

**NOTES FROM THE LONDON SOUTHEND AIRPORT ‘COMMUNITY MEETING’**  
**Wednesday 1 September 2021 at 4.30pm at Southend Airport**

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<b>Present:</b> David Osborn	Chairperson, ACC
Murray Foster	Deputy Chairman, ACC
Glyn Jones (GJ)	CEO, LSA
Willie McGillivray (WM)	COO, LSA
Jo Marchetti (JM)	Community Affairs Co-ordinator, LSA
Rob Light	Head Commissioner, ICCAN
Colin Noble	Commissioner, ICCAN
Councillor Mike Steptoe	Essex County Council
Zhanine Smith (Officer)	Essex County Council
Ray Howard, MBE	Independent Representative
Councillor Damien O'Boyle	Leigh Town Council
Councillor Stephen Nunn	Maldon District Council
Paula Chapman (Officer)	Rochford District Council
Councillor Keith Evans	Southend on Sea Borough Council
Trevor Saunders (Officer)	Southend on Sea Borough Council
Ron Smithson	Southend Flying Clubs
Les Sawyer	West Leigh Residents Association
Emma McDonnell (EM)	Secretary (Minutes)

Members of the community (x8)

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**1. WELCOME BY THE AIRPORT CONSULTATIVE COMMITTEE (ACC) CHAIRPERSON**

1.1 The ACC Chairperson welcomed members of the community, and all those present introduced themselves.

**2. BACKGROUND – ACC**

2.1 The ACC Chairperson explained that the purpose of the ‘Community Meeting’ was for members of the local community to meet with the ACC and find out about how the committee works, its purpose and to better understand its objectives. A brief summary was provided as follows:

2.1.1 The ACC follows the DfT’s 2014 guidelines, and its purposes of consultation are to enable aerodrome operators, groups representing communities in the vicinity of the aerodrome, local authorities, local business representatives, aerodrome users and other interested parties to exchange information and ideas. LSACC is an advisory committee and does not have the power/authority to renegotiate the S106 night controls nor force the Airport to cease night flights.

2.1.2 The Chairperson explained that various actions have been taken by the ACC with the desire to improve communications with the community, one of them being to hold this ‘Community Meeting’, review its membership and Constitution and establish a quicker process to publish the minutes of the ACC meetings which take place on a quarterly basis. Out of the 23 airports that belong to the UK Airport Consultative Committees (UKACCS), LSACC is the first to hold a public meeting.

2.1.3 The ACC Chairperson commented that members of the public may submit questions to the ACC in writing to the Chairman/Secretary, via the Airport website, at least 2 weeks in advance of the date of the meeting, and residents can always contact their local Council or representative on the ACC Committee.

### **3. UK AIRPORT CONSULTATIVE COMMITTEES (UKACCs)**

3.1 The Chairperson of the UKACCs, Colin Flack, was unable to attend, however a brief summary on how it operates was provided by the ACC Chairperson:

3.1.1 The Government expects all airports to communicate openly and effectively with their local communities and users of the airport about the impact of their operations and future development. ACCs are a well-established way in which airports can engage with key stakeholders in the local area and beyond. The DfT has produced guidelines to assist airports and those involved in establishing, running and participating in the work of ACCs.

3.1.2 The sharing of best practice and information between ACCs is strongly encouraged by the Government and for the larger airports the guidelines have identified UKACCs as an ideal way to do this.

3.1.3 Although UKACCs meets annually, member ACCs continue to discuss and share issues of common interest throughout the year via the UKACCs Secretariat.

### **4. BACKGROUND – INDEPENDENT COMMISSION ON CIVIL AVIATION NOISE (ICCAN)**

4.1 Rob Light, Head Commissioner, provided some background on the Independent Commission on Civil Aviation Noise (ICCAN).

4.2 ICCAN was established in 2019 to look at how aviation noise is managed across the UK and provide proposals as to how it can be improved in the future. A report was published in March 2021 setting out a route map and what needs to change. There are four guiding principles:

- People are less affected by aviation noise.
- People are empowered through being engaged and informed on issues related to aviation noise.
- Exposure to aviation noise is acknowledged and managed as a public health and wellbeing issue.
- Government, regulators, local authorities and the aviation industry are equipped with the tools and evidence to make robust decisions.

4.3 Rob Light explained that there are three key goals:

- Goal 1 ‘Setting standards’: increase the consistency and transparency in the management of aviation noise by providing advice and guidance on noise management.
- Goal 2 ‘Putting people's health at the heart of aviation noise policy’: progress research into the health and wellbeing impacts of aviation noise.
- Goal 3 ‘Focus on the future’: ensure future policy and regulation of noise is fit for purpose, and that future technological advances have noise management at the heart of their development.

4.4 ICCAN’s view is that every airport in the UK which is required to produce a noise action plan should also host a noise forum of some shape, designed proportionately to its activity levels, to demonstrate transparency and accountability for communities as part of its noise mitigation process, and there should be continuous engagement. It was acknowledged that LSA is establishing such a forum.

- 4.5 Post meeting note: ICCAN has been wound down with effect from 30 September 2021 and the CAA will take on the majority of ICCAN's former functions from April 2022.

## 5. DISCUSSIONS

Various subject matters were then raised by members of the community:

- 5.1 Night-time restrictions: disparity surrounding criteria applied with regard to night-time restrictions at major and regional airports. Members of the community were informed of two DfT consultations - 'Night flight restrictions at Heathrow, Gatwick and Stansted airports beyond 2024 plus national night flight policy' and 'Jet Zero: Our Strategy for Net Zero Aviation'.
- 5.2 GJ commented that airlines schedule the flights, the Airport has no control to move night-time cargo flights to daytime – the timings of the cargo movements taking place during the night-time period are dictated by an international logistics programme and by slot availability at its other hubs across Europe.
- 5.3 A resident commented that a petition had been submitted to Rochford District Council in early 2020, however, members from the Council had no recollection of this petition and it had not been put forward to the ACC.
- 5.4 LSA has established a new, independent community noise forum (London Southend Airport Community Noise Forum - LSACNF). The LSACNF will create and maintain an impartial pathway for local communities to engage with the Airport, and to increase trust, transparency and clarity on noise issues associated with the Airport. Applications for membership have already been received from members of the community and the LSACNF will share feedback to the ACC on noise issues. Publication of those sitting on the LSACNF will need to be approved by its members.
- 5.5 Rob Light emphasised that LSA is not compelled to create such a forum, but it is clear that they want to improve the relationship with their neighbours, and this public meeting is evidence of that desire.
- 5.6 Future growth of LSA: Members of the community were informed that LSA has, and will continue, to operate in accordance with S106 Agreement. The Airport management seeks to minimise inconvenience and disturbance, including noise, and there is a requirement to allow operators to fly within the agreed regulatory requirements. Noise reports are reviewed regularly by the LSACC. The LSACC does and will continue to hold the Airport to account if breaches occur.
- 5.7 Quieter aircraft: airlines are extremely sensitive in relation to carbon and noise emissions. Aircraft will become quieter as technology evolves and airlines upgrade their fleet.
- 5.8 Air quality: Southend Borough Council is currently monitoring NO2 levels in Wells Avenue.
- 5.9 Notification of consultations: it would be helpful if Essex County Council, Southend Borough Council and Rochford District Council could update their websites with any Government consultation documents.

## 6. CLOSING REMARKS

- 6.1 A resident commented that Government needs to review its guidelines in terms of night-time flights, and ICCAN need to review guidelines for local airports as they need to be stricter.
- 6.2 A member of the community commented that it was good that the Airport is listening, to which GJ replied that it was hard to get the balance right, but the Airport is trying.
- 6.3 The ACC Chairperson thanked all attendees for their time and closed the meeting.

**The meeting ended at 6.10pm**