

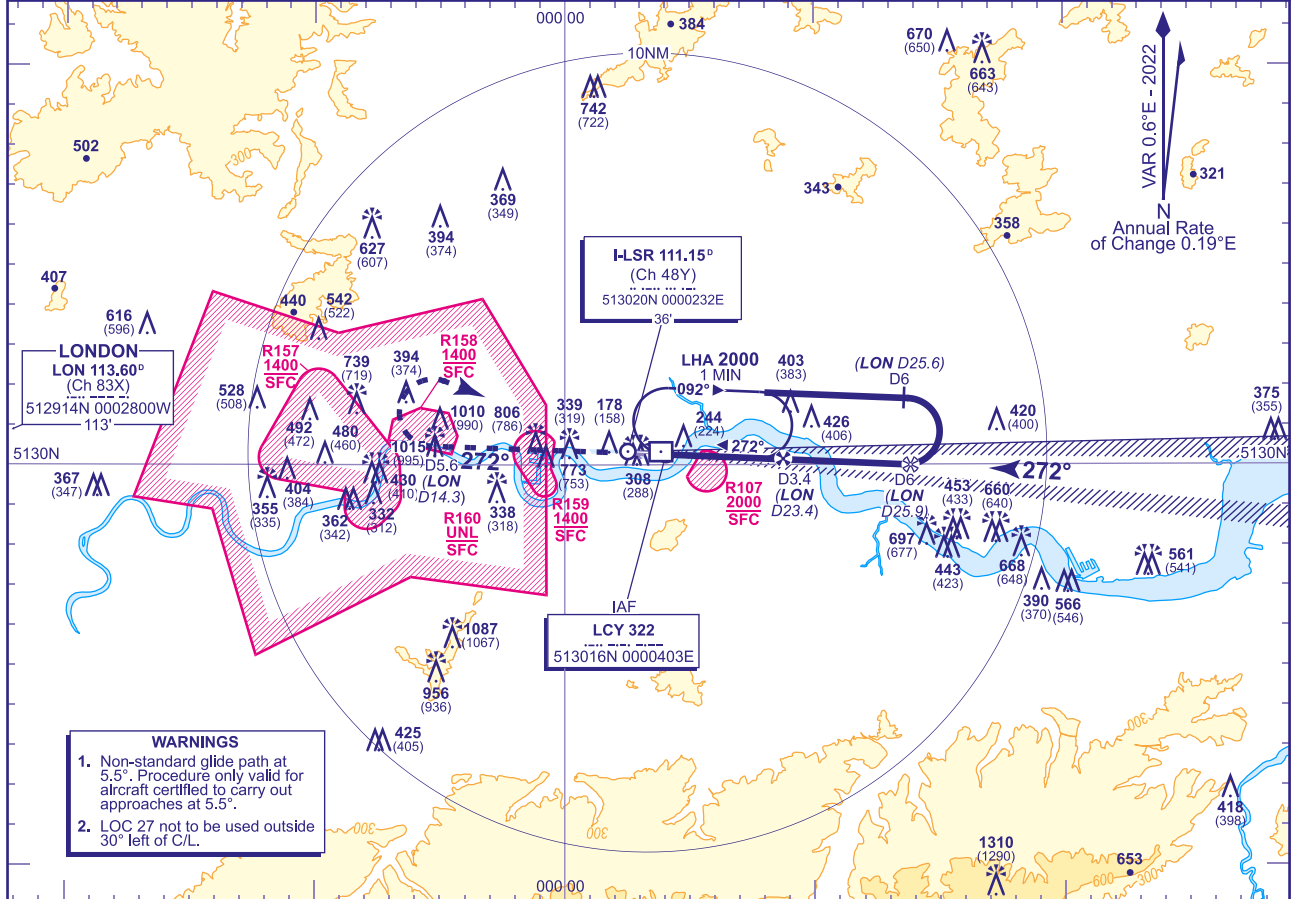
INSTRUMENT APPROACH CHART - ICAO

LONDON CITY

ILS(5.5°GP)/
DME/NDB(L)
RWY 27

(ACFT CAT A,B,C)

| | | | |
|--|----------------------|------------------|---|
| | APP 132.700 | THAMES DIRECTOR | AD ELEVATION 20 |
| | TWR 118.080, 129.455 | CITY TOWER | THR ELEVATION 20 |
| | RAD 133.455, 128.025 | THAMES DIRECTOR | OBSTACLE ELEVATION 1310 AMSL (1290) (ABOVE THR) |
| | ATIS 136.355 | CITY INFORMATION | BEARINGS ARE MAGNETIC |
| | | | TRANSITION ALTITUDE 6000 |

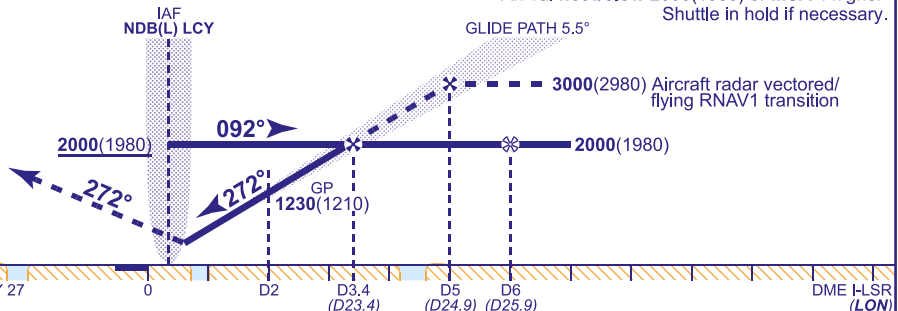


RECOMMENDED PROFILE GLIDE PATH 5.5°, 585FT/NM

| 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(1980) | 1820(1800) | 1520(1500) | 1230(1210) | 650(630) |

RDH 35 Arrival **not below 2000(1980)** 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 5.6 (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 |
|--------------------|-----------------|----------------|----------|----------|----------|-----------------|--------|------|------|------|-----|-----|
| | | | | | | | FT/MIN | 1560 | 1365 | 1170 | 975 | 780 |
| OCA (OCH) | CLIMB GRAD 2.5% | 570(550) | 600(580) | 630(610) | 540(520) | | | | | | | |
| | CLIMB GRAD 3.0% | 510(490) | 540(520) | 570(550) | 480(460) | | | | | | | |
| | CLIMB GRAD 4.0% | 490(470) | 520(500) | 540(520) | 460(440) | | | | | | | |
| 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.