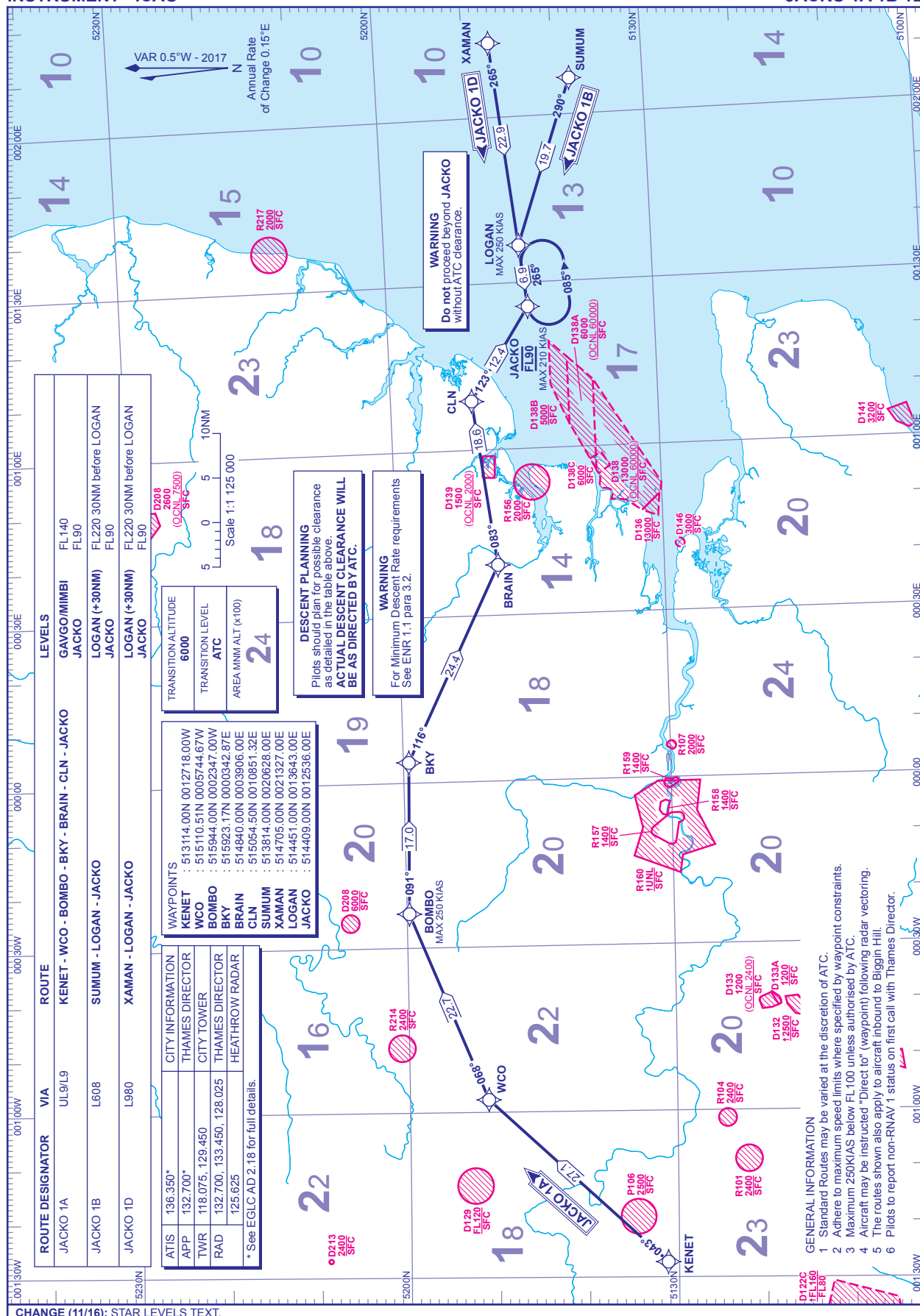
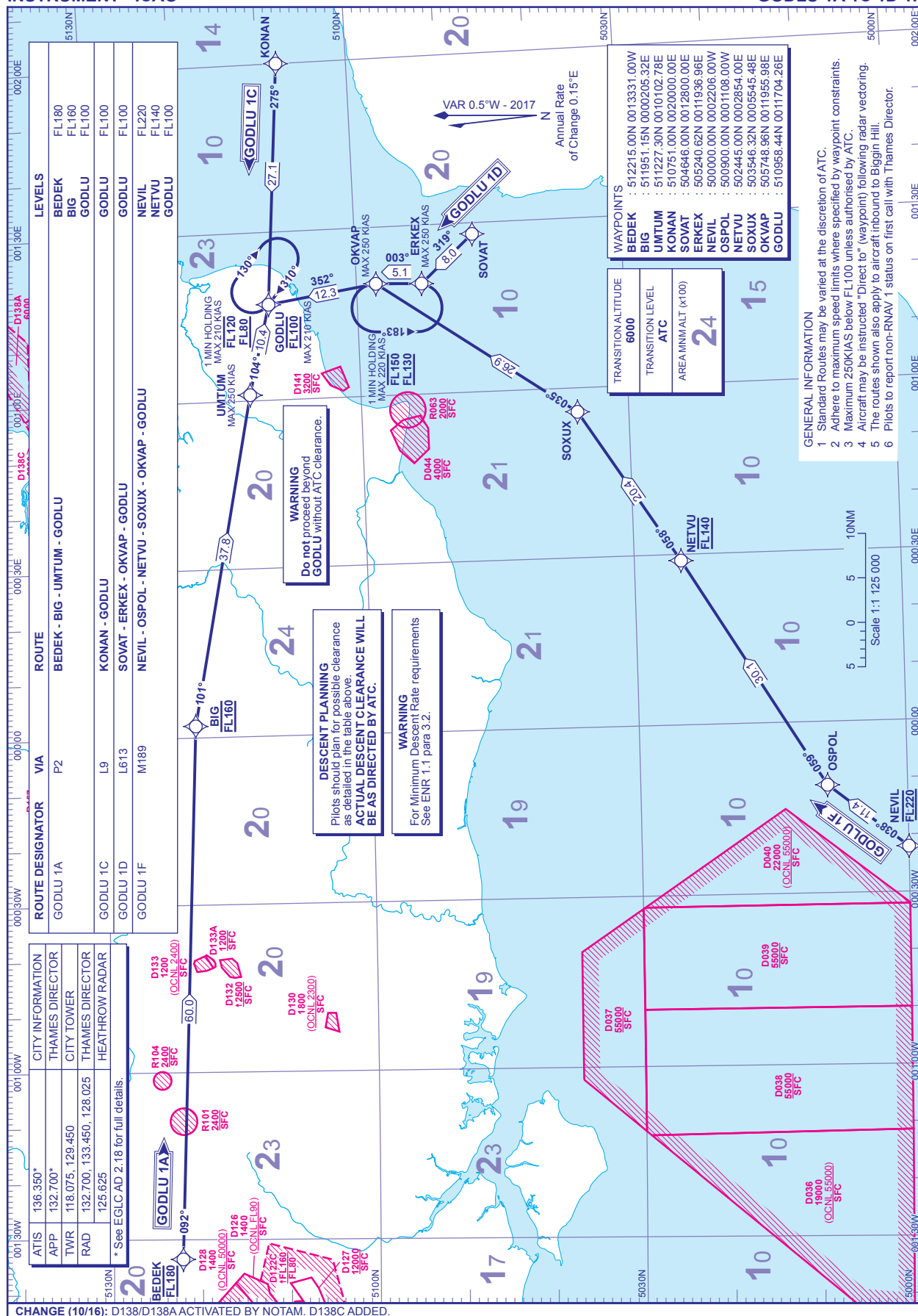


# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

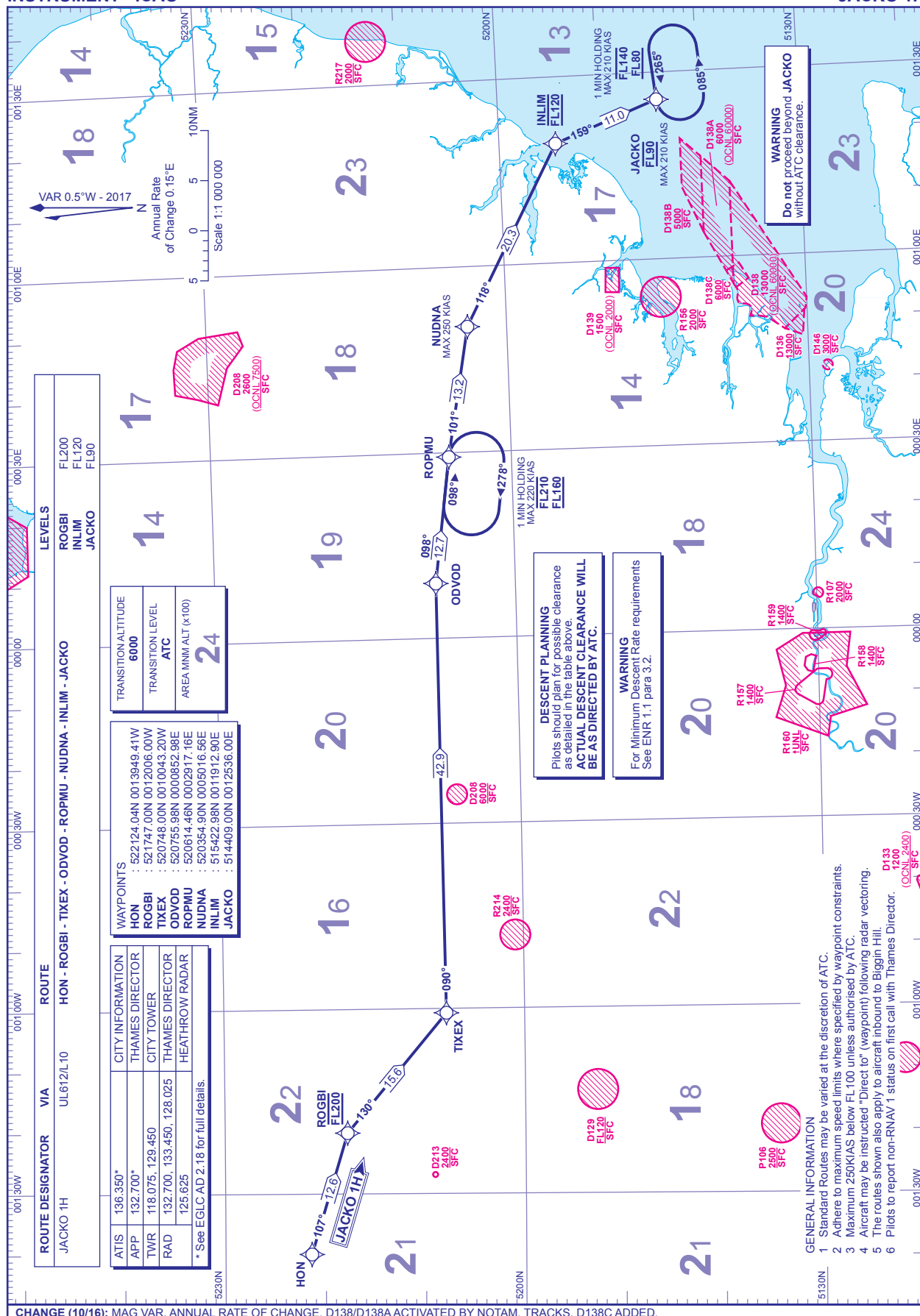
**LONDON CITY**  
RWY 09/27  
**JACKO 1A 1B 1D**

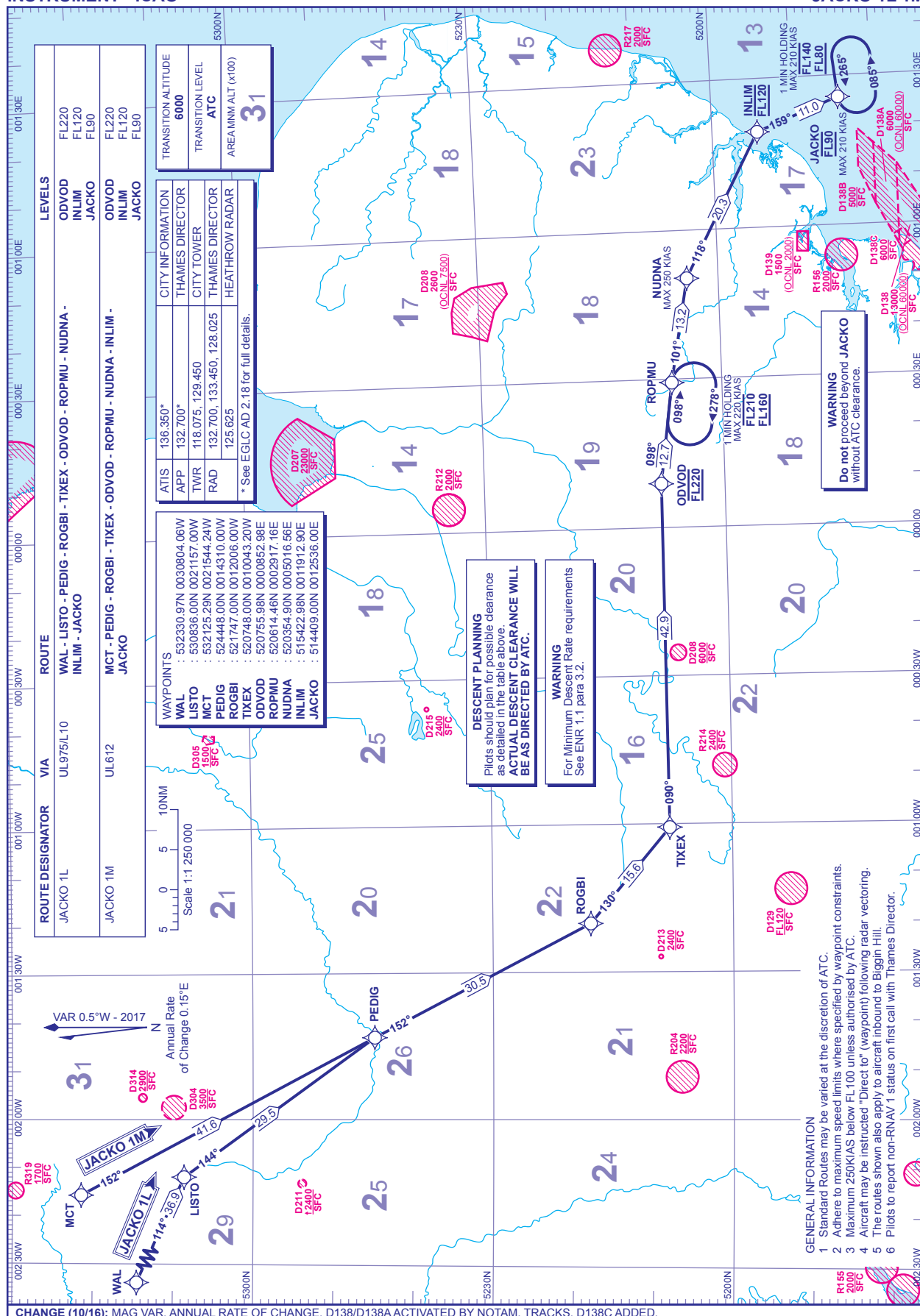


RNAV5 (VOR/DME, DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT - ICAODISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON CITY  
RWY 09/27  
GODLU 1A 1C 1D 1F

**RNAV5 (VOR/DME, DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT - ICAO**

 DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

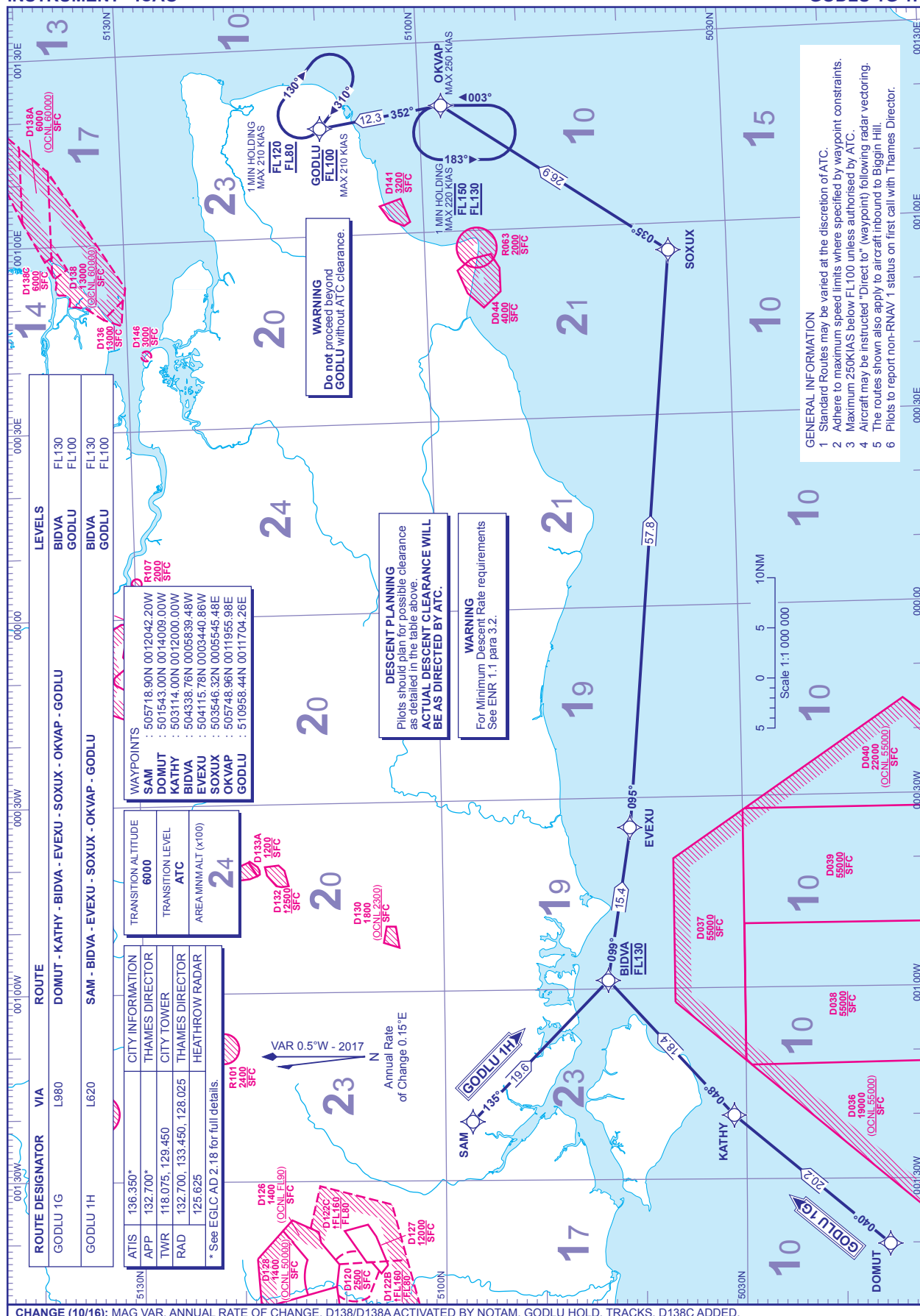
**LONDON CITY  
RWY 09/27  
JACKO 1H**


**RNAV5 (VOR/DME, DME/DME or GNSS)  
STANDARD ARRIVAL CHART -  
INSTRUMENT - ICAO**DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET**LONDON CITY  
RWY 09/27  
JACKO 1L 1M**

# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON CITY  
RWY 09/27  
GODLU 1G 1H

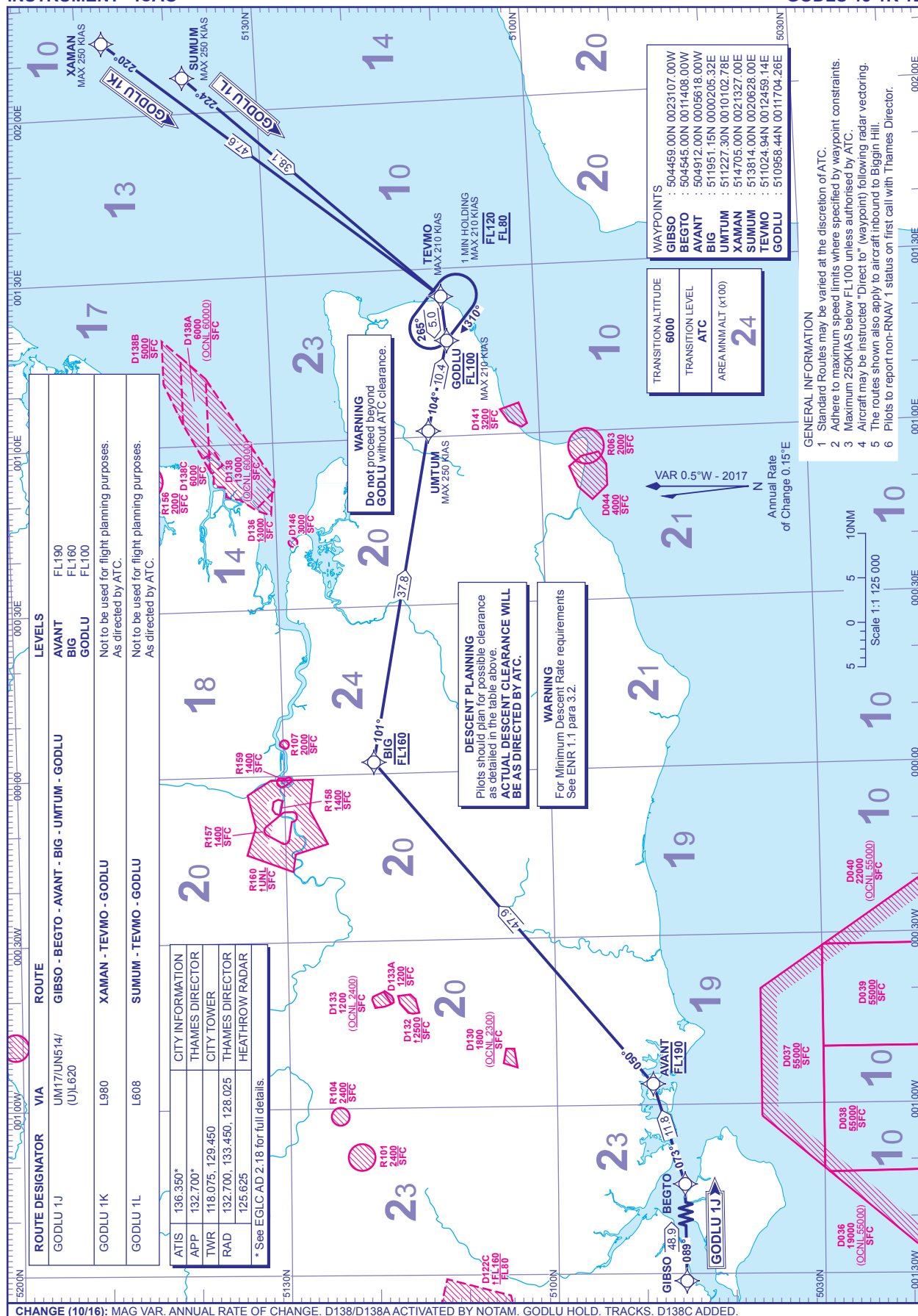


AERO INFO DATE 23 JUN 16

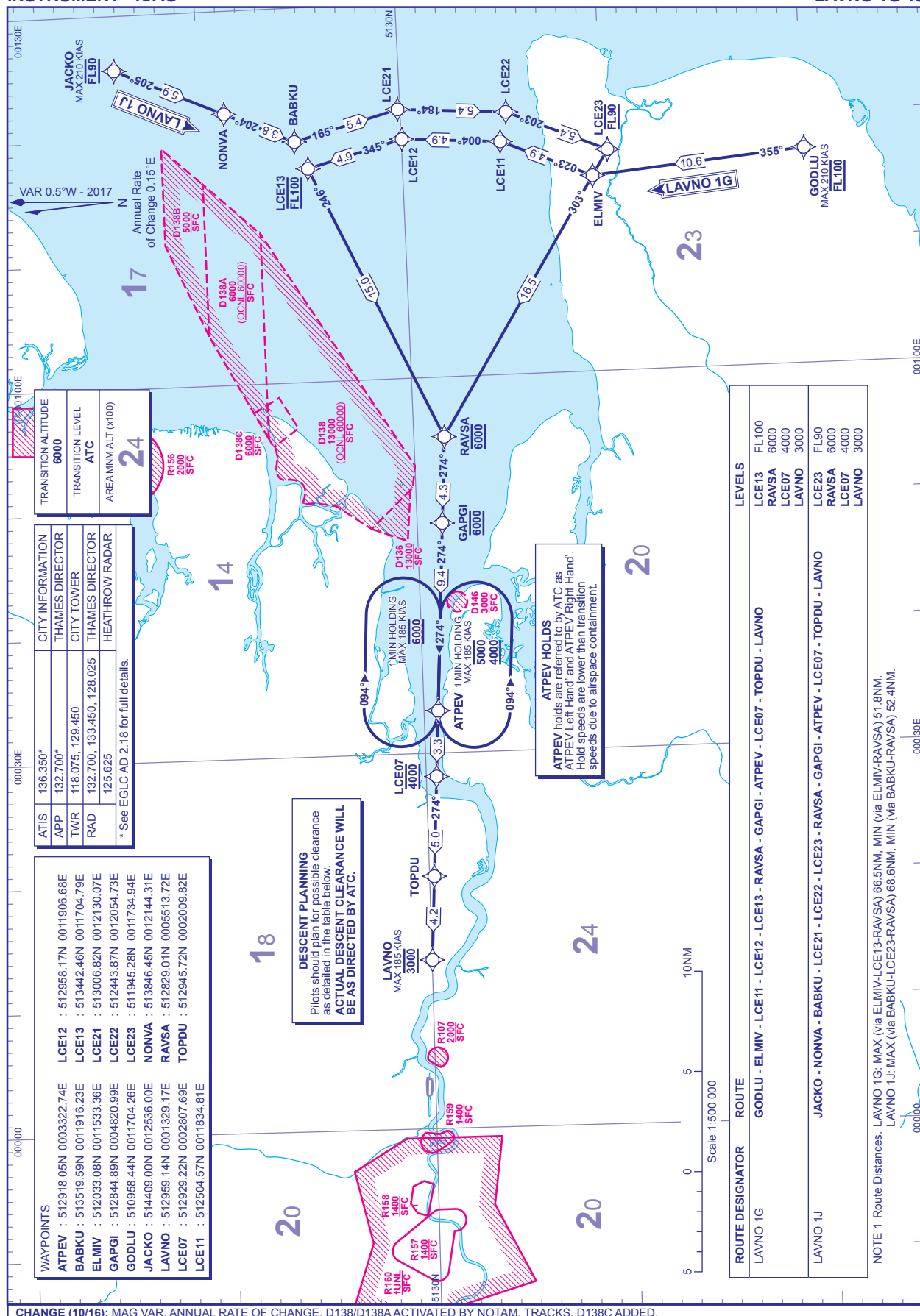


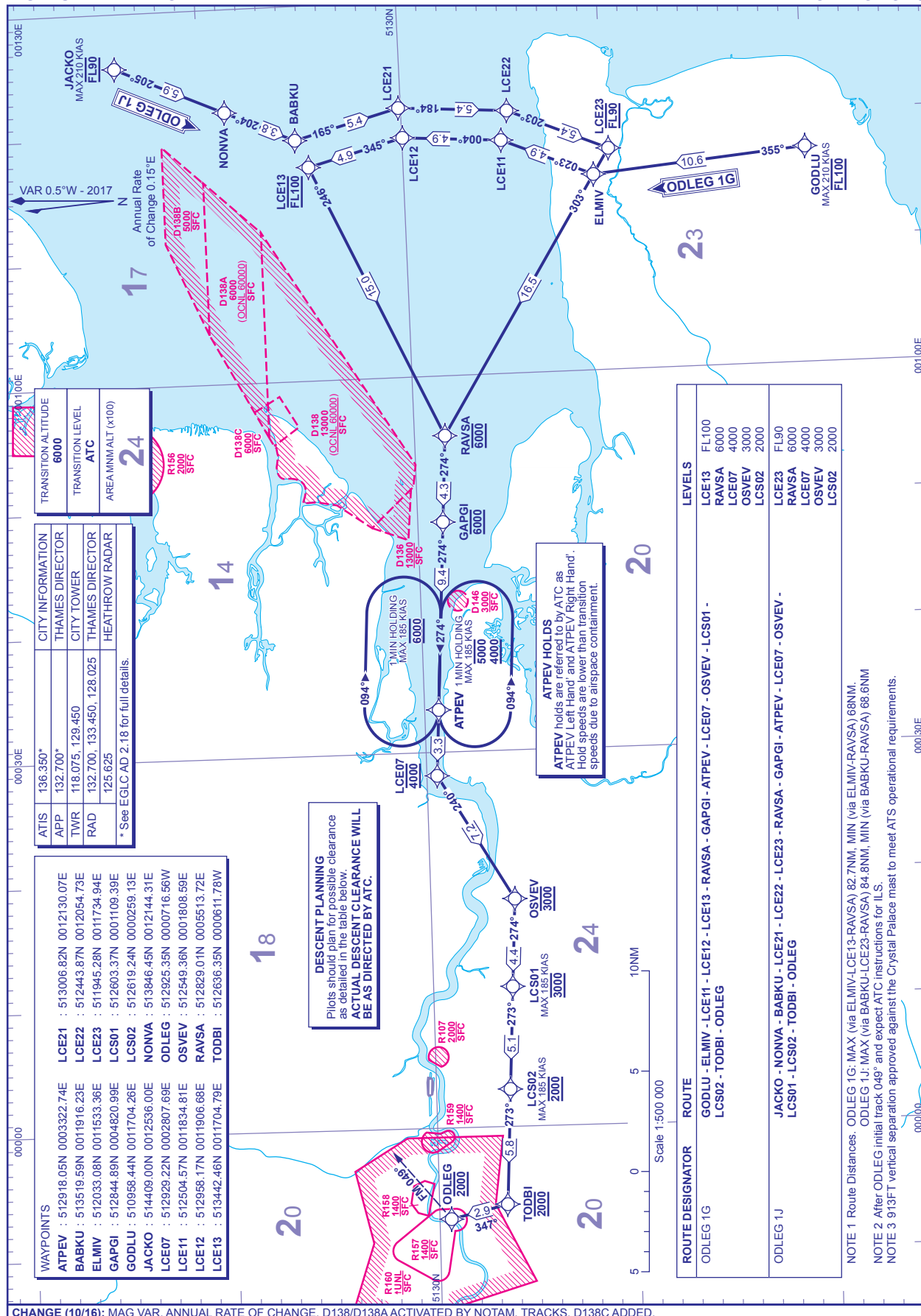
DISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON CITY  
RWY 09/27  
GODLU 1J 1K 1L



AERO INFO DATE 23 JUN 16

RNAV1 (DME/DME or GNSS)  
TRANSITION ARRIVAL CHART -  
INSTRUMENT - ICAODISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON CITY  
RWY 27  
LAVNO 1G 1J

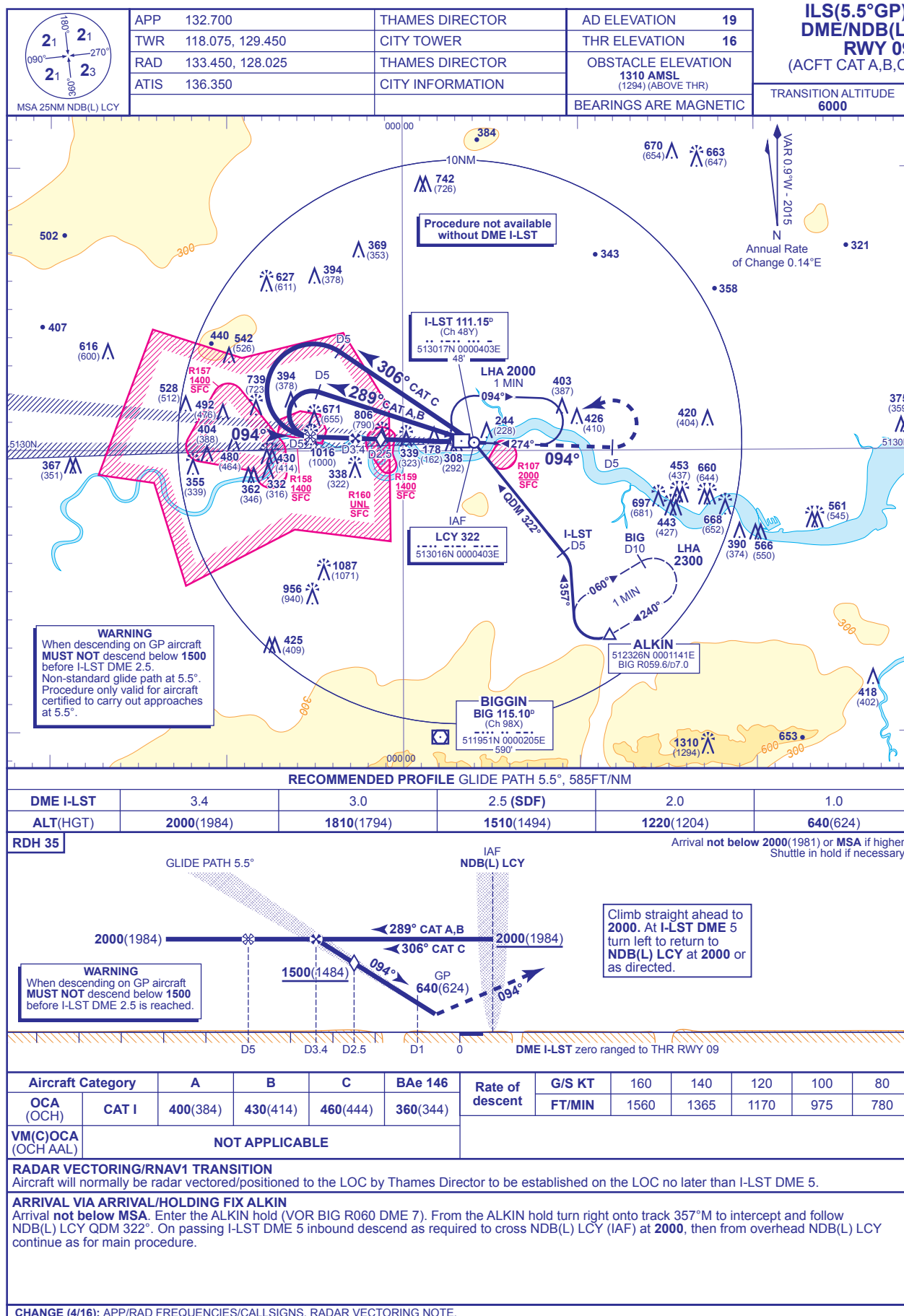
RNAV1 (DME/DME or GNSS)  
TRANSITION ARRIVAL CHART -  
INSTRUMENT - ICAODISTANCES IN NAUTICAL MILES  
TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON CITY  
RWY 09  
ODLEG 1G 1J

AERO INFO DATE 23 JUN 16



## INSTRUMENT APPROACH CHART - ICAO

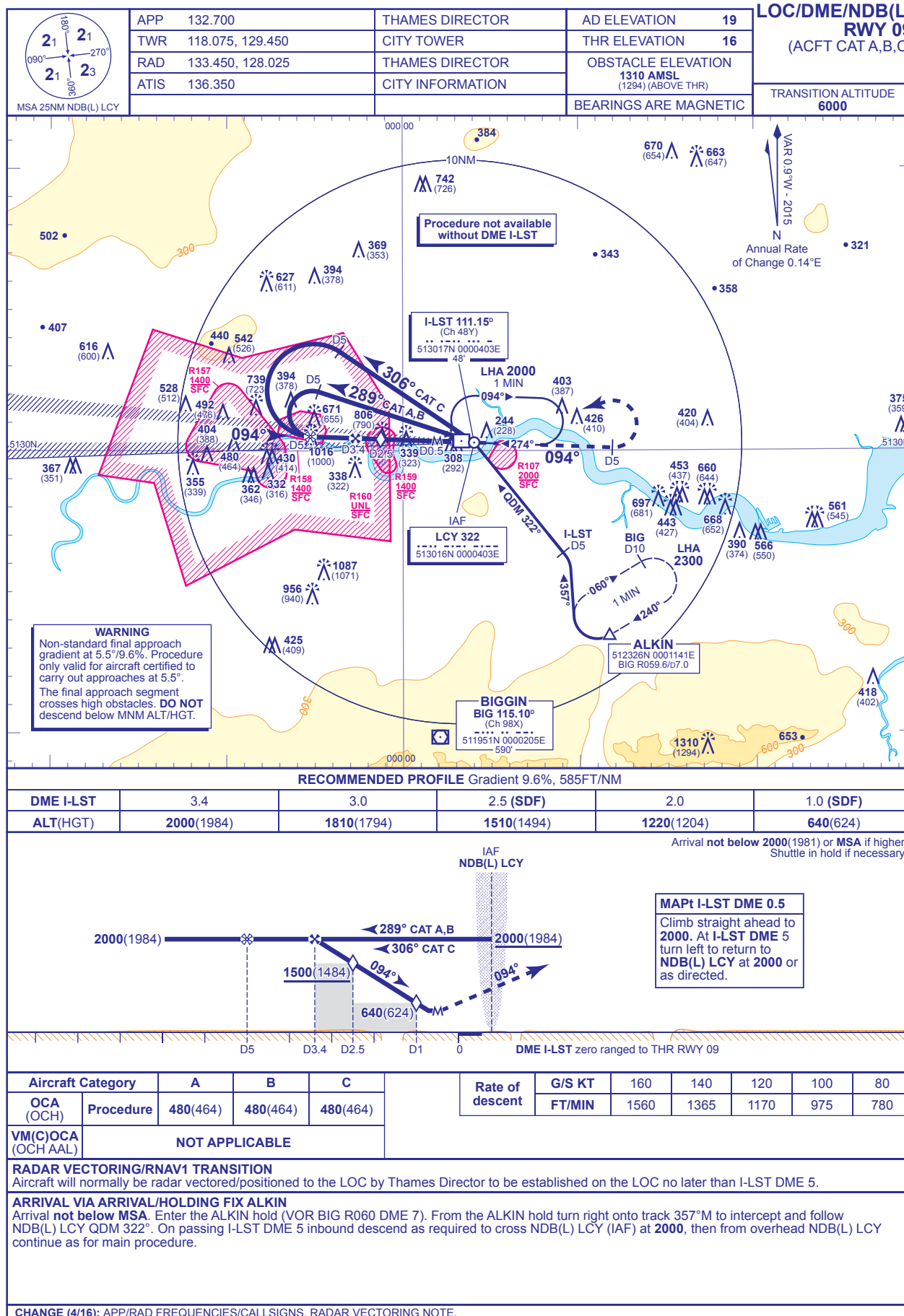
**LONDON/CITY**  
**ILS(5.5°GP)/**  
**DME/NDB(L)**  
**RWY 09**  
 (ACFT CAT A,B,C)



AERO INFO DATE 11 JAN 16

## INSTRUMENT APPROACH CHART - ICAO

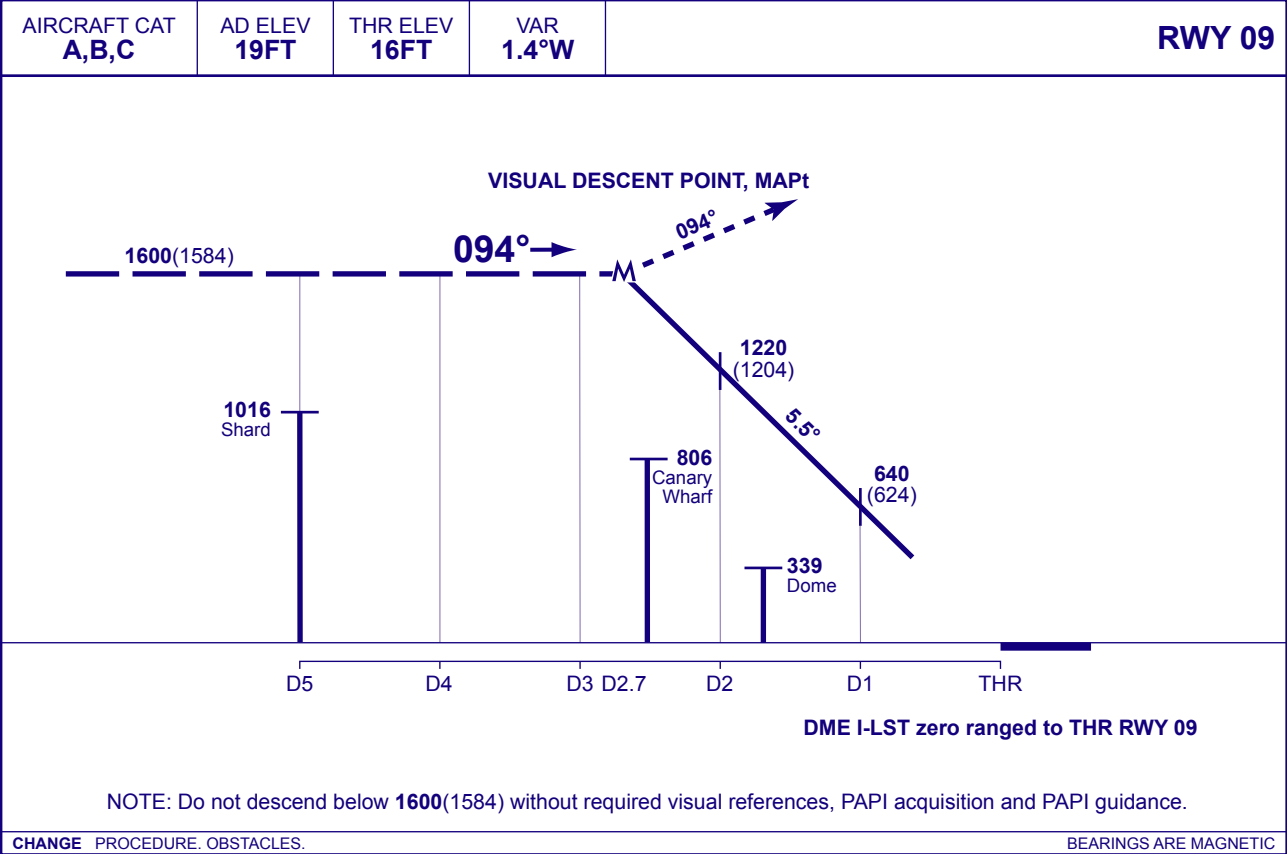
**LONDON/CITY**  
**LOC/DME/NDB(L)**  
**RWY 09**  
 (ACFT CAT A,B,C)



AERO INFO DATE 11 JAN 16

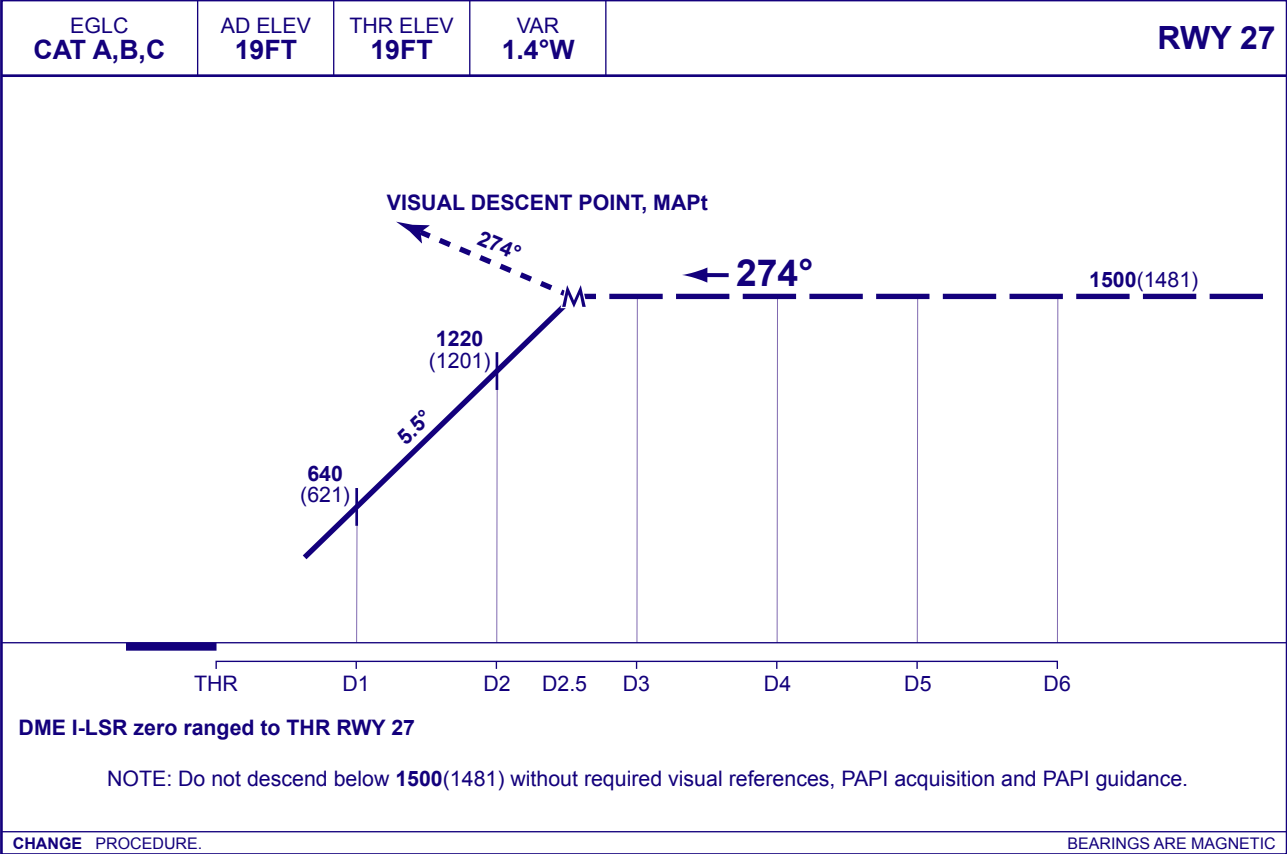
VISUAL APPROACH PROFILE

LONDON/CITY




VISUAL APPROACH PROFILE

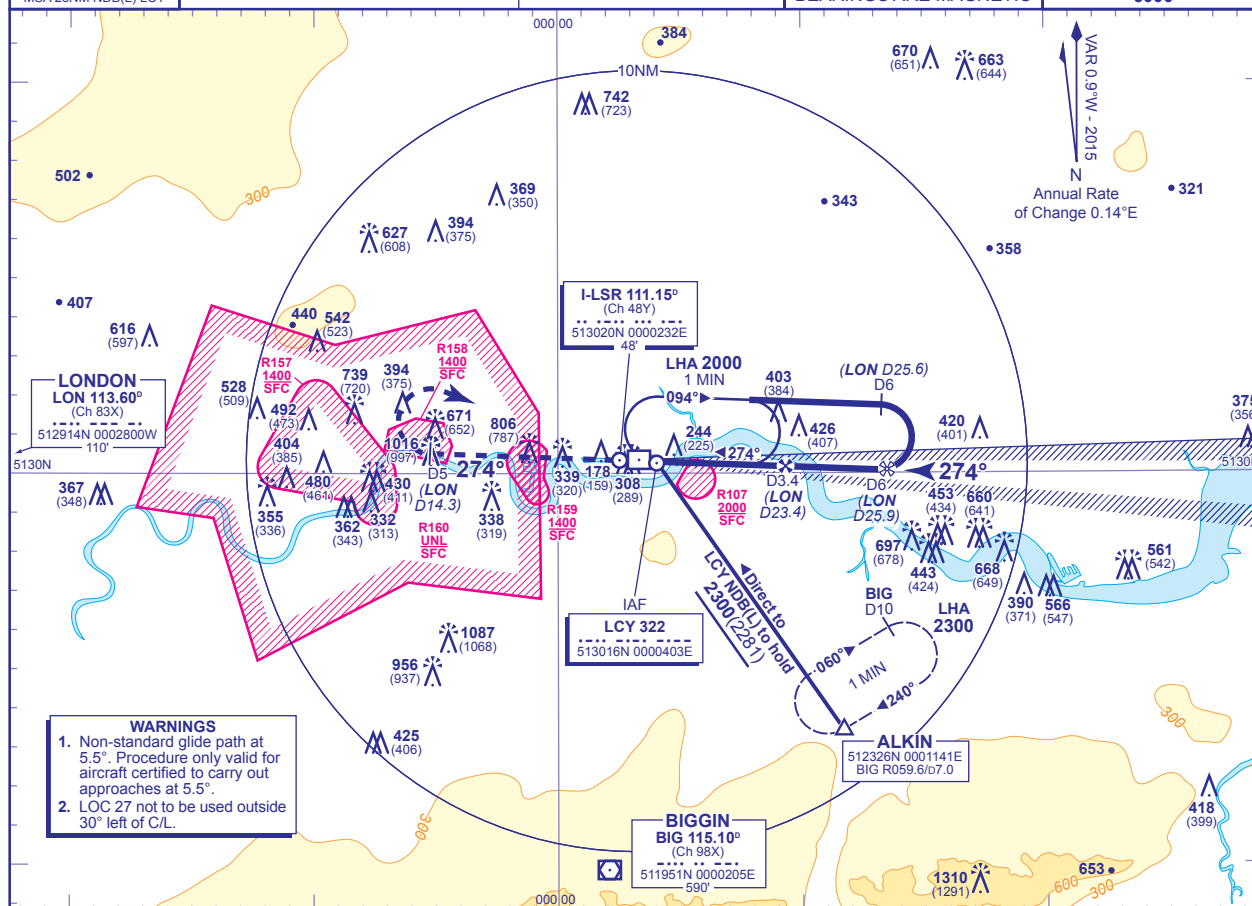
LONDON/CITY



AERO INFO DATE 16 SEP 11

**LONDON/CITY**  
**ILS(5.5°GP)/**  
**DME/NDB(L)**  
**RWY 27**  
(ACFT CAT A,B,C)

 <p>MSA 25NM NDB(L) LCY</p>	APP 132.700	THAMES DIRECTOR	AD ELEVATION <b>19</b>	<p><b>ILS(5.5°GP) DME/NDB(L) RWY 2</b> (ACFT CAT A,B,C)</p> <p>TRANSITION ALTITUDE <b>6000</b></p>
	TWR 118.075, 129.450	CITY TOWER	THR ELEVATION <b>19</b>	
	RAD 133.450, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION <b>1310 AMSL</b> (1291) (ABOVE THR)	
	ATIS 136.350	CITY INFORMATION	BEARINGS ARE MAGNETIC	



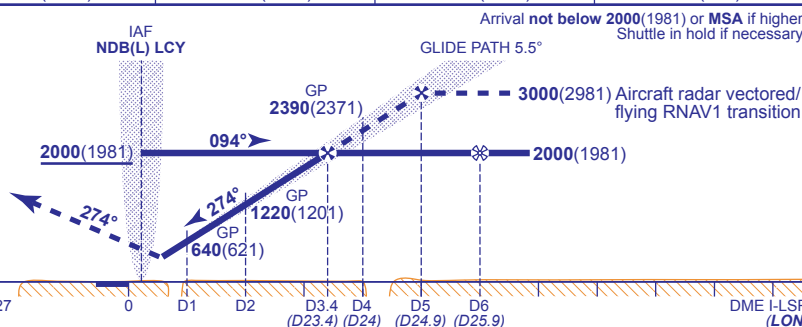
RECOMMENDED PROFILE GLIDE PATH 5.5°. 585FT/NM

RECOMMENDED PROTECTIVE GUIDELINES FOR COOP FARM					
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(1981)	1810(1791)	1510(1491)	1220(1201)	640(621)

RDH 35

Arrival not below 2000(1981) 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** (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(551)	600(581)	630(611)	540(521)							
	CLIMB GRAD 3.0%	510(491)	540(521)	570(551)	480(461)							
	CLIMB GRAD 3.5%	490(471)	520(501)	550(531)	460(441)							
VM(C)OCA (OCH/AAL)	NOT APPLICABLE											

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.

Arrivals from ALKIN will be radar vectored to LOC course 274° inbound, to be established on the LOC I-LSR no later than I-LSR DME 6. Then continuing as for basic procedure, or direct to NDB(L) LCY at **not below 2300** to enter NDB(L) LCY hold.

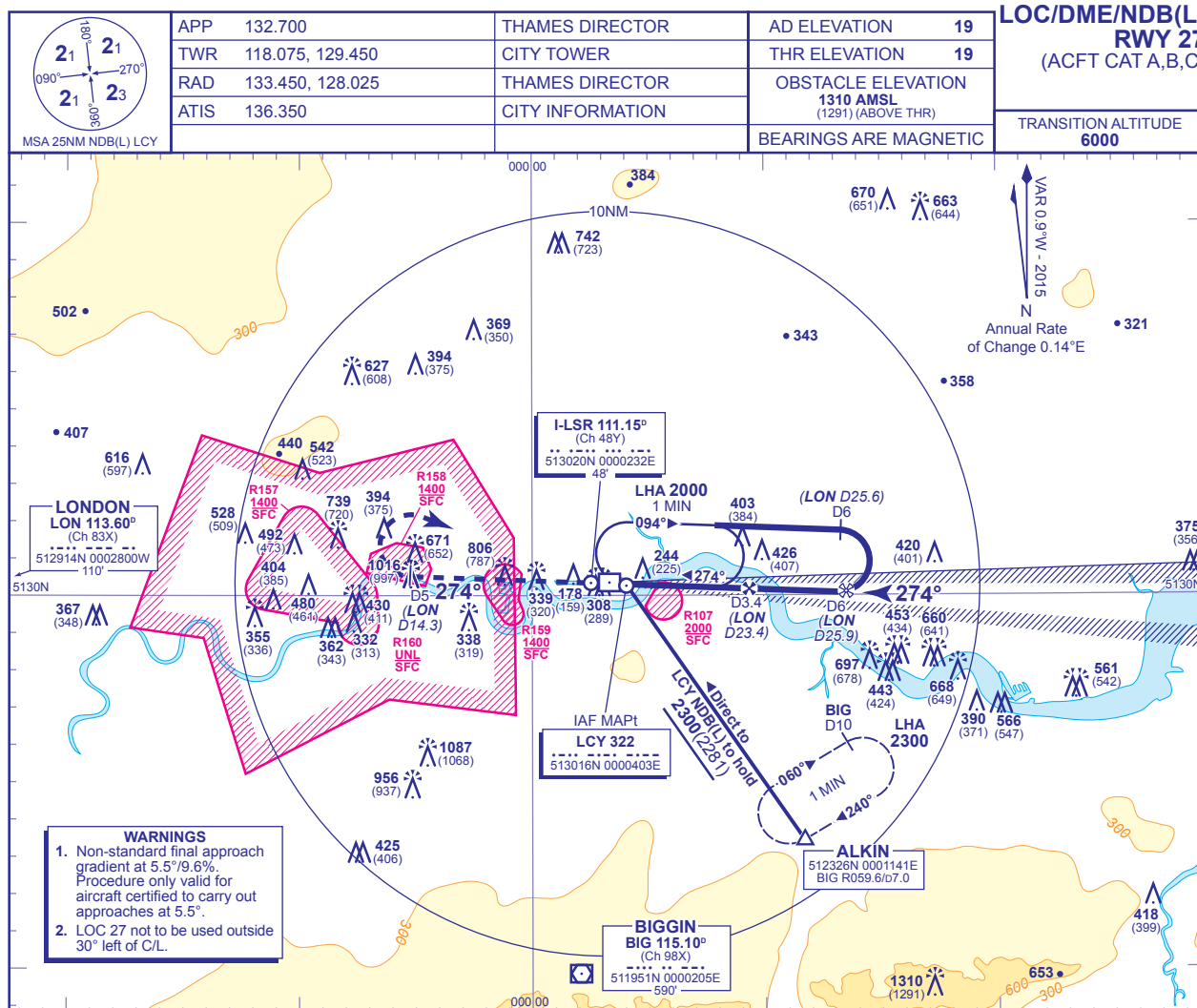
**CHANGE (4/16): APP/RAD FREQUENCIES/CALLSIGNS, RADAR VECTURING NOTE.**

AERO INFO DATE 11 JAN 16



## INSTRUMENT APPROACH CHART - ICAO

**LONDON/CITY**  
**LOC/DME/NDB(L)**  
**RWY 27**  
 (ACFT CAT A,B,C)

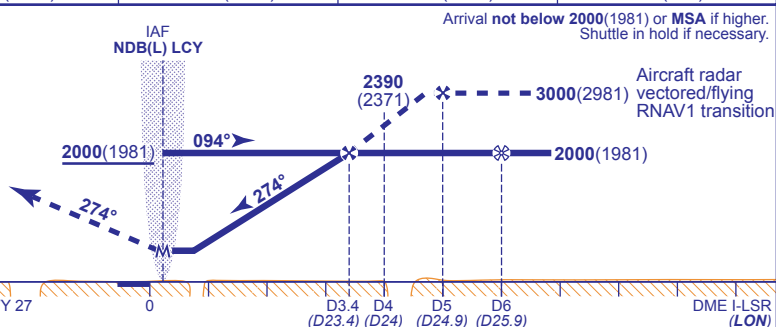


## RECOMMENDED PROFILE Gradient 9.6%, 585FT/NM

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(1981)	1810(1791)	1510(1491)	1220(1201)	640(621)

## MAPt NDB(L) LCY

BASED ON VARIOUS CLIMB GRADIENTS (see table below). Climb straight ahead to 2000. At I-LSR DME 5 (LON DME 14.3) turn right to return to NDB(L) LCY at 2000 or as directed.



Aircraft Category	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CLIMB GRAD 2.5%	610(591)	610(591)	630(611)	FT/MIN	1560	1365	1170	975	780
	CLIMB GRAD 3.5%	510(491)	520(501)	550(531)						
VM(C)OCA (OCH AAL)	NOT APPLICABLE									

## RADAR VECTORED/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.

## ARRIVAL VIA ARRIVAL/HOLDING FIX ALKIN

Arrivals from ALKIN will be radar vectored to LOC course 274° inbound, to be established on the LOC I-LSR no later than I-LSR DME 6. Then continuing as for basic procedure, or direct to NDB(L) LCY at not below 2300(2281) to enter NDB(L) LCY hold.

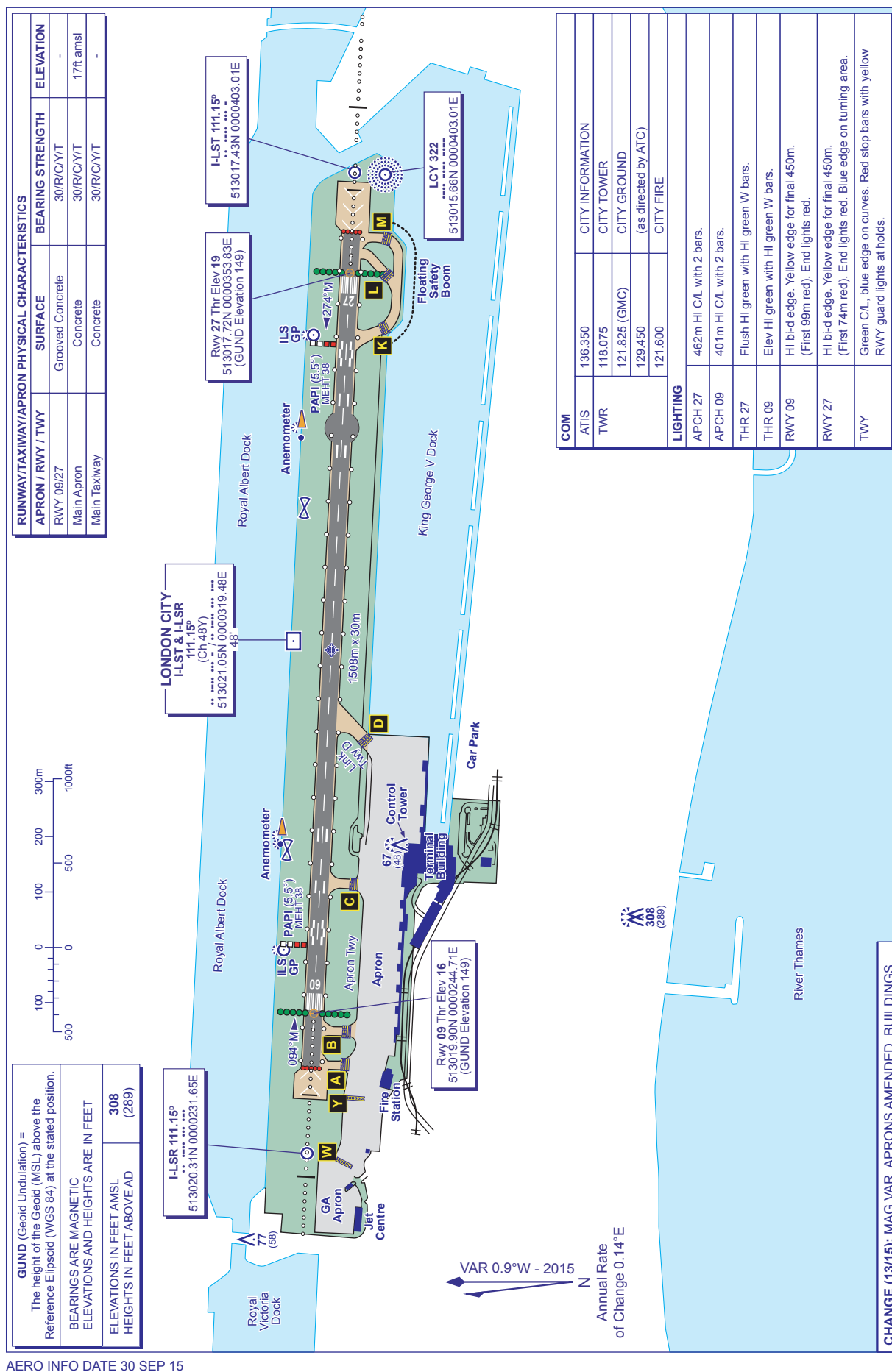
CHANGE (6/16): COMMUNICATION BOX RE-INSTATED.

AERO INFO DATE 11 MAR 16

**LONDON CITY  
EGLC**

AD ELEV 19FT

ARP 513019N 0000319E

AERODROME  
CHART - ICAO

AIRCRAFT PARKING/DOCKING  
CHART - ICAO

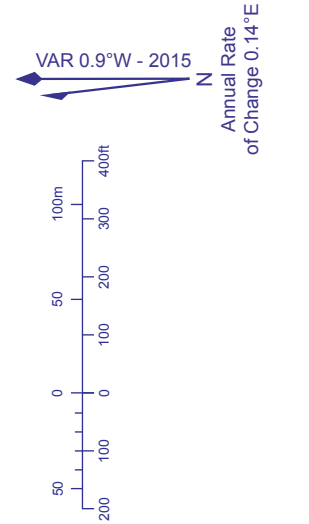
ARP 513019N 0000319E

AD ELEV 19FT

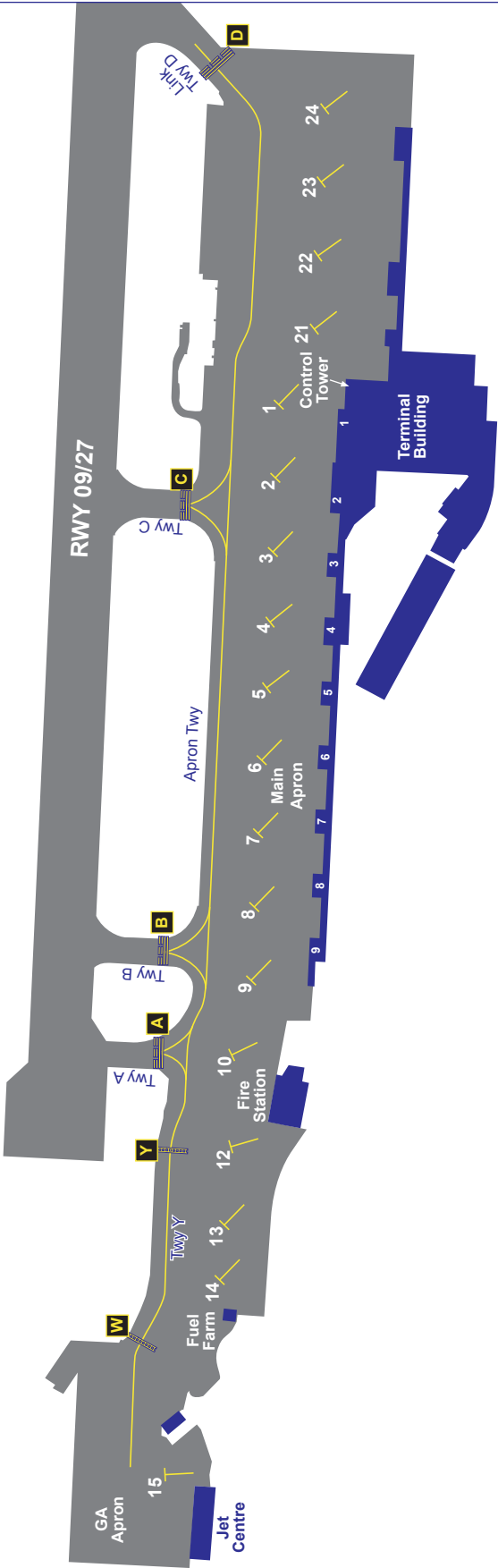
LONDON CITY  
EGLC

AERO INFO DATE 30 SEP 15

STAND	COORDINATES	STAND	COORDINATES
1	513015.77N 0000259.83E	10	513016.69N 0000239.87E
2	513015.84N 0000257.58E	12	513016.72N 0000237.06E
3	513015.89N 0000255.31E	13	513016.85N 0000234.64E
4	513015.95N 0000253.16E	14	513016.94N 0000232.95E
5	513016.02N 0000251.14E	15	513018.02N 0000226.95E
6	513016.11N 0000248.91E	21	513015.09N 0000302.15E
7	513016.18N 0000246.67E	22	513015.02N 0000304.40E
8	513016.26N 0000244.40E	23	513014.95N 0000306.67E
9	513016.32N 0000242.15E	24	513014.87N 0000308.92E



LIGHTING	
APCH 27	462m HI C/L with 2 bars.
APCH 09	401m HI C/L with 2 bars.
THR 27	Flush HI green with HI green W bars.
THR 09	Elev HI green with HI green W bars.
RWY 09	HI bi-d edge. Yellow edge for final 450m. (First 99m red). End lights red.
RWY 27	HI bi-d edge. Yellow edge for final 450m. (First 74m red). End lights red. Blue edge on turning area.
TWY	Green C/L. blue edge on curves. Red stop bars with yellow RWY guard lights at holds.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 09/27	Grooved Concrete	30R/C/Y/T	-
Main Apron	Concrete	30R/C/Y/T	17ft amsl
Main Taxiway	Concrete	30R/C/Y/T	-

COM		CITY INFORMATION	
ATIS	136.350	CITY TOWER	
TWR	118.075	CITY GROUND	
	121.825 (GMC)	(as directed by ATC)	
	129.450	CITY FIRE	
	121.600		

CHANGE (13/15): MAG VAR. APRONS AMENDED. STAND 15 ADDED GA APRON. BUILDINGS.