

**EGLL/LHR
HEATHROW**

JEPPESEN

12 JAN 07

10-1R

Eff 18

LONDON, UK

The chart displays a network of ground stations and flight levels in the London area. Key stations include Bovingdon (BNN VOR DME), Brookmans Park (BPK VOR DME), Lambourne (LAM VOR DME), Chiltern (CHT NDB), London City (LCY NDB), London (Heathrow) (LON VOR DME), Biggin Hill (BIG VOR DME), Redhill (RDL NDB), Ockham (OCK VOR DME), Gatwick (GY NDB), and Woodley (WOD NDB). Flight levels shown are 1800, 2000, 2100, 2200, and 2300. The map also shows various airways and radial lines (e.g., D10, D20, D30) and waypoints like Henton (HEN NDB), Burnham (BUR NDB), Blackbushe (BLK NDB), Fairoaks (FOS NDB), and Epsom (EPM NDB). Specific locations marked include Northolt, London (City), London (Heathrow), Farnborough, and Gatwick (London Gatwick). A point at 1184' is indicated near the 300° radial.

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.

- Altitude of **1000** above any fixed obstacles.
- within 5 NM **①** of the aircraft or
- within the sector 15 NM **②** ahead of and within 20° either side of the aircraft's track.

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

PROCEDURE	RWY	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	09L/ 27R	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to CHT 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.

**EGLL/LHR
HEATHROW**

JEPPESEN

21 JAN 11

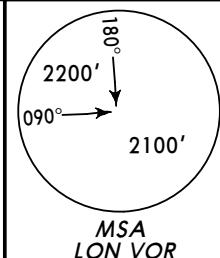
10-2

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)•
BIGGIN ONE ECHO (BIG 1E)•
BIGGIN ONE FOXTROT (BIG 1F)
BIGGIN ONE GOLF (BIG 1G)•



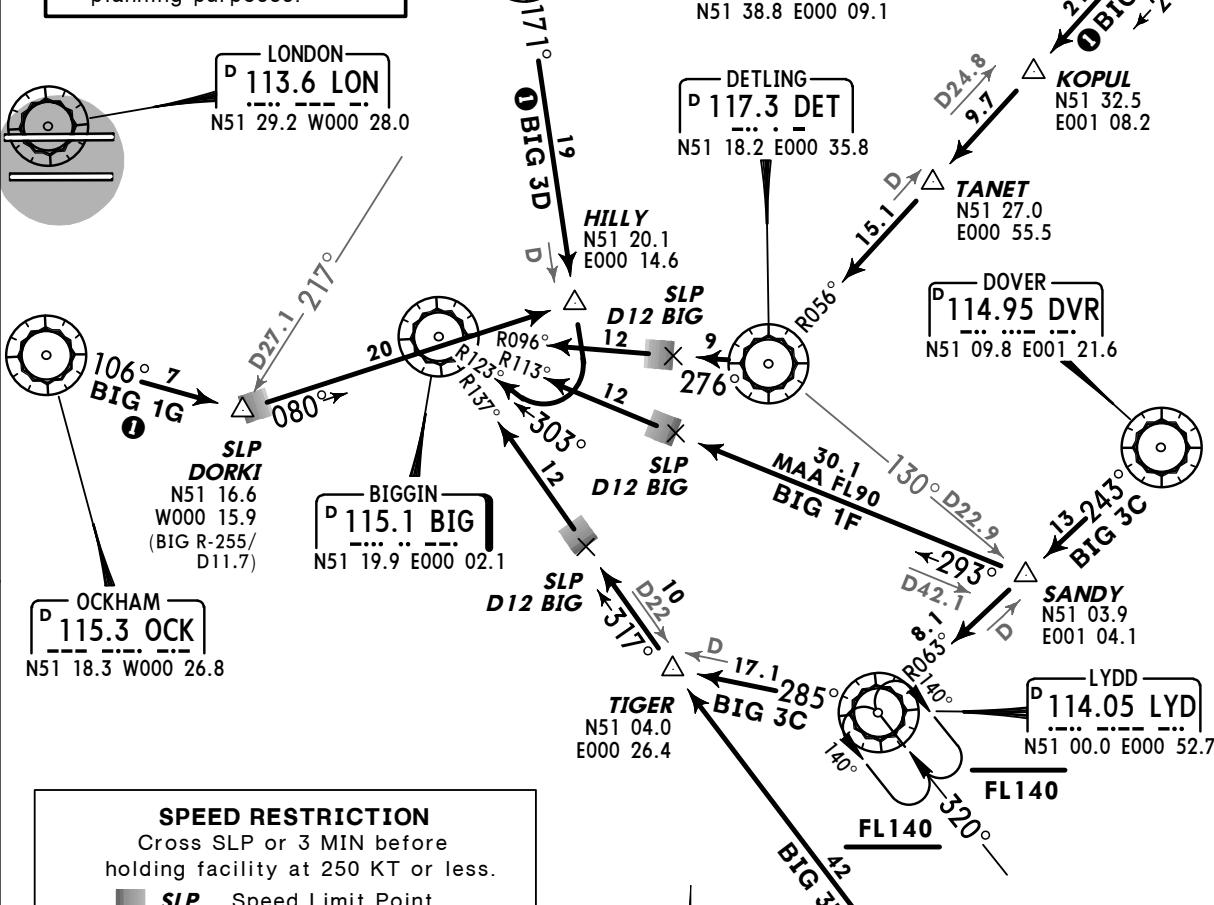
ARRIVALS

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

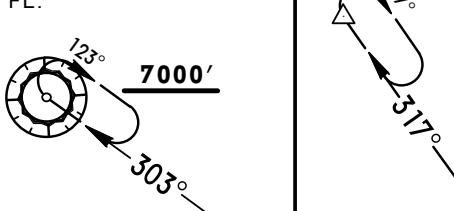
WARNING
Do not proceed beyond
BIG
without ATC clearance.

1 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.

BIG
Aircraft will be instructed
by ATC to fly the appropri-
ate FL.



NCEES-02415

DESCENT PLANNING

**BIG 3B: FL150 by TIGER,
BIG 3C, 3D, 1E, 1F, 1G: As directed by ATC.
**AUTICAL DESCENT CLEARANCE WILL BE AS
DIRECTED BY ATC****

EGLL/LHR
HEATHROW

JEPPESEN

30 JUL 10

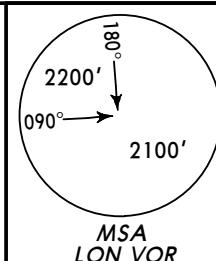
10-2B

LONDON, UK

STAR

*D-ATIS 113.75	115.1	128.07	Apt Elev 83'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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BOVINGDON FOUR ALFA (BNN 4A)
 BOVINGDON ONE BRAVO (BNN 1B)
 BOVINGDON ONE CHARLIE (BNN 1C)
 BOVINGDON ONE DELTA (BNN 1D) ①
 BOVINGDON ONE ECHO (BNN 1E) ①



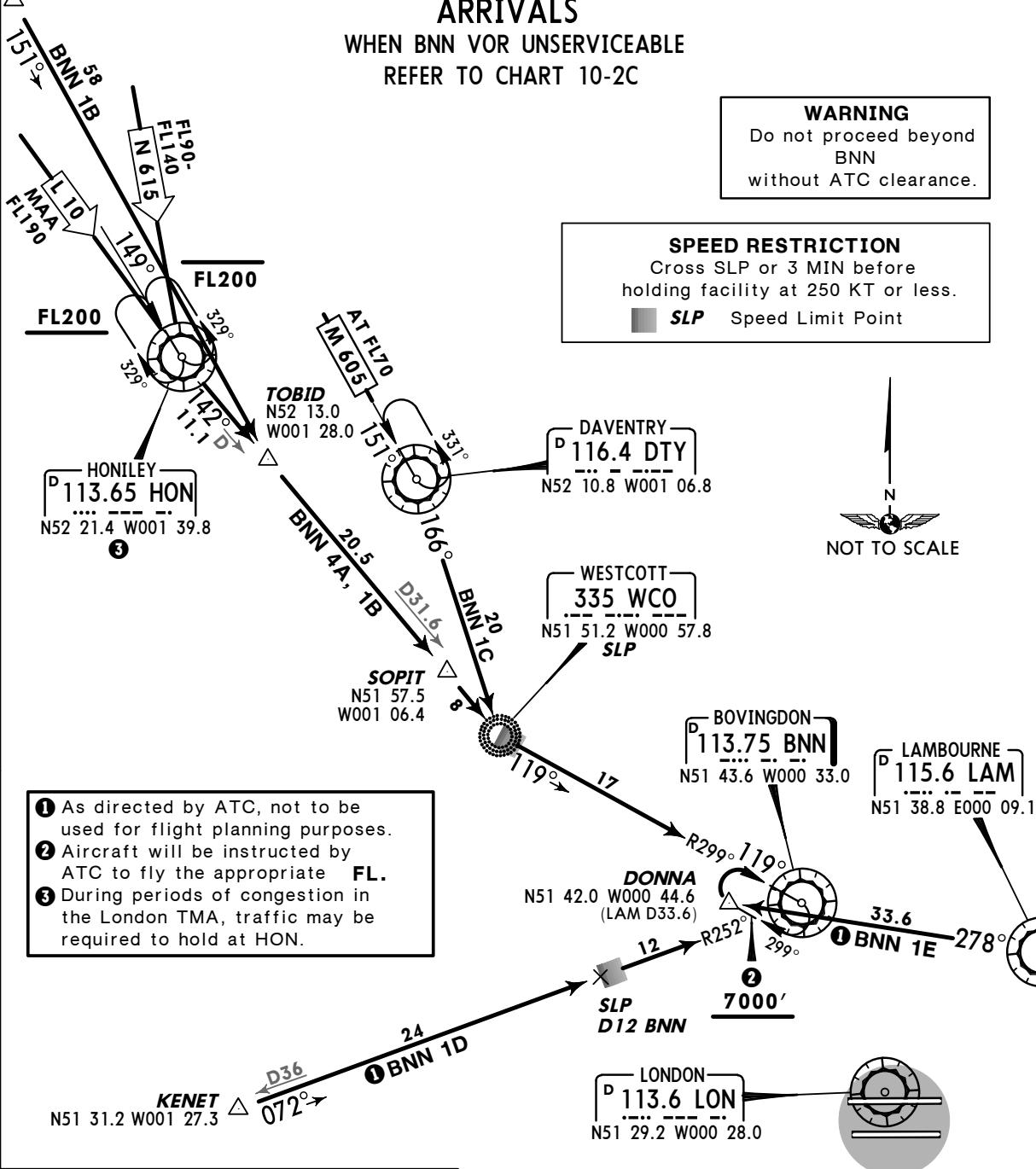
NUGRA
N53 01.8
W002 18.2

ARRIVALS

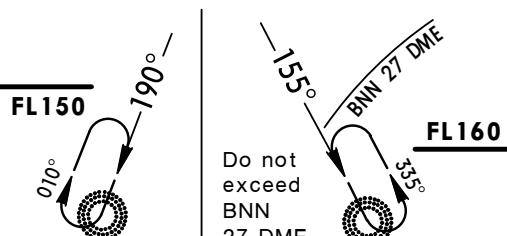
WHEN BNN VOR UNSERVICEABLE
 REFER TO CHART 10-2C

WARNING
 Do not proceed beyond
 BNN
 without ATC clearance.

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



HOLDINGS OVER WCO



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.**

EGLL/LHR
HEATHROW

JEPPESEN

30 JUL 10

10-2C

LONDON, UK

STAR

*D-ATIS

113.75

115.1

128.07

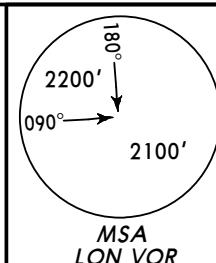
Apt Elev

83'

Alt Set: hPa

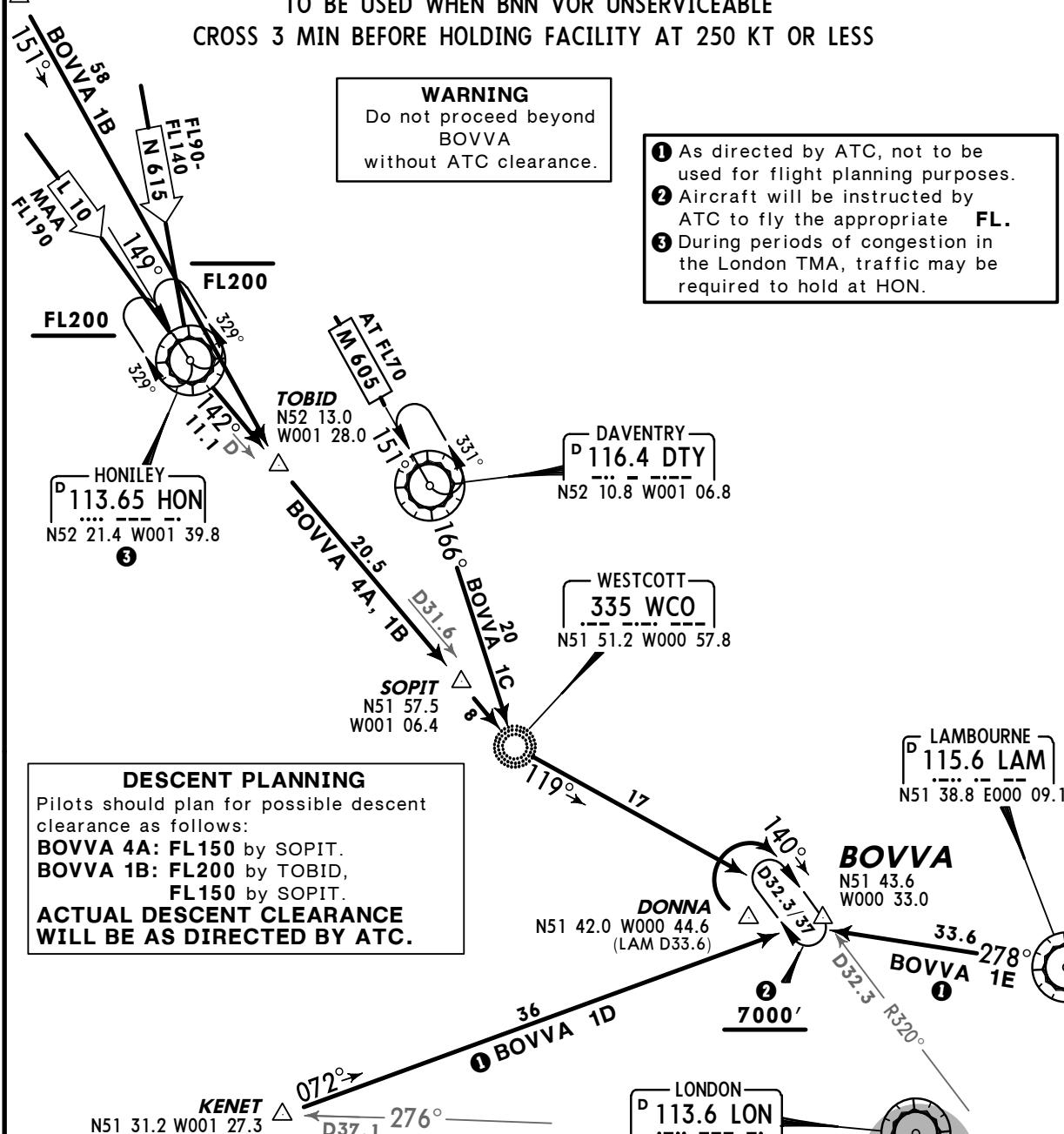
Trans level: By ATC

Trans alt: 6000'



BOVVA FOUR ALFA (BOVVA 4A) [BOVVA4A]
 BOVVA ONE BRAVO (BOVVA 1B) [BOVVA1B]
 BOVVA ONE CHARLIE (BOVVA 1C) [BOVVA1C]
 BOVVA ONE DELTA (BOVVA 1D) [BOVVA1D] ①
 BOVVA ONE ECHO (BOVVA 1E) [BOVVA1E] ①

ARRIVALS

NUGRA
N53 01.8
W002 18.2

EGLL/LHR
HEATHROW

JEPPESEN

28 MAY 10

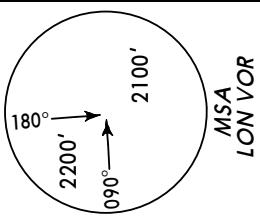
10-2D

Eff 3 Jun

LONDON, UK

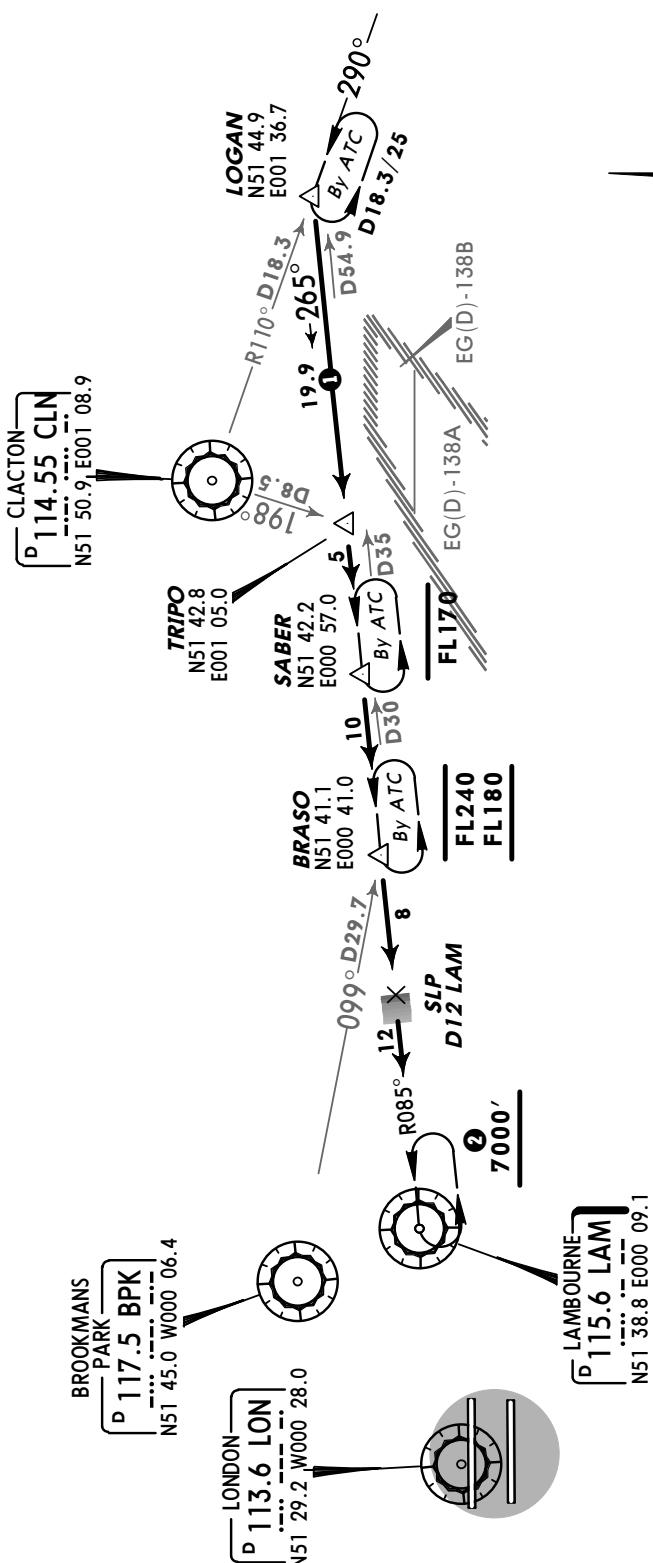
STAR

113.75	115.1	128.07	Apt Elev 83'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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LAMBOURNE THREE ALFA (LAM 3A) ARRIVAL

WHEN LAM VOR UNSERVICEABLE REFER TO CHART 10-2E
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



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

- Due to proximity of EG(D)-138 do not fly south of track Abeam CLN until BRASO.
- 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.



WARNING
Do not proceed beyond
LAM without ATC clearance.

EGLL/LHR
HEATHROW

JEPPESEN

28 MAY 10

10-2E

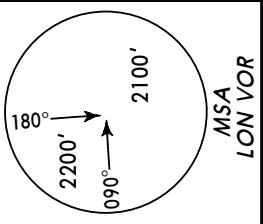
Eff 3 Jun

LONDON, UK

STAR

113.75 *D-ATIS
115.1

128.07

Apt Elev
83'Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'

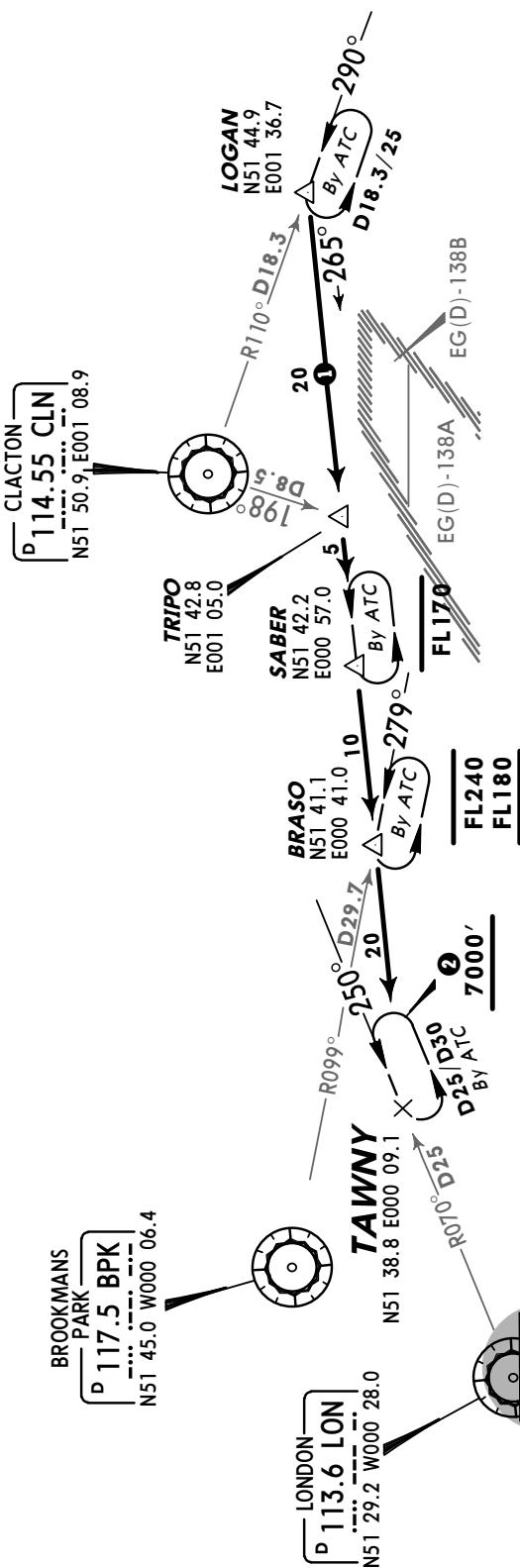
TAWNY THREE ALFA (TAWNY 3A) [TAWN3A] ARRIVAL

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.

EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-2F

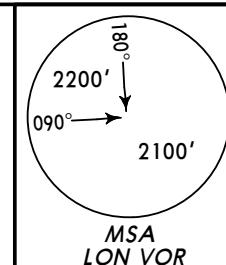
LONDON, UK

STAR

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

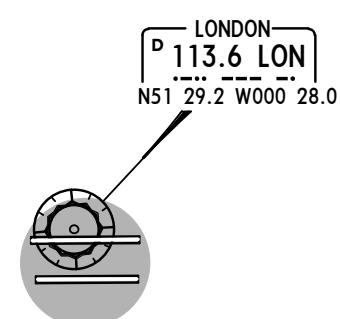
**OCKHAM ONE GOLF (OCK 1G)
OCKHAM ONE HOTEL (OCK 1H)
ARRIVALS**

FROM NORTHEAST & EAST
WHEN OCK VOR UNSERVICEABLE REFER TO CHART 10-2G
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



WARNING
Do not proceed beyond
OCK
without ATC clearance.

LAMBOURNE
D 115.6 LAM
N51 38.8 E000 09.1



OCKHAM
D 115.3 OCK
N51 18.3 W000 26.8

27.1
OCK 1H

D 115.1 BIG
N51 19.9 E000 02.1

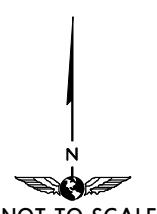
217°

11.7

OCK 1G

256°

DORKI
N51 16.6 W000 15.9



① 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.**

EGLL/LHR
HEATHROW

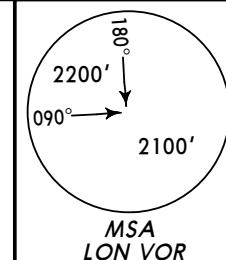
JEPPESEN

4 JUN 10

10-2G

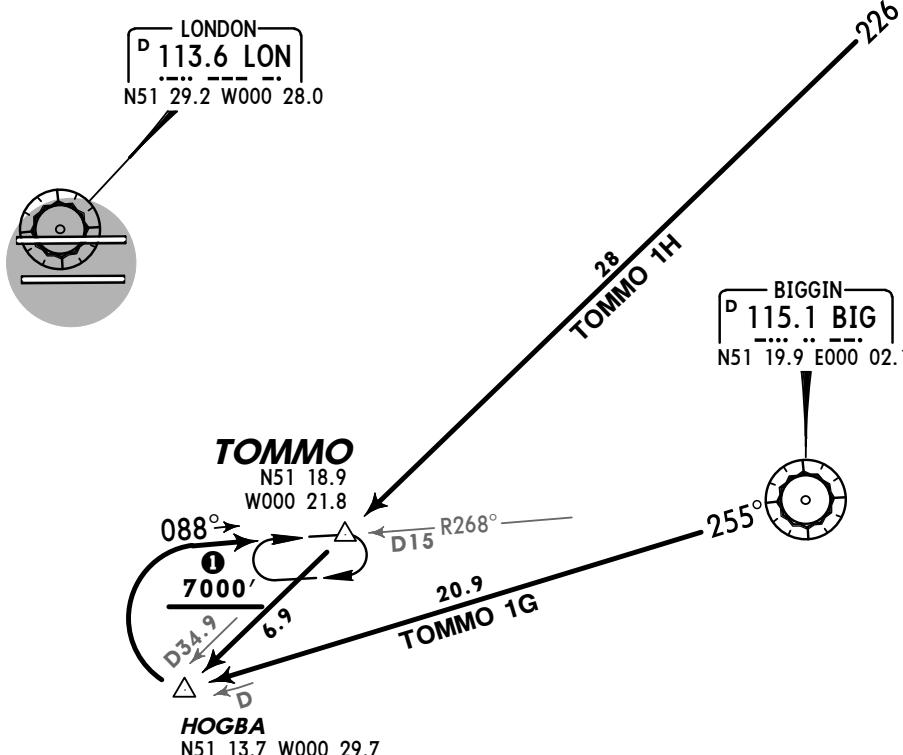
LONDON, UK

STAR

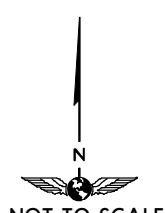
*D-ATIS
113.75 115.1 128.07Apt Elev
83'Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'TOMMO ONE GOLF (TOMMO 1G) [TOMO1G]
TOMMO ONE HOTEL (TOMMO 1H) [TOMO1H]
ARRIVALSFROM NORTHEAST & EAST
TO BE USED WHEN OCK VOR UNSERVICEABLE
STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
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

WARNING
Do not proceed beyond
TOMMO
without ATC clearance.

LAMBOURNE
D 115.6 LAM
N51 38.8 E000 09.1



① 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.**

EGLL/LHR
HEATHROW

JEPPESEN

24 JUN 11

10-2H

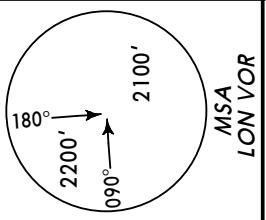
Eff 30 Jun

LONDON, UK

STAR

113.75 *D-ATIS
115.1

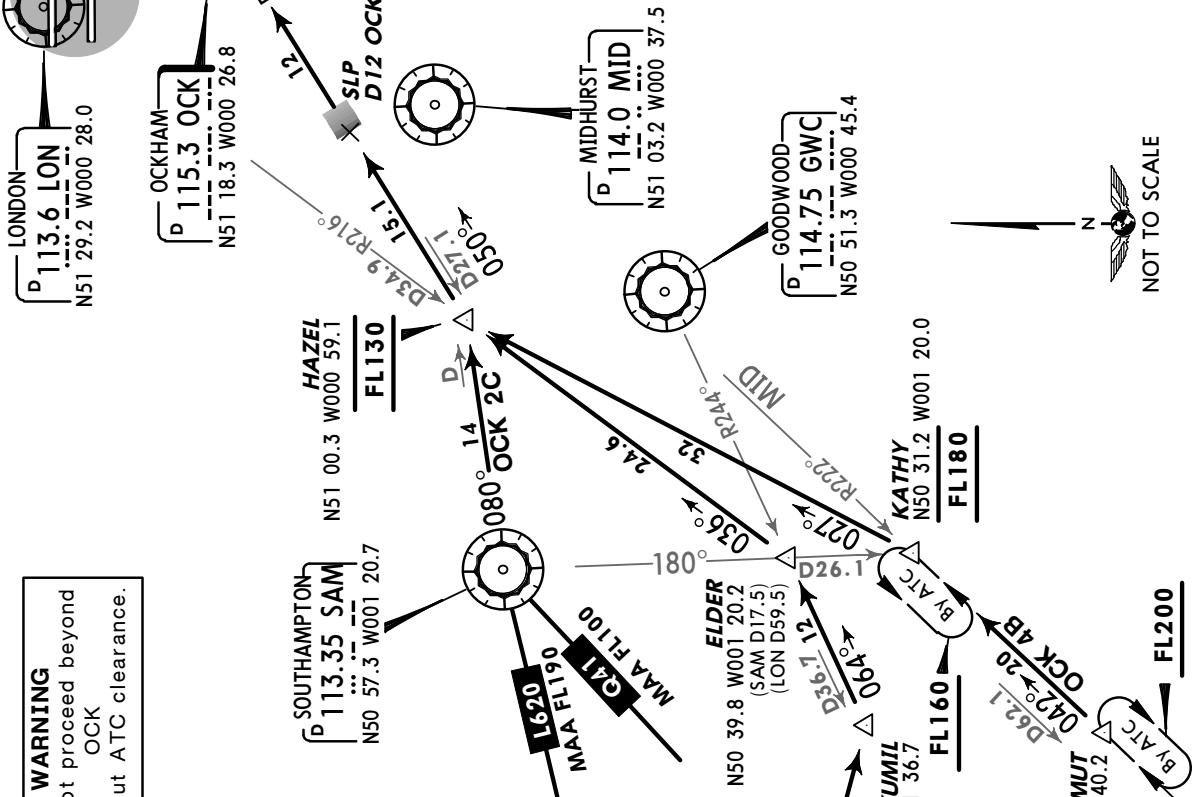
128.07

Apt Elev
83'Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'

OCHHAM FOUR BRAVO (OCK 4B) OCHHAM TWO CHARLIE (OCK 2C) OCHHAM 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

**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

By ATC

SAM

GIBSO
W002 31.1
(117.0 SFD
R-272/D100.6)

FL270

FL200
By ATC
16
109°
289°

BILINI
N50 40.5
W002 07.6

FL200

Direct distance from
OCK to:
Heathrow Apt 10NM

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

EGLL/LHR
HEATHROW

JEPPESEN

24 JUN 11

10-2J

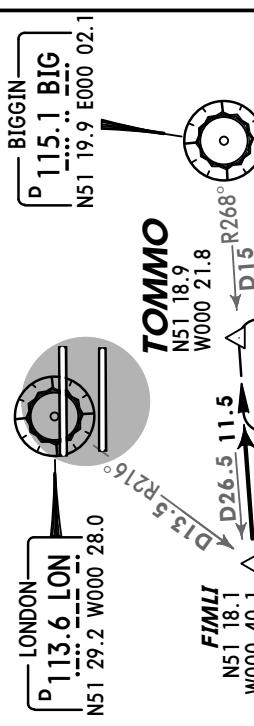
Eff 30 Jun

LONDON, UK

STAR

113.75 *D-ATIS
115.1

128.07

Apt Elev
83'Alt Set: hPa
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.

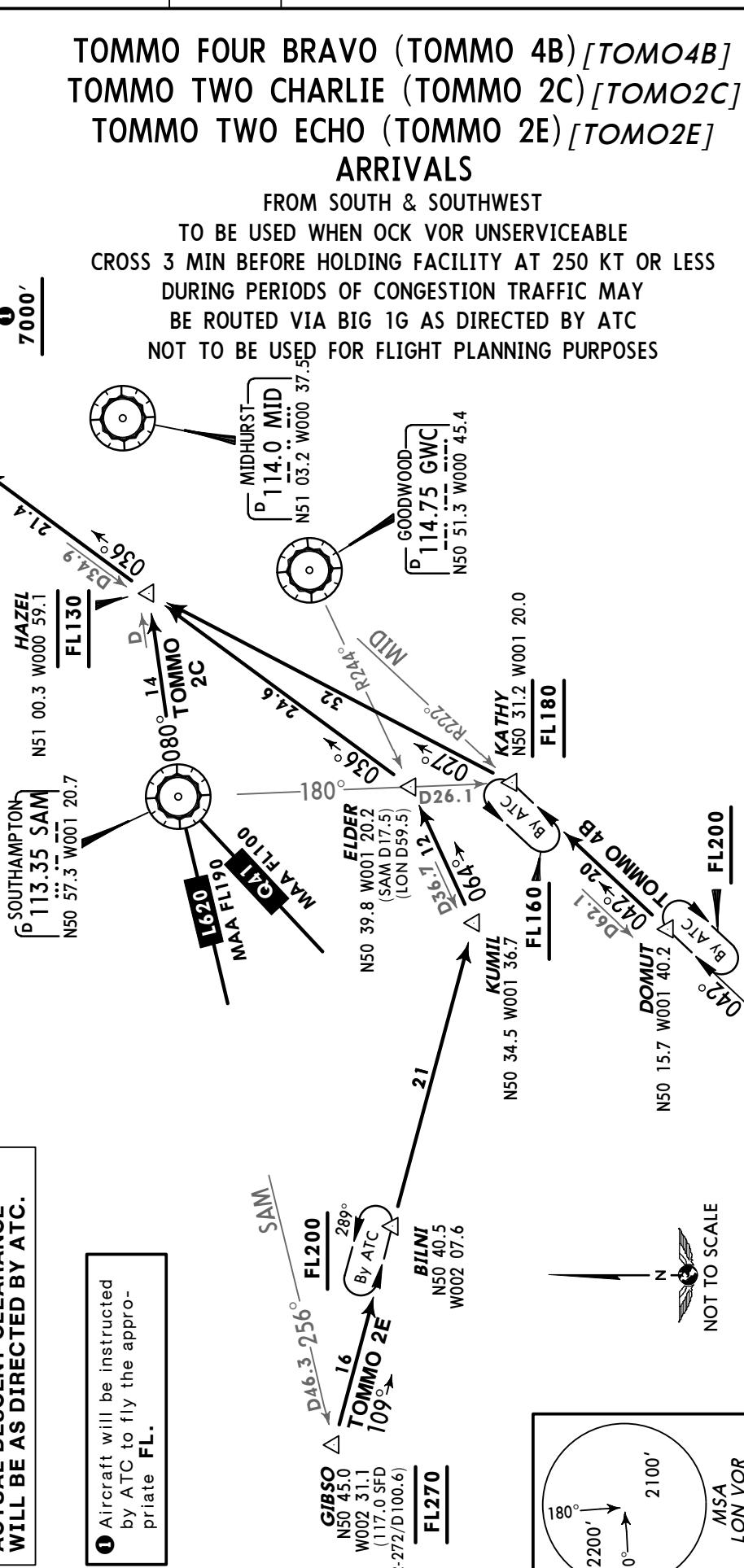
Direct distance from
TOMMO to:
Heathrow Apt 10NM

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

TOMMO 4B: FL180 by KATHY,
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.**

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



EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-2K

LONDON, UK

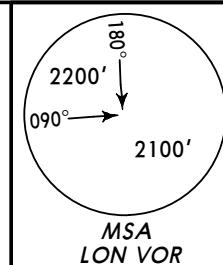
STAR

113.75 115.1 128.07

Apt Elev
83'Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'

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

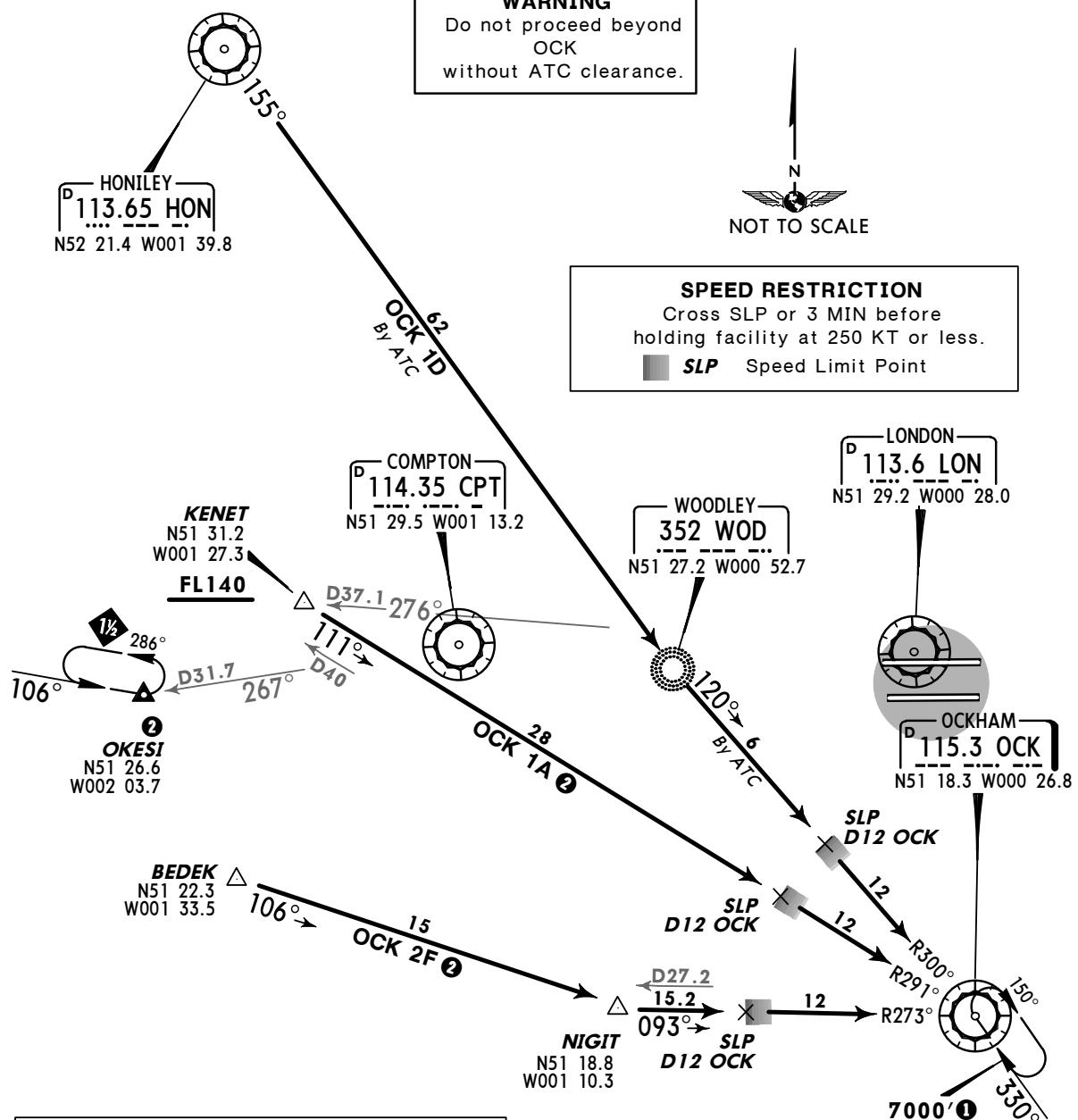
FROM WEST & NORTHWEST
 WHEN OCK VOR UNSERVICEABLE REFER TO CHART 10-2L
 DURING PERIODS OF CONGESTION TRAFFIC MAY
 BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
 NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



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.

- ① Aircraft will be instructed by ATC to fly the appropriate **FL**.
- ② During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-2L

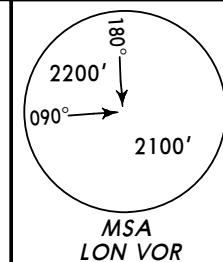
LONDON, UK

STAR

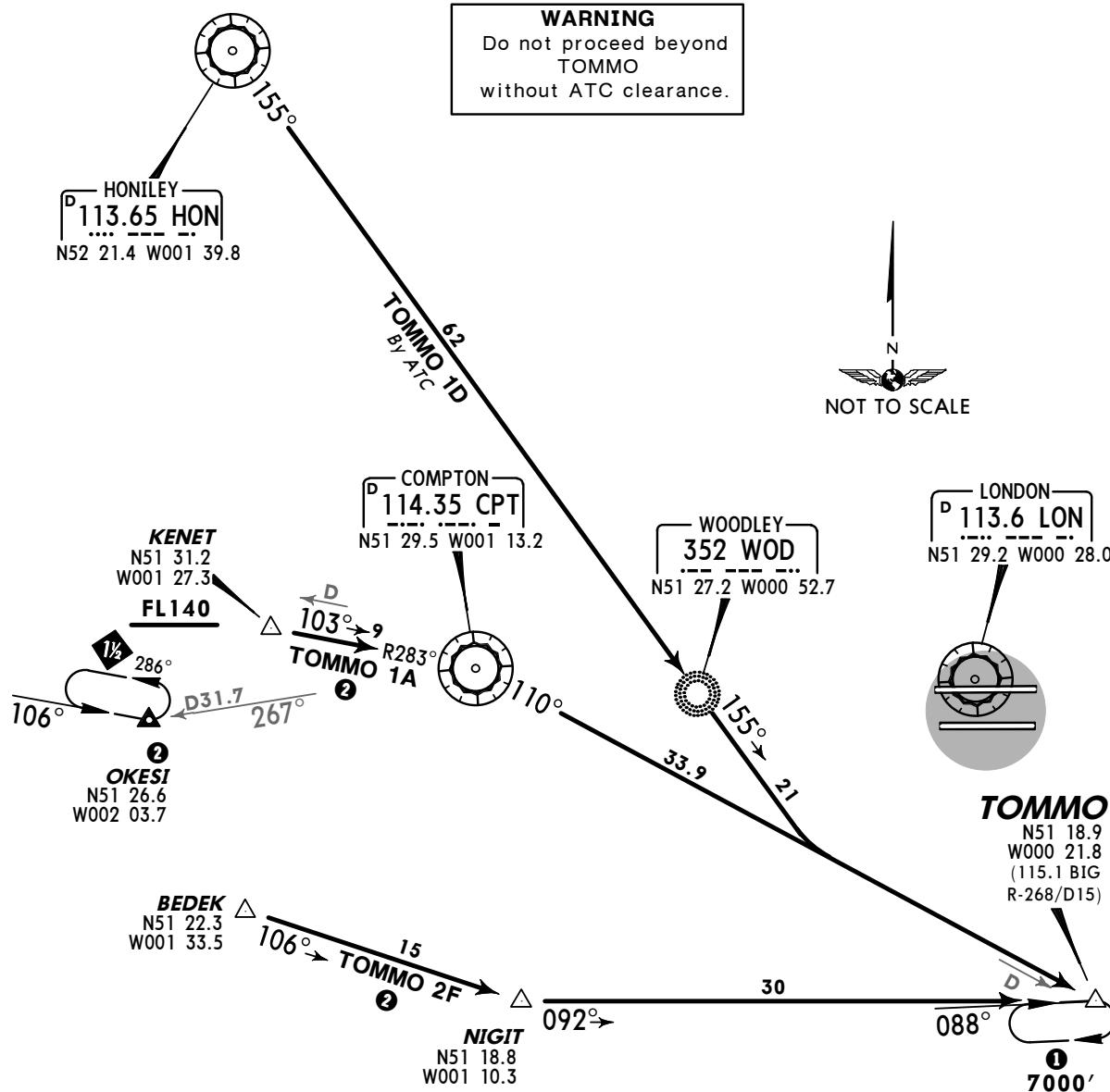
*D-ATIS
113.75 115.1 128.07Apt Elev
83'Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'

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.

- ① Aircraft will be instructed by ATC to fly the appropriate FL.
- ② During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

**EGLL/LHR
HEATHROW**

JEPPESEN

4 JUN 10

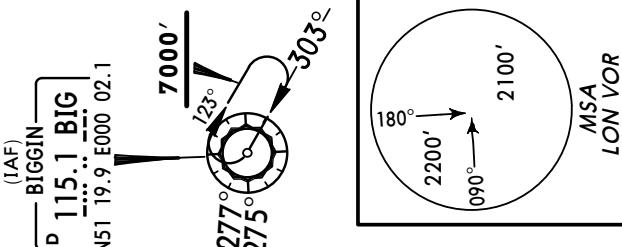
(10-2M)

LONDON, UK

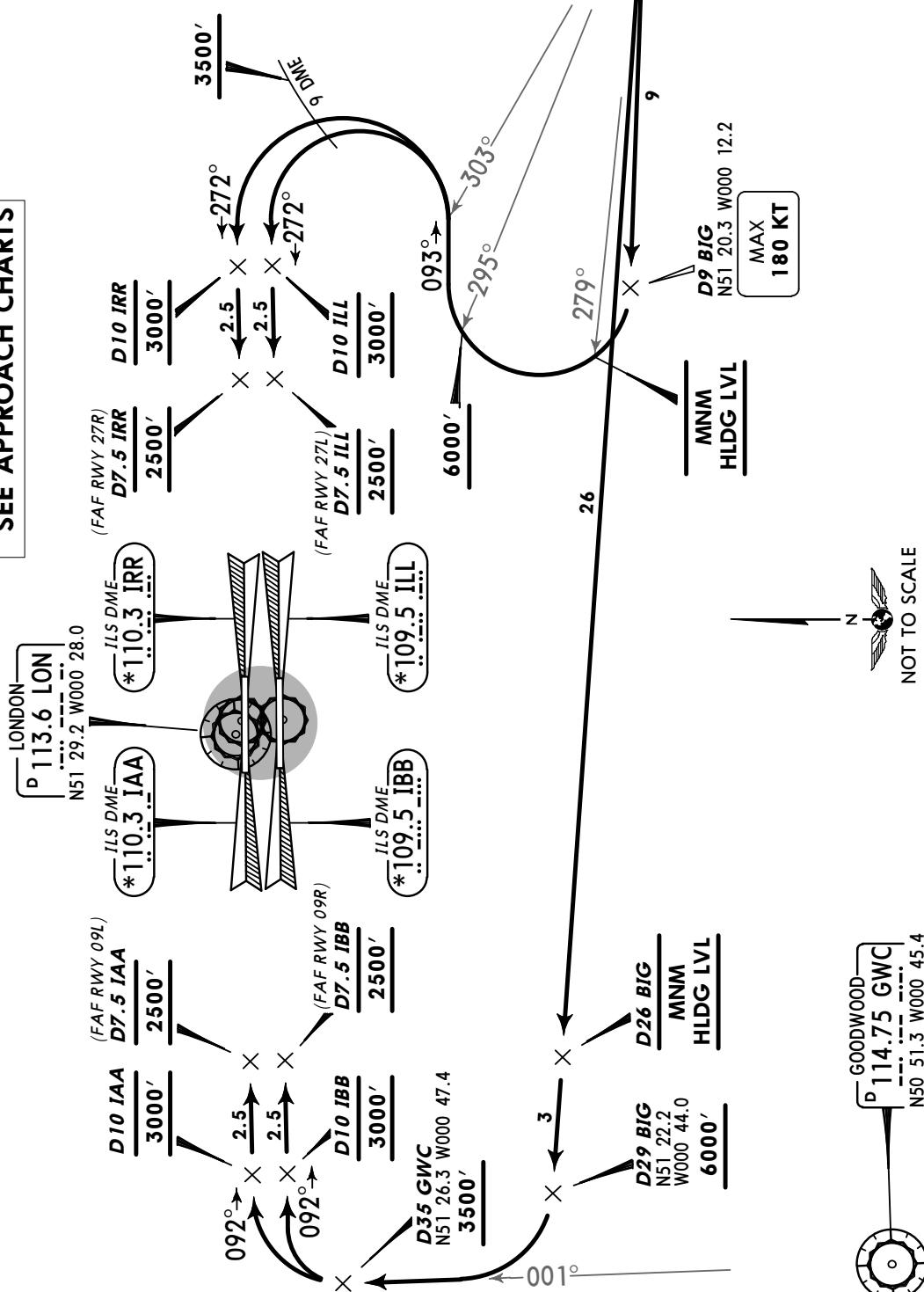
INITIAL APPROACH

<p>*D-ATIS 113.75 115.1 128.07</p>	<p><i>Apt Elev</i> 83'</p>	<p>Alt Set: hPa Trans level: By ATC Trans alt: 6000'</p> <p>1. Minimum holding level (Flight Level equivalent of 7000') is above TA and will be allocated by ATC.</p> <p>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.</p> <p>3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000'.</p>
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RWYS 09L/R, 27L/R
INITIAL APPROACH PROCEDURES
WITHOUT RADAR CONTROL
FROM RIC TO ILS OR MLS



FOR FINAL APPROACH SEE APPROACH CHARTS



EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-2N

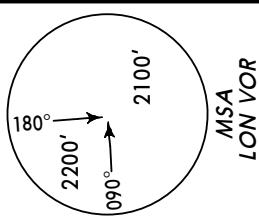
LONDON, UK

INITIAL APPROACH

*D-ATIS
113.75
115.1
128.07

Apt Elev
83'

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



**FOR FINAL APPROACH
SEE APPROACH CHARTS**

(IAF)
D 113.75 BNN
N51 43.6 W000 33.0

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 10 ILL
2500'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2500'

D 7.5 ILL
2500'

D 10 IBB
3000'

D 10 IBB
2500'

D 39 GWC
N51 30.2
W000 47.6

D 10 IAA
2500'

D 10 IAA
3000'

D 10 IBB
3000'

D 10 IBB
2500'

D 34 LAM
N51 36.1
W000 45.3

D 30 LAM
MNM
HLDG LVL

D 5 BNN
MNM
HLDG LVL

D 11 BNN
MNM
HLDG LVL

D 15 BNN
MNM
HLDG LVL

D 19 BNN
N51 32.3
W000 08.5

D 10 IRR
3000'

D 10 ILL
3000'

D 7.5 IRR
2

**EGLL/LHR
HEATHROW**

The Jeppesen logo consists of a stylized graphic element followed by the word "JEPPESEN" in a bold, sans-serif font.

4 JUN 10

10-2P

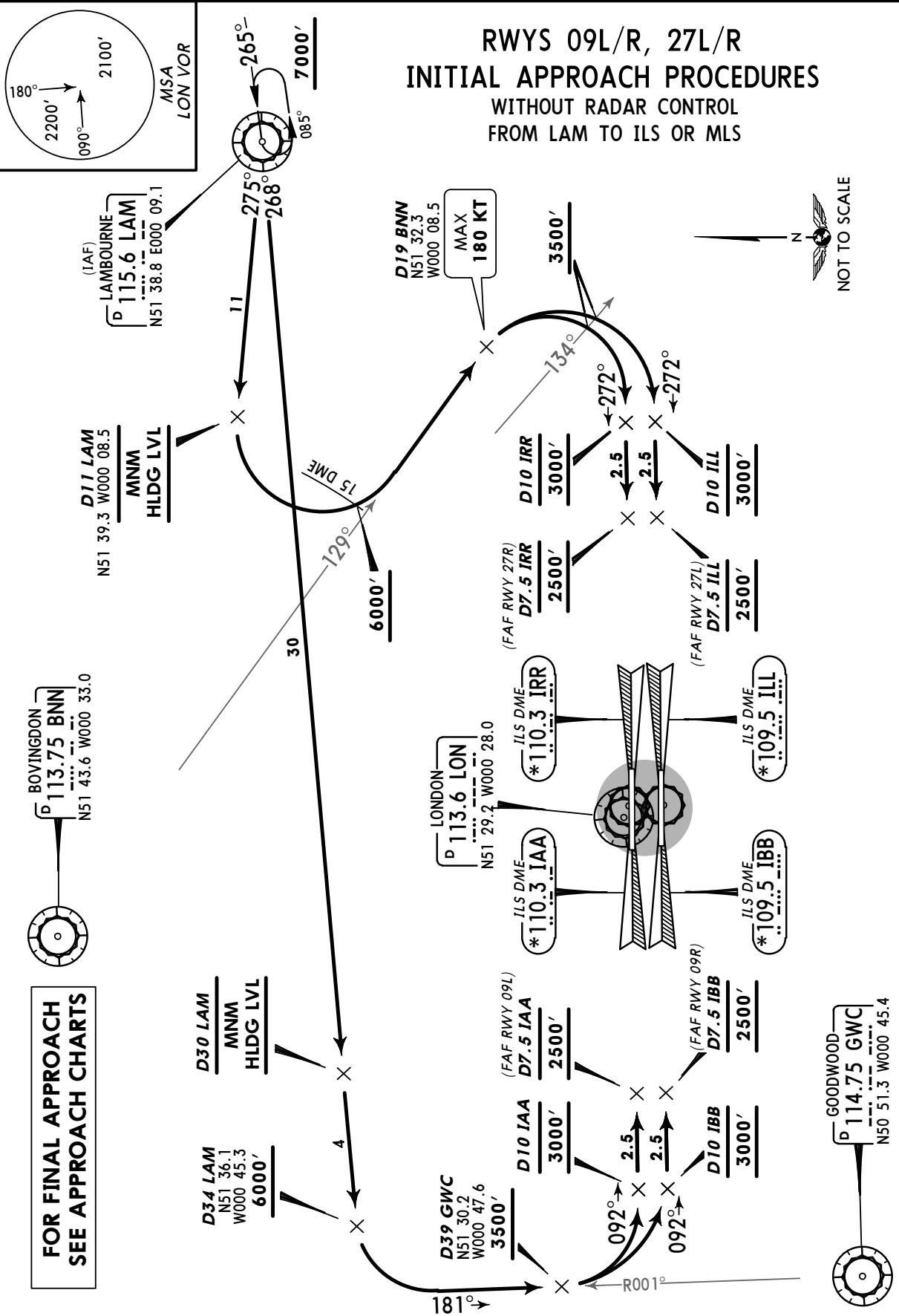
LONDON, UK

INITIAL APPROACH

*D-ATIS
113.75
115.1
128.07
Apt Elev
83'

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

1. Minimum holding level (Flight Level equivalent of 7000') is above TA and will be allocated by ATC.
2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT 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'.



EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-2Q

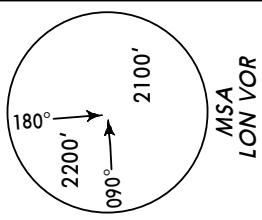
LONDON, UK

INITIAL APPROACH

*D-ATIS
113.75
115.1
128.07

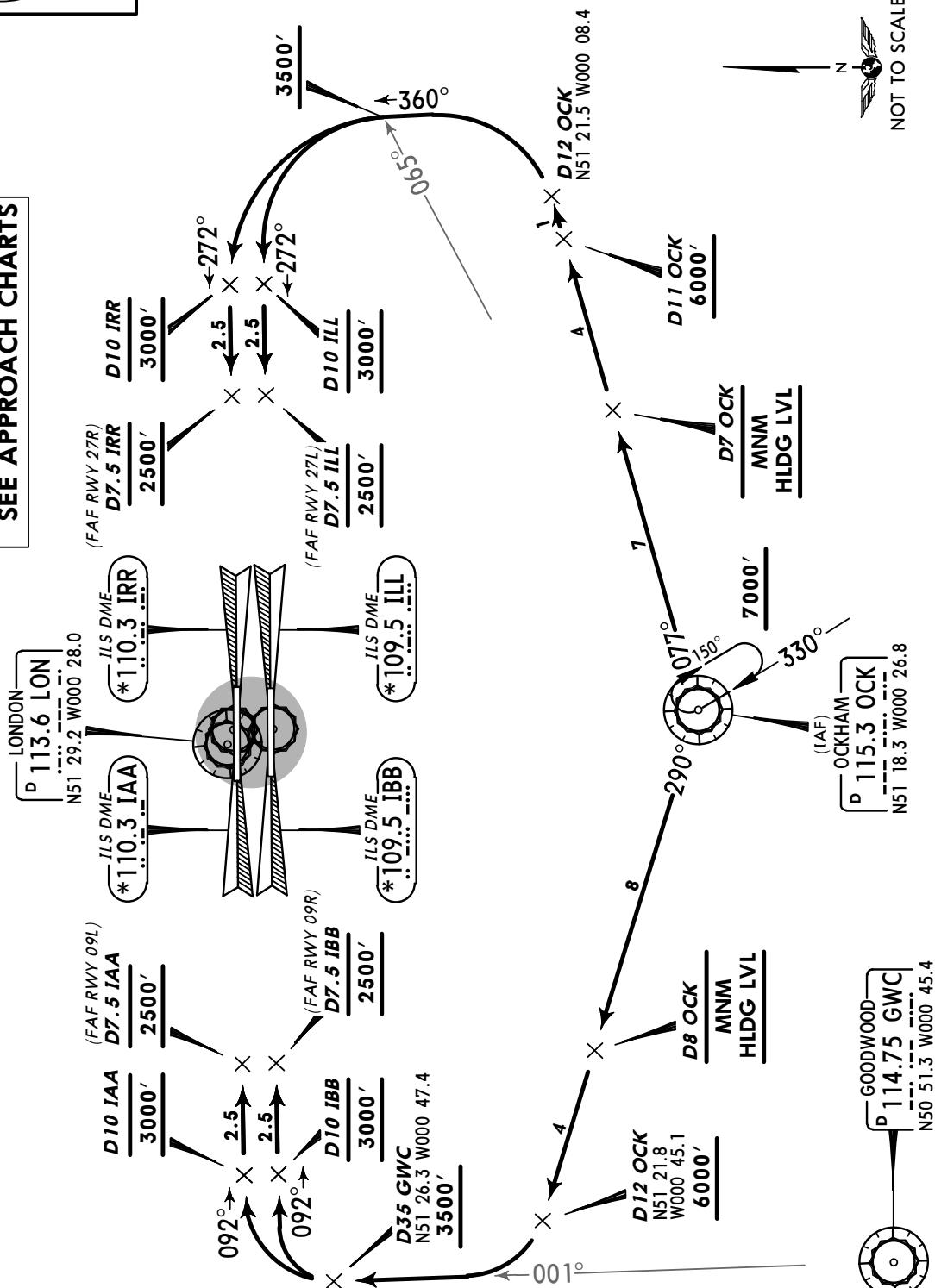
Apt Elev
83'

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



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

**FOR FINAL APPROACH
SEE APPROACH CHARTS**



EGLL/LHR
HEATHROW

JEPPESEN

28 MAY 10

10-3

LONDON, UK

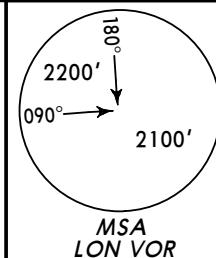
SID

LONDON Control
118.82Apt 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. 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.

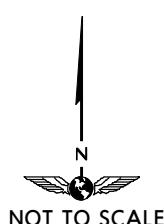
**BROOKMANS PARK SEVEN FOXTROT (BPK 7F)
BROOKMANS PARK SEVEN GOLF (BPK 7G)
RWYS 27R/L DEPARTURES**

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

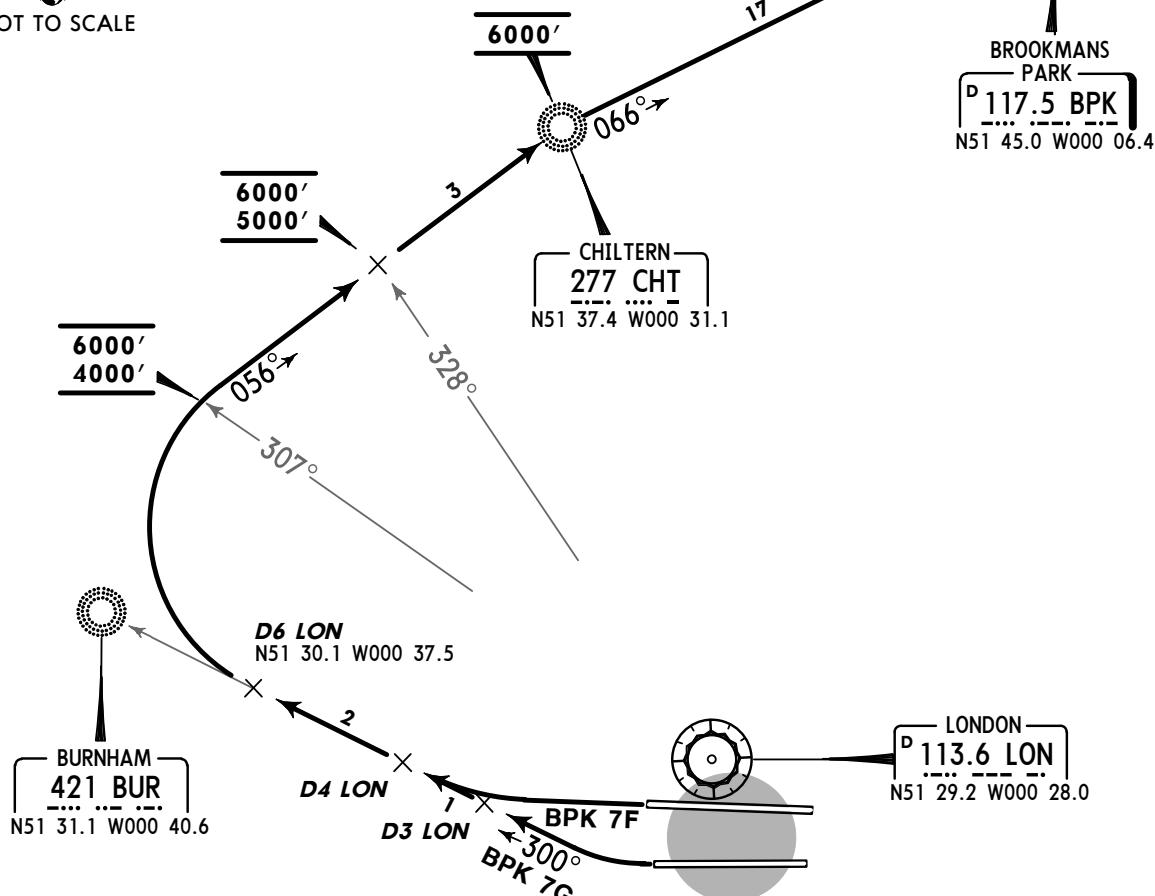


WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

AVERAGE TRACK MILEAGE
32 NM to BPK.



NOT TO SCALE



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.

EGLL/LHR
HEATHROW**JEPPESEN**

28 MAY 10

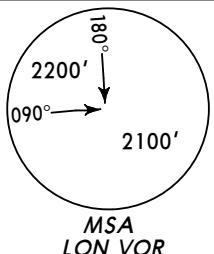
10-3A

LONDON, UK

SID

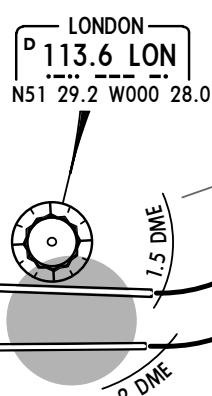
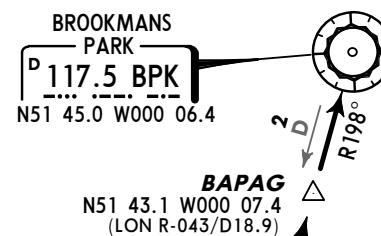
LONDON Control
118.82Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control.
 2. SIDs include noise preferential routes (refer to 10-4).
 3. 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.



D10 LON
6000'
3000'

D10 BPK
6000'
4000'

D6 BPK
6000'

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.

EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

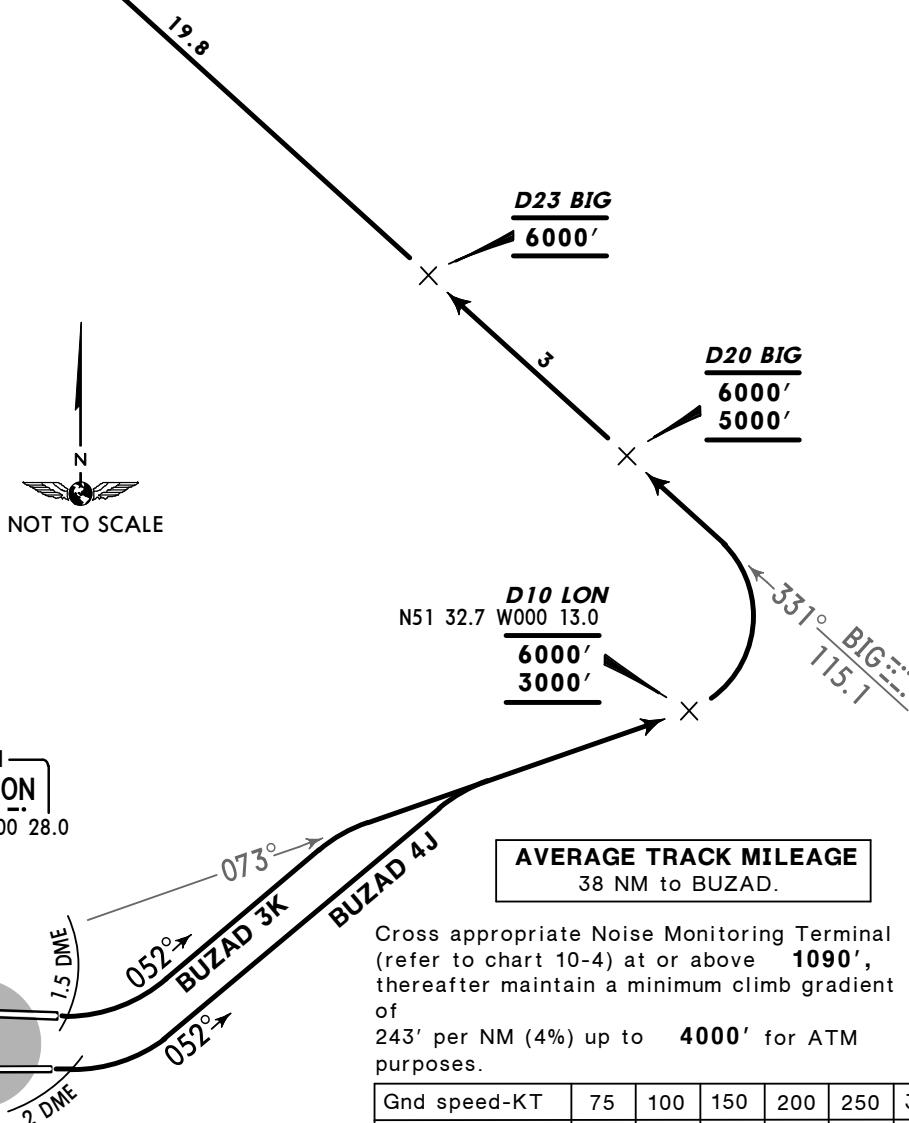
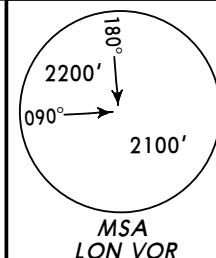
10-3B

LONDON, UK

SID

LONDON Control
119.77Apt 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. 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****BUZAD**
N51 56.5
W000 33.1

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.

EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-3C

LONDON, UK

SID

LONDON Control
134.12Apt 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. 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**

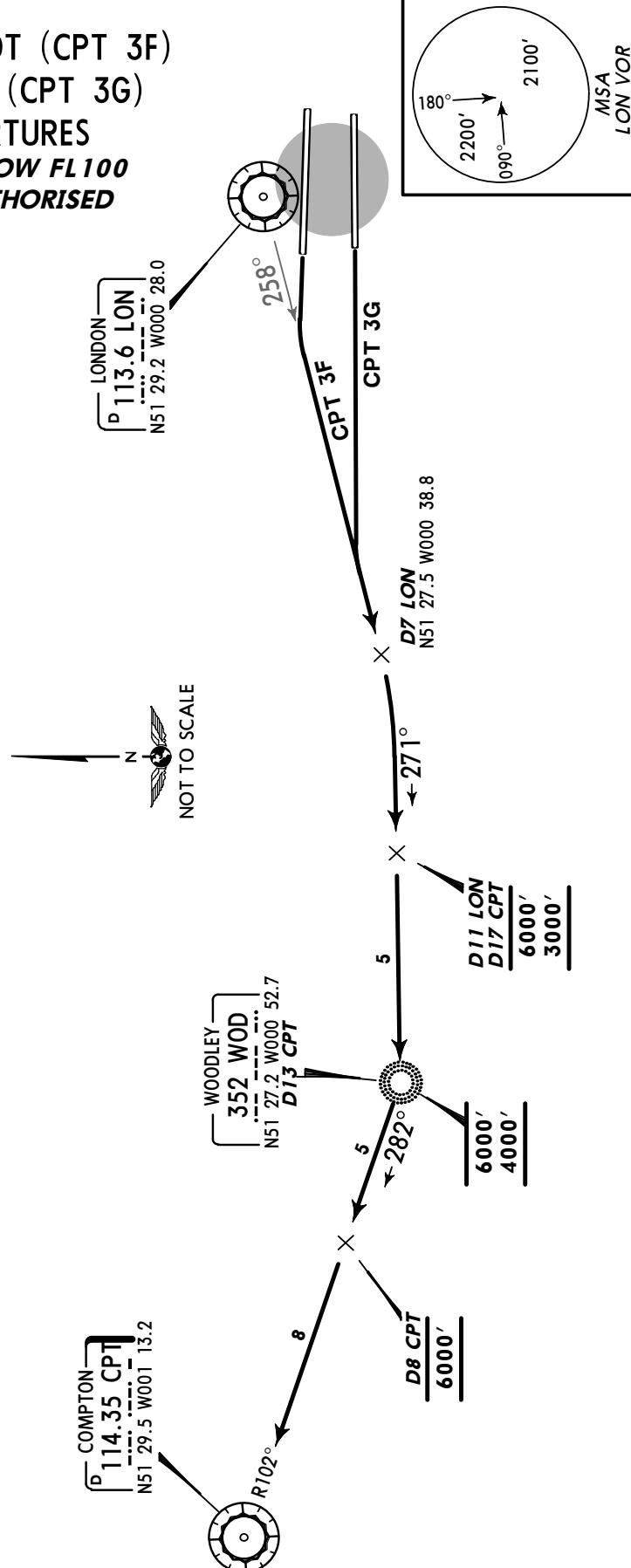
WARNING: Due to interaction with other routes do not climb above **6000'** until cleared by ATC.

ROUTING / ALTITUDE

SID	RWY	ROUTING / ALTITUDE
CPT 3F	27R	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'.
CPT 3G	27L	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.

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.

AVERAGE TRACK MILEAGE
15 NM to WOD.



**EGLL/LHR
HEATHROW**

JEPPESEN

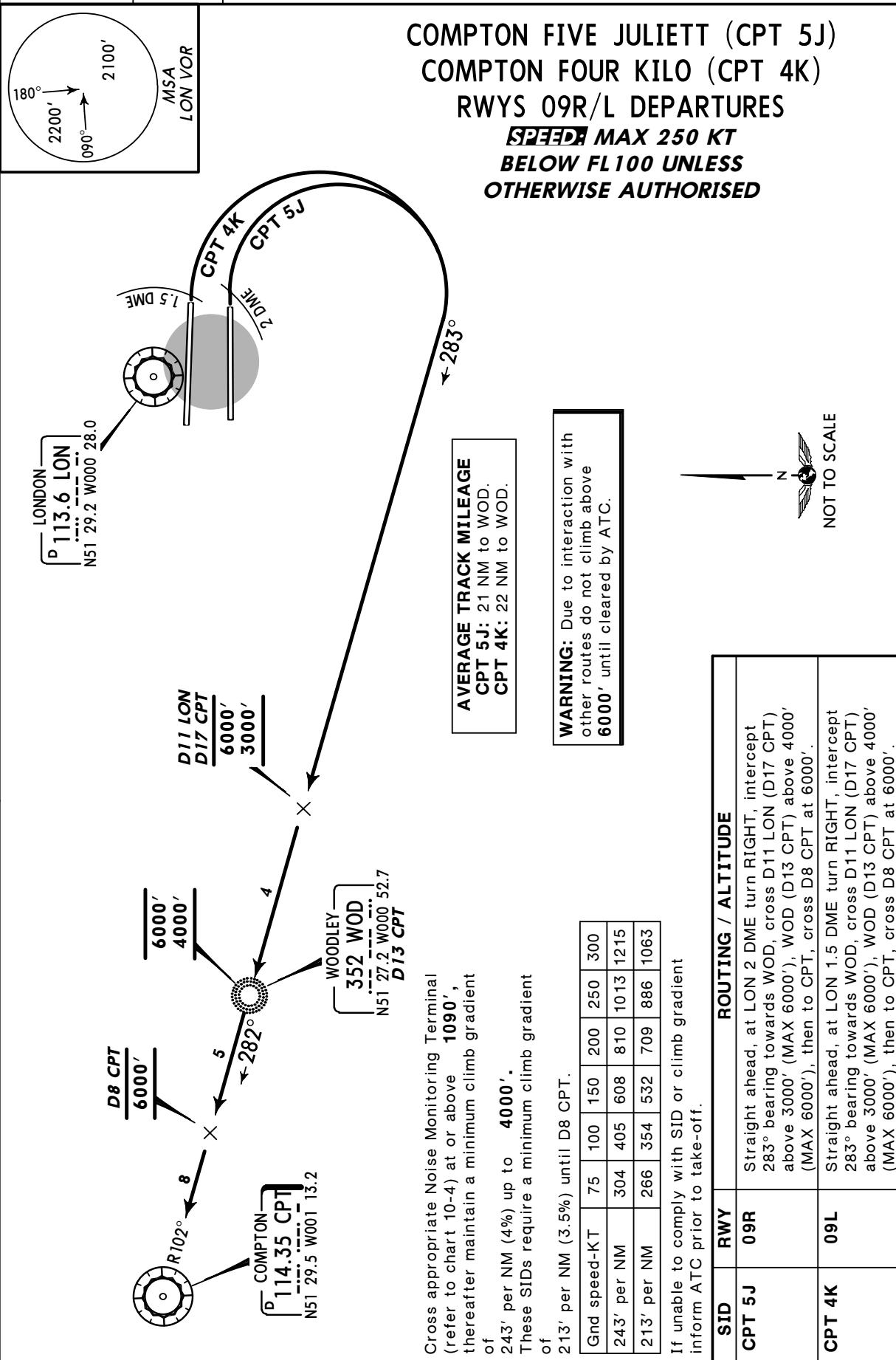
4 JUN 10

10-3D

LONDON, UK

SID

<p>*HEATHROW Director 134.97</p>	<p><i>Apt Elev</i> 83'</p>	<p>Trans level: By ATC Trans alt: 6000' 1. When instructed contact HEATHROW Director. 2. SID's 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 HEATHROW Director. 5. Do not climb above SID levels until instructed by ATC.</p>
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CHANGES: MSA.

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EGLL/LHR
HEATHROW

JEPPESEN

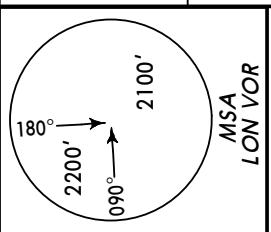
4 JUN 10

10-3E

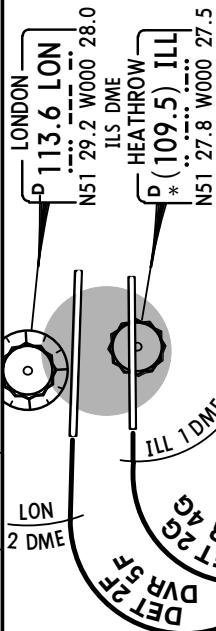
LONDON, UK

SID

LONDON Control 120.52	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. 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.
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**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**

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 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 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.	
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 DET.	
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.	



AVERAGE TRACK MILEAGE
DET 2F, DVR 5F: 50 NM to DET.
DET 2G, DVR 4G: 49 NM to DET.

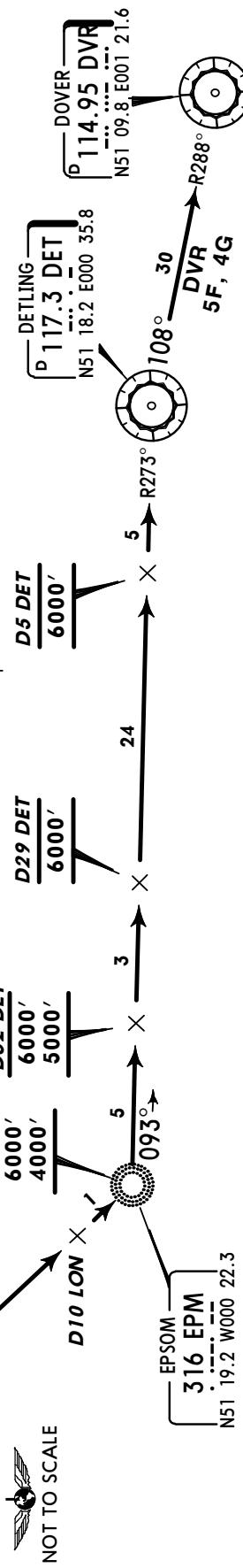
WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) 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.

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



EGLL/LHR
HEATHROW

JEPPESEN

24 JUN 11

10-3F

Eff 30 Jun

LONDON, UK

SID

LONDON Control
120.52**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.

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 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 DVR.

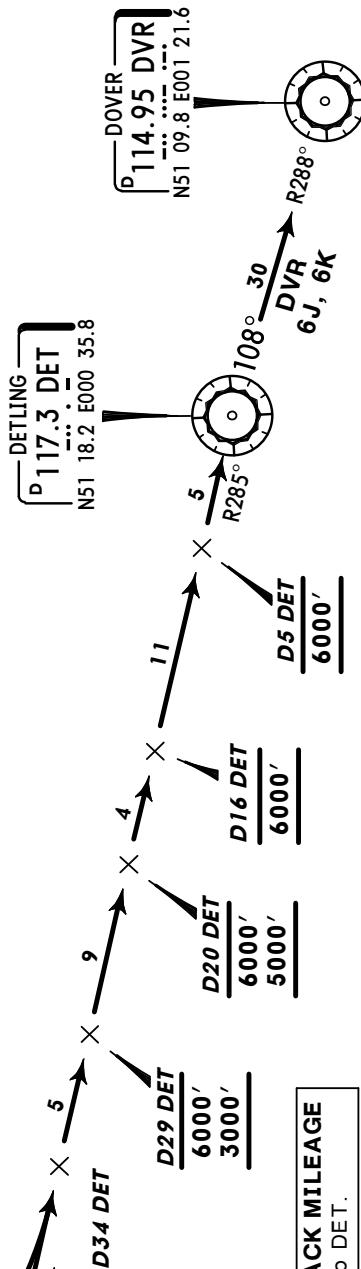
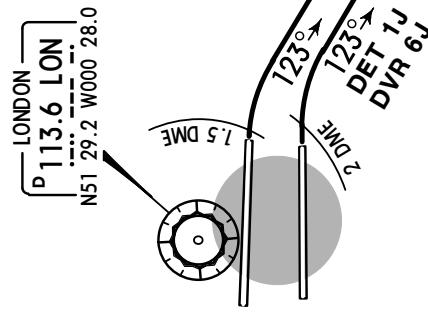
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above **1090'**, thereafter maintain a minimum climb gradient of 243' per NM (4%) up to **4000'**.

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

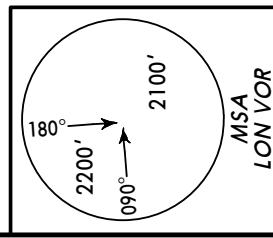
If unable to comply with SID or climb gradient inform ATC prior to take-off.

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

LONDON
113.6 LON
N51 29.2 W000 28.0



AVERAGE TRACK MILEAGE
4.1 NM to DET.



EGLL/LHR
HEATHROW

JEPPESEN

24 JUN 11

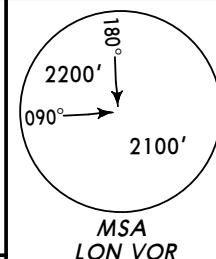
10-3G Eff 30 Jun

LONDON, UK

SID

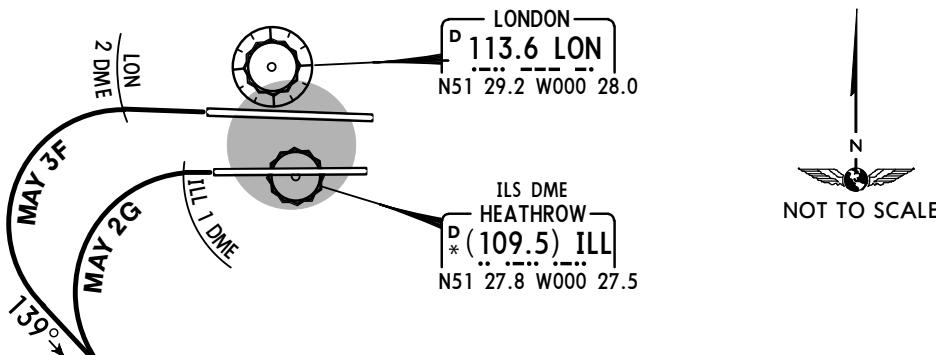
LONDON
Control
126.82
Apt Elev
83'

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**

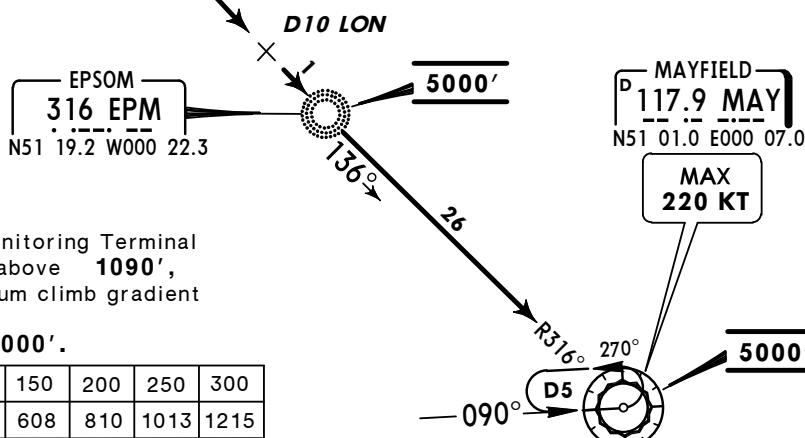
TO EGKK ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



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

AVERAGE TRACK MILEAGE
MAY 3F: 40 NM to MAY.
MAY 2G: 39 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.

ROUTING / ALTITUDE	SID	RWY
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 3F	27R
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'.	MAY 2G	27L

EGLL/LHR
HEATHROW

JEPPESEN

24 JUN 11

10-3H

Eff 30 Jun

LONDON, UK

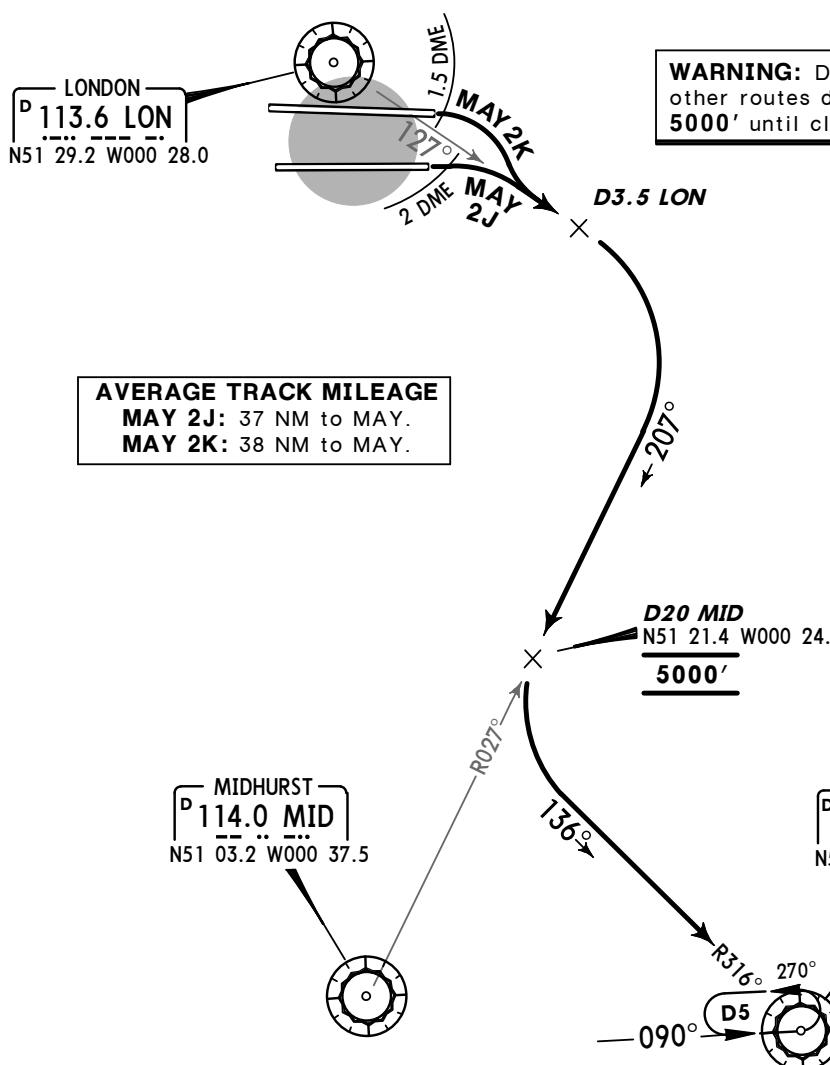
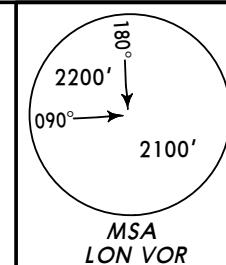
SID

LONDON Control
126.82Apt 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 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



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.

ROUTING / ALTITUDE	
SID	RWY
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'.

ROUTING / ALTITUDE	
SID	RWY
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'.

EGLL/LHR
HEATHROW**JEPPESEN**

24 JUN 11

10-3J

Eff 30 Jun

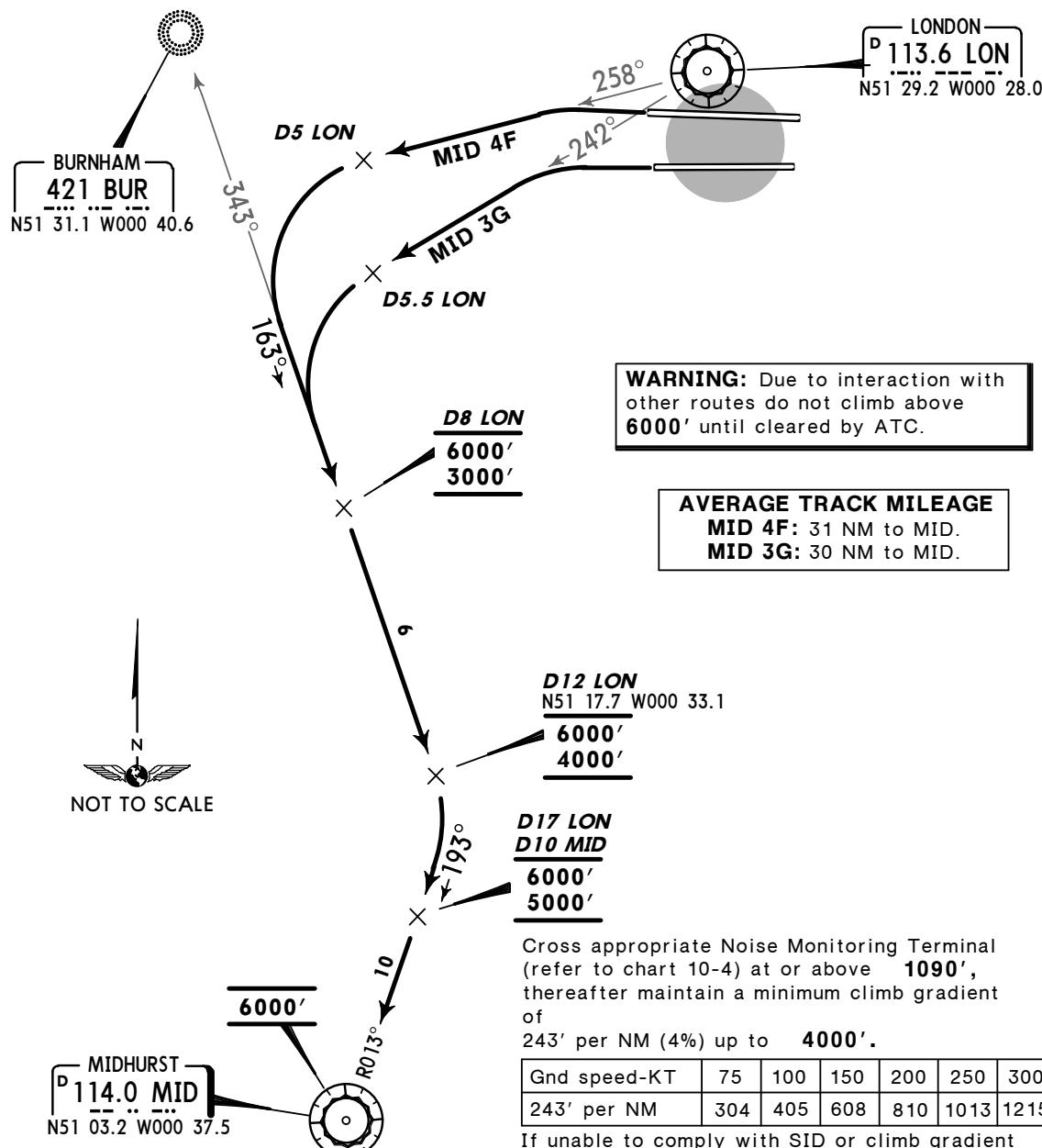
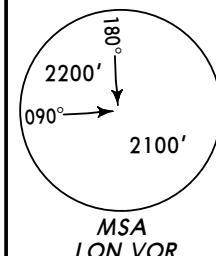
LONDON, UK

SID

LONDON Control
133.17Apt 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.

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



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'.

EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-3K

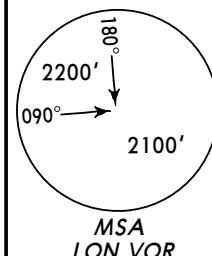
LONDON, UK

SID

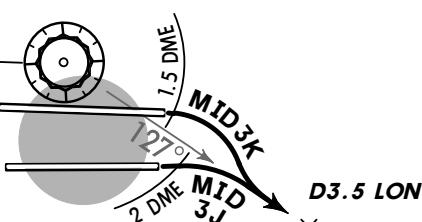
LONDON Control
133.17Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control.
 2. SIDs include noise preferential routes (refer to 10-4).
 3. 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 FL 100
UNLESS OTHERWISE AUTHORISED



LONDON
D 113.6 LON
N51 29.2 W000 28.0



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

D19 MID
6000'
3000'

D15 MID
6000'
4000'

D12 MID
6000'
5000'

D8 MID
6000'

MIDHURST
D 114.0 MID
N51 03.2 W000 37.5

AVERAGE TRACK MILEAGE
29 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'**.
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'.

EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-3L

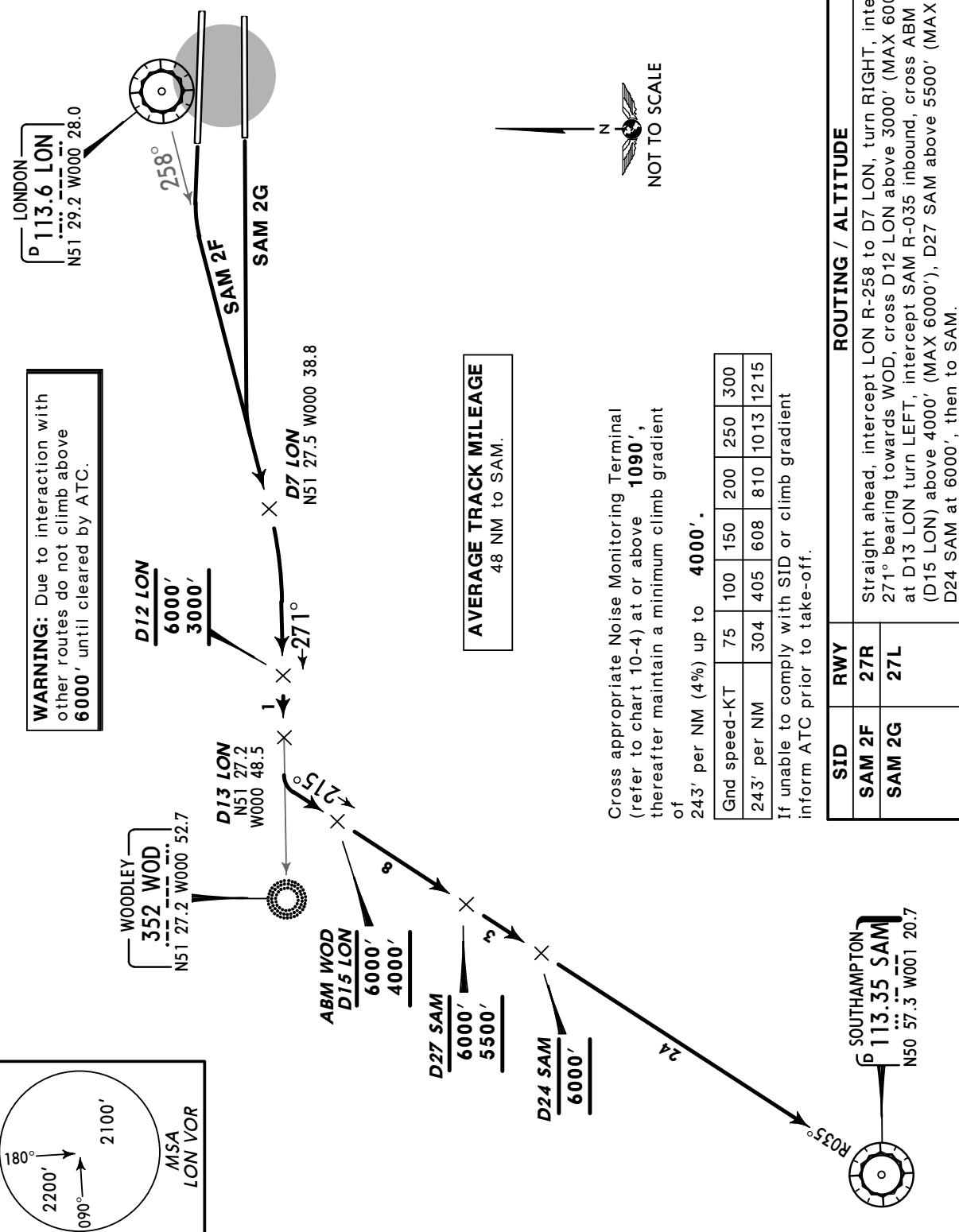
LONDON, UK

SID

LONDON Control
134.12Apt 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. 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



EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

10-3M

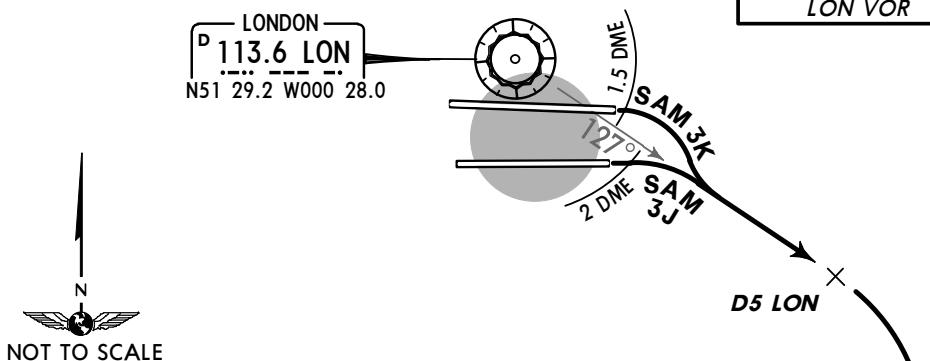
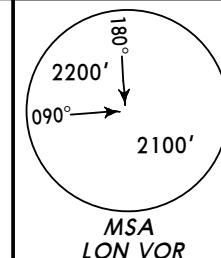
LONDON, UK

SID

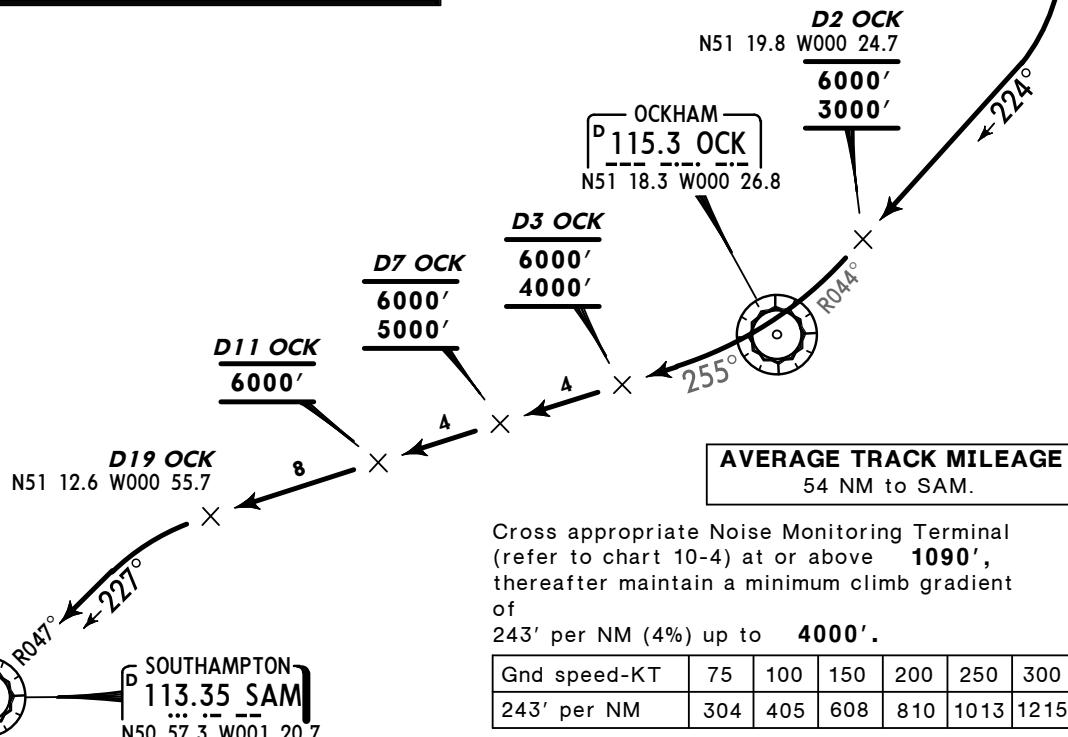
LONDON Control
134.12Apt Elev
83'

- Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control.
 2. SIDs include noise preferential routes (refer to 10-4).
 3. 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.



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.

EGLL/LHR
HEATHROW

JEPPESEN

4 JUN 10

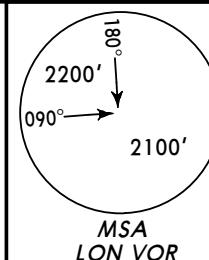
10-3N

LONDON, UK

SID

LONDON Control
119.77*Apt Elev*
83'

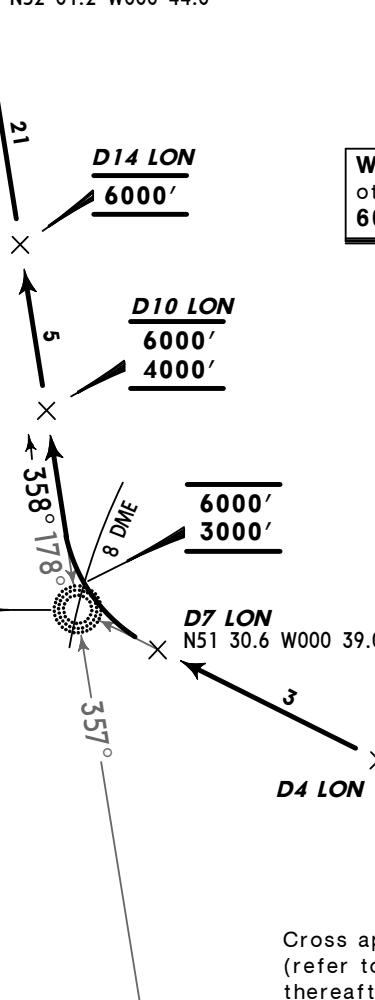
Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control.
 2. SIDs include noise preferential routes (refer to 10-4).
 3. Initial climb straight ahead to 590'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID levels until instructed 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**
DAVENTRY
 D 116.4 DTY
 N52 10.8 W001 06.8

WOBUN
 N52 01.2 W000 44.0

BURNHAM
 421 BUR
 N51 31.1 W000 40.6

LONDON
 D 113.6 LON
 N51 29.2 W000 28.0

MIDHURST
 D 114.0 MID
 N51 03.2 W000 37.5

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.

EGLL/LHR
HEATHROW

JEPPESEN

2 JUL 10

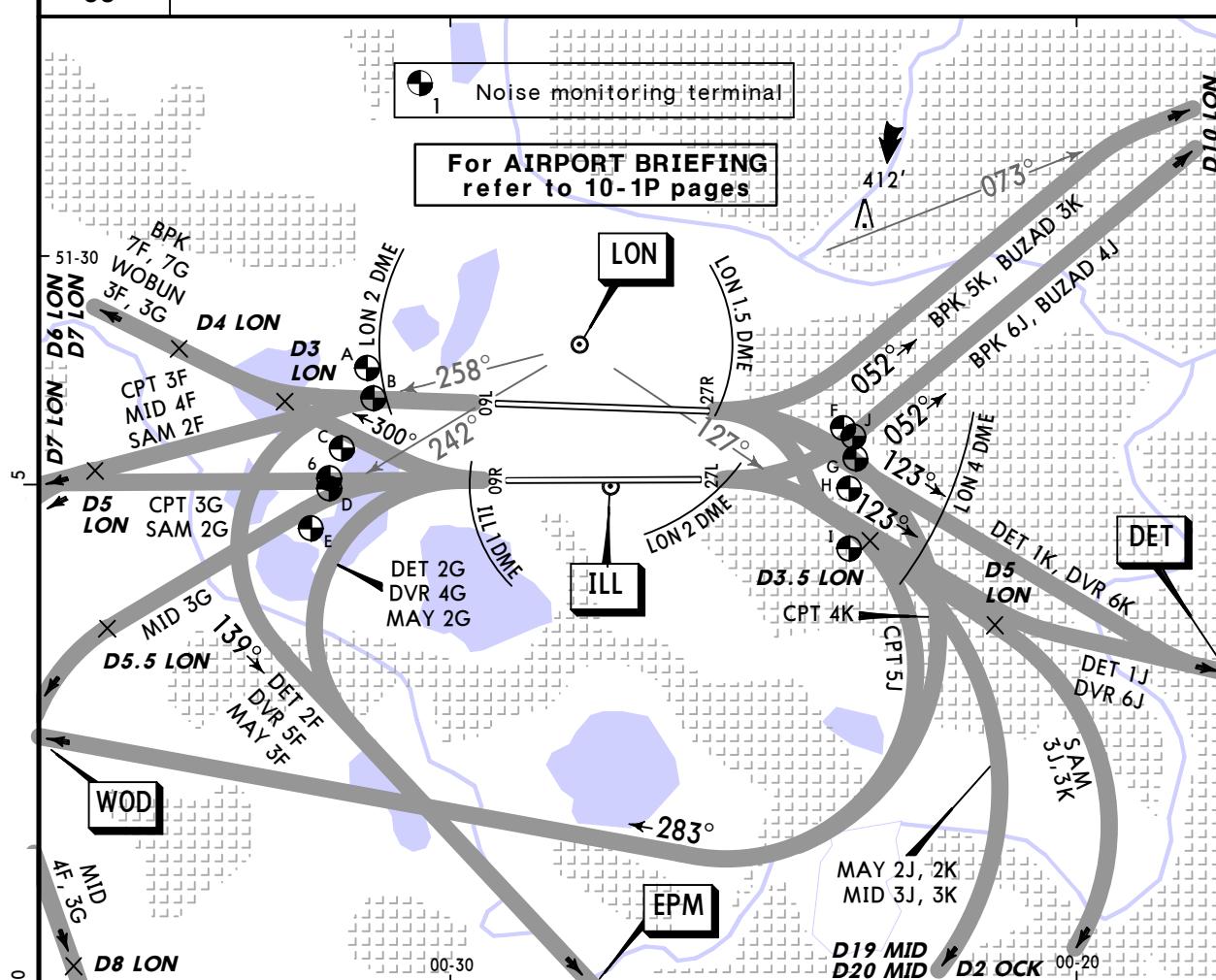
10-4

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

EGLL/LHR

Apt Elev 83'
N51 28.7 W000 27.7

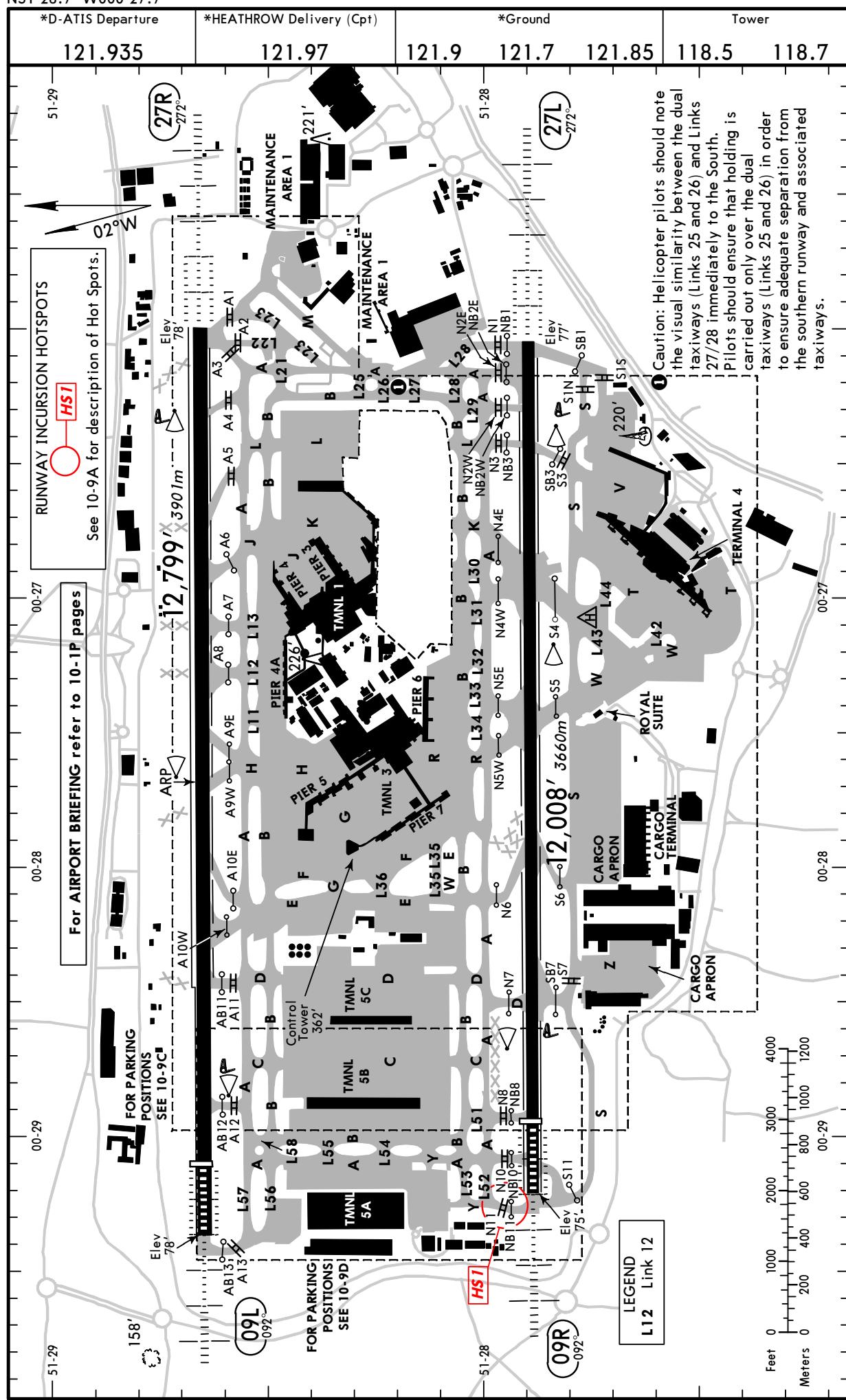
JEPPESEN

2 SEP 11

10-9

LONDON, UK

HEATHROW



EGLL/LHR

JEPPESEN

2 SEP 11

10-9A

LONDON, UK

HEATHROW

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
09L ① 27R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	RVR	11,795' 3595m 12,743' 3884m	10,801' 3292m 11,586' 3531m	②	164' 50m

① RWY grooved.

② 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 ③ 27L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	RVR	11,001' 3353m	9997' 3047m	④ RVR	10,905' 3324m	⑤	164' 50m
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③ RWY grooved.

④ HST - N6

⑤ 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 ①

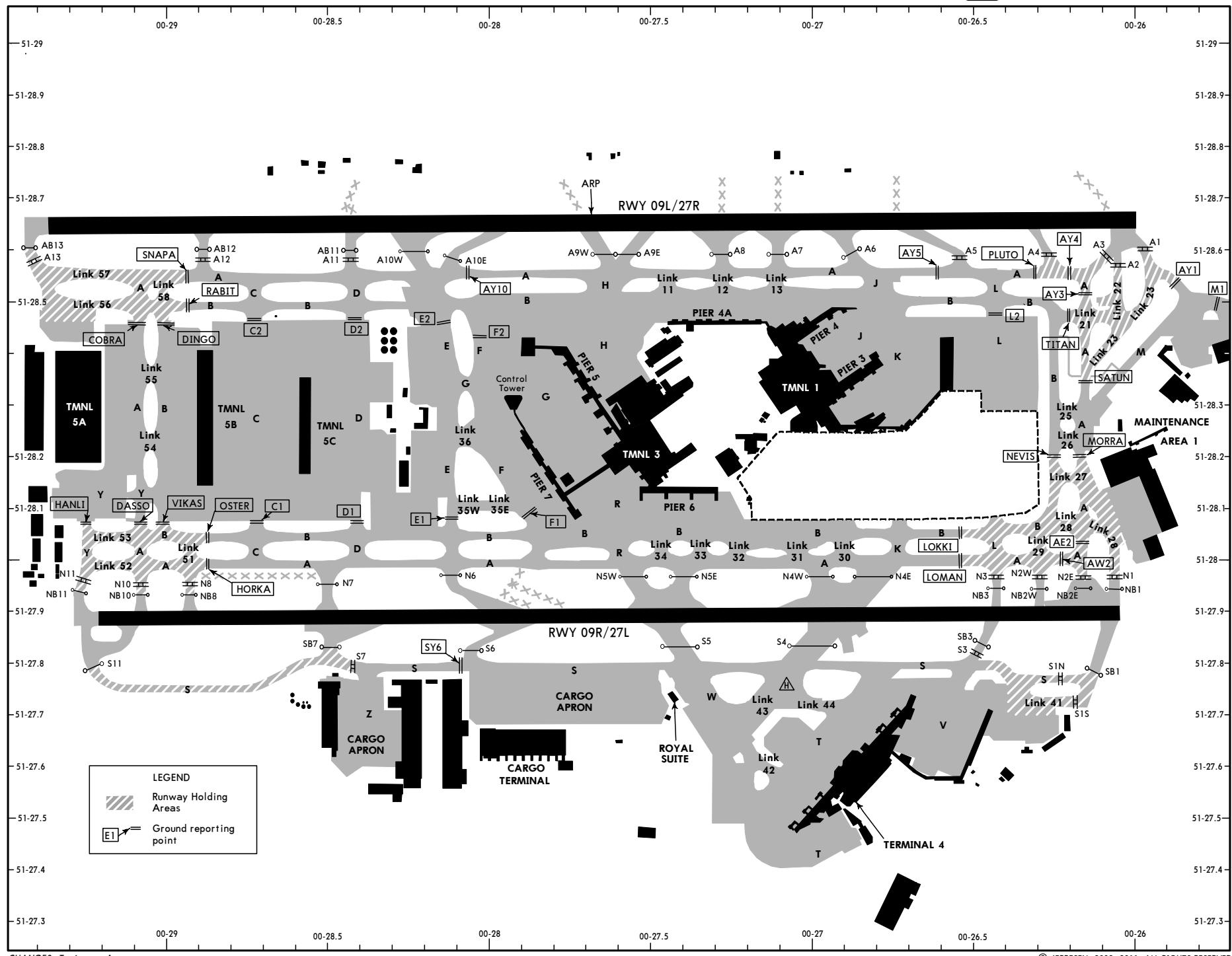
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m
B					500m
C					
D	150m	200m	250m	300m	

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

EGLL/LHR

JEPPSEN
10-9B 28 JAN 11

LONDON, UK
HEATHROW



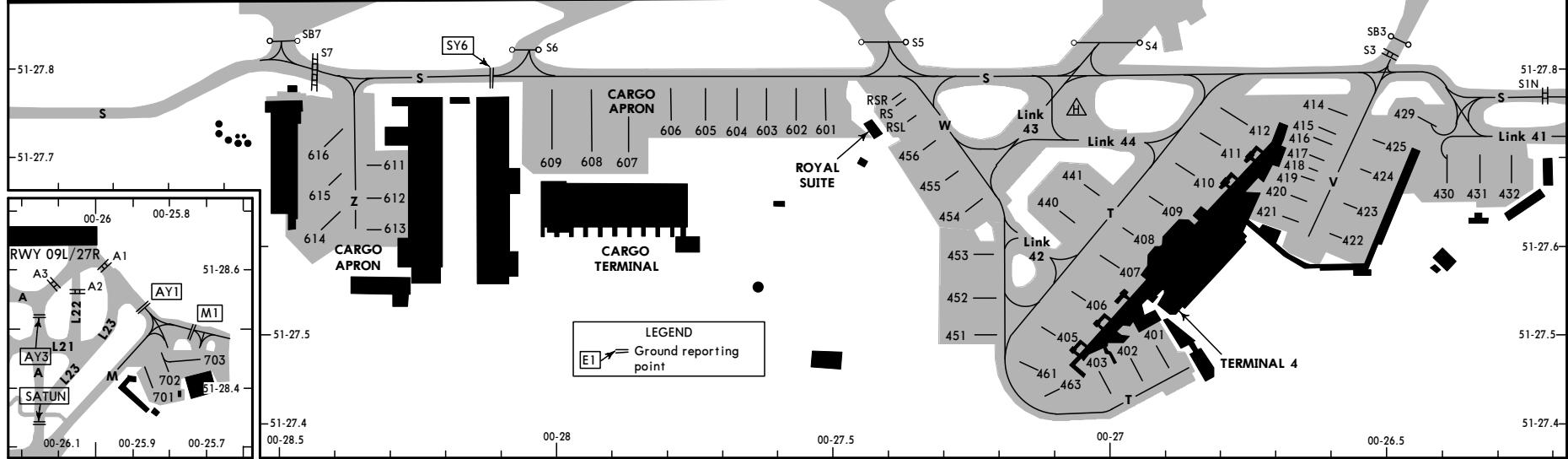
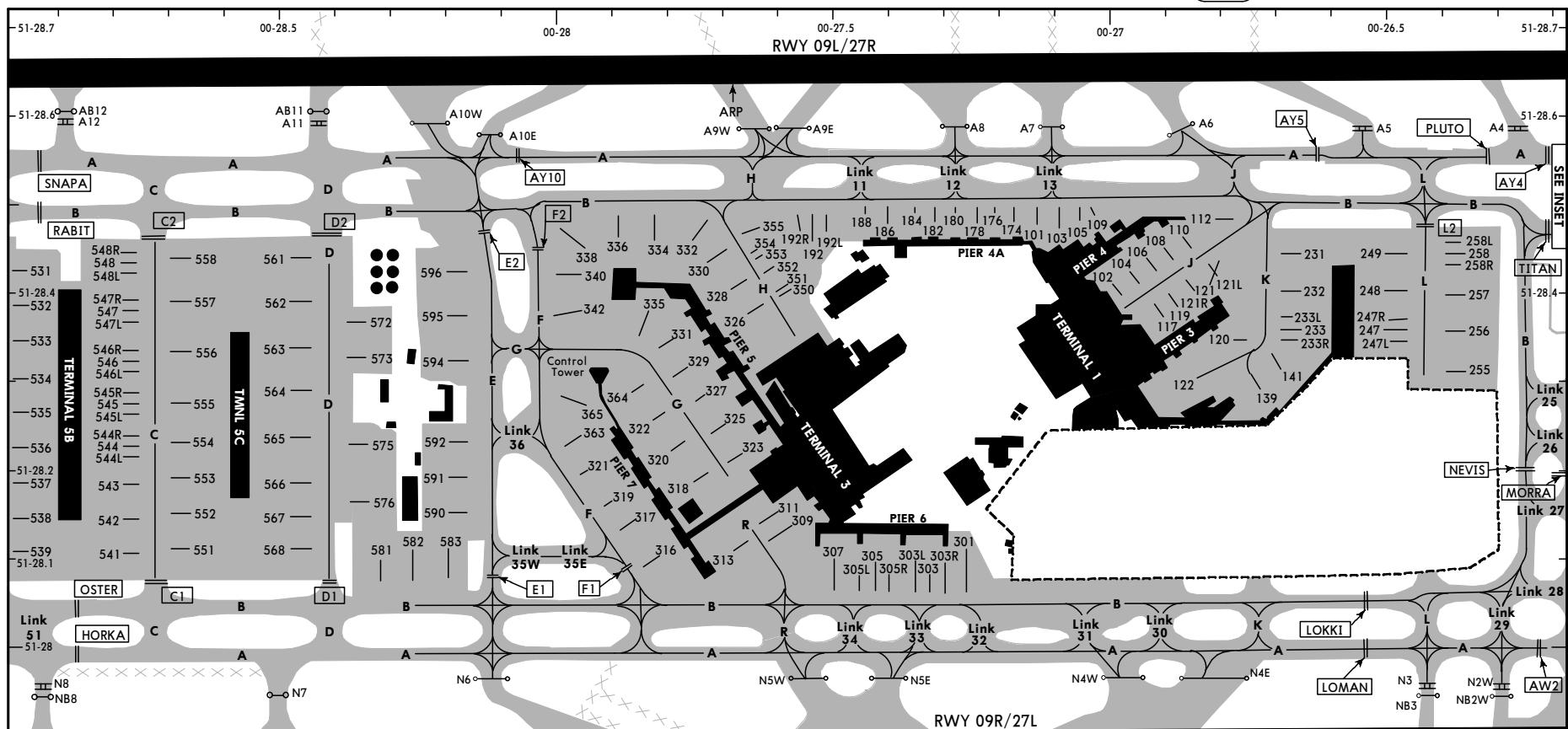
EGLL/LHR

JEPPSEN

10-9C

LONDON, UK
HEATHROW

28 JAN 11

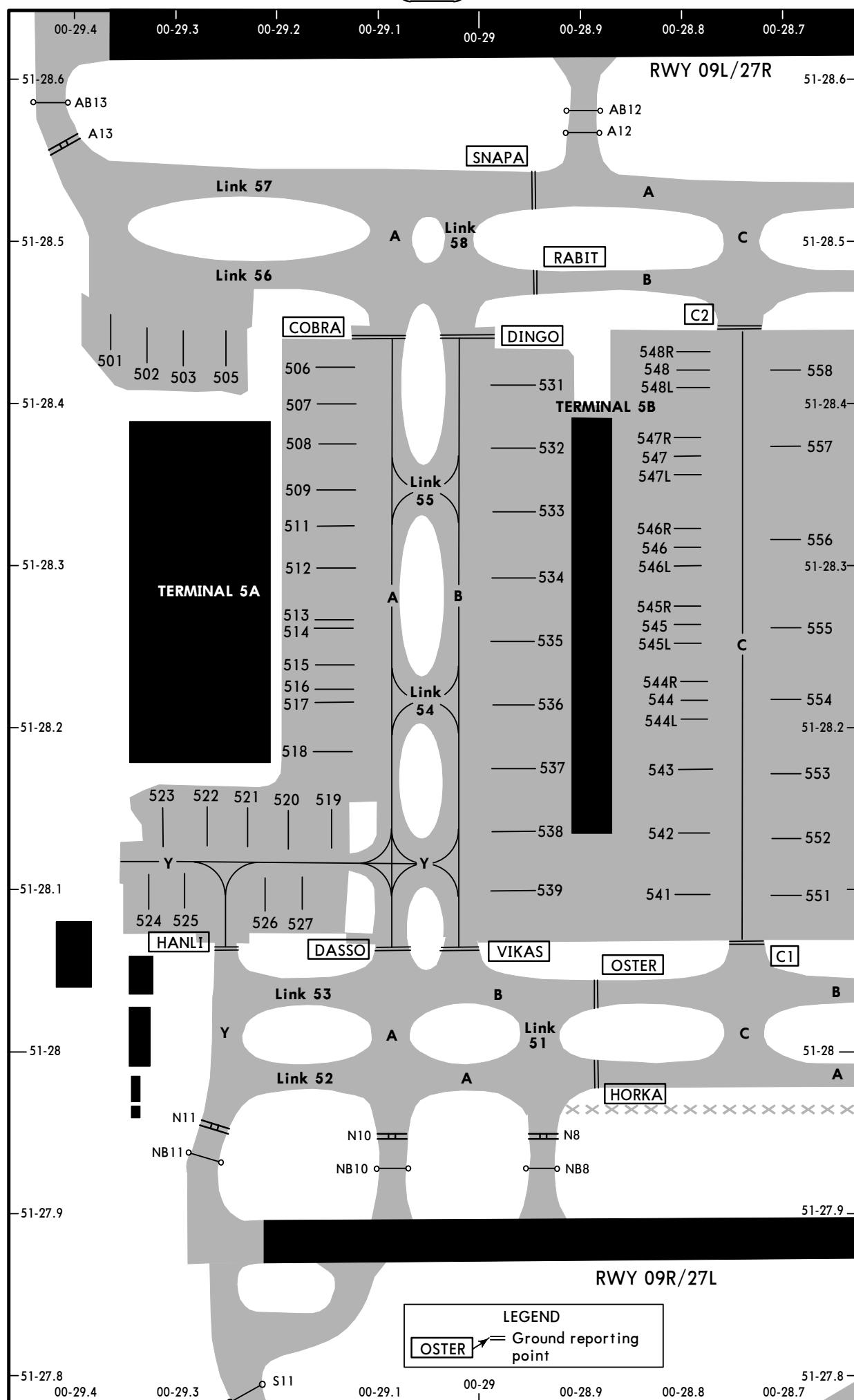


EGLL/LHR

JEPPESEN

24 SEP 10

10-9D

LONDON, UK
HEATHROW

EGLL/LHR

 JEPPESEN

24 SEP 10

10-9E

LONDON, UK
HEATHROW

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

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HEATHROW

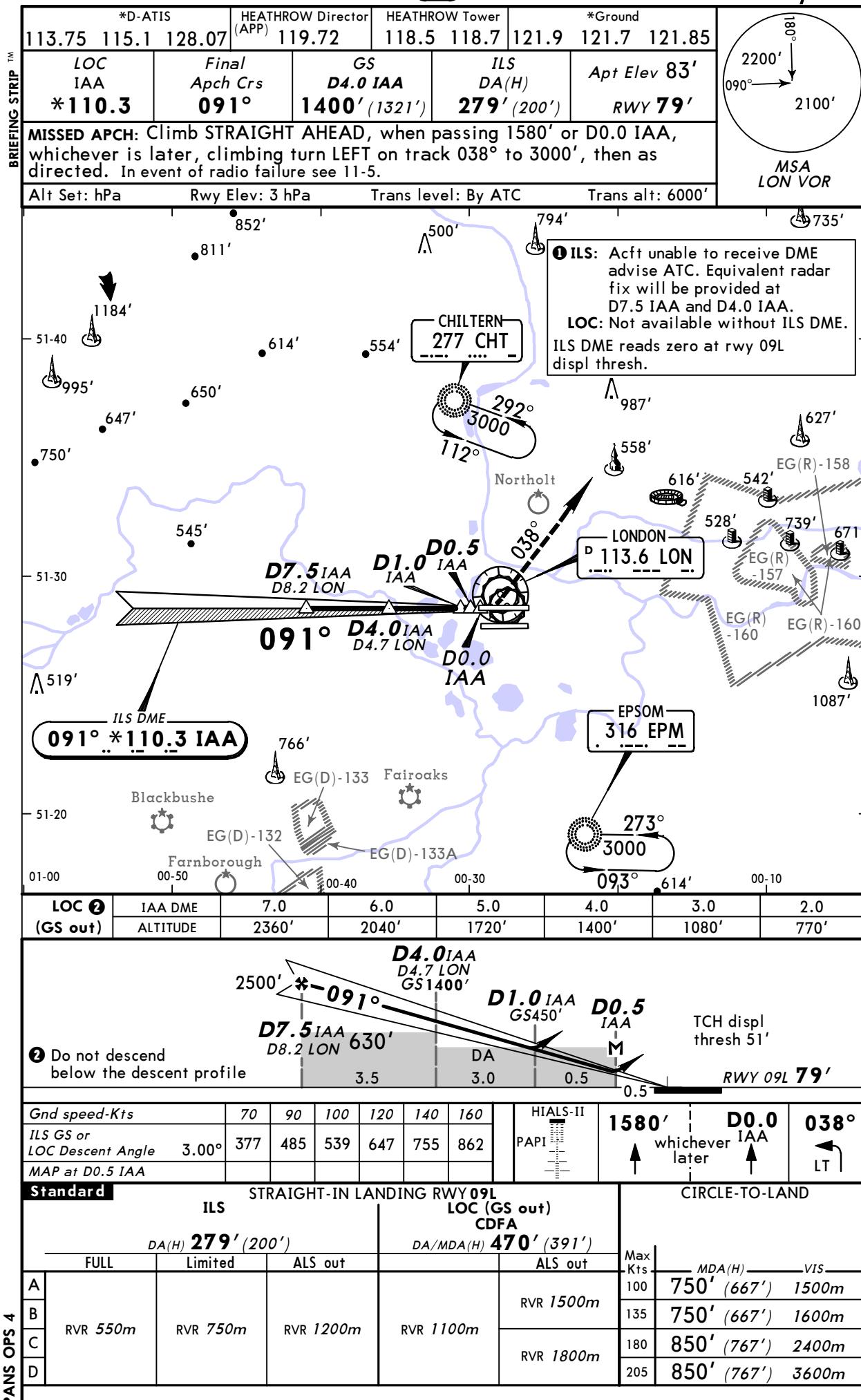
INS COORDINATES

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		

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2 SEP 11 (11-1)

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① ILS DME Rwy 09L

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2 SEP 11

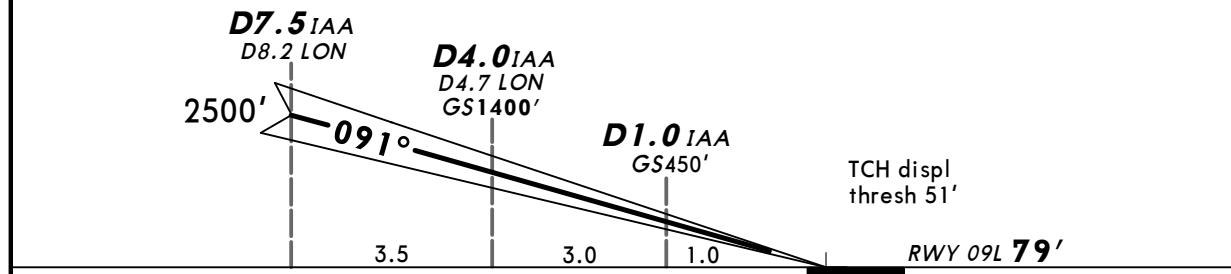
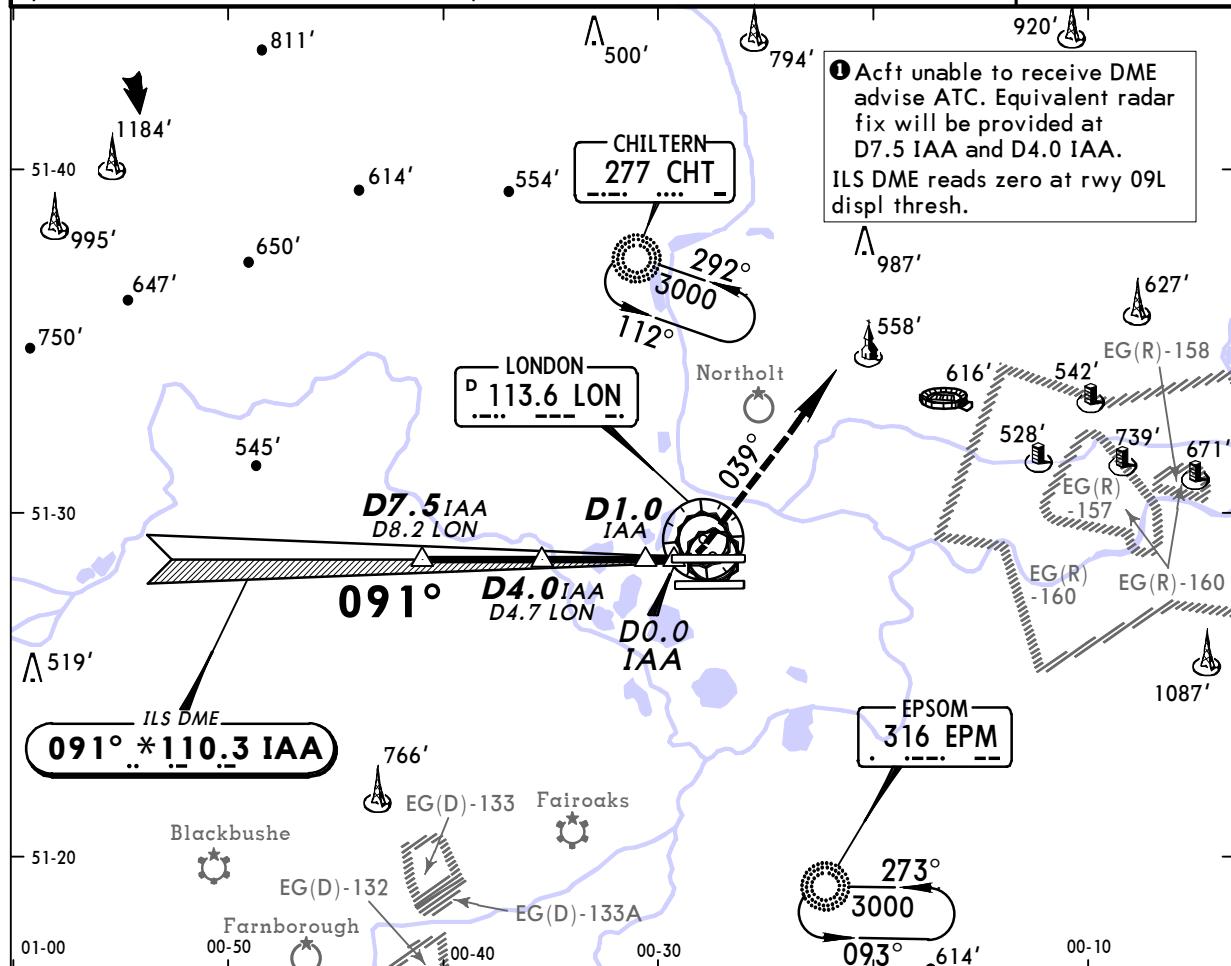
11-1A

CAT II/III ILS DME Rwy 09L

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*D-ATIS 113.75 115.1 128.07			HEATHROW Director (APP) 119.72	HEATHROW Tower 118.5 118.7	121.9	121.7	121.85	*Ground
LOC IAA *110.3			Final Apch Crs 091°	GS D4.0 IAA 1400' (1321')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 83' RWY 79'		
MISSSED 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.								

BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1580'	D0.0	038°
GS	3.00°	377	485	539	647	755	862			
							PAPI			

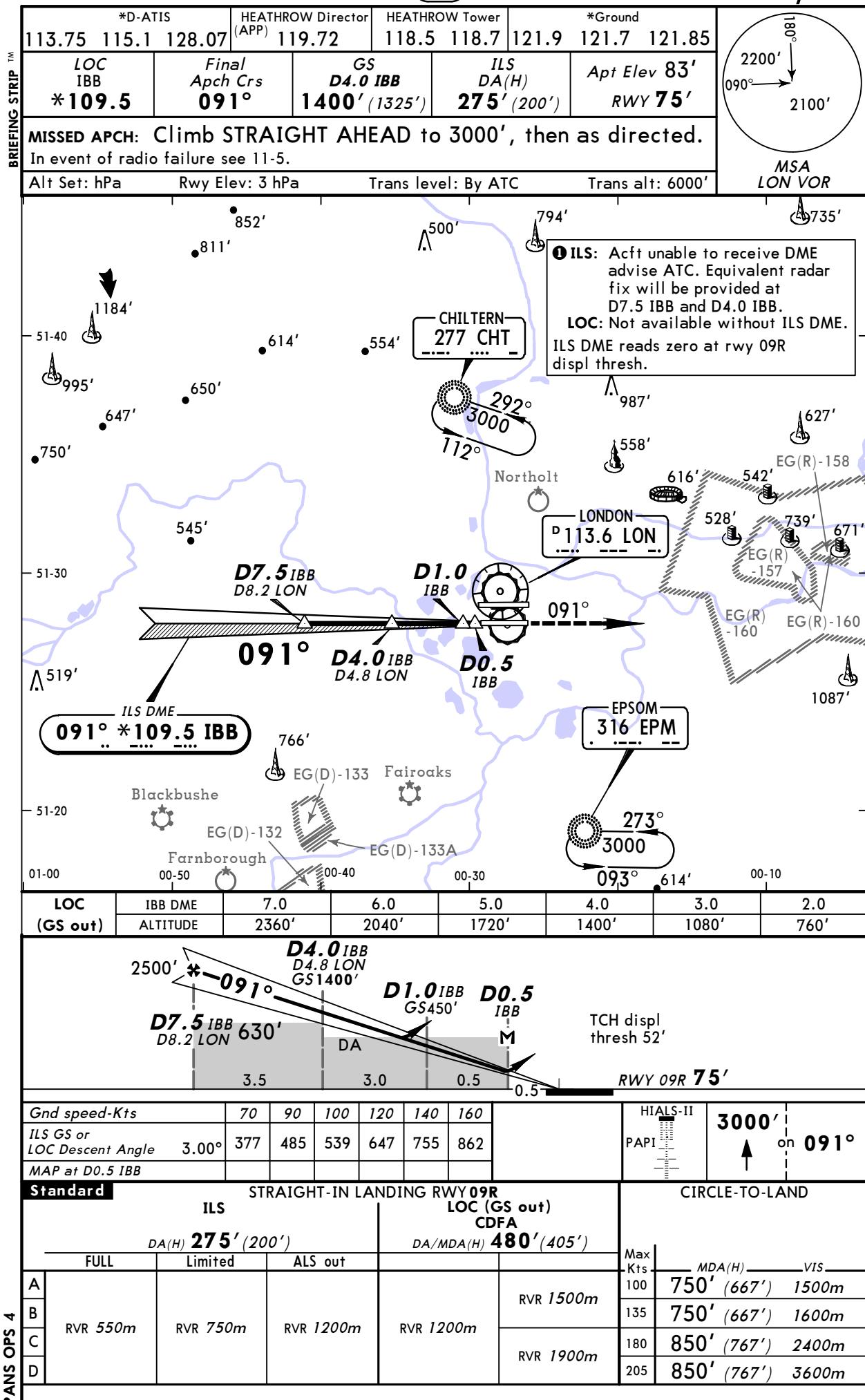
Standard	STRAIGHT-IN LANDING Rwy 09L				CAT II ILS ABCD RA 100' DA(H) 179'(100')
	CAT IIIA ILS DH 50'				
	RVR 200m				RVR 300m 1

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

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2 SEP 11 11-2

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① ILS DME Rwy 09R

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2 SEP 11

11-2A

①

CAT II/III ILS DME Rwy 09R

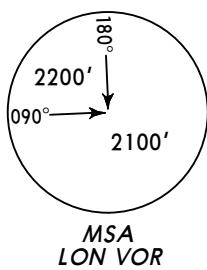
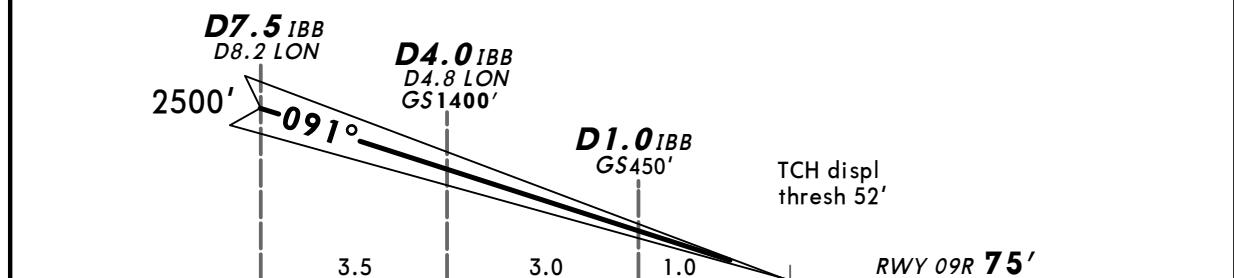
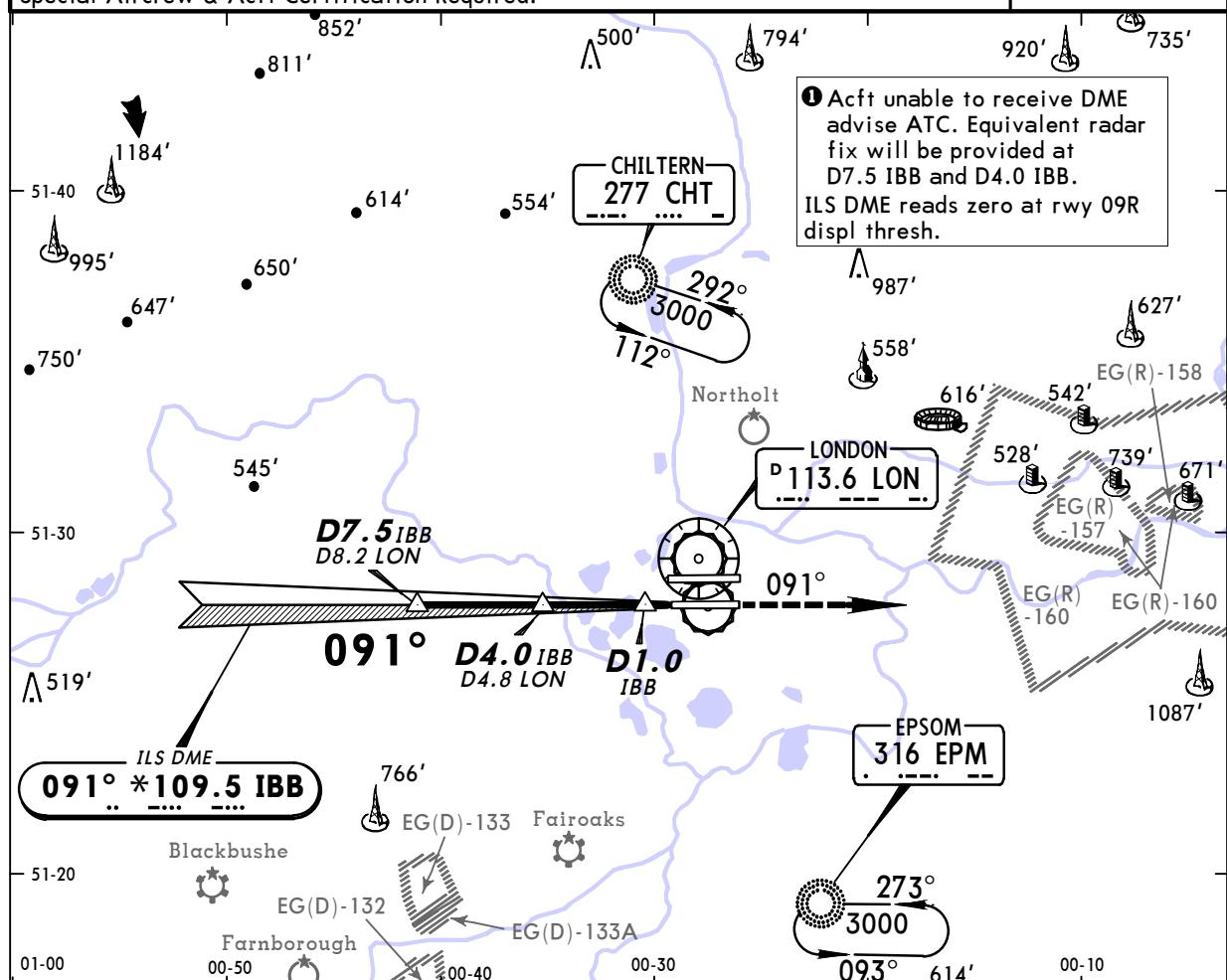
LONDON, UK

BRIEFING STRIP™

*D-ATIS 113.75	HEATHROW Director (APP)	HEATHROW Tower	*Ground 121.9
115.1	119.72	118.5	121.7
128.07		118.7	121.85
<hr/>			
LOC IBB *109.5	Final Apch Crs 091°	GS D4.0 IBB 1400' (1325')	CAT II & IIIA ILS Refer to Minimums Apt Elev 83' RWY 75'

MISSSED 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

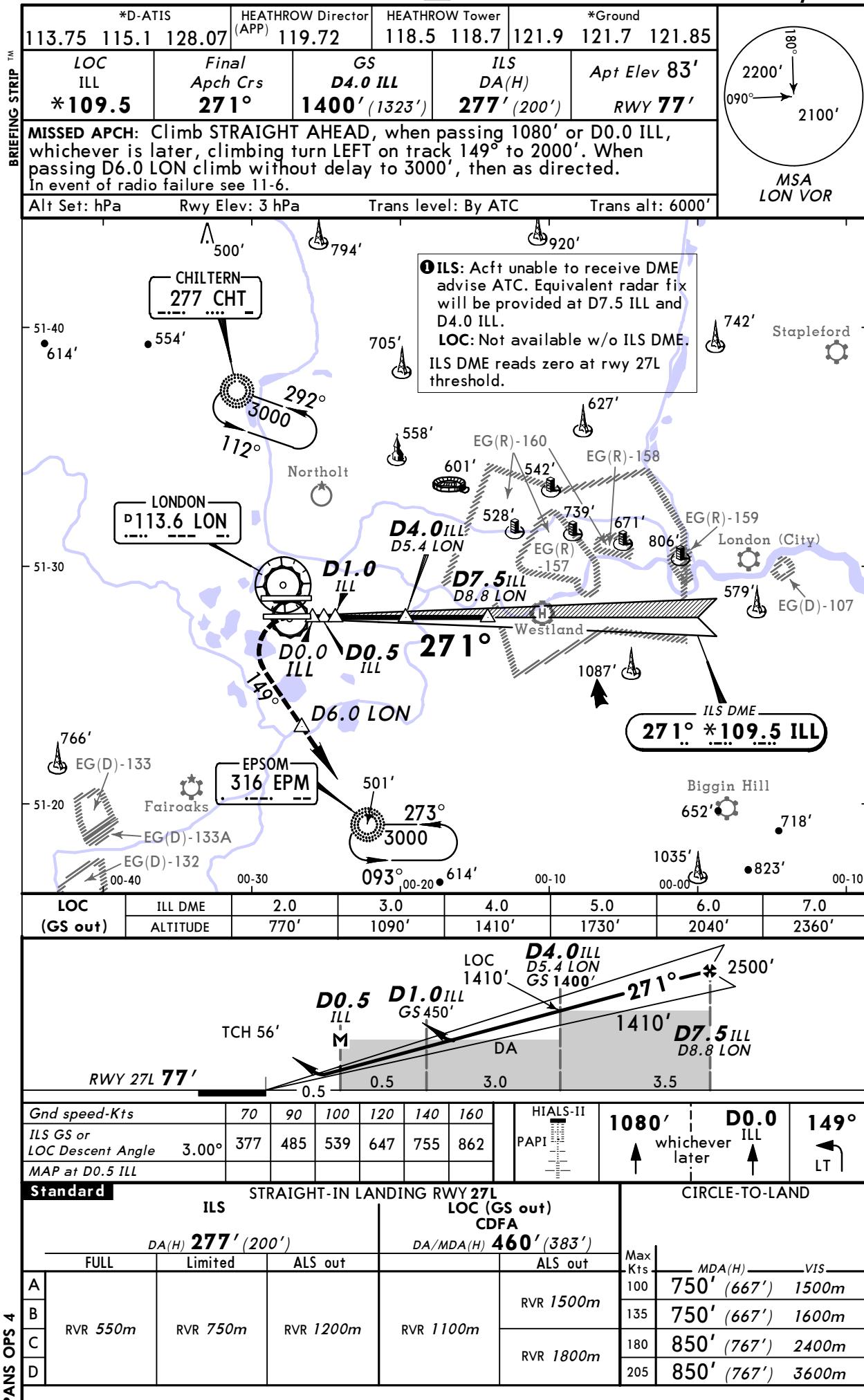
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3000'	on 091°
GS	3.00°	377	485	539	647	755	862		

Standard	STRAIGHT-IN LANDING RWY 09R				CAT II ILS ABCD RA 100' DA(H) 175' (100')				
	CAT IIIA ILS								
	DH 50'								
RVR 200m					RVR 300m 1				
1 Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.									

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2 SEP 11 (11-3)

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• ILS DME Rwy 27L

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2 SEP 11

11-3A

CAT II/III ILS DME Rwy 27L

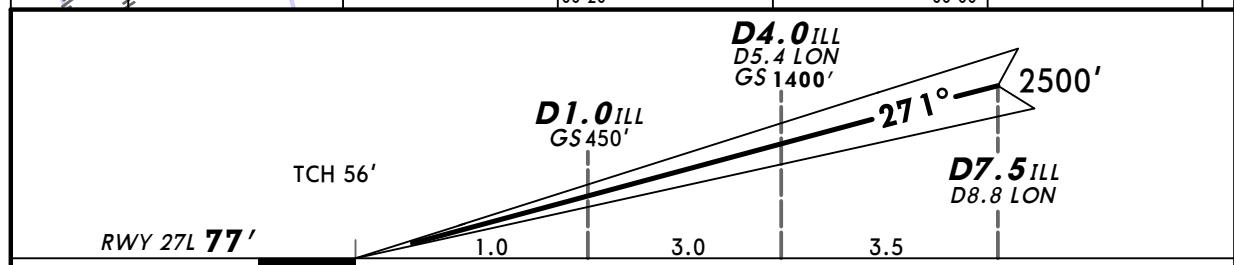
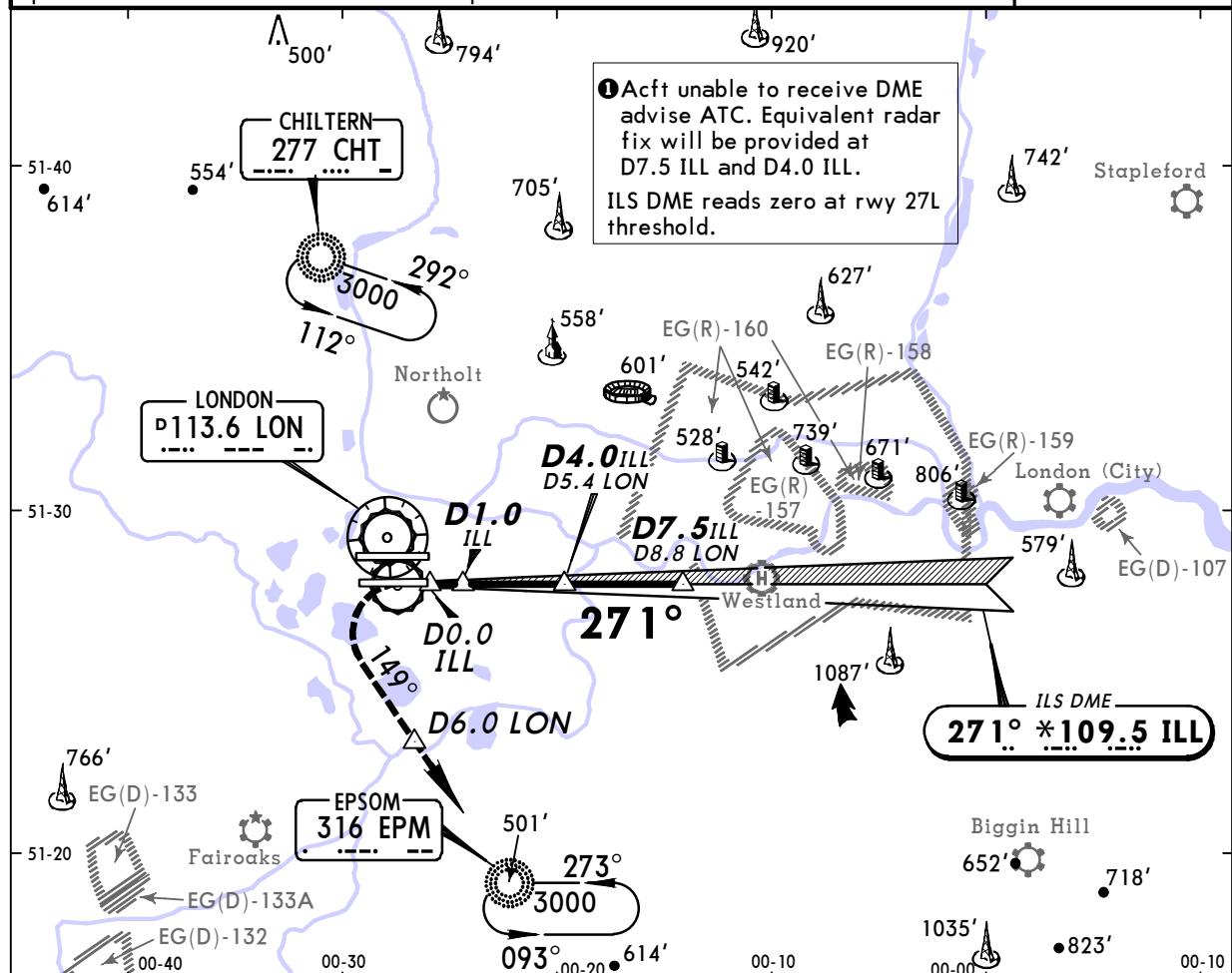
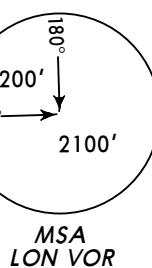
LONDON, UK

BRIEFING STRIP™

*D-ATIS 113.75 115.1 128.07	HEATHROW Director (APP) 119.72	HEATHROW Tower 118.5 118.7	121.9 121.7 121.85	*Ground
LOC ILL *109.5	Final Apch Crs 271°	GS D4.0 ILL 1400' (1323')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 83' 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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1080'	D0.0	149°
GS	3.00°	377	485	539	647	755	PAPI	whichever later	ILL	LT

Standard	CAT IIIA ILS						STRAIGHT-IN LANDING RWY 27L				CAT II ILS ABCD	
											RA 102'	
											DA(H) 177' (100')	
											RVR 300m 1	
											RVR 200m	

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

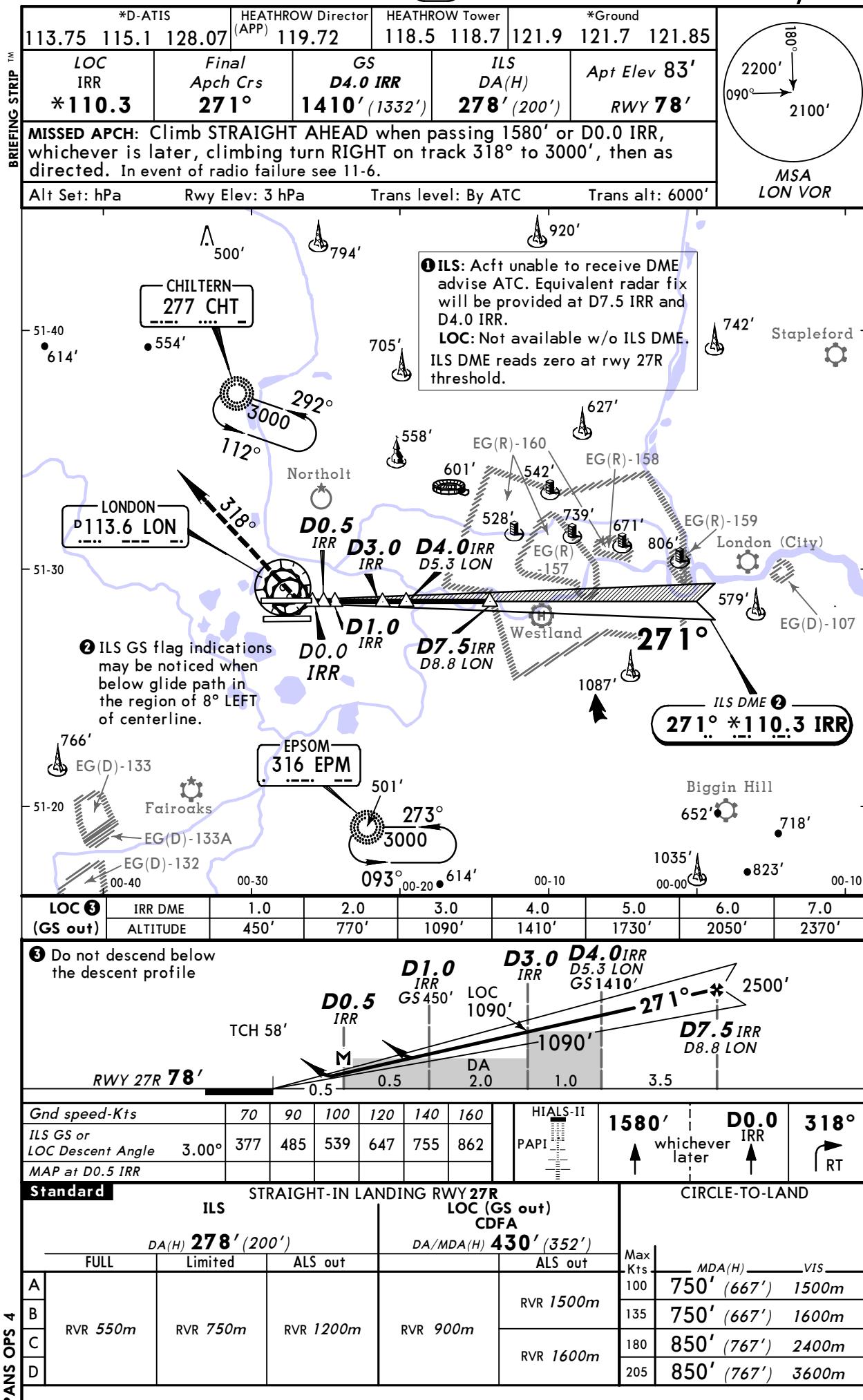
CHANGES: Minimums.

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2 SEP 11 (11-4)

LONDON, UK
• ILS DME Rwy 27R

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2 SEP 11

11-4A

CAT II/III ILS DME Rwy 27R

LONDON, UK

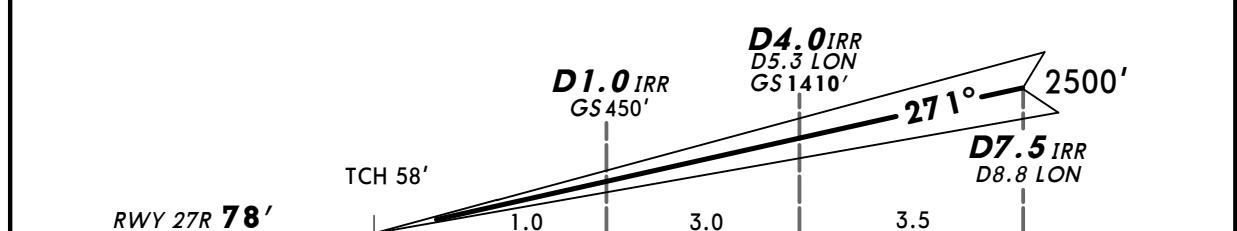
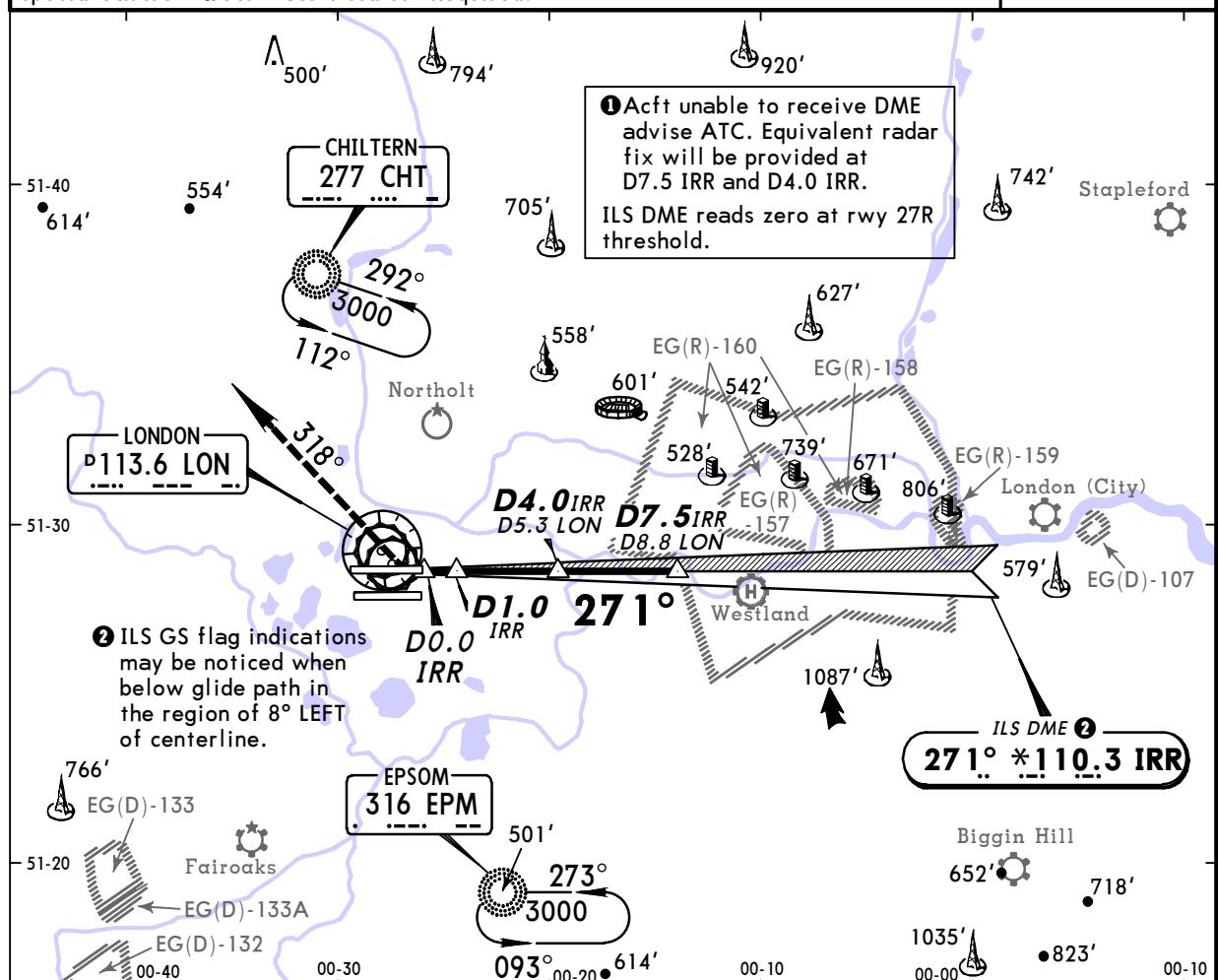
BRIEFING STRIP™

*D-ATIS		HEATHROW Director (APP)	HEATHROW Tower	*Ground	
113.75	115.1	128.07	119.72	118.5	118.7
LOC	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 83'	RWY 78'
IRR	271°	D4.0 IRR 1410' (1332')	Refer to Minimums	RWY 78'	

*110.3

MISSSED 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 Aircr & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1580'	whichever later	D0.0 IRR	318° RT
GS	3.00°	377	485	539	647	755	862				

Standard	STRAIGHT-IN LANDING Rwy 27R						CAT II ILS ABCD RA 102'
CAT IIIA ILS	DH 50'			DA(H) 178' (100')			
	RVR 200m			RVR 300m 1			
1 Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.							

EGLL/LHR
Apt Elev 83'

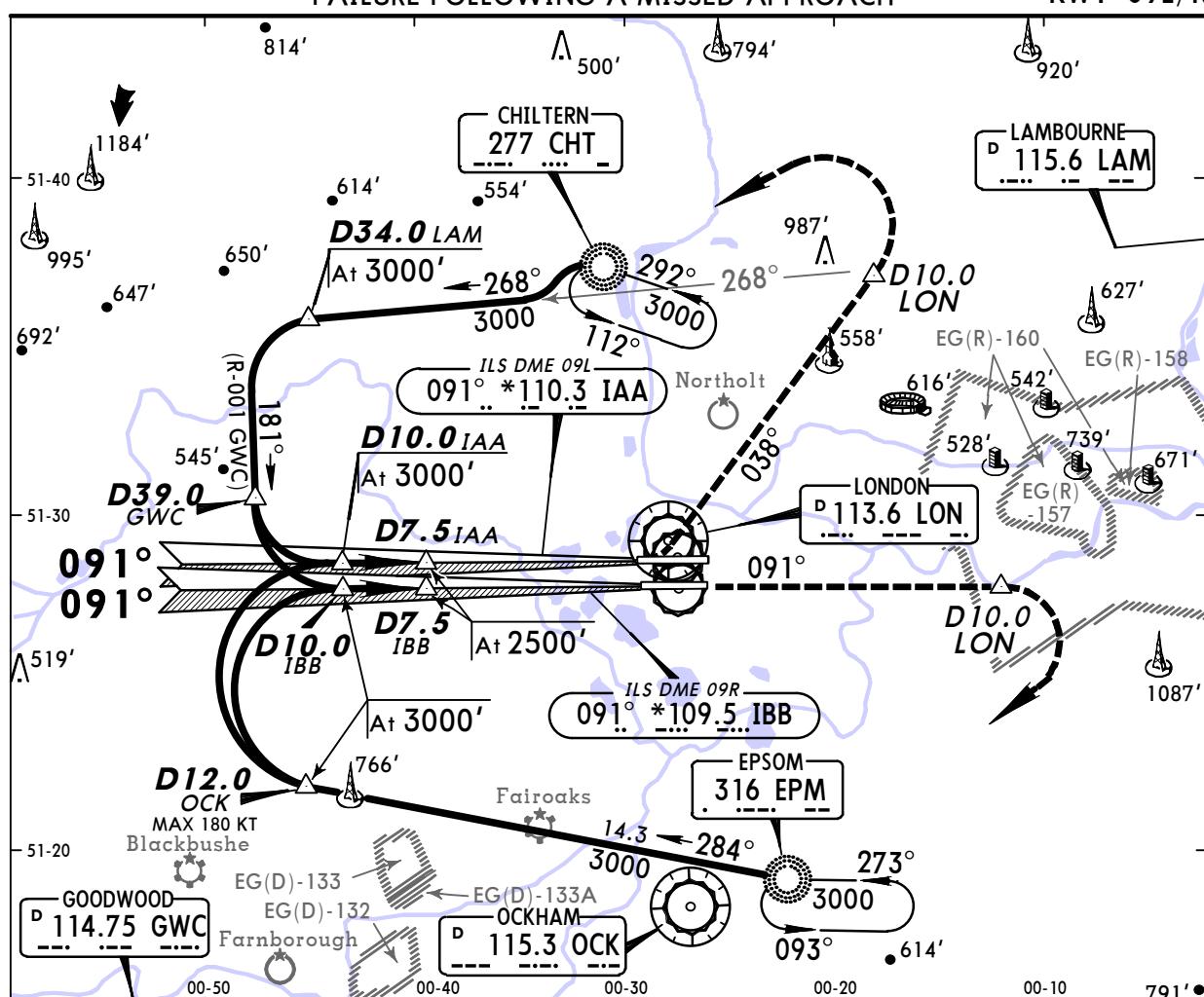
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28 MAY 10 11-5 | Eff 3 Jun

LONDON, UK
HEATHROW

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

RWY 09L/R



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

VIA EPSOM NDB

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

Rwy 09L: After holding leave EPM NDB on track 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.

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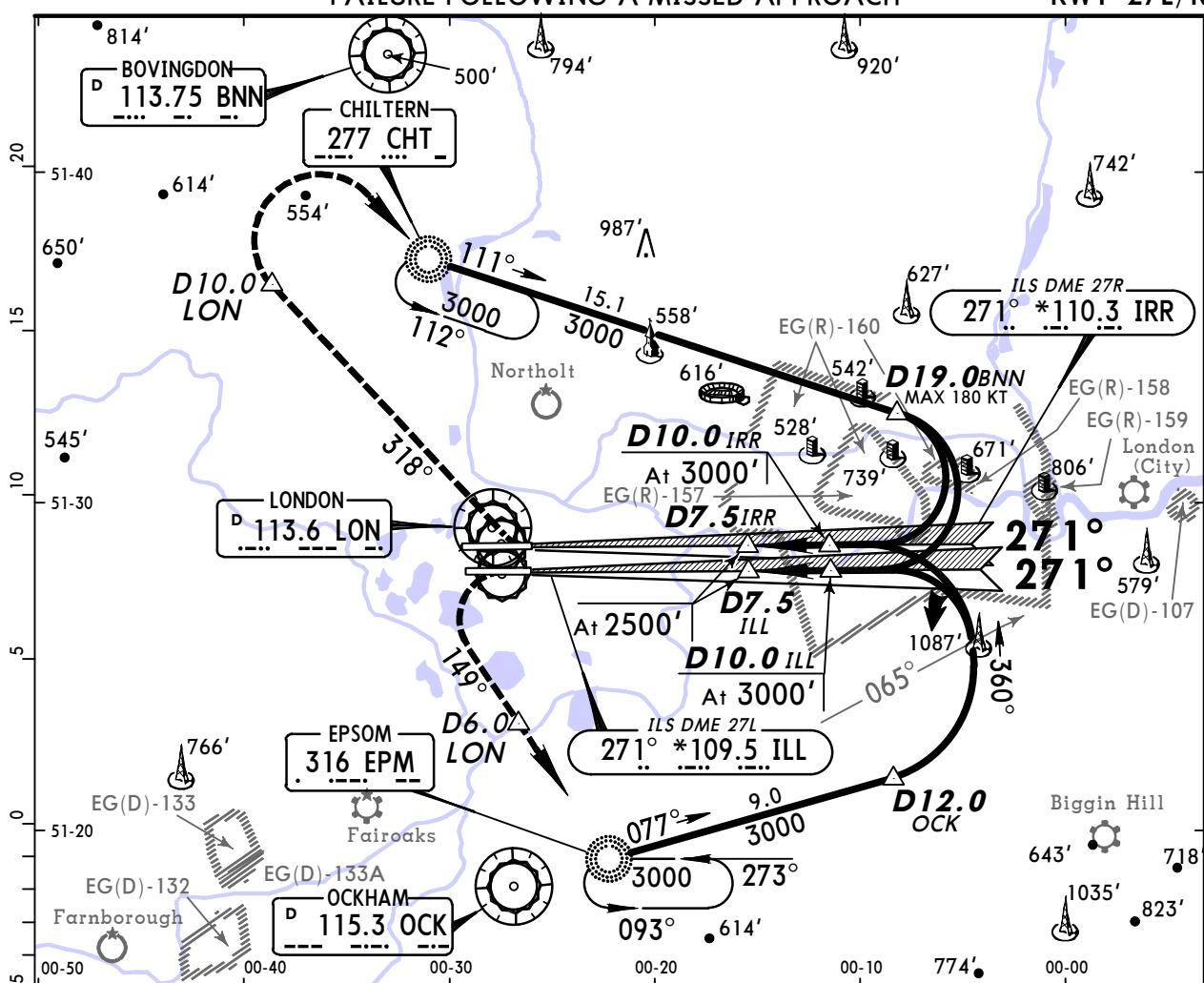
Apt Elev 83'

JEPPESEN

28 MAY 10 11-6 Eff 3 Jun

LONDON, UK
HEATHROWPROCEDURES 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:

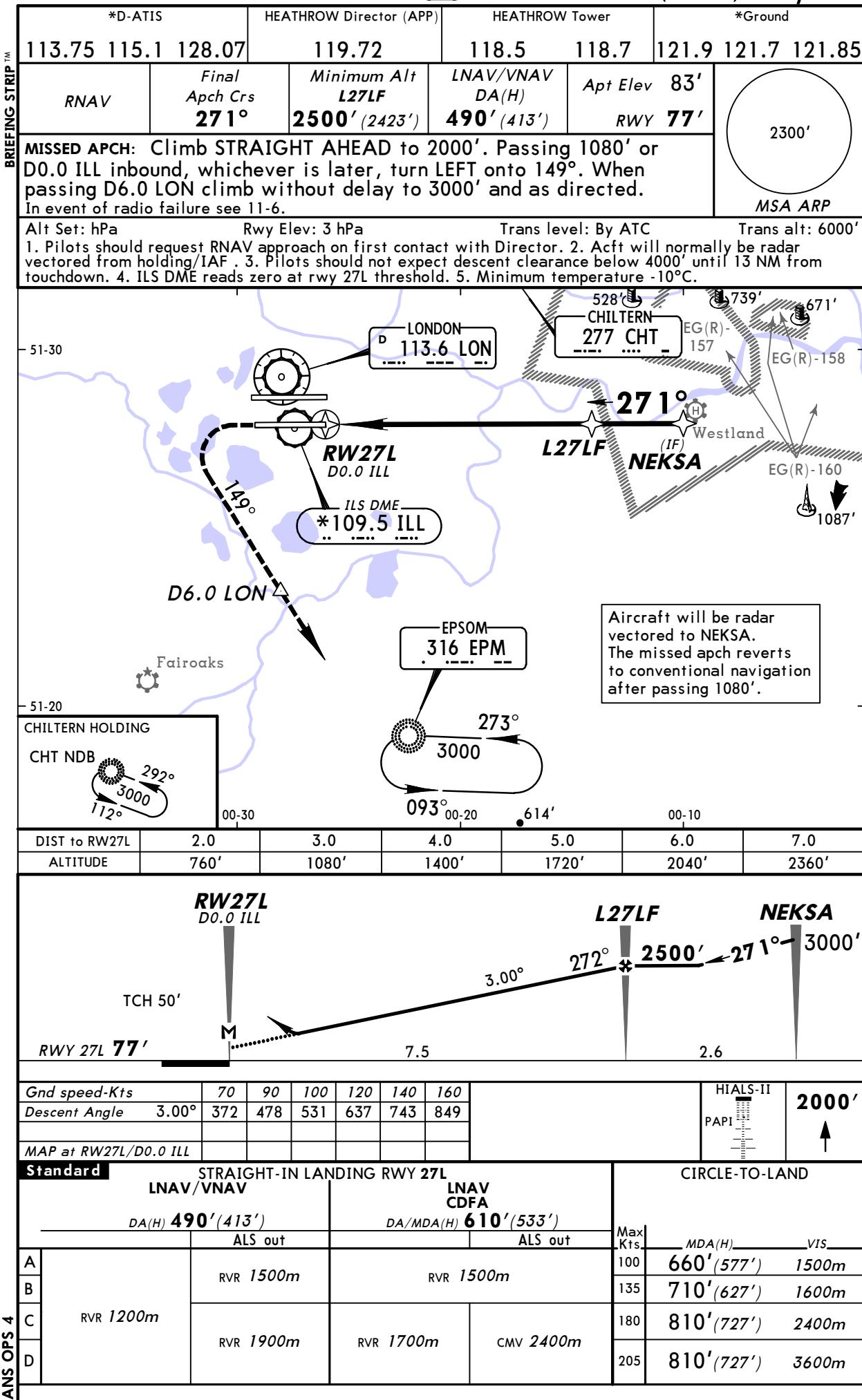
Rwy 27L: After holding leave CHT NDB on track 111° maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500'. Continue approach as charted for rwy 27L.

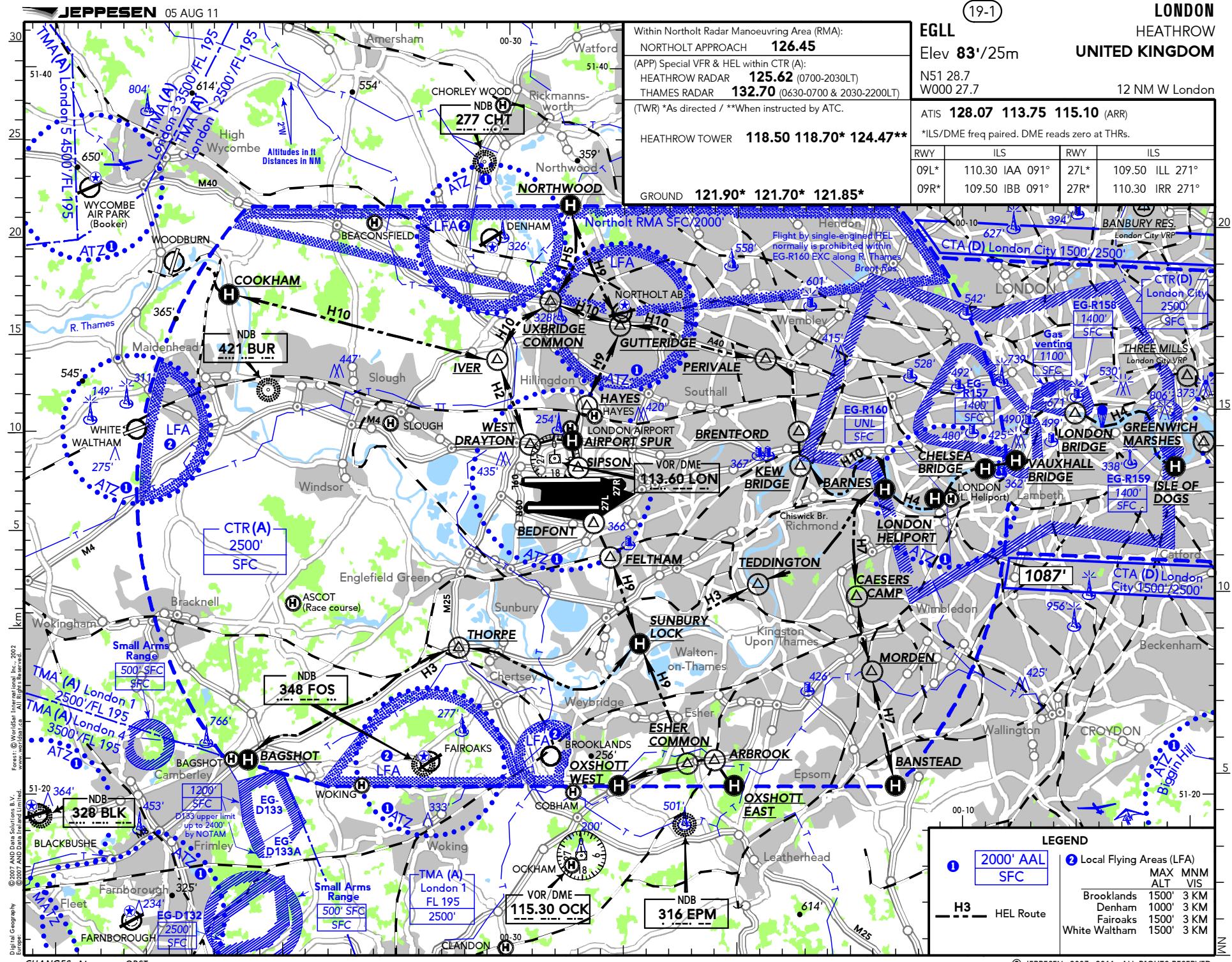
Rwy 27R: After holding leave CHT NDB on track 111° maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500'. Continue approach as charted for rwy 27R.

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2 SEP 11 12-1

LONDON, UK
RNAV (GNSS) Rwy 27L



LONDON

HEATHROW

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19-2 05 AUG 11

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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.

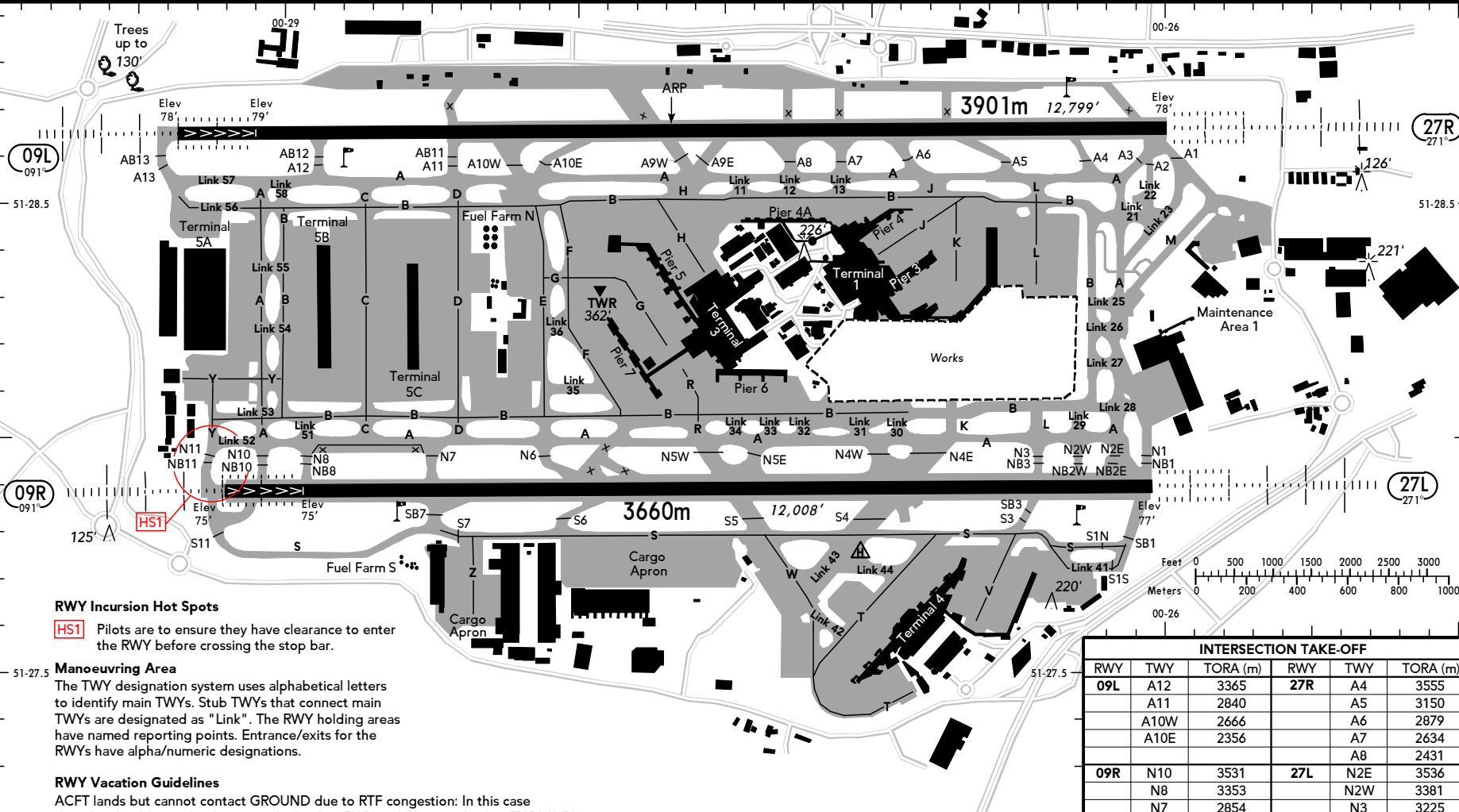
*Weather information & initial call for DEP
HEATHROW DELIVERY 121.97*
GROUND 121.90** 121.70** 121.85**

**As directed

(FIS)

LONDON INFORMATION

124.60



RWY Incursion Hot Spots

HST1 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 Vacant 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.

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			



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	O
09R 27L	3660 x 50 Asphalt grooved	3660 3660	3353 3660	PCN 83/F/A/W/T	O