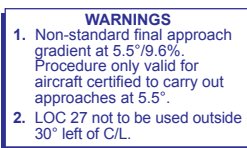


LONDON/CITY
LOC/DME/NDB(L)
RWY 27
(ACFT CAT A,B,C)



RECOMMENDED POST-12th GRADE CREDIT FOR CREDIT TRANSFER					
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)

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

IAF
NDB(L) LCY

2390
(2371)

094°

274°

2000(1981)

2000(1981)

3000(2981)

Aircraft radar vectored/flying
RNAV1 transition

DME I-LSR zero ranged to THR RWY 27

0

D3.4 (D23.4) D4 (D24) D5 (D24.9) D6 (D25.9)

DME I-LSR (LON)

Aircraft Category		A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CLIMB GRAD 2.5%	610(591)	610(591)	630(611)		FT/MIN	1560	1365	1170	975	780
VM(C)OCA (OCH AAL)	CLIMB GRAD 3.5%	510(491)	520(501)	550(531)							
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.	
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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**(2281) to enter NDB(L) LCY hold.

CHANGE (6/16): COMMUNICATION BOX RE-INSTATED.