

**MINUTES OF LSA COMMUNITY NOISE FORUM  
HELD AT LONDON SOUTHEND JET CENTRE  
ON MONDAY 26 JANUARY 2026 AT 14:00**

**Present**

CNF Chair	Vicki Hughes (VH)
LSA Noise Manager	Jo Marchetti (JM)
Community member	Joanna Spencer (JS)
Rochford Parish Councillor	Graham Whitehead (GW)
Essex County Council/ Airport Consultative Committee	Mike Steptoe (MS)
Jewish Community representative	Howard Miller (HM)
Local resident	Dr Vaughan Chopping (VC)

**Apologies**

RDC	Cllr Julie Gooding (JG)
Chalkwell Ward Resident Group	Sally Holland (JVS)
Community member	Kevin Salt (KS)
Sanctuary House	Roger Dowell (RD)
Community member	Amanda Johnson (AJ)

**Resigned**

Leigh Ward Resident Group	Ray Evans
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<b>PART 1 (14.00 – 14.30)</b>		<b>Action</b>
<b>1</b>	<p><b>Welcome and introductions</b></p> <p><b>13.30 – 14.00 pre-meeting refreshments to meet the new Chair</b></p> <ul style="list-style-type: none"> <li>Members were invited to arrive 30 min early to have a pre-meeting/introduction to VH. VC attended the pre-meeting but had to leave early due to a personal matter.</li> </ul> <p><b>14.00 meeting started</b></p> <ul style="list-style-type: none"> <li>VH gave an overview of her aviation background, playing a pivotal role in establishing Gatwick Airport's industry-leading Noise Management Board (NMB) and spending 22 years at Stansted Airport as the UK's first Noise Communications Manager, responsible for setting strategy and direction for Stansted's noise management plan and leading the Flight Evaluation Unit. VH was also Associate Director and Head of Sustainability at an air traffic management and airspace change consultancy. She is currently Director of Aviation Services at Brighton City Airport.</li> <li>All members introduced themselves and stated who they represented, prompting a conversation on LSA's preferred routes and future airspace changes.</li> <li>JM explained the dependance on wind and weather to set the runway direction and how conflicting traffic in the upper airspace may prevent runway direction change when the wind strength lessens during the day. It was acknowledged that the S106 commitment to have over 50% of daytime operations over Rochford is generally achieved as the prevailing wind is south easterly and flights more often arrive over Richford and depart over Leigh. It was considered misleading that the 'preferred runway' commitment itself could influence the number of flights over Rochford.</li> <li>VH explained the process for airspace change and why the current process is being reviewed under the Airspace Modernisation programme.</li> </ul> <p>➤ Update on CNF status since May 2025 VH thanked the previous Chair, Mick Thwaites for his contribution to the forum and his commitment to recruit new members.</p> <p>➤ New CNF Chair – background and discussion on how to take the forum forward</p>	



extended from the Winter schedule.

- The Business Development team are engaged in talk with potential new tenants for the aircraft hangars. If successful, there would be investment and 80-85 new job opportunities
- Jet Centre is up 20% year on year revenue and was crowned *Best FBO in Europe, the Middle East and Africa* in the 2025 Business Air News FBO Feedback Survey. London Southend is also a FINALIST in the 2026 Travel Gossip Awards.
- London Southend Airport is proud to be a key partner in the Southend City Partnership, helping shape the city's bold 10-year vision. This collaborative effort, involving local businesses, organisations, residents, and communities, aims to transform Southend into a thriving, inclusive, and resilient city over the next decade.

#### Employment

- LSA has 10 roles live offering multiple positions – the bulk being F&B and Handling. we keep the Air Traffic Controller advert live all year round, and we have just re opened our Air Traffic Control Assistant role, but this one is to build a talent pool only, we do not currently have an active vacancy.
- Since January 2025 we have successfully onboarded 211 new colleagues across the business – mostly for Food & Beverage, Ramp, and Security, as vast majority of these recruits were FTC, due to expire 31/10/2025, 120 in total, we have been able to make 55 of those colleagues permanent, 38 FTCs have been extended, Our total headcount as of 26th January 2026 is 336
- 85.1% of airport colleagues currently live in an SS postcode area

#### Airspace

- The CAA has now completed the Stage 2 'Develop & Assess' Gateway Assessment and is satisfied that London Southend Airport FASI (ACP-2018-90) has met the requirements of the process up to this point. The CAA approves progress to Stage 3 'Consult'.
- Further information on LSA's ACP can be found here [Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk/airspace-change-proposal-public-view)
- LSA will now seek to begin work on Stage 3. Further information will be made available on our website as we progress through stage 3 [FASI South - London Southend Airport](#).

#### Community Impact

- The airport is currently reviewing applications for a new charity partner. The top five from twelve applications will be put to an LSA employee vote for a final decision.
- The airport donated discarded buggies to The Shoebury Ark, and left luggage cases to HARP
- Food donations were collected for The Shoebury Ark before Christmas
- The airport took part in and provided a collection point for the Christmas Shoebox appeal
- LSA once again supported the SECE Mind Mental Elf run in December
- LSA sponsored the Rochford District Santas Grotto.
- A group of 20 Level 3 Travel and Tourism students visited the airport in January to find out more about jobs in aviation and how the airport is managed.

#### Environment

- The 2024 DEFRA bias adjusted NO2 levels around the airport perimeter range from 17.4 – 19.9 µg/m3 (Government Air Quality Objective is 40 µg/m3)
- 23% of the airport's electricity came from our on-site solar farm.

#### S106 Operational Review

- The final draft plans were submitted to SCC on 30/11/25
- SCC carried out a public consultation – feedback deadline was 30/12/25
- Responses received from two residents – commenting on the process rather than the plans
- Potential to be reviewed at the 25/02/26 Planning Committee meeting but not yet confirmed.

#### Questions raised

- Regarding air quality, JM explained that LSA was carrying out additional NO2 monitoring inside the Airport boundary. Results so far for 2025 showed that NO2 levels on airfield are much lower than those recorded at the four published sites along the roads outside the airfield boundary.
- GW asked if LSA were sponsoring the Rochford District Santa's Grotto. JM confirmed that this would remain on the sponsorship budget for this year.
- JM confirmed that the potential hangar tenants are not cargo related.

	<ul style="list-style-type: none"> <li>JS stated that the main objective for Wells Avenue residents was to stop the use of Charlie Taxiway. JM explained that Charlie was an essential part of the airfield that allowed aircraft to enter and exit the runway efficiently. Moving the taxiway to the north of the airfield is not currently viable and would need significant investment. This could come to fruition in the future if the airport is further developed. There are commitments within the revised S106 Quiet Ground Operations which the CNF could monitor to ensure usage is minimised.</li> </ul>	
	<b>PART 2 (14.30 – 15.30)</b>	
<b>6</b>	<p><b>Community Input</b></p> <ul style="list-style-type: none"> <li>➤ Update from Airport on output from meeting held in the interim to discuss some technical aspects of General Aviation flights: <ul style="list-style-type: none"> <li>Meeting held with one of the airport's general aviation flying schools in November to discuss community concerns about noise from circuit hold patterns, with a view to reviewing the potential for moving the downwind leg away from Hockley. Whilst some general aviation pilots prefer to hold down leg, other pilots prefer to orbit to the north of the circuit. Moving down leg to hold may move the pilot out of visual sight and outside the aerodrome control. There could be multiple aircraft at different points of the circuit, and Air Traffic Control have pointed out that it is safer to continue the standard procedure. After reviewing the various sequence options on the simulator, it was agreed that the current controls are the most safe and effective for managing aircraft in the circuit vicinity.</li> <li>VH felt that the group should now move on to proactive ways to work with LSA on noise.</li> </ul> </li> <li>➤ Members invited to raise any matters from communities they represent: <ul style="list-style-type: none"> <li>HM brought forward a question raised by one of his members relating to the light aircraft crash at Hanningfield Reservoir, in which a pilot had left suicide note, asking if pilots had regular mental health checks. Reference was made to a German Wings crash in 2015 where the pilot deliberately crashed with passengers onboard. Following that disaster, it was questioned whether more rigorous mental health checks would leave pilots less likely to disclose potential problems for fear of losing their jobs. Incidents such as these are extremely uncommon and likely as unpreventable as suicide in any other type of vehicle/vessel. It should not be speculated on and is not in scope for discussion within this group.</li> <li>The investigation into the cause of the air crash at LSA in July was unlikely to be published for at least 12 months after the incident and will be communicated through the relevant channels. It should not be speculated on and is not in scope for discussion within this group.</li> <li>GW raised questions about the S106 from a resident in his parish. They wanted some clarity about the post 23.00 passenger flights as there seemed to be many over the summer. JM confirmed that the S106 permitted up to 120 night-flights per month (between 23.00 – 06.30). Of those, up to 90 passenger flights a month may be scheduled within the 'shoulder period' 23.00 – 23.30. Delayed passenger flights are not included in the night quota. Further information can be found on page 36 and 56 of the <a href="#">LSA Annual Report 2024-25</a>.</li> <li>VH (Chair) circulated a list of 15 questions (ahead of the meeting) from a local resident, who asked that CNF members state whether they either agreed or disagreed to their questions. VH has advised the resident that she could not insist that members answer whether they agree with their own personal views about the airport and its associated planning controls but would invite members to respond if they wished to do so. All members present at the meeting declined to comment. However, this resident is invited to submit correspondence through the Chair and noise complaints through LSA's noise complaints email address.</li> </ul> </li> </ul>	
<b>7</b>	<p><b>Noise data – (attached to agenda)</b></p> <ul style="list-style-type: none"> <li>No questions raised</li> </ul>	

8	<b>S106 and NAP plans</b> <ul style="list-style-type: none"> <li>➤ Identify and agree S106 and NAP plan targets for monitoring. <ul style="list-style-type: none"> <li>• It was discussed that the published NAP did not set out easily measurable targets to monitor but that the reviewed S106 Quiet Ground Operations Plan, once approved, would provide the CNF with better opportunity to discuss, challenge and ‘monitor’.</li> </ul> </li> </ul>	
<b>PART 3 (15.30 – 16.00)</b>		
9	<b>Communications</b> <ol style="list-style-type: none"> <li>1. Discussion on CNF communications HM confirmed that he shared updates from the CNF to the Jewish Community via a regular newsletter.</li> <li>2. Key messages for Airport Consultative Committee - <ol style="list-style-type: none"> <li>a) No current noise issues to report.</li> <li>b) Update on new membership opportunities and a call to the ACC for any suggestions. An introduction to new chair to be included in the CEO Report.</li> </ol> </li> </ol>	<b>JM</b>
10	<b>AOB</b> <ul style="list-style-type: none"> <li>• None raised</li> </ul>	
11	<b>Agree dates of 2026 meetings – all meetings start at 2pm – 4pm</b> <p>Monday 27 April Monday 24 August Monday 30 November</p> <ul style="list-style-type: none"> <li>• HM suggested the number of apologies may be due to the change of day from Tuesdays to Mondays. JM explained the challenges about availability at the Holiday Inn. However, if attendance numbers allowed, future meetings could be moved to the Jet Centre and arranged on an alternative day of the week if members preferred. <b>Action:</b> JM to contact members to see they would prefer another day of the week.</li> </ul>	
12	<b>Members suggestions for next meeting Agenda and items for discussion</b> <ul style="list-style-type: none"> <li>• None raised</li> </ul>	