

## GENERAL

## Operational Hours

## ATS Hours / AD Operator Hours:

MON-FRI: 0630-2200†

SAT: 0630-1230†

SUN: 1230-2200†

HOL: 0900-2200†

Extension of AD HR O/R.

Delayed OPS of 30min beyond published AD HR by prior arrangement.

## Night restrictions

ACFT should be positioned 20NM from aerodrome no later than 2220† SUN-FRI or 1250† on SAT. ACFT exceeding this time will not be permitted to land at EGLC.

Final decision as to whether an ACFT may land will be made by the time the ACFT is on a 6NM final no later than 2226† SUN-FRI or 1256† on SAT.

Last departing ACFT must request start no later than 2220†/1250†.

ACFT must be taxiing off stand before 2225†/1254† for RWY 27.

ACFT must commence taxi no later than 2226†/1256† for RWY 09.

ACFT must confirm ready for departure no later than 2226†/1256†.

Departing ACFT must be rolling by 2229†.

## Airport Information

RFF: CAT 6

Fire: "City Fire" 121.600 AVBL when fire vehicle attending ACFT on ground in EMERG.

Customs: MON-FRI: 0630-2230†

SAT: 0630-1330

SUN/HOL: 0900-2300†

PN required until 1400† previous day.

PCN: RWY 09/27: 43/F/C/W/T

## Operation

## Traffic Notes

AD PPR.

AD not AVBL for ACFT CAT D.

It's prohibited to nominate EGLC as a diversion AD.

## RWY Restriction

OPS prohibited when RWY is contaminated by ice or slush (&gt;3mm) or dry snow (&gt;10mm) or braking action is reported as worse than 'medium', provided that this COND shall not apply if there is an appropriate entry covering OPS from contaminated RWY contained in relevant flight manual.

## TWY Restriction

TWY width 15m / 49ft.

TWY D AVBL up to code letter C ACFT and DH8D ACFT.

TWY D shall not be used as RET.

**GENERAL****Taxi/Parking**

Use MNM PWR when maneuvering on/off stands and when entering RWY. MNM PWR is particularly emphasized when holding at entry points to RWY and entering RWY.

Self-maneuvering onto appropriate stand lead-in line, and approach stand as closely as possible; marshaller mandatory for final parking.

Due to the close proximity of the stands to the TWY and the lack of inter-stand clearways, it is imperative that ACFT follow lead-out markings on all stands, in order to maintain necessary wingtip clearance.

If ACFT is not adequately positioned on stand, proceed as directed by ATC. Prior to undertaking the manoeuvre to re-position onto stand, request CLR from ATC to enter taxiway and advise ATC if unable to follow stand lead-off line. Commence movement after CLR only.

**APU**

Do not use APU outside ATS HRs or when FEGP or MGP AVBL.

Use is restricted to 10MIN prior DEP, except when outside air temperature below 5°C or above 20°C.

With this conditions contact ATC to inform of APU start-up.

**Warning**

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom. Building induced TURB and/or windshear possible.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

Expect speed restriction of IAS 160KT until D5 RWY 09 and IAS 160KT until D6 RWY 27. If necessary reduce speed 1NM prior to these distances without info to ATC. Speed reductions prior to this shall be advised to Thames Director on first contact.

**Communication**

On first contact with Thames Director report non-RNAV 1 status.

**COM Failure:** See CRAR United Kingdom and in addition;

**RNAV 1 ACFT via JACKO**

- **Failure prior to JACKO:** Follow PROC described in CRAR United Kingdom. On leaving JACKO hold, route BABKU direct RAVSA then continue on the appropriate ARR transition, complying with the vertical profile shown on the chart and complete an instrument APCH for the RWY in use.
- **Failure on the sequencing leg after JACKO:** Fly at last assigned LVL to the end of the sequencing leg at LCE23, route to RAVSA, then continue on the appropriate ARR transition, complying with the vertical profile shown on the chart and complete an instrument APCH for the RWY in use.
- **Failure having been cleared off the sequencing leg:** Fly direct to RAVSA, then continue on the appropriate ARR transition, complying with the vertical profile shown on the chart and complete an instrument APCH for the RWY in use.

## ARRIVAL

**RNAV 1 ACFT via GODLU**

- **Failure prior to GODLU:** Follow PROC described in CRAR United Kingdom. On leaving GODLU hold, route ELMIV direct RAVSA then continue on the appropriate ARR transition, complying with the vertical profile shown on the chart and complete an instrument APCH for the RWY in use.
- **Failure on the sequencing leg after GODLU:** Fly at last assigned LVL to the end of the sequencing leg at LCE13, route to RAVSA, then continue on the appropriate ARR transition, complying with the vertical profile shown on the chart and complete an instrument APCH for the RWY in use.
- **Failure having been cleared off the sequencing leg:** Fly direct to RAVSA, then continue on the appropriate ARR transition, complying with the vertical profile shown on the chart and complete an instrument APCH for the RWY in use.

**Non-RNAV 1 ACFT via JACKO and GODLU:** Follow PROC described in CRAR United Kingdom until reaching JACKO or GODLU. Then, commence ARR PROC:

- **Via JACKO:** Route via JACKO (FL80) - TRIPO (6000ft) - SPEAR (5000ft) - ALKIN (3000ft) and continue in accordance with the standard PROCs from ALKIN.
- **Via GODLU:** Route via GODLU (FL100) - DET (4000ft) - ALKIN (3000ft) and continue in accordance with the standard PROCs from ALKIN.

**Radar vectoring**

**Initial APCH:** Continue visually (outside CTR) or by means of an appropriate final APCH aid. If not possible proceed at 2000ft to LCY NDB.

**Intermediate and final APCH:** Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP Procedure to LCY NDB.

## Arrival Procedure

**Visual APCH**

PAPI guidance mandatory.

RWY 09: Do not descent below 1600ft until established on final APCH. VDP RWY 09: at D2.7 ILST.

RWY 27: Do not descent below 1500ft until established on final APCH. VDP RWY 27: at D2.5 ILSR.

Do not descent below ILS profiles on final.

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures and in addition;

When LDG RWY 09, commence back-track as soon as practicable and exit via hold E unless otherwise instructed by ATC. Any ACFT that continues LDG roll beyond hold K may infringe the ILS critical area.

When LDG RWY 27, A318 and CS100 pilots should plan to exit at hold D (after back-track if required). A318 and CS100 are not permitted to exit via holds C, B or A. All other ACFT may use any hold to exit the RWY except hold E which shall only used when instructed by ATC. Pilots should be aware that use of hold A will increase runway occupancy time.

Pilots expecting to use full RWY length are requested to inform Thames Radar on first contact.

## Warnings

Non standard glide-path: 5.5°.

During strong wind conditions expect building induced turbulence and/or windshear. In case of initiate MISAP due to windshear, report windshear go-around to alert possibility of level bust. Standard MISAP ALT is 2000ft.

End of 336m TDZ marked with two pairs of white inset HI lights. This visual reference may be lost prior to LDG. If during final APCH it is anticipated that the touchdown point will be outside this area, a MISAP should be initiated.

**ARRIVAL**

Some ACFT types may experience compass error when using HLDG PSN for RWY 27. Report compass anomaly ASAP.

**DEPARTURE****Take-off Minima**

| RWY     |           | 09/27          |   |
|---------|-----------|----------------|---|
| A, B, C | ft - m/km | 0 - 125R       | - |
| D       |           | Not applicable | - |

**Speed**

MAX IAS 250KT below FL100. Advise ATC if unable to comply.

**Communication**

On first contact with LONDON CONTROL report:

- call-sign
- SID designator
- actual ALT and initial cleared ALT

**COM Failure:** See CRAR United Kingdom and in addition;

Climb to FPL LVL should be commenced after the last PSN where an ALT is specified below:

**DVR 5T:** Without descending from last assigned level, if higher:

Cross LON VOR R075 D25.5 at 3000.

Cross BNN VOR R105 D35.5 (WPT GINTI) at 4000 (5.75%).

Cross DET VOR at 4000.

**DVR 5U:** Without descending from last assigned level, if higher:

Cross BIG VOR R020 D13.5 at 3000 (8.54%).

Cross LON VOR R081 D27 at 3000.

Cross LON VOR R081 D31 (WPT BEMID) at 4000.

Cross DET VOR at 4000.

**LYD 5T:** Without descending from last assigned level, if higher:

Cross LON VOR R075 D25.5 at 3000.

Cross BNN VOR R105 D35.5 (WPT GINTI) at 4000 (5.75%).

Cross DET VOR at 4000.

**LYD 5U:** Without descending from last assigned level, if higher:

Cross BIG VOR R020 D13.5 at 3000 (8.54%).

Cross LON VOR R081 D27 at 3000.

Cross LON VOR R081 D31 (WPT BEMID) at 4000.

Cross DET VOR at 4000.

**CLN 7T:** Without descending from last assigned level, if higher:

Cross LON VOR R075 D18 at 3000 (7.94%).

Cross LON VOR R075 D25.5 at 3000.

Cross CLN VOR R245 D34 at 4000.

Cross CLN VOR R245 D27 at 4000.

Cross CLN VOR R245 D17 at 6000.

**DEPARTURE**

**CLN 7U:** Without descending from last assigned level, if higher:

Cross BIG VOR R020 D13.5 at 3000 (8.54%).

Cross CLN VOR R245 D38 at 3000.

Cross CLN VOR R245 D34 at 4000.

Cross CLN VOR R245 D27 at 4000.

Cross CLN VOR R245 D17 at 6000.

**BPK 5T:** Without descending from last assigned level, if higher:

Cross LAM VOR R232 D6.5 at 3000 (7.94%).

Cross BPK VOR at 3000.

**BPK 5U:** Without descending from last assigned level, if higher:

Cross BPK VOR R149 D12 at 3000 (8.54%).

Cross BPK VOR at 3000.

**CPT 6T:** Without descending from last assigned level, if higher:

Cross LAM VOR R232 D6.5 at 3000 (7.94%).

Cross BPK VOR at 3000.

Cross HEN NDB at 5000.

**CPT 6U:** Without descending from last assigned level, if higher:

Cross BPK VOR R149 D12 at 3000 (8.54%).

Cross BPK VOR at 3000.

Cross HEN NDB at 5000.

**RNAV**

**EKNIV 1A:** Without descending from last assigned level, if higher:

Follow lateral track of coded PROC. Maintain 3000 to LCN06. Climb to 4000 to be level 4NM before LCE06 and maintain.

**EKNIV 1H:** Without descending from last assigned level, if higher:

Follow lateral track of coded PROC. Maintain 3000 to LCE03. Climb to 4000 to be level 3NM before LCE06 and maintain.

**BPK 1A, BPK 1H:** Without descending from last assigned level, if higher:

Follow lateral track and vertical profile of coded PROC.

**CPT 1A, CPT 1H:** Without descending from last assigned level, if higher:

Follow lateral track of coded PROC. Maintain 3000 to BPK then onward climb to cross HEN at 5000.

**CLN 1A:** Without descending from last assigned level, if higher:

Follow lateral track of coded PROC. Maintain 3000 to LCE04. Cross LCE05 at 4000 and maintain until CLN range 27NM, then onward climb to be 6000 by CLN range 17NM.

**CLN 1H:** Without descending from last assigned level, if higher:

Follow lateral track of coded PROC. Maintain 3000 to LCE05 range 2.4NM. Cross CLN range 34NM at 4000 and maintain until CLN range 27NM, then onward climb to be 6000 by CLN range 17NM.

**Departure Procedure****Start-up/Push-back**

ACFT parked on main APN or Jet Center APN, commence start-up with marshaller mandatory.

**Noise Abatement Procedures**

Use RWY starter strips for TKOF.

Climb straight ahead to a MNM of 1000ft before turning on track.

**Minimum Runway Occupancy Time (MROT):** Ensure standard MROT procedures.

**DEPARTURE****ATC Slot, Clearance**

Request start-up CLR not later than EOBT-10.

**De-Icing**

AVBL.

**Warning**

When using RWY 27 Hold, some ACFT types may experience magnetic disturbances, affecting the HDG Reference System. Ensure that when positioned for TKOF from RWY 27, the ACFT HDG Reference is checked against the RWY alignment. When notifying a compass anomaly on DEP, inform ATC.

Pilots are warned of stepped climb profiles. All SIDs interact with TMA TFC, 1000ft above SID levels. Exercise extreme caution when selecting initial ALT.

All SIDs have a stop ALT of 3000ft due to London TMA.

Effective 19-JUL-2018

12-JUL-2018

LCY-EGLC

2-10

United Kingdom London City

AGC

AFC

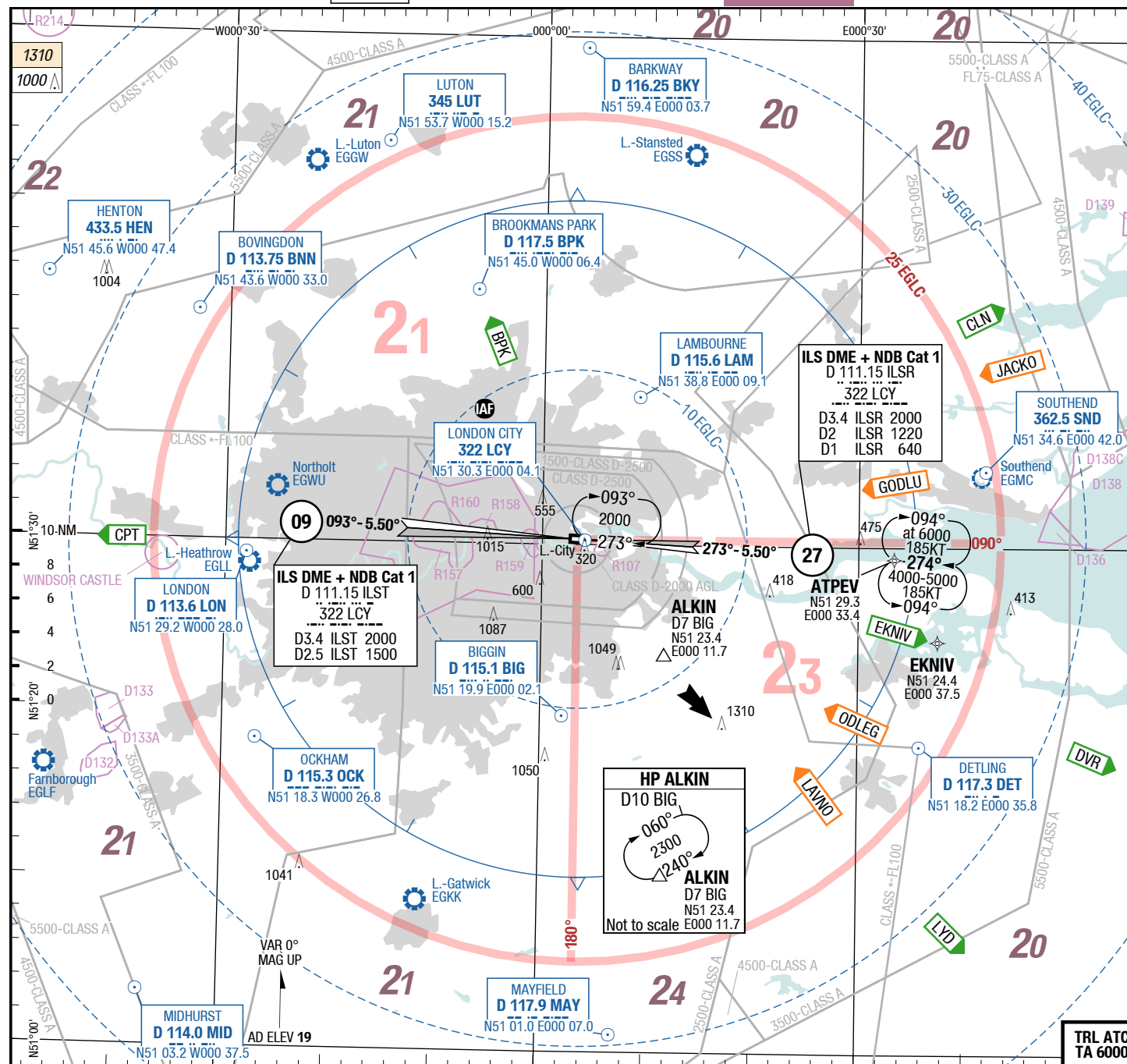
AFC

AFC

City London United Kingdom

AGC

AFC



ATIS

136.355 Winter:  
Mon-Fri 0630-2230  
Sat 0630-1230  
Sun 1230-2230  
Public HOL: 0900-2230  
Summer:  
Mon-Fri 0530-2130  
Sat 0530-1130  
Sun 1130-2100  
Public HOL: 0800-2100

Thames DIR

132.700 0600-2300+  
133.450 by ATC  
128.025 by ATC

Heathrow RAD

125.625  
118.080 Mon-Fri 0630-2230+  
Sat 0630-1230+  
Sun 1230-2230+  
Public HOL: 0900-2230+

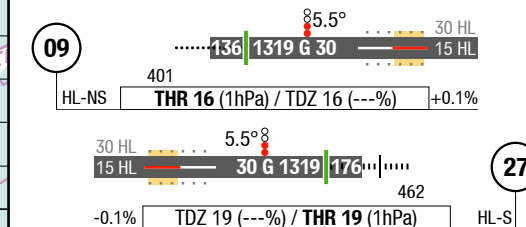
City TWR

City GND

129.455 by ATC  
121.830 by ATC

DCL

Landing RWY system:



Changes: FREQ, ASP, Track, OBST

Effective 19-JUL-2018

12-JUL-2018

LCY-EGLC

3-20

United Kingdom London City

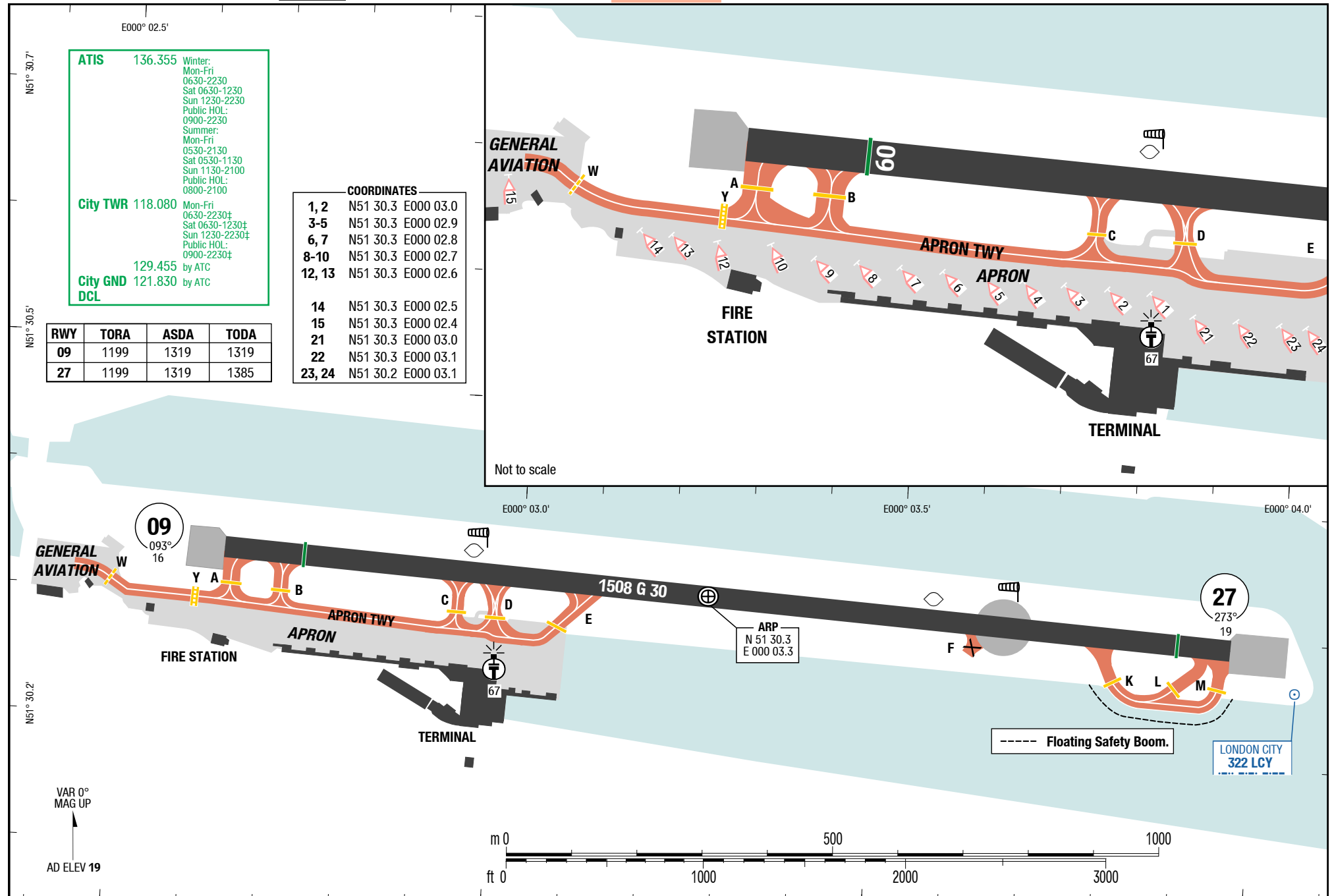
AGC

AGC

AGC

City London United Kingdom

AGC



Changes: FREQ



12-JUL-2018  
LCY-EGLC

United Kingdom London City

RNAV SIDs South

4-10

RNAV SIDs North

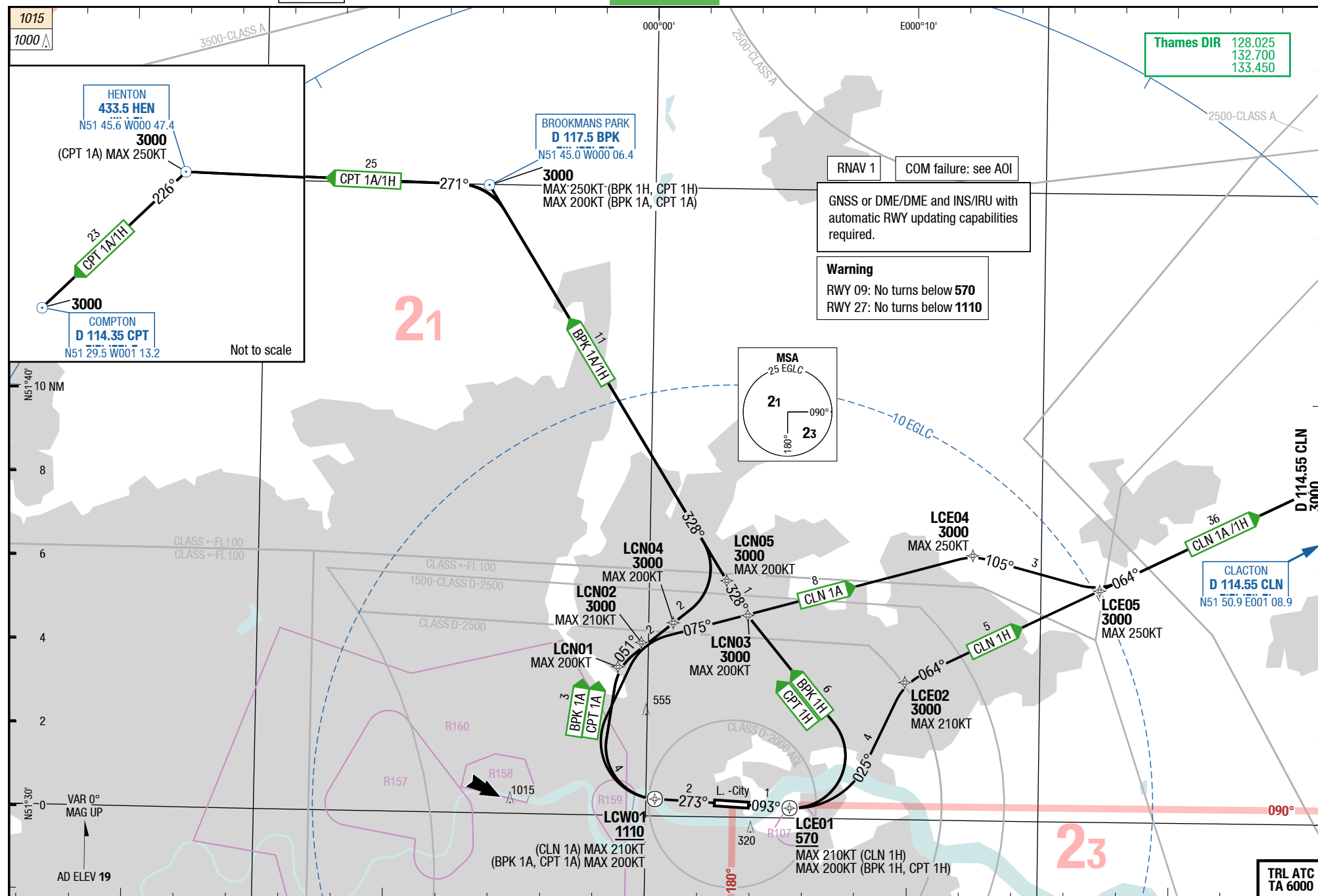
SID

SID

City London United Kingdom

RNAV SIDs South

RNAV SIDs North



## LCY-EGLC

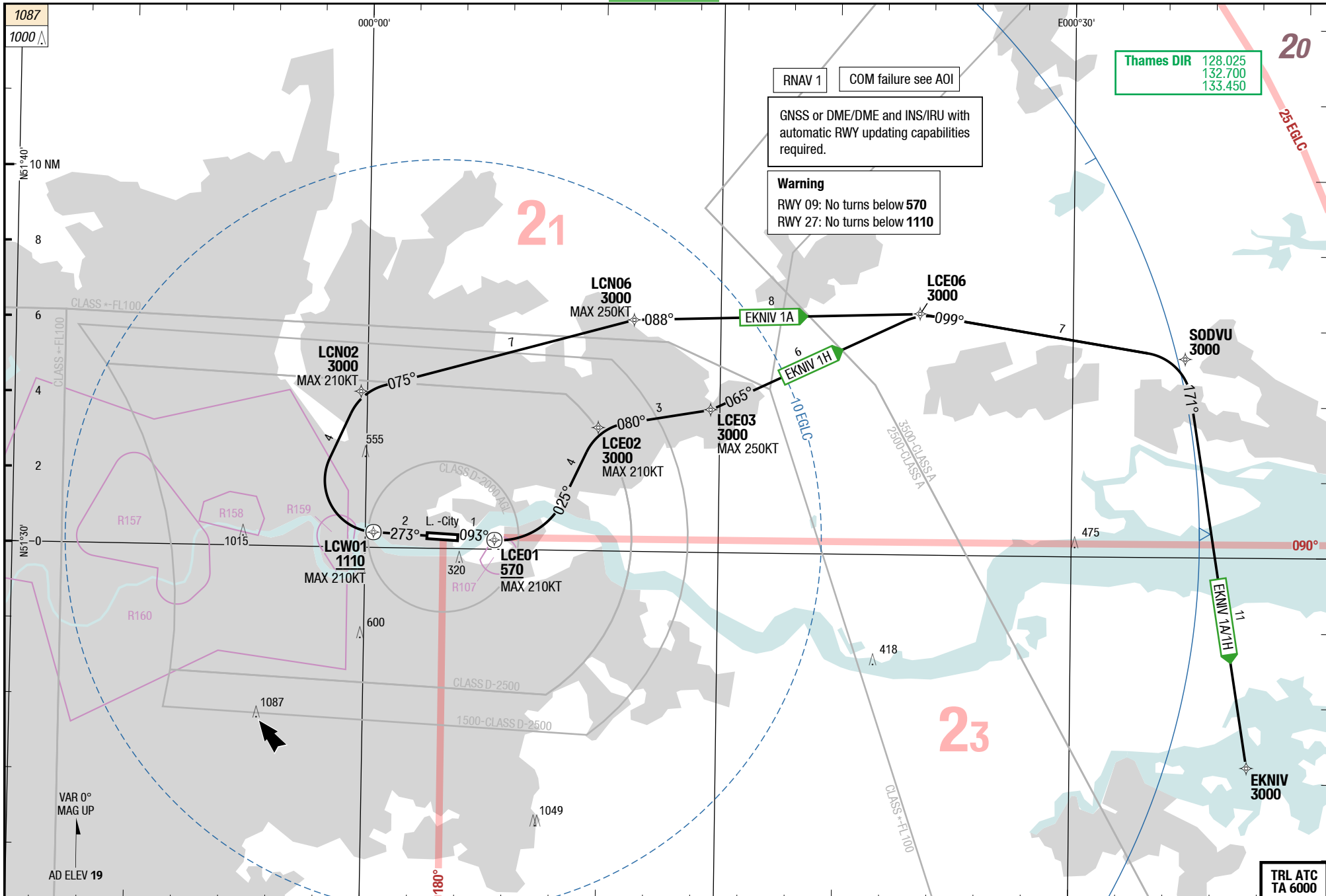
United Kingdom **London** City

SID

SID

City **London** United Kingdom

## RNAV SIDs South



Changes: ALT, ASP, Track, OBST

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12-JUL-2018  
LCY-EGLC

United Kingdom London City

SIDs South

SIDs North

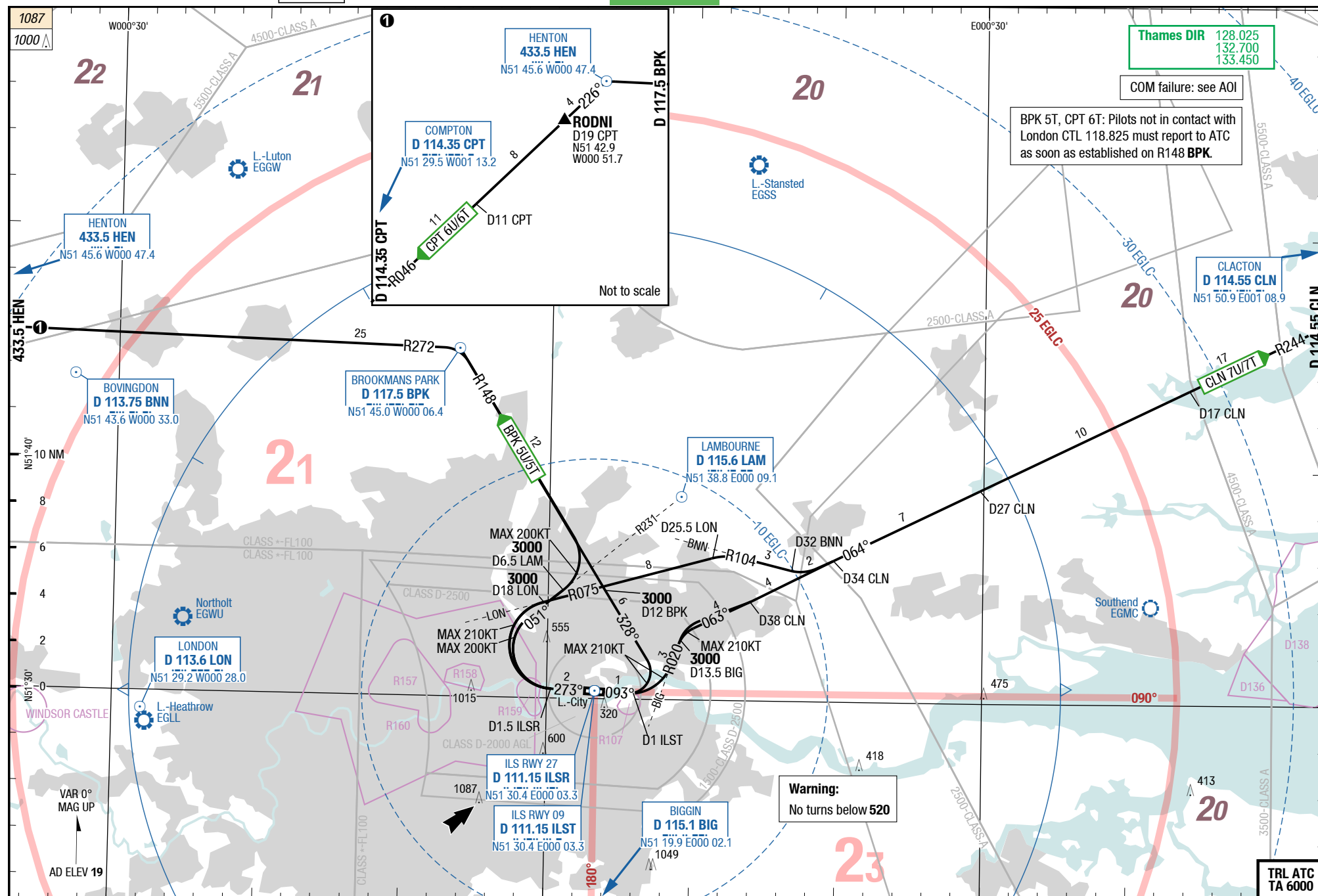
SID

SID

City London United Kingdom

SIDs South

SIDs North



Changes: ASP, Track, OBST

12-JUL-2018  
LCY-EGLC

United Kingdom London City

City London United Kingdom

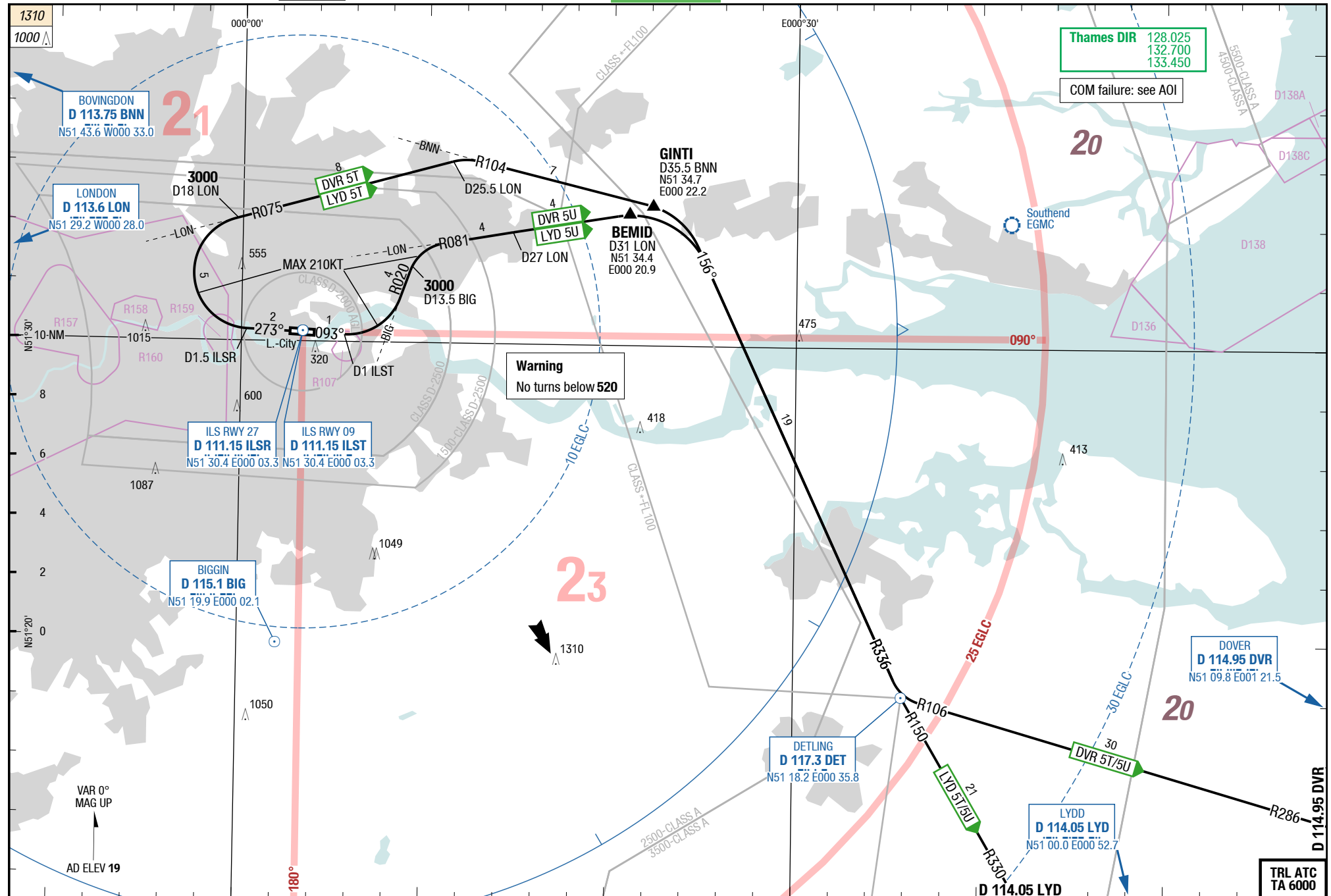
4-40

SIDs South

SID

SID

SIDs South



Changes: ASP, Track, OBST

12-JUL-2018

LCY-EGLC

5-10

RNAV SIDs North

**BROOKMANS PARK 1H / CLACTON 1H / COMPTON 1H / BROOKMANS PARK 1A / CLACTON 1A / COMPTON 1A**

RWYs 09 (093°) / 27 (273°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 6.8% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |
| 7.2% | ft/MIN | 900 | 1100 | 1400 | 1600 | 1800 | 2000 |

| DESIGNATOR  | ROUTING   | ALTITUDES   |
|---|---|---|
| <b>Runway 09</b>  |   |   |
| <b>BROOKMANS PARK 1H</b><br><b>BPK 1H</b><br>6.8% to 280<br>①②  | 093° <u>LCE01</u> [K200-] - DCT LCN03 [K200-] - BPK [K250-]   | LCE01 MNM <b>570</b><br>LCN03 at <b>3000</b><br>BPK at <b>3000</b>  |
| <b>CLACTON 1H</b><br><b>CLN 1H</b><br>6.8% to 280<br>①          | 093° <u>LCE01</u> [K210-] - 025° LCE02 [K210-] - LCE05 [K250-] - CLN  | LCE01 MNM <b>570</b><br>LCE02 at <b>3000</b><br>LCE05 at <b>3000</b><br>CLN at <b>3000</b>  |
| <b>COMPTON 1H</b><br><b>CPT 1H</b><br>6.8% to 280<br>①②         | 093° <u>LCE01</u> [K200-] - DCT LCN03 [K200-] - BPK [K250-] - HEN - CPT   | LCE01 MNM <b>570</b><br>LCN03 at <b>3000</b><br>BPK at <b>3000</b><br>HEN at <b>3000</b><br>CPT at <b>3000</b>                          |
| <b>Runway 27</b>  |   |   |
| <b>BROOKMANS PARK 1A</b><br><b>BPK 1A</b><br>7.2% to 1110<br>①② | 273° <u>LCW01</u> [K200-] - DCT LCN01 [K200-] - LCN04 [K200-] - LCN05 [K200-] - BPK [K200-]                     | LCW01 MNM <b>1110</b><br>LCN04 at <b>3000</b><br>LCN05 at <b>3000</b><br>BPK at <b>3000</b>   |
| <b>CLACTON 1A</b><br><b>CLN 1A</b><br>7.2% to 1110<br>①         | 273° <u>LCW01</u> [K210-] - DCT LCN02 [K210-] - LCE04 [K250-] - LCE05 [K250-] - CLN                             | LCW01 MNM <b>1110</b><br>LCN02 at <b>3000</b><br>LCE04 at <b>3000</b><br>LCE05 at <b>3000</b><br>CLN at <b>3000</b>                     |
| <b>COMPTON 1A</b><br><b>CPT 1A</b><br>7.2% to 1110<br>①②        | 273° <u>LCW01</u> [K200-] - DCT LCN01 [K200-] - LCN04 [K200-] - LCN05 [K200-] - BPK [K200-] - HEN [K250-] - CPT | LCW01 MNM <b>1110</b><br>LCN04 at <b>3000</b><br>LCN05 at <b>3000</b><br>BPK at <b>3000</b><br>HEN at <b>3000</b><br>CPT at <b>3000</b> |

① Caution: Close-in obstacles

② Expect first CPDLC logon code EGGT.

Changes: ALT, Routing

**12-JUL-2018****LCY-EGLC****5-20****RNAV SIDs South****EKNIV 1H / EKNIV 1A**

RWYs 09 (093°) / 27 (273°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 6.8% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |
| 7.2% | ft/MIN | 900 | 1100 | 1400 | 1600 | 1800 | 2000 |

| DESIGNATOR                           | ROUTING  | ALTITUDES   |
|--------------------------------------|--|---|
|                                      | <b>Runway 09</b>   |   |
| <b>EKNIV 1H</b><br>6.8% to 280<br>①  | 093° <u>LCE01</u> [K210-] - 025° LCE02 [K210-] - LCE03 [K250-] - LCE06 - SODVU - EKNIV | LCE01 MNM <b>570</b><br>LCE02 at <b>3000</b><br>LCE03 at <b>3000</b><br>LCE06 at <b>3000</b><br>SODVU at <b>3000</b><br>EKNIV at <b>3000</b>  |
|                                      | <b>Runway 27</b>   |   |
| <b>EKNIV 1A</b><br>7.2% to 1110<br>① | 273° <u>LCW01</u> [K210-] - DCT LCN02 [K210-] - LCN06 [K250-] - LCE06 - SODVU - EKNIV  | LCW01 MNM <b>1110</b><br>LCN02 at <b>3000</b><br>LCN06 at <b>3000</b><br>LCE06 at <b>3000</b><br>SODVU at <b>3000</b><br>EKNIV at <b>3000</b> |

① Caution: Close-in obstacles

Changes: ALT, Routing

**12-JUL-2018****LCY-EGLC****5-30****SIDs North****BROOKMANS PARK 5U / CLACTON 7U / COMPTON 6U**

RWY 09 (093°)

|      |        |      |      |      |      |      |      |
|------|--------|------|------|------|------|------|------|
|      | GS     | 120  | 150  | 180  | 210  | 240  | 270  |
| 6.8% | ft/MIN | 900  | 1100 | 1300 | 1500 | 1700 | 1900 |
| 8.6% | ft/MIN | 1100 | 1400 | 1600 | 1900 | 2100 | 2400 |

| DESIGNATOR   | ROUTING  | ALTITUDES  |
|--|--|--|
|  | <b>Runway 09</b>   |  |
| <b>BROOKMANS PARK 5U</b><br><b>BPK 5U</b><br>6.8% to 280<br>8.6% to 3000<br>①② | at D1 <b>ILST LT</b> (MAX 210KT) intercept R148 <b>BPK</b> to <b>BPK</b>   | D12 <b>BPK</b> at <b>3000</b><br><br><b>initial climb 3000</b>   |
| <b>CLACTON 7U</b><br><b>CLN 7U</b><br>6.8% to 280<br>8.6% to 3000<br>①         | at D1 <b>ILST LT</b> (MAX 210KT) intercept R020 <b>BIG</b> - at D13.5 <b>BIG RT</b> (MAX 210KT) intercept R244 <b>CLN</b> to <b>CLN</b>            | D13.5 <b>BIG</b> at <b>3000</b><br><br><b>initial climb 3000</b> |
| <b>COMPTON 6U</b><br><b>CPT 6U</b><br>6.8% to 280<br>8.6% to 3000<br>①②        | at D1 <b>ILST LT</b> (MAX 210KT) intercept R148 <b>BPK</b> to <b>BPK</b> - R272 <b>BPK</b> to <b>HEN</b> - intercept R046 <b>CPT</b> to <b>CPT</b> | D12 <b>BPK</b> at <b>3000</b><br><br><b>initial climb 3000</b>   |

① On initial contact with London CTL report callsign, SID designator, current altitude and initial cleared altitude

② Expect first CPDLC logon code EGT.

**12-JUL-2018****LCY-EGLC****5-40****SIDs North****BROOKMANS PARK 5T / CLACTON 7T / COMPTON 6T**

RWY 27 (273°)

|      |        |      |      |      |      |      |      |
|------|--------|------|------|------|------|------|------|
|      | GS     | 120  | 150  | 180  | 210  | 240  | 270  |
| 7.2% | ft/MIN | 900  | 1100 | 1400 | 1600 | 1800 | 2000 |
| 8.0% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2200 |

| DESIGNATOR   | ROUTING   | ALTITUDES   |
|--|---|---|
|  | <b>Runway 27</b>  |   |
| <b>BROOKMANS PARK 5T</b><br><b>BPK 5T</b><br>7.2% to 1110<br>8.0% to 3000<br>①②③ | at D1.5 ILSR RT (MAX 200KT) intercept R231 <b>LAM</b> inbound - at D6.5 <b>LAM LT</b> (MAX 200KT) intercept R148 <b>BPK</b> to <b>BPK</b>   | D6.5 <b>LAM</b> at <b>3000</b><br><br><b>initial climb 3000</b> |
| <b>CLACTON 7T</b><br><b>CLN 7T</b><br>7.2% to 1110<br>8.0% to 3000<br>①          | at D1.5 ILSR RT (MAX 210KT) intercept R075 <b>LON</b> - at D25.5 <b>LON RT</b> intercept R104 <b>BNN</b> - at D32 <b>BNN LT</b> intercept R244 <b>CLN</b> to <b>CLN</b>   | D18 <b>LON</b> at <b>3000</b><br><br><b>initial climb 3000</b>  |
| <b>COMPTON 6T</b><br><b>CPT 6T</b><br>7.2% to 1110<br>8.0% to 3000<br>①②③        | at D1.5 ILSR RT (MAX 200KT) intercept R231 <b>LAM</b> inbound - at D6.5 <b>LAM LT</b> (MAX 200KT) intercept R148 <b>BPK</b> to <b>BPK</b> - R272 <b>BPK</b> to <b>HEN</b> - intercept R046 <b>CPT</b> to <b>CPT</b> | D6.5 <b>LAM</b> at <b>3000</b><br><br><b>initial climb 3000</b> |

- ① On initial contact with London CTL report callsign, SID designator, current altitude and initial cleared altitude  
 ② Pilots not in contact with London CTL 118.825 must report to ATC as soon as established on R148 BPK.  
 ③ Expect first CPDLC logon code EGTT.

Changes: ALT, Track



**DOVER 5U / LYDD 5U / DOVER 5T / LYDD 5T**

RWYs 09 (093°) / 27 (273°)

|      | GS     | 120  | 150  | 180  | 210  | 240  | 270  |
|------|--------|------|------|------|------|------|------|
| 6.8% | ft/MIN | 900  | 1100 | 1300 | 1500 | 1700 | 1900 |
| 7.2% | ft/MIN | 900  | 1100 | 1400 | 1600 | 1800 | 2000 |
| 8.0% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2200 |
| 8.6% | ft/MIN | 1100 | 1400 | 1600 | 1900 | 2100 | 2400 |

| DESIGNATOR  | ROUTING   | ALTITUDES  |
|---|---|--|
|   | <b>Runway 09</b>  |  |
| <b>DOVER 5U</b><br><b>DVR 5U</b><br>6.8% to 280<br>8.6% to 3000<br>①  | at D1 <b>ILST LT</b> (MAX 210KT) - intercept R020 <b>BIG</b> - at D13.5 <b>BIG RT</b> (MAX 210KT) intercept R081 <b>LON</b> - at D31 <b>LON</b> (BEMID) <b>RT</b> intercept R336 <b>DET</b> to <b>DET</b> - intercept R286 <b>DVR</b> to <b>DVR</b> | D13.5 <b>BIG</b> at <b>3000</b><br><br><b>initial climb 3000</b> |
| <b>LYDD 5U</b><br><b>LYD 5U</b><br>6.8% to 280<br>8.6% to 3000<br>①   | at D1 <b>ILST LT</b> (MAX 210KT) - intercept R020 <b>BIG</b> - at D13.5 <b>BIG RT</b> (MAX 210KT) intercept R081 <b>LON</b> - at D31 <b>LON</b> (BEMID) <b>RT</b> intercept R336 <b>DET</b> to <b>DET</b> - intercept R330 <b>LYD</b> to <b>LYD</b> | D13.5 <b>BIG</b> at <b>3000</b><br><br><b>initial climb 3000</b> |
|   | <b>Runway 27</b>  |  |
| <b>DOVER 5T</b><br><b>DVR 5T</b><br>7.2% to 1110<br>8.0% to 3000<br>① | at D1.5 <b>ILSR RT</b> (MAX 210KT) intercept R075 <b>LON</b> - at D25.5 <b>LON RT</b> intercept R104 <b>BNN</b> - at D35.5 <b>BNN</b> (GINTI) <b>RT</b> intercept R336 <b>DET</b> to <b>DET</b> - intercept R286 <b>DVR</b> to <b>DVR</b>           | D18 <b>LON</b> at <b>3000</b><br><br><b>initial climb 3000</b>   |
| <b>LYDD 5T</b><br><b>LYD 5T</b><br>7.2% to 1110<br>8.0% to 3000<br>①  | at D1.5 <b>ILSR RT</b> (MAX 210KT) intercept R075 <b>LON</b> - at D25.5 <b>LON RT</b> intercept R104 <b>BNN</b> - at D35.5 <b>BNN</b> (GINTI) <b>RT</b> intercept R336 <b>DET</b> to <b>DET</b> - intercept R330 <b>LYD</b> to <b>LYD</b>           | D18 <b>LON</b> at <b>3000</b><br><br><b>initial climb 3000</b>   |

① On initial contact with London CTL report callsign, SID designator, current altitude and initial cleared altitude

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12-JUL-2018

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United Kingdom London City

RNAV STARs via JACKO

6-10

RNAV STARs via GODLU

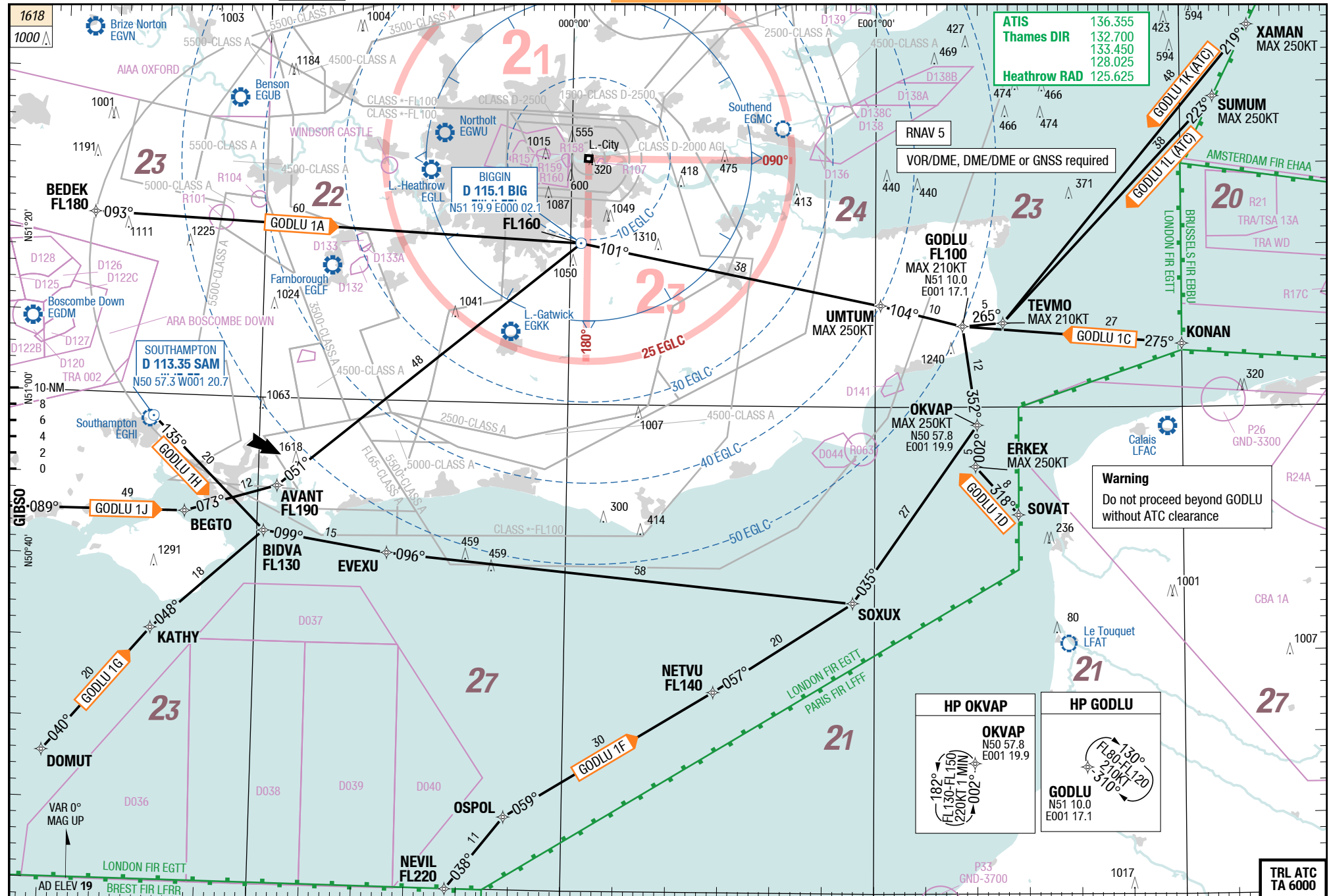
STAR

STAR

City London United Kingdom

RNAV STARs via JACKO

RNAV STARs via GODLU



Changes: FREQ, MGA, Track, ASP, OBST

Effective 19-JUL-2018

12-JUL-2018

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6-20

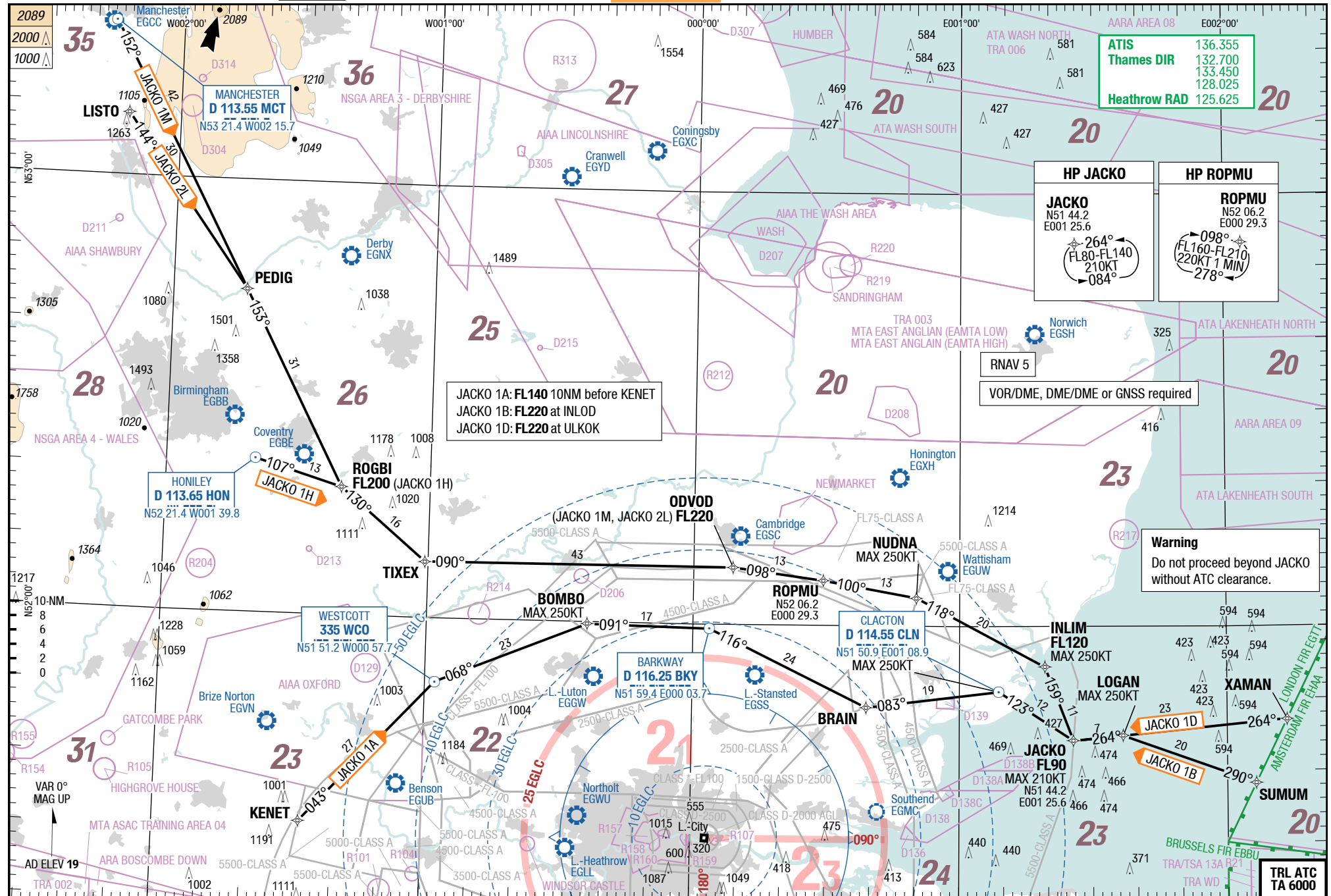
RNAV STARs via JACKO

STAR

STAR

City London United Kingdom

RNAV STARs via JACKO



Changes: FREQ, ASP, Track, OBST, HLDG

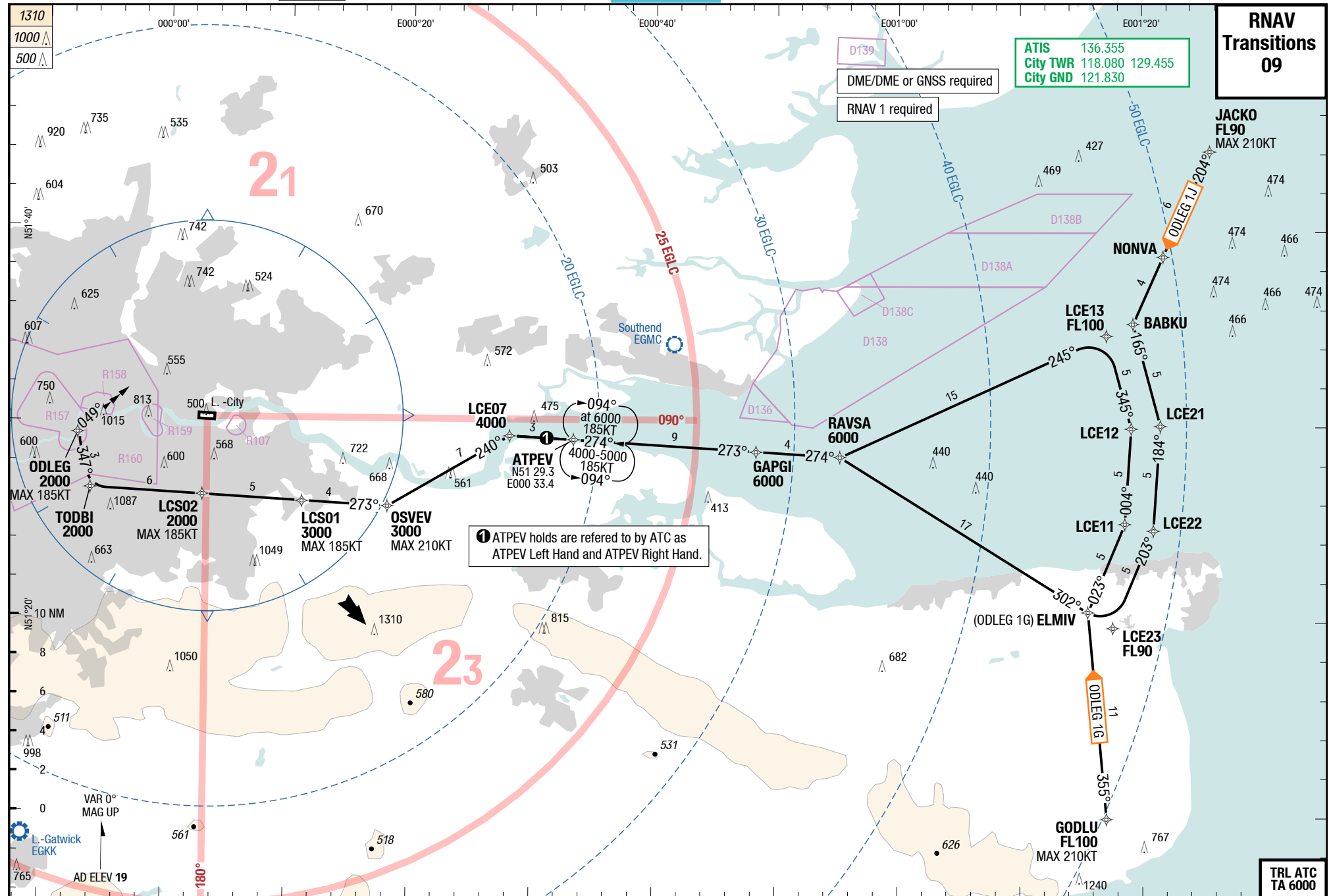
**LCY-EGLC**

## RNAV Transitions 09

# IAC

## RNAV Transitions 09

**7-10**



Changes: FREQ, OBST, Track, VAR, SUAs

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7-20

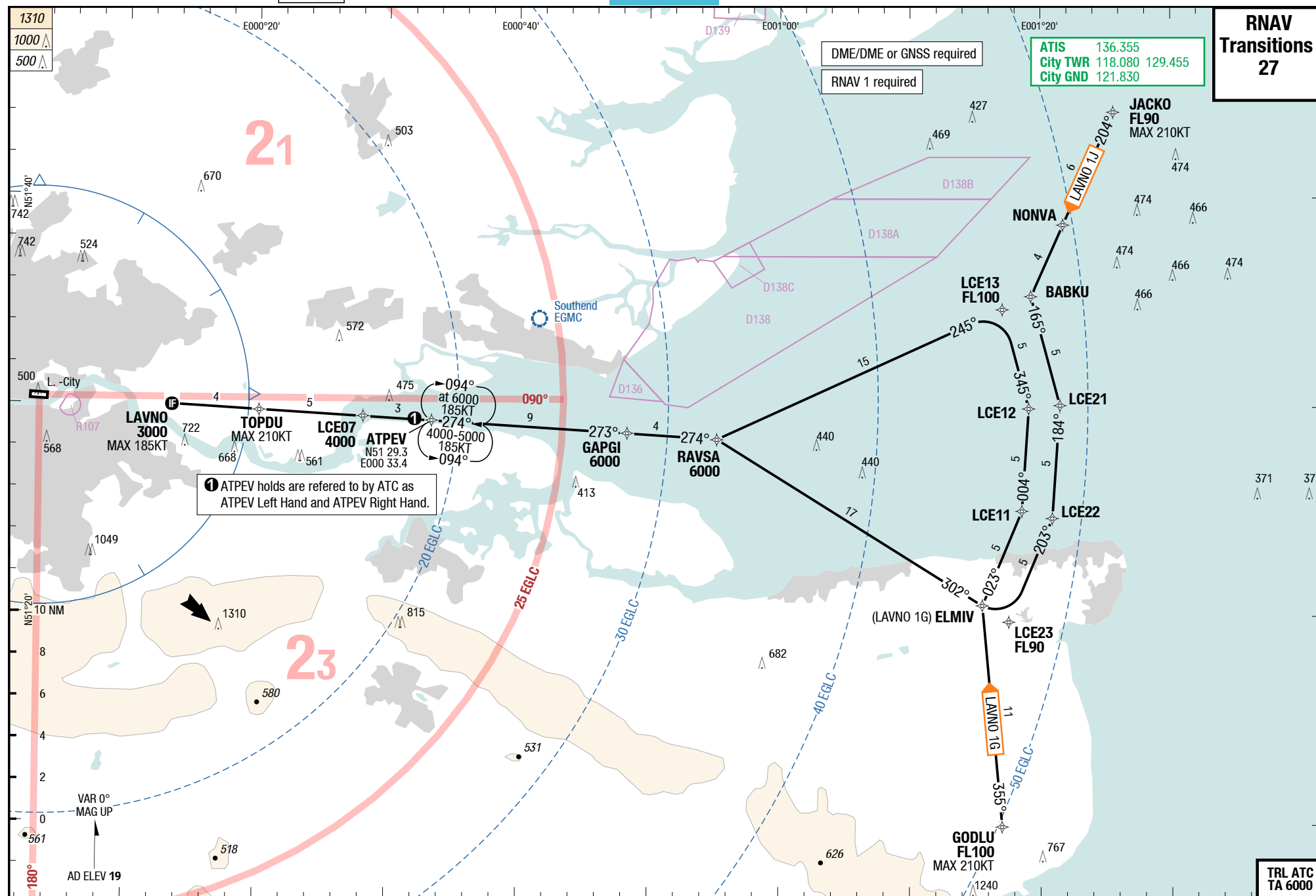
## RNAV Transitions 27

# IAC

# IAC

City **London** United Kingdom

## RNAV Transitions 27



Changes: FREQ, OBST, Track, SUAs, VAR

TRL ATC  
TA 6000

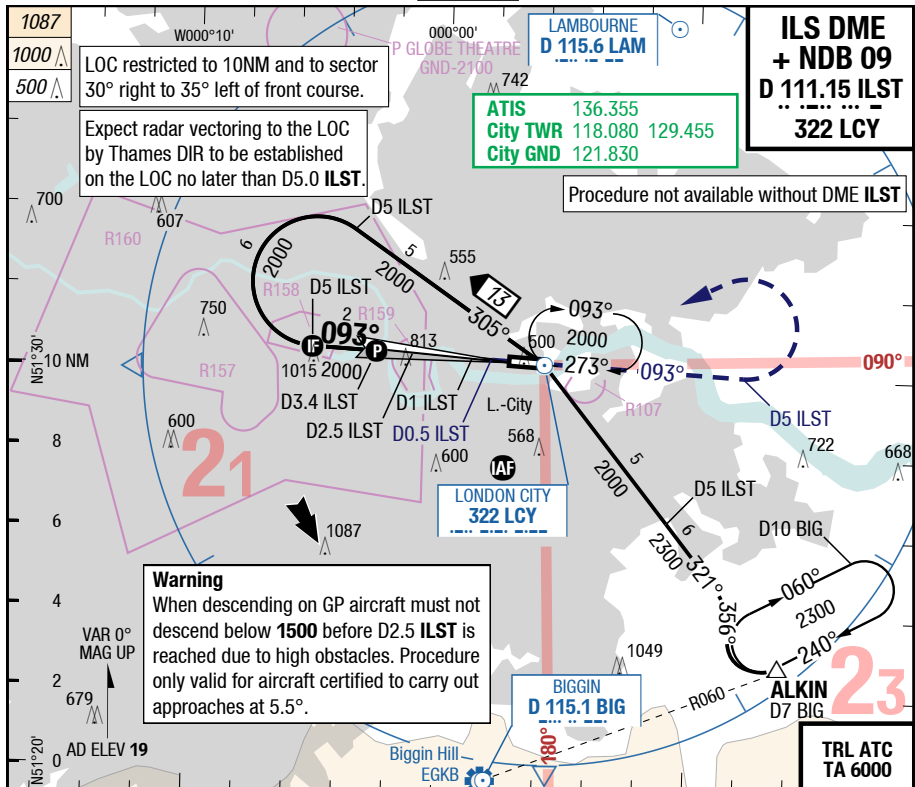
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## LCY-EGLC

7-30

## ILS DME + NDB 09



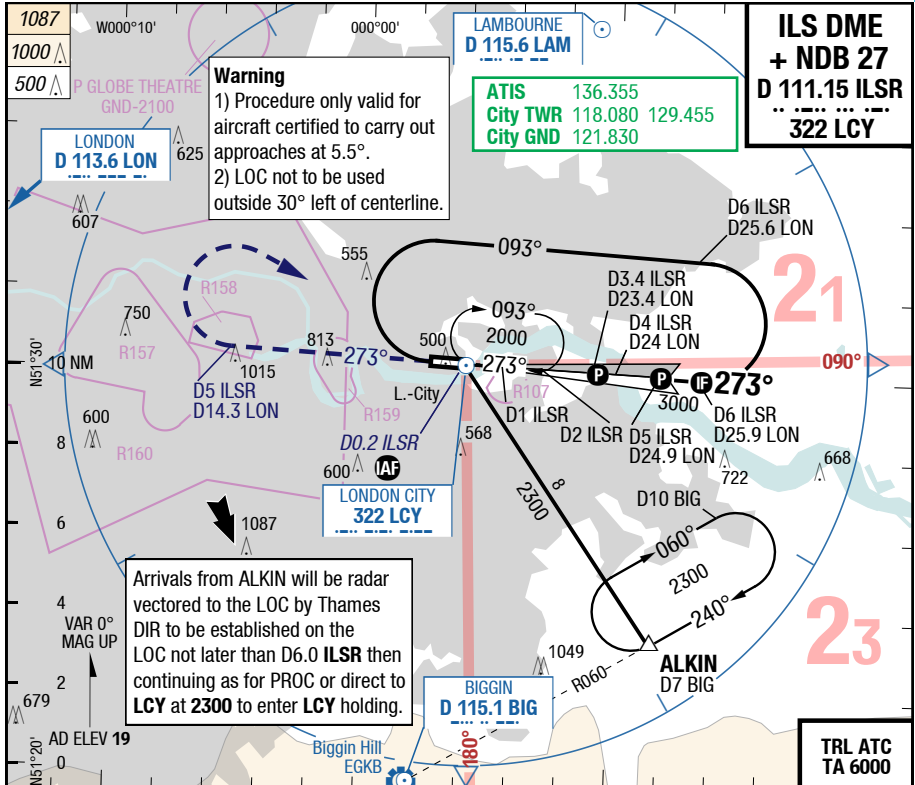
| 09 |                 | Cat 1 DME<br>AVRO RJ   | Cat 1 DME              | LOC DME          | Circling |                |
|----|-----------------|------------------------|------------------------|------------------|----------|----------------|
| C  | ft - m/km<br>ft | 350 - 1.4<br>360 1) 2) | 450 - 1.9<br>460 3) 2) | 470 - 2.0<br>480 |          | Not authorized |
| D  | ft - m/km<br>ft |                        | Not authorized         | Not authorized   |          | Not authorized |

1) With EVS 900m 2) When descending on GP ACFT NA descend below QNH 1500ft BFR D2.5 I-LST 3) With EVS 1.3km

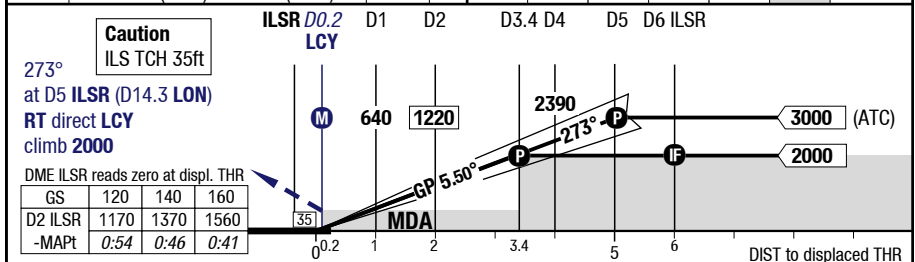
LCY-EGLC

7-40

ILS DME + NDB 27



|       |                               |     |      |      |      |      |           |
|-------|-------------------------------|-----|------|------|------|------|-----------|
| 30 HL | 5.5° 8                        | 1   | 2    | 3    | 4    | 5    | LOC 5.50° |
| 15 HL | 30 G 1319 176                 | 640 | 1220 | 1810 | 2390 | 3000 | D ILSR    |
| -0.1% | TDZ 19 (---%) / THR 19 (1hPa) |     |      |      |      |      |           |



| 27 |                 | Cat 1 DME                      | Cat 1 DME                      | Cat 1 DME                      | Cat 1 DME                      | Cat 1 DME                      | Circling       |
|----|-----------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|----------------|
|    |                 | AVRO RJ GA 3.5 %               | AVRO RJ GA 3.0%                | AVRO RJ GA 2.5%                | GA 3.5%                        | GA 3.0%                        |                |
| C  | ft - m/km<br>ft | 450 - 1.7<br>460 <sup>1)</sup> | 470 - 1.8<br>480 <sup>2)</sup> | 530 - 2.0<br>540 <sup>3)</sup> | 540 - 2.0<br>550 <sup>3)</sup> | 560 - 2.1<br>570 <sup>4)</sup> | Not authorized |
| D  | ft - m/km<br>ft |                                |                                |                                | Not authorized                 | Not authorized                 | Not authorized |

1) With EVS 1.1km  
2) With EVS 1.2km

3) With EVS 1.3km  
4) With EVS 1.4km

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7-50

WxMinima Overflow

| 27 |                 | Cat 1 DME<br>GA 2.5%           | LOC DME<br>GA 3.5% | LOC DME<br>GA 2.5% |  |  |  |
|----|-----------------|--------------------------------|--------------------|--------------------|--|--|--|
| C  | ft - m/km<br>ft | 620 - 2.4<br>630 <sup>1)</sup> | 540 - 2.0<br>550   | 620 - 2.4<br>630   |  |  |  |
| D  | ft - m/km<br>ft | Not authorized                 | Not authorized     | Not authorized     |  |  |  |

1) With EVS 1.6km



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MRC

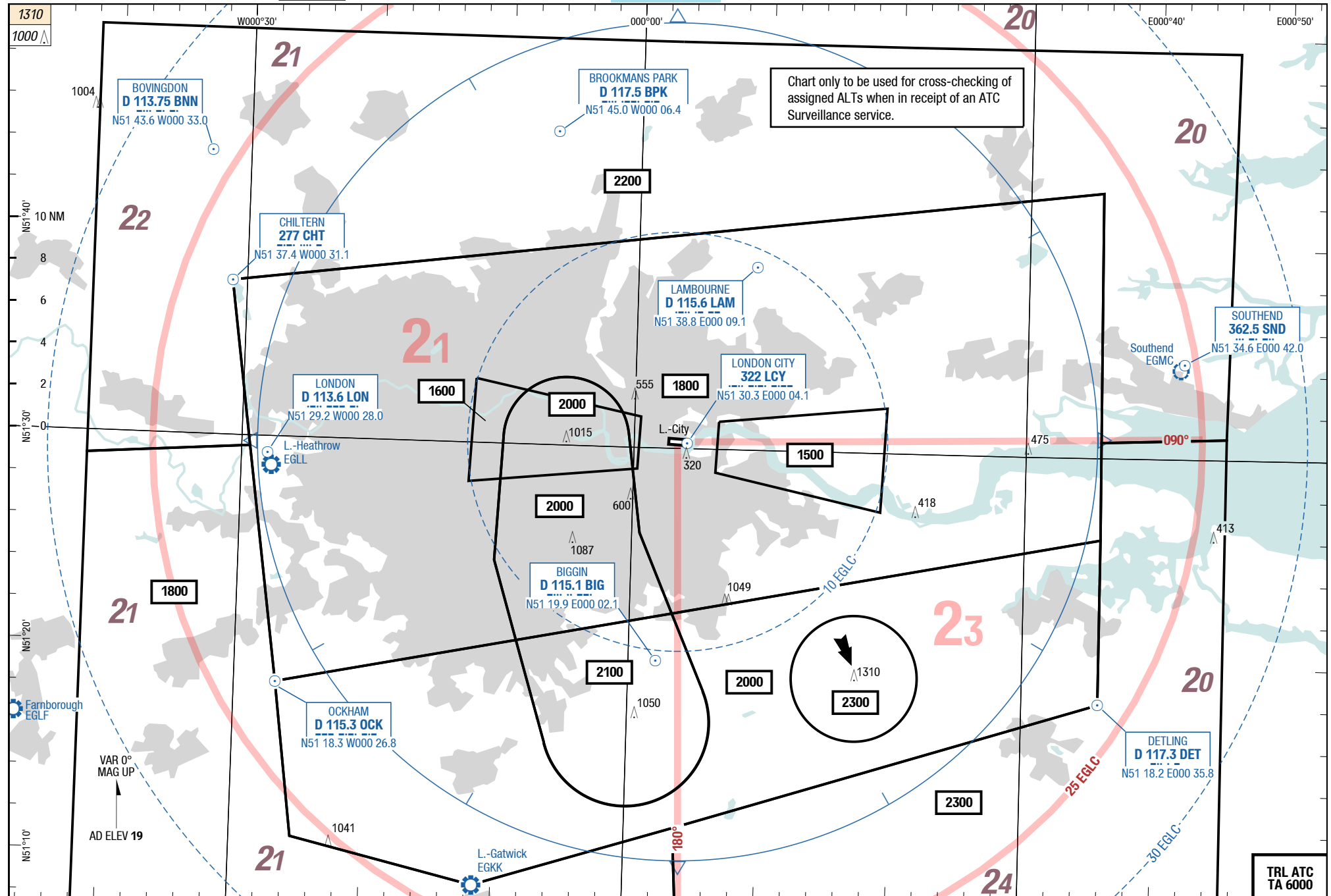
MRC

MRC

City London United Kingdom

NIL  
MRC

8-10



Changes: OBST

TRL ATC  
TA 6000

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