

AIRFIELD NAME AND ICAO	<b>LONDON CITY</b>		<b>EGLC</b>	<b>S</b>
CALLSIGN (RADIO)	City Tower		118.080	
CALLSIGN (ES/VATSIM)	EGLC_TWR		APP. Dir. 128.025	
LOCATION	Lat N051.30.19.000	Long E000.03.19.000	Elev. 19ft	
LOCATION GEOGRAPHIC	6nm E of City of London		Conspicuity 7057	
CHART SOURCE	NATS	Thames Radar/Dir 132.700	Ground 121.830	
METAR AIRPORT	EGLC 136.355		My QFE= QNH(METAR) - 0 HPscls	
NAV AIDS (FSX / PLANG3)	NDB/ LCY	332kHz	ILS/I-LST	111.150mHz
RUNWAYS	Headings	Dimension	Surface & notes	
	09 / 27	1508m x 30m	Grooved Concrete	
AIRSPACE/TRANS ALT QNH	CLASS D EGLC CTR	Transition level 6000ft	Airspace above is Class A Base Alt 2500ft London TMA	
CIRCUITS HEIGHT QFE DIRS	1500ftQFE	ALL VFR CIRCUITS TO THE NORTH 09 LH. 27 RH		
NO FLY AREAS	<b>GA VFR. MAX Altitude 2400ft QNH</b> Due TMA at 2500ftQNH. <b>IFR MAX Altitude on DEPARTURE 3000ft QNH</b> due TMA and EGLL inbounds.			
LOCAL HAZARDS	Landing or departing with a strong cross wind is likely to produce 'building induced turbulence' and / or wind shear.			
HELICOPTER OPERATIONS	<b>A/D NOT Available for helicopter operations (RW).</b> <b>Available on VATSIM/IVA0 ONLY by authority of ATC</b> , dependant on operations at the time, due lack of space available.			
SPECIAL RULES  IFR take precedence over VFR AT ALL TIMES	<p><b>EGLC may not be nominated as a diversion aerodrome.</b></p> <p><b>ALL STANDS</b> at city are 'turnaround stands' common parked heading of 300<sup>0</sup> Mag.</p> <p><b>ALL A/C 'START ON STAND'</b></p> <p><b>GA A/C, DO NOT</b> extend upwind or downwind legs <b>to or beyond 4nm DME UNLESS</b> authorised by ATC.</p> <p><b>ALL 'low pass go-arounds' WHEN AUTHORISED, MINIMUM 600ft QNH</b></p> <p><b>ALL</b> practice or otherwise <b>emergencies</b>, at the discretion of the <b>TOWER controller</b>. A response of <b>"Negative"</b> or <b>"cannot accommodate"</b> means <b>"Please abandon practice emergency or disconnect."</b></p> <p><b>TRANSITTING A/C.</b></p> <p><b>DO NOT enter CITY CTR without clearance.</b></p> <p>If clearance is <b>"AT 2000ft QNH"</b>, <b>MAINTAIN 2000ft QNH.</b></p> <p>DO NOT report 'overhead' UNLESS requested to do so.</p>			
REMARKS	<p>GA pilots should exercise extreme caution when parking and manoeuvring on the GA Apron. It is also the Jet Centre, for Executive jets.</p> <p><b>ALL PILOTS</b> should indicate (Flt.Pln. remarks) whether they have <b>Stands 21-24</b> or taxi <b>hold DELTA</b> 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).</p> <p>Helicopter route H1 uses the THAMES, Helicopter traffic may be expected SOUTH of the A/D and also along the LEA VALLEY.</p> <p>GA A/C please note: <b>"After departure, at 800ft with a Left Turnout...."</b>. MEANS at <b>800ft Turn 90<sup>0</sup></b> (to the runway heading) and maintain that heading until cleared on track/own navigation.</p> <p><b>Once you have a basic knowledge of Circuits, CITY is ideal 'Bashing circuits'.</b></p> <p><b>Lots of space and mixed traffic. ENJOY.</b></p>			

**ALL PILOTS:**

**WHEN RECEIVING A SERVICE VIA CIX TEAMSPEAK PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.**