Chief Executive Officer's Report No. 128 **Document 2**
May - July 2026

Performance

Total aviation movements	**May 2026**	**June 2026**	**July 2026**	**Total**
2026/27	**3,498**	**3,074**	**3,852**	**10,424**
2025/26	3,775	3,532	3,304	10,611
Commercial mvt 2026/27	**886**	**909**	**915**	**2,710**
Commercial mvt 2025/26	737	816	744	2,297
Passengers 2026/27	**86,674**	**83,575**	**88,496**	**258,745**
Passengers 2025/26	82,544	83,648	73,181	239,373

CEO update
London Southend Airport is showing no signs of slowing down and remains the UK's fastest-growing airport after passenger numbers more than tripled during the first three months of 2026.

Travel market remains 'resilient' despite recent uncertainty over fuel prices and rising costs.

Average load factor across all routes for the three-month period May – July was 84%

Best performing routes in May, Jun and July were Enfidha (92%), Paris (92%), Marrakesh (92%).

LSA is now number one in London for on-time performance 80% of flights depart within 15 minutes of schedule. The airport is also not slot constrained and has early morning departure availability, which allows airlines to maximise aircraft utilisation.

LSA was second from top against the UK airports for the shortest flight delays - average just 10mins 24 secs

Looking towards Summer 2027, attention is now shifting toward securing additional based aircraft, attracting new carriers and developing underserved European and domestic markets.

LSA is also examining opportunities in the UK domestic market, through government-supported public service obligation (PSO) routes.

New routes announced;

- 26 April: easyJet announced a new route from London Southend Airport to Budapest, Hungary. Flights are now on sale, with the new service set to commence on 26 October 2026 and will operate twice a week on Mondays and Fridays through the winter.
- 05 June: easyJet announced a return of flights from LSA to Belfast, Northern Ireland, on sale for winter 2026. New route will operate three times a week on Mondays, Fridays and Sundays.

- 18 June: easyJet announced a new route between LSA and Edinburgh, further strengthening its UK domestic network and providing customers in Essex and the wider south-east with direct access to Scotland's capital. Flights are on sale from today, with the new service set to commence on 25 October 2026 and operate twice a week on Thursdays and Sundays.
- 26 June: easyJet has announced two new routes to Lyon and Sharm el-Sheikh with services to Lyon set to commence on 3 December 2026, operating twice a week on Thursdays and Sundays. Flights to Sharm el-Sheikh will begin on 4 January 2027, operating twice a week on Mondays and Fridays.
- 17 July: Extra flights to Munich added in time for Christmas market season.

There has been an increase in Jet Centre operations, made possible by the significant investment in ATC training, meaning that the Jet Centre can be open for longer hours at night. The ATC service now runs 0600 – 0230 (an extra hour each night with occasional extensions if required). All Jet Centre night flights are counted towards the 120 monthly quota.

Maintenance work on an aircraft hangar that runs adjacent to South Road (behind Wells Ave) will commence end of August and run through till next year. The work is safety related maintenance largely to the main doors and replacement of a low-level roof section. We're not anticipating any disruption for the community but for example, we will have a crane on site for some of the works.

The X30 bus service has returned to the airport forecourt for the early and late flights (other services are now re-routed via Southend Hospital.

Express drop-off is working well. The commercial team are working closely with Excel to resolve issues around pre-payment and PCNs.

The airport car parks have been renamed as Budget, Standard, Premium and Superior.

A passenger travel survey is underway to understand how passengers are arriving to the airport and how we are performing against our ASAS targets.

We are very pleased to share that London Southend has been rated 'Very Good' in the latest CAA Airport Accessibility Performance Report 2025/26 Airport Accessibility Performance Report.

An inquest into a fatal plane crash has been suspended pending further investigations. The inquest had originally been set for June 15 but is now on hold pending further investigations, according to the Press Association.

Employment

LSA has 6 live adverts. The Air Traffic Controller remains open to build a talent pool; the other roles include Head of Commercial Optimisation and an Air Traffic Engineer. A new Marketing Manager and a Security Training Manager have recently been appointed. Further information can be found here Careers - London Southend Airport

We have had 30 starters between May and July, most of which are in F&B, however 8 have left bringing our total headcount as of 02 August 2026 to 387. Heads of Departments are currently reviewing the headcount requirements for our Winter schedule and we are hoping to extend or convert some fixed term contracts to permanent over the winter period.

87.3% of colleagues live in an SS postcode area, an increase of 2.1%

After successfully completing a Supported Internship at the airport, a local student from USP College was offered a permanent role in F&B.

The People Team attended mock interviews at Southend Adult Community College. The team held interviews with 9 students from the Art & Design Level 2 programme, helping them to prepare for real interviews when they go out into the world of work at the end of their studies.

Our Director of People attending the Job Fair at Southend Job centre in May.

Community Relations

2026 sponsorship events:

- Essex Cricket Club – Essex Women's team
- SUFC – Draw her into the game
- Havens Hospice Southend half marathon
- Lazydays festival – sponsored and supported car parking park & ride
- LSA v's Run Free Utd at SUFC – raised over £1500
- Rochford Parish Council – Festive lights
- SECE Mind – Mental Elf run.

LSA is now working with our official charity partner, Havens Hospice on fundraising events and volunteering opportunities.

Annual Report 2025-26

The DRAFT annual report was approved by the ACC in June and sent to all key stakeholders 22/07/26 and is now on the LSA website. LSA-Annual-Report-2025-26.pdf

R4 Noise Action Plan

Progress of the R4 Noise Action Plan targets/commitments will be regularly monitored by the LSACNF. The ACC will be provided an annual progress update for audit purposes.

Night movements

Over the three-month Q2 period there were a total of 185 night-flights of which 35 were delayed and seven diverted (47 were passenger arrivals between 23.00 – 23.30 that were counted towards the night quota). All night movements for the quarter period remained within the agreed monthly quota of 120. 54 of the 185 night-flights operated over Leigh on Sea and did not follow the preferred runway due to wind/ weather conditions.

Noise

The total number of noise complaints relating to London Southend operations for the Q2 period May – July 2026 was 2,265, of which 576 related to night-time operations.

26 complaints were discounted as they were abusive and or duplicated from the same email address. Five complaints did not relate to any aircraft operating at the time of the complaint.

The 2,265 noise complaints were generated from 1,373 airport operations (events) over the three-month period.

	Total ATMs	B727 Departures (QC4) ATMs	Total Complaints	NOT SEN	Total complaints	Events	Night complaints	Day complaints
May 26	3165	4	782	2	780	471	180	600
June 26	2795	2	640	3	637	381	179	458
July 26	3493	0	848	0	848	521	217	631
	7,289	6	2,270	5	2,265	1,373	576	1,689

There were six B727 departures in the Q2 period which generated five complaints.

Over the three-month period 25 people registered complaints, one resident from Leigh on Sea made 843 separate complaints (37.2% of all complaints) and a single resident from Rochford made 833 complaints (36.8%). 83% of all complaints coming from three residents.

	Total complainants	Total complaints	Top 20 %	Top 20 =	Top 3 %	Top 3 =
May 26	21	780	99%	779	84%	652
June 26	16	637	100%	637	79%	503
July 26	17	848	100%	848	84%	715
		2,264		2,264		1,870

1,184complaints related to aircraft operating to/ from the SW over Leigh on Sea and 657 complaints related to aircraft operating to/ from the NE over Rochford.

423 complaints related to helicopters, training circuits and overhead aircraft which are not runway direction specific.

	No. of night flights over Leigh	Total Night complaints	Biz Jets	Biz jets (football)	Delayed/diverted passenger	Air Ambulance
May 26	15	180	31	88	60	1
June 26	15	179	106	0	73	0
July 26	24	217	114	0	103	0
	54	576	251	88	236	1

During the Q2 period, there were 54 night-flights to/ from the SW over Leigh on Sea which did not follow the preferred runway for reasons permitted under the S106 exemptions.

All complaints for the Q2 period were investigated and the aircraft in question were fully investigated.

There were five non-compliant flights during the Q2 period i.e. turned early and broke NPR controls. There were 10 complaints received in relation to the NPR breaches. Please see the quarterly 106 return for NPR breaches for details.

Mobile Noise Monitoring Request

A request for the Mobile Noise Monitor (MNT) was received in August from a resident living on the airport boundary close the Charlie taxiway and flying clubs. A copy of the application form has been sent separately to members and does not form part of this public document for GDPR reasons.

The resident answered the following questions to be considered by ACC members:

The Mobile NMT procedure states that LSA will consider deploying the mobile noise monitor in locations whereby it will provide meaningful data that would be useful to the wider community. Please provide a reason why you feel a noise study at your location will benefit your wider community.

The reason for my request of NMT is because, the two fixed noise monitors at each end of the runway, do not properly reflect the noise that residents this end of Wells Avenue at the centre of the runway, are incurring noise from both directions, whether the aircraft is taking off from 05 or 23, along with the persistent noise from both flying clubs and other aircraft, reviving their engines, whilst holding on C1.
The moving of the position of C1 on Charlie taxiway in 2019 has definitely made the noise situation in fact a lot worse, especially for us, as now we are in front of the aircraft engines rather than being behind them.

Can you please explain the outcome you are seeking by having a Mobile NMT Survey conducted at your property?

Even though the SCC have acknowledged we are within the 63 decibel criteria for the Thermal Installation Grant Scheme which we are pursuing at the present, we wish to have it acknowledged and highlight the noise levels we and other residents are incurring at this location, from all aircraft including flying clubs.
What we do think is not an unreasonable suggestion, is that the flying club planes should have an designated area away from residents rear gardens to do their flight checks and engine run ups.
Also, the times that the larger and private jets use Charlie taxiway, could be extended for none use, to 8am in the morning and not to use after 10.pm
The reason for this is that the stench of kerosene fills our bedroom with carcinogenic fumes when the windows are open as well as the noise.

Points to note from LSA that for discussion at the meeting:

- The 2019 noise report specifically looked at the increase in noise levels between C1 and C2 holding points. The report suggested a 5m high noise barrier could reduce the noise levels however residents along the boundary line on Wells Avenue could not agree on this solution. A 5m barrier could not be extended as far as 21 Avro Road (due to their proximity to the operational runway). Since the report was published additional measures have been implemented to tactically reduce usage of the Charlie taxiway and time aircraft are held on C1.
- The property concerned was not formally identified as qualifying for the LSA Sound and Thermal Insulation Grant Scheme (STIGS) (the 63Db contour only partially goes through the property and does not include the OS marker point used to determine inclusion). LSA offered the resident inclusion into the compensation scheme as a 'goodwill' gesture however the resident has, to date, declined an offer of compensation in line with the

terms of the published STIGS grant (and that has been accepted by other property owners that fall into the 63DB contour).

Noise Forum

The most recent CNF meeting was held on 25 August 2026. Members discussed key messages to be reported back to the ACC.

- CNF members have asked if they could attend an ACC meeting as guests
- CNF members would like some input into the process of considering MNT applications.
- LSA will also share information about NPR breaches with the CNF in future
- Ongoing ask of ACC members to proactively find new representatives for the CNF.
- The CNF Chair will consider ACC members and local authority councillors joining the CNF
- LSA to add a CNF membership application form to the LSA webpage to make it easier for residents to apply and to share the link on public forums.
- Light aircraft circuits were once again the main topic of discussion.

The CNF ToR and minutes of previous meetings are published on the LSA website under Noise Management - London Southend Airport

ACC members are encouraged to direct any local community groups to the LSA website for more information on how to apply for membership to the noise forum.

Environment

The 2026 DEFRA bias adjusted NO^2 levels around the airport perimeter range from 15.7 – 19.6 µg/m3 and 12.7 – 13.5 µg/m3 inside the boundary. (Government Air Quality Objective is 40 µg/m3)

24% of the airport's electricity came from our on-site solar farm.

Marc Taylor
Operations Director
On behalf of
Jude Winstanley
Chief Executive Officer