EGLC — LONDON CITY

EGLC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLC — LONDON CITY

EGLC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513019N Long: 0000319E Mid point of Runway 09/27.
2	Direction and distance from city	6 nm E of City of London.
3	Elevation / Reference temperature	19 ft / 20 C
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation/ Annual Change	0.45°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	LONDON CITY AIRPORT LTD Post: Royal Docks, Silvertown, London E16 2PX. Phone: 020-7646 0205 (ATC) Phone: 020-7646 0000 (Administration) Fax: 020-7511 3167 (ATC) Fax: 020-7511 1040 (Administration) Fax: 020-7511 0248 (Ops/FBU)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC are recorded.

EGLC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0630-2200; Sat 0630-1230; Sun 1230-2200; PH 0900-2200. Summer: Mon-Fri 0530-2100; Sat 0530-1130; Sun 1130-2100; PH 0800-2100.
2	Customs and Immigration	Winter: Mon-Fri 0630-2230; Sat 0630-1330; Sun and PH 0900-2300. Prior notice required by 1400 on previous day. Summer: Mon-Fri 0530-2130; Sat 0530-1230; Sun and PH 0800-2200. Prior notice required by 1300 on previous day.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As aerodrome hours.
7	Air Traffic Service	As aerodrome hours. See also AD 2.18.
8	Fuelling	As aerodrome hours.
9	Handling	As aerodrome hours.
10	Security	As aerodrome hours.
11	De-icing	As aerodrome hours.
12	Remarks	Aerodrome Hours are maximum permitted for scheduling purposes. No static customs presence, contact Waterloo International Terminal: 020-7919 6710.

EGLC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	Road Tanker up to 37,500 lt.
4	De-icing facilities	Available via handling agent.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Available by arrangement.
7	Remarks	A nominated handling agent is mandatory for all visiting aircraft. Handling for corporate and General Aviation by arrangement with London City Airport Jet Centre, Tel: 020-7646 0400; Fax: 020-7646 0450; SITA: LCYGAXH

EGLC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity
2	Restaurants	Restaurant, buffet bar.
3	Transportation	Trains, buses, taxis, hire cars. Nearest railway station: London City Airport (Docklands Light Railway).
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGLC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	Water borne rescue equipment. RFFS extinguishing agent provided: Foam concentrate media, Film Forming Fluoroprotein (FFFP), meeting the criteria for performance level B specifications under test conditions. Foam is used at the 6% solution strength. Cat A6 cover provides 12,000 lt of water, 1,440 lt of foam.
3	Capability for removal of disabled aircraft	Limited facilities available
4	Remarks	

EGLC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard
3	Remarks	

EGLC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Concrete. PCN 30/R/C/Y/T
2	Taxiway width, surface and strength	Taxiway : 15 m. Surface: Concrete. PCN 30/R/C/Y/T
3	Altimeter checkpoint location and elevation	Apron 17 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGLC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Self-manoeuvring stand marking (with marshalling assistance).
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway threshold. Runway designators. Displaced landing threshold arrows. Aiming point and TDZ markings. **Taxiway marking aid(s):** : Yellow centre-line. Enhanced taxiway centre-line markings in place on all taxiways.
3	Stop bars	Red stop bars and co-located runway guard lights on access taxiways.
4	Remarks	**Taxiway:** Apron and access taxiways green centre-line lights augmented with blue edge lights on curves. Selectable lead-on lights. Blue edge lights on edges of runway turning areas and apron. Two illuminated wind direction indicators.

EGLC AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
09/APPROACH 27/TAKE-OFF	Bridge Control Box	513023.39N 0000223.60E	77 ft		No	
09/APPROACH 27/TAKE-OFF	Building	513020.32N 0000101.22W	703 ft		Yes	
09/APPROACH 27/TAKE-OFF	Building	513019.58N 0000049.73W	529 ft		Yes	
09/APPROACH 27/TAKE-OFF	Building	513013.43N 0000103.45W	692 ft		Yes	
09/APPROACH 27/TAKE-OFF	Building	513019.38N 0000152.00E	170 ft		No	
09/APPROACH 27/TAKE-OFF	CNS Building	513019.35N 0000152.98E	169 ft		No	
09/APPROACH 27/TAKE-OFF	Building	513019.16N 0000149.65E	178 ft		No	
09/APPROACH 27/TAKE-OFF	Canary Wharf Tower	513017.79N 0000110.16W	806 ft		Yes	
09/APPROACH 27/TAKE-OFF	Building	513011.57N 0000112.65W	525 ft		Yes	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Mast	513028.09N 0000446.07E	244 ft		No	
	ATC Tower	513014.47N 0000300.44E	67 ft		Yes	
SILVERTOWN EGLC1090	Chimney	513000.78N 0000252.89E	308 ft		Yes	
SILVERTOWN EGLC1020	Chimney	513000.65N 0000254.16E	307 ft		Yes	
	Mast	512806.28N 0000356.47E	579 ft		No	
	Mast	512806.25N 0000356.46E	568 ft		Yes	

EGLC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Automated recording telephone: 020-7646 0224.
9	ATS units provided with information	LONDON CITY.
10	Additional information (limitation of service, etc.)	RVR 25-1500 m. There is no MID transmissometer. If either the TDZ or END transmissometer fails the system is notified as partly serviceable and available information will be passed.

EGLC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	092.89°	1508 x 30 m	RWY surface: Asphalt, grooved. PCN 43/F/C/W/T	513019.90N 0000244.71E 149 ft	THR 16 ft
27	272.90°	1508 x 30 m	RWY surface: Asphalt, grooved. PCN 43/F/C/W/T	513017.72N 0000353.83E 149 ft	THR 19 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 09 Runway End Safety Areas (Overrun) are provided as follows: Runway 09: 120 x 90 m, of which first 104 m is grooved asphalt widening from 30 m to 60 m. Non-standard TDZ markings for both runways.
					RWY 27 Runway End Safety Areas (Overrun) are provided as follows: Runway 27: 190 x 90 m, of which first 90 m is grooved asphalt widening from 30 m to 60 m. Non-standard TDZ markings for both runways.

EGLC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1199 m	1319 m	1319 m	1319 m	
27	1199 m	1385 m	1319 m	1319 m	

EGLC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09		HI Green with HI Elev green wingbars	PAPI Left/5.5° 38 ft		Colour coded 15 m spacing Light intensity high.	Bi-directional HI 30 m spacing First 99 m Red	Red.		**Approach Lighting:** Centre-line with two cross-bars 401 m HI 15 m spacing **PAPI distance from THR:** 122 m
27		HI Green with HI green flush wingbars	PAPI Right/ 5.5° 38 ft		Colour coded 15 m spacing Light intensity high.	Bi-directional HI 30 m spacing First 74 m Red	Red.		**Approach Lighting:** Centre-line with two cross-bars 462 m HI 15 m spacing **PAPI distance from THR:** 130 m Two pairs of white inset HI lights on runway 336 m upwind of threshold mark end of TDZ's (see AD 2.20, paragraph 6). Yellow runway edge lights for final 450 m of the full runway length. The approach and runway lighting and PAPI are set for 5.5° approach

EGLC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 513021.77N 0000300.55E - 513020.55N 0000339.77E
3	TWY edge and centre line lighting	Taxiway: . Main apron taxiway and holding area between Kilo and Mike has green centre-line and blue edge lights. Taxiway west of Alpha has blue edge lights only.
4	Secondary power supply/switch-over time	Yes/15 seconds (1 second when RVR <800 m).
5	Remarks	Apron floodlighting. Obstacle lighting.

EGLC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	See AD 2.20, paragraph 5a

EGLC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
LONDON/CITY CTR 513445N 0001108W - 513409N 0000826E - thence clockwise by the arc of a circle radius 5 nm centered on 513019N 0000319E to 512610N 0000747E - 512640N 0000811W - thence anti-clockwise by the arc of a circle radius 12 nm centered on 512812N 0002713W to 513445N 0001108W	Upper limit: 2500 ft ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 ft	H24.
LONDON/CITY CTA 513547N 0001221W - 513505N 0001022E - thence clockwise by the arc of a circle radius 6.5 nm centered on 513019N 0000319E to 512507N 0000932E - 512541N 0000828W - thence anti-clockwise by the arc of a circle radius 12 nm centered on 512812N 0002713W to 512640N 0000811W - 512610N 0000747E - thence anti-clockwise by the arc of a circle radius 5 nm centered on 513019N 0000319E to 513409N 0000826E - 513445N 0001108W - thence anti-clockwise by the arc of a circle radius 12 nm centered on 512812N 0002713W to 513547N 0001221W	Upper limit: 2500 ft ALT Lower limit: 1500 ft ALT	D	HEATHROW RADAR English	6000 ft	H24.
LONDON/CITY ATZ A circle, 2 nm radius centred at 513019N 0000319E on longest notified runway (09/27)	Upper limit: 2000 ft Lower limit: SFC	D	HEATHROW RADAR English	6000 ft	H24.

EGLC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	THAMES RADAR	132.700 MHz Also used by Biggin Hill traffic.	As directed by ATC	
TWR	CITY TOWER	118.075 MHz DOC 25 nm/4,000 ft.	Winter: Mon-Fri 0630-2230; Sat 0630-1230; Sun 1230-2230 PH 0900-2230. Summer: Mon-Fri 0530-2130; Sat 0530-1130; Sun 1130-2130 PH 0800-2130. Hours are maximum consult latest NOTAM. See AD 2.3, item 12.	
	CITY TOWER	129.450 MHz DOC 25 nm/4,000 ft.	As directed by ATC	
	CITY GROUND	121.825 MHz DOC 2 nm/GND.	As directed by ATC	
RAD	THAMES DIRECTOR	132.700 MHz	Winter: 0600-2230 Summer: 0500-2130	
	THAMES DIRECTOR	133.450 MHz	As directed by ATC	
	HEATHROW RADAR	125.625 MHz	H24	
	THAMES DIRECTOR	128.025 MHz	As directed by ATC	
ATIS	CITY INFORMATION	136.350 MHz If unavailable call Tower on 118.075 MHz. Thames Radar will advise. DOC 60 nm/20,000 ft.	Winter: Mon-Fri 0630-2230; Sat 0630-1230; Sun 1230-2230 PH 0900-2230 Summer: Mon-Fri 0530-2130; Sat 0530-1130; Sun 1130-2100 PH 0800-2100	

EGLC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES (continued)

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
Other	CITY FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGLC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS I 0.45°W (2017)	ILST	111.150 MHz	HO	513017.43N 0000403.01E		Due to terrain, localizer front course coverage is restricted to 10 nm and to Sector 30° right to 35° left of the centre-line.
ILS/GP	ILST	331.550 MHz	HO	513021.64N 0000250.65E		5.5 ILS Ref Datum Hgt 35 ft.
ILS I 0.45°W (2017)	ILSR	111.150 MHz	HO	513020.31N 0000231.65E		Pilots may experience lack of Fly Left indication at 25° right of the centre-line. Not to be used outside 30° left of centre-line
ILS/GP	ILSR	331.550 MHz	HO	513019.85N 0000348.06E		5.5 ILS Ref Datum Hgt 35 ft.
DME	ILST	48Y 111.150 MHz	HO	513021.05N 0000319.48E	48 ft	I LST (RWY 09) On AD. DME freq paired with ILS LST and LSR. Zero range is indicated at THR of Runways 09 and 27. RWY 27: Intermittent DME unlocks may be experienced at ranges in excess of 7 nm.
DME	ILSR	48Y 111.150 MHz	HO	513021.05N 0000319.48E	48 ft	I LSR (RWY 27) On AD. DME freq paired with ILS LST and LSR. Zero range is indicated at THR of Runways 09 and 27. RWY 27: Intermittent DME unlocks may be experienced at ranges in excess of 7 nm.
NDB	LCY	322.000 kHz	H24	513015.66N 0000403.01E		On AD. Range 10 nm

EGLC AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) No aeroplane registered in the United Kingdom shall use the aerodrome unless there is contained in its Flight Manual data and procedures for approach path angles of 5.5° or steeper and no other aeroplane shall use the aerodrome unless it has data and procedures for approach path angles of 5.5° or steeper which have been approved or otherwise authorised by the regulatory authority of the State in which it is registered.

(b) The use of the aerodrome is subject to prior permission of the Airport Director. Additionally operators of aircraft are required to satisfy the Airport Director that they are able to comply with local noise restrictions applicable to the airport.

(c) Extensions to opening hours (shown by the latest NOTAM) are available on request to the Airport Director or his representative. Delayed aircraft may be permitted to operate 30 minutes beyond published maximum operating hours shown at AD 2.3 item 1 by prior arrangement. In respect of the most exceptional operational circumstances where aircraft may be permitted to depart after 2230 (local) by the Airport Managing Director, pilots should note that there will be no Approach Radar service available after 2245 (local).

(d) Operations by all aircraft shall be permitted only when the runway is dry, or if wet devoid of other than small areas of water not exceeding 3 mm in depth. Operations will be prohibited when the runway is contaminated by ice or slush to a depth exceeding 3 mm, or dry snow to a depth of 10 mm, or the reported friction measurement is reported as worse than 'medium' provided that this condition shall not apply if there is an appropriate entry covering operation from contaminated runways contained in the relevant flight manual.

(e) The aerodrome is not available for use by single engine aircraft. Available to fixed-wing aircraft only. Recreational flying is not permitted.

(f) Single pilot operations are not permitted.

(g) It is not permitted to nominate EGLC as a diversion aerodrome.

(h) All flights operating at London City Airport require a slot allocated by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, Fax: 0208-564 0691. Outside these times, during published operating hours to Ramp Control Unit 0207-646 0083. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.

(i) All aircraft, parked on the main apron stands or the Jet Centre apron, shall only commence start up when a marshaller is present and available to give start up signals.

2 Ground Movement

(a) Pilots are requested to use minimum power when manoeuvring on and off parking stands and when entering the runway. The use of minimum power is particularly emphasised when holding at the the entry points to the runway and when entering the runway.

(b) Parking: Pilots should self-manoeuvre their aircraft on to the appropriate stand lead-in line (as directed by ATC) and approach the stand as closely as possible. Direction to the final parking position will be provided by marshallers. Under no circumstances may aircraft enter a stand without guidance from marshallers.

(c) Under no circumstances may aircraft self park without guidance from marshallers'.

(d) GA Apron: Pilots will be directed by ATC to taxi to the Jet Centre. Pilots must then follow the marshaller's instructions for parking.

(e) To ensure adequate wing tip clearance is maintained from adjacent parked aircraft, it is imperitive that pilots follow the lead-out markings on all stands.

(f) Pre-departure ATC clearance by datalink (DCL) is available at London City Airport for suitably equipped aircraft. If an attempt to obtain DCL is unsuccessful aircraft must instead request via RTF. Pilots are to request departure clearance no later than EOBT - 10.

(g) If the aircraft is not adequately positioned on stand the pilot should proceed as directed by ATC. Prior to undertaking the manoeuvre, in order to re-position onto stand, the pilot must request permission from ATC to enter the taxilane and advise ATC if the aircraft is unable to follow the stand lead-off line. Only once permission has been granted by ATC shall the pilot commence the movement into the taxilane.

(h) Use of aircraft Auxiliary Power Units (APUs) are subject to strict controls as set out in published airport regulations. Between the hours of 0630-2200 (local) Monday Friday; 0630-1230 (local) Saturday & 1230-2200 (local) Sunday, APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5C or above +20C.
Operators wishing to use their APU during the above conditions should contact ATC and inform them of APU start-up. This will allow ATC and AOSU to note APU running times that may be required by the local authority.
The use of APUs are not permitted outside of published airfield operating hours unless the airfield operating hours have been extended. Fixed Electrical Ground Power (FEGP) or Mobile Ground Power (MGP) must be used whenever available and serviceable.

3 CAT II/III Operations

(a) London City Airport is not suitable for lower than standard category I operations.

EGLC AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

4 Warnings

(a) Windshear - When landing on either runway in strong wind conditions pilots may experience building induced turbulence and/or windshear. Pilots initiating a missed approach due to windshear should report Windshear Go-Around to alert ATC to possibility of a level bust. The Standard Missed Approach altitude is 2000 ft.

(b) Compass Error when using Runway 27 hold. Some aircraft types may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, when positioned for take-off from Runway 27, the aircraft heading reference is checked against the runway alignment. Flight crew noticing a compass anomaly should notify ATC as soon as possible.

(c) Level Bust - All Standard Instrument Departures have stop altitudes of 3000 ft due to presence of London TMA.

5 Helicopter Operations

(a) Use of the airport by helicopters is not permitted.

(b) See EGLL AD 2.22 for details of helicopter procedures within the CTR.

6 Use of Runways

(a) Minimum Runway Occupancy Time - Departing Aircraft.

(i) On receipt of backtrack clearance, pilots should ensure that they are able to backtrack on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run and has passed the holding point.

(ii) The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to line-up.

(iii) Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required.

(iv) Pilots not able to comply with these requirements should notify City Tower as soon as possible.

(b) Minimum Runway Occupancy Time - Arriving Aircraft.

(i) Pilots are reminded that prompt exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.

(ii) When landing on Runway 09 pilots should commence back-track as soon as practicable and exit via Hold Delta unless otherwise instructed by ATC. Any aircraft that continues landing roll beyond Hold Kilo may infringe the ILS critical area.

(iii) When landing on Runway 27 pilots (except A318) should plan to exit via Hold Charlie or Hold Bravo, Hold Alpha is also available but will increase Runway Occupancy Time. Exit via Hold Delta is restricted to A318 aircraft or when specifically instructed by ATC.

(iv) Pilots expecting to use the full runway length to stop (e.g. due aircraft weight/meteorological conditions) are requested to inform Thames Radar on first contact.

(c) The end of the 336 m TDZ is marked with two pairs of white inset high intensity lights. This visual reference may be lost prior to landing depending on point of touchdown and attitude of the aircraft. If during final approach it is anticipated that the touchdown point will be outside this area, a missed approach procedure should be initiated. ⇉

7 Training

(a) Only training necessary for the operation of aircraft at the aerodrome will be permitted. All training is subject to the approval of the Airport Director.

EGLC AD 2.21 NOISE ABATEMENT PROCEDURES

(a) Noise abatement procedures for aircraft departing London City and joining Controlled Airspace are included in the appropriate Standard Instrument Departure (SID) instructions.

(b) Aircraft departing London City CTR/CTA into the FIR or departing on training flights within the London City CTR/CTA are to climb straight ahead to a minimum of 1000 ft aal before turning on track unless otherwise instructed by ATC.

(c) Aircraft making approaches to London City without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glide path.

(d) Pilots of aircraft carrying out visual approaches to Runway 09 and Runway 27 shall not fly below altitude 1600 ft and 1500 ft respectively until established on the final approach. →

EGLC AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) **Standard Arrival Routes - London City**

The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-1 to 7-6.

(b) **RNAV 1 IFR Arrivals from the ATS En-Route Structure via JACKO and GODLU STARs**

Aircraft and crews equipped and approved for RNAV 1 operations can expect to be cleared to fly an RNAV1 Transition as detailed in AD 2-EGLC-7-13/14.

(c) **Non-RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO and GODLU STARs**

After passing JACKO and GODLU, non-RNAV1 arrivals will be vectored by ATC for arrival at London City for the appropriate approach procedure.

Note: *In the event of RCF the procedures detailed in EGLC AD 2.22 paragraph 3 are to be followed.*

(d) **Inbound Speed Control**

ATC normally issue speed control instructions of 160 kt until 5 DME on Runway 09 and 160 kt until 6 DME on Runway 27. If necessary pilots may reduce speed 1.0 DME prior to these distances without reference to ATC. Speed reductions prior to this shall be advised to Thames Director on first contact.

2 Departures

(a) All Standard Instrument Departures have stop altitudes of 3000 ft due to presence of London TMA traffic 1000 ft above.

(b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 kt IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/ power limitation.

(c) If for any reason pilots are unable to comply with the 250 kt IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.

Note 1: *RNAV 1 Departures via EKNIV*

Pilots are to follow the RNAV 1 departure route as indicated in Chart AD 2-EGLC-6-4. However, crews should be aware that early climb instructions will be given by ATC to reach FL 70/80 by SODVU for integration with the RNAV1 Transition Arrival procedure; this will be followed by routine vectoring to join the ATS en-route network.

Note 2: *Non-RNAV 1 departures via DVR and LYDD*

Pilots are to follow the departure route as indicated in Chart AD 2-EGLC-6-1. However, crews should be aware that aircraft may be vectored off the SID and early climb instructions will be given to reach FL 70/80 in the vicinity of SODVU for integration with the RNAV1 Transition Arrival procedure followed by routine vectoring to join the ATS en-route network.

3 Radio Communication Failure Procedures

In the event of complete Radio Communication Failure (RCF) in an aircraft, the pilot is to adopt the appropriate procedure in ENR 1.1 paragraph 3.4 except where described below:

(a) **Inbound RNAV 1 Aircraft via JACKO and GODLU**

(i) **Via JACKO**

(1) **RCF occurring prior to arrival at JACKO**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the JACKO hold, route BABKU direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

(2) **RCF occurring on the sequencing leg after JACKO**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE23, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

(3) **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

(ii) **Via GODLU**

EGLC AD 2.22 FLIGHT PROCEDURES (continued)

(1) **RCF occurring prior to arrival at GODLU**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4, squawking Mode A 7600 when the RCF is detected. On leaving the GODLU hold, route ELMIV direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

(2) **RCF occurring on the sequencing leg after GODLU**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE13, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

(3) **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

(b) **Inbound Non-RNAV 1 Aircraft via JACKO and GODLU**

(i) In the event of complete RCF in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4.2.2.4 until reaching JACKO or GODLU. When ready to commence an arrival procedure, the pilot is to follow the procedure as detailed below.

(1) **Via JACKO**

Route via JACKO (FL 80) – TRIPO (6,000 ft) – SPEAR (5,000 ft) – ALKIN (3,000 ft) and continue in accordance with the standard procedures from ALKIN.

(2) **Via GODLU**

Route via GODLU (FL 100) – DET (4,000 ft) – ALKIN (3,000 ft) and continue in accordance with the standard procedures from ALKIN.

(c) **Outbound Aircraft**

For the purposes of radio failure, the climb to flight planned level should be commenced after the last position where an altitude is specified in the Communications Failure Procedure Text Box which is shown in the Standard Departure Chart - Instrument (SID) - ICAO at AD 2-EGLC-6-1 to 6-7.

4 Procedures for Transit Aircraft

(a) Aircraft wishing to transit the London City CTR/CTA (or the London CTR) shall contact 'Heathrow Radar' (H24).

5 Aerodrome Operating Minima - Non-Public Transport Flights

(a) Refer to AD 1.1 sub-section 4 before application.

6 Visual Reference Points (VRP)

(a) For the benefit of pilots on VFR flights who prefer to determine their position by visual pin-points, rather than by radio navigation aids, suitably defined VRPs for London City are given below:

VRP	VOR/DME FIX
Banbury Reservoir 513616N 0000206W	BIG R351°/D16.6 LAM R251°/D7.4
Beckton Roundabout 513131N 0000424E	BIG R007°/D11.8 LAM R202°/D7.8
M11, Junction 4 513538N 0000213E	BIG R001°/D15.8 LAM R234°/D5.3
Thames Barrier 512950N 0000213E	BIG R001°/D10.0 LAM R206°/D9.9
Three Mills Gasometers 513131N 0000011W	BIG R353°/D11.8 LAM R219°/D9.3

EGLC AD 2.23 ADDITIONAL INFORMATION

1 Mode S Barometric Pressure Setting Data

(a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGLC AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGLC-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGLC-2-2

Figure: CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGLC-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGLC-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 DVR 5T 5U LYD 5T 5U - ICAO

AD 2-EGLC-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 CLN 7T 7U - ICAO

AD 2-EGLC-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 BPK 5T 5U CPT 6T 6U - ICAO

AD 2-EGLC-6-3

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 EKNIV 1A 1H - ICAO

AD 2-EGLC-6-4

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 27 BPK 1A CPT 1A - ICAO

AD 2-EGLC-6-5

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09 BPK 1H CPT 1H - ICAO

AD 2-EGLC-6-6

Figure: RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 CLN 1A 1H - ICAO

AD 2-EGLC-6-7

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 09 EKNIV 1H, RWY 27 EKNIV 1A

AD 2-EGLC-6-8

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 27 BPK 1A, CPT 1A

AD 2-EGLC-6-9

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 09 BPK 1H, CPT 1H

AD 2-EGLC-6-10

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 09 CLN 1H, RWY 27 CLN 1A

AD 2-EGLC-6-11

Figure: RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT RWY 09/27 JACKO 1A 1B 1D - ICAO

AD 2-EGLC-7-1

Figure: RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT RWY 09/27 GODLU 1A 1C 1D 1F - ICAO

AD 2-EGLC-7-2

Figure: RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT RWY 09/27 JACKO 1H - ICAO

AD 2-EGLC-7-3

Figure: RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT RWY 09/27 JACKO 1L 1M - ICAO

AD 2-EGLC-7-4

Figure: RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT RWY 09/27 GODLU 1G 1H - ICAO

AD 2-EGLC-7-5

EGLC AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

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