GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24

Night Restriction
ACFT with Noise Classification 96-98.9 EPNdB may not be scheduled to TKOF or land between 2330-0600‡.
ACFT with Noise Classification 99 EPNdB or greater cannot TKOF or land between 2300-0700‡.

Airport Information

RFF: CAT 10
Fire: 'Heathrow Fire' 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.
PCN: RWY 09L/27R, RWY 09R/27L: 83/F/A/W/T

Operation

Preferential RWY
LDG/TKOF RWY 27R/27L when tail wind component not greater than 5KT.

Transponder Mode S
Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL.
- from push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.
- after parking set transponder Mode A2000 before OFF/SDBY.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedure
LVP in force when RVR below 600m.

ARR: Report "RWY vacated" when the ACFT has completely passed green/yellow TWY CLL.

DEP: ILS will be turned off when instrumented RVR (IRVR) is greater than 250m.
If needed ILS AVBL O/R when IRVR between 275m - 550m to DLV.

When A-SMGCS active, all RWY exits are illuminated. Use first convenient exit.

RWY Restriction
Northern RWY shoulders between A1 and A11 20.5m / 63.7ft and between A11 and A13 12.5m / 41ft.
Southern RWY shoulders between N1 and N7 20.5m / 63.7ft and between N7 and N11 12.5m / 41ft.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures and in addition;
A380 pilots are advised that the furthest preferred exit for each RWY is as follows:
- RWY 09L - TWY A5
- RWY 09R - TWY S4E & N4E
- RWY 27L - TWY S6 & N7
- RWY 27R - TWY A11

LDG ACFT that cannot contact GND due to RTF congestion, should vacate RWY and taxi into the first TWY available, then hold PSN until contact with GND can be established.

RWY Crossing PROC (RWY 09R/27L)
ACFT required to cross active RWYs will be issued instructions by GND, including a HLDG point as a CLR limit where ACFT is required to hold short.
When reaching the CLR limit specified in the taxiing instructions, ACFT will be instructed to change FREQ to appropriate RWY.
After crossing RWY and having reported "RWY vacated", ACFT will be instructed to revert to GND for further CLR. In absence of further CLR it is essential that ACFT holds position when clear of RWY.

GENERAL

TWY Restrictions

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

A340-600 and B777-300 are not permitted to use following routes:
- Eastbound on TWY S at TULLA, turning right onto Link 41 to face west.
- Eastbound on TWY S at S1N, turning right onto Link 41 to face west.

Code E TWY-TWY separation of 80m / 262.5ft is not met as follows:
- TWYs A, B between TWY H and AY5.

Code E TWY to stand, or TWY to object separation of 43.5m / 143ft is not met to the east of TWY F between F1 and G (42.5-43m / 139-141ft) and to the south of TWY S between SY6 and Z (37m / 121ft).

Code F TWY to stand, or TWY to object separation of 51m / 167ft is not met to the south of TWY B (N) between stands 336 and 357 (49m / 161ft).

TWY Y between HANLI and TWY A for MAX ACFT size A321.

B747/777, A340 and code letter F ACFT are not permitted to taxi north on TWY T turning left on TWY S facing west under PWR.

Code letter F ACFT taxi along TWY M by towing only.

A380 OPS:
Reduced TWY CL to object CLR of 49m / 161ft applies on the following TWYs:
TWY B between F and Link 11, TWY E between B and link 36, TWY W between S and T, TWY S between SY6 and T. Reduced CLR of 47.5m / 156ft to an airside road to the east of TWY A at MORRA. Pilots are to ensure that ACFT remain on the TWY CL at all times, it is recommended that judgemental steering is used at all times when maneuvering on TWYs. Pilots are to use MNM PWR when maneuvering in Terminal 4.

TWY S between S6 and S11 is AVBL for B748 but not for A380.

Taxi/Parking

During hours of darkness or reduced VIS, ACFT may be requested to "follow the greens" when taxiing, in addition to being given a CLR limit. The ACFT should then follow the green CLL until either the CLR limit or a red stop bar is reached.

During daylight hours red stop bar lights will be illuminated at each RWY entry point. ACFT must not proceed past until the stop bar is extinguished or ATC permission is received. No green CLL are provided during daylight hours.

Be aware when instructed after LDG to hold short of TWY A that TWY A shall not be entered.

Pilots are to use MNM PWR necessary when maneuvering on the TWY SYS. This is particular importance when maneuvering in the APN cul-de-sacs, where jet blast can affect adjacent stands.

Pilots who intend to execute a reduced ENG taxi out must report their intention to Heathrow Delivery on first contact.

Use MNM PWR in the APN area. Use of reverse thrust for maneuvering to/from stand prohibited.

Reduced ENG taxi is not AVBL to ACFT required to cross an active RWY.

Avoidance of other ACFT within the HLDG areas is the responsibility of the flightcrew involved.

Terminal 4: Taxiing between 2330-0600‡ is prohibited on TWY S east of APN V or thru link 41 to S1 and reverse.

Pilots must not enter stand unless Visual Docking Guidance System (VDGS) is illuminated or marshaller signalled clearance to proceed. Contact GND for marshalling assistance in case VDGS not activated.

GENERAL

ACFT HLDG in links 27 and 28 must ensure that they are positioned entirely within the block before shutting down.

Marshaller required on stands 457L/R, 458.

Reduced ENG taxi

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

- by any ACFT that is required to cross an active RWY
- by any ACFT exiting T and turning west onto S due to jet blast affecting stand 412
- by B777 variants in G and H due to jet blast.

Pilots intend to execute Reduced ENG Taxi on departure MUST report their intention to DLV on first contact by data link or if not possible by RT. This is essential for safety and operational reasons.

In APN areas MNM ENG power shall be used as far as possible and use of reverse thrust for maneuvering to/from stands is not permitted.

APU

Except in an EMERG APU must not be operated between 2330-0600‡ on:

- Cargo Area stands 601-609 and 611-616
- Stands 401-403, 429-432.

Hierarchy of power sources:

1. Fixed Electrical Ground Power (FEGP), whenever supplied and serviceable.
2. GPU, only to be used when FEGP not supplied or unit unserviceable.
3. APU, only to be used when neither FEGP nor GPU supplied or the unit is unserviceable.

APU is not to be left running unless either a qualified person is in attendance or the APU has both an auto-shut down and auto-extinguishing facility.

APU must be shut down at the earliest opportunity on arrival at stand and in addition:
Use of APU time restriction:

Narrow Body ACFT:

- 15min before DEP
- If OAT below 5°C or above 20°C, extension until 30min before DEP.
- 10 MIN after ARR.

Wide Body ACFT:

- 30min before DEP, 60min if FEGP not able to support FMS.
- If OAT below 5°C or above 20°C, extension until 55min before DEP.
- 10 MIN after ARR.

A388:

- 60min before DEP.
- If OAT below 5 °C or above 20 °C, extension until 90min before DEP.
- 15 MIN after ARR.

In case ACFT is SKED to be towed to another location, APU may be started for safety reasons MAX 10min prior planned movement.

If Pre-Conditioned Air (PCA) is AVBL then there are no exemptions regardless of the air temperature and the APU runs times as outlined above must be adhered too.

Engine Run-up Areas

Every ENG run-up must be approved in advance.
All high PWR runs during night period must take place in a ground run pen. Upon completion of a high PWR run during day or night notify Airside Safety Department.

GENERAL

Warnings

RWY 27R: Windshear effects and building induced TURB must be expected in strong S/SW wind and for RWY 27L in S and N winds.

Paramotor activity at Elm Farm, within the London CTR up to 1000ft AMSL.

For the safety of GND personnel, flight crews are requested not to flash or illuminate nose gear lights whilst on stand without prior warning to GND crew.

CPT, GWC, BIG VOR/DME unusable 1000-1400‡.

ARRIVAL

Speed

Cross SLP or 3min before HLDG facility at 250KT or less.

MAX IAS 220KT from HLDG facility during initial APCH.
MAX IAS 180KT on base leg/closing HDG to final APCH.
IAS between 180KT-160KT when established on final APCH, thereafter IAS 160KT to D4.

Communication

Transfer to Tower
Report:
- Callsign
- Distance from touchdown
- Type of APCH and RWY to which they are making their APCH, on transfer to TWR (example: ABC 123, 7NM, ILS, RWY 27L)

COM Failure: See CRAR and in addition;
When complete COM failure occurs before ETA or before EAT, when this has been received and acknowledged: Fly to appropriate terminal HLDG point as detailed on STAR; hold until last acknowledged ETA plus 10min, or EAT when this has been given; commence descent for LDG in accordance with appropriate APCH PROC as detailed on STAR/IAC and land within 30min or later if able to land visually.

When complete COM failure occurs after ACFT has reported to ATC on reaching HLDG point: Maintain last assigned HLDG LVL until: ATA over HLDG point plus 10min or 10min after last acknowledged COM with ATC, whichever is later; or EAT when this has been received and acknowledged; commence descent for LDG in accordance with appropriate APCH PROC as detailed on STAR/IAC and land within 30min or later if able to land visually.

COM failure in case of MISAP
RWY 09L/27R: On passing D10 LON proceed to (RT when RWY 27R) CHT NDB at 3000ft.
RWY 09R: On passing D10 LON proceed to EPM NDB at 3000ft.
RWY 27L: On reaching 3000ft proceed to EPM NDB at 3000ft.

COM failure following a MISAP
Fly to appropriate MISAP HLDG at 3000ft, complete at least one HLDG, commence APCH for LDG in accordance with appropriate APCH PROC as detailed on IAC.

ARRIVAL

APCH when RAD vectored

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed to EPM NDB (RWY 09R, 27L) or CHT NDB (RWY 09L, 27R) or last assigned LVL if higher.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP procedure to EPM NDB (RWY 09R, 27L) or CHT NDB (RWY 09L, 27R).

Arrival Procedure

Descent Planning

Actual descent CLR will be as directed by ATC, but plan for following possible constraints:
BIG 4B - FL180 by ETVAX.

BNN 4A - FL150 by SOPIT.
BNN 1B - FL200 by TOBID, FL150 by SOPIT.

BOWA 4A - FL150 by SOPIT.
BOWA 1B - FL200 by TOBID, FL150 by SOPIT.

LAM 3A:
FL250 by LOGAN (for ACFT planned at FL300 and above and all ACFT via P7), FL160 by SABER.
FL240 by LOGAN (for ACFT planned at FL290 or below), FL160 by SABER.

OCK 1A - FL140 by D40 OCK.
OCK 2F - FL140 by BEDEK.
OCK 4B - FL130 by HAZEL.
OCK 2C - FL130 by HAZEL.
OCK 3E - FL270 by 15NM before BILNI, FL210 by KUMIL, FL130 by HAZEL.

OTMET 1H - FL270 by OTMET, FL210 by NEDUL, FL130 by HAZEL, FL70 by OCK

ROXOG 1H - FL130 by HAZEL, FL70 by OCK

TOMMO 1A - FL140 by 40NM before TOMMO.
TOMMO 2F - FL140 by BEDEK.
TOMMO 4B - FL130 by HAZEL.
TOMMO 2C - FL130 by HAZEL.
TOMMO 3E - FL270 by 15NM before BILNI, FL210 by KUMIL, FL130 by HAZEL.

WEALD 4B - FL180 by ETVAX.

Arrival Notes

BIG 1E/3D, BNN 1D/1E, OCK 1D/1G/1H, TOMMO 1D/1G/1H: Not to be used for flightplanning.

Noise Abatement Procedure

0600-2330‡: ILS APCH RWY 27L/R ACFT shall not descend on the GP below 2500ft (Heathrow QNH) before being established on LOC.

0700-2300‡: ILS APCH RWY 09L/R ACFT shall not descend on the GP below 2500ft (Heathrow QNH) before being established on LOC.

2330-0600‡: ILS APCH RWY 27L/R ACFT shall not descend on the GP below 3000ft (Heathrow QNH) before being established on LOC at not less than 10NM from TDZ.

2300-0700‡: ILS APCH RWY 09L/R ACFT shall not descend on the GP below 3000ft (Heathrow QNH) before being established on LOC at not less than 10NM from TDZ.

ARRIVAL

Continuous descent APCH should be used whenever practicable. On receipt of descent CLR the pilot should descend at the rate at the rate he judges will be best suited to the achievement of continuous descent, the objective being to join the glide path at the appropriate height for the distance without recourse to level flight.
A descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5NM occurs below 6000ft QNH and level flight is interpreted as any segment of flight having a height change of not more than 50ft over a track distance of 2NM or more, as recorded in the AD noise and track-keeping system.

Reverse: Do not use more than idle reverse if possible between 2330-0600‡.

Non-standard GP intercept position on
RWY 27L
GP intercepts RWY 27L at *326m / 1069ft* after landing threshold.
Remaining DIST beyond GP is *3332m / 10932ft*.

RWY 27R
GP intercepts RWY 27R at *337m / 1107ft* after landing threshold.
Remaining DIST beyond GP is *3545m / 11629ft*.

Warnings

RWY 27L ILS/LOC: False capture may be experienced when approaching from north or south.

Execute caution selecting the appropriate ILS/MLS facility as more than one ILS/MLS will normally be radiating.

DEPARTURE

Take-off Minima

RWY		09L/27R, 09R/27L	
All ACFT	ft - m/km	0 - 75R	-

Communication

On first contact with LONDON CONTROL report:
- call sign
- SID designator
- actual ALT and initial cleared ALT

COM Failure: See CRAR and in addition;
- Outbound traffic operating on UMLAT 1F 1G: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations of allocated SID, then route via T418 to WOBUN, at WOBUN climb to planned FL.
- Outbound traffic except those operating on UMLAT 1F 1G: comply with the route and altitude limitations of allocated SID or ATC CLR issued, then proceed according published COM fail PROC.

DEPARTURE

Routes and levels to be used when leaving London CTR or HLDG area:

Position at time of decision	Route
Ockham VOR (Epsom when applicable)	Track 270° true at last assigned LVL.
Bovingdon VOR (BOVVA when applicable)	Track 030° true at last assigned LVL.
Lambourne VOR (TAWNY when applicable)	Track 020° true at last assigned LVL.
Biggin VOR (WEALD when applicable)	Track 089° true at last assigned LVL.
Epsom NDB (after MISAP)	Track 270° true at 3000ft.
Chiltern NDB (after MISAP)	Track 270° true at 4000ft.

Departure Procedure

Departure Notes

Illuminated wind direction indicators are located adjacent to the TDZ of RWY 27L, 27R and 09R.

For backtrack notify ATC prior to ARR at HLDG point N2W onto RWY 27L.

Checks on RWY should be kept to MNM. Commence TKOF roll immediately after CLR is issued.

No turns below 500ft AAL.

Start-up/Push-back

DEP CLR can be obtained from Heathrow DLV via voice RTF or DCL via SITA or ARINC.

From 0530-1300‡ and from 1400-2100‡, call for ATC CLR possible up to 15min before fully ready. ACFT calling have to use following phraseology:
- "DELIVERY, (Call-sign), (Stand), (Type), (QNH), (received ATIS INFO), REQ CLR only."

Becoming fully ready to start, use following phraseology:
- "(Call-sign), fully ready."

ACFT not previously been issued with their ATC CLR have to use following phraseology:
- "DELIVERY, (Call-sign), (Stand), (Type), (QNH), (received ATIS INFO), REQ start and CLR."

If this PROC is suspended, a message is added to DEP ATIS.

Advise ASAP any unexpected delay. Expect taxitime in excess of 15min.

JETs are to advise ATC if, for any reason, they are unable to accelerate after NAP to 250KT.

If within 30min of a previously issued CTOT the FLT is unable to comply with that CTOT, advise ATC ASAP.

Be advised, that delays in excess of 10min can be expected at HLDG point. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if required to comply with CTOT.

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

When RVR is below 400m pilots are not to REQ start-up CLR until the reported RVR is equal to or greater than the appropriate value in the following table:

ACFT TKOF MIN	MNM RVR for start-up CLR
RVR 350m	RVR 300m
RVR 300m	RVR 250m
RVR 250m	RVR 200m
RVR 200m	RVR 150m
RVR 150m	RVR 150m
RVR 100m	RVR 100m
RVR 75m	RVR 75m

Changes: DEP PROC

DEPARTURE

During busy periods (normally after disruption), ACFT that are fully ready may be transferred to "Heathrow Planning" prior to to GMC. The "Planning" Controller will issue an expected start-time. Pushback approval must be obtained from GMC.

If push-back is necessary to complete start-up, approval must be obtained from ground movement control. Pushback approval includes permission to start engines during pushback.

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

Following push-back from cul-de-sac stands, all ACFT must pull forward to a MNM of 100m / 328ft from blast screen before disconnecting tug and starting ENGs. Inform GND crew of the Tug Release Point (TRP) assigned along with the push-back CLR.

On TWYs Q, R, H ENG start must be delayed until the 100m / 328ft mark is reached; under no circumstances must tail mounted ENGs be started until ACFT has been pulled forward to MNM 100m / 3278ft clear of blast screen fence.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures and in addition:
When receiving a conditional line-up CLR on a preceding DEP ACFT, remain behind the subject ACFT but may cross RWY HLDG point (subject to there being no illuminated red stop bar) and enter RWY upon receipt CLR. There is no requirement for the subject ACFT to have commenced its TKOF roll before entering RWY. Be aware of the blast hazard.
When receiving a conditional line-up CLR on a preceding ARR ACFT, may cross RWY HLDG point (subject to there being no illuminated red stop bar) as soon as the LDG ACFT has passed RWY entry point.
If back-track RWY is required, notify ATC prior to arrival at HLDG point.

Intersection TKOF
INT TKOF RWY 27R: A4, RWY 27L: N3 and S3, RWY 09R: N8 and N10 are **NOT** (for purpose of vortex wake) considered by ATC to be INT DEP.

INT TKOF RWY 09L with A10E not AVBL HN.

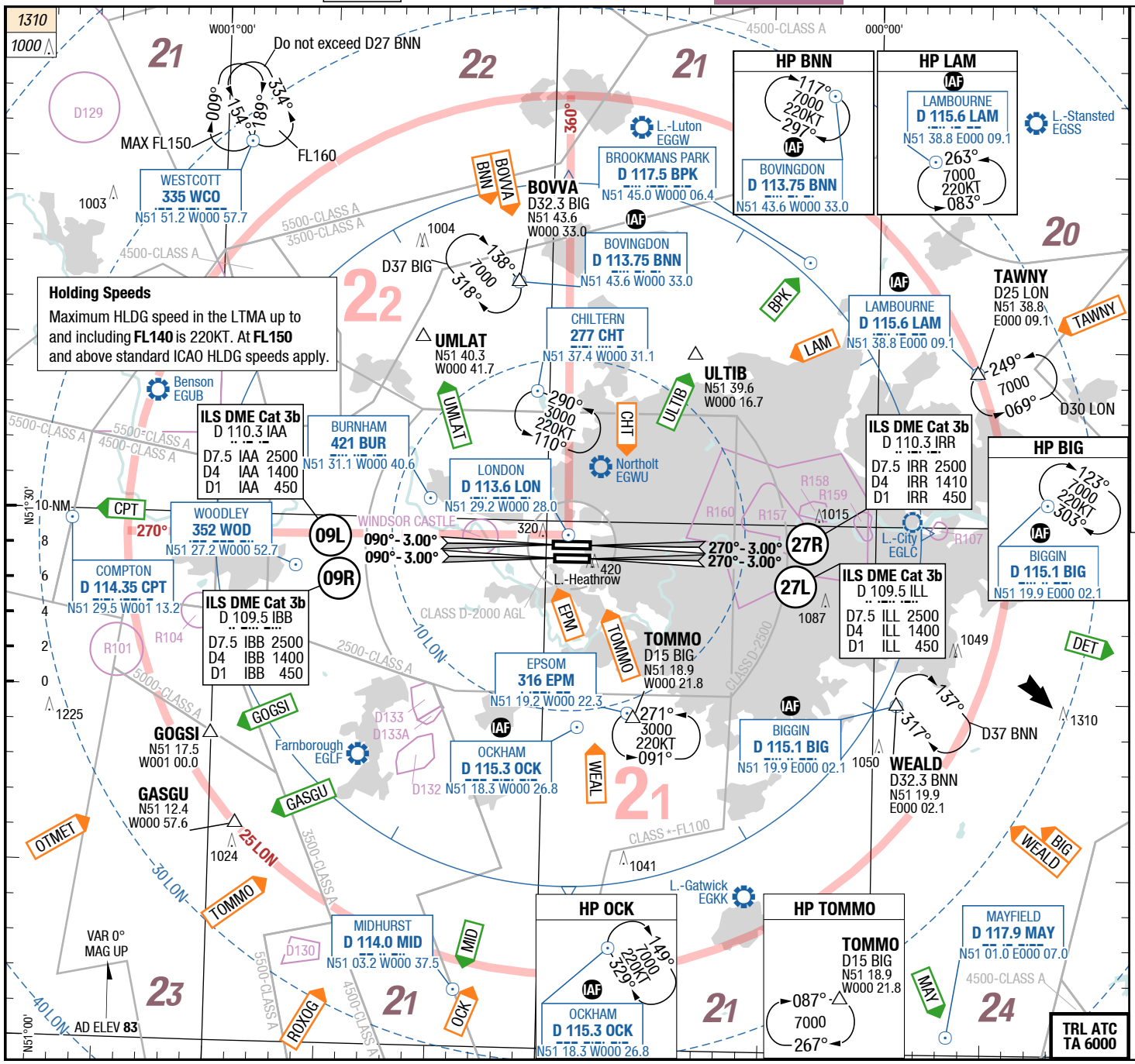
Noise Abatement Procedure
ACFT shall climb at least 1000ft AAL within 3.5NM from start of TKOF roll.

Wake Turbulence Categorization and Separation Minima (RECAT-EU)
RECAT-EU standards applied. See RSI EUR.

ATC Slot, Clearance

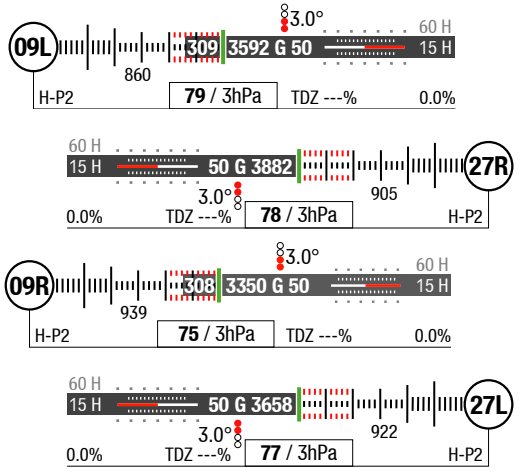
Inform DLV if the ACFT livery conflicts with the ACFT callsign.

Airport Collaborative Decision Making (CDM)
CDM concept in use at this airport. See General Part/RAR/RAR In-Flight and in addition:
- Be ready and inform DLV not earlier or later than TOBT ±5min
- Expect information from ATC if delay more than 5min.
- REQ start-up at TOBT +5min, otherwise sequence PSN is lost.
- REQ push-back latest 5min after transferred from DLV.

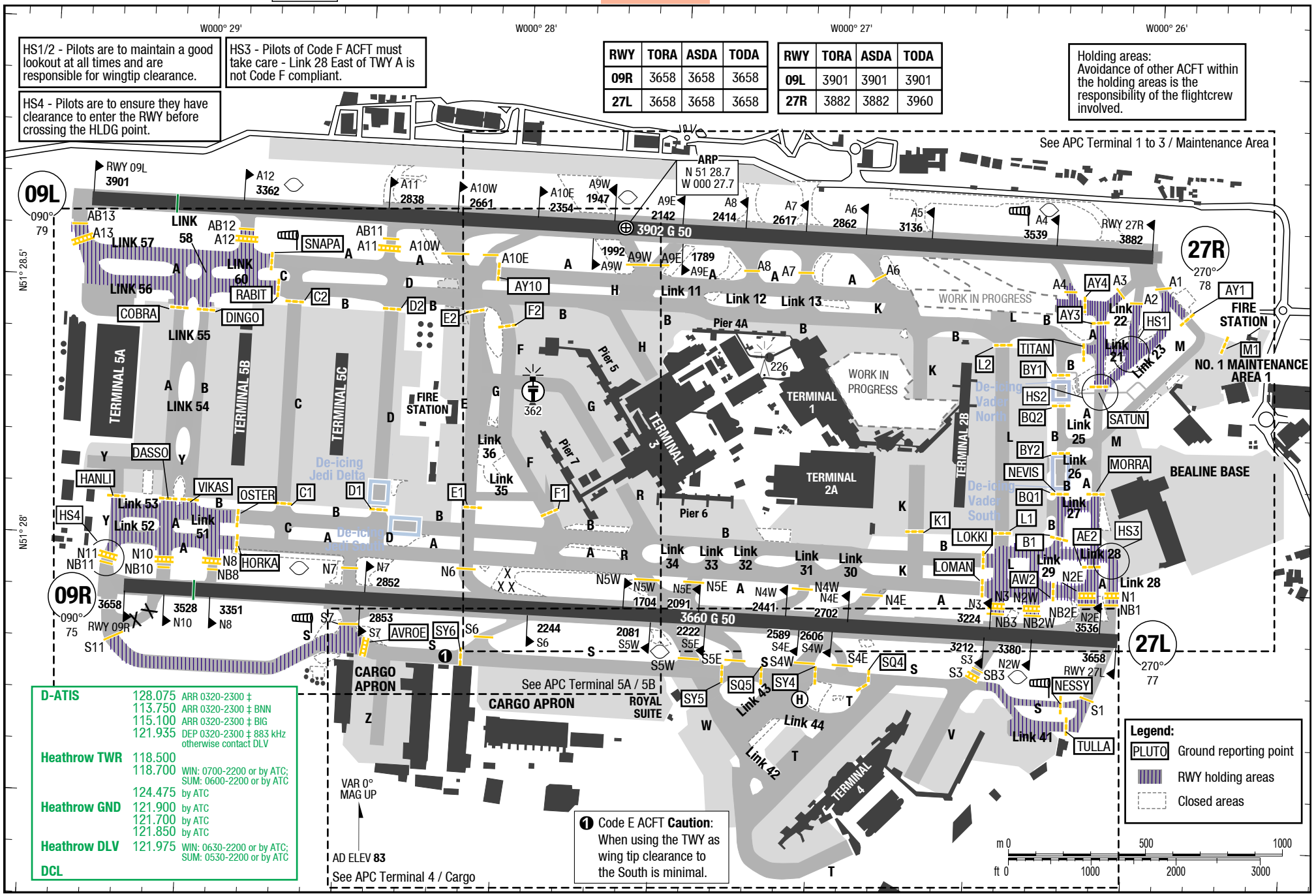


D-ATIS	128.075	ARR 0320-2300 ‡
	113.750	ARR 0320-2300 ‡ BNN
	115.100	ARR 0320-2300 ‡ BIG
	121.935	DEP 0320-2300 ‡ 883 kHz otherwise contact DLV
Heathrow DIR	119.725	
	134.975	
	127.525	by ATC
	120.400	by ATC
Gatwick DIR	126.825	(for MAY SIDs)
CTL	118.825	
	120.525	
	134.125	
	119.775	
	133.180	
Heathrow TWR	118.500	
	118.700	WIN: 0700-2200 or by ATC; SUM: 0600-2200 or by ATC
	124.475	by ATC
Heathrow GND	121.900	by ATC
	121.700	by ATC
	121.850	by ATC
Heathrow DLV	121.975	WIN: 0630-2200 or by ATC; SUM: 0530-2200 or by ATC
DCL		

Landing RWY system:



Changes: Nil



Changes: hot spots

LHR-EGLL

3-21

United Kingdom **London** Heathrow

NIL

Tempo AGC

AGC AGC

Heathrow **London** United Kingdom

NIL

Tempo AGC

HS1/2 - Pilots are to maintain a good lookout at all times and are responsible for wingtip clearance.

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

HS4 - Pilots are to ensure they have clearance to enter the RWY before crossing the HLDG point.

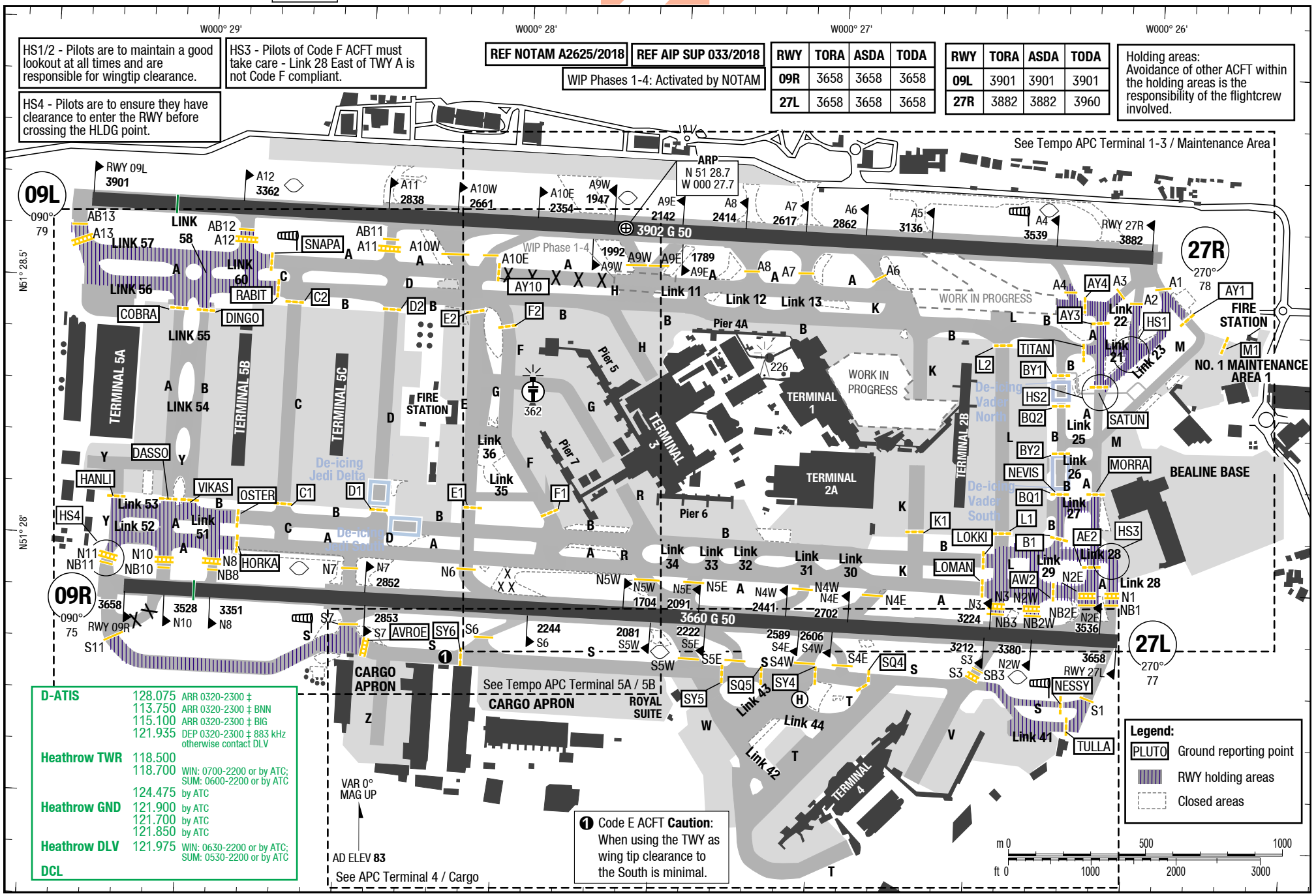
REF NOTAM A2625/2018 **REF AIP SUP 033/2018**

WIP Phases 1-4: Activated by NOTAM

RWY	TORA	ASDA	TODA
09R	3658	3658	3658
27L	3658	3658	3658

RWY	TORA	ASDA	TODA
09L	3901	3901	3901
27R	3882	3882	3960

Holding areas: Avoidance of other ACFT within the holding areas is the responsibility of the flightcrew involved.



Changes: TWY , hot spots

13-SEP-2018/UFN
06-SEP-2018

LHR-EGLL

United Kingdom **London** Heathrow

NIL

3-28

Tempo Terminal 1-3/Maintance Area

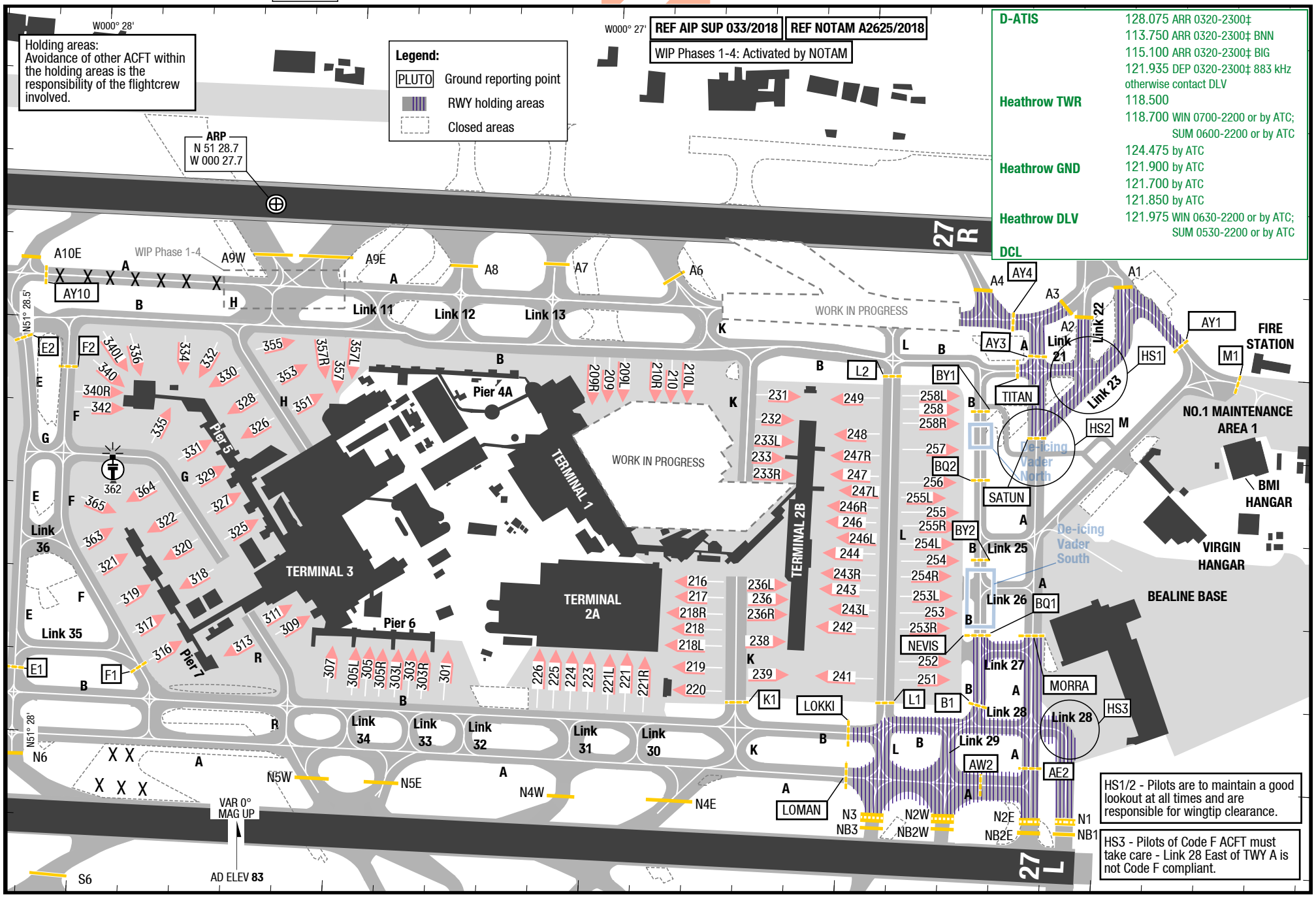
APC

APC

Heathrow **London** United Kingdom

NIL

Tempo Terminal 1-3/Maintance Area



Changes: TWY , Note

LHR-EGLL

United Kingdom **London** Heathrow
APC Terminal 4 / Cargo

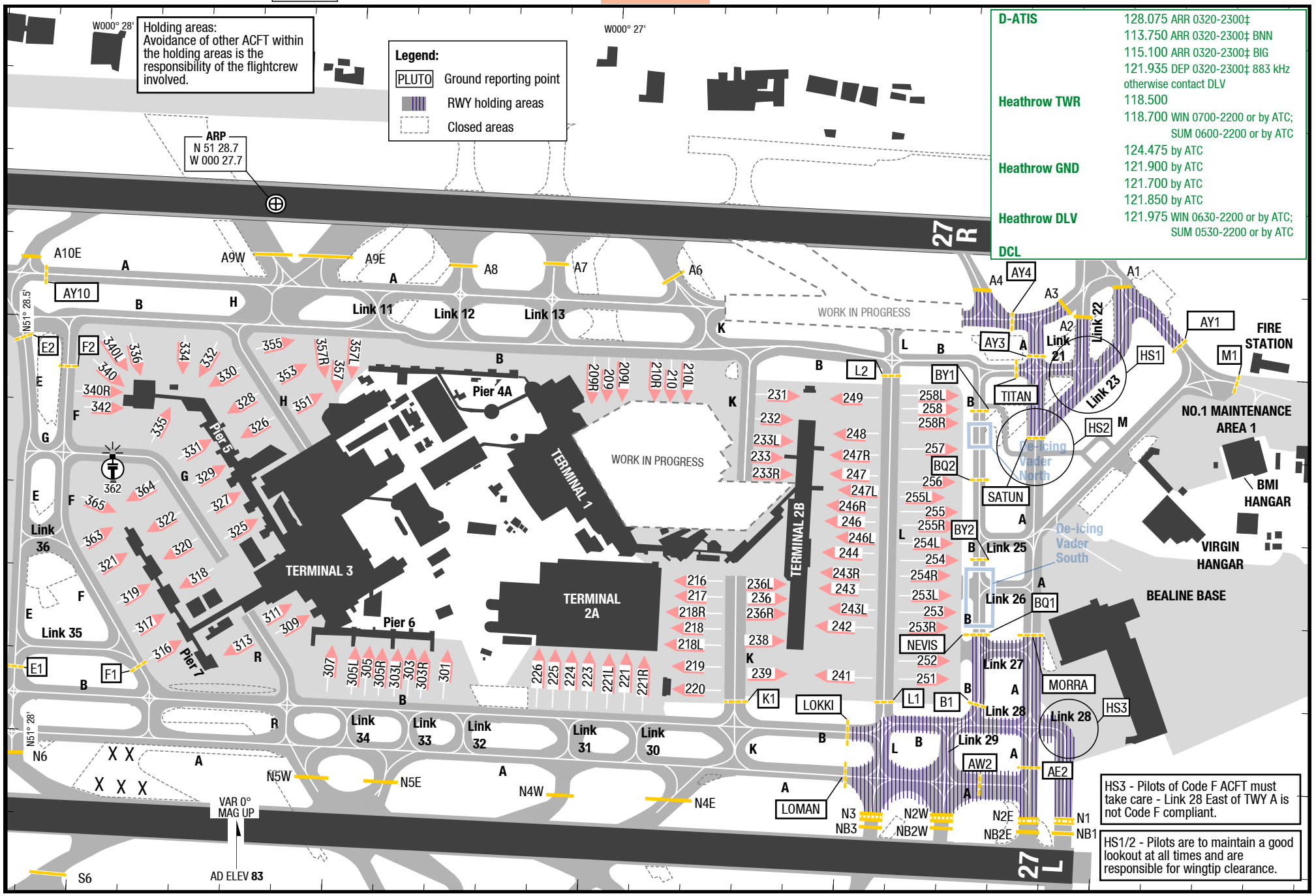
3-30

APC Terminal 1 to 3 / Maintenance Area

APC APC

Heathrow **London** United Kingdom
APC Terminal 4 / Cargo

APC Terminal 1 to 3 / Maintenance Area



Changes: hot spots

D-ATIS	128.075 ARR 0320-2300‡ 113.750 ARR 0320-2300‡ BNN 115.100 ARR 0320-2300‡ BIG 121.935 DEP 0320-2300‡ 883 kHz otherwise contact DLV
Heathrow TWR	118.500 118.700 WIN 0700-2200 or by ATC; SUM 0600-2200 or by ATC 124.475 by ATC
Heathrow GND	121.900 by ATC 121.700 by ATC 121.850 by ATC
Heathrow DLV	121.975 WIN 0630-2200 or by ATC; SUM 0530-2200 or by ATC
DCL	

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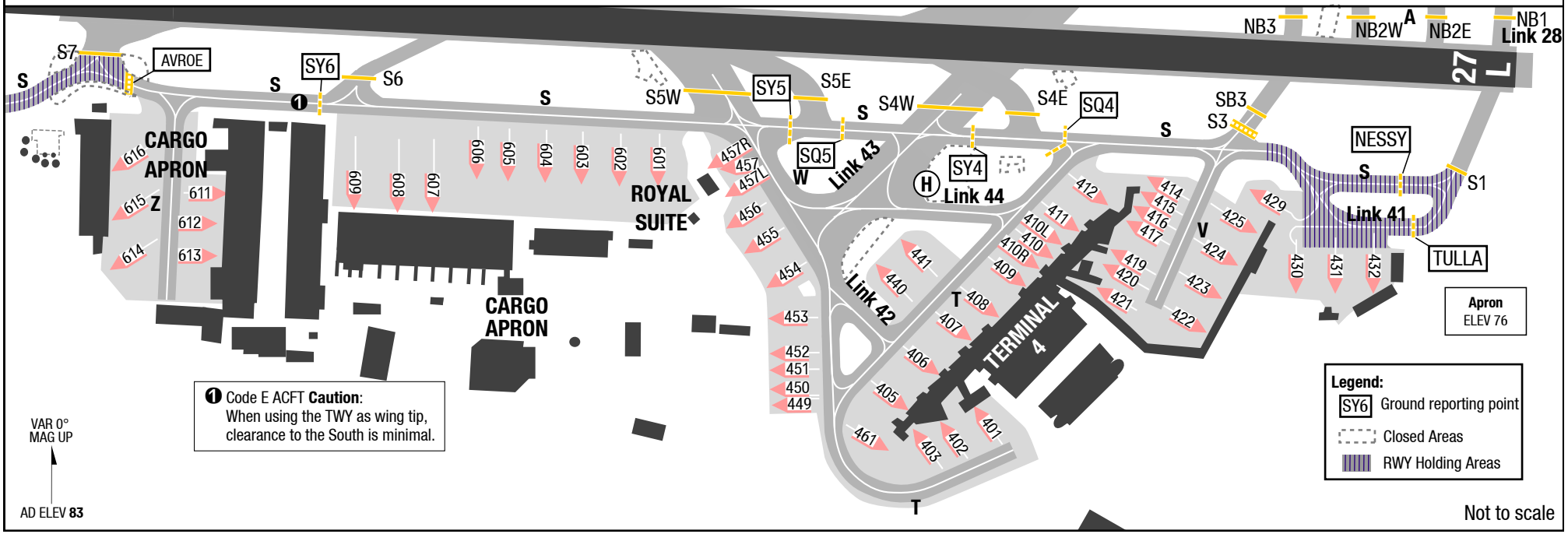


Changes: Nil

United Kingdom **London** Heathrow

NIL

Tempo Terminal 5A/5B

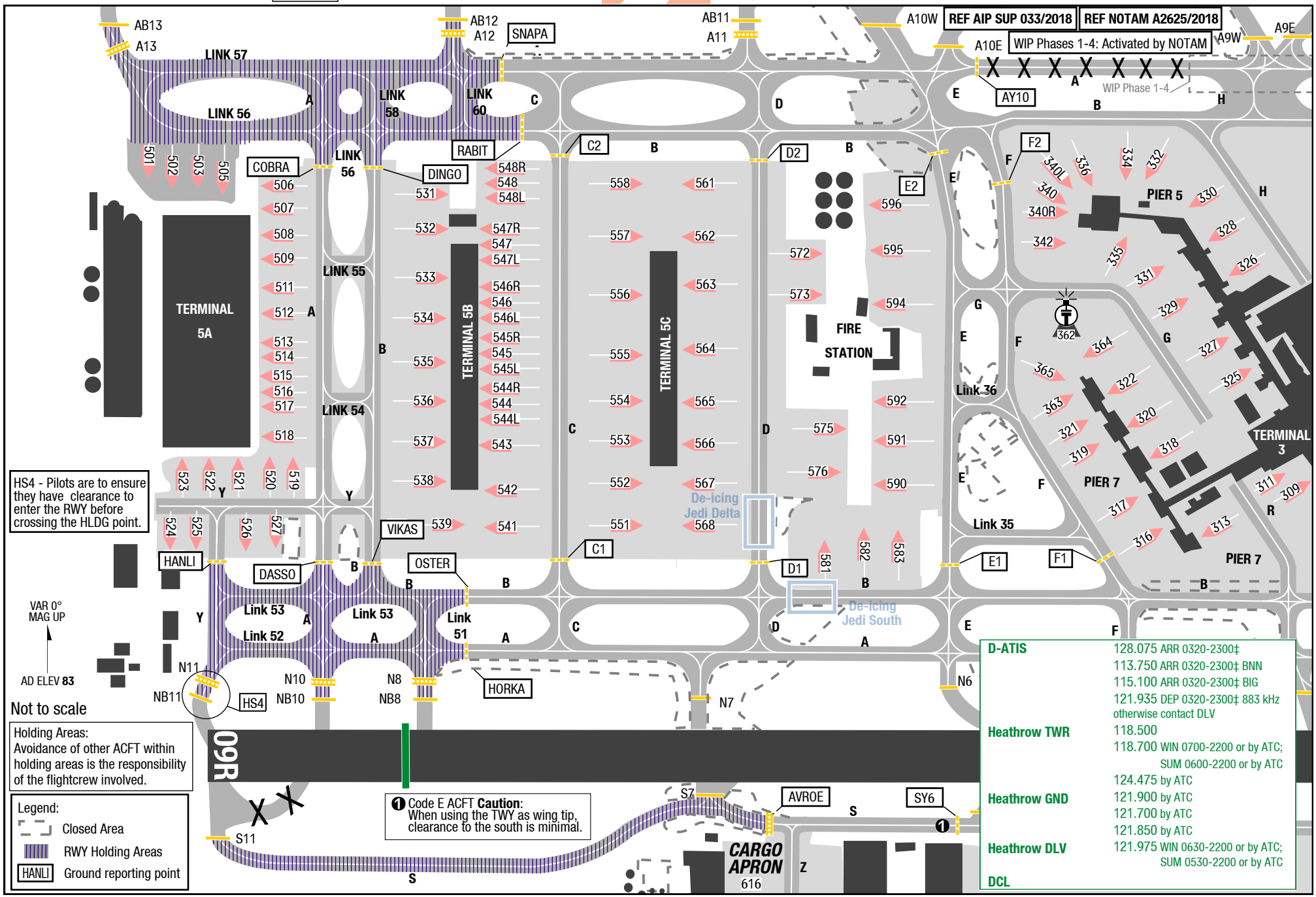
APC

APC

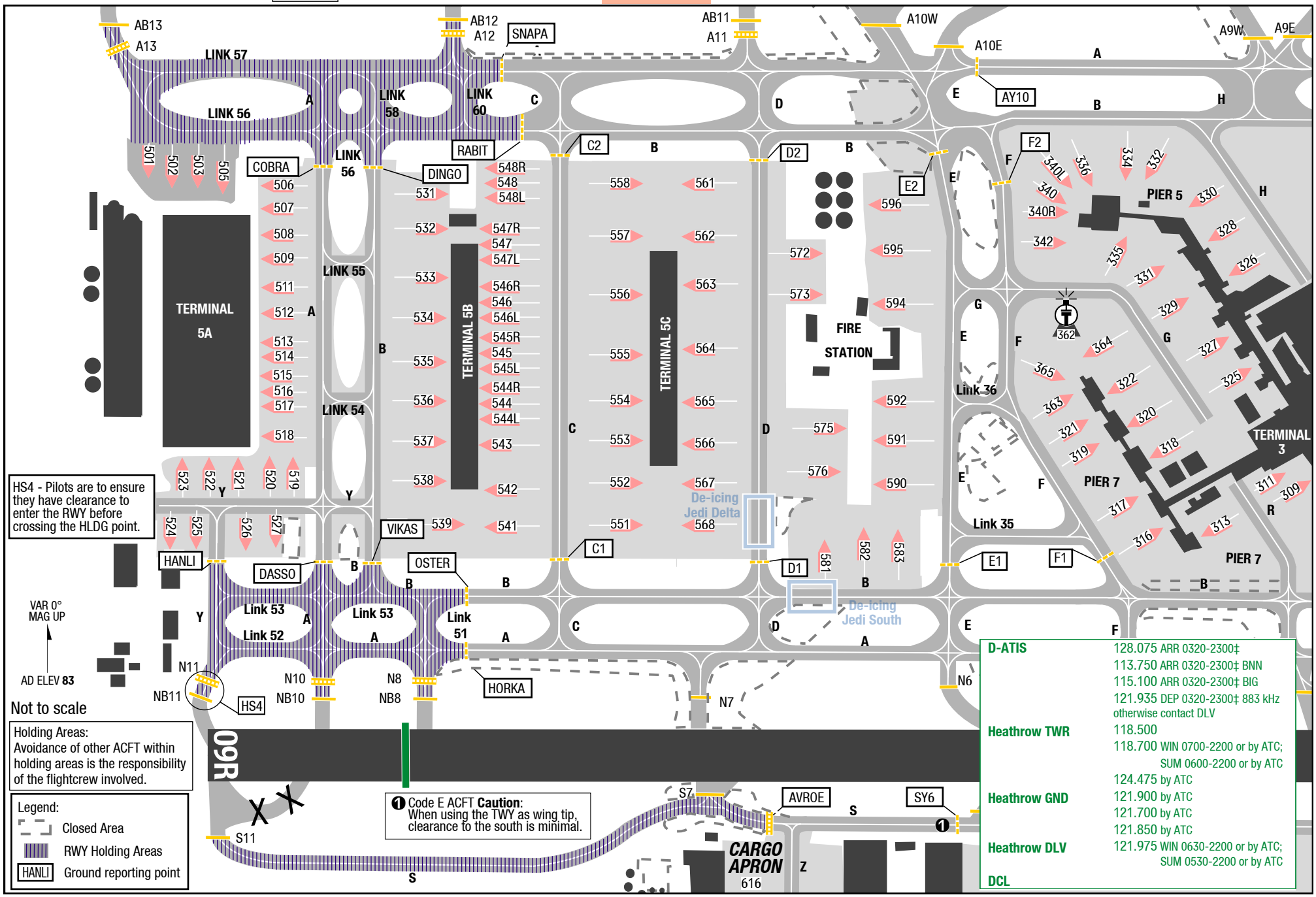
Heathrow **London** United Kingdom

NIL

Tempo Terminal 5A/5B



Changes: Note, hot spots



Changes: hot spots

Stand Coordinates

209L-209R	Not published	**335**	N51 28.4 W000 27.9	**511-515**	N51 28.3 W000 29.1
210L-210R	Not published	**336**	N51 28.5 W000 27.9	**516-518**	N51 28.2 W000 29.1
216-218R	N51 28.2 W000 26.8	**340L, 340**	N51 28.5 W000 28.0	**519**	N51 28.1 W000 29.1
219, 220	N51 28.1 W000 26.8	**340R, 342**	N51 28.4 W000 28.0	**520, 521**	N51 28.1 W000 29.2
221L-221R	N51 28.1 W000 26.9	**351, 353**	N51 28.4 W000 27.6	**522-525**	N51 28.1 W000 29.3
223, 224	N51 28.1 W000 27.0	**355**	N51 28.5 W000 27.6	**526, 527**	N51 28.1 W000 29.2
225, 226	N51 28.1 W000 27.1	**357,357L/R**	Not published	**531, 532**	N51 28.4 W000 29.0
231-233R	N51 28.4 W000 26.7	**363**	N51 28.2 W000 28.0	**533-535**	N51 28.3 W000 29.0
236-238	N51 28.2 W000 26.7	**364**	N51 28.3 W000 27.9	**536, 537**	N51 28.2 W000 29.0
239	N51 28.1 W000 26.7	**365**	N51 28.3 W000 28.0	**538, 539**	N51 28.1 W000 29.0
241	N51 28.1 W000 26.5	**401**	N51 27.5 W000 26.9	**541, 542**	N51 28.1 W000 28.8
242-243R	N51 28.2 W000 26.5	**402**	N51 27.5 W000 27.0	**543-544R**	N51 28.2 W000 28.8
244-246R,247L	N51 28.3 W000 26.5	**403**	N51 27.4 W000 27.0	**545-546R**	N51 28.3 W000 28.8
247,247R-249	N51 28.4 W000 26.5	**405**	N51 27.5 W000 27.1	**547-548R**	N51 28.4 W000 28.8
251	N51 28.1 W000 26.4	**406**	N51 27.6 W000 27.1	**551**	N51 28.1 W000 28.7
252-253R, 254R	N51 28.2 W000 26.4	**407, 408**	N51 27.6 W000 27.0	**552-554**	N51 28.2 W000 28.7
254,254L,255	N51 28.3 W000 26.4	**409, 410**	N51 27.7 W000 26.9	**555, 556**	N51 28.3 W000 28.7
255L/R	Not published	**410L/R**	Not published	**557, 558**	N51 28.4 W000 28.7
256-258	N51 28.4 W000 26.4	**411**	N51 27.7 W000 26.8	**561, 562**	N51 28.4 W000 28.5
258L	N51 28.5 W000 26.4	**412**	N51 27.8 W000 26.8	**563, 564**	Not published
258R	N51 28.4 W000 26.4	**414-417**	N51 27.7 W000 26.6	**565, 566**	N51 28.2 W000 28.5
301, 303, 303R	N51 28.1 W000 27.3	**419**	N51 27.7 W000 26.6	**567, 568**	N51 28.1 W000 28.5
303L	N51 28.1 W000 27.4	**420**	N51 27.7 W000 26.7	**572, 573**	Not published
305,305L/R	N51 28.1 W000 27.4	**421**	N51 27.6 W000 26.7	**575, 576**	N51 28.2 W000 28.4
307	N51 28.1 W000 27.5	**422, 423**	N51 27.6 W000 26.6	**581, 582**	N51 28.1 W000 28.3
309	N51 28.1 W000 27.6	**424**	N51 27.7 W000 26.6	**583**	N51 28.1 W000 28.2
311	N51 28.2 W000 27.6	**425**	N51 27.7 W000 26.5	**590-592**	N51 28.2 W000 28.2
313	N51 28.1 W000 27.7	**429, 430**	N51 27.7 W000 26.4	**594**	N51 28.3 W000 28.2
316	N51 28.1 W000 27.8	**431, 432**	N51 27.7 W000 26.3	**595, 596**	N51 28.4 W000 28.2
317	N51 28.1 W000 27.9	**440**	N51 27.6 W000 27.1	**601**	N51 27.8 W000 27.5
318	N51 28.2 W000 27.7	**441**	N51 27.7 W000 27.0	**602, 603**	N51 27.8 W000 27.6
319	N51 28.2 W000 27.9	**449-452**	N51 27.5 W000 27.2	**604**	N51 27.8 W000 27.7
320	N51 28.2 W000 27.8	**453**	N51 27.6 W000 27.2	**605, 606**	N51 27.8 W000 27.8
321	N51 28.2 W000 28.0	**454**	N51 27.6 W000 27.3	**607**	N51 27.8 W000 27.9
322	N51 28.3 W000 27.8	**455, 456**	N51 27.7 W000 27.3	**608, 609**	N51 27.8 W000 27.0
325, 327	N51 28.3 W000 27.7	**457,457L/R**	Not published	**611, 612**	N51 27.7 W000 28.3
326	N51 28.4 W000 27.6	**461**	N51 27.5 W000 27.2	**613**	N51 27.6 W000 28.3
328, 330	N51 28.4 W000 27.7	**501**	N51 28.5 W000 29.4	**614**	N51 27.6 W000 28.4
329, 331	N51 28.3 W000 27.8	**502-505**	N51 28.5 W000 29.3	**615, 616**	N51 27.7 W000 28.4
332, 334	N51 28.5 W000 27.8	**506-509**	N51 28.4 W000 29.1		

LHR-EGLL

4-08

United Kingdom **London** Heathrow

NIL

Tempo DET

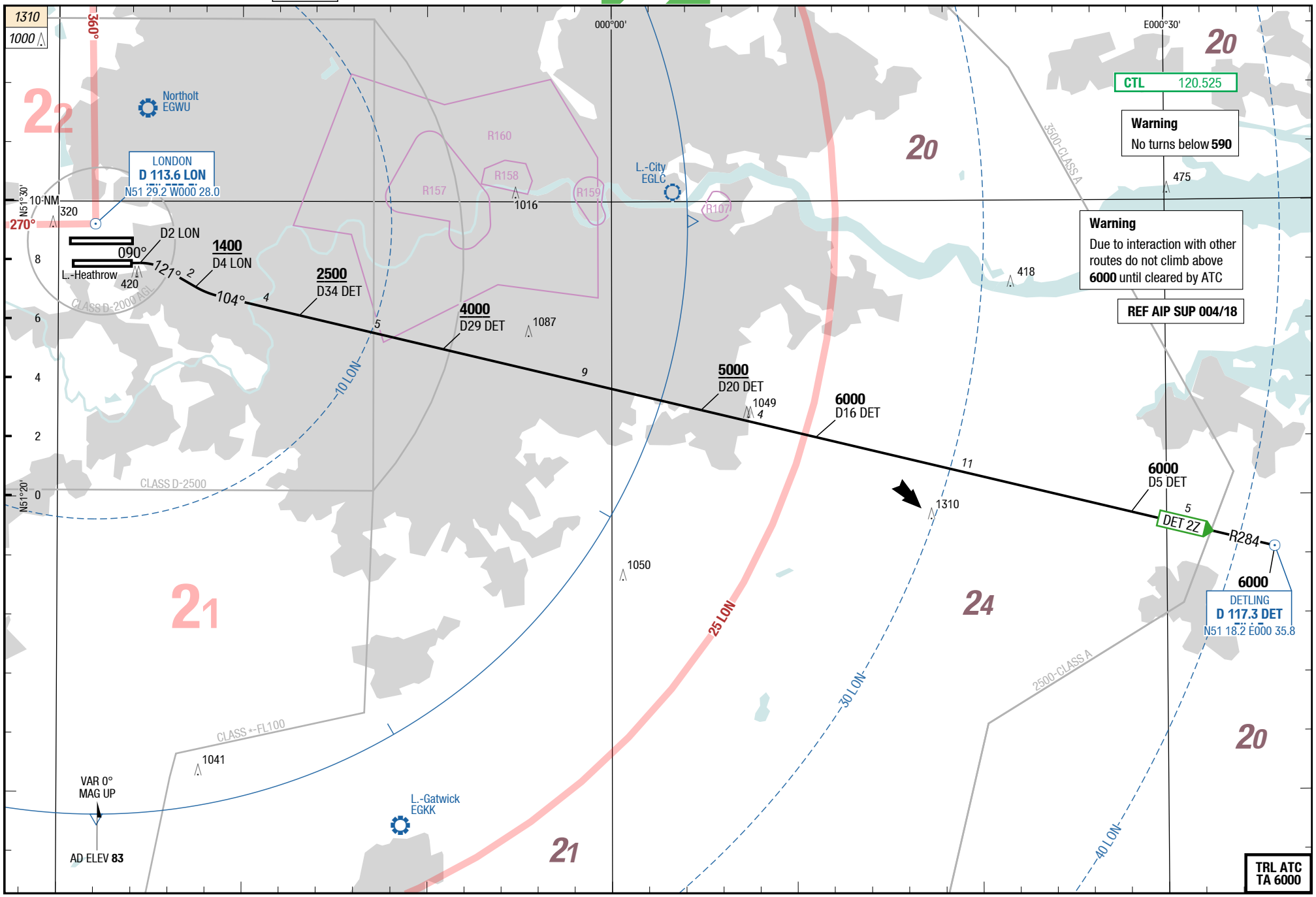
SID

Heathrow **London** United Kingdom

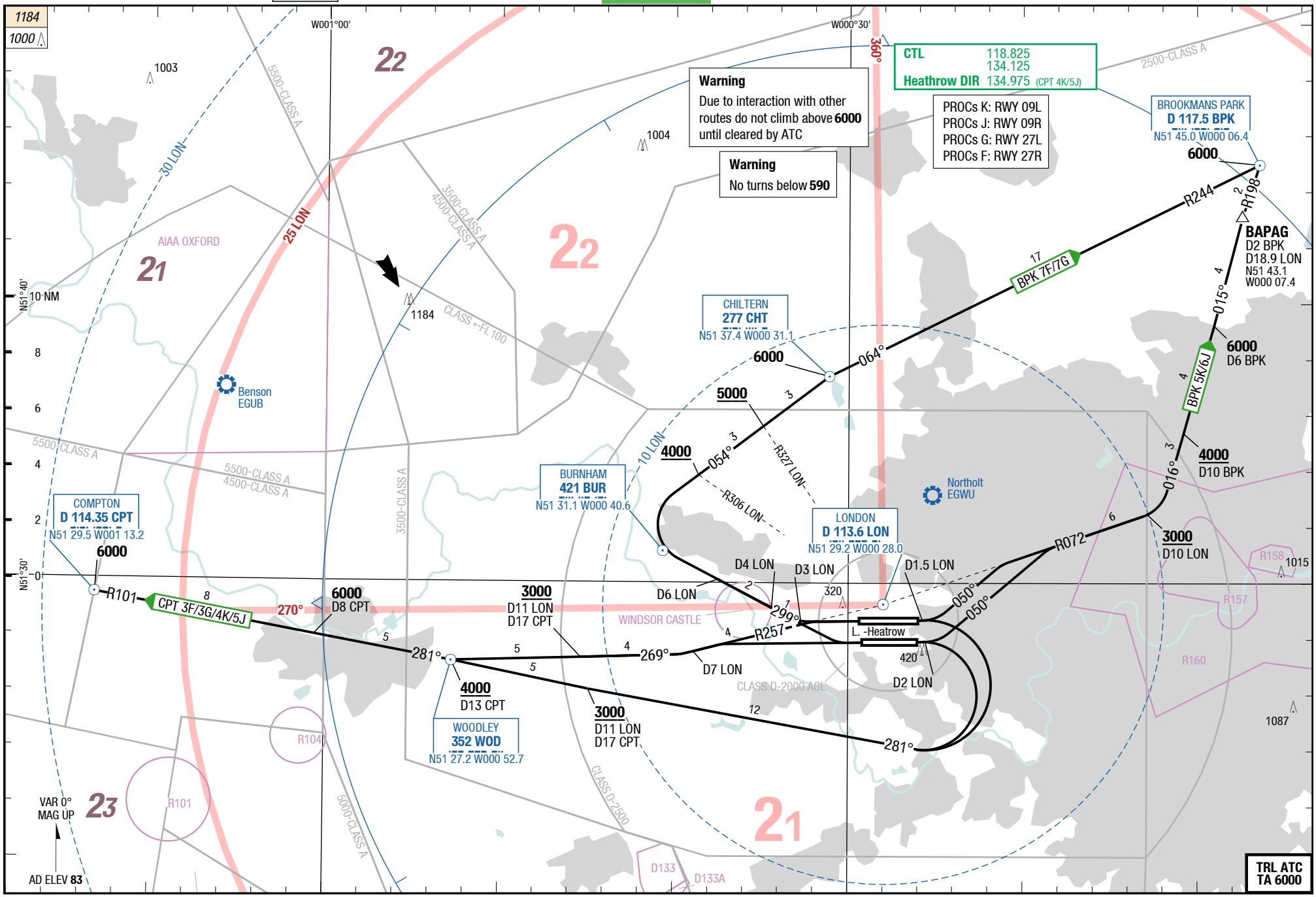
NIL

Tempo DET

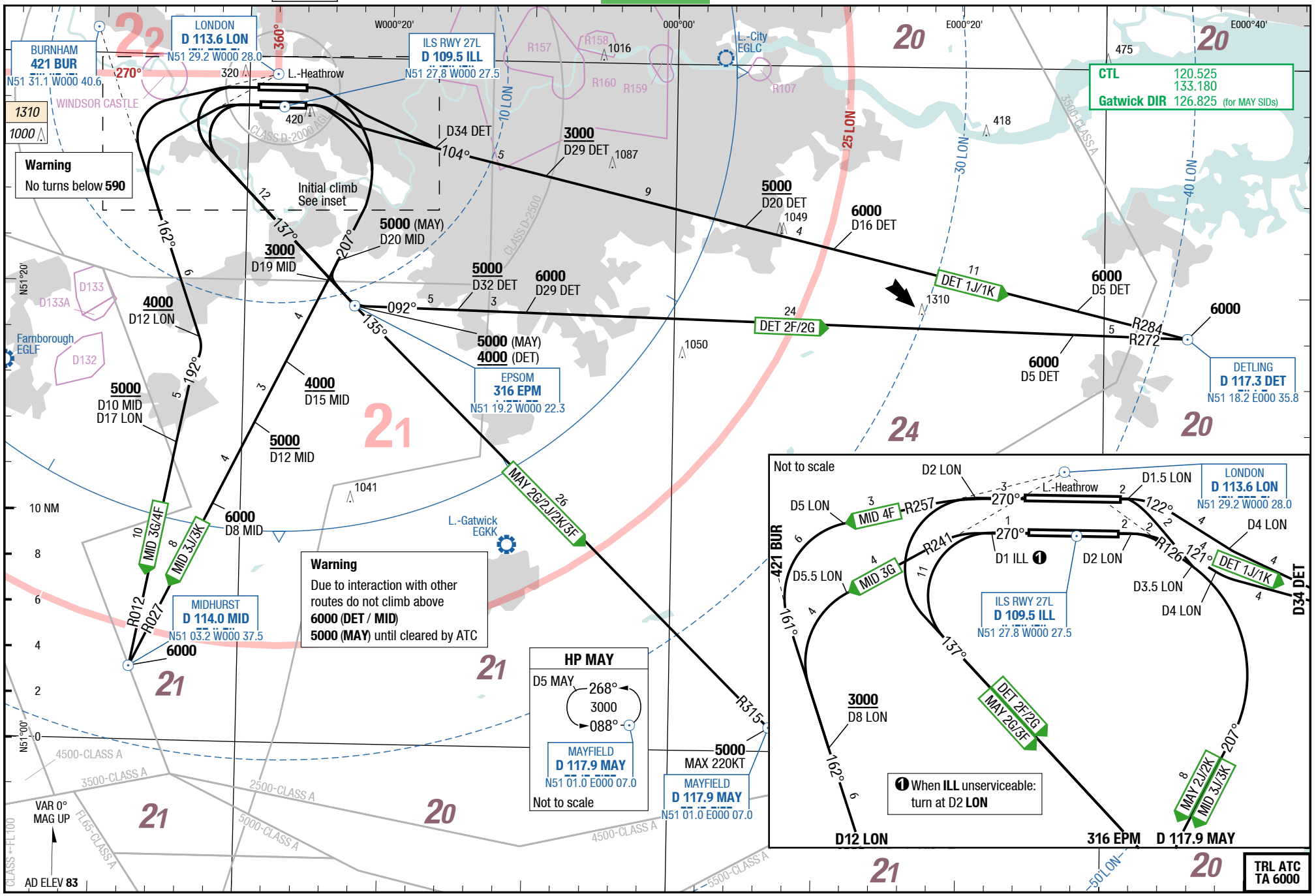
SID



Changes: SUAs, Note



Changes: Completely revised


BURNHAM
421 BUR
N51 31.1 W000 40.6
WINDSOR CASTLE
1310
1000
LONDON
D 113.6 LON
N51 29.2 W000 28.0
ILS RWY 27L
D 109.5 ILL
N51 27.8 W000 27.5
L.-Heathrow
L.-City
EGLC
CTL 120.525
133.180
Gatwick DIR 126.825 (for MAY SIDs)
Warning
No turns below 590
Initial climb
See inset
D34 DET
3000
D29 DET
5000
D20 DET
6000
D16 DET
5000 (MAY)
D20 MID
3000
D19 MID
5000
D32 DET
6000
D29 DET
4000
D12 LON
5000 (MAY)
4000 (DET)
EPSOM
316 EPM
N51 19.2 W000 22.3
DET 1J/1K
DET 2F/2G
6000
D5 DET
DETLING
D 117.3 DET
N51 18.2 E000 35.8
5000
D10 MID
D17 LON
4000
D15 MID
5000
D12 MID
6000
D8 MID
MAY 2G/2J/2K/3F
MID 3G/4F
MID 3J/3K
MIDHURST
D 114.0 MID
N51 03.2 W000 37.5
Farnborough
EGLF
L.-Gatwick
EGKK
Warning
Due to interaction with other routes do not climb above
6000 (DET / MID)
5000 (MAY) until cleared by ATC
HP MAY
D5 MAY
268°
3000
088°
MAYFIELD
D 117.9 MAY
N51 01.0 E000 07.0
Not to scale
5000
MAX 220KT
MAYFIELD
D 117.9 MAY
N51 01.0 E000 07.0
Not to scale
10 NM
4500-CLASS A
3500-CLASS A
2500-CLASS A
5000-CLASS A
4500-CLASS A
5500-CLASS A
VAR 0°
MAG UP
AD ELEV 83
Not to scale
D2 LON
D1.5 LON
LONDON
D 113.6 LON
N51 29.2 W000 28.0
D5 LON
MID 4F
D4 LON
D5.5 LON
MID 3G
D3.5 LON
D1 ILL ❶
D2 LON
ILS RWY 27L
D 109.5 ILL
N51 27.8 W000 27.5
DET 1J/1K
D34 DET
3000
D8 LON
DET 2F/2G
MAY 2G/3F
MAY 2J/2K
MID 3J/3K
D12 LON
316 EPM
D 117.9 MAY
❶ When ILL unserviceable: turn at D2 LON
TRL ATC
TA 6000
© Lido 2018

Changes: Nil

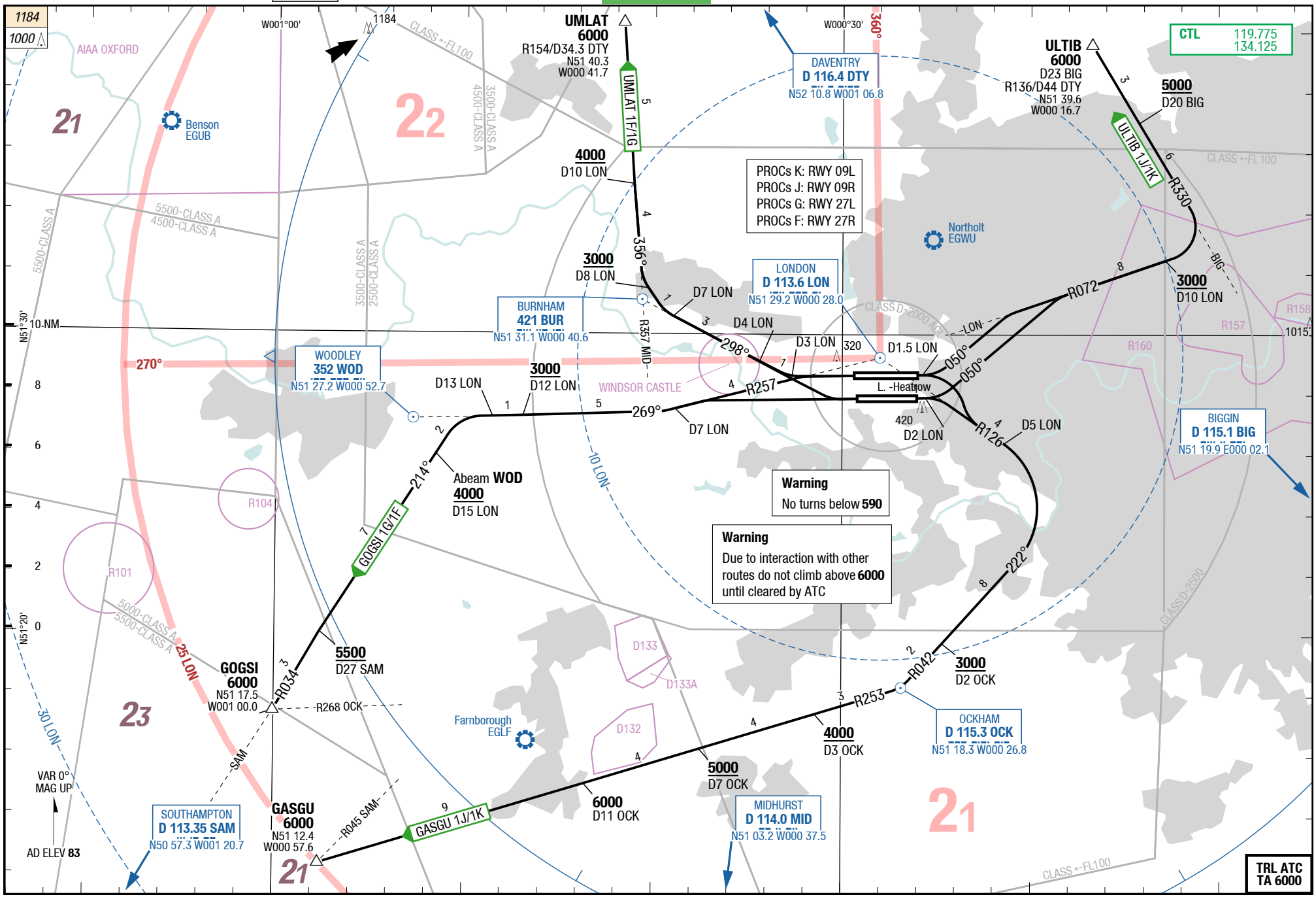
Effective 13-SEP-2018
06-SEP-2018

LHR-EGLL

United Kingdom **London** Heathrow
NIL
4-30
GASGU/GOGSI/ULTIB/UMLAT

SID SID

Heathrow **London** United Kingdom
NIL
GASGU/GOGSI/ULTIB/UMLAT



Changes: Track

LHR-EGLL

5-08

Tempo DET

DETLING 2Z

RWY 09R (090°)

When instructed contact London CTL.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09R	
DETLING 2Z **DET 2Z** 5.0% from D4 LON to 4000 **120.525** ①②③	at D2 **LON RT** 121° - at D4 **LON LT** intercept R284 **DET** to **DET** (by D34 **DET**)	D4 **LON** MNM **1400** D34 **DET** MNM **2500** D29 **DET** MNM **4000** D20 **DET** MNM **5000** D16 **DET** at **6000** D5 **DET** at **6000** **DET** at **6000** Initial climb **6000**

① Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

② ACFT unable to conform to published climb gradients and SID altitudes are required to inform ATC prior to departure.

③ Close-in obstacles exist (trees up to 124ft).

Changes: New

BROOKMANS PARK 5K / COMPTON 4K / BROOKMANS PARK 6J

RWYs 09L/R (090°)

When instructed contact London CTL.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09L	
BROOKMANS PARK 5K **BPK 5K** 4.0% to 4000 **118.825** ①②③⑤	at D1.5 **LON LT** 050° intercept R072 **LON** - at D10 **LON LT** intercept R198 **BPK** to BAPAG - **BPK**	D10 **LON** MNM **3000** D10 **BPK** MNM **4000** D6 **BPK** at **6000** **BPK** at **6000** Initial climb **6000**
COMPTON 4K **CPT 4K** 4.0% to 4000 3.5% to 6000 **134.975** ①③④⑤⑥	at D1.5 **LON RT** intercept QDM 281 **WOD** to **WOD** - intercept R101 **CPT** to **CPT**	D11 **LON** / D17 **CPT** MNM **3000** **WOD** MNM **4000** D8 **CPT** at **6000** **CPT** at **6000** Initial climb **6000**
	Runway 09R	
BROOKMANS PARK 6J **BPK 6J** 4.0% to 4000 **118.825** ①②③⑤	at D2 **LON LT** 050° intercept R072 **LON** - at D10 **LON LT** intercept R198 **BPK** to BAPAG - **BPK**	D10 **LON** MNM **3000** D10 **BPK** MNM **4000** D6 **BPK** at **6000** **BPK** at **6000** Initial climb **6000**

① Initial climb straight ahead until 600ft.

② Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

③ Climb gradient 4.0% to 4000 to comply with noise abatement requirements.

④ Report callsign, SID designator, current altitude and cleared altitude on first contact with Heathrow DIR.

⑤ No turns below 590ft

⑥ Expect first CPDLC logon code EGTT

COMPTON 5J / BROOKMANS PARK 7G / COMPTON 3G

RWYs 09R (090°) / 27L (270°)

When instructed contact London CTL.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09R	
COMPTON 5J **CPT 5J** 4.0% to 4000 3.5% to 6000 **134.975** ①③④⑤⑥	at D2 **LON RT** intercept QDM 281 **WOD** to **WOD** - intercept R101 **CPT** to **CPT**	D11 **LON** / D17 **CPT** MNM **3000** **WOD** MNM **4000** D8 **CPT** at **6000** **CPT** at **6000** Initial climb **6000**
	Runway 27L	
BROOKMANS PARK 7G **BPK 7G** 4.0% to 4000 **118.825** ①②④⑤	**RT** intercept QDM 299 **BUR** by D3 **LON** - at D6 **LON RT** intercept QDM 054 **CHT** to **CHT** - intercept R244 **BPK** to **BPK**	R306 **LON** MNM **4000** R327 **LON** MNM **5000** **CHT** at **6000** **BPK** at **6000** Initial climb **6000**
COMPTON 3G **CPT 3G** 4.0% to 4000 5.0% to 6000 **134.125** ①②④⑤⑥	**LT** intercept R257 **LON** - at D7 **LON RT** intercept QDM 269 **WOD** to **WOD** - intercept R101 **CPT** to **CPT**	D11 **LON** / D17 **CPT** MNM **3000** **WOD** MNM **4000** D8 **CPT** at **6000** **CPT** at **6000** Initial climb **6000**

① Initial climb straight ahead until 600ft.

② Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

③ Report callsign, SID designator, current altitude and cleared altitude on first contact with Heathrow DIR.

④ Climb gradient 4.0% to comply with noise abatement requirements.

⑤ No turns below 590ft

⑥ Expect first CPDLC logon code EGTT

BROOKMANS PARK 7F / COMPTON 3F

RWY 27R (270°)

When instructed contact London CTL.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27R	
BROOKMANS PARK 7F **BPK 7F** 4.0% to 4000 **118.825** ①②③④	**RT** intercept QDM 299 **BUR** by D4 **LON** - at D6 **LON RT** intercept QDM 054 **CHT** to **CHT** - intercept R244 **BPK** to **BPK**	R306 **LON** MNM **4000** R327 **LON** MNM **5000** **CHT** at **6000** **BPK** at **6000** Initial climb **6000**
COMPTON 3F **CPT 3F** 4.0% to 4000 5.0% to 6000 **134.125** ①②③④⑤	**LT** intercept R257 **LON** - at D7 **LON RT** intercept QDM 269 **WOD** to **WOD** - intercept R101 **CPT** to **CPT**	D11 **LON** / D17 **CPT** MNM **3000** **WOD** MNM **4000** D8 **CPT** at **6000** **CPT** at **6000** Initial climb **6000**

① Initial climb straight ahead until 600ft.

② Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

③ Climb gradient 4.0% to comply with noise abatement requirements.

④ No turns below 590ft

⑤ Expect first CPDLC logon code EGTT

Changes: New

DETLING 1J / DETLING 1K / MAYFIELD 2K / MIDHURST 3K

RWYs 09L/R (090°)

When instructed contact London CTL.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09L	
DETLING 1K **DET 1K** 4.0% to 4000 **120.525** ①②④	at D1.5 **LON RT** 122° - at D4 **LON LT** intercept R284 **DET** to **DET** (by D34 **DET**)	D29 **DET** MNM **3000** D20 **DET** MNM **5000** D16 **DET** at **6000** D5 **DET** at **6000** **DET** at **6000** initial climb **6000**
MAYFIELD 2K **MAY 2K** 4.0% to 4000 **126.825** ①②③④	at D1.5 **LON RT** intercept R126 **LON -** at D3.5 **LON RT** intercept R027 **MID** inbound - at D20 **MID LT** intercept R315 **MAY** to **MAY** (MAX 220KT)	D20 **MID** at **5000** **MAY** at **5000** initial climb **5000**
MIDHURST 3K **MID 3K** 4.8% to 3000 4.0% to 4000 **133.180** ①②④	at D1.5 **LON RT** intercept R126 **LON -** at D3.5 **LON RT** intercept R027 **MID** to **MID**	D19 **MID** MNM **3000** D15 **MID** MNM **4000** D12 **MID** MNM **5000** D8 **MID** at **6000** **MID** at **6000** initial climb **6000**
	Runway 09R	
DETLING 1J **DET 1J** 4.0% to 4000 **120.525** ①②④	at D2 **LON RT** 121° - at D4 **LON LT** intercept R284 **DET** to **DET** (by D34 **DET**)	D29 **DET** MNM **3000** D20 **DET** MNM **5000** D16 **DET** at **6000** D5 **DET** at **6000** **DET** at **6000** initial climb **6000**

① Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

② Climb gradient 4.0% to comply with noise abatement requirements.

③ MAX 250KT en-route.

④ No turns below 590ft

LHR-EGLL

5-50

DET/MAY/MID

DETLING 2G / MAYFIELD 2G / MAYFIELD 2J / MIDHURST 3J

RWYs 09R (090°) / 27L (270°)

When instructed contact London CTL.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09R	
MAYFIELD 2J **MAY 2J** 4.0% to 4000 **126.825** ①②③④	at D2 **LON RT** intercept R126 **LON** - at D3.5 **LON RT** intercept R027 **MID** inbound - at D20 **MID LT** intercept R315 **MAY** to **MAY** (MAX 220KT)	D20 **MID** at **5000** **MAY** at **5000** Initial climb **5000**
MIDHURST 3J **MID 3J** 5.0% to 3000 4.0% to 4000 **133.180** ①②④	at D2 **LON RT** intercept R126 **LON** - at D3.5 **LON RT** intercept R027 **MID** to **MID**	D19 **MID** MNM **3000** D15 **MID** MNM **4000** D12 **MID** MNM **5000** D8 **MID** at **6000** **MID** at **6000** Initial climb **6000**
	Runway 27L	
DETLING 2G **DET 2G** 5.0% to 4000 **120.525** ①④	at D1 **ILL** (D2 **LON**) **LT** intercept QDM 137 **EPM** to **EPM** - not before D10 **LON LT** intercept R272 **DET** to **DET**	**EPM** MNM **4000** D32 **DET** MNM **5000** D29 **DET** at **6000** D5 **DET** at **6000** **DET** at **6000** Initial climb **6000**
MAYFIELD 2G **MAY 2G** 4.0% to 4000 **126.825** ①②③④	at D1 **ILL** (D2 **LON**) **LT** intercept QDM 137 **EPM** to **EPM** - not before D10 **LON** intercept R315 **MAY** to **MAY** (MAX 220KT)	**EPM** at **5000** **MAY** at **5000** Initial climb **5000**

① Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

② Climb gradient 4.0% to comply with noise abatement requirements.

③ MAX 250KT en-route.

④ No turns below 590ft

DETLING 2F / MAYFIELD 3F / MIDHURST 3G / MIDHURST 4F

RWYs 27L/R (270°)

When instructed contact London CTL.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27L	
MIDHURST 3G **MID 3G** 4.0% to 4000 **133.180** ①②④	**LT** intercept R241 **LON** - at D5.5 **LON LT** intercept QDR 162 **BUR** - at D12 **LON RT** intercept R012 **MID** to **MID**	D8 **LON** MNM **3000** D12 **LON** MNM **4000** D17 **LON** / D10 **MID** MNM **5000** **MID** at **6000** initial climb **6000**
	Runway 27R	
DETLING 2F **DET 2F** 4.6% to 4000 **120.525** ①④	at D2 **LON LT** intercept QDM 137 **EPM** to **EPM** - not before D10 **LON LT** intercept R272 **DET** to **DET**	**EPM** MNM **4000** D32 **DET** MNM **5000** D29 **DET** at **6000** D5 **DET** at **6000** **DET** at **6000** initial climb **6000**
MAYFIELD 3F **MAY 3F** 4.0% to 4000 **126.825** ①②③④	at D2 **LON LT** intercept QDM 137 **EPM** to **EPM** - not before D10 **LON LT** intercept R315 **MAY** to **MAY** (MAX 220KT)	**EPM** at **5000** **MAY** at **5000** initial climb **5000**
MIDHURST 4F **MID 4F** 4.0% to 4000 **133.180** ①②④	**LT** intercept R257 **LON** - at D5 **LON LT** intercept QDR 162 **BUR** - at D12 **LON RT** intercept R012 **MID** to **MID**	D8 **LON** MNM **3000** D12 **LON** MNM **4000** D17 **LON** / D10 **MID** MNM **5000** **MID** at **6000** initial climb **6000**

① Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

② Climb gradient 4.0% to comply with noise abatement requirements.

③ MAX 250KT en-route.

④ No turns below 590ft

GASGU 1K / ULTIB 1K / GASGU 1J / ULTIB 1J

RWYs 09L/R (090°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09L	
GASGU 1K 4.0% to 4000 **134.125** ①②③④	at D1.5 **LON RT** intercept R126 **LON** - at D5 **LON RT** intercept R042 **OCK** inbound - at D2 **OCK RT** intercept R253 **OCK** to GASGU	D2 **OCK** MNM **3000** D3 **OCK** MNM **4000** D7 **OCK** MNM **5000** D11 **OCK** at **6000** GASGU at **6000** Initial climb **6000**
ULTIB 1K 4.0% to 4000 **119.775** ①②③④	at D1.5 **LON LT** 050° - intercept R072 **LON -** at D10 **LON LT** intercept R330 **BIG** to ULTIB	D10 **LON** MNM **3000** D20 **BIG** MNM **5000** ULTIB at **6000** Initial climb **6000**
	Runway 09R	
GASGU 1J 4.0% to 4000 **134.125** ①②③④	at D2 **LON RT** intercept R126 **LON** - at D5 **LON RT** intercept R042 **OCK** inbound - at D2 **OCK RT** intercept R253 **OCK** to GASGU	D2 **OCK** MNM **3000** D3 **OCK** MNM **4000** D7 **OCK** MNM **5000** D11 **OCK** at **6000** GASGU at **6000** Initial climb **6000**
ULTIB 1J 4.0% to 4000 **119.775** ①②③④	at D2 **LON LT** 050° - intercept R072 **LON -** at D10 **LON LT** intercept R330 **BIG** to ULTIB	D10 **LON** MNM **3000** D20 **BIG** MNM **5000** ULTIB at **6000** Initial climb **6000**

① Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

② Climb gradient 4.0% to comply with noise abatement requirements.

③ No turns below 590ft

④ Expect first CPDLC logon code EGTT

LHR-EGLL

5-80 **GASGU/GOGSI/ULTIB/UMLAT**

GOGSI 1G / UMLAT 1G / GOGSI 1F / UMLAT 1F

RWYs 27L/R (270°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27L	
GOGSI 1G 4.0% to 4000 **134.125** ①②③④	**LT** intercept R257 **LON** - at D7 **LON RT** intercept QDM 269 **WOD** - at D13 **LON LT** intercept R034 **SAM** to GOGSI	D12 **LON** MNM **3000** abeam **WOD** / D15 **LON** MNM **4000** D27 **SAM** MNM **5500** GOGSI at **6000** Initial climb **6000**
UMLAT 1G 4.0% to 4000 **119.775** ①②③④	**RT** intercept QDM 298 **BUR** by D3 **LON** - at D7 **LON RT** intercept QDR 356 **BUR** (R357 **MID**) to UMLAT	D8 **LON** MNM **3000** D10 **LON** MNM **4000** UMLAT at **6000** Initial climb **6000**
	Runway 27R	
GOGSI 1F 4.0% to 4000 **134.125** ①②③④	**LT** intercept R257 **LON** - at D7 **LON RT** intercept QDM 269 **WOD** - at D13 **LON LT** intercept R034 **SAM** to GOGSI	D12 **LON** MNM **3000** abeam **WOD** / D15 **LON** MNM **4000** D27 **SAM** MNM **5500** GOGSI at **6000** Initial climb **6000**
UMLAT 1F 4.0% to 4000 **119.775** ①②③④	**RT** intercept QDM 298 **BUR** by D4 **LON** - at D7 **LON RT** intercept QDR 356 **BUR** (R357 **MID**) to UMLAT	D8 **LON** MNM **3000** D10 **LON** MNM **4000** UMLAT at **6000** Initial climb **6000**

① Report callsign, SID designator, current altitude and cleared altitude on first contact with London CTL.

② Climb gradient 4.0% to comply with noise abatement requirements.

③ No turns below 590ft

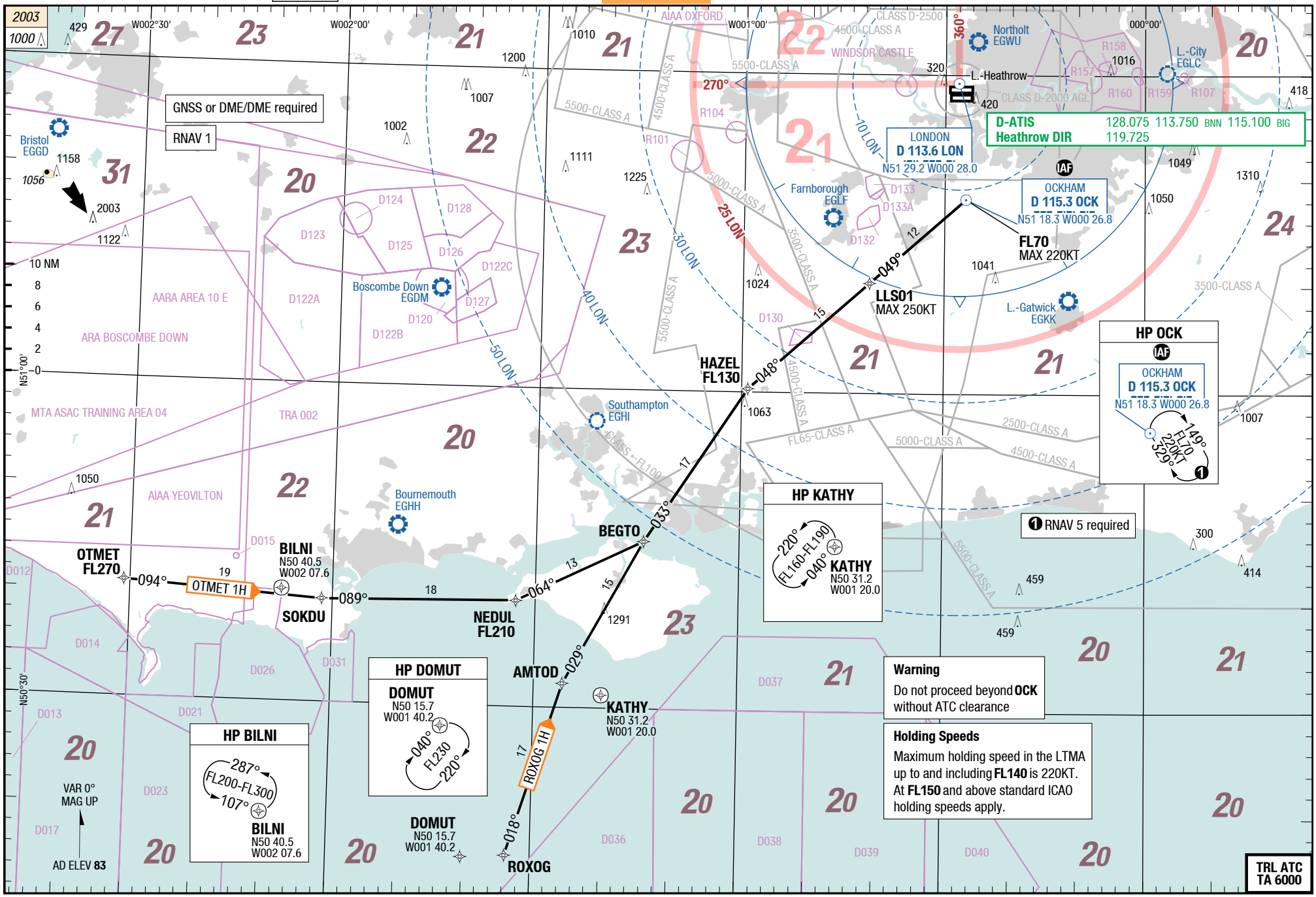
④ Expect first CPDLC logon code EGTT

Changes: Track

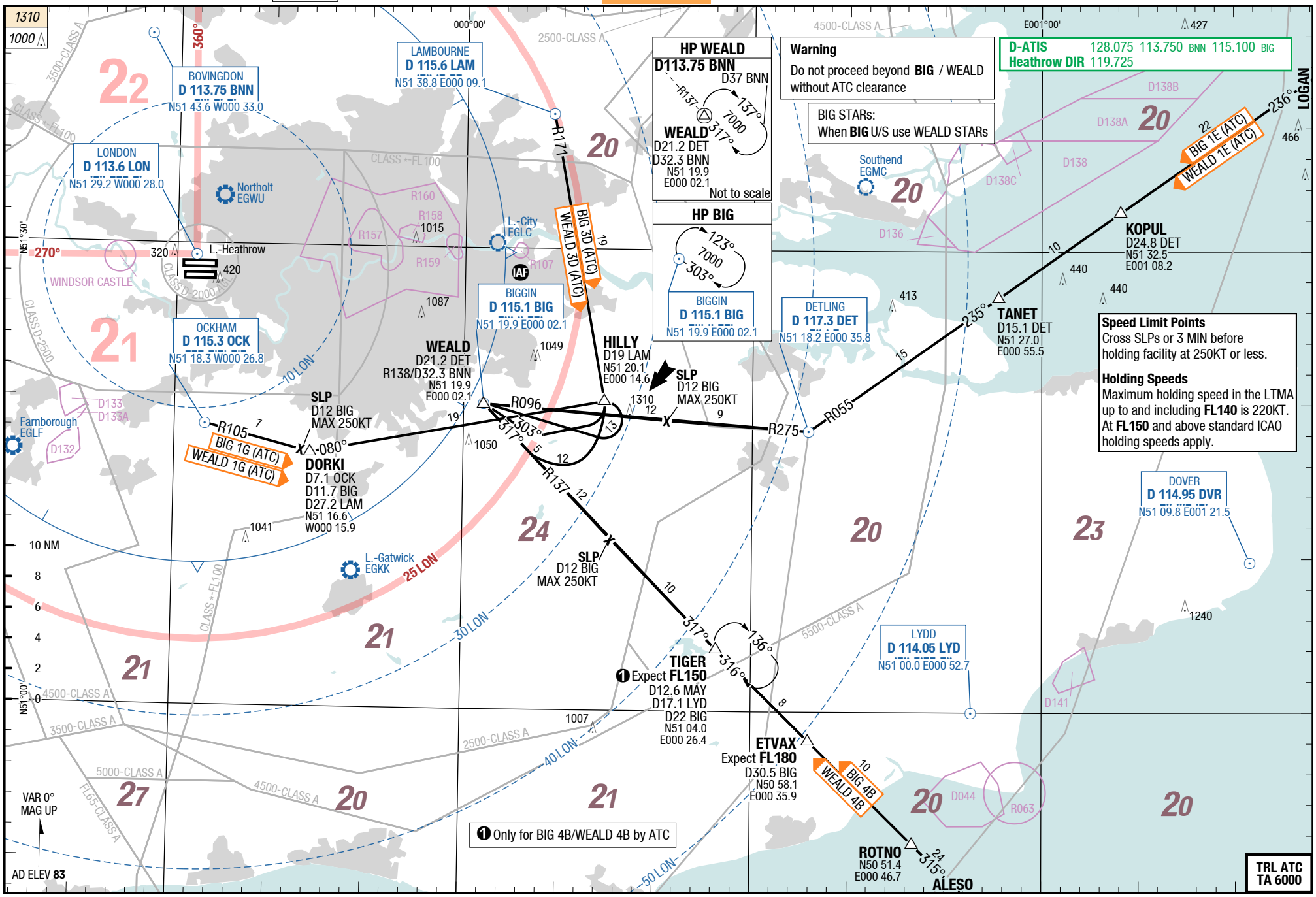
United Kingdom **London** Heathrow
BIG / WEALD
RNAV OTMET / ROXOG

STAR STAR

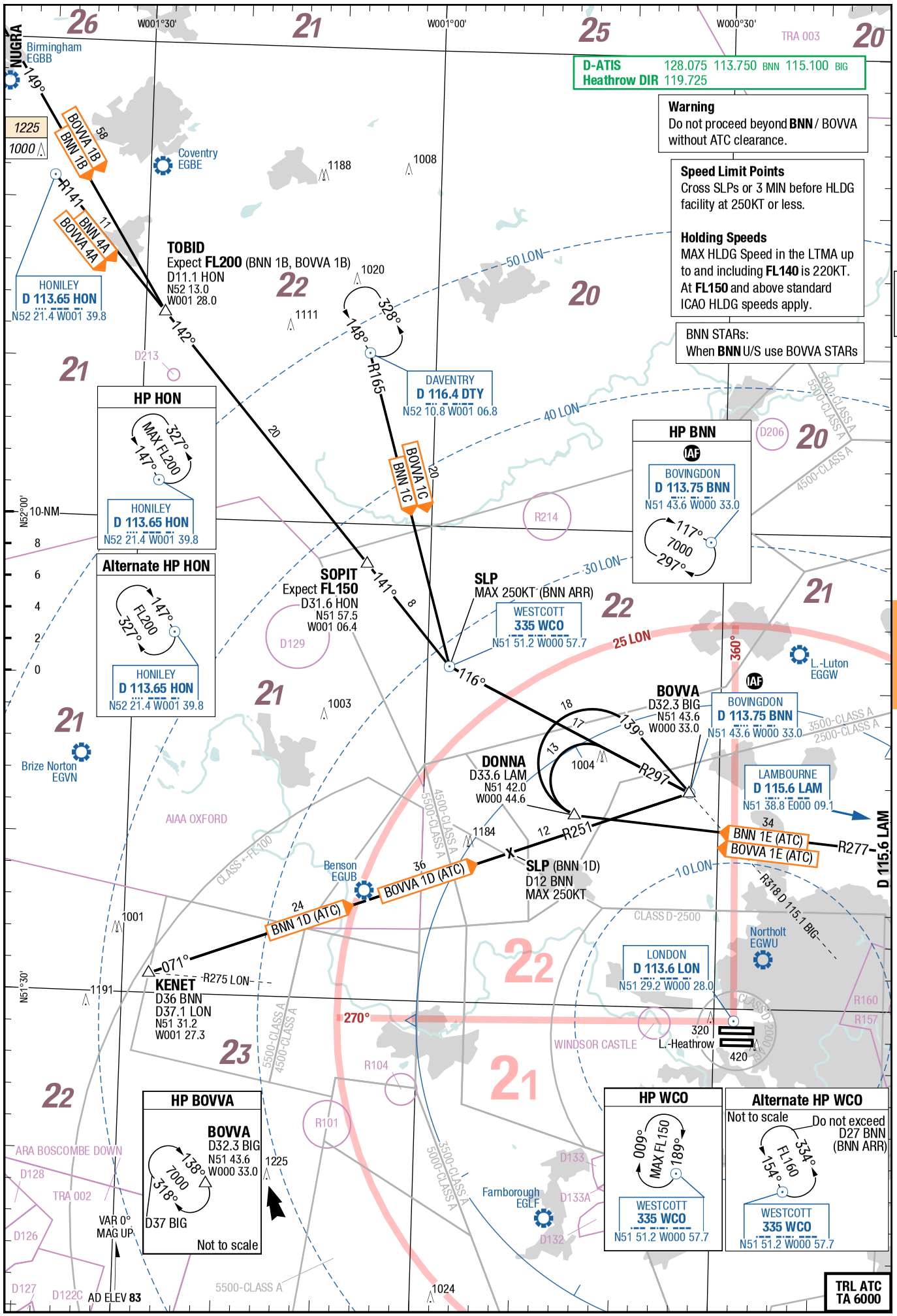
Heathrow **London** United Kingdom
BIG / WEALD
RNAV OTMET / ROXOG

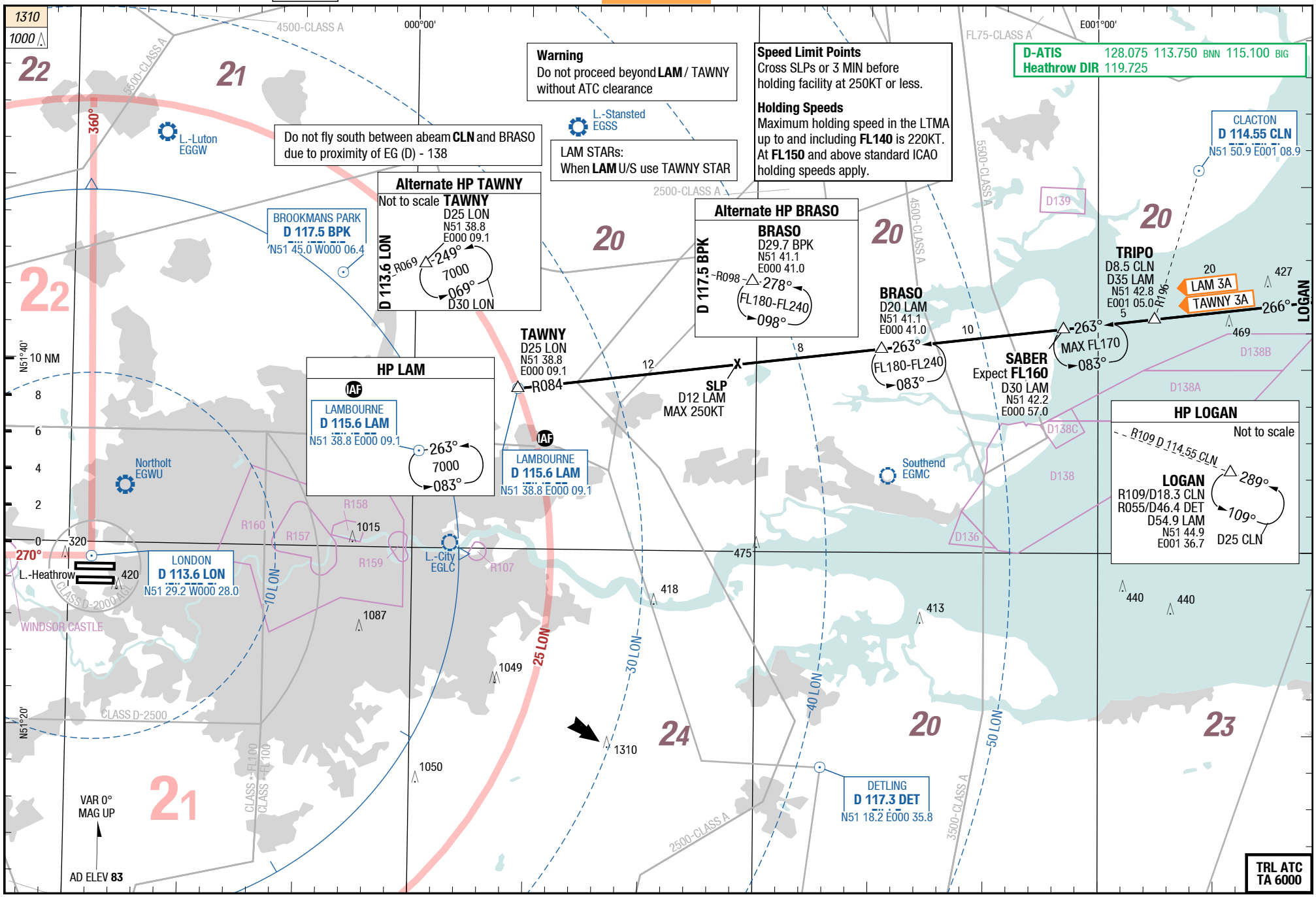


Changes: Nil

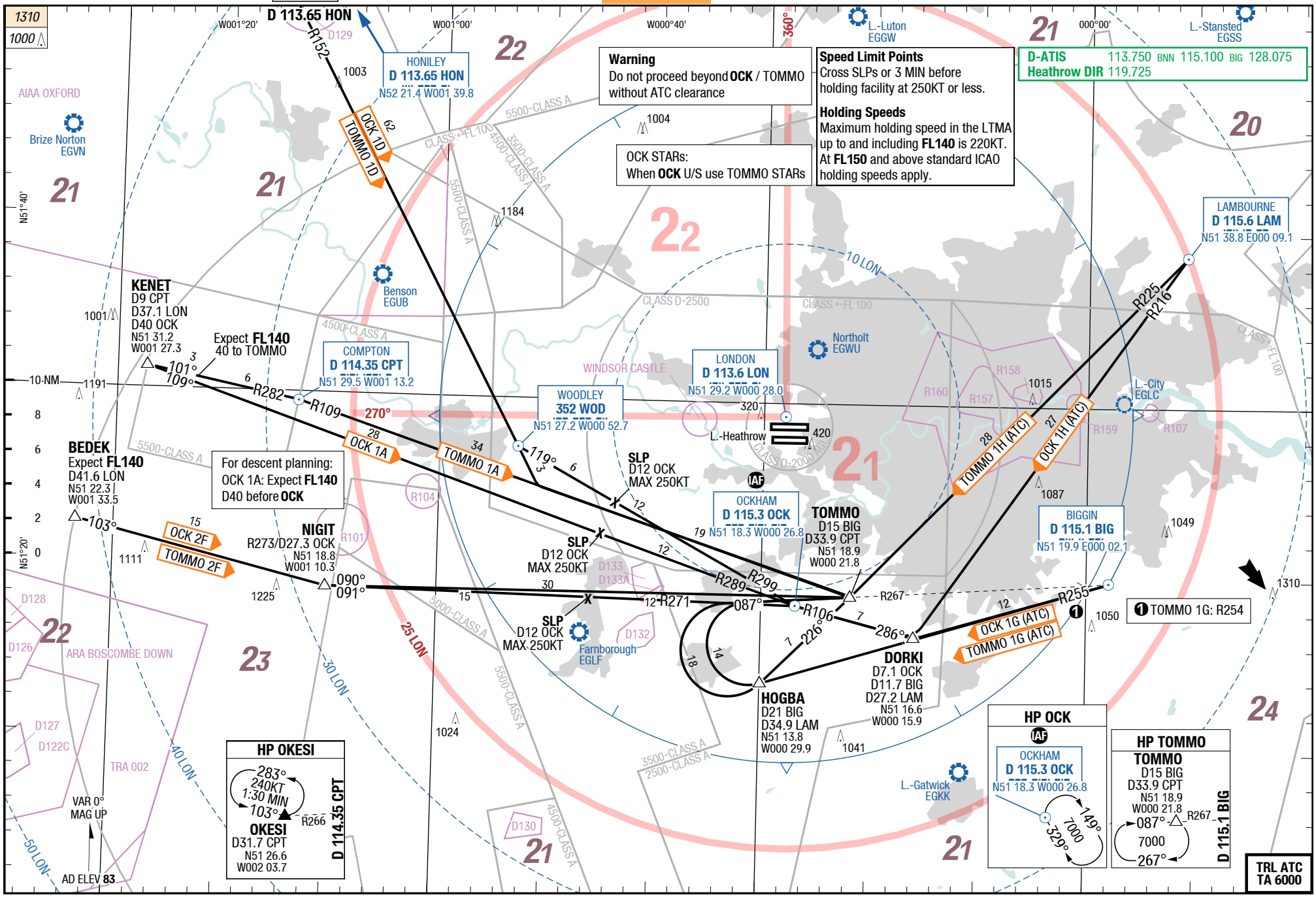


Changes: PROC, ASP

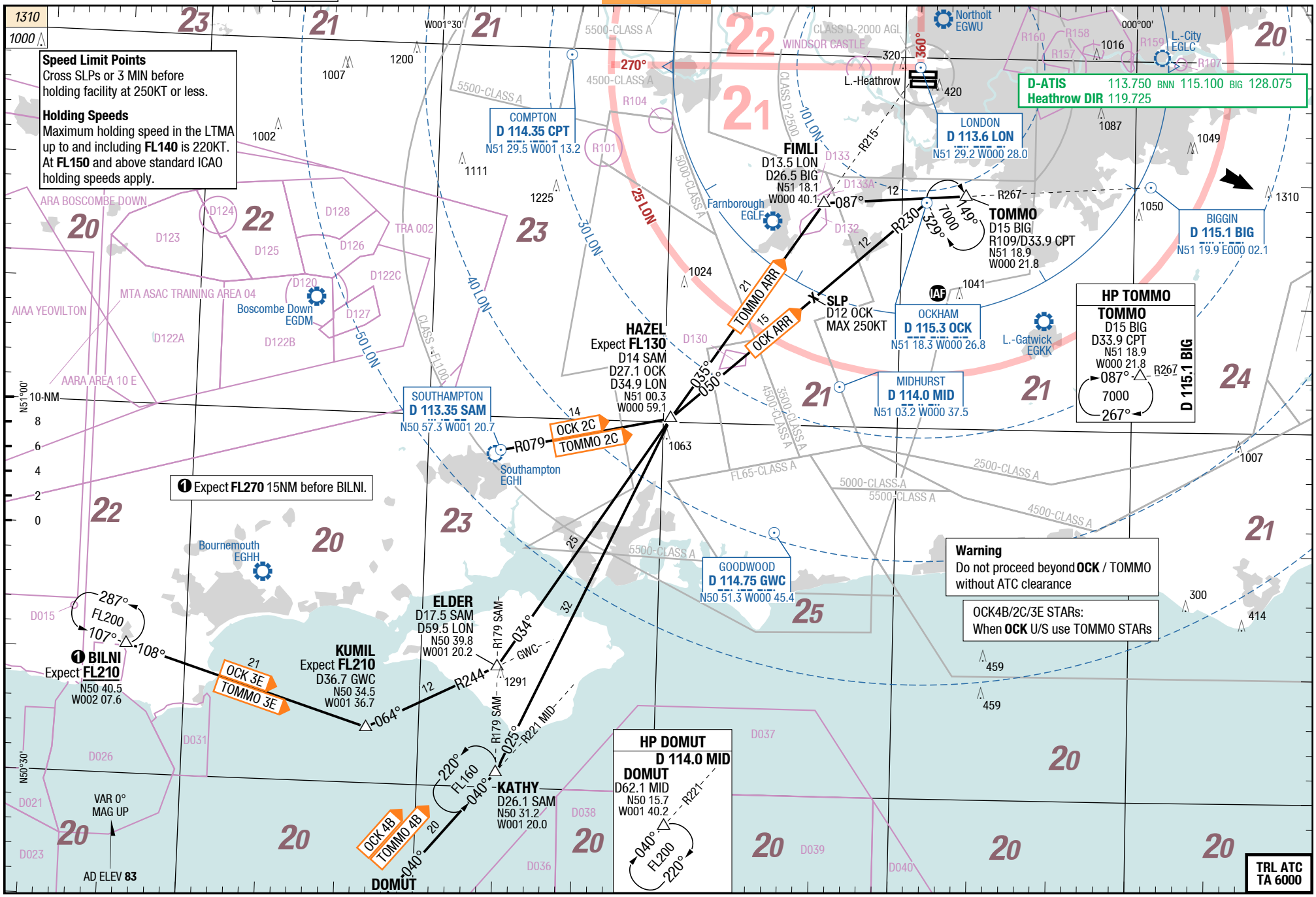

D-ATIS 128.075 113.750 BNN 115.100 BIG
Heathrow DIR 119.725
Warning
Do not proceed beyond BNN / BOVVA without ATC clearance.
Speed Limit Points
Cross SLPs or 3 MIN before HLDG facility at 250KT or less.
Holding Speeds
MAX HLDG Speed in the LTMA up to and including FL140 is 220KT.
At FL150 and above standard ICAO HLDG speeds apply.
BNN STARs:
When BNN U/S use BOVVA STARs
NUGRA
Birmingham EGBB
Coventry EGBE
TOBID
Expect FL200 (BNN 1B, BOVVA 1B)
D11.1 HON
N52 13.0
W001 28.0
HONILEY
D 113.65 HON
N52 21.4 W001 39.8
DAVENTRY
D 116.4 DTY
N52 10.8 W001 06.8
HP HON
Alternate HP HON
SOPIT
Expect FL150
D31.6 HON
N51 57.5
W001 06.4
SLP
MAX 250KT (BNN ARR)
WESTCOTT
335 WCO
N51 51.2 W000 57.7
HP BNN
BOVINGDON
D 113.75 BNN
N51 43.6 W000 33.0
BOVVA
D32.3 BIG
N51 43.6
W000 33.0
DONNA
D33.6 LAM
N51 42.0
W000 44.6
SLP (BNN 1D)
D12 BNN
MAX 250KT
LAMBOURNE
D 115.6 LAM
N51 38.8 E000 09.1
KENET
D36 BNN
D37.1 LON
N51 31.2
W001 27.3
LONDON
D 113.6 LON
N51 29.2 W000 28.0
HP BOVVA
HP WCO
Alternate HP WCO
Not to scale
Do not exceed D27 BNN (BNN ARR)
Brize Norton EGVN
L.-Luton EGGW
Benson EGUB
Northolt EGWU
L.-Heathrow
Farnborough EGLF
WINDSOR CASTLE
AIAA OXFORD
ARA BOSCOMBE DOWN
TRA 002
TRA 003
BOVVA 1B
BNN 1B
BNN 4A
BOVVA 4A
BOVVA 1C
BNN 1C
BNN 1D (ATC)
BOVVA 1D (ATC)
BNN 1E (ATC)
BOVVA 1E (ATC)
D 115.6 LAM
R318 D 115.1 BIG
R275 LON
270°
360°
50 LON
40 LON
30 LON
25 LON
10 LON
5500-CLASS A
4500-CLASS A
3500-CLASS A
2500-CLASS A
CLASS D-2500
CLASS • FL100
VAR 0° MAG UP
AD ELEV 83
TRL ATC
TA 6000
© Lido 2018



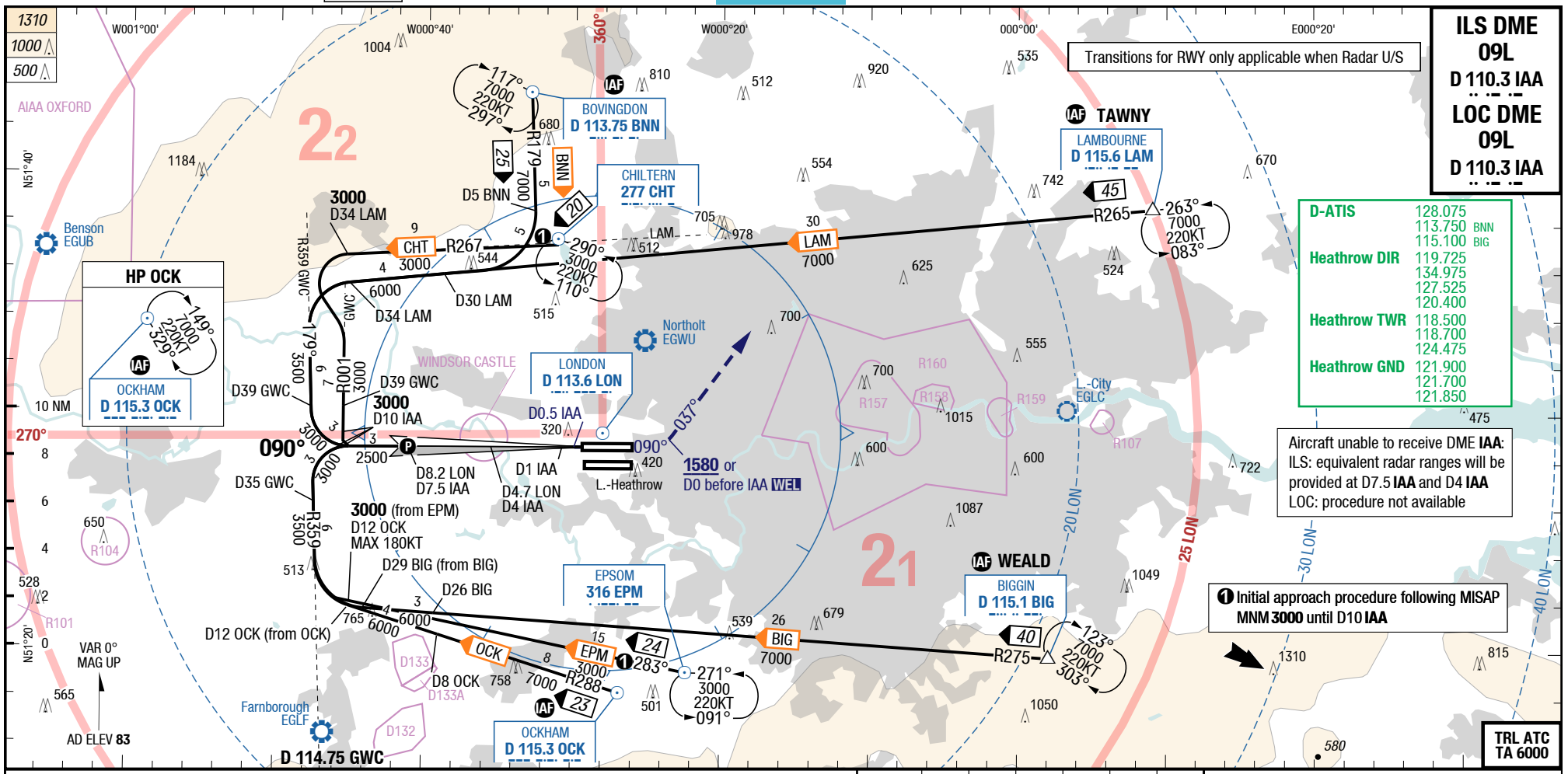
Changes: HLDG



Changes: Track, ASP

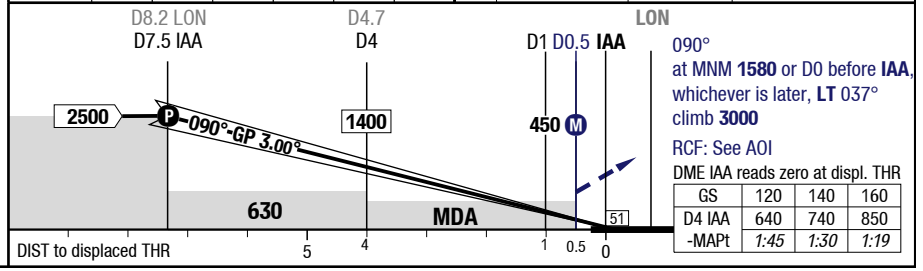

Speed Limit Points
Cross SLPs or 3 MIN before holding facility at 250KT or less.
Holding Speeds
Maximum holding speed in the LTMA up to and including FL140 is 220KT. At FL150 and above standard ICAO holding speeds apply.
D-ATIS 113.750 BNN 115.100 BIG 128.075
Heathrow DIR 119.725
COMPTON
D 114.35 CPT
N51 29.5 W001 13.2
LONDON
D 113.6 LON
N51 29.2 W000 28.0
FIMLI
D13.5 LON
D26.5 BIG
N51 18.1
W000 40.1
TOMMO
D15 BIG
R109/D33.9 CPT
N51 18.9
W000 21.8
BIGGIN
D 115.1 BIG
N51 19.9 E000 02.1
OCKHAM
D 115.3 OCK
N51 18.3 W000 26.8
SLP
D12 OCK
MAX 250KT
HP TOMMO
TOMMO
D15 BIG
D33.9 CPT
N51 18.9
W000 21.8
087°
7000
267°
D 115.1 BIG
HAZEL
Expect FL130
D14 SAM
D27.1 OCK
D34.9 LON
N51 00.3
W000 59.1
SOUTHAMPTON
D 113.35 SAM
N50 57.3 W001 20.7
MIDHURST
D 114.0 MID
N51 03.2 W000 37.5
GOODWOOD
D 114.75 GWC
N50 51.3 W000 45.4
Expect FL270 15NM before BILNI.
BILNI
Expect FL210
N50 40.5
W002 07.6
KUMIL
Expect FL210
D36.7 GWC
N50 34.5
W001 36.7
ELDER
D17.5 SAM
D59.5 LON
N50 39.8
W001 20.2
KATHY
D26.1 SAM
N50 31.2
W001 20.0
DOMUT
HP DOMUT
D 114.0 MID
DOMUT
D62.1 MID
N50 15.7
W001 40.2
TOMMO ARR
OCK ARR
OCK 2C
TOMMO 2C
OCK 3E
TOMMO 3E
OCK 4B
TOMMO 4B
Warning
Do not proceed beyond OCK / TOMMO without ATC clearance
OCK4B/2C/3E STARs:
When OCK U/S use TOMMO STARs
Northolt EGWU
L.-City EGLC
L.-Heathrow
Farnborough EGLF
Boscombe Down EGDM
Bournemouth EGHH
Southampton EGHI
L.-Gatwick EGKK
ARA BOSCOMBE DOWN
AIAA YEOVILTON
MTA ASAC TRAINING AREA 04
AARA AREA 10 E
WINDSOR CASTLE
CLASS D-2000 AGL
5500-CLASS A
4500-CLASS A
5000-CLASS A
2500-CLASS A
FL65-CLASS A
CLASS D-2500
CLASS -FL100
TRA 002
25 LON
30 LON
40 LON
50 LON
10 LON
VAR 0° MAG UP
AD ELEV 83
TRL ATC TA 6000
© Lido 2018

Changes: Nil



LOC 3.00° D IAA	7.5	7	6	5	3	2
	2500	2370	2050	1730	1100	780

09L 3.0° 60 H 309 3592 G 50 15 H 860
H-P2 79 / 3hPa TDZ ---% 0.0%



090°
at MNM **1580** or D0 before **IAA**, whichever is later, **LT** 037° climb **3000**

RCF: See AOI

DME IAA reads zero at displ. THR

GS	120	140	160
D4 IAA	640	740	850
-MAPt	*1:45*	*1:30*	*1:19*

09L		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 400 **290**	200 - 550 **290**	390 - 1.1 **470**	770 - 2.4V **850**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA 2)	200 - 400 **290**	200 - 550 **290**	390 - 1.1 **470**	770 - 3.6V **850**

1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: Track

LHR-EGLL

United Kingdom **London** Heathrow

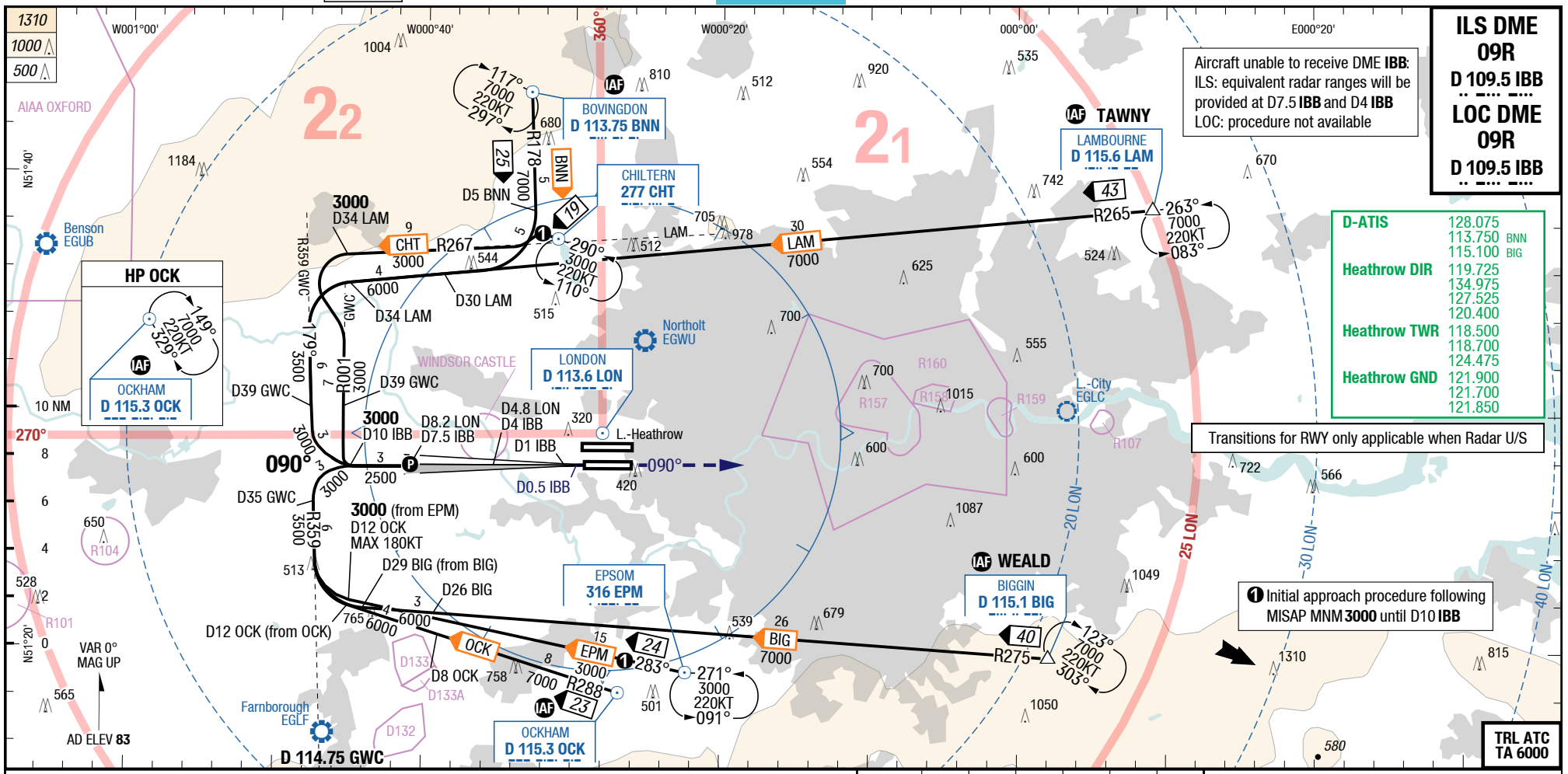
7-20

ILS DME 09R / LOC DME 09R

IAC IAC

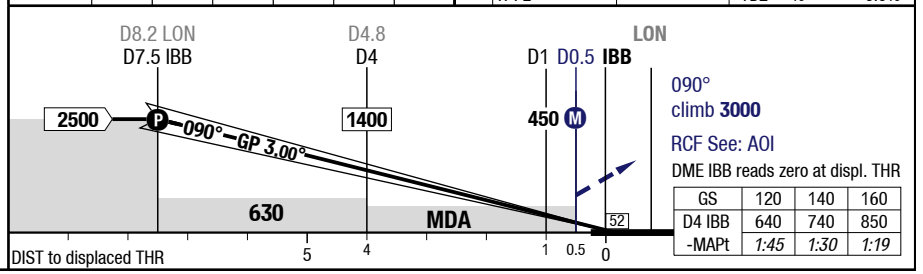
Heathrow **London** United Kingdom

ILS DME 09R / LOC DME 09R



LOC 3.00° D IBB	7.5	7	6	5	3	2
	2500	2360	2040	1720	1090	770

09R 3.0° 60 H 308 3350 G 50 15 H 939 H-P2 **75** / 3hPa TDZ ---% 0.0%

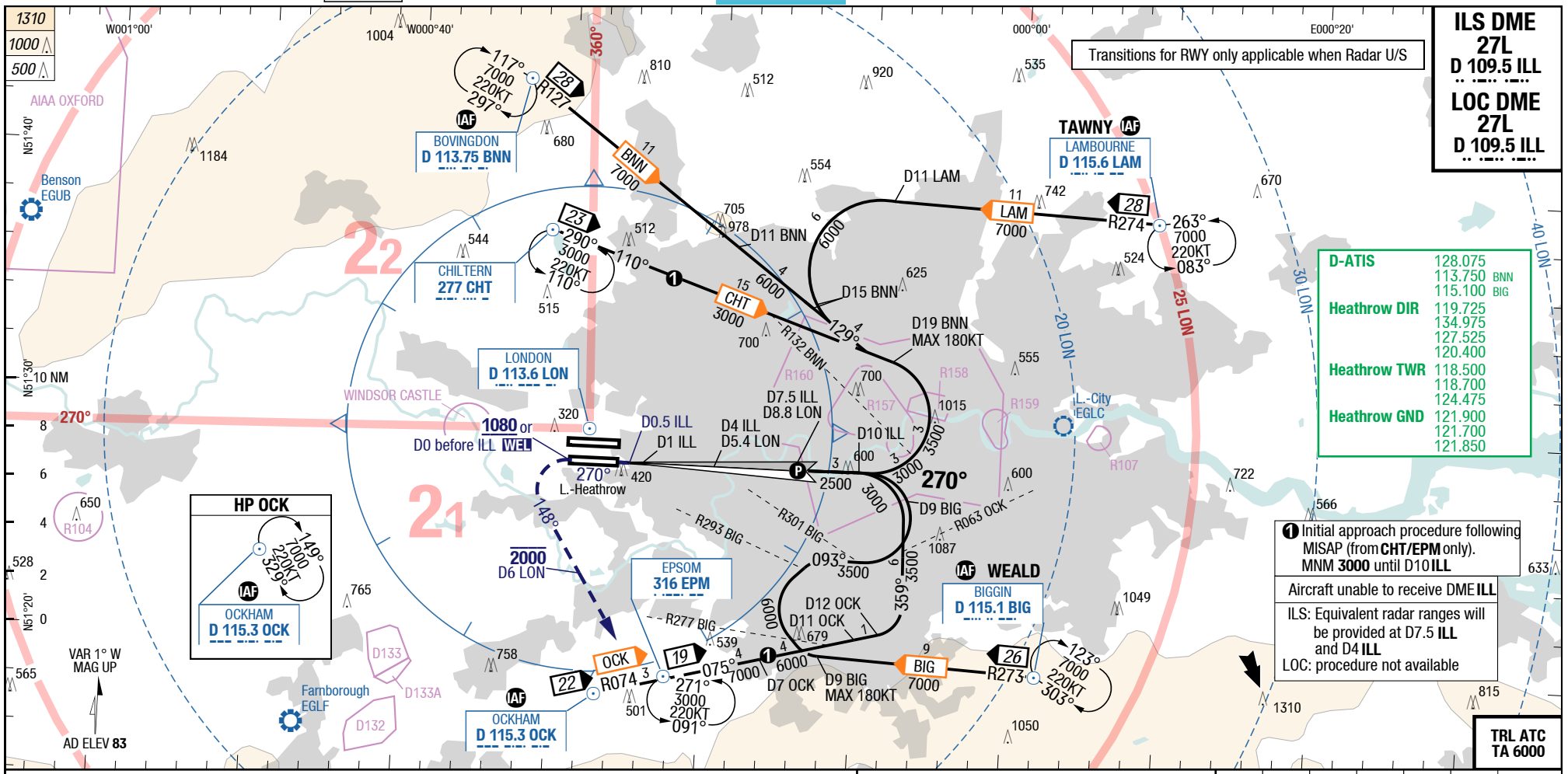


GS	120	140	160
D4 IBB	640	740	850
-MAPt	*1:45*	*1:30*	*1:19*

09R		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA	200 - 400 **280**	200 - 550 **280**	410 - 1.2 **480**	770 - 2.4V **850**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **100** RA 2)	200 - 400 **280**	200 - 550 **280**	410 - 1.2 **480**	770 - 3.6V **850**

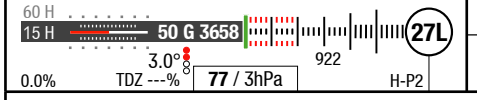
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: Nil

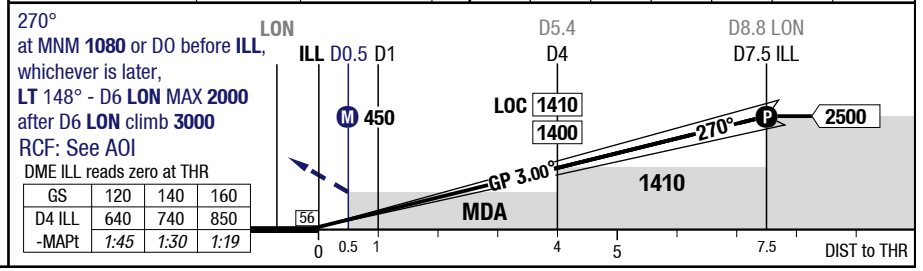


27L		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA	200 - 400 **280**	200 - 550 **280**	390 - 1.1 **460**	770 - 2.4V **850**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA 2)	200 - 400 **280**	200 - 550 **280**	390 - 1.1 **460**	770 - 3.6V **850**

1) With EVS 350m
2) If not conducting autoland RVR 350m required



2	3	4	5	6	7.5	LOC 3.00° D ILL
770	1090	1410	1730	2040	2500	



Changes: Track

LHR-EGLL

United Kingdom **London** Heathrow

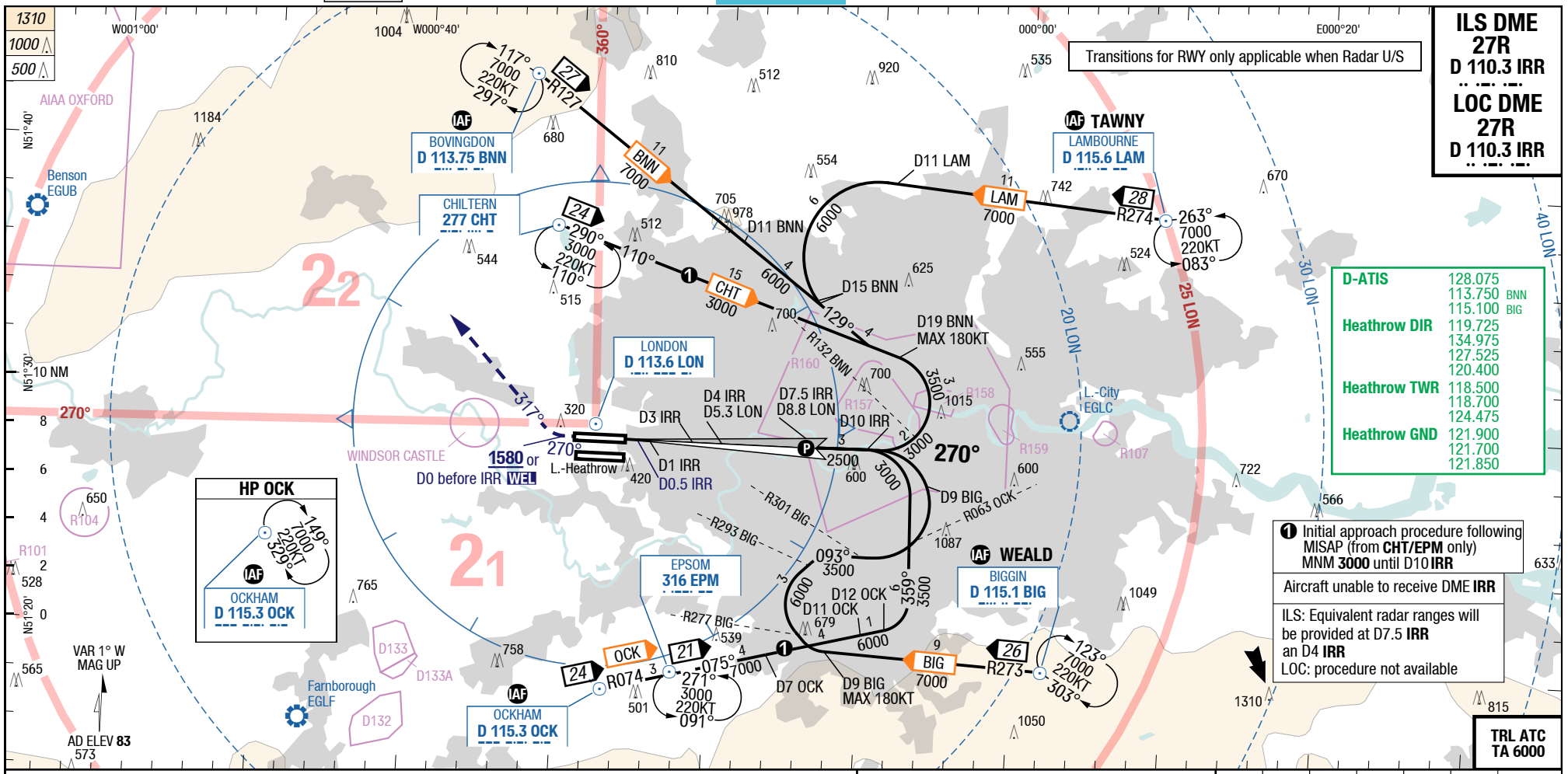
7-40

ILS DME 27R / LOC DME 27R

IAC IAC

Heathrow **London** United Kingdom

ILS DME 27R / LOC DME 27R



27R		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA	200 - 400 **280**	200 - 550 **280**	360 - 900 **430**	770 - 2.4V **850**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA 2)	200 - 400 **280**	200 - 550 **280**	360 - 900 **430**	770 - 3.6V **850**

1) With EVS 350m
2) If not conducting autoland RVR 350m required

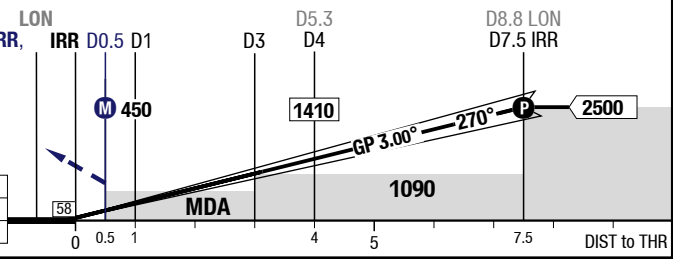
60 H
15 H
50 G 3882
27R
905
3.0°
0.0%
TDZ ---%
78 / 3hPa
H-P2

2	3	4	5	6	7.5	LOC 3.00° D IRR
770	1090	1410	1730	2050	2500	

270°
at MNM **1580** or DO before **IRR**, whichever is later, **RT** 317° climb **3000**

RCF: See AOI
DME IRR reads zero at THR

GS	120	140	160
D4 IRR	640	740	850
-MAPt	*1:45*	*1:30*	*1:19*

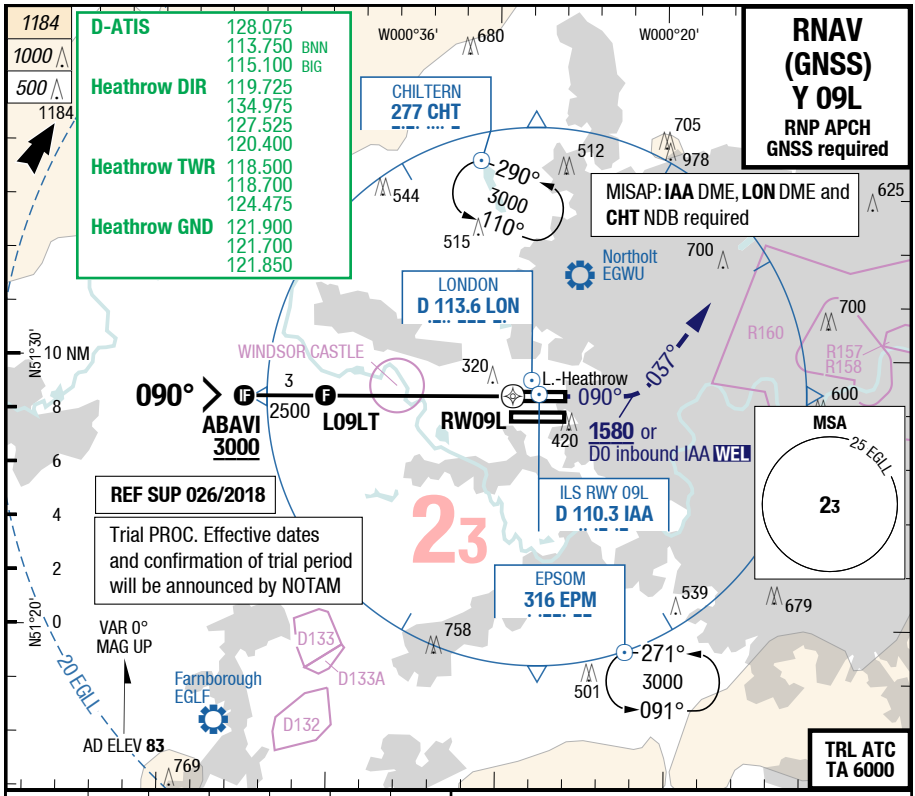


Changes: Track

LHR-EGLL

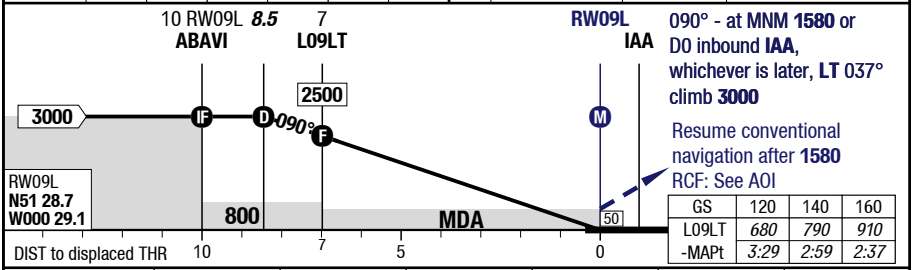
7-48

Tempo RNAV (GNSS) Y 09L



3.20° RW09L	8.5	6	5	4	3	2
	3000	2170	1830	1490	1150	810

09L 3.0° 60 H 309 3592 G 50 15 H 860 H-P2 79 / 3hPa TDZ ---% 0.0%



GS	120	140	160
L09LT	*680*	*790*	*910*
-MAPt	*3:29*	*2:59*	*2:37*

09L		RNAV GNSS VNAV 1)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	390 - 1.1 **470** 2)	540 - 1.7 **620**				740 - 2.4V **820**
D	ft - m/km ft	460 - 1.4 **540** 3)	540 - 1.7 **620**				750 - 3.6V **830**

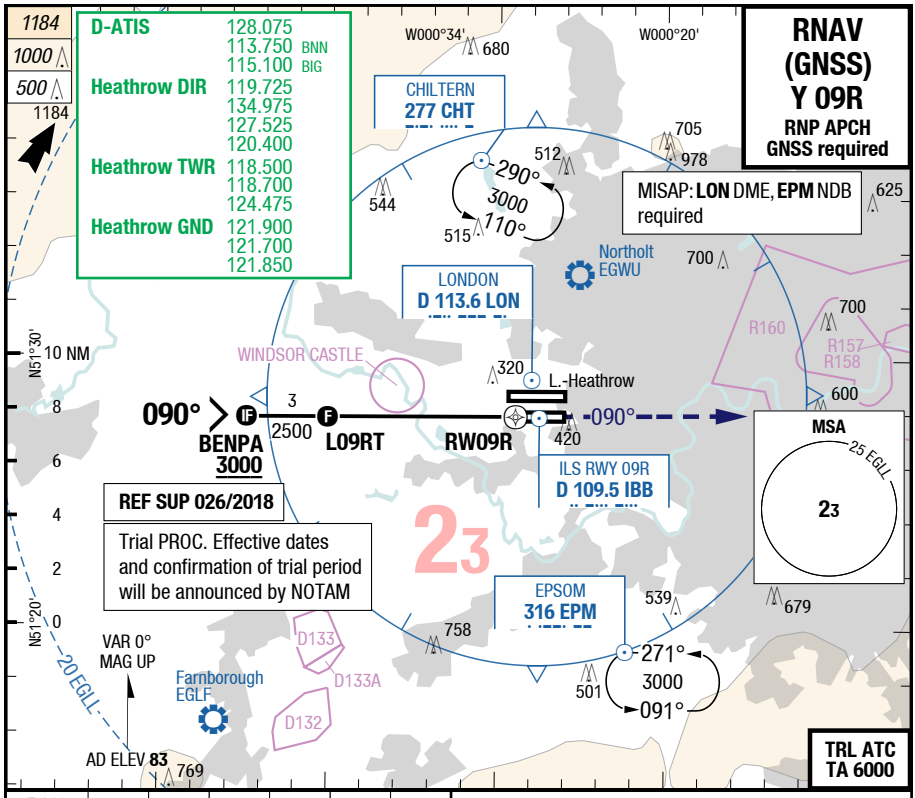
1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 750m
3) With EVS 900m

Changes: OBST, HLDG

LHR-EGLL

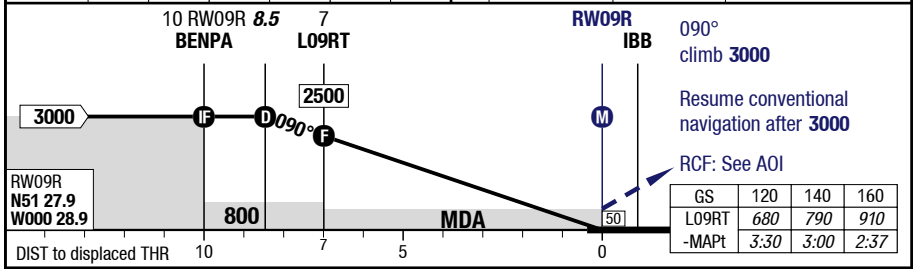
7-49

Tempo RNAV (GNSS) Y 09R



3.20° RW09R	8.5	6	5	4	3	2
	3000	2170	1830	1490	1150	810

09R 3.0° 60 H 308 3350 G 50 15 H 939
H-P2 **75** / 3hPa TDZ ---% 0.0%



GS	120	140	160
L09RT	*680*	*790*	*910*
-MAPt	*3:30*	*3:00*	*2:37*

09R		RNAV GNSS VNAV 1)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	360 - 900 **430** 2)	550 - 1.8 **620**				740 - 2.4V **820**
D	ft - m/km ft	470 - 1.5 **540** 3)	550 - 1.8 **620**				750 - 3.6V **830**

1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 600m
3) With EVS 1.0km

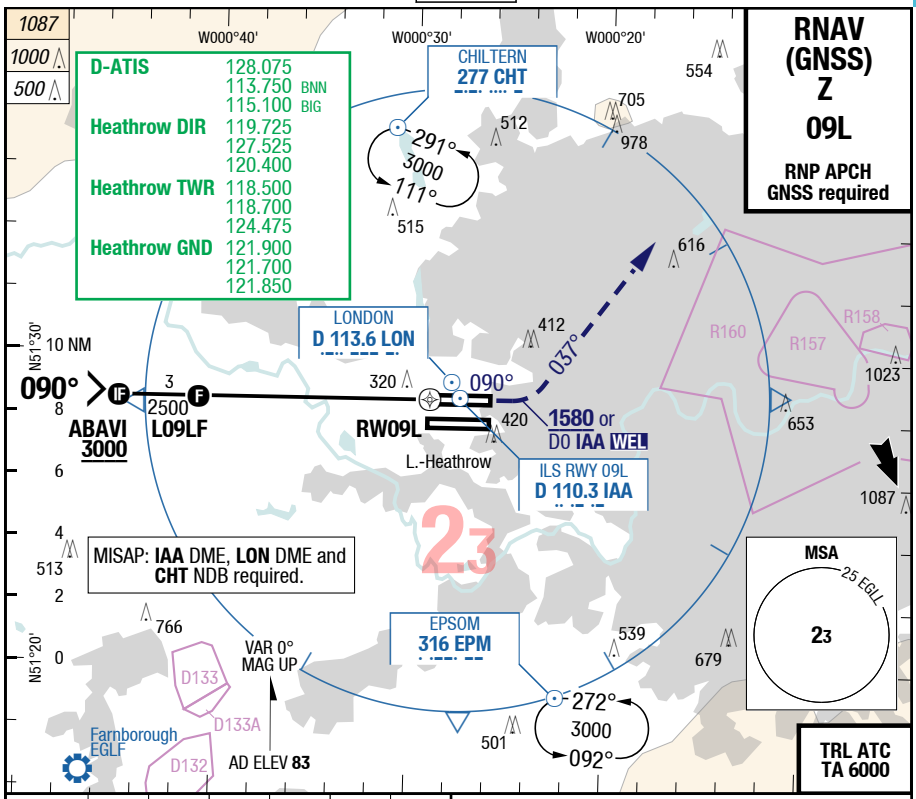
Changes: HLDG, OBST

22-FEB-2018

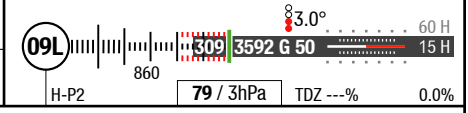
LHR-EGLL

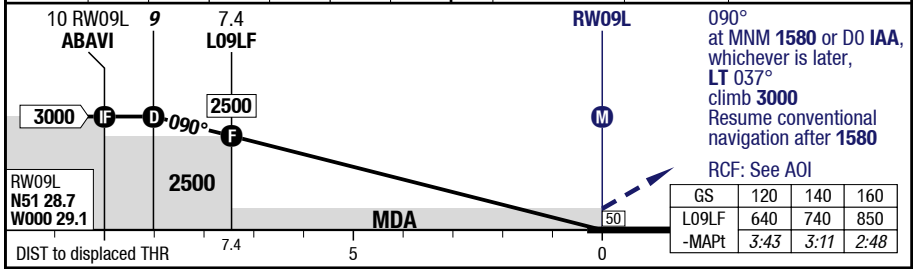
7-50

RNAV (GNSS) Z 09L



3.00° RW09L	9	6	5	4	3	2
	3000	2040	1730	1410	1090	770





09L		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	490 - 1.5 **570**	550 - 1.8 **630**				770 - 2.4V **850**
D	ft - m/km ft	490 - 1.5 **570**	550 - 1.8 **630**				770 - 3.6V **850**

1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 1.0km

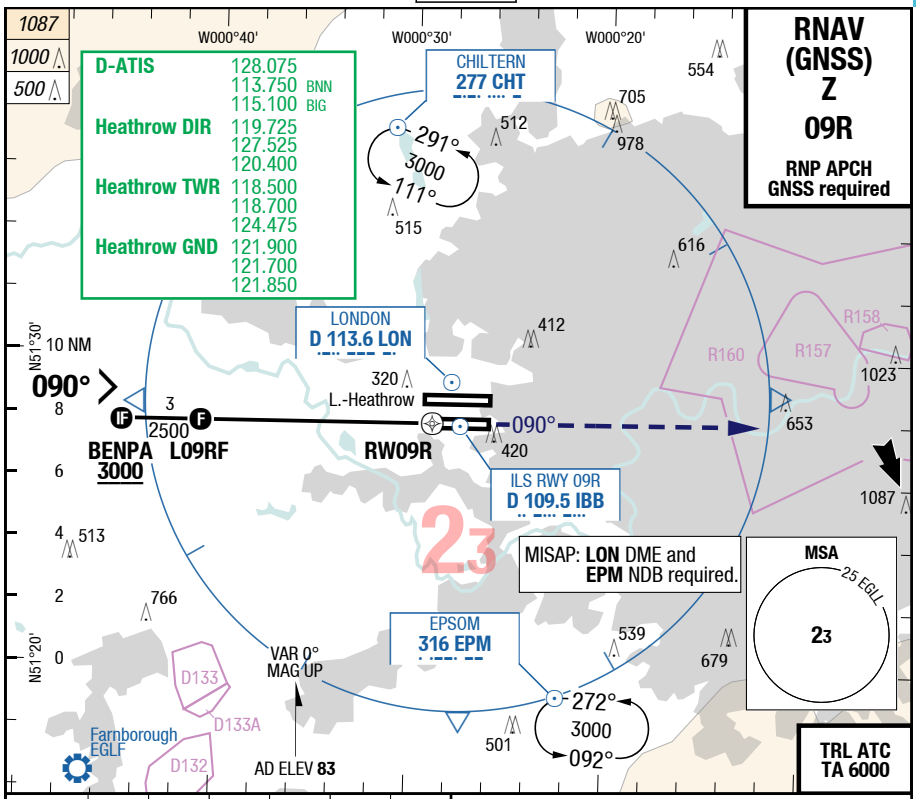
Changes: VAR

22-FEB-2018

LHR-EGLL

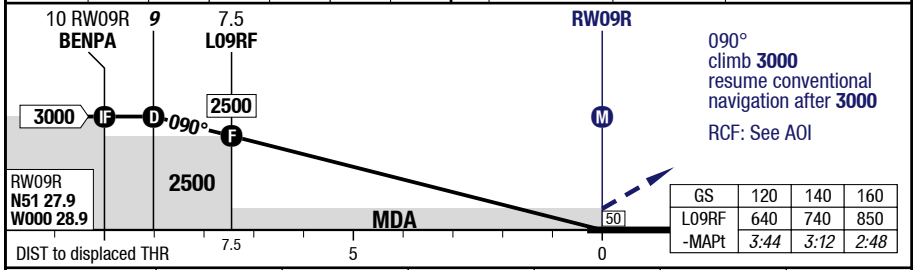
7-60

RNAV (GNSS) Z 09R



3.00° RW09R	9	6	5	4	3	2
	3000	2040	1720	1400	1090	770

09R 3.0° 60 H 308 3350 G 50 15 H 939
H-P2 **75** / 3hPa TDZ ---% 0.0%



GS	120	140	160
L09RF	640	740	850
-MAPt	*3:44*	*3:12*	*2:48*

09R		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	430 - 1.3 **500**	560 - 1.8 **630**				770 - 2.4V **850**
D	ft - m/km ft	430 - 1.3 **500**	560 - 1.8 **630**				770 - 3.6V **850**

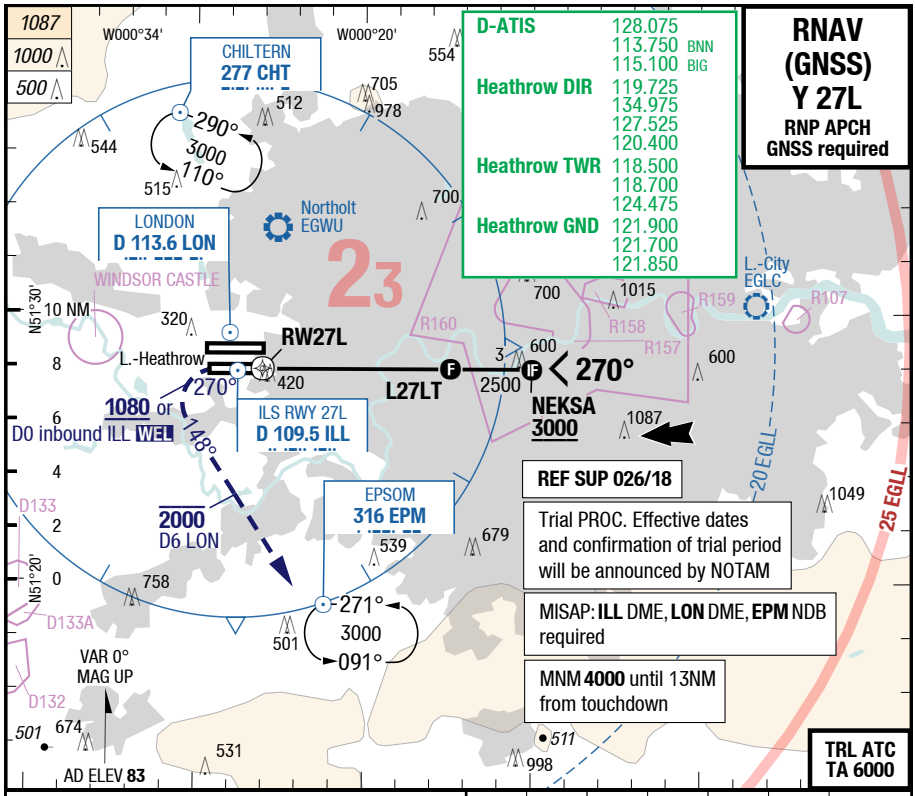
1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 900m, wo EVS use STD

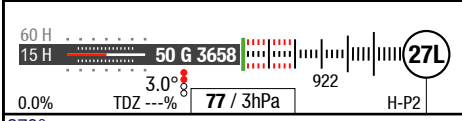
Changes: VAR

LHR-EGLL

7-68

Tempo RNAV (GNSS) Y 27L

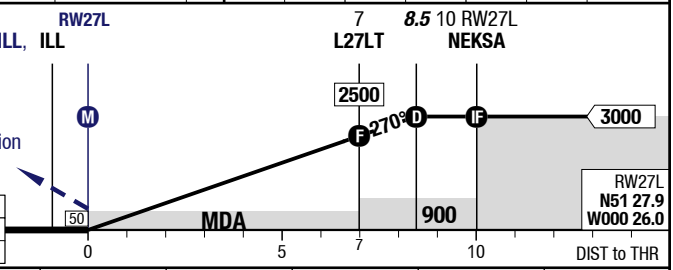




2	3	4	5	6	8.5	3.20° RW27L
810	1150	1490	1830	2170	3000	

270°
at MNM **1080** or DO inbound **ILL**, whichever is later,
LT 148° passing D6 **LON** (MAX **2000**) - climb **3000**
Resume conventional navigation after **1080**
RCF: See AOI

GS	120	140	160
L27LT	*680*	*790*	*910*
-MAPt	*3:30*	*3:00*	*2:37*



27L		RNAV GNSS VNAV 1)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	330 - 800 **400** 2)	570 - 1.9 **640**				740 - 2.4V **820**
D	ft - m/km ft	370 - 1.0 **440** 3)	570 - 1.9 **640**				750 - 3.6V **830**

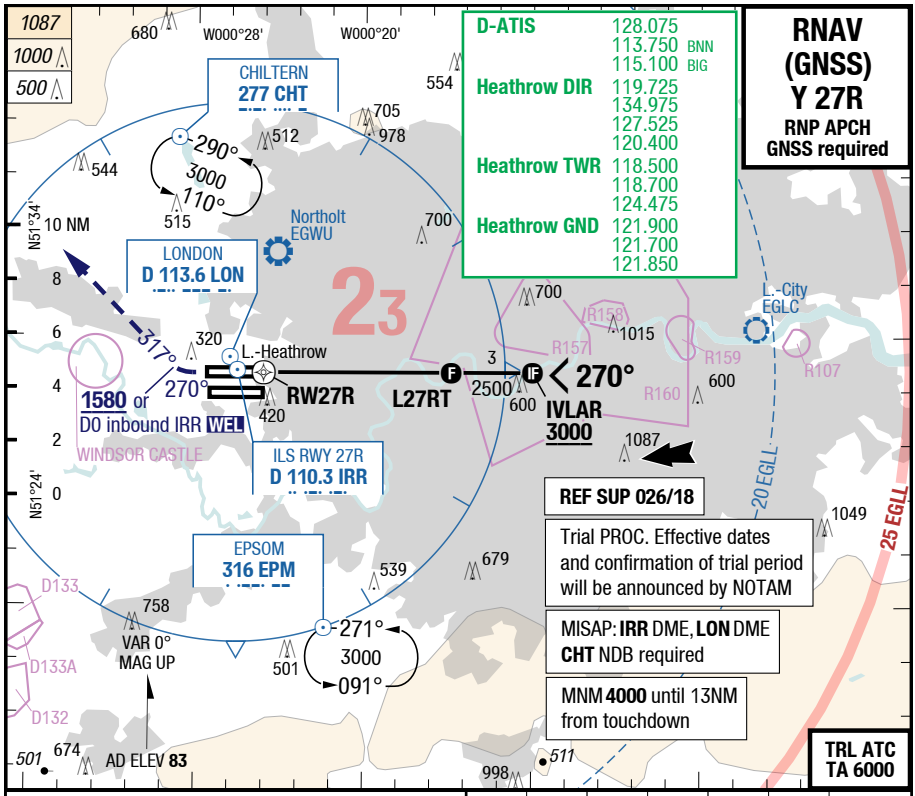
1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 550m
3) With EVS 650m

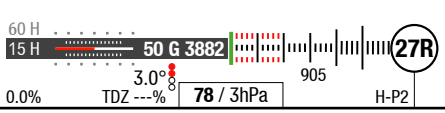
Changes: MIN, HLDG, OBST

LHR-EGLL

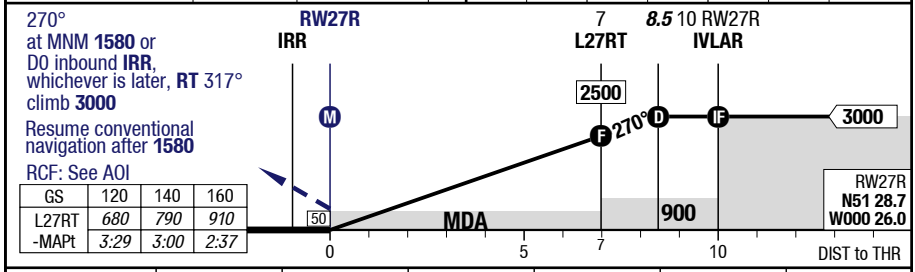
7-69

Tempo RNAV (GNSS) Y 27R





2	3	4	5	6	8.5	3.20° RW27R
810	1150	1490	1830	2170	3000	



GS	120	140	160
L27RT	680	790	910
-MAPt	3:29	3:00	2:37

27R		RNAV GNSS VNAV 1)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	330 - 800 **400** 2)	570 - 1.9 **640**				740 - 2.4V **820**
D	ft - m/km ft	370 - 1.0 **440** 3)	570 - 1.9 **640**				750 - 3.6V **830**

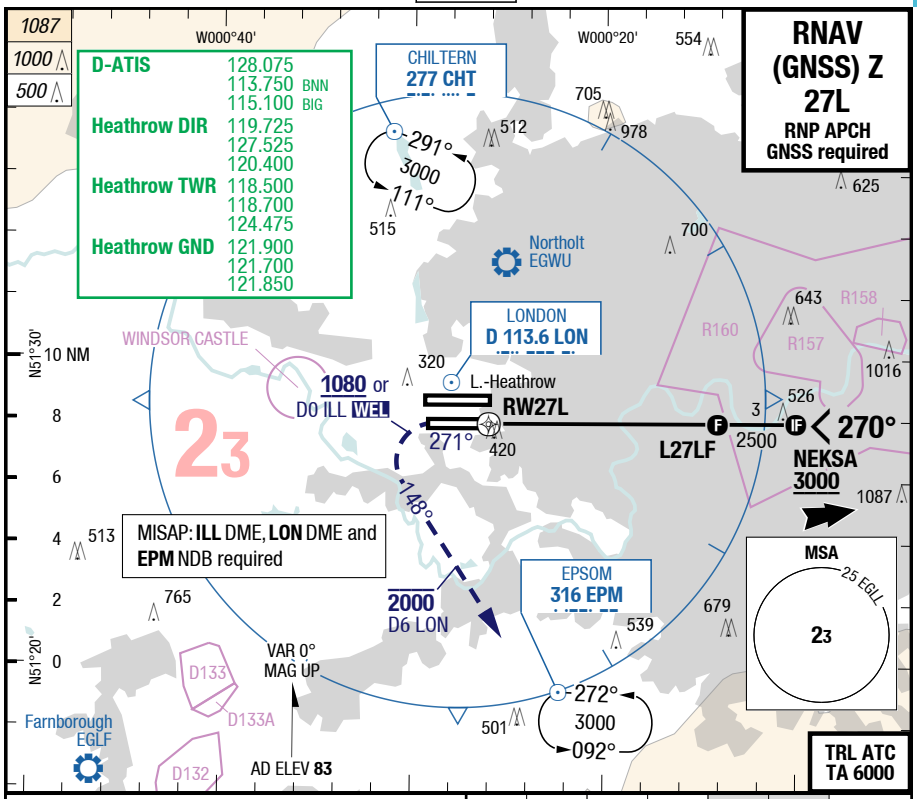
1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 550m
3) With EVS 650m

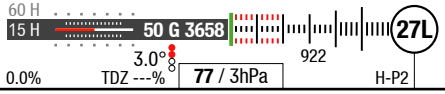
Changes: MIN, HLDG, OBST

LHR-EGLL

7-70

RNAV (GNSS) Z 27L



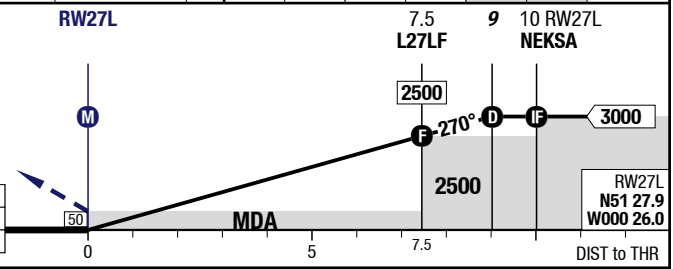


3	5	7	9			3.00° RW27L
1090	*1720*	*2360*	3000			

271°
at MNM **1080** or D0 **ILL**,
whichever is later, **LT** 148°
passing D6 **LON** (MAX **2000**)
climb **3000**
resume conventional
navigation after **1080**

RCF: See AOI

GS	120	140	160
L27LF	*640*	*740*	*850*
-MAPt	*3:44*	*3:12*	*2:48*



27L		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	440 - 1.3 **510**	570 - 1.9 **640**				770 - 2.4V **850**
D	ft - m/km ft	440 - 1.3 **510**	570 - 1.9 **640**				770 - 3.6V **850**

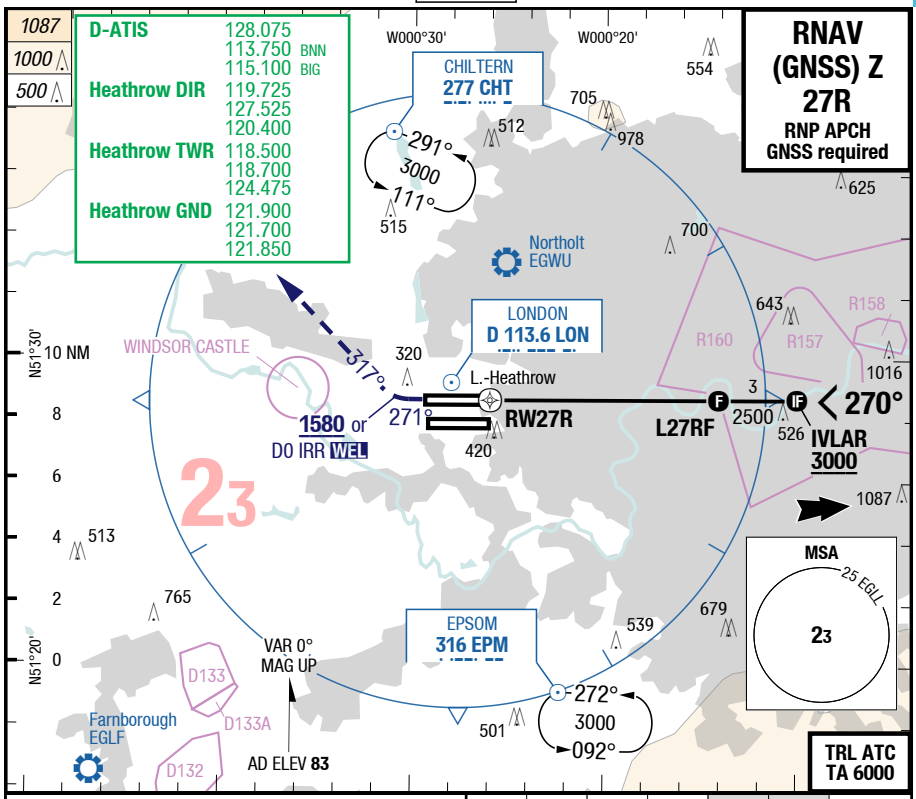
1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 900m

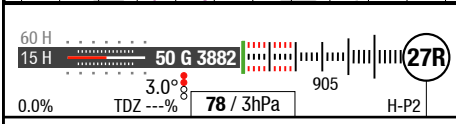
Changes: MIN

LHR-EGLL

7-80

RNAV (GNSS) Z 27R

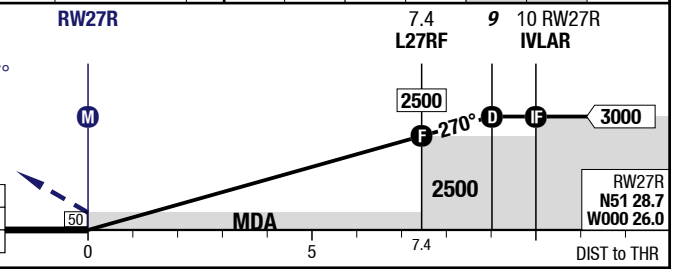




3	5	7	9			3.00°
1090	*1720*	*2360*	3000			**RW27R**

271°
at MNM **1580** or DO **IRR**,
whichever is later, **RT** 317°
climb **3000**
resume conventional
navigation after **1580**
RCF: See AOI

GS	120	140	160
L27RF	*640*	*740*	*850*
-MAPt	*3:43*	*3:12*	*2:48*



27R		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	440 - 1.3 **510**	570 - 1.9 **640**				770 - 2.4V **850**
D	ft - m/km ft	440 - 1.3 **510**	570 - 1.9 **640**				770 - 3.6V **850**

1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 900m

Changes: MIN

22-FEB-2018

LHR-EGLL

8-10

United Kingdom **London** Heathrow

NIL

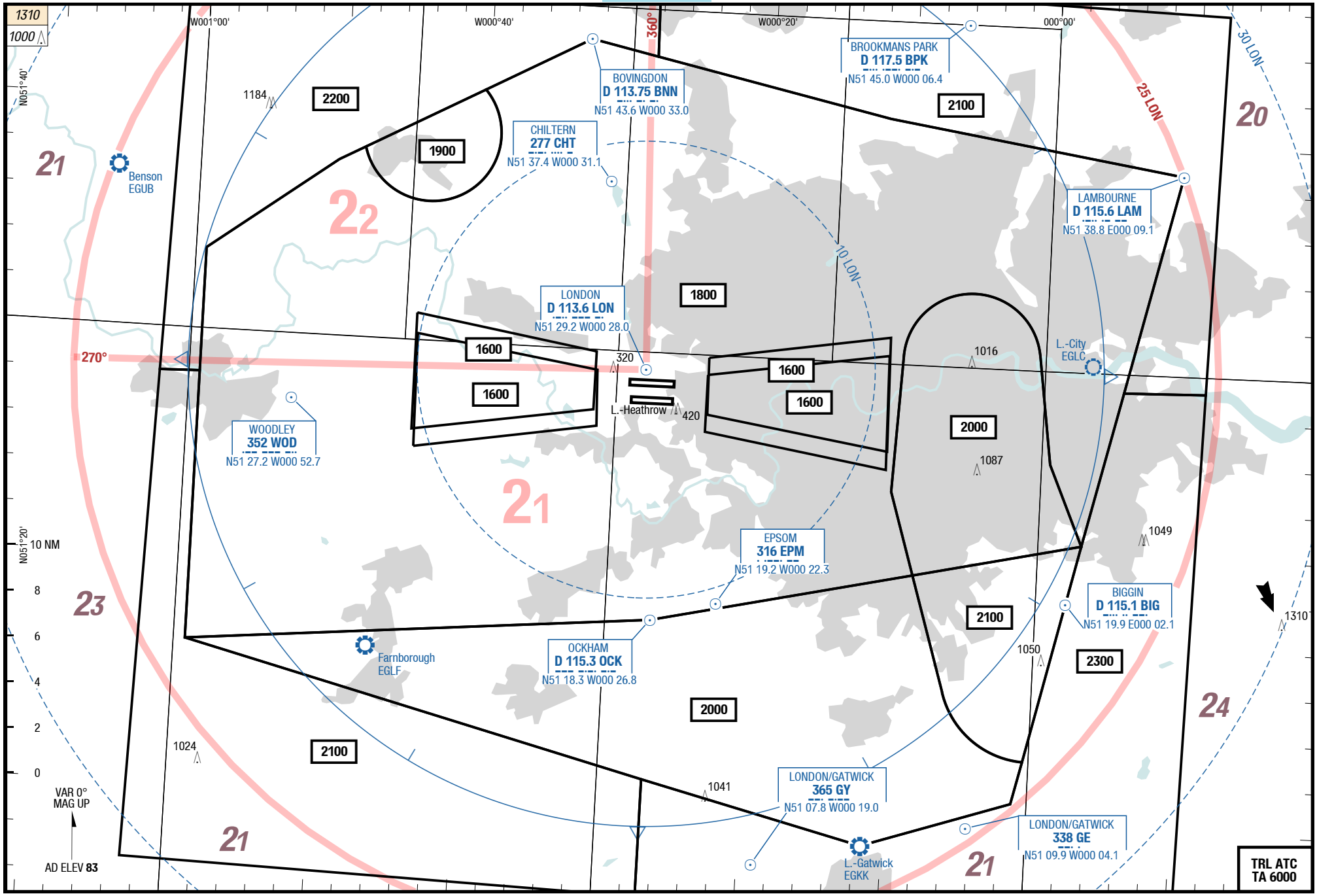
MRC

MRC MRC

Heathrow **London** United Kingdom

NIL

MRC



Changes: OBST, VAR