JEPPESEN
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General Information

Location: LONDON GBR
ICAO/IATA: EGLL / LHR
Lat/Long: N51° 28.65', W000° 27.68'
Elevation: 83 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0350 Z
Sunset: 2010 Z

Runway Information

Runway: 09L
Length x Width: 12799 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 81 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1014 ft

Runway: 09R
Length x Width: 12001 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 76 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1010 ft

Runway: 27L
Length x Width: 12001 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27R
Length x Width: 12799 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 79 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 113.750
ATIS: 128.080
ATIS: 117.000
ATIS: 121.935 Departure Service
Heathrow Tower: 124.475
Heathrow Tower: 118.705
Heathrow Tower: 118.505
Heathrow Ground: 121.855
Heathrow Ground: 121.980
Heathrow Ground: 121.905
Heathrow Ground: 121.705
Heathrow Clearance Delivery: 121.980
Heathrow Direct (Approach Control Radar): 134.980
Heathrow Radar: 127.525
Heathrow Radar: 125.625
Heathrow Fire Emergency: 121.600
Heathrow Direct (Approach Control Radar): 120.400
Heathrow Direct (Approach Control Radar): 127.525
Heathrow Direct (Approach Control Radar): 119.730

1. GENERAL

1.1. ATIS

D-ATIS Arrival	113.750	117.0	128.080
D-ATIS Departure	121.935	(Non-8.33kHz-equipped 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 RWY SYSTEM

When tailwind component is not greater than 5 KT on RWYs 27R/L, these RWYs will be used in preference to RWY 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. USE OF AUXILIARY POWER UNIT (APU)

APU only to be used when neither Fixed Electrical Ground Power (FEGP) nor Ground Power Unit is supplied or both units are unserviceable.

APU must be shut down at the earliest opportunity on arrival on stand.

APUs are not permitted to be used between 2330-0600LT on:

- Cargo area stands 601 thru 609 and 611 thru 616;
- Stands 401 thru 403 and 429 thru 432, except in emergency.

No APU is to be left running unless either a qualified person is in attendance or APU has both an auto-shut down and auto-extinguishing facility.

Restrictions on the use of APUs:

ACFT	Before Estimated Time of Departure - Start	Arrival Terminating Operaton - Shut Down
Narrow Body	No more than 15 minutes	10 minutes after arrival on stand
Wide Body, B747, B767, B777, B787, MD11, A300, A310, A330, A340	No more than 30 minutes	
A380	No more than 60 minutes	15 minutes after arrival on stand

Exceptions to these restrictions are:

- When the ACFT is scheduled to be towed, the APU may be started if no other external power source is available but n o earlier than 10 minutes prior to the planned movement.
- When the planned towing movement specified above is delayed due to ATC, then the APU may be left running.
- If the ambient cabin temperature is too high and the Pre-Conditioned Air (PCA) is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through APT Operations Plan (AOP) and the APT Community Apps), APU may be used:
  - 30 minutes before ETD for narrow body ACFT;
  - 55 minutes before ETD for wide body ACFT (except for A380);
  - 90 minutes before ETD for A380.

1. GENERAL

1.2.5. ENGINE GROUND RUNNING

Noise from ground running of ACFT engines is controlled in accordance with instructions issued by Heathrow APT LTD.

To make use of the Engine Ground Run pens contact British Airways maintenance control on 020-8513 0880. Requests will only be accepted when there is spare capacity.

1.2.5.1. OPERATIONS AT TERMINAL 4 (BETWEEN 2330-0600LT)

Stands 401 thru 403 and 429 thru 432, except in an emergency, no use of ACFT engines shall be permitted to, from or onto these stands.

TWY S east of V apron or through link 41 to S1 and reverse. ACFT are prohibited from accessing and departing from the terminal site by taxiing on the route above except in an emergency or as a consequence of essential maintenance work on the alternative access routes.

1.2.5.2. OPERATIONS AT TERMINAL 5 (BETWEEN 2330-0600LT)

ACFT arriving at terminal 5 and those scheduled to depart in that period, will use stands closest to the centre of the site in preference to outer stands.

Taxiing operations to the North and South of the T5 application site will be restricted to inner TWYs only, except in an emergency or for the maintenance of the RWY and TWY system.

1.2.6. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification between 96 and 98.9 EPNdB may not be scheduled to take off or land between 2330-0600LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not take off or land between 2300-0700LT.

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.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

During CAT II and III operations, special ATC LVPs will be applied. Pilots will be informed when these procedures are in operation via ATIS or RTF. ATC LVPs will only be applied when the RVR is less than 600m.

1.3.2. ARRIVAL

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

1.3.3. DEPARTURE

The ILS on the departure RWY will be turned off when the IRVR is greater than 250m. Pilots requiring the ILS for departure when the IRVR is in the range 275m to 550m must inform HEATHROW Delivery.

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 the assigned code, from the request to push-back or taxi, whichever is earlier and after landing, continuously until ACFT is parked on stand.

After parking, Mode A code 2000 must be set before selecting OFF or STDBY.

1. GENERAL

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 pilot should turn onto the first available TWY and stop.

1.6. TAXI PROCEDURES

1.6.1. GENERAL

Pilots who intend to execute a reduced engine taxi-out must report their intention to delivery on first contact by data link or if possible by RT.

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for maneuvering to and from a stand is not permitted.

Whenever operationally and safely feasible, all ACFT are requested to shut down as many engines as possible while taxiing and holding on the ground, EXCEPT in the following circumstances:

a) By any ACFT that is required to cross an active arrival RWY;

b) By any ACFT exiting T and turning West onto S, Link 44 and Link 42, due to jet blast;

c) By B777 variants in G and H due to jet blast.

Pilots are to use the minimum power necessary when maneuvering on the TWY system. This is of particular importance when maneuvering 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.

Any ACFT with a CTOT should plan Reduced Engine Taxi to be ready for departure at CTOT -5 minutes.

1.6.2. RESTRICTIONS

TWY Y between HANLI and TWY A is restricted to ACFT with a maximum size of code C.

Link 56 restricted to ACFT with maximum size code D.

1.6.3. RESTRICTIONS TO LARGE ACFT

- A380 ACFT: Reduced "TWY centerline to object clearance" of 161'/49m applies on TWY B between F and Link 11, on TWY E between TWY B and Link 36 and on TWY W between TWY S and TWY T and on TWY S between SY6 and TWY T.

  Reduced clearance of 156'/47.5m applies on TWY A at MORRA. Pilots are to ensure that ACFT remain on TWY centerline at all times. Judgemental steering is recommended all times when maneuvering on TWYs.

  Use minimum power when maneuvering at Terminal 4.
- 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.-
- 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 maneuvering on the TWYs. These ACFT are not permitted to use the following route:

  Eastbound on TWY S, at NESSY turning RIGHT onto Link 41 to face West and vice-versa.
- Pilots of B747, B777, B787, A340, A350 and code F ACFT are not permitted to route North on TWY T turning LEFT on TWY S facing west under power.

1. GENERAL

1.6.4. CODE E TWY TO TWY SEPARATION

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

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

Separation of 142′/43.5m is not met on the following TWYs:

- **Minimum clearance 139′/42.5m -141′/43m**
  To the East of TWY F between reporting point F1 and TWY G.
- **Minimum clearance 121′/37m**
  To the South of TWY S between reporting point SY6 and TWY Z.

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

Separation of 167′/51m is not met on the following TWY:

- **Minimum clearance 160′/49m**
  To the South of TWY B (North) between stands 336 and 357.

1.7. PARKING INFORMATION

The majority of stands are equipped with the Advanced Visual Docking Guidance System (A-VDGS). A marshalling service will be provided for the minority of the remaining stands that do not have A-VDGS fitted.

Flight crew must not attempt to self-park if the A-VDGS is not activated or calibrated for their ACFT type.

In the event of there being no activated (A-VDGS) displayed upon approach to the stand, flight crews must:

- Hold position on the TWY centerline.
- Inform Ground Movement Control (GMC), they are awaiting stand entry guidance.
- Contact company to arrange activation.

Note: GMC may request ACFT to ″report parked″ - this is not an instruction to self-park.

In the event of a failure of the A-VDGS during parking, flight crews must:

- Inform GMC of a stand entry guidance failure.
- Contact company to arrange a marshaller.

1.8. OTHER INFORMATION

1.8.1. AERODROME SAFETY REPORTING

ACFT operators are required to share with Heathrow any occurrence reports for reportable incidents which occur on the ground at Heathrow, or during the initial (take-off) or final (approach and landing) phases of flight to or from Heathrow.

1.8.2. RESTRICTED AREAS

R-156 area does not apply to any ACFT making an approach to or departing from London Heathrow APT whilst under the control of LONDON Terminal Control.

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.

Adherence to speeds assigned by ATC is mandatory.
These speeds are applied for ATC separation purposes.

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.

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 APT.

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.

For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer then 2.5NM occurs below 6800' and 'level flight' is interpreted as any segment of flight having a height change of not more than 50' over a track distance of 2NM or more, as recorded in the APT noise and track-keeping system.

Propeller-driven ACFT with MTOW above 5700kg 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 10NM 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 low er 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'.

2. ARRIVAL

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 10NM 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'.

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 occurrence of go-arounds.

Landing ACFT are to vacate expeditiously. All arrivals are to ensure that they are fully vacated before stopping.

2.4.2. RWY VACATION GUIDELINES

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.

RWY 09L: Furthest preferred TWY for A380 ACFT is A5.

RWY 09R: Furthest preferred TWY for A380 ACFT is S4E and N4E.

RWY 27L: Furthest preferred TWY for A380 ACFT is S6 and N7.

RWY 27R: Furthest preferred TWY for A380 ACFT is A11.

2.4.3. TIME BASED SEPARATION (TBS) FOR FINAL APPROACH

Enhanced TBS minima are in permanent use for wake turbulence separation in place of UK fixed distance based minima for wake turbulence. These are based on European Wake Vortex Re-categorisation (RECAT-EU) minima, and include reduced separation in medium and strong headwind conditions.

When in stronger headwind conditions, a moderate reduction in separation distances from lead and follower ACFT may be observed in comparison to RECAT-EU distance based wake turbulence minima.

During TBS operations, RNAV (GNSS) final approach requests may be refused by Heathrow Director to ensure RWY efficiency is maintained.

2. ARRIVAL

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 vacated the RWY-in-use, providing:

- The RWY is long enough, and there is no evidence to indicate that braking may be adversely affected;
- It is during daylight hours;
- The first landing ACFT is not required to backtrack to vacate the RWY;
- The second ACFT will be able to see the first ACFT clearly and continuously until it has vacated the RWY;
- The second ACFT has been warned. ATC will provide this warning by issuing the pilot of the second ACFT with permission to land using the phraseology "... land after the (first ACFT type) ..." instead of issuing a landing clearance;
- Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

An example of the RTF exchange is as follows:

ATC: "(Call sign) RWY (designator), **land after** the (first ACFT type), surface wind (direction and speed)."

Pilot: "RWY (designator), **land after** the (first ACFT type), (Call sign)."

3. DEPARTURE

3.1. DE-ICING

Annually, Heathrow publishes an ACFT De-icing Plan (HADIP). All airline operators should ensure that they have read and understood this document.

During periods of high demand for de-icing, Heathrow activates the A-CDM "Winter Module" which includes ACFT de-icing rig allocation capability.

In order to request de-icing, pilots should follow their company's standard procedure. In accordance with Heathrow's de-icing plan, operators will enter the requirement for de-icing into A-CDM, which will ensure that de-icing resources are allocated appropriately. If the ACFT is to be de-iced remotely, operating companies will pass this information to pilots prior to push.

When doors are closed and ready to commence de-icing on gate, pilots must call HEATHROW Delivery stating "Ready for de-icing". This call must be made at ±5 minutes from TOBT.

Once de-icing on the gate is complete, pilots should call HEATHROW Delivery again, stating "De-icing complete, ready to push and start".

Pilots who have been allocated a remote de-icing area should contact HEATHROW Delivery, stating "Ready to push and start for remote de-icing".

3. DEPARTURE

3.2. START-UP AND PUSH-BACK PROCEDURES

3.2.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.2.1.1. TARGET OFF-BLOCK TIME (TOBT)/ TARGET START-UP APPROVAL TIME (TSAT)

Pilots should take note of the TSAT which they receive from their airline operator/ground handler or ATC and comply with it.

If TOBT or TSAT can no longer be met, at any time, then TOBT must be updated by airline operator/ground handler.

Pilot should ensure that the flight is ready to depart at TOBT ±5 minutes.

3.2.1.2. START REQUEST - HEATHROW DELIVERY

Pilot should report ready to HEATHROW Delivery at TOBT ±5 minutes.

ATC will then approve start or in the case of a delay will advise the TSAT.

- Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT.
- Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes.

If at TOBT +5 minutes ATC have not received a start-up request the ACFT may lose its position in the sequence.

- ATC will advise the pilot that a new TOBT is required.
- The ACFT will not be allowed to depart until a valid TOBT is entered and revised TSAT given and complied with.

3.2.1.3. REMOTE HOLDING REQUEST

If an airline operator is aware of a CTOT and wishes to take the delay on a TWY rather than on the stand, then they should contact the Tower supervisor via phone to arrange it.

In this instance, TSAT will be adjusted to allow ACFT to be transferred to HEATHROW Ground earlier for remote hold.

3.2.2. DATALINK DEPARTURE CLEARANCE (DCL)

DCL via SITA or ARINC.

DCL available from 25 minutes prior to EOBT to 15 minutes after EOBT. Clearance will not be issued if requested later than 15 minutes after EOBT.

Successful clearance must be accepted within 5 minutes 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.

In strong crosswind conditions (crosswind component above 35 KT), pilots are requested to advise Ground Movement Planning, on start-up, of their ACFT crosswind limitations. This is to enable better tactical planning at the RWY holding point and a more efficient departure rate. In those conditions, this requirement will be confirmed through ATIS broadcast and NOTAM (if sufficient time allows).

3. DEPARTURE

3.2.3. START-UP

On first contact with HEATHROW Delivery, pilots are to report ACFT type, stand number, QNH and identification letter of received ATIS info.

All non 833 KHz equipped ACFT should contact ATC on the published number to obtain ATC clearance and weather information.

Between 0630-1400 (0530-1300) and between 1500-2200 (1400-2100) pilots may call for ATC clearance up to 15 minutes prior to being fully ready to push-back. Pilots who wish to start engines on stand must request permission from HEATHROW Ground not later than 5 minutes after being transferred from Delivery.

All jet ACFT are to advise ATC, if for any reason they are unable to accelerate after noise abatement procedures to 250 KT.

Any jet ACFT with a minimum clean speed greater than 250 KT must inform HEATHROW Delivery.

ACFT unable to meet SID climb restrictions must inform HEATHROW Delivery via voice prior to push-back.

If within 30 minutes 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 minutes 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).

3.2.4. 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. Pilot should be aware that, in order to maximise capacity within the Kilo (S) cul-de-sac, push-back clearances provided by ATC may include reference to a numbered "Tug Release Point" TRP 1, TRP 2 or TRP 3, which should be passed to ground crew along with the clearance. Ground handlers will understand these clearances and perform the push accordingly.

Before flight crew calls for push-back they must ensure that the tug driver is in the tug, ready to push, and able to listen to the communication with ATC.

Push-back/start clearance must be requested from HEATHROW Ground no later than 5 minutes after being transferred from Delivery.

Push-back approval includes permission to start engines during push-back.

Flight crews should only illuminate ACFT anti-collision lights following engine start or push-back clearance from ATC.

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 APT.

After take-off operate ACFT so that it is at or above 1090' at 6.5km 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 5700kg (between 0600-2330LT of more than 17000kg 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).

The quota count is to be calculated based on the noise classification for the ACFT as follows:

Noise Classification (EPNdB)	QUOTA Count
less than 81	0
81 - 83.9	0.125
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

3.4. SPEED RESTRICTIONS

When ATC removes MAX 250 KT speed restriction below FL 100 by the phrase "No ATC speed restriction", this must not be interpreted as removing the responsibilitiy to adhere to any speed/power limitations due to noise abatement procedures. If a pilot can anticipate to be unable to comply with speed restriction, state minimum speed acceptable when requesting start-up.

3. DEPARTURE

3.5. RWY OPERATIONS

3.5.1. 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 in receipt of a conditional line-up clearance on a preceding departing ACFT (for example; "ABC123 behind the departing Sky Train A330, line up RWY 27L behind") should remain behind the subject ACFT but may cross the RWY holding point (subject to there being no illuminated red stop bar) and enter the RWY upon receipt of the clearance. There is no requirement for the subject ACFT to have commenced its take-off roll before entering the RWY. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies power.

Pilots in receipt of a conditional line-up clearance on a preceding arriving ACFT (for example; "ABC123 behind the landing Sky Train A330, line up RWY 27L behind") may cross the RWY holding point (subject to there being no illuminated red stop bar) as soon as the landing ACFT has passed the RWY entry point.

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.

Pilots are advised that there is an increased risk of RWY Incursions when holding at N11 and NB11. Pilots may mistakenly believe that when on reaching the front of the queue, they have been given permission to line up in turn. Pilots are to be extra vigilant as to whether they have received a line-up clearance from ATC and seek confirmation where there is doubt.

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.

3.5.2. 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.

3.5.3. INTERSECTION DEPARTURES

RWY 27R; A4; RWY 27L, N3 and S3, RWY 09R; N8 and N10 are NOT, for the purposes of wake turbulence, considered by ATC to be intersection departures.

Pilots in receipt of a conditional line up clearance holding at an intersection (for example; "ABC123, behind the departing Sky Train from the full length, line up RWY 27L via NB3 behind") should remain behind the RWY holding point until the subject ACFT has passed the intersection at which they are holding.

3.6. TAXI RESTRICTIONS

Flight crews must not enter the RWY unless verbal clearance has been received from ATC and the red stop bar has been extinguished.

If the red stop bar lights are extinguished but no verbal clearance has been received from ATC, flight crews must wait for verbal clearance before entering the RWY.

EGLL/LHR HEATHROW

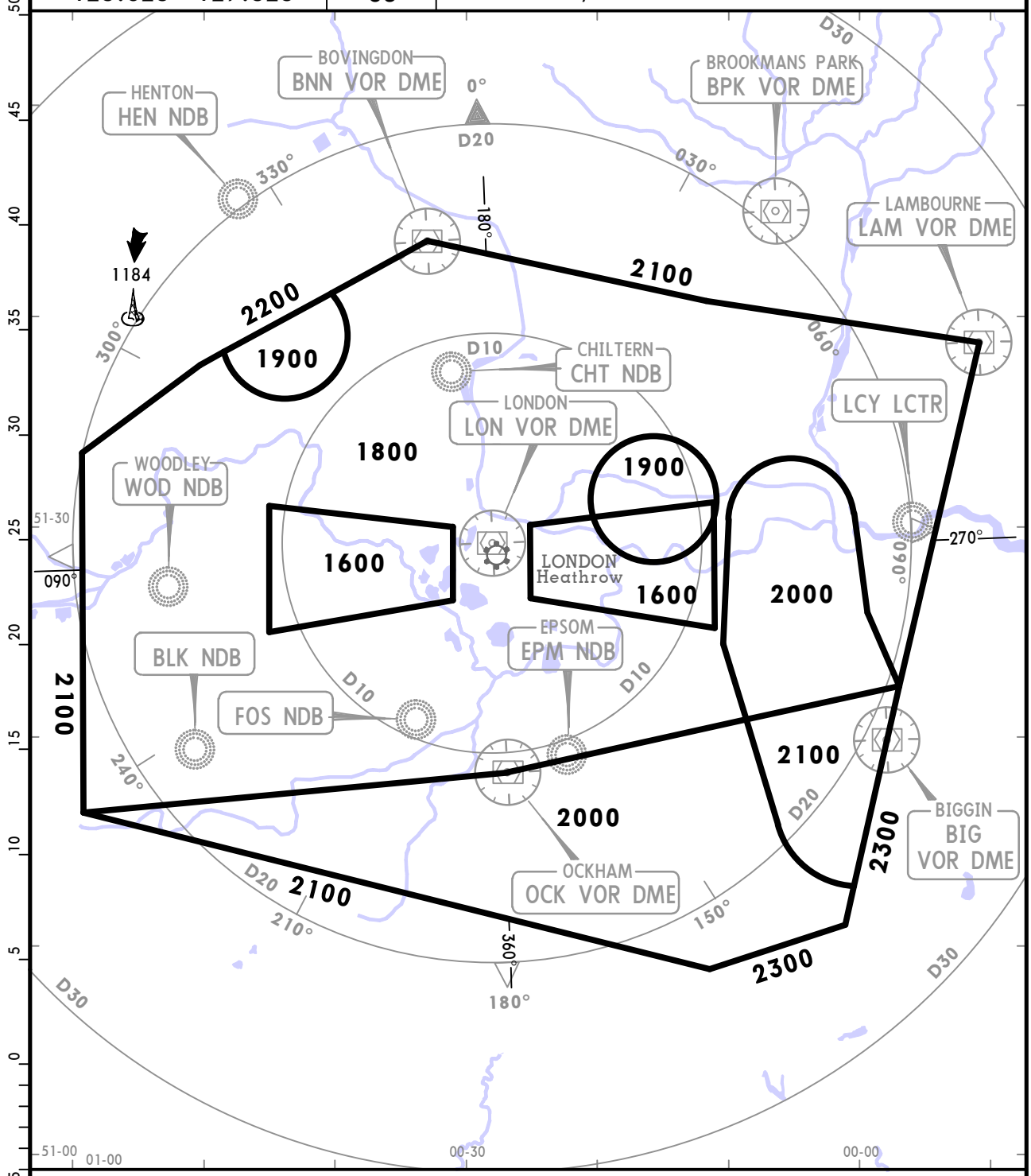
JEPPESEN

11 JUN 21 (10-1R)

LONDON, UK

RADAR MINIMUM ALTITUDES

HEATHROW Radar	Apt Elev	Alt Set: hPa
125.625 127.525	83	Trans level: By ATC Trans alt: 6000



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 and
- 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 NDB 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 NDB 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 NDB.
	09R/ 27L	Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to EPM NDB.

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: Sector added, HEATHROW Radar availability, RDL NDB withdrawn.

ALESO 1H [ALES1H]
RNAV (DME/DME or GNSS) ARRIVAL

*D-ATIS	Apt Elev
113.750 117.0 128.080	83

Alt Set: hPa
Trans level: By ATC
1. **RNAV 5.**
2. Standard routes may be varied by ATC.
3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

ROUTING

ALESO - ROTNO - ETVAX (FL180) - TIGER - LLE01 (K250-) - BIG VOR (K220-; FL70).

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:
FL180 by ETVAX,
FL70 by BIG VOR.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond BIG VOR without ATC clearance.

NOT TO SCALE

ALESO
24.0
314°
ROTNO
9.5
ETVAX
FL180
8.5
TIGER
10.0
316°
LLE01
MAX 250 KT
12.0
302°
1305
MAX FL150
MHA FL70
122°
R136
BIGGIN
115.1 BIG
MAX 220 KT
FL70
2300
ARP

SOUTHEND EGMC
LYDD EGMD
LONDON City EGLC
BIGGIN HILL EGKB
LONDON Gatwick EGKK
SHOREHAM EGKA
NORTHOLT EGWU
FARNBOROUGH EGLF

HOLDING OVER TIGER
MAX FL240
MHA FL150
135°
315°

*D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
113.750 117.0 128.080	83	1. RNAV 5. 2. Standard routes may be varied by ATC. 3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

BARMI 1H [BARM1H], LOGAN 2H [LOGA2H]
RNAV (DME/DME or GNSS) ARRIVALS

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

DESCENT PLANNING

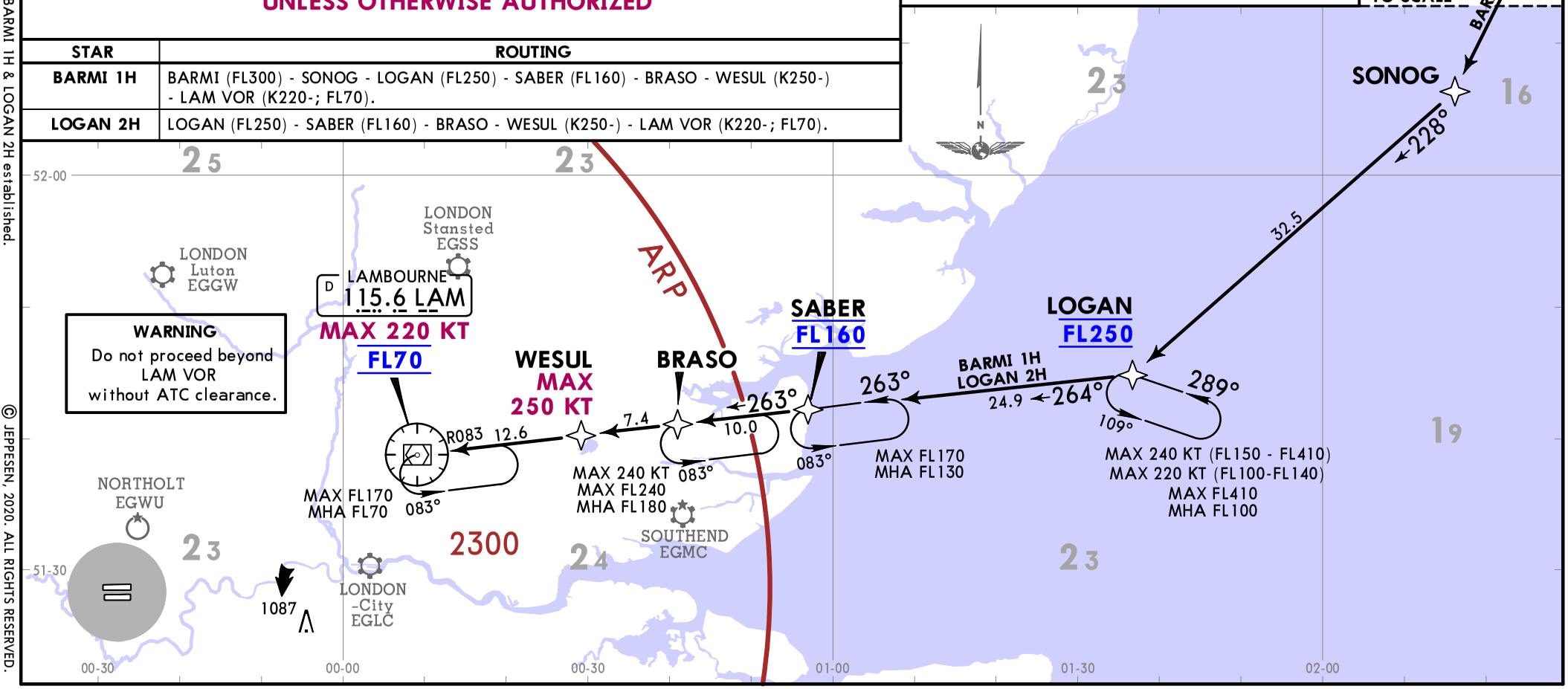
Pilots should plan for possible descent clearance as follows:

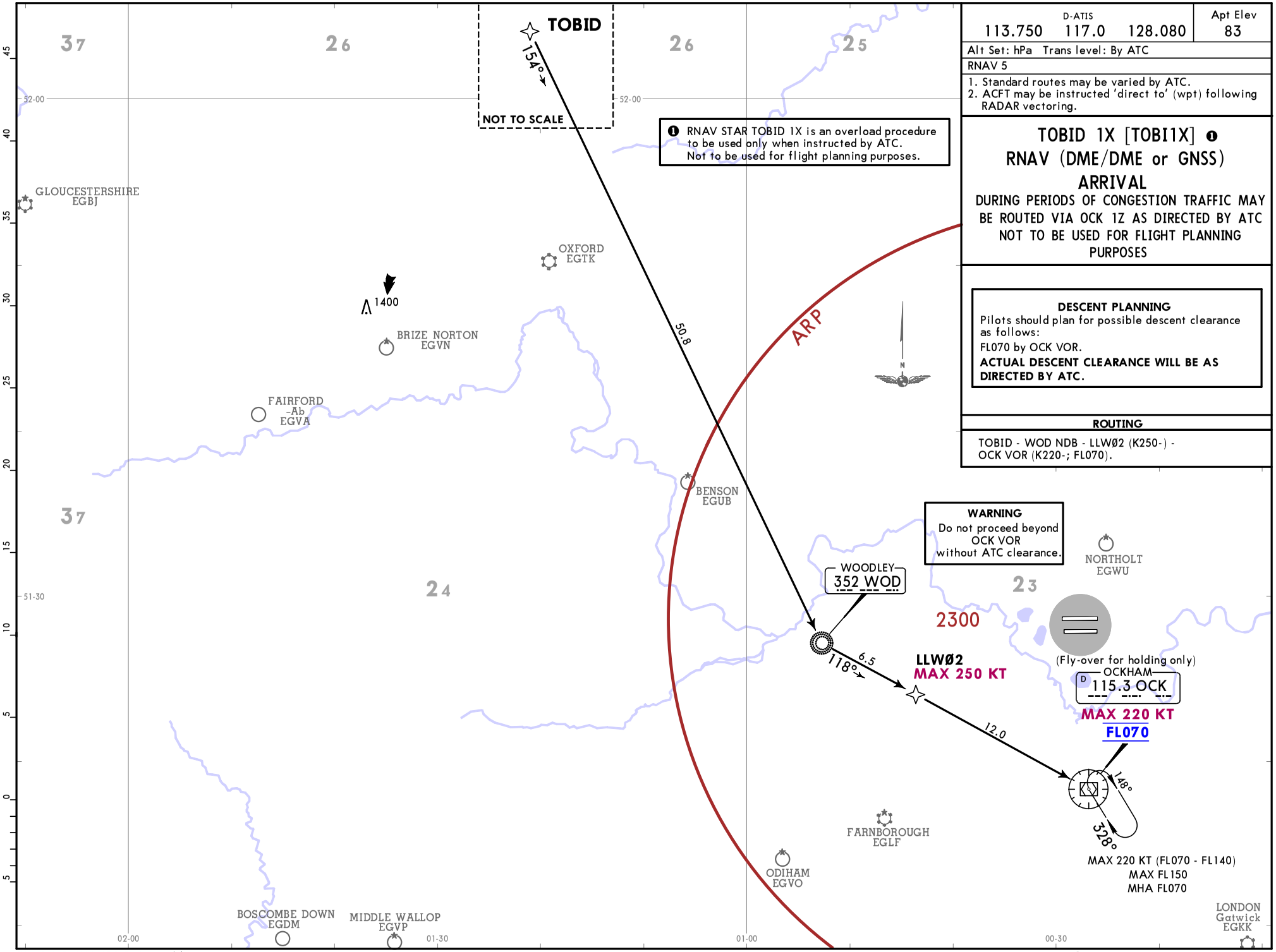
BARMI 1H: FL300 by BARMI,
FL250 by LOGAN,
FL160 by SABER,
FL70 by LAM VOR.

LOGAN 2H: FL250 by LOGAN,
FL160 by SABER,
FL70 by LAM VOR.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BARMI 1H	BARMI (FL300) - SONOG - LOGAN (FL250) - SABER (FL160) - BRASO - WESUL (K250-) - LAM VOR (K220-; FL70).
LOGAN 2H	LOGAN (FL250) - SABER (FL160) - BRASO - WESUL (K250-) - LAM VOR (K220-; FL70).





D-ATIS			Apt Elev
113.750	117.0	128.080	83

Alt Set: hPa Trans level: By ATC

RNAV 5

1. Standard routes may be varied by ATC.
2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

ⓘ RNAV STAR TOBID 1X is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.

TOBID 1X [TOBI1X] ⓘ
RNAV (DME/DME or GNSS)
ARRIVAL

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL070 by OCK VOR.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond OCK VOR without ATC clearance.

ROUTING

TOBID - WOD NDB - LLWØ2 (K250-) - OCK VOR (K220-; FL070).

CHANGES: RNAV STAR BEDEK 1H withdrawn.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
113.750 117.0 128.080	83	RNAV 5 1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

LAM 1Z [LAM1Z] ❶
NUGRA 1H [NUGR1H]
RNAV (DME/DME or GNSS) ARRIVALS

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

❶ RNAV STAR LAM 1Z is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LAM 1Z: FL070 by BNN VOR.
NUGRA 1H: FL200 by TOBID,
FL150 by SOPIT,
FL070 by BNN VOR.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
LAM 1Z	LAM VOR (K250-) - DONNA (K220-), then turn RIGHT, 116° track to BNN VOR (K220-; FL070).
NUGRA 1H	NUGRA - TOBID (FL200) - SOPIT (FL150) - WCO NDB (K220-) - BNN VOR (K220-; FL070).

NUGRA
147°
NUGRA 1H
51.7
TOBID
FL200
139°
20.4
SOPIT
FL150
8.3
188°
800
MAX 220 KT (FL090 - FL140)
MAX FL200
MHA FL090
BOVINGDON
D 113.75 BNN
MAX 220 KT
FL070
116°
17.2
DONNA
MAX 220 KT
LAM 1Z
33.6
275°
LAMBOURNE
D 115.6 LAM
MAX 250 KT
HONILEY
D 113.65 HON
(Fly-over)
MAX 240 KT
MAX FL350
MHA FL150
144°
324°
WESTCOTT
335 WCO
(Fly-over for holding only)
MAX 220 KT
WARNING
Do not proceed beyond BNN VOR without ATC clearance.
(Fly-over)
BNN VOR
116°
296°
MAX 220 KT (FL070 - FL140)
MAX FL170
MHA FL070
ARP
2300
2003
WADDINGTON EGXW
CRANWELL EGYD
EAST MIDLANDS EGNX
SHAWBURY EGOS
BIRMINGHAM EGBB
COVENTRY EGBE
CRANFIELD EGTC
WATTISHAM EGUW
LONDON Stansted EGSS
LONDON Luton EGGW
OXFORD EGTK
GLOUCESTERSHIRE EGBJ
BRIZE NORTON EGVN
FAIRFORD -Ab EGVA
BENSON EGUB
NORTHOLT EGWU
LONDON -City EGLC
SOUTHEND EGMC
BIGGIN HILL EGKB
FARNBOROUGH EGLF
ODIHAM EGVO
LONDON Gatwick EGKK
BOSCOMBE DOWN EGDM
MIDDLE WALLOP EGVP
BRISTOL EGGD

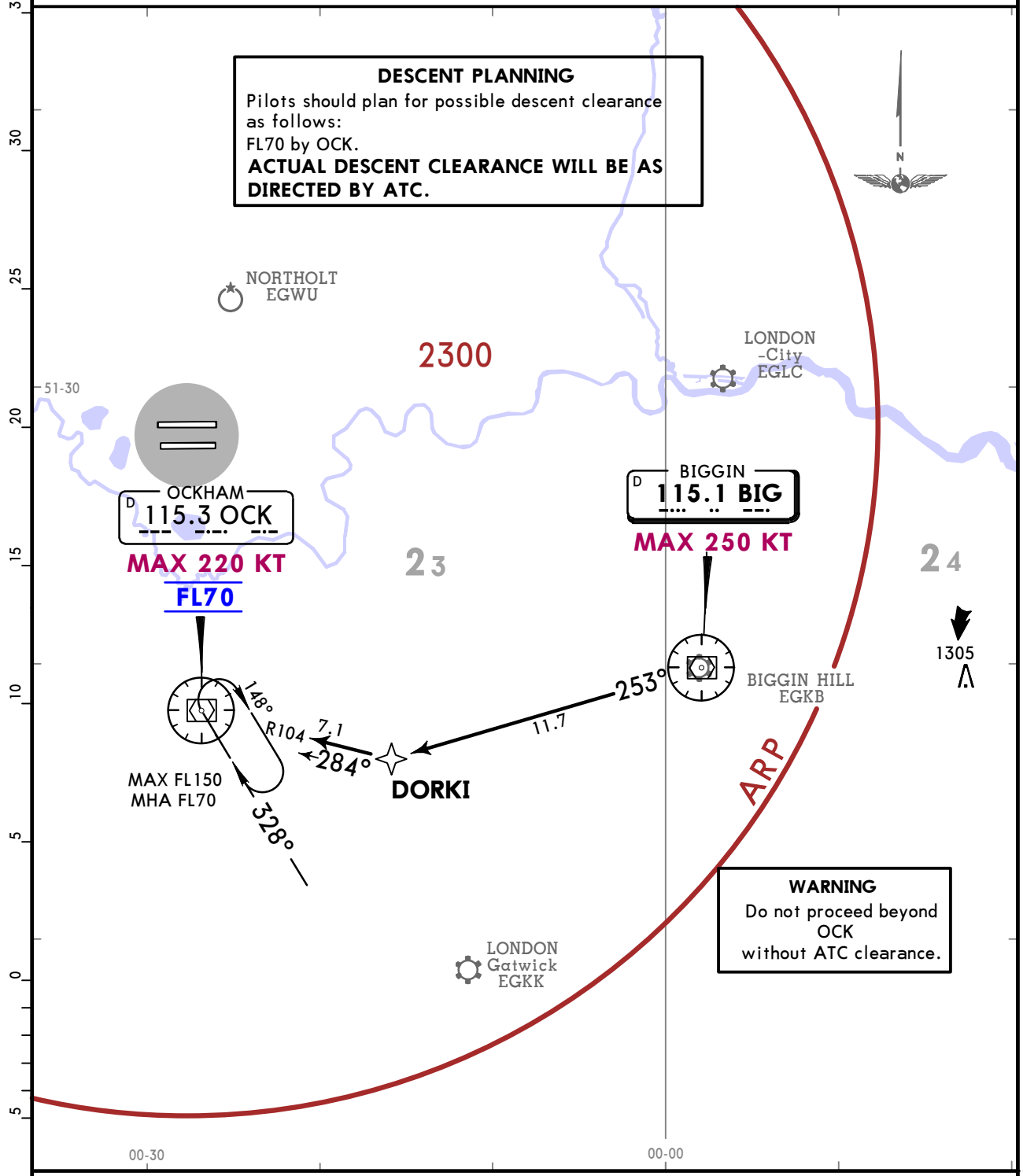
*D-ATIS			Apt Elev
113.750	117.0	128.080	83

Alt Set: hPa
Trans level: By ATC
1. RNAV 5.
2. Standard routes may be varied by ATC.
3. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.

BIG 1Z

RNAV (DME/DME or GNSS) ARRIVAL

STAR IS 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
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC



ROUTING

BIG (K250-) - DORKI - OCK (K220-; FL70).

CHANGES: Tracks updated; communication.

EGLL/LHR HEATHROW

JEPPESEN

27 NOV 20 (10-2C) Eff 3 Dec

LONDON, UK

RNAV STAR

FITBO 1H [FITB1H]

RNAV (DME/DME or GNSS) ARRIVAL

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

*D-ATIS 113.750 117.0 128.080

Apt Elev 83

Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. Standard routes may be varied by ATC.
3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

ROUTING

FITBO (FL180) - SOPIT (FL150) - WCO NDB (K220-) - BNN VOR (K220-; FL70).

HOLDING OVER BNN VOR

116° 296°

MAX FL170
MHA FL70

FITBO FL180

135° 315°

107°

MAX FL290
MHA FL180

50.5

SOPIT FL150

139° 319°

8.3

MAX FL200
MHA FL90

WESTCOTT
335 WCO

MAX 220 KT

17.2

116° 296°

ARP

R296

BOVINGDON
D 113.75 BNN

MAX 220 KT
FL70

LONDON Luton EGGW

NORTHOLT EGWU

BENSON EGUB

OXFORD EGTK

COVENTRY EGBE

BRIZE NORTON EGVN

FAIRFORD -Ab EGVA

GLOUCESTERSHIRE EGBJ

2300

WARNING
Do not proceed beyond BNN VOR without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL180 by FITBO,
FL150 by SOPIT,
FL70 by BNN VOR.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

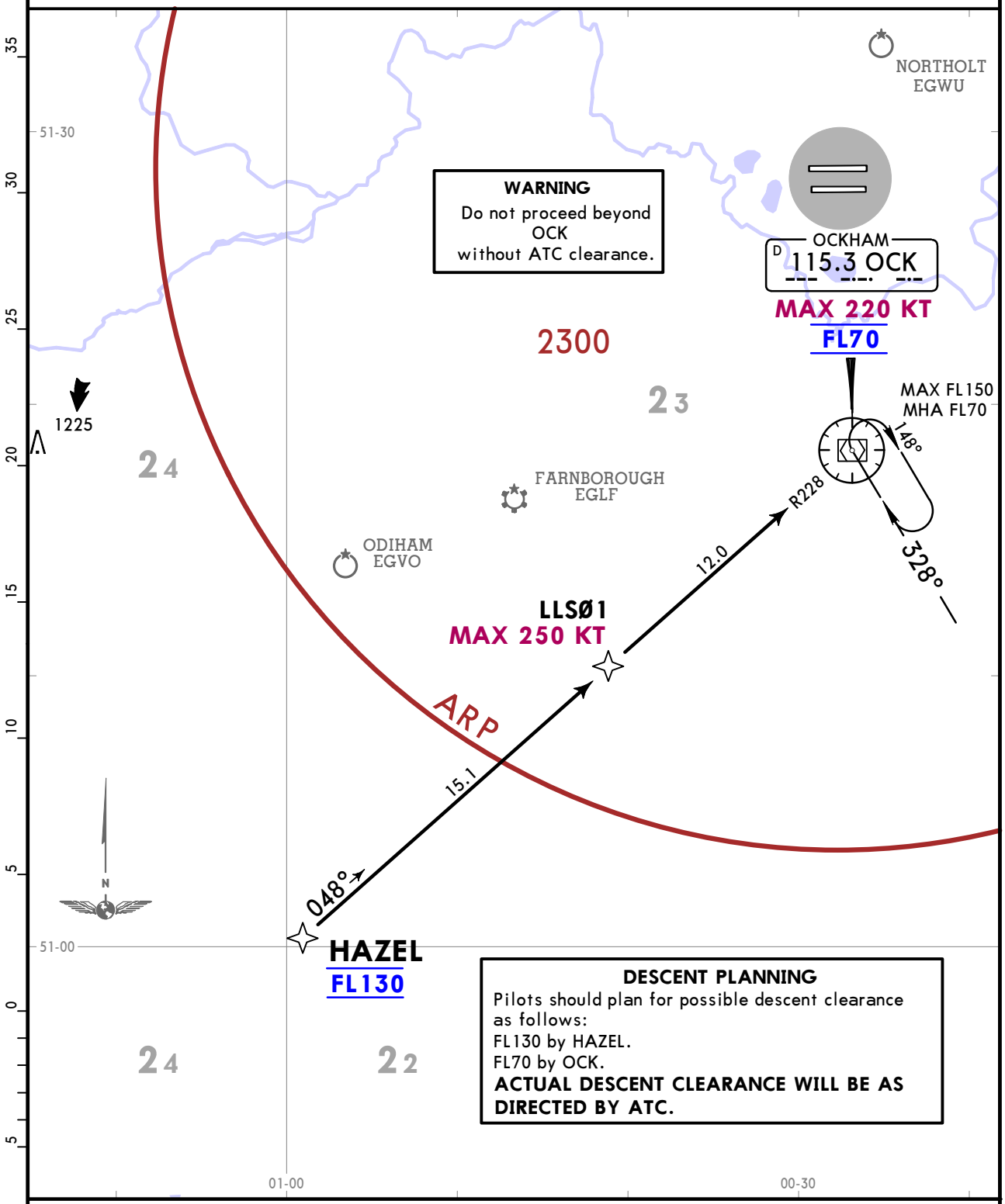
CHANGES: Holdings at WCO NDB & BNN VOR; tracks updated; communication.

*D-ATIS			Apt Elev	
113.750	117.0	128.080	83	

Alt Set: hPa
Trans level: By ATC
1. RNAV 5.
2. Standard routes may be varied by ATC.
3. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.

HAZEL 1H [HAZE1H]
RNAV (DME/DME or GNSS) ARRIVAL

DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL130 by HAZEL.
FL70 by OCK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTING

HAZEL (FL130) - LLSØ1 (K250-) - OCK (K220-; FL70).

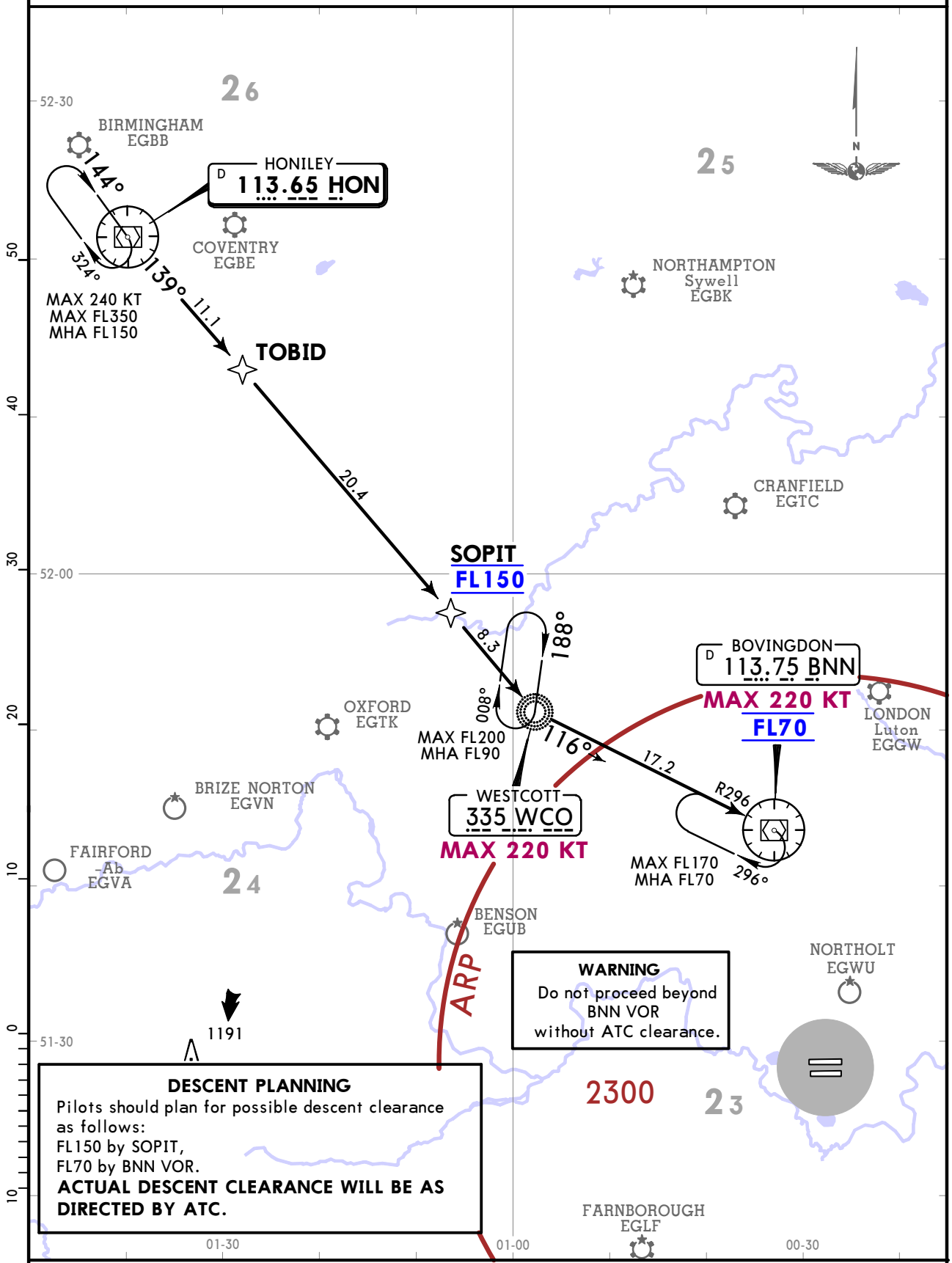
CHANGES: Tracks updated; communication.

*D-ATIS			Apt Elev
113.750	117.0	128.080	83

Alt Set: hPa
Trans level: By ATC
1. RNAV 5.
2. Standard routes may be varied by ATC.
3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

HON 1H RNAV (DME/DME or GNSS) ARRIVAL

SPEED: MAX 250 KT BELOW FL100 UNLESS AUTHORIZED BY ATC



ROUTING

HON VOR - TOBID - SOPIT (FL150) - WCO NDB (K220-) - BNN VOR (K220-; FL70).

CHANGES: New procedure at this airport.

LAM 1X [LAM1X]
TANET 1Z [TANE1Z]
RNAV (DME/DME or GNSS) ARRIVALS
OVERLOAD STARS
TO BE USED ONLY WHEN INSTRUCTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

*D-ATIS	Apt Elev	
113.750 117.0 128.080	83	Alt Set: hPa Trans level: By ATC **1. RNAV 5.** 2. Standard routes may be varied by ATC. 3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

STAR	ROUTING
LAM 1X	LAM VOR (K250-) - HILLY (K220-), then turn RIGHT, 302° track to BIG VOR (K220-; FL70).
TANET 1Z	TANET - DET VOR - LLE02 (K250-) - BIG VOR (K220-; FL70).

TANET
234°
TANET 1Z
15.1
R054
DETLING
D 117.3 DET
274°
9.2
LLE02
MAX 250 KT
1305
HILLY
MAX
220 KT
12.0
LAM 1X
19.0
169°
LAMBOURNE
D 115.6 LAM
MAX 250 KT
302°
R094
122°
R122
BIGGIN HILL EGKB
MAX FL150
MHA FL70
BIGGIN
D 115.1 BIG
MAX 220 KT
FL70
LONDON -City EGLC
NORTHOLT EGWU
ARP
2300
24
23

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL70 by BIG VOR.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond BIG VOR without ATC clearance.

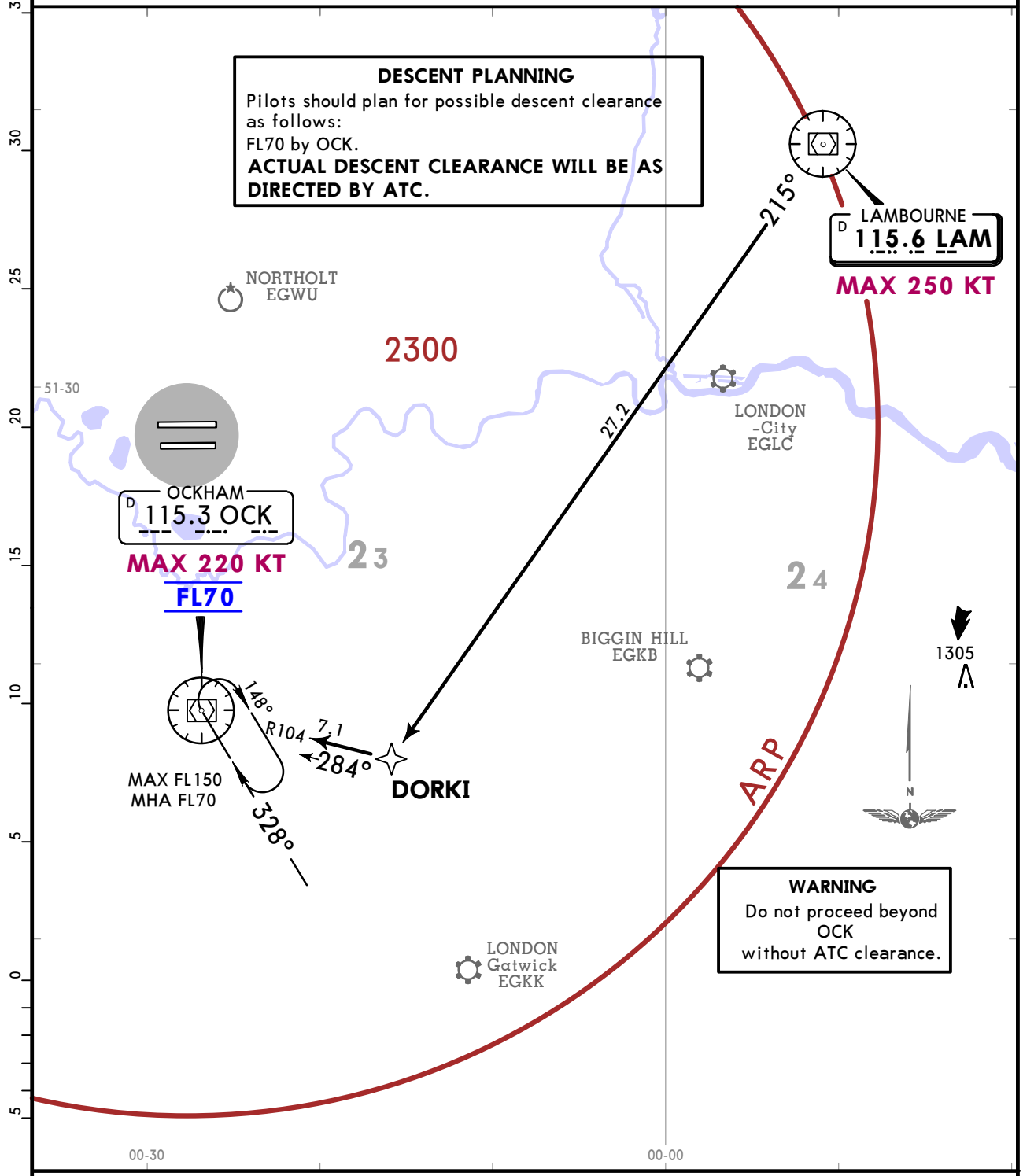
*D-ATIS			Apt Elev
113.750	117.0	128.080	83

Alt Set: hPa
Trans level: By ATC
1. RNAV 5.
2. Standard routes may be varied by ATC.
3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

LAM 1Y

RNAV (DME/DME or GNSS) ARRIVAL

STAR IS 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
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC



ROUTING

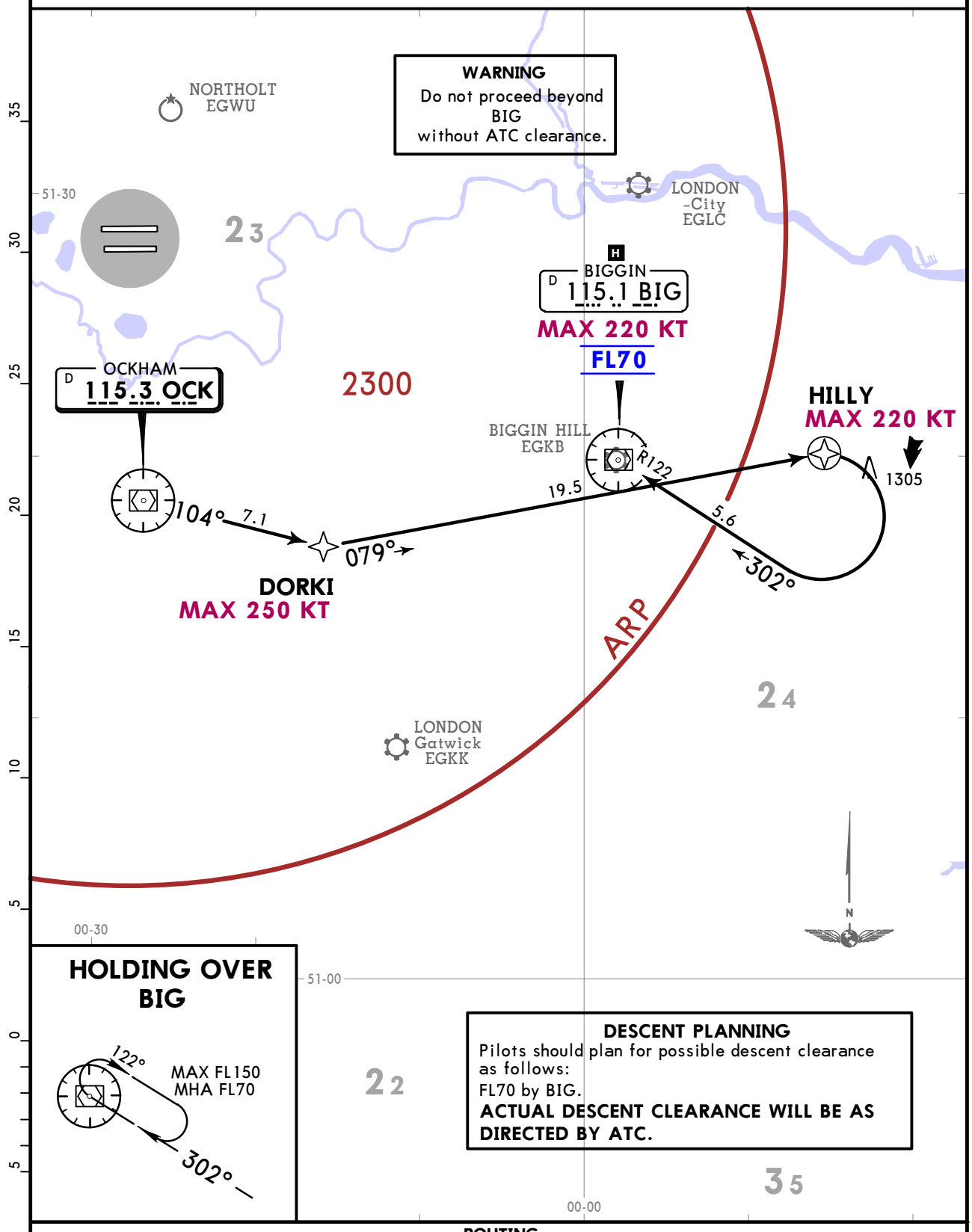
LAM (K250-) - DORKI - OCK (K220-; FL70).

CHANGES: Procedure transferred; chart reindexed; tracks updated; communication.

*D-ATIS			Apt Elev	
113.750	117.0	128.080	83	

Alt Set: hPa
Trans level: By ATC
1. RNAV 5.
2. Standard routes may be varied by ATC.
3. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.

OCK 1Z
RNAV (DME/DME or GNSS) ARRIVAL



ROUTING

OCK - DORKI (K250-) - HILLY (K220-), turn RIGHT, 302° track to BIG (K220-; FL70).

CHANGES: Procedure transferred; chart reindexed; tracks updated; communication.

*D-ATIS			Apt Elev
113.750	117.0	128.080	83

Alt Set: hPa
Trans level: By ATC
1. RNAV 1.
2. Standard routes may be varied by ATC.
3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

OTMET 1H [OTME1H]
RNAV (DME/DME or GNSS)
ARRIVAL

DURING PERIODS OF CONGESTION
TRAFFIC MAY BE ROUTED VIA OCK 1Z
AS DIRECTED BY ATC
NOT FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
Do not proceed beyond OCK without ATC clearance.

OCKHAM
115.3 OCK
MAX 220 KT
FL70

LLSØ1
MAX 250 KT

MHA FL70 ❶

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

HOLDING OVER BILNI
By ATC
MAX FL300
MHA FL200
106° 286°

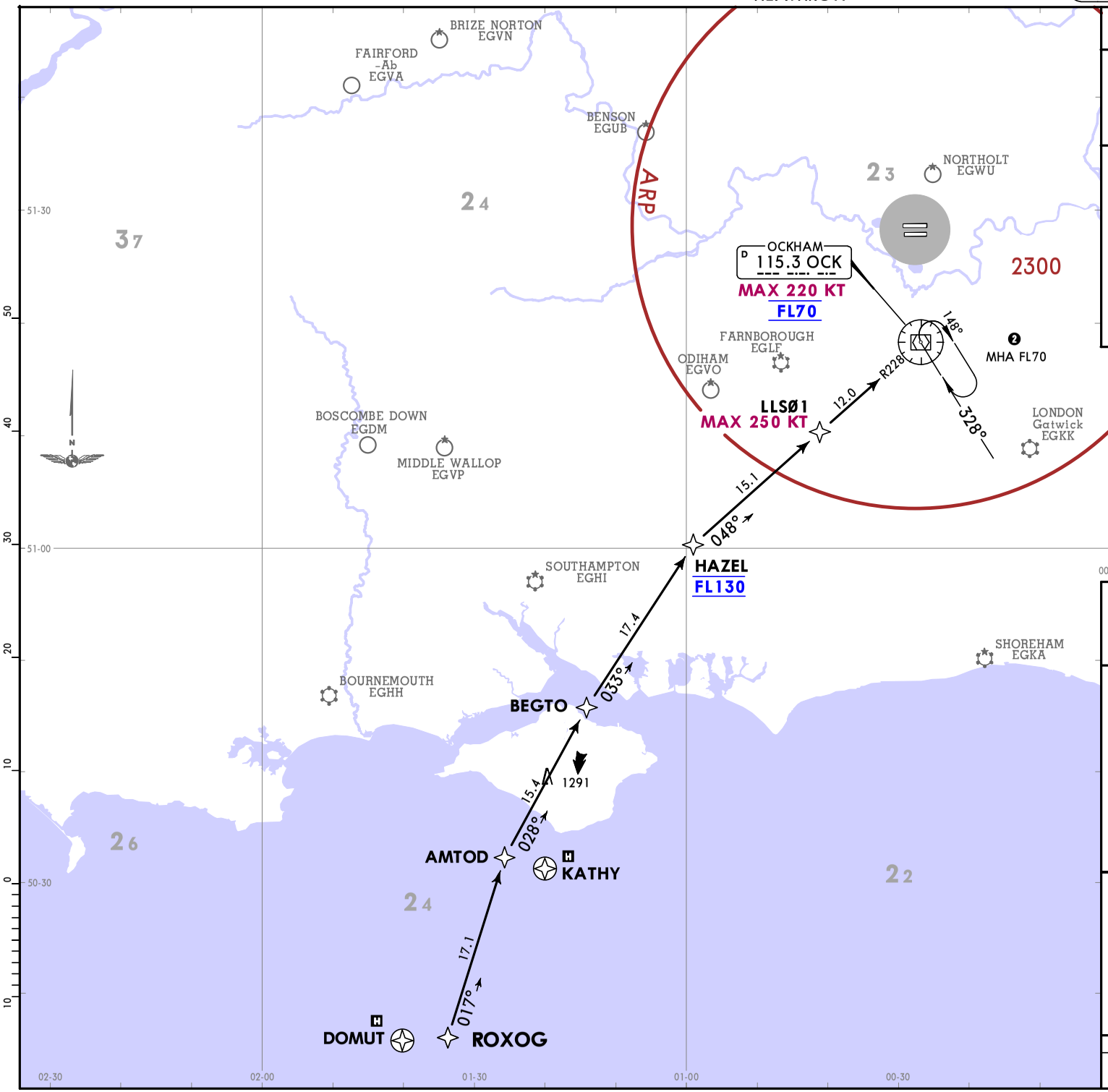
OTMET FL270
18.7 093°
BILNI
SOKDU
18.3 088°
NEDUL FL210
13.2 063°
BEGTO
033° 17.4
HAZEL FL130
048° 15.1
12.0 R228
148° 328°

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL270 by OTMET,
FL210 by NEDUL,
FL130 by HAZEL,
FL70 by OCK

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTING
OTMET (FL270) - SOKDU - NEDUL (FL210) - BEGTO - HAZEL (FL130) - LLSØ1 (K250-) - OCK (K220-; FL70).

GLOUCESTERSHIRE EGBJ
OXFORD EGTK
LONDON Luton EGGW
FAIRFORD -Ab EGVA
BRIZE NORTON EGVN
BENSON EGUB
NORTHOLT EGWU
BIGGIN HILL EGKB
FARNBOROUGH EGLF
ODIHAM EGVO
BOSCOMBE DOWN EGDM
MIDDLE WALLOP EGVP
LONDON Gatwick EGKK
YEOVILTON EGDY
YEOVIL Westland EGHG
SOUTHAMPTON EGHI
SHOREHAM EGKA
BOURNEMOUTH EGHH
ARP
2003
23
2300
37
24
26
22



*D-ATIS			Apt Elev
113.750	117.0	128.080	83

Alt Set: hPa
Trans level: By ATC
1. **RNAV 1.**
2. Standard routes may be varied by ATC.
3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

ROXOG 1H [ROXO1H]
RNAV (DME/DME or GNSS)
ARRIVAL

DURING PERIODS OF CONGESTION
TRAFFIC MAY BE ROUTED VIA OCK 1Z
AS DIRECTED BY ATC
NOT FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not proceed beyond OCK without ATC clearance.

❶ Right hand pattern may be instructed by ATC.

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

HOLDINGS OVER

DOMUT
By ATC
MHA FL230
039°
219°

KATHY ❶
By ATC
MAX FL190
MHA FL160
219°
039°

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:

FL130 by HAZEL,
FL70 by OCK

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTING

ROXOG - AMTOD - BEGTO - HAZEL (FL130) - LLSØ1 (K250-) - OCK (K220-; FL70).

CHANGES: Chart reindexed; tracks updated; communication.

D-ATIS			Apt Elev
113.750	117.0	128.080	83

Alt Set: hPa Trans level: By ATC

RNAV 1

1. Standard routes may be varied by ATC.
2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

SIRIC 1H [SIRI1H]
RNAV (DME/DME or GNSS)
ARRIVAL

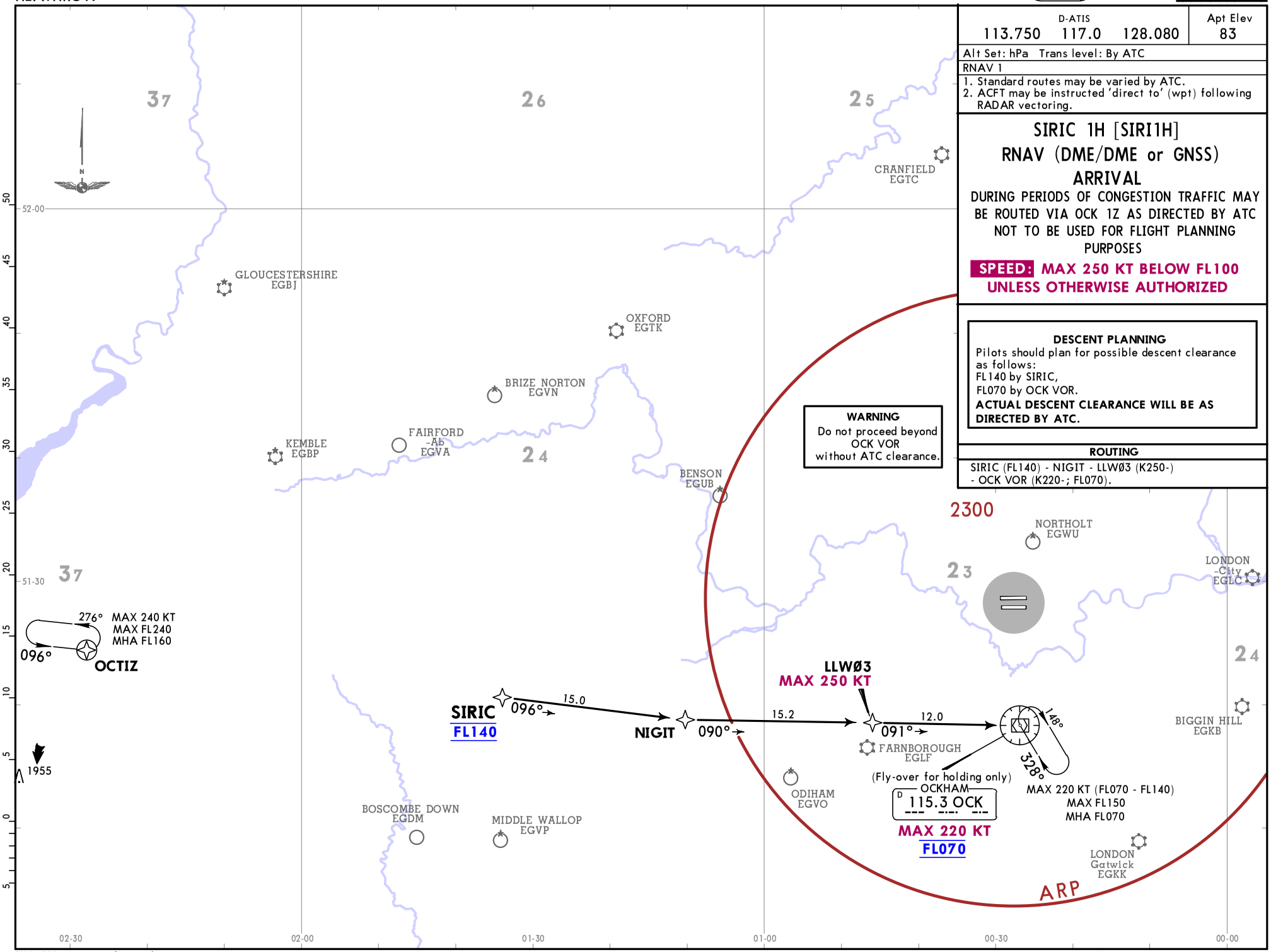
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL140 by SIRIC,
FL070 by OCK VOR.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond OCK VOR without ATC clearance.

ROUTING
SIRIC (FL140) - NIGIT - LLWØ3 (K250-)
- OCK VOR (K220-; FL070).



CHANGES: New procedure at this airport.

D-ATIS	Apt Elev	
113.750 117.0 128.080	83	Alt Set: hPa Trans level: By ATC RNAV 1 1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

SIRIC 1Z [SIRI1Z] ❶
RNAV (DME/DME or GNSS) ARRIVAL

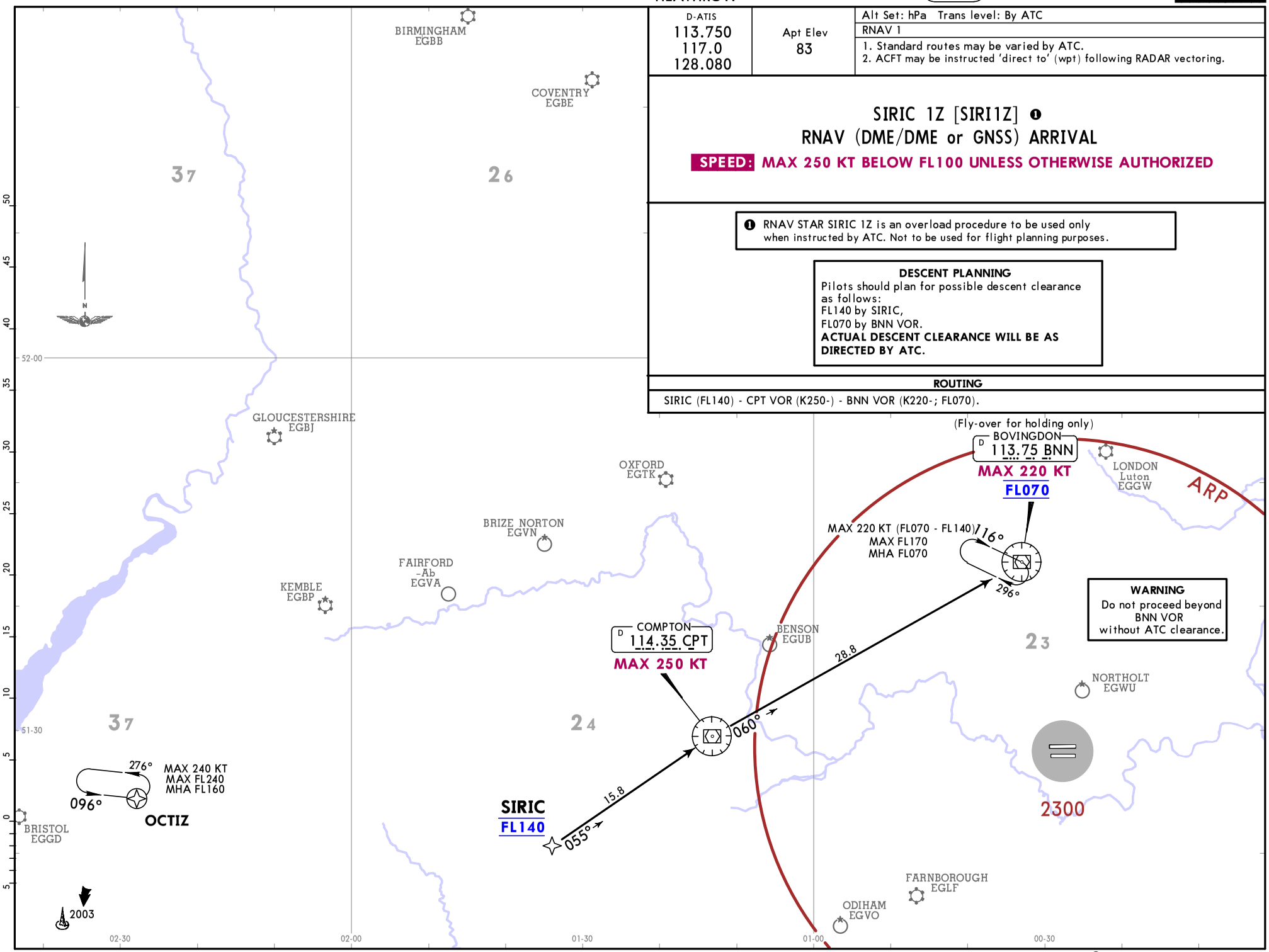
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

❶ RNAV STAR SIRIC 1Z is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL140 by SIRIC,
FL070 by BNN VOR.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTING

SIRIC (FL140) - CPT VOR (K250-) - BNN VOR (K220-; FL070).



CHANGES: New procedure at this airport.

D-ATIS
113.750
117.0
128.080

Apt Elev
83

Alt Set: hPa Trans level: By ATC
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 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.
4. Approximate distances to touchdown are indicated in round brackets.

INITIAL APPROACH
(RWYS 09L/R)
FROM BIG TO ILS

FOR FINAL APPROACH SEE APPROACH CHARTS

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR NOT AVAILABLE

2200
180°
2 3
NORTHOLT
EGWU
LOC DME
*110.3 IAA
LONDON
D 113.6 LON
2 4
LONDON
City
EGLC
51-30
090°
D10.0 IAA
[CFØ9L]
3000
D7.5 IAA
[FFØ9L]
2500
089°
2.5
2.5
D35.0 GWC
[GWC35]
(13NM)
3500
089°
D10.0 IBB
[CFØ9R]
3000
D7.5 IBB
[FFØ9R]
2500
LOC DME
*109.5 IBB
D29.0 BIG
[BIG29]
(19NM)
6000
3.0
D26.0 BIG
(22NM)
MNM
HLDG LVL
26
(IAF)
BIGGIN
D 115.1 BIG
(48 NM)
122°
274°
302°
MAX FL150
MHA 7000
BIGGIN HILL
EGKB
1305
357°
GWC
114.75
FARNBOROUGH
EGLF
OCKHAM
115.3 OCK
2100
ODIHAM
EGVO
LONDON
Gatwick
EGKK
LON VOR
00-30
00-00

ROUTING
At BIG, intercept BIG R274 to D29.0 BIG, turn RIGHT, intercept GWC R357 to D35.0 GWC, turn RIGHT, establish on ILS IAA by D10.0 IAA (RWY 09L) or on ILS IBB by D10.0 IBB (RWY 09R).

CHANGES: New chart (Initial approach from BIG Rwys 09L/R transferred and revised).

D-ATIS	Apt Elev
113.750 117.0 128.080	83

Alt Set: hPa Trans level: By ATC
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 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.
4. Approximate distances to touchdown are indicated in round brackets.

INITIAL APPROACH
(RWYS 27L/R)
WITHOUT RADAR CONTROL
FROM BIG TO ILS

FOR FINAL APPROACH SEE APPROACH CHARTS

2200
2 3
2 4
2100
180°
090°
51-30
NORTHOLT EGWU
LONDON City EGLC
FARNBOROUGH EGLF
ODIHAM EGVO
LONDON Gatwick EGKK
LON VOR
BIGGIN HILL EGKB
LONDON
D 113.6 LON
LOC DME
*110.3 IRR
LOC DME
*109.5 ILL
D7.5 IRR
2500
D7.5 ILL
2500
D10.0 IRR
3000
D10.0 ILL
3000
3500
269°
2.5
2.5
269°
D9.0 BIG
(13.5NM)
(13NM)
091°
6000
(17NM)
293°
301°
(21NM)
(IAF)
BIGGIN
D 115.1 BIG
(35 NM)
277°
272°
9
122°
MHA 7000
302°
MNM
HLDG LVL
D9.0 BIG
(26NM)
MAX 180 KT
1305
00-30
00-00

ROUTING

At BIG, intercept BIG R272 to D9.0 BIG, turn RIGHT, 091° track, when crossing BIG R301 turn LEFT, establish on ILS ILL by D10.0 ILL (RWY 27L) or on ILS IRR by D10.0 IRR (RWY 27R).

CHANGES: Initial approach from BIG Rwy 09L/R transferred.

D-ATIS	Apt Elev
113.750 117.0 128.080	83

Alt Set: hPa Trans level: By ATC
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 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.
4. Approximate distances to touchdown are indicated in round brackets.

INITIAL APPROACH
(ALL RWYS)
WITHOUT RADAR CONTROL
FROM BNN TO ILS

FOR FINAL APPROACH SEE APPROACH CHARTS

(IAF)
BOVINGDON
D 113.75 BNN
(35NM)

2200
116°
MHA 7000
296°
126°
177°
180°
LON VOR
2 3
2 4
5.0
11

D5.0 BNN
(30NM)
MNM
HLDG LVL

D11.0 BNN
(24NM)
MNM
HLDG LVL

LAMBOURNE
D 115.6 LAM

D34.0 LAM
(20NM)
6000

264°
4.0
D30.0 LAM
(24M)
MNM
HLDG LVL

D15.0 BNN
(20NM)
6000

D19.0 BNN
(16NM)
MAX 180 KT

NORTHOLT
EGWU

177°
D39.0 GWC
(13NM)
3500

LOC DME
*110.3 IAA

LOC DME
*110.3 IRR

D10.0
IRR
3000

131°
3500

LONDON
City
EGLC

51-30
090°
089°
D7.5 IAA
2500

D7.5 IRR
2500

269°
2.5
2.5
D10.0
IAA
3000

089°
D7.5 IBB
2500

D10.0
IBB
3000

R357
GWC
114.75

LOC DME
*109.5 IBB

LOC DME
*109.5 ILL

(12.5NM)
D7.5 ILL
2500

D10.0 ILL
3000

1087

LONDON
D 113.6 LON

2100

BIGGIN HILL
EGKB

00-30
00-00

RWY	ROUTING
09L/R	At BNN, intercept BNN R177 to D5.0 BNN, turn RIGHT, intercept LAM R264 to D34.0 LAM, turn LEFT, intercept GWC R357 inbound to D39.0 GWC, turn LEFT, establish on ILS IAA by D10.0 IAA (RWY 09L) or on ILS IBB by D10.0 IBB (RWY 09R).
27L/R	At BNN, intercept BNN R126 to D19.0 BNN, turn RIGHT, establish on ILS ILL by D10.0 ILL (RWY 27L) or on ILS IRR by D10.0 IRR (RWY 27R).

CHANGES: None.

D-ATIS	Apt Elev
113.750 117.0 128.080	83

Alt Set: hPa Trans level: By ATC
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 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.
4. Approximate distances to touchdown are indicated in round brackets.

INITIAL APPROACH
(ALL RWYS)
WITHOUT RADAR CONTROL
FROM LAM TO ILS

FOR FINAL APPROACH SEE APPROACH CHARTS

BOVINGDON
D 113.75 BNN

LON VOR

180°

2200

2 3

2 4

2100

(IAF)
LAMBOURNE
D 115.6 LAM
(Rwys 09L/R 55NM)
(Rwys 27L/R 35NM)

272°
264°
262°
082°
MHA 7000

D11.0 LAM
(25NM)
MNM
HLDG LVL

11

30

D34.0 LAM
(20NM)
6000

4.0

D30.0 LAM
(24NM)
MNM
HLDG LVL

177°

126°

D15.0 BNN
(20NM)
6000

D19.0 BNN
(16NM)
MAX 180 KT

3500

131°

D39.0 GWC
(13NM)
3500

51-30

090°

089°

D10.0
IAA
3000

D7.5 IAA
2500

2.5

2.5

089°

D10.0
IBB
3000

D7.5 IBB
2500

R357

GWC
114.75

LOC DME
*110.3 IAA

LOC DME
*110.3 IRR

LOC DME
*109.5 IBB

LOC DME
*109.5 ILL

D10.0
IRR
3000

D7.5 IRR
2500

269°

2.5

2.5

269°
(12.5NM)

D7.5 ILL
2500

D10.0 ILL
3000

1087

NORTHOLT
EGWU

LONDON
City
EGLC

BIGGIN HILL
EGKB

LONDON
D 113.6 LON

00-30

00-00

RWY	ROUTING
09L/R	At LAM, intercept LAM R264 to D34.0 LAM, turn LEFT, intercept GWC R357 inbound to D39.0 GWC, turn LEFT, establish on ILS IAA by D10.0 IAA (RWY 09L) or on ILS IBB by D10.0 IBB (RWY 09R).
27L/R	At LAM, intercept LAM R272 to D11.0 LAM, turn LEFT, intercept BNN R126 to D19.0 BNN, turn RIGHT, establish on ILS ILL by D10.0 ILL (RWY 27L) or on ILS IRR by D10.0 IRR (RWY 27R).

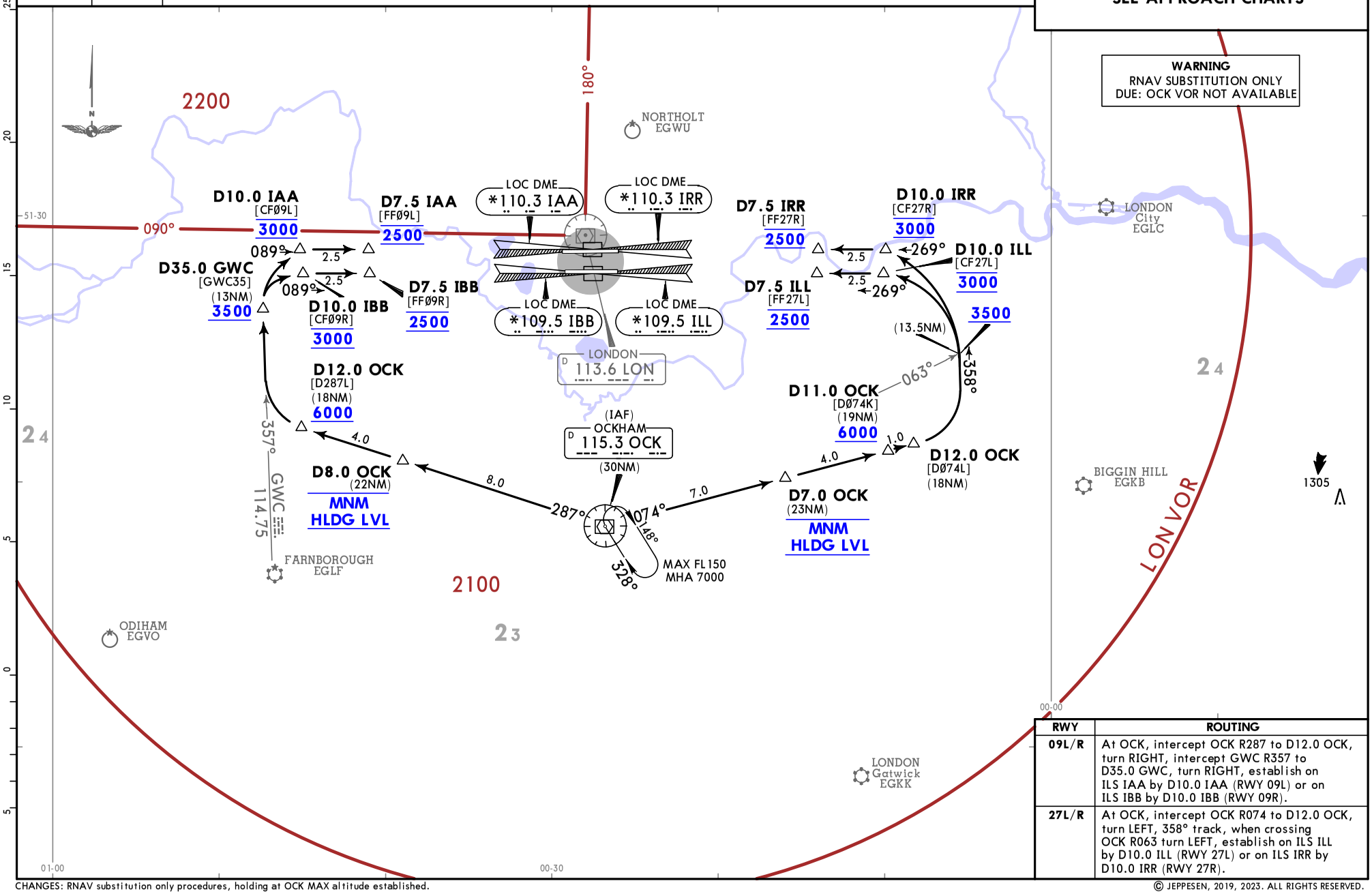
D-ATIS	Apt Elev
113.750 117.0 128.080	83

Alt Set: hPa Trans level: By ATC
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 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.
4. Approximate distances to touchdown are indicated in round brackets.

INITIAL APPROACH
(ALL RWYS)
FROM OCK TO ILS

FOR FINAL APPROACH SEE APPROACH CHARTS

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR NOT AVAILABLE



RWY	ROUTING
09L/R	At OCK, intercept OCK R287 to D12.0 OCK, turn RIGHT, intercept GWC R357 to D35.0 GWC, turn RIGHT, establish on ILS IAA by D10.0 IAA (RWY 09L) or on ILS IBB by D10.0 IBB (RWY 09R).
27L/R	At OCK, intercept OCK R074 to D12.0 OCK, turn LEFT, 358° track, when crossing OCK R063 turn LEFT, establish on ILS ILL by D10.0 ILL (RWY 27L) or on ILS IRR by D10.0 IRR (RWY 27R).

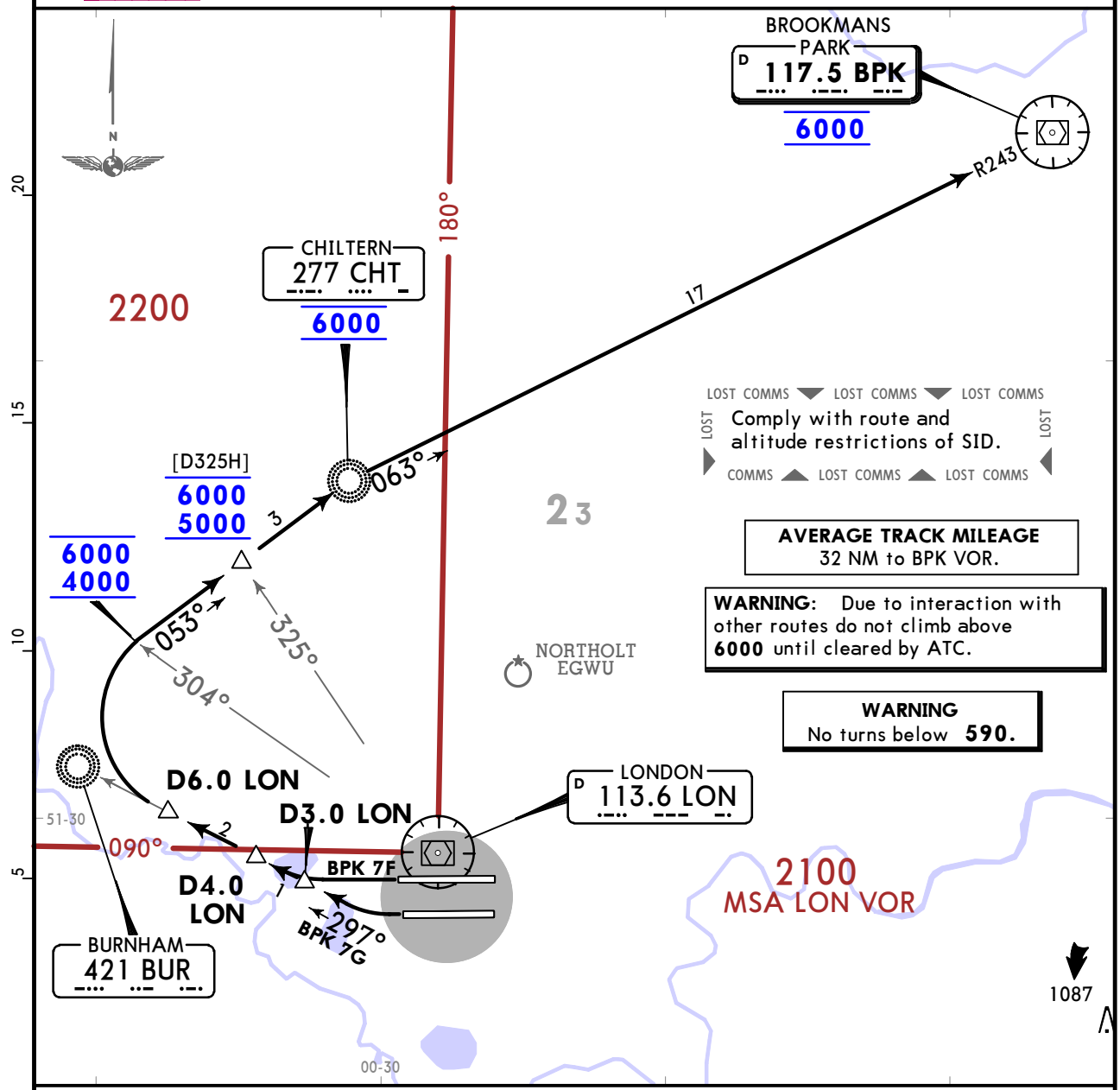
CHANGES: RNAV substitution only procedures, holding at OCK MAX altitude established.

LONDON Control	Apt Elev
118.825	83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. EXPECT close-in obstacles.

BPK 7F
BPK 7G
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 4.0% up to 4000 for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradient inform ATC prior to departure.

SID	RWY	ROUTING / ALTITUDE
BPK 7F	**27R**	Climb straight ahead, intercept 297° bearing towards BUR NDB by D4.0 LON, at D6.0 LON turn RIGHT, intercept 053° bearing towards CHT NDB, cross LON R304 at or above 4000 (MAX 6000), LON R325 at or above 5000 (MAX 6000), to CHT NDB at 6000, turn RIGHT, intercept BPK R243 inbound to BPK VOR.
BPK 7G	**27L**	Climb straight ahead, intercept 297° bearing towards BUR NDB by D3.0 LON, at D6.0 LON turn RIGHT, intercept 053° bearing towards CHT NDB, cross LON R304 at or above 4000 (MAX 6000), LON R325 at or above 5000 (MAX 6000), to CHT NDB at 6000 turn RIGHT, intercept BPK R243 inbound to BPK VOR.

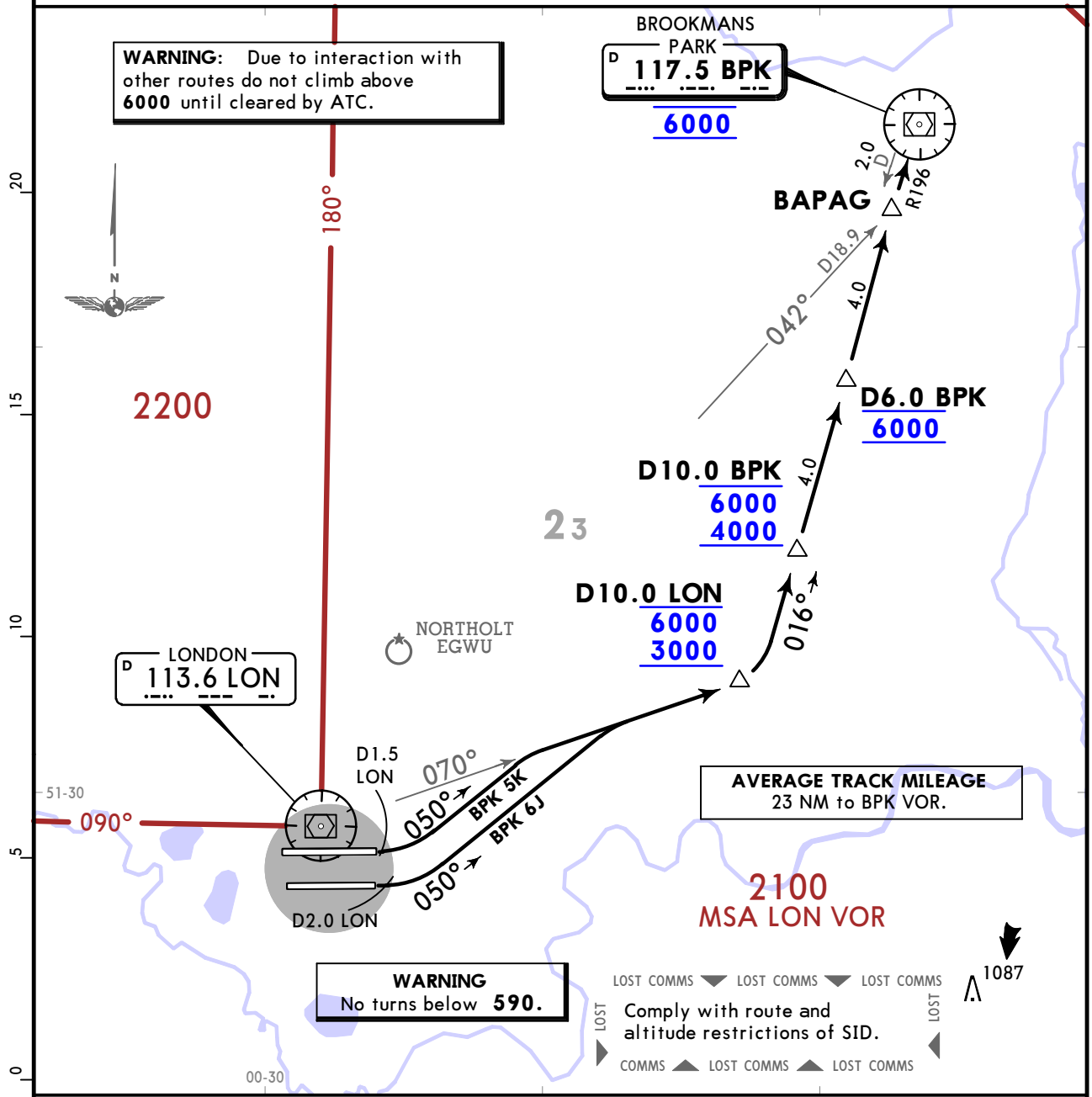
CHANGES: Radials updated.

LONDON Control	Apt Elev
118.825	83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. EXPECT close-in obstacles.

BPK 6J
BPK 5K
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



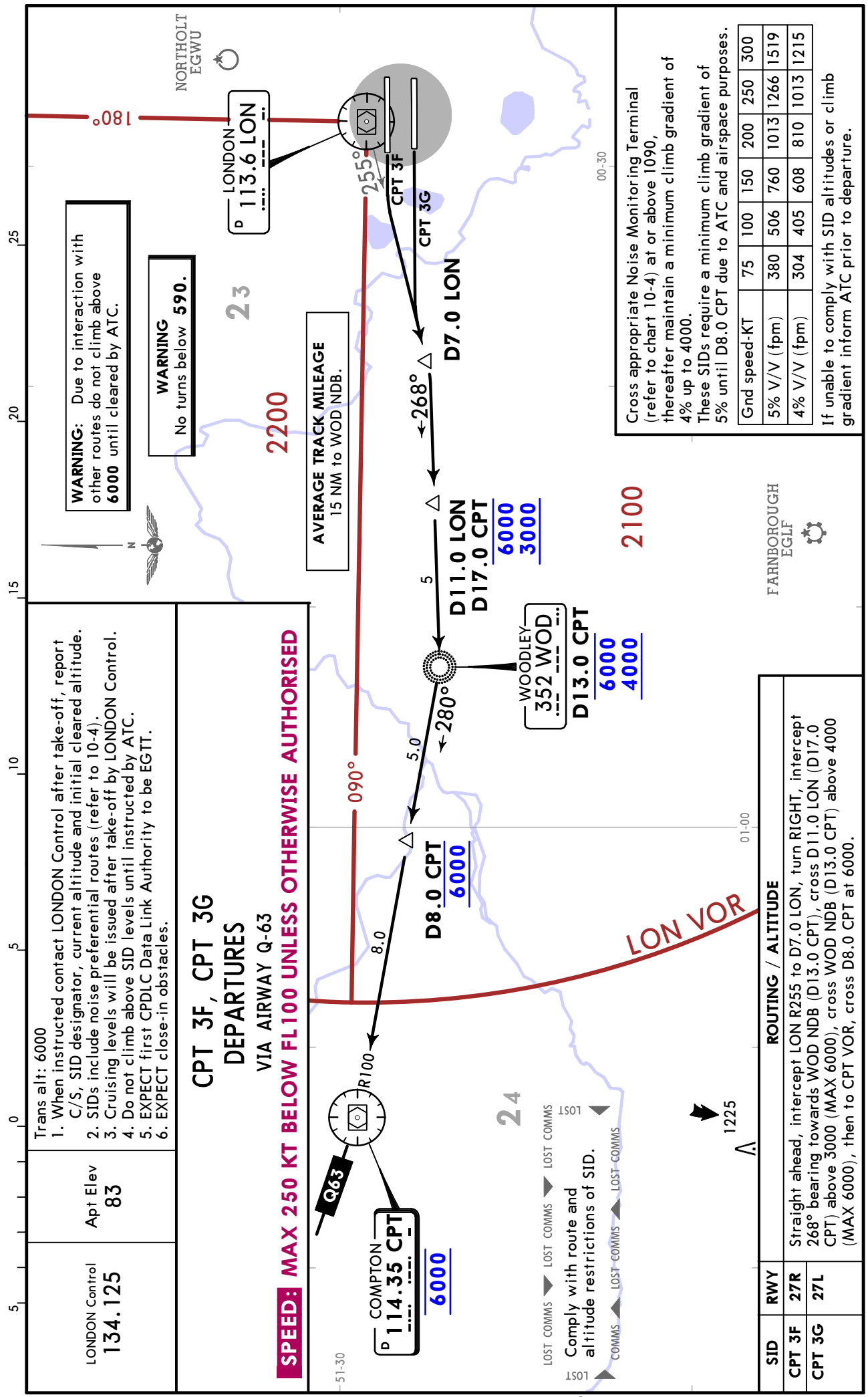
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090, thereafter maintain a minimum climb gradient of 4.0% up to 4000 for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

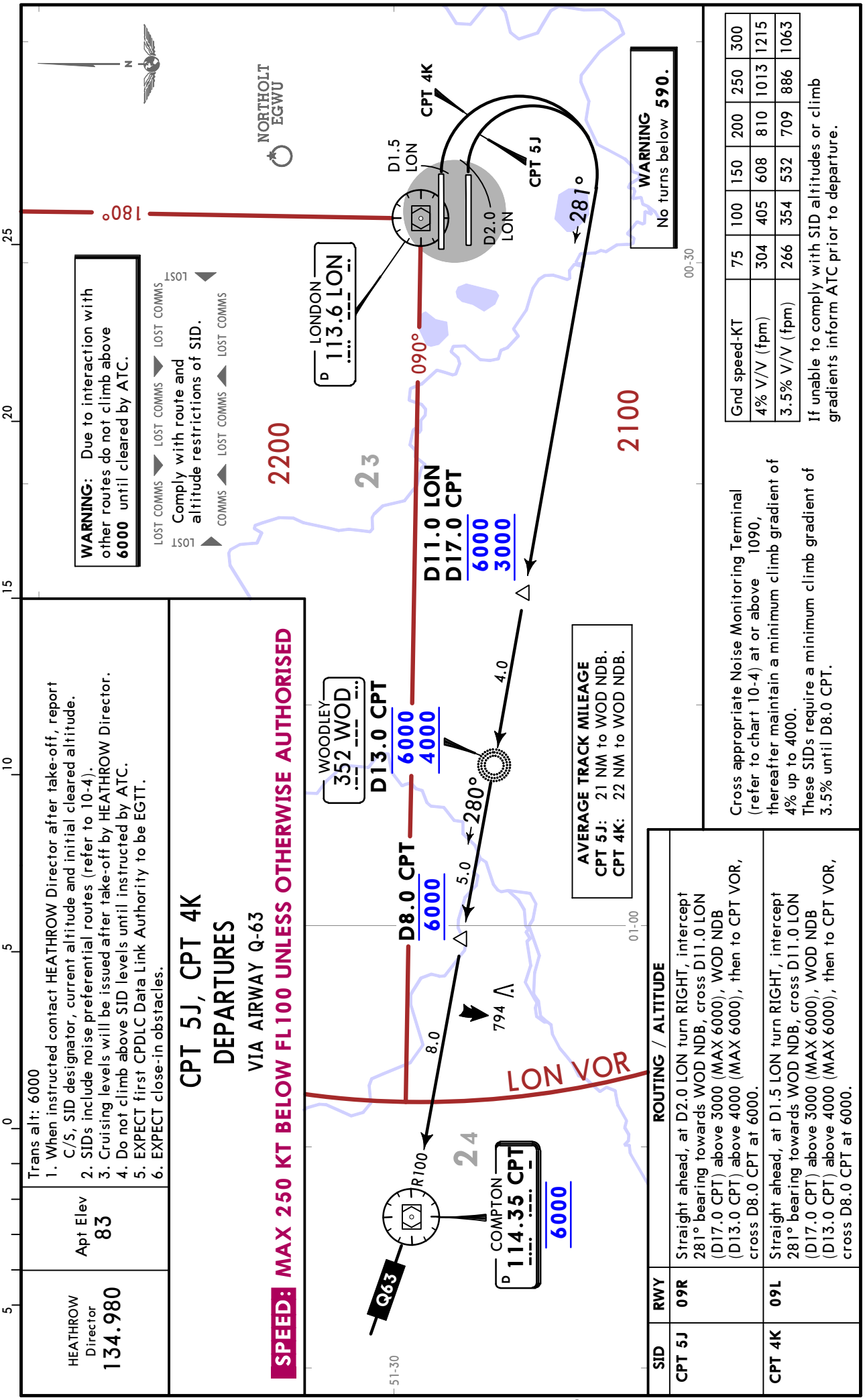
If unable to comply with SID altitudes or climb gradient inform ATC prior to departure.

SID	RWY	ROUTING / ALTITUDE
BPK 6J	09R	Climb straight ahead, at D2.0 LON turn LEFT, 050° track, intercept LON R070, cross D10.0 LON at or above 3000 (MAX 6000), turn LEFT, intercept BPK R196 inbound, cross D10.0 BPK at or above 4000 (MAX 6000), D6.0 BPK at 6000, via BAPAG to BPK VOR.
BPK 5K	09L	Climb straight ahead, at D1.5 LON turn LEFT, 050° track, intercept LON R070, cross D10.0 LON at or above 3000 (MAX 6000), turn LEFT, intercept BPK R196 inbound, cross D10.0 BPK at or above 4000 (MAX 6000), D6.0 BPK at 6000, via BAPAG to BPK VOR.

CHANGES: Radials updated.



CHANGES: Radials updated.



CHANGES: Radial updated.

2 FEB 24
JEPPESEN
10-3D

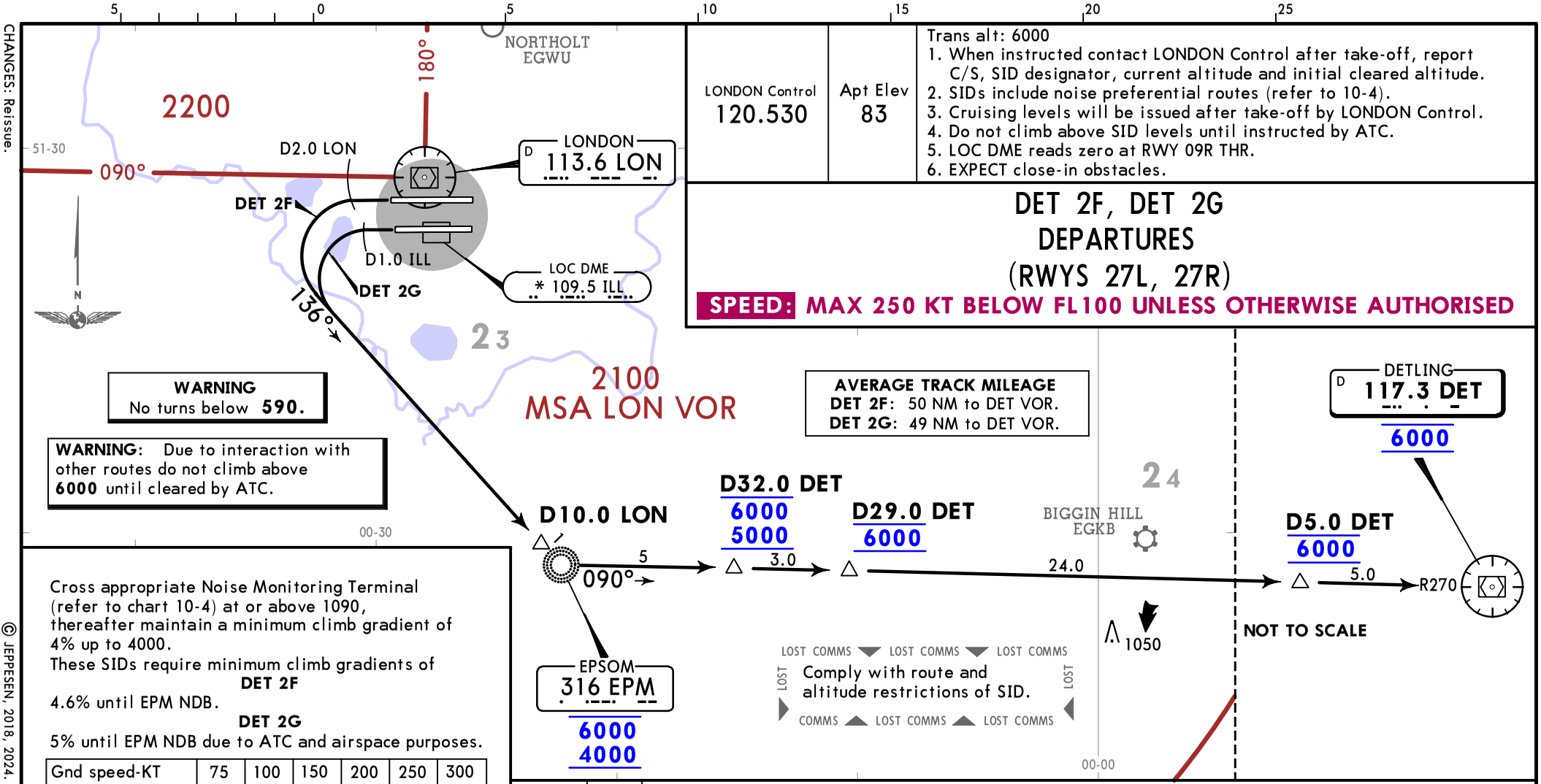
CHANGES: Reissue.

LONDON Control	Apt Elev
120.530	83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. LOC DME reads zero at RWY 09R THR.
6. EXPECT close-in obstacles.

DET 2F, DET 2G DEPARTURES (RWYS 27L, 27R)

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 4% up to 4000.
These SIDs require minimum climb gradients of

DET 2F

4.6% until EPM NDB.

DET 2G

5% until EPM NDB due to ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradients inform ATC prior to departure.

SID	RWY	ROUTING / ALTITUDE
DET 2F	27R	Straight ahead, at D2.0 LON turn LEFT, intercept 136° bearing to EPM NDB, cross at or above 4000 (MAX 6000) at EPM NDB but not before D10.0 LON intercept DET R270 inbound, cross D32.0 DET at or above 5000 (MAX 6000), D29.0 DET at 6000, D5.0 DET at 6000, then to DET VOR.
DET 2G	27L	Straight ahead, at D1.0 ILL (D2.0 LON if ILL u/s) turn LEFT, intercept 136° bearing to EPM NDB, cross at or above 4000 (MAX 6000), at EPM NDB but not before D10.0 LON intercept DET R270 inbound, cross D32.0 DET at or above 5000 (MAX 6000), D29.0 DET at 6000, D5.0 DET at 6000, then to DET VOR.

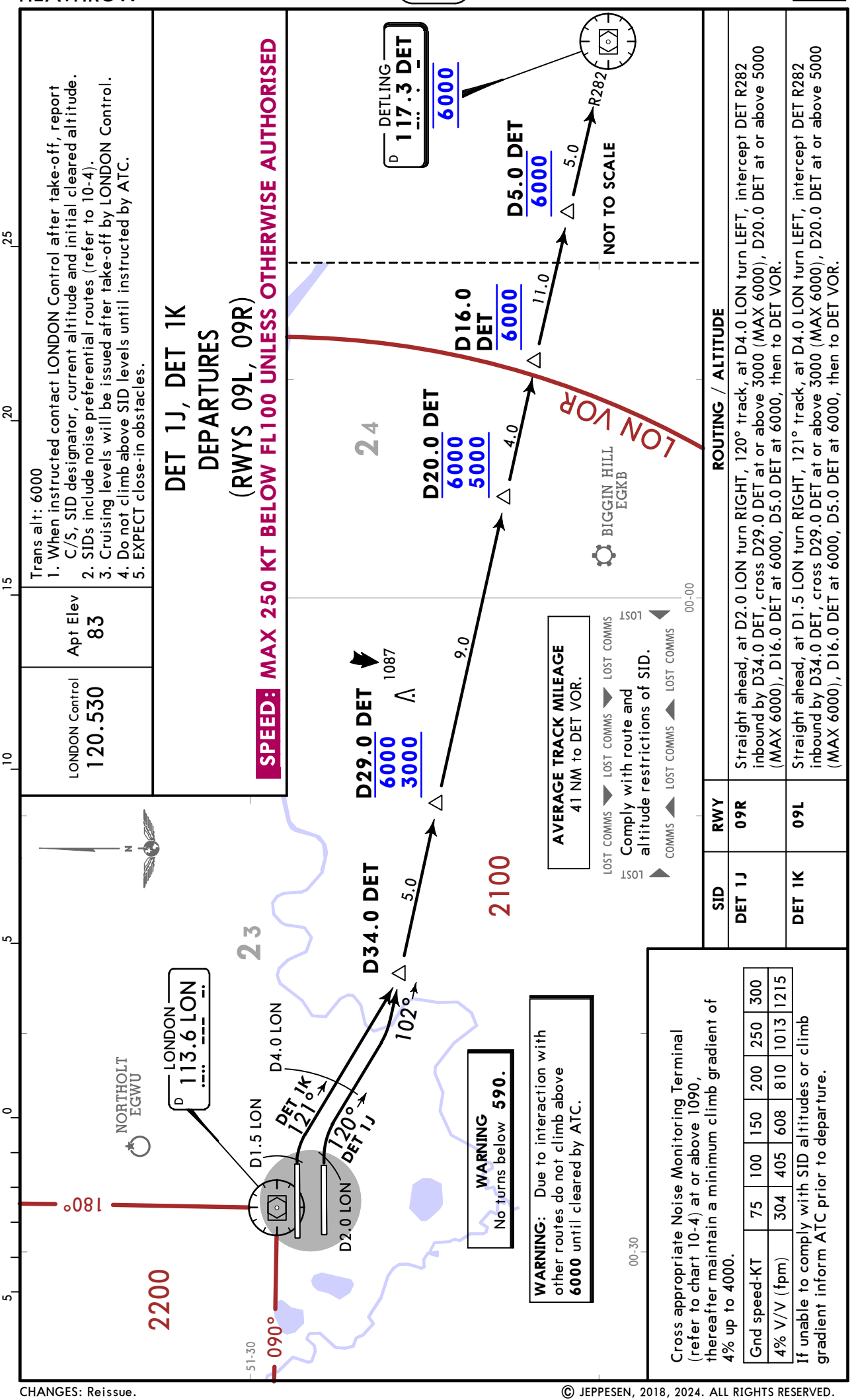
DET 1J, DET 1K DEPARTURES (RWYS 09L, 09R)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED

LONDON Control 120.530

Apt Elev 83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. EXPECT close-in obstacles.



SID	RWY	ROUTING / ALTITUDE
DET 1J	09R	Straight ahead, at D2.0 LON turn RIGHT, 120° track, at D4.0 LON turn LEFT, intercept DET R282 inbound by D34.0 DET, cross D29.0 DET at or above 3000 (MAX 6000), D20.0 DET at or above 5000 (MAX 6000), D16.0 DET at 6000, D5.0 DET at 6000, then to DET VOR.
DET 1K	09L	Straight ahead, at D1.5 LON turn RIGHT, 121° track, at D4.0 LON turn LEFT, intercept DET R282 inbound by D34.0 DET, cross D29.0 DET at or above 3000 (MAX 6000), D20.0 DET at or above 5000 (MAX 6000), D16.0 DET at 6000, D5.0 DET at 6000, then to DET VOR.

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

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradient inform ATC prior to departure.

CHANGES: Reissue.

GASGU 2J [GASG2J], GASGU 2K [GASG2K] DEPARTURES

VIA AIRWAY N-866

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED

LONDON Control
134.125

Apt Elev
83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. EXPECT first CPDLC Data Link Authority to be EGTT.
4. EXPECT close-in obstacles.

SID	RWY	ROUTING / ALTITUDE
GASGU 2J	09R	Straight ahead, at D2.0 LON turn RIGHT, intercept LON R124 to D5.0 LON, turn RIGHT, intercept OCK R041 inbound, cross D2.0 OCK at or above 4000 (MAX 6000), turn RIGHT, intercept OCK R253, cross D1.4 OCK at or above 5000 (MAX 6000), D4.7 OCK at 6000, then to GASGU at 6000.
GASGU 2K	09L	Straight ahead, at D1.5 LON turn RIGHT, intercept LON R124 to D5.0 LON, turn RIGHT, intercept OCK R041 inbound, cross D2.0 OCK at or above 4000 (MAX 6000), turn RIGHT, intercept OCK R253, cross D1.4 OCK at or above 5000 (MAX 6000), D4.7 OCK at 6000, then to GASGU at 6000.

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR NOT AVAILABLE

AVERAGE TRACK MILEAGE
33 NM to GASGU.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090, thereafter maintain a minimum climb gradient of 4.0% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradients inform HEATHROW Delivery prior to pushback.

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

WARNING
No turns below **590**.

LONDON 113.6 LON

OCKHAM 115.3 OCK

D5.0 LON [D124E]

D2.0 OCK [DØ41B] 6000 4000

D1.4 OCK [D253A] 6000 5000

D4.7 OCK [D253E] 6000

GASGU (113.35 SAM R043/D21.0) 6000

FARNBOROUGH EGLF

ODIHAM EGVO

LON VOR

Comply with route and altitude restrictions of SID.

LOST COMMS / COMMS

GOGSI 2F [GOGS2F], GOGSI 2G [GOGS2G]
DEPARTURES
VIA AIRWAY N-621

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

LONDON Control
134.125

Apt Elev
83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. EXPECT first CPDLC Data Link Authority to be EGTT.
4. EXPECT close-in obstacles.

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

WARNING
No turns below **590.**

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090, thereafter maintain a minimum climb gradient of 4.0% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradient inform HEATHROW Delivery prior to pushback.

ROUTING / ALTITUDE

SID	RWY
GOGSI 2F	27R
GOGSI 2G	27L

Straight ahead, intercept LON R255 to D7.0 LON, turn RIGHT, intercept 268° bearing towards WOD NDB, cross D9.3 LON at or above 3000 (MAX 6000), cross D13.0 LON at or above 4000 (MAX 6000), turn LEFT, intercept SAM R032 inbound, cross D32.8 SAM at or above 5000 (MAX 6000), D29.6 SAM at 6000, then to GOGSI at 6000.

LONDON
113.6 LON

NORTHOLT
EGWU

OCKHAM
115.3 OCK

WOODLEY
352 WOD

FARNBOROUGH
EGLF

ODIHAM
EGVO

LON VOR

GOGSI 2F
GOGSI 2G

180°
255°
090°
268°
212°
267°

D7.0 LON [D255G]
6000
3000

D9.3 LON [D258I]
6000
3000

D13.0 LON [D260M]
6000
4000

D32.8 SAM [SAM33]
6000
5000

D29.6 SAM [SAM30]
6000

GOGSI
(113.35 SAM R032 /D24.0)
6000

D20.9

SAM 113.35 R032

N621

2200
2100

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR NOT AVAILABLE

AVERAGE TRACK MILEAGE
24 NM to GOGSI.

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS
Comply with route and altitude restrictions of SID.
COMMS ◀ LOST COMMS ◀ LOST COMMS

794

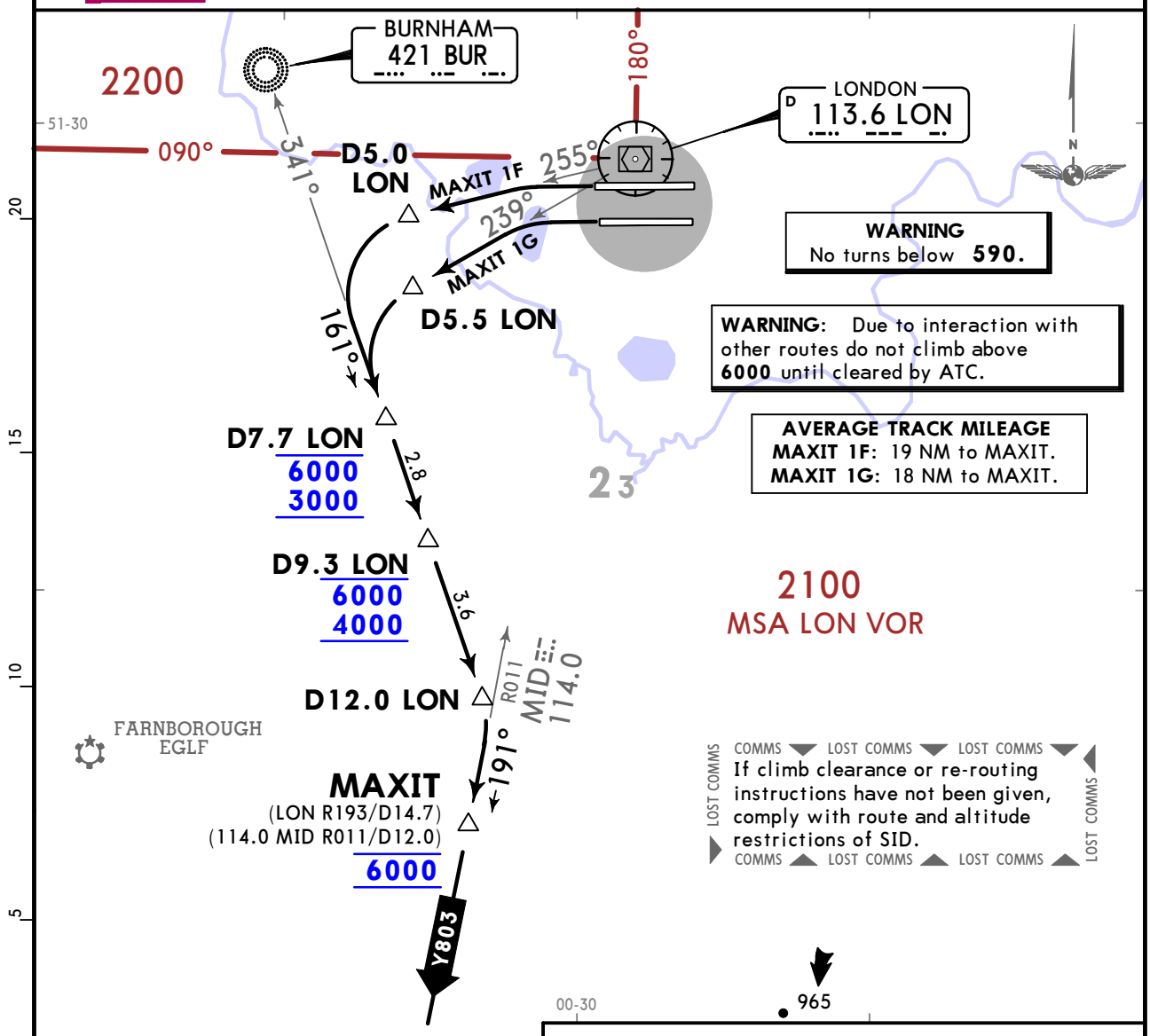
LONDON Control	Apt Elev
133.180	83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. EXPECT close-in obstacles.

MAXIT 1F [MAXI1F], MAXIT 1G [MAXI1G] DEPARTURES

VIA AIRWAY Y-803

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090, thereafter maintain a minimum climb gradient of 4.0% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradient inform HEATHROW Delivery prior to pushback.

SID	RWY	ROUTING / ALTITUDE
MAXIT 1F	27R	Straight ahead, intercept LON R255 to D5.0 LON, turn LEFT, intercept 161° bearing from BUR NDB, cross D7.7 LON at or above 3000 (MAX 6000), D9.3 LON at or above 4000 (MAX 6000), at D12.0 LON turn RIGHT, intercept MID R011 inbound to cross MAXIT at 6000.
MAXIT 1G	27L	Straight ahead, intercept LON R239 to D5.5 LON, turn LEFT, intercept 161° bearing from BUR NDB, cross D7.7 LON at or above 3000 (MAX 6000), D9.3 LON at or above 4000 (MAX 6000), at D12.0 LON turn RIGHT, intercept MID R011 inbound to cross MAXIT at 6000.

CHANGES: Radials updated.

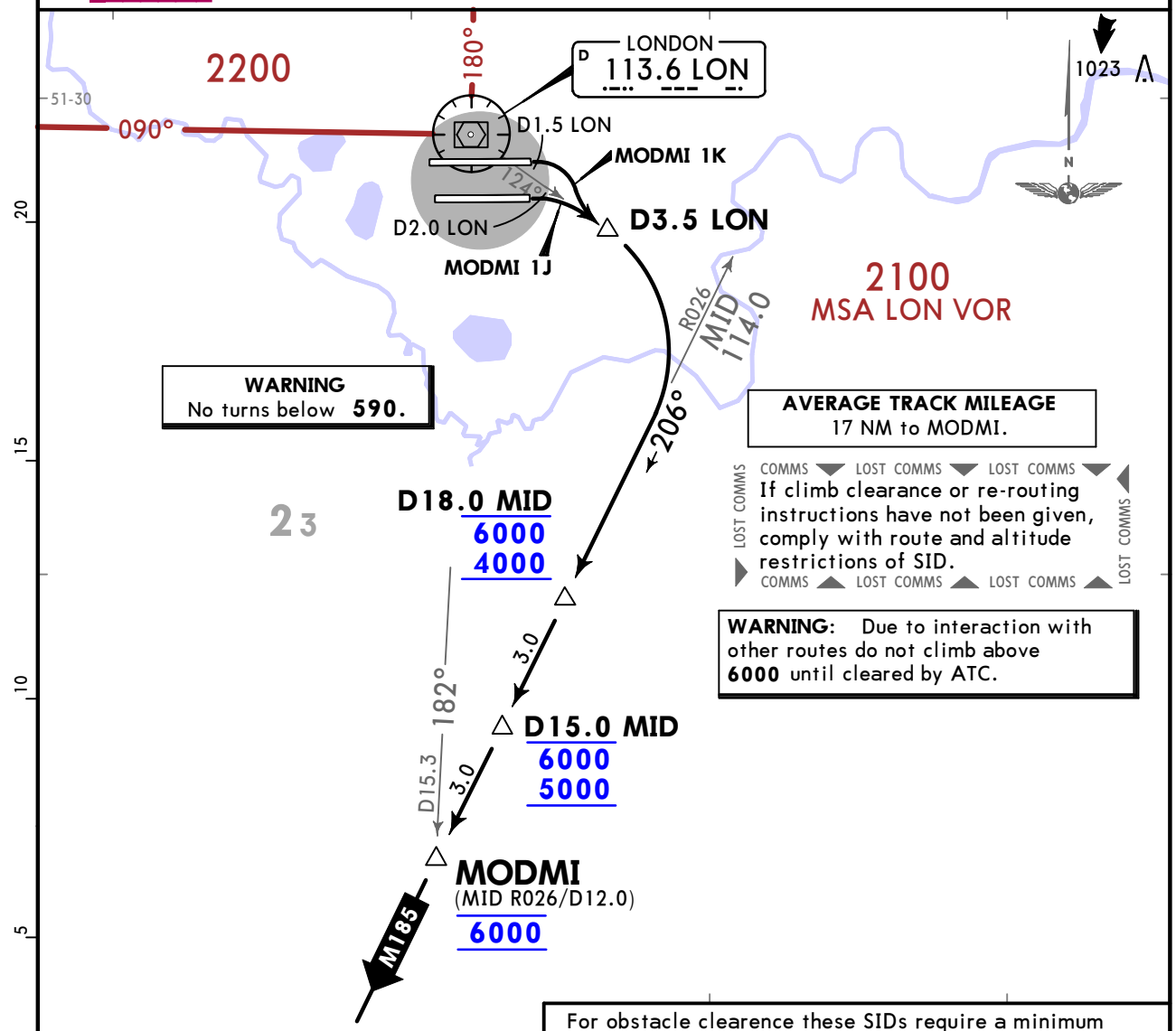
LONDON Control	Apt Elev
133.180	83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. EXPECT close-in obstacles.

MODMI 1J [MODM1J], MODMI 1K [MODM1K] DEPARTURES

VIA AIRWAY M-185

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



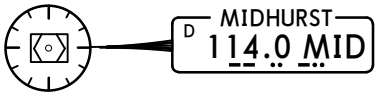
For obstacle clearance these SIDs require a minimum climb gradient of
3.8% up to 590.
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090, thereafter maintain a minimum climb gradient of 4.0% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradients inform HEATHROW Delivery prior to pushback.

00-30

NOT TO SCALE



SID	RWY	ROUTING / ALTITUDE
MODMI 1J	09R	Straight ahead, at D2.0 LON turn RIGHT, intercept LON R124 to D3.5 LON, turn RIGHT, intercept MID R026 inbound, cross D18.0 MID at or above 4000 (MAX 6000), D15.0 MID at or above 5000 (MAX 6000), then to MODMI at 6000.
MODMI 1K	09L	Straight ahead, at D1.5 LON turn RIGHT, intercept LON R124 to D3.5 LON, turn RIGHT, intercept MID R026 inbound, cross D18.0 MID at or above 4000 (MAX 6000), D15.0 MID at or above 5000 (MAX 6000), then to MODMI at 6000.

CHANGES: Radials updated.

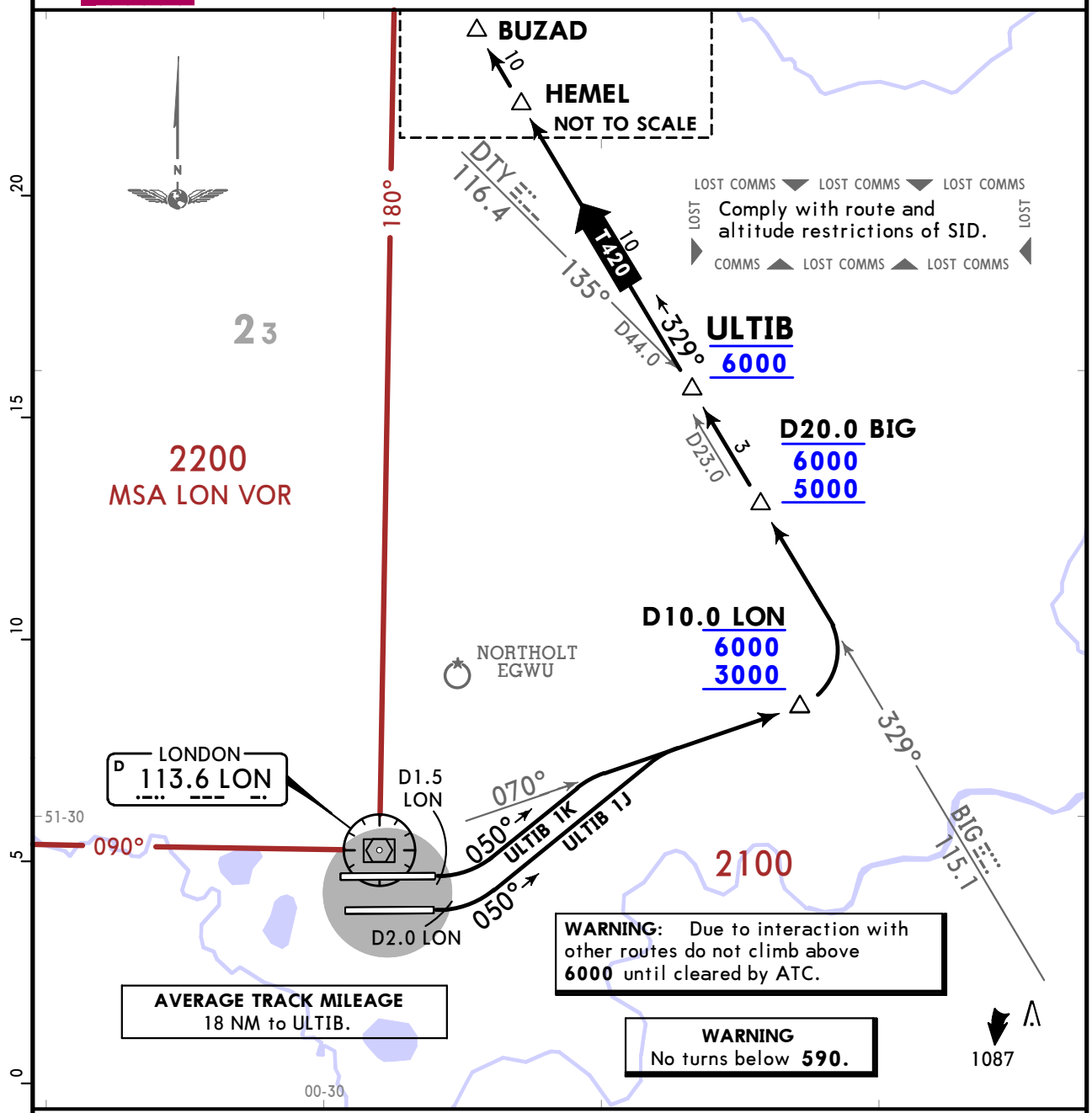
LONDON Control	Apt Elev
119.780	83

Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.
5. EXPECT first CPDLC Data Link Authority to be EGTT.
6. EXPECT close-in obstacles.

ULTIB 1J [ULTI1J], ULTIB 1K [ULTI1K] DEPARTURES

VIA AIRWAY T-420 TO BUZAD

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 4% up to 4000 for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID altitudes or climb gradient inform ATC prior to departure.

SID	RWY	ROUTING / ALTITUDE
ULTIB 1J	09R	Climb straight ahead, at D2.0 LON turn LEFT, 050° track, intercept LON R070, cross D10.0 LON at or above 3000 (MAX 6000), turn LEFT, intercept BIG R329, cross D20.0 BIG at or above 5000 (MAX 6000), to ULTIB at 6000.
ULTIB 1K	09L	Climb straight ahead, at D1.5 LON turn LEFT, 050° track, intercept LON R070, cross D10.0 LON at or above 3000 (MAX 6000), turn LEFT, intercept BIG R329, cross D20.0 BIG at or above 5000 (MAX 6000), to ULTIB at 6000.

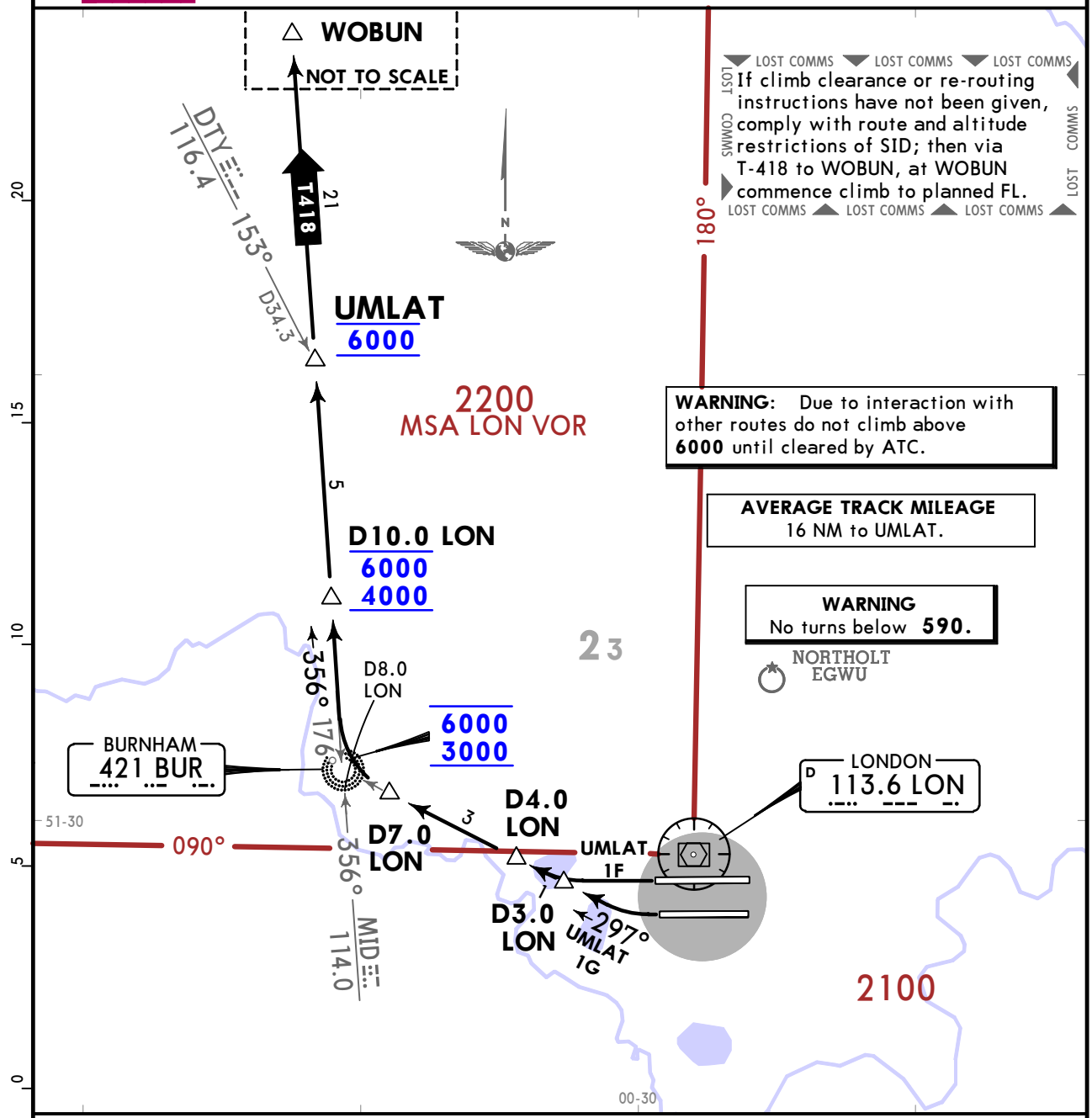
CHANGES: Radials updated.

LONDON Control	Apt Elev	
119.780	83	Trans alt: 6000 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC. 5. EXPECT first CPDLC Data Link Authority to be EGTT. 6. EXPECT close-in obstacles.

UMLAT 1F [UMLA1F], UMLAT 1G [UMLA1G] DEPARTURES

VIA AIRWAY T-418 TO WOBUN

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 4% up to 4000 for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

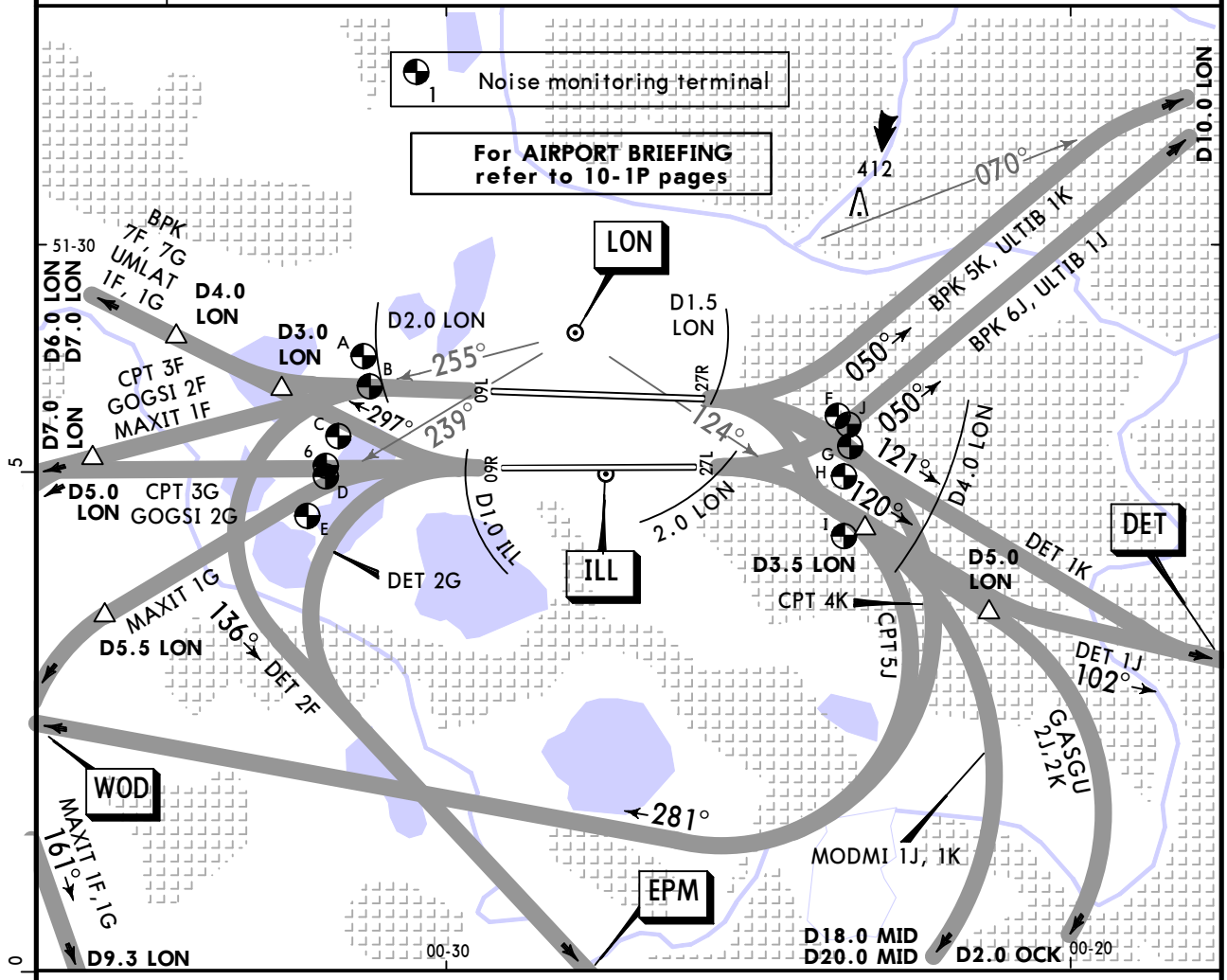
If unable to comply with SID altitudes or climb gradient inform ATC prior to departure.

SID	RWY	ROUTING / ALTITUDE
UMLAT 1F	27R	Climb straight ahead, intercept 297° bearing towards BUR NDB by D4.0 LON to D7.0 LON, turn RIGHT, intercept 356° bearing from BUR NDB (MID R356), cross D8.0 LON at or above 3000 (MAX 6000), D10.0 LON at or above 4000 (MAX 6000), to UMLAT at 6000.
UMLAT 1G	27L	Climb straight ahead, intercept 297° bearing towards BUR NDB by D3.0 LON to D7.0 LON, turn RIGHT, intercept 356° bearing from BUR NDB (MID R356), cross D8.0 LON at or above 3000 (MAX 6000), D10.0 LON at or above 4000 (MAX 6000), to UMLAT at 6000.

CHANGES: Radials updated.

Apt Elev
83

NOISE ABATEMENT



The operational limits as specified on Airport Briefing Pages 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 Hounslow Cavalry 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**
J N51 28.2 W000 23.6 Hounslow Cavalry Barracks North	- 3m	**- 0.2**

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: Reissue.

RWY 09R/27L REHABILITATION (RESURFACING) WORKS
(SUP 028/24)
REFER ALSO TO LATEST NOTAMS

Starting on 03 APR 2024 and running through to 31 OCT 2024, Heathrow Airport's Southern Rwy (09R/27L) will undergo a major resurfacing programme.

The new Rwy surface will be the same as the current surface of grooved asphalt.

The Southern Rwy (09R/27L) will be closed each night from Sunday to Thursday inclusive between 2300-0600 (2200-0500).

With effect from 03 APR 2024, the minimum Rwy lighting on the Southern Rwy (09R/27L) will be:

- Full 5-bar approach lighting;
- Threshold green lights, at times limited to wing bars;
- Edge lights, colour coded yellow for the last 1969'/600m;
- Stop end red lights;
- PAPIs;
- No centerline lights;
- No Supplementary Approach Lights;
- Touchdown Zone Lights will be removed for a period during the project;
- Portions of Rwy/Twy lead on/off lighting on the main Rwy surface will not be available during periods of the works. Temporary blue edge lighting will be provided when the lead on/offs are removed.

Should any unforeseen non-availability of services occur, these will be promulgated via NOTAM.

Rwy 09R/27L ILS will continue to radiate to CAT III.

If Heathrow Airport falls into Low Visibility Safeguarding, Rwy 09R/27L may become the departure Rwy only, and crews can expect an alternate Rwy 09L/27R for arrival. This will be managed tactically by Heathrow's ATC.

The resurfacing will involve planing out sections of at least 197'/60m per night and inlaying with new surface. During the project, the Rwy surface will consist of the old existing surface, new ungrooved asphalt and new grooved asphalt at various length and locations along the Rwy. There will be a maximum of 1050'/320m of ungrooved Rwy surface; any longer length will be subject to NOTAM.

Differences in levels between the new and existing Rwy surface can be expected. These will be constructed within approved tolerances.

Temporary paint markings will be applied each night. A full Rwy paint will be carried out at the end of the project.

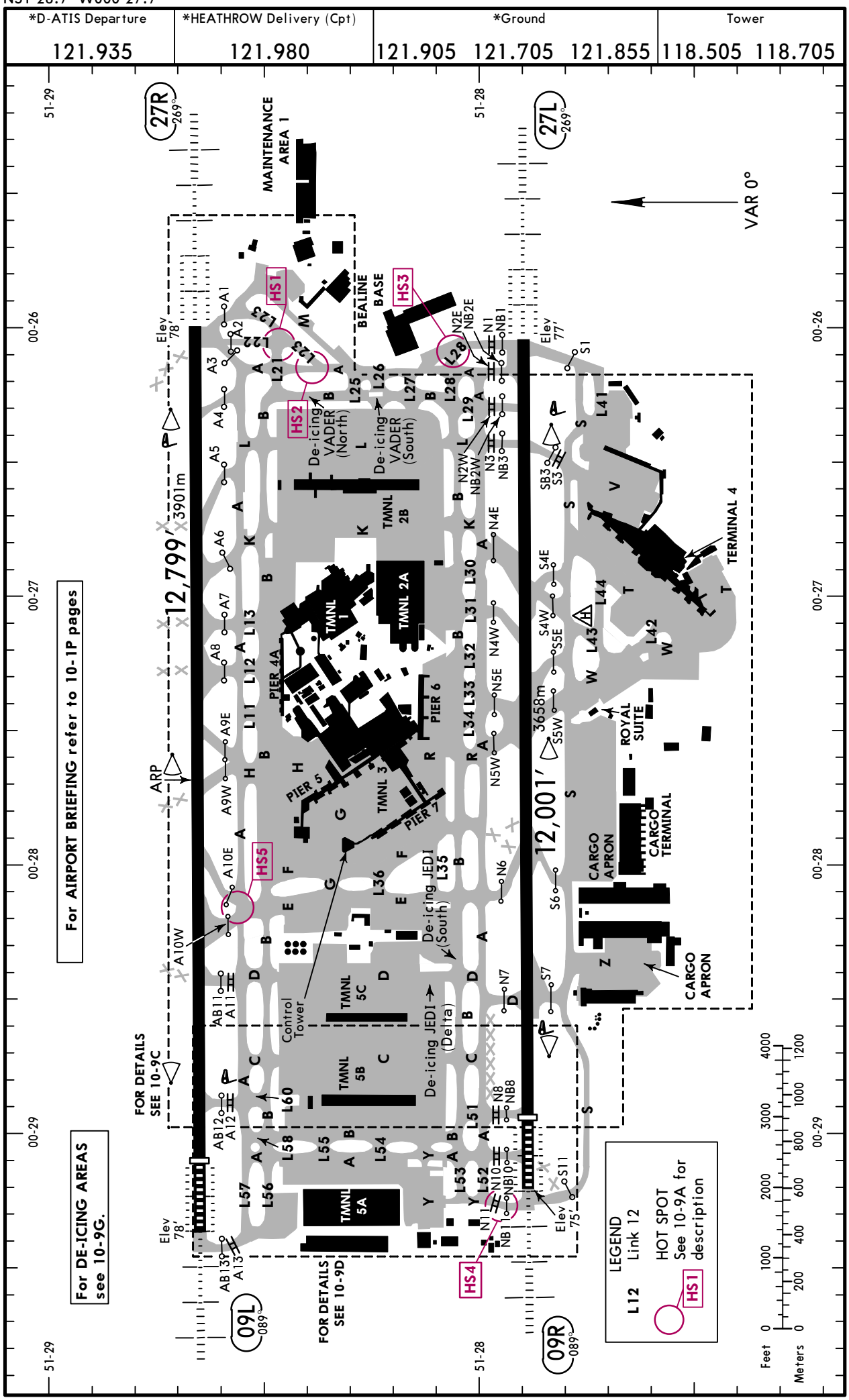
EGLL/LHR

Apt Elev 83′
N51 28.7 W000 27.7

JEPPESEN
30 SEP 22 (10-9) Eff 6 Oct

LONDON, UK
HEATHROW

*D-ATIS Departure	*HEATHROW Delivery (Cpt)	*Ground			Tower	
121.935	121.980	121.905	121.705	121.855	118.505	118.705



CHANGES: Construction works withdrawn, aprons and taxiways shape updated.

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	11,785' 3592m 12,736' 3882m	10,813' 3296m 11,642' 3548m	❷	164' 50m

❶ RWY grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 09L:

From rwy head	12,799' (3901m)
twy A12 int	11,030' (3362m)
twy A11 int	9311' (2838m)
twy A10W int	8730' (2661m)
twy A10E int	7723' (2354m)
twy A9W int	6535' (1992m)
twy A9E int	5869' (1789m)

RWY 27R:

From rwy head	12,736' (3882m)
twy A4 int	11,611' (3539m)
twy A5 int	10,289' (3136m)
twy A6 int	9390' (2862m)
twy A7 int	8586' (2617m)
twy A8 int	7920' (2414m)
twy A9E int	7028' (2142m)
twy A9W int	6388' (1947m)

09R ❸ 27L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	10,991' 3350m	9958' 3035m	❺	164' 50m
	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❹ RVR	12,001' 3658m	10,907' 3324m		

❸ RWY grooved.

❹ HST - N6

❺ TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head	12,001' (3658m)
twy N10 int	11,575' (3528m)
twy N8 int	10,994' (3351m)
twy S7 int	9360' (2853m)
twy N7 int	9357' (2852m)
twy N6 int	7628' (2325m)
twy S6 int	7362' (2244m)
twy N5W int	5591' (1704m)

RWY 27L:

From rwy head	12,001' (3658m)
twy N2E int	11,601' (3536m)
twy N2W int	11,089' (3380m)
twy N3 int	10,577' (3224m)
twy S3 int	10,538' (3212m)
twy N4E int	8865' (2702m)
twy S4W int	8550' (2606m)
twy S4E int	8494' (2589m)
twy N4W int	8009' (2441m)
twy S5E int	7290' (2222m)
twy N5E int	6860' (2091m)
twy S5W int	6827' (2081m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 HS2 Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.

HS3 Pilots of Code F ACFT must take care - Link 28 East of TWY A is not Code F compliant.

HS4 Pilots are to ensure they have clearance to enter the runway before crossing the holding point.

HS5 Mis-route hotspot. After vacating runway, pilots to be aware of potential to mis-route.

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:

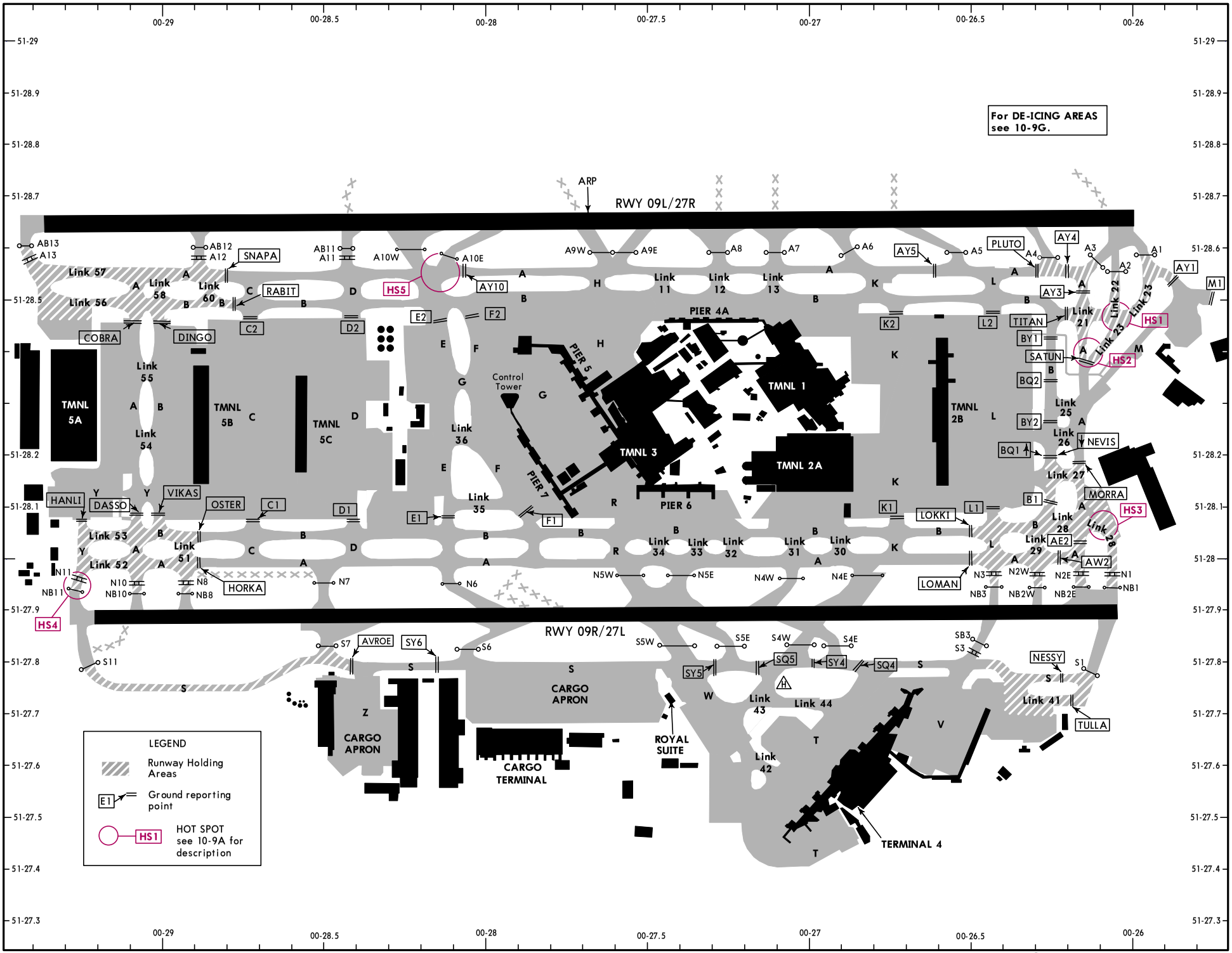
AIRCRAFT TAKE-OFF MINIMA	MINIMUM RVR FOR START-UP
350m RVR	300m
300m RVR	250m
250m RVR	200m
200m RVR	150m
150m RVR	150m
100m RVR	100m
75m RVR	75m

Standard TAKE-OFF

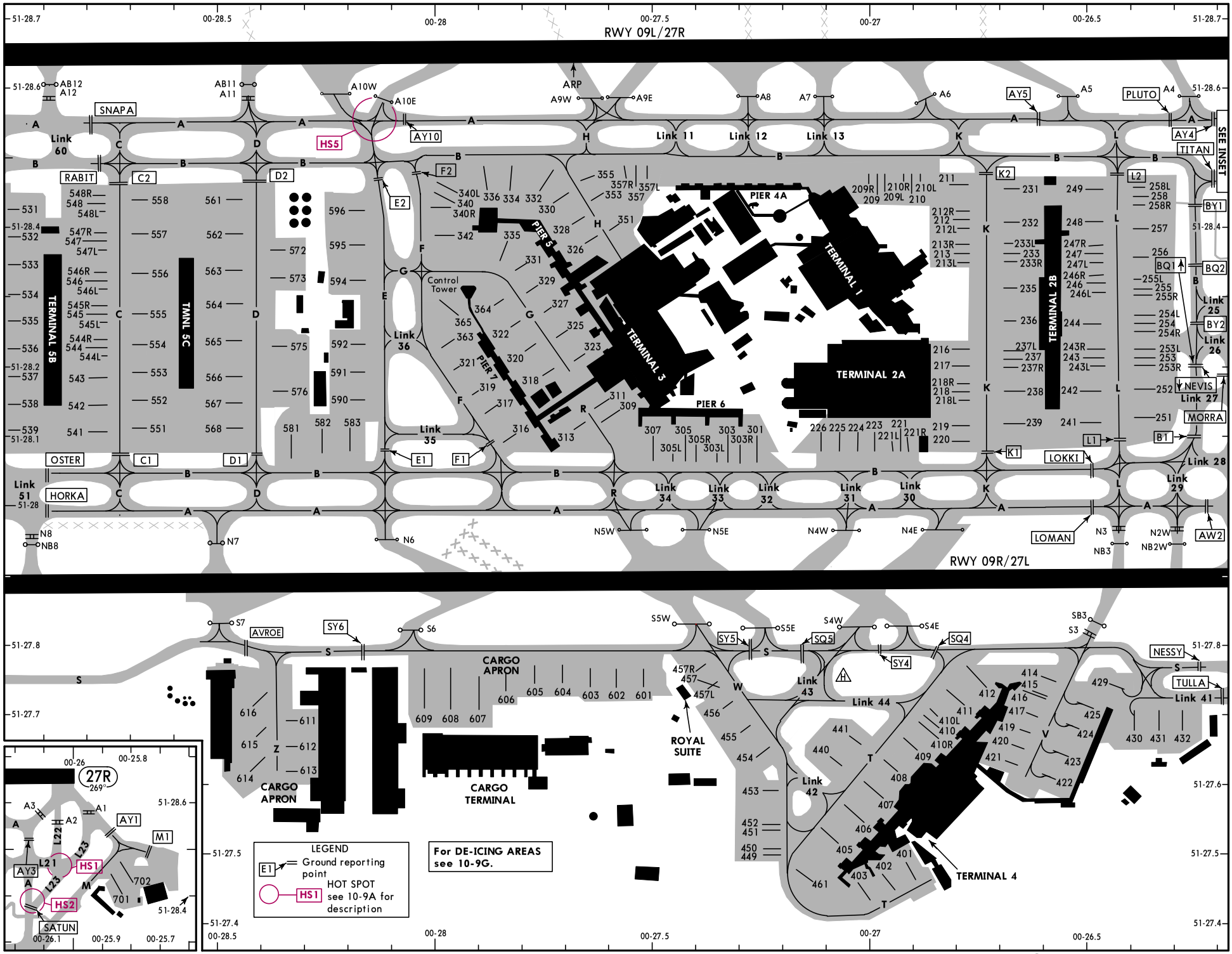
	Low Visibility Take-off					
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.



CHANGES: Twy Y marking revised.



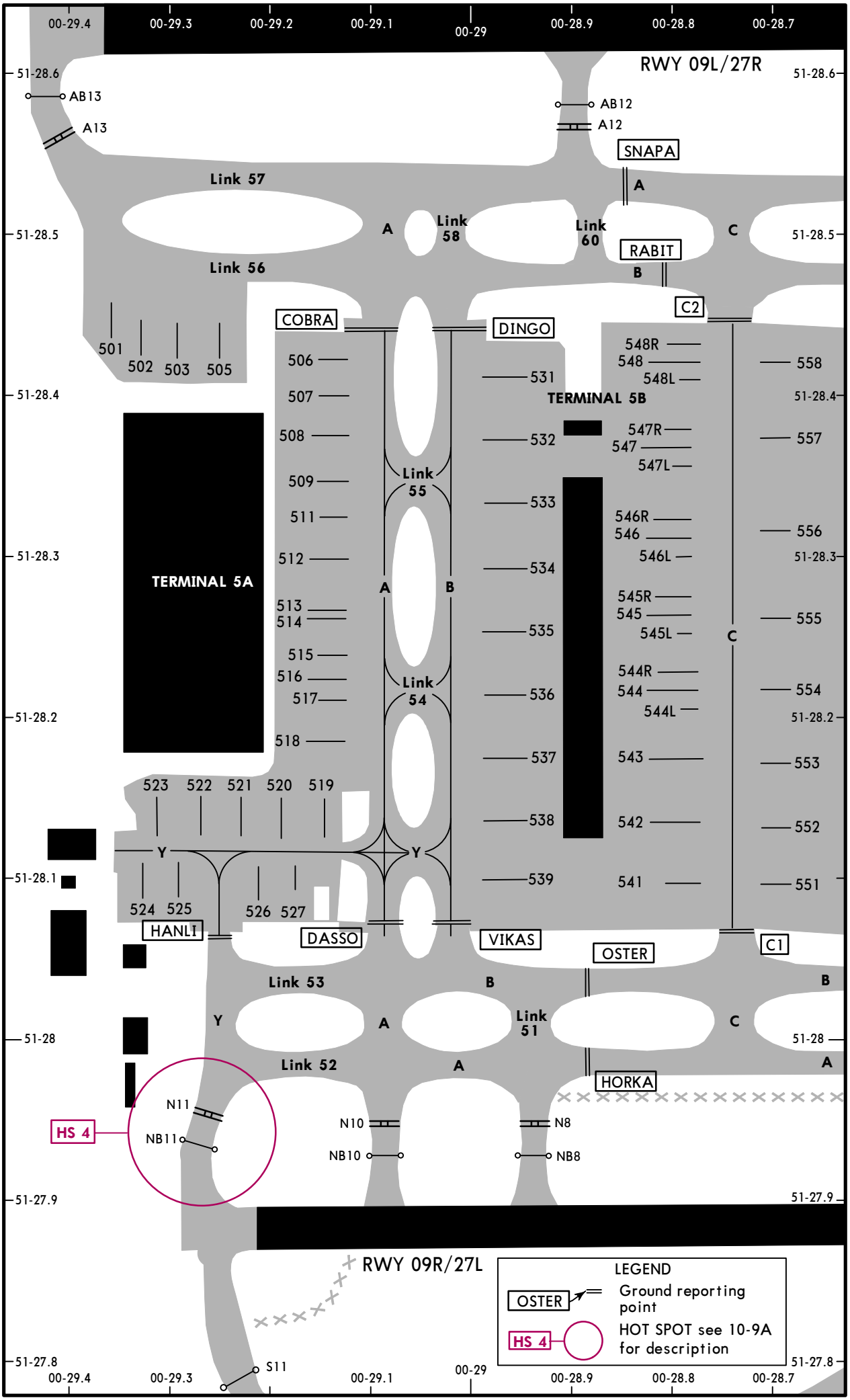
CHANGES: None.

EGLL/LHR

JEPPESEN

30 SEP 22 (10-9D) Eff 6 Oct

LONDON, UK
HEATHROW



CHANGES: Apron shape updated.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
209, 209R	N51 28.4 W000 27.0	305, 305L/R	N51 28.1 W000 27.4
209L	N51 28.5 W000 27.0	307	N51 28.1 W000 27.5
210, 210R	N51 28.4 W000 26.9	309	N51 28.1 W000 27.6
210L	N51 28.5 W000 26.9	311	N51 28.2 W000 27.6
211	N51 28.5 W000 26.9	313	N51 28.1 W000 27.7
212	N51 28.4 W000 26.9	316	N51 28.1 W000 27.8
212L/R	N51 28.4 W000 26.8	317, 318	N51 28.2 W000 27.8
213	N51 28.4 W000 26.9	319	N51 28.2 W000 27.9
213L	N51 28.3 W000 26.8	320	N51 28.2 W000 27.8
213R	N51 28.4 W000 26.8	321, 322	N51 28.2 W000 27.9
216 thru 218R	N51 28.2 W000 26.8	323	N51 28.2 W000 27.6
218L	N51 28.1 W000 26.8	325	N51 28.3 W000 27.7
219, 220	N51 28.1 W000 26.8	326	N51 28.4 W000 27.7
221, 221R	N51 28.1 W000 26.9	327	N51 28.3 W000 27.7
221L thru 224	N51 28.1 W000 27.0	328	N51 28.4 W000 27.7
225, 226	N51 28.1 W000 27.1	329	N51 28.3 W000 27.7
231 thru 233R	N51 28.4 W000 26.6	330 thru 335	N51 28.4 W000 27.8
235, 236	N51 28.3 W000 26.6	336, 340	N51 28.4 W000 27.9
237 thru 238	N51 28.2 W000 26.6	340L	N51 28.4 W000 28.0
239	N51 28.1 W000 26.6	340R, 342	N51 28.4 W000 27.9
241	N51 28.1 W000 26.5	351	N51 28.4 W000 27.5
242 thru 243R	N51 28.2 W000 26.5	353, 355	N51 28.5 W000 27.6
244 thru 246R	N51 28.3 W000 26.6	357	N51 28.4 W000 27.5
246L	N51 28.3 W000 26.5	357L, 357R	N51 28.5 W000 27.5
247, 247R	N51 28.4 W000 26.6	363 thru 365	N51 28.3 W000 27.9
247L	N51 28.3 W000 26.5		
248	N51 28.4 W000 26.5		
249	N51 28.4 W000 26.6		
251	N51 28.1 W000 26.3		
252 thru 253R	N51 28.2 W000 26.3		
254 thru 255R	N51 28.3 W000 26.3		
256 thru 258R	N51 28.4 W000 26.3		
258L	N51 28.5 W000 26.3		
301, 303, 303R	N51 28.1 W000 27.3		
303L	N51 28.1 W000 27.4		

CHANGES: Stands 235 and 236 added.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
401	N51 27.5 W000 26.9	541, 542	N51 28.1 W000 28.8
402 thru 406	N51 27.5 W000 27.0	543 thru 544R	N51 28.2 W000 28.8
407	N51 27.6 W000 27.0	545L thru 546R	N51 28.3 W000 28.8
408, 409	N51 27.6 W000 26.9	547L thru 548R	N51 28.4 W000 28.8
410 thru 411	N51 27.7 W000 26.8	551	N51 28.1 W000 28.6
412	N51 27.7 W000 26.7	552 thru 554	N51 28.2 W000 28.6
414	N51 27.8 W000 26.6	555, 556	N51 28.3 W000 28.6
415 thru 420	N51 27.7 W000 26.7	557, 558	N51 28.4 W000 28.6
421	N51 27.6 W000 26.7	561, 562	N51 28.4 W000 28.5
422, 423	N51 27.6 W000 26.5	563, 564	N51 28.3 W000 28.5
424, 425	N51 27.7 W000 26.5	565, 566	N51 28.2 W000 28.5
429	N51 27.8 W000 26.5	567, 568	N51 28.1 W000 28.5
430	N51 27.7 W000 26.4	572	N51 28.4 W000 28.3
431, 432	N51 27.7 W000 26.3	573	N51 28.3 W000 28.3
440, 441	N51 27.7 W000 27.1	575, 576	N51 28.2 W000 28.3
449 thru 452	N51 27.5 W000 27.3	581, 582	N51 28.1 W000 28.3
453, 454	N51 27.6 W000 27.3	583	N51 28.1 W000 28.2
455	N51 27.7 W000 27.3	590 thru 592	N51 28.2 W000 28.2
456 thru 457R	N51 27.7 W000 27.4	594	N51 28.3 W000 28.2
458	N51 27.8 W000 27.4	595, 596	N51 28.4 W000 28.2
461	N51 27.5 W000 27.1	601	N51 27.7 W000 27.5
501	N51 28.4 W000 29.4	602, 603	N51 27.7 W000 27.6
502 thru 505	N51 28.4 W000 29.3	604	N51 27.7 W000 27.7
506 thru 509	N51 28.4 W000 29.2	605, 606	N51 27.7 W000 27.8
511 thru 515	N51 28.3 W000 29.2	607	N51 27.7 W000 27.9
516 thru 518	N51 28.2 W000 29.2	608, 609	N51 27.7 W000 28.0
519	N51 28.2 W000 29.1	611, 612	N51 27.7 W000 28.3
520, 521	N51 28.2 W000 29.2	613	N51 27.6 W000 28.3
522, 523	N51 28.2 W000 29.3	614	N51 27.6 W000 28.4
524, 525	N51 28.1 W000 29.3	615	N51 27.7 W000 28.5
526, 527	N51 28.1 W000 29.2	616	N51 27.7 W000 28.4
531, 532	N51 28.4 W000 28.9	701, 702	N51 28.4 W000 25.8
533 thru 535	N51 28.3 W000 28.9		
536, 537	N51 28.2 W000 28.9		
538, 539	N51 28.1 W000 28.9		

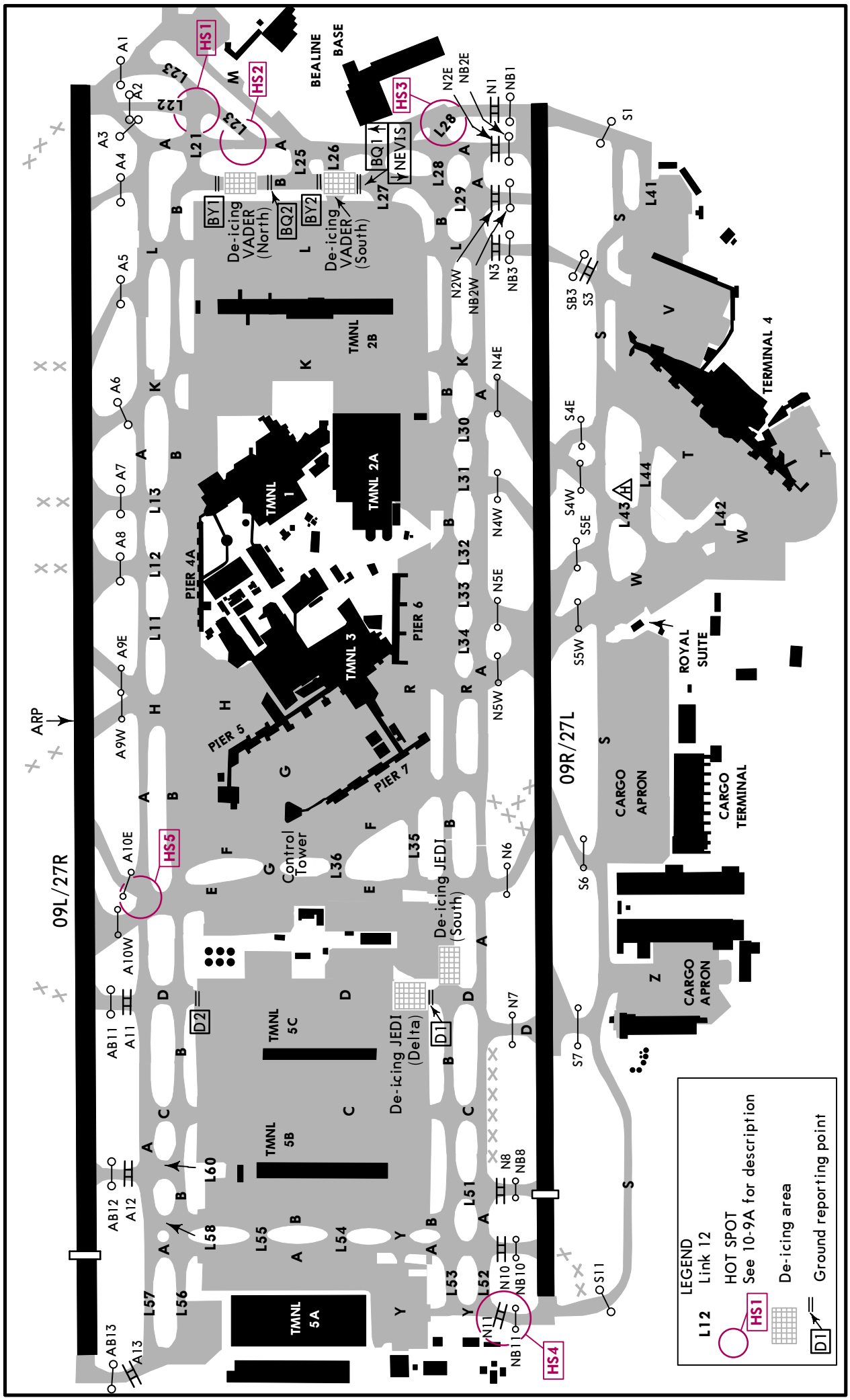
CHANGES: None.

EGLL/LHR

JEPPESEN

30 SEP 22 | 10-9G | Eff 6 Oct

LONDON, UK
HEATHROW



CHANGES: Construction works withdrawn, aprons and taxiways shape updated.

COPTER

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09L	CAT 2 ILS DME	179′ (100′)	RA 100′ - R300m
	ILS DME	279′ (200′)	R500m / R1000m
	LOC	480′ (401′)	R800m / R1000m
	RNP (LNAV/VNAV)	450′ (371′)	R750m / R1000m
	RNP (LNAV)	620′ (541′)	R1000m / R1000m
09R	CAT 2 ILS DME	175′ (100′)	RA 100′ - R300m
	ILS DME	275′ (200′)	R500m / R1000m
	LOC	480′ (405′)	R800m / R1000m
	RNP (LNAV/VNAV)	400′ (325′)	R750m / R1000m
	RNP (LNAV)	620′ (545′)	R1000m / R1000m
27L	CAT 2 ILS DME	177′ (100′)	RA 102′ - R300m
	ILS DME	277′ (200′)	R500m / R1000m
	LOC	640′ (563′)	R1000m / R1000m
	RNP (LNAV/VNAV)	380′ (303′)	R750m / R1000m
	RNP (LNAV)	640′ (563′)	R1000m / R1000m
27R	CAT 2 ILS DME	178′ (100′)	RA 102′ - R300m
	ILS DME	278′ (200′)	R500m / R1000m
	LOC	640′ (562′)	R1000m / R1000m
	RNP (LNAV/VNAV)	380′ (302′)	R750m / R1000m
	RNP (LNAV)	640′ (562′)	R1000m / R1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	770′ (687′)	V1000m

TAKE-OFF RWY 09L/R, 27L/R

❶ LVP must be in Force			
RL or FATO lights & RCLM & RVR info	RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R150m	R200m	❷ R250m	R/V800m

❶ Without LVP R/V400m are stipulated.
❷ Or rejected take-off distance whichever is the greater.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN

21 JAN 22
Eff 27 Jan

(11-1) ❶ ILS DME or LOC DME Rwy 09L

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

BRIEFING STRIP

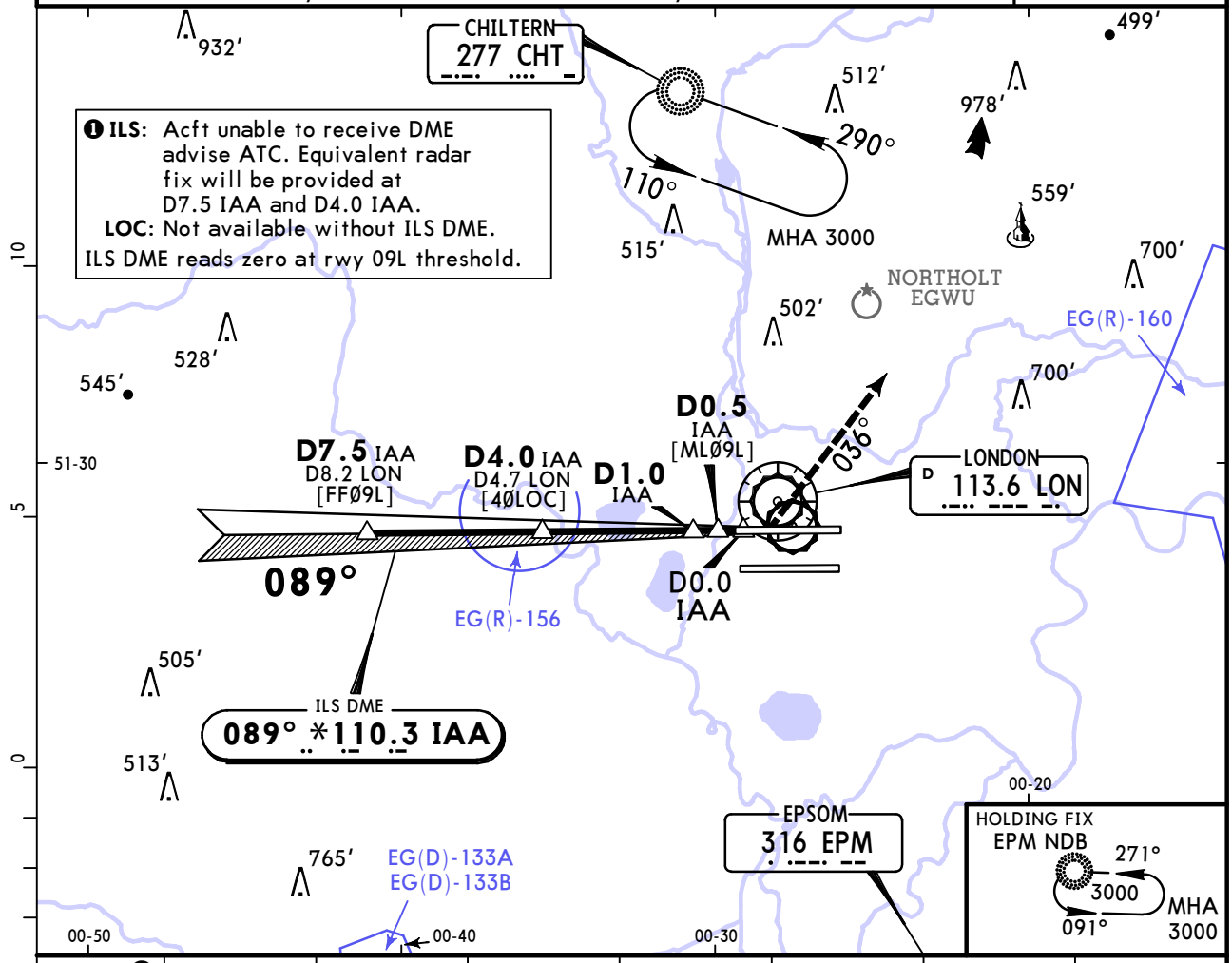
LOC IAA	Final Apch Crs	D7.5 IAA	ILS DA(H)	Apt Elev 83′
*110.3	089°	2500′ (2421′)	279′ (200′)	Rwy 79′

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA inbound, whichever is later, climbing turn LEFT on track 036° to 3000′, then as directed. In event of radio failure see 11-5.

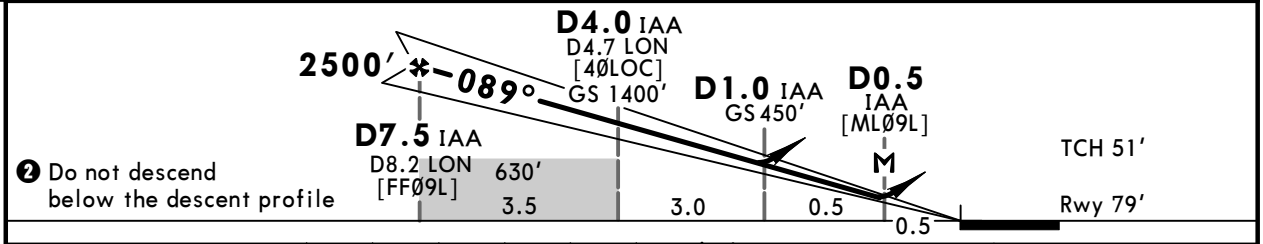
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

MSA LON VOR: 180° 2200 090° 2100

❶ **ILS**: Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IAA and D4.0 IAA.
LOC: Not available without ILS DME.
ILS DME reads zero at rwy 09L threshold.



LOC ❷ (GS out)	IAA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360′	2040′	1720′	1400′	1080′	770′



❷ Do not descend below the descent profile

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IAA							

HIALS-II
PAPI

1580′ whichever later — D0.0 IAA

036° LT

Standard STRAIGHT-IN LANDING RWY 09L

	ILS DA(H) 279′ (200′)			LOC (GS out) CDFA DA/MDA(H) 480′ (401′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	770′ (687′)	1500m
135	770′ (687′)	1600m
180	870′ (787′)	2400m
205	870′ (787′)	3600m

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Boundary EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN

21 JAN 22
Eff 27 Jan

11-1A

LONDON, UK

❶CAT II/III ILS DME Rwy 09L

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

BRIEFING STRIP ™

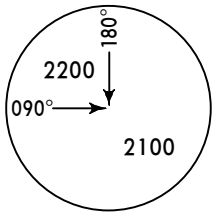
LOC IAA	Final Apch Crs	D7.5 IAA	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 83′ Rwy 79′
*110.3	089°	2500′ (2421′)		

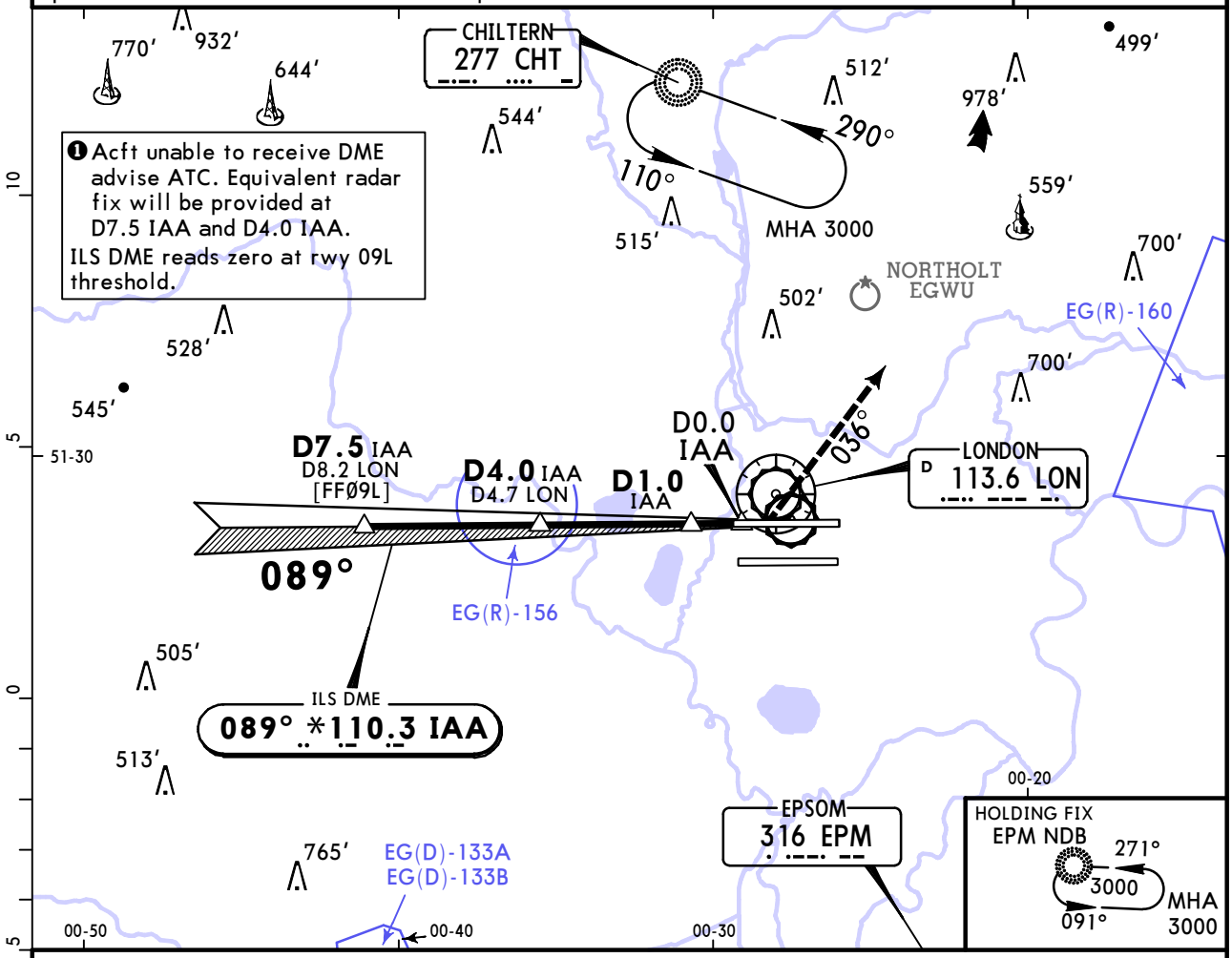
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA inbound, whichever is later, climbing turn LEFT on track 036° to 3000′, then as directed. In event of radio failure see 11-5.

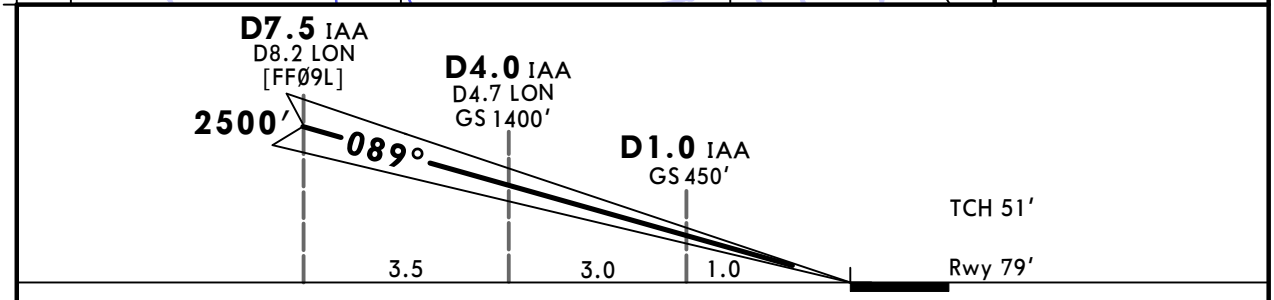
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

Special Aircrew & Acft Certification Required.

MSA LON VOR







Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1580′ whichever later | D0.0 IAA

036° LT

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **09L**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 100′ DA(H) 179′ (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Boundary EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN

21 JAN 22
Eff 27 Jan

(11-2)

LONDON, UK
❶ILS DME or LOC DME Rwy 09R

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

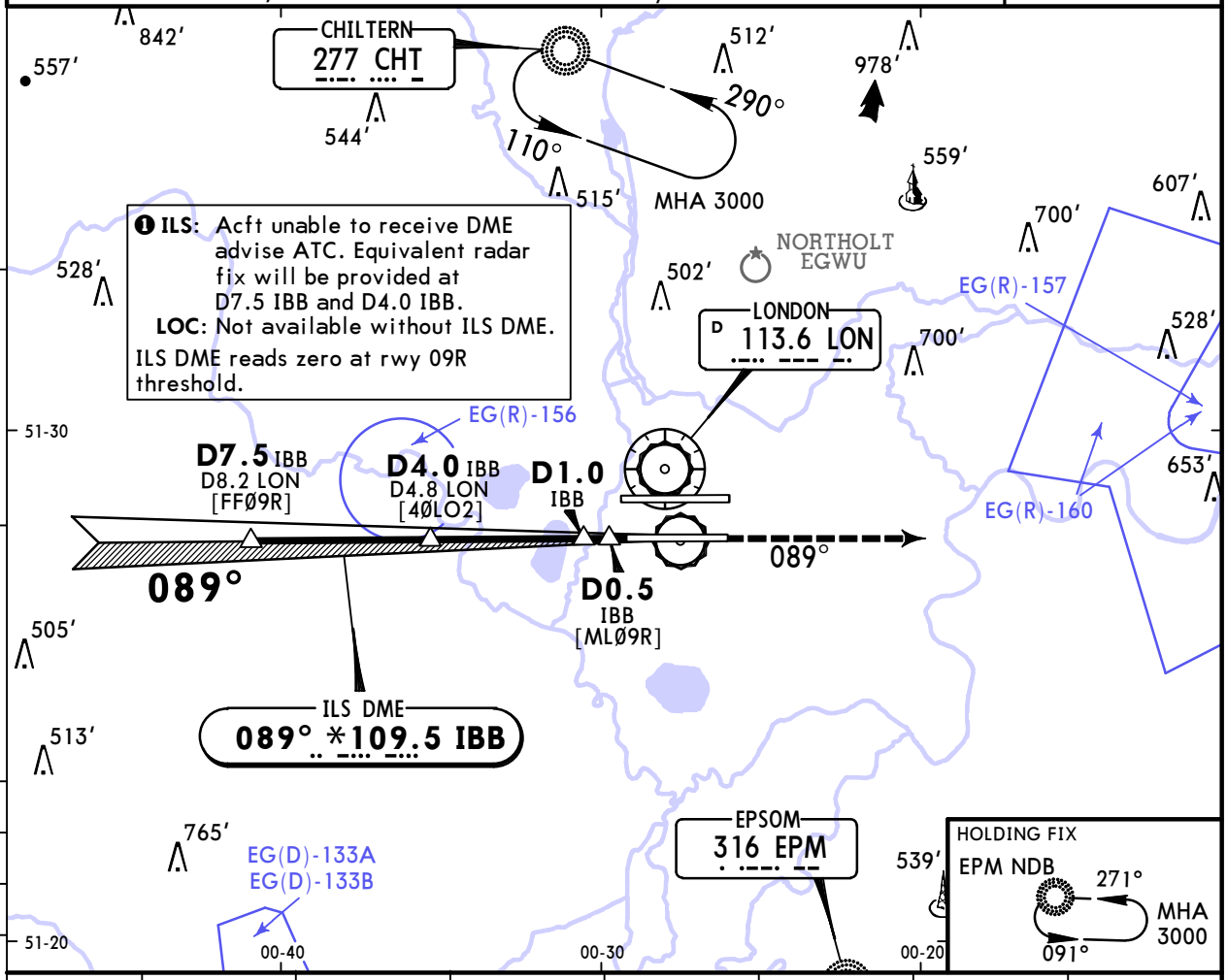
BRIEFING STRIP ™

LOC IBB	Final Apch Crs	D7.5 IBB	ILS DA(H)	Apt Elev 83′
*109.5	089°	2500′(2425′)	275′(200′)	Rwy 75′

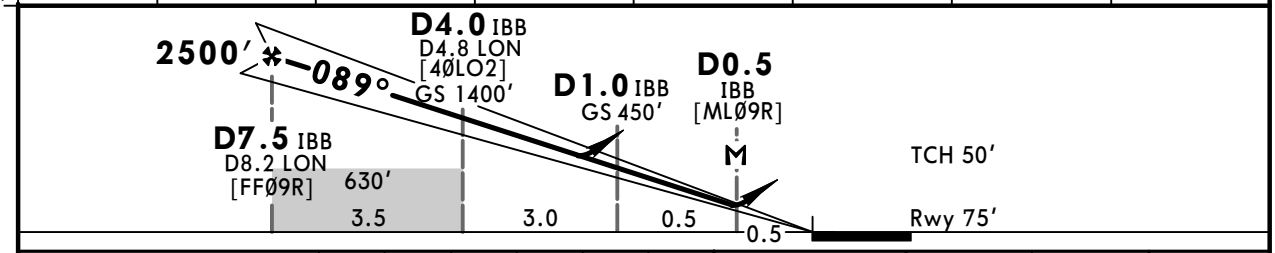
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
In event of radio failure see 11-5.

MSA LON VOR: 180° 2200 090° 2100

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



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
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IBB							

HIALS-II
PAPI
3000′ on 089°

PANS OPS

Standard — STRAIGHT-IN LANDING RWY **09R**

	ILS DA(H) 275′(200′)			LOC (GS out) CDFA DA/MDA(H) 480′(405′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	770′ (687′)	1500m
135	770′ (687′)	1600m
180	870′ (787′)	2400m
205	870′ (787′)	3600m

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Boundary EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN

21 JAN 22
Eff 27 Jan

(11-2A)

LONDON, UK

❶CAT II/III ILS DME Rwy 09R

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

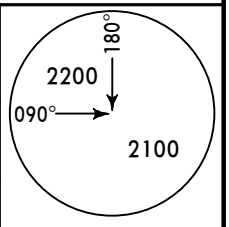
BRIEFING STRIP™

LOC IBB	Final Apch Crs	D7.5 IBB	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 83′ Rwy 75′
*109.5	089°	2500′(2425′)		

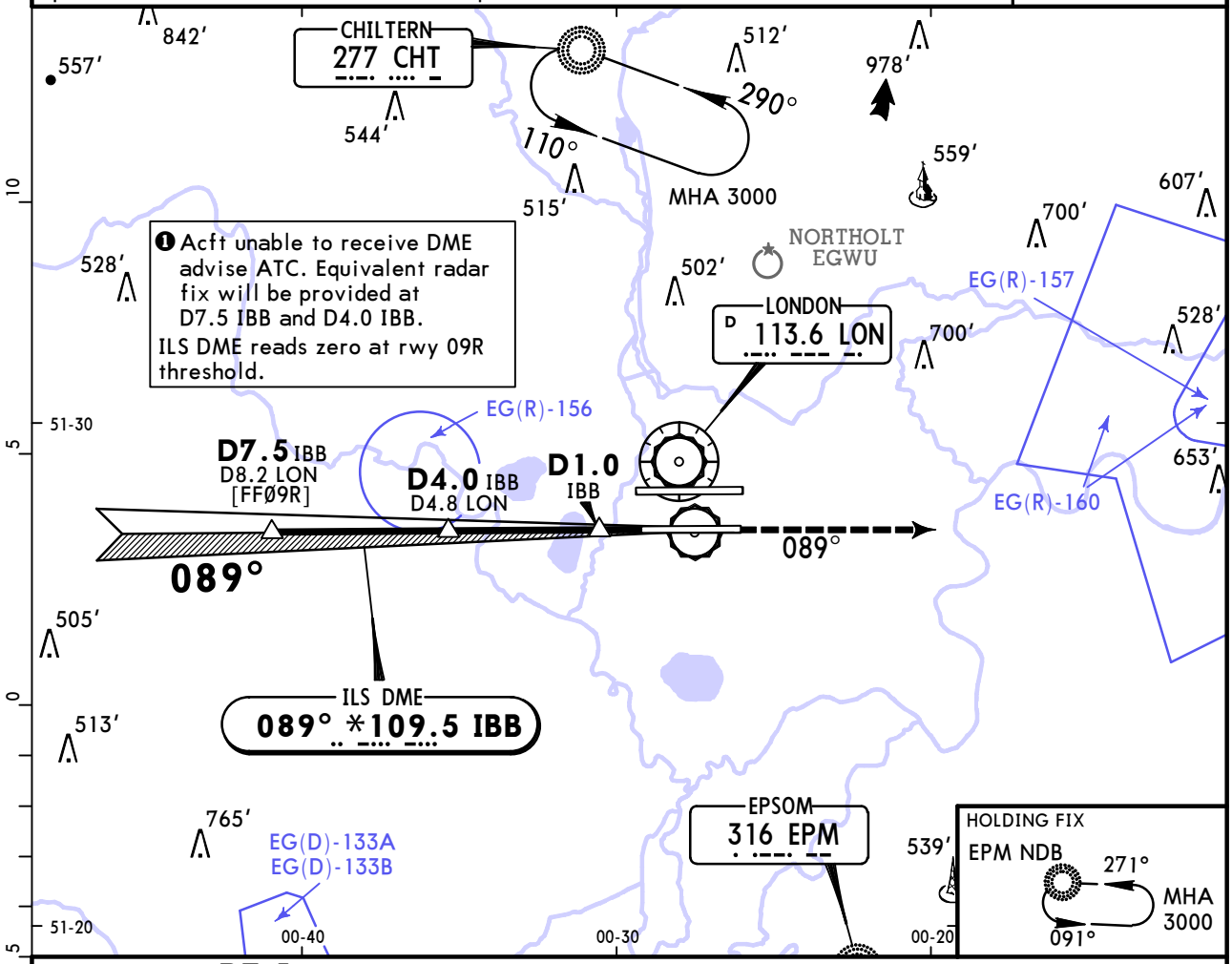
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
In event of radio failure see 11-5.

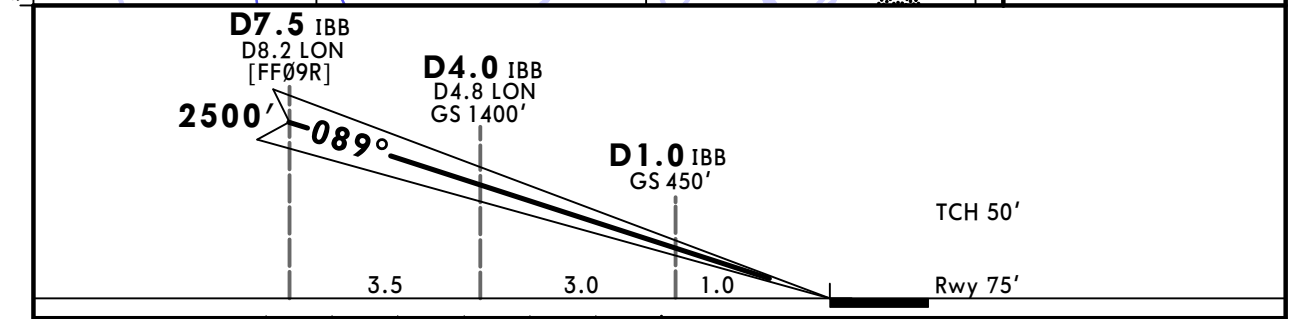
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000′

Special Aircrew & Acft Certification Required.



MSA LON VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

3000′ on 089°

Standard STRAIGHT-IN LANDING RWY **09R**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 100′ DA(H) 175′(100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: Boundary EG(R)-156 added.

JEPPESEN

EGLL/LHR HEATHROW — LONDON, UK

21 JAN 22 **Eff 27 Jan** (11-3) ❶ILS DME or LOC DME Rwy 27L

BRIEFING STRIP ™

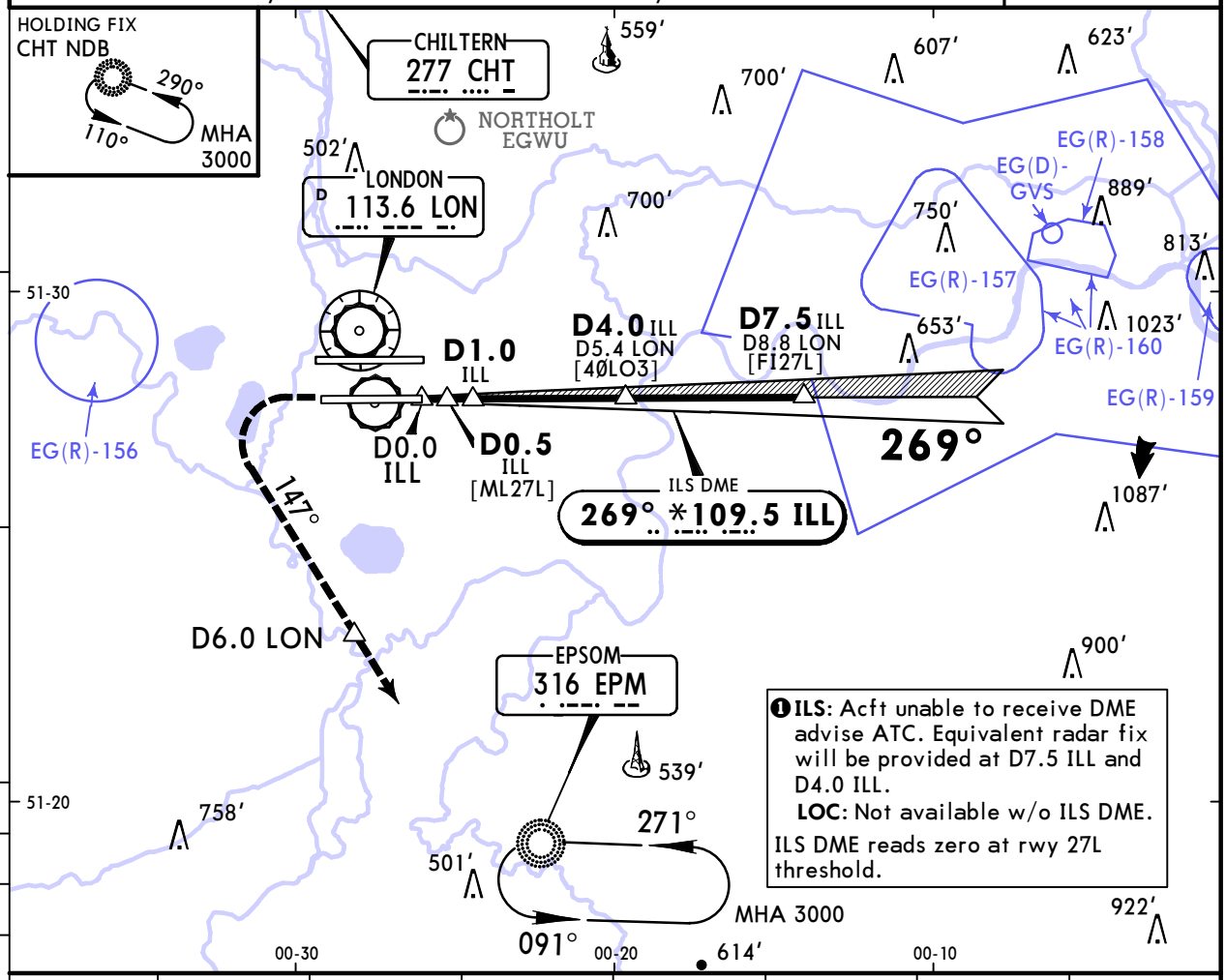
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

LOC ILL	Final Apch Crs	D7.5 ILL	ILS DA(H)	Apt Elev 83'
*109.5	269°	2500'(2423')	277'(200')	Rwy 77'

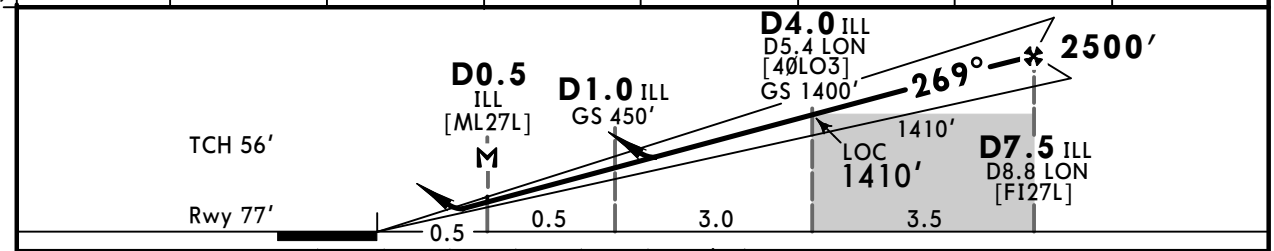
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080' or D0.0 ILL, whichever is later, climbing turn LEFT on track 147° to 2000'. When passing D6.0 LON climb without delay to 3000', then as directed.
In event of radio failure see 11-6.

MSA LON VOR: 180° 2200 090° 2100

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



LOC (GS out)	ILL DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	770'	1090'	1410'	1730'	2040'	2360'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 ILL							

HIALS-II PAPI

1080' whichever later | D0.0 ILL | 147° LT

Standard — STRAIGHT-IN LANDING RWY 27L

	ILS DA(H) 277'(200')			LOC (GS out) CDFA DA/MDA(H) 640'(563')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1500m	
B					
C				RVR 1900m	RVR 2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	770' (687')	1500m
135	770' (687')	1600m
180	870' (787')	2400m
205	870' (787')	3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Boundary EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN

21 JAN 22
Eff 27 Jan

11-3A

LONDON, UK

❶CAT II/III ILS DME Rwy 27L

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

BRIEFING STRIP™

LOC ILL	Final Apch Crs	D7.5 ILL	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 83′
*109.5	269°	2500′ (2423′)		Rwy 77′

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 147° 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.

180° 2200 090° 2100

MSA LON VOR

HOLDING FIX
CHT NDB
290° 110°
MHA 3000

CHILTERN 277 CHT

NORTHOLT EGWU

LONDON 113.6 LON

559′ 700′ 607′ 623′ 502′ 700′ 750′ 889′ 813′ 653′ 1023′ 1087′ 900′ 758′ 539′ 501′ 922′

EG(R)-158
EG(D)-GVS
EG(R)-157
EG(R)-160
EG(R)-159
EG(R)-156

51-30
51-20
10
5
0
5

D1.0 ILL
D4.0 ILL
D5.4 LON
D7.5 ILL
D8.8 LON
[FI27L]
D0.0 ILL
269°
147°
D6.0 LON

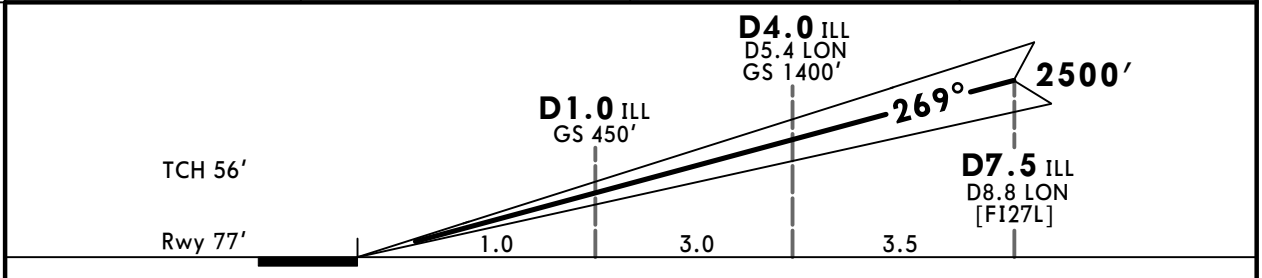
ILS DME
269° *109.5 ILL

EPSOM 316 EPM

271°
091°
MHA 3000
614′

00-30 00-20 00-10

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1080′ whichever later | D0.0 ILL

147° LT

Standard

STRAIGHT-IN LANDING RWY **27L**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50′	RA 102′ DA(H) 177′ (100′)
RVR 75m	RVR 200m	RVR 300m

PANS OPS

CHANGES: Boundary EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN

21 JAN 22
Eff 27 Jan

11-4

LONDON, UK

❶ ILS DME or LOC DME Rwy 27R

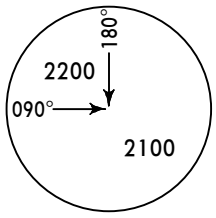
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

BRIEFING STRIP ™

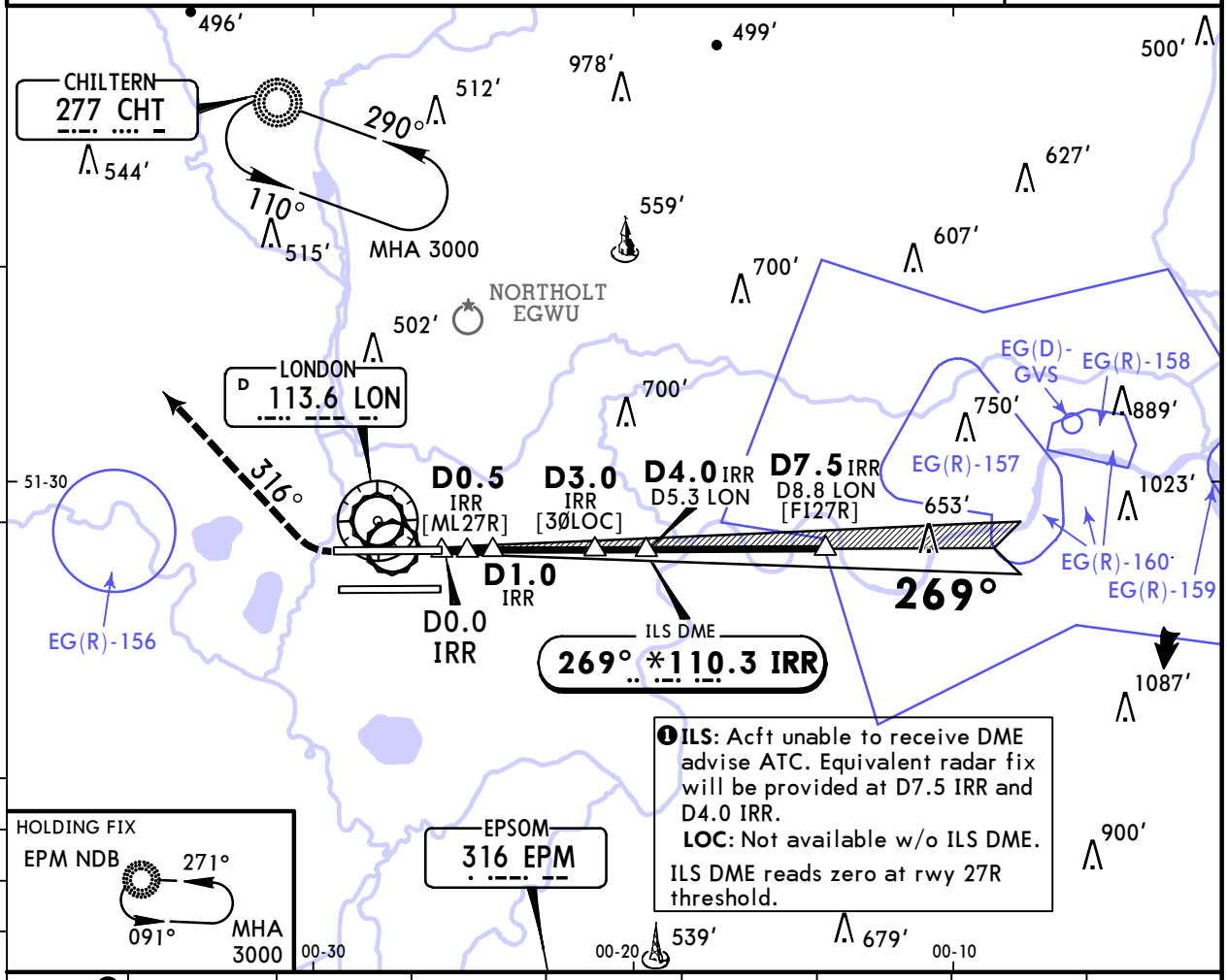
LOC IRR	Final Apch Crs	D7.5 IRR	ILS DA(H)	Apt Elev 83'
*110.3	269°	2500'(2422')	278'(200')	Rwy 78'

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580' or D0.0 IRR, whichever is later, climbing turn RIGHT on track 316° to 3000', then as directed. In event of radio failure see 11-6.

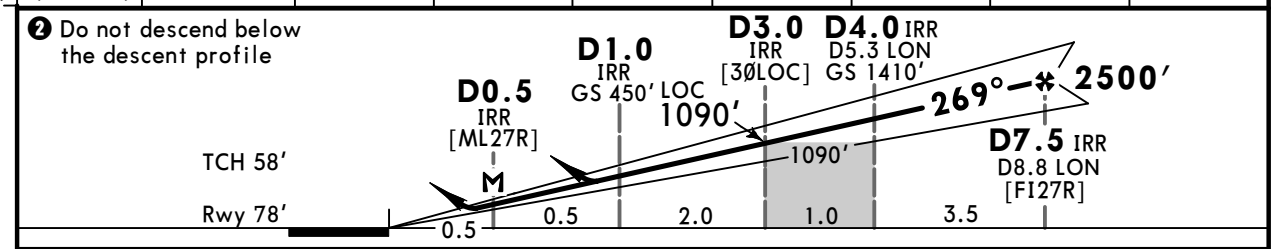
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000'



MSA LON VOR



LOC ❷ (GS out)	IRR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	450'	770'	1090'	1410'	1730'	2050'	2370'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IRR							

HIALS-II
PAPI

1580' whichever later | D0.0 IRR | 316° RT

Standard STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 278'(200')			LOC (GS out) CDFA DA/MDA(H) 640'(562')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1500m	
B					
C				RVR 1900m	RVR 2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	770' (687')	1500m
135	770' (687')	1600m
180	870' (787')	2400m
205	870' (787')	3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Boundary EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN

21 JAN 22
Eff 27 Jan

11-4A

LONDON, UK

❶CAT II/III ILS DME Rwy 27R

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

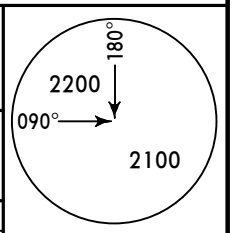
BRIEFING STRIP ™

LOC IRR	Final Apch Crs	D7.5 IRR	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 83′ Rwy 78′
*110.3	269°	2500′ (2422′)		

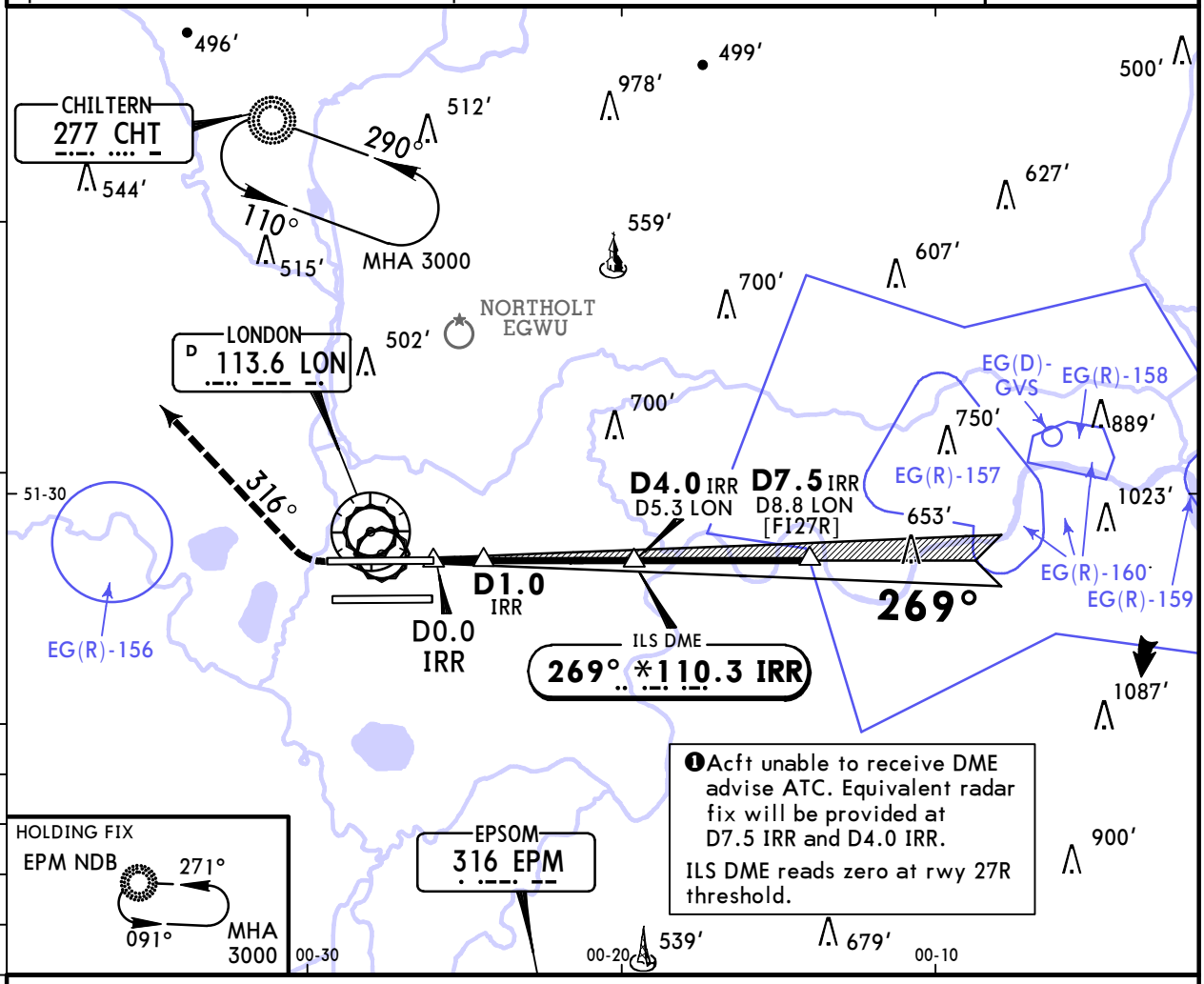
MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 316° to 3000′, then as directed. In event of radio failure see 11-6.

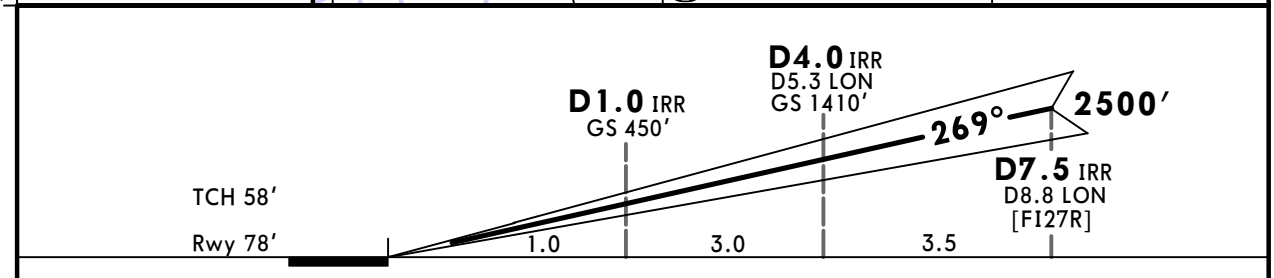
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

Special Aircrew & Acft Certification Required.



MSA LON VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1580′ whichever later | D0.0 IRR

316° RT

PANS OPS

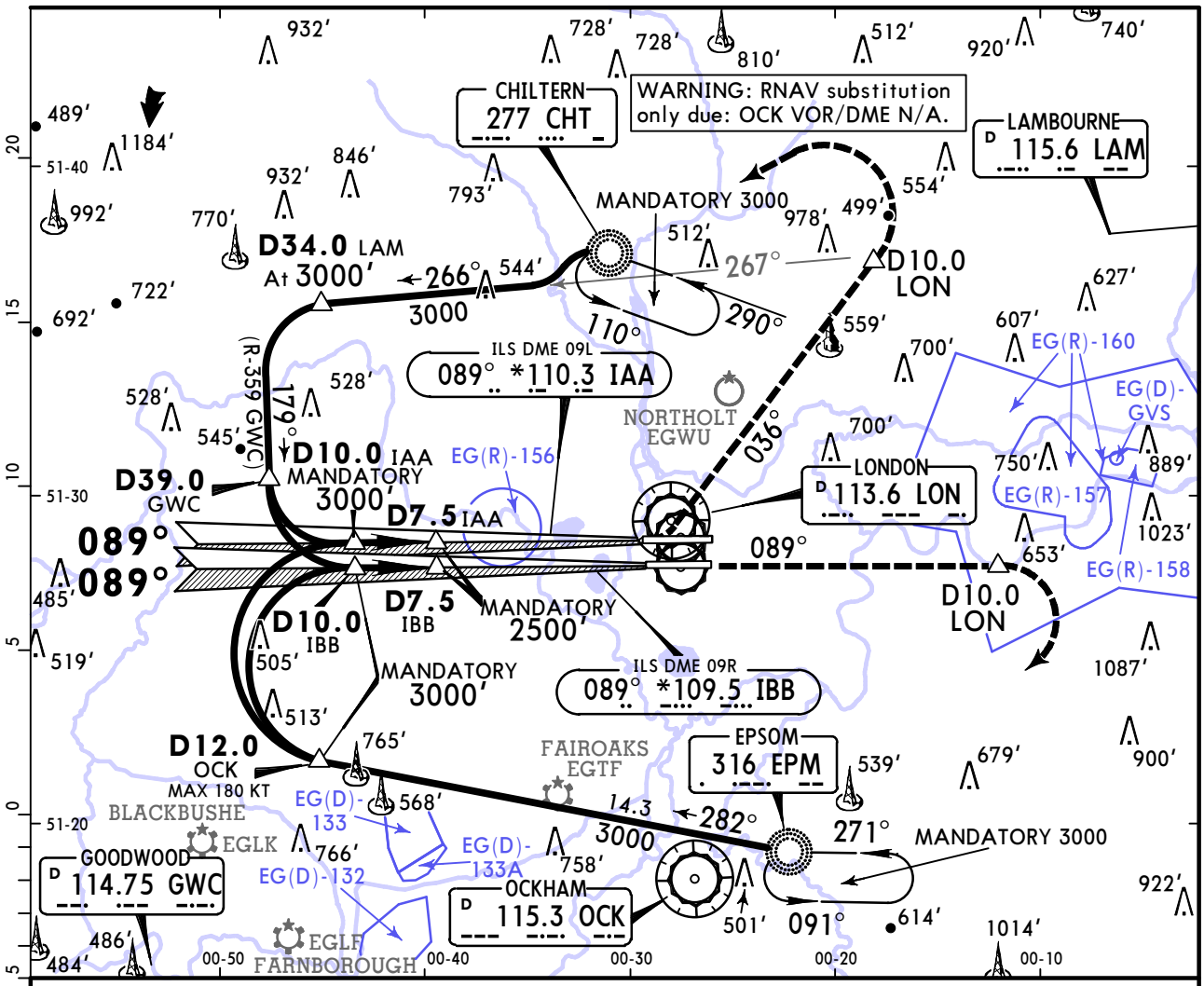
Standard STRAIGHT-IN LANDING RWY **27R**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH **50′**	**RA 102′** DA(H) **178′** (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: Boundary EG(R)-156 added.

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

RWY 09L/R



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 282° 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 282° 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-266 LAM maintaining 3000′. At D34.0 LAM turn LEFT to 179° (R-359 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.

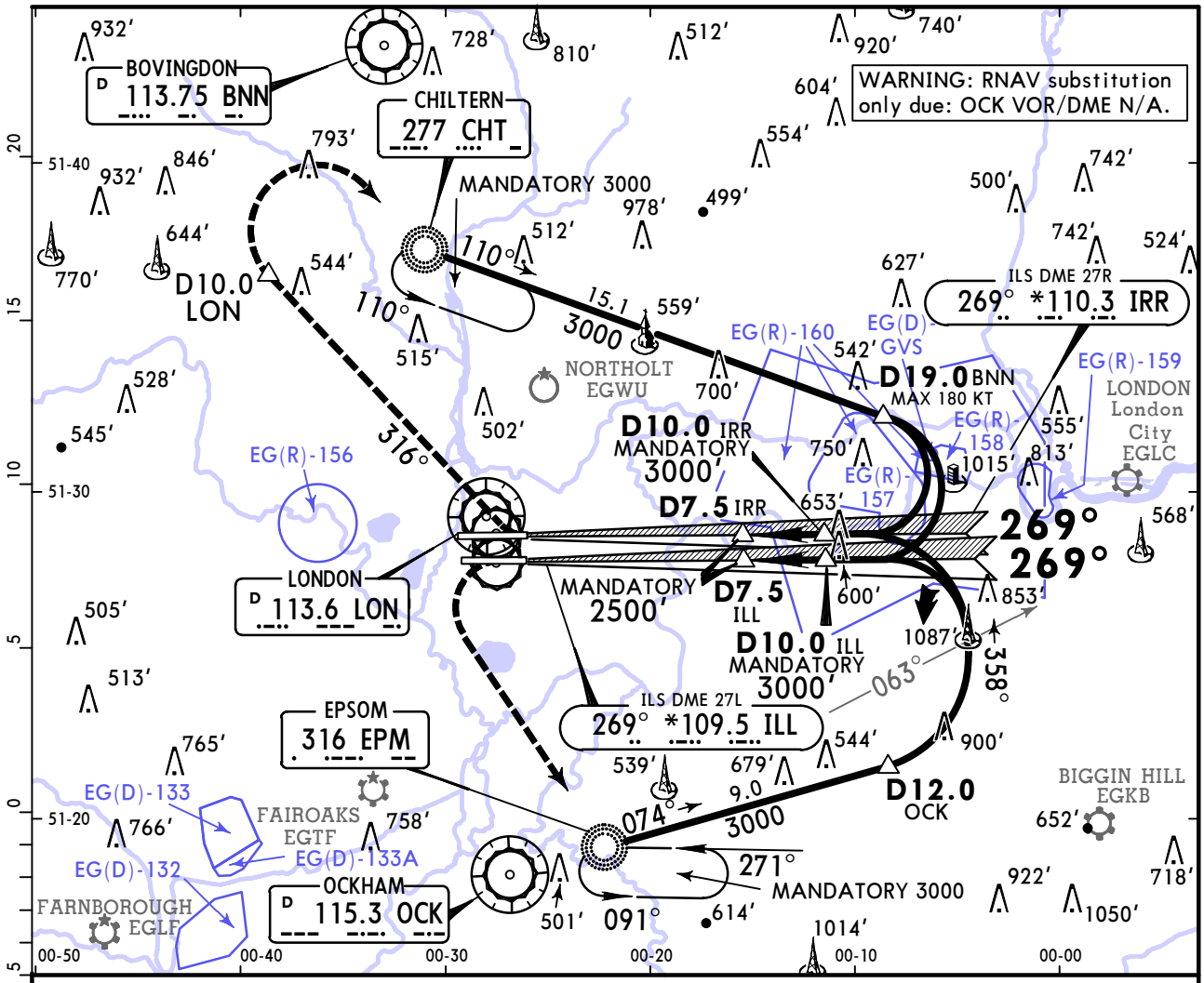
Rwy 09R: After holding leave CHT NDB on R-266 LAM maintaining 3000′. At D34.0 LAM turn LEFT to 179° (R-359 GWC). At D39.0 GWC turn LEFT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500′. Continue approach as charted for rwy 09R.

PANS OPS

CHANGES: Warning note added, holding altitudes, bearings.

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-074 OCK maintaining 3000′. At D12.0 OCK turn LEFT onto track 358°. At R-063 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-074 OCK maintaining 3000′. At D12.0 OCK turn LEFT onto track 358°. At R-063 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 110° 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 110° 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

CHANGES: Warning note added, holding altitudes.

EGLL/LHR HEATHROW

JEPPESEN
21 JAN 22 (12-1) Eff 27 Jan

LONDON, UK
RNP Rwy 09L

BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

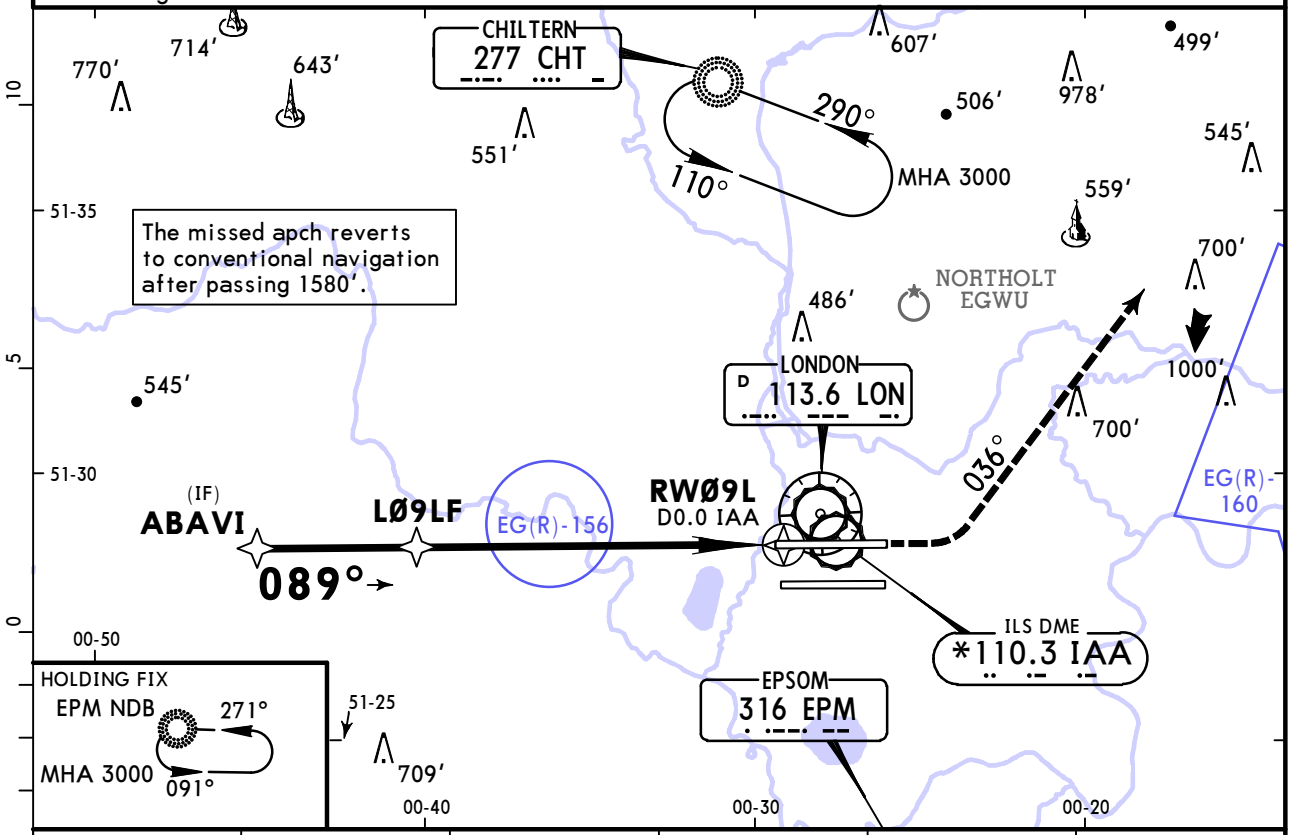
RNAV	Final Apch Crs	LØ9LF	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 83' Rwy 79'
	089°	2500' (2421')		

2300
MSA ARP

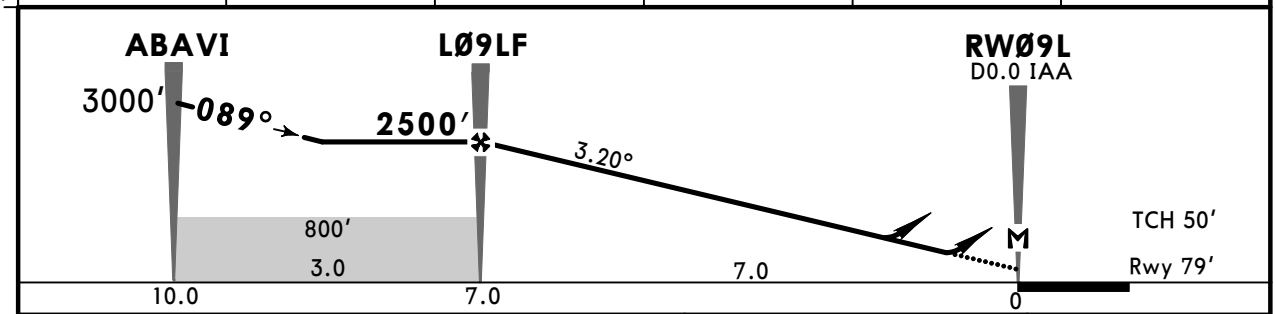
MISSED APCH: Climb to 3000'. STRAIGHT AHEAD until passing 1580' or D0.0 IAA inbound, whichever is later, then turn LEFT onto 036° and as directed. In event of radio failure see 11-5.

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

1. Pilots should request RNP approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09L thresh. 4. Minimum temperature -10°C. 5. PAPI angle is 3.00°.



DIST to RWØ9L	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2170'	1830'	1490'	1150'	810'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at RWØ9L/D0.0 IAA						

HIALS-II
PAPI
3000'

Standard STRAIGHT-IN LANDING RWY **09L**

LNAV/VNAV	LNAV	CIRCLE-TO-LAND
DA(H) A:450' (371') C:470' (391') B:460' (381') D:540' (461')	CDFA DA/MDA(H) 620' (541')	

PANS OPS

		LNAV/VNAV ALS out	LNAV ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	RVR 1500m	100	770' (687')	1500m
B	RVR 1100m			135	770' (687')	1600m
C		RVR 1800m	RVR 1800m	180	870' (787')	2400m
D	RVR 1500m	RVR 2200m	RVR 2400m	205	870' (787')	3600m

CHANGES: Airspace EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN 21 JAN 22 12-2 Eff 27 Jan

LONDON, UK RNP Rwy 09R

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.750 117.0 128.080	119.730	118.505 118.705	121.905 121.705 121.855

BRIEFING STRIP™

RNAV	Final Apch Crs 089°	LØ9RF 2500′ (2425′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 83′ Rwy 75′

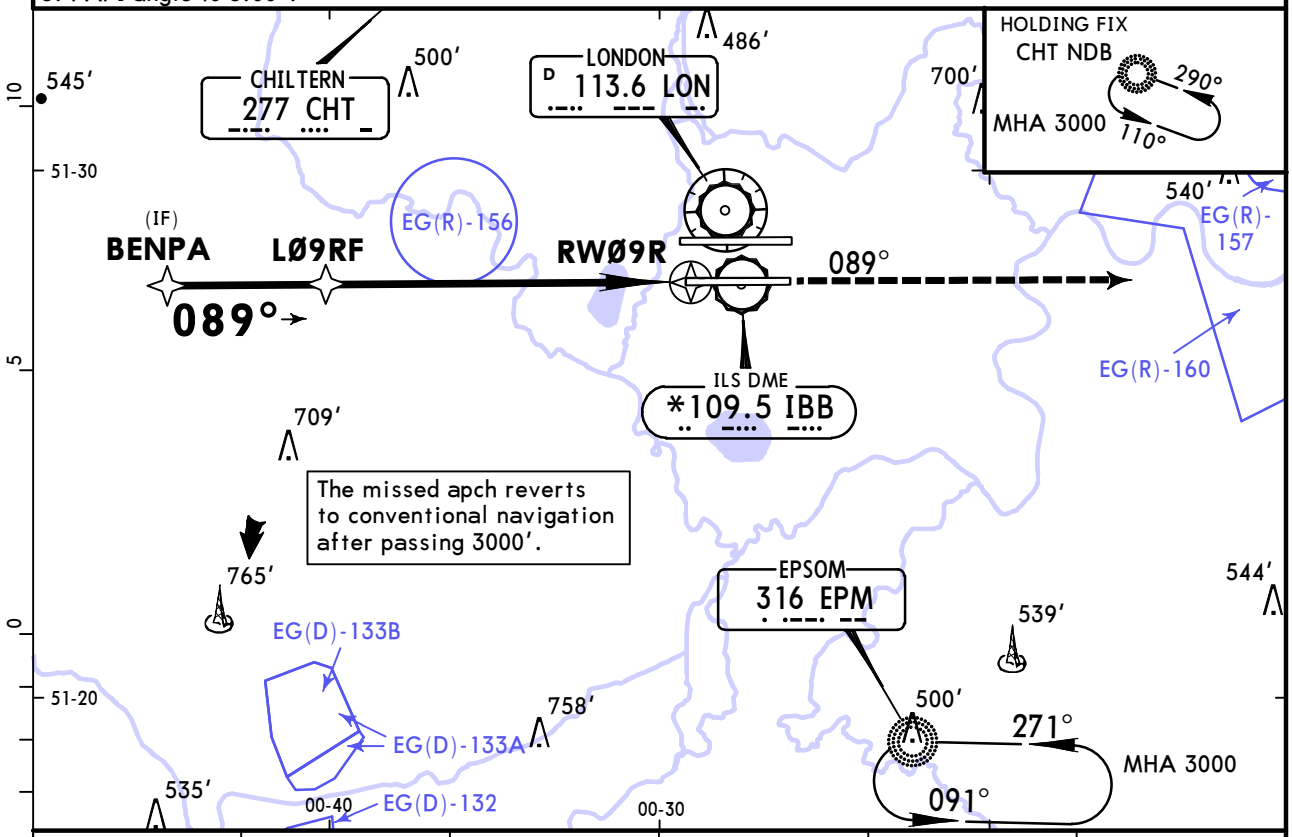
2300 MSA ARP

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

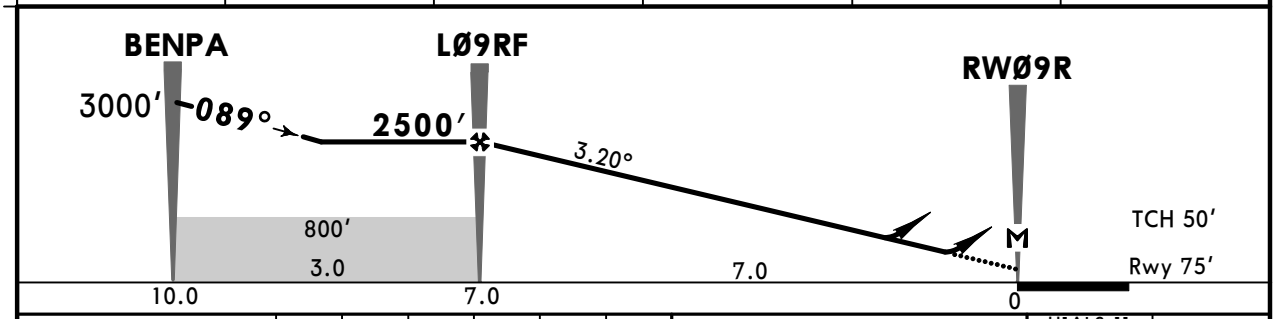
In event of radio failure see 11-5.

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

1. Pilots should request RNP approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09R thresh. 4. Minimum temperature -10°C. 5. PAPI angle is 3.00°.



DIST to RWØ9R	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2160′	1820′	1480′	1140′	800′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at RWØ9R						

HIALS-II PAPI 3000′

Standard STRAIGHT-IN LANDING RWY **09R**

LNAV/VNAV

DA(H) A: **400′** (325′) C: **430′** (355′)
B: **410′** (335′) D: **540′** (465′)

LNAV

CDFA

DA/MDA(H) **620′** (545′)

CIRCLE-TO-LAND

PANS OPS

	LNAV/VNAV RVR	LNAV/VNAV RVR ALS out	LNAV RVR	LNAV RVR ALS out
A	RVR 800m	RVR 1500m	RVR 1500m	
B				
C	RVR 900m	RVR 1600m	RVR 1800m	RVR 2400m
D	RVR 1500m	RVR 2200m		

Max Kts	MDA(H)	VIS
100	770′ (687′)	1500m
135	770′ (687′)	1600m
180	870′ (787′)	2400m
205	870′ (787′)	3600m

CHANGES: Airspace EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN
21 JAN 22 (12-3) Eff 27 Jan

LONDON, UK RNP Rwy 27L

*D-ATIS	HEATHROW Director	HEATHROW Tower	*Ground
113.750 117.0 128.080	(APP) 119.730	118.505 118.705	121.905 121.705 121.855

BRIEFING STRIP

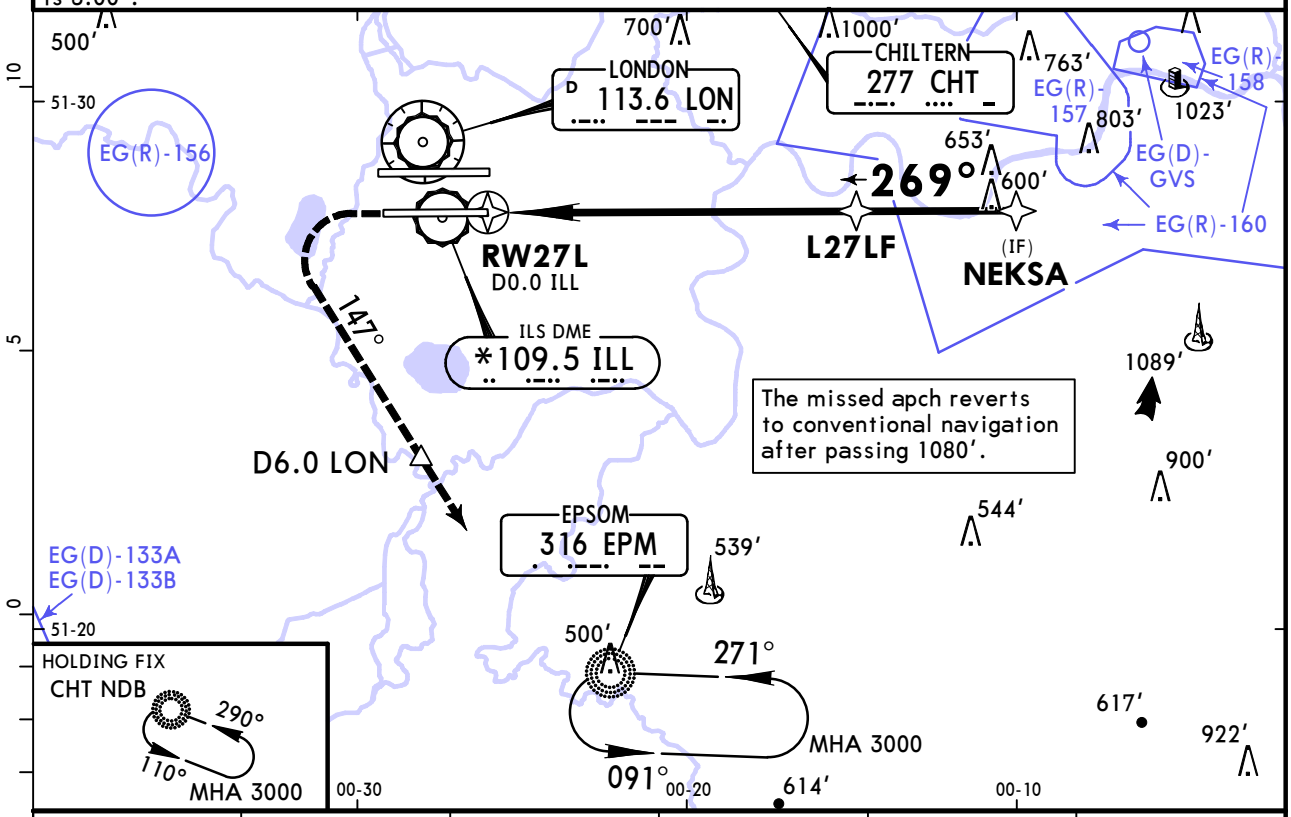
RNAV	Final Apch Crs **269°**	**L27LF** **2500′** (2423′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 83′ Rwy 77′

MISSED APCH: Climb to 2000′. STRAIGHT AHEAD until passing 1080′ or D0.0 ILL inbound, whichever is later, then turn LEFT onto 147°. When passing D6.0 LON climb to 3000′ without delay and as directed. In event of radio failure see 11-6.

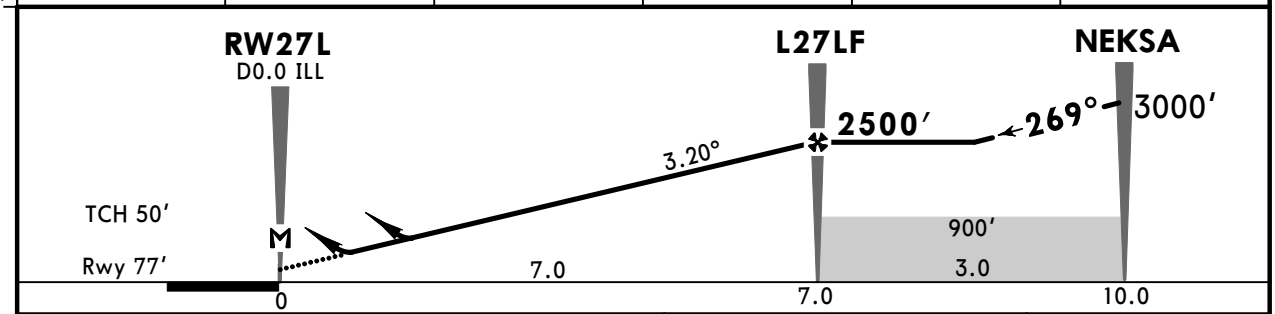
2300
MSA ARP

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

1. Pilots should request RNP 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. 6. PAPI angle is 3.00°.



DIST to RW27L	2.0	3.0	4.0	5.0	6.0
ALTITUDE	810′	1150′	1490′	1830′	2170′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at RW27L/D0.0 ILL						

HIALS-II
PAPI
2000′

Standard STRAIGHT-IN LANDING RWY **27L**

	LNAV/VNAV		LNAV	
	DA(H) A:**380′** (303′) C:**400′** (323′) B:**390′** (313′) D:**440′** (363′)		CDFA DA/MDA(H) **640′** (563′)	
		ALS out		ALS out
A	RVR 750m 1	RVR 1400m	RVR 1500m	
B				
C	RVR 800m	RVR 1500m	RVR 1900m	RVR 2400m
D	RVR 1000m	RVR 1700m		

1 With TDZ & CL & HUD: RVR 700m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	770′ (687′)	1500m
135	770′ (687′)	1600m
180	870′ (787′)	2400m
205	870′ (787′)	3600m

PANS OPS

CHANGES: Airspace EG(R)-156 added.

EGLL/LHR HEATHROW

JEPPESEN
21 JAN 22 (12-4) Eff 27 Jan

LONDON, UK RNP Rwy 27R

*D-ATIS	HEATHROW Director	HEATHROW Tower	*Ground
113.750 117.0 128.080	(APP) 119.730	118.505 118.705	121.905 121.705 121.855

BRIEFING STRIP™

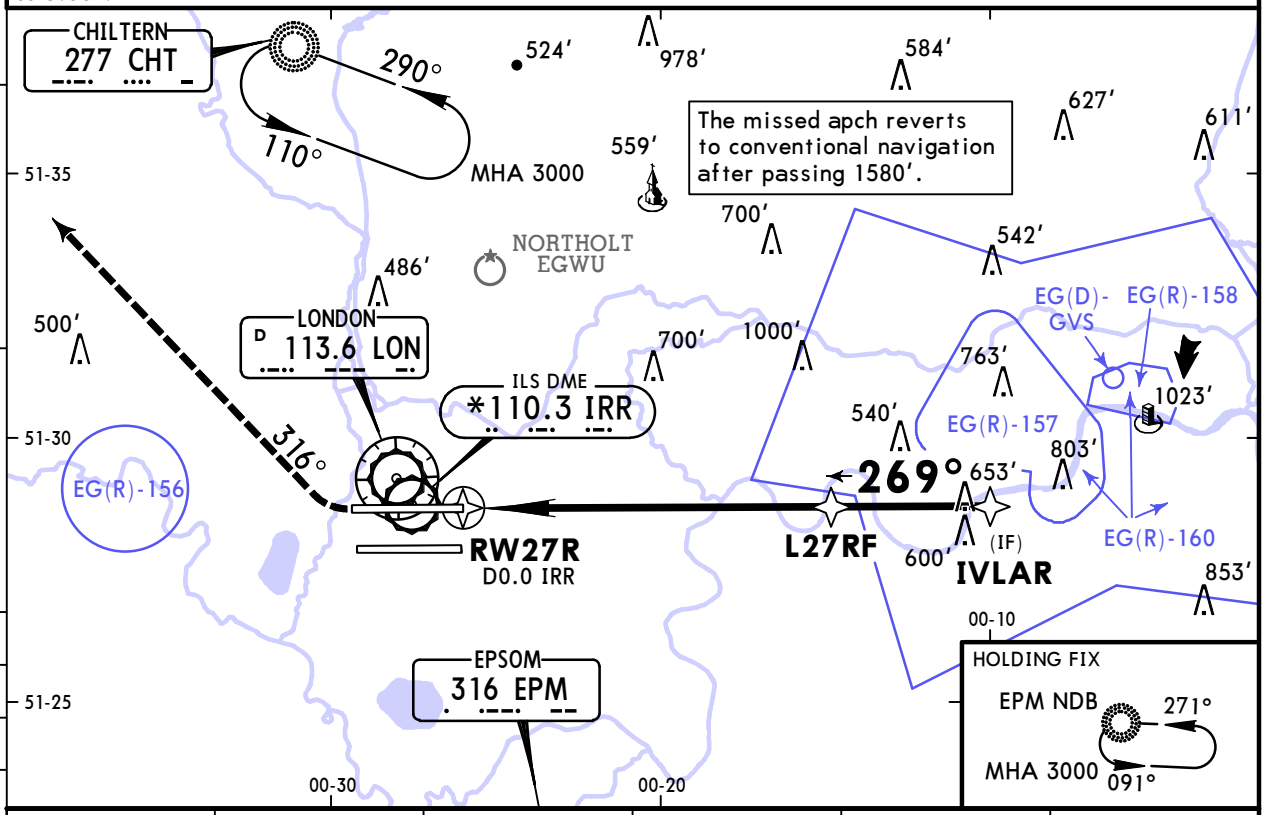
RNAV	Final Apch Crs **269°**	**L27RF** **2500′** (2422′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 83′ Rwy 78′

MISSED APCH: Climb to 3000′. STRAIGHT AHEAD until passing 1580′ or D0.0 IRR inbound, whichever is later, then turn RIGHT onto 316° and as directed.
In event of radio failure see 11-6.

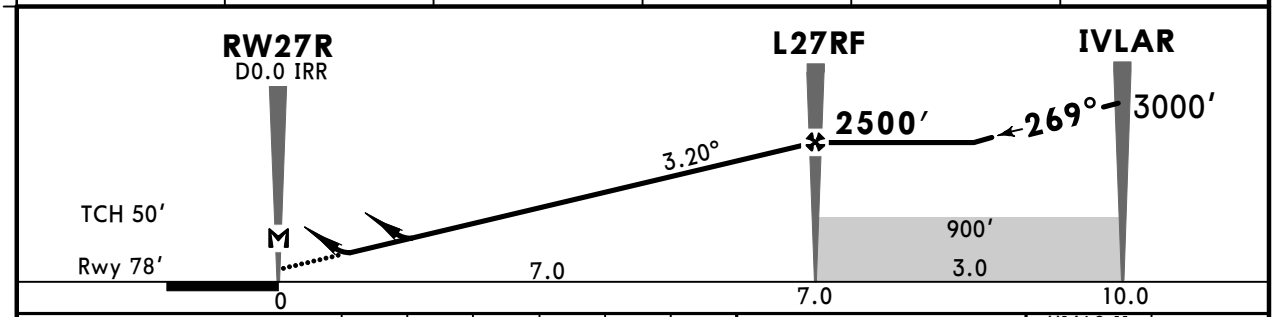
2300
MSA ARP

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

1. Pilots should request RNP 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 27R threshold. 5. Minimum temperature -10°C. 6. PAPI angle is 3.00°.



DIST to RW27R	2.0	3.0	4.0	5.0	6.0
ALTITUDE	810′	1150′	1490′	1830′	2170′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at RW27R/D0.0 IRR							

HIALS-II
PAPI
3000′

Standard STRAIGHT-IN LANDING RWY **27R**

	LNAV/VNAV		LNAV	
	DA(H) A:**380′** (302′) C:**400′** (322′) B:**390′** (312′) D:**440′** (362′)		CDFA DA/MDA(H) **640′** (562′)	
		ALS out		ALS out
A	RVR 750m 1	RVR 1400m	RVR 1500m	
B				
C	RVR 800m	RVR 1500m	RVR 1900m	RVR 2400m
D	RVR 1000m	RVR 1700m		

1 With TDZ & CL & HUD: RVR 700m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	770′ (687′)	1500m
135	770′ (687′)	1600m
180	870′ (787′)	2400m
205	870′ (787′)	3600m

PANS OPS

CHANGES: Airspace EG(R)-156 added.

(19-1)

LONDON
HEATHROW
UNITED KINGDOM

EGLL
Elev **83**'/25m
N51 28.7
W000 27.7
12 NM W London

(APP) Outside op hr freq will be monitored by THAMES DIRECTOR or HEATHROW DIRECTOR

HEATHROW RADAR **125.625** (0700-2030LT)

(TWR) *by ATC

HEATHROW TOWER **118.505 118.705 124.475***

GROUND **121.905* 121.705* 121.855***

ATIS **128.080 113.750 117.000**

*ILS/DME freq paired. DME reads zero at THRs.

RWY	ILS	RWY	ILS
09L*	110.30 IAA 089°	27L*	109.50 ILL 269°
09R*	109.50 IBB 089°	27R*	110.30 IRR 269°

HIGH WYCOMBE
Amersham
RUSSELLS FARM
NEW MODEL FM
CHORLEY WOOD
NDB 277 CHT
Watford
Rickmanns-worth
FMC LUTON RADAR 129.550 SQUAWK 0013
TMA(A) London 3 4500'/FL 195
TMA(A) London 2 3500'/FL 195
TMA(A) London 1 2500'/FL 195
High Wycombe
Altitudes in ft Distances in NM
WYCOMBE AIR PARK (Booker)
M40
NORTHWOOD
M40 JUNCTION 2
BEACONSFIELD
DENHAM
LFA 2
WOOBURN
COOKHAM
PUMPKIN HILL
STOKE POGES
UXBRIDGE COMMON
NORTHOLT
WEMBLEY
BRENT RES.
HENDON (RAF Museum)
ALLY PALLY
BANBURY RES.
London City VRP
CTA (D) London City 1500'/2500'
CTR(D) London City 2500' SFC
LONDON
ARSENAL
London City VRP
EG-R158 1400' SFC
EG-R160 UNL SFC
EG-R157 1400' SFC
LONDON STADIUM
LONDON EYE
GREENWICH MARSHES
LONDON BRIDGE
VAUXHALL BRIDGE
CHELSEA BRIDGE
HAMMERSMITH BRIDGE
BRENTFORD
HANGER LANE
GUTTERIDGE
TARGET
IVER
HAYES
Hillingdon
Southall
Hendon
Wembley
Gas venting 1100' SFC
NDB 421 BUR
WINDSOR/ ASCOT
Maidenhead
R. Thames
BURNHAM
SLOUGH
Slough
WEST DRAYTON
LONDON AIRPORT
Model FLTs
AIRPORT SPUR
SIPSON
KEW BRIDGE
CHISWICK BRIDGE
ROEHAMPTON
Chiswick Br.
Richmond
BARNES
LONDON HELIPORT
BURGESS PARK
London City VRP
ISLE OF DOGS
LONDON (Isle of Dogs)
EG-R159 1400' SFC
WHITE WALTHAM
BRAY
EG-R156 2500' SFC
VOR/DME 113.60 LON
WINDSOR
LONDON (Heathrow)
BEDFONT
M25 JUNCTION 13
Englefield Green
FELTHAM
LONDON (Feltham)
RICHMOND
CAESER'S CAMP
Wimbledon
Kingston Upon Thames
BELAIR PARK
CTA (D) London City 1500'/2500'
1089'
Catford
Beckenham
LONDON (Trinity School Croydon)
CROYDON
Wallington
FMC THAMES DIRECTOR 132.700 SQUAWK 0012
TMZ(D) 2500' SFC
ASCOT
CTR Inner Area
Flares & Illuminates 1000' SFC
Small Arms Range 500' SFC SFC
CTR(D) 2500' SFC
Wokingham
Bracknell
THORPE
BARROWHILLS
CHERTSEY
Chertsey
Weybridge
SUNBURY LOCK
Sunbury
Walton-on-Thames
HERSHAM
MORDEN
Esher
M3 JUNCTION 3
ATZ SFC/1500'
BAGSHOT
Camberley
FAIROAKS
LFA 2
BROOKLANDS
OXSHOTT WEST
ESHER COMMON
ARBROOK
1000' SFC
2000'
Epsom
BANSTEAD
OXSHOTT EAST
M3 JUNCTION 4
Farnborough VRP
NDB 328 BLK
BLACKBUSHE
Frimley
Woking
BYFLEET
COBHAM
WISLEY
EG-D133B
EG-D133A
D133B upper limit up to 2400' by NOTAM
CTR (D) Farnborough 1 3500' SFC
CTR (D) Farnborough 2 2500' SFC
FMC FARNBOROUGH RADAR 125.250 SQUAWK 4572
CTA (D) Farnborough 1 2500' 2000'
Small Arms Range 500' SFC SFC
FLEET POND
Farnborough VRP
FARNBOROUGH
EG-D132 2500' SFC
TMA (A) London 1 FL 195 2500'
VOR/DME 115.30 OCK
CLANDON
NDB 316 EPM
Leatherhead
FMC GATWICK DIRECTOR 126.825 SQUAWK 7012
1700' AGL
500' AAL
Biggin Hill
ATZ

LEGEND

1 2000' AGL SFC

H3 HEL Route

2 Local Flying Areas (LFA)

	MAX ALT	MNM VIS
Blackbushe	2000'	3 KM
Brooklands	1500'	3 KM
Denham	1200'	3 KM
Fairoaks	1500'	3 KM
London Heliport*	1300'	3 KM
White Waltham	1500'	3 KM

*ATC clearance required.

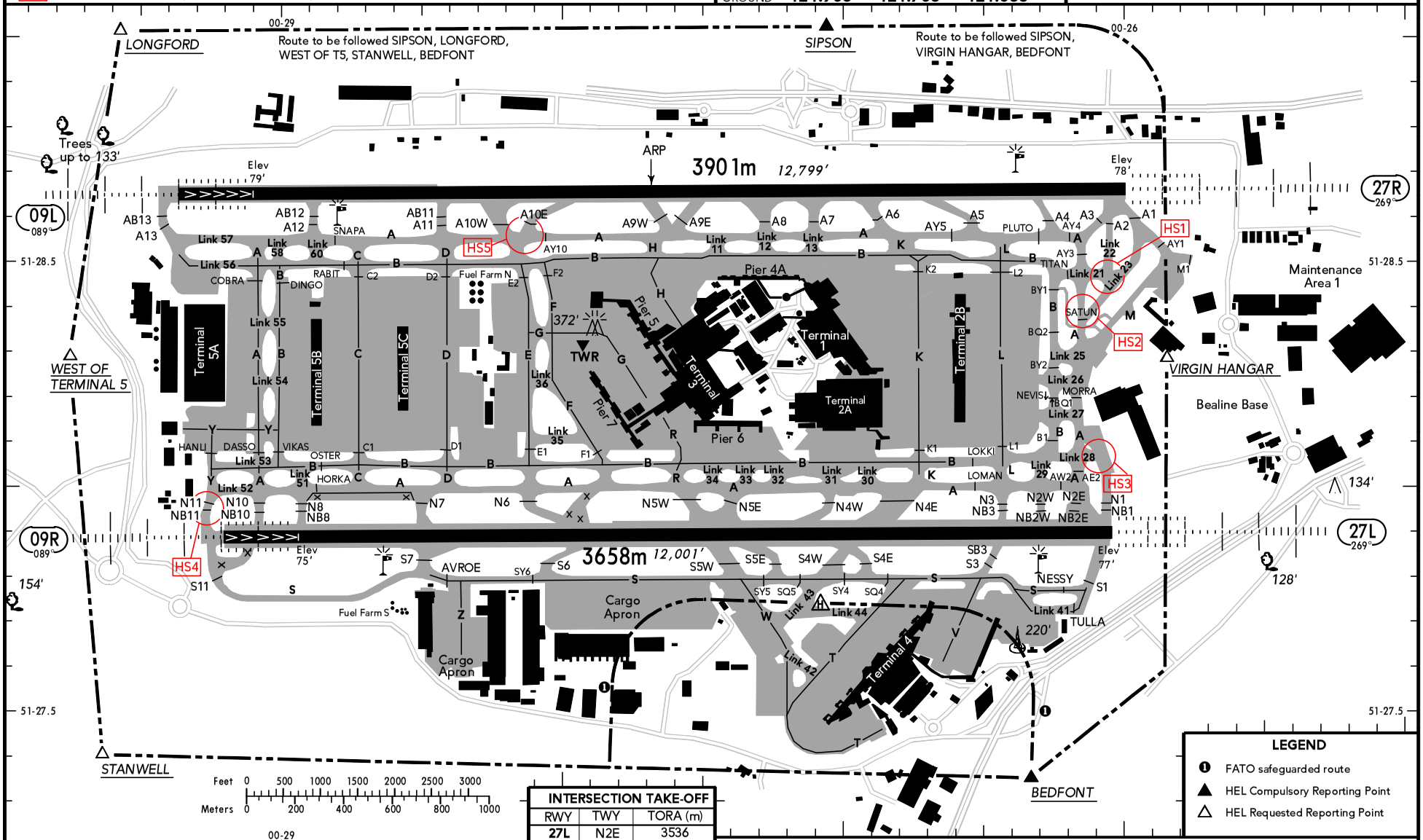
CHANGES: COM - Airspace - VRPs - OBST.

RWY Incursion Hot Spots

- HS1/2 Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.
- HS3 Pilots of Code F ACFT must take care. Link 28 east of TWY A is not Code F compliant.
- HS4 Pilots are to ensure they have clearance to enter the RWY before crossing the holding point.
- HS5 After vacating RWY, pilots to be aware of potential to mis-route.

*Initial call for DEP **by ATC
HEATHROW DELIVERY 121.980*
GROUND 121.905** 121.705** 121.855**

(FIS)
LONDON INFORMATION 124.600



LEGEND

- FATO safeguarded route
- HEL Compulsory Reporting Point
- HEL Requested Reporting Point

INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)	RWY	TWY	TORA (m)	RWY	TWY	TORA (m)
09L	A12	3362	**09R**	N10	3528	**27R**	A4	3539
	A11	2838		N8	3351		A5	3136
	A10W	2661		S7	2853		A6	2862
	A10E	2354		N7	2852		A7	2617
	A9W	1992		N6	2325		A8	2414
	A9E	1789		S6	2244		A9E	2142
				N5W	1704		A9W	1947

INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)
27L	N2E	3536
	N2W	3380
	N3	3224
	S3	3212
	N4E	2702
	S4W	2606
	S4E	2589
	N4W	2441
	S5E	2222
	N5E	2091
	S5W	2081

2 (O/R) (O/R) TAXI

ALS - PAPI - THRL - RL - RENL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09L 27R	3901 x 50 Asphalt grooved	3901 3882	3592 3882	PCN 83/F/A/W/T	
09R 27L	3658 x 50 Asphalt grooved	3658 3658	3350 3658	PCN 83/F/A/W/T	

CHANGES: TWY - Apron - Holding Position - OBST - Construction Area.

WARNINGs:

Pilots are warned, when landing on RWY 27R in strong S/SW winds, of the possibility of building-induced turbulence and large wind-shear effects.

Similarly, RWY 27L arrivals may be affected by winds with a strong N component. Building-induced turbulence may be experienced at the mid sections of each RWY from winds with a strong S, or strong N component.

Electricity pylons running on a line NE/SW and 2.6 NM W from ARP at 182′ AAL.

Lighted cranes (MAX 328′) operating APRX 3.2 NM NE of the AD.

Ground Movement

The TWY designation system uses alphabetical letters to identify main TWYs. Stub TWYs that connect main TWYs are designated as 'Link'. The RWY holding areas have named reporting points. Entrance/exits for the RWY have alpha/numeric designations.

ACFT lands but cannot contact 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.

HEL Operations

General

Normal Flight Priority HEL ARR, DEP and overflights of Heathrow are only permitted on a VFR clearance provided that the Heathrow reported visibility is 5 KM or greater and the reported cloud ceiling 1500′ or greater.

Special VFR HEL overflights, along with arrivals and departures via H9 south of Heathrow, are permitted provided that the Heathrow reported visibility is 2 KM or greater and cloud ceiling 600′ or greater. SVFR HEL overflights, arrivals and departures are normally restricted to High Flight Priority (A-E) HEL.

HEL operations at Heathrow commence and terminate at SIPSON to the N and BEDFONT or FELTHAM to the S. HEL must hold at these points unless instructed otherwise by ATC.

Whilst holding at SIPSON or FELTHAM, HEL are separated for both ATC and wake turbulence purposes from fixed-wing ACFT landing on, departing from, or executing missed approaches to all RWYs.

When the meteorological conditions exist for VFR flight (detailed above), HEL approaching the airfield from the S will be held at BEDFONT. These HEL will be separated for wake turbulence but pilots must remain in visual contact with ACFT on approach to 27L. Pilots are warned that missed approach ACFT will turn left at 1000′ AAL.

When the meteorological conditions do not exist for VFR flight (detailed above), HEL may require IFR separation and will be held at FELTHAM to the S. Integration of this traffic will require an increased gap in the IFR arrival stream and the HEL may incur a significant delay.

HEL are not to cross Heathrow below altitude 800′.

There are occasions when the departure RWY is required for landing traffic. This will also incur extra delay as the HEL crossing procedures cannot be carried out with ACFT inbound to both RWYs simultaneously.

Crossing Procedures RWYs 27L/R

HEL will normally be instructed to cross the departure RWY to the E of the threshold.

When a suitable gap in the landing stream exists, ATC will pass traffic information on a fixed-wing landing ACFT and issue a crossing clearance behind. The HEL will cross in the gap after the subject ACFT as close to the threshold as practicable and as expeditiously as possible. Once clear of the RWY, route to the E of the departure RWY and resume the route to SIPSON/BEDFONT as appropriate to hold, unless otherwise instructed by ATC.

Where the departure RWY is crossed first, holding prior to crossing the landing RWY will be permitted between the two main RWYs. For ACFT in a holding pattern, this operation must take place between the departure threshold and a line drawn E-W through the southern edge of the VIRGIN HANGAR. (The hangar has Virgin on all sides and is to the E of the fire training ground where the green 'aircraft' is sited). No HEL is to cross this line until a clearance to cross the landing stream is received. Having crossed the landing RWY route to SIPSON/BEDFONT as appropriate to hold, unless otherwise instructed by ATC.

In the event of a loss of communication, see below.

Crossing Procedures RWYs 09L/R

The northbound route for HEL is: BEDFONT - STANWELL - W OF TERMINAL 5 - LONGFORD - SIPSON.

If there is inbound traffic to 09R, HEL will be instructed by ATC to route BEDFONT-STANWELL. The pilot will be instructed to hold at STANWELL and will wait for a suitable gap in the approach. If there is no 09R inbounds, HEL will be routed BEDFONT - STANWELL - hold W OF TERMINAL 5. This operation is to take place between the departure threshold and a line drawn E-W through the mid-point of Terminal 5 main building. No HEL is to cross this line until a clearance to cross the 09L landing stream is received. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing ACFT and issue a crossing clearance behind. The HEL will cross in the gap as close to the RWY threshold as possible. Once clear of the landing stream, route LONGFORD-SIPSON to hold, unless otherwise instructed by ATC.

The southbound route for HEL is: SIPSON - LONGFORD - W OF TERMINAL 5 - STANWELL - BEDFONT.

HEL will be instructed by ATC to route SIPSON - LONGFORD to hold. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing landing ACFT and issue a crossing clearance behind. The HEL will cross in the gap as close to the RWY threshold as possible (this may be before LONGFORD) and as expeditiously as possible. Once S of the RWY the HEL will route to the W OF TERMINAL 5 and rejoin the route; W OF TERMINAL 5 - STANWELL - BEDFONT (and must remain W of 09R). If there is inbound traffic on the approach of 09R no clearance will be issued beyond LONGFORD. On completion of the route, hold at BEDFONT unless instructed otherwise by ATC.

LONGFORD and STANWELL are separated for both wake vortex and ATC visual separations only. Whilst HEL are transiting between BEDFONT and SIPSON and vice versa, traffic information will be passed to fixed-wing ACFT for the relevant RWY.

In the event of a loss of communication, see below.

Landing and Departing Procedures

All HEL to and from Heathrow are subject to PPR.

Inbound and outbound HEL will routinely use the HEL aiming point (HAP). Procedures to/from the HAP are visual to/from BEDFONT. If prevailing weather conditions do not permit this, FELTHAM will be used and standard separation will apply.

If inbound from/outbound to the N, the HEL will be instructed by ATC to cross both RWYs from/to BEDFONT or FELTHAM, see crossing procedures above.

When instructed to route to the HAP from BEDFONT or FELTHAM, or vice versa, remain S of 27L/09R at all times.

A 4 MIN wake vortex separation exists for all HEL movements to/from the HAP subsequent to any A380 departures to/from 27L/09R.

The HEL aiming point is located on the TWY area E of Link 43. It is marked with an 18m sided triangle with a conventional 'H'. This aiming point is lit and available for use throughout op hr. The take-off and climb surface has been protected to 8% to the E and W of the aiming point. Pilots are advised of the presence of a radar tower located on grass area 170m E of the aiming point. Tower height 31′ AAL.

Caution must be exercised when using this aiming point which is on a live TWY.

HEL alighting at the aiming point will ground or air-taxi to the parking areas as directed by ATC.

Loss of Communications Procedures

If no onward clearance has been received before reaching, or when holding at, SIPSON or BEDFONT, reverse track and leave the CTR via H2 - H10 - COOKHAM if approaching SIPSON or H9 if approaching BEDFONT. Do not attempt to cross London Heathrow Airport.

For HEL overflying or landing at London Heathrow Airport:

1. Between SIPSON and BEDFONT:
   a) if the landing RWY has already been crossed, cross the departure RWY downwind of the threshold, exercising extreme caution with regard to possible landing traffic; and leave the CTR via H2 - H10 - COOKHAM or H9 to the S as appropriate;

b) if the departure RWY has been crossed, with instructions given to hold at the VIRGIN HANGAR or W OF TERMINAL 5 to, reverse track and to cross the departure RWY downwind of the threshold, exercising extreme caution with regard to the possibility of landing traffic; and leave the CTR via H2 - H10 - COOKHAM or H9 to the S as appropriate.

2. If landing at London (Heathrow) Airport by day or night, and having crossed the RWY, if necessary as detailed above:
a) proceed to hold at BEDFONT;
b) wait for the HEL Aiming Point to illuminate;
c) land with caution and await leader vehicle escort.

NOTE: The selection of squawk 7600 will alert Air Traffic Control to your RTF failure.

VFR and Special VFR Clearance in the London Control Zone

VFR and Special VFR clearances for flights within the London CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for VFR and Special VFR flights and will normally be given only to ACFT which carry RTF including the appropriate frequencies.

The use of VFR and Special VFR clearances is intended to be confined to the following types of flight:
- Light ACFT that wish to proceed to or from an AD/LDG site within the CTR or to transit the CTR;
- ACFT using the local flying areas and the access lanes notified for Brooklands, Denham, Fairoaks and White Waltham and complying with the published procedures will be considered as complying with a VFR clearance;
- ACFT carrying out non-standard flights, such as photographic survey flights, which may require penetration of the London CTR in VMC.

Weather minima for ACFT arriving, departingor HEL crossing at Heathrow

Type of Operation	Visibility Restriction	Cloud Restriction
VFR arrival/departure/HEL crossing	5 KM or more	Cloud Ceiling 1500′ or greater
SVFR arrival/departure/ HEL crossing	2 KM or more	Cloud Ceiling 600′ or greater

NOTE: SVFR HEL crossings should normally be restricted to High Flight Priority (A-E) HEL.

Access to the Inner Area of the London CTR (see below) requires PPR by telephone on the day at least 60 MIN in advance. Prior notification of Inner Area flights, other VFR or Special VFR flights and general enquiries about flights in the London CTR may be made via the London Terminal Control Senior Watch Assistant, Tel: (02380) 401110.

Pilots who wish to depart Heathrow on a VFR or Special VFR clearance should pass brief details of their flight to Heathrow ATC, by telephone (020) 8750 2578, and not to ATC by RTF.

Non-scheduled ARR flights by single-engined and light twin-engined fixed-wing ACFT which are unable to accept an IFR clearance will be cleared to London Heathrow on a VFR or Special VFR clearance, at an altitude below 2500′ (London Heathrow QNH) subject to the weather minima in the table above. If the weather observations at London Heathrow are below either of these minima, clearance to enter the London CTR will not be granted.

It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

VFR and Special VFR flights may be subject to delay when parts of the route are outside radar cover or when they cannot be fitted readily into gaps in the IFR traffic flow. Pilots should therefore always ensure that they have adequate fuel reserves and are able to divert to another AD if necessary.

Local Flying Areas (LFA) Brooklands, Denham, Fairoaks, London Heliport and White Waltham

VFR or Special VFR flights may take place within the depicted LFAs (Local Flying Areas) subject to the following conditions:
- ACFT to remain below clouds with the surface in sight;
- VFR flights must also comply with the VMC minima for Class D airspace;
- Special VFR flights, within Brooklands & White Waltham LFAs, are subject to approval from HEATHROW RADAR;
- the carriage of a Mode S Transponder within the LFA is encouraged. Pilots of suitably equipped ACFT shall utilise the transponder to the maximum serviceable extent.

Frequency Monitoring Code (FMC)

Pilots operating in the vicinity of, but intending to remain outside London CTR and maintaining a listening watch only on THAMES DIRECTOR are encouraged to select SSR code 0012.

Selection of 0012 does not imply the receipt of an ATC service. ACFT displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the London CTR at all times.

Whilst squawking 0012 pilots should be aware that THAMES DIRECTOR may make blind transmissions in order to ascertain a particular ACFT's intentions/route.

When a pilot ceases to maintain a listening watch, code 0012 shall be deselected.

VFR and Special VFR HEL Flights in the London CTR an d London City CTR

General Arrangements

VFR and Special VFR HEL flying in the London CTR is mostly constrained to flights at or below specified altitudes along defined routes, although off route clearances can normally be accommodated subject to ATC workload and other operational reasons which the pilot may not be aware of. These routes have been selected to avoid built-up areas as much as possible.

All VFR and Special VFR HEL flying in the London CTR is subject to ATC clearance, except for the Local Flying Areas of Brooklands, Denham, Fairoaks and White Waltham.

The following routes are not available to single-engined HEL at night: H7, H9 (HAYES to GUTTERIDGE) and H10 (GUTTERIDGE to KEW BRIDGE).

Pilots are reminded of the Restricted Areas within the London and London City CTRs:
– EG-R 107;
– EG-R 156, EG-R 157, EG-R 158, EG-R 159;
– EG-R 160 - The Specified Area.

Procedures for Flight along HEL Routes

VFR and Special VFR flights in the London CTR and London City CTR are not to be operated unless HEL can remain in a flight visibility of at least 1 KM. Weather minima for crossing, taking-off from, or landing at London Heathrow are detailed above (see HEL Operations).

VFR and Special VFR HEL must remain clear of cloud with the surface in sight.

Altimeter setting will be London Heathrow QNH.

ATC will refer to the MAX route altitudes as 'Standard Operating Altitudes' when issuing clearances. Pilots may fly at altitudes below the MAX route altitude except for between HANGER LANE and CHISWICK BRIDGE on H10 where the MAX published altitude must be flown accurately when operating SVFR. ATC may restrict ACFT to altitudes below the published route MAX as necessary to provide separation from other ACFT. Pilots may request alternative operating altitudes which may be approved subject to ATC considering other operational conditions.

Pilots should fly the precise routes. 'Corner cutting' is to be avoided. In order to obtain sufficient lateral separation from opposite direction traffic, pilots may temporarily deviate as required.

When flying along the River Thames within the Specified Area (EG-R160), pilots should normally fly over that part of the river bed lying between high water marks, but not so near the banks as to become a nuisance on account of noise. When deviating from the river single-engined HEL must at all times be able to return to the river in the event of engine failure, in order to alight clear of the Specified Area.

ACFT operated on the notified HEL routes are permitted to fly below 1000' above the highest obstacle within a radius of 600m but no closer than 500' to any person, vessel, vehicle or structure.

Noise

On all notified HEL routes, in order to minimize noise nuisance, pilots should maintain the MAX altitude compatible with their ATC clearance and with the prevailing cloud conditions.

Pilots are requested wherever possible to avoid overflying hospitals, palaces, schools and prisons.

Air Traffic Control Clearance

Pilots must obtain a VFR or Special VFR clearance from HEATHROW RADAR. HEATHROW RADAR provides a service to transit ACFT operating in the London CTR and London City CTR/CTA. Pilots are requested to contact HEATHROW RADAR a minimum of 3 MIN before reaching the Zone Boundary, giving details of call sign, ACFT type, route, ETA at the CTR boundary, entry point and destination.

ATC Clearances do not absolve the pilot of their responsibility to comply with the Rules of the Air and they should notify ATC if unable to accept a clearance.

Communications

HEL using London Heliport via the Local Flying Area or any other routes that traverse the London Heliport ATZ, must be able to communicate with the Heliport (BATTERSEA TOWER).

HEL flying along the routes in the London CTR and London City CTR must be able to communicate with HEATHROW RADAR. In the case of H9 and H10, ACFT must also be able to communicate with NORTHOLT APPROACH.

HEL using London Heathrow must also be able to communicate with HEATHROW TOWER.

Loss of Communications Procedures

In the event of a communications failure in a HEL operating in accordance with these procedures, the pilot is to adopt the normal radio COM failure procedures except as described below.

If a VFR or Special VFR clearance has been received to transit the CTR along a HEL Route continue the flight in accordance with the clearance.

Where an intermediate clearance limit has been given (or clearance issued for only a part of the requested transit), proceed to the specified clearance limit and hold for 3 MIN. Then proceed via the requested HEL Route at the published maximum altitude for the Route.

If no onward clearance has been received before reaching, or when holding at, SIPSON or BEDFONT, reverse track and leave the CTR via H2 - H10 - COOKHAM if approaching SIPSON, or H9 if approaching BEDFONT. Do not attempt to cross London Heathrow Airport.

For HEL overflying or landing at London Heathrow Airport are detailed above (see HEL Operations).

Separation between Special VFR HEL

Separation may be agreed between Special VFR HEL on the HEL Routes, on the basis that pilots of HEL will be asked by ATC to maintain visual separation from other HEL traffic, provided that:
- the visibility at London Heathrow is 5 KM or more and the HEL can operate clear of cloud and in sight of the surface and remain in a flight visibility of at least 5 KM;
- there is agreement between the HEL pilots concerned;
- the current route structure, the altitudes applicable and communication procedures are adhered to;
- appropriate traffic information is passed to the HEL pilots. (Normally for this purpose it will only be necessary for ATC to pass general traffic information eg... 'Two HEL westbound along H10 at 1000' in the vicinity of Perivale - acknowledge').

If a pilot refuses or considers that the conditions are such that he is unable to maintain visual separation, he will be provided with the Special VFR separations requirements currently in force.

Inner Area of the London Control Zone

The Inner Area of the London CTR is that part of the London CTR from surface to altitude 2500' contained within the area enclosed by: BUR NDB - IVER - HEL Route H10 - BARNES - HEL Route H3 - THORPE - Ascot Heliport - BUR NDB.

With the exception of those ACFT categories listed below, all VFR and Special VFR ACFT requesting to enter the Inner Area of the London CTR are subject to Prior Permission Required (PPR) from London Terminal Control, via the Senior Watch Assistant on (02380) 401110:
- Flight Priority Category A, B, C, D, E traffic who shall follow their own notification procedures where appropriate;
- ACFT subject to an Airspace Coordination Notice (ACN) who shall follow the notification process detailed within the ACN;

- ACFT subject to a Non-Standard Flight (NSF) who shall follow the notification process detailed within the NSF;
- HEL that remain on the published HEL routes without landing or departing inside the Inner Area.

All other VFR and Special VFR ACFT are required to obtain PPR (by telephone) to enter the Inner Area of the London CTR on the same day at least 60 MIN before entry clearance is required. Approved ACFT will be given a PPR approval code to quote over the radio when requesting entry clearance from controllers.

Due to the intense Heathrow IFR operations and very high ATC workload within the Inner Area of the London CTR during the hours 0430-2300LT, it is unlikely that ACFT will receive approval to operate inside the Inner Area within these times, unless there is a specific task that can only be completed within that airspace, e.g. HEL accessing private landing sites.

The following procedures have been established to ensure safe integration with IFR traffic, avoid excessive airborne holding, and reduce delays to both Heathrow movements and HEL operators wishing to use landing sites within the Inner Area of London CTR.

Inbound

- Contact the London Terminal Control Senior Watch Assistant (Tel: (02380) 401110) on the day of operation at least 60 MIN prior to the estimated time of arrival;

- Provide the name, latitude and longitude of the landing site, the requested routeing, the estimated time of arrival and a contact telephone number;

- Heathrow Tower Supervisor and HEATHROW RADAR will be consulted to determine the route that the pilot can expect (subject to the Heathrow RWY configuration, meteorological conditions and the likelihood of being able to utilise reduced separation in the vicinity of the AD);

- If the safe integration of the inbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETA incorporating the Heathrow inbound delay;

- The pilot must arrange the flight to arrive at the site within 10 MIN of the approved ETA. Failure to adhere to this time window may result in further delay or, in extreme circumstances, refusal of clearance. Upon establishing two-way communications the HEL will be cleared to the landing site as soon as practicable commensurate with the safe integration with IFR traffic.

Outbound

- Prior to departing the site contact LTC SWA at least 60 MIN in advance of the estimated time of departure from the site to provide the name, latitude and longitude of the site, requested routeing, planned ETD and a contact telephone number;

- If the outbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETD incorporating the Heathrow outbound delay;

- Within 10 MIN of the approved ETD, the pilot must contact ATC on the ground. If two way contact with ATC cannot be established on the ground either directly or via relay from other ACFT, the pilot must remain on the ground and contact London Terminal Control Group Supervisor Airports (Tel: (02380) 401106) to agree an exact departure time and initial altitude with the controllers concerned in order that safe integration with IFR traffic can be ensured.

Note: If the intention is to be on the ground for less than 60 MIN, both the inbound and outbound arrangements may be agreed during the initial contact with LTC SWA.

HEL Routes in the London Control Zone and London/City Control Zone

Pilots are required to be at the lower ALT on arrival at the point at which the lower ALT applies.

Within the London CTR and London City CTR an ACFT operated on the notified HEL routes is permitted to fly below 1000′ above the highest obstacle within a radius of 600m but no closer than 500′ to any person, vessel, vehicle or structure.

Suggested MNM altitudes are given for ACFT operating on the centreline of the routes, however pilots remain responsible for obstacle clearance and are encouraged to operate as high an altitude allowable on the routes, subject to any overriding ATC Clearance. Those MNM altitudes are based on the VFR Obstacles and should be used for guidance only as they do not take into account the surrounding ground elevation nor new/temporary obstacles. Pilots operating on H4 should be cognisant that when operating outside of the high water marks greater MNM altitudes may be required to ensure compliance with the 500′ rule.

CAUTION FOR ROUTES H3, H4, H7, H10: Large number of tall structures above 500′ lie within 600m of the high-water marks of the River Thames. Pilots are reminded that ACFT operated on the notified HEL routes are not permitted to fly closer than 500′ to any person, vessel, vehicle or structure.

Abbreviations: H = Holding point, CR = Compulsory Reporting Point, OR = On Request Reporting Point

Route H2

Reporting Point	Coordinations	MAX ALT VFR	MNM ALT	MAX ALT SVFR	Description of Reference
IVER OR/H	N51 32.0 W000 30.5	1000′	700′	1000′	Delaford Park
WEST DRAYTON OR	N51 29.7 W000 29.2				M4 Motorway Crossing of River Colne (1.25 NM W of Airport Spur)
AIRSPORT SPUR CR/H	N51 29.7 W000 27.3				Junction of M4 Motorway/ Motorway Spur to London (Heathrow)

NOTE: Unless otherwise cleared by ATC, pilots are not to fly S of the M4 motorway between WEST DRAYTON and AIRPORT SPUR.

Route H3

Reporting Point	Coordinations	MAX ALT VFR	MNM ALT	MAX ALT SVFR	Description of Reference
BAGSHOT CR/H	N51 21.0 W000 42.0	2000′	850′	1500′	INT CTR BDRY/M3 Motorway
M3 JUNCTION 3 OR	N51 21.4 W000 40.8		750′	1000′	M3 Motorway Junction 3 (VRP)
BARROWHILLS OR	N51 23.2 W000 34.7	1500′	700′		Kitsmead Lane Bridge over M3
THORPE OR/H	N51 24.0 W000 32.3		600′		M3 Motorway S of Thorpe Green (M25 INT)
CHERTSEY OR	N51 23.5 W000 28.8	1200′	550′		Chertsey Road roundabout
SUNBURY LOCK CR/H	N51 24.2 W000 24.3				Midway between Sunbury Lock and the middle of Knight Reservoir
RICHMOND OR	N51 26.4 W000 17.8	1500′	650′		Golf Course at western edge of Richmond Park
ROEHAMPTON	N51 27.5 W000 15.1		600′		Golf Course east of Roehampton Gate, H7/ H3 join
BARNES CR	N51 28.5 W000 13.4		1000′		River Thames at Barns Elms Park and Craven Cottage Football Ground
LONDON HELIPORT CR/H	N51 28.2 W000 10.8				London Heliport

NOTE: When Heathrow RWYs 09L/09R are in use, route H3 between SUNBURY LOCK and ROEHAMPTON is not AVBL to Special VFR HEL. These closures do not apply to Flight Priority Category A, B & C HEL. Delays may be experienced for VFR HEL due to slow climbing departures from Heathrow. HEL pilots are recommended to obtain Heathrow RWY information on ATIS before contacting HEATHROW RADAR, or London Heliport.

Route H4

Reporting Point	Coordinations	MAX ALT VFR	MNM ALT	MAX ALT SVFR	Description of Reference
ISLE OF DOGS CR	N51 29.0 W000 00.7	2000′	1000′	1500′	EG-R160 BDRY crossing River Thames - N abeam Cutty Sark
LONDON BRIDGE OR	N51 30.5 W000 05.1				London Bridge (road bridge)
VAUXHALL BRIDGE CR	N51 29.3 W000 07.6				CTR bdry crossing River Thames
CHELSEA BRIDGE CR	N51 29.0 W000 09.0	1500′			Chelsea Road Bridge
LONDON HELIPORT CR/H	N51 28.2 W000 10.8				London Heliport

NOTE: There are no Holding Points on H4 east of London Heliport. The nearest Holding Point is at GREENWICH MARSHES, outside the 'Specified Area' (EG-R 160).
NOTE: Cable car crosses River Thames APRX 1 NM E/downstream of Isle of Dogs. Supporting towers (289′ and 285′) equipped with aviation warning lights; cable between towers unlit.
NOTE: The London Eye Ferris Wheel (464′) lies within the boundary of H4 at Jubilee Gardens between London Bridge and Vauxhall Bridge.
NOTE: No HEL to hold on that portion of H4 that lies between Vauxhall and Westminster Bridges. This does not apply to TFC operating under Flight Priority Category A or B.

Route H5

Reporting Point	Coordinations	MAX ALT VFR	MNM ALT	MAX ALT SVFR	Description of Reference
NORTHWOOD CR/H	N51 36.2 W000 27.3	2000′	800′	1500′	CTR BDRY midway between Harefield and Northwood
UXBRIDGE COMMON OR/H	N51 33.5 W000 28.2				Roundabout on A40 road N of Uxbridge Common

NOTE: Pilots may be required to communicate with NORTHOLT APPROACH.

Route H7

Reporting Point	Coordinations	MAX ALT VFR	MNM ALT	MAX ALT SVFR	Description of Reference
BANSTEAD CR/H	N51 20.2 W000 13.0	2000′	800′	1500′	Golf course NW of town
MORDEN OR	N51 23.5 W000 14.1		650′	1000′	Cemetery NE of Gas Works
CAESAR'S CAMP OR/H	N51 25.5 W00014.8	1500′			Golf course SW corner of Wimbledon Common
ROEHAMPTON OR	N51 27.5 W000 15.1		600′		Golf course E of Roehampton Gate, H7/H3 join
BARNES CR	N51 28.5 W000 13.4		1000′		River Thames at Barns Elms Park and Craven Cottage Football Ground
LONDON HELIPORT CR/H	N51 28.2 W000 10.8				London Heliport

Route H9

Reporting Point	Coordinations	MAX ALT VFR	MNM ALT	MAX ALT SVFR	Description of Reference
OXSHOTT WEST CR/H	N51 20.2 W000 25.2	2000′	700′	1500′	INT CTR BDRY/A3 Trunk Road - N abeam large supermarket
ESHER COMMON OR	N51 20.9 W000 22.2	1500′			A3 Trunk Road W of A3/A244 INT
"Or"					
OXSHOTT EAST CR/H	N51 20.2 W000 20.1	2000′			Prince's Coverts
ARBROOK OR	N51 21.0 W000 21.0		700′	1500′	INT A3 Trunk Road/Railway line
ESHER COMMON OR	N51 20.9 W000 22.2	1500′			A3 Trunk Road W of A3/A244 INT
"Then"					
HERSHAM OR	N51 22.6 W000 23.4	1200′		1000′	Railway Station
SUNBURY LOCK CR/H	N51 24.2 W000 24.3	800′		800	Midway between Sunbury Lock and middle of Knight Reservoir
FELTHAM OR/H	N51 26.5 W000 25.6				Open space S of Railway Line
BEDFONT OR/H	N51 27.5 W000 26.2		600′		E of Terminal 4, S of the A30
HEATHROW CROSSING					
SIPSON OR/H	N51 29.0 W000 27.1	1000′		1000′	Hotel Complex NE of junction Motorway Spur and Main Road A4 at N perimeter of London (Heathrow)
AIRPORT SPUR CR/H	N51 29.7 W000 27.3		650′		Junction of Motorway M4 and Motorway Spur to London (Heathrow)
HAYES OR/H	N51 30.7 W000 26.6	2000′	700′	1500′	Stockley Park Business Centre
GUTTERIDGE OR/H	N51 32.9 W000 25.1		800′		A40, S of Northolt AD RWY INT
NORTHWOOD CR/H	N51 36.2 W000 27.3				CTR BDRY midway between Harefield and Northwood

NOTE: Between NORTHWOOD and AIRPORT SPUR pilots may be required to communicate with NORTHOLT APPROACH.

NOTE: The holding manoeuvre at GUTTERIDGE is to be carried out to the S of the Northolt AD BDRY.

NOTE: HEL will be held at BEDFONT during daylight hours when the reported weather conditions are equal to or better than 5 NM VIS and 1500' reported cloud ceiling and will be held at FELTHAM at all other times.

NOTE: Due to environmental restrictions, H9 S of London (Heathrow) AD is not normally AVBL to SVFR HEL traffic between 2100-0800LT when RWYs 09L/09R are in use.

WARNING: RWY 27L missed approach procedure requires a left turn at 1000' AAL. Pilots holding at BEDFONT must remain in visual contact with ACFT on final approach to RWY 27L.

Route H10

Reporting Point	Coordinations	MAX ALT VFR	MNM ALT	MAX ALT SVFR	Description of Reference
			600′		CTR BDRY
COOKHAM CR/H	N51 33.8 W000 42.4	2000′	800′		River Thames bridge N of Cookham
PUMPKIN HILL OR	N51 33.2 W000 38.5			1500′	Golf Course W of Farnham Common
STOKE POGES OR	N51 32.6 W000 34.4				War memorial in Stoke Poges Village
IVER OR/H	N51 32.0 W000 30.5				Delaford Park
UXBRIDGE COMMON OR/H	N51 33.5 W000 28.2	1500′	700′		Roundabout on A40 road N of Uxbridge Common
GUTTERIDGE OR/H	N51 32.9 W000 25.1				A40, S of Northolt AD RWY INT
TARGET OR	N51 32.6 W000 22.7		650′	1200′	Target Roundabout A40
HANGER LANE OR	N51 31.8 W000 17.6		1200′		Hanger Lane Junction Station
BRENTFORD OR/H	N51 29.9 W000 17.5	1200′	800′	800′	Gunnersbury Park N of Chiswick Fly-over
KEW BRIDGE OR/H	N51 29.2 W000 17.3	1000′			Bridge over River Thames at NE Corner of Gardens and Common
CHISWICK BRIDGE OR	N51 28.4 W000 16.2		700′		Chiswick Bridge
HAMMERSMITH BRIDGE OR	N51 29.3 W000 13.8	1500′	550′	1000′	Hammersmith Bridge
BARNES CR	N51 28.5 W000 13.4		1000′		River Thames at Barns Elms Park and Craven Cottage Football Ground
LONDON HELIPORT CR/H	N51 28.2 W000 10.8				London Heliport

NOTE: Between HANGER LANE and CHISWICK BRIDGE, pilots must fly at the published maximum altitude.
NOTE: Between IVER and HANGER LANE, pilots may be required to communicate with NORTHOLT APPROACH.
NOTE: The holding manoeuvre is to be carried out to the S of the Northolt AD BDRY.
NOTE: When Heathrow RWYs 09L/09R are in use, Route H10 between GUTTERIDGE and KEW BRIDGE is subject to delays due to slow climbing departures from Heathrow. HEL pilots are recommended to obtain Heathrow RWY information on ATIS before contacting HEATHROW RADAR, or London Heliport.
NOTE: Between TARGET and BRENTFORD the route alignment turns from the A40 to the A406 at the Hanger Lane INT (HANGER LANE). Pilots should ensure correct visual identification of the turn point due to the interaction with London (Heathrow) RWY 27R final approach track.

Visual Reference Points (VRP)

ALLY PALLY	N51 35.7	W000 07.8
M40 JUNCTION 2	N51 35.7	W000 37.7
BRENT RESERVOIR	N51 34.0	W000 15.4
ASCOT	N51 25.3	W000 39.6
BYFLEET BRIDGE	N51 20.4	W000 29.1
GRIM'S TOWER	N51 37.4	W000 21.4
LONDON EYE	N51 30.2	W000 07.2
M25 JUNCTION 13	N51 26.7	W000 31.8
BURNHAM	N51 31.1	W000 40.6
WEMBLEY	N51 33.4	W000 16.8
LONDON STADIUM	N51 32.3	W000 01.0
BAGSHOT	N51 21.0	W000 42.0
M3 JUNCTION 3	N51 21.4	W000 40.8

Aerodrome Safety Reporting

ACFT operators are required to share with Heathrow any occurrence reports for reportable incidents which occur on the ground at Heathrow, or during the initial (TKOF) or final (approach and landing) phases of flight to or from Heathrow.

Copies of Air Safety Reports or Mandatory Occurrence Reports filed by ACFT operators must be sent to the Aerodrome Safety and Assurance team at airside_safety@heathrow.com. Heathrow also encourages voluntary safety reports and observations as these may help to improve safety. Any such reports or observations should also be sent to the aforementioned address.

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LONDON, (HEATHROW - EGLL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGLL

Type: Terminal
Effectivity: Temporary
Begin Date: 20240307
End Date: 20240808

(10-9) AIRPORT, (10-9C) PARKING STANDS - Twy T closed between Link 44 and stand 412 due to work in progress. Stand 412 remains available (based on SUP 026-24).

Type: Terminal
Effectivity: Temporary
Begin Date: 20240404
End Date: 20240831

There may be observations of VOR DME 'LON' bearing fluctuations within the 125-160 degrees mag sector radials from the London VOR DME station.

Type: Terminal
Effectivity: Temporary
Begin Date: 20231214
End Date: 20241011

There may be observations of VOR DME 'LON' bearing fluctuations within the 030-075 degrees sector radials from the London VOR DME 'LON' station.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 07 MAR 24 until 08 AUG 24 Due to works TWY T closed between Link 44 and TWY S.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

LFA Fairoaks lateral limits chgd. The complete area of ATZ Fairoaks is part of LFA Fairoaks (GND/1500').

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(STARs) Do not commence descent without ATC clearance. STAR level restrictions are for descent planning purposes only. Based on SUP 045-22.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

LARS LINTON-ON-OUSE 118.550 no longer provided.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

LARS CARDIFF APPROACH 119.150 freq chgd to 119.155.

Type: Gen Tmnl (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Text section 2.3: UFN SOUTHEND LARS may not be available due staff resources. Check NOTAM for daily availability. Pilots are encouraged to use the FMC.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 16 MAY 24 Danger areas EG-D 218 A (GND/FL 75), EG-D 218 B (FL 50/FL 240), EG-D 218 C (FL 160/FL 660) and EG-D 218 D (FL 200/FL 660) estbld. SUAAIS: LONDON INFORMATION 124.750. Contact, Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Times of activity: by NOTAM.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

LARS VALLEY RADAR freq 125.230 chgd to 125.225.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 18 APR 24 The Danger Area Crossing Service (DACS) and Danger Area Activity Information Service (DAAIS) has been replaced by the Special Use Airspace Crossing Service (SUACS) andSpecial Use Airspace Activity Information Service (SUAAIS). The requirements for provision and method of obtaining these services has not chgd.