

INSTRUMENT APPROACH CHART - ICAO

180°

21

21

090°

21

23

270°

090°

MSA 25NM NDB(L) LCY

APP 132.700

TWR 118.080 129.455

RAD 133.455, 128.025

ATIS 136.355

THAMES DIRECTOR

CITY TOWER

THAMES DIRECTOR

CITY INFORMATION

AD ELEVATION 20

THR ELEVATION 19

OBSTACLE ELEVATION 1310 AMSL (1291) (ABOVE THR)

BEARINGS ARE MAGNETIC

LONDON CITY ILS(5.5°GP)/DME/NDB(L) RWY 09 (ACFT CAT A,B,C)

TRANSITION ALTITUDE 6000

RECOMMENDED PROFILE GLIDE PATH 5.5°, 585FT/NM					
DME I-LST	3.4	3.0	2.1 (SDF)	2.0	1.0
ALT (HGT)	2000(1981)	1810(1791)	1290(1271)	1230(1211)	640(621)

GLIDE PATH 5.5°

2000(1981)

1290(1271)

D4.9

D3.4

D2.1

0

DME I-LST zero ranged to THR RWY 09

288° CAT A,B

304° CAT C

092°

092°

WARNING

When descending on GP aircraft MUST NOT descend below 1290 before I-LST DME 2.1 is reached.

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-LST DME 5.6 turn left 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%	490(471)	520(501)	540(521)	460(441)		FT/MIN	1560	1365	1170	975	780
	CLIMB GRAD 3.0%	380(361)	410(391)	430(411)	350(331)							
VM(C)OCA (OCH AAL)	NOT APPLICABLE											

RADAR VECTERING/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 4.9.

CHANGE (10/24): I-LST DME ELEVATION.
AERO INFO DATE 23 JUL 24

AD 2-EGLC-8-1