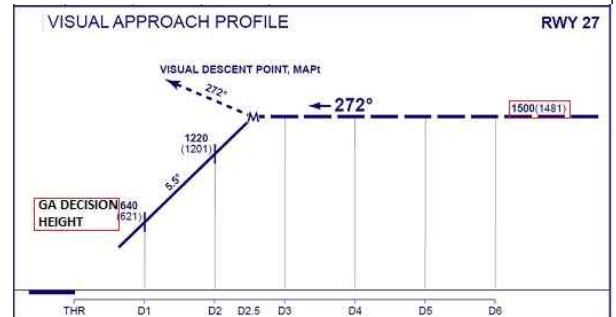
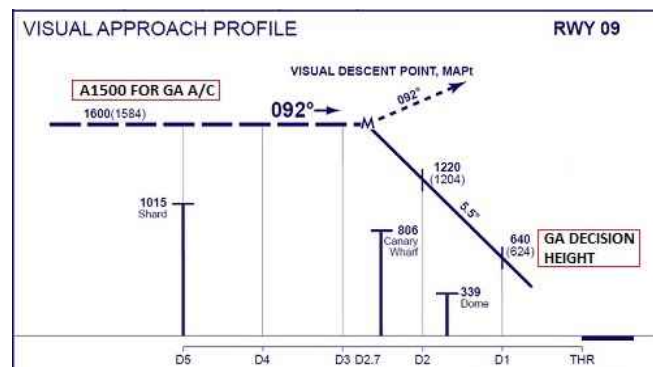
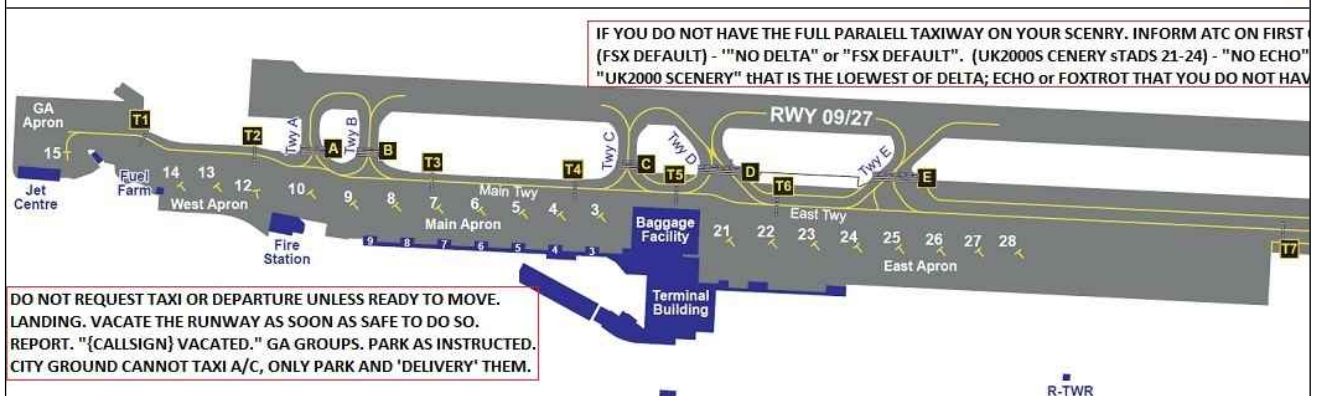
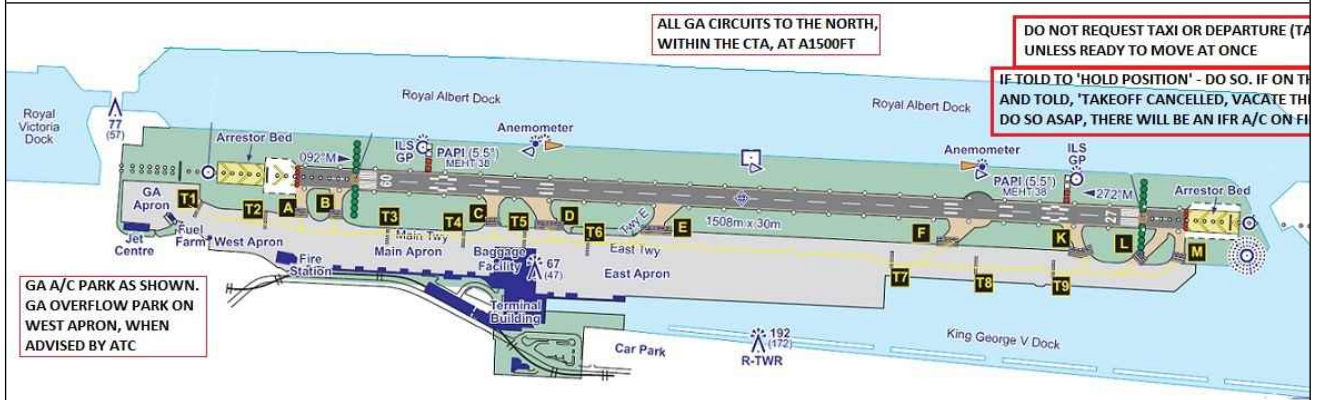


AIRFIELD	May 25	LONDON CITY			EGLC	South
CALLSIGN	City Tower				118.080	
CALLSIGN	EGLC_TWR				APP. Dir. 128.025	
LOCATION	Lat N051.30.19.000		Long E000.03.19.000		Elev. 19ft	
LOCATION	6nm E of City of London				Ground 121.830	
CHART	NATS	Thames Radar/Dir 132.700	Conspicuity 7057		QFE= QNH	
METAR	EGLC 136.355	BOTH EGLC runways use a 5.5° GLIDESLOPE. DO NOT DESCEND BELOW IT.				
NAV AIDS	NDB/ LCY: 332kHz	ILS/I-LST : 111.150mHz		RW ONLY MULTI_ENGINED GAS TURBINE A/C are allowed to operate, in / out of EGLC. VATSIM allows all A/C to use EGLC .		
RUNWAY	Headings	Dimension	Surface & notes			
	09 / 27	1508m x 30m	Grooved Asphalt			
AIRSPACE	CLASS D EGLC CTR. Sfc> A2500ft		Trans 6000ft	Above, Class A A2500ft + London TMA		
CIRCUITS	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. All Visual Circuits MUST MAINTAIN A1500 due buildings below and LONDON TMA above.					
NO FLY	GA VFR. MAX Altitude 2400ft QNH. Due LONDON TMA at 2500ftQNH. IFR MAX Altitude on DEPARTURE 3000ft QNH due TMA and EGLL inbounds.					
LOCAL HAZARDS	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). ALL FINAL APPROACHES, NOT BELOW A1500, UNTIL WITH THE GLIDESLOPE. Watch your speed on the Glideslope. DO NOT DESCEND BELOW THE INDICATED GLIDESLOPE.					
HELICOPTER OPERATIONS	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.					
SPECIAL RULES	EGLC may not be nominated as a diversion aerodrome. EGLC MAY NOT be used as a diversion A/F. WATER or SLUSH >3MM OR DRY SNOW >10MM AUTOMATICALLY CLOSES RUNWAY OPERATIONS ALL STANDS at city are ‘turnaround stands’ common parked heading of 300° Mag. ALL A/C require a ‘START ON STAND’ clearance from GND (City Ground WILL NOT TAXI A/C). GA A/C, DO NOT extend upwind or downwind to/beyond 4nm UNLESS authorised by ATC. ALL ‘low pass go-arounds WHEN AUTHORISED, MINIMUM 600ft QNH ALL practice or otherwise emergencies, at the discretion of the TOWER controller. A response of “Negative” or “cannot accommodate” means “Abandon practice emergency or disconnect.” TRANSITTING A/C. DO NOT enter CITY CTR without clearance. From CITY or Thames. If clearance is “AT 2000ft QNH”, MAINTAIN 2000ft QNH. DO NOT report ‘overhead’ UNLESS requested to do so by ATC, “Report Clear “, means Clear of CITY CTA.					
REMARKS	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. 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). Helicopter route H1 IS the THAMES. Helicopter traffic may be expected SOUTH of the A/D and also along the LEA VALLEY. GA A/C please note: “After departure, at 800ft with a Left Turnout....”. MEANS at 800ft Turn LEFT 90° (to the runway heading) and maintain that heading until cleared, ‘own navigation’. Follow the lead in/out lines accurately. If possible leave one stand between you and a parked A/C. PARK HEADING 300°. START ON STAND. Once you have a basic skills, CITY is ideal ‘Bashing circuits’. Lots of space and traffic. LONDON 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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