

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 06/24.
2	Direction and distance from city	1.5 nm N of Southend-on-Sea.
3	Elevation / Reference temperature	55 ft / 21 C
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic Variation/ Annual Change	0.92°W (2013) / 0.14°
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) Fax: 01702-538501 (Administration) Fax: 01702-608128 (ATC) Email: lsaairstaff@stobartair.com (ATC) Email: lsaaenquiries@stobartair.com (Administration) Email: lsflightbriefing@stobartair.com (FBO) 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	Full. Nearest railway siding, Southend-on-Sea 1.3 nm.
2	Fuel and oil types	AVTUR JET A-1 Water/Meth 45/55/0 AVGAS 100LL Oil: 80, AD80, AD100, 100S, Multigrade, Turbine Oil 750, 2380, Fluid 1, 4 and 41; Greases 5, 6, 7, 14 and 22. Other oils can be ordered on request.
3	Fuelling facilities/capacity	5 lt/second by bowser. 290,000 lt AVTUR JET A-1. 76,500 lt AVGAS 100LL. AVGAS self-fuelling installation available for account card holders only
4	De-icing facilities	15 m de-icing rig available by arrangement through Southend Handling. Compound 06A and 07A available through Southend Handling.
5	Hangar space for visiting aircraft	By arrangement through Southend Handling.

EGMC AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

6	Repair facilities for visiting aircraft	Major.
7	Remarks	<p>Oxygen and related servicing: By arrangement with resident operators.</p> <p>Handling mandatory for all non-based civil aircraft with a MTWA of over 2.5 Tonnes.</p> <p>Southend Handling: Tel: 01702-608150. Fax: 01702-608128. e-mail: lsahandling@stobartair.com SITA: SENSOCR. AFTN: EGMCXHAX Frequency: 131.400 MHz. Executive Jet Centre: Tel: 01702-538595.</p>

EGMC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on Airport, 2 Hotels adjacent to Airport.
2	Restaurants	In Hotel; cafes in terminal, old terminal and fast food outlet adjacent to airport entrance.
3	Transportation	Trains, buses, taxis and car hire. Nearest 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 (Tel: 01702-538595)

EGMC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A1
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: ATC Lasham (Tel: 01702-541616), Inflight (Tel: 01702-540710) or JRB Engineering (Tel: 01702-545430).
4	Remarks	<p>RFF Category 6: 0600-0000 (winter); 0500-2300 (summer).</p> <p>RFF Category 1: 0000-0600 (winter); 2300-0500 (summer).</p> <p>Upgrade to Category 6 available by arrangement, 12 hours notice.</p> <p>Upgrades through Southend Handling Tel: 01702 608150; Fax: 01702 608128.</p>

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. Airport braking action assessments not supplied; pilot reports may be passed.

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

1	Apron surface and strength	<p>STANDS 1-7 Surface: Concrete. PCN 47/R/D/X/T</p> <p>STANDS 8-10 Surface: Asphalt. PCN 47/F/D/X/T</p> <p>STANDS 12-16 Surface: Asphalt. PCN 26/F/B/X/T</p>
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EGMC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		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: 27 m. Surface: Asphalt. 26/F/B/X/T Taxiway C: 15 m. Surface: Asphalt. PCN 26/F/B/X/U Taxiway D: 15 m. Surface: Asphalt. 26/F/B/X/T Taxiway F: 27 m. Surface: Asphalt. 26/F/B/X/T Taxiway G: 15 m. Surface: Asphalt. PCN 26/F/B/X/T
3	Altimeter checkpoint location and elevation	Stands 12-21 37 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

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 to 5 - Painted centreline/Stop Arrows and Marshaller instruction. Stands 6 to 10 - Painted centreline/ Stop Arrows with AGNIS. Stands 12 to 21 - Painted Self-Manoeuvring centreline markings and Marshaller instruction.
2	Runway and taxiway markings and lighting	Runway marking aid(s): : Runway Designators; Runway 24: permanently displaced threshold, Runway 06: Starter extension markings and lighting (turning circle at start of Runway 06 has green centre-line lights and blue edge lights); runway edge stripes; runway centre-line; TDZ markings.
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	Taxiway: Painted yellow centre-line with lead-on/lead-off lines at junctions with taxiways A, B and C; holding points. 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 A has green centre-line lights between Runway 24 and holding point C3, blue edge lights on bends and opposite Stands. Taxiway B has blue edge lights. Taxiway C has green centreline lights between the runway and 90m beyond holding point C2, and between C3 and taxiway A. Blue edge lights between runway and holding point C2. Two illuminated wind direction indicators (runway 06 and Runway 24). 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
06/APPROACH 24/TAKE-OFF	Tree	513350.86N 0004039.34E	88 ft	No	
06/APPROACH 24/TAKE-OFF	Tree	513345.79N 0004050.48E	94 ft	No	
06/APPROACH 24/TAKE-OFF	Tree	513341.67N 0004039.08E	114 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
06/APPROACH 24/TAKE-OFF	Tree	513339.30N 0004037.65E	137 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	513337.79N 0004024.16E	138 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	513334.29N 0004025.15E	142 ft		No	
06/APPROACH 24/TAKE-OFF	Aerial	513329.88N 0004023.62E	162 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	513325.61N 0004017.41E	181 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	513321.84N 0003952.43E	190 ft		No	
06/APPROACH 24/TAKE-OFF	Lamp Post	513350.80N 0004054.48E	65 ft		No	
06/APPROACH 24/TAKE-OFF	Approach Light	513352.78N 0004051.12E	67 ft		No	
06/APPROACH 24/TAKE-OFF	Mobile Ob- stacle	513348.44N 0004049.53E	75 ft		No	
06/APPROACH 24/TAKE-OFF	Hedge	513352.23N 0004044.26E	76 ft		No	
06/APPROACH 24/TAKE-OFF	Hedge	513350.91N 0004042.58E	79 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	513348.37N 0004031.94E	102 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	513342.21N 0004036.24E	119 ft		No	
06/APPROACH 24/TAKE-OFF	Tree	513326.40N 0004005.99E	179 ft		No	
24/APPROACH 06/TAKE-OFF	Pylon	513450.54N 0004312.06E	108 ft		No	HT Pylons (2 rows) oriented SE to NW. The 108 ft pylon co-ordinate relates to the position and elevation of the greatest surface penetration, 0.7nm from threshold of Rwy 24. The 139ft pylon relates to the pylon with the highest elevation
24/APPROACH 06/TAKE-OFF	Mast	513445.88N 0004242.41E	81 ft		No	
24/APPROACH 06/TAKE-OFF	Tree	513444.68N 0004236.11E	75 ft		No	
24/APPROACH 06/TAKE-OFF	Tree	513443.76N 0004230.55E	70 ft		No	
24/APPROACH 06/TAKE-OFF	LLZ Cabin	513433.34N 0004212.44E	45 ft		No	
24/APPROACH 06/TAKE-OFF	Rail Gantry	513430.82N 0004220.32E	46 ft		No	
24/APPROACH 06/TAKE-OFF	Tree	513435.56N 0004215.58E	50 ft		No	
24/APPROACH 06/TAKE-OFF	Tree	513432.24N 0004222.48E	58 ft		No	
24/APPROACH 06/TAKE-OFF	Tree	513432.29N 0004222.77E	59 ft		No	
24/APPROACH 06/TAKE-OFF	Aerial	513434.31N 0004226.80E	60 ft		No	

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
	Tree - Hockley	513539.66N 0003800.50E	336 ft		No	Hockley Woods, approximate BRG 300 Range 2.5 nm from ARP, elevation and co-ordinates relate to highest tree.
	Pylon	513514.42N 0004318.87E	139 ft		No	HT Pylons (2 rows) oriented SE to NW. The 107 ft pylon co-ordinate relates to the position and elevation of the greatest surface penetration, 0.7 nm from threshold of Runway 24. The 139 ft pylon relates to the pylon with the highest elevation.
	Chimney	513507.27N 0004215.87E	173 ft		Yes	
	Corner of Hangar	513405.60N 0004137.89E	99 ft		Yes	Hangar, 213 m southeast of runway centre-line, penetrates transitional surface by maximum 20 ft.
	Tree	513404.38N 0004127.73E	79 ft		No	Tree 140 m south of the runway centre-line, penetrates instrument strip by 31 ft.
	Church Roof Ridge	513403.75N 0004105.91E	80 ft		No	The listed co-ordinates relate to the highest part of the Church - the wooden spire, and the nearest part of the structure - the roof ridge, at 105m and 94m from the runway centre-line respectively.
	Church Spire	513403.71N 0004104.72E	114 ft		Yes	The listed co-ordinates relate to the highest part of the Church - the wooden spire, and the nearest part of the structure - the roof ridge, at 105m and 94m from the runway centre-line respectively.
	Frangible Fence line	513402.63N 0004107.43E	56 ft		No	The co-ordinate listed for the frangible boundary fence between the Church and the airport is the nearest point, at 49m from the rwy centre-line.
	Mast - Rayleigh	513334.55N 0003603.64E	365 ft		Yes	
	Aerial on Hospital	513314.12N 0004121.59E	286 ft		Yes	
	Water Tower - Benfleet	513303.07N 0003452.05E	427 ft		No	
	Aerial on Building	513232.97N 0004233.95E	293 ft		Yes	Southend town centre, BRG 155 to 175 from ARP, range 1.7 nm to 2.5 nm - several lgtd buildings, elevation and co-ordinates relate to highest.

EGMC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	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	Briefing Office and internet wi-fi.
8	Supplementary equipment available for providing information	ATIS 136.050, Tel: 0871-789 1365.
9	ATS units provided with information	SOUTHEND APPROACH.
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
06	054.16°	1856 x 37 m	RWY surface: 39/F/B/X/T Asphalt (BBA)	513357.33N 0004059.96E 148 ft	THR 55 ft
24	234.16°	1856 x 37 m	RWY surface: 39/F/B/X/T Asphalt (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 06 0.35% down RWY 24 0.35% up		60 x 150 m	1724 x 300 m		RWY 06 Clearway dimensions: 60 x 150 widening to 180 Runway 06 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 06 0.35% down RWY 24 0.35% up	60 x m		1724 x 300 m		RWY 24 Runway 24 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
06	1739 m	1799 m	1739 m	1604 m	Runway 06 TORA/ASDA/LDA ends 248m 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.
24	1739 m	1799 m	1799 m	1604 m	Runway 24 i Threshold is permanently displaced 248 m from the beginning of runway. ii TODA/ASDA ends 41 m before end of runway, TORA ends 101 m before end of runway. iii Overrun RESA, dimensions 227 x 150 m, provided beyond the end of the runway.
06	1016 m	1076 m	1016 m		Take-off from intersection at Taxiway C.
06	978 m	1039 m	978 m		Take-off from intersection at Taxiway D.
24	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
06	540 m Light intensity high.	HI Green Inset and wingbars	PAPI Right/3.5° 53 ft		HI White 1840 m 15 m spacing. Runway 06 red Centreline lights extend beyond end of TORA/LDA	Elev bi-directional with omni-directional component 1840 m 60 m spacing White HI. Blue edge lights to 06 starter extension.	Red HI		Approach Lighting: Uni-directional centre-line with three crossbars. PAPI Dist from Thr: 322 m
24	583 m Light intensity high.	HI Green Inset and wingbars	PAPI Left/3° 53 ft		HI White 1840 m 15 m spacing. Runway 24 red Centreline 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: R06 (Lgt'd) 513400.32N 0004056.73E R24 (Lgt'd) 513425.74N 0004212.38E Anemometer: R06 (Lgt'd) 513359.06N 0004115.16E R24 (Lgt'd) 513432.29N 0004204.19E
3	TWY edge and centre line lighting	Taxiway: . Edge. Taxiway A has centre-line lighting between Runway 24 and holding point C3, and blue edge lights on bends and opposite apron stands. Taxiway C has centre-line lighting from Runway 06 to 90 m beyond holding point C2, between C3 and Taxiway A, and blue edge lights from the runway to C2. Taxiway B has blue edge lighting. Taxiways D, E, F and G are unlit, night time use is entirely at operator's discretion.
4	Secondary power supply/switch-over time	Yes/1 second

EGMC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY (continued)

5	Remarks	Apron floodlighting. Obstacle lighting.
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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 at pilots' 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 AERODROME TRAFFIC ZONE (ATZ) A circle, 2.5 nm radius centred at 513413N 0004136E on longest notified runway (06/24)	Upper limit: 2000 ft Lower limit: SFC	G	SOUTHEND TOWER English	6000 ft	

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	Winter: 0630-2330 PPR 2300-0630 Summer: 0530-2230 PPR 2200-0530	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/4000 ft.	Winter: 0630-2330 Summer: 0530-2230	
RAD	SOUTHEND RADAR	130.775 MHz DOC 40 nm/10,000 ft.	Winter: 0830-1900 and by arrangement Summer: 0730-1800 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 RADAR	128.950 MHz DOC 25 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.	

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	I ND (RWY24) On AD. Freq paired with ILS I ND. Zero range is indi- cated at THR of RWYs 06 and 24. Range 25 nm.
NDB (L)	SND	362.500 kHz	H24	513433.6294N 0004200.5239E		On AD. DOC 30 nm
ILS 0.92°W (2013)	IND	111.350 MHz	HO	513351.85N 0004047.79E		
ILS/GP	IND	332.150 MHz	HO	513425.80N 0004150.80E		3.0° ILS Ref Datum Hgt 52 ft.
DME	ISO	50Y 111.350 MHz	HO	513416.06N 0004129.84E		I SO (RWY06) On AD. Freq paired with ILS I SO. Zero range is indi- cated at THR of RWYs 06 and 24. Range 25 nm.
ILS 0.92°W (2013)	ISO	111.350 MHz	HO	513432.66N 0004218.48E		
ILS/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. Copies are available on request by Tel: 01702-538544, or on the website http://www.southendairport.com/pages/fees_terms.htm
- (b) Use by aircraft not able to communicate with ATC by radio subject to prior permission by telephone, 01702-538420.
- (c) High visibility clothing must be worn on the apron and manouvring area at all times, except for passengers under escort.
- (d) Operators are advised that a night surcharge applies to movements between 2300-0600 (Winter), 2200-0500 (Summer).

2 Ground Movement

- (a) Not all taxiways are available for use by all aircraft types. ATC will advise.
- (b) Pilots are advised that there is no taxiway lighting on Taxiway Delta and also that vehicles may operate without ATC clearance or knowledge in this area.
- (c) Runway 06 - Aircraft able to accept a departure from intersection of Taxiways C or D should inform ATC on start-up or taxi.
- (d) Compass swing bay, Class 2, located on Taxiway B.
- (e) Jet aircraft are to apply minimum thrust when starting and taxiing off stands 12-16, due to proximity of buildings and other aircraft. Aircraft parked on Stand 16 which are RJ85 or larger must be towed off stand prior to engine start.
- (f) GA Parking will be as directed by ATC. Marshalling assistance available on request.

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

EGMC AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

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 06 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) Departure from the marked movement area can be hazardous.
- (c) Low Visibility Procedures will commence being implemented whenever the meteorological visibility is less than 1800 m and/or the cloud ceiling is less than 300 ft. Pilots will be advised if Low Visibility Procedures are not in place below these weather criteria. During Low Visibility Procedures, only Taxiways A and C are normally available, unless ATC is able to maintain sight of the aircraft.
Whilst the RVR is less than 400m Taxiway Bravo is not available, and an airport 'Follow Me' vehicle will be used to guide aircraft between Holding Points C2 and Hold C3, due to lack of centre-line lighting on this section. Taxiway D may only be used with ATC approval, and after an airport 'Follow Me' escort vehicle is provided to the aircraft and to remove temporary barriers across Taxiway Delta. Arriving aircraft wanting to vacate at Delta will be required to vacate onto Taxiway A or C and pick up the 'Follow Me' escort vehicle that will then guide the aircraft to the Taxiway Delta hangar. When visibility is less than 400 m, an airport 'Follow Me' vehicle will be used to guide aircraft between Holding Points C2 and Hold C3, due to lack of centre-line lighting on this section.
- (d) Extensive Instrument flying takes place between 0800-2000. Pilots intending to transit close to the SND holding area and/or instrument approach procedures are advised to contact Southend Approach before transiting these areas.

5 Helicopter Operations

- (a) Helicopter training takes place adjacent to the north end of Taxiway F.
- (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.
- (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) ATC may give priority to aircraft able to accept radar vectoring for the required instrument approach, over those requesting a procedural instrument approach.

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 06 shall maintain runway heading until at least 1500 ft altitude and a range of 1 DME is reached;
 - (ii) When departing Runway 24 shall maintain runway heading until at least 1500 ft altitude and a range of 2.5 DME is reached;

EGMC AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

- (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 Handling' on +44(0)1702-608150. Civil Helicopters not normally permitted.
 - (c) The airport operates a Preferred Runway Useage 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 06, and for arrivals is Runway 24.
 - (d) When making a visual approach to either runway, all aircraft of 5.7 tonnes or more AUW are to intercept the extended runway centre-line at a minimum range of 2 nm from threshold at a height not below the PAPI indicated approach slope of 3.5° (RWY 06), 3° (RWY 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.
 - (f) Due to the close proximity of residential areas ground running of aircraft engines for maintenance purposes will only be permitted as follows:
 - Mon-Fri 0800-2000 (winter), 0700-1900 (summer);
 - Sat 0800-1800 (winter), 0700-1700 (summer);
 - Sun 0900-1800 (winter), 0800-1700 (summer).No Engine running between 1055-1105 on 11 November.
- Ground running of aircraft engines for maintenance purposes is only permitted on Taxiways B and F, and requires radio contact and authorisation by ATC.
- APUs on passenger aircraft shall not be used for more than 30 minutes before departure or after arrival.

EGMC AD 2.22 FLIGHT PROCEDURES**1 Procedures for Inbound Flights**

- (a) **IFR Arrivals and Overflights**
 - (i) The standard routes for inbound aircraft via Airways are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-1/5.
 - (ii) Arrivals are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) SND, whenever possible, stating what type of service they require (deconfliction, Traffic, Basic or Procedural, as appropriate).
 - (iii) Direct arrival approaches are not to be flown unless Southend ATC have given specific clearance to do so.
 - (iv) When arriving or overflying beneath controlled airspace, pilots should be aware that their flight may not have been co-ordinated by adjacent ATC units; accordingly there may already be conflicting IFR traffic in the SND holding pattern, or flying an instrument approach procedure.
 - (v) IFR overflights intending to fly within 10 miles radius of NDB(L) SND are advised to contact Southend Approach at least 10 minutes flying time prior to reaching overhead or abeam the NDB(L) SND
- (b) **VFR Arrivals and Overflights**
 - (i) Arriving VFR flights and overflights are advised to establish communications with ATC at least 5 minutes prior to ETA for overhead Southend and prior to reaching abeam any of the established VRPs. Unless informed otherwise, ATC will provide pilots of VFR arrivals with a 'Basic Service' by default. Joining, or overflight instructions, may be issued with a level restriction ie 'Not below 1500 ft QFE', in order to facilitate integration into the circuit or to assist in deconflicting from other traffic. Such a restriction does not absolve pilots from any requirement they may have to remain in VMC at all times, and pilots must advise ATC if unable to comply with the level restriction.
 - (ii) Arriving or overflying VFR flights should avoid the Instrument Approach let-down areas and the departure climb outs at all times, unless ATC have indicated there is no traffic to effect. ATC may specify a route or track requirement to assist pilots in this, which may also be combined with a level restriction.
 - (iii) Direct arrival instrument approaches are established in the vicinity of Southend, pilots should be alert to the possibility of encountering aircraft positioning for these procedures from nearby VOR's at some distance from Southend.
 - (iv) Pilots wishing to make a Standard Overhead Join are to request this on initial contact
 - (v) Overflying VFR aircraft are advised that the area overhead, and to the immediate west and south-west of Southend Airport is where the 'SND' holding pattern is established outside CAS and is frequently in use by aircraft flying according to IFR.

EGMC AD 2.22 FLIGHT PROCEDURES (continued)

2 Procedures for Outbound Aircraft

(a) Preferred Departure Routes - via Airways

- (i) These routes do not constitute Standard Instrument Departure procedures, are not assessed for obstacle clearance and are not contained within controlled airspace.

Departure to	Designator	Designator	Route
N	Brookmans Park (BPK)	L10/N57	EVNAS - join controlled airspace on track LAM - BPK (Note 1)
NE	Clacton (CLN)	L620/L608	Join controlled airspace on track to CLN. (Note 2)
SE	Dover (DVR)	L9/L10/W71	Join controlled airspace on track to DET. (Note 3)
S	Lydd (LYD)	M189 (Y803)	Join controlled airspace on track to DET. (Note 3)
SW	Southampton (SAM)	M140/Q41	Join controlled airspace on track to DET - LYD - M189 - WAFFU - Y8 - GWC - SAM. (Note 3)
W	Compton (CPT)	L9	EVNAS - Join controlled airspace on track to LAM - BPK - HEN - CPT. (Note 1)

Note 1: Cross EVNAS at or below 3400 ft ALT. When established inbound to LAM on R086 climb to 4000 ft ALT.

Note 2: Cross CLN DME 20 at or below altitude 3400 ft. At CLN DME 20, climb to altitude 4000 ft.

Note 3: Cross DET DME 5 at or below altitude 3400 ft. At DET DME5, climb to altitude 4000 ft

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

For positioning flights to London Gatwick, follow LYD then join TIMBA 1F STAR at altitude as directed by ATC.

For positioning flights to London Heathrow and Northolt, follow BPK to LAM then join LAM3A STAR at altitude as directed by ATC.

For positioning flights to London Stansted/Luton, follow BPK to BPK then join LOREL 2Q STAR at altitude as directed by ATC.

(b) VFR Departures

- (i) VFR departures may be issued with a level restriction and/or routing restrictions by ATC to assist in deconflicting traffic and aid circuit integration; ie 'Not above altitude 1000 ft, route to the west of Maldon, due instrument traffic'. Such restrictions will be removed by ATC as soon as is practicable, and do not absolve pilots from any requirement they may have to remain in VMC at all times, and pilots must advise ATC if unable to comply with the level or routing restriction.
- (ii) VFR departures will by default be provided with a 'Basic Service' on departure unless ATC are informed otherwise, either prior to, or after departure.
- (iii) Aircraft on local flights (departing and landing back at EGMC) should specify either the cardinal or intermediate track they wish to fly on departure on either book-out or first contact with ATC (ie 'local to north-west...'). When airborne they should aim to keep to within plus or minus 30° of the nominal track requested, for example: North-west = 315°, keep to between 285° and 345°, or inform ATC.

(c) IFR Departures

- (i) IFR Departures are to inform ATC prior to departure which ATC service they will be requesting on departure, ie Deconfliction, Traffic, Basic or Procedural, as appropriate for their requirements.

3 Radio Communications Failure Procedures - IFR Flights

- (a) In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1.3 until:

(i) Inbound Aircraft

- Descend in the SPEAR hold and carry out a standard approach to Southend.
- Leave SANDY at FL70 and route BONDY-DET. Descend to maintain FL60 to be level before BONDY. At BONDY descend to maintain 4000ft to be level by DET. Thence by the DET RDL 006 to 20 DME DET (FERAS), then right turn to intercept DET RDL 015 to SPEAR and carry out standard approach to Southend.

Note: Non-RNAV equipped aircraft will be routed via LYD and are to leave LYD at FL60 and route to DET, thence follow same procedures as above.

(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 Standard Departure Routes where an altitude or flight level is specified.

EGMC AD 2.22 FLIGHT PROCEDURES (continued)**4 Instrument Approach Procedures**

- (a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5. Pilots are advised that IAPs may be flown that do not conform to the runway in use

5 Holding

- (a) A holding pattern 'SND' is established outside CAS based on the airport NDB, and extends to the west and south-west of the airport overhead. It is frequently in use by aircraft flying according to IFR, and due to the associated joining procedures and IAPs, aircraft may be encountered in all quadrants from SND at any time.

6 Visual Reference Points (VRP)

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

VRP	Co-ordinates
Sheerness	512630N 0004454E
St Marys Marsh	512830N 0003600E
Maldon	514342N 0004100E
South Woodham Ferrers	513900N 0003700E
Billericay	513800N 0002500E

- (b) Pilots are requested to contact Southend Approach prior to reaching abeam any of the VRPs when inbound or overflying the area.

EGMC AD 2.23 ADDITIONAL INFORMATION

Not applicable

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: ATC Surveillance Minimum Altitude Chart - ICAO

AD 2-EGMC-5-1

Figure: Instrument Approach Chart ILS/DME/NDB(L) RWY 06 - ICAO

AD 2-EGMC-8-1

Figure: Instrument Approach Chart LOC/DME/NDB(L) RWY 06 - ICAO

AD 2-EGMC-8-2

Figure: Instrument Approach Chart SRA RTR 2 nm RWY 06 - ICAO

AD 2-EGMC-8-3

Figure: Instrument Approach Chart ILS/DME/NDB(L) RWY 24 - ICAO

AD 2-EGMC-8-4

Figure: Instrument Approach Chart LOC/DME/NDB(L) RWY 24 - ICAO

AD 2-EGMC-8-5

Figure: Instrument Approach Chart SRA RTR 2 nm RWY 24 - ICAO

AD 2-EGMC-8-6

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