

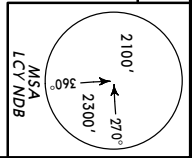
EGLC/LCY
 -CITY

JEPPESEN
 5 MAR 04 (40-2) EFF 18 Mar

LONDON, UK
 STAR

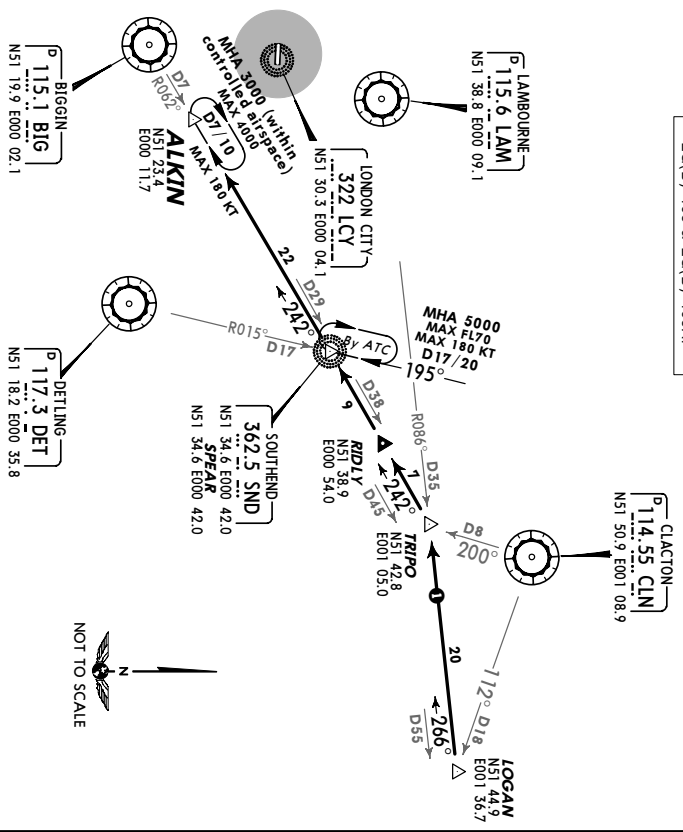
*ATIS 136.35	Appt Elev 19'	Alt Set: MPA Trans level: By ATC	Trans alt: 6000'
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ALKIN 2B [ALK12B]
ARRIVAL
 FROM EAST
SPEEDS MAX 250 KT BELOW FL100



WARNING
 Do not fly south of track from abeam CLN to SPEAR due to proximity of EG(D)-138 & EG(D)-138A.

WARNING
 Do not proceed beyond ALKIN without ATC clearance.



DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible intermediate descent clearance to **FL220** 30 NM before LOGAN, **FL120** by LOGAN, **FL70** by TRIPPO and for possible clearance to lowest holding level (**3000'**) by ALKIN. Pilots unable to comply must notify ATC as soon as possible. **ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

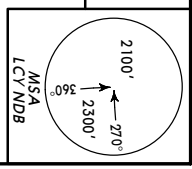
EGLC/LCY
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JEPPESEN
 5 MAR 04 (40-2A) EFF 18 Mar

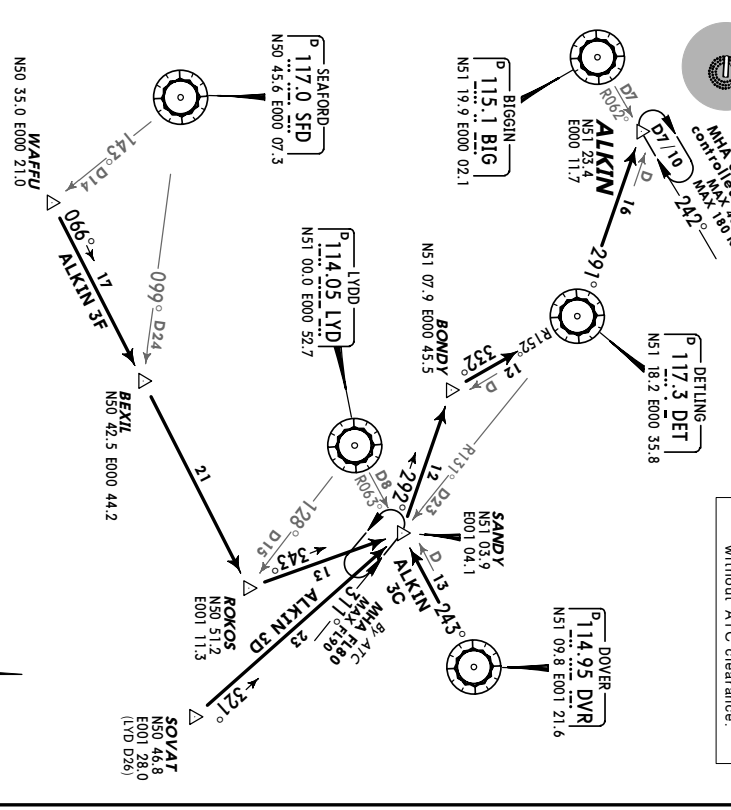
LONDON, UK
 STAR

*ATIS 136.35	Appt Elev 19'	Alt Set: MPA Trans level: By ATC	Trans alt: 6000'
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ALKIN 3C [ALK13C], ALKIN 3D [ALK13D]
ARRIVALS
 FROM SOUTHEAST & SOUTH
SPEEDS MAX 250 KT BELOW FL100



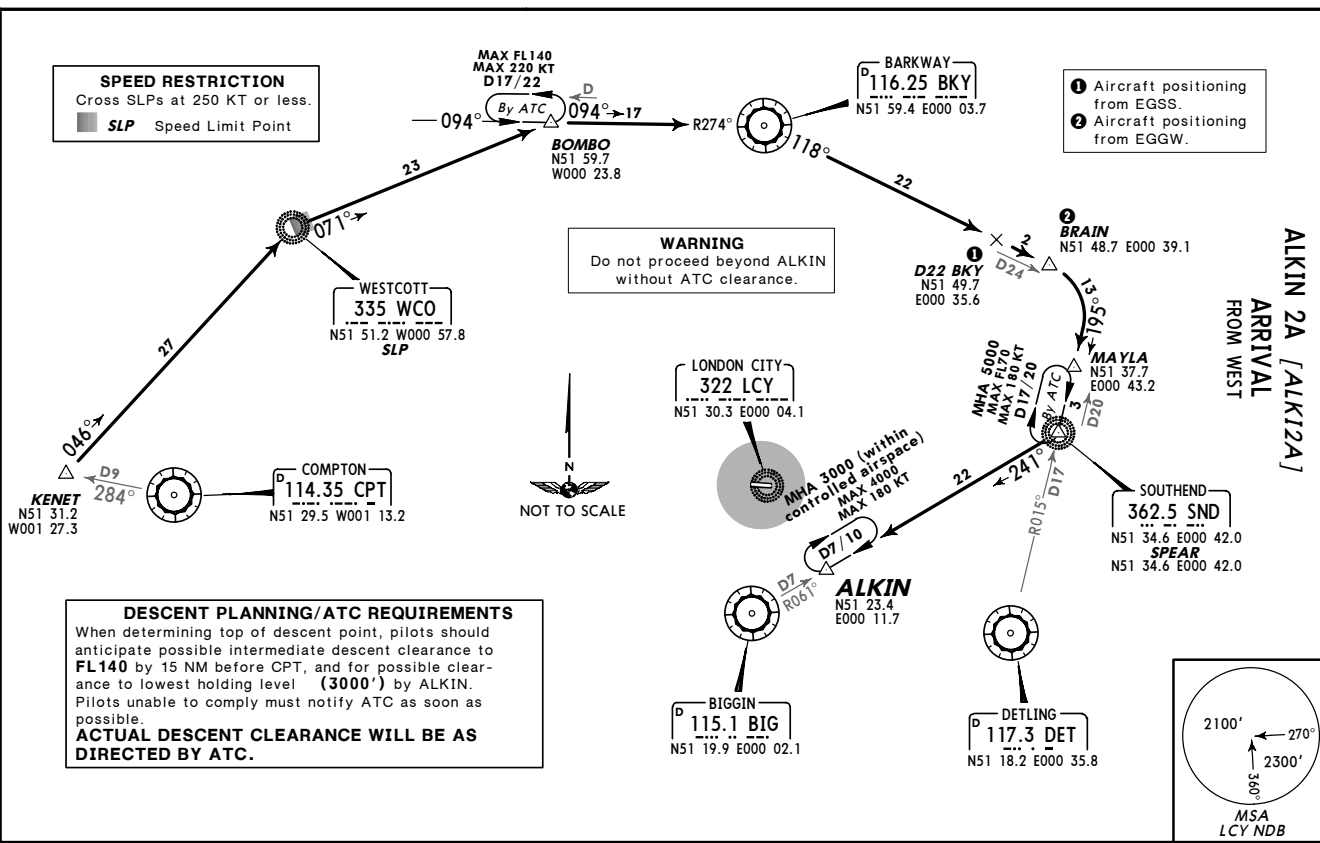
WARNING
 Do not proceed beyond ALKIN without ATC clearance.



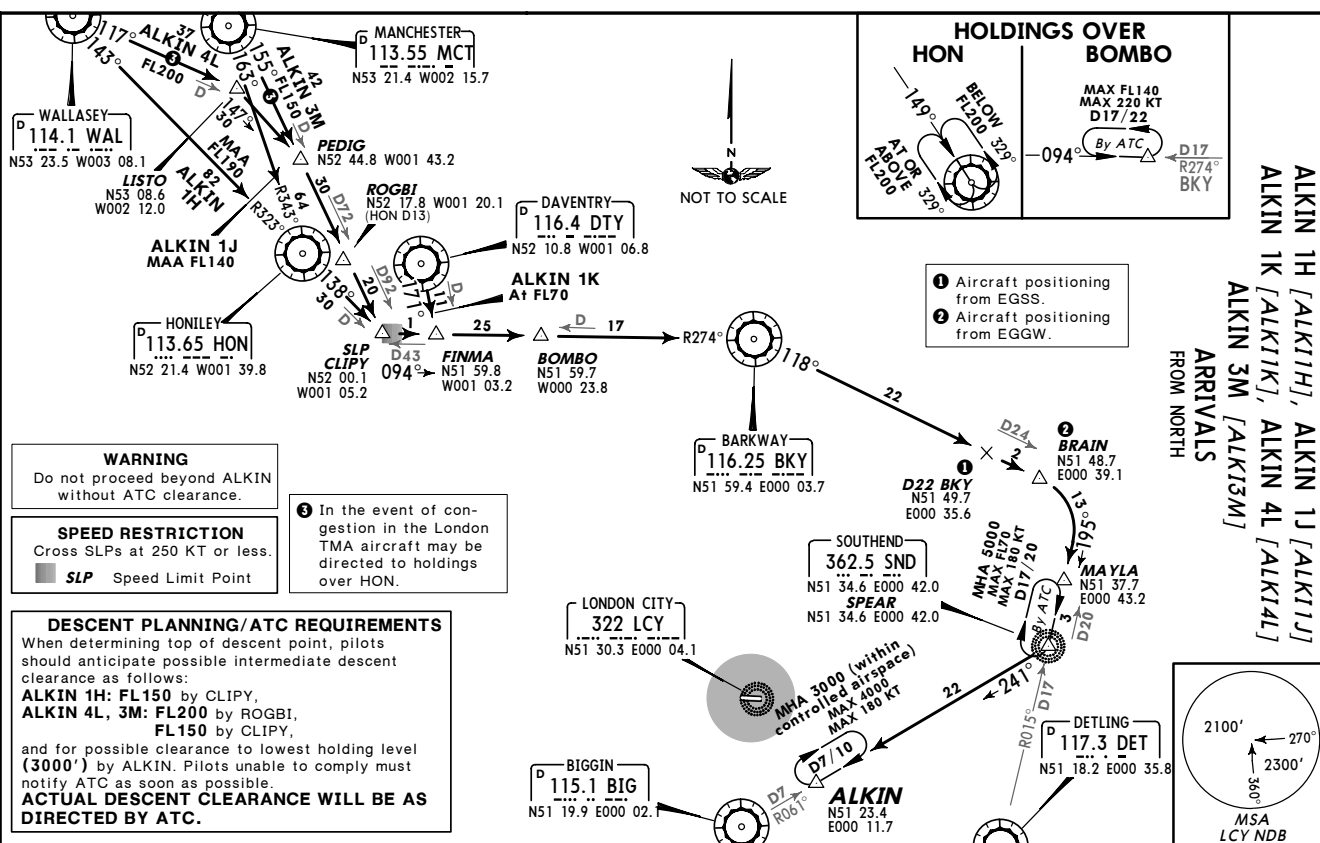
DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible intermediate descent clearance as follows:
ALKIN 3C, 3D: FL80 by SANDY,
ALKIN 3F: FL100 by WAFU,
FL80 by SANDY,
 and for possible clearance to lowest holding level (**3000'**) by ALKIN. Pilots unable to comply must notify ATC as soon as possible. **ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

EGLC/LCY
 CITY
 *AITS 136.35
 Aprt Elev 19'
 Alt Set: MPA
 Trans level: By ATC
 Trans alt: 6000'
JEPPRESEN
 20 OCT 06 (40-2B) EFF 28 OCT
LONDON, UK
 STAR



EGLC/LCY
 CITY
 *AITS 136.35
 Aprt Elev 19'
 Alt Set: MPA
 Trans level: By ATC
 Trans alt: 6000'
JEPPRESEN
 20 OCT 06 (40-2C) EFF 28 OCT
LONDON, UK
 STAR



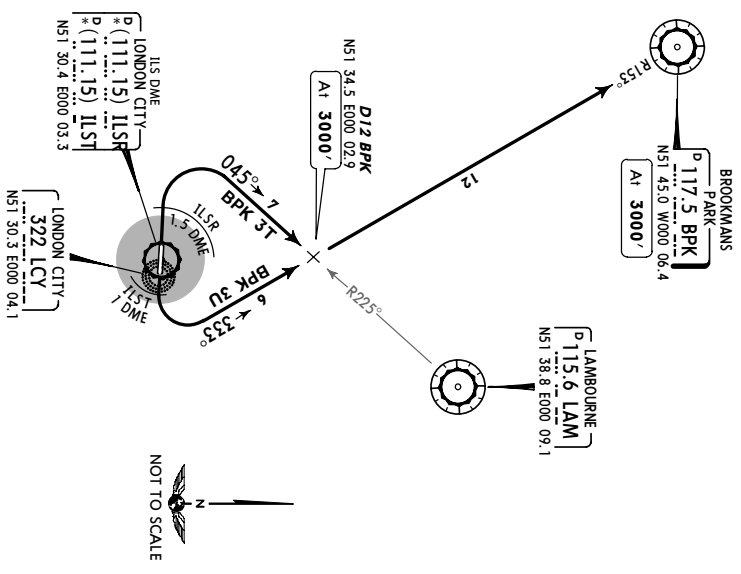
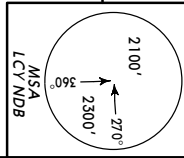
EGLC/LCY
 -CITY

12 AUG 05 (40-3)

LONDON, UK
 SID

Trans level: By ATC Trans alt: 6000'
 Apr/Elev 19'
 1. Initial climb straight ahead to 520'.
 2. Cruising levels will be issued after take-off by LONDON Control.
 3. Do not climb above SID levels until instructed by ATC.

BROOKMANS PARK THREE TANGO (BPK 3T)
BROOKMANS PARK THREE UNIFORM (BPK 3U)
 RWYS 28, 10 DEPARTURES
~~SEEEDR~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

SID	RWY	Gnd speed-KT										
		75	100	150	200	250	300	350	400	450	500	
BPK 3T	28	450' per NM (7.4%) up to 1100', then 541' per NM (8.9%) until D12 BPK.	676	901	1352	1803	2253	2704	3155	3606	4057	4508
		BPK 3U	562	749	1124	1499	1873	2248	2623	2998	3373	3748
BPK 3U	10	389' per NM (6.4%) up to 520', then 541' per NM (8.9%) until D12 BPK.	486	648	972	1296	1620	1944	2268	2592	2916	3240
			486	648	972	1296	1620	1944	2268	2592	2916	3240

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

ROUTING
 BPK 3T Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LAM R-225 inbound, intercept BPK R-153 inbound to BPK 1.
 BPK 3U Straight ahead to ILST 1 DME, turn LEFT, intercept BPK R-153 inbound to BPK 1.

1 For positioning flights to EGOW & EGSS follow BPK SIDs to BPK, then join STAR LOREL 2Q at altitudes by ATC.

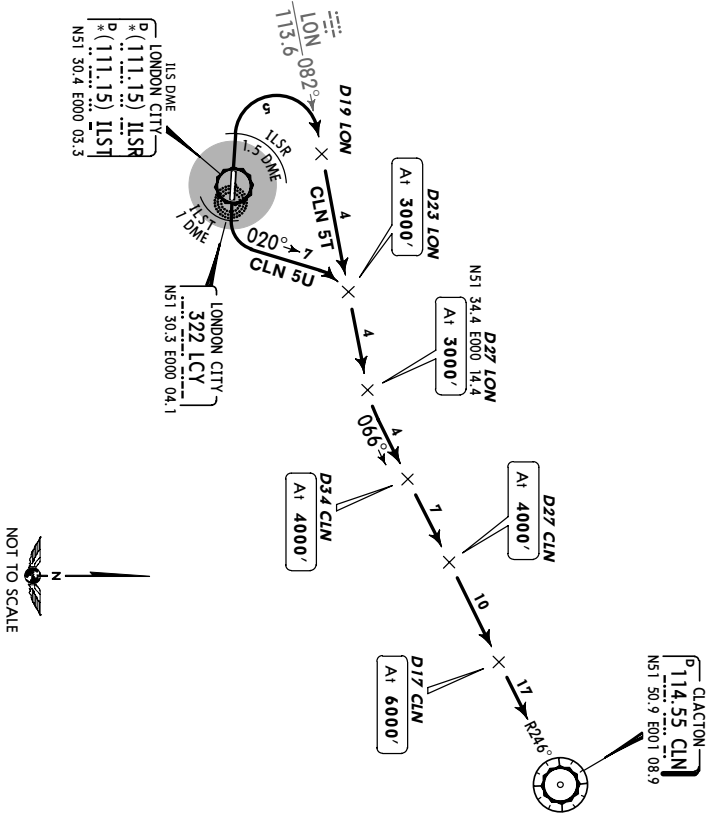
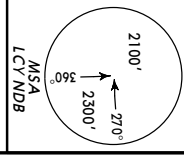
EGLC/LCY
 -CITY

12 AUG 05 (40-3A)

LONDON, UK
 SID

Trans level: By ATC Trans alt: 6000'
 Apr/Elev 19'
 1. Initial climb straight ahead to 520'.
 2. Cruising levels will be issued after take-off by LONDON Control.
 3. Do not climb above SID levels until instructed by ATC.

CLACTON FIVE TANGO (CLN 5T)
CLACTON FIVE UNIFORM (CLN 5U)
 RWYS 28, 10 DEPARTURES
~~SEEEDR~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

SID	RWY	Gnd speed-KT										
		75	100	150	200	250	300	350	400	450	500	
CLN 5T	28	450' per NM (7.4%) up to 1100', then 371' per NM (6.1%) until D23 LON.	790	1053	1580	2106	2633	3160	3687	4214	4741	5268
		CLN 5U	562	749	1124	1499	1873	2248	2623	2998	3373	3748
CLN 5U	10	389' per NM (6.4%) up to 520', then 632' per NM (10.4%) until D23 LON.	486	648	972	1296	1620	1944	2268	2592	2916	3240
			486	648	972	1296	1620	1944	2268	2592	2916	3240

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

ROUTING
 CLN 5T Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D27 LON turn LEFT, intercept CLN R-246 inbound to CLN.
 CLN 5U Straight ahead to ILST 1 DME, turn LEFT, intercept CLN R-246 inbound to CLN.

1 For positioning flights to EGOW & EGSS follow BPK SIDs to BPK, then join STAR LOREL 2Q at altitudes by ATC.

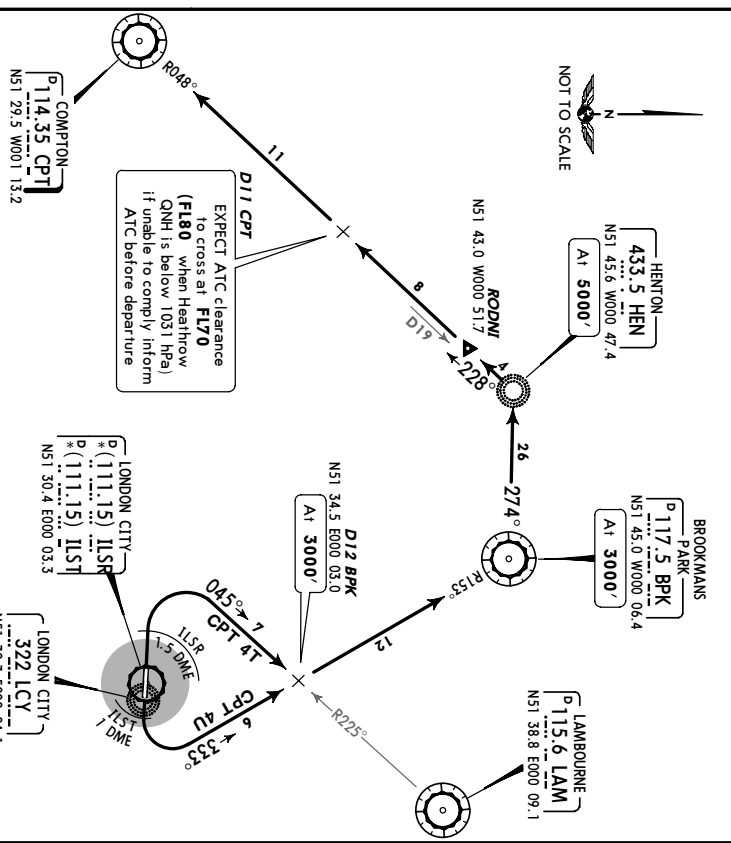
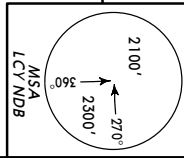
EGLC/LCY
 -CITY

JEPPesen
 24 DEC 04 (40-3B)

LONDON, UK
 SID

Trans level: By ATC Trans alt: 6000'
 Apr/Elev 19' 1. Initial climb straight ahead to 520'.
 2. Cruising levels will be issued after take-off by LONDON Control.
 3. Do not climb above SID levels until instructed by ATC.

COMPTON FOUR TANGO (CPT 4T)
COMPTON FOUR UNIFORM (CPT 4U)
 RWYS 28, 10 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of
CPT 4T 450' per NM (7.4%) up to 1100', then 541' per NM (8.9%) until D12 BPK.
CPT 4U 389' per NM (6.4%) up to 520', then 541' per NM (8.9%) until D12 BPK.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	676	901	1352	1803	2253	2704
541' per NM	582	749	1124	1499	1873	2248
389' per NM	486	648	972	1296	1620	1944

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

SID

RWY

28

Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LAM R-225 inbound, intercept BPK R-153 inbound to BPK, turn LEFT, BPK R-274 to HEN, then to CPT.

CPT 4U

10

Straight ahead to ILSR 1 DME, turn LEFT, intercept BPK R-153 inbound to BPK, turn LEFT, BPK R-274 to HEN, then to CPT.

ROUTING

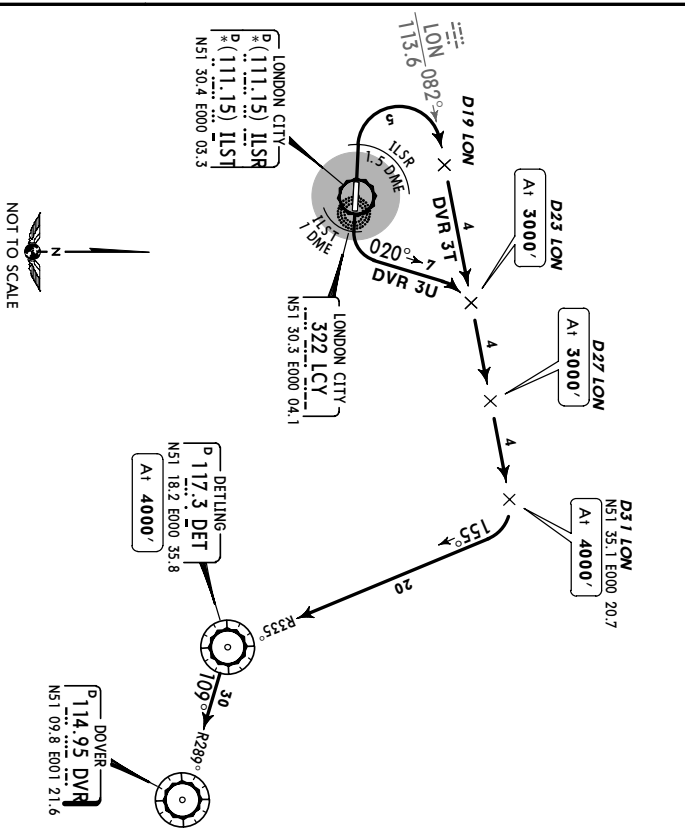
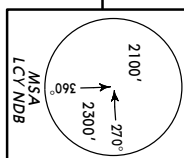
EGLC/LCY
 -CITY

JEPPesen
 24 DEC 04 (40-3C)

LONDON, UK
 SID

Trans level: By ATC Trans alt: 6000'
 Apr/Elev 19' 1. Initial climb straight ahead to 520'.
 2. Cruising levels will be issued after take-off by LONDON Control.
 3. Do not climb above SID levels until instructed by ATC.

DOVER THREE TANGO (DVR 3T)
DOVER THREE UNIFORM (DVR 3U)
 RWYS 28, 10 DEPARTURES
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of
DVR 3T 450' per NM (7.4%) up to 1100', then 371' per NM (6.1%) until D23 LON.
DVR 3U 389' per NM (6.4%) up to 520', then 632' per NM (10.4%) until D23 LON.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	790	1053	1580	2106	2633	3160
450' per NM	562	749	1124	1499	1873	2248
389' per NM	486	648	972	1296	1620	1944
371' per NM	463	618	927	1235	1544	1853

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

SID

RWY

28

Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D31 LON turn RIGHT, intercept DET R-335 inbound to DET, then to DVR.

DVR 3U

10

Straight ahead to ILSR 1 DME, turn LEFT, intercept LON R-082 by D31 LON, turn RIGHT, intercept DET R-335 inbound to DET, then to DVR.

ROUTING

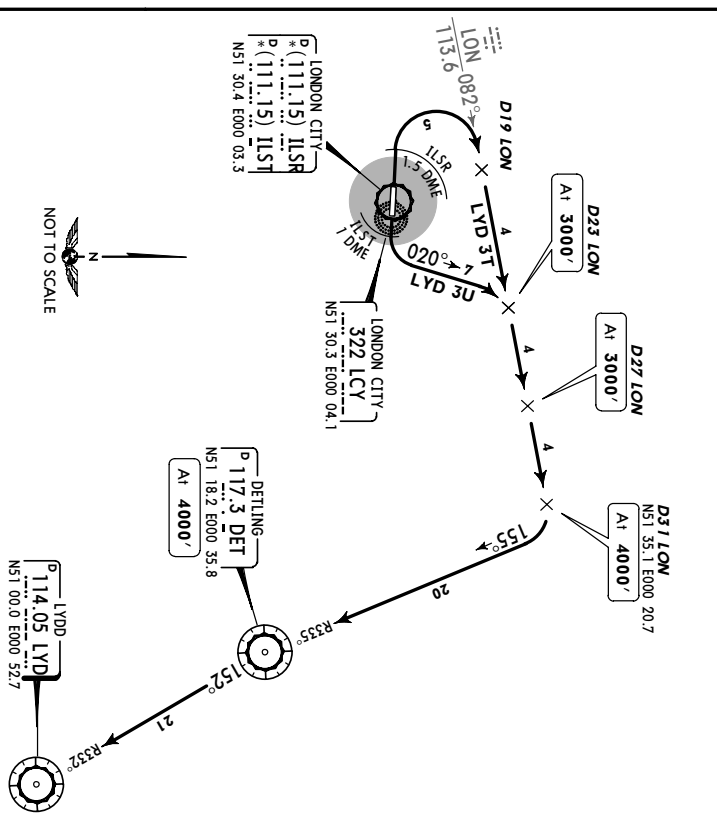
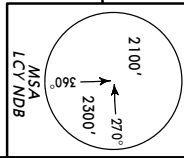
EGLC/LCY
 -CITY

JEPPesen
 24 DEC 04 (40-3D)

LONDON, UK
SID

Trans level: By ATC Trans alt: 6000'
 Aprl Elev 19'
 1. Initial climb straight ahead to 520'.
 2. Cruising levels will be issued after take-off by LONDON Control.
 3. Do not climb above SID levels until instructed by ATC.

LYDD THREE TANGO (LYD 3T)
LYDD THREE UNIFORM (LYD 3U)
RWYS 28, 10 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

Grd speed-KT	75	100	150	200	250	300
632' per NM	790	1053	1580	2106	2633	3160
450' per NM	562	749	1124	1499	1873	2248
389' per NM	486	648	972	1296	1620	1944
371' per NM	463	618	927	1235	1544	1853

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

ROUTING

SID	RWY	ROUTING
LYD 3T	28	Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D31 LON turn RIGHT, intercept DET R-335 inbound to DET, then to LYD.
LYD 3U	10	Straight ahead to ILST 1 DME, turn LEFT, intercept LON R-082 to D31 LON, turn RIGHT, intercept DET R-335 inbound to DET, then to LYD.

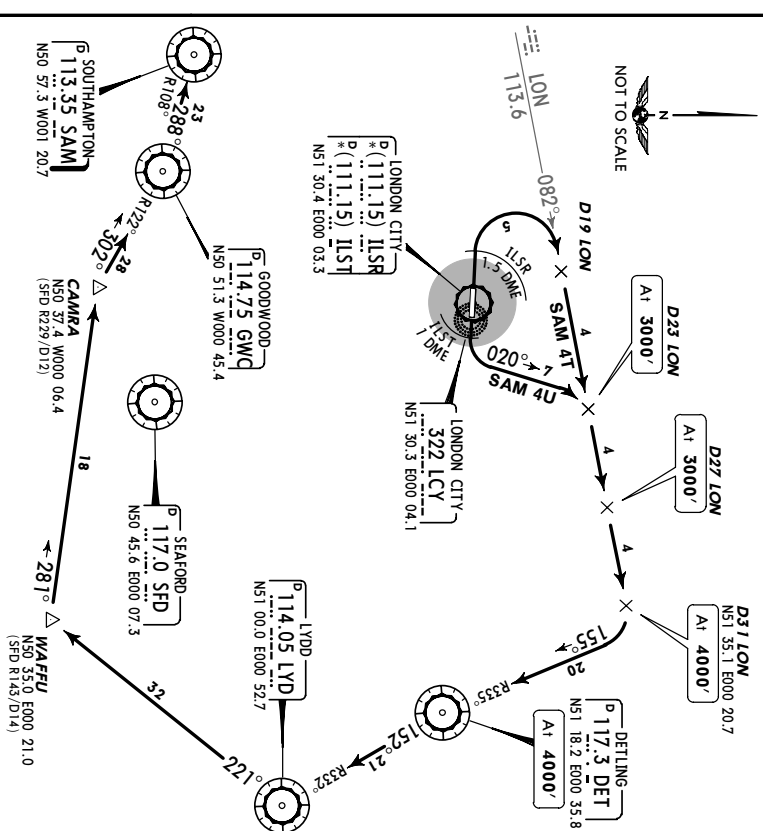
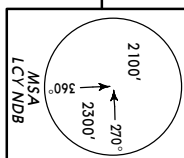
EGLC/LCY
 -CITY

JEPPesen
 24 DEC 04 (40-3E)

LONDON, UK
SID

Trans level: By ATC Trans alt: 6000'
 Aprl Elev 19'
 1. Initial climb straight ahead to 520'.
 2. Cruising levels will be issued after take-off by LONDON Control.
 3. Do not climb above SID levels until instructed by ATC.

SOUTHAMPTON FOUR TANGO (SAM 4T)
SOUTHAMPTON FOUR UNIFORM (SAM 4U)
RWYS 28, 10 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

Grd speed-KT	75	100	150	200	250	300
632' per NM	790	1053	1580	2106	2633	3160
450' per NM	562	749	1124	1499	1873	2248
389' per NM	486	648	972	1296	1620	1944
371' per NM	463	618	927	1235	1544	1853

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

ROUTING

SID	RWY	ROUTING
SAM 4T	28	Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LON R-082 by D19 LON, at D31 LON turn RIGHT, intercept DET R-335 inbound to DET, then to LYD, then to WAFU, then to CAMIRA, then to SAM.
SAM 4U	10	Straight ahead to ILST 1 DME, turn LEFT, intercept LON R-082 to D31 LON, turn RIGHT, intercept DET R-335 inbound to DET, then to LYD, then to WAFU, then to CAMIRA, then to GWC, then to SAM.

ARRIVAL AND DEPARTURE INFORMATION

ARRIVAL INFO

NOISE ABATEMENT PROCEDURE

Actf without ILS assistance shall follow a descent path which guarantees that the actf is at no time lower than the approach path that would be followed when using the ILS glide path. Visual approaches shall be flown at **min 1500' AAL** until established on final. Circling approaches shall be flown at the highest possible altitude compatible with the cloud base, retaining visual contact and appropriate minima.

RADAR VECTORING

RVW 10: Actf will normally be radar vectored to LOC by THAMES Radar to be established on the LOC not later than D5.0 ILST.
RVW 28: Actf will normally be radar vectored to LOC by THAMES Radar to be established on the LOC not later than D6.0 ILSR.

ZERO READING OF ILS DME

ILS DME 10: At threshold runway 10.
 ILS DME 28: At threshold runway 28.

LOC RESTRICTION

ILS DME 10: LOC restricted to 10 NM and to sector 30° right to 35° left of front course.

USE OF RUNWAYS

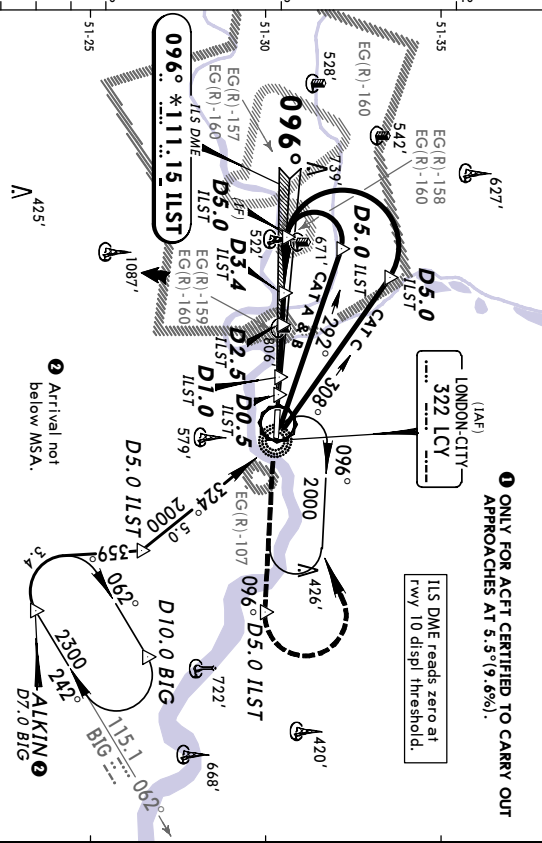
The end of the 1102'/336m TDZ is marked with two pairs of white inset high intensity lights. This visual reference may be lost prior to landing depending on point of touchdown and attitude of the aircraft. If during final approach it is anticipated that the touchdown point will be outside this area, a missed approach procedure should be initiated.

DEPARTURE INFO

NOISE ABATEMENT PROCEDURE

Actf departing LONDON (City) CTR into the FIR or departing on training flights within the LONDON (City) CTR are to climb STRAIGHT AHEAD to **min 1000' AAL** before turning on track, or as directed. Actf should use starter extensions for take-off.

*ATIS	*THAMES Radar	*HEATHROW Director	*CITY Radar	*CITY Tower	*Ground
136.35	132.7	119.72	128.02 (by ATIS)	118.07	121.82
LOC ILS	Final	GS	ILS	Apd Elev 19'	
* 111.15	Appch Crs 096°	D1.0 ILST	DA(H) Refer to Minimums	Rwy 16'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2000' or D5.0 ILST, whichever is the earlier, then turn LEFT to Lcfr at 2000', or as directed.</p>					
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: by ATC Trans alt: 6000'</p> <p>1. Due to high obstacles on final do not descend below procedure minimum altitudes. 2. When landing in strong wind conditions, buildings induced turbulence and/or wind/shear possible. 3. LOC(GS out) apch. Final descent after D1.0 ILST 590'/NM.</p>					
					<p>MSA LCY Lcfr</p>

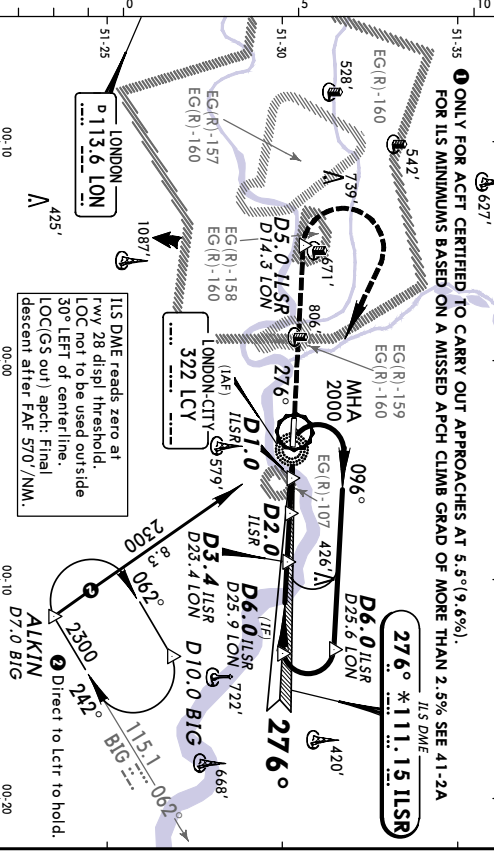


LOC (GS out)	ILST DME	ATITUDE	00-10	00-30	00-10	00-20
D5.0	D3.4	D2.5	D1.0	D0.5	D0.0	D0.0
ILST	ILST	ILST	ILST	ILST	ILST	ILST
2000'	1500'	1500'	1500'	1500'	1500'	1500'
<p>LOC (GS out) CAT C ← 308° 2000' Lcfr CAT A & B ← 292° 2000' or higher MSA CAT A ← 308° 2000' Lcfr CAT B ← 292° 2000' or higher MSA CAT C ← 308° 2000' Lcfr CAT A & B ← 292° 2000' or higher MSA</p>						

Grnd speed-Kts	70	90	100	120	140	160	HIALS	2000'	D5.0
ILS GS 5.50° or LOC Descent Gradient 9.6%	688	885	983	1180	1377	1573	PAPER	↑	↑
MAP at D0.5 ILST									
<p>JAR-OPS STRAIGHT-IN LANDING RWY 10 LOC (GS out)</p>									
<p>BAe146 DA(H) A: 400' (384') B: 430' (414') C: 460' (444') MDA(H) 480' (464')</p>									
<p>FULL ALS out FULL ALS out</p>									
<p>PANS OPS 4</p>									
A	RVR 1000m	RVR 1200m	RVR 1000m	RVR 1200m	RVR 1000m	RVR 1200m	RVR 1500m	RVR 2000m	
B	RVR 1000m	RVR 1200m	RVR 1000m	RVR 1200m	RVR 1000m	RVR 1200m	RVR 1500m	RVR 2000m	
C	RVR 1000m	RVR 1200m	RVR 1000m	RVR 1200m	RVR 1000m	RVR 1200m	RVR 1500m	RVR 2000m	

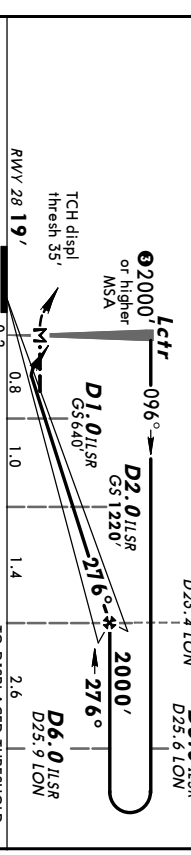
EGLC/LCY
 CITY
JEPPESEN
 7 JUL 06 (41-2) CAT A, B & C Lctr ILS DME Rwy 28
LONDON, UK

*ATIS	136.35	*THAMES Radar	132.7	*FAIRBROW Direct	119.72	*CITY Radar	128.02 (By ATC)	*CITY Tower	118.07	*Grand	121.82
LOC	136.35	Final ILSR	276°	GS	D2.0 ILSR	DA(H)	Refer to Minimums	Api Elev	19'	Rwy	19'
<p>*111.15 MISSED APCH: Climb STRAIGHT AHEAD to 2000' or D5.0 ILSR (D14.3 LON), whichever is the earlier, then turn RIGHT to Lctr at 2000', or as directed.</p> <p>Trans level: By ATC Trans alt: 6000' Alt Set: Rwy Elev: 1 Hpa 1. Arrivals from ALKIN will be radar vectored to the LOC by THAMES Radar to be established on the LOC not later than D6.0 ILSR (D23.9 LON). Then as for basic procedure, or direct to Lctr at 2300' or above to hold. 2. When landing in strong wind conditions, but winds induced turbulence and/or wind shear possible.</p>											



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

③ Shuttle in holding if required.



End speed-Kts	70	90	100	120	140	160
ILS GS 5.50°	688	885	983	1180	1377	1573
LOC Descent Gradient	9.6%					

MAP air Lctr

JAR-OPS		STRAIGHT-IN LANDING Rwy 28		LOC (GS out)		Missed apch	
DA(H)	ILS	A: 510' (491')	Missed apch	climb gradient min 2.5%			
apch	climb grad	B: 600' (581')	MDA(H)	B: 520' (501')	AB: 610' (591')		
min 2.5%	C: 630' (611')	MDA(H)	C: 550' (531')	MDA(H)	C: 630' (611')		
FULL	ALS out						

A	RVR 900m	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1500m
B	RVR 900m	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1500m
C	RVR 900m	RVR 1200m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1500m
D	NOT APPLICABLE					

BAE 146: DA(H) 540' (521'). ② Missed apch climb gradient min 3.5%
 CHANGES: Communications.
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EGLC/LCY
 CITY
JEPPESEN
 7 JUL 06 (41-2A)
LONDON, UK

ILS DME Rwy 28 MINIMUMS
 BASED ON MISSED APCH CLIMB GRADIENT OF MORE THAN 2.5 %
MISSED APCH CLIMB GRADIENT MIM 3.0%

ILS		A: 510' (491')		DA(H) B: 540' (521')		C: 570' (551')	
BAE 146	DA(H)	480' (461')	FULL	ALS out			
A	RVR 900m	RVR 1200m	RVR 900m	RVR 1200m			
B	RVR 900m	RVR 1200m	RVR 900m	RVR 1200m			
C	RVR 900m	RVR 1200m	RVR 900m	RVR 1200m			
D	NOT APPLICABLE						

MISSED APCH CLIMB GRADIENT MIM 3.5%

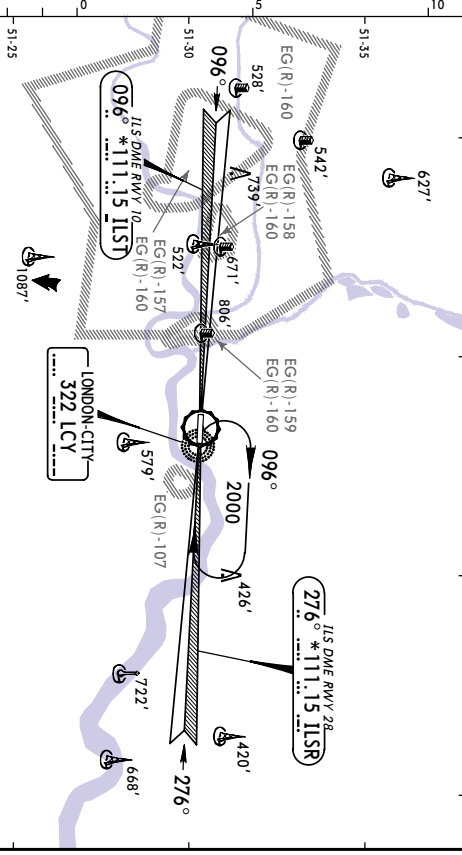
ILS		A: 490' (471')		DA(H) B: 520' (501')		C: 550' (531')	
BAE 146	DA(H)	460' (441')	FULL	ALS out			
A	RVR 900m	RVR 1200m	RVR 900m	RVR 1200m			
B	RVR 900m	RVR 1200m	RVR 900m	RVR 1200m			
C	RVR 900m	RVR 1200m	RVR 900m	RVR 1200m			
D	NOT APPLICABLE						

CHANGES: None.
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EGLC/LCY **LONDON, UK**
 28 JUL 06 **JEPPesen**
 Eff 3 AUG (48-1) CAT **SRA to VISUAL All RwyS**

*A/TIS	*THAMES Radar	*HEATHROW Director	*CITY Radar	*CITY Tower	*Ground
136.35	132.7	119.72	128.02 (By ATC)	118.07	121.82
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Appt Elev Rwy 10 19' Rwy 28 16'	Trans alt: 6000'
Missed Approach - See below					MISA LCY Ctr

All Set: HPA
 1. Procedure only available with THAMES Radar approval. 2. ILS DME reads zero at 1700' and 28 distpt thresholds. 3. QFE still meter setting normally used on final approach.
 4. When landing in strong wind conditions, but findings induced turbulence and/or windshield possible.



00-10	00-00	00-10	00-20
Minimum Alt/Min	4.5 FAF	2.5 MAP	2.0
SRA 10	1500' (1484')	1500' (1484')	1220' (1204')
SRA 28	1500' (1481')	1500' (1481')	1220' (1201')
			640' (624')

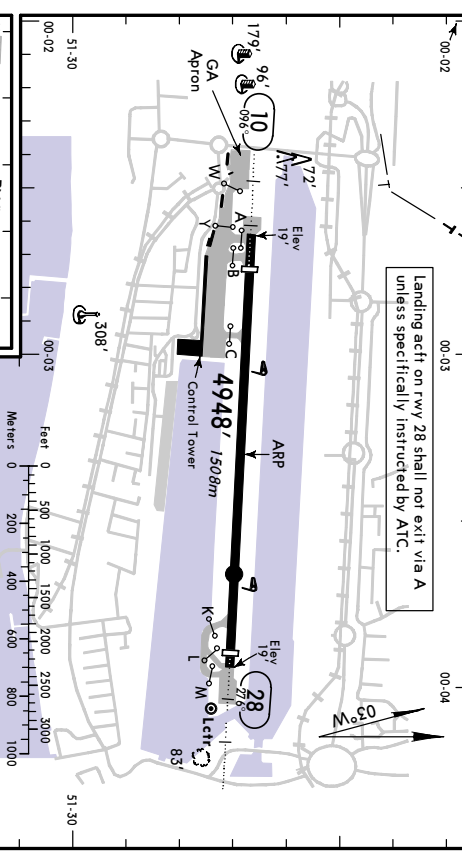
MISSSED APCH:
 Rwy 10: Climb STRAIGHT AHEAD to 2000', then turn LEFT direct to Ctr to enter holding at 2000', or as directed.
 Rwy 28: Climb STRAIGHT AHEAD to 2000', then turn RIGHT direct to Ctr to enter holding at 2000', or as directed.

JAR OPS	STRAlGHt-IN LANDING	CEILING REQUIRE	Lighting - Refer to Airport Chart
SRA 10	SRA 28		2000'
MDA(H) 1500' (1484')	MDA(H) 1500' (1481')		
CEIL-VIS ALS out	CEIL-VIS ALS out		

A	1700' - 7.0km	NOT APPLICABLE
B	1700' - 7.0km	NOT APPLICABLE
C	1700' - 7.0km	NOT APPLICABLE
D	NOT APPLICABLE	NOT APPLICABLE

EGLC/LCY **LONDON, UK**
 7 JUL 06 **JEPPesen**
 Appt Elev 19' (41-1)
 NS1 30.3 E000 03.3

*A/TIS	*CITY Ground	*Tower
136.35	121.82	118.07



STAND	COORDINATES
1, 2	NS1 30.3 E000 03.0
3 thru 5	NS1 30.3 E000 02.9
6 thru 8	NS1 30.3 E000 02.8
9 thru 11	NS1 30.3 E000 02.7
12, 13	NS1 30.3 E000 02.6

RWY	HIRL (30m)	HIALS	PAP-L (angle 5.5°)	RVR	Threshold	GLIDE Slope	TAKE-OFF	WIDTH
10				4327/1319m	3961/1207m	3934/1199m	98'	30m
28					3962/1206m			

GROUND MOVEMENT:
 Pilots are requested to use minimum power, when manoeuvring on and off parking stands and when entering the runway.
 Under no circumstances actn may self park without guidance from marshalls.
 GA Apron: Pilots will be directed to hold W and then follow marshalls' instructions for parking. To ensure adequate wing tip clearance is maintained from adjacent parked aircraft, it is imperative that pilots follow the lead-out markings on stands 1 thru 10.

JAR OPS	TAKE-OFF	All RwyS
LVP must be in Force		
RCLM (DAY only) or RL		NIL (DAY only)
250m	400m	500m

1	Operators applying U.S. Ops Specs: CL required below 300m.
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