

**MINUTES OF LSA COMMUNITY NOISE FORUM
HELD AT LONDON SOUTHEND AIRPORT HOLIDAY INN
ON TUESDAY 11 FEBRUARY 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
Community member	Joanna Spencer (JS)
Community 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)
Chalkwell Ward Resident Group	Jane Vernon Smith substitute for Sally Holland (JVS)
Dept of Transport (DfT)	Ian Green (IG)
Leigh Ward Resident Group	Ray Evans (RE)
Rochford Parish Councillor	Cllr Graham Whitehead (GW)

Invited Guests

Apologies

SCC (S106 Officer)	Marshall Mhiribidi (MM)
SCC	Paul Pearce – no reply
Community member	Kevin Salt (KS)

		Action
1	Welcome and introductions Introductions by all members and substitute Jane Vernon-Smith.	
2	Apologies for absence The Chair gave apologies from Sally Holland & Kevin Salt. Kevin Salt has emailed his comments on items 6 & 10 of the agenda.	
3	Minutes of the previous meeting Minutes of previous meeting were agreed and formally adopted.	
	Outstanding actions <ul style="list-style-type: none"> • MM to share link for the S106 plan review once ready – carry forward • NP to develop briefing pack for away-based light aircraft pilots – information to be updated on LSA website so the link can be shared with non-based flying schools. • JM to investigate future complaints of this nature to identify pilots that need to be contacted - ongoing • NP to ask the local police for a ‘hotline’ number for reporting drones at the next risk meeting – EPG Risk meeting scheduled for 20/03/25. LSA do not have the authority to exercise control of drones operating outside of the airport boundary/airspace. LSA has recently set up a new drone approval system with Altitude Angel. The Chair confirmed that non-urgent incidents (such as drones) should be reported via phone call on 101 or via the police website https://www.essex.police.uk/ro/report/asb/asb-v3/report-antisocial-behaviour/ • MTh to contact David Smith regarding his membership – actioned 	

4	<p>Declarations of Interest</p> <p>None</p>	
5	<p>Airport Update – Nicole Park</p> <ul style="list-style-type: none"> On 2nd December, Jude Winstanley joined the team as our new CEO. Jude has been appointed by London Southend Airport owners Carlyle and Cyrus Capital Partners and brings over 25 years of experience in commercial aviation from British Airways, Swissport, International Airlines Group and Bain & Company. He has worked across several areas including ground handling, cargo, aircraft operations and customer experience. Marc Taylor returns to Operations Director. Winter 2024/25 routes included Amsterdam, Paris, Alicante and Geneva. Passenger numbers for November to January 2025 total 40,133 with load factors at 78%. Passenger numbers are consistent with the same period last year. The airport will welcome an increase in its commercial operation from summer 2025 following the return of a three-aircraft (A320Neo) easyJet base in March. This will be a 5-year contract growing to 6 based aircraft. Passengers can book holidays across Europe and North Africa with flights to Pisa, Marrakech, Malta, Reus and Almeria in Spain, Gran Canaria, Tenerife, Alicante, Palma de Mallorca, Malaga, Amsterdam, Paris, Antalya and Dalaman in Turkey and Enfidha in Tunisia. London Southend Airport announced daily flights to Newquay, Cornwall with a brand-new airline partner, Eastern Airways, the new route becomes a milestone twentieth holiday destination from London Southend. Eastern Airways will be using either an E190 or ATR propeller aircraft and are based at Newquay airport. The airport is growing its passenger numbers and expects to meet the target set of 280K passengers this reporting year. Currently 271,372 up to end Jan 25. Expecting over 800K – 1mpa in 2025. Residents close to Wells Avenue will naturally notice more activity on the Charlie taxiway as the airport builds back to pre-pandemic (2019) activity. Measures to reduce noise and holding will remain unchanged. Away based easyJet aircraft may not be A320neo. LSA has invested in new security equipment to enable passenger to jeep liquids and laptops in hand luggage. Limit is still 100ml per item but should increase to 2L post summer 25 when all airports should be aligned with the same processes. Currently working with DfT and CAA to progress. <p>Employment</p> <ul style="list-style-type: none"> Over 400 applications were received following the Recruitment Day held on 13 November. A further recruitment event for Food and Beverage roles was held Monday 27th January which saw a further 100+ applications from local people interested in the terminal restaurant and cafes. There are currently 25 different roles on offer on the LSA website including Ramp Agents, Food & Beverage roles, Operations, Passenger Experience Assistants, Security, ATC and Technical Services. Current LSA colleague headcount (including rail) is 256, (over 350 including the Hotel). Onboarding and vetting are underway for 130-140 new starters to join the business in February and March for the summer 25 schedule, increasing the headcount to approx. 380-390 directly employed (excluding hotel). 87% of airport colleagues currently live in an SS postcode area. The easyJet three-aircraft base is expected to create a further 130-150 jobs at London Southend for pilots/crew, and support many more indirect jobs. A large percentage will be returning easyJet crews. <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. 	

Community Impact

- Total volunteering hours donated by LSA colleagues so far this year = 225 hours
- LSA once again supported its charity partner SECE Mind and their annual Mental Elf event in December, which raised over £5000 for mental health services.
- The airport is supporting national 'Time to Talk' day on 6th February by displaying bench banners in the terminal and rail station, encouraging people to talk about mental health.
- 15 students from St Thomas Moore High School aviation society visited the ATC control tower in December and were shown the VCR, Radar room and simulator equipment.
- Over 50 cabin crew, aviation, level 2 travel and level 3 travel students from Thurrock/South Essex colleges visited the airport in November. Colleagues from around the business spoke to students about their careers in aviation.
- In January, cadets (aged 11-16) from 2187 Squadron Canvey Island were given a tour of the air traffic control tower by our Head of Air Traffic Nicole Park.
- Colleagues from the HR team visited the South Essex College to attend a Mock Interviews event. Students were given help and advice to prepare them for interview processes when they finish education.
- The airport will continue to sponsor and support local events and good causes in 2025.
- LSA has liaised with a member of its PRM Committee to arrange an 'Autism Reality Event' for 24 passenger facing colleagues in March 2025.

CAA Passenger Survey

- Once again, our PRM passengers have scored our services as excellent. Our Mar – Oct 24 report rated our assistance as follows:
- 81% of departing passengers rated the quality of assistance through the airport to the aircraft as **excellent**.
- 88% of departing passengers rated the general helpfulness and courtesy of the airport staff as **excellent**.
- 82% of arriving passengers rated the general helpfulness and courtesy of the airport staff as **excellent**.

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 responded to the second round of comments from SCC and has invited all authorities to the airport for a meeting to discuss the final draft plans.
- The final draft plans will be shared with the ACC and CNF for comments before final submission to SCC for formal approval.
- SCC have committed to a public consultation once the final plans have been submitted for approval.

Questions raised

- JG asked about the environmental commitments in the S106 Carbon and Environmental Management Plan – JM talked through the solar farm, EV charging point and BREEAM building standards for the new terminal. Further commitments are being discussed in relation to the environment, NO₂ testing and air quality.
- JS said that some residents in Wells Avenue, backing onto Charlie taxiway have been diagnosed with COPD and report residues on washing left to dry in the garden. JM answered that LSA is mindful of the proximity of its neighbours to the taxiway and follows government guidance on air quality. The airport will update airport policies as/when any new guidance is published. As the airport grows, we will investigate PM monitoring.
- JG suggested that RDC monitor PM levels by the Anne Boleyn and will ask for the results to be shared. **Post meeting note:** RDC 2024 Air Quality Annual Status Report (ASR) attached to these notes.
- GW challenged how PM monitoring picks up road traffic pollution rather than aircraft pollution.
- JM confirmed that NO₂ monitoring around the airport boundary was originally established to monitor NO₂ level increase due to increase in airport related traffic.

	<p>With the current level of air traffic and low NO2 data there is no evidence of pollution problems that are airport related; however this will be monitored closely as the airport grows.</p> <ul style="list-style-type: none"> NP confirmed that 2025 air traffic levels will be less than 50% of pre-pandemic levels (2019). 	
<p>6</p>	<p>Membership</p> <p><u>New member applications/approvals</u></p> <ul style="list-style-type: none"> David Smith <ul style="list-style-type: none"> Members were provided copies of the email application from Mr Smith and relating emails concerning the setup of the CNF and Chair, with the agenda, ready for discussion at the meeting. The Chair outlined David Smiths previous engagement with the CNF and subsequent correspondence concerning the ToR, set up of the forum, and independence of the Chair (as he is funded by LSA). David Smith was invited to attend a CNF meeting as a guest in April 2024 and upon stating his unwillingness to accept the ToRs as published, he was advised to apply for membership after the ToRs had been reviewed in November 2024. With regard for David Smiths feedback on the ToRs, they were updated to read: <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> David Smith continued to challenge the independence and set up of the forum and made a formal application for membership dated 06/01/25 which cited several conditions, including his rejection the S106 Agreement policy section of the ToR, and inclusion of SS postcode members. On the basis that David Smiths application was made with conditions attached and that David Smith could still not accept the revised ToR, members voted overwhelming to reject the application. Kevin Salt emailed his support for Mr Smith’s application 26/01/25 <i>“I can see that David Smith has an application for membership, and I would support this. I am aware of some disquiet around some of the language David has used in previous correspondence, however I rather hope that this is due to passionate views held and maybe frustration too, as when David did appear at our meeting a short while back, in person, he was very well-mannered, erudite, and respectful to all in the room.”</i> LSA guests, including the Noise Manager and Head of Air Traffic, did not take part in the discussion and did not vote on the membership application. The Chair did not vote on the membership application. The Chair will write to David Smith to formally decline his membership application for the reasons stated above. David Smith will still be able to bring noise matters to the forum via a CNF member. Contact details are published on the LSA website under ‘Noise Management’. <p><u>Potential members invited to observe</u></p> <ul style="list-style-type: none"> The Chair has contacted both local MPs to invite them to a forum meeting. Both Bayo Alaba and David Burton-Sampson have expressed a willingness to attend when their diaries allow. <p><u>Member presentations for next meeting</u> n/a</p>	

7	<p>Community Input</p> <ul style="list-style-type: none"> • Vaughan Chopping raised light aircraft concerns from local resident Christopher Warren. Mr Warren had contacted VC about light aircraft circling close together, directly over his location. • NP reiterated the procedures for light aircraft circuits and that the 500ft rule does not apply to light aircraft in circuit due to the take-off and landing elements. Light aircraft must remain under 1,000ft to avoid overhead air traffic. • AJ questioned the height data for light aircraft on WebTrak. NP confirmed <i>some</i> light aircraft do not have transponders – although most that use Southend do. JM confirmed that NoiseDesk shows track heights for all light aircraft. • The briefing packs for non-based pilots may help encourage pilots to be more mindful when operating above populated areas located under the circuit pattern. LSA pointed out that they were unable to sanction pilots that were flying in accordance with procedure but would continue to encourage better behavior where possible. • Cllr MS mentioned a complaint he had received about bird scaring equipment near Stambridge. NP answered it was unlikely to be LSA but if we had the date and time of the disturbance we could look into it. 	
8	<p>Noise data</p> <ul style="list-style-type: none"> • A summary of noise complaints for the period to Jan 2025 was issued to members prior to the meeting. • No questions raised. 	
9	<p>Noise Action Plan consultation – Jo Marchetti</p> <ul style="list-style-type: none"> • The Civil Aviation Authority (CAA) in the UK has commissioned AtkinsRéalis to design a robust methodology for the review of Noise Action Plans (NAPs) and to conduct a study at ten selected airports. Noise Action Plans are a legal requirement for eligible airports under the EU Environmental Noise Directive and legal instruments that transpose these requirements into national law. The review will consist of evaluating the process for developing and implementing Noise Action Plans, their effectiveness as a noise management tool, and the clarity of guidance prepared to support airport operators with the development of their Noise Action Plans. • LSA has been selected as one of the ten airports taking part in the study. • LSA commissioned consultants Logika, who worked on the R4 NAP to submit a response to the consultation, which included suggestions to formalise a template for all airports to update, so they could be easily comparable against other airports. Also, for the guidance to be adjusted for smaller airports e.g. LSA currently receives the same reporting guidance as London Heathrow. • Expect the feedback from airports to call for more regular reviews and monitoring of targets. Currently NAPs do not carry penalties for not achieving against the NAP targets. • Ian Green said that Schiphol was one of the 10 airports taking part. • Report due mid-2025, not sure on format but should include key points such as monitoring and progress reporting. 	
10	<p>Noise Action Plan (NAP) R4 - Targets</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. • The Chair asked CNF members to review the NAP and select targets for which performance can be monitored via the CNF. • The Chair suggested four areas for monitoring including: light aircraft, runway direction, ground power and taxiway usage. • The Chair suggested using the mobile noise monitor to measure noise levels for light aircraft at VC’s location. JM asked how would progress be measured. Members agreed it 	

