



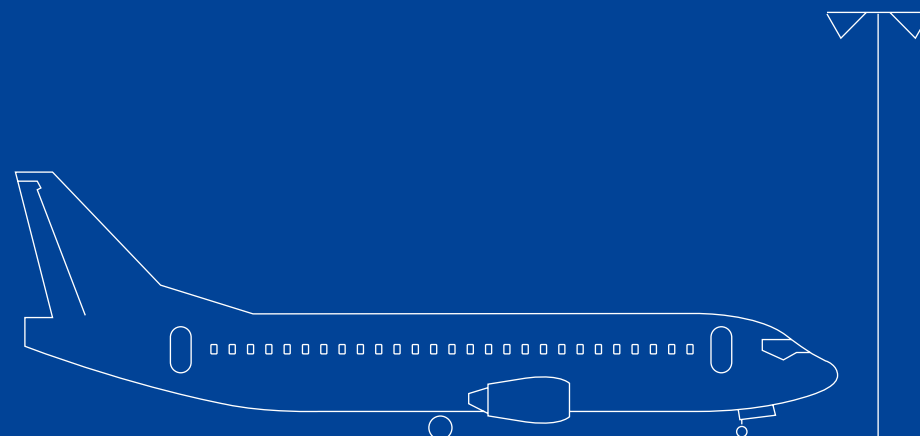
ANNUAL REPORT

2025-26





CONTENTS



FACTS AND FIGURES



Passenger and Aircraft Statistics

- Passengers per year: **0.79 mppa**
(up 175% on previous year)
- Destinations: **26**
- Countries served: **13**



Community

- Staff living within an SS postcode area: **86%**
- Number of LSA employees: **340**
(increase of 45 from previous year)
- Fundraising this year: **£10,000+**
- Fundraising total since 2011: **£139,000+**
- Volunteering hours: **200**





Environment

- NO² levels around the airport (7 locations):
Range 12.7 – 19.6 µg/m³
(Government Air Quality Objective is 40 µg/m³)
- Solar Farm: **24%** of electricity used came from our on-site solar farm
- Airport Waste: **0%** waste to landfill



Aircraft Movements

- Total Air Traffic Movements (ATMs): **30,292**
56% of annual ATM quota used
20% night-time ATM quota used
- NPR breaches: **16**



Noise

- Complaints: **3,351**
65% from one resident
83% from three residents
- Complainants: **38**
- **7%** of aircraft operations generated noise complaints



CHIEF EXECUTIVE OFFICER'S MESSAGE 2025-26

Welcome to our 2025-26 Annual Report



Jude Winstanley | Chief Executive Officer
London Southend Airport

This report details London Southend Airport's performance against its S106 Planning Agreement for the period March 2025 to February 2026. The airport has continued to make a significant contribution to the local and regional economy and has performed well against all targets, in particular in terms of air traffic development. After celebrating the return of easyJet to base with three A320 Neos, our passenger numbers increased from 286,074 to 786,103 this year, up 175%, our busiest year since 2019-20. That growth will continue into 2026-27, when we expect to reach 900,000 passengers.

It's been a rewarding year of growth and great customer service! London Southend has again delivered new job opportunities for local people, alongside offering new and exciting route destinations, and becoming the UK's fastest growing airport. With passenger demand climbing, the airport has increased the number of colleagues across its operations, security, air traffic control, and food and beverage departments by 45. At the end of the reporting period 28 March 2026, London Southend directly employed 340 colleagues, of which 86% live locally in an SS postcode area.

I am incredibly proud of what our teams have achieved over the past year, working together to maintain great safety standards, customer service levels, and on-time performance with our based airline partner, easyJet. The latest Civil Aviation Authority 2025 statistics show that the airport delivered the most significant improvement in on-time performance across the UK, rising 15 places in the national punctuality league whilst also becoming the most punctual airport in London, with 77.6% of flights departing or arriving within 15 minutes of schedule.

The airport's operational achievements come at the same time as substantial growth in passenger numbers, all whilst maintaining our excellent customer service.

Almost 115,000 passengers gave us feedback through our HappyOrNot system, with 90% of them rating us 'very good' for customer service over the 12-month period.

Our Business Development team continue talking to potential new airlines at industry events across the world, such as ERA (European Regions Airline Association) in Lisbon, Routes Europe in Seville and Routes World in Hong Kong. The team were proud winners of the 'Agent's Favourite UK Airport Trade Team' award at the Travel Gossip Awards 2026, and 'Best Fixed Based Operator' for the Europe, the Middle East, and Africa region, as voted for by Business Air News, and were nominated for the TTG 'Travel Industry Award'.

London Southend Jet Centre were honoured to welcome the Lionesses back home after their win at the UEFA Women's Euros 2025. Hundreds of local residents turned up to see the ladies' triumphant return, and we got a huge 'thank you' from The Football Association for the brilliant support our Jet Centre team provided.

With a fast-growing population of nearly eight million people within an hour from our airport, and other London airports facing near full capacity at peak times, we're ideally placed to support airlines looking to grow their London services. To ensure London Southend is firmly on the map for holidaymakers, we hosted our third annual Travel Show, showcasing more than 15 travel suppliers offering both package and tailor-made holidays departing from London Southend Airport. The event welcomed more than 250 visitors.

We continue to support our passengers with both physical and hidden disabilities, hosting regular Persons with Reduced Mobility (PRM) forums and awareness training for autism and dementia.

“I am incredibly proud of what our teams have achieved over the past year, working together to maintain great safety standards, customer service levels, and on-time performance with our based airline partner, easyJet.”

Our Community Noise Forum welcomed a new independent chair, Vicki Hughes. Vicki brings a wealth of knowledge and experience in aviation, aircraft noise and airspace.

London Southend is one of only four UK airports to offer this type of forum. Whilst noise complaints remained very low during the reporting year, our forum is now well established to provide an impartial pathway for local communities to engage with the airport on noise issues.

Whilst the number of noise complaints increased from 453 to 3,342, the number of people complaining fell from 40 to 38 with 83% of all complaints submitted by three people.

Working with our local authority and aviation consultants, we successfully reviewed and updated our S106 operational controls, evaluating and improving targets for air quality, ground noise, engine testing and carbon management.

Reducing the airport's carbon footprint remains important and we are minimising energy consumption wherever we can. 24% of terminal energy usage is being met by renewable sources – generated on-site from our solar farm.

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.

As well as our success and achievements, I must also acknowledge the tragic incident of 13th July in which two pilots and two medical staff sadly perished. The airport worked closely with the emergency services and Air Accident Investigation Branch (AAIB) at the time of the incident and the days that followed. I am extremely thankful and proud of our airport colleagues who were very quickly on-site and worked together brilliantly to set up a co-ordination centre, as they had been trained. Our thoughts remain with the loved ones of the crew and those affected by the incident.

Our colleagues continue to support local good causes, providing 200 hours of volunteering and £10,000 in fundraising for South East and Central Essex Mind. London Southend also sponsored several local fundraising events that generated over £235,000 for Essex & Herts Air Ambulance, YMCA and Havens Hospice. In March 2026, after a colleague-wide vote, we proudly announced Havens Hospice as our new charity partner.

Jude Winstanley
Chief Executive Officer | London Southend Airport



1. DEVELOPMENT

Airspace

In 2017, the Government set out its policy on the future of UK airspace, which made it clear that airspace modernisation is essential. UK airspace has undergone very little change since it was first mapped out in the 1950s, and with the increasing demand for flying, a lot of the way our skies are managed is outdated.

Therefore, the Civil Aviation Authority (CAA) launched their Airspace Modernisation Strategy in 2018 with the objective of delivering quicker, quieter and cleaner journeys.

London Southend Airport fully supports airspace modernisation and the range of benefits it can offer; notably:

- Helping to reduce carbon emissions
- Enabling us to better manage how noise impacts our local communities
- Reducing the need for aircraft stacking on arrival
- Reducing passenger delays.

London Southend currently has two Airspace Change Proposals (ACPs) underway.

UK Airspace Modernisation Strategy (AMS)

As a stakeholder in the development of the wider UK Airspace Modernisation Strategy, currently sponsored by the Department for Transport (DfT) and CAA, London Southend has a unique opportunity to be part of the modernisation of airspace in the South East of the UK, as part of the Future Airspace Strategy Implementation South (FASI-S) project, which has not seen any significant changes for more than 50 years.

The Airport filed an Airspace Change Proposal (ACP) with the CAA in December 2018 to support this regional strategy, alongside 16 other airports in the South East. This activity was paused during the Coronavirus pandemic and later reactivated in 2021.

London Southend passed the Stage 2 Gateway in October 2024 and has progressed to Stage 3.

Following this work, the government has reviewed the approach and processes required to successfully deliver modernised airspace in and around London. To achieve this, the DfT and CAA have appointed NATS to deliver the new UK Airspace Design Service (UKADS). UKADS has been created to support a more coordinated approach to modernising UK airspace, focusing on the London Terminal Control Area, one of the world's busiest and most complex areas of airspace. London Southend will be onboarded as a partner to UKADS as it mobilises later this year.

Original implementation was planned for 2030; however, a more realistic timeframe is 2033-2035, as UKADS will initially focus on London's airspace, with expansion at London Heathrow alone expected to create over 100,000 extra jobs, turbocharge economic growth, strengthen the UK's status as a global hub and deliver major benefits for airlines and passengers.

Area Navigation (RNAV) Instrument Approach Procedures

The procedure designs and ACP have been submitted to the CAA and are awaiting approval. For further information on airspace changes:

[Airspace Change Proposals - London Southend Airport](#)



Review of the S106 Operational Plans

As a result of being granted planning permission in 2010 for a 300m runway extension, the airport entered into a Section 106 Agreement (S106) with the local authorities, Southend City Council (SCC), Rochford District Council (RDC) and Essex County Council (ECC). The S106 Agreement sets out conditions under which the airport must operate and includes commitments to reduce the impact of the airport development on the surrounding community.

Specifically, the S106 Agreement required the airport to establish best practice/operational plans for each of the following:

- [Quiet Ground Operations – Section 4](#)
- [Engine Testing – Section 4](#)
- [Wake Vortex – Section 5](#)
- [Air Quality – Section 6](#)
- [Carbon and Environmental Management – Section 7](#)

These operational plans require a regular full review by the airport and local authorities. The operational plans themselves are separate documents to the S106 Agreement, which itself cannot be amended without a formal planning application and agreement by all signatory parties.

The review process for the operational plans began in 2023. ECC provided feedback on the review documents in January 2024. Both SCC and RDC sought industry specialist advice to review each of the documents. All feedback was then presented to the airport's noise and environmental consultants for consideration.

Following local authority meetings, site visits and consultation with the Airport Consultative Committee and Community Noise Forum, all parties agreed on a set of final draft plans to be submitted to SCC and RDC for formal approval as required by the S106 Agreement.

Whilst the review process does not formally require further consultation or review, SCC undertook a public consultation to local residents. This included the display of site notices, publication of a press notice in the local press (Southend Evening Echo on 4 December 2025), inclusion of the submission on the Council's online planning register, and direct notification to more than 300 neighbouring properties. The plans were then presented to the Planning Committee for further scrutiny.

Just two comments were received from the public (both solely relating to the review process) and all five operational plans were passed by the Planning Committee on the 25th February 2026.

Following formal approval from SCC, RDC and ECC on 10th March 2026, the operational plans have been adopted by the airport. Further information on the updated operational plans can be found under the topic section of this report.



Awards & Achievements

London Southend Airport cares about what our passengers think!

▼ HappyOrNot Surveys

Installed in February 2025, the HappyOrNot system allows passengers to rate their experience through the airport with a simple smiley-face icon.

The Happy Index can range from 0 to 100, with higher values indicating customer satisfaction. The Smiley responses are weighed to provide a score out of 100 for different areas of the airport including: SKYLIFE Lounge, security, check-in, departures, arrivals and food and beverages. Customers may also leave comments.

By capturing instant feedback, the system helps the airport to identify areas for improvement, ensuring that any issues are addressed quickly and effectively. Passengers are encouraged to share their thoughts and help us maintain our already award-winning standards of service.

Over a 12-month period, we scored 90/100 positive feedback based on 114,796 responses, with 90% of passengers scoring us 'very good' for customer service.



▼ Travel Industry Awards



UK & Ireland Airport of the Year at The Travel Industry Awards

London Southend was once again shortlisted for UK & Ireland Airport of the Year at The Travel Industry Awards by TTG.



▼ Travel Gossip Awards at the Travel Celebration 2026 Ceremony



London Southend's Business Development team were proud to win the award, 'Agent's Favourite UK Airport Trade Team', as voted by Travel Agents across the country. London Southend was up against five other finalists, including Birmingham, Leeds Bradford, Liverpool John Lennon, Manchester and Newcastle airports.

◀ Best Fixed Based Operation (FBO) Award

The London Southend Jet Centre (LSJC) team have performed consistently well over the past three years. After earning themselves 1st place in 'Best FBO award' for the Europe, the Middle East, and Africa (EMEA) region, as voted for by Business Air News readers in 2023, followed up by a respectable 3rd place in 2024, LSJC once again regained its crown by placing in 1st place for 2025, cementing the position of the highest ranking FBO in the UK for three consecutive years.

Social Media and Brand Engagement

London Southend continues to use a combined approach to marketing, targeting social and digital platforms, and delivering informative, creative and customer-focused content.

The goal is to encourage people within Essex, London and East Anglia to choose London Southend Airport as the start of their holiday, whilst also strengthening local connectivity with open and honest media channels.

Over the past year, marketing has played a key role in developing and embedding the airport's refreshed brand identity, beginning with the launch of a new destination map and expanding into both digital and physical creative campaigns.

Our social media channels still provide a platform for customers to interact with the airport, request destinations and share feedback. As ever, this information helps inform discussions with airline partners and shape future route development. Content spans destination inspiration, operational updates, offers, behind-the-scenes insights and community initiatives, ensuring customers remain informed and engaged at every stage of their journey. All content remains aligned under the airport's customer-focused brand promise: Easy. Speedy. Friendly.

▼ Community Information and Email Marketing



Our regular customer emails now play an important role in communicating directly with passengers and the wider community, sharing travel suggestions..

The newsletter helps ensure customers are among the first to hear about new destinations, ticket releases and exclusive offers, as well as a new 'Daily Deals' initiative which shares the best prices for flights with easyJet.

▼ Website and Digital Experience

The London Southend website remains a key communication tool. Whilst always under ongoing development, it provides clear navigation, destination information, parking and lounge booking capabilities, and real-time updates to support customers before and during their travel experience. Regular performance reviews and optimisation tweaks mean that the website reflects customer intentions, messaging remains up-to-date, and the experience is easy, speedy, friendly for customers.

The Travel Hub provides '[Airport Insights](#)', '[Destination Guides](#)' and '[Travel Tips](#)'. It supports organic search visibility on platforms such as Google and helps customers make informed travel decisions.

▼ Local Marketing and Community Campaigns

A strong focus on local engagement has ensured London Southend remains visible and accessible within its core Essex, London and East Anglia catchment.

[Subscribe here](#) to be one of the first to get information on new routes and ticket releases.

★ Key activity included:

- 10,000 branded scratchcards distributed at Liverpool Street and Fenchurch Street stations, driving awareness of routes and promotions among London commuters – plus the chance to win a holiday worth £2,000
- 150,000 flyers delivered through an Essex-wide door-drop campaign, reaching households across the county with travel messaging and ancillary offers
- A two-week advertising campaign on Greater Anglia trains across the East Anglia network

▼ Radio and Media Partnerships

Our partnership with Radio Essex has evolved to now include sponsorship of their daily Traffic and Travel updates, promoting key routes and airport offers to listeners every morning and afternoon, thus ensuring consistent daily exposure across the region.

A Radio Essex 'Ditch the Drizzle' competition encouraged residents to escape to winter sun destinations, with a £1,000 holiday voucher on offer.

In addition, promotions in the Essex Echo included a winter sun competition offering a £1,000 holiday to the Canary Islands, once more strengthening community engagement and brand visibility.

Brand development, consistency, and closer community efforts are at the forefront of the marketing strategy going forward into 2026.



2026 Travel Show Event

The airport hosted its third annual Travel Show in January 2026. Showcasing over 15 travel suppliers offering both package and tailor-made holidays departing from London Southend Airport, the event welcomed over 250 visitors.

10 Hays Travel travel agents assisted with bookings on the day, resulting in 48 confirmed passengers and more than £60,000 in sales. Visitors enjoyed airport tours and food from local Spanish restaurant Marco's and the chance to win a seven-night all-inclusive holiday for four people courtesy of Ultimate Tunisa.



Assisted Travel

London Southend recognises that passengers with reduced mobility or hidden disabilities should experience the same great customer experience travelling through its airport, as any other passenger and offers a range of special assistance measures.

The '[Assisted Travel](#)' webpage has been updated to provide clear and helpful advice for passengers looking for extra help. It also includes information on how the airport works with disability groups to improve its understanding and the assistance provided.

London Southend regularly receives positive feedback and compliments from PRM passengers about customer service and how easy it is to navigate through the airport. Airport colleagues are offered training in dementia and autism awareness and how to help passengers wearing the widely recognised Hidden Disabilities sunflower symbol.

When resources allow, the airport offers an opportunity for families of children with sensory challenges, such as autism, to visit the airport ahead of their travel date to help customise to an unfamiliar environment.

In October, Buddy's parents brought him along for a familiarisation tour.



"Thank you so much for hosting Buddy, Steve and I for a tour of Southend Airport today.

Due to Buddy's ASD diagnosis, we have been reluctant to book a holiday as we were unsure how to prepare him for the journey. The tour of the airport from the ticket desk, through security, to the departures lounge has not only enabled Buddy to visualise the journey but also put some of his mum and dad's anxieties at ease. All the staff that we met were absolutely fantastic and have clearly received excellent training when making customers feel safe and looked after".

Frances | Buddy's Mum



Person with Reduced Mobility (PRM) Committee

The PRM Committee includes members from a wide range of visible and hidden disability groups, including blind/impaired vision, hearing loss, dementia, early on-set dementia, frailty, autism/ADHD, anxiety, learning impaired and wheelchair users.

The PRM Committee meet at the airport every six months ahead of the oncoming winter/summer schedules.

Members attend airport tours to experience the PRM passenger journey and provide useful feedback on how improvements could be made.

Actions arising from the PRM meetings can be found within the meeting notes published on the airport website:

[Assisted Travel - London Southend Airport](#)

CAA Accessibility Report 2025

The UK Civil Aviation Authority (CAA) published its annual Airport Accessibility Report for 2024/2025, which ranks the performance of UK airports in assisting disabled and mobility impaired passengers.

The report assesses 28 UK airports with more than 150,000 passengers annually against a standard framework. The report evaluates performance against waiting time targets, a satisfaction survey, and consultations with disabled individuals and organisations.

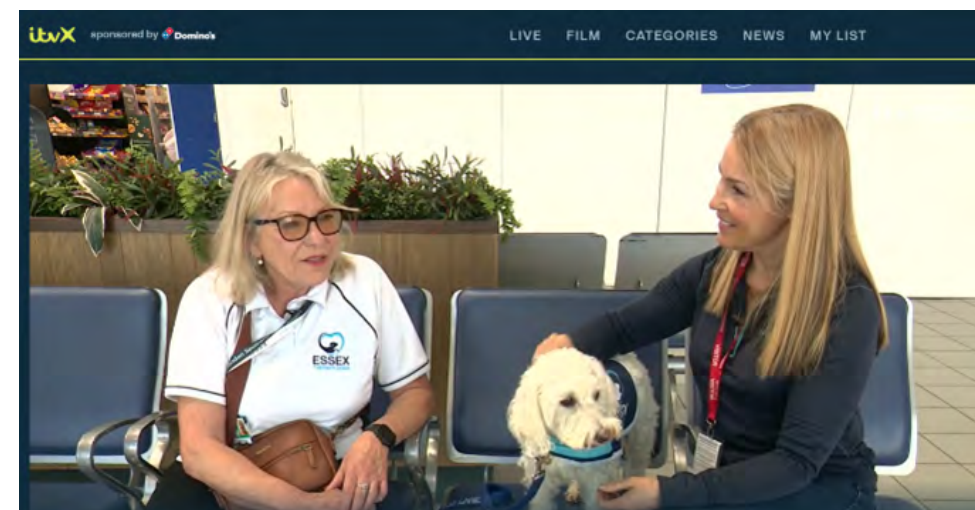
London Southend was rated as 'Good', but was amongst three airports downgraded from 'Very Good' simply because their PRM Committees were chaired by an airport employee. At the time of the assessment, there was no clear guidance for smaller airports on the Chairmanship of PRM forums.

NEEDS IMPROVEMENT	GOOD	VERY GOOD
Edinburgh	Birmingham	Aberdeen
Glasgow Prestwick	Bristol	Belfast City
London Heathrow	City of Derry	Belfast International
	Glasgow	Bournemouth
	Inverness	Cardiff
	Leeds Bradford	East Midlands
	Liverpool	Exeter
	London City	London Gatwick
	London Southend	London Luton
	London Stansted	Newcastle
	Manchester	Teeside
	Cornwall Newquay	
	Norwich	
	Southampton	

In August 2025, all members of the PRM Committee were invited to apply for the role of PRM Committee Chair. Nancy Smith and Spencer Dinnage from Older Adult Mental Health, Dementia & Frailty Service, South East Essex, were appointed joint Chairs and have since led the forum independently.

Essex Therapy Dogs

London Southend offers a weekly timetable of on-site therapy dogs, supported by the [Essex Therapy Dogs](#) team.



Known to reduce anxiety, therapy dogs can help some of the most nervous fliers regain their confidence and are fully trained to bring comfort, furry cuddles and a noted reduction in pre-flight stress – particularly around people with hidden disabilities.

The Essex Therapy Dogs team have volunteered at London Southend for the past five years, and were recently featured on ITV News. Passengers are quick to share their support for the scheme and delight at seeing the dogs in the departures area.

Guide Dog Familiarisation Training

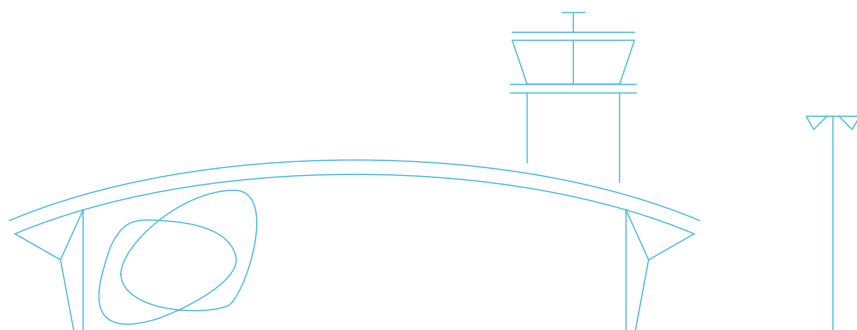
London Southend works closely with Guide Dogs for the Blind, who regularly bring new puppy recruits to the terminal for a series of familiarisation training activities.

The airport also engages with Blind Welfare on airport transport forums to gain valuable knowledge on the challenges faced by passengers with impaired sight, both at the airport and during their onward travel.

"It's so important that our puppies are given new experiences, seeing Southend Airport and Airport Fire Service is invaluable for them."

"During their life as a Guide Dog, the pups will find themselves in all sorts of new situations and being able to experience a wide variety when they're young means that they'll have the tools they need to adapt."

Jo Thorne | Puppy Development Advisor



Targets

London Southend aims to provide high standards of assistance to everyone who needs extra support throughout their journey, and to minimise waiting times.

The airport is committed to ensuring that everyone who has requested assistance in advance will reach their aircraft in time for departure, and constantly monitors quality standards to ensure they are meeting targets and commitments to passengers with reduced mobility and other needs.

Waiting time data for the busier summer period, April to October, is monitored by the Civil Aviation Authority (CAA) and forms part of the CAA Airport Accessibility Reports.

London Southend achieved all targets set by the CAA.

▼ Arriving

	STANDARD (time assistance available at gate or aircraft side from arrival on chocks)	TARGET	APR-25	MAY-25	JUN-25	JUL-25	AUG-25	SEP-25	OCT-25
Pre-booked	Numbers of PRMs		378	706	273	558	726	830	272
	5 mins	80%	100%	97.88%	100%	100%	95.74%	95.51%	98.52%
Non pre-booked	10 mins	90%	100%	100%	100%	100%	100%	100%	100%
	Numbers of PRMs		14	27	6	9	21	31	9
	25 mins	80%	100%	100%	100%	100%	100%	100%	100%

▼ Departing

	STANDARD (time assistance available at gate or aircraft side from arrival on chocks)	TARGET	APR-25	MAY-25	JUN-25	JUL-25	AUG-25	SEP-25	OCT-25
Pre-booked	Numbers of PRMs		37	127	46	35	29	119	51
	10 mins		97.31%	97.64%	100%	100%	96.56%	98.03%	100%
Non pre-booked	20 mins	80%	100%	100%	100%	100%	100%	100%	100%
	Numbers of PRMs		3	16	4	2	5	9	3
	25 mins	80%	100%	100%	100%	100%	100%	100%	100%



Jet Centre

London Southend Jet Centre (LSJC) delivers exceptional services with convenient access to London by executive chauffeurs, rail or even helicopter, offering a practical solution to the limited and costly aircraft parking at other London FBOs and airports.

With extended daily operating hours of 06:00 – 01:30 local time now in place, LSJC is the only London airport that can regularly accept business aircraft earlier than 07:00 and later than 22:00 local time.

LSJC continues to support global flight operations, including international sporting events and vital missions such as: medical, military, and special operations. This includes hosting the 2Excel Oil Spill Response (OSRL) team and their two Boeing 727 aircraft, which remain on standby to respond to major oil spills worldwide within just four hours, as well as the 2Excel HM Coastguard team and their two Diamond DA62 aircraft which provide critical, life-saving emergency response across the UK, including maritime and coastal rescue support.



LSJC was honoured to play a small part in a historic national moment – proudly welcoming home the England Lionesses following their remarkable victory in the Women's Euros.

The arrival at London Southend brought a wave of celebration and pride, with the team receiving a warm reception at LSJC from colleagues and members of the public who came down to LSJC to welcome home the Lionesses.

The LSJC team actively participates in industry events both in the UK and internationally, including ACE, EBACE, NBAA-SDC, NBAA-BACE, NBAA Regional Forum and other various single-day aviation events. LSJC also hosts its own summer Networking Day Event, inviting professionals from across the aviation industry to visit London Southend Airport and the Jet Centre in person.

The LSJC team's dedication and commitment to customer service has earned them the title of highest ranking Fixed Based Operator in the UK for three consecutive years.

Passenger Numbers

In the year ending February 2026, 786,103 passengers were handled by London Southend Airport, representing 175% growth versus the same period in 2024-25. The average load factor on the 5,559 commercial flights which operated in the year to February 2026 was 79%.

On March 31st 2025, easyJet opened its 10th UK base at London Southend Airport, operating three A320 Neos, creating 140 direct jobs for pilots and crew in the UK and supporting 1,200 indirect jobs.

Serving up to 120 weekly flights, easyJet provided more than 330,000 seats to 20 destinations over the summer including Malta, Pisa in Italy, Marrakech in Morocco and Antalya in Turkey, with a mix of beach, winter and city destinations. Away-based easyJet aircraft continued to serve destinations like Palma, Faro, Amsterdam, Paris, Alicante and Malaga.

Best performing routes in June and July were Enfidha (96%), Malta (94%) and Gran Canaria (90%).

London Southend has emerged as the capital's most punctual airport, according to new data from the UK Civil Aviation Authority (CAA). During the October – December 2025 period, 79% of flights from London Southend departed or arrived within 15 minutes of schedule – the highest on-time performance of any London airport. It also placed third in the UK overall.

Of the top three UK airports, London Southend was the most reliable at getting holidaymakers away on their well-earned summer breaks, with the lowest number of cancellations during October to December.

Eastern Airways' route to Newquay operated from April to October and then ceased as the airline went into administration.

Statistics from the UK Civil Aviation Authority confirmed that London Southend was the UK's fastest growing airport in summer 2025. Passenger numbers more than doubled in four months, a 106% increase between January and April 2025.

According to aviation data experts RDC, London Southend has outpaced its fellow major airport competitors when it comes to extra seats on offer for summer 2025.

"The standout result was the 175% increase in seats delivered at London Southend this summer. To put that into perspective, of nearly one million extra seats added across all London airports between April and October 2025, almost half – around 460,000 – are at London Southend."



In June, three new easyJet routes for winter 2025 were announced to Berlin, Grenoble and Rovaniemi in Lapland, taking the total number of easyJet routes on sale to 23.

From winter 2025, easyJet made the majority of its new summer routes year-round, with additional routes to Lanzarote, Barcelona and Salzburg starting, as well as established services to Malaga, Faro and Palma operating through the winter for the first time in five years. Also back for a second year was the Santa's Lapland charter flight to Ivalo.

Best performing routes in November, December and January were Rovaniemi (88%), Amsterdam (85%) and Antalya (77%).

Announced in December, easyJet confirmed three more routes, with Jersey, Ibiza and Munich planned for summer 26 – taking its number of destinations up to 25 (as the route to Reus will not return next summer).

The airport's management team attended a variety of airline conferences, such as ERA (European Regions Airline Association) in Lisbon, Routes Europe in Seville and Routes World in Hong Kong.

London Southend hosted its second CEO Symposium in June at the Holiday Inn, attended by C-level delegates from various airlines and the European Regions Airline Association, as well as the annual Jet Centre Networking Day.

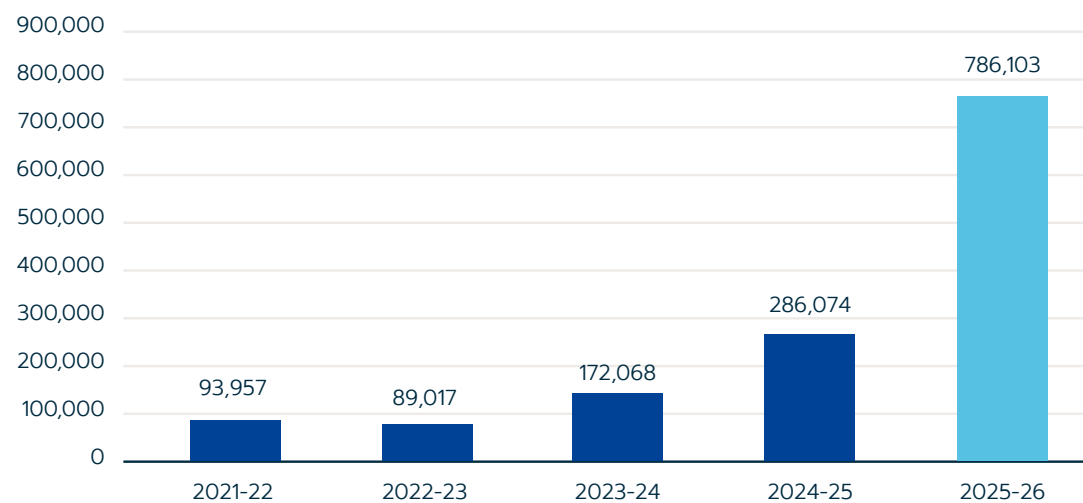
London Southend continues to drive awareness through its Business-to-Business (B2B) and Business-to-Consumer (B2C) marketing activities, with innovative campaigns such as a 'NUGS holiday giveaway', its 'Ditch the Drizzle' social media activity, as well as the sponsored c2c rail ticket barriers.

We expect to see London Southend grow by another 30% in 2026 – that'll be 933,000 passengers!

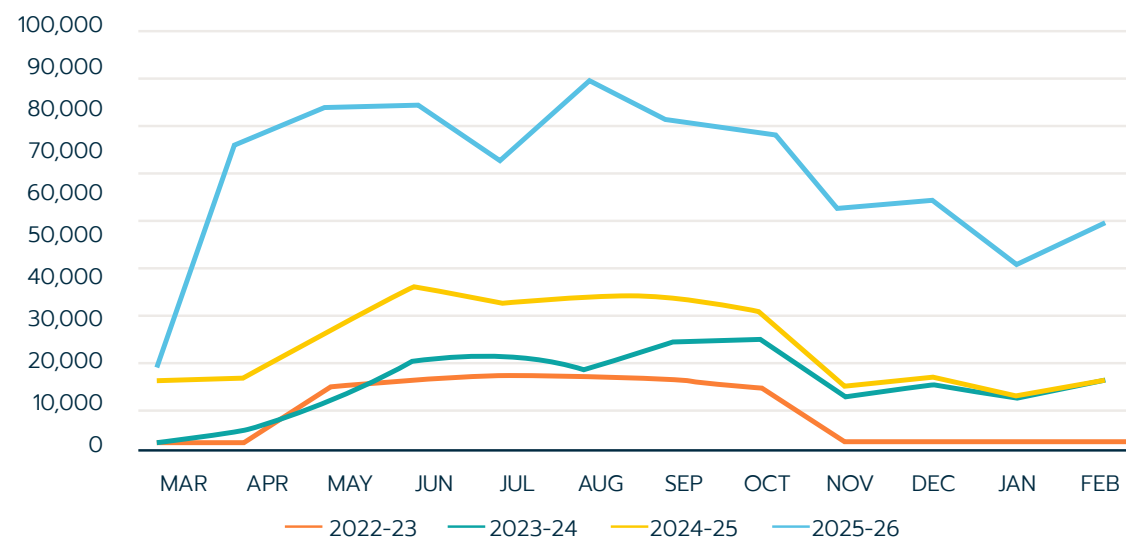
▼ 2026 Network Routes | 2026 Routes



▼ Total Passengers Per Year 2021 - 2026



▼ Monthly Passenger Numbers 2021 - 2026



2. AIRPORT SURFACE ACCESS STRATEGY (ASAS)

The airport is working with its transport stakeholders to deliver excellent, sustainable transport connectivity.

London Southend is situated on the outskirts of Southend-on-Sea, approximately 36 miles from the centre of London.

The airport is a key regional transport hub providing a gateway to Europe and helping to generate important economic investment and jobs in Southend and south Essex and playing a pivotal role in supporting the council's Local Plan growth aspirations. The airport lies partly in Southend-on-Sea and partly in the District of Rochford and both Southend and Rochford Councils are relevant planning authorities.

The latest Airport Surface Access Strategy (ASAS) was published prior to the pandemic in February 2020 – based on passenger numbers in 2019. It identified 32 targets* for delivery in anticipation of passenger numbers rising to 2.5 million passengers per annum.

Targets for mode share are:

- Air passenger public transport mode share should be at least 35% by 5mppa
- Staff mode share should not exceed 65% using single car occupancy vehicles

Whilst passenger numbers are increasing, it will take some time to reach the 2019 passenger numbers used to forecast and identify targets in the current ASAS. Some targets, therefore, are still not relevant to current passenger demand and cannot be progressed until passenger and staff activity significantly increases.

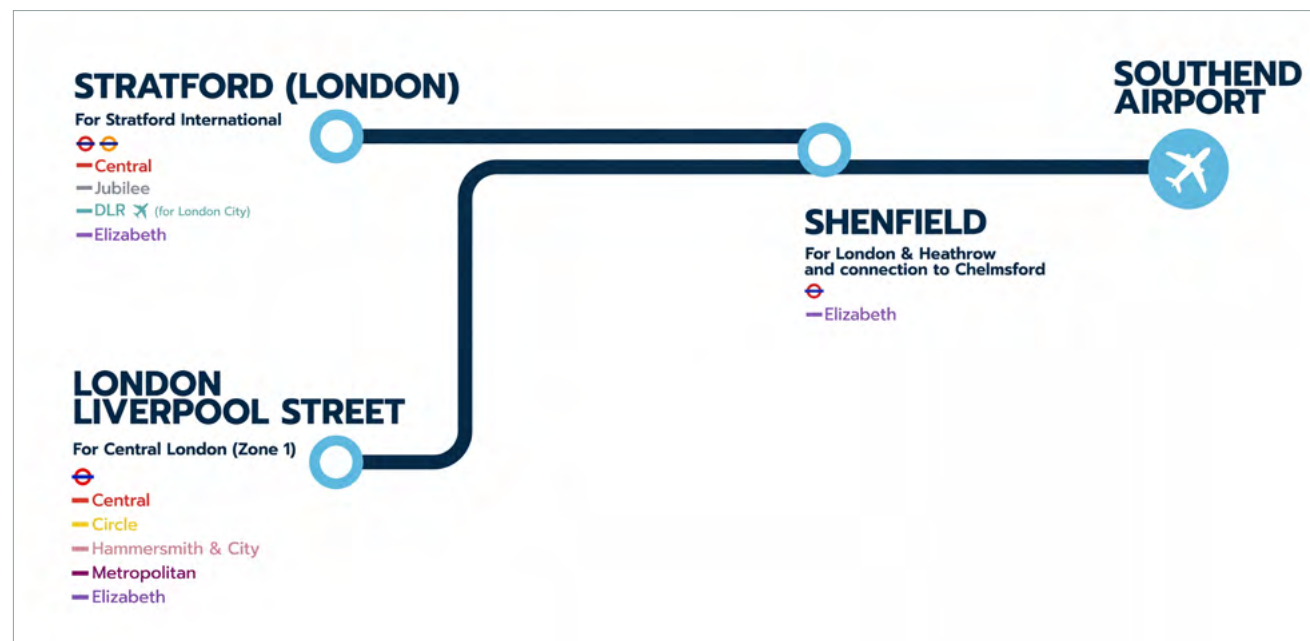
The annual Airport Transport Forum, attended by local authorities, bus and rail stakeholders, bus user groups, residents, and disability groups, allows the airport to work with transport stakeholders to progress the relevant ASAS targets.

There is also an opportunity to discuss the provision of sustainable public transport services against current passenger demand.

Throughout 2025-26, the airport has continued to host quarterly meetings with the Transport Liaison Group (TLG) which includes Southend City Council, Rochford District Council and Essex County Council, to try and identify and progress any targets that will aid the return of passengers and enable them to travel to and from the airport sustainably.

One of the key assets at London Southend is the on-site rail station, just 100 paces from the terminal. With more varied city and beach destinations on offer during the summer and winter, there is a significant increase in the number of passengers arriving at the airport by train.

*A full list of the 32 targets can be found in appendix A



Rail

Rail services provide a direct 52-minute route between London Liverpool Street and London Southend Airport.

The Southend Airport rail station is serviced by the new Class 720 Bombardier trains, introduced by Abellio Greater Anglia in 2020. Both five and ten carriage formations provide three trains an hour to the station, with the earliest train from London Liverpool Street arriving at 05:30, and the final service departing Platform 1 towards London at 23:59.

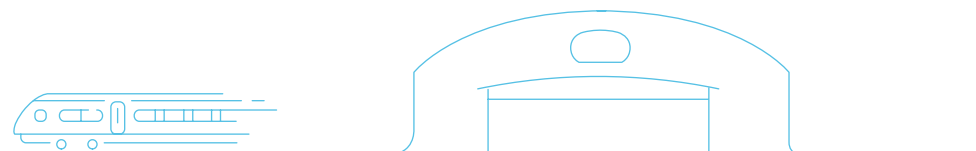
Featuring easy connections to the new Elizabeth Line at Shenfield, Stratford and London Liverpool Street, the airport is just 20 minutes away from London underground stations.

[London Southend Airport - Getting to and From via Trains](#)

Samaritans Training and Rail Industry Suicide Prevention Programme

Across the national rail networks, fatalities on the railways, due to suicide, leave a lasting effect on family and friends, as well as rail staff, commuters and the wider community.

The London Southend Surface Access team work alongside our trusted colleagues at Samaritans, with training and support available to better recognise those who may need assistance.



Stratford

▶

London Southend Airport

=

43 Minutes

A photograph of a Class 720 Bombardier train at a station platform. The train is white with red and yellow accents. It is stopped at a platform with a glass and metal roof. The platform has a sign that says 'Platform 1'. The train's destination display shows 'LONDON LIVERPOOL STREET'.

London Liverpool Street

▶

London Southend Airport

=

52 Minutes

Contactless Ticketing

Passengers travelling on the Greater Anglia network can now benefit from simpler, faster journeys as contactless ticketing is introduced at 20 additional stations across the network.

As of Sunday 8 March 2026, customers travelling between London Liverpool Street and stations across Essex and Hertfordshire can simply tap in and tap out using a contactless bank card, smartphone or smart device.

The contactless extension now makes journeys easier for customers travelling on key commuter and airport routes into and out of London, including the direct 52-minute route between London Liverpool Street and London Southend Airport.

Ticket vending machines are still available in the passenger Arrivals area and rail station concourse. The rail station ticket office is also manned to assist passengers if required.

In preparation for the increase in passengers, the Rail team introduced a new operating model for the surface access operations, increasing part-time colleagues from 26-hour contracts to 40-hour contracts. A new Supervisor role has been added to give increased support for the team and better resilience. This additional resource means that the ticket gates are closed between 6am – 11pm.

London Southend continues to work with Greater Anglia to monitor passenger demand and seek additional services to support early and late flights in the future.

Over the past year c2c have improved connectivity information to their website on how to get from the c2c Fenchurch Street line to London Southend. Options from Southend Central Station include: walking to Southend Victoria rail station, which is just two stops to Southend Airport station, taking the No 9 bus from Southend Travel Centre (running every 20 minutes) or taking a taxi (journey time 6-12 minutes). Alternatively, passengers can now use the 23A 'LeighLink' bus service connecting Leigh-on-Sea station directly to London Southend Airport via Eastwood.



Bus

▼ Arriva 7, 8 and 9 Services

The nearest bus stop is conveniently located in Eastwoodbury Crescent, a few minutes' walk from the Holiday Inn and staff entry points, serving the Arriva 9 service. The Arriva 7 & 8 services are accessed from Rochford Road, Warners Bridge.

Arriva are advertising London Southend destinations on local buses and bus stops.

Arriva staff also attended the London Southend Colleague Wellness Event to promote bus services, discounts and route planning to airport staff.

▼ X30

For the reporting year, the airport was served by the X30, which stopped in Eastwoodbury Crescent (just outside the airport) however, from April 2026, First Buses will remove the service, relocating it to run via Southend Hospital. The removal of the X30 service was discussed at the Airport Transport Forum in March. Members acknowledged the commercial decision but expressed disappointment and agreement that the decision disadvantaged the airport and other X30 users in the area.

The airport and local authorities will continue talking to First Buses to seek reinstatement of the service if it can be made financially viable.



◀ LeighLink 23A

In August 2025, Southend City Council announced a new North South Bus Link (23A/23B) operated by Stephenson's of Essex.

The service, funded by the Department of Transport Bus Service Improvement Plan (BSIP) Bus Grant, will run for an initial two years with council support, with an option of a third year and the aim of becoming a self-sustaining route in the future.

The 23A runs from Leigh-on-Sea and terminates at London Southend forecourt, dropping passengers directly outside the passenger terminal, providing an essential link between the south and north and connectivity to the c2c rail line.

Buses run up to every 30 minutes and serve key areas including St Laurence, Eastwood Park, Belfairs, Blenheim Park, Leigh and West Leigh. On weekdays, services alternate between the airport (23A) and the business park (23B). At weekends, all services run to the airport only.

In May 2026, Southend Council commenced a tender for an additional bus service linking the City Centre and Southend Airport as part of the BSIP Bus Grant process.



Car Parking

The airport is committed to providing sufficient, secure and safe car parking for both air passengers and staff. There are 1,785 parking spaces on-site, split across Short, Mid Stay and Long Stay car parks. Staff parking is provided free of charge in a separate car park and electric vehicle charging is also available.

- Premium parking (180 spaces) – opposite the terminal, just a 2 minutes' walk to check-in
- Short Stay (76 spaces) – conveniently located just a 2 minutes' walk to the terminal
- Mid Stay (1185 spaces) – 2-3 min walk to the terminal
- Long Stay (344 spaces) – 3-5 min walk to the terminal

There are conveniently located blue badge bays in our Short Stay car park (charges apply) that provide the closest option for accessing the terminal.

An electric car charging point has been installed at the Jet Centre car park and is available for customers and staff.

To ensure car parks are safe and the flow of traffic efficient, London Southend regularly reviews its parking facilities. With the advantage of a privately funded rail station on-site, passengers are encouraged to use public transport as much as possible. Promoting greater use of public transport helps reduce traffic, emissions and local congestion, and remains a key part of the long-term approach to managing access to the airport.

During 2025, improvements were made to the pre-book booking engine for parking, helping customers make booking easily, with the right content and making it easier to pay. Car park lighting was also improved and London Southend invested in a new barrierless 'Express Pick up & Drop off' area opposite the passenger terminal.





Express Pick Up & Drop Off

The new Express Pick up & Drop off infrastructure launched on 1 March 2026 with dedicated space for easy and speedy pick up and drop off. Entry and exit is barrierless, and online payments can be made by midnight the following day, offering a quick and easy option that reduces congestion in the Short Stay car park. Auto-pay accounts will be available in 2026.

The Express Pick up & Drop off charge is currently set at £8 for 0-10 minutes. Passengers with reduced mobility or sensory challenges may ask for additional time via the assistance buttons located in the waiting shelter.

There is also provision for drivers waiting for arriving passengers, with a option to use the Mid Stay car park for up to 30 minutes for £8.



Cycle/Walking

Southend City Airport is working collaboratively with London Southend to deliver high quality cycle and pedestrian routes. London Southend has actively engaged in the Local Cycling and Walking Infrastructure Plan (LCWIP) consultation, which has identified several routes that will provide improved connectivity to the airport and rail station with key routes including areas to the north of Southend, growth sites, A13, A127 and A1159.

Cycle storage and changing facilities are provided at staff entry points.

London Southend has joined Cyclescheme, the UK's largest supplier of the Cycle to Work scheme, saving airport colleagues 21-39%RRP on bike and accessories. Colleagues can purchase a bike from more than 2,600 cycle shops across the UK.



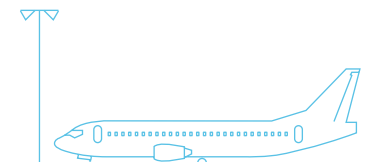
Passenger Travel Survey

London Southend currently meets the ASAS requirement for at least 35% public transport mode share by 5mppa.

The current passenger throughput is below the levels that require a CAA passenger survey.

Passenger travel information was collected via a QR code survey in 2024/25, and results showed that 38% passengers arrive by rail and 3% by other sustainable modes. At this time, flights were away-based and connected better with public transport options. The ratio of city to beach destinations was higher.

Since the easyJet base returned in March 2025, there are earlier and later flights and more beach holiday destinations on offer. A new Passenger Travel Survey will be carried out in summer 2026.



Colleague Travel Survey 2025

The Airport Surface Access Strategy (ASAS) target for single car occupancy is no more than 65%.

Surveys to monitor colleague travel habits to and from the airport are conducted when staffing (and passenger) numbers significantly increase. The latest Colleague Travel survey was carried out in September 2025.

The 2025 survey provided key information which has helped us understand some of the challenges to influence sustainable travel habits, and how we can best encourage our colleagues to make better choices when they are available. Colleagues receive advice and tips on how to make more sustainable travel choices via the monthly online airport newsletter, 'Plane Talking'.

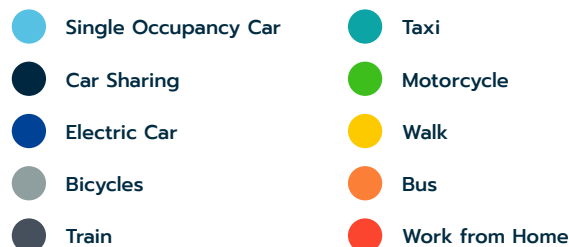
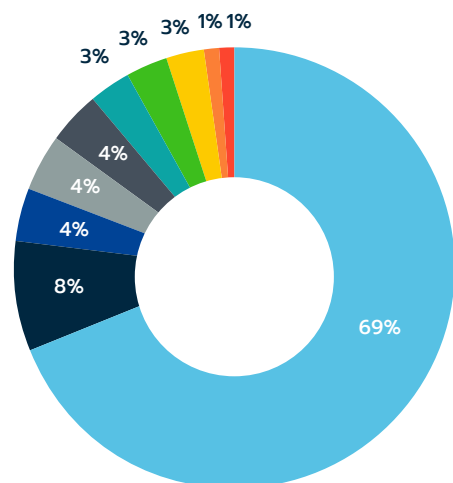
There are clear challenges to reducing single occupancy car use for airport colleagues; mainly around shift patterns and the convenience of car travel when 47% of colleagues live less than 15 minutes from work and 79% have a journey time of less than 30 minutes.

During the busier summer months, shifts for staff providing a passenger or aircraft service will start as early as 4am and finish as late as midnight (later if aircraft delayed). Public transport modes are not available at these times.

Survey Results	2023	2025
Percentage of airport employees that completed the survey	35%	36%
Number of employees that completed the survey, living within an SS Postcode	88%	87%
Average time to travel to work of less than 15 mins	46%	47%
Average time to travel to work of less than 30 mins	80%	79%
Employees with access to public transport	90%	94%
Employees using electric vehicles	3%	4%
Employees using single car occupancy	60-76%	69%
Number of employees working shift patterns	62%	71%
Number of employees car sharing	15%	8%



▼ How colleagues travelled to work on the day surveyed is shown below



When asked what travels modes are normally used (as opposed to 'used today'), the percentage of single occupancy car use came down from 69% to 60%, meaning that colleagues do consider more sustainable options depending on weather, car sharing availability and shift patterns.

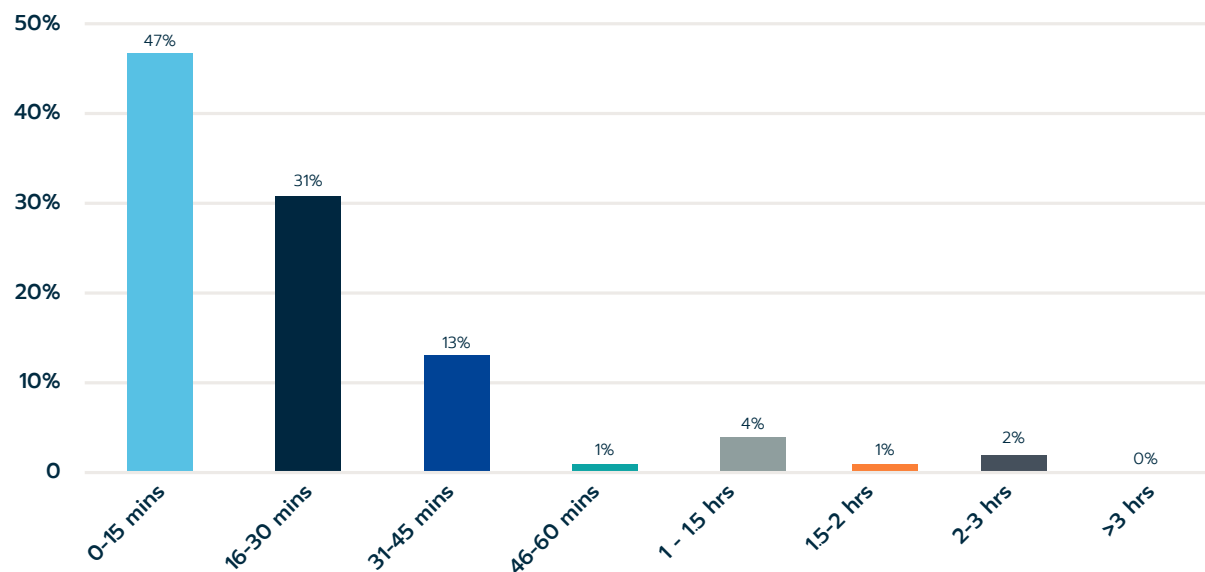
Colleagues were asked to say how long, in hours and minutes, their journey to work usually takes, in order to gather a more accurate picture of commute times.

Of the 159 responses, 47% of colleagues have a journey to work that is 15 minutes or less, with 79% having a journey of 30 minutes or less.

★ Key Highlights:

- 87% of colleagues that completed a survey live in a Southend City postcode
- 69% of colleagues used single occupancy car against an ASAS target of 65% (more than one mode of transport is used by some colleagues)
- 4% of colleagues surveyed use electric cars
- 100% of staff that drive use a staff car park and do not park off site or on residential streets
- 47% of staff have a 'journey to work' time of 15 minutes or less, with 79% having a journey of 30 minutes or less
- 20% of staff said that they would consider bus or rail transport if discounts were offered
- 13% of staff said that they would consider getting an electric vehicle if charging points were provided (the airport currently has one EV charging point in the Jet Centre car park)
- 13% of staff said they would be interested in an organised car share scheme
- 36% of staff answered that they could not be persuaded to change their current travel mode.
- 13% of staff said they would be interested in an organised car share scheme
- 36% of staff answered that they could not be persuaded to change their current travel mode

▼ Journey Times



3. EMPLOYMENT

London Southend Airport is a prominent employer within the community, providing employment opportunities for local people with the majority of its colleagues originating from the surrounding 'SS' postcode area.

With the launch of the easyJet base in March 2025, the airport recruited and onboarded 154 new employees across all departments, representing a 52% increase to the previous year.

The airport supports 822 jobs on its site. 86% of airport staff live in a SS postcode area.

Recruitment

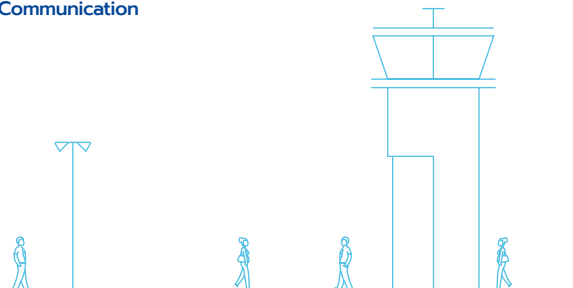
London Southend advertises all job vacancies on its [careers webpage](#). Opportunities are also advertised on LinkedIn and through DWP Southend.

To fill the many new vacancies in Food and Beverage roles, in preparation for the busy summer schedule, the People Team hosted two separate Recruitment Days at the airport, which were well attended by the local community.

The airport actively works with DWP Southend, sharing the current vacancies with them and then receiving applications for applicants who meet the suitability criteria for roles.

"The last year has been great for our people to be able to see the airport busy again, like it was before the pandemic. There was a great buzz around the base launch, and it has been wonderful to see people embracing this in all areas of the business."

Lisa Price | Director of People & Internal Communication
London Southend Airport





Airport Duty Manager, Richard Hodgson, showing South Essex College students around the airport

Supporting Young People

Over the last year, London Southend has been proactively working with many local academic organisations and community groups, in order to provide opportunities to young people who have a passion and interest in pursuing a career at the airport.

This has included offering work experience to students from different local schools, hosting a school visit so a group of students from South Essex College could see what working at the airport is like, attending recruitment events, and carrying out employer talks to hospitality students at Southend Adult Community College.

In February 2026, the airport partnered with Unified Seevic Palmer's College (USP) to take onboard a participant from their supported internship programme. Vinny Gaskin (pictured right), a young man with a passion for all things aviation, is completing a 6-month part time internship around the airport, including spending time in the Fuel, Fire, Engineering and Jet Centre departments.



Supporting People with Accessible Needs

London Southend has long had a reputation for being the best airport to fly from for passengers with accessibility needs. The last year has seen the airport also striving to be known as the best place for working with accessible needs.

In November 2025, the airport partnered with local dementia charity, Doris Jones, to provide dementia awareness training to colleagues from across the Front of House, Security and Cleaning teams. The training was designed to give colleagues confidence in how to support passengers with dementia and was well received by everyone who attended.

"The dementia training was clear, helpful, and gave me practical tips to better support customers living with dementia. As well as customers with dementia, the training will also be helpful when dealing with agitated customers as the training can also be applied to conflict resolution."

Jack Tarbuck | Operations Manager
London Southend Jet Centre



Zec Richardson

◀ Inclusivity

In March 2026, Zec Richardson, a member of the airport's PRM committee, began volunteering within the passenger experience team on a regular basis.

As a wheelchair user, active advocate for passengers with accessibility needs and a local person, it has been wonderful to see Zec sharing his experience and knowledge with his fellow colleagues as well as with the passengers he interacts with every week.



Participants from the Hamelin Trust with Director of People, Lisa Price (second from right), and Jack Tarbuck (far right)

▲ The Hamelin Trust

The Ability Works programme, run by The Hamelin Trust, is designed to support adults with autism, ADHD and other learning needs to gain employment. In November 2025, a group of participants on the programme attended an employer talk and tour at the airport to find out more about the potential employment and career opportunities available to them.



Developing Our People

To ensure that our colleagues are ready for the growth of the airport, we have continued partnering with SEATS to assess the development needs of our employees and ensuring they have training plans in place to support them in their personal and professional growth.

In the last year, colleagues have been sponsored to complete professional qualifications in disciplines such as Finance and Human Resources. The airport has continued to offer apprenticeship opportunities in Air Traffic Control, and managers have had the opportunity to attend workshops relating to people management and leadership skills.



Engaging Our People

In November 2025, all colleagues were encouraged to participate in an "On The Radar" employee engagement survey. 71% of colleagues responded, which was a strong level of participation. With an overall engagement score of 61.18% (in line with industry averages), the managers in all departments have created action plans to ensure they are continuing to act on the feedback from their teams.

84.49% of respondents feel that London Southend Airport has a positive impact on the local community, and 79.8% of respondents feel that London Southend is committed to employing a diverse workforce. Both results positively reinforce that the work that has been done in terms of community engagement, as outlined previously, has had a noticeable and positive impact on the colleagues themselves.

Wellbeing

To help connect colleagues with local services offering advice on health, wealth, sustainable travel, discounts and apprenticeship opportunities, the airport's Director of People organised a 'Colleague Wellbeing Event' at the airport.

Local businesses and organisations were invited along to the airport for an afternoon in March. Colleagues dropped by to get free bike security tags, financial and pension advice, help to quit smoking, shopping discounts and more!

Thanks to Forward Motion, Arriva, C2C, HSBC, Cushon, SEATS, Costco, Wagamama, Havens Hospice, Safer Essex, Everyone Health for making it such a great event.

Gender Pay Gap

Following the devolution from Group Structure, London Southend was no longer required to report on the Gender Pay Gap for 2024. Instead, time and effort have been invested into aligning our pay with market benchmarks, improving benefit packages and improving the colleague welfare offering.

Training

The Colleague Induction Process ensures that all new starters are introduced to the business and aware of the support available to them from the first day of employment.

The airport offers development opportunities tailored to the needs of the colleague and the developmental requirements of their role. Colleagues are expected to complete online specialist learning modules about airport safety and compliance training.

Air Traffic Apprenticeship Scheme

During the past year, the apprenticeship scheme has continued to mature over the past year, and the airport continues to work closely with FutureQuals and Air Traffic Controller (ATCO) training partner, Global ATS.

Leo Bruce successfully completed his initial rating training, Basic and Aerodrome Control Instrument (ADI), at the Global ATS college in Gloucester during 2025 and has now entered the Unit Training Plan (UTP). The UTP has three levels, and Leo is currently in Level 2. As the traffic levels increase during Spring and early Summer, the expectation is that he will be ready for validation in June or July. Three apprentices successfully passed FEAST (Future European Air Traffic Controller Selection Test) during 2025 and should commence their initial rating training in ADI in due course. A fourth apprentice will join the UTP in 2027.



▼ Air Traffic Control Simulator

Having entered service in April 2024, the MicroNav ATC simulator continues to provide high quality and invaluable training, allowing ATCOs to practice their skills in a synthetic, but nonetheless realistic environment.

Over the last twelve months, the unit has matured use of the simulator in Aerodrome Control, and most recently, in conjunction with MicroNav, have focused on enhancing the capabilities of the system in APS.



ATC apprentice, Leo Bruce, halfway through his ADI training

▼ Air Traffic Control (ATC) Training

There has been an ongoing and consistently high training demand within the unit for a sustained period of time.

However, the ATC team continues to train new colleagues, whilst maintaining overall currency and competency as part of our CAA approved UTP and UCS (Unit Competency Scheme).

During the past twelve months we have successfully validated two colleagues in ADI) and another colleague in Approach Surveillance (APS).

ATC currently have seven ATCOs in the training system working towards validations in one or other rating discipline, and one ATCO following a bespoke (abbreviated UTP) following maternity leave.

Looking toward the medium term (2028) and beyond, it is the intention of the Head of Air Traffic Services to have no more than four trainees (two in each rating discipline) at any one time.

► Rescue Fire Fighting Service (RFFS)

Rescue Fire Fighting Service (RFFS) colleagues continued to maintain their training regime through 2025-26, including on-site technical and practical training. Two new RFFS recruits joined the RFFS in 2025 undertaking their 5-week initial firefighter course.

The course involved classroom-based technical training, practical drill ground assessments and live firefighting on specially designed aircraft simulator fire rigs. The 5-week course was rounded off with technical, practical and 1:1 assessments. RFFS colleagues continue to hone their driving skills with emergency response driver training delivered through internal instructors and assessors.

All RFFS colleagues attended the Revalidation of Competence (ROC) scheme at the Fire Service College in Moreton-In-Marsh, Gloucestershire and are now their biggest Aviation ROC customer.

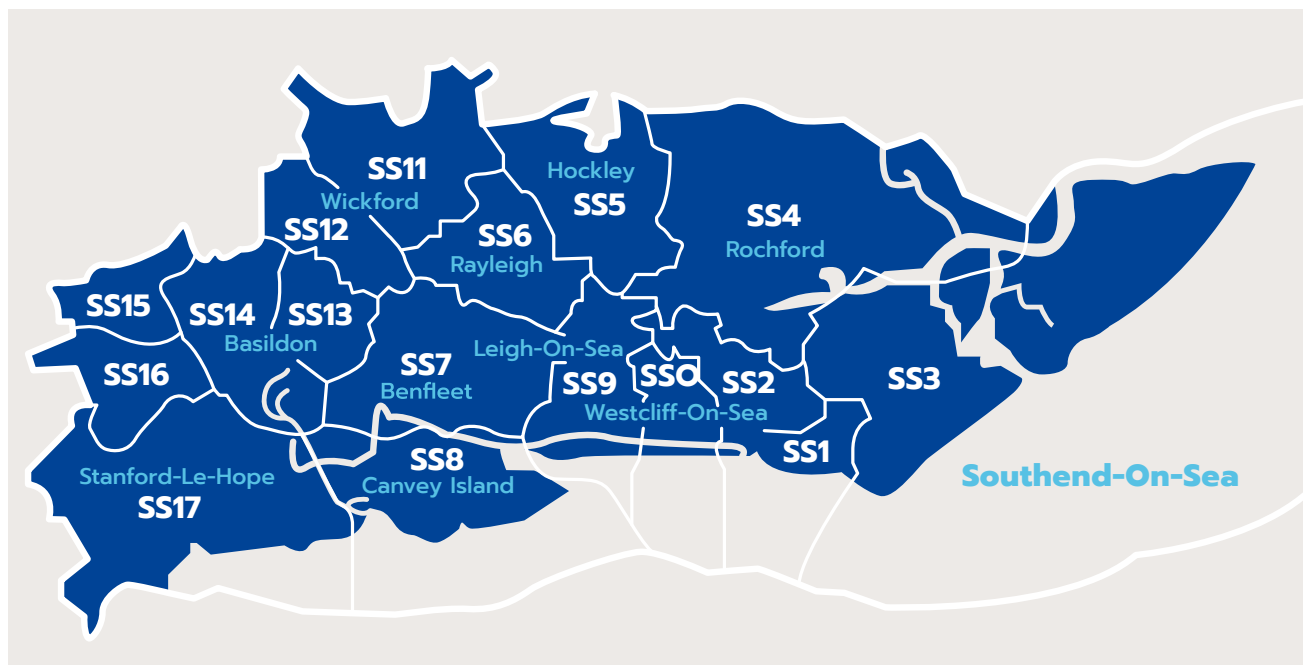
The Fire Service College provide specialist Fire and Rescue training and assessment for airports and fire and rescue services from around the country, enabling all crew members to develop their knowledge and skills to confidently deal with any situation.

Crews dealt with a wide range of scenarios during their day on the fire ground, with incidents involving a variety of aircraft including small planes, helicopters, military aircraft as well as tackling fires in domestic buildings.



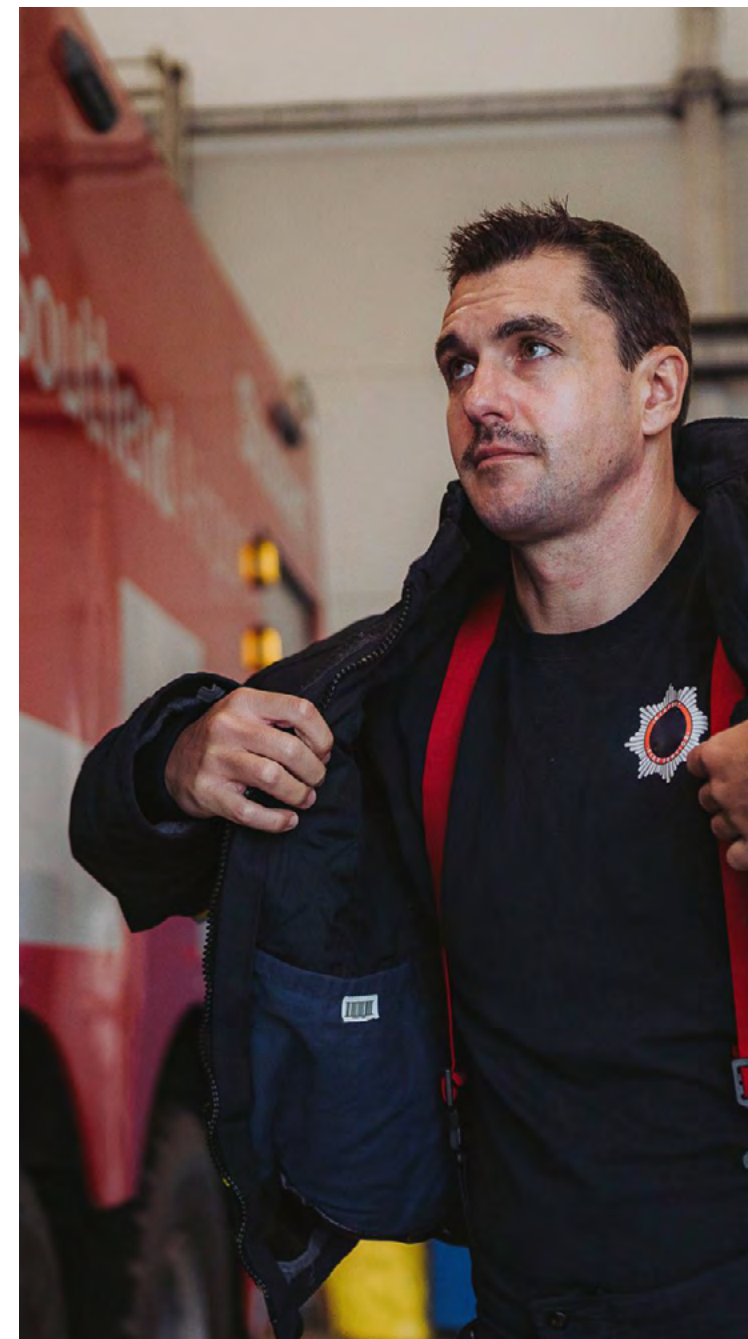
▼ Local Staff Directly Employed by London Southend Airport

In February 2026, London Southend employed 340 people, of which 109 were part time. 86% were from the SS postcode area, 14% were from the wider Essex area and only 4% were from outside of Essex.

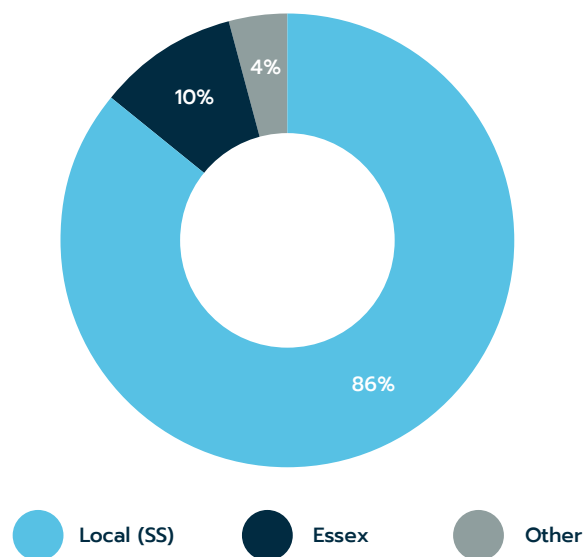


▼ The table below shows the number of staff directly employed by London Southend Airport between 2021 – 2026

	28.02.21	28.02.22	28.02.23	28.02.24	28.02.25	28.02.26
Total	244	178	174	227	295	340
Full time staff	163	127	141	166	103	231
Part time staff	81	51	33	61	192	109
Full time equivalents	210	150	160	194	236	277



▼ Locality of London Southend Airport Employees



▼ 271 of the 340 London Southend Employees Live in a Local Authority Area

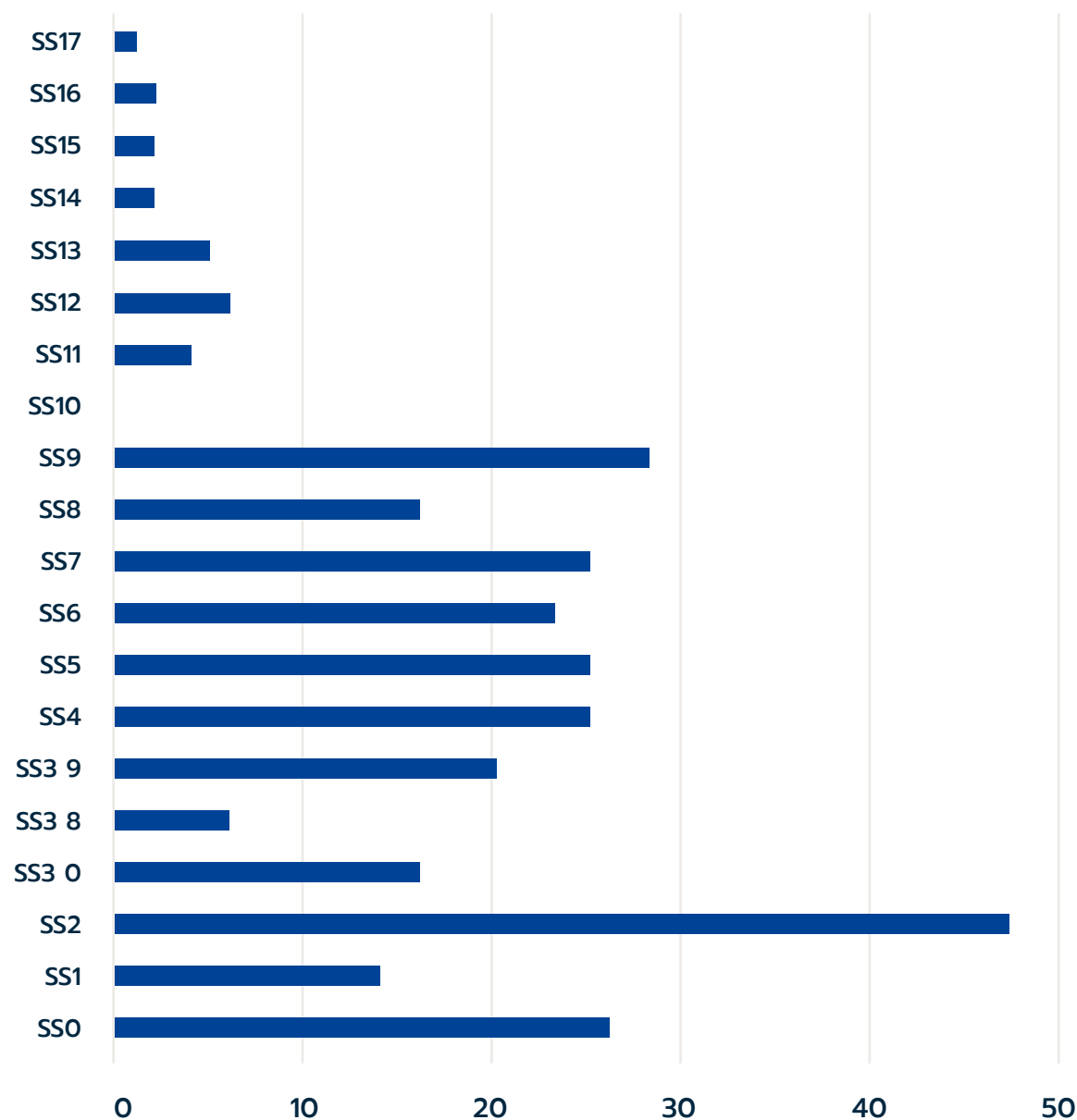
Location of employees per local authority

Southend City Council	151
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Rochford District Council	79
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Castle Point Borough Council	41
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▼ Location of London Southend Airport Employees Living in an SS Postcode Area



General Airport Employment

The airport estate remains a significant provider for local jobs.

The number of people employed on the airport site is 822, an increase of 283 (56%) from the previous reporting period. 86% of the airports' directly employed colleagues live in an SS postcode area. 75% of direct and indirect employees, site-wide, which includes people working for easyJet and in businesses like flying clubs, maintenance companies and in-terminal retail concessions, live in an SS postcode area. Only 9% of the airports direct' and indirect employees live outside of Essex.

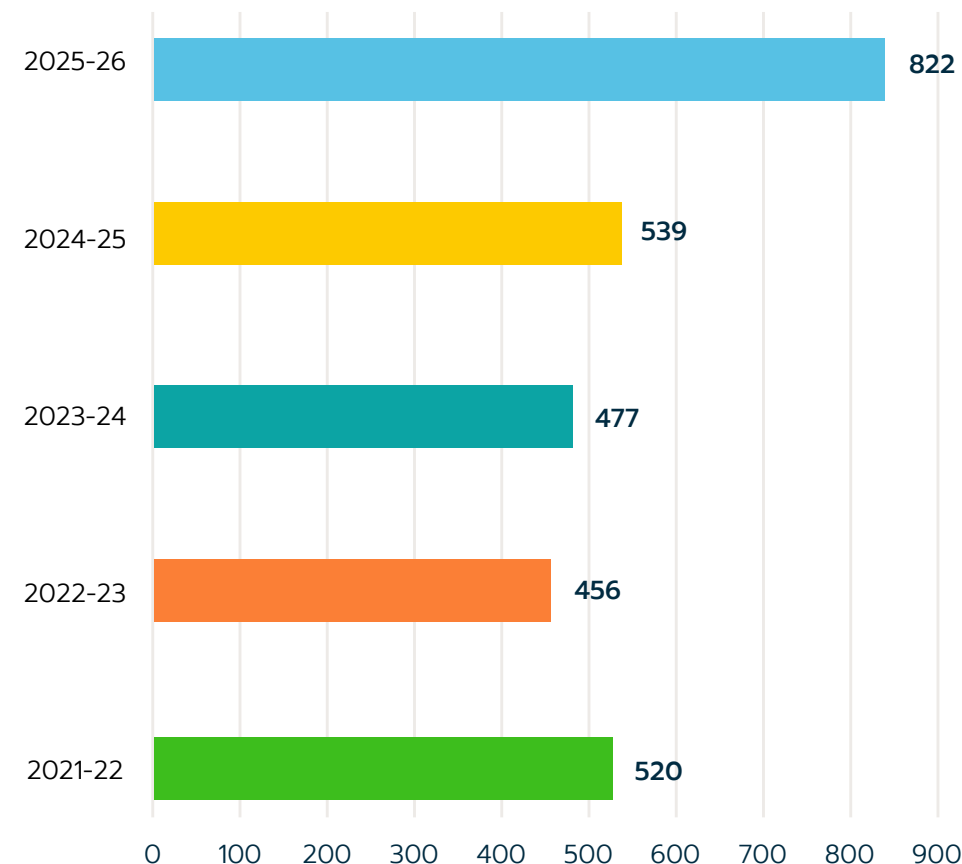
▼ General Airport Employment

AIRPORT EMPLOYMENT	2024-25	2025-26	+/-
Airport operations, terminal & handling	258	331	73
Terminal concessions	30	28	-2
Airport support & catering	0	22	22
Onward travel	3	6	3
Hotel	81	81	0
Airlines	0	156	156
Rail station	9	9	0
Control authorities	4	23	19
Aircraft mainenance	108	121	13
Flying clubs	18	17	-1
Other	28	28	0
	539	822	283

The number of overall people employed on the airport site pre-pandemic (2019-20) was 1,536, with almost 350 jobs attributed to people employed by based airlines. As all passenger flights diminished during the pandemic London Southend was able to retain over 250 operational colleagues to an on-site cargo operation. Upon cessation of the cargo contract, the airport site supported just over 450 jobs across the site.

Since then, there has been a steady recovery with year-on-year increases in employment across all businesses at the airport. A 56% increase in site wide employment for 2025-26 has been largely due to the return of the easyJet base and the increase in passenger numbers.

▼ Airport Employment 2021/22 - 2025/26



4. QUIET GROUND OPERATIONS

London Southend Airport has put a wide range of measures in place to control and minimise ground noise.

There are three main sources of airport ground noise:

- Aircraft taxiing (minimised where possible)
- Aircraft mounted auxiliary power units (APUs)
- Testing (ground running) of aircraft engines

The Quiet Ground Operations Scheme (QGOS) was reviewed by Southend City Council (SCC), Rochford District Council (RDC) and Essex County Council (ECC) and approved in March 2026.

In developing the revised GQOS consideration was given to complaints data in respect of aircraft ground noise. It was noted that there has been no significant history of noise complaints in relation to engine testing or other ground noise activities, except for taxiing noise on the Charlie taxiway.



► **Figure 1**
Taxiway Locations and Charlie Hold Positions

Aircraft Taxiing

To minimise disturbance to its closest neighbours, the airport will ensure that:

- When practicable, departing aircraft will taxi onto the runway via Taxiway Bravo and use the runway as a taxiway instead of Taxiway Charlie
- For taxiing, aircraft shall use idle thrust settings unless it is necessary to increase thrust to break away from stationary or to climb a gradient
- Where practicable single engine taxiing should be adopted by all aircraft - this is dependent on the type of aircraft and ability to power down during the relatively short distance between the runway and aircraft stand
- For departing aircraft operating on Taxiway Charlie, where practicable, considering airspace capacity and safety constraints, aircraft should be held at hold point C2 in preference to C1 ([see Page 39](#))
- Where practicable, considering airspace capacity and safety constraints, taxiway Charlie should not be used between 23:00 and 06:30hrs

Ground Power

The airport maintains high levels of availability of fixed electrical ground power and takes reasonable steps to ensure that it is used where fitted, in preference to APU usage. Over the 12-month reporting period FEGP was available to all scheduled passenger aircraft.

To minimise disturbance to its closest neighbours, the airport will ensure that:

- Auxiliary power units (APUs) on all aircraft shall not be used for more than 30 minutes before departure or after arrival, this limit may be extended to 40 minutes when air temperature is less than minus 5°C, or more than 20°C
- During aircraft re-positioning, the APU is not to be started prior to 10 minutes before the aircraft is moved
- Additionally, an Aerodrome Directors Notice has been issued limiting APU usage to 15 minutes where practicable
- Where practicable electric GPUs should be used in preference to diesel powered GPUs, particularly in relation to any night-time operations, in proximity to residential properties.
- The airport will not buy any more fossil fuelled GPUs
- London Southend Airport will continue to review its aircraft operations to seek further ways to mitigate ground noise, especially during the night-time period



Engine Testing

The Engine Testing Best Practice Plan (ETBPP) was reviewed by Southend City Council (SCC), Rochford District Council (RDC) and Essex County Council (ECC) and approved in March 2026.

Since the original ETBPP was adopted in 2012, the mix of air traffic using London Southend has changed. There are far fewer large aircraft undergoing routine maintenance that require full power testing, than before the runway was extended in 2012 and scheduled passenger flights increased.

The ETBPP 2026 now includes provision for Low / Ground Idle Engine running. Such tests are a common requirement of day-to-day aircraft operations; for example, following minor line maintenance checks and minor engine rectification works, such as oil checks between flights.

High power engine testing is only permitted on Taxiway Foxtrot as shown in Figure 1. Additionally, Taxiway Bravo may also be used tactically if there is an overriding operational need or if for any reason Taxiway Foxtrot is unavailable.

The ground running of aircraft engines at high power may only take place between the following local times:

Monday – Friday:	08:00 – 20:00 hrs
Saturday:	08:00 – 18:00 hrs
Sunday:	09:00 – 18:00 hrs

The ground running of aircraft engine testing at low / ground idle, including check starts, may take place at any time of the day and night (only if the ground running is required in order to safeguard aircraft scheduled operations, so as to minimise the risk of an aircraft operation being delayed and therefore operating in the night quota period (23:00 – 06:30).

Additionally, any idle/ high power testing should not be undertaken on Nov 11th between 10:55–11:05 hrs. Aircraft engine testing at low power / ground idle only is only permitted on the following locations.

- Terminal Apron - Stands 1 to 10 (located on the East side of the airport)
- South Apron / North Apron (located on Southside of the airport)
- Maintenance Area North (located on the Northside of the airport)

In the last four reporting years, there has been just a single noise complaint about engine testing, which was made against the Vulcan Bomber.

The Vulcan XL426 has been restored by the Vulcan Restoration Trust who carry out three taxi runs a year which are enjoyed by enthusiasts from all over the UK.

	2022-23	2023-24	2024-25	2025-26
Engine tests (Idle-High)	65	17	102	102
Complaints about noise from engine testing	0	0	1	0



5. NOISE

While it can't be eliminated completely, London Southend is committed to reducing noise at and around the airport by working with airlines that use the latest, cleanest and quietest commercial passenger aircraft. London Southend is one of only four UK airports to have established an independent Community Noise Forum (CNF).

Throughout its varied history, the number of flights and type of aircraft in operation at London Southend has varied greatly; from Lancaster bombers in the 1940s, 'drive-on' Carvair aircraft in the 1960s to today's modern Airbus and Boeing passenger jets.

Now, as a result of planning permission in 2010 for a 300m runway extension, a Section 106 Agreement (S106) was entered into between the airport and local authorities.

The agreement includes controls to minimise any negative impact on the surrounding communities that the airport development might bring.

A summary of the operational controls, which were agreed by Rochford District Council, Southend City Council and London Southend Airport, can be found on the Southend City Council website:

[London Southend Airport – Southend-on-Sea City Council](#)

▼ Night Noise Restrictions

The night-time period is classified as 23:00 – 06:30.

- The number of night-time operations is capped at 120 per month
- Only aircraft classified with a Quota Count of one (QC) or less are permitted to take-off or land. Aircraft are assigned quota count (QC) classifications as shown in the table below
- London Southend may not schedule passenger flights during the night period
- Up to 90 arrivals per month may be scheduled between 23:00 – 23:30 hours, scheduled arrivals within this time period would be counted towards the monthly night-time quota

Certified noise level (EPNdB)	Quota count
96-98.9	QC/4
93-95.9	QC/2
90-92.9	QC/1
87-89.9	QC/0.5
84-86.9	QC/0.25



Wind Direction and Aircraft Operations

Wind speed and direction are two critical factors that affect the flight of an aircraft. Wind is the movement of air from high-pressure areas to low-pressure areas. The speed and direction of wind can have a significant impact on an aircraft's performance, such as its airspeed and ground speed.

The direction of the wind is defined by the direction from which it is blowing. For example, an east wind is blowing from the east towards the west. Similarly, a west wind is blowing from the west towards the east.

The direction and speed of the wind can impact the lift and drag of the aircraft, affecting its ability to take off or land safely.

Why Do Aircraft Take Off into the Wind?

Aircraft need airflow over the wings for it to generate lift. The faster the airflow, the more lift is generated. By taking off into the wind the wind velocity itself adds to the speed of the air flowing over the wing allowing the aircraft to lift off sooner than if there was no wind.

Landing into headwinds allows planes to slow down faster and optimise runway length, enabling them to exit the runway more efficiently.

Preferred Runway Scheme

During the night period, when weather and safety conditions allow, London Southend is committed to operating all aircraft movements from and to the north east (over Rochford), as this is a much less densely populated area than that to the south west of the airport.

During the daytime, when weather and safety conditions allow, and movement volumes allow the runway direction to be changed, the airport agreed to ensure that more than 50% of aircraft operations occur to and from the north east of the airfield over Rochford.

The airport regularly reports its runway use to the local authorities and Airport Consultative Committee. Since the Preferred Runway Scheme was introduced in 2012, London Southend has operated fewer than 50% of daytime departures and arrival over the south west, Leigh-on-Sea.

▼ Aircraft Operations to/from the South West over Leigh-on-Sea

Description	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Number of arrivals in daytime from South West, over Leigh on Sea	29%	32%	30%	30%	31%	22%	34%	29%	19%	36%	37%	33%	29%	41%
Number of arrivals & departures in daytime from South West, over Leigh on Sea	41%	43%	42%	44%	42%	45%	44%	45%	35%	46%	47%	48%	48%	48%

ILS – Instrument Landing System

The ILS utilises two radio beams which are emitted from ground-based infrastructure located within the airport boundary.

The first beam ensures that the aircraft is aligned with the runway centreline, a second beam creates a “glide path” for aircraft to follow to allow them to descend at the correct speed.

DME (Distance Measuring Equipment), provides the distance to touchdown.

Noise Action Plan

London Southend is committed to minimising the impact of airport operations on neighbouring communities. Our Noise Action Plan (NAP) 2024 details a range of actions and measures to reduce or mitigate the impact of aircraft noise on our communities.

Following consultation with our Airport Consultative Committee and Community Noise Forum, we submitted our Round 4 Draft NAP to Defra in June 2024. In July, we received notification from Defra that our Draft NAP meets the Environmental Noise (England) Regulations 2006 (as amended).

The R4 NAP was formally adopted by the Secretary of State for Environment, Food & Rural Affairs (Defra) 18th October 2024.

The [Noise Action Plan 2024 – 2028](#) is published on the Airport website:
[Noise Management - London Southend Airport](#)

Noise Preferential Route

To minimise the number of local residents being overflown by departing aircraft, noise preferential routes were introduced as a condition of the S106 Agreement in 2012.

All aircraft weighing over 5700kg must follow a straight departure heading for 2.5 nautical miles when departing towards the south west (over Leigh-on-Sea) and 1 nautical mile when departing towards the north east (over Rochford).

This ensures that within the surrounding areas, departing passenger aircraft will only overfly those residents already living under the arrival path to the airport.

Community Reporting

London Southend is engaged with local councils, MPs, and community groups to understand local concerns about aircraft noise and to seek ways in which it can work to minimise disturbance. The Airport Consultative Committee (ACC) meets every three months; membership representatives are from the following authorities and organisations:

- Essex County Council
- Castle Point Borough Council
- Maldon District Council
- Rochford District Council
- Southend City Council
- Rochford Hundred Association of Local Councils
- Leigh Town Council
- Southend Flying Clubs
- Residents Assoc. (to include West Leigh)
- Rochford Board of Trade
- Essex Chambers of Commerce
- UK Border Force
- Southend Business Partnership
- Independent Representatives

Minutes of the quarterly ACC meeting are available in the [Community Reporting](#) section of the London Southend website.

London Southend Airport Community Noise Forum (LSACNF)

London Southend is one of only four UK airports to maintain an independent Community Noise Forum, set up and established in 2021 to create an impartial pathway for local communities to engage with the airport on noise issues.

Led by an independent Chair, forum members consist of (but not limited to) residents, (local to the Airport and flight paths), local community resident groups, local authority representatives, Parish Councils, Department of Transport (DfT), Envirosuite (WebTrak provider), and key members of the airport management team.

The London Southend Airport Community Forum (LSACNF), Terms of Reference and Minutes of previous meetings can be found on the airport website:

[London Southend Airport - Noise Management](#)



Noise Monitoring

London Southend operates a noise and track keeping system which takes radar data from air traffic control and combines it with flight information such as a call sign, tail number, aircraft type and destination.

Data is captured from two fixed noise monitors which are located approximately one mile from each end of the single runway.

In addition to the fixed monitors, the airport has a Mobile Noise Monitoring Unit which can be deployed in the local community upon request. (Subject to suitability and approval by the Airport Consultative Committee)

[How to Apply for the Mobile NMT.](#)

Noise Complaints Handling Service - WebTrak

An online self-service complaint system called "WebTrak" can be used to view all aircraft movements in the vicinity of London Southend Airport and gain further information about a specific flight e.g., aircraft details, location, height and whether it was operating compliantly.

It also provides quick and easy access to a noise form to register a complaint if necessary.

WebTrak is used by more than 60 airports worldwide including Heathrow, Gatwick and Stansted, which brings London Southend in line with the biggest airports in the UK on managing flight tracking and noise enquiries.

[WebTrak - London Southend Airport](#)

Noise Complaint Reporting

Data relating to noise complaints help the airport to better understand which aircraft operations cause the most disturbance and ensure that the best available noise mitigation measures are in place.

During the reporting year, a total of 3,351 noise complaints were received and investigated. Of those, 3,342 related to aircraft operating in or out of London Southend.

Compared to the previous reporting year, the number of noise complaints has increased by 638% whilst the number of people complaining reduced from 40 to 38.

Overall, noise complaints for the reporting period March 2025 – February 2026 increased from 461 to 3,342.

- Most noise complaints (72%) were made about daytime aircraft activity
- Just 7% over the airport's 30,292 aircraft operations generated noise complaints
- 65% of all noise complaints were registered by just one local resident from Rochford
- 83% of all noise complaints were registered by just three local residents

The noticeable increase in complaints is mainly related to the return of a based airline and the increase in scheduled passenger flights. 58% of noise complaints relate to daytime passenger flights operating between 06:30 to 23:00. 17% of noise complaints relate to passenger flights that were scheduled to arrive in the shoulder period 23:00 – 23:30 or delayed.

The airport received eight complaints about aircraft that breached noise abatement controls by commencing an early turn when heading towards the south west, over Leigh-on-Sea. One complaint was received in relation to a non-compliant helicopter departure at 06:29 (60 seconds before the 06:30 daytime period began). All other complaints related to aircraft operating in full compliance with the S106 Agreement controls.

► The table on the right shows how the type of noise complaints recorded compares to the previous reporting year

	2024-25	2025-26
Day time		
Passenger flights	23	1,954
Light aircraft circuits	187	320
Helicopter pleasure flights	3	1
Ground noise	1	0
Military/Police	2	6
Business jets	22	101
B727 Oil Spill Response	7	5
Engine run - Vulcan	1	0
Other (survey flights)	5	10
	251	2,397
Night time		
Business jets	177	371
Passenger flights (inc. delayed/diverted)	22	572
Cargo	0	0
HM Coastguard	2	0
Military/Police	1	1
Non-compliant helicopter	0	1
	202	945

▼ Noise Complaint Reporting (continued)

There were 38 complainants from 38 households. 441 (99%) of all complaints derived from 20 addresses, and 2,771 complaints (83%) were from just three residents.

23 individuals submitted five or less complaints in the 12-month reporting period, (ten people submitted just a single complaint).

Nine of the complaints submitted specified times when no aircraft were operating within 30 minutes earlier or later than the time provided.

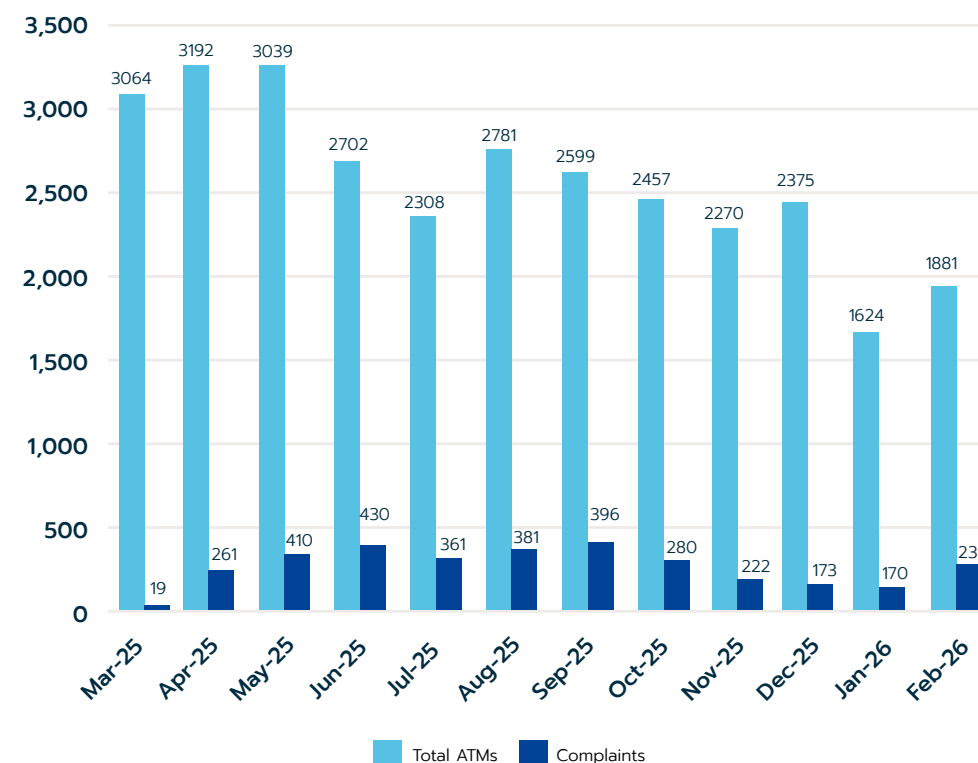
▼ The table below shows the number of individuals complaining and volume of complaints received and investigated by the Airport over the past five years to February 2026

	2021-22	2022-23	2023-24	2024-25	2025-26
Complaints	10,547	2,894	284	453	3,342
Complainants	197	83	37	40	38

▼ Postcode Areas for Noise Complaints

2025-26	SS0	SS1	SS2	SS3	SS4	SS5	SS6	SS7	SS8	SS9	CM
Complaints	65	1	456	0	2,180	64	0	1	0	571	4
Complainants	3	1	4	0	3	2	0	1	0	21	3

▼ Aircraft Operations and Noise Complaints 2025-2026



- Over 30,000 aircraft operated to/from London Southend between March 2025 – February 2026
- Just 7% of aircraft operations generated noise complaints
- 3,342 noise complaints were received about 2,224 airport operations over the 12-month reporting period
- 28% of complaints related to night flights of which 83% related to flights between 23:00 – 01:00
- Since March 2025, there have been 405 night-flights, of which 102 operated over Leigh-on-Sea

Aircraft Operations and Noise Complaints 2012-26

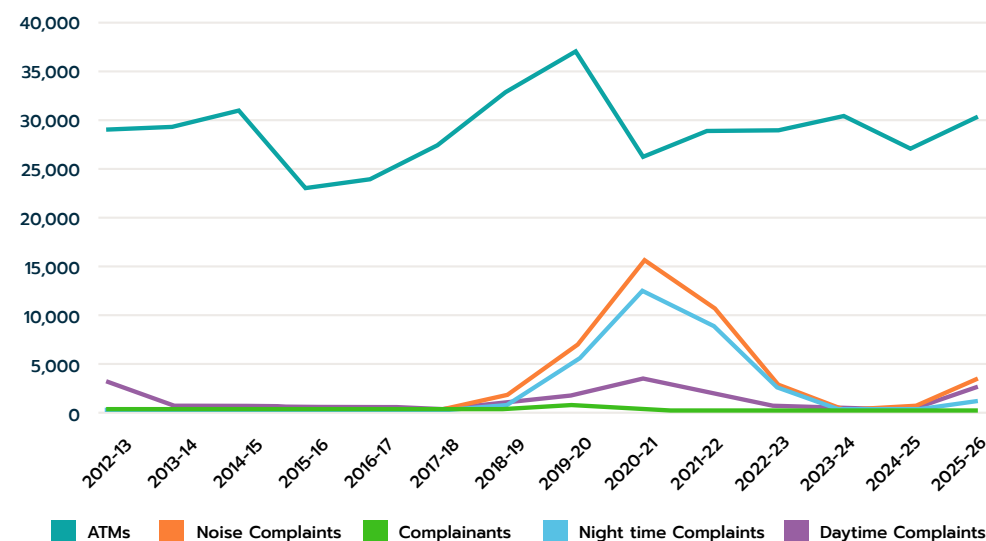
Since the airport opened the extended runway in 2012, and began operating scheduled passenger flights, the number of noise complaints made against legitimate air traffic movements (ATMs) has fluctuated.

In 2012-13 the number of noise complaints about passenger flights increased to 3,050; however, they significantly reduced the following year and continued to fall year-on-year to just 278 in 2017-18. With the arrival of a second based operator in April 2019, noise complaints increased in line with the increase in passenger flights.

Additionally, later that same year, in October, the airport opened a dedicated cargo facility for scheduled B734 cargo flights. The cargo flights continued until September 2022. During this time, the number of noise complaints increased to over 15,000 in 2020-21 of which, over 90% related to night-time cargo operations. The number of noise complaints reduced significantly in 2023-24 when the cargo operation ceased.

The number of air traffic movements increased in 2025-26 with the return of the easyJet base. easyJet operated three 186-seat A320 Neos aircraft which generate 15 per cent fewer emissions, and most significantly, are 50 per cent quieter for take-off, and landing and taxiing than the traditional aircraft.

▼ Noise Complains/Complainants against Air Traffic Movements between 2012-26



▼ Night-time Noise Complaint Data since 2017/18 – 2025/26

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
ATMs	28,960	29,293	30,735	22,936	24,002	27,475	32,685	37,006	26,109	28,775	28,819	30,194	27,070	30,292
Noise Complaints	3,050	687	512	352	335	278	1,505	6,711	15,373	10,547	2,894	284	453	3,342
Complainants	248	158	83	64	74	75	213	708	431	197	83	37	40	38
Nighttime complaints	n/a	n/a	n/a	n/a	n/a	64	557	5,041	12,111	8,841	2,262	64	202	945
Daytime complaints	3,050	687	512	352	335	214	948	1,670	3,262	1,706	632	220	251	2,397

Nighttime Noise Complaints



A total of 405 aircraft movements operated within the agreed night-time period 23:00 – 06:30 (this includes passenger arrivals scheduled between 23:00 – 23:30 and delayed, diverted and exempt aircraft).

83% of night time complaints related to aircraft operating between 23:00 – 01:00.

Of the 3,342 noise complaints identified, 945 (28%) related to night-time operations.

- 371 related to business jets
- 572 related to passenger aircraft
- 1 related to a police helicopter
- 1 related to a non-compliant helicopter departure at 06:29

During the 12-month reporting period, 38 residents submitted 3,342 noise complaints from 38 addresses

Complainants Map 2025 - 2026

The markers show the centre of a postcode area only and do not represent a specific address.

Sound and Thermal Insulation Grant Scheme

In accordance with the conditions set out in the Section 106 Planning Agreement, London Southend commissions an independent firm of aviation noise specialists to produce noise contours every two years for the summer period. This started in 2012 when the runway extension was opened.

These contours have been used to identify any properties which are in residential, educational or hospital use that qualify for either:

- Property Acquisition – for properties that fall within the 69dB LAeq 16 hr noise contour*
- Sound and Thermal Insulation Grant Scheme – for properties that fall within the 63dB LAeq 16 hr noise contour*

*LAeq 16 hour is the standard way of measuring aircraft noise around airports and is the measurement the Airport is required to use under the Section 106 legal agreement. It is the ‘equivalent continuous sound level’, i.e. the average sound level calculated over a defined measurement period. In the UK, LAeq noise contours are produced for the average summer day, where ‘summer’ is defined as the 92–day period from 16 June to 15 September and ‘day’ is defined as the 16–hour period 0700–2300 (GMT).

In accordance with the agreement, London Southend Airport commissioned Bickerdike Allen Partners (BAP) to produce summer noise contours every two years from 2012 to 2024. BAP is widely recognised within the aviation industry and has undertaken strategic noise mapping and noise action plans under the European Noise Directive for numerous airports in the UK and Europe including Dublin, East Midlands, Luton and London City. BAP is a founder member of the Association of Noise Consultants and bound by their Code of Ethics. Personnel of the BAP team are also members of the Institute of Acoustics.

The latest noise contours were produced for the summer 2024 period. The 63dB LAeq noise contours for summer 2024 have reduced very slightly from the 2022 contours.

The volume of air traffic movements in 2024 was 27,070 compared to 28,819 in 2022.

New noise contours will be produced for Summer 2026.

The timing of the noise contour assessment is determined by the S106 planning agreement.

Based on Ordinance Survey mapping, the results of the 2024 noise assessment carried out by BAP identified no properties that fell within the 63 dB LAeq noise contour and therefore qualified for inclusion within the Sound and Thermal Insulation Grant Scheme.

26 residential properties have previously qualified for the Sound and Thermal Insulation Grant Scheme and remain eligible to apply. There are currently no properties within the 69dB LAeq 16 hour noise contour. The properties currently included in the scheme are shown in the table below

The Airport has written to all the properties that qualified for the Sound and Noise Insulation Grant Scheme between 2012 – 2024. Six properties have now had sound and thermal insulation improvements completed, at a total cost to London Southend Airport of £19,828.14.

▼ Properties within 69 dB LAeq 16 hour that qualify for Property Acquisition

Street	Number of Properties	Numbers
N/A	0	N/A

▼ Properties within 63 dB LAeq 16 hour that qualify for sound and thermal insulation

Street	Number of Properties	Numbers
Southend Road	9	45-61 (odd)
Southend Road	14	66-92 (even)
Eastwoodbury Road	3	13,14 and 14A

Wake Vortex Scheme

Wake vortices are a type of turbulence in the air formed behind aircraft, particularly when landing. A wake vortex strike may cause damage to roofs of properties in the vicinity of the runway.

With regards to the risk of damage from wake vortices in the vicinity of the Airport, there has been no known damage to property, and no substantiated claims have been made since the implementation of the Wake Vortex Scheme in 2011.

Anyone who considers their property to have experienced damage due to wake vortex should contact the airport using the [online enquiry form](#) providing their full address, contact details, a description of the damage, and the date and time of when the damage occurred (if known).

► Summer 2022 and 2024 Noise Contours

Legend

- 63 dB LAeq 16hr noise contour, 2024
- 63 dB LAeq 16hr noise contour, 2022

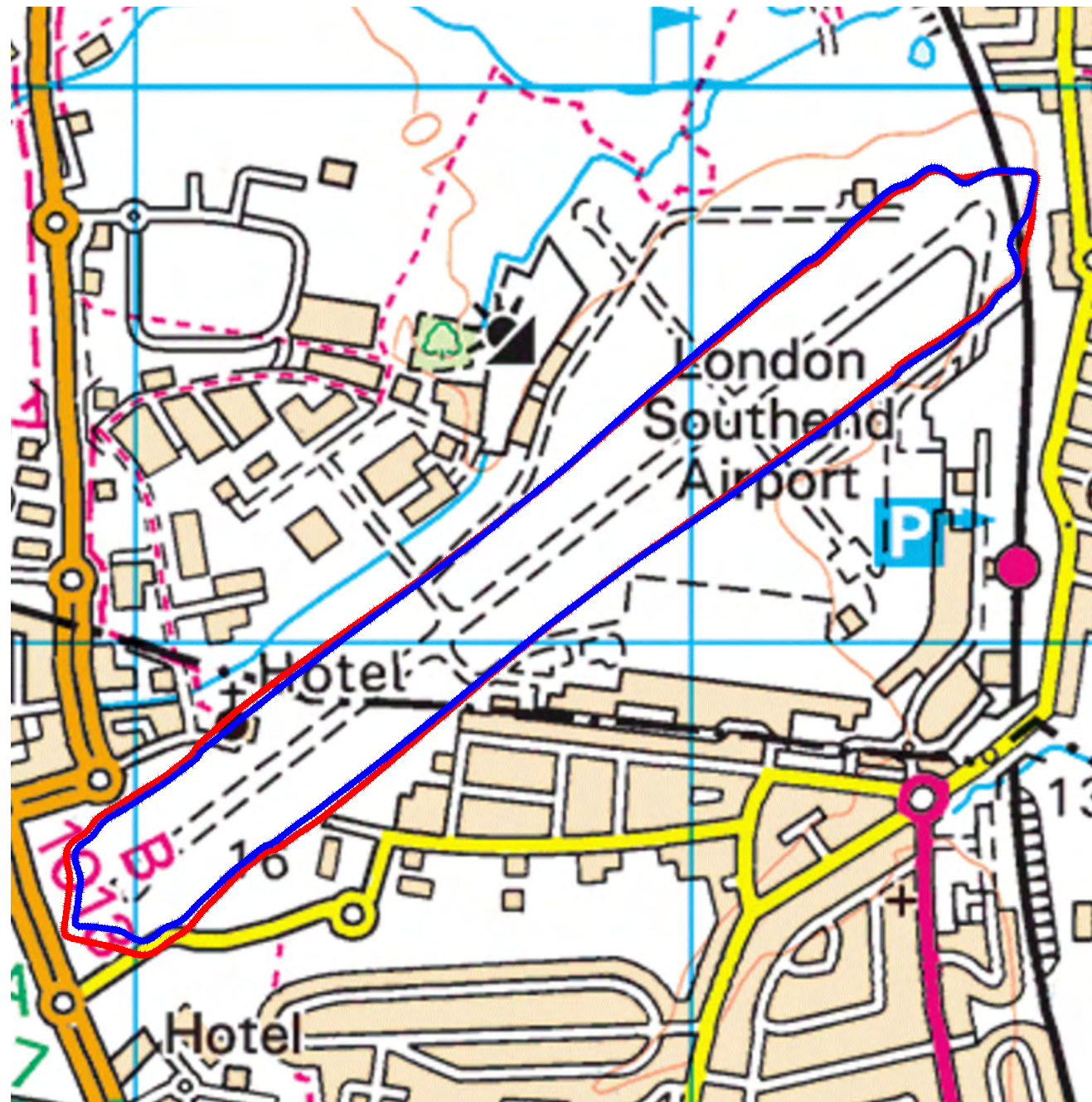


Figure A

London Southend Airport summer noise contours 2024.
Airborne aircraft noise contours summer average daytime.

Contour comparison 2022/2024 – 63dB.

This drawing contains Ordnance Survey data
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► Summer 2024 Noise Contours

The map (Figure B) shows the daytime airborne aircraft noise contours for summer 2024.

Legend

- 63 dB LAeq 16hr noise contour
- 69 dB LAeq 16hr noise contour

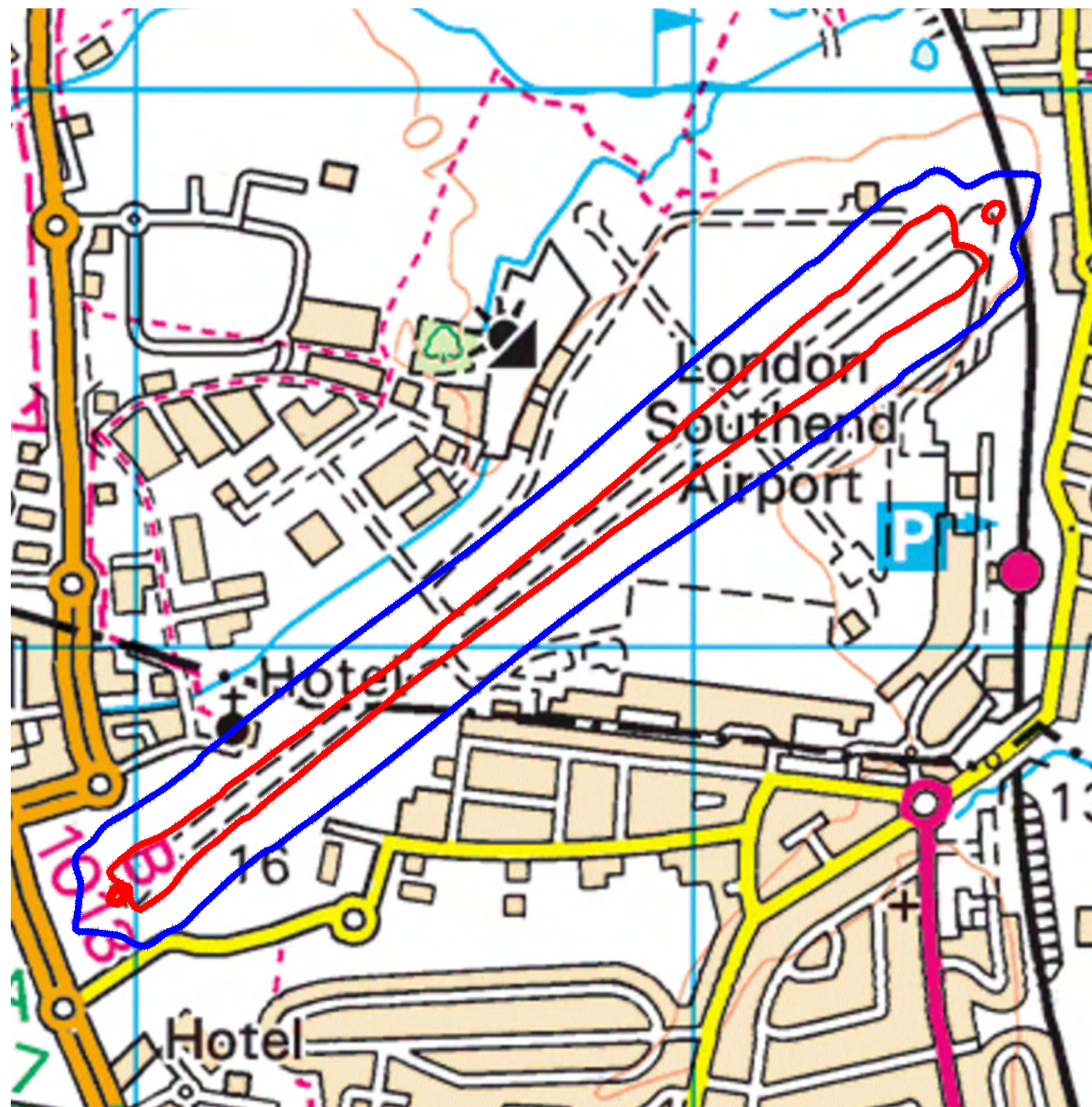


Figure BN

London Southend Airport summer noise contours 2024.
Airborne aircraft noise contours summer average daytime.

This drawing contains Ordnance Survey data
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6. AIR QUALITY

NO² levels around the Airport remain well below Government limits.

Naturally, air quality is important to everyone and we all take great interest in the impact it has upon our health. London Southend recognises this fact and is pleased to share that the air quality surrounding the Airport consistently remains below the 40 µg/m³ value limit of NO², at which point the Government would require further assessment and the implementation of an Air Quality Action Plan (AQAP) to reduce air pollution.

The Airport is committed to monitoring air quality around the site and ensuring that it remains below all the guideline values within the Government's Air Quality Strategy.

The Airport Surface Access Strategy (ASAS) sets out targets to reduce single car occupancy travel and encourage both staff and passengers to use sustainable transport options. London Southend invested in an on-site rail station just 100 paces from the passenger terminal and is also connected to local bus routes via the LeighLink23A and Arriva 7, 8 and 9 services.

Since 2011, the Airport has been monitoring NO² concentration levels at four locations around the airport perimeter, selected on the basis that they represented locations where the greatest impacts from the runway extension were expected, mainly associated with changes to traffic on the roads but also emissions from the operation of the Airport. The NO² results are shared with both Rochford District Council (RDC) and Southend City Council (SCC).

In January 2025, London Southend Airport voluntarily added three more NO² monitoring sites, (using the same methodology and NO² tube suppliers as the existing four monitoring sites).

The additional monitoring sites are located inside the airfield boundary, two at the rear of resident's gardens in Wells Avenue and Avro Road, and one at the end of the runway in Rochford.

These three monitoring sites have been added to gain a better understanding of how the NO² levels, recorded closer to aircraft operations, may differ from those by the roads surrounding the Airport site. The results of the three additional NO² monitoring site will now be included in the Annual Report.

The Air Quality Monitoring Programme (AQMP) was reviewed by Southend City Council (SCC), Rochford District Council (RDC) and Essex County Council (ECC) and approved in March 2026.

NO² results since 2011 have remained consistently below the 40 mg/m³ objective. There have been no measured exceedances of the objective since monitoring commenced, and concentrations are on a downward trend, in line with other UK measurement data. There are no exceedances of the government's objectives for particulate matter anywhere in the administrative areas of RDC or SCC. It is, therefore, not considered to be necessary to install PM10 and PM2.5 monitors during the five-year cycle of the 2026 AQMP.

The potential for undertaking routine monitoring of particulate matter will continue to be considered in subsequent reviews of the Air Quality Monitoring Programme.

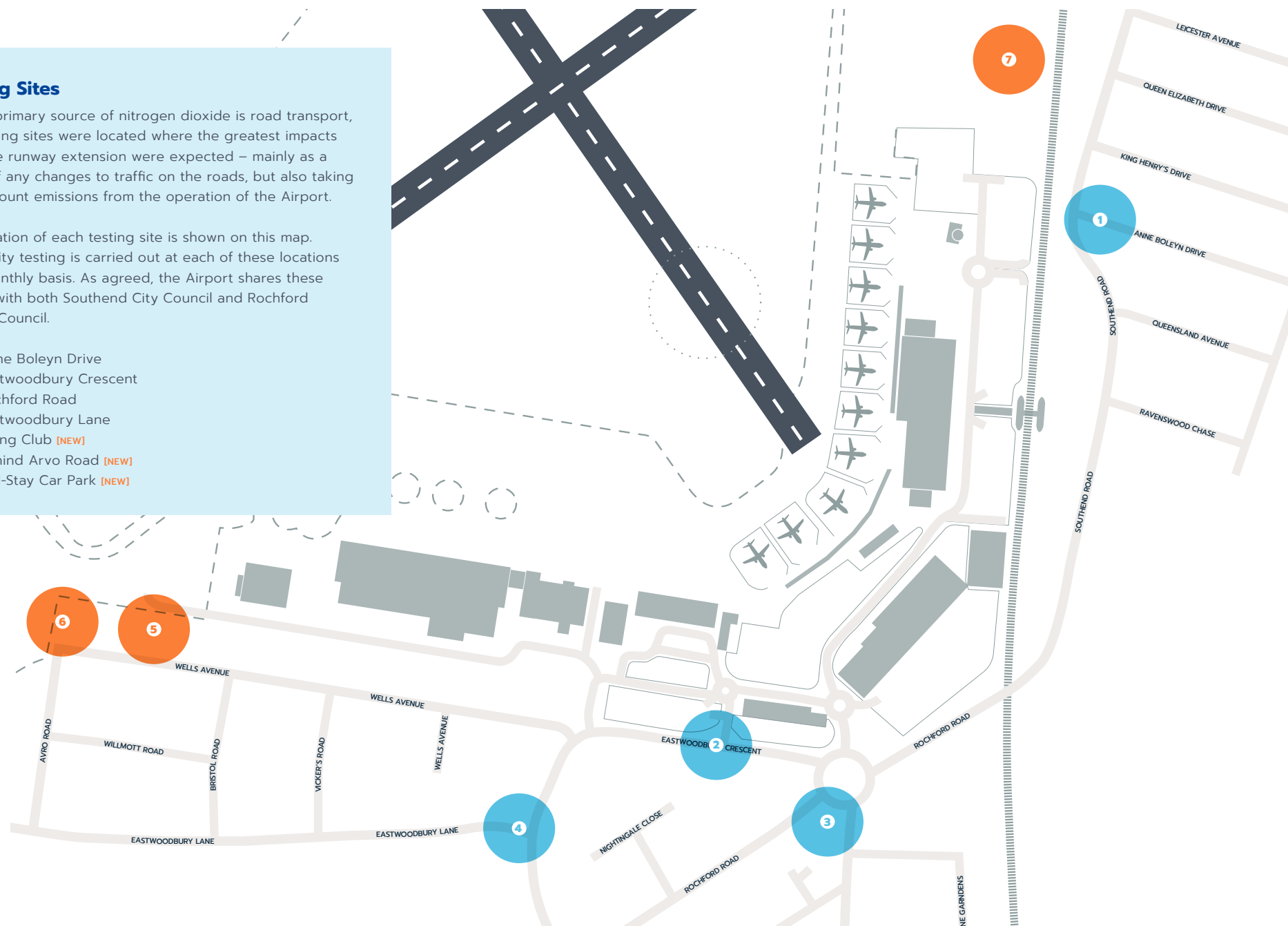


Testing Sites

As the primary source of nitrogen dioxide is road transport, the testing sites were located where the greatest impacts from the runway extension were expected – mainly as a result of any changes to traffic on the roads, but also taking into account emissions from the operation of the Airport.

The location of each testing site is shown on this map. Air quality testing is carried out at each of these locations on a monthly basis. As agreed, the Airport shares these results with both Southend City Council and Rochford District Council.

1. Anne Boleyn Drive
2. Eastwoodbury Crescent
3. Rochford Road
4. Eastwoodbury Lane
5. Flying Club [NEW]
6. Behind Arvo Road [NEW]
7. Mid-Stay Car Park [NEW]



Results

Concentration levels of NO² measured around London Southend Airport consistently remain below Government limits.

The recorded annual mean values for each testing site have been adjusted by the relevant bias adjustment factor following DEFRA guidance.

The pollutants of greatest concern in the local area are oxides of nitrogen. Most pollutants in the local area come from road traffic.

The annual results for NO² monitoring at all four testing sites around the Airport are reported in the table below. The 2025 results compared to the previous year have decreased across all four testing sites.

London Southend saw a 164% increase in passengers compared to 2024-25

▼ Results of Nitrogen Dioxide (NO²) Testing - µg/m3

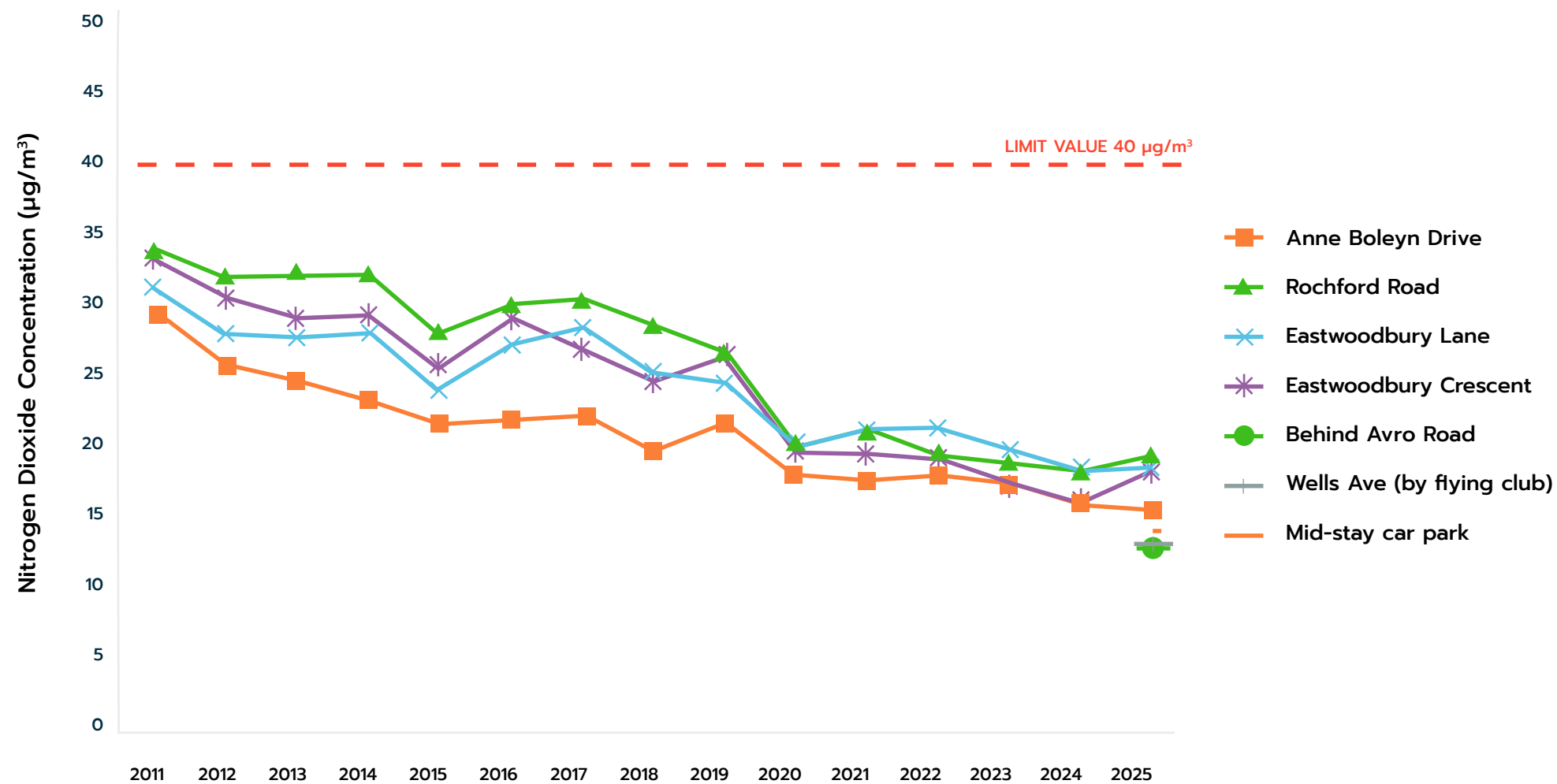
SITE	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Anne Boleyn Drive	29.9	26.3	25.0	23.6	22.1	22.3	22.5	20.0	21.9	18.6	17.7	18.3	17.7	16.3	15.7
Rochford Road	34.2	32.4	32.7	32.6	28.4	30.3	30.7	28.9	26.8	20.5	21.3	19.9	19.2	18.5	19.6
Eastwoodbury Lane	31.6	28.3	28.1	28.4	24.3	27.4	28.8	25.7	24.9	20.7	21.4	21.6	19.9	18.8	18.9
Eastwoodbury Crescent	33.6	30.9	29.4	29.5	25.8	29.4	27.2	25.0	26.7	19.8	19.8	19.3	17.4	16.3	18.5
Behind Avro Road															12.7
Wells Ave (by flying club)															12.9
Mid-stay car park															13.5

▼ 2024-25 Air Quality Sites

SITE	2024	2025	%+-
Anne Boleyn Drive	16.3	15.7	-0.55
Rochford Road	18.5	19.6	1.12
Eastwoodbury Lane	18.8	18.9	0.14
Eastwoodbury Crescent	16.3	18.5	2.16

▼ Annual Mean Nitrogen Dioxide Concentrations 2011-2025 ($\mu\text{g}/\text{m}^3$)

This graph shows that NO_2 levels at all four sites continue to remain well below the $40 \mu\text{g}/\text{m}^3$ Government limit value.



7. ENVIRONMENT MANAGEMENT

London Southend Airport is committed to minimising its impact on the environment, protecting air quality, and delivering social benefits to the community around it.

We are committed to sustainable growth, ensuring we provide benefit to our local community and surrounding environment.

Renewable Energy [\(see page 59\)](#)

- 24% of the Airport's electricity consumption comes from renewable energy – produced on-site, through our 9500 panel solar farm

Surface Access [\(see page 21\)](#)

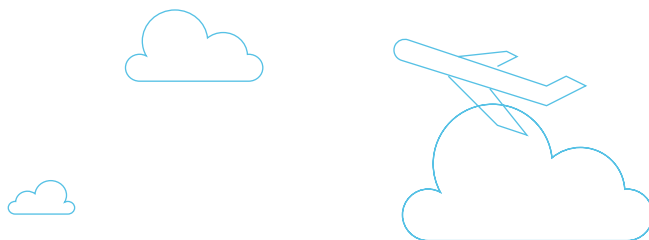
- 86% of all airport employees live within a local Southend City postcode area, reducing travel time to and from work
- Airport owned rail station just 100 paces from the passenger terminal
- Commitment to encourage sustainable transport modes to and from the Airport through an Airport Surface Access Strategy
- Installed an EV charging point in the Jet Centre car park
- Passenger survey data shows 41% of passenger arrive at the airport by public transport (38% rail)

Air Quality [\(see page 53\)](#)

- Monitoring NO² levels around the perimeter of the airfield. Since 2011 NO² levels have remained well below the Government guidelines

Waste Management [\(see page 60\)](#)

- 100% of waste produced at our airport is diverted from landfill, with 45% segregated for primary recycling
- Reduced the use of single use plastics in all catering outlets
- Provide water refill stations for passengers to reduce use of plastic bottles



Carbon Management

The Carbon and Environmental Management Plan was reviewed by Southend City Council (SCC), Rochford District Council (RDC) and Essex County Council (ECC) and approved in March 2026.

The Carbon and Environmental Management Plan focusses on carbon and environmental impacts that London Southend can control and influence. In relation to carbon emissions, the main source of emissions associated with the airport is aircraft activities (flights from the airport). These make up around 81% of the airport's total carbon emissions footprint (with surface transport contributing 17%, and airport operations the remaining 2%).

The CEMP set out immediate to long term measures and initiatives to reduce the airport's carbon emissions and environmental impacts.

Aircraft Operations

Uncongested airspace at Southend means that aircraft are rarely delayed on approach or required to enter a holding pattern on route, reducing track miles and emissions.

London Southend Airport also benefits from having spare slot capacity, this allows for efficient departures and reduces the risk of delays due to runway congestion. Short taxi distances between runway and terminal facilities reduces aircraft fuel consumption.

TARGET/ACTION DESCRIPTION	STATUS
Develop an Airport Third-Party Environment Engagement Plan (including airlines and airport retailers) which will set a framework for continued engagement and collaboration in relation to reducing carbon emissions and other environmental improvements and help embed sustainability policies within third-party organisations	Immediate (end 2025)

Airport Vehicles and Plant

London Southend is committed to the transition of airport vehicles and plant from diesel to electric vehicles over the coming years. To facilitate the transition, the airport is examining opportunities to expand the airside and landside electric vehicle charging infrastructure and purchase electric vehicles where possible during asset renewals.

Other measures to reduce carbon emissions associated with operation of the Airport's fleet of airside vehicles include:

- Age limits on airside fleet, resulting in continual roll-over to newer and more fuel efficient/lower emission vehicles
- All new diesel engines to meet the latest Euro standards wherever possible
- Fuel consumption and carbon emissions rating considered during procurement of all airside vehicles

TARGET/ACTION DESCRIPTION	STATUS
Undertake a feasibility and demand study to identify the required infrastructure for airside EV charging	Short-Term
Prioritise electric/most fuel-efficient options in procurement of new and replacement airside vehicles and plant	Short-Term
Replace all Light category vehicles and plant (see Table 2.2.1) with electric variants	Medium-Term
Replace all Mobile Ground Power Units with electric/battery units	Medium-Term
Replace all Heavy and Specialist vehicles and plant with electric variants	Long-Term

Fire Training

Many airports use fuel on the airfield for fire training exercises. Fire training for the fire service is conducted off-site using a third-party fire training rig. Infrequent and very small-scale fire training exercises are undertaken on site using very small quantities of wood fuels (for example for fire extinguisher training). As such London Southend does not have any material Scope 1 GHG emissions associated with fire training.

Landside Electric Vehicle Charging

An EV charging point has been installed in the Jet Centre car park for use by Jet Centre customers and airport staff. London Southend plans to undertake a feasibility study in the short-term to determine the potential for landside EV charging infrastructure for staff and passengers. This will focus on staff and rail station car parks.

Energy Consumption

Energy-saving products and principles have been implemented including:

- Roof mounted solar photovoltaic panels
- Air source heat pumps
- Extensive use of energy efficient LED lighting
- Dimmable concourse lighting to react to daylight
- PIR sensors in office lighting
- Highly insulated building envelope
- Tinted glass and solar shading to reduce solar gain and limit cooling requirement
- Energy saving mode on escalators
- Rainwater harvesting and waterless urinals

Solar Farm

Renewable energy usage 24% of the Airport's electricity comes from renewable sources. A £2 million solar farm at London Southend Airport was officially registered with Ofgem on 31 December 2015. An array of 9,500 solar panels from an onsite solar farm supports London Southend Airport's objectives of reducing its carbon footprint and the electricity required from the national grid network.

The solar farm is an addition to the 496 solar panels previously installed on the roof of the Airport's terminal extension during 2014, supplying the shops, cafés and facilities with solar electricity via the Airport's private electricity network. London Southend will continue to explore ways to maximise the renewable energy generating capacity of the airport to help reduce carbon emissions.



TARGET/ACTION DESCRIPTION	STATUS
Undertake an energy audit of the airport terminal to identify potential energy saving initiatives for future investment. Findings of the audit to determine further short-medium and long-term targets	Short-Term
Quantify the modelled energy saving benefits for all future major energy saving projects	Ongoing
Upgrade airfield lighting (ground and high mast lighting) to LEDs	Short-Term
Upgrade solar farm inverters to reduce energy losses	Short-Term
Undertake a feasibility study for solar farm upgrades and enhancements including additional solar generation and battery storage. Results of the feasibility study to determine further short-medium and long term targets	Short-Term

Resource Management

London Southend is fully committed to preventing waste being sent to landfill sites. As of December 2015, the airport has only used contracted locally based waste companies that send zero waste to landfill. Contracts for waste removal providers are continually reviewed with a view to improve recycling rates.

The exception to this waste processing and treatment route is for Cat 1 international catering waste removed from aircraft. This is considered hazardous and must be treated or disposed of in specialist licensed facilities.

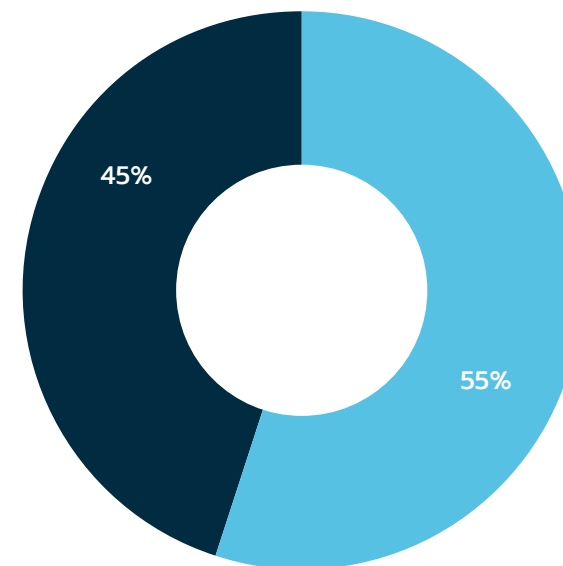
Aircraft Cat 1 international catering waste is currently disposed of in landfill as there are no licensed incineration or WtE plants in the region and use of the landfill is therefore the nominated disposal route by the Environment Agency.

If opportunities arise in the future to direct Cat 1 waste to incineration or WtE in favour of landfill, this will be investigated.

London Southend works very closely with its based operators and supports airline initiatives to reduce weight carried on board aircraft.

TARGET/ACTION DESCRIPTION	STATUS
Zero waste to landfill	Ongoing
Develop a recycling target which will be monitored and reported annually	Short-Term

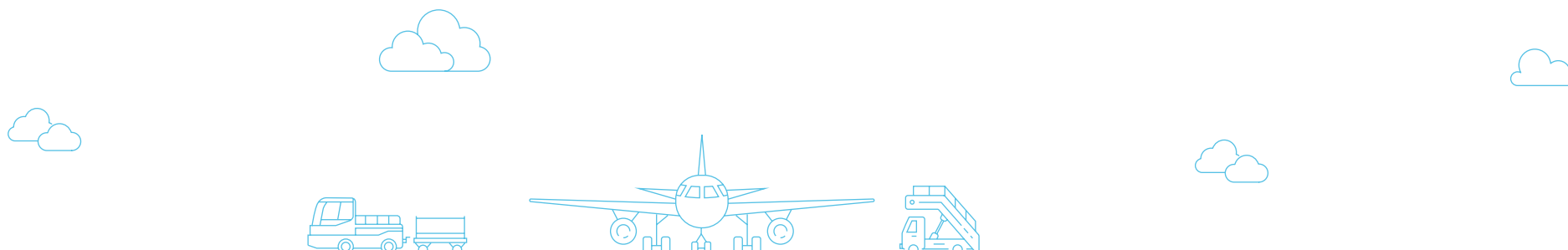
▼ Waste Management 2025-26



General (WtE)

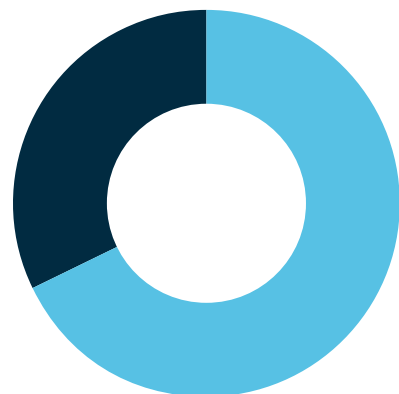


Primary recycling
(inc. paper & cardboard)

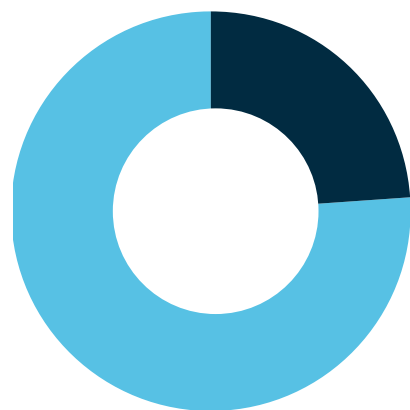


The total consumption of electricity across the airport site (including tenant operations) was 7,881,121.13 kW/h.

Across the whole airport site, the energy contribution from renewable sources i.e., on-site solar panels was 24% during the 2025-26 reporting period.



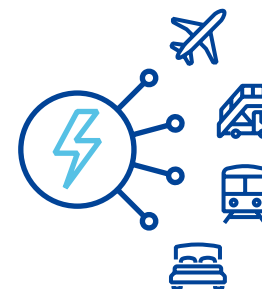
68% of the total energy consumed on site was used by London Southend Airport Ltd and the rail station



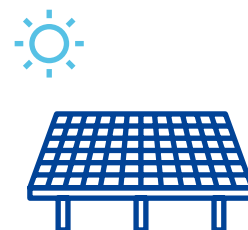
24% of the total energy consumed across the site came from on-site solar panels



496 Solar panels
on terminal roof
=
86,593 kwh



Electricity
supplied
=
6,026,109 kwh



9,500 Panel
solar farm
=
1,768,420 kwh

	2021-22	2022-23	2023-24	2024-25	2025-26
Total kW/h (Passenger Terminal)	0.9m	1.3m	2.1m	2.1m	2.5m
Total Passengers	93,957	89,017	172,068	286,074	786,103
kW/h per passenger	9.84	15	12.04	7.33	3.18

Sustainable Procurement

London Southend Airport has set out its Sustainable Procurement Policy in accordance with Section 106 planning conditions. The policy applies to airport development projects as well as the procurement of goods and services by London Southend Airport Company Limited. London Southend Airport applies sustainable principles to the procurement of goods and services, paying particular attention to the following:

- Energy supplies
- Aviation fuel
- Office consumables (including recycling)
- Catering supplies
- Electrical equipment
- Transportation (vehicles and travel)

Starting from January 2025, JET A-1 fuel is subject to the Sustainable Aviation Fuel (SAF) mandate. A minimum of 2% of the fuel must now be blended with SAF, which is aimed at reducing carbon emissions and supporting the transition to more sustainable aviation practices. The percentage rate will increase year-on-year.

Protecting Biodiversity

London Southend Airport protects biodiversity and enhances conservation through careful planning and management of its operations. The Airport must balance the need to protect biodiversity while ensuring safety of aircraft operations. This includes an ongoing management of birds and other species that pose risks to air operations. London Southend Airport operates a Wildlife Hazard Control Management Plan which seeks to:

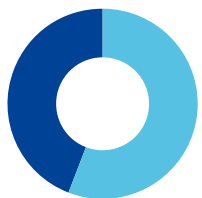
- Monitor habitat changes on and in the vicinity of the aerodrome
- Manage long grass on the airfield
- Log all wildlife control activities
- Conduct regular surveys of wildlife concentrations and movements of wildlife in the local area



8. AIR TRAFFIC MOVEMENT CONTROLS

London Southend Airport is working well within its agreed S106 controls and quota limits.

During the planning consultation for the runway extension at London Southend Airport, a number of new controls were agreed to reduce the impact of the development on the local community. An annual cap on the total number of aircraft movements was introduced at 53,300. This is about half of the total of aircraft movements recorded at London Southend Airport in 1989.



Only **56%** of the airport's permitted ATMs were used in the **2025-26** reporting period



B737-300 operations are limited to 2,150 per annum. There were no B737-300 aircraft movements during **2025-26**



Aircraft movements by aircraft with QC between 2 and 4 are limited to 60 per annum. There were **21** departures by a QC4 aircraft (B727)



▼ Annual Reporting

The table below shows London Southend Airport's performance and compliance against the total Aircraft Traffic Movement (ATM) controls for March 2025 – February 2026.

Ref	Air traffic movement type	Quota annual limit	Annual Total Mar 2025 - Feb 2026	% of agreed annual limit
i	Total ATMs (excluding exempt ATMs)	53,300	30,064	56%
ii	Cargo ATMs (permitted lesser of 10% of total ATMs or 5,300 p.a)	3,029	0	0%
iii	Boeing 737-300 ATMs	2,150	0	0%
iv	QC2-4 aircraft (limited to 60 per annum)	60	21	35%

▼ London Southend Airport's performance and compliance against the total night-time Aircraft Traffic Movement (ATM) controls for March 2025 – February 2026

Flights in night quota period (23:00-06:30)	Quota annual limit	Annual Total Mar 2025 - Feb 2026	% of agreed annual limit
Total night-time ATMs		405	
Diverted ATMs (of which all were QC1 or less)		9	
Delayed ATMs (of which all were QC1 or less)		108	
Exempt ATMs (of which all were QC1 or less)		0	
Night-time ATMs to be included in quota total (120 per quota month)	1,440	288	20%

Diverted ATMs

Unforeseen diversions of ATMs from airports to London Southend Airport due to weather conditions, industrial action or temporary runway closure/repairs. Of the nine diverted ATMs, all were diverted to London Southend Airport as a result of being unable to land at their destination airport. The destination airport being defined as a London airport other than Southend.

Delayed ATMs

An ATM where the aircraft was scheduled to take-off or land prior to the agreed night-time period, but was delayed due to unforeseen weather conditions, industrial action, temporary runway closure/repairs at the airport or air traffic control delays or clearances beyond the control of the aircraft operator and/or the owner or the operator (as the case may be).

Of the 108 delayed ATMs, all fall within the criteria that allows passenger aircraft to return to London Southend Airport during the night-time period due to unforeseen weather conditions, industrial action and/or unforeseen air traffic control delays.

Exempt ATMs

ATMs by the police and/ or HM Customs and/ or the Coastguard and/ or the military and/ or the Air Ambulance Service and/ or ATMs collecting or delivering human blood and/ or organ transplants and/ or ATMs carrying or meeting officials on Government business and/ or any ATM which is made an emergency consisting of an immediate danger to the life or health of humans or animals.

There were no exempt ATMs that operated during the night period.



▼ During the Daytime

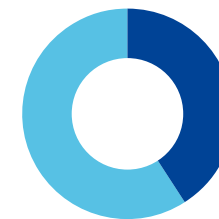
During the daytime, in total fewer than 50% of all landings and less than 50% of all ATMs may be over the South West area (e.g. Leigh-on-Sea) when assessed cumulatively throughout each entire Quota Year. During the 12-month period from March 2025 to February 2026, all ATMs remained within the required percentages for the daytime period.

Daytime ATMs	Annual Total Mar 2025 - Feb 2026	% of ATMs to/from the South West (Leigh-on-Sea)
Total Daytime arrivals	14,751	
Arrivals from South West (over Leigh-on-Sea)	5,979	41%
Total daytime arrivals and departures	29,887	
Arrivals and departures to/from South West (over Leigh-on-Sea)	14,554	48%

▼ During the Night-time

During the night-time quota period, all ATM's will be to and from the north east of the airfield (e.g. Rochford), unless for safety or weather exemptions set out in the S106 agreement.

ATMs operating during the night quota period (23:00 - 06:30)	Annual Total Mar 2025 - Feb 2026	% of ATMs to/from the South West (Leigh-on-Sea)
Total ATMs	405	
Number of aircraft which did not take-off towards, or land from North East (over Rochford)	102	25%



5,979 arrivals (41%)
over Leigh-on-Sea during
the daytime period



Fewer than half (48%)
of all ATMs operated over
Leigh-on-Sea



102 (25%) of night-time ATMs that
operated over Leigh-on-Sea did so
under agreement exemptions



9. DEPARTURES

Since 2012, 99.8% of all passenger flights have departed London Southend Airport within their agreed NPR.

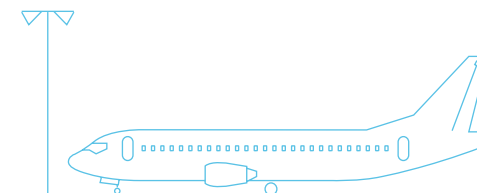
All aircraft departing from London Southend Airport (which have a maximum take-off weight in excess of 5,700kg) follow initial flight paths known as Noise Preferential Routes (NPRs).

The NPRs at London Southend Airport were agreed with Southend City Council and Rochford District Council during the consultation process for the runway extension. The routes have been designed so that the number of large aircraft overflying residential areas is reduced to a minimum and that departing aircraft are using the same flight path as arriving aircraft for the initial phase of their departure. These routes were introduced when the extended runway was opened in March 2012.

There can be some variation between the various aircraft operating on the NPR. This is because all aircraft perform differently and they may also be affected by weather conditions, which can cause them to drift to the left or right. This is why each NPR extends in width as it proceeds from the end of the runway. As long as an aircraft flies within the agreed NPR zone it is considered to be on-track.

Since introducing the Noise Preferential Routes in March 2012, 99.8% of all passenger flights have departed London Southend Airport within their agreed NPR.

There were more than 15,300 departures from London Southend Airport for the 12-month period March 2025 – February 2026, of which 7,686 related to aircraft (above 5,700kg) that were required to depart within the agreed NPR. During this period just 16 (0.21%) aircraft turned on departure before exiting the NPR zone due to non-compliance i.e. pilot turned early without instruction by ATC.



Noise Preferential Routes

London Southend Airport has two noise preferential routes, one at each end of the runway. Aircraft (which have a maximum take-off weight in excess of 5,700kg) must follow the NPR controls applicable to the runway in use at that time.

When departing on Runway 05 towards the north east (e.g. Rochford area), aircraft must maintain a straight departure heading until at least 1,500ft altitude and one mile in distance.

When departing on Runway 23 towards the south west (e.g. Leigh-on-Sea area), aircraft must maintain a straight departure heading until at least 1,500ft altitude and 2.5 miles in distance.

Once aircraft have cleared the designated NPR zone, Air Traffic Control (ATC) can instruct the pilots to fly a more direct heading towards their destination – this is known as 'vectoring'. However, ATC may direct aircraft off the NPR at any time if this is required for safe separation from other aircraft or for other safety issues (such as avoiding adverse weather). Track keeping is taken very seriously and it is closely monitored and logged by the airport's dedicated system.

► The map on the right shows the two NPR Zones at London Southend Airport with their agreed coordinates

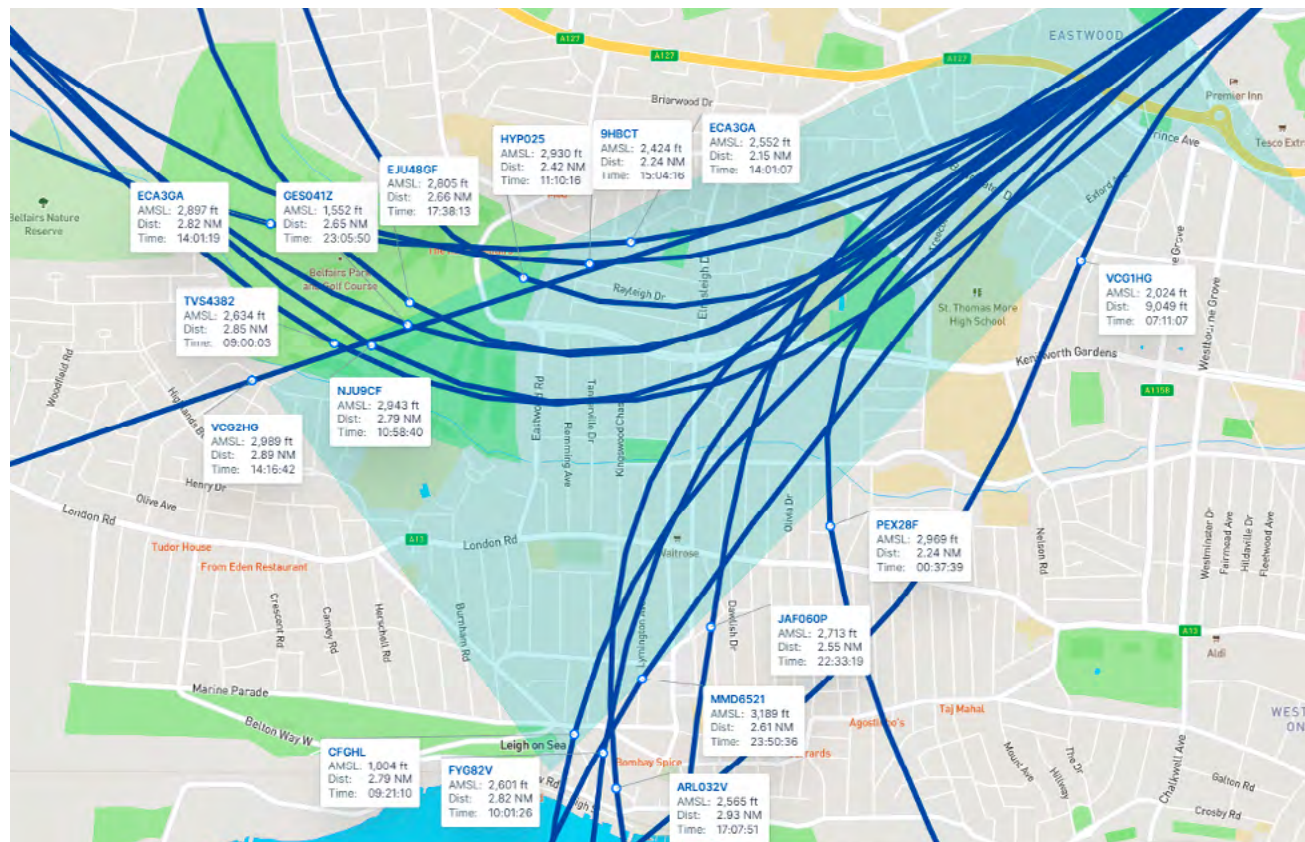
London Southend Airport. The preferential routes.

Reproduced from Ordnance Survey digital map data
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▼ NPR Results

	DATE	OPERATOR	AIRCRAFT REGISTRATION	AIRCRAFT	RUNWAY	FLIGHT TYPE	INFRINGEMENT NOTICE ISSUED	CUMULATIVE TOTAL y/e 2025/26	SATISFACTORY ACTION TAKEN	REVIEWED BY ACC	FINE ISSUED	OFF TRACK COMPLAINTS RECEIVED
1	06.03.25	Hyperion Aviation	9HMBA	GL5T	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
2	14.04.25	Ohlair Charter	DCOGA	C25B	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
3	21.05.25	Smartwings	OKIOO	A320	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
4	25.05.25	Catreus	GNHHG	E55P	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
5	04.06.25	Catreus	GNHHG	E55P	23	Private Business Charter	✓	2 nd	✓	✓	n/a	1
6	07.07.25	Gestair	ECOBX	GLF6	23	Private Business Charter	✓	1 st	✓	✓	n/a	2
7	12.07.25	Vistajet Hamburg	DCMXM	E55P	05	Private Business Charter	✓	1 st	✓	✓	n/a	0
8	23.07.25	Flying Services NV	PHCTH	F2TH	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
9	14.09.25	Jetex	VQBXF	FA8X	23	Private Business Charter	✓	1 st	✓	✓	n/a	1
10	15.09.25	NetJets	GNJAB	C56X	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
11	01.10.25	Gerald Ernst	CFGHL	LI75	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
12	03.10.25	Gama Aviation	9HBCT	GLF6	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
13	20.10.25	Airlec Air Espace	FHMXL	C550	23	Private Business Charter	✓	1 st	✓	✓	n/a	0
14	26.10.25	easyjet (away-based)	OELKX	A319	23	Scheduled Passenger	✓	1 st	✓	✓	n/a	0
15	11.11.25	TUI Belgium	OOTUK	B738	23	Private Business Charter	✓	1 st	✓	✓	n/a	1
16	11.11.25	Air Alsie	OYRAB	FA7X	23	Private Business Charter	✓	1 st	✓	✓	n/a	3



▼ Scale of Fines

SCALE OF FINES MAR 25 - FEB 26	1ST FINE	2-5 FINES	5+ FINES
Aircraft QC1 or less	£500	£1,000	£2,000
Aircraft QC1 - QC2	£1,000	£2,000	£4,000
Aircraft QC2	£2,000	£4,000	£8,000

For information about Quota Count (QC) rating, [please see page 42](#).

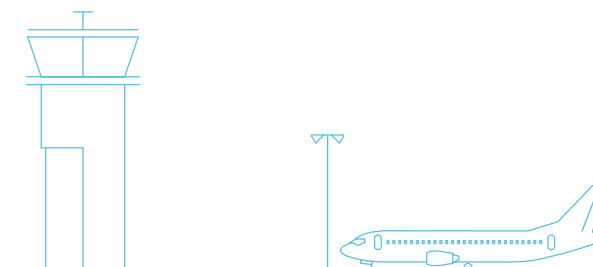
There were no fines issued during the reporting period 2025 – 26

▲ Fines Relating to NPR Infringements

London Southend Airport operates a scheme to fine airlines which continue to operate off track despite previous warnings. The airport works closely with all aircraft operators that breach noise abatement controls.

A full investigation is carried out to conclude the circumstances under which the breach occurred, and measurements are put in place by the operator to ensure that the risk of further breaches is minimised.

Where further breaches do occur, the airport may issue fines to the operator in accordance with guidelines agreed by the Airport Consultative Committee (ACC). All monies collected from NPR fines are held in a community pot to be distributed to local charities selected by the ACC.



Donated NPR Fines

During the reporting period 2024-25 it was necessary to issue fines to the value of £1,500 for NPR infringements.

On four separate occasions during the 12-month period, easyJet away-based crews turned early, breaching noise abatement controls. Fines were issued on the third and fourth infringements in accordance with the agreed scales of fines.

On 19 January, the Airport Consultative Committee donated £1,500 to three local charities.



▲ Raw Learning

£500 was donated to 'Raw Learning' – Based in Rochford, Raw Learning offers inspirational and challenging outdoor learning opportunities in a forest school setting.

"Raw Learning would like to express our heartfelt thanks to London Southend Airport for their generous £500 donation, which will directly support our work with neurodivergent children and young people. Their kindness helps us continue creating nurturing, nature-based spaces where every child can feel understood, valued, and able to thrive."

Rachel King | Raw Learning



▲ Equal People Performing Arts

£500 was donated to 'Equal People Performing Arts' – based in Rayleigh, this charity has created a fully inclusive dance, drama and theatre space in South East Essex where children and adults with and without additional needs could come together to enjoy the performing arts as equals.

"On behalf of everyone at Equal People Performing Arts, thank you so much for your very generous £500 donation following the AAC nomination."

"We are incredibly grateful for your support. This donation will be used to purchase new multi-sensory resources, which will play a vital role in our SEND workshop days."

"These resources will help us create more engaging, inclusive, and meaningful experiences for the children and young people we support, particularly those with complex communication and sensory needs."

"Your generosity will have a direct and positive impact, enabling us to enhance our provision and ensure our workshops remain accessible, supportive, and inspiring for all participants."

Paul Shuttleworth | Chairman
Equal People Performing Arts



▲ Little Heroes ASD Support

£500 was donated to 'Little Heroes ASD Support' – a local run charity supporting families of children with autism by provision of support, information, opportunities for social activities and networking.

"Thank you so much for the donation of £500, which was nominated by Airport Consultative Committee member, Les Sawyer."

"We will be using this money to provide refreshments at our preschool stay and play sessions. These sessions are twice a week, term time only (39 weeks), we provide the parents with teas & coffees and all the toddlers have toast."

"This money will also help to buy some groceries we use to provide food messy play, these sessions are where we try and encourage the pre school children to touch and possibly taste food, this helps to encourage development."

Mikaela Clements | Little Heroes ASD Support

10. CHARITY AND COMMUNITY

In the past 13 years, colleagues at London Southend Airport have raised over £139,000 for local charities.



▲ Charity Partnership

London Southend Airport began a charity partnership with South East and Central Essex Mind (SECE Mind) in July 2021.

Due to the success of relationship benefitting both the community and airport colleagues, the partnership was extended through to December 2025, raising more than £50,000 in funds and awareness for mental health support across the region

► London Marathon 2025

The 2025 London Marathon was an intensely hot one, making it an even more challenging event, but our very own firefighter Mike Edwards crossed the finish line in 04:02:32, raising over £2,600 for our charity partner SECE Mind!

Mike's incredible fundraising efforts will go a long way in helping the charity continue its vital work, providing support to those who need it most.

► LSA vs. Run Free Utd Charity Match

Roots Hall was once again the venue for the annual LSA vs. Run Free Utd charity football match. Run Free Utd are an all-inclusive football team run by local fundraising legend Chris Phillips, set up to increase the awareness of mental health issues, and to showcase how participation in sporting activities can act as a coping mechanism.

The charity match has become an annual event drawing spectators from both sides.



As the reigning title champions, London Southend Captain Luke Chittock organised the team training and led the team to success after another nail-biting penalty shoot-out.

The charity match raised almost £2,000 for SECE Mind, through entry ticket sales and raffle tickets.



Mike Edwards



Dave Paterson (Run Free) and Luke Chittock (LSA)



▲ Mental Elf Charity Run

The annual Mental Elf festive run in Belfairs Woods is a firm favourite in the local community. London Southend once again sponsored the event, with airport colleagues taking part and

volunteering to help, raising £5,500 for SECE Mind.



Pictured left:
Jo Marchetti, LSA CSR Manager who was waiting at the finish line to hand out medals to the course participants who included Mike Downer LSA Head of Finance, Sam Petrie LSA Project Manager and Carly James LSA Accounts Assistant.

Total raised for SECE Mind £10,100



▼ New Charity Partnership - Havens Hospice

Building on its strong legacy of community engagement, the airport invited local charities to apply for its next long-term partnership opportunity.

After receiving an overwhelming number of applications, a shortlist of five charities was presented to airport colleagues, who were invited to vote for their preferred partner. Havens Hospices, which provides specialist care and support for people of all ages living with incurable conditions across Essex, was selected as our new charity partner for 2026-2028.



Keeley Hood, Jo Marchetti, Jude Winstanley, Vanessa Harvey

"We're absolutely delighted to welcome Havens Hospices as our new charity partner."

"Our colleagues felt strongly about supporting a charity that touches so many local families, and Havens Hospices does exactly that. We're proud to use our platform, people and passenger reach to help raise vital funds and awareness, and we're excited to get started."

Jo Marchetti | Corporate & Social Responsibility Manager
London Southend Airport

"We're incredibly grateful to London Southend Airport for choosing Havens Hospices as their charity partner. Partnerships like this help us continue providing specialist care and support to babies, children and adults living with complex or incurable conditions across Essex."

"We're looking forward to working together with the airport team and the local community to raise awareness and vital funds so we can be there for every family that needs us."

Vanessa Harvey | Corporate Fundraising Manager
Havens Hospice

Being Part of the Community

London Southend is an airport steeped in history, both military and commercial – from early beginnings in World War I and II, to being the fastest-growing airport in Europe today. So, it was a pleasure to be able to share the Royal Navy Association (Southend Branch) appeal amongst the community of Southend, Essex and East Anglia to help celebrate Southend-based British War Veteran, Dougie Shelley, for his 100th birthday.



◀ Dougie, who has no known surviving family, joined the Royal Navy at 17 and turned 100-years-old on Tuesday, September 23. The request was for everyone to join in Dougie's celebrations by sending him a birthday card.



◀ Albert and Jim's Halloween antics returned for Halloween festivities, helping to raise awareness for the Brain Tumour Charity and we also had colleagues dress up to celebrate the day!



▲ In September, our very own London Southend fire crew attended the Rayleigh Weir Fire Station Open Day with their new appliance!

The Scania Viper is our largest crash tender and carries 10,000 litres of water, 1,200 litres of foam concentrate and 80kg of dry powder. The monitor discharges at 5,000 litres per minute and can throw up to 60m which covers category 7 sized aircraft.



▲ Safety & Compliance Manager Darren Peacock, who served as an RAF Engineer, dusted off his beret to march alongside fellow veterans and lay a wreath on behalf of the airport, at the Southend Remembrance Day Parade, in recognition of our many ex-military employees.



▲ Remembrance Day was also honoured by our fire fighters and colleagues who stood together in silence to remember the fallen.

Donated Items

Surprisingly, a number of buggies and suitcases are left unclaimed at the airport every year! But don't worry they are all put to good use in our community.

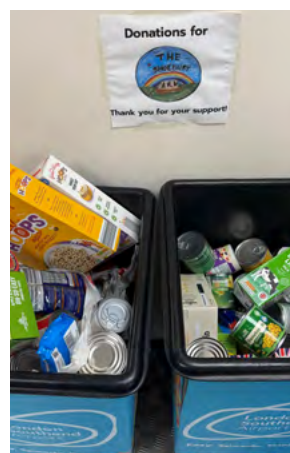


Laura White HARP Shop Manager, Jo Marchetti and Terry (Volunteer Driver)

▲ 20 buggies were donated to The Shoebury Ark, based at Friars Baptist Church, who are a voluntary charity set up to alleviate poverty in the SS3 area.

They provide free food, freshly cooked meals, free toiletries, sanitary items, support with energy bills (with their partner FuelBank), cheap children's clothing and toys, support for new parents (baby bank), book bank, free birthday cakes and items on children's birthdays and more.

They also work with the NHS (social prescriber) and signpost to other local services.



▲ After seeing the amazing team at work, Christmas food/toiletries collection was set up for airport colleagues to donate non-perishable items to The Shoebury Ark. Nine large bags of food, toys and toilets were delivered in time for Christmas.

65 discarded cabin cases were donated to HARP homeless charity. Many of the area's homeless are supported by HARP in temporary accommodation so the cabin bags will help make it easier to transport their belongings.

Ahead of the change in security rules restrictions on liquids, items over 100ml were confiscated. During the hot summer, unclaimed sealed bottles of water and other toiletries were also donated to HARP.

► Annual Shoebox Appeal

Every year we ask far and wide for people to donate boxes to the Samaritans Annual Shoe Box Appeal. London Southend is set up as a collection point for our community.

This year, we donated an incredible 57 boxes (our best year yet!)

A huge thank you to everyone who took part this year, these boxes will go to Ukraine, Moldova, Albania, Malawi, Ghana, the Balkans, Eastern Europe, Central Asia, West Africa, and the Middle East.



▼ Save the Children Christmas Jumper Day

London Southend colleagues joined in the festive spirit, donning their best Christmas jumpers to raise £133.00. There were prizes for the most festive and funniest!



▼ Volunteering Hours

200 volunteering hours were donated by airport colleagues between March 2025 – February 2026. This included time spent organising and taking part in fundraising and educational events.

▼ Guide Dog Collection

During the reporting year, £728.32 was collected for Guide Dogs for the Blind, bringing our fundraising total to £5,023.74!



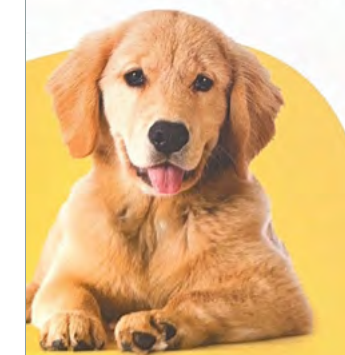
Thank you

Guide Dogs would like to thank

LONDON SOUTHEND AIRPORT

We are grateful for all
your support and for raising

£ 5023.74 – (TO DATE)



We're here to help
people with sight loss
live the life they choose.

guidedogs.org.uk

Andrew Lennox
Andrew Lennox,
Chief Executive,
Guide Dogs.



A charity registered in England and Wales (2096875), Scotland
SC039897 and Sole of Merit C803 356/25

Sponsorship

London Southend supports local events and good cause through sponsorship.



▲ World Cup-on-Sea 2025

London Southend was once again proud to be a headline sponsor for World Cup-on-Sea 2025. The Airport team returned to Roots Hall to take part in 7-a-side knock-out tournament.

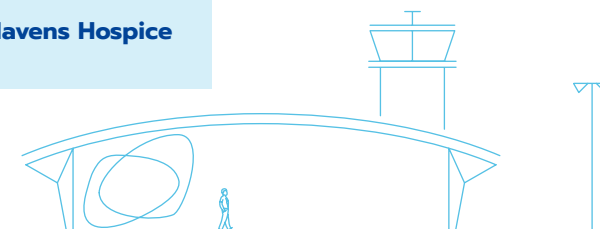
The event raised £35,000 for Southend YMCA



▲ Havens Hospice Half Marathon 2025

Airport colleagues took part in and supported the Southend Half Marathon. Jo Marchetti and Sarah Martin cheered on the participants and handed out water from the London Southend sponsored water station.

The event raised £160,000 for Havens Hospice





▲ Strictly Air Ambulance 2025

Sponsoring the event for the second year, London Southend helped to raise much needed funding for the Essex & Herts Air Ambulance. The event which raised £40,000.

"Essex & Herts Air Ambulance is incredibly grateful to London Southend Airport for their generous sponsorship of the auction at Strictly Air Ambulance 2025."

Their support plays a vital role in helping us raise essential funds to keep our helicopters flying, our Rapid Response Vehicles on the road, and our crews delivering life-saving care to those in critical need across Essex and Hertfordshire.

We are proud to have London Southend Airport as a valued partner at this special event."

Lyndsay Wood | Corporate Partnerships Manager

The event raised £40,000 for Essex & Herts Air Ambulance



▲ Essex Cricket in the Community

London Southend continued their sponsorship of Essex Cricket through 2025-26, supporting the Women's Ballerz Blast teams, an intermediate softball cricket competition for women aged 16+.

The ladies arrived at the airport for a fun photo shoot, proudly demonstrating their new bats!



Once again, London Southend sponsored the Santa's Grotto at the Rochford Parish Council, Christmas Festival.

Over 100 children got to see Santa and were treated a chocolate/sweet selection pack, Christmas book and Christmas Activity Pack.



▲ Lazydays Festival

London Southend was a key sponsor for the local music festival held in Priory Park. The weekend event attracted families from the local community and wider Essex area, over 8,000 people joined in the fun. The event was a huge success, and we are looking forward to support the next one in July 2026!

Proceeds go to the events charity partner YMCA Southend's All In Music Studio that offers music opportunities for 11-25-year-olds, supporting over 800 young people each year.

Supporting Education in our Community

86% of colleagues employed by London Southend live in a local SS postcode area, so it is important to support our employees of the future!



Last year we held a visit to the airport Air Traffic Control tower for 1476 (Rayleigh) Sqn Air Cadets. 13 cadets, led by Sqn Leader Capon were shown around the tower and learnt what our ATC colleagues do to keep aircraft safe on the runway and in the skies above us.



Head of ATC, Nicole Park and Jo Marchetti took part in The Kind Edmund Sixth Form mock interview day. Several local businesses attend the event so the year 12 students can practice their interview skills and get valuable feedback from local employers.

"On behalf of the entire team at The King Edmund Sixth Form, I would like to extend our heartfelt thanks for generously giving your time to support our Year 12 Interview Day.

Your presence and participation made a significant impact on the success of the event. We truly could not have done it without your help. The insights and experience you shared with our students were invaluable, and your willingness to volunteer your time is deeply appreciated.

We were especially grateful for the lovely feedback you provided about our students. It means a great deal to them—and to us—to hear such positive and encouraging comments from professionals like yourself".

Wendy Maslen | KES Careers Advisor





▲ Ellie Ford from the People Team attended the Southend Adult Community College careers event to offer advice on the types of jobs available at the airport and what qualifications are needed to get started in an aviation career.



▲ 20 Hospitality and Travel students and their tutors from South Essex College had a tour around the passenger terminal to get a better understanding of what happens behind the scenes at an airport. The students were shown the check-in and security areas and provided talks from airport colleagues on their daily tasks working in an aviation environment,

"Thank you so much for the warm hospitality last week. It was wonderful to visit, and the students thoroughly enjoyed their tour. They came back buzzing with enthusiasm and learned a great deal from the experience".

Silvia Cifali | Lecturer
South Essex College

11. FEEDBACK

Thank you for taking the time to read London Southend Airport's Annual Report.

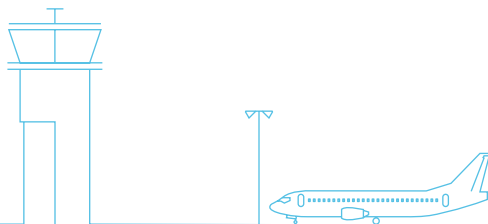
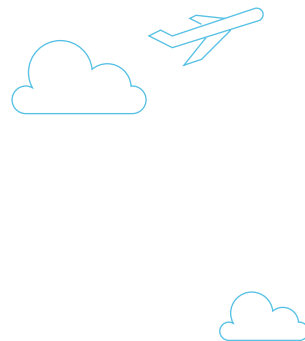
We would welcome your comments and feedback, you can contact us:

By Email:

Isaenquiries@london-southend-airport.com

By Post:

London Southend Airport Co. Ltd.
Southend-on-Sea
Essex
SS2 6YF





Target Completed



Progress Made



Target Not Achieved



Target Timescale Not Reached

▼ Appendix. ASAS Summary of New Targets, Commitments and Actions

NO.	TARGET/COMMITMENT/ACTION	TARGET TIMESCALE	RATING
Mode Share			
1	Air passenger public transport mode share should be at least 35% by 5mppa	Review at <5mppa	40% in 2024/5 To be reassessed in 2026
2	Staff mode share should not exceed 65% using single occupancy vehicles	Ongoing	69% in 2025
Sustainable Modes			
3	100% of new developments will include good pedestrian access. Terminal, railway station and associated forecourt and vehicular facilities to be DDA compliant. Policies related to walking routes for the JAAP area will be supported	Ongoing	
4	100% of new developments will include provision for secure cycle parking (Section 106 Agreement target), showers and lockers. The Travel Plan Coordinator will arrange cycle promotions and activities for staff. Demand for cycle parking will be monitored and additional cycle racks provided when required. Policies related to cycle routes for the JAAP area will be supported	Ongoing	
5	The airport will engage and liaise with stakeholders to identify gaps and develop a bus and coach strategy for the JAAP area	Ongoing	
6	The Travel Plan Co-ordinators will investigate and develop car sharing scheme options (Lift Share, Carbon Heroes etc.) and Car Clubs as well as encouraging the growth of informal car sharing. Companies operating at the Airport will be encouraged to designate the best parking bays for car sharers	Ongoing	
7	Work with taxi companies to reduce empty running	Ongoing	Taxis need to return to rank for inbound flights.
8	Establish surface access partnership arrangements to encourage all employers on airport to engage with the ASAS	Ongoing	
9	Review pedestrian access routes between bus and train services and terminal and place of work and provide additional infrastructure where required	Ongoing	
10	Work with bus and coach operators to aim for a 4% mode share by passengers and staff	Ongoing	Staff 1% Passenger 3%
11	Work with C2C to identify how to encourage use of the Essex Thameside rail service for the airport	Ongoing	
12	Work with train operators to achieve 30% rail passenger mode share and develop train services that support passenger and staff travel demands	Ongoing	

NO.	TARGET/COMMITMENT/ACTION	TARGET TIMESCALE	RATING
13	Work with the bus operators and relevant local authorities to maintain / improve facilities at bus stops serving the airport with travel information. Work with bus operators and local authorities on measures required to improve bus service reliability. Encourage staff for whom bus services represent a realistic travel option on existing services and work with Arriva and First to market services to those members of staff	Ongoing	
14	Promote public transport integrated ticketing availability to staff and passengers	Ongoing	
15	Encourage employees to walk and cycle to work	Ongoing	
Car Parking			
16	Install electric car charging point(s) for employees and passengers in any new staff and/or short stay car parks and where feasible, in other areas (including as part of any 'meet and greet' offers)	Ongoing	EV charge point installed at Jet Centre
17	Sufficient car parking spaces (including DDA compliance) will be provided to meet demand from air passengers, to avoid the need for off airport fly parking. The airport will closely monitor on-airport demand and will have contingency plans for additional spaces to be brought into use if required	Ongoing	
18	The airport will support and financially contribute to the Southend City Council's monitoring of street parking	Ongoing	As required
19	Ensure safe drop off and pick up arrangements are maintained	Ongoing	
Travel Planning and Information			
20	Work with local authorities to promote public transport links to the airport	Ongoing	
21	Maintain/improve onward travel information in baggage reclaim area	Ongoing	
22	Continue to engage with active travel organisations to deliver a lifestyle approach to travel planning for staff	Ongoing	
23	Seek views of Southend Bus Users Group on bus services for the airport	Ongoing	
24	Engage with Airport Consultative Committee to seek views on surface access	Ongoing	

NO.	TARGET/COMMITMENT/ACTION	TARGET TIMESCALE	RATING
25	Use emerging technology to review and develop travel information	Ongoing	
26	Maintain DDA compliant real-time and web-based onward travel information in the rail station and terminal, in particular to provide live onward travel information in the landside arrivals area	Ongoing	
27	Work with relevant parties to provide smart ticketing facilities in the rail station and terminal	Ongoing	
Surveys, Monitoring and Reviews			
28	Annual passenger surface access travel surveys to be undertaken by CAA on a continuous basis	Ongoing	
29	Staff travel surveys to be undertaken at least every three years or more frequently if the TLG agree	Ongoing	2022 or earlier
30	Continue to hold annual ATF meetings	Ongoing	
31	Continue to hold quarterly Transport Liaison Group meetings to review performance of ASAS targets	TLG to meet quarterly	
32	Review the Airport Surface Access Strategy in accordance with the S106 Agreement requirements (at 1mppa and every additional 500,000 ppa)	The next review will be at 2.5mppa then every additional 500,000 ppa thereafter	



London Southend Airport Company Limited

Registered in England, number 2881745

Registered address: London Southend Airport | Southend on Sea | Essex | SS2 6YF

londonairport.com