

MINUTES OF LSA COMMUNITY NOISE FORUM
HELD AT LONDON SOUTHEND AIRPORT HOLIDAY INN
ON TUESDAY 13 MAY 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	Amanda Johnson (AJ)
Community member	Kevin Salt (KS)
Rochford Parish Councilor	CLlr James Cottis (JC)
RDC	CLlr Julie Gooding (JG)
ECC	Mike Steptoe (MS)
Jewish Community	Howard Miller (HM)
Chalkwell Ward Resident Group	Jane Vernon Smith substitute for Sally Holland (JVS)
Dept of Transport (DfT)	Ian Green (IG)
Rochford Parish Councilor	CLlr Graham Whitehead (GW)
SCC (S106 Officer)	Marshall Mhiribidi (MM)

Invited Guests

Apologies

Sanctuary House	Roger Dowell (RD)
Leigh Ward Resident Group	Ray Evans (RE)
Community member	Joanna Spencer (JS)
Local resident	Dr Vaughan Chopping (VC)
SCC	Paul Pearce – no reply

		Action
1	Welcome and introductions Introductions by all members	
2	Apologies for absence The Chair gave apologies from Roger Dowell, Jo Spencer, Ray Evans and Vaughn Chopping.	
	Minutes of the previous meeting	
3	Minutes of the 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 JM confirmed that LSA had now agreed all feedback and comments from the council and was preparing clean draft plans for sharing with the ACC and CNF ahead of formal submission to SCC. JM reminded members that the S106 operational plans would not change the S106 Agreement, and they did not include any changes to night flight provisions. 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. Actioned JM to investigate future complaints of this nature to identify pilots that need to be contacted - Actioned NP confirmed that the LSA website had been updated, and JM had started to contact flying clubs identified by CNF members. 	
4	Declarations of Interest None	

5 Airport Update – Nicole Park

- In February, easyJet added three new routes – Barcelona, Salzburg and Lanzarote – adding to Gran Canaria, Enfidha, Malta, Faro, Antalya, Tenerife, Marrakech, Malaga and Palma will now operate all-year-round.
- Eastern Airways launched a new route to Newquay on 3rd April.
- March 31st - easyJet opened its 10th UK base at London Southend Airport, creating 140 direct jobs for pilots and crew in the UK and supporting 1200 indirect jobs. Three based A320 Neos will serve 20 destinations including Malta, Pisa in Italy, Marrakech in Morocco and Antalya in Turkey with a mix of beach, winter and city destination.
- LSA has recruited 140 new colleagues to support the operation. Ahead of the busy summer flight schedule, 18 passenger facing colleagues attended a course which gave delegates an experience of what autism might be like by using specialist equipment and creating a simulated environment.
- The airline's return of based operations to London Southend, is a significant sign of a return to growth at the airport. The news was welcomed by 10,000s of local residents who posted messages of support and congratulations across social media channels.
- easyJet are serving 122 weekly flights - a 133% compared to last summer. In addition, the new base will provide over 330,000 seats for holiday customers to choose from when planning their getaway for this summer.
- LSA has won the award for Best Route Development & Marketing in the airports under five million passengers' category at this year's Routes Europe Awards in Seville, Spain. This accolade recognises London Southend's rapid growth, airline relationships and an innovative approach to route development, underpinned by high-impact marketing activities.
- London Southend Jet Centre, the dedicated private aviation facility at London Southend Airport, is has extended its opening hours from 31st March 2025, providing even greater flexibility for private and business aviation. The London Southend Jet Centre (LSJC) will operate 6:00am – 1:30am local time year-round, aligning with the easyJet base at London Southend Airport.
- Passengers using London Southend Airport to jet off this summer gave amazing feedback on our customer service. Happy or Not data collected from SkyLife, security, check-in and arrival scored a glowing 91% satisfaction rating in the first four months of the year.
- The latest data reveals an impressive average score of 4.5 out of 5 from the responses received between January and April, reflecting high satisfaction levels as part of the airport's dedication to easy, speedy, friendly customer service.
- Payload across all easyJet routes is 79% - the two Turkish routes, Dalaman and Antalya are the best performing routes at 94%
- Payload on the Newquay route is currently low but expected to increase towards the summer.
- LSA working with SCC to agree bus stop on site for the new Route 23 service.

Employment

- LSA has 24 roles live for our final numbers of new colleagues, mostly for Food & Beverage roles however also includes Technical Services, Ramp, ATC and Surface Access.
- Since January 2025 we have successfully onboarded 119 new colleagues across the business – mostly for Food & Beverage, Ramp, and Security. This has increased our headcount from 252 (Dec 24) to 355 (April 25) (excluding the hotel)
- 88% of airport colleagues currently live in an SS postcode area.

Airspace

- The CAA has now completed the Stage 2 'Develop & Assess' Gateway Assessment and is satisfied 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 \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view)
- 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"> • CEO, Jude Winstanley met with local MP David Burton-Sampson and residents of Wells Avenue to discuss their concerns about aircraft noise. • Our RFFS colleague Mike Edwards ran the London Marathan in aid of our charity partner SECE Mind, raising over £2500 • The airport will continue to sponsor and support local events and good causes in 2025. Confirmed sponsorships for 2025: <ul style="list-style-type: none"> Essex Cricket Club World Cup-on-Sea charity Football match at SUFC Lazydays festival LSA v RunFree charity Football match at SUFC Strictly Air Ambulance – Essex & Hert Air Ambulance Havens Hospice - Southend half marathon Rochford Parish Council – Festive lights SECE Mind – Mental Elf run. • LSA colleagues were back at Roots Hall on 13th May for the annual charity football match against Run Free FC raising over £1500 for SECE Mind. • The team also took part on the World Cup-on-sea charity tournament the following week in aid of Southend YMCA. <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) • 23% of the airport’s electricity came from our on-site solar farm. <p>S106 Operational Review</p> <ul style="list-style-type: none"> • Final stages – LSA has appointed Logika to pull together all agreed comments and feedback to create clean copies of each plan for sharing with ACC and CNF. • 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. <p><u>Questions raised</u></p> <ul style="list-style-type: none"> • NP explained to GW that Balkan Airways had gone into administration and had not left LSA due to any issues with the airport. • NP explained to MM how Heathrow’s third runway application has potential to affect the wider airspace change proposal. LSA is waiting to hear how stage 3 will be managed. For updates on the Heathrow application see Expansion of Heathrow Airport (Third Runway) - Project information • GW asked why he hadn’t been consulted on airspace changes as a Rochford Parish Councilor. Rochford Parish Council was consulted on SIDS, RNAV and Class D airspace ACPs between 2012-2019. LSA have engaged with RDC during Stage 1 & 2 of FASI-S. Rochford Parish Council will be one of the stakeholders consulted during stage 3. Information on the FASI project Future Airspace Strategy Implementation South – ATS Route Network managed by NERL under London Airspace Management Programme 2: ‘LAMP 2 FASI(S) Network’ - Airspace - Consultations - NATS Link to LSA’s progress Airspace change proposal public view • JM stated that any future airspace changes would not change the immediate departure and arrival routes around the airport. 	
6	<p>Membership</p> <p><u>New member applications/approvals</u> n/a</p> <p><u>Potential members invited to observe</u> n/a</p> <p><u>Member presentations for next meeting</u> n/a</p>	

7	<p>Community Input</p> <ul style="list-style-type: none"> • AJ questioned LSA on its safeguarding response for the Taylor Wimpey planning application for new homes at Mount Bovers. NP confirmed that LSA would only be considering standard safeguarding requirements regarding the height of the proposed building and does not have the authority to object to local planning applications. • AJ asked if light aircraft needed space close by for emergency landings. NP confirmed that the airport did not have any designated emergency landing areas outside the airport perimeter. Flying clubs may have their own preferred safe landing areas but AJ would need to contact them directly to confirm. • GW presented information regarding noise measurements and the A320 Neos, disputing whether they were 50% quieter than the A320. From his specific location, being of an age where hearing may be impaired/altered, GW suggested that the A320 Neo was in fact more disturbing to him than the older aircraft. And this could be the same for many other residents. JM agreed that everyone's perception of noise may be different. Airlines are responsible for upgrading aircraft to the new Neo models. Published data states that the Neo is 50% quieter, has 4% less fuel burn, is more fuel efficient and therefore better for the environment than the older airbus models. Overall, the impact is positive for the community but there may be a smaller negative impact on some residents depending on their specific location and perception of aircraft noise. • GW also asked if delayed passenger flights could be stopped from landing at night. JM explained that unforeseen delays are not common but permitted within the agreed night-time period. The S106 allowance of 120 night-flights per month is a valuable asset when negotiating new airline contracts. • Regarding night flights, JM advised that LSA may have the opportunity to support several charter flights operating to/from the Europa football game in Bilbao 20-21 May. Flights are yet to be confirmed but would not be on the scale of the previous UEFA flights. Potential for 4-8 night movements in total. • NP confirmed to Cllr MS that aircraft are replaced not upgraded. Better climb performance means that they will gain height quicker. • HM made a polite request from Southend Synagogue for GA aircraft to avoid overflying during quiet prayer on Saturdays 9.30 – 12.30. Action NP to contact HM directly with a response for the Rabbi. • KS said that the noise from light aircraft circuits had been unbearable recently, saying that it felt like he was living by a go-kart track. After living in Rochford for 29 years he is now considering moving. NP confirmed that the winds had been predominantly easterly lately, calm and still conditions can affect the climb profile, with light aircraft presenting lower than normal at KS specific location. NP clarified to KS that there was no 800ft min height limit for aircraft in circuit. A lengthy discussion ensued about the height requirement for training circuits. As per previous notes and presentations, circuiting aircraft must fly under 1,000ft to avoid overhead air traffic. KS questioned the legality of not having a minimum height restriction (other than the 500ft rule which does not apply to landing/departing), stating that there was nothing to stop an aircraft flying at 300ft along a public street. NP explained how safety incurrences were reported and investigated. Incidents are generally about communication between the pilot and ATC not low flying/circuits. 	NP
8	<p>Noise data</p> <ul style="list-style-type: none"> • A summary of noise complaints for the period to Apr 2025 was issued to members prior to the meeting. • JM explained that, as expected, noise complaint numbers had risen with the start of the easyJet base flights on 31/03/25. A previous regular complainer from Rochford (who was consistently submitting the largest percentage of complaints pre-pandemic) made 194 of the 261 complaints for April. JM had emailed the complainant with details of the CNF and how to apply for membership should he wish to discuss his complaints/concern. • 91% of all April complaints came from 3 residents. • KS expressed his frustration that many residents vocalized their disagreement to him but 	

	<p>did not make complaints about noise on WebTrak. JM said data from noise complaints was useful as it shows what specific flights are causing the most disturbance.</p>	
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 LSACNF. The ACC will be provided with 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 updated members that he had reviewed the data relating to runway direction and found the airport compliant with S106 targets. 	
11	<p>AOB</p> <ul style="list-style-type: none"> JM informed members that a previous CNF applicant (DS), had arranged a meeting for himself and other Wells Avenue residents, with the LSA CEO Jude Winstanley through local MP David Burton-Sampson. Any follow-up communication from Jude Winstanley would be directed to DS and the other attendees via the MP. The Chair confirmed that he received a list of statements/questions from DS via CNF member Vaughn Chopping (VC) on Monday 11/05/25. DS wished to present a list of 15 statements about the CNF and S106 for CNF members to confirm whether they recognized and accepted each one. VC was unable to attend the meeting at short notice therefore the statements were not presented. The Chair will contact VC after the meeting to discuss the matters raised by DS. AJ asked NP who was responsible for booking light aircraft circuits – there were four training at the same time on Sunday. NP confirmed that ATC runs a booking system with a procedure to deconflict aircraft. There is leniency for time slots, late aircraft are not refused circuits providing safety criteria is met. 	
12	<p>Date of 2025 meetings</p> <ul style="list-style-type: none"> 12 August 14.00-16.00 11 November 14.00-16.00 	
	<p>Meeting ended 14.00</p> <hr/> <ul style="list-style-type: none"> Mick Thwaites (Chair) _____ Date _____ 	