

**MINUTES OF LSA COMMUNITY NOISE FORUM
HELD AT LONDON SOUTHEND AIRPORT HOLIDAY INN
ON TUESDAY 12 NOVEMBER 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
SS0 member	Joanna Spencer (JS)
SS4 member	Kevin Salt (KS)
SS5 member	Amanda Johnson (AJ)
Rochford Parish Councillor	Cllr James Cottis (JC)
RDC	Cllr Julie Gooding (JG)
ECC	Mike Steptoe (MS)
Jewish Community	Howard Miller (HM)
Local resident	Dr Vaughan Chopping (VC)
Sanctuary House	Roger Dowell (RD)

Invited Guests

Chair of Governors Thomas Moore High School Daniel Cauchi (DC)

Apologies

Chalkwell Ward Resident Group	Sally Holland (SH)
Dept of Transport (DfT)	Ian Green (IG)
Leigh Ward Resident Group	Ray Evans (RE)
Rochford Parish Councillor	Cllr Graham Whitehead (GW)
SCC (S106 Officer)	Marshall Mhiribidi (MM)
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 Ian Greene, Sally Holland & Ray Evans. Graham Whitehead emailed apologies during the meeting as he had mistakenly arrived at the Jet Centre.	
3	Minutes of the previous meeting KS commented that the minutes should reflect that LSA had a choice to operate the UEFA flights and thought item 9 implied otherwise. JM stated that this was also explained under the airport update. Minutes of previous meeting formally adopted.	
	Outstanding actions <ul style="list-style-type: none"> • MM to share link for the S106 plan review once ready – carry forward • Kevin Buck to advise CNF of the annual SCC Scrutiny Committee date once confirmed – carry forward JM updated that the Infrastructure & Corporate Strategy Working Party meeting will be held on Wed 18 th December at the Civic Centre. <ul style="list-style-type: none"> • 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. • AJ asked if the GA fees had been increased to a competitive level. NP confirmed this had been implemented for summer 2024 	

4	<p>Declarations of Interest</p> <p>None</p>	
5	<p>Airport Update – Nicole Park</p> <p>Growth</p> <ul style="list-style-type: none"> • The airport is growing its passenger numbers and expects to meet our target of 280K passengers this reporting year. • Passenger numbers for August to October total 101,789 with load factors at 82%. Comparing to the same period last year passengers have increased by 55%. • The airport is now experiencing a fantastic period of growth and is working to exceed easyJet’s expectations to further anchor our partnership and grow the number of based aircraft beyond 2025’s planned three A320neo’s in the coming years. This year LSA will have approx. 280K passengers, with over 800K from easyJet alone in 2025. • The Business Development team attended Routes World in Bahrain in October where they met with 20+ airlines and delivered presentations to attract new business. In November, they will attend the World Travel Market in London which hosts a large number of airlines, tourism boards and tour operators. The team have 30 meetings planned with aviation partners to build new growth and support existing routes. • Acting CEO Marc Taylor has met with the new local MP David Burton-Sampson (MP for Southend West & Leigh) and Bayo Alaba (MP for Southend East and Rochford) to discuss airport development plans and the concerns of residents in Wells Avenue. • At the end of August, we were pleased to announce three new easyJet routes to Almeria and Reus in Spain and to Malta for the 2025 summer schedule. This brings the total number of destinations to 19. With current easyJet load factors of 88%, this puts us in a strong position for other airline negotiations. • We currently have 4 routes on sale for our winter schedule, plus a package holiday to Lapland. Given the resourcing challenges for days when flights are spread out over the day, we are working with our teams to retain as many of our operational staff as possible and reset a process driven organisation that focuses on passenger flow. • From the 1st August, Dunhill Aviation, an MRO (Maintenance Repair and Overhaul) business, is occupying the previous SENA building. They will be offering MRO services to the business aviation community and seeking to develop their business. <p>Employment</p> <ul style="list-style-type: none"> • The airport will be holding a Recruitment Day on 13 November in readiness for the return of the easyJet base next spring. Sessions will run between 1pm-5pm and 6pm-9pm. • Current LSA colleague headcount (including rail) is 256, over 350 including the Hotel. 87.8% of our employees are currently from SS postcodes. We have welcomed 44 new joiners since 1st April. <p><u>3 Vacancies:</u></p> <ul style="list-style-type: none"> • Air Traffic Control Assistant – Traineeship • Air Traffic Control Officer • Airport IT Manager <p>Airspace</p> <ul style="list-style-type: none"> • The CAA has now completed the Stage 2 ‘Develop & Assess’ Gateway Assessment and is <u>satisfied</u> that London Southend Airport FASI (ACP-2018-90) has met the requirements of the process up to this point. The CAA approves progress to Stage 3 ‘Consult’. • Further information on LSA’s ACP can be found here Airspace change proposal public view (caa.co.uk) • LSA will now seek to begin work on Stage 3. Further information will be made available on our website as we progress through stage 3 FASI South - London Southend Airport. <p>Community Impact</p> <ul style="list-style-type: none"> • Total volunteering hours donated by LSA colleagues so far this year = 189 hours • The airport has sponsored several local events this year including Essex & Herts Air Ambulance ‘Strictly Air Ambulance’, Southend Rugby Club ‘ladies match for breast cancer’, Havens Hospice Southend Half Marathon, and Leigh Regatta. • In August, LSA donated unclaimed confiscated items to SECE Mind for their housing facility 	

	<p>in Nelsons Road, Southend. Any unwanted items were sent to a local homeless charity.</p> <ul style="list-style-type: none"> • In September, 39 Air Scouts and Leaders from Night Hawk Explorer Scout Unit, Canvey Island were treated to a tour of the Control Tower, ATE and Fire Section. • Guide Dog Familiarisation Training sessions - Puppies and handlers were invited to tour the airport and its facilities on 5th August and 23rd September. • Over 80 cabin crew, aviation, level 2 travel and level 3 travel students from Thurrock/South Essex colleges will be visiting the airport in Nov/Dec. Colleagues from around the business will be talking to students about their careers in aviation. • PRM meeting held 23 October. Members were invited to review the facilities in the car parks and rail station. • LSA has liaised with a member of its PRM Committee to arrange an 'Autism Reality Event' for 24 passenger facing colleagues in March 2025. <p>CAA Passenger Survey</p> <ul style="list-style-type: none"> • Once again, our PRM passengers have scored our services as excellent. Our Mar – Oct 24 report rated our assistance as follows: • 91% of departing passengers rated the quality of assistance through the airport to the aircraft as excellent. • 94% of departing passengers rated the general helpfulness and courtesy of the airport staff as excellent. • 90% of arriving passengers rated the general helpfulness and courtesy of the airport staff as excellent. <p>Environment</p> <ul style="list-style-type: none"> • 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. <p>S106 Operational Review</p> <ul style="list-style-type: none"> • Following consideration of the comments and feedback provided by SCC, RDC and ECC on the first set of draft plans, revised and updated versions were resubmitted to the local authorities on 25 September. • LSA is now awaiting further feedback. • The final draft plans will be shared with the ACC and CNF for comments before final submission to SCC for formal approval. <p>R4 Noise Action Plan</p> <ul style="list-style-type: none"> • The Noise Action Plan 2024 – 2028 was formally adopted by the Secretary of State for Environment, Food & Rural Affairs (Defra) 18th October 2024. • Progress of the NAP targets/commitments will be regularly monitored by the LSACNF. The ACC will be provided an annual progress update for audit purposes. <p><u>Questions raised</u></p> <ul style="list-style-type: none"> • What grades are required for the ATC apprenticeship? NP answered GCSE in Math and English but Uni degree preferable due to the studying commitment required. • JM confirmed to MS that LSA were sponsoring the RDC Father Christmas event this year. • JS asked how many airspaces change stages there were? NP confirmed 7 stages – details can be found Airspace change process Civil Aviation Authority LSA is seeking better connection to the on-route network. Implementation expected 2033. 	
6	<p>Membership</p> <p><u>New member applications/approvals</u></p> <ul style="list-style-type: none"> • Dr Vaughan Chopping – local resident approved • Roger Dowell - Sanctuary House approved <p><u>Potential members invited to observe</u></p> <ul style="list-style-type: none"> • Daniel Cauchi – Chair of Governors Thomas Moore High School <p><u>Member presentations for next meeting</u> n/a</p>	

7 Community Input

Guests invited to introduce themselves and their interest in the forum.

- Daniel Cauchi introduced himself to members and gave a brief background on his role as a Chair of Governors at Thomas Moore High School.
- Vaughan Chopping raised concerns on the following topics
 - Fan Stop procedures – *covered in the presentation*
 - Drones – *covered in the presentation*
 - Resident concerns – see below

VC had engaged with two local residents and raised the following concerns:

1. **Resident questioned the level of air worthiness required for private jets?
Resident can sometimes smell aviation fuel so asked if fuel is being dumped?**
NP confirmed that all aircraft (regardless of size) are subject to safety regulations and maintenance requirements. Fuel dumping in the case of an emergency is extremely rare and if necessary, occurs over the sea. Usually in an emergency the pilot will use up the fuel onboard whilst assessing the emergency and planning for an emergency landing.
Atmospheric conditions may affect fuel odour levels. E.g. on hot days it may be more noticeable at ground level and on colder days more noticeable from overhead aircraft.
2. **An Eastwood resident says light aircraft fly directly over his house time and time again without deviating. VC has asked the resident to provide dates and time via WebTrak so the flights can be investigated at his location.**
Discussion followed regarding surcharges for noisier/older light aircraft. JM said it would be difficult to implement, and more resource needed to collate additional information at time of booking. Nationally, noise surcharges only apply to larger aircraft.

Presentation on Fan Stops and Drones - Nicole Park (attached to notes)

Questions raised:

- VC questioned the height of the ‘fanstop’ at commencement and lowest point. NP explained the pilot would climb to start the procedure and then descend but there were no fixed height limits, providing the pilot followed the CAA guidance for GA flying training.
- VC explained a recent event whereby the pilot dropped to 300ft at his location then powered up the engine. More often they do this over the open park area.
NP suggested the based flying club pilots were better at using the open space as she is regularly briefing them. JM suggested LSA send briefing packs to non-based pilots that can be identified through the complaint process. This could help reduce the number of ‘fanstops’ in less desirable locations in the future and encourage non-based pilots to be more considerate.
Action: NP to develop briefing pack and JM to investigate future complaints of this nature to identify pilots that need to be contacted.
- MS queried the location of the ‘fanstop’ on R05. NP confirmed it would be over the Stambridge area.
- VC asked for a contact number to report drone usage.
NP confirmed that any drone in VC’s location should be reported to the police as they would be in the ‘flight restriction zone’. MS suggested a hotline was needed.
Action: NP to bring this up with the local police at the next risk meeting.
- MS asked if bird strikes (like the recent easyJet incident in which the aircraft diverted to Gatwick) were becoming more common.
NP explained that there were different bird types causing problems, more wildlife inspections are taking place and mitigations taken to reduce risk.

8	<p>Noise data</p> <ul style="list-style-type: none"> • A summary of noise complaints for the period to Oct 2024 was issued to members prior to the meeting. • No questions raised. 	
9	<p>Mobile Noise Monitor</p> <ul style="list-style-type: none"> • JM explained the process for requesting the mobile noise monitor. Information is published on the LSA website. • KS asked if the noise monitors measure LMax and SEL data? JM explained that the monitors collect a range of noise data including LMax and SEL (which is the peak noise measurement during a noise event). The noise contours are published on dBLEq (<i>Equivalent sound level</i>) levels, as is the aviation industry standard. Noise level measurements are complex, and JM referred back to a previous presentation by Anderson Acoustics which explained them in more detail – <i>re-attached to minutes for information.</i> KS argued that residents would be more interested in the peak SEL data however JM said that the noise data provided is in context and comparable to other airports. Publishing SEL data without the context could be misunderstood and doesn't give the complete noise picture. • MS asked why the deployment of the mobile noise monitor was decided by the ACC not the CNF. JM explained that the procedure was approved prior to the establishment of the CNF. The Chair suggested that as MS sits on the ACC, he can raise this at the next meeting. 	
10	<p>Noise Action Plan (NAP)</p> <ul style="list-style-type: none"> • The Chair asked CNF members to review the NAP and select targets for which performance can be monitored via the CNF. 	
11	<p>Terms of reference (ToR)</p> <ul style="list-style-type: none"> • A DRAFT updated ToR (with tracked changes) was circulated to members with the agenda on 29/10/24. • The Chair explained how the wording has been updated to make it even clearer that members do not need to agree with the S106, but that LSA must comply with it. ToR now reads: <i>LSACNF members do not have to agree with but must acknowledge and understand London Southend Airport's (LSA) legal right to exist and operate under its existing S106 agreement.</i> • MS stated that the CNF can debate its value however the S106 cannot be amended by the CNF. As a legal planning document, both the local authorities and the airport would need to agree any changes. • The Chair is happy to meet with any future members to explain in more detail if necessary. • All members agreed with the proposed amendments. • The revised ToR will be published on the LSA webpage Noise Management - London Southend Airport 	
12	<p>AOB</p> <ul style="list-style-type: none"> • <u>David Smith – local resident</u> <i>Email dated 11/11/24 sent to CNF members and local MPS/airport stakeholders.</i> • Previously David Smith (DS) had attended the April 2024 meeting but later expressed his disagreement with the way the ToR was worded. As minuted previously, DS will be welcome to re-apply for membership once the revised ToR is published. In the meantime, he could raise concerns to the forum through email to the Chair or other CNF members. • Due to the email being received just one day before the meeting, there was not sufficient time to adjust the agenda, hence the email was discussed under AOB during the time available at the end of the meeting. The Chair will send a post-meeting email to DS to answer the questions raised. • Active SS postcode members were invited to remain in the forum when the ToR was amended to welcome more members per area based on community groups or individual 	

	<p>applications. The objective was to increase membership, not to restrict it. Anyone from SS2 can apply to join the CNF and the Chair has personally visited SS2 residents to encourage them into the forum.</p> <ul style="list-style-type: none"> • JS is happy to share CNF updates via the Wells Avenue Residents Facebook group. JS represents her mother who has lived in Wells Avenue for many years (hence she spends a lot of time there). • DS will have to be clear on whether he represents a local group and who that community group is. A list of 17 residents was sent to the Chair <i>confidentially</i> so has not been shared. DS does not represent the whole of SS2. • Members discussed the Code of Conduct (within the ToR) and JM confirmed that it applied to behavior at the meetings <u>and any related emails</u>. Derogatory, slanderous or libelous language would not be tolerated. • Action: The Chair will write to DS regarding his membership. • AJ asked if there were any new routes announcements (specifically Dublin). JM confirmed that new routes were expected for next year but there were no currently impending announcements. 	
<p>13</p>	<p>Date of 2025 meetings</p> <ul style="list-style-type: none"> • 11 February 14.00-16.00 • 13 May 14.00-16.00 • 12 August 14.00-16.00 • 11 November 14.00-16.00 	
	<p>Next meeting 11 February 14:00am.</p> <p>_____</p> <ul style="list-style-type: none"> • Mick Thwaites (Chair) _____ Date 	