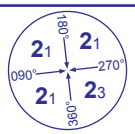
# INSTRUMENT APPROACH CHART - ICAO

# LONDON/CITY ILS(5.5°GP)/ DME/NDB(L) RWY 09

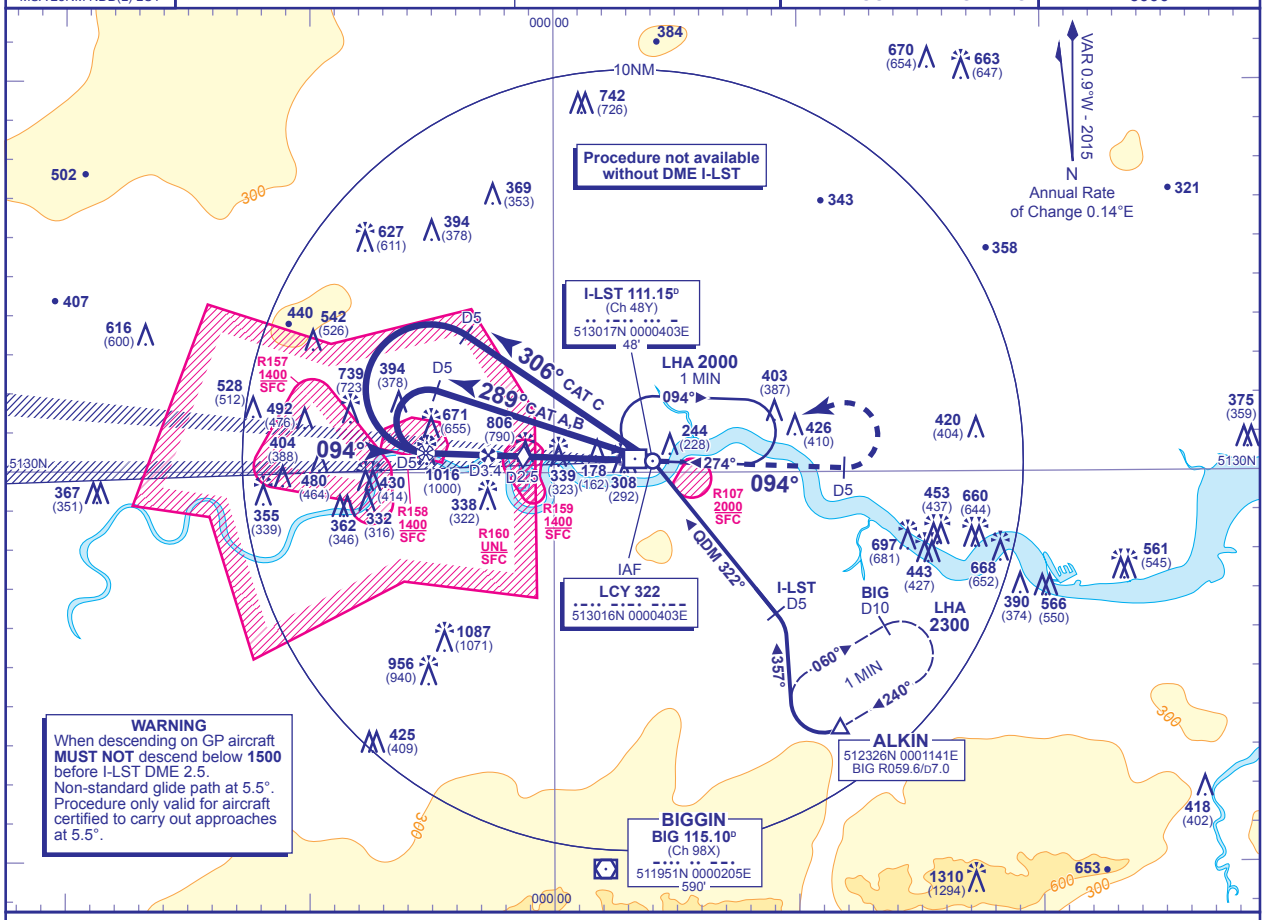
(ACFT CAT A,B,C)




MSA 25NM NDB(L) LCY

| | | | | |
|---|---|---|---|---|
| APP | 132.700 | THAMES DIRECTOR | AD ELEVATION | 19 |
| TWR | 118.075, 129.450 | CITY TOWER | THR ELEVATION | 16 |
| RAD | 133.450, 128.025 | THAMES DIRECTOR | OBSTACLE ELEVATION **1310 AMSL** (1294) (ABOVE THR) | |
| ATIS | 136.350 | CITY INFORMATION | | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



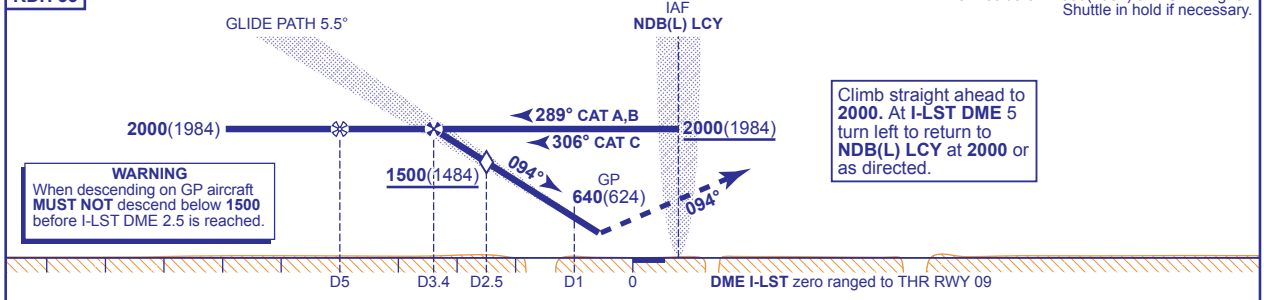

**WARNING**
When descending on GP aircraft **MUST NOT** descend below **1500** before I-LST DME 2.5.
Non-standard glide path at 5.5°.
Procedure only valid for aircraft certified to carry out approaches at 5.5°.

**RECOMMENDED PROFILE** GLIDE PATH 5.5°, 585FT/NM

| **DME I-LST** | 3.4 | 3.0 | 2.5 **(SDF)** | 2.0 | 1.0 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1984) | **1810**(1794) | **1510**(1494) | **1220**(1204) | **640**(624) |

**RDH 35**

Arrival **not below 2000**(1981) or **MSA** if higher.
Shuttle in hold if necessary.




**WARNING**
When descending on GP aircraft **MUST NOT** descend below **1500** before I-LST DME 2.5 is reached.

Climb straight ahead to **2000.** At **I-LST DME** 5 turn left to return to **NDB(L) LCY** at **2000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **BAe 146** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **400**(384) | **430**(414) | **460**(444) | **360**(344) |
| **VM(C)OCA** (OCH AAL) | **NOT APPLICABLE** | | | | |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 1560 | 1365 | 1170 | 975 | 780 |

**RADAR VECTORING/RNAV1 TRANSITION**
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LST DME 5.

**ARRIVAL VIA ARRIVAL/HOLDING FIX ALKIN**
Arrival **not below MSA**. Enter the ALKIN hold (VOR BIG R060 DME 7). From the ALKIN hold turn right onto track 357°M to intercept and follow NDB(L) LCY QDM 322°. On passing I-LST DME 5 inbound descend as required to cross NDB(L) LCY (IAF) at **2000**, then from overhead NDB(L) LCY continue as for main procedure.

**CHANGE (4/16):** APP/RAD FREQUENCIES/CALLSIGNS. RADAR VECTORING NOTE.

AERO INFO DATE 11 JAN 16