multiple fatalities, or multiple major injuries</li> <li>• Major fire or explosion with substantial loss of facilities</li> <li>• Catastrophic damage</li> </ul>	5
Serious	<ul style="list-style-type: none"> <li>• Major injury; loss of limbs, permanent disability (RIDDOR serious)</li> <li>• Aircraft damaged requiring prolonged major repairs</li> <li>• Vehicle damaged beyond repair and associated serious injury</li> <li>• Loss or relocation of facility damaged beyond use (several days or weeks)</li> <li>• Very high workload to key personnel, with likely impairment of performance or accuracy</li> <li>• Multiple birdstrike causing major aircraft damage</li> </ul>	4
Moderate	<ul style="list-style-type: none"> <li>• Moderate to serious damage to an aircraft, unserviceable pending repairs</li> <li>• Vehicle, equipment or property damage, out of service with costly repairs</li> <li>• Significant operating limitations and significant disruption (several hours)</li> <li>• Lost time injuries to person(s) (RIDDOR reportable)</li> <li>• Demanding workload to key personnel, potential for loss of attentions</li> <li>• Birdstrike with a high risk species causing significant damage</li> </ul>	3
Minor	<ul style="list-style-type: none"> <li>• Light damage to an aircraft (visible but no adverse effect)</li> <li>• Light or moderate damage to vehicles (unfit for use)</li> <li>• Minor injuries (first aid treatable)</li> <li>• Short-term disruption to operations or some facilities (up to a few hours)</li> <li>• Birdstrike causing minor damage to an aircraft</li> </ul>	2
Negligible	<ul style="list-style-type: none"> <li>• Nuisance or distraction but nil injury or near miss</li> <li>• Procedure violated with no adverse effect</li> <li>• Birdstrike with a single, small, low-risk species</li> <li>• Slightly reduced safety margin but controlled within existing procedures</li> </ul>	1

#### 7.4.2. Estimation of the Likelihood of Consequences

The likelihood of a consequence occurring shall be scored using the matrices below, both for the initial risk (assuming no controls) and for the residual risk (after existing controls have been considered and implemented).

		<b>London Southend Airport</b> <b>Aerodrome Manual</b>			<b>Risk Rating</b>	<b>High – Reviewed Annually</b>	
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PROBABILITY OF OCCURRENCE – AIRSIDE OPERATIONS / AFS			
Qualitative Definition	Permanent Operations	Temporary Project	Value
Frequent	<ul style="list-style-type: none"> <li>About once a week</li> <li>Known to occur at LSA about 50 times per year on average</li> </ul>	Almost certain to occur several times during the programme or activity	5
Occasional	<ul style="list-style-type: none"> <li>About once a month</li> <li>Known to occur at LSA about 10 times per year on average</li> </ul>	Can be expected to occur at least once during the programme or activity	4
Remote	<ul style="list-style-type: none"> <li>About once a year</li> <li>May occur at LSA once in a few years on average</li> <li>Reported in the industry occasionally</li> </ul>	Possible, but unlikely to occur during the programme or activity	3
Improbable	<ul style="list-style-type: none"> <li>Occurs about every 5 to 10 years</li> <li>May rarely have happened at LSA</li> <li>Known to be reported in the industry, but infrequently</li> </ul>	Very unlikely to occur during the programme or activity	2
Extremely Improbable	<ul style="list-style-type: none"> <li>On average, occurs less than once every 10 years</li> <li>Almost impossible; should virtually never occur but may be known rarely worldwide</li> </ul>	Highly unlikely to occur during the programme or activity	1

### 7.4.3. Safety Risk Tolerability Matrix

The overall level of safety risk is determined using the scoring applied to the likelihood and severity of a consequence occurring. The tolerability score is calculated using the safety risk tolerability matrix below. This gives an output in terms of a numeric index and also a colour-coding in each box within the matrix.

#### OPERATIONAL & TECHNICAL RISK TOLERABILITY MATRIX

Catastrophic	5	5	10	15	20	25
Serious	4	4	8	12	16	20
Moderate	3	3	6	9	12	15
Minor	2	2	4	6	8	10
Negligible	1	1	2	3	4	5
		Extremely Improbable	Improbable	Remote	Occasional	Frequent
		1	2	3	4	5

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A judgement is then made as to whether the level of risk at present is tolerable and whether further control measures are required. An operational safety risk will be scored using the red/amber/green method which corresponds to the definitions below.

Tolerability	Risk Score	Action Definitions
<b>High Risk</b>	<b>10 – 25</b>	Not Normally Acceptable (High) - the likelihood and / or severity of the consequence is intolerable for normal operations. Major mitigation or redesign of the system may be necessary to reduce the likelihood or elimination of the severity of the consequences associated with the hazard. In the unlikely event that suitable mitigation is not possible, a High risk may be accepted for a short duration (e.g. for an Air Display) provided the Head of ATS / Head of Airside and the Accountable manager understands the risk and sign to accept it and the risk is entered on the Operational Risk Register.
<b>Moderate Risk</b>	<b>5 – 9</b>	Review (Medium) - the consequence and/or likelihood is of concern; measures to mitigate the risk to ALARP should be sought. Where the risk still lies within the 'Review' region after ALARP risk reduction has been undertaken, then the risk may be accepted provided that the risk is understood and has the endorsement of the Head of ATS / Head of Airside and is raised for discussion at the ASC as appropriate.
<b>Low Risk</b>	<b>1 – 4</b>	Acceptable (Low) - the consequence is so unlikely or not severe enough to be of concern. The risk is tolerable, and the Safety Objective has been met. However, consideration should be given to reducing the risk further to As Low as Reasonably Practical (ALARP) in order to further minimise the risk of an accident or incident.

#### 7.4.4. Considerations

Hazards are constantly identified and reviewed through reactive, proactive and predictive sources and methods of safety information, collected and analysed as identified elsewhere in this manual. It is a continuous process whereby safety data and near miss observations are analysed to identify new hazards or determine whether existing hazards require review.

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Examples of the scope of factors and processes to be considered in hazard identification include:

- a) Natural hazards, such as terrain, adverse weather and geophysical events (e.g. floods)
- b) Technical factors, hardware, software, tools and equipment
- c) Design factors
- d) Procedures and operating practises, including documentation and checklists
- e) Communications, including means, terminology and language
- f) Organisation factors, such as company policies, operating pressures, training and allocation of resources
- g) Environment factors, such as noise, vibration, temperature, lighting and the availability of PPE
- h) Human factors and performance, such as medical conditions, physical and mental limitations, fatigue, overload, experience and distraction

Hazards may be identified through reports of actual safety occurrences (accidents, incidents, near misses), or they may be identified through proactive processes aimed at identifying hazards before they trigger safety events.

Sources for identifying hazards include, but are not limited to:

- Safety reports and performance analysis
- Formal investigations and accident reports
- Safety audits and surveys
- Knowledge and experience from subject matter experts
- Feedback from training or peer observations
- External industry sources, such as CAA safety data and other organisations

#### 7.4.5. Control and Mitigation Measures

Control measures are aimed at blocking the causes from leading to a hazard being present. It must be realised that this is not always possible, for example, preventing fog from forming or thunderstorms from occurring. Safety mitigation and control measures are aimed at limiting the level of consequence if a hazard is realised.

Once these mitigation techniques and/or control measures have been successfully implemented, a re-assessment of the risk will be required to define whether an acceptable level of safety now exists and whether it is ALARP.

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Safety control and mitigation measures may include one or more of the following controls, which are listed in a hierarchy of effectiveness:

- Remove the hazard entirely or cease / cancel the process or activity it relates to
- Design the hazard out by modifying the system
- Install physical barriers or guards that prevent or reduce exposure to the hazard, or reduce the severity of consequences
- Issue warnings, advisories or signs for the hazard
- Make procedural changes to avoid the hazard or to reduce the likelihood or severity of the associated consequence
- Provide training to avoid the hazard or to reduce the likelihood of an associated consequence
- Ensure that a suitable response and contingency plan are in place.

#### 7.4.6. Review of Operational Safety Risk Assessments

Operational safety risk assessments affecting aerodrome operations are valid for one year and therefore be reviewed annually.

Any operational safety risk assessment must also be reviewed if a significant change is identified or if safety reports indicate that control measures may not be effective. Change Management Assessments include a prompt box as to which core area risk assessments require a review as a result of the change.

Where a mitigated risk score in an operational safety risk assessment remains in the high risk category the assessment must be sent to the accountable manager for their approval.

### 7.5. ATS Risk Assessment Methodology

#### 7.5.1. Risk Assessment Documentation

Risk assessments shall be completed using the ATS risk assessment template SAF-S-SMS-010.

#### 7.5.2. Risk Management Process

Step 1: Identify the Hazard, in accordance with “AMC1 ATS.OR.205(b)(1) and AMC2 ATS.OR.205(b)(1)

Step 2: In accordance AMC1 ATS.OR.205(b)(3), identify the potential outcome (harmful effect) that may result from the identified hazards.

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- Step 3: Evaluate the risk and decide whether the existing precautions are adequate or whether more should be done.
- Step 4: Record the findings.
- Step 5: Review the assessment and revise it if necessary.

Key stages to the process are:

- Stage 1: Classify work activities.
- Stage 2: Identify hazards. Identify new equipment, techniques, methods and work patterns that are proposed and analyse them, in accordance with “AMC1 ATS.OR.205(b)(1) and AMC2 ATS.OR.205(b)(1).
- Stage 3: Determine risk. – An estimation of the severity of the consequences of the hazard occurring (note the requirements of UK (EU) 2017/373, AMC1 ATS.OR.205(b)(3), Risk Analysis).
- Stage 4: Determine Safety Criteria (Safety Risk) in accordance with ATS.OR.205
- Stage 5: Estimation of the likelihood of the hazard consequences occurring (note the requirements of UK (EU) 2017/373, AMC1 ATS.OR.205(b)(4) Risk Evaluation)
- Stage 6: Decide if risk tolerable in line with ALARP principles, and / or implement control and safety requirement measures.
- Stage 7: Risk Evaluation for a change to be carried out in accordance with AMC1 ATS.OR.205(b)(4). Arguments that the safety criteria are valid will be produced in accordance with AMC2 ATS.OR.205(a)(2). On completion of the safety assessment of a change the assessment will be verified in accordance with the requirements of AMC1 ATS.OR.205(b)(5)

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### 7.5.3. Estimation of the Severity of Consequences

The severity of a consequence occurring shall be scored using the matrices below, both for the initial risk (assuming no controls) and for the residual risk (after existing controls have been considered and implemented).

SEVERITY OF OCCURRENCE – AIR TRAFFIC SERVICES		
Aviation Definition	Meaning	Value
Catastrophic	Accident; as defined in Council Directive 94/56/EC for ATS; such as mid-air collision, ground collision, CFIT etc. Also includes loss or substantial damage to major aerodrome facilities. Serious injury or death of multiple staff or other users of the aerodrome.	5
Serious	Serious Incident; as defined in Council Directive 94/56/EC for ATS. For the aerodrome, an event where an accident nearly occurs. No safety barriers remaining or no ability to provide ATC. The outcome is not under control and could very likely lead to an accident e.g. only pilot action / TCAS / providence prevents an accident. Damage to major aerodrome facilities. Serious injury to staff or other aerodrome users.	4
Moderate	A major incident with the operation of an aircraft, in which safety may have been compromised, leading to a near collision between the aircraft with ground or obstacles. A large reduction in safety margins. Outcome is controllable by existing emergency procedures or equipment. The safety barriers are few, approaching none. Severe impairment of ATC effectiveness and increased workload. ATC recovery difficult. Minor injury to persons or minor damage to aircraft or major aerodrome facilities.	3
Minor	Significant incident involving circumstances indicating that an accident, serious or major incident could have occurred, if the risk had not been managed within safety margins, or if another aircraft had been in the vicinity. A significant reduction in safety margins but several safety barriers remain to prevent an accident. Reduced ability of the flight crew or ATC to cope with increase in workload. Only on rare occasions could the occurrence develop into an accident. Nuisance to personnel.	2
Negligible	No immediate effect on safety. No direct or low safety impact. Existing safety barriers may come into play to avoid the event turning into a significant incident or accident.	1

### 7.5.4. Estimation of the Likelihood of Consequences

The likelihood of a consequence occurring shall be scored using the matrices below, both for the initial risk (assuming no controls) and for the residual risk (after existing controls have been considered and implemented).

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LIKELIHOOD OF OCCURRENCE – AIR TRAFFIC SERVICES				
Qualitative Definition	ATC	ATE		Value
	Permanent Operations	Quantitative Annual / Daily Definition	Quantitative Hourly Definition	
Frequent	<ul style="list-style-type: none"> <li>About once a week</li> <li>Known to occur at LSA about 50 times per year on average</li> </ul>	Once per hour to once in 40 days	1 to 10 <sup>-3</sup> per hr.	5
Occasional	<ul style="list-style-type: none"> <li>About once a month</li> <li>Known to occur at LSA about 10 times per year on average</li> </ul>	Once per 40 days to once in 10 years	10 <sup>-3</sup> to 10 <sup>-5</sup> per hr.	4
Remote	<ul style="list-style-type: none"> <li>About once a year</li> <li>May occur at LSA once in a few years on average</li> <li>Reported in the industry occasionally</li> </ul>	Once in 10 years to once in 1000 years	10 <sup>-5</sup> to 10 <sup>-7</sup> per hr.	3
Improbable	<ul style="list-style-type: none"> <li>Occurs about every 5 to 10 years</li> <li>May rarely have happened at LSA</li> <li>Known to be reported in the industry, but infrequently</li> </ul>	Once in 1000 years to once in 100,000 years	10 <sup>-7</sup> to 10 <sup>-9</sup> per hr.	2
Extremely Improbable	<ul style="list-style-type: none"> <li>On average, occurs less than once every 10 years</li> <li>Almost impossible; should virtually never occur but may be known rarely worldwide</li> </ul>	Never	< 10 <sup>-9</sup> per hr.	1

PROBABILITY OF OCCURRENCE – ATS			
Qualitative Definition	Permanent Operations	Temporary Project	Value
Frequent	<ul style="list-style-type: none"> <li>About once a week</li> <li>Known to occur at LSA about 50 times per year on average</li> </ul>	Almost certain to occur several times during the programme or activity	5
Occasional	<ul style="list-style-type: none"> <li>About once a month</li> <li>Known to occur at LSA about 10 times per year on average</li> </ul>	Can be expected to occur at least once during the programme or activity	4
Remote	<ul style="list-style-type: none"> <li>About once a year</li> <li>May occur at LSA once in a few years on average</li> <li>Reported in the industry occasionally</li> </ul>	Possible, but unlikely to occur during the programme or activity	3
Improbable	<ul style="list-style-type: none"> <li>Occurs about every 5 to 10 years</li> <li>May rarely have happened at LSA</li> <li>Known to be reported in the industry, but infrequently</li> </ul>	Very unlikely to occur during the programme or activity	2
Extremely Improbable	<ul style="list-style-type: none"> <li>On average, occurs less than once every 10 years</li> </ul>	Highly unlikely to occur during the programme or activity	1



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	<ul style="list-style-type: none"> <li>• Almost impossible; should virtually never occur but may be known rarely worldwide</li> </ul>		
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### 7.5.5. Safety Risk Tolerability Matrix

The overall level of safety risk is determined using the scoring applied to the likelihood and severity of a consequence occurring. The tolerability score is calculated using the safety risk tolerability matrix below. This gives an output in terms of a numeric index and also a colour-coding in each box within the matrix.

#### OPERATIONAL & TECHNICAL RISK TOLERABILITY MATRIX

Catastrophic	5	5	10	15	20	25
Serious	4	4	8	12	16	20
Moderate	3	3	6	9	12	15
Minor	2	2	4	6	8	10
Negligible	1	1	2	3	4	5
		Extremely Improbable	Improbable	Remote	Occasional	Frequent
		1	2	3	4	5

A judgement is then made as to whether the level of risk at present is tolerable and whether further control measures are required. An operational safety risk will be scored using the red/amber/green method which corresponds to the definitions below.

Tolerability	Risk Score	Action Definitions
<b>High Risk</b>	<b>10 – 25</b>	Not Normally Acceptable (High) - the likelihood and / or severity of the consequence is intolerable for normal operations. Major mitigation or redesign of the system may be necessary to reduce the likelihood or elimination of the severity of the consequences associated with the hazard. In the unlikely event that suitable mitigation is not possible, a High risk may be accepted for a short duration (e.g. for an Air Display) provided the Head of ATS / Head of Airside and the Accountable manager understands the risk and sign to

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		accept it and the risk is entered on the Operational Risk Register.
<b>Moderate Risk</b>	<b>5 – 9</b>	Review (Medium) - the consequence and/or likelihood is of concern; measures to mitigate the risk to ALARP should be sought. Where the risk still lies within the 'Review' region after ALARP risk reduction has been undertaken, then the risk may be accepted provided that the risk is understood and has the endorsement of the Head of ATS / Head of Airside and is raised for discussion at the ASC as appropriate.
Low Risk	1 – 4	Acceptable (Low) - the consequence is so unlikely or not severe enough to be of concern. The risk is tolerable, and the Safety Objective has been met. However, consideration should be given to reducing the risk further to As Low as Reasonably Practical (ALARP) in order to further minimise the risk of an accident or incident.

### 7.5.6. Considerations

Hazards are constantly identified and reviewed through reactive, proactive and predictive sources and methods of safety information, collected and analysed as identified elsewhere in this manual. It is a continuous process whereby safety data and near miss observations are analysed to identify new hazards or determine whether existing hazards require review.

Examples of the scope of factors and processes to be considered in hazard identification include:

- i) Natural hazards, such as terrain, adverse weather and geophysical events (e.g. floods)
- j) Technical factors, hardware, software, tools and equipment
- k) Design factors
- l) Procedures and operating practises, including documentation and checklists
- m) Communications, including means, terminology and language
- n) Organisation factors, such as company policies, operating pressures, training and allocation of resources
- o) Environment factors, such as noise, vibration, temperature, lighting and the availability of PPE
- p) Human factors and performance, such as medical conditions, physical and mental limitations, fatigue, overload, experience and distraction

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Hazards may be identified through reports of actual safety occurrences (accidents, incidents, near misses), or they may be identified through proactive processes aimed at identifying hazards before they trigger safety events.

Sources for identifying hazards include, but are not limited to:

- Safety reports and performance analysis
- Formal investigations and accident reports
- Safety audits and surveys
- Knowledge and experience from subject matter experts
- Feedback from training or peer observations
- External industry sources, such as CAA safety data and other organisations

#### 7.5.7. Safety Criteria and Safety Risk

Safety Criteria is the acceptable level of risk which it is necessary to achieve for the risk posed by a change and is expressed in terms of a quantitative level of Safety Risk, using the safety risk tolerability matrix above. Alternatively, other measures such as proxies recognised standards and/or codes of practice or the safety performance of the existing functional system or a similar system elsewhere.

A proxy is some measurable property that can be used to represent the value of something else. In the safety assessment of functional systems and gives examples as follows: Examples of proxies are the frequency of airspace infringements, runway incursions, false alert rate, head-down time, limited sight, level of situation awareness, fraction of read back errors, reduced vigilance, amount of turbulence, distraction of controller’s attention, inappropriate pilot behaviour, system availability/failure rate, information integrity and service continuity. When assessing Safety Risk Safety Criteria (proxies) may only be stipulated where the criteria in AMC2 ATS.OR.210(a) is met.

#### 7.5.8. Control and Safety Requirements

Control measures are aimed at blocking the causes from leading to a hazard being present. It must be realised that this is not always possible, for example, preventing fog from forming or thunderstorms from occurring. Safety requirements are the constraints that need to be in place to achieve the stipulated safety criteria.

Once these mitigation techniques and/or control measures have been successfully implemented, a re-assessment of the risk will be required to define whether an acceptable level of safety now exists and whether it is ALARP.

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Safety control and requirement measures may include one or more of the following controls, which are listed in a hierarchy of effectiveness:

- Remove the hazard entirely or cease / cancel the process or activity it relates to
- Design the hazard out by modifying the system
- Install physical barriers or guards that prevent or reduce exposure to the hazard, or reduce the severity of consequences
- Issue warnings, advisories or signs for the hazard
- Make procedural changes to avoid the hazard or to reduce the likelihood or severity of the associated consequence
- Provide training to avoid the hazard or to reduce the likelihood of an associated consequence
- Ensure that a suitable response and contingency plan are in place.

#### 7.5.9. Review of ATS Safety Risk Assessments

Monitoring criteria for a change shall be developed in accordance with AMC1 ATS.OR.205(b)(6) and will be considered as part of the annual risk assessment review (for those assessments utilising the maximum validity period of one year).

Any ATS safety risk assessment must also be reviewed if a significant change is identified or if safety reports indicate that control measures may not be effective. Change Management Assessments include a prompt box as to which core area risk assessments require a review as a result of the change.

Where a mitigated risk score in an operational safety risk assessment remains in the high-risk category the assessment must be sent to the accountable manager for their approval.

#### 7.6. Temporary Hazard Analysis (THA)

A THA may be used to address a short-term situation where the scope and impact are limited and can be reasonably handled at Duty Management level at, or near to, the time of the event. Such an event might be:

- Unplanned maintenance work on a taxiway surface
- Failure of AGL service
- Depletion of AFS capability
- Blocked section or infringement of manoeuvring area
- Surface contamination or damaged movement area surface

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A THA will be carried out in accordance with the THA Checklist (SAF-S-SMS-003) and will normally entail a discussion between the HoATS / ATC Watch Supervisor and an operational manager such as the HoA / HoE, SCM, or other key operational post-holders. There is no requirement for a formal recorded assessment of specific risks, but rather the process will show what issues have been considered and what measures have been put in place to mitigate any reduction in facilities or capability. Actions to address each of the checklist items will be agreed between the parties and recorded on the checklist before affected operations are permitted to continue.

### 7.7. System Safety Cases

Safety Cases or Safety Assurance Documentation (SAD) for Airside Operations / AFS is the responsibility of the HoA and is likely to be produced in-house. For more complex systems, external consultants may be used. The structure of the safety case may vary depending on the area being assessed.

The production of a safety case for Air Traffic Services is a specialist task and as such, depending on the complexity, LSA may produce this in-house or commission this responsibility to an external specialist, whom is experienced and competent in the production of ATS safety cases. ICAO Annex 11 requires that any significant safety-related change to the ATC system shall only be implemented after a safety case has demonstrated that an acceptable level of safety will be maintained. LSA will follow the guidance in CAP 760.

Where circumstances require a risk assessment to be undertaken with a view to investigating and implementing mitigation measures, LSA requires that criteria in CAP 760 will be adopted, including the process for risk assessment and mitigation, which is reflected in this manual. As a result, the severity and likelihood classifications for hazards will use the qualitative and quantitative definitions as per the tables in Part B. The risk assessment shall ensure that identified risks are reduced to ALARP.

A completed safety case will require formal sign-off and approval from the Accountable Manager.

### 7.8. Operational Risk Register

LSA maintain an operational risk register to record their key risks, the analysis and evaluation of them, and the assessment of controls. Each risk within the register will have a nominated risk owner, who is the person best placed to manage the risk effectively. In taking ownership of the risk the risk owner formally acknowledges that the risk is valid and accepts responsibility for its evaluation, mitigation, monitoring and reporting.

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The SCM is the responsible person for ensuring that the operational risk register is maintained and that the review process of the register is an item on the SRB agenda. The operational risk register should be reviewed quarterly, as a minimum, with updates provided to the Safety Review Board (SRB). Additionally, operational risk assessments are discussed during the monthly Aerodrome Safety Committee (ASC) with due regard to their addition on the operational risk register.

However, where a change in risk or new risk arising (as a result of an unmitigated high risk on an operational risk assessment) is considered by the management team to be significant to the business, the Senior management team should be informed immediately, and the register updated.

The operational risk register will be retained in the Risk Register folder in the Internal Document Management System (IDMS).

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## 8. CONTINUOUS IMPROVEMENT OF THE SMS

To ensure the SMS remains current and up to date with new processes it is imperative that certain process take place. There are a number of ways that LSA work to improve the SMS on a monthly basis. These are completed through actions from the Safety Committees, revision of risk assessments and procedures, auditing and making changes based on recommendations from investigation reports. Communication regarding the effectiveness of the management system takes place through the distribution of safety committee meeting minutes, with assigned SMART (Specific, Measurable, Achievable, Realistic, Time-bound) actions and details of the next meeting.

However, the airport is also committed to formally evaluating the effectiveness of the SMS and making the necessary improvements by utilising the CAA’s Phase 2 SMS evaluation tool. This is completed on an annual basis by the following members of the airport’s senior management team, Safety & Compliance Manager, Head of Airside and Head of Air Traffic Services. Upon completion of the Phase 2 Evaluation, the Airport Safety Manager (or nominated person) will perform a gap analysis on the current SMS and the completed Phase 2 document. The details of the gap analysis will be extracted into an action tracker document that will include SMART objectives, actions, owners and expected closure dates. This process will be owned by the Safety & Compliance Manager, who in turn will provide updates to the Accountable Manager through the Safety Review Board meeting where the actions are tracked to the point of closure. Records from the SMS Phase 2 evaluation process will be maintained.

## 9. CHANGE MANAGEMENT

Any safety significant changes to the operational environment at LSA (London Southend Airport) that involve key personnel, procedures, equipment or infrastructure will need to be managed and assessed to ensure that safety standards are upheld. The use of this change management procedure will ensure compliance with regulatory requirements. Refer to SAM-S-AOPS-009 – Change Management Manual

## 10. SAFETY REPORTING AND INVESTIGATION

Safety reporting and investigation is carried out for two main reasons. The first is that in certain circumstances it is a legal requirement for an incident or accident to be reported and then investigated. The second is that useful information can be gathered, analysed, and learned from by reporting safety occurrences with the aim of reducing further incidents.

It is a legal requirement that aircraft accidents and incidents are reported to the Civil Aviation Authority (CAA), the Air Accident Investigation Branch (AAIB) and the Health and Safety Executive (HSE), if deemed appropriate by the HoA, HoATS or SCM. Furthermore, prompt

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and thorough investigations of accidents and occurrences may result in important lessons being learned, helping to avoid a re-occurrence.

A successful reporting system will lead to the compilation of a database of detailed information. This can be used to improve operating procedures and provide a better understanding of the cause of such accidents or incidents, helping to avoid a reoccurrence.

### 10.1. Company Safety Reporting System

LSA operates a safety reporting system that complies with the requirements of AMC1 ADR.OR.D.030, EU 376/2014 and 2017/373 ATM/ANS.OR.A.065.

The reporting system is available to airport staff, based aircraft operators, engineering MRO organisations, and other organisations operating at LSA.

### 10.2. Airfield Occurrence Reporting (Voluntary Reporting)

Airfield and ATC occurrence reporting and investigation, using the reporting system is in place at LSA to ensure that action is taken to safeguard life and property, including aircraft, vehicles, equipment, and airport infrastructure. It facilitates the collection of occurrence reports that may not be captured by the ECCAIRS mandatory reporting system, and other safety-related information which is perceived as an actual or potential hazard to aviation safety.

The objective of the system is to enable full investigations into the causes of accidents or safety occurrences so that remedial or mitigation measures can be implemented to prevent a future reoccurrence. It is not the purpose to assign blame for disciplinary purposes.

Only selected managers will have access to view the airfield occurrences database in the reporting system. Occurrence information shall only be used for the maintenance or improvement of safety, and not for the purpose of attributing blame or liability or otherwise. Personal details are recorded on the system but are only visible to senior management with the required permissions.

### 10.3. Confidentiality

A confidential safety reporting system is available for all users of London Southend Airport to report safety concerns or observations, using the ‘just culture’ QR codes positioned at strategic locations on the airfield. This reporting system provides a means to allow airfield



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users to raise safety concerns that can be responded to and investigated further, whilst maintaining anonymity and without fear of disciplinary or punitive action.

The SCM is responsible for monitoring the confidential reports are collaborating with the relevant Manager. These reports are entered on the reporting system for tracking purposes (if confidential the names are removed).

#### 10.4. Whistleblowing Policy

The Management of London Southend Airport is committed to conducting our business with honesty and integrity, and we expect all staff to maintain high standards. However, all organisations face the risk of things going wrong from time to time, or of unknowingly harbouring illegal or unethical conduct.

A culture of openness and accountability is essential in order to prevent such situations occurring and to address them when they do occur. GP 003 Whistleblowing Procedure is available on SharePoint and designed to enable and encourage staff to report suspected wrongdoing at any level of the business, in the knowledge that their concerns will be taken seriously and investigated as appropriate.

#### 10.5. Reporting Procedures

Occurrence reports should be filed as soon as possible, and normally within 24 hours of the event. If an accident occurs or a serious safety hazard is observed, it shall initially be reported verbally to a supervisor or line manager, with a written report to follow afterwards.

Accidents and safety occurrences requiring emergency assistance must be reported without delay to the Airport Control Centre on 01702 538400 or ext. 8400, giving details of:

- The name and employer of the reporter;
- Location of accident/safety occurrence;
- Injuries to personnel;
- Equipment involved;
- A description of what happened;
- What immediate assistance is required.

The scene of the accident or safety occurrence should be isolated and the vehicles, plant and equipment involved in the accident or safety occurrence left in situ until the AFS or the Safety team is in attendance. However, if in the judgement of the senior person present or AFS Officer-in-Charge their removal is necessary in the interests of safety or preservation of life, this may be done. The scene should preferably be photographed before being disturbed.

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### 10.6. Initial Post-Incident Actions

It may be required to request an emergency response by contacting the Airport Control Centre, if injuries, fire or explosive risk are evident. Incidents should be reported as soon as practicable, providing incident details and location.

The individual’s Line Manager or Supervisor is to make a judgement whether to relieve a staff member who has had an incident, from operational duty as soon as is practicably possible, especially in the event of an accident where there has been serious injury, significant damage or a loss of life.

Following any accident that has caused an injury or damage to aircraft, vehicle or equipment, or is considered to be a runway incursion, the driver’s Airside Driving Permit (ADP) may be withdrawn immediately by the Airside Operations team, pending investigation, irrespective of the apparent cause of the accident. Depending on the severity a D&A test may also be carried out.

Company suspension shall be taken without prejudice, with pay and shall not be considered as punitive or disciplinary. If the basic facts indicate that the actions of the staff member involved had no bearing on the incident, removal from operational duties may not be necessary. In the case of ATC, removal from operational duties is mandatory and is always applicable, except when it is immediately clear and obvious to both the controller and supervisor that it would be meaningless to do so. This may be due to either the minor nature of the incident or that the incident was caused solely by external influences, and that the full responsibility rests elsewhere. The decision as to when to re-assign the controller or assistant to operating positions is to be made by the HoATS, or Watch Supervisor in their absence, as soon as practicable.

### 10.7. Incident and Accident Investigation

The primary objective of the investigation of an accident or safety occurrence is to gather information and evidence in order to establish the root cause and preventing reoccurrence of an accident, or escalation of a safety occurrence to an accident. The investigation will be performed with open views, without prejudice, and will apply a ‘just culture’.

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The investigation will be fully documented using the reporting programme. Every reported occurrence will be triaged and where required an investigation may take place (as per the event categorisation table, detailed in this section) and potential safety hazards identified. Once the investigation is complete, it will be signed off by the Head of Department or the Safety & Compliance Manager. The Head of Department will be responsible for ensuring any lessons learnt are actioned, however the Accountable Manager is ultimately responsible for ensuring any funding required is made available. Corrective/preventative actions are scrutinised at the monthly safety meetings.

The Safety team will organise the submission of the investigation report in conjunction with relevant Head of Department, following an MOR / ECCAIRS report, to the CAA as soon as available, and in principle no later than three months from the date of the notification of the occurrence. Where an actual or potential safety risk has been reported, the preliminary results of the investigation will be sent to the CAA within 30 days of the notification of the occurrence via the ECCAIRS portal

#### 10.8. Follow-up Action

Following an investigation, further actions may be taken which are appropriate to the severity of the incident, for example:

- Procedures may be modified
- New procedures may be introduced
- Staff involved may require additional or refresher training
- Modifications to infrastructure or equipment
- Withdrawal of equipment or procedures

#### 10.9. Analysis of investigation results

For each identified causal factor, a corrective action will be identified, including who is responsible for completing the action, and the date by which the action should be completed.

Occurrences will be discussed at each Aerodrome Safety Committee meeting for discussion, trend analysis, safety action monitoring and closure with committee members.

The Safety Team will collate any feedback and deliver to the person reporting through the relevant safety committee (if they have provided their contact details and/or have requested feedback).

#### 10.10. Just Culture

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London Southend Airport supports and promotes a ‘just safety culture’ which creates an environment where employees can report all incidents, accidents and safety concerns without the fear of punitive action or punishment, threat of disciplinary action or loss of employment, except for where it can be proven that there has been gross negligence, wilful violation of safety standards or blatant disregard for airport policies and procedures.

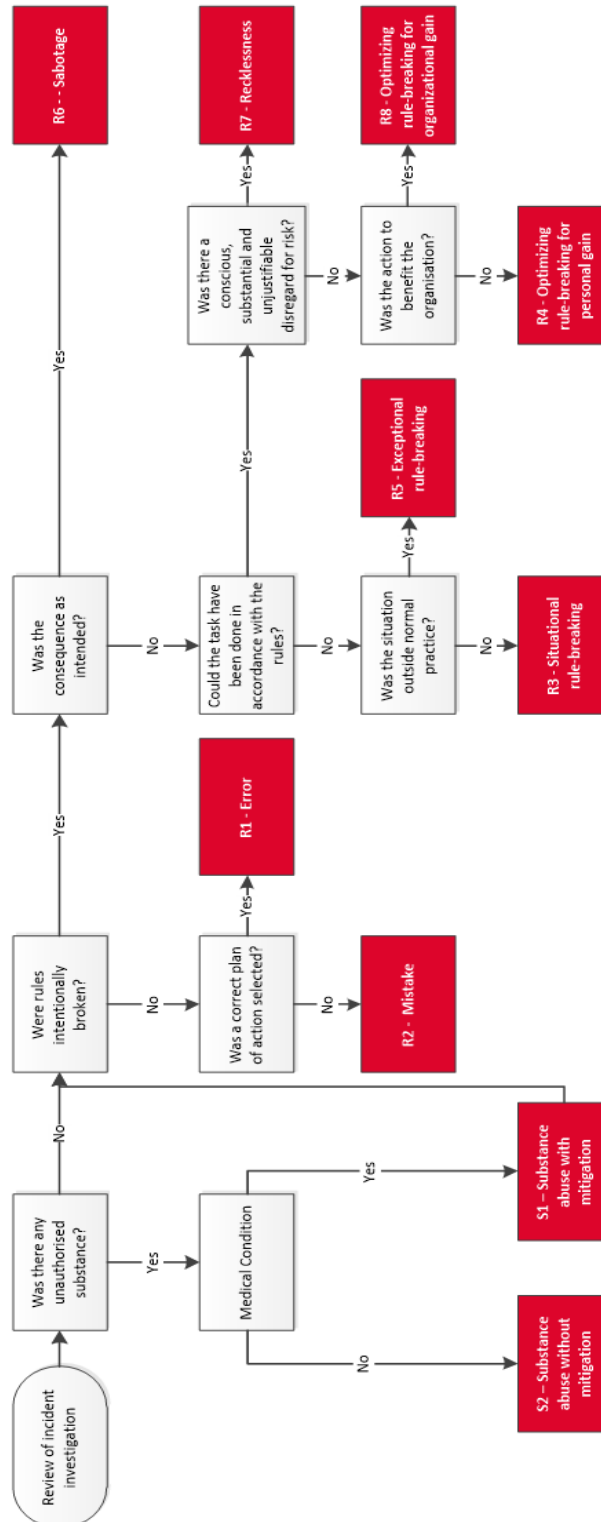
### 10.11. Analysis of Investigation Results

Incidents in which human actions are found to be a causal factor will be analysed in accordance with the following flowchart, in order to determine whether the outcome was caused by human error, at risk behaviour or reckless behaviour. Depending on the categorisation and the individual’s culpability, HR involvement and disciplinary action may be required.

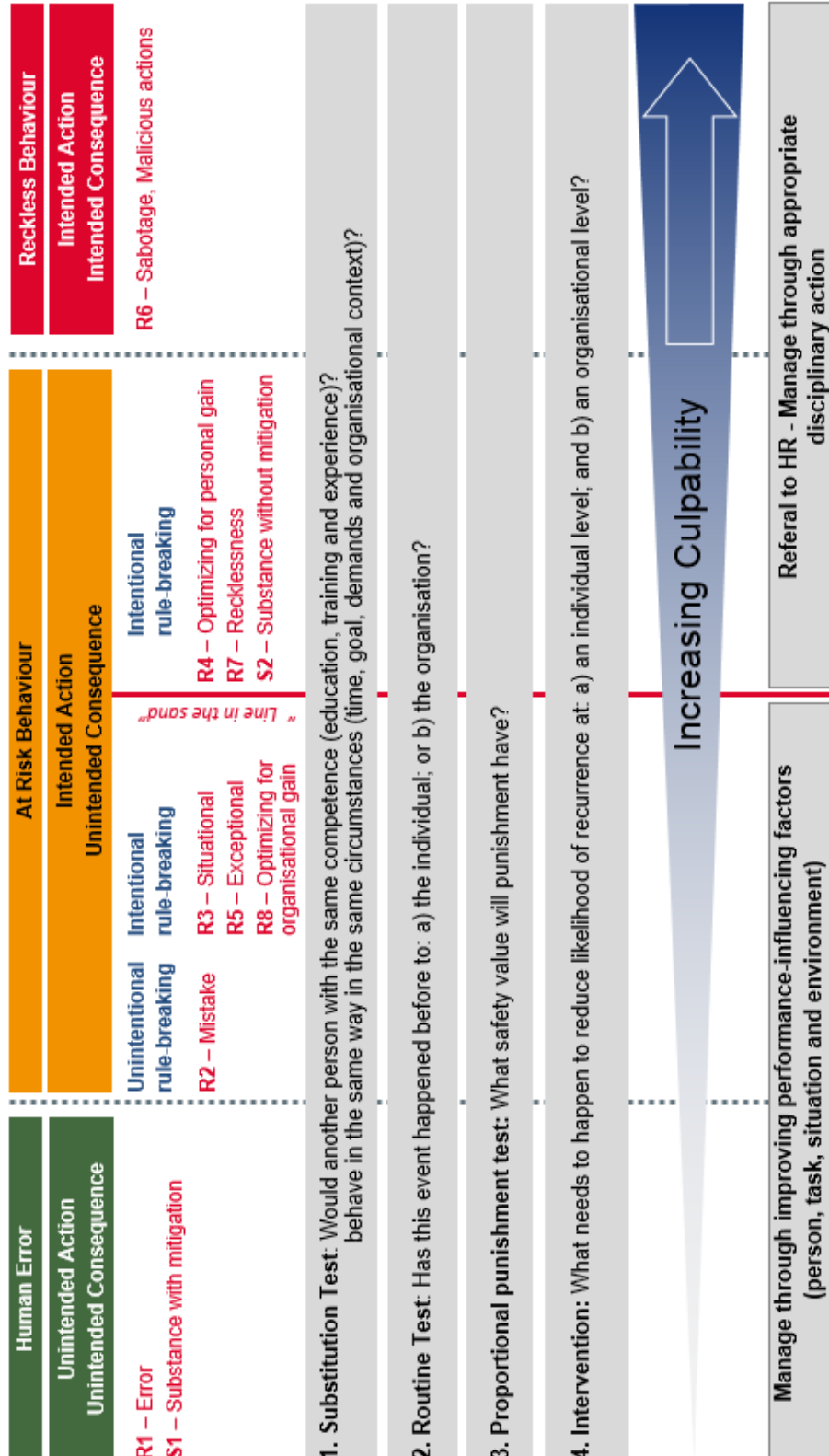
Behaviour is a function of consequences. LSA are committed to identifying deviations from standards and taking immediate corrective action. Corrective action may include counselling, training, discipline or removal. Corrective action will be consistent and fair and will use the FAiR system as the basis for decision-making.

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### 10.12. Flowchart Analysis of Investigation Results – FAiR System



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### 10.12.1. Behavioural Classification Definitions

Term	Definition
Error	The plan of action may be entirely appropriate but the action itself does not go according to plan. Skill-based errors are associated with three related aspects of human information processing; recognition, memory (an error of omission or lapse) and attention (an error of omission or slip). For example, misinterpreting information on a display or gauge, pushing an incorrect switch, forgetting to complete a step of a task because of interruption or distraction.
Mistake	An action that goes according to plan but where the plan is inadequate to achieve the desired goal. Known as 'cognitive errors', mistakes can be split into two categories: rule-based mistakes or knowledge-based mistakes. Mistakes often arise when dealing with a problem for the first time or during an unexpected or unusual scenario. Rule-based mistakes can be divided into two further categories: misapplying a good rule (assumptions) or applying a bad rule (habits). Rule-based mistakes happen when a person has a set of rules about what to do in certain situations and applies the wrong rule; For example, using good information based on knowledge of one aircraft type, but on a new aircraft type where it is no longer applicable. Knowledge-based mistakes happen when a person is faced with an unfamiliar situation for which they have no rules, uses their knowledge and works from first principles, but comes to a wrong conclusion.
Situational violation	Where deliberately not following the rules was the only way to complete the task, individuals may assert that, given the circumstances in which they found themselves, the only way to get the task done was to break the rules. For example, under time pressure, an individual uses incorrect equipment to achieve the task as the correct equipment was unserviceable at the time, or a pilot continuing with an approach with significant birdstrike risk present due to fast following traffic.
Routine violation	Where deliberately not following the rules when completing a particular task was 'normal' behavior (accepted by peers and supervisors) within the organisation in the circumstances.
Violation for organisational gain	Deliberately not following the rules with the aim of benefiting the organisation. An individual may believe that their actions are for the good of the company in terms of a reduction of time, cost or resource, or to achieve organisational goals such as meeting schedules or targets. For example, missing out steps in a task that are judged to be superfluous or that are unachievable within the time available to meet a deadline or schedule.
Violation for personal gain	Deliberately not following the rules with the aim of benefiting the individual. Motivation-based actions can be 'corner cutting' to complete a task more quickly or circumvent seemingly laborious procedures. They can also be 'thrill seeking' as a means of alleviating boredom or as a demonstration of ability or skill. For example, not completing a task correctly to get away from work on time, not using the correct equipment because it requires effort to obtain or driving at excessive speeds to meet a personal deadline.
Recklessness	A conscious and substantial and unjustifiable disregard of visible and significant risk. Whilst there is no intent to do harm to others, recklessness implies that an individual knowingly ignored the potential consequences of their actions. For example, coming into work under the influence of alcohol or knowingly operating a sector in an excessively fatigued state having not taken the required rest period.
Sabotage	Malicious or wanton damage or destruction. To determine whether an individual's actions constitute sabotage, there needs to be intent for both the actions and the consequence to cause damage or disrupt operations.

### 10.13. Data Collection and Analysis

All airfield occurrence reports that are received will be entered into the Airsweb database. The database will show the reference number and summarised title, as well as a category,

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the status (open/closed) and whether feedback has been sent to the reporter (if they requested it).

The accuracy and currency of data is the responsibility of the Safety and Compliance Officer. The data will be used to analyse trends and look at areas of higher risk. This data will be used in monthly, quarterly and annual safety statistics reports.

#### 10.14. Event Categorisation

Airfield occurrences that are reported with the reporting system will be assigned a potential Safety Critical Event (SCE) rating between 1 and 5 by the QCO during the triage stage of an event report and will be used to determine the level of investigation required. The final SCE rating will be identified following the investigation and will be used to aid the process of setting Safety Performance Objectives (SPOs) and analysing safety data for trends.

Objectives will be set against the number and severity of events reported and updated annually to reflect the latest data. Objectives can be set against specific categories of event, rather than just against an operational area.

#### Notes:

- Any airfield occurrence events that are not listed on the matrix, and where LSA staff and/or facilities are not a contributing factor, shall be categorised as 'negligible'.
- Any airfield occurrence events that are not listed on the matrix, and where LSA staff or facilities are a contributing factor, shall be categorised according to the judgement of the Safety and Compliance Officer, in conjunction with the relevant manager or head of department.
- A fuel spill could be categorised SCE 2 – SCE 5, depending on the size of the spill and the environmental effect. To be categorised as SCE 1 it would have to lead to an aircraft accident and would therefore be recorded as an aircraft damage event. Spills caused by third parties may be categorised as SCE 5.
- A runway or taxiway excursion would be categorised according to the level of damage to the aircraft. If the excursion could not be attributed to LSA staff or facilities then it would be classified as negligible/SCE 5.
- A non-compliance with a published procedure, or a report identifying the lack of an adequate procedure for a task, would normally be categorised depending on the perceived level of risk caused as a result.





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CATEGORISATION OF AIRFIELD AND ATC OCCURRENCES					
TYPE OF EVENT	SCE 5 NEGLIGIBLE	SCE 4 MINOR	SCE 3 MODERATE	SCE 2 SERIOUS	SCE 1 CATASTROPHIC
<b>AIR TRAFFIC SERVICES EVENT</b>	Anomaly beyond the authorised safety/control regime. This may be due to equipment failure, human error or procedural inadequacies.	Traffic conflict or non-risk-bearing ATS event, but with sufficient defence remaining to avoid any significant adverse effect and to cope with additional failures.	An ATS event where urgent intervention was required to prevent the incident from becoming serious or a near miss.	A risk-bearing ATS event such as airprox/near miss/near mid-air collision that was narrowly avoided due to providence alone.	Any aircraft accident involving one or more than one in-flight aircraft, resulting in death, serious injury or substantial damage to aircraft or equipment.
<b>Airprox</b>	Any accident/incident required to be reported in accordance with company or regulatory procedures, but in which London Southend Airport staff or facilities were not involved or not proven to be a contributing factor.	An increase in workload on the ATCO or aircraft flight crew, or degradation of a CNS equipment/function.			Any aircraft accident causing substantial damage to the environment and/or sites affecting the general public.
<b>Level bust</b>					
<b>Airspace infringement</b>					
<b>TCAS R/A alert</b>					
<b>RUNWAY INCURSION</b>	Category D incursion: an incident that meets the definition of an incursion, but with no immediate safety consequences.  Category C incursion: an incident where there was ample time and/or distance to avoid a collision.  Not applicable.	Category B incursion: an incident in which separation decreases and there is a significant potential for collision, which may result in a time-critical corrective/evasive response to avoid a collision.	Category A incursion: a serious incident in which a collision was narrowly avoided.	Aircraft collision with another aircraft or vehicle.	
<b>DAMAGE TO AIRCRAFT (on the ground)</b>	Damage on any scale caused to an aircraft, for which LSA staff or facilities are not a contributing factor.	Damage visible but no adverse effect and the aircraft remains airworthy.	Aircraft unserviceable due to damage.	Aircraft requires prolonged major repairs. Any reportable injury.	Aircraft destroyed or beyond economic repair. Loss of life.
<b>DAMAGE TO VEHICLE, EQUIPMENT OR INFRASTRUCTURE</b>	Evidence of contact is visible but damage is minor or cosmetic only, i.e. scratch or small dent.  Damage caused, for which LSA staff or facilities are not a contributing factor.	Damage is present that requires minor repairs, but the equipment or infrastructure remains serviceable.	Damage is sufficient enough to render the asset unfit for use.	Damage is significant enough to render the asset unfit for use and requires major prolonged repairs.	Damage is catastrophic or brings the asset beyond economic repair, causing moderate or serious business impact
<b>WILDLIFE STRIKE (Definitions in CAP 772)</b>	Unconfirmed strike or significant event on aerodrome, with no adverse effect on flight.	Confirmed strike by single or multiple low risk category. No adverse effect on flight.	Confirmed strike by single medium or high risk category. Possible impact on flight but no material damage.	Confirmed strike by multiple medium or high risk category, or a strike that impacts a flight or where material damage is evident.	Aircraft destroyed or beyond economic repair.
<b>FOD OR SURFACE DAMAGE</b>	Presence of minor FOD in a non-critical area of the airfield which causes negligible risk to aircraft.	Presence of FOD or surface damage on the manoeuvring area, but where aircraft were at no immediate risk.	Presence of FOD or surface damage discovered on the manoeuvring area which posed a risk to aircraft operating at LSA.	Not applicable.	Not applicable.
<b>FUEL SPILLAGE</b>	Small fuel spillage of up to approx. 20 litres that is easily contained and cleared, or any spill for which LSA staff or facilities were not a contributing factor.	Fuel spill of above 20 litres that can be contained and cleared without unreasonable effort or expense.	Fuel spill that is not containable and which has the potential to cause an environmental impact or cause damage to infrastructure.	Fuel spill that is not containable and is proven to have contaminated a water course or have serious environmental impact.	Spillage which leads to catastrophic environmental damage and/or leads to fire or explosion.

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**10.15. Procedures for reporting to the Competent Authority including handling, notifying and reporting accidents, serious incidents and occurrences (ADR.OR.C.030).**

**B.13.1 EC Definition of “occurrence” and reporting of occurrences**

Occurrence Reporting is governed by [Regulation \(EU\) 376/2014](#) which sets out that an “**occurrence**” means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident.

Regulation EU376/2014 provides for mandatory and voluntary occurrence reporting.

[Commission Implementing Regulation \(EU\) 2015/1018](#) lays down a list classifying occurrences in civil aviation to be mandatorily reported. **The Airswab System has been built in line with the requirements of the ECCAIRS system to reproduce the list/or directs users to EU2015/1018 in EU2015/2018 and provides for its promulgation for all airside users at the Aerodrome in accordance with EU376 Article 4(1).**

**Implementing Rule ADR.OR.C.030** requires that the Aerodrome Operator report any accident, serious incident or occurrence to the CAA within 72 hours in the manner prescribed by EU law. It also requires the Aerodrome Operator to report any issues with the operation of aerodrome equipment (ranging from failure of the equipment through to limitations on it being exceeded) to the designers of the equipment. There is one AMC to the IR which provides for the procedures to make reports to the CAA.

**10.15.1. Definition of accident, serious incident and occurrence and of the relevant responsibilities of all persons involved.**

**10.15.1.1.1. EC definitions of Accident and Serious Incident**

The following definitions are as required by **ADR.OR.C.030**.

**‘Accident’** means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- (a) a person is fatally or seriously injured as a result of:
  - being in the aircraft, or,

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- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or,
- direct exposure to jet blast,

except when the injuries are from natural causes, self- inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew;

or

(b) the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike, (including holes in the radome);

or

(c) the aircraft is missing or is completely inaccessible;

**‘incident’** means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation;

**‘serious incident’** means an incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft, which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down.

#### 10.15.1.2. **EC definition of Serious Injury**

**‘Serious Injury’** is defined in Council Directive 94/56/EC as an injury which is sustained by a person in an accident and which:

1. requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
  2. results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
- or

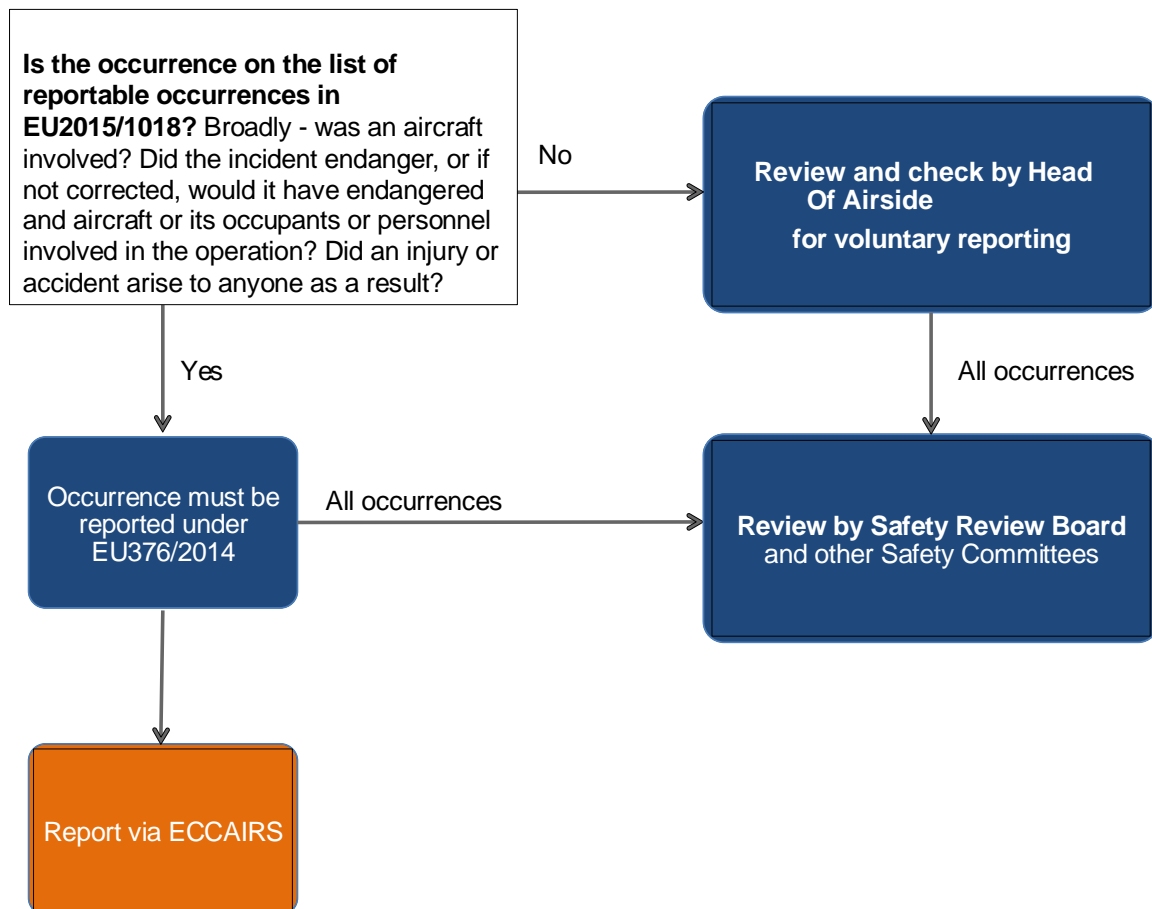
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3. involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
4. involves injury to any internal organ; or
5. involves second or third degree burns, or any burns affecting more than 5% of the body surface; or
6. involves verified exposure to infectious substances or harmful radiation;

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### 10.15.1.3. Decision process to determine whether an MOR is raised

The process chart below describes the process for identifying those incidents to be reported to the CAA via the MOR scheme. All accidents, incidents and near misses are nevertheless to be reported to LSA



### 10.15.1.4. Procedures to raise a Mandatory Occurrence Report (MOR)

The LSACL policy and management of procedures for MORs follows the current web based guidance given by the CAA. Reports are made via the ECCAIRS (European Co-ordination Centre for Accident and Incident Reporting Systems) portal.

**SAP Event Reporting and Investigation** contains procedures for mandatory and voluntary occurrence reporting in accordance with EU376/2015 and EU2015/1018.

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MORs will be raised on behalf of LSA by the QCO/ or SATCO and filed via the ECCAIRS portal The Safety & Compliance Manager will also keep a file of all MORs completed by the Airport along with those forwarded to LSACL. Head of Air Traffic Services maintains a log to track all MOR submitted by, or notified to, LSACL and records any further follow up investigation or actions. The incidents remain ‘open’ until the Safety & Compliance Manager is satisfied that no further actions are outstanding and/or all reasonable steps have been taken to prevent the incident / accident re-occurring.

#### 10.15.2. **Copies of the forms to be used to submit a Mandatory Occurrence Report to the CAA.**

The requirement in **AMC3 ADR.OR.E.005** for Part B of the Aerodrome Manual to provide copies or illustrations of forms to be submitted is non-applicable as all MORs are submitted via the ECCAIRS web portal.

#### 10.15.3. **Procedures and arrangements for the preservation of evidence, including recordings, following a reportable event**

The roles and responsibilities of LSA and of the external emergency services and the Air Accident Investigation Branch (AAIB) are described clearly in the **Airport Emergency Orders** which are part of the Aerodrome Safety Management System.

For major incidents at the airport, where the external emergency services are required to attend and to assume command and responsibility, their own procedures for the preservation of evidence will apply and LSA will cooperate with these fully.

In all circumstances LSA will comply with the requests of the relevant control authorities (e.g. the Police, the CAA, the AAIB etc.) to preserve and collect information to the extent that it is able to in order to assist these bodies with their enquiries.

CCTV, Air Traffic Radio communications and calls through the airport switchboard are recorded automatically by the Airport. These will be made available as requested to the relevant control authorities or to the Accountable Manager as necessary to enable the occurrence to be investigated.

In the case of investigating incidents on behalf of LSA, it is the responsibility of the HoATS or the SATCO to ensure that any recordings likely to be relevant to the investigation of the incident, are preserved.

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### 10.16. Procedures and measures for the prevention of fire at the aerodrome (ADR.OR.C.040)

See **Part E** of this manual for references to specific procedures to prevent:

(a) smoking within the movement area, other operational areas of the aerodrome, or areas of the aerodrome where fuel or other flammable material is stored;

(b) display of an open flame or undertaking of an activity that would create a fire hazard within:

- (1) areas of the aerodrome where fuel or other flammable material is stored;
- (2) the movement area or other operational areas of the aerodrome, unless authorised by the aerodrome operator.

### 10.17. Mandatory Occurrence Reporting (MORs)

An MOR is defined in CAP 382 as “any incident which endangers or which, if not corrected, would endanger an aircraft, its occupants or any further person”.

All staff shall be responsible for ensuring that safety incidents are reported in accordance with company requirements. Line managers are responsible for ensuring that safety incidents are reported in accordance with the requirements of the ANO, CAP 670 and EU regulation 376/2014 Mandatory Occurrence Reporting Scheme.

Staff will be educated and encouraged to report MORs to the CAA. ATC procedures for the reporting and investigation of MORs are further detailed in MATS Part 2.

#### 10.17.1. Reportable Occurrences

An event must be reported if it meets any of the criteria in EU regulation 376/2014 Appendix B or EU Implementing Regulation 2015/1018 Annex III or IV. This generally includes:

- Any incident relating to such aircraft or any defect or malfunctioning of such an aircraft, or any part or equipment of such aircraft, being an incident, malfunctioning or defect endangering, or if not corrected would endanger, such an aircraft or its occupants.
- Any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such aircraft, being a defect or malfunctioning or defect endangering, or if not corrected would endanger, such an aircraft or its occupants.

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### 10.17.2. Reporting Procedures

An MOR can be submitted by any operational staff member, including Airside Operations, Airport Fire Service, Ground Handling staff and Air Traffic Services. The HoA, SCM or HoATS may submit an MOR if they can consider an internal report also falls under the MOR reporting scheme. To avoid duplication, the SCM shall liaise with the HoATS and HoA as to who will submit the MOR to the CAA.

Details of any incident deemed to require an MOR shall be reported using the European Commission web portal (ECCAIRS) at [www.aviationreporting.eu](http://www.aviationreporting.eu). Reports must be submitted within 72 hours of the event occurring, unless exceptional circumstances prevent this.

### 10.17.3. Follow-up Procedures

Any MOR submitted to the CAA/ECCAIRS should also be recorded on an internal occurrence report using Airsweb, using the procedures detailed in this section. Company policy is for reports to be submitted on Airsweb within 24 hours of the occurrence.

Unless marked as confidential, further copies of the MOR should be distributed internally to the following, as appropriate:

- Head of Air Traffic Services
- Head of Airside
- Airport Safety, Training and Compliance Manager

All safety reports, including MOR's submitted by LSA and other parties will be reviewed and discussed at the Aerodrome Safety Committee meeting, unless they have been submitted confidentially.



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#### 10.17.4. Items to be reported

At LSA it is mandatory for staff to report any accident or safety occurrence, irrespective of whether it involves injury or damage. In addition to MOR reportable items, the following airfield occurrences must also be reported using Airsweb:

Fuel	Wildlife Control	Aircraft Occurrence - Airborne
Fuel contamination or misfuel	Confirmed strike	Airprox
Fuel spillage	Unconfirmed strike	Airspace infringement
Refuel / defuel	Significant event	Engine problem
Ground Handling	Aircraft Occurrence – Ground	Forced landing
Aircraft pushback / towing error	Aircraft induced collision	Laser attack
Cargo or load incident	Aircraft fire	Level bust
Equipment parking	Deviation from clearance / instruction	Loss of separation
Engine start or engine hazard	Aircraft parking error	Danger area infringement
Marshalling occurrence	Burst tyre	Mid-air collision
Aircraft ground damage	Taxiway excursion	Controlled flight into terrain
Equipment or Infrastructure	Airside Driving	Overdue aircraft
FOD event	Obstruction to aircraft	Smoke in the cockpit
Equipment failure	Unapproved vehicle movement	TCAS event
AGL failure / damage	Speeding or unsafe manoeuvre	Unsafe gear indication
Infrastructure unsafe condition	Vehicle accident	Radio failure - aircraft
Habitat management	Unsafe / unapproved vehicle	Technical issue
Runway Safety	Radio failure – vehicle	Air Navigation Services
Runway incursion	People and Procedure	Breach of ATCO working hours
Runway excursion	Deviation from procedure	Evacuation of the tower
Other runway safety event	Lack of adequate procedure	Controller overload
Other	Uncontrolled pedestrian	Administration error
Other incident	Contractor incident	Equipment / radio failure
Near miss	Lack of knowledge / training	Other ANS safety event

#### 10.17.5. Submitting Voluntary Reports to the CAA

Department managers or the Quality & Compliance Officer will submit to the CAA in a timely manner any occurrence submitted via the company voluntary reporting scheme (Airsweb), which may involve an actual or potential aviation risk.

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### 10.17.6. Feedback

MOR: When filing an occurrence report to the CAA, the sender has the option to select whether they would like to receive feedback by ticking a box at the top of the form. Feedback will be provided on a feedback form template and may include details of mitigation measures introduced or planned, for example, changes to procedures or infrastructure or additional training.

LSA internal reports: The Safety Team will discuss all LSA internal reports during the monthly ASC meetings. Feedback regarding individual reports will be discussed and content agreed during this forum or the H&S Reps forum. It will then be the responsibility of the Head of Department or Department Safety Rep to deliver the feedback to the person reporting or involved in any accident (providing the person hasn't reported anonymously).

The responsible person will aim to provide feedback to the report originator and all other relevant persons within 28 days.

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## SAFETY ASSURANCE

### 11. SAFETY PERFORMANCE MONITORING

In order to ensure that safety levels are continuously improved and developed, it is essential to analyse and report on safety performance levels. This will highlight areas which require improvement as well as areas where the company is performing well. To this end, a Safety Performance Report is produced and disseminated by the Quality and Compliance Officer or Safety & Compliance Manager. The safety performance report is produced on a monthly basis encompassing the airport's top five risks, SPOs, SPIs. The safety performance report is discussed at both the ASC, SRB, and elements are shared with external stakeholder during the MAST meeting; discussion includes trends and year on year comparisons.

Example of areas covered in the report

AREA	REPORTABLE DATA
Runway Safety	<ul style="list-style-type: none"> <li>• Runway incursions</li> <li>• Runway excursions</li> <li>• Runway friction results</li> <li>• Runway lighting serviceability</li> </ul>
Wildlife Control	<ul style="list-style-type: none"> <li>• Confirmed strikes</li> <li>• Unconfirmed strikes</li> <li>• Wildlife observation stats</li> <li>• Grassland/habitat management</li> </ul>
Air Navigation Services	<ul style="list-style-type: none"> <li>• Airprox</li> <li>• Level busts</li> <li>• Airspace infringements</li> <li>• Loss of separation</li> <li>• Equipment unserviceability</li> <li>• MOR summary</li> </ul>
Maneuvering Area Safety	<ul style="list-style-type: none"> <li>• Taxiway serviceability</li> <li>• FOD-related incidents</li> <li>• Obstructions to taxiing aircraft</li> <li>• Other reportable events</li> </ul>
Ramp Safety / Turnarounds	<ul style="list-style-type: none"> <li>• Aircraft damage events</li> <li>• Vehicle/equipment damage events</li> <li>• FOD-related incidents</li> <li>• Push-back error</li> </ul>
Safety Assurance	<ul style="list-style-type: none"> <li>• Airfield occurrence report summary</li> <li>• AFS emergency callouts</li> <li>• Airfield and ATC audits</li> </ul>
Safety Promotion	<ul style="list-style-type: none"> <li>• Airside Safety Bulletins</li> <li>• Airside Operational Instructions</li> <li>• Airfield Safety Newsletter</li> </ul>
Health & Safety	<ul style="list-style-type: none"> <li>• Accidents</li> <li>• Incidents</li> <li>• Near miss</li> </ul>

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## 12. CONTRACTED ACTIVITIES

### 12.1. ILS Flight Inspections

ILS flight inspections take place every six months on runway 05 and 23. This function is carried out by a licensed contractor arranged by the Head of Engineering (currently Flight Calibration Services Limited).

### 12.2. Compass Swing Facility

A Compass Swing Base (CSB) is provided on the airfield for use by based and visiting aircraft which require compass re-calibration prior to flying again. The CSB is located on taxiway foxtrot.

The CSB is certified to Compass Calibration Base Class 2 standards. QinetiQ plc, who are approved by the Government, carry out calibration and re-certification at 2 year intervals. A calibration certificate is held on the IDMS and may be viewed at any reasonable time.

### 12.3. Aerodrome Survey Data and Treatment of Obstacles

CAP 1732 sets out the required specification for Aerodrome Licensing topographical and Obstacle limitations surveys. LSA procures surveys under contract with a CAA-approved provider (currently SLC Associates).

### 12.4. NERL Engineering Services

NERL engineering services are contracted, on a rolling three year basis, to provide ancillary support and connectivity to the ATC operation including; AMHS, ATOTN, DA voice, Network services, Radar Data Plot Service (NATS Stansted ORRD feed), and minimum annual temp radar data.

### 12.5. Other Activities

LSA will from time to time procure other services from external contractors, such as airfield line marking, grassland and habitat management, tree maintenance and pavement works. Such contractors will be required to complete a health and safety questionnaire as detailed below.

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## 12.6. Contracted Service Provider Questionnaires

Prior to appointing a third party as the contracted provider of a service at LSA, the company will be required to complete a health and safety questionnaire. The questionnaire will be aimed at identifying:

- Health and safety performance
- Health and safety policies
- Evidence of insurance
- Evidence of training and records
- Qualifications and experience
- Contractor’s suitability to perform the work
- Management of sub-contractors
- Incident and accident history

Once appointed, contracted service providers will be subject to LSA’s safety management provisions as stated or referenced elsewhere in the Aerodrome Manual. This will include, but is not limited to, safety briefing and induction, adherence to the Permit to Work system, provision of method statements and risk assessments and regular monitoring by the LSA.

## 12.7. Written Agreements

LSA will have a signed written agreement in place with external organisations providing aerodrome maintenance, surveying, training or aerodrome design services. The services to be provided, applicable regulatory requirements/standards and resources and competence will clearly be stated on form SAF-S-SMS-013. This will ensure compliance with AMC1 ADR.OR.D.010. A compliance monitoring programme will be established and encompass all external organisations at LSA.

## 13. COMPLIANCE MONITORING

Auditing the Aerodromes Departments, functions and activities is an important part of the SMS and is essential to ensure safety performance monitoring and measurement.

### 13.1. Requirement

ADR.OR.D.005 Management System, (b) (11) state that:

“The management system shall include a formal process to monitor compliance of the organisation with the relevant requirements.”

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In addition, (EU) 1035/2011, Annex II CR3.13 (a) dictates that for Air Traffic Management Service providers:

“Within the operation of the SMS, the service provider shall ensure the safety surveys are carried out as a matter of routine, to recommend improvements where needed, to provide assurance to managers of the safety of activities within their areas and to confirm compliance with applicable parts of their Safety Management Systems.”

### 13.2. Internal Audits

The planning and management of internal audits, including ramp operations, AFS, emergency planning and third-party oversight is detailed in the procedure SAP-S-HSQ-032 Planning and Management of Internal Audits.

The ATS audit team, in conjunction with the HoATS, will select a focus area for audits which may be selected at random or in response to an incident or known area of weakness.

### 13.3. Audit Schedule

An annual audit plan is created for the forthcoming financial year which incorporates all the relevant areas which are required to be audited.

### 13.4. Audit Purpose

Safety audits are conducted to ensure that:

- a) Management are provided assurance that activities within their areas are being carried out safely and conform with the applicable parts of the LSA SMS;
- b) The structure of the SMS is sound in terms of appropriate levels of staff;
- c) The SMS complies with approved procedures and instructions and there is a satisfactory level of training and competency to operate equipment and facilities and maintain their levels of performance;
- d) Equipment performance is adequate for the safety levels of the service provided;
- e) Effective arrangements exist for promoting safety, monitoring safety performance and processing safety issues or concerns; and
- f) Adequate arrangements exist to handle possible emergencies that may occur.

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### 13.5. Corrective Actions

At the completion of an audit, planned remedial actions should be documented for all identified areas of concern. Corrective actions with agreed timescales will be agreed between the auditor(s) and the relevant management. The manager of the area being audited is responsible for ensuring the timely implementation of the appropriate corrective actions.

### 13.6. Audit Report

The audit report should be an objective presentation of the results of the safety audit. As soon as possible after audit completion, a report will be filed and forwarded to the relevant manager(s) for review and comments.

### 13.7. Audit Action Tracking

All findings from audits carried out will be recorded on the audit discrepancy log. It is the Auditors responsibility to verify corrective actions by the due date. This is accomplished by reviewing evidence received and confirming that the non-conformance has been addressed and corrective and preventative actions have been completed.

Where the auditee / manager has failed to implement effective corrective action within the agreed timescale, and no extension has been agreed, the Responsible Director / Head of Department must be informed to resolve the problem.

Findings from audits will be discussed and reviewed in the monthly operations meeting, Board meeting and at the Safety Review Board to ensure findings are being actioned and closed. The board is updated monthly on the progress of audits and outstanding non-conformances. The Safety & Compliance team will review the discrepancy log for trends and repeat findings highlighting any further action required to ensure issues are addressed.

### 13.8. External Audits

The Aerodrome will be subject to audits from external regulators, authorities and clients. Heads of Department will facilitate these audits and ensure that any reports and findings are forwarded to the Accountable Manager (AM) and SCM immediately. The QCO will log the findings in the discrepancy log for tracking purposes.

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The Heads of Department will update the QCO as to the status of the findings so that the discrepancy log can be updated accordingly. In accordance with EU regulation 2017/373 ATM/ANS.OR.A.055 after receipt of notification of audit findings from the regulator the following actions shall be taken:

- a) Identify the root cause of the non-compliance
- b) define a corrective action plan that meets the approval by the competent authority.
- c) demonstrate corrective action implementation to the satisfaction of the competent authority within the time period proposed by the service provider and agreed with that authority.

Findings from external audits will be discussed and reviewed in the monthly ASC, Board meeting and Safety Review Board to ensure findings are being actioned and closed.

### 13.9. Safety Performance Objectives / Safety Performance Indicators (SPOS/SPIS)

Safety performance objectives and indicators will be established along with LSA’s top 5 risks at the Safety Review Board meeting at the start of each year. This will be completed by careful analysis of the previous year’s safety data and relevant risk register(s). The ASM will deliver the SPOS/SPIS to each department head following agreement at the SRB. The top 5 risks will be discussed as per the objectives of the Aerodrome Safety Committee Meeting and closely monitored by the SRB.

Examples of SPO can include:

- Reduction of Air Traffic Services occurrences
- Reduction of accidents involving aircraft
- Reduction of runway incursions
- Reduction of runway excursions
- Wildlife strike events
- Accidents involving damage to vehicles, equipment or infrastructure
- FOD or surface damage incidents

Auditing various airfield activities is an important part of the SMS and is essential to ensure safety performance monitoring and measurement. The safety auditing process is divided into two main categories:

- Internal audits
- External audits

Where the competence to complete audits is held internally, Esken or LSA staff or an external auditor will carry out the audits.



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### 13.10. Continuous improvement of the SMS

Reference section 8 for continuous improvement of the SMS.

## SAFETY TRAINING

### 14. SAFETY TRAINING AND EDUCATION

All personnel involved in airside activities will be selected to ensure they have the right skills, experience and the physical and mental abilities for the job, in accordance with the requirements of CAP 700. They will receive appropriate training in order to meet changing requirements relating to their individual duties and safety responsibilities.

#### 14.1. London Southend Airport Staff

The training and education of LSA staff is supported by competency frameworks in place throughout all operational areas (Airside Operations, AFS, Ramp Operations and Air Traffic Services). Such documents are owned by each department manager and can be accessed by authorised persons on request. The competency frameworks include not only basic safety training, but also specific training relating to individual roles. They also assess non-operational roles (i.e. management positions) to ensure that suitable and qualified persons are employed in safety critical roles.

#### 14.2. Third Party Company Staff

The training, education and competency of third-party companies' staff is the responsibility of the company itself, however LSA will support their training where possible, for example airside safety inductions and airside driver training courses.

Training and education of third parties will be monitored by LSA through third party oversight and audit. This ensures that all airside operators reach a general standard relating to safety, giving confidence in their presence airside at LSA.

#### 14.3. External Groups

To further the knowledge and development of key LSA staff, and to stay current with industry best practise, there is regular attendance various groups, such as:

- Airport Operators Association – Operations and Safety Group

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- UK Wildlife Hazard Management
- Regional Airports Safety Day
- Winter Operations Committees
- CAA Aerodromes Seminars
- CAA Ground Handling Operations Safety Team (GHOST)
- Airport Fire Officers Association

## 15. SAFETY PROMOTION

An on-going program of safety promotion will ensure that airport employees and users benefit from safety lessons learned and continue to understand the airport’s SMS. Safety promotion is linked closely with safety training and dissemination of safety information. It refers to the activities which the airport carries out in order to ensure that staff understand why safety management procedures are introduced, what safety management means and why particular safety actions are being taken.

Safety promotion, awareness & communication will be disseminated using the following means:

- Committees and meetings
- Verbal and written feedback from incident reports and investigations
- Monthly Safety Performance Report
- Annual Safety Report
- Safety Highlight Posters/You Said, We Did documents.
- Material on safety information boards

Safety promotion provides the mechanism through which lessons learned from incident and accident investigations and audit findings are made available to all affected personnel. It also provides means of encouraging the development of a positive safety culture and ensuring that, once established, the culture will remain.

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# PART C

## PARTICULARS OF AERODROME SITE

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## AERODROME CHARACTERISTICS –

A description of the physical characteristics of the aerodrome can be found in the UK AIP

### 1. LOCATION AND ELEVATION

Aerodrome Reference Point:      Lat.    51° 34' 13"N  
(Mid-point of Runway 05-23)      Long. 00° 41' 36"W

Aerodrome Elevation:                55 ft. AMSL  
Apron Elevation:                        37 ft. AMSL

### 2. AERODROME REFERENCE TEMPERATURE

The Aerodrome Reference Temperature is 18°C.

### 3. TYPES OF OPERATIONS

London Southend Airport is approved for VFR and IFR aircraft operations.

### 4. AERODROME SURVEY

A 1:2500 scale Aerodrome Plan showing the layout of the runways, taxiways and apron and aerodrome markings and lighting, is produced by SLC Associates. The survey is conducted annually or as requested by the HoATS. A copy is lodged with the CAA.

The latest aerodrome survey is held electronically on the company shared drive for all staff to refer to.

The survey plans will be maintained and updated on an annual basis in accordance with CAP 1732 Aerodrome Survey Requirements. It is the responsibility of the Airport Project Manager to arrange for survey checks.

### 5. OBSTACLES INFRINGING STANDARD PROTECTED SURFACES

Details of infringing obstacles are promulgated and regularly updated in the UK AIP, EGMC AD 2.10. Specific details of the obstacle limitation surfaces, protected areas and physical safeguarding requirements associated with these are contained in the CS and GM for Aerodrome Design (CS-ADR-DSN).

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## 6. MOVEMENT AREA SURFACES

### 6.1. Runways

LSA has a single asphalt, grooved runway. Runway 05-23 is classified Code 3C.

Runway	Dimensions	Threshold Elevation	TORA	TODA	LDA	ASDA
05	1856 x 36m	55 feet	1739m	1799m	1604m	1739m
23	1856 x 36m	38 feet	1739m	1799m	1604m	1799m

Runway	05	23
<b>Hdg ° (True)</b>	054°	234°
<b>Length (m)</b>	1856	1856
<b>Width (m)</b>	36	36
<b>Type</b>	Precision CAT I Code 3C	Precision CAT I Code 3C
<b>Runway before Threshold / Starter Extension</b>	135m x 27m	236m x 36m
<b>Surface</b>	Asphalt Grooved	
<b>Slope Overall</b>	0.35% down	0.35% up
<b>Longitudinal Slopes</b>	The greatest slope change percentage between two consecutive slopes is 1.14%. The minimum distance between the points of intersection of two successive curves is 48m.	
<b>Sightlines</b>	The full length of the runway is visible from any point, when viewed from a point 3m above the runway surface.	
<b>Runway PCN</b>	65/F/B/W/T	65/F/B/W/T
<b>Shoulders</b>	None	None
<b>Stopway</b>	None declared	60m
<b>Clearway</b>	60m x 150m (widening to 180m)	60m x 150m (widening to 180m)
<b>THR Elevation</b>	55 feet	38 feet

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Runway End Safety Areas (RESA) – Ref GM1 ADR-DSN.C.210		
Runway	05	23
<b>Undershoot RESA Distance</b>	227m x 150m	138m x 150m
<b>Overrun RESA Distance</b>	138m x 150m	227m x 150m
<b>RESA Slopes</b>	Less than 5%	Less than 5%
<b>Nav aids in RESA</b>	None	ILS Near Field Monitor and Runway Approach Lighting
<b>Delethatisation in Cleared and Graded Area</b>	Yes	Yes
<b>Runway Strip Dimensions</b>	140m width either side of C/L 60m beyond thresholds	140m width either side of C/L 60m beyond thresholds
<b>Cleared and Graded Dimensions</b>	105m width either side of C/L except for first 150m where width is 75m and increases uniformly to 105m over the next 150m between thresholds	105m width either side of C/L except for first 150m where width is 75m and increases uniformly to 105m over the next 150m between thresholds
<b>Notes</b>	Runway strip narrows to 49m on north side of runway, 220m from the runway 05 threshold	

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## 6.2. Taxiways –

Designator	Code	Width	PCN	Centerline to Object Clearance	Amplifying Comments
Alpha	C	15m	47/F/D/X/T	35m	
Bravo	C	15m	47/R/D/X/U	>26m	Section of Taxiway between Bravo 1 and runway is 52/F/B/X/U
Charlie	C	15m	47/F/D/X/U	36m	Section of taxiway from C2 to TWY Bravo is 48/R/C/W/U.
Delta	C	15m	26/F/B/X/T	>26m	
Echo	A	5.5m	n/a	21.5m	Due to the taxiway width being lower than Code A, movement restrictions apply – see Section 6.2.1.
Foxtrot	C	27m	26/F/B/X/T	28.5m	
Zulu	C	15m	47/F/D/X/U	>26m	

### 6.2.1. Taxiway Echo Restrictions

Due to the paved width of this taxiway being approximately 5.5m, restrictions apply to the ground movement of aircraft, including under tow or under their own power.

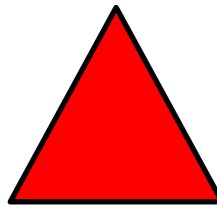
Only aircraft which are Code A (that is with an outer main gear wheel span of <4.5m), can taxi on Echo under their own power. Any larger aircraft with an outer main gear wheel span  $\geq 4.5\text{m}$  can only be towed along Taxiway Echo, and only with prior approval of the HoA, SCM or an appointed LSA representative. The LSA representative may insist on additional control measures for towing of aircraft with an outer main gear wheel span of  $\geq 4.5\text{m}$  or refuse permission for the tow altogether for safety reasons.

Standard radio procedures and ATC approval will apply. The LSA representative shall advise ATC if the tow is expected to take an extended length of time.

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### 6.3. Vehicle Runway Access Point (VRAP)

Vehicle holding points have been established on roadways leading directly onto the runway at three locations. Each has a unique designator relating to the name of the roadway or a nearby landmark. They are shown as the following symbol on the Airfield Drivers Map. Signage at each of these points will show the unique designator in every case. The ground marking is a 'Pattern A' runway holding point marking, reduced in width to fit the relevant roads. There are runway guard lights adjacent to the ground marking.



### 6.4. Aprons

Apron dimensions, slopes and strength meet the requirements of CS.ADR-DSN Chapter E UK AIP.

Stands 1 – 7	Concrete	47/R/D/X/T
Stands 8 – 10	Concrete	47/R/D/X/T
Stands 101 – 102	Concrete	46/R/C/X/U
North Apron	Concrete	47/R/D/X/U
Stands 11 – 15	Concrete	47/R/D/X/U

### 6.5. Aircraft Stand Provision

London Southend Airport has a variety of aircraft parking areas, including a designated aircraft parking stand arrangement in the vicinity of the main terminal building. There are a total of 10 numbered stands which have a solid nose-in centerline and off-set dashed centerline and turning guidance for nose-out parking. These stands are predominantly designed for scheduled and charter airline use.

Stands 16,17 & 18 located on the north apron have solid nose-in centre lines, on other parking aprons, including the North Apron and South Apron, stands have limited markings due to the large variety of sizes of aircraft handled. Aircraft parking on these aprons consist mainly of cargo, business jet and general aviation types. The South Apron has markings to accommodate larger commercial aircraft in the event that stands 1 – 10 are at capacity. Marshalling is mandatory for all aircraft parking on these areas (including helicopters) for efficient parking and safe obstacle clearance.



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Due to operational restrictions, there may at times be a requirement to park aircraft in a manner which falls outside the stand matrix restrictions below. In the case of planned movements, approval must be obtained from the HoA or the SCM. Movements that are not necessarily planned can be approved by the AFS Duty Manager, if the above persons are not available.

Stand	Size	SEG	Max Aircraft by Span	Common Aircraft Types Accommodated
1	38m x 38m	AGNIS / Arrow	B737-700W	ATR 42/72, DHC8-400, A319, A320, B737 (up to 700 series), EMB 170 and 190 series
2	38m x 38m	AGNIS / Arrow	B737-700W	ATR 42/72, DHC8-400, A319, A320, B737 (up to 700 series), EMB 170 and 190 series
3	38m x 38m	AGNIS / Arrow	B737-700W	ATR 42/72, DHC8-400, A319, A320, B737 (up to 700 series), EMB 170 and 190 series
4	38m x 38m	AGNIS / Arrow	B737-700W	ATR 42/72, DHC8-400, A319, A320, B737 (up to 700 series), EMB 170 and 190 series
5	38m x 38m	AGNIS / Arrow	B737-700W	ATR 42/72, DHC8-400, A319, A320, B737 (up to 700 series), EMB 170 and 190 series
6	38m x 38m	AGNIS / Arrow	B737-700W	ATR 42/72, DHC8-400, A319, A320, B737 (up to 700 series), EMB 170 and 190 series
7	38m x 38m	AGNIS / Arrow	B737-800W	ATR 42/72, DHC8-400, A319, A320, B737 (up to 800 series), EMB 170 and 190 series
8	38m x 38m	AGNIS / Arrow	B737-800W	ATR 42/72, DHC8-400, A319, A320, A321, B737 (up to 800 series), EMB 170 and 190 series
9	42m x 42m	AGNIS / Arrow	B737-900W	ATR 42/72, DHC8-400, A319, A320, A321 B737 (up to 900 series), EMB 170 and 190 series
10	42m x 42m	AGNIS / Arrow	B737-900W	ATR 42/72, DHC8-400, A319, A320, A321, B737 (up to 900 series), EMB 170 and 190 series

### 6.5.1. Stand Design and Layout

All stand construction will comply with the CS and GM for Aerodrome Design. Markings will comply with CAP 637 and industry best practise.

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### 6.5.2. Stand Allocation

Stand allocation on the Terminal Apron is the responsibility of the Head of Airside using the daily mayfly planner. The parameters for allocating stands are:

- The availability of a stand at the expected arrival time of a flight
- The capacity of the stand to accommodate the aircraft type
- The serviceability of the stand and secondary facilities such as FEGP, VDGS and waste fluid interception
- Current weather conditions (e.g. strong wind warnings)
- Any special border control and security considerations
- Any service-driven agreement between the airline and LSA

In order to minimise the hazards associated with hot brakes and other technical faults, aircraft subject to an emergency response involving the AFS may be allocated a remote parking area by ATC, in coordination with AFS.

Stand allocation on the North and South Apron is the responsibility of the Jet Centre and AOPs. It should be noted that the Critical Part can be temporarily extended to include the South Apron if required, for flights requiring security measures as per EC300 and the UK Implementing Regulations.

### 6.5.3. Exceptional Circumstances

On rare occasions it may be necessary to use parts of the manoeuvring area for aircraft parking if all available stands and apron areas are occupied. This may occur if the airport experiences a high number of diversions from other airfields due to weather or aerodrome closures elsewhere. The default areas of the manoeuvring area to be used for aircraft parking are Taxiways Bravo, Zulu and Foxtrot. Use of these areas will be at the discretion of the HoA or AFM (or AFS Duty Manager in their absence), in conjunction with the Duty ATC WS.

It should be noted that there is no possibility to extend the Critical Part to the above areas of the manoeuvring area for flights requiring security measures as per EC300 and the UK Implementing Regulations.

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#### 6.5.4. Stand Closures

The requirement to close a stand may result from one of the following reasons:

- Major work in progress on or adjacent to a stand
- Contamination of the stand surface (e.g. FOD or spillage)
- The presence of a temporary obstacle (e.g. disabled GSE)
- Routine stand maintenance (e.g. line marking)

The AFS, TSD or other individual closing the stand for safety or operational reasons shall keep ATC informed of the closure. ATC will NOTAM the closure. The AFS or TSD will be responsible for ensuring the stand is marked as closed using suitable highly visible barriers or cones.

#### 6.6. Aircraft Parking and Docking

Docking or parking guidance for aircraft by use of hand marshalling signals is the responsibility of the ramp team, AOPs or the AFS.

Docking guidance for aircraft by use of AGNIS is the responsibility of the ramp team.

Parking of an aircraft under tow is the responsibility of the aircraft operator or the party contracted to tow the aircraft.

##### 6.6.1. Visual Docking Guidance System

AGNIS (with STOP arrow) is currently installed on all of the terminal apron stands to guide aircraft to the correct parking position. This system provides lateral guidance for nose-in parking but relies on the pilot to select the correct stopping position by lining up the cockpit with the surface painted STOP arrow.

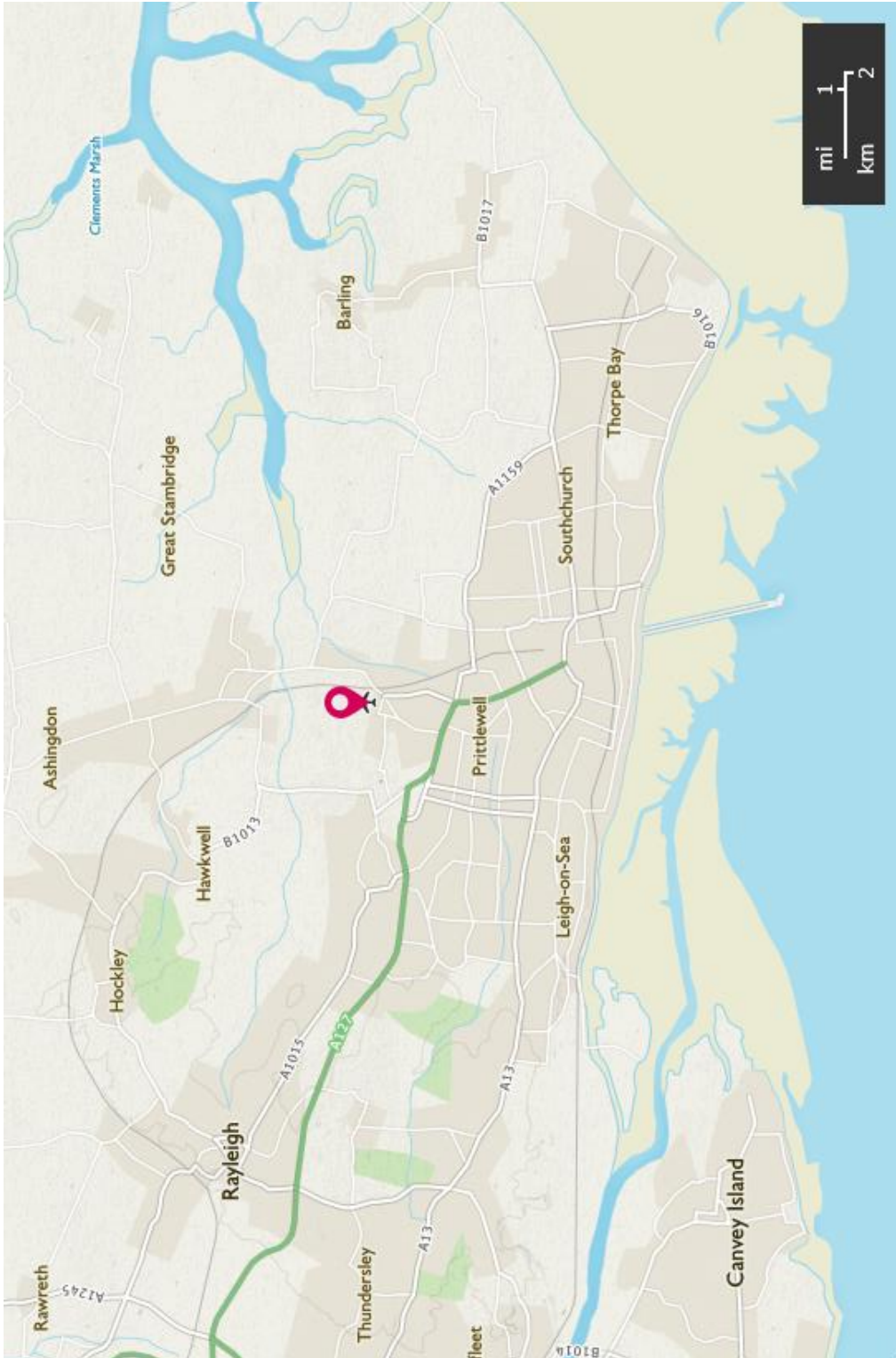
Ground handling staff are required to be present to hit the EMERGENCY STOP button in the event that the aircraft over-shoots the stop marking or there is an emergency or hazardous condition.

The AGNIS is not suitable for use with nose-out parking manoeuvres.

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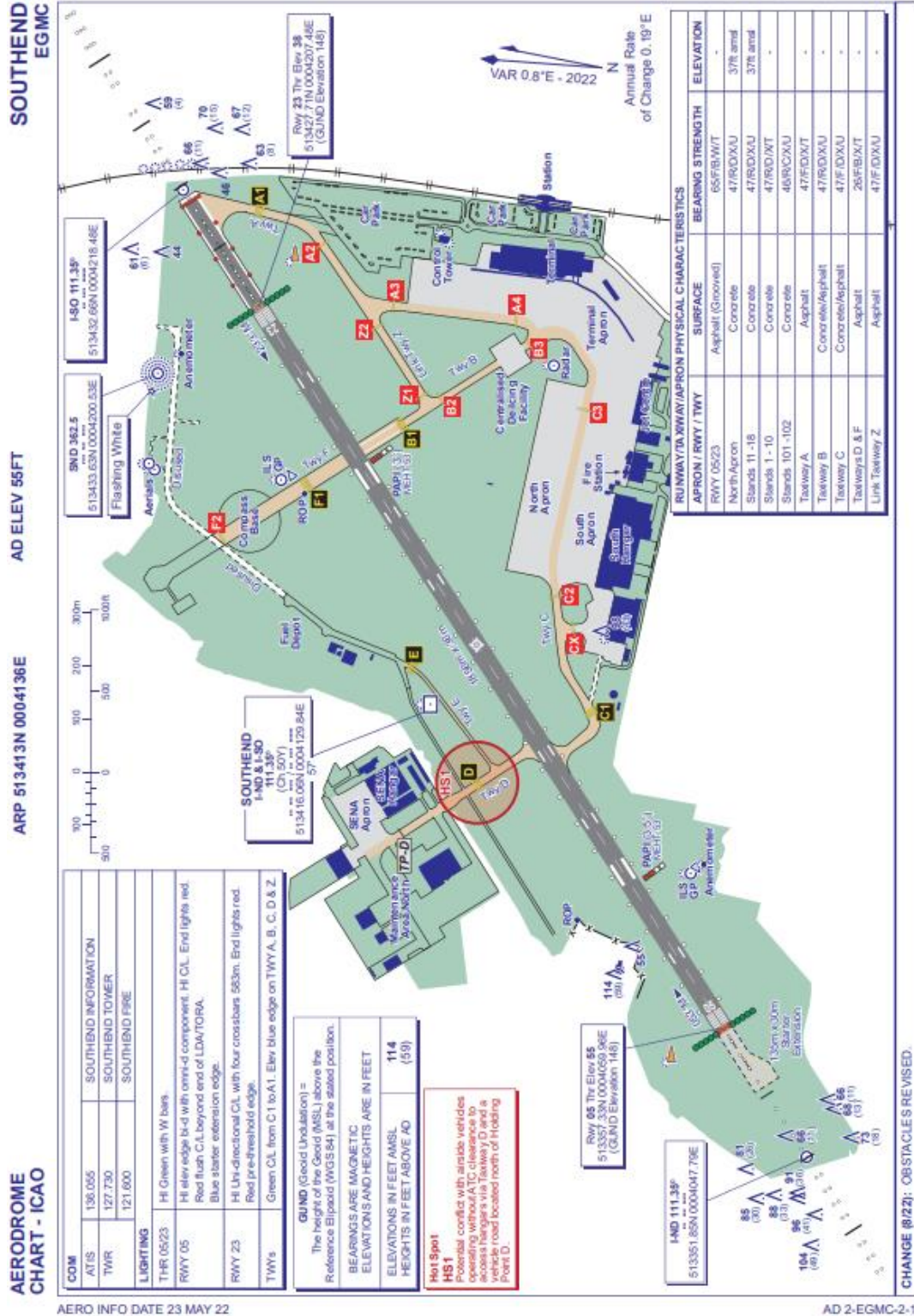
## 7. AERODROME CHARTS AND MAPS

### 7.1. Location of Aerodrome from Nearest Populated Areas



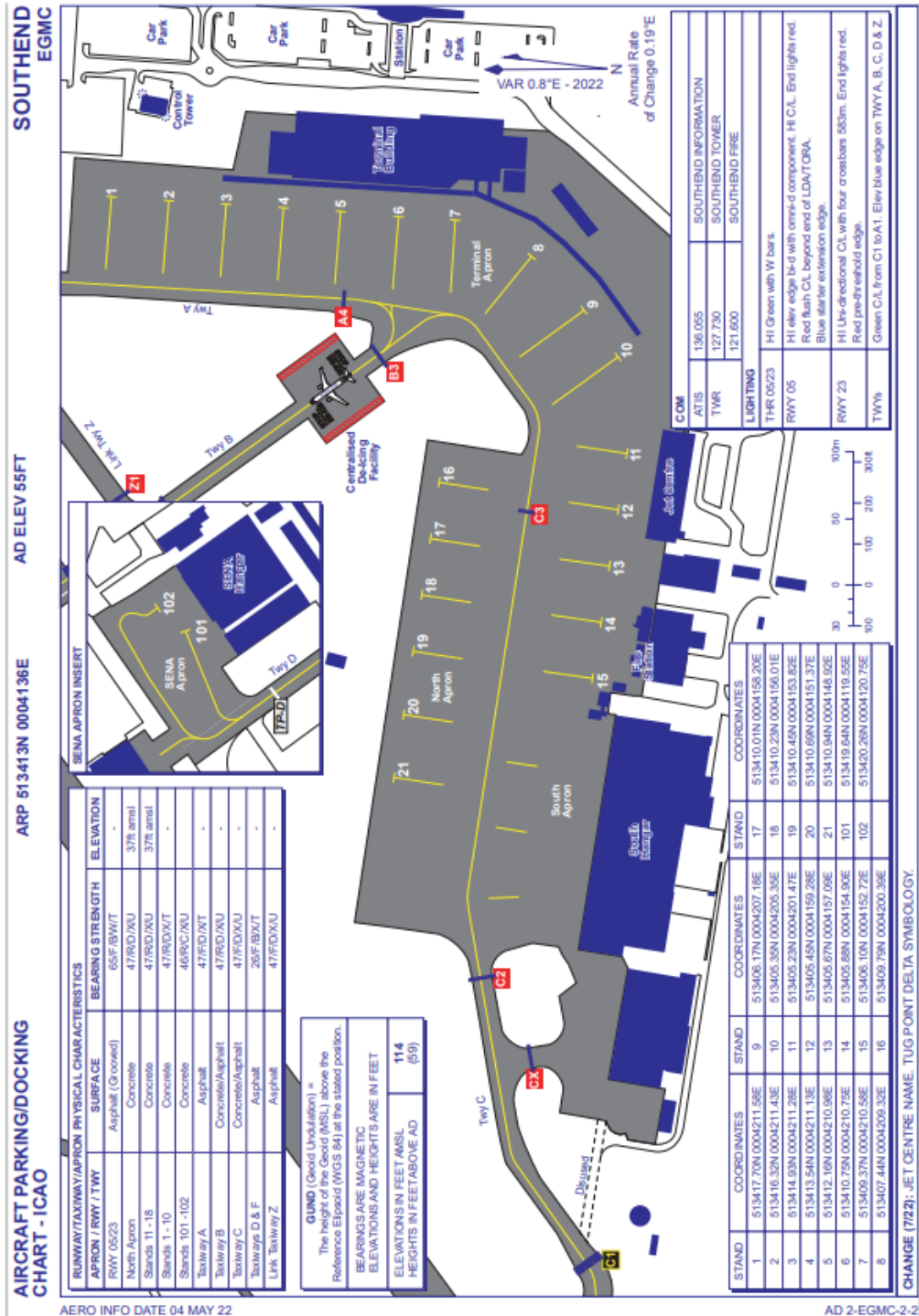
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## 7.2. Aerodrome Chart



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### 7.3. Aircraft Parking/Docking Chart K



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## PHYSICAL CHARACTERISTICS AND VISUAL AIDS

### 8. VISUAL AIDS INTRODUCTION

This section describes the physical characteristics of the visual aids provided at London Southend Airport. Details of visual aids can be found in the UK AIP Aerodromes (AD2-EGMC Southend).

All aerodrome markings are in accordance with, Certification Specifications and Guidance Material for Aerodromes Design (CS.ADR-DSN).

A monitoring system of AGL is installed in the ATC tower to inform the Duty ATCO if it has a partial or full unserviceability and is no longer safe to operate. Procedures for the operation of electronic visual aids are contained in the MATS Part 2.

### 9. GENERAL

- All visual aids will comply with the requirements of ICAO Annex 14, and CAP 637.
- Lighting will be operated in accordance with the requirements of AMC/GM using control systems that comply with CAP 670.
- All visual aids are subject to inspection for damage, deterioration and serviceability requirements as described in this Manual.
- All visual aids are maintained, repaired and replaced in accordance with the requirements of AMC/GM.
- The failure of any visual aid will be promulgated by NOTAM, ATIS or RTF as appropriate. CAA approved temporary visual aids may be used if required.
- Comments made by operators and operational staff concerning the location, operation and effectiveness of visual aids will be considered.
- The implication for visual aids will be considered whenever there are new airfield developments.

### 10. SIGNALS

There are two illuminated wind sleeves; one for each threshold of Runway 05-23. The 23 windsock is located 40m short of the runway 23 threshold but 195m along from the start of the runway before threshold. It is displaced 105m laterally from the runway centerline. The 05 windsock is located abeam the runway 05 threshold. It is displaced 118m laterally from the runway centerline.

Marshalling signals provided will comply with ICAO Annex 2 - Rules of the Air and CAP 637.

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## 11. RUNWAYS

### 11.1. Runway 05

<b>MARKINGS</b>
White painted centerline
White painted edge markings
White painted runway designator numbers
White painted arrows indicating the runway before threshold available for take-off
White painted displaced threshold markings (transverse and longitudinal stripes)
Yellow lead-off markings at each taxiway intersection
Yellow runway turn pad markings at the 05 threshold
<b>LIGHTING (SCALE L2)</b>
High-intensity approach 3-bar ILS Cat 1 lighting (540m)
High-intensity bi-directional white runway edge lights at 60m spacing
High-intensity bi-directional centerline lights at 15m spacing – white to a point 900m from the threshold, then 600m red/white alternating and the final 300m red in color
High-intensity unidirectional green inset threshold lights
High-intensity unidirectional green wing bar threshold lights x 10 (5 each side)
High-intensity unidirectional red runway end lights
Medium-intensity blue starter extension edge lights
Medium-intensity green starter extension centerline lights
Medium-intensity blue taxiway entry/exit lights
High-intensity PAPI (4 x 3 lamps) on RHS of runway 3.5° G.P. 312m from 05 threshold MEHT 53.00ft
Stopbars at holding points Charlie 1 and Delta
Runway guard lights at all holding points
<b>SIGNAGE</b>
Illuminated runway mandatory holding position signs at Charlie 1 and Delta
Non-illuminated runway mandatory holding position sign at Echo



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Non-illuminated vehicle runway access points 05 undershoot north and south
Illuminated runway exit signage prior to Bravo / Runway intersection
Illuminated runway distance remaining sign north of Charlie 1 hold
Illuminated runway exit signage prior to Charlie / Runway intersection
Illuminated runway distance remaining sign south of Delta hold

## 11.2. Runway 23

<b>MARKINGS</b>
White painted centerline
White painted edge markings
White painted runway designator numbers
White painted arrows indicating the runway before threshold available for take-off
White painted displaced threshold markings (transverse and longitudinal stripes)
White aiming point and touchdown zone markings for a precision instrument runway
Yellow lead-off markings at each taxiway intersection
<b>LIGHTING (SCALE L2)</b>
High-intensity approach 4-bar ILS Cat 1 lighting (583m)
High-intensity bi-directional white runway edge lights at 60m spacing
High-intensity bi-directional centerline lights at 15m spacing – white to a point 900m from the threshold, then 600m red/white alternating and the final 300m red in colour
High-intensity unidirectional green inset threshold lights
High-intensity unidirectional green wing bar threshold lights x 10 (5 each side)
High-intensity unidirectional red edge lights before displaced threshold
High-intensity unidirectional red runway end lights
Medium-intensity blue taxiway entry/exit lights
High-intensity PAPI (4 x 3 lamps) on LHS of runway 3.0° G.P. 355m from 23 threshold MEHT 53.00ft
Stopbars at holding points Alpha 1 and Bravo 1
Runway guard lights at all holding points
<b>SIGNAGE</b>

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Illuminated runway mandatory holding position signs at Alpha 1, Bravo and Foxtrot
Illuminated runway vacated signage at Bravo 1
Illuminated runway distance remaining sign at Bravo 1
Illuminated runway exit signage prior to Bravo / runway intersection
Illuminated runway exit signage prior to Charlie / runway intersection

## 12. TAXIWAYS

### 12.1. Taxiway A (Alpha)

<b>MARKINGS</b>
Yellow painted centerline
Yellow intermediate holding points at A2, A3 and A4
Yellow Runway holding point at A1
Red intermediate holding point sign on surface at A4
<b>LIGHTING</b>
Blue edge lighting full length
Green centerline lighting full length including lead-on/lead-off
Bi-directional red stopbar lighting at A2, A3 and A4
<b>SIGNAGE</b>
Illuminated intermediate holding point signage at A2, A3 and A4

### 12.2. Taxiway B (Bravo)

<b>MARKINGS</b>
Yellow painted centerline
Yellow intermediate holding point at B3
Yellow intermediate holding point at B2
Yellow Runway holding point at B1
<b>LIGHTING</b>
Blue edge lighting full length

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Bi-directional red stopbar lighting at B3
Uni-directional red stopbar lighting at B2
<b>SIGNAGE</b>
Illuminated intermediate holding point signage at B2 and B3

### 12.3. Taxiway C (Charlie)

<b>MARKINGS</b>
Yellow painted centerline
Yellow intermediate holding point at C3
Yellow intermediate holding point at C2
Yellow Runway holding point at C1
Red intermediate holding point sign on surface at C3
Yellow intermediate holding point at CX
<b>LIGHTING</b>
Blue edge lighting between runway and C2
Green centerline lighting full length, including lead-on/lead-off
Bi-directional red stopbar lighting at C3
Bi-directional red stopbar lighting at C2
<b>SIGNAGE</b>
Painted surface markings at C3
Illuminated intermediate holding point signage at C2
Non illuminated intermediate holding point signage at CX

### 12.4. Taxiway D (Delta)

<b>MARKINGS</b>
Yellow painted centerline
Yellow Runway holding point at D
Enhanced taxiway centerline leading up to holding point D
Red and white runway ahead markings prior to holding point D

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Painted surface denoting Delta Tug Point (DTP)
<b>LIGHTING</b>
Green centerline markers (reflective studs)
Blue edge lighting full length
<b>SIGNAGE</b>
Non illuminated sign for Delta Tug Point

### 12.5. Taxiway E (Echo)

<b>MARKINGS</b>
Yellow painted centerline
Yellow Runway holding point at E
<b>LIGHTING</b>
Green centerline markers (reflective studs)

### 12.6. Taxiway F (Foxtrot)

<b>MARKINGS</b>
Yellow painted centerline
Yellow Runway holding point at F1
Enhanced taxiway centerline leading up to holding point F1
Red and white runway ahead markings prior to holding point F1
White double line at F2 (short of runway hold and engine test area)
<b>LIGHTING</b>
Green centerline markers (reflective studs)
<b>SIGNAGE</b>
Non-illuminated vehicle taxiway access point sign at F2

### 12.7. Taxiway Z (Zulu)

<b>MARKINGS</b>
Yellow painted centerline

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Yellow intermediate holding point at Z1
Yellow intermediate holding point at Z2
<b>LIGHTING</b>
Blue edge lighting full length
Uni-directional red stopbar lighting at Z1 and Z2
<b>SIGNAGE</b>
Illuminated intermediate holding point signage at Z1 and Z2

### 13. APRON MARKINGS

The designation between the manoeuvring area (taxiway/taxi-lane) and the apron is an unbroken double white line. Surface markings for stand entry guidance markings include a yellow painted stand number with arrow indicating the extended stand centerline. The stand centerline itself is painted yellow and runs only within the stand area and not the taxiway strip. There is a ‘stop’ arrow marking at the head of stand.

Inter-stand clearways are marked with white zig-zag lines and equipment parking areas are denoted with a red line bordered by white. Passenger walkways are designated with parallel green lines which may be edged in white.

The North and South aprons have limited markings due to the wide variety of aircraft parked in these areas and therefore marshaller guidance will be provided for aircraft parking in these areas.

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#### 14. MARKING OF WORK IN PROGRESS –

All work in progress will be suitably marked with the most appropriate boundary fencing which, if on or close to the manoeuvring/movement area will be white and red/orange highly visible barriers, marker boards or cones, sufficiently weighted to resist wind and jet blast, and lit for night operations.

Lights will be steady red lights that are conspicuous, with an intensity greater than 10cd. Unserviceable parts of the movement area will be delineated with lights spaced at intervals of not more than 7.5m, reduced to 3m for sections of the runway or taxiways.

Work inside the localiser critical or sensitive area will be marked with non-metallic and frangible fencing. This will be taken into account as part of the Permit to Work system.

#### 15. AERONAUTICAL GROUND LIGHTING

AGL is an important part of the airport's airfield infrastructure, which supports safe aircraft movements at night and in adverse weather conditions.

Details of AGL can be found in the UK AIP Aerodromes (AD2-EGMC Southend). This section of the Aerodrome Manual expands on the AIP-and details LSA's responsibilities.

##### 15.1. Responsibilities

The OD is responsible for the provision and maintenance of Aeronautical Ground Lighting (AGL) displayed at the Aerodrome, that it conforms to the requirements of ICAO Annex 14 and CS.ADR-DSN Chapter M, and is agreed with the CAA SARG. AGL control systems will comply with CAP 670.

LSA's Technical Services Department (TSD), responsible to the OD, are responsible for installation, availability and on-going maintenance of the AGL system.

AGL faults are recorded on the Runway and Movement Area Inspection Log if found by mobile personnel, or via phone/radio if observed from the VCR. A regular programme of inspection and rectification exists, with maintenance records kept of all mandatory checks and of routine lamp replacements. The Head of Engineering checks that these records are being maintained.

The TSD carry out daily, weekly and monthly maintenance and repairs, and are responsible for 6-monthly engineering checks, operating to a scheduled maintenance plan. All other maintenance and repairs outside of their level of competence/training are provided by a third party contractor.

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## 15.2. Runway Lighting

Runway lighting conforms to the requirements of CS ADR-DSN.M.675 / 680 / 685 690, with the exception that the edge lights in the final third of the runway from the end at which the take-off run are started are not yellow, due to the presence of colour-coded centerline lighting.

## 15.3. Taxiway Lighting

Taxiway lighting conforms to the requirements of CS ADR-DSN.M.720. On sections of taxiway that is not equipped with edge or centerline lighting, reflective centerline or edge markers are used in accordance with CS ADR-DSN.P.825 / 830.

## 15.4. Apron Lighting

High mast floodlighting is installed to illuminate the main terminal apron, North and South aprons and stand 101 & 102. The terminal apron lighting is controlled using the Terminal Building Management System and can also be overridden by the Airport Control Centre if required. Other high mast lights are controlled by timers or photocell. All other apron areas are lit by low-mast or building-mounted floodlights or ambient lighting only.

Stands 1 – 10 have illuminated aircraft stand number identification boards at the head of the stand which comply with CS.ADR-DSN.N.795.

## 15.5. Obstruction Lighting

Obstruction lights, in accordance with CS.ADR-DSN.Q.850, are fitted to:

- Localiser antenna (05 and 23) 2 x red lamps
- Windsleeve masts (05 and 23) 1 x red lamp
- NDB mast 1 x red lamp
- DME antenna 1 x red lamp
- Glidepath antenna (05 and 23) 1 x red lamp
- VDF mast 2 x red lamps
- Main transmitter mast 1 x red lamp
- Standby transmitter mast 1 x red lamp
- Radar tower 2 x red lamps
- South Hangar Red lamps
- St. Laurence Church Red lamps
- Air Traffic Control Tower 1 x red lamp
- Cellnet Mast (north-side) 1 x red lamp

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Obstruction lights on the aerodrome are inspected and maintained by the TSD, as detailed in their AGL procedures. Obstacles off-airfield within 4 miles that penetrate any of the Obstacle Limitation Surfaces are fitted with red omni-directional obstruction lights; these are the responsibility of the owner of the obstacle.

## 15.6. Control of Aerodrome Lighting

### 15.6.1. Control Panel

All airfield lighting is controlled by ATC through the AGL Control and Monitoring System (AGLCMS) touchscreen panel in the VCR. Each element of AGL is selectable as appropriate. Lighting intensity is also selected on this panel.

### 15.6.2. Brilliancy Settings

The brilliancy settings for the AGL are selected according to the time of day and weather conditions. Lighting brilliancy settings are selected by the Duty ATCO in accordance with the unit MATS Part 2, Section 3.

## 15.7. Power Supplies

### 15.7.1. Mains Supply

This consists of a single 11 kV ring main supply from the national grid fed to a sub-station stepping down through transformers to 415V.

### 15.7.2. Standby Power

Standby power is available in the event of mains power failure via a diesel generator, designed to provide secondary power to essential aerodrome services in the event of primary power failure. In Low Visibility Operations, the generator is started but not on-load. In the event of a power failure, switch-over time can be achieved as per CS ADR-DSN.S.895 Table S-1.

The power available is in excess of that required for essential services; the generator will support the AGL, navigation aids and the ATCU. Should the mains power and the generator fail, NOTAM action is required. Procedures for use of standby power are set out in the MATS Part 2.



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### 15.7.3. Standby Power Testing

LSA TSD are responsible for the testing of the standby generators on a weekly and monthly basis. Check procedures are stated in MATS Part 2. Changeover times meet the requirements of CS.ADR-DSN.

### 15.7.4. UPS / Battery Supplies

A UPS or battery supply is provided to all essential electrical supplies in the Air Traffic Control Tower, including the monitors for the NDB, ILS (including DME) and AGL selector and mimic. They are also provided for the Radar, ILS transmitters/receivers, the ILS (including DME) and NDB. There is no backup for the IRVR.

### 15.8. Aerodrome Lighting Inspections

Aerodrome lighting inspections are carried out by Airside Operations/ AFS and the TSD.

The Airside Operations/ AFS conduct aerodrome lighting inspections (on-airfield) daily as part of runway and movement area inspections, in accordance with Airside Operations procedures. AGL on the entire movement area is inspected twice daily at first light and again at dusk. Any faults observed will be reported to ATC and TSD.

The TSD conduct aerodrome lighting inspections in accordance with the airport's AGL maintenance procedures.

Aerial inspections are carried out as stated in Section 16.9.1

### 15.9. Maintenance of AGL

The TSD will carry out a planned preventative maintenance programme. A record of all inspections, repairs and servicing is maintained by the TSD.

Any person becoming aware of degradation or damage to the visual aids should report the details to the TSD and ATC.

#### 15.9.1. Routine Flight Inspections

All CAT I instrument approach and runway lighting will be flight checked on a six-monthly basis. All other runway lighting will be flight checked on an annual basis.

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The responsibility for arrangement of these flight checks will rest with the Head of Engineering, who will ensure the flight check is conducted by competent persons holding appropriate flight crew qualifications.

Flight checks will also be arranged if there is any doubt regarding the operation of the lighting and after major maintenance on AGL systems, by the HoA or Head of Engineering, undertaken by a suitable experienced and knowledgeable pilot familiar with LSA.

## 16. AERODROME MAINTENANCE PROGRAMME

A maintenance programme has been established and implemented in order to maintain aerodrome facilities in a condition which does not impair the safety of aircraft operations or introduce an unacceptable level of risk.

The Head of Engineering is accountable for the maintenance programme of the following items:

- a) Visual aids and AGL
- b) Power supplies for airfield communication and navigational systems
- c) Pavements and drainage systems
- d) Fencing and airfield access control
- e) Equipment and vehicles necessary to maintain airside safety
- f) Airside buildings and other infrastructure

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## PART D

### PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE

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## AERONAUTICAL INFORMATION

### 1. NAME AND ADDRESS OF AERODROME

**Address:** London Southend Airport  
Southend-on-Sea  
Essex  
SS2 6YF

### 2. GEOGRAPHICAL CO-ORDINATES OF THE AERODROME REFERENCE POINT

Aerodrome Reference Point: Lat. 51° 34' 13"N  
(Mid-point of Runway 05-23) Long. 00° 41' 36"W

### 3. AERODROME ELEVATION AND GEOID UNDULATION

Aerodrome Elevation: 55 ft. AMSL  
Geoid Undulation: 148 ft.

#### 3.1. Elevation of Each Runway Threshold

Threshold elevation of Runway 05: 55 ft.  
Threshold elevation of Runway 23: 38 ft.

#### 3.2. Elevation of the Runway Ends

Runway 05 end elevation: 58 ft.  
Runway 23 end elevation: 36 ft.

#### 3.3. Significant High and Low Points along the Runway

Runway 05-23 has no significant high or low points.

### 4. AERODROME REFERENCE TEMPERATURE

The Aerodrome Reference Temperature is 18°C.

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**5. NAME OF THE AERODROME OPERATOR AND CONTACT DETAILS**

London Southend Airport Company Limited  
London Southend Airport  
Southend-on-Sea  
Essex  
SS2 6YF

Telephone No.      01702 538500  
E-mail:                [LSAenquiries@southendairport.com](mailto:LSAenquiries@southendairport.com)

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## AERODROME DIMENSIONS AND RELATED INFORMATION

### 6. RUNWAYS

#### 6.1. True Bearing

Runway 05-23      54°09'20.42" / 234°10'13.32"

#### 6.2. Runway Designation

Runway designated numbers are 05-23

#### 6.3. Length and Width

Runway 05-23 is 1856m long and 36m wide.

#### 6.4. Displaced Threshold Location

##### Runway 05

Location:	51° 33' 57.33"N	000° 40' 59.96"N
Elevation:	55 ft.	
Distance from Runway Start:	135m	

##### Runway 23

Location:	51° 34' 27.71"N	000° 42' 07.48"N
Elevation:	38 ft.	
Distance from Runway Start:	248m	

#### 6.5. Slope

Runway 05-23 slope overall:      0.35%

#### 6.6. Surface Type

Runway 05-23:                      Asphalt, Grooved

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### 6.7. Type of Runway and Precision Approach Runway

Runway 05-23: Code 3C precision instrument runway

### 6.8. Length, Width and Surface Type of Runway Strip

Runway 05-23 has a runway strip for a Code 3C runway established in accordance with CS ADR-DSN.B.150 to CS.ADR-DSN.B.175 inclusive. The runway strip surface is grassland except for where manoeuvring area surfaces intercept. The runway strip for runway 05-23 is 1724m x 280m. The Cleared and Graded Area (CGA) extends to a distance of 105m either side of the runway centerline between the thresholds, except that the distance is gradually reduced to 75m from the centerline at both ends of the strip, for a length of 150m from the runway threshold.

### 6.9. Runway End Safety Areas

RESAs are provided for both ends of runway 05-23. The RESA lengths at least meet the minimum regulatory requirements as required by CS.ADR-DSN.C.215.

- Runway 05: 138m length x 150m wide
- Runway 23: 227m length x 150m wide

### 6.10. Stopways

A 60m stopway is provided on Runway 23. No stopway is provided on Runway 05.

### 6.11. Clearway Length and Ground Profile

Clearways are provided for Runway 05 and 23.

- Runway 05: 60m length x 150m width (widening to 180m)
- Runway 23: 60m length x 150m width (widening to 180m)

The ground profile beneath both clearways is essentially flat and graded and clear of obstacles.

## 7. TAXIWAYS

### 7.1. Length, Width and Surface Type of Taxiways

Full details of taxiways at LSA are in Part C, Section 6.2 of this manual.

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## 8. APRONS

### 8.1. Apron Surface Type and Aircraft Stands

Full details of aprons at LSA are in Part C, Section 6.4 of this manual.

## 9. VISUAL AIDS FOR APPROACH

### 9.1. Approach Lighting

Lighting at LSA supports CAT I ILS approach operations on Runway 05 and 23.

Full details of approach lighting are in Part C, Section 12 of this manual.

### 9.2. Approach Slope Indicator

Runways 05 and 23 are equipped with a PAPI system. Runway 05 has a PAPI set at 3.5° and runway 23 has a PAPI set at 3°.

### 9.3. Marking and Lighting of Runways

Runway 05-23 is equipped with elevated white edge lights which are bi-directional. The centerline is high-intensity colour-coded. Centerline light spacing is 15m. The lights are white to a point 900m from the runway end, with the following 600m alternating red and white and the final 300m all red in colour. Both runways have green threshold and wingbar lights and red runway end lights. Runway 05 has elevated blue edge lighting and inset green centerline lighting along the starter extension.

Full details of runway lighting at LSA are in Part C, Section 11.

### 9.4. Marking and Lighting of Taxiways

Green centerline lighting is provided on selected taxiways with blue edge lights on selected taxiway corners and intersections. Alternate amber and green centerline lighting is provided at selected runway turn-offs within the runway cleared and graded area.

Unidirectional stop-bars are provided at all Runway Taxi-Holding Positions (RTHP) and bidirectional stop-bars are provided at all Intermediate Taxi-Holding Positions, with the exception of B2, Z1 and Z2, which are unidirectional. RTHP stop-bars are in operation H24 to help to protect the runway against incursions. Runway guard lights are in use H24 at all RTHPs. Full details of taxiway markings and lighting at LSA are in Part C, Section 12.



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### 9.5. Apron Floodlighting

The main terminal apron, south and north aprons are floodlit with high mast lighting towers which provide light levels in accordance with CS.ADR-DSN.M.750.

### 9.6. Light Intensity Control

Runway and taxiway lighting has several intensity levels which may be selected by ATC. Default settings apply for various ambient weather conditions and times of day and night. Control of lighting intensity is explained in MATS Part 2.

### 9.7. Power Supplies for Aeronautical Ground Lighting

Primary power for airfield lighting is provided from the mains. Auto-start diesel fuel generators are provided in case there is a fault or failure with the primary supply. These generators supply the aerodrome lighting and nav aids. During Low Visibility Operations the generators are activated but not on-load and are capable of achieving the required switchover time.

## 10. AERODROME SIGNALS, SIGNS AND MARKINGS

### 10.1. Signals

A signal square is not provided. Coloured signalling lamps are available in the VCR for use in aircraft radio failure situations.

### 10.2. Taxi Guidance Signs

Mandatory and information signs are provided in accordance with CS ADR-DSN.N.775 to 785.

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### 10.3. Markings

Painted surface markings are provided in accordance with CS.ADR-DSN Chapter L. Runway ahead and enhanced taxiway centre-line markings are installed at the approaches to all runway taxi holding points, in accordance with EAPPRI 2 recommendations.

It is London Southend Airport's policy to suitably mark and light all areas of the manoeuvring area and aprons which are temporarily unserviceable, due to damage, defect or work in progress – see Part C, Section 14.

The intervals of lights and markers will be sufficient to delineate the unserviceable area, and a greater number of lights and markers may be used on bends or areas closer to taxiways.

### 10.4. Road Signs and Markings

On apron areas, a double white line delineates the boundary of the manoeuvring area. Speed limits are reinforced by restriction signs painted on the surface where necessary.

Vehicle entrances to the manoeuvring area have a Vehicle Holding Point (VHP) designator sign accompanied with a 'STOP – Manoeuvring Area Ahead' sign.

### 10.5. Windsleeves

There are two illuminated wind sleeves provided, serving runway 05 and runway 23.

Inspection and maintenance procedures are held by the TSD.

### 10.6. Stands

LSA has designated marked stands for commercial aircraft on the main terminal apron. Stand markings are surface painted, with a centerline and aircraft stopping bar. Docking guidance is provided by AGNIS for lateral guidance, combined with a surface-painted stop arrow for stopping guidance.

Due to the large variety of sizes of aircraft handled, aircraft parking on remaining apron areas are the responsibility of the aircraft marshaller, in conjunction with any instructions issued by ATC. Marshalling is mandatory for all aircraft parking on the north and south aprons to ensure efficient parking and safe obstacle clearance. Marshalling on the South Apron serving the South Hangar will be provided by the tenant or handling agent.

Aircraft operating from Stands 101 & 102 must be towed on and off stand via the delta tug point.

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## 10.7. Aprons

Standard taxiways markings are provided on the apron stand taxi-lanes together with lead-in lines and numbers indicating the location and number of particular stands for aircraft on the main terminal apron.

## 10.8. Taxiways

All taxiways have a standard yellow centerline. There are additional lead-on / lead-off lines directing aircraft onto runways and surface-painted markings for Intermediate Taxi-Holding Positions and their designators.

## 10.9. Runways

Runway markings for 05 and 23 are provided in compliance with the CS.ADR-DSN Chapter L, criteria for precision approach runways. These include runway edge markings, centerline markings, threshold markings, runway designators and touchdown zone markings and aiming point markings.

## 11. NAV AIDS REFER TO UK AIP

An Instrument Landing System (ILS) is provided for Runway 05 and 23 (CAT I). Distance Measuring Equipment (DME) is located to the north of the runway 05-23 mid-point and is available for use as a non-precision approach aid, with published procedures.

### 11.1. Location and Radio Frequency of VOR Aerodrome Checkpoints

Not applicable.

## 12. LOCATION AND DESIGNATION OF STANDARD TAXI ROUTES

Location and designation of Standard Taxi Routes are illustrated on the plans shown in Part C, Section 7.2 and 7.3 of this manual.

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### 13. GEOGRAPHICAL CO-ORDINATES

#### 13.1. Threshold Runway Points

Description	Identifier	WGS84 Coordinates		WGS85 Height		Lit	OS Grid		Height AMSL	
		Latitude	Longitude	m	Ft.		Easting	Northing	m	ft.
THR	05	513357.33N	0004059.96E	61.89	203.04	Y	586072.68	188638.74	16.82	55.18
THR	23	513427.71N	0004207.48E	56.68	185.95	Y	587337.56	189625.01	11.63	38.14

#### 13.2. Taxiway Locations

Description	Identifier	WGS84 Coordinates		WGS85 Height		Lit	OS Grid		Height AMSL	
		Latitude	Longitude	m	ft.		Easting	Northing	m	ft.
HOLD	A1	513427.99N	0004216.76E	55.05	180.61	Y	587515.94	189640.27	10.00	32.81
HOLD	A2	513423.96N	0004214.03E	54.23	177.92	Y	587467.88	189513.67	9.18	30.12
HOLD	A3	513419.55N	0004208.35E	53.92	176.90	Y	589363.58	189373.71	8.87	29.10
HOLD	A4	513412.08N	0004207.54E	53.35	175.03	Y	587356.69	189142.14	8.30	27.23
HOLD	B1	513418.69N	0004156.89E	55.10	180.79	Y	587144.12	189338.92	10.05	32.97
HOLD	B2	513416.37N	0004159.54E	??	TBC	Y	587197.69	189269.09	9.35	30.68
HOLD	B3	513411.26N	0004205.37E	53.97	177.06	Y	587315.78	189115.56	8.92	29.27
HOLD	C1	513406.30N	0004130.05E	59.16	194.09	Y	586641.56	188937.03	14.10	46.26
HOLD	C2	513408.86N	0004141.08E	57.46	188.50	Y	586850.92	189024.12	12.40	40.68
HOLD	C3	513407.69N	0004159.17E	55.71	182.78	Y	587200.59	189000.66	10.66	34.97
HOLD	CX	513407.068N	0004138.03E	57.71	189.35	N	586793.72	188985.54	12.66	41.52
HOLD	D	513412.94N	0004122.35E	56.68	185.94	Y	586485.87	189136.65	11.61	38.09
HOLD	E	513417.45N	0004133.43E	56.74	186.16	Y	586693.96	189283.78	11.68	38.32
HOLD	F1	513424.27N	0004150.52E	56.19	184.34	Y	587015.04	189506.70	11.13	36.52
HOLD	Z1	513417.58N	0004159.87E	54.47	178.71	Y	587202.66	189306.84	9.42	30.90
HOLD	Z2	513420.44N	0004206.21E	54.42	178.54	Y	587321.47	189399.53	9.37	30.73

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### 13.3. Aircraft Stands

Description	Identifier	WGS84 Coordinates		WGS85 Height		Lit Y/N	OS Grid		Height AMSL	
		Latitude	Longitude	m	ft.		Easting	Northing	m	ft.
STAND	1	513417.70N	0004211.58E	53.19	174.52	N	587428.00	189318.86	8.14	26.72
STAND	2	513416.32N	0004211.43E	52.88	173.49	N	587426.72	189275.95	7.83	25.70
STAND	3	513414.93N	0004211.28E	52.58	172.52	N	587425.32	1891732.98	7.54	24.73
STAND	4	513413.54N	0004211.13E	52.63	172.67	N	587424.11	189189.95	7.58	24.88
STAND	5	513412.16N	0004210.98E	52.93	173.64	N	587422.82	189147.08	7.88	25.85
STAND	6	513410.75N	0004210.75E	53.25	174.69	N	587419.97	189103.61	8.20	26.90
STAND	7	413409.37N	0004210.58E	53.56	175.71	N	587418.30	189060.68	8.51	27.92
STAND	8	513407.44N	0004209.32E	54.19	177.78	N	587396.17	189000.36	9.14	29.99
STAND	9	513406.17N	0004207.18E	54.50	178.80	N	587356.50	188589.41	9.45	31.00
STAND	10	513405.35N	0004205.35	55.11	180.80	N	587322.12	188932.81	10.06	33.01

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### 13.4. Obstacles and Type A Charts: Refer to UKAIP

In Approach/Take-off areas							
Obstacle ID/ Designation	Obstacle Type	Obstacle		Elevation/Height		Obstruction Lighting Type/Colour	Remarks
		Position					
1	2	3		4		5	6
(15173) 23/APPROACH 05/TAKE-OFF	HV_PYLON	513450.54N	0004312.07E	107 FT	93 FT	No	Greatest surface penetration (at 0.7 NM NE of runway 23 threshold) from 2 rows of pylons.
(10358) 23/APPROACH 05/TAKE-OFF	TV_ARIAL	513434.31N	0004226.80E	59 FT	31 FT	No	
(10238) 23/APPROACH 05/TAKE-OFF	05_LLZ_CABIN	513433.34N	0004212.44E	44 FT	8 FT	No	
(15084) 23/APPROACH 05/TAKE-OFF	GANTRY	513430.07N	0004220.39E	46 FT	18 FT	No	
(15929) 23/APPROACH 05/TAKE-OFF	TREE	513447.85N	0004252.26E	101 FT	89 FT	No	
(15928) 23/APPROACH 05/TAKE-OFF	TREE	513447.45N	0004250.10E	96 FT	77 FT	No	
(15935) 23/APPROACH 05/TAKE-OFF	CONIFR_TREE	513431.25N	0004221.23E	66 FT	35 FT	No	
(15939) 23/APPROACH 05/TAKE-OFF	CONIFR_TREE	513428.33N	0004221.45E	63 FT	34 FT	No	
(8283) 23/APPROACH 05/TAKE-OFF	TV_ARIAL	513428.84N	0004224.74E	67 FT	36 FT	No	
(14228) 23/APPROACH 05/TAKE-OFF	BUILDING_TV_ARIAL	513430.49N	0004224.72E	70 FT	39 FT	No	
(15901) 23/APPROACH 05/TAKE-OFF	TREE	513435.23N	0004212.56E	61 FT	28 FT	No	
(15182) 23/APPROACH 05/TAKE-OFF	HV_PYLON	513514.41N	0004318.87E	139 FT	115 FT	No	Highest elevation from 2 rows of pylons in this area
(10832) 05/APPROACH 23/TAKE-OFF	APPROACH_LIGHT	513352.78N	0004049.86E	66 FT	10 FT	No	
(12134) 05/APPROACH 23/TAKE-OFF	MOBILE OBSTACLE	513350.35N	0004053.58E	66 FT	16 FT	No	
(12135) 05/APPROACH 23/TAKE-OFF	MOBILE OBSTACLE	513349.95N	0004052.70E	68 FT	13 FT	No	

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(12139) 05/APPROACH 23/TAKE-OFF	MOBILE OBSTACLE	513348.8N	0004050.02E	73 FT	15 FT	No	Highest Type A obstacle from road vehicles
(11190) 05/APPROACH 23/TAKE-OFF	TELGRAPH_POLE	513336.94N	0004027.91E	132 FT	34 FT	No	
(12883) 05/APPROACH 23/TAKE-OFF	TREE	513333.23N	0004013.85E	153 FT	35 FT	No	
(10515) 05/APPROACH 23/TAKE-OFF	TV_ARIAL	513332.97N	0004018.84E	147 FT	30 FT	No	
(12873) 05/APPROACH 23/TAKE-OFF	TREE	513331.75N	0004011.79E	160 FT	37 FT	No	
(16025) 05/APPROACH 23/TAKE-OFF	TREE	513326.47N	0004006.10E	181 FT	46 FT	No	
(15995) 05/APPROACH 23/TAKE-OFF	HEDGE	513355.08N	0004046.42E	81 FT	29 FT	No	
(16003) 05/APPROACH 23/TAKE-OFF	TREE	513350.89N	0004039.38E	104 FT	45 FT	No	
(16007) 05/APPROACH 23/TAKE-OFF	TREE	513350.78N	0004042.36E	96 FT	38 FT	No	
(16005) 05/APPROACH 23/TAKE-OFF	TREE	513351.87N	0004044.11E	91 FT	36 FT	No	
(16004) 05/APPROACH 23/TAKE-OFF	TREE	513352.25N	0004044.26E	90 FT	35 FT	No	
(15999) 05/APPROACH 23/TAKE-OFF	TREE	513353.30N	0004044.05E	88 FT	34 FT	No	
(15996) 05/APPROACH 23/TAKE-OFF	HEDGE	513354.38N	0004043.61E	85 FT	33 FT	No	
(16028) 05/APPROACH 23/TAKE-OFF	TREE	513342.23N	0004036.05E	125 FT	48 FT	No	
(16022) 05/APPROACH 23/TAKE-OFF	TREE	513343.87N	0004035.00E	113 FT	40 FT	No	
(16037) 05/APPROACH 23/TAKE-OFF	TREE	513339.39N	0004037.65E	137 FT	58 FT	No	
(16038) 05/APPROACH 23/TAKE-OFF	TREE	513339.67N	0004039.38E	131 FT	57 FT	No	
(14664) 05/APPROACH 23/TAKE-OFF	TREE	513341.21N	0004040.48E	118 FT	46 FT	No	
(16006) 05/APPROACH 23/TAKE-OFF	TREE	513345.34N	0004026.49E	124 FT	53 FT	No	

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In circling area and at aerodrome							
Obstacle ID/ Designation	Obstacle Type	Obstacle		Elevation/Height		Obstruction Lighting Type/Colour	Remarks
		Position					
1	2	3		4		5	6
14410	TREE	513538.11N	0003756.57E	339 FT	86 FT	No	Highest tree in Hockley Woods, BRG 302 Range 2.7 NM from ARP
15112	INDUSTRIAL_CHIMNEY	513507.29N	0004215.88E	174 FT	146 FT	Yes/ Red	
15971	BUILDING	513405.59N	0004137.89E	98 FT	56 FT	No	Hangar, 213 M southeast of runway, centre-line penetrates transitional surface by maximum 20 FT
8101	SPIRE	513403.71N	0004104.72E	114 FT	66 FT	Yes/ Red	Highest part of the Church 105 M from the runway centre-line
10247	FENCE	513402.63N	0004107.43E	55 FT	7 FT	No	Closest point of the Church boundary fence 49 M from the runway centre-line
15574	MAST	513334.56N	0003603.64E	357 FT	131 FT	No	
7713	ARIAL_ON_HOSPITAL	513314.12N	0004121.59E	286 FT	195 FT	Yes/ Red	
15517	BLDG MAST	513303.07N	0003452.05E	430 FT	175 FT	No	
15634	TOWER_CRANE	513232.80N	0004233.51E	315 FT	222 FT	Yes/ Red	Highest building in Southend town Centre (between BRG 155 to 175 at 1.7 - 2.5 NM from the ARP)
15626	BLDG MAST	513240.86N	0004233.02E	293 FT	202 FT	Yes/ Red	
7801	BUILDING_OBS_LIGHT	513230.96N	0004236.43E	286 FT	190 FT	Yes/ Red	
15300	TREE	513524.03N	0003843.84E	276 FT	86 FT	No	



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**14. PAVEMENT SURFACE TYPE AND BEARING STRENGTH USING ACN – PCN METHOD**

The Pavement Classification Numbers (PCN), for runways and taxiways only, are shown in Part C, Sections 6.1 and 6.2 of this manual.

**15. PRE-FLIGHT ALTIMETER CHECK LOCATIONS AND THEIR ELEVATION**

The designated altimeter check locations at London Southend Airport are Stands 12-21 which have an average elevation of 37 ft.

**16. RUNWAY AND RUNWAY INTERSECTION DECLARED DISTANCES**

Runway and Runway Intersection Declared Distances are calculated in accordance with GM1.ADR-DSN.B.035. Details are illustrated/described in Part C, of this manual. The HoA is responsible in an emergency for the calculation of reduced runway declared distances. The decision to reduce the declared distances must be approved by the CEO in consultation with the HoATS, or in their absence the Senior Control Officer on Duty (SCOD). The calculations must be checked by a second competent person before any operations on reduced declared distances are permitted. Re-declaration of distances will be calculated using the procedures contained in AEROP 016 found in Part E of this manual.

**17. CONTACT DETAILS FOR REMOVAL OF DISABLED AIRCRAFT**

The person responsible for co-ordinating the removal of disabled aircraft at LSA is the Duty AFS Station Manager. They can be contacted via the Fire Watchroom on 01702 608141. Procedures relating to disabled aircraft removal are contained in the Aircraft Recovery Plan.

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## 18. RESCUE AND FIRE-FIGHTING

### 18.1. Policy

It is the policy of LSA to provide and maintain an effective and efficient firefighting service that meets the standards required by ICAO and CAA, capable of making a timely response and intervention to incidents that occur on or within the vicinity of the airport, during the hours that the airport is open for use. The principle objective will always be to save lives.

The definition of ‘vicinity’ is that area enclosed by the aerodrome perimeter, together with the area 1000 metres beyond each runway threshold.

The Airport Fire Manager is responsible to the HoA for the Airport Fire Service, known and referred to at LSA as the Airport Fire Service (AFS).

### 18.2. Safety Accountabilities

Details of safety responsibilities and accountabilities for fire-fighters are contained in the AFS Policy Manual. Responsibilities and accountabilities for the Airport Fire Manager are contained in Part B of this manual.

### 18.3. Depletion of AFS

LSA may due to unforeseen circumstances (i.e. equipment failure, sudden staff illness), reduce the category of fire cover from the promulgated category in the UK AIP, which may limit the largest licensed aircraft able to use the airport. If the stated category falls below CAT 1 then the airport will be forced to close.

The AFS Officer-in-Charge (OIC) is responsible for advising the Duty ATCO, HoA (or CEO) and Operations and Dispatch of the level of protection available, and estimated time before normal cover can be restored. If the depletion is likely to be lengthy and significantly affect aircraft movements, the HoA or CEO will inform other internal departments and airlines/aircraft operators as required.

The Duty ATCO will inform all pilots in communication with Southend ATC of the unplanned reduction in AFS category by R/T and follow procedures as per MATS Part 1, Section 2, Chapter 1. On receipt of such information, flight crew will decide whether to continue their flight or to divert according to their Company Standard Operating Procedures.

During depletion, it is expected that aircraft above the stated depleted category will divert, however exceptions may be made in the case of emergency landings, or a situation where,

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in the pilot’s opinion, a diversion would create a significant threat to safety. ATC will continue to provide normal ATS and clearances in response to flight crew intentions.

The airport’s AFS equipment is subject to a regular maintenance programme and a reserve fire appliance is available. Immediate action shall be taken by the AFS OIC to reinstate the correct level of cover as soon as possible. The AFS OIC will call in off-duty members of the fire crew of equivalent rank or above as required, in order to restore fire cover to the promulgated category in the UK AIP.

#### 18.4. Category of Cover Provided

London Southend Airport provides Rescue and Fire Fighting Services to the following RFF Categories as published in the UK AIP

RFF CATEGORY A7  
RFF CATEGORY 7 H24

Where available facilities fall below the level required as a minimum under the aerodrome license/certificate, no aircraft shall take off or land at the aerodrome. Such services and equipment shall at all times, when the aerodrome is available for the take-off and landing of aircraft, be kept fit and ready for immediate turnout.

The published category is provided at all times that the airport is open for use by aircraft required to use a licensed airport, except when a decrease is promulgated by NOTAM. All fire category cover will be provided for a minimum of fifteen minutes after the actual time of departure or landing of an aircraft.

The AFS will provide fire cover for aircraft which do not require a licensed facility. This is provided on a scale appropriate to the aerodrome’s AFS category based on the aircraft length or fuselage width.

Active monitoring of movement rates and types to ensure that the minimum licensing requirements are not compromised is the responsibility of the AFS OIC.

The minimum number of personnel shall be deployed within the immediate vicinity of the AFS equipment to ensure an instantaneous response in order that the response objectives shall be achieved and that a continuous agent application at the appropriate rate shall be maintained.

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#### 18.4.1. Reduced Level of Cover

The level of protection provided for all-cargo, mail, ferry, training, test and end-of-life aircraft operations may be adjusted to a lower category than the one for passenger aircraft operations, due to the reduced number of persons on board. This will be in accordance with AMC2 ADR.OPS.B.010(a)(2).

#### 18.4.2. Staffing

The number of fire-fighters required to support each category is based on the Task and Resource Analysis (TRA). LSA has a TRA for Category 7. If AFS are committed to a partial turnout and still able to offer a fire category, the remaining category will be based on the number of fire appliances and media available, rather than personnel. The AFS OIC will be responsible for determining the AFS category that can be declared.

CATEGORY	FIRE-FIGHTING PERSONNEL	SUPERVISORS
7	6	1

#### 18.5. Alerting Procedures

ATC and all other airside operational staff are responsible for monitoring the aircraft movement area and alerting the AFS if they observe or suspect an emergency situation requiring the AFS to respond. In the event of an incident occurring and sighted by a mobile AFS crew, the OIC of the appliance will contact ATC by radio.

The primary method for alerting the AFS is by crash alarm or direct phone line from the VCR to the AFS Watch Room. In the event of the Watch Room being unmanned, a direct radio call will be made from ATC to the AFS crew.

#### 18.6. Response Times

The operational objective of the AFS will be to respond to an incident as quickly as possible in order to maximise the opportunity for saving lives.

The operational objective of the AFS is to respond to any point of the operational runway in optimum visibility and surface conditions and be in a position to apply foam at a rate of at least 50% of the required discharge rate, within two minutes.

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### 18.7. Competence of AFS Personnel

LSA operates a competency-based training programme. The Airport Fire Manager will ensure that all fire-fighting personnel hold a valid certificate of competence in accordance with LSA Fire Service Training Manual, which is based on the guidance in CAP 699.

The training provided to fire-fighting personnel will cover the elements listed in GM1 ADR.OPS.B.010(a)(3).

### 18.8. 1000m Undershoot and Overshoot Areas

AFS will respond with full attendance to aircraft incidents or life-threatening incidents within 1000m of the runway thresholds. Further information is contained in the Emergency Orders and AFS procedures. ATC shall be advised of the reduction in fire category, and if there are insufficient AFS personnel available to maintain CAT 1 fire cover on site, the airport will be closed, and aircraft will be kept in the hold or diverted.

The AFS have a duty of care to consider responding to events beyond the 1000m areas. Incidents notified to the AFS outside of this area will require a dynamic risk assessment between the AFS OIC and the ATC WS prior to attending, considering the distance from the airport, likely AFS response time and response time from other external agencies.

### 18.9. Domestic Fire Response

The AFS may respond with a full or partial crew to domestic incidents landside in the Terminal Building or other airport-owned property only, including hangars, Jet Centre, VP, Control Tower Building and utility infrastructure. Where an attendance is made to such incidents, the AFS OIC must ensure the safety of the crew is paramount. Under no circumstances will AFS personnel become involved in structural fire-fighting. Their role is to prevent the spread of fire and assist occupants in evacuating the premises, and act as fire marshals by maintaining a safe escape route.

The AFS OIC must conduct a dynamic risk assessment to consider whether crews are equipped and competent to intervene in any domestic fire incident on a case-specific basis, and what media should be used to maintain a safe escape route.

The incident must be handed over to Essex County Fire and Rescue Service as soon as possible, so that the AFS can return to station and restore full aviation fire category. The SCOD must be kept informed of the fire category available throughout.

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### 18.10. Loss of Fire Cover

When the AFS is fully committed to an emergency in progress, and therefore at zero category, no landings or take-offs will be permitted, no take-off clearances are to be issued by ATC and aircraft on final approach are to be instructed to go around and the pilot will be advised of the delay and their intentions requested; this may result in the aircraft being re-directed to a holding pattern or to a diversion airfield. ATC will give the reason for withheld clearance as ‘due to loss of airport fire category’. This restriction will be applied to **ALL** aircraft movements, with the exception being where the aircraft commander of another inbound flight has declared an emergency (‘PAN’, ‘MAYDAY’ or other) and requests an immediate landing at London Southend Airport.

In addition, if the subject aircraft which has declared an emergency is some distance from the airfield and not expected to approach immediately, other aircraft movements may be continued at the discretion of the SCOD, in conjunction with the AFS Officer-in-Charge. When the AFS are actively involved in a response, including fire-fighting, evacuation or waiting for an imminent inbound emergency aircraft, this flexibility will be removed, and no other aircraft movements shall take place until the incident is terminated.

If the loss of fire cover is expected to be prolonged, aircraft on the ground will be instructed to taxi back to a parking area by ATC and to await further instruction.

### 18.11. Additional Water Supplies

Details of water supplies available to the AFS are detailed in AFS Documentation.

### 18.12. Response during Adverse Conditions

The AFS will provide an emergency response in all weather conditions, including low visibility, wet, icy and snow conditions.

If visibility falls excessively or heavy rain/storm conditions prevail, then ATC may request AFS to redeploy for a local standby, as per the Emergency Orders.

Response tests will not be carried out in adverse weather conditions.

### 18.13. Extraneous Duties

AFS crew may at any time be required to carry out extraneous duties, within the airside boundary, including but not limited to, ramp duties, airside escorting, aerodrome inspections, wildlife control and snow clearing. During these times, the AFS Station Manager will ensure

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that an acceptable number of staff are available for an immediate/instantaneous response, so that the operational objectives can be met.

When AFS crew are positioned elsewhere on the airfield, they will inform the Watchroom of their task and remain in contact with ATC and operational staff at all times on UHF Channel 1. They will terminate their current duty as quickly and safely as possible and respond to the emergency situation.

#### 18.14. Training and Competence of First Aid Personnel

All AFS personnel are trained in first aid and are competent in its application. Maintenance of skills is incorporated into the LSA AFS competency-based training programme.

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### 18.15. AFS Appliances and Extinguishing Media

	<b>FIRE 1</b>	<b>FIRE 2</b>	<b>FIRE 3</b>	<b>FIRE 4</b>	<b>Fire 6</b>
Vehicle Type	Hyundai Santa Fe Command Vehicle	Oshkosh Striker	Scania Major Foam Tender	Scania Major Foam Tender	Carmichael Cobra 2
Water Capacity (litres)	n/a	12,000L	8,000L	8,000L	10,000L
Type of Foam and Capacity	n/a	1,680L Sthamer Synthetic Foam	1,000L Sthamer Synthetic Foam	1,000L Sthamer Synthetic Foam	1,000L Sthamer Synthetic Foam
Monitor Throw using Foam (litres)	n/a	67m+	67m	67m	62m
Discharge Rate Monitor (litres/min)	n/a	High – 6000 LPM Low – 3000 LPM	High – 2500 LPM Low – 1250 LPM	High – 2500 LPM Low – 1250 LPM	High – 4500 LPM Low – 2250 LPM
Discharge Rate Sideline (litres/min)	n/a	473LPM	455 LPM	455 LPM	450 LPM
Gaseous Agent Carried (kg)	n/a	0	0	0	0
CO <sub>2</sub> Carried (kg)	n/a	2kg	2kg	2kg	2kg
Type of Dry Powder and Quantity (kg)	n/a	250kg Monnex	125kg Monnex	125kg Monnex	100kg Monnex
Automotive Test 0-80km/hr.	n/a	30 seconds	35 seconds	35 seconds	40 seconds
Top Speed	n/a	70 MPH+	70 MPH+	70 MPH+	65 MPH+



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# PART E

## AERODROME OPERATING POLICIES AND PROCEDURES

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## POLICIES

### 1. AIRCRAFT ENGINE GROUND RUNNING

London Southend Airport appreciates that engine ground running for aircraft maintenance purposes is an essential activity in the operation of the airport. However, as this activity generates significant noise and jet blast, a number of control measures are required to minimise the impact on other airport users and the local community. LSA will permit engine ground running in designated locations, during set times and under the supervision of qualified personnel. Procedures will comply with the current Section 106 agreement between LSA and Rochford District Council, Essex County Council and Southend Borough Council.

**Refer to:** AEROP 001

### 2. AIRCRAFT COMPASS CALIBRATION

As an aerodrome providing extensive hangar and apron space for aircraft engineering companies, London Southend Airport recognises the need for such engineering infrastructure as can be reasonably afforded within the airport site. Presently, this extends to the provision of one Compass Swing Base for the calibration of aircraft compasses to Class 2 standard. The siting of this facility is on Taxiway Foxtrot and its use may therefore be restricted to certain times.

**Refer to:** AEROP 002

### 3. AIRCRAFT MAINTENANCE ACTIVITY

London Southend Airport will accommodate and support both light and heavy aircraft maintenance activities. Such activity presents a risk to the environment, personal safety and continuity of normal flight operations, and so procedures are in place to manage such risk.

**Refer to:** AEROP 003

### 4. ACCESS TO AIRSIDE AND THE CRITICAL PART

The airside area is divided into two distinct security areas; the Airside Controlled Zone (ACZ) and the Critical Part (CP). Access to both is strictly regulated by the CAA and LSA will apply

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local procedures to maintain the integrity of security and safe aircraft operations. LSA will undertake security checks of staff accessing those areas and ensure that only persons with a legitimate reason will have access to the ACZ or CP.

**Refer to:** AEROP 004

## 5. RUNWAY SURFACE FRICTION ASSESSMENTS

Runway surface friction assessments are essential to ensure the continued safe and effective use of the runway surface and gain assurance that it exhibits friction properties that are above the Maintenance Planning Level (MPL). To this end, London Southend Airport will carry out friction assessments in accordance with the minimum standards set out in CAP 683 (The Assessment of Runway Surface Friction Characteristics), and undertake additional assessments if required.

**Refer to:** AEROP 005 / SAM-S-FAC-001

## 6. MOVEMENT AREA INSPECTIONS

Inspections of the aircraft movement area, including aprons, taxiways, the runway and other supporting infrastructure, are a key part of the airport’s safety management system. The frequency and nature of inspections will meet minimum requirements, as well as providing safety assurance to LSA staff and airport users that the surfaces are being monitored and any safety hazards removed or controlled.

**Refer to:** Aerodrome Inspections Procedure; SAP-S-AOPS-005

## 7. MAINTENANCE OF THE MOVEMENT AREA

A Pavement Management Plan has been established and implemented in order to maintain the aircraft movement area in a condition which does not impair the safety of aircraft operations or introduce an unacceptable level of risk.

The OD is accountable for the maintenance of the following items:

- a) Paved and unpaved runways and taxiways
- b) Runway and taxiway strips
- c) Aerodrome drainage

**Refer to:** SAM-S-FAC-386 Pavement Management Plan (PMP)

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## 8. AIRSIDE WORKS AND DEVELOPMENT

In order to satisfy its duty to comply with the Health and Safety at Work Act (1974) and the airport’s own procedures, London Southend Airport will take all necessary steps to maintain a safe and healthy working environment. This will include risk assessing and promulgating works to take place on the airfield movement area and informing contractors of the hazards they may encounter and rules by which they must abide.

London Southend Airport will follow the guidance in CAP 791 as a basis for managing airside development and changes to infrastructure. Any proposed new airfield infrastructure will be assessed for impact and follow the change management process.

**Refer to:** AEROP 006  
Control of Airside Work in Progress; SAM-S-FAC-369

## 9. APRON SAFETY MANAGEMENT

The apron has the potential to be a very hazardous environment due to the complexity of operations taking place. LSA ensures ground handling services procedures are in place to ensure these hazards are controlled and mitigated against. Ground handling services procedures contain further information on allocation of parking positions, engine start and push-back, marshalling, ramp safety, ramp cleaning/sweeping and compliance monitoring.

### Refer to:

Transfer of aircraft between ATCU and Ramp Operations – MATS Part 2  
Allocation of aircraft parking – Aerodrome Manual, Part C, Section 6.5  
Engine start and push-back - See Aircraft Ground Operations Manual for commercial operations/ London Southend Jet Centre Manual for jet centre operations and tenants for charter operations Aircraft Pushback / AEROP 019  
Aircraft marshalling – SAP-S-AOPS-010 Aircraft Marshalling  
Aircraft follow-me service – SAP-S-AOPS-002 Leader Escorts  
Protection from jet blast – SAM-S-AOPS-006 Airside Safety Manual  
Safety during aircraft refuelling – SAM-S-AOPS-006 Airside Safety Manual  
Sweeping / FOD control – SAP-S-AOPS-003 FOD and Airfield Sweeping / AEROP 017

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## 10. AERONAUTICAL GROUND LIGHTING

Aeronautical Ground Lighting (AGL) is a vital part of the airport’s operational Infrastructure. It enables the continued safe operation of public transport flights at night and during adverse weather conditions. London Southend Airport is licensed to operate in weather conditions down to Category I on Runway 05-23. ‘Ownership’ of the AGL infrastructure, including control systems, will remain with LSA, although aspects of design, installation and maintenance will be contracted. Design of systems will comply with CS.ADR-DSN, CAP 670 and with any additional safety requirements identified during design hazard analysis. Inspections of AGL will be incorporated into Movement Area inspections, as well as being undertaken by the TSD. Robust contingencies for the event of failures in the AGL system will be incorporated into MATS Part 2, to satisfy both the needs of operational safety and business continuity.

**Refer to:** AGL Maintenance Procedures

## 11. AERODROME SURVEY DATA AND TREATMENT OF OBSTACLES

Aerodrome surveys are required to fulfil a number of regulatory requirements. CAP 1732 sets out the required specification for topographical and obstacle limitation surveys. London Southend Airport has these surveys completed annually by a CAA-approved provider. In addition to meeting the basic requirements of CAP 1732, LSA will use information and obstacle data sourced from the survey to manage and control the risks and limitations posed to aircraft operations.

A survey is normally a ‘check survey’ which monitors any changes to the obstacle environment and to record physical or infrastructure changes on the airfield. The date of a check survey may be adjusted to account for removal of obstacles such as trees. Copies of survey data are held on the IDMS.

**Refer to:** AEROP 007 / SAM-S-ATE-002

## 12. PROMULGATION OF AERONAUTICAL INFORMATION

The provision of accurate and timely aeronautical information to pilots and aircraft operators is important to London Southend Airport. LSA will ensure that sufficient information is promulgated by the most appropriate means and is reviewed on a regular basis.

The aeronautical data which is in the public domain, primarily the UK AIP, will be regularly updated to ensure accuracy and currency. LSA will work with providers of aeronautical

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information to improve the quality of the data and its presentation to minimise the chances of any confusion or indecision which may arise through the use of the data.

**Refer to:** AEROP 008

### 13. AIRSIDE DRIVING

Driving in airside areas presents many specific challenges requiring different knowledge and skills to those required for public roads.

LSA has established minimum standards for vehicles, equipment and personnel operating in airside areas; these standards are contained within the Airside Driving and Vehicle Operations Manual (ADVOM) and other associated documents referenced within it. The ADVOM is available as a separate document and contains information on:

- Airside Driving Permits
- Airside Vehicle Permits
- Airside Safety Practises
- Incident and Accident Reporting
- Traffic Rules
- Driving on the Manoeuvring Area
- Radio Procedures
- Airside Driving Monitoring Scheme

**Refer to:** **SAM-S-AOPS-007** Airside Driving and Vehicle Operations Manual

### 14. AIRSIDE VEHICLE AND EQUIPMENT STANDARDS

It is important that all vehicles and equipment that is operated airside meets minimum standards so as not to introduce FOD or other hazards to the airside environment. Vehicles will be expected to be maintained in accordance with CAP 642 and DVSA regulations. A maintenance and inspection regime must be in place to ensure that vehicles or equipment do not endanger aircraft, vehicles or pedestrians operating airside.

**Refer to:** AEROP 009

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## 15. WILDLIFE HAZARD MANAGEMENT

Aerodromes attract bird and wildlife for a variety of different reasons, which contributes to one of the most severe safety hazards at the airport. The reasons include the large areas of open space, grass and vegetation as sources of food, hard standing which are ideal loafing areas and the clear view of potential predators. It is therefore essential that careful consideration is given to the management of the landscape such that habitat attractive to wildlife is discouraged.

It must be realised however that despite efforts to discourage birds and wildlife, the hazard will never completely disappear. For this reason the problem must be constantly monitored collectively by those on the ground and those in the air. Effective wildlife control is an important aspect of airport operations.

**Refer to:** Wildlife Hazard Control Management Plan; SAM-S-AOPS-002

## 16. EMERGENCY PLANNING

Dealing with emergencies at the aerodrome or in its surroundings is initially the responsibility of the AFS, supported by external emergency agencies. The AFS frequently hold training exercises in support of emergency response, in line with their training programme.

A separate Emergency Orders document contains specific emergency response instructions for each airport department with emergency responsibilities, for various emergency scenarios. The Emergency Orders are tested with a full-scale emergency exercise every 2 years, with a partial smaller-scale exercise in the intervening year.

**Refer to:** Aerodrome Emergency Orders; SAM-S-AFS-005  
AIRPORT FIRE SERVICE (AFS)

The principle objective of the rescue and fire-fighting service will be to save lives. In order to do this, LSA will ensure that the AFS complies with the minimum requirements of AMC/GM to Annex IV – PART-AD-OPS, including the minimum number of appliances, extinguishing agents, equipment and personnel according to the LSA Task and Resource Analysis.

**Refer to:** AFS Policy Manual  
AFS Procedure Manual  
AFS Training Manual  
Part D, Section 18 of this Manual

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## 17. REMOVAL OF DISABLED AIRCRAFT

A disabled aircraft on the aircraft manoeuvring area or in the vicinity of navigational aids could have a detrimental effect on the safety and continuity of flight operations at LSA. It is therefore important that LSA and aircraft operators using the airport have contingency plans to remove a disabled aircraft as quickly as possible.

The responsibility for the recovery of a disabled aircraft ultimately lies with the aircraft operator, and as such they should provide an aircraft recovery plan. LSA will have its own recovery arrangements in place to support or supplement the plans of an aircraft operator. LSA will also provide a co-ordinator for the safe and expeditious removal of a disabled aircraft.

**Refer to:** Disabled Aircraft Recovery Plan SAM-S-AOPS-006

## 18. AVIATION FUEL MANAGEMENT

Fuelling activities at LSA are undertaken by the LSA fuel department in accordance with CAP 748 (Aircraft Fuelling and Fuel Installation Management), in conjunction with Explosive Atmospheres (ATEX) and Dangerous Substances Explosive Atmosphere Regulations (DSEAR). Guidance material published by the fuel industry Joint Inspection Group (JIG) is also applied.

**Refer to:** AEROP 010

## 19. SPILLAGES

Spillages of fluids and substances on the airport is an ever-present risk and has the potential to be hazardous. Substances regularly handled at the airport tend to be flammable, corrosive, explosive, radioactive, or otherwise harmful to health and to the environment. The handling and storage of these substances must be carefully controlled and robust procedures will be in place to handle spillages. The handling of spillages will address the principal concerns of maintain the safety of aircraft operations, health and safety of staff and passengers, and protection of the environment.

**Refer to:** AEROP 011 / Pollution Prevention Plan SAP-S-FAC-015

## 20. LOW VISIBILITY OPERATIONS

LSA is committed to providing facilities and procedures to enable the airport to remain open for safe operations during low visibility conditions. It must be accepted that such conditions



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may limit air traffic capacity and ground movements of vehicles and aircraft. LSA aims to draw on experience from the industry to further review actions taken during low visibility operations with a view to enhancing safety and capacity. There will be a strong on-going emphasis on training and competency to ensure staff carry out procedures correctly and efficiently.

**Refer to:** Low Visibility Operations Procedure; SAP-S-AOPS-001  
MATS Part 2; SAM-S-ATC-001

## 21. WINTER OPERATIONS

Winter conditions on the airfield can inevitably introduce potential hazards to aircraft operations and activity on the aprons. Snowfall can impose significant restrictions on the availability of the runways and taxiways for use and can be expected to lead to disruption of normal aircraft operations.

A Winter Operations Plan has been developed to detail the measures that LSA will take to enable safe aircraft operations to continue during periods of snow and/or ice conditions. This plan focuses primarily on the safe return to operation of the runway and primary taxiway(s) however also outlines plans for the treatment of other airside and landside areas.

The Winter Operations Plan is available as a separate document and contains information on:

- Policy, Procedure and Objectives
- Planning
- Implementation
- Roles and Responsibilities
- Response Initiation
- Surface Inspection Regime
- Snow Closure Policy
- Clearance Priority Areas
- Runway and Surface De-icing
- Incident Reporting and Investigation

**Refer to:** Winter Operations Plan; SAM-S-AOPS-003

## 22. ADVERSE WEATHER CONDITIONS

Adverse weather, including thunderstorms, strong winds, ice and snow, and low visibility, have the potential to severely disrupt operations and affect aviation safety. LSA will aim to

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distribute accurate and timely adverse weather information to airfield users, primarily using the forecast services of the Met. Office but also using on-site weather data and staff experience. ATC are responsible for the distribution of adverse weather information.

**Refer to:** AEROP 012, AEROP 013, AEROP 014

### 23. STRONG WIND AND GALE PLAN

Although fairly infrequent, adverse weather conditions such as strong winds and gales can be expected and should be planned for. They have the potential to disrupt airport operations and present an additional risk to the aircraft and persons using the airport, particularly those working airside. LSA shall ensure that a system is in place for the timely receipt and distribution of severe weather warnings by competent persons, who have a procedure to follow and actions to take.

**Refer to:** AEROP 013

### 24. THUNDERSTORMS

Thunderstorms can occur fairly frequently and have the potential to disrupt airport operations and present risk to the aircraft and persons using the airport, particularly those working airside. LSA has a system is in place for the timely receipt and distribution of severe weather warnings by competent persons to fuellers and airside operational staff, so that they can take appropriate actions to reduce risk.

**Refer to:** AEROP 014

### 25. NIGHT OPERATIONS

LSA will provide adequate facilities for aircraft, vehicles and aerodrome users to operate safely at night. This will include infrastructure such as AGL, floodlighting, airfield signage and aircraft navigation aids.

**Refer to:** Parts C and D of this Manual  
MATS Part 2; SAM-S-ATC-001

### 26. AERODROME SAFEGUARDING

The potential impacts of developments on or close to the aerodrome, or under the airspace of London Southend Airport, could have significant impacts on operational safety and capability. In common with other licensed aerodromes, LSA is responsible for its own

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safeguarding process, for both technical and physical safeguarding, in accordance with CAP 738 and CAP 785. The priority in responding to safeguarding consultations will be to protect the safety and operating interests of LSA, both at the present time and in the future. However, consideration will always be given to allowing appropriate developments to take place for the benefit of the local community and of the environment. LSA will, where possible, work with local planning authorities and developers to reach mutually satisfactory outcomes.

**Refer to:** AEROP 015  
Safeguarding Manual; SAM-S-ATE-002

## 27. OUT OF CODE AIRCRAFT

As the Boeing 737 and Airbus A320 series are the critical aircraft for LSA, the majority of airfield infrastructure is designed and built for Code C aircraft criteria, as defined in CS.ADR-DSN manual. However, occasionally aircraft will seek to operate to LSA that are classified as Code D, making this an ‘out of code’ aircraft. A procedure has therefore been created to ensure that, during ground movements, safety margins are maintained for Code D aircraft with regards to aircraft to aircraft and aircraft to fixed obstacles.

**Refer to:** Code D Aircraft Operations Procedure; SAP-S-AOPS-004

## 28. FIRE PREVENTION

LSA ensures that all reasonable measures are taken to prevent a fire from starting. This includes the control of contractors and hot works on the airfield and restrictions on smoking airside. Smoking is prohibited in airside areas, except for specifically designated smoking areas and any area approved on work sites, as stated on the Permit to Work.

**Refer to:** Control of Airside Work in Progress Procedure; SAP-S-FACS-369  
SAM-S-AOPS-008 Airside Safety Manual

## 29. REDUCED RUNWAY LENGTH OPERATIONS

Operating with reduced runway distances can affect operational safety margins. For this reason, and the above consideration, re-declaration and continued use of a blocked runway will not normally be considered unless the anticipated time to clear the runway or strip is unduly lengthy.

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**Refer to:** AEROP 016

### 30. SAFE INTEGRATION OF OTHER AVIATION ACTIVITIES

LSA will work with the operators of gliders, parachuting and banner towing to safely integrate such activities with aviation activities associated with the airport.

**Refer to:** MATS Part 2; SAM-S-ATC-001

### 31. FOD AND AIRFIELD SWEEPING

Foreign Object Debris (FOD) is a general term that applies to all loose objects, substances, debris or articles that are alien to an aircraft, which could potentially cause damage.

The presence of FOD on the aircraft manoeuvring area poses a significant threat to the safety of air travel, with FOD having the potential to damage aircraft on the ground or during critical phases of flight, which can lead to catastrophic loss of life and the airframe, and not least expensive maintenance and operating costs.

LSA will endeavour to reduce the risk to aircraft from FOD through a combination of methods, including prevention, detection, removal and evaluation.

**Refer to:** AEROP 017  
FOD and Airfield Sweeping Procedure; SAP-S-AOPS-003

### 32. DETENTION OF AIRCRAFT

When airport charges have not been paid to LSA, the relevant aircraft may be detained by LSA as security for payment of the alleged charges, under Section 88 of the Civil Aviation Act 1982. This power may be exercised at any time when the aircraft is on the aerodrome and charges have been incurred and not settled.

LSA shall not detain or continue to detain an aircraft if the aircraft owner or operator disputes that the charges are due or provides sufficient alternative security for payment of the charges due.

**Refer to:** AEROP 018

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### 33. AIRCRAFT PUSHBACK AND TOWING

Aircraft stands on the terminal apron are predominately of a taxi-in, push-out configuration that requires an aircraft to be pushed back by a tug prior to departure. Aircraft may also require pushback from other apron areas due to the proximity of other obstacles. Aircraft are routinely towed on the airfield between two locations, usually for maintenance purposes. Control measures apply to both pushback and towing activities.

**Refer to:** AEROP 019

### 34. AIRCRAFT NOISE

LSA will endeavour to reduce or limit the amount of noise associated with aviation activity, both on the ground and in the air, which can affect people living in the vicinity of the airport.

**Refer to:** AEROP 001  
AEROP 020

### 35. USE OF DRUGS AND ALCOHOL

LSA has a strict policy on the level of consumption of alcohol and drugs (including psychoactive substances and medicines). This policy applies to all LSA employees.

Third parties, including airfield tenants and service partners, must have a policy statement or procedure stating that their employees or contractors with access to the airfield movement area or other operational areas will:

- Not consume alcohol during their duty period or whilst working within the airfield boundary
- Not perform any duties under the influence of alcohol, psychoactive substances or medicines that may influence their abilities in a manner contrary to safety.

Such policies or procedures must be available for review during third party audits by LSA.

Airside contractors working directly for LSA will be briefed of the above requirements during the safety induction and issued with a copy of SAF-S-FAC-301 Site Rules for Contractors.

**Refer to:** **SAD-S-HSQ-004** Stobart Drug and Alcohol Policy

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### 36. AIRCRAFT DE-ICING (WITH ENGINES RUNNING)

LSA has a designated Centralised De-icing Facility (CDF) to accommodate the de-icing of aircraft with engines running located at the southern end of taxiway Bravo. The operating procedures are maintained by Stobart Aviation Services.

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## AEROP 001 AIRCRAFT ENGINE GROUND RUNNING

### 1. DEFINITION

For the purpose of this instruction, an engine ground run is defined as any engine start-up not associated with the planned departure of that aircraft.

### 2. TIME RESTRICTIONS

In order to comply with the conditions of the airport’s Section 106 agreement with local councils, the ground running of aircraft engines, whether at idle or high power, can only take place between the following local times:

Mon – Fri	0800 – 2000
Sat	0800 – 1800
Sun	0900 – 1800
Nov 11 <sup>th</sup>	Not permitted from 1055 – 1105

The Head of Airside has the discretion to allow an engine ground run ‘Out of Hours’; that is outside the time periods listed above. However, such permission is only given in exceptional circumstances where the implications of not doing so would cause considerable operational disruption to LSA passengers.

The case for justification must be sought and confirmed in writing by the operator to justify the requirement. The number of ‘out of hours’ engine runs are strictly monitored and controlled by S106.

The maximum permitted time for any engine run is 90 minutes, restricted to 60 minutes for high power engine runs. If further engine running is required then a separate application must be made. Only one engine ground run will be permitted on the manoeuvring area at any one time.

### 3. GENERAL CONTROL MEASURES

- a) During all engine ground runs, except for those on maintenance aprons, a listening watch must be maintained by the flight deck or ground crew on the relevant ground control frequency.
- b) The aircraft anti-collision lights must be switched on before engines are started and must remain on during the entire ground running period.
- c) The aircraft operator, handling agent or maintenance company must nominate a safety person to be available to communicate immediately with the flight deck

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crew throughout the engine ground run, to ensure that engine(s) are shut down, should persons or objects move into the danger area of a running engine. The safety person must be positioned on the ground clear of all engine intakes/exhausts, with a clear overall view of all approaches to the aircraft to look out for hazards.

- d) The nominated safety person must ensure that the aircraft wheels are adequately chocked and the aircraft cannot move forward under any circumstances.
- e) Aircraft operators, handling agents or maintenance companies must have the appropriate risk assessments and operating procedures in place. These may be subject to audit by LSA.
- f) Any emergency during engine running must be reported immediately to Air Traffic Control via RT or head of stand emergency phones stating the location and type of emergency plus any other amplifying information.

#### 4. GROUND IDLE TESTING

Aircraft engine testing at ground idle and low-power only, including check starts, is permitted on all maintenance aprons and on aircraft stands, subject to certain controls and safety measures being in place. For checks requiring the use of greater power settings it will be necessary to move the aircraft to a more suitable location on the manoeuvring area as per Section 5 of this procedure.

The Airport Authority reserves the right to suspend any and all engine testing in any location for the reasons of safety, excessive noise or failure to comply with this operating instruction.

Engine idle and check starts are subject to the same time restrictions stated in Section 2 of this procedure, except for when the following criteria can be met:

- i. The idle/check start is for a scheduled air transport movement.
- ii. There will be an operational impact to the flying programme for that day or the following morning, which may result in a delayed aircraft operating in the night period.
- iii. Passenger experience is impacted.

If the above criteria can be met then idle/check starts can be permitted between the extended hours of 0630 – 2300. A maximum of 5 minutes per engine will be allowed during times outside of those in Section 2 of this procedure.



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#### 4.1. Approval

Approval for engine start-up for idle testing in all areas is to be obtained from ATC on the Tower frequency, stating the aircraft type, location and using the phrase 'request permission to run engine(s) at ground idle power for (approximate duration)...'

Idle engine testing may be carried out on terminal apron stands subject to approval from Operations and Dispatch or Head of Airside. The aircraft must be parked nose-in on the centerline. Aircraft parked in any other non-standard orientation will not have engine ground runs approved.

#### 4.2. Specific Control Measures

- a) The aircraft must be parked in such a way that the engine running will not harm any person or cause damage to buildings, aircraft, vehicles or equipment in the vicinity.
- b) All ground support equipment must be placed a safe distance from the aircraft.
- c) The nominated safety person must ensure that, where there is a back of stand road, the road is adequately manned prior to and during any engine run.
- d) A clear vehicular access route on the apron between hangars/buildings must be maintained at all times to allow access for emergency and operational vehicles.
- e) Parked aircraft should be so placed to allow sufficient room at all times for pedestrians to walk around the perimeter of the apron.
- f) Ground running must not take place when passengers are embarking or disembarking on an adjacent stand.

### 5. TESTING ABOVE GROUND IDLE POWER

Otherwise known as aircraft engine ground runs, these tests must be performed away from busy apron areas, buildings and passenger loading areas, as engines are running at high-power and create excessive noise.

The default area used at London Southend Airport for engine ground runs is the marked compass base on Taxiway Foxtrot. Taxiway Bravo may also be used if there is an overriding operational need or for any reason Foxtrot is unavailable, but only with the authorisation of the HoA, or nominated deputy.

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### 5.1. Approval

Permission for an engine ground run above idle power must be obtained in advance from ATC on 01702 538420.

The following details must be provided when seeking permission to carry out an engine run, and will be logged by ATC in the file provided:

- Contact name and number
- Aircraft type and registration
- Whether the aircraft will be towed or taxied to the engine run area
- Planned start time
- Expected duration
- Level of power (ground idle, high power or both)
- Number of engines to be run simultaneously

### 5.2. Specific Control Measures

ATC shall ensure that aircraft operators adhere to the following due to the potential effects of jet blast from engine testing aircraft on aircraft using Runway 05-23 and essential navigation equipment, and to comply with noise restrictions in the Section 106 Agreement.

If runway 05 is in use, ATC will instruct aircraft to face a heading of 045 degrees (true) and if runway 23 is in use, a heading of 240 degrees (true).

The aircraft heading instructed by ATC will at all times take into account other operations on and close to the manoeuvring area, such as work in progress and runway movements.

- a) Engineers or tug operators that position an aircraft on the manoeuvring area must call ATC on UHF Channel 1 and follow their instructions. If the engineer or tug operator does not hold a valid Airside Driving Permit for the area in which they are required to tow, AFS will provide a leader escort.
- b) The aircraft shall be positioned on a heading as directed by ATC. This will be facing into wind and will take into account any jet blast over operational areas.
- c) It is the responsibility of the engineer in charge to ensure that the area in the vicinity of the aircraft, which could be affected by jet blast, is clear of any person, vehicles and equipment at all times. The engineer must be able to communicate immediately with the flight deck crew throughout the engine ground run, to ensure that the engine(s) are shut down should persons or vehicles move into the danger area of live engines.

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- d) Engine testing may only be authorised on Taxiway Bravo at times when traffic levels do not require the use of that taxiway. If either Taxiway Alpha or Taxiway Charlie are unserviceable then Taxiway Bravo must not be used for engine runs.
- e) Contact with ATC must be maintained at all times on UHF Channel 1.

### 5.3. Commercial Charges

A charge is levied by LSA for the use of the default engine ground run areas and any other areas which may be approved for testing above ground idle power. These fees are available from LSA Finance Department.

### 5.4. Engine Test Areas

The default engine test areas for engine runs at LSA are Taxiway Foxtrot and Taxiway Bravo. Aircraft on Foxtrot will position within the marked compass base area. Aircraft on Bravo will position under ATC guidance between Bravo 1 and Bravo 3 holding points.

## 6. REFUSAL

A request for an engine run may be refused for safety or operational reasons. This can be confirmed in writing if required. Operators should contact the HoA or SCM if they have any concerns or requests for further information.

## 7. RECORDS

Each airline or aircraft operator shall maintain its own records of all engine runs, including the actual start time, duration of the run and level of power. These records should be accessible to LSA for audit purposes. LSA ATC will maintain a record of engine runs which they have given start-up approval for.

## 8. ENGINE START ON STAND PRIOR TO PUSHBACK

Engine starts on stand prior to pushback may be requested by the flight crew for genuine operational reasons. Due to the environmental impact and safety risks associated with this procedure, requests must be kept to a minimum. It is expected that aircraft operating into LSA will have serviceable APUs.

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Flight and ground crews must ensure that:

- a) No other aircraft with ground crew in attendance are on the taxiway centerline or about to push back from an adjacent stand onto the centerline behind the aircraft waiting to start.
- b) Permission is obtained from ATC prior to start, stating the stand number and the number of engines requested to start.
- c) The aircraft must be positioned in such a way that the engine running will not harm any person or cause damage to buildings, aircraft, vehicles or equipment in the vicinity.
- d) Any ground servicing equipment must be placed a safe distance from the aircraft.
- e) The nominated safety person must ensure that, where there is a back of stand road, the road is adequately protected during any engine start.
- f) Engine start must not take place when passengers are embarking or disembarking an aircraft on any adjacent stand.
- g) Engine settings must not exceed ground idle power.

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## AEROP 002      AIRCRAFT COMPASS CALIBRATION

### 1. COMPASS SWING PROVISION

A Compass Swing Base (CSB) is provided on the airfield for use by based aircraft and visiting aircraft which require re-calibration prior to flying again. The CSB is located on Taxiway Foxtrot to the north of Runway 05-23.

Owing to its location on a rarely used taxiway, use of the main CSB is normally unrestricted. If however the taxiway is occupied by other aircraft or activities, then use may be prohibited until such time it is vacated.

Any planned outages of either CSB due to taxiway closures or work-in-progress will be promulgated via an Airport Works Notice (AWN) and NOTAM. Technical Services shall assess the CSB prior to being returned to service.

### 2. FACILITIES

The CSB is certified to CCB (Compass Calibration Base) Class 2 standard. QinetiQ PLC, who are approved by the government, carry out calibration and re-certification at 2-year intervals. A calibration certificate and a CCB Survey Report are held on the IDMS and can be viewed at any time.

A circle painted on the ground in white marks out the CSB on Taxiway Foxtrot. The circumference markings of the circle only extend as far as the edge of the paved surfaces and not on the associated grass strip of the taxiway. The maximum aircraft which can be accommodated is a Boeing 757.

It should be noted that the CSB is located away from the terminal and apron areas and consequently there is limited ambient light during hours of darkness. Furthermore, parts of the circle are located in grassed taxiway strips which may provide uneven footing and should be considered with regard to health and safety of personnel involved with compass swinging.

### 3. PROCEDURE FOR USE

Aircraft engineers wishing to use either CSB must contact ATC as far as possible in advance, requesting use of the CSB and stating the following:

- Aircraft type

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- Registration
- Preferred start time
- Duration of use
- Whether the aircraft will be towed or taxied to the CSB

Upon receiving a request for use of the CSB, the Duty ATCO will consider the potential impacts on airport operations and, if required, consult with the necessary persons.

At the agreed time the person in charge of the test may taxi or tow the aircraft out to the CSB. A clearance must be obtained from ATC on the ground frequency. Once at the CSB, engineers may manoeuvre the aircraft within the confines of the CSB without further authorisation from ATC.

The swing may take place undisturbed by aircraft ground movements. Radio contact between a person at the swing and ATC must be maintained throughout. The person in charge of the swing must advise ATC when complete.

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## AEROP 003 AIRCRAFT MAINTENANCE ACTIVITY

### 1. AIRCRAFT MAINTENANCE ON APRONS

In order to meet the needs of based and visiting aircraft operators, including commercial airlines, it may be necessary to permit minor aircraft maintenance on external apron areas. This includes the north, south and main terminal aprons but does not apply to aircraft maintenance aprons wholly leased by a company for aircraft maintenance purposes.

#### 1.1. Procedures

Only minor maintenance is permitted on external apron areas. For the purposes of this instruction, minor maintenance includes any maintenance which does not prohibit the aircraft from being towed or manoeuvred into another position.

When any maintenance work is carried out, aircraft engineers are responsible for ensuring that:

- Aircraft do not become disabled, i.e. that they can still be towed from their current location or re-positioned within 60 minutes, at the request of the Airport Authority. If this is not feasible due to the specific nature of the technical defect, Airside Operations must be informed immediately.
- All efforts are made to prevent or contain any spillages of oil, fuel or other aviation fluids, and that if they do occur, the spill is reported in accordance with AEROP 011 – Spillages without delay. By carrying out any maintenance on external aprons, aircraft operators automatically accept any charges from LSA for clean-up and repair of any damaged surfaces.
- FOD, in the form of tools, packaging or aircraft parts are not left on the apron area.
- Aircraft jacks are not used without spreader plates to prevent impact damage.
- Appropriate procedures are in place for evacuation of an aircraft which has personnel on board.

### 2. AIRCRAFT STORAGE

Operators requiring long-term external storage of aircraft on apron areas other than those under their leased control, shall obtain approval from Head of Airside.

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Stored aircraft on any apron area, whether a maintenance apron or other, must meet the following requirements:

- The aircraft is securely locked
- The aircraft is chocked at the nose wheel and both sets of main gear
- All covers are adequately secured
- Any open areas which may attract nesting birds are covered or sealed

### 3. TAXIING OF AIRCRAFT BY ENGINEERING STAFF

Non-aircrew taxiing aircraft at LSA for maintenance purposes must hold an Aircraft Engineering Qualification/License that is recognised by the UK CAA and/or in accordance with EU-OPS. Additionally, a local certificate issued by an appropriate type-rated pilot must be held, as proof that the engineer has been trained and tested to an adequate standard to safely taxi the specific aircraft type.





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## AEROP 005                      RUNWAY SURFACE FRICTION ASSESSMENT

### 1.            AIMS AND OBJECTIVES

The purpose of undertaking runway friction assessments will be to ensure that the surface friction characteristics stay above the Maintenance Planning Level such that it provides aircraft with better braking performance. The results of the assessment will be used to analyse trends and programme maintenance of all or select parts of the paved surface.

### 2.            ASSESSMENT PROCEDURES

The procedures for the use of the friction measuring equipment are contained in SAM-S-FAC-001 – Runway Surface Friction Assessments. These reflect the requirements of CAP 683 – The Assessment of Runway Surface Friction Characteristics.

The TSM will ensure that ATC are informed of the assessment in advance of the testing day and that the assessment is scheduled for such a time when aircraft movements are expected to be at a minimum, in order to reduce additional workload on the Duty ATCO and prevent a reduction in safety levels.

The vehicle operator towing the friction measuring equipment will hold a valid Airside Driving Permit for London Southend Airport.

### 3.            EQUIPMENT

Equipment used for friction measuring must meet CAA and ICAO requirements. LSA owns its friction measuring equipment, which is accepted for use in the UK, as stated in CAP 683. LSA currently uses the CAA approved Findlay Irvine GripTester Mk II.

The equipment will be maintained and calibrated in accordance with the manufacturer’s recommendations. Test speeds, tyre pressure, tyre condition and water film thickness will also adhere to the manufacturer’s instructions.

### 4.            OPERATORS AND TRAINING

Initial training for LSA operators will be provided by the equipment manufacturer, Findlay Irvine. In order to remain competent, operators will perform regular friction assessments and attend refresher courses at least every 3 years.

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## 5. FREQUENCY OF ASSESSMENTS

Assessments will be completed at 11 month intervals as required by CAP 683, due to the runway having an average of less than 400 movements per day.

## 6. RESPONSIBILITIES

### 6.1. Operations Director

- Determine any maintenance requirements resulting from routine friction testing;
- Instigate the checks detailed in CAP 683;
- Notify ATC of the assessment date and time and schedule the assessment for a time which will minimise disruption to normal aerodrome operations;
- Ensure that the requirements of CAP 683 are met;
- Monitor trends identified from assessments reports;
- Retain comprehensive records of all friction measuring information; and
- Submit results data to the CAA on request.

### 6.2. Testing Equipment Operators

- Operate the friction testing equipment in accordance with the manufacturer's instructions;
- Remain up-to-date on regulatory requirements concerning friction testing;
- Report equipment faults to the OD without delay; and
- Compile and issue to the OD an assessment report which satisfies the requirements of the CAA and in particular CAP 683.

## 7. RUBBER REMOVAL

Rubber deposits, particularly those around the Aiming Point and TDZ, are known to have a detrimental effect on runway friction characteristics and therefore rubber removal must be closely monitored during Tier 1 and 2 airfield inspections. LSA's number of heavy aircraft movements means that rubber removal is not a task that has to be carried out on a regular basis; rubber build-up will however be closely monitored so that action can be taken as necessary.

## 8. AD-HOC ASSESSMENTS

Friction assessments will also be completed by the TSD at the request of ATC after a pilot report or after a runway incident where surface friction may have been a contributing factor.

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## AEROP 006

## AIRSIDE WORKS AND DEVELOPMENT

### 1. INTRODUCTION

London Southend Airport will use the guidelines set out in CAP 791 – Procedure for Changes to Aerodrome Infrastructure, as a basis for managing airside development and maintenance projects. The HoA, having responsibility for the safety assurance of airside development, will determine the strategy and the extent of operational safety management which will apply to each project in accordance with its scope.

Any proposed new airfield infrastructure will be carefully assessed for its operational feasibility and safety integrity at the concept stage. Only once it has become clear that the proposal meets regulatory requirements and would not impact on safety levels will it proceed to detailed planning and implementation.

Airside works, once in progress, will be actively managed and closely monitored such as to minimise the impacts to daily operations whilst upholding the highest level of safety which may be reasonably expected. This will be achieved with close liaison between the airport and the contractor. Safety will be achieved through thorough risk assessment, a permit to work system and frequent monitoring of safety performance.

### 2. MANAGEMENT OF AIRSIDE DEVELOPMENT

All airside works must be coordinated through the TSM or PM so that the safety and legal requirements can be assessed and therefore met. This applies to not only major construction projects but also to minor works, maintenance/repairs, fixed installations and remedial works

Major airside development projects will be managed and procured through LSA projects team, who will appoint a Project Manager. A project team will be formed with representation from LSA Airside Operations, Airport Management and developers/consultants. Minor works and maintenance schemes may be managed internally by the OD or TSM, in conjunction with Airside Operations, but are subject to the same planning processes.

### 3. PLANNING AND APPROVAL

The Airport Senior Management Team and Project Manager or Coordinator must inform the Airside Operations team of the proposed works or development well in advance in order that the processes in Section 3.1 may be followed. Where the project management role has been contracted out, the Project Manager must ensure that close consultation takes place. It is however the Accountable Manager who is ultimately responsible for the safe management of these processes. Safety accountability under the Aerodrome Certificate may not be

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delegated to contractors. If the HoA or SCM feel that works have commenced without the due consultation, planning and authorisation, then they are subject to cessation at any time.

All airside development and major maintenance work requires prior consultation so that the aerodrome safety and regulatory requirements can be assessed and managed. The APM is responsible for planning and notification of airside development works. It is a requirement that LSA must consult with the CAA before commencing any significant development within the licensed aerodrome boundary that falls within the scope of CAP 791 and obtain the necessary approvals. The principles set out in CAP 791 will be followed and Safety Assurance Documentation produced. The APM will advise the project team of estimated planning and approval timescales in order for these to be programmed. The scope of the consultation and planning will be commensurate with the nature and scale of the project.

### 3.1. Airside Works Planning Process

The Project team will ensure that the following actions shall be covered:

- Compliance with aerodrome licensing/certification requirements
- Approval from the CAA, if required
- Compliance with relevant EU and CAA regulations or legislation
- Compliance with CDM regulations
- Compliance with all aspects of the Airport’s Safety Management System
- Assessment and management of operational safety risks
- Continuity of and minimum disruption to operations
- Liaison with stakeholders and airport tenants / users
- Production of safety assurance documentation
- Promulgation of information by Airport Works Notice (AWN)
- Promulgation of information by NOTAM / DATIS / ATC / Radio
- Technical Safeguarding of CNS equipment

### 3.2. Major Projects

A major project will involve work such as:

- Runway maintenance works other than routine activities
- Large taxiway / apron construction or reconstruction
- A new building in an airside location or with an airside frontage

The above list is by no means exhaustive but is indicative of the scale of projects which would be considered ‘major’ and will require substantial operational planning.

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### 3.3. Minor Projects

A minor project will involve work such as:

- Limited scale pavement reconstruction and repair (e.g. taxiway/apron)
- Changes to road layouts
- A small airside building construction

Planning and approval of minor projects will follow the same process as major projects but the scope and level of consultation will be smaller. The CAA will not normally require consultation via a formal development meeting or an Operational Requirement and Safety Statement.

### 3.4. Cranes

Work involving cranes is of particular concern due to the crane becoming a hazardous obstacle to aircraft on or in the vicinity of the airport. Advance planning and notification to the Airport Project Manager is essential in order for safeguarding studies to be conducted and for an appropriate NOTAM to be issued. Procedures for the use of cranes are covered in AEROP 015 – Aerodrome Safeguarding.

## 4. PROJECT PLANNING AND PREPARATION

Projects require extensive planning, and the following areas need to be covered. However, the following list is neither mandatory nor exhaustive and these elements may not be available or fully developed at the planning stage.

- Aeronautical Ground Lighting;
- Aerodrome Manual amendments;
- Temporary ATC Procedures during development;
- ATC line-of-sight requirements;
- Safeguarding (physical and technical)
- Bird hazard implications;
- Building induced turbulence;
- Changes to existing aerodrome operating procedures;
- Emergency procedures;
- Environmental impact;
- Instrument Approach and Departure Procedures and Minima;
- Project Safety Management Procedures;

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- Proposed timescale
- Revised Low Visibility Procedures;
- Revised runway incursion prevention measures;
- Signage;
- Site access plan.

Hazard analysis and risk assessment will identify potential hazards and associated risks surrounding the proposed change. The Change Management process, contained in Part B of this Manual, will ensure the change is assessed through safety assurance documentation.

The level of detail required will be commensurate with the size and complexity of the project as well as to the hazards and change presented.

## 5. PROJECT SUBMISSION PROCESS

A three part submission process (CAP 791) exists to assist aerodromes to meet the obligations of the licensing process (Parts 1 and 2 may be submitted together):

- Part 1: Compliance
- Part 2: Control
- Part 3: Completion

### 5.1. Compliance (Part 1)

Each development proposal shall be accompanied by documentation that provides clear evidence that it conforms to CS.ADR-DSN (and other applicable EU and CAP) requirements and will include:

- Project overview
- Notification form
- Compliance matrix (to demonstrate project meets certification requirements)
- Scaled drawings (where applicable)

Form SRG 2011 Application of Proposed Change at a Certified Aerodrome will be used for submission.

CAA will confirm whether or not compliance has been achieved. Should any changes to the proposed design or build be made the modified information should be notified to the CAA.

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## 5.2. Control (Part 2)

Following completion and acceptance of the development design, safety assurance documentation will be developed to demonstrate the safe management of the project. This document will contain details on how construction works and operational procedures will be managed in order to maintain safe aerodrome operations during the project and should include:

- a. Work Schedule
- b. Method of Working
- c. Site Safeguarding and Marking
- d. Site Access Arrangements
- e. Airfield Operating Procedures during Work
- f. Night Work Details and Procedures
- g. Weather Minima
- h. Low Visibility Procedures (LVPs)
- i. Emergency Procedures
- j. Day and Night Start Work Procedures
- k. Promulgation of Information - Including NOTAM Action
- l. Points of Contact - Aerodrome and Contractor
- m. Arrangements for Liaison Meetings/Briefings between Airport Management and the Contractor
- n. Plans of Site and Diagrams of Work

A Level 1 or 2 HAZOP, utilising Safety Assurance methodology described in Part B of this Manual, will be undertaken and recorded on an Operational Change Safety Assessment form, and submitted to the CAA Development Officer as a section of Part 2.

Works should only commence upon the satisfactory approval from the CAA Aerodrome Development Team in respect of the submitted documentation.

## 5.3. Completion (Part 3)

Prior to implementation, the CAA Aerodrome Development Team shall be advised that the project meets the agreed design criteria and is fit for purpose. Any significant changes from the original scope shall be notified to the CAA.



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## 6. MAINTENANCE PROJECTS

Short term, minor maintenance works such as painting, planned periodic replacements (lighting), refinements or small repairs to the aerodrome infrastructure which can be completed in a short timescale and with limited disruption need not be notified to the CAA.

Major, longer term projects (weeks/months) which may involve many key stakeholders and which may disrupt or have significant impacts on operations (runway rehabilitation, taxiway reconstruction or replacement of aeronautical ground lighting should be notified directly to the CAA Aerodrome Inspector who will advise on the approval required and will maintain regulatory oversight of each project).

In certain circumstances the Inspector may conclude that the project qualifies for the submission process, in such cases procedures as detailed previously in this AEROP should be followed.

## 7. CONTROL OF AIRSIDE WORK IN PROGRESS

The control of airside works is governed by the facilities procedure SAM-S-FACS-369 Control of Airside Works in Progress.

This document covers the following:

- Permits to Work
- Planning and approval
- Starting work in progress
- Airside safety requirements
- Working on the runway or in the runway strip
- Site rules
- Working procedures
- Completion of work

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## AEROP 007 SURVEY DATA AND TREATMENT OF OBSTACLES

### 1. SURVEY STATUS

The CAA requires that an Aerodrome License/Certificate Holder ensures that the aerodrome and its surrounding environment are surveyed to provide evidence of the physical characteristics and obstacle limitation surfaces.

An aerodrome survey is carried out at LSA on an annual basis in accordance with CAP 1732.

The annual check survey is carried out to monitor changes to the obstacle environment and to record new or amended features on the airfield.

Copies of all survey information and data are held on the IDMS.

### 2. DISSEMINATION OF SURVEY DATA

Upon completion of a survey, the surveyor will supply the appropriate data to the HoATS for verification and dissemination.

The HoATS will examine the survey data for accuracy as far as is practicable. The examinations will generally be limited to assessing the aerodrome plan for the required features and that there are no obvious errors with the positioning of such features or with the presentation of obstacle data. Any anomalies or queries will seek to be resolved with the surveyor.

Obstacle data will be supplied in spreadsheet format which will make a clear indication of any object penetrating the airport’s Obstacle Limitation Surfaces, showing the location and nature of the obstacle, the surface penetrated and the amount of penetration. Obstacle data will be sent to the Airport’s Safeguarding Officer for assessment; obstacles that are a penetration or that cause concern will be prioritised as to their operational significance which will determine the order by which they are treated.

### 3. TREATMENT OF OBSTACLES

Aerodrome survey data will be promulgated as required in the UK Aeronautical Information Publication. After each survey the UK AIP data published for LSA will be checked for accuracy and amended using UK AIP Change Request Form if necessary.

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The Safeguarding Officer, in conjunction with the OD and HoATS, will decide on what action to take to address any obstacle issues. A plan will be produced for removing, reducing or mitigating against obstacles, which will largely be trees. Trees present a constant threat to OLS penetration as they are always growing. Where trees do present themselves as an obstacle, the Safeguarding Officer will liaise with local tree surgeons to decide on the best course of action using expert knowledge. Trees that are reduced in height will be done so at an appropriate time of year and will be reduced more than the penetration amount to allow for future growth.

Where an obstacle cannot be removed or cannot be removed in a reasonable timeframe, consultation will take place with the CAA Aerodrome Inspector or SARG as appropriate to decide on the best course of action. Courses of action to be considered may include:

- Changes to obstacle charts
- Amendments to LSA's UK AIP entry
- NOTAM (permanent until cancelled)
- Amendment to runway declared distances
- Amendment to Instrument Procedures

#### 4. AIP REVIEW COMMITTEE

An AIP Review Committee, chaired by the HoATS, will review LSA's AIP entry on a regular basis. The aim will be to confirm accuracy of current data and compose and recommend suggestions to the AIP entry for inclusion in the forthcoming AIRAC cycle. The HoATS will be ultimately responsible for determining what information is submitted to NATS for inclusion or amendment.

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## AEROP 008      PROMULGATION OF AERONAUTICAL INFORMATION

### 1.      SYSTEMS FOR PROMULGATION

The primary external system for promulgation is the UK Aeronautical Information Publication and its associated publications:

- AIP Supplements
- NOTAMs
- SNOWTAMs
- ATIS

It is recognised that many pilots/aircraft operators use information derived from the UK AIP, although supplied by other information providers such as Jeppesen, AERAD, and EuroControl.

The primary internal system for promulgation is a Directors Notice (DN) or Airside Operating Instruction (AOI).

### 2.      ISSUE OF INFORMATION

Promulgation of aeronautical information falls into the following categories.

#### 2.1.    AIP Amendments and Additions

Information regarding the aerodrome and its facilities is published in the UK AIP under ‘Southend – EGMC’ and is amended as necessary. Amendments will be made using the NATS AIS UK AIP Change Request Form and submitted by the HoATS or nominated deputy. The AIP will be updated when permanent changes are made to the aerodrome signals, signs, markings, obstacles, facilities or services offered.

Cases of exemptions, derogations, equivalent levels of safety or special conditions, along with limitations with regard to the use of the aerodrome will be published in the AIP.

Additional information regarding Air Traffic Services and aerodrome facilities can be obtained on request from the Southend ATCU.

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## 2.2. Issue of NOTAMs

Temporary changes associated with any of the aeronautical information published in the UK AIP will be promulgated by NOTAM.

Matters of operational significance that will be promulgated will include:

- a) Construction or maintenance work on the movement area
- b) Rough or broken surfaces on a runway, taxiway or apron
- c) Failure or irregular operation of a visual or navigation aid
- d) Failure of a power supply to critical airfield infrastructure
- e) A change in the level of rescue and fire-fighting protection
- f) Other temporary hazards, including obstacles

It is the responsibility of the Duty ATCO to ensure that all information to be made available is promulgated by a NOTAM if necessary. NOTAMs shall be issued on the direction of ATC, TSM, APM or HoA. NOTAMs will be sent to NATS AIS NOTAM office using the AFTN system or, if unavailable, by fax or email using the appropriate forms. It cannot be assumed that inbound pilots will have had access to the NOTAM and therefore the information should also be passed by R/T.

## 2.3. Issue of SNOWTAMs

It is the responsibility of the Duty ATCO to ensure a valid SNOWTAM is issued during winter conditions (snow, slush, ice, frost or snow banks), as necessary using information provided by persons conducting runway and airfield inspections. The issue of SNOWTAMs shall be in accordance with AIC 86/2009 – Guidance for the distribution and completion of the SNOWTAM form and as directed by the Airport’s Winter Operations Plan.

## 2.4. ATIS Broadcasts

When any unplanned changes occur to published equipment, services or procedures, the promulgation of this information is typically via ATIS. ATIS broadcasts shall be created and transmitted by the Duty ATCO, in conjunction with Duty ATCOs. ATCOs will supplement DATIS broadcasts with information to pilots by R/T.

## 2.5. Airport Works Notices (AWN)

Work in progress that affects the serviceability of any part of the movement area and which therefore has the potential to affect the safe operation of aircraft at LSA will be issued by way of an AWN using document SAF-S-FAC-308 distributed to aerodrome departments, based tenants and regular visitors as required.

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## 2.6. Airside Operating Instruction (AOI)

An AOI is issued to all airside stakeholders to convey essential operational information, changes to procedures or a reminder to follow procedures currently in place. These instructions will normally be included in the next revision of the Aerodrome Manual and issued for staff to read and sign to declare they have understood and will comply with the content.

## 2.7. Airside Temporary Operating Instruction (ATOI)

An ATOI is issued as a temporary instruction to all airside stakeholders. The ATOI will either expire as per the date on the document or be superseded by an AOI (as above).

## 3. RECORDS

- AIP and AIP Supplement change receipts via email are retained by the HoATS.
- A copy of NOTAMs/SNOWTAMs references are recorded in the ATC Watch Log and automatically archived in the Copperchase journal.
- SNOWTAM copies are to be retained by ATC on file for twelve months
- ATIS and RTF communications will be recorded as per CAP 670 requirements

## 4. RESPONSIBILITIES

### 4.1. Head of Airside (or nominated deputy)

- Requesting the issue of NOTAMs concerning unplanned changes to the availability of equipment, systems, movement area and aerodrome environs, AFS, any information published in the AIP, navigational aids and communication systems.
- Checking the currency of issued NOTAMs and SNOWTAMs.
- Notifying the Duty ATCO regarding information for inclusion in ATIS broadcasts.
- Notifying the Duty ATCO when urgent changes to information are required to be communicated via R/T.
- Authorising the issue of information for inclusion in AIP Amendments, AIP Supplements and AIRAC Issues via AIP Change Request Form.
- Regularly reviewing the content of the UK AIP and other publications for accuracy and suitability.

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#### 4.2. Air Traffic Control

- The issue of NOTAMs and SNOWTAMs when required and if necessary with direction from the Airside Operations team.

#### 4.3. Head of Air Traffic Services

- Submitting change request forms for changes to the UK AIP and the retention of records of changes submitted

#### 4.4. Technical Services Department

- Requesting the issue of NOTAMs associated with navigation aids, AGL and infrastructure.

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## AEROP 009 AIRSIDE VEHICLE AND EQUIPMENT STANDARDS

### 1. RESPONSIBILITY

Responsibility for the safe condition of vehicles/equipment, safety inspection records and rectification of defects lies with the operator. Operators must adopt and be able to demonstrate a suitable maintenance regime for vehicles and equipment to keep them in a safe condition. Operators must ensure the presence of an authorised and competent person who has the authority to remove any vehicle/equipment from the airfield, should a safety issue arise. The operator is responsible for ensuring that employees who operate airside vehicles/equipment are appropriately trained to check the vehicle/equipment prior to use and to report a defective vehicle/equipment.

The responsibility for the safe condition of LSA vehicles will lie with the head of the department which primarily uses that vehicle. The responsibility for the safe condition of all other vehicles will lie with the relevant manager of the organisation or tenant.

Operators must inform employees of their responsibilities regarding vehicle/equipment and the legal responsibility to ensure vehicle/equipment is safe prior to use.

LSA requires right of access to inspect any vehicles holding a current Airside Vehicle Permit (AVP) and their maintenance records for audit purposes.

### 2. LONDON SOUTHEND AIRPORT STANDARDS

Persons operating a vehicle airside shall comply with the standards contained in the Airside Driving and Vehicle Operations Manual, which contains information on:

- Types of AVP and criteria for issue
- The application process
- Insurance requirements
- Safety inspections
- Vehicle requirements (including safety and markings)
- Suspension / withdrawal / renewal / expiry of an AVP



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## AEROP 010 AVIATION FUEL MANAGEMENT

### 1. MANAGEMENT OF INSTALLATIONS

The aviation fuel installation, comprising of the separate Avgas and Jet-A1 installations, are owned and operated by London Southend Airport. The management of the aviation fuel installation is the responsibility of the Airport Fuel Supervisor, on behalf of the HoA.

### 2. FUEL STORAGE AND DELIVERY

Details of fuel and oil grades and availability at LSA can be found in the UK AIP.

Aviation fuel is delivered to site by road and escorted by LSA fuel staff to the fuel farm located north of the runway.

Fuel is delivered from the storage tanks to aircraft by mobile bowzers driven and operated by the LSA fuel team.

### 3. FUEL QUALITY

The responsibility for the quality of fuel supplied to the fuel storage tanks lies with Air BP for Jet-A1 and Air BP for Avgas. Fuel grade and quality is expected to meet the specification fit for use in aircraft and in accordance with the requirements of the ANO and CAP 748. Fuel will be tested on delivery and where it does not meet the quality standards, it will be rejected and not transferred to the static fuel tanks.

The LSA fuel team also complete quality control checks and sampling on the fuel to be delivered to aircraft and the equipment used, in accordance with CAP 748 and LSA’s fuel procedures.

### 4. SAFETY MANAGEMENT

- a) The fuelling of aircraft will normally be carried out in the open air and in areas that have been deemed safe and approved.
- b) Only personnel that have been trained and competency assessed will be permitted to carry out aircraft fuelling. Personnel that are not yet fully trained will be accompanied and supervised by an experienced member of the fuelling team at all times.

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- c) Fuelling areas will be sited to avoid bringing aircraft or fuel bowsers within a dangerous proximity to buildings.
- d) Refuelling vehicles are not to approach aircraft until the engines have stopped and the anti-collision lights have been switched off by the pilot.
- e) Refuelling vehicles must endeavour to park clear of aircraft access / egress doors in the event of an emergency and should be in a position such that they can drive away without the need to reverse.
- f) All personnel engaged in fuelling duties are to ensure that serviceable fire extinguishers are readily available.
- g) All personnel engaged in fuelling duties are to be fully trained and conversant in airside R/T and the appropriate language to be used. They must know how to contact ATC in the event of an emergency.
- h) Refuelling will ideally not take place whilst there are passengers on board the aircraft, however exceptions may be made in certain circumstances and with the permission of the aircraft crew.
- i) Refuelling should not take place when there is a thunderstorm warning in effect and thunderstorm activity is observed within an estimated 5km of the aerodrome.

#### 4.1. Fuelling Zone

During fuelling operations, air and fuel vapour may be emitted from the aircraft fuel tanks through vent points. This presents a hazard of fuel vapour being ignited. For this reason, additional rules are in place within an area which will be referred to as the ‘fuelling zone’.

A fuelling zone is established when aircraft fuelling operations are in progress, extending at least 6m radially from the aircraft filling and venting points and from any part of the fuelling vehicle and equipment, including hoses.

Particular requirements must be adhered to in the fuelling zone as below:

- a) All personnel must refrain from any activity involving the risk of fuel vapour ignition. These predominantly include smoking, use of naked lights, operation of electrical systems and activity creating sparks from exposed metals on footwear, tools or other equipment or vehicles.

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- b) Vehicle engines must not be left running in the fuelling zone. This includes Ground Power Units (GPUs). Hot vehicle exhausts are a major hazard and are prohibited inside the fuelling zone.
- c) Non-intrinsically safe equipment, including Portable Electronic Devices (PEDs), such as mobile phones, pagers, radios and any other electronic or electrically operated equipment are prohibited. Radios used by fuellers must be intrinsically safe (ATEX) radios.
- d) Only authorised persons and vehicles are permitted within the fuelling zone and the number of these should be kept to a minimum.
- e) Airline/aircraft crew and ramp staff must ensure that passengers do not enter the fuelling zone whilst embarking or disembarking. Any passenger and baggage reconciliation checks must be carried out a safe distance away from the fuelling zone.
- f) Aircraft Auxiliary Power Units (APUs), which have an exhaust efflux discharging into the fuelling zone, should, if required to be in operation during fuelling, be started before filler caps are removed or fuelling connections made. APUs must not be switched on during any refuelling operation.
- g) Photographic flash bulbs or electronic flash equipment must not be used within 6 metres of the fuelling equipment or any filling or venting points of the aircraft.
- h) The airline or aircraft operator should ensure that all personnel working inside the cabin, hold or equipment compartments of the aircraft are made aware that fuelling is taking place.
- i) If the person in charge of the fuelling operation deems there to be an unacceptable risk, refuelling shall be stopped immediately until conditions permit a safe resumption.

#### 4.2. Bonding

It is essential that aircraft, fuelling vehicles and over-wing nozzles, where applicable, are electronically bonded together throughout fuelling operations to ensure that no difference in electrical potential exists between the units.

Bonding is to be maintained until all hoses have been disconnected or tank filler caps replaced.

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### 4.3. Fuelling with Passengers On-Board

Normally, passengers should always be disembarked prior to the commencement of aircraft fuelling. Commencement of fuelling for this purpose shall be described as ‘connection of the bonding clip’. Completion is defined as ‘when the bonding clip has been removed’.

In circumstances where it is not possible to complete fuelling operations without passengers on board, operators of fixed wing aircraft may allow passengers to embark, disembark or remain on-board during fuelling operations. Aircraft operators are required to develop their own policies and safety procedures in such circumstances, to manage the risks associated. Such procedures should include:

- a) Cabin crew, passengers and other relevant staff to be warned that fuelling will take place and that they must not smoke, operate electronic equipment or other potential sources of ignition.
- b) The aircraft’s ‘No Smoking’ signs to be switched ON together with sufficient interior lighting to enable emergency exits to be identified.
- c) The ‘Fasten Seat Belts’ signs are to be switched OFF and passengers informed not to fasten their seatbelts.
- d) Provision should be made via at least one of the main passenger doors for safe evacuation in the event of an emergency. Throughout the fuelling operation these doors are to be continually monitored by a cabin attendant. If an inflatable escape slide is designated to meet this requirement, the ground beneath the slide deployment area must be clear of obstacles.
- e) Ground servicing activities and work within the aircraft, such as catering and cleaning, must be conducted in such a manner that they do not create a hazard or obstruct aircraft exits.
- f) Inside the aircraft cabin, the aisles, all exit areas and exit access areas must be kept clear of obstructions;
- g) The ability of any passenger to affect a rapid evacuation from the aircraft, especially those whose mobility is impaired, is to be taken into account. This may necessitate attendance of the AFS or ramp staff.

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#### 4.4. Fuelling with Engines Running

Refuelling with engines running (hot refuelling) is only permitted for Emergency Responding Helicopters on Operational Emergency Duty and only when approval has been granted by the airport authority.

#### 4.5. Fuelling and De-fuelling in Hangars

Fuelling activities inside hangars are only permitted in circumstances where it is not possible for the operation to take place in the open air. Any such activity imposes potential risk and is to be carried out as per the company’s and LSA fuelling procedures. Maintenance companies performing fuelling and de-fuel operations in hangars are to have written procedures for such activities, which may be audited by LSA at any time.

Under no circumstances is fuelling or de-fuelling of Avgas to take place inside any hangar or building.

#### 4.6. Fuel Spillages

The procedures to be followed in the event of a fuel spillage are in AEROP 011 - Spillages.

### 5. AUDITS

Companies that store, dispense or handle aviation fuel at LSA will be subject to safety audits to ensure they comply with aviation and environmental legislation, by LSA.

LSA, as a supplier of aviation fuel to aircraft, will be audited by the CAA, IATA and airline safety representatives. LSA will also be self-audited by its own safety team at least once annually.

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## AEROP 011                      SPILLAGES

### 1.            INFORMATION

Spillages of fluids and substances on the airport are an ever-present risk and have the potential to be very hazardous – flammable, corrosive, explosive or otherwise harmful to health and the environment. The handling and storage of these substances must be carefully controlled and procedures in place to handle spillages. The handling of spillages will address the concerns of maintaining safe aircraft operations, health and safety of staff and passengers and the protection of the environment.

The most common spillages are of aircraft fuels and oils which are handled by the refuel team. It must be noted however that spillages may also occur of other fluids such as engine oils and de-icing fluid.

### 2.            RESPONSIBILITIES

All managers are responsible for ensuring that their staff know what to do in the event that they cause or discover any kind of spillage.

All airside personnel, regardless of employer or job title, are responsible for reporting any spillage which they cause or discover, without delay.

Tenants' health and safety responsible persons are required to ensure that they take all necessary precautions, including compliance with relevant health and safety legislation, to prevent a spillage or environmental hazard from the storage of fuels or chemicals. Tenants are required to ensure that all large quantities of chemicals are stored in a self-bunded container or on a bunded pallet or equivalent.

### 3.            PROCEDURES

The person causing or finding a spillage of fuel or other fluid shall carry out the following actions:

1. Stop the source of the spill if it is safe to do so.
2. Report it to the Airport Control Centre on **01702 538400** who will action a response from LSA. Relay the following information:
  - a. Location
  - b. Material / liquid spilled

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- c. Whether the release has been stopped
- d. Approximate size of the spill
- e. Aircraft and/or equipment involved

3. Remain on site near the spill and liaise with the Airport Fire Service or other LSA representatives when they arrive.

4. Minor spills of non-hazardous materials may be cleaned up by the tenant at their expense but should still be reported to LSA.

LSA has emergency spill kits stored at the following locations:

- Airport Fire Station
- Fuel Farm
- 2x available on Main Terminal Apron Stands
- On fuel bowsers
- Jet Centre
- SENA Apron

LSA will recharge a company responsible for causing a spill for all costs incurred with the clean-up of spillages.

#### 4. FURTHER INFORMATION AND ASSISTANCE

Further information or assistance can be obtained by contacting the airport’s Fuel Department during operational hours on 01702 538643

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## AEROP 012 AVIATION WEATHER WARNINGS

### 1. WEATHER OBSERVATIONS

Weather observations at London Southend Airport are made from the Air Traffic Control Tower by ATC staff that are trained in meteorological observations and hold a valid meteorological observers certificate and will be deemed competent in accordance with the UTP. Weather observations form the content of METARs which are produced in accordance with CAP 746 – Requirements for Meteorological Observations at Aerodromes.

### 2. WEATHER FORECASTS

Meteorological Routine Observations (METARs), Terminal Area Forecasts (TAFs) and Area Forecasts are displayed by the CODEX information display system and also received via the AFTN. The latest Southend TAF and the forecast Regional Pressure Settings for Chatham and Yarmouth are automatically displayed on the weather ATIS screen displayed to ATC and the Jet Centre. In addition, CODEX displays Form 214 and 215, satellite precipitation imagery and a lightning detection map.

Internet pilot weather briefing provided by Weather Services International is available in the Jet Centre, and computer terminals and Wi-Fi connection allows pilots to utilise their preferred internet weather self-briefing service.

### 3. WEATHER WARNINGS

ATC receive official aviation weather warnings direct from the Met. Office via email. ATC are then responsible for informing AFS via telephone and then disseminating the warnings to LSA staff, tenants and based operators via email. Individual departments and companies are responsible for distributing the warnings further among their staff. Pilots will be notified appropriately, normally via R/T.

SIGMET messages are received by ATC via the AFTN.

### 4. RESPONSIBILITIES

#### 4.1. ATC

- Providing Met. Observations and submitting METARs to the Met. Office at H+20 and H+50, in accordance with MATS Part 2.



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- Ensuring that the ATIS is broadcasting current and accurate weather information.
- Advising Jet Centre and AFS of aviation weather warnings.
- Disseminating the warnings to LSA staff, tenants and based operators via email.

#### 4.2. AFS Managers

- Monitoring actual and forecast weather conditions at the aerodrome.
- Ensuring that accurate runway surface state reports (and manoeuvring area reports where necessary) are promulgated to the Duty ATCO.
- Initiating the airport's response to adverse weather conditions.

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## AEROP 013                      STRONG WIND AND GALE PLAN

### 1.            INTRODUCTION

Strong wind conditions can give rise to hazards from wind-blown items and in very strong winds there is a possibility of structural damage to aircraft. The principal threats are of engine ingestion of FOD or airframe damage to aircraft on stands, taxiways and runways. The threat of an obstruction on a runway to an aircraft taking off or landing is possible. There is also a danger of personal injury for apron staff and damage to vehicles and equipment.

This instruction details the requirements, and precautions to be taken, when strong winds are expected or experienced at London Southend Airport.

- |                            |            |         |
|----------------------------|------------|---------|
| • Strong Wind              | Mean speed | 24+ kts |
| • Gale Force Wind          | Mean speed | 34+ kts |
| • Severe Gale Force Wind   | Mean speed | 44+ kts |
| • Storm Force Wind         | Mean speed | 52+ kts |
| • Violent Storm Force Wind | Mean speed | 60+ kts |

### 2.            WEATHER WARNINGS

Weather warnings will be distributed to LSA staff, tenants and based operators – see AEROP 012 – Aviation Weather Warnings.

### 3.            RESPONSIBILITIES

When a strong wind warning has been issued, or when strong wind conditions are experienced, the following actions must be taken by aircraft operators, tenants and ramp / ground services staff:

- a) Extra vigilance must be exercised to prevent occurrences of FOD and to ensure that all loose items are removed or safely stowed (plastic bags and sheeting are a particular threat to engine ingestion in all areas of the airfield). Action must be taken to ensure that covers are securely fastened on all waste containers, skips and aircraft engines;
- b) Inspections to ensure aircraft are adequately chocked and/or tied down to prevent movement. Particular attention should be paid to aircraft parked in exposed areas of the airfield;

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- c) Consideration should be given to positioning externally parked aircraft so that they are facing into wind. Note that larger jet aircraft will not fall under this requirement;
- d) All ground equipment and vehicles on the aprons, not in immediate use, must be parked in suitable areas provided with parking brakes applied or chocked;
- e) Equipment in use on aprons must be secured with parking brakes set. Equipment without parking brakes must be chocked or removed from aprons;
- f) Large items of equipment that are vulnerable to winds must be secured to a fixed object or removed to a protected area;
- g) All loose items in contractor’s works areas must be secured or removed. Contractors may be asked to leave the manoeuvring area or airside area altogether;
- h) Staff observing any obstruction or equipment moving in the wind, irrespective of ownership, must take action to secure it;
- i) Ramp staff should consider the removal of safety cones to prevent them from blowing across the apron, onto the manoeuvring area or into aircraft;
- j) Ramp staff should take extra precautions when towing aircraft; and
- k) Aircraft rubbish and equipment that is normally temporarily placed on the stand, such as bagged waste and catering, must be removed or securely stored immediately it is removed from the aircraft.

The AFS, Airside Operations and Ramp Supervisors are responsible for inspecting airside areas to check the above actions have been taken and the risk of incident or accident as a result of the strong wind is as low as reasonably practicable.

#### 4. SECURING OF AIRCRAFT

Parked aircraft may sustain damage to control surfaces or may risk ground-swinging ('weather-cocking') in strong wind conditions.

Aircraft in exposed areas of the airfield such as the north or south aprons should be parked facing into the prevailing wind to prevent ground-swinging ('weather cocking'). Arriving aircraft can be marshalled into wind and aircraft already on the ground re-positioned by a tug.

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Aircraft parked externally are to be chocked on the nose gear and both sets of main landing gear by the Duty Ramp team or AFS.

Aircraft operators who wish to position their aircraft facing into wind should advise ATC and request allocation to a suitable airfield area or contact the Duty Ramp team to request towing assistance. Owners of GA aircraft or their representatives should contact ATC or AFS only if they have any problems in picketing their aircraft.

If a weather warning is received late at night for overnight hours or early the following morning, precautionary measures should be undertaken in advance. It will be the responsibility of the AFS to instigate safety measures.

## 5. TOWING OF AIRCRAFT

Aircraft operators are responsible for issuing instructions on the limiting wind speed for the towing of their aircraft.

## 6. CANCELLATION OF WARNINGS

When strong winds have subsided, or are no longer expected, and the MET Office cancels the warning, a cancellation message will be disseminated by ATC.

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## AEROP 014 THUNDERSTORMS

### 1. THUNDERSTORM WARNINGS

The Met. Office will issue thunderstorm warnings directly to ATC, who will forward them to other LSA departments. Such warnings may be valid for up to 24 hours and may also give limited notice of arriving thunderstorms.

When meteorological warnings have been issued, weather conditions should be closely monitored by ATC, AFS and the Fuel Department.

Thunderstorms represent a hazard due to the potential for:

- Lightning bolts striking aircraft, vehicles or persons
- Very heavy rain or hail
- Poor visibility
- Strong winds
- Wind shear
- Airframe and engine icing
- Interference with radio transmissions and compasses

### 2. ACTIONS BY AIRPORT STAFF

#### 2.1. Fuel Department

ATC shall inform the refuel department via radio and/or telephone of lightning activity observed in the local area (within an estimated 5km of the aerodrome). At this point the Fuel Supervisor or Duty Fueller will make a decision based on available information as to whether he should suspend the following:

- Aircraft refuelling operations from mobile bowsers
- Fuel deliveries
- Replenishment of vehicles
- Inspections, repairs and maintenance that may be in progress at or near fuel installations or in the vicinity of fuel delivery vehicles

The Fuel Supervisor or Duty Fueller will ensure that all staff or contractors associated with fuelling operations are withdrawn to a safe area until further notice.

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ATC shall advise the refuel department when the weather activity has abated and any lightning activity has passed. The Fuel Supervisor or Duty Fueller will then decide based on local conditions and available information whether aircraft refuelling operations and related tasks involving aviation fuel can resume.

## 2.2. Others

All airside users shall take extra precautions when undertaking any activity during thunderstorm conditions. Where possible, activities shall be suspended until the thunderstorm has passed.

Airside work in progress is likely to be suspended if heavy thunderstorm and lightning conditions are present or likely. This will be the responsibility of the LSA representative responsible for supervising and managing the works.

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## AEROP 015      AERODROME SAFEGUARDING

### 1.      CONTEXT

There are several aspects to the safeguarding function:

- Physical – protecting the Obstacle Limitation Surfaces (OLS) surrounding the aerodrome, i.e. the blocks of air through which aircraft fly, by preventing penetration of surfaces created to identify their lower limits;
- Technical – protect the integrity of radar, the ILS, DME, NDB and other electronic aids to air navigation, by preventing reflections and diffractions of the radio signals involved;
- Visual Aids – preventing aids such as Approach and Runway lighting from being obscured or preventing the installation of other lights which could be confused for them. This includes glare assessments for reflective objects such as solar panels which may inhibit the vision of flight crews or ATC;
- Birds – avoiding any increase in the risk to aircraft of a birdstrike, by limiting an increase in hazardous bird species in the vicinity of the aerodrome.

The Aerodrome Safeguarding Process is included in UK legislation as an integral part of the planning procedure. It is set out in Directions contained in Circulars issued under the Town and Country Planning Acts, in particular the Town and Country Planning Direction 2002 ODM Circular 1/2003.

Local Planning Authorities (LPAs) have been advised by issue of the official London Southend Airport Safeguarding Map, approved by the CAA, of the safeguarded area around LSA. The map enables LPAs to identify those applications that could potentially impact upon the airport’s operational safety and on which consultation is required. The map currently in use is dated June 2016.

The LPAs will consult with LSA regarding any planning application within this area, a 15km radius, especially if it meets certain criteria relating to the height and location of the proposed development to the airport. In addition, any proposed developments with bird attractant potential within 13km of the airport will also be referred for consultation, as well as any wind farms within 30km of the airport.

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## 2. RESPONSIBILITIES

The Operations Director is responsible for:

- Maintaining the integrity of the Obstacle Limitation Surfaces (OLS)
- Discharging the authority for physical and technical safeguarding assessments
- Discharging the authority for external assessments of proposed developments where further expert advice is needed, in particular for glare assessments, wind turbines and electromagnetic interference with navigation aids

The Safeguarding Officer is responsible for:

- Arranging the CAP 1732 aerodrome survey
- The initial assessment of safeguarding applications received externally from a LPA or for the airport's on-site developments
- Forwarding safeguarding applications to the Technical Services Manager for technical assessment, if required
- Completing a physical safeguarding assessment for applications and assessing the risk for bird attractant and impact on visual aids
- Involving other department managers, such as the HoATS or HoA, where additional opinions are required or where the proposed development would affect their area of operations
- Maintaining records and undertaking the administrative function for safeguarding
- Monitoring the progress of the application, particularly where external consultation is necessary, in order to ensure that permitted consultation periods are not exceeded
- Management of case notes including any details received from the Local Planning Authority regarding their decision.
- Analysing the database to identify any previous application which could relate to the current case, either in location, applicant or subject

The Technical Services Manager is responsible for:

- Completing a technical safeguarding assessment for applications and reporting findings back to the Safeguarding Officer.



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### 3. THE SAFEGUARDING PROCESS

#### 3.1. Legislative and Administrative

In the case of formal consultations, the LPA will consult the Airport giving 21 days for a response. Each planning application received is given an LSA safeguarding reference corresponding to the year and the application number for that year (e.g. 2017/N/12 would be the 12<sup>th</sup> application received in the year 2017). The application is added to the airport’s Safeguarding Database.

If necessary, the LPA (or other party) should be contacted to inform them of any difficulties that could require an extension to the twenty-one day time limit for consultation. If the LPA will not permit an extension to the time limit a letter of objection must be lodged on the grounds that LSA is not satisfied that the proposal will have no harmful effect on the safety of operations at or in the vicinity of the airport.

LSA may also be approached directly by the developer, or LPA, during pre-application negotiations. In these circumstances an assessment will be made in the normal way, however it is to be made clear that any advice is provided in an informal capacity and will not prejudice detailed assessment of any formal planning application at a later date. Details of such assessments should be recorded but will not receive an LSA safeguarding reference.

A full copy of consultations, any related correspondence and a copy of the safeguarding case slip will be archived and retained for a minimum period of 10 years.

#### 3.2. Process Flowchart

The safeguarding process will be conducted in line with CAP 738.

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### 3.3. Safeguarding Application File

A safeguarding application file is to be filled out for the development, ensuring all the necessary information as prescribed in the Joint Circular is included:

- A copy of the application for the development in question
- Copies of any submitted plans/maps
- Description and location of the development
- The location of the proposal with a grid reference to at least 6 figures each of Eastings and Northings or Latitude and Longitude
- The safeguarding map ‘colour zone’, into which the development falls
- The height of the site to an accuracy of 1 metre above OS Datum
- Details of the layout, dimensions and heights of buildings and works to which the application applies
- Types of planting and landscape works associated with a particular development
- Details of materials used in construction
- Cross reference information to previous related case(s)
- Such further information as is necessary to consider the application

If any vital information is missing, a request should be sent to the LPA to obtain the relevant information, explaining that the 21-day consultation period will not begin until it has been received. When all required information has been received by LSA, the LPA or other party should be notified, by email or letter that the 21-day consultation period has now begun.

### 3.4. Response to Local Authority

The response is sent to the LPA either by e-mail or in paper form with a copy stored in the Airport’s digital and paper files alongside the corresponding case paperwork.

### 3.5. Local Authority Decision

If an LPA proposes to grant planning permission:

- Contrary to advice submitted by LSA
- Not to attach conditions that have been requested
- To attach conditions that have been advised against

the LPA must notify LSA (as the official safeguarding consultee) and the CAA (as the safety regulator).

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The CAA will then assess the application and may determine it in one of two ways:

- Firstly the CAA may consider the application and conclude that LSA has been wrongful in its decision to object to or condition the proposal. In such cases, LSA is to obtain details of the CAA decision and update files accordingly.
- Secondly the CAA could agree with the airport’s decision and may refer it to the Secretary of State to be considered for 'call-in'. LSA may be required by the CAA to submit additional justification for its view as part of this process. If the views of LSA (or the CAA) lead to an appeal against the LPA decision, the airport may be required to defend its view, either informally to LPA / applicant or formally by appearing as an expert witness at planning appeals. Arrangements to cater for such demands will be made as and when they are required.

#### 4. METHODOLOGY

In order to assess the implications of any proposed development, it will be necessary to understand and apply the relevant parts of the AMC and GM. The methods in use may be used singly, or in conjunction to provide means of cross-checking:

- Safeguarding software
- Google Earth imagery and terrain profile data, with image overlay of the official safeguarding map
- An OS map with contour data, for heights AOD or AMSL and also showing the extent of all OLS surrounding LSA
- CAD based OLS maps provided with the CAP 1732 aerodrome survey

The Eastings and Northings, site plan and location plan, provided with any application will allow the location of the development to be identified. The software can identify any penetration of all safeguarded surfaces and can be further verified using the other methods above.

##### 4.1. Potential Penetration of Safeguarded Surfaces

This assessment is undertaken by the Safeguarding Officer, or the TSM or OD in their absence. These persons have been trained and certificated on a recognised aerodrome safeguarding training course.

The assessor will check the details of the proposal for penetration of any of the Safeguarded Surfaces. If a penetration of a Safeguarded Surfaces is identified, the proposal should be assessed as to whether it can be eliminated or mitigated. If elimination or mitigation is

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possible, the proposal may be given a condition, otherwise it shall be objected to by the airport.

The assessor will exercise discretion to have another competent person check and sign-off the calculations in cases where the potential impact of the development is significant.

LSA's CAA Aerodrome Inspector may be consulted concerning any development considered to be unacceptable as a consequence of Safeguarded Surfaces penetration.

Details of any calculations undertaken and conclusions may be submitted to the LPA or other party as appropriate as part of the response letter.

Where there is any concern of an impact to the IFP's the proposal will be referred to the LSA's procedure design authority for comment and may require a detailed IFP assessment.

#### 4.2. Technical Safeguarding Assessments

The Safeguarding Officer is to forward any planning applications which may have an impact upon navigation aids at or around the aerodrome to the Technical Services Manager for assessment. The TSM will undertake a preliminary assessment of the development and this process may take longer than the normal 21 day consultation period allowed. If the delay is likely to result in a need to extend the consultation period granted by the LPA, the Safeguarding Officer shall take the necessary steps to request an extension from the LPA. If the initial assessment concludes that safety standards may be affected by the development, LSA will send a rejection pending a further detailed assessment by the TSM or an external expert.

#### 4.3. Wind Turbines

Any planning application to erect a wind turbine within 30km of an aerodrome will be the subject of safeguarding. Not only are they very tall structures which will require physical safeguarding, but they also may have a significant impact upon navigation aids and radar. They are to be referred to the TSM for technical safeguarding.

#### 4.4. Bird Hazards

The following developments can have an impact on bird activity on and in the vicinity of LSA:

- Tree and shrub planting
- Creation or enhancement of water features
- Landfill sites
- Waste recycling plants

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- Sewage works
- Reservoirs

With regard to developments in the near vicinity of the airport, details of plantings, if not provided as part of an application, are to be requested. Information regarding species to be avoided altogether and minimum acceptable plantings are listed in SAM-S-ATE-002 LSA Safeguarding Manual. Comments concerning planting are to be made as part of the application response. Further information on the likely impact of such developments is contained in CAP 772.

#### 4.5. Lighting

At night and in periods of poor visibility, pilots rely on the pattern and colours of the Aeronautical Ground Lighting, principally Approach and Runway lighting to assist with aligning the aircraft with the runway and touching down at the correct point. Therefore, it is important that other lights which could distract or confuse are not permitted.

It is therefore essential that proposed new street or other lighting is taken into account in the vicinity of an aerodrome. Lighting can cause problems where:

- The intensity of the lights, whether steady or flashing (i.e. strobe lighting), could cause glare in the direction of an aircraft approaching to land or taking off
- The colour of the light could cause it to be mistaken for an Aeronautical Ground Light when viewed from the air or the lights make a pattern, (e.g. a row of streetlights) similar to an approach or runway lighting system
- The overall amount of illumination detracts from the effectiveness of the approach and runway lighting, particularly during periods of low visibility
- The aeronautical ground lights are obscured from the pilot's view

Although all lighting proposals in the vicinity of an aerodrome may be of concern, particular attention should be paid to lights within a rectangular area 750 metres each side of the centerline and extended centerline of the runway to a distance of 4500 metres from the threshold (for an instrument runway).

To avoid confusion with AGL, it is recommended to use hooded lighting mounted horizontally, so that no light is emitted above the horizontal. Other solutions may be considered, depending on the particulars of the lighting proposed and its location in relation to the aerodrome.

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It should be noted that there are provisions under the Air Navigation Order (ANO) directing that lights shall not be exhibited which are liable to endanger aircraft taking-off or landing, or which are liable to be mistaken for an aeronautical light.

## 5. OUTLINE AND SCOPING APPLICATIONS

Outline or scoping applications, by their very nature, are likely to have insufficient information for a full assessment. In these circumstances, there are three options:

- Firstly, send a response to the LPA recommending that the application be deferred until further information is available
- Secondly, send a response, which encompasses all planning conditions that could be appropriate to ensure the proposed development is suitably restricted
- Thirdly, lodge an objection on the grounds that insufficient information is available to satisfy the airport that the proposal is acceptable.

The application is to be logged onto the LSA safeguarding register.

## 6. TREATMENT OF TEMPORARY OBSTACLES

Wherever possible, LSA will seek to remove obstacles which may be a hazard in accordance with the requirements of CS.ADR-DSN Chapter J. Where this is not possible, such obstacles will be marked appropriately, notified to pilots, and suitable operating restrictions introduced. See also AEROP 007 –Survey Data and Treatment of Obstacles.

### 6.1. Obstacles within the Runway Strip

Temporary obstacles within the runway strip may take the form of works areas, vehicles and plant, or a disabled aircraft. Planned obstacles such as a works area are taken account of during planning process – see AEROP 006 –Airside Development. For re-assessment of declared distances see AEROP 016 – Reduced Runway Length Operations.

Each obstacle is to be treated according to its nature and position. The guiding principles are that:

- Operations on a particular runway are to be suspended if there is an obstacle within the paved area of the runway; unless and until revised declared distances have been calculated and promulgated
- ILS approach procedures are to be suspended whenever there is an obstacle within the instrument runway Cleared and Graded Area. All such obstacles are

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to be notified to pilots by the most appropriate method for the situation i.e. NOTAM, ATIS or R/T.

## 7. CRANE OPERATIONS

### 7.1. General

The operation of cranes in the vicinity of an aerodrome may have a direct impact on the safety of aircraft and aviation. The legislation that controls such activities is the Air Navigation Order (ANO) and CS.ADR-DSN Chapter J. The operators of cranes must refer to British Standard Institute Code of Practice for the Safe Use of Cranes (BS 7121).

BS 7121 refers to Crane Control in the Vicinity of Aerodromes. In addition, the Airport Operators Association (AOA) in partnership with the Health and Safety Executive (HSE) have issued a guidance leaflet entitled 'Cranes and Planes, A Guide to Procedures for Operation of Cranes in Vicinity of Aerodromes'.

### 7.2. Safety Requirements

In order to co-ordinate the safe operation of cranes in the vicinity of aerodromes, any proposed crane operation within 6 kilometres of an aerodrome, at heights of 10 metres above ground level or that of the surrounding structures or trees, must receive prior permission from the Aerodrome Operator.

### 7.3. Location and Approval

Crane operators and/or developers have been advised to contact LSA at least one month in advance of any proposed crane operations to find out if there are any limitations or regulatory procedures that may apply to the proposed crane operation.

To obtain permission to operate a crane within 6 kilometres of the aerodrome, the crane operator must apply for the issue of an LSA Crane Authorisation Permit using form SAF-S-ATE-008. Applications should be made to LSA not less than 5 working days before the planned crane operation.

The following information will be required from the crane operator:

- The exact location of the crane, as an OS Grid reference (to at least 6 figures for eastings and northings), or marked on a map showing the OS Grid;

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- The maximum operating height in metres Above Ordnance Datum (AOD), or the height of crane Above Ground Level (AGL) plus ground level in AOD;
- The type of crane/equipment (e.g. Tower Crane, Mobile Crane, etc.);
- The radius of the jib/boom of a fixed crane/the area of operation of a mobile crane;
- The intended dates and times of operation;
- Applicant’s name and contact details; and
- Contact details for the crane whilst operating (e.g. mobile phone number for the crane driver or ‘on-site’ foreman).

Once these details have been considered it will be determined whether the operation can proceed and whether restrictions will apply. Guidance for LSA ATC and works approval staff for the issue of a crane permit and possible restrictions are in SAP-S-ATE-001 Temporary Obstacles Procedures. Any of the following may be imposed on the crane operator to ensure the safety of aircraft:

- The fitting of steady red obstacle lights;
- Restrictions on crane operating times;
- Crane operations dependant on the runway in use;
- Restrictions on crane operating height; and
- Restrictions during poor visibility (whether caused by fog or low cloud).

If approved, a completed copy of the Crane Authorisation Permit will be issued to the applicant. Applicants are responsible for ensuring that any operational restrictions are adhered to by the crane operator. Applicants must also ensure that a copy of the completed Crane Authorisation Permit is passed to the crane operator.

When specified on the Permit, ATC must be contacted prior to the commencement of and at the end of all approved lifting operations by telephone on 01702 538420.

LSA reserve the right to cancel or to suspend the lifting operation at any time if they believe it represents a danger to aircraft. The operator must cease operations immediately on request.

## 8. DEVELOPMENTS WITHIN THE LICENSED AREA

Any in-scope physical changes made within the licensed boundary of the airport must receive the prior approval of the CAA using the CAP 791 process. Therefore, in addition to undertaking the necessary safeguarding assessments, those developments within the licensed area will also be submitted to the CAA. On-aerodrome developments will have an



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assessment recorded on a Safeguarding Case Slip and be added to the safeguarding register in the same way as an external application from a LPA.

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## AEROP 016      REDUCED RUNWAY LENGTH OPERATIONS

### 1.      PROCESS

A reduction in declared distances may be desirable and/or necessary in response to an obstacle problem such as a disabled aircraft on a runway, or due to works on the runway or manoeuvring area. All obstructions on a runway or within the applicable cleared and graded strip (105 metres off centerline for an instrument runway) must be the subject of a re-declaration if operations on that runway are to continue. Should this need arise, runway distances will be calculated and re-declared by using the guidance in this instruction. Whenever runway declared distances are reduced it is likely that safety margins will also be reduced until mitigations are put in place. A THA (SAF-S-SMS-003) must be completed to determine the mitigations required and the tolerability of the risks.

#### 1.1.      Constraints and Over-riding Decisions

Before contemplating reduced runway distance operations, due consideration is to be given to whether such operations will be in accordance with policy and can be justified when balancing the potential safety risks against commercial issues. The following considerations and constraints will be applied:

- Operations on a particular runway must be suspended whenever there is an obstacle within the paved area of the runway unless and until revised distances have been calculated, declared and promulgated.
- ILS approaches must be suspended whenever there is an obstacle within the runway Cleared and Graded Area, pending approval from the TSD.
- It will be necessary to assess the impact of obstacles upon the Transitional Surface (TS) and to publish a NOTAM informing pilots of the penetration of the TS, if applicable.
- Where an obstacle lies between 105 - 140m from runway centerline, CAT I ILS approaches may continue without reducing the declared distances. The height and location of the obstacle are to be the subject of a NOTAM.
- Where an obstacle lies within 105m but not less than 75m of the runway centerline, non-precision instrument approaches may continue along with departures without reducing the declared distances. The height and location of the obstacle are to be the subject of a NOTAM.
- Where an obstacle lies within 75m of the runway centerline, a re-declaration of runway distances will be required.
- A runway with re-declared distances will not be available at night or during LVOs as the runway lighting cannot be selected for reduced lengths.

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## 1.2. Other Factors to be considered

- Will the clear up operation impose further limitations? e.g. will large cranes or other equipment be required, or will the AAIB limit/stop operations?
- Will site activity be too busy to enable safe operations?
- Will the remaining runway distance be of any operational use? e.g. A midpoint obstruction
- Will navigation aids be available?
- Can the runway be changed to a lower code?
- Can necessary lighting changes be made, and end of runway marked?
- Are visual only operations possible? i.e. the obstruction is outside the visual strip?
- NOTAM revised declared distances with the prefix 'R' before each. i.e. RTORA etc.
- Use ATIS and RTF to notify pilots of revised essential aerodrome information
- How to mark and light the obstacle
- How to amend/blank out all lighting on closed sections of runway, or close the runway during official night
- If an obstructed runway is used as an instrument runway the promulgated IAPs may be used down to visual circling minima
- NOTAM termination of temporary procedures and return instrument and visual aids to normal

## 2. TECHNICAL AND OPERATIONAL PLANNING

### 2.1. Competent Persons

Once a decision to reduce runway distances has been made, staff undertaking the planning and notification must have a sound knowledge of the licensing requirements relating to runways, runway strips and the relevant obstacle limitation surfaces. In the event of planned or reactive changes to declared distances, the HoA is responsible for the calculations and for consulting with the CAA SARG.

In all cases, a second competent person shall check and agree the calculations prior to promulgation, to include either the OD, HoATS or TSM. The CEO must be kept informed throughout.

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## 2.2. Distances to be declared

- TORA (Take-Off Run Available)** – The distance from the point on the surface of the runway at which the aircraft can commence its take-off run, to the nearest point in the direction of take-off at which the surface of the runway is incapable of bearing the weight of the aircraft under normal operating conditions.
- ASDA (Accelerate Stop Distance Available)** – The distance from the point on the surface of the runway at which the aircraft can commence its take-off run, to the nearest point in the direction of take-off at which the aircraft cannot roll over the surface of the aerodrome and be brought to rest in an emergency without the risk of accident. The length of TORA plus the length of any associated Stopway.
- TODA (Take-Off Distance Available)** – The distance from the point on the surface of the runway at which the aircraft can commence its take-off run to the nearest obstacle in the direction of take-off, projecting above the surface of the aerodrome and capable of affecting the safety of the aircraft. The length of TORA plus the length of any associated Clearway.
- LDA (Landing Distance Available)** – The distance from the point on the surface of the runway at which the aircraft can commence its landing roll, having regard to the obstructions in its approach path, to the nearest point in the direction of landing at which the surface of the runway is incapable of bearing the weight of the aircraft under normal operating conditions, or at which there is an obstacle capable of affecting the safety of the aircraft.
- Stopway** – An area on the ground beyond the end of the TORA which is prepared and designated as a suitable area in which an aircraft can be stopped in the event of an abandoned take-off. The TORA plus Stopway makes up the ASDA.
- Clearway** – An area which may be provided beyond the end of the TORA which is free from obstacles which may cause a hazard to aircraft in flight. In conjunction with the runway, it provides an area over which an aircraft can safely complete the initial portion of its climb. The TORA plus Clearway makes up the TODA.
- Runway End Safety Area (RESA)** – An area symmetrical about the extended runway centerline and adjacent to the end of the strip, primarily intended to

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reduce the risk of damage to an aircraft undershooting or overrunning the runway.

### 2.3. Determining a Reference Point and Height

In order that calculations can take account of the horizontal and vertical aspects, a location must be chosen which represents the position along the runway either an obstacle or where the boundary of any works site or unserviceable portion of runway begins. Also, an elevation above the runway level must be determined at the same point. These may be obtained by:

- Measuring the distance (in metres) at right angles from the centre or extended centre line of the runway
- Measuring the distance (in metres) from the nearest runway end
- Ideally measuring the height of the highest obstacle, or using a robust source of height information
- Plot the position on an approved scale plan of the aerodrome [Distances may be measured using runway edge lights; a measuring wheel; reference to another known location marked on the scale plan]

## 3. CALCULATION OF REDUCED DECLARED DISTANCES

Firstly, the distance in metres from the nearest runway threshold is measured from the obstruction, and is hereafter referred to as 'a'. The height of the obstruction in metres is determined and this height is hereafter referred to as 'h'. Dependent on whether aircraft will land towards or over an obstruction, the revised declared distances are calculated using the following sections.

### 3.1. Landing towards an Obstruction

When landing towards an obstruction, a revised LDA is obtained by plotting the distance of the obstacle from the end of LDA, adding 150m to that figure and subtracting the total from the LDA. This provides the requisite runway strip end of 60m plus 90m minimum RESA before the obstacle.

a = distance from end of LDA to the furthest point of obstruction

#### Runway 05

Revised LDA = 1604 – (a + 150)

#### Runway 23

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$$\text{Revised LDA} = 1604 - (a + 150)$$

### 3.2. Landing over an Obstruction

Careful consideration must be given before approval is granted to carry out approaches to land over an obstacle. The HoA in conjunction with the HoATS is responsible for making this decision and will liaise with the CAA.

The revised LDA for visual approaches over an obstacle is obtained by multiplying the height of the obstacle by 50 and adding 60m. The resulting number will locate a point upwind of the obstruction and will be the revised displaced threshold. The distance from this point to the end of LDA will be the revised LDA. In any case, the displacement of the threshold is never to be less than 150m from the obstruction in order to cater for the runway strip end and minimum RESA requirements.

a = distance from end of LDA to the furthest point of obstruction  
h = height of obstruction

#### Runway 05

$$\text{Revised LDA} = 1604 - (a + (h \times 50) + 60)$$

#### Runway 23

$$\text{Revised LDA} = 1604 - (a + (h \times 50) + 60)$$

### 3.3. Take-off away from an Obstruction

Revised TORA, TODA and ASDA are required. Take account of activity behind the departing aircraft (the obstacle, recovery equipment, personnel etc.) with regard to jet blast. The start of the TORA/TODA/ASDA must not be less than 60m from the obstruction. However, consideration must be taken of the effects of prop wash and jet blast on the obstruction, and if necessary the distance increased. Strip end may not be required if the obstacle is significantly displaced from the runway centerline. Measure the distance from the obstructed end of the runway, add 60m for strip end if appropriate, add distance for jet blast, and then subtract the sum from the published TORA/ASDA/TODA.

As a guide the following allowances should be made for jet blast / prop wash:

- Single / Twin Piston      e.g. C182                              60m
- Turboprop                      e.g. PA31, B90                              100m

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- Small / Medium jet      e.g. HS125, Falcon 900      150-200m
- Larger jet                    e.g. B737, A319                    >200m

a = distance from end of LDA to the furthest point of obstruction  
x = additional distance allowed for jet blast if obstacle is on the runway

### Runway 05

Revised TORA = 1739 – (a + 60 + x)  
Revised ASDA = 1739 – (a + 60 + x)  
Revised TODA = 1799 – (a + 60 + x)

### Runway 23

Revised TORA = 1739 – (a + 60 + x)  
Revised ASDA = 1799 – (a + 60 + x)  
Revised TODA = 1799 – (a + 60 + x)

## 3.4. Take-off towards an Obstruction

A revised TORA when taking off towards an obstacle is obtained by finding the point on the runway at which a 1:50 take-off climb surface would just miss the top of the obstruction. This must be a minimum of 150m from the obstruction to provide the required RESA and runway strip end distances before the obstruction. The distance from the start of the TORA is the revised TORA. The end of the take-off run must be marked. Revised lighting is not possible and therefore take-off towards an obstruction will not be permitted at night.

a = distance from end of LDA to the furthest point of obstruction  
h = height of obstruction (if 'h' is <2, then subtract minimum 150m from TORA)

### Runway 05

Revised TORA = 1739 – 60 – [a + (h x 50)]  
Revised ASDA = 1739 – 60 – [a + (h x 50)]  
Revised TODA = 1799 – 60 – [a + (h x 50)]

### Runway 23

Revised TORA = 1739 – 60 – [a + (h x 50)]  
Revised ASDA = 1799 – 60 – [a + (h x 50)]  
Revised TODA = 1799 – 60 – [a + (h x 50)]

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#### 4. MARKING OF REDECLARED DISTANCES

It is not practicable to mark a boundary across a runway in an area subject to high jet blast. It is therefore not practicable to mark the start of re-declared TORA on the runway itself. The start of re-declared TORA will be marked with black and white barriers at the runway edge (CAP 168, Ch.7, Section 4.9.5); aircraft will be permitted to backtrack in order to reach this point on the runway. An active works area or unserviceable section of runway will however be marked by a line of barriers or cones, coloured red/orange and white and lit by red obstacle lights. In the case of landing towards a closed section, the barriers and red obstacle lights will be placed at the end of the RESA. It must be ensured that all barriers are sufficiently weighted down.

**A runway with re-declared distances will not be available at night as runway lighting cannot be selected for the reduced length portion of the runway.**

#### 5. MARKING OF OBSTRUCTIONS

The marking by day and night of obstructed areas will be as per CS.ADR-DSN Chapter Q. It will be appropriate by night, and possibly during the day also, to mark the perimeter of the obstruction if it is close to a taxiway or runway which continues to be in use. Obstructions on or near a taxiway or runway which, due to the proximity of the obstruction is no longer in use, need not be marked or lit.

When aircraft are landing over the obstruction or taking off away from the obstruction, the revised displaced landing threshold and revised position of the start of TORA must be marked (see Section 4 above).

Whenever aircraft are landing over an obstruction, the PAPIs for that runway are to be switched off unless agreement is reached with the CAA Aerodrome Inspector that they may remain illuminated.

#### 6. TAXIWAY OBSTRUCTIONS

Acceptance of temporary obstacles near a taxiway will depend on the types of aircraft required to use the taxiway. If an obstacle lies within a taxiway strip, the taxiway may be temporarily downgraded to a different code letter until such time that the obstacle is removed, and a NOTAM issued to this effect.



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A Temporary Hazard Analysis (SAF-S-SMS-003) - see Part B, Section 7.5 is likely to be required by the SCM or AFS Station Manager, and if deemed acceptable, certain aircraft may still taxi past the obstacle subject to a wing-walker being present and a minimum clearance between the aircraft wing-tip and the temporary obstacle of 20% of the aircraft's wing-span.

## 7. TEMPORARY OBSTACLES WITHIN THE RUNWAY STRIP OR RESA

ATC are responsible for notifying pilots of the existence of all temporary obstacles within the runway strip or RESA by RTF and ATIS.

The amended distances declared as available will have regard for the differences in the area to be cleared for an instrument runway compared with a take-off runway. For example, with an obstacle 80m from the runway centerline, it may be feasible to reduce the landing distance available on an instrument runway but leave the take-off field lengths unchanged.

Revised declared distances will be included in a NOTAM issued to advise pilots of temporary aerodrome conditions.

When there is a temporary obstacle within the runway strip but outside the cleared and graded area, the continued use of the runway may be permitted subject to pilots being notified of the obstacle. Every effort will be made to remove the obstacle as soon as possible.

Temporary obstacles caused by disabled aircraft or vehicles, which cannot be removed immediately, will necessitate quick action if incoming aircraft are not to be held or diverted, or outgoing aircraft held on the ground.

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## AEROP 017 FOREIGN OBJECT DEBRIS MANAGEMENT

### 1. INTRODUCTION

Foreign Object Debris (FOD) is a general term that applies to all loose objects, substances, debris or articles that are alien to an aircraft, which could potentially cause damage.

Items of FOD most frequently found airside are plastic bags, empty oil cans, security tags, drink cans and bottles, nuts and bolts, tools, abandoned equipment and other miscellaneous items. The most popular source of FOD is from aircraft turnarounds and engineering activities. The presence of FOD is due mainly to inadvertent behaviour or poor working practises, and a lack of understanding of the consequences.

The goal is to maintain airside areas in a clean, FOD-free condition. Items of debris have a huge economic impact of each year to aircraft operators, causing damage to aircraft parts including tyres, engines and the airframe. Such damage can have severe consequences for flight safety, with engine damage being critical during the take-off phase. FOD costs airlines directly with aircraft repairs and additional indirect costs such as flight delays, aircraft changes and fuel inefficiencies.

### 2. CONTROL OF FOD

London Southend Airport realises the dangers that can be caused by FOD and the hazards it can present to aircraft, vehicles and airfield users. Therefore, LSA will endeavour to control the amount of FOD airside using a combination of the following methods:

- A thorough Tier 1 airfield inspection programme, with a minimum number of runway, manoeuvring area and ramp inspections daily, as per SAP-S-AOPS-005 Aerodrome Inspections procedure.
- Tier 2 airfield inspections by the airfield Management personnel.
- Tier 3 detailed engineering inspections by airfield pavement specialists.
- A Voluntary Safety Reporting scheme whereby airfield users can send in reports of any damaged surfaces or other circumstance creating FOD.
- Periodic reconstruction or resurfacing of airfield surfaces including runways, taxiways and apron areas, to reduce the amount of FOD resulting from damaged or degrading infrastructure.
- Issuing Permits to Work and safety inductions for all airside work in progress to ensure that contractors are aware of their obligations.
- Periodic inspections of Work in Progress to check that FOD is being managed.

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- Educating airfield users about the hazards of FOD and their responsibilities should they find or observe FOD airside.
- The use of safety posters to generate awareness of FOD to the airport community.
- Training for aircraft marshallers/ handlers to include a stand FOD inspection prior to aircraft arrival.
- A regular airfield sweeping programme.

### 3. AIRFIELD SWEEPING AND CLEANING REGIME

As far as reasonably practicable, LSA will endeavour to prevent FOD from finding its way onto the aircraft movement or manoeuvring areas. In cases where FOD is detected, LSA will endeavour to remove it as soon as possible or take the area out of service, and in any case not endanger on-going aircraft operations.

Removal of FOD will be achieved through two methods:

- Manual removal
- Mechanical removal

Manual removal involves airport employees collecting FOD by hand-picking or using brushes/brooms, as they observe FOD or receive a report from another airfield user or ATC.

Mechanical removal involves use of an industrial road sweeper or a friction mat (FOD Boss). LSA will sweep the movement area (runways, taxiways, aprons and maintenance areas) on a rolling programme. The worst known areas (hotspots) for FOD will be prioritised. Mechanical sweepers will also be utilised to clean areas around major work in progress which involves excavations or FOD generation on the aircraft movement area, during and/or after completion of the works. SAP-S-AOPS-003 FOD and Airfield Sweeping contains further information and an airside sweeping schedule.

LSA has provided a number of dedicated FOD bins at strategic airside locations. They are not to be used to deposit general rubbish such as waste from aircraft or any liquids. The Cleaning Department will be responsible for checking and emptying of FOD bins.

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#### 4. ACTION TO BE TAKEN REGARDING FOD

##### 4.1. Air Traffic Control

- If FOD is detected from the Control Tower, report details of the FOD including suspected material and location to AFS and request they remove it as soon as possible.
- If a report of FOD is received from a pilot of an aircraft on the airfield, relay the message to Airside Operations & Safety or AFS and request they retrieve the FOD as soon as possible.
- If an item of FOD is reported on an active runway, temporarily suspend all arrivals and departures until such time the FOD is retrieved and the runway is declared serviceable.
- If an item of FOD is reported elsewhere on the manoeuvring area, temporarily suspend all aircraft taxi movements in that area until such time the FOD is retrieved.
- If an item of FOD that may have fallen from an aircraft is observed by or reported to ATC, the Duty ATCO shall:
  - Inform the pilot of the aircraft if they are still on frequency
  - Inform the appropriate Air Traffic Control unit or Area Control unit if the aircraft is no longer on a Southend frequency
  - Determine appropriate flight safety measures required.

##### 4.2. Airside Operations and safety team & AFS

- Respond promptly to requests from ATC to retrieve FOD that has been observed on the airfield.
- Report to ATC on the serviceability of parts of the manoeuvring area or aprons once previously reported FOD has been dealt with.

##### 4.3. All Airfield Users

- Inform ATC immediately if any FOD is likely to affect the serviceability of the aircraft movement area.
- Ensure that personal responsibilities or actions do not generate FOD.
- Remove any FOD that they observe, whether or not it was generated by themselves, and reporting the FOD immediately to Airside Operations and Safety team or AFS if the item of FOD is suspected to be from an aircraft.
- Inspect vehicles frequently for loose parts, including the inspection of tyres after driving on rough or uneven ground where mud or stones are present.
- Report persistent FOD problems in a particular area of the airfield to airside operations and safety team or AFS.

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- Ensure that bags of rubbish left airside (e.g. aircraft waste) are promptly removed from airside and disposed of correctly.
- Ensure that any skips located airside, or landside near an airside boundary, are covered with FOD netting or similar, to prevent loose materials from being blown airside and becoming a FOD hazard.
- Remain vigilant at all times when airside and do not ignore FOD.

## 5. LEASED AREAS

Tenants who have leased apron/ramp areas are responsible for maintaining their areas in a clean and FOD-free state at all times. Tenants shall ensure that any dedicate FOD bins or other waste bins are secured to a wall or other object such that they cannot come loose and blow over in strong winds.

If it becomes necessary for LSA to sweep, wash or use other means to remove debris from a tenant’s area that has been caused by their activities, then where reasonable, the service will be billed to the tenant.

## 6. STRONG WINDS

All airside staff should also be particularly vigilant prior to and during periods of strong winds. In particular, they should take all necessary and reasonable steps to ensure that any plant, equipment or other material that may cause a FOD hazard if blown onto the movement area is securely fixed or stored before the onset of the high winds. Further guidance on the steps that should be taken by all parties when strong winds are forecast are also contained in AEROP 013 – Strong Wind and Gale Plan.

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## AEROP 018                      DETENTION OF AIRCRAFT

### 1.                      DETENTION OF AIRCRAFT FOR NON-PAYMENT OF CHARGES

Under Section 88(1) of the Civil Aviation Act 1982, an Airport Company – London Southend Airport Company Limited – trading as London Southend Airport, may detain or place a lien on an aircraft for the non-payment of charges due in respect of that aircraft or another of the same operator until such time as the charges due are settled. Such powers are granted to the Airport Company and may only be utilised for the non-payment of charges relating to airport charges and services relating to LSA.

Airport charges are defined as landing, navigational aid usage and parking, whereas services fall outside of this definition. The power to lien may only exist when an owner and/or operator has defaulted in payment and has gone beyond any credit period offered by LSA. In the event that such charges are not settled within 56 days of the date when the detention begins, LSA reserves the right, subject to court and notice procedures, to sell the aircraft to recover the debt.

When an outstanding debt is identified which may be recovered by placing a lien on an aircraft, it is the responsibility of an authorised person to complete Part A of form “Notification of Intention to Detain an Aircraft” and supply a copy of the form to the following persons:

- Airside Operations Department
- Air Traffic Control Department
- Jet Centre Ramp Department

If an aircraft is foreign registered (other than “G” prefix), the Department for Transport shall be informed before the lien is implemented.

**The Accountable Manager, Finance Director and Head of Airside have the authority to implement a lien on an aircraft owing monies to London Southend Airport.**

On receipt of form “Notification of Intention to Detain an Aircraft”, it is the responsibility of a designated person to serve/issue the lien. The HoATS and TSM have the designated authority to issue a lien on behalf of an authorised person. The lien shall be implemented by completing form “Notification of Detention of Aircraft”, of which two copies shall be served.

The designated authority shall attend the aircraft and serve the detention notice in the presence of a witness, which shall, wherever practicable, be another designated person. The

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notice shall be presented to the aircraft Captain if present, who will be asked to sign to receive the detention order, but in all cases shall be affixed to the side of the aircraft which persons will pass in order to enter the aircraft, so that all persons are aware of the detention. The Finance Department shall be responsible for informing both the owner’s and operator’s registered address or office.

The Rescue & Firefighting may also physically obstruct the ground movement of an aircraft with airport equipment if they consider it necessary but will on no account tamper with the aircraft or its systems.

LSA shall not continue to detain an aircraft for the purposes of unpaid charges if the owner and operator, or any person who has a valid interest in the aircraft:

- Disputes that the charges, or any part of them are due, or;
- Disputes that the charges, or any part of them, were incurred in respect of the aircraft currently detained under a lien served on them.

Such detention shall only be suspended provided LSA is given, pending the determination and resolution of the dispute, sufficient security for payment of the charges which are alleged to be due.

On receipt of final settlement of the charges that resulted in the lien being implemented, the Accountable Manager shall without delay complete Part B of form “Notification of Intention to Detain an Aircraft” and supply a copy of the form to the persons listed above.

**Only the Accountable Manager has the authority to remove a lien on an aircraft owing monies to London Southend Airport, who may discharge this authority to an appropriate manager.**

The designated authority shall attend the aircraft at the earliest opportunity and shall remove the detention notice in the presence of a witness, which shall be wherever practicable another designated person. The aircraft captain will be informed and asked to sign to acknowledge the removal of the detention order, The Finance Department shall be responsible for informing both the owners' and operators' registered address or office.

## **2. DETENTION OF AIRCRAFT FOR NON-PAYMENT OF NAVIGATION FEES**

Under the Civil Aviation Regulations 2001, Regulation 3 and 4, LSA may be asked to detain an aircraft for the non-payment of Air Navigation charges by the UK CAA on behalf of EuroControl or National Air Traffic Services (NATS). Before the implementation of such a

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lien, it will be the requirement of LSA for the UK CAA to provide a written indemnity for any loss or liability arising from acting on their behalf.

Upon receipt of a lien and written indemnity from the UK CAA on behalf of EuroControl or NATS, a designated person, as detailed in this procedure, shall serve the lien notice. On completion of the lien notice being served, the designated person shall inform the CAA, who in turn are responsible for informing the owner and operator.

On resolution of the dispute between the CAA, acting on behalf of either NATS or EuroControl, it is the responsibility of the UK CAA to inform LSA to end the lien. Once notified, LSA shall ensure that a designated person removes the lien notice in the manner described. On completion of the lien notice being removed, the designated the person shall inform the CAA, who in turn are responsible for informing the owner and operator.

### 3. AIR NAVIGATION ORDER DETENTIONS

Under the Air Navigation Order (as amended), pursuant to Section 60 of the Civil Aviation Act 1982, an aircraft may be detained on safety or navigational grounds but only by persons who are authorised under Article 1732 of the ANO (as amended). Should a person feel that a risk to aviation safety exists they are to immediately contact either the HoA or OD who shall assess the situation, and take appropriate action. These persons are authorised by the CAA to detain an aircraft on safety grounds.

Should the above become aware of an aircraft which gives cause for concern for their safe operations, then they may consider the following options:

- a) There is no apparent safety risk, in which no further action is taken by the airport.
- b) They are satisfied that there is a safety risk and are in a position to detain the aircraft pursuant to ANO Article 1732 (1).
- c) They believe that there may be a safety risk, but need further advice from a CAA surveyor in determining an appropriate course of action.

Should the above authorised persons determine that there is a safety risk, in the first instance they should try to contact the CAA to request that they attend and detain the aircraft. If this is not possible then authorised persons are entitled to perform any of the following functions:

- a) To request the production of documents and records required by the Air Navigation Order or any regulations made thereunder to be produced at the request of an Authorised Person and to inspect and copy the same.



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- b) In accordance with the Air Navigation Order, to enter upon and inspect any aircraft, to direct the operator or commander of an aircraft not to permit it to make a flight, and to detain the aircraft.

If a decision is made to detain an aircraft on safety grounds, then one the Authorised Persons shall complete and sign the Air Navigation Order “Direction to Prevent Aircraft Flying while in a Condition Unfit for the Flight”.

Once an aircraft has been detained, the CAA should be informed on 01293 567171.

Should an aircraft be detained by the airport and a CAA surveyor subsequently reviews the position and considers that there are no grounds for detention, then the direction notice will be revoked.

One of the Authorised Persons may believe that there is a safety risk but need further advice from the CAA before the aircraft is detained. In this case, the CAA shall be contacted and a surveyor requested. The surveyor will review the position and will either issue a detention notice or will advise the airport that no further action is to be taken.

Once it has been agreed that the aircraft is now safe to operate, the CAA will revoke the direction to prevent aircraft flying. The CAA will inform both the airport and the operator that this has happened, and normal operations may resume.

#### 4. DETENTION OF AIRCRAFT ON INSTRUCTION OF A COURT OFFICIAL

If a court official attends the airport to serve a warrant or seizure notice upon an aircraft, then a member of LSA staff shall ask them to wait until the HoA or OD can attend or has the opportunity to speak to the court official. Once satisfied, the member of LSA staff may allow them access to the aircraft detailed on the notice but will take no further part in the serving of the notice.

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## AEROP 019 AIRCRAFT PUSHBACK AND TOWING

### 1. GENERAL PUSHBACK PROCEDURES

The following conditions apply to all aircraft pushbacks from stands and aprons onto the manoeuvring area:

- An LSA ‘M/R’ airside driving permit or ‘A’ permit with pushback endorsement must be valid for a driver to perform an aircraft pushback.
- The pushback crew shall liaise with the flight deck to confirm they are ready to commence pushback.
- Aircraft shall always be released by the tug with the nose wheel on the taxiway centerline.
- All pushback crews shall be equipped with a radio capable of operating on UHF Ch.1 so that direct contact with ATC is possible.
- Tugs shall be equipped with the latest copy of pushback procedures and the airfield driving map.
- Information in the pushback instruction relating to the direction in which an aircraft must be facing (i.e. towards Alpha 1) is applicable to the aircraft and not the pushback tug.
- Information in the pushback instruction relating to the release position of the aircraft relative to a stopbar (e.g. behind stopbar B3 is applicable to the aircraft and the pushback tug.
- Positive confirmation must be made between the aircraft commander, headset operative and the tug driver regarding specific pushback instructions.
- The tug driver must monitor UHF CH.1 to ensure pushback clearance has been given by ATC and that instructions have been correctly read back by the pilot.
- If the ground crew are using a headset for communication with the flight crew and the headset becomes unserviceable, ATC must be advised. Standard hand signals shall then be used to communicate with the flight deck.
- The pushback crew are responsible for ensuring that the area immediately behind the aircraft is clear and that there is no risk of collision or jet blast/prop-wash hazards. The pushback crew must inform the pilot of any hazards and advise them to use minimum power settings where a blast hazard may exist.
- When pushback is complete, the tug and crew must return to the apron road system via the shortest possible route. For longer tows to parts of the manoeuvring area other than the taxiway adjacent to the stands, the tug driver will require ATC approval to return.

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### 1.1. Cross-Bleed Starts

Cross-bleed starts may be used if an aircraft has an unserviceable APU. One of the engines must be started first and run up to approximately 40% power to start other engines, thus creating a higher than normal risk of ingestion and jet blast.

Cross-bleed starts, if required, require prior approval and may only be carried out on a suitable taxiway. They are not to be carried out on stands due to excessive noise and safety concerns.

### 1.2. Non-Standard Manoeuvres

Aircraft are not permitted to reverse off stands using engine power except in unusual and exceptional circumstances. ATC must contact airside operations and safety or AFS to attend the reverse pushback and supervise to ensure safety is not compromised.

When an aircraft is expected with a known unserviceability that will prevent a standard pushback, the ramp team must advise the HoA or SCM (or the AFS Station Manager in their absence), for approval to park the aircraft ‘side-on’ or ‘nose-out’. Where unserviceability of an aircraft or ground equipment occurs with the aircraft already on stand, the ramp team must advise one of the above so that they can attend the stand and implement contingency plans.

If a change to pushback procedures occurs as a result of work in progress or unserviceability on the manoeuvring area, this will be promulgated in an Airport Works Notice and ATC TOI. Relevant based aircraft operators will be made aware.

## 2. ATC PROCEDURES

All aircraft must obtain ATC permission before starting any pushback. Once the movement has started, the aircraft is under the guidance of ATC and therefore must comply with ATC instructions.

Further ATC pushback procedures are found in MATS Part 2.

## 3. TOWING PROCEDURES

### 3.1. Approval

Before commencing an aircraft tow, the tug operator must contact ATC on UHF Ch.1 for approval. ATC will either approve or deny the request to tow.

		<b>London Southend Airport</b> <b>Aerodrome Manual</b>			<b>Risk Rating</b>	<b>High – Reviewed Annually</b>	
<b>Reference:</b>	SAM-S-AOPS-005	<b>Issue:</b>	8	<b>Owner:</b>	Head of Airside	<b>Department:</b>	Airside Operations
<b>Issue Date:</b>	01/09/2023	<b>Compliance Date:</b>	01/09/2023	<b>Planned Review Start Date:</b>	01/09/2024		

The ground crew are responsible for confirming with any person on the flight deck that they are ready to complete a safe tow procedure, prior to requesting the tow from ATC.

The person requesting the tow must identify themselves to ATC using their call-sign and their message must include the type of aircraft they wish to tow, their current location and destination, as per the following example.



“Tower, Tug 7, request tow Airbus 319 from Stand 6 to Maintenance Hangar”



“Tug 7, tow approved from Stand 6 to Maintenance Hangar via taxiway Charlie”



“Tow from Stand 6 to Maintenance Hangar via taxiway Charlie, Tug 7”

There is no requirement to contact ATC to seek approval for a tow manoeuvre that is conducted within the confines of an apron or maintenance apron that does not form part of the manoeuvring area, i.e. it does not cross the double white painted lines.

### 3.2. Allocated Call-signs

Organisations involved in towing aircraft shall only use the call-signs allocated to them by LSA. A log of allocated call-signs will be maintained separate from this procedure and is obtainable from Airside Operations/ AFS.

The prefix ‘Tug’ shall only be used by vehicles designed specifically for the pushing and towing of aircraft; it should not be used by any other vehicle.

### 3.3. Safety Procedures

It is the responsibility of the Handling Agent or airport tenants to ensure that their operatives are trained and competent to operate tugs airside.

It is the responsibility of tug operators to ensure that the tow vehicle, tow bar and associated equipment are serviceable for use and that the tow is undertaken in accordance with the relevant LSA and company procedures.

Whilst towing in confined spaces around aircraft or other obstacles, the tug operator is responsible for wingtip clearance in accordance with Rule 43 of the Air Navigation Order. Wing-walkers or other suitable mitigation is expected to be used.

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## AEROP 020                      QUIET AIRCRAFT OPERATIONS SCHEME

### 1.            INTRODUCTION

As a responsible aerodrome with concern for the surrounding community, LSA will seek to minimise the amount of noise from aviation activities and engage with the Local Authorities to agree restrictions on certain noise-producing activities. This supports Clause 3.29 of the Second Schedule of the Section 106 agreement. Such activities include the ground running of aircraft engines for maintenance purposes and the use of aircraft Ground Power Units on stands. This procedure is referenced in the Airport’s Fees and Charges and Conditions of Use

### 2.            ENGINE GROUND RUNNING

Engine ground running is strictly controlled; for procedures and restrictions on the ground running of aircraft engines, refer to AEROP 001.

### 3.            GROUND POWER TO AIRCRAFT

#### 3.1.        Fixed Electrical Ground Power (FEGP)

LSA has installed FEGP on Stands 1 to 10 in order to reduce ground noise levels, minimise emissions and reduce the need for GPUs for aircraft during engine start on stand. LSA seeks to reduce the noise produced by GPUs to a minimum by ensuring they are either replaced by FEGP or their use is kept to a minimum. Any new GPUs purchased will be a quieter type that is compliant with the IATA Airport Handling Manual.

Procedures for the use of FEGP are contained in the Apron Operations Manual. FEGP units which are unserviceable are recorded on the equipment status board in the Ramp Office.

#### 3.2.        Aircraft Power Hierarchy

LSA has defined an aircraft power hierarchy to indicate simply the order in which the various power sources should be utilised. This will aid in the reduction of noise and emissions associated with this work.

The hierarchy is:

- a) FEGP – to be used whenever supplied and available. Stand planners will give preference to stands that are equipped with FEGP over those that do not.

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- b) GPU – only to be used on stands when FEGP is not supplied or is unserviceable.
- c) APU – only to be used as a last resort when neither FEGP nor GPU are supplied or both are unserviceable.

When a GPU is used:

- It must not be left running without trained staff in attendance that are able to shut the unit down in an emergency.
- It must be shut down promptly when power is no longer required.
- If an aircraft is marshalled onto stand, every attempt should be made to start the GPU during or after the final stages of the marshalling sequence.
- The GPU must be parked so that it can be driven away from a running aircraft engine, rather than towards the engine,
- The GPU cable should be routed so that it presents the minimum trip to persons.

### 3.3. Auxiliary Power Units (APU)

Airlines must be aware of the potential noise impact of APU use on the local community.

The following restrictions apply to APU use at LSA:

- No APU shall be left running unless either flight crew or an engineer are in attendance.
- The APU is not to be started in excess of 15 minutes before the scheduled time of departure. This restriction may be relaxed in extreme weather situations, with temperatures <5°C or >25°C.
- The APU must be shut down at the earliest possible opportunity on arrival on stand and in any case within 15 minutes.
- When an aircraft is to be towed to another location, the GPU may be started for safety reasons not in excess of 10 minutes before the planned tow.
- Further exemptions from the above may be applied for by contacting the HoA or SCM. Only in exceptional circumstances will these be granted and may be subject to additional control measures.

## 4. AIRCRAFT TAXIING

In general, aircraft engines shall be operated so as to minimise noise when on the ground. Wherever possible, aircraft should not be given clearance to start their engines until it is clear that take-off can be achieved without delay. For taxiing, aircraft shall use idle thrust

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settings unless it is necessary to increase thrust for breakaway from stationary or to climb a gradient.

## 5. NOISE ABATEMENT

Noise Abatement Procedures (NAP), including noise preferential routes and runway preference arrangements, are published in the AIP AD section; these are required by the Section 106 agreement between LSA and Local Authorities. Based and frequently visiting pilots should be aware of the NAPs, but ATC shall remind pilots of noise abatement when delivering departure clearances, especially when a non-standard or subsequent clearance is issued. Aircraft may depart from the procedures at the pilot’s discretion in order to avoid immediate danger, or on ATC instructions for traffic reasons.

## 6. NIGHT MOVEMENTS

Night movements are defined as aircraft movements between the hours of 2300 – 0630 local time. No more than 120 night movements are permitted per month (averaged over the year), of which no more than 90 movements per month may be passenger flights scheduled to land between 2300 and 2330 local. Passenger flights must not depart before 0630 local time. Aircraft may however operate on the ground before 0630 or after 2300 but shall be operated for the minimum time necessary to taxi between the runway and their parking stand.

Night movements are required to depart from Runway 05 and land on runway 23. ATC may deviate from this however for specific safety and operational reasons as defined in the MATS Part 2.

## 7. ENFORCEMENT

ATC will direct aircraft operators to act in accordance with this scheme. They will report any unreasonable non-compliance to the HoA.

To meet the requirements of Clause 3.30 of the Second Schedule of the Section 106 agreement, LSA will endeavour to stop any breach, remedy the breach, prevent any recurrence and assist the Local Authorities (Rochford District and Southend-on-Sea Borough Councils) in taking enforcement action, together with recording and notifying each breach. LSA will seek an explanation from the operator and request assurance that no further breaches will occur. In the event of persistent breaches, LSA may refuse to accept operations by an aircraft operator.

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LSA departments routinely patrol and observe the airfield and will monitor for compliance with aspects of this procedures. If it is found that operators are consistently not complying with restrictions then a written explanation will be required. Further breaches may result in suspension of privileges or financial penalty.

## 8. REPORTING

The CSR Manager will report in full in an Annual Report any occasions where it has been identified that the conditions of this procedure have not been met. Where FEGP is out of service and this results in the use of a GPU or APU, this will be also be recorded and reported.

## 9. INFORMATION AVAILABILITY

All aircraft noise information, including aircraft movement, performance and engine running data, is available from the LSA CSR Manager at [LSAEnquiries@london-southend-airport.com](mailto:LSAEnquiries@london-southend-airport.com).

## 10. SECTION 106 AGREEMENT EXTRACT

### NIGHT-TIME LIMITS ON MOVEMENTS (2300 - 0630 LOCAL)

1. No more than 120 'Night Quota' movements are permitted between 2300 and 0630 (L) per month (averaged over the year), of which no more than 90 movements per month may be passenger flights scheduled to land between 2300 and 2330 local (a maximum of 3 per night).
2. Passenger flights must not depart before 0630 (L).
3. The airport is required to operate a runway preference scheme as follows - all night quota period departures will take-off from Runway 05, and land on runway 23; this may be departed from as per exclusions 6 to 11 below.
4. Each movement is allocated a 'quota' figure according to its noise banding; no aircraft with a quota count of more than one, nor any helicopter is permitted to operate in the night period, unless any of exclusions 1 to 5 apply.
5. A movement need not count towards the 'night quota', if any of exclusions 1 to 5 below apply.

### DAYTIME LIMITS ON MOVEMENTS (0630 -2300 LOCAL)

The airport is required to achieve:

- Fewer than 50% of all arrivals to Runway 05



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- Less than 50% of all ATM movements to the south-west, i.e.: take-off on 23, and landing 05, both averaged over a year.

However, this may be departed from as per 6 to 11 below.

Additionally, no aircraft with a Noise Quota Count of more than 2 may operate from the airport, except as per 1 to 5 below.

Up to 60 movements a year may be permitted for maintenance purposes, by aircraft with a Noise Quota Count of more than 2 to a maximum of 4.

### Exclusions

1. When a flight scheduled to operate prior to 2300 local has been delayed by unforeseen weather; industrial action; temporary runway closure at Southend; ATC delays beyond the control of the airport operator.
2. Any customs; coastguard/Royal Navy or air ambulance flights (including organ flights).
3. Any flights meeting or carrying officials on Government business.
4. Any Emergency flights or those concerned with the safety of life.
5. Diversions from other airports due to weather conditions, industrial action or temporary runway closure/repairs.
6. Safety requirements, including aircraft performance issues;
7. Reasonable ATC requirement to ensure safe operation of airport and aircraft using it;  
ATC separation requirements;
8. Weather conditions making it unsafe to do so;
9. Navaid unserviceabilities at the airport;
10. Does not have to apply to circuit traffic.

Made on behalf of the Claimants  
Witness: Akhil Markanday  
Number of Statement: First  
Exhibit: AM1  
Dated: 9 August 2024

**IN THE HIGH COURT OF JUSTICE**

**KING'S BENCH DIVISION**

**BETWEEN:**

- (1) LONDON SOUTHEND AIRPORT COMPANY LIMITED  
(2) LONDON SOUTHEND SOLAR LIMITED  
(3) THAMES GATEWAY AIRPORT LIMITED

**Claimants**

- and -

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM**

**Defendants**

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**FIRST WITNESS STATEMENT OF AKHIL MARKANDAY**

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I, **AKHIL MARKANDAY**, of Governor's House, 5 Laurence Pountney Hill, London EC4R 0BR, will say as follows:

- 1 I am a partner in the firm of Bryan Cave Leighton Paisner ("**BCLP**"). BCLP act for the Claimants in this matter, under my supervision. I am duly

authorised to make this witness statement on behalf of the Claimants.

2 I make this witness statement in support of an application by the Claimants for injunctive relief.

3 Except where I state to the contrary (in which case I give the source of information upon which I rely) I am able to state the matters in this witness statement from my own knowledge.

4 Where facts and matters referred to in this statement are not within my own knowledge they are based on instructions, documents and information supplied to me in my capacity as solicitor for the Claimants and are true to the best of my knowledge and belief.

5 I refer to a paginated bundle of documents, attached as Exhibit “AM1”. Where it is necessary to refer to a document, I shall refer to the document by its page number within Exhibit “AM1”.

## **INTRODUCTION**

6 Earlier this year, the Just Stop Oil environmental campaign (“JSO”) made well publicised threats to disrupt airports during the summer of 2024 [AM1/5-6]. From mid-July 2024 onwards, JSO has followed through on these threats, commencing unlawful direct action at airports in the UK (alongside affiliated groups doing similar across Europe) with alarming frequency, as discussed further at paragraphs 38-45.

7 This follows a pattern of JSO undertaking unlawful direct action on numerous other occasions in recent years. As well targeting airports, JSO has targeted key transport infrastructure such as motorways and private organisations such as oil companies.

8 The Police have been forced to act numerous times against JSO activists – many of them repeat offenders – and against the immediate and serious risk of disruption JSO continues to pose. During the last week of June 2024, a number of JSO members were arrested in relation to public order offences arising from the group’s threat to airports [AM1/13-19]. On 24 July 2024, ten

JSO members were arrested for conspiracy to interfere with key national infrastructure at Heathrow Airport [AM1/7-9]. On 5 August 2024, four JSO activists were arrested by Police near Manchester Airport on suspicion of conspiring to cause a public nuisance. Media reports state that the JSO activists were found with items which would have been used to cause “*damage and significant disruption*” to airport operations [AM1/20-21].

9 Following the arrests in June, JSO publicly stated that they “*will not be intimidated*” and that they “*are joining an international uprising*” [AM1/22-23]. As explained later in this statement, JSO has commenced its campaign against airports.

10 As explained in the First Witness Statement of Marc Taylor, the Claimants consider that direct action at London Southend Airport (“London Southend” or the “Airport”) by JSO would have grave security and safety consequences. Furthermore, there could be significant disruption in the form of delays, diversions and cancellations, which would cause serious detriment to travellers, local businesses and the wider economy.

## **LONDON SOUTHEND LAND OWNERSHIP**

11 A plan [AM1/24] demonstrates the Claimants’ ownership of the land composing London Southend – shaded in yellow are titles at HM Land Registry (“HMLR”) for which one of the Claimants is a registered proprietor (the “**Yellow Plan**”) or (where unregistered) holds a lease. A complete list of titles is annexed to the Particulars of Claim and the HMLR Official Copies are exhibited at [AM1/171-267]. In respect of the northern-eastern most portion of the Airport (i.e. that cross-shaped area, in which are located navigation approach lights for the Airport), the Claimants’ title (under an unregistered lease [AM1/268-283] is to the particular circles of land on which each navigation light is situated. For practicality’s sake, and mirroring the outline of the Airport in the byelaws plan (which I explain at paragraph 13 below) and the treatment by HMLR of the southern-western approach lights, the whole of the cross-shaped lighting apparatus is shown outlined in red.

- 12 In addition to the Yellow Plan, we have produced Plan A [AM1/25] which also shows the land within London Southend to which the Claimants do not have a right to immediate possession, due to various occupational leases. That is the blue hatched land on Plan A. The area shown shaded orange on Plan A is the Terminal building. There are two floors in the Terminal building and different parts are leased to, or otherwise occupied by, third parties, such as the retail units. In light of the complexity of seeking to show which parts of the Terminal building are ones to which the Claimants are entitled to immediate possession and those parts which are subject to leases (etc.), for the purposes of this claim, the Terminal building has been excluded from those parts of London Southend to which the Claimants assert an entitlement to immediate possession by reason of its freehold or leasehold ownership.
- 13 The red edging around Plan A sets out the clear boundary of London Southend, consistent with its byelaws' plan (see paragraph 18 of the First Witness Statement of Marc Taylor), including runway approach lighting on land demised to the First Claimant. It is in respect of the entirety of the areas edged red which the Claimants seek an injunction to restrain trespass and/or nuisance as further explained in the Particulars of Claim.

#### **BACKGROUND TO JUST STOP OIL**

- 14 My understanding of JSO is based on public statements and communications, as well as having had the benefit of reading the background set out in other recent injunction applications, including for London Heathrow Airport where my firm acted.
- 15 JSO is said to have been “masterminded” by Roger Hallam who also has strong ties to other disruptive direct action groups, including Extinction Rebellion and Insulate Britain [AM1/26-28]. These other groups also have a history of undertaking unlawful direct action. Extinction Rebellion, in particular, have on several previous occasions undertaken direct action specifically against London Southend as detailed in paragraph 28 of the First Witness Statement of Marc Taylor.

16 The JSO website reveals that it is “a member of the A22 Network of civil resistance projects” [AM1/29].

17 A22’s website homepage declares that:

*“We are an international network racing to save humanity. We have a recipe for effective civil resistance. Support us. Join us. You are needed”*. [AM1/30]

18 A22’s declaratory statement underlines A22’s desire to use disruptive tactics; stating that, amongst other tactics, “*we commit to mass civil disobedience*” [AM1/31]. The fact that JSO is a part of the A22 network emphasises its commitment to civil disobedience. Other organisations within JSO’s wider group can be seen on JSO’s website [AM1/32]. This includes ‘Last Generation’ who have a strong history of unlawful direct action [AM1/33-37], and are mostly active in Germany, France, Italy and Poland.

19 On its website and in press releases, JSO has referred to itself as a:

- (a) “*nonviolent civil resistance group.*” [AM1/40]; and
- (b) “*coalition of groups working together to demand the British government work with other nations to establish a legally binding treaty to stop extraction and burning of oil, gas and coal by 2030, whilst supporting and financing other countries to make a fair and just transition.*” [AM1/54]

20 JSO has a ‘Frequently Asked Questions’ page (“FAQ”) on its website [AM1/38-42]. From this, it is clear JSO is committed to civil disobedience. In response to the question, ‘What are you going to do?’, the FAQs state:

*“We are going to cause disruption, making our demand unignorable.”*

21 The FAQ further clarifies how JSO intends to behave, including using:

*“tactics such as strikes, boycotts, mass protests and disruption to withdraw their cooperation from the state.”*

- 22 In response to the question of “*Will there be arrests?*”, the following FAQ reply is given:

*“probably, yes. There is a long established tradition in the UK of citizens, when they recognise that the state is acting immorally, taking action to prevent further harm.”*

- 23 Though it has now been removed, as of 1 July 2024, the JSO FAQ page also had the following text, emphasising (1) JSO’s commitment to civil disobedience and (2) the interrelation and strong connection between JSO and Extinction Rebellion, as explained in paragraph 15 above (my emphasis added):

*“Extinction Rebellion and Insulate Britain have demonstrated that Civil Disobedience works. They also show that we need to do significantly more to stop the greatest crime against humanity. **That’s why we are moving into Civil Resistance** — it’s no longer about a single project or campaign, it’s about resisting a Government that is harming us, our freedoms, rights and future, and making them work for us.”*

- 24 The JSO website also includes a section entitled ‘Law’, which includes a subsection detailing support offered for individuals facing criminal charges for taking the actions JSO is encouraging [AM1/43-46]. As at 8 August 2024, it displayed statistics of JSO’s relationship with the Police and criminal justice system, stating that since the group’s inception there have been:

- (a) 2970 arrests;
- (b) 1889 charges;
- (c) 475 convictions;
- (d) 100 acquittals;
- (e) 129 cases dismissed; and
- (f) 1086 trials to come.

## THE CURRENT THREAT TO AIRPORTS IN GENERAL

25 On 13 June 2024, JSO released a statement referring to an ultimatum it had delivered to the leaders of all major political parties running in the UK General election [AM1/47-51]. This ultimatum demanded that the leaders of these political parties, assuming they gain power in the election, should “*immediately commit the UK government to work with other nations to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fair and just transition.*” The ultimatum was compounded by the following threat (my emphasis): “*If you do not provide such assurance by 12 July 2024, we will be forced to take action to protect our communities by engaging in a campaign of noncooperation against fossil fuel use at airports across the country.*”

26 On 16 July 2024, JSO wrote a letter to the new Prime Minister, Keir Starmer, to follow up on its ultimatum and confirm JSO was preparing to take action [AM1/57-61]. Referencing its ultimatum, JSO stated (bold emphasis original, underlining added by me):

*We last wrote to you in your role as leader of the Labour Party on 24 June to demand that, should you become our next Prime Minister, you immediately commit the UK government to **working with other nations to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fair and just transition.***

*We indicated that unless such assurances were provided by 12 July, we would be forced to take action to protect our communities by engaging in a campaign of noncooperation against fossil fuel use, at airports across the country.*

*We are writing now to let you know that since no such assurances have been received we remain in civil resistance and are preparing to take action.*



27 On 22 July 2024, JSO released a statement on its summer actions [AM1/62-66]. Referring to its previous ultimatum and the failure of the new Government to meet its demands, the statement promised that “**JSO will be taking action at airports this summer**”.

28 On 5 August 2024, JSO released a press statement [AM1/135-138] which concluded with the following threat against airports (my emphasis):

*“As long as political leaders fail to take swift and decisive action to protect our communities from the worst effects of climate breakdown,*

***Just Stop Oil supporters, working with other groups internationally, will take the proportionate action necessary to generate much needed political pressure.***

***This summer, areas of key importance to the fossil fuel economy will be declared sites of civil resistance around the world.”***

29 In support of its aim to disrupt airports in the summer months, JSO has set up at least two fundraising pages:

(a) Fund Radical Climate Action — Just Stop Oil | Chuffed | Non-profit charity and social enterprise fundraising [AM1/67-70]

(b) Just Stop Oil: Summer Actions | Chuffed | Non-profit charity and social enterprise fundraising [AM1/71-74]

30 Fundraising page (a), which has raised £165,948 as of 8 August 2024, states the following (original bold emphasis, underlining added by me):

*We're escalating our campaign this summer to take action at airports.*

...

*To make this action phase happen, we have a costed plan...**During June and July, we expect to spend around £180,000, some of which we have already secured, and the rest we must raise now.***

31 Fundraising page (b), which has raised £24,650 as of 8 August 2024, states (original bold emphasis, underlining added by me):

***“Just Stop Oil: Summer actions. This summer, we continue in resistance.***

*We’ll be taking action at sites of key importance to the fossil fuel industry; **super-polluting airports.***

32 It appears JSO has been encouraging and incentivising an acceleration of donations, suggesting significant action is being planned in the near term for which funds are needed. On Instagram on 1 August 2024, [AM1/75-76] JSO’s official account states: “we need action. That’s why a group of scientists have given personally to **DOUBLE** your donation from now until Monday”

33 On a separate fundraising page for ‘Oil Kills’, there was posted to the comments section an event scheduled for 1 August 2024 [AM1/77-81] entitled “Oil Kills – International Uprising: Week 1” was shown as scheduled with the following description (my emphasis):

*OIL KILLS – International Uprising, Week 1*

*Thank you for all of your generous support. **Your donations keep resistance going.** Here’s a quick recap on our five main aims for this action phase:*

- 1. Get an international Fossil Fuel Treaty on the agenda*
  - Media mentions on the treaty are up 8000%.*
- 2. Highlight the link between climate crisis and fossil fuels*
  - Our actions are happening during the hottest days ever on record.*
- 3. Take action together to bring smaller countries' groups into the media*

- *The Norwegian group has made it onto their national news for the first time, and the Canadian group is getting prime time TV slots.*

4. *International story*

- *We've been on CNN, Aljazeera, Oil Price, The Guardian, Telegraph, Die Zeit, and many, many more.*

5. *Mobilise internationally*

- *Made a good start but **lots more work to do!***

34 An event scheduled by an affiliate group of JSO (as explained above, JSO is part of an international network) entitled “*How to block airports*” [AM1/82-86] was scheduled for August 5 2024. The description states (my emphasis):

*Did you hear it? This summer, many groups from the climate justice movement have been buzzing with actions targeting aviation. This comes after actions against private jets and the luxuries of the super-rich in the past years, joining a movement all over the world who have been struggling for decades to defend themselves against this destructive sector and to topple it, ending the injustice it brings about.*

***In this workshop, we aim at making it easy for you and your group to plan an action around aviation, be it to target an airport or an industry event. Have you struggled to come up with plans for an effective action to resist a local airport conflict? Do you burst with the injustice caused by the super-rich who burn the planet with their private jets? Do you want to interrupt a business event with style? **Join us and learn about targets, tactics and narratives you can use in your AviActions and discover inspiring actions and lessons learned from them.*****

35 There has been extensive media coverage of JSO’s publicised plans to cause disruption. The Daily Mail posted an online article entitled ‘*Exclusive*

*Revealed: The eco mob plot to ruin the summer holidays with activists planning to disrupt flights by gluing themselves to major airport runways* [AM1/87-95] and states that JSO have advocated the following unlawful activities:

- *“Cutting through fences and gluing themselves to runway tarmac;*
- *Cycling in circles on runways;*
- *Climbing on to planes to prevent them from taking off;*
- *Staging sit-ins at terminals 'day after day' to stop passengers getting inside airports.”*

36 Since that article, several other publications have reported on JSO’s campaign to disrupt and focus on airports, a selection of examples is at [AM1/96-112]. These reports are validated by the disruptive action undertaken by JSO at airports in recent weeks, described further at paragraphs 38-50.

37 Although on 7 August 2024, JSO claimed they were “pausing” their actions due to various riots in England [AM1/113-118], neither I nor the Claimants have any reason to believe this reduces the real and imminent threat to the Airport. Firstly, there is no suggestion of how long any actual “pause” will last. Secondly, there is no reason to take JSO at their word on this point. Any promise of a “pause” may simply be a tactic to lull airports, the public and the Police into a false sense of security. Thirdly, I understand from media reports that the wide-spread disorder feared for the evening of 7 August 2024 failed to materialise, such that there is reason to believe that the recent period of violent disorder (and therefore any associated “pause” by JSO) has already come to an end.

**RECENT UNLAWFUL ACTION AT UK AIRPORTS**

38 On 2 June 2024, Extinction Rebellion (who are related to JSO, as explained in paragraph 15) activists blocked access to Farnborough Airport [AM1/119-133]. This involved different sets of activists carrying out co-ordinated disruptive activities. Some activists barricaded one of the airport’s gates, another four locked on to oil drums, one mounted on a tripod blockaded the

airport's departure gate and another fourth group of activists distracted airport authorities, moving between the airport's other gates to block any enforcement or resolution.

- 39 On 20 June 2024, two JSO activists breached the fence at Stansted Airport and sprayed orange paint over private jets. A link to a video released by JSO is <https://www.instagram.com/reel/C8b1WQHNPfH/?igsh=MTdmMnBvMGRsaWNicg%3D%3D>. This shows a JSO activist cutting a hole in the perimeter fence leading to the runway, before vandalising aeroplanes with paint. Alongside this video, JSO stated on X (formerly Twitter) that the two activists had *“cut the fence into the private airfield at Stansted where taylor-swift13’s jet is parked, demanding an emergency treaty to end fossil fuels by 2030”* [AM1/134].
- 40 On 24 July 2024, ten JSO activists were arrested at the perimeter fence of Heathrow Airport for offences under the Public Order Act [AM1/7-9]. A link to a video published on X by JSO is here: [https://x.com/JustStop\\_Oil/status/1816041025514663968](https://x.com/JustStop_Oil/status/1816041025514663968). This shows JSO activists cycling near a high barbed wire topped fence close to passenger planes before dismounting and being approached by officers. Cutting gear and glue - tools which are being used by activists in affiliated groups to illegally enter and fix themselves onto airport runways - were found on some of the individuals arrested.
- 41 On 27 July 2024, a JSO activist, supported by two individuals filming the incident, entered Heathrow Terminal Five and held a sign reading ‘Oil Kills’, despite having been notified orally that doing so contravened a live injunction [AM1/139-145]. A link to a video published by JSO is here: <https://drive.google.com/drive/folders/1DzyWY8VBmPz40RdFsz5TBKJHA9niq-ce>
- 42 On 29 July 2024, seven JSO activists entered Gatwick South Terminal and used suitcases with lock-on devices to block the security channel [AM1/10-12]. A link to a video published by JSO is here:

<https://drive.google.com/drive/folders/16PCapYvyzMDYFd7U0RGYZIUe0uTX7rxR>. This shows JSO activists wearing JSO branded clothing obstructing passengers moving through to the security screening area.

43 On 30 July 2024, two JSO activists vandalised Heathrow Terminal 5's departure area using fire extinguishers filled with orange paint. Photos of the incident are attached at [AM1/146-149] and a link to a video is here: [https://drive.google.com/drive/folders/1\\_aY7qOKZx0ybMpSt1IGzPCAXdPMu20dq](https://drive.google.com/drive/folders/1_aY7qOKZx0ybMpSt1IGzPCAXdPMu20dq). These show that the floor, departure boards and corridor windows were covered with orange paint causing significant damage. Following the vandalism, two JSO activists sat down and began shouting messages to public. They eventually necessitated physical extraction by the Police.

44 On 1 August 2024, six JSO activists blocked access to the security channel of Heathrow Terminal 5 South. A link to a video is here: <https://drive.google.com/drive/folders/1Dgcu5vJjzfdSrdpX6HJEaayoidc08xy>. These show JSO activists obstructing passengers from entering the gates by forming a human barricade and holding signs entitled 'Oil Kills' and 'Sign the Treaty'. Dense crowds grew around them and a significant number of passengers can be seen trying to escape the area. Some of the JSO activists had to be physically extracted by the Police.

45 As noted above at paragraph 8, press reports on 5 August 2024 record the arrest of four JSO activists in the vicinity of Manchester Airport. As stated, it appears that those arrested were equipped with equipment intended to cause disruption at that airport.

## **RECENT UNLAWFUL ACTION AT AIRPORTS INTERNATIONALLY**

46 As explained in paragraph 16, JSO is part of an international network of civil resistance groups. Collectively, these groups have agreed to target airports this summer. Intentionally, these groups have co-ordinated their disruptive action with other civil resistance groups and continue to do so, to maximise the disruption caused by their airports campaign.

47 In a press release published after the 1 August 2024 disruption at Heathrow [AM1/150-156], discussed at paragraph 44, JSO states this “*follows an action at Leipzig-Halle Airport in Germany*”, on the same morning, “*where five supporters of Last Generation glued themselves to the tarmac, preventing cargo planes from taking off*”.

48 Similarly, the press release published by JSO following the 24 July 2024 disruption at Heathrow [AM1/157-162], discussed at paragraph 40, states:

*“This comes after German supporters of Last Generation blocked air traffic at Cologne Bonn Airport, causing international delays.*

*Meanwhile, supporters of Folk Mot Fossilmakta (People against Fossil Power) cut through a chain-link fence and sat next to a runway stopping flights departing from Oslo Gardermoen airport.*

*Also this morning, supporters of Extinction Rebellion in Finland have blocked security gates at Helsinki Vantaa Airport.*

*Meanwhile in Spain, five supporters of Futuro Vegetal accessed the taxiway at Barcelona airport, however were intercepted before taking action.*

*In Switzerland, eleven supporters of Drop Fossil Subsidies blocked main roads around both Zurich and Geneva airports.”*

49 The press statement published by JSO on 1 August 2024 [AM1/150-156], confirms the intentional and co-ordinated nature of JSO’s direct action:

*The Oil Kills international uprising has been taking action at airports around the world.*

*21 groups across 12 countries have taken action at 20 airports so far. They include Letzte Generation Germany, Folk Mot Fossilmakta and Scientist Rebellion in Norway, XR Finland, Futuro Vegetal in Spain, Just Stop Oil in the UK, Drop Fossil Subsidies and Act Now – Liberate in Switzerland, Letzte Generation Austria, Extinction Rebellion and*

*Scientists Rebellion in Sweden, Doe Deurne Dicht in Belgium, Last Generation Canada, XR Boston, Last Generation America, and Scientist Rebellion Turtle Island from the USA.*

50 A further JSO press statement following the 5 August 2024 Manchester Airport arrests records that JSO’s supporters “*are always fully accountable for our actions and as such the four arrested today will accept any legal consequences*”. The statement continues, however, to state an intention on the part of JSO supporters to “*continue to do whatever is nonviolently possible to demand a Fossil Fuel Treaty and to defend humanity from the consequences of climate breakdown*” [AM1/135-138].

## **REACTION OF THE POLICE**

51 As referred to in paragraph 8, in the week commencing 24 July 2024, ten JSO activists suspected of planning to disrupt Heathrow Airport were arrested under the Public Order Act 2004. An intelligence led operation by the Metropolitan Police showed that JSO intended to gain access to the airside environment through the secure perimeter fence and doing so would have led to the suspension of flight operations causing a major impact to international aviation. Chief Superintendent Ian Howells, who led the operation, said [AM1/163-165]:

*“These arrests are an excellent example of coordinated action by colleagues from across the Met to prevent the significant disruption intended by JSO.*

*“This planned action was extremely reckless and would have represented a real risk to the travelling public. Had it not been for these arrests, flights would have been suspended impacting thousands of passengers and businesses including hard working families going on their summer holidays. It could also have caused serious danger to passengers and aircraft with flights being diverted and cancelled.*

52 As referred to in paragraph 8, in the week commencing 24 June 2024, around twenty seven JSO activists suspected of planning to disrupt airports this



summer were arrested under the Public Order Act 2023. Chief Superintendent Ian Howells, who also led that operation, said [AM1/166-169]:

*“We know Just Stop Oil are planning to disrupt airports across the country this summer which is why we have taken swift and robust action now.*

*‘Our stance is very clear that anyone who compromises the safety and security of airports in London can expect a strong response from officers or security staff.*

*‘Airports are complex operating environments which is why we are working closely with them, agencies and other partners on this operation.’*

*Suspects released on bail are subject to conditions which include not travelling within one kilometre of any UK airport unless passing by while on a mode of transport.”*

53 Despite the proactive Police action so far, the threat of severely disruptive action occurring remains, as JSO themselves have made clear [AM1/22-23].

**THE THREAT TO LONDON SOUTHEND**

54 In response to the tangible, existing and continuing risk of harm posed by JSO’s airports campaign, many UK airports have recently been granted injunctions against ‘Persons Unknown’ connected to JSO. The following table details these injunctions:

Number	Airport	Date Injunction Granted	Link to Papers
1.	London City Airport	20 June 2024	<a href="https://www.londoncityairport.com/corporate/corporate-info/reports-and-publications/injunction">https://www.londoncityairport.com/corporate/corporate-info/reports-and-publications/injunction</a>

2.	East Midlands Airport	5 July 2024	<a href="https://www.eastmidlandsairport.com/about-us/injunction/">https://www.eastmidlandsairport.com/about-us/injunction/</a>
3.	Manchester Airport	5 July 2024	<a href="https://www.manchesterairport.co.uk/about-us/injunction/">https://www.manchesterairport.co.uk/about-us/injunction/</a>
4.	London Stansted Airport	5 July 2024	<a href="https://www.stanstedairport.com/about-us/injunction/">https://www.stanstedairport.com/about-us/injunction/</a>
5.	London Heathrow Airport	9 July 2024	<a href="https://www.heathrow.com/company/local-community/injunction#:~:text=On%209%20July%202024%2C%20the,campaign)%20without%20the%20consent%20of">https://www.heathrow.com/company/local-community/injunction#:~:text=On%209%20July%202024%2C%20the,campaign)%20without%20the%20consent%20of</a>
6.	Leeds Bradford Airport	18 July 2024	<a href="https://www.leedsbradfordairport.co.uk/injunction">https://www.leedsbradfordairport.co.uk/injunction</a>
7.	London Luton Airport	18 July 2024	<a href="https://www.london-luton.co.uk/corporate-site/lla-publications/injunction">https://www.london-luton.co.uk/corporate-site/lla-publications/injunction</a>
8.	Newcastle International Airport	18 July 2024	<a href="https://www.newcastleairport.com/about-your-airport/airport-company/injunction/">https://www.newcastleairport.com/about-your-airport/airport-company/injunction/</a>
9.	London Gatwick Airport	19 July 2024	<a href="https://www.gatwickairport.com/injunction.html">https://www.gatwickairport.com/injunction.html</a>
10.	Birmingham Airport	6 August 2024	<a href="https://corporate.birminghamairport.co.uk/injunction/">https://corporate.birminghamairport.co.uk/injunction/</a>

11.	Bristol Airport	6 August 2024	<a href="https://www.bristolairport.co.uk/corporate/about-us/our-policies/injunction/">https://www.bristolairport.co.uk/corporate/about-us/our-policies/injunction/</a>
12.	Liverpool Airport	6 August 2024	<a href="https://www.liverpoolairport.com/injunction">https://www.liverpoolairport.com/injunction</a>

55 It is clear JSO does take injunctions into account when inciting people to cause disruption. An example of JSO accounting for the impact of injunctions is JSO’s message on X on 29 July 2024 [AM1/170]. I therefore consider that the existence of these injunctions over the other main airports in the UK heightens the risk to London Southend. JSO activists are now less likely to target the airports which have the benefit of injunctions and will turn their attention elsewhere, with London Southend being a particularly likely target as the only London airport now without the protection of such an injunction.

56 Further, London Southend has a number of aspects which make it an attractive target for disruptive direct action. These are further explained in the First Witness Statement of Marc Taylor, at paragraphs 33 and 34, but a few points are demonstrative. Firstly, London Southend, due to its location, has an excellent weather record and is used by airlines as a diversion alternative when adverse weather or incidents cause other London airports to be closed. Given this strategic status, London Southend is liable to be attacked in conjunction with any other airport, to fully maximise any resulting disruption. Secondly, given the small size of London Southend and, unlike bigger airports such as Heathrow, passengers often walk directly from the Terminal to board their flight. This direct route from the Terminal to boarding provides ample opportunity to undertake direct action in a high risk area of London Southend.

**THE IMPACT OF DISRUPTION TO LONDON SOUTHEND**

57 I have had sight of the First Witness Statement of Marc Taylor on behalf of the Claimants and refer to the facts and figures set out therein.

58 It is clear to me that the primary cause for concern from the unlawful activity which the Claimants seek to restrain, is one of safety (for the wider innocent members of staff and public, but also the participants) and security. London Southend is a crucial piece of UK infrastructure and any unlawful disruption will have multiple ‘knock-on’ effects.

59 Whilst it cannot be denied those effects will have serious financial ramifications, regard should also be had to the various other effects disruption would cause. Particularly, in relation to passengers and airline crew left diverted or delayed around the world.

60 The feared unlawful disruption at London Southend would clearly have numerous serious consequences. Many of which I am not sure the wider public, let alone JSO activists, appreciate.

#### **PROCEEDING AGAINST PERSONS UNKNOWN**

61 I am informed by Marc Taylor that the Claimants do not know the names of any individual activists who intend to disrupt operations at London Southend.

62 Though specific individuals within JSO have been charged by the Police in connection with the planned disruption to airports, neither I nor the Claimants have any clear evidence that any of those individuals pose any specific (or any greater) risk to London Southend such that it would be appropriate to name them as a Defendant in this claim at this stage.

63 I am instructed enquiries continue and, should specific individuals be identified in respect of whom there is cogent evidence that they present a specific threat to London Southend, they will be joined as named Defendants to proceedings at that juncture in the usual way.

#### **BRINGING THE CLAIM WITHOUT NOTICE**

64 The Claimants believe there is a compelling reason to bring this claim ‘without notice’ based on the fact that notice to the Defendants may cause them to accelerate their unlawful actions, which the injunction sought seeks to restrain. It is unlikely that it will have escaped the notice of JSO that London

Southend is the only major London airport, and one of very few major national airports, that does not have the benefit of injunctive protection. There is therefore a reasonable basis to fear that London Southend may be at risk of imminent action and that any prior notice of this application may accelerate that risk.

## **SERVICE AND NOTICE OF THE PROCEEDINGS**

65 In the present case, the Claimants do not know the names of any individuals who may seek to carry out the activities which the injunction sought is intended to restrain. This is a case in which the identity of such persons can only be described in the manner set out in the descriptions of the Defendants. As such, the injunction sought is a ‘newcomer’ injunctions of the type discussed in the decision of the Supreme Court in *Wolverhampton CC v London Gypsies and Travellers* [2023] UKSC 47; [2024] 2 WLR 45. There is no person upon whom the proceedings could currently be served.

66 In accordance with the Supreme Court’s approach in that case, the focus is not on “service”, but instead on the taking of steps to notify any individuals potentially affected by the application. The draft order sought duly provides for such steps to be taken and contains generous liberty to apply provisions. For completeness, however (and because the practical implementation and effect of these types of injunctions is still a developing area of law), the Claimants seek an order for substituted service providing that the steps they propose to take to notify those affected by this Claim and the injunction sought amount to good service.

67 The Claimants intend to provide copies of the following documents (the “Documents”) to the Defendants:

- (a) Sealed copy of the Claim Form;
- (b) Copy Particulars of Claim;
- (c) Response Pack;
- (d) Copy Application;

- (e) Order;
- (f) Copy of the supporting evidence (First Witness Statement of Akhil Markanday and First Witness Statement of Marc Taylor); and
- (g) Copy of a note of the hearing.

68 The Claimants intend to notify the Defendants in the following way:

- (a) uploading copies of all court documents onto the following website:  
<http://londonsouthendairport.com/corporate/injunction;>
- (b) attaching a copy of the Court order in each of the locations shown with a green or purple dot on Plan B [AM1/284]. The green dot locations are where warning notice signage about entering private land is already in place (or currently being added) and the purple dot locations are where Byelaws signage is already in place (or currently being added), i.e. locations where analysis and thinking has already been done on how to communicate to persons unknown they are about to be entering on to private land subject to restrictions;
- (c) attaching copies of the approved warning notice (a draft form of which will be made available for the Court's approval at the first hearing) at each of the locations shown with a green or purple dot on Plan B referring to:
  - (i) these proceedings;
  - (ii) the fact that an injunction is now actively covering London Southend; and
  - (iii) stating that the court documents may be viewed on the London Southend Airport website (and providing the relevant web page address) or may be obtained from the Claimants' solicitors and providing the relevant contact details;

(d) sending an email message to info@juststopoil.org (the email address on the JSO website for general enquiries), juststopoil@protonmail.com and juststopoilpress@protonmail.com providing the same information as that contained in the warning notice.

69 I believe that these would be reasonable steps to draw the Documents to the attention of the persons likely to be affected by the injunctions sought. I consider the above methods would be effective in achieving this. The email addresses are JSO email addresses so there is good reason to believe that the Documents would come to their attention if sent to this email address service. The proposed notices and other steps give any potential newcomer abundant opportunity to be aware of the injunction and underlying materials before engaging in prohibited conduct. These steps are also materially the same as those which have been directed by the Court for notification of the other airport injunctions I refer to at paragraph 54 above.

70 The steps proposed also take into account the fact that the Claimants are in the position of operating a high-profile and highly vulnerable piece of important national infrastructure. Anything to be done in or around the airfield must be extremely carefully considered and balanced against the risks of (a) terrorism (for example, allowing people to exploit packages of documents to conceal dangerous items) and (b) impacting airfield operations (for example, that objects may be detached, accidentally or deliberately, and ingested into aircraft engines, especially at critical phases of landing or taking off).

## **CONCLUSION**


71 There is a serious and imminent risk of disruption at London Southend if the injunction sought is not granted.

72 London Southend is an extremely likely target for direct action in relation to airports. Especially given the disincentive to target the other main airports in or around London, arising from their injunctions.

73 Damages would not be an adequate remedy for the Claimants with reference to the impact of disruption when viewed as a whole. Beyond financial losses, this must factor in, *inter alia*, (i) health and safety risks, (ii) disruption inconvenience to passengers and staff, and (iii) dangers associated with the risk, and wasted fuel, of extended aircraft holding or diversions. In addition, there is no credible reason to believe any of the Persons Unknown could or would meet any award of damages.

**Statement of Truth**

I believe that the facts stated in this Witness Statement and Exhibit are true. I understand that proceedings for contempt of court may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief in its truth.

DocuSigned by:  
  
CEE6F743862149D.....

**Akhil Markanday**

**9 August 2024**



Made on behalf of the Claimant  
Witness: Akhil Markanday  
Number of Statement: First  
Exhibit: AM1  
Dated: 9 August2024

**IN THE HIGH COURT OF JUSTICE**

**KING'S BENCH DIVISION**

**BETWEEN:**

- (1) LONDON SOUTHEND AIRPORT COMPANY LIMITED**
- (2) LONDON SOUTHEND SOLAR LIMITED**
- (3) THAMES GATEWAY AIRPORT LIMITED**

**Claimants**

**- and -**

**PERSONS UNKNOWN WHO (IN CONNECTION WITH JUST STOP OIL OR OTHER ENVIRONMENTAL CAMPAIGN) ENTER, OCCUPY OR REMAIN (WITHOUT THE CLAIMANTS' CONSENT) UPON 'LONDON SOUTHEND AIRPORT' AS IS SHOWN EDGED RED ON THE ATTACHED PLAN A TO THE PARTICULARS OF CLAIM**

**Defendants**

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**EXHIBIT AM1**

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# Just Stop Oil plan massive disruption at airports to heap holiday hell on Brits

21 April 2024, 00:36



Just Stop Oil are planning to heap holiday hell onto summer tourists by disrupting airports in the UK and abroad from mid-June. *Picture: Alamy*



By Chay Quinn  
[@chayquinn](#)

**Just Stop Oil are planning to heap holiday hell onto summer tourists by disrupting airports in the UK and abroad from mid-June.**

Listen to this article

Listen to this article



Protestors want to halt flights by glueing themselves to runways, storming terminals and climbing onto jets to cause crippling delays.

An undercover reporter for the Mirror saw the group welcome serial protestor Phoebe Plummer back with a roar - before she announced "disruption on a scale that has never been seen before".

**Read More: GP who could be struck off over Just Stop Oil protests says it is her 'fundamental duty to protect health and life'**

Of the plot, Plummer added: "The most exciting part of this plan is that [it's] going to be part of an international effort.

"Flights operate on such a tight schedule to control air traffic that with action being caused in cities all around the world we're talking about radical, unignorable disruption."

The new plans come after three JSO protestors were sentenced for disrupting Wimbledon last year.



Activist Phoebe Plummer announced the plans at a meeting of Just Stop Oil this week.  
Picture: [Alamy](#)

Deborah Wilde, 69, Simon Milner-Edwards, 67, and William Ward, 66, were found guilty at City of London Magistrates' Court after they threw confetti and puzzle pieces on the court.

Wilde and Milner-Edwards managed to scale a barrier to access Court 18 at the Championships at Wimbledon in July last year, the court heard.

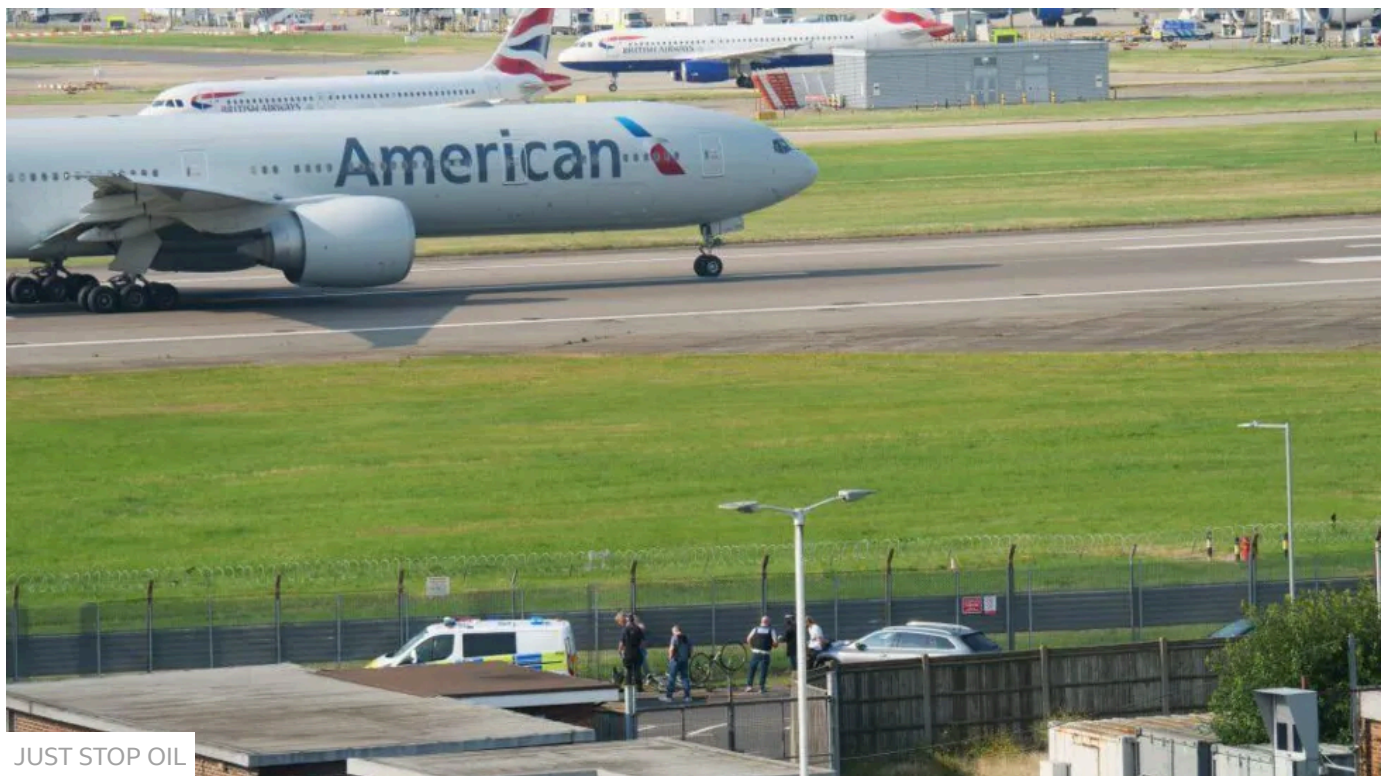
Ball boys, ball girls, and officials scrambled to clear pieces off the court, which disrupted the match between Bulgaria's Grigor Dimitrov and Japan's Sho Shimabukuro.

Around an hour later Ward entered the same court in a match between Britain's Katie Boulter and Australian Daria Saville and threw red and gold confetti across the lawn.

The trio denied their actions had amounted to aggravated trespass.

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# Ten Just Stop Oil activists arrested at Heathrow



Ten Just Stop Oil supporters were arrested at Heathrow

24 July 2024

**A group of 10 Just Stop Oil activists have been arrested at Heathrow Airport but operations are continuing as usual, police have said.**

They were detained near the airport and taken into custody on suspicion of conspiring to interfere with a site of key national infrastructure under the Public Order Act.

The campaigners said “the international uprising begins” and claimed supporters of climate activist organisation Last Generation were behind **delays at Cologne-Bonn Airport.**

The German airport confirmed that “unauthorised people” gained access to its security area earlier.

### **Just Stop Oil sentences condemned by celebrities**

23 July

### **Heathrow hits record passenger numbers**

24 July

Footage of Heathrow shared on the Just Stop Oil (JSO) account on X, formerly Twitter, appears to show people cycling near a high barbed wire-topped fence close to passenger planes before dismounting and being approached by officers.

A JSO spokesman said: "We refuse to die for fossil fuels. Continued burning of oil, gas and coal, as we pass irreversible tipping points that threaten to spin our climate out of control in a rapidly accelerating way, is jeopardising the stability on which our entire society depends."

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A spokesman for Heathrow Airport said: "There has been absolutely no impact on operations whatsoever" and that "no-one gained entry to anywhere they shouldn't be.

"Thanks to swift action from the police and airport colleagues, there is no disruption to passenger journeys.

"Heathrow continues to operate as normal today."

## Long sentences

Earlier this month, the High Court granted an injunction prohibiting anyone from entering, occupying or remaining on London Heathrow Airport land in connection with environmental campaigns, without consent.

Anyone breaching the injunction might be jailed, fined or have their assets seized for contempt of court.

The action follows the imposition of long jail sentences on five members of JSO who disrupted the M25 in 2022.

The sentences - **of four and five years** - were described in an open letter signed by hundreds of high-profile names - as "one of the greatest injustices in a British court in modern history".

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# Just Stop Oil activists block Gatwick Airport departure gates in London

Those jetting away from the UK's second-busiest airport came face-to-face with climate protesters inside the terminal

Benjamin Parker • Monday 29 July 2024 11:20 BST • 47 Comments



Gatwick passengers step over Just Stop Oil activists blocking airport entrance



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**Just Stop Oil** protesters have blocked an entrance to a security search area at **Gatwick airport** in an apparent attempt to disrupt travellers trying to make their **flights**.

Seven activists entered the airport's South Terminal this morning, with the group stating that "the situation is currently developing".

A spokesperson for the aviation hub told *The Independent* that despite the protest, London Gatwick is open and "operating normally today".

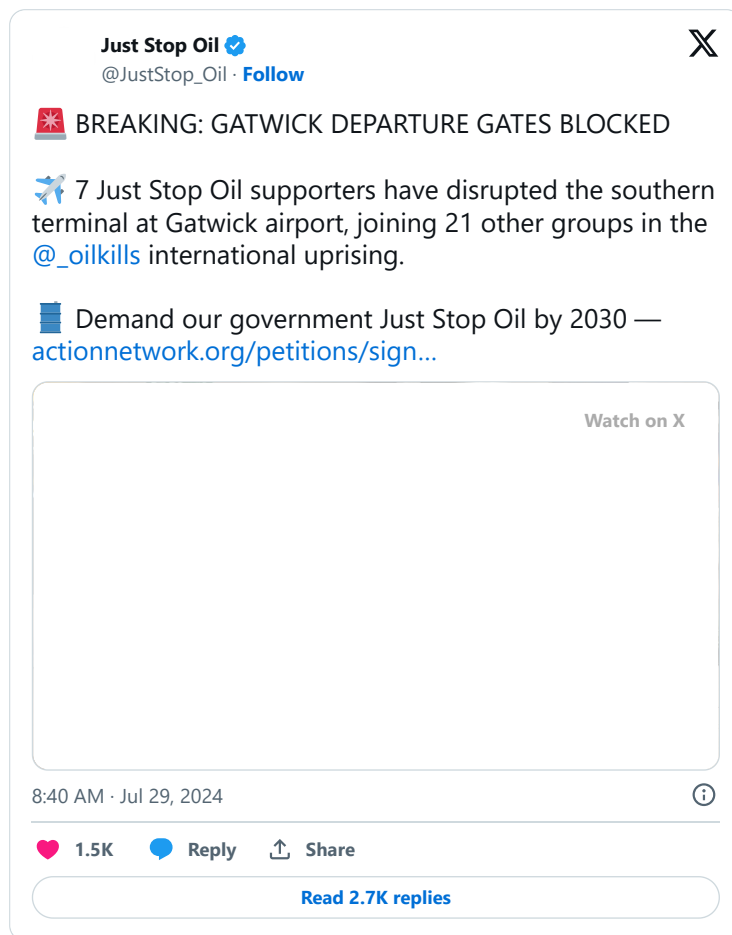
"There are a small number of protesters at the airport who have now been arrested and are being removed from the airport," they added.

Images and videos shared across social media, as well as on the group's website, show the protesters sitting on the floor.

So far, it seems that most people are able to get past the protest without too much difficulty.

*The Independent* has contacted Sussex Police for further details.





“As long as political leaders fail to take swift and decisive action to protect our communities from the worst effects of climate breakdown, Just Stop Oil supporters, working with other groups internationally, will take the proportionate action necessary to generate much needed political pressure,” the group has previously said in a statement.

“This summer, areas of key importance to the fossil fuel economy will be declared sites of civil resistance around the world.”

The group added today’s demo at Gatwick is a part of the international campaign Oil Kills, and said 21 groups across 12 countries have demonstrated at 17 airports so far.

According to Simon Calder, *The Independent’s* travel correspondent and who used to work in the security search area at Gatwick South terminal, the process will have made little difference to the flow of passengers.

“The location where the protesters sat on the floor is just one of several entrances to the security search area, with passengers simply needing to take a short detour.

“In addition, the timing was odd: the protest began after the big early morning surge of passengers, so the terminal will have been relatively quiet.”

Last week, **Just Stop Oil activists suspected of planning to disrupt Heathrow Airport were arrested**. None of the group were able to get into the airport

It also comes days after **two other members were found guilty of criminal damage** after throwing tomato soup at Vincent van Gogh’s *Sunflowers* inside **London’s** National Gallery.

**More about:** [Gatwick Airport](#) [Protesters](#) [Just Stop Oil](#)

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 47 Comments



[Redacted text block]



[Redacted text block]



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# Just Stop Oil supporters arrested over 'plan to disrupt airports this summer'


The arrests were made in London, Gloucestershire, Oxfordshire, Devon, Essex, Manchester, Surrey, Sussex, Norfolk and West Yorkshire.

🕒 Friday 28 June 2024 14:51, UK



Officers making an arrest as part of the operation. Pic: Met Police



 Why you can trust Sky News >

**A total of 27 Just Stop Oil supporters have been arrested on suspicion of planning to disrupt airports this summer, the Metropolitan Police has said.**

The arrests were made in London, Gloucestershire, Oxfordshire, Devon, Essex, Manchester, Surrey, Sussex, Norfolk and West Yorkshire.

"Among those held were several high-profile members of **Just Stop Oil** who we believe to be key organisers," the force said.

Four people were arrested on Tuesday after being identified at **Gatwick** Airport and have since been released on bail.

On Thursday, six more people were arrested at an east London community centre "as part of a publicly-advertised event promoting airport disruption".

**Met** officers worked with eight other police forces on Friday to arrest 17 further suspects at their homes across the country.

All the individuals were arrested under a section of the Public Order Act.

The act makes it illegal to conspire to disrupt national infrastructure.

Chief Supt Ian Howells, who led the operation, said: "We know Just Stop Oil are planning to disrupt airports across the country this summer, which is why we have taken swift and robust action now.

Advertisement

"Our stance is very clear that anyone who compromises the safety and security of airports in London can expect a strong response from officers or security staff.

"Airports are complex operating environments which is why we are working closely with them, agencies and other partners on this operation."

Those who have been released on bail are subject to conditions.

Those conditions include not to travel within 1km of any UK airport unless passing through by vehicle or public transport.

**Read more from Sky News:**

**[Could Democrats replace Biden as presidential candidate?](#)**

**[British swimmer, 22, diagnosed with incurable brain cancer](#)**

Last week, Just Stop Oil **targeted a private airport** where **Taylor Swift** had landed hours earlier.

Arrests were also made after **Stonehenge was sprayed with "orange powder paint"**.





**UK news**

## Dozens of Just Stop Oil activists arrested on suspicion of planning to disrupt airports

'Several high-profile members' among 27 supporters of climate group arrested across England, say police

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**PA Media**

Fri 28 Jun 2024 14.06 BST

Twenty-seven Just Stop Oil supporters have been arrested on suspicion of planning to disrupt airports this summer, the Metropolitan police have said.

Arrests were made in London, Gloucestershire, Oxfordshire, Devon, Essex, Manchester, Surrey, Sussex, Norfolk and West Yorkshire, the force said.

The supporters were arrested under a section of the Public Order Act that makes it illegal to conspire to disrupt national infrastructure. “Among those held were several high-profile members of Just Stop Oil who we believe to be key organisers,” police said.

On Tuesday, Scotland Yard said four people were arrested after being identified at Gatwick airport and released on bail. A further six people were arrested at an east London community centre “as part of a publicly advertised event promoting airport disruption”.

Met officers then worked with more than eight police forces across the country to arrest suspects at their homes across the country, arresting another 17 people on Friday.

In a statement, Just Stop Oil said: “Supporters are deeply committed to protecting their families and communities from the tyranny of fossil fuels. If our government refuses to do what is right to protect humanity, then people will step up to do what needs to be done. We refuse to die for fossil fuels and we refuse to stand by while millions are murdered.

“We demand that our government stops the extraction and burning of oil, gas and coal by 2030 and that they support and finance other countries to make a fast, fair and just transition.”

Ch Supt Ian Howells, who led the operation, said: “We know Just Stop Oil are planning to disrupt airports across the country this summer which is why we have taken swift and robust action now Our stance is very clear that anyone

who compromises the safety and security of airports in London can expect a strong response from officers or security staff.

“Airports are complex operating environments which is why we are working closely with them, agencies and other partners on this operation.”

All those released on bail are subject to conditions, which include not travelling within 1km of any UK airport unless passing through by vehicle or on public transport. Anyone suspected of breaching this condition can be arrested immediately.

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# Just Stop Oil protesters arrested at airport



| The group were found with items police said would be used to disrupt the airport

5 August 2024

**Four environmental activists who police said planned to cause "significant disruption" at a major airport have been arrested.**

The group of Just Stop Oil protesters were detained by officers near Manchester Airport on suspicion of conspiring to cause a public nuisance.

Three woman, aged 21, 30, and 53, and a man aged 23, were found with items police said would have been used to cause "damage and significant disruption"

to airport operations.

Ch Supt Mark Dexter said the arrests prevented a "determined and targeted attack which would have brought significant delays".

## 'Disruptive'

The four activists have been held in police custody for questioning, the force said.

A Just Stop Oil spokeswoman said its four supporters had been planning to take nonviolent action as part of its campaign to end the extraction and burning of fossil fuels by 2030.

They would "accept any legal consequences" following their arrests, she added.

Ch Supt Dexter, Greater Manchester Police's head of specialist operations, said the right to protest had to be balanced with the rights of the public to "go about their lives without being subject to unacceptable disruption".

He said police had been working with the airport and other forces to share intelligence to prevent "disruptive and targeted attacks on our airports".

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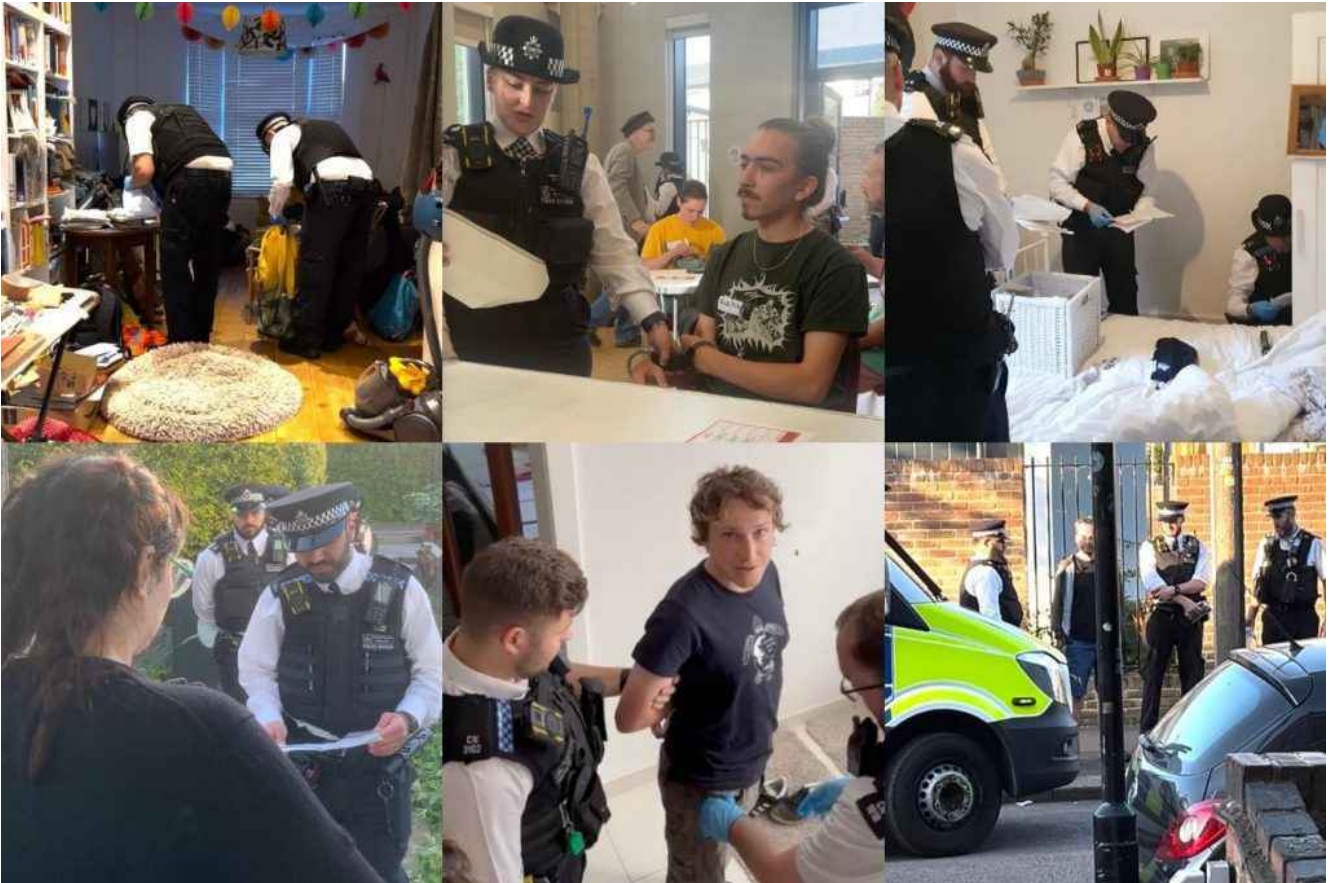
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## **We refuse to die for fossil fuels – Just Stop Oil response to police raids resulting in at least 27 arrests.**

Press / June 28, 2024

Over the last 12 hours the British state has acted unlawfully in detaining a total of at least 27 ordinary people sharing food at a community event and at their homes. Their only crime? They are Just Stop Oil supporters.

Being a Just Stop Oil supporter is now enough to make you a suspect. Believing that no government has the right to tyrannise the entire world by

encouraging the extraction and burning of fossil fuels, marks you out as a dangerous radical.

But we will not be intimidated. The painful truth right now is that our politicians and corporations have no intention of acting in accordance with the fundamental interests of either our young people or the country as a whole. Not content with cheering on war crimes in Gaza, our politicians have sat by and allowed the last government to licence yet more oil, making them complicit in the greatest crime in human history.

Continuing to extract and burn oil, gas and coal is an act of war against humanity that will result in unimaginable suffering and destroy the lives and livelihoods of billions of people. No one has ever voted for this, there has never been a democratic mandate to destroy the habitable world.

Just Stop Oil supporters are deeply committed to protecting their families and communities from the tyranny of fossil fuels. If our government refuses to do what is right to protect humanity, then people will step up to do what needs to be done. We refuse to die for fossil fuels and we refuse to stand by while millions are murdered.

That's why we are joining an international uprising taking nonviolent collective action to defend humanity. Sign up to take action at [juststopoil.org](https://juststopoil.org).

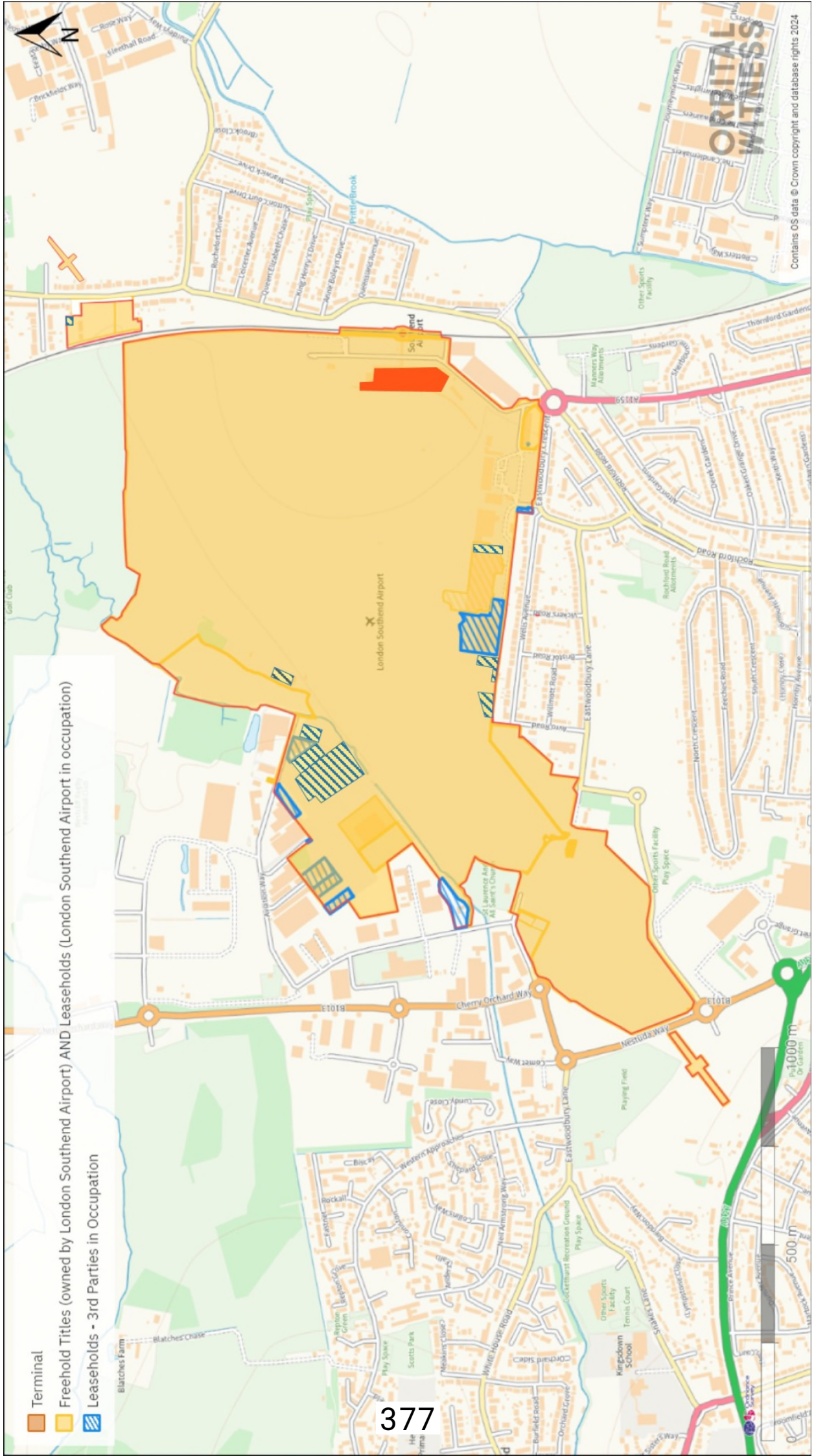
We demand that our government stops the extraction and burning of oil, gas and coal by 2030 and that they support and finance other countries to make a fast, fair and just transition. They must sign the Fossil Fuel Treaty to end the war on humanity before we lose everything.

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Terminal  
 Freehold Titles (owned by London Southend Airport) AND Leaseholds (London Southend Airport in occupation)  
 Leaseholds - 3rd Parties in Occupation



## Environmental activism

● This article is more than 2 years old

# Climate activists plan direct action against UK oil infrastructure

Just Stop Oil campaign to target petrol stations, fuel depots and refineries to demand end to fossil fuel investment

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### Damien Gayle

Mon 14 Feb 2022 15.30 GMT

Activists fronting a new campaign masterminded by Roger Hallam, the strategist behind [Extinction Rebellion](#) and Insulate Britain, have said they are now preparing to move beyond protest and “into civil resistance”.

Two young supporters of [Just Stop Oil](#) went to Downing Street on Monday morning, where they delivered an ultimatum to ministers calling for an immediate end to new fossil fuel investments.

“If you do not provide such assurance by 14 March 2022 it will be our duty to intervene - to prevent the ultimate crime against our country, humanity and life on earth,” said the letter, read out at the gates and delivered by hand.

The Guardian understands that the intention is to take direct action against Britain’s oil infrastructure - from petrol stations to fuel depots and refineries.

In a brief speech to reporters, Louis McKechnie, 21, who was recently released from jail for taking part in court injunction-breaking road blockades with [Insulate Britain](#), said: “We

know what needs to be done, it's simple, just stop oil. Right now they are doing the opposite.”

For weeks Hallam and other supporters of the campaign, seen as a successor to Insulate Britain, have been touring universities calling on students to sign up. Unlike Insulate Britain, which was predominantly composed of older activists, including several over 70, Just Stop Oil is intended as a youth-led campaign.



📷 Roger Hallam, the strategist behind Extinction Rebellion and Insulate Britain, has masterminded the Just Stop Oil campaign. Photograph: Guy Bell/Rex/Shutterstock

Hallam told students at Glasgow University last month they “had to become revolutionaries” to avert climate disaster. The Guardian understands that hundreds of activists have signed up and said they were willing to be arrested as part of the campaign.

Jess Causby, 25, a supporter of the campaign, said it would involve an escalation of tactics compared with recent environmental protests.

“Just Stop Oil has seen that if we want to really protect ourselves and everything around us then we need to move beyond this protest stuff which people have been doing with Extinction Rebellion and Insulate Britain, and then we need to move forward into civil resistance,” Causby said.

“What that actually means is stopping pointing out what the government should or shouldn't be doing [and instead] actively stopping government doing what they shouldn't be.”

Causby said the campaign had taken inspiration from fuel protests 22 years ago, when hauliers used lorries to blockade oil refineries and fuel depots. She said: “We have been demanding [action on climate change] for years now and we're continuously disappointed

with their empty promises and lack of action. So now we're taking it into our own hands and we're going to stop them because we have no choice."

Activists from the campaign were giving about 20 to 30 talks a week, Causby said.

The Guardian has contacted the Department for Business, Energy and Industrial Strategy for comment.

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# OIL KILLS

KNOWING WHAT YOU KNOW, WHAT WILL YOU DO?

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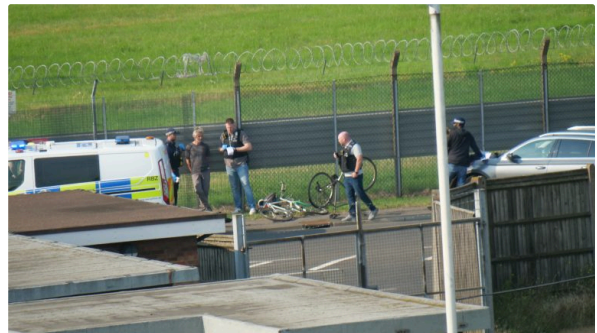
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## SO WHERE ARE WE AT?

- ✓ **Demand 1:** No New Oil and Gas Licences – WON!
- 🔥 **Demand 2:** Just Stop Oil by 2030.
- 📄 We need a Fossil Fuel Treaty.

Civil Resistance works – Join us!






We are part of the [A22 Network](#)







## WHO WE ARE?

We are an international network racing to save humanity. We have a recipe for effective civil resistance. Support us. Join us. You are needed.

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## OUR DECLARATION

We are the Last Generation of the old world. We are here today to say we will create a new world – where humanity embraces itself, forgives itself, loves itself and commits to continue our great adventure.

As the Last Generation, we will do whatever it takes to protect our generation and all future generations. As is our inalienable right.

The old world is dying. We are in the last hour, the darkest hour. This world is being decimated before our eyes. We are in between moments. What we do now decides the fate of both this world and the next.

So we decide. We decide, we are no longer indulging in our fears, our despair, our resentments. We are putting ourselves behind us.

Together, in community, we are taking hold of a higher purpose. The source of what it is to be truly human. It calls to us across the ages, and with its power we will bring down those who kill to maintain their regimes of extraction. This is the old world. It cannot continue.

We are here to make clear: humanity is better than to give in to extinction. We are here to say society has not turned away from love and truth; it has not embraced evil and death. The world we desire, the one we can have, is already in reach. But we have to reach for it.

But we are not here to highlight, plead or to entertain.

We are here to reach for the change that is required for this to happen. We are here to force governments to slash carbon emissions, nothing less. We are here for action, not words. We have a plan.

We are mobilising in our many nations and many cultures. Teams will run projects. Projects will make demands on governments. We are reaching out to anyone who will reach back and join hands to create this new world. If we are refused we will disrupt, week after week, as those who came before us did many times in the struggle for human rights.

We speak directly to the public, and recruit in hundreds of open meetings.

We commit to mass civil disobedience.

This is our solemn responsibility. Sacred rights require a sacred duty to defend them. And until everyone is free, none of us are free. Only then will justice be done. We will not fall into the trap of hating the other – the other is part of all of us. Our hands do not hold weapons and our hearts are open.

We are humanity, believing in humanity. We are Democracy.

We are open and nonviolent. We are Care and we are Freedom. We will accept the consequences of our actions and look our destiny directly in the eye.

Bring it on. While there remains breath in our bodies we will not stop. This is our life now.

We are the Last Generation. But we are also the First. We are everywhere. We are coming.

Everything will change. The old becomes the new. And everyone can change.

## OUR NETWORK, AT A GLANCE

Click on a logo to check out their site

Ostatnie  
Pokolenie  
Ostatnie Pokolenie,  
Poland



Climate Liberation  
Aotearoa, New Zealand

JUST  
STOP  
OIL

Just Stop Oil, UK



NGDBREMSEN  
Medborerssen, Denmark



Letzte Generation,  
Australia

RIPOSTE  
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LETZTE  
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NEWS | WORLD

## Munich Airport closed after climate activists from Last Generation glue themselves to runway

German Interior Minister Nancy Faeser slammed the protests and called for them to stop



PASSENGERS QUEUE UP AT MUNICH AIRPORT

**WILLIAM MATA**

**18 MAY 2024**

German authorities temporarily closed Munich Airport on Saturday after six climate activists broke through a security fence and glued themselves to access routes leading to the runways, officials and local media reported.

The activists, from the group Last Generation, were protesting against flying, the most polluting form of transportation, according to the German news agency dpa. Police have detained the six.



Incoming flights had to be diverted to other airports, an airport spokesperson said. After a couple of hours, the airport's two runways were reopened, although some disruptions to flight schedules may occur, according to a statement on the airport's official website.


Last Generation posted on social media platform X, accusing the German government of "downplaying" the negative effects of flying on the environment instead of "finally acting sincerely."

Letzte Generation 

@AufstandLastGen · [Follow](#)



 Klimakatastrophe: Flughafen München blockiert!  
 Problem ist die Regierung – nicht unser Urlaub!

 Insgesamt sechs Personen setzten sich in Zweiergruppen an unterschiedliche Stellen des Münchner Flughafens.

1/4

Watch on X

5:15 AM · May 18, 2024



415



Reply



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387

35

German Interior Minister Nancy Faeser slammed the protests and called for them to stop. "Such criminal actions threaten air traffic and harm climate protection because they only cause lack of understanding and anger," she wrote on X.

Fraser also applauded police efforts to bring order back to the airport and called for airport safety measures to be checked.

The general manager of the German Airports Association Ralph Beisel sharply criticised the climate activists' actions.

"Trespassing the aviation security area is no trivial offense. Over hundreds of thousands of passengers were prevented from a relaxed and punctual start to their Pentecost holiday," he told dpa.

Beisel also called for harsher penalties for activists who break into airports.

Climate activities blocked flights at Hamburg and Duesseldorf airports for several hours in July.

In January, Last Generation - known for gluing themselves to streets to block traffic which has infuriated many Germans - said it would abandon the tactic and move on to holding what it calls "disobedient assemblies."



# FREQUENTLY ASKED QUESTIONS

## WHAT IS JUST STOP OIL?

**Just Stop Oil** is a group of ordinary people in civil resistance to ensure that the government commits to phasing out fossil fuels in the UK by 2030.

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## WHAT DOES JUST STOP OIL WANT?

We demand that the UK government commits to working with other nations to establish **a legally binding treaty to stop extracting and burning oil, gas and coal by 2030** as well as supporting and financing poorer countries to make a fast, fair, and just transition. This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

---

## WHY DO WE NEED TO PHASE OUT FOSSIL FUELS?

We have already passed 1.5°C of global heating and are expected to pass 2°C in the 2030s. The catastrophic effects are increasingly being felt in poor countries and communities across the world. Innocent people already face unlivable conditions. Drowning in their homes. Overheating in the streets. Starving as crops fail. **Burning more fossil fuels will kill hundreds of millions of people and tip us into societal collapse.** We urgently need all countries to phase out the production and use of fossil fuels.

---

## WHAT ARE YOU GOING TO DO?

We are willing to take part in nonviolent civil resistance to put pressure on the UK government to act on the climate crisis in order to protect our families and communities. **We are going to cause disruption, making our demand unignorable.**

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## WHAT IS NONVIOLENT CIVIL RESISTANCE?

Civil resistance is a powerful way for people to nonviolently demand their rights, freedom, and justice. When people wage nonviolent civil resistance, they use tactics such as strikes, boycotts, mass protests and disruption to withdraw their cooperation from the state. We are willing to take part in nonviolent direct action, day after day, week after week, until our demand is met.

**We take all possible steps to ensure that no-one's safety is compromised by our actions.**

---

## WILL THERE BE ARRESTS?

**Probably, yes.** There is a long established tradition in the UK of citizens who take action to prevent greater harm when they recognise that the state is acting immorally. In failing to act against entrenched fossil fuel interests and continuing to support the fossil fuel economy our government is directly harming us, **therefore we are asserting our legal right and moral duty to act.**

---

## WHO FUNDS YOU? WHERE DOES THE MONEY GO?

Critical seed funding for **Just Stop Oil** was provided by Climate Emergency Fund and **Adam McKay** in 2022 and 2023. **Just Stop Oil is now largely backed by small donations from the public**, although the Climate Emergency Fund continues to contribute.

Apart from tea and sandwiches we use the funds to organise, pay accommodation, and travel costs, and provide a hardship fund for supporters where possible.

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## HOW DO I DONATE?

[Click here to be one of the many people who back us with a small donation \(big donations are also welcome!\).](#)

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## HOW DO I GET INVOLVED?

Attend one of our **in-person meetings** happening all over the country or jump into a **Zoom meeting** if there isn't one near you.



Follow us on social media.

## About us

**Just Stop Oil** is a nonviolent civil resistance group in the UK. In 2022 we started taking action to demand the UK Government stop licensing all new oil, gas and coal projects. We have won on this . **Civil resistance works.**

**Our new demand:** That the UK Government sign up to a Fossil Fuel Treaty to Just Stop Oil by 2030.

Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fast, fair, and just transition.

This can be accomplished by endorsing the **Fossil Fuel Non-Proliferation Treaty Initiative** and seeking a negotiating mandate to establish the treaty.



## Contact us

Press enquiries: [juststopoilpress@protonmail.com](mailto:juststopoilpress@protonmail.com)

General enquiries: [info@juststopoil.org](mailto:info@juststopoil.org)

Donation enquiries: [juststopoilgiving@protonmail.com](mailto:juststopoilgiving@protonmail.com)

Volunteer enquiries: [jsovolunteers@gmail.com](mailto:jsovolunteers@gmail.com)

Book a speaker: [contact@juststopoil.org](mailto:contact@juststopoil.org)

## Stay in touch

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REGION (TO ADD YOU TO THE CORRECT REGIONAL MAILING LIST) \*

ARE YOU A STUDENT? (IF YES, WE CAN ADD YOU TO OUR STUDENTS SPECIFIC EMAILING LIST)

Yes

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## SUPPORT

Thousands of supporters of Just Stop Oil end up facing the legal system as a result of being involved in nonviolent direct action. **But no one is left to deal with this on their own.**

### CLIMATE ACTION SUPPORT PATHWAY

When supporters of Just Stop Oil face legal consequences, they can contact **Climate Action Support Pathway (CASP)**, an independent group set up to provide legal and emotional support. They provide training, legal cafes and detailed guidance to help you navigate all this. They also coordinate police station and court support. Visit [their site](#) and email them to see how they can help you, or click [here](#) to donate to them.

### REBELS IN PRISON

**Rebels In Prison (RIPS)** supports people who are in prison for their involvement in climate activism. It was set up by the family and friends of people held in prison after climate protests in early 2021. They make sure that everyone who has been imprisoned is supported and feels the love of their community and the wider world. Learn more about what they do and who they have helped [here](#), and you can support them financially [here](#).

SINCE JUST STOP OIL STARTED

**2,970**

ARRESTS

**1,889**

CHARGES

**475**

CONVICTIONS

**100**

ACQUITTALS

**129**

CASES DISMISSED


**1,086**

TRIALS TO COME



Follow us on social media.

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This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

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## Contact us

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## Just Stop Oil issue international ultimatum to party leaders

Press / June 13, 2024

Just Stop Oil has delivered letters to the leaders of all major parties running in the upcoming general election, demanding they commit to signing the fossil fuel non-proliferation treaty. [1]

Four Just Stop Oil supporters also visited the four biggest parties to hand-deliver the letter, which can be read [here](#).

A Just Stop Oil spokesperson said:

*“The UK’s next government in waiting has committed to enacting Just Stop Oil’s original demand of ‘no new oil and gas’ in the upcoming election. This is a major victory for anyone who cares about protecting our communities from the catastrophe being imposed on ordinary people by fossil-fueled elites and corporations.*

*However, this commitment will not be enough to prevent ongoing collapse, whilst fossil fuel projects are still being built here and around the world. Scientists are clear that the carbon currently in the atmosphere will be enough on its own to make large parts of the world uninhabitable in years to come.*

*It is clear that continuing to extract and burn fossil fuels in 2024 is nothing short of an act of war against humanity. As such, we are demanding party leaders and the next Prime Minister commit to defending the*

people they have been elected to serve by working with other nations to establish a legally binding treaty to stop the extraction and burning of oil, gas and coal by 2030.

*If the incoming leader does not support this treaty, Just Stop Oil will begin a new campaign of civil resistance, and they are not alone. In an unprecedented coordination across movements, citizen's from Austria, Canada, Norway, UK, Netherlands and Switzerland have pledged to join in resistance this summer, if their own Governments do not take meaningful action."*

This is the start of an International Uprising. And it's only just getting started. The era of fossil fuels is over. Sign up to take action at [juststopoil.org](https://juststopoil.org).

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Youtube: <https://juststopoil.org/youtube>

TikTok: <https://www.tiktok.com/@juststopoil>

## Notes to Editors

[1] [Just Stop Oil](#) is a coalition of groups working together to demand that the government immediately halt all future licensing and consents for the exploration, development and production of fossil fuels in the UK. Just Stop Oil is a member of the A22 Network of civil resistance projects.

**Just Stop Oil 'Blue Lights' policy:** our policy is, and has always been, to move out of the way for emergency vehicles with siren sounding and 'blue lights' on.

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Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing

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## **I've got a fossil fuel non-proliferation treaty baby, and I'll write your name: Just Stop Oil paint private jets hours after Taylor Swift's lands**

Press / June 20, 2024

Two Just Stop Oil supporters have painted multiple private jets on the airfield where Taylor Swift's jet landed mere hours before. They are demanding that the incoming UK government commit to working with other governments to agree an equitable plan to end the extraction and burning of oil, gas and coal by 2030. [1]

At around 5:00 am Jennifer Kowalski and Cole Macdonald entered the private airfield at Stansted airport where Swift's jet is currently stationed. The pair painted two private jets using fire extinguishers filled with orange paint.

Cole Macdonald, 22, from Brighton, said

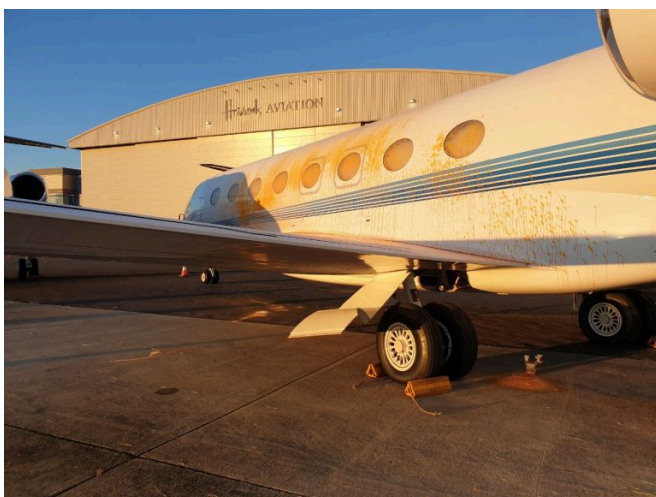
*"We're living in two worlds: one where billionaires live in luxury, able to fly in private jets away from the other, where unlivable conditions are being imposed on countless millions. Meanwhile, this system that is allowing extreme wealth to be accrued by a few, to the detriment of everyone else, is destroying the conditions necessary to support human life in a rapidly accelerating never-ending 'cruel summer'. Billionaires are not untouchable, climate breakdown will affect every single one of us."*



Jennifer Kowalski, 28, who is a former sustainability manager from Dumbarton, said:

*"Over the years, I've had to realise that even working in sustainability provides me with essentially no ability to make the necessary changes to prevent the complete collapse of our natural systems. I have to take desperate measures to make my voice heard."*

*"In 2024 we all have to be considering what we can do each day to change the course our society is on. We need an emergency treaty to stop the extraction and burning of oil, gas and coal by 2030."*



It is estimated that 80% of the world's population has never taken a flight. Just 1% of people cause 50% of global aviation emissions. Private jet users are responsible for up to 14x as much carbon emissions compared with a commercial flight. A single flight in a private jet can easily emit as much carbon dioxide as the average annual carbon footprint for an EU citizen – 8.2 tonnes. [2] [3] [4]

The Fossil Fuel Non-Proliferation Treaty is a initiative for world governments to agree an emergency rescue plan that rapidly and fairly phases out deadly emissions. Wealthy developed countries with historically high

carbon emissions will be the priority, ending oil and gas usage by 2030. Developing countries will follow in a logical and just transition. [5]

A Just Stop Oil spokesperson said:

*“Whilst governments are allowing oil corporations to run amok destroying our communities, the actions of individuals mean very little. That’s why Just Stop Oil is demanding that our next government sign up to a legally binding treaty to phase out fossil fuels by 2030.*

*Failure to defend the people they represent will mean Just Stop Oil supporters, along with citizens from Austria, Canada, Norway, the Netherlands and Switzerland will join in resistance this summer, if their own Governments do not take meaningful action.”*

Until world leaders act to protect us, Just Stop Oil supporters, working with other groups internationally, will take the proportional action necessary to generate much needed political pressure. This summer, areas of key importance to the fossil fuel economy will be declared sites of civil resistance around the world. Sign up to take action at [juststopoil.org](https://juststopoil.org).

## **ENDS**

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Youtube: <https://juststopoil.org/youtube>

TikTok: <https://www.tiktok.com/@juststopoil>

Notes to Editors

[1] [Just Stop Oil](https://www.juststopoil.org/) is a coalition of groups working together to demand the British government work with other nations to establish a legally binding treaty to stop extraction and burning of oil, gas and coal by 2030, whilst supporting and financing other countries to make a fair and just transition. Just Stop Oil is a member of the A22 Network of civil resistance projects.

**Just Stop Oil 'Blue Lights' policy:** our policy is, and has always been, to move out of the way for emergency vehicles with siren sounding and 'blue lights' on.

[2] <https://www.cnn.com/2017/12/07/boeing-ceo-80-percent-of-people-never-flown-for-us-that-means-growth.html>

[3] <https://theweek.com/news/environment/960974/how-much-pollution-do-private-planes-cause>

[4] <https://weareyard.com/insights/worst-celebrity-private-jet-co2-emission-offenders>

[5] <https://fossilfuel treaty.org/>

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## About us

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**Our new demand:** That the UK Government sign up to a Fossil Fuel Treaty to Just Stop Oil by 2030.

Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fast, fair, and just transition.

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## Just Stop Oil Letter to Prime Minister Starmer

Press / July 16, 2024

Dear Prime Minister,

We write to congratulate you on becoming Prime Minister and to acknowledge that one of the first steps of your new government has been to reaffirm your commitment to end new UK oil and gas licensing. This is an essential first step towards what is required to end the UK's contribution to the climate crisis. However, we all know that it is not enough.

We also need to rapidly phase out our existing oil and gas projects and to end the use of fossil fuels across our economy. This is not only the view of Just Stop Oil; the call for a rapid phase out of fossil fuels is backed by climate science, by global equity considerations, by international law and by global public opinion.

We last wrote to you in your role as leader of the Labour Party on 24 June to demand that, should you become our next Prime Minister, you immediately commit the UK government to **working with other**

**nations to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fair and just transition.**

We indicated that unless such assurances were provided by 12 July, we would be forced to take action to protect our communities by engaging in a campaign of noncooperation against fossil fuel use, at airports across the country.

We are writing now to let you know that since no such assurances have been received we remain in civil resistance and are preparing to take action, but that, as ever, we remain open to dialogue.

The era of fossil fuels is over. It's time to stop waging war on humanity.

Yours sincerely,

Just Stop Oil.

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## **Notes to Editors**

[1] Just Stop Oil is working with an international network of groups to demand our governments establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fast, fair, and just transition. This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

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## Just Stop Oil statement on summer actions

Press / July 22, 2024

Just Stop Oil has won its initial demand, calling for the UK government to end all new oil, gas and coal licences.

This is a welcome step in the right direction, but the science is abundantly clear that this will not be enough to protect our families and communities from the worst effects of climate breakdown. Current climate policies have been declared unlawful in the High Court, not once but twice, and the scientific consensus is telling us that fossil fuels must remain in the ground if we are to maintain any sort of stable society.

It is imperative that the UK government act to protect lives both here and abroad, by working with other nations to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030, as well as supporting and financing other countries to make a fair and just transition.

Just Stop Oil wrote to all party leaders on the 24th June, advising that the next Prime Minister must immediately commit the UK government to working with other nations to establish such a treaty. We indicated that unless such assurances were provided by 12th July, supporters of Just Stop Oil would be

forced to take action to protect our communities by engaging in a campaign of noncooperation against fossil fuel use, at airports across the country.

As of yet, no such assurances have been received, therefore Just Stop Oil supporters will be taking action at airports this summer.

This is not a course of action undertaken lightly, however action from governments must be commensurate with the scale of the crisis faced by humanity. Until that is the case, it is on the conscience of every ordinary citizen to utilise whatever mechanism is available to us to nonviolently pressure for necessary change.

Just Stop Oil supporters are trained in nonviolence and will undertake all possible steps to ensure that the safety of those using airports, as well as those in the air, will not be compromised by our actions. This includes avoiding going on any active or inactive runways.

Our request for a meeting with Keir Starmer or a member of his cabinet remains open. We seek to negotiate. As ever, we remain open to dialogue with the government and are willing to immediately halt taking action should they commit to an international fossil fuel treaty to Just Stop Oil by 2030.

## **ENDS**

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# Fund Radical Climate Action — Just Stop Oil

By Just Stop Oil

United Kingdom

3644 Supporters 173 Shares

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*"We still have a chance... two years to save the world".* Simon Stiell, United Nations climate secretary, 10th April 2024. There is a sliver of hope. But heating has already crossed into +1.5C and beyond — *and our politicians are making things worse.*

## We're escalating our campaign this summer to

### £165,938

Raised of £160,000

Donate now



We don't store your card details. All donations are processed securely by our PCI-compliant payment partners, Stripe and PayPal.



Just Stop Oil will have quick and easy access to your donation.



We've helped empower over 15,000 campaigners like Just Stop Oil by helping them raise the funds they need.

## take action at airports.

Last year, we marched in our thousands, forcing the government and police into a dilemma: **stop new oil and gas or stop us marching**. They responded by criminalising protest, imprisoning ordinary people for walking down the street.

**We are ready to respond with our own escalation**, taking our resistance to the heart of fossil fuel infrastructure. But to do so, we need new backing.

## We need your support to fund trainings, and prepare people for action.

The good news? **We've already smashed our initial £100,000 target**. But every extra pound given means we can hit harder, with more mobilisers, more people taking action, more support for those facing repression. We rely on small donations from the public to make these action happen.

## How we will spend these donations:

To make this action phase happen, we have a costed plan. **State repression makes resistance more expensive, but not impossible**. During June and July, we expect to spend around £180,000, some of which we have already secured, and the rest we must raise now. It includes:

£80,000 for staffing costs for mobilisation teams, media teams, trainers, and action logistics personnel.

£75,000 for accomodation and travel.

£12,000 for mobilisation expenses including booking venues for talks, printing posters, and more.

£8,000 for advertising and digital communication.

£5,000 in payments to Climate Action Support Pathway (CASP) for legal support for those taking action.

## Who are we?

We are ordinary people sick of the inaction and complacency of our failing politicians. We are students confined to our homes with GPS ankle tags. We are GPs facing being struck off for holding a placard. We are young parents juggling babies and bail conditions.

**We are Just Stop Oil, and with your support, we will relentlessly keep up the fight against those leading us into climate breakdown.**

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**"The only surefire way to get climate at the top of the cabinet agenda is if enough people raise their voices," he said. "So my final message today is for ordinary people everywhere. Every voice matters. Yours have never been more important."**

— Simon Stiell, United Nations executive climate secretary, 10th April 2024.

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Show all photos 11

# Just Stop Oil: Summer Actions

By Just Stop Oil

📍 United Kingdom

976 Supporters 1999 Shares

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*This campaign is closed! Head to our latest crowdfunder here: <https://juststopoil.org/chuffed>*

## This summer, we continue in resistance.

We'll be taking action at sites of key importance to the fossil fuel industry; **the super-polluting airports.**

£24,579

Raised of £50,000

Donate now





*Ordinary people taking action at airports across Europe*

## **Governments promised to stop heating at 1.5°C. They've now failed us all.**

In 2016, leaders came together and promised to keep heating under 1.5°C as part of the Paris Agreement. Past that our government knows we risk heating spiralling out of control — escalating fires, floods, storms and food shortages.

**Last year, heating smashed through to 1.52°C above the pre-industrial average.** Sunak's response? Silence. In January 2024 we reached 1.66°C of heating. We are facing a worst-case scenario and our governments are in a state of fear and denial. It's time to turn up the pressure. **We're going to resist this carbon regime with all we've got.**

## **You've heard the plan. Now let's make sure everyone in the UK knows it.**

To pull this off, we need to mobilise people across the country. Over 80% of people in the UK are concerned about the climate crisis and in the last year, thousands of people have taken part in radical action. We can do this. But we need proper funding to make it happen.

**We need to raise £50,000 in the next month to fund our biggest push yet.** With your help, we'll hold meetings up and down the country, explaining

We don't store your card details. All donations are processed securely by our PCI-compliant payment partners, Stripe and PayPal.



Just Stop Oil will have quick and easy access to your donation.



We've helped empower over 15,000 campaigners like Just Stop Oil by helping them raise the funds they need.



our plan, building teams and getting people prepared for action.

Here's how your support could make a difference:

- 🪙 — **£25** could pay for a bus or train ticket for a young person to attend a meeting
- 🪙 — **£50** could buy a stack of posters to spread the word.
- 🪙 — **£100** could help put on a soup night to build community for people taking action.
- 🪙 — **£500** could rent a hall for a talk near you
- 🪙 — **£1000** could pay for a powerful combination of all these things, empowering ordinary people to take action against our criminal government.



## We have to do this. Now.

Just Stop Oil are demanding an end to the licensing of new oil and gas projects in the UK — this is the basic first step of any government serious about dealing with the climate crisis. The International Energy Agency (IEA) has said there must be no new investment in new gas, oil or coal extraction projects from now on if we have any chance of avoiding catastrophic heating.

**We won't be the first.** France, Italy, Denmark, Sweden, Portugal, Costa Rica, Ireland and Wales have already made commitments to end the licensing of oil and gas. But that good work is undone when our Prime Minister vows to “max out” oil and gas in the North Sea.

The UK is second only to Norway as Europe's biggest fossil fuel producer (or should we say, carbon polluter). What we achieve here *will* echo across the globe. We have to stop new oil and gas.

## **We know direct action makes the difference.**

At home, every major political party – except the Conservatives — has promised to stop licensing new projects. Media debate over oil and gas licensing is through the roof. An ex-government minister resigned as an MP in protest against new licences. We've proven we can hold the spotlight on our leaders if we keep up the pressure.

**And we've done the groundwork.** Public facing action throughout 2023 has built Just Stop Oil into the UK's biggest climate action group. **What we need now is a campaign that continues this work.**

## **Will you support those standing in defiance?**

Can you chip in and support? We need you. Together we will Just Stop Oil.

*Can't donate but want to support?*



just.stopoil  
Heathrow Airport



Liked by annahuttonartist and others

just.stopoil 🚨 BREAKING: 17 ARRESTED AS JUST STOP OIL DISRUPT HEATHROW AIRPORT



6 people have been arrested after blocking the departure gates at Heathrow terminal 5, alongside a person filming.

427

75



At least 10 others were arrested on public transport



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**just.stopoil** 🇺🇸 BREAKING: 17 ARRESTED AS JUST STOP OIL DISRUPT HEATHROW AIRPORT



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At least 10 others were arrested on public transport.



We need action. That's why a group of scientists have given personally to DOUBLE your donation from now until Monday. Link in bio — [@just.stopoil](https://www.just.stopoil.org), or <https://chuffed.org/project/just-stop-oil-in-action>

View all 72 comments

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# Oil Kills – Support The Groups Taking International Action

By Oil Kills

The Hague, South Holland, Netherlands

327 Supporters   1 Shares   2 months left

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**Oil Kills. And we're the international resistance movement that are going to stop it.**

Austria, Canada, Germany, Norway, Spain, Switzerland, the United Kingdom and more **are all taking action together this summer**, demanding our

criminal governments sign a binding, international, treaty to phase out fossil fuels by 2030.

## **Brave people are taking action and they need your support.**

Tens of thousands of people in our campaigns have already faced arrest. Hundreds have faced imprisonment. **This number will rise.** We carry on – because the consequences of climate collapse are far worse than whatever the state can throw at us.

**But we can't do it without your help.** Legal fees. Organising costs. Transport. Hosting talks. All of this needs funding, and none of it comes cheap.

We are going for it with everything we've got with these actions. Please give what you can and help us raise what we need to keep up the pressure.

## **Without direct action, we will not stop oil and gas in time.**

Voting rights. Civil rights. Direct action has helped make incredible change possible. We have it in our power to push governments to act. But we're running out of time.

The UN's climate chief, Simon Steil, says we have a small window of hope left; if rapid decarbonisation begins in the next 24 months, we may still avoid the worst of climate breakdown. **But our leaders haven't got the memo. They continue to delay, even when the public demand action. We have to shout louder.**

## **This is all of our fight. We**

## refuse to die for fossil fuels.

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*Oil Kills is supported by members of the A22 Network: an international civil resistance network with member projects in **Austria, Canada, Denmark, France, Germany, Italy, New Zealand, Poland, Norway, Sweden, Switzerland, UK**. It is a coalition made up of liberal western democracies, where ordinary people have stepped up to protect their freedoms and rights and to demand that their governments stop the greatest harm that the world will ever witness, the continuation of the carbon economy. Find out more at [a22network.org](http://a22network.org)*

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**Webinar**

## **HOW TO BLOCK AN AIRPORT**

**Monday | 5th August**

**19:00 - 20:30 CEST**

**STAY GROUNDED**



**DATE**

Aug 05 2024

**TIME** *CET*

7:00 pm - 8:30 pm

Expired!

## Webinar – How to block an airport

Did you hear it? This summer, many groups from the climate justice movement have been buzzing with actions targeting aviation. This comes after actions against private jets and the luxuries of the super-rich in the past years, joining a movement all over the world who have been struggling for decades to defend themselves against this destructive sector and to topple it, ending the injustice it brings about.

**f** In this workshop, we aim at making it easy for you and your group to plan an action around aviation, be it to block an airport or an industry event. Have you struggled to come up with plans for an effective action to resist global airport conflict? Do you burst with the injustice caused by the super-rich who burn the planet with their private jets? Do you want to interrupt a business event with style? Join us and learn about targets, tactics and narratives you can use in your AviActions and discover inspiring actions and lessons learned from them.

Join our webinar on **Monday, 5th August, 19:00 – 20:30 CEST**. Register below:

### Registration for Webinar: "How to block an airport"

Thank you for your interest in our action week follow-up session on how you can get involved in taking action against airline marketing on 2nd May 2024. Please register here:

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**EXCLUSIVE Revealed: The eco mob plot to ruin the summer holidays with activists planning to disrupt flights by glueing themselves to major airport runways**

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Eco-zealots are plotting to ruin family holidays this summer by wreaking havoc at airports across the country.

An undercover investigation by The Mail on Sunday can reveal mobs of **Just Stop Oil** activists plan to storm terminal buildings to hold sit-ins, glue themselves to runways and even climb on to jets to paralyse the travel industry.

**Tory** MPs last night accused the group of harming their cause by 'targeting happiness with misery' and warned their cavalier plans could risk lives.



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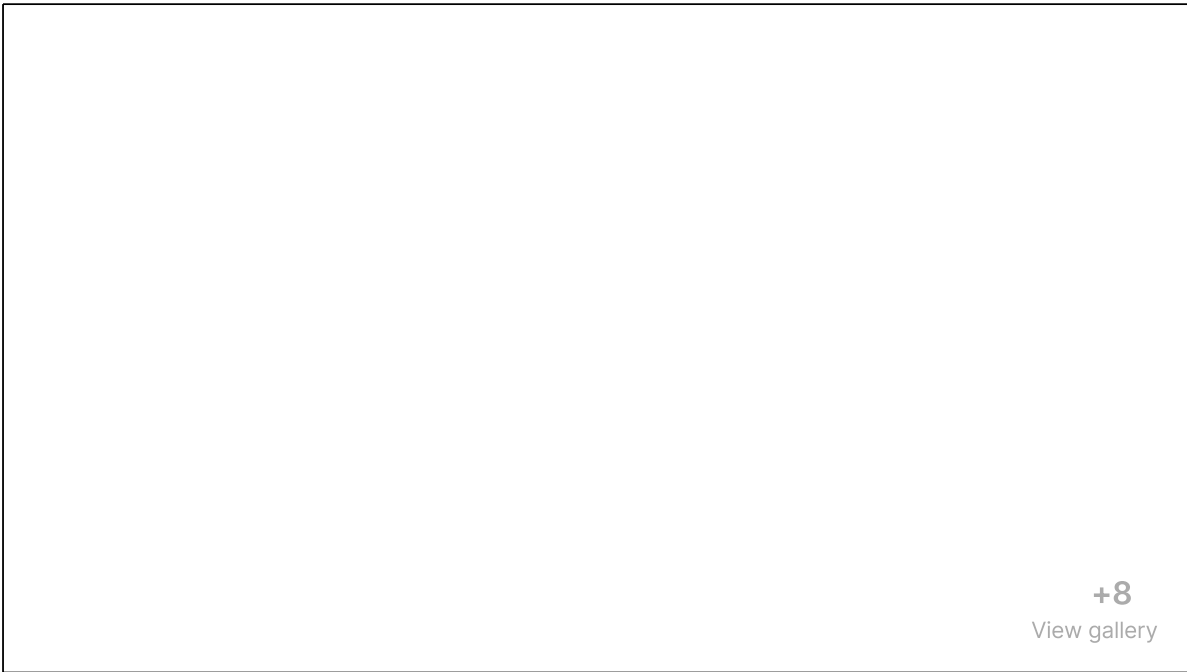
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Blueprints for the summer of chaos – which aims to bring flights to a standstill day after day and destroy the holidays of 'ordinary people' – were unveiled at a strategy meeting of 100 hardcore campaigners in **Birmingham** last week.

At the meeting, which was attended by an undercover reporter, JSO co-founder Indigo Rumbelow was greeted by cheers as she told the audience: 'We are going to continue to resist. We're going to ratchet it up.'





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View gallery

**Eco-zealots are plotting to ruin family holidays this summer by wreaking havoc at airports across the country**

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**The Mail on Sunday can Just Stop Oil activists plan to storm terminal buildings to hold sit-ins, glue themselves to runways and even climb on to jets to paralyse the travel industry**

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'We're going to take our non-violent, peaceful demonstrations to the centre of the carbon economy. We're going to be gathering at airports across the UK.'

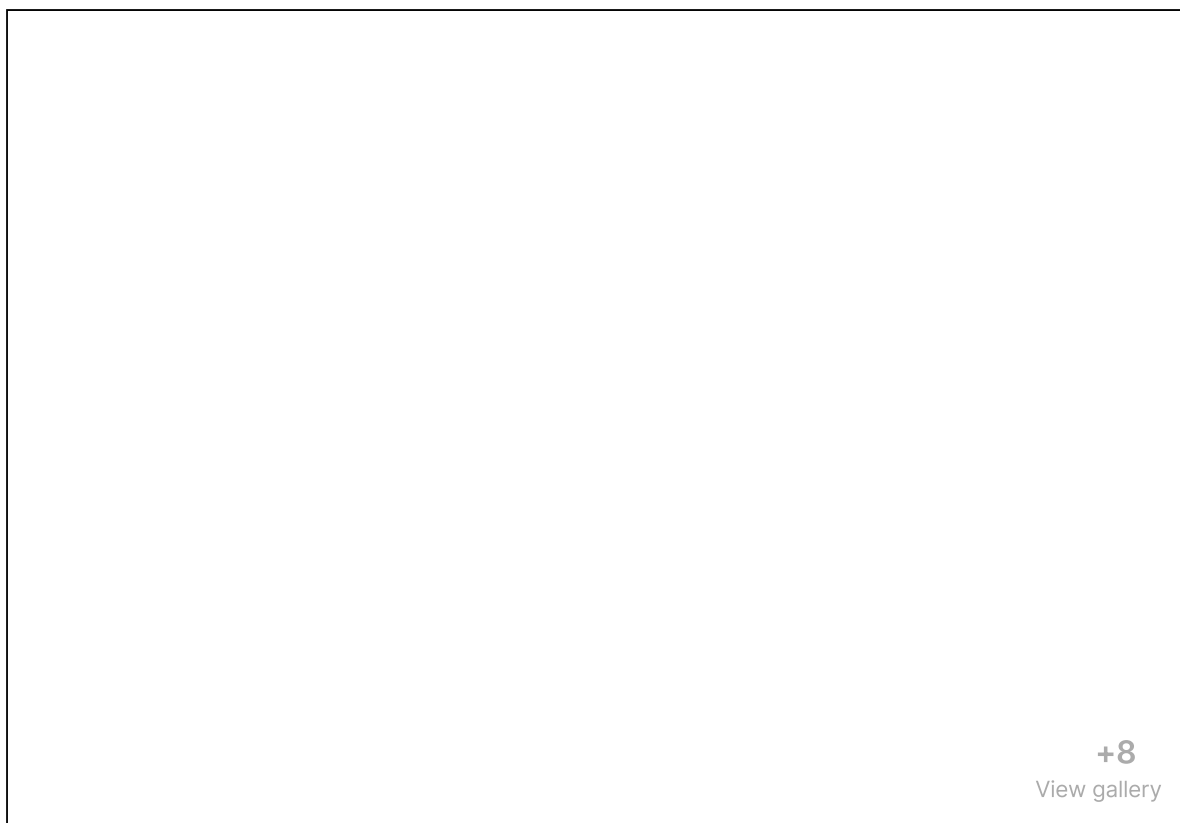
Ms Rumbelow, the 29-year-old daughter of a property developer, has previously been arrested for conspiracy to cause public nuisance during the King's Coronation and made headlines last year when **Sky News** host Mark Austin had to beg her to 'please stop shouting' during an interview.

Outlining a blueprint for causing travel chaos, she advocated:

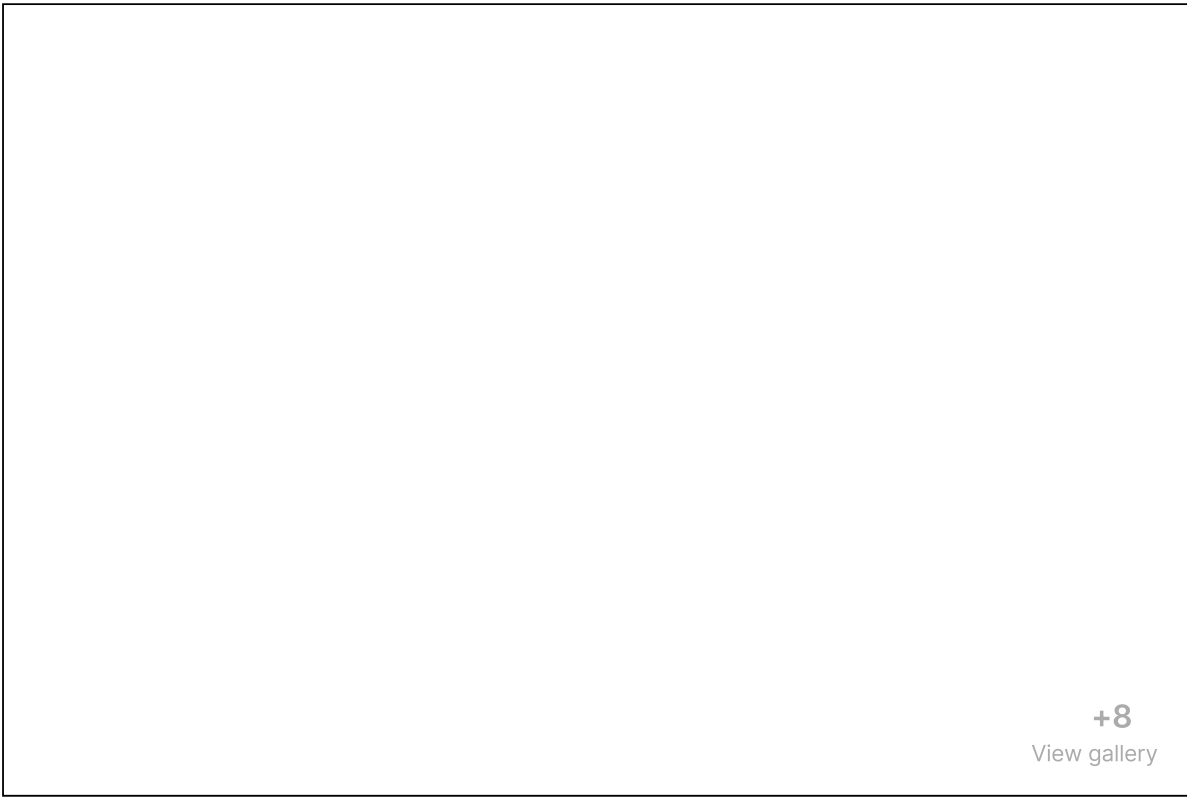
- Cutting through fences and gluing themselves to runway tarmac;
- Cycling in circles on runways;
- Climbing on to planes to prevent them from taking off;
- Staging sit-ins at terminals 'day after day' to stop passengers getting inside airports.

Miss Rumbelow told the crowd: 'We're going to be saying to the Government: 'If you're not going to stop the oil, we're going to be doing it for you.'

She cited similar protests to use as inspiration for their action, including Hong Kong students 'gathering in sit-ins in the entrances to airports, closing and disrupting them, day after day' during their protests against Chinese rule in 2019.



**Protestors cause travel chaos at an airport (stock photo)**



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**Activists smeared orange paint on a private jet on une 6 last year at Sylt Aiport in Germany**

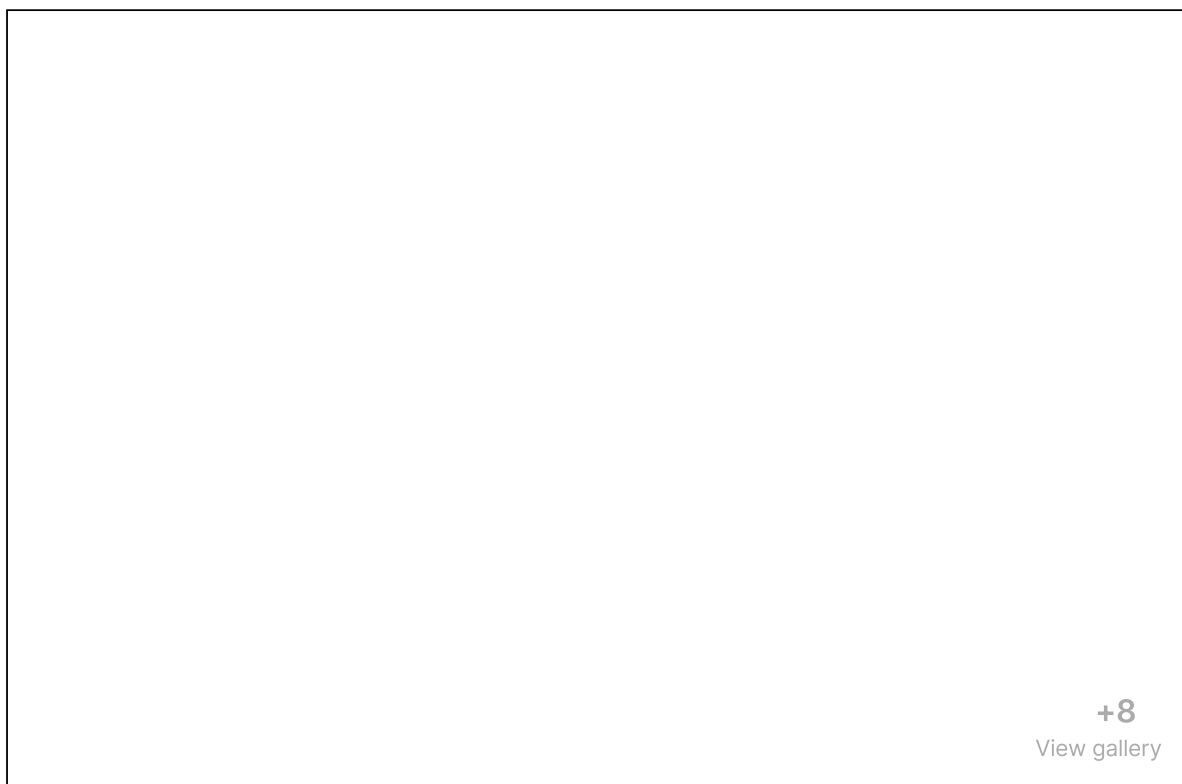
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**JSO co-founder Indigo Rumbelow has cited other protests to use as an inspiration for their action**

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### **At the meeting she hailed German eco-activists who 'went on to runways, gluing their hands to the ground'**

She said a blind friend of hers was jailed after he 'stood on top of a plane, disrupting tens of flights', and also hailed German eco-activists who 'went on to runways, gluing their hands to the ground'.

'So, close your eyes for a moment, be imaginative, and think about what we could do together,' Ms Rumbelow said. 'We can make this happen at scale this summer.'

Previous protests by the group have included halting traffic on busy roads, targeting an Ashes Test match at Lords and vandalising paintings at the National Gallery.

Ms Rumbelow said: 'We've all in this room disrupted ordinary people in the roads... disrupted ordinary people seeing cultural events, theatre, art shows, football games.'

'The plan... could involve disrupting people on their holidays as well as business flights. It's not comfortable to disrupt ordinary people, but it's completely necessary because without that disruption we don't get anywhere.'

She concluded: 'Hope to see you in the summer on the runway.'

## **Who will pay if my flight is cancelled?**

Airlines have to compensate passengers if a flight is cancelled or delayed by more than three hours – but only if they are responsible.

And unfortunately, in the case of activists targeting an airport, they would unlikely to be considered at fault, says consumer champion Martyn James. In some cases the airline will still be required to get passengers to their destination – though this will depend on what the activists do.

If Just Stop Oil force cancellations by gluing themselves to runways or scaling planes, then under the law airlines are obliged to get travellers on the next available flight.

The Mail on Sunday recently exposed the activists' sinister plan to target MPs outside their homes. Last year, the MoS thwarted the plot by Animal Rebellion extremists to halt the Grand National at Aintree by storming the racetrack.

The latest plot is part of an overhaul of the structure of Just Stop Oil (JSO), with the formation of a new organisation called 'Umbrella' under which JSO will be one of four wings. It will also include a youth wing called Youth Demand, a political wing – Assemble – and one for socio-economic issues called Robin Hood.

Speaking about Youth Demand, JSO member Sam revealed: 'We're going to bring the fight to the politicians and the political parties.'

'High-profile actions are going to be happening in March against politicians... and in April we've got this four-day action phase. I'm not going to say the details because we want them to be nice and unprepared waiting for us.'

Private jets and newspapers could be targets under the Robin Hood actions.

One activist, Mel, said: 'Ideas are maybe mass actions at financial institutions, maybe hitting places where billionaires go [such as] private airports and other eye-catching locations... yacht showrooms, is that a thing?'

'The final idea is something around the failings of the billionaire-owned press. We should be blocking the printworks or marching on News International... I'm sure you've got some ideas.'

JSO's political 'pillar', Assemble, is looking at standing independent MPs at key constituencies that Labour needs to win in the General Election, and forming a 'House of the People' to be sworn in on the same day as the House of Commons.

Last night, Tory MP Gareth Johnson accused the group of 'targeting happiness with misery'.

If, however, campaigners block terminals and stop passengers being able to board planes and the flight simply leaves without them, airlines are not responsible.

The other alternative is to claim for the lost holiday on insurance but this will be more complex because of the variety of policies.

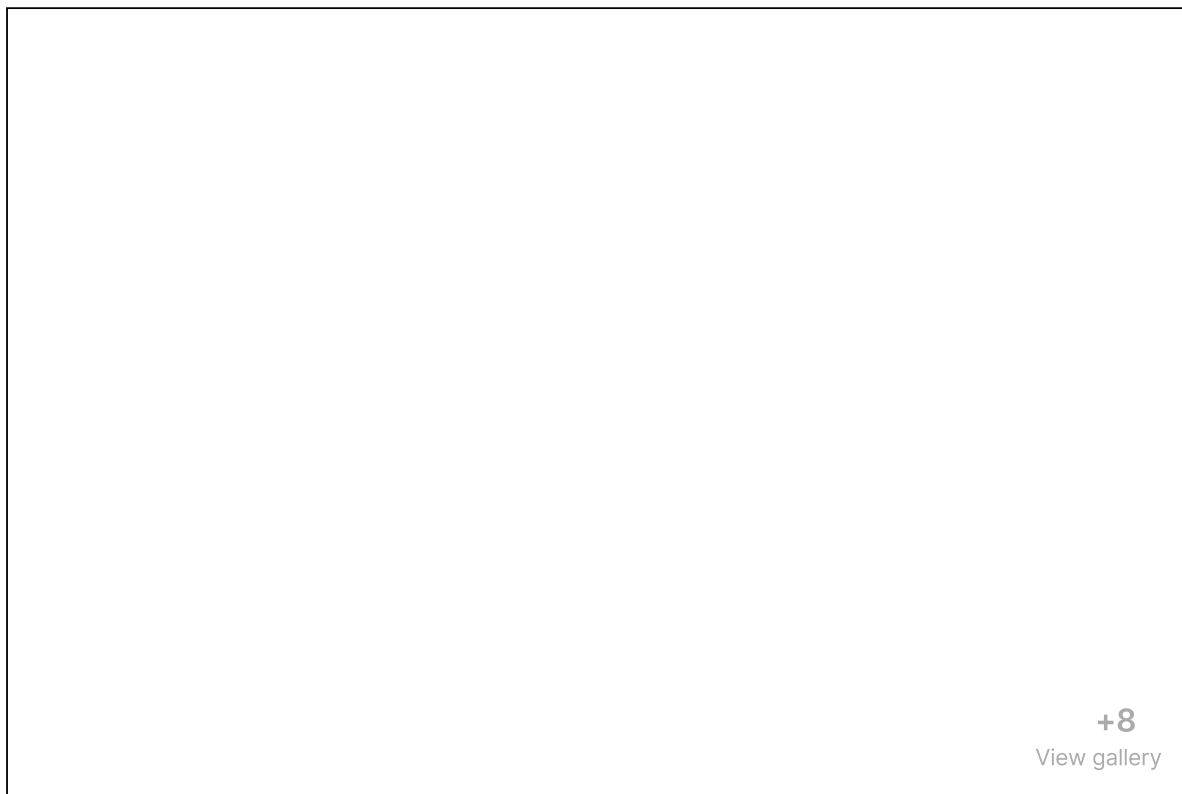
Many policies won't cover you for not getting to the airport on time – which could be an issue if activists block entrances or roads leading to them.

But Mr James said it would be 'outrageous' if they did refuse to pay out in such a scenario.

'Insurance policies are here to cover you for situations like this,' he said.

'If they refuse, take it to a financial ombudsman.'

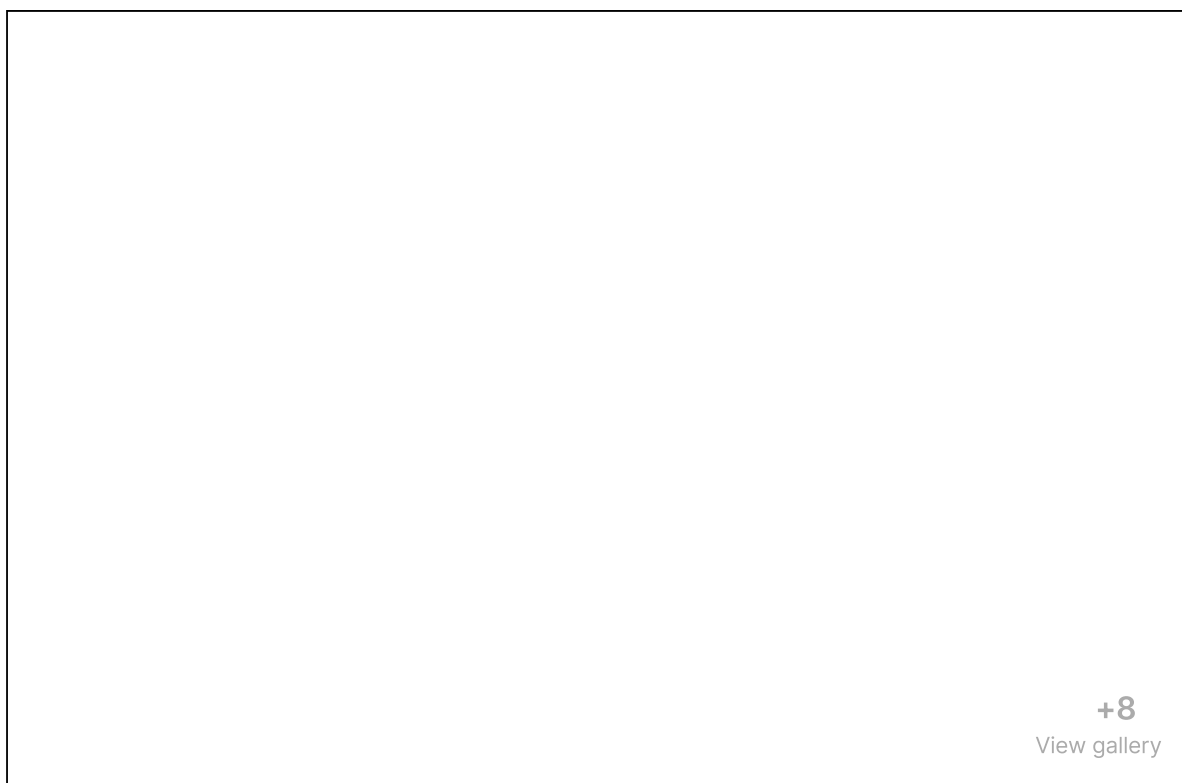




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**Just Stop Oil co-founder Indigo Rumbelow at protests last year**

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**Previous protests by the Just Stop Oil have included halting traffic on busy roads, targeting an Ashes Test match at Lords and vandalising paintings at the National Gallery**

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'They are creating misery for people trying to go about their daily life and get a well-earned break with their family and children.

'All it will do will make people angry with them and their cause. Everyone wants a clean environment but this is not the way. Running on to runways and climbing on the planes also sounds extremely dangerous and could risk lives.'

A JSO spokesman said: 'This summer, we will take action at airports to create enormous disruption and do what the rich and powerful won't: face the climate emergency and end fossil fuels.'

A spokesman for the Airport Operators Association, the trade body for UK airports, said: 'Aviation is working hard to decarbonise its activities... Instead of engaging in damaging and disruptive stunts like this, we'd call on environmental groups to work with the industry.'

[Conservatives](#)

[Sky News](#)

[Birmingham](#)

[Just Stop Oil](#)

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Now they're after Brits' holidays! Fury  
Just Stop Oil's new plot

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Protesters plan to halt airports this summer as they glue themselves to runways, climb on planes and storm terminals.



Just Stop Oil plan to stage a protest at airports this summer (Image: Getty)

[Just Stop Oil \(/latest/just-stop-oil\)](#) protesters have been called "selfish" as they unveil new plans for holidays for Brits as they storm airports this summer.

According to [The Mail on Sunday \(https://www.dailymail.co.uk/news/article-13332965/just-stop-oil-summer-airport-disruption-plans.html\)](https://www.dailymail.co.uk/news/article-13332965/just-stop-oil-summer-airport-disruption-plans.html), protesters want to put airports to a standstill as they demand change from the Government, which has condemned their actions.

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The group regularly causes havoc for motorists, glueing themselves to roads and halting traffic for hours. Earlier this year, the group protested outside [Farnborough Airport \(/latest/airports\)](#) as they targeted billionaires using private jets.

Now, their summer plot has been revealed as MPs call the group "selfish" and "dangerous". Home Secretary [James Cleverly \(https://www.express.co.uk/latest/james-cleverly\)](https://www.express.co.uk/latest/james-cleverly) called it "unacceptable guerrilla tactics" and vowed they "must be stopped".

Phoebe Plummer - one of the activists who has become a poster girl for the group - told a JSO meeting about the "radical, unignorable disruption" that could cause chaos to flights around the world.

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According to The Mail on Sunday, the group will glue themselves to runways, hold terminal sit-ins and climb on to jets.

At the meeting, which was attended by an undercover reporter, JSO co-founder Indigo Rumbelow greeted by cheers as she told the audience: "We are going to continue to resist. We're going to ramp it up."

Suggesting how to proceed with the plan, she said the group could cut through fences, glue themselves to runway tarmac, cycle in circles on runways, climb on to planes to prevent them from taking off stage sit-ins at terminals "day after day" to stop passengers from getting inside airports.

Yesterday, Clive Wratten, of the Business Travel Association, urged JSO to reconsider the chaos said they should join airlines and their supply industry "in bringing forward sustainable fuels and practices".

He said it will "alienate the people who can bring the change Just Stop Oil wants".

Tory MP for Dartford Gary Johnson called the plans dangerous and selfish. He said: "Most people want to see the environment protected but militant, highly disruptive protests just anger those who are just trying to enjoy a family holiday."

Phoebe, 22, hit headlines after it was revealed she grew up in a £4million Chelsea mansion and a £45,000 private school in Ascot.

But she's already been arrested for a number of incidents, with her most recent being for throwin Heinz soup at Vincent van Gogh's painting Sunflowers.

[Just Stop Oil \(/latest/just-stop-oil\)](#)   [Airports \(/latest/airports\)](#)

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NEWS | UK

## Just Stop Oil eco-protesters plot campaign of airport disruption in threat to summer holidays

Eco activists plan to ‘glue themselves to runways’ in an international protest over climate change





**JUST STOP OIL IS SAID TO BE TARGETING MAJOR AIRPORTS  
LIKE HEATHROW**

PA WIRE

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**JOHN DUNNE @JHDUNNE  
21 APRIL 2024**

Just Stop Oil are planning a series of protests at airports across the UK and Europe which threaten to cause travel chaos for holidaymakers this summer.

Spain, Greece and Turkey.

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Hundreds of flights could be delayed by hours or even cancelled as part of the plot by 50 activists, according to the Mirror.

Just Stop Oil's Phoebe Plummer reportedly warned of “disruption on a scale that has never been seen before” at a meeting attended by an undercover journalist. The group has been critical of the airline industry over its carbon footprint.

She said: “The most exciting part of this plan is that [it's] going to be part of an international effort. Flights operate on such a tight schedule to control air traffic that with action being caused in cities all around the world we're talking about radical, unignorable disruption.”

She added: “It's time to wake up and get real – no



security, housing and the lives of your loved ones. Flying is also a symbol of the gross wealth inequality that's plaguing our society and if we want to create change we need to adopt a more radical demand.”

Just Stop Oil is planning an alliance with Europe-based A22 Network to cause disruption at major international airports.



**A PERFORMANCE OF LES MISERABLES AT THE SONDHEIM THEATRE WAS STOPPED WHEN JUST STOP OIL ACTIVISTS STORMED THE STAGE ON OCTOBER 5 LAST YEAR (JUST STOP OIL/PA)**

PA MEDIA

Clive Wratten, of the Business Travel Association, said: “These planned protests are a blunt instrument that

businesses to create meaningful solutions to our climate crisis.

“They should join airlines and their supply industry in bringing forward sustainable fuels and best practices, and we urge protesters to reconsider chaos bringing progress to a standstill.”

---

Home Secretary James Cleverly said: “Selfish, disruptive protesters who wreak havoc in people’s everyday lives must be stopped. We have given the police more powers to tackle criminals posing as protesters and are backing officers with the tools they need to prevent serious disruption and disorder. More than 600 protesters were arrested during Just Stop Oil’s latest campaign.”

Conservative MP Gary Johnson told the Mirror: “The actions of Just Stop Oil are counterproductive and put people off their cause. Most people want to see the environment protected but militant, highly disruptive protests just anger those who are often just trying to enjoy a family holiday.”

However a Just Stop Oil spokesman said UK government policy on climate change meant the group's actions were justified.

They said: “In normal circumstances, the sort of activities you've outlined would be unacceptable. However, what is more unacceptable is the last 10 straight months of record-breaking temperatures, governments continue to allow more oil and gas drilling. The situation is an emergency and we have to start acting like it.”

More than half of British people plan to travel abroad this summer and three in five have already booked, according to Post Office Travel Money.

Just Stop Oil was founded in 2022 to try to cease the issuing of all new oil, gas and coal licences in the UK.

It has staged dozens of high profile protests, many involving disrupting London traffic.

It has also targeted an Ashes Test match at Lords and members ran on stage during a performance of Les Miserables in the West End.

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Just Stop Oil climate activist Phoebe Plummer ( Image: AFP via Getty Images)

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## EXCLUSIVE: Just Stop Oil protesters to chill on yoga trip as they plan summer airport chaos

Just Stop Oil protesters are going on a yoga retreat to help get them in the right state of mind for their "biggest action yet" where they are expected to disrupt airports this summer

By **Saskia Rowlands**, News Reporter

22:58, 3 May 2024 | UPDATED 23:34, 3 MAY 2024

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**Just Stop Oil** protesters will relax on a **yoga** retreat before disrupting airports this summer.

The eco campaigners plan to take a break in order to mentally prepare for their “biggest action yet”. It comes after we revealed a plot to halt flights both in the UK and Europe from mid-July.

Our reporter recently attended a meeting where 50 campaigners gathered. One said: “It’s time for us to prepare ahead of this summer. There will be yoga, meditation and time to chill out together and support each other... it’s for people who are very involved in JSO.



**Just Stop Oil activists and other protesters marching in Westminster** ( Image: Vuk Valcic/SOPA Images/REX/Shutterstock)

“Some of us will car share and I should think others will get there by train. The coming months will be a lot, and it’s important for people who’ve made the commitment to take some time out.” The group is currently crowdfunding, but it is not known if this will cover the bill for their weekend away.

POWERED BY  mantis

Activists plan to glue themselves to runways and clamber on to planes in tourist hotspots like Spain, **Greece** and Turkey. **Just Stop Oil**'s Phoebe Plummer was applauded as she discussed the "summer strategy" at the event in Central London this week.

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### **Climate activists from 'Letzte Generation' blocked runways at Hamburg and Düsseldorf airports**

The 22-year-old told the meeting: "Flights operate on such a tight schedule to control air traffic... we're talking about disruption on a scale that has never been seen before. It's time to wake up and get real – no summer holiday is more important than food security, housing and the lives of your loved ones. Flying is also a symbol of wealth inequality and if we want to create change, we need to adopt a more radical demand."

Just Stop Oil said: "We have had runaway record temperatures the last 10 months. Meanwhile, the High Court has declared the Government's climate policy unlawful for the second time. Politics is failing and it's time we step into action to do something about it."





## **Just Stop Oil announces pause in actions while far-right riots shake British towns and cities**

Press / August 7, 2024

Just Stop Oil is calling a pause on further actions whilst civil unrest is continuing to affect many towns and cities around the country. In recent weeks, Just Stop Oil has been acting with groups internationally, to demand governments establish a Fossil Fuel Treaty to end the extraction and burning of oil, gas and coal by 2030. [1]

A Just Stop Oil spokesperson issued the following statement:

*“Like the entire country, our community has been deeply disturbed by the events of recent days. Disturbed, but not surprised. The civil unrest the country is experiencing is a taste of what science is telling us will happen, as climate chaos accelerates and makes the preservation of a stable society untenable.*

*We recognise that the violence on our streets is endangering communities, particularly those of Muslims and people of colour. In accordance with our commitment to nonviolence, we will not stretch police resources, such that they are unable to protect communities most at risk. Therefore, we are pausing our nonviolent resistance until the immediate threats to safety have been dealt with appropriately.*

*Our primary focus as a community is to resist facism, and so supporters of Just Stop Oil will be joining peaceful counter-demonstrations and will be taking part in local clean-up operations in the days ahead.*

*We recognise that without the elimination of the underlying causes of this unrest, the violent disruption we are seeing on the streets is likely to continue. This is the inevitable consequence of a broken political system, economic austerity, and the withdrawal of the social safety net. Anger has been misdirected by agitators amongst the political class, the billionaire-owned press, and by other elites; who have been scapegoating the people who have done the least to create this situation. There are those in the ruling class who would sooner foment the rise of fascism in order to preserve their own wealth, than see a fairer society that works better for everyone.*

*Delivering a Fossil Fuel Treaty that ends oil and gas by 2030 is an essential step for our Government to prevent massive disorder in the future. This will be needed all the more as the full ramifications of crop failure, food shortages and economic collapse become clearer. Thus we cannot afford to pause for more than is immediately necessary.*

*Just Stop Oil supporters take no pleasure in causing disruption, far from it, we find it deeply uncomfortable. However, we have to face reality, if we want to protect our loved ones, the wider public and generations to come. Every one of us must take stock of what is most important, and reorient ourselves towards the preservation of life, through nonviolent resistance against the systems that are causing harm.*

*We would encourage those in Government, as well as those in the media, judiciary and the wider public to join us in considering how we address the challenges of our time, at this critical juncture in human history.*

*We ask our international allies for their understanding of these desperate circumstances in Britain currently and our need to take a pause."*

The Oil Kills international uprising will be continuing at airports around the world. 22 groups across 13 countries have taken action at 22 airports so far. [2]

26 people are currently in prison in the UK for demanding the government take necessary actions to protect our families and communities from the worst impacts of climate breakdown. A further two supporters of Palestine Action are also currently in prison for demanding an end to the genocide in Gaza. [3]

To protect citizens both in the UK and abroad, the Government must establish an international, legally-binding treaty to stop extracting and burning oil, gas and coal by 2030. They must also support and finance other countries to make a fast, fair, and just transition. This can be accomplished by endorsing the Fossil Fuel Non-Proliferation Treaty Initiative and seeking a negotiating mandate to establish the treaty.

**ENDS**

Press contact: 07762 987334

Press email: juststopoilpress@protonmail.com

High-quality images & video here: <https://juststopoil.org/press-media>

Website: <https://juststopoil.org/>

Facebook: <https://www.facebook.com/JustStopOil/>

Instagram: <https://www.instagram.com/just.stopoil/>

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Oil Kills: <https://oilkills.org/>

Oil Kills Twitter: [https://x.com/\\_oilkills](https://x.com/_oilkills)

**Notes to editors:**

**Notes to editors:**

[1] Just Stop Oil is a member of the A22 Network of civil resistance projects.

Critical seed funding for Just Stop Oil was provided by [Climate Emergency Fund](#) and Adam McKay in 2022 and 2023. Just Stop Oil is now largely backed by small donations from the public, although the Climate Emergency Fund continues to contribute.

Just Stop Oil 'Blue Lights' policy: our policy is, and has always been, to move out of the way for emergency vehicles with siren sounding and 'blue lights' on.

We take all possible steps to ensure that no-one's safety is compromised by our actions.

**Our Demand:** An end to oil, gas and coal by 2030.

Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing poorer countries to make a fast, fair, and just transition.

This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

We suggest that the Government, media, legal system and the wider public join us in considering these hard questions: What are our priorities? What really meets the challenges we all face? How can we best do our duty to ourselves and our loved ones and to the generations to come?

[2] Groups taking action with Oil Kills include: Letzte Generation Germany, Folk Mot Fossilmakta and Scientist Rebellion in Norway, XR Finland, Futuro Vegetal in Spain, Just Stop Oil in the UK, Drop Fossil Subsidies and Act Now – Liberate in Switzerland, Letzte Generation Austria, Extinction Rebellion and Scientists Rebellion in Sweden, Doe Deurne Dicht in Belgium, Last Generation Canada, XR Boston, Last Generation America, Just Stop Oil Scotland and Scientist Rebellion Turtle Island from the USA.

[3] 25 Just Stop Oil supporters and 1 supporter of Extinction Rebellion are currently in prison serving sentences or on remand. They are: Noah Crane (19), Margaret Reid (53), Daniel Knorr (22), Ella Ward (21) and Indigo Rumbelow (30) Paul Bell (24), Theresa Higginson (26), Gaie Delap (77), Paul Sousek (73) George Simonson (24), Phoebe Plummer (22), Jane Touil (58), Sean O'Callaghan (29), Rory Wilson (26), Adam Beard (55), Sally Davidson (36), Luke Elson (31), Luke Watson (34), Hannah Schafer (60), Rosa Hicks (28), Roger Hallam (57), Daniel Shaw (38) Lucia Whittaker De Abreu (34), Louise Lancaster (58), Cressida Gethin (22) and Amy Pritchard (39).

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## About us

**Just Stop Oil** is a nonviolent civil resistance group in the UK. In 2022 we started taking action to demand the UK Government stop licensing all new oil, gas and coal projects. We have won on this . **Civil resistance works.**

**Our new demand:** That the UK Government sign up to a Fossil Fuel Treaty to Just Stop Oil by 2030.

Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fast, fair, and just transition.

This can be accomplished by endorsing the **Fossil Fuel Non-Proliferation Treaty Initiative** and seeking a negotiating mandate to establish the treaty.

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## **Climate activists blockade Farnborough private jet airport's three main gates**

**June 02, 2024 by Extinction Rebellion**

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**Contact:** Tom Maidment 07900 065913 | Carol 07791 737093  
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**Location:** W3W copy.tree.alarm

**Images:** [Link for photos](#)

**Extinction Rebellion climate activists are blocking access to Farnborough Airport this morning (Sunday 2 June) to protest against the increasing use of highly polluting private jets by the super-rich and to call on the government to ban private jets, tax frequent flyers and make polluters pay.**

Today's blockade is part of a global week of action against private aviation under the banner Make Them Pay with actions in Denmark, Germany, Mexico, Norway, Sweden, Switzerland and the US, and follows Europe's largest private jet convention EBACE in Geneva this week.

In Farnborough, protesters have barricaded the airport's Gulfstream Gate with the iconic XR pink boat with "LOVE IN ACTION" painted on the side, Ively Gate has four protesters locked on to oil drums, and the airport's departure gate has an activist mounted on a tripod blockading the entrance. Police have seized a second tripod.

A fourth group of protesters are playing cat and mouse with the airport authorities, moving between the airport's other gates to block them. At all three main gates, protesters are releasing colourful smoke flares, chanting slogans and engaging with members of the public, accompanied by the XR Rebel Rhythms band of drummers.

The activists are supported at all three main entrances to the



airport by scores of demonstrators holding banners reading “FLYING TO EXTINCTION”, “PRIVATE FLIGHTS = PUBLIC DEATHS”, “STOP PRIVATE FLIGHTS”, “PRIVATE FLIGHTS COST THE EARTH” and “TAX FREQUENT FLYERS”.

Climate activists are targeting Farnborough Airport in an escalating campaign because it is the UK’s largest private jet airport. Last year 33,120 private flights landed and took off from its runways, carrying an average of just 2.5 passengers per flight, making them up to 40 times more carbon intensive than regular flights. Currently 40% of flights to and from the airport are empty. The airport is now seeking planning permission to increase the number of planes taking off or landing from a maximum of 50,000 a year to up to 70,000 a year.

Farnborough Airport claims to be a centre for business aviation yet around 50% of Farnborough flights headed to the Mediterranean during summer months, rather than business locations, with around 25% heading to Alpine destinations during the winter months. Last year a service was launched specifically to shuttle dogs and their owners to Dubai and back.

The demonstration includes campaigners from Extinction Rebellion, who have joined forces with local residents, Quakers, and campaign organisations Farnborough Noise Group, Blackwater Valley Friends of the Earth, and Bristol Aviation Action Network to voice their opposition to the airport’s expansion plans.

**Dr Jessica Upton, 54, from Oxford, a Veterinary surgeon and foster carer said:** “I’m here today because private airports are an abomination. Expanding Farnborough would be putting the indulgent wants of the rich minority over the needs of the majority. Local people need cleaner air and less noise pollution, and the world’s population urgently needs rapid reductions in greenhouse gas emissions to survive. Private airports disproportionately contribute to climate breakdown and closing them would boost our chances of sticking to the Paris Climate Accords, the supposedly legally binding international treaty agreed to and signed by our government.”

**Daniela Voit, 37, from Surbiton, a Shiatsu Practitioner and Teacher, said:** “Last year we hit a global average temperature rise of 1.5°C degrees celsius over an entire year. For decades we were told a 1.5°C rise needs to be avoided to avoid catastrophic changes to our lives due to the planetary warming caused by humanity’s CO2 emissions. We can see the consequences of this temperature rise all over the world – currently immense flooding in Brazil and Afghanistan and temperature of 52C in Pakistan. To carry on flying in private jets, one of the biggest causes for CO2 emissions per person, in a time of climate crisis is reckless. The rich 1% that are flying from Farnborough Private Jet Airport seem to think they are exempt from taking responsibility for what they are doing to our only home. Banning Private Jets is one of the first things we need to do to stop further temperature rises. This is vital to ensure the survival of all life – human, animal and plant – on this planet that we call our Mother Earth.”

## **Make Them Pay demands:**

**1) Ban private jets.** Flying in a private jet is the most inefficient and carbon-intensive mode of transport. Flights on private jets can be as much as 40 times more carbon-intensive than regular flights, and 50 times more polluting than trains. A four-hour private flight emits as much as the average person does in a year. Private jet use is entirely inappropriate during a climate emergency. There's strong public support for banning private jets and banning this mode of travel was a key recommendation of the Climate Assembly.

**2) Tax frequent flyers.** Various citizens' assemblies, for example in the UK, Scotland, and France, have recommended that frequent flyers and those who fly further should pay more.

They believe this would “address issues of tax fairness, as currently those who don't fly are subsidising those who do” and that “this would deliver significant behaviour changes across society and have a positive impact on reducing overall carbon emissions caused by flying.”

Taxes on air travel would be a socially progressive way of raising climate funds and have been proposed by the group representing the most vulnerable countries at COP27 as an effective way to raise climate finance and pay for loss and damage, alongside debt cancellation.

**3) Make polluters pay.** It is only fair that the wealthiest in society and the highest-income, highest-emitters pay for

their climate damage, and pay the most into climate Loss and Damage funds for the most affected peoples and areas to mitigate and adapt to the worst impacts of climate change.

The top 1% of the global population by income are responsible for more emissions than the bottom 50% combined. So not only is it a question of morality that the wealthiest in society pay the most, and commit to the most rapid emissions reductions – it's also a mathematical necessity and a question of practicality and science.

## **About Extinction Rebellion**

Extinction Rebellion (XR) is a decentralised, international and politically non-partisan movement using non-violent direct action and civil disobedience to persuade governments to act justly on the Climate and Ecological Emergency.

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Time has almost entirely run out to address the climate and ecological crisis which is upon us, including the sixth mass species extinction, global pollution, and increasingly rapid

climate change. If urgent and radical action isn't taken, we're heading towards 4 ° C warming, leading to societal collapse and mass loss of life. The younger generation, racially marginalised communities and the Global South are on the front-line. No-one will escape the devastating impacts.

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# Farnborough Airport targeted by protestors in bid to ban private jets

Climate activists from Extinction Rebellion (XR) attempted to block access to Farnborough Airport

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By [Kieran Graves](#) Multimedia reporter 16:20, 3 JUN 2024

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**Climate activists including Extinction Rebellion attempted to disrupt Farnborough Airport (June 2)** (Image: Gareth Morris / Extinction Rebellion)

Climate activists from Extinction Rebellion (XR) and other campaign groups attempted to block access to Farnborough Airport on Sunday morning (June 2). This was to voice opposition to the airport's expansion plans and to highlight the issues of private jets and frequent flyers, according to a spokesperson for the protest.

Activists in Farnborough said they barricaded the airport's Gulfstream Gate with a pink XR boat that had 'Love in Action' painted on its side. A further four protesters are understood to have locked-on to oil drums at the Ively Gate and an activist attempted to block the departure gate on a tripod.

Police are said to have seized the tripod. A spokesperson for the force said officers liaised with organisers at the protest throughout as well as airport staff. The airport outlined it remained open and fully operational.

were chanted alongside Extinction Rebellion drummers.

**Plans were submitted in February 2024 that could see Farnborough Airport's capacity expand by 40 per cent.** This would be equivalent to an increase in flights from 50,000 to 70,000. Formal objections have been submitted against the plans, including by Waverley Borough Council.

XR outlined demands that included banning private jets - which the group described as "the most inefficient and carbon-intensive mode of transport". It also said it wants to tax frequent flyers and make polluters pay the most into climate loss and damage funds which it claimed is "only fair".

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Teacher Daniela Voit, 37, from Surbiton highlighted what she said are the consequences of a 1.5C temperature rise and pointed to flooding in Brazil and Afghanistan and extreme temperatures in Pakistan.

She said: "To carry on flying in private jets, one of the biggest causes of CO2 emissions per person, in a time of climate crisis is reckless." The demonstration is understood to have included campaigners from XR and local residents, Quakers, and campaign organisations Farnborough Noise Group, Blackwater Valley Friends of the Earth, and Bristol Aviation Action Network.

A spokesperson for Farnborough Airport said: "Farnborough Airport is aware that some people gathered at the entrance to the airport yesterday. The airport remained open and fully operational, and we continually monitored the situation to ensure the safety and welfare of everyone."

Veterinary surgeon and foster carer Dr Jessica Upton, 54, from Oxford said: "I'm here today because private airports are an abomination. Expanding Farnborough would be putting the indulgent wants of the rich minority over the needs of the majority."

LOADING

 **Police attended the demonstration and confirmed no arrests were made** (Image: Gareth Morris / Extinction Rebellion)

A spokesperson for Hampshire and Isle of Wight Constabulary said: "Officers were made aware of a protest which took place at Farnborough Airport on Sunday, June 2." They continued: "We attended the scene. Liaised with the organisers of the protest, and were in contact with airport staff."

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“No arrests were made. Our priority is public safety and we worked closely with partners to maintain this in order to minimise disruption to the local community, as well as prevent crime and disorder.”

The climate activists said they chose to target Farnborough Airport in an escalating campaign because it is the UK’s largest private jet airport. More than 33,000 flights are reported to have taken off or landed at the site in the past year.

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## Four Just Stop Oil supporters arrested by Greater Manchester Police

Press / August 5, 2024

Four Just Stop Oil supporters have been arrested after an operation by the Greater Manchester Police. In recent weeks Just Stop Oil has been taking nonviolent action with groups internationally to demand governments establish a Fossil Fuel Treaty, to end the extraction and burning of oil, gas and coal by 2030. [1]

A Just Stop Oil spokesperson said:

*“Just Stop Oil supporters are always fully accountable for our actions and as such the four arrested today will accept any legal consequences.*

*Accountability is a core feature of nonviolence, which is at the centre of Just Stop Oil’s mission. We take action because we want a safe and stable society. Delivering a Fossil Fuel Treaty that ends oil and gas by*

*The rioting and racist attacks that have occurred over the weekend are a foretaste of what will come as climate breakdown progresses and puts unbearable pressures on society. The root causes of these riots are clear. Austerity; manipulative far-right agitators in the streets, the media, and in parliament; and the liberals that fail to challenge their agenda. Imagine when food scarcity, home-destroying floods, and global collapse are mixed in?*

*Just Stop Oil supporters will continue to do whatever is nonviolently possible to demand a Fossil Fuel Treaty and to defend humanity from the consequences of climate breakdown."*

One of those arrested this morning is Ella Ward, 21, an environmental science student from Birmingham, who said:

*"We are living right now in the middle of climate breakdown and we have pushed the world beyond its physical limits. People are already dying and millions more stand to be murdered by a small number of rich people prioritising profit over life. This government must make a plan with other countries to phase out fossil fuels by 2030. We need a Fossil Fuel Treaty to Just Stop Oil."*

*"I know I may be sent to prison and I know I could face many years inside. This fact terrifies me, but it doesn't alarm me as much as the impending societal collapse and the loss of everything we know and love, which is what we are facing if we don't take immediate and meaningful action against this crisis. Continuing to extract and burn fossil fuels in the middle of a climate emergency is a violent act against my generation and all future generations."*

Another of those arrested this morning is Margaret Reid, 53, a shop worker from Kendal, who said:

*"Oil kills. Fossil fuel executives have known this since I was a little girl, when I was dreaming of the future. But what can young people today dream of? Crop failure, war over diminished resources, famine? This is an existential crisis and those who did least to cause the problem are suffering the most right now. We need our government, to work with others, in creating a Fossil Fuel Treaty to Just Stop Oil by 2030. Join us in demanding this before it's too late."*

The Oil Kills international uprising has been taking action at airports around the world. 21 groups across 12 countries have taken action at 21 airports so far. They include Letzte Generation Germany, Folk Mot Fossilmakta and Scientist Rebellion in Norway, XR Finland, Futuro Vegetal in Spain, Just Stop Oil in the UK, Drop Fossil Subsidies and Act Now – Liberate in Switzerland, Letzte Generation Austria, Extinction Rebellion and Scientists Rebellion in Sweden, Doe Deurne Dicht in Belgium, Last Generation Canada, XR Boston, Last Generation America, and Scientist Rebellion Turtle Island from the USA. [2]

Recent days have seen the world's four hottest days ever observed by scientists, dozens have been killed in the raging floodwaters and massive mudslides triggered by Typhoon Gaemi, whilst hundreds have been killed in mudslides in Ethiopia and India. Half of Jasper in Canada has been reduced to ash. About 3.6 billion people have endured temperatures that would have been exceedingly rare in a world without burning fossil fuels and other human activities, according to an analysis by scientists at the group Climate Central. [3]



of warming the climate models were predicting for an entire decade. It's as though it was suddenly 2034.

*"What is truly staggering is how large the difference is between the temperature of the last 13 months and the previous temperature records,"* said Carlo Buontempo, the director of the European Union's Copernicus Climate Change Service. [4]

Meanwhile, there are currently 21 political prisoners currently incarcerated in the UK, serving sentences up to five years, for demanding an end to the fossil fuel era. [5]

As long as political leaders fail to take swift and decisive action to protect our communities from the worst effects of climate breakdown by signing a Fossil Fuel Treaty, Just Stop Oil supporters, working with other groups internationally, will take the proportionate action necessary to generate much needed political pressure. This summer, areas of key importance to the fossil fuel economy will be declared sites of civil resistance around the world. Are you in?

Sign up to take action at [juststopoil.org](https://juststopoil.org).

## **ENDS**

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**Notes to editors:**

Critical seed funding for Just Stop Oil was provided by [Climate Emergency Fund](#) and Adam McKay in 2022 and 2023. Just Stop Oil is now largely backed by small donations from the public, although the Climate Emergency Fund continues to contribute.

Just Stop Oil 'Blue Lights' policy: our policy is, and has always been, to move out of the way for emergency vehicles with siren sounding and 'blue lights' on.

We take all possible steps to ensure that no-one's safety is compromised by our actions.

**Our Demand:** An end to oil, gas and coal by 2030.

Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing poorer countries to make a fast, fair, and just transition.

This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

[2] <https://oilkills.org/news-press/>

[3] <https://www.washingtonpost.com/climate-environment/2024/07/27/hottest-days-ever-recorded-climate-change/>

<https://archive.ph/mhuz8#selection-869.0-869.170>

[4] [https://www.thespec.com/opinion/columnists/climate-anomaly-puts-us-in-uncharted-territory/article\\_fcaa4e75-e3c6-5596-a3af-ea760b0e7ea2.html](https://www.thespec.com/opinion/columnists/climate-anomaly-puts-us-in-uncharted-territory/article_fcaa4e75-e3c6-5596-a3af-ea760b0e7ea2.html)

[5] <https://juststopoil.org/2024/08/03/hundreds-gather-in-parliament-square-as-21-now-imprisoned-for-demanding-climate-action/>

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## Just Stop Oil supporter detained and forcibly removed from Heathrow for holding 'Oil Kills' sign

Press / July 27, 2024

A Just Stop Oil supporter has been detained by police and forcibly removed for holding a sign at Heathrow Terminal Five. Just Stop Oil is working with groups internationally to demand governments establish a fossil fuel treaty, to end the extraction and burning of oil, gas and coal by 2030. [1]

At around 10:20 am, a Just Stop Oil supporter entered Terminal Five and held a sign which read 'Oil Kills'. By around 10:40, a large group of police and security had surrounded the Just Stop Oil supporter and two people filming the incident, demanding personal details. They were moved into a side corridor and informed they were in breach of an injunction, a private law bought by a corporation. The police then forcibly removed all three from the airport.

The Just Stop Oil supporter taking action today said:

*little about our lives and our future as a species. We need our leaders to protect our communities and commit to an international, legally binding treaty to end the extraction and burning of oil, gas and coal by 2030."*



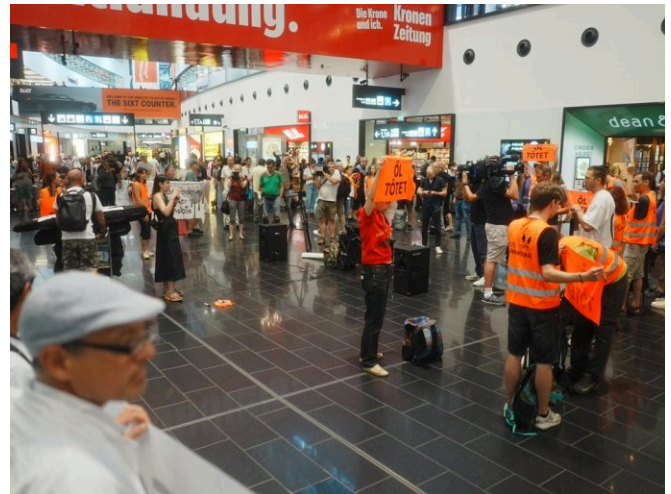
A Just Stop Oil spokesperson said:

*"Governments and fossil fuel companies are waging war on humanity. Innocent people already face unlivable conditions and scientists are warning us we are on course for large parts of the world becoming uninhabitable, as greater levels of carbon in the atmosphere lead to irreversible runaway heating. Politicians are prepared to allow hundreds of millions to die in order to protect the wealthy corporations that are destroying everything."*

*"This summer, we're joining an international uprising taking nonviolent collective action at airports to protect our families and communities. We demand that our governments stop extracting and burning oil, gas and coal by 2030, and that they support and finance other countries to make a fast, fair and just transition. They must sign a Fossil Fuel Treaty to end the war on humanity before we lose everything."*



Meanwhile, from 10am this morning, Fossil Free London have been staging a demonstration outside the Department of Transport, demanding a stop to the expansion of London City Airport. They join



This week, 13 groups over 10 countries have taken part in 'Oil Kills', an international uprising demanding governments establish a fossil fuel treaty to end the extraction and burning of oil, gas and coal by 2030. They are Letzte Generation in Germany, Folk Mot Fossilmakta in Norway, XR Finland, Futuro Vegetal in Spain, Just Stop Oil in the UK, Drop Fossil Subsidies and Act Now – Liberate in Switzerland, Letzte Generation Austria, Extinction Rebellion and Scientists Rebellion, Sweden and Last Generation Canada, XR Boston and Scientist Rebellion Turtle Island, USA. [4]

The 'Oil Kills' international uprising comes as it was announced on Wednesday that the record for the world's hottest day has been broken twice in one week. On Monday, the global average surface air temperature reached 17.15C, breaking the record of 17.09C set on Sunday. This beats the record set in July 2023. [5]

Dr Joyce Kimutai, climate scientist at Imperial College London, said: *"This is exactly what climate science told us would happen if the world continued burning coal, oil and gas. It will continue getting hotter until we stop burning fossil fuels and reach net zero emissions."* [6]

As long as political leaders fail to take swift and decisive action to protect our communities from the worst effects of climate breakdown, Just Stop Oil supporters, working with other groups internationally, will take the proportionate action necessary to generate much needed political pressure. This summer, areas of key importance to the fossil fuel economy will be declared sites of civil resistance around the world. Are you in? Sign up to take action at [juststopoil.org](https://juststopoil.org).

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### **Notes to editors:**

[1] Just Stop Oil is a member of the A22 Network of civil resistance projects.

Critical seed funding for Just Stop Oil was provided by [Climate Emergency Fund](#) and Adam McKay in 2022 and 2023. Just Stop Oil is now largely backed by small donations from the public, although the Climate Emergency Fund continues to contribute.

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This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

[2] <https://actionnetwork.org/events/they-fly-we-choke-stop-the-expansion-of-london-city-airport>

[3] [https://x.com/\\_oilkills/status/1817135266487750980](https://x.com/_oilkills/status/1817135266487750980)

[4] <https://oilkills.org/news-press/>

[5] <https://www.bbc.co.uk/news/articles/crg7pen1xj7o>

[6] <https://news.sky.com/story/truly-staggering-world-breaks-hottest-day-record-for-second-day-in-a-row-13184110>

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### About us

**Just Stop Oil** is a nonviolent civil resistance group in the UK. In 2022 we started taking action to demand the UK Government stop licensing all new oil, gas and coal projects. We have won on this . **Civil resistance works.**

**Our new demand:** That the UK Government sign up to a Fossil Fuel Treaty to Just Stop Oil by 2030.

other countries to make a fast, fair, and just transition.

This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

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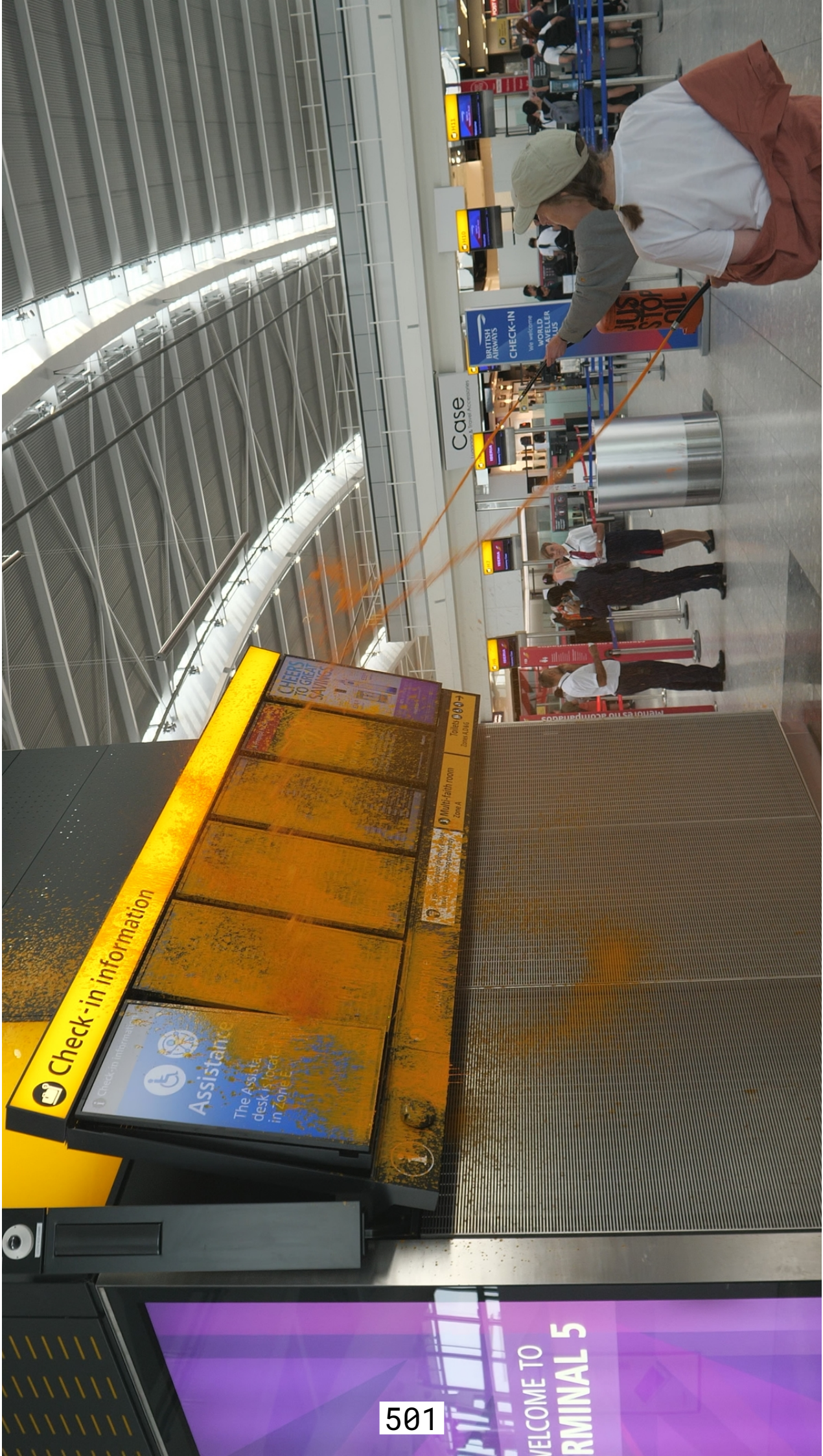
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WELCOME TO  
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## Just Stop Oil supporters disrupt Heathrow

Press / August 1, 2024

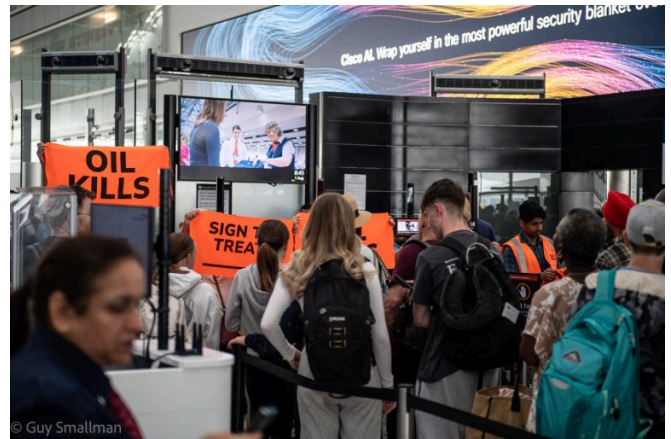
Just Stop Oil supporters have disrupted Heathrow in Just Stop Oil's second week of action, working with other groups internationally to demand governments establish a fossil fuel treaty, to end the extraction and burning of oil, gas and coal by 2030. [1]

At around 8:50 am, six Just Stop Oil supporters blocked access to the departure gates of Heathrow Terminal 5 South. The supporters could be seen holding signs which read 'Oil Kills' and 'Sign the Treaty'. In addition to these six, police arrested someone filming the action, whilst at least another 10 people have been arrested on public transport.

One of those arrested today is Di Bligh, 77, a grandmother from Rode, who was formerly CEO of Reading Borough Council. She said:

*"Climate breakdown is endangering all we love. Starvation already threatens those who have done the least to cause this mess. Billions will be on the move as they try to find land they can cultivate, water to drink- any safe place."*

*“Electric cars and windfarms won’t do it: governments must act together before we reach more tipping points into chaos than we can prevent. We need our political leaders to act now, by working with other nations to establish a legally binding treaty to stop the extraction and burning of oil, gas and coal by 2030.”*



Also arrested today is Ruth Cook, 72, from Somerset who said:

*“We can’t carry on as normal pretending that the climate emergency isn’t happening. The evidence is all around us and people in many parts of the world are already suffering – droughts, famine, floods, wildfires.”*

*“I am here for my two grandchildren, my two grandnieces who have just come into this world, and for all children – what future will they face? I want to be able to look them in the eye and tell them that I did all that I could. We need a fossil fuel treaty to Just Stop Oil by 2030.”*

Today’s disruption follows an action at Leipzig–Halle Airport in Germany this morning, where five supporters of Last Generation have glued themselves to the tarmac, preventing cargo planes from taking off. [2]

The last week has seen the world’s four hottest days ever observed by scientists, dozens have been killed in the raging floodwaters and massive mudslides triggered by Typhoon Gaemi, whilst hundreds have been killed in mudslides in Ethiopia and India. Half of Jasper in Canada has been reduced to ash. About 3.6 billion people have endured temperatures that would have been exceedingly rare in a world without burning fossil fuels and other human activities, according to an analysis by scientists at the group Climate Central.

This “taste” of a +1.5 degree world is showing how the natural systems that humans depend on will buckle amid soaring temperatures, said Johan Rockström, director of the Potsdam Institute for Climate Impact Research in Germany. Forests have shown less ability to pull carbon out of the atmosphere. Sea ice around Antarctica has dwindled to near record lows. Coral bleaching has become so extreme scientists had to change their scale for measuring it. *“The extreme events that we are now experiencing are indications of the weakening resilience of these systems,”* Rockström said. *“We cannot risk pushing this any further.”*

Climate scientist Kim Cobb, director of the Institute at Brown University for Environment and Society said: *“We’re dancing about a climate average that is very dangerous for communities and ecosystems around the world.”* [2]

Yesterday, a further two Just Stop Oil supporters, Phoebe Plummer and Jane Touil were imprisoned. There are currently 16 peaceful people imprisoned in the UK for demanding the UK government act on the threat of climate breakdown. [3]

The Oil Kills international uprising has been taking action at airports around the world. 21 groups across 12 countries have taken action at 20 airports so far. They include Letzte Generation Germany, Folk Mot Fossilmakta and Scientist Rebellion in Norway, XR Finland, Futuro Vegetal in Spain, Just Stop Oil in the UK, Drop Fossil Subsidies and Act Now – Liberate in Switzerland, Letzte Generation Austria, Extinction Rebellion and Scientists Rebellion in Sweden, Doe Deurne Dicht in Belgium, Last Generation Canada, XR Boston, Last Generation America, and Scientist Rebellion Turtle Island from the USA. [4]

As long as political leaders fail to take swift and decisive action to protect our communities from the worst effects of climate breakdown, Just Stop Oil supporters, working with other groups internationally, will take the proportionate action necessary to generate much needed political pressure. This summer, areas of key importance to the fossil fuel economy will be declared sites of civil resistance around the world. Are you in?

Sign up to take action at [juststopoil.org](https://juststopoil.org).

## **ENDS**

Press contact: 07762 987334

Press email: [juststopoilpress@protonmail.com](mailto:juststopoilpress@protonmail.com)

High-quality images & video here: <https://juststopoil.org/press-media>

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Twitter: [https://twitter.com/JustStop\\_Oil](https://twitter.com/JustStop_Oil)

YouTube: <https://juststopoil.org/youtube>

TikTok: <https://www.tiktok.com/@juststopoil>

Oil Kills: <https://oilkills.org/>

Oil Kills Twitter: [https://x.com/\\_oilkills](https://x.com/_oilkills)

**Notes to editors:**



[1] Just Stop Oil is a member of the A22 Network of civil resistance projects.

Critical seed funding for Just Stop Oil was provided by Climate Emergency Fund and Adam McKay in 2022 and 2023. Just Stop Oil is now largely backed by small donations from the public, although the Climate Emergency Fund continues to contribute.

Just Stop Oil 'Blue Lights' policy: our policy is, and has always been, to move out of the way for emergency vehicles with siren sounding and 'blue lights' on.

We take all possible steps to ensure that no-one's safety is compromised by our actions.

**Our Demand:** An end to oil, gas and coal by 2030.

Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing poorer countries to make a fast, fair, and just transition.

This can be accomplished by endorsing the Fossil Fuel Non-Proliferation Treaty Initiative and seeking a negotiating mandate to establish the treaty.

[2] [https://x.com/\\_oilkills/status/1818788136031322622](https://x.com/_oilkills/status/1818788136031322622)

[2] <https://www.washingtonpost.com/climate-environment/2024/07/27/hottest-days-ever-recorded-climate-change/>

<https://archive.ph/mhuz8#selection-869.0-869.170>

[3] <https://juststopoil.org/2024/07/31/phoebe-plummer-and-jane-touil-imprisoned/>

[4] <https://oilkills.org/news-press/>

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## About us

**Just Stop Oil** is a nonviolent civil resistance group in the UK. In 2022 we started taking action to demand the UK Government stop licensing all new oil, gas and coal projects. We have won on this . **Civil resistance works.**

**Our new demand:** That the UK Government sign up to a Fossil Fuel Treaty to Just Stop Oil by 2030.

Our governments must work together to establish a legally binding treaty to stop extracting and burning oil, gas and coal by 2030 as well as supporting and financing other countries to make a fast, fair, and just transition.

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## **Nine Just Stop Oil supporters arrested as international uprising begins**

Press / July 24, 2024

Just Stop Oil supporters have been arrested at Heathrow. Just Stop Oil is demanding that the UK government works with other countries to establish a fossil fuel treaty to end the extraction and burning of oil, gas and coal by 2030. [1]

At around 9am, seven Just Stop Oil supporters were arrested at two locations on the perimeter road outside Heathrow. At around 10:50am, the Metropolitan Police confirmed a further two had been arrested on suspicion of conspiracy to disrupt Heathrow. This comes after German supporters of Last Generation blocked air traffic at Cologne Bonn Airport, causing international delays. Meanwhile, supporters of Folk Mot Fossilmakta (People against Fossil Power) cut through a chain-link fence and sat next to a runway stopping flights departing from Oslo Gardermoen airport. [2][3]

Also this morning, supporters of Extinction Rebellion in Finland have blocked security gates at Helsinki Vantaa Airport. Meanwhile in Spain, five supporters of Futuro Vegetal accessed the taxiway at Barcelona airport, however were intercepted before taking action. In Switzerland, eleven supporters of Drop Fossil Subsidies blocked main roads around both Zurich and Geneva airports. [4][5][6]

A Just Stop Oil spokesperson said:

*stability on which our entire society depends. This is not only irresponsible, it is an act of war against low lying island states and countries in the global south, who are already suffering devastating consequences as a result of our addiction to fossil fuels. Our political leaders must take action to protect our communities by working with other nations to establish a legally binding treaty to stop the extraction and burning of oil, gas and coal by 2030.” [7]*



One of those arrested this morning is Sally Davidson, 36, a hairdresser from Portland, who said:

*“Mass migration and global food shortages are becoming commonplace as large areas of inhabited land are becoming too hot to support human life. It is our young people in the UK and those around the world who have done little to contribute to this crisis who will bear the brunt of what is to come.”*

*“Our new government must take swift and meaningful action to end the extraction and burning of oil, gas and coal by 2030, by establishing a legally binding treaty to phase out fossil fuels. Anything less is a death sentence.”*

Also arrested today is Adam Beard, 55, a gardener from Stroud, who said:

*“We need immediate and decisive action to prevent the worst effects of the climate crisis becoming reality, with all the death and suffering that will bring. Our government must work with other nations to enact a treaty to end the extraction and burning of oil, gas and coal by 2030.”*

*“Scientists are telling us we are on course for large parts of the world becoming uninhabitable, causing mass death, hundreds of millions of refugees and crop failures in areas that produce the vast majority of the world’s food. Those in power must take seriously their responsibility to protect our population from harm.”*

As long as political leaders fail to take swift and decisive action to protect our communities from the worst effects of climate breakdown, Just Stop Oil supporters, working with other groups internationally, will take the proportional action necessary to generate much needed political pressure. This summer, areas of key importance to the fossil fuel economy will be declared sites of civil resistance around the world. Are you in? Sign up to take action at [juststopoil.org](http://juststopoil.org).

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YouTube: <https://juststopoil.org/youtube>

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#### **Notes to editors:**

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We take all possible steps to ensure that no-one's safety is compromised by our actions.

[2] <https://www.bbc.co.uk/news/articles/cd17j7e528jo>

[3] [https://x.com/\\_oilkills/status/1815993446059946037](https://x.com/_oilkills/status/1815993446059946037)

[4] [https://x.com/\\_oilkills/status/1815971508457537581](https://x.com/_oilkills/status/1815971508457537581)

[5] [https://x.com/\\_oilkills/status/1816011965833040132](https://x.com/_oilkills/status/1816011965833040132)

[6] <https://www.thenationalnews.com/news/europe/2024/07/24/european-airports-blocked-by-climate-campaigners-in-oil-kills-protest/>

[7] Our Demand: An end to oil, gas and coal by 2030.

transition.

This can be accomplished by endorsing the [Fossil Fuel Non-Proliferation Treaty Initiative](#) and seeking a negotiating mandate to establish the treaty.

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projects. We have won on this . **Civil resistance works.**

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# Policing operation



NEWS - 24 JULY 2024 16:29

## JSO activists arrested for conspiring to disrupt Heathrow Airport



**Ten supporters of Just Stop Oil (JSO) suspected of planning to disrupt Heathrow Airport have been arrested.**

Today (Wednesday, 24 July) the Met has prevented widespread disruption by JSO at Heathrow Airport. JSO has previously stated they wanted to disrupt national aviation and planned to target Heathrow this morning. Internationally other environmental activists have taken action at a number of European airports with significant impact.

As part of an intelligence-led operation the Met arrested seven people at Heathrow Airport and three more people at other locations. They all remain in custody and have been arrested for conspiracy to interfere with key national infrastructure. Items recovered during the operation include cutting gear and glue.

It is believed JSO intended to gain access to the airside environment through the secure perimeter fence and doing so would have led to the suspension of flight operations causing a major impact to international aviation.

**Chief Superintendent Ian Howells, who led the operation, said:** “These arrests are an excellent example of coordinated action by colleagues from across the Met to prevent the significant disruption intended by JSO.

“This planned action was extremely reckless and would have represented a real risk to the travelling public. Had it not been for these arrests, flights would have been suspended impacting thousands of passengers and businesses including hard working families going on their summer holidays. It could also have caused serious danger to passengers and aircraft with flights being diverted and cancelled.

“This type of action is completely unacceptable. The Met will continue to work with our national policing colleagues, airport operators and the wider aviation sector to prevent such criminal acts and to safeguard the travelling public. Anyone who compromises the safety and security of our airports will face the full force of the law.”

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## Metropolitan Police

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[Officers making an arrest as part of the co-ordinated operation]

NEWS - 28 JUNE 2024 13:10

## Arrests made as Just Stop Oil plan summer disruption



**Supporters of Just Stop Oil suspected of planning to disrupt airports this summer have been arrested in a co-ordinated operation.**

A total of 27 people have been held as part of activity in London, Gloucestershire, Oxfordshire, Devon, Essex, Manchester, Surrey, Sussex, Norfolk and West Yorkshire.

All the individuals were arrested under a section of the Public Order Act which makes it illegal to conspire to disrupt national infrastructure.

On Tuesday, four people were arrested after being identified at Gatwick Airport. They have been released on bail.

On Thursday evening, six people were arrested at an east London community centre as part of a publicly-advertised event promoting airport disruption.

Among those held were several high-profile members of Just Stop Oil who we believe to be key organisers.

This morning, Met officers worked with more than eight other police forces to arrest suspects at their homes across the country. A total of 17 people were arrested.

**Chief Supt Ian Howells, who led the operation, said:** “We know Just Stop Oil are planning to disrupt airports across the country this summer which is why we have taken swift and robust action now.

“Our stance is very clear that anyone who compromises the safety and security of airports in London can expect a strong response from officers or security staff.

“Airports are complex operating environments which is why we are working closely with them, agencies and other partners on this operation.”

All those released on bail are subject to conditions which include not to travel within 1km of any UK airport unless passing through by vehicle or public transport.

In future, anyone suspected of breaching this condition can be arrested immediately for this offence.

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# Metropolitan Police

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# Just Stop Oil

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Just Stop Oil | Juicebox  
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60

43

132

11.4K



Just Stop Oil reposted



**Oil Kills** @\_oilkills · 1d

👊 Hold an OIL KILLS sign at your airport like the @JustStop\_Oil supporter did. I was temporarily detained for today.

Tag us in your action!

IMPORTANT: check with us if your airport has taken out an injunction against protest.



ALT



ALT

39

63

169

11.7K



**Just Stop Oil** @JustStop\_Oil · 2d

🚓 Watch this testimony recorded in the back of a police van from one of the



The electronic official copy of the register follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.



# Official copy of register of title

Title number EX468707

Edition date 07.09.2021

- This official copy shows the entries on the register of title on 01 AUG 2024 at 17:49:04.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

ESSEX : ROCHFORD

- 1 (02.09.1992) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land on the west side of Southend Road, Rochford (SS4 1HQ).

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (06.10.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of Stretton Green Distribution Park, Langford Way, Appleton, Warrington, Cheshire WA4 4TZ.
- 2 (06.10.2011) The price stated to have been paid on 30 September 2011 for the land in this title and in EX683340 was £930,000.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (02.10.2012) The land is subject to the rights granted by a Transfer of the land edged and numbered EX883774 in green on the title plan dated 31 August 2012 made between (1) London Southend Airport Company Limited and (2) Caron Michelle Court and Shawn Stephen Morley.

*NOTE: Copy filed under EX883774.*

- 2 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

*NOTE: Charge reference EX3937.*

- 3 (07.09.2021) Proprietor: Glas Trust Corporation Limited (Co. Regn. No.

Title number EX468707

## C: Charges Register continued

07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

End of register

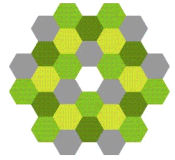
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The electronic official copy of the title plan follows this message.

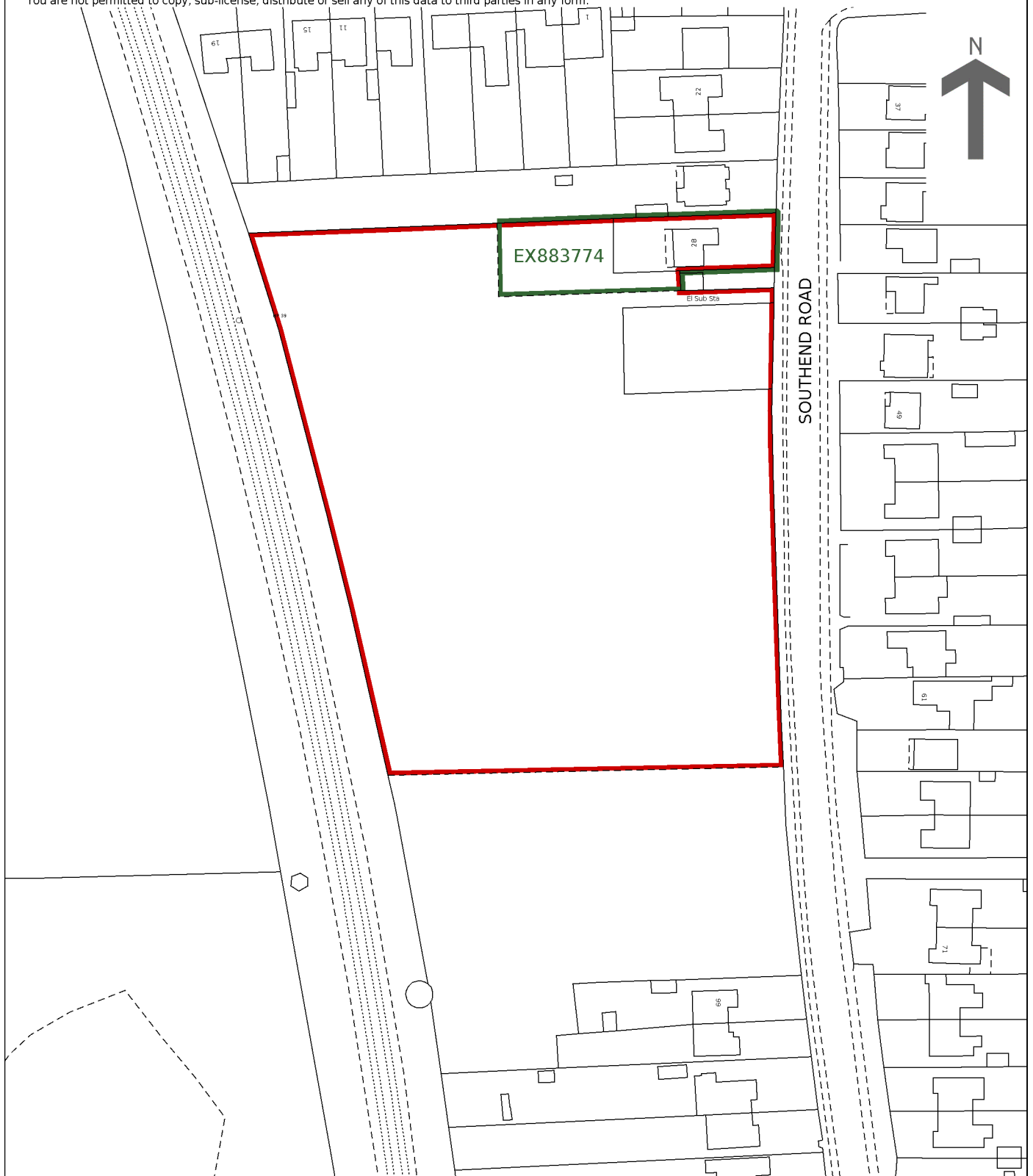
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- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

SOUTHEND-ON-SEA

- 1 (12.04.1920) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 2, Eastwoodbury Cottages, Eastwoodbury Lane, Southend-On-Sea (SS2 6UR).
- 2 (01.05.1997) The land has the benefit of the following rights granted by the Transfer dated 28 April 1997 referred to in the Charges Register:-

"TOGETHER with the rights set out in the First Schedule hereto.

### THE FIRST SCHEDULE ABOVE REFERRED TO

(i) The right to the free and uninterrupted passage and running of water soil sewerage gas electricity and the like over through and along all pipes drains sewers conduits channels and wires in or under over or across the adjoining or adjacent land belonging to the Transferor subject to the Transferee if called upon so to do contributing a fair and reasonable proportion of the cost as the case may be of cleansing emptying repairing maintaining or renewing the same together with the right to enter upon the said adjoining or adjacent land for the purpose of cleansing emptying inspections repairing maintaining or renewing the said pipes drains sewers conduits channels and wires provided that the Transferor shall have been first requested itself to carry out such work and subject to the Transferee making good at her own expense all damage caused by the exercise of such rights.

(ii) The right to enter the adjoining land and buildings belonging to the Transferor or its successors in title for the purpose of maintaining and repairing the property or any part thereof (including boundary walls and fences) upon giving at least three days notice (save in emergency when no notice need be given) the Transferee her successors in title or other the persons exercising such rights making good any damage thereby occasioned.

(iii) The full and free right of way at all times for all purposes on foot and with vehicles over and across the land shown coloured brown on the annexed plan."

NOTE: The land coloured brown referred to above is tinted brown on the

## A: Property Register continued

filed plan.

- 3 (01.05.1997) The Transfer dated 28 April 1997 referred to above contains the following provision:-
- "IT IS HEREBY AGREED AND DECLARED that Section 66 of the Law of Property Act 1925 shall not operate to pass to the Transferee nor shall the Transferee be otherwise entitled to any rights or privileges of whatsoever nature other than those expressly granted by this deed."
- 4 (02.06.1998) The land edged and numbered in green on the title plan has been removed from this title and registered under the title number or numbers shown in green on the said plan. The property description has been altered to reflect the land remaining in the title.
- 5 (02.06.1998) The land has the benefit of the following rights reserved by a Transfer of the land edged and numbered EX596136 in green on the filed plan dated 29 May 1998 made between (1) Narford Properties Limited (Transferor) and (2) Mark John Adkins (Transferee):-
- "Except and Reserving to the Transferor all easements quasi-easements liberties privileges rights and advantages now or heretofore occupied or enjoyed by the property retained ("the retained property") by the Transferor over or in respect of the Property and which would be implied by statute or by reason of severance in favour of a purchaser of the retained property if the same has been transferred to such purchaser and the Property hereby transferred had been retained by the Transferor"
- 6 (07.10.1998) The land has the benefit of the rights reserved by a Transfer of the land edged and numbered EX604152 in green on the filed plan dated 3 September 1998 made between (1) Narford Properties Limited and (2) Janet Swanson Legge which rights are in terms identical with those contained in the Transfer dated 29 May 1998 referred to above.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (03.08.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of Terminal Building, Southend Airport, Eastwoodbury Road, Southend-on-Sea, Essex SS2 6YF.
- 2 (03.08.2011) The price stated to have been paid on 18 July 2011 was £249,995.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 A Transfer of the land tinted pink on the filed plan and other land dated 7 February 1991 made between (1) Southend on Sea Borough Council (Transferor) (2) Essex County Council (Transferee) and (3) The Southend Borough Council Airport Limited (Airport Company) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 2 (01.05.1997) The land is subject to the following rights reserved by a Transfer of the land in this title dated 28 April 1997 made between (1) Essex County Council (Transferor) and (2) Tracey Ann Levett (Transferee):-
- "Excepting and Reserving unto the Transferor the rights set out in the Second Schedule hereto.

THE SECOND SCHEDULE ABOVE REFERRED TO

## C: Charges Register continued

(i) The right to the free and uninterrupted passage and running of water soil sewerage gas electricity and the like over through and along all pipes drains sewers conduits channels and wires in on under over or across the Property to and from the adjoining or adjacent land or neighbouring land in the area and buildings now or formerly belonging to the Transferor together with the right for the Transferor or other the owner or owners of the said adjoining or neighbouring land and buildings to enter upon the Property for the purpose of inspecting cleansing emptying repairing maintaining and renewing the said pipes sewers conduits channels and wires subject to the Transferor or said owners making good at their own expense all damage caused by the exercise of such rights.

(ii) The right from time to time with or without workmen and others and apparatus to enter upon the Property within the period of eighty years from the date hereof (which is hereby selected as the perpetuity period applicable thereto) and to lay and use surface and foul sewers or any other services which may be required in addition to those at present in or above or in connection with the Property in through over or under the Property or any part thereof.

(iii) The right during the perpetuity period as herein defined to connect to any pipes sewers drains watercourses cables wires and other apparatus now passing in through under or over the Property and to any replacement thereof and after such connection to use the said pipes sewers drains watercourses cables wires and other apparatus for the purpose of passage of water soil gas electricity and telephone or other services from or to any adjoining or neighbouring land in the ownership of the Transferor.

(iv) The right to enter the Property for the purpose of maintaining and repairing the adjoining land and buildings belonging to the Transferor and all buildings erections structures and other works thereon (including boundary fences and walls) and of exercising any other rights hereunder upon giving at least three days notice (save in emergency when no notice need be given) the Transferor or other persons exercising such rights making good any damage to the Property occasioned thereby.

(v) All quasi-easements and other rights in the nature of easements as are now or hitherto been used or enjoyed by adjoining or neighbouring property of the Transferor over the Property and to all such other rights as would have been enjoyed had the Property and such adjoining or neighbouring property been in separate ownership for more than forty years.

(vi) The right to rebuild reconstruct build on or otherwise develop any of the neighbouring or adjoining land of the Transferor in such manner as the Transferor shall think fit notwithstanding any interference thereby occasioned to the access of light or air to the Property to the intent that the Transferee and her successors in title shall be deemed to enjoy the access and use of light and air to the Property with the consent and by the leave and licence of the Transferor and shall not buy the enjoyment thereof or acquire any absolute or indefeasible or other right thereto from and over the said adjoining or neighbouring land nor acquire any right to restrain impede or control the erection of any building or the alteration of or reconstruction of any building upon such neighbouring or adjoining land as aforesaid or to damages in consequence of or arising from such operations or user physical damage to the buildings on the Property and the services thereto excepted."

3 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

NOTE: Charge reference EX3937.

4 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

## Schedule of restrictive covenants

1 The following are details of the covenants contained in the Transfer

## Schedule of restrictive covenants continued

dated 7 February 1991 referred to in the Charges Register:-

"The Transferee so as to bind so far as may be the land comprised in the title above referred to into whosoever hands the same shall come and so that this covenant shall be for the benefit and protection of the Southend Airport or any part or parts thereof hereby covenants with the Airport Company that the Transferee and those deriving title under it will at all times hereafter observe and perform the restrictions and stipulations following:-

1. Plant no trees and erect no buildings or structures whatsoever (apart from fences of a frangible construction up to a maximum height of 1.37 metres which shall not require consent) upon the premises hereby transferred without written consent of the Airport Company (such consent not to be unreasonably withheld);
2. Not to use the said premises in any way which may be or become a hindrance or obstruction to the operation of Southend Airport and;
3. To comply forthwith any notice given by the Airport Company to remove or alter any building or structure or cease any activity if such shall have been given as a result of any condition imposed upon the operation of the Airport Company by the Civil Aviation Authority or any other person or body authorised to exercise control over Civil Aviation.

IT BEING AGREED AND UNDERSTOOD that if by virtue of the covenants contained in sub-clauses 2 and 3 hereof normal farming operations are prevented or have to cease or buildings or structures have to be removed or altered the Airport Company shall pay reasonable compensation in an amount to be agreed to the Transferee such compensation in the case of dispute to be referred to a single arbitrator in accordance with the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof for the time being in force.

IT IS FURTHER AGREED that such covenants shall remain in force until such time as the Airport Company shall notify the Transferee or its successors in title that restrictions on the erection of buildings or structures are no longer required for the benefit of Southend Airport or until Southend Airport ceases to be operational whichever shall be the sooner."

End of register

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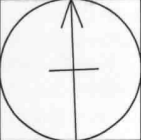
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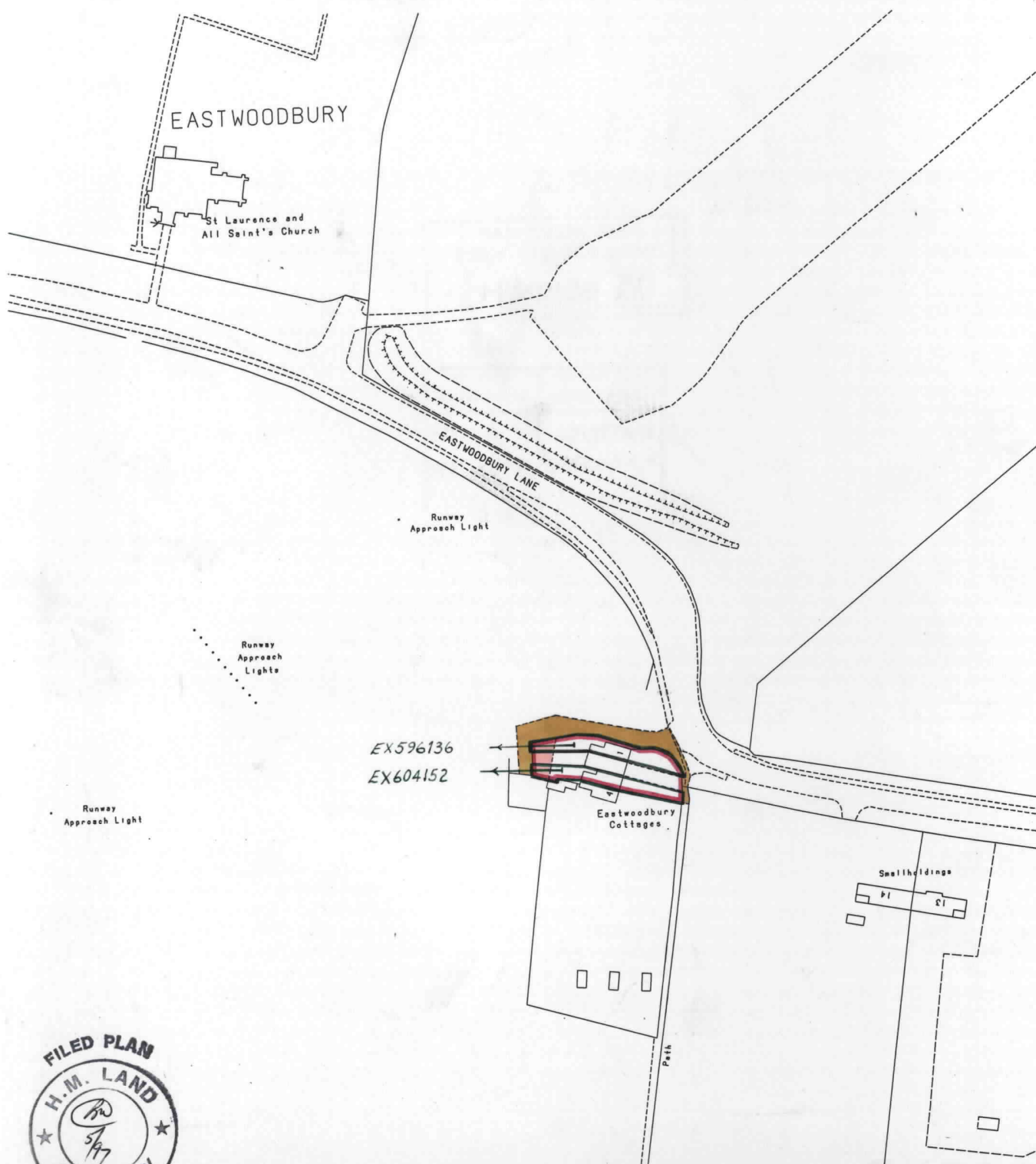
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H.M. LAND REGISTRY		TITLE NUMBER		
		EX573524		
ORDNANCE SURVEY PLAN REFERENCE	T08688	SECTION	Scale 1/1250	
ADMINISTRATIVE AREA ESSEX : SOUTHEND-ON-SEA			© Crown Copyright 1997	



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# Official copy of register of title

Title number EX578232

Edition date 07.09.2021

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- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

SOUTHEND-ON-SEA

- 1 (12.04.1920) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 20, Smallholdings, Eastwoodbury Lane, Southend-On-Sea (SS2 6UP).
- 2 (23.07.1997) The land has the benefit of the rights granted by but is subject to the rights reserved by the Transfer dated 12 June 1997 referred to in the Charges Register.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (06.10.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of Stretton Green Distribution Park, Langford Way, Appleton, Warrington, Cheshire WA4 4TZ.
- 2 (06.10.2011) The price stated to have been paid on 9 September 2011 was £650,000.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 A Transfer of the land tinted pink on the filed plan and other land dated 7 February 1991 made between (1) Southend on Sea Borough Council (Transferor) (2) Essex County Council (Transferee) and (3) The Southend Borough Council Airport Limited (Airport Company) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 2 (23.07.1997) A Transfer of the land in this title dated 12 June 1997 made between (1) Essex County Council and (2) Peter John Fuller and



## C: Charges Register continued

Lucille May Fuller contains covenants.

*NOTE: Original filed.*

3 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

*NOTE: Charge reference EX3937.*

4 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

## Schedule of restrictive covenants

1 The following are details of the covenants contained in the Transfer dated 7 February 1991 referred to in the Charges Register:-

"The Transferee so as to bind so far as may be the land comprised in the title above referred to into whosoever hands the same shall come and so that this covenant shall be for the benefit and protection of the Southend Airport or any part or parts thereof hereby covenants with the Airport Company that the Transferee and those deriving title under it will at all times hereafter observe and perform the restrictions and stipulations following:-

1. Plant no trees and erect no buildings or structures whatsoever (apart from fences of a frangible construction up to a maximum height of 1.37 metres which shall not require consent) upon the premises hereby transferred without written consent of the Airport Company (such consent not to be unreasonably withheld);

2. Not to use the said premises in any way which may be or become a hindrance or obstruction to the operation of Southend Airport and;

3. To comply forthwith any notice given by the Airport Company to remove or alter any building or structure or cease any activity if such shall have been given as a result of any condition imposed upon the operation of the Airport Company by the Civil Aviation Authority or any other person or body authorised to exercise control over Civil Aviation.

IT BEING AGREED AND UNDERSTOOD that if by virtue of the covenants contained in sub-clauses 2 and 3 hereof normal farming operations are prevented or have to cease or buildings or structures have to be removed or altered the Airport Company shall pay reasonable compensation in an amount to be agreed to the Transferee such compensation in the case of dispute to be referred to a single arbitrator in accordance with the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof for the time being in force.

IT IS FURTHER AGREED that such covenants shall remain in force until such time as the Airport Company shall notify the Transferee or its successors in title that restrictions on the erection of buildings or structures are no longer required for the benefit of Southend Airport or until Southend Airport ceases to be operational whichever shall be the sooner."

End of register

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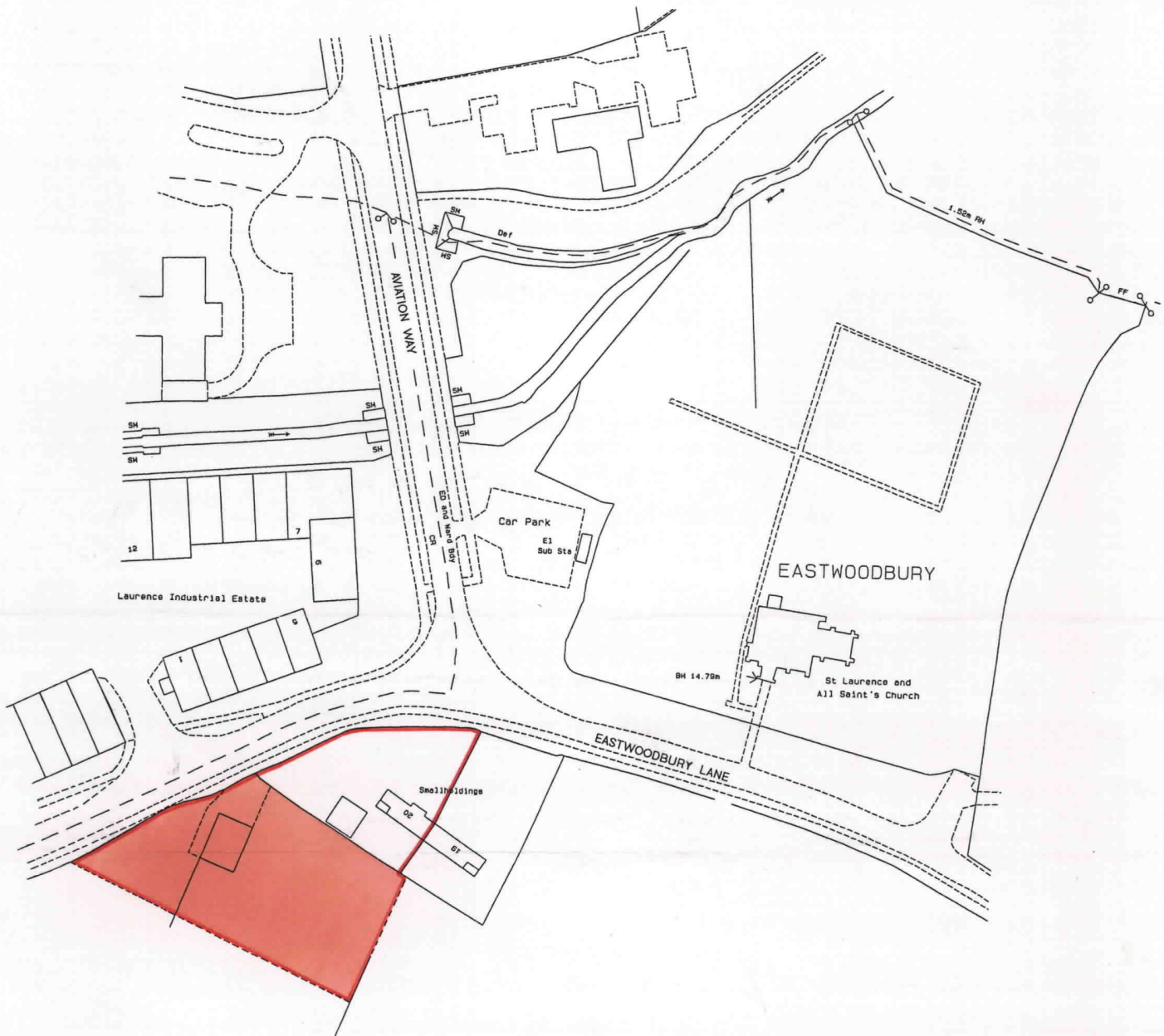
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H.M. LAND REGISTRY		TITLE NUMBER
		<b>EX578232</b>
ORDNANCE SURVEY PLAN REFERENCE	TQ8688NW	Scale 1/1250
COUNTY ESSEX		© Crown copyright

The boundaries shown by dotted lines have been plotted from the plans on the Transfer. The title plan may be updated from later survey information.

ROCHFORD DISTRICT



**ADMINISTRATIVE AREA**  
SOUTHEND ON SEA DISTRICT



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# Official copy of register of title

Title number EX589308

Edition date 07.09.2021

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- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

SOUTHEND-ON-SEA

- 1 (12.04.1920) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 19 Smallholdings, Eastwoodbury Lane, Southend-on-Sea (SS2 6UP).
- 2 (21.01.1998) The land has the benefit of the rights granted by but is subject to the rights reserved by a Transfer of the land in this title dated 12 December 1997 made between (1) Essex County Council and (2) Sandra Janet Marlow.  
*NOTE: Original filed.*
- 3 (21.01.1998) The Transfer dated 12 December 1997 referred to above contains a provision excluding the operation of Rule 251 of the Land Registration Rules 1925 as therein mentioned.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (20.09.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of 19 Smallholdings, Eastwoodbury Lane, Southend-on-Sea, Essex SS2 6UP.
- 2 (20.09.2011) The price stated to have been paid on 9 September 2011 was £450,000.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

Title number EX589308

## C: Charges Register continued

NOTE: Charge reference EX3937.

2 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

End of register

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H.M. LAND REGISTRY		TITLE NUMBER
		<b>EX589308</b>
ORDNANCE SURVEY PLAN REFERENCE	TQ 8588 Extract from Section H	Scale 1/1250
COUNTY ESSEX	DISTRICT SOUTHEND ON SEA	© Crown copyright





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# Official copy of register of title

Title number EX590259

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- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

SOUTHEND-ON-SEA

- 1 (12.04.1920) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 4, Eastwoodbury Cottages, Eastwoodbury Lane, Southend-On-Sea (SS2 6UR).
- 2 (05.02.1998) The land has the benefit of the rights granted by but is subject to the rights reserved by a Transfer of the land in this title dated 30 January 1998 made between (1) Essex County Council and (2) Gordon Leonard Alfred Matthews.

*NOTE: Original filed.*

- 3 (05.02.1998) The Transfer dated 30 January 1998 referred to above contains a provision excluding the operation of Rule 251 of the Land Registration Rules 1925 as therein mentioned.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (06.01.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of Terminal Building, Southend Airport, Eastwoodbury Crescent, Southend-on-Sea, Essex SS2 6YF.
- 2 (06.01.2011) The price stated to have been paid on 23 November 2010 was £295,000.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 A Transfer of the land tinted pink on the filed plan and other land dated 7 February 1991 made between (1) Southend on Sea Borough Council

## C: Charges Register continued

(Transferor) (2) Essex County Council (Transferee) and (3) The Southend Borough Council Airport Limited (Airport Company) contains covenants details of which are set out in the schedule of restrictive covenants hereto.

- 2 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

NOTE: Charge reference EX3937.

- 3 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

## Schedule of restrictive covenants

- 1 The following are details of the covenants contained in the Transfer dated 7 February 1991 referred to in the Charges Register:-

"The Transferee so as to bind so far as may be the land comprised in the title above referred to into whosoever hands the same shall come and so that this covenant shall be for the benefit and protection of the Southend Airport or any part or parts thereof hereby covenants with the Airport Company that the Transferee and those deriving title under it will at all times hereafter observe and perform the restrictions and stipulations following:-

1. Plant no trees and erect no buildings or structures whatsoever (apart from fences of a frangible construction up to a maximum height of 1.37 metres which shall not require consent) upon the premises hereby transferred without written consent of the Airport Company (such consent not to be unreasonably withheld);

2. Not to use the said premises in any way which may be or become a hindrance or obstruction to the operation of Southend Airport and;

3. To comply forthwith any notice given by the Airport Company to remove or alter any building or structure or cease any activity if such shall have been given as a result of any condition imposed upon the operation of the Airport Company by the Civil Aviation Authority or any other person or body authorised to exercise control over Civil Aviation.

IT BEING AGREED AND UNDERSTOOD that if by virtue of the covenants contained in sub-clauses 2 and 3 hereof normal farming operations are prevented or have to cease or buildings or structures have to be removed or altered the Airport Company shall pay reasonable compensation in an amount to be agreed to the Transferee such compensation in the case of dispute to be referred to a single arbitrator in accordance with the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof for the time being in force.

IT IS FURTHER AGREED that such covenants shall remain in force until such time as the Airport Company shall notify the Transferee or its successors in title that restrictions on the erection of buildings or structures are no longer required for the benefit of Southend Airport or until Southend Airport ceases to be operational whichever shall be the sooner."

End of register

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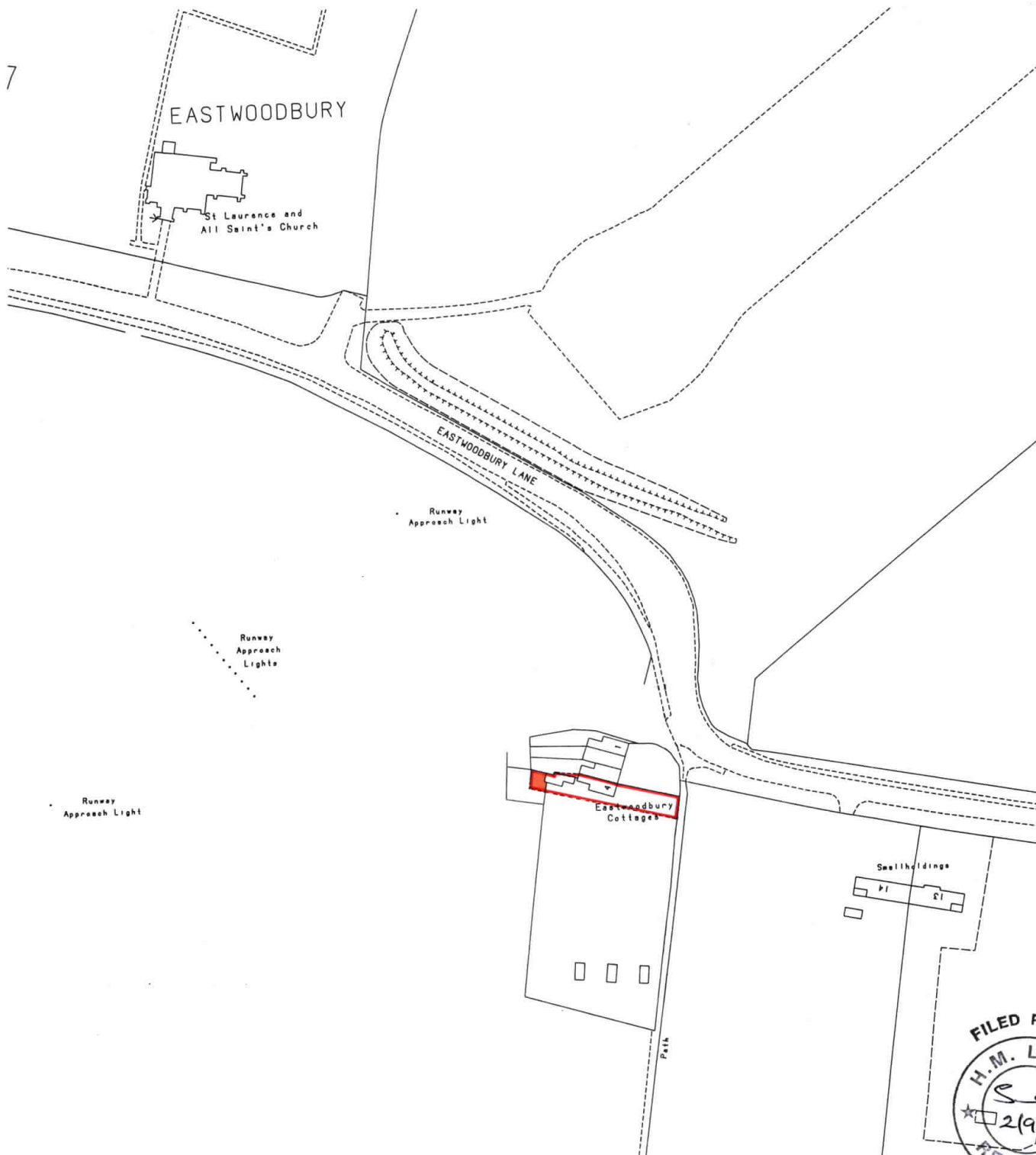
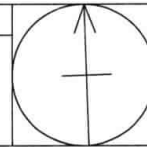
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H.M. LAND REGISTRY		TITLE NUMBER	
		<b>EX590259</b>	
ORDNANCE SURVEY PLAN REFERENCE	TQ8688	SECTION -	Scale 1/1250
ADMINISTRATIVE AREA <del>ESSEX</del> : SOUTHEND-ON-SEA			© Crown Copyright 1997



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# Official copy of register of title

Title number EX596136

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- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

SOUTHEND-ON-SEA

- 1 (12.04.1920) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 1, Eastwoodbury Cottages, Eastwoodbury Lane, Southend-On-Sea (SS2 6UR).
- 2 (01.05.1997) The land has the benefit of the following rights granted by the Transfer dated 28 April 1997 referred to in the Charges Register:-

"TOGETHER with the rights set out in the First Schedule hereto.

### THE FIRST SCHEDULE ABOVE REFERRED TO

(i) The right to the free and uninterrupted passage and running of water soil sewerage gas electricity and the like over through and along all pipes drains sewers conduits channels and wires in or under over or across the adjoining or adjacent land belonging to the Transferor subject to the Transferee if called upon so to do contributing a fair and reasonable proportion of the cost as the case may be of cleansing emptying repairing maintaining or renewing the same together with the right to enter upon the said adjoining or adjacent land for the purpose of cleansing emptying inspections repairing maintaining or renewing the said pipes drains sewers conduits channels and wires provided that the Transferor shall have been first requested itself to carry out such work and subject to the Transferee making good at her own expense all damage caused by the exercise of such rights.

(ii) The right to enter the adjoining land and buildings belonging to the Transferor or its successors in title for the purpose of maintaining and repairing the property or any part thereof (including boundary walls and fences) upon giving at least three days notice (save in emergency when no notice need be given) the Transferee her successors in title or other the persons exercising such rights making good any damage thereby occasioned.

(iii) The full and free right of way at all times for all purposes on foot and with vehicles over and across the land shown coloured brown on the annexed plan."

NOTE: The land coloured brown referred to above is tinted brown on the

## A: Property Register continued

filed plan.

- 3 (01.05.1997) The Transfer dated 28 April 1997 referred to above contains the following provision:-

"IT IS HEREBY AGREED AND DECLARED that Section 66 of the Law of Property Act 1925 shall not operate to pass to the Transferee nor shall the Transferee be otherwise entitled to any rights or privileges of whatsoever nature other than those expressly granted by this deed."

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (12.01.2007) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of 20 Black Friars Lane, London EC4V 6HD.
- 2 (12.01.2007) The price stated to have been paid on 15 December 2006 was £178,000.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 A Transfer of the land tinted pink on the filed plan and other land dated 7 February 1991 made between (1) Southend on Sea Borough Council (Transferor) (2) Essex County Council (Transferee) and (3) The Southend Borough Council Airport Limited (Airport Company) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 2 (01.05.1997) The land is subject to the following rights reserved by a Transfer of the land in this title and other land dated 28 April 1997 made between (1) Essex County Council (Transferor) and (2) Tracey Ann Levett (Transferee):-

"Excepting and Reserving unto the Transferor the rights set out in the Second Schedule hereto.

#### THE SECOND SCHEDULE ABOVE REFERRED TO

(i) The right to the free and uninterrupted passage and running of water soil sewerage gas electricity and the like over through and along all pipes drains sewers conduits channels and wires in on under over or across the Property to and from the adjoining or adjacent land or neighbouring land in the area and buildings now or formerly belonging to the Transferor together with the right for the Transferor or other the owner or owners of the said adjoining or neighbouring land and buildings to enter upon the Property for the purpose of inspecting cleansing emptying repairing maintaining and renewing the said pipes sewers conduits channels and wires subject to the Transferor or said owners making good at their own expense all damage caused by the exercise of such rights.

(ii) The right from time to time with or without workmen and others and apparatus to enter upon the Property within the period of eighty years from the date hereof (which is hereby selected as the perpetuity period applicable thereto) and to lay and use surface and fowl sewers or any other services which may be required in addition to those at present in or above or in connection with the Property in through over or under the Property or any part thereof.

(iii) The right during the perpetuity period as herein defined to connect to any pipes sewers drains watercourses cables wires and other apparatus now passing in through under or over the Property and to any replacement thereof and after such connection to use the said pipes



## C: Charges Register continued

sewers drains watercourses cables wires and other apparatus for the purpose of passage of water soil gas electricity and telephone or other services from or to any adjoining or neighbouring land in the ownership of the Transferor.

(iv) The right to enter the Property for the purpose of maintaining and repairing the adjoining land and buildings belonging to the Transferor and all buildings erections structures and other works thereon (including boundary fences and walls) and of exercising any other rights hereunder upon giving at least three days notice (save in emergency when no notice need be given) the Transferor or other persons exercising such rights making good any damage to the Property occasioned thereby.

(v) All quasi-easements and other rights in the nature of easements as are now or hitherto been used or enjoyed by adjoining or neighbouring property of the Transferor over the Property and to all such other rights as would have been enjoyed had the Property and such adjoining or neighbouring property been in separate ownership for more than forty years.

(vi) The right to rebuild reconstruct build on or otherwise develop any of the neighbouring or adjoining land of the Transferor in such manner as the Transferor shall think fit notwithstanding any interference thereby occasioned to the access of light or air to the Property to the intent that the Transferee and her successors in title shall be deemed to enjoy the access and use of light and air to the Property with the consent and by the leave and licence of the Transferor and shall not buy the enjoyment thereof or acquire any absolute or indefeasible or other right thereto from and over the said adjoining or neighbouring land nor acquire any right to restrain impede or control the erection of any building or the alteration of or reconstruction of any building upon such neighbouring or adjoining land as aforesaid or to damages in consequence of or arising from such operations or user physical damage to the buildings on the Property and the services thereto excepted."

3 (02.06.1998) The land is subject to the following rights reserved by a Transfer of the land in this title dated 29 May 1997 made between (1) Narford Properties Limited (Transferor) and (2) Mark John Adkins (Transferee):-

"Except and Reserving to the Transferor all easements quasi-easements liberties privileges rights and advantages now or heretofore occupied or enjoyed by the property retained ("the retained property") by the Transferor over or in respect of the Property and which would be implied by statute or by reason of severance in favour of a purchaser of the retained property if the same has been transferred to such purchaser and the Property hereby transferred had been retained by the Transferor."

4 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

NOTE: Charge reference EX3937.

5 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

## Schedule of restrictive covenants

1 The following are details of the covenants contained in the Transfer dated 7 February 1991 referred to in the Charges Register:-

"The Transferee so as to bind so far as may be the land comprised in the title above referred to into whosoever hands the same shall come and so that this covenant shall be for the benefit and protection of the Southend Airport or any part or parts thereof hereby covenants with the Airport Company that the Transferee and those deriving title under it will at all times hereafter observe and perform the restrictions and stipulations following:-

1. Plant no trees and erect no buildings or structures whatsoever

## Schedule of restrictive covenants continued

(apart from fences of a frangible construction up to a maximum height of 1.37 metres which shall not require consent) upon the premises hereby transferred without written consent of the Airport Company (such consent not to be unreasonably withheld);

2. Not to use the said premises in any way which may be or become a hindrance or obstruction to the operation of Southend Airport and;

3. To comply forthwith any notice given by the Airport Company to remove or alter any building or structure or cease any activity if such shall have been given as a result of any condition imposed upon the operation of the Airport Company by the Civil Aviation Authority or any other person or body authorised to exercise control over Civil Aviation.

IT BEING AGREED AND UNDERSTOOD that if by virtue of the covenants contained in sub-clauses 2 and 3 hereof normal farming operations are prevented or have to cease or buildings or structures have to be removed or altered the Airport Company shall pay reasonable compensation in an amount to be agreed to the Transferee such compensation in the case of dispute to be referred to a single arbitrator in accordance with the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof for the time being in force.

IT IS FURTHER AGREED that such covenants shall remain in force until such time as the Airport Company shall notify the Transferee or its successors in title that restrictions on the erection of buildings or structures are no longer required for the benefit of Southend Airport or until Southend Airport ceases to be operational whichever shall be the sooner."

End of register

**These are the notes referred to on the following official copy**

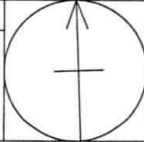
The electronic official copy of the title plan follows this message.

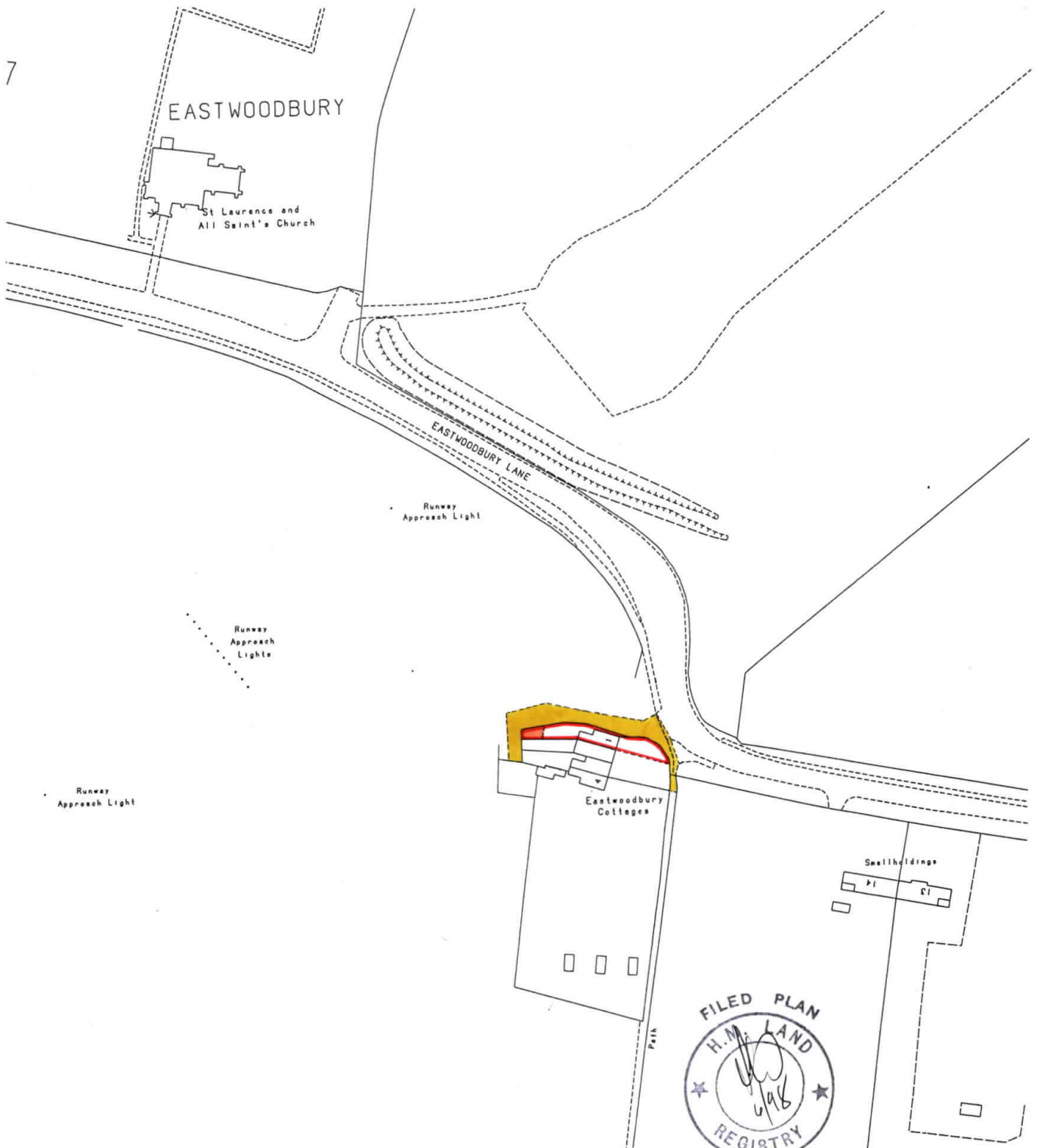
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H.M. LAND REGISTRY		TITLE NUMBER		
		EX596136		
ORDNANCE SURVEY PLAN REFERENCE	T08688	SECTION	Scale 1/1250	
ADMINISTRATIVE AREA		SOUTHEND-ON-SEA		© Crown Copyright 1997



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# Official copy of register of title

Title number EX604152

Edition date 07.09.2021

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- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

SOUTHEND-ON-SEA

- 1 The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 3 Eastwoodbury Cottages, Eastwoodbury Lane, Southend-on-Sea (SS2 6UR).
- 2 (01.05.1997) The land has the benefit of the following rights granted by the Transfer dated 28 April 1997 referred to in the Charges Register:-

"TOGETHER with the rights set out in the First Schedule hereto.

### THE FIRST SCHEDULE ABOVE REFERRED TO

(i) The right to the free and uninterrupted passage and running of water soil sewerage gas electricity and the like over through and along all pipes drains sewers conduits channels and wires in or under over or across the adjoining or adjacent land belonging to the Transferor subject to the Transferee if called upon so to do contributing a fair and reasonable proportion of the cost as the case may be of cleansing emptying repairing maintaining or renewing the same together with the right to enter upon the said adjoining or adjacent land for the purpose of cleansing emptying inspections repairing maintaining or renewing the said pipes drains sewers conduits channels and wires provided that the Transferor shall have been first requested itself to carry out such work and subject to the Transferee making good at her own expense all damage caused by the exercise of such rights.

(ii) The right to enter the adjoining land and buildings belonging to the Transferor or its successors in title for the purpose of maintaining and repairing the property or any part thereof (including boundary walls and fences) upon giving at least three days notice (save in emergency when no notice need be given) the Transferee her successors in title or other the persons exercising such rights making good any damage thereby occasioned.

(iii) The full and free right of way at all times for all purposes on foot and with vehicles over and across the land shown coloured brown on the annexed plan."

NOTE: The land coloured brown referred to above is tinted brown on the

## A: Property Register continued

filed plan.

- 3 (01.05.1997) The Transfer dated 28 April 1997 referred to above contains the following provision:-

"IT IS HEREBY AGREED AND DECLARED that Section 66 of the Law of Property Act 1925 shall not operate to pass to the Transferee nor shall the Transferee be otherwise entitled to any rights or privileges of whatsoever nature other than those expressly granted by this deed."

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (06.01.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of Terminal Building, Southend Airport, Eastwoodbury Crescent, Southend-on-Sea, Essex SS2 6YF.
- 2 (06.01.2011) The price stated to have been paid on 23 November 2010 was £249,000.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 A Transfer of the land tinted pink on the filed plan and other land dated 7 February 1991 made between (1) Southend on Sea Borough Council (Transferor) (2) Essex County Council (Transferee) and (3) The Southend Borough Council Airport Limited (Airport Company) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 2 (01.05.1997) The land is subject to the following rights reserved by a Transfer of the land in this title and other land dated 28 April 1997 made between (1) Essex County Council (Transferor) and (2) Tracey Ann Levett (Transferee):-

"Excepting and Reserving unto the Transferor the rights set out in the Second Schedule hereto.

#### THE SECOND SCHEDULE ABOVE REFERRED TO

(i) The right to the free and uninterrupted passage and running of water soil sewerage gas electricity and the like over through and along all pipes drains sewers conduits channels and wires in on under over or across the Property to and from the adjoining or adjacent land or neighbouring land in the area and buildings now or formerly belonging to the Transferor together with the right for the Transferor or other the owner or owners of the said adjoining or neighbouring land and buildings to enter upon the Property for the purpose of inspecting cleansing emptying repairing maintaining and renewing the said pipes sewers conduits channels and wires subject to the Transferor or said owners making good at their own expense all damage caused by the exercise of such rights.

(ii) The right from time to time with or without workmen and others and apparatus to enter upon the Property within the period of eighty years from the date hereof (which is hereby selected as the perpetuity period applicable thereto) and to lay and use surface and foul sewers or any other services which may be required in addition to those at present in or above or in connection with the Property in through over or under the Property or any part thereof.

(iii) The right during the perpetuity period as herein defined to connect to any pipes sewers drains watercourses cables wires and other apparatus now passing in through under or over the Property and to any

## C: Charges Register continued

replacement thereof and after such connection to use the said pipes sewers drains watercourses cables wires and other apparatus for the purpose of passage of water soil gas electricity and telephone or other services from or to any adjoining or neighbouring land in the ownership of the Transferor.

(iv) The right to enter the Property for the purpose of maintaining and repairing the adjoining land and buildings belonging to the Transferor and all buildings erections structures and other works thereon (including boundary fences and walls) and of exercising any other rights hereunder upon giving at least three days notice (save in emergency when no notice need be given) the Transferor or other persons exercising such rights making good any damage to the Property occasioned thereby.

(v) All quasi-easements and other rights in the nature of easements as are now or hitherto been used or enjoyed by adjoining or neighbouring property of the Transferor over the Property and to all such other rights as would have been enjoyed had the Property and such adjoining or neighbouring property been in separate ownership for more than forty years.

(vi) The right to rebuild reconstruct build on or otherwise develop any of the neighbouring or adjoining land of the Transferor in such manner as the Transferor shall think fit notwithstanding any interference thereby occasioned to the access of light or air to the Property to the intent that the Transferee and her successors in title shall be deemed to enjoy the access and use of light and air to the Property with the consent and by the leave and licence of the Transferor and shall not buy the enjoyment thereof or acquire any absolute or indefeasible or other right thereto from and over the said adjoining or neighbouring land nor acquire any right to restrain impede or control the erection of any building or the alteration of or reconstruction of any building upon such neighbouring or adjoining land as aforesaid or to damages in consequence of or arising from such operations or user physical damage to the buildings on the Property and the services thereto excepted."

3 (07.10.1998) The land is subject to the following rights reserved by a Transfer of the land in this title dated 3 September 1998 made between (1) Narford Properties Limited (Transferor) and (2) Janet Swanson Legge (Transferee):-

"Except and Reserving to the Transferor all easements quasi-easements liberties privileges rights and advantages now or heretofore occupied or enjoyed by the property retained ("the retained property") by the Transferor over or in respect of the Property and which would be implied by statute or by reason of severance in favour of a purchaser of the retained property if the same has been transferred to such purchaser and the Property hereby transferred had been retained by the Transferor."

4 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

NOTE: Charge reference EX3937.

5 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West Londong EC4M 7JW.

## Schedule of restrictive covenants

1 The following are details of the covenants contained in the Transfer dated 7 February 1991 referred to in the Charges Register:-

"The Transferee so as to bind so far as may be the land comprised in the title above referred to into whosoever hands the same shall come and so that this covenant shall be for the benefit and protection of the Southend Airport or any part or parts thereof hereby covenants with the Airport Company that the Transferee and those deriving title under it will at all times hereafter observe and perform the restrictions and stipulations following:-



## Schedule of restrictive covenants continued

1. Plant no trees and erect no buildings or structures whatsoever (apart from fences of a frangible construction up to a maximum height of 1.37 metres which shall not require consent) upon the premises hereby transferred without written consent of the Airport Company (such consent not to be unreasonably withheld);

2. Not to use the said premises in any way which may be or become a hindrance or obstruction to the operation of Southend Airport and;

3. To comply forthwith any notice given by the Airport Company to remove or alter any building or structure or cease any activity if such shall have been given as a result of any condition imposed upon the operation of the Airport Company by the Civil Aviation Authority or any other person or body authorised to exercise control over Civil Aviation.

IT BEING AGREED AND UNDERSTOOD that if by virtue of the covenants contained in sub-clauses 2 and 3 hereof normal farming operations are prevented or have to cease or buildings or structures have to be removed or altered the Airport Company shall pay reasonable compensation in an amount to be agreed to the Transferee such compensation in the case of dispute to be referred to a single arbitrator in accordance with the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof for the time being in force.

IT IS FURTHER AGREED that such covenants shall remain in force until such time as the Airport Company shall notify the Transferee or its successors in title that restrictions on the erection of buildings or structures are no longer required for the benefit of Southend Airport or until Southend Airport ceases to be operational whichever shall be the sooner."

End of register

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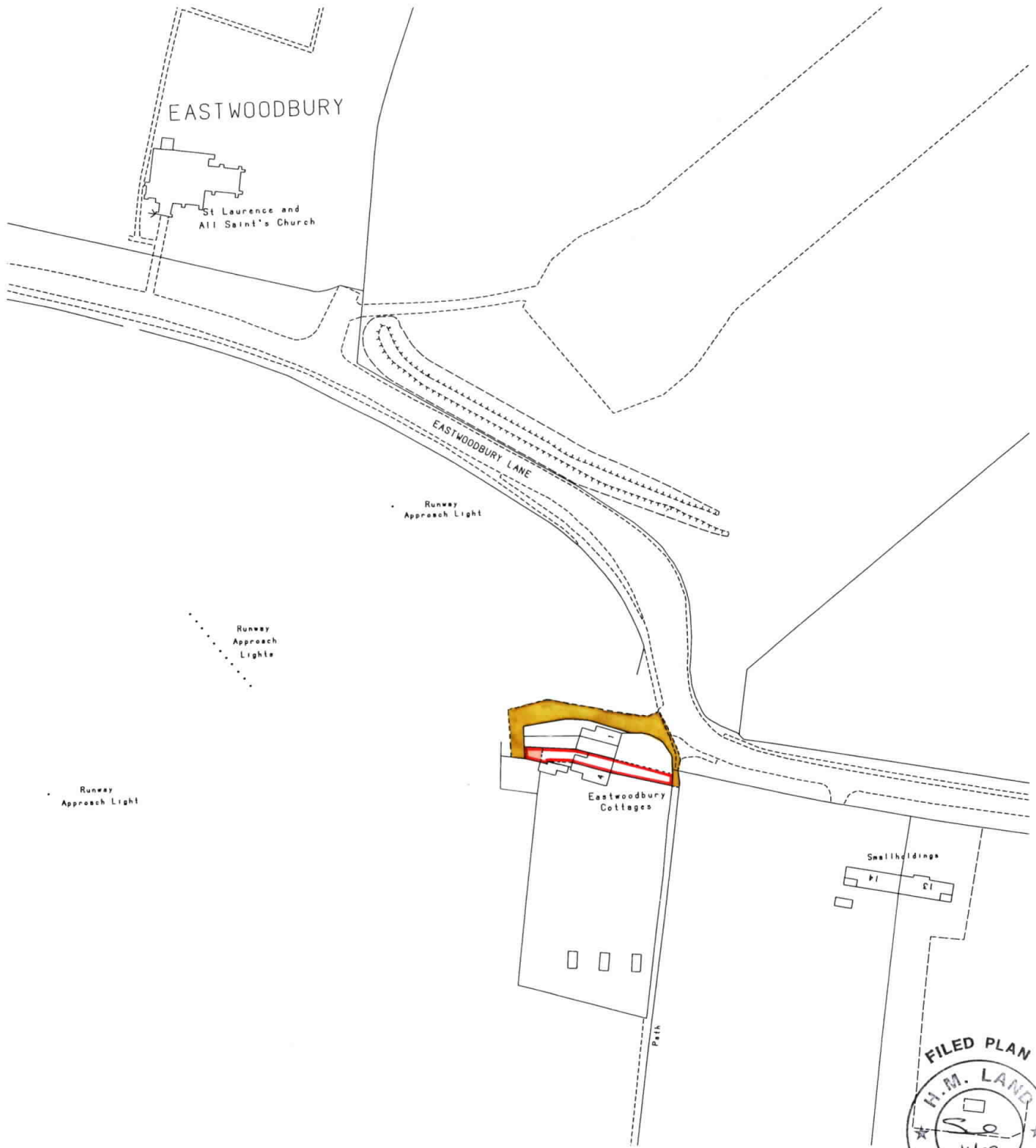
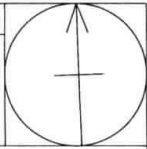
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H.M. LAND REGISTRY		TITLE NUMBER	
		<b>EX604152</b>	
ORDNANCE SURVEY PLAN REFERENCE	T08688	SECTION	Scale 1/1250
ADMINISTRATIVE AREA : SOUTHEND-ON-SEA		© Crown Copyright 1997	



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# Official copy of register of title

Title number EX683340

Edition date 07.09.2021

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- Issued on 01 Aug 2024.
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- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title.

ESSEX : ROCHFORD

- 1 (21.12.1995) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land on the west side of Southend Road, Rochford.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (06.10.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of Stretton Green Distribution Park, Langford Way, Appleton, Warrington, Cheshire WA4 4TZ.
- 2 (06.10.2011) The price stated to have been paid on 30 September 2011 for the land in this title and in EX468707 was £930,000.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.  
  
NOTE: Charge reference EX3937.
- 2 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

## End of register

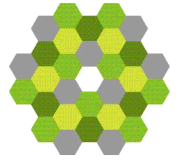
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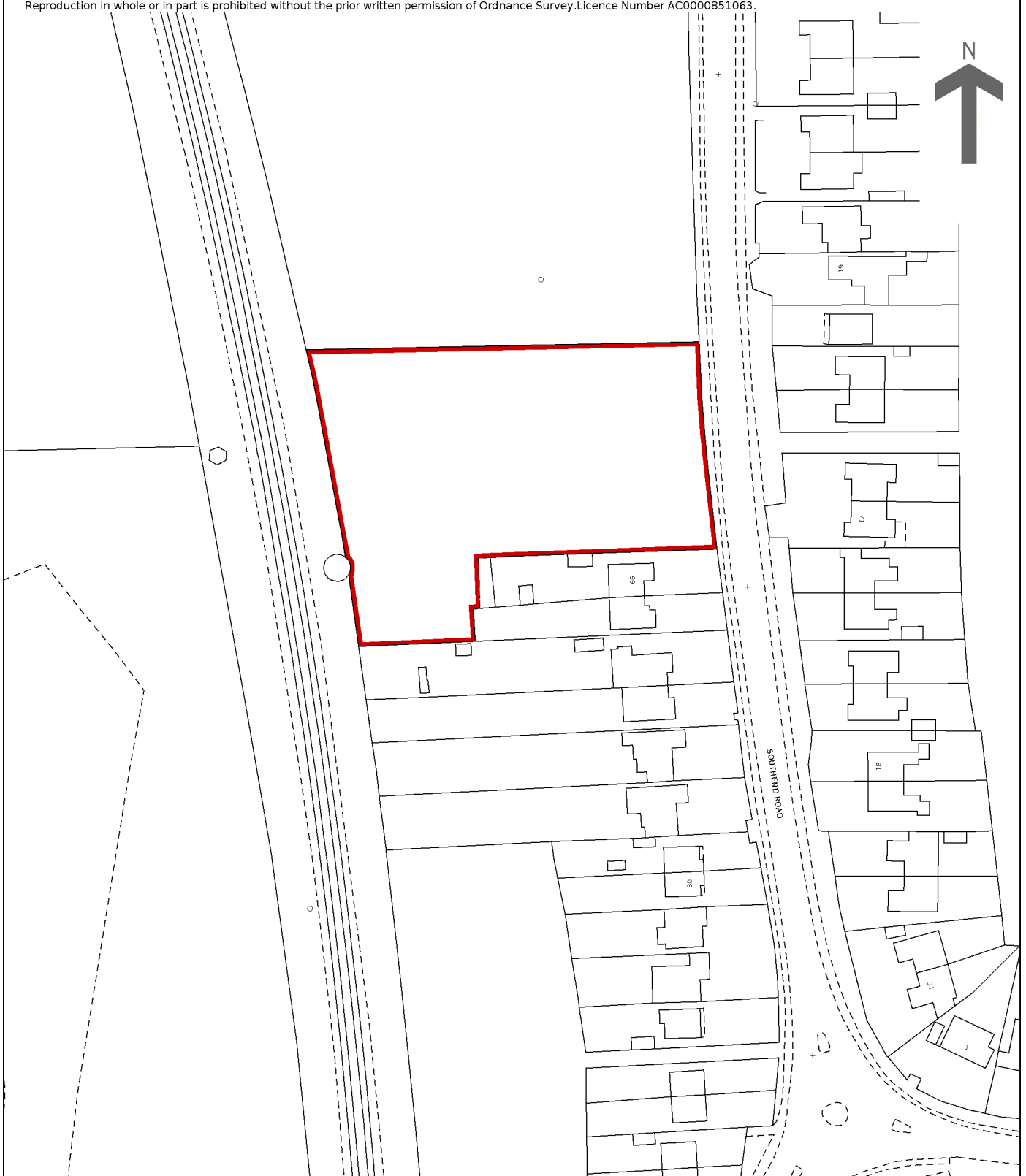
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# Official copy of register of title

Title number EX216541

Edition date 07.09.2021

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- Issued on 01 Aug 2024.
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- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title. Except as mentioned below, the title includes any legal easements granted by the registered lease but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

ESSEX : ROCHFORD

- 1 (28.12.1978) The Leasehold land shown edged with red on the plan of the above Title filed at the Registry. Short particulars of the land and of the lease under which the land is held is contained in the Property Register Schedule hereto.
- 2 (28.12.1978) There are excepted from the effect of registration all estates, rights, interests, powers and remedies arising upon, or by reason of, any dealing made in breach of the prohibition or restriction against dealings therewith inter vivos contained in the leases referred to in the Property Register Schedule hereto.
- 3 Unless otherwise mentioned the title includes any legal easements granted by the registered lease(s) but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

## Schedule of short particulars of the land and of the leases under which the land is held

- 1 Property description: land lying to the east of Aviation Way,  
Southend-on-Sea  
Date of lease : 20 March 1971  
Parties : (1) The Mayor Aldermen and Burgesses of the  
County  
Borough of Southend-on-Sea  
(2) Southend-on-Sea Light Aviation Centre Limited  
Term : 23 years from 1 July 1970  
Rent : As therein mentioned  
Lessor's title : EX476164  
NOTE: The right of way over the access road granted by the above  
mentioned Lease is included in the registration only so far as such  
road falls within title EX30589

Title number EX216541

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (15.10.2008) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 2881745) of Southend Airport, Southend-On-Sea SS2 6YF.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.  
  
NOTE: Charge reference EX3937.
- 2 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

End of register

**These are the notes referred to on the following official copy**

The electronic official copy of the title plan follows this message.

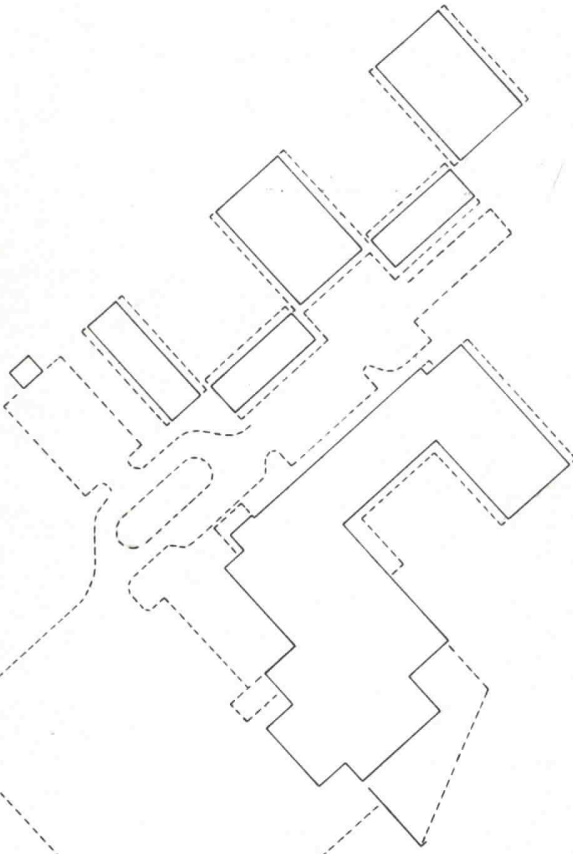
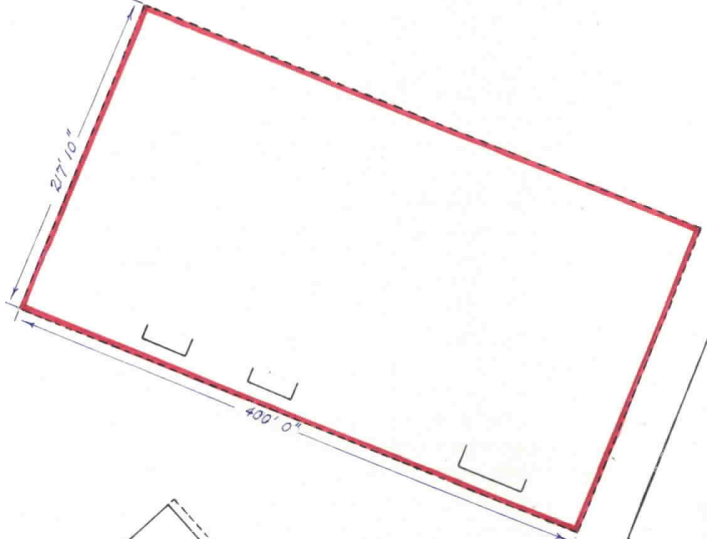
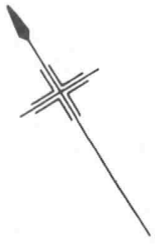
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H.M. LAND REGISTRY		TITLE NUMBER	
		<del>EX 213743</del> <b>EX 216541</b>	
ORDNANCE SURVEY PLAN REFERENCE	TQ 8689 A	Scale 1/1250	
COUNTY	ESSEX	DISTRICT	ROCHFORD
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AVIATION  
WAY



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# Official copy of register of title

Title number EX515913

Edition date 08.03.2023

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- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title. Except as mentioned below, the title includes any legal easements granted by the registered lease but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

ESSEX : ROCHFORD  
SOUTHEND-ON-SEA

- 1 (12.05.1994) The Leasehold land shown edged with red on the plan of the above Title filed at the Registry and being Southend Airport, Eastwoodbury Crescent, Southend-on-Sea.
- 2 (12.05.1994) Short particulars of the lease(s) (or under-lease(s)) under which the land is held:  
Date : 30 March 1994  
Term : 150 years from 31 March 1994  
Rent : As therein mentioned  
Parties : (1) Southend Borough Council Airport Limited  
(2) London Southend Airport Company Limited  
NOTE: The lease comprises also other land.
- 3 (12.05.1994) There are excepted from the effect of registration all estates, rights, interests, powers and remedies arising upon, or by reason of, any dealing made in breach of the prohibition or restriction against dealings therewith inter vivos contained in the Lease.
- 4 As to the part edged and lettered X in green. Lease determined. Register closed.
- 5 (27.06.1996) As to the part edged and lettered Y in green. Lease determined. Register closed.
- 6 (27.06.1996) By a Deed dated 19 April 1996 made between (1) Southend-on-Sea Borough Council and (2) London Southend Airport Company Limited the terms of the registered lease were varied.  
  
*NOTE: Copy filed.*
- 7 Unless otherwise mentioned the title includes any legal easements granted by the registered lease(s) but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

## A: Property Register continued

- 8 (10.12.2009) As to edged and letterd Z in green. Lease determined. Register closed.
- 9 (26.07.2012) By a Deed dated 20 June 2012 made between (1) Southend Borough Council and (2) London Southend Airport Company Limited the terms of the registered lease were varied.
- NOTE:-Copy Deed filed.*
- 10 The landlord's title is registered.
- 11 (01.08.2017) The edged and numbered 11 in yellow on the title plan is no longer of any significance and should be ignored since the entry in the register which gave rise to this reference has been cancelled.
- 12 (19.03.2018) By a Deed dated 27 February 2018 made between (1) Southend-on-Sea Borough Council and (2) London Southend Airport Company Limited the terms of the registered lease were varied.
- NOTE:-Copy Deed filed.*
- 13 (19.03.2018) The land has the benefit of any legal easements reserved by a Deed dated 27 February 2018 made between (1) London Southend Airport Company Limited and (2) Thames Gateway Airport Limited but is subject to any rights that are granted by the said deed and affect the registered land.
- NOTE: Copy filed.*
- 14 (26.03.2018) The land edged and numbered in green on the title plan has been removed from this title and registered under the title number or numbers shown in green on the said plan.
- 15 (23.06.2021) The reference edged and numbered 7 in yellow on the title plan is no longer of any significance and should be ignored since the entry in the register which gave rise to this reference has been cancelled.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (12.05.1994) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 2881745) of 20 Black Friars Lane, London EC4V 6EB.
- 2 (21.11.1997) RESTRICTION:-Except under an order of the Registrar no Transfer of the land tinted brown on the filed plan is to be registered unless a certificate by the Solicitor to the proprietor of Title Number EX554108 is furnished confirming that there has been delivered by the Transferee a direct covenant in accordance with Clauses 7.7 and 7.8 of the Transfer dated 19 April 1996 referred to in the Charges Register.
- 3 (19.05.2011) RESTRICTION: No disposition of the registered estate (other than a charge) by the proprietor of the registered estate or by the proprietor of any registered charge, not being a charge registered before the entry of this restriction is to be registered without a certificate signed by a conveyancer that the provisions of clause 19.3 of a licence dated 3 May 2011 made between (1) Parochial Church Council of St Laurence & All Saints and (2) London Southend Airport Company Limited have been complied with or did not apply.
- 4 (08.03.2023) RESTRICTION: No disposition of the registered estate by the proprietor of the registered estate is to be registered without a written consent signed by the proprietor for the time being of the Charge dated 6 March 2023 in favour of Glas Trust Corporation Limited referred to in the Charges Register or their conveyancer.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (12.05.1994) The parts of the land affected thereby are subject to the Leases set out in the Schedule of Leases hereto.

The Leases grant and reserve easements as therein mentioned.

NOTE 1: Each Lease is referenced by edging and numbering in yellow on the title plan unless otherwise stated in the Schedule of Leases.

NOTE 2: In addition, certain leases grant the exclusive use of the car parking areas as more particularly described in the schedule of leases.

NOTE 3: In addition, certain leases grant the exclusive use of the aircraft parking areas as more particularly described in the schedule of leases.

- 2 (12.05.1994) The parts of the land affected thereby are subject to the following rights granted by a Deed dated 10 February 1992 made between (1) Southend Borough Council Airport Limited (Grantor) and (2) Essex Water PLC (Company):-

"1. THE GRANTOR hereby grants and conveys UNTO the Company its successors and assigns the right and easement at any time and from time to time to construct maintain replace alter use enlarge and inspect in under or upon the strip of land (hereinafter called "the strip of land") having for the most part a uniform width of two metres and a width of three metres around a fire hydrant (situate at Aviation Way Southend-on-Sea in the County of Essex) which strip of land is shown on the plan attached hereto and thereon coloured pink a line or lines of pipes and electric cables with or without ducts together with all such valve boxes hydrant boxes inspection chambers cocks sluices washouts valves stopcocks junctions cathodic protection cables and other apparatus as the Company may think fit and all necessary or convenient markers indicating the position of the said pipes and cables (all of which are hereinafter called "the said works and apparatus") Together with the natural right of support heretofore enjoyed by the strip of land TO HOLD unto the Company in fee simple Subject as hereinafter appears

2. THE COMPANY its agents contractors servants and workmen shall be entitled to enter upon and open up the strip of land and to pass and repass with or without vehicles and appliances (howsoever drawn or propelled) over and along the strip of land and over the adjoining land of the Grantor (if necessary) for the purpose of the exercise of the rights and easements hereby granted but save as aforesaid neither the strip of land nor any part of the said adjoining land shall be used as a road or right of way

3. THE COMPANY to the intent and so as to bind (so far as practicable) the rights and easements hereby granted into whosoever hands the same may come and to benefit and protect the strip of land and every part thereof but not so as to render the Company liable in damages for any breach of covenant committed after it shall have parted with all interest in such rights and easements hereby covenants with the Grantor at all times hereafter to observe perform and be bound by the restrictions and stipulations set out in the First Schedule hereto

THE FIRST SCHEDULE above referred to

Restrictions and stipulations to be observed

and performed by the Company

1. The Company shall in all respects comply so far as applicable with the provisions of the Essex Water Acts and Orders 1861 to 1986 and with the provisions of the Water Acts 1945 to 1989 and any statutory modifications or re-enactments thereof

2. In exercising the rights and easements hereby granted the Company shall not unreasonably obstruct or interfere with the user of the surface of the strip of land nor cause further than is reasonably necessary any damage or injury thereto



### C: Charges Register continued

3. The Company shall so far as reasonably practicable make good any damage or injury occasioned by or by reason of such exercise to the land of the Grantor and to hedges fences gates drainage systems ditches and watercourses and shall restore the strip of land as nearly as practicable to the original level and condition to the reasonable satisfaction of the Grantor

4. The Company shall make full compensation to the Grantor or its tenants in respect of any damage or injury occasioned by or by reason of such exercise in so far as the same shall not have been made good as aforesaid

5. No pipe or electric cable shall be laid by the Company in the strip of land having a depth of cover of less than 1 metre measured from the surface of the ground

6. No works or apparatus (other than markers) constructed or placed by the Company in under or upon the strip of land shall be raised more than 10 centimetres above the surface of the ground without the written consent of the Grantor

7. The Company shall so far as reasonably practicable and so long as the said works and apparatus are used for or in connection with the supply of water keep the said works and apparatus in proper repair and condition and upon abandonment of the said works or apparatus or any part thereof (notification whereof shall be given to the Grantor by the Company) shall render and keep them safe

8. The Company shall keep the Grantor indemnified against all actions claims or demands arising by reason of the exercise of the right and easements hereby granted or of any failure to keep the said works and apparatus in proper repair and condition as aforesaid (except any such actions claims or demands as may be occasioned by the default or wrongful act of the Grantor its servants or agents) Provided that the Grantor shall not settle or compromise any such action claim or demand as is referred to in this paragraph without the consent of the Company

9. The Company shall pay all rates and taxes which may be imposed in respect of the said works and apparatus or the rights and easements hereby granted

10. The Company shall not be required or entitled to fence off the strip of land from the adjoining property of the Grantor

.....  
..

IT is agreed and declared that the rights granted by this Deed shall be exercisable only if their subject matter shall come into existence within a period of eighty years from the date hereof which period shall be the perpetuity period applicable to this Deed"

NOTE: The strip of land coloured pink referred to is tinted yellow on the title plan so far as it falls within this title.

3 (12.05.1994) The Deed dated 10 February 1992 referred to above contains the following covenants:-

"THE GRANTOR to the intent and so as to bind (so far as practicable) the strip of land and every part thereof into whosoever hands it may come and to benefit and protect the rights and easements hereby granted but not so as to render the Grantor personally liable in damages for any breach of covenant committed after it shall have parted with all interest in the strip of land hereby covenants with the Company that at all times it will hereafter observe perform and be bound by the restrictions and stipulations set out in the Second Schedule hereto

THE SECOND SCHEDULE above referred to  
Restrictions and stipulations to be observed  
and performed by the Grantor

## C: Charges Register continued

1. The surface of the strip of land shall not be lowered nor shall the surface be raised by more than thirty centimetres above the existing level thereof otherwise than with the consent in writing of the Company and the subsoil of the strip of land shall not be disturbed so as to interfere with the right of support hereby granted

2. Nothing shall be built erected constructed laid or placed planted or grown in under or upon the strip of land which would render the exercise of the rights and easements hereby granted or any of them substantially more difficult or costly nor shall anything be done or permitted to be done on the strip of land which is likely to cause any damage or injury to the said works and apparatus Provided that nothing in this paragraph shall prevent the Grantor from installing necessary services under the supervision of the Company not causing interference or obstruction of the strip of land or material reduction in the depth of soil

3. Within twenty eight days of any transfer or conveyance of the strip of land the Grantor shall give written notification to the Company of the name and address of the person or company to whom the strip of land has been conveyed"

NOTE: The "strip of land" referred to is tinted yellow on the title plan so far as it falls within this title.

4 A Transfer of the freehold estate in the land edged and lettered Y in green on the title plan dated 19 April 1996 made between (1) Southend-on-Sea Borough Council (Transferors) (2) Sears Property Developments Limited (3) IBIS (322) Limited (Transferee) and (4) London Southend Airport Company Limited (Airport Company) as varied by a Deed dated 11 November 1997 made between (1) Sears Property Developments Limited (2) Southend-on-Sea Borough Council and (3) London Southend Airport Company Limited contains the following covenant by the Transferor:-

"The Transferor and the Airport Company covenant for the benefit of the Property, and to bind the Retained Land that they and their respective successors in title and assigns will observe and perform the covenants set out in part 2 of Schedule 3 at all times after the date of this deed.

### Schedule 3

#### Restrictive Covenants Imposed

##### Part 2 - Covenants affecting the Retained Land

1. Not to lay or permit to be laid any New Conducting Media lengthways, in, under, or over or along any estate road and footpaths on the Access Land.

2. Not to cause or permit Runway 15/33 as shown on the Plan No 2 to be used for the taking off or landing of aircraft.

3. Save as otherwise varied (to include the release of any continuing condition) by any subsequent planning permission or other consent whether granted by the relevant local planning authority of the Secretary of State on appeal not to use or permit to be used or created any additional or other vehicular access between the Retained Land and the Harp House roundabout via the Access Land in so far only as shall be necessary as to prevent the Transferee (including its successors and those claiming through or under any of them) being in breach of any of the planning conditions described in clause 7.5.2 and for the avoidance of doubt it is declared and agreed that the existing accesses from the Retained Land on to the Harp House roundabout via the Access Land as shown on the Title Plan shall not be affected by this paragraph 3."

NOTE 1: The planning permissions referred to are condition 3 or condition 4 or condition 5 of the planning permissions issued by the Council on 9 October 1996 under references SOS/96/0567 and SOS/96/0568 and any equivalent conditions that may be imposed under any existing or future planning permissions relating to the Property or the Access Land

## C: Charges Register continued

referred to.

NOTE 2: The property referred to is the land edged and lettered Y in green on the title plan. The Retained Land referred to is the land in this title. The New Conducting Media referred to means any new conduits or media used for the passage or transmission of Utilities constructed in, on, under or over the Property or the Access Land during the Perpetuity Period including the new or existing conduits or media shown on the Services Plan. The Access Land coloured yellow referred to is tinted brown on the title plan. The runway 15/33 referred to is shown on the title plan.

NOTE 3: Copy plan filed under EX503626.

- 5 The land is subject to the following rights granted by the Transfer dated 19 April 1996 as amended by the Deed dated 11 November 1997 referred to above:

"The Transfer is made together with the Airport Company grants to the Transferee for the benefit of the Property the benefit of the rights, easement and other matters over the Retained Land set out in Schedule 1.

### Schedule 1

#### Rights Granted

##### 1. RIGHTS OF ACCESS

###### 1.1 Use of Roads and Pavements

The right, in common with the owners and lessees for the time being of the Retained Land, and all others authorised by them, at all times and for all purposes with or without vehicles to pass and repass over and along the estate road (on foot only) over and along the footpaths situate on the Access Land (but excluding the area shown hatched black on Plan No. 1).

###### 1.2 Access for construction

The right, on reasonable prior written notice given to the Transferor and the Airport Company (or their respective successors in title and assigns) to enter on to the Access Land and such other parts of the Retained Land as may be necessary with workmen, plant and materials to construct the estate road and footpaths pursuant to the Transferee's covenant contained in Schedule 4 to this Transfer.

###### 1.3 Access to erect fencing

The right, on reasonable prior written notice given to the Transferor and the airport Company (or their respective successors in title and assigns) to enter on to the Access Land and such other parts of the Retained Land as may be necessary with workmen, plant and materials to erect the perimeter fence pursuant to the Transferee's covenant contained in Schedule 4 to this Transfer.

###### 1.4 Access to lay New Conducting Media

The right at any time with or without workmen and appliances to enter into and upon such part of parts of the Access Land as may be necessary for the purpose of constructing and laying New Conducting Media for the supply of all Utilities in under or over the footpath within the Access land which is immediately adjacent to the Property ("the said footpath") and of connecting them to the Conducting Media or New Conducting Media constructed and laid in under or on the Property or serving the Retained Land.

###### 1.5 Rights to repair

1.5.1 The rights (ancillary to the right of way under paragraph 1.1. of this schedule) to enter on the Access Land and such other parts of the Retained Land as shall be necessary with workmen and equipment for the purposes of repairing and maintaining the estate road and footpaths

## C: Charges Register continued

referred to Provided always that the security of the Retained Land shall be preserved and any damage caused to the Retained Land shall be made good as soon as reasonably practicable and Provided further that (except in emergency) such rights shall only be exercisable if the Airport Company and the Transferor or their respective successors in title or assigns shall default in complying with the covenant respectively contained in Clause 7.1(a) and Clause 7.3.1 of the Transfer.

1.5.2 The rights (ancillary to the right to use Utilities under paragraph 2 of this schedule) to enter on to the Access Land with workmen and equipment for the purposes of maintaining repairing and cleaning New Conducting Media under the said footpath.

1.5.3 The right to enter on to as much of the Retained Land as shall be necessary and carry out any works required to discharge the obligations to repair the fences and security barriers referred to in clause 7.5.2 of this Transfer in so far as the Airport Company fails to do so in accordance with the covenants set out in that clause and or insofar as the Council fails to do so in accordance with the covenants set out in clause 7.3.1 of this Transfer PROVIDED THAT the rights set out in this paragraph 1.5.3 shall only be exercise where:-

(a) the relevant local planning authority serves or threatens to serve a breach of condition notice on the Transferee or commences or threatens to commence any other enforcement action in respect of any of the planning conditions described in clause 7.5.2;

(b) the Transferee has served a written notice on the Airport Company (or the Council where appropriate) together with a copy of the said breach of condition notice or other notice in respect of any other enforcement action (or threat) requesting the Airport Company (or the Council where appropriate) to comply with the terms of such notice; and

(c) the Airport Company (or the Council where appropriate) has failed to comply with the terms of the said breach of condition notice or other such notice or proposed notice within a reasonable time from the date of receipt;

PROVIDED FURTHER THAT:-

(a) if any such breach of condition notice or enforcement action shall impose any immediate restriction on the use of the Property or immediate penalty or fine on the Transferee or any other use or occupier of any part of the Property then the Transferee shall be entitled to exercise the rights under this paragraph 1.5.3 within two Working Days of serving notice to that effect on the Airport Company and the Council (unless either of them commences the relevant works within the intervening period and diligently proceeds to carry them out and complete them);

(b) the rights contained in this paragraph 1.5.3 shall cease and determine to the extent that and in the event that such fences and barriers as are the subject of such planning conditions are removed with the consent of the relevant local planning authority and the relevant planning conditions are released and a copy of the relevant permission authorising such approval and release has first been provided to the Transferee in which case both parties shall forthwith endorse a suitable memorandum upon the original and counterpart of this deed confirming that such rights have ceased and determined (as and to the extent appropriate).

### 2. RIGHTS FOR UTILITIES

The rights of uninterrupted passage and running of Utilities from and to the Property through all New Conducting Media in under or over the said footpath together with the right to enter into and upon the Access Land whenever necessary for the purposes of inspection provided that the Transferee and its successors shall be entitled to the exclusive use of any New Conducting Media to be connected comply with the criteria set out in the provisos in paragraph 3 of Schedule 2 or are laid under the provisos to paragraph 1 of Schedule 2.

## C: Charges Register continued

### 3. PROVISOS

3.1 The rights of way and the ancillary rights to repair any part of the estate road and footpath under paragraph 1 of this schedule shall:-

3.1.1 not to be exercisable until that part of the carriageway of the estate road and/or the footpath has been completed to base course level.

3.1.3 cease to be exercisable in respect of that part of the carriageway of the estate road and/or the footpath that is highway maintainable at public expense.

3.2 The rights under this schedule shall:-

3.2.1 not to be exercised in such a manner as to prevent or interfere with or delay construction of the estate road and footpaths on the Access Land or any New Conducting Media under in or over it or (if applicable) their adoption for maintenance at public expense; and

3.2.2 be subject to giving all relevant notices to and to the requirements of any relevant authority or statutory undertaker and in particular to the provisions of any agreement providing such for adoption.

3.3 The rights to use New Conducting Media and the ancillary rights under this schedule shall:-

3.3.1 cease to be exercisable in respect of any sewers adopted by any relevant authority as public sewers maintainable at public expense; and

3.3.2 not be exercisable in respect of any other Conducting Media or New Conducting Media belonging to or controlled by any other statutory undertaker or public authority.

3.4 The rights of entry to carry out any work on the Retained Land under this schedule shall be subject to the person so entering:-

3.4.1 causing as little inconvenience to the owners and occupiers for the time being of the Retained land as reasonably practicable; and

3.4.2 making good any damage caused to the Retained Land caused by the exercise of the rights to the reasonable satisfaction of the owners and occupiers of the Retained Land.

### Schedule 4

#### Positive Covenants Imposed on the Transferee

##### 1. TO CONSTRUCT ESTATE ROADS AND PATHS

Not later than eighteen months from the date on which the Transferee has obtained all necessary consents (which the Transferee shall use best commercial endeavours to obtain as soon as reasonably practicable) and has been given access to the Access Land to construct an estate road and footpath to adoption standards on the Access Land having a carriageway 7.3 metres wide together with a footway at least 2 metres wide on each side such works to be carried out in accordance with the requirements of the planning and highway authorities and to be carried out to the reasonable satisfaction of the Transferor in its capacity as owner of the Retained Land and of the Airport Company and in accordance with a detailed specification previously approved of in writing by the Transferor and the Airport Company (such approval not to be unreasonably withheld).

##### 2. TO ERECT FENCING AND BARRIERS

Not later than eighteen months from the date on which the Transferee has obtained all necessary consents (which the Transferee shall use its best commercial endeavours to obtain as soon as reasonably practicable) and has been given access to the Access Land and after using reasonable

## C: Charges Register continued

commercial endeavours to obtain estimates from more than one contractor to erect to the reasonable satisfaction of the Airport Company and at the cost of the Airport Company:

2.1 fences in the positions marked with a broken green line between the points marked "A" and "B" and a broken and dotted red line on Plan No. 1 to specifications agreed in writing between the Airport Company and the Transferee;

2.2 barriers between the points shown on Plan No. 1 of a type and in a position previously approved in writing by the Airport Company.

### 7.1 Airport Company's Obligations

The Airport Company covenants with the Transferee for the benefit of the Property and to bind the Retained Land that the Airport Company and its assigns shall:

(a) maintain, cleanse, repair and renew the estate road and footpaths constructed on the Access Land and (if applicable) any lighting serving the same.

The Transferor covenants with the Transferee for the benefit of the Property and to bind the Retained Land that:

7.3.1 upon the expiry or earlier determination of the Airport Lease or if the Airport Company or its assigns (having received written notice from the Transferee requiring compliance with its obligations ( a copy of which notice shall be sent to the Transferor) fails to discharge the obligations under Clause 7.1(a) and Clause 7.5.2 the Transferor and the Transferor's successors in title to the Retained Land shall observe and perform the covenant set out in Clause 7.1(a) and Clause 7.5.2 of the Transfer.

The Airport Company further covenants that:

7.5.2 for the benefit of the Property and to bind the Retained Land (and subject to the provisions of clause 7.9) that they and their assigns will maintain and keep in good repair the fences and security barriers to be erected by the Transferee pursuant to the covenant contained in paragraph 2 of Schedule 4 to this Transfer but in so far only as shall be necessary to prevent the Transferee (including its successors and those claiming through or under any of them) being in breach of condition 3 or condition 4 or condition 5 of the planning permissions issued by the Council on 9 October 1996 under references SOS/96.057 and SOS/96/0568 and any equivalent conditions that may be imposed under any existing or future planning permissions relating to the Property or the Access Land."

NOTE 1: The Access Road coloured yellow referred to is tinted brown on the filed plan and the area hatched black is tinted mauve on the filed plan. The broken green line between points A and B is shown by a brown broken line on the filed plan. The broken and dotted red line on Plan No. 1 is shown by a blue broken line on the filed plan. The barriers have been reproduced on the filed plan

NOTE 2: The "New Conducting Media" referred to means any new conduits or media used for the passage or transmission of the utilities constructed in, on, under or over the property or the Access Land during the Perpetuity Period and including the new or existing conduits or media shown on the Services Plan

NOTE 3: The following are details of the provisos contained in Paragraph 3 of Schedule 2 and Paragraph 1 of Schedule 2 referred to above:-

"3. PROVISOS

3.1 The rights under paragraphs 1 and 2 of this Schedule 2 shall be subject to:

3.1.1 a proviso that no connection with any Conducting Media or New Conducting Media that replace Conducting Media which benefit the

## C: Charges Register continued

Retained Land shall be made unless the owner for the time being of the Property is satisfied that there is sufficient capacity to take such new connection unless the person exercising the right shall pay the costs of increasing the capacity;

3.1.2 a proviso that the works will cause no interruption to the provision of Utilities;

3.1.3 giving all relevant notices to and to the requirements of any relevant authority or statutory undertaker and in particular to the provisions of the any agreement providing for adoption of such Conducting Media or New Conducting Media;

3.1.4 the person entering the Property causing as little inconvenience to the owners and occupiers for time being of the Property as reasonable and making good any damage caused to the Property caused by the exercise of the rights to the reasonable satisfaction of the owners and occupiers of the Property;

3.2 The ancillary rights under paragraphs 1 and 2 of this Schedule shall only be exercisable if and to the extent that the Conducting Media or New Conducting Media have not been duly repaired and maintained and due opportunity have been given from the Transferee or its successors to carry out any relevant works and accordingly shall:-

3.2.1 be subject to the person wishing to exercise the right giving the Transferee or its successors at least 28 days (except in unforeseen emergency) prior notice of its intention to carry out the relevant works specifying the nature and extent of the works and the programme for carrying them out;

3.2.2 not be exercised if the Transferee or such successor gives such person counter-notice within 14 days of receiving such notice that it will carry out or procure the carrying out of the relevant works within a reasonable period of time unless the Transferee or such successor then fails to do so.

provided that:-

1.1 The Transferee or other the owner for the time being of the Property may, on giving reasonable prior written notice to the Transferor or the owner for the time being of the Retained Land and to the Retained Land and to the Airport Company or its assigns, divert any Conducting Media or New Conducting Media to a new location in over or under the Property or the said footpath;

1.2 details of any such diversion are given to the Transferor or the owner for the time being of the Retained Land and to the Airport Company or its assigns for their prior written approval which approval shall not be unreasonably withheld or delayed if the Transferor or the owner for the time being of the Retained Land and the Airport Company or its assigns are properly satisfied that the replacement Conducting Media will be of no less capacity and that the works will cause no interruption to the provision of Utilities;

1.3 the Transferee or the owner for the owner for the time being of the Property provides adequate written indemnities against any losses, claims, demands or any other expenses made against or suffered by the Transferor or the owner for the time being of the Retained Land or the Airport Company or its assigns as a result of the carrying out of such works or the temporary suspension of any of the Utilities Provided always that if so required by the Transferee or the owner for the time being of the Property considers to be spurious shall be defended under the direction of and at the cost of the Transferee or the owner for the time being of the Property."

*NOTE 4: Copy Plan filed under EX503626.*

6 (04.07.2000) The parts of the land affected thereby are subject to the following rights granted by a Deed dated 4 April 2000 made between (1) London Southend Airport Company Limited (the Owner) and (2) Robert Leonard Estates Limited (the Grantee):-

## C: Charges Register continued

.....  
..

"2. Grant the Owner grants so far as he is able to the Rights to the Grantee.

3. The Owner's Obligations 3.1 The Owner for himself and his successors in title covenants with the Grantee for the benefit of the Grantee's Land in relation to the Owner's Land and the Rights subject to payment by the Grantee of monies due pursuant to the terms of this Deed to take reasonable steps to maintain the electrical installation on the Owner's Land and to maintain and manage the supply of electricity therefrom.

4. The Grantee's Obligations 4.1 The Grantee for himself and his successors in title covenants with the Owner for the benefit of the Owner's Land to observe and perform the following stipulations and restrictions in relation to the Grantee's Land:

(a) to be responsible for and if necessary to pay the Owner the costs of installation of the electricity supply in question.

(b) to pay to the Owner within fourteen days of written demand the cost of the supply of electricity at a rate which the Grantee would otherwise be expected to pay to a statutory undertaker if the supply had been derived from that source.

(c) to pay to the Owner within seven days of written demand a reasonable proportion of the costs incurred or to be incurred by the Owner in maintaining the electricity network of which the supply herein is part.

### 5. Indemnity

5.1 the Grantee covenants with the Owner to keep the Owner indemnified from and against any loss damage or liability suffered by the Owner in the exercise of the Rights.

### 6. Option to Determine

6.1 The Owner may at any time on giving to the Grantee not less than 6 months' prior written notice to determine this Deed and the Rights and upon the expiry of such notice this agreement shall be at an end but without prejudice to the rights and remedies of either party in respect of any antecedent breach of covenant.

### 7. Exclusion of Liability

7.1 The Owner shall not be under any liability for or in respect of any loss death injury damage nuisance annoyance or inconvenience which may be caused by reason of any stoppage failure or defect in the supply of electricity or by any reason or act neglect omission or default on the part of the Owner or any servant agent or licensee of the Owner.

### The Rights

1. The Right to lay an electricity cable under the Owner's Land along the route marked with a blue line on the Plan and afterwards to draw electricity along the cable."

NOTE 1: The Grantee's Land referred to known as Plot 17 Aviation Way, Rochford. The Owner's Land referred to purports to be pursuant to the Lease dated 30 March 1994

NOTE 2: Copy plan filed under EX487451.

7 (20.08.2007) By a Deed dated 15 June 2007 made between (1) London Southend Airport Company Limited and (2) Aviation Component Repair Services Limited the terms of the lease dated 4 April 1990 referred to in the schedule of leases hereto were varied.

NOTE: Copy Deed filed under EX424109.

8 (17.07.2009) By a Deed dated 16 July 2009 made between (1) London



## C: Charges Register continued

Southend Airport Company Limited and (2) Ipeco Holdings Limited the terms of the lease dated 11 August 1980 of land on the south west side of Aviation Road referred to in the schedule of leases hereto were varied.

*NOTE: Copy Deed filed under EX325173.*

- 9 (22.02.2010) The land is subject to the rights granted in a Deed dated 19 November 2009 made between (1) Southend on Sea Borough Council (2) Network Rail Infrastructure Limited and (3) London Southend Airport Company Limited.

*NOTE: Copy filed.*

- 10 (19.06.2013) A lease dated 22 November 2012 of the land shown edged red on plan 2 attached thereto in favour of VVB Aviation Services Limited for a term from 17 November 2011 until 16 November 2017

*NOTE: Copy filed.*

- 11 (08.09.2016) By a Deed dated 26 August 2016 made between (1) London Southend Airport Company Limited and (2) International Airport Visual and Navigational Aids Limited the terms of the lease dated 5 January 1995 of land and buildings lying to the south west of Aviation Way referred to in the schedule of leases hereto were varied.

*NOTE: Copy Deed filed under EX543544.*

- 12 (08.12.2016) The parts of the land affected thereby are subject to the rights granted by a Lease of Bay 4 ATEL Hanger dated 28 November 2016 referred to in the schedule of leases hereto.

*NOTE: Copy lease filed under EX947154 .*

- 13 The parts of the land thereby affected are subject to the rights granted by a Lease of an electricity substation dated 25 May 2012 made between (1) London Southend Airport Company Limited and (2) Eastern Power Networks PLC.

The said deed also contains restrictive covenants by the landlord.

*NOTE: Copy lease filed under EX879554.*

- 14 (06.07.2018) The parts of the land affected thereby are subject to the rights granted by a Lease of part of North Hangar dated 31 January 2018 made between (1) London Southend Airport Company Limited and (2) Casemasters Limited for a term of 2 years from and including 31 January 2018 unless terminated earlier pursuant to a tenant Break Notice and thereafter until terminated in accordance with its terms

*NOTE: Copy lease filed.*

- 15 (12.05.2020) By a Deed dated 24 April 2020 made between (1) London Southend Airport Company Limited and (2) Oak Manor Properties Limited the terms of the lease dated 28 November 2016 of Bay 4, Atel Hanger referred to in the schedule of leases hereto were varied.

*NOTE: Copy Deed filed.*

- 16 (23.03.2022) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

*NOTE: Charge reference EX515913.*

- 17 (23.03.2022) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, London EC4M 7JW.

- 18 (08.03.2023) REGISTERED CHARGE dated 6 March 2023 affecting also title EX880489.

- 19 (08.03.2023) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1 West, London EC4M 7JW.

## Schedule of notices of leases

	Registration date and plan ref.	Property description	Date of lease and term	Lessee's title
1	12.05.1994 3	Land on the South West side of Aviation Way	11.08.1980 74 years from 1.1.1980	EX325173
	NOTE 1: The Lease dated 12 May 1975 made between (1) The Southend-on-Sea Borough Council and (2) Industrial Precision Equipment (Southend) Limited referred to is now determined			
	NOTE 2: See entry in the Charges Register relating to a Deed of variation dated 16 July 2009			
2	12.05.1994 4 (NSE)	Land and buildings on the East side of Aviation Way	26.01.1981 80 years from 7.10.1980	EX241451
3	12.05.1994 5	Land lying to the South of Aviation Way	10.01.1985 125 years from 01.10.1984	EX313408
	NOTE: By two Deeds, one dated 11 January 1985 and the other dated 1 June 1985, both made between (1) The Southend-on-Sea Borough Council and (2) The Barking Estates Limited the terms of the lease were varied.			
	NOTE 2: Copy filed under EX313408.			
4	12.05.1994 6	Aviation House, Aviation Way	04.04.1990 99 years from 25.9.1989	EX424109
	NOTE: See entry in the Charges Register relating to a Deed of Variation dated 15/06/2007			
5	26.10.1995 8	Land and buildings lying to the South West of Aviation Way	05.01.1995 From 5.1.1995 to 28.3.2144	EX543544
	NOTE: See entry in the charges register relating to a Deed of Variation dated 26 August 2016.			
6	13.08.1999 10	Air Training Corp Headquarters, Wells Avenue	03.08.1999 25 years from 3.8.1999 determinable as therein mentioned	EX622350
7	13.11.2008 9	Hanger 1 Aviation Way	25.06.2008 from 1.1.1978 to 13.2.2035	EX825944
	NOTE: The Lease dated 11 October 1978 referred to in the above Lease is now determined and was formerly registered under EX593381			
8	21.12.2009 13	land and buildings at Southend Airport	14.12.2009 From and including 14.12.2009 expiring on and including 23.1.2017	EX845124
	NOTE: The lease comprises also other land			
9	26.03.2013 2	Hangar 2, apron and surrounding area	18.03.2013 10 years commencing on and including 1 December 2010	EX890082
10	20.09.2016 12 (part of)	Bay 1, Atel Hangar	08.09.2016 From 8.9.2016 to 1.4.2026	EX944007
	NOTE 1: The lease grants the exclusive use of the aircraft parking area edged and numbered 2 in blue on the title plan.			

## Schedule of notices of leases continued

Registration date and plan ref.	Property description	Date of lease and term	Lessee's title
---------------------------------	----------------------	------------------------	----------------

NOTE 2: The lease grants the exclusive use of the car parking area which falls within the edged and numbered 11 in yellow on the title plan.

11	08.12.2016 12 (part of)	Bay 4 ATEL Hanger	28.11.2016 10 years beginning on and including 28.11.2016 ending on and including 27.11.2026	EX947154
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NOTE 1: See entry in the Charges Register relating to the rights granted by this lease.

NOTE 2: See entry in the Charges Register relating to a deed of variation dated 24 April 2020

End of register

**These are the notes referred to on the following official copy**

The electronic official copy of the title plan follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.

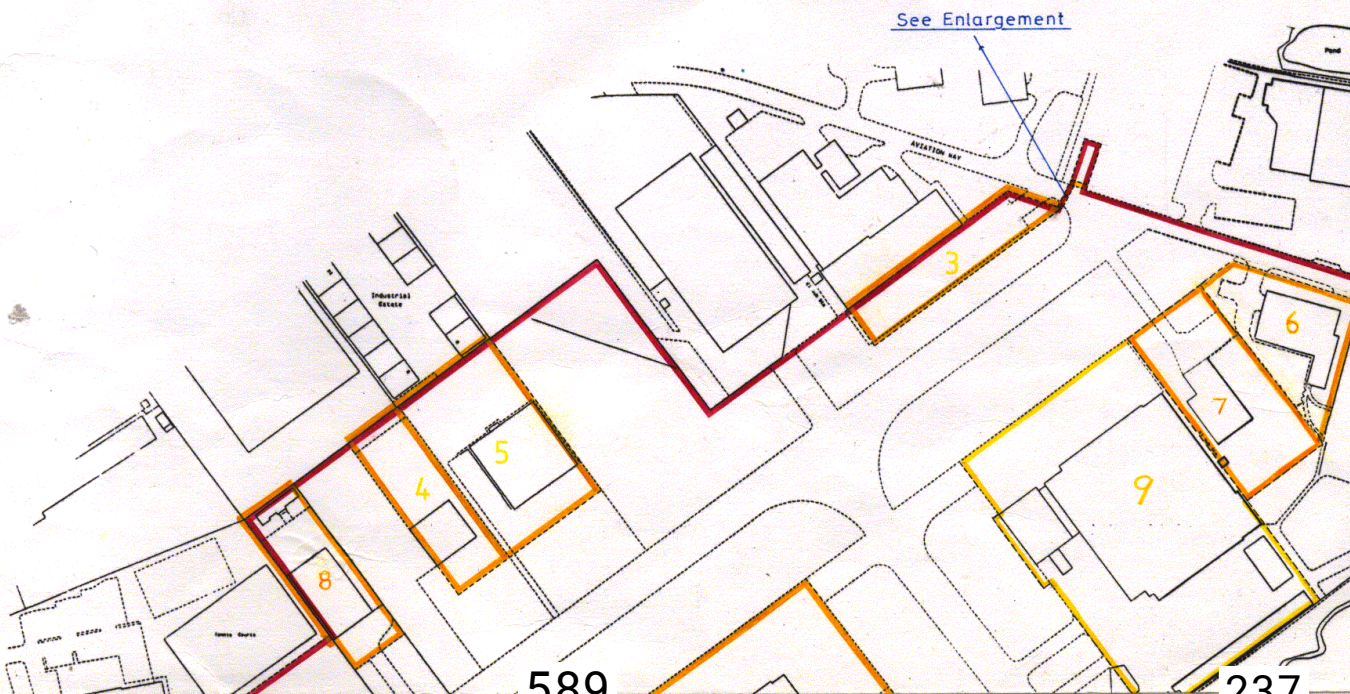
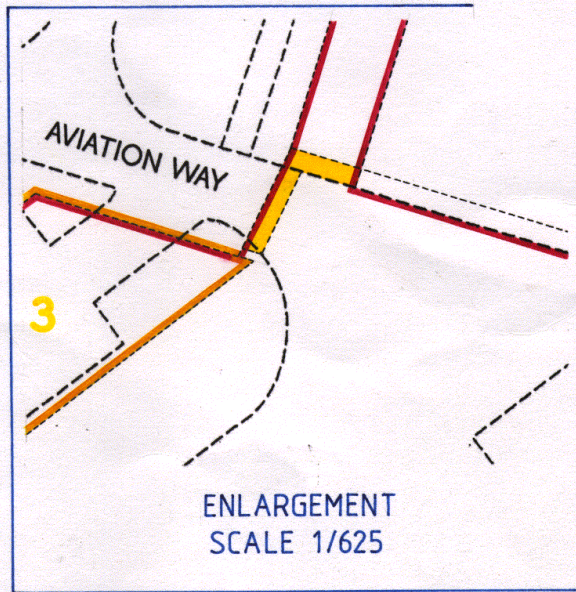
This official copy was delivered electronically and when printed will not be to scale. You can obtain a paper official copy by ordering one from HM Land Registry.

This official copy is issued on 01 August 2024 shows the state of this title plan on 01 August 2024 at 18:41:21. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002). This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. This title is dealt with by the HM Land Registry, Peterborough Office .

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H.M. LAND REGISTRY		TITLE NUMBER
		<b>EX515913</b>
ORDNANCE SURVEY PLAN REFERENCE	TQ8688 TQ8689 TQ8788 TQ8789	Scale 1/2500 Reduced from 1/1250
COUNTY ESSEX		© Crown Copyright

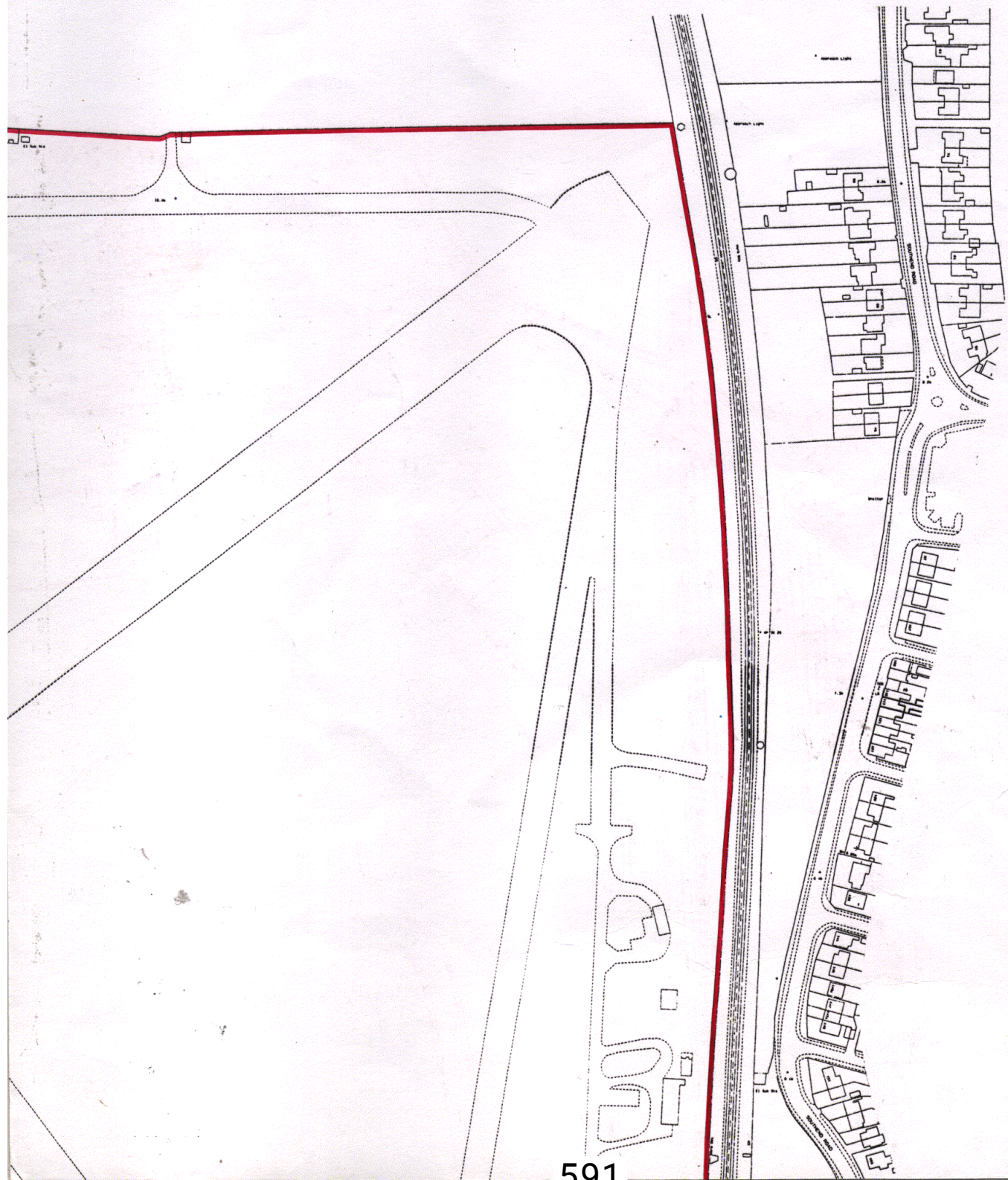
The boundaries shown by dotted lines have been plotted from the plans on the deeds. The title plan may be updated from later survey information



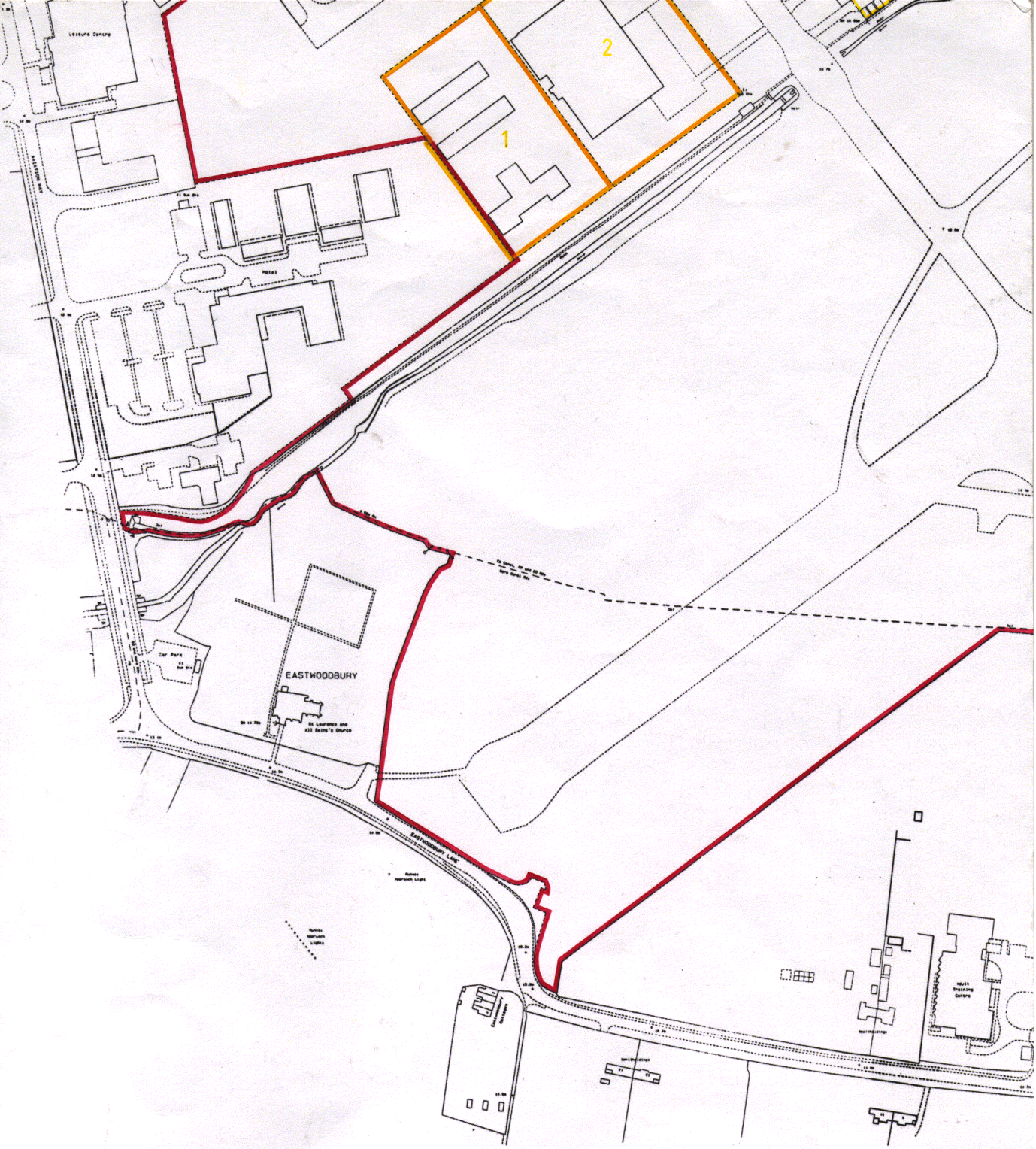
ROCHFORD DISTRICT

TQ8689  
TQ8789





TQ8689  
TQ8688







TQ8688  
TQ8788

SOUTHEND-ON-SEA DISTRICT



The electronic official copy of the register follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.



# Official copy of register of title

Title number EX880489

Edition date 08.03.2023

- This official copy shows the entries on the register of title on 01 AUG 2024 at 17:18:17.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title. Except as mentioned below, the title includes any legal easements granted by the registered lease but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

SOUTHEND-ON-SEA

- 1 (27.06.2012) The Leasehold land shown edged with red on the plan of the above title filed at the Registry and being land on the south side of Eastwoodbury Lane, Southend-On-Sea.
- 2 (27.06.2012) The title includes any legal easements referred to in clause LR11.1 of the registered lease but is subject to any rights that are granted or reserved by the lease and affect the registered land.
- 3 (27.06.2012) There is appurtenant to the land in this title a right of support and a right to obstruct the free passage of light or air to any building which is or may be erected on the land tinted mauve on the title plan.
- 4 (27.06.2012) A Transfer of the land edged and numbered 3 in blue on the title plan and other land dated 21 October 2011 made between (1) The Royal Bank of Scotland and (2) Southend on Sea Borough Council above contains a provision excluding the operation of section 62 of the Law of Property Act 1925 as therein mentioned.
- 5 (27.06.2012) Short particulars of the lease(s) (or under-lease(s)) under which the land is held:  
Date : 20 June 2012  
Term : from 20 June 2012 to 31 March 2144  
Parties : (1) Southend Borough Council  
(2) London Southend Airport Company Limited
- 6 (27.06.2012) The Lease prohibits or restricts alienation.
- 7 (27.06.2012) The landlord's title is registered.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

## Title absolute

- 1 (27.06.2012) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 2881745) of Terminal Building, Southend Airport, Eastwoodbury Crescent, Southend-on-Sea, Essex SS2 6YF and of Stretton Green Distribution Park, Langford Way, Appleton, Warrington, Cheshire WA4 4TZ.
- 2 (08.03.2023) RESTRICTION: No disposition of the registered estate by the proprietor of the registered estate is to be registered without a written consent signed by the proprietor for the time being of the Charge dated 6 March 2023 in favour of Glas Trust Corporation Limited referred to in the Charges Register or their conveyancer.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (27.06.2012) A Wayleave Consent dated 30 December 1957 made between (1) Orana Fowler and others and (2) Eastern Electricity Board relates to underground electric cables and other works.

*NOTE: Copy filed under EX153789.*

- 2 (27.06.2012) A Transfer of the freehold estate in the land edged numbered 1, 2 and 3 in blue on the title plan and other land dated 7 February 1991 made between (1) Southend on Sea Borough Council (Transferor) (2) Essex County Council (Transferee) and (3) The Southend Borough Council Airport Limited (Airport Company) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 3 (27.06.2012) The parts of the land affected thereby are subject to the following rights granted by a Deed of Grant dated 31 July 1992 made between (1) Essex County Council (Grantor) and (2) Essex Water PLC (Company):-

"THE GRANTOR hereby grants and conveys UNTO the Company its successors and assigns the right and easement at any time and from time to time to construct maintain replace alter use enlarge and inspect in under or upon the strip of land (hereinafter called "the strip of land") having a uniform width of ten metres in land lying between Eastwoodbury Lane and Prince Avenue at Eastwood Southend-on-Sea in the County of Essex shown on the plan attached hereto and thereon coloured red a line or lines of pipes and electric cables with or without ducts together with all such valve boxes hydrant boxes inspection chambers cocks sluices washouts valves stopcocks junctions and other apparatus as the Company may reasonably think fit and all necessary or convenient markers indicating the position of the said pipes and cables (all of which are hereinafter called "the said works and apparatus") Together with the natural right of support heretofore enjoyed by the strip of land TO HOLD unto the company in fee simple Subject as hereinafter appears

2. THE COMPANY its agents contractors servants and workmen shall be entitled to enter upon and open up the strip of land and to pass and repass with or without vehicles and appliances (howsoever drawn or propelled) over and along the strip of land and over the adjoining land of the Grantor (if necessary) for the purpose of the exercise of the rights and easements hereby granted but save as aforesaid neither the strip of land nor any part of the said adjoining land shall be used as a road or right of way"

*NOTE: The strip of land coloured red referred to is shown tinted mauve on the title plan so far as it affects the land in this title.*

- 4 (27.06.2012) The Deed dated 31 July 1992 referred to above contains covenants details of which are set out in the Schedule of restrictive covenants hereto.
- 5 (27.06.2012) The parts of the land affected thereby are subject to the following rights granted by a Transfer of the freehold estate of 2 Eastwoodbury Cottages and other land dated 28 April 1997 made between (1) Essex County Council (Transferor) and (2) Tracey Ann Levett (Transferee):-

## C: Charges Register continued

"TOGETHER with the rights set out in the First Schedule hereto

### THE FIRST SCHEDULE ABOVE REFERRED TO

(i) The right to the free and uninterrupted passage and running of water soil sewerage gas electricity and the like over through and along all pipes drains sewers conduits channels and wires in or under over or across the adjoining or adjacent land belonging to the Transferor subject to the Transferor if called upon so to do contributing a fair and reasonable proportion of the cost as the case may be of cleansing emptying repairing maintaining or renewing the same together with the right to enter upon the said adjoining or adjacent land for the purpose of cleansing emptying inspections repairing maintaining or renewing the said pipes drains sewers conduits channels and wires provided that the Transferor shall have been first requested itself to carry out such work and subject to the Transferee making good at her own expense all damage caused by the exercise of such rights

(ii) The right to enter the adjoining land and buildings belonging to the Transferor or its successors in title for the purpose of maintaining repairing the property or any part thereof (including boundary walls and fences) upon giving at least three days notice (save in emergency when no notice need be given) the Transferee her successors in title or other the persons exercising such rights making good any damage thereby occasioned

(iii) The full and free right of way at all times for all purposes on foot and with vehicles over and across the land shown coloured brown on the annexed plan."

NOTE: The land coloured brown referred to above is hatched blue on the title plan in so far as it affects the land in this title.

6 (27.06.2012) The land edged and numbered 1 in blue on the title plan is subject to the following rights granted by a Transfer of the freehold estate in 20 Smallholdings, Eastwoodbury Lane dated 12 June 1997 made between (1) Essex County Council and (2) Peter John Fuller and Lucille May Fuller (Transferees):-

"TOGETHER WITH the rights referred to in the First Schedule hereto and intended to be granted for the benefit of the Property hereby transferred

### THE FIRST SCHEDULE

The Transferees and their successors in title shall have the benefit of the following rights:-

(a) The right to free and uninterrupted passage and running of water soil sewage gas electricity and the like over through and along all pipes drains sewers conduits channels and wire in or under over or across the adjoining or adjacent land belonging to the Council subject to the Purchaser if called upon so to do contributing a fair and reasonable proportion of the cost as the case may be of cleansing emptying repairing maintaining or renewing the same Together with the right to enter upon the said adjoining or adjacent land for the purpose of cleansing emptying inspecting repairing maintaining or renewing the said pipes drains sewers conduits and wires provided that the persons intended to carry out such works are qualified therefor and carry out such works to the entire satisfaction of the Council and that the Council shall have been first requested itself to carry out such work and subject to the Purchaser making good at his own expense all damage caused by the exercise of such right

(b) The right to enter upon the adjoining land belonging to the Council for the purpose of maintaining and repairing the Property and all buildings erections and structures and other works erected thereon (including boundary walls and fences) upon giving at least three days notice of his intention to enter (save in case of emergency when no notice need be given) and making good all damage caused by the exercise

## C: Charges Register continued

of such right"

- 7 (27.06.2012) The parts of the land affected thereby are subject to the following rights granted by a Transfer of the freehold estate in 4 Eastwoodbury Cottages and other land dated 30 January 1998 made between (1) Essex County Council (Transferors) and (2) Gordon Leonard Alfred Matthews (Transferee):-

"Together with the following rights:-

(i) The right so far as the Transferor can grant the same to the free and uninterrupted passage and running of water soil sewage gas electricity and the like over through and along all pipes sewers conduits channels and wires in or under over or across the adjoining or adjacent land belonging to the Transferor subject to the Transferee if called upon so to do contributing a fair and reasonable proportion of the cost as the case may be of cleansing emptying repairing maintaining or renewing the same Together with the right to enter upon the said adjoining or adjacent land for the purpose of cleansing emptying inspecting repairing maintaining or renewing the said pipes drains sewers conduits channels and wires provided that the persons intended to carry out such works are qualified therefor to the entire satisfaction of the Transferor and that the Transferor shall have been first requested itself to carry out such work and subject to the Transferee making good at his own expense all damage caused by the exercise of such right

(ii) The right to enter upon the adjoining land belonging to the Transferor for the purpose of maintaining and repairing the Property and all building erections and structures and other works erected thereon (including boundary walls and fences) upon giving at least three days notice of his intention to enter (save in case of emergency when no notice need be give) and making good all damage caused by the exercise of such right.

(iii) The full and free right of way at all times and for all purposes on foot and with vehicles over and across the land shown coloured brown on the plan."

NOTE: The land coloured brown referred to above is hatched blue and tinted blue on the title plan in so far as it affects the land in this title.

- 8 (27.06.2012) A Deed of Settlement which included the land in this title dated 16 July 1999 made between (1) Essex County Council and (2) Southend-on-Sea Borough Council contains covenants.

*NOTE: Copy filed under EX718082.*

- 9 (27.06.2012) A Transfer of the freehold estate in the land edged and numbered 3 in blue on the title plan and other land dated 26 November 2001 made between (1) Southend-on-Sea Borough Council (Transferor) and (2) RBS Property Developments Limited (Transferee) contains the following covenants:-

"The Transferee covenants for itself and its successors in title for the benefit of the Transferor's adjoining land and any part thereof that the Property shall not be used for any purpose other than car parking or amenity use in connection with the commercial development of the Transferee's adjoining land registered under title EX575716."

NOTE: The Property referred to includes the land edged and numbered 3 in blue on the title plan. The Transferees adjoining land referred to lies to the east of the land edged and numbered 3 in blue on the title plan. The Transferors adjoining land referred to adjoins the northern and western boundaries of the land edged and numbered 3 in blue on the title plan.

- 10 (27.06.2012) By a Supplemental Agreement dated 17 February 2003 made between (1) Essex County Council and (2) Southend-on-Sea Borough Council the terms of the Deed dated 16 July 1999 referred to above were varied.

*NOTE: Copy filed under EX718082.*

## C: Charges Register continued

- 11 (27.06.2012) A Deed dated 20 July 2011 made between (1) The Royal Bank Of Scotland Plc (2) London Southend Airport Company Limited and (3) Eastern Power Networks Plc contains restrictive covenants.

*NOTE: Copy filed under EX685773.*

- 12 (25.07.2016) The land is subject to any rights that are granted by a Deed of Grant dated 18 July 2016 made between (1) Southend on Sea Borough Council (2) London Southend Airport Company Limited and (3) National Grid Gas Plc and affect the registered land. The said Deed also contains restrictive covenants by the grantor.

*NOTE: Copy filed under EX718082.*

- 13 (23.03.2022) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

*NOTE: Charge reference EX515913.*

- 14 (23.03.2022) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, London EC4M 7JW.

- 15 (08.03.2023) REGISTERED CHARGE dated 6 March 2023 affecting also title EX515913.

- 16 (08.03.2023) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1 West, London EC4M 7JW.

## Schedule of restrictive covenants

- 1 (27.06.2012) The following are details of the covenants contained in the Transfer dated 7 February 1991 referred to in the Charges Register:-

"The Transferee so as to bind so far as may be the land comprised in the title above referred to into whosoever hands the same shall come and so that this covenant shall be for the benefit and protection of the Southend Airport or any part or parts thereof hereby covenants with the Airport Company that the Transferee and those deriving title under it will at all times hereafter observe and perform the restrictions and stipulations following:-

1. Plant no trees and erect no buildings or structures whatsoever (apart from fences of a frangible construction up to a maximum height of 1.37 metres which shall not require consent) upon the premises hereby transferred without written consent of the Airport Company (such consent not to be unreasonably withheld);

2. Not to use the said premises in any way which may be or become a hindrance or obstruction to the operation of Southend Airport and;

3. To comply forthwith any notice given by the Airport Company to remove or alter any building or structure or cease any activity if such shall have been given as a result of any condition imposed upon the operation of the Airport Company by the Civil Aviation Authority or any other person or body authorised to exercise control over Civil Aviation.

IT BEING AGREED AND UNDERSTOOD that if by virtue of the covenants contained in sub-clauses 2 and 3 hereof normal farming operations are prevented or have to cease or buildings or structures have to be removed or altered the Airport Company shall pay reasonable compensation in an amount to be agreed to the Transferee such compensation in the case of dispute to be referred to a single arbitrator in accordance with the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof for the time being in force.

IT IS FURTHER AGREED that such covenants shall remain in force until such time as the Airport Company shall notify the Transferee or its successors in title that restrictions on the erection of buildings or structures are no longer required for the benefit of Southend Airport or until Southend Airport ceases to be operational whichever shall be



## Schedule of restrictive covenants continued

the sooner."

- 2 (27.06.2012) The following are details of the covenants contained in the Deed of Grant dated 31 July 1992 referred to in the Charges Register:-

"THE GRANTOR to the intent as (sic) so as to bind (so far as practicable) the strip of land and every part thereof into whosoever hands it may come and to benefit and protect the rights and easements hereby granted but not so as to render the Grantor personally liable in damages for any breach of covenant committed after they shall have parted with all interest in the strip of land hereby jointly and severally covenant with the Company that at all times it will hereafter observe perform and be bound by the restrictions and stipulations set out in the Second Schedule hereto

THE SECOND SCHEDULE above referred to

Restrictions and Stipulations to be observed

and performed by the Grantor

1. The surface of the strip of land shall not be lowered nor shall the surface be raised by more thirty centimetres above the existing level thereof otherwise than with the consent in writing of the Company and the subsoil of the strip of land shall not be disturbed so as to interfere with the right of support hereby granted

2. Nothing shall be built erected constructed laid placed planted or grow in under or upon the strip of land which would render the exercise of the rights and easements hereby granted or any of them substantially more difficult or costly or done or permitted to be done on the strip of land which is likely to cause any damage or injury to the said works and apparatus Provided that nothing in this paragraph shall prevent the Grantor from installing necessary services under the supervision of the Company or from carrying on normal agricultural operations or acts of good husbandry including fencing hedging and ditching not causing interference or obstruction of the strip of land or material reduction in the depth of soil"

NOTE: The strip of land referred to is shown tinted mauve on the title plan.

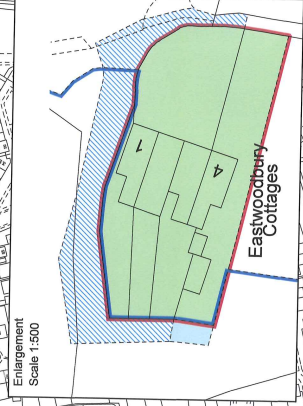
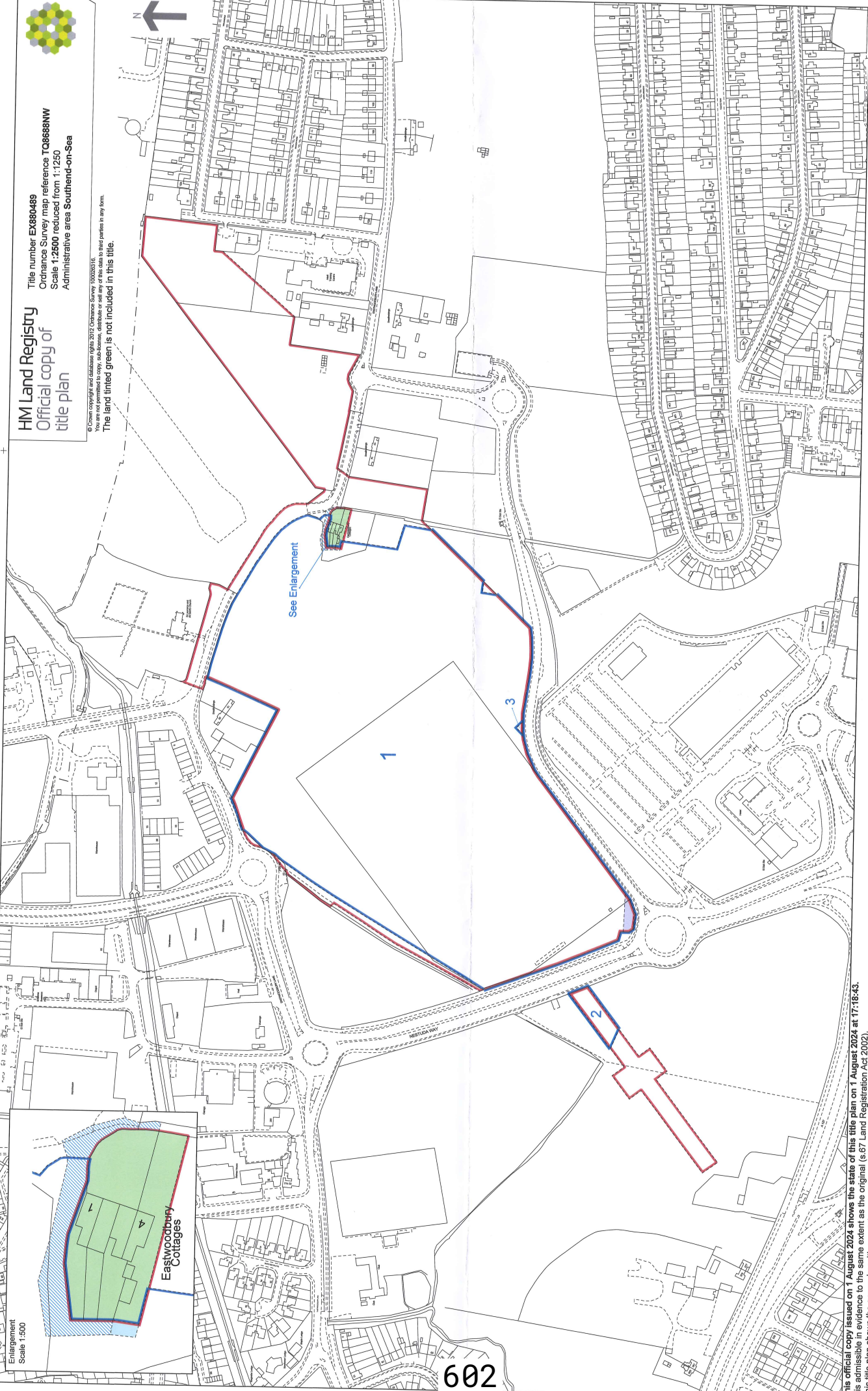
End of register



Title number EX880489  
 Ordnance Survey map reference TQ6688NW  
 Scale 1:2500 reduced from 1:1250  
 Administrative area Southend-on-Sea

HM Land Registry  
 Official copy of  
 title plan

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 The land tinted green is not included in this title.



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 It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).  
 This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.  
 This title is dealt with by HM Land Registry, Durham Office.

The electronic official copy of the register follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.



# Official copy of register of title

Title number EX870383

Edition date 07.09.2021

- This official copy shows the entries on the register of title on 01 AUG 2024 at 19:21:19.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title. Except as mentioned below, the title includes any legal easements granted by the registered lease but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

ESSEX : ROCHFORD

- 1 (22.09.2011) The Leasehold land shown edged with red on the plan of the above title filed at the Registry and being Land lying to the west of Southend Road, Rochford.
- 2 (22.09.2011) The title includes any legal easements referred to in clause LR11.1 of the registered lease but is subject to any rights that are granted or reserved by the lease and affect the registered land.
- 3 (22.09.2011) The land edged blue on the title plan and other land has the benefit of the rights granted by a Deed of Grant dated 19 November 2009 made between (1) Southend-on-Sea Borough Council (2) Network Rail Infrastructure Limited and (3) London Southend Airport Company Limited.

*NOTE: Copy filed under EX847533.*

- 4 (22.09.2011) The land edged yellow on the title plan has the benefit of the rights granted by a Deed of Grant dated 19 November 2009 made between (1) Southend-on-Sea Borough Council (2) Network Rail Infrastructure Limited and (3) London Southend Airport Company Limited.

*NOTE: Copy filed under EX847533.*

- 5 (22.09.2011) Short particulars of the lease(s) (or under-lease(s)) under which the land is held:
  - Date : 15 July 2011
  - Term : commencing 18 July 2011 and expiring 28 March 2144
  - Parties : (1) Network Rail Infrastructure Limited
  - (2) London Southend Airport Company Limited
  - (3) Stobart Rail Limited
- 6 (22.09.2011) The Lease prohibits or restricts alienation.
- 7 (22.09.2011) The landlord's title is registered.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (22.09.2011) PROPRIETOR: LONDON SOUTHEND AIRPORT COMPANY LIMITED (Co. Regn. No. 02881745) of Stretton Green Distribution Park, Langford Way, Appleton, Warrington, Cheshire WA4 4TZ.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (22.09.2011) A Conveyance of the freehold estate in the land edged yellow on the title plan and other land dated 14 January 1868 made between (1) William Bulkley Glasse and Andrew Alfred Collyer Bristow (2) The Right Honourable Henry Richard Charles Earl Cowley (3) The Honourable William Henry Wellesley and (4) James Tabor contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 2 (22.09.2011) A Conveyance of the freehold estate in the land edged yellow on the title plan dated 5 July 1934 made between (1) James Tabor the elder (the Vendor) (2) the said James Tabor Albert Maitland Tabor John Clement Tabor and James Tabor the younger and (3) Thomas Charles Garnar (the Purchaser) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 3 (22.09.2011) The land is subject to the following rights reserved by a Conveyance of the freehold estate in the land edged blue on the title plan and other land dated 20 July 1959 made between (1) The British Transport Commission (Commission) and (2) The Mayor Aldermen and Burgesses of The County Borough of Southend-on-Sea (Corporation):-

"EXCEPTING AND RESERVING unto the Commission any easement or right of light air or support or other easement or right which would restrict or interfere with the free use by the Commission or any person deriving title under them for building or any other purpose on any adjoining or neighbouring land of the Commission (whether intended to be retained or sold by them) AND EXCEPTING AND RESERVING ALSO unto the Commission the following rights easements and privileges that is to say:-

(a) the right at any time to erect or suffer to be erected any buildings or other erections and to alter any building or other erection now standing or hereafter to be erected on any part of their adjoining or neighbouring land in such a manner as to obstruct or interfere with the passage of light or air to any building which is or may be erected upon the property and any access of light and air over the adjoining land of the Commission shall be deemed to be enjoyed by the licence or consent of the Commission and not as of right;

(b) the right of support from the property for the adjoining property of the Commission;

(c) the right to have maintain use reconstruct alter and remove any drains pipes wires cables and works on over or under the property now used for the benefit of the adjoining property of the Commission;

(d) the free right of passage and running of water and soil from any part of the adjoining land of the Commission through any sewers drains and watercourses at present under the property with full right and liberty in perpetuity but in common with the Corporation and its successors in title (and all other persons having a like right) to make connections with and drain into such sewers drains or watercourses in connection with and for the purpose of the drainage of the railway and works of the Commission; and

(e) full right and liberty for the Commission and their successors in title with or without workmen at all reasonable times after giving seven days notice to the Corporation (except in cases of emergency) to enter upon the property for the purpose of exercising all or any of the

## C: Charges Register continued

rights reserved by sub paragraphs (c) and (d) of this clause and for the purpose of repairing and cleansing any sewers drains and watercourses and for the purpose of maintaining repairing renewing reinstating altering or amending any fences walls railway banks abutments or retaining walls bridges and other works of the Commission on their adjoining or neighbouring land.

- 4 (22.09.2011) A Transfer of the freehold estate in the land edged blue on the title plan dated 19 November 2009 made between (1) Southend-on-Sea Borough Council and (2) Network Rail Infrastructure Limited contains restrictive covenants.

*NOTE: Copy filed EX847533.*

- 5 (22.09.2011) A Transfer of the freehold estate in the land edged yellow on the title plan dated 19 November 2009 made between (1) London Southend Airport Company Limited and (2) Network Rail Infrastructure Limited contains restrictive covenants.

*NOTE: Copy filed under EX847534.*

- 6 (07.09.2021) REGISTERED CHARGE dated 26 August 2021 affecting also other titles.

*NOTE: Charge reference EX3937.*

- 7 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, Level 1, West London EC4M 7JW.

## Schedule of restrictive covenants

- 1 (22.09.2011) The following are details of the covenants contained in the Conveyance dated 14 January 1868 referred to in the Charges Register:-

Said James Tabor DID for himself his heirs executors administrators and assigns covenant with the said William Bulkley Glasse and Andrew Alfred Collyer Bristow their heirs and assigns Lords for the time being of the Manor of Rochford Hall in the County of Essex that the said James Tabor his heirs and assigns would not at any time thereafter cut down or wilfully damage any trees then growing on the unenclosed land on both sides of the highway leading from Rochford to London in front of those parts of the premises which were described in (inter alia) the first part of the Schedule thereto.

- 2 (22.09.2011) The following are details of the covenants contained in the Conveyance dated 5 July 1934 referred to in the Charges Register:-

"The Purchaser hereby covenants with the Vendor that he Purchaser and the persons deriving title under him will henceforth at all times hereafter observe and perform all and singular the stipulations and restrictions specified in the first Schedule hereto Provided always that this covenant shall bind the Purchaser or other the owner or owners for the time being of the property hereby conveyed so long only as he or they shall be the owner or owners of the property or of the part thereof in respect of which a breach shall or may occur.

### THE FIRST SCHEDULE

1.  
.....
2. The land shall be used for agricultural purposes or for the erection of dwellinghouses and for no other purposes.
3. No building shall be erected on the land except detached or semi-detached houses which shall be constructed of brick with slated or tiled roofs at a prime cost for labour and materials of £400 for a detached house and £375 for a semi-detached house.
4. No caravans or temporary buildings or the like save and except sheds required in connection with the erection of houses shall be

Title number EX870383

## Schedule of restrictive covenants continued

allowed to stand on any part of the land.

End of register

**These are the notes referred to on the following official copy**

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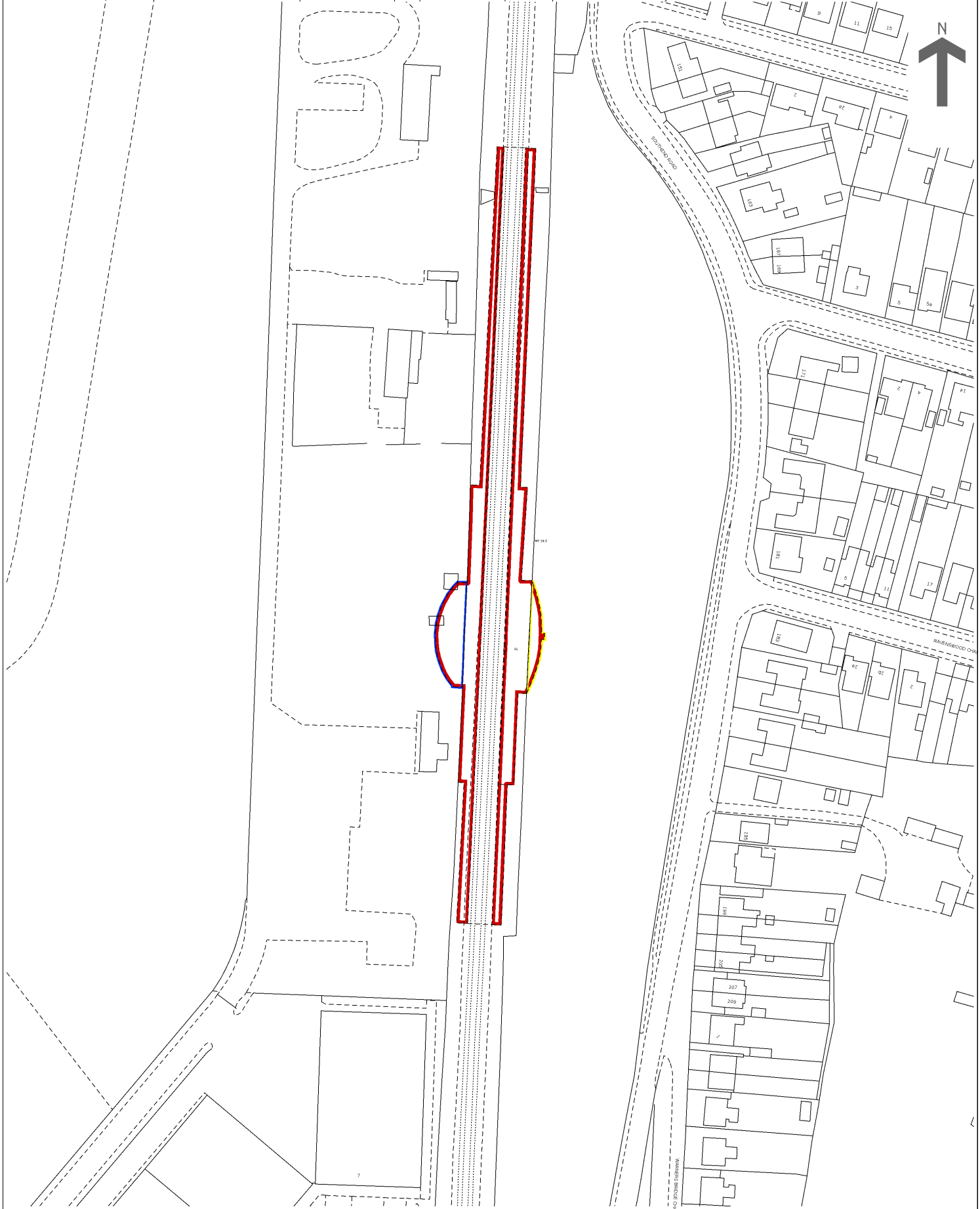
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# Official copy of register of title

Title number EX930812

Edition date 07.09.2021

- This official copy shows the entries on the register of title on 01 AUG 2024 at 18:52:46.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title. Except as mentioned below, the title includes any legal easements granted by the registered lease but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

SOUTHEND-ON-SEA

- 1 (23.12.2015) The Leasehold land demised by the lease referred to below which lies within the area shown edged with red on the plan of the above Title filed at the Registry and being Land at Aviation Way, Southend Airport, Southend-On-Sea.
- 2 (23.12.2015) Short particulars of the lease(s) (or under-lease(s)) under which the land is held:  
Date : 19 November 2015  
Term : 25 years from 19 November 2015  
Parties : (1) Southend On Sea Borough Council  
(2) Stobart Solar Limited
- 3 (23.12.2015) The Lease prohibits or restricts alienation.
- 4 (23.12.2015) The title includes any legal easements referred to in clause LR11.1 of the registered lease but is subject to any rights that are granted or reserved by the lease and affect the registered land.

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (23.12.2015) PROPRIETOR: STOBART SOLAR LIMITED (Co. Regn. No. 09225106) of 22 Soho Square, London W1D 4NS.

## C: Charges Register

This register contains any charges and other matters that affect the land.

## Title number EX930812

- 1 (23.12.2015) A Deed dated 6 March 1986 made between (1) Southend-on-Sea Borough Council and (2) British Gas Corporation contains restrictive covenants by the grantor.

*NOTE:-Copy filed under EX878572.*

- 2 (23.12.2015) A Deed dated 4 September 1996 made between (1) Southend-on-Sea Borough Council and (2) Ipeco Holdings Plc. contains restrictive covenants by the grantor.

*NOTE:-Copy filed under EX878572.*

- 3 (07.09.2021) REGISTERED CHARGE dated 26 August 2021.

- 4 (07.09.2021) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of 55 Ludgate Hill, London EC4M 7JW.

End of register

**These are the notes referred to on the following official copy**

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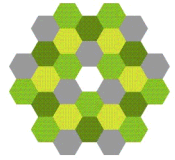
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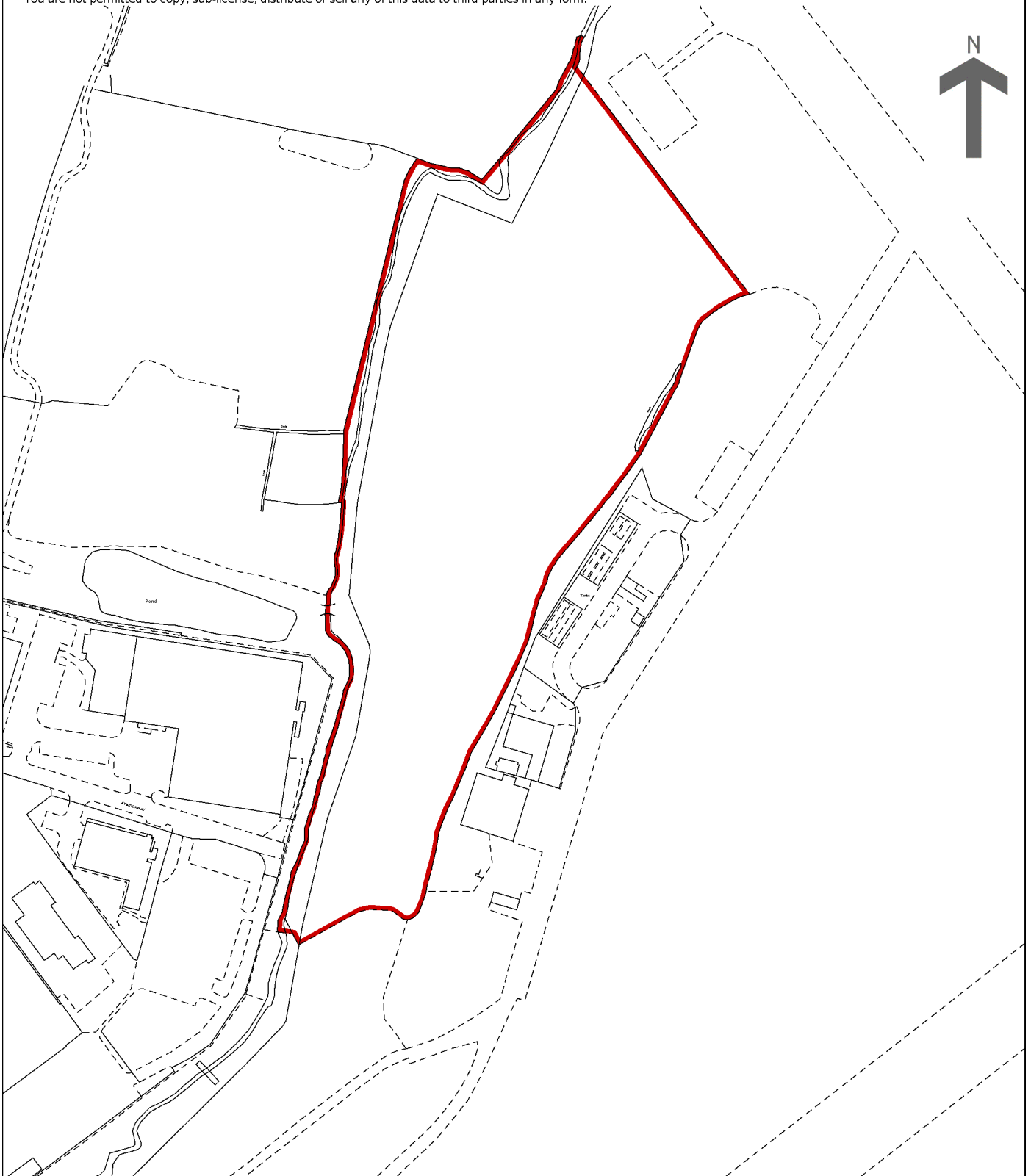
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Official copy of  
title plan

Title number **EX930812**  
Ordnance Survey map reference **TQ8689NE**  
Scale **1:2500 reduced from 1:1250**  
Administrative area **Southend-on-Sea**



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# Official copy of register of title

Title number EX969926

Edition date 14.12.2022

- This official copy shows the entries on the register of title on 01 AUG 2024 at 18:51:15.
- This date must be quoted as the "search from date" in any official search application based on this copy.
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- Issued on 01 Aug 2024.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Peterborough Office.

## A: Property Register

This register describes the land and estate comprised in the title. Except as mentioned below, the title includes any legal easements granted by the registered lease but is subject to any rights that it reserves, so far as those easements and rights exist and benefit or affect the registered land.

ESSEX : ROCHFORD  
SOUTHEND-ON-SEA

- 1 (17.04.2018) The Leasehold land demised by the lease referred to below which lies within the area shown edged with red on the plan of the above Title filed at the Registry and being Holiday Inn Hotel, London Southend Airport.
- 2 (17.04.2018) The title includes any legal easements referred to in clause LR11.1 of the registered lease but is subject to any rights that are granted or reserved by the lease and affect the registered land.
- 3 (17.04.2018) The land has the benefit of any legal easements granted by a Deed dated 27 February 2018 made between (1) London Southend Airport Company Limited and (2) Thames Gateway Airport Limited but is subject to any rights that are reserved by the said deed and affect the registered land.  
  
*NOTE: Copy filed under EX515913.*
- 4 (17.04.2018) Short particulars of the lease(s) (or under-lease(s)) under which the land is held:  
Date : 27 February 2018  
Term : 25 years commencing on 27 February 2018 and ending on 26 February 2043  
Parties : (1) IMP Investments Limited  
(2) Thames Gateway Airport Limited  
(3) Stobart Group Limited
- 5 (17.04.2018) The Lease prohibits or restricts alienation.
- 6 (17.04.2018) The landlord's title is registered.



Title number EX969926

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (17.04.2018) PROPRIETOR: THAMES GATEWAY AIRPORT LIMITED (Co. Regn. No. 05022155) of Third Floor, 15 Stratford Place, London W1C 1BE.
- 2 (14.12.2022) RESTRICTION: No disposition of the registered estate by the proprietor of the registered estate is to be registered without a written consent signed by the proprietor for the time being of the Charge dated 26 August 2021 in favour of Glas Trust Corporation Limited referred to in the Charges Register or their conveyancer.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (17.04.2018) The parts of the land affected thereby are subject to the leases set out in the schedule of leases hereto.  
The leases grant and reserve easements as therein mentioned.  
  
NOTE: The lease of the land in this title takes effect as a concurrent lease in relation to the lease dated 25 May 2012 referred to in the schedule of leases hereto.
- 2 (17.04.2018) The parts of the land thereby affected are subject to the rights granted by the Lease of an electricity substation dated 25 May 2012 referred to in the schedule of leases hereto.  
  
The said deed also contains restrictive covenants by the landlord.  
  
*NOTE: Copy lease filed under EX879554.*
- 3 (14.12.2022) REGISTERED CHARGE dated 26 August 2021.
- 4 (14.12.2022) Proprietor: GLAS TRUST CORPORATION LIMITED (Co. Regn. No. 07927175) of Level 1 West, 55 Ludgate Hill, London EC4M 7JW.

## Schedule of notices of leases

	Registration date and plan ref.	Property description	Date of lease and term	Lessee's title
1	29.05.2012 Edged blue (part of)	Electricity substation, Eastwoodbury Crescent (ground floor)	25.05.2012 99 years from 25/05/2012	EX879554
	NOTE: See entry in the Charges Register relating to the rights granted by this lease.			

## End of register

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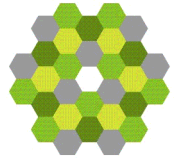
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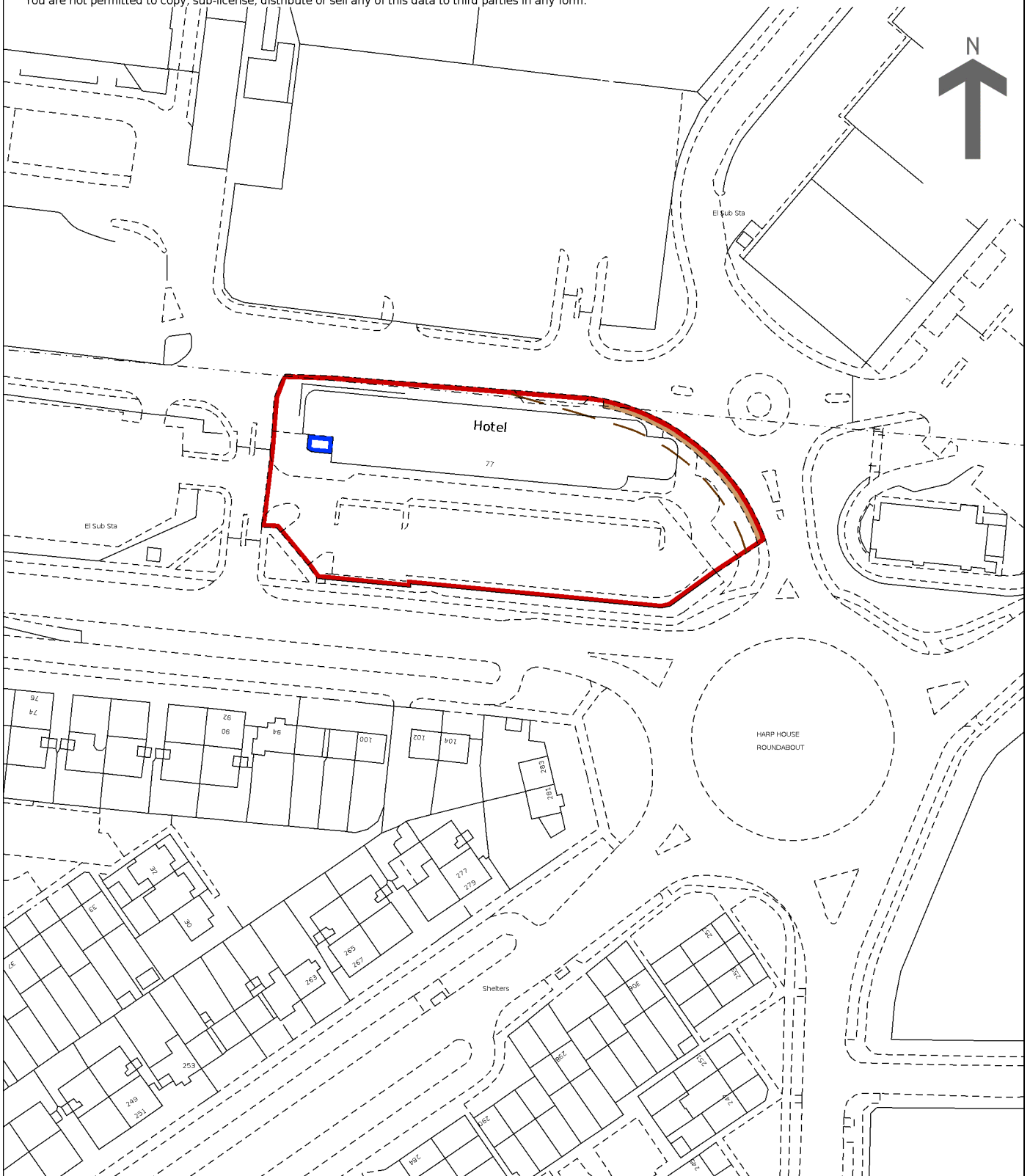
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title plan

Title number **EX969926**  
Ordnance Survey map reference **TQ8788NW**  
Scale **1:1250**  
Administrative area **Essex : Rochford**



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**Lease** (greenfield) relating to land the North side of Sutton Road, Rochford

Between

Sally Ann Stokes

And

London Southend Airport Company Limited

Dated the 17<sup>th</sup> February 2012

Term	25 years
Commencement Date	1 <sup>st</sup> February 2012
Rent	£1250 per annum as revised from time to time.

Lease Particulars

LR1. Date of Lease	17 <sup>th</sup> February 2012
LR2. Title number(s)	<p>LR2.1 Landlord's title number(s)</p> <p>EX537198</p> <p>LR2.2 Other title numbers</p> <p>None</p>
LR3. Parties to this Lease	<p><b>Landlord</b></p> <p><b>Sally Ann Stokes</b> of Lower Whyburns Farm, Daws Heath Road, Rayleigh, Essex SS6 7NP</p> <p><b>Tenant;</b></p> <p><b>London Southend Airport Company Limited</b> (company no 2881745) whose registered office is at Stretton Green Distribution Park, Langford Way, Appleton, Warrington, Cheshire WA4 4TZ</p>
LR4. Property	<p><b>In the case of a conflict between this clause and the remainder of this Lease then, for the purposes of registration, this clause shall prevail</b></p> <p><b>Premises:</b> the 12 parcels of land (approximately 100 square metres in size) shown edged green on the Plan CS/044190-SK453 Rev A and being part of the Estate</p>
LR5. Prescribed statements etc.	<p><b>LR5.1 Statements prescribed under rules 179 (dispositions in favour of a charity), 180 (dispositions by a charity) or 196 (Leases under the Leasehold Reform, Housing and Urban Development Act 1993) of the Land Registration Rules 2003.</b></p> <p>None</p> <p><b>LR5.2 This Lease is made under, or by reference to, provisions of</b></p>
LR6. Term for which the Property is Leased	The term is as follows: 25 years from and including 1 <sup>st</sup> February 2012 to and including 31 <sup>st</sup> January 2037
LR7. Premium	£15500.00
LR8. Prohibitions or restrictions on disposing of this Lease	This Lease contains provisions that prohibits or restricts dispositions.
LR9. Rights of acquisition etc.	None

<b>LR10. Restrictive covenants given in this Lease by the Landlord in respect of land other than the Property</b>	None
<b>LR11. Easements</b>	<b>LR11.1 Easements granted by this Lease for the benefit of the Property</b>  Clause 2  <b>LR11.2 Easements granted or reserved by this Lease over the Property for the benefit of other property</b>  Clause 2.2
<b>LR12. Estate rentcharge burdening the Property</b>	None
<b>LR13. Application for standard form of restriction</b>	None
<b>LR14. Declaration of trust where there is more than one person comprising the Tenant</b>	None

**This Lease** is made on the date stated and between the parties specified in the Lease Particulars.

**It is agreed** as follows:

**1. Definitions and interpretation**

1.1 In this Lease, unless the context otherwise requires, the following definitions shall apply:

**"Access Route"** means the route edged red on the Plan CSO/44190.2417 Rev B giving access to and from the Premises or such other route (the Landlord acting reasonably) designated in writing by the Landlord from time to time .

**"Apparatus"** means 11 freestanding lattice masts and one pole to a maximum height of 8 metres with lights, support structures, fixing apparatus and support plinths and foundations together with such communications and power supply equipment, cables, wires and conduits within the Estate as shown on the attached plan CS/044190-SK453 Rev A and plan CS/044190.SK363. All cabling to be located underground to a minimum depth of 1.2 metres such cabling routes to be first approved by the Landlord.

**"Default Interest Rate"** means 4% above the base rate of the Bank of England.

**"Emergency"** means circumstances existing or imminent which may cause danger to persons or property or the interruption of any service provided by the Apparatus or interference with its functions or service to its customers by the Tenant.

**"Emergency Works"** means any Works carried out where there is an existing or imminent circumstance which may cause danger to persons or property or the interruption of any service provided by the Apparatus or interference with its functions or service to its customers by the Tenant.

**"Estate"** the Landlord's land on the North side of Sutton Road, Rochford, Essex registered at the Land Registry under title number EX537198.

**"Expert"** is a person appointed in accordance with clause 6.

**"Group Company"** means any company that is a member of the same group of companies (within the meaning of Section 42 of the Landlord and Tenant Act 1954) as the Tenant.

**"Initial Rent"** means the sum of £1250.00 p.a. subject to review.

**"Lease"** means this deed and any document expressed to be supplemental to it or is entered into pursuant to or in accordance with the terms of this Lease (including any schedule or annexure to it).

**"Lease Particulars"** means the Lease Particulars set out above.

**"Permitted Use"** means the installation (but not beyond the Works) and operation of the Works to provide aircraft approach runway lighting to London Southend Airport and for no other purpose.

**"Plans"** means the plans annexed to this Lease.

**"Premium Payment"** £15,500 to be paid by the Tenant to the Landlord on completion of the agreement.

**"Rent"** means per annum the greater of the (1) Initial Rent or (2) any sum substituted (being higher but not lower) for it from time to time under the Central Association of Agricultural Valuers Wayleaves Compensation Scale for tower size T2 plus underground cabling at the rate of £1.15 per 50 metres and in addition the sum of £500.00 per annum.

**"Rent Commencement Date"** means the date of this Lease.

**"Rent Payment Date"** means the 1<sup>st</sup> November in each year of the Term.

**"VAT"** means Value Added Tax or any like or replacement tax or levy.

**"Works"** means the works to be carried out by the Tenant, in connection with the installation or removal of the Apparatus.

1.2 In this Lease, unless the context otherwise requires:

- (a) Any clause, schedule and paragraph headings shall not affect the interpretation of this Lease.
- (b) A person includes a natural person, corporate or unincorporated body (whether or not having separate legal personality) and that person's successors or permitted assigns.
- (c) A reference to a company shall include any company, corporation or other body corporate, wherever and however incorporated or established.
- (d) Where at any time a party to this Lease comprises more than one person all obligations and liabilities of or with that party are joint and several and references to that party include references to each such person.
- (e) Words in the singular shall include the plural and vice versa.
- (f) A reference to one gender shall include a reference to the other genders.
- (g) Terms defined in the Lease Particulars shall bear the meanings therein ascribed.
- (h) A reference to any party shall include that party's successors or permitted assigns.
- (i) References to clauses are to clauses of this Lease.
- (j) A reference to a statute, statutory provision or subordinated legislation is a reference to it as it is in force from time to time taking account of any amendment or re-enactment and includes any statute, statutory provision or subordinate legislation which it amends or re-enacts.
- (k) Unless expressly stated to the contrary any reference to a statute or statutory provision shall include any subordinate legislation made as at the date of this agreement under that statute or statutory provision and shall include any extension or modification, amendment or re-enactment of that statute and any regulations or orders made under that statute, and any general reference to a statute includes any regulations or orders made under that statute.
- (l) Any reference to an English legal term for any action, remedy, method of judicial proceeding, legal document, legal status, court, official or any legal concept or thing shall, in respect of any jurisdiction other than England, be deemed to include a reference to what most nearly approximates to the English legal term in that jurisdiction.
- (m) A reference to a document is a reference to that document as varied or novated (in each case, other than in breach of the provisions of this agreement) at any time.
- (n) References to clauses and schedules are to the clauses and schedules of this Lease; references to paragraphs are to paragraphs of the relevant schedule.
- (o) Any phrase introduced by the terms including, include, in particular, not restricted to or any similar expression shall be construed as illustrative and shall not limit the sense of the words preceding those terms.
- (p) References to the Landlord shall include the Landlord as defined in the Lease Particulars and its successors in title to the reversion expectant upon the determination of this Lease.
- (q) References to the Tenant shall include the Tenant as defined in the Lease Particulars and its successors in title.

2. **Demise and the Tenant's rights; exceptions and reservations.**





The Landlord demises the Premises to the Tenant with full title guarantee for the Term together with the following rights for the Tenant and those deriving title through or otherwise authorised by the Tenant:

- 2.1.1 To erect, install, use, operate, maintain, repair, (up to a total of 11 free standing masts and 1 pole at the Premises solely as shown on Plan CS/044190-SK453 Rev A and plan CS/044190.SK363 at any one time) , replace and renew on a like for like basis only (and when desired to remove any of) the Apparatus on/in the Premises using all machinery necessary to undertake the Works (and the right to install the masts shall relate to the positions shown on Plan CS/044190-SK453 Rev A and plan CS/044190.SK363. Provided that there shall be no right to extend alter or add to such Apparatus.
  - 2.1.2 To install on the masts such lighting and electronic communications equipment as is required for the Permitted Use and only as shown on the Plan CS/044190-SK453 Rev A and plan CS/044190.SK363
  - 2.1.3 To install, maintain, repair, replace and use underground electricity and communications infrastructure only under the Estate leading to and from the Apparatus either in the position shown on the Plan or as otherwise approved by the Landlord in writing.
  - 2.1.4 In the case of Emergency to use and place a generator for a temporary period not exceeding 14 days (maximum decibel rating 65 dcb) or such lower level as shall comply with current health and safety regulations on the Estate in a position approved by the Landlord acting reasonably and such approval shall not be unreasonably withheld or delayed. In such circumstances the Tenant shall use its best endeavours to reinstate the power supply.
  - 2.1.5 At all times full and free access both with and without vehicles over and along the Access Route and such other routes if any designated by the Landlord from time to time to carry out the Works and to exercise the rights granted by this Lease provided that all persons exercising such rights shall comply with such reasonable safety and security procedures as are required by the Landlord and shall forthwith make good any damage caused in the exercise of such Works or access at any time.
  - 2.1.6 While the Works, re-instatement works or Emergency works are being carried out, to occupy a reasonable working space of no more than 5m by 5m square immediately adjacent to the Premises (having first agreed such working space with the Landlord in writing) and to park vehicles and to temporarily store equipment or Emergency equipment in places immediately adjacent to the Premises and during maintenance visits but not so as to obstruct reasonable access by the Landlord to other parts of the Estate.
- 2.2 Rights Reserved
- 2.2.1 The right for the Landlord and all others having similar right
    - (a) to enter the Premises for the purpose of exercising her rights under clause 3.8.
    - (b) to connect to, use, maintain, renew, alter and replace all services in, under or on the Premises now or in the future
    - (c) to maintain, renew, alter and replace all or any parts of any building on land adjacent to the Premises.
    - (d) to use its adjacent land in such manner as the Landlord thinks fit.

### 3. Tenant's obligations

The Tenant covenants with the Landlord throughout the Term:

#### 3.1 Payments

##### (a) Rent



To pay the Rent annually in advance by BACS on the Rent Payment Date provided that the first instalment of the Rent shall be made on the date of this Lease and shall be the proportion, calculated on a daily basis, in respect of the period from the Rent Commencement Date until the day before the next Rent Payment Date.

**(b) Interest**

If any Rent or any other money payable under this Lease has not been paid within 28 days of the date it is due (whether or not formally Demanded by the Landlord), the Tenant shall pay the Landlord interest at the Default Interest Rate (both before and after any judgment) on that amount for the period from the date of demand to and including the date of payment save that no interest.

**(c) Outgoings**

The Tenant shall pay all present and future rates and taxes payable in respect of the Premises, its use and any works carried out there, other than:

- (i) any taxes payable by the Landlord in connection with any dealing with or disposition of the reversion to this Lease; or
- (ii) any taxes, other than VAT, payable by the Landlord by reason of the receipt of any of the rents due under this Lease

and any dispute will be determined by an Expert in accordance with Clause 6.

**(d) VAT**

Provided the Landlord has first supplied to the Tenant details of the Landlord's VAT registration number and has provided written evidence from Her Majesty's Revenue & Customs (or such other replacement body) that the Landlord has elected to charge VAT (and such election has not been revoked or disappplied) the Tenant covenants to pay any VAT due on payments under this Lease within 28 days of receipt of a valid VAT invoice addressed to the Tenant.

**(e) Interruption of power supply**


In the event that the power supply to the Premises is interrupted and an alternative power supply is required such as a generator, the Tenant undertakes to reinstate the interrupted power supply within 14 days. If and in the event that a generator is placed at the Premises only a silent generator will be used with a decibel rating of less than 65dcb, the location of the generator to be agreed with the Landlord such agreement not to be unreasonably withheld or delayed.

**3.2 Notice of Works**

To give to the Landlord at least 48 hours' written notice of its intention to commence the initial installation of the Apparatus.

**3.3 Installation**

(a) To carry out the Works in a good and workmanlike manner in accordance with any such statutory regulations causing as little inconvenience to the Landlord as reasonably possible and forthwith making good any damage caused by the Works (including any damage to the Landlord's drainage) to the reasonable satisfaction of the Landlord.



(b) To ensure that all cabling is located underground and to minimum cover depth of 1.2 metres and to provide to the Landlord current plans of all such cabling routes.

(c) Not to carry out any cabling works until the Landlord has approved all cabling routes on or under the Estate.

(d) Any drainage works, including reinstatement and/or renewal of any drainage systems required as a consequence of the Works (and or cable routes) will be undertaken by a drainage contractor approved by the Landlord at the Tenants cost.

(e) To forthwith make good any damage caused by the Works to the reasonable satisfaction of the Landlord and to indemnify the Landlord for any crop loss and/or disturbance arising as a result of the Works and any maintenance, inspections or the exercise of any access to the Premises. The quantification of such damage to be agreed by the parties but in the event of any default in agreement within 3 months from submission of the claim the matter may be referred to an expert with no less than 10 years experience for determination with all costs being met by the Tenant Provided That in such event the fees of the Landlord will be paid in any event by the Tenant

(f) The Tenant will be responsible for the reinstatement of any drainage systems affected by the Works.

(g) If the Landlord so requires the Landlord's approved drainage contractor will be used for carrying out any drainage reinstatement/renewal at the cost of the Tenant.

(h) The Landlord's reasonable professional costs incurred in the negotiation/preparation of any claim will be met by the Tenant.

(i) To erect a secure field gate to the Landlords specification between points A and B on Plan CS/044190-SK453 Rev A1 within 2 months of the date of this Lease with keys being held by the Landlord and the Tenant save that the Tenant shall immediately make the opening secure between points A and B and to the Landlord's satisfaction (acting reasonably) and keep the said opening secure (from the date of this Lease to the date of erection of the secure field gate).

### 3.4 Maintenance of Apparatus and reinstatement

(a) To maintain the Apparatus in a good and safe state of repair and to keep the Premises clean and tidy as required for the Permitted Use at all times throughout the Term and to maintain a stock proof fence around the Apparatus as shown on Plan CS/044190-SK363.

(b) On the termination of this Lease (however caused) the Tenant will forthwith remove the Apparatus and will if required by the Landlord reinstate the Premises and access routes to the Landlord's reasonable satisfaction having regard to the condition of the Premises at the date of this Lease and in accordance with the photographic record prepared by the Landlord

(c) For the avoidance of doubt the reinstatement obligations mentioned above will also apply to any wayleave agreement/cable routes that may be entered into between the Landlord and the Tenant.

### 3.5 Insurance

To maintain insurance against public liability and other third party liability in connection with any injury loss or damage to any persons or property arising out of the exercise by the Tenant its employees or independent contractors of the rights granted by this Lease and to provide details

of such insurance to the Landlord on request, but not more than once in any 12 month period. Such insurance to have a minimum liability cover of £10m.

### **3.6 Compliance with legislation**

- (a) The Tenant shall comply with all laws and regulations from time to time relating to:
  - (i) the Premises and the occupation and use of the Premises by the Tenant;
  - (ii) any works carried out at the Premises.
- (b) Without prejudice to any obligation on the Tenant to obtain any consent or approval under this Lease, the Tenant shall carry out all Works that are required under any law to be carried out at the Premises.

### **3.7 Use**

Not to use the Premises otherwise than for the Permitted Use.

### **3.8 Alienation**

- (a) Unless otherwise permitted by this Lease not to assign underlet charge part with or share possession or share occupation of this Lease or the Premises or any part of them or hold the whole or any part of the Premises on trust for another person or grant any right or license over the premises or any part of them in favour of any third party..
- (b) Not to assign the whole or part of this Lease.
- (c) Not to underlet or share occupation or possession of the whole or part of the Premises without the Landlord's prior written consent.

### **3.9 Access for the Landlord**

To permit the Landlord reasonable access to the Premises upon reasonable prior notice (except in the case of an emergency) and to make good any breaches under this Lease or the obligation thereunder to the satisfaction of the Landlord.

### **3.10 Indemnity**

The Tenant will indemnify the Landlord and keep the Landlord indemnified against all liabilities, costs, claims, damages, loss and expenses suffered or incurred by the Landlord arising from any act or omission by the Tenant or any person with its actual or implied authority and from the exercise of the rights granted by this Lease and from any breach of any contractual term or condition in this Lease.

### **3.11 Existing Lighting Array**

At the Tenant's sole expense the Tenant shall within 3 months of completion of the Works of installation of the Apparatus remove from the Estate and make good to the satisfaction of the Landlord all existing lighting systems and ancillary apparatus which benefit the Tenant's operation of London Southend Airport and in consideration of this deed all associated licenses

and consents together with all rights now enjoyed by the Tenant in connection with the existing lighting systems are hereby surrendered by the Tenant.

#### **4. The Landlord's obligations**

The Landlord covenants with the Tenant as follows:

##### **4.1 Quiet enjoyment**

The Landlord covenants with the Tenant that so long as the Tenant pays the rents reserved by and complies with its obligations in this Lease, the Tenant shall have quiet enjoyment of the Premises without any lawful interruption by the Landlord or any person claiming under the Landlord.

##### **4.2 Non-interference**

- (a) Not to tamper with or permit any of the Landlord's tenants, licensees or anyone on the Premises with the Landlord's express authority tamper with the Premises, or the Apparatus.
- (b) Not to permit or allow the installation of any lighting equipment within the area edged red on Plan CS/044190-SK453 Rev A1 unless the top of the light source is covered.
- (c) If the Tenant can demonstrate to the Landlord (acting reasonably) that the operation of any equipment installed after the date of this Lease on the land edged red on Plan CS/044190-SK453 Rev A1 is interfering with the operation and or purpose of the Apparatus then the Tenant may by giving not less than 6 months notice at any time on the Landlord and provided always that the Premium shall not be refunded and provided that the Tenant has paid all sums due to the Landlord then this Lease shall terminate on the expiry of that notice.

##### **4.3 Access Route**

Not to obstruct or stop up the Access Route unless an alternative is provided.

##### **4.4 Health and Safety Legislation & Other Statutes**

To ensure that the Estate (other than the Premises) complies with all health and safety legislation and all other statutes applicable to the Estate and any other obligations so applicable imposed by law or by any byelaws.

##### **4.5 Land Registry requisitions**

As soon as reasonably practicable after the end of the term (and notwithstanding that the term has ended), the Tenant shall make an application at its cost to close the registered title of this Lease and shall ensure that any requisitions raised by HM Land Registry in connection with that application are dealt with promptly and properly; the Tenant shall keep the Landlord informed of the progress and completion of its application.

#### **5. Forfeiture**

- 5.1 The Landlord may re-enter the Premises (or any part of the Premises in the name of the whole) at any time after any of the following occurs:
- (a) any rent is unpaid 28 days after becoming payable due whether or not having been formally demanded; or
  - (b) where the Tenant is in breach of its obligations under this Lease and it has not remedied the breach within a reasonable time of being given written notice of such breach by the Landlord
  - (c) where the Tenant is a corporation:
    - (i) the taking of any step in connection with any voluntary arrangement or any other compromise or arrangement for the benefit of any creditors of the Tenant; or
    - (ii) the making of an application for an administration order or the making of an administration order in relation to the Tenant; or
    - (iii) the giving of any notice of intention to appoint an administrator, or the filing at court of the prescribed documents in connection with the appointment of an administrator, or the appointment of an administrator, in any case in relation to the Tenant; or
    - (iv) the appointment of a receiver or manager or an administrative receiver in relation to any property or income of the Tenant; or
    - (v) the commencement of a voluntary winding-up in respect of the Tenant, except a winding-up for the purpose of amalgamation or reconstruction of a solvent company in respect of which a statutory declaration of solvency has been filed with the Registrar of Companies; or
    - (vi) the making of a petition for a winding-up order or a winding-up order in respect of the Tenant; or
    - (vii) the striking-off of the Tenant from the Register of Companies or the making of an application for the Tenant to be struck-off; or
    - (viii) the Tenant otherwise ceasing to exist; or
  - (d) the taking of any step in connection with any voluntary arrangement or any other compromise or arrangement for the benefit of any creditors of the Tenant.

5.2 If the Landlord re-enters the Premises (or any part of the Premises in the name of the whole) following the grant of a possession order pursuant to this clause this Lease shall immediately end, but without prejudice to any right or remedy of the Landlord in respect of any breach of covenant by the Tenant.

## 6. **Dispute Resolution**

- 6.1 All disputes between the parties which cannot be resolved between the parties within 3 months shall be determined in accordance with this clause 6. The parties shall agree on the appointment the Independent Expert shall be a member of the RICS practicing in the subject matter of the dispute for more than 10 years of an independent Expert and shall agree with the Expert the terms of his appointment.
- 6.2 The Expert shall act as an expert and not as an arbitrator. If the parties are unable to agree on an Expert within fourteen days of either party serving details of a suggested expert on the other, either party shall then be entitled to request that the President for the time being of the Royal Institution of Chartered Surveyors appoint a surveyor of repute with experience in telecommunication to act as an Expert.
- 6.3 The Expert is required to prepare a written decision and give notice (including a copy) of the decision to the parties within a maximum of three months of the matter being referred to the Expert.



- 6.4 If the Expert dies or becomes unwilling or incapable of acting, or does not deliver the decision within the time required by this clause then:
- (a) either party may apply to the President for the time being of the Royal Institution of Chartered Surveyors to discharge the Expert and to appoint a replacement Expert with the required expertise; and
- (b) this clause applies in relation to the new Expert as if he were the first Expert appointed.
- 6.5 All matters under this clause must be conducted, and the Expert's decision shall be written, in the English language.
- 6.6 The parties are entitled to make submissions to the Expert and will provide (or procure that others provide) the Expert with such assistance and documents as the Expert reasonably requires for the purpose of reaching a decision.
- 6.7 To the extent not provided for by this clause, the Expert may in his reasonable discretion determine such other procedures to assist with the conduct of the determination as he considers just or appropriate
- 6.8 Each party shall with reasonable promptness supply each other with all information and give each other access to all documentation and personnel as the other party reasonably requires to make a submission under this clause.
- 6.9 The Expert's written decision on the matters referred to him shall be final and binding on the parties in the absence of manifest error or fraud.
- 6.10 The Expert's fees and any costs properly incurred by him in arriving at his determination (including any fees and costs of any advisers appointed by the Expert) shall be borne by the Tenant.

## **7. Surveyors and Legal Costs**

- 7.1 The Tenant is to pay a contribution of £5,000 plus vat to the Landlord's legal costs and a further contribution of £3,500 plus vat for the Landlord's surveying costs incurred in the preparation of this Lease whether or not the matter proceeds to completion.

## **8. Yield Up**

- 8.1 At the expiration or sooner determination of the Term to remove the Apparatus from the Premises and to reinstate the Premises as nearly as may be to the condition it was in prior to the installation of the Apparatus as is evidenced by the Photographic Schedule of Condition annexed to this Lease and to the Landlord's reasonable satisfaction.

## **9. Notices**

- 9.1 Any notice to be served by either party upon the other shall be served by:
- 9.2 hand in the case of the Tenant to its registered office and in the case of the Landlord to its registered office or last known place of address where it shall be deemed to have been served on the day of delivery if delivered before 4:00 pm or otherwise on the next working day following delivery; or

9.3 first class post (with a certificate of posting), special delivery post or recorded delivery post addressed in the case of the Tenant to its registered office and in the case of the Landlord to its registered office or last known address and such notice provided it is properly addressed shall be deemed, in the case of first class post (with a certificate of posting), to have been received on the second working day after it was posted.

9.4 No notice served by either party by email or facsimile shall be valid

## 10. The Apparatus

The Apparatus belongs to the Tenant who shall have the right to remove all or any part of it at any time.

## 11. Exclusion of Security of Tenure

The Landlord and the Tenant agree that the provisions of sections 24 to 28 Landlord and Tenant Act 1954 are excluded in relation to the tenancy created by this Lease. The parties confirm as required by section 38A(3) (a) of the Landlord & Tenant Act 1954 that before the date of this Lease

(a) the Landlord served on the Tenant a notice ("the Notice") dated 16th February 2012 in relation to the tenancy created by this Lease as required by section 38A (3) of the Landlord & Tenant Act 1954;

(b) the Tenant, or person duly authorised by the Tenant, in relation to the Notice made a statutory declaration ("the Declaration") dated the 16<sup>th</sup> February 2012 in accordance with the requirements of section 38A(3)(b) of the Landlord & Tenant Act 1954;

(d) where the Declaration was made by a person other than the Tenant, the declarant was duly authorised by the Tenant to make the Declaration on the Tenant's behalf, and

(e) there is no agreement for Lease to which this Lease gives effect.

## 12. Redevelopment

The Landlord may terminate the Lease at any time on 12 month's notice provided a planning approval for development has been obtained for the Premises or the Estate or any part of it or for any land used for cable wires or any Apparatus.

## 13. Contracts (Rights of Third Parties) Act 1999

A person who is not a party to this Lease shall not have any rights under or in connection it by virtue of the Contracts (Rights of Third Parties) Act 1999 shall not apply to this Lease.

## 14. Right to Determine

(a) The Tenant may give not less than 12 month's notice in writing to the Landlord to determine this Lease on the 1<sup>st</sup> November 2016 and thereafter on each 5<sup>th</sup> anniversary of the Term and





on expiry of such notice this Lease shall absolutely cease (provided that the Tenant shall have by such date removed the Apparatus and restored the property to agricultural use and determine but without prejudice to the rights of either party against the other in respect of any antecedent claim or breach of covenant.

- (b) The Tenant may give notice in writing to the Landlord to determine this Lease at any time and with immediate effect if the Tenant is prevented from carrying out the Permitted Use (and or exercising the ancillary rights) by the Landlord, Collonade Llp, Seaside Limited, Higgs & Hill Plc or their successors and or assigns (individually or collectively).
- (c) In the event that planning permission (whether outlined or detailed) for residential, commercial or mixed use development is granted in respect of the land edged red on Plan CS/044190-SK453 Rev A1 or any part thereof or any part or parts thereof are acquired under any compulsory purchase powers the Landlord may by not less than 12 months written notice determine this Lease whereupon the Lease shall cease and determine and the Tenant shall remove all Apparatus and restore the Premises to agricultural use

Provided Always that such a notice served by the Tenant shall be of no effect if at the date of termination the Tenant has not paid any part of the Rent or any sums due under this Lease to have been paid on or prior to that date.

## **15. Entire Agreement**

- 15.1 This Lease constitutes the whole agreement between the parties relating to the transaction contemplated by the grant of this Lease and supersedes all previous agreements between the parties relating to the transaction.
- 15.2 Nothing in this clause shall limit or exclude any liability for fraud.

Executed as a Deed by )  
Sally Ann Stokes )  
in the presence of: )

*Sally Stokes*

Signature of witness:

*David Melbourne*

Name: DAVID MELBOURN

Address: THE BLACK BARN, HUELORIDGE ROAD RAYCEZGH SS6906

Occupation: CHARTERED SURVEYOR

Executed as a Deed by )  
London Southend Airport )  
Limited acting by a director )  
in the presence of: )

Signature of witness:

Name:

Address:

Occupation:



