

**MINUTES OF LSA COMMUNITY NOISE FORUM  
HELD AT LONDON SOUTHEND JET CENTRE  
ON TUESDAY 22 AUGUST 2026 AT 14:30**

**Present**

|                                 |                          |
|---------------------------------|--------------------------|
| CNF Chair                       | Vicki Hughes (VH)        |
| LSA Noise Manager               | Jo Marchetti (JM)        |
| Community Member                | Joanna Spencer (JS)      |
| Jewish Community representative | Howard Miller (HM)       |
| Local resident                  | Dr Vaughan Chopping (VC) |
| Sanctuary House                 | Roger Dowell (RD)        |

**Apologies**

|                                |                         |
|--------------------------------|-------------------------|
| Chalkwell Ward Resident Group  | Sally Holland (JVS)     |
| RDC                            | Cllr Julie Gooding (JG) |
| Community Member               | Kevin Salt (KS)         |
| Rochford Parish Councillor     | Graham Whitehead (GW)   |
| Essex County Council/          | James Cottis (JC)       |
| Airport Consultative Committee | Mike Steptoe (MS)       |

**Guest**

|                |                 |
|----------------|-----------------|
| Martin Laycock | LSA Head of ATC |
|----------------|-----------------|

| <b>PART 1 (14.00 – 14.30)</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Action</b> |
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| <b>1</b>                      | <p><b>Welcome and introductions</b></p> <p>Martin introduced himself to members as the LSA Head of ATS (Air Traffic Services)</p> <p>JM confirmed with members that their contact details were up to date.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |               |
| <b>2</b>                      | <p><b>Apologies for Absence/ Declarations of Interest</b></p> <p>Apologies from Kevin Salt, Graham Whitehead</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |               |
| <b>3</b>                      | <p><b>Minutes of the previous meeting 28/04/26, and outstanding actions</b></p> <ul style="list-style-type: none"> <li>Members agreed the minutes of the meeting held 28/04/26.</li> <li>Outstanding actions: <ul style="list-style-type: none"> <li><b>I. JM to talk to the airport commercial team to seek clarity on airport pricing and commercial principles.</b></li> </ul> </li> </ul> <p>GW added that this was related to a comment from KS at the previous meeting about ‘imported noise’ from non-based flying schools.</p> <p>ML explained that LSA is an important GA destination. The Chair questioned how noise levels could be differentiated as imported or local. GW suggested that local pilots from based flying schools tended to be more considered of local topography and residents.</p> <p>ML explained that London Southend is in the busiest airspace in SE of England where there are limited options for training. Instrument training slots are available and arranged around our own commercial traffic. Busier airports do restrict GA traffic, but we are not yet able to do that with our current commercial traffic levels. Air traffic controllers train for three years and GA activity is an essential element to enable training and maintaining competency.</p> <p><b>Action:</b> JM to review how LSA compares to other airfields for GA charges.</p> | <b>JM</b>     |

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|                 | <p><b>II. The Chair will contact the CAA to ask them to investigate and/or attend a CNF meeting as a guest to discuss the matter.</b></p> <p>The Chair confirmed that she had reached out to CAA representatives but had not been able to find a representative to attend the CNF.</p> <p>ML contacted an aerodrome inspector, who was interested but unable to attend. ML confirmed that LSA was regularly inspected to ensure it was fully compliant.</p> <p><b>Ongoing Action</b></p> <p>VC added that he had been trying to contact the CAA regarding his complaints but has not received a response.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p><b>Chair</b></p>                                      |
| <p><b>4</b></p> | <p><b>Membership</b></p> <ul style="list-style-type: none"> <li>➤ No Approved new members, or applications</li> <li>➤ Martin Laycock (Head of ATC) attending for LSA</li> <li>➤ Cllr Frankie Bird was invited to attend this meeting as a guest as he represents St Laurence Ward and residents in Wells Avenue/Avro Road. Cllr Bird declined the invitation on this occasion.</li> <li>➤ <b>Action:</b> JM will add a form to the noise page to make it easier to apply for CNF membership. A link to the form could be shared by members to external community groups.</li> <li>➤ Members suggested that local authority councillors and ACC members should be considered for membership.</li> <li>➤ <b>Action:</b> The Chair will extend a guest invitation to MP Mark Francios, Leader of RDC Adi Malviya and RDC Cllr Daniel Belton.</li> <li>➤ <b>Action:</b> The Chair will contact Julie Gooding and Sally Holland who had failed to attend three consecutive meeting to discuss future membership.</li> <li>➤ JS stated that she was active in pursuing new members by sharing CNF information in Hockley resident groups but was often met with negative comments about living near an airport. JM thanked JS for her efforts.</li> <li>➤ HM confirmed that he updates the Jewish Community on the output of the CNF via an online magazine and feeds back comments about the airport to the CNF.</li> <li>➤ JM asked members if they still felt that the forum was of value, considering the current low membership and attendance. Members all agreed that the forum provided value and it should continue and will be of greater value as the airport grows.</li> </ul> | <p><b>JM</b></p> <p><b>Chair</b></p> <p><b>Chair</b></p> |
| <p><b>5</b></p> | <p><b>Airport Update (Apr - Jul) – Jo Marchetti</b></p> <p><b><i>JM asked if all sections of airport update were of value to members (not just the noise information). All members agreed that they want to keep all elements of the update and found it interesting.</i></b></p> <ul style="list-style-type: none"> <li>• London Southend Airport remains the UK’s fastest-growing airport after passenger numbers more than tripled during the first three months of 2026.</li> <li>• Travel market remains 'very resilient' despite recent uncertainty over fuel prices and rising costs</li> <li>• Average load factor across all routes for the three-month period Apr – Jun was 78.1%</li> <li>• Best performing routes in Apr, May, Jun were Enfidha (86%), Malaga (85%), Marrakesh (85%), Tenerife (84%) &amp; Berlin (84%).</li> <li>• LSA was second from top against the UK airports for the shortest flight delays - average just 10mins 24 secs</li> <li>• Looking towards Summer 2027, attention is now shifting toward securing additional based aircraft, attracting new carriers and developing underserved European and domestic markets.</li> <li>• LSA is now number one in London for on-time performance 80% of flights arrive within 15 minutes of schedule. The airport is also not slot constrained and has early morning</li> </ul>                                                                                                                                                                                                                                                                                                                        |                                                          |

- departure availability, which allows airlines to maximize aircraft utilisation.
- LSA is also examining opportunities in the UK domestic market, targeting government-supported public service obligation (PSO) routes.
- New routes announced;
  - 26/04 **Budapest**, Hungary. easyJet will be the only airline connecting Southend to Budapest. Commencing 26 October 2026 and will operate twice a week on Mondays and Fridays through the winter.
  - 05/06 **Belfast**, Northern Ireland, on sale for winter 2026. New route will operate three times a week on Mondays, Fridays and Sundays.
  - 18/06 **Edinburgh**, further strengthening its UK domestic network and providing customers in Essex and the wider South East with direct access to Scotland's capital. Commencing 25 October 2026 and operating twice a week on Thursdays and Sundays.
  - 26/06 **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.
  - 17/07 Extra flights to **Munich** added in time for Christmas market season.
- 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.

#### Onward Travel

- Express Drop-off working well – managing some issues with users pre-paying.
- Retail Park using Excel Parking to enforce restrictions – operated separately from LSA.
- 14/07 - Commuter parking available for just £15.99 per day in our Premium car park ALL DAY when arriving between 6am and 9am and leaving between 3pm and 7pm on the same day.
- 16/07 Car park re-branding - brand-new names for the airport car parks
- Contactless payments available at rail station (tap in/out)

#### Employment

- LSA has 6 live adverts - The Air Traffic Controller remains open to build a talent pool, the other roles include 2 x F&B, an Aircraft Fueller, Head of Commercial Optimisation and an Air Traffic Engineer. There are currently interviews taking place for a Marketing Manager and a Security Training Manager, both backfilling leavers.
- 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 in talks regarding the headcount for our Winter schedule and we are hoping to extend or convert some fixed term contracts 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. She held interviews with 9 students from the Art & Design Level 2 programme, helping them to get ready for real interviews when they go out into the world of work at the end of their studies.
- Our Director of People attended the Job Fair at Southend Jobcentre in May.

#### Airspace

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

## Community Impact

- 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.
- Official charity partner – Havens Hospice
- In June one of our ATC colleagues gave a talk to students at Plumberow Primary Academy in Hockley about careers in aviation.

## 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](#)

## Environment

- The 2026 DEFRA bias adjusted NO2 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.

## Questions raised

- JS had questions about parking raised by Wells Avenue residents: There are a growing number of taxis dropping airport passengers at the end of Wells Avenue by the Post Office. This is causing congestion, disturbance and safety issues.
- JM acknowledged the issue and encouraged JS to contact Cllr Daniel Cowan to report the issue as this was a matter for the local authorities to look after the highways. It was understood that there was an ongoing parking consultation to consider permits in that area.
- JS also questioned the £8 fee for the Express drop-off facility, saying this was expensive.
- JM explained that LSA were not in a financial position to give free parking and that the £8 fee was in line with what other airport charges (cheaper than Stansted at £10).
- RD commented about replacement aircraft for cancelled flights as LSA doesn’t have the volume of flights that other airports do. ML explained that if alternative flights were not available the airline would bring in a replacement aircraft for Southend.

## PART 2 (14.30 – 15.30)

### 6 Noise data – (attached to agenda for members)

No questions raised

### Mobile noise monitor requests

- A local resident has made an application to have the mobile noise monitor to be installed at their location for a full noise report. This application will be considered by the ACC at the next meeting on 21/09/26.
- A form has been added to the website as part of the application process to capture information that can be considered by ACC members to assist decision making.

### 7 S106 and NAP plans

Identify and agree S106 and NAP plan targets for monitoring.

- JM explained the commitments around the Charlie taxiway and C1 and C2 holding points within the Quiet Ground Operations Scheme (QGOPS). LSA is now monitoring the usage on Charlie taxiway for the first wave of passenger flights. Usage of the Charlie taxiway is

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|    | <p>restricted between 23:00 – 06:30 and consideration is being given to the holding time on C1 i.e. if delays are expected, then aircraft would be held on C2.</p> <ul style="list-style-type: none"> <li>ML added some context, explaining that ATC were happy to reduce the usage of Charlie taxiway where possible and as committed this may become more challenging as the airport gets busier. Directing aircraft to backtrack the runway from Bravo increases taxiing time on the runway, which could prevent aircraft from landing in busier times.</li> <li>JM asked if JS had any feedback from Wells Avenue residents about a reduction in disturbance since the new commitments for Charlie taxiway and the holding points have been established, as it would be good to know if these changes had made a material difference.</li> <li><b>Action:</b> JS to report back at the next meeting.</li> <li>Members agreed that the usage of Charlie taxiway should remain on the agenda for future meetings as an item for ongoing monitoring.</li> <li>The only change in the Best Practice for Engine Testing Plan document was to separate 'idle/low testing' on stand, so that this could be done outside the agreed engine testing times. Idle/low testing includes light maintenance work such as checking the electrical systems which can be done whilst the aircraft is connected to the FEGP units on aircraft stands. Ensuring that the passenger aircraft are ready for departure the next day can help prevent delayed and late returning aircraft after 11pm.</li> <li>GW asked why light aircraft activity couldn't be restricted on a Sunday morning in line with engine testing restriction times. ML answered that it is a completely different type of operation and there is no regulation to prevent light aircraft activity when the airfield is open.</li> </ul> | JS |
| 8  | <p><b>WebTrak – update to process</b></p> <ul style="list-style-type: none"> <li>Due to receiving threatening and abusive comments online through the WebTrak service, LSA in agreement with the ACC amended the Quick Start Guide to include the following text: <ul style="list-style-type: none"> <li><i>I. Noise complaints must be submitted from a valid email address. Using false or incorrect email addresses may invalidate your complaint.</i></li> <li><i>II. Multiple complaints about the same aircraft operation from the same email address will be reported as a single complaint.</i></li> <li><i>III. 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.</i></li> </ul> </li> <li>LSA will report the total number of complaints received, not including those identified as abusive, threatening and/or duplicated from the same email address.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |    |
| 9  | <p><b>NPR fines – proposed increase in levies</b></p> <p>The scheme for fining aircraft operators that breach the Nose Presential Route (NPR) is annually reviewed by the ACC. At the last ACC meeting, members proposed that the financial penalty, which has remained unchanged since 2012, should be increased from £500 to £1,000 for a third offence, with incremental increases of £1,000 for each infringement thereafter within the reporting period.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |    |
| 10 | <p><b>Jet Centre activity</b></p> <ul style="list-style-type: none"> <li>There has been an increase in Jet Centre operations, made possible by additional ATC resourcing, 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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |    |

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|                               | <ul style="list-style-type: none"> <li>Maintenance work on an aircraft hangar that runs adjacent to South Road (behind Wells Avenue) will commence end of August and run through until next year. The work is safety related maintenance largely to the main doors and the replacement of a low-level roof section. We are not anticipating any disruption for the community but, for example, there will be a crane on site for some of the time.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 11                            | <p><b>Procedure for notifying residents of an expected increase in aircraft noise at night</b></p> <ul style="list-style-type: none"> <li>A formal procedure for notifying local residents of any unusual additional night-time activity has been written into the company IDMS system.</li> <li>The Jet Centre are now responsible for raising awareness to the LSA wider team, including the Noise Manger about any impending or expected events that may give rise to additional night-time flights.</li> <li>An unusual level of night-time activity is defined as <b>three or more additional night flights associated with a single event.</b></li> <li>The Jet Centre will contact all members listed on the CNF members list on the LSA webpage <a href="#">Noise Management - London Southend Airport</a>, as well as individuals that have requested to be contacted and consented to the use of their personal emails.</li> <li>CNF members are expected to escalate this information to the communities who they represent.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| <b>PART 3 (15.30 – 16.00)</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 12                            | <p><b>Light aircraft discussion - led by Martin Laycock</b></p> <p><a href="#">PowerPoint Presentation</a></p> <ul style="list-style-type: none"> <li>ML explained the procedures for training circuits and ‘fan stop’ manoeuvres. VC spoke about the disturbances at his particular location which was affecting his livestock.</li> </ul> <p>A FANSTOP is a planned training exercise that simulates an engine failure shortly after take-off in a single-engine aircraft. It is not normally an actual engine shutdown. The instructor reduces the engine power, usually to idle, and the student must respond as they would to a genuine engine failure after take-off.</p> <p>The student is required to lower the aircraft’s nose promptly to maintain a safe gliding speed, identify a suitable emergency landing area ahead and demonstrate the appropriate immediate actions. Once the instructor is satisfied that the correct response has been demonstrated, power is restored and the aircraft climbs away.</p> <p>At Southend, the exercise is undertaken in coordination with Air Traffic Control and subject to the prevailing traffic and operational conditions. ATC is aware that the exercise is taking place and maintains separation from other aircraft.</p> <p>Because the exercise begins shortly after departure, the aircraft may remain lower than it would during a normal climb and its flight path may differ slightly from a standard circuit departure. Although engine noise initially reduces when the power is lowered, the subsequent restoration of power and climb away may be noticeable to people on the ground.</p> <p>FANSTOP training prepares pilots for an engine failure after take-off, which is one of the most time-critical emergencies faced by a single-engine pilot. The exercise is normally brief and the aircraft does not land away from the aerodrome.</p> |  |

- **Action:** The Chair offered to produce a General Aviation Briefing Sheet in order to provide information about GA.

**Chair**

### 13 Community Input

Members were invited to raise any matters from communities they represent:

- Email from a resident received by members on 23<sup>rd</sup> August 2026 raising matters relating to CNF attendance, 'stagnant membership', alleged failing of the CNF, accusation that the CNF is a private members club and a list of the night flights.
  - Members agreed that the Chair draft an appropriate response to the resident for their review before sending out the response
  - Members did not support the resident's view of the forum and stated that they did not want to be copied into any further emails from this resident and would not be responding directly to any of this correspondence.
  - **Action:** The Chair will draft a response that reflects the views of the members.

GW raised points for discussion by email as he was unable to attend the

meeting;

- "The continuing annoyance with the small planes, they seem to raise more issues than their size would suggest. I guess this is because they are flying so low for a greater length of time than the big jets.
- The night take Offs (TOs) and Landings (Ls). I tend to not go to bed until late, 02.00 is typical for me. This means that I do have the delight in catching most of the post 24.00 flights, both TOs & Ls. I cannot remember a night when, one or more of these flights has not occurred. I also hear flights, TOs, over Leigh, so it is not restricted to my parishioners."
  - Both of the above points were addressed under ML's presentation on light aircraft and under the airport update.
- "The sheer number of these night Tos & Ls must be approaching, or exceeding the already large, monthly allowance. I note that the airport does not seem to publish the running total for each month, least ways not that I have seen anyway."
  - JM replied directly to GQ to confirm that night flight data was included in the complaint data.

#### Additional comment from KS

- At the last meeting, there was a discussion for the airport to identify the oldest & noisiest light aircraft that cause most of the distress, as perhaps a starting point to managing & mitigating the worst aspects of this problem?

I believe that there are just 2/3 aircraft that are way noisier than their peer group, and cause most of the upset, and the main culprit seems to be this one:

G-BTNH  
Piper PA-28-161  
Cherokee Warrior II  
Serial: 28-8216202

This belongs to Falcon Flying Services, and first flew in 1982, so 44 years old now.

Perhaps this is a good starting point when developing the discussion about older, noisier aircraft and potential mitigation..."

The age of an aircraft does not, by itself, demonstrate that it is excessively noisy or that its operation requires mitigation. Aircraft noise is influenced by several factors, including the aircraft's engine and propeller configuration, power setting, height, track, duration and frequency of

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|           | operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |
|           | A PA-28 also produces a different type of sound from a commercial jet aircraft. Its piston engine and propeller create a more distinctive noise character and, particularly during circuit activity, this can make the aircraft more noticeable to residents.                                                                                                                                                                                                                                                                                               |           |
| <b>14</b> | <b>Members suggestions for next meeting Agenda and items for discussion</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           |
|           | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |           |
| <b>15</b> | <b>Communications</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |
|           | <ol style="list-style-type: none"> <li>1. Discussion on CNF communications in general and how to best reach out for new membership and update communities on CNF work.</li> <li>2. Key messages for the Airport Consultative Committee - <ol style="list-style-type: none"> <li>a) No current noise issues to report.</li> <li>b) Ongoing ask of Members to proactively find new representatives for the CNF.</li> </ol> </li> </ol>                                                                                                                        |           |
| <b>16</b> | <b>AOB</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |
|           | <ul style="list-style-type: none"> <li>• Following the update on NPR fines, there was a discussion about the CNF engagement with the ACC. It was agreed that JM would share information about NPR breaches with the CNF in the same format that is presented to the ACC.</li> <li>• It was suggested that the CNF have some input into deciding on placements of the mobile noise monitor.</li> <li>• Members asked if they could attend the ACC as guests.</li> <li>• <b>Action:</b> JM to put this request to the ACC Chair for consideration.</li> </ul> | <b>JM</b> |
|           | <b>Agree dates of 2026 meetings – all meetings start at 2pm – 4pm</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |
|           | <ul style="list-style-type: none"> <li>• Tuesday 1<sup>st</sup> December</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |           |