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EGLC/LCY 136.35 *ATIS Apt Elev 19' ALKIN 2B [ALKI2B] Alt Set: hPa Trans level: By ATC Trans alt: 6000' 5 MAR 04 NaSaddar # 40-2) Eff 18 Mar LONDON, 2100′

★ 270 2300′

STAR

MSA LCY NDB

ARRIVAL

FROM EAST

STEEDE MAX 250 KT BELOW FL100 362.5 SND 362.5 SND N51 34.6 E000 42.0 *RIDLY* N51 38.9 E000 54.0 72.8 N51 42.8 E001 05.0 N51 50.9 E001 08.9 Do not proceed beyond ALKIN without ATC clearance. 114.55 CLN D 200 WARNING 266 N51 44.9 E001 36.7 D

Do not fly south of track from abeam CLN to SPEAR due to proximity of EG(D)-138 & EG(D)-138A.

Tambourne 115.6 LAM N51 38.8 E000 09.1

MAX FL MAX 180 D17/20 95°_

When determining top of descent point, pilots should plan for possible intermediate descent clearance to FL220 30 NM before LOGAN, FL120 by LOGAN, FL70 by TRIPO and for possible clearance to lowest holding level (3000') by ALKIN.

DESCENT PLANNING/ATC REQUIREMENTS

 \bigcirc

ALKIN N51 23.4 E000 11.7

SPEAR N51 34.6 E000 42.0

N51 30.3 E000 04 322 LCY

BIGGIN 115.1 BIG N51 19.9 E000 02.1

DETLING
117.3 DET
N51 18.2 E000 35.8

NOT TO SCALE

Pilots unable to comply must notify ATC as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: Descent planning/ATC requirements

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EGLC/LCY 136.35 ALKIN 3C Apt Elev 19' [ALKI3C], ALKIN 3D ALKIN 3F [ALKI3F] FROM SOUTHEAST & SOUTH Trans level: By ATC Trans alt: 6000' Non-RNAV aircraft cruising at FL95 or below: Flight plan via LYD and advise ATC on first contact with LONDON Control. Alt Set: hPa ARRIVALS 5 MAR 04 (40-2A) Eff 18 Mar [ALKI3D] 2100′ 2300′ ★ 270 STAR

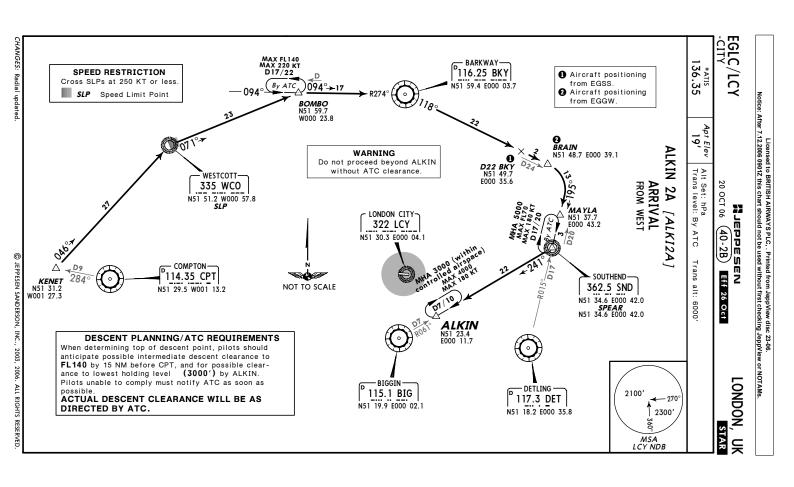
<u> श्राचनम्</u> MAX 250 KT BELOW FL100

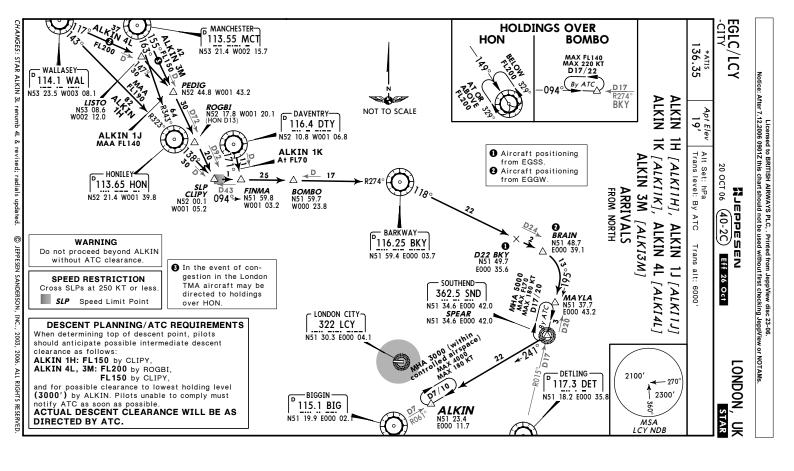
10NDON CITY 322 LCY N51 30.3 E000 04.1 DESCENT PLANNING/ATC REQUIREMENTS
When determining top of descent point, pilots should plan
for possible intermediate descent clearance as follows:
ALKIN 3C, 3D: FL80 by SANDY,
ALKIN 3F: FL100 by WAFFU, DIRECTED BY ATC. Soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS by ALKIN. Pilots unable to comply must notify ATC as and for possible clearance to lowest holding level N50 45.6 E000 07.3 N51 19.9 E000 02.1 WAFFU N50 35.0 E000 21.0 117.0 SFD SEAFORD-N51 23.4 E000 11.7 FL80 by SANDY, N51 00.0 E000 52.7 **BONDY** N51 07.9 E000 45.5 099° D24 N5 1 15E T DETLING
117.3 DET
151 18.2 E000 35.8 **BEXIL** N50 42.5 E000 44.2 (3000') **SAND Y** N51 03.9 E001 04.1 WARNING

Do not proceed beyond ALKIN without ATC clearance. DOVER DVR 114.95 DVR N51 09.8 E001 21.6 NOT TO SCALE **SOVAT** N50 46.8 E001 28.0 (LYD D26)

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EGLC/LCY Apt Elev 19' Cruising levels will be issued after take-off by LONDON Control.
 Do not climb above SID levels until instructed by ATC. Trans level: By ATC Trans alt: 6000'

1. Initial climb straight ahead to 520'. 12 AUG 05 NaSaddar 1 40-3) LONDON,

SID

EGLC/LCY

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Apt Elev 19'

Trans level: By ATC Trans alt: 6000'

1. Initial climb straight ahead to 520'.

2. Cruising levels will be issued after take-off by LONDON Control.

3. Do not climb above SID levels until instructed by ATC.

2100′

.09£ 2300′ 12 AUG 05 (40-3A)

NaSaddar #

LONDON, UK

SID

CLACTON FIVE UNIFORM (CLN 5U)

CLACTON FIVE TANGO (CLN 5T)

STEETE MAX 250 KT BELOW FL100

RWYS 28,

10 DEPARTURES

UNLESS OTHERWISE AUTHORIZED

BROOKMANS PARK THREE UNIFORM (BPK 3U) BROOKMANS PARK THREE TANGO (BPK 3T)

STITION MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED RWYS 28, 10 DEPARTURES

2100′ MSA CY NDB 270 2300′

D 115.6 LAM N51 38.8 E000 09.1

P 117.5 BPK BROOKMANS
PARK

At 3000'

D12 BPK N51 34.5 E000 02.9

-082°

CLN 5T

At 4000'

D19 LON

At 3000'

At 6000'

D23 LON

N51 34.4 E000 14.4

At 4000'

D27 CLN

N51 50.9 E001

114.55 CLN

At 3000'

At 3000'

BPK 3T 450' per NM (7.4%) up to 1100', then 541' per NM (8.9%) until D12 BPK.

These SIDs require minimum climb gradients of

N51 30.3 E000 04. 322 LCY

*(111.15) ILSR *(111.15) ILST *(111.15) ILST N51 30.4 E000 03.3 ILS DAVE

NOT TO SCALE

ILS DME LONDON CITY | R (111.15) ILSR | R (111.15) ILSR | R (111.15) ILST | R (111.1

100DON CITY 322 LCY N51 30.3 E000 04.1

BPK 3U 389' per NM (6.4%) up to **520',** then 541' per NM (8.9%) until D12 BPK.

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

389' per NM 541' per NM Gnd speed-KT 450' per NM

100 150

200

250

300

Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LAM R-225 inbound, intercept BPK R-153 inbound to BPK **①**. Straight ahead to ILST 1 DME, turn LEFT, intercept BPK R-153 inbound

BPK 3T BPK 3U

RWY

These SIDs require minimum climb gradients of 450' per NM (7.4%) up to **1100'**, 371' per NM (6.1%) until D23 LON.

CLN 5U 1100', then

389' per NM (6.4%) up to **520'**, then 632' per NM (10.4%) until D23 LON.

371' per NM 632' per NM 389' per NM 450' per NM Gnd speed-KT 463 618 927 1235 1544 1853 562 790 75 100 150 200 250 300

NOT TO SCALE

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC. RWY 28 Straight ahead to ILST 1 DME, turn LEFT, 020° track, intercept LON R-082 to D27 LON, turn LEFT, intercept CLN R-246 inbound to CLN. Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D27 LON turn LEFT, intercept CLN R-246 inbound to CLN

CHANGES: Track updated

CLN 5U CLN 5T SID

6

Pror positioning flights to EGGW & EGSS follow BPK SIDs to BPK, then join STAR LOREL 2Q at altitudes by ATC.

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EGLC/LCY Apt Elev 19' Trans level: By ATC Trans alt: 6000'
1. Initial climb straight ahead to 520'.
2. Cruising levels will be issued after take-off by LONDON Control.
3. Do not climb above SID levels until instructed by ATC. 24 DEC 04 (40-3B) NaSaddar 1 LONDON,

SID

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2100′ 270 2300′

MSA LCY NDB

COMPTON FOUR UNIFORM (CPT 4U)

STEEDE MAX 250 KT BELOW FL100

RWYS 28, 10 DEPARTURES UNLESS OTHERWISE AUTHORIZED

COMPTON FOUR TANGO (CPT 4T)

N51 38.8 E000 09.1 F 115.6 LAM

S:1

D19 LON

082

30

100DON CITY 322 LCY N51 30.3 E000 04.1

E (111.15) ILSR (111.15) ILSR (111.15) ILST (111.15) ILST (111.15) ILST

DETLING 117.3 DET N51 18.2 E000 35.8

At 4000'

D114.95 DVR

N51 09.8 E001 21.6

NOT TO SCALE

N51 45.6 W000 47.4 433.5 HEN At 5000

HENT ON -

P 117.5 BPK | N51 45.0 W000 06.4

At 3000'

BROOKMANS PARK

RODNI N51 43.0 W000 51.7

D12 BPK N51 34.5 E000 03.0 -274° At 3000' (6

- LONDON CITY-*(!!!.!5) ILSR *(!!!.!5) ILST N51 30.4 E000 03.3 LONDON CITY 322 LCY N51 30.3 E000 04.1

Ō

DII CPT

to cross at **FL70**(**FL80** when Heathrow

QNH is below 1031 hPa) unable to comply inform ATC before departure

These SIDs require minimum climb gradients of

COMPTON 114.35 CPT N51 29.5 W001 13.2

389' per NM (6.4%) up to **520',** then 541' per NM (8.9%) until D12 BPK. 450' per NM (7.4%) up to **1100'**, then 541' per NM (8.9%) until D12 BPK.

CPT 4T

389' per NM 450' per NM 541' per NM Gnd speed-KT

450' per NM (7.4%) up to **1100'**, then 371' per NM (6.1%) until D23 LON. **DVR 3U**

These SIDs require minimum climb gradients

NOT TO SCALE

DVR 3T

632' per NM

389' per NM (6.4%) up to **520',** then 632' per NM (10.4%) until D23 LON.

371' per NM

389' per NM 450' per NM Gnd speed-KT

486 562

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

CPT 4U CPT 4T 28 Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LAM R-225 inbound, intercept BPK R-153 inbound to BPK, turn LEFT, BPK R-274 to HEN, then to CPT. Straight ahead to ILST 1 DME, turn LEFT, intercept BPK R-153 inbound to BPK, turn LEFT, BPK R-274 to HEN, then to CPT.

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CHANGES: New format

EGLC/LCY Apt Elev 19' Trans level: By ATC Trans alt: 6000' 1. Initial climb straight ahead to 520'. 2. Cruising levels will be issued after take-off by LONDON Control. 3. Do not climb above SID levels until instructed by ATC. DOVER THREE UNIFORM (DVR 3U) SIZZZE MAX 250 KT BELOW FL100 DOVER THREE TANGO (DVR 3T) At 3000' UNLESS OTHERWISE AUTHORIZED RWYS 28, D23 LON 24 DEC 04 (40-3C) At 3000' 10 DEPARTURES NaSaddar # D27 LON **D3 1 LON** N51 35.1 E000 20.7 At 4000' LONDON 2100′ .092 2300′ SID 듲

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC. DVR 3U DVR 3T SID R₩Y 28 Straight ahead to ILST 1 DME, turn LEFT, 020° track, intercept LON R-082 to D31 LON, turn RIGHT, intercept DET R-335 inbound to DET Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D31 LON turn RIGHT, intercept DET R-335 inbound to DET, ROUTING

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then to DVR.

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EGLC/LCY 24 DEC 04 (40-3D) NaSaddar 1

Apt Elev 19'

Trans level: By ATC Trans alt: 6000'
1. Initial climb straight ahead to 520'.
2. Crusing levels will be issued after take-off by LONDON Control.
3. Do not climb above SID levels until instructed by ATC.

LONDON, SID

EGLC/LCY

24 DEC 04 (40-3E)

JEPPESEN

LONDON

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2100′ 270 2300′

MSA LCY NDB

STITION MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED RWYS 28, 10 DEPARTURES LYDD THREE UNIFORM (LYD 3U)

LYDD THREE TANGO (LYD 3T)

At 4000' D LYDD LYDD 114.05 LYD N51 00.0 E000 52.7

NOT TO SCALE

These SIDs require minimum climb gradients of

450' per NM (7.4%) up to 1100', then 371' per NM (6.1%) until D23 LON. LVD 3U
389' per NM (6.4%) up to 520', then 632' per NM (10.4%) until D23 LON.

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

LYD 3U LYD 3T SID RWY 28 Straight ahead to ILST 1 DME, turn LEFT, 020° track, intercept LON R-082 to D31 LON, turn RIGHT, intercept DET R-335 inbound to DET Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D31 LON turn RIGHT, intercept DET R-335 inbound to DET. then to LYD. ROUTING

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> Apt Elev 19' 450' per NM (7.4%) up to **1100'**, then 371' per NM (6.1%) until D23 LON. These SIDs require minimum climb gradients of ۱۱:۱ 389' per NM (6.4%) up to **520'**, then 632' per NM (10.4%) until D23 LON. SOUTHAMPTON 113.35 SAM N50 57.3 W001 20.7 **WARNING - STEPPED CLIMB:** Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC. SAM 4T SAM 4U SID NOT TO SCALE FON N 113.6 Trans level: By ATC Trans alt: 6000'
> 1. Initial climb straight ahead to 520'.
> 2. Cruising levels will be issued after take-off by LONDON Control.
> 3. Do not climb above SID levels until instructed by ATC. E (111.15) ILSR (111.15) ILSR (111.15) ILST (111.15) 0.3.3 SOUTHAMPTON FOUR UNIFORM (SAM 4U SOUTHAMPTON FOUR TANGO (SAM 4T) R₩Y 28 SIZIFIN MAX 250 KT BELOW FL 100 D19 LON RWYS 28, Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D31 LON turn RIGHT, intercept DET R-335 inbound to DET, then to LYD, then to WAFFU, then to CAMRA, then to GWC, then to SAM UNLESS OTHERWISE AUTHORIZED Straight ahead to ILST 1 DME, turn LEFT, 020° track, intercept LON R-082 to D31 LON, turn RIGHT, intercept DET R-335 inbound to DET then to LYD; then to WAFFU, then to CAMRA, then to GWC, then to SAM. 600DW00D 114.75 GWC N50 51.3 W000 45.4 **CAMRA** N50 37.4 W000 06.4 (SFD R229/D12) ⊳ **∤** At 3000' D23 LON 10 DEPARTURES \bigcirc N51 30.3 E000 04. 10NDON CITY 322 LCY At 3000' 371' per NM 632' per NM 389' per NM 450' per NM Gnd speed-KT D27 LON ROUTING SEAFORD 117.0 SFD N50 45.6 E000 07.3 +281°
> 486
> 648
> 972
> 1296
> 1620
> 1944
>
>
> 463
> 618
> 927
> 1235
> 1544
> 1853
> 562 790 1053 1580 2106 2633 3160 75 P114.05 LYD N51 00.0 E000 52.7 D **D3 I LON** N51 35.1 E000 20.7 100 At 4000' 749 WAFFU N50 35.0 E000 21.0 (SFD R143/D14) 150 1124 DETLING
> 117.3 DET
> N51 18.2 E000 35.8 200 1499 1873 2248 At 4000' 2100′ 250 300 .092 270 2300′

113.6082°>

S11

D19 LON

At 3000

D23 LON

At 3000' D27 LON

N51 35.1 E000 20.7

₹ 4000′

E (111.15) ILSR E (111.15) ILSR E (111.15) ILST E (111.15) ILST N51 30.4 E000 03.3

DETLING
117.3 DET
N51 18.2 E000 35.8

100000 CITY 322 LCY N51 30.3 E000 04.1

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EGLC

26 JUL 02 Na Saddar 1 (40-6) Eff 8 Aug

LONDON,

ARRIVAL AND DEPARTURE INFORMATION

ARRIVAL INFO

is at no time lower than the approach path that would be followed when using the with the cloud base, retaining visual contact and appropriate minima. on final. Circling approaches shall be flown at the highest possible altitude compatible ILS glide path. Visual approaches shall be flown at **mim 1500' AAL** until established Acft without ILS assistance shall follow a descent path which guarantees that the acft NOISE ABATEMENT PROCEDURE

RADAR VECTORING

established on the LOC not later than D5.0 ILST. RWY 10: Acft will normally be radar vectored to LOC by THAMES Radar to be

established on the LOC not later than D6.0 ILSR. RWY 28: Acft will normally be radar vectored to LOC by THAMES Radar to be

ZERO READING OF ILS DME

ILS DME 10: At threshold runway 10.

ILS DME 28: At threshold runway 28.

LOC RESTRICTION

ILS DME 10: LOC restricted to 10 NM and to sector 30° right to 35° left of front course

USE OF RUNWAYS

point will be outside this area, a missed approach procedure should be initiated attitude of the aircraft. If during final approach it is anticipated that the touchdown This visual reference may be lost prior to landing depending on point of touchdown and The end of the 1102'/336m TDZ is marked with two pairs of white inset high intensity lights.

DEPARTURE INFO

NOISE ABATEMENT PROCEDURE

turning on track, or as directed. Acft should use starter extensions for take-off. the LONDON (City) CTR are to climb STRAIGHT AHEAD to mim 1000' AAL before Acft departing LONDON (City) CTR into the FIR or departing on training flights within

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PANS OPS 4 ∩ B > MISSED APCH: Climb STRAIGHT AHEAD to 2000' or D5.0 ILST, whichever is the earlier, then turn LEFT to Lctr at 2000' EGLC/LCY or as directed ILS GS 5.50°or 2000 Alt Set: hPa 3nd speed-Kts (GS out) OC Descent Gradient 1AP at D0.5 ILST AR-OPS 096° *111.15 ILST It Set: PPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'.
Due to high obstacles on final do not descend below procedure minimum altitudes.
When landing in strong wind conditions, buildings induced turbulence and/or indshear possible. 3. LOC(GS out) apch: Final descent after D1.0 ILST 590'/NM. *111.15 528′ ĕ EG(R)-160 136.35 EG(R)-157 EG(R)-160 ITST 70C DA(H)360'(344' 096°-00-10 EG(R)-158 EG(R)-160 542′ ILST DME (je 627 Apch Crs 096° Final 132. 425 .€096° 688 TRAIGHT-IN LANDING RW) 70 DA(H) B: 430' (414' C: 460' (444' 1500′ 0.9 RVR 1000m 885 90 **D2.3** ILST 8 A:400'(384' 640' (624') *HEATHROW DI 983 100 D1.0 ILST 7 JUL 06 (41-1) GS N JEPPESEN 120 1180 1377 2 Arrival not RVR 1200m D1.0 GS 640' 322 LCY below MSA 140 DO . 5 ILST CAT A & B -292° I or 160 D5.0 ILST *СПҮ кадаг 128.02_{(Ву} атс) 1573 960 DA(H) Refer to 1*800m* A, B & C MDA(H) 480' (464' **(1)** ONLY FOR ACFT CERTIFIED TO CARRY OUT APPROACHES AT 5.5°(9.6%). 2000 сат с 🕶 308° LOC (GS out) EG(R)-107 1500m 1510 TCH displ thresh 35' PAPI 00-10 2000m Apt Elev 19 Lctr ILS DME Rwy 096° D5.0 ILST ILS DME reads zero at rwy 10 displ threshold RWY 16' Lc†r Shuttle in holding if required. D10.0 BIG 118.07 RWY 10 16' 2000 2000 722 LONDON, 2100′ MSA LCY Lctr 121.82 1.0 D5.0 00-20 2300′ - 270

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NODON,

PANS OPS 4 BRIEFING STRIP EGLC/LCY ∩ B > - 51-25 MISSED APCH: Climb STRAIGHT AHEAD to 2000' or D5.0 ILSR (D14.3 LON), whichever is the earlier, then turn RIGHT to Lctr at 2000', or as directed. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATT Trans alt: 6000' I. Arrivals from ALKIN will be radar vectored to the LOC by THAMES Radar to be established on the LOC not later than D6.0 ILSR (D25.9 LON). Then as for basic procedure, or direct to Lotr at 2300' or above to hold. 2. When landing in strong wind conditions, buildings induced turbulence and/or windshear possible. -51.35 **①** ONLY FOR ACFT CERTIFIED TO CARRY OUT APPROACHES AT 5.5°(9.6%).
FOR ILS MINIMUMS BASED ON A MISSED APCH CLIMB GRAD OF MORE THAN 2.5% SEE 41-2A ILS GS 5.50°or 3nd speed-Kts OC Descent Gradient Missed A:570′(551′) apch B:600′(581′) climb grad B:600′(611′) mim 2.5% C:630′(611′) JAR-OPS Shuttle in holding if required. *111.15 Missed BAE 146: DA(H) 540' (521'). 528 EG(R)-160 *ATIS 136.35 ILSR EG(R)-157 EG(R)-160 D 113.6 LON DA(H)00-10 ALTITUDE RWY 28 19' (4) 627 739 Apch Crs **276**° TCH displ thresh 35' Final 425 1087 EG(R)-158 EG(R)-160 688 A: **510'**(491')) MDA(H) B: **520'**(501') C: **550'**(531') 70 32000' or higher MSA JTRAIGHT-IN LANDING RWY 28

LOC (GS out) Missed apch climb gradient mim 2.5% **(** RVR 1500m RVR 1600m RVR 1400m Missed apch climb gradient mim 3.5% 640' 90 885 ILS DME reads zero at rwy 28 displ threshold.
LOC not to be used outside 30° LEFT of centerline.
LOC(GS out) apch: Final descent after FAF 570′/NM. 1**220**′ (1201′) *HEATHROW Director D2.0 ILSR 983 | 1180 | 1377 | 1573 100 | 120 | 140 | 160 7 JUL 06 - LONDON-CITY (579')
322 LCY GS EG(R)-160 EG(R)-159 RVR 2000m RVR 1500m Neppesen ΈĘ 2000 2000 D1.011.SR GS 640' -096°**-**2.0/22.0 1220' (41-2) O A, B& c Lctr ILS DME Rwy -RVR 1600m MDA(H) RVR 1400m EG(R)-107 426 DA(H)
Refer to
Minimums RVR 1500m **D2.0** ILSR GS 1220' AB: 610'(591') C: 630'(611') 1510′ ILSR D3.4 ILSR D10.0 BIG -276°-# RVR 2000m RVR 1500m <u>-</u> 00-10 Apt Elev 19' ALS out **D3.4** ILSR D23.4 LON **D6.0** ILSR D25.9 LON 1722' **D6.0** ILSR D25.6 LON RWY 19' ALKIN D7.0 BIG PAPI 118.07 1300 TO DISPLACED THRESHOLD 276° *111.15 ILSR 2000′ ② Direct to Lctr to hold. 2000′ -276° **D6.0** ILSR D25.6 LON **D6.0** ILSR D25.9 LON 276° **(2)** 2100′ 420′ MSA LCY Lctr 121.82 2000 00-20 2300' 1270

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EGLC/LCY

JAR-OPS

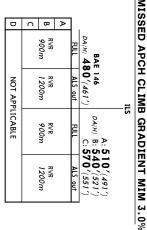
LONDON, CITY 듲

7 JUL 06 (41-2A)

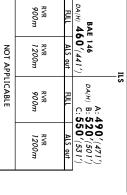
DME RWY 28 MINIMUMS

BASED ON MISSED APCH CLIMB GRADIENT OF MORE THAN 2.5

%



MISSED APCH CLIMB GRADIENT MIM 3.5%



В

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Notice: After 7.122066 09012 this chart should not be used without first checking JeppView or NOTAMs.

PANS OPS 4 D ∩ B > Rwy 10: Climb STRAIGHT AHEAD to 2000', then turn LEFT direct to Lctr to enter holding at 2000', or as directed.
Rwy 28: Climb STRAIGHT AHEAD to 2000', then turn RIGHT direct to Lctr to enter holding at 2000', or as directed. Apt Elev: 1 hPa Trans level: By ATC Trans all: 6000' Tran EGLC/LCY - 51-25 SRA 10 - 51-30 - 51-35 VISUAL Desc Grad after MAP 9.6% MISSED APCH: Do not descend below 1500' without required visual references, PAPI acquisition & PAPI guidance. AR-OPS 960 EG(R)-160 RADAR 528' 136.35 (096° *11 m Alt/NM **(** MDA(H) 1500'(1484') 00-10 NOT APPLICABLE 1700'-7.0km SRA 10 627 CEIL-VIS ALS OUT EG(R)-158 EG(R)-160 **@** A⁴²⁵ Ву АТС Apch Crs Final EG(R)-157 V 10 EG(R)-160 5 ILST) 132.7 Missed Approach - See below 1500′ (1484′) 1500′(1481′ **№**1087′ STRAIGHT-IN LANDING 681 875 #JEPPESEN
28 JUL 06 (48-1) A, B & c SRA Minimum Alt table below 119.72 00-00 See EG(R)-159 EG(R)-160 972 1167 1361 1555 1500' (1484') MDA(H) 1500'(1481') NOT APPLICABLE CEIL-VIS ALS out **SRA 28** CEILING REQUIRE 579′ 096° Refer to Minimums 128.02_(By ATC) MDA(H) 2000 EG(R)-107 1220' (1204') Apt Elev 19' RWY 10 16' RWY 28 19' 426 to VISUAL All Rwys 276° *111.15 ILSR) 118.07 Lighting -Refer to Airport Chart LONDON, UK 1.0**①** 640'(624') 640'(621') 420′ 2100' MSA LCY Lctr ₹ 276° 121.82 2000 2300′

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CHANGES: Printing sequence

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