

London Southend Airport

FAQ's

I live in Thorpe Bay/Shoeburyness – Why do I hear aircraft in my area?

Aircraft will only depart over Thorpe Bay/Shoeburyness when the wind direction is north easterly (approx. 30% of the time) and they are routing towards a destination in Southern Europe. As there can be quite lengthy periods of time when departures are operating over Leigh on Sea due to the prevailing wind conditions, residents to the east/east west of the airport may assume that this is the 'correct'/'usual' departure pattern and can be alarmed/surprised when they notice aircraft in their location.

Aircraft will always fly the safest and expeditious route toward their destination – meaning that they are carefully positioned with consideration for other conflicting air traffic and provided the quickest route to gain height into the upper controlled airspace.

Since the introduction of the London Airspace Management Programme (LAMP) Phase 1A, in February 2016, London City arrivals have been routed further south of the airport, along the Thames Estuary. As a result, Southend departures must remain below the overhead air traffic at 3,000ft.

Further information on LAMP can be found at on the [NATs website](#) and [CAA website](#).

Due to the hazardous nature of work carried out at MOD Shoeburyness, an Air Danger Area is established by the [Civil Aviation Authority](#) (CAA) around Shoeburyness and Foulness, when any of the Ranges D136, D138, D138A or D138B are active. Southend Airport Air Traffic Control provides a Danger Area Activity Information Service (DAAIS) to warn pilots of aircraft flying outside controlled airspace, when the Ranges are active. Southend Airport receives daily communication from the range controller to confirm when the site is active. It is not always obvious to the general public when the site is active due to differing nature of the work that is carried out at the range. General information is provided as:

Activity: Live Firing / Unmanned Aircraft Operations.

Hours: Mon-Fri 0830-1800 Winter (Summer 1hr earlier) and when notified.

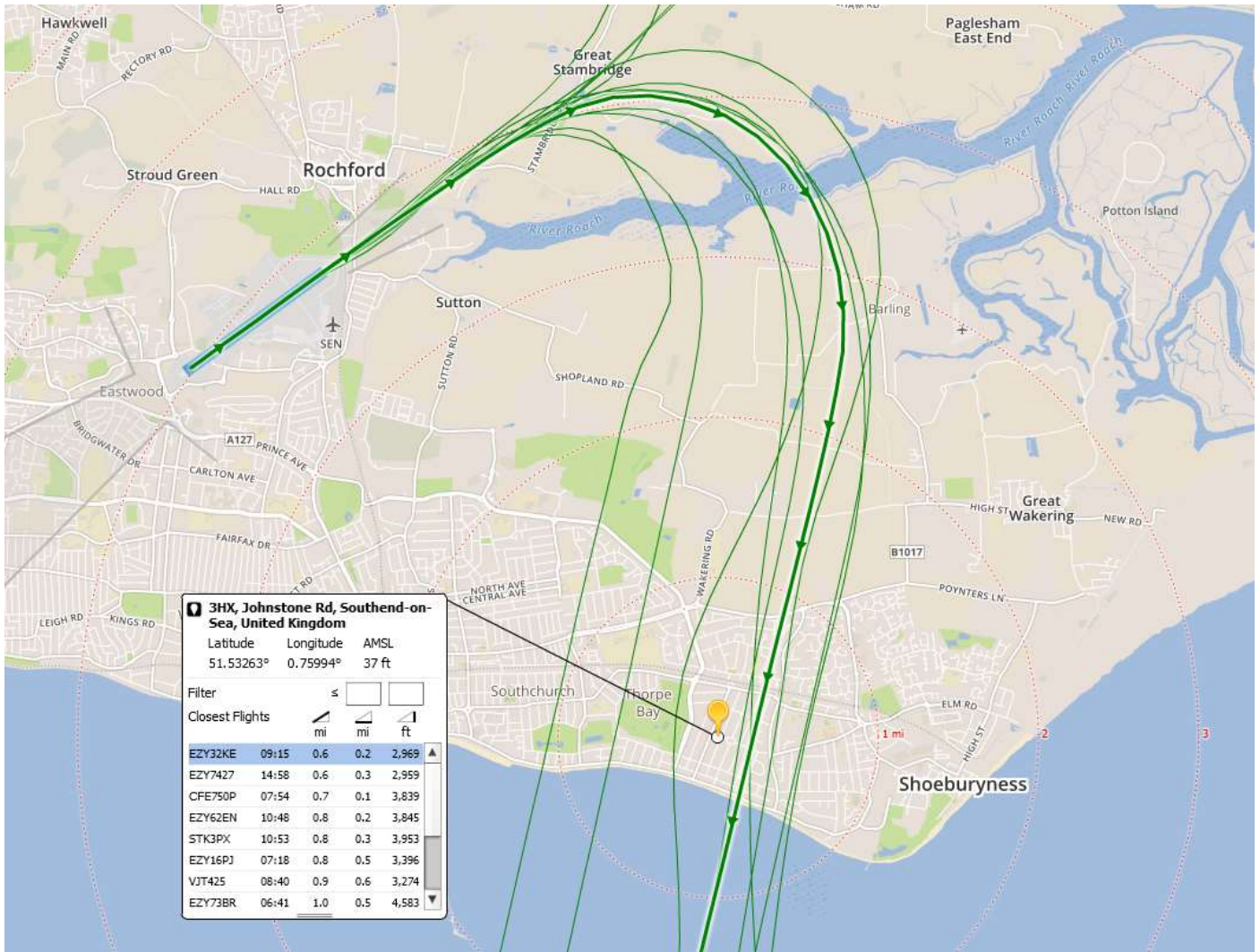
Further information on the [Qinetiq website](#).

The no fly restriction zone map can be found in the [UK AIP](#).

It is not possible to extend the straight departure route for aircraft departing on runway 05 (towards Rochford) further east before turning south (effectively going the longer way round the Qinetiq site to avoid Thorpe Bay/Shoeburyness) as this will result in increased track miles (i.e. fuel spent and CO2 pollution) and possibly increased delays due to:

- Aircraft conflicting with arriving aircraft from the north east of the airport and air traffic from other airports.
- Aircraft being positioned incorrectly to connect to the upper controlled airspace network. Increased workload for controllers and flight crew.

A typical day's departures when using R05 and the MOD site is declared active;



The height of aircraft departing over Thorpe Bay may vary depending on the aircraft type and weight but will almost always be above 3,000ft AMSL.