

**LONDON SOUTHEND AIRPORT**  
**Minutes of meeting No. 53 of the Consultative Committee**  
**held on Wednesday, 21 February 2007 at 2pm.**

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Present: Stuart Greengrass	Deputy Chairman (in the chair)
Andrew Walters	Chairman, London Southend Airport Co. Ltd.
Alastair Welch	Airport Managing Director
Councillor Norman Bambridge	Castle Point Borough Council*
Councillor Mrs. Pam Challis	Director, Thames Gateway
Councillor Jim Clinkscales	Southend on Sea Borough Council
Councillor James Cottis	Rochford District Council
Councillor Melvyn Day	Southend on Sea Borough Council
Councillor Peter Elliott	Maldon District Council
Councillor Keith Gibbs	Rochford District Council
Norah Goodman	Eastwood & St. Laurence Residents Assocn.
Councillor Ray Howard	Essex County Council
Councillor Tony Humphries	Rayleigh Town Council
Martin Howlett	Rochford District Council (Officer)
Councillor Andrew Moring	Southend on Sea Borough Council
Councillor Roy Pearson	Essex County Council
Keith Ross	Ipeco Holdings
Councillor K.D. Salt	Rochford Hundred Assoc. of Local Councils
Shaun Scrutton	Rochford District Council (Officer)
Ron Smithson	Flying Clubs
Councillor Michael Starke	Rochford District Council

Also present:

Mark Baker	Planning Consultant to London Southend Airport Co. Ltd.
George Crowe	Secretary

\* substitute member.

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**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Peter Rainbird (Chairman), Eddie Cornish (West Leigh Residents Association), Jean Rowswell (Leigh Town Council), Councillor Bill Sharp (Castle Point Borough Council) and from Sally Thallon (Essex County Council (Officer)).

**2. CHAIRMAN'S OPENING REMARKS**

Mr Greengrass welcomed members to the meeting.

Mr Walters introduced the new Managing Director, Alastair Welch and outlined his background. Mr Welch said that he was pleased to be at the Airport and the Consultative Committee meeting. He said that he saw a lot of opportunities for the Airport and he was anxious that the Airport company shouldn't commit to doing things that can't be achieved.

### 3. MEMBERSHIP

The Committee received a copy of a letter from Mr Ian Hawkins, the Secretary of the Mendip Residents Association, requesting representation on the Committee. The Secretary advised that a representative of the Somerset Gardens Residents Association had recently ceased to be a member of the Committee and represented a similar area. If the application was approved, therefore, the balance on the Committee would not be upset.

Mr Walters said that the Committee was already large, had a broad membership and worked well. The Somerset Gardens Residents Association which had recently folded had been a member of the Committee from its conception. Smaller residents groups would not normally be included on the Committee. The Committee was very open and its minutes would be displayed on the Airport website. Councillor Mrs Challis said that it had been agreed that, when such associations folded they would not be replaced on the Committee. Councillor Day said that 17 elected representatives were members of the Committee. Residents could approach the Airport through them. Members were concerned that by approving the application it could make it difficult to refuse others. It was suggested that the Association had a very limited number of members.

Councillor Clinkscales said that the Residents Association was a constructive and creative body that used to be opposed to the Airport but was now supportive. Councillor Salt also supported the application.

The Committee discussed the request and the general view was that the residents surrounding the Airport were already well represented on the Committee. After a vote, it was agreed by a considerable majority that the application should be refused and the Secretary was asked to advise the Association and thank it for its application.

**ACTION: Secretary**

### 4. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 15 November 2006 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 11 refers)

In response to a question from Mr Howlett, Mr Baker said that Southend Airport was in the process of appointing noise consultants to assist it in drawing up the noise map. It would build on work already carried out in 2002. Copies of the map would be provided to Southend and Rochford Councils. It was agreed that the Committee would be updated on the matter and that it should be included on the agenda for the next meeting.

**ACTION: Managing Director and Secretary**

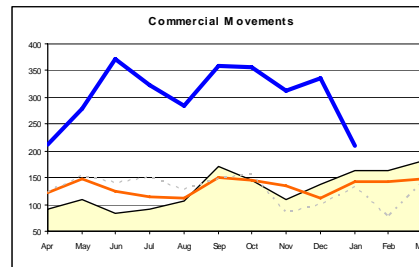
## 6. AIRPORT DIRECTOR'S REPORT

Alastair Welch presented the report for November to January that had been previously circulated with the agenda. He explained that it had been written by Bruce Campbell and that he had not had any involvement in the activities outlined.

### (a) Performance

The following movements were reported:-

<b>Total Aviation Mvts.</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>
2006/07	4341	2983	3155
2005/06	3862	2958	3307
Commercial Mvts. 6/7	312	336	210
Commercial Mvts. 5/6	136	112	143



### (b) Overview

The report advised that the quarter had been a strong one with a number of diversions thanks to the strong winds and fog. The Airport had remained open during the strong winds as the wind direction was straight down the runway. This had been good for commercial diversions from City and other airports. On 21/22 December, due to fog, Southend handled a record 148 movements in one day, the most in its history. Stansted, London City, Luton, Norwich and other airports had been closed for the majority of the day. All staff had rallied round and there had been no complaints from the local community resulting from the additional movements.

Mr Welch added that the previous day there had been 46 diversions to Southend. Mr Smithson said that, despite the large numbers of diversions to the Airport the previous day, there were no complaints about problems caused to the flying clubs. Mr Welch advised that, although the captains of the aircraft that were diverted to Southend undertook to coach passengers to London City Airport, many wished to take the train to London.

The Committee was pleased to hear about the additional business from the diversions, but indicated that it did not wish to see Southend Airport developing as a diversion airport and wanted to see it providing air services that would benefit residents and businesses in its catchment area.

The Ford services continued to perform well and it was expected they would be using their own aircraft sometime in February. Once this occurred it was expected that the utilisation would be increased and some weekend flights introduced to promote new car launches and other PR activity.

The MRO business continued to be good and all companies were reporting strong bookings for the winter and summer months. ATC Lasham had recently recruited 45 people and was looking to recruit more. Inflight had converted its hanger back to a 3 bay facility to accommodate new business and to maintain the new Ford Air aircraft when it arrived. Air Livery had strong bookings and was working with the MRO companies to gain additional business on the back of their growth. Mr Ross said that IPECO was also very busy.

Manchester United had used Flightline and Southend Airport when they visited Southend for their Carling Cup game. The following week, Plymouth also used the Airport.

The first Qantas Boeing 707 made its last flight out of Southend Airport on its way back to Australia to join the Qantas Founders Museum museum. Mr Welch advised that there were very few places where all the necessary restoration work on the aircraft could have been carried out do this was a proud achievement for Southend Airport.

A group of 10 Rochford Parish Councillors had been given a tour of the Airport and were updated on the plans for the future.

(c) Commercial Activity

Darwin Airlines was the latest airline to sign-up to the preferred list of diversion airlines and had used the Airport the following week.

A group of 5 influential aircraft brokers was invited to the Airport and was given a presentation on the benefits of the Airport and area with its ease of access to the City. They were given the opportunity to take local flights in a business jet and helicopter. There was already new business as a result of the marketing initiative.

As part of its ongoing maintenance plan, the Airport had hired contractors to improve the friction levels of the runway and it now had the same friction readings as when it was first laid.

(d) Staff update

Karen Medweth, the Business Development Manager, had left and, as mentioned above, a new Managing Director, Alastair Welch, had been appointed to take the development plans forward. Bruce Campbell passed on his thanks to all members of the committee for their support and guidance. The Committee asked that a letter be sent to Mr Campbell to thank him for what he had done for the Airport and for his courtesy, help and advice to the Committee.

**Action: Secretary**

(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 last quarter of 2006 had been 9,809 against 9,708 in the same quarter of 2005. There had been a total of 2 comments.

**7. PLANNING ISSUES**

(a) Variation of the Section 106 agreement – London City Airport

The Committee received documents relating to the application by London City Airport for the amendment of the daily distribution of its permitted flight numbers which would allow it to increase the weekday limit by 50% to 360 movements a day. Mr Baker informed the Committee that, subsequent to the documents being sent to members, permission had been granted.

Mr Walters said that he had been thrilled by the support of EEDA and Essex County Council in supporting the future of Southend Airport and opposing the application and that airspace was the issue. NATS was currently developing an airspace change proposal that covered Traffic Control North (TCA), encompassing a region encompassing a number of airports including Southend as part of a review of airspace in the south-east. Southend Airport maintained that the Biggin Hill, London City and Southend airports' airspace situation needed to be sorted out and representations would be made to NATS. The airspace and future needs of all airports should to be kept in mind.

There was a proposal for a new holding point to be established over the Dengie Marshes area and for aircraft to be routed over Southend and along the south Essex coast. The proposed holding point was too close to Southend Airport. Mr Walters also referred to proposals for wind farms in the Dengie area and said that existing wind turbines in that area affect the radar at Southend Airport. Mr Baker said that the Airport had objected to npower's proposals because the turbines would cause "flicker" on the radar and that it would support Maldon Council's objections at the public inquiry. Councillor Elliott said that the inquiry had been arranged for June and that if the proposal was allowed, proposals for a lot more wind farms would be brought forward. Mr Smithson said that the Instrument Landing System needed to be taken into account in relation to the proposed stacking area.

Mrs Goodman commented that the loss of Southend's controlled airspace in 1994 worried residents and Mr Walters said that it still had controlled space to 2,500 or 3,000 feet.

Councillor Clinkscales asked whether the proposed stacking area would affect Stansted Airport and Mr Walters replied that it was a complicated situation in which the Airport needed to be involved. He thought that the problem could be solved in a way that would be satisfactory to all.

(b) Response to Draft Olympic Transport Plan

The Committee was advised that the consultation period on the first draft of the Transport Plan for the London 2012 Olympic Games had now closed and a submission had been made. The first consultation meeting had been held the previous week and a new Plan would be produced in the summer.

(c) Station and parkway

Mr Baker advised that the station project was still at the last technical stage in the Guide to Rail Investment Projects (GRIP) and approval was being pursued with Network Rail. The matter was being dealt with by Laing Rail. Mr Walters informed the Committee that discussions were taking place with the Department of Transport about the share of the revenue and a meeting was due to be held in March. Councillor Bambridge said that ministerial pressure should be applied. As a former railway engineer, he knew how long it can take for approvals to be received. Otherwise, there was the strong possibility that the station would not be ready for the London Olympics.

Mr Welch said that the station would put the Airport “on the map”. He was keen that the local community would see some progress and for residents to see the benefits of having the station. He asked for views. Mr Walters said that the agreement required the new terminal building and station to be built together and approval of Rochford Council to allow the station to be built and brought into use before the new Terminal would be required. He said that the Joint Area Action Plan was a good idea.

Mr Scrutton said that it was hoped that the area encompassed by the proposed Action Plan was wider than the Airport and involved road accesses, etc. It was hoped to get Regulation 25 Development Plan document drawn up by September and implemented by 2008. Councillor Clinkscales said that Southend Council at present had very few senior planning staff and suggested that consideration should be given to asking David Watts, the former Director of Technical and Environmental Services, to act as a consultant.

Councillor Moring suggested that the local MPs should be approached about supporting the Airport. Councillor Day said that he would use his influence with James Duddridge, MP and suggested that the local MPs should be invited to a meeting of the Committee. Councillor Howard that Essex County Council should be asked to assist. He said that Theo Steel, the Chairman of Renaissance Southend and Sales & Marketing Director for one railway, at the recent Thames Gateway was supportive. Councillor Mrs Challis said that Thames Gateway saw the Airport as being essential to the economic development of the area.

The Committee was advised that consultation about the parkway proposal would soon restart with local residents. In summing up the discussion, the Chairman said that the view of the Committee was highly supportive and that the station should be constructed as soon as possible.

(d) Hotel project progress

Mr Baker advised that the interested Hotel operator had asked for a contamination study of the proposed site. When this was completed, an agreement would be entered into and a planning application prepared.

(e) New access arrangements to hangars on the north side

The Committee was informed that access to hangars on the north side of the Airport was across a taxiway. The possibility of a rear access being provided was being explored and informal consultation had taken place with Essex County Council. Mr Baker was confident that it would not have any objections. A planning application would be pursued in due course.

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

Mr Welch said that the Airport was currently recruiting 3 Air Traffic Controllers and other staff.

**9. PRESS PACK**

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

**10. COMMUNITY RELATIONS**

Apart from the consultation about the revised parkway proposal referred to in minute 7(c) (above), there were no community relations issues.

**11. ANY OTHER BUSINESS**

On behalf of Eddie Cornish (West Leigh Residents Association), the Secretary referred to a newspaper report that the issue of the extension of the runway was being discussed again. The Committee was advised that it was in the context of the Joint Area Action Plan that the issue had been raised again and that whatever happened, there was no possibility of the St. Laurence Church building being affected.

**12. DATES OF FUTURE MEETINGS**

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

Wednesday, 16 May 2007 at 2pm (apologies from Keith Ross)

Wednesday, 15 August 2007 at 2pm

Wednesday, 21 November 2007 at 2pm.

**The meeting ended at 3.15pm.**