

LONDON SOUTHEND AIRPORT

Minutes of meeting No. 127 of the Consultative Committee held on Monday 22 June 2026 at 2pm at Southend Airport

Present: Murray Foster	Chairman
Jude Winstanley	CEO, LSA (left at 3.55pm)
Martin Laycock	Head of Air Traffic Services, LSA
Jo Marchetti	Corporate & Social Responsibility (CSR) Manager, LSA
Lana Balmer	Independent Representative (left at 2.40pm)
David Osborn	Independent Representative newly appointed
Councillor Jamie Huntman	Castle Point Borough Council
Councillor James Cottis	Essex County Council
Zhanine Smith (Officer)	Essex County Council
Councillor Ian Ward	Rochford District Council
Councillor Simon Wootton	Rochford District Council (left at 3.30pm)
Daniel Kudla (Officer)	Rochford District Council
Councillor Frankie Bird	Southend-on-Sea City Council
Councillor Daniel Cowan	Southend-on-Sea City Council
Councillor David Garston	Southend-on-Sea City Council
Councillor Robert McMullan	Southend-on-Sea City Council
Marshall Mhiribidi (Officer)	Southend-on-Sea City Council
Les Sawyer	Residents Assoc (West Leigh)
Paul Wilkins	Rochford Board of Trade
Jacqui Dallimore	Southend Business Partnership
Ron Smithson	Southend Flying Clubs
Emma McDonnell	Secretary (Minutes)

1. APOLOGIES FOR ABSENCE

- 1.1 Apologies for absence were received from Councillor Bown, Leanda Cable, Mike Davies, Ian Butt, Ray Howard and Mark Hayward.

2. MEMBERSHIP AND CHAIRMAN'S OPENING REMARKS

- 2.1 Due to recent local elections, there were a number of new members attending, therefore, the Chairperson asked everyone to introduce themselves. A warm welcome was extended to all attendees, and a vote of thanks was extended to previous members who were no longer on the committee.
- 2.2 The Chairperson reminded everyone of confidentiality until the minutes are published in draft on LSA's website, the process of which will continue in a speedy manner.
- 2.3 Rochford District Council has their Council meeting in July, at which time representatives on the LSACC will be confirmed.
- 2.4 Appointment of Deputy Chairperson

[L Balmer excused herself from the discussions.](#)

The Chairperson explained that the position of Deputy Chairperson had been advertised on LinkedIn, and following a successful interviewing process by a sub-committee on 6 May (M Foster, J Winstanley and P Wilkins), Lana Balmer was put forward to the LSACC. The meeting was unanimous in approving the candidate to take the position and Lana Balmer rejoined the forum at this point, thanking the committee and that she was excited for the opportunity.

2.5 Proposed candidate for 'Independent Representative'

David Osborn, the former LSACC Chairperson, had stepped down from the role due to ill health but had previously expressed an interest in remaining on the Committee. Given that there was one Independent vacancy arising from Lana Balmer's recommended Vice Chair appointment, the Chairperson explained that at the sub-committee meeting of 6 May, they were of the view that David has strong connections within the aerodrome environment, particularly through the UK Airport Consultative Committees (UKACCs), and brings valuable national-level insight and expertise – the sub-committee agreed to nominate D Osborn for the Independent role at the full LSACC meeting. The Chairperson therefore proposed that David be appointed as an 'Independent Member'. The meeting unanimously approved the motion, following which David Osborn joined the discussions and thanked members for the opportunity.

2.6 Request from Mike Steptoe

Mike Steptoe had not been re-elected to either Essex County Council or Rochford District Council and had written to the Chairperson on 11 May requesting that the LSACC consider his application to remain on that committee, either as an 'Independent Member' and/or as the Barling Parish Member. Following detailed discussion, it was agreed that, should a vacancy arise for an 'Independent Member', the position would be advertised, and M Steptoe would be encouraged to apply. The Chairperson then left the meeting to update M Steptoe accordingly, as he had been waiting outside the conference room.

3. **CONFLICTS OF INTEREST**

- 3.1 The Chairperson returned to the meeting and reminded members to declare any conflicts of interest at each quarterly meeting. Councillor McMullan declared that he holds a PPL and is a member of Seawing Flying Club, and Lana Balmer is married to an easyJet pilot based at LSA.

4. **PRESENTATION BY ESSEX POLICE RESILIENCE DEPARTMENT**

- 4.1 Leanne Smith and Lauren Ellis from Essex Police Resilience Department, based in Boreham, gave a PowerPoint presentation on their role and how they partner with London Southend Airport.
- 4.2 In summary, they maintain public safety, ensure national security, and manage emergency responses. Their Resilience Department and multi-agency teams focus on counterterrorism, criminal disruption, and incident management.
- 4.3 Their primary activities with Southend Airport include:
- **Project Servator Deployments:** Officers conduct unpredictable, highly visible and plain-clothed patrols to detect, deter, and disrupt criminal and hostile activity. They train Airport staff and encourage the public to remain vigilant.
 - **Emergency Planning:** Through coordination with the Essex Resilience Forum, police establish multi-agency plans to respond to major incidents (such as aviation accidents) and ensure operational continuity.
 - **Specialist Policing & FSU:** The Force Support Unit (FSU) provides armed and tactical response capabilities to secure the Airport and surrounding transport hubs.
 - **Crisis Coordination:** In the event of a serious incident, the department coordinates on-site investigations with aviation regulators (like the CAA) and acts as the central hub for public information and safety.

- 4.4 L Smith and L Ellis explained they risk assess, create training plans and test those plans in exercises at the Airport, improving processes etc wherever needed.
- 4.5 J Winstanley advised that, in relation to the fatal crash at the Airport in 2025, the Air Accidents Investigation Branch's (AAIB) report is due to be published at the end of the year. He commented that he had been impressed by Essex Police's coordination following the tragic incident and, on behalf of LSA, extended his gratitude for their assistance.

5. ADOPTION OF MINUTES FROM LAST MEETING 2 MARCH 2026

- 5.1 The minutes were formally adopted with just one grammatical change and can be uploaded in final form on to the LSA website. **Actioned – remove from minutes.**

6. MATTERS ARISING FROM PREVIOUS MINUTES

- 6.1 J Marchetti confirmed that the review of parking information on the LSA website had been completed. The Airport is currently renaming some of its car parks, and the website will be updated accordingly. J Marchetti emphasised that members are welcome to review the updated parking information on LSA's website and provide any feedback. **All to note.**

7. POINTS FORWARD DIARY

- 7.1 Annual review of the process in place to manage flights departing outside the NPRS

Compliance with Section 106 Agreement

- 7.1.1 The annual review of the processes in place in relation to managing flights which depart outside the Noise Preferential Routes (NPRs) was undertaken. J Marchetti explained the background to this process for new members and that historically, most breaches were from non-base pilots.
- 7.1.2 J Marchetti explained that to minimise the number of local residents being overflown by departing aircraft, noise preferential routes were introduced as a condition of the S106 planning agreement (2010). This means that all aircraft weighing over 5700kg must follow a straight departure heading for 2.5 nautical miles when departing towards the southwest (over Leigh-on-Sea) and 1 nautical mile when departing towards the northeast (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.
- 7.1.3 Once aircraft have cleared the designated NPR zone and reached a height of more than 1,500ft, 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 LSA's dedicated system. J Marchetti explained that non-compliant flights which deviate from the NPRs are recorded and investigated, with quarterly reports issued to the LSACC for review.

7.1.4 J Marchetti proposed that the current structure for managing flights departing outside the NPRs be retained, namely the issuing of infringement notices for first and second offences, with a financial penalty for a third offence. Following detailed discussion, members unanimously agreed that the financial penalty, which had remained unchanged since 2012, should be increased from £500 to £1,000 for a third offence, with incremental increases of £1000 for each infringement thereafter within the reporting period.

7.1.5 The Committee agreed that the system was working adequately, is the right structure in going forward and that the process outlined above should be reviewed again, including the fine levels, in 12 months. **Transfer to Points Forward Diary May 2027.**

8. FASI ACP (FUTURE AIRSPACE STRATEGY IMPLEMENTATION) (AIRSPACE CHANGE PROPOSAL)

8.1 For the benefit of new members, M Laycock provided a brief update on the above. To summarise, LSA is onboarding as a key partner in the UK Airspace Design Service (UKADS). Created to modernize UK airspace, UKADS aims to streamline traffic across the busy London Terminal Control Area, which will impact future flight routing and capacity at Southend.

8.2 UKADS & London Southend Airport

- **The Project:** NATS (National Air Traffic Services) was appointed by the CAA and DfT to deliver UKADS to support a coordinated, modernized approach to managing complex UK airspace.
- **Integration:** London Southend and other London-cluster airports are collaborating with NATS to submit technical data and local design considerations.
- **Goal:** To optimise arrival and departure routes, making airspace management more efficient and community-conscious across the greater London area.

8.2.1 M Laycock advised that LSA has a meeting with UKADS in July to complete onboarding and will collaborate with them for the next 5 years – UKADS will be managing consultation with all stakeholders accordingly.

8.2.2 Cllr Ward expressed concern that planning applications in the vicinity of London Southend Airport are currently subject to holds and delays as a result of formal 'holding objections' submitted by the Airport and the CAA. J Winstanley advised that LSA is not seeking to delay development but is fulfilling its statutory responsibilities.

8.2.3 Z Smith explained that the CAA and the International Civil Aviation Organisation (ICAO) are transitioning to a modernised Obstacle Limitation Surfaces (OLS) framework, applicable globally from 21 November 2030. The new model shifts from traditional, rigid physical rules to a performance-based approach, dividing airspace into **Obstacle Free Surfaces** (mandatory) and **Obstacle Evaluation Surfaces** (flexible/risk-assessed) to allow more urban development flexibility.

8.2.4 To ensure safety is not compromised while relaxing urban and renewable planning constraints, safeguarding policies must cover certain areas, and aerodromes, developers, and local planning authorities are actively preparing for the 2030 transition.

9. DRAFT ANNUAL REPORT

9.1 The Draft Annual Report (1 March 2025 - 28 February 2026) had previously been circulated to members electronically, requesting feedback by 22 June. J Marchetti summarised key data/information required by S106, advising the report was now more interactive:

- Passenger numbers: up 175% on previous year
- Destinations: 26
- Countries served: 13
- Staff living within an SS postcode area: 86%
- Number of LSA employees: 340 (increase of 45 from previous year)
- Fundraising: £10,000+
- Fundraising total since 2011: £139,000+
- Volunteering hours: 200
- NO2 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 on-site solar farm
- Waste: 0% waste to landfill
- Total Air Traffic Movements (ATMs) excluding exempt flights: 30,292
- % of annual ATM quota used: 56%
- % night-time ATM quota used: 20%
- NPR breaches: 16
- Noise complaints: 3,351
- Noise complainants: 38 down from 40 the previous year
- 7% of aircraft operations generated noise complaints

9.2 The following questions/comments were raised during the meeting:

9.2.1 Cllr Cowan stressed that the 23a route detailed on page 24, should read 'council' support and not 'government' support. Cllr Cowan to email J Marchetti directly with his feedback.
Actioned – remove from minutes.

9.2.2 J Winstanley confirmed that operational employees are based on-site, while some non-operational employees follow a hybrid working rota.

9.2.3 Cllr Cottis reported that the previous Community Noise Forum meeting had been dominated by one attendee raising noise concerns and questioned whether this represented an effective use of LSA's time. The Chairperson noted that the Noise Forum is led by an independent Chairperson, Vicki Hughes, and advised Cllr Cottis to raise the matter with her directly.

9.2.4 J Marchetti advised that Webtrak is a flight tracking and noise management platform to provide local residents with live and historical data on aircraft movements. The interactive map displays exact flight routes, altitudes, and aircraft details. It is also the primary online method for submitting noise complaints. Due to a resident using abusive language when accessing the system, Webtrak now has caveats stating:

- *"Noise complaints must be submitted from a valid email address. Using false or incorrect email addresses may invalidate your complaint.*
- *Multiple complaints about the same aircraft operation from the same email address will be reported as a single complaint.*
- *Noise complaints containing abusive or threatening language will not be tolerated or counted in noise complaint reports and may be reported to the authorities for investigation."*

- 9.2.5 J Marchetti confirmed that since introducing WebTrak in 2020, no complainants have been declared vexatious and/or prevented from submitting noise complaints.
- 9.2.6 J Winstanley reiterated that he has a responsibility to support and protect his staff and that, where conduct is deemed to have crossed an unacceptable line, appropriate action will be taken.
- 9.2.7 J Dallimore thanked J Marchetti for the update, commenting that the Draft Annual Report was impressive and that the figures demonstrated a positive performance by the Airport. The interactive element was a great addition. On behalf of the Committee, the Chairperson also expressed his thanks for all her hard work in producing a comprehensive and interesting report.
- 9.3 J Marchetti confirmed that the deadline for members to provide any feedback on the report had been extended to Monday 29 June. **All to note.**

10. REVIEW OF LSACC CONSTITUTION AND TERMS OF REFERENCE

- 10.1 LSACC's Constitution (reviewed in September 2024) was distributed to ACC members prior to the meeting for comment.
- 10.2 Cllr Cottis advised that Reform-led Essex County Council which gained control of the authority in the May 2026 local elections, officially confirmed it is launching a judicial review against the Government's local government reorganisation. The legal challenge specifically targets the Secretary of State's decision to split Greater Essex into five unitary authorities, which is scheduled to take full effect in April 2028.
- 10.3 D Osborn confirmed that Birmingham Airport's Constitution had previously been reviewed in 2020 when the LSA Constitution was being finalised. It had been regarded as the 'gold standard', particularly as Colin Flack OBE, Chair of the UK Airport Consultative Committees (UKACCs), was also Chairperson of Birmingham ACC.
- 10.4 It was agreed that E McDonnell would undertake a desktop review of Birmingham Airport's Constitution to identify whether any relevant provisions should be incorporated into, or amendments made to, LSACC's Constitution, and would update the Chairperson accordingly. A sub-committee may be required if changes are considered necessary. **Action: EM 01/07/26.**

11. CEO REPORT

- 11.1 The Committee reviewed the report covering the period February to April 2026. This report is published separately on the LSA website and should be read in conjunction with comments/questions below. Two questions were submitted in advance of the meeting from Cllr Bird, and these are covered in 8.2.2 - 8.2.10 below.
- 11.2 The Chairperson commented that it would be taken as 'read' and J Winstanley summarised some principal points:
- The Airport continues to grow, pursuing 933K passengers this year – currently on track with an expectation of just over 1 million next year.
 - Talks continue with airlines.
 - Capacity, noise, pollution and related operational measures remain within normal tolerances.
 - All safety targets have been met to date this year.

- Customer experience remains strong, with easyJet recognising LSA as its best-performing UK airport for operational performance and the highest-ranked airport across its wider network of more than 160 airports for customer satisfaction over the last six months.
- The Airport now has 381 employees
- In the CAA league tables, which cover 25 commercial airports, LSA has tripled its volume and risen 15 places for on time performance. In Q1 2026, LSA was ranked third.

The following questions/comments were raised during the meeting:

- 11.2.1 J Winstanley advised that there were no significant employment-related obstacles. LSA has access to a strong pool of quality candidates, with the local workforce in Essex continuing to deliver.
- 11.2.2 Cllr Bird asked: *“PARKING. Residents living near the airport are affected by airport-related parking on their streets, and there is real concern that residents should not be left to carry the cost of resolving a problem they did not create. Many airports work with their local councils and communities to help manage this. Will the airport set out how it is willing to support residents affected by airport-related parking, and to work with the Council to help address it?”*
- 11.2.3 J Winstanley reiterated that the Airport is forecast to make a £4.5 million loss this year. He noted that the Airport supports almost 400 staff, as well as the wider local economy, and that rising passenger numbers must be considered alongside increased business rates and minimum wage costs. He emphasised the need to ensure the Airport remains financially viable, which had informed the decision to remove the free PUDO option in LS3, based on passenger and car parking data. By comparison with other airports, LSA does not have off-site parking options and has invested significantly in a rail station located just 100 paces from the passenger terminal. LSA continues to meet its obligations under the S106 agreement and remains under significant pressure to return to profitability, with a continued focus on achieving 1.4 million passengers to break even.
- 11.2.4 Cllr Bird commented that he recognised J Winstanley’s responsibility for running the Airport as a business and acknowledged the investment LSA had already made in the local community. However, he emphasised the importance of openness and transparency with local residents and of ensuring that their concerns are not overlooked. He added that residents were not opposed to the Airport but wished to see a greater willingness to engage in dialogue.
- 11.2.5 J Winstanley commented that there had been considerable discussion around PUDO, both locally and nationally, and suggested that he and Cllr Bird meet separately so that Cllr Bird could be fully briefed on the position and update his residents accordingly.
Action: J Winstanley and Cllr Bird 31/07/26.
- 11.2.6 The Chairperson reminded Cllr Bird that on LSA’s website residents can have access to the minutes of previous LSACC meetings where PUDO has been discussed.
- 11.2.7 Z Smith stressed that all airports should seek appropriate parking accreditation and publicise such accreditation where achieved. She also encouraged private operators to obtain relevant accreditation, noting that this would benefit LSA and generate positive publicity.

11.2.8 Cllr Bird asked: *“NOISE & SECONDARY GLAZING. The CEO report confirms the airport holds a Mobile Noise Monitor and that no requests for it were received this quarter, so I am formally requesting it be deployed for a representative period at the rear of Avro Road and Wells Avenue to capture ground noise from Charlie taxiway and low-flying light aircraft, with results reported to this Committee. In addition, the Round 4 Noise Action Plan commits the airport to benchmark its insulation scheme against comparable airports, several of which assist residents at 60 dB or below against London Southend's 63 dB trigger. Will the airport bring forward that benchmarking, confirm the Summer 2026 contours will use representative post-pandemic movements, and promptly include any property then within the 63 dB contour in the Sound and Thermal Insulation Grant Scheme?”*

11.2.9 J Marchetti confirmed that the Airport was in receipt of a request from a resident in Avro Road and would contact them directly. The process for application is to contact the Airport in the first instance, so the required information can be obtained, then a report will be submitted to the ACC at the following quarterly meeting for consideration.

11.2.10 The Airport's Sound and Thermal Insulation Grant Scheme forms part of the S106 Agreement, which sets the threshold for inclusion as 60dB for property acquisition and 63dB for sound insulation. The noise contours are due to be updated for the summer 2026 period, in accordance with the approved guidance.

11.2.11 J Marchetti to make minor grammatical changes to the CEO report ready for publication on the website. **Actioned – remove from minutes.**

12. ANY OTHER BUSINESS

12.1 CAA Environmental Sustainability Strategy 2026

The CAA published on 19 May its new Environmental Sustainability Strategy 2026 which is available on its website - [click here](#) to see. It sets out how it will work with the whole aviation system, both domestically and globally, to address environmental performance in aviation.

12.2 Any questions from members of the public or committee members received in advance of meeting

See above in 11.2.2 - 11.2.11.

The following meeting dates for 2026, starting at 14:00 at the Holiday Inn Hotel, to be noted in members' diaries:

Monday 21 September
Monday 23 November

The meeting ended at 16:02

Signed: _____ Date: _____