1. GENERAL

1.3.2. ARRIVAL

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

1.3.3. DEPARTURE

ATC will require departing ACFT to use the CAT III holding points listed below. However, other departure points may be used at ATC discretion in which case due allowance will be made by ATC for the necessary ILS protection.

- RWY 09L: A13.
- RWY 09R: N11 and S7.
- RWY 27L: N2W, N2E, N3, S1S, S1N and S3.
- RWY 27R: A3W, A3E, A2, AY1, A4 and A5.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

1.5. RWY OPERATIONS

1.5.1. RWY CROSSING PROCEDURE

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

1.6. TAXI PRPCEDURES

1.6.1. GROUND MOVEMENT RESTRICTIONS

1.6.1.1. RESTRICTIONS TO LARGE ACFT

- Pilots of Code E ACFT must exercise caution when using TWY S between reporting point SY6 and TWY Z as wingtip clearances to the South are minimal.
- TWY J has below Code E wingtip clearances for Code E ACFT allocated stands 123 and 125. Code E ACFT on stands 123, 125 and 127 are to push back onto the TWY B.
- All B747-400 ACFT on TWY Z must be under tow.
- A340-600 and B777-300 ACFT: It is recommended that flight crews use judgemental steering at all times when manoeuvring on the TWYs.

These ACFT are not permitted to use the following routes:

- Exit 09L at A5 - TWY A - Left onto TWY K.
- PLUTO - TWY K - Left on TWY A - Left on Link 21.
- TWY K - PLUTO - Right onto Link 21.
- TWY A - Right on TWY F - Right on TWY B.
- Eastbound on TWY S - turning Right onto Link 41.

1.6.1.2. TWY B EAST OF LINK 32 TO TWY Q

MAX wingspan 157'/48m.

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

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

1.6.1.4. HOLDING IN LINK 27 and LINK 28

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

1.6.1.5. CODE E TWY - TWY SEPARATION

Separation of 262'/80m is not met as follows: TWYs A and B between TWY H and TWY K, and TWY F and TWY R is 249'/76m.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

1. GENERAL

1.6.1.6. CODE E TWY TO STAND, OR TWY TO OBJECT SEPARATION

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

Minimum clearance is 139'/42.5m.
TWY B from TWY F to TWY R, and TWY F to TWY K.
All of TWY F.
TWY E from TWY G to TWY B North.
TWY S from reporting point SY6 East to TWY W and South ABEAM stand RS1/2.

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

1.6.1.7. RWY STOP BARS

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

1.6.1.8. TWY GREEN CENTERLINE LIGHTS

The TWY green centerline lights have some omni-directional green light fittings to assist ATC controllers.

1.7. PARKING INFORMATION

All stands except 170, 171, 192 thru 192R, 209L, 212L, 212R, 350, 354, 365, 463, 542, 543, 553, 566, 590L, 590R and 594 thru 616 equipped with stand entry guidance system.

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

A318, A319, B737-500 and B737-600 ACFT using stands 102, 103, 105, 109, 114, 116, 118, 120, 202 thru 204, 206, 208, 211, 213 and 310 must have the port engine fully shut down before entering stands.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

and thereafter 160 KT to D4.0.
These speeds are applied for ATC separation purposes and are mandatory.
In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots shall continue to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds can be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

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

2.2. NOISE ABATEMENT PROCEDURES

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

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

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

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

2. ARRIVAL

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

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

2.4.2. RWY VACATION GUIDELINES

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

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

2.5. OTHER INFORMATION

2.5.1. GENERAL

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

2.5.2 'LAND AFTER' PROCEDURE

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

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

2.5.3. SPECIAL LANDING PROCEDURES

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

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

2. ARRIVAL

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

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

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

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

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. START-UP

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

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

3.1.2. PUSH-BACK

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

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

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

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless otherwise authorized.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

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

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

3. DEPARTURE

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

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

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

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

ACFT movements will score against the quota as follows:

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

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

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

In the event that the ACFT Certification Department is uncontactable, the Heathrow Flight Evaluation Office may be contacted during normal working hours on Heathrow +44 (0) 20 8757 0340.

CHANGES: Noise quota system.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

3. DEPARTURE

3.4. RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

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

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

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

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

3.4.2. RWY HOLDING AREAS

In good visibility an ATIS message will remind pilots that they remain responsible for wing tip clearance.
In promulgated holding areas, flight crew will be expected to follow conditional line-up clearances to maximize RWY utilization, which may entail overtaking and passing other ACFT in the holding areas. It is stressed that during these manoeuvres, avoidance of other ACFT is the responsibility of the flight crew involved. If doubt exists as to whether other ACFT can be overtaken then ATC must be informed that the conditional clearance that has been received cannot be complied with.

At NIGHT, selectable reds and greens are used in the RWY 27L and 27R holding areas.

CHANGES: New page.

1. GENERAL

1.1. ATIS

* D-ATIS Arrival 113.75 115.1 128.07
* D-ATIS Departure 121.85

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. PREFERENTIAL RUNWAY SYSTEM

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

1.2.5. CONTROL OF GROUND NOISE AT TERMINAL 4

- Running of engines prohibited, other than taxiing to, from or onto stands 404 thru 412, between 2330-0630LT.
- Taxiing to or from Terminal 4 between 2300-0700LT is prohibited on TWY S West of Apron V or thru Link A to SB1 and reverse.
  In addition no ACFT is permitted to taxi to or from stands on Apron V or stands 401 thru 403 and 461 thru 463.
- Except on stands 404 thru 412 no APUs may be operated between 2330-0630LT.
- Other than routine servicing of ACFT on turnaround, no maintenance work which involves running of engines is permitted on Terminal site at any time.

1.2.6. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take-off or land between 2330-0600LT.
Any ACFT which has a noise classification greater than 98.9 EPNdB may not
- be scheduled to take-off or land between 2300-0700LT,
- take-off between 2300-0700LT, except between 2300-2330LT when
  - it was scheduled to take-off prior to 2300LT,
  - take-off was delayed for reasons beyond control of the ACFT operator,
  - APT authority has not given notice to the ACFT operator precluding take-off.

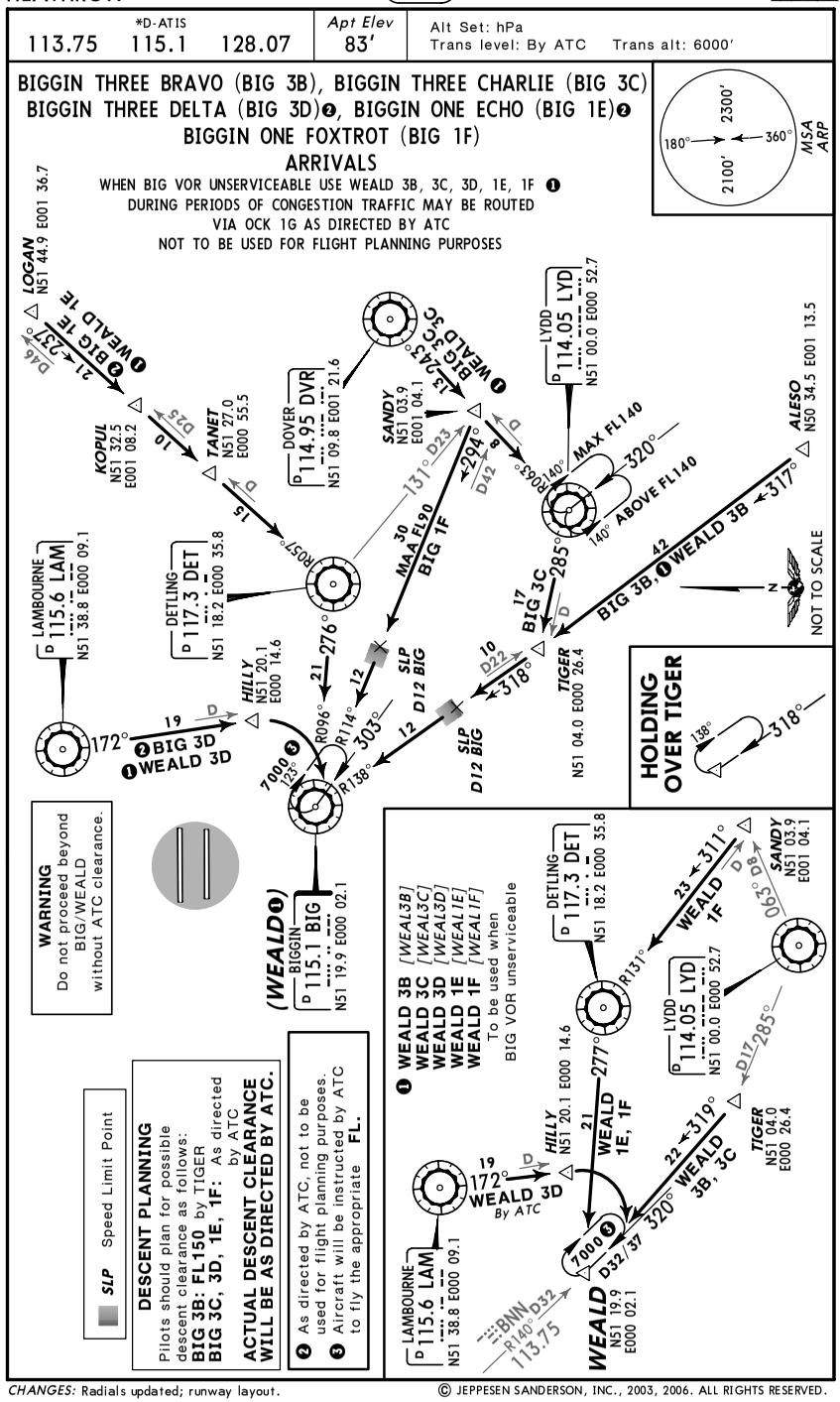
Any ACFT may not take-off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.
None of the provisions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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.



EGLL/LHR
HEATHROW

JEPPESEN
3 NOV 06 (10-2A)

LONDON, UK
STAR

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

BOVINGDON THREE ALFA (BNN 3A)
BOVINGDON ONE CHARLIE (BNN 1C)
BOVINGDON ONE DELTA (BNN 1D) ❷
BOVINGDON ONE ECHO (BNN 1E) ❷
ARRIVALS

WHEN BNN VOR UNSERVICEABLE USE
❶ BOVVA 3A, 1C, 1D, 1E

MSA ARP
180° 2100′ 2300′ 360°

NOT TO SCALE

WARNING
Do not proceed beyond BNN/BOVVA without ATC clearance.

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BNN 3A: FL200 by TOBID,
FL150 by SOPIT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SLP Speed Limit Point

RL 10 FL90
BN 615 FL90
MAA FL140
BELOW FL200
MHA FL200 By ATC
149° 329°
AT FL170 A 47
TOBID N52 13.0 W001 28.0
11 145° D
HONILEY D 113.65 HON N52 21.4 W001 39.8
151° 331°
DAVENTRY D 116.4 DTY N52 10.8 W001 06.8
168°
❶ BNN 3A BOVVA 3A 21
❶ BNN 1C BOVVA 1C 20
D32
WESTCOTT 335 WCO N51 51.2 W000 57.8 SLP
SOPIT N51 57.5 W001 06.4
8
119° 17
(BOVVA❶)
BOVINGDON D 113.75 BNN N51 43.6 W000 33.0
LAMBOURNE D 115.6 LAM N51 38.8 E000 09.1
R299° 119°
DONNA N51 42.0 W000 44.6 (LAM D33)
R253° 289° 7000 ❸
33 278°
❷ BNN 1E ❶ BOVVA 1E
12
SLP D12 BNN
24
❷ BNN 1D ❶ BOVVA 1D
KENET N51 31.2 W001 27.3 073°

❶ BOVVA 3A *[BOVA3A]*
BOVVA 1C *[BOVA1C]*
BOVVA 1D *[BOVA1D]*
BOVVA 1E *[BOVA1E]*
To be used when BNN VOR unserviceable

WESTCOTT 335 WCO N51 51.2 W000 57.8
119° 17 BOVVA 3A, 1C
140° D32/37 7000 ❸
BOVVA N51 43.6 W000 33.0
LAMBOURNE D 115.6 LAM N51 38.8 E000 09.1
DONNA N51 42.0 W000 44.6
D
33 BOVVA 1E 278°
D32 R320° By ATC
36 073° BOVVA 1D By ATC
KENET N51 31.2 W001 27.3
BIGGIN D 115.1 BIG N51 19.9 E000 02.1

HOLDINGS OVER WCO

010° 190° MAX FL150

By ATC
155° MHA FL160
BNN 27 DME 335°
Do not exceed BNN 27 DME

CHANGES: Runway layout.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGLL/LHR
HEATHROW

JEPPESEN
3 NOV 06 (10-2B)

LONDON, UK
STAR

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

LAMBOURNE THREE ALFA (LAM 3A)
ARRIVAL

WHEN LAM VOR UNSERVICEABLE USE TAWNY 3A ❶
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

MSA ARP
180° 2100′ 2300′ 360°

NOT TO SCALE

WARNING
Do not proceed beyond LAM without ATC clearance.

SLP Speed Limit Point

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL250 by LOGAN (Aircraft Flight Planned at or above FL300 and all aircraft via airway UP 7);
FL220 by LOGAN (Aircraft Flight Planned at or below FL290);
FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

LOGAN N51 44.9 E001 36.7
By ATC 291° D18/25
R111° D18
266° D55
20
LAM 3A
❶ TAWNY 3A
EG(D)-138B
EG(D)-138A
CLACTON D 114.55 CLN N51 50.9 E001 08.9
198° D8
5
TRIPO N51 42.8 E001 05.0
D35 By ATC MAX FL170
SABER N51 47.2 E000 57.0
10 D30
BRASO N51 41.1 E000 41.0
By ATC MHA FL180 MAX FL240
100° D30
8
SLP D12 LAM
12
R086° 7000 ❸
BROOKMANS PARK D 117.5 BPK N51 45.0 W000 06.4
(TAWNY❷)
LAMBOURNE D 115.6 LAM N51 38.8 E000 09.1

❶ TAWNY 3A *[TAWN3A]*
To be used when LAM VOR unserviceable

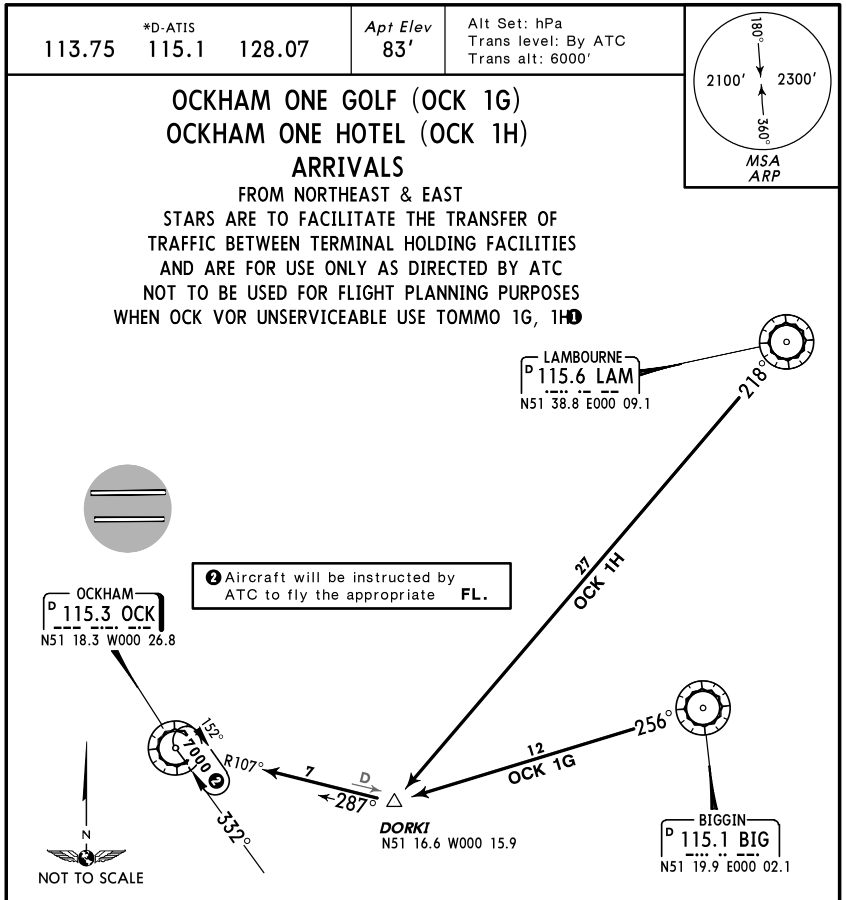
BRASO N51 41.1 E000 41.0
By ATC 280° MHA FL180 MAX FL240
266° D30
20
250° D25 7000 ❸ By ATC
R100°
R070° D25
TAWNY N51 38.8 E000 09.1
BROOKMANS PARK D 117.5 BPK N51 45.0 W000 06.4
LONDON D 113.6 LON N51 29.2 W000 28.0

CHANGES: Radials updated; runway layout.

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

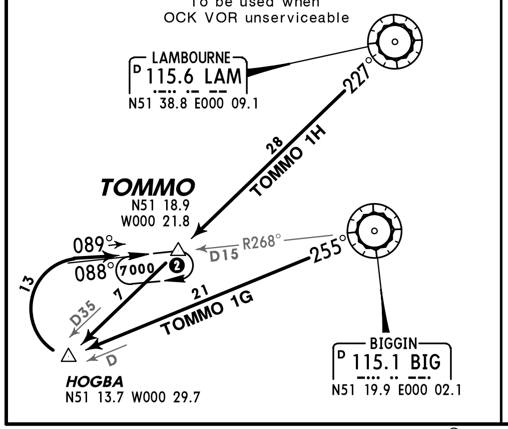
OCKHAM ONE GOLF (OCK 1G)
OCKHAM ONE HOTEL (OCK 1H)
ARRIVALS

FROM NORTHEAST & EAST
STARS ARE TO FACILITATE THE TRANSFER OF TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
WHEN OCK VOR UNSERVICEABLE USE TOMMO 1G, 1H ❶



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

❶ **TOMMO 1G** *[TOMO1G]*
TOMMO 1H *[TOMO1H]*
To be used when OCK VOR unserviceable



WARNING
Do not proceed beyond OCK/TOMMO without ATC clearance.

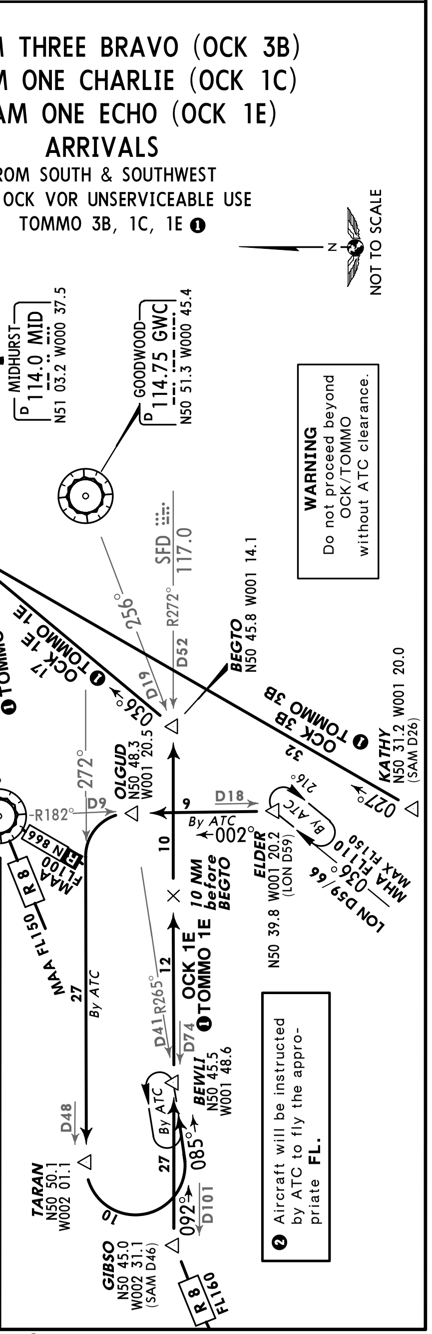
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 1G: FL150 by TIGER;
OCK 1H: FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: Radials updated; runway layout.

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

OCKHAM THREE BRAVO (OCK 3B)
OCKHAM ONE CHARLIE (OCK 1C)
OCKHAM ONE ECHO (OCK 1E)
ARRIVALS

FROM SOUTH & SOUTHWEST
WHEN OCK VOR UNSERVICEABLE USE
TOMMO 3B, 1C, 1E ❶

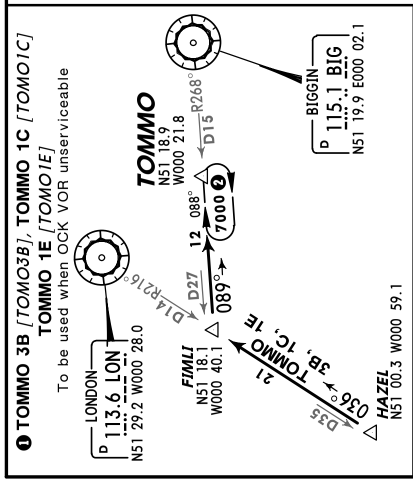

180°
360°
2100′
2300′
MSA ARP
LONDON
D 113.6 LON
N51 29.2 W000 28.0
OCKHAM
D 115.3 OCK
N51 18.3 W000 26.8
152°
7000 ❷
332°
R231°
12
SLP
D12 OCK
15
OCK 3B, 1C, 1E
051°
R261°
D14
D35
R216°
HAZEL
N51 00.3
W000 59.1
MIDHURST
D 114.0 MID
N51 03.2 W000 37.5
GOODWOOD
D 114.75 GWC
N50 51.3 W000 45.4
SFD
117.0
R272°
D52
256°
D19
036°
17
OCK 1E
❶ TOMMO 1E
14
OCK 1C
❶ TOMMO 1C
081°
SOUTHAMPTON
D 113.35 SAM
N50 57.3 W001 20.7
BEGTO
N50 45.8 W001 14.1
32
OCK 3B
❶ TOMMO 3B
027°
KATHY
N50 31.2 W001 20.0
(SAM D26)
OLGUD
N50 48.3
W001 20.5
D9
272°
R182°
9
D18
By ATC
002°
216°
ELDER
N50 39.8 W001 20.2
(LON D59)
LON D59/66
036°
MHA FL110
MAX FL150
10
10 NM before BEGTO
12
OCK 1E
❶ TOMMO 1E
D41
R265°
D74
BEWLI
N50 45.5
W001 48.6
By ATC
085°
27
By ATC
MAA FL150
R 8
MAA FL100
R 8
D48
TARAN
N50 50.1
W002 01.1
10
27
092°
D101
GIBSO
N50 45.0
W002 31.1
(SAM D46)
R 8
FL160
NOT TO SCALE

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 3B, 1C: FL130 by HAZEL,
OCK 1E: FL180 10 NM before BEGTO,
FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond OCK/TOMMO without ATC clearance.

❶ **TOMMO 3B** *[TOMO3B]*, **TOMMO 1C** *[TOMO1C]*
TOMMO 1E *[TOMO1E]*
To be used when OCK VOR unserviceable



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

CHANGES: None.

EGLL/LHR
HEATHROW

JEPPESEN
23 JUN 06 (10-2E) Eff 6 Jul

LONDON, UK
STAR

*D-ATIS
113.75 115.1 128.07

Apt Elev
83'

Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'

MSA
ARP

OCKHAM ONE ALFA (OCK 1A)
OCKHAM ONE DELTA (OCK 1D)
OCKHAM ONE FOXTROT (OCK 1F)
ARRIVALS
FROM WEST & NORTHWEST
WHEN OCK VOR UNSERVICEABLE USE
TOMMO 1A, 1D, 1F ❶

HONILEY
D 113.65 HON
N52 21.4 W001 39.8

COMPTON
D 114.35 CPT
N51 29.5 W001 13.2

WOODLEY
352 WOD
N51 27.2 W000 52.7

LONDON
D 113.6 LON
N51 29.2 W000 28.0

OCKHAM
D 115.3 OCK
N51 18.3 W000 26.8

KENET
N51 31.2
W001 27.3

OKESI
N51 26.6 W002 03.7

NIGIT
N51 18.8
W001 10.3

NOT TO SCALE

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

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

WARNING
Do not proceed beyond OCK/TOMMO without ATC clearance.

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

❶ **TOMMO 1A** *[TOMO1A]*, **TOMMO 1D** *[TOMO1D]*
TOMMO 1F *[TOMO1F]*
To be used when OCK VOR unserviceable.

TOMMO
N51 18.9
W000 21.8

BIG
115.1

CHANGES: Ballnote 3 revised.

EGLL/LHR
HEATHROW

JEPPESEN
18 NOV 05 (10-2F) Eff 24 Nov

LONDON, UK
INITIAL APPROACH

*ATIS
113.75
115.1
128.07

Apt Elev
83'

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

MSA
ARP

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

(IAF) BIGGIN
D 115.1 BIG
N51 19.9 E000 02.1

D10 ILL — At 3000' Descend to 2500'
D10 IRR — At 3000' Descend to 2500'
D10 IBB — At 3000' Descend to 2500'
D10 IAA — At 3000' Descend to 2500'

(FAF) D7.5 IRR — At 2500'
(FAF) D7.5 ILL — At 2500'
(FAF) D7.5 IAA — At 2500'
(FAF) D7.5 IBB — At 2500'

At or above 3500' Descend to 3000'
At or above 6000' Descend to 3500'
At MNM HLDG LVL Descend to at or above 6000'

D9 BIG
N51 20.3 W000 12.2
MAX 180 KT

D26 BIG
D29 BIG
N51 22.2 W000 44.0
At or above 6000' Descend to at or above 3500'

D35 GWC
N51 26.3 W000 47.4
At or above 3500' Descend to 3000'

GOODWOOD
D 114.75 GWC
N50 51.3 W000 45.4

ILS DME *110.3 IRR
ILS DME *109.5 ILL
ILS DME *110.3 IAA
ILS DME *109.5 IBB

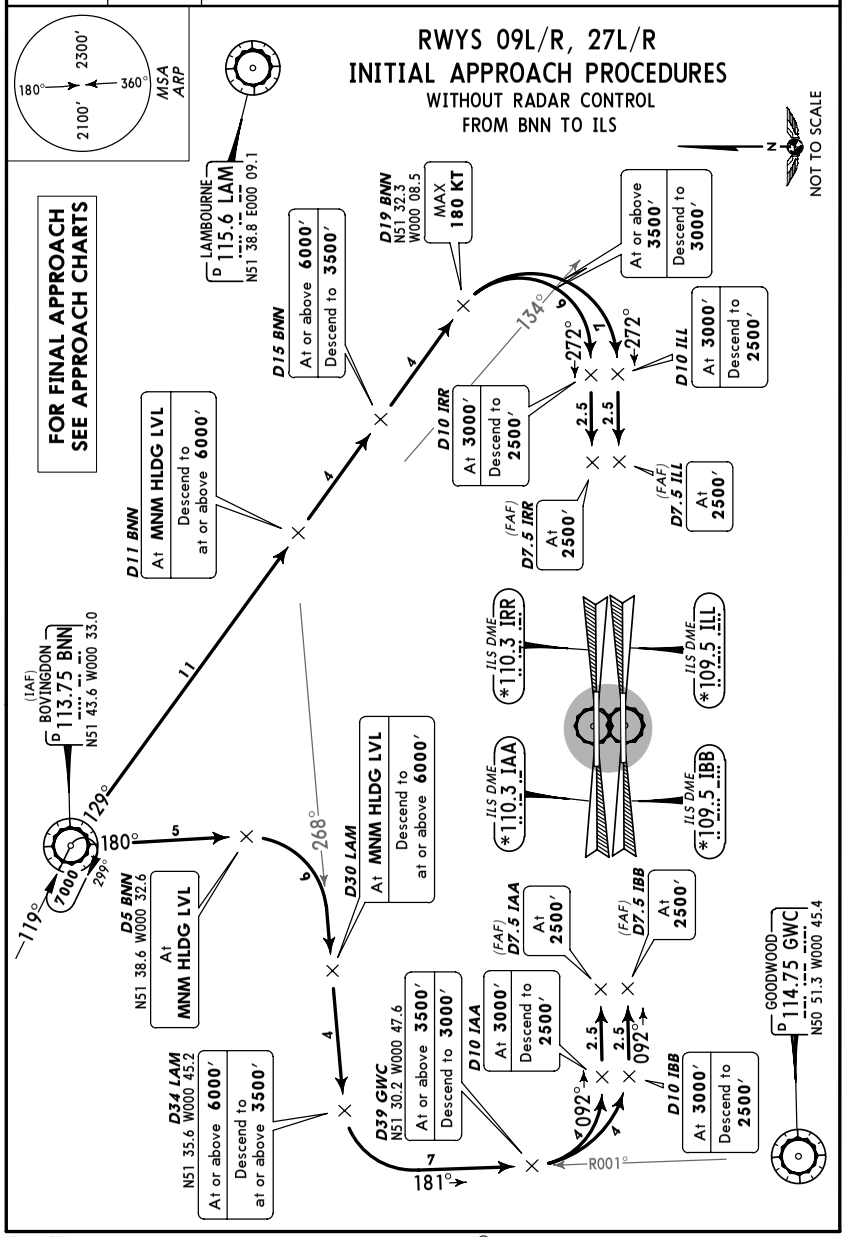
FOR FINAL APPROACH SEE APPROACH CHARTS

NOT TO SCALE

CHANGES: New chart.

*ATIS	Apt Elev
113.75 115.1 128.07	83′

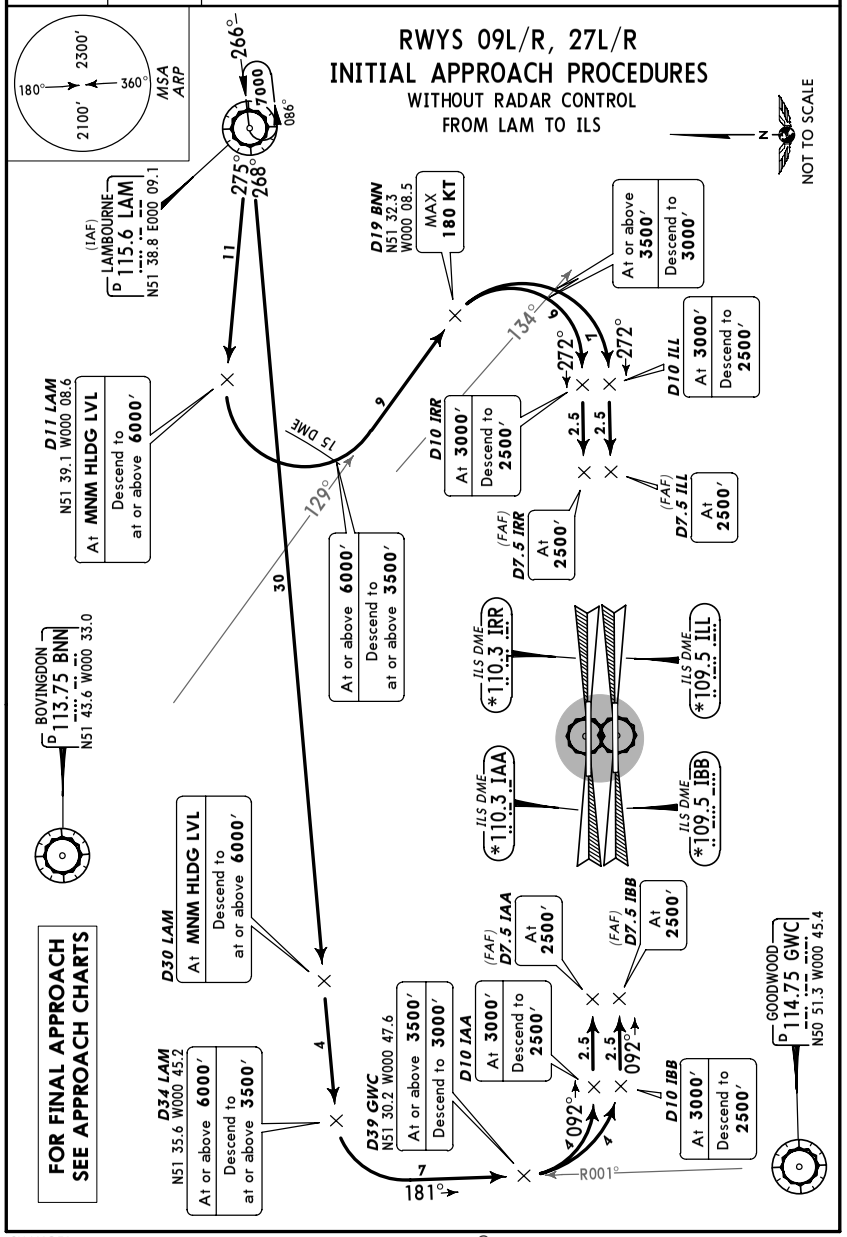
Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level Equivalent of 7000′) is above TA and will be allocated by ATC. **2.** Initial approach procedures are designed for manoeuvring speeds up to 220 KT TAS and assume acft can maintain a descent gradient of approximately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



Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

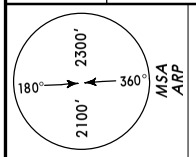
*ATIS	Apt Elev
113.75 115.1 128.07	83′

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

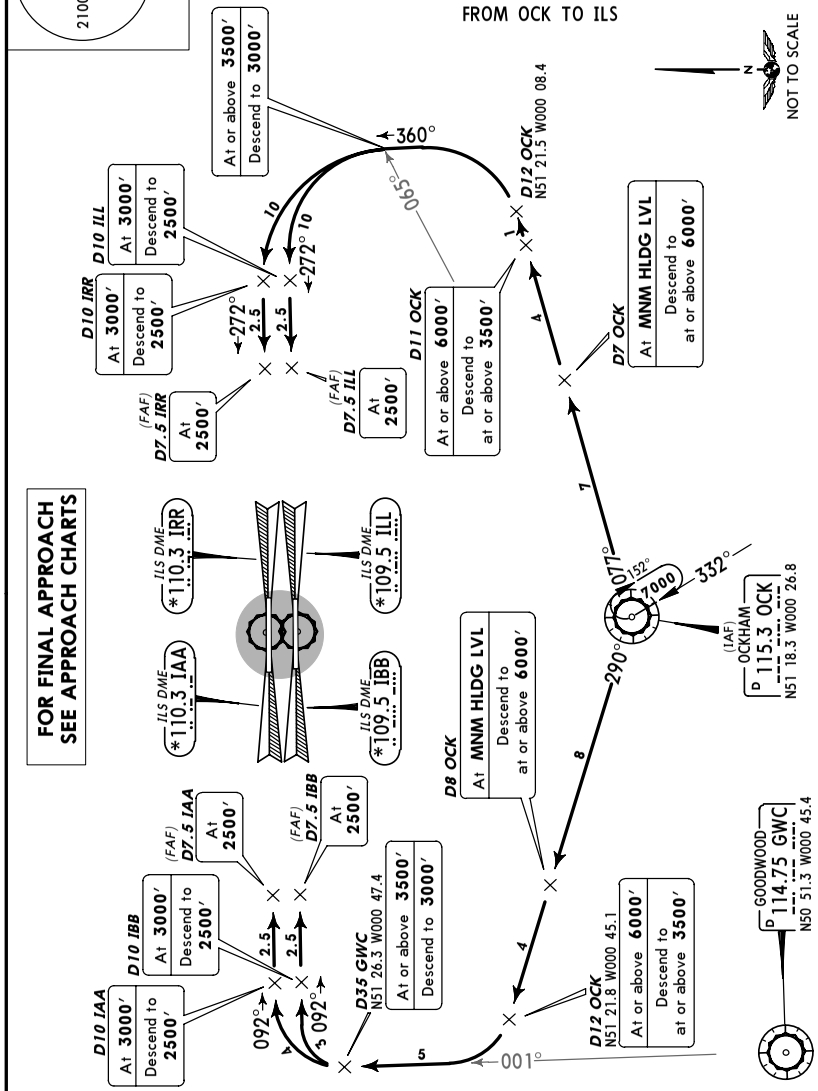


*ATIS	Apt Elev
113.75 115.1 128.07	83′

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



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

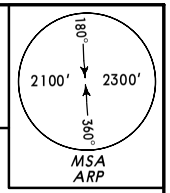


CHANGES: Holding over OCK.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LONDON Control	Apt Elev
118.82	83′

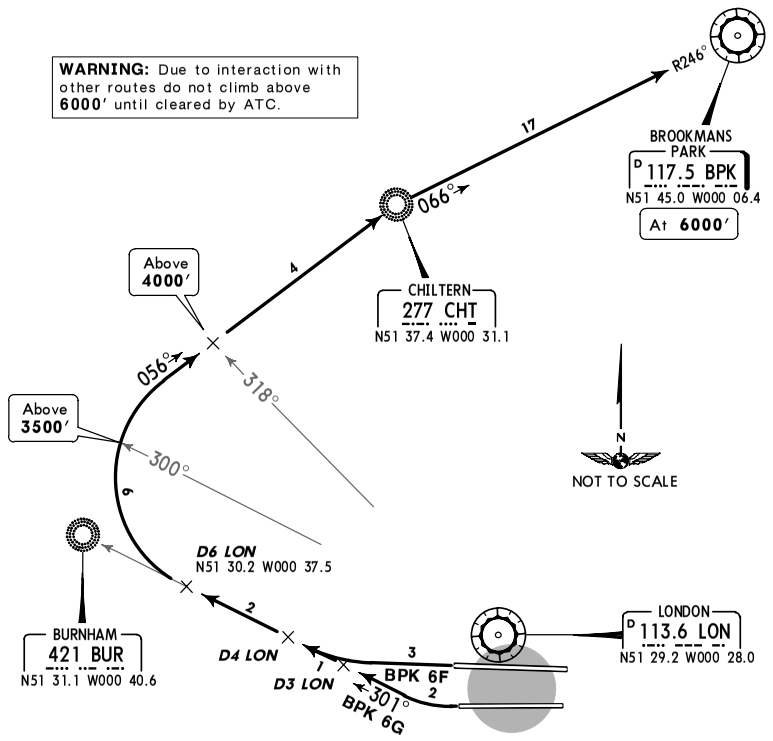
Trans level: By ATC Trans alt: 6000′
1. SIDs include noise preferential routes (refer to 10-4B). **2.** Initial climb straight ahead to 590′. **3.** Cruising levels will be issued after take-off by LONDON Control. **4.** Do not climb above SID levels until instructed by ATC.



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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

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



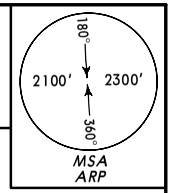
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′**.

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

SID	RWY	ROUTING
BPK 6F	27R	Straight ahead, intercept 301° bearing towards BUR by D4 LON to D6 LON, turn RIGHT, intercept 056° bearing to CHT, turn RIGHT, intercept BPK R-246 inbound to BPK.
BPK 6G	27L	Straight ahead, intercept 301° bearing towards BUR by D3 LON to D6 LON, turn RIGHT, intercept 056° bearing to CHT, turn RIGHT, intercept BPK R-246 inbound to BPK.

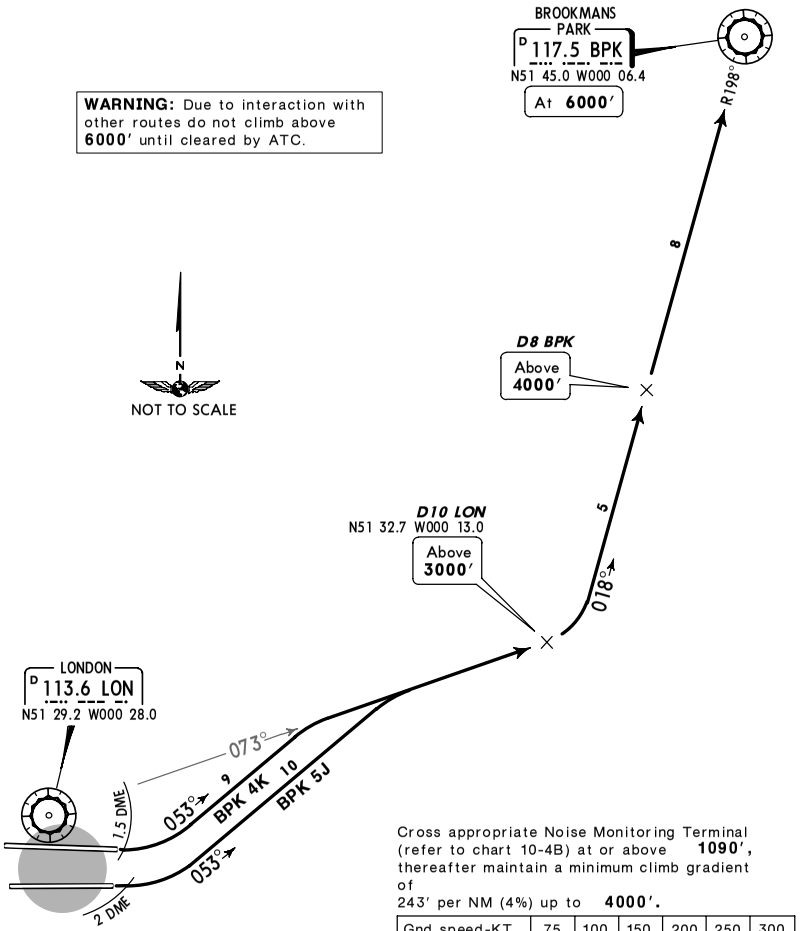
CHANGES: RWY 23 withdrawn.

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



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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

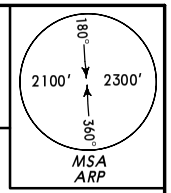
Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
BPK 5J	09R	Straight ahead, at LON 2 DME turn LEFT, 053° track, intercept LON R-073 to D10 LON, turn LEFT, intercept BPK R-198 inbound to BPK.
BPK 4K	09L	Straight ahead, at LON 1.5 DME turn LEFT, 053° track, intercept LON R-073 to D10 LON, turn LEFT, intercept BPK R-198 inbound to BPK.

CHANGES: RWY 23 withdrawn.

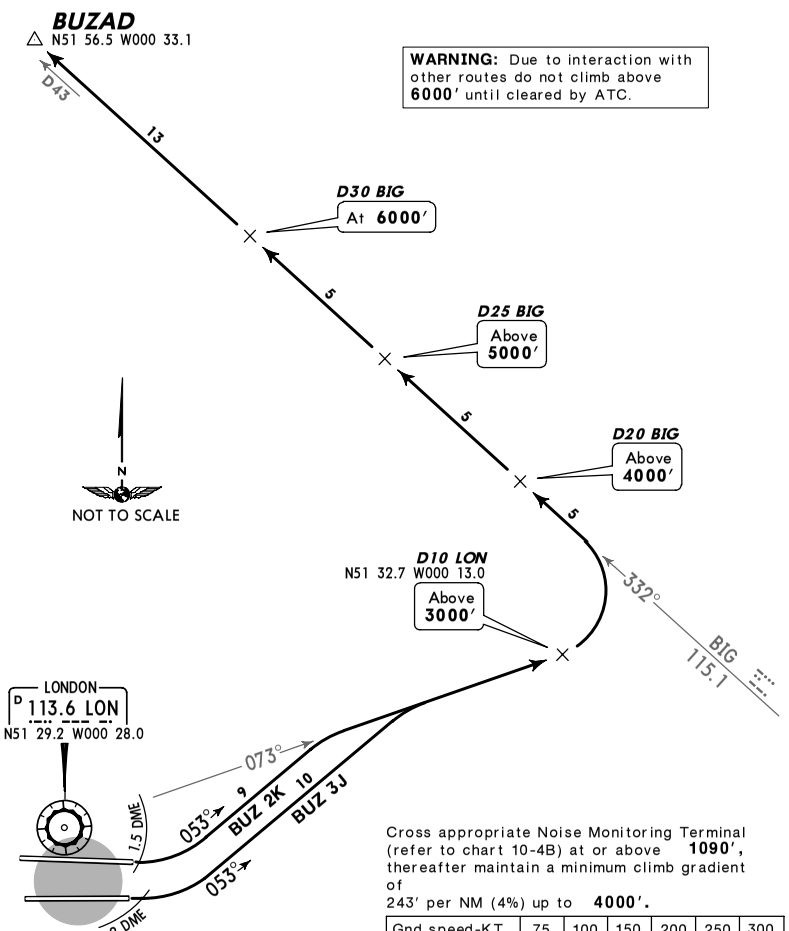
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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



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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

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

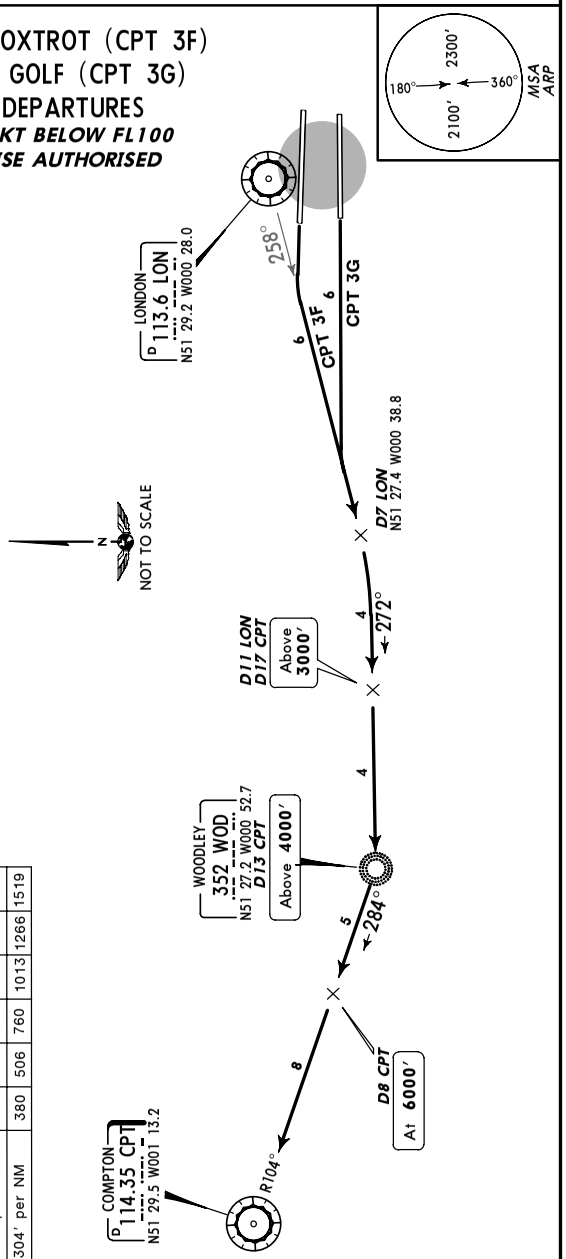
SID	RWY	ROUTING
BUZ 3J	09R	Straight ahead, at LON 2 DME turn LEFT, 053° track, intercept LON R-073 to D10 LON, turn LEFT, intercept BIG R-332 to BUZAD.
BUZ 2K	09L	Straight ahead, at LON 1.5 DME turn LEFT, 053° track, intercept LON R-073 to D10 LON, turn LEFT, intercept BIG R-332 to BUZAD.

CHANGES: RWY 23 withdrawn.

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

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING
CPT 3F	27R	Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, intercept 272° bearing to WOD (D13 CPT), then to CPT.
CPT 3G	27L	

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

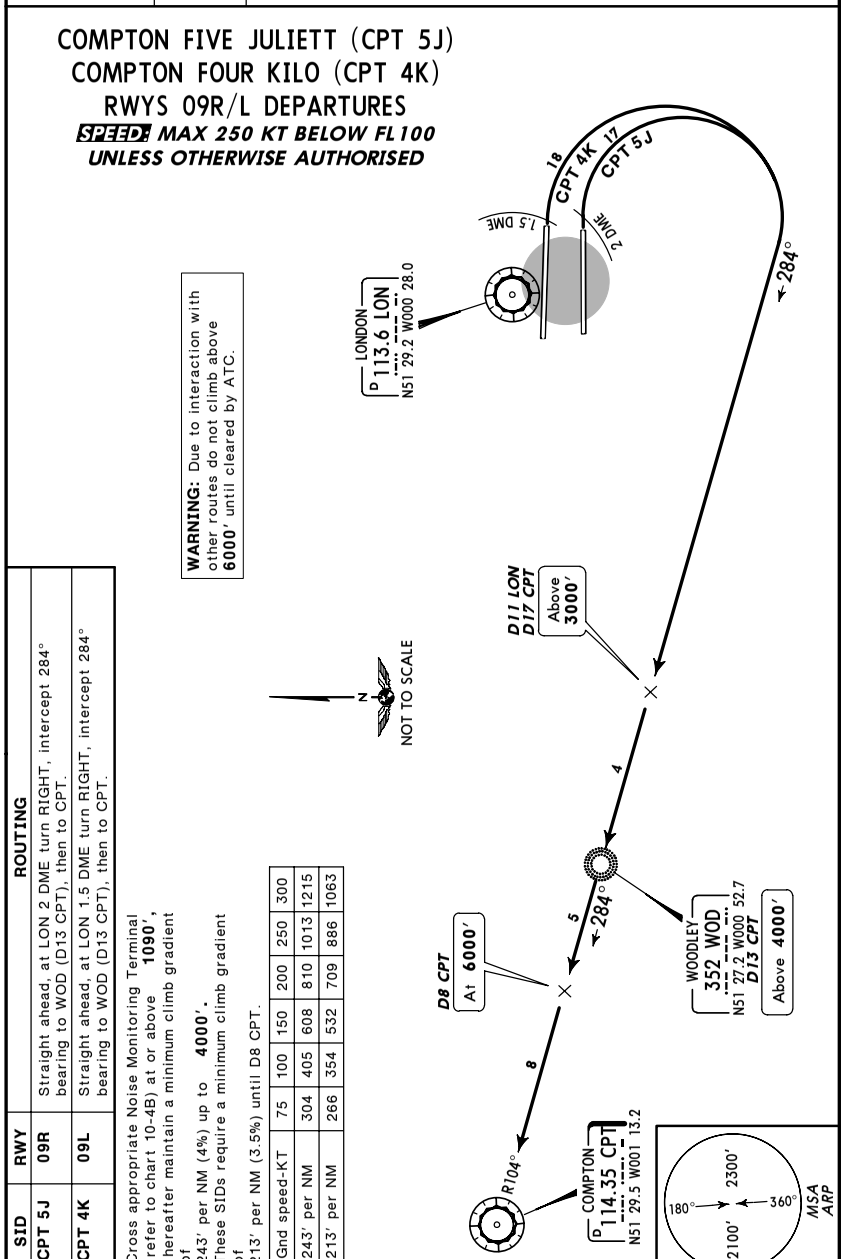
Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
304′ per NM	380	506	760	1013	1266	1519

CHANGES: RWY 23 withdrawn.

HEATHROW Director	Apt Elev	
134.97	83′	Trans level: By ATC Trans alt: 6000′ **1.** SIDs include noise preferential routes (refer to 10-4B). **2.** Initial climb straight ahead to 590′. **3.** Cruising levels will be issued after take-off by LONDON Control. **4.** Do not climb above SID levels until instructed by ATC.

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



SID	RWY	ROUTING
CPT 5J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept 284° bearing to WOD (D13 CPT), then to CPT.
CPT 4K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept 284° bearing to WOD (D13 CPT), then to CPT.

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

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

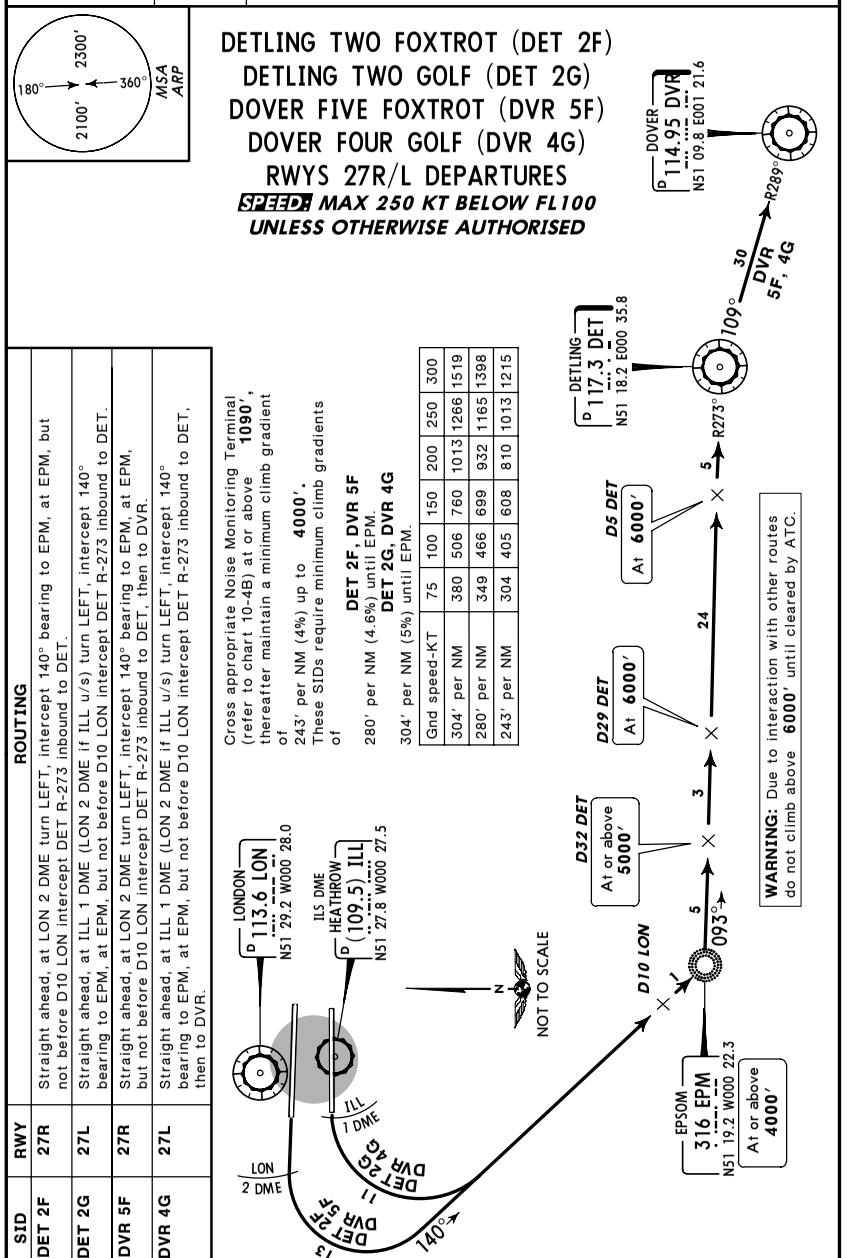
CHANGES: RWY 23 withdrawn.

LONDON Control	Apt Elev	
120.52	83′	Trans level: By ATC Trans alt: 6000′ **1.** SIDs include noise preferential routes (refer to 10-4B). **2.** Initial climb straight ahead to 590′. **3.** Cruising levels will be issued after take-off by LONDON Control. **4.** Do not climb above SID levels until instructed by ATC.

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED

SID	RWY	ROUTING
DET 2F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 140° bearing to EPM, at EPM, but not before D10 LON intercept DET R-273 inbound to DET.
DET 2G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 140° bearing to EPM, at EPM, but not before D10 LON intercept DET R-273 inbound to DET.
DVR 5F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 140° bearing to EPM, at EPM, but not before D10 LON intercept DET R-273 inbound to DET, then to DVR.
DVR 4G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 140° bearing to EPM, at EPM, but not before D10 LON intercept DET R-273 inbound to DET, then to DVR.



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above **1090′**, thereafter maintain a minimum climb gradient of
243′ per NM (4%) up to **4000′**.
These SIDs require minimum climb gradients of
DET 2F, DVR 5F
280′ per NM (4.6%) until EPM.
DET 2G, DVR 4G
304′ per NM (5%) until EPM.

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

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

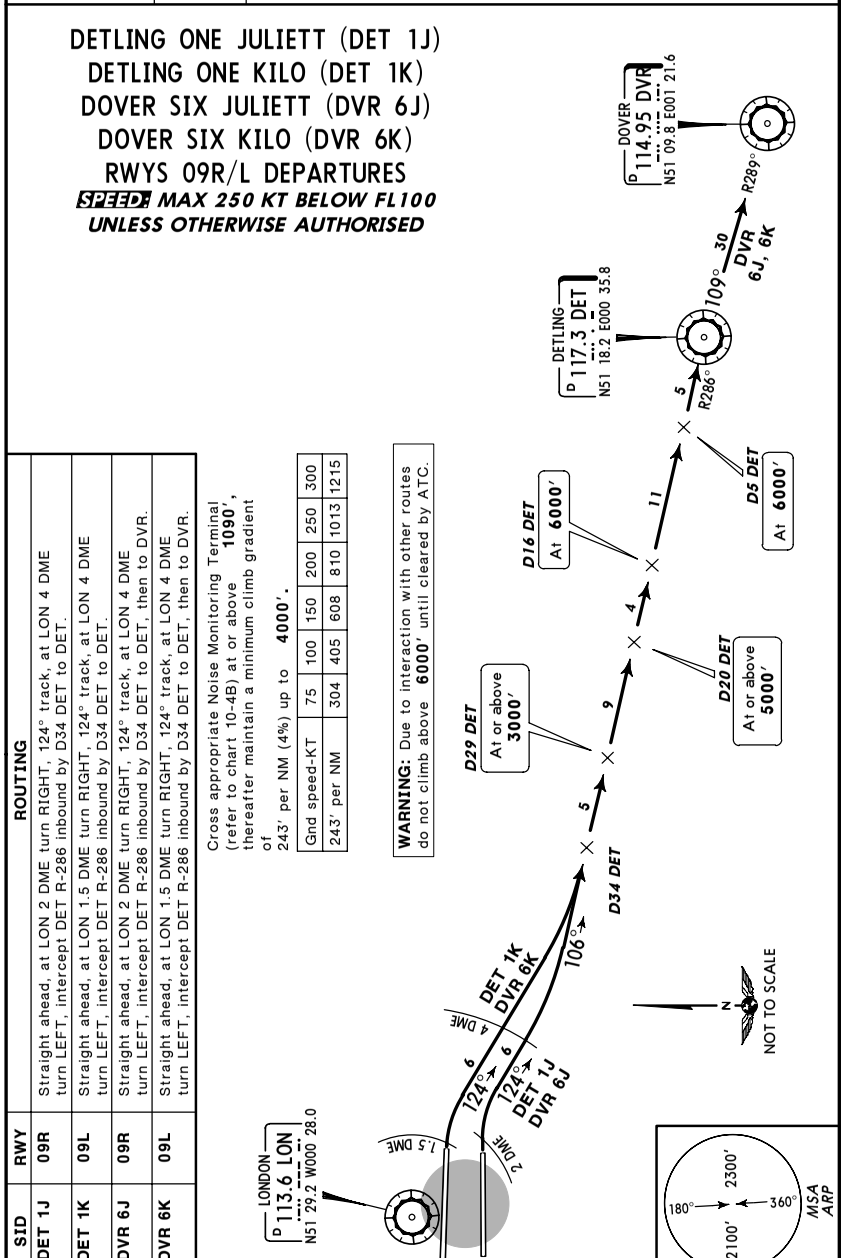
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LONDON Control	Apt Elev	
120.52	83′	Trans level: By ATC Trans alt: 6000′ **1.** SIDs include noise preferential routes (refer to 10-4B). **2.** Initial climb straight ahead to 590′. **3.** Cruising levels will be issued after take-off by LONDON Control. **4.** Do not climb above SID levels until instructed by ATC.

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED

SID	RWY	ROUTING
DET 1J	09R	Straight ahead, at LON 2 DME turn RIGHT, 124° track, at LON 4 DME turn LEFT, intercept DET R-286 inbound by D34 DET to DET.
DET 1K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 124° track, at LON 4 DME turn LEFT, intercept DET R-286 inbound by D34 DET to DET.
DVR 6J	09R	Straight ahead, at LON 2 DME turn RIGHT, 124° track, at LON 4 DME turn LEFT, intercept DET R-286 inbound by D34 DET to DET, then to DVR.
DVR 6K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 124° track, at LON 4 DME turn LEFT, intercept DET R-286 inbound by D34 DET to DET, then to DVR.

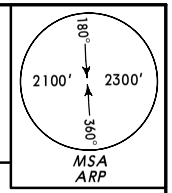


Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above **1090′**, thereafter maintain a minimum climb gradient of
243′ per NM (4%) up to **4000′**.

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

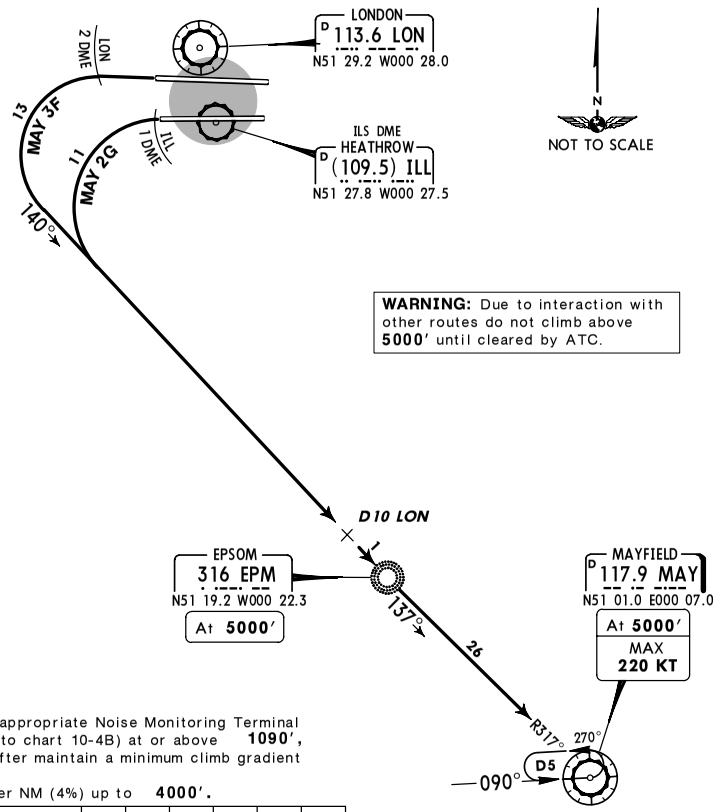
WARNING: Due to interaction with other routes do not climb above **6000′** until cleared by ATC.

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



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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

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

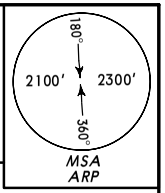
Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
MAY 3F	**27R**	Straight ahead, at LON 2 DME turn LEFT, intercept 140° bearing to EPM, at EPM, but not before D10 LON intercept MAY R-317 inbound to MAY.
MAY 2G	**27L**	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 140° bearing to EPM, at EPM, but not before D10 LON intercept MAY R-317 inbound to MAY.

CHANGES: RWY 23 withdrawn.

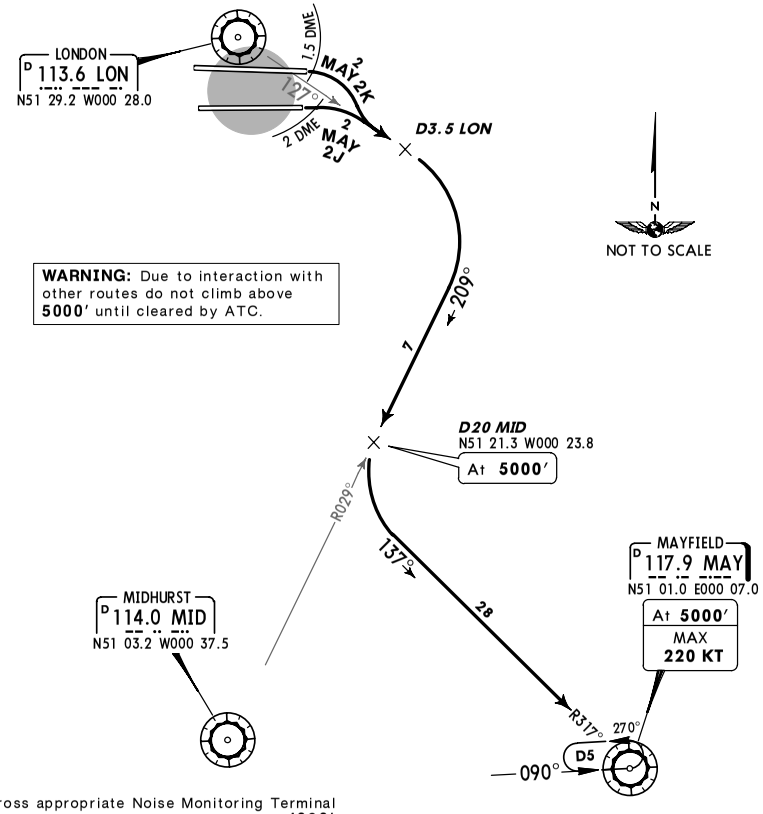
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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



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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

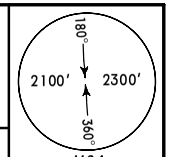
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′**.

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

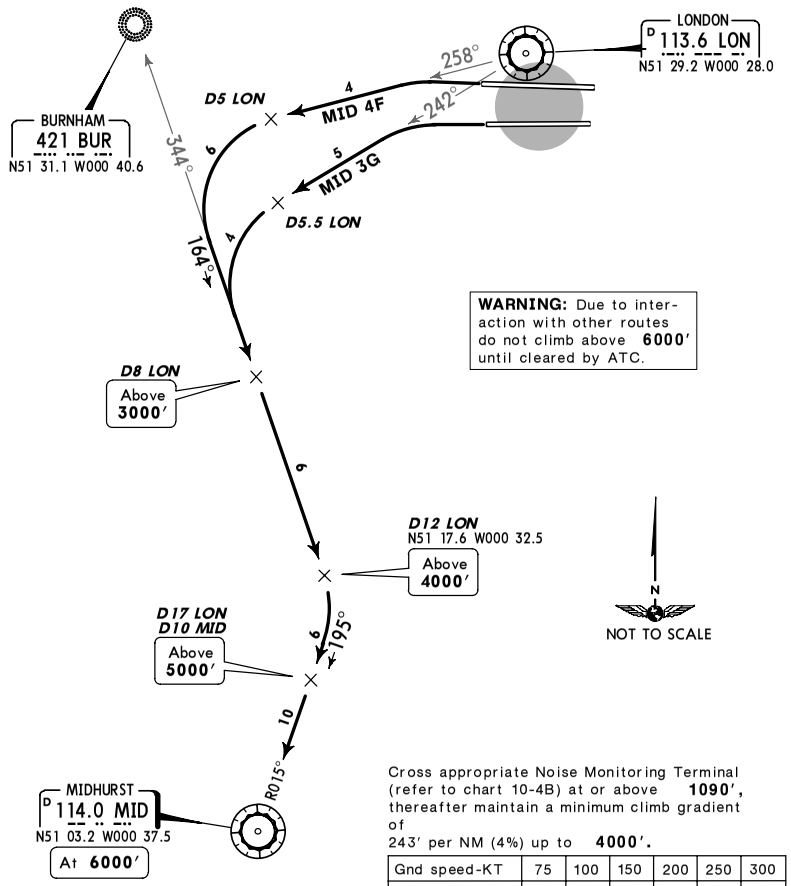
SID	RWY	ROUTING
MAY 2J	**09R**	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound to D20 MID, turn LEFT, intercept MAY R-317 inbound to MAY.
MAY 2K	**09L**	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT,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

CHANGES: RWY 23 withdrawn.

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



MIDHURST FOUR FOXTROT (MID 4F)
MIDHURST THREE GOLF (MID 3G)
RWYS 27R/L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



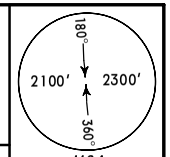
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′.**

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

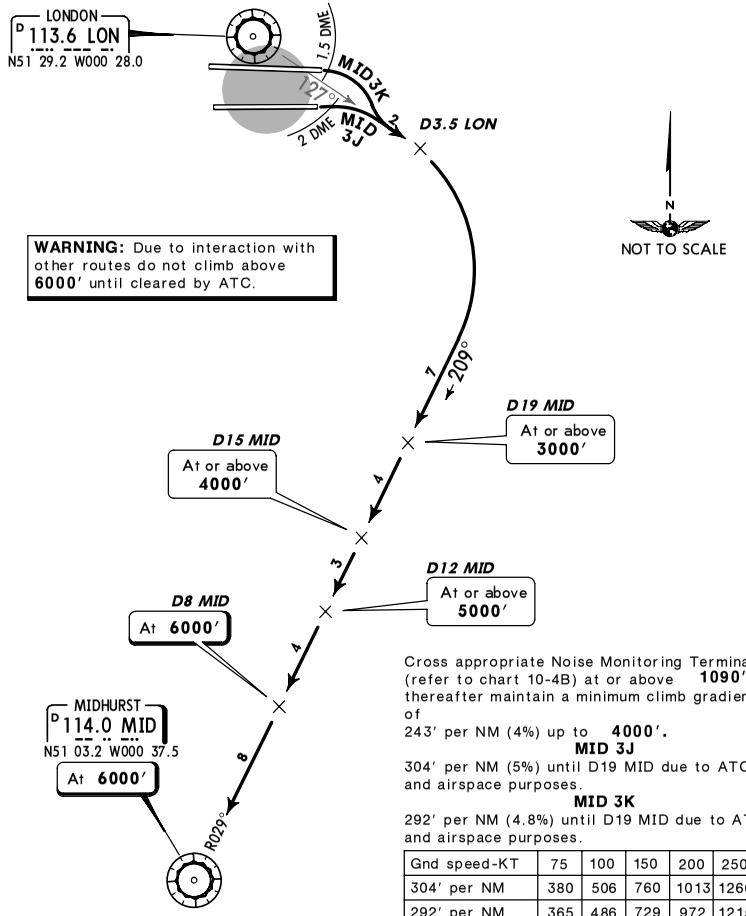
SID	RWY	ROUTING
MID 4F	27R	Straight ahead, intercept LON R-258 to D5 LON, turn LEFT, intercept 164° bearing from BUR to D12 LON, turn RIGHT, intercept MID R-015 inbound to MID.
MID 3G	27L	Straight ahead, intercept LON R-242 to D5.5 LON, turn LEFT, intercept 164° bearing from BUR to D12 LON, turn RIGHT, intercept MID R-015 inbound to MID.

CHANGES: RWY 23 withdrawn.

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



MIDHURST THREE JULIETT (MID 3J)
MIDHURST THREE KILO (MID 3K)
RWYS 09R/L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

MID 3J

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

MID 3K

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

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

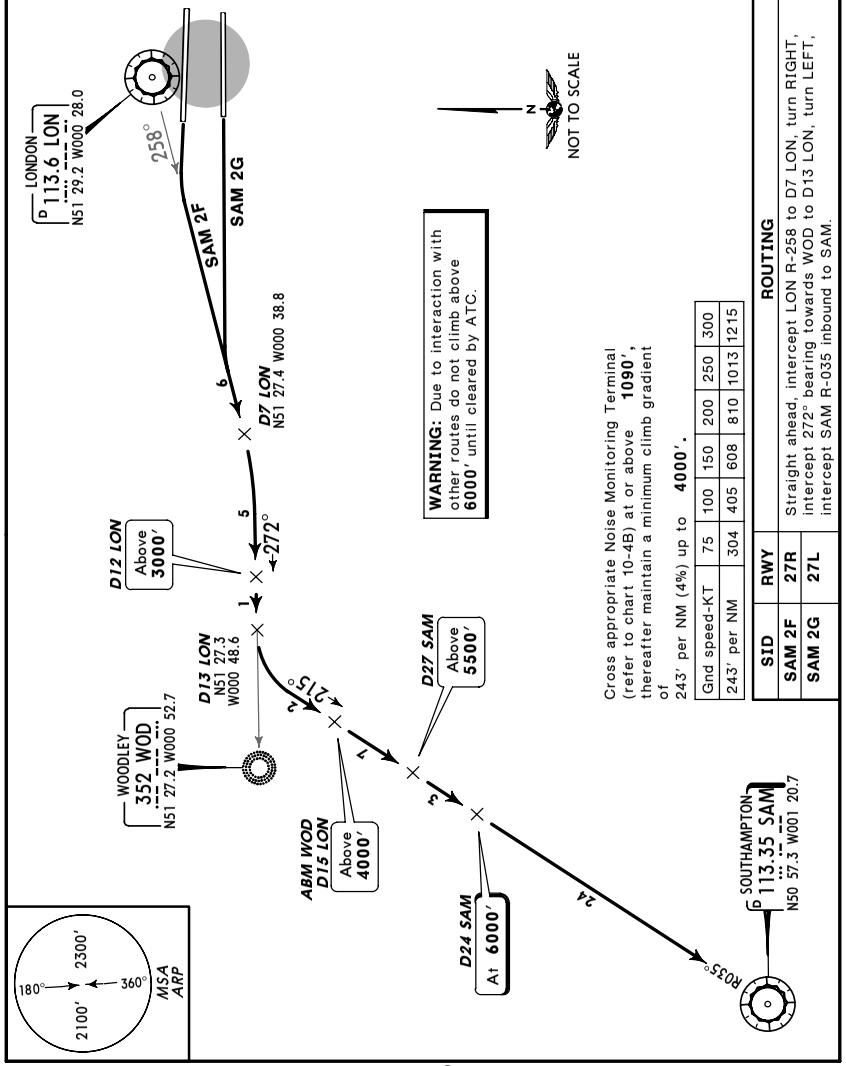
SID	RWY	ROUTING
MID 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound to MID.
MID 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound to MID.

CHANGES: None.

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

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



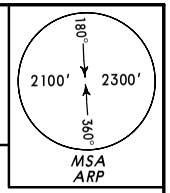
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′**.

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

SID	RWY	ROUTING
SAM 2F	27R	Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, intercept 272° bearing towards WOD to D13 LON, turn LEFT, intercept SAM R-035 inbound to SAM.
SAM 2G	27L	

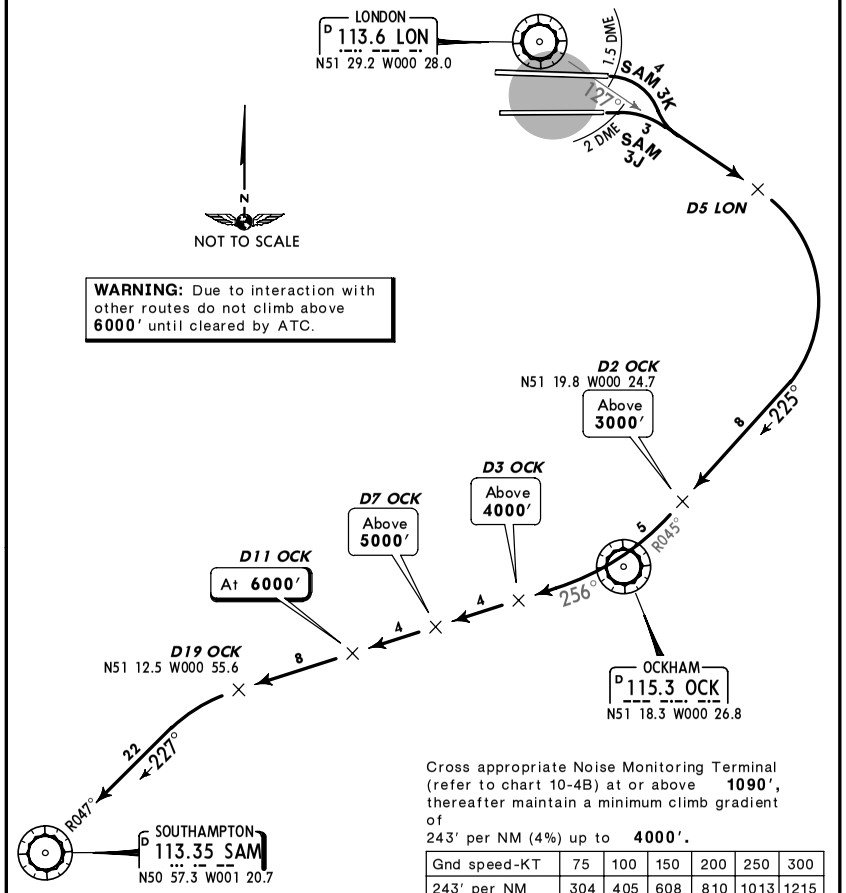
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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



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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

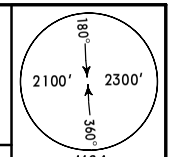


Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above **1090′**, thereafter maintain a minimum climb gradient of 243′ per NM (4%) up to **4000′**.

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

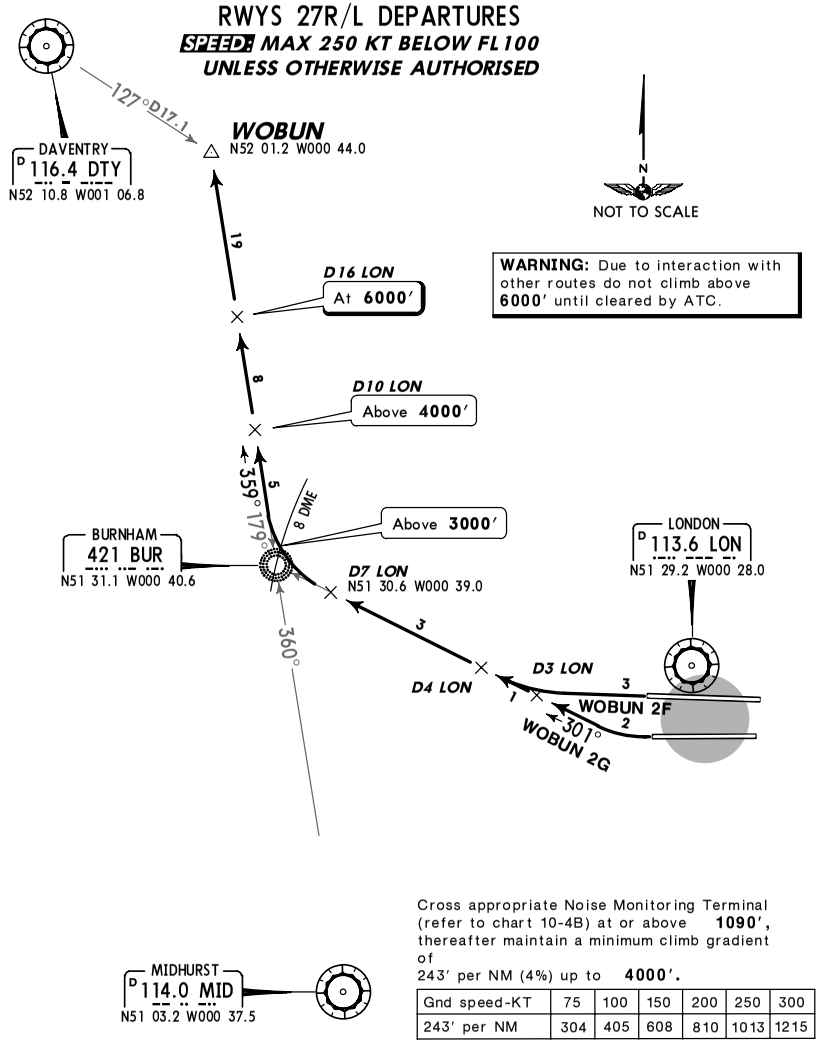
SID	RWY	ROUTING
SAM 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D5 LON, turn RIGHT, intercept OCK R-045 inbound to D2 OCK, turn RIGHT, intercept OCK R-256 to D19 OCK, turn LEFT, intercept SAM R-047 inbound to SAM.
SAM 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D5 LON, turn RIGHT, intercept OCK R-045 inbound to D2 OCK, turn RIGHT, intercept OCK R-256 to D19 OCK, turn LEFT, intercept SAM R-047 inbound to SAM.

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



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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



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

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

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

SID	RWY	ROUTING
WOBUN 2F	27R	Straight ahead, intercept 301° bearing towards BUR by D4 LON to D7 LON, turn RIGHT, intercept 359° bearing from BUR (MID R-360) to WOBUN.
WOBUN 2G	27L	Straight ahead, intercept 301° bearing towards BUR by D3 LON to D7 LON, turn RIGHT, intercept 359° bearing from BUR (MID R-360) to WOBUN.

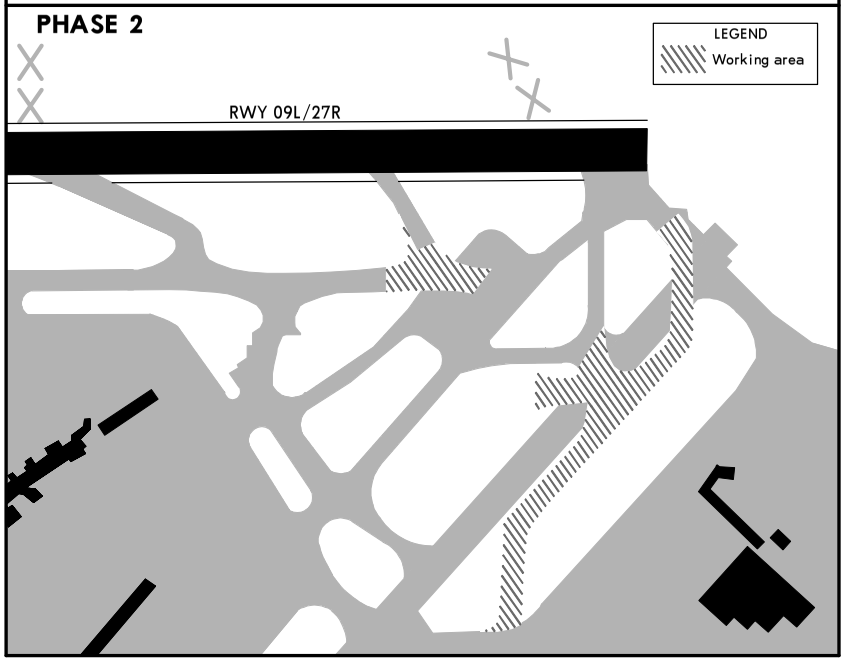
CHANGES: Communication.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

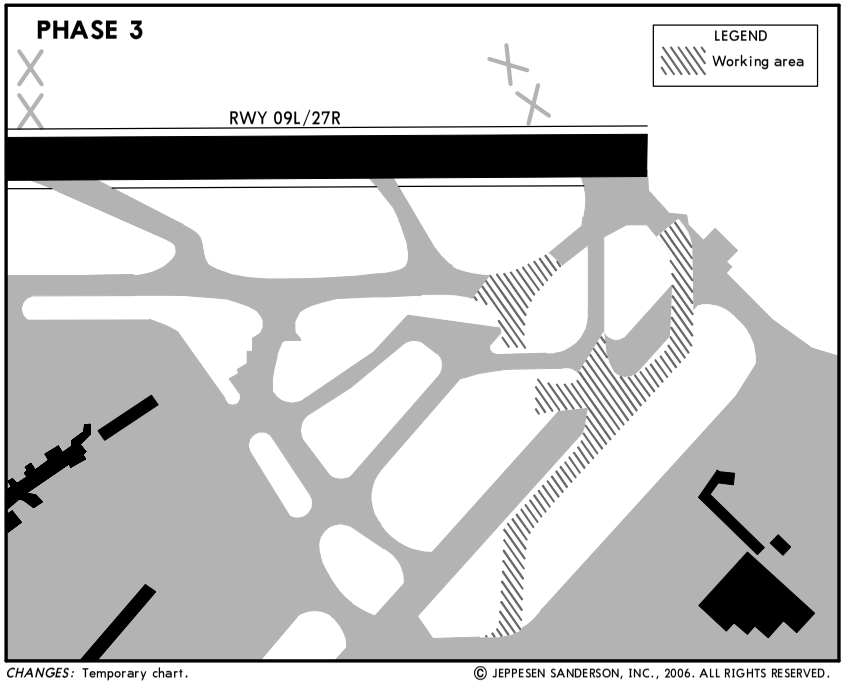
TEMPORARY TAXIWAY CONSTRUCTION WORK IN SEVERAL PHASES

REFER ALSO TO LATEST NOTAMS

PHASE 2



PHASE 3

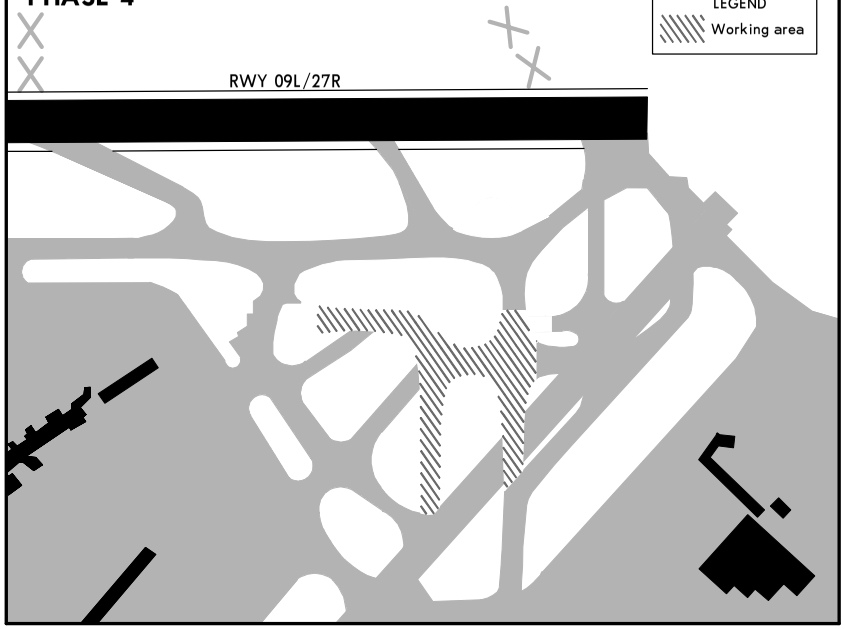


CHANGES: Temporary chart.

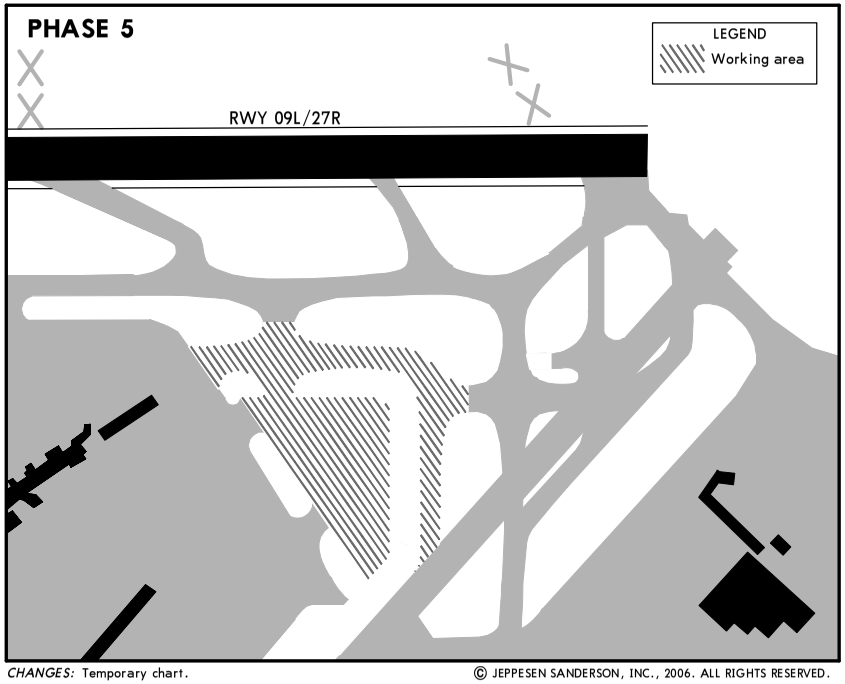
TEMPORARY TAXIWAY CONSTRUCTION WORK IN SEVERAL PHASES

REFER ALSO TO LATEST NOTAMS

PHASE 4



PHASE 5



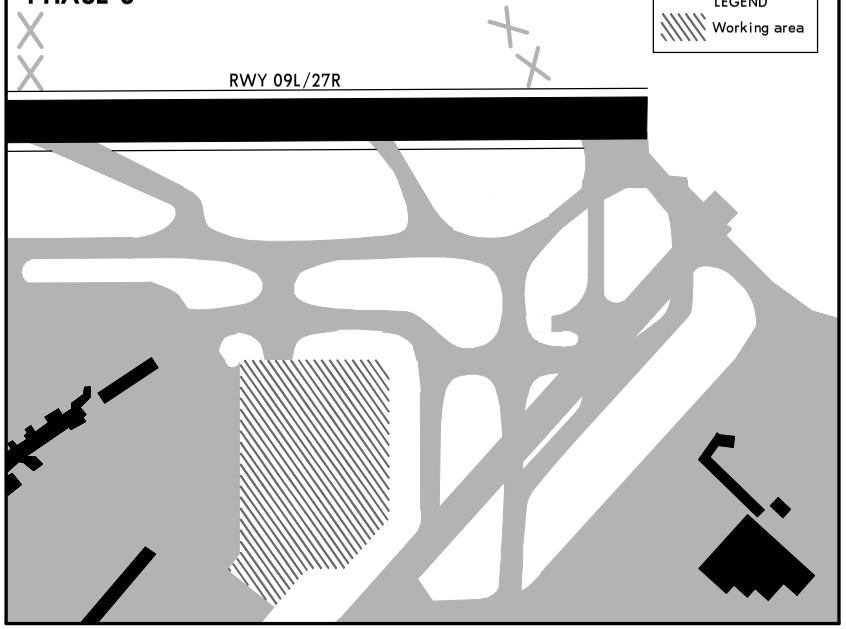
CHANGES: Temporary chart.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

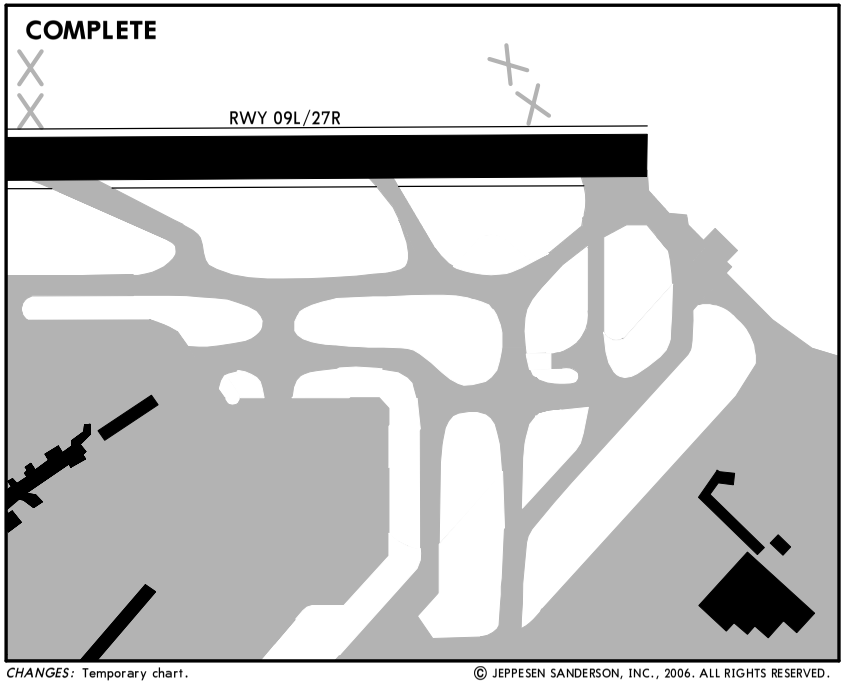
TEMPORARY TAXIWAY CONSTRUCTION WORK IN SEVERAL PHASES

REFER ALSO TO LATEST NOTAMS

PHASE 6



COMPLETE



CHANGES: Temporary chart.

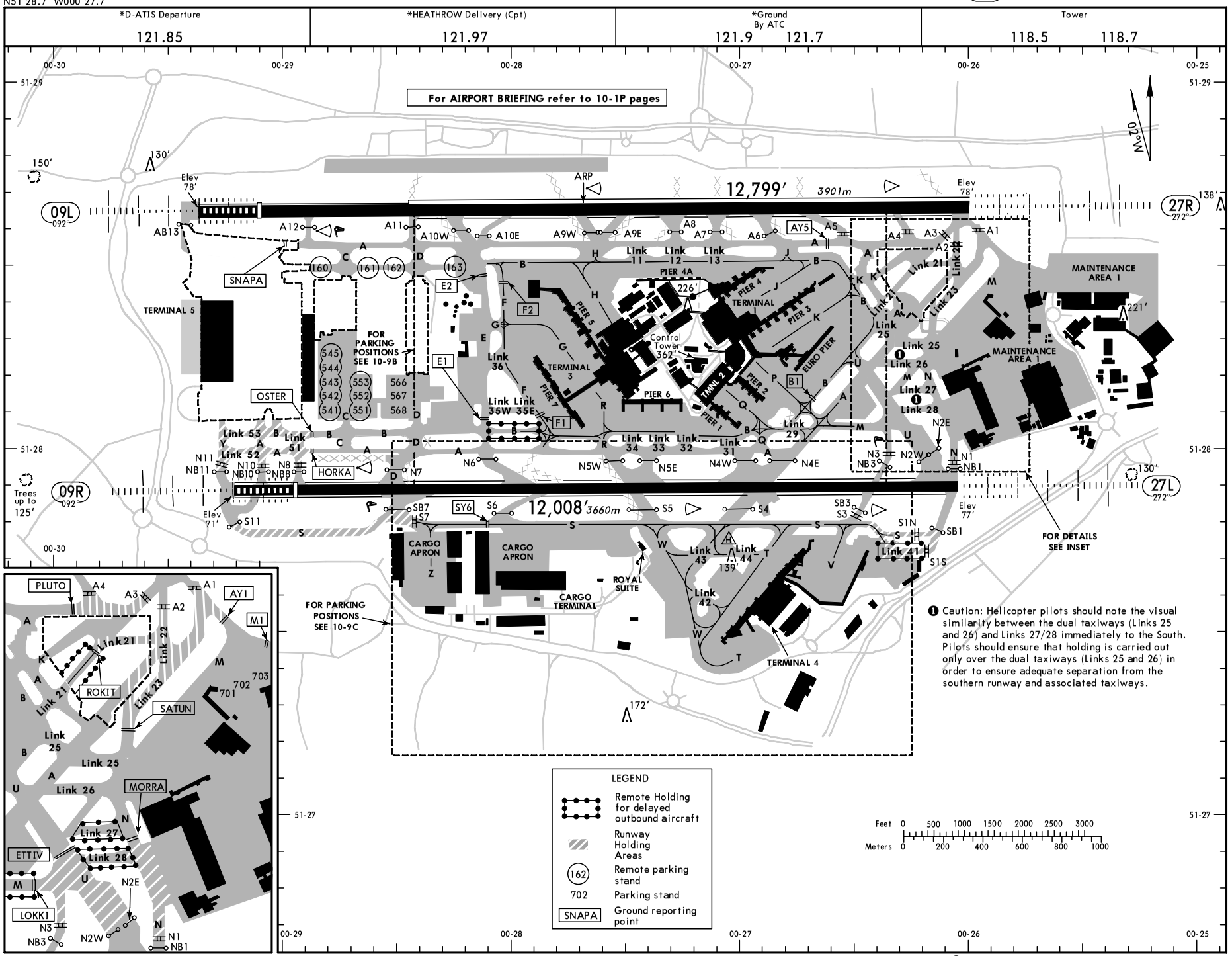
EGLL/LHR

Apt Elev **83′**
N51 28.7 W000 27.7

JEPPESEN
10-9 10 NOV 06

LONDON, UK
HEATHROW

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



CHANGES: Holding points.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
09L ❶	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)	RVR	11,795′ 3595m	10,801′ 3292m		164′ 50m
27R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)	RVR	12,743′ 3884m	11,586′ 3531m	12,743′ 3884m	
09R ❷	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)	RVR	11,000′ 3353m	9997′ 3047m	❹	164′ 50m
27L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ❸	RVR		10,905′ 3324m		

❶ Rwy grooved.

❷ Rwy grooved. Rwy provided with porous friction course.

❸ HST - N6

❹ TAKE-OFF RUN AVAILABLE

RWY 09R:
From rwy head 12,008′ (3660m)
NB10 11,585′ (3531m)
N7 9577′ (2919m)

RWY 27L:
From rwy head 12,008′ (3660m)
NB3 10,558′ (3218m)

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

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

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

JAR-OPS TAKE-OFF ❶

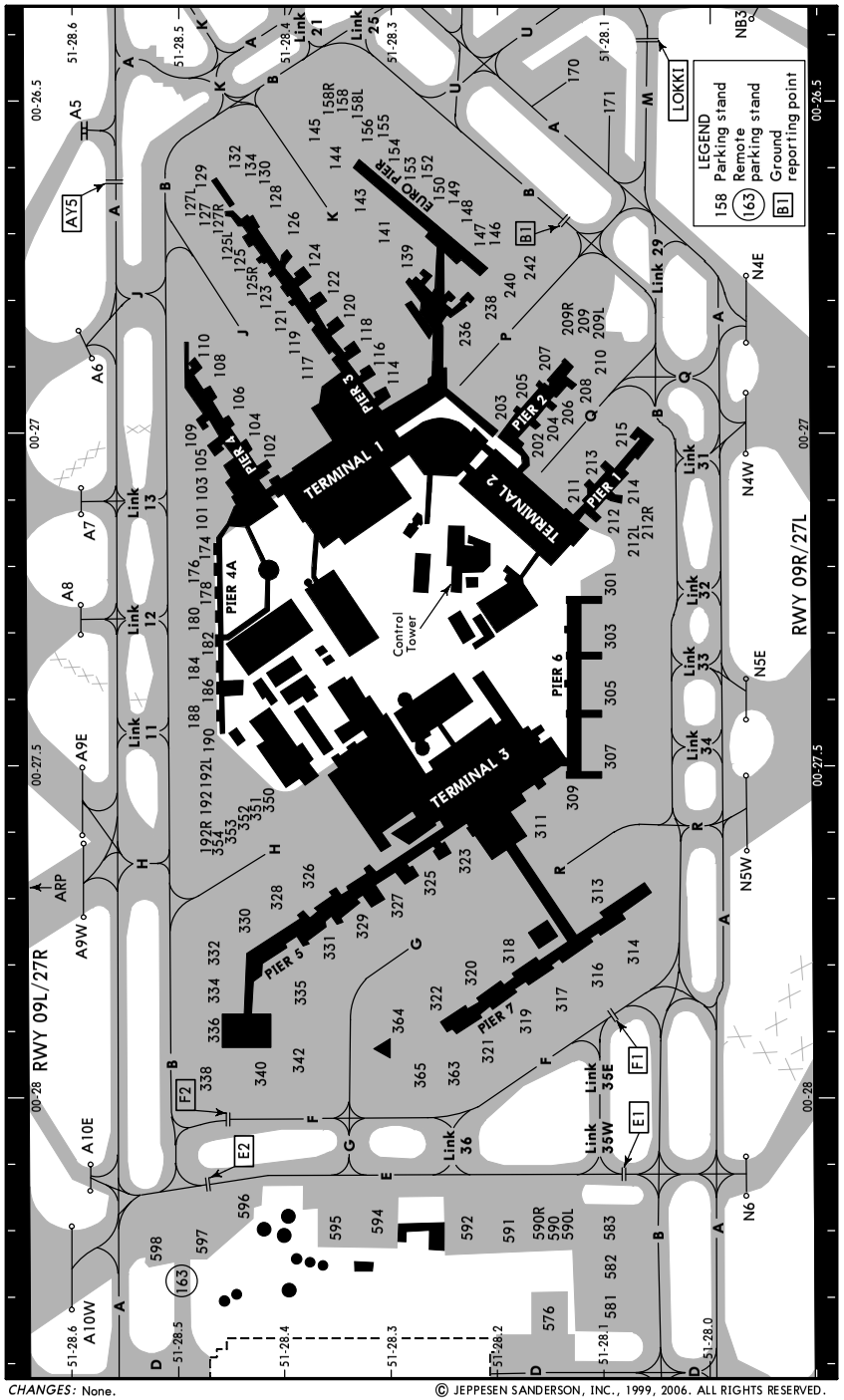
All Rwys

LVP must be in Force

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

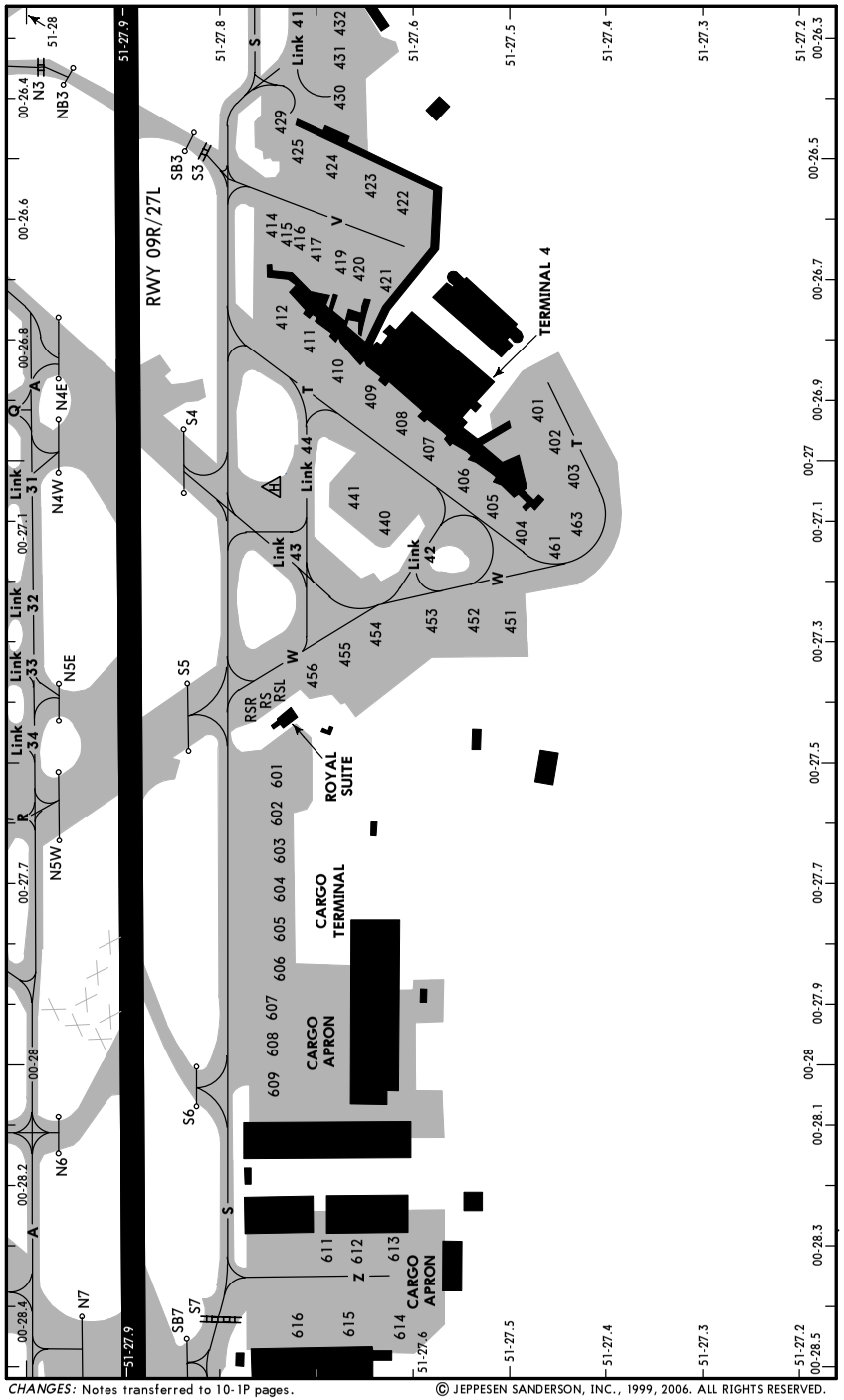
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: None.



CHANGES: None.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.



CHANGES: Notes transferred to 10-1P pages.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N51 28.5 W000 27.1	209, 209L/R	N51 28.1 W000 26.8
102	N51 28.4 W000 27.0	210	N51 28.1 W000 26.9
103	N51 28.5 W000 27.1	211	N51 28.1 W000 27.1
104	N51 28.4 W000 27.0	212, 212L	N51 28.1 W000 27.2
105	N51 28.5 W000 27.0	212R	N51 28.1 W000 27.1
106	N51 28.4 W000 26.9	213	N51 28.1 W000 27.0
108	N51 28.5 W000 26.9	214	N51 28.1 W000 27.1
109	N51 28.5 W000 27.0	215	N51 28.1 W000 27.0
110	N51 28.5 W000 26.9	236	N51 28.2 W000 26.9
114, 116	N51 28.3 W000 26.9	238, 240, 242	N51 28.2 W000 26.8
117	N51 28.4 W000 26.9	301	N51 28.1 W000 27.2
118	N51 28.3 W000 26.8	303	N51 28.1 W000 27.3
119	N51 28.4 W000 26.9	305	N51 28.1 W000 27.4
120	N51 28.3 W000 26.8	307	N51 28.1 W000 27.5
121	N51 28.4 W000 26.9	309	N51 28.1 W000 27.6
122	N51 28.3 W000 26.8	311	N51 28.2 W000 27.3
123	N51 28.4 W000 26.8	313	N51 28.1 W000 27.7
124	N51 28.4 W000 26.7	314, 316	N51 28.1 W000 27.8
125, 125R	N51 28.5 W000 26.8	317	N51 28.1 W000 27.9
125L	N51 28.5 W000 26.7	318	N51 28.2 W000 27.7
126	N51 28.4 W000 26.7	319	N51 28.2 W000 27.9
127, 127L/R	N51 28.5 W000 26.7	320	N51 28.2 W000 27.8
128	N51 28.4 W000 26.6	321	N51 28.2 W000 28.0
129	N51 28.5 W000 26.6	322	N51 28.3 W000 27.8
130, 132, 134	N51 28.4 W000 26.6	323	N51 28.2 W000 27.7
139, 141, 143	N51 28.3 W000 26.7	325	N51 28.3 W000 27.7
144	N51 28.4 W000 26.6	326	N51 28.4 W000 27.6
145	N51 28.4 W000 26.5	327	N51 28.3 W000 27.7
146, 147	N51 28.2 W000 26.7	328	N51 28.4 W000 27.7
148 thru 150	N51 28.2 W000 26.6	329	N51 28.3 W000 27.8
152, 153	N51 28.3 W000 26.6	330	N51 28.4 W000 27.7
154 thru 156	N51 28.3 W000 26.5	331	N51 28.3 W000 27.8
158, 158L/R	N51 28.3 W000 26.5	332, 334	N51 28.5 W000 27.8
160	N51 28.5 W000 28.8	335	N51 28.4 W000 27.9
161	N51 28.5 W000 28.6	336	N51 28.5 W000 27.9
162	N51 28.5 W000 28.5	338	N51 28.5 W000 28.0
163	N51 28.5 W000 28.3	340, 342	N51 28.4 W000 28.0
170, 171	N51 28.1 W000 26.5	350 thru 354	N51 28.4 W000 27.6
174, 176	N51 28.5 W000 27.2	363	N51 28.2 W000 28.0
178, 180, 182	N51 28.5 W000 27.3	364	N51 28.3 W000 27.9
184, 186, 188	N51 28.5 W000 27.4	365	N51 28.3 W000 28.0
190	N51 28.5 W000 27.5		
192, 192L/R	N51 28.5 W000 27.5		
202	N51 28.2 W000 27.0		
203	N51 28.2 W000 26.9		
204	N51 28.1 W000 27.0		
205	N51 28.2 W000 26.9		
206	N51 28.1 W000 27.0		
207	N51 28.2 W000 26.9		
208	N51 28.1 W000 26.9		

CHANGES: Stand 315 deleted.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
401	N51 27.5 W000 26.9	576	N51 28.2 W000 28.4
402	N51 27.5 W000 27.0	581, 582	N51 28.1 W000 28.3
403	N51 27.4 W000 27.0	583	N51 28.1 W000 28.2
404, 405	N51 27.5 W000 27.1	590	N51 28.2 W000 28.2
406 thru 408	N51 27.6 W000 27.0	590L	N51 28.1 W000 28.2
409, 410	N51 27.7 W000 26.9	590R	N51 28.2 W000 28.2
411	N51 27.7 W000 26.8	591, 592	N51 28.2 W000 28.2
412	N51 27.8 W000 26.8	594	N51 28.3 W000 28.2
414 thru 419	N51 27.7 W000 26.6	595, 596	N51 28.4 W000 28.2
420	N51 27.7 W000 26.7	597, 597L/R	N51 28.5 W000 28.2
421	N51 27.6 W000 26.7	598	N51 28.5 W000 28.2
422, 423	N51 27.6 W000 26.6	601	N51 27.8 W000 27.5
424	N51 27.7 W000 26.6	602, 603	N51 27.8 W000 27.6
425	N51 27.7 W000 26.5	604	N51 27.8 W000 27.7
429, 430	N51 27.7 W000 26.4	605, 606	N51 27.8 W000 27.8
431, 432	N51 27.7 W000 26.3	607	N51 27.8 W000 27.9
440	N51 27.6 W000 27.1	608, 609	N51 27.8 W000 28.0
441	N51 27.7 W000 27.0	611, 612	N51 27.7 W000 28.3
451, 452	N51 27.5 W000 27.2	613	N51 27.6 W000 28.3
453	N51 27.6 W000 27.2	614	N51 27.6 W000 28.4
454	N51 27.6 W000 27.3	615, 616	N51 27.7 W000 28.4
455, 456	N51 27.7 W000 27.3	701	N51 28.4 W000 25.8
461	N51 27.5 W000 27.2	702	N51 28.4 W000 25.9
463	N51 27.4 W000 27.1	703	N51 28.5 W000 25.8
541, 542	N51 28.1 W000 28.8	RS	N51 27.8 W000 27.4
543 thru 545	N51 28.2 W000 28.8	RSL	N51 27.7 W000 27.4
551	N51 28.1 W000 28.7	RSR	N51 27.8 W000 27.4
552, 553	N51 28.2 W000 28.7	L35W	N51 28.1 W000 28.1
566	N51 28.2 W000 28.5	L35E	N51 28.1 W000 27.9
567, 568	N51 28.1 W000 28.5		

CHANGES: Stands 544, 545 and 581 added.

STAND ENTRY GUIDANCE SYSTEMS (SEG)

A. GENERAL

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

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

STOP SHORT PROCEDURE

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

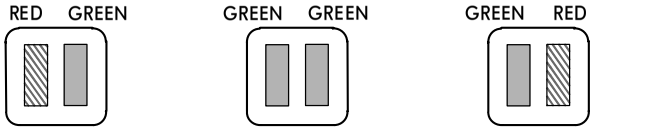
EMERGENCY STOP

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

B. GUIDANCE SYSTEMS

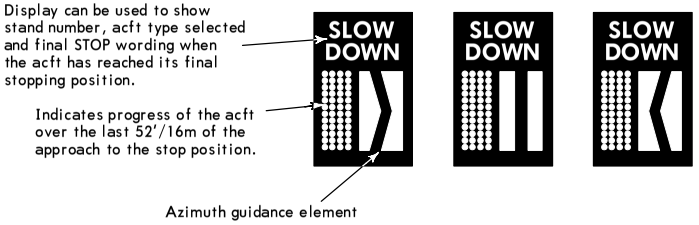
1. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

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



2. APIS - AIRCRAFT POSITIONING AND INFORMATION SYSTEM

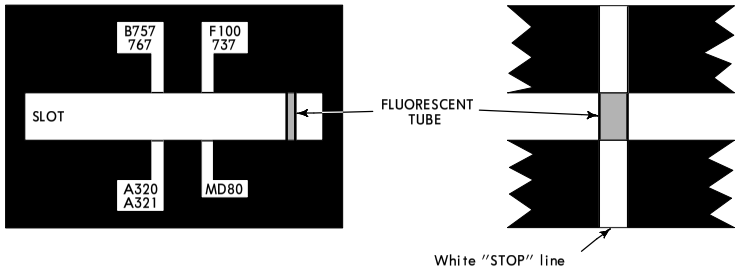
The unit combines both alignment and stopping signals in one visual display mounted ahead of the pilot and is to be used from the left hand cockpit seat.



Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

3. PAPA - PARALLAX AIRCRAFT PARKING AID

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



4. STOP ARROWS

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

5. MIRROR

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

EGLL/LHR
HEATHROW

JEPPESEN
18 NOV 05 (11-1) Eff 24 Nov

LONDON, UK
❶ILS DME Rwy 09L

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

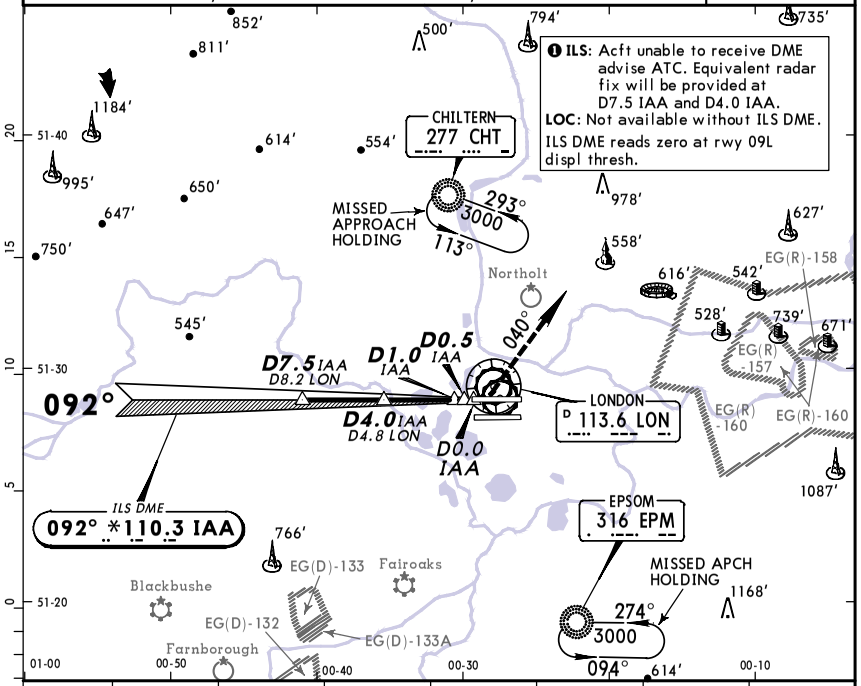
LOC IAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*110.3	092°	D4.0 IAA 1409′ (1330′)	279′ (200′)	RWY 79′

MSA ARP: 2100′ 2300′ 180° 360°

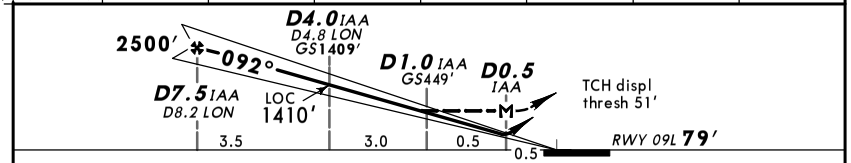
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 040° to 3000′, then as directed. In event of radio failure see 11-5.

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

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 displ thresh.



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



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

HIALS-II PAPI

1580′ whichever later | D0.0 IAA | 040° LT

JAR-OPS STRAIGHT-IN LANDING RWY 09L

	ILS DA(H) 279′ (200′) FULL	ILS DA(H) 279′ (200′) ALS out	LOC (GS out) MDA(H) 480′ (401′)	LOC (GS out) MDA(H) 480′ (401′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C			RVR 1800m	RVR 2000m
D			RVR 1400m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	590′ (507′)	1500m
135	740′ (657′)	1600m
180	840′ (757′)	2400m
205	840′ (757′)	3600m

PANS OPS 4

CHANGES: Arrivals withdrawn. Bearings.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGLL/LHR
HEATHROW

JEPPESEN
18 NOV 05 Eff 24 Nov (11-1A)

LONDON, UK
❶CAT II ILS DME Rwy 09L

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

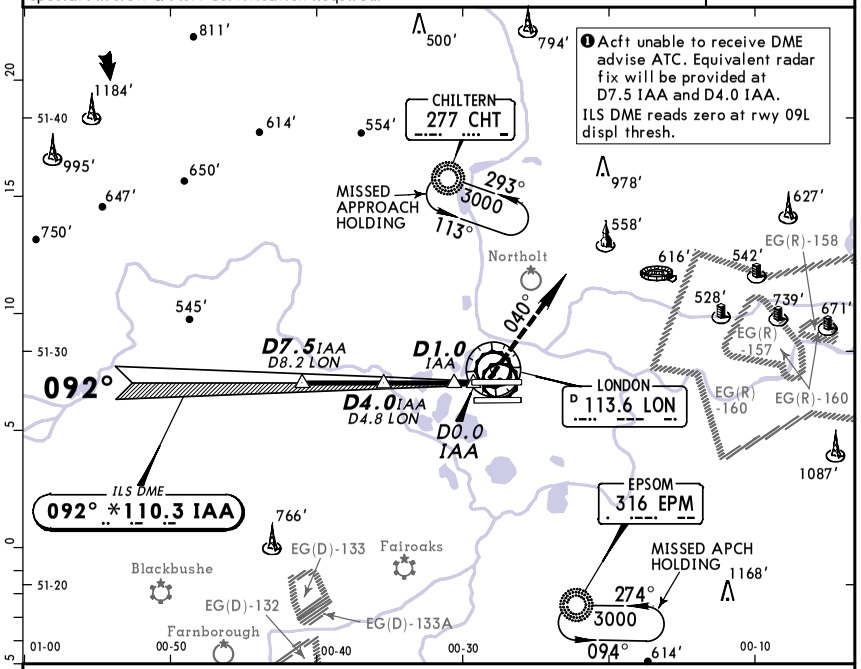
LOC IAA	Final Apch Crs	GS	CAT II ILS DA(H)	Apt Elev 83′
*110.3	092°	D4.0 IAA 1409′ (1330′)	RA 100′ 179′ (100′)	RWY 79′

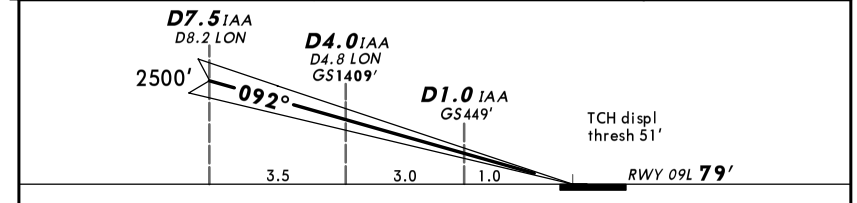
MSA ARP: 2100′ 2300′ 180° 360°

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 040° 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.

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





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

HIALS-II PAPI

1580′ whichever later | D0.0 IAA | 040° LT

JAR-OPS STRAIGHT-IN LANDING RWY 09L
CAT II ILS
ABCD
RA 100′
DA(H) 179′ (100′)

RVR 300m ❶

PANS OPS 4

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

CHANGES: Arrivals withdrawn. Bearings.

EGLL/LHR
HEATHROW

JEPPESEN
18 NOV 05 (11-2) Eff 24 Nov

LONDON, UK
❶ILS DME Rwy 09R

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

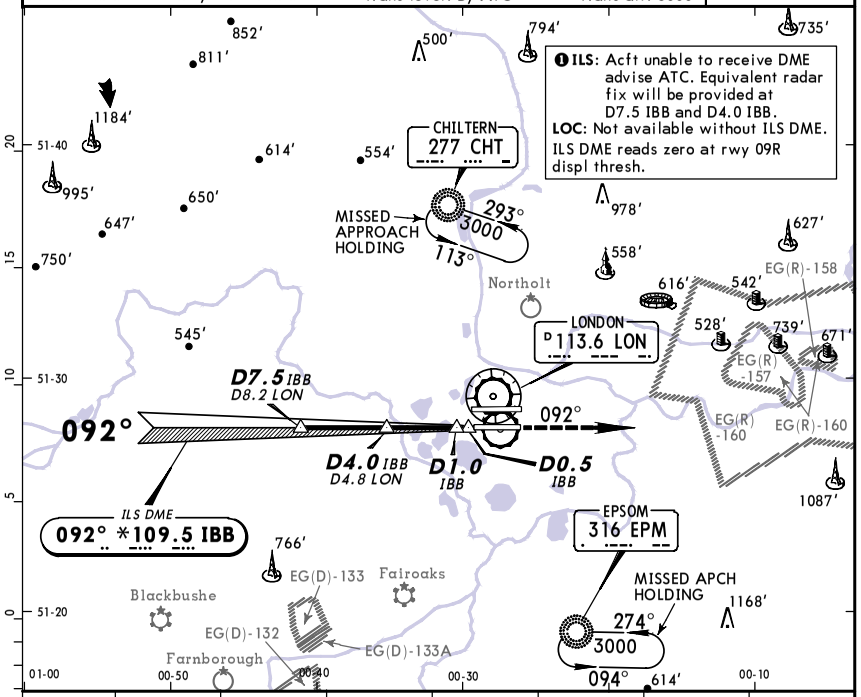
LOC IBB	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*109.5	092°	D4.0 IBB 1405′ (1330′)	275′ (200′)	RWY 75′

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

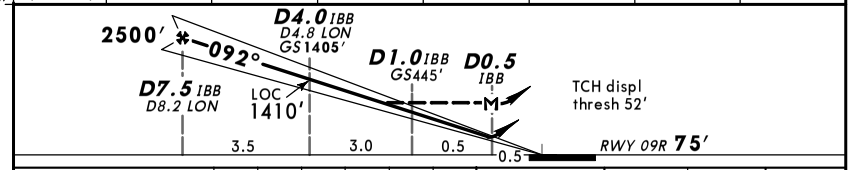
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

MSA ARP: 180° 2100′ 2300′ 360°

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



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



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

HIALS-II PAPI 3000′ on 092°

JAR-OPS

STRAIGHT-IN LANDING RWY 09R

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	590′ (507′)	1500m
135	740′ (657′)	1600m
180	840′ (757′)	2400m
205	840′ (757′)	3600m

PANS OPS 4

CHANGES: Arrivals withdrawn. Bearings.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGLL/LHR
HEATHROW

JEPPESEN
18 NOV 05 Eff 24 Nov (11-2A)

LONDON, UK
❶CAT II ILS DME Rwy 09R

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

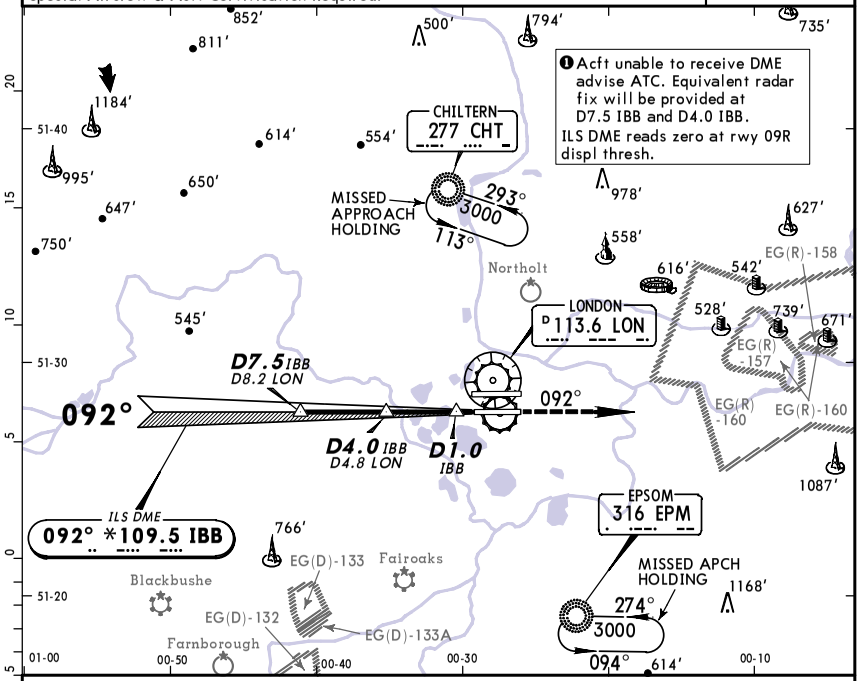
LOC IBB	Final Apch Crs	GS	CAT II ILS RA DA(H)	Apt Elev 83′
*109.5	092°	D4.0 IBB 1405′ (1330′)	RA 100′ 175′ (100′)	RWY 75′

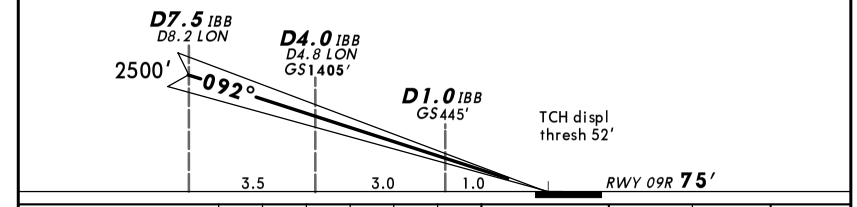
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed.
In event of radio failure see 11-5.

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

MSA ARP: 180° 2100′ 2300′ 360°

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





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

HIALS-II PAPI 3000′ on 092°

JAR-OPS

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

RVR 300m ❶

PANS OPS 4

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

CHANGES: Arrivals withdrawn. Bearings.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 18 NOV 05 (11-3) Eff 24 Nov

❶ ILS DME Rwy 27L

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

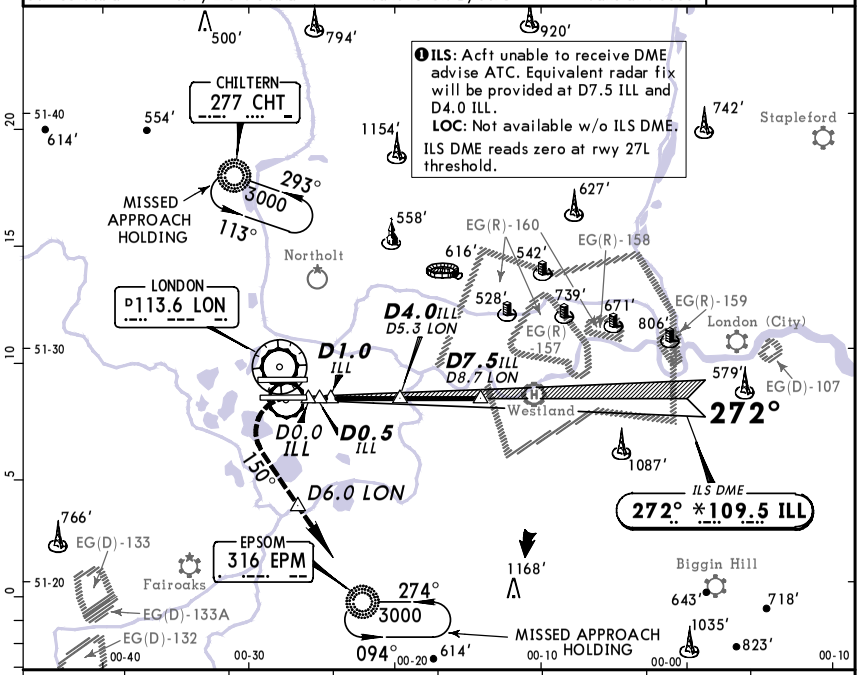
LOC	Final	GS	ILS	
ILL	Apch Crs	D4.0 ILL	DA(H)	Apt Elev 83′
*109.5	272°	1407′ (1330′)	277′ (200′)	RWY 77′

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

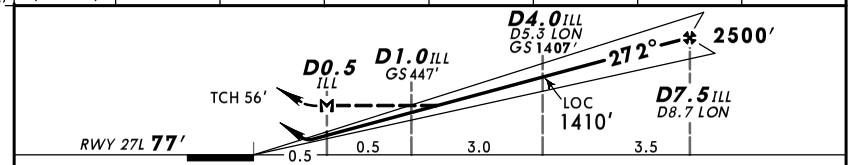
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

MSA ARP: 180° 2100′ 2300′ 360°

❶ILS: Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 ILL and D4.0 ILL.
LOC: Not available w/o ILS DME.
ILS DME reads zero at rwy 27L threshold.



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



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

HIALS-II PAPI

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

JAR-OPS — STRAIGHT-IN LANDING RWY 27L

	ILS DA(H) 277′ (200′) FULL	ILS DA(H) 277′ (200′) ALS out	LOC (GS out) MDA(H) 490′ (413′)	LOC (GS out) MDA(H) 490′ (413′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	590′ (507′)	1500m
135	740′ (657′)	1600m
180	840′ (757′)	2400m
205	840′ (757′)	3600m

PANS OPS 4

CHANGES: Arrivals withdrawn. Bearings.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 18 NOV 05 Eff 24 Nov (11-3A)

❶ CAT II ILS DME Rwy 27L

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

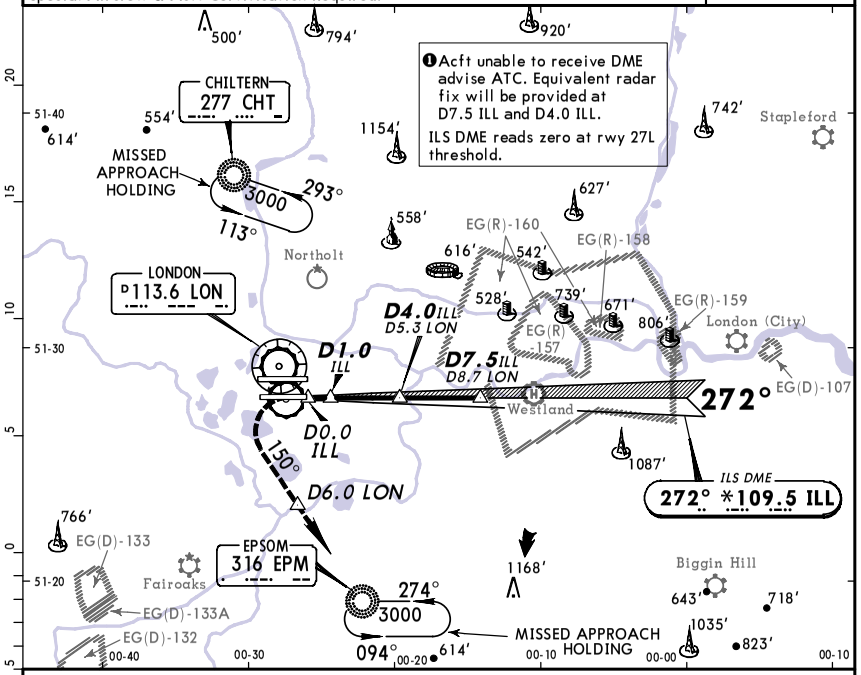
LOC	Final	GS	CAT II ILS	
ILL	Apch Crs	D4.0 ILL	RA 102′ DA(H) 177′ (100′)	Apt Elev 83′
*109.5	272°	1407′ (1330′)		RWY 77′

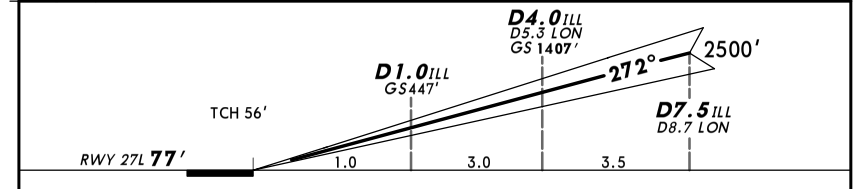
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 150° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.
In event of radio failure see 11-6.

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

MSA ARP: 180° 2100′ 2300′ 360°

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°	377	485	539	647	755	862

HIALS-II PAPI

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

JAR-OPS — STRAIGHT-IN LANDING RWY 27L
CAT II ILS
ABCD
RA 102′
DA(H) 177′ (100′)

RVR 300m [1]

PANS OPS 4

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

CHANGES: Arrivals withdrawn. Bearings.

EGLL/LHR
HEATHROW

JEPPESEN

18 NOV 05 (11-4) Eff 24 Nov

LONDON, UK
❶ ILS DME Rwy 27R

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

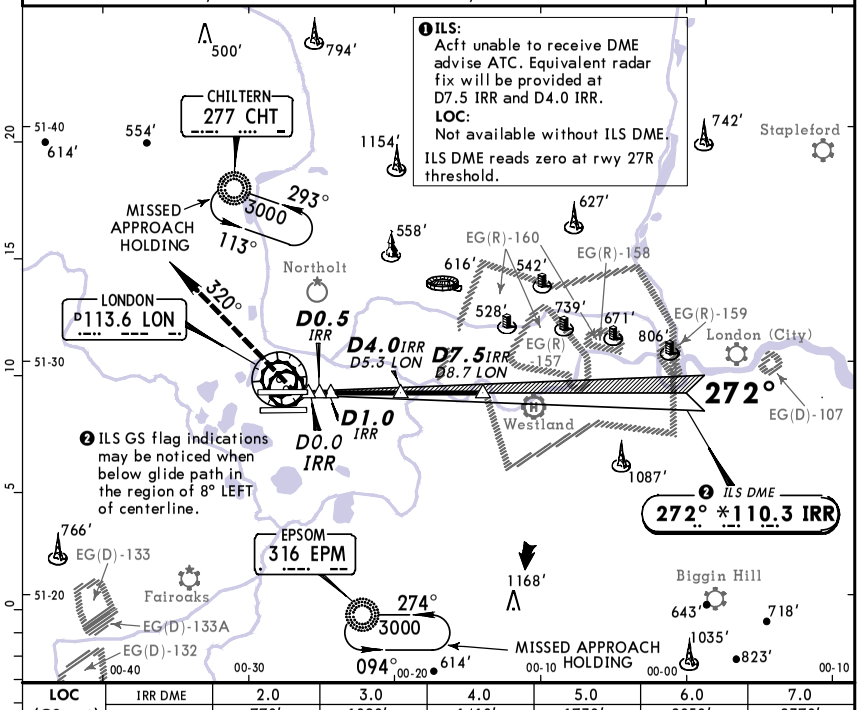
LOC IRR	Final Apch Crs	GS D4.0 IRR	ILS DA(H)	Apt Elev 83′
*110.3	272°	1408′ (1330′)	278′ (200′)	RWY 78′

BRIEFING STRIP

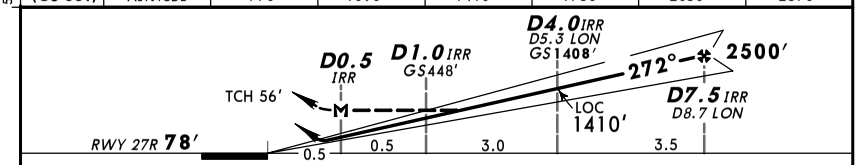
MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 320° to 3000′, then as directed. In event of radio failure see 11-6.

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

MSA ARP: 180° 2100′ 2300′ 360°



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



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

HIALS-II PAPI

1580′ whichever later | D0.0 IRR | 320° RT

JAR-OPS STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 278′ (200′) FULL	ILS DA(H) 278′ (200′) ALS out	LOC (GS out) MDA(H) 480′ (402′)	LOC (GS out) MDA(H) 480′ (402′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	590′ (507′)	1500m
135	740′ (657′)	1600m
180	840′ (757′)	2400m
205	840′ (757′)	3600m

PANS OPS 4

CHANGES: Arrivals withdrawn. Bearings.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGLL/LHR
HEATHROW

JEPPESEN

18 NOV 05 Eff 24 Nov (11-4A)

LONDON, UK
❶ CAT II ILS DME Rwy 27R

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

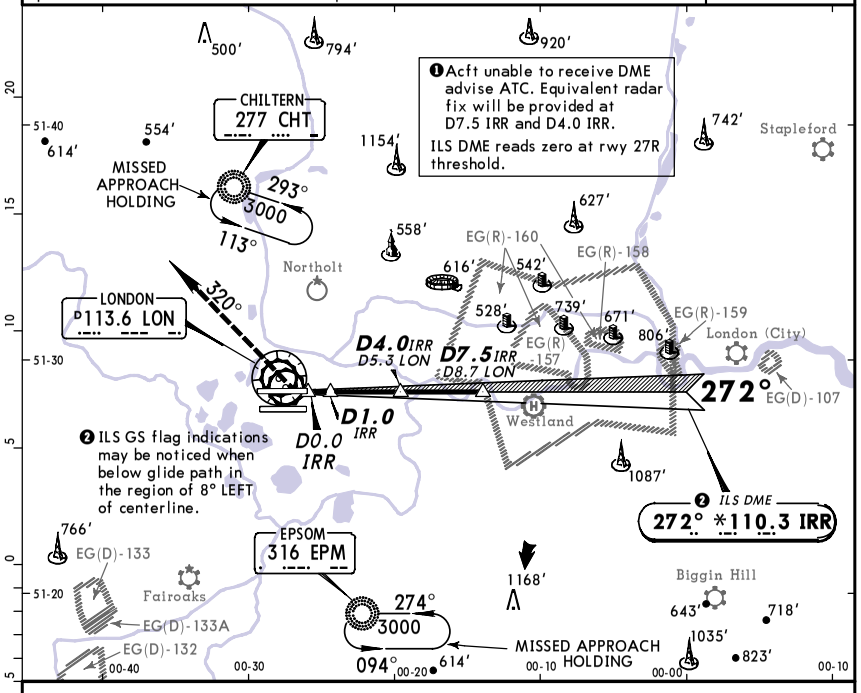
LOC IRR	Final Apch Crs	GS D4.0 IRR	CAT II ILS RA 102′ DA(H) 178′ (100′)	Apt Elev 83′
*110.3	272°	1408′ (1330′)		RWY 78′

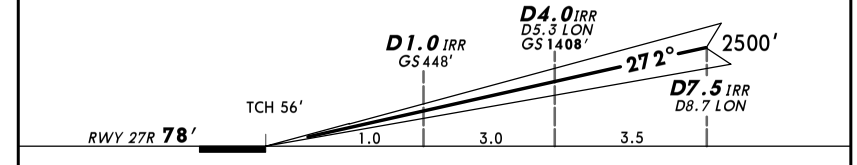
BRIEFING STRIP

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 320° to 3000′, then as directed. In event of radio failure see 11-6.

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

MSA ARP: 180° 2100′ 2300′ 360°





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

HIALS-II PAPI

1580′ whichever later | D0.0 IRR | 320° RT

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

RVR 300m ❶

PANS OPS 4

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

CHANGES: Arrivals withdrawn. Bearings.

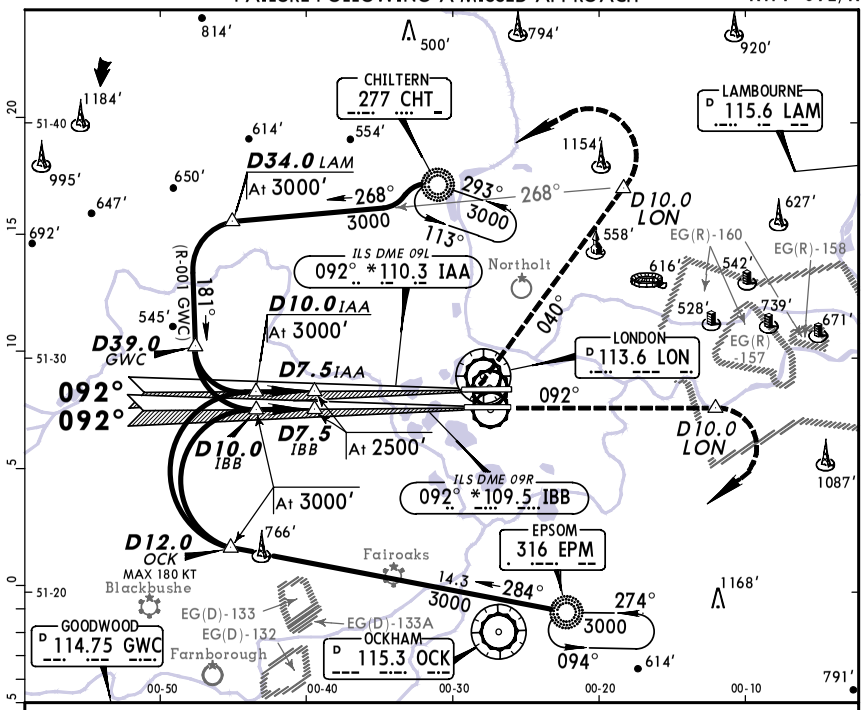
EGLL/LHR
Apt Elev 83′

JEPPESEN
18 NOV 05 (11-5) Eff 24 Nov

LONDON, UK
HEATHROW

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 proceed to EPM NDB at 3000′, thence:

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

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

VIA CHILTERN NDB

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

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

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

PANS OPS 4

CHANGES: Procedure.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

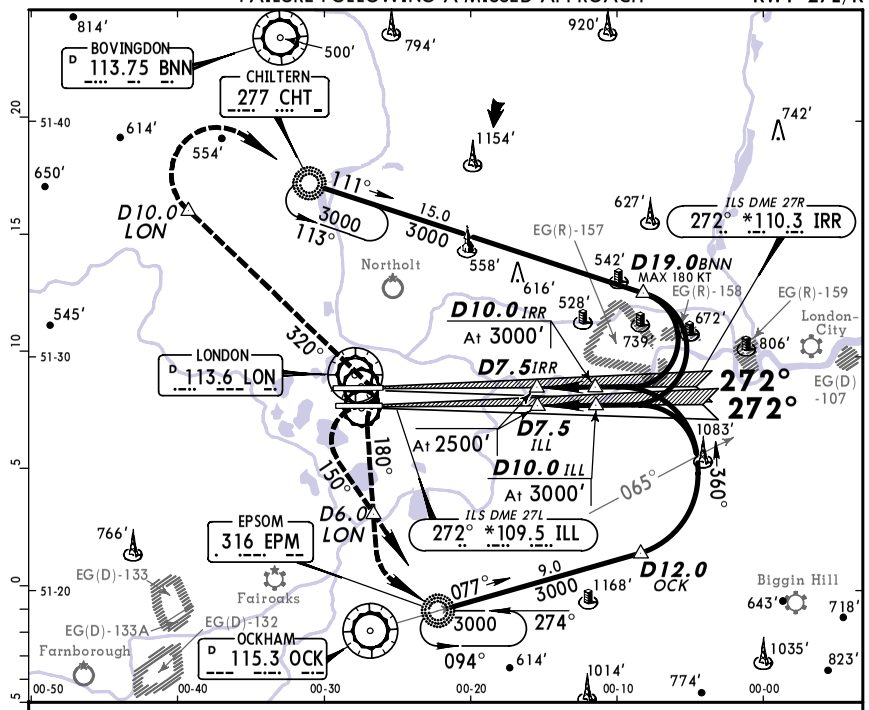
EGLL/LHR
Apt Elev 83′

JEPPESEN
18 NOV 05 (11-6) Eff 24 Nov

LONDON, UK
HEATHROW

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

RWY 27L/R



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

VIA EPSOM NDB

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

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

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

VIA CHILTERN NDB

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

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

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

PANS OPS 4

CHANGES: Procedure.

© JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 18 NOV 05 (18-1) — SRA Rwy 09L/R

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

BRIEFING STRIP

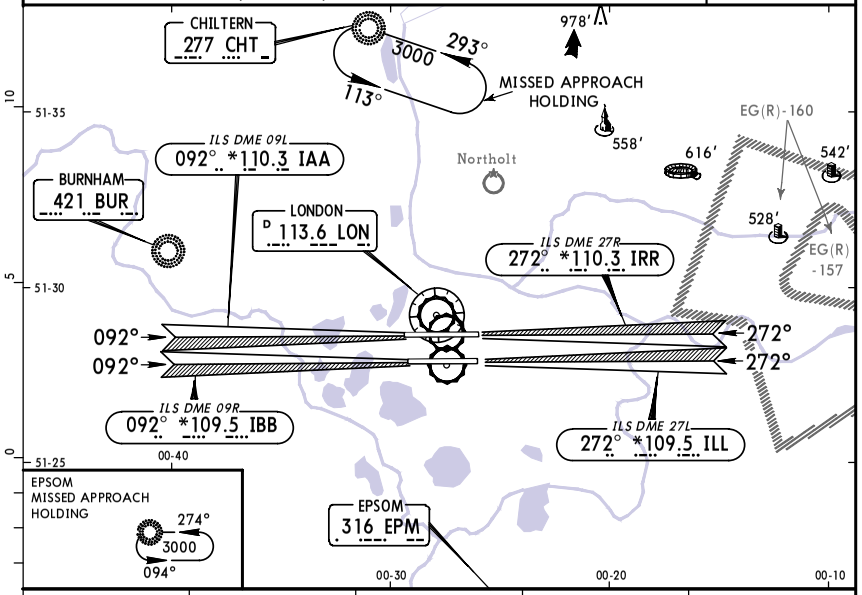
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 83′ RWY 09L 79′ RWY 09R 75′

Missed Approach - See below

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

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

MSA ARP: 180° 2100′ 2300′ 360°



RADAR FIX	5.0	4.0	3.0	2.0
ALTITUDE (HAA)	1630′(1547′)	1330′(1247′)	1030′(947′)	730′(647′)

Minimum Alt/NM	6.0 FAF	4.0
SRA 09L TMN 2.0 NM	1930′(1851′)	1180′(1101′)
SRA 09R TMN 2.0 NM	1930′(1855′)	1180′(1105′)

MISSED APCH:
Rwy 09L: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 040° to 3000′, then as directed. In event of radio failure see 11-5.
Rwy 09R: Climb STRAIGHT AHEAD to 3000′, then as directed.
In event of radio failure see 11-5.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.9%	347	447	496	595	695	794
MAP 2NM from touchdown						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING					CIRCLE-TO-LAND		
	SRA 09L MDA(H) 730′(651′)		SRA 09R MDA(H) 730′(655′)				
		ALS out		ALS out	Max Kts.	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m	100	730′ (647′)	1500m
B	RVR 1400m		RVR 1400m		135	740′ (657′)	1600m
C		RVR 2000m		RVR 2000m	180	840′ (757′)	2400m
D	RVR 1800m		RVR 1800m		205	840′ (757′)	3600m

CHANGES: Bearings.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 18 NOV 05 (18-2) — SRA Rwy 27L/R

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

BRIEFING STRIP

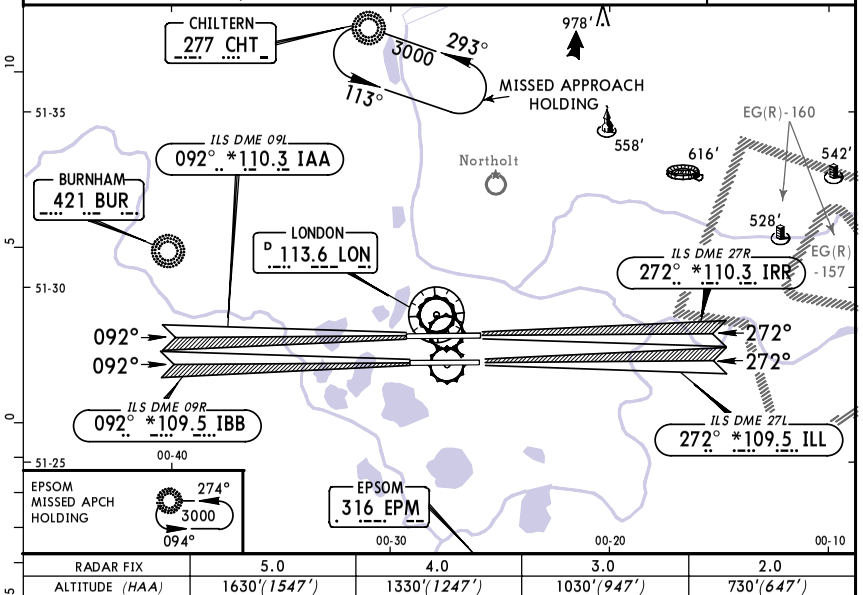
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 83′ RWY 27L 77′ RWY 27R 78′

Missed Approach - See below

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

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

MSA ARP: 180° 2100′ 2300′ 360°



RADAR FIX	5.0	4.0	3.0	2.0
ALTITUDE (HAA)	1630′(1547′)	1330′(1247′)	1030′(947′)	730′(647′)

Minimum Alt/NM	6.0 FAF	4.0
SRA 27L TMN 2.0 NM	1930′(1853′)	930′(853′)
SRA 27R TMN 2.0 NM	1930′(1852′)	930′(852′)

MISSED APCH:
Rwy 27L: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 150° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.
In event of radio failure see 11-6.
Rwy 27R: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 320° to 3000′, then as directed. In event of radio failure see 11-6.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.9%	347	447	496	595	695	794
MAP 2NM from touchdown						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING					CIRCLE-TO-LAND		
	SRA 27L MDA(H) 730′(653′)		SRA 27R MDA(H) 730′(652′)				
		ALS out		ALS out	Max Kts.	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m	100	730′ (647′)	1500m
B	RVR 1400m		RVR 1400m		135	740′ (657′)	1600m
C		RVR 2000m		RVR 2000m	180	840′ (757′)	2400m
D	RVR 1800m		RVR 1800m		205	840′ (757′)	3600m

CHANGES: Bearings.