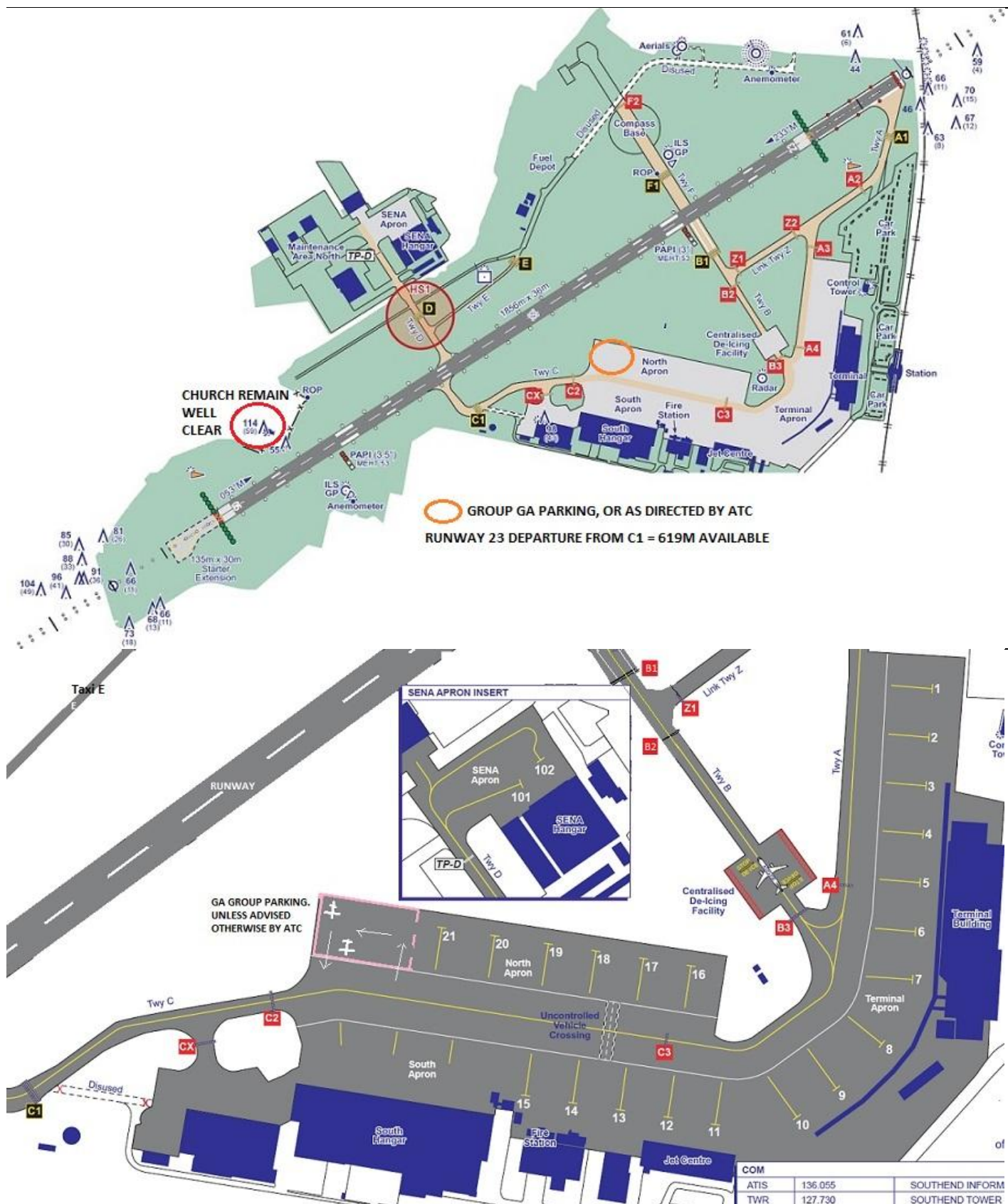
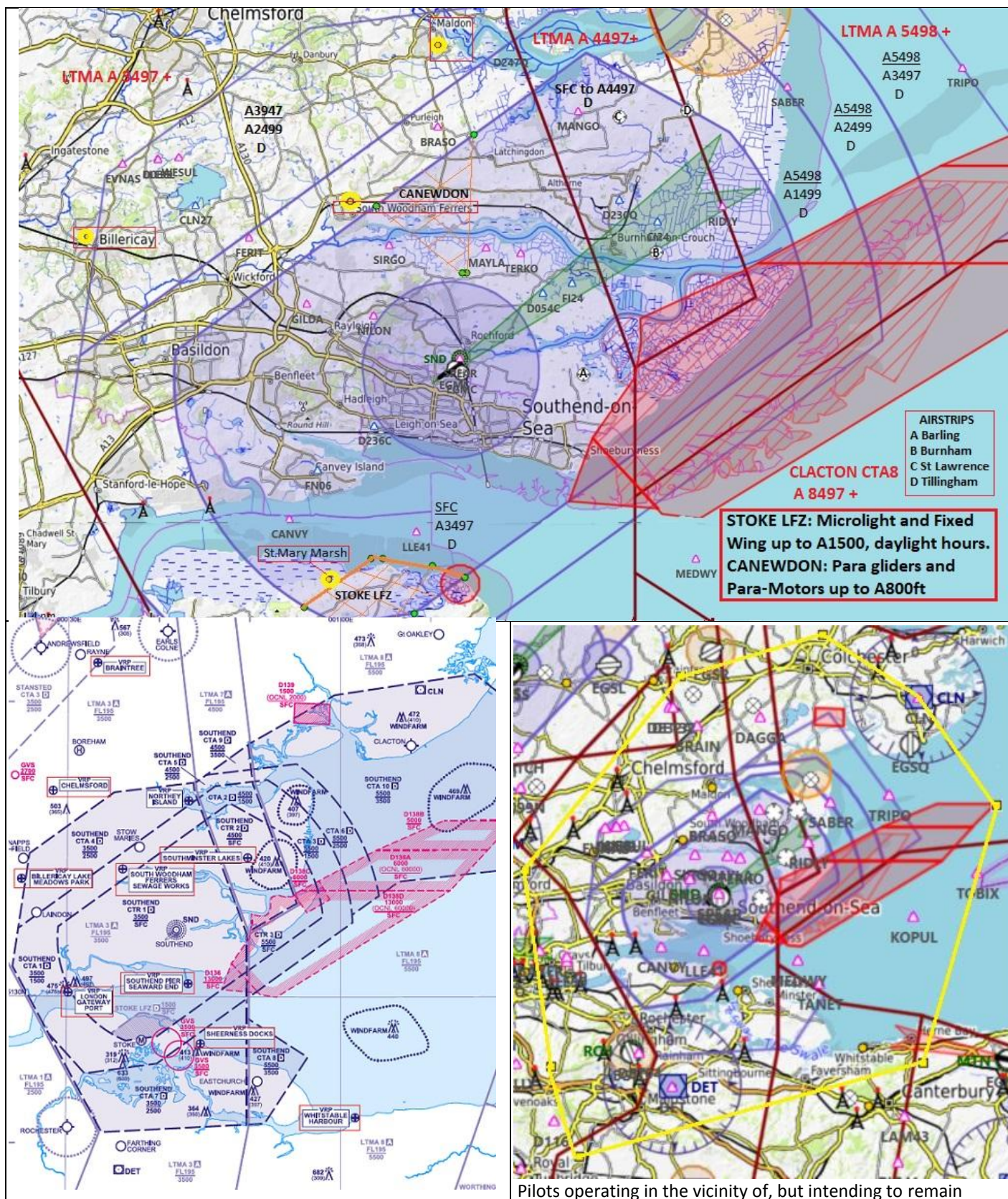


AIRFIELD NAME		December 24		SOUTHEND		EGMC		Central	
CALLSIGN (A/C RADIO)		Southend Tower					127.730		
CALLSIGN (ES/VATSIM)		EGMC_TWR					APP. 130.780		
LOCATION		Lat N051.34.13.000		Long E000.41.36.000		Elev. 55ft			
LOCATION GEOGRAPHIC		1.5nm N of Southend-on-Sea					Conspicuity		
CHART SOURCE		NATS	NORDO A/C PPR ONLY		Radar 130.780		App/ Dir. 128.965		
METAR AIRPORT		EGMC 136.055		NO NORDO A/C in or out of EGMC			QFE= QNH-2 HPscIs		
NAV AIDS	NDB/ SND: 362.5kHz		ILS/ I-ND: 111.35mHz		PREFERRED RUNWAY OPERATIONS. When Runway tail-wind component is 5kts or less. DEPARTURES Runway 23: ARRIVALS Runway 05.				
RUNWAY	Headings	Dimension	Surface						
	05 / 23	1856m x 36m	Grooved. Asphalt						
AIRSPACE	CLASS D EGMC CTR3. Sfc. > A5500			Transition level A6000ft		A4500+ London TMA.			
CIRCUITS	1000ft QFE As instructed by ATC. Circuits may vary. 1500 QFE at Night or greater than 5700KG								
NO FLY	UNLESS NOTIFIED BY ATC. ALL the Shoeburyness Danger areas are to be assumed ACTIVE AT ALL TIMES A/C are advised to remain well clear of the STOKE LFLA. Microlight Airstrip, many will be NORDO								
LOCAL HAZARDS	All types of Birds; Numerous High buildings; Chimneys and Aerials within the CTA. There are a number of unlicensed strips within the CTR. If ATC does not pass information about them (busy with IFR), ASSUME all are active up to A1000 and may include NORDO A/C. See chart below.								
HELICOPTER OPERATIONS	Circuits as directed by ATC. All helicopters require a clearance to cross the runway. During LVP Operations. Helicopter movements will be directly to / from the runway, as advised.								
SPECIAL RULES	Emergency and public service aircraft (helicopters) Have priority over ALL OTHER AIRCRAFT. A/C PASSENGERS MAY NOT Disembark any A/C WITH ENGINES RUNNING. Crew and Passengers walking to/from North and South Aprons MUST use the GREEN WALKWAYS. ALL inbound A/C must contact ATC at least 5 minutes BEFORE the CTA Boundary. ALL outbound GA VFR climb straight ahead, NO TURN BELOW A1000ft, or as directed by ATC. Within the EGMC CTR/CTA, you will be under RADAR control. ENTRY /EXIT via one of the listed VRPs VFR TRANSITS of EGMC CTA/CTR. Request on first contact with preferred route (VRP to VRP). If Traffic allows, ATC will advise routing and altitude to follow. IF requested to route via the runway or the NDB DO NOT report passing that position UNLESS REQUESTED TO DO SO. ALL A/C. WITHIN the CTA, DO NOT CROSS THE RUNWAY CENTER-LINE UNLESS ADVISED BY ATC ALL A/C, Contact ATC AT LEAST 5 minutes before estimated entry.								
REMARKS	TAXIWAY DELTA, NORTH of HOLD DELTA, has NO TAXIWAY LIGHTING and Wingtip Clearance is NOT to be presumed. A/C using Delta, inform ATC ASAP due need to remove barriers. ALL pilots take care. GA Pilots able to depart via B or C, advise ATC on first contact. During Low Visibility Operations; IMC or night operations. VFR Pilots must obtain an SVFR (Special VFR Clearance) for flight WITHIN EGMC_CTA/CTR. This requires them to REMAIN within sight of ground. They will be under RADAR control and will be issued Direction; Altitude and Speed instructions. The Eastern 1/3 of the CTA 'STEPS UP' with the LTMA, Make sure you know Lower Levels. DO NOT 'bust' controlled airspace. A/C able (and wishing) to depart from C or B Inform ATC on first contact. NOISE ABATEMENT. ALL A/C avoid all villages and farms below circuit height. Reduce power ASAP. VFR (group) Parking. Expect WEST end of NORTH apron. Make 2 rows, one on the northern edge a second with taxiway clearance Front and back. Unless advised by ATC.								



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



Pilots operating in the vicinity of, but intending to remain outside the Southend controlled airspace within the area defined by the **straight lines** and maintaining a listening watch only on Southend Radar frequency, 130.780 MHz, are encouraged to select SSR code 5050.

Selection of 5050 does not imply an ATC service. Aircraft displaying 5050 are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Southend controlled airspace at all times. Squawking 5050, be aware that Southend Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

When a pilot ceases to maintain a listening watch, code 5050 shall be deselected.