SIDs	London City		Initial	TMS > LON	No LON	Notes
	27	09				
BPK	1A	1H	3000 ft	3000 ft	FL140	RNAV only
SAXBI	1A	1H		3000 ft	MSL	RNAV only, SAXBI N27 RODNI
ODUKU	1A	1H		4000 ft	FL110	RNAV only, ODUKU M84 CLN
SOQQA	1A	1H		MSL	via DVR FL170	RNAV only, SOQQA M87 EKNIV then: M87 DVR *or* M91 LYD
					via LYD FL190	

SDRs	Biggin Hill				
<Callsign>, hold position, this will be a <Fix> two standard departure, climb to altitude 2400ft, IFR, squawk <SSR>					
Fix	BPK	DAGGA	DVR	LYD	SAXBI
Obtain release from TMS who specifies 2400/3000 ft Transfer KB → TMS climbing 2400/3000 ft					
Next	TMS → TC SE				
Level	4000 ft				
No LON	FL130	FL130	FL170	FL190	FL130

PDRs	Southend				
<Callsign>, cleared to <Dest>, via <Fix> preferred departure route, after noise abatement turn <L/R> on track <CLN/DET/EVNAS>, climb to altitude 3000 ft, squawk <SSR>					
Fix	BPK	CPT	CLN	DVR	LYD
Via	EVNAS		-	DET	
Obtain release from MC DIR & either TMS/TC NE/TC E Transfer MC AIR → MC DIR climbing 3000 ft					
Next	TC NE		TC E	TMS → TC SE	
Level	4000ft *		6000ft	3000ft → 5000ft	
* Coord with TMS/LC DIR before climb above 3000 ft					
No LON	FL140	FL160	FL210	FL170	FL190

London City LVP

LVP are applied and broadcast via ATIS or via RT. They are enforced either when:
IRVR or Met. Visibility is 1100m or less OR cloud ceiling (BKN+) 500 ft or lower

London City Departure Pre-Notes/Releases	Pre-Note	Release
Aircraft not on speed table		APC
Traffic to EGKB/EGMC/EGTO	APC	APC
Traffic to EGLL/EGWU *(Transfer LC DIR)*	LC DIR + TC NE	LC DIR *
Traffic to Essex Group	TC NE	TC NE
Traffic to EGLF/EGHI/EGHH/EGKK	TC SE	TC SE
Non-SID IFR/SVFR *(Trans. LC DIR)*	LC DIR	LC DIR
SID following above groups		APC
Departure following go-around		LC DIR
After runway change		APC
VFR departure *(Transfer LC DIR)*	LC DIR	LC DIR
BPK/CPT		TC NE
CLN	TC NE	

APC = TMS for 09 / LC DIR for 27, *LC DIR obtains release from TC NE

London City Speed Separation Groups

4	3	2	1
All jet aircraft **except:** *Group 3 Concorde Mil. Fast Jets*	BAE146/Avro RJ CL35/CL60 CRJ1/2/7/9/X D328/J328 DH8D E135/145 E50P/55P P180 SB20 All Citations **except:** *C56X/680/68A & C700/750*	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

London City Route Separation

↓ Follow	Lead →	Same Group	Oppo-site Group
Same or slower		2	2
1 faster		3	2
2 faster		4	2

North/West = BPK, SAXBI
South/East = ODUKU, SOQQA

Wake Vortex Departure Separation (in mins)

Lead →	UM	LM	S
UM	-	-	-
LM	-	-	-
S	-	-	-
L	2	2	2

Add 1 min when departing from an intermediate point on the same runway

London City Stands

Type	Stand
ATR42/72	3 - 10* 12 - 14 **10 not used if E190 on 9*
BAe 146 & Avro RJ	
D/J328	
DH8A/B/C/D	
E135	
E-Jets	1 - 9 21-28
BCS1 (A220)	21—28
Corporate & Private	Jet Centre (15)

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AIR SID Handoff / Release Orders	LC 09 BPK SAXBI	LC 09 ODUKU SOQQA	LC 27 BPK SAXBI	LC 27 ODUKU SOQQA	KB	MC
	TC NE	TMS	LC DIR	LC DIR	TMS	MC DIR
	TC N	TC SE	TMS	TMS	TC SE	TMS
	TC	TC S	TC NE	TC SE	TC S	TC SE
	TC E	TC	TC N	TC S	TC	TC S
	LE	LD	TC	TC	LD	TC
	LC	LS	TC E	LD	LS	LD
	LSC	LSC	LE	LS	LSC	LS
	L	L	LC	LSC	L	LSC
	Via TMS	*Via TC NE (ODUKU only)*	LSC	L		L
	LM		L	*Via TC NE (ODUKU only)*		
			Via TC SE			
			LM			

Frequency List

LONDON CONTROL		LONDON CITY / TC THAMES	
TC NE	118.825	ATIS	136.355
TC SE	120.530	GMC	121.830
TC N	119.780	AIR	118.080
TC S	134.125	TMS	132.700
TC E	121.230	LC DIR	128.025
TC	135.805	BIGGIN HILL	
LE	118.480	ATIS	135.680
LM	120.025	KB AIR	134.805
LC	127.105	KB APC	129.405
LD	134.905	SOUTHEND	
LS	129.430	ATIS	136.055
LSC	132.605	MC AIR	127.730
L	127.830	MC DIR	128.965
HEATHROW		MC RAD	130.780
AIR N / S	118.700 / .500	LONDON HELIPORT	
FIN	120.400	Battersea AIR	134.280

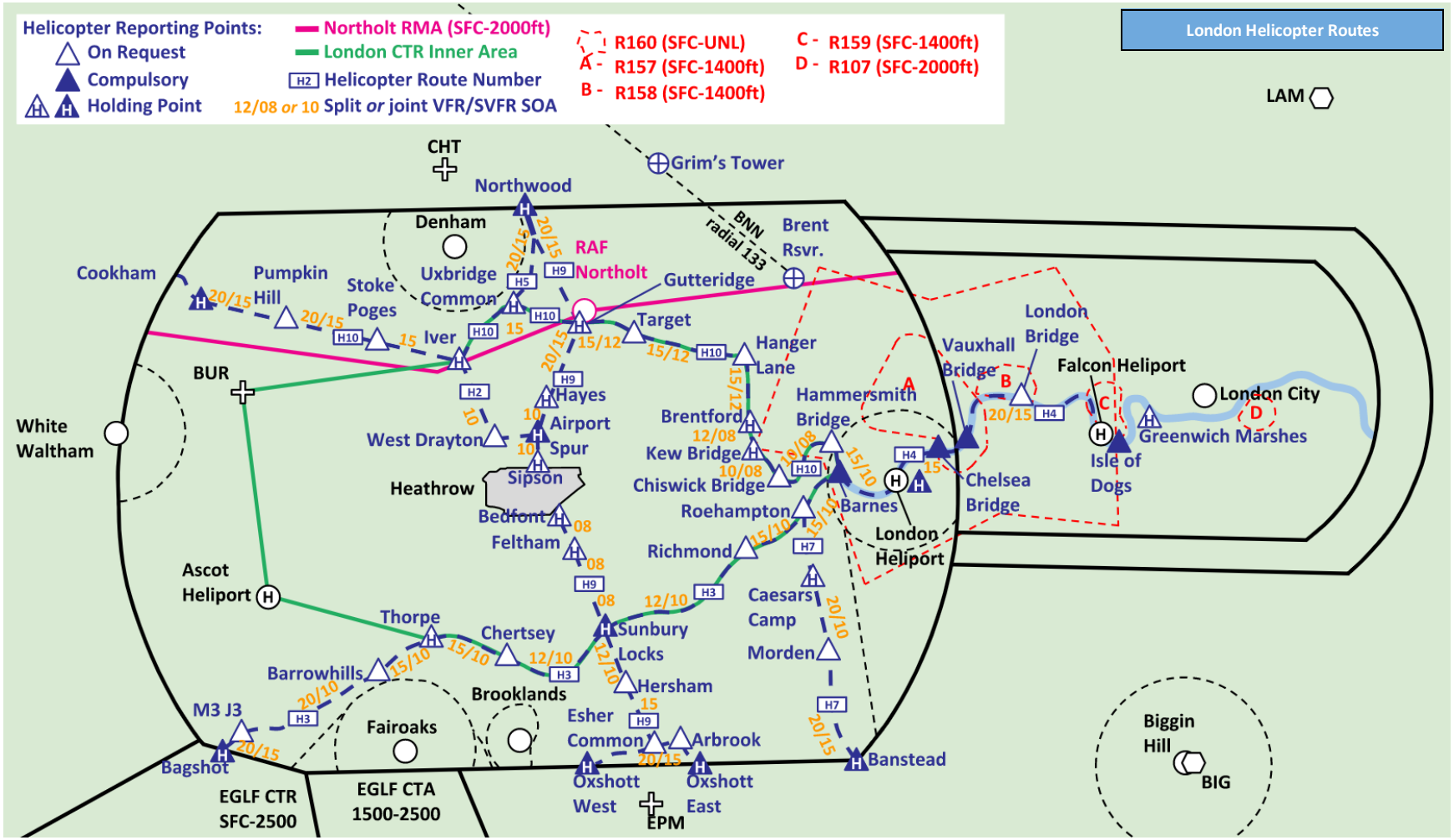
Squawks		
	LC DIR	7030-7046
	TMS	7050-7056
	TC Heathrow	7070-7076
	Biggin APC Conspicuity	7047
	City AIR Conspicuity	7057
	Heliport AIR Conspicuity	7077
	MC APC	5051-5067
	Listening Squawk (TMS)	0012
	Listening Squawk (MC)	5050

Transition Level & MSL		
EGLL QNH	TL	MSL
1032-1049	65	70
1013-1031	70	70
995-1012	75	80
977-994	80	80
959-976	85	90
940-958	90	90

Missed Approaches	
LC - 09	Climb straight ahead to 2000 ft. At I-LST DME 5 turn left to return to NDB LCY at 2000 ft or as directed.
LC - 27	Climb straight ahead to 2000 ft. At I-LSR DME 5 turn right to return to NDB LCY at 2000 ft or as directed.
KB - 21	Climb straight ahead to not above 2000 ft. At I-BGH / VOR BIG DME 2 turn right to VOR BIG continuing climb as necessary to 2000 ft. Leave VOR BIG on R048 to TUNEL to enter hold or as directed.
MC - 05	Climb straight ahead to 2000 ft or 1 min after passing NDB SND, whichever is the later, then turn left to NDB SND at 2000 ft.
MC - 23	Climb straight ahead to 2000 ft or 1 min after passing NDB SND, whichever is the later, turn right to NDB SND at 2000 ft.

Inbound Release Levels			
Via	From	To	Agreement
JACKO	TC East	TMS	FL90+
GODLU	TC SE	TMS	FL100+
GEGMU (E)	TC East	TMS	↓ FL80
GEGMU (S)	TC SE	TMS	FL80 lvl abeam GODLU
SPEAR	TC NE	MC DIR	Coord - typically HDG to avoid TMS RMA, 4000 ft lvl abeam BRAIN

Helicopter Reporting Points:
On Request
Compulsory
Holding Point
Northolt RMA (SFC-2000ft)
London CTR Inner Area
H2 Helicopter Route Number
12/08 *or* 10 Split *or* joint VFR/SVFR SOA
R160 (SFC-UNL)
A - R157 (SFC-1400ft)
B - R158 (SFC-1400ft)
C - R159 (SFC-1400ft)
D - R107 (SFC-2000ft)



TC Thames Holds		
Fix	Details	Levels
JACKO	263° L	FL80 - FL140
GODLU	308° R	FL80 - FL120
ATPEV	273° *	4000 ft-6000 ft
LCY	272° R	2000 ft only
ALKIN	238° R	1800 ft-4000 ft
GEGMU	262° R	4000 ft-6000 ft
SPEAR	192° R	4000 ft - FL70
SND	052° L	2000 ft-3000 ft
* 4000-5000ft L / 6000ft R		

25 NM Minimum Sector Altitude (MSA) LCY			
NW	2100 ft	NE	2100 ft
SW	2100 ft	SE	2300 ft

Wake Turbulence Arrival Separation (in NM)			
Lead →	UM	LM	S
UM	3	-	-
LM	4	-	-
S	4	3	3
L	6	5	4

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