



London Southend Airport - General Aviation

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London Southend Airport is proud to support the GA community and offer a range of services from circuit training to full instrument approaches.

The airport features a 1,856 metre asphalt runway (05/23) with a CAT 1 ILS, and is situated within Class D controlled airspace offering radar services to both IFR and VFR traffic.

Key Frequencies:

Southend Tower:	127.730 MHz
Southend Radar	130.780 MHz *Initial inbound call to be made on this frequency.
Southend Director	128.965 MHz
Southend ATIS	136.055 MHz

Procedures for Visiting Pilots

All visiting pilots operating at London Southend Airport are required to observe the following procedures:

- **PPR Mandatory:** Prior Permission Required (PPR) is mandatory for all visiting aircraft. Pilots must also book out with ATC via the landline prior to engine start—this is a requirement.
- **High-Visibility Jackets:** All individuals must wear high-visibility tabards or jackets whilst airside and these must be fully fastened at the front.
- **Identification:** Every person must carry valid photo ID and be prepared to present it on request.
- **ATC Instructions:** Within Class D airspace, pilots must comply with ATC instructions at all times. Be sure to make your initial inbound call in good time, as the radar frequency may be busy. Remain outside CAS until you have obtained a clearance.
- **Marshalls:** Where applicable, pilots must be familiar with, and able to comply with marshalling signals and guidance.
- **VRP Familiarity:** All pilots must be familiar with the published Southend Visual Reference Points (VRPs) and operate accordingly when arriving or departing VFR.
- **Danger Area Awareness:** Be familiar with the Danger Area complex located to the east of Southend and plan your route accordingly.
- **EGR 162 'SS Montgomery':** All pilots operating to the south of Southend should make themselves aware of the restricted area around the wreck of the SS Montgomery situated to the east of Sheerness Docks (UK AIP ENR 5.1 refers)
- **Red Stop-bars:** Do not cross any illuminated red stop-bars under any circumstances. If in doubt, query the controller.

North Apron Parking Procedure

All visiting pilots parking on the North Apron must adhere to the following procedures when accessing or vacating the north apron on foot.

Taxiway Crossing: Crossing Taxiway Charlie is only permitted via the designated uncontrolled pedestrian crossing point, which is clearly marked with black and white checkered ground markings. Look both ways and give way to all aircraft and vehicles on the taxiway before crossing.

