

LONDON SOUTHEND AIRPORT

Minutes of meeting No. 80 of the Consultative Committee held on Wednesday, 20 November 2013 at 2pm at the Holiday Inn Hotel, Southend Airport

Present: Stuart Greengrass	Chairman
David Osborn	Deputy Chairman
Roger Clements	Chief Executive, Stobart Aviation
David Lister	Operations Director, Southend Airport (AOD)
Tom Clark	Air Traffic Services Manager, Southend Airport
Paul Le Blond	London Southend Airport Co. Ltd
Sam Petrie	Development Co-ordinator, Southend Airport
Jo Marchetti	Community Affairs Co-ordinator, Southend Airport
John Froydenlund*	Ipeco Holdings
Councillor Ray Howard	Essex County Council
Martin Howlett	Rochford District Council (Officer)
Councillor Vic Leach	Rochford Hundred Association of Parish Councils
Councillor Graham Longley	Southend on Sea Borough Council
Councillor David Norman	Southend on Sea Borough Council
Councillor Alf Partridge	Castle Point Borough Council
Les Sawyer	West Leigh Residents Association
Ron Smithson	Flying Clubs
Councillor Mike Steptoe	Rochford District Council
Derry Thorpe	Southend Trades Council
Neil Vann	Southend on Sea Borough Council (Officer)
George Crowe	Secretary

*substitute

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Iain Campbell (Ipeco Holdings, substituted by John Froydenlund), Councillor Pam Challis (Thames Gateway), Councillor Peter Elliott (Maldon District Council), Nora Goodman (Eastwood & St. Laurence Residents Association), Councillor John Lamb (Southend on Sea Borough Council), Councillor Joan Mockford (Rochford District Council) and Councillor Cliff Passmore (Leigh on Sea Town Council). They were also received from Richard Evans (Officer, Rochford District Council).

2. CHAIRMAN'S OPENING REMARKS

The Chairman whilst welcoming members to the meeting particularly welcomed Roger Clements who was attending his first meeting of the Committee. He also welcomed Paul Le Blond who would present the draft Noise Action Plan (minute 9 below) and Sam Petrie and Tom Clark who were attending the meeting to deal with the revisions to the Controlled Airspace Project (minute 7 below).

3. MEMBERSHIP

Councillor Howard advised that he had someone in mind to fill one of the two Essex County Council member vacancies to be filled and that he would also be dealing with the officer representation.

The Chairman reported that a request had been received from James Lees of the Aviation Environment Federation (AEF) for him and Debbie Bryce to be able to observe this meeting. He would be writing the AEF response to the DfT's Guidelines on Airport Consultative Committees and had recently attended several consultative committees in the London area to gain experience of what constitutes best practice. He wanted to attend this meeting specifically because he had so far only experienced the consultative committees of larger airports such as Heathrow, Gatwick, Stansted and Luton. He believe that attending a Southend Consultative Committee meeting would give him an idea of what practices are appropriate in comparatively smaller airports.

The Committee was reminded by the Chairman that the Constitution provides that it will meet in private and advised that the request had been deferred until this meeting. Sam Petrie advised that the AEF is a UK-based association that is concerned exclusively with the environmental impacts of aviation. In answer to a question, it was noted that it is funded by its members and provides advice to organisations situated near airports.

Members of the Committee commented as follows:

- the AEF could be a protest group in disguise. There was a small section of the public that wanted to close the Airport;
- this could be an alternative method by SAEN to attend meetings of this Committee;
- more research about AEF was needed and the Secretary could ask Gatwick ACC for its experience of it;
- enabling AEF to attend meetings could create a precedent.;
- this Committee had nothing to hide and should be transparent and open;
- there was a need for the Committee to have a specific policy, for instance, stating that its meetings are not normally open but that attendance could be allowed to representatives of relevant organisations for specific reasons;
- it is an issue that the working group set up at the last meeting to review the Constitution (minute 6, 20 November 2013 and minute 6 below) should look at.

It was agreed that the working group would be asked to consider the issue of attendance at SACC meetings and that James Lees would be advised that, pending that review and the publication of revised guidelines for airport consultative committees it would not be appropriate to anticipate possible changes to the Committee's Constitution.

Action: Secretary/working group

4. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 21 August 2013 that had previously been circulated were confirmed as a correct record and signed by the Chairman.

5. MATTERS ARISING FROM THE MINUTES

(a) Legal advice relating to Fairoaks Airport Consultative Committee (minute 3 refers)

The Committee received a copy of the legal advice obtained by the Airport Company (LSACL) from Clyde and Co on behalf of the Committee. The Chairman read out the conclusions and, in particular, paragraphs 30 and 31. He reminded members that the advice was private and confidential.

(b) Harp House roundabout (minute 5 refers)

The AOD reported that LSACL had been in discussions with the owners of the retail park who were proposing to carry out changes to the internal layout and, in particular to the access arrangements to the McDonalds fast food restaurant. These should ease the congestion that was causing the traffic jams that were occurring on the roundabout.

In addition, talks were taking place with Southend Borough Council about the possibility of the capacity of the roundabout being increased. Councillor Howard reported that he had met with the County Council cabinet member responsible for highways, Councillor Rodney Bass. Discussions would be taking place with Southend Borough Council about the reduction of congestion in the area. Councillor Longley added that the issue was one for Southend Borough Council to address and referred to problems being caused to local residents. He asked to be acquainted with any drawings showing proposals for improving the situation. It was agreed that the problem should be discussed at the next meeting of the Committee and included on its agenda. **Action: AOD/Secretary**

6. REVIEW OF GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES

Referring to minute 6 (21 August 2013), the Secretary reported that it had not been possible to arrange a meeting of the working group. It had been intended to arrange the meeting with the members of the group at the end of this meeting but there were not very many of them present. **Action: Secretary**

7. CONTROLLED AIRSPACE PROJECT

The AOD advised that, having started on 20 September, the process for considering the revisions was a protracted one. A team from the Airport was working with a firm of consultants. The consultation exercise would be open until 19 December 2013 and two consultative meetings had taken place, on the 7 and 8 November. In answer to a question from the Chairman, the AOD advised that the feedback from the consultation exercise would be considered after 19 December 2013. The application would then be submitted to the Civil Aviation Authority (CAA) for its consideration. If approved, there would be a two-month period for the revisions to be publicised. It was likely that the process would be unlikely to complete before the end of 2014 and the projected date was currently January 2015.

Sam Petrie advised that a zone was being proposed with a class C controlled airspace. This would mean that any movements within the zone would be required to consult with the Southend Airport air traffic controllers (ATCs).

The AOD commented that some objections been received from the general aviation sector which would prefer to be able to fly without communicating with the ATCs. He added that the Royal Aero Club was publishing misleading information about the proposals and this was leading to negative newspaper articles.

Ron Smithson said that two separate issues were being confused. These were (a) overflights and (b) control of air-traffic in the area of the Airport for safety reasons. He added that there would be a wide variety of views from the light aviation community and that views of light trainers are split. A wide area was being covered but his organisation, Southend Flying Club, had no objections. Bearing in mind that people do not like change, he suggested that the system should be as simple as possible both for pilots based at the Airport and visitors.

Tom Clark said that he understood this and that the Airport was largely constrained by the International Civil Aviation Organisation rules and the CAA's interpretation of them.

In answer to questions and comments, the Committee was advised:

- that the controlled airspace proposal would probably not obviate complaints to the Airport about movements that were not Southend Airport related. The London Airspace Management Programme (LAMP) consultation was looking at routes above the proposed controlled airspace;
- that the operators of the runways at Stow Maries and Barling are formal consultees as is Clacton airfield. Councillor Howard added that Terry Houlding at Orsett airstrip had no objections.

A paper setting out frequently asked questions about the process for reinstating the controlled airspace was made available to members.

8. REVISIONS TO PUBLIC SAFETY ZONE (PSZ)

The Committee received a copy of the Department for Transport circular, *Control of Development in Airport Public Safety Zones* which had been referred to by Liz Procter during her presentation at the last meeting (minute 7 refers).

The AOD reminded members that the PSZ had changed due to the extension of the runway and as flagged during the planning process Blenheim School would again be included in the PSZ as it had been previously.. He added that there were precedents for schools being situated within PSZs and cited an example in Southampton. The Chairman commented that opponents will claim that Blenheim School was at higher risk and Councillor Longley said that the School was situated in the middle of Blenheim ward which he represented. All 3 ward councillors were supporters of the Airport and, in response to his request, the AOD undertook to hold a meeting at which they would be briefed.

Action: AOD

It was noted that the CAA's notification period would be commencing on 13 January 2014 and a newspaper notice would publicise it. Letters would be sent to key stakeholders and meetings with local councils, Blenheim School and MPs representing local constituencies would be held. He undertook to make the key information to be provided to households available to the Committee. The AOD accepted a suggestion from Councillor Leach that the notice of the notification period should also be advertised in Kent Elms and Rochford libraries.

Action: AOD

The Clerk had undertaken at the last meeting to provide the email addresses for Liz Procter and Clare Lindley at the CAA in case any member should require any further information. These are - Liz.Procter@caa.co.uk and Claire.Lindley@caa.co.uk

Councillor Howard referred to an Essex County Council study into Control of Major Accident Hazards set up following the Buncefield Oil Storage Terminal explosions and to concerns raised by councillors about the over flying of the Canvey Island oil terminals.

9. DRAFT NOISE ACTION PLAN

The Committee received the draft noise action plan (NAP).

The AOD advised that NAPs were updated every 5 years and that the timing of this review was unfortunate since it was based on the 2011 data, i.e., before the new scheduled services

began to operate from the Airport. For this reason, the timing had been questioned but the Department for Environment, Food and Rural Affairs (DEFRA) had advised that there was no flexibility in the timescale in the regulations and that the Airport was legally obliged to prepare the NAP based on the 2011 data.

Paul Le Blond advised that the NAP was in two main parts. The maps and tables at the rear which had been prepared by noise consultants and DEFRA provide estimates of the number of dwellings affected by noise contours. The first NAPs had been approved only in 2012 (based on 2006 data) for reasons outlined in the report. Because of this the DEFRA guidance provides for airports that already have NAPs, the process for preparing the new ones would be “light touch”. Consultation should be through airport consultative committees.

Councillor Howard said that Canvey Island, although not as close to the Airport as Leigh on Sea, was under the flightpath. However, aircraft noise was not as offensive as that made by “boy racers”. Paul Le Blond replied that NAPs have to be prepared for roads and that aircraft noise tends to annoy people more than road or railway traffic.

Councillor Longley responded to a question from the Chairman by saying that he does not receive complaints about aircraft noise. Residents say that they hear aircraft but they are soon out of earshot. However, there are currently very few night flights and should the number increase to anywhere near the number that could take place, there would likely to be more complaints. He referred to page 15 of the Airport’s Annual Report and to the possibility of there being 915 night movements per month. The AOD replied that this related to the situation before the entering into of the Section 106 agreement.

Ron Smithson commented that the data only covers aircraft movements on the centreline whereas the preferred aircraft approach was on runway 24. He would anticipate there being more complaints from the area to the east of Southend Pier when the next NAP review takes place. He referred to aircraft having to be at the required level with their landing wheels down whereas it would be preferable for aircraft to be able to descend more gradually. The AOD replied that it was not proposed that they should be changes to the routes as part of the controlled airspace consultation. However, if they were possible, improvements would be made. The Airport was in discussion with Burnham on Crouch residents, for instance and wanted to achieve continuous descent as far as possible (see minute 11(c) below). Les Sawyer, in saying that he also receives very few complaints about aircraft noise, advised that he believed that too much emphasis was put on complaints.

The Chairman referred to the publication of the Annual Report each year and to there being a mechanism for noise preferential routes to be fine-tuned in accordance with complaints or comments received by the Airport.

In answer to questions, members were advised that:

- the noise contour was based on the proportion of aircraft taking off and landing and this explained the bulge at each end of the runway;
- residents associations could comment on the NAP;
- the timescale for dealing with the NAP was that it would be submitted to DEFRA by the end of the month. Any further comments should be made to Paul Le Blond as soon as possible.

10. AIRPORT OPERATING DIRECTOR'S REPORT

The Committee received the report for August to October that had been previously circulated with the agenda. It was presented by the AOD.

(a) Performance

Total aviation movements	August	September	October	Total
2013/14	3,217	2,960	2,659	8,836
2012/13	2,976	2,951	2,567	8,494
Commercial movements 2013/2014	1,348	1,265	1,174	3,787
Commercial movements 2012/2013	1,285	1,171	1,091	3,547
Passengers 2012/13	118,049	100,904	94,506	313,459
Passengers 2011/12	91,386	73,933	70,513	235,832

(b) Overview

The report advised that the Airport had experienced the busiest summer in its history and had achieved the honour of being named the UK's best Airport by *Which* magazine.

11. PLANNING ISSUES

The AOD's report updated members on progress with the Airport development programme.

(a) Terminal extension

Members were reminded that the first phase of the terminal, the arrivals extension, opened on programme in early June, in advance of the arrival of easyJet's fourth aircraft. The new landside toilets had opened in September. In November the new landside staircase, security area and new covered walkway from the station were coming into use and in December the new check-in areas were scheduled to open. The extended departures lounge was due to come into use in January. In the meantime, the temporary pavilion was providing additional accommodation in the departure lounge. The completion of the terminal extension would ensure that the standard of customer service will be maintained as passenger numbers continue to grow.

In answer to questions, the Committee was informed that:

- the entrance/exit doors in the extension would be opened by the end of the year;
- the public address system should sound better in the enlarged area and would be kept under review;
- the location of the smoking area outside the terminal would also be reviewed.

Councillor Leach referred to a reference in a local newspaper to 5m passengers using the Airport per annum by 2020 having caused concern. The AOD replied that movements dictate passenger numbers. The Airport was busy in the early mornings and during the afternoons, but not at other times. If the busy periods were sustained throughout the day, 5m passengers could be handled. Ideally, the Airport would like to smooth out the peaks.

The Chairman suggested that a tour should take place immediately prior to the next meeting of the Committee and the AOD agreed that one would be arranged.

Action: AOD/Secretary

(b) Future projects

Options for improving the Airport fire station and the fire training ground continued to be considered.

(c) Footpath

Agreement for the diversion of the footpath that used to cross an airport taxiway was still being pursued and permission had been made to further extend the temporary closure while the process was underway. Should agreement not be possible, approval to close the footpath formally would be sought.

(d) Approach lights – runway 24

Negotiations for agreement with the landowner for the replacement of three old runway approach light masts with three new ones had failed and application had been made to the Secretary of State for Transport under the Civil Aviation Act to secure consent to do so. Their replacement would significantly improve safety and reduce the number of occasions on which aircraft need to divert elsewhere in poor weather.

(e) Davies Commission

The report reminded members that the Government had asked the Commission to identify how the predicted growth in demand for air travel in the south-east could best be met. The submission made by the Airport had primarily focussed on making best use of existing airport runway capacity. The submission indicated that the Airport can and should continue to play a key role within a balanced London airport system. The Airport had handled over 100,000 movements per annum before and that, technically, there is no reason why this could not take place in future. In addition, it noted that, with advances in technology, there would be scope for increased movements with little or no increases in overall noise.

It was noted that the Commission had published its emerging thinking which mentions London Southend as one of the airports which could support the need for capacity in advance of any new runway being constructed in the south-east. The interim report from the Davies commission was due in December.

(f) Noise

The report advised that the total number of noise complaints had again reduced. Total complaints for the quarter were 137. This compared with 301 and 318 for the previous two quarters and represents a 49% drop from the second quarter of 2013.

Jo Marchetti referred to it being normal for complaints to reduce at this time of year when windows were no longer open and people would not be sitting in their gardens. Unusual movements tended to raise complaints and, in September, one Boeing 737 aircraft had taken off with a full fuel load had raised 11 complaints. This aircraft was at the Airport for maintenance and it had been discussed with the maintenance company, ATC Lasham.

The Committee was informed that letters had been written to eight people who were regarded as vexatious offering to have meetings with them. Two had taken up the offer and had met with the AOD and Jo Marchetti and, following the meetings, no further complaints had been received. The others were still making complaints and had been written to saying that since they had declined a to attend meeting, their complaints would now be filed.

The Chairman, on behalf of the Committee, thanked the AOD and Jo Marchetti for the excellent job they were doing in attempting to reason with complainants.

12. INWARD INVESTMENT, EMPLOYMENT AND TRAINING

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

(a) Inward investment

The report advised that talks continued to be held with a number of new operators about potential new routes and services.

Following the first full year of easyJet operations, the airline had assessed its operations. As a result they had announced the new destination of Tenerife to commence on 13 December 2013. It would be operated by an A320 aircraft rather than the current A319. The A320 and A319 are both part of the Airbus A320 family and have the same wingspan and engine type. The A320 is 3.7 metres longer than the A319. The commencement of a service to Tenerife demonstrated the potential extended range of destinations which can be reached within approximately 4 hours flying time from Southend.

The Chairman referred to a suggestion in the Airport blog that the A320 aircraft was noisy. The AOD advised that it used the same engine as the A319. However, the A320 engine was "chipped" slightly differently to the A319 to provide more power. He did not anticipate that there would be any noticeable increase in noise. .

Talks were taking place with a number of investors who would like to secure additional hangar space at the Airport.

The AOD's report also advised that the Airport had recently played host to a delegation from the Nomura Institute representing the Japanese Ministry of Land, Infrastructure, Transport and Tourism. The delegation visited the UK, as a result of Japan recently enabling the privatisation of its state-owned airports. It was felt that the UK experience would be most valuable in informing decisions around future operators and the Airport was selected due to the Stobart Group's private sector investment in the Airport.

(b) Employment and training

As reported in the report to the last meeting, over 30 additional staff members were recruited by the Airport this summer. The majority of these staff members had now had their contracts extended for the winter season.

13. COMPLIANCE WITH SECTION 106 AGREEMENT

The Quarterly Section 106 Return for the three-month period to the end of October 2013 was received which set out the statistics relating to the requirements of the Section 106 agreement that had been entered into in relation to the planning permission for the extension of the runway.

The Committee noted that there had been 10 departure movements that had been identified by the Airport as not following the Noise Preferential Routes (NPRs) without instruction by ATC for reasons of safety. The following two papers were attached to the Return that provided:

- more details on the 10 movements;
- information about the action taken in relation to these movements.

It was noted that infringement notices had been issued in respect of the 10 movements. For two of these operators, these were the second notice to be issued. If a third infringement was to be incurred, there would be an automatic fine and it would be for this Committee to decide to what charity the fine should be donated.

The Committee noted that the most common response to the notices was that there had been a misunderstanding of the UK Aeronautical Information Publication (AIP) entry. This was to be amended to confirm that the required distance and height must both be achieved before the change of direction could be undertaken with the emphasis on the distance requirement.

14. COMMUNITY RELATIONS

(a) Airport Visits

The AOD's report advised members that the Airport had recently hosted visits from the MPs Mark Francois and James Duddridge.

(b) Southend Air show

The AOD's report also informed the Committee that the Airport had pledged support for the team that was aiming to bring back Southend Air show in 2014.

(c) Burnham-on-Crouch

The Committee was informed that the AOD and Jo Marchetti had met with representatives from Burnham-on-Crouch. As a result, easyJet had been asked to request its pilots to delay lowering their landing gear until after they had passed over that area.

(d) Complaint

The Chairman mentioned a complainant who had claimed that the TV aerial of a neighbouring property had been knocked down by an aircraft. When analysed, it was obvious that his complaints had no validity. Every one of his complaints had been responded to within 7 days and receipt of complaints had recently ceased.

15. PRESS PACK

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

16. ANY OTHER BUSINESS

(a) Former Control Tower

In response to a question from Derry Thorpe, the AOD advised that there were currently no plans for the use of the disused control tower

(b) Taxis

Les Sawyer asked whether the Airport received complaints about overcharging by Andrews taxis. The Committee was informed that the Airport had no control over prices and Jo

Marchetti advised that there was a complaint on the Facebook pages that suggest that Andrews charge higher prices than other operators because they use minibuses rather than cars.

Councillor Longley, asked whether the conditions that apply to Andrews taxis were also applied to other taxi companies. Councillor Partridge referred to resentment being created and asked for a report to the next meeting on taxis using the Airport generally including conditions regarding drop-off points, etc. The AOD undertook to cover issues relating to taxis using the Airport in his report to the next meeting.

Action: AOD

(c) Staff travel survey

The AOD informed the Committee that he would be providing an update at the next meeting on the staff travel survey. He added that the Airport had met its target of less than 65% of staff using single occupancy cars.

17. DATES OF MEETINGS

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

- Wednesday, 26 February 2014;
- Wednesday, 20 August 2014;
- Wednesday, 19 November 2014.

It was noted that it had been agreed that the May meeting would be held on Wednesday, 21 May. The Committee was asked whether it wished to change the date in view of the fact that the European and local elections would be held the following day.

It was agreed that the date would be rearranged to Wednesday, 7 May 2014.

Action: Secretary/all members

The meeting ended at 4pm.