1. GENERAL

1.1. ATIS

* D-ATIS Arrival 113.75 115.1 128.07
* D-ATIS Departure 121.935 (Non 833 Khz equiped ACFT should contact Heathrow Delivery.)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. PREFERENTIAL RUNWAY SYSTEM

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

1.2.5. NIGHTTIME RESTRICTIONS

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

During CAT II and III operations, special ATC Low Visibility Procedures will be applied. Pilots will be informed when these procedures are in operation via ATIS or RTF.

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 "runway vacated" until ACFT has completely passed the end of the green/yellow colour coded TWY centerline lights.

1.3.3. DEPARTURE

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

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1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

1.5. RWY OPERATIONS

1.5.1. RWY CROSSING PROCEDURE

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

1.6. TAXI PROCEDURES

1.6.1. GENERAL

Pilots who intent to execute a reduced engine taxi out must report their intention to Delivery on first contact. Reduced engine taxi is not available to ACFT to cross an active RWY.
Pilots are to use the minimum power necessary when manoeuvring on the TWY system. This is of particular importence when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.
Pilots are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wingtip clearance, notwithstanding the TWY lighting system.

1.6.2. RESTRICTIONS TO LARGE ACFT

- A380 ACFT: Reduced "TWY centerline to object clearance" of 161'/49m applies on TWY E between TWY B and Link 36 and on TWY W between TWY S and Link 42. 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.
- Pilots of Code E ACFT must exercise caution when using TWY S between reporting point SY6 and TWY Z as wingtip clearances to the South are minimal.
- All B747-400 ACFT on TWY Z must be under tow.
- A340-600 and B777-300 ACFT: It is recommended that flight crews use judgemental steering at all times when manoeuvring on the TWYs.
  These ACFT are not permitted to use the following routes:
  Eastbound on TWY S, at S1N turning RIGHT onto Link 41 to face West.

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

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

1.6.4. 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 156'/47.5m is not met on the following TWYs:

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

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

1.6.6. RWY STOP BARS

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

1. GENERAL

1.7. PARKING INFORMATION

Stands 105, 117, 120 thru 121R, 139, 141, 186, 188, 231 thru 233, 233R, 247, 247R thru 249, 255 thru 258, 301, 303, 303R, 305, 305R, 307, 309, 311, 316 thru 323, 325, 327, 329 thru 332, 335, 336, 338, 340, 342, 364, 365, 401thru 403, 405 thru 412, 414 thru 417, 419 thru 425, 454, 455, 463, 501 thru 503, 505, 508, 512 thru 514, 516, 518, 531 thru 539, 541 thru 548, 551 thru 558, 561, 562, 565 thru 568, 575, 576 and 594 thru 596 equipped with Visual Docking Guidance System (VDGS).

A318, A319, B737-500 and B737-600 ACFT using stands 102, 103, 104, 105 and 109 must have the port engine fully shut down before entering stands. If stand entry guidance is unservicable and ACFT is marshalled onto stand, it will be stopped short and require towing forward to correct stop position.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

2.2. NOISE ABATEMENT PROCEDURES

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

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

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

2. ARRIVAL

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

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

2.4.2. RWY VACATION GUIDELINES

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

2.5. OTHER INFORMATION

2.5.1. GENERAL

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

2.5.2 "LAND AFTER" PROCEDURE

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

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

2.5.3. SPECIAL LANDING PROCEDURES

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

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

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2. ARRIVAL

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

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

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

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3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. AIRPORT-COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1.1.TARGET OFF BLOCK TIME (TOBT)

This is the time, that an ACFT expects to be ready to leave the stand.
TOBTs must be updated to an accuracy of +/-5 min.
TOBTs should be updated through the usual channels if the time that the ACFT will be ready to leave stand changes.

Once TSAT is allocated (at 20 min before departure), TOBT may be updated twice without sending a flight plan delay message. For a delay of 15 min or more, a DLA message must be sent.

3.1.1.2.TARGET START UP APPROVAL TIME (TSAT)

This is the time provided by ATC, that an ACFT can reasonably expect to receive start-up approval, taking into account the TOBT and overall traffic situation.
The TSAT will be displayed in the A-CDM portal. Pilots will be informed of their TSAT and any changes to it by ATC.

3.1.1.3.REMOTE HOLDING REQUEST

If an eligible 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.

3.1.2. DATALINK DEPARTURE CLEARANCE (DCL)

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

3.1.3. START-UP

On first contact with HEATHROW Delivery, pilots are to report ACFT type, stand number, QNH and identification letter of received ATIS info.
Between 0630-1400 LT and between 1500-2200 LT pilots of operators who have been briefed with regard to the correct phraseology may call for ATC clearance up to 15min prior to being fully ready to push-back. All other operators must be fully ready before calling on frequency.

Pilots who wish to start engines on stand must request permission from HEATHROW Ground not later than 5 min after being transf erred 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.
If within 30 min of a previously issued Calculated Take-off Time (CTOT) the flight is unable to comply with that CTOT, the pilot should advise ATC as soon as possible.
Pilots are advised that delays in excess of 10 min can be expected at holding position. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if required to comply with a Calculated Take-off Time (CTOT).

3.1.4. 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.

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3. DEPARTURE

Push-back approval must be obtained from HEATHROW Ground not later than 5 min after being transferred from Delivery.
Push-back approval includes permission to start engines during push-back.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. 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 airport.

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

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

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

3.2.2. 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	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

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

Pilots in receipt of a conditional line up clearance on a preceding departing ACFT (for example; 'ABC123, after the departing Sky Train DC10, line up RWY 27L via N2E') 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, after the landing Sky Train DC10, line up RWY 27L via N2E') 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.

3.4.2. RWY HOLDING AREAS

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

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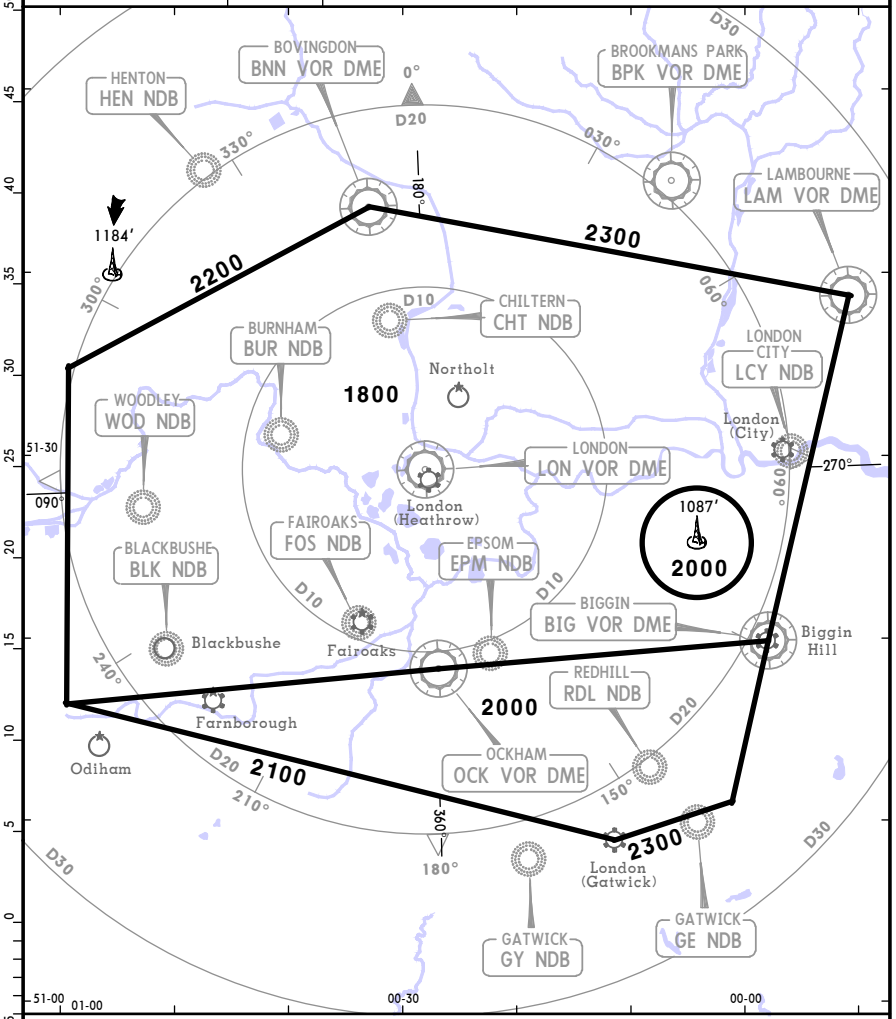
HEATHROW Radar *125.62 127.52 | Apt Elev 83' | Alt Set: hPa | Trans level: By ATC | Trans alt: 6000'



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

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

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

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

CHANGES: MSA.

EGLL/LHR HEATHROW

JEPPESEN
21 JAN 11 (10-2)

LONDON, UK

STAR

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

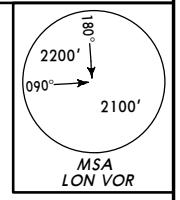
BIGGIN THREE BRAVO (BIG 3B)
BIGGIN THREE CHARLIE (BIG 3C)
BIGGIN THREE DELTA (BIG 3D)❶
BIGGIN ONE ECHO (BIG 1E)❶
BIGGIN ONE FOXTROT (BIG 1F)
BIGGIN ONE GOLF (BIG 1G)❶

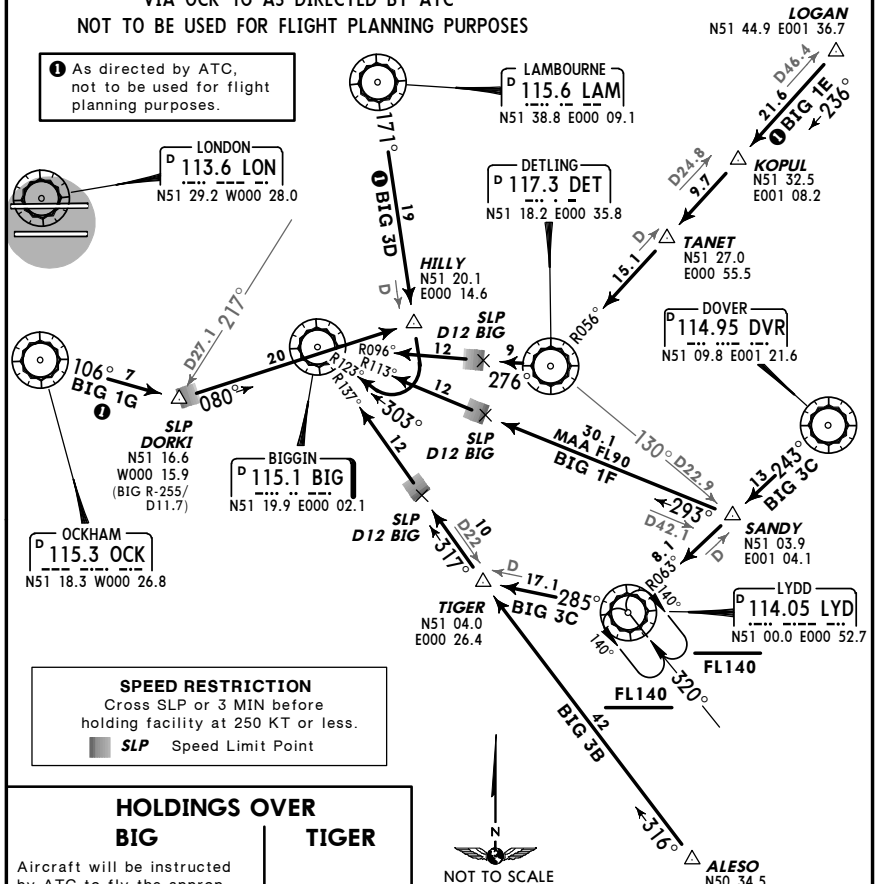
ARRIVALS

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

WARNING
Do not proceed beyond BIG without ATC clearance.

❶ As directed by ATC, not to be used for flight planning purposes.



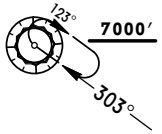


SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

HOLDINGS OVER

BIG

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



TIGER

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

CHANGES: Track update.

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EGLL/LHR HEATHROW

JEPPESEN
21 JAN 11 (10-2A)

LONDON, UK

STAR

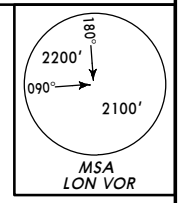
*D-ATIS			Apt Elev	Alt Set: hPa	
113.75	115.1	128.07	83′	Trans level: By ATC	Trans alt: 6000′

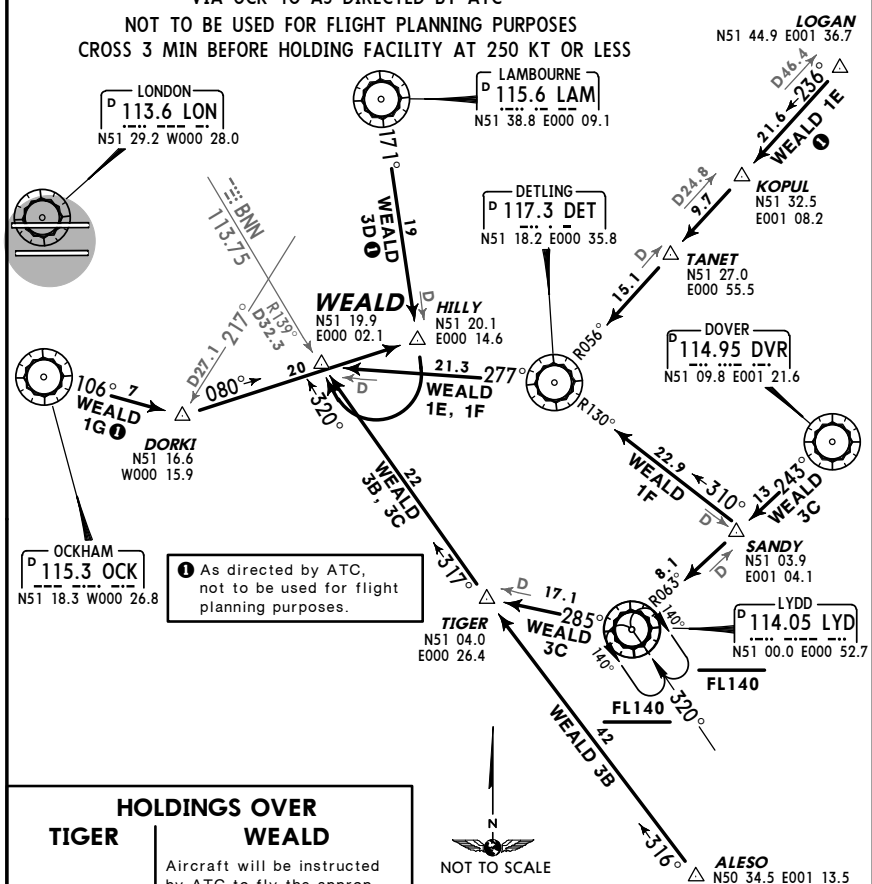
WEALD THREE BRAVO (WEALD 3B) *[WEAL3B]*
WEALD THREE CHARLIE (WEALD 3C) *[WEAL3C]*
WEALD THREE DELTA (WEALD 3D) *[WEAL3D]*❶
WEALD ONE ECHO (WEALD 1E) *[WEAL1E]*❶
WEALD ONE FOXTROT (WEALD 1F) *[WEAL1F]*
WEALD ONE GOLF (WEALD 1G) *[WEAL1G]*❶

ARRIVALS

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

WARNING
Do not proceed beyond WEALD without ATC clearance.





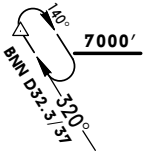
❶ As directed by ATC, not to be used for flight planning purposes.

HOLDINGS OVER

TIGER

WEALD

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



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

CHANGES: Track update.

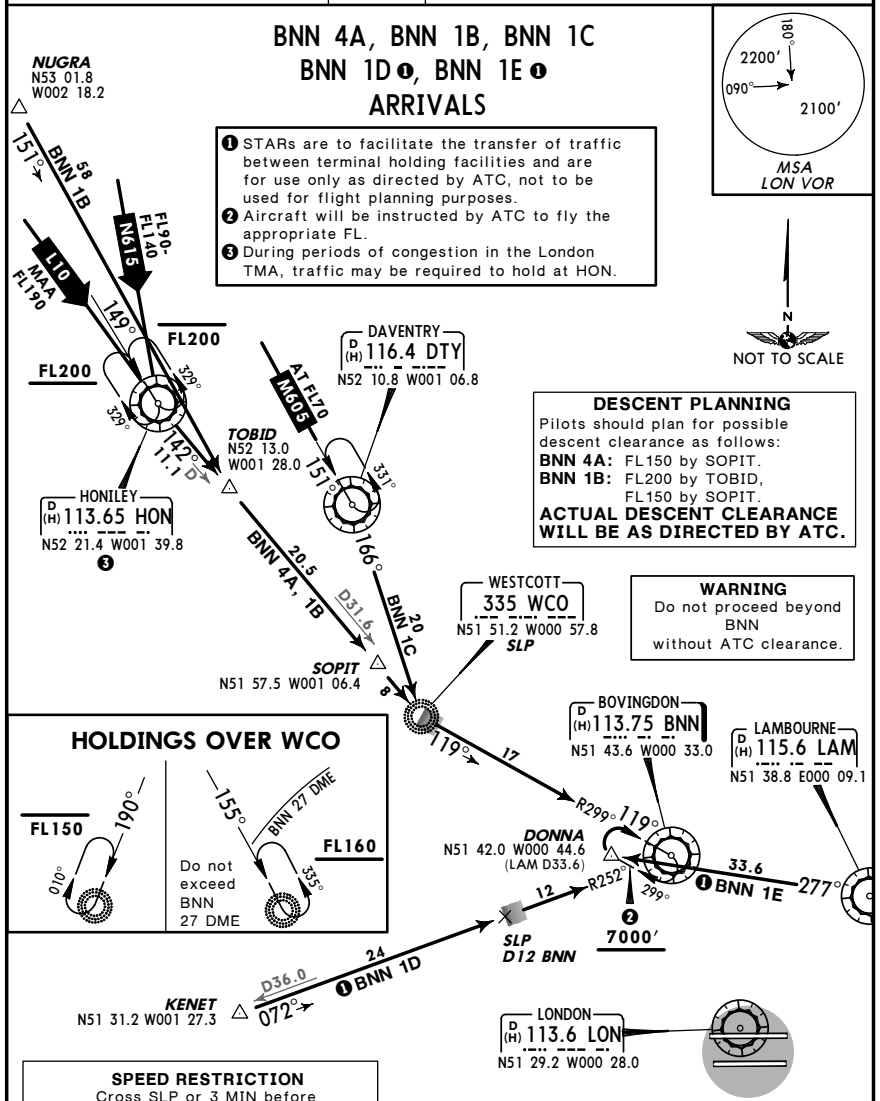
EGLL/LHR
HEATHROW

JEPPESEN
7 OCT 11 (10-2B)

LONDON, UK
STAR

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

BNN 4A, BNN 1B, BNN 1C BNN 1D ❶, BNN 1E ❶ ARRIVALS



❶ STARs are to facilitate the transfer of traffic between terminal holding facilities and are for use only as directed by ATC, not to be used for flight planning purposes.
❷ Aircraft will be instructed by ATC to fly the appropriate FL.
❸ During periods of congestion in the London TMA, traffic may be required to hold at HON.

NOT TO SCALE

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

WARNING
Do not proceed beyond BNN without ATC clearance.

HOLDINGS OVER WCO

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

STAR	ROUTING
BNN 4A	At HON, intercept HON R-142 via TOBID and SOPIT to WCO, turn LEFT, intercept BNN R-299 inbound to BNN.
BNN 1B	At NUGRA, 151° track to TOBID, turn LEFT, intercept HON R-142 via SOPIT to WCO, turn LEFT, intercept BNN R-299 inbound to BNN.
BNN 1C	At DTY, intercept DTY R-166 to WCO, turn LEFT, intercept BNN R-299 inbound to BNN.
BNN 1D	At KENET, intercept BNN R-252 inbound to BNN.
BNN 1E	At LAM, intercept LAM R-277 to DONNA, turn RIGHT, 119° track on holding track to BNN.

CHANGES: Radial updated.

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JeppView 3.7.5.0

EGLL/LHR
HEATHROW

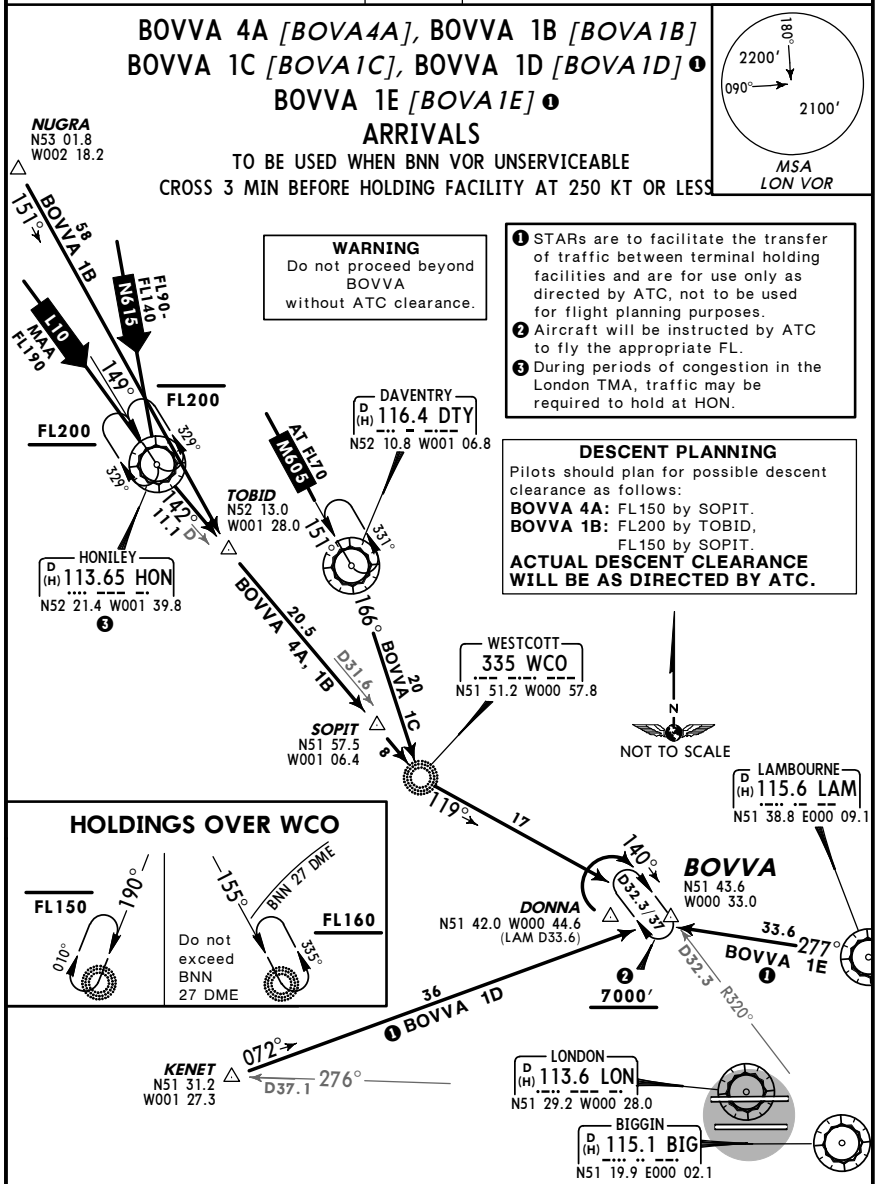
JEPPESEN
7 OCT 11 (10-2C)

LONDON, UK
STAR

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

BOVVA 4A *[BOVA4A]*, BOVVA 1B *[BOVA1B]* BOVVA 1C *[BOVA1C]*, BOVVA 1D *[BOVA1D]* ❶ BOVVA 1E *[BOVA1E]* ❶ ARRIVALS

TO BE USED WHEN BNN VOR UNSERVICEABLE
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



WARNING
Do not proceed beyond BOVVA without ATC clearance.

❶ STARs are to facilitate the transfer of traffic between terminal holding facilities and are for use only as directed by ATC, not to be used for flight planning purposes.
❷ Aircraft will be instructed by ATC to fly the appropriate FL.
❸ During periods of congestion in the London TMA, traffic may be required to hold at HON.

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

NOT TO SCALE

HOLDINGS OVER WCO

STAR	ROUTING
BOVVA 4A	At HON, intercept HON R-142 via TOBID and SOPIT to WCO, turn LEFT, 119° bearing to BOVVA.
BOVVA 1B	At NUGRA, 151° track to TOBID, turn LEFT, intercept HON R-142 via SOPIT to WCO, turn LEFT, 119° bearing to BOVVA.
BOVVA 1C	At DTY, intercept DTY R-166 to WCO, turn LEFT, 119° bearing to BOVVA.
BOVVA 1D	At KENET, 072° track to BOVVA.
BOVVA 1E	At LAM, intercept LAM R-277 to DONNA, turn RIGHT, 140° track on holding track to BOVVA.

CHANGES: Radial updated.

EGLL/LHR
HEATHROW

JEPPESEN
7 OCT 11 (10-2D)

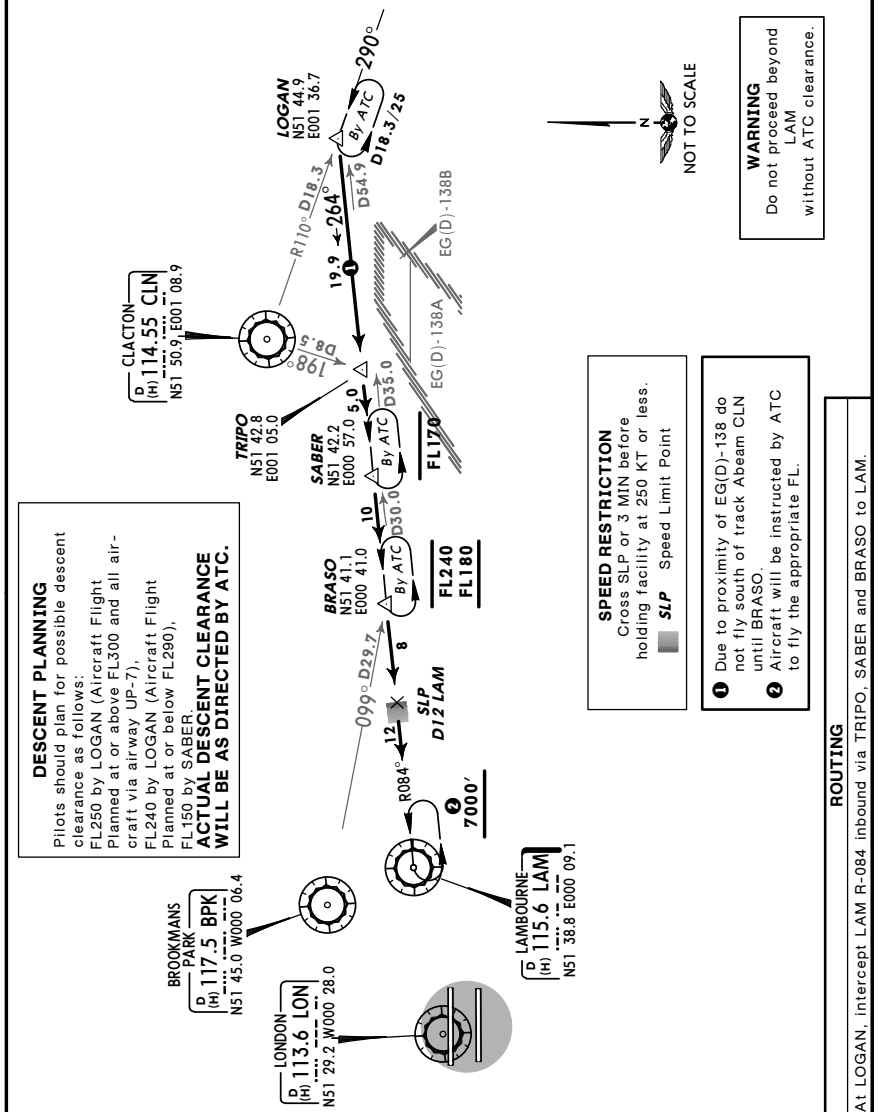
LONDON, UK
STAR

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

MSA
LON VOR
180° 2100′
2200′
090°

LAM 3A
ARRIVAL

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA
BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



WARNING
Do not proceed beyond LAM without ATC clearance.

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

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

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

ROUTING
At LOGAN, intercept LAM R-084 inbound via TRIPO, SABER and BRASO to LAM.

CHANGES: Radial updated.

EGLL/LHR
HEATHROW

JEPPESEN
7 OCT 11 (10-2E)

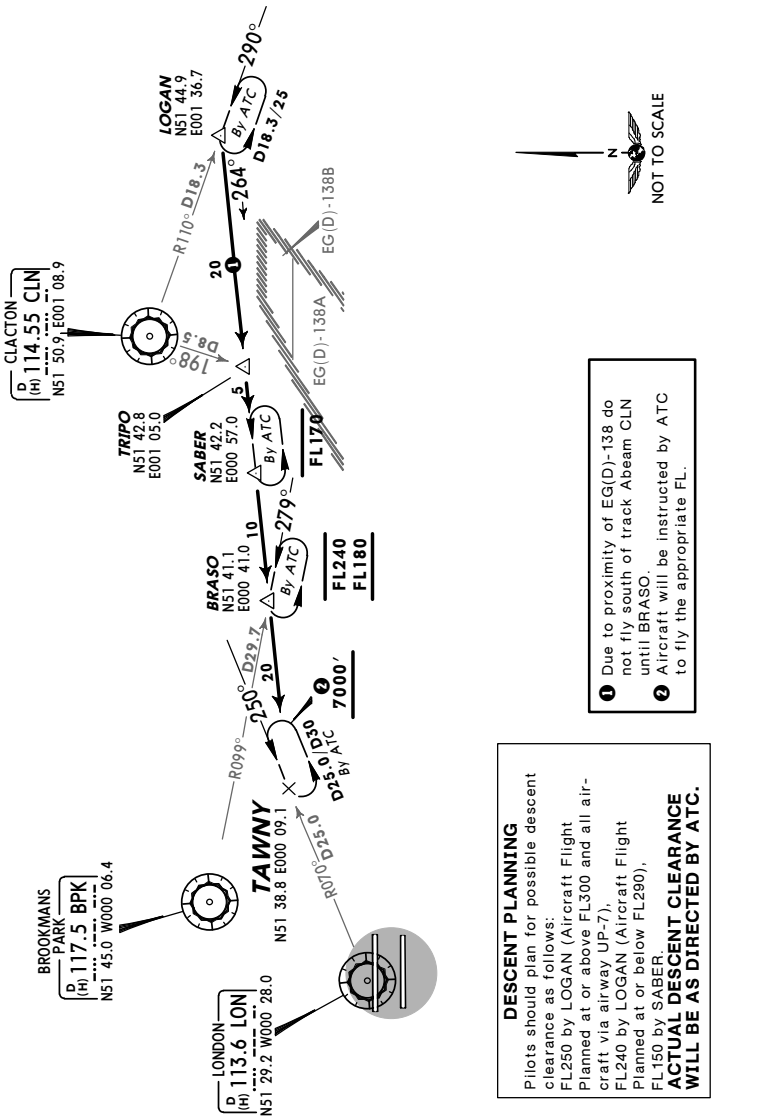
LONDON, UK
STAR

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

MSA
LON VOR
180° 2100′
2200′
090°

TAWNY 3A *[TAWN3A]*
ARRIVAL

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



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

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

CHANGES: Track updated.

EGLL/LHR
HEATHROW

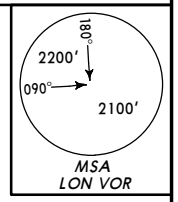
JEPPESEN
7 OCT 11 (10-2F)

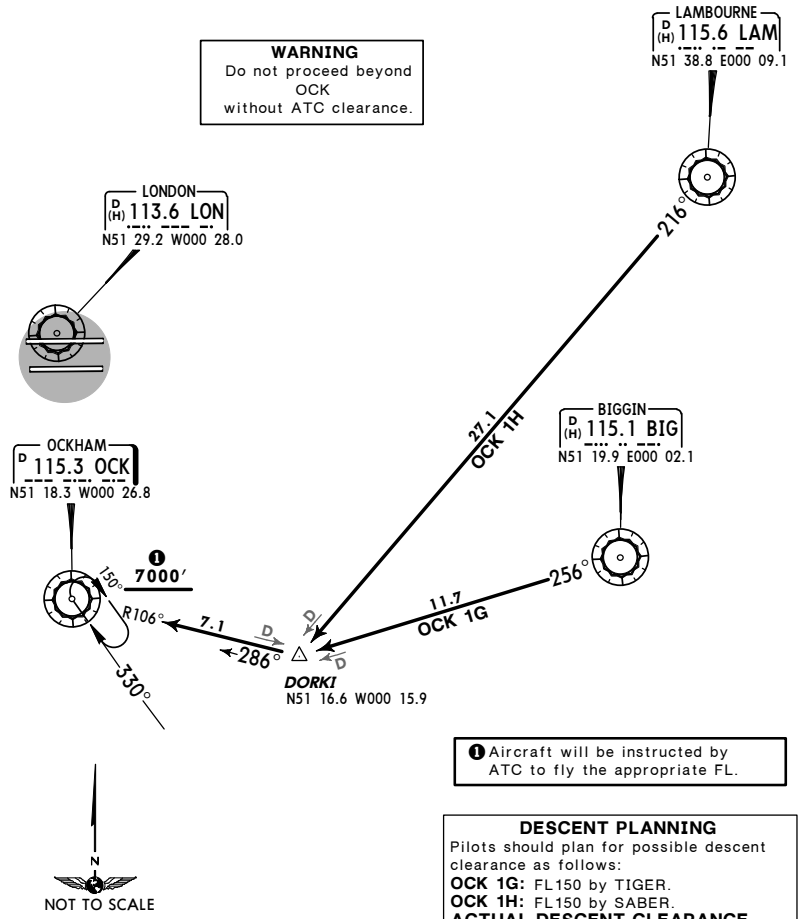
LONDON, UK
STAR

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

OCK 1G, OCK 1H
ARRIVALS

STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC





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

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

STAR	ROUTING
OCK 1G	At BIG, intercept BIG R-256 to DORKI, turn RIGHT, intercept OCK R-106 inbound to OCK.
OCK 1H	At LAM, intercept LAM R-216 to DORKI, turn RIGHT, intercept OCK R-106 inbound to OCK.

CHANGES: Radial updated.

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EGLL/LHR
HEATHROW

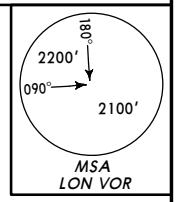
JEPPESEN
7 OCT 11 (10-2G)

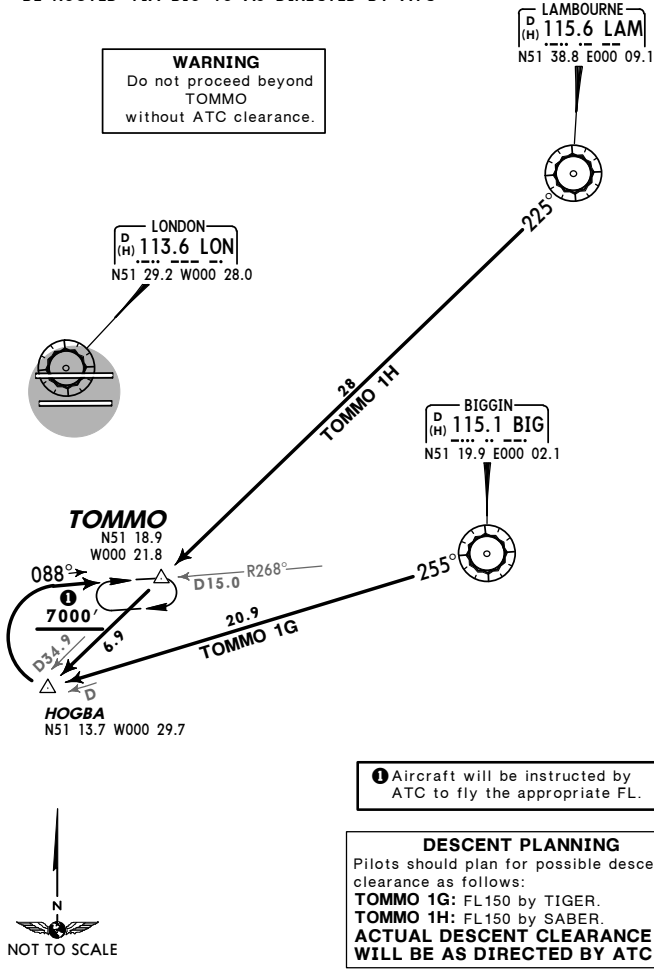
LONDON, UK
STAR

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

TOMMO 1G *[TOMO1G]*
TOMMO 1H *[TOMO1H]*
ARRIVALS

TO BE USED WHEN OCK VOR UNSERVICEABLE
STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC





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

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

STAR	ROUTING
TOMMO 1G	At BIG, intercept BIG R-255 to HOGBA, turn RIGHT, 088° track to TOMMO.
TOMMO 1H	AT LAM, intercept LAM R-225 to HOGBA, turn RIGHT, 088° track to TOMMO.

CHANGES: Radial updated.

EGLL/LHR
HEATHROW

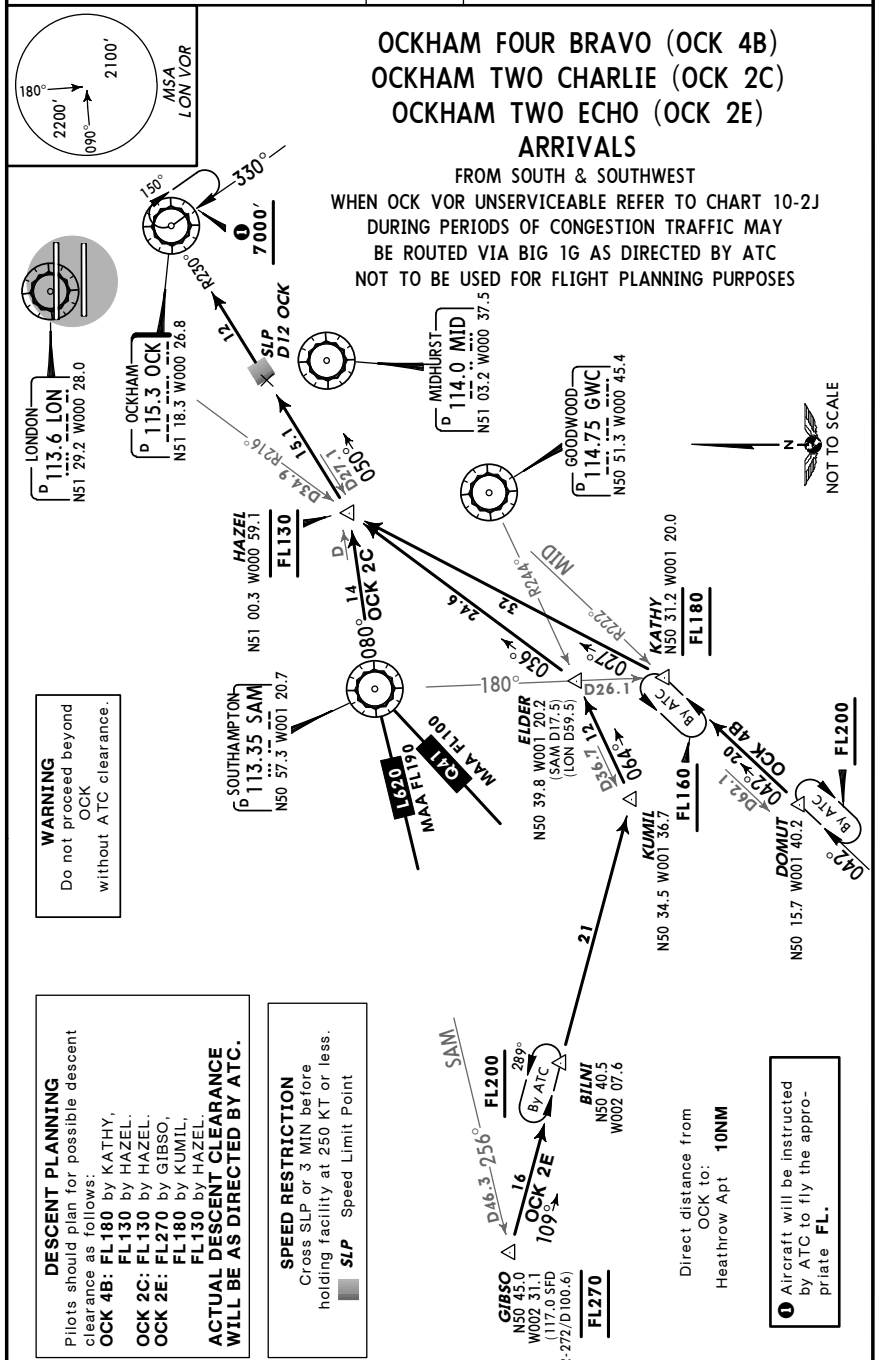
JEPPESEN
24 JUN 11 (10-2H) Eff 30 Jun

LONDON, UK
STAR

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

OCKHAM FOUR BRAVO (OCK 4B)
OCKHAM TWO CHARLIE (OCK 2C)
OCKHAM TWO ECHO (OCK 2E)
ARRIVALS

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



WARNING
Do not proceed beyond OCK without ATC clearance.

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

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

Direct distance from OCK to: Heathrow Apt **10NM**

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

CHANGES: STAR OCK 4B descent planning; radials updated.

EGLL/LHR
HEATHROW

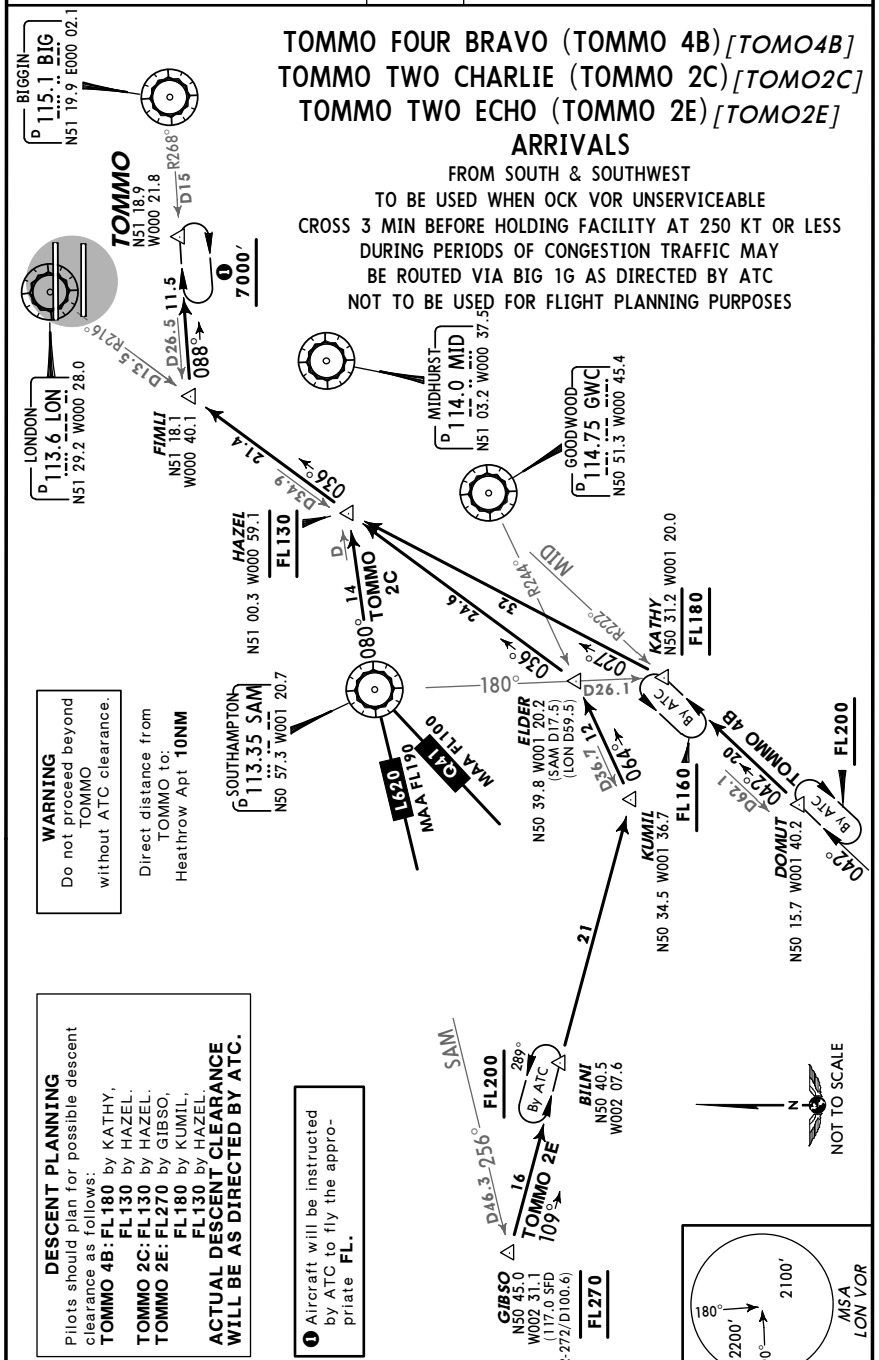
JEPPESEN
24 JUN 11 (10-2J) Eff 30 Jun

LONDON, UK
STAR

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

TOMMO FOUR BRAVO (TOMMO 4B) *[TOMO4B]*
TOMMO TWO CHARLIE (TOMMO 2C) *[TOMO2C]*
TOMMO TWO ECHO (TOMMO 2E) *[TOMO2E]*
ARRIVALS

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



WARNING
Do not proceed beyond TOMMO without ATC clearance.

Direct distance from TOMMO to: Heathrow Apt **10NM**

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

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

CHANGES: STAR TOMMO 4B descent planning; radials updated.

EGLL/LHR
HEATHROW

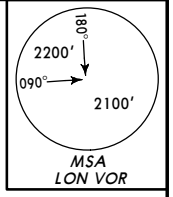
JEPPESEN
4 JUN 10 (10-2K)

LONDON, UK
STAR

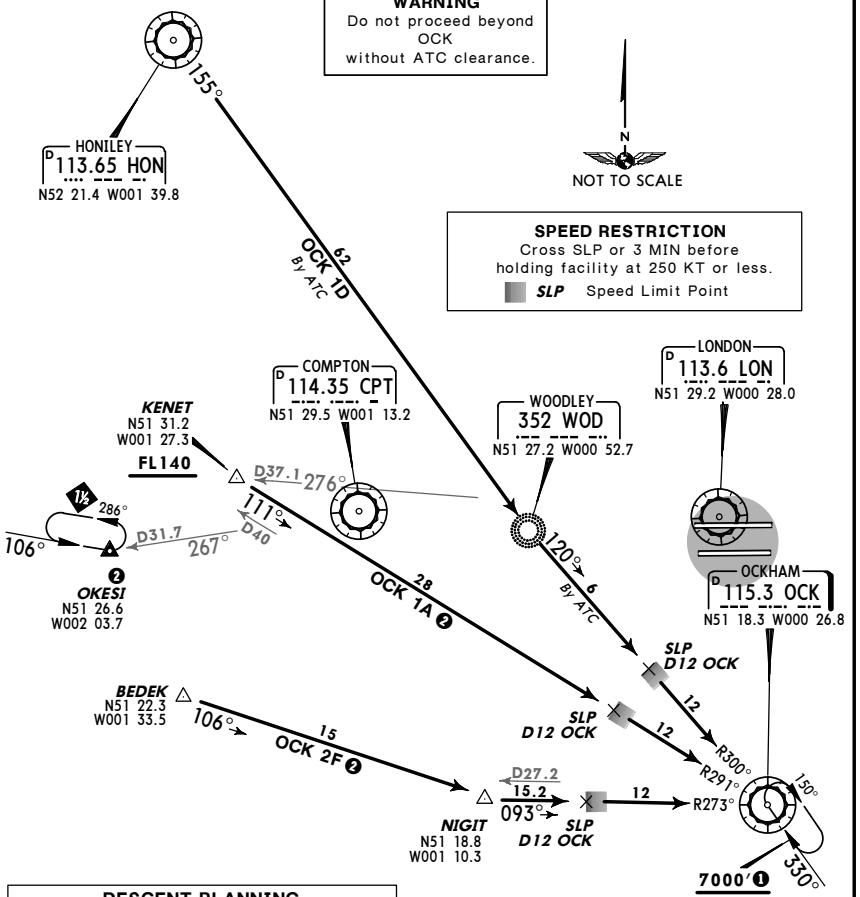
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

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

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



WARNING
Do not proceed beyond OCK without ATC clearance.



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

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

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

CHANGES: MSA.

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EGLL/LHR
HEATHROW

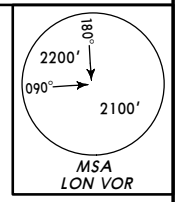
JEPPESEN
4 JUN 10 (10-2L)

LONDON, UK
STAR

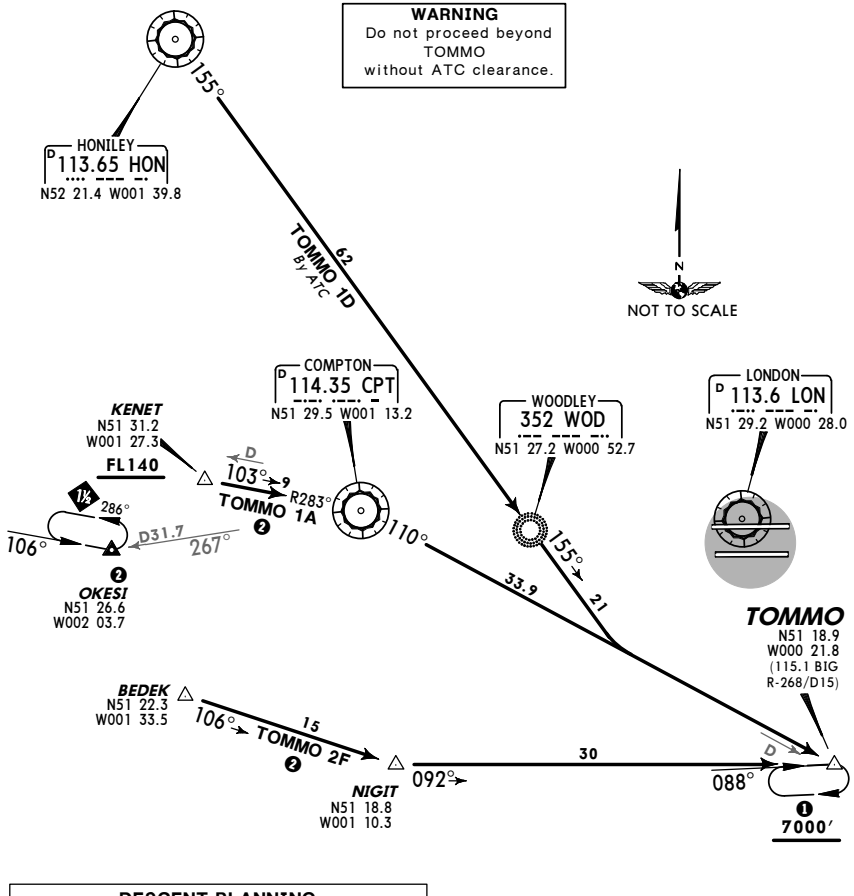
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83′	Trans level: By ATC Trans alt: 6000′

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

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



WARNING
Do not proceed beyond TOMMO without ATC clearance.



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

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

CHANGES: MSA.

EGLL/LHR HEATHROW

JEPPESEN
4 JUN 10 (10-2M)

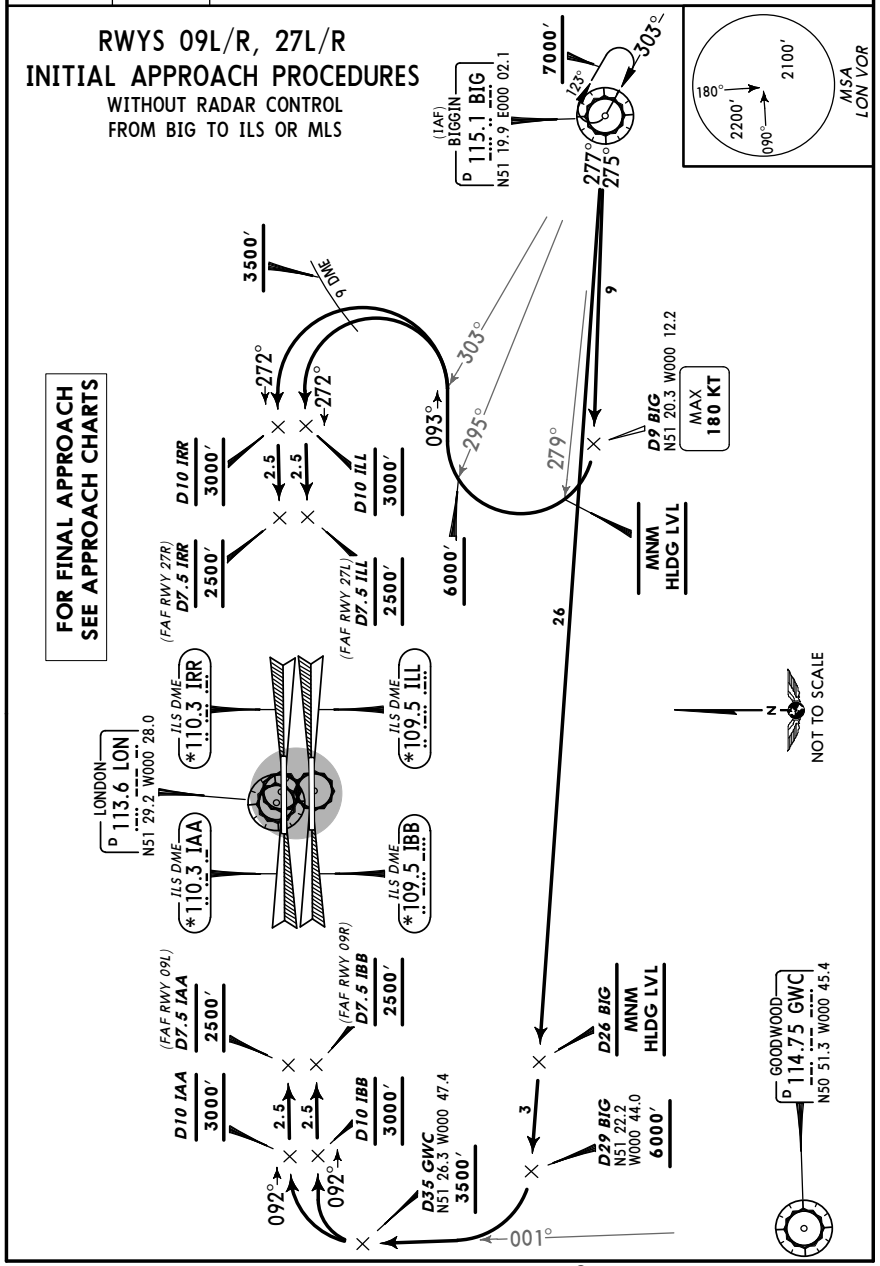
LONDON, UK

INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

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

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



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EGLL/LHR HEATHROW

JEPPESEN
4 JUN 10 (10-2N)

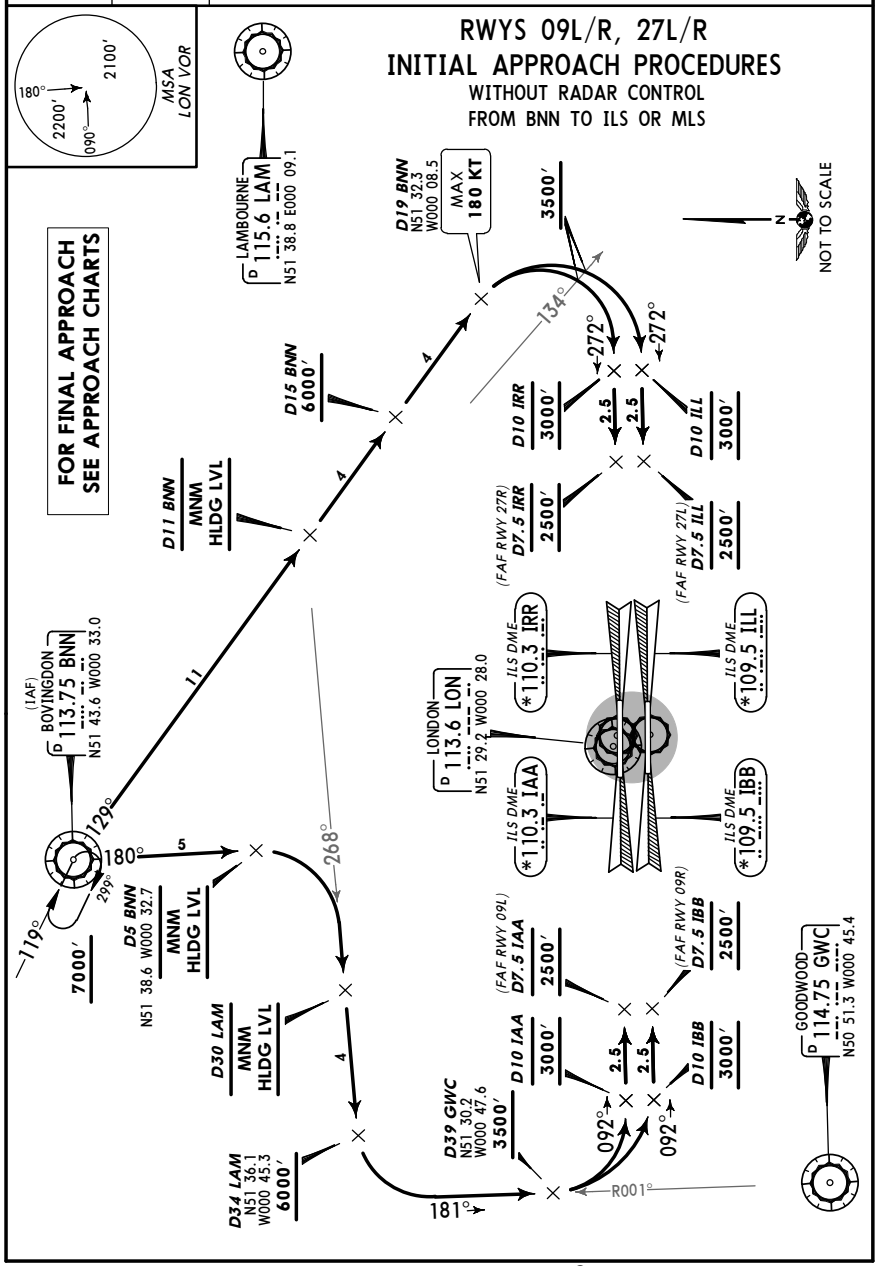
LONDON, UK

INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

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

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



EGLL/LHR HEATHROW

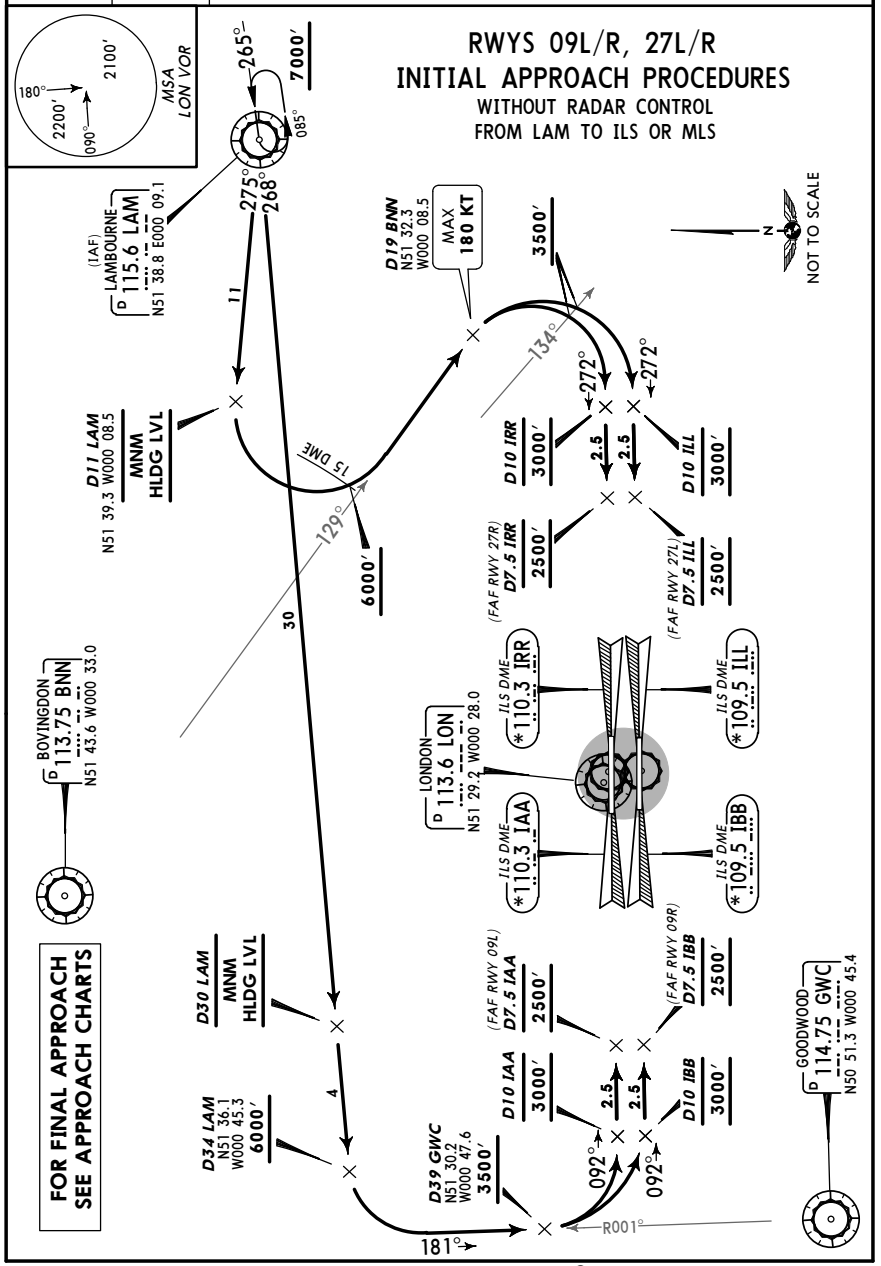
JEPPESEN
4 JUN 10 (10-2P)

LONDON, UK

INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT 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′.



CHANGES: MSA; D34 LAM INS coordinates.

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EGLL/LHR HEATHROW

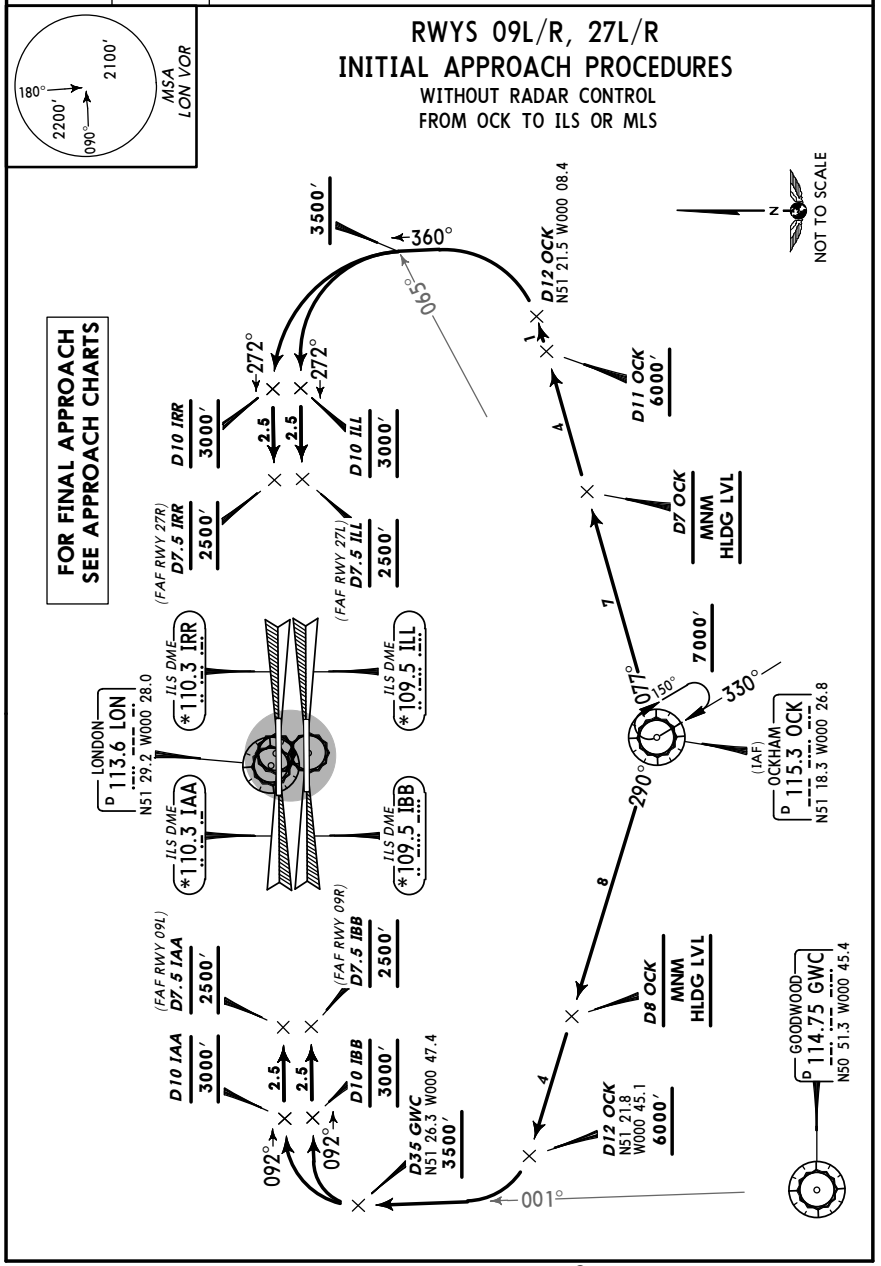
JEPPESEN
4 JUN 10 (10-2Q)

LONDON, UK

INITIAL APPROACH

*D-ATIS	Apt Elev
113.75 115.1 128.07	83′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Minimum holding level (Flight Level equivalent of 7000′) is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT 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′.

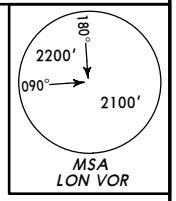


CHANGES: MSA.

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

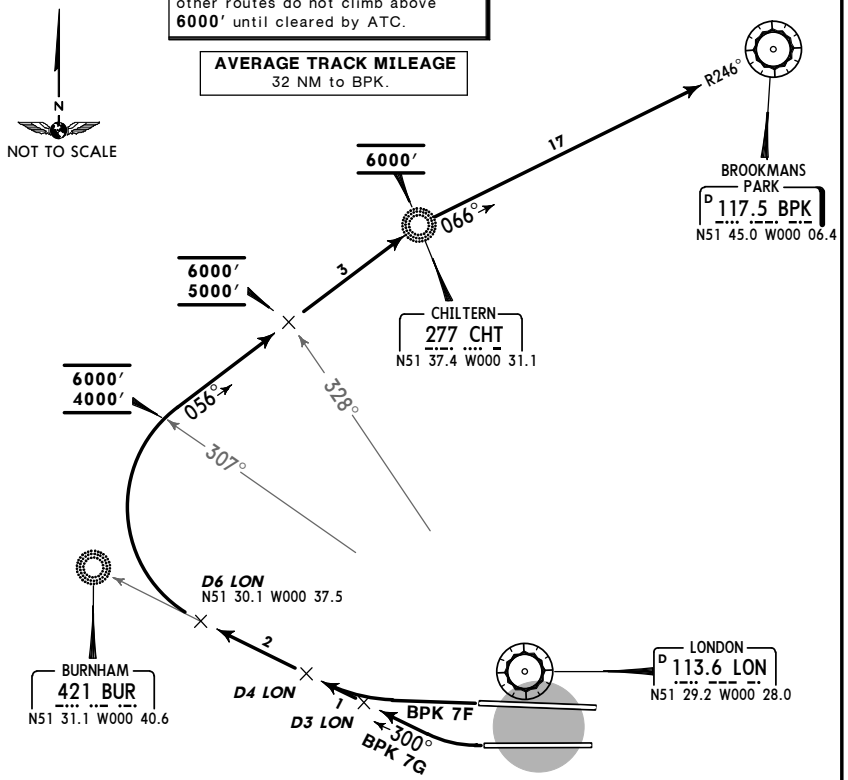
BROOKMANS PARK SEVEN FOXTROT (BPK 7F)
BROOKMANS PARK SEVEN GOLF (BPK 7G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

AVERAGE TRACK MILEAGE
32 NM to BPK.



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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
BPK 7F	27R	Straight ahead, intercept 300° bearing towards BUR by D4 LON, at D6 LON turn RIGHT, intercept 056° bearing towards CHT, cross LON R-307 at or above 4000′ (MAX 6000′), LON R-328 at or above 5000′ (MAX 6000′), to CHT at 6000′, turn RIGHT, intercept BPK R-246 inbound to BPK.
BPK 7G	27L	Straight ahead, intercept 300° bearing towards BUR by D3 LON, at D6 LON turn RIGHT, intercept 056° bearing towards CHT, cross LON R-307 at or above 4000′ (MAX 6000′), LON R-328 at or above 5000′ (MAX 6000′), to CHT at 6000′, turn RIGHT, intercept BPK R-246 inbound to BPK.

CHANGES: MSA.

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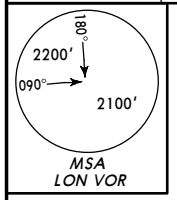
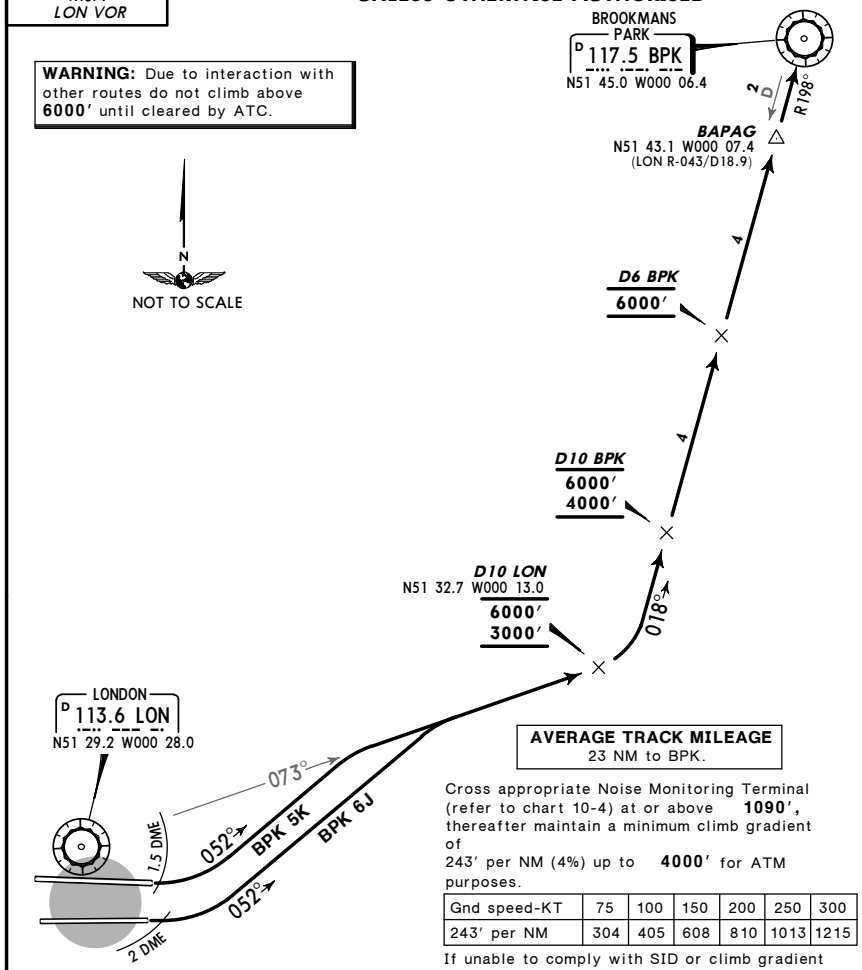
LONDON Control	Apt Elev	
118.82	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Initial climb straight ahead to 590′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above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

BROOKMANS PARK SIX JULIETT (BPK 6J)
BROOKMANS PARK FIVE KILO (BPK 5K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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



AVERAGE TRACK MILEAGE
23 NM to BPK.

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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

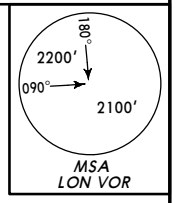
SID	RWY	ROUTING / ALTITUDE
BPK 6J	09R	Straight ahead, at LON 2 DME turn LEFT, 052° track, intercept LON R-073, cross D10 LON at or above 3000′ (MAX 6000′), turn LEFT, intercept BPK R-198 inbound, cross D10 BPK at or above 4000′ (MAX 6000′), D6 BPK at 6000′, via BAPAG to BPK.
BPK 5K	09L	Straight ahead, at LON 1.5 DME turn LEFT, 052° track, intercept LON R-073, cross D10 LON at or above 3000′ (MAX 6000′), turn LEFT, intercept BPK R-198 inbound, cross D10 BPK at or above 4000′ (MAX 6000′), D6 BPK at 6000′, via BAPAG to BPK.

CHANGES: MSA.

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

BUZAD FOUR JULIETT (BUZAD 4J) *[BUZA4J]*
BUZAD THREE KILO (BUZAD 3K) *[BUZA3K]*
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



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

AVERAGE TRACK MILEAGE
38 NM to BUZAD.

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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

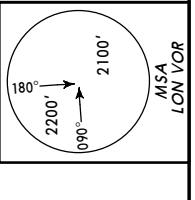
SID	RWY	ROUTING / ALTITUDE
BUZAD 4J	09R	Straight ahead, at LON 2 DME turn LEFT, 052° track, intercept LON R-073, cross D10 LON at or above 3000′ (MAX 6000′), turn LEFT, intercept BIG R-331, cross D20 BIG at or above 5000′ (MAX 6000′), D23 BIG at 6000′, to BUZAD.
BUZAD 3K	09L	Straight ahead, at LON 1.5 DME turn LEFT, 052° track, intercept LON R-073, cross D10 LON at or above 3000′ (MAX 6000′), turn LEFT, intercept BIG R-331, cross D20 BIG at or above 5000′ (MAX 6000′), D23 BIG at 6000′, to BUZAD.

CHANGES: MSA.

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

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED



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

AVERAGE TRACK MILEAGE
15 NM to WOD.

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

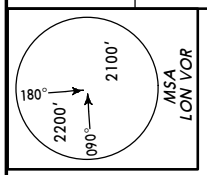
SID	RWY	ROUTING / ALTITUDE
CPT 3F CPT 3G	27R 27L	Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, intercept 271° bearing towards WOD (D13 CPT), cross D11 LON (D17 CPT) above 3000′ (MAX 6000′), cross WOD (D13 CPT) above 4000′ (MAX 6000′), then to CPT, cross D8 CPT at 6000′.

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

CHANGES: MSA.

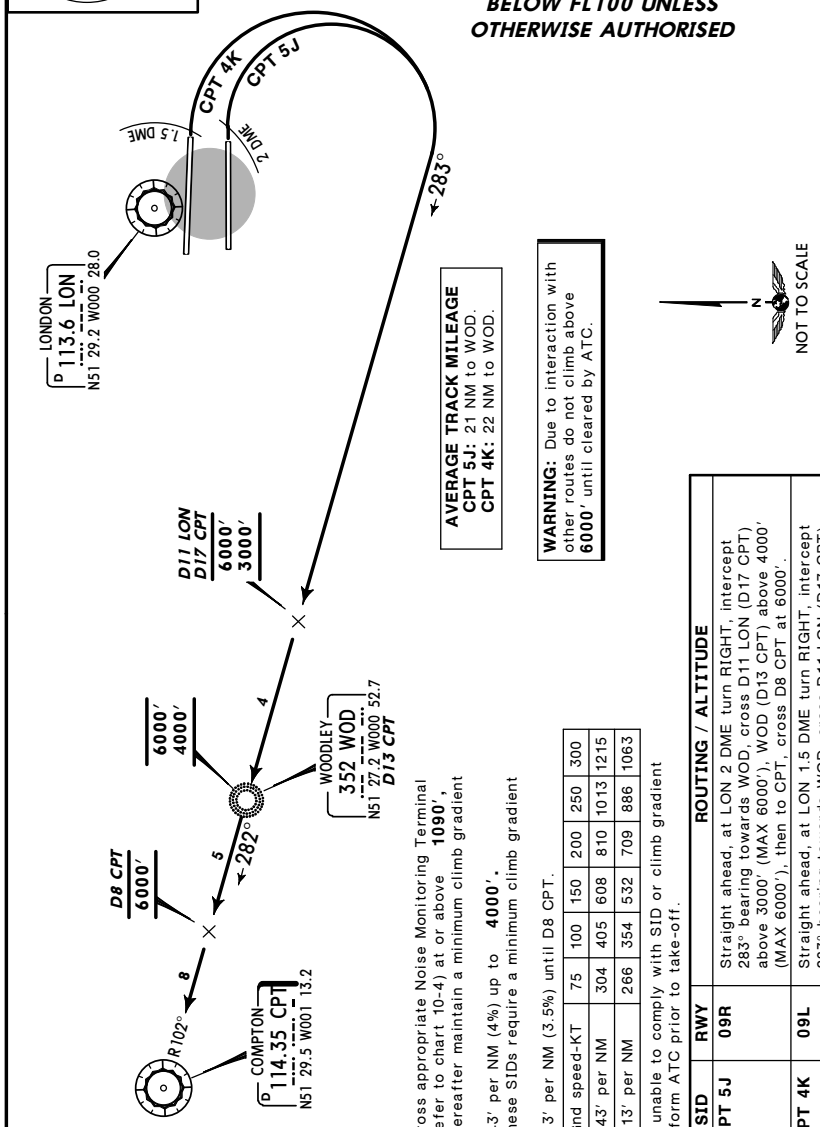
*HEATHROW Director 134.97	Apt Elev 83′

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



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

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



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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

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

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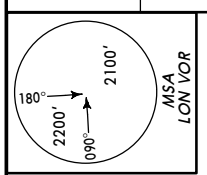
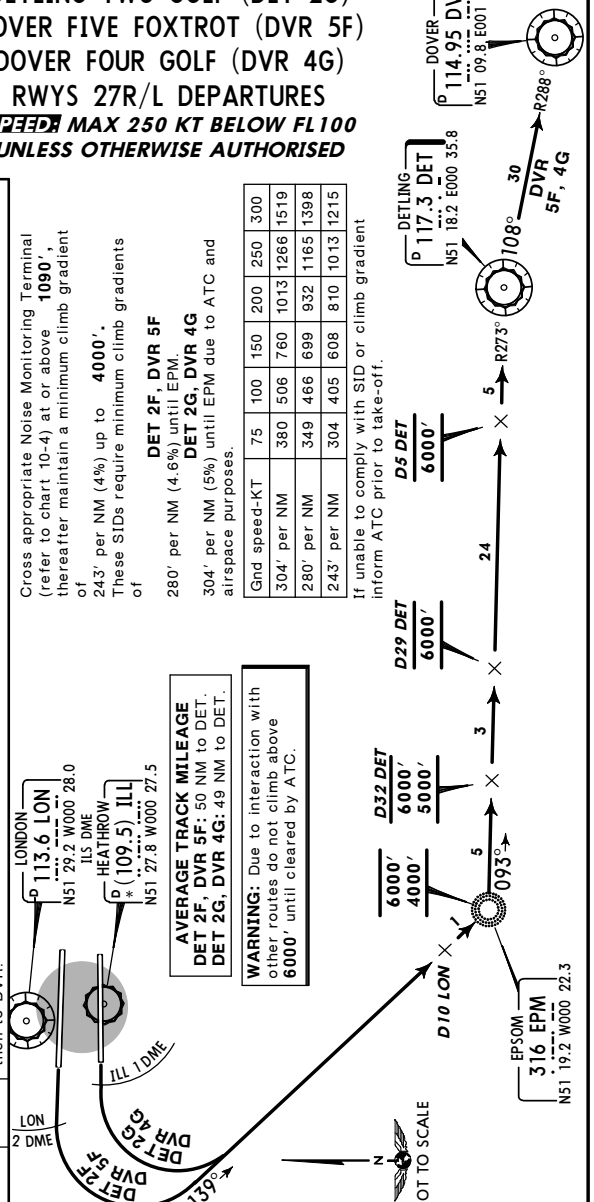
LONDON Control 120.52	Apt Elev 83′

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



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

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



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

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

DET 2F, DVR 5F
280′ per NM (4.6%) until EPM.
DET 2G, DVR 4G
304′ per NM (5%) until EPM due to ATC and airspace purposes.

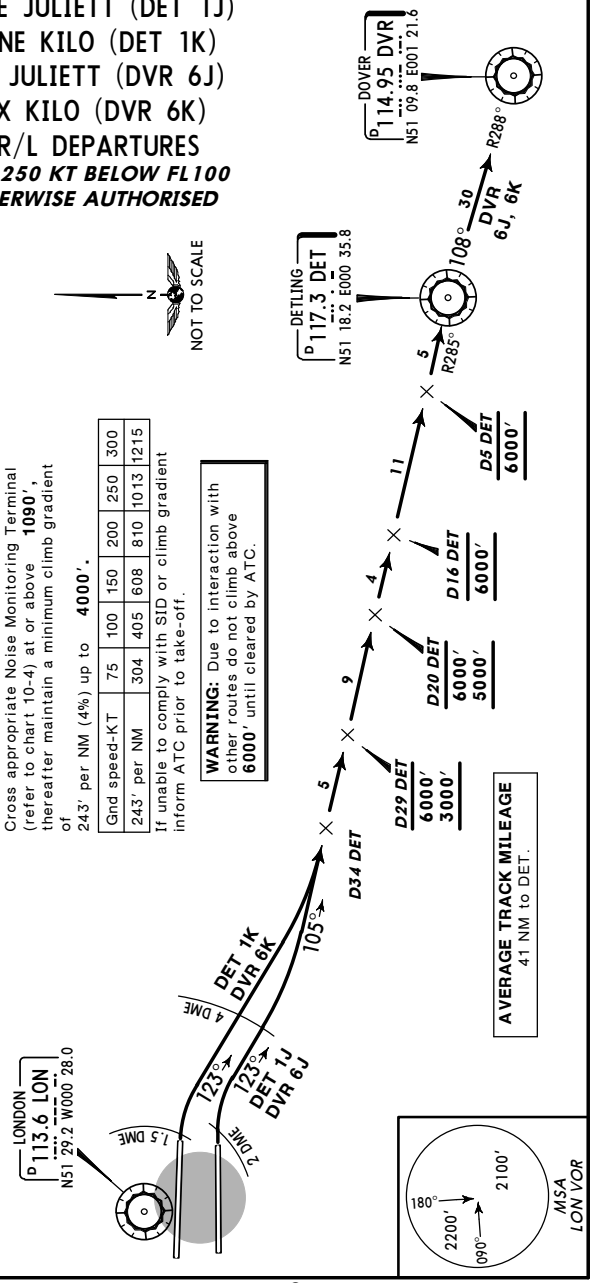
Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
280′ per NM	349	466	699	932	1165	1398
243′ per NM	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

LONDON Control 120.52	Apt Elev 83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferiental routes (refer to 10-4). 3. No turns below 590′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID levels until instructed by ATC.

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

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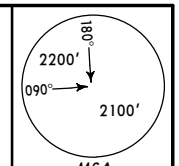
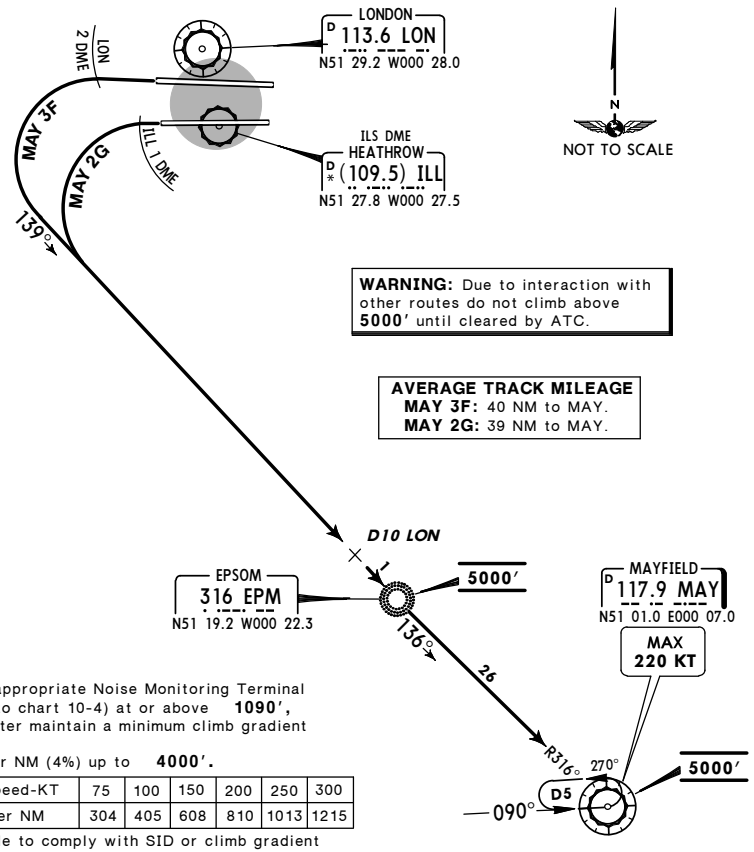
LONDON Control 126.82	Apt Elev 83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. No turns below 590′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID levels until instructed by ATC. 6. Aircraft VOR or DME failure advise ATC and comply with ATC instructions.



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

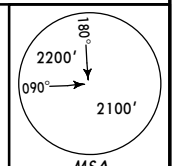
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

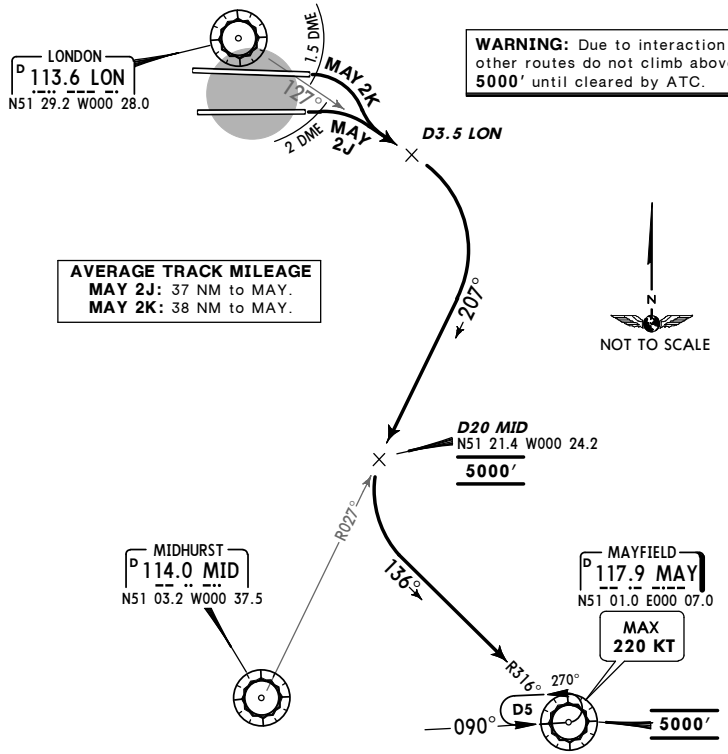


SID	RWY	ROUTING / ALTITUDE
MAY 3F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 139° bearing to EPM, cross at 5000′, at EPM but not before D10 LON intercept MAY R-316 inbound to MAY at 5000′.
MAY 2G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 139° bearing to EPM, cross at 5000′, at EPM but not before D10 LON intercept MAY R-316 inbound to MAY at 5000′.

LONDON Control	Apt Elev	
126.82	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. No turns below 590′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID levels until instructed by ATC. 6. Aircraft VOR or DME failure advise ATC and comply with ATC instructions.

MAYFIELD TWO JULIETT (MAY 2J)
MAYFIELD TWO KILO (MAY 2K)
RWYS 09R/L DEPARTURES
TO EGKK ONLY
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED





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

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

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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MAY 2J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound to D20 MID, cross at 5000′, turn LEFT, intercept MAY R-316 inbound to MAY at 5000′.
MAY 2K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound to D20 MID, cross at 5000′, turn LEFT, intercept MAY R-316 inbound to MAY at 5000′.

CHANGES: Procedure note 3 revised; radial updated.

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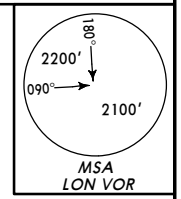
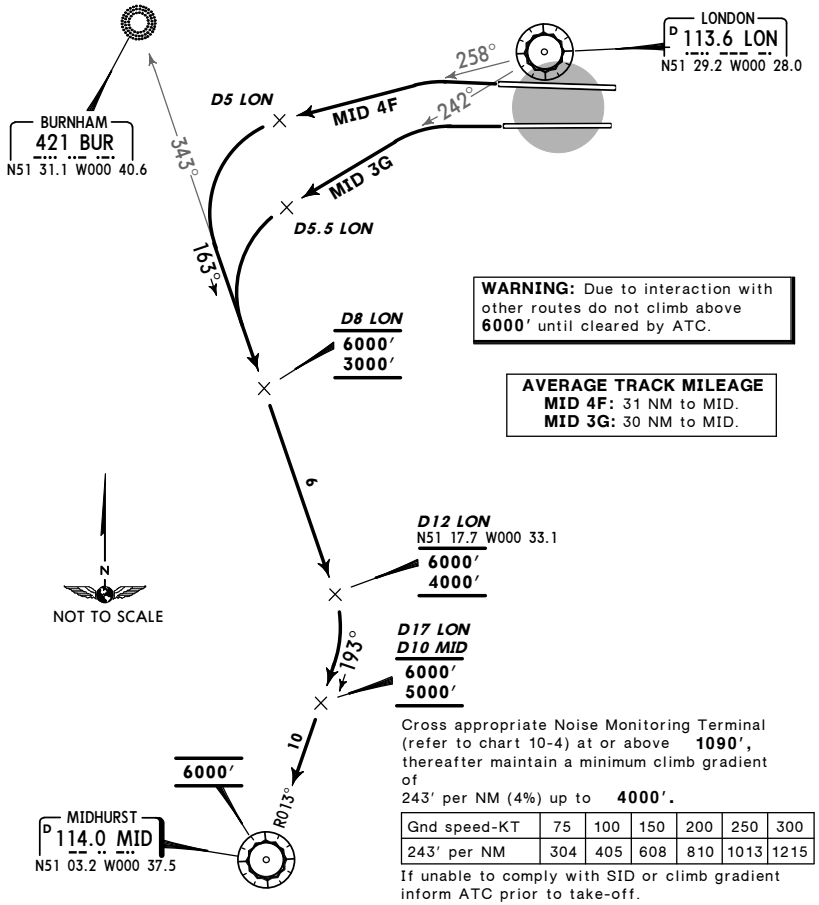
LONDON Control	Apt Elev	
133.17	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. No turns below 590′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID levels until instructed by ATC.

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





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

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

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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

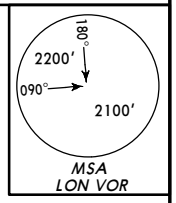
SID	RWY	ROUTING / ALTITUDE
MID 4F	27R	Straight ahead, intercept LON R-258 to D5 LON, turn LEFT, intercept 163° bearing from BUR, cross D8 LON above 3000′ (MAX 6000′), D12 LON above 4000′ (MAX 6000′), turn RIGHT, intercept MID R-013 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then cross MID at 6000′.
MID 3G	27L	Straight ahead, intercept LON R-242 to D5.5 LON, turn LEFT, intercept 163° bearing from BUR, cross D8 LON above 3000′ (MAX 6000′), D12 LON above 4000′ (MAX 6000′), turn RIGHT, intercept MID R-013 inbound, cross D17 LON (D10 MID) above 5000′ (MAX 6000′), then cross MID at 6000′.

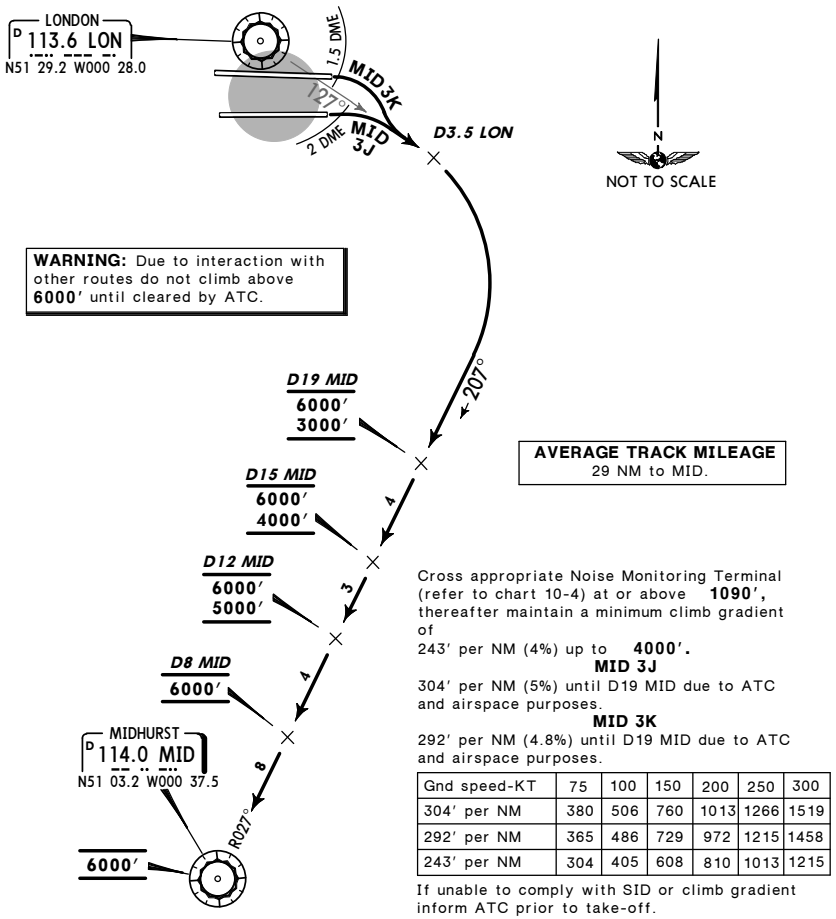
CHANGES: Procedure note 3 revised.

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

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED





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

MID 3J

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

MID 3K

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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MID 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound, cross D19 MID at or above 3000′ (MAX 6000′), D15 MID at or above 4000′ (MAX 6000′), D12 MID at or above 5000′ (MAX 6000′), D8 MID at 6000′, then to MID at 6000′.
MID 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound, cross D19 MID at or above 3000′ (MAX 6000′), D15 MID at or above 4000′ (MAX 6000′), D12 MID at or above 5000′ (MAX 6000′), D8 MID at 6000′, then to MID at 6000′.

CHANGES: MSA.

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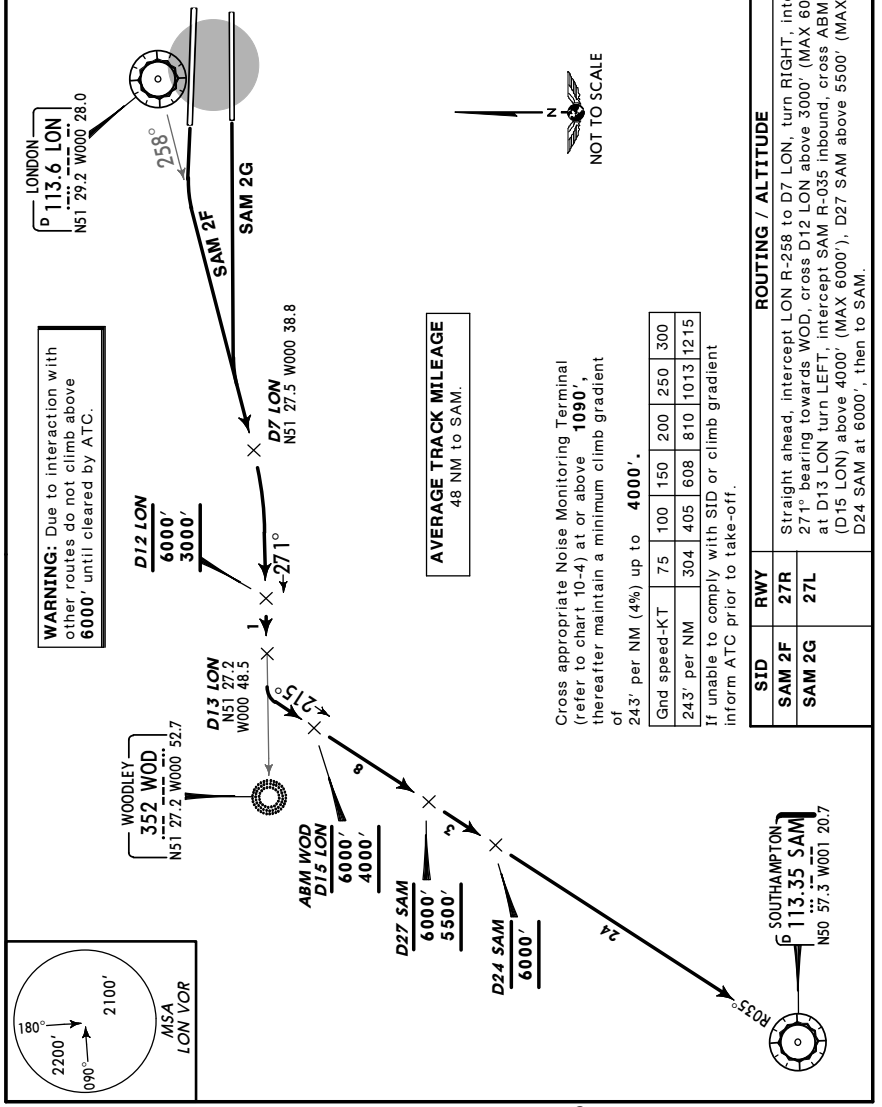
LONDON Control	Apt Elev	
134.12	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Initial climb straight ahead to 590′. 4.Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above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

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

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

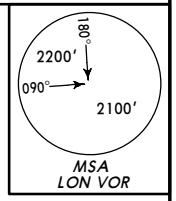
If unable to comply with SID or climb gradient inform ATC prior to take-off.

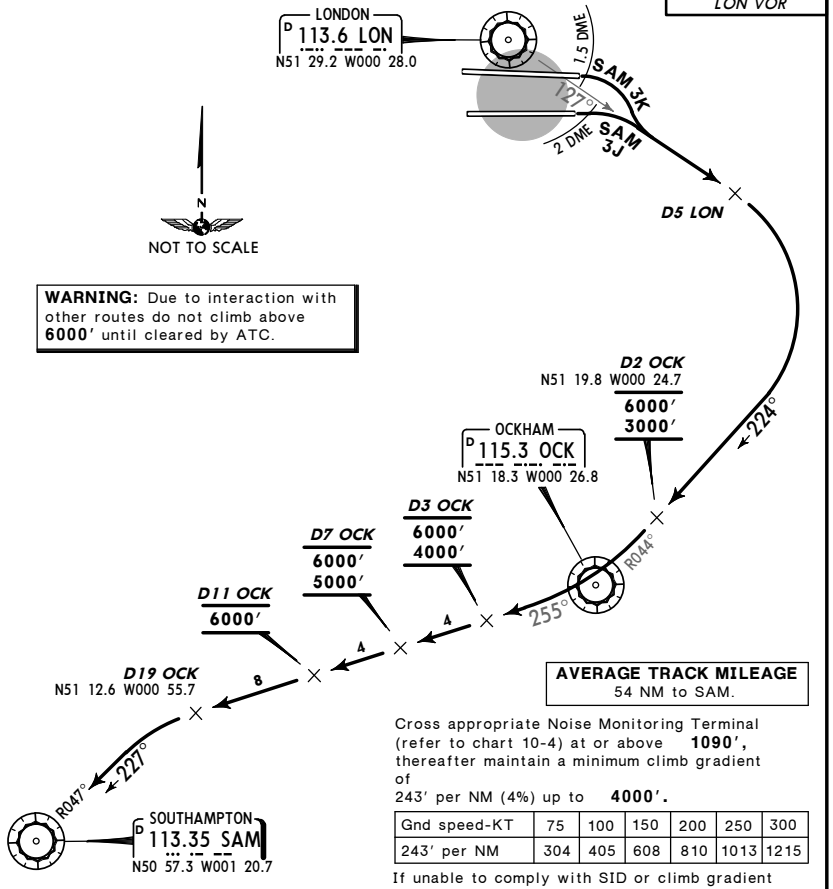
SID	RWY	ROUTING / ALTITUDE
SAM 2F	27R	Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, intercept 271° bearing towards WOD, cross D12 LON above 3000′ (MAX 6000′), at D13 LON turn LEFT, intercept SAM R-035 inbound, cross ABM WOD (D15 LON) above 4000′ (MAX 6000′), D27 SAM above 5500′ (MAX 6000′),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

CHANGES: MSA.

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

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





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

AVERAGE TRACK MILEAGE
54 NM to SAM.

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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

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

CHANGES: MSA.

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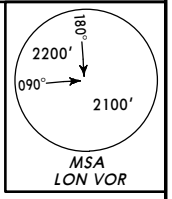
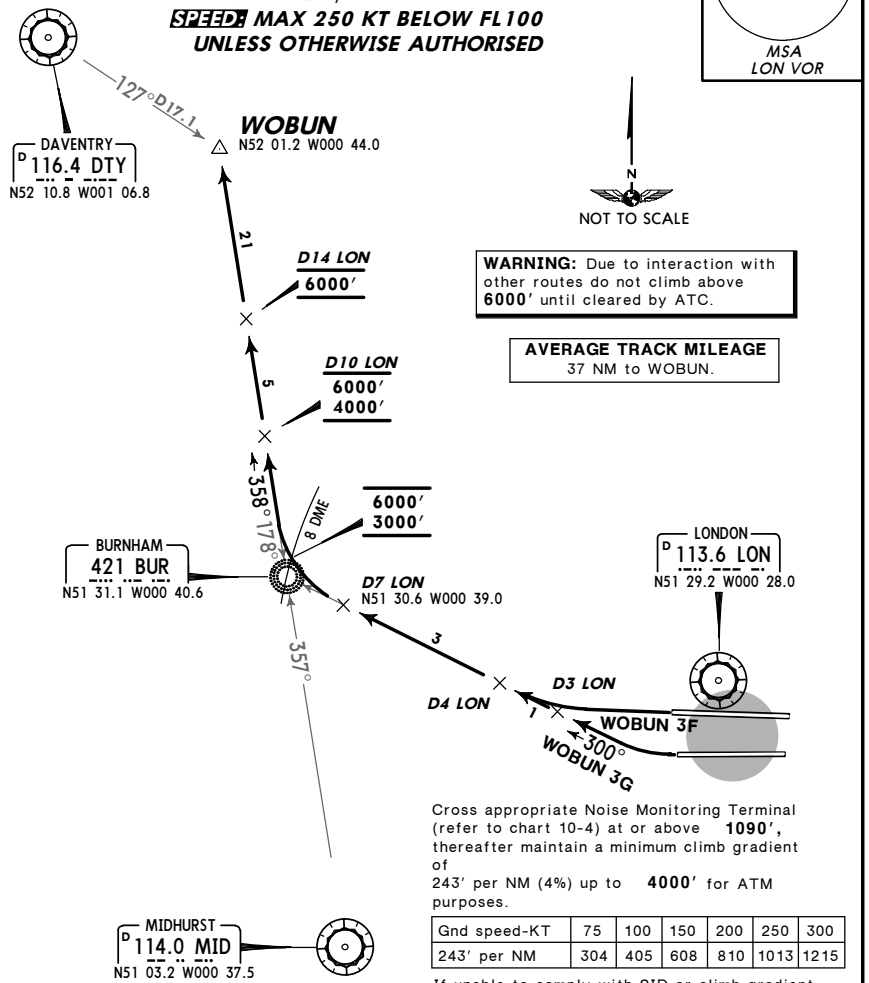
LONDON Control	Apt Elev	
119.77	83′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Initial climb straight ahead to 590′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above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

WOBUN THREE FOXTROT (WOBUN 3F) *[WOBU3F]*
WOBUN THREE GOLF (WOBUN 3G) *[WOBU3G]*
RWYS 27R/L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED





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

AVERAGE TRACK MILEAGE
37 NM to WOBUN.

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

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

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
WOBUN 3F	**27R**	Straight ahead, intercept 300° bearing towards BUR by D4 LON to D7 LON, turn RIGHT, intercept 358° bearing from BUR (MID R-357), cross LON 8 DME at or above 3000′ (MAX 6000′), D10 LON at or above 4000′ (MAX 6000′), D14 LON at 6000′ to WOBUN.
WOBUN 3G	**27L**	Straight ahead, intercept 300° bearing towards BUR by D3 LON to D7 LON, turn RIGHT, intercept 358° bearing from BUR (MID R-357), cross LON 8 DME at or above 3000′ (MAX 6000′), D10 LON at or above 4000′ (MAX 6000′), D14 LON at 6000′ to WOBUN.

CHANGES: MSA.

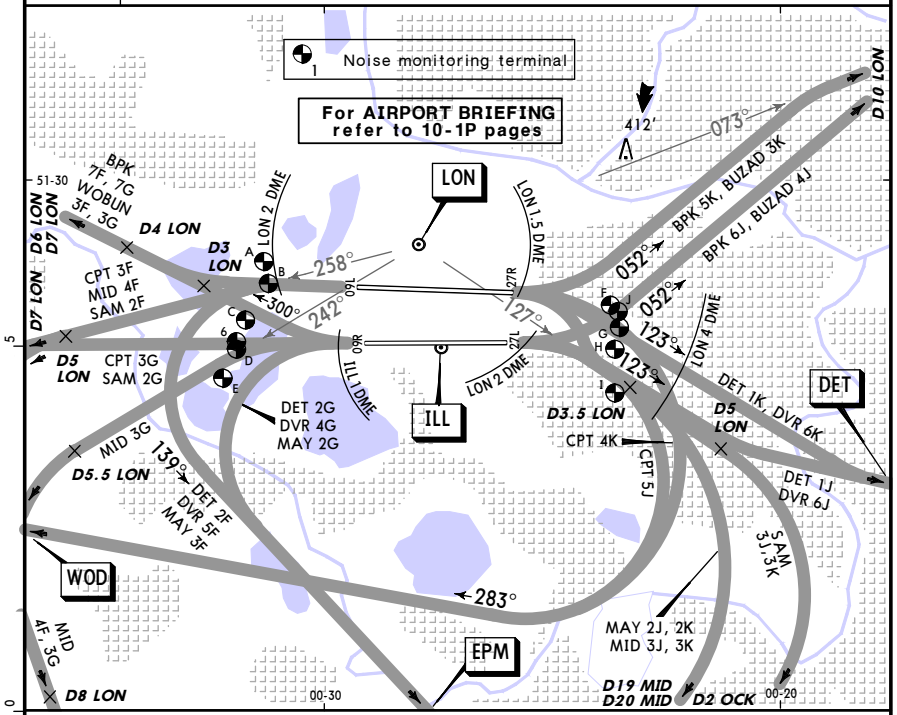
EGLL/LHR HEATHROW

JEPPESEN
2 JUL 10 (10-4)

LONDON, UK
NOISE

Apt Elev 83′

NOISE ABATEMENT



The operation limits as specified in para 3.3.1 (refer to Airport Briefing Page 10-1P7) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

NOISE MONITORING TERMINAL/LOCATION/NAME		ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
6	N51 27.9 W000 32.0 Thames Water, Wraysbury	- 6m	- 0.3
A	N51 29.0 W000 31.4 Colnbrook	- 4m	+ 2.3
B	N51 28.7 W000 31.3 Poyle	- 4m	+ 4.8
C	N51 28.2 W000 31.8 Horton	- 6m	- 0.3
D	N51 27.8 W000 32.0 Coppermill	- 7m	- 0.6
E	N51 27.4 W000 32.3 Wraysbury Reservoir (South)	- 7m	- 1.0
F	N51 28.4 W000 23.8 Hounslow West	- 3m	+ 0.9
G	N51 28.1 W000 23.6 Hounslow Cavalry Barracks	- 3m	- 0.1
H	N51 27.8 W000 23.7 Hounslow Heath	- 3m	+ 1.2
I	N51 27.2 W000 23.7 East Feltham	- 4m	- 0.3
J	N51 28.2 W000 23.6 Hounslow Cavalry Barracks North	- 3m	- 0.2

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

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

CHANGES: Noise monitoring terminal J established.

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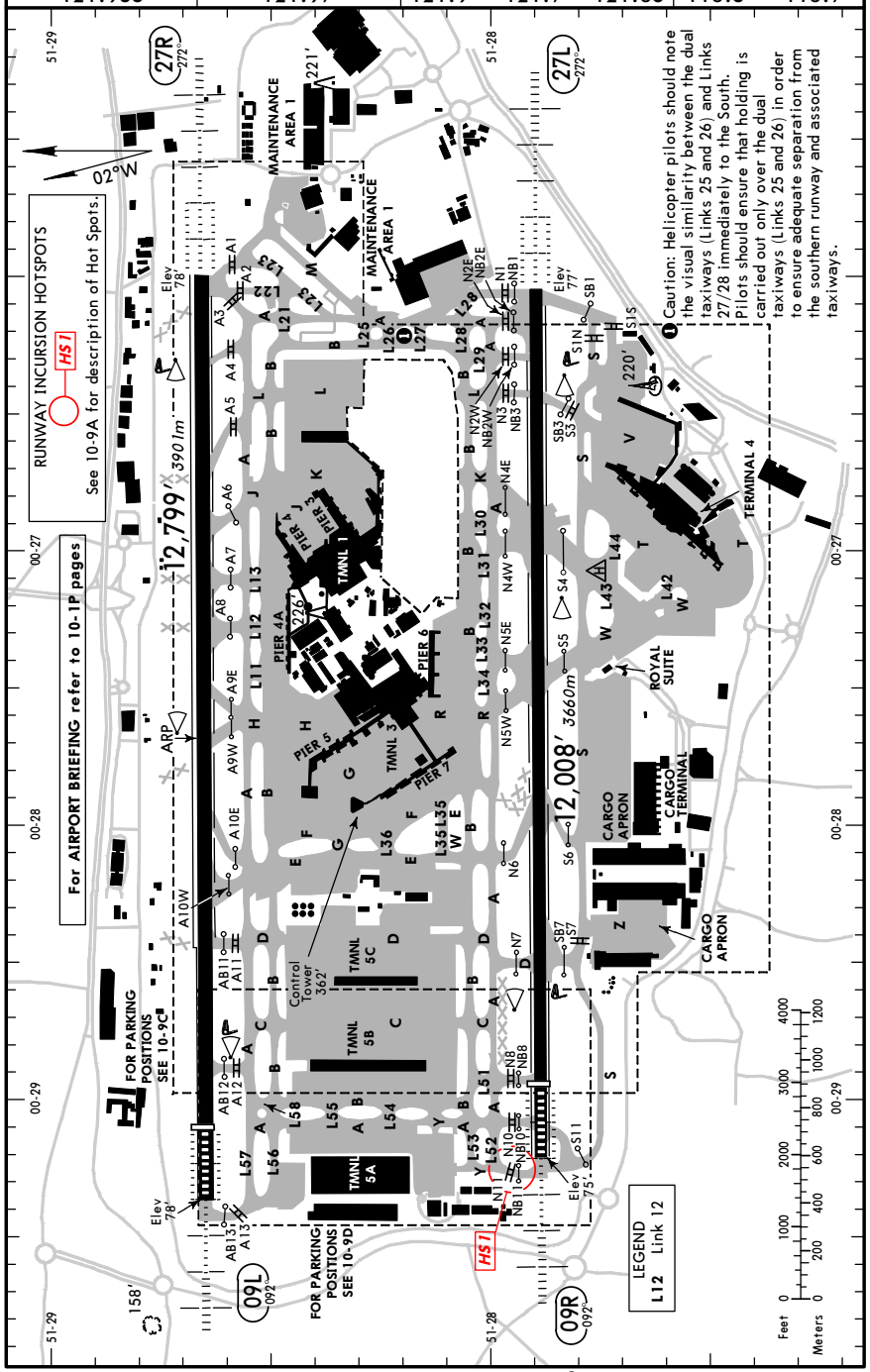
EGLL/LHR HEATHROW

Apt Elev 83′
N51 28.7 W000 27.7

JEPPESEN
2 SEP 11 (10-9)

LONDON, UK
HEATHROW

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



CHANGES: None.

EGLL/LHR

JEPPESEN

2 SEP 11 (10-9A)

LONDON, UK
HEATHROW

ADDITIONAL RUNWAY INFORMATION

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

❶ RWY grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 09L:

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

RWY 27R:

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

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

❸ RWY grooved.

❹ HST - N6

❺ TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head	12,008′ (3660m)
twy N10 int	11,585′ (3531m)
twy N8 int	11,001′ (3353m)
twy N7, SB7 int	9364′ (2854m)
twy N6 int	7635′ (2327m)
twy S6 int	7369′ (2246m)

RWY 27L:

From rwy head	12,008′ (3660m)
twy N2E int	11,601′ (3536m)
twy N2W int	11,093′ (3381m)
twy N3 int	10,581′ (3225m)
twy S3 int	10,541′ (3213m)
twy N4E, N4W, S4 int	8878′ (2706m)

RUNWAY INCURSION HOT SPOTS

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

HS1 Pilots are to ensure they have clearance to enter the RWY before crossing the stop bar.

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

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

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

Standard TAKE-OFF ❶

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

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

CHANGES: Minimums.

EGLL/LHR

JEPPESEN
10-9B 28 JAN 11

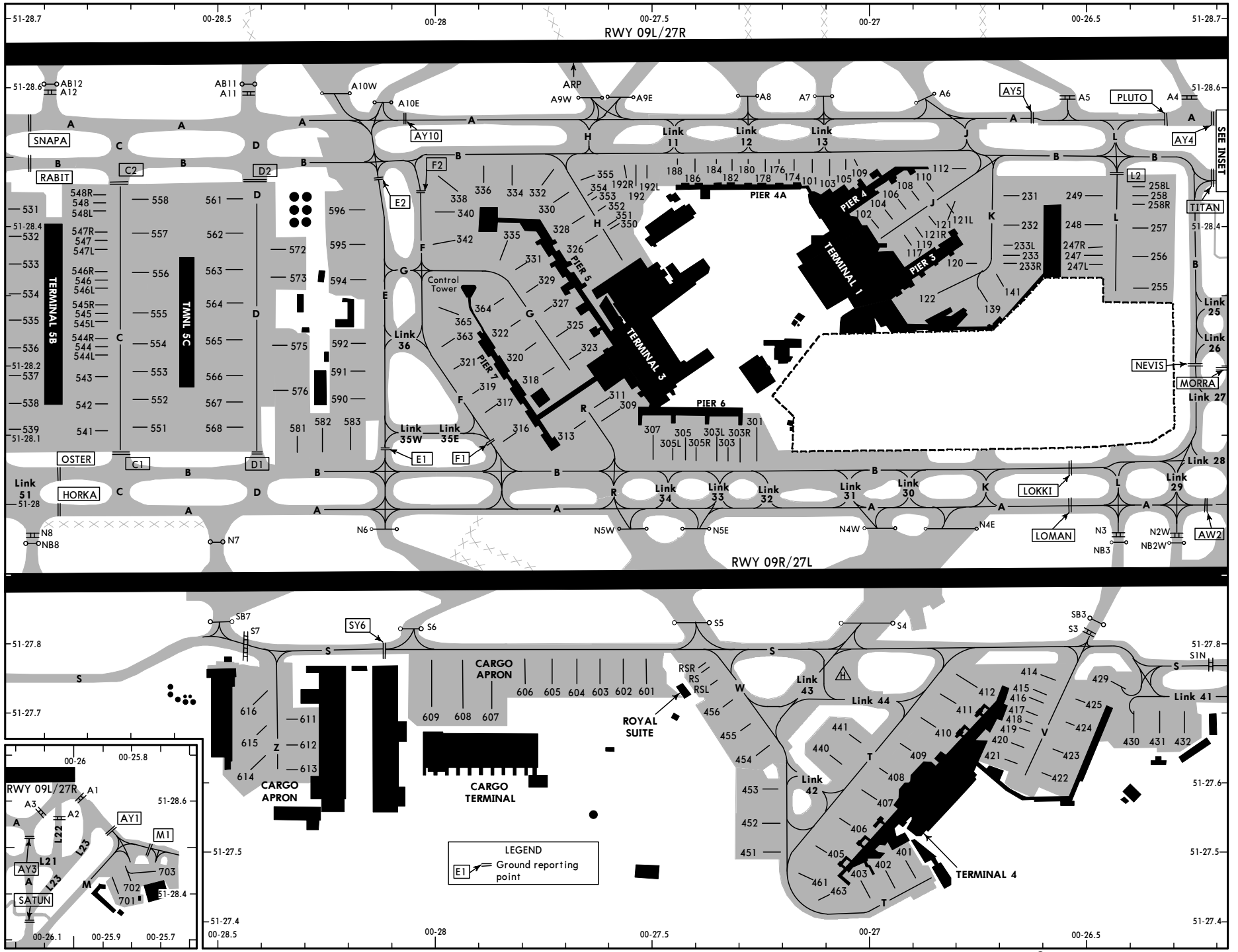
LONDON, UK
HEATHROW

CHANGES: Taxiways. Aprons.

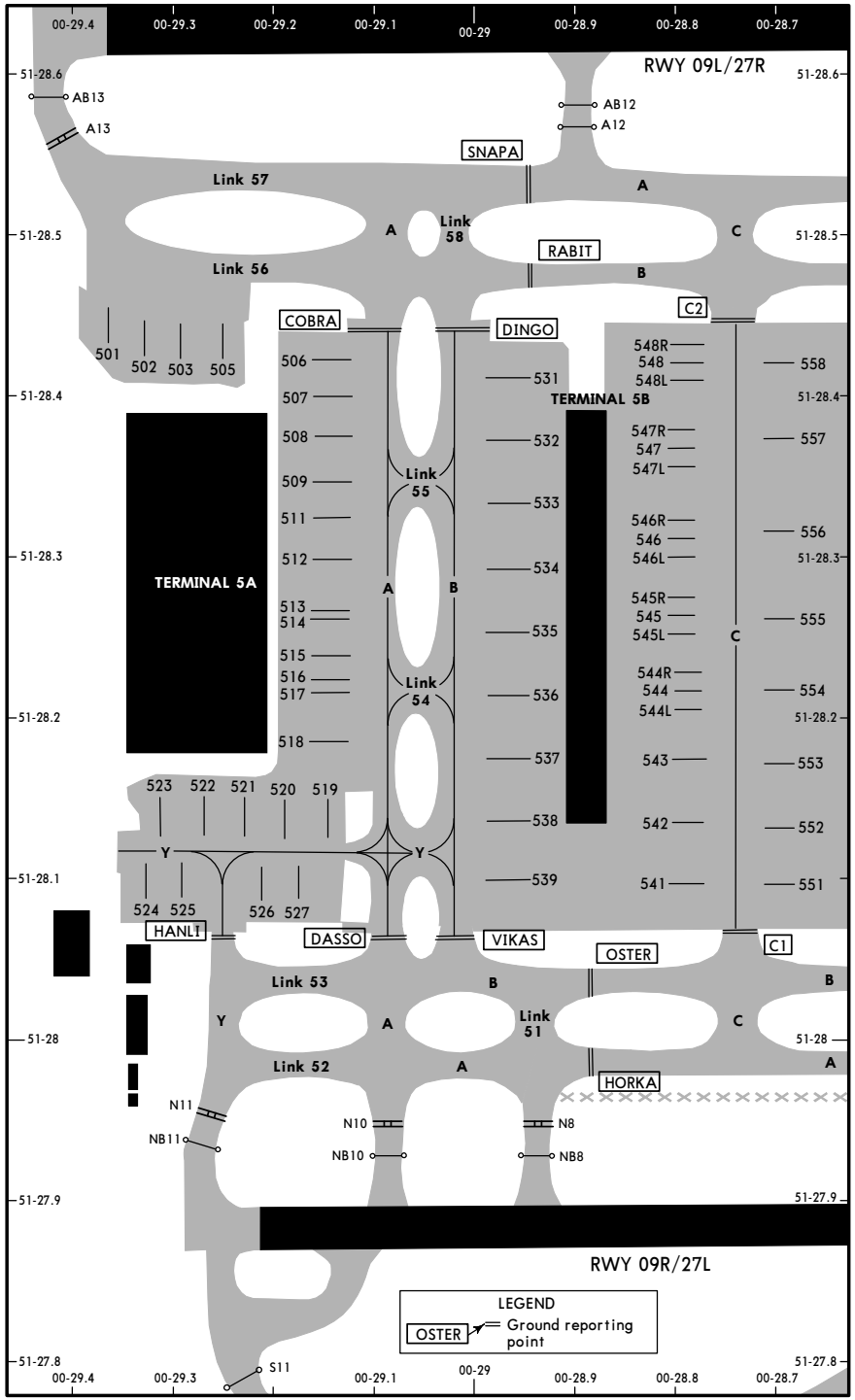
EGLL/LHR

JEPPESEN
28 JAN 11 (10-9C)

LONDON, UK
HEATHROW



CHANGES: Taxiways. Apron. Stands.



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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N51 28.5 W000 27.1	258L	N51 28.5 W000 26.4
102	N51 28.4 W000 27.0	258R	N51 28.4 W000 26.4
103	N51 28.5 W000 27.1	301	N51 28.1 W000 27.2
104	N51 28.4 W000 27.0	303L	N51 28.1 W000 27.4
105	N51 28.5 W000 27.0	303, 303R	N51 28.1 W000 27.3
106	N51 28.4 W000 26.9	305, 305L/R	N51 28.1 W000 27.4
108	N51 28.5 W000 26.9	307	N51 28.1 W000 27.5
109	N51 28.5 W000 27.0	309	N51 28.1 W000 27.6
110	N51 28.5 W000 26.9	311	N51 28.2 W000 27.6
112	N51 28.5 W000 26.8	313	N51 28.1 W000 27.7
119	N51 28.4 W000 26.9	316	N51 28.1 W000 27.8
120	N51 28.3 W000 26.8	317	N51 28.1 W000 27.9
121	N51 28.4 W000 26.9	318	N51 28.2 W000 27.7
121L/R	N51 28.4 W000 26.8	319	N51 28.2 W000 27.9
122	N51 28.3 W000 26.9	320	N51 28.2 W000 27.8
139, 141	N51 28.3 W000 26.7	321	N51 28.2 W000 28.0
143	N51 28.2 W000 26.8	322	N51 28.3 W000 27.8
145, 147	N51 28.2 W000 26.7	323	N51 28.2 W000 27.7
149	N51 28.2 W000 26.6	325	N51 28.3 W000 27.7
153	N51 28.3 W000 26.6	326	N51 28.4 W000 27.6
155	N51 28.3 W000 26.5	327	N51 28.3 W000 27.7
170	N51 28.2 W000 26.5	328	N51 28.4 W000 27.7
174, 176	N51 28.5 W000 27.2	329	N51 28.3 W000 27.8
178, 180, 182	N51 28.5 W000 27.3	330	N51 28.4 W000 27.7
184, 186, 188	N51 28.5 W000 27.4	331	N51 28.3 W000 27.8
192, 192L	N51 28.5 W000 27.5	332, 334	N51 28.5 W000 27.8
192R	N51 28.5 W000 27.6	335	N51 28.4 W000 27.9
209	N51 28.1 W000 26.8	336, 336L	N51 28.5 W000 27.9
231 thru 233L	N51 28.4 W000 26.6	338	N51 28.5 W000 28.0
233R	N51 28.3 W000 26.6	340, 342	N51 28.4 W000 28.0
247	N51 28.4 W000 26.5	350 thru 354	N51 28.4 W000 27.6
247L	N51 28.3 W000 26.5	355	N51 28.5 W000 27.6
247R thru 249	N51 28.4 W000 26.5	363	N51 28.2 W000 28.0
254, 255	N51 28.3 W000 26.4	364	N51 28.3 W000 27.9
256 thru 258	N51 28.4 W000 26.4	365	N51 28.3 W000 28.0

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
401	N51 27.5 W000 26.9	543 thru 544R	N51 28.2 W000 28.8
402	N51 27.5 W000 27.0	545L thru 546R	N51 28.3 W000 28.8
403	N51 27.4 W000 27.0	547L thru 548R	N51 28.4 W000 28.8
405	N51 27.5 W000 27.1	551	N51 28.4 W000 28.8
406 thru 408	N51 27.6 W000 27.0	552 thru 554	N51 28.2 W000 28.7
409, 410	N51 27.7 W000 26.9	555, 556	N51 28.3 W000 28.7
411	N51 27.7 W000 26.8	557, 558	N51 28.4 W000 28.7
412	N51 27.8 W000 26.8	561, 562	N51 28.4 W000 28.5
414 thru 419	N51 27.7 W000 26.6	563, 564	N51 28.3 W000 28.5
420	N51 27.7 W000 26.7	565, 566	N51 28.2 W000 28.5
421	N51 27.6 W000 26.7	567, 568	N51 28.1 W000 28.5
422, 423	N51 27.6 W000 26.6	572	N51 28.4 W000 28.3
424	N51 27.7 W000 26.6	573	N51 28.3 W000 28.3
425	N51 27.7 W000 26.5	575, 576	N51 28.2 W000 28.4
429, 430	N51 27.7 W000 26.4	581, 582	N51 28.1 W000 28.3
431, 432	N51 27.7 W000 26.3	583	N51 28.1 W000 28.2
440	N51 27.6 W000 27.1	590 thru 592	N51 28.2 W000 28.2
441	N51 27.7 W000 27.0	594	N51 28.3 W000 28.2
451, 452	N51 27.5 W000 27.2	595, 596	N51 28.4 W000 28.2
453	N51 27.6 W000 27.2	601	N51 27.8 W000 27.5
454	N51 27.6 W000 27.3	602, 603	N51 27.8 W000 27.6
455, 456	N51 27.7 W000 27.3	604	N51 27.8 W000 27.7
461	N51 27.5 W000 27.2	605, 606	N51 27.8 W000 27.8
463	N51 27.4 W000 27.1	607	N51 27.8 W000 27.9
501	N51 28.5 W000 29.4	608, 609	N51 27.8 W000 28.0
502, 503, 505	N51 28.5 W000 29.3	611, 612	N51 27.7 W000 28.3
506 thru 509	N51 28.4 W000 29.1	613	N51 27.6 W000 28.3
511 thru 515	N51 28.3 W000 29.1	614	N51 27.6 W000 28.4
516, 517	N51 28.2 W000 29.1	615, 616	N51 27.7 W000 28.4
518	N51 28.2 W000 29.2	701	N51 28.4 W000 25.8
519	N51 28.2 W000 29.1	702	N51 28.4 W000 25.9
520, 521	N51 28.2 W000 29.2	703	N51 28.5 W000 25.8
522, 523	N51 28.2 W000 29.3	RS	N51 27.8 W000 27.4
524, 525	N51 28.1 W000 29.3	RSL	N51 27.7 W000 27.4
526, 527	N51 28.1 W000 29.2	RSR	N51 27.8 W000 27.4
531, 532	N51 28.4 W000 29.0	L35W	N51 28.1 W000 28.1
533 thru 535	N51 28.3 W000 29.0	L35E	N51 28.1 W000 27.9
536, 537	N51 28.2 W000 29.0		
538, 539	N51 28.1 W000 29.0		
541, 542	N51 28.1 W000 28.8		

CHANGES: Stands. Coordinates.

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STAND ENTRY GUIDANCE SYSTEMS (SEG)

A. GENERAL

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

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

STOP SHORT PROCEDURE

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

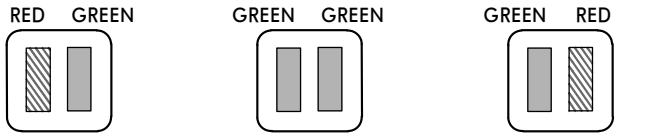
EMERGENCY STOP

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

B. GUIDANCE SYSTEMS

1. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

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



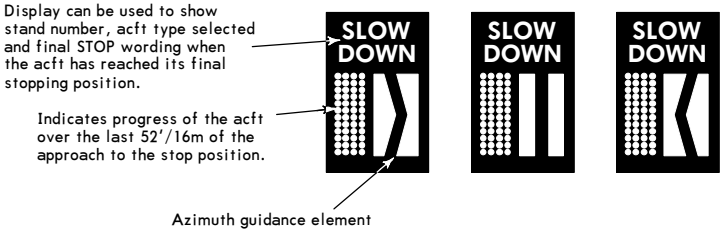
LEFT of centerline. Turn towards GREEN.

Aircraft on centerline.

RIGHT of centerline. Turn towards GREEN.

2. APIS - AIRCRAFT POSITIONING AND INFORMATION SYSTEM

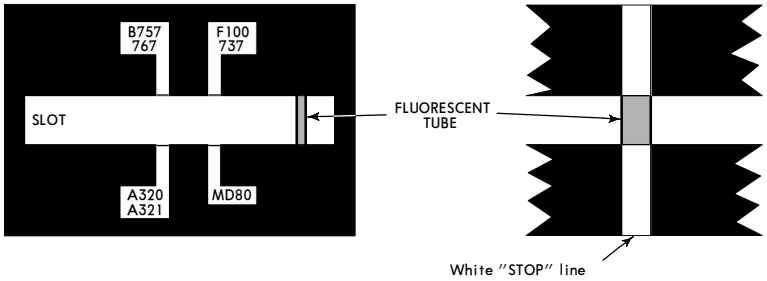
The unit combines both alignment and stopping signals in one visual display mounted ahead of the pilot and is to be used from the left hand cockpit seat.



CHANGES: None.

3. PAPA - PARALLAX AIRCRAFT PARKING AID

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



4. STOP ARROWS

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

5. MIRROR

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

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BRIEFING STRIP

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

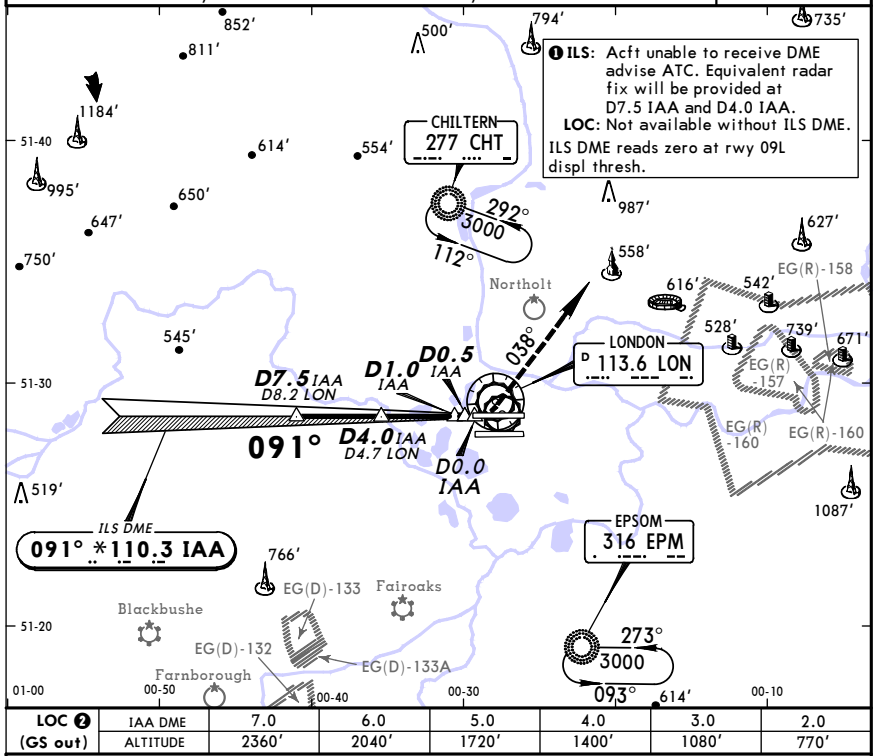
LOC IAA	Final Apch Crs	GS D4.0 IAA	ILS DA(H)	Apt Elev 83′
*110.3	091°	1400′ (1321′)	279′ (200′)	RWY 79′

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 038° to 3000′, then as directed. In event of radio failure see 11-5.

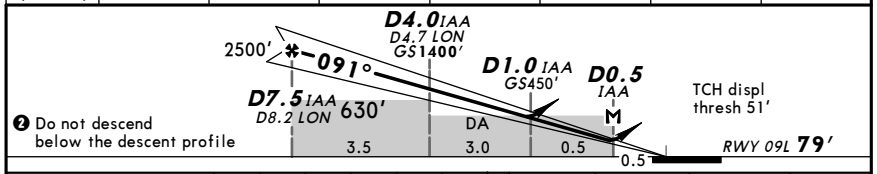
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000′

MSA
LON VOR
180°
2200′
090°
2100′

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



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



❷ Do not descend below the descent profile

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

HIALS-II
PAPI

1580′ whichever later
D0.0 IAA
038° LT

Standard STRAIGHT-IN LANDING RWY 09L

ILS DA(H) 279′ (200′)			LOC (GS out) CDFA DA/MDA(H) 470′ (391′)	
FULL	Limited	ALS out		ALS out
RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
				RVR 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
A 100	750′ (667′)	1500m
B 135	750′ (667′)	1600m
C 180	850′ (767′)	2400m
D 205	850′ (767′)	3600m

PANS OPS 4

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 2 SEP 11 — (11-1A) — ❶CAT II/III ILS DME Rwy 09L

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

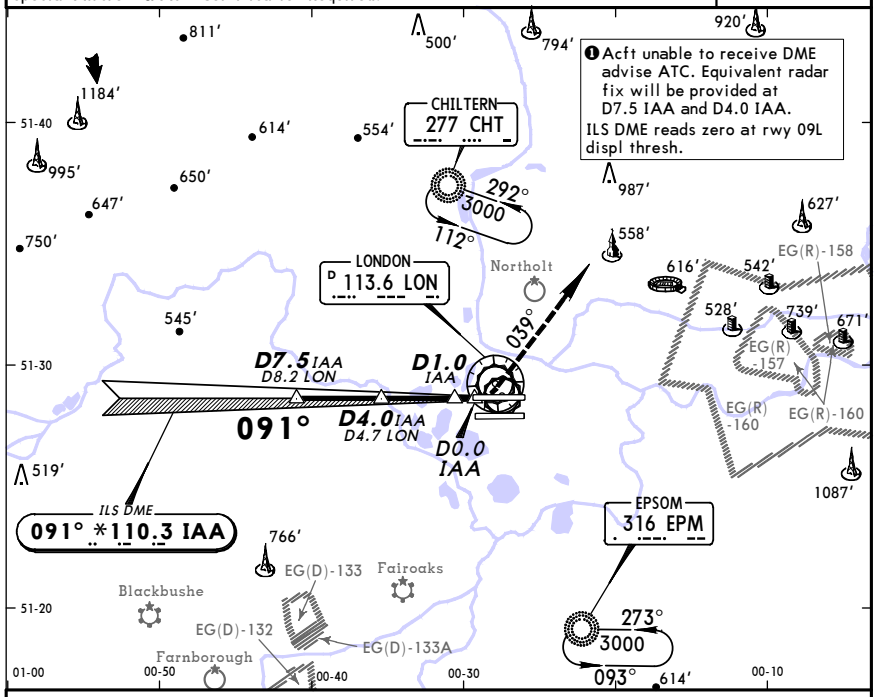
LOC IAA	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / RWY
*110.3	091°	D4.0 IAA 1400′ (1321′)	Refer to Minimums	Apt Elev 83′ RWY 79′

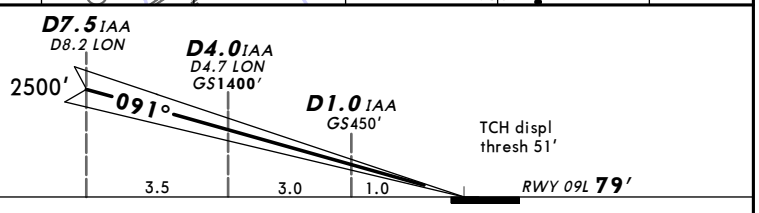
BRIEFING STRIP

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580′ or D0.0 IAA, whichever is later, climbing turn LEFT on track 038° to 3000′, then as directed. In event of radio failure see 11-5.

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

MSA LON VOR: 180°–2200′, 090°–2100′





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

HIALS-II, PAPI — 1580′ whichever later — D0.0 IAA — 038° LT

Standard — STRAIGHT-IN LANDING RWY 09L

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

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

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 2 SEP 11 — (11-2) — ❶ILS DME Rwy 09R

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

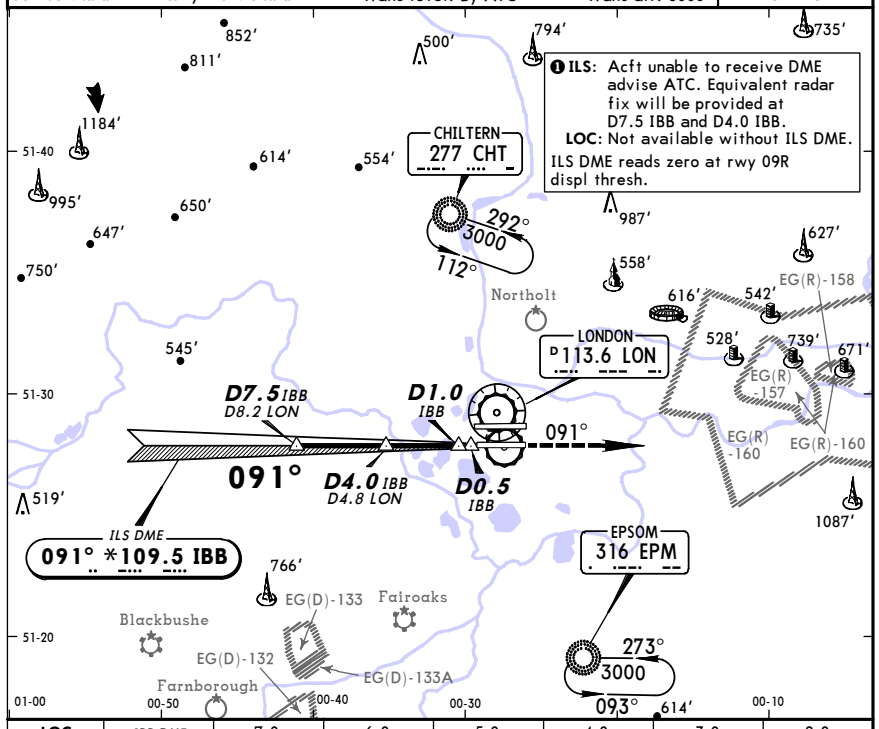
LOC IBB	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
*109.5	091°	D4.0 IBB 1400′ (1325′)	275′ (200′)	Apt Elev 83′ RWY 75′

BRIEFING STRIP

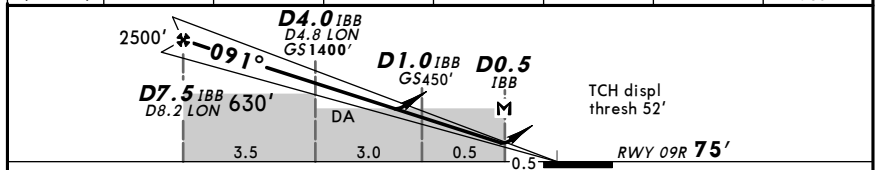
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then as directed. In event of radio failure see 11-5.

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

MSA LON VOR: 180°–2200′, 090°–2100′



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



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

HIALS-II, PAPI — 3000′ on 091°

Standard — STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 275′ (200′)			LOC (GS out) CDFA DA/MDA(H) 480′ (405′)	
	FULL	Limited	ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

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

PANS OPS 4

CHANGES: Minimums.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN 2 SEP 11 (11-2A) ❶CAT II/III ILS DME Rwy 09R

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

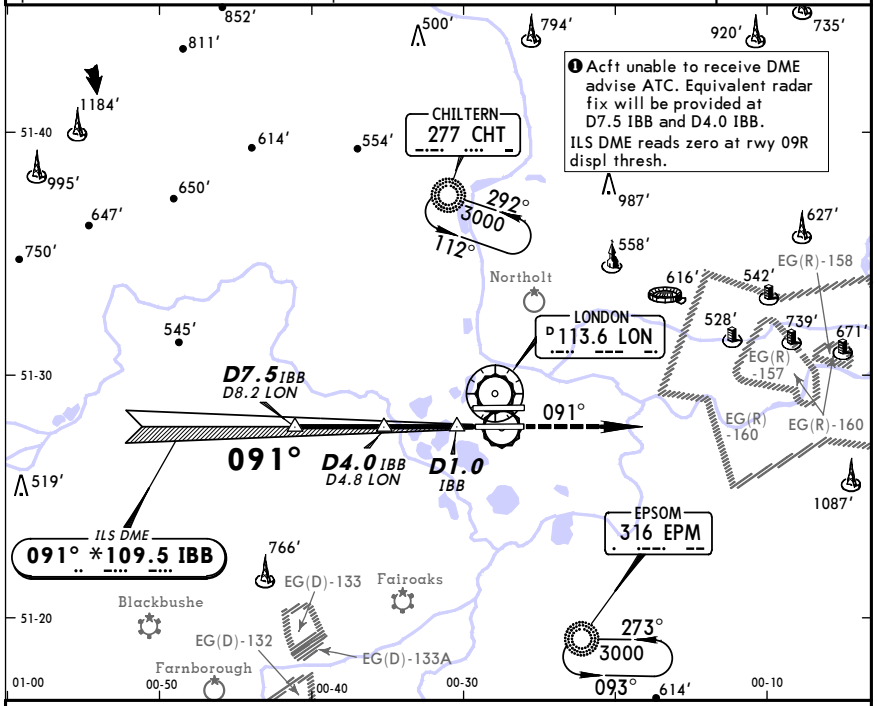
BRIEFING STRIP ™

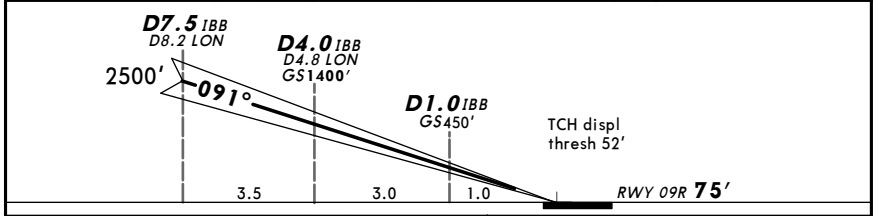
LOC IBB	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 83′
*109.5	091°	D4.0 IBB 1400′ (1325′)	Refer to Minimums	RWY 75′

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

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

MSA LON VOR





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

HIALS-II PAPI 3000′ on 091°

Standard STRAIGHT-IN LANDING RWY 09R

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

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

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN 2 SEP 11 (11-3) ❶ILS DME Rwy 27L

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

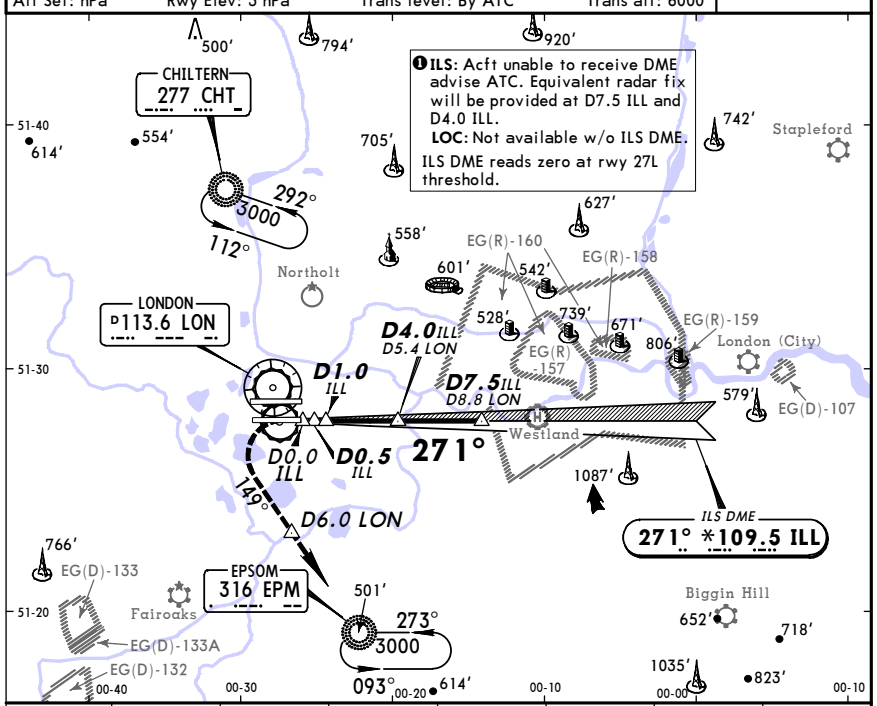
BRIEFING STRIP ™

LOC ILL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
*109.5	271°	D4.0 ILL 1400′ (1323′)	277′ (200′)	RWY 77′

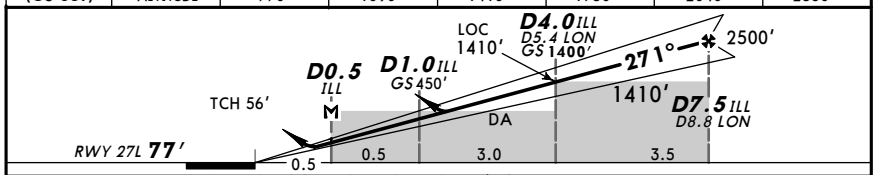
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 149° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.
In event of radio failure see 11-6.

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

MSA LON VOR



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



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

HIALS-II PAPI 1080′ whichever later D0.0 ILL 149° LT

Standard STRAIGHT-IN LANDING RWY 27L

ILS DA(H) 277′ (200′)			LOC (GS out) CDFA DA/MDA(H) 460′ (383′)	
FULL	Limited	ALS out		ALS out
RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
				RVR 1800m

CIRCLE-TO-LAND

	Max Kts	MDA(H)	VIS
A	100	750′ (667′)	1500m
B	135	750′ (667′)	1600m
C	180	850′ (767′)	2400m
D	205	850′ (767′)	3600m

PANS OPS 4

CHANGES: Minimums.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 2 SEP 11 — (11-3A) — ❶CAT II/III ILS DME Rwy 27L

BRIEFING STRIP

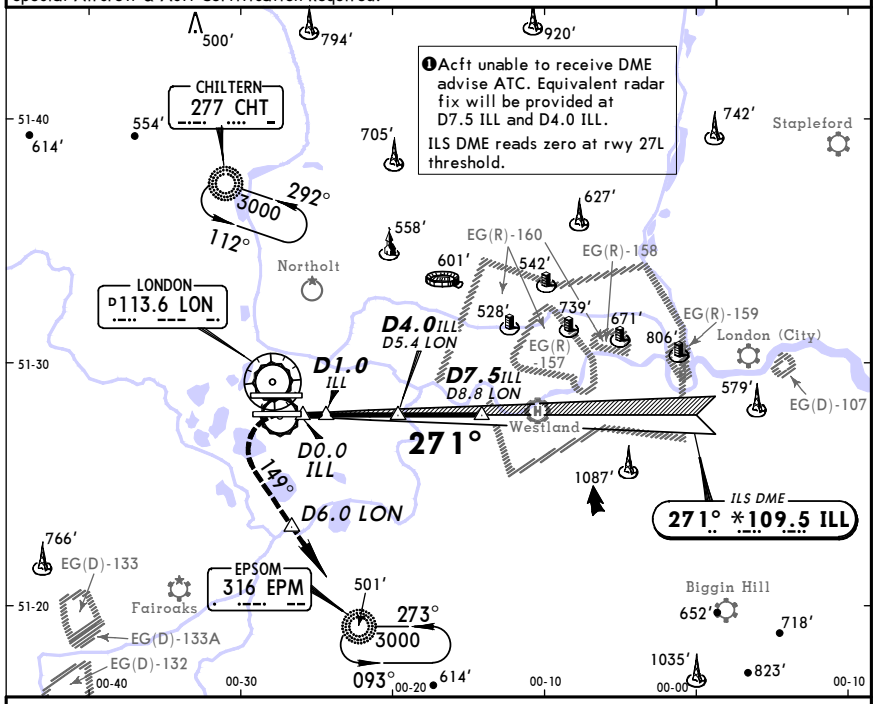
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

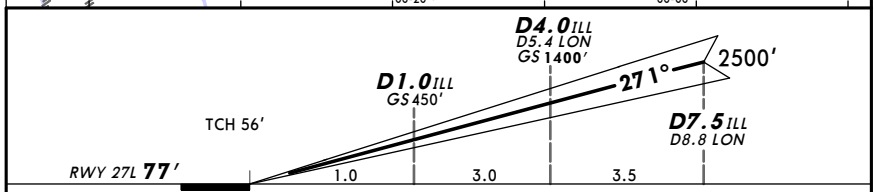
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 83′
ILL *109.5	271°	D4.0 ILL 1400′ (1323′)	Refer to Minimums	RWY 77′

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080′ or D0.0 ILL, whichever is later, climbing turn LEFT on track 149° to 2000′. When passing D6.0 LON climb without delay to 3000′, then as directed.
In event of radio failure see 11-6.

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

MSA LON VOR: 180°, 2200′, 090°, 2100′





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

HIALS-II PAPI — 1080′ whichever later — D0.0 ILL — 149° LT

Standard — STRAIGHT-IN LANDING RWY 27L

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

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

PANS OPS 4

CHANGES: Minimums.

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EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN — 2 SEP 11 — (11-4) — ❶ILS DME Rwy 27R

BRIEFING STRIP

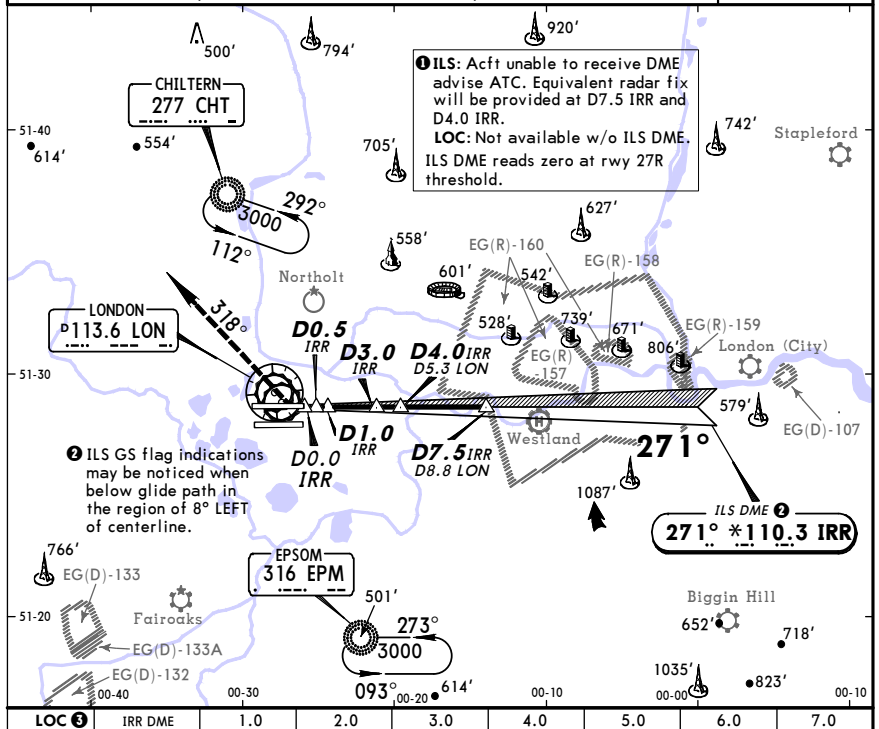
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 83′
IRR *110.3	271°	D4.0 IRR 1410′ (1332′)	278′ (200′)	RWY 78′

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318° to 3000′, then as directed. In event of radio failure see 11-6.

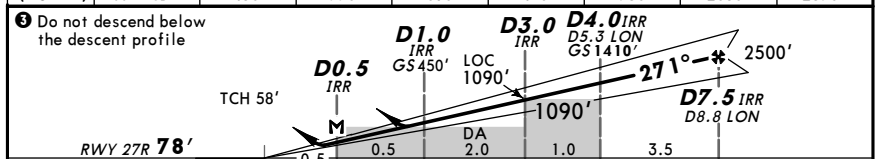
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′

MSA LON VOR: 180°, 2200′, 090°, 2100′



LOC ❸ (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′

❸ Do not descend below the descent profile



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

HIALS-II PAPI — 1580′ whichever later — D0.0 IRR — 318° RT

Standard — STRAIGHT-IN LANDING RWY 27R

ILS DA(H) 278′ (200′)			LOC (GS out) CDFA DA/MDA(H) 430′ (352′)	
FULL	Limited	ALS out		ALS out
A RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B				
C				RVR 1600m
D				

CIRCLE-TO-LAND

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

PANS OPS 4

CHANGES: Minimums.

EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN 2 SEP 11 (11-4A) ❶CAT II/III ILS DME Rwy 27R

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

LOC IRR	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev
*110.3	271°	D4.0 IRR 1410′ (1332′)	Refer to Minimums	83′ RWY 78′

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580′ or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318° to 3000′, then as directed. In event of radio failure see 11-6.

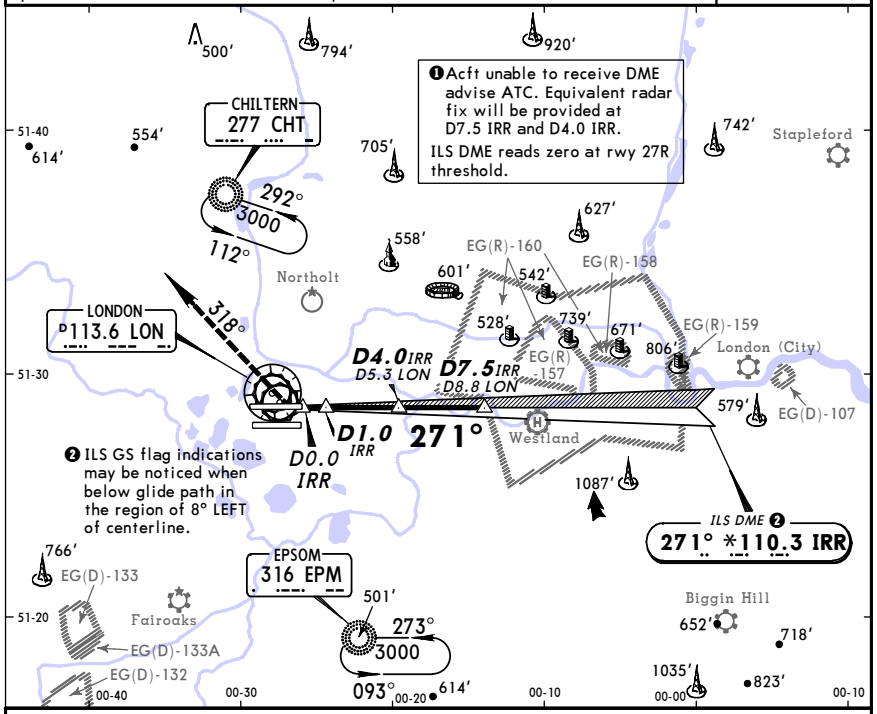
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.

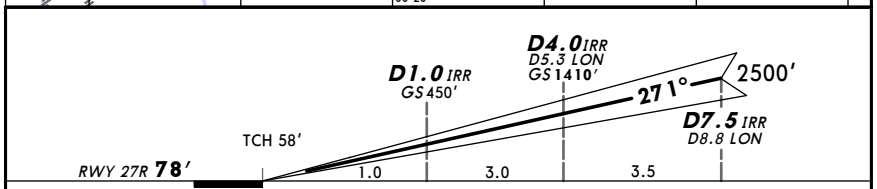
MSA LON VOR: 180°, 2200′, 090°, 2100′

BRIEFING STRIP ™

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

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





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

HIALS-II PAPI

1580′ whichever later | D0.0 IRR | 318° RT

Standard STRAIGHT-IN LANDING RWY 27R

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 102′ DA(H) 178′ (100′)
RVR 200m	RVR 300m ❶

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

PANS OPS 4

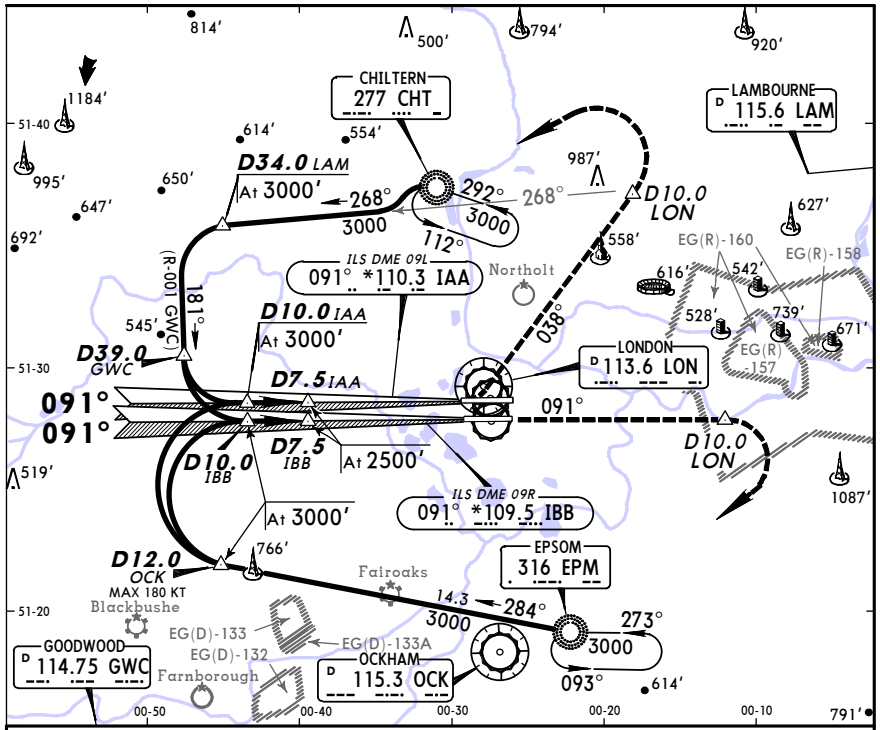
CHANGES: Minimums.

EGLL/LHR HEATHROW — LONDON, UK

Apt Elev 83′

JEPPESEN 28 MAY 10 (11-5) Eff 3 Jun

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

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

VIA CHILTERN NDB

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

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

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

PANS OPS 4

CHANGES: Bearings.

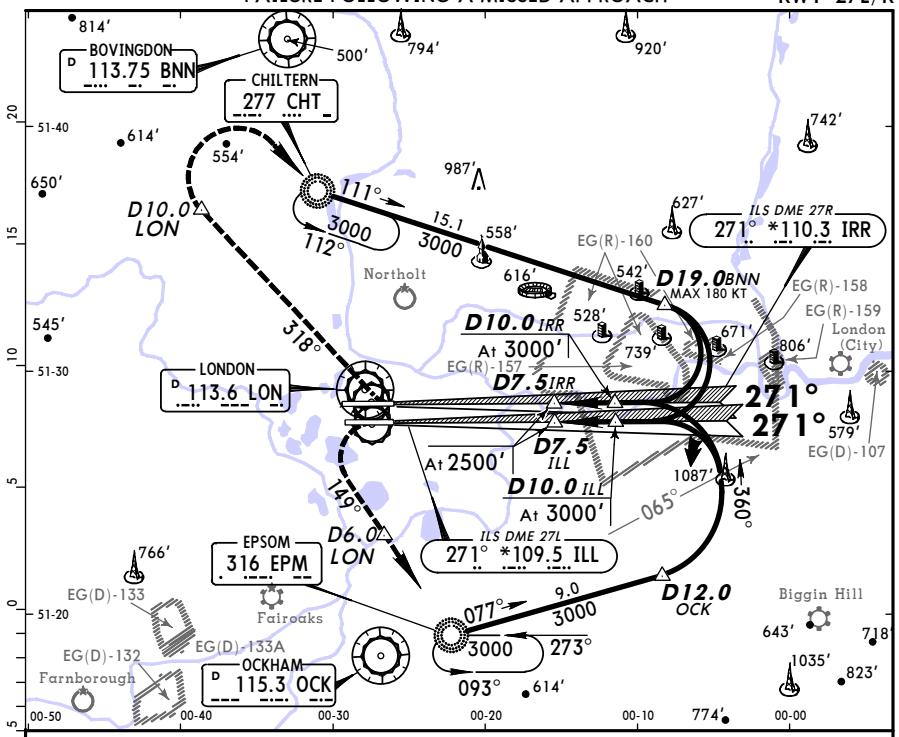
EGLL/LHR
Apt Elev **83′**

JEPPESEN
28 MAY 10 (11-6) **Eff 3 Jun**

LONDON, UK
HEATHROW

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

RWY 27L/R



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

VIA EPSOM NDB

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

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

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

VIA CHILTERN NDB

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

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

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

PANS OPS 4

CHANGES: Bearings.

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EGLL/LHR
HEATHROW

JEPPESEN
2 SEP 11 (12-1)

LONDON, UK
RNAV (GNSS) Rwy 27L

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

BRIEFING STRIP™

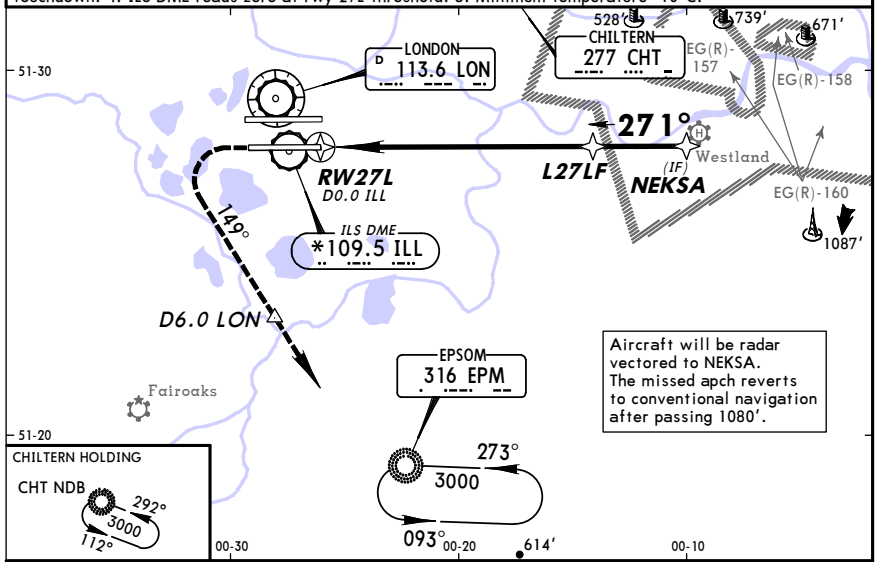
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / RWY
	271°	**L27LF 2500′** (2423′)	**490′** (413′)	83′ / **77′**

MISSED APCH: Climb STRAIGHT AHEAD to 2000′. Passing 1080′ or D0.0 ILL inbound, whichever is later, turn LEFT onto 149°. When passing D6.0 LON climb without delay to 3000′ and as directed.
In event of radio failure see 11-6.

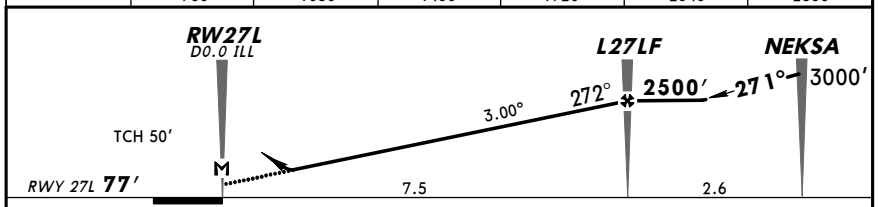
2300′
MSA ARP

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

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



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



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

HIALS-II
PAPI
2000′

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

	LNAV/VNAV DA(H) 490′(413′)		LNAV CDFA DA/MDA(H) 610′(533′)		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	RVR 1200m	RVR 1500m	RVR 1500m		100	660′(577′)	1500m
B					135	710′(627′)	1600m
C		RVR 1900m	RVR 1700m	CMV 2400m	180	810′(727′)	2400m
D					205	810′(727′)	3600m

PANS OPS 4

CHANGES: Minimums.

JEPPESEN 05 AUG 11

19-1

LONDON
HEATHROW
UNITED KINGDOM

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

Within Northolt Radar Manoeuvring Area (RMA):
NORTHOLT APPROACH **126.45**

(APP) Special VFR & HEL within CTR (A):
HEATHROW RADAR **125.62** (0700-2030LT)
THAMES RADAR **132.70** (0630-0700 & 2030-2200LT)

(TWR) *As directed / **When instructed by ATC.
HEATHROW TOWER **118.50 118.70* 124.47****

GROUND **121.90* 121.70* 121.85***

ATIS **128.07 113.75 115.10** (ARR)
*ILS/DME freq paired. DME reads zero at THRs.

RWY	ILS	RWY	ILS
09L*	110.30 IAA 091°	27L*	109.50 ILL 271°
09R*	109.50 IBB 091°	27R*	110.30 IRR 271°

Flight by single-engined HEL normally is prohibited within EG-R160 EXC along R. Thames, Brent Res.

Altitudes in ft
Distances in NM

LEGEND

1 2000' AAL / SFC

H3 HEL Route

2 Local Flying Areas (LFA)

	MAX ALT	MNM VIS
Brooklands	1500'	3 KM
Denham	1000'	3 KM
Fairoaks	1500'	3 KM
White Waltham	1500'	3 KM

CHANGES: Airspace - OBST.

LONDON
HEATHROW
UNITED KINGDOM

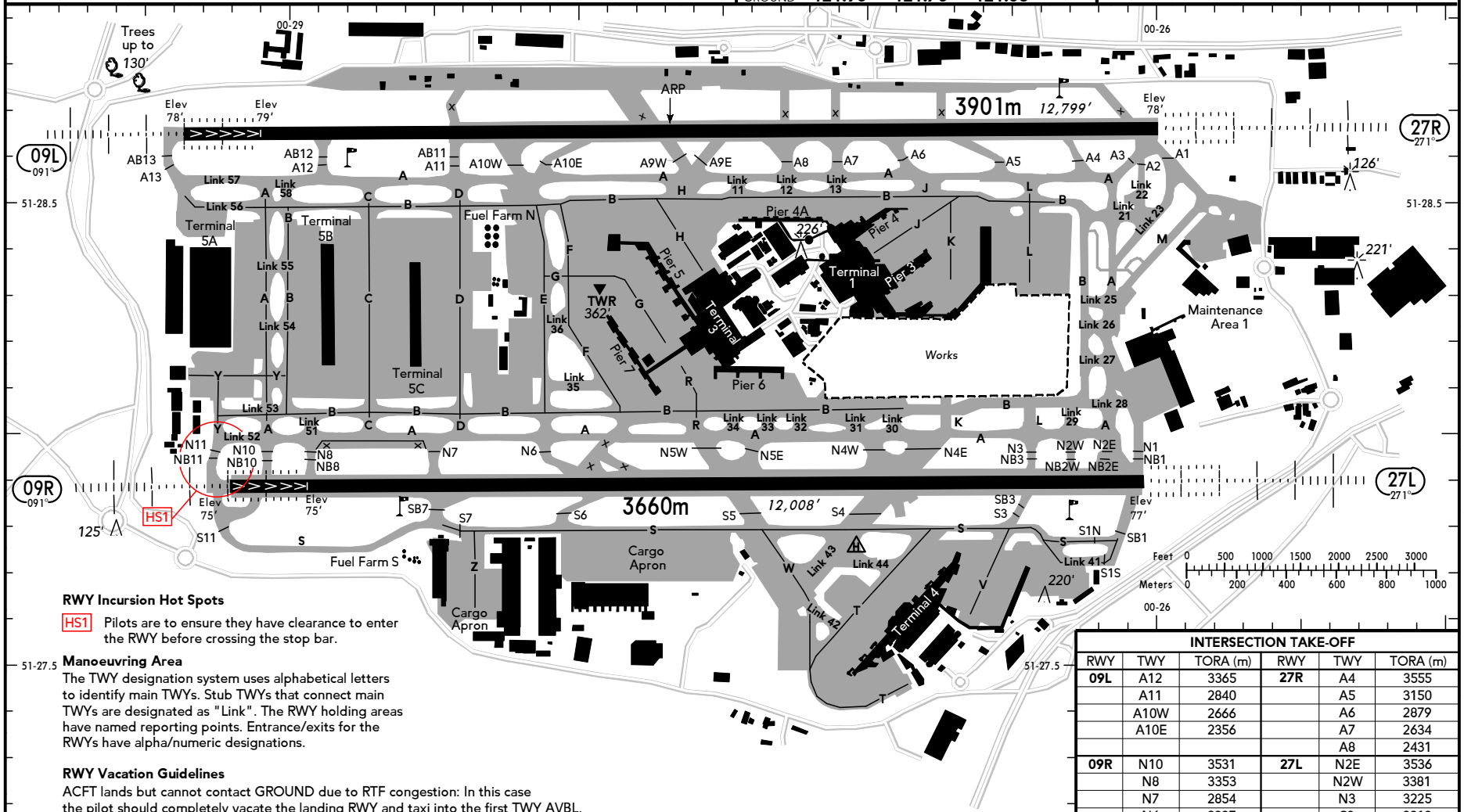
19-2 05 AUG 11

JEPPESEN

WARNINGS:
Pilots are warned, when landing on RWY 27R in strong S/SW winds, of the possibility of building-induced turbulence and large wind-shear effects.
Similarly, RWY 27L arrivals may be affected by winds with a strong N component. Building-induced turbulence may be experienced at the mid sections of each RWY from winds with a strong S, or strong N component.

*Weather information & initial call for DEP **As directed
HEATHROW DELIVERY 121.97*
GROUND 121.90** 121.70** 121.85**

(FIS)
LONDON INFORMATION 124.60



RWY Incursion Hot Spots

HS1 Pilots are to ensure they have clearance to enter the RWY before crossing the stop bar.

Manoeuvring Area

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

RWY Vacation Guidelines

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

HEL are at all times subject to PPR.

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

CAUTION:

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

HEL pilots should note the visual similarity between the dual TWYs (Links 25 & 26) and Links 27 & 28 immediately to the S. Pilots should ensure that holding is carried out only over the dual TWYs (Links 25 & 26) in order to ensure adequate separation from the southern RWY and associated TWYs.

00-29

INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)	RWY	TWY	TORA (m)
09L	A12	3365	27R	A4	3555
	A11	2840		A5	3150
	A10W	2666		A6	2879
	A10E	2356		A7	2634
				A8	2431
09R	N10	3531	27L	N2E	3536
	N8	3353		N2W	3381
	N7	2854		N3	3225
	N6	2327		S3	3213
	S6	2246		N4E, N4W, S4	2706
	SB7	2854			

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

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

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09L 27R	3901 x 50 Asphalt grooved	3901 3884	3595 3884	PCN 83/F/A/W/T	
09R 27L	3660 x 50 Asphalt grooved	3660 3660	3353 3660	PCN 83/F/A/W/T	

CHANGES: Hot-Spots - QFU - TWYs - Buildings - Construction Area - Text.

VFR Flights within London CTR

IFR procedures apply in all weather conditions in the London CTR. This rule is not applied, however, to flights made in accordance with certain special procedures, as given below.

Special VFR Clearance in the London CTR

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

The use of SVFR clearances is intended to be confined to the following types of flight:
- Light ACFT which cannot comply with full IFR requirements and which wish to proceed to or from an AD within the CTR or to transit the CTR at the lower levels; except that ACFT using the Local Flying Areas and Access Lanes notified for Brooklands, Denham, Fairoaks and White Waltham ADs and complying with the published procedures will be considered as complying with a SVFR clearance.
- ACFT carrying out special flights, such as photographic survey flights which may require penetration of the CTR in VMC.

Prior notification of SVFR flights or general enquiries about SVFR flights in the CTR may be made via the LTCC Senior Watch Assistant: Telephone (023) 8040 1110.

Pilots who wish to leave London (Heathrow) on a SVFR clearance should pass brief details of their flight to the ATC, either in person or by telephone (020) 8750 2578, and not to ATC by RTF.

Non-scheduled flights by single-engined and light twin-engined ACFT will be cleared to London (Heathrow) only on a SVFR clearance, not above 1000' (London Heathrow QNH) and subject to the following:

The weather conditions must be such as to permit the pilot to navigate by visual means, with a visibility of at least 10 KM and a cloud base of not less than 1200'. If the weather observations at London (Heathrow) are below either of these minima, clearance to enter the CTR will not be granted.

Radar Service
ACFT may be given radar service whilst within the CTR if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles. Pilots must inform the radar controller if compliance with the above entails a change of heading or height.

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

Non-IFR HEL Flights in the London CTR

General Arrangements
Non-IFR HEL flying in the London CTR are normally restricted to flight at or below specified ALTs along defined routes as shown on 19-1 and explained on pages 19-3C to 19-3F.

These routes have been selected to provide maximum safety by avoiding built-up areas as much as possible. Flights of single-engined HEL over central London are virtually prohibited within EG-R160 except along the River Thames, because of the requirement to be able to land clear of the area in the event of engine failure.

All flights are subject to a SVFR clearance. In addition permission in writing from Civil Aviation Authority is required for flights within EG-R160 by single-engined HEL.

The HEL Routes H7, H9 (Hayes to Gutteridge) and H10 (Gutteridge to Kew Bridge) are not AVBL at night to single-engined HEL.

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Procedures for Flight along HEL Routes
Non-IFR HEL flights are not to be operated within the CTR unless they can remain in a flights visibility of at least 1 KM, except when crossing over, taking-off from or landing at London (Heathrow), when the reported visibility must be at least 2 KM. The HEL must remain clear of cloud and in sight of surface.

Altimeter setting will be London (Heathrow) QNH.

MAX route ALTs are shown on 19-3C till 19-3F. ATC will refer to these ALTs as 'Standard Operating Altitudes' when issuing clearances. Pilots may fly at ALTs below the MAX route ALT EXC on route H10 between Perivale and Chiswick Bridge where the MAX published ALT must be flown accurately. ATC may restrict ACFT to ALTs below the published route MAX as necessary to provide separation from other ACFT.

'Corner cutting' is to be avoided on all routes. In order to obtain sufficient lateral separation from opposite direction traffic, pilots may temporarily deviate to the right of the route.

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

Civil HEL will not be permitted to fly in formation.

Air Traffic Control Clearance
During op hr of HEATHROW RADAR, pilots must obtain a SVFR clearance. HEATHROW RADAR provides a service to transit ACFT operating in the London and London City Control Zones. Pilots are requested to contact ATC 3MIN before r eaching the Zone Boundary, giving details of call sign, route, ETA at Zone entry point and DEST.

When the DEST is London (Heathrow), the SVFR clearance, for entry into the Zone, will include routeing and other instructions.

Communications
HEL using London Heliport or the route E of it must be able to communicate with the Heliport (BATTERSEA TOWER).

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

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

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

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

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

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

- Between Sipson and Bedfont:
a) if the landing RWY has been crossed, cross the DEP RWY downwind of the THR, exercising extreme caution with regard to possible landing traffic; and leave the CTR via H2 - H10 - Cookham or H9 to the south as appropriate;
b) if the DEP RWY has been crossed, with instructions given to hold at the dual TWYs or fuel farm to, reverse track and to cross the DEP RWY downwind of the THR, exercising extreme caution with regard to the possibility of landing traffic; and leave the CTR via H2 - H10 - Cookham or H9 to the south as appropriate.

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

NOTE: The selection of squawk 7600 will alert Air Traffic Control to your R/T fail.

Separation between Non-IFR HEL

Separation may be decided between HEL on the HEL Routes, on the basis that pilots will be asked by ATC to maintain visual separation from other HEL traffic, provided that:

- VIS at London (Heathrow) is 6 KM or more and the HEL can operate clear of cloud and in sight of ground/water and remain in a flight VIS of at least 6 KM;
- There is agreement between the HEL pilots concerned;
- The current route structure, the ALTs applicable and communication procedures are adhered to;
- Appropriate traffic information is passed to the HEL pilots.

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

HEL Landings and Departures to/from Sites within the London Control Zone

The following procedures have been established to ensure separation, avoid excessive airborne holding, and reduce delays to both Heathrow movements and HEL operators wishing to use landing sites within the London CTR. Wherever possible, reduced separation in the vicinity of the AD will be applied to avoid delays to affected traffic.

These procedures do not apply to priority ACFT operations or to sites within the Denham, White Waltham and Fairoaks Local Flying Areas.

Inner Area - HEL operating to or from sites in the London CTR contained within the area enclosed by BUR NDB - Iver - H10 - Barnes - H3 - Thorpe - Ascot Heliport - BUR NDB are subject to the following procedures:

- Inbound

a) Contact London Terminal Control Senior Watch Assistant (LTC SWA, telephone (02380) 401110) on the day of operation at least 60 MIN prior to the estimated time of arrival at the landing site;
b) provide the name, latitude and longitude of the landing site, the requested routeing, the estimated time of arrival and a contact telephone number;
c) Heathrow Tower Supervisor and HEATHROW RADAR will be consulted to determine the route that the pilot can expect (subject to the Heathrow RWY configuration, meteorological conditions and the likelihood of being able to utilise reduced separation in the vicinity of the AD);
d) if the inbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETA incorporating the Heathrow inbound delay;
e) the pilot must arrange the flight to arrive at the site within 10 MIN of the approved ETA. Failure to adhere to this time window may result in further delay or, in extreme circumstances, refusal of clearance. Upon establishing two-way communications the HEL will be cleared to the landing site as soon as practicable commensurate with the required separation being applied.

- Outbound

a) Prior to departing the site contact LTC SWA at least 60 MIN in advance of the estimated time of departure from the site to provide the name, latitude and longitude of the site, requested routeing, planned ETD and a contact telephone number;
b) if the outbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETD incorporating the Heathrow outbound delay;
c) within 10 MIN of the approved ETD, the pilot must contact ATC on the ground. If two way contact with ATC cannot be established on the ground either directly or via relay from other ACFT, the pilot must remain on the ground and contact London Terminal Control Group Supervisor Airports - (02380) 401106 - to agree an exact departure time and initial altitude with the controllers concerned in order that separation can be ensured.

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

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Outer Area - HEL operating to and from sites in the London CTR outside the area enclosed by BUR NDB - Iver - H10 - Barnes - H3 - Thorpe - Ascot Heliport - BUR NDB; are subject to the following procedures (which are in addition to the Enhanced Non-Standard Flight process required to enter EG-R157:

- Inbound

Free-call Heathrow (SVFR) Radar and request clearance to the landing site without prior notification

- Outbound

a) To depart from the site the pilot must provide the LTC SWA with the name, latitude and longitude of the site, requested routeing, ETD and a contact telephone number. Alternatively, if the ETD is known, these details may be passed via radio during the inbound flight.
b) Before departure the pilot must contact ATC on the ground. If two-way contact with ATC cannot be established on the ground either directly or via relay from other ACFT, the pilot must remain on the ground and contact Group Supervisor Airports - (02380) 401106 - to agree an exact departure time and initial altitude with the controllers concerned in order that separation can be ensured.

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

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

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

Route	Reporting Point	Coordinates	Description of Reference
H2			
Iver to Airport Spur MAX 1000'	Iver OR/H	N51 32.0 W000 30.5	Delaford Park
	West Drayton OR	N51 29.7 W000 29.2	M4 Motorway Crossing of River Colne (1.25 NM W of Airport Spur)
	Airport Spur CR/H	N51 29.7 W000 27.3	Junction of M4 Motorway/ Motorway Spur to London (Heathrow)

NOTE: Unless otherwise cleared by ATC, pilots are not to fly S of the M4 motorway between West Drayton and Airport Spur.

Route	Reporting Point	Coordinates	Description of Reference
H3			
Bagshot to M3 Junction 3 MAX 2000'	Bagshot CR/H	N51 21.0 W000 42.0	INT CTR BDRY/M3 Motorway
M3 Junction 3 to Thorpe MAX 1000'			
Thorpe to Sunbury Lock MAX 800'	Thorpe OR/H	N51 24.0 W000 32.3	M3 Motorway S of Thorpe Green (M25 INT)
Sunbury Lock to London Heliport MAX 1000'	Sunbury Lock CR/H	N51 24.2 W000 24.3	Midway between Sunbury Lock and the middle of Knight Reservoir
	Teddington OR/H	N51 25.8 W000 19.1	Weir on River Thames N edge of Richmond Park
	Barnes CR	N51 28.5 W000 13.4	River Thames at Barn Elms Park
	London Heliport CR/H	N51 28.2 W000 10.8	London Heliport

NOTE: H3 route normally closed during easterly operations at London (Heathrow). Pilots are recommended to obtain RWY information on ATIS before contacting HEATHROW RADAR, or London Heliport.

CAUTION: Bagshot is shared as a reporting point with Farnborough AD.

Route	Reporting Point	Coordinates	Description of Reference
H4			
Isle of Dogs to Chelsea Bridge MAX 2000'	Isle of Dogs CR	N51 29.0 W000 00.7	EG-R160 BDRY crossing River Thames
	London Bridge OR	N51 30.5 W000 05.1	London Bridge (road bridge)
	Vauxhall Bridge CR	N51 29.3 W000 07.6	CTR BDRY crossing River Thames
Chelsea Bridge to London Heliport MAX 1500'	Chelsea Bridge CR	N51 29.0 W000 09.0	Chelsea Road Bridge
	London Heliport CR/H	N51 28.2 W000 10.8	London Heliport

NOTE: No HEL to hold on that portion of H4 that lies between Vauxhall and Westminster Bridges.

Route	Reporting Point	Coordinates	Description of Reference
H5			
Northwood to Uxbridge Common MAX 2000'	Northwood CR/H	N51 36.2 W000 27.3	CTR BDRY midway between Harefield and Northwood
	Uxbridge Common OR/H	N51 33.5 W000 28.2	Roundabout on A40 road N of Uxbridge Common

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

Route	Reporting Point	Coordinates	Description of Reference
H7			
Banstead to Sutton/ Epsom railway MAX 2000'	Banstead CR/H	N51 20.2 W000 13.0	Golf course NW of town
Sutton/Epsom railway to Morden MAX 1500'			
Morden to London Heliport MAX 1000'	Morden OR	N51 23.5 W000 14.1	Cemetery NE of Gas Works
	Caesar's Camp OR/H	N51 25.5 W00014.8	Golf course SW corner of Wimbledon Common
	Barnes CR	N51 28.5 W000 13.4	River Thames at Barn Elms Park
	London Heliport CR/H	N51 28.2 W000 10.8	London Heliport

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Route	Reporting Point	Coordinates	Description of Reference
H9			
Oxshott West to Esher Common MAX 2000'	Oxshott West CR/H	N51 20.2 W000 25.2	INT CTR BDRY/A3 Trunk Road
	Esher Common OR	N51 20.9 W000 22.2	A3 Trunk Road W of A3/A244 INT
"Or"			
Oxshott East to Esher Common MAX 2000'	Oxshott East CR/H	N51 20.2 W000 20.1	Prince's Coverts
	Arbrook OR	N51 21.0 W000 21.0	INT A3 Trunk Road/Railway line
	Esher Common OR	N51 20.9 W000 22.2	A3 Trunk Road W of A3/A244 INT
"Then"			
Esher Common to Sunbury Lock MAX 1500'			Crossing London/Woking Railway
Sunbury Lock to Bedfont MAX 800'	Sunbury Lock CR/H	N51 24.2 W000 24.3	Midway between Sunbury Lock and middle of Knight Reservoir
	Feltham OR/H	N51 26.5 W000 25.6	Open space S of Railway Line
	Bedfont OR/H	N51 27.5 W000 26.2	E of Terminal 4, S of the A30
	Sipson OR/H	N51 29.0 W000 27.1	Open space NE of junction Motorway Spur and Main Road A4 at N perimeter of London (Heathrow)
Airport Spur to Hayes MAX 1000'	Airport Spur CR/H	N51 29.7 W000 27.3	Junction of Motorway M4 and Motorway Spur to London (Heathrow)
Hayes to Gutteridge MAX 1500'	Hayes OR/H	N51 30.7 W000 26.6	Gravel pits at Goulds Green
Gutteridge to Northwood MAX 2000'	Gutteridge OR/H	N51 32.9 W000 25.1	A40, S of Northolt AD RWY INT
	Northwood CR/H	N51 36.2 W000 27.3	CTR BDRY midway between Harefield and Northwood

NOTE: Between Northwood and Airport Spur pilots may be required to communicate with NORTHOLT APPROACH.

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

NOTE: HEL will be held at Bedfont during daylight hours when the reported weather conditions are equal to or better than 6 KM VIS and 1000' lowest reported cloud and will be held at Feltham at all other times.

NOTE: Due to environmental restrictions, H9 S of London (Heathrow) is not normally AVBL to HEL traffic between 2100-0800LT when the AD is operating on easterlies.

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

Route	Reporting Point	Coordinates	Description of Reference
H10			
CTR BDRY to Cookham MAX 2000'			
Cookham to Gutteridge MAX 1500'	Cookham CR/H	N51 33.8 W000 42.4	River Thames bridge N of Cookham
	Iver OR/H	N51 32.0 W000 30.5	Delaford Park
	Uxbridge Common OR/H	N51 33.5 W000 28.2	Roundabout on A40 road N of Uxbridge Common
Gutteridge to Kew Bridge MAX 1200'*	Gutteridge OR/H	N51 32.9 W000 25.1	A40, S of Northolt AD RWY INT
	Perivale OR/H	N51 31.9 W000 18.9	On A40, N of Golf course divided by River Brent
	Brentford OR/H	N51 29.9 W000 17.5	Gunnersbury Park N of Chiswick Fly-over N edge of Gunnesbury Park
Kew Bridge to Barnes MAX 750'*	Kew Bridge OR/H	N51 29.2 W000 17.3	Bridge over River Thames at NE Corner of Gardens and Common Chiswick Bridge
Barnes to London Heliport MAX 1000'	Barnes CR	N51 28.5 W000 13.4	River Thames at Barns Elms Park
	London Heliport CR/H	N51 28.2 W000 10.8	London Heliport

*Standard Operating ALT.

NOTE: Between Perivale and Chiswick Bridge, pilots must fly at the published maximum altitude.

NOTE: Between Iver and Perivale, pilots may be required to communicate with NORTHOLT APPROACH.

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

NOTE: A holding manoeuvre at Perivale is to be contained to the W of Perivale.

NOTE: Between Perivale and Brentford the route alignment turns from the A40 to the A406 at the Hanger Lane INT. Pilots should ensure correct visual identification of the turn point due to the interaction with London (Heathrow) RWY 27R final approach track.