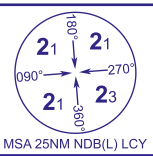


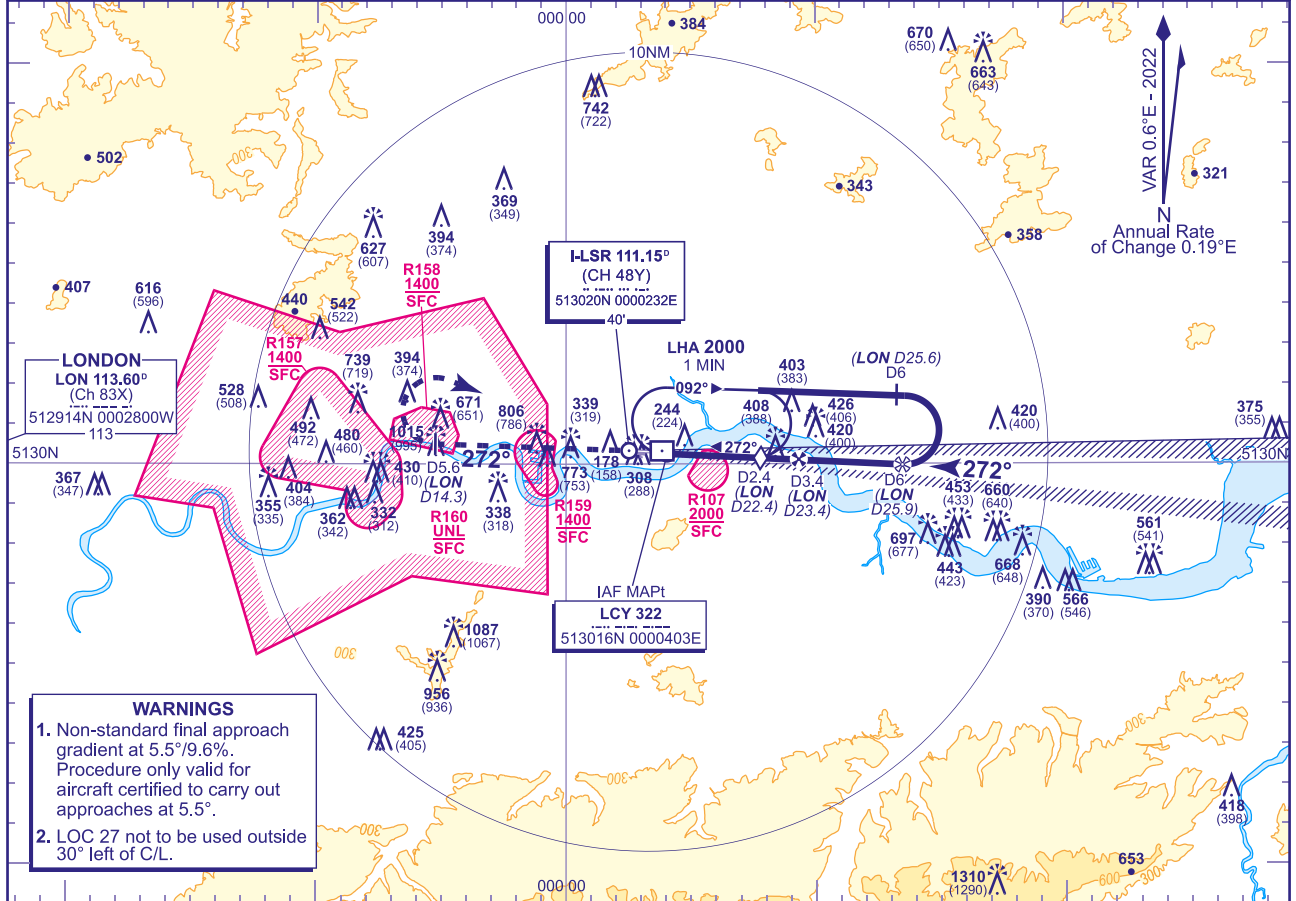
# INSTRUMENT APPROACH CHART - ICAO

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



APP 132.700	THAMES DIRECTOR	AD ELEVATION 20
TWR 118.080, 129.455	CITY TOWER	THR ELEVATION 20
RAD 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1310 AMSL (1290 ABOVE THR)
ATIS 136.355	CITY INFORMATION	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE **6000**



**WARNINGS**

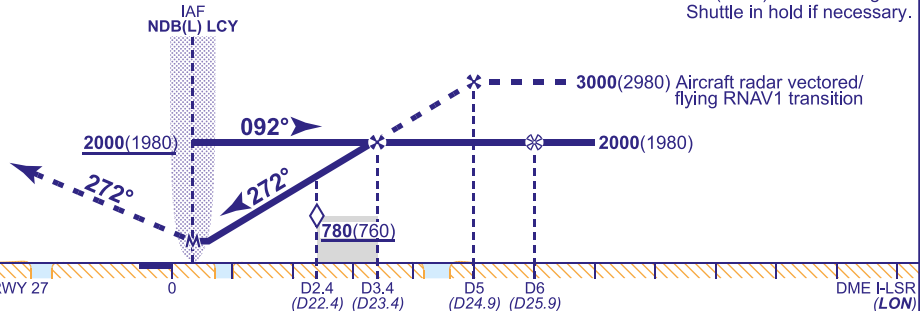
1. Non-standard final approach gradient at 5.5°/9.6%. Procedure only valid for aircraft certified to carry out approaches at 5.5°.
2. LOC 27 not to be used outside 30° left of C/L.

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

DME I-LSR(LON)	3.4(23.4)	3.0(23.0)	2.4 (SDF) (22.4)	2.0(22.0)	1.0(21.0)
ALT(HGT)	2000(1980)	1820(1800)	1460(1440)	1230(1210)	650(630)

Arrival **not below 2000(1980)** or MSA if higher. Shuttle in hold if necessary.

**MAPt NDB(L) LCY**  
 BASED ON VARIOUS CLIMB GRADIENTS (see table below). Climb straight ahead to **2000**. At I-LSR DME 5.6 (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
OCH											
OCH	CLIMB GRAD 2.5%	570(550)	600(580)	630(610)	FT/MIN	1560	1365	1170	975	780	
	CLIMB GRAD 4.0%	500(480)	520(500)	540(520)							
VM(C)OCA (OCH AAL)	NOT APPLICABLE										

**RADAR VECTERING/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.