



#### 4. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 21 February 2007 that had previously been circulated were confirmed as a correct record and signed by the Chairman.

#### 5. MATTERS ARISING FROM THE MINUTES

EC Environmental Noise Directive (minute 5 refers)

The Airport Managing Director reported that the noise map was a requirement of larger airports than this one but that it had been agreed that London Southend Airport should have one drawn up. Consultants had been appointed to carry out the work and were working on it. The deadline for the production of the maps had been extended by the Government. It would be reported to this Committee when the map was completed.

#### 6. AIRPORT MANAGING DIRECTOR'S REPORT

Alastair Welch presented the report for February to April that had been previously circulated with the agenda.

##### (a) Performance

The following movements were reported:-

<b>Total aviation movements</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>Total</b>
2007/08	3,568	4,446	5,047	13,061
2006/07	2,900	3,971	4,305	11,176
Commercial mvt. 2007/08	245	292	359	896
Commercial mvt. 2006/07	162	181	211	554

##### (b) Overview

Mr Welch advised that this had been a very positive quarter, with volumes of flights 16% up on the previous year and commercial movements up 60% on the same period.

Cargo had been a big success story over the past few months with volumes up very significantly over the past year as a result of the launch of new Ford products in Europe with parts supplied from the UK.

The cargo flights had caused noise complaints, particularly because of one aircraft (an Antonov). The Airport had operated within its noise constraints throughout the period, but had worked with the cargo operators to introduce a protocol which appeared to be working effectively. When aircraft that were recognised as being noisier were used for cargo at night they would land and once on stand would turn everything off and not depart the Airport until the morning. The Airport was

waiving parking charges to encourage this. The effectiveness of this protocol would continue to be monitored.

The Metropolitan Police was introducing a new design of helicopter into service and had to put their pilots through training. They had completed their day training and were half way through the night programme. This training had caused a number of enquiries and comments and, whilst there would be no further training until June, the Airport was working with them on a protocol to minimise any noise irritation to neighbours.

Ford had introduced its new aircraft which was very smart inside and out and was proving very popular with users. The aircraft previously used for this had been repainted (in Norwich as Southend was full) and was now operating out of London City in VLM colours.

The maintenance business continued to perform well. ATC Lasham had signed a new 10 year lease for their facility and continued to recruit staff. The maintenance providers were reporting very few spaces for work in winter 2007/08 and this summer was looking reassuringly busy. The new generation small aircraft, such as the Boeing 737-800, were not as new as they once were and their major maintenance checks would provide significant workload.

There had been two aircraft accidents in the past three months, both without injury. One involved an aircraft with a family on board which diverted into Southend due to the standard of facilities on site, the other was an aircraft whose undercarriage collapsed on landing. Whilst the runway was closed in both instances, it was reopened within four and two hours respectively.

After a fantastic effort by the Southend team the runway had been cleared by 0900 following the snow fall on 8 February. This was four hours before either Stansted or Luton. Sadly, the lack of alternative airfields in the South East prevented this giving any business on the day.

A number of incidents had occurred (runway incursion and criminal damage) which were believed to have been facilitated by the footpath and the Airport was working on a plan to relocate it. A landing light had recently been stolen. Councillor Howard suggested that Mr Welch should write to the Essex County Council's Highways department on the issue.

A programme to update the Airport's website, logo and the way in which it presented its facilities to potential customers was being embarked on.

### (c) Projects

The Airport was working with Rochford and Southend Councils as part of the Joint Area Action Plan (JAAP) to 2021 to ensure appropriate planning for the Airport and the area around it. In advance of the completion of the Action Plan, a number of projects had been drawn together which were being labelled Phase 1. The Phase 1 projects were ones that were believed to be critical to the Airport's development now, to remain on track for the broader airport plan in advance of the 2012 Olympic Games and should be proceeded with immediately and

completed by March 2009. The four key projects within this Phase 1 programme were:

1. New Hotel on site
2. New Airport Control Tower
3. Spruce up of existing Terminal, in advance of clear outcome of JAAP
4. New passenger rail station on Airport.

(d) People

John Frain, the Operations Manager had chosen to retire at the end of May. The Committee asked that its thanks to Mr Frain for his service to the Airport and its best wishes for the future be recorded

The Airport had recruited four additional fire fighters and was recruiting a new Air Traffic Controller, new Check-In/Security staff, a new Terminal Manager, a Marketing Coordinator and new staff for the coffee shop. It aimed to conclude this recruitment by the end of June.

(e) Noise comments report

The noise comments report was attached to the report. It informed members that the total number of aircraft movements in the first quarter of 2007 had been 9,798 against 9,166 in the same quarter of 2006. There had been 13 comments.

## **7. PLANNING ISSUES**

(a) London City Airport

Mr Walters tabled a map showing the pattern of flights in the area on one day last year. He said that, as part of the review of Traffic Control North, London City Airport was looking at the possibility of accommodating its increasing business by having a holding point over Southend Airports' airspace down to 4,000 feet. The Airport was opposed to the proposal, not least because people would blame it for nuisance from the stacked aircraft. The suggestion had been made that aircraft could stack over the estuary of the River Thames but the response of the CAA was that the boundary between two zones runs along the centre of the river and controllers can only deal with one zone at a time. The Chairman suggested that aircraft could be routed north or south of the boundary of the zones and Mr Walters replied that the CAA was saying that this would require the controllers being retrained which wasn't possible. Mrs Goodman said that the problem linked back to the loss of Southend's controlled airspace in 1994.

The Committee noted that the Airport was making representations to National Air Traffic Services and the Department of Air Policy at the CAA. David Dash at Essex County Council was also going to make representations. Councillor Pearson asked whether MPs could help and it was agreed that the Airport should draw the attention of the Castle Point, Rochford and Southend Councils and the local MPs to the issue. Councillor Howard also asked Mr Welch to write to him about the problem so that he could raise it with the Leader of Essex County

Council, Lord Hanningfield. The Chairman suggested that he should also write to Thames Gateway.

**Action: Airport MD.**

(b) Station

Councillor Day asked how the station project was progressing and asked whether the suggested meeting with James Duddridge, MP had taken place. Mr Welch said that the meeting with the MP had been held and that, whilst Southend Council and Thames Gateway supported the station proposal, Rochford Council had concerns. A meeting was to be held shortly with the Leader of the Council. The critical issue was that Rochford Council didn't want the railway station to open in advance of the new terminal building. Councillor Day responded that the East of England Development report says that the infrastructure should be provided before developments take place. Mr Welch said that there was capacity on the railway service at present.

(c) Wind farms – Dengie Peninsula

Mr Smithson asked whether there was any further information on the proposals for wind farms in the Dengie area and the Committee was informed that they were to be the subject of a planning inquiry to be held in the first half of June. In answer to a further question from Mr Smithson the Committee was told that the CAA say that the issue was one for local authorities and it was providing no support.

Councillor Day referred to the Airport's objection to a proposal for a wind turbine on a local school and its reduction in height.

(d) Stansted Airport

Councillor Howard said that there were a lot of objections to the Stansted expansion proposals and commented that some of its movements should be transferred to Southend. However, in reply, Mr Welch said that only 2% of Stansted's movements could use Southend's runway.

(e) Recycling transfer station – Warners Bridge

Councillor Pearson asked about consultations on Southend Council's proposal for a recycling centre at Warners Bridge. He said that it was near the boundary with Rochford Council and would create traffic movements and would give residents additional concerns. Councillor Day replied that the proposal had been considered a year ago and it wasn't the only such station planned in Southend. There were a limited number of sites available and the vehicles would be emptied in a sealed building. There would be no smells.

Mrs Goodman said that there had been a meeting recently attended by 300 people and the main worry was that the activities would be taking place in the open, the extra traffic movements and the loss of allotments. It had been said at the meeting that there had been no objections from the Airport. Councillor Day said that there would be no loss of allotments and Mr Walters that the Airport had commented that it would have preferred that the transfer station was sited elsewhere

**8. INWARD INVESTMENT, EMPLOYMENT AND TRAINING**

Mr Welch referred to the items in his report (minute 6 above) relating to the ATC Lasham lease and staff recruitment. He said that progress on the proposed training centre was slow due to a member of staff at the Learning and Skills Council being on maternity leave.

**9. PRESS PACK**

The press pack of newspaper cuttings relating to the Airport was received and noted. There were no questions.

**10. COMMUNITY RELATIONS**

Mr Welch said that he hoped to see members at the Open Day on 28 May.

He added that the Airport was aiming to introduce a more effective communications strategy with local residents and businesses and referred to complaints received from the Chalkwell Residents Association and Chalkwell Lodge. Members commented that any airport would attract complaints.

**11. ANY OTHER BUSINESS**

Mrs Goodman asked whether anyone from the Airport had been invited to the Southend Together meeting held the previous week and was informed that the Deputy Chairman had been present.

**12. DATES OF FUTURE MEETINGS**

It was confirmed that the remaining meetings in 2007 would be held as follows:

Wednesday, 15 August 2007 at 2pm  
Wednesday, 21 November 2007 at 2pm.

**The meeting ended at 3pm.**