

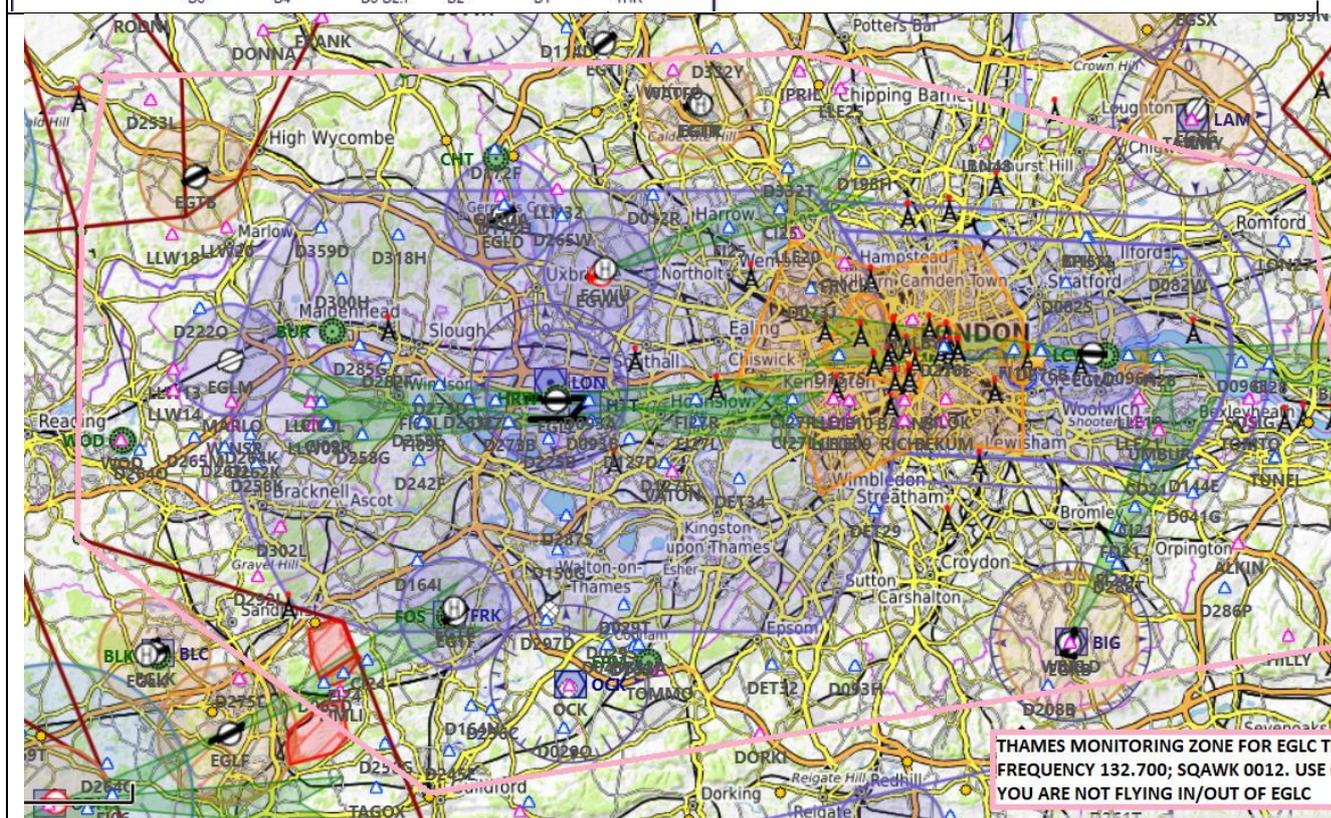
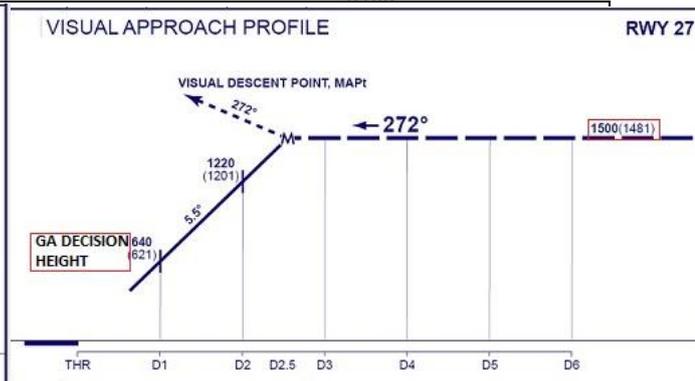
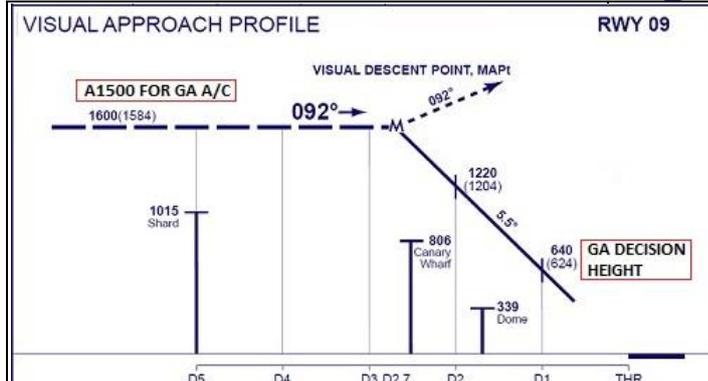
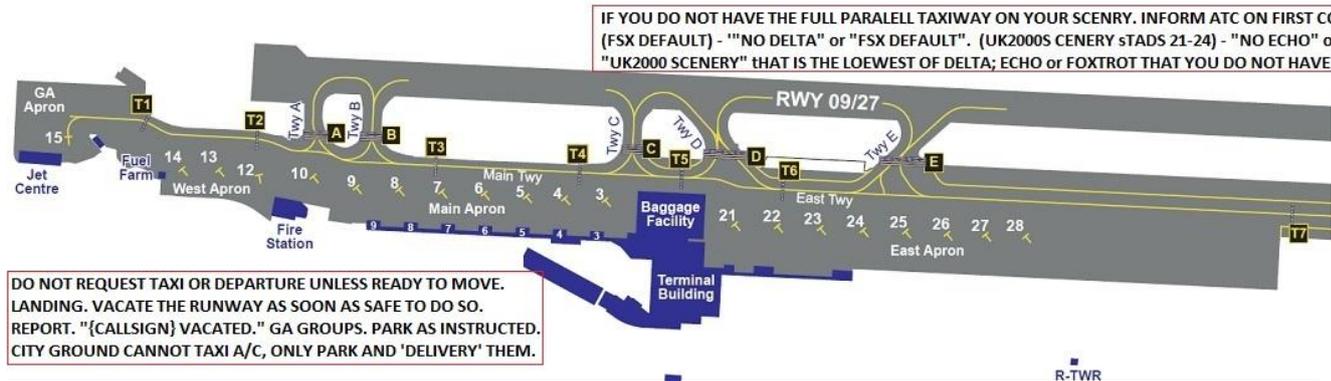
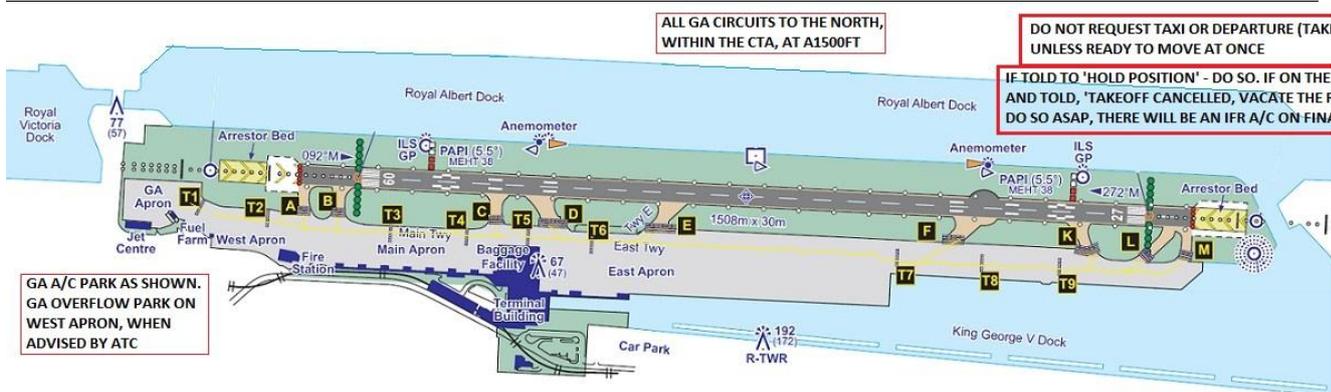
AIRFIELD NAME	July 24	<b>LONDON CITY</b>		<b>EGLC</b>	<b>South</b>
CALLSIGN	City Tower			118.080	
CALLSIGN	EGLC_TWR			APP. Dir. 128.025	
LOCATION	Lat N051.30.19.000	Long E000.03.19.000		Elev. 19ft	
LOCATION GEO.	6nm E of City of London			Ground 121.830	
CHART SOURCE	NATS	Thames Radar/Dir 132.700	Conspicuity 7057	QFE= QNH	
METAR	EGLC 136.355	<b>BOTH EGLC runways use a 5.5° GLIDESLOPE. DO NOT DESCEND BELOW IT.</b>			
NAVAIDS	NDB/ LCY: 332kHz	ILS/I-LST : 111.150mHz		<b>NOTE: RW ONLY MULTI_ENGINED GAS TURBINE A/C are allowed to operate, in / out of EGLC. VATSIM allows all A/C able to use EGLC to use it.</b>	
RUNWAY	Headings	Dimension	Surface & notes		
	09 / 27	1508m x 30m	Grooved Asphalt		
AIRSPACE	CLASS D EGLC CTR. Sfc> A2500ft		Transition level 6000ft	Above, Class A A2500ft + London TMA	
CIRCUI TS	<b>1500ftQFE: ALL VFR CIRCUITS TO THE NORTH: 09 LH: 27 RH; MAXIMUM CLIMB RATE TO CIRCUIT. THE ENDS OF BOTH RUNWAYS WIDEN TO 60m FOR EMERGENCY TURNROUND. BEYOND IS AN EMS EMERGENCY ARRESTER BED.</b>				
	<b>All Visual Circuits MUST MAINTAIN A1500 due buildings below and LONDON TMA above.</b>				
NO	<b>GA VFR. MAX Altitude 2400ft QNH. Due LONDON TMA at 2500ftQNH. IFR MAX Altitude on DEPARTURE 3000ft QNH due TMA and EGLL inbounds.</b>				

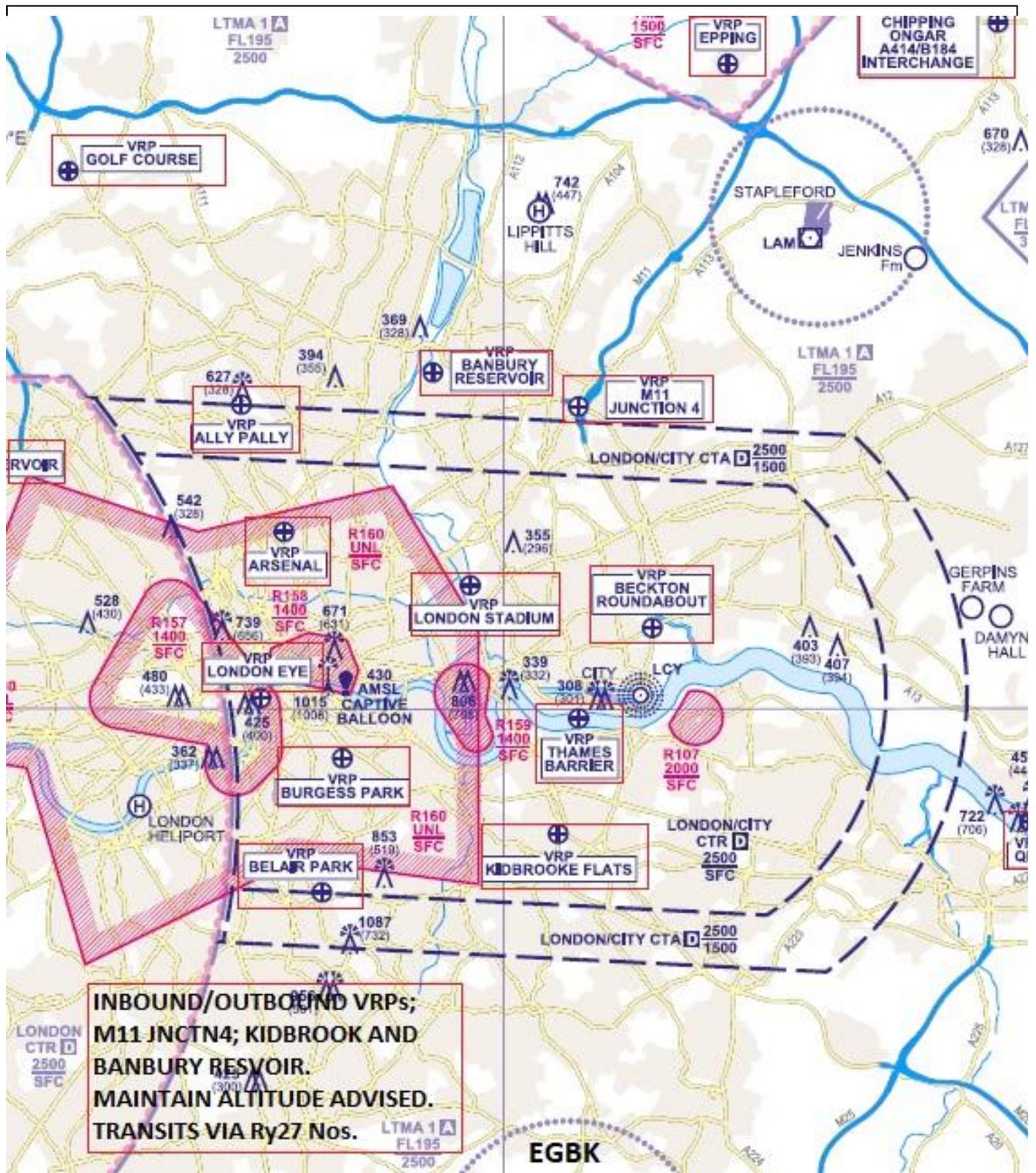
F L Y	
L O C A L  H A Z A R D S	<p>Landing or departing with a high cross wind can produce 'turbulence and/or wind shear from buildings'. The Glideslope is 5.5°. LESS THAN 5.5° could strike a building. A normal approach configuration and speed and will cause an increase in speed, with some A/C, EVEN AT MINIMUM THRUST (gliding).</p> <p><b>ALL FINAL APPROACHES, NOT BELOW A1500, UNTIL WITH THE GLIDESLOPE.</b></p> <p><b>Watch your speed on the Glideslope. DO NOT DESCEND BELOW THE INDICATED GLIDESLOPE.</b></p>
H E L I C O P T E R  O P E R A T I O N S	<p><b>A/D NOT Available for helicopter operations (RW). ON VATSIM/IVAO ONLY PUBLIC SERVICE A/C WITH the authority of ATC, dependant on operations at the time, due lack of space available.</b></p>
S P E C I A L  R U L E S  I F R  t a k e	<p><b>EGLC may not be nominated as a diversion aerodrome. EGLC MAY NOT be used as a diversion A/F. WATER or SLUSH &gt;3MM OR DRY SNOW &gt;10MM AUTOMATICALLY CLOSES RUNWAY OPERATIONS</b></p> <p>ALL STANDS at city are 'turnaround stands' common parked heading of 300° Mag.</p> <p><b>ALL A/C require a 'START ON STAND' clearance from EGLC_GND (City Ground WILL NOT TAXI A/C).</b></p> <p><b>GA A/C, DO NOT extend upwind or downwind legs to / beyond 4nm DME UNLESS authorised by ATC.</b></p> <p><b>ALL 'low pass go-arounds' WHEN AUTHORISED, MINIMUM 600ft QNH</b></p> <p><b>ALL practice or otherwise emergencies, at the discretion of the TOWER controller. A response of "Negative" or "cannot accommodate" means "Please abandon practice emergency or disconnect."</b></p> <p><b>TRANSITTING A/C. DO NOT enter CITY CTR without clearance. From CITY or Thames.</b></p> <p>If clearance is <b>"AT 2000ft QNH"</b>, <b>MAINTAIN 2000ft QNH. DO NOT</b> report 'overhead' <b>UNLESS</b> requested to do so by ATC, "Report Clear ", means Clear of CITY CTA.</p>

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GA pilots should exercise extreme caution when parking and manoeuvring on the GA Apron. It is also the Jet Centre, for Executive jets. **STARTING AND TAXIING. USE MINIMUM POWER REQUIRED.**  
**ALL PILOTS** should indicate (Flt.Pln. remarks) whether they have **Stands 21-24** or taxi **hold DELTA** on their scenery. E.g. "D" or "Have D" or "No D" or "Default Scenery" or "2000 scenery". This Information will enable Tower to land and depart A/C more efficiently (faster).  
R Helicopter route H1 IS the THAMES. Helicopter traffic may be expected SOUTH of the A/D and also  
E along the LEA VALLEY.  
M GA A/C please note: "**After departure, at 800ft with a Left Turnout....**". MEANS at **800ft Turn LEFT 90°**  
A **(to the runway heading) and maintain that heading until cleared on track/own navigation.**  
R **RW, Marshellers MUST be used on/off stands. FS A/C, Follow the lead in/out lines accurately.**  
K **If possible leave one stand between you and a parked A/C. PARK HEADING 300°. START ON STAND**  
S **Once you have a basic knowledge of Circuits, CITY is ideal 'Bashing circuits'. Lots of space and traffic.**  
**LODON TMA BASE IS A2500ft. Recommend NOT ABOVE A2300ft at all times within the CTA/CTR.**  
**London City can get very busy. DO NOT CALL FOR TAXI or DEPARTURE, UNTIL READY TO MOVE.**  
**Finally, KNOW YOUR STOPPING DISTANCES. IF TOLD "GO AROUND", DO SO, GA A/C to the NORTH**  
**WHEN LANDING 09, DO NOT USE TAXIWAYS F; L or M. NB TAXI D will be used by wide IFR A/C in/out**  
**Preferred Departure taxiways for GA A/C are 09, A or B; 27 K or L.**

**PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.**  
**NOT TO BE USED FOR REAL WORLD OPERATIONS**





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