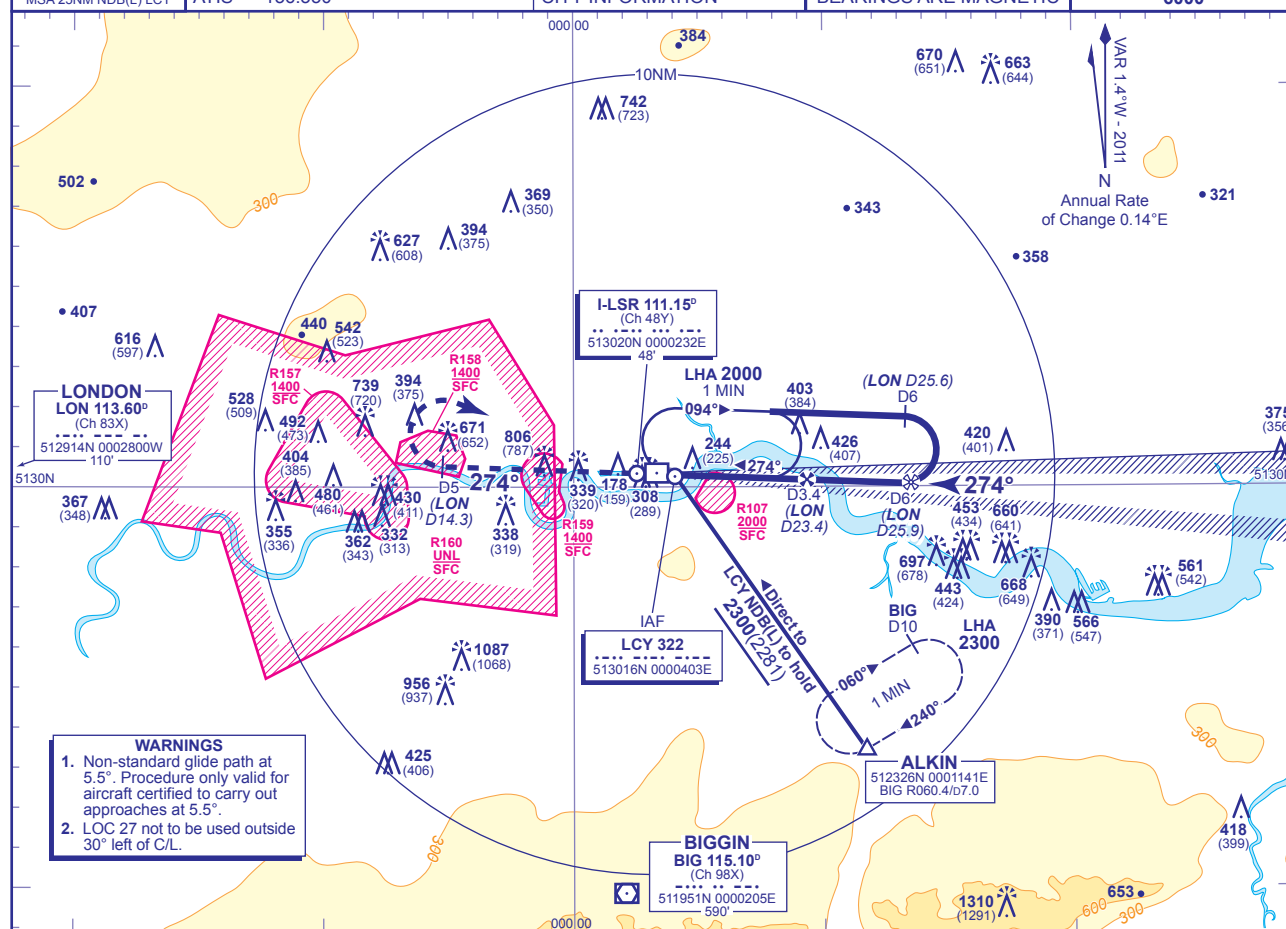


**LONDON/CITY**  
**ILS(5.5°GP)/**  
**DME/NDB(L)**  
**RWY 27**  
(ACFT CAT A,B,C)

|                                                                                                                                                       |                      |                  |                                                       |                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|------------------|-------------------------------------------------------|----------------------------------------------------------------------|
| <div><div><div>180°</div><div>21</div><div>21</div><div>090°</div><div>21</div><div>23</div><div>360°</div></div><div>MSA 25NM NDB (L) CY</div></div> | APP 132.700          | CITY APPROACH    | AD ELEVATION 19                                       | <div>ILS(5.5°GP)<br/>DME/NDB(L)<br/>RWY 2<br/>(ACFT CAT A,B,C)</div> |
|                                                                                                                                                       | TWR 118.075, 129.450 | CITY TOWER       | THR ELEVATION 19                                      |                                                                      |
|                                                                                                                                                       | RAD 132.700          | THAMES RADAR     | OBSTACLE ELEVATION<br>1310 AMSL<br>(1291) (ABOVE THR) |                                                                      |
|                                                                                                                                                       | 128.025              | CITY RADAR       |                                                       |                                                                      |
|                                                                                                                                                       | ATIS 136.350         | CITY INFORMATION |                                                       |                                                                      |
|                                                                                                                                                       |                      |                  | TRANSITION ALTITUDE 6000                              |                                                                      |

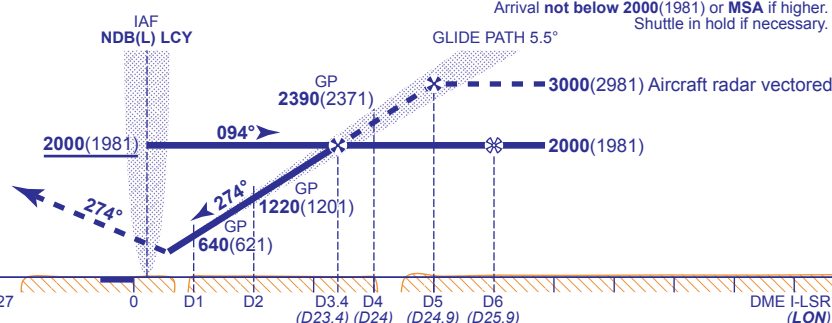


| RECOMMENDED PROFILE GLIDE PATH 5.5°, 585FT/NM |            |            |            |            |           |
|-----------------------------------------------|------------|------------|------------|------------|-----------|
| DME I-LSR(LON)                                | 3.4(23.4)  | 3.0(23.0)  | 2.5(22.5)  | 2.0(22.0)  | 1.0(21.0) |
| ALT(HGT)                                      | 2000(1981) | 1810(1791) | 1510(1491) | 1220(1201) | 640(621)  |

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), turn right to return to **NDB(L) LON** at **2000** or as directed.



| Aircraft Category |                       | A        | B        | C        | BAe 146  | Rate of descent | G/S KT | 160  | 140  | 120  | 100 | 80  |
|-------------------|-----------------------|----------|----------|----------|----------|-----------------|--------|------|------|------|-----|-----|
|                   | CLIMB<br>GRAD 2.5%    | 570(551) | 600(581) | 630(611) | 540(521) |                 | FT/MIN | 1560 | 1365 | 1170 | 975 | 780 |
| OCA<br>(OCH)      | CLIMB<br>GRAD 3.0%    | 510(491) | 540(521) | 570(551) | 480(461) |                 |        |      |      |      |     |     |
|                   | CLIMB<br>GRAD 3.5%    | 490(471) | 520(501) | 550(531) | 460(441) |                 |        |      |      |      |     |     |
|                   | VM(C)OCA<br>(OCH AAL) |          |          |          |          | NOT APPLICABLE  |        |      |      |      |     |     |

## RADAR VECTORING

**RADAR VECTORING**  
Aircraft will normally be radar vectored to the LOC by Thames Radar to be established on the LOC no later than I-LSR DME 6.

## ARRIVAL VIA ARRIVAL/HOLDING FIX ALKIN

ARRIVALS 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** to enter NDB(L) LCY hold.

CHANGE: COM. MAG VAR. PAGE NUMBER.