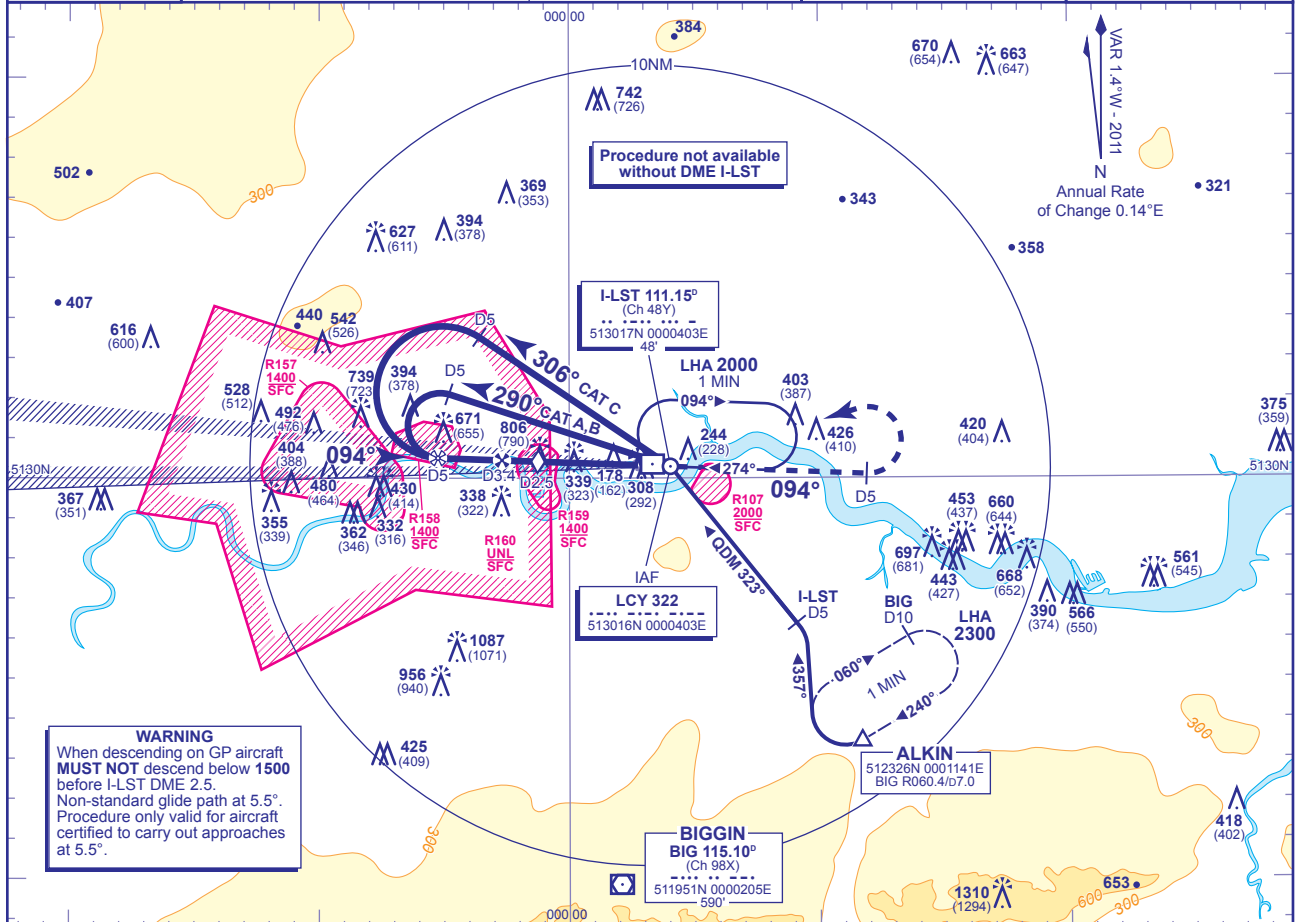


INSTRUMENT APPROACH CHART - ICAO

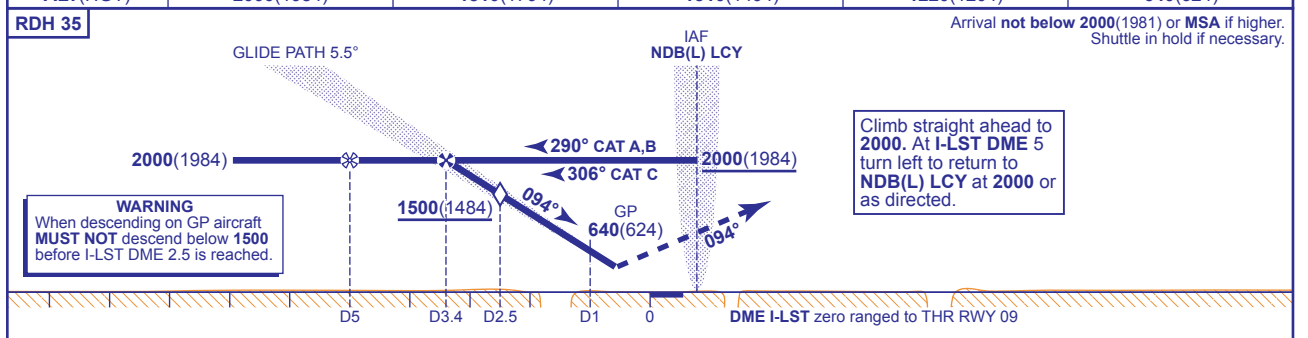
**LONDON/CITY
ILS(5.5°GP)/
DME/NDB(L)
RWY 09
(ACFT CAT A,B,C)**

	APP 132.700	CITY APPROACH	AD ELEVATION 19
	TWR 118.075, 129.450	CITY TOWER	THR ELEVATION 16
	RAD 132.700	THAMES RADAR	OBSTACLE ELEVATION 1310 AMSL (1294) (ABOVE THR)
	128.025	CITY RADAR	
ATIS 136.350	CITY INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 5.5°, 585FT/NM

DME I-LST	3.4	3.0	2.5 (SDF)	2.0	1.0
ALT(HGT)	2000(1984)	1810(1794)	1510(1494)	1220(1204)	640(624)



Aircraft Category	A	B	C	BAe 146	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	400(384)	430(414)	460(444)	360(344)	FT/MIN	1560	1365	1170	975	780
VM(C)OCA (OCH AAL)	NOT APPLICABLE										

RADAR VECTORED
Aircraft will normally be radar vectored to the LOC by Thames Radar to be established on the LOC no later than I-LST DME 5.

ARRIVAL VIA ARRIVAL/HOLDING FIX ALKIN
Arrival **not below** MSA. Enter the ALKIN hold (VOR BIG R060 DME 7). From the ALKIN hold turn right onto track 357°M to intercept and follow NDB(L) LCY QDM 323°. On passing I-LST DME 5 inbound descend as required to cross NDB(L) LCY (IAF) at 2000, then from overhead NDB(L) LCY continue as for main procedure.

CHANGE: COM. MAG VAR.

AERO INFO DATE 1 SEP 11