

EGMC — SOUTHEND**EGMC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGMC — SOUTHEND

EGMC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513413N Long: 0004136E Mid point of Runway 05/23.
2	Direction and distance from city	1.5 nm N of Southend-on-Sea.
3	Elevation / Reference temperature	55 ft / 18 C
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic Variation/ Annual Change	0.23°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	LONDON SOUTHEND AIRPORT CO LTD Post: London Southend Airport, Southend-on-Sea, Essex SS2 6YF. Phone: 01702-538500 (Switchboard) Phone: 01702-538420 (ATC) Phone: 01702-608140 (AFS) Phone: 01702-538595/608150 (FBO/Private aviation handling) Phone: 01702-538578 (Operations/Commercial aviation handling) Fax: 01702-538501 (Administration) Fax: 01702-544592 (ATC) Fax: 01702-608137 (AFS) Email: lsairtraffic@southendairport.com (ATC) Email: lsenquiries@southendairport.com (Administration) Email: lsahandling@stobartexecutive.com (FBO/Private aviation handling) Email: lsfirewatchroom@southendairport.com (AFS) Email: lsoperations@southendairport.com (Operations/Commercial aviation handling) SITA: SENSOCR
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Types of traffic permitted (IFR/VFR): See also AD 2.20

EGMC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	Winter: 0830-2030. Summer: 0730-1930. Thereafter unattended Briefing System by arrangement.
5	ATS Reporting Office (ARO)	Winter: 0830-2030. Summer: 0730-1930. Thereafter unattended Briefing System by arrangement.
6	MET Briefing Office	Winter: 0830-2030. Summer: 0730-1930. Thereafter unattended Briefing System by arrangement.
7	Air Traffic Service	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24, by arrangement through Southend Operations, Tel: 01702-538577/ 8. Up to 8 hours notice may be required at times.
12	Remarks	Use of the airport between 2300 and 0630 (winter) 2200 and 0530 (summer), is subject to prior permission from ATC.

EGMC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Details through Southend Handling.
2	Fuel and oil types	AVTUR JET A1 91/91 AVGAS 100LL 91/90 80, W100.

EGMC AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

3	Fuelling facilities/capacity	Jet A1 (91/91) bowser 59,000 lt + 250,000 lt storage capacity. Avgas (91/90) bowser 12,500 lt + 50,000 lt storage capacity. AVGAS (91/90) self-fuelling installation available for Air BP and Southend Airport account holders only.
4	De-icing facilities	15 m de-icing rig available by arrangement through Southend operations. Compound 06A and 07A available through Southend Handling.
5	Hangar space for visiting aircraft	By arrangement through Southend Handling.
6	Repair facilities for visiting aircraft	Repair stations for a variety of fixed wing aircraft, contact Southend operations.
7	Remarks	Oxygen and related servicing: By arrangement with resident operators. Handling mandatory for all non-based civil aircraft with a MTWA of over 2.5 Tonnes. Southend Handling/Stobart Executive Handling: Tel: 01702-538595. Fax: 01702-608128. e-mail: lsahandling@stobartair.com SITA: SENSCHCR. AFTN: EGMCXHAX. Frequency: 131.400 MHz; Callsign Southend Handling.

EGMC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on Airport, 2 Hotels adjacent to Airport.
2	Restaurants	In hotel; restaurant and cafes in terminal, and fast food outlet adjacent to airport entrance.
3	Transportation	Trains, buses, taxis and car hire. Railway station (Southend Airport) adjacent to terminal.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change and ATM machine in Terminal. Post Office 2 miles.
6	Tourist Office	Limited information available.
7	Remarks	Business lounge and conference facilities available. Contact lsainquiries@southendairport.com

EGMC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	Standard equipment for up to Category 6.
3	Capability for removal of disabled aircraft	Arranged through IATA pool for those with agreements in place, or through based firms that may support recovery: Inflite (Tel: 01702-540710) or JRB engineering (Tel: 01702-545430).
4	Remarks	RFF Category 6: 0600-0000 (winter); 0500-2300 (summer). RFF Category 4: 0000-0600 (winter); 2300-0500 (summer). Upgrade to category 6 available by arrangement, minimum of 30 minutes notice through operations. Phone: 01702-538578, Email: lsaooperations@southendairport.com

EGMC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Standard. See AD 1.2.2
3	Remarks	Latest runway contamination information from ATC Tel: 01702-538420. Estimated braking action assessments and pilot reports may be passed.

EGMC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	STANDS 1-7 Surface: Concrete. PCN 47/R/D/X/T STANDS 8-10 Surface: Asphalt. PCN 47/F/D/X/T STANDS 11-14 Surface: Asphalt. PCN 26/F/B/X/T STANDS 17-21 Surface: Concrete. PCN 26/R/B/X/T
2	Taxiway width, surface and strength	Taxiway A: 15 m. Surface: Asphalt. PCN 47/F/D/X/T Taxiway B: 15 m. Surface: Asphalt. PCN 26/F/B/X/T Taxiway C: 15 m. Surface: Asphalt. PCN 26/F/B/X/U Taxiway D: 15 m. Surface: Asphalt. PCN 26/F/B/X/T Taxiway E: 5 m. Surface: Asphalt. Taxiway F: 27 m. Surface: Asphalt. PCN 26/F/B/X/T Taxiway G: 15 m. Surface: Asphalt. PCN 26/F/B/X/T
3	Altimeter checkpoint location and elevation	Stands 11-14 and Stands 17-21 37 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Echo only available for code A aircraft. Larger aircraft may be towed with prior approval from Southend Operations.

EGMC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1-10 are nose-in push-back stands and have painted centre-lines/ stop arrows. Stands also have nose-out markings for aircraft up to E190 and under marshaller guidance. Stands 1 to 7 and Stand 9 are fitted with AGNIS. The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the adjacent taxiway until the AGNIS has been activated, or a marshaller is present. Stands 8 and 10 require marshaller instruction for parking. Stands 1 to 10 can accommodate aircraft up to A320 size. Stands 11 to 21 require marshaller instruction for parking. On departure minimum power is to be used when taxiing off stand. Aircraft of RJ85 size or larger shall be towed off Stands 11-14 onto the taxiway.
2	Runway and taxiway markings and lighting	Runway marking aid(s): : Runway Designators; Runway 23: permanently displaced threshold, Runway 05: Starter extension markings and lighting (turning circle at start of Runway 05 has green centre-line lights and blue edge lights); runway edge stripes; runway centre-line; TDZ markings. Taxiway marking aid(s): : Painted yellow centre-line with lead-on/lead-off lines at junctions with Taxiways A, B and C; holding points. Taxiway light(s): : Internally illuminated holding point signs at Holds A1, A2, A3, A4, B1, B2, C1, C2 and D. Externally illuminated holding point signs at Holds E and F. Amber runway guard lights at Holds A1, B1, C1, C2, D, E, and F. Taxiway B between holding points B1 and B2 has a diverted centre-line offset to the east. The blue edge lighting is not equidistant from the centre-line. All code D aircraft must have a follow me vehicle or be towed. All pilots shall follow the diverted centre-line and exercise caution. Taxiways D, E, F and G are unlit, night time use is entirely at operator's discretion.

EGMC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

3	Stop bars	Stop bars located at Runway Holding Points A1, B1, C1, C2 & D are uni-directional; C1 may not always be illuminated; aircraft and vehicles are not to cross illuminated red stop bars, unless ATC have authorised this when accompanied by an airport operations vehicle escort. Stop bars located at Intermediate Holding Points A2, A3, A4, B2 and C3 are bi-directional, and may not always be illuminated.
← 4	Remarks	Two illuminated wind direction indicators (Runway 05 and Runway 23). Holding Point C2 is the default runway hold from Taxiway C; C1 may only be used on ATC instruction. During LVPs only taxiways A and C are normally available for use. Taxiway D may only be used with ATC approval.

EGMC AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
(EGMC13194) 05/APPROACH 23/TAKE-OFF	Tree	513355.08N 0004046.45E	71 ft		No	
(EGMC13192) 05/APPROACH 23/TAKE-OFF	Tree	513353.76N 0004043.86E	80 ft		No	
(EGMC13191) 05/APPROACH 23/TAKE-OFF	Tree	513352.83N 0004044.17E	82 ft		No	
(EGMC10832) 05/APPROACH 23/TAKE-OFF	Approach Light	513352.78N 0004049.86E	66 ft		No	
(EGMC13190) 05/APPROACH 23/TAKE-OFF	Tree	513351.85N 0004044.10E	85 ft		No	
(EGMC13188) 05/APPROACH 23/TAKE-OFF	Tree	513350.94N 0004039.36E	97 ft		No	
(EGMC13187) 05/APPROACH 23/TAKE-OFF	Tree	513350.91N 0004042.75E	88 ft		No	
(EGMC12301) 05/APPROACH 23/TAKE-OFF	Lamp Post	513350.80N 0004054.48E	64 ft		No	
(EGMC12134) 05/APPROACH 23/TAKE-OFF	Mobile Obstacle	513350.35N 0004053.58E	66 ft		No	
(EGMC12235) 05/APPROACH 23/TAKE-OFF	Lamp Post	513350.13N 0004053.81E	66 ft		No	
(EGMC12229) 05/APPROACH 23/TAKE-OFF	Lamp Post	513349.97N 0004052.67E	67 ft		No	
(EGMC12135) 05/APPROACH 23/TAKE-OFF	Mobile Obstacle	513349.95N 0004052.70E	68 ft		No	
(EGMC12139) 05/APPROACH 23/TAKE-OFF	Mobile Obstacle	513348.80N 0004050.02E	73 ft		No	Highest Type A obstacle from road vehicles.
(EGMC13184) 05/APPROACH 23/TAKE-OFF	Tree	513348.43N 0004032.06E	106 ft		No	
(EGMC13158) 05/APPROACH 23/TAKE-OFF	Tree	513345.78N 0004050.38E	97 ft		No	
(EGMC2058) 05/APPROACH 23/TAKE-OFF	Tree	513342.81N 0004039.10E	100 ft		No	
(EGMC13169) 05/APPROACH 23/TAKE-OFF	Tree	513342.12N 0004036.17E	115 ft		No	
(EGMC2068) 05/APPROACH 23/TAKE-OFF	Tree	513341.31N 0004039.64E	104 ft		No	
(EGMC13166) 05/APPROACH 23/TAKE-OFF	Tree	513338.97N 0004039.00E	137 ft		No	
(EGMC12674) 05/APPROACH 23/TAKE-OFF	Tree	513338.88N 0004033.21E	124 ft		No	
(EGMC12686) 05/APPROACH 23/TAKE-OFF	Tree	513337.78N 0004024.12E	139 ft		No	
(EGMC11190) 05/APPROACH 23/TAKE-OFF	Telegraph Pole	513336.94N 0004027.91E	132 ft		No	

EGMC AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
(EGMC12883) 05/APPROACH 23/TAKE-OFF	Tree	513333.23N 0004013.85E	153 ft		No	
(EGMC10515) 05/APPROACH 23/TAKE-OFF	Aerial	513332.97N 0004018.84E	147 ft		No	
(EGMC12873) 05/APPROACH 23/TAKE-OFF	Tree	513331.75N 0004011.79E	160 ft		No	
(EGMC12837) 05/APPROACH 23/TAKE-OFF	Tree	513330.29N 0004009.44E	171 ft		No	
(EGMC12451) 05/APPROACH 23/TAKE-OFF	Tree	513326.40N 0004005.99E	179 ft		No	
(EGMC12830) 05/APPROACH 23/TAKE-OFF	Tree	513321.90N 0003952.45E	191 ft		No	
(EGMC1120) 23/APPROACH 05/TAKE-OFF	Pylon	513450.54N 0004312.06E	107 ft		No	Greatest surface penetration (at 0.7 nm NE of runway 23 threshold) from 2 rows of pylons.
(EGMC13076) 23/APPROACH 05/TAKE-OFF	Tree	513437.06N 0004228.21E	71 ft		No	
(EGMC13058) 23/APPROACH 05/TAKE-OFF	Tree	513436.61N 0004217.08E	60 ft		No	
(EGMC13055) 23/APPROACH 05/TAKE-OFF	Tree	513435.50N 0004215.56E	51 ft		No	
(EGMC10358) 23/APPROACH 05/TAKE-OFF	Aerial	513434.31N 0004226.80E	59 ft		No	
(EGMC13030) 23/APPROACH 05/TAKE-OFF	Tree	513433.85N 0004205.47E	78 ft		No	Penetrates transitional surface by 28 ft.
(EGMC10238) 23/APPROACH 05/TAKE-OFF	LLZ Cabin	513433.34N 0004212.44E	44 ft		No	
(EGMC13079) 23/APPROACH 05/TAKE-OFF	Tree	513432.31N 0004222.80E	65 ft		No	
(EGMC12615) 23/APPROACH 05/TAKE-OFF	Bush	513432.01N 0004219.32E	49 ft		No	
(EGMC13077) 23/APPROACH 05/TAKE-OFF	Tree	513431.83N 0004221.48E	56 ft		No	
(EGMC8296) 23/APPROACH 05/TAKE-OFF	Rail Gantry	513430.82N 0004220.32E	46 ft		Yes Red	
(EGMC13080) 23/APPROACH 05/TAKE-OFF	Tree	513430.71N 0004221.30E	55 ft		No	
(EGMC8294) 23/APPROACH 05/TAKE-OFF	Rail Gantry	513430.08N 0004220.37E	46 ft		Yes Red	

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
(EGMC2044)	Tree	513539.66N 0003800.50E	336 ft		No	Highest tree in Hockley Woods, BRG 300 Range 2.5 nm from ARP.
(EGMC9107)	Pylon	513514.42N 0004318.87E	139 ft		No	Highest elevation from 2 rows of pylons in this area.
(EGMC8249)	Chimney	513507.27N 0004215.87E	173 ft		Yes Red	
(EGMC8016)	Corner of Hangar	513405.60N 0004137.89E	99 ft		Yes Red	Hangar, 213 m southeast of runway centre-line, penetrates transitional surface by maximum 20 ft.
(EGMC13231)	Tree	513403.91N 0004127.55E	93 ft		No	Highest of several trees starting at 120 m south of the runway

EGMC AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
						centre-line, penetrates instrument strip by 45 ft.
(EGMC7585)	Church Roof Ridge	513403.75N 0004105.91E	80 ft		No	Nearest part of the Church 94 m from the runway centre-line.
(EGMC8101)	Church Spire	513403.71N 0004104.72E	114 ft		Yes Red	Highest part of the Church 105 m from the runway centre-line.
(EGMC13227)	Tree	513403.10N 0004105.03E	81 ft		No	
(EGMC10247)	Frangible Fence line	513402.63N 0004107.43E	55 ft		No	Closest point of Church boundary fence, 49 m from the runway centre-line.
(EGMC6246)	Mast - Hadleigh	513334.55N 0003603.64E	365 ft		Yes Red	
(EGMC7713)	Aerial on Hospital	513314.12N 0004121.59E	286 ft		Yes Red	
(EGMC2032)	Water Tower - Benfleet	513303.07N 0003452.05E	427 ft		No	
(EGMC7802)	Aerial on Building	513232.97N 0004233.95E	293 ft		Yes Red	Highest building in Southend town Centre (between BRG 155 to 175 at 1.7 - 2.5 nm from the ARP.

EGMC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Pilot brief and limited telephone consultation.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Internet WI-FI
8	Supplementary equipment available for providing information	ATIS 136.050, Tel: 0871-789 1365.
9	ATS units provided with information	SOUTHEND.
10	Additional information (limitation of service, etc.)	Hourly METAR at night. Only Touchdown and Stop end IRVRs available.

EGMC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	054.16°	1856 x 36 m	RWY surface: Asphalt. PCN 39/F/B/X/T (BBA)	513357.33N 0004059.96E 148 ft	THR 55 ft

EGMC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
23	234.16°	1856 x 36 m	RWY surface: Asphalt. PCN 39/F/B/X/T (BBA) SWY surface: Asphalt.	513427.71N 0004207.48E 148 ft	THR 38 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 05 0.35% down RWY 23 0.35% up		60 x 150 m	1724 x 300 m		RWY 05 Clearway dimensions: 60 x 150 widening to 180 Runway 05 has a starter extension of 135 x 30 m. The turning circle at the extremity has a radius of 15 m. Runway instrument strip infringed by Church, see AD 2.10 and 2.20 Para 4a
RWY 05 0.35% down RWY 23 0.35% up	60 x 37 m		1724 x 300 m		RWY 23 Runway 23 threshold displaced by 248 m. Runway instrument strip infringed by Church, see AD 2.10 and 2.20 Para 4a

EGMC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1739 m	1799 m	1739 m	1604 m	Runway 05 TORA/ASDA/LDA ends 248 m before the end of runway due to overrun RESA, dimensions 138 x 150 m, and strip end provision. TODA ends 188 m before end of runway.
23	1739 m	1799 m	1799 m	1604 m	Runway 23 i Threshold is permanently displaced 248 m from the beginning of the runway. ii TORA/ TODA starts at 12 m from beginning of runway. iii TODA/ASDA ends 44 m before end of runway, TORA ends 104 m before end of runway. iv Overrun RESA, dimensions 227 x 150 m, provided beyond the end of the runway.
05	1016 m	1076 m	1016 m		Take-off from intersection at Taxiway C.
05	978 m	1039 m	978 m		Take-off from intersection at Taxiway D.
23	1189 m	1249 m	1249 m		Take-off from intersection at Taxiway B or F.

EGMC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/MEHT/PAPI	TDZ lighting Length	Runway Centre Line lighting Length/Spacing/Colour/Intensity	Runway edge lighting Length/Spacing/Colour/Intensity	Runway end lighting Colour/Wing bars	Stopway lighting Length/Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	540 m Light intensity high.	HI Green Inset and wingbars	PAPI Right/3.5° 53 ft		HI White 1840 m 15 m spacing. Runway 05 red Centre-line lights extend beyond end of TORA/LDA.	HI White 1840 m 60 m spacing. Elev bi-directional with omni-directional component. Blue edge lights to 05 starter extension.	Red HI		Approach Lighting: Uni-directional centre-line with three crossbars. PAPI Dist from Thr: 322 m
23	583 m Light intensity high.	HI Green Inset and wingbars	PAPI Left/3° 53 ft		HI White 1840 m 15 m spacing. Runway 23 white Centre-line lights in pre-threshold runway.	HI White 1840 m 60 m spacing. Elev bi-directional with omni-directional component Red pre-threshold lighting.	Red HI		Approach Lighting: Uni-directional centre-line with four crossbars PAPI Dist from Thr: 356 m Due siting limitations, there are only 3 centre-line lights between the 2nd and 3rd crossbars from the threshold and between the 3rd and 4th crossbars.

EGMC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flashing White H24
2	LDI location and lighting Anemometer location and lighting	LDI: R05 (Lgtd) 513400.32N 0004056.73E R23 (Lgtd) 513425.74N 0004212.38E Anemometer: R05 (Lgtd) 513359.06N 0004115.16E R23 (Lgtd) 513432.29N 0004204.19E
3	TWY edge and centre line lighting	Taxiway: . Edge. Taxiway A has blue edge lights on bends and opposite apron stands. Taxiway C has blue edge lights from the runway to C2. Taxiway B has blue edge lighting. Taxiway: . Centre line. Taxiway A has centre-line lighting between Runway 23 and holding point C3. Taxiway C has centre-line lighting from Runway 05 to 90 m beyond holding point C2, between C3 and Taxiway A.
4	Secondary power supply/switch-over time	Yes/1 second
5	Remarks	Apron floodlighting. Obstacle lighting. Low light levels on North and South aprons. Pilots to exercise caution.

EGMC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Grass areas available by day only and at the pilot's discretion.

EGMC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
SOUTHEND ATZ A circle, 2.5 nm radius centred at 513413N 0004136E on longest notified runway (05/23)	Upper limit: 2000 ft Lower limit: SFC	D	SOUTHEND TOWER English	6000 ft	
SOUTHEND CTR 1 513445N 0002903E - 514206N 0004521E - 513417N 0005000E - 513151N 0005000E - 512719N 0003955E - 512701N 0003630E - thence clockwise by the arc of a circle radius 7.5 nm centered on 513357N 0004100E to 513445N 0002903E	Upper limit: 3500 ft Lower limit: SFC	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 3500 ft up-wards. Aircraft given approval to enter or leave the Southend CTR when en-route to, or departing from unlicensed aerodromes or landing sites within the CTR, are to maintain a continuous listening watch on the appropriate ATC radio frequency. A change to 'SAFETYCOM' or other air/ground frequency is only permitted when specific approval has been given by ATC. See EGMC 2.22 Section 7 for details of the Stoke Local Flying Zone (LFZ) and Canewdon paramotor/powered paraglider sites.
SOUTHEND CTR 2 514206N 0004521E - 514312N 0004748E - 514138N 0005222E - 513618N 0005532E - 513417N 0005000E - 514206N 0004521E	Upper limit: 4500 ft Lower limit: SFC	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 4500 ft up-wards.
SOUTHEND CTR 3 514138N 0005222E - 514057N 0005420E - thence clockwise by the arc of a circle radius 10 nm centered on 513428N 0004207E to 513528N 0005805E - 513151N 0005000E - 513417N 0005000E - 513618N 0005532E - 514138N 0005222E	Upper limit: 5500 ft Lower limit: SFC	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 5500 ft up-wards.
SOUTHEND CTA 1 513437N 0002440E - 514333N 0004429E - 514206N 0004521E - 513445N 0002903E - thence anti-clockwise by the arc of a circle radius 7.5 nm centered on 513357N 0004100E to 512701N 0003630E - 512719N 0003955E - 513151N 0005000E - 513000N 0005000E - 512528N 0003956E - 512446N 0003202E - 512757N 0002721E - 513146N 0002401E - 513437N 0002440E	Upper limit: 3500 ft Lower limit: 1500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 3500 ft up-wards.
SOUTHEND CTA 2 514333N 0004429E - 514420N 0004614E - 514440N 0005036E - 514431N 0005038E - 514138N 0005222E - 514312N 0004748E - 514206N 0004521E - 514333N 0004429E	Upper limit: 4500 ft Lower limit: 1500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 4500 ft up-wards.
SOUTHEND CTA 3 514440N 0005036E - 514446N 0005158E - thence clockwise by the arc of a circle radius 12 nm centered on 513428N 0004207E to 513504N 0010120E - 513000N 0005000E - 513151N 0005000E - 513528N 0005805E - thence	Upper limit: 5500 ft Lower limit: 1500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 5500 ft up-wards.

EGMC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
anti-clockwise by the arc of a circle radius 10 nm centered on 513428N 0004207E to 514057N 0005420E - 514138N 0005222E - 514431N 0005038E - 514440N 0005036E					
SOUTHEND CTA 4 513437N 0002440E - 513943N 0002551E - 514353N 0003508E - 514435N 0004406E - 514401N 0004412E - 514333N 0004429E - 513437N 0002440E	Upper limit: 3500 ft Lower limit: 2500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 3500 ft upwards.
SOUTHEND CTA 5 514435N 0004406E - 514506N 0004514E - 514530N 0005026E - 514440N 0005036E - 514420N 0004614E - 514333N 0004429E - 514401N 0004412E - 514435N 0004406E	Upper limit: 4500 ft Lower limit: 2500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 4500 ft upwards.
SOUTHEND CTA 6 514530N 0005026E - 514551N 0005510E - thence clockwise by the arc of a circle radius 14 nm centered on 513428N 0004207E to 513653N 0010414E - 513535N 0010117E - thence anti-clockwise by the arc of a circle radius 12 nm centered on 513428N 0004207E to 514446N 0005158E - 514440N 0005036E - 514530N 0005026E	Upper limit: 5500 ft Lower limit: 2500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 5500 ft upwards.
SOUTHEND CTA 7 512757N 0002721E - 512446N 0003202E - 512528N 0003956E - 513000N 0005000E - 512120N 0005000E - 512046N 0003338E - 512757N 0002721E	Upper limit: 3500 ft Lower limit: 2500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 3500 ft upwards.
SOUTHEND CTA 8 512829N 0005000E - 512555N 0005625E - 512124N 0005144E - 512120N 0005000E - 512829N 0005000E	Upper limit: 5500 ft Lower limit: 3500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 5500 ft upwards.
SOUTHEND CTA 9 514506N 0004514E - 514716N 0005005E - 514530N 0005026E - 514506N 0004514E	Upper limit: 4500 ft Lower limit: 3500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 4500 ft upwards.
SOUTHEND CTA 10 514716N 0005005E - 514940N 0005655E - 513905N 0010915E - 513653N 0010414E - thence anti-clockwise by the arc of a circle radius 14 nm centered on 513428N 0004207E to 514551N 0005510E - 514530N 0005026E - 514716N 0005005E	Upper limit: 5500 ft Lower limit: 3500 ft	D	SOUTHEND APPROACH English	6000 ft	LTMA airspace 5500 ft upwards.

EGMC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	SOUTHEND AP-PROACH	130.775 MHz DOC 40 nm/10,000 ft.	H24 PPR, Winter: 2200-0630; Summer: 2100-0530.	ATZ hours H24. VDF 513424.18N 0004144.15E On AD.
TWR	SOUTHEND TOWER	127.725 MHz On occasion combined with Approach. Refer to ATIS. DOC 25 nm/4,000 ft.	H24 PPR, Winter: 2200-0630; Summer: 2100-0530.	
RAD	SOUTHEND RADAR	130.775 MHz DOC 40 nm/10,000 ft.	Winter: 0630-2230 and by arrangement. Summer: 0530-2130 and by arrangement.	VDF 513424.18N 0004144.15E On AD. Use of 'Radar' suffix denotes availability only. Provision of a specific service is not implied.
	SOUTHEND DIRECTOR	132.450 MHz DOC 40 nm/10,000 ft.	As directed by ATC. Not continuously guarded.	
ATIS	SOUTHEND INFORMATION	136.050 MHz DOC 60 nm/20,000 ft.	H24	
Other	SOUTHEND FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
Other	SOUTHEND EMERGENCY	121.500 MHz Emergency Frequency	O/R	

EGMC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IND	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 ft	(RWY 23) On AD. Freq paired with ILS IND. Zero range is indicated at THR of RWYs 05 and 23. Range 25 nm.
NDB (L)	SND	362.500 kHz	H24	513433.6294N 0004200.5239E		On AD. DOC 30 nm
ILS/DME 0.23°W (2017)	IND	111.350 MHz	HO	513351.85N 0004047.79E		(RWY 23)
ILS/DME/GP	IND	332.150 MHz	HO	513425.80N 0004150.80E		3.0° ILS Ref Datum Hgt 52 ft. Certified for extended range to 15 nm.
DME	ISO	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 ft	(RWY 05) On AD. Freq paired with ILS ISO. Zero range is indicated at THR of RWYs 05 and 23. Range 25 nm.
ILS/DME 0.23°W (2017)	ISO	111.350 MHz	HO	513432.66N 0004218.48E		(RWY 05)
ILS/DME/GP	ISO	332.150 MHz	HO	513359.82N 0004114.79E		3.5° ILS Ref Datum Hgt 52 ft.

EGMC AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- (a) Pilots and aircraft operators operating into London Southend Airport are deemed to have read and accepted the London Southend Airport 'Terms and Conditions of Use', and to be operating in accordance with them. These are downloadable from: <http://www.southendairport.com/fees-terms-and-conditions/> or by Phone: 01702-538544.
- (b) Use by aircraft not able to communicate with ATC by radio subject to prior permission by telephone, 01702-538420.
- (c) Southend airport will not permit any fixed wing aircraft to embark or disembark passengers with any engine running, except in emergency.
- (d) High visibility clothing must be worn on the apron and manouvring area at all times, except for passengers under escort.
- (e) Operators are advised that a night surcharge applies to movements between 2300-0600 (Winter), 2200-0500 (Summer).
- (f) Any ad-hoc movements between 2200-0630 (Winter), 2100-0530 (Summer) must obtain prior permission from ATC by telephone +44 (0)1702-538420 prior to commencement of the flight. Filing a flight plan is not sufficient in this regard.

2 Ground Movement

- (a) Not all taxiways are available for use by all aircraft types, ATC will advise. Taxiway Echo does not meet Code A taxiway width criteria. Use by Code A aircraft under their own power may be permitted at the owners risk – any larger aircraft will require to be towed with prior approval from Southend operations.
- (b) Taxiway Delta: Pilots are advised that there is no taxiway lighting guidance and that vehicles operate north of Holding Point Delta without clearance or knowledge. Wingtip clearance is not assured and pilots are to take extra care when taxiing.
- (c) Runway 05 – Aircraft able to accept a departure from intersection of Taxiways C or D should inform ATC on start-up or taxi. See AD 2.13 for intersection departure declared distances.
- (d) Compass swing bay, Class 2, located on Taxiway F.
- (e) Aircraft parked on South Apron Stands 11-14 which are the size of RJ85 or larger must be towed off stand prior to engine start. Jet aircraft are to apply minimum thrust when starting and taxiing off Stands 11-14, due to proximity of buildings and other aircraft.
- (f) GA Parking will be directed by ATC and the marshaller.
- (g) Crew are requested to use minimum engine power when manoeuvring on the aprons and taxiways.
- (h) Taxiway Delta has a longitudinal slope of 2%. Operators are to taxi with caution between Delta holding point and runway edge.

3 CAT II/III Operations

Not applicable

4 Warnings

- (a) It is a condition of operating at the airport that the operator accepts that St. Laurence Church and graveyard are permanent obstacles within the runway instrument strip and that they take account of them to the extent necessary to ensure a safe operation. Operators must refer to the airport conditions of use, and the pilots briefing pack on the LSACL website. Church roof is at 78 ft amsl at 94 m from runway centre-line, spire at 114 ft amsl, 105 m from runway centre-line at approximately 200 m north-east of Runway 05 threshold, lit with a single red obstacle light. Frangible fence around Church graveyard up to 9 ft agl (56 ft amsl), at closest 49 m from Runway centre-line. Operators should refer to obstacle data at AD 2.10 and charts at AD 2.24.

- (b) Low Visibility Operations will commence whenever the meteorological visibility is less than 2000 m and/or the cloud ceiling is less than 300 ft. The ATIS will advise when Low visibility procedures are in force.

A follow me vehicle may be provided as instructed by ATC.

Aircraft that require the use of Taxiway Delta should advise ATC at the earliest opportunity in order to facilitate timely removal of safety barriers.

- (c) Bird hazard: increased bird activity may be encountered on Runway 05 and 23 approaches during Spring and Autumn due to agricultural activity.

5 Helicopter Operations

- (a) Helicopter training takes place adjacent to the north end of Taxiway F by day only and at the discretion of the pilot.
- (b) Helicopter circuits are to be flown parallel to the runway in use at 700 ft, or in accordance with alternative clearance from ATC.
- (c) Helicopters must obtain specific clearance to cross the runway.
- (d) During Low Visibility Procedures any helicopter movements will be to/from the runway.

EGMC AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (e) Helicopters not permitted between 2300-0630 (winter) 2200-0530 (summer). Exceptions are due to weather diversion; emergencies; when operated by or on behalf of) HEMS/Hospital flights; the Military, the Police, or on Search and Rescue duties.

6 Use of Runways

- (a) Variable circuits as instructed by ATC.
- (b) Circuit height 1000 ft aal.

7 Training

- (a) The following require prior permission from ATC by Tel: 01702-538420:
 - (i) IFR Examination flights
 - (ii) Circuit details
 - (iii) Qualifying cross country flights - Inbound
 - (iv) Instrument approach training.
- (b) A slot booking system operates for Instrument Approach training and circuit training details. Because of airspace limitations, pilots of instrument training flights must adhere to pre-booked times otherwise their flights may be delayed or curtailed. ATC are to be advised (prior to the time of the original slot) of any cancellations, or delays of 10 minutes or more.
- (c) In order to maximise capacity, it is preferred that instrument training flights accept radar vectors. Such flights requesting to enter the hold or to fly 'non-radar' instrument approaches may be delayed to accommodate non-training traffic.

EGMC AD 2.21 NOISE ABATEMENT PROCEDURES

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

- (a) Aircraft of more than 5.7 tonnes Maximum Certified Weight:
 - (i) When departing Runway 05 shall climb straight ahead until a range of 1 DME (I-SO or I-ND) **and** an altitude of 1500 ft is reached before turning;
 - (ii) When departing Runway 23 shall climb straight ahead until a range of 2.5 DME (I-SO or I-ND) **and** an altitude of 1500 ft is reached before turning;
 - (iii) Aircraft of more than 5.7 tonnes weight intending to operate at below 1500 ft altitude shall conform to the DME distances above before commencing any turn on track.
- (b) Between 2300-0630 (winter), 2200-0530 (summer), noise limits, noise quotas and limitations on the number and types of aircraft accepted apply. Operators wishing to operate within this period must seek prior approval from 'Southend Operations' on +44(0)1702-538578. Civil Helicopters not normally permitted. →
- (c) The airport operates a Preferred Runway Usage Scheme as follows: Subject to over-riding Pilot and ATC safety/performance and separation requirements, whenever the tailwind component is 5 kt or less, the preferred runway for departures is Runway 05, and for arrivals is Runway 23. →
- (d) When making a visual approach to either runway, all aircraft of 5.7 tonnes or more AUW are to be established on the extended runway centre-line no later than reaching a range of 3 nm (3 DME) from the threshold of the runway in use and at a height not below the PAPI indicated approach slope. Thereafter aircraft shall follow a descent path not below a normal approach path as indicated by the PAPIs of 3.5° (RWY 05), 3° (RWY 23).
- (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.
- (f) Ground Running of Engines: Due to the close proximity of residential areas ground running of aircraft engines for maintenance purposes will not be permitted as follows:
 - (i) Between 2000-0800 (Winter); 1900-0700 (Summer) Monday to Saturday.
Between 1800 Saturday and 0900 Sunday (Winter); 1700-0800 (Summer).
Between 1800 Sunday and 0800 Monday (Winter); 1700-0700 (Summer).
Between 1055-1105 on the 11 November.
 - (ii) No individual engine runs shall last more than 90 minutes. High power runs must be kept to the minimum necessary and in all cases less than 60 minutes duration.

EGMC AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

- (iii) Ground running of aircraft engines for maintenance purposes is only permitted on Taxiways B and F, and requires authorisation by ATC on 01702-538420. Radio contact must then be established and maintained with ATC during the engine run. ATC is to be informed on each occasion when high power running ceases.
- (iv) APUs on passenger aircraft shall not be used for more than 30 minutes before departure or after arrival, this limit may be extended to 40 minutes when air temperature is less than minus 5° C, or more than 20° C. During stand re-positioning, the APU is not to be started prior to 10 minutes before the aircraft is moved.

EGMC AD 2.22 FLIGHT PROCEDURES

1 Procedures for IFR Flights

(a) IFR Arrivals - Airways

- (i) The standard routes for inbound aircraft via Airways are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGMC-7-1/4 (and associated database coding tables).
- (ii) Pilots should ensure they have received the Southend ATIS prior to transfer to Southend by the airways sector.
- (iii) Pilots should expect radar vectoring to the runway in use; outside of the hours of radar operation, pilots should expect to route to the SND for a procedural approach to the runway in use.
- (iv) Arrivals from the east on the GEGMU 1B/1D STAR may leave the LTMA prior to entering Southend controlled airspace.
- (v) Arrivals from the north may be issued tactical routing via either of the points SABER, SND or GEGMU.
Note: At levels below 5500 ft GEGMU is located outside CAS.
- (vi) Pilots should note that when flying the full procedural ILS/DME/NDB(L) RWY 05 or LOC/DME/NDB(L) RWY 05 that they should not exceed 10.3 DME I-SO in order to remain within CAS. On either runway, the ICAO primary protection areas of the base turn areas of the procedural ILS approaches are not wholly contained within CAS.

(b) IFR Departures – Airways Preferred Departure Routes

- (i) The Standard Routes for outbound aircraft are shown in the table below. Revised clearances may be issued prior to departure for integration into the LTMA.
- (ii) The PDRs are not wholly contained within controlled airspace; ATC will seek to provide CAS containment by issuing tactical instructions.
- (iii) Pilots must adhere to the Noise Abatement Procedures detailed at EGMC AD 2.21 a (i) and (ii), which must be followed by aircraft of more than 5.7 tonnes Maximum Certified Weight before turning towards the first routing point listed in the PDR route (or before turning onto a radar heading, unless ATC have authorised otherwise).
- (iv) These routes do not constitute Standard Instrument Departure procedures and are not assessed for obstacle clearance.

Departing to	PDR Designator	Airway	Route
Northeast	Clacton (CLN)	L620/L608	CLN (Note 1)
Southeast	Dover (DVR)	L9/L10/W71	DET - DVR (Note 1)
South	Lydd (LYD)	M189 (Y803)	DET - LYD (Note 1)
Southwest	Southampton (SAM)	M140/Q41	DET - LYD - M189 - WAFFU - Y8 - GWC - SAM (Note 1)
West	Compton (CPT)	L9	EVNAS - LAM - BPK - HEN - CPT (Note 2)
North	Brookmans Park (BPK)	L10/N57	EVNAS - LAM - BPK (Note 2)

Note 1: Cross first point in 'Route' level at altitude 3000 ft.

Note 2: Cross EVNAS (514004N 0002638E) at altitude 3000 ft. When established inbound to LAM on R084 climb to altitude 4000 ft.

For flights to London City, follow LYD PDR to DET then join ALKIN 3C STAR at altitude as directed by ATC.

For flights to London Gatwick, follow LYD PDR then join TIMBA 2F STAR at altitude as directed by ATC.

For flights to London Heathrow and Northolt, follow BPK PDR to LAM then join LAM 3A STAR at altitude as directed by ATC.

For flights to London Luton, follow BPK PDR to BPK then join LOREL 4Q STAR at altitude as directed by ATC.

For flights to London Stansted, follow BPK PDR to BPK then join LOREL 4C STAR at altitude as directed by ATC.

(c) IFR Flights Routing Outside CAS

EGMC AD 2.22 FLIGHT PROCEDURES (continued)

- (i) Arrivals and Overflights are to establish communications with ATC at least 5 minutes prior to the boundary of Southend CTA/CTR whenever possible, stating what type of ATC service they request whilst outside CAS. Pilots should be aware that IFR clearances to enter Southend CAS may be lower than the published upper levels due to the interface with LTMA traffic.
- (ii) IFR Departures planning to leave Southend CAS that have not filed a flight plan are required to book out either with the FBO in person or via telephone, or with ATC via telephone. Pilots will be expected to supply their initial track or routing and the service they may require outside CAS.

2 Radio Communications Failure Procedures - IFR Flights

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 sub-section 3.4, then:

- (a) Inbound aircraft – follow the Southend STARs and proceed as below:
 - (i) SPEAR arrivals from the north and northwest:

Leave MAYLA direct SND descending to 3000 ft level by the SND and carry out an ILS approach to Southend.
 - (ii) GEGMU arrivals from the east and south - Runway 23: Leave GEGMU and carry out an ILS approach to Runway 23.
 - (iii) GEGMU arrivals from the east and south - Runway 05: Leave GEGMU direct SND descending to 3000 ft level by the SND and carry out an ILS approach to Runway 05.
 - (iv) Unless advised by ATC, pilots shall regard Danger Areas D136/D138/D138A/D138B as active and shall avoid them accordingly.
- (b) Outbound aircraft
 - (i) For the purposes of radio failure, the climb to flight planned level should be commenced after the last position shown in the Preferred Departure Routes where an altitude is specified.

3 IFR Holding

- (a) The holding pattern 'SND' is located overhead the airport NDB. Below 3000 ft it is only available for Category A to C aircraft. The lowest available hold for Category D aircraft at the SND is 3000 ft.
- (b) London Control may instruct use of alternative holding facilities for traffic inbound to Southend – this will usually be at reporting points SANDY (from the south), LOGAN (from the east or north) or LOREL (from the northwest).

4 Procedures for VFR Flights

- (a) VFR flight in the CTR/CTAs will be given a routing, and where necessary, altitude instructions in order to integrate with other flights.
- (b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 6.
- (c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the level or routing clearance as issued.
- (d) **VFR Arrivals and Overflights**
 - (i) Arrivals and overflights are advised to establish communications with Southend Approach at least 5 minutes prior to ETA for the Southend CTA/CTR boundary.
 - (ii) Pilots wishing to make a Standard Overhead Join are to request this on initial contact.
 - (iii) Pilots are advised that instrument approaches and departures may on occasion be flown that do not conform to the runway in use.
- (e) **VFR Departures**
 - (i) If a flight plan has not been filed pilots are required to book out either with the FBO in person or via telephone, or with ATC via telephone. Pilots will be expected to supply their initial track or routing.

5 Special VFR Flight

- (a) Clearance may be requested for Special VFR flight in IMC or at night within the Southend Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
- (b) Special VFR clearance will include routing and maximum altitude instructions. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 (Standardised European Rules of the Air, SERA.5010) and in the related notification at ENR 1.4 paragraph 2.4.1.1, note 3.
- (c) Pilots are reminded that when operating on Special VFR clearance, they must at all times remain clear of cloud and with the surface in sight and in flight conditions which will enable them to determine their flight path and keep clear of obstacles.

EGMC AD 2.22 FLIGHT PROCEDURES (continued)

- (d) Radar vectoring will not normally be applied to aircraft operating on a Special VFR clearance. Pilots are reminded that a Special VFR clearance applies only to flights within the CTR and does not extend to flight within the surrounding airspace.
- (e) Special VFR clearance will not normally be granted for flights operating in VMC, nor to flights operating at a speed of greater than 140 kts IAS.
- (f) Pilots operating under SVFR should be aware that aircraft may be flying VFR within the Stoke LFZ (see 7(a)). Pilots will be provided with generic traffic information.

6 Visual Reference Points (VRP)

- (a) Visual Reference Points are established for use by aerodrome and en-route traffic as follows:

VRP Name	Lat/Long	VOR/DME Fix	Description
Billericay	513800N 0002500E	LAM 094°/9.9 nm	Lake Meadows Park
South Woodham Ferrers	513841N 0003606E	LAM 090°/16.8 nm	Sewage Works
Northey Island	514320N 0004319E	CLN 245°/17.6 nm	East of Maldon, in river Black-water
Southminster	513928.00N 0004949.00E	CLN 226°/16.5 nm	Lakes
Whitstable Harbour	512148N 0010136E	DVR 314°/17.4 nm	
Southend Pier	513054N 0004319E	DET 021°/13.51 nm	Seaward end, Cultural Centre
Sheerness	512649N 0004441E	DET 033°/10.2 nm	Docks
Gateway Port	513017N 0003011E	DET 344°/12.6 nm	London Gateway Port

7 Fixed Wing, Hang-Gliding, Paragliding and Microlight Activity - Southend CTR/CTA

- (a) **Stoke LFZ** Microlight and fixed wing activity takes place under VFR during daylight hours at an unlicensed aerodrome at Middle Stoke. Use of the Stoke LFZ is strictly controlled by a Letter of Agreement (LOA) between Southend and Medway Microlights. The Stoke Local Flying Zone (LFZ) is defined as the airspace from the surface up to 1500 ft amsl (based on Southend QNH or Stoke QFE) including that portion of the Southend CTR defined by straight lines between the following co-ordinates:
512853.8068N 0003829.4708E - 512840.8108N 0004044.2613E - 512820.4312N 0004212.9641E - 512718.6516N 0003955.1293E - 512700.6588N 0003629.8230E thence clockwise by the arc of a circle radius 7.5 nm centred on 513357.327N 0004059.963E to 512730.17N 0003454.14E - 512852.75N 0003756.66E - 512853.8068N 0003829.4708E. The Stoke LFZ is Class D airspace.

Pilots operating to or from Stoke must be fully briefed by Medway Microlights and must comply with the Stoke LFZ LOA.

Generic traffic information will be provided to aircraft in communication with Southend as appropriate.

- (b) Para-motors and powered para-gliders sometimes operate during daylight hours under VFR in an area to the west of Canewdon from the surface to 800 ft amsl. This area is within the Southend CTR and is defined by straight lines between the co-ordinates: 514053N 0004239E (CTR boundary) - 513659N 0004218.50E - 513658N 0004207E - 513852.50N 0003811E (CTR boundary). Traffic information will be provided when necessary. Contact Southend Airport ATC for further information.
- (c) Sports and Recreational Aviation activity sometimes operate during daylight hours under VFR at the following unlicensed private sites located within the Southend CTR:

Barling - 513407N 0004742E
Burnham - 513734N 0005059E
St. Lawrence - 514124N 0004914E
Tillingham - 514133N 0005222E

Entry clearance to the Southend CTR must be obtained from Southend Approach/Radar via RTF.

EGMC AD 2.23 ADDITIONAL INFORMATION

1 Mode S Barometric Pressure Setting Data

- (a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGMC AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGMC-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGMC-2-2

Figure: SOUTHEND CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGMC-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGMC-5-1

Figure: RNAV5 (VOR/DME, DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT RWY 05/23 GEGMU 1B, 1D - ICAO

AD 2-EGMC-7-1

Figure: RNAV5 (VOR/DME, DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT RWY 05/23 GEGMU 1F, 1G, 1J, 1K - ICAO

AD 2-EGMC-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT RWY 05/23 SPEAR 1L, 1M, 2H - ICAO

AD 2-EGMC-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT RWY 05/23 SPEAR 1A - ICAO

AD 2-EGMC-7-4

Figure: STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 05/23 GEGMU 1B, 1D, 1F

AD 2-EGMC-7-5

Figure: STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 05/23 GEGMU 1G, 1J, 1K

AD 2-EGMC-7-6

Figure: RNAV HOLD CODING TABLES GODLU, OKVAP, GEGMU

AD 2-EGMC-7-7

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 (CAT A,B,C) - ICAO

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Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 (CAT D) - ICAO

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Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 (CAT A,B,C) - ICAO

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Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 (CAT D) - ICAO

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Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 05 (CAT A,B,C) - ICAO

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Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO

AD 2-EGMC-8-6

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO

AD 2-EGMC-8-7

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 23 (CAT A,B,C) - ICAO

AD 2-EGMC-8-8

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