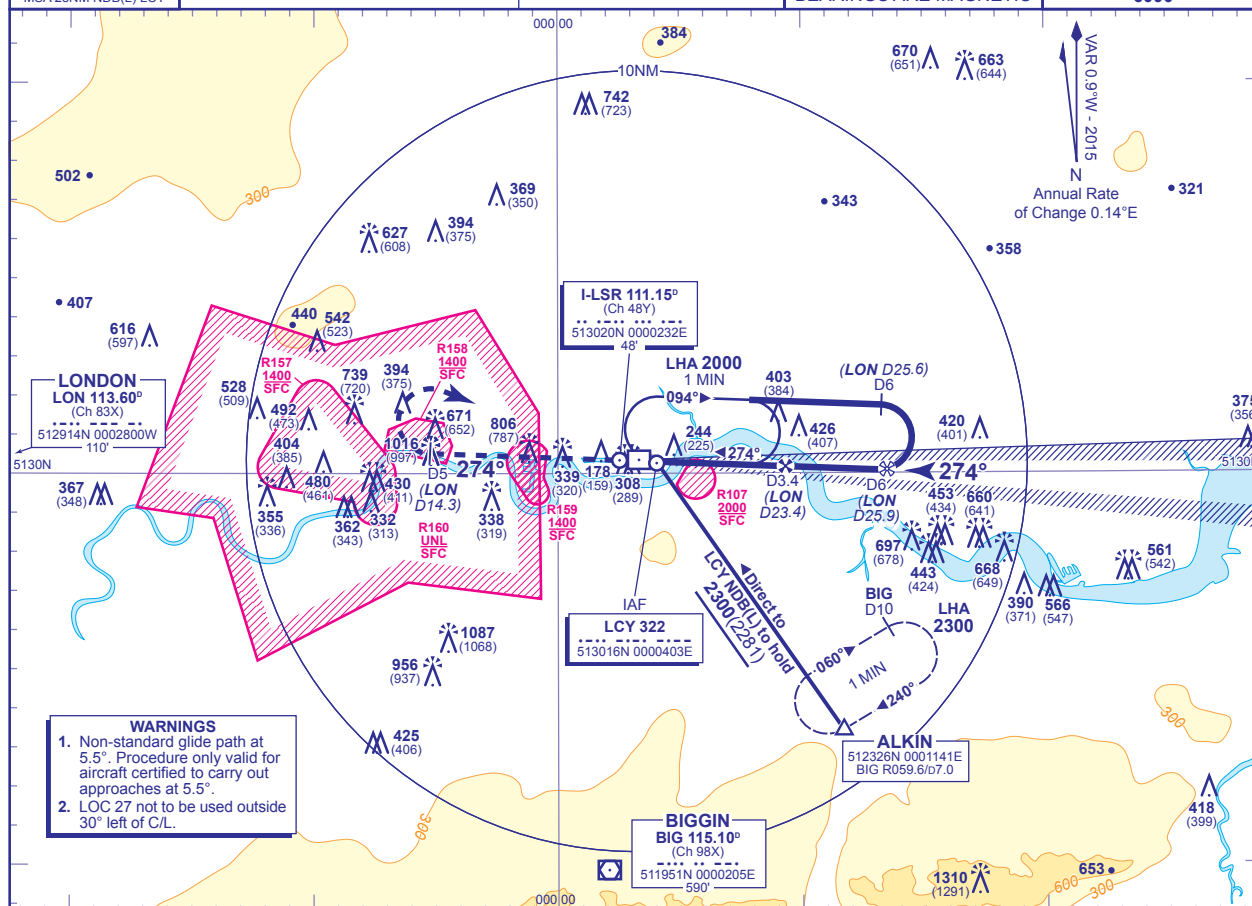


INSTRUMENT APPROACH CHART - ICAO

LONDON/CITY
ILS(5.5°GP)/
DME/NDB(L)
RWY 27
(ACFT CAT A,B,C)

 MSA 25NM NDB(L) LCY	APP 132.700	THAMES DIRECTOR	AD ELEVATION 19	ILS(5.5°GP) DME/NDB(L) RWY 2 (ACFT CAT A,B,C) TRANSITION ALTITUDE 6000
	TWR 118.075, 129.450	CITY TOWER	THR ELEVATION 19	
	RAD 133.450, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1310 AMSL (1291) (ABOVE THR)	
	ATIS 136.350	CITY INFORMATION	BEARINGS ARE MAGNETIC	



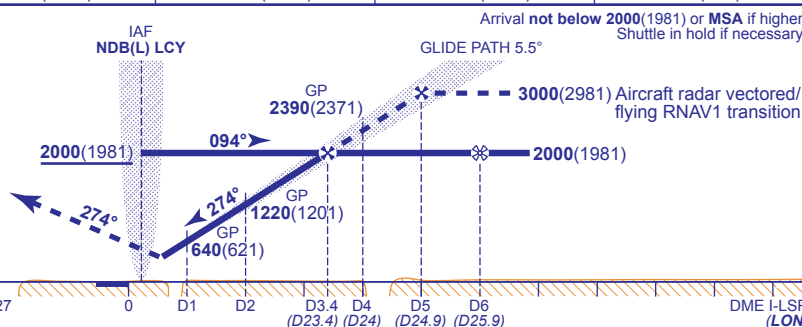
RECOMMENDED PROFILE GLIDE PATH 5.5°. 585FT/NM

DME I-LSR(LON)	3.4(23.4)	3.0(23.0)	2.5(22.5)	2.0(22.0)	1.0(21.0)
ALT(HGT)	2000(1981)	1810(1791)	1510(1491)	1220(1201)	640(621)

RDH 35

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

BASED ON VARIOUS CLIMB GRADIENTS (see table below).
Climb straight ahead to **2000**.
At **I-LSR DME 5** (LON DME 14.3) turn right to return to **NDB(L) LCY at 2000** or as directed.



Aircraft Category		A	B	C	BAe 146	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CLIMB GRAD 2.5%	570(551)	600(581)	630(611)	540(521)		FT/MIN	1560	1365	1170	975	780
	CLIMB GRAD 3.0%	510(491)	540(521)	570(551)	480(461)							
	CLIMB GRAD 3.5%	490(471)	520(501)	550(531)	460(441)							
VM(C)OCA (OCH AAL)	NOT APPLICABLE											

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-LSR DME 6.

ARRIVAL VIA ARRIVAL/HOLDING FIX ALKIN

Arrivals from ALKIN will be radar vectored to LOC course 274° inbound, to be established on the LOC I-LSR no later than I-LSR DME 6. Then continuing as for basic procedure, or direct to NDB(L) LCY at **not below 2300** to enter NDB(L) LCY hold.

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

AERO INFO DATE 11 JAN 16