

## LONDON SOUTHEND AIRPORT

Minutes of meeting No. 82 of the Consultative Committee held on Wednesday, 7 May 2014  
At 2pm at the Holiday Inn Hotel, Southend Airport

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<b>Present:</b> Stuart Greengrass	Chairman
David Osborn	Deputy Chairman
Roger Clements	Chief Executive, Stobart Aviation
David Lister (DL)	Operations Director, Southend Airport (AOD)
Jo Marchetti (JM)	Community Affairs Co-ordinator, Southend Airport
Iain Campbell	Ipeco Holdings
Councillor Pam Challis	Thames Gateway
John Dallaway	Essex Chambers of Commerce
Councillor Peter Elliott	Maldon District Council
Richard Evans	Rochford District Council (Officer)
Councillor Heather Glynn	Rochford District Council
Nora Goodman	Eastwood & St. Laurence Residents Association
Councillor Ray Howard	Essex County Council
Councillor Vic Leach	Rochford Hundred Association of Parish Councils
Councillor Graham Longley	Southend on Sea Borough Council
Councillor Joan Mockford	Rochford District Council
Zhanine Oates	Essex County Council (Officer)
Councillor Alf Partridge	Castle Point Borough Council
Les Sawyer	West Leigh Residents Association
Councillor Colin Seagers	Essex County Council
Councillor Mike Steptoe	Rochford District Council
Derry Thorpe	Southend Trades Council
George Crowe (GC)	Secretary

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### 1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor David Norman (Southend-on-Sea Borough Council) and Councillor Mrs Jill Reeves (Essex County Council) and also from Neil Vann (Southend on Sea Borough Council (Officer)).

### 2. CHAIRMAN/DEPUTY CHAIRMAN

Having reviewed the Committee's Constitution at the last meeting the committee was asked to review the appointments of the Chairman and Deputy Chairman.

It was proposed that their appointments should be extended and reviewed again in 3 years and there were no dissenters from this proposal.

### 3. CHAIRMAN'S OPENING REMARKS

The Chairman welcomed members to the meeting and thanked the Committee for their endorsement of him and the Deputy Chairman. He welcomed John Dallaway, Councillor Colin Seagers and Zhanine Oates to the meeting and on his invitation, they introduced themselves.

#### 4. MEMBERSHIP

Referring to minute 3 above, the Committee noted that:

- (a) John Dallaway has been appointed to represent the South Essex Chambers of Commerce and,
- (b) Councillors Jillian Reeves and Colin Seagers have been appointed to fill the vacancies for Essex County Council representatives. The officer support will be Zhanine Oates.

The Secretary advised that Councillor Cliff Passmore was standing down as a member of the Leigh Town Council and would cease to be a member of this Committee and was asked to write to Councillor Passmore to thank him for his service to the Committee. **Action: GC**

#### 5. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 26 February 2014 that had previously been circulated were confirmed as a correct record and signed by the Chairman.

#### 6. MATTERS ARISING FROM THE MINUTES

- (a) Harp House roundabout (minute 10 refers)

Councillor Mrs Glynn clarified her suggestion that the main entrance to the Airport should be from Eastwoodbury Crescent. She advised that she meant that it should be established at the western end of that road.

- (b) Review of Constitution of the Committee (minute 7 refers)

The AOD advised that easyJet had agreed to appoint a representative to attend the Committee's meetings who, it was hoped, would be attending the next meeting. He also advised that arrangements for passenger representation were still being considered.

- (c) Invitation to become a member of the Liaison Group of UK Airport Consultative Committees (UKACCS) (minute 8 refers)

The Chairman reported that he was receiving daily aviation related communications from UKACCS. He advised that the Annual Meeting was to be held on 11/12 June at Gatwick Airport and that he would be attending the afternoon session on 11 June. In response to a request, he outlined the items on the agenda. The suggestion was made that an officer should attend with the Chairman and it was noted that the Secretary was unable to attend. Nora Goodman offered to accompany the Chairman who agreed to check whether this would be possible. **Action: SG**

#### 7. REVIEW OF CONSTITUTION OF THE COMMITTEE

Referring to minute 7 (26 February 2014), Committee received the amended version of the Constitution.

It was noted that the final version of the Department for Transport's Guidelines for Airport Consultative Committees were now on the Government website on the following link - <https://www.gov.uk/government/publications/airport-consultative-committees-guidelines>

## 9. AIRPORT MANAGING DIRECTOR'S REPORT

The Committee received the report for February to March that had been previously circulated with the agenda. It was presented by the AOD who apologised that it had been sent out later than usual due to the date of the meeting having been brought forward. The movement figures, etc., for the previous quarter were not available until the end of April.

### (a) Performance

The report contained the following performance figures:

Total aviation movements	February	March	April	Total
2013/14	1,900	3,052	2,915	7,867
2012/13	2,190	2,237	2,511	6,938
Commercial movements 2013/2014	903	1,070	1,133	3,106
Commercial movements 2012/2013	825	950	1,015	2,790
Passengers 2013/14	72,812	85,024	100,225	258,061
Passengers 2012/13	55,482	65,361	67,747	188,590

### (b) Overview

It was noted that the first quarter of 2014 had showed continued strong passenger growth with a 37% increase in traffic against the same period of 2013. The strong performance on the majority of easyJet and Aer Lingus Regional routes was being maintained. Aer Lingus Regional had been operating a larger proportion of the Dublin route with the 72 seat ATR 72 rather than 42 seat ATR 42 leading to an increase in capacity on the Dublin route. easyJet had increased the frequency of the Amsterdam route to 3 times daily and maintained a good performance on the majority of routes served.

## 10. DRAFT AIRPORT ANNUAL REPORT

The draft Annual Report was tabled and the AOD asked that members provide any comments on it to the Airport Inquiries e-mail address by Friday, 23 May 2014. Councillor Steptoe suggested that a more up-to-date aerial photograph should replace the one on page 27 of the report. In response to a request from Vic Leach, the AOD undertook to e-mail a copy of the final version of the Report when it had been published. The Committee was informed that members would receive a final version in due course. It was also agreed that a copy of the draft report would be sent to all members of the Committee who had been unable to attend this meeting. **Action: JM/GC**

David Lister briefly outlined the Report's contents and mentioned that, so far as the employment section was concerned, he would like to include a figure for people employed on the whole of the Airport. Councillor Steptoe asked whether those employed on the industrial estate should be included and David Lister said that this could be considered. He asked for Iain Campbell's view who expressed the view that it would be inaccurate to include Ipeco in the figures although he added that its members of staff do use the Airport.

## 11. HARP HOUSE ROUNDABOUT - UPDATE

The AOD reminded the Committee that there were two separate actions being taken to address the traffic congestion on the roundabout, particularly at weekends. The Retail Park

management company was drawing up plans for the revision of the traffic arrangements within the Retail Park and was currently consulting with the tenants on the plans. Southend Borough Council was trying to put pressure on the management company to have the work carried out as soon as possible. The second proposal was for the upgrading of the roundabout by the inclusion of additional lanes including a dedicated lane for the Retail Park.

Councillor Mrs Glynn commented that it would not be possible for the entry to the Retail Park to be widened. Consequently, as mentioned in minute 6(a), there should be a separate entrance for the Airport at the western end of Eastwoodbury Crescent. This would be accessed from Nestuda Way, off the Tesco roundabout and Eastwoodbury Lane. Councillor Longley said that Southend Borough Council was clear that the main route to the Airport should be via Manners Way. Nora Goodman suggested that the problem at the roundabout was not helped by the road signs and considered that the entrance could be enlarged. The AOD said that it was the long term ambition for there to be a new, separate entrance to the Airport.

## **12. PLANNING ISSUES**

The AOD's report updated members on progress with the Airport development programme and contained information about the following:

(a) Terminal extension

The passenger terminal extension was officially opened on 7 April by the Rt. Hon. Patrick McLoughlin, the Secretary of State for Transport. It marked the culmination of over £120 million investment by the Stobart Group since the Airport was acquired in 2008. The AOD expressed pleasure that many members of the Committee had been able to attend on 7 April.

(b) Future projects

Options to improve the Airport fire station and the fire training ground continued to be reviewed. The Airport forecourt arrangements were also being reassessed.

(c) Footpath

With the support of Rochford, Southend and Essex councils, the diversion of the footpath that crossed a taxiway was still being sought and a planning hearing had been scheduled in July 2014. In the meantime, permission to further extend the temporary closure of the footpath had been secured.

(d) Approach lights - runway 24

The replacement of three old runway approach light masts with three new ones to improve safety and reduce the number of occasions on which aircraft need to divert elsewhere in poor weather was still being pursued. Members were reminded that, having failed to reach agreement with the landowner after over a year of negotiation, application had been made to the Secretary of State under the Civil Aviation Act to secure consent.

(e) Controlled Airspace

The public consultation on the application to reinstate controlled airspace had closed in December. With the view to the formal application being made to the Civil Aviation Authority (CAA) in May, any possible amendments were being considered taking account of the feedback from the consultation. Subject to the assessment of the Airport's submission by the CAA, the target date for re-instating controlled airspace was January 2015.

In response to a comment by Nora Goodman, David Lister said that the light aviation community was very vocal in its opposition to the proposals because their airspace had diminished. The Airport was working with the CAA on a possible interim measure, namely changing the radio control zone to a radio mandatory zone in a small area around the Airport. In answer to a question from Zhanine Oates the AOD advised that consultees had been e-mailed to advise them that the response document was available for viewing on the Airport website.

The AOD responded to a question from Councillor Howard by informing the Committee that the former cross-runway was not capable of being reopened for use for light aviation.

(f) Davies Commission

The Airports Commission report was published in December. Most of the publicity was about the options for future runway capacity at Heathrow and Gatwick and a review of the Thames estuary airport proposals to determine if they justify being added to the shortlist. The Commission also strongly proposed improved rail links to the existing London Airports with specific schemes being supported for Gatwick and Stansted.

Southend Airport had been visited for the first time by the Commission on 17 April. The officials were able to see the excellent facilities available as a result of in excess of £120 million of private sector investment by the Stobart Group including the construction and subsequent operation of a rail station linking the Airport to London Liverpool Street. The service had been used by the Commission officials to get to the Airport.

The visit enabled the Commission to see the part that the Airport can play in the 10 to 15 years before any new runway is constructed. The Airport's contribution to the local economy and the potential impact on the region of an estuary airport were highlighted. The Commission's report recognises that this would be likely to lead to the closure of Southend Airport. The AOD said that the local councils were being encouraged to make a submission and Councillor Challis advised that she would be raising the issue with Castle Point Council. She said that it was important for Rochford and Southend councils to respond. Councillor Howard referred to the largest liquid gas terminal being situated on Canvey Island and to the need for the Thames Estuary proposal to be opposed.

Councillor Seagers asked about compensation should an airport have to close due to the establishment of a new one and the AOD responded that it would be premature for that to be considered. Stobart Air held the view that the estuary airport proposal was not an option at present. Should it gather momentum, the issue would then be raised.

### **13. INWARD INVESTMENT, EMPLOYMENT AND TRAINING**

Included in the AOD's report was information relating to inward investment, employment and training.

#### **(a) Inward investment**

In addition to the previously announced 3 times weekly service to Newquay commencing in May 2014 Flybe had announced 6 new destinations to Europe from June 2014 to be operated by their new franchise partner Stobart Air. The destinations are Rennes, Groningen and Münster Osnabrück commencing on 5 June, and Maastricht, Caen Normandy and Antwerp starting on 3 July. In answer to the Chairman's question, Roger Clements advised that the commercial risk rested with Stobart Air and that the flights are to be booked through the Flybe website.

Other questions were answered as follows:

- if the flights proved to be successful, the establishment of routes to other shortlisted airports would be considered. It would be useful if Flybe further grew its network from Southend Airport;
- other airlines had routes to Cork. The Airport has information about places to which residents in its catchment area visit and Cork does not feature high on the list;
- 51% of Eddie Stobart Logistics had been sold to an Isle of Man company and William Stobart is to be the Chief Executive. The Stobart Group was concentrating on its business that had the potential for growth including the two airports, Southend and Carlisle, its green energy and biomass operations. Stobart Air now constituted a larger proportion of the whole group. Cash had been released for investment.

Representatives from the Airport had attended the Europe Routes Conference in Marseille to have discussions with many airlines over potential new routes and services.

Talks continued to take place to a number of investors who would like to secure additional hangars at the Airport.

#### **(b) Employment and training**

The Airport had recruited additional staff for passenger services, cleaning, catering, and retail for the summer season. Further recruitment would be taking place for passenger services, the fire service and air traffic control as the expansion continued.

Stobart Air was recruiting 60 new cabin crew and pilots to enable the launch of their 6 new European routes to take place.

### **14. COMMUNITY RELATIONS**

Included in the AOD's report was information relating to community relations.

#### **(a) Noise**

It was noted that the total number of noise complaints for the first quarter of 2014 was 100 compared with 48 and 137 for the previous 2 quarters and 318 in the same period of 2013. This equated to a 69% drop in the number of complaints compared to the same quarter last year. In answer to a question, Jo Marchetti advised that there had been a reduction in serial

complainants but correspondence with some who were regarded as vexatious was still suspended. There had been no additions to the list of vexatious complainants for the past six months. Meetings had been held with some such complainants and the meetings had been reasonably productive in the majority of cases.

The AOD's report also advised that the Noise Action Plan for the Airport presented at the last meeting had been approved by the Department for Environment, Food and Rural affairs (DEFRA).

(b) Environment

The Airport had applied to The Environment Agency (EA) for a permit under the Environmental Permitting (England and Wales) Regulations 2010 which deals with the runoff of surface water from the runway. During the winter months it may contain traces of de-icing chemicals used on the runway to maintain safe operations. The permit allows 360 cubic metres per day of such water to be run off into Prittle and Eastwood brooks. As part of a trial agreed with the EA, the Airport had been carrying out these procedures for the last two winters. Extensive ecological monitoring had been taking place during this period and EA had reported that there had been little or no impact on water courses and wildlife.

The AOD explained the two de-icing operations. The first was where the de-icer is sprayed on aircraft engines on a stand area where the run-off is captured and disposed of by a specialist disposal company. The second operation was the spraying of the runway and taxiways using potassium acetate, one of the least damaging chemicals. A deliberately lengthy drainage system caused the de-icer to be diluted before it reaches the brooks. David Lister referred to in article in the *Evening Echo* on the previous Monday which he described as outrageous. A meeting had been held with the editor where it had been explained that the Airport was following processes approved by the EA.

In answer to questions, the Committee noted that:

- the *Evening Echo* had promised to have a more balanced response published during the week of the meeting;
- potassium acetate is widely used at airports;
- the EA was the compliance authority;
- the *Daily Telegraph* had copied and published the *Evening Echo* article;
- de-icer is not emptied into the drainage system in its un-diluted form;
- the EA regularly samples the water;
- whilst there was potentially a case for taking a complaint to the Press Complaints Commission it would not be productive in relations with the local press.

## 15. COMPLIANCE WITH SECTION 106 AGREEMENT

The Quarterly Section 106 Return for the three-month period to the end of April 2014 was received. It set out the statistics relating to the requirements of the Section 106 agreement entered into in relation to the planning permission for the extension of the runway. The Committee noted that there had been 12 departure movements that had been identified by the Airport as not following the Noise Preferential Routes (NPRs). Two papers were attached to the Return that:

- provided more details on the 7 of the 12 movements that had departed from the NPR without instruction to do so by air traffic control (ATC) for safety reasons;
- advised that infringement notices had been issued in respect of these 7 movements.

During that the presentation of the Return members noted that:

- the two easyJet movements for which infringement notices had been issued involved visiting crews. Discussions had taken place with easyJet to look at how to avoid similar infringements in the future and the entry in the UK Aeronautical Information Publication had subsequently been amended;
- easyJet would be paying the fines imposed amounting to £1,500.

A member suggested that the fact that the easyJet crews were not Southend-based ones was a poor excuse for infringing the controls at Southend. In response, the AOD advised that because Southend did not have its own controlled airspace there was no standard route that would be programmed in to the aircrafts' computer however significant steps have been taken by easyJet to ensure that the their visiting crews follow the required routing.

Members were reminded that, as agreed by the Committee the fines would be donated to local causes. The AOD suggested that the Chairman should decide which causes would benefit. However, Stuart Greengrass proposed that a sub-committee should decide and this was agreed. Les Sawyer was appointed as Chairman of the sub-committee and Councillors Peter Elliott, Mrs Heather Glynn and Mike Steptoe were appointed as the other members.

**16. PRESS PACK**

The pack of newspaper cuttings relating to the Airport was received and noted.

**17. ANY OTHER BUSINESS**

There were no items of any other business.

**18. DATES OF NEXT MEETINGS**

Members were reminded that it had been agreed that meetings during 2014 should be held on the following dates:

- Wednesday, 20 August 2014;
- Wednesday, 19 November 2014.

**The meeting ended at 3.40pm.**