

**BERA E-NEWSLETTER 11th October 2018 – www.bera.co.uk
(printable version of Newsletter is available soon on website if
needed)**

1. Sustainability and Transformation Plan (STP)

As you may have heard on the news or read in the papers Southend Councillors agreed that the STP plans should be referred back to the Health Secretary, meaning the plans to reshape healthcare in south Essex are currently on hold. The Councillors were worried about patient care as the plans proposed were unclear and potentially harmful to Southend residents and appeared to be put forward to save money rather than improve patients outcomes. The plans to treat and transfer in particular did not stand up to scrutiny.

BERA have, from the outset, been against these plans and welcome this decision. It shows that working together all the groups, councillors and individuals involved have been able to make a difference. Let's hope the Health Secretary makes the right decision for Southend-on-Sea residents.

2. Reply to a letter that planes leaving the airport are under-cutting the danger zone and flying over the east of town.

Following a query to Council Officers we have received the following reply and there are some really useful links included.

I confirm that it is correct that the planning permission for the extended runway and the associated S106 does not include any aspects related to the MOD Air Danger Area as this was established by, and is monitored by, the CAA.

- Aircraft will only depart over Thorpe Bay/Shoeburyness when the wind direction is north easterly (approx. 30% of the time) and they are routing towards a destination in Southern Europe. As there can be quite lengthy periods of time when departures are operating over Leigh-on-Sea due to the prevailing wind conditions, residents to the east/east west of the airport may assume that this is the 'correct'/'usual' departure pattern and can be alarmed/surprised when they notice aircraft in their location.
- Aircraft will always fly the most safe and expeditious route toward their destination – meaning that they are carefully positioned with consideration for other conflicting air traffic and provided the quickest route to gain height into the upper controlled airspace.
- Since the introduction of the London Airspace Management Programme (LAMP) Phase 1A, in February 2016, London City arrivals have been routed further south of the airport, along the Thames Estuary. As a result, Southend departures must remain below the overhead air traffic at 3,000ft.

Further information on LAMP can be found at:

<https://www.nats.aero/news/newsbrief/janfeb-2016/lamp-phase-1a-airspace-change-now-live/>

<https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/London-Airspace-Management-Programme-Phase-1A/>

- Due to the hazardous nature of work carried out at MOD Shoeburyness, an Air Danger Area is established by the Civil Aviation Authority (CAA) around Shoeburyness and Foulness, when any of the Ranges D136, D138, D138A or D138B are active. Southend Airport Air Traffic Control provides a Danger Area Activity Information Service (DAAIS) to warn pilots of aircraft flying outside controlled airspace, when the Ranges are active. Southend Airport receives daily communication from Qinetiq to confirm when the site is active. It is not always obvious to the general public when the site is active as some firearms operations are less noisier than explosions.

General information is provided as:

Activity: Live Firing / Unmanned Aircraft Operations.

Hours: Mon-Fri 0830-1800 Winter (Summer 1hr earlier) and when notified.

Further information on the Qinetiq site can be found at:

<https://shoeburyness.qinetiq.com/about/index.aspx>

- It is not possible to extend the straight departure route for aircraft departing on runway 05 (towards Rochford) further east before turning south (effectively going the longer way round the Qinetiq site to avoid Thorpe Bay/Shoeburyness) as this will result in increased track miles (i.e. fuel spent and CO2 pollution) and possibly increased delays due to:

- Aircraft conflicting with arriving aircraft from the north east of the airport and air traffic from other airports.
- Aircraft being positioned incorrectly to connect to the upper controlled airspace network.
- Increased workload for controllers and flight crew.

- Southend Air Traffic controls all aircraft within the regulations, controls and guidance set by the CAA. They work closely with NATS to ensure the operation runs as smoothly as possible with safety being the number one priority.

- Southend Airport is mindful of the impact of aircraft operations on its surrounding communities, and during the planning application agreed a number of new and tighter controls. These can be found [HERE](#)

- The following links to the CAA website may be helpful in explaining how the airspace is managed:

www.nats.aero/ae-home/introduction-to-airspace/

www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-Change/

With regard to the specific comment that aircraft are “*undercutting the danger zone rather than flying around it*”, I can only reiterate the above and confirm that such wilful action would compromise both the safety of the passengers on-board and those living in the vicinity of the site. As this is just a general comment we cannot ask the airport to investigate this matter further. However, if specific details can be provided (i.e. date, time, location) then we will ask the airport to investigate further. However, as will be set out in the report to the forthcoming [London Southend Airport Monitoring Working Party](#), the Council has no reason to believe there have been any breaches in the S106 operational controls.

The airport are currently working on some Q&A's for the LSA website, which should help with enquiries about aircraft noise and flight paths. I have been liaising with the airport in respect of this.

3. BERA – Special Meeting for Members (including a social get together) Tuesday 23rd October at St Augustine's Church from 8pm – would all members please try and come along

We will have a short presentation by Jean Broadbent, the Healthwatch Southend CEO, followed by a question and answer session. Please see link <https://www.healthwatchsouthend.co.uk/> for the health advice and social care they offer.

There will then be a short break for refreshments, after which we will have a short presentation by Southend Fire Station followed by refreshments at the end, and a chance for you to speak to local Independent councillors about any concerns you may have.

If you have elderly neighbours without computer access, who you know are BERA members, could you kindly advise them of this meeting.

4. The next **BERA sponsored coffee morning** will be on Thursday 18th October 2018 at The Methodist Church on the corner of Johnstone Road and The Broadway from 10am to 12 midday.