

London City ATC

A Brief Word

This brief has been created to help highlight some of the risks associated with operating at London City Airport. It does not replace the AIP approved procedures or your SOPs but is intended to supplement them with local knowledge.

WARNINGS:

WHEN DEPARTING RUNWAY 27, CREWS ARE REMINDED OF THE PROXIMITY OF HEATHROW TRAFFIC ABOVE, THE RISK OF A LEVEL BUST AND THE IMPORTANCE OF MAINTAINING 3000 FT UNTIL INSTRUCTED BY RADAR TO CLIMB.

IN STRONG WIND CONDITIONS PILOTS ARE WARNED OF THE POSSIBILITY OF BUILDING INDUCED TURBULENCE AND / OR WINDSHEAR.

WHEN USING RUNWAY 27 HOLD SOME AIRCRAFT MAY EXPERIENCE MAGNETIC DISTURBANCES AFFECTING THE HEADING REFERENCE SYSTEM. PILOTS SHOULD ENSURE THAT THE AIRCRAFT HEADING REFERENCE IS CHECKED AGAINST THE RUNWAY ALIGNMENT. PILOTS NOTICING A COMPASS ANOMALY ON DEPARTURE SHOULD NOTIFY ATC.



Steep Approach and a Hostile Environment

- LCY has a 5.5 degree approach and a hostile urban environment.
- Heathrow traffic may be operating at 1,000 ft above SID levels – **CAUTION LEVEL BUSTS**. It's imperative to maintain 3,000 ft until instructed and to set the local pressure setting as issued by ATC.
- Helicopters operating VFR under ATC clearance may be operating in the vicinity and interact with TCAS.



Backtracking

- 09 Arrivals will be required to backtrack to vacate under ATC instruction, normally via Delta.
- Unless instructed, 09 Arrivals must NOT enter the 27 holding area.
- 27 Departures are required to backtrack under ATC instruction, normally via Delta, and vacate at Kilo to hold at Mike.

Expedition

- LCY is capacity constrained during peak operating hours and a team effort is required to minimise delay and maximise runway capacity.
- Backtrack manoeuvres should be conducted as quickly as SOPs allow.
- Aircraft lined up to depart should execute their take off roll immediately upon receipt of ATC clearance.

Parking

- All scheduled arrivals will be marshalled onto hard stands. Jet Centre aircraft will be marshalled on the Jet Centre Apron.
- Aircraft which need to be repositioned must ALWAYS request entrance clearance onto the manoeuvring area prior to crossing the double white lines.

ADOPT A DEFENSIVE FLYING TECHNIQUE

THOROUGHLY BRIEF THE DEPARTURE – ALWAYS MAINTAIN A GOOD LOOK OUT – IF IN DOUBT CLARIFY YOUR CLEARANCE WITH ATC