

**MINUTES OF LSA COMMUNITY NOISE FORUM
HELD AT LONDON SOUTHEND AIRPORT HOLIDAY INN
ON TUESDAY 13 AUGUST AT 14:00AM**

Present

CNF Chair	Mick Thwaites (MTh)
LSA Noise Manager	Jo Marchetti (JM)
LSA Head of ATS	Nicole Park (NP)
LSA minute taking	Mia Warner
Chalkwell Ward Resident Group	Sally Holland (SH)
Leigh Ward Resident Group	Ray Evans (RE)
SS0 member	Joanna Spencer (JS)
SS4 member	Kevin Salt (KS)
SS5 member	Mandy Johnson (MJ)
Rochford Parish Councillor	Cllr Graham Whitehead (GW)
ECC	Mike Steptoe (MS)
Dept of Transport (DfT)	Ian Green (IG)
Howard Miller	Jewish Community (HM)

Invited Guests

SCC Leader of the Council	Cllr Daniel Cowan (DC)
Dr Vaughan Chopping	Local resident (VC)
Roger Dowell	Sanctuary House
Rob McAvoy	Project Southchurch
Tony Morris	Project Southchurch

Apologies

RDC	Cllr Julie Gooding (JG)
SCC (S106 Officer)	Marshall Mhiribidi (MM)
Rochford Parish Councillor	Cllr James Cottis (JC)
Leigh Residents Association	Mike Dyer – no reply
SCC	Paul Pearce – no reply

		Action
1	Welcome and introductions Introductions by all members and guests.	
2	Apologies for absence The Chair gave apologies from Cllr James Cottis, Marshall Mhiribidi (SCC) & Cllr Julie Gooding	
3	Minutes of the previous meeting Email from MM 09/07/24 asking the minutes to be amended as follows: <i>MM said SCC would open the S106 Operational plans for public consultation once the final drafts were received from LSA. DS wanted to know who residents would be informed. Local residents leaving adjacent to the Airport would receive notification by letters and the consultation will also be made available online on the Council website. MM also agreed that SCC would send a link to JM and JM would update the CNF members.</i>	
	Outstanding actions <ul style="list-style-type: none"> • David Smith to provide a list of represented residents post-meeting – Actioned (sent to Chair as a confidential list) • MM to share link for the S106 plan review once ready – carry forward • Kevin Buck to advice CNF of the annual SCC Scrutiny Committee date once confirmed – carry forward • MM to share results of SCC NO2 testing Actioned <i>Results are reported annually in the Annual Status Report (ASR) which is available to view or download at Essex Air.</i> 	

	<p>JS asked Cllr Cowan to explain how the testing sites around Southend are determined and said that a resident in Wells Avenue is finding dirty marks on her washing that is hung in her garden, which she thinks may be coming from aircraft pollution. Cllr Cowan described how diffusion tubes take readings over 30-day period to show the average level of NO2 pollution but cannot determine a peak in pollution (date and time), nor where the pollution is generated from. NO2 tubes in Southend are situated around areas of high traffic volume and/or standing traffic.</p> <p>SCC is looking to invest in more air monitoring technology in the future. Cllr Cowan advised JS to email Cllr Lydia Hyde about the resident in Wells Avenue.</p>	
<p>4</p>	<p>Declarations of Interest</p> <p>None</p>	
<p>5</p>	<p>Airport Update – Nicole Park</p> <p>New Acting CEO</p> <ul style="list-style-type: none"> To support our next phase of growth Marc Taylor has been appointed acting Chief Executive Officer at LSA. Marc’s previous role was as Director of Operations and has 26 years of experience at LSA. Former CEO, John Upton, who joined the airport in September 2022, decided to step down to pursue new opportunities. John had helped cement LSA as the sixth airport of London through the acquisition by Carlyle and securing easyJet having a base once more at Southend. <p>Growth</p> <ul style="list-style-type: none"> In May 2024, we were thrilled to announce that easyJet will be opening a three (186-seat A320neo) aircraft base at the Airport from spring 2025, creating hundreds of direct and indirect jobs over the coming years. This news was further enhanced with the launch of six new easyJet holidays destinations, including Pisa, Gran Canaria, Dalaman, Antalya and Marrakech as well as to Enfidha in Tunisia. Followed shortly by Tenerife. More new destinations are expected later in the year. easyJet had advertised provisional Tenerife flight times for 2025 which once confirmed and allocated, will be adjusted in accordance with the S106 procedures i.e. between 06.30 – 23.00 with limited arrivals between 23.00 – 23.30. The Air Bus A320neo aircraft, which will be based at Southend from Spring 2025, generate 15 per cent fewer emissions, and most significantly, are 50 per cent quieter for take-off, and landing and taxiing than the traditional aircraft. The new A320neo aircraft performance will help LSA to maintain routes through the winter periods. Over 100,000 passengers have flown though the airport since March 24 and we expect to reach 250-300,000 for the 12 months to Feb 2025. <p>Development plans</p> <ul style="list-style-type: none"> Due to the delayed recovery from the pandemic, LSA will not proceed with the new hotel (planning permission expires August 2024). A new application for a hotel may be submitted in the future as the business recovers. <p>UEFA flights</p> <ul style="list-style-type: none"> In June LSA supported the UEFA football event by sharing capacity alongside all other relevant London Airports for the Champions League final which was held at Wembley. The huge event helped generate revenue for the UK economy. Given the timing of the game, flights operated between 23:00 on 1 June - 06:30am on 2 June. All flights operated under the terms of the S106 and existing controls. LSA was the only London Airport to accommodate the UEFA flights within existing operational controls. Other London Airports were granted additional allowances to accommodate night flights for this specific event. Over the two-day period 76 complaints were received from 10 residents – 68 complaints from 3 people. <p>Security</p> <ul style="list-style-type: none"> LSA has invested huge amounts into Next Generation security equipment, and now have two lanes, two Body Scanners and are totally compliant with DfT. The Department for Transport (DfT) has issued a directive to UK airports using Next 	

Generation Security Checkpoints (NGSC), which includes London Southend. From 00:01 on Sunday 9 June 2024, 100ml restrictions on liquids will temporarily be reintroduced for passengers. However, passengers travelling through London Southend Airport can still keep everything, including all liquids and large electronics, in their cabin baggage when passing through security.

Employment

- Current LSA colleague headcount (including rail) is 274, over 350 including the Hotel. 87% of our employees are from SS postcodes.

2 Vacancies:

- Air Traffic Control Assistant – Traineeship
- Air Traffic Control Officer

Airspace

- The Airport was informed on Friday 15 December that the CAA was not yet satisfied that the change sponsor had met the requirements of the ACP process and certain elements of LSA’s methodology shared requires further work. The CAA has agreed to an October Gateway, which will be held on 31 October 2024 and LSA is required to submit documents by no later than 3 October 2024. The airport hopes to submit paperwork end August/early September.
- Work has already commenced on addressing the feedback given by the CAA and LSA plans to inform its stakeholders of the changes / updates during July. There will be an opportunity for stakeholders to provide feedback. LSA will also look to hold an Information Session during this period and will advise of the planned date in due course.
- Implementation of FACSI is expected 2030.

Sustainable Aviation Fuel (SAF)

- The new secretary of state will assign the directions for the CAA in the coming weeks / months, and the expectation is that work will continue in the same vein as it had done with the previous government. The Airspace Modernisation Strategy Part III will be published on Thursday, outlining key thematic areas, and setting milestones against them. For us, the business-critical aspect here is the redesign of the London Terminal Manoeuvring Area – a project that we have been collaborating with the other London Airports with assistance from the Airspace Change Organising Group since 2019 (we are currently at stage two of the process and deployment of the new design is not anticipated until 2032).
- That aside Sustainable Aviation estimate that only 6% of the total environmental gains to be had will result from the redesign of the London Terminal Manoeuvring Area, and their focus remains upon the wider development of sustainable aviation fuel. As this is still relatively conceptual for commercial airline use, I am yet to see any proposed regulation / guidance / or large-scale projects in this area.
- Written statement to Parliament: [Sustainable aviation fuel initiatives](#)

Annual report 2023-24

- The 2023-24 Annual report was sent to all stakeholders 23/07/24 and has now been published on the airport website. The report demonstrates 100% compliance with the S106 planning agreement.

Community Impact

- Results and feedback from the CAA passenger survey (Oct – Mar 24) show that 90% of our arriving passengers rate our ‘general helpfulness and courtesy of the airport staff in meeting assistance needs’ as excellent. 94% of departing passengers rated us as excellent.
- The airport has renewed its partnership with SECE Mind for 2025 and will continue to fundraise/raise awareness for mental health.
 - The airport has committed to sponsoring several local events including Essex & Herts Air Ambulance ‘Strictly Air Ambulance’, Southend Rugby Club ‘ladies match for breast cancer’, Havens Hospice Southend Half Marathon, World Cup-on-Sea for Great Ormond Street Hospital and Leigh Regatta as well as Essex Cricket School’s tournament.

Environment

- The 2023 DEFRA bias adjusted NO2 levels around the airport perimeter range from 17.4 – 19.9 µg/m3 (Government Air Quality Objective is 40 µg/m3)
- 25% of the airport’s electricity came from our on-site solar farm.

S106 Operational Review

- LSA has scheduled meetings with Logika over the next two weeks to agree a first formal

	<p>response to RSK/SCC comments following an internal review with LSA consultant. Revised draft plans will be issued to SCC with tracked changes.</p> <ul style="list-style-type: none"> • Feedback/Comments from RDC received 12/08/24. • The final draft plans will be shared with the ACC and CNF for comments before final submission to SCC. <p>R4 Noise Action Plan</p> <ul style="list-style-type: none"> • A copy of the Draft NAP was sent to CNF members 11/07/24 and has now been published on the LSA website – <i>pending formal adoption and approval by the Secretary of State for Environment, Food & Rural Affairs (Defra)</i>. • Formal adoption has been delayed due to the general election and summer break. • Progress of the NAP targets/commitments will be regularly monitored under item 10 of the CNF agenda. <p><u>Questions raised</u></p> <ul style="list-style-type: none"> • JS asked when easyJet have their slot meetings to confirm the flight schedules. NP suggested Oct/Nov. JM reiterated that the advertised flights times for easyJet holidays would be amended when slots are confirmed and that all passenger flights would operate in accordance with the S106 i.e. scheduled between 06.30 – 23.00 with up to 90 per month scheduled to arrive between 23.00 – 23.30. Those scheduled between 23.00 – 23.30 would be counted towards the monthly 120 night flight quota. • MS asked if the increase in passenger flights would lead to a decrease in training flights. NP explained that there <i>could</i> become a point when integrating light aircraft with commercial aircraft is unsustainable, but this may take at least 5-10 years. In the short term, ATC has precured a flight simulator to train new controllers which negated the need to offer cheap circuits. We are unlikely to see the peak in light aircraft training that we saw after the pandemic. • MS asked what percentage of electricity generated by the solar farm was used by tenants in Aviation Way. NP/JM to provide answer post-meeting. Actioned. • NP advised MS to contact her directly about ATC apprenticeships. 	NP/JM
6	<p>Membership</p> <p><u>New member applications/approvals</u></p> <p><u>David Smith – local resident</u></p> <ul style="list-style-type: none"> • David Smith’s membership application has been withdrawn until the CNF ToR has been reviewed in November, when he will be welcome to re-apply for membership. • The reasons for this were explained by the Chair: • DS has publicly and repeatedly objected to the wording in the ToR/Code of Conduct that state: <ul style="list-style-type: none"> <i>LSACNF members are expected to.</i> <i>Recognise London Southend Airport’s (LSA) legal right to exist and operate under its existing S106 agreement.</i> • DS wrote to John Upton (former CEO LSA) and other airport stakeholders stating - <i>“I have been very clear in my responses to possibly becoming a member of the LSACNF. This I clearly cannot do whilst the terms of reference require that every member agrees to the terms of the S106. I do not, and never have done, since the S106 does not and never has considered the residents and the negative impacts forced on them from night flights. It promotes them instead.”</i> • The Chair explained that he had conversed with DS numerous times to explain that members were not required to ‘agree’ with S106 but needed to acknowledge its existence and the airports obligation to operate under it. • KS stated that he also strongly disagrees with some elements of the S106 but understands that it cannot be changed without agreement by all parties. He thought DS came across well in the previous meeting and made some good points, saying that it was unfortunate that he has got tied up on the wording of the ToR. • Whilst DS has since objected to his withdrawal from the August meeting, he has been 	

	<p>invited to re-apply for membership once the ToR has been reviewed and published (providing he can agree to the revised ToR and Code of Conduct). Until then, he is welcome to raise any noise issues directly with the Chair or to the LSA Noise Manager.</p> <ul style="list-style-type: none"> • The Chair noted that DS’s concerns that residents of Wells Avenue were not being represented at the forum were unfounded. The Chair has personally reached out to residents of Wells Avenue to discuss noise issues and invite them to join the forum. Whilst DS does not live in Wells Avenue, he raised an issue with the attendance and communication of a previous SS2 member from Wells Avenue that has since left the forum. JS is a long-term CNF member that attends regularly and is in contact with Wells Avenue residents and updates them through a local Facebook page. • As stated in the current ToR, members are no longer recruited on a postcode area basis. Any resident groups are welcome to apply for membership. <p><u>Potential members invited to observe</u></p> <ul style="list-style-type: none"> • Any of the guests noted above can apply for membership to the forum post-meeting if they wish to do so. • The Chair had reached out to several community groups including SAVS, which included the Rochford (RAVS). <p><u>Member presentations for next meeting</u> n/a</p>	
<p>7</p>	<p>Community Input Guests invited to introduce themselves and their interest in the forum.</p> <ul style="list-style-type: none"> • Rob McAvoy & Tony Morris – Project Southchurch is a community organisation that provides support to residents, hosting local events such as the Art Trail. Some residents live in areas that may be affected by aircraft noise. They would like the opportunity to work with the airport to update residents of future development plans. • Roger Dowell - Vice chairman of Sanctuary Housing Committee Rochford, which is a large housing association with a strong presence in Rochford. Roger is passionate about airport, it’s great for jobs and community, and did an amazing job during the pandemic. Good to have opportunity to bring residents noise issue to the airport via the CNF. • Daniel Cowan - Cllr Cowan stated that he was happy to attend this meeting as an invited guest but did not think it appropriate to apply for membership or attend regularly, as a local councilor. KS agreed that members should be non-political. • Vaughan Chopping – local resident attending with concerns about light aircraft training. The Chair invited VC to ask questions after the Light Aircraft Presentation. 	
<p>8</p>	<p>Light Aircraft Presentation by Nicole Park (Head of Air Traffic) <i>Presentation attached to minutes</i></p> <ul style="list-style-type: none"> • NP talked through each slide explaining the procedures for circuits and where light aircraft are likely to fly when training. • Pilots usually carry out circuit training to the north of the airfield as the south is more densely populated. In the event of an emergency, it is easier to direct the pilot to an open space for and emergency landing. The south of the airfield is Southend City town center and the sea. Pilots also need to remain within sight of the air traffic controller • Cllr Cowan stated that the area to the south was 5-8 times more populated. • MS asked why circuits can’t operate further NE. NP explained that the circuit track is flown visually and is dispersed so that the flight tracks do not follow a singular path. • To change the circuit procedure, an application could be made to the CAA to fly a single track but those residents under the proposed new track would be heavily disturbed and would object. Therefore, it would unlikely be approved. Multiple tracks create a level of 	

	<p>dispersion.</p> <ul style="list-style-type: none"> • Southern circuits may be flown at the controller’s discretion and are used when larger commercial aircraft are training to further disperse the disturbance. • VC’s location was shown to be on a concentrated right turn part of the circuit (when operating R23) and due to the topography of the surrounding area and height above sea level, he was likely to notice increased nose levels from light aircraft departing and using maximum engine thrust as maneuver the crosswind section towards his location. • VC asked if the pilots used his house as a visual marker. NP denied this was the case. • MS asked what the map would look like if it showed 6 months worth of circuits. NP showed a separate map (<i>which has been added to the end of the presentation</i>), which shows where all the other light aircraft in the vicinity fly around the training circuits and how much denser the flight track are outside of the circuit area. Those living under the circuit pattern are in fact less overflown than other adjacent areas. • NP explained that ATC obtain an altitude reading from each pilot and ensure that it correlates with radar height information. If inconsistencies were noted the radar would be taken out of use. The height shown on WebTrak is taken from the radar feed and will be 100% accurate. If living in a rural area with open sky it can be difficult to judge aircraft speed and height from the ground as there are no visual references behind it. • The maximum circuit height is 1,000ft during the highest section (downwind leg) to avoid overhead air traffic. • The 500ft rule does not apply, and there is no minimum height on a training circuit. • NP confirmed that ATC are not authorised to refuse training requests, unless for reasons of safety. • VC was offered a separate meeting with NP, JM and the Chair to discuss light aircraft circuits in more detail. MS asked to be present if the meeting took place. 	
9	<p>Noise data</p> <ul style="list-style-type: none"> • A summary of noise complaints for the period to July 2024 was issued to members prior to the meeting. • KS stated that the number of complainants (10) for the UEFA flights did not represent the true level of disturbance for residents. • Ian Greene (DfT) confirmed that LSA were asked to facilitate the UEFA flights as part of a government request to all London Airports. 	
10	<p>Noise Action Plan (NAP)</p> <ul style="list-style-type: none"> • JM clarified that the progress against the published NAP targets would be audited annually by the ACC but that the CNF would regularly monitor progress through its quarterly meetings. • The Chair agreed that the NAP will be a regular agenda item for discussion and will push for accountability against the NAP targets. 	
11	<p>Terms of reference</p> <ul style="list-style-type: none"> • The Chair will circulate a draft ToR to members ahead of the next meeting. Initial comments can be made via email so the document is ready for discussion in November. 	
12	<p>LSA Annual Report 2023-24</p> <ul style="list-style-type: none"> • JM advised that the Annual Report had been reviewed and approved by the ACC, and following comments, extra information about historical noise complaint data and aircraft operations had been added. 	

13	<p>AOB</p> <ul style="list-style-type: none"> • IG stated that the new Aviation Minister, Mike Kane, grew up under a flight path. He hasn't yet expressed his views on aviation noise, but IG was hoping to provide an update at the next meeting • AJ said it was promising news about the increase in circuit/training fees. • HM said the helicopter pleasure flights were concerning and he had received lots of complaints from residents in Thorpe Bay. NP said the pleasure flights were just 1 or 2 days a month, next one is in September. The short 6 min flights can be repetitive. JM encouraged residents to register complaints so that she could evidence the level of annoyance. • MS said we need to be careful when reviewing the ToR so not to give the impression the airport is happy to work outside the S106. 	
14	<p>Date of 2024 meetings</p> <ul style="list-style-type: none"> • Tues 12 November 14:00 – 16:00 	
	<p>Next meeting 12 November 2024 14:00am.</p> <p>_____</p> <ul style="list-style-type: none"> • Mick Thwaites (Chair) _____ Date 	