1. GENERAL

1.1. ATIS

* D-ATIS Arrival 113.75 115.1 128.07
* D-ATIS Departure 121.935 (Non 8.33 Khz equiped ACFT should contact Heathrow Delivery.)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

When tailwind component is not greater than 5 KT on RWYs 27R/L, these RWYs will be used in preference to RWYs 09R/L, provided the RWY surface is dry.
Pilots asking for permission to use the RWY into the wind when RWYs 27R or 27L are in use, should understand that their arrival or departure may be delayed.

1.2.3. REVERSE THRUST

Avoid use of reverse thrust between 2330-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Run-up tests are controlled in accordance with instructions issued by Heathrow APT LTD.

1.2.5. CONTROL OF GROUND NOISE AT TERMINAL 4

- Except in an emergency no running of engines shall be permitted between 2330-0600LT to, from or onto stands 401 thru 403, 429 thru 432 and 463.
- Taxiing to or from Terminal 4 between 2330-0600LT is prohibited on TWY S West of Apron V or thru Link 41 to SB1 and reverse.
- Except in an emergency no APUs may be operated between 2330-0600LT on stands 401 thru 403, 429 thru 432 and 463.
- Other than routine servicing of ACFT on turnaround, no maintenance work which involves running of engines is permitted on Terminal 4 site at any time.

1.2.6. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take-off or land between 2300-0700LT.
Any ACFT which has a noise classification greater than 98.9 EPNdB may not take-off between 2300-0700LT, except between 2300-2330LT when
- it was scheduled to take-off prior to 2300LT,
- take-off was delayed for reasons beyond control of the ACFT operator,
- APT authority has not given notice to the ACFT operator precluding take-off.

Any ACFT may not take-off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.
None of the provisions above shall apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

During CAT II and III operations, special ATC Low Visibility Procedures will be applied. LVP will come in force when RVR is less than 600m and ceiling is 200' or less. Pilots will be informed when these procedures are in operation via ATIS or RTF.

Use Northern part of TWY D with marshaller guidance.

1. GENERAL

1.3.2. ARRIVAL

- Surface Movement Radar is normally available and all RWY exits will then be illuminated.
  Pilots should select the first convenient exit.
- Pilots are to delay the call "runway vacated" until ACFT has completely passed the end of the green/yellow colour coded TWY centerline lights.

1.3.3. DEPARTURE

ATC will require departing ACFT to use the CAT III holding points listed below. However, other departure points may be used at ATC discretion in which case due allowance will be made by ATC for the necessary ILS protection.
- RWY 09L: A13.
- RWY 09R: N11 and S7.
- RWY 27L: N2W, N2E, N3, S1S, S1N and S3.
- RWY 27R: A1, A2, A3, A4 and A5.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with Mode S movement radar. Pilots must ensure that:
ACFT transponder is set to transmit Mode S signals, and associated Mode A code, from the request for push-back or taxi, whichever is earlier and after landing, continuously until ACFT is fully parked on stand.

1.5. RWY OPERATIONS

1.5.1. RWY CROSSING PROCEDURE

After crossing RWY 09R/27L and having reported RWY vacated, the ACFT will be instructed to revert to Ground for further clearance. In absence of further clearance it is essential that ACFT holds position when clear of RWY.

1.6. TAXI PROCEDURES

1.6.1. GENERAL

Pilots are to use the minimum power necessary when manoeuvring on the TWY system. This is of particular importence when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.
Pilots are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wingtip clearance, notwithstanding the TWY lighting system.

1.6.2. RESTRICTIONS TO LARGE ACFT

- A380 ACFT: Reduced "TWY centerline to object clearance" of 161'/49m applies on TWY E between TWY B and Link 36 and on Link 29 between TWYs M and U.
- Pilots of Code E ACFT must exercise caution when using TWY S between reporting point SY6 and TWY Z as wingtip clearances to the South are minimal.
- TWY J has below Code E wingtip clearances for Code E ACFT allocated stands 123 and 125. Code E ACFT on stands 123, 125 and 127 are to push back onto the TWY B.
- All B747-400 ACFT on TWY Z must be under tow.
- A340-600 and B777-300 ACFT: It is recommended that flight crews use judgemental steering at all times when manoeuvring on the TWYs.
  These ACFT are not permitted to use the following routes:
  Eastbound on TWY S - turning RIGHT onto Link 41.

TWY B between Link 32 and TWY Q MAX wingspan 157 '/48m.
Northern part of TWY D MAX wingspan less than 213'/65m.
TWY L MAX wingspan 213 '/65m.

1.6.3. TWY ROUTE WEST ON TWY S - RIGHT TO S3/SB3

During DAY and good visibility only and MAX wingspan 91 '/27.7m.

1.6.4. HOLDING IN LINK 27 and LINK 28

ACFT must ensure that they are positioned entirely within the block before shutting down. B747 ACFT must move forward to a position where stop bar is just visible in front of the nose from the normal flight deck seating position.

1. GENERAL

1.6.5. CODE E TWY to TWY SEPARATION

Separation of 262'/80m is not met as follows: TWYs A and B between TWY H and AY5.

1.6.6. CODE E TWY TO STAND OR TWY TO OBJECT SEPARATION

Separation of 156'/47.5m is not met on the following TWYs:

Minimum clearance 139'/42.5m
TWY B from TWY F to TWY J.
All of TWY F.
TWY S from reporting point SY6 East to TWY W.

Minimum clearance 121'/37m
TWY S between reporting point SY6 and TWY Z to the South.

1.6.7. RWY STOP BARS

The RWY stop bars at N4E, N4W, N5W, S4 and S5 are not positioned perpendicular to the TWY centerline.

1.7. PARKING INFORMATION

All stands except 112, 170, 192 thru 192R, 209L, 350, 352, 354, 365, 463, 590L, 590R, 601 thru 616 and 701 equipped with stand entry guidance system.

Enter stands 112 and 170 with marshaller guidance.

On stand 562 push-back required to TWY B.
Use of stand 701 by towing.

Commanders of "heavy" ACFT allocated to stands in cul-de-sacs are to keep all engines running (not with standing fuel economy measures), in order to reduce the necessity for high thrust levels on the remaining engines. Ideally the ACFT should be kept moving to ensure breakaway power is not required however in all cases the minimum power to comlete the manoeuvre safely must be applied.

A318, A319, B737-500 and B737-600 ACFT using stands 102, 103, 105, 109, 202, 204, 206, 208, 211 and 213 must have the port engine fully shut down before entering stands. If stand entry guidance is unservicable and ACFT is marshalled onto stand, it will be stopped short and require towing forward to correct stop position.

All three and four engined ACFT must only turn onto stands 414 and 422 thru 425 if the stand entry guidance is switched on, as indicated by the amber flashing light on the PAPA board or under guidance of a marshaller. Pilots are to commence final turn onto the stand with all engines operating at idle power only.

1.8. OTHER INFORMATION

RWYs 09L/27R and 09R/27L grooved.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should typically expect the following speed restrictions to be enforced:
- 220 KT from the holding facility during the initial approach phase;
- 180 KT on base leg/closing heading to the final apch;
- between 180 KT and 160 KT when established on the final apch;
and thereafter 160 KT to D4.0.

These speeds are applied for ATC separation purposes and are mandatory.
In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots shall continue to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds can be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

Cross Speed Limit Point or 3 min before holding facility at 250 KT or less.

2.2. NOISE ABATEMENT PROCEDURES

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

An ACFT approaching to land shall according to its ATC clearance minimize noise disturbance by the use of continuous descent and low power, low drag operating procedures (see below).
Where the use is not practicable, ACFT shall maintain an altitude as high as possible.

Propeller-driven ACFT with MTOW above 5700 KGS and jet ACFT:
ACFT approaching RWY 27L/R between 0600-2330LT and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 2500'.
ACFT approaching RWY 27L/R between 2330-0600LT and using the ILS shall not descend below 3000' (Heathrow QNH) on GS before being established on LOC at not less than 10 NM from touchdown, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 3000'.
ACFT approaching RWY 09L/R between 0700-2300LT and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 2500'.
ACFT approaching RWY 09L/R between 2300-0700LT and using the ILS shall not descend below 3000' (Heathrow QNH) on GS before being established on LOC at not less than 10 NM from touchdown, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 3000'.

2. ARRIVAL

CONTINUOUS DESCENT APPROACH
Headings and flight levels/altitudes by ATC. ACFT will be radar vectored. An estimate of track distance to touchdown will be passed with descent clearance. Further distance information will be given between descent clearance and the intercept heading to the ILS LOC.
On receipt of descent clearance descend at the rate best suited to a continuous descent so as to join the GS at the appropriate height for the distance without recourse to level flight.

2.3. CAT II/III OPERATIONS

RWYs 09L/27R and 09R/27L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the landing RWY enables ATC to apply the minimum spacing on final approach that will achieve maximum RWY utilisation and will minimize the occurrency of go-arounds.

2.4.2. RWY VACATION GUIDELINES

ACFT instructed to hold short of TWY A
This means that the pilot should pull up the edge of the RWY Exit Board/stop bar, but not enter the TWY.

ACFT lands but cannot contact HEATHROW Ground due to RTF congestion
In this case the pilot should completely vacate the landing RWY and taxi into the first TWY available. The pilot should then hold position until contact with Ground can be established.

2.5. OTHER INFORMATION

2.5.1. GENERAL

WARNING: The possibility of building-induced turbulence and large windshear effects may occur when landing on RWY 27R in strong southerly / south westerly winds.

2.5.2 'LAND AFTER' PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use, providing:
- The RWY is long enough;
- it is during daylight hours;
- the second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- the second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction **'Land after ... (first ACFT type)'** in place of the usual instruction "Cleared to land".
Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

2.5.3. SPECIAL LANDING PROCEDURES

Special landing procedures may be in force in conditions hereunder, when the use will be as follows:
- When the RWY-in-use is temporarily occupied by other traffic, landing clearance will be issued to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY-in-use the following separation distances will exist:

  - Landing following landing - The preceding landing ACFT will be clear of the RWY-in-use or will be at least 2500m/1.35 NM from the THR of the RWY-in-use.

2. ARRIVAL

  - Landing following departure - The departing ACFT will be airborne and at least 2000m/1.1 NM from the threshold of the RWY-in-use, or if not airborne, will be at least 2500m/1.35 NM from the THR of the RWY-in-use.

- Reduced separation distances as follows will be used where both the preceding and succeeding landing ACFT or both the landing and departing ACFT are propeller driven and have a maximum total weight authorized not exceeding 5700 kg:
  - Landing following landing - The preceding ACFT will be clear of the RWY-in-use or will be at least 1500m/0.8 NM from the THR of the RWY-in-use.
  - Landing following departure - The departing ACFT will be airborne or will be at least 1500m/0.8 NM from the THR of the RWY-in-use.

- Conditions of Use
  The procedures will be used by **DAY only** under the following conditions:
  - When the reported meteorological conditions are equal to or better than a visibility of 6 KM and a ceiling of 1000' and the air controller is satisfied that the pilot of the next arriving ACFT will be able to observe continuously the relevant traffic.
  - When both the preceding and succeeding ACFT are being operated in the normal manner. (Pilots are responsible for notifying ATC if they are operating their ACFT in other than the normal manner).
  - When the RWY is dry and free of all precipitants.
  - When the air controller is able to assess the separation either visually or by means of aerodrome traffic monitor.

  When issuing a landing clearance following the application of these procedures ATC will issue the second ACFT with the following instructions:
  ..... (call sign) after landing/departing
  ..... (ACFT Type) cleared to land
  RWY ..... (designator).

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. DATALINK DEPARTURE CLEARANCE (DCL)

DCL via SITA or ARINC.
DCL available from 25 min prior to EOBT to 15 min after EOBT. Clearance will not be issued if requested later than 15 min after EOBT.
Successful clearance must be accepted within 5 min after receipt or a "Revert to voice" message will be received.
If the attempt to obtain a clearance is unsuccessful the ACFT should revert to RTF.
Regardless of clearance source, departing ACFT must report ACFT type, stand number, QNH and the identification letter of the received ATIS information to HEATHROW Delivery when fully ready for push-back and start.

3.1.2. START-UP

On first contact with HEATHROW Delivery, pilots are to report ACFT type, stand number, QNH and identification letter of received ATIS info.
Between 0630-1400 LT and between 1500-2200 LT pilots of operators who have been briefed with regard to the correct phraseology may call for ATC clearance up to 15min prior to being fully ready to push-back. All other operators must be fully ready before calling on frequency.
Flight deck & ground crews must be in verbal contact.
Ground crews are responsible to ensure that the area immediately behind an ACFT is clear of personnel, vehicles and equipment.
If an engine is required to be started on stand for operational reasons, the crews must ensure that:
- permission is obtained from ATC for the start.
- no other ACFT is on the TWY centerline or about to push-back onto the centerline, in the area behind the ACFT awaiting start.
- passengers are not boarding or disembarking via steps from an ACFT on an opposite stand.

Pilots are warned that start-up approval applies only to those engines which may be started up on stands.
All jet ACFT are to advise ATC, if for any reason they are unable to accelerate after noise abatement procedures to 250 KT.
If within 30 min of a previously issued Calculated Take-off Time (CTOT) the flight is unable to comply with that CTOT, the pilot should advise ATC as soon as possible.
Pilots are advised that delays in excess of 10 min can be expected at holding position. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if required to comply with a Calculated Take-off Time (CTOT).

3.1.3. PUSH-BACK

Following push-back from cul-de-sac stands, all ACFT must pull forward to a minimum of 328'/100m from the blast screen (indicated by a painted mark on the TWY centerline) before disconnecting the tug. Due to exhaust fume ingestion within the buildings at the end of all cul-de-sacs, engine start-up must be delayed until the ACFT has reached the 328'/100m mark.

Stands that currently affect baggage areas are 102, 104, 106, 117, 119, 121, 202, 204, 206, 211, 213, 324, 326, 328, 351, 353, 401, 402 and 403.

During the push-back manoeuvre, ACFT engine settings must not exceed idle power.
Push-back manoeuvres are to end with the ACFT aligned with TWY centerline.
Push-back approval must be obtained from HEATHROW Ground.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless otherwise authorized.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

After take-off operate ACFT so that it is at or above 1090' at 6.5 km from start of roll as measured along the departure track and so that it will not cause more than:
- 94 dBA between 0700-2300LT,
- 89 dBA between 2300-2330LT and between 0600-0700LT,
- 87 dBA between 2330-0600LT

at any noise monitoring terminal. Jet ACFT maintain a minimum climb gradient of 243' per NM (4%) to at least 4000' to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.

Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 5700 KGS (between 0600-2330 LT of more than 17000 KGS and except any Dash 7 ACFT) are depicted on London Heathrow SID charts and on page 10-4.

3.3.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:
- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

ACFT movements will score against the quota as follows:

Noise Level Band (EPNdB)	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

Operators wishing to query the classification of their ACFT send details of the relevant noise data to:

ACFT Certification Department
Air Worthiness Division
Civil Aviation Authority
2E Aviation House
Gatwick APT South
Gatwick
West Sussex RH6 0YR
Tel: +44 (0) 1293 573306/3309 during office hours.

In the event that the ACFT Certification Department is uncontactable, the Stansted Flight Evaluation Office may be contacted during normal working hours on Stansted +44 (0) 1279 66 3264.

3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the RWY as soon as the preceding ACFT has commenced its take-off roll.

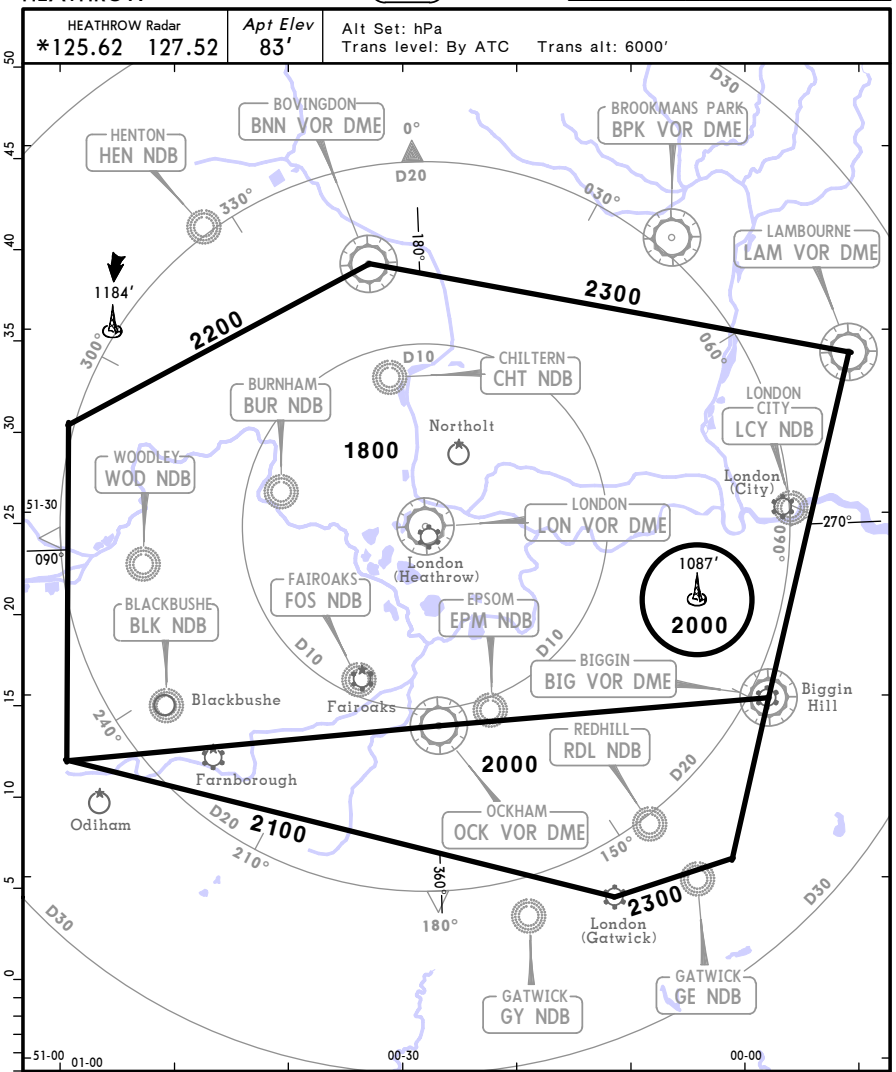
Pilots who require to back-track the RWY (including line up from N2W onto RWY 27L) must notify ATC prior to arrival at the holding point.

Whenever possible, cockpit checks must be completed prior to line up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to HEATHROW Tower.

3.4.2. RWY HOLDING AREAS

In promulgated holding areas, ATC may require ACFT to pass each other. Avoidance of other ACFT is the responsibility of the flight crew involved. If doubt exists as to whether other ACFT can be safely overtaken, ACFT must stop, advise ATC and request alternative instructions.



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or **1000'** above any fixed obstacles:
- within 5 NM ❶ of the aircraft or
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	RWY	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	09L/27R	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to CHT or last assigned level if higher.
	09R/27L	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to EPM or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	09L/27R	Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to CHT.
	09R/27L	Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to EPM.

In all cases where the acft returns to the holding facility the procedures to be adopted are the Approach Radio Failure Procedures on charts 11-5/11-6.

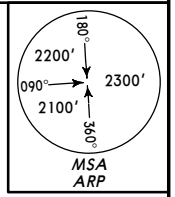
CHANGES: MSA.

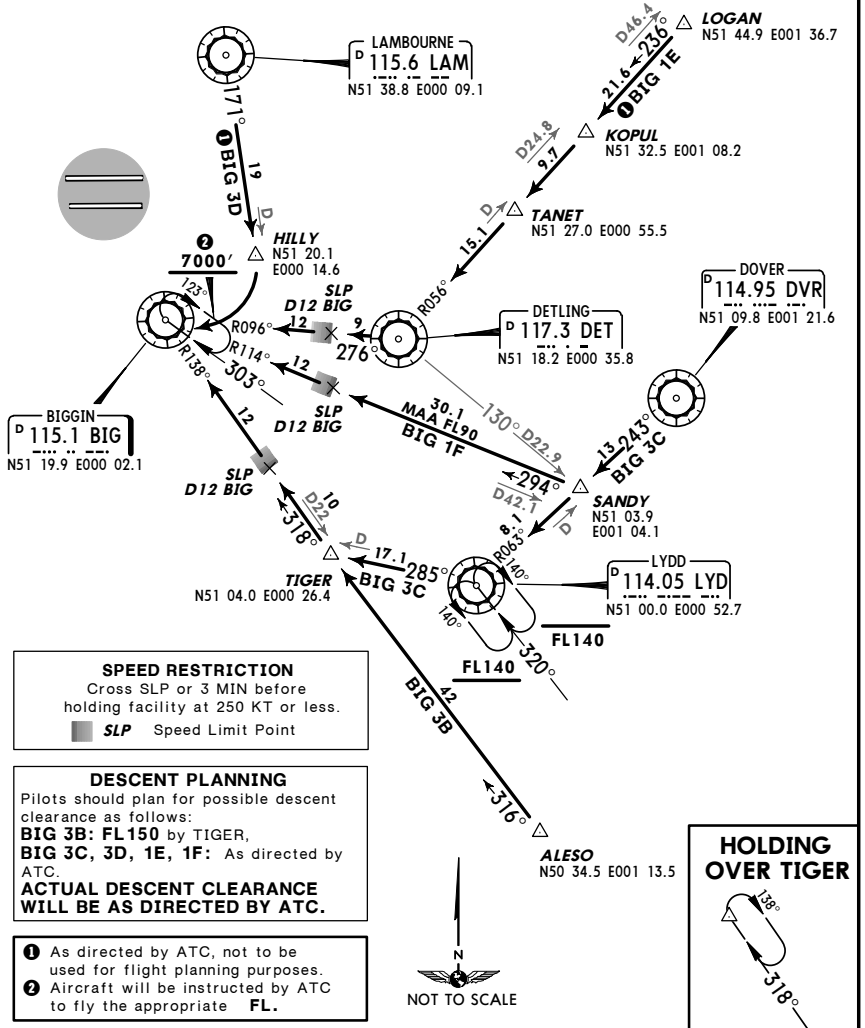
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

BIGGIN THREE BRAVO (BIG 3B)
BIGGIN THREE CHARLIE (BIG 3C)
BIGGIN THREE DELTA (BIG 3D)❶
BIGGIN ONE ECHO (BIG 1E)❶
BIGGIN ONE FOXTROT (BIG 1F)
ARRIVALS

WHEN BIG VOR UNSERVICEABLE REFER TO CHART 10-2A
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
VIA OCK 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

WARNING
Do not proceed beyond BIG without ATC clearance.





SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BIG 3B: FL150 by TIGER,
BIG 3C, 3D, 1E, 1F: As directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

❶ As directed by ATC, not to be used for flight planning purposes.
❷ Aircraft will be instructed by ATC to fly the appropriate **FL.**

HOLDING OVER TIGER

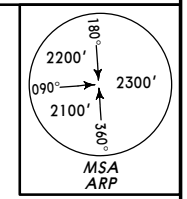
CHANGES: WEALD STARs transferred; radial update; chart redrawn.

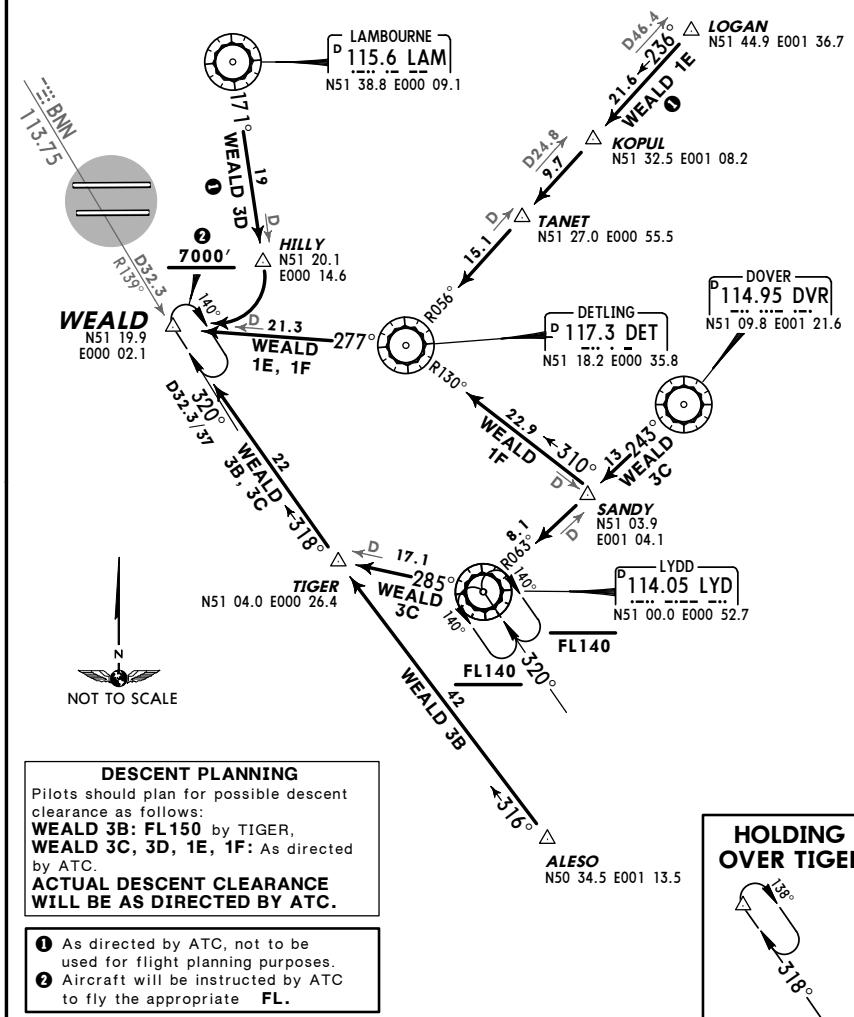
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

WEALD THREE BRAVO (WEALD 3B) *[WEAL3B]*
WEALD THREE CHARLIE (WEALD 3C) *[WEAL3C]*
WEALD THREE DELTA (WEALD 3D) *[WEAL3D]* ❶
WEALD ONE ECHO (WEALD 1E) *[WEAL1E]* ❶
WEALD ONE FOXTROT (WEALD 1F) *[WEAL1F]*
ARRIVALS

TO BE USED WHEN BIG VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
VIA OCK 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

WARNING
Do not proceed beyond WEALD without ATC clearance.





DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
WEALD 3B: FL150 by TIGER,
WEALD 3C, 3D, 1E, 1F: As directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

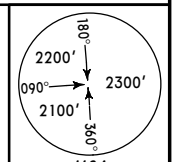
❶ As directed by ATC, not to be used for flight planning purposes.
❷ Aircraft will be instructed by ATC to fly the appropriate **FL.**

HOLDING OVER TIGER

CHANGES: STARs transferred; radial update.

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

BOVINGDON FOUR ALFA (BNN 4A)
BOVINGDON ONE BRAVO (BNN 1B)
BOVINGDON ONE CHARLIE (BNN 1C)
BOVINGDON ONE DELTA (BNN 1D) ❶
BOVINGDON ONE ECHO (BNN 1E) ❶
ARRIVALS
WHEN BNN VOR UNSERVICEABLE
REFER TO CHART 10-2C



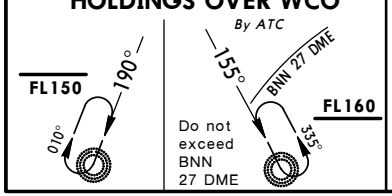
WARNING
Do not proceed beyond BNN without ATC clearance.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

❶ As directed by ATC, not to be used for flight planning purposes.
❷ Aircraft will be instructed by ATC to fly the appropriate **FL.**
❸ During periods of congestion in the London TMA, traffic may be required to hold at HON.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BNN 4A: FL150 by SOPIT.
BNN 1B: FL200 by TOBID,
FL150 by SOPIT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

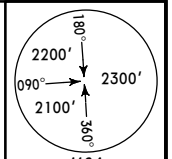
HOLDINGS OVER WCO



NOT TO SCALE

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

BOVVA FOUR ALFA (BOVVA 4A) *[BOVA4A]*
BOVVA ONE BRAVO (BOVVA 1B) *[BOVA1B]*
BOVVA ONE CHARLIE (BOVVA 1C) *[BOVA1C]*
BOVVA ONE DELTA (BOVVA 1D) *[BOVA1D]* ❶
BOVVA ONE ECHO (BOVVA 1E) *[BOVA1E]* ❶
ARRIVALS
TO BE USED WHEN BNN VOR UNSERVICEABLE
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

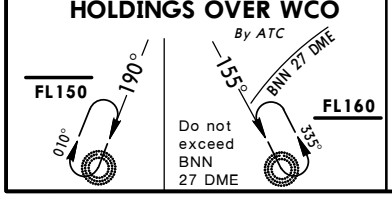


WARNING
Do not proceed beyond BOVVA without ATC clearance.

❶ As directed by ATC, not to be used for flight planning purposes.
❷ Aircraft will be instructed by ATC to fly the appropriate **FL.**
❸ During periods of congestion in the London TMA, traffic may be required to hold at HON.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BOVVA 4A: FL150 by SOPIT.
BOVVA 1B: FL200 by TOBID,
FL150 by SOPIT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

HOLDINGS OVER WCO

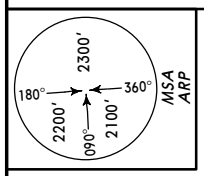


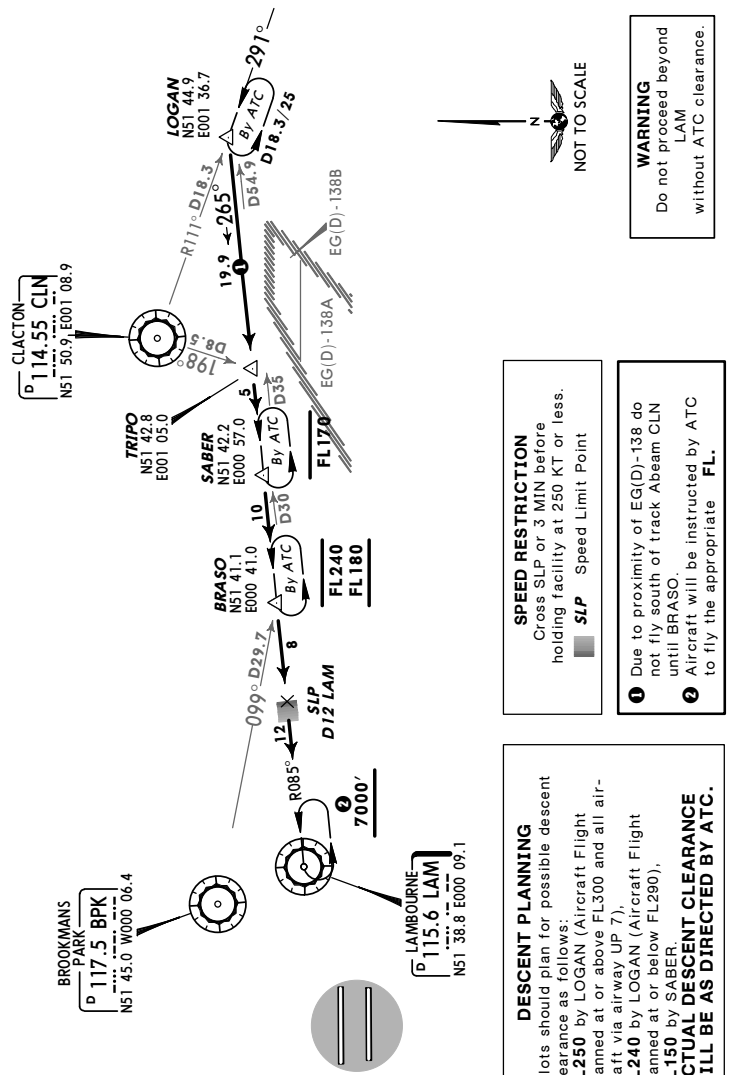
NOT TO SCALE

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

LAMBOURNE THREE ALFA (LAM 3A) ARRIVAL

WHEN LAM VOR UNSERVICEABLE REFER TO CHART 10-2E
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA
BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES





NOT TO SCALE

WARNING
Do not proceed beyond LAM without ATC clearance.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

❶ Due to proximity of EG(D)-138 do not fly south of track Abeam CLN until BRASO.
❷ Aircraft will be instructed by ATC to fly the appropriate **FL.**

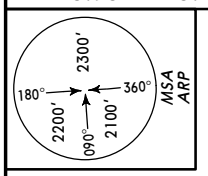
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL250 by LOGAN (Aircraft Flight Planned at or above FL300 and all aircraft via airway UP 7),
FL240 by LOGAN (Aircraft Flight Planned at or below FL290),
FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

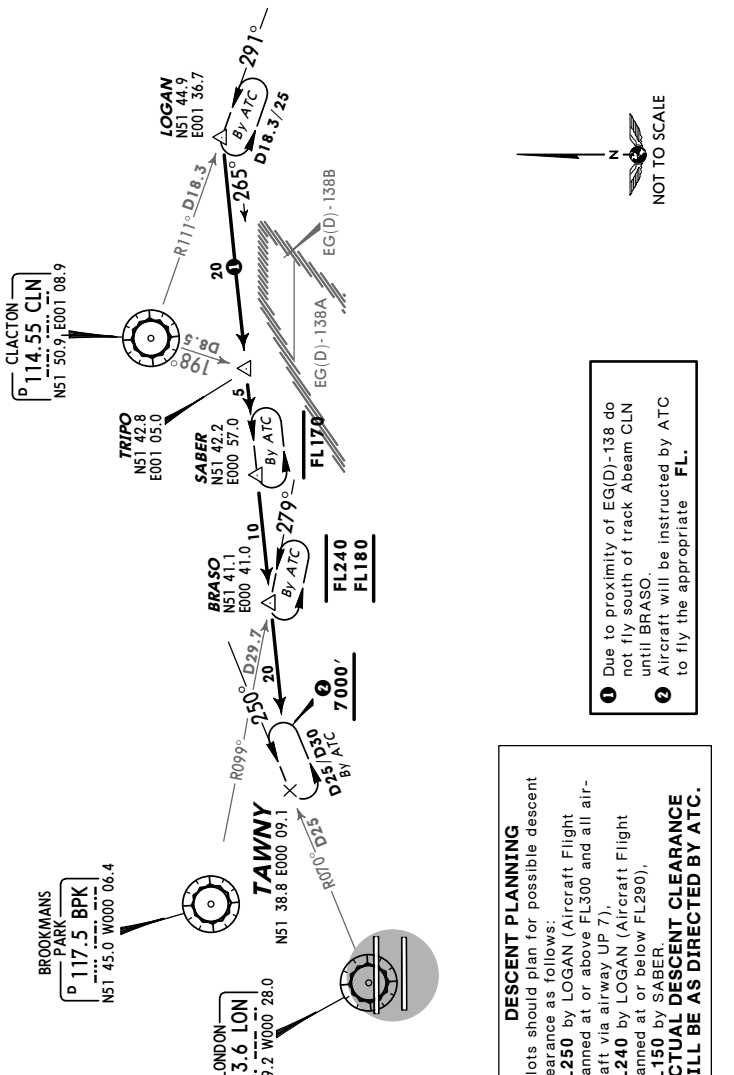
CHANGES: Descent planning.

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

TAWNY THREE ALFA (TAWNY 3A) *[TAWN3A]* ARRIVAL

TO BE USED WHEN LAM VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA
BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS





NOT TO SCALE

❶ Due to proximity of EG(D)-138 do not fly south of track Abeam CLN until BRASO.
❷ Aircraft will be instructed by ATC to fly the appropriate **FL.**

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL250 by LOGAN (Aircraft Flight Planned at or above FL300 and all aircraft via airway UP 7),
FL240 by LOGAN (Aircraft Flight Planned at or below FL290),
FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: Descent planning.

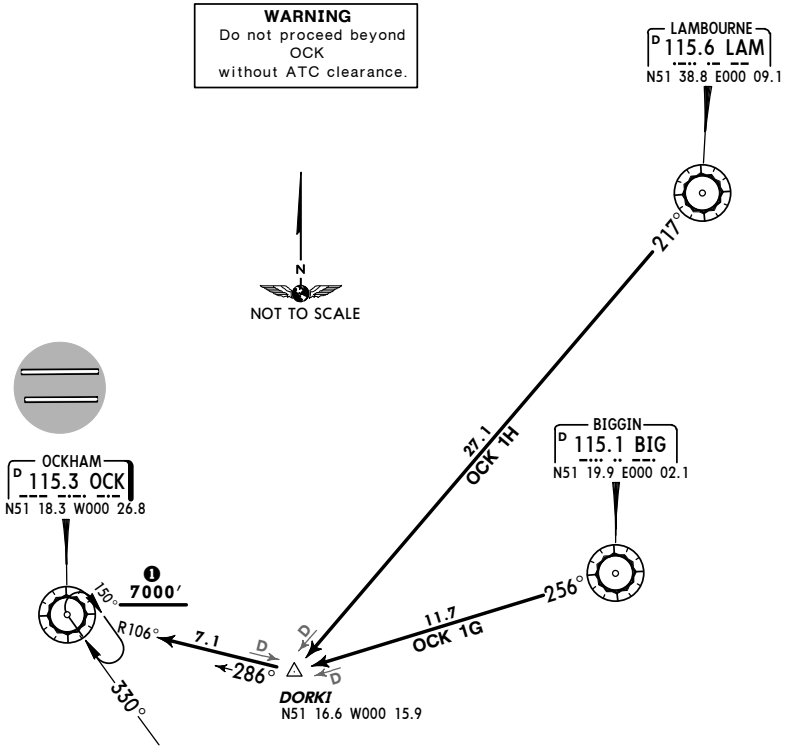
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

OCKHAM ONE GOLF (OCK 1G)
OCKHAM ONE HOTEL (OCK 1H)
ARRIVALS

FROM NORTHEAST & EAST
WHEN OCK VOR UNSERVICEABLE REFER TO CHART 10-2G
STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

MSA
ARP
180°
2200′
2300′
090°
2100′
360°

WARNING
Do not proceed beyond
OCK
without ATC clearance.



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 1G: FL150 by TIGER.
OCK 1H: FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ℹ Aircraft will be instructed by ATC to fly the appropriate **FL.**

CHANGES: Radial update; initial approach procedures transferred.

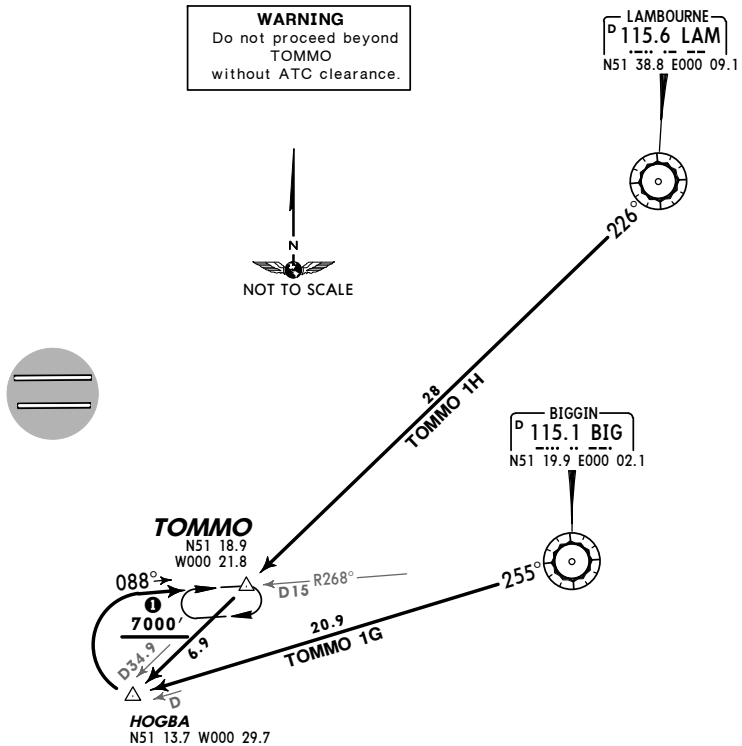
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

TOMMO ONE GOLF (TOMMO 1G) *[TOMO1G]*
TOMMO ONE HOTEL (TOMMO 1H) *[TOMO1H]*
ARRIVALS

FROM NORTHEAST & EAST
TO BE USED WHEN OCK VOR UNSERVICEABLE
STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

MSA
ARP
180°
2200′
2300′
090°
2100′
360°

WARNING
Do not proceed beyond
TOMMO
without ATC clearance.



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 1G: FL150 by TIGER.
TOMMO 1H: FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ℹ Aircraft will be instructed by ATC to fly the appropriate **FL.**

CHANGES: Initial approach procedures transferred.

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

OCKHAM FOUR BRAVO (OCK 4B)
OCKHAM TWO CHARLIE (OCK 2C)
OCKHAM TWO ECHO (OCK 2E)
ARRIVALS
FROM SOUTH & SOUTHWEST
WHEN OCK VOR UNSERVICEABLE
REFER TO CHART 10-2J

MSA ARP
180° 2300′ 360° 2200′ 090° 2100′

LONDON
113.6 LON
N51 29.2 W000 28.0

OCKHAM
115.3 OCK
N51 18.3 W000 26.8

MIDHURST
114.0 MID
N51 03.2 W000 37.5

GOODWOOD
114.75 GWC
N50 51.3 W000 45.4

SOUTHAMPTON
113.35 SAM
N50 57.3 W001 20.7

HAZEL
N51 00.3 W000 59.1
FL130

KATHY
N50 31.2 W001 20.0

ELDER
N50 39.8 W001 20.2
(SAM D17.5)
(LON D59.5)

KUMIL
N50 34.5
W001 36.7

DOMUT
N50 15.7 W001 40.2
FL270

BILNI
N50 40.5
W002 07.6

GIBSO
N50 45.0
W002 31.1
(117.0 SFD
R-272/D100.6)
FL270

SLP
D12 OCK

OCK 2C
OCK 2E
OCK 4B

FL160
FL200
7000′
MAA FL190
MAA FL100
R 8
R 41
NOT TO SCALE

WARNING
Do not proceed beyond OCK without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 4B: FL270 by DOMUT,
FL130 by HAZEL.
OCK 2C: FL130 by HAZEL.
OCK 2E: FL270 by GIBSO,
FL180 by KUMIL,
FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

1 Aircraft will be instructed by ATC to fly the appropriate **FL.**

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

TOMMO FOUR BRAVO (TOMMO 4B) *[TOMO4B]*
TOMMO TWO CHARLIE (TOMMO 2C) *[TOMO2C]*
TOMMO TWO ECHO (TOMMO 2E) *[TOMO2E]*
ARRIVALS
FROM SOUTH & SOUTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

BIGGIN
115.1 BIG
N51 19.9 E000 02.1

TOMMO
N51 18.9
W000 21.8

LONDON
113.6 LON
N51 29.2 W000 28.0

FIMLI
N51 18.1
W000 40.1

MIDHURST
114.0 MID
N51 03.2 W000 37.5

GOODWOOD
114.75 GWC
N50 51.3 W000 45.4

SOUTHAMPTON
113.35 SAM
N50 57.3 W001 20.7

HAZEL
N51 00.3 W000 59.1
FL130

KATHY
N50 31.2 W001 20.0

ELDER
N50 39.8 W001 20.2
(SAM D17.5)
(LON D59.5)

KUMIL
N50 34.5
W001 36.7

DOMUT
N50 15.7 W001 40.2
FL270

BILNI
N50 40.5
W002 07.6

GIBSO
N50 45.0
W002 31.1
(117.0 SFD
R-272/D100.6)
FL270

TOMMO 2C
TOMMO 2E
TOMMO 4B

FL160
FL200
7000′
MAA FL190
MAA FL100
R 8
R 41
NOT TO SCALE

WARNING
Do not proceed beyond TOMMO without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 4B: FL270 by DOMUT,
FL130 by HAZEL.
TOMMO 2C: FL130 by HAZEL.
TOMMO 2E: FL270 by GIBSO,
FL180 by KUMIL,
FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

1 Aircraft will be instructed by ATC to fly the appropriate **FL.**

*D-ATIS			Apt Elev	Alt Set: hPa	
113.75	115.1	128.07	83′	Trans level: By ATC	Trans alt: 6000′

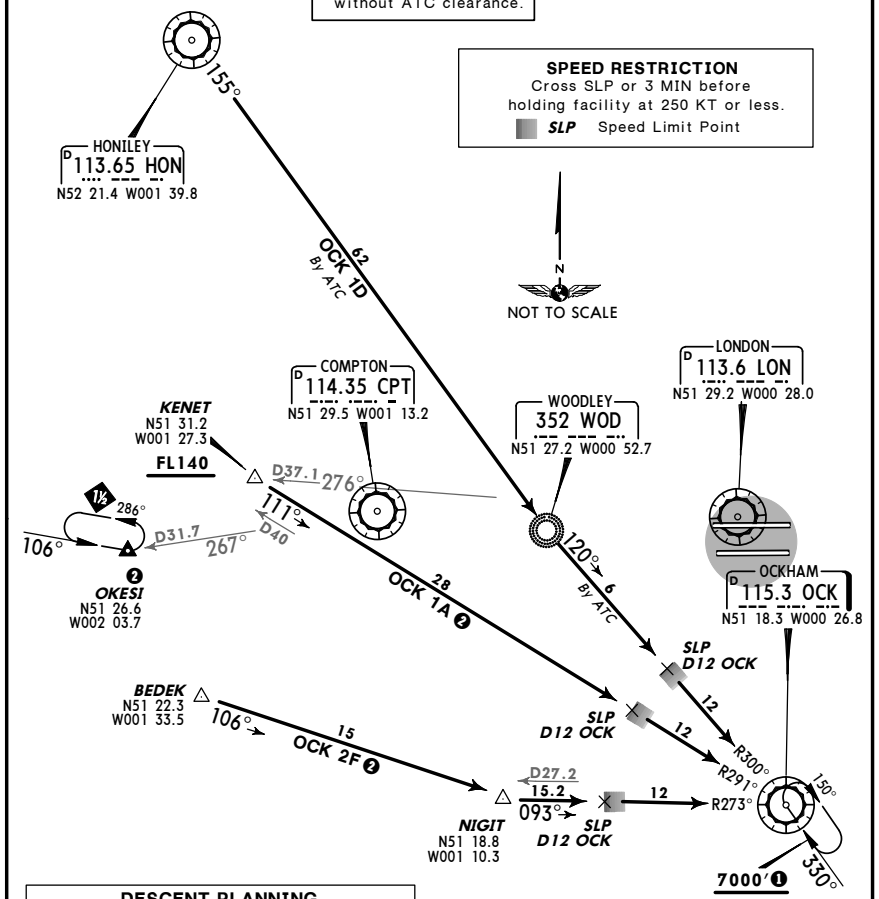
OCKHAM ONE ALFA (OCK 1A)
OCKHAM ONE DELTA (OCK 1D)
OCKHAM TWO FOXTROT (OCK 2F)
ARRIVALS

FROM WEST & NORTHWEST
WHEN OCK VOR UNSERVICEABLE
REFER TO CHART 10-2L

MSA ARP: 180°–2200′, 090°–2300′, 2100′, 360°

WARNING
Do not proceed beyond OCK without ATC clearance.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 1A: FL140 by 40 NM before OCK.
OCK 1D: As directed by ATC.
OCK 2F: FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

❶ Aircraft will be instructed by ATC to fly the appropriate **FL.**
❷ During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

CHANGES: New chart.

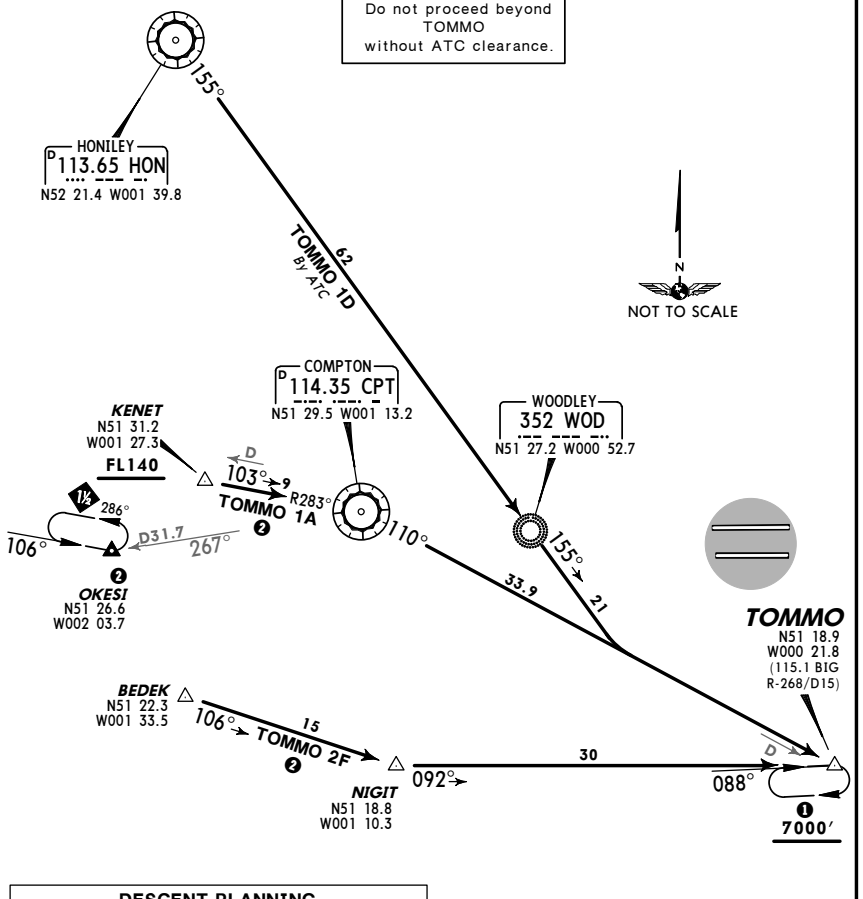
*D-ATIS			Apt Elev	Alt Set: hPa	
113.75	115.1	128.07	83′	Trans level: By ATC	Trans alt: 6000′

TOMMO ONE ALFA (TOMMO 1A) *[TOMO1A]*
TOMMO ONE DELTA (TOMMO 1D) *[TOMO1D]*
TOMMO TWO FOXTROT (TOMMO 2F) *[TOMO2F]*
ARRIVALS

FROM WEST & NORTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

MSA ARP: 180°–2200′, 090°–2300′, 2100′, 360°

WARNING
Do not proceed beyond TOMMO without ATC clearance.



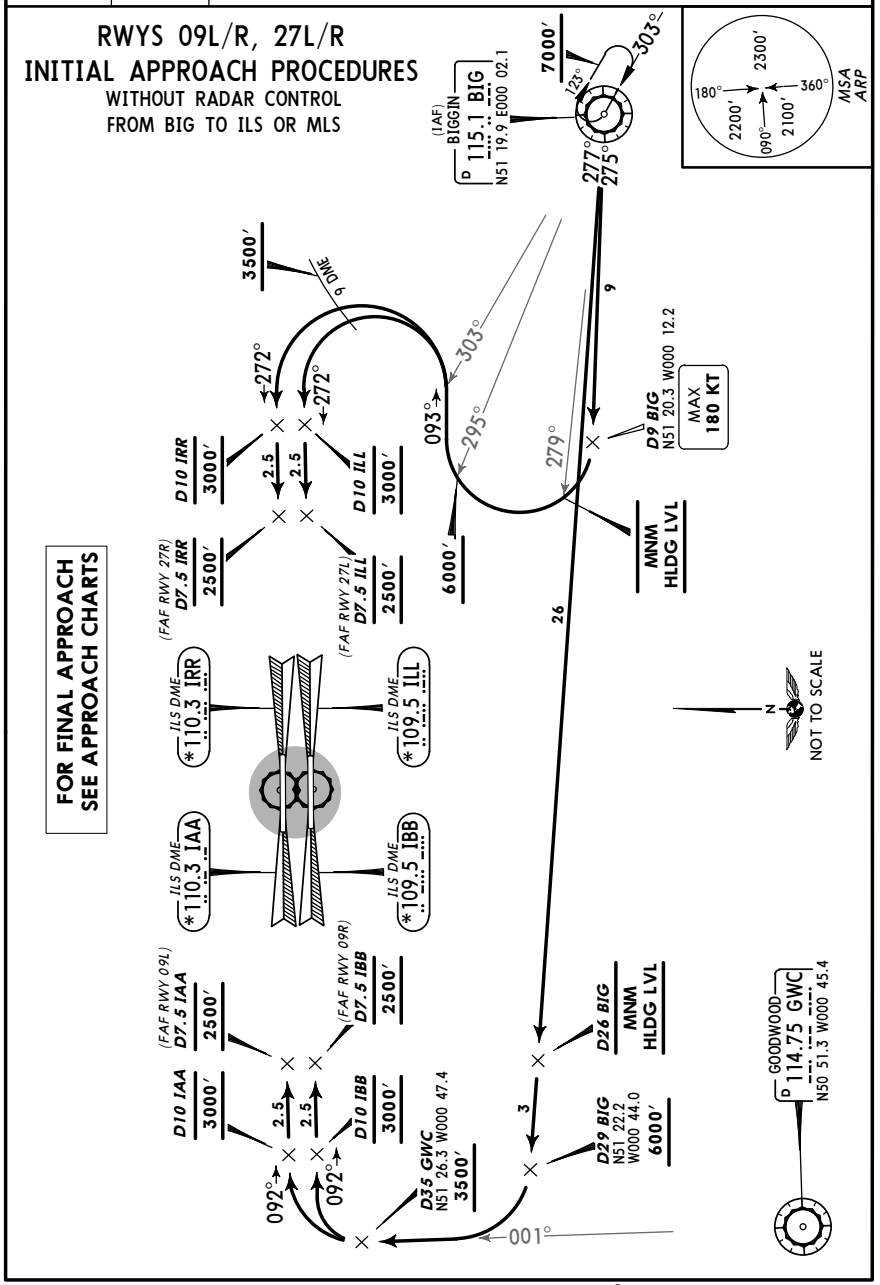
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 1A: FL140 by 40 NM before TOMMO.
TOMMO 1D: As directed by ATC.
TOMMO 2F: FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

❶ Aircraft will be instructed by ATC to fly the appropriate **FL.**
❷ During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

CHANGES: New chart.

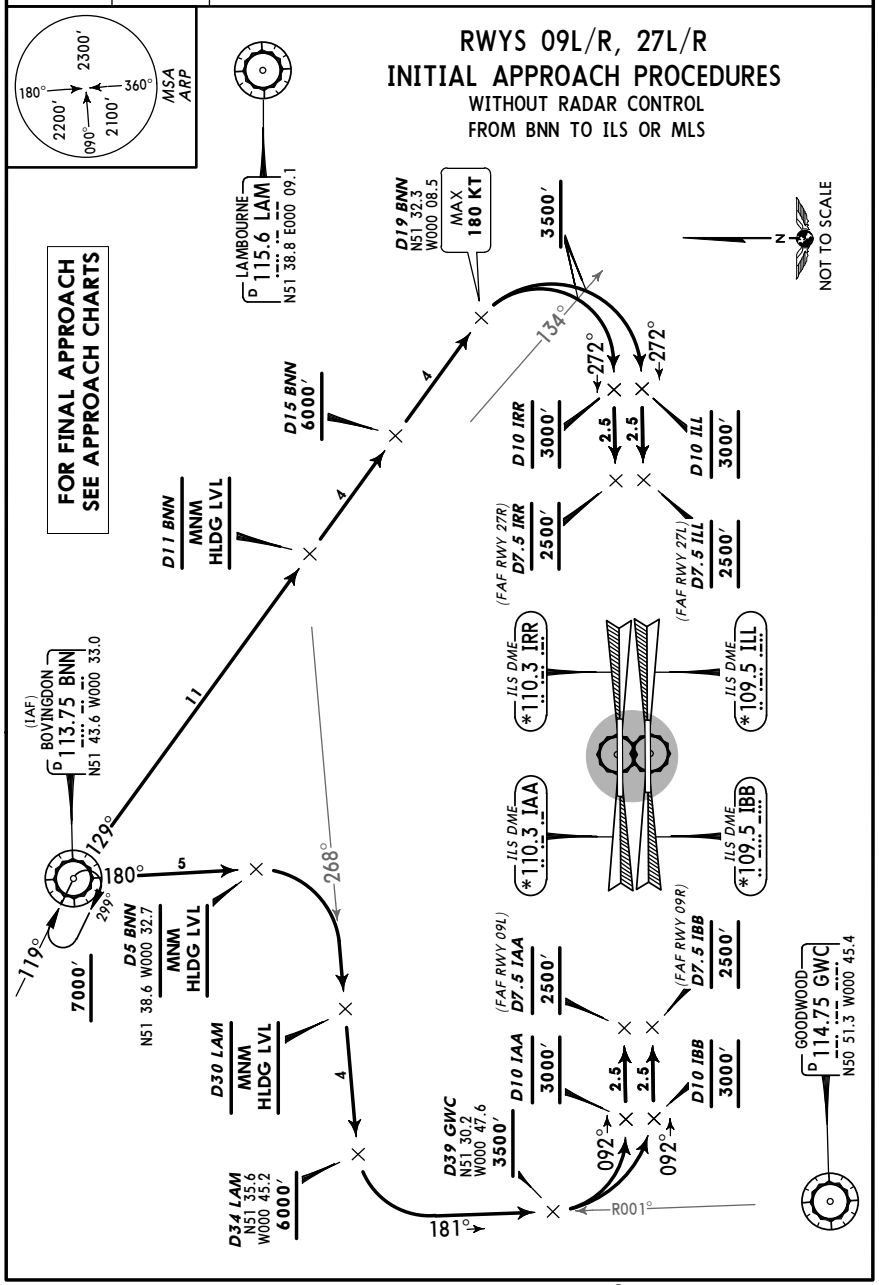
*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level Equivalent of 7000′) is above TA and will be allocated by ATC. **2.** Initial approach procedures are designed for manoeuvring speeds up to 220 KT TAS and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.



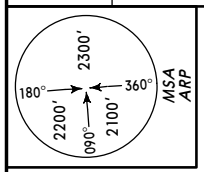
*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level Equivalent of 7000′) is above TA and will be allocated by ATC. **2.** Initial approach procedures are designed for manoeuvring speeds up to 220 KT TAS and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.



*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

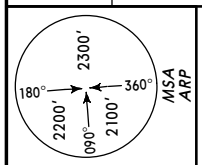
Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level Equivalent of 7000′) is above TA and will be allocated by ATC. **2.** Initial approach procedures are designed for manoeuvring speeds up to 220 KT TAS and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.



RWYS 09L/R, 27L/R
INITIAL APPROACH PROCEDURES
WITHOUT RADAR CONTROL
FROM LAM TO ILS OR MLS

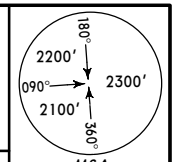
*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level Equivalent of 7000′) is above TA and will be allocated by ATC. **2.** Initial approach procedures are designed for manoeuvring speeds up to 220 KT TAS and assume acft can maintain a descent gradient of approximately 320′ per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000′.



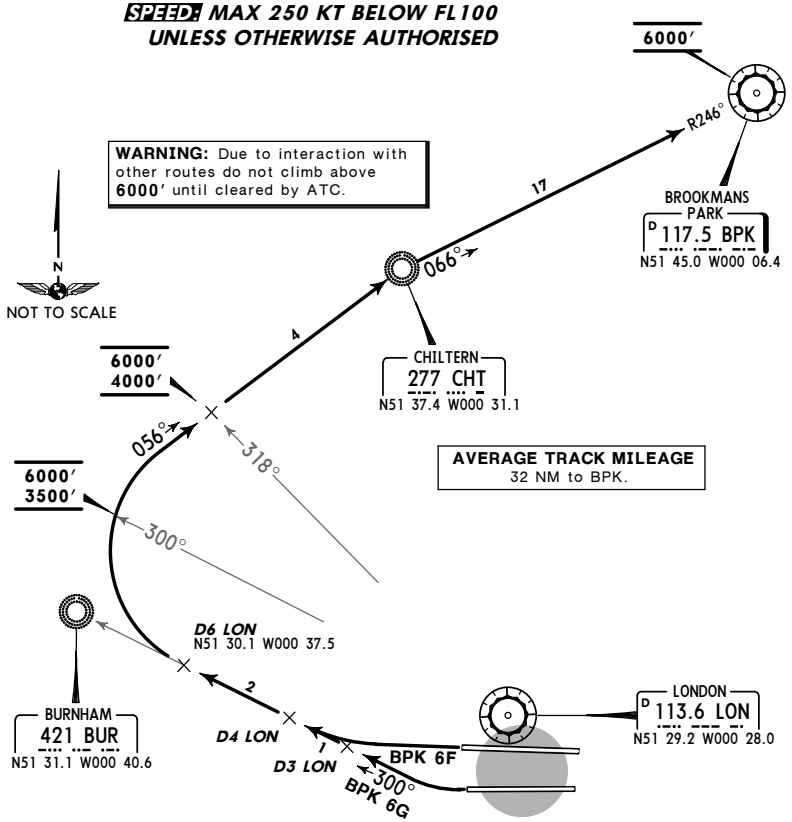
RWYS 09L/R, 27L/R
INITIAL APPROACH PROCEDURES
WITHOUT RADAR CONTROL
FROM OCK TO ILS OR MLS

LONDON Control	Apt Elev	
118.82	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



BROOKMANS PARK SIX FOXTROT (BPK 6F)
BROOKMANS PARK SIX GOLF (BPK 6G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



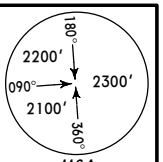
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
BPK 6F	**27R**	Straight ahead, intercept 300° bearing towards BUR by D4 LON, at D6 LON, turn RIGHT, intercept 056° bearing towards CHT, cross LON R-300 above 3500′ (MAX 6000′), LON R-318 above 4000′ (MAX 6000′), turn RIGHT, intercept BPK R-246 inbound to BPK at 6000′.
BPK 6G	**27L**	Straight ahead, intercept 300° bearing towards BUR by D3 LON, at D6 LON, turn RIGHT, intercept 056° bearing towards CHT, cross LON R-300 above 3500′ (MAX 6000′), LON R-318 above 4000′ (MAX 6000′), turn RIGHT, intercept BPK R-246 inbound to BPK at 6000′.

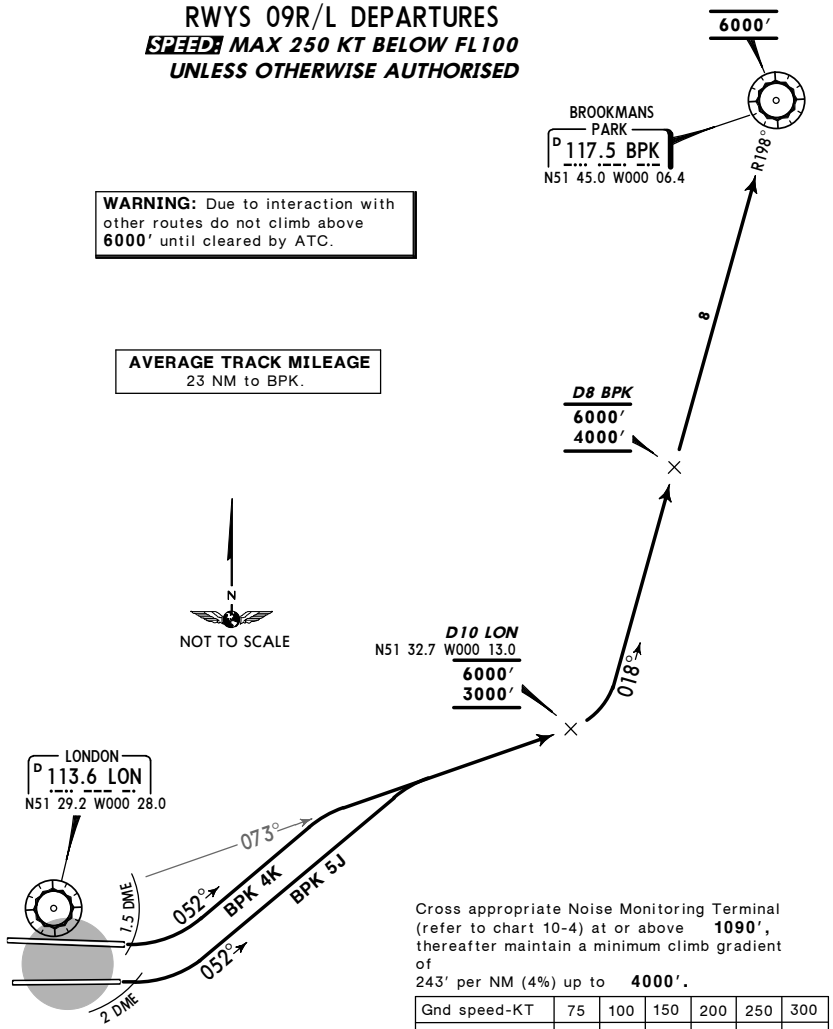
CHANGES: Radial up-date.

LONDON Control	Apt Elev	
118.82	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



BROOKMANS PARK FIVE JULIETT (BPK 5J)
BROOKMANS PARK FOUR KILO (BPK 4K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



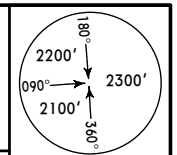
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
BPK 5J	**09R**	Straight ahead, at LON 2 DME turn LEFT, 052° track, intercept LON R-073, cross D10 LON above 3000′ (MAX 6000′), turn LEFT, intercept BPK R-198 inbound, cross D8 BPK above 4000′ (MAX 6000′), to BPK at 6000′.
BPK 4K	**09L**	Straight ahead, at LON 1.5 DME turn LEFT, 052° track, intercept LON R-073, cross D10 LON above 3000′ (MAX 6000′), turn LEFT, intercept BPK R-198 inbound, cross D8 BPK above 4000′ (MAX 6000′), to BPK at 6000′.

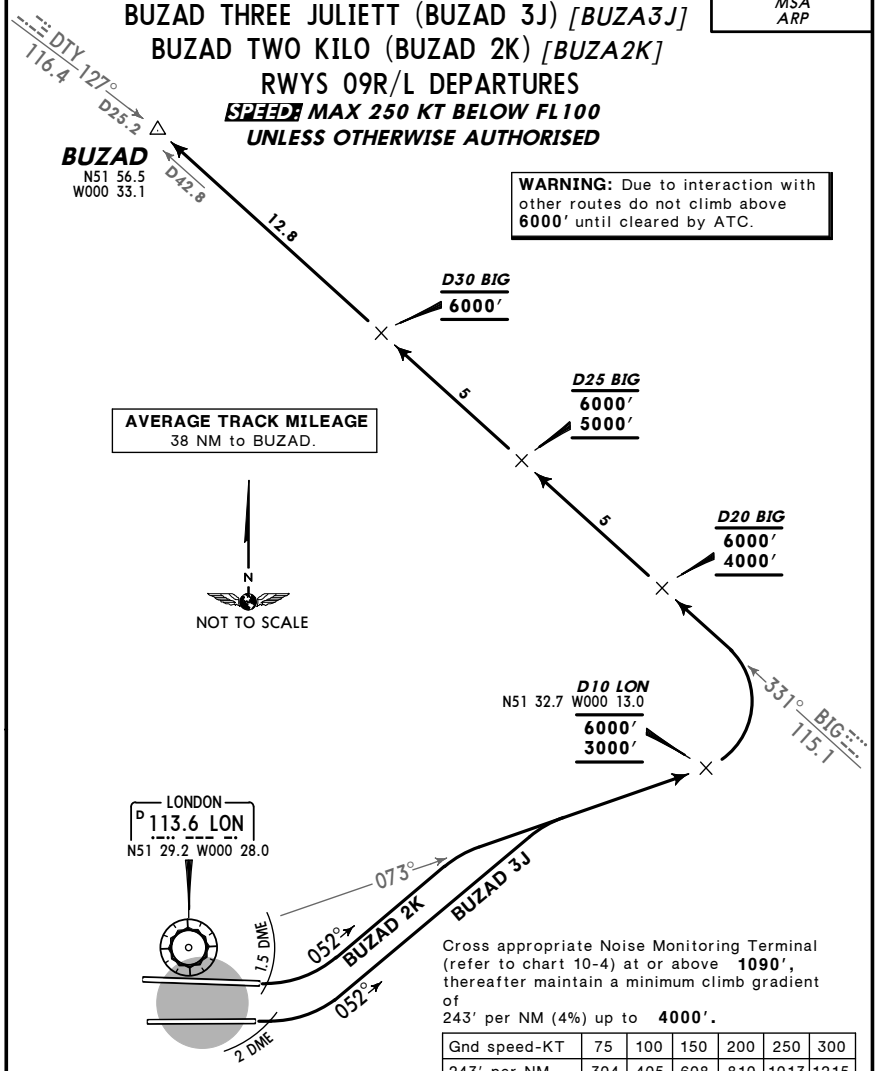
CHANGES: Radial up-date.

LONDON Control	Apt Elev	
119.77	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



BUZAD THREE JULIETT (BUZAD 3J) *[BUZA3J]*
BUZAD TWO KILO (BUZAD 2K) *[BUZA2K]*
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



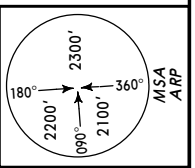
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
BUZAD 3J	**09R**	Straight ahead, at LON 2 DME turn LEFT, 052° track, intercept LON R-073, cross D10 LON above 3000′ (MAX 6000′), turn LEFT, intercept BIG R-331, cross D20 BIG above 4000′ (MAX 6000′), D25 BIG above 5000′ (MAX 6000′), D30 BIG at 6000′, to BUZAD.
BUZAD 2K	**09L**	Straight ahead at LON 1.5 DME turn LEFT, 052° track, intercept LON R-073 cross D10 LON above 3000′ (MAX 6000′), turn LEFT, intercept BIG R-331, cross D20 BIG above 4000′ (MAX 6000′), D25 BIG above 5000′ (MAX 6000′), D30 BIG at 6000′, to BUZAD.

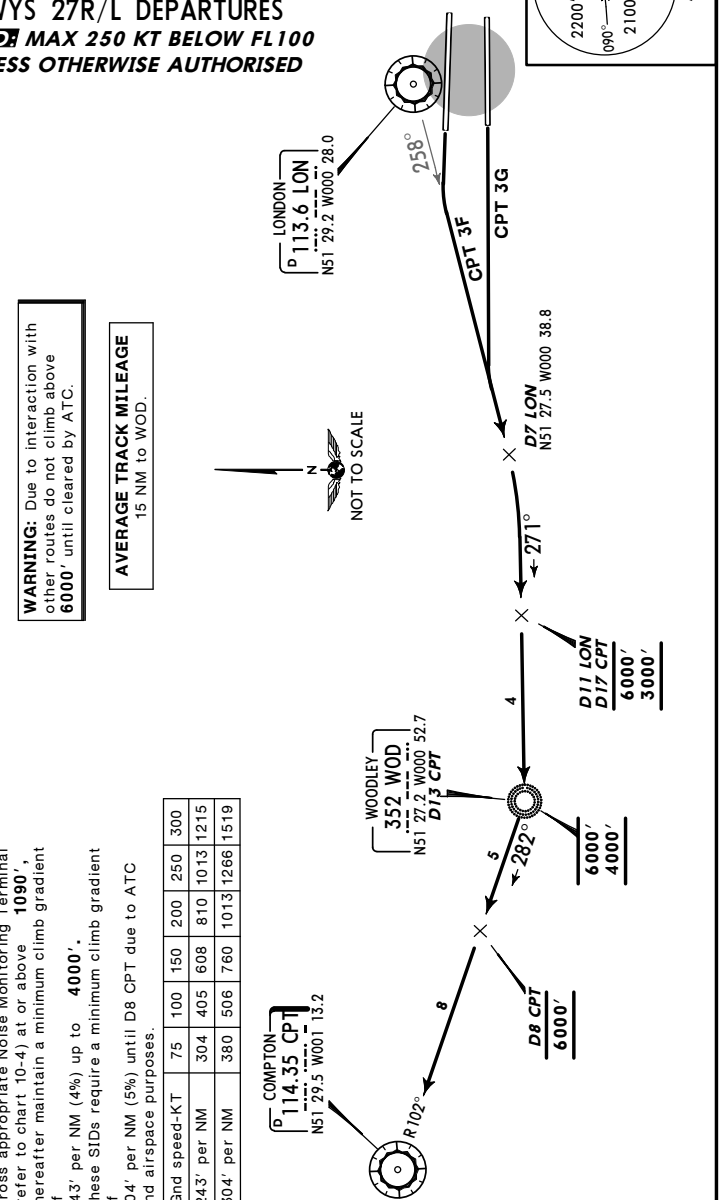
CHANGES: Radial up-date.

LONDON Control	Apt Elev	
134.12	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



COMPTON THREE FOXTROT (CPT 3F)
COMPTON THREE GOLF (CPT 3G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING / ALTITUDE
CPT 3F	**27R**	Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, intercept 271° bearing towards WOD (D13 CPT), cross D11 LON (D17 CPT) above 3000′ (MAX 6000′), cross WOD (D13 CPT) above 4000′ (MAX 6000′), then to CPT, cross D8 CPT at 6000′.
CPT 3G	**27L**	

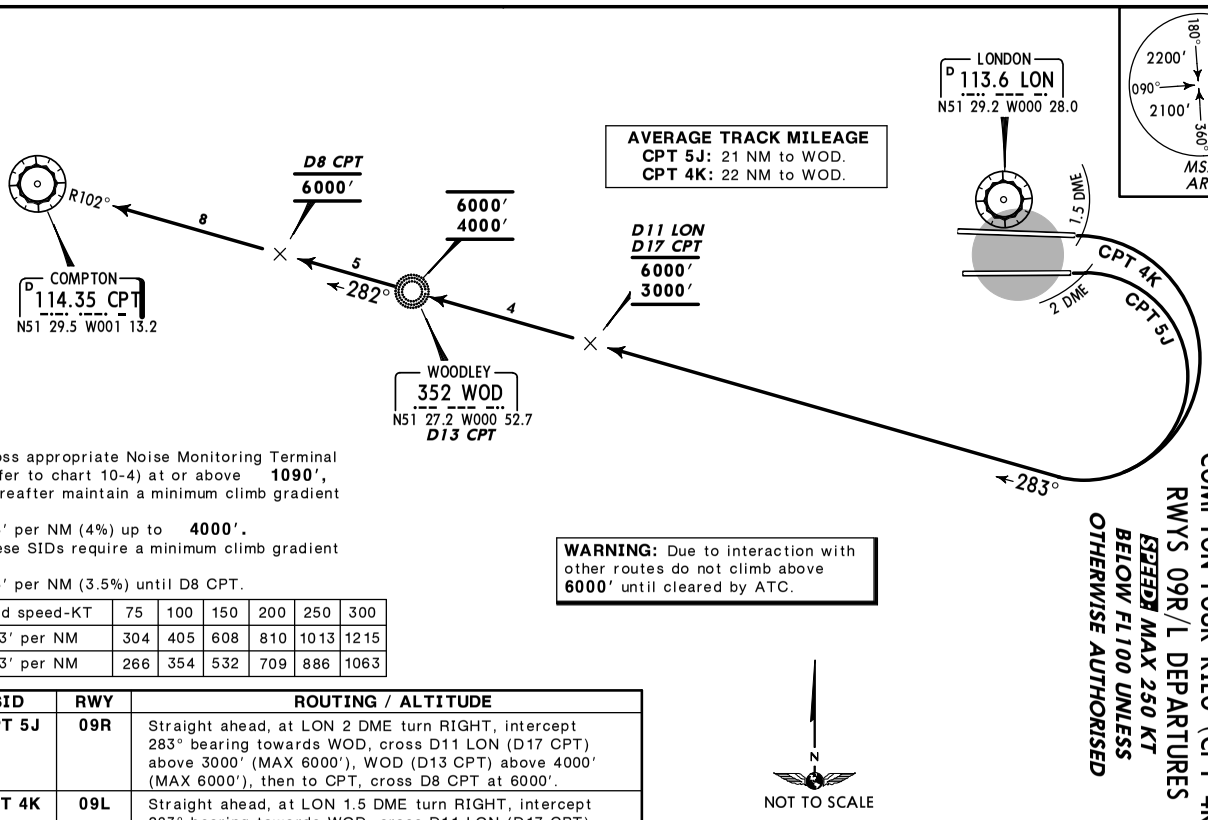
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.** These SIDs require a minimum climb gradient of 304′ per NM (5%) until D8 CPT due to ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
304′ per NM	380	506	760	1013	1266	1519

CHANGES: Radial up-date.

COMPTON FIVE JULIETT (CPT 5J)
COMPTON FOUR KILO (CPT 4K)
RWYS 09R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



*HEATHROW Director 134.97

Apt Elev 83′

Trans level: By ATC Trans alt: 6000′
1. When instructed contact HEATHROW Director. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by HEATHROW Director. **5.** Do not climb above SID levels until instructed by ATC.

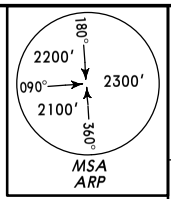
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**
These SIDs require a minimum climb gradient of 213′ per NM (3.5%) until D8 CPT.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING / ALTITUDE
CPT 5J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept 283° bearing towards WOD, cross D11 LON (D17 CPT) above 3000′ (MAX 6000′), WOD (D13 CPT) above 4000′ (MAX 6000′), then to CPT, cross D8 CPT at 6000′.
CPT 4K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept 283° bearing towards WOD, cross D11 LON (D17 CPT) above 3000′ (MAX 6000′), WOD (D13 CPT) above 4000′ (MAX 6000′), then to CPT, cross D8 CPT at 6000′.

DETLING TWO FOXTROT (DET 2F)
DETLING TWO GOLF (DET 2G)
DOVER FIVE FOXTROT (DVR 5F)
DOVER FOUR GOLF (DVR 4G)
RWYS 27R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



LONDON Control 120.52

Apt Elev 83′

Trans level: By ATC Trans alt: 6000′
1. When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.

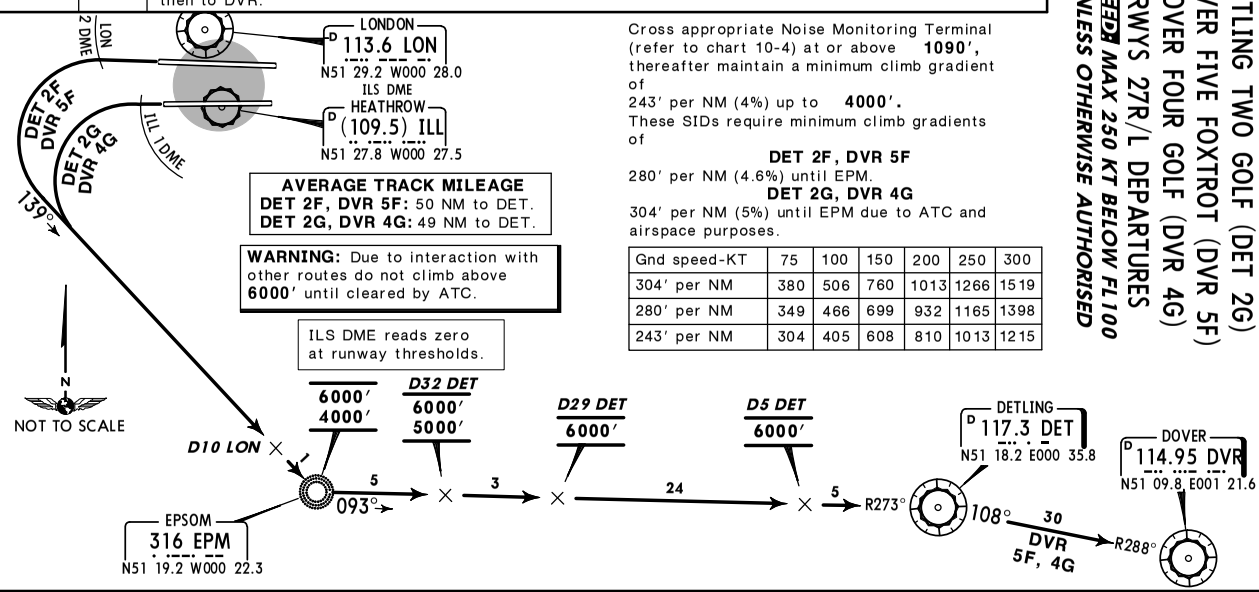
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**
These SIDs require minimum climb gradients of

DET 2F, DVR 5F
280′ per NM (4.6%) until EPM.

DET 2G, DVR 4G
304′ per NM (5%) until EPM due to ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
280′ per NM	349	466	699	932	1165	1398
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
DET 2F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 139° bearing to EPM, cross at or above 4000′ (MAX 6000′), at EPM but not before D10 LON intercept DET R-273 inbound, cross D32 DET at or above 5000′ (MAX 6000′), D29 DET at 6000′, D5 DET at 6000′, then to DET.
DET 2G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 139° bearing to EPM, cross at or above 4000′ (MAX 6000′), at EPM but not before D10 LON interceptDET R-273 inbound, cross D32 DET at or above 5000′ (MAX 6000′), D29 DET at 6000′, D5 DET at 6000′, then to DET.
DVR 5F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 139° bearing to EPM, cross at or above 4000′ (MAX 6000′), at EPM but not before D10 LON intercept DET R-273 inbound, cross D32 DET at or above 5000′ (MAX 6000′), D29 DET at 6000′, D5 DET at 6000′, then to DET, then to DVR.
DVR 4G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 139° bearing to EPM, cross at or above 4000′ (MAX 6000′), at EPM but not before D10 LON intercept DET R-273 inbound, cross D32 DET at or above 5000′ (MAX 6000′), D29 DET at 6000′, D5 DET at 6000′, then to DET, then to DVR.

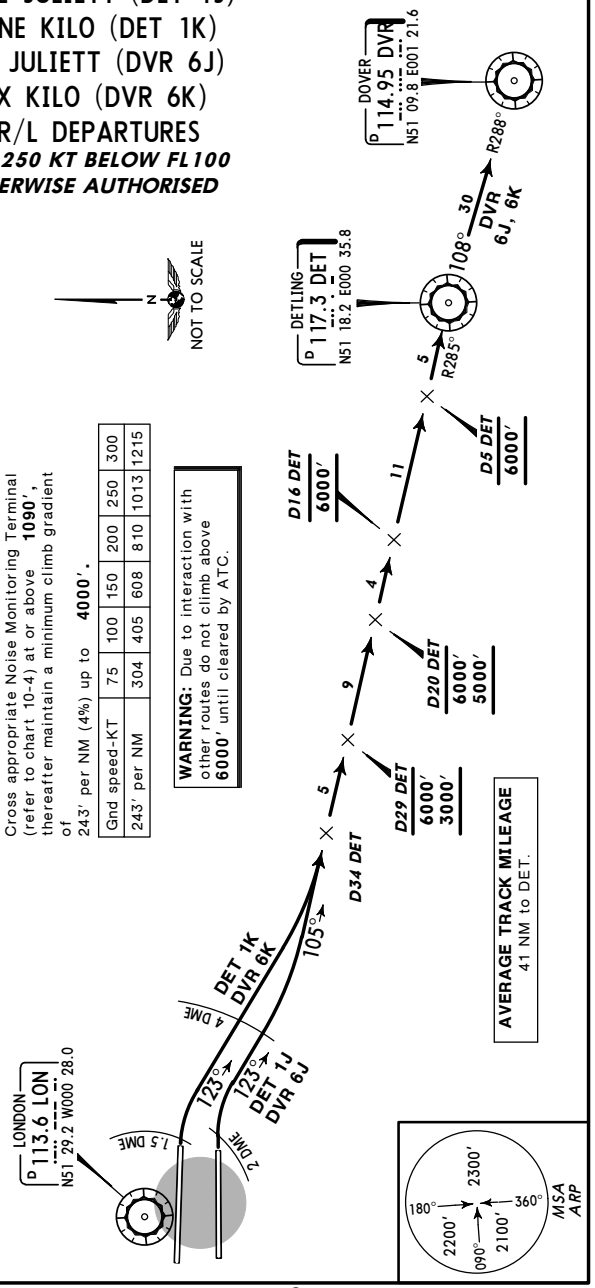


LONDON Control	Apt Elev
120.52	83′

Trans level: By ATC Trans alt: 6000′
1. When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.

DETLING ONE JULIETT (DET 1J)
DETLING ONE KILO (DET 1K)
DOVER SIX JULIETT (DVR 6J)
DOVER SIX KILO (DVR 6K)
RWYS 09R/L DEPARTURES

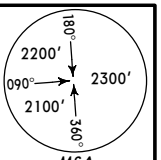
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING / ALTITUDE
DET 1J	09R	Straight ahead, at LON 2 DME turn RIGHT, 123° track, at LON 4 DME turn LEFT, intercept DET R-285 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET.
DET 1K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 123° track, at LON 4 DME turn LEFT, intercept DET R-285 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET.
DVR 6J	09R	Straight ahead, at LON 2 DME turn RIGHT, 123° track, at LON 4 DME turn LEFT, intercept DET R-285 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET, then to DVR.
DVR 6K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 123° track, at LON 4 DME turn LEFT, intercept DET R-285 inbound by D34 DET, cross D29 DET at or above 3000′ (MAX 6000′), D20 DET at or above 5000′ (MAX 6000′), D16 DET at 6000′, D5 DET at 6000′, then to DET, then to DVR.

LONDON Control	Apt Elev
126.82	83′

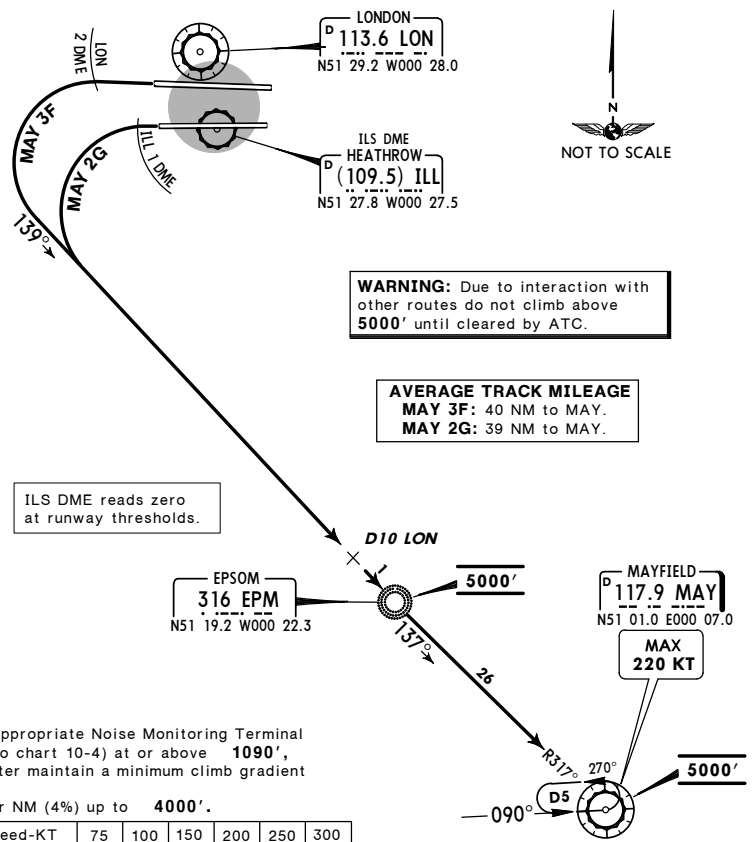
Trans level: By ATC Trans alt: 6000′
1. When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC. **6.** Aircraft VOR or DME failure advise ATC and comply with ATC instructions.



MAYFIELD THREE FOXTROT (MAY 3F)
MAYFIELD TWO GOLF (MAY 2G)
RWYS 27R/L DEPARTURES

TO EGKK ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

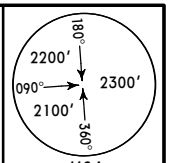


Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090′, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to 4000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
MAY 3F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 139° bearing to EPM, cross at 5000′, at EPM but not before D10 LON intercept MAY R-317 inbound to MAY at 5000′.
MAY 2G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/a) turn LEFT, intercept 139° bearing to EPM, cross at 5000′, at EPM but not before D10 LON intercept MAY R-317 inbound to MAY at 5000′.

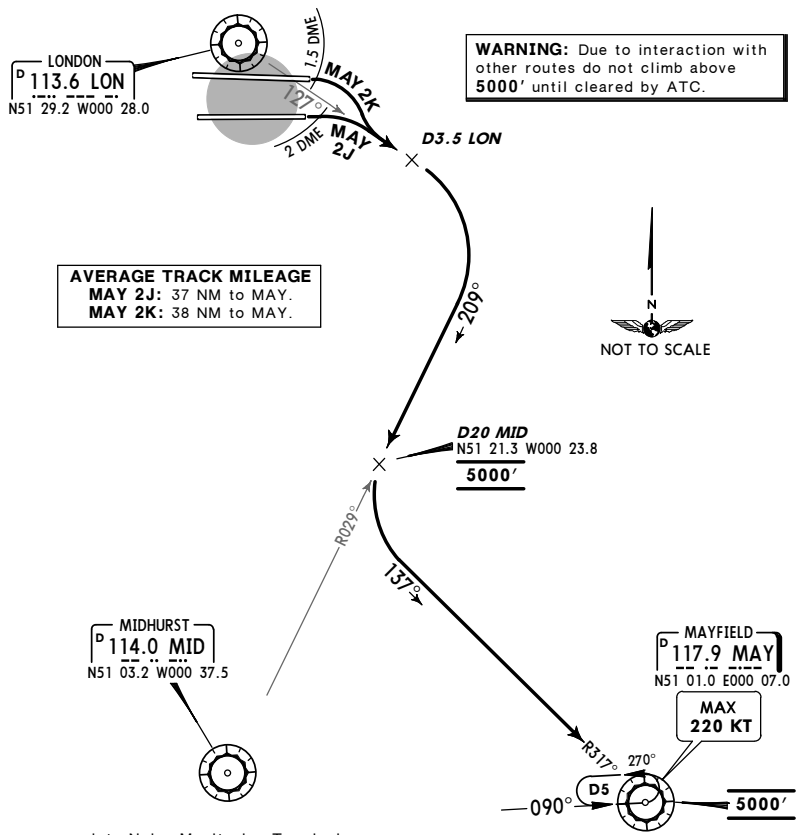
LONDON Control	Apt Elev	
126.82	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC. **6.** Aircraft VOR or DME failure advise ATC and comply with ATC instructions.



MAYFIELD TWO JULIETT (MAY 2J)
MAYFIELD TWO KILO (MAY 2K)
RWYS 09R/L DEPARTURES

TO EGKK ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



WARNING: Due to interaction with other routes do not climb above **5000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
MAY 2J: 37 NM to MAY.
MAY 2K: 38 NM to MAY.

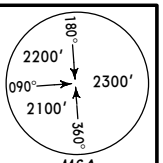
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
MAY 2J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound to D20 MID, cross at 5000′, turn LEFT, intercept MAY R-317 inbound to MAY at 5000′.
MAY 2K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound to D20 MID, cross at 5000′, turn LEFT, intercept MAY R-317 inbound to MAY at 5000′.

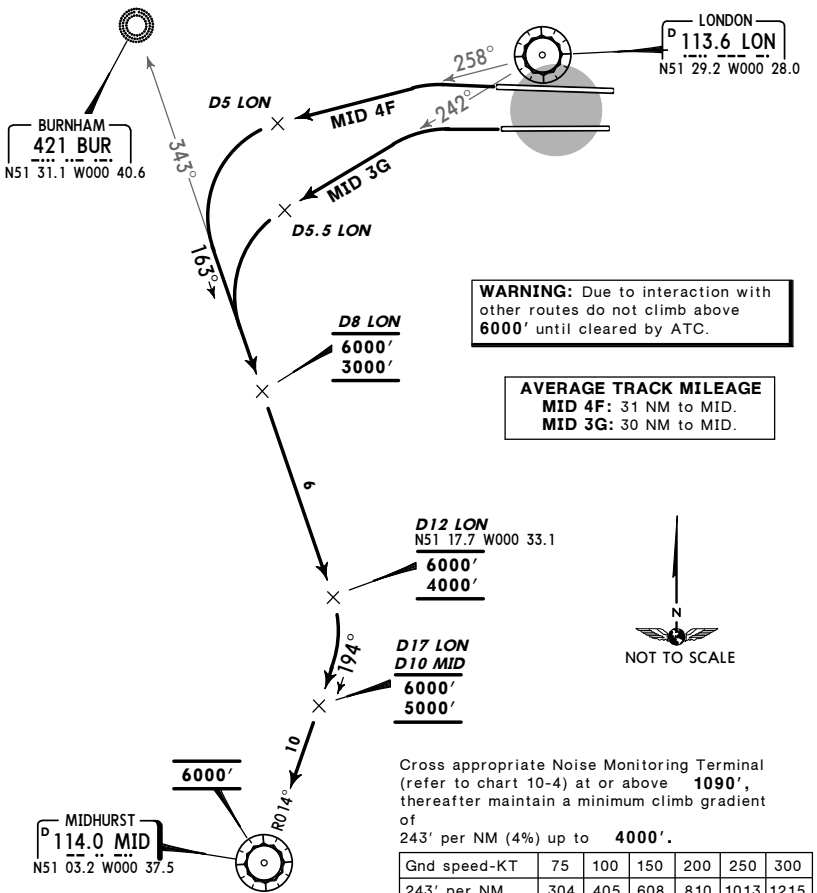
CHANGES: None.

LONDON Control	Apt Elev	
133.17	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



MIDHURST FOUR FOXTROT (MID 4F)
MIDHURST THREE GOLF (MID 3G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



WARNING: Due to interaction with other routes do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
MID 4F: 31 NM to MID.
MID 3G: 30 NM to MID.

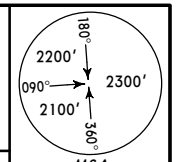
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
MID 4F	27R	Straight ahead, intercept LON R-258 to D5 LON, turn LEFT, intercept 163° bearing from BUR, cross D8 LON above 3000′ (MAX 6000′), D12 LON above 4000′ (MAX 6000′), turn RIGHT, intercept MID R-014 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then cross MID at 6000′.
MID 3G	27L	Straight ahead, intercept LON R-242 to D5.5 LON, turn LEFT, intercept 163° bearing from BUR, cross D8 LON above 3000′ (MAX 6000′), D12 LON above 4000′ (MAX 6000′), turn RIGHT, intercept MID R-014 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then cross MID at 6000′.

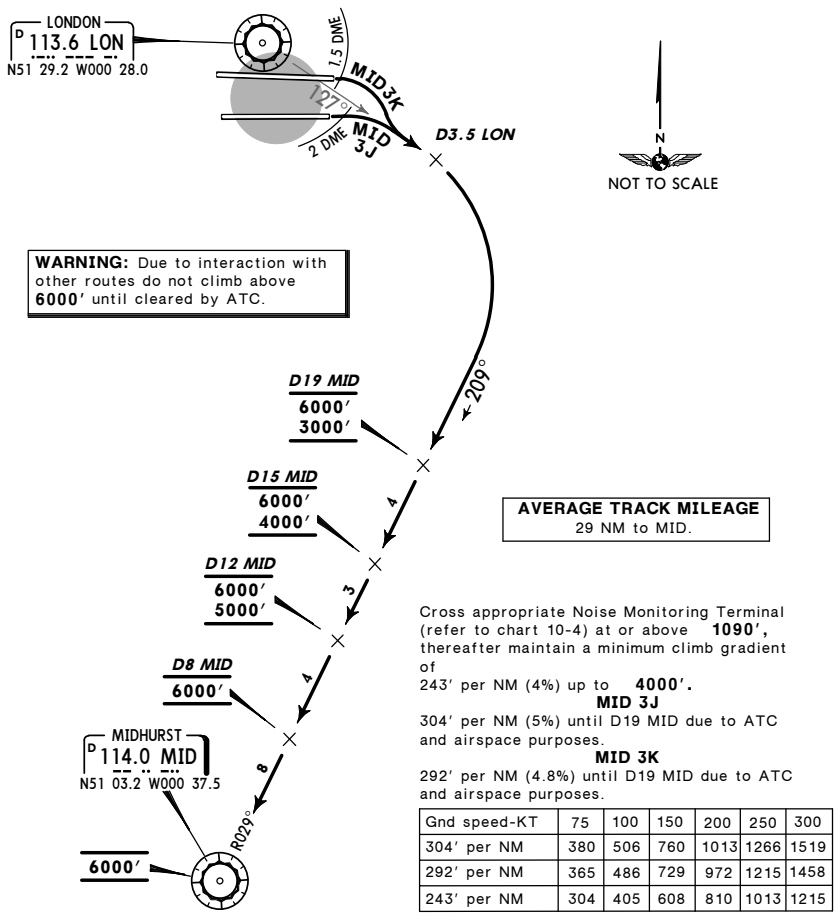
CHANGES: Radial up-date.

LONDON Control	Apt Elev	
133.17	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



MIDHURST THREE JULIETT (MID 3J)
MIDHURST THREE KILO (MID 3K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



WARNING: Due to interaction with other routes do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
29 NM to MID.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of
243′ per NM (4%) up to **4000′.**

MID 3J
304′ per NM (5%) until D19 MID due to ATC and airspace purposes.

MID 3K
292′ per NM (4.8%) until D19 MID due to ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
292′ per NM	365	486	729	972	1215	1458
243′ per NM	304	405	608	810	1013	1215

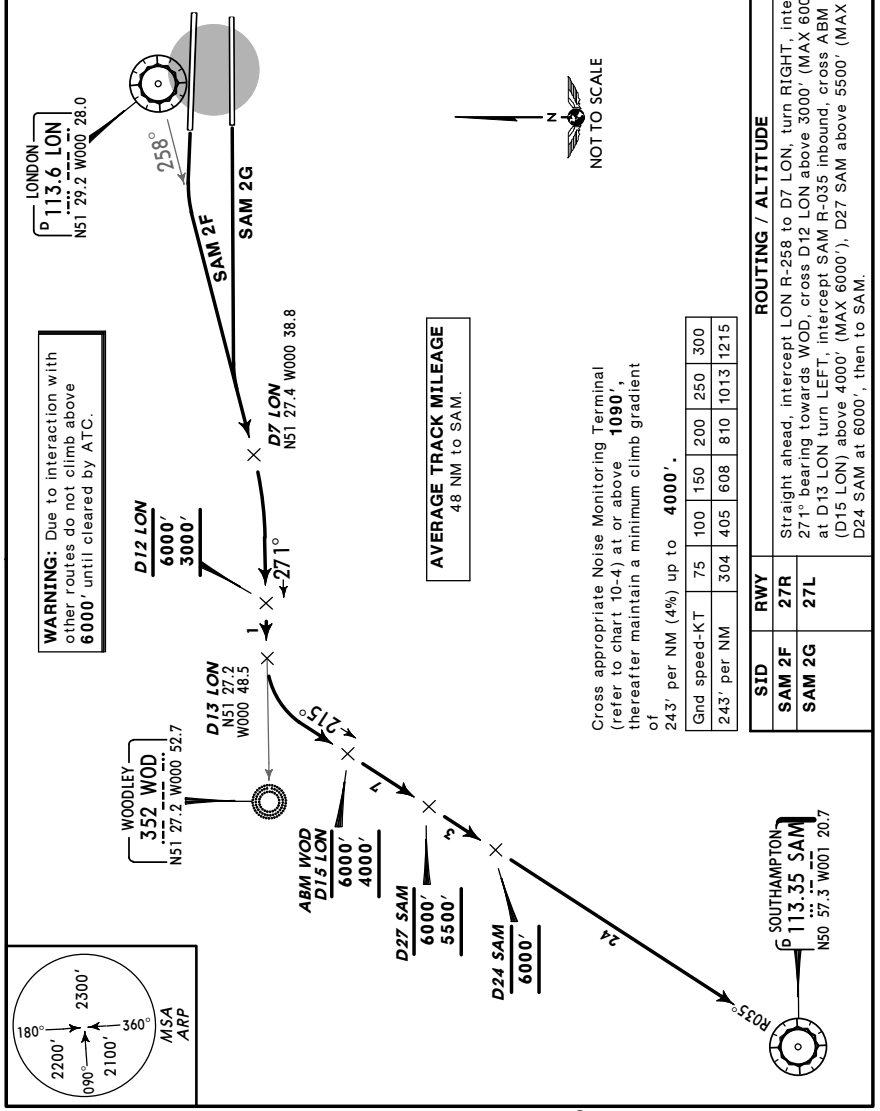
SID	RWY	ROUTING / ALTITUDE
MID 3J	**09R**	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound, cross D19 MID at or above 3000′ (MAX 6000′), D15 MID at or above 4000′ (MAX 6000′), D12 MID at or above 5000′ (MAX 6000′), D8 MID at 6000′, then to MID at 6000′.
MID 3K	**09L**	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound, cross D19 MID at or above 3000′ (MAX 6000′), D15 MID at or above 4000′ (MAX 6000′), D12 MID at or above 5000′ (MAX 6000′), D8 MID at 6000′, then to MID at 6000′.

CHANGES: None.

LONDON Control	Apt Elev	
134.12	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.

SOUTHAMPTON TWO FOXTROT (SAM 2F)
SOUTHAMPTON TWO GOLF (SAM 2G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



WARNING: Due to interaction with other routes do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
48 NM to SAM.

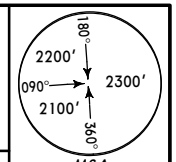
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of
243′ per NM (4%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
SAM 2F	**27R**	Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, intercept 271° bearing towards WOD, cross D12 LON above 3000′ (MAX 6000′), at D13 LON turn LEFT, intercept SAM R-035 inbound, cross ABM WOD (D15 LON) above 4000′ (MAX 6000′), D27 SAM above 5500′ (MAX 6000′), D24 SAM at 6000′, then to SAM.
SAM 2G	**27L**	

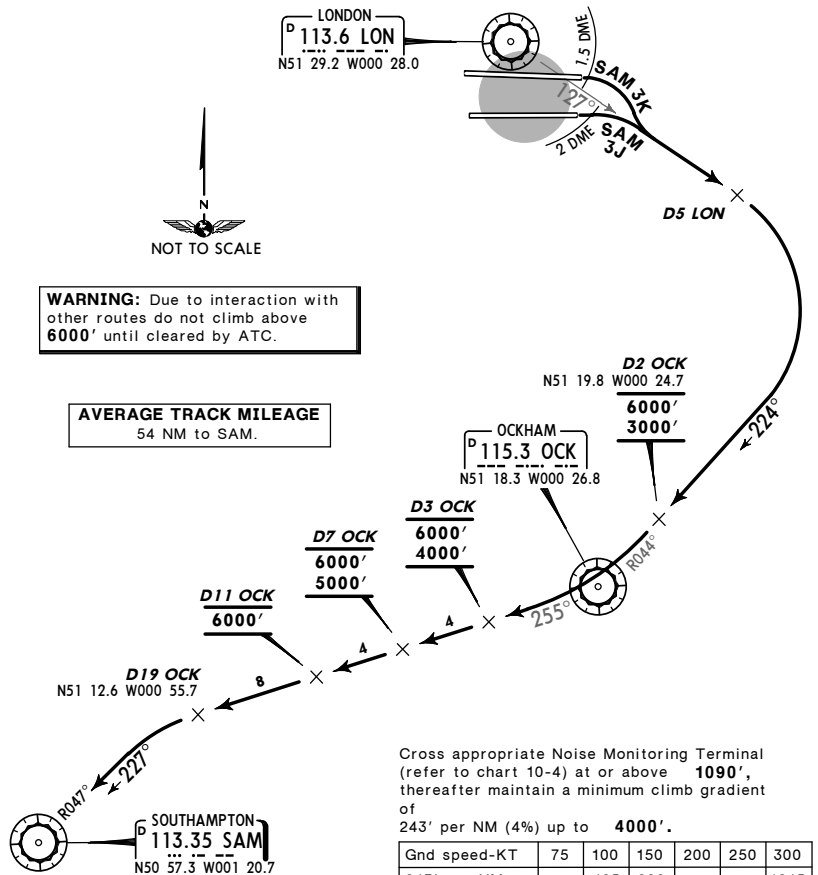
CHANGES: Radial up-date.

LONDON Control	Apt Elev	
134.12	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



SOUTHAMPTON THREE JULIETT (SAM 3J)
SOUTHAMPTON THREE KILO (SAM 3K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



WARNING: Due to interaction with other routes do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
54 NM to SAM.

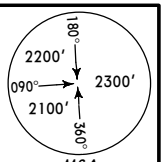
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
SAM 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D5 LON, turn RIGHT, intercept OCK R-044 inbound, cross D2 OCK above 3000′ (MAX 6000′), turn RIGHT, intercept OCK R-255, cross D3 OCK above 4000′ (MAX 6000′), D7 OCK above 5000′ (MAX 6000′) D11 OCK at 6000′, at D19 OCK turn LEFT, intercept SAM R-047 inbound to SAM.
SAM 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D5 LON, turn RIGHT, intercept OCK R-044 inbound, cross D2 OCK above 3000′ (MAX 6000′), turn RIGHT, intercept OCK R-255, cross D3 OCK above 4000′ (MAX 6000′), D7 OCK above 5000′ (MAX 6000′) D11 OCK at 6000′, at D19 OCK turn LEFT, intercept SAM R-047 inbound to SAM.

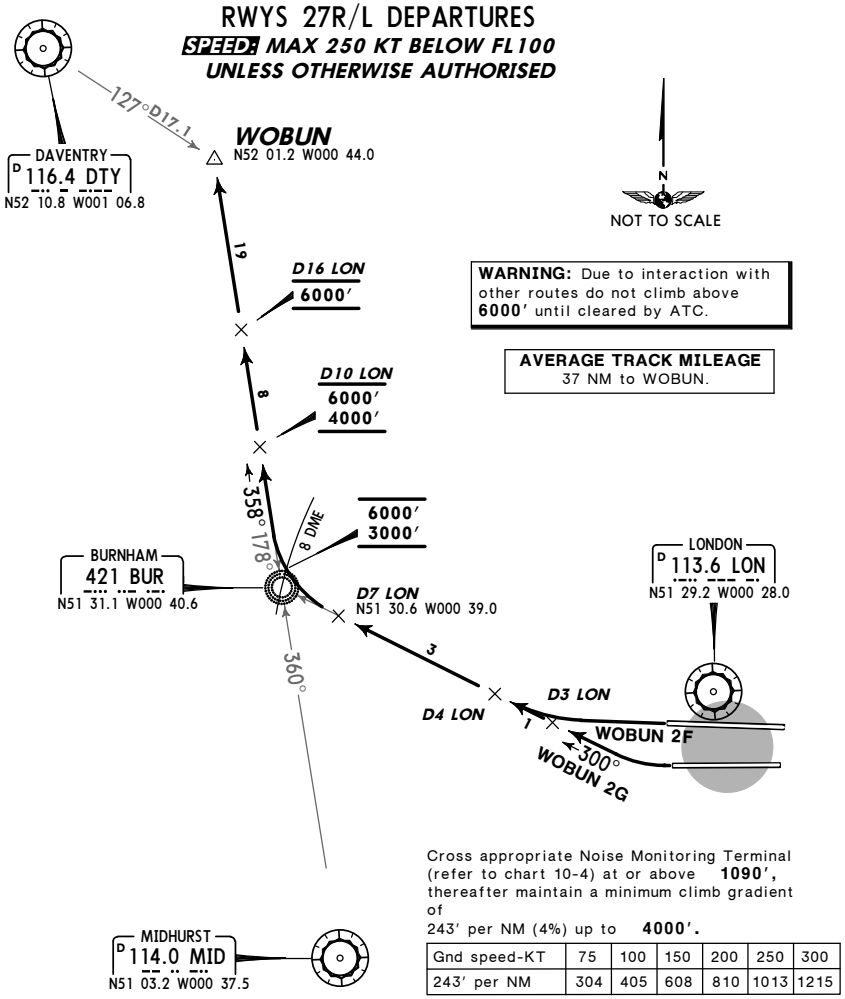
CHANGES: Radial up-date.

LONDON Control	Apt Elev	
119.77	83′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** Initial climb straight ahead to 590′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



WOBUN TWO FOXTROT (WOBUN 2F) *[WOBU2F]*
WOBUN TWO GOLF (WOBUN 2G) *[WOBU2G]*
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



WARNING: Due to interaction with other routes do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
37 NM to WOBUN.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

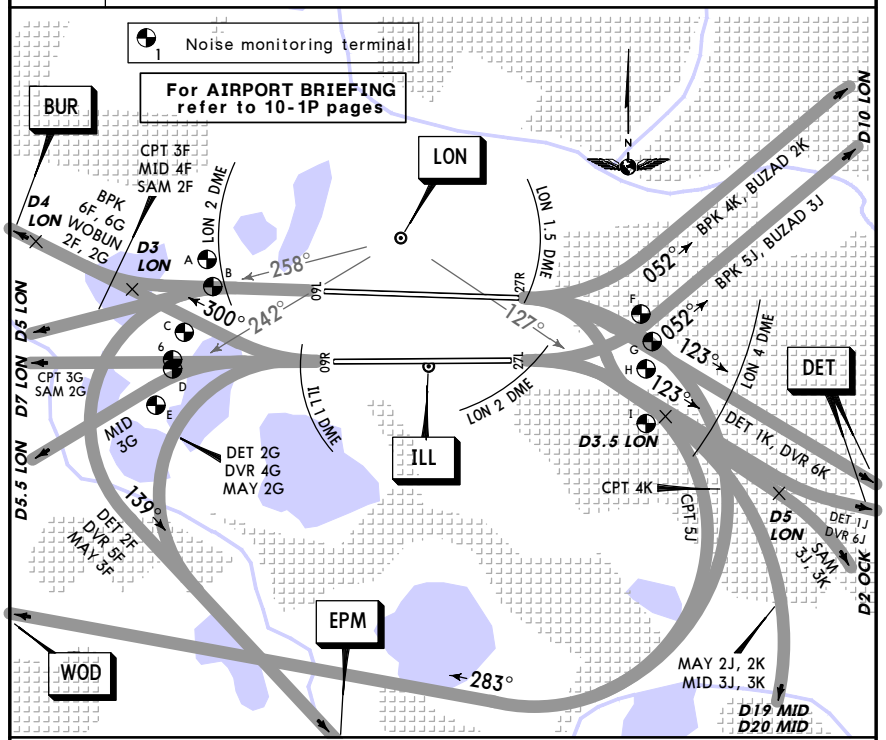
Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING / ALTITUDE
WOBUN 2F	27R	Straight ahead, intercept 300° bearing towards BUR by D4 LON to D7 LON, turn RIGHT, intercept 358° bearing from BUR (MID R-360), cross LON 8 DME above 3000′ (MAX 6000′), D10 LON above 4000′ (MAX 6000′), D16 LON at 6000′ to WOBUN.
WOBUN 2G	27L	Straight ahead, intercept 300° bearing towards BUR by D3 LON to D7 LON, turn RIGHT, intercept 358° bearing from BUR (MID R-360), cross LON 8 DME above 3000′ (MAX 6000′), D10 LON above 4000′ (MAX 6000′), D16 LON at 6000′ to WOBUN.

CHANGES: Radial up-date.

Apt Elev 83'

NOISE ABATEMENT



The operation limits as specified in para 3.3.1 (refer to Airport Briefing Page 10-1P6) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

NOISE MONITORING TERMINAL/LOCATION/NAME			ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
6	N51 27.9 W000 32.0	Thames Water, Wraysbury	- 6m	**- 0.3**
A	N51 29.0 W000 31.4	Colnbrook	- 4m	**+ 2.3**
B	N51 28.7 W000 31.3	Poyle	- 4m	**+ 4.8**
C	N51 28.2 W000 31.8	Horton	- 6m	**- 0.3**
D	N51 27.8 W000 32.0	Coppermill	- 7m	**- 0.6**
E	N51 27.4 W000 32.3	Wraysbury Reservoir (South)	- 7m	**- 1.0**
F	N51 28.4 W000 23.8	Hounslow West	- 3m	**+ 0.9**
G	N51 28.1 W000 23.6	Barracks	- 3m	**- 0.1**
H	N51 27.8 W000 23.7	Hounslow Heath	- 3m	**+ 1.2**
I	N51 27.2 W000 23.7	East Feltham	- 4m	**- 0.3**

If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

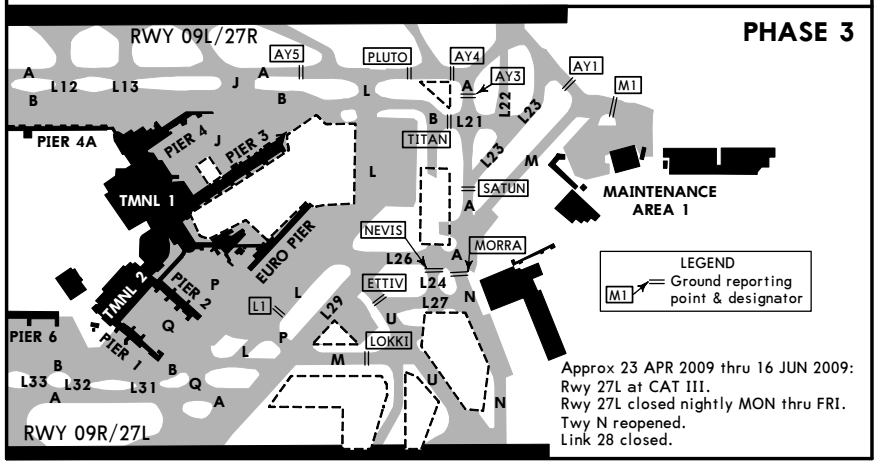
Tailwind component	≤1 KT	≤2 KT	≤3 KT	≤4 KT	>4 KT
Amount to be disregarded	0.4 dB	0.8 dB	1.2 dB	1.6 dB	2.0 dB

CHANGES: Radial up-date.

TEMPORARY CONSTRUCTION WORK PHASES 3 THRU 5

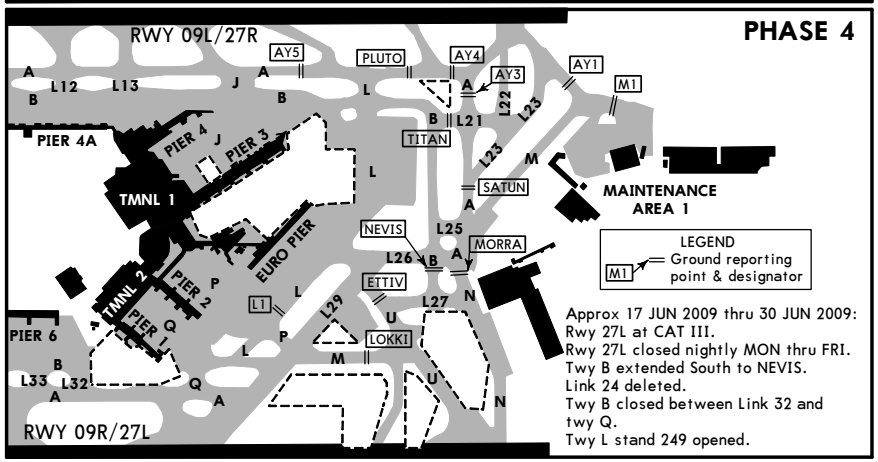
REFER ALSO TO LATEST NOTAMS

PHASE 3



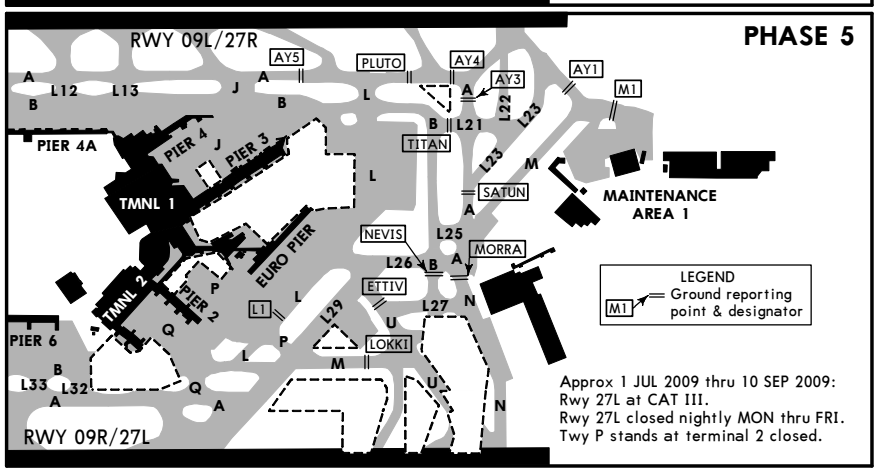
Approx 23 APR 2009 thru 16 JUN 2009:
Rwy 27L at CAT III.
Rwy 27L closed nightly MON thru FRI.
Twy N reopened.
Link 28 closed.

PHASE 4



Approx 17 JUN 2009 thru 30 JUN 2009:
Rwy 27L at CAT III.
Rwy 27L closed nightly MON thru FRI.
Twy B extended South to NEVIS.
Link 24 deleted.
Twy B closed between Link 32 and twy Q.
Twy L stand 249 opened.

PHASE 5



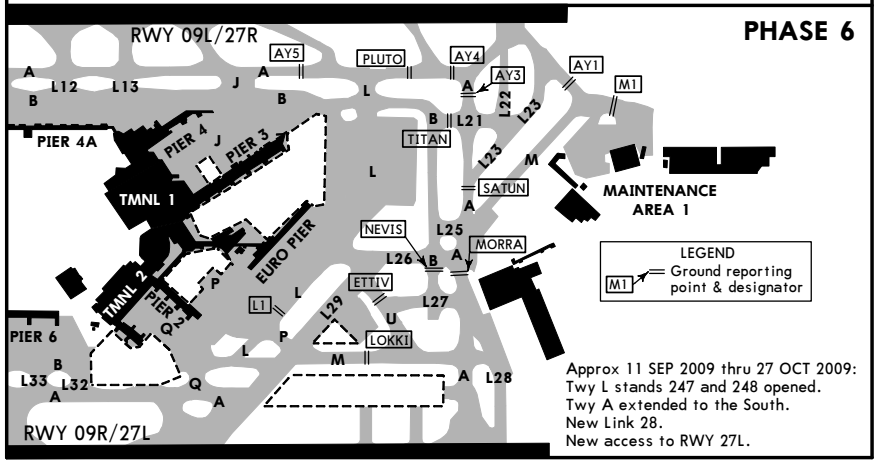
Approx 1 JUL 2009 thru 10 SEP 2009:
Rwy 27L at CAT III.
Rwy 27L closed nightly MON thru FRI.
Twy P stands at terminal 2 closed.

CHANGES: New temporary chart.

TEMPORARY CONSTRUCTION WORK PHASES 6 THRU 8

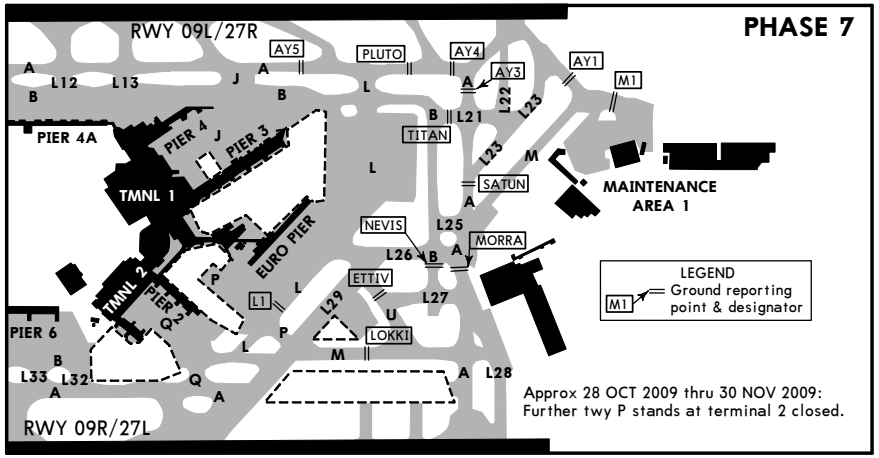
REFER ALSO TO LATEST NOTAMS

PHASE 6



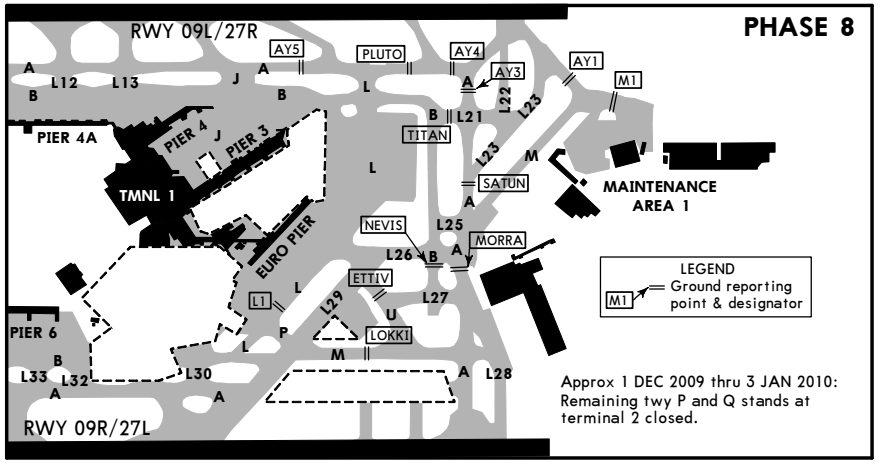
Approx 11 SEP 2009 thru 27 OCT 2009:
Twy L stands 247 and 248 opened.
Twy A extended to the South.
New Link 28.
New access to RWY 27L.

PHASE 7



Approx 28 OCT 2009 thru 30 NOV 2009:
Further twy P stands at terminal 2 closed.

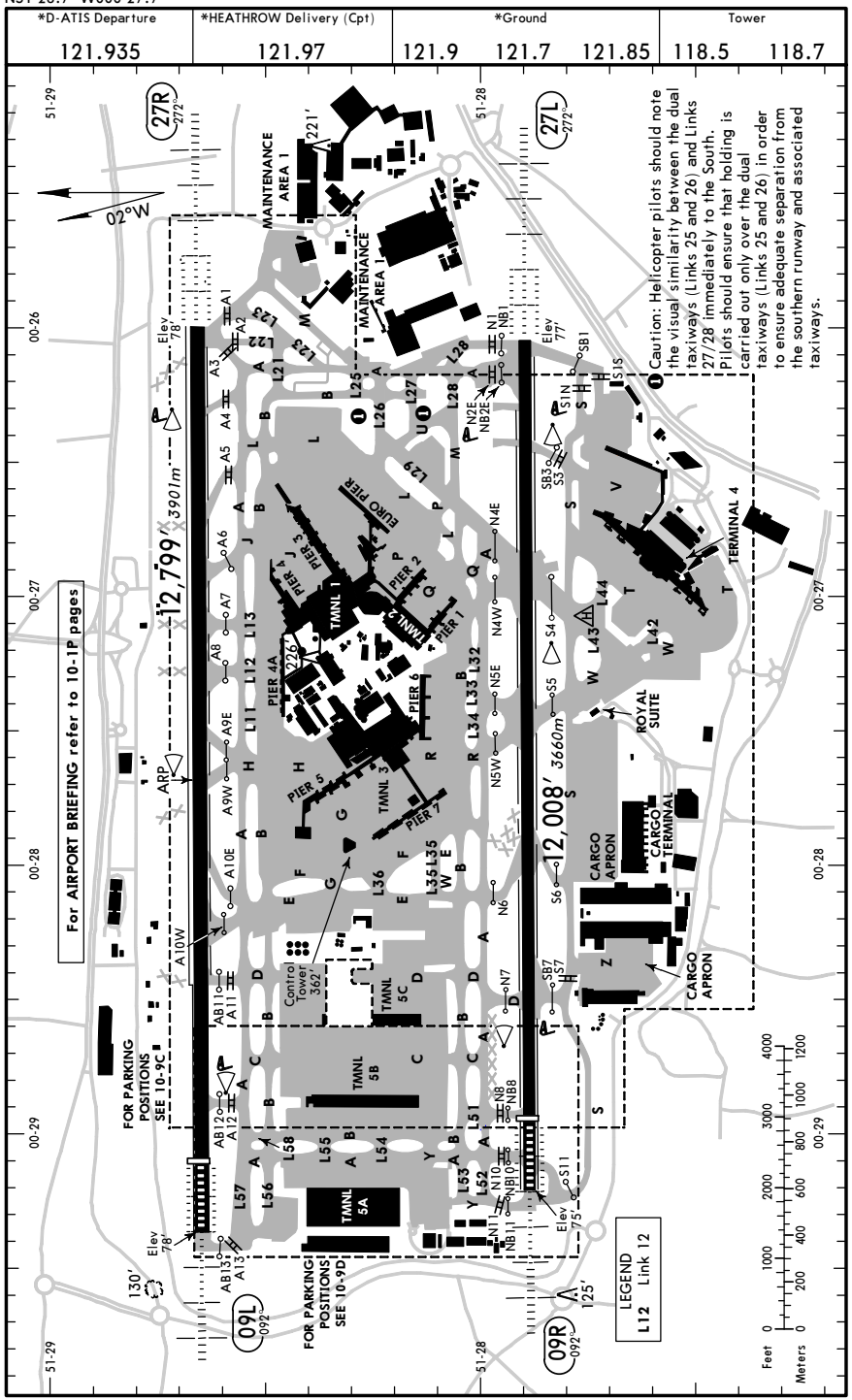
PHASE 8



Approx 1 DEC 2009 thru 3 JAN 2010:
Remaining twy P and Q stands at terminal 2 closed.

CHANGES: New temporary chart.

*D-ATIS Departure	*HEATHROW Delivery (Cpt)	*Ground			Tower	
121.935	121.97	121.9	121.7	121.85	118.5	118.7



CHANGES: Taxiways. Construction area.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
09L ❶ 27R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(3.0°) RVR	11,795′ *3595m*	10,801′ *3292m*	❷	164′ *50m*
		12,743′ *3884m*	11,586′ *3531m*		

❶ RWY grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 09L:

From rwy head	12,799′ (3901m)
twy A12 int	11,040′ (3365m)
twy A11 int	9318′ (2840m)
twy A10W int	8747′ (2666m)
twy A10E int	7730′ (2356m)

RWY 27R:

From rwy head	12,743′ (3884m)
twy A4 int	11,663′ (3555m)
twy A5 int	10,335′ (3150m)
twy A6 int	9446′ (2879m)
twy A7 int	8642′ (2634m)
twy A8 int	7976′ (2431m)

09R ❸ 27L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(3.0°) RVR	11,001′ *3353m*	9997′ *3047m*	❺	164′ *50m*
	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(3.0°) ❹ RVR		10,905′ *3324m*		

❸ RWY grooved.

❹ HST - N6

❺ TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head	12,008′ (3660m)
twy N10 int	11,585′ (3531m)
twy N8 int	11,001′ (3353m)
twy N7 int	9364′ (2854m)
twy N6 int	7635′ (2327m)
twy S6 int	7369′ (2246m)

RWY 27L:

From rwy head	12,008′ (3660m)
twy N2E int	11,601′ (3536m)
twy N3 int	10,709′ (3264m)
twy S3 int	10,541′ (3213m)
twy N4E, N4W, S4 int	8878′ (2706m)

SEQUENCING OF AIRCRAFT GROUND MOVEMENTS FOR TAKE-OFF IN LOW VISIBILITY

When the reported RVR is below 400m do not request start-up until the reported RVR is equal to or greater than the appropriate value as shown below:

AIRCRAFT TAKE-OFF MINIMA	MINIMUM RVR FOR START-UP
350m RVR	300m
300m RVR	250m
250m RVR	200m
200m RVR	150m
150m RVR	150m
100m RVR	100m
75m RVR	75m

JAR-OPS TAKE-OFF ❶

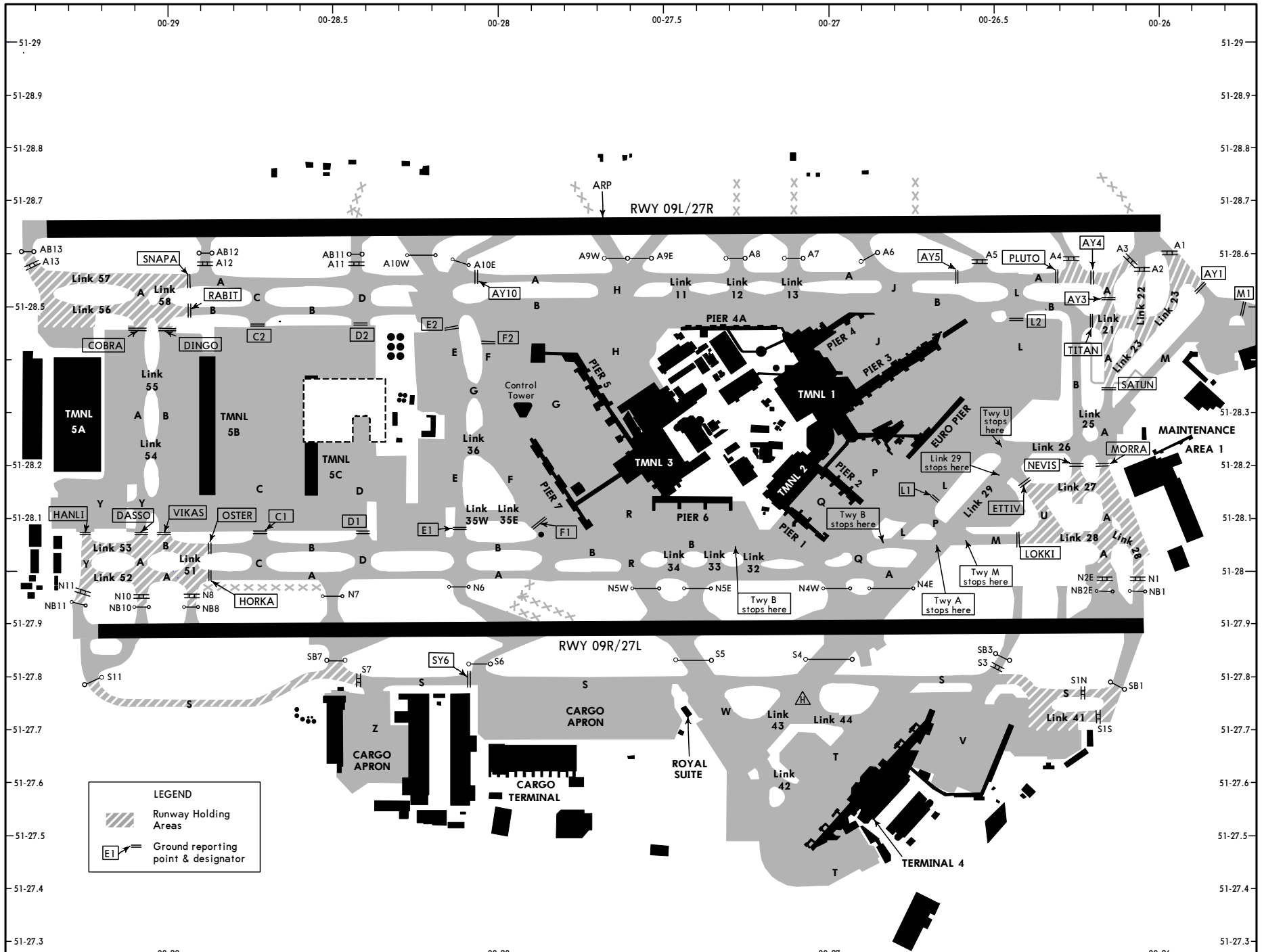
All Rwys

LVP must be in Force

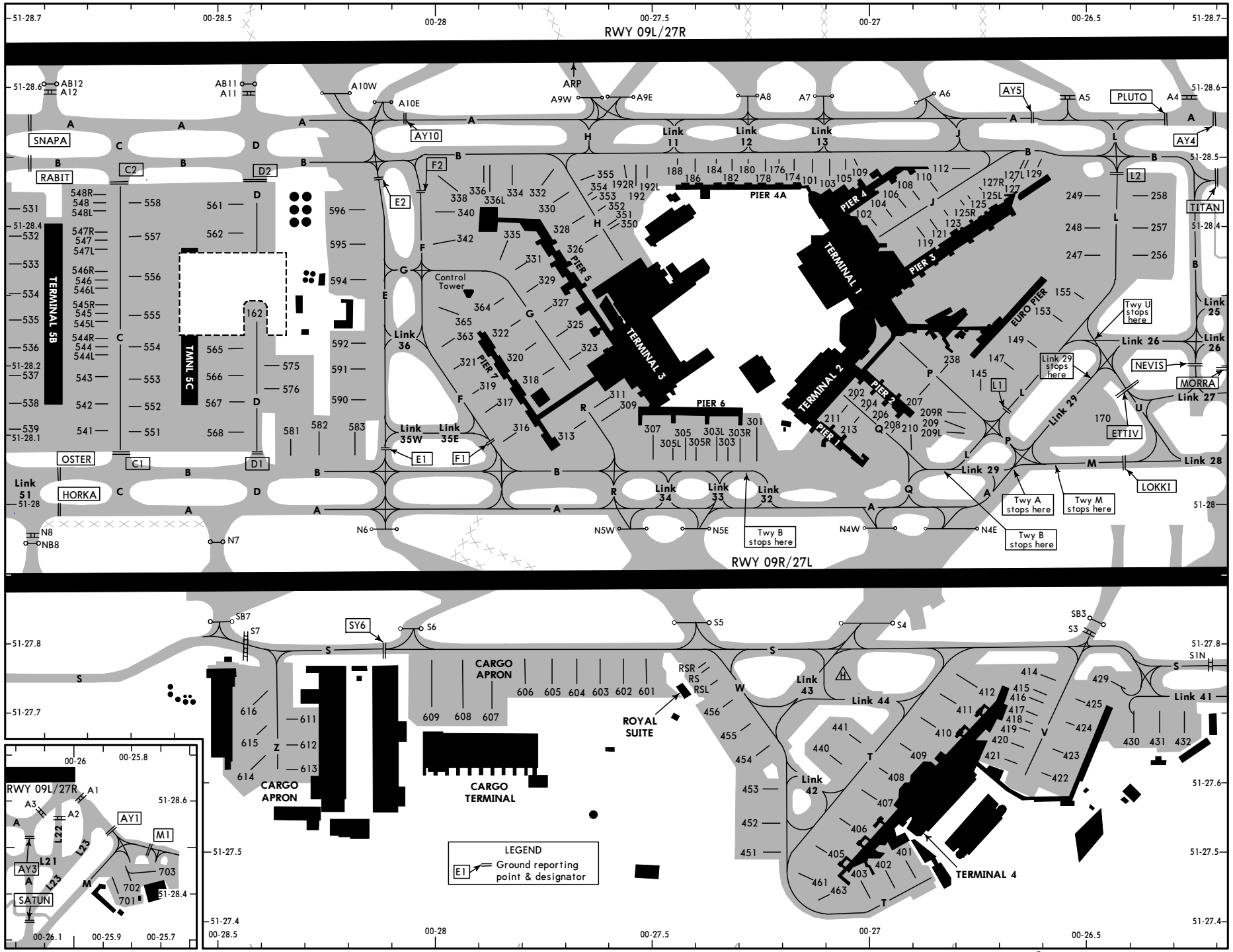
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

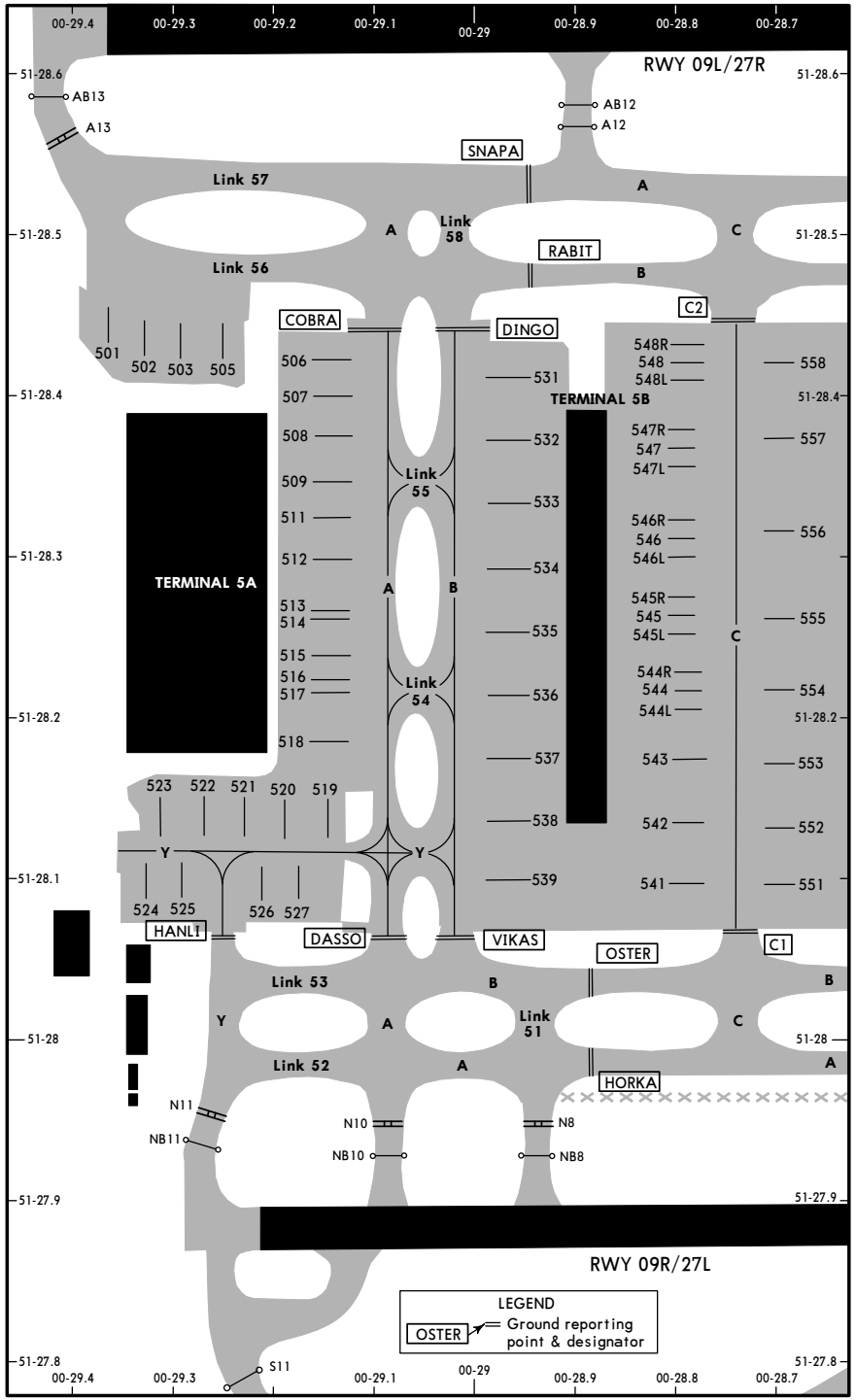
CHANGES: Intersection TORA.



CHANGES: Taxiways. Ground reporting point L2 added.



CHANGES: Taxiways. Ground reporting point L2 added.



CHANGES: Parking stands. Construction area withdrawn.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N51 28.5 W000 27.1	256 thru 258	N51 28.4 W000 26.4
102	N51 28.4 W000 27.0	301	N51 28.1 W000 27.2
103	N51 28.5 W000 27.1	303L	N51 28.1 W000 27.4
104	N51 28.4 W000 27.0	303, 303R	N51 28.1 W000 27.3
105	N51 28.5 W000 27.0	305, 305L/R	N51 28.1 W000 27.4
106	N51 28.4 W000 26.9	307	N51 28.1 W000 27.5
108	N51 28.5 W000 26.9	309	N51 28.1 W000 27.6
109	N51 28.5 W000 27.0	311	N51 28.2 W000 27.6
110	N51 28.5 W000 26.9	313	N51 28.1 W000 27.7
112	N51 28.5 W000 26.8	316	N51 28.1 W000 27.8
119 and 121	N51 28.4 W000 26.9	317	N51 28.1 W000 27.9
123	N51 28.4 W000 26.8	318	N51 28.2 W000 27.7
125, 125R	N51 28.5 W000 26.8	319	N51 28.2 W000 27.9
125L thru 127R	N51 28.5 W000 26.7	320	N51 28.2 W000 27.8
129	N51 28.5 W000 26.6	321	N51 28.2 W000 28.0
145, 147	N51 28.2 W000 26.7	322	N51 28.3 W000 27.8
149	N51 28.2 W000 26.6	323	N51 28.2 W000 27.7
153	N51 28.3 W000 26.6	325	N51 28.3 W000 27.7
155	N51 28.3 W000 26.5	326	N51 28.4 W000 27.6
170	N51 28.1 W000 26.5	327	N51 28.3 W000 27.7
174, 176	N51 28.5 W000 27.2	328	N51 28.4 W000 27.7
178, 180, 182	N51 28.5 W000 27.3	329	N51 28.3 W000 27.8
184, 186, 188	N51 28.5 W000 27.4	330	N51 28.4 W000 27.7
192, 192L	N51 28.5 W000 27.5	331	N51 28.3 W000 27.8
192R	N51 28.5 W000 27.6	332, 334	N51 28.5 W000 27.8
202	N51 28.2 W000 27.0	335	N51 28.4 W000 27.9
204, 206	N51 28.1 W000 27.0	336, 336L	N51 28.5 W000 27.9
207	N51 28.2 W000 26.9	338	N51 28.5 W000 28.0
208	N51 28.1 W000 26.9	340, 342	N51 28.4 W000 28.0
209, 209L/R	N51 28.1 W000 26.8	350 thru 354	N51 28.4 W000 27.6
210	N51 28.1 W000 26.9	355	N51 28.5 W000 27.6
211	N51 28.1 W000 27.1	363	N51 28.2 W000 28.0
213	N51 28.1 W000 27.0	364	N51 28.3 W000 27.9
238	N51 28.2 W000 26.8	365	N51 28.3 W000 28.0
247 thru 249	N51 28.4 W000 26.5		

CHANGES: Stands. Coordinates.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
401	N51 27.5 W000 26.9	543 thru 544R	N51 28.2 W000 28.8
402	N51 27.5 W000 27.0	545L thru 546R	N51 28.3 W000 28.8
403	N51 27.4 W000 27.0	547L thru 548R	N51 28.4 W000 28.8
405	N51 27.5 W000 27.1	551	N51 28.4 W000 28.8
406 thru 408	N51 27.6 W000 27.0	552 thru 554	N51 28.2 W000 28.7
409, 410	N51 27.7 W000 26.9	555, 556	N51 28.3 W000 28.7
411	N51 27.7 W000 26.8	557, 558	N51 28.4 W000 28.7
412	N51 27.8 W000 26.8	561, 562	N51 28.4 W000 28.5
414 thru 419	N51 27.7 W000 26.6	565, 566	N51 28.2 W000 28.5
420	N51 27.7 W000 26.7	567, 568	N51 28.1 W000 28.5
421	N51 27.6 W000 26.7	575, 576	N51 28.2 W000 28.4
422, 423	N51 27.6 W000 26.6	581, 582	N51 28.1 W000 28.3
424	N51 27.7 W000 26.6	583	N51 28.1 W000 28.2
425	N51 27.7 W000 26.5	590	N51 28.2 W000 28.2
429, 430	N51 27.7 W000 26.4	590L	N51 28.1 W000 28.2
431, 432	N51 27.7 W000 26.3	590R thru 592	N51 28.2 W000 28.2
440	N51 27.6 W000 27.1	594	N51 28.3 W000 28.2
441	N51 27.7 W000 27.0	595, 596	N51 28.4 W000 28.2
451, 452	N51 27.5 W000 27.2	601	N51 27.8 W000 27.5
453	N51 27.6 W000 27.2	602, 603	N51 27.8 W000 27.6
454	N51 27.6 W000 27.3	604	N51 27.8 W000 27.7
455, 456	N51 27.7 W000 27.3	605, 606	N51 27.8 W000 27.8
461	N51 27.5 W000 27.2	607	N51 27.8 W000 27.9
463	N51 27.4 W000 27.1	608, 609	N51 27.8 W000 28.0
501	N51 28.5 W000 29.4	611, 612	N51 27.7 W000 28.3
502, 503, 505	N51 28.5 W000 29.3	613	N51 27.6 W000 28.3
506 thru 509	N51 28.4 W000 29.1	614	N51 27.6 W000 28.4
511 thru 515	N51 28.3 W000 29.1	615, 616	N51 27.7 W000 28.4
516, 517	N51 28.2 W000 29.1	701	N51 28.4 W000 25.8
518	N51 28.2 W000 29.2	702	N51 28.4 W000 25.9
519	N51 28.2 W000 29.1	703	N51 28.5 W000 25.8
520, 521	N51 28.2 W000 29.2	RS	N51 27.8 W000 27.4
522, 523	N51 28.2 W000 29.3	RSL	N51 27.7 W000 27.4
524, 525	N51 28.1 W000 29.3	RSR	N51 27.8 W000 27.4
526, 527	N51 28.1 W000 29.2	L35W	N51 28.1 W000 28.1
531, 532	N51 28.4 W000 29.0	L35E	N51 28.1 W000 27.9
533 thru 535	N51 28.3 W000 29.0		
536, 537	N51 28.2 W000 29.0		
538, 539	N51 28.1 W000 29.0		
541, 542	N51 28.1 W000 28.8		

CHANGES: Stands. Coordinates.

STAND ENTRY GUIDANCE SYSTEMS (SEG)

A. GENERAL

If a Stand Entry Guidance System becomes unserviceable or is not illuminated, call Ground Movement Control (GMC) to request marshalling assistance.

Aircrew must not attempt to self-park if the Stand Entry Guidance is unserviceable, uncalibrated or not switched on.

STOP SHORT PROCEDURE

The term "STOP SHORT" is defined as a requirement to stop the acft in a position that allows mobile or integral airstairs to be deployed, due to the unserviceability of the stand loading bridge or some other obstruction. The requirement to "STOP SHORT" will be indicated to the flight crew by marshalling signals.

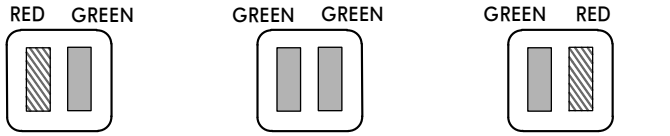
EMERGENCY STOP

Should an emergency arise as the acft is taxiing onto stand, the airline or handling agent representative can activate the SEG emergency over-ride button, colocated with all emergency stop buttons at ramp level at the head of the stand. This will instantly cut power to the parking aids and activate a sign mounted at pilot's eye level which will flash "STOP".

B. GUIDANCE SYSTEMS

1. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

AGNIS units display red and/or green light signals through two parallel vertical slots. The system is aligned for interpretation from the left hand cockpit seat. Acft should be turned towards the green light to remain on centerline. AGNIS does not provide stopping guidance. Stopping guidance is provided by a sign (PAPA or STOP ARROW) positioned near the AGNIS unit.



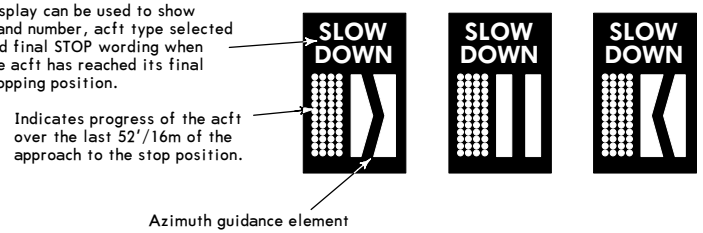
LEFT of centerline. Turn towards GREEN.

Aircraft on centerline.

RIGHT of centerline. Turn towards GREEN.

2. APIS - AIRCRAFT POSITIONING AND INFORMATION SYSTEM

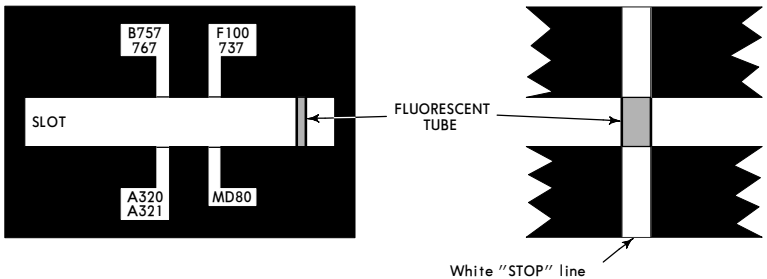
The unit combines both alignment and stopping signals in one visual display mounted ahead of the pilot and is to be used from the left hand cockpit seat.



CHANGES: None.

3. PAPA - PARALLAX AIRCRAFT PARKING AID

This stopping aid is commonly positioned to the right side of the stand centerline. On some stands it will be located to the left side and indicated as such by the sign adjacent to the AGNIS unit. The aid consists of a black board, bearing acft type identification labels and "STOP" lines, with a horizontal slot running across the center. Behind the board is a vertically mounted fluorescent light tube. As an acft is taxiing onto the stand, the pilot will see the fluorescent tube appear to move across the slot towards the "STOP" lines. When the tube is in line with the appropriate acft type "STOP" line, the acft has reached the correct position.



4. STOP ARROWS

This provides stopping guidance only, used in conjunction with AGNIS in the form of one or two painted lines with the word "STOP" above the line and, where appropriate, the acft type below the line. The line is aligned with the pilot's eye position and is normally located to the left of the stand centerline, but may be provided on the right or both sides.

5. MIRROR

The mirror is normally mounted on the port side of he extended centerline. It is angled to give the pilot in the left hand seat view of the aircaft's nose landing gear (NLG). Associated mirror image paint markings will indicate the various stopping positions of the NLG. All mirrors are heated to prevent misting and icing.

BRIEFING STRIP

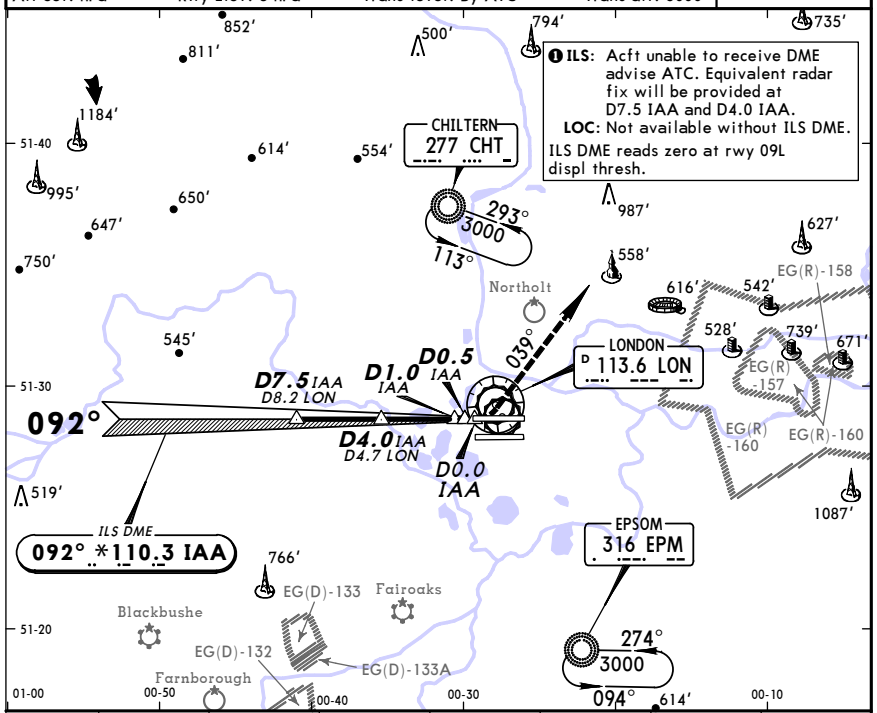
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

LOC IAA	Final Apch Crs	GS D4.0 IAA	ILS DA(H)	Apt Elev 83'
*110.3	092°	1410' (1331')	279' (200')	RWY 79'

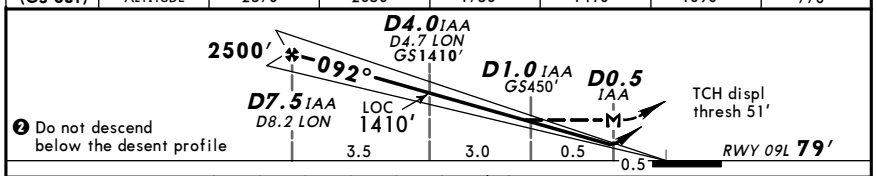
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580' or D0.0 IAA, whichever is later, climbing turn LEFT on track 039° to 3000', then as directed. In event of radio failure see 11-5.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000'

MSA ARP: 180°–2200', 090°–2300', 2100', 360°



LOC ❷ (GS out)	IAA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2370'	2050'	1730'	1410'	1090'	770'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.5 IAA						

HIALS-II
PAPI

1580' whichever later | D0.0 IAA | 039° LT

JAR-OPS STRAIGHT-IN LANDING RWY 09L

	ILS DA(H) 279' (200') FULL	ILS DA(H) 279' (200') ALS out	LOC (GS out) MDA(H) 470' (391')	LOC (GS out) MDA(H) 470' (391') ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	700' (617')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

PANS OPS 4

EGLL/LHR
HEATHROW

JEPPESEN

14 SEP 07
Eff 27 Sep

(11-1A)

LONDON, UK

❶CAT II ILS DME Rwy 09L

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

LOC IAA	Final Apch Crs	GS	CAT II ILS RA 100′ DA(H)	Apt Elev 83′
*110.3	092°	D4.0 IAA 1410′ (1331′)	179′(100′)	RWY 79′

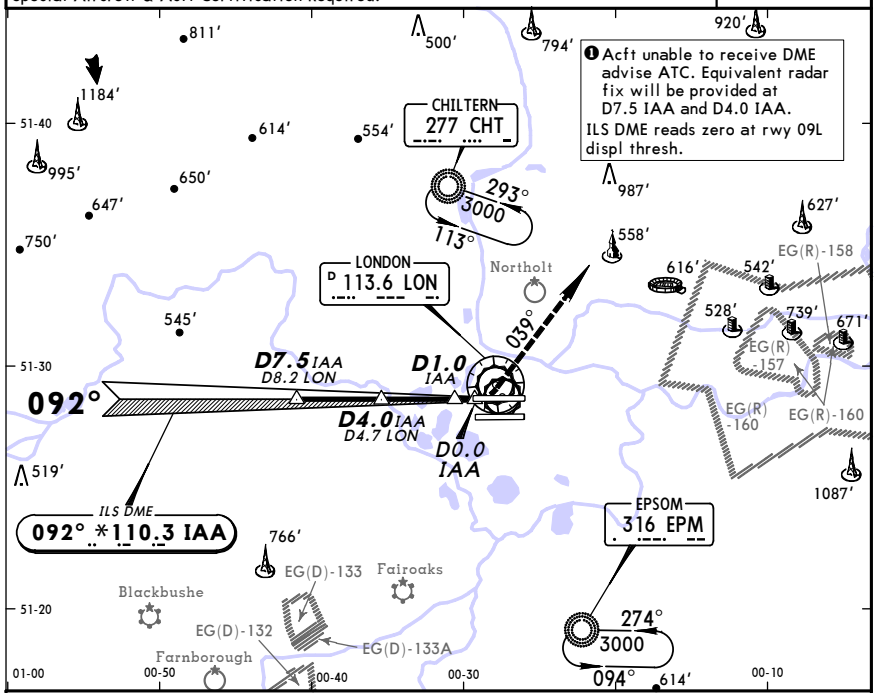
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 039° to 3000′, then as directed. In event of radio failure see 11-5.

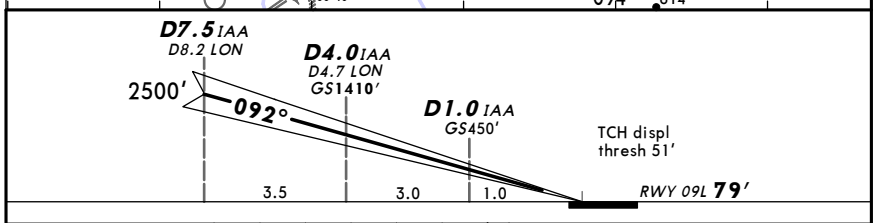
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

Special Aircrew & Acft Certification Required.

MSA ARP: 180°–2200′, 090°–2300′, 2100′, 360°

❶ Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IAA and D4.0 IAA.
ILS DME reads zero at rwy 09L displ thresh.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II PAPI | 1580′ whichever later | D0.0 IAA | 039° LT

JAR-OPS STRAIGHT-IN LANDING RWY **09L**

CAT II ILS

ABCD

RA 100′

DA(H) **179′(100′)**

RVR 300m ❶

❶ Operators applying U.S. Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Crossing alt.

EGLL/LHR
HEATHROW

JEPPESEN

14 SEP 07
(11-2)
Eff 27 Sep

LONDON, UK

❶ILS DME Rwy 09R

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

LOC IBB	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*109.5	092°	D4.0 IBB 1400′ (1325′)	275′ (200′)	RWY 75′

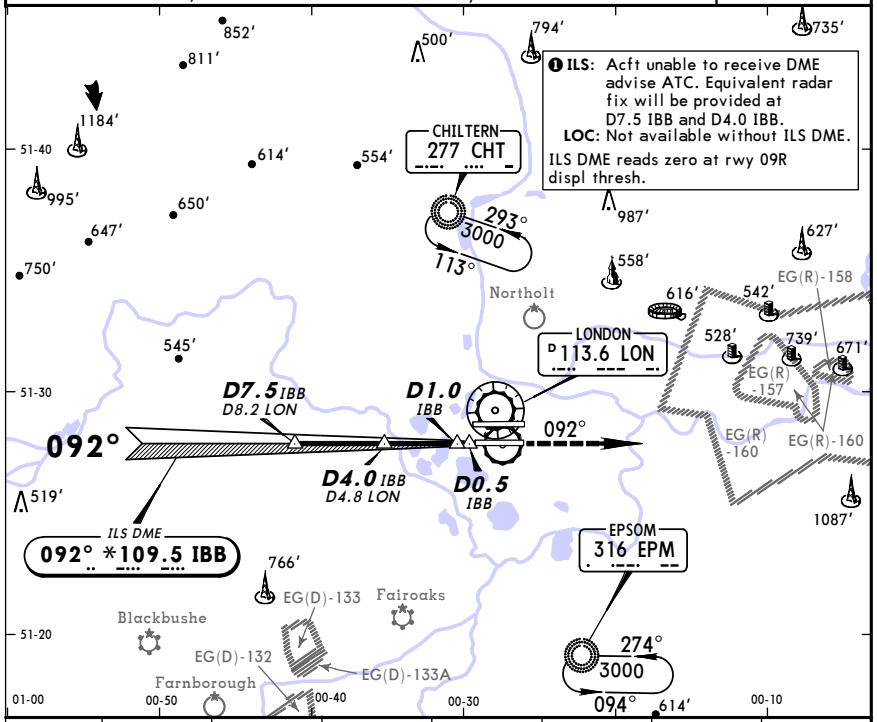
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.

In event of radio failure see 11-5.

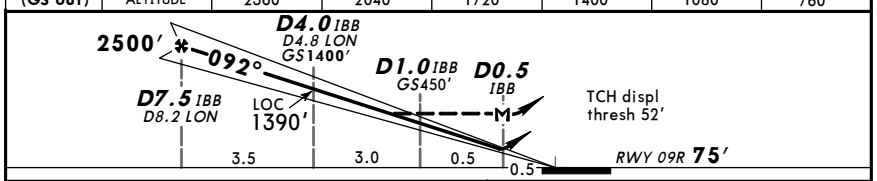
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

MSA ARP: 180°–2200′, 090°–2300′, 2100′, 360°

❶ ILS: Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IBB and D4.0 IBB.
LOC: Not available without ILS DME.
ILS DME reads zero at rwy 09R displ thresh.



LOC (GS out)	IBB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360′	2040′	1720′	1400′	1080′	760′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.5 IBB						

HIALS-II PAPI | 3000′ on 092°

JAR-OPS STRAIGHT-IN LANDING RWY **09R**

	ILS DA(H) 275′ (200′) FULL	ILS DA(H) 275′ (200′) ALS out	LOC (GS out) MDA(H) 480′ (405′)	LOC (GS out) MDA(H) 480′ (405′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	700′ (617′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Recommended alt. Crossing alt.

EGLL/LHR
HEATHROW

JEPPESEN

14 SEP 07
Eff 27 Sep

(11-2A)

LONDON, UK

❶CAT II ILS DME Rwy 09R

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

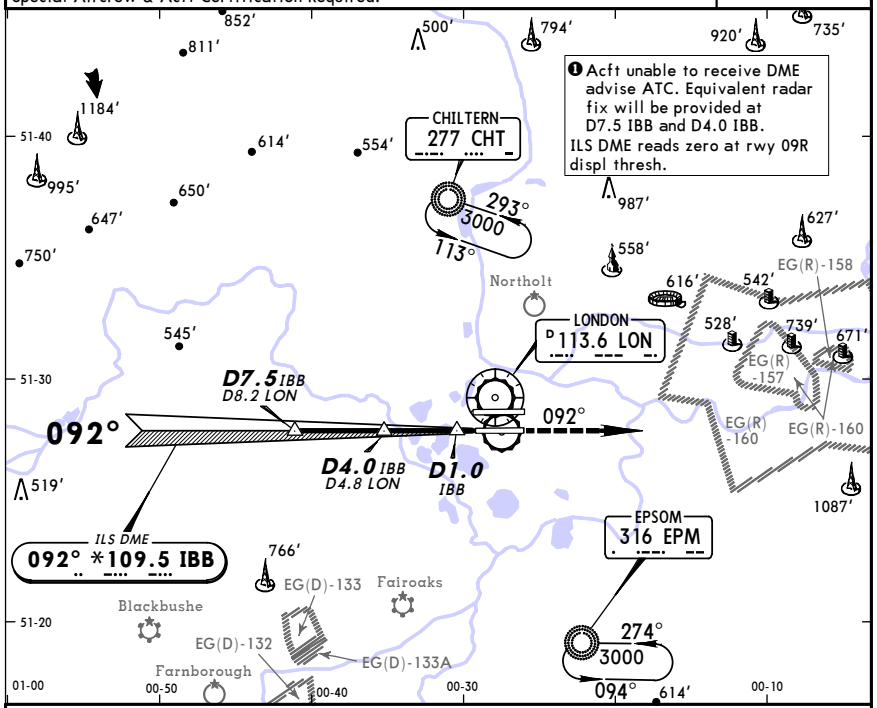
LOC IBB	Final Apch Crs	GS	CAT II ILS RA / DA(H)	Apt Elev / RWY
*109.5	092°	D4.0 IBB 1400′ (1325′)	100′ / 175′ (100′)	83′ / 75′

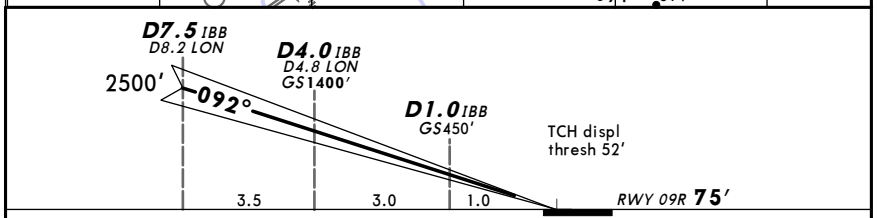
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
In event of radio failure see 11-5.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.

MSA ARP: 180°–360°: 2200′; 090°–180°: 2300′; 090°–360°: 2100′

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II PAPI

3000′ on 092°

JAR-OPS

STRAIGHT-IN LANDING RWY **09R**
CAT II ILS
ABCD
RA 100′
DA(H) **175′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Crossing alt.

EGLL/LHR
HEATHROW

JEPPESEN

14 SEP 07
(11-3)
Eff 27 Sep

LONDON, UK

❶ILS DME Rwy 27L

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

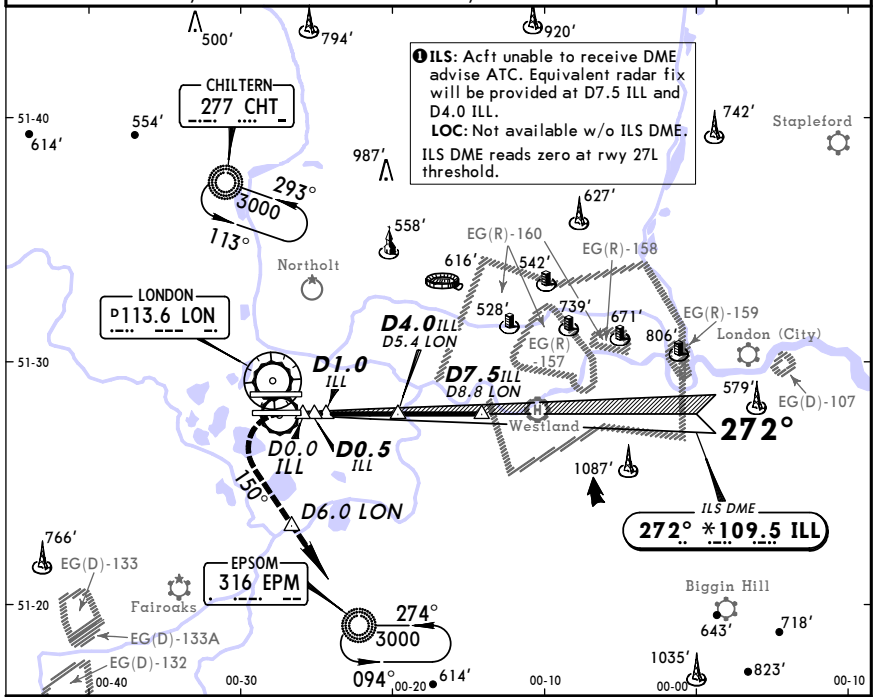
LOC ILL	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
*109.5	272°	D4.0 ILL 1400′ (1323′)	277′ (200′)	83′ / 77′

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 150° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.
In event of radio failure see 11-6.

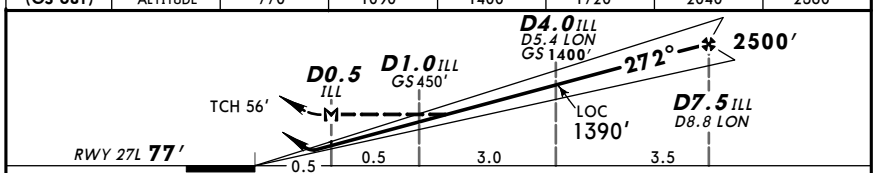
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

MSA ARP: 180°–360°: 2200′; 090°–180°: 2300′; 090°–360°: 2100′

BRIEFING STRIP ™



LOC (GS out)	ILL DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	770′	1090′	1400′	1720′	2040′	2360′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.5 ILL						

HIALS-II PAPI

1080′ whichever later ILL D0.0 — 150° LT

JAR-OPS

STRAIGHT-IN LANDING RWY **27L**

	ILS DA(H) 277′ (200′) FULL	ILS DA(H) 277′ (200′) ALS out	LOC (GS out) MDA(H) 460′ (383′)	LOC (GS out) MDA(H) 460′ (383′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	700′ (617′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Recommended alt.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN

14 SEP 07 — Eff 27 Sep — (11-3A)

❶ CAT II ILS DME Rwy 27L

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

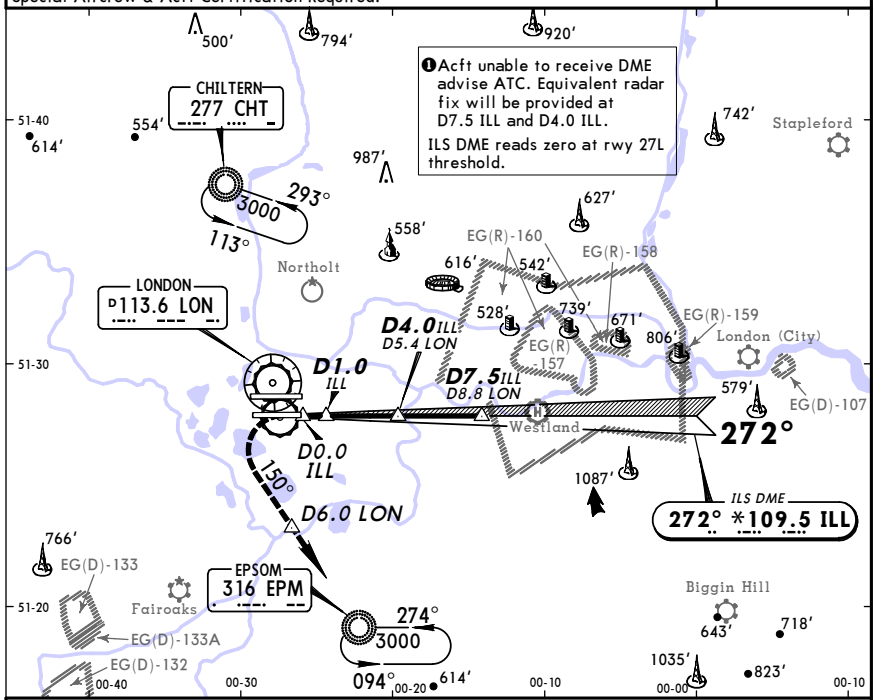
LOC ILL	Final Apch Crs	GS	CAT II ILS	Apt Elev 83′
*109.5	272°	D4.0 ILL 1400′ (1323′)	RA 102′ DA(H) 177′ (100′)	RWY 77′

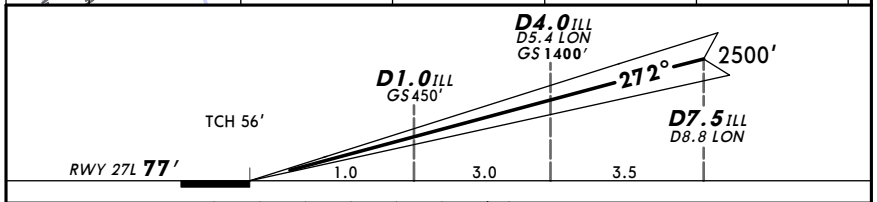
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 150° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed. In event of radio failure see 11-6.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

Special Aircrew & Acft Certification Required.

MSA ARP: 180°–2200′, 090°–2300′, 210°–2100′, 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II, PAPI | 1080′ whichever later | D0.0 ILL | 150° LT

JAR-OPS — STRAIGHT-IN LANDING RWY 27L

CAT II ILS

ABCD

RA 102′

DA(H) 177′ (100′)

RVR 300m ❶

❶ Operators applying U.S. Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: None.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN

14 SEP 07 — (11-4) — Eff 27 Sep

❶ ILS DME Rwy 27R

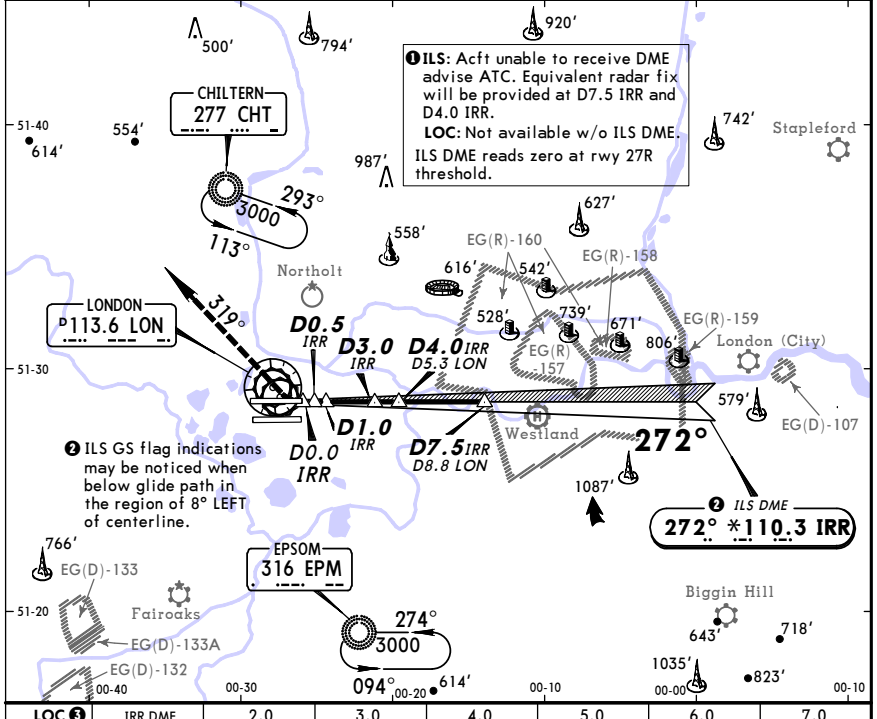
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

LOC IRR	Final Apch Crs	GS	ILS	Apt Elev 83′
*110.3	272°	D4.0 IRR 1410′ (1332′)	DA(H) 278′ (200′)	RWY 78′

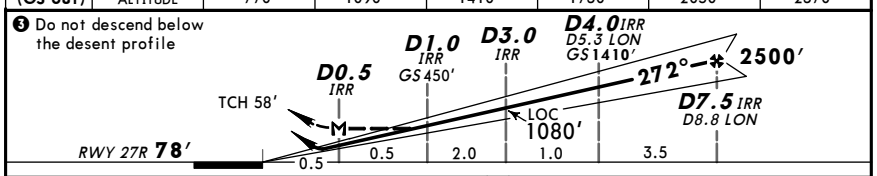
MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 319° to 3000′, then as directed. In event of radio failure see 11-6.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

MSA ARP: 180°–2200′, 090°–2300′, 210°–2100′, 360°



LOC ❸ (GS out)	IRR DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	770′	1090′	1410′	1730′	2050′	2370′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.5 IRR						

HIALS-II, PAPI | 1580′ whichever later | D0.0 IRR | 319° RT

JAR-OPS — STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 278′ (200′) FULL	ILS DA(H) 278′ (200′) ALS out	LOC (GS out) MDA(H) 420′ (342′)	LOC (GS out) MDA(H) 420′ (342′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	700′ (617′)	1500m
135	750′ (667′)	1600m
180	850′ (767′)	2400m
205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Recommended alt. Crossing alt.

EGLL/LHR
HEATHROW

JEPPESEN

14 SEP 07
Eff 27 Sep

(11-4A)

LONDON, UK

❶ CAT II ILS DME Rwy 27R

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.7 121.9

LOC IRR	Final Apch Crs	GS	CAT II ILS	Apt Elev
*110.3	272°	D4.0 IRR 1410′ (1332′)	RA 102′ DA(H) 178′(100′)	83′ RWY 78′

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 319° to 3000′, then as directed. In event of radio failure see 11-6.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.

MSA ARP
180° 2200′ 2300′ 090° 2100′ 360°

BRIEFING STRIP ™

❶ Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IRR and D4.0 IRR.
ILS DME reads zero at rwy 27R threshold.

❷ ILS GS flag indications may be noticed when below glide path in the region of 8° LEFT of centerline.

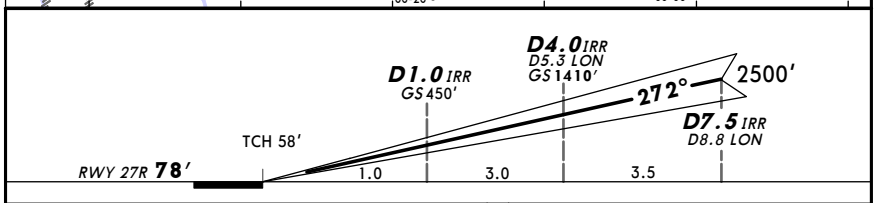
CHILTERN 277 CHT
LONDON D 113.6 LON
EPSOM 316 EPM
GOODWOOD D 114.75 GWC
OCKHAM D 115.3 OCK

D4.0 IRR D5.3 LON
D7.5 IRR D8.8 LON
D1.0 IRR
D0.0 IRR

❷ ILS DME 272° *110.3 IRR

272°
274° 3000
094°
319°
293° 3000 113°

Northolt, Stapleford, London (City), Westland, Fairoaks, Biggin Hill, Blackbushe, Farnborough
EG(R)-160, EG(R)-158, EG(R)-159, EG(R) 157, EG(D)-107, EG(D)-133, EG(D)-133A, EG(D)-132



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II PAPI

1580′ whichever later

D0.0 IRR

319° RT

JAR-OPS

STRAIGHT-IN LANDING RWY **27R**
CAT II ILS
ABCD
RA 102′
DA(H) **178′**(100′)

RVR 300m ❶

❶ Operators applying U.S. Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Crossing alt.

EGLL/LHR
Apt Elev **83′**

JEPPESEN

12 JAN 07
(11-5)
Eff 18 Jan

LONDON, UK
HEATHROW

PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH

RWY 09L/R

CHILTERN 277 CHT
LAMBOURNE D 115.6 LAM
LONDON D 113.6 LON
EPSOM 316 EPM
GOODWOOD D 114.75 GWC
OCKHAM D 115.3 OCK

D34.0 LAM At 3000′ 268° 3000 113° 293° 268° 3000
D10.0 LON
D10.0 IAA At 3000′
D39.0 GWC
D7.5 IAA
D7.5 IBB At 2500′
D10.0 IBB At 3000′
D12.0 OCK MAX 180 KT
14.3 284° 3000 274° 3000 094°

ILS DME 09L 092° *110.3 IAA
ILS DME 09R 092° *109.5 IBB
(R-001 GWC) 181° 039°
092° 092° 092°

Northolt, Fairoaks, Blackbushe, Farnborough
EG(R)-160, EG(R)-158, EG(R) 157, EG(D)-133, EG(D)-133A, EG(D)-132

Holdings, initial and intermediate approach valid up to 220 KT.

VIA EPSOM NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON turn RIGHT to EPM NDB at 3000′, thence:

Rwy 09L: After holding leave EPM NDB on track 284° maintaining 3000′. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IAA. After D10.0 IAA descend to 2500′. Continue approach as charted for rwy 09L.

Rwy 09R: After holding leave EPM NDB on track 284° maintaining 3000′. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500′. Continue approach as charted for rwy 09R.

VIA CHILTERN NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON proceed to CHT NDB at 3000′, thence:

Rwy 09L: After holding leave CHT NDB on R-268 LAM maintaining 3000′. At D34.0 LAM turn LEFT to 181° (R-001 GWC). At D39.0 GWC turn LEFT to intercept ILS localizer course to be established at D10.0 IAA. After D10.0 IAA descend to 2500′. Continue approach as charted for rwy 09L.

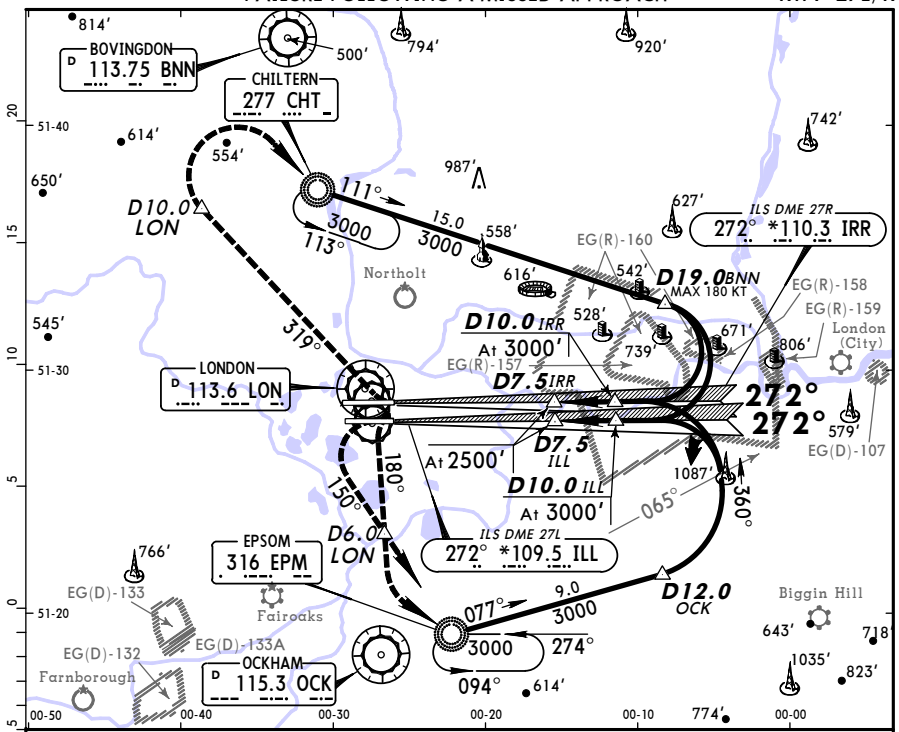
Rwy 09R: After holding leave CHT NDB on R-268 LAM maintaining 3000′. At D34.0 LAM turn LEFT to 181° (R-001 GWC). At D39.0 GWC turn LEFT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500′. Continue approach as charted for rwy 09R.

PANS OPS 4

CHANGES: Missed approach.

PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH

RWY 27L/R



Holdings, initial and intermediate approach valid up to 220 KT.

VIA EPSOM NDB

MISSED APCH: In event of radio failure, on reaching 3000′ proceed to EPM NDB at 3000′, thence:

Rwy 27L: After holding leave EPM NDB on R-077 OCK maintaining 3000′. At D12.0 OCK turn LEFT onto track 360°. At R-065 OCK turn LEFT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500′. Continue approach as charted for rwy 27L.

Rwy 27R: After holding leave EPM NDB on R-077 OCK maintaining 3000′. At D12.0 OCK turn LEFT onto track 360°. At R-065 OCK turn LEFT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500′. Continue approach as charted for rwy 27R.

VIA CHILTERN NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON turn RIGHT to CHT NDB at 3000′, thence:

Rwy 27L: After holding leave CHT NDB on track 111° maintaining 3000′. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500′. Continue approach as charted for rwy 27L.

Rwy 27R: After holding leave CHT NDB on track 111° maintaining 3000′. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500′. Continue approach as charted for rwy 27R.

PANS OPS 4

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

BRIEFING STRIP™

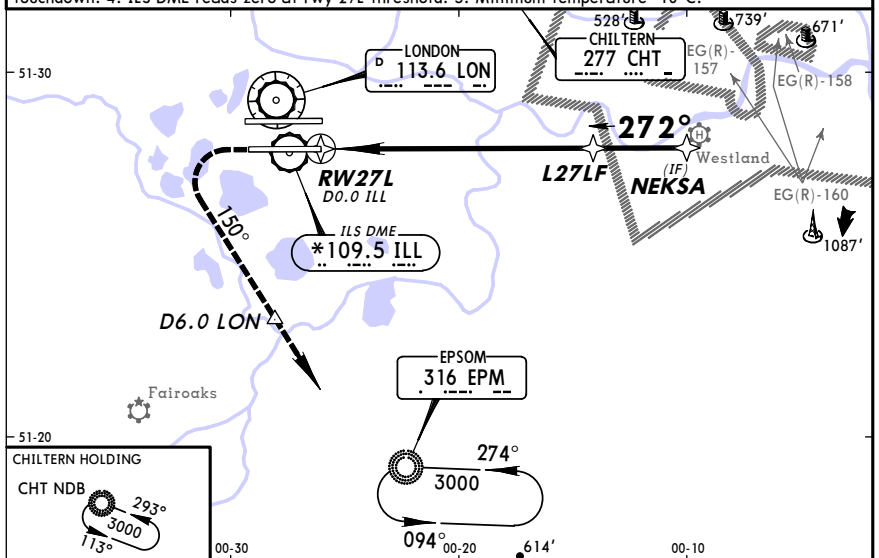
RNAV	*Final Apch Crs*	*Minimum Alt*	*LNAV/VNAV DA(H)*	*Apt Elev*	
	272°	***L27LF*** **2500′** *(2423′)*	**490′** *(413′)*	83′	
				RWY **77′**	2300′

MISSED APCH: Climb STRAIGHT AHEAD to 2000′. Passing 1080′ or D0.0 ILL inbound, whichever is later, turn LEFT onto 150°. When passing D6.0 LON climb without delay to 3000′ and as directed.
In event of radio failure see 11-6.

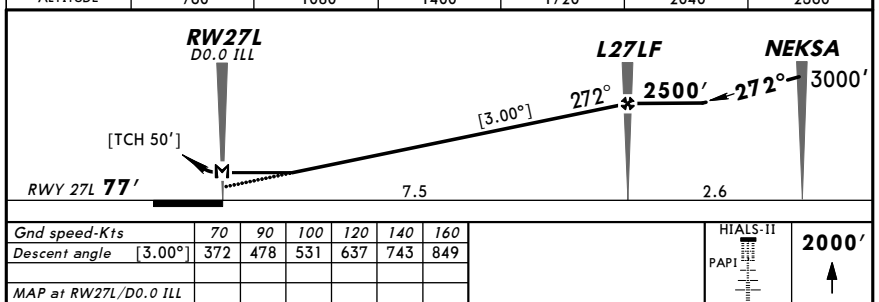
MSA ARP

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF . 3. Pilots should not expect descent clearance below 4000′ until 13 NM from touchdown. 4. ILS DME reads zero at rwy 27L threshold. 5. Minimum temperature -10°C.



DIST to RW27L	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	760′	1080′	1400′	1720′	2040′	2360′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW27L/D0.0 ILL						

HIALS-II
PAPI
2000′

JAR-OPS STRAIGHT-IN LANDING RWY **27L**

	LNAV/VNAV DA(H) 490′(413′)		LNAV MDA(H) 610′(533′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	660′(577′)	1500m
135	710′(627′)	1600m
180	810′(727′)	2400m
205	810′(727′)	3600m

PANS OPS 4

EGLL/LHR HEATHROW

JEPPESEN

12 JAN 07 (18-1) Eff 18 Jan

LONDON, UK SRA Rwy 09L/R

*D-ATIS	HEATHROW Director (APP)	*HEATHROW Radar	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	125.62	118.5 118.7	121.7 121.9

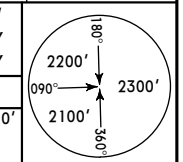
BRIEFING STRIP ™

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 83′ RWY 09L 79′ RWY 09R 75′

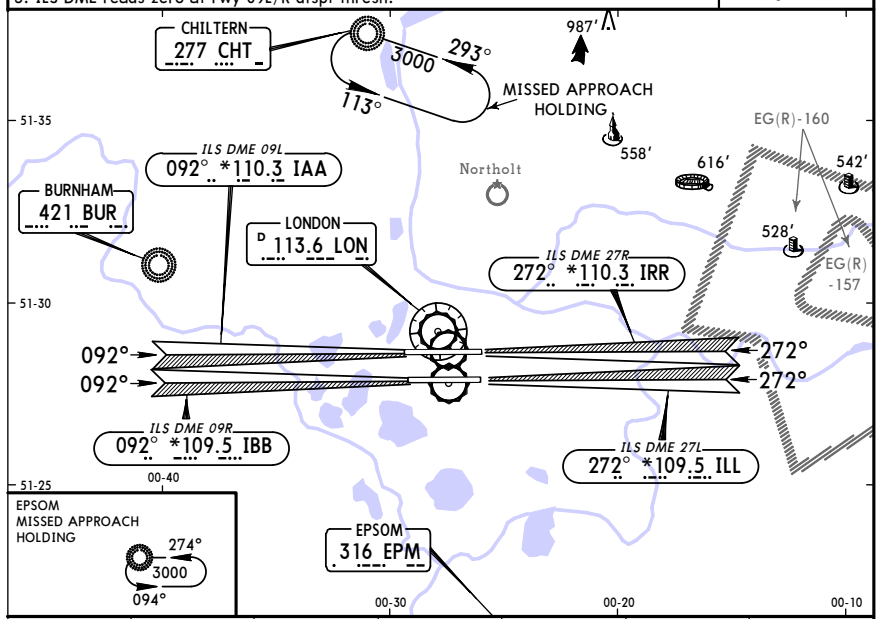
Missed Approach - See below

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

1. Initial and intermediate approach valid up to 220 KT.
2. QFE altimeter setting normally used on final approach.
3. ILS DME reads zero at rwy 09L/R displ thresh.



MSA ARP



RADAR FIX ❶	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE (HAA)	2290′(2207′)	1980′(1897′)	1660′(1577′)	1340′(1257′)	1030′(947′)	710′(627′)

Minimum Alt/NM	7.5 FAF
SRA 09L TMN 2.0 NM	2500′(2421′)
SRA 09R TMN 2.0 NM	2500′(2425′)

❶ Do not descend below the desent profile.

MISSED APCH:

Rwy 09L: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 039° to 3000′, then as directed. In event of radio failure see 11-5.

Rwy 09R: Climb STRAIGHT AHEAD to 3000′, then as directed.

In event of radio failure see 11-5.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP 2NM from touchdown						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING

	SRA 09L MDA(H) 710′ (631′) ALS out	SRA 09R MDA(H) 710′ (635′) ALS out	Max Kts.	MDA(H)	VIS
A	RVR 1000m / RVR 1500m	RVR 1000m / RVR 1500m	100	710′(627′)	1500m
B	RVR 1200m	RVR 1200m	135	750′(667′)	1600m
C	RVR 2000m	RVR 2000m	180	850′(767′)	2400m
D	RVR 1600m	RVR 1600m	205	850′(767′)	3600m

CIRCLE-TO-LAND

PANS OPS 4

EGLL/LHR HEATHROW

JEPPESEN

12 JAN 07 (18-2) Eff 18 Jan

LONDON, UK SRA Rwy 27L/R

*D-ATIS	HEATHROW Director (APP)	*HEATHROW Radar	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	125.62	118.5 118.7	121.7 121.9

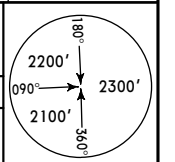
BRIEFING STRIP ™

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 83′ RWY 27L 77′ RWY 27R 78′

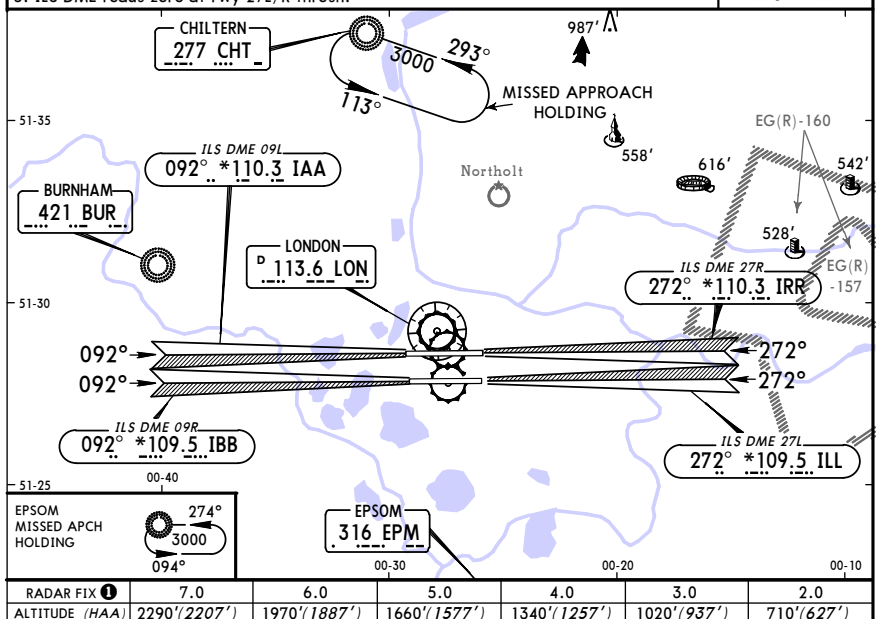
Missed Approach - See below

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

1. Initial and intermediate approach valid up to 220 KT.
2. QFE altimeter setting normally used on final approach.
3. ILS DME reads zero at rwy 27L/R thresh.



MSA ARP



RADAR FIX ❶	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE (HAA)	2290′(2207′)	1970′(1887′)	1660′(1577′)	1340′(1257′)	1020′(937′)	710′(627′)

Minimum Alt/NM	7.5 FAF	4.0
SRA 27L TMN 2.0 NM	2500′(2423′)	1340′(1263′)
SRA 27R TMN 2.0 NM	2500′(2422′)	1340′(1262′)

❶ Do not descend below the desent profile.

MISSED APCH:

Rwy 27L: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 150° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.

In event of radio failure see 11-6.

Rwy 27R: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 319° to 3000′, then as directed. In event of radio failure see 11-6.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP 2NM from touchdown						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING

	SRA 27L MDA(H) 710′ (633′) ALS out	SRA 27R MDA(H) 710′ (632′) ALS out	Max Kts.	MDA(H)	VIS
A	RVR 1000m / RVR 1500m	RVR 1000m / RVR 1500m	100	710′(627′)	1500m
B	RVR 1200m	RVR 1200m	135	750′(667′)	1600m
C	RVR 2000m	RVR 2000m	180	850′(767′)	2400m
D	RVR 1600m	RVR 1600m	205	850′(767′)	3600m

CIRCLE-TO-LAND

PANS OPS 4