

# London Southend Airport

IATA/ICAO CODE: SEN/EGMC  
 CITY: Southend-on-Sea,Essex  
 COUNTRY: UK

## AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name: Alastair Welch  
 Title: Managing Director  
 Airport: London Southend Airport  
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ELEVATION: 49 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
06/24	1605	06/570.9 24/479.0	06/3.0 24/3.5	37

## NOISE ABATEMENT PROCEDURES

### Minimum Noise Routes and Procedures

Operators of all aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the airport. The following procedures and routings apply to all aircraft whether landing or taking off or making a missed approach in either VMC or IMC.

a. On departure from any runway all propeller driven aircraft must climb straight ahead to at least 600ft aal before turning. On departure from Runway 24 propeller driven aircraft requiring a left turn shall, after passing 600ft aal, maintain a track of 190 degrees to the north bank of the River Thames, or until Detling DME 13 nm or les, before turning onto the required track.

b. Jet aircraft departing from any runway shall climb straight ahead to a minimum height of 1000ft aal before turning.

- c. Between the hours of 2300-0700(winter), 2200-0600(summer), aircraft with a MTOW exceeding 5700kg on departure from Runway 24 must climb straight ahead to a minimum height of 1500ft before turning left or right
- d. When making a visual approach to either runway, all aircraft of 5.7 tonnes or more AUW should intercept the runway extended centerline at a minimum range of 2nm from touchdown at a height not below the PAPI indicated approach slope of 3 degrees on runway 06 and 3.5 degrees on runway 24.
- e. The routings and procedures specified above are compatible with normal Air Traffic Control requirements. In individual cases they may be varied by Air Traffic Control when necessary. The use of the procedures is supplementary to standard noise abatement take-off techniques as used by piston, turbo-prop and turbo-jet aircraft. Any of the above requirements may be departed from to the extent necessary for the avoidance of immediate danger.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

The Airport is open 24 hours. Night surcharge between 2300-0600(winter), 2200-0500(summer). This is not a noise charge.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Due to the close proximity of residential areas ground running of aircraft engines for maintenance purposes is only permitted as follows:

- Propeller aircraft 0800-2100(winter), 0700-2000(summer)
- Jet aircraft 0800-2000(winter), 0700-1900(summer)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	N/A
Zoning Laws	-	N/A

Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	-	N/A
Total Cost of Noise Mitigation Programs to Date	-	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	N/A

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)