

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information**

RFF: CAT 6 0600-0000‡
 CAT 4 0000-0600‡, upgrade to CAT 6 by prior arrangement 30min PN
Fire: "Southend Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

PCN: RWY 05/23: 39/F/B/X/T

Operation**Traffic Note**

Use of AD between 2200-0630‡ PPR.

Preferential RWY

When tailwind is 5KT or below.

TKOF RWY 05.

LDG RWY 23.

Low Visibility Procedures

LVP in use when VIS below 2km and expected to deteriorate and/or ceiling below 300ft.

If LVP not in place by the time the VIS reduces to 1km or less and/or the ceiling is less than 200ft pilots will be advised.

If LVP is less than 400m, follow-me will be used between HLDG points C2 and C3, due to lack of TWY CLL.

During LVP only TWYs A and C AVBL.

TWY D no lighting, use only with PPR.

TWY Restriction

TWY A, B, C, D, G, Z width 15m / 49ft.

TWY E width 5.5m / 18ft.

TWY E AVBL for code letter A ACFT with an outer main gear wheel span of less than 4.5m / 14.8ft. ACFT taxi under own PWR at own risk.

Code letter A ACFT with outer main gear wheel span of 4.5m / 14.8ft or greater will be towed along TWY E with prior approval.

TWY C not AVBL for ACFT size A319 and larger, except wit ATC instruction.

TWY D wingtip clearance is not assured, take extra care when taxiing.

Taxi/Parking

Stands 1-10: Fitted with AGNIS. If AGNIS not switched on, hold position on adjacent TWY until AGNIS activated, or marshaller is present.

Marshaller is mandatory for stands 11-15 and on North Apron.

Use MNM PWR during taxiing on APNs and TWYs.

Embarking/Disembarking with running ENG prohibited.

GENERAL**APU**

APU shall not be used for more than 30min before off-block or after on-block. This limit may be extended to 40min when air temperature is below -5°C or above 20°C. During stand repositioning, APU is not to be started prior to 10min before the ACFT is moved.

Warnings

A public road runs through the undershoot of RWY 05 close to the RWY end. This road is CLSD by ATC prior to passenger air transport movements on RWY 05/23 in order to provide a 240m RESA to the SW of RWY.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

- Initial APCH: Continue visually or by means of an appropriate approved final APCH aid. If not possible proceed at 2000ft, or last assigned level if higher to SND.
- Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to SND.
- SPEAR arrivals from north and northwest: Leave MAYLA direct SND descending to 3000ft and carry out an ILS APCH.
- GEGMU arrivals from east and south RWY 23: Leave GEGMU and carry out an ILS APCH.
- GEGMU arrivals from east and south RWY 05: Leave GEGMU direct SND descending to 3000ft level by SND and carry out ILS APCH.

Unless advised by ATC, pilots shall regard danger areas D136/D138/D138A/D138B as active and shall avoid them accordingly.

Arrival Procedure

ARR Notes: When flying full procedure ILS/DME/NDB(L) RWY 05 or LOC/DME/NDB(L) RWY 05 do not exceed D10.3 I-SO in order to remain within Controlled Airspace.

Visual APCH: Intercept extended RWY CL at MNM D3 from TDZ not below PAPI.

Warnings

Operators attention is drawn to the possibility of LOC signal fluctuations due to the proximity of RWY 05 LOC array to the RWY. Landing ACFT vacating RWY 05 via TWY A should endeavour to keep the ACFT in continuous motion until passing A1 HLDG point.

DEPARTURE**Take-off Minima**

RWY		05/23	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure: See CRAR and in addition;

Start climb to FLT planned LVL after the last PSN shown in the Preferred DEP Routes where an ALT is specified.

DEPARTURE

Departure Procedure

Start-up/Push-back

Use MNM thrust when starting and taxiing off stands 11-15, due to proximity of buildings and other ACFT.

Intersection TKOF

RWY 05 ACFT able to accept an intersection TKOF from TWY C or D shall inform ATC on start-up or taxi.

Noise Abatement Procedures

ACFT above 5.7t / 12566lbs following PROC:

RWY 05: Climb straight ahead until a range of D1 (I-SO or I-ND) and an ALT of 1500ft is reached before turning.

RWY 23: Climb straight ahead until a range of D2.5 (I-SO or I-IND) and an ALT of 1500ft is reached before turning.

Airways Preferred DEP Routes (PDR)

Standard Routes for outbound ACFT are shown in the table below. Revised CLR may be issued prior DEP. These routes do not constitute SID procedures and are not assessed for obstacle CLR.

Departing to	PDR Designator	Airway	Route
Northeast	Clacton (CLN)	L608/L620	CLN*
Southeast	Dover (DVR)	L9/L10/Q70	DET*/***
South and Southwest	Lydd (LYD)	M189	DET - LYD*/***
West	Compton (CPT)	Q63	EVNAS - LAM - BPK - HEN - CPT**
North	Brookmans Park (BPK)	L10/N601	EVNAS - LAM - BPK**

* Cross first point in Route LVL at 3000ft.

** Cross EVNAS at 3000ft. When established inbound to LAM on R084 climb to 4000ft.

*** Information regarding the status of the danger area complex to the east of AD are provided by ATC. When operating RWY 05, pilots are responsible for maintaining safe separation from the danger area complex and shall advise ATC prior to TKOF if an alternative CLR is required.

For flights to:

- London City, follow CLN PDR to LOGAN then join JACKO 1B STAR at ALT as directed by ATC.
- London Gatwick, follow LYD PDR then join TIMBA 2F STAR at ALT as directed by ATC.
- London Heathrow and Northolt, follow BPK PDR to LAM then join LAM 3A STAR at ALT as directed by ATC.
- London Luton, follow BPK PDR to BPK then join LOREL 4Q STAR at ALT as directed by ATC.
- London Stansted, follow BPK PDR to BPK then join LOREL 4C STAR at ALT as directed by ATC.

De-Icing

O/R by handling agent; prior arrangements required between 0000-0400±.

SEN-EGMC

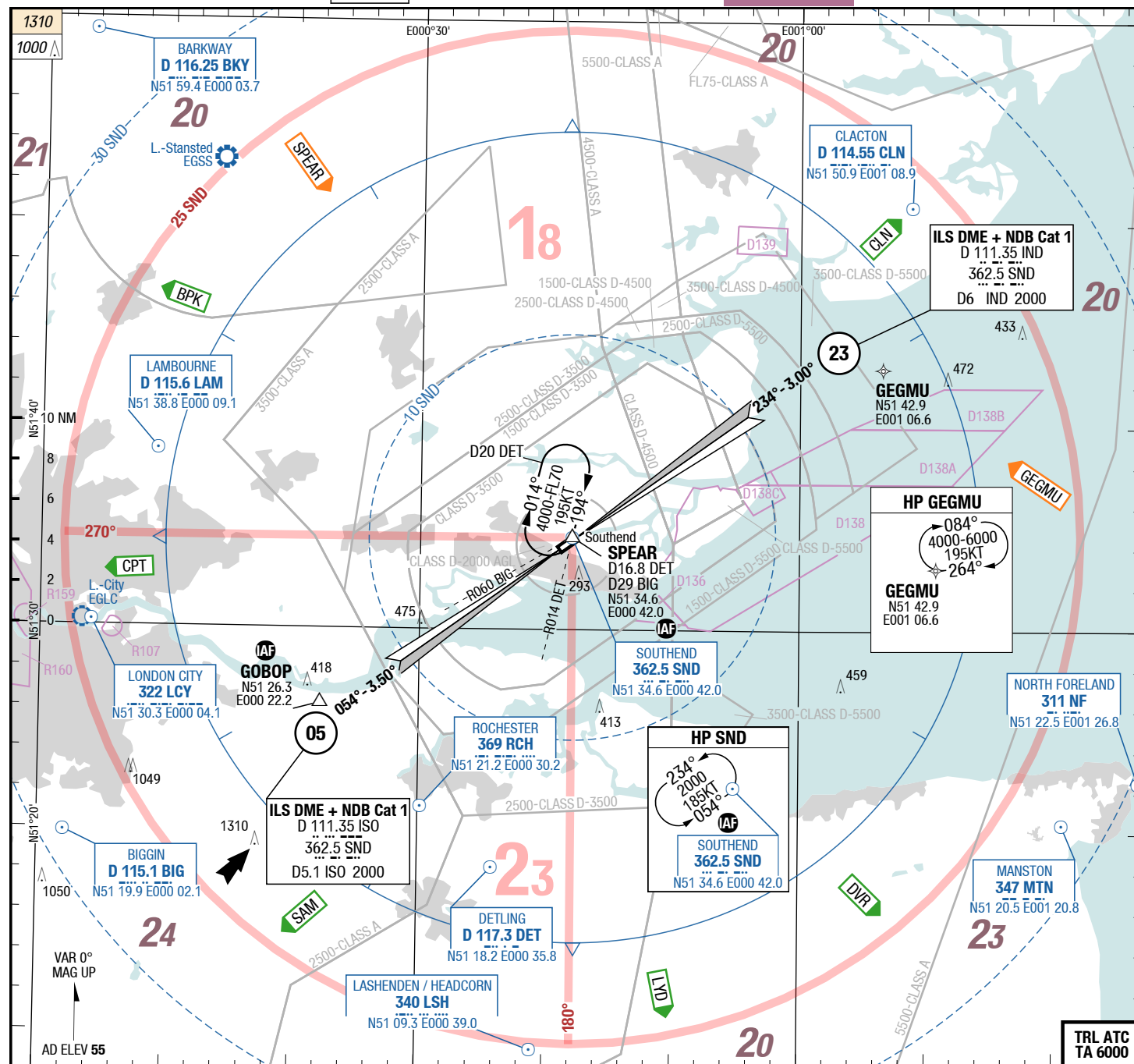
AGC
AFC

AFC

AFC

AGC
AFC

2-10



Landing RWY system:

Blue edge light to Starter Extension

05

HL-S

540

60 HL

15 HL

1604 x 36

3.5°

THR 55 (2hPa) / TDZ 55 (---%)

-0.3%

Red pre-threshold lighting

60 HL

15 HL

36 x 1604

248

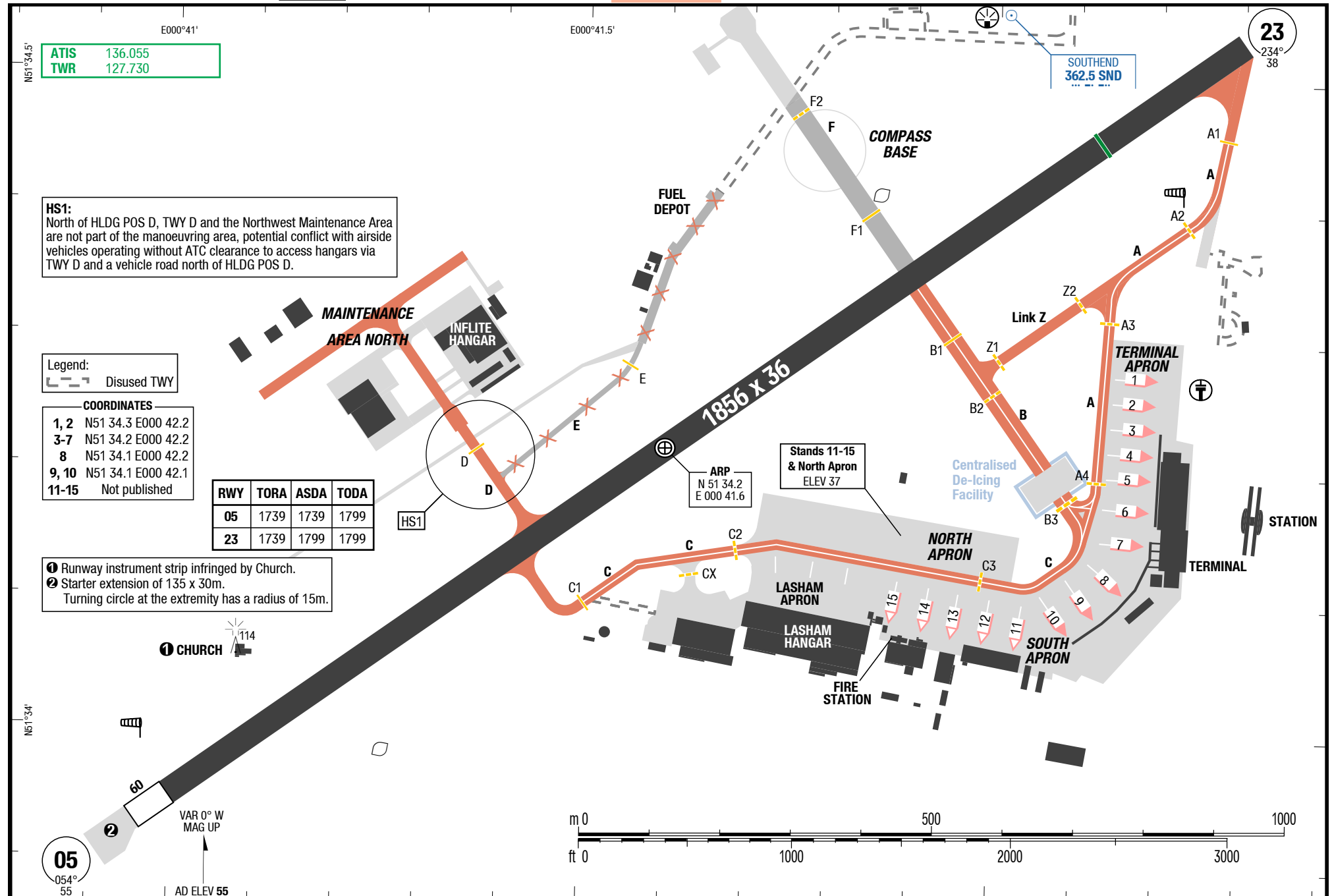
3.0°

580

TDZ 38 (---%) / THR 38 (1hPa)

+0.3%

Changes: FREQ



SEN-EGMC

NIL

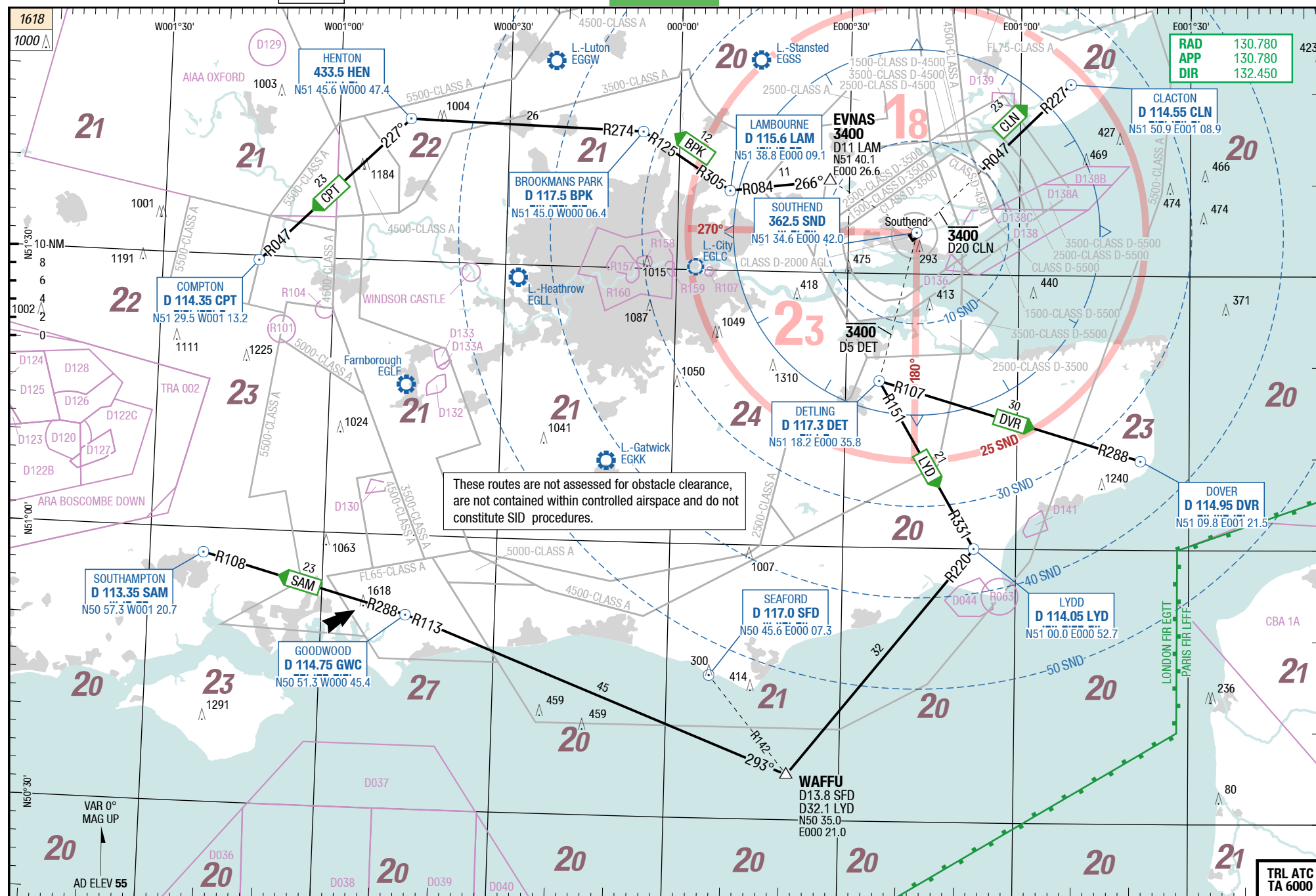
DEPARTURES

SID

SID

NIL

DEPARTURES



Changes: **FREQ**, **SUAs**, **OBST**

TRL ATC
TA 6000

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BROOKMANS PARK / CLACTON / COMPTON / DOVER / LYDD / SOUTHAMPTON

RWYs 05 (054°) / 23 (234°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BROOKMANS PARK BPK 130.780 ①	EVNAS - LAM - BPK	EVNAS at 3400 initial climb 4000
CLACTON CLN 130.780 ①	direct CLN	D20 CLN MAX 3400 initial climb 4000
COMPTON CPT 130.780 ①	EVNAS - LAM - BPK - HEN - CPT	EVNAS at 3400 initial climb 4000
DOVER DVR 130.780 ①	DET - DVR	D5 DET MAX 3400 initial climb 4000
LYDD LYD 130.780 ①	DET - LYD	D5 DET MAX 3400 initial climb 4000
SOUTHAMPTON SAM 130.780 ①	DET - LYD - WAFFU - GWC - SAM	D5 DET MAX 3400 initial climb 4000
	Runway 23	
BROOKMANS PARK BPK 130.780 ①	EVNAS - LAM - BPK	EVNAS at 3400 initial climb 4000
CLACTON CLN 130.780 ①	direct CLN	D20 CLN MAX 3400 initial climb 4000
COMPTON CPT 130.780 ①	EVNAS - LAM - BPK - HEN - CPT	EVNAS at 3400 initial climb 4000

① These routes are not assessed for obstacle clearance, are not contained within controlled airspace and do not constitute SID procedures.

DOVER / LYDD / SOUTHAMPTON

RWY 23 (234°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
DOVER DVR 130.780 ①	DET - DVR	D5 DET MAX 3400 initial climb 4000
LYDD LYD 130.780 ①	DET - LYD	D5 DET MAX 3400 initial climb 4000
SOUTHAMPTON SAM 130.780 ①	DET - LYD - WAFFU - GWC - SAM	D5 DET MAX 3400 initial climb 4000

① These routes are not assessed for obstacle clearance, are not contained within controlled airspace and do not constitute SID procedures.

Effective 24-MAY-2018

17-MAY-2018

SEN-EGMC

United Kingdom Southend

RNAV STARs GEGMU 1F/1G/1J/1K

6-10

RNAV STARs GEGMU 1B/1D

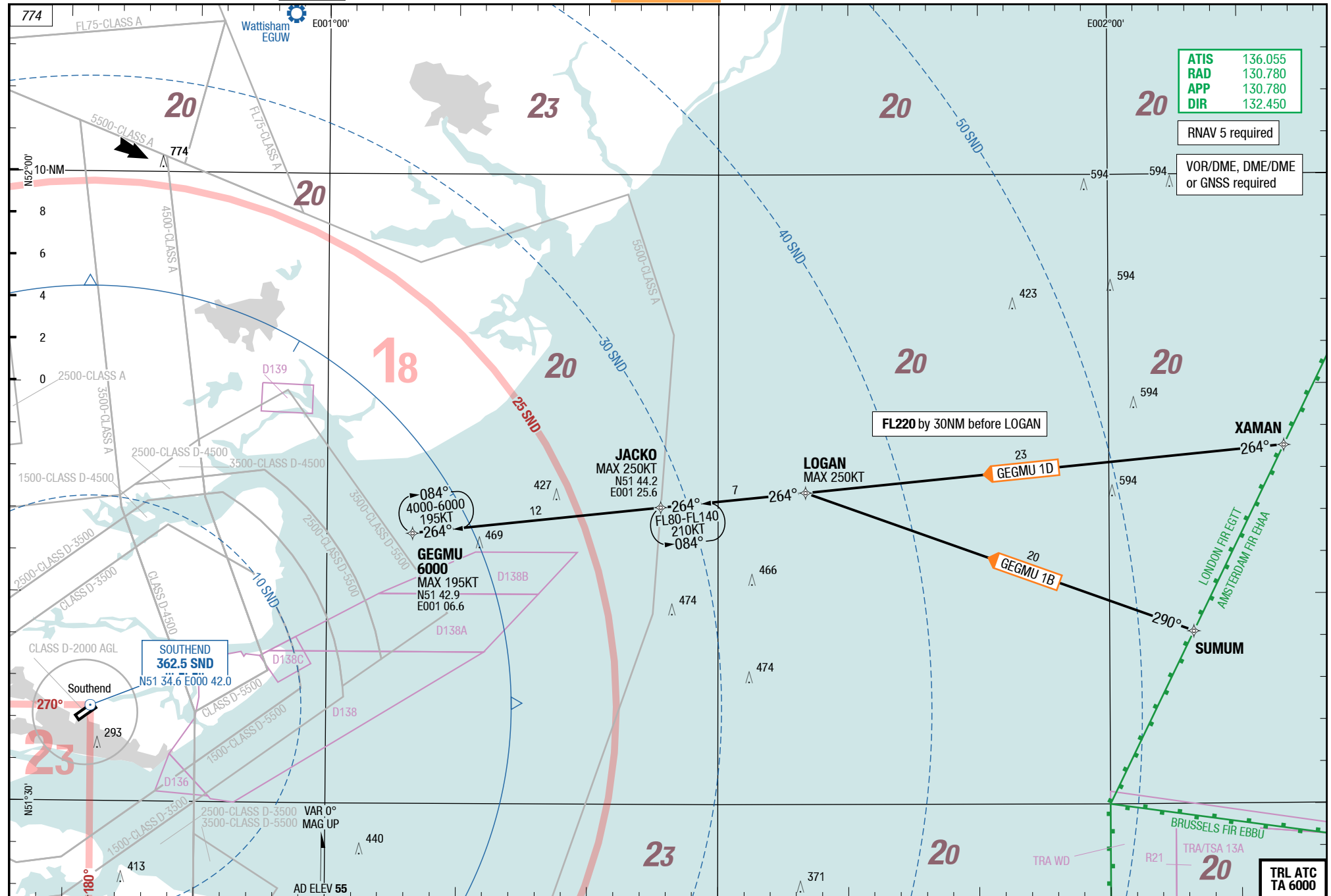
STAR

STAR

Southend United Kingdom

RNAV STARs GEGMU 1F/1G/1J/1K

RNAV STARs GEGMU 1B/1D



Changes: FREQ, Speed RESTR, Track, OBST

Effective 24-MAY-2018

17-MAY-2018

SEN-EGMC

United Kingdom Southend

STAR

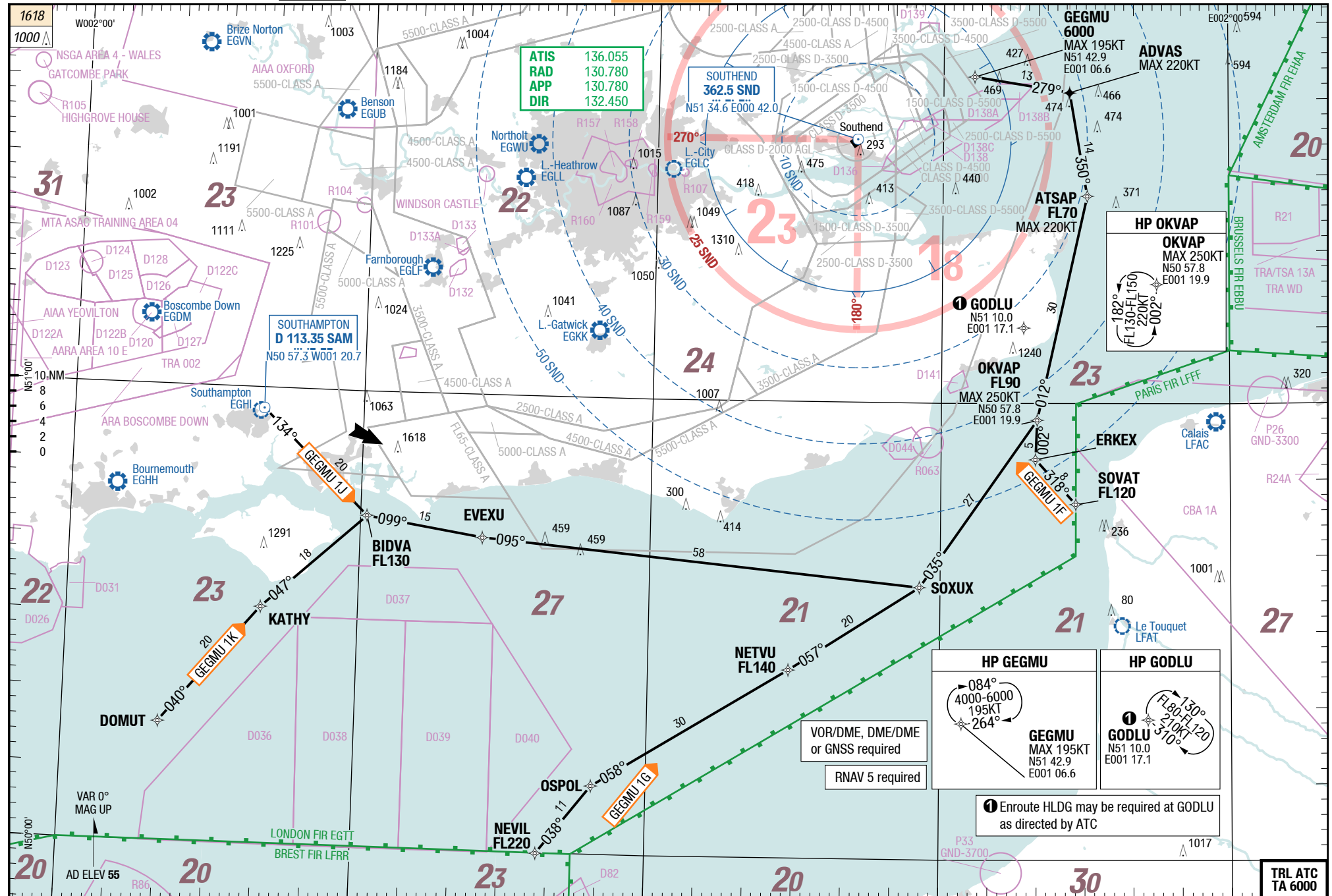
STAR

Southend United Kingdom

6-20

RNAV STARs GEGMU 1F/1G/1J/1K

RNAV STARs GEGMU 1F/1G/1J/1K



Changes: FREQ, OBST, Editorial

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Effective 24-MAY-2018

17-MAY-2018

SEN-EGMC

6-30

SPEAR 1A/2H/2L/1M

NIL

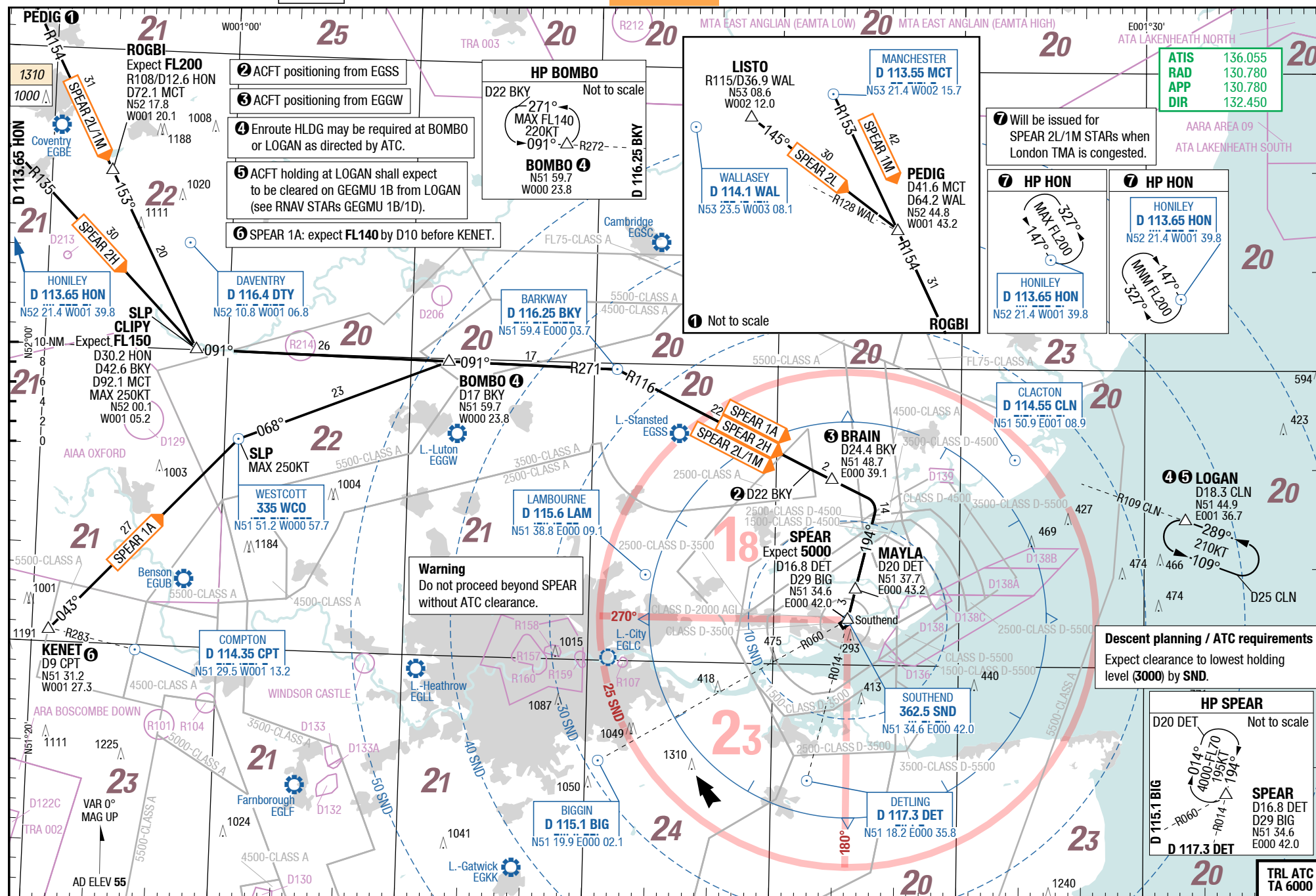
STAR

STAR

Southend United Kingdom

NIL

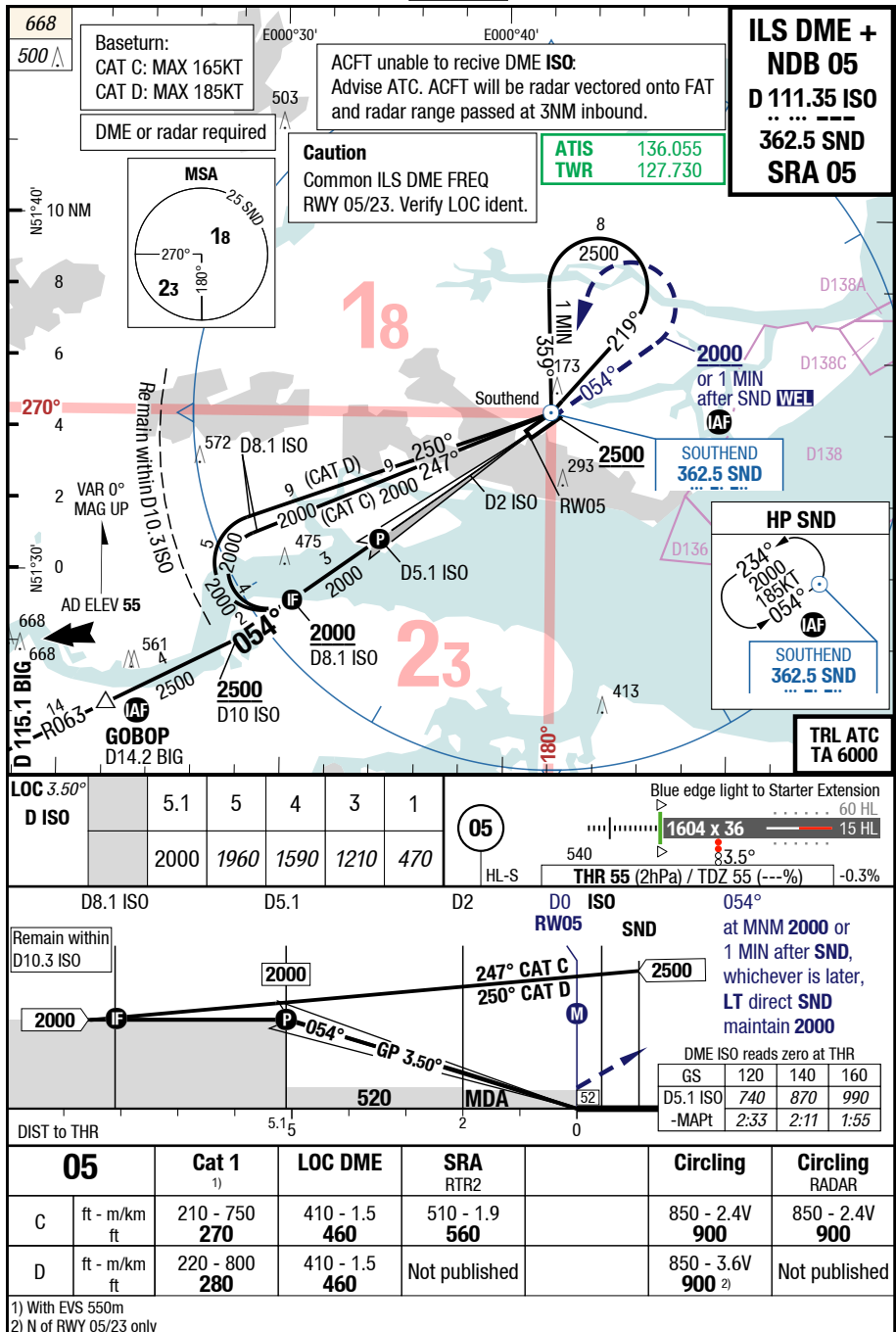
SPEAR 1A/2H/2L/1M



SEN-EGMC

7-10

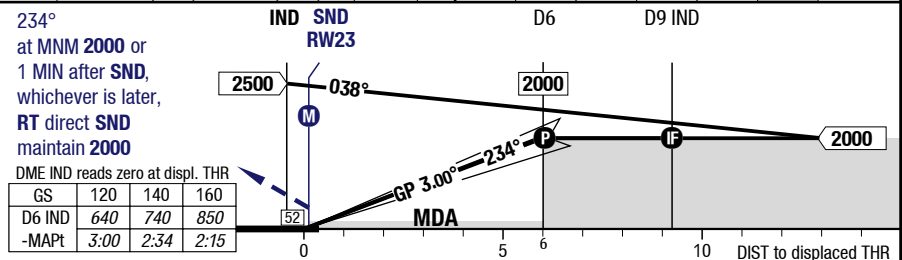
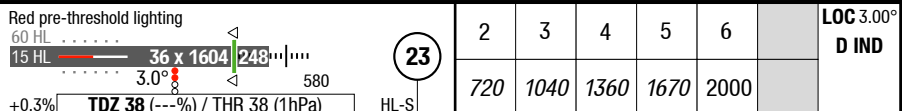
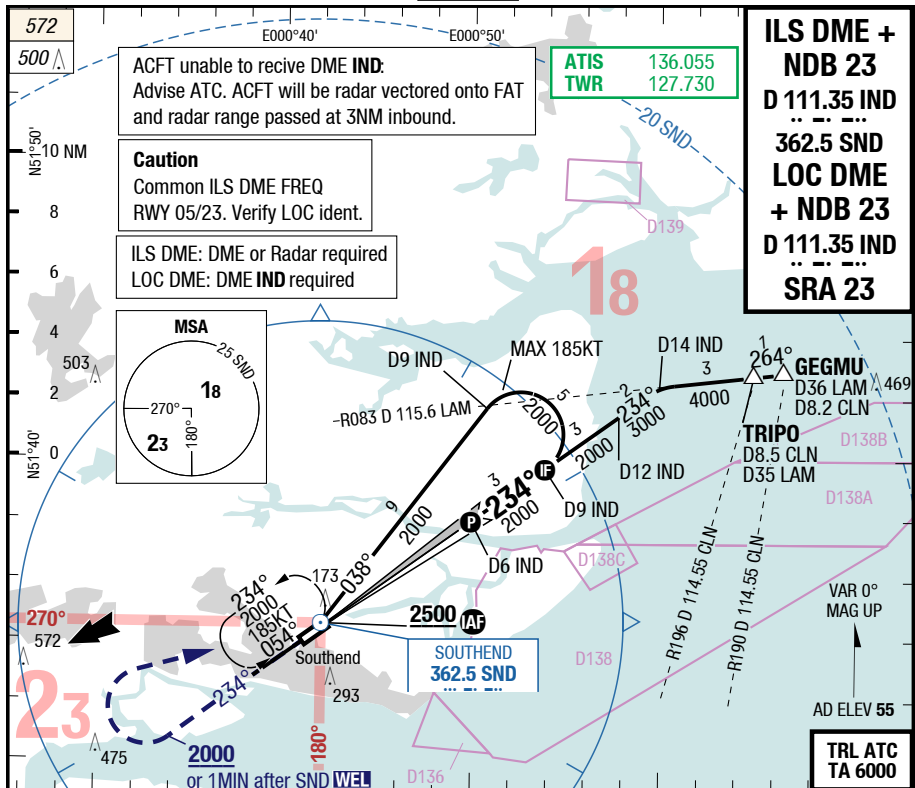
ILS DME + NDB 05 / SRA 05



SEN-EGMC

7-20

ILS DME + NDB 23 / LOC DME + NDB 23 / SRA 23



23		Cat 1 1)	LOC DME	SRA RTR2		Circling	Circling RADAR
C	ft - m/km ft	200 - 750 240	390 - 1.4 420	460 - 1.7 490		850 - 2.4V 900	850 - 2.4V 900
D	ft - m/km ft	200 - 750 240	390 - 1.4 420	Not published		850 - 3.6V 900 2)	Not published

1) With EVS 550m	
2) N of RWY 05/23 only	

07-SEP-2017
SEN-EGMC

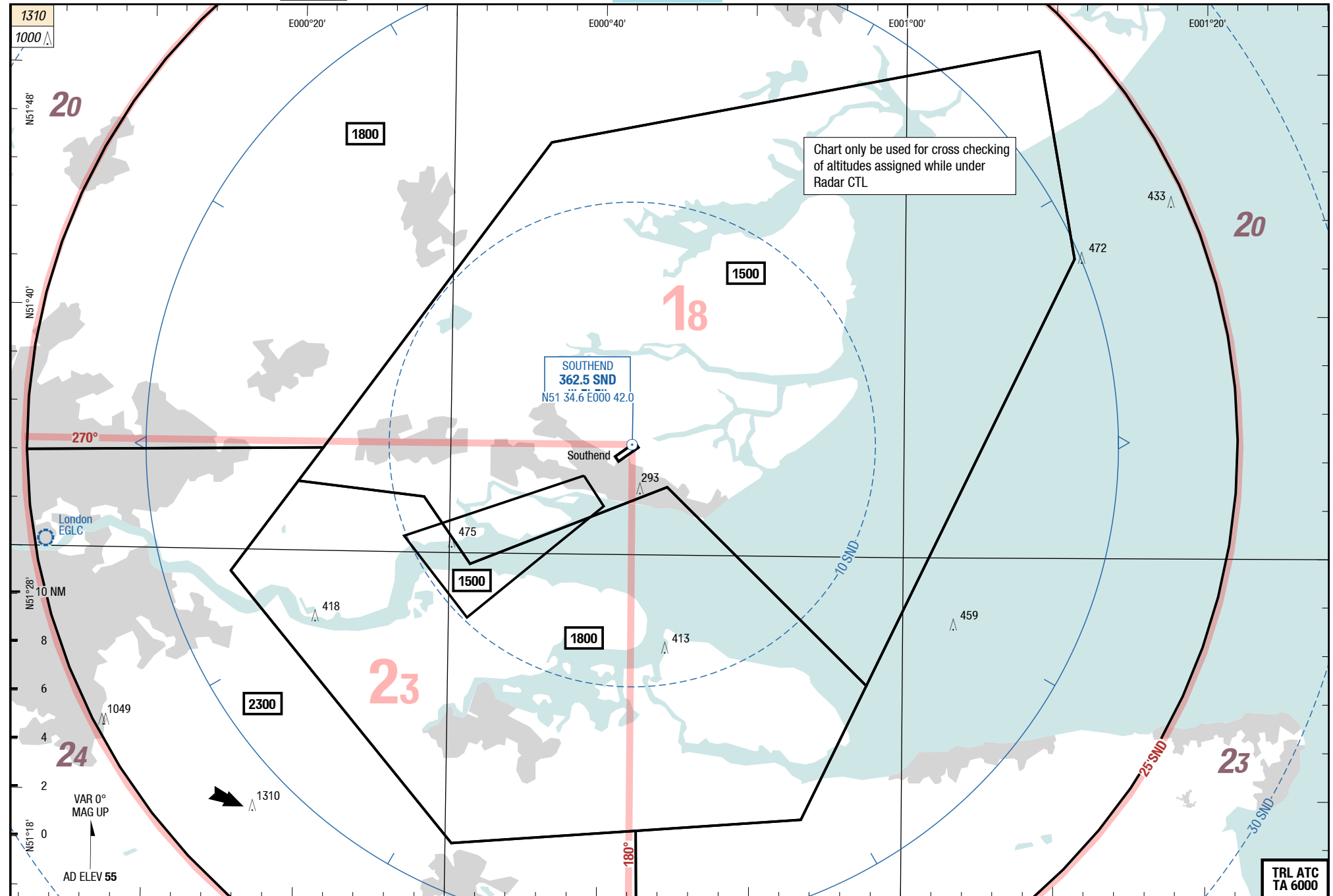
United Kingdom Southend
MRC

MRC

MRC

Southend United Kingdom
MRC

8-10



Changes: OBST

TRL ATC
TA 6000

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