

Appendix 5

Quarterly reports - January and April 2013.

The planning agreement requires the airport to keep records and to report performance against the new controls it introduced.

This performance will be reported fully in the annual report scheduled for publication each year following the first anniversary of the opening of the runway extension.

The comprehensive data used for monitoring is taken from the air traffic control logs which are maintained by controllers who are individually licensed by the CAA. This data is used by the UK CAA for statistical purposes and by the airport for invoicing in addition to use for reporting against planning controls.

A summary of the airport's performance against the new key controls is shown below;

Measure	Requirement	Q to Jan 13	Q to Apr 13
Daytime ATM over South West	Less than 50% of ATMs	43%	42%
Daytime landings from South West	Less than 50% of landings	16%	52%
Night Movements	Average of under 120/month	51	53

Whilst unseasonal weather has meant one quarter (Q to Apr 13) was over 50%, the annual total for the reporting period March 2012 – February 2013 delivered 29%, well below the 50% target limit within the planning requirement.

In addition the airport aims to keep to the absolute minimum the number of movements to/from the South West at night. Whilst operational safety will dictate occasions when this is not possible, over the past six months 63% of flights departed over or landed from the North East.

The airport has a requirement to operate Noise Preferential Routes (NPRs). Whilst there will be occasions when an aircraft will be instructed not to follow an NPR (for example to avoid a thunderstorm or to ensure aircraft separation is maintained), where aircraft deviate from an NPR for no apparent reason the events are individually investigated and addressed and provision is made for persistent offenders to be fined. A summary of the events and the investigations that followed for the quarterly period Nov-Jan and Feb- Apr 2013 are attached. On average under 0.4% of movements do not follow the NPRs and of these around a third are typically instructed to turn early by air traffic controllers.

The airport works very hard to ensure that it meets the commitments made in the planning agreement and is consistently meeting the targets set within the S106 agreement.

Those flights which departed outside the NPR zone without instruction by ATC for reasons of safety

Date	Time	Airline	Aircraft	Flight type	Action taken by the Airline/Operator
01 Nov	14:58	Jetcall	Learjet 31	Private	<ul style="list-style-type: none"> • Operations Manager informed flight crews of the infringement • Will provide special training to crews in order to resolve the issue
19 Nov	13:11	WDG/Cobham	D228	Railway surveillance WDG92	<ul style="list-style-type: none"> • Isolated additional breach following actions taken in response to 4/5 Oct violations • WDG have been working with Southend ATC in order to prevent further reoccurrences • Whilst the D228 operates at below 5700kg (the MOTW is 6200kg) and operates official government flights, we have spoken at length with WDG's Captain to explain the specific S106 requirements for departing aircraft. • WDG have confirmed that they fully understand all of the rules that apply and will adhere to them in the future
8 Dec	10:31	Cityjet	RJ85	Diverted Passenger	<ul style="list-style-type: none"> • Following the start of bad weather in Oct 2012 Southend received its first wave of diversions from London City Airport. The Cityjet crews were unfamiliar with the changes to the UKAIP as they had not operated out of Southend since the changes were imposed
11 Dec	21:18	Cityjet	RJ85	Diverted Passenger	<ul style="list-style-type: none"> • Cityjet apologised and updated Pilot briefing documentation
16 Jan	14:40	Cityjet	RJ85	Diverted Passenger	<ul style="list-style-type: none"> • Issued a Mandatory Read for all RJ pilots and forwarded all correspondence to Fokker 50 colleagues so they are also aware • Captain RC Smith to personally speak to crew involved and make them aware of published procedures
21 Dec	12:05	OLT	F100	Passenger	<ul style="list-style-type: none"> • Informed all crews of requirements to follow noise abatement procedures • Published a Short Term Notification • Held a hearing with the crew that deviated from the NPR
24 Dec	14:38	Easyjet	A319	Positioning	<ul style="list-style-type: none"> • Non based crew operating additional flights over Christmas period • Pilots interviewed and voice recordings of the departure reviewed by the Base Captain • Immediate update relating to departure rules added to Operational Flight Plans • Notices made available to pilots in crew room • Issue of a temporary company NOTAM • Aerodrome Briefing Supplement to be updated mid-Feb

NPR breaches identified for the period February, March & April 2013

Those flights which departed outside the NPR zone without instruction by ATC for reasons of safety

Date	Time	Airline	Aircraft	Flight type	
04 Feb	09:48	WWAF	DH8D	Ferrying flight	<ul style="list-style-type: none"> • Full investigation by WWAF and report received detailing pilots statement and actions taken by WWAF
10 Feb	13:06	Parc Aviation	A319	Maintenance	<ul style="list-style-type: none"> • Full investigation by Parc Avi. Update to Flight Crew Procedures Manual to ensure crew conduct a full briefing to incorporate noise abatement procedures as an obligatory item.
10 Feb	15:52	T Holding	C25C	Private	<ul style="list-style-type: none"> • Infringement notice sent via letter – Mr Holding phoned to discuss the incident and how he would ensure further breaches did not occur.
14 Mar	18:45	Vueling	A320	Maintenance	<ul style="list-style-type: none"> • Infringement notice issued – acknowledgment received and matter directed to appropriate Vueling representative for investigation. Action taken to inform crews via a special briefing when using Southend airfield in the future.
15 Mar	07:58	Jota Aviation	BE20	Small commercial	<ul style="list-style-type: none"> • Infringement notice issued – Jota are based at SEN but usually operate aircraft below 5700kg. The BE20 has a MTOW of 6350kg. Pilots have been briefed on noise abatement controls for aircraft above 5700kg.
28 Apr	10:19	Gama Aviation	B737	Maintenance	<ul style="list-style-type: none"> • Infringement notice issued to Crew Captain 7/5/13 – matter has been passed to Director of Flight Ops and Flight Safety Manager for investigation.
28 Apr	13:07	Challenge-Air	CL60	Business	<ul style="list-style-type: none"> • Infringement notice issued to Operations Dept. 7/5/13 – Captain sent a sincere and honest apology admitting that he misinterpreted the control as ‘reach 1500ft OR 2.5DME.