

General Information

Location: LONDON GBR
ICAO/IATA: EGLC / LCY
Lat/Long: N51° 30.32', E000° 03.32'
Elevation: 19 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0746 Z
Sunset: 1639 Z

Runway Information

Runway: 09
Length x Width: 4948 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 400 ft
Stopway: 394 ft

Runway: 27
Length x Width: 4948 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 160 ft
Stopway: 623 ft

Communication Information

ATIS: 136.350 At or below 20000 ft
City Tower: 118.075 At or below 4000 ft Out to 25 mi.
City Tower: 129.450 At or below 4000 ft Out to 25 mi. Secondary
City Ground: 121.825 Out to 2 mi.
Thames Radar Approach: 132.700
City Fire Emergency: 121.600

Heathrow Radar: 125.625
Thames Direct (Approach Control Radar): 133.450 Secondary
Thames Direct (Approach Control Radar): 132.700
Thames Direct (Approach Control Radar): 128.025 Secondary

EGLC/LCY
-CITY

10 FEB 17

JEPPESEN

40-1P

LONDON, UK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 136.350

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. USE OF APU

Use of Auxiliary Power Units (APUs) is subject to strict controls set out in the airport regulations.

Mon-Fri 0630-2200LT, Sat 0630-1230LT and Sun 1230-2200LT, APUs should be shut down as soon as practicable following arrival and not restarted until 10 min prior departure, except when air temperature (by ATC) is below +5°C or above +20°C. During these conditions inform ATC of APU start-up.

Use of APUs not permitted outside APT operating hours unless these have been extended.

Fixed Electrical Ground Power (FEGP) or Mobile Ground Power (MGP) must be used whenever available.

1.3. TAXI PROCEDURES

For parking on GA Apron, pilots will be directed to taxi Jet Centre and then follow marshallers instructions.

1.4. PARKING INFORMATION

Pilots are requested to use minimum power, when using parking stands.

Under no circumstances ACFT may self park without guidance from marshallers.

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

To ensure adequate wingtip clearance is maintained from adjacent parked ACFT, it is imperative that pilots follow the lead-out markings on all stands.

1.5. OTHER INFORMATION

When using RWY 27 hold, some ACFT types may experience magnetic disturbances.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

ATC normally issue speed control instructions of 160 KT until D5.0 on RWY 09 and 160 KT until D6.0 on RWY 27. If necessary, pilots may reduce speed D1.0 prior to these distances without reference to ATC. Speed reductions prior to this shall be advised to THAMES Director on first contact.

2.2. NOISE ABATEMENT PROCEDURES

ACFT without ILS assistance shall follow a descent path which guarantees that the ACFT is at no time lower than the APCH path that would be followed when using the ILS glide path.

Visual approaches to RWY 09 and RWY 27 shall not fly below 1600' and 1500' respectively until established on final.

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AIRPORT BRIEFING

2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

2.3.1.1. GENERAL

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

2.3.1.2. RWY 09

Pilots should commence backtrack as soon as practicable and exit via holding position E unless otherwise instructed by ATC.

Any ACFT which continues on RWY beyond holding position K may infringe ILS critical area.

2.3.1.3. RWY 27

A318 and CS100 ACFT should plan to exit via holding position D (after a back-track if required).

A318 and CS100 ACFT are not allowed to use exit via holding positions C, B or A. All other ACFT types may use any holding position to exit RWY except holding position E, which shall only be used when specifically instructed by ATC.

Pilots should be aware that use of holding position A will increase RWY occupancy time.

2.4. OTHER INFORMATION

2.4.1. GENERAL

When landing in strong wind conditions, building induced turbulence and/or wind-shear possible.

2.4.2. APT REGULATIONS

No ACFT registered in UK shall use APT unless there is contained in its flight manual data and procedures for APCH path angles of 5.5° or steeper and no other ACFT shall use APT unless it has data and procedures for APCH path angles of 5.5° or steeper which have been approved or otherwise authorized by the regulatory authority of the state in which it is registered.

2.4.3. RADAR VECTORING

2.4.3.1. RWY 09

ACFT will normally be radar-vectorred to LOC by THAMES Radar to establish on LOC not later than D5.0 ILST.

2.4.3.2. RWY 27

ACFT will normally be radar-vectorred to LOC by THAMES Radar to establish on LOC not later than D6.0 ILSR.

2.4.4. USE OF RWYS

End of TDZ (1102'/336m) 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 ACFT. If during final APCH it is anticipated that the touchdown point will be outside this area, a missed APCH procedure should be initiated.

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26 FEB 16
40-1P2

LONDON, UK
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & PUSH-BACK

All ACFT parked on the main apron stands or the Jet Center apron, shall commence start-up when marshaller is present and available to give start-up signals.

3.2. TAXI PROCEDURES

Pilots are requested to use minimum power, when entering the RWY.

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless cleared otherwise. ATC removes limitations by the phrase "No ATC speed restriction". This phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any speed-power limitations due to noise abatement procedures.

If unable to comply with speed restriction of 250 KT advise ATC immediately and state the minimum speed acceptable. If a pilot can anticipate before departure to be unable to comply with speed restriction, state minimum speed acceptable when requesting start-up.

3.4. NOISE ABATEMENT PROCEDURES

ACFT departing LONDON-City CTR into FIR or departing on training flights within LONDON-City CTR are to climb STRAIGHT AHEAD to MIM 1000' AAL before turning on track, or as directed.

3.5. MINIMUM RWY OCCUPANCY TIME

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

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

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

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

3.6. OTHER INFORMATION

Pilots are to request departure clearance not later than EOBT-10.

Crews noticing a compass anomaly on departure should notify ATC.

Level Bust - all SIDs have a stop altitude of 3000' due to London TMA traffic 1000' above.

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29 JAN 16 40-1R

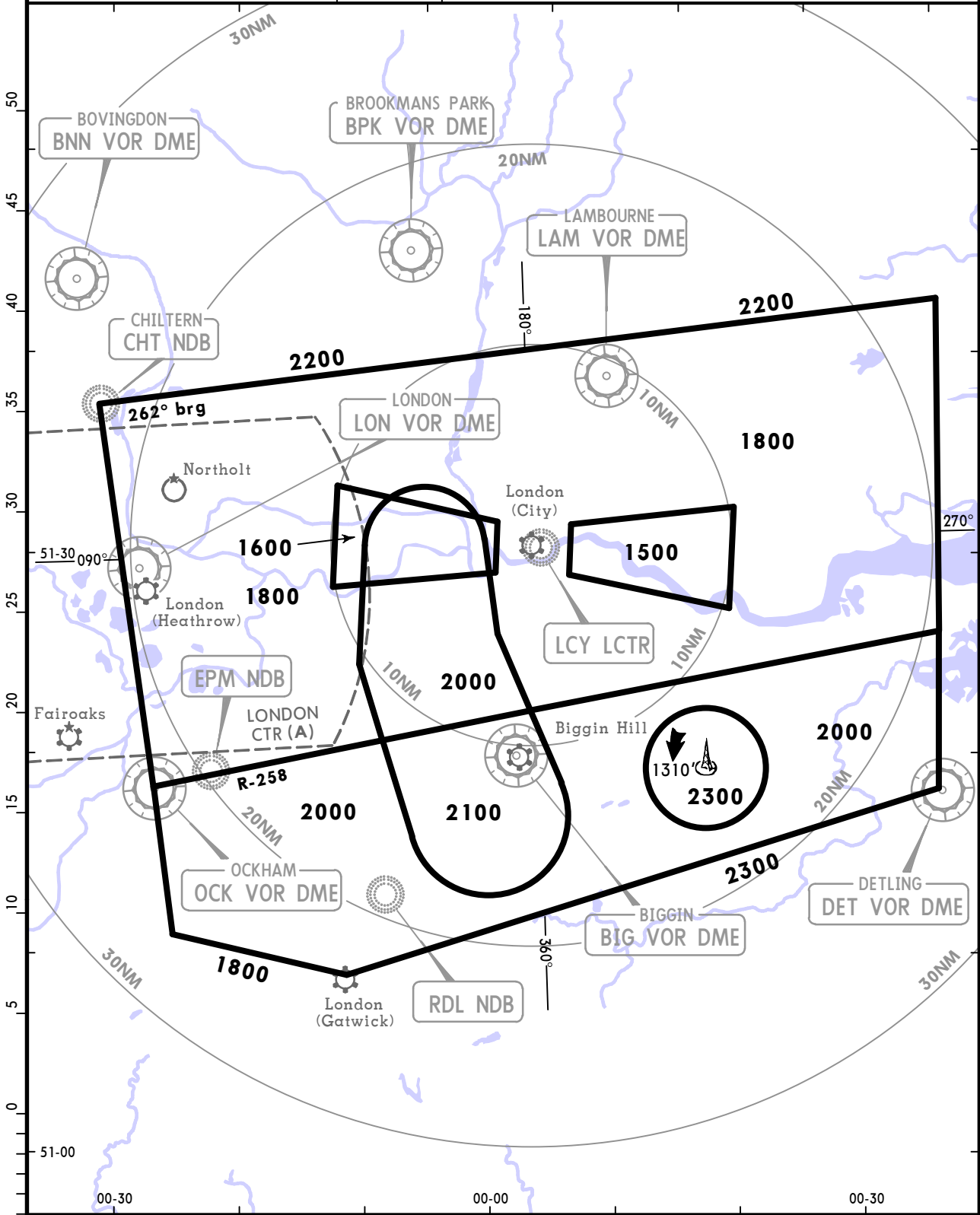
LONDON, UK

Eff 4 Feb RADAR MINIMUM ALTITUDES

*THAMES Director
132.7 133.450 128.025

Apt Elev
19'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
This chart may only be used for cross-checking of altitudes
assigned when in receipt of an ATC surveillance service.



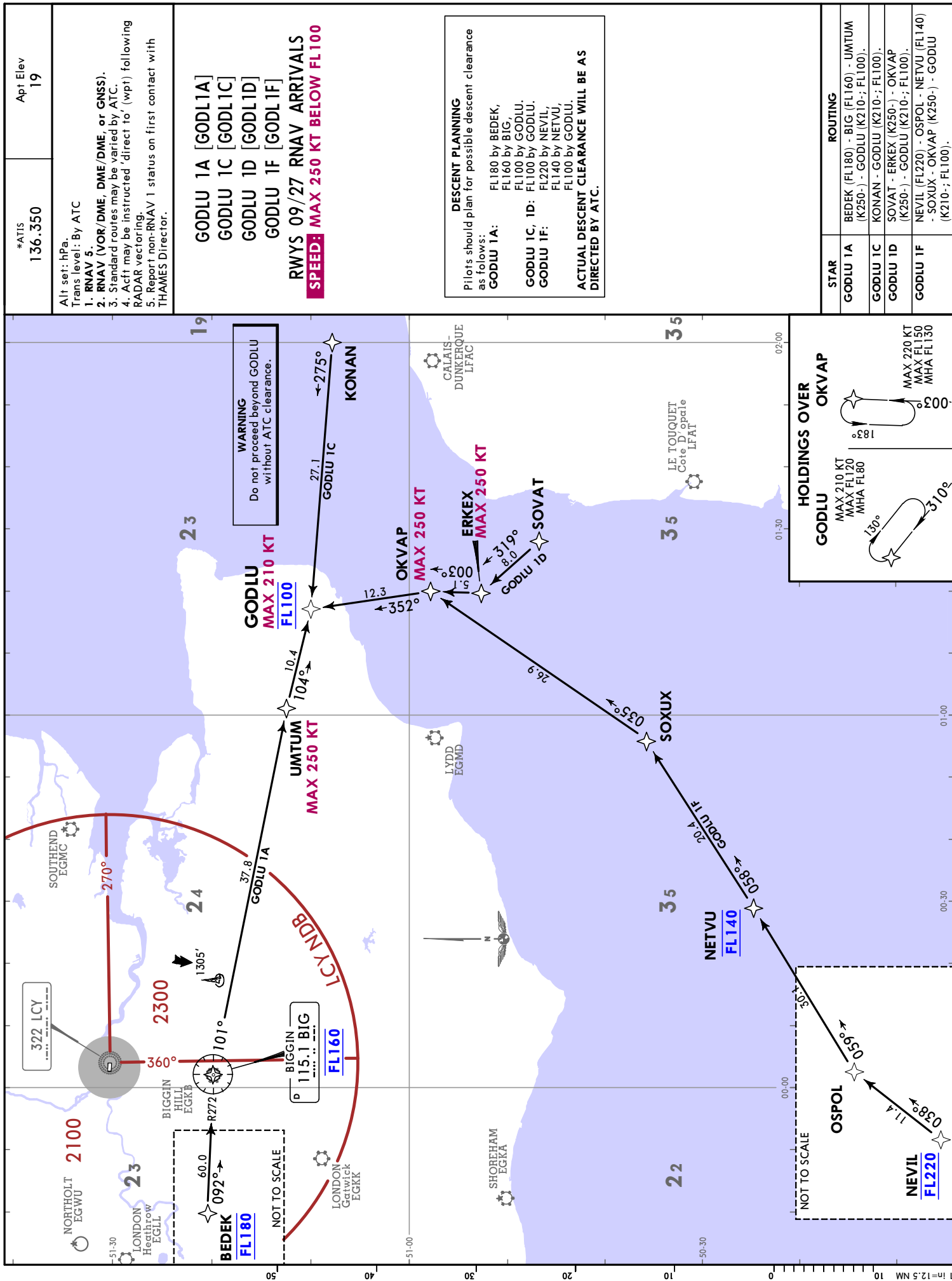
OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

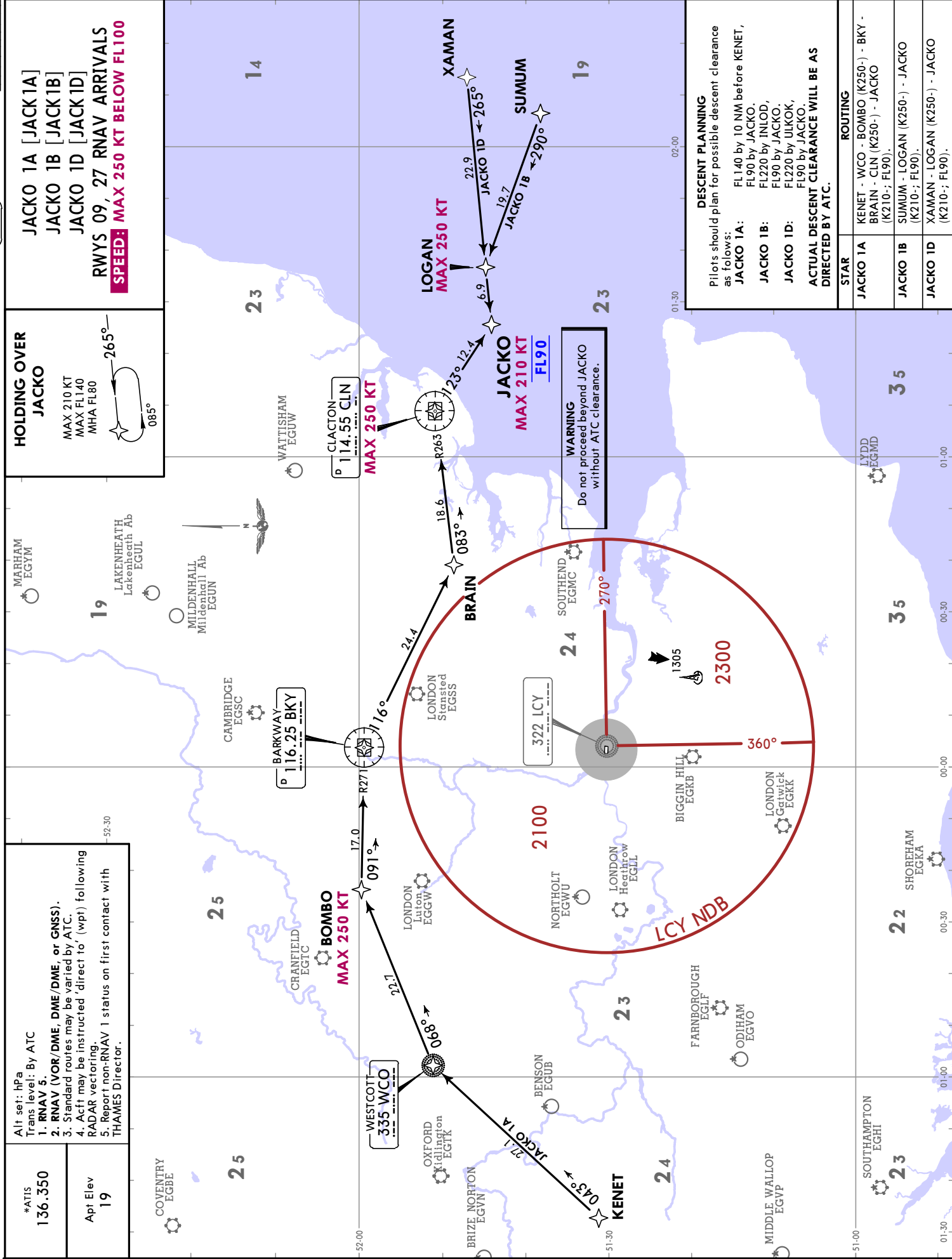
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

3 NM ① or 10 NM ② when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually (remaining outside London CTR) or by means of an appropriate final approach aid. If not possible proceed to LCY at 2000'.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to LCY.





Alt set: hPa
Trans level: By ATC

1. RNAV 3.
2. RNAV (VOR/DME, DME/DME, or GNSS).
3. Standard routes may be varied by ATC.
4. Act may be instructed 'direct to' (wpt) following RADAR vectoring.
5. Report non-RNAV 1 status on first contact with THAMES Director.

Apt Elev
19

098°

278°

MAX 220 KT

SPEED: MAX 250 KT BELOW FL100

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL200 by ROGBI,
FL120 by INLIM,
FL90 by JACKO.
ACTUAL DESCENT CLEARANCE

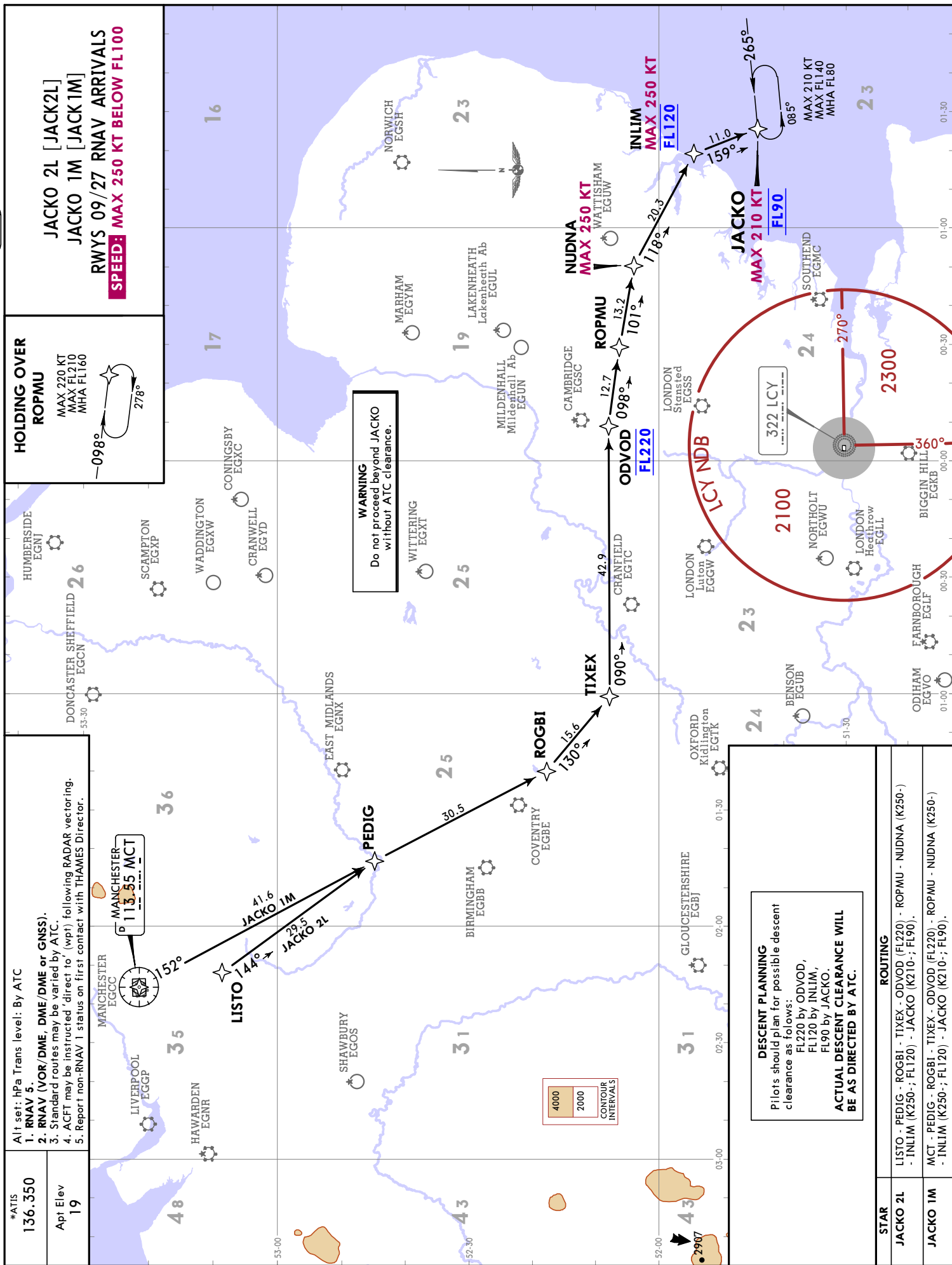
HON - ROGBI (FL200) - TIXEX - ODVOD - ROPMU -
NUDNA (K250-) - INLIM (K250-; FL120) - JACKO
(K210-; FL90).

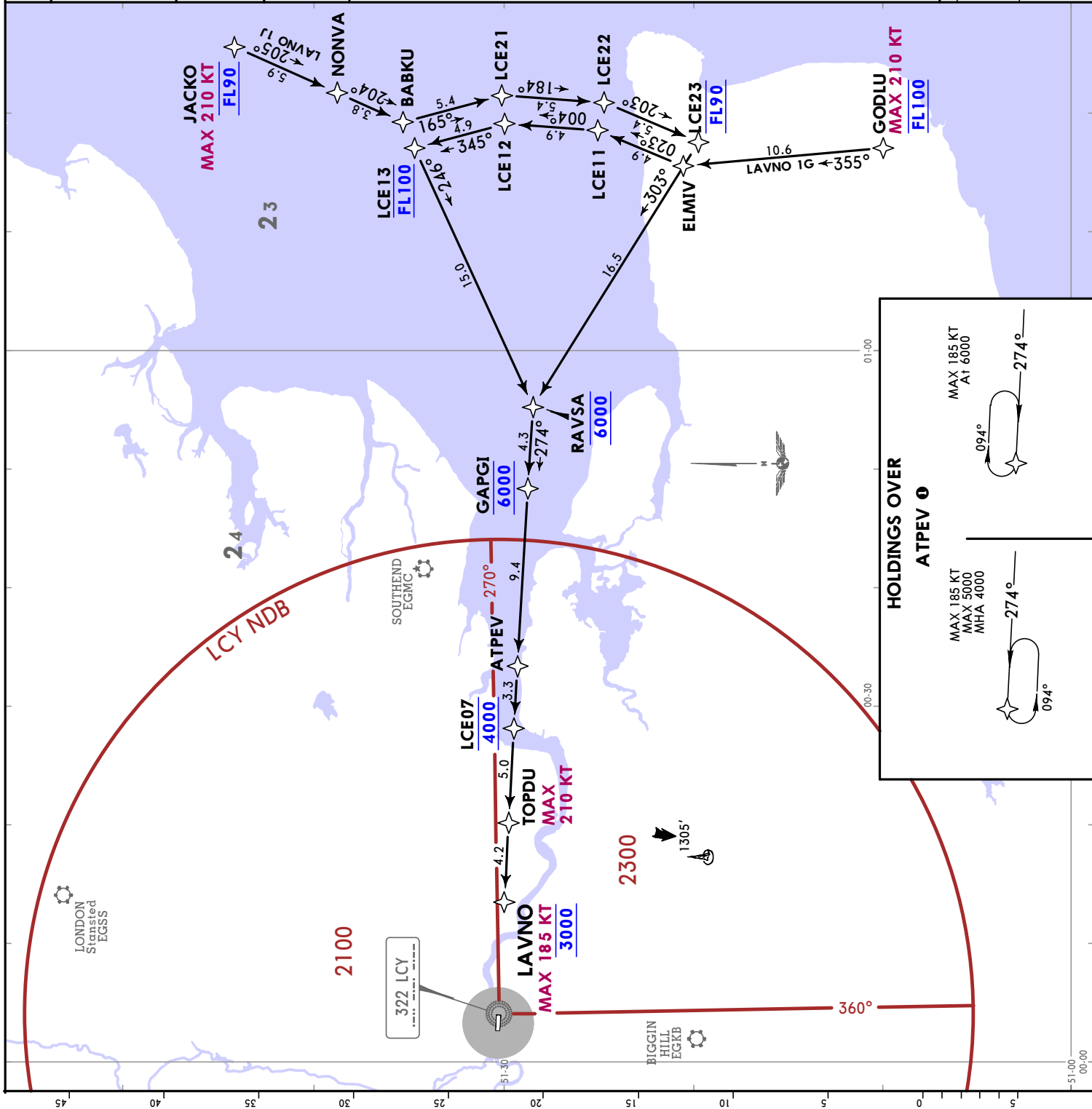
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JEPPesen
LONDON, UK
RNAV STAR

27 OCT 17 (40-2E) Eff 9 Nov

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-CITY





① ATPEV holdings are referred to by ATC as 'ATPEV LEFT Hand' and 'ATPEV RIGHT Hand'. Holding speeds are lower than transition speeds due to airspace containment.

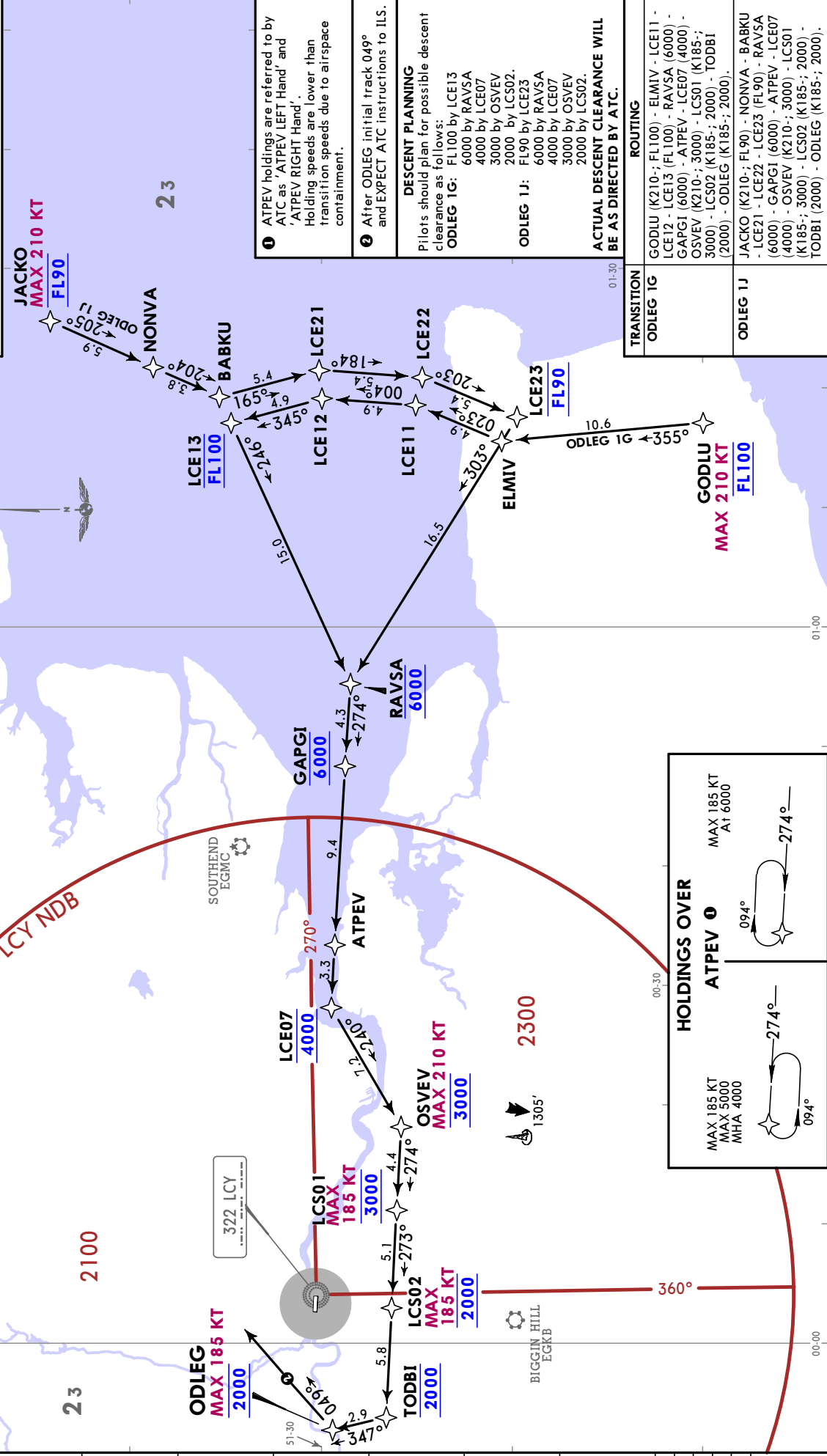
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LAVNO 1G: FL100 by LCE13
6000' by RAVSA
4000' by LCE07
3000' by LAVNO.
LAVNO 1J: FL90 by LCE23
6000' by RAVSA
4000' by LCE07
3000' by LAVNO.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

TRANSITION	ROUTING
LAVNO 1G	GODLU (K210°; FL100) - ELMIV - LCE11 - LCE12 - LCE13 (FL100) - RAVSA (6000') - GAPG1 (6000') - ATPEV - LCE07 (4000') - TOPDU (K210°) - LAVNO (K185°; 3000').
LAVNO 1J	JACKO (K210°; FL90) - NONVA - BABKU - LCE21 - LCE22 - LCE23 (FL90) - RAVSA (6000') - GAPG1 (6000') - ATPEV - LCE07 (4000') - TOPDU (K210°) - LAVNO (K185°; 3000').

ROUTE DISTANCE	
ODLEG 1G: MAX 82.7 NM (via ELMIV - RAVSA)	
MIN 68 NM (via ELMIV - RAVSA)	
ODLEG 1J: MAX 84.8 NM (via BABKU - RAVSA)	
MIN 68.6 NM (via BABKU - RAVSA)	

*ATIS	
136.350	Apt Elev 19
Alt set: hPa Trans level: By ATC	
1. RNAV 1.	
2. RNAV (DME/DME or GNSS).	
3. ACFT equipped & approved for RNAV 1 operations can EXPECT to be cleared to fly an RNAV 1 Transition.	
4. After passing JACKO and GODLU NON-RNAV 1 Arrivals will be vectored by ATC for the appropriate approach procedure.	

ODLEG 1G [ODL1G]
ODLEG 1J [ODL1J]
RWY 09 RNAV TRANSITIONS



1 ATPEV holdings are referred to by ATC as 'ATPEV LEFT Hand' and 'ATPEV RIGHT Hand'. Holding speeds are lower than transition speeds due to airspace containment.
2 After ODLEG initial track 049° and EXPECT ATC instructions to ILS.
DESCENT PLANNING Pilots should plan for possible descent clearance as follows: ODLEG 1G: FL100 by LCE13 6000 by RAVSA 4000 by LCE07 3000 by OSVEV 2000 by LCS02. ODLEG 1J: FL90 by LCE23 6000 by RAVSA 4000 by LCE07 3000 by OSVEV 2000 by LCS02.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
ROUTING GODLU (K210-; FL100) - ELMIV - LCE11 - LCE12 - LCE13 (FL100) - RAVSA (6000) - GARGI (6000) - ATPEV - LCE07 (4000) - OSVEV (K210-; 3000) - LCS01 (K185-; 3000) - LCS02 (K185-; 2000) - TODBI (2000) - ODLEG (K185-; 2000).
JACKO (K210-; FL90) - NONVA - BABKU - LCE21 - LCE22 - LCE23 (FL90) - RAVSA (6000) - GARGI (6000) - ATPEV - LCE07 (4000) - OSVEV (K210-; 3000) - LCS01 (K185-; 3000) - LCS02 (K185-; 2000) - TODBI (2000) - ODLEG (K185-; 2000).

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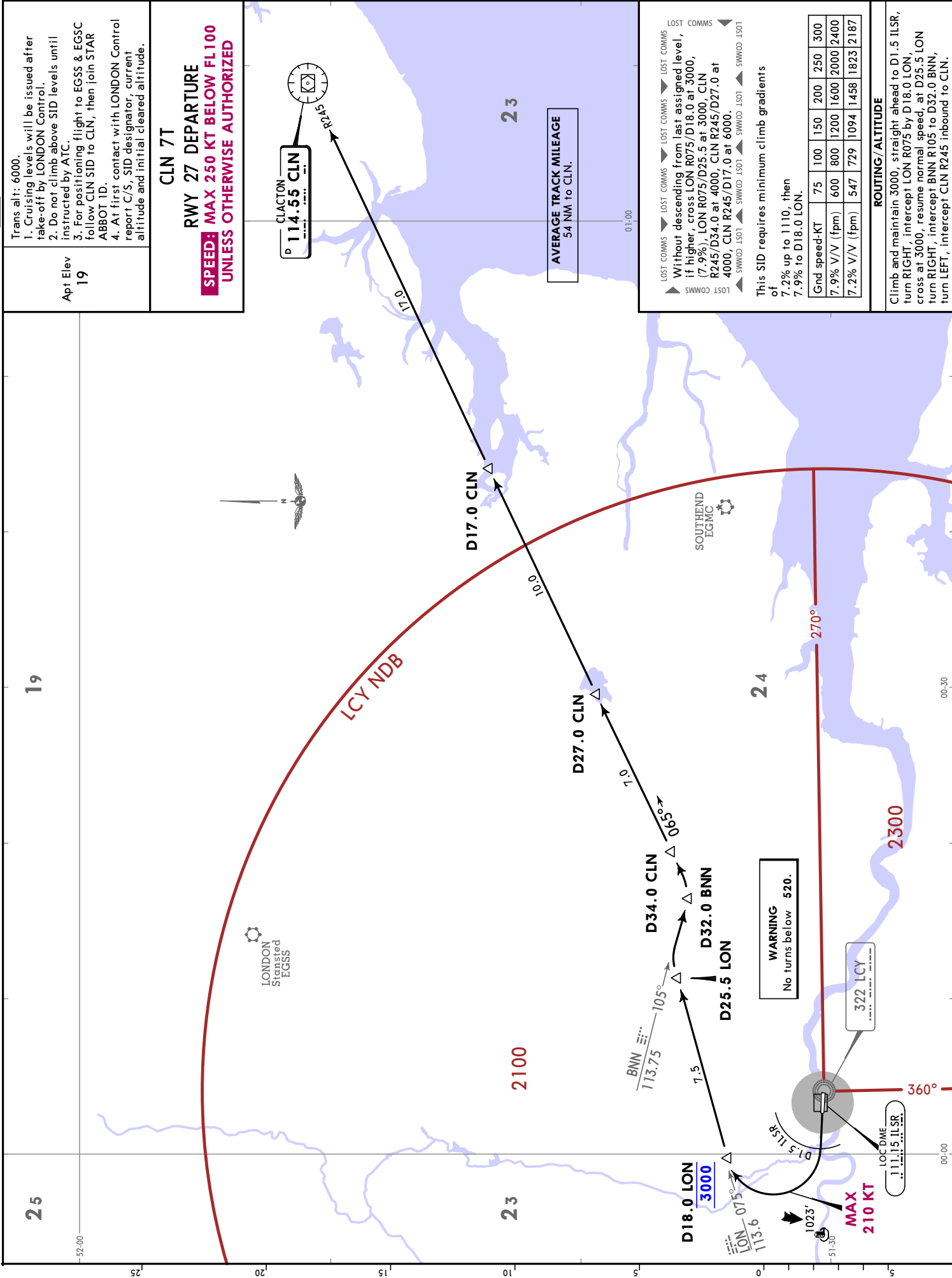
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10 FEB 17 (40-3B)

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LONDON, UK

SID



CHANGES: New format

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SID

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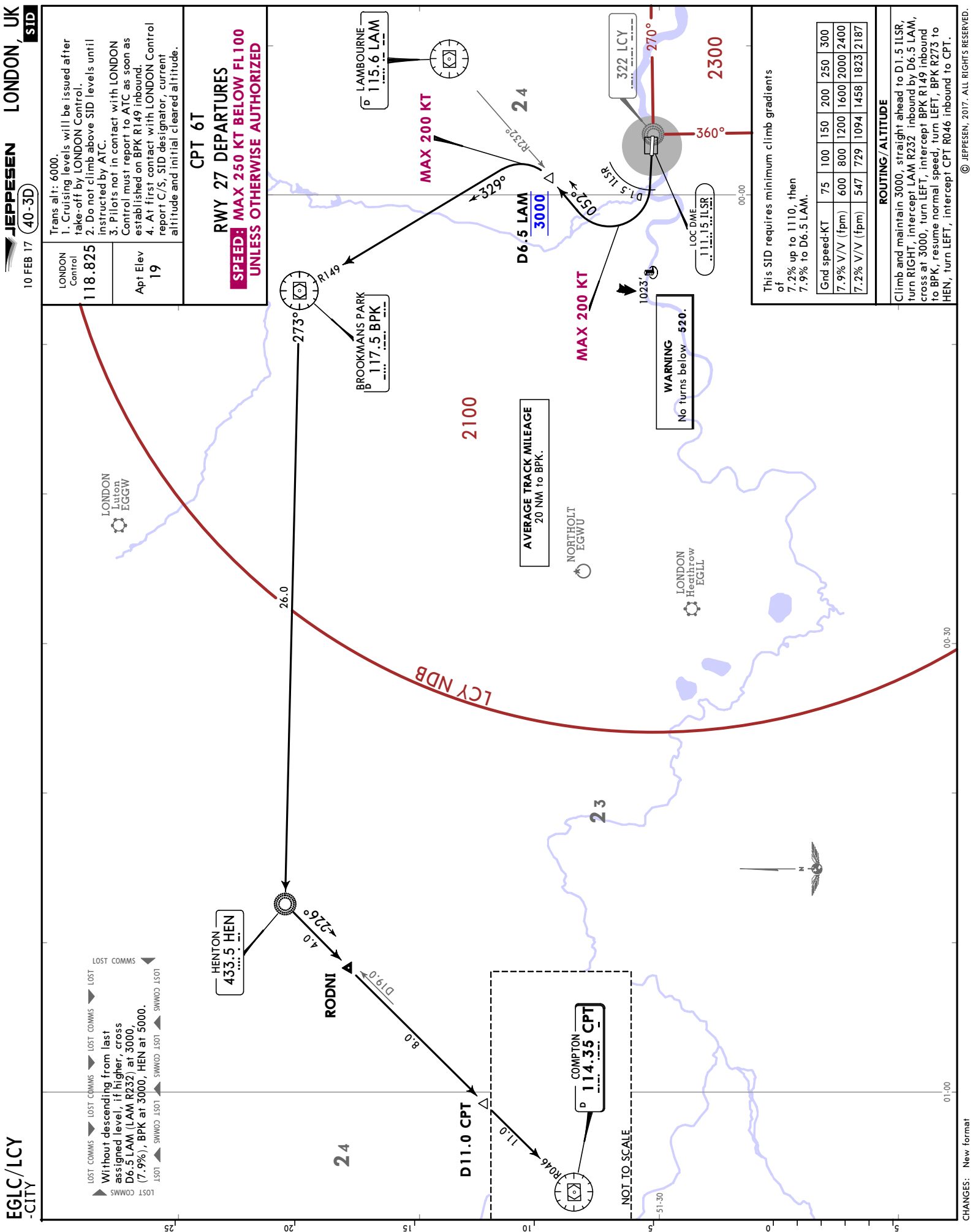
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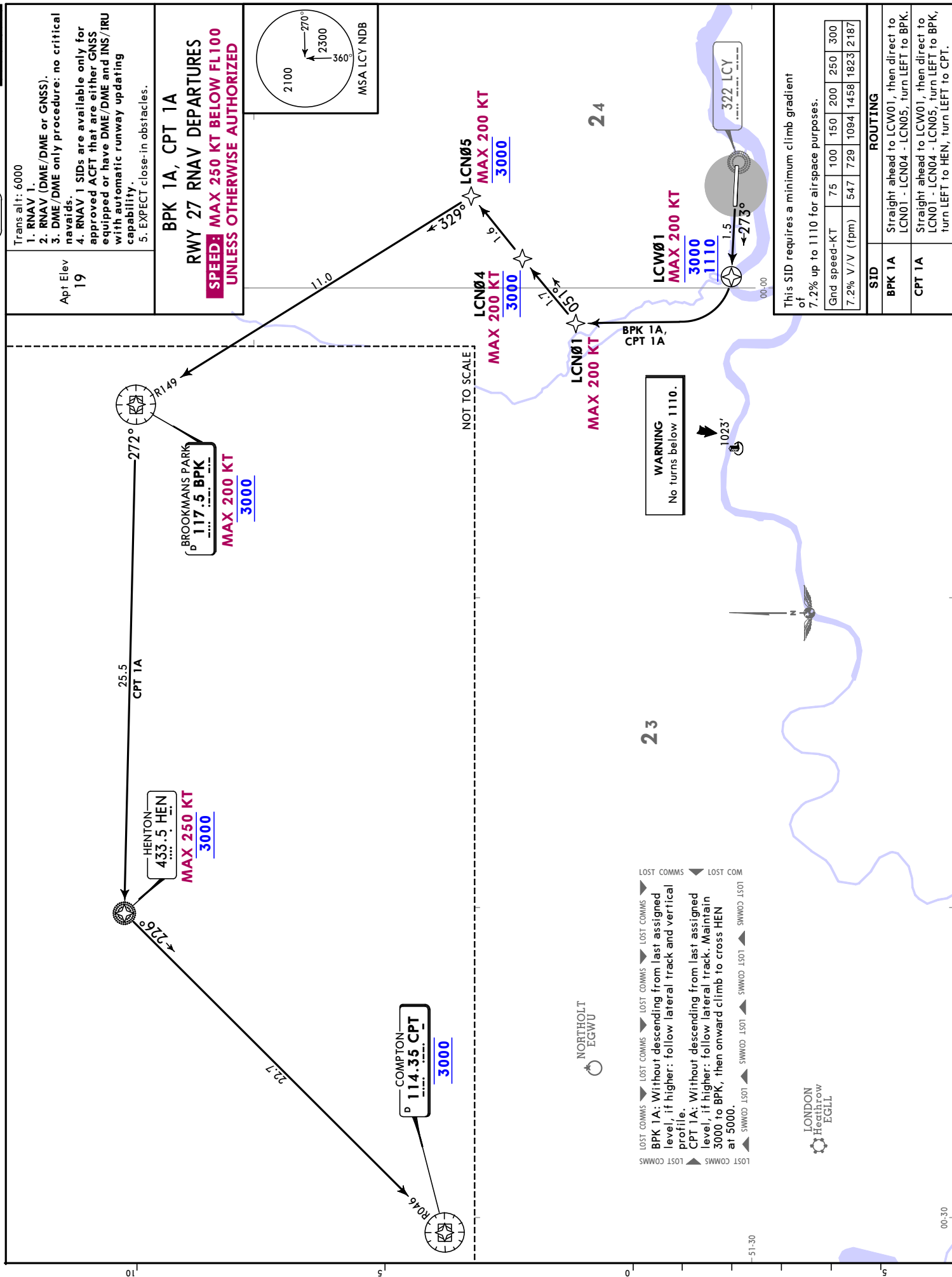
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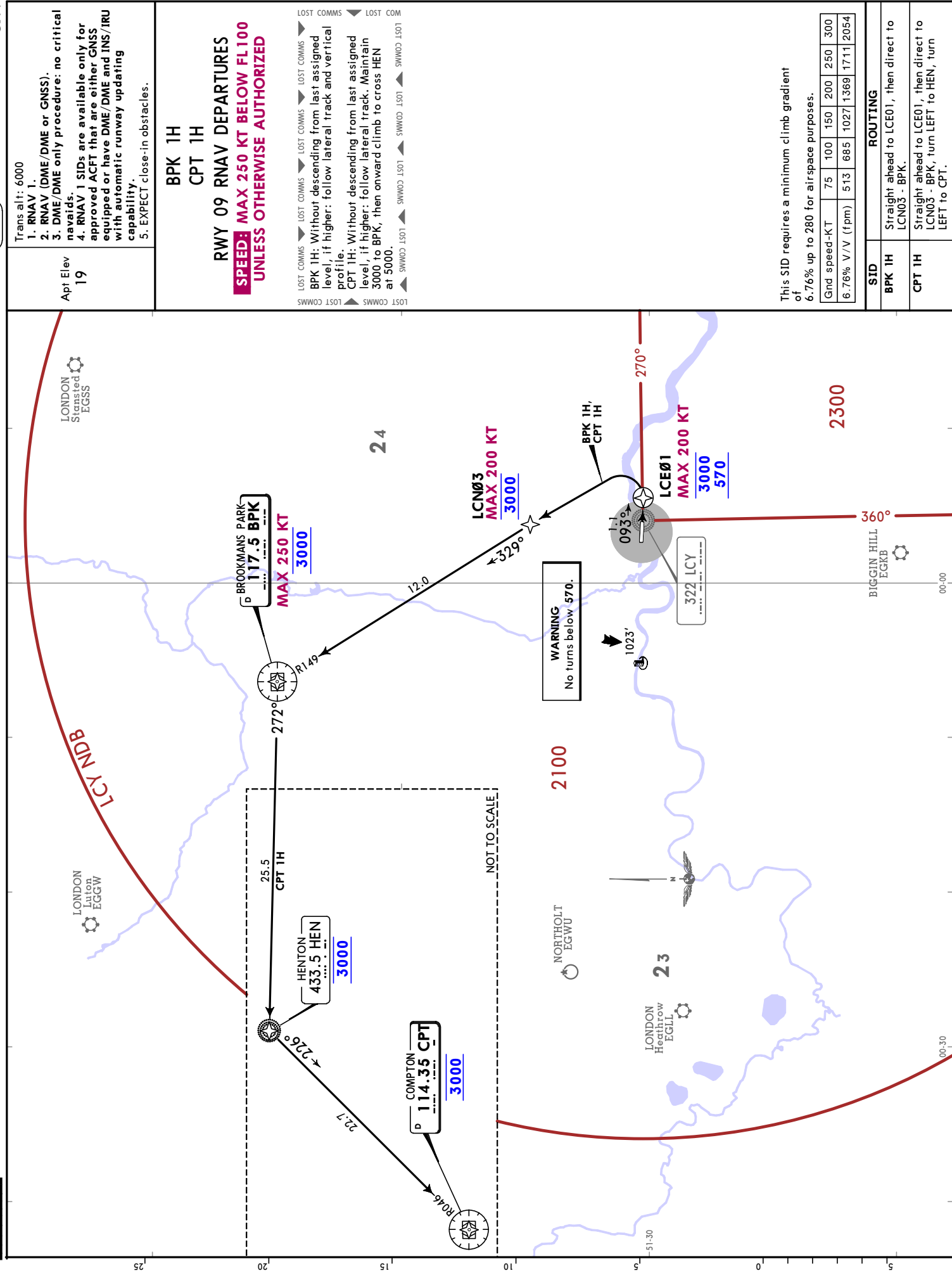
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CHANGES: Speed restrictions over CPT & HEN withdrawn.

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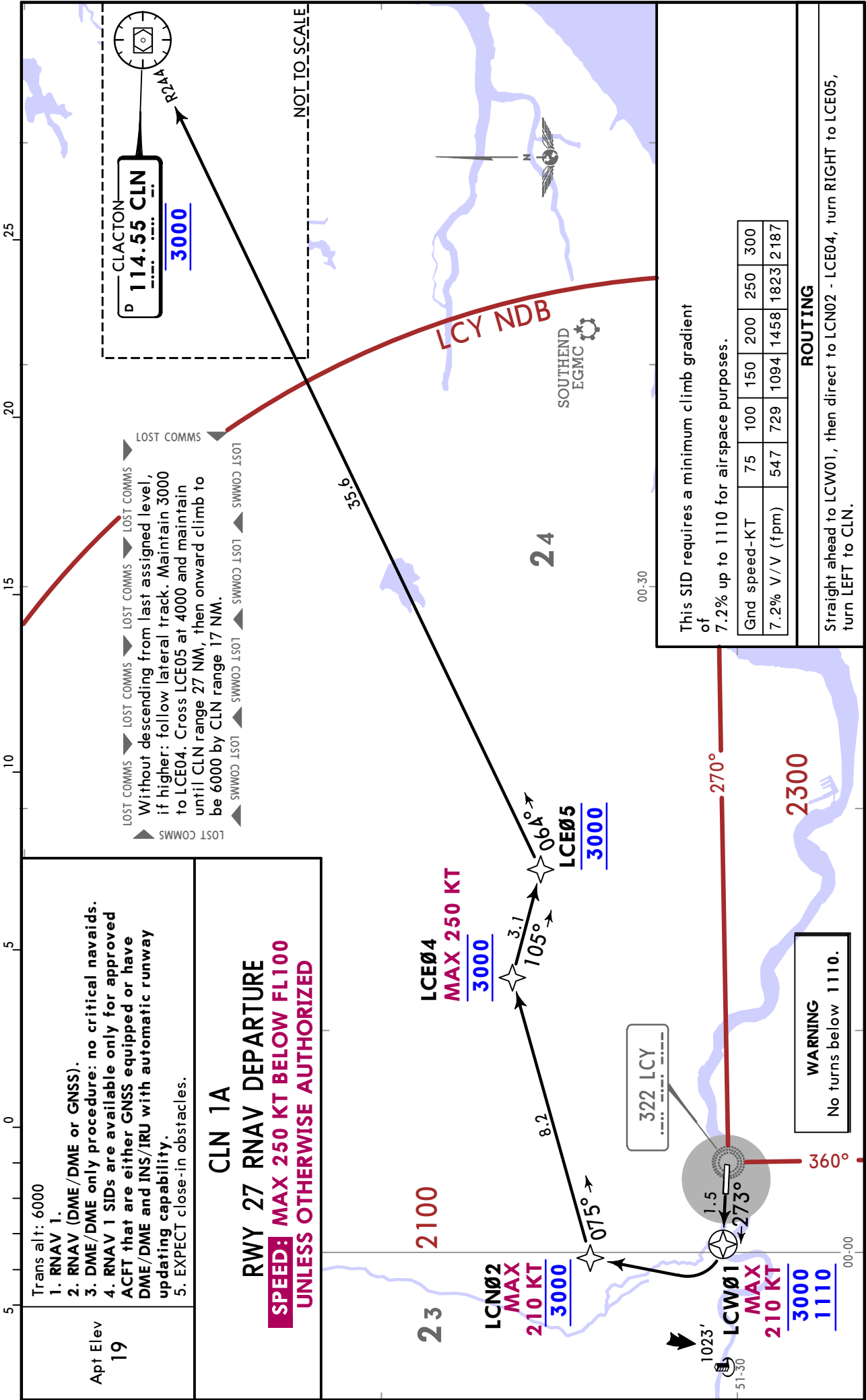
EGLC/LCY
-CITY

JEPPesen

LONDON, UK

19 MAY 17 40-3M

RNAV SID



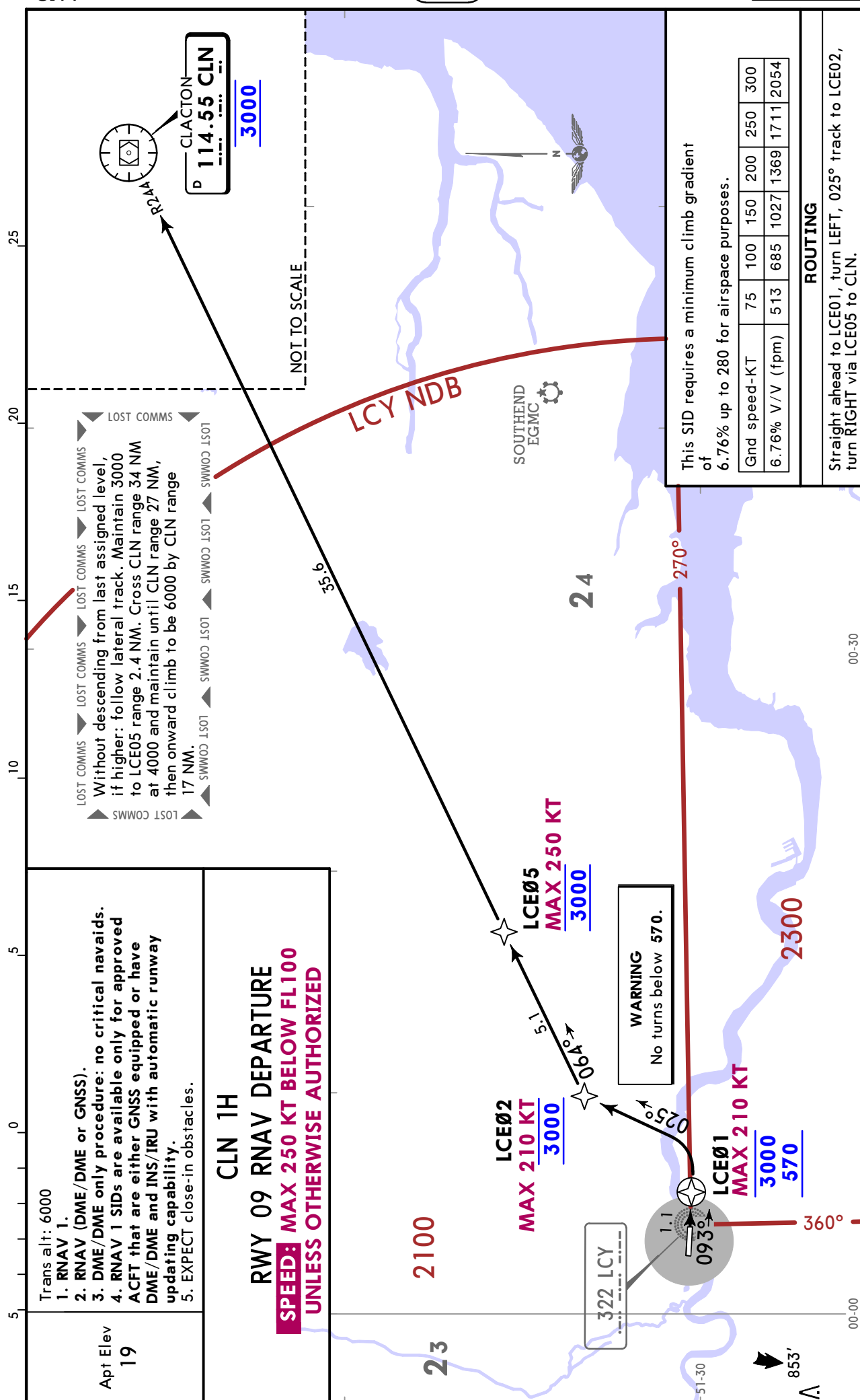
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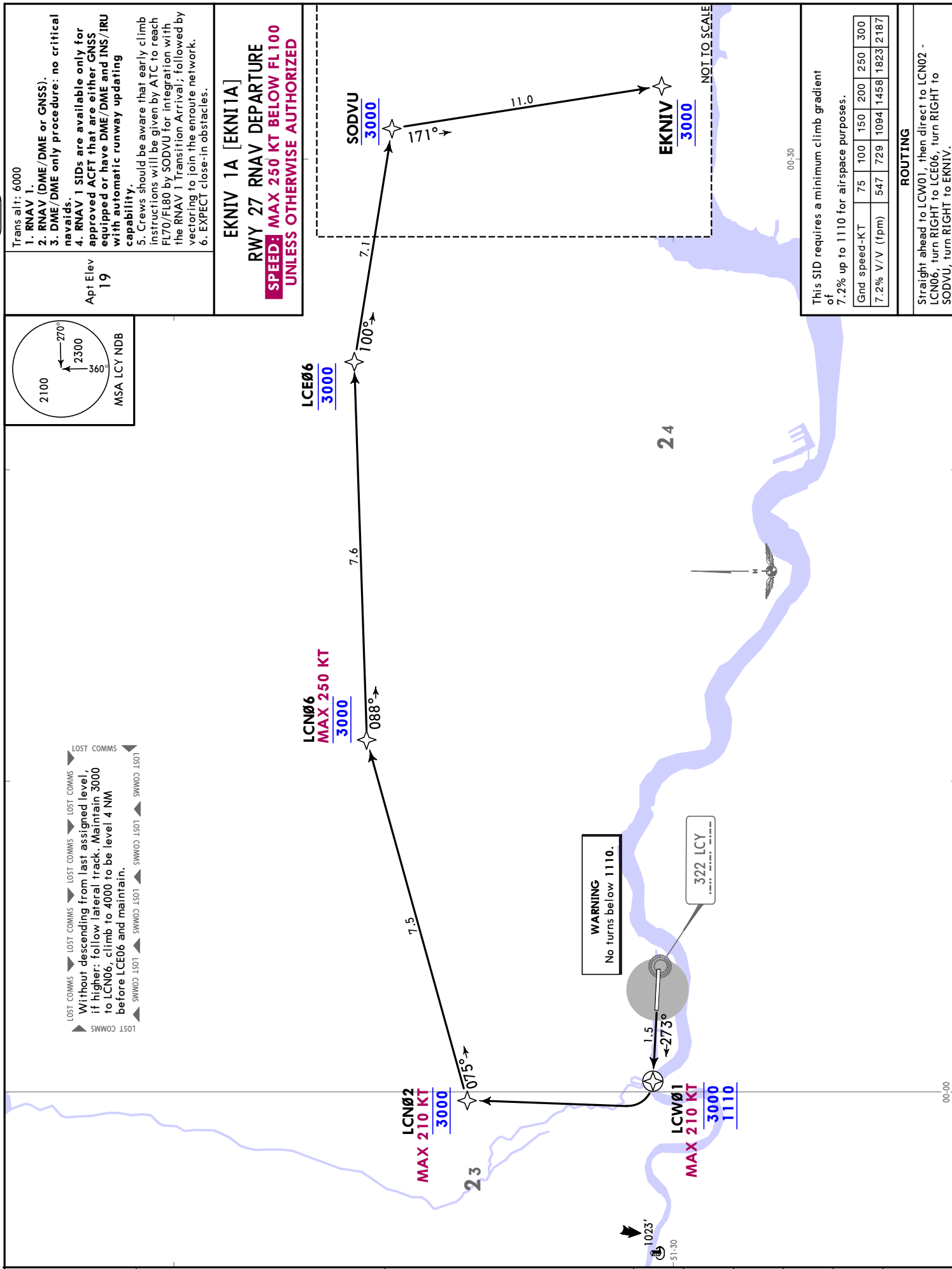


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RNAV SID

19 MAY 17 (40-3N)



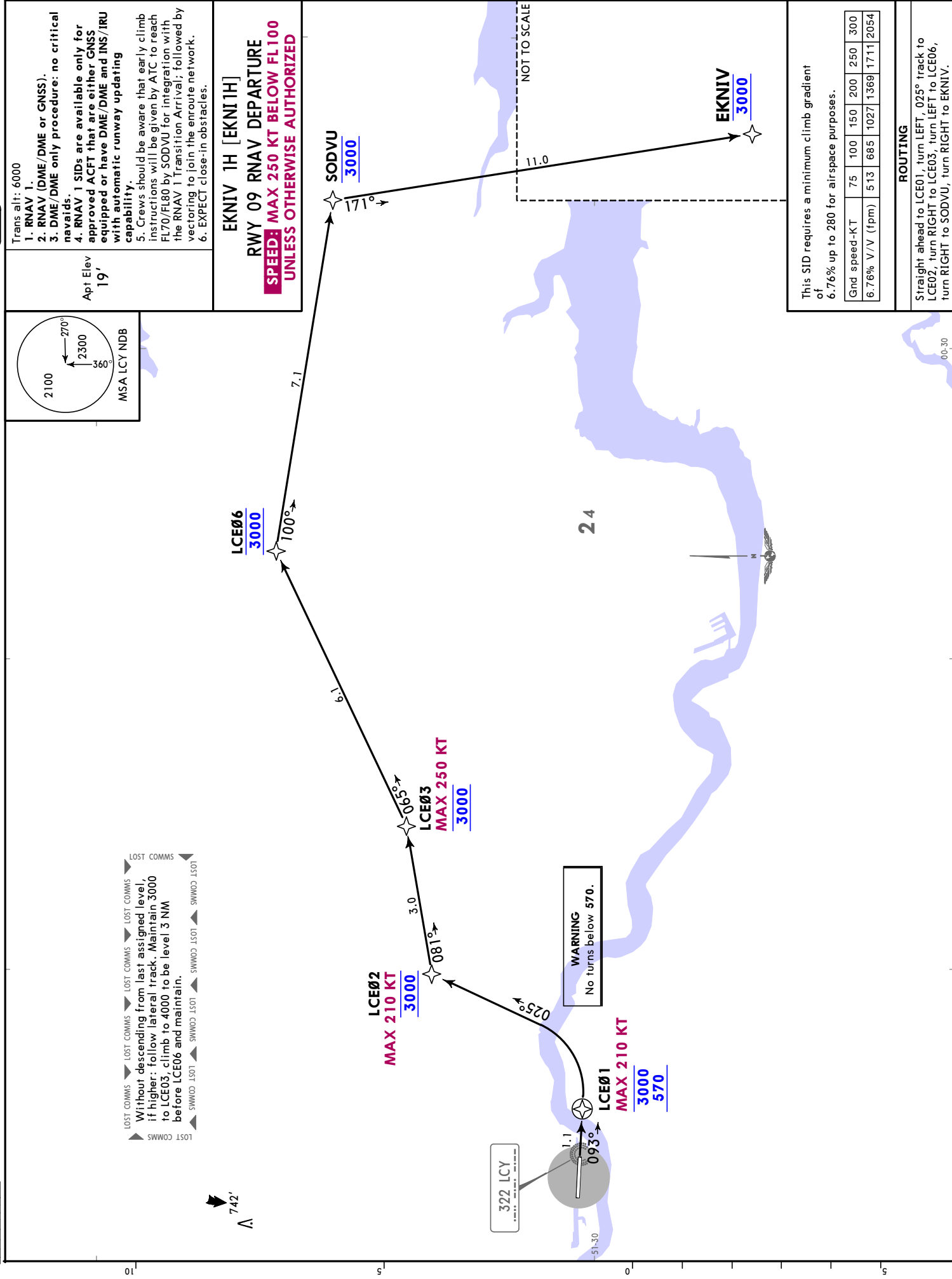


This SID requires a minimum climb gradient of 7.2% up to 1110 for airspace purposes.

Grnd speed-KT	75	100	150	200	250	300
7.2% V/V (fpm)	547	729	1094	1458	1823	2187

ROUTING

Straight ahead to LCWØ1, then direct to LCNØ2 - LCNØ6, turn RIGHT to LCEØ6, turn RIGHT to SODVU, turn RIGHT to EKNIV.



EGLC/LCY

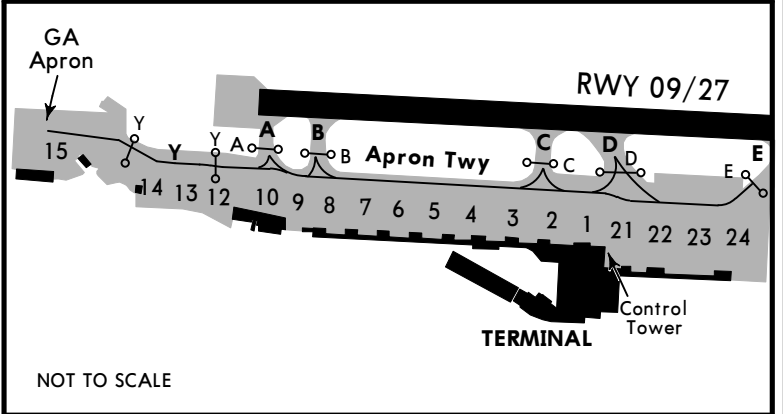
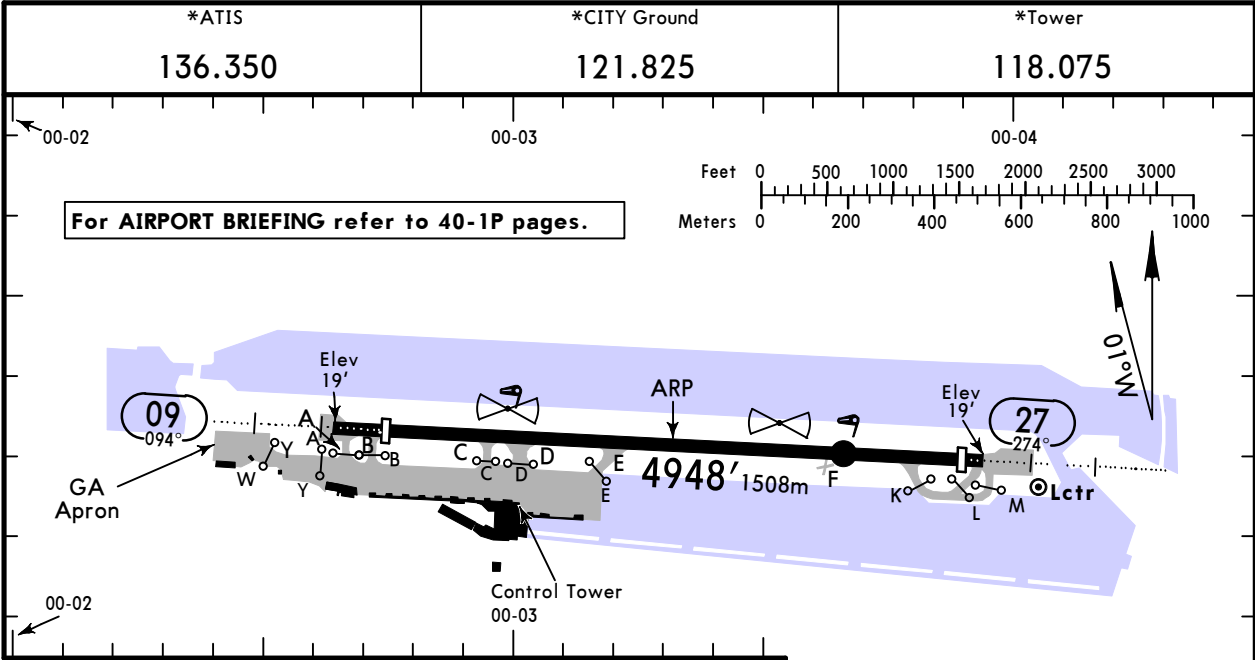
Apt Elev 19'
N51 30.3 E000 03.3

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24 FEB 17 (40-9)

LONDON, UK

-CITY



PARKING POSITIONS	
STAND	COORDINATES
1, 2	N51 30.3 E000 03.0
3 thru 5	N51 30.3 E000 02.9
6, 7	N51 30.3 E000 02.8
8 thru 10	N51 30.3 E000 02.7
12, 13	N51 30.3 E000 02.6
14	N51 30.3 E000 02.5
15	N51 30.3 E000 02.4
21	N51 30.3 E000 03.0
22	N51 30.3 E000 03.1
23, 24	N51 30.2 E000 03.1

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09	HIRL (30m) CL (15m) HIALS PAPI-L (angle 5.5°) RVR	4327'1319m	3961'1207m	3934'1199m	98' 30m
27	HIRL (30m) CL (15m) HIALS PAPI-R (angle 5.5°) RVR		3962'1208m		

- ① Rwy grooved.
② Additional 394' / 120m available as stopway.

Standard

TAKE-OFF 1

	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A	125m	150m	200m	250m	400m	500m
B						
C						
D	NOT APPLICABLE					

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

EGLC/LCY



JAA COPTER MINIMUMS

LONDON, UK
- CITY

STRAIGHT-IN RWY		DA(H) / MDA(H)	ALS/ALS out
09	ILS DME	400' (384')	R900m / R1000m
	LOC	480' (464')	R1000m / R1000m
27	ILS DME ❶	490' (471')	R800m / R1000m
	ILS DME ❷	510' (491')	R800m / R1000m
	ILS DME ❸	570' (551')	R800m / R1000m
	LOC ❶	510' (491')	R1000m / R1000m
	LOC ❸	610' (591')	R1000m / R1000m

- ❶ Missed apch climb gradient mim 3.5%.
- ❷ Missed apch climb gradient mim 3.0%.
- ❸ Missed apch climb gradient mim 2.5%.

TAKE-OFF RWY 09, 27				
LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

- ❹ Without LVP 400m are stipulated.
- ❺ Or rejected take-off distance whichever is the greater.

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24 FEB 17

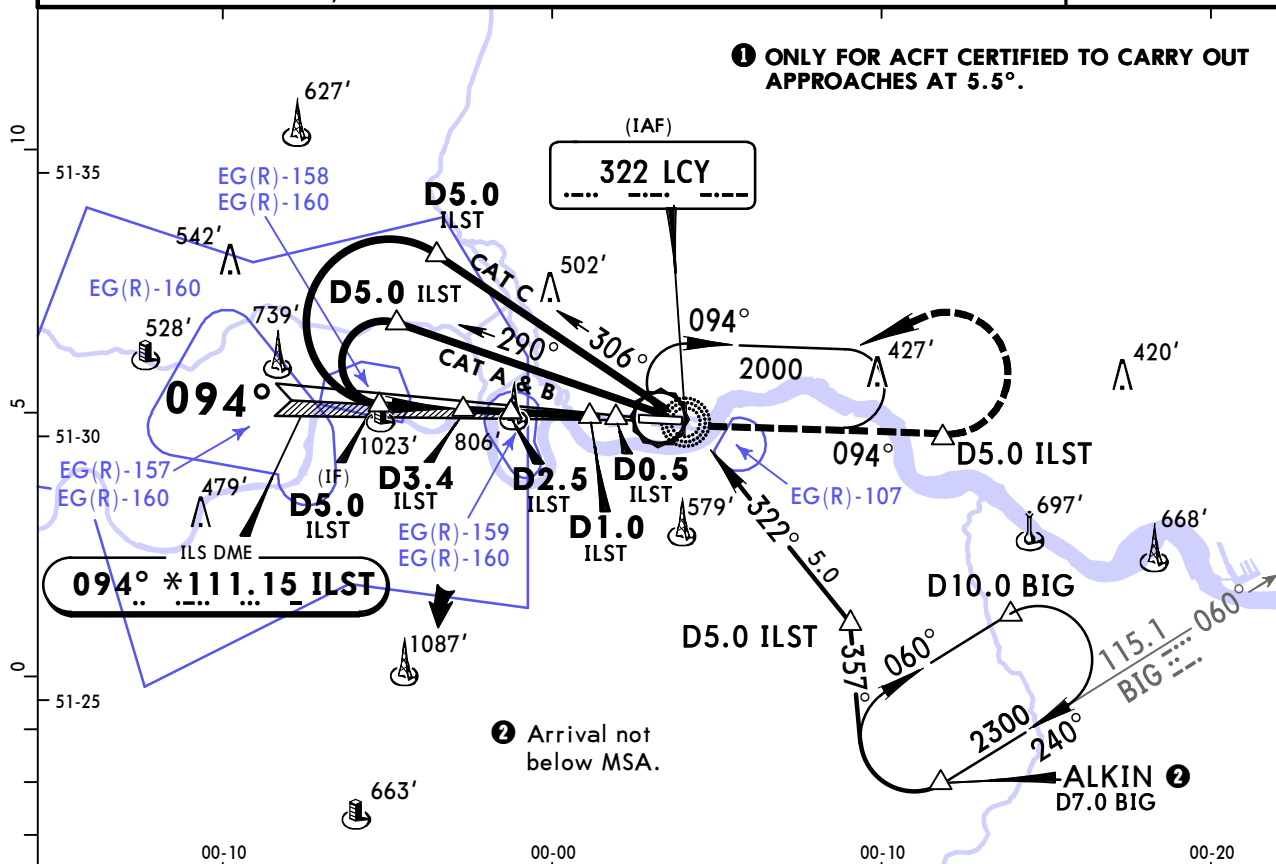
(41-1)

CAT
A, B & C

LONDON, UK
Lctr ILS DME Rwy 09

BRIEFING STRIP™

*ATIS		*THAMES Director (APP)		*CITY Tower		*Ground	
136.350		132.7		118.075		121.825	
LOC ILST *111.15	Final Apch Crs 094°	GS D1.0 ILST 640' (624')	ILS DA(H) Refer to Minimums	Apt Elev 19' Rwy 16'		<p>2100'</p> <p>270°</p> <p>2300'</p> <p>360°</p> <p>MSA LCY Lctr</p>	
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D5.0 ILST turn LEFT to Lctr at 2000', or as directed.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
ILS DME reads zero at rwy 09 threshold.							



LOC (GS out)	ILST DME ALTITUDE	3.4	3.0	2.5	2.0	1.0
		2000'	1810'	1510'	1220'	640'
D5.0 ILST	D3.4 ILST	D2.5 ILST	D1.0 ILST	D0.5 ILST	Lctr 2000' or higher MSA	
2000'	1500'	1500'	1500'	1500'	Shuttle in holding if required.	
094°	094°	094°	094°	094°	3	
1.6	0.9	1.5	0.5	0.5	TCH 35' Rwy 16'	

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D5.0 ILST ↑	2000' LT	LCY 322
ILS GS or LOC Descent Angle 5.50°	683	878	975	1170	1365	1560				
MAP at D0.5 ILST										

STANDARD

STRAIGHT-IN LANDING RWY 09

ILS I

LOC (GS out)

DA(H) B: 430' (414')

CDFA

A: 400' (384') C: 460' (444')

DA/MDA(H) 480' (464')

FULL/Limited

ALS out

ALS out

A

RVR 1500m

RVR 2000m

CMV 2200m

B

C

RVR 1900m

CMV 2100m

D

NOT APPLICABLE

1 BAe 146: DA(H) 360' (344'), RVR 1400m, ALS out: RVR 1500m.

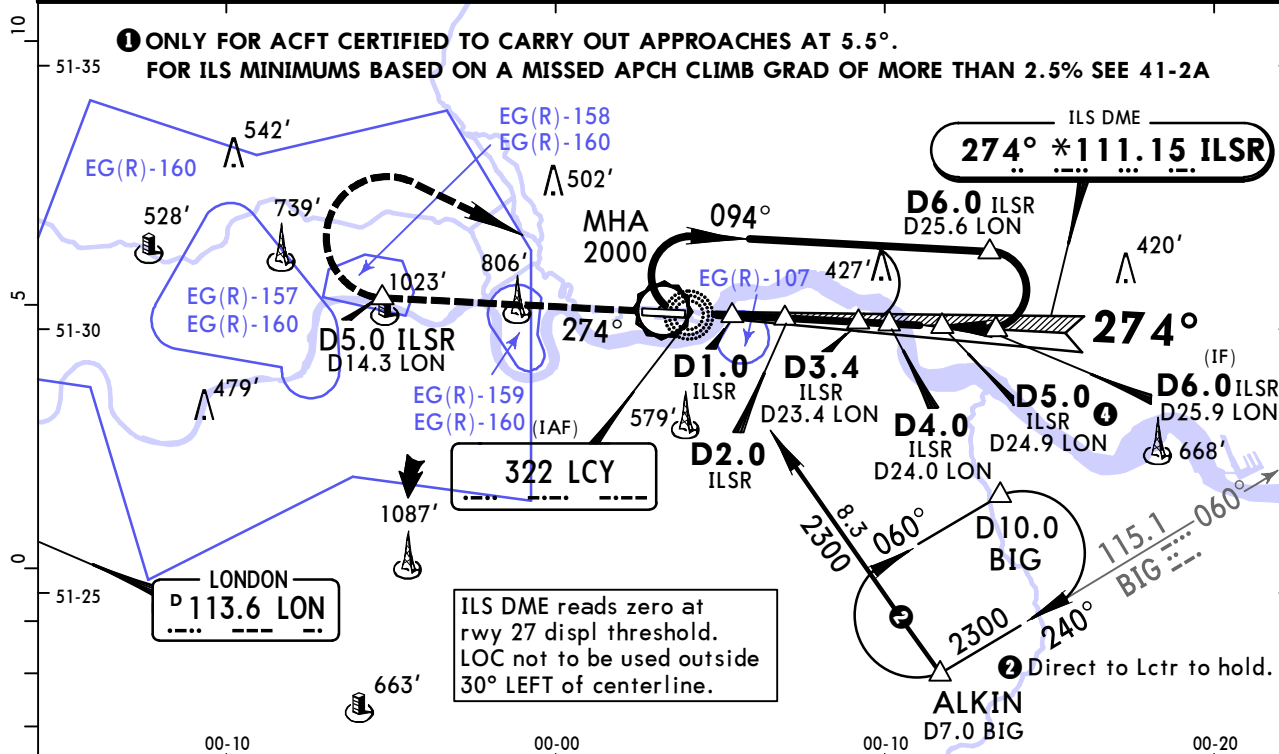
PANS OPS

CHANGES: None.

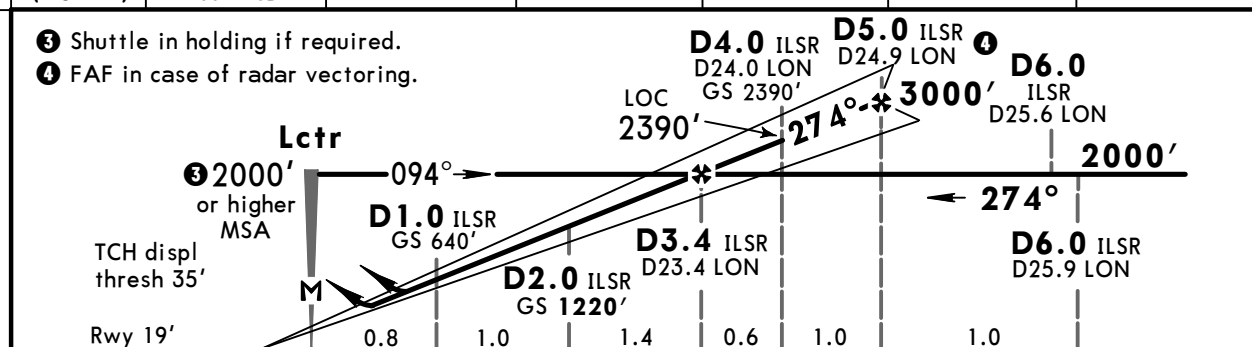
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Lctr ILS DME Rwy 27 LONDON, UK

*ATIS 136.350		*THAMES Director (APP) 132.7		*CITY Tower 118.075		*Ground 121.825	
LOC ILSR *111.15	Final Apch Crs 274°	GS D2.0 ILSR 1220' (1201')	ILS DA(H) Refer to Minimums	Apt Elev 19' Rwy 19'			
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. At D5.0 ILSR turn RIGHT to Lctr at 2000', or as directed.							MSA LCY Lctr
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' Arrivals from ALKIN will be radar vectored to the LOC by THAMES Director to be established on the LOC not later than D6.0 ILSR, then as for basic procedure, or direct to Lctr at 2300' or above to hold.							



LOC (GS out)	ILSR/LON DME	1.0/21.0	2.0/22.0	2.5/22.5	3.0/23.0	3.4/23.4
	ALTITUDE	640'	1220'	1510'	1810'	2000'



0 0.2							TO DISPLACED THRESHOLD			
Gnd speed-Kts	70	90	100	120	140	160		D5.0 ILSR ↑	2000' → RT	LCY 322
ILS GS or	683	878	975	1170	1365	1560				
LOC Descent Angle 5.50°										
MAP at Lctr										

Standard		STRAIGHT-IN LANDING RWY 27			
DA(H) ILS 1		LOC (GS out) CDFA		Missed apch climb gradient mim 2.5%	
Missed	A: 570' (551')	2	A: 510' (491')	DA/ MDA(H)	AB: 610' (591')
apch	B: 600' (581')		B: 520' (501')		
climb grad	C: 630' (611')		C: 550' (531')		C: 630' (611')
mim 2.5%					
Full / Limited	ILS out		ILS out		ILS out

	FILE / EMPLOYE	RES - 001	RES - 001	RES - 001	RES - 001
A	RVR 1500m	RVR 1800m	CMV 2300m	CMV 2300m	CMV 2700m
B		RVR 1900m	CMV 2400m		
C	CMV 2400m	RVR 2000m		CMV 2400m	CMV 2800m

1 BAe 146: DA(H) 540' (521'), RVR 1500m. **2** Missed apch climb gradient min 3.5%

EGLC/LCY

LONDON, UK
-CITY

Standard

ILS DME RWY 27 MINIMUMS

BASED ON MISSED APCH CLIMB GRADIENT OF MORE THAN 2.5 %

MISSED APCH CLIMB GRADIENT MIM 3.5%

ILS

1

DA(H) A: **490'**(471')
B: **520'**(501')
C: **550'**(531')

	FULL/Limited	ALS out
A	RVR 1500m	
B		
C	RVR 2000m	CMV 2400m
D	NOT APPLICABLE	

1 BAE 146: DA(H) 460'(441'), RVR 1500m.

MISSED APCH CLIMB GRADIENT MIM 3.0%

ILS

2

DA(H) A: **510'**(491')
B: **540'**(521')
C: **570'**(551')

	FULL/Limited	ALS out
A	RVR 1500m	
B		
C	CMV 2100m	CMV 2400m
D	NOT APPLICABLE	

2 BAE 146: DA(H) 480'(461'), RVR 1500m.

CHANGES: None.

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGLC

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m