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## General Information

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

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

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

Sunrise: 0409 Z  
Sunset: 1947 Z

## Runway Information

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

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

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

Runway: 27R  
Length x Width: 12799 ft x 164 ft  
Surface Type: asphalt

TDZ-Elev: 79 ft

Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

ATIS: 117.000

ATIS: 113.750

ATIS: 121.935 Departure Service

ATIS: 128.080

Heathrow Tower: 124.475

Heathrow Tower: 118.505

Heathrow Tower: 118.705

Heathrow Ground: 121.855

Heathrow Ground: 121.980

Heathrow Ground: 121.905

Heathrow Ground: 121.705

Heathrow Clearance Delivery: 121.980

Heathrow Radar: 127.525

Heathrow Radar: 125.625

Heathrow Direct (Approach Control Radar): 119.730

Heathrow Direct (Approach Control Radar): 120.400

Heathrow Direct (Approach Control Radar): 127.525

Heathrow Fire Emergency: 121.600

Heathrow Direct (Approach Control Radar): 134.980

## 1. GENERAL

### 1.1. ATIS

D-ATIS Arrival 113.750 117.0 128.080  
 D-ATIS Departure 121.935 (Non-8.33kHz-equipped ACFT should contact Heathrow Delivery.)

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

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

#### 1.2.2. PREFERENTIAL RWY SYSTEM

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

#### 1.2.3. REVERSE THRUST

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

#### 1.2.4. USE OF AUXILIARY POWER UNIT (APU)

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

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

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

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

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

Restrictions on the use of APUs:

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

Exceptions to these restrictions are:

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

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## 1. GENERAL

### 1.2.5. ENGINE GROUND RUNNING

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

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

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

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

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

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

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

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

### 1.2.6. NIGHTTIME RESTRICTIONS

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

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

Any ACFT may not take off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.

## 1.3. LOW VISIBILITY PROCEDURES (LVP)

### 1.3.1. GENERAL

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

### 1.3.2. ARRIVAL

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

### 1.3.3. DEPARTURE

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

## 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with Mode S movement radar. Pilots must ensure that:

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

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

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**1. GENERAL**


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**1.5. RWY OPERATIONS****1.5.1. RWY CROSSING PROCEDURE**

After crossing RWY 09R/27L and having reported RWY vacated, the ACFT will be instructed to revert to Ground for further clearance. In absence of further clearance pilot should turn onto the first available TWY and stop.

**1.6. TAXI PROCEDURES****1.6.1. GENERAL**

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

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

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

- a) By any ACFT that is required to cross an active arrival RWY;
- b) By any ACFT exiting T and turning West onto S, Link 44 and Link 42, due to jet blast;
- c) By B777 variants in G and H due to jet blast.

Pilots are to use the minimum power necessary when maneuvering on the TWY system. This is of particular importance when maneuvering in the apron cul-de-sacs, where jet blast can affect adjacent stands.

Pilots are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wingtip clearance, notwithstanding the TWY lighting system.

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

**1.6.2. RESTRICTIONS**

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

Link 56 restricted to ACFT with maximum size code D.

**1.6.3. RESTRICTIONS TO LARGE ACFT**

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

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

Use minimum power when maneuvering at Terminal 4.

- Pilots of code E ACFT must exercise caution when using TWY S between reporting point SY6 and TWY Z as wingtip clearances to the South are minimal.

- All B747-400 ACFT on TWY Z must be under tow.

- ACFT Code E and above: It is recommended that flight crews use judgemental steering at all times when maneuvering on the TWYs. These ACFT are not permitted to use the following route:

Eastbound on TWY S, at NESSY turning RIGHT onto Link 41 to face West and vice-versa.

- Pilots of B747, B777, B787, A340, A350 and code F ACFT are not permitted to route North on TWY T turning LEFT on TWY S facing west under power.

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### 1.6.4. CODE E TWY TO TWY SEPARATION

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

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

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

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

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

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

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

### 1.7. PARKING INFORMATION

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

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

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

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

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

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

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

### 1.8. OTHER INFORMATION

#### 1.8.1. AERODROME SAFETY REPORTING

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

#### 1.8.2. RESTRICTED AREAS

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

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT from the holding facility during the initial approach phase;
  - 180 KT on base leg/closing heading to the final APCH;
  - Between 180 KT and 160 KT when established on the final APCH;
- and thereafter 160 KT to D4.0.

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

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

### 2.2. NOISE ABATEMENT PROCEDURES

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

An ACFT approaching to land shall according to its ATC clearance minimize noise disturbance by the use of continuous descent and low power, low drag operating procedures (see below).

Where the use is not practicable, ACFT shall maintain an altitude as high as possible.

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

#### **Propeller-driven ACFT with MTOW above 5700kg and jet ACFT:**

ACFT approaching RWY 27L/R between 0600-2330LT  
and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 2500'.

ACFT approaching RWY 27L/R between 2330-0600LT  
and using the ILS shall not descend below 3000' (Heathrow QNH) on GS before being established on LOC at not less than 10NM from touchdown, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time 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'.

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## 2. ARRIVAL

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

### CONTINUOUS DESCENT APPROACH

Headings and flight levels/altitudes by ATC. ACFT will be radar-vectored. An estimate of track distance to touchdown will be passed with descent clearance. Further distance information will be given between descent clearance and the intercept heading to the ILS LOC.

On receipt of descent clearance, descend at the rate best suited to a continuous descent so as to join the GS at the appropriate height for the distance without recourse to level flight.

### 2.3. CAT II/III OPERATIONS

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

### 2.4. RWY OPERATIONS

#### 2.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the landing RWY enables ATC to apply the minimum spacing on final approach, thereby achieving maximum RWY utilisation and minimising the occurrence of missed approaches. All arrivals are to ensure that they are fully vacated before stopping.

#### 2.4.2. RWY VACATION GUIDELINES

ACFT lands but cannot contact HEATHROW Ground due to RTF congestion:

In this case the pilot should completely vacate the landing RWY and taxi into the first TWY available. The pilot should then hold position until contact with Ground can be established.

For A380 preferred exits for vacating are:

RWY 09L: A6.

RWY 09R: S4E and N4E.

RWY 27L: S6 and N6.

RWY 27R: A10E.

Pilots requiring to vacate beyond these exits should inform HEATHROW Approach before leaving the hold.

A380s vacating beyond the following exits will infringe the Localiser Critical Area:

RWY 09L: A5.

RWY 09R: S4E and N4E.

RWY 27L: S6 and N7.

RWY 27R: A11.

Vacating beyond these exits will increase the likelihood of the following ACFT having to break off its approach.

#### 2.4.3. TIME BASED SEPARATION (TBS) FOR FINAL APPROACH

TBS minima are in permanent use for wake turbulence separation in place of UK fixed distance minima. These are based on the RECAT-EU PWS minima.

In stronger headwinds, a moderate reduction in separation distances between lead and follower ACFT may be observed in comparison to RECAT-EU PWS distanced based wake turbulence minima.

Requests for RNAV (GNSS) approaches may be refused by Heathrow director to ensure RWY efficiency is maintained.

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## 2. ARRIVAL

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### 2.5. OTHER INFORMATION

#### 2.5.1. GENERAL

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

#### 2.5.2 "LAND AFTER" PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has vacated the RWY-in-use, providing:

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

An example of the RTF exchange is as follows:

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

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

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## 3. DEPARTURE

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### 3.1. DE-ICING

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

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

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

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

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

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

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### 3. DEPARTURE

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#### 3.2. START-UP AND PUSH-BACK PROCEDURES

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

###### 3.2.1.1. TARGET OFF-BLOCK TIME (TOBT)/

###### TARGET START-UP APPROVAL TIME (TSAT)

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

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

Pilot should ensure that the flight is ready to depart at TOBT  $\pm$ 5 minutes.

###### 3.2.1.2. START REQUEST - HEATHROW DELIVERY

Pilot should report ready to HEATHROW Delivery at TOBT  $\pm$ 5 minutes.

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

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

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

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

###### 3.2.1.3. REMOTE HOLDING REQUEST

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

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

##### 3.2.2. DATALINK DEPARTURE CLEARANCE (DCL)

DCL via SITA or ARINC.

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

Successful clearance must be accepted within 5 minutes after receipt or a "Revert to voice" message will be received.

If the attempt to obtain a clearance is unsuccessful, the ACFT should revert to RTF. Regardless of clearance source, departing ACFT must report ACFT type, stand number, QNH and the identification letter of the received ATIS information to HEATHROW Delivery when fully ready for push-back and start.

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

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### 3. DEPARTURE

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#### 3.2.3. START-UP

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

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

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

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

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

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

If within 30 minutes of a previously issued Calculated Take-off Time (CTOT) the flight is unable to comply with that CTOT, the pilot should advise ATC as soon as possible. Pilots are advised that delays in excess of 10 minutes can be expected at holding position. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if required to comply with a Calculated Take-off Time (CTOT).

#### 3.2.4. PUSH-BACK

Following push-back from cul-de-sac stands, all ACFT must pull forward to a minimum of 328'/100m from the blast screen (indicated by a painted mark on the TWY centerline) before disconnecting the tug. Due to exhaust fume ingestion within the buildings at the end of all cul-de-sacs, engine start-up must be delayed until the ACFT has reached the 328'/100m mark. Pilot should be aware that, in order to maximise capacity within the Kilo (S) cul-de-sac, push-back clearances provided by ATC may include reference to a numbered "Tug Release Point" TRP 1, TRP 2 or TRP 3, which should be passed to ground crew along with the clearance. Ground handlers will understand these clearances and perform the push accordingly.

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

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

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

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

### 3. DEPARTURE

#### 3.3. NOISE ABATEMENT PROCEDURES

##### 3.3.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

After take-off operate ACFT so that it is at or above 1090' at 6.5km from start of roll as measured along the departure track and so that it will not cause more than:

- 94 dBA between 0700-2300LT;
- 89 dBA between 2300-2330LT and between 0600-0700LT;
- 87 dBA between 2330-0600LT;

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

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

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

Main restrictions are as follows:

- Night Period (2300-0700LT);
- Night Quota Period (2330-0600LT).

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

Noise Classification (EPNdB)	QUOTA Count
less than 81	0
81 - 83.9	0.125
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

#### 3.4. SPEED RESTRICTIONS

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

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### 3. DEPARTURE

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#### 3.5. RWY OPERATIONS

##### 3.5.1. MINIMUM RWY OCCUPANCY TIME

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

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

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

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

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

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

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

##### 3.5.2. RWY HOLDING AREAS

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

##### 3.5.3. INTERSECTION DEPARTURES

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

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

##### 3.5.4. WAKE TURBULENCE SEPARATION

Wake turbulence separations are applied in accordance with the RECAT-EU departure separations. On departure, when in receipt of line up clearance, the pilot must inform ATC if greater wake turbulence separation than the minimum specified will be required behind the preceding ACFT. Failure to do so may result in additional delay.

#### 3.6. TAXI RESTRICTIONS

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

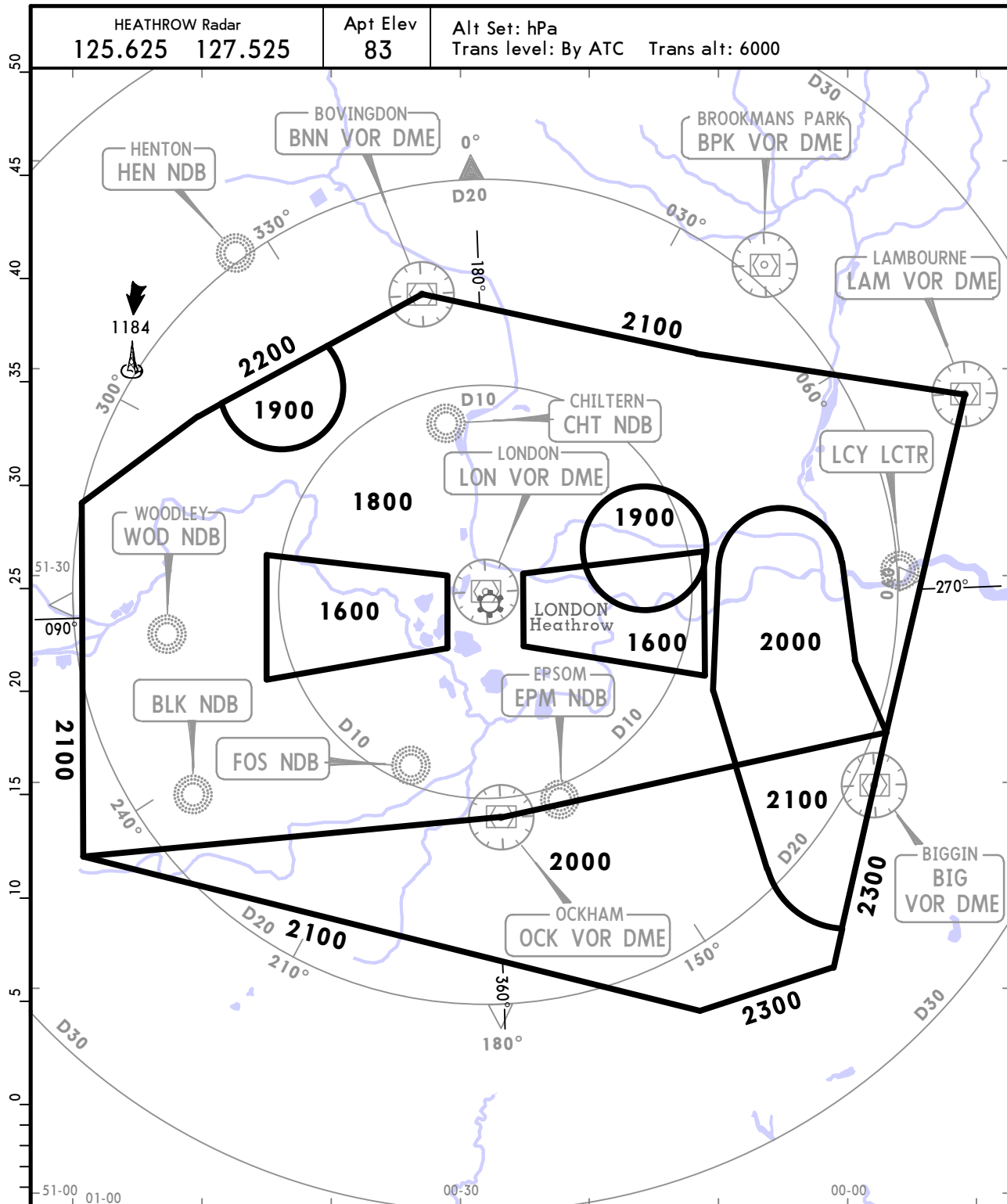
If the red stop bar lights are extinguished but no verbal clearance has been received from ATC, flight crews must wait for verbal clearance before entering the RWY.

**EGLL/LHR**  
**HEATHROW**

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11 JUN 21 **10-1R**

**LONDON, UK**

**RADAR MINIMUM ALTITUDES**



**OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000 above any fixed obstacles:

- within 5 NM ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

3 NM ① or 10 NM ② when the aircraft is within 15 NM of the radar antennae.

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

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

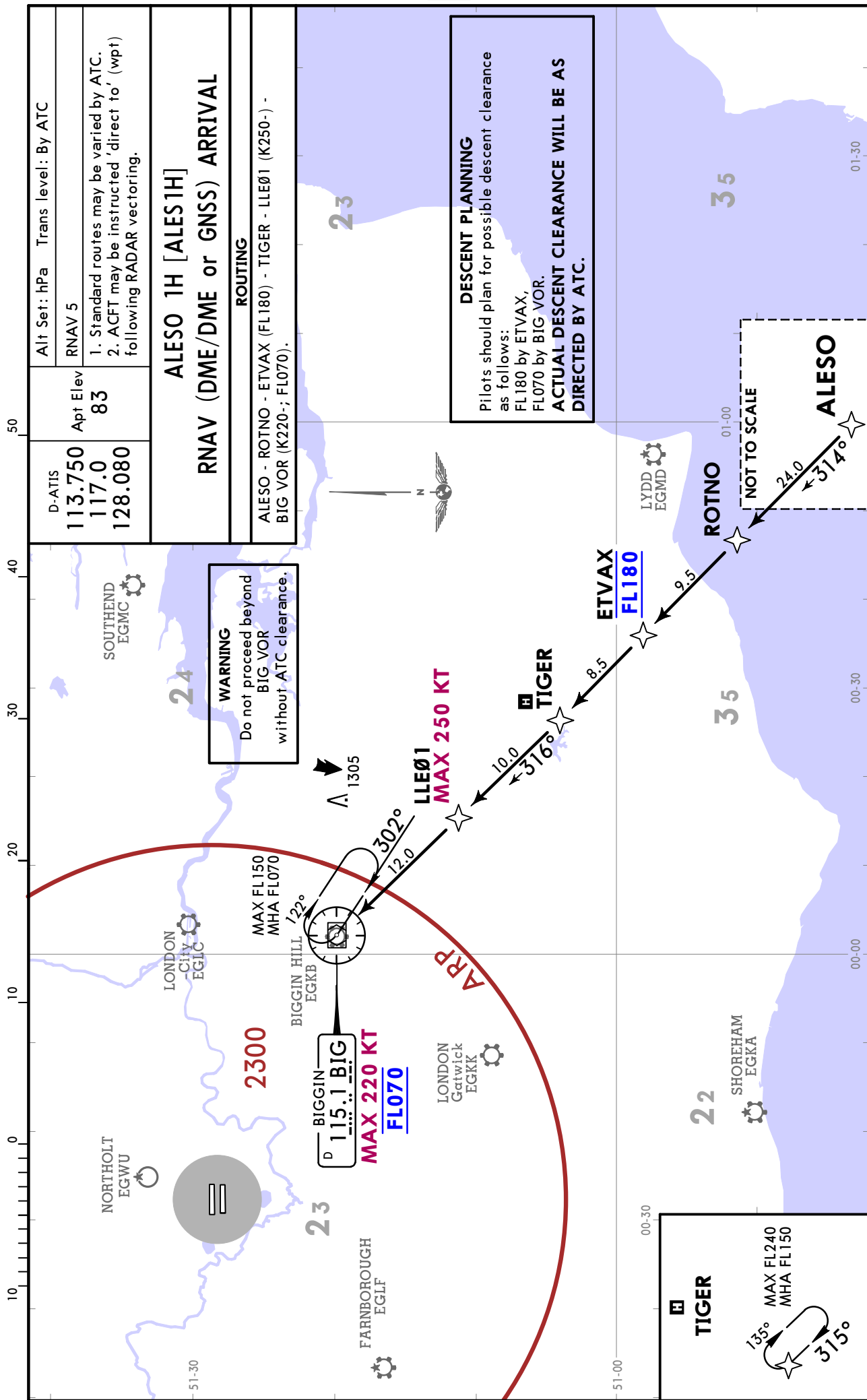
EGLL/LHR  
HEATHROW

JEPPesen

LONDON, UK

31 JAN 25 10-2

RNAV STAR





D-ATIS	113.750	117.0	128.080	Apt Elev	83
Alt Set: hPa	Trans level: By ATC				
RNAV 5					

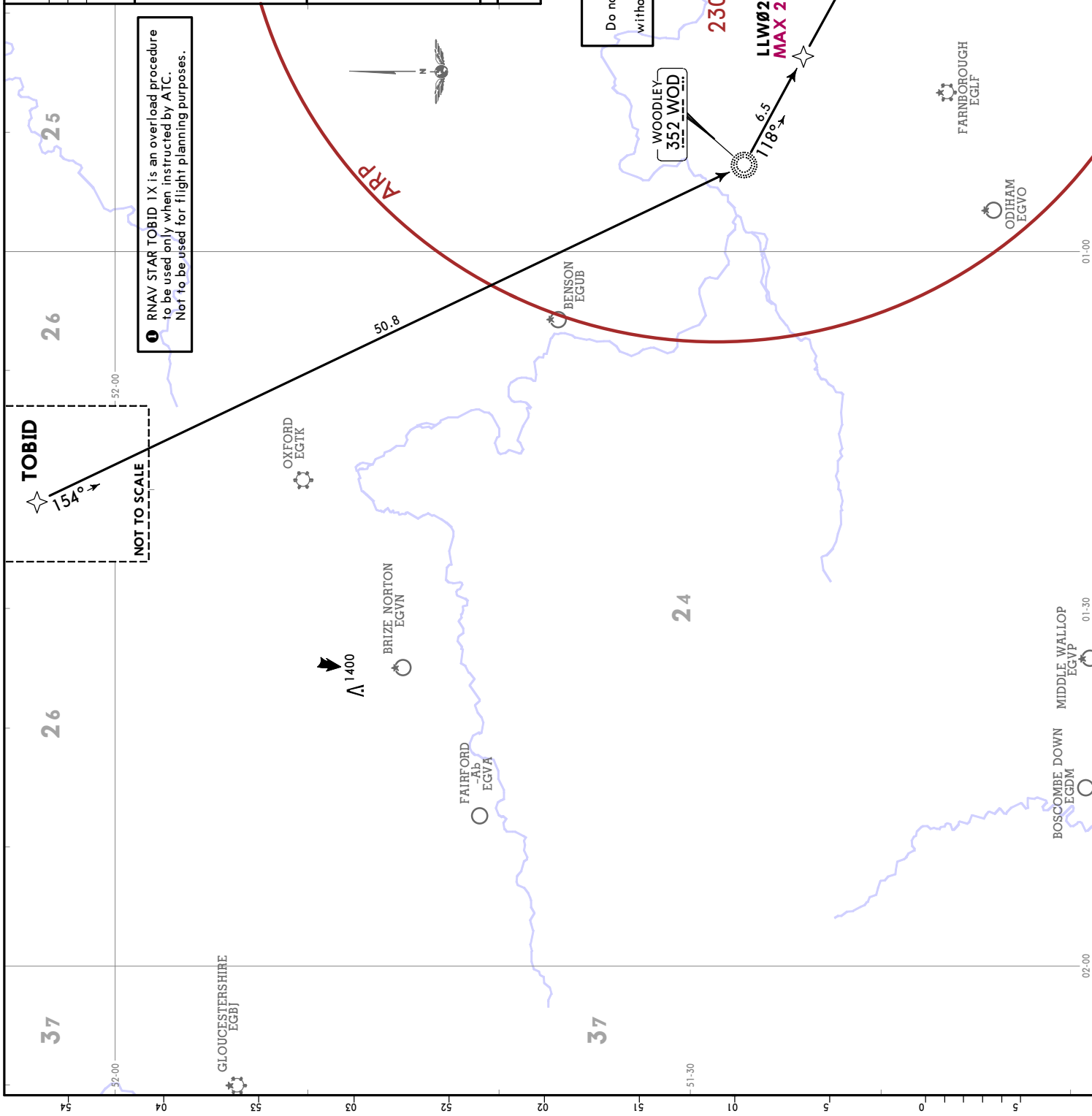
1. Standard routes may be varied by ATC.  
 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

**TOBID 1X [TOBITX]**  
**RNAV (DME/DME or GNSS)**  
**ARRIVAL**

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

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

**ROUTING**  
 TOBID - WOD NDB - LLW02 (K250-) - OCK VOR (K220-; FL070).



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

**WARNING**  
 Do not proceed beyond OCK VOR without ATC clearance.

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

**LAM 1Z [LAM1Z] ●**  
**NUGRA 1H [NUGR1H]**

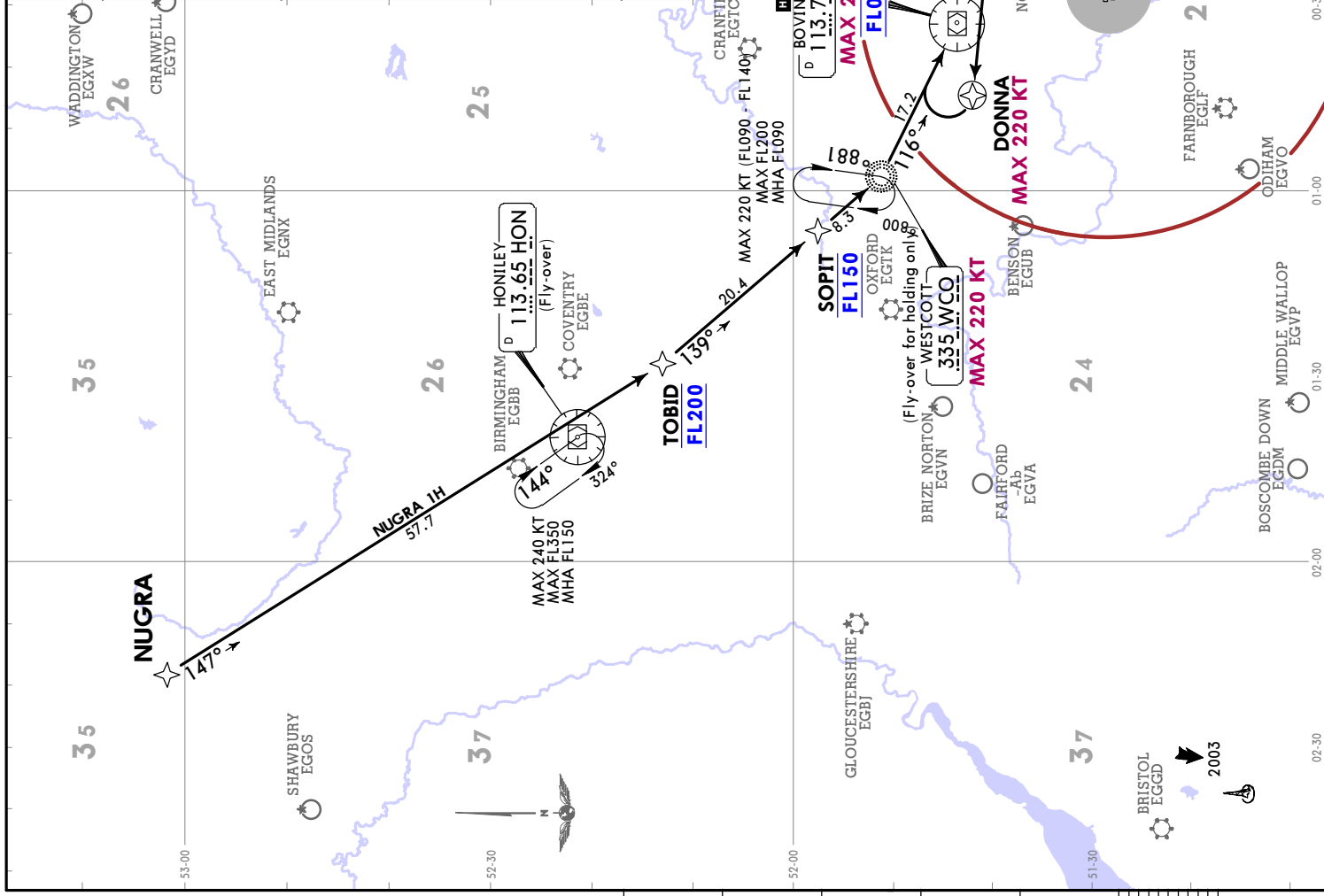
**RNAV (DME/DME or GNSS) ARRIVALS**

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED**

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

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

ROUTING	
<b>LAM 1Z</b>	LAM VOR (K250-) - DONNA (K220-), then turn RIGHT, 116° track to BNN VOR (K220-; FL070).
<b>NUGRA 1H</b>	NUGRA - TOBID (FL1200) - SOPIT (FL150) - WCO NDB (K220-) - BNN VOR (K220-; FL070).



**WARNING**  
Do not proceed beyond BNN VOR without ATC clearance.

**BNN VOR**  
(Fly-over)  
116°  
23%  
MAX 220 KT (FL070 - FL140)  
MAX FL170  
MHA FL070

**LAMBOURNE**  
115.6 LAM  
MAX 250 KT

**DONNA**  
MAX 220 KT

**SOPIT**  
FL150  
MAX 220 KT

**TOBID**  
FL200  
MAX 240 KT  
MAX FL350  
MHA FL150

EGLL/LHR  
HEATHROW

JEPPESEN  
27 NOV 20 (10-2B) Eff 3 Dec

LONDON, UK  
RNAV STAR

\*D-ATIS  
113.750 117.0 128.080

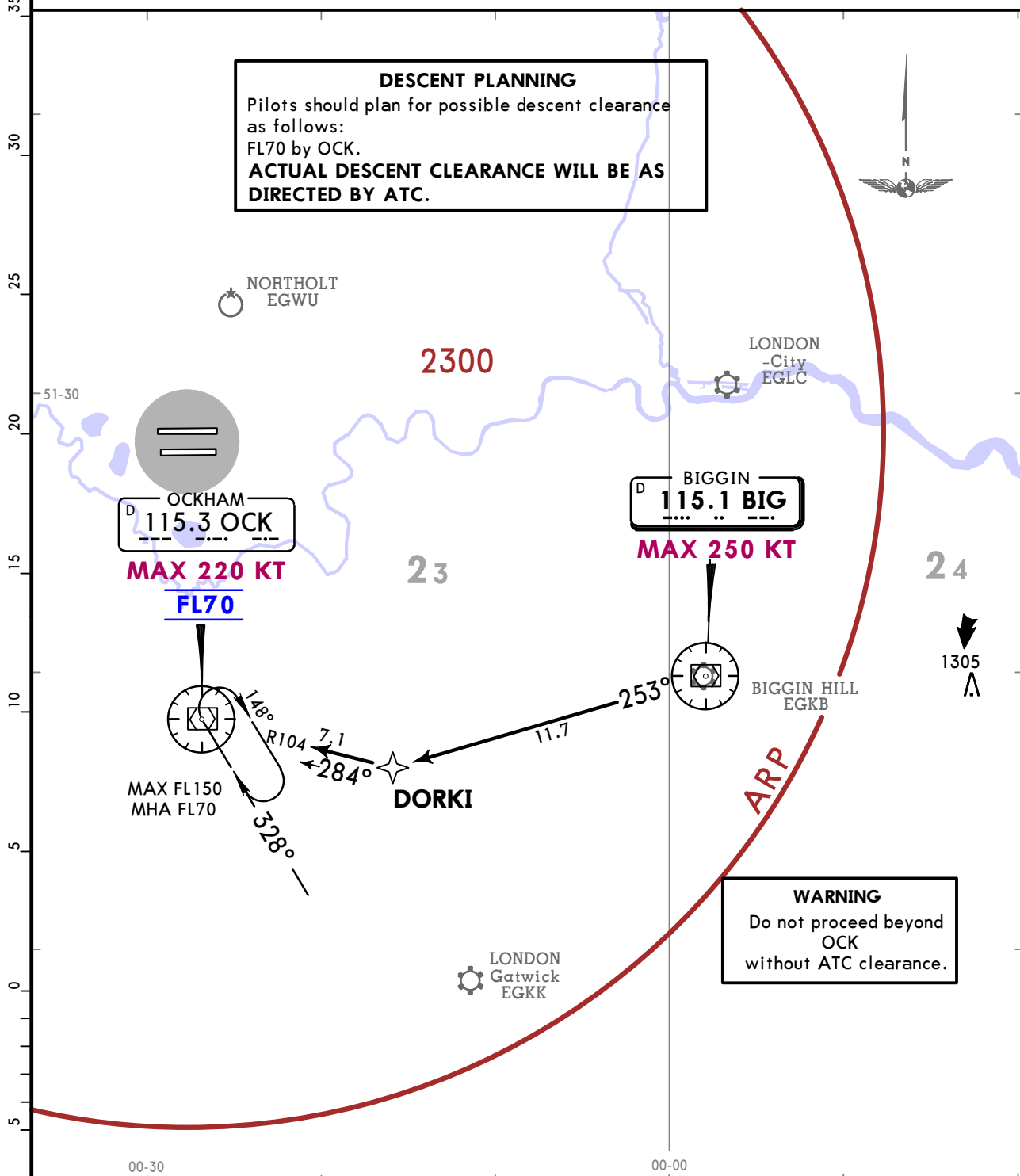
Apt Elev  
83

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

### BIG 1Z RNAV (DME/DME or GNSS) ARRIVAL

STAR IS TO FACILITATE THE TRANSFER OF TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES AND ARE FOR USE ONLY AS DIRECTED BY ATC NOT TO BE USED FOR FLIGHT PLANNING PURPOSES DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC

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



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



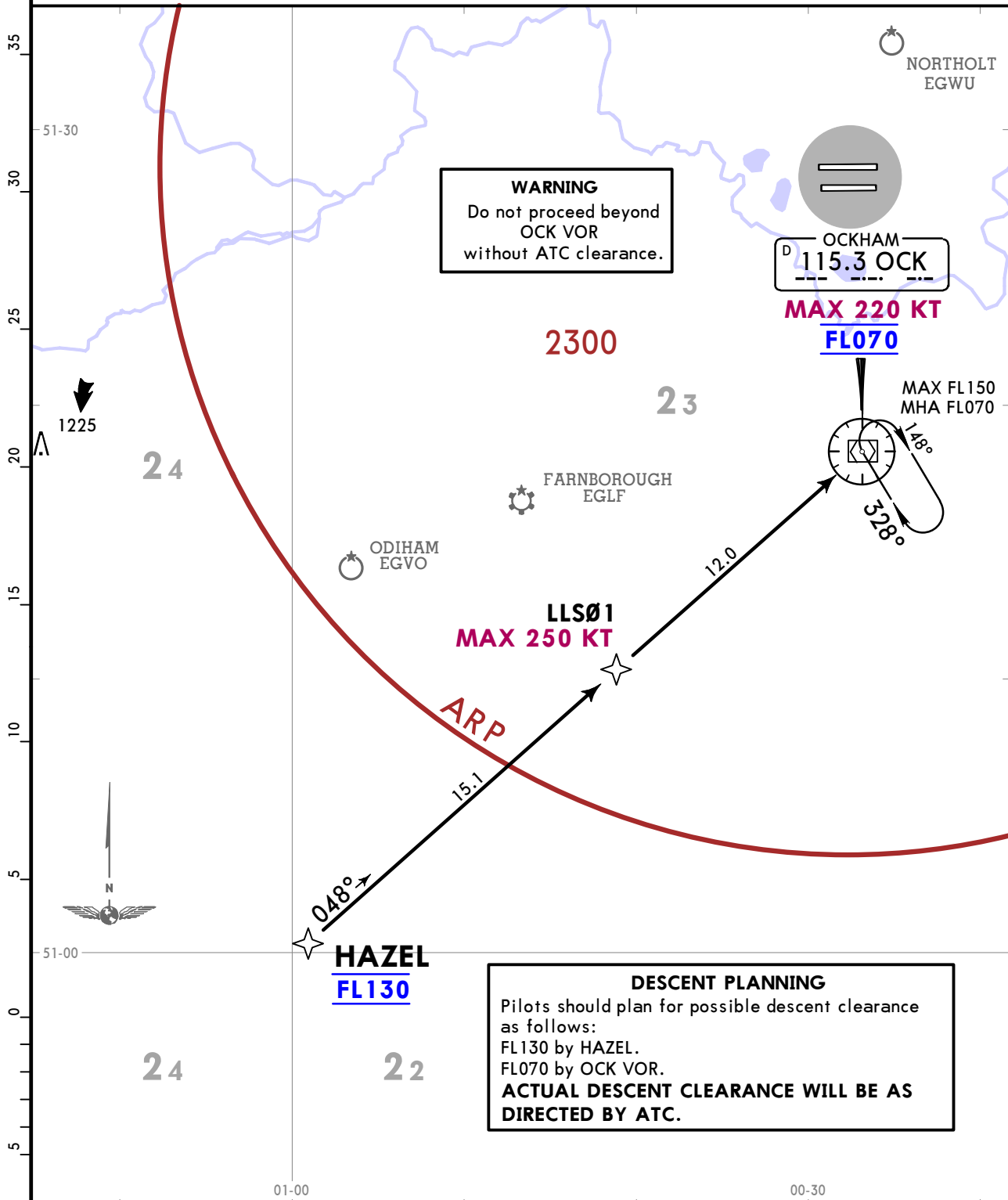
EGLL/LHR  
HEATHROW

JEPPESSEN  
31 JAN 25 10-2C1

LONDON, UK  
RNAV STAR

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

**HAZEL 1H [HAZE1H]**  
**RNAV (DME/DME or GNSS) ARRIVAL**  
 DURING PERIODS OF CONGESTION TRAFFIC MAY  
 BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC  
 NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



**DESCENT PLANNING**  
 Pilots should plan for possible descent clearance as follows:  
 FL130 by HAZEL.  
 FL070 by OCK VOR.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**ROUTING**  
 HAZEL (FL130) - LLSØ1 (K250-) - OCK VOR (K220-; FL070).

EGLL/LHR  
HEATHROW

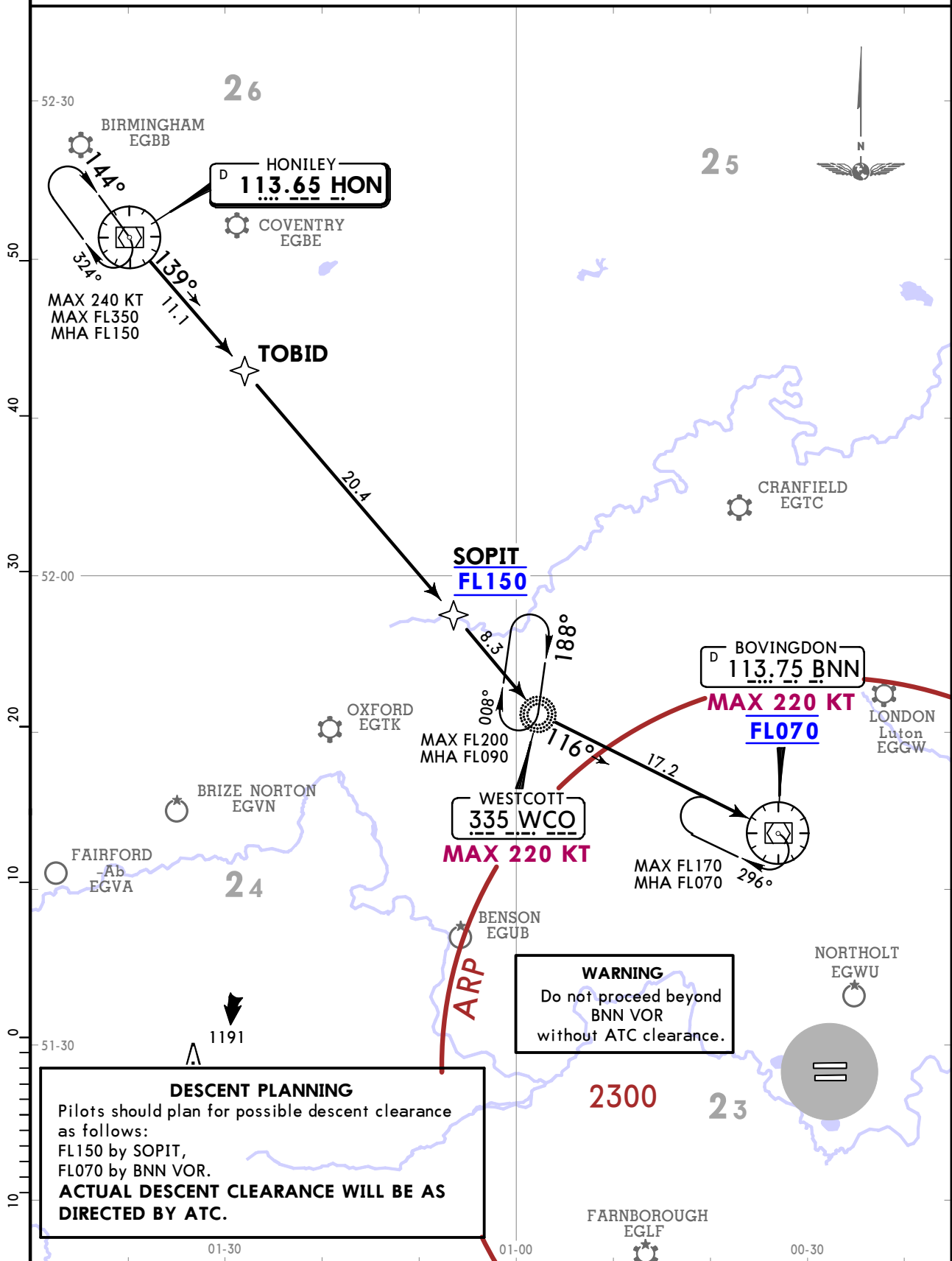
JEPPESEN  
31 JAN 25 10-2C2

LONDON, UK  
RNAV STAR

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

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

**SPEED: MAX 250 KT BELOW FL100 UNLESS AUTHORIZED BY ATC**



**DESCENT PLANNING**  
Pilots should plan for possible descent clearance as follows:  
FL150 by SOPIT,  
FL070 by BNN VOR.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**WARNING**  
Do not proceed beyond BNN VOR without ATC clearance.

**ROUTING**  
HON VOR - TOBID - SOPIT (FL150) - WCO NDB (K220-) - BNN VOR (K220-; FL070).

**EGLL/LHR**  
**HEATHROW**

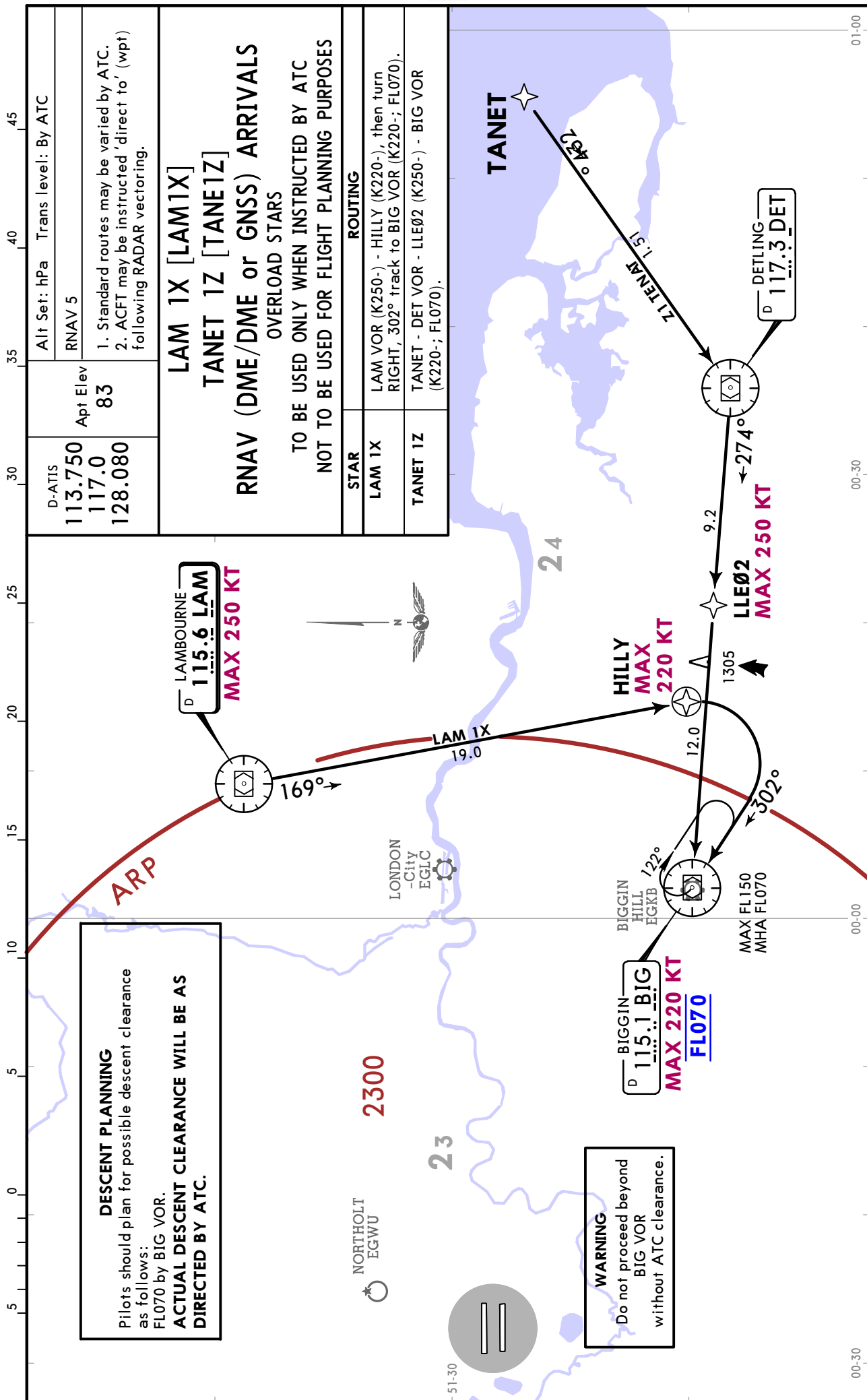
**JEPPESEN**

**LONDON, UK**

31 JAN 25

**10-2D**

**RNAV STAR**



CHANGES: Reissue.

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EGLL/LHR  
HEATHROW

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31 JAN 25 (10-2E)

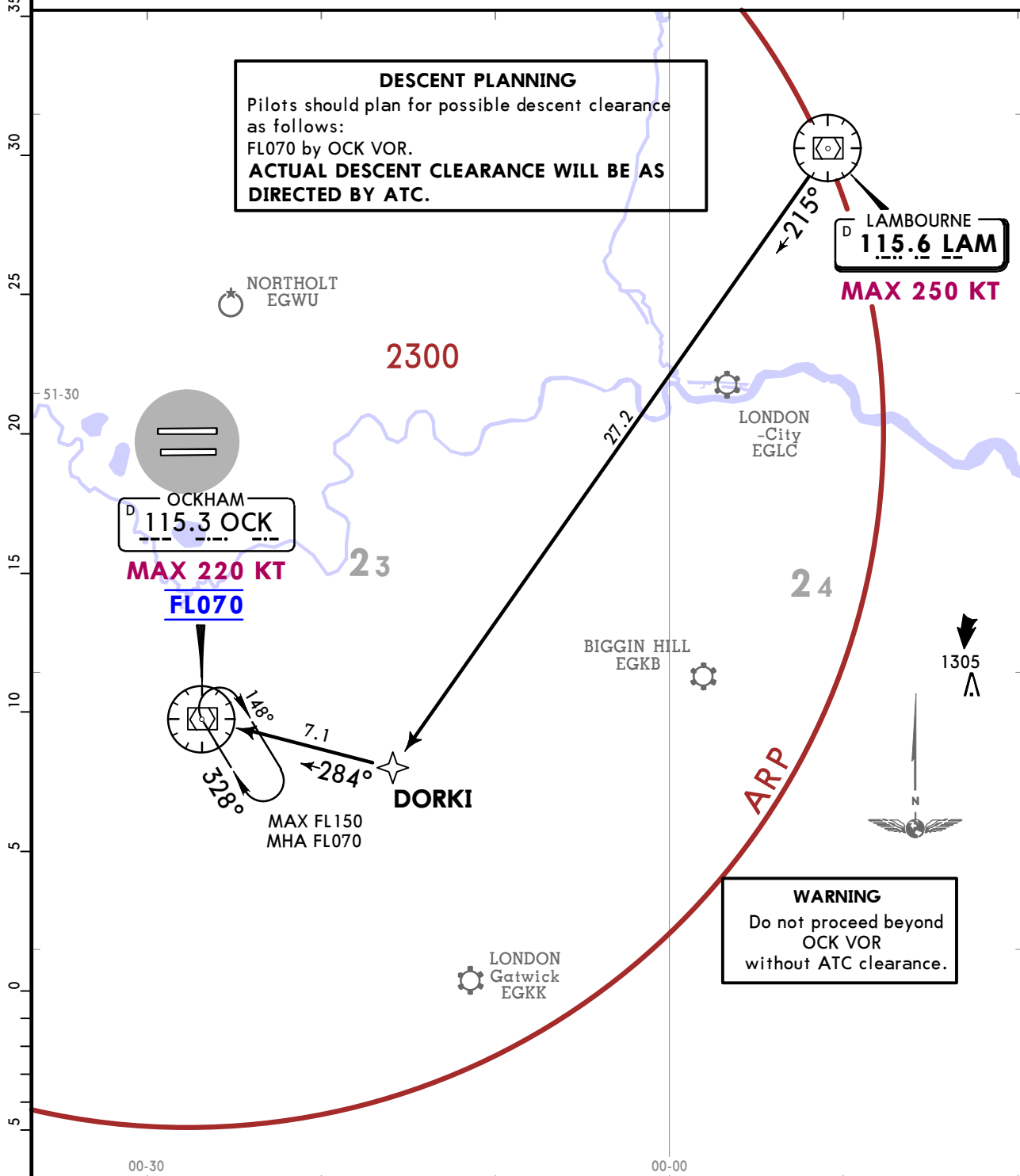
LONDON, UK  
RNAV STAR

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

### LAM 1Y RNAV (DME/DME or GNSS) ARRIVAL

STAR IS TO FACILITATE THE TRANSFER OF TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES AND ARE FOR USE ONLY AS DIRECTED BY ATC NOT TO BE USED FOR FLIGHT PLANNING PURPOSES DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC

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



**ROUTING**  
LAM (K250-) - DORKI - OCK VOR (K220-; FL070).

EGLL/LHR  
HEATHROW

JEPPESEN  
27 NOV 20 10-2F Eff 3 Dec

LONDON, UK  
RNAV STAR

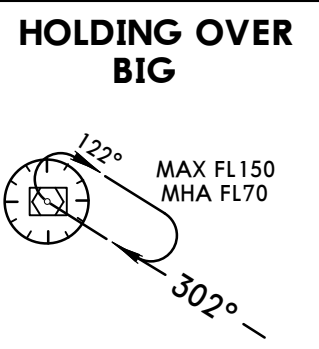
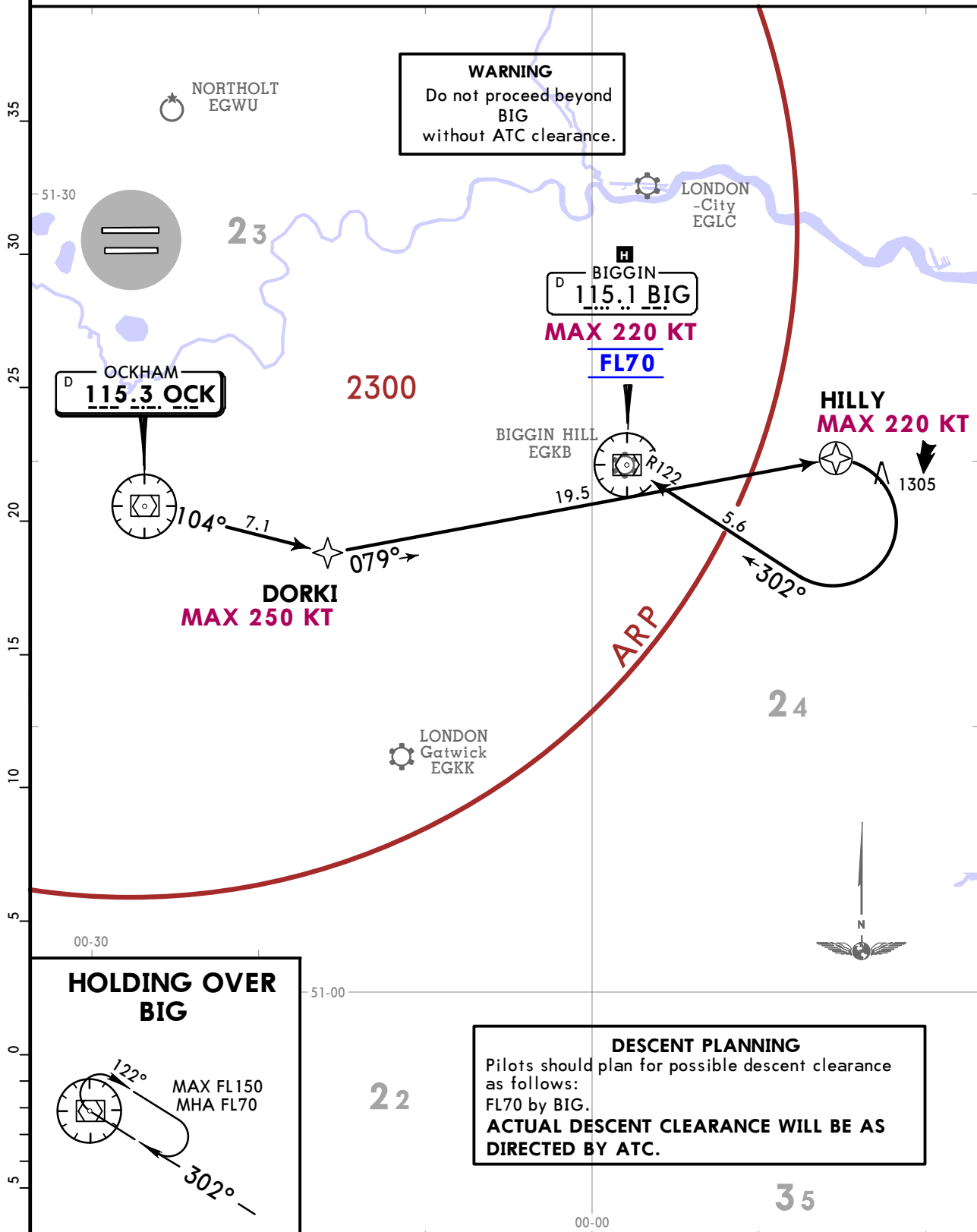
\*D-ATIS  
113.750 117.0 128.080

Apt Elev  
83

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

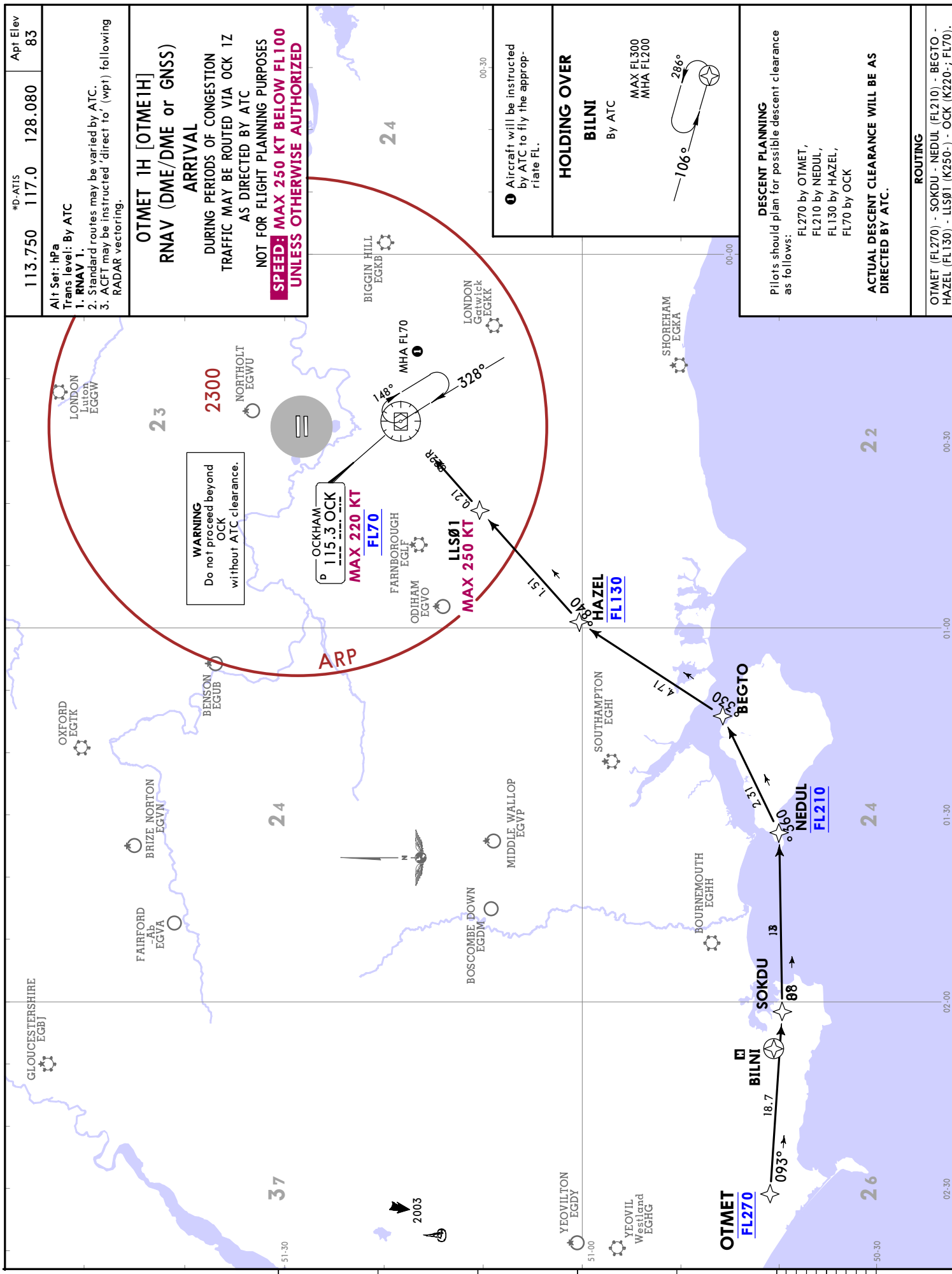
### OCK 1Z RNAV (DME/DME or GNSS) ARRIVAL

**WARNING**  
Do not proceed beyond  
BIG  
without ATC clearance.



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

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



**HOLDING OVER**  
**BILNI**  
 By ATC  
 MAX FL300  
 MHA FL200

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

**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**ROUTING**  
 OTMET (FL270) - SOKDU - NEDUL (FL210) - BEGTO - HAZEL (FL130) - LLS01 (K250) - OCK (K220) - FL70.

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

**LONDON, UK**  
**RNAV STAR**

**JEPPESEN**  
 10-2J Eff 3 Dec

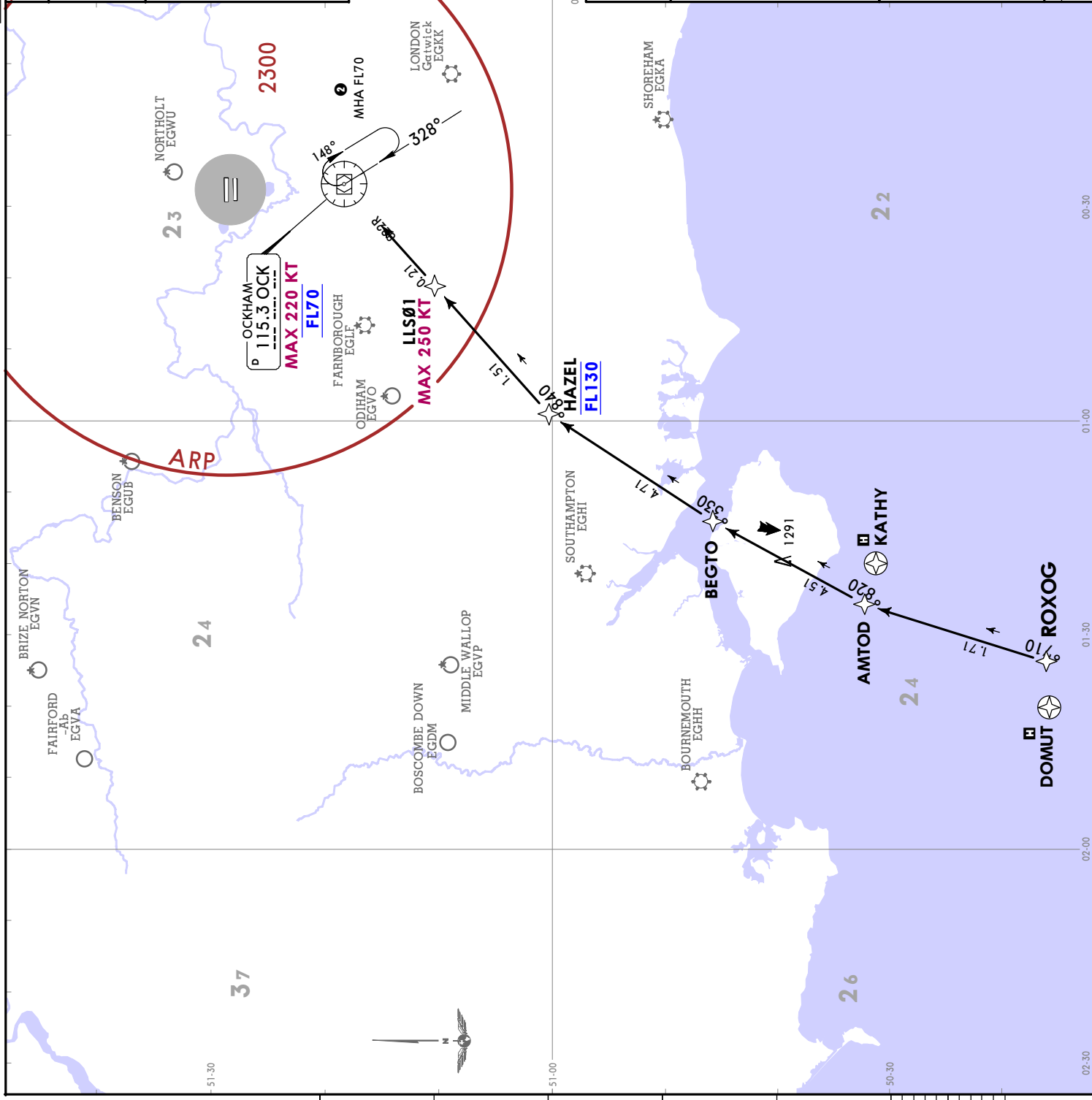
27 NOV 20

**EGLL/LHR**  
 HEATHROW

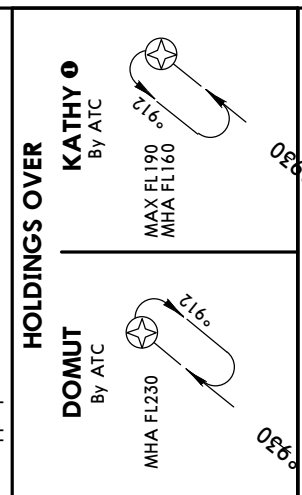
*D-ATIS	113.750	117.0	128.080	Apt Elev	83
Alt Set: hPa					
Trans level: By ATC					
1. RNAV 1.					
2. Standard routes may be varied by ATC.					
3. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.					

**ROXOG 1H [ROXO1H]**  
**RNAV (DME/DME or GNSS)**  
**ARRIVAL**  
 DURING PERIODS OF CONGESTION  
 TRAFFIC MAY BE ROUTED VIA OCK 1Z  
 AS DIRECTED BY ATC  
 NOT FOR FLIGHT PLANNING PURPOSES  
**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE AUTHORIZED**

**WARNING**  
 Do not proceed beyond  
 OCK  
 without ATC clearance.



- 1 Right hand pattern may be instructed by ATC.
- 2 Aircraft will be instructed by ATC to fly the appropriate FL.



**DESCENT PLANNING**  
 Pilots should plan for possible descent clearance as follows:  
 FL130 by HAZEL,  
 FL70 by OCK

**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

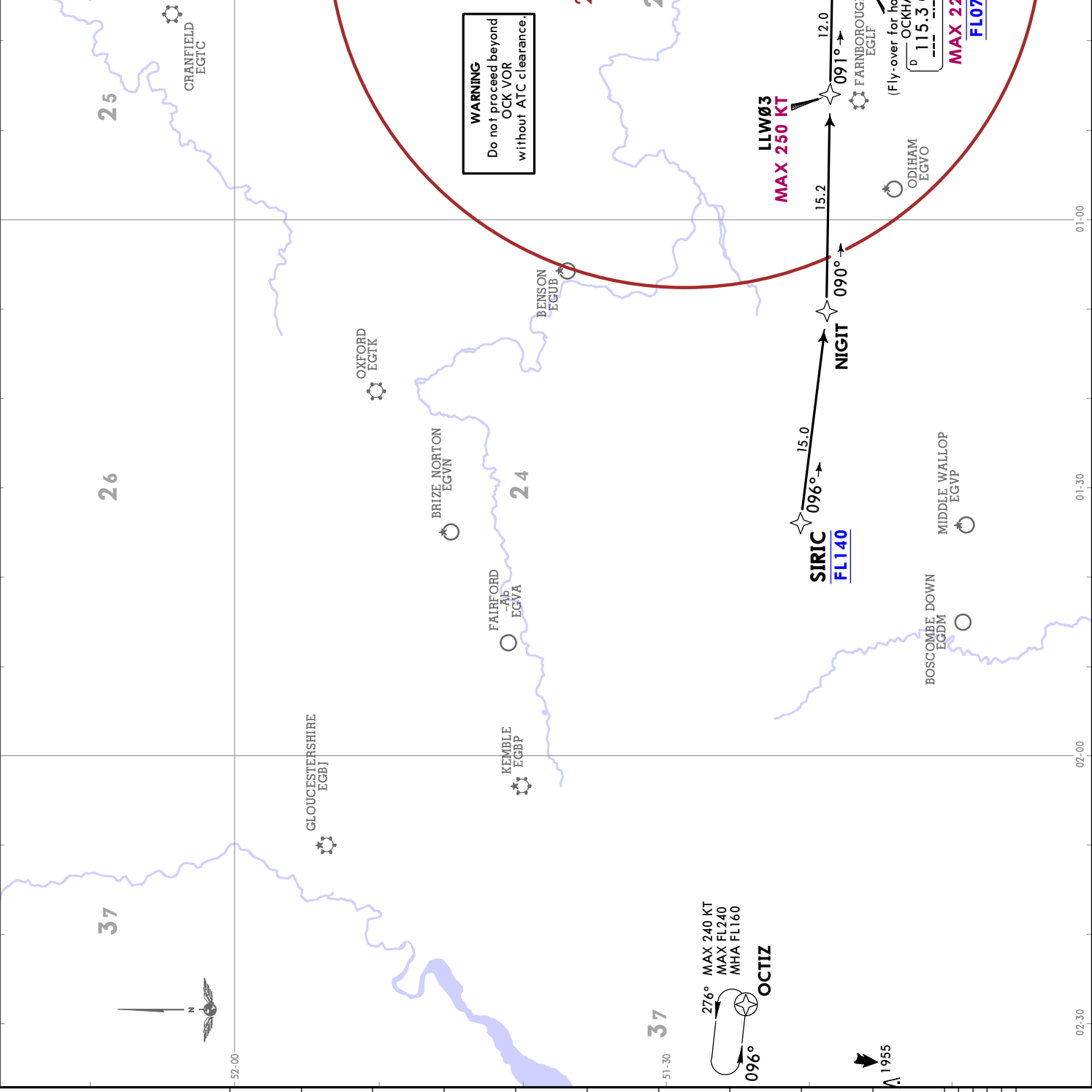
**ROUTING**  
 ROXOG - AMTOD - BEGTO - HAZEL (FL130) - LLS01 (K250-) - OCK (K220-) - FL70.

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

**SIRIC 1H [SIRI1H]**  
**RNAV (DME/DME or GNSS)**  
**ARRIVAL**  
 DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA OCK 1Z AS DIRECTED BY ATC NOT TO BE USED FOR FLIGHT PLANNING PURPOSES  
**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE AUTHORIZED**

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

**ROUTING**  
 SIRIC (FL140) - NIGIT - LLW03 (K250) - OCK VOR (K220); FL070).

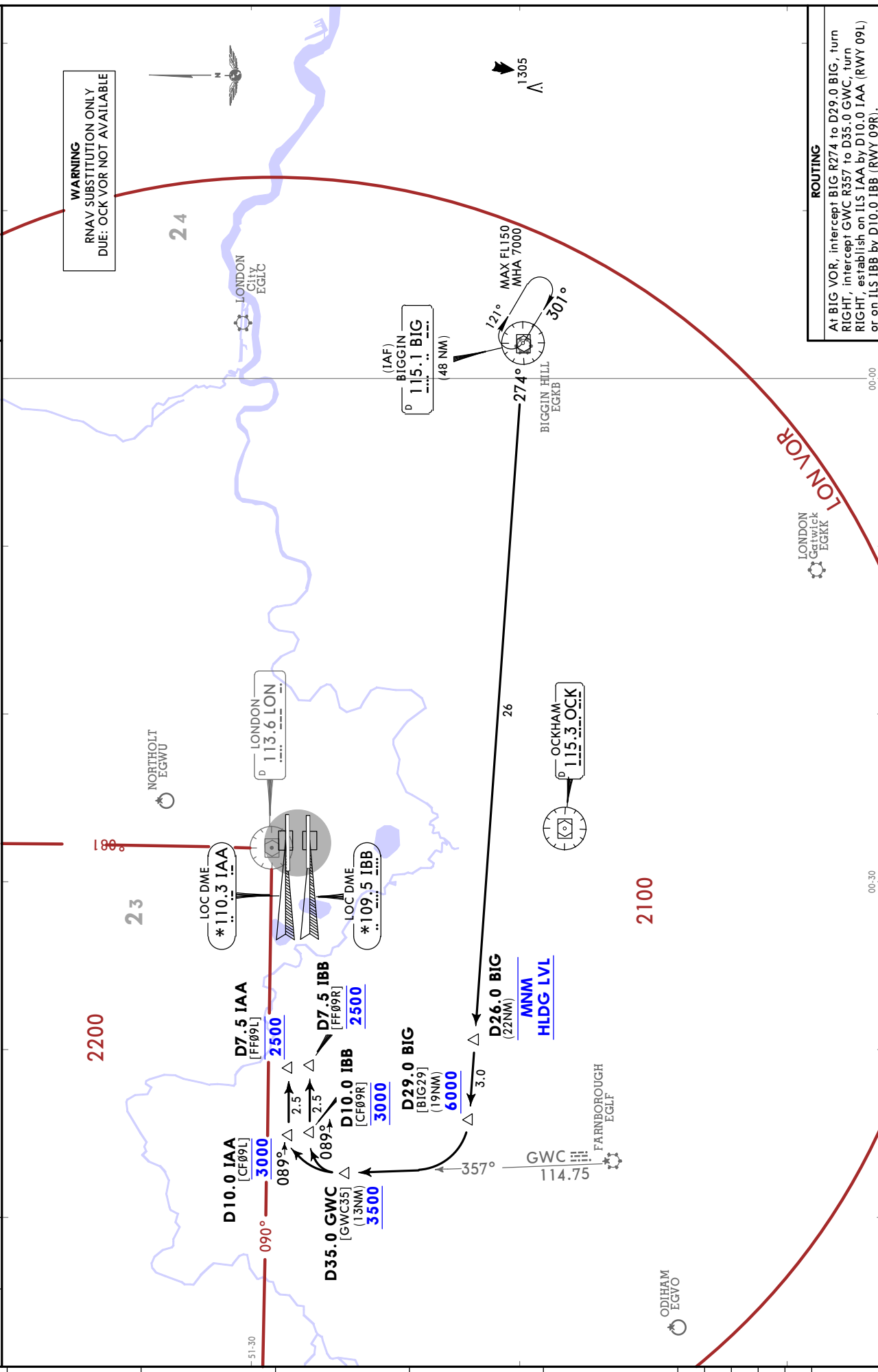




D-ATIS 113.750 117.0 128.080	Apt Elev 83
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Alt Set: hPa Trans level: By ATC

1. Minimum holding level (Flight Level equivalent of 7000) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume ACFT can maintain a descent gradient of approximately 320 per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
4. Approximate distances to touchdown are indicated in round brackets.



**ROUTING**

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

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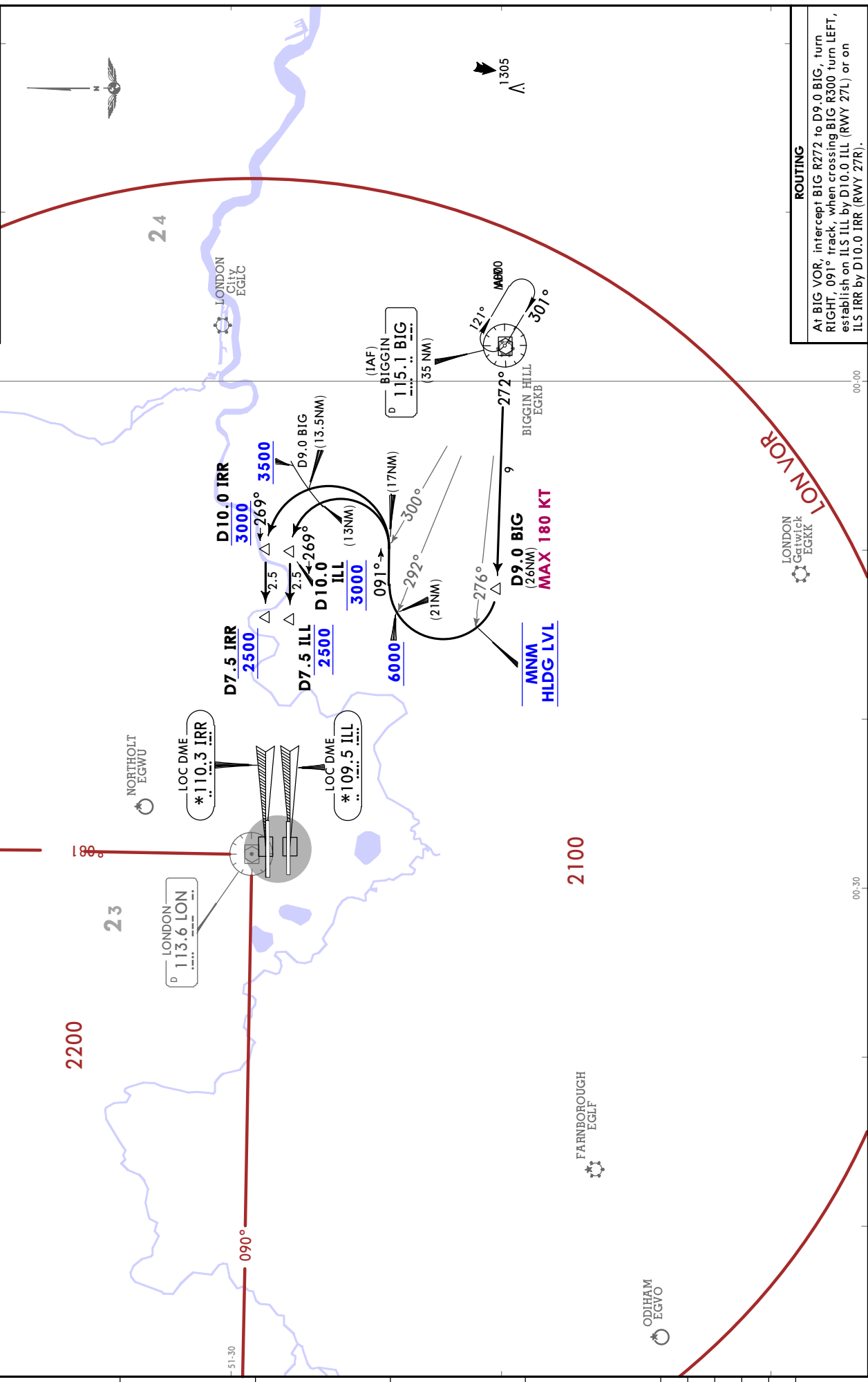
**INITIAL APPROACH (RWYS 27L/R) WITHOUT RADAR CONTROL FROM BIG TO ILS**

**FOR FINAL APPROACH SEE APPROACH CHARTS**

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

D-ATIS  
 113.750  
 117.0  
 128.080

Apt Elev  
 83



**ROUTING**

At BIG VOR; intercept BIG R272 to D9.0 BIG, turn RIGHT, 091° track, when crossing BIG R300 turn LEFT, establish on ILS ILL by D10.0 ILL (RWY 27L) or on ILS IRR by D10.0 IRR (RWY 27R).

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

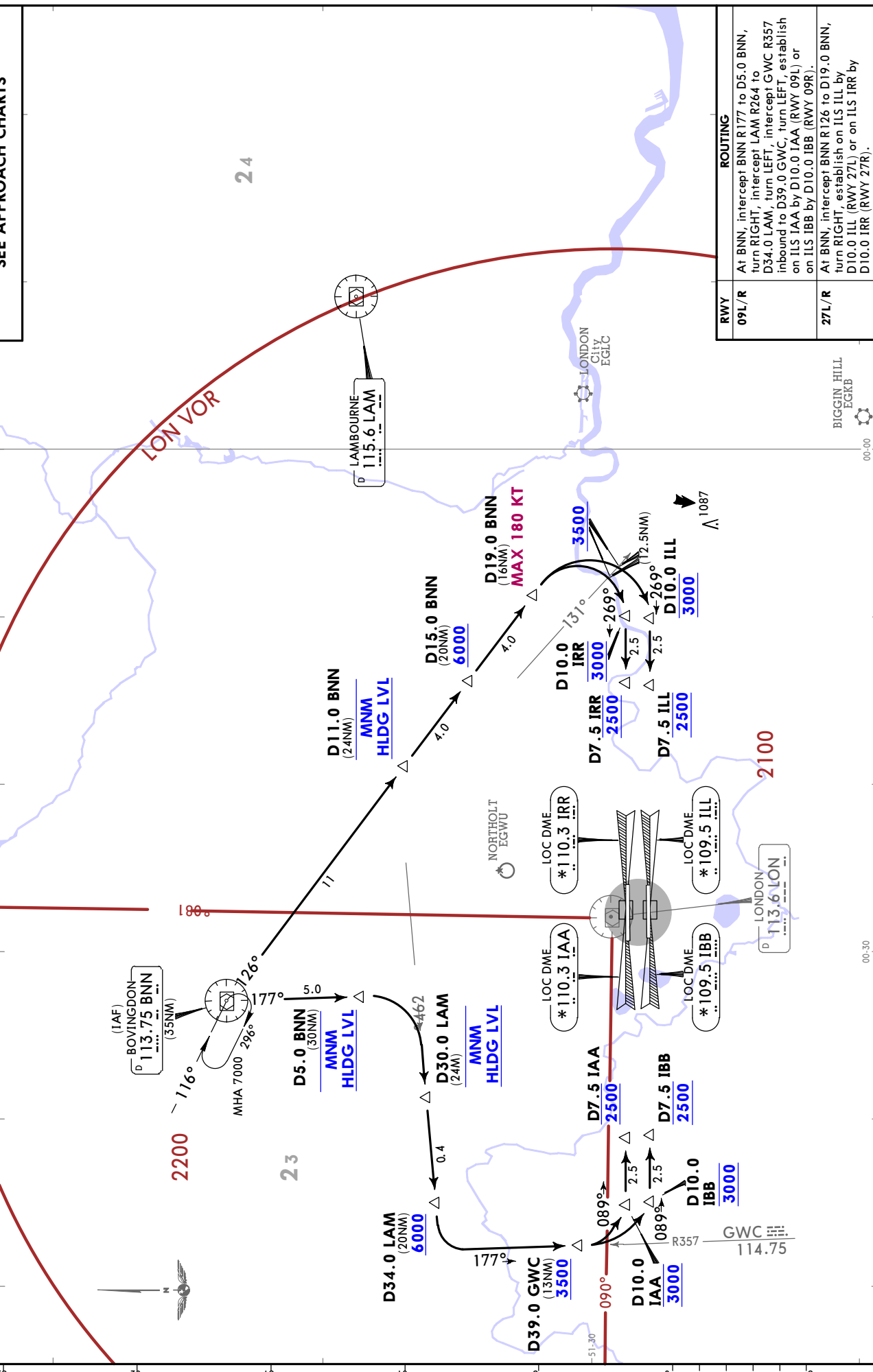
**FOR FINAL APPROACH**  
 SEE APPROACH CHARTS

Alt Set: hPa Trans level: By ATC

1. Minimum holding level (Flight Level equivalent of 7000) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume ACFT can maintain a descent gradient of approximately 320 per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
4. Approximate distances to touchdown are indicated in round brackets.

D-ATIS  
 113.750  
 117.0  
 128.080

Apt Elev  
 83



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

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

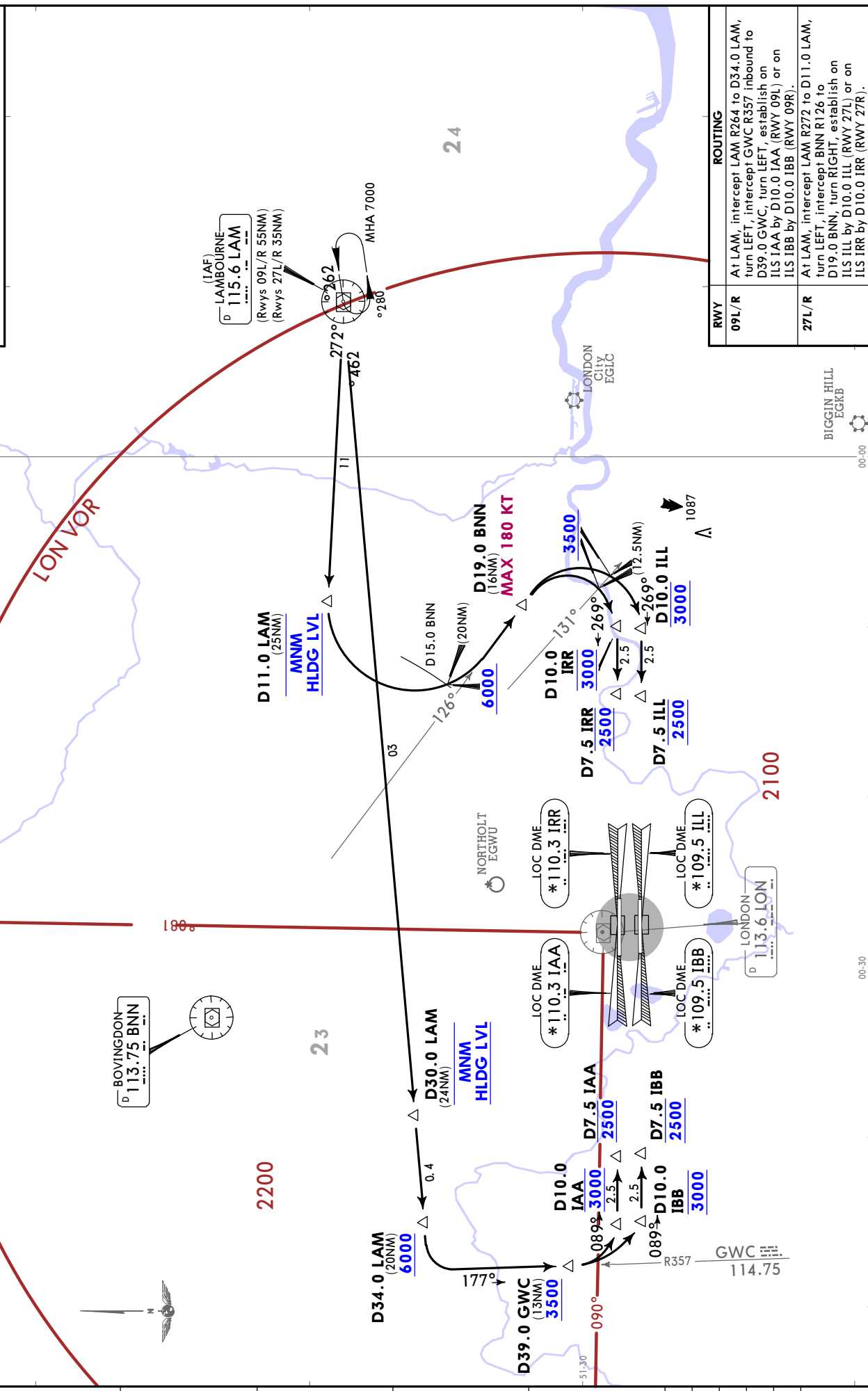
**FOR FINAL APPROACH SEE APPROACH CHARTS**

Alt Set: hPa Trans level: By ATC

1. Minimum holding level (Flight Level equivalent of 7000) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume ACFT can maintain a descent gradient of approximately 320 per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
4. Approximate distances to touchdown are indicated in round brackets.

D-ATIS  
 113.750  
 117.0  
 128.080

Apt Elev  
 83



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

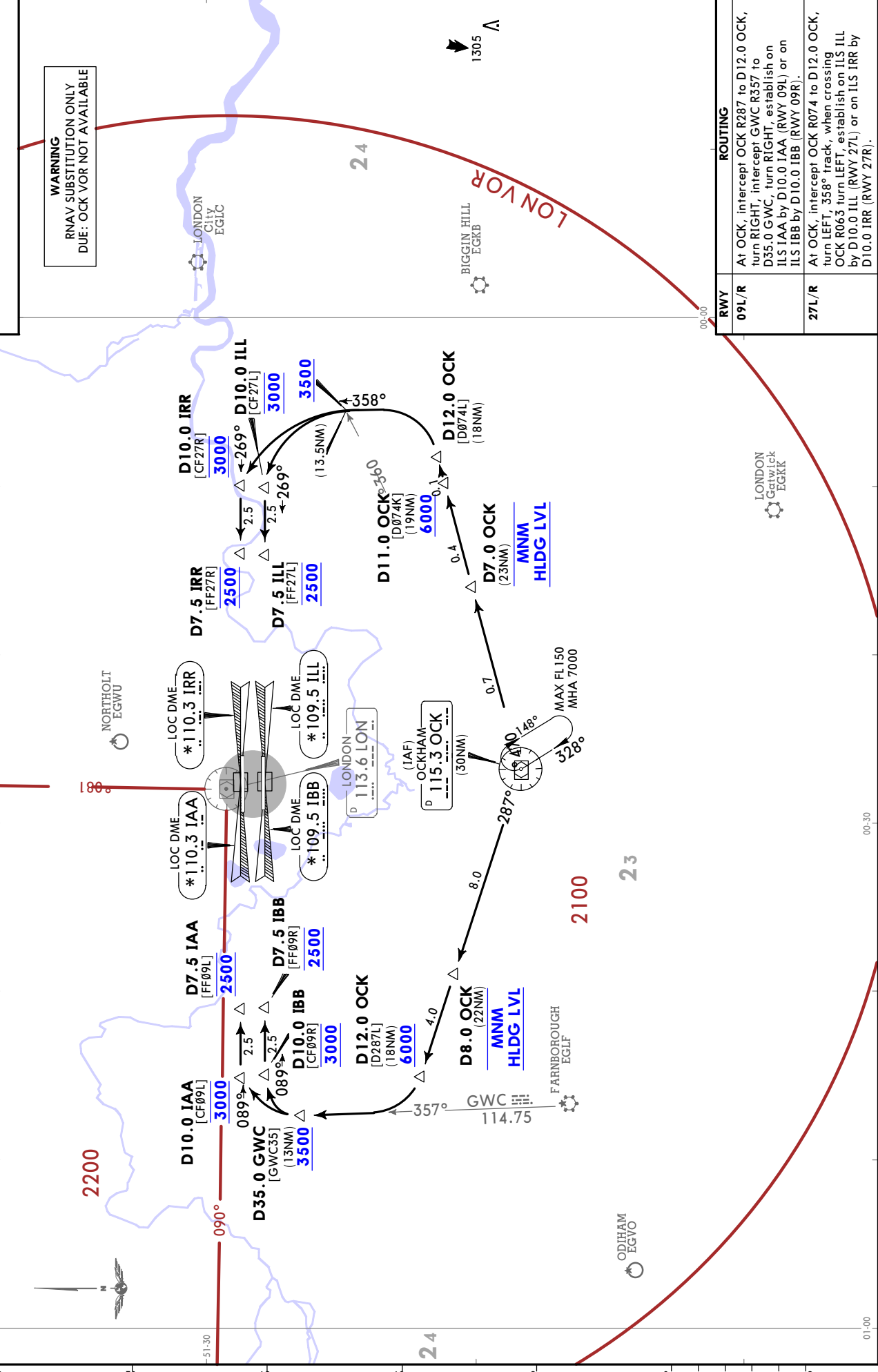
**INITIAL APPROACH**  
(ALL RWYS)  
FROM OCK TO ILS

**FOR FINAL APPROACH**  
SEE APPROACH CHARTS

All Set: hPa Trans level: By ATC  
1. Minimum holding level (Flight Level equivalent of 7000) is above TA and will be allocated by ATC.  
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume ACFT can maintain a descent gradient of approximately 320 per NM.  
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.  
4. Approximate distances to touchdown are indicated in round brackets.

D-ATIS  
113.750  
117.0  
128.080

Apt Elev  
83



RWY	ROUTING
09L/R	At OCK, intercept OCK R287 to D12.0 OCK, turn RIGHT, intercept GWC R357 to D35.0 GWC, turn RIGHT, establish on ILS 1AA by D10.0 IAA (RWY 09L) or on ILS 1BB by D10.0 IBB (RWY 09R).
27L/R	At OCK, intercept OCK R074 to D12.0 OCK, turn LEFT, 358° track, when crossing OCK R063 turn LEFT, establish on ILS ILL by D10.0 ILL (RWY 27L) or on ILS IRR by D10.0 IRR (RWY 27R).

**EGLL/LHR**  
**HEATHROW**

**JEPPESSEN**

**LONDON, UK**

25 AUG 23

10-3

Eff 7 Sep

**SID**

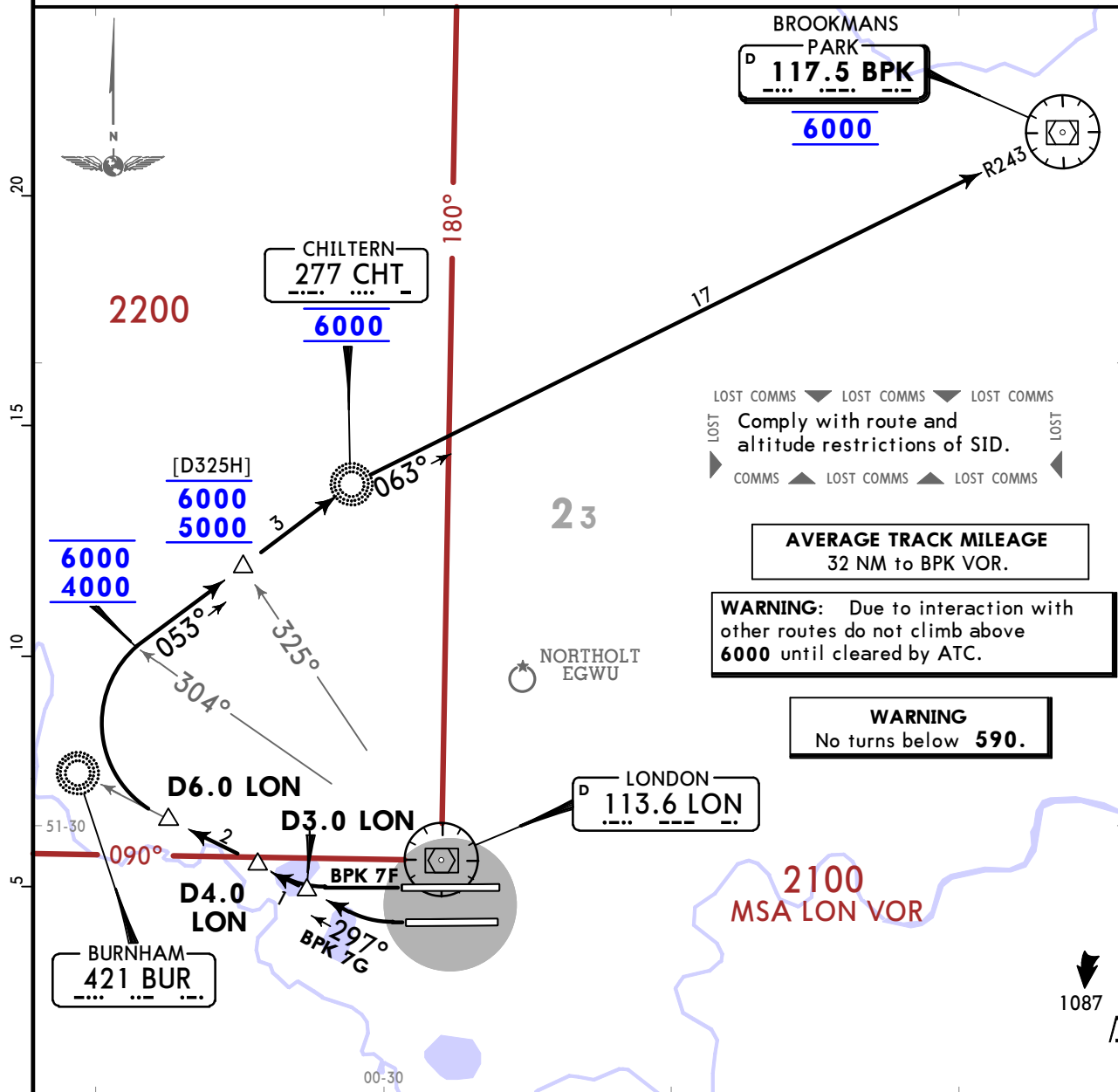
LONDON Control  
**118.825**

Apt Elev  
**83**

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

**BPK 7F**  
**BPK 7G**  
**DEPARTURES**

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
LOST  
Comply with route and altitude restrictions of SID.  
COMMS ▲ LOST COMMS ▲ LOST COMMS

**AVERAGE TRACK MILEAGE**  
32 NM to BPK VOR.

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

**WARNING**  
No turns below **590**.

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

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

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

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

**EGLL/LHR**  
**HEATHROW**

**JEPPESEN**  
25 AUG 23 **(10-3A)** Eff 7 Sep

**LONDON, UK**  
**SID**

LONDON Control <b>118.825</b>	Apt Elev <b>83</b>	Trans alt: 6000 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC. 5. EXPECT close-in obstacles.
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**BPK 6J**  
**BPK 5K**  
**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.

BROOKMANS PARK  
**D 117.5 BPK**  
**6000**

**BAPAG**

**D6.0 BPK**  
**6000**

**D10.0 BPK**  
**6000**  
**4000**

**D10.0 LON**  
**6000**  
**3000**

LONDON  
**D 113.6 LON**

NORTHOLT EGWU

**AVERAGE TRACK MILEAGE**  
23 NM to BPK VOR.

**2100**  
**MSA LON VOR**

**WARNING**  
No turns below **590**.

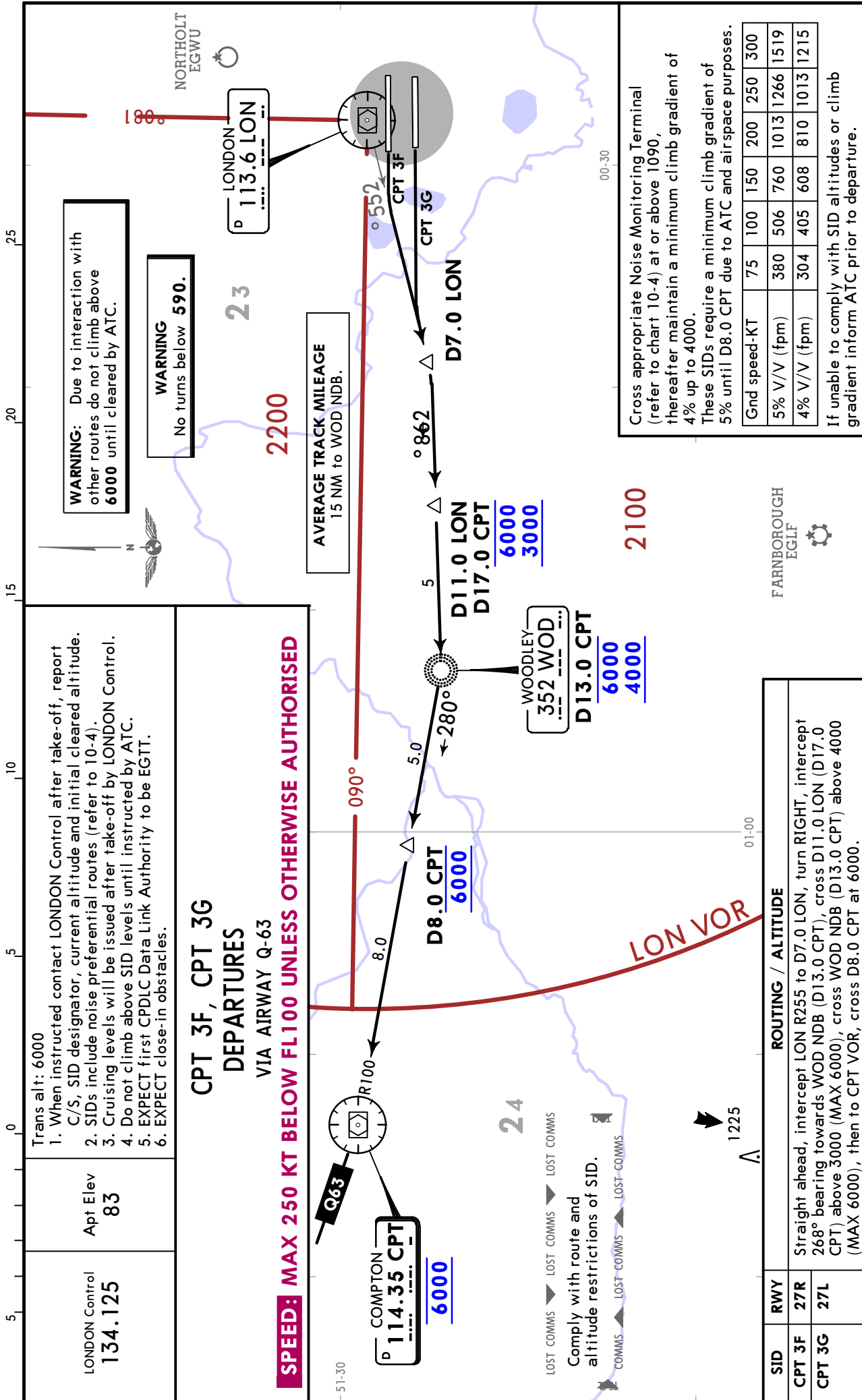
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
Comply with route and altitude restrictions of SID.  
COMMS ▲ LOST COMMS ▲ LOST COMMS

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

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

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

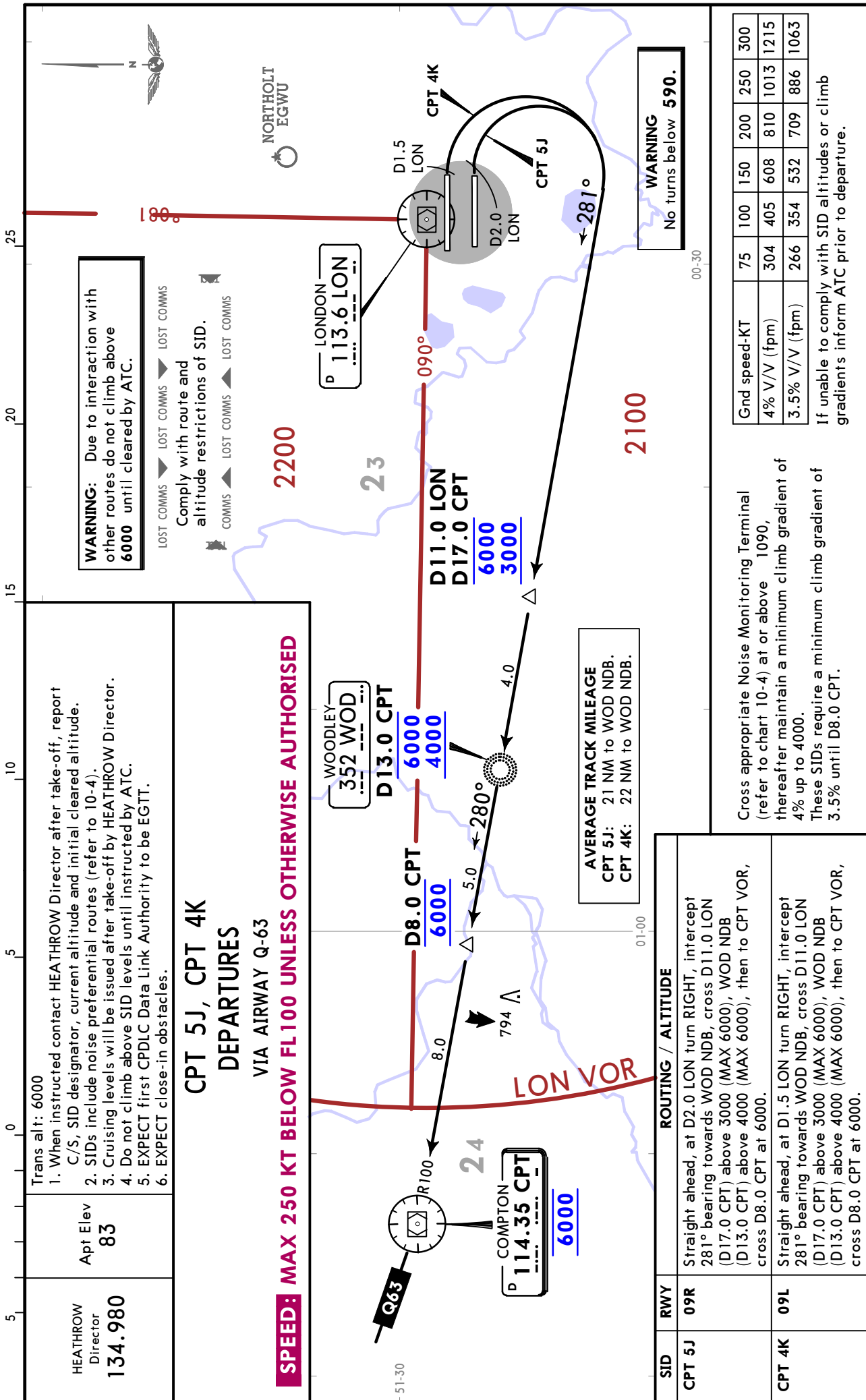
SID	RWY	ROUTING / ALTITUDE
<b>BPK 6J</b>	<b>09R</b>	Climb straight ahead, at D2.0 LON turn LEFT, 050° track, intercept LON R070, cross D10.0 LON at or above 3000 (MAX 6000), turn LEFT, intercept BPK R196 inbound, cross D10.0 BPK at or above 4000 (MAX 6000), D6.0 BPK at 6000, via BAPAG to BPK VOR.
<b>BPK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



**EGLL/LHR**  
**HEATHROW**

**JEPPESSEN**  
25 AUG 23 **10-3C** Eff 7 Sep

**LONDON, UK**  
**SID**



Trans alt: 6000  
Apt Elev 83  
HEATHROW Director 134.980

- When instructed contact HEATHROW Director after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
- SIDs include noise preferential routes (refer to 10-4).
- Cruising levels will be issued after take-off by HEATHROW Director.
- Do not climb above SID levels until instructed by ATC.
- EXPECT first CPDLC Data Link Authority to be EGGT.
- EXPECT close-in obstacles.

**CPT 5J, CPT 4K DEPARTURES**  
VIA AIRWAY Q-63

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED**

**AVERAGE TRACK MILEAGE**  
CPT 5J: 21 NM to WOD NDB.  
CPT 4K: 22 NM to WOD NDB.

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

LOST COMMS > LOST COMMS > LOST COMMS  
Comply with route and altitude restrictions of SID.  
COMMS < LOST COMMS < LOST COMMS

SID	RWY	ROUTING / ALTITUDE
CPT 5J	09R	Straight ahead, at D2.0 LON turn RIGHT, intercept 281° bearing towards WOD NDB, cross D11.0 LON (D17.0 CPT) above 3000 (MAX 6000), WOD NDB (D13.0 CPT) above 4000 (MAX 6000), then to CPT VOR, cross D8.0 CPT at 6000.
CPT 4K	09L	Straight ahead, at D1.5 LON turn RIGHT, intercept 281° bearing towards WOD NDB, cross D11.0 LON (D17.0 CPT) above 3000 (MAX 6000), WOD NDB (D13.0 CPT) above 4000 (MAX 6000), then to CPT VOR, cross D8.0 CPT at 6000.

End speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215
3.5% V/V (fpm)	266	354	532	709	886	1063

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









**EGLL/LHR**  
**HEATHROW**

**JEPPESSEN**

**LONDON, UK**

25 AUG 23

**10-3K Eff 7 Sep**

**SID**

LONDON Control  
**133.180**

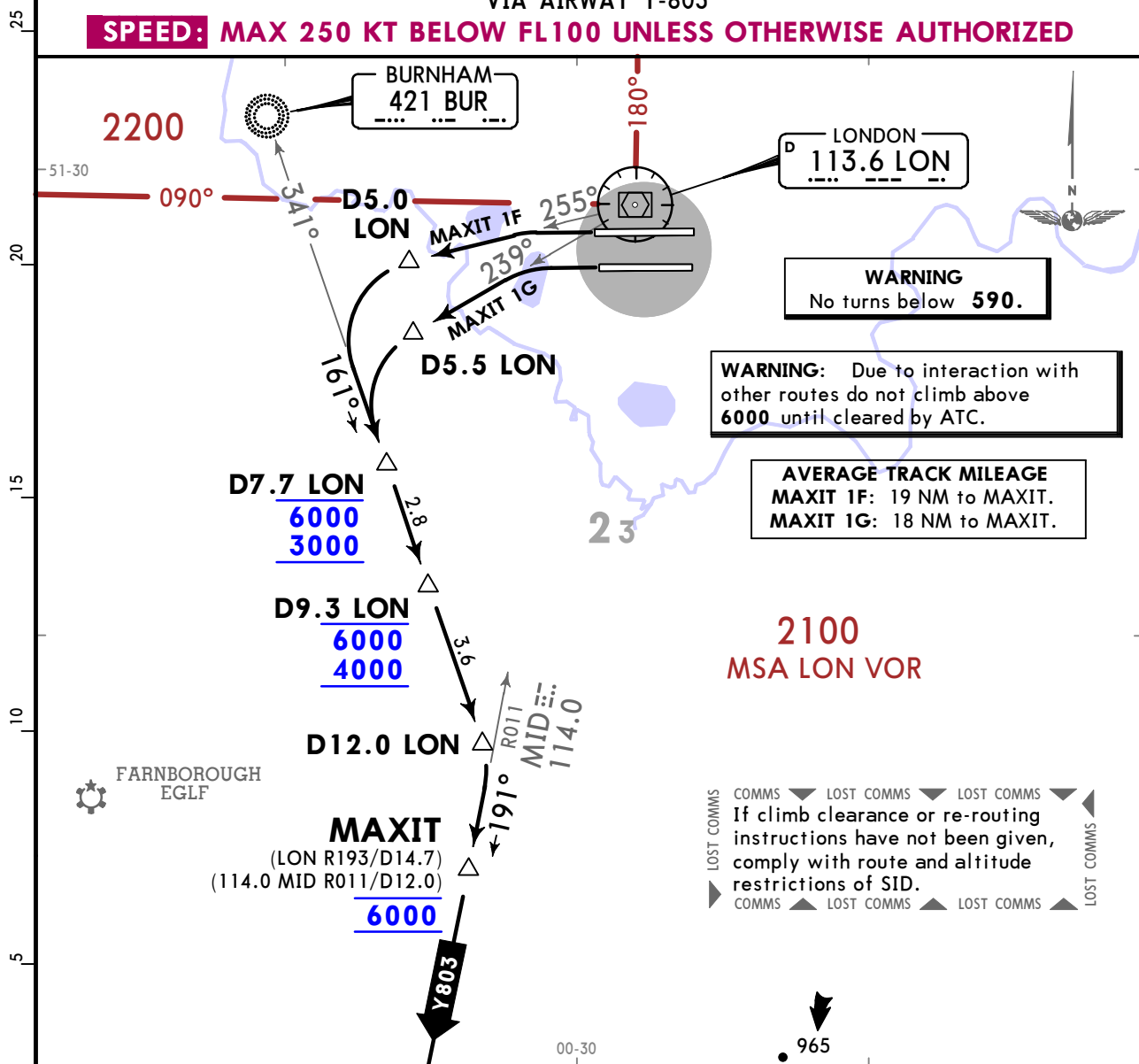
Apt Elev  
**83**

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

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

VIA AIRWAY Y-803

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED**



**AVERAGE TRACK MILEAGE**  
MAXIT 1F: 19 NM to MAXIT.  
MAXIT 1G: 18 NM to MAXIT.

**2100**  
MSA LON VOR

LOST COMMS  
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
If climb clearance or re-routing instructions have not been given, comply with route and altitude restrictions of SID.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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

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

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

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

**EGLL/LHR**  
**HEATHROW**

**JEPPESSEN**

**LONDON, UK**

25 AUG 23

10-3L

Eff 7 Sep

**SID**

LONDON Control  
**133.180**

Apt Elev  
**83**

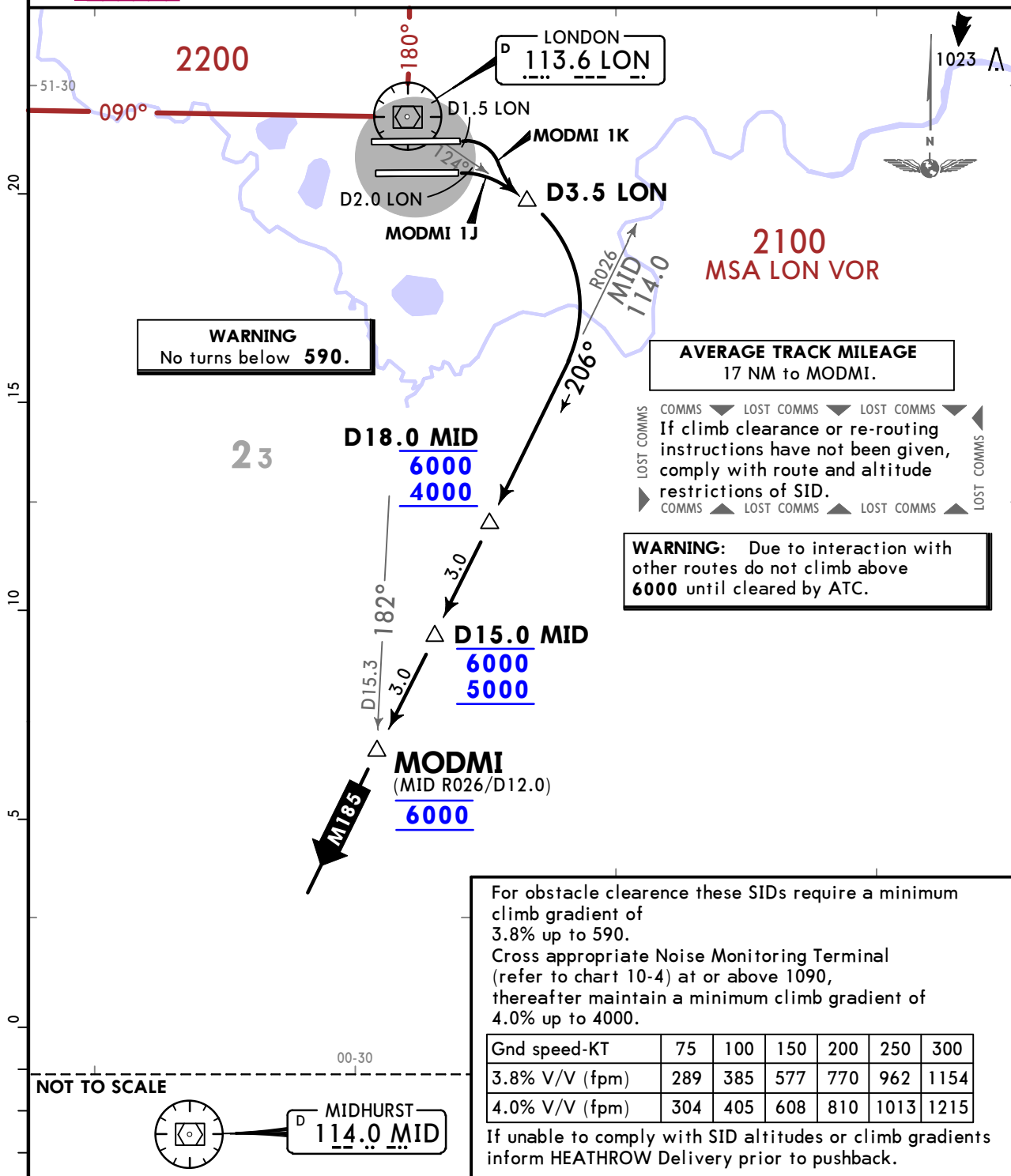
- Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
  2. SIDs include noise preferential routes (refer to 10-4).
  3. Cruising levels will be issued after take-off by LONDON Control.
  4. Do not climb above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

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

**DEPARTURES**

VIA AIRWAY M-185

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED**



NOT TO SCALE

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

**EGLL/LHR**  
**HEATHROW**

**JEPPESSEN**

**LONDON, UK**

13 DEC 24

**10-3M** Eff 26 Dec

**SID**

LONDON Control  
**119.780**

Apt Elev  
**83**

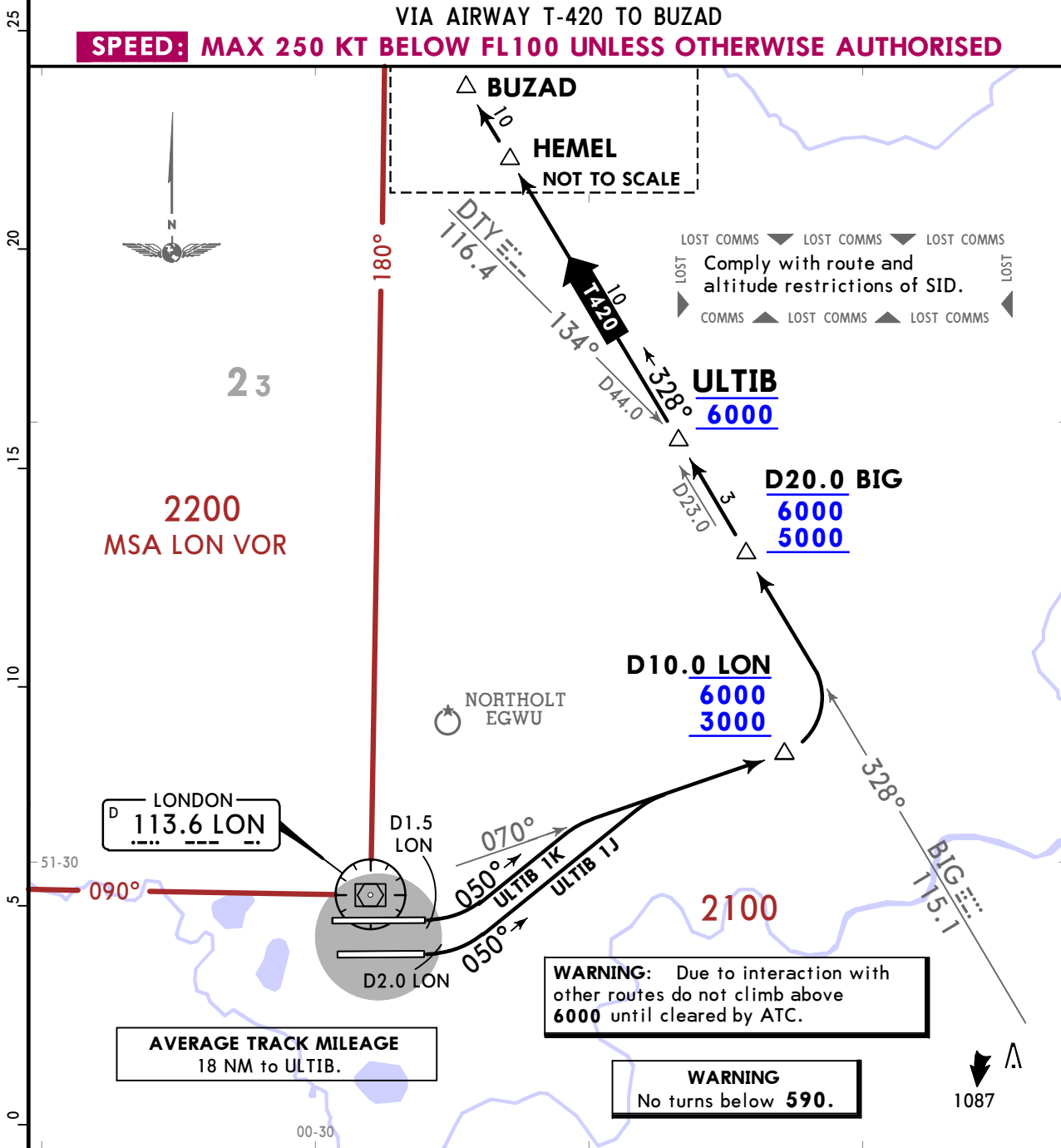
- Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
  2. SIDs include noise preferential routes (refer to 10-4).
  3. Cruising levels will be issued after take-off by LONDON Control.
  4. Do not climb above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

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

**DEPARTURES**

VIA AIRWAY T-420 TO BUZAD

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED**



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

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

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

SID	RWY	ROUTING / ALTITUDE
<b>ULTIB 1J</b>	<b>09R</b>	Climb straight ahead, at D2.0 LON turn LEFT, 050° track, intercept LON R070, cross D10.0 LON at or above 3000 (MAX 6000), turn LEFT, intercept BIG R328, cross D20.0 BIG at or above 5000 (MAX 6000), to ULTIB at 6000.
<b>ULTIB 1K</b>	<b>09L</b>	Climb straight ahead, at D1.5 LON turn LEFT, 050° track, intercept LON R070, cross D10.0 LON at or above 3000 (MAX 6000), turn LEFT, intercept BIG R328, cross D20.0 BIG at or above 5000 (MAX 6000), to ULTIB at 6000.

EGLL/LHR  
HEATHROW

JEPPESEN

LONDON, UK

13 DEC 24

10-3N

Eff 26 Dec

SID

LONDON Control  
119.780

Apt Elev  
83

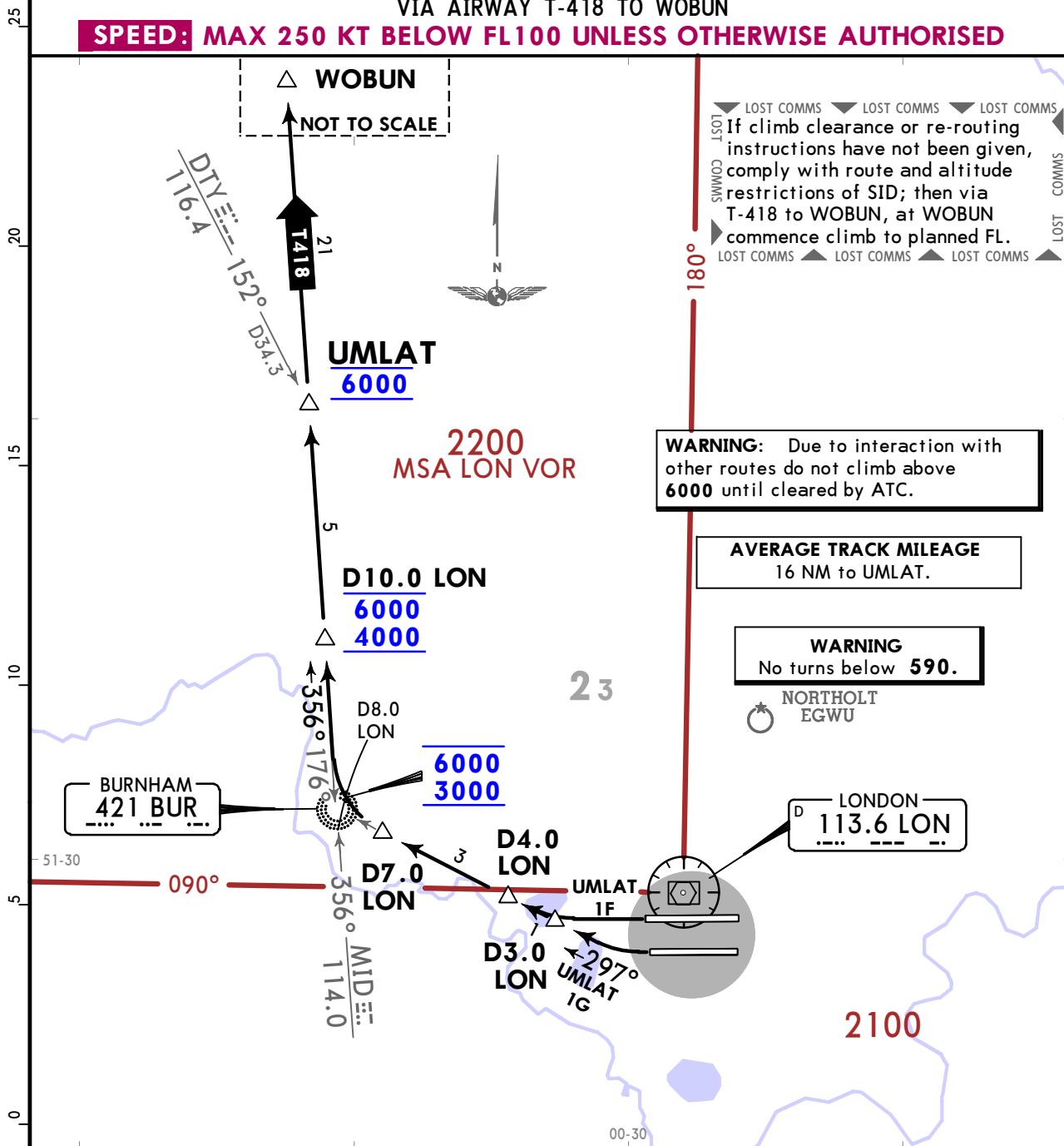
- Trans alt: 6000
1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
  2. SIDs include noise preferential routes (refer to 10-4).
  3. Cruising levels will be issued after take-off by LONDON Control.
  4. Do not climb above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

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

DEPARTURES

VIA AIRWAY T-418 TO WOBUN

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED**



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

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

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



EGLL/LHR

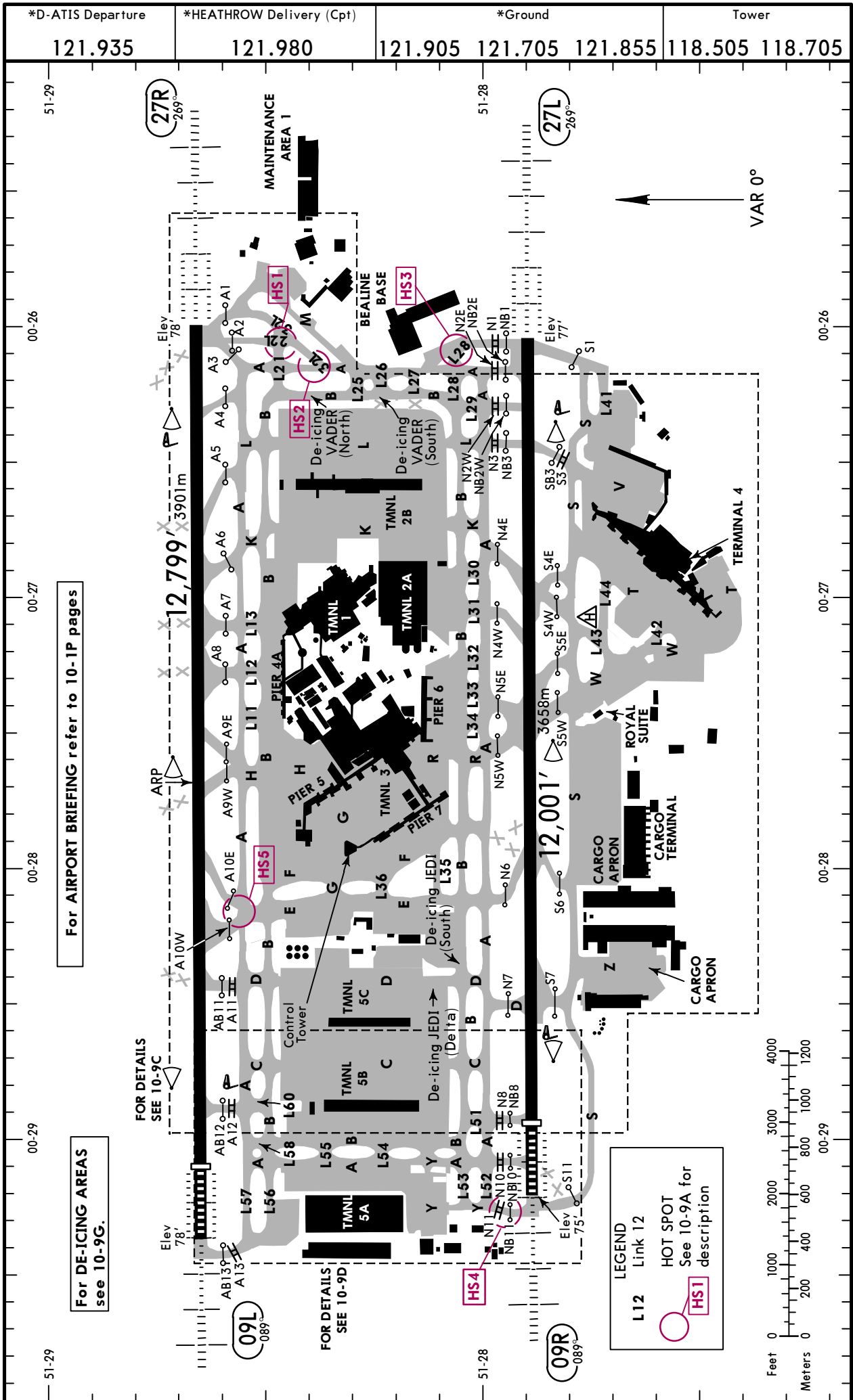
Apt Elev 83'  
N51 28.7 W000 27.7

JEPPesen

31 MAY 24 (10-9) Eff 13 Jun

LONDON, UK

HEATHROW



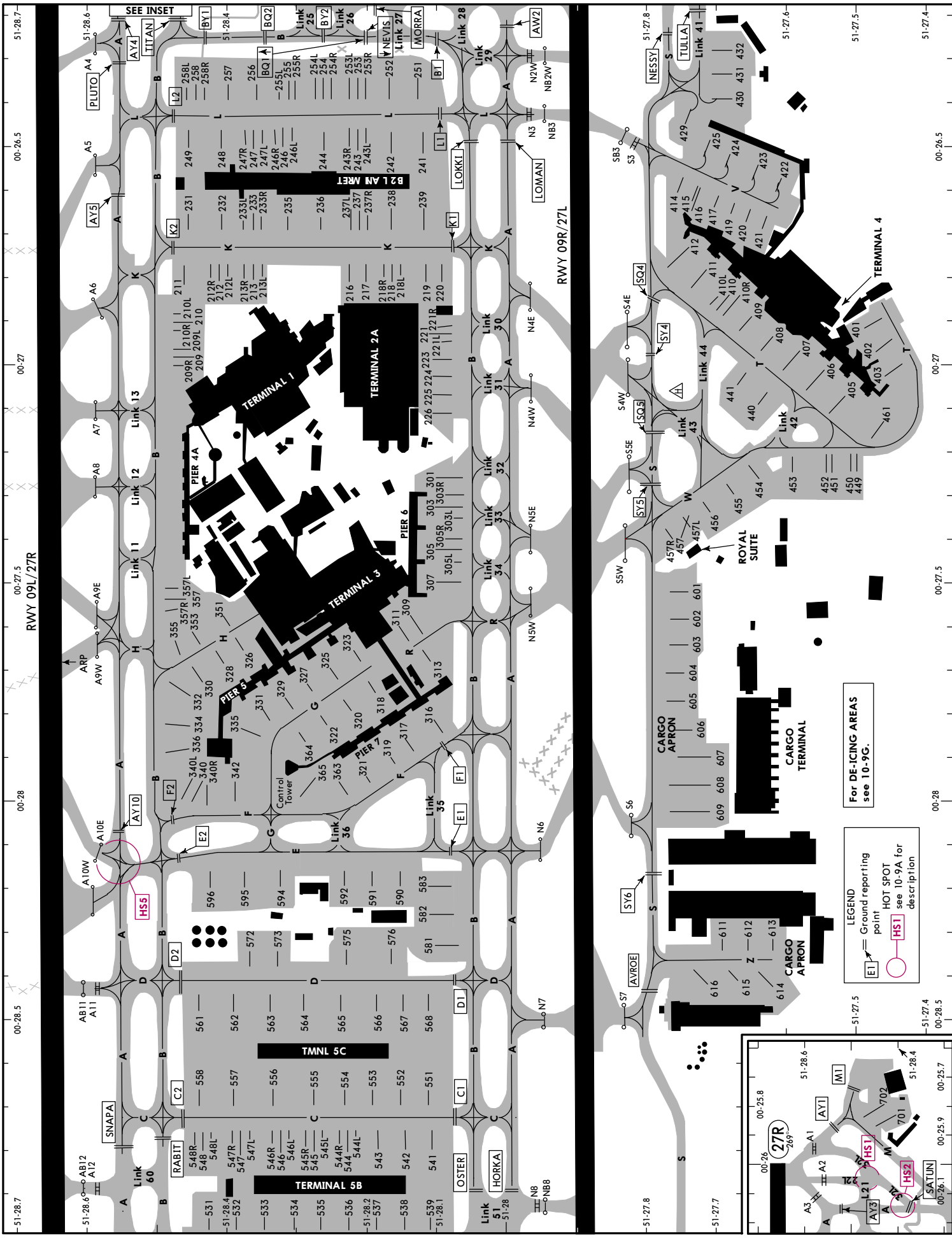
ADDITIONAL RUNWAY INFORMATION																																														
RWY		RVR	USABLE LENGTHS		TAKE-OFF	WIDTH																																								
			Threshold	Landing Beyond Glide Slope																																										
09L ① 27R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)	RVR	11,785' 3592m	10,813' 3296m	③	164' 50m																																								
			②	11,642' 3548m																																										
① RWY grooved. ② LDA 12,736' 3882m ③ TAKE-OFF RUN AVAILABLE RWY 09L: <table border="0" style="display: inline-table; vertical-align: top; margin-right: 20px;"> <tr><td>From rwy head</td><td>12,799' (3901m)</td></tr> <tr><td>twy A12 int</td><td>11,030' (3362m)</td></tr> <tr><td>twy A11 int</td><td>9311' (2838m)</td></tr> <tr><td>twy A10W int</td><td>8730' (2661m)</td></tr> <tr><td>twy A10E int</td><td>7723' (2354m)</td></tr> <tr><td>twy A9W int</td><td>6535' (1992m)</td></tr> <tr><td>twy A9E int</td><td>5869' (1789m)</td></tr> </table> RWY 27R: <table border="0" style="display: inline-table; vertical-align: top;"> <tr><td>From rwy head</td><td>12,736' (3882m)</td></tr> <tr><td>twy A4 int</td><td>11,611' (3539m)</td></tr> <tr><td>twy A5 int</td><td>10,289' (3136m)</td></tr> <tr><td>twy A6 int</td><td>9390' (2862m)</td></tr> <tr><td>twy A7 int</td><td>8586' (2617m)</td></tr> <tr><td>twy A8 int</td><td>7920' (2414m)</td></tr> <tr><td>twy A9E int</td><td>7028' (2142m)</td></tr> <tr><td>twy A9W int</td><td>6388' (1947m)</td></tr> </table>							From rwy head	12,799' (3901m)	twy A12 int	11,030' (3362m)	twy A11 int	9311' (2838m)	twy A10W int	8730' (2661m)	twy A10E int	7723' (2354m)	twy A9W int	6535' (1992m)	twy A9E int	5869' (1789m)	From rwy head	12,736' (3882m)	twy A4 int	11,611' (3539m)	twy A5 int	10,289' (3136m)	twy A6 int	9390' (2862m)	twy A7 int	8586' (2617m)	twy A8 int	7920' (2414m)	twy A9E int	7028' (2142m)	twy A9W int	6388' (1947m)										
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09R ④ 27L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)	RVR	10,991' 3350m	9958' 3035m	⑥	164' 50m																																								
			⑤	10,907' 3324m																																										
④ RWY grooved. ⑤ HST - N6 ⑥ TAKE-OFF RUN AVAILABLE RWY 09R: <table border="0" style="display: inline-table; vertical-align: top; margin-right: 20px;"> <tr><td>From rwy head</td><td>12,001' (3658m)</td></tr> <tr><td>twy N10 int</td><td>11,575' (3528m)</td></tr> <tr><td>twy N8 int</td><td>10,994' (3351m)</td></tr> <tr><td>twy S7 int</td><td>9360' (2853m)</td></tr> <tr><td>twy N7 int</td><td>9357' (2852m)</td></tr> <tr><td>twy N6 int</td><td>7628' (2325m)</td></tr> <tr><td>twy S6 int</td><td>7362' (2244m)</td></tr> <tr><td>twy N5W int</td><td>5591' (1704m)</td></tr> </table> RWY 27L: <table border="0" style="display: inline-table; vertical-align: top;"> <tr><td>From rwy head</td><td>12,001' (3658m)</td></tr> <tr><td>twy N2E int</td><td>11,601' (3536m)</td></tr> <tr><td>twy N2W int</td><td>11,089' (3380m)</td></tr> <tr><td>twy N3 int</td><td>10,577' (3224m)</td></tr> <tr><td>twy S3 int</td><td>10,538' (3212m)</td></tr> <tr><td>twy N4E int</td><td>8865' (2702m)</td></tr> <tr><td>twy S4W int</td><td>8550' (2606m)</td></tr> <tr><td>twy S4E int</td><td>8494' (2589m)</td></tr> <tr><td>twy N4W int</td><td>8009' (2441m)</td></tr> <tr><td>twy S5E int</td><td>7290' (2222m)</td></tr> <tr><td>twy N5E int</td><td>6860' (2091m)</td></tr> <tr><td>twy S5W int</td><td>6827' (2081m)</td></tr> </table>							From rwy head	12,001' (3658m)	twy N10 int	11,575' (3528m)	twy N8 int	10,994' (3351m)	twy S7 int	9360' (2853m)	twy N7 int	9357' (2852m)	twy N6 int	7628' (2325m)	twy S6 int	7362' (2244m)	twy N5W int	5591' (1704m)	From rwy head	12,001' (3658m)	twy N2E int	11,601' (3536m)	twy N2W int	11,089' (3380m)	twy N3 int	10,577' (3224m)	twy S3 int	10,538' (3212m)	twy N4E int	8865' (2702m)	twy S4W int	8550' (2606m)	twy S4E int	8494' (2589m)	twy N4W int	8009' (2441m)	twy S5E int	7290' (2222m)	twy N5E int	6860' (2091m)	twy S5W int	6827' (2081m)
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<b>HOT SPOTS</b>																																														
(For information only, not to be construed as ATC instructions.)																																														
HS1 HS2 Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.																																														
HS3 Pilots of Code F ACFT must take care - Link 28 East of TWY A is not Code F compliant.																																														
HS4 Pilots are to ensure they have clearance to enter the runway before crossing the holding point.																																														
HS5 Mis-route hotspot. After vacating runway, pilots to be aware of potential to mis-route.																																														
<b>SEQUENCING OF AIRCRAFT GROUND MOVEMENTS FOR TAKE-OFF IN LOW VISIBILITY</b>																																														
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																																											
<b>Standard TAKE-OFF</b>																																														
Low Visibility Take-off																																														
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)																																								
A																																														
B	TDZ, MID, RO	TDZ, MID, RO																																												
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m																																								
D																																														
① RVR 75m with approved guidance system or HUD/HUDLS.																																														



For DE-ICING AREAS  
see 10-9G.

**LEGEND**

- Runway Holding Areas
- Ground reporting point
- HOT SPOT see 10-9A for description



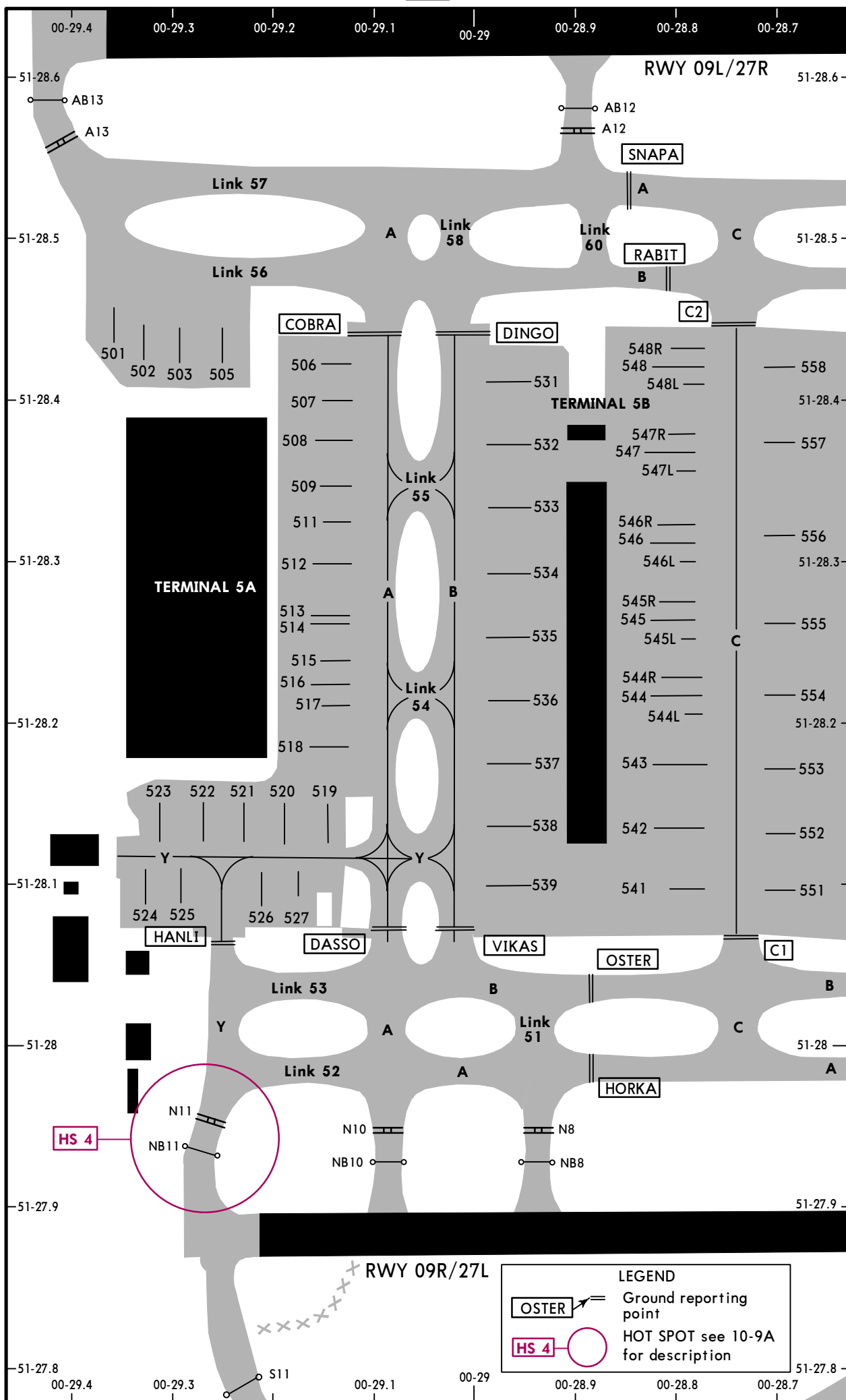
**LEGEND**  
 Ground reporting point  
 HOT SPOT  
 see 10-9A for description

**For DE-ICING AREAS**  
 see 10-9C.

EGLL/LHR

JEPPESEN  
31 MAY 24 (10-9D) Eff 13 Jun

LONDON, UK  
HEATHROW



CHANGES: Closed taxiway withdrawn.

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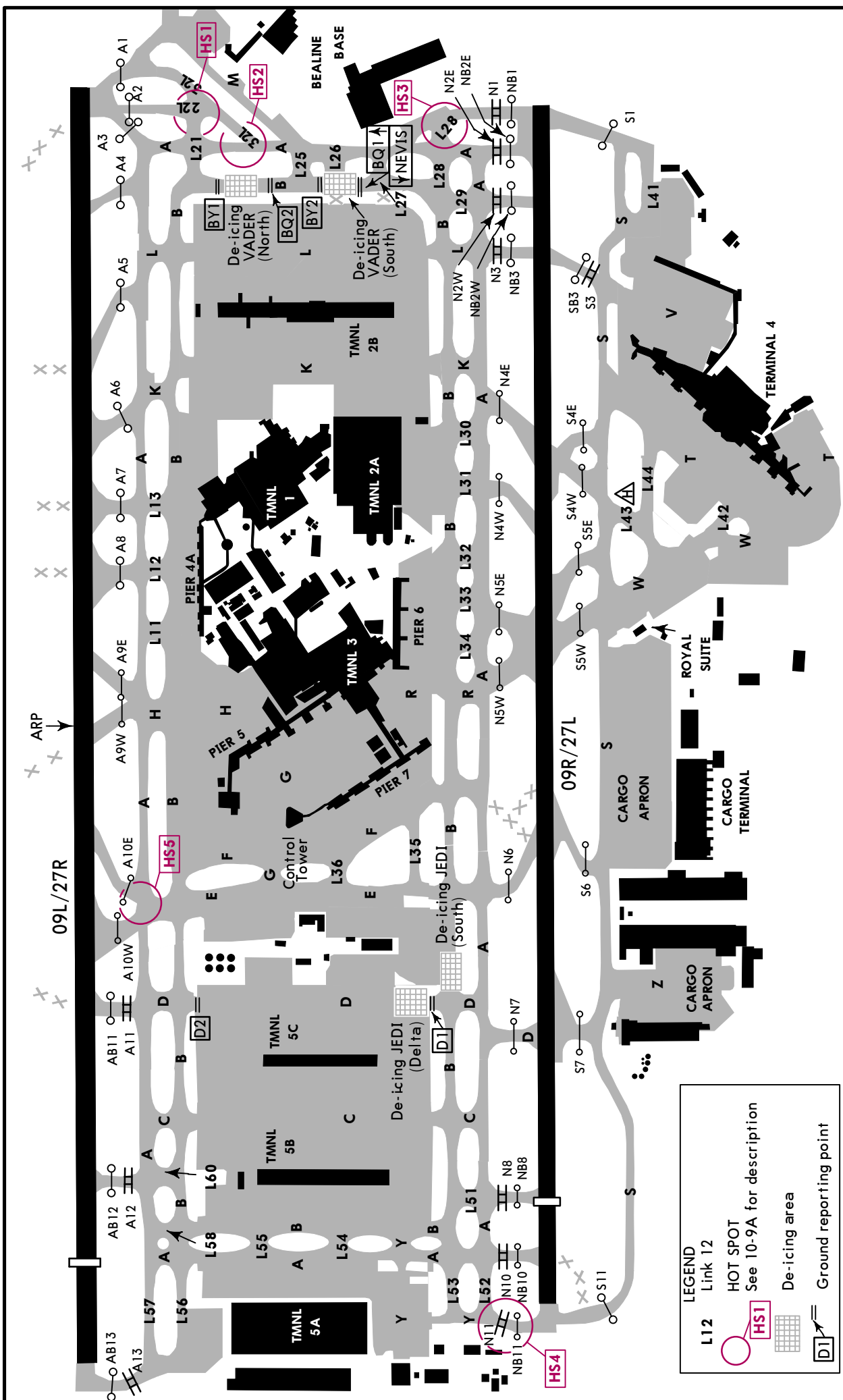
**JEPPESEN**  
31 MAY 24 (10-9E) Eff 13 Jun

**LONDON, UK**  
HEATHROW

**INS COORDINATES**

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

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



EGLL/LHR

**JEPPESEN**  
26 NOV 21 **10-9Y** Eff 2 Dec

**EASA AIR OPS**  
**LONDON, UK**  
**HEATHROW**

**COPTER**

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

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

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

① LVP must be in Force			
RL or FATO lights & RCLM & RVR info	RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R150m	R200m	② R250m	R/V800m

① Without LVP R/V400m are stipulated.

② Or rejected take-off distance whichever is the greater.

# EGLL/LHR HEATHROW

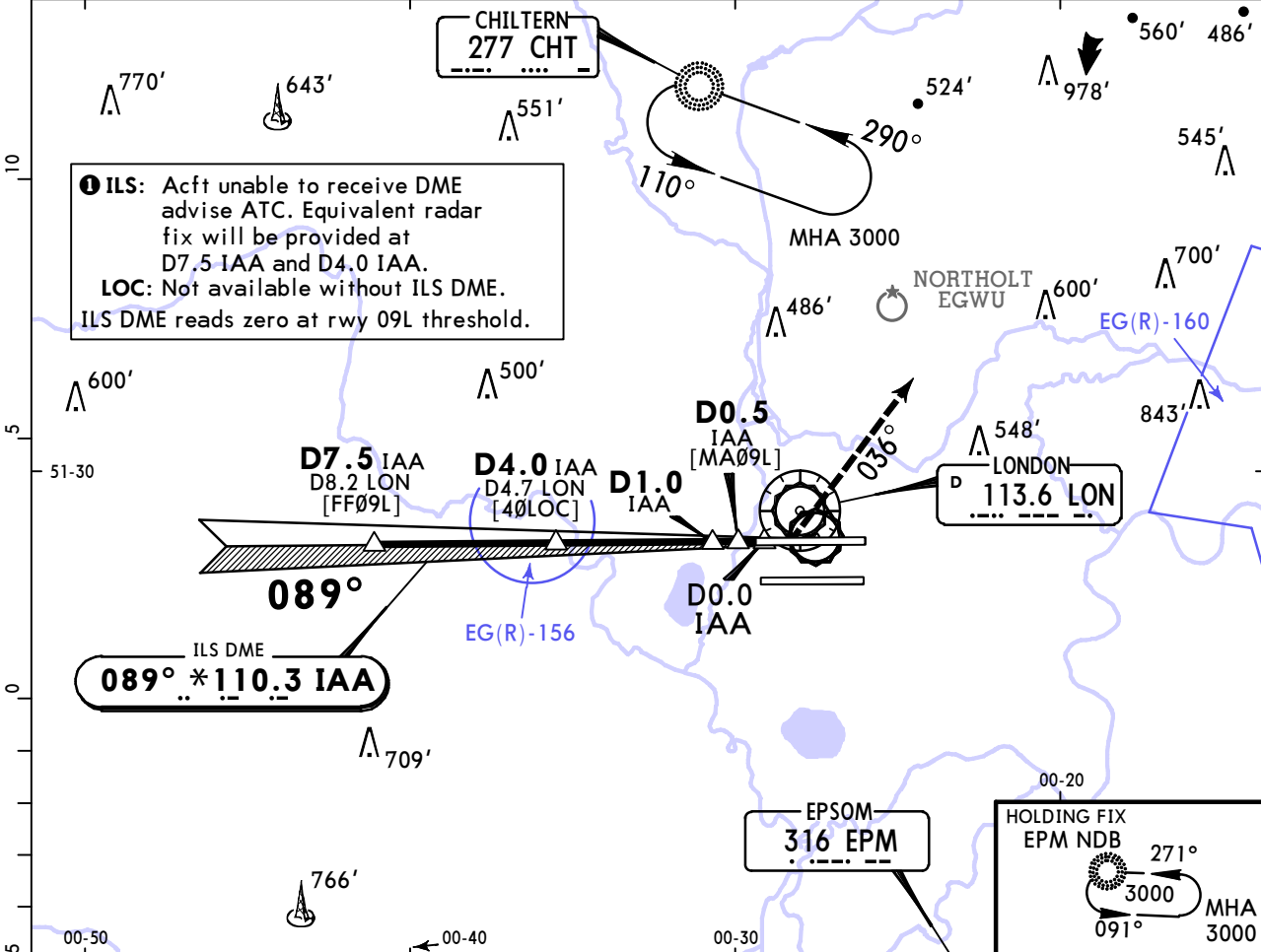
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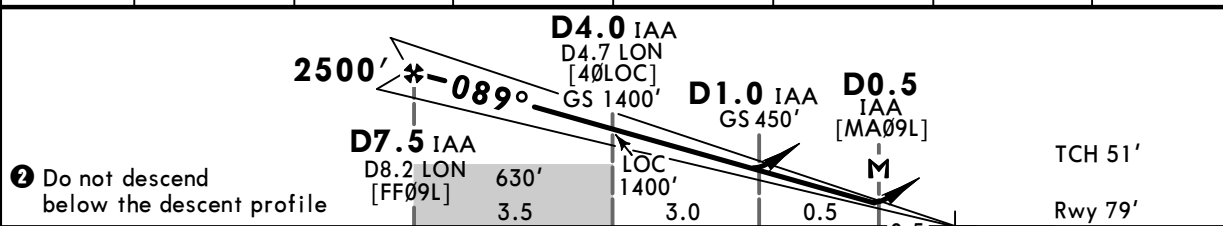
21 JUN 24

**(11-1) ILS DME or LOC DME Rwy 09L**

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC IAA <b>*110.3</b>	Final Apch Crs <b>089°</b>	<b>D7.5 IAA</b> 2500' (2421')	ILS DA(H) <b>279' (200')</b>	Apt Elev 83' Rwy 79'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD, when passing 1580' or D0.0 IAA inbound, whichever is later, climbing turn LEFT on track 036° to 3000', then as directed. In event of radio failure see 11-5.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	
							MSA LON VOR



<b>LOC 2 (GS out)</b>	IAA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360'	2040'	1720'	1400'	1080'	770'



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

Std/State	ILS STRAIGHT-IN LANDING			LOC (GS out) CDF A		CIRCLE-TO-LAND	
	DA(H) 279' (200')	TDZ or CL out	ALS out	DA/MDA(H) 480' (401')	ALS out	Max Kts	MDA(H)
A						100	770' (687') V1500m
B	R550m	R550m	R1200m	R1200m	R1500m	135	770' (687') V1600m
C						180	940' (857') V2400m
D						205	940' (857') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

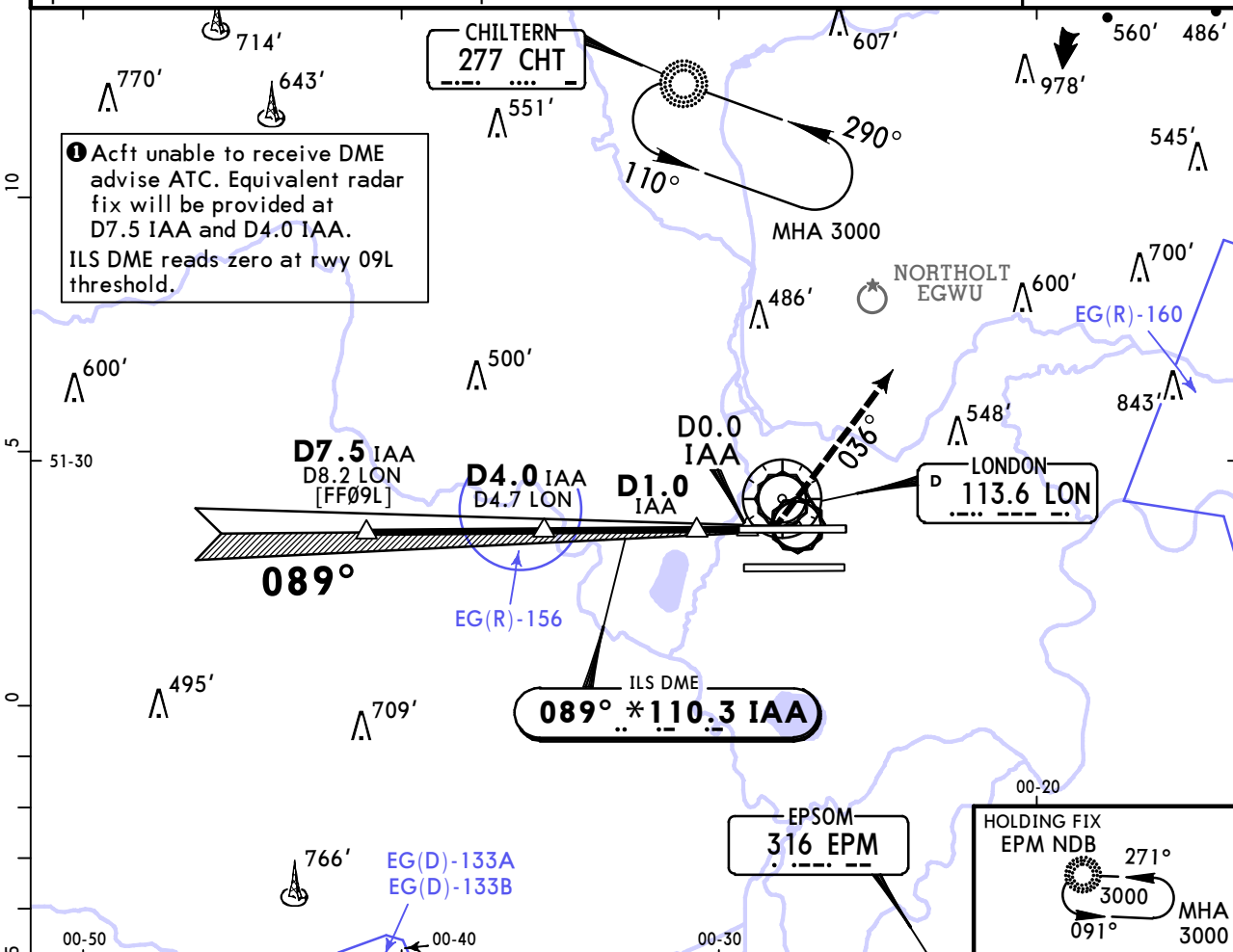
# EGLL/LHR HEATHROW



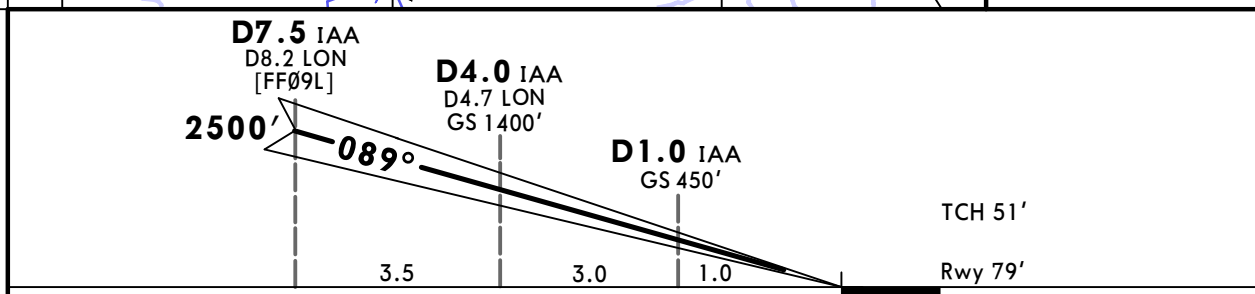
LONDON, UK

21 JUN 24 **(11-1A)** CAT II/III ILS DME Rwy 09L

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC IAA <b>*110.3</b>	Final Apch Crs <b>089°</b>	<b>D7.5 IAA</b> 2500' (2421')	CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 83' Rwy 79'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD, when passing 1580' or D0.0 IAA inbound, whichever is later, climbing turn LEFT on track 036° to 3000', then as directed. In event of radio failure see 11-5.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	
Special Aircrew & Acft Certification Required.							



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1580' whichever later	D0.0 IAA	036° LT
GS	3.00°	372	478	531	637	743				

<b>Std/State</b>	STRAIGHT-IN LANDING		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
	DH 50'	RA 100'	
		DA(H) 179' (100')	
R75m	R200m	R300m	
CAT D without autoland: R350m.			

# EGLL/LHR HEATHROW

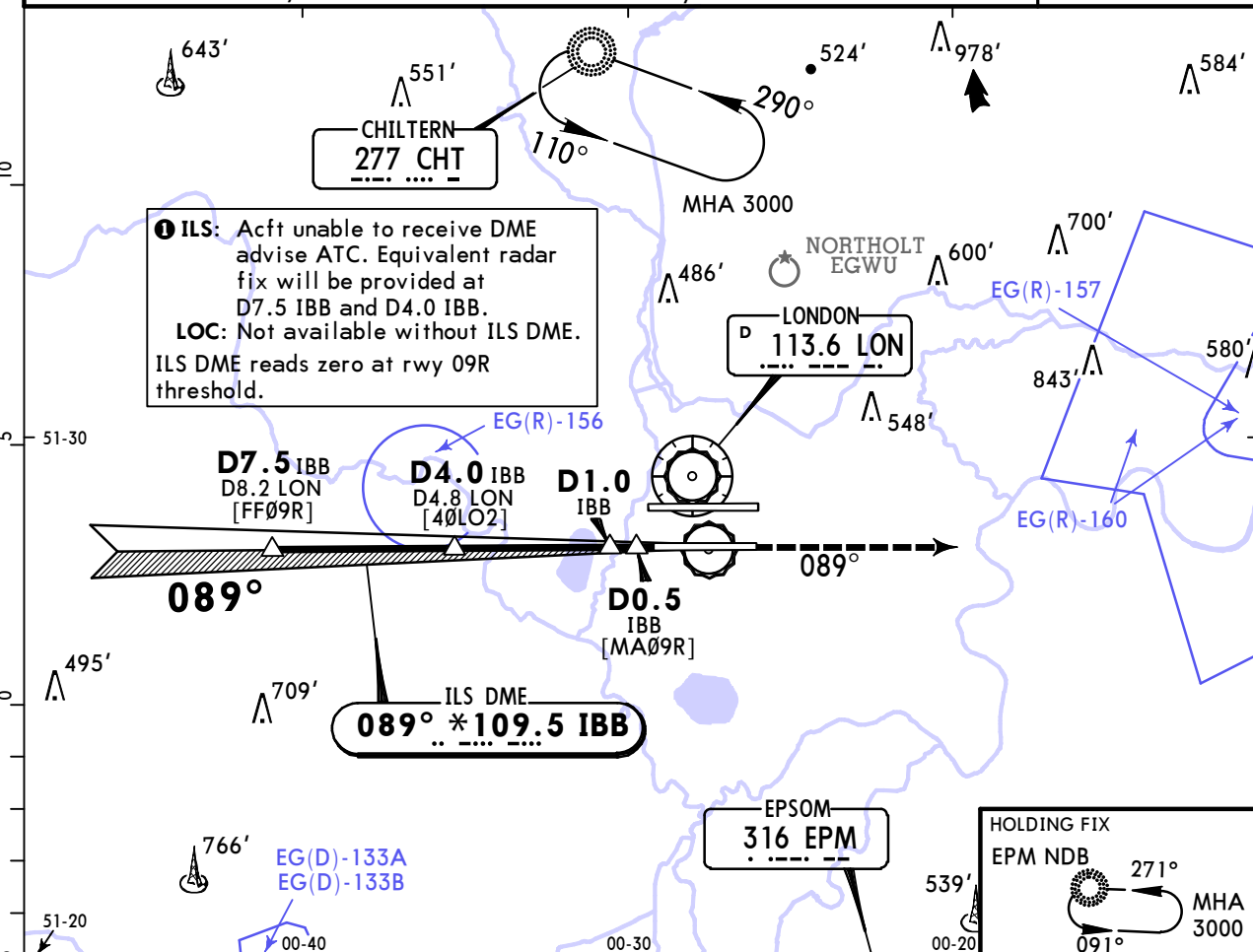
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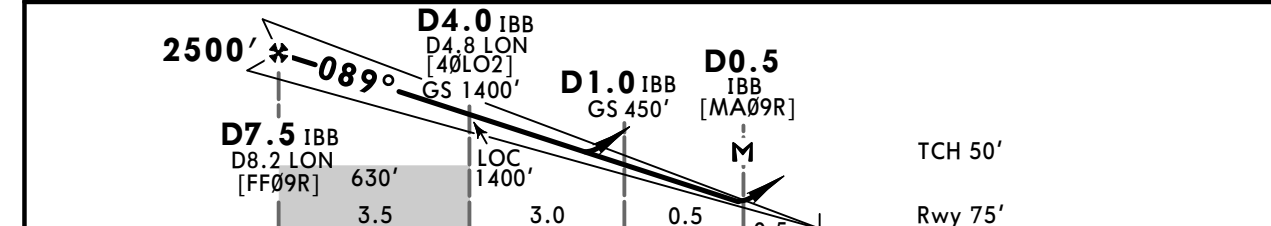
21 JUN 24

**11-2** ILS DME or LOC DME Rwy 09R

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC IBB <b>*109.5</b>	Final Apch Crs <b>089°</b>	D7.5 IBB <b>2500'</b> (2425')	ILS DA(H) <b>275'</b> (200')	Apt Elev 83' Rwy 75'			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.</b> In event of radio failure see 11-5.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	
							MSA LON VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <b>3000'</b> on <b>089°</b>
GS	3.00°	372	478	531	637	849	
MAP at D0.5 IBB							

Std/State	ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H) <b>275'</b> (200')	ALS out	DA/MDA(H) <b>480'</b> (405')	ALS out	Max Kts	MDA(H)
A					100	<b>770'</b> (687') V1500m
B	R550m	<b>R550m</b>	R1200m	R1200m	135	<b>770'</b> (687') V1600m
C				R1900m	180	<b>940'</b> (857') V2400m
D					205	<b>940'</b> (857') V3600m

**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
**2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

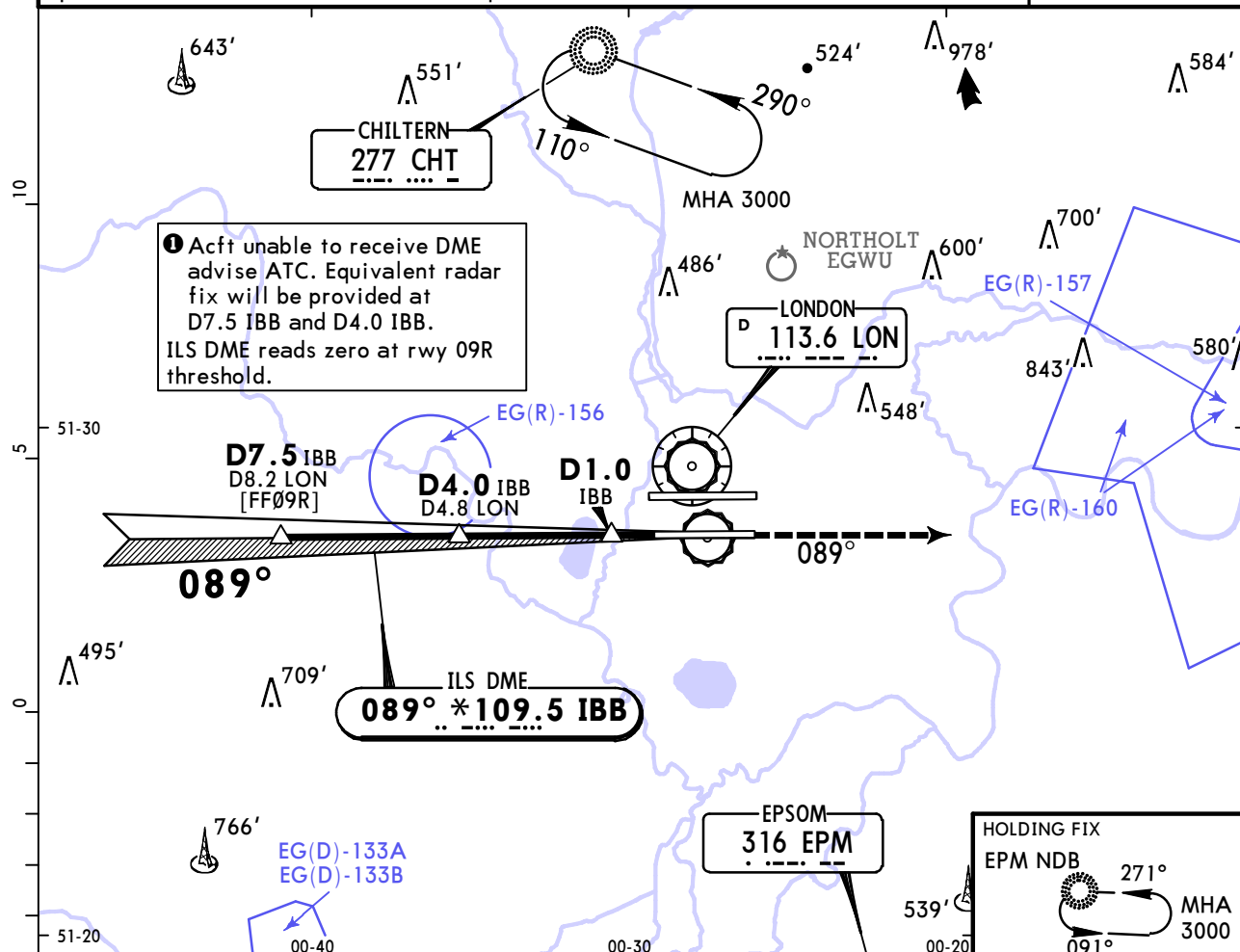
# EGLL/LHR HEATHROW

**JEPPESSEN**

**LONDON, UK**

21 JUN 24 **11-2A** **CAT II/III ILS DME Rwy 09R**

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC IBB <b>*109.5</b>	Final Apch Crs <b>089°</b>	<b>D7.5 IBB</b> 2500' (2425')	CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 83' Rwy 75'		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.</b> In event of radio failure see 11-5.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	
Special Aircrew & Acft Certification Required.							MSA LON VOR



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

<b>Std/State</b>	<b>STRAIGHT-IN LANDING</b>	
<b>CAT IIIB ILS</b>	<b>CAT IIIA ILS</b>	<b>CAT II ILS</b>
	DH <b>50'</b>	<b>RA 100'</b> DA(H) <b>175'</b> (100')
<b>R75m</b>	<b>R200m</b>	<b>R300m</b>

**■ CAT D without autoland: R350m.**  
 CHANGES: New AOM concept. © JEPPESSEN, 1998, 2024. ALL RIGHTS RESERVED.

# EGLL/LHR HEATHROW

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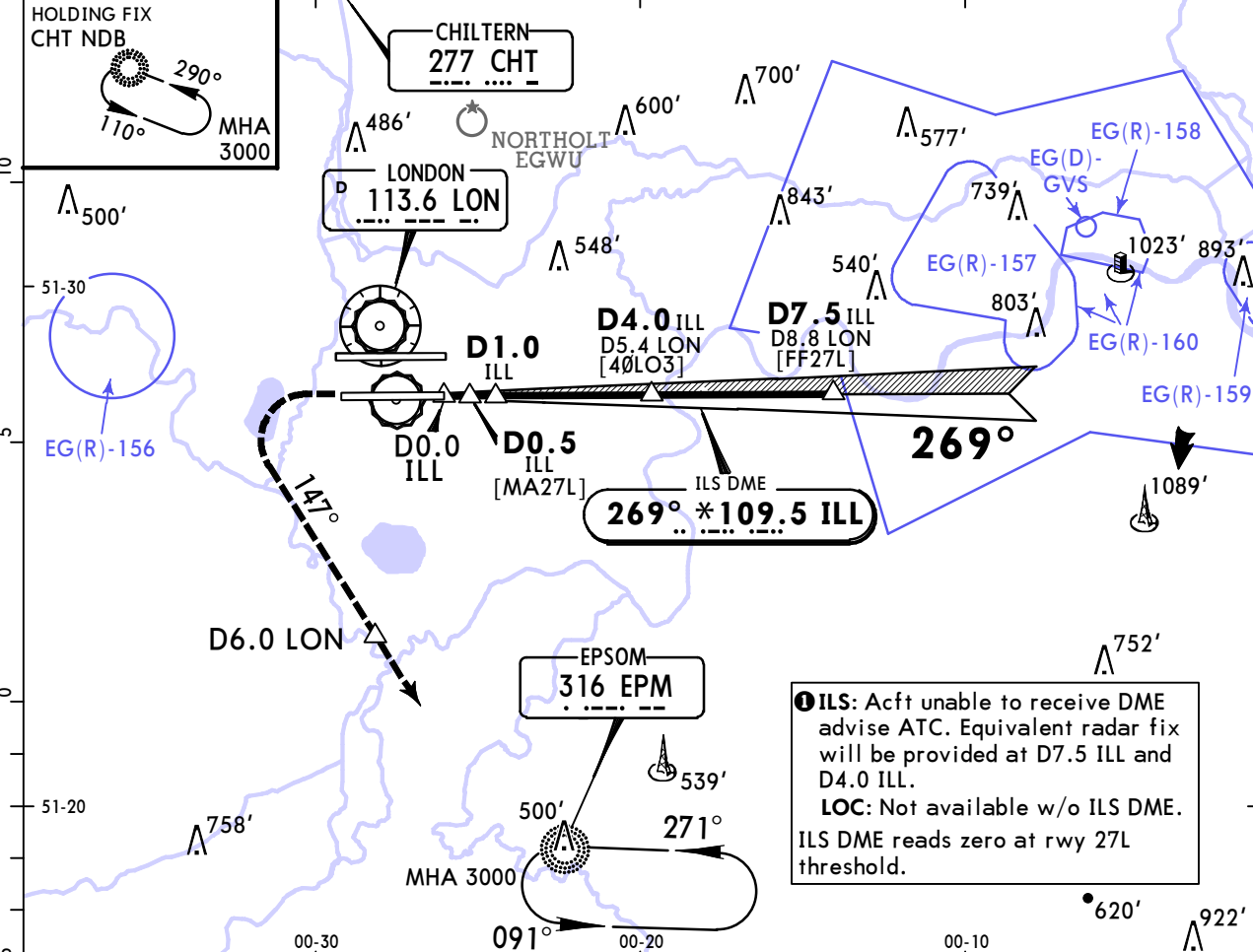
LONDON, UK

21 JUN 24

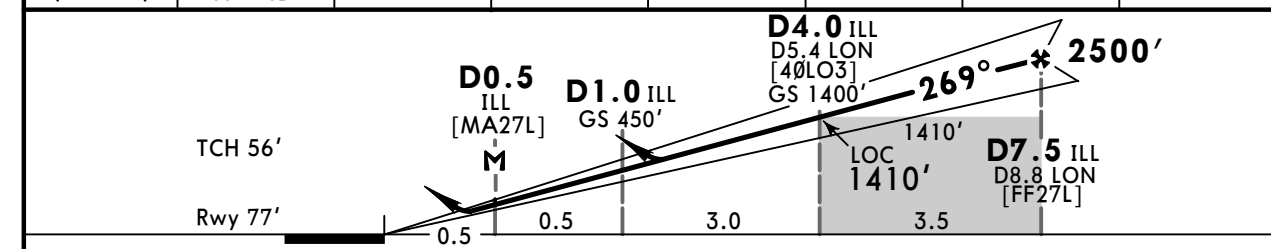
(11-3)

ILS DME or LOC DME Rwy 27L

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC ILL *109.5	Final Apch Crs 269°	D7.5 ILL 2500' (2423')	ILS DA(H) 277' (200')	Apt Elev 83' Rwy 77'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD, when passing 1080' or D0.0 ILL, whichever is later, climbing turn LEFT on track 147° to 2000'. When passing D6.0 LON climb without delay to 3000', then as directed. In event of radio failure see 11-6.							MSA LON VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1080'   D0.0 ILL   147° ↑ whichever later ↑ LT
GS	3.00°	372	478	531	637	849	
MAP at D0.5 ILL							

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H)
DA(H)	277' (200')	DA/MDA(H)	640' (563')	ALS out		
	TDZ or CL out	ALS out		ALS out		
A					100	770' (687') V1500m
B	R550m	R550m	R1200m	R1500m	135	770' (687') V1600m
C				R1900m	180	940' (857') V2400m
D				R2400m	205	940' (857') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

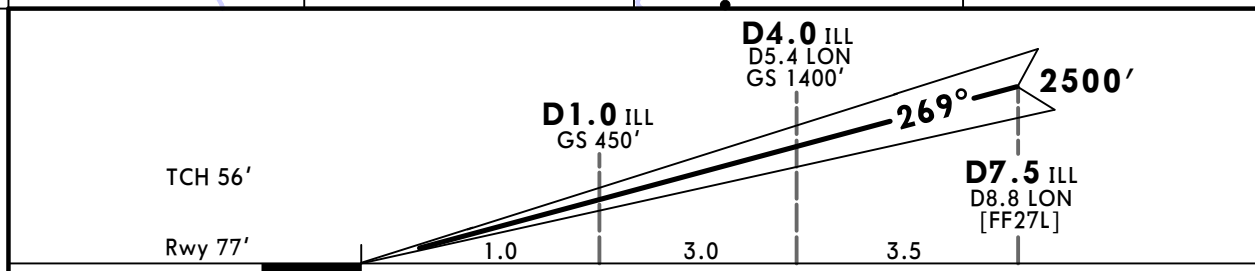
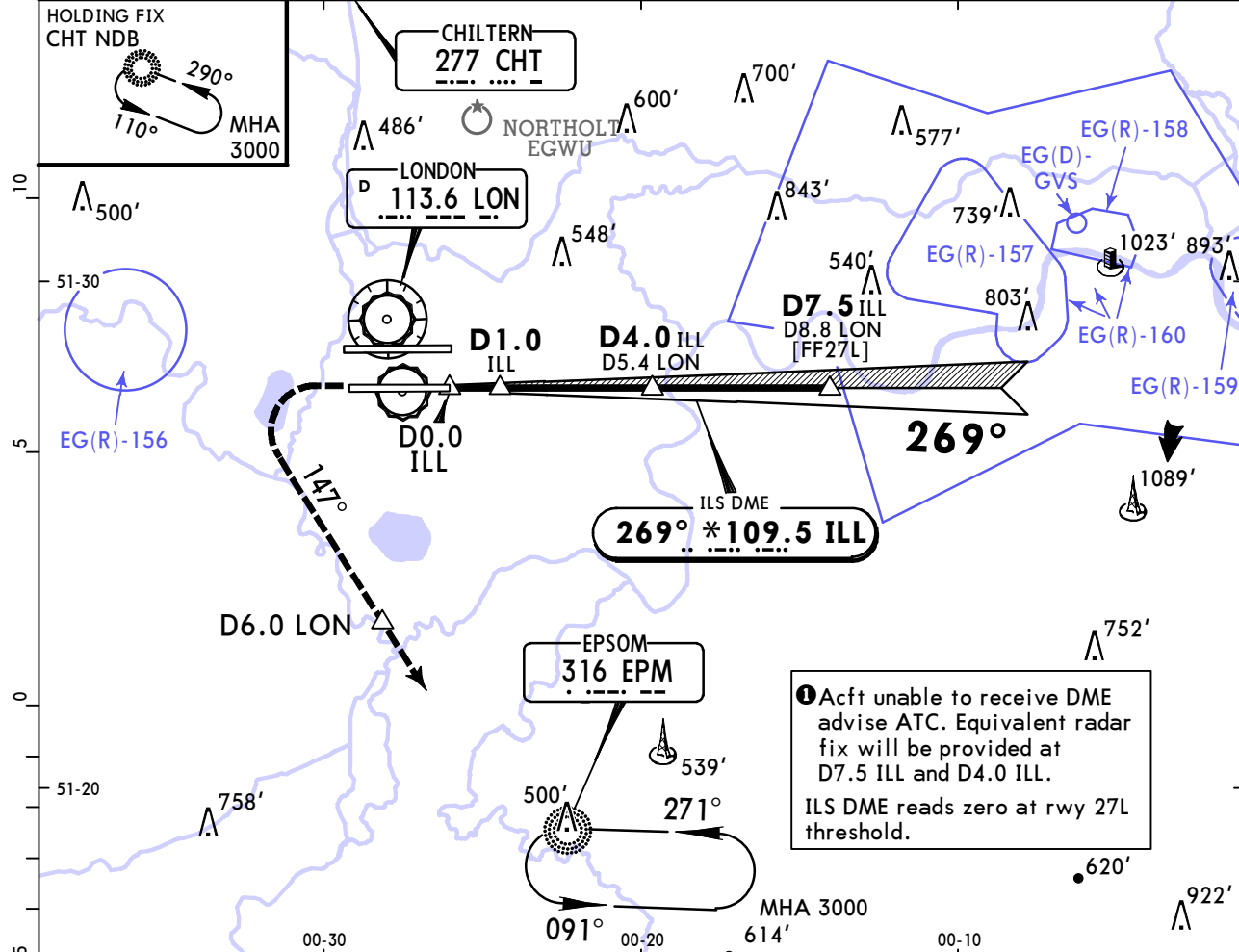
# EGLL/LHR HEATHROW

**JEPPESSEN**

**LONDON, UK**

21 JUN 24 **(11-3A)** CAT II/III ILS DME Rwy 27L

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC ILL <b>*109.5</b>	Final Apch Crs <b>269°</b>	<b>D7.5 ILL</b> <b>2500'</b> (2423')	CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 83' Rwy 77'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD, when passing 1080' or D0.0 ILL, whichever is later, climbing turn LEFT on track 147° to 2000'. When passing D6.0 LON climb without delay to 3000', then as directed. In event of radio failure see 11-6.							
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC				Trans alt: 6000'		MSA LON VOR	
Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1080'	D0.0 ILL	147°
GS	3.00°	372	478	531	637	743		849	↑	whichever later

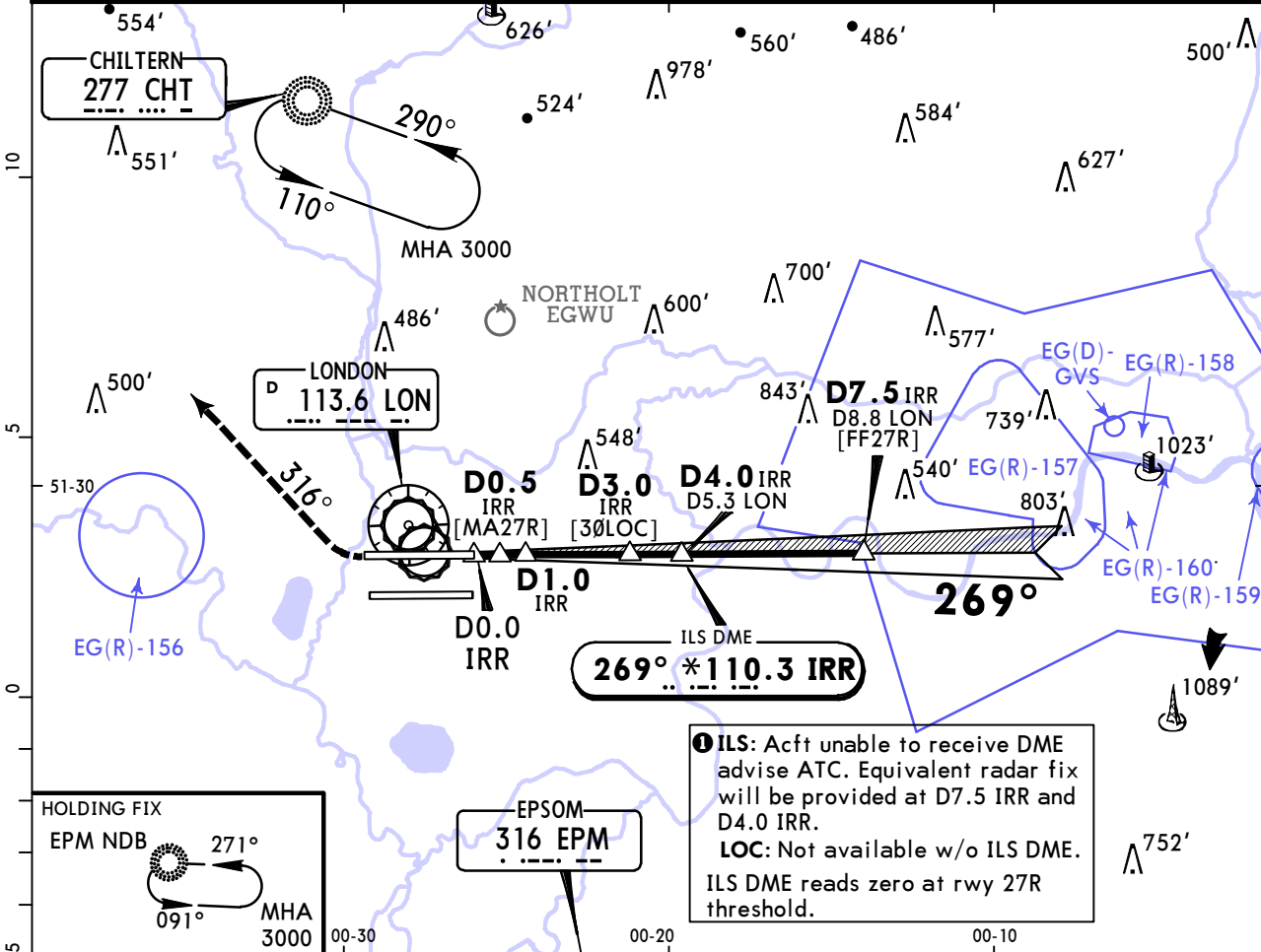
<b>Std/State</b>	STRAIGHT-IN LANDING		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
	DH <b>50'</b>	RA <b>102'</b> DA(H) <b>177'</b> (100')	
R75m	R200m	R300m	
CAT D without autoland: R350m.			

# EGLL/LHR HEATHROW

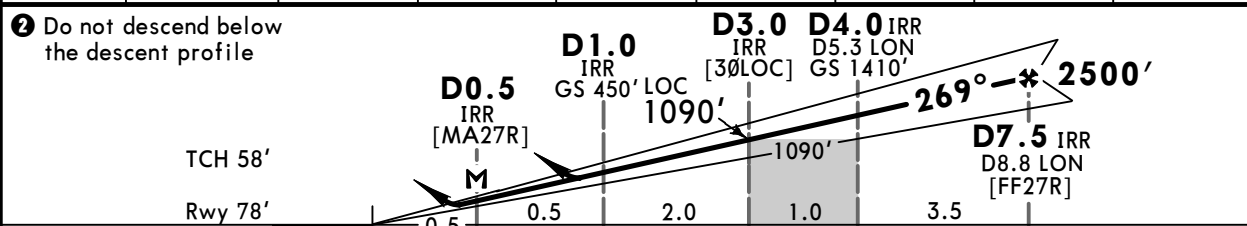
21 JUN 24 (11-4)

# LONDON, UK ILS DME or LOC DME Rwy 27R

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC IRR <b>*110.3</b>	Final Apch Crs <b>269°</b>	D7.5 IRR <b>2500'</b> (2422')	ILS DA(H) <b>278'</b> (200')	Apt Elev 83' Rwy 78'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD when passing 1580' or D0.0 IRR, whichever is later, climbing turn RIGHT on track 316° to 3000', then as directed. In event of radio failure see 11-6.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	
							MSA LON VOR



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1580'	D0.0 IRR	316°
GS	3.00°	372	478	531	637	849				
MAP at D0.5 IRR								↑	↑	RT

PANS OPS	Std/State		STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	ILS DA(H) 278' (200')	TDZ or CL out	ALS out	2 DA/MDA(H) 640' (562')	ALS out	Max Kts	MDA(H)	V
A	R550m	R550m	R1200m	R1500m	R2400m	100	770' (687')	V1500m
B						135	770' (687')	V1600m
C						180	940' (857')	V2400m
D						205	940' (857')	V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

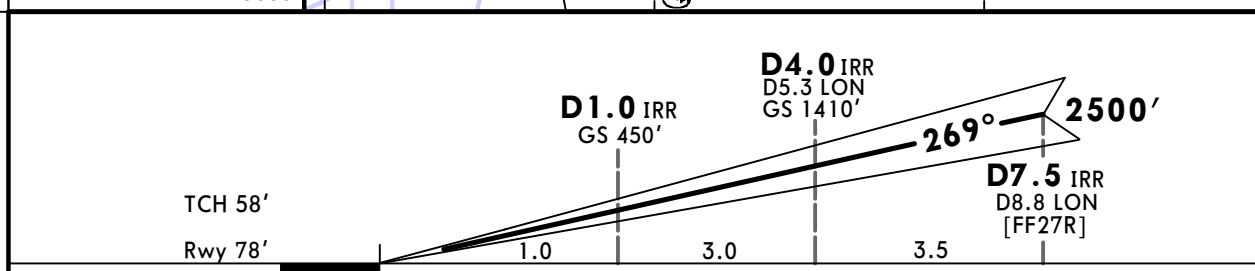
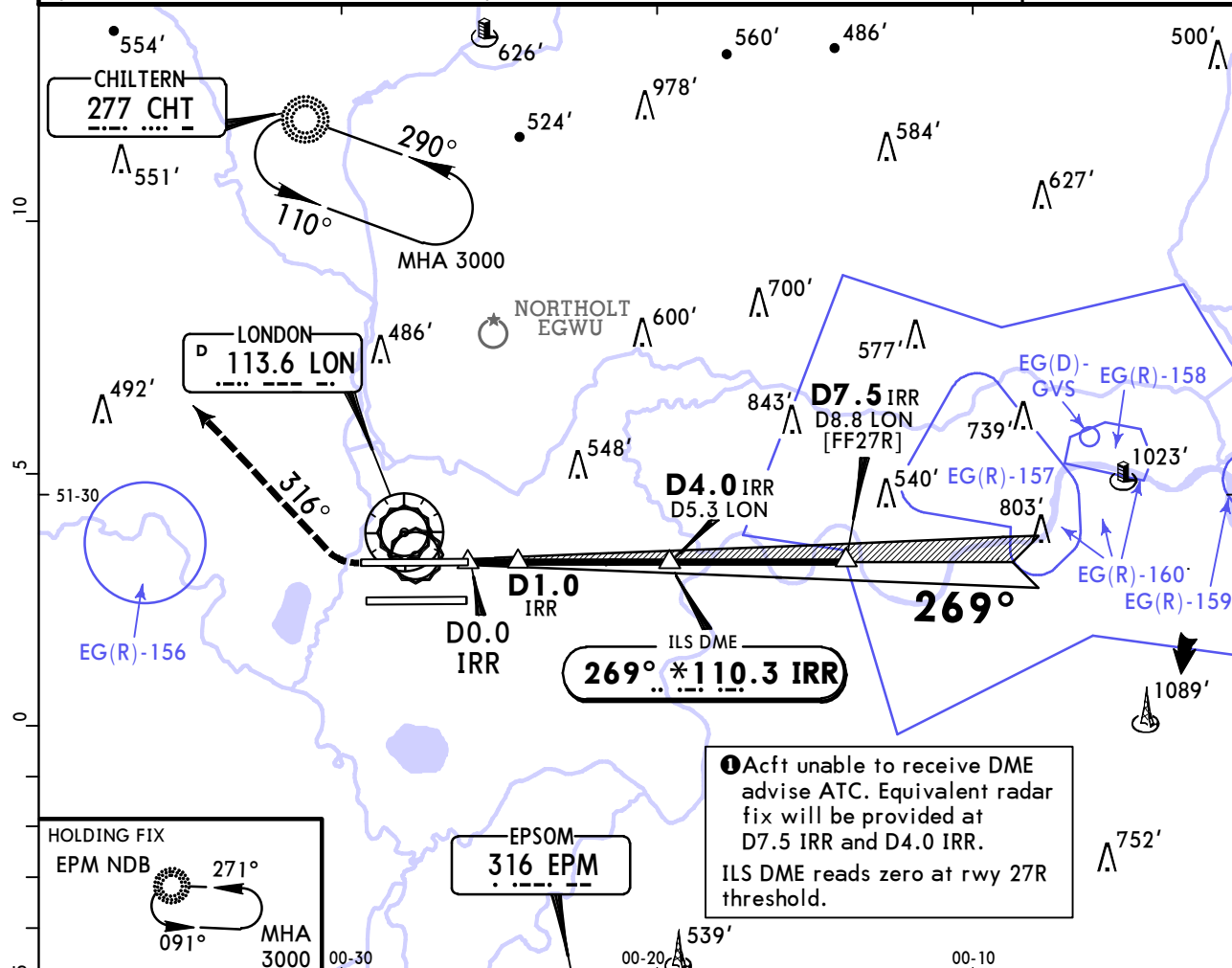
# EGLL/LHR HEATHROW



LONDON, UK

21 JUN 24 (11-4A) CAT II/III ILS DME Rwy 27R

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
LOC IRR <b>*110.3</b>	Final Apch Crs <b>269°</b>	D7.5 IRR <b>2500'</b> (2422')	CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 83' Rwy 78'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD when passing 1580' or D0.0 IRR, whichever is later, climbing turn RIGHT on track 316° to 3000', then as directed. In event of radio failure see 11-6.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	
Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1580' ↑ whichever later	D0.0 IRR ↑	316° RT
GS	3.00°	372	478	531	637	743				

<b>Std/State</b>	STRAIGHT-IN LANDING		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
	DH <b>50'</b>	RA <b>102'</b> DA(H) <b>178'</b> (100')	
R75m	R200m	R300m	
CAT D without autoland: R350m.			

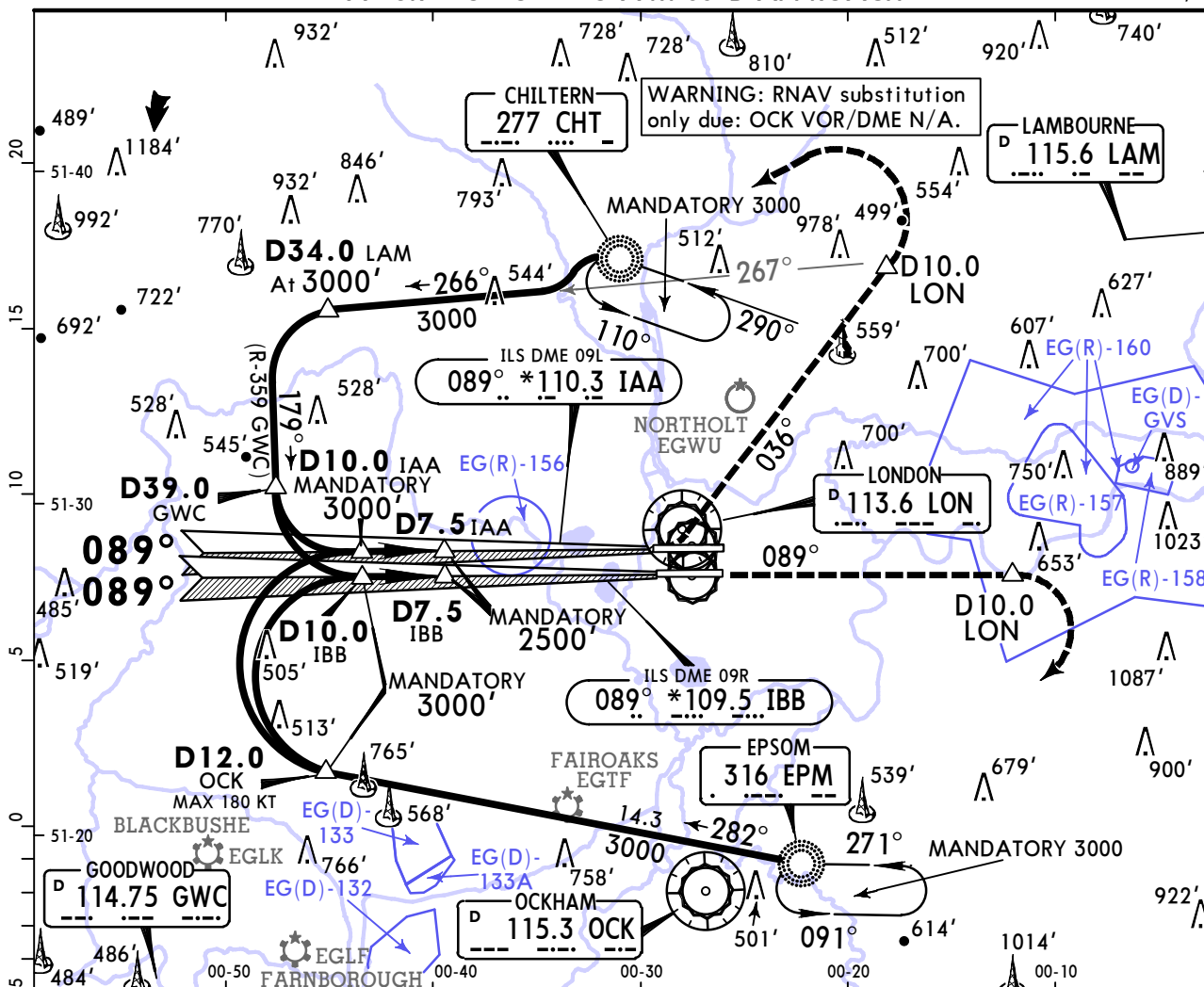
**EGLL/LHR**  
Apt Elev **83'**

**JEPPESSEN**  
22 DEC 23 **(11-5) Eff 28 Dec**

**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 turn RIGHT to EPM NDB at 3000', thence:

**Rwy 09L:** After holding leave EPM NDB on track 282° maintaining 3000'. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IAA. After D10.0 IAA descend to 2500'. Continue approach as charted for rwy 09L.

**Rwy 09R:** After holding leave EPM NDB on track 282° maintaining 3000'. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500'. Continue approach as charted for rwy 09R.

**VIA CHILTERN NDB**

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

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

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

PANS OPS

**EGLL/LHR**

Apt Elev **83'**

**JEPPESSEN**

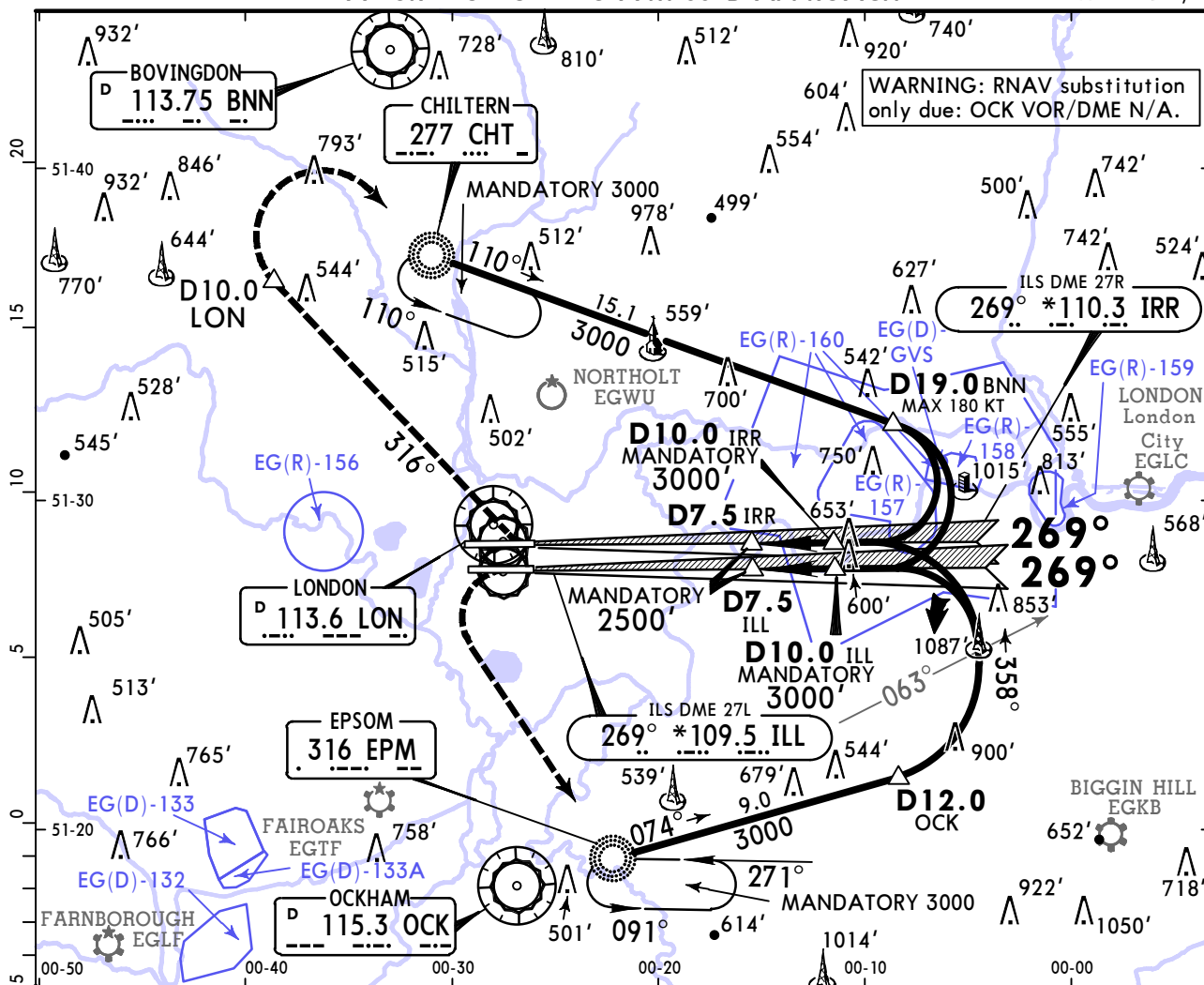
22 DEC 23 **11-6** Eff 28 Dec

**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-074 OCK maintaining 3000'. At D12.0 OCK turn LEFT onto track 358°. At R-063 OCK turn LEFT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500'. Continue approach as charted for rwy 27L.

**Rwy 27R:** After holding leave EPM NDB on R-074 OCK maintaining 3000'. At D12.0 OCK turn LEFT onto track 358°. At R-063 OCK turn LEFT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500'. Continue approach as charted for rwy 27R.

**VIA CHILTERN NDB**

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

**Rwy 27L:** After holding leave CHT NDB on track 110° maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500'. Continue approach as charted for rwy 27L.

**Rwy 27R:** After holding leave CHT NDB on track 110° maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500'. Continue approach as charted for rwy 27R.

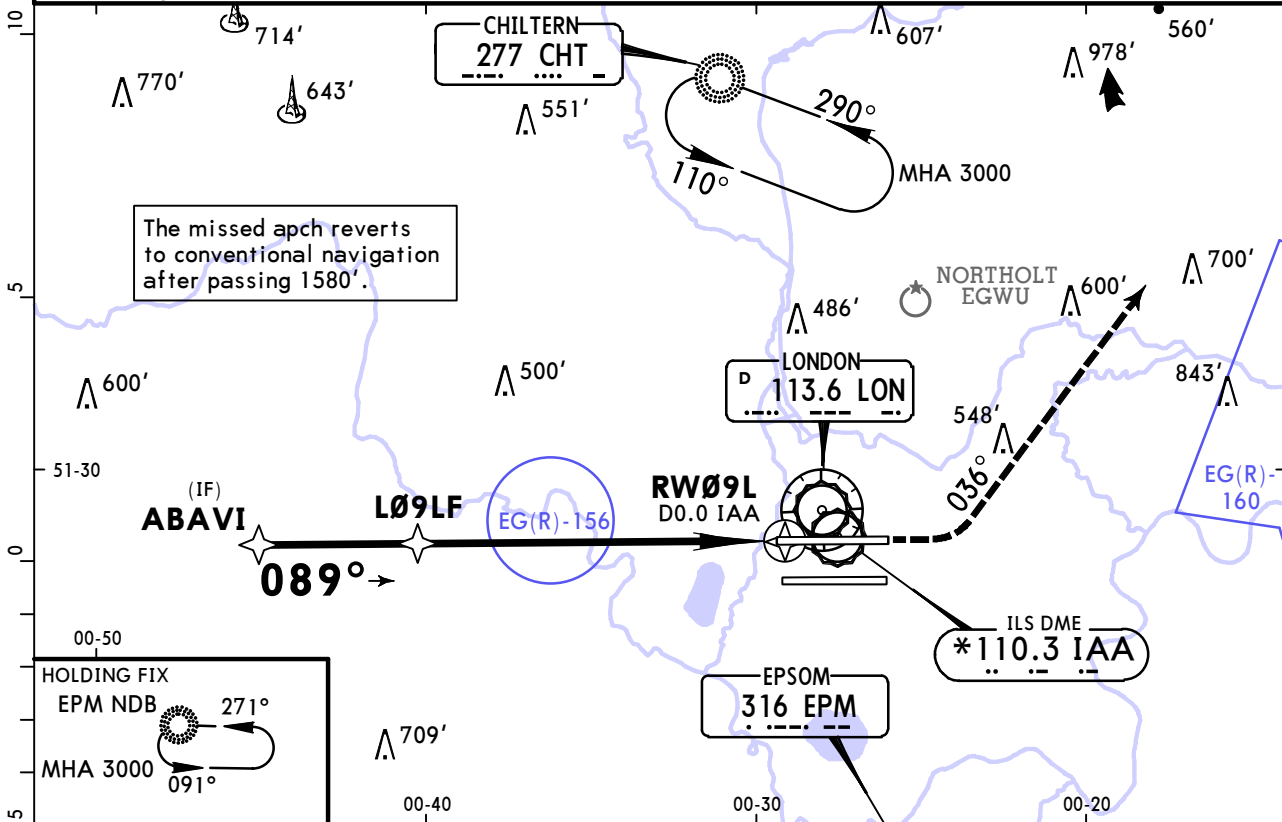
PANS OPS

# EGLL/LHR HEATHROW

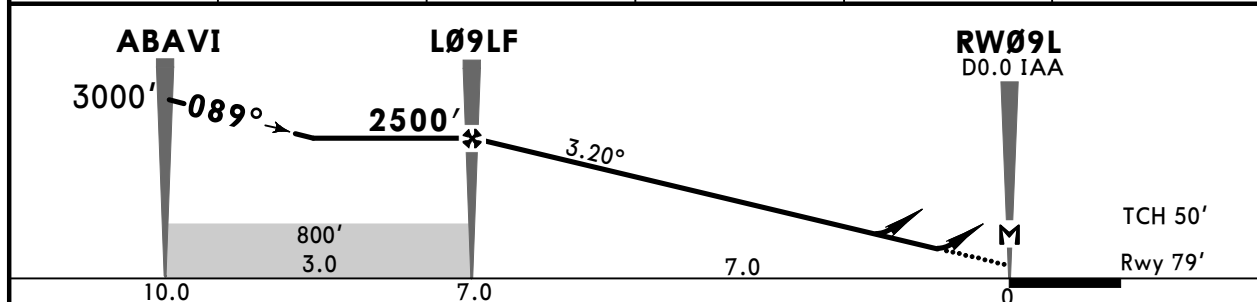
**JEPPESEN**  
21 JUN 24 (12-1)

**LONDON, UK**  
RNP Rwy 09L

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730	HEATHROW Tower 118.505 118.705	*Ground 121.905 121.705 121.855	
RNAV	Final Apch Crs <b>089°</b>	<b>L09LF</b> <b>2500'</b> (2421')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 83' Rwy 79'	2300 MSA ARP
<b>MISSED APCH:</b> Climb to 3000'. STRAIGHT AHEAD until passing 1580' or D0.0 IAA inbound, whichever is later, then turn LEFT onto 036° and as directed. In event of radio failure see 11-5.					
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC	Trans alt: 6000'	
1. Pilots should request RNP approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09L thresh. 4. Minimum temperature -10°C. 5. PAPI angle is 3.00°.					



DIST to RW09L	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2170'	1830'	1490'	1150'	810'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000'
Glide Path Angle	3.20°	396	510	566	679	906	
MAP at RW09L/D0.0 IAA							

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)
	DA(H) A: 450' (371') C: 470' (391') B: 460' (381') D: 540' (461')		DA/MDA(H) 620' (541')			
	ALS out		ALS out			
A	R1000m	R1500m	R1500m		100	770' (687') V1500m
B	R1100m	R1800m	R1800m		135	770' (687') V1600m
C	R1500m				180	940' (857') V2400m
D	R1500m	R2200m	R1800m	R2400m	205	940' (857') V3600m

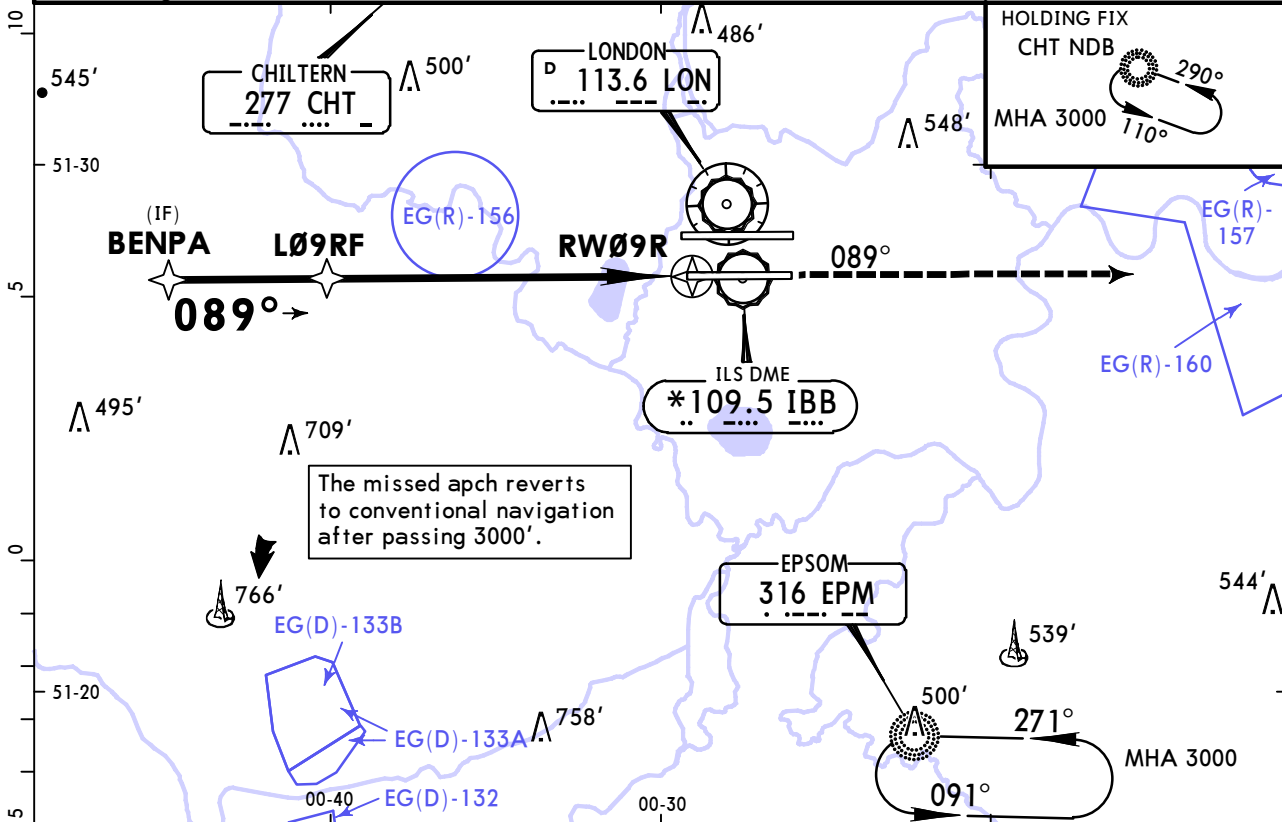
■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Circling minimums, new AOM concept. © JEPPESEN, 2012, 2024. ALL RIGHTS RESERVED.

# EGLL/LHR HEATHROW

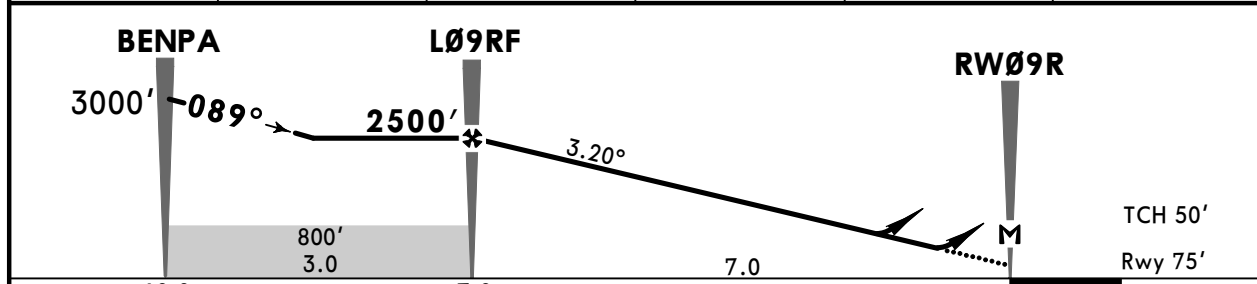
**JEPPESEN**  
21 JUN 24 (12-2)

**LONDON, UK**  
**RNP Rwy 09R**

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
RNAV	Final Aptch Crs <b>089°</b>	<b>L09RF</b> <b>2500'</b> (2425')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 83' Rwy 75'	2300 MSA ARP
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.</b>							
In event of radio failure see 11-5.							
RNP Aptch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 6000'		
1. Pilots should request RNP approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09R thresh. 4. Minimum temperature -10°C. 5. PAPI angle is 3.00°.							



DIST to RW09R	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2160'	1820'	1480'	1140'	800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000'
Glide Path Angle 3.20°	396	510	566	679	793	906	
MAP at RW09R							

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)
DA(H)	A: 400' (325') C: 430' (355') B: 410' (335') D: 540' (465')		DA/MDA(H) 620' (545')			
	ALS out		ALS out			
A	R800m	R1500m	R1500m		100	770' (687') V1500m
B					135	770' (687') V1600m
C	R900m	R1600m	R1800m R2400m		180	940' (857') V2400m
D	R1500m	R2200m			205	940' (857') V3600m

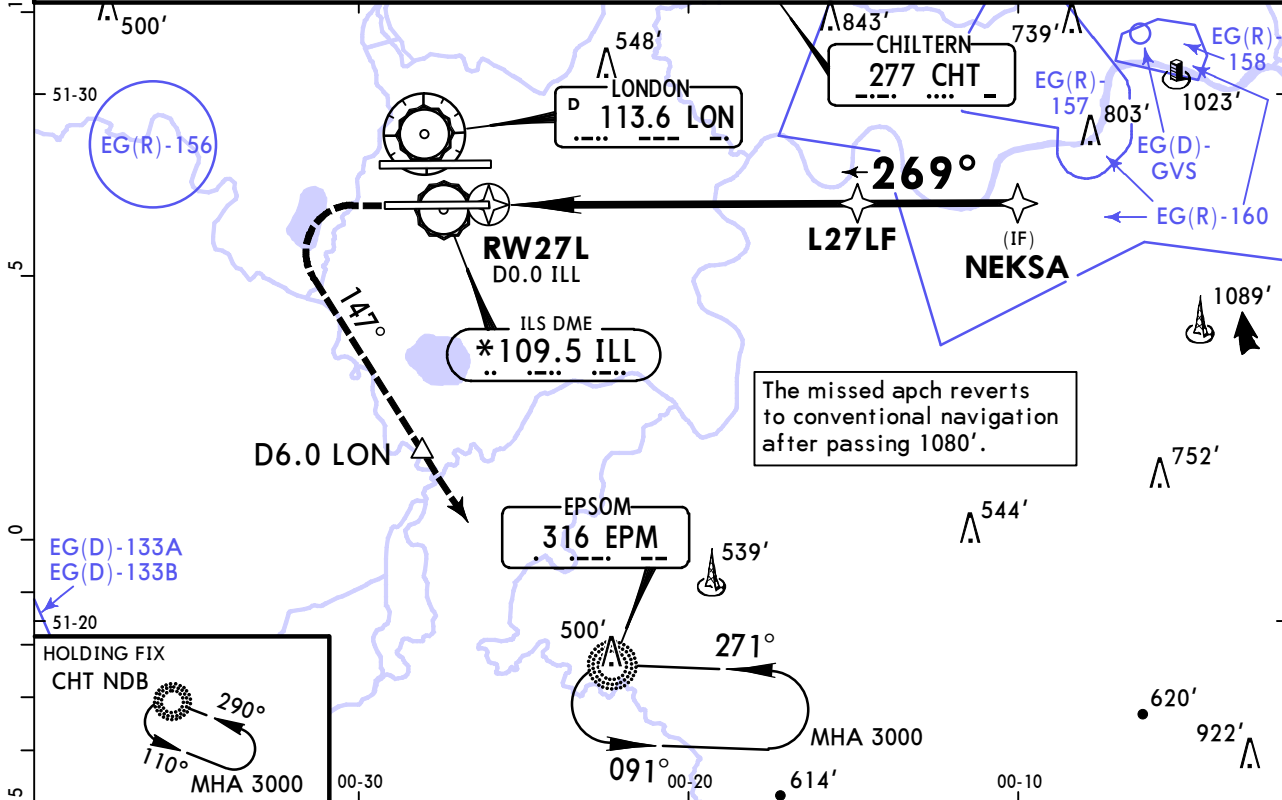
■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# EGLL/LHR HEATHROW

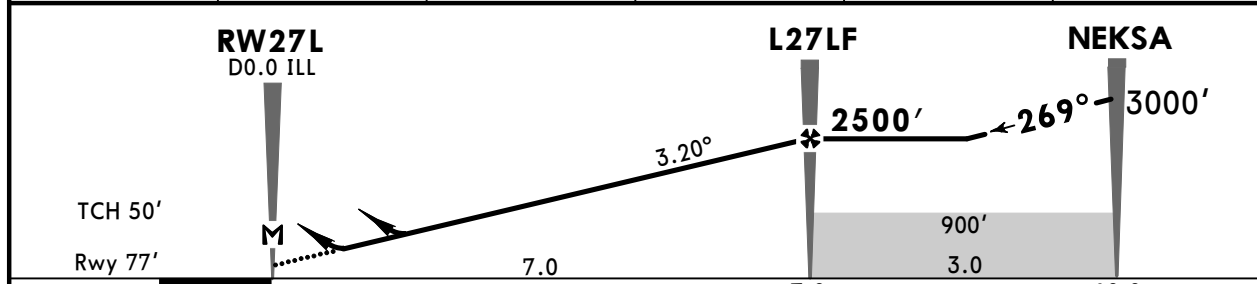
**JEPPESEN**  
21 JUN 24 (12-3)

**LONDON, UK**  
RNP Rwy 27L

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
RNAV	Final Apch Crs <b>269°</b>	L27LF <b>2500'</b> (2423')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 83' Rwy 77'	2300 MSA ARP	
<b>MISSED APCH:</b> Climb to 2000'. STRAIGHT AHEAD until passing 1080' or D0.0 ILL inbound, whichever is later, then turn LEFT onto 147°. When passing D6.0 LON climb to 3000' without delay and as directed. In event of radio failure see 11-6.							
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: By ATC		Trans alt: 6000'		
1. Pilots should request RNP approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. Pilots should not expect descent clearance below 4000' until 13 NM from touchdown. 4. ILS DME reads zero at rwy 27L threshold. 5. Minimum temperature -10°C. 6. PAPI angle is 3.00°.							



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



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI 2000'
Glide Path Angle 3.20°	396	510	566	679	793	906	
MAP at RW27L/D0.0 ILL							

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)		Max Kts	MDA(H)
A	R750m	R1400m	R1500m		100	770'(687') V1500m
B	R750m	R1400m	R1500m		135	770'(687') V1600m
C	R800m	R1500m	R1900m	R2400m	180	940'(857') V2400m
D	R1000m	R1700m	R1900m	R2400m	205	940'(857') V3600m

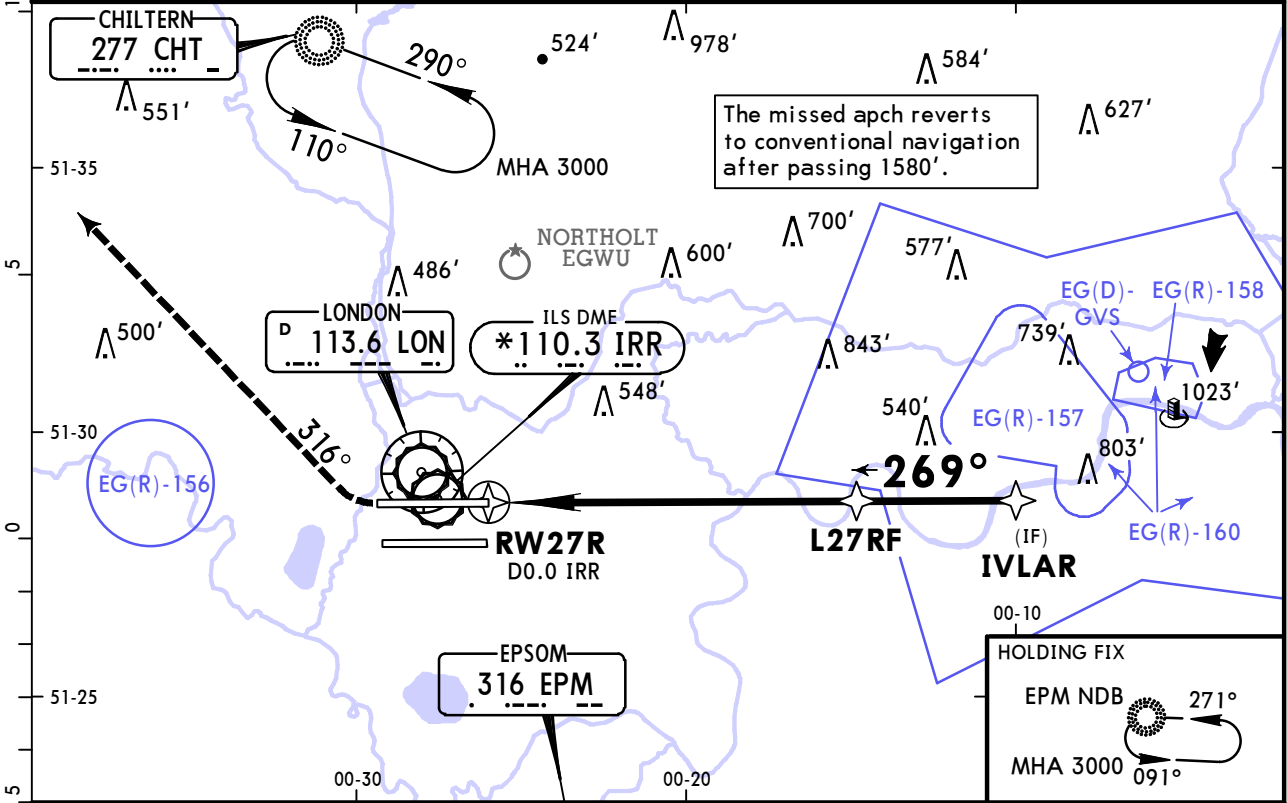
1 With TDZ & CL & HUD: R700m.  
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# EGLL/LHR HEATHROW

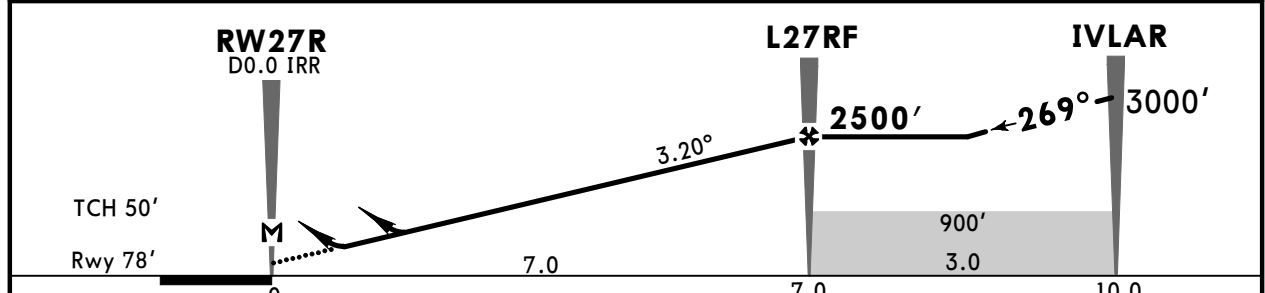
**JEPPESSEN**  
21 JUN 24 (12-4)

**LONDON, UK**  
RNP Rwy 27R

*D-ATIS 113.750 117.0 128.080		HEATHROW Director (APP) 119.730		HEATHROW Tower 118.505 118.705		*Ground 121.905 121.705 121.855	
RNAV	Final Apch Crs <b>269°</b>	L27RF <b>2500'</b> (2422')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 83' Rwy 78'	2300 MSA ARP
<b>MISSED APCH: Climb to 3000'. STRAIGHT AHEAD until passing 1580' or D0.0 IRR inbound, whichever is later, then turn RIGHT onto 316° and as directed.</b> In event of radio failure see 11-6.							
RNP Apch	Alt Set: hPa	Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 6000'	
1. Pilots should request RNP approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. Pilots should not expect descent clearance below 4000' until 13 NM from touchdown. 4. ILS DME reads zero at rwy 27R threshold. 5. Minimum temperature -10°C. 6. PAPI angle is 3.00°.							



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



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI <b>3000'</b>
Glide Path Angle	3.20°	396	510	566	679	793	
MAP at RW27R/DO.0 IRR							

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)		Max Kts	MDA(H)
A	<b>R750m</b>	R1400m	R1500m		100	770'(687') V1500m
B	R800m	R1500m	R1900m		135	770'(687') V1600m
C	R1000m	R1700m	R2400m		180	940'(857') V2400m
D	R1000m	R1700m	R2400m		205	940'(857') V3600m

**1** With TDZ & CL & HUD: R700m.  
**2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

## Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>LONDON, (HEATHROW - EGLL)</b>				

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport EGLL

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20241114

**End Date:** 20250228

(10-9) AIRPORT, (10-9B) TAXIING, (10-9C) PARKING STANDS, (10-9C1) TAXIING (A380), (10-9C2) PARKING STANDS (A380), (10-9C3) TAXIING (B747-8), (10-9C4) PARKING STANDS (B747-8), (10-9G) DE-ICING AREAS - Twy B South - WIP - 13 NOV 2024 - 28 FEB 2025. Twy B centerline green lights U/S due to WIP from West of junction with Twy R to East of junction with Link 32. Blue edge lights have temporarily been installed in this area. Flight crew may request a leader escort if required by contacting ATC.

### Chart Change Notices for Country GBR

**Type:** Gen Tmnl

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

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