LONDON SOUTHEND AIRPORT
CLASS D CONTROLLED AIRSPACE
GUIDE

Introduction

From the 2nd of April 2015 London Southend Airport (LSA) will be implementing Class D Controlled Airspace (CAS). This airspace is made up of a Control Zone (CTR) and Control Area's (CTA’s) and is shown in the diagram below.
Class D Airspace

Class D airspace is available to arriving, departing and transiting aircraft whether operating IFR or VFR.

The purpose of Class D airspace is to create a known traffic environment to assist in the safe, orderly and expeditious flight of all these airspace users.

This is achieved by ATC separating IFR aircraft from each other and by passing traffic information to VFR flights about IFR flights. The primary method of avoiding collisions between VFR and IFR aircraft is the “see and avoid” principle.

Separation Requirements

All aircraft require a clearance from ATC before entering Class D airspace.

Separation standards are not prescribed for application by ATC between VFR flights or between VFR and IFR flights in Class D airspace. However, ATC has a responsibility to prevent collisions between known flights and to maintain a safe, orderly and expeditious flow of traffic.

This objective is met by passing sufficient traffic information and instructions to assist pilots to ‘see and avoid’.

Instructions issued to VFR flights in Class D airspace are mandatory to provide for the effective management of overall ATC workload. These instructions may comprise of;

- Routeing instructions
- Visual holding instructions
- Level restrictions
- Information on collision hazards

Routeing instructions may be issued which will reduce or eliminate points of conflict with other flights, such as final approach tracks and circuit areas, with a consequent reduction in the workload associated with passing extensive traffic information. These routing instructions will often include Visual Reporting Points (VRP’s)
Flight Rules

The pilot is responsible for determining the flight rules (VFR or IFR) under which they wish to conduct their flight, taking into account the prevailing flight meteorological conditions, airspace classification, limitations of their licence/qualifications and aircraft certification restrictions. (see following table for Class D VMC criteria).

**The Pilot is expected to request a clearance appropriate to their rating and aircraft type.**

<table>
<thead>
<tr>
<th>VFR Flights operating to or from the aerodrome</th>
</tr>
</thead>
<tbody>
<tr>
<td>When the reported MET conditions reduce below the following minima, ATC shall no longer issue VFR clearances for flights intending to operate VFR to or from the aerodrome.</td>
</tr>
<tr>
<td>ATC will advise pilot and ask ‘report your intentions’.</td>
</tr>
<tr>
<td><strong>Day</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Night</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Criteria for determining VMC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Flight visibility</strong></td>
</tr>
<tr>
<td><strong>Horizontal</strong></td>
</tr>
<tr>
<td><strong>Day and Night</strong> Below FL100</td>
</tr>
<tr>
<td><strong>Day only</strong> Below 3000ft for aircraft (other than heli) flying at 140kt IAS or less</td>
</tr>
<tr>
<td><strong>Helicopters below 3000ft</strong></td>
</tr>
</tbody>
</table>
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<table>
<thead>
<tr>
<th>Special VFR Flight</th>
</tr>
</thead>
<tbody>
<tr>
<td>When the reported MET conditions reduce below the following minima, ATC shall no longer issue SVFR clearances for flights intending to operate SVFR within the CTR. ATC will advise pilot and ask ‘report your intentions’.</td>
</tr>
<tr>
<td>Visibility</td>
</tr>
<tr>
<td>Aircraft other than helicopters</td>
</tr>
<tr>
<td>Helicopters</td>
</tr>
</tbody>
</table>

**NOTE:** For both fixed wing and helicopters landing or taking-off, the reported MET visibility * at the aerodrome shall be taken to be the flight visibility.
* When the reported visibility consists of two values, the lower of the two values shall be used.

Information required by ATC for CAS clearance

ATC will need to ascertain the following information before issuing a clearance to enter CAS.

- **Flight details** *(Call sign, aircraft type, point of departure, destination)*
- **Position** *(approx. Geographical feature, bearing/cardinal direction from VOR)*
- **Altitude** *(Current altitude and, where necessary, the altitude you are climbing/descending.)*
- **Flight Rules** *(IFR, VFR)*
- **Intended Route** *(Geographical location, VRP, Navigation aid etc)*
- **Service Requested Outside CAS**

When passing the above information keep all phraseology used with ATC standard as per CAP413. Clear and concise phraseology reduces RT loading and is beneficial for all airspace users. Long and protracted conversations could delay clearances to others.

For Example: after establishing two way communication with ATC.

"GNERC, PA31 from Cambridge to Lydd, 2NM south of Earls Colne, two thousand three hundred feet climbing three thousand feet, VFR, request basic service and clearance to transit through the Southend Overhead".
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Flights Transiting the LSA CAS

Pilots requiring to transit the LSA CTR /CTA should contact Southend Radar on 130.775MHz as soon as practicable.

On first contact, ATC may advise you to remain outside controlled airspace. This is because controllers have to find out your flight details and in most cases co-ordinate your flight before a clearance to enter can be issued.

Controllers will endeavour to approve your transit as requested, however on occasions, alternative routings and levels will be issued.
In some cases of high traffic loadings an instruction to remain outside CAS will be given but controllers will give you an expected onward clearance time.

Transiting aircraft may be transferred to the Southend Director frequency 128.950MHz.

Visual Flight Rule (VFR) Clearance

If a pilot is operating under Visual Meteorological Conditions (VMC), then a VFR transit would be issued. For example:

“GABCD cleared to cross Southend Controlled Airspace, via South Woodham Ferrers and Southend Pier, VFR, not above altitude 2,500ft, QNH 1013”.

It remains the pilot’s responsibility to maintain VMC and adhere to the see and avoid principle. Pilots’ should inform ATC if unable to remain VMC.

Aircraft that are not equipped with or do not have a serviceable mode A and C should not expect transit above altitude 3000ft.

Special VFR (SVFR) Clearance

If the inflight visibility drops below the VFR flight requirements within CAS, then a special VFR clearance may be issued / requested.

SVFR clearances can only be issued to aircraft flying within the CTR and not the CTA.

A SVFR clearance may be more restrictive than a VFR clearance as the controller is required to separate SVFR from other SVFR and IFR aircraft.
It remains the pilot’s responsibility to fly in accordance with the Flight Rules as well as remaining clear of cloud and in sight of the surface. For example;

“GABCD cleared to cross Southend Control zone, via Billericay and Sheerness, Special VFR, not above altitude 1500ft”.

Pilots should expect SVFR transit at levels that will be at least 500ft from the base of the LTMA Class A airspace (above Southend) due to ATC separation requirements. In most cases the maximum transit level will be altitude 3000ft

**Instrument Flight Rule (IFR) Clearance**

Aircraft operating IFR can request an IFR clearance to cross Southend Controlled Airspace. ATC are required to separate IFR aircraft from other IFR aircraft and SVFR aircraft. This clearance may be given as a heading to fly as well as a level to maintain. For example;

“GABCD cleared to enter Southend Controlled Airspace, heading 360 degrees at altitude 3,000ft, QNH 1013”.

Pilots should expect IFR transit at levels that will be at least 500ft from the base of the LTMA Class A airspace (above Southend) due to ATC separation requirements. In most cases the maximum transit level will be altitude 3000ft
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Flights Departing & Arriving Southend

For flights taking-off or landing at aerodromes within Class D airspace the reported meteorological visibility at the aerodrome shall be taken to be the flight visibility.

Departures

It will be a requirement from 2nd April 2015 for all aircraft that have not filed a full FPL (Form CA48) to book-out prior to departure. This includes local flights. Pilots can book-out using a form in Flight Briefing or by telephoning Southend ATC. (01702 538420).

VFR/SVFR departures, will receive a clearance to depart the Southend Control Zone or, if the entirety of the flight remains inside controlled airspace, a clearance to destination. The clearance will compromise of route, level instructions and flight rules as required. For example;

‘GABCD cleared to leave the Southend control zone via South Woodham Ferrers, VFR, not above altitude 1500ft.’

‘GVVBE cleared to Barling, via Southend Pier, VFR not above 1500ft.’

Arrivals

As with transiting aircraft, Pilots requiring to enter the LSA CTR/CTA to land at Southend or an airfield within the Control Zone, should contact Southend Radar on 130.775 MHz as soon as practicable.

Arriving aircraft may be transferred to Southend Director frequency 128.950MHz or direct to Southend Tower 127.725 MHz

VFR/SVFR arrivals will receive a clearance to enter the Southend Control Zone together with any routing requirement, joining instructions, flight rules and altitude restrictions. For example;

‘GBZHF cleared to enter the Southend Control Zone, via Southend Pier, join left hand downwind runway 24, VFR, not above altitude 1500ft.’

‘GBJVLT cleared to enter Southend Control Airspace, join right base Runway 24, Special VFR not above altitude 2000ft’.
Visual Reporting Point’s

VRPs have been established to assist in the definition of frequently utilised routes and the avoidance of instrument approach and departure tracks. Where controllers require VFR aircraft to hold at a specific point pending further clearance, this is to be explicitly stated to the pilot.

The VRP’s at Southend are as follows;

<table>
<thead>
<tr>
<th>VRP Name</th>
<th>Lat/ Long</th>
<th>VOR/DME FIX</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Billericay</td>
<td>513800N 0002500E</td>
<td>LAM 095°/9.9 nm</td>
<td>Lake Meadows Park</td>
</tr>
<tr>
<td>South Woodham Ferrers</td>
<td>513841N 0003606E</td>
<td>LAM 091°/16.8 nm</td>
<td>Sewage Works</td>
</tr>
<tr>
<td>Northey Island</td>
<td>514320N 0004319E</td>
<td>CLN 246°/17.6 nm</td>
<td>East of Maldon, in river Blackwater</td>
</tr>
<tr>
<td>Southminster</td>
<td>513928.00N 0004949.00E</td>
<td>CLN 227°/16.5 nm</td>
<td>Lakes</td>
</tr>
<tr>
<td>Whitstable Harbour</td>
<td>512148N 0010136E</td>
<td>DVR 314°/17.4nm</td>
<td></td>
</tr>
<tr>
<td>Southend Pier</td>
<td>513054N 0004319E</td>
<td>DET 021°/13.5 nm</td>
<td>Seaward end, Cultural Centre.</td>
</tr>
<tr>
<td>Sheerness</td>
<td>512649N 0004441E</td>
<td>DET 033°/10.2 nm</td>
<td>Docks</td>
</tr>
<tr>
<td>Gateway Port</td>
<td>513017N 0003011E</td>
<td>DET 344°/12.6 nm</td>
<td>London Gateway Port</td>
</tr>
</tbody>
</table>

In the following images the area circled in yellow is the position of the VRP.

Those images with a red circle also show the position of Southend Airport.
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Whitstable Harbour
512148.00N 0010136.00E
Southminster Lakes is situated close to the end of the railway line.
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Southend Pier
513054.00N 0004319.00E
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Billericay 513800.00N 0002500.00E
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Gateway Port

513017.00N  0003011.00E

Version V1.0
Located at the sewerage works.
Further Information for planning your trip.

- **Frequencies:**
  - Southend Radar: 130.775 MHz
  - Southend Director: 128.950 MHz
  - Southend Tower: 127.725 MHz
  - Southend ATIS: 136.050 MHz

- **AIP:** The information published in this document is uncontrolled and is therefore only up to date as of the day of publication. Check UK AIS website for the latest aeronautical information. [www.ais.org.uk](http://www.ais.org.uk)

- **NOTAMS:** Check NOTAMS on the AIS website / free phone 0500 354802.

- **Danger Areas:** Advice on the activity status of Danger Areas D136, D138/A/B and D146 are available from Southend H24.

- **Route:** If you plan to transit Southend Controlled Airspace have an alternate routing to use if a crossing is unavailable. Southend ATC will endeavour to facilitate all requests to enter CAS but on occasions, such as emergencies, clearances may not be given.

- **Weather:** Consider forecast weather before planning your trip. Adverse weather such as thunderstorms and strong winds lead to an increase in both pilot and controller workloads.
  - If wishing to enter CAS, consider the potential effects of weather on your flight rules and requested routing.
  - For those aircraft remaining outside CAS, consider that the weather may result in a routing that takes you close to or inside CAS and could potentially lead to an inadvertent CAS infringement.

- **Phraseology:** Where possible keep all phraseology used with ATC standard as per CAP413. Clear and concise phraseology reduces RT loading and is beneficial for all airspace users. Long and protracted conversations could delay clearances to others.

  Remember to state your flight rules.
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- **LARS:** Southend provides a LARS service for all users operating outside CAS within the published LARS hours. Please call Southend Radar for a service even if you are planning to remain outside CAS.

- **Ask:** If you are unclear about any instruction passed to you about a clearance to enter, or a routing to take inside CAS, please tell the controller.

If you are planning to remain outside CAS but are unsure of your position please don’t hesitate to contact the controller and ask for confirmation.

Air Traffic Controllers are service providers and are there to help and offer a service to all airspace users. Please do not hesitate in contacting us.

If you have any questions regarding flights in the vicinity of Southend contact us at

[lsaairtraffic@southendairport.com](mailto:lsaairtraffic@southendairport.com) or 01702 538420