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

1.3.3. DEPARTURE
ATC will require departing ACFT to use the CAT III holding points listed below. However, other departure points may be used at ATC discretion in which case due allowance will be made by ATC for the necessary ILS protection.
- RWY 09L: A13
- RWY 09R: N11 and S7
- RWY 27L: N2W, N2E, N3, S1S, S1N and S3
- RWY 27R: A3W, A3E, A2, AY1, A4 and A5

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

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

1.6. TAXI PROCEDURES
1.6.1. GROUND MOVEMENT RESTRICTIONS
1.6.1.1. RESTRICTIONS TO LARGE ACFT
- Pilots of Code E ACFT must exercise caution when using TWY S between reporting point SY6 and TWY Z as wingtip clearances to the South are minimal.
- TWY J has below Code E wingtip clearances for Code E ACFT allocated stands 123 and 125. Code E ACFT on stands 123, 125 and 127 are to push back onto the TWY B.
- All B747-400 ACFT on TWY Z must be under tow.
- A340-600 and B777-300 ACFT: It is recommended that flight crews use judgemental steering at all times when manoeuvring on the TWYs. These ACFT are not permitted to use the following routes:
  - Exit 09L at A5 - TWY A - Left onto TWY K.
  - TWY K - PLUTO - Right onto Link 21.
  - TWY A - Right on TWY F - Right on TWY B.
  - Eastbound on TWY S - turning Right onto Link 41.

1.6.1.2. TWY B EAST OF LINK 32 TO TWY Q
MAX wingspan 157'/48m.

1.6.1.3. TWY ROUTE WEST ON TWY S - RIGHT TO S3/SB3
During DAY and good visibility only and MAX wingspan 91'/27.7m.

1.6.1.4. HOLDING IN LINK 27 and LINK 28
ACFT must ensure that they are positioned entirely within the block before shutting down. B747 ACFT must move forward to a position where stop bar is just visible in front of the nose from the normal flight deck seating position.

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

1.6.1.6. CODE E TWY TO STAND, OR TWY SEPARATION
Separation of 156'/47.5m is not met on the following TWYs. Minimum clearance is 139'/42.5m.
- TWY B from TWY F to TWY R, and TWY F to TWY K.
- All of TWY F.
- TWY E from TWY G to TWY B North.
- TWY S from reporting point SY6 East to TWY W and South ABEAM stand RS1/2.
- Minimum clearance is 121'/37m.
- TWY S from reporting point SY6 and TWY Z to the South.

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

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

1.7. PARKING INFORMATION

Commanders of 'heavy' ACFT allocated to stands in cul-de-sacs are to keep all engines running (not with standing fuel economy measures), in order to reduce the necessity for high thrust levels on the TWYS. If necessary, the TWYs are to be re-opened to allow the crew to move the ACFT on their own power to a new TWY.

1.8. TWY CONSTRUCTION HOURS
The TWY construction work is occurring from 0600 to 1700 MON, TUE, WED, THU, FRI, SAT, 1600 to 2400 SUN.
2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

ACFT certification required.

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

2.2.2. RWY VACATION GUIDELINES

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

ACFT certification required.

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

2.3. CAT II/III OPERATIONS

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

The preceding landing ACFT will be clear of the

- Landing following landing -

will be issued to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY-in-use the following separation distances will exist:

Special landing procedures may be in force in conditions hereunder, when the use will be as follows:- When the RWY-in-use is temporarily occupied by other traffic, landing clearance

2.5.2. 'LAND AFTER' PROCEDURE

2.5.3. SPECIAL LANDING PROCEDURES

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

ACFT approaching RWY 09L/R between 0700-2300LT and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor

- 220 KT from the holding facility during the initial approach phase;

- 180 KT on base leg/closing heading to the final apch;

- between 180 KT and 160 KT when established on the final apch;

These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC... own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

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

ACFT instructed to hold short of TWY A

2.2.3. NOISE ABATEMENT PROCEDURES

2.2.4. RWY VACATION GUIDELINES

2.3. CAT II/III OPERATIONS

ACFT lands but cannot contact HEATHROW Ground due to RTF congestion

An ACFT approaching to land shall according to its ATC clearance minimize noise... at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 3000'.

ACFT crossing the THR at 2500' QNH shall not descend below 2000' (Heathrow QNH) on GS before being established on LOC.

ACFT using the ILS shall not descend below 2500' QNH on GS below the minimum altitude of descent for the RWY and TWY in use.

ACFT using the ILS shall not descend below 2500' QNH on GS below the minimum altitude of descent for the RWY and TWY in use.
### 3.1. START-UP & PUSH-BACK PROCEDURES

**3.1.2. PUSH-BACK**

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

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

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

### 3.2. SPEED RESTRICTIONS

**MAX 250 KT below FL100 unless otherwise authorized.**

### 3.3. NOISE ABATEMENT PROCEDURES

**3.3.1. GENERAL**

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for ensuring that the operations of the airfield do not cause the least disturbance practicable in areas surrounding the airport.

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

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

### 4. DEPARTURE

**Terrain:**

- Altitude of 1090' AMSL at least 6.5 km from start of roll.
- Maximum 250 KT below FL100 unless otherwise authorized.

**Noise Abatement:**

- After take-off, ACFT is at or above 1090' at 6.5 km from start of roll as measured along the departure track.
- Noise levels are as follows:
  - 94 dBA between 0700-2300LT,
  - 89 dBA between 2300-2330LT and between 0600-0700LT,
  - 87 dBA between 2330-0600LT.

**Weather:**

- Wind is greater than 5 knots.
- ACFT is at or above 1090' at 6.5 km from start of roll.
- Maximum 250 KT below FL100 unless otherwise authorized.
- Noise levels are as follows:
  - 94 dBA between 0700-2300LT,
  - 89 dBA between 2300-2330LT and between 0600-0700LT,
  - 87 dBA between 2330-0600LT.

**Runway:**

- Runway is clear of all obstacles and aircraft.
- Maximum 250 KT below FL100 unless otherwise authorized.
- Noise levels are as follows:
  - 94 dBA between 0700-2300LT,
  - 89 dBA between 2300-2330LT and between 0600-0700LT,
  - 87 dBA between 2330-0600LT.

**Departure:**

- ACFT is at or above 1090' at 6.5 km from start of roll.
- Maximum 250 KT below FL100 unless otherwise authorized.
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- Runway is clear of all obstacles and aircraft.
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**Departure:**

- ACFT is at or above 1090' at 6.5 km from start of roll.
- Maximum 250 KT below FL100 unless otherwise authorized.
- Noise levels are as follows:
  - 94 dBA between 0700-2300LT,
  - 89 dBA between 2300-2330LT and between 0600-0700LT,
  - 87 dBA between 2330-0600LT.
3.3.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:

- **Night Period (2300-0700LT)**
- **Night Quota Period (2330-0600LT)**

ACFT movements will score against the quota as follows:

<table>
<thead>
<tr>
<th>Noise Level Band (EPNdB)</th>
<th>QUOTA Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>84 - 86.9</td>
<td>0.25</td>
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<tr>
<td>87 - 89.9</td>
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<tr>
<td>90 - 92.9</td>
<td>1</td>
</tr>
<tr>
<td>93 - 95.9</td>
<td>2</td>
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<tr>
<td>96 - 98.9</td>
<td>4</td>
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<td>99 - 101.9</td>
<td>8</td>
</tr>
<tr>
<td>more than 101.9</td>
<td>16</td>
</tr>
</tbody>
</table>

Operators wishing to query the classification of their ACFT and details of the Noise Level Band (EPNdB) QUOTA Count should contact the ACFT Certification Department as follows:

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

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

---

3.4. RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the RWY as soon as possible once transferred to HEATHROW Tower.

Pilots not in the correct position at the hold and the hold and line up on the RWY should be recalled to the correct position at the hold and line up on the RWY.

Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued. Pilots not able to comply with these requirements should notify ATC as soon as possible.

3.4.2. RWY HOLDING AREAS

In good visibility an ATIS message will remind pilots that they remain responsible for wing tip clearance. In promulgated procedures, pilots should be made aware that the conditional clearance that has been received cannot be complied with if, after line up, an ATIS message is broadcast that the conditions have changed. If the conditional clearance to line up on the RWY can be overtaken then ATC must be informed that the conditional clearance that has been received cannot be complied with.

At NIGHT, selectable reds and greens are used in the RWY 27L and 27R holding areas.
As directed by ATC, not to be 172^.

**CHANGES:**

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|-----------------|-----------------|

WILL BE AS DIRECTED BY ATC.

**ACTUAL DESCENT CLEARANCE**

BIG 3B: FL150

Pilots should plan for possible 3

R140^ 115.6 LAM

BNN

LAMBOURNE

To fly the appropriate Aircraft will be instructed by ATC

WEALD 3D

[WEAL3D]

WEALD 3C

[WEAL3C]

WEALD 3B

[WEAL3B]

WEALD 1F

[WEAL1F]

WEALD 1E

[WEAL1E]

319^ 117.3 DET

BIG/GWEALDD

D

311^ 114.05 LYD

1.3.1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

As directed

WEALD

3D

19

To be used when

SLP

179^ 230^ 121^ R096^

BNN113.75

D32

D12 BIG

WEAL 3D

[WEAL3D]

WEAL 3C

[WEAL3C]

WEAL 3B

[WEAL3B]

WEAL 1F

[WEAL1F]

WEAL 1E

[WEAL1E]

1.2.6. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 98.9 EPNdB may not be scheduled to take-off or land between 2300-0700LT, except between 2300-2330LT when any ACFT which has a noise classification greater than 95.9 EPNdB may not take-off between 2300-0700LT, except between 2300-2330LT when 

1.2.5. CONTROL OF GROUND NOISE AT TERMINAL 4

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

1.2.4. RUN-UP TESTS

Running of engines prohibited, other than taxiing to, from or onto stands

404 thru 412, between 2330-0630LT.

Other than routine servicing of ACFT on turnaround, no maintenance work which involves running of engines is permitted on Terminal site at any time.

1.2.3. REVERSE THRUST

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

1.2.2. PREFERENTIAL RUNWAY SYSTEM

When Big VOR unserviceable use Weald 3B, 3C, 3D, 1E, 1F

1.2.1. GENERAL

1. GENERAL

Apt Elev

10-2

STAR.

1.4. Run-up Tests

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

1.3.1. General

1.3. Noise Abatement Procedures

1.2. Noise Abatement Procedures

1.1. TLS

LONDON, UK

Heathrow

JEPPESEN+ . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
**CHANGES: 30 DEC 05**

**ROUTING:**

1. Straight ahead, at LON 2 DME turn LEFT, 053° track, intercept LON R-073 to D10 LON, turn LEFT, intercept BIG R-332 to BUZAD.

2. Straight ahead, at LON 1.5 DME turn LEFT, 053° track, intercept LON R-073 to D10 LON, turn LEFT, intercept BIG R-332 to BUZAD.

**WARNING:**

Due to interaction with other routes do not climb above 5900' until cleared by ATC.

SIDs include noise preferential routes (refer to 10-4B). Initial climb straight ahead to 5900'.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 6000' above MSL.

**SPEED:**

MAX 250 KT BELOW FL100

**Gnd speed-KT**

UNLESS OTHERWISE AUTHORISED thereafter maintain a minimum climb gradient of 243' per NM (4%) up to...

**LEVELS:**

Cruising levels will be issued after take-off by LONDON Control.

**NOT TO SCALE**

**LICENSED TO BRITISH AIRWAYS PLC.** Printed from JeppView disc 23-06.
Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 1090’.
thereafter maintain a minimum climb gradient of 304’ per NM (5%) until D8 CPT.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPT 3F</td>
<td>27R</td>
<td>Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, 272° bearing to WOD (D13 CPT), then to CPT.</td>
</tr>
<tr>
<td>CPT 3G</td>
<td>27L</td>
<td>Straight ahead, intercept LON R-258 to D7 LON, turn RIGHT, 272° bearing to WOD (D13 CPT), then to CPT.</td>
</tr>
</tbody>
</table>

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

**SPEED:**

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<tr>
<th>Ground Speed KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
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<tbody>
<tr>
<td>243° per NM</td>
<td>304</td>
<td>345</td>
<td>386</td>
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<td>286</td>
<td>324</td>
<td>362</td>
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<tr>
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**SIDs** include noise preferential routes (refer to 10-4B). Initial climb straight ahead to 590’.
Cruising levels will be issued after take-off by LONDON Control.
Do not climb above SID levels until instructed by ATC.

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

**RUTING**

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 1090’.
thereafter maintain a minimum climb gradient of 213’ per NM (3.5%) until D8 CPT.

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Do not climb above SID levels unless otherwise authorised.

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

**RUTING**

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 1090’.
thereafter maintain a minimum climb gradient of 243’ per NM (4%) until D8 CPT.

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Do not climb above SID levels unless otherwise authorised.

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

**RUTING**

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

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<td>362</td>
<td>400</td>
<td>438</td>
<td>476</td>
</tr>
</tbody>
</table>

**NOT TO SCALE**

<table>
<thead>
<tr>
<th>D8 CPT</th>
<th>Above 4000’</th>
</tr>
</thead>
<tbody>
<tr>
<td>At 6000’</td>
<td></td>
</tr>
</tbody>
</table>

**SIDs** include noise preferential routes (refer to 10-4B). Initial climb straight ahead to 590’. Cruising levels will be issued after take-off by LONDON Control.
Do not climb above SID levels unless otherwise authorised.

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

**RUTING**

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 1090’.
thereafter maintain a minimum climb gradient of 243’ per NM (4%) until D8 CPT.

<table>
<thead>
<tr>
<th>Ground Speed KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>243° per NM</td>
<td>304</td>
<td>345</td>
<td>386</td>
<td>420</td>
<td>460</td>
<td>500</td>
</tr>
<tr>
<td>213° per NM</td>
<td>286</td>
<td>324</td>
<td>362</td>
<td>400</td>
<td>438</td>
<td>476</td>
</tr>
</tbody>
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**SIDs** include noise preferential routes (refer to 10-4B). Initial climb straight ahead to 590’. Cruising levels will be issued after take-off by LONDON Control.
Do not climb above SID levels unless otherwise authorised.

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

**DOVER THREE GOLF (DVR 4G)**

- **RWYSID ROUTING**
  - **09R**
    - Straight ahead, at LON 1 DME turn LEFT, intercept 140° bearing to EP, at EP, but not before D10 LON intercept DET R-273 inbound to DET.
    - At or above 4000', do not climb above until cleared by ATC.
    - Due to interaction with other routes, climb straight ahead to 590'. Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID levels until instructed by ATC.

- **09L**
  - Straight ahead, at LON 1 DME turn LEFT, intercept DET R-286 inbound by D34 DET to DET.
  - At or above 5000', thereafter maintain a minimum climb gradient of 243' per NM (4%) up to 4000'.
  - WARNING: Due to interaction with other routes, do not climb above 6000' until cleared by ATC.

- **10R**
  - Straight ahead, at LON 2 DME turn RIGHT, 124° track, at LON 4 DME turn LEFT, intercept DET R-286 inbound by D34 DET to DET.
  - Gnd speed-KT: 75
  - 300
  - 500
  - 600
  - 750
  - 1000
  - 1250
  - 1500
  - 1750
  - 2000
  - 2250
  - 2500
  - 2750
  - 3000
  - 3250
  - 3500
  - 3750
  - 4000

**NOT TO SCALE**

**SPEED LIMITATIONS**

- **114.95 DVR**
  - At or above 6000', do not climb above until cleared by ATC.
  - Due to interaction with other routes, climb straight ahead to 590'. Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID levels until instructed by ATC.

**NOTES**

- Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 1090°, thereafter maintain a minimum climb gradient of 243' per NM (4%) up to 4000'.
- These SIDs require minimum climb gradients of 280' per NM (4.6%) until EPM.
- At or above 5000', do not climb above until cleared by ATC.
- Due to interaction with other routes, climb straight ahead to 590'. Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID levels until instructed by ATC.

**WARNING:**

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

---

**NOT TO SCALE**

**SPEED LIMITATIONS**

- **114.95 DVR**
  - At or above 6000', do not climb above until cleared by ATC.
  - Due to interaction with other routes, climb straight ahead to 590'. Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID levels until instructed by ATC.

**NOTES**

- Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 1090°, thereafter maintain a minimum climb gradient of 243' per NM (4%) up to 4000'.
- These SIDs require minimum climb gradients of 280' per NM (4.6%) until EPM.
- At or above 5000', do not climb above until cleared by ATC.
- Due to interaction with other routes, climb straight ahead to 590'. Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID levels until instructed by ATC.

**WARNING:**

- Due to interaction with other routes, do not climb above 6000' until cleared by ATC.
1. Route from LON 2 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound to MID.

2. Route from LON 1.5 DME turn RIGHT, intercept LON R-127 to D3.5 LON, turn RIGHT, intercept MID R-029 inbound to MID.

3. Speed: Max 250 KT below FL100.

4. When instructed contact LONDON Control. Where not cleared by ATC, and airspace purposes.

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

6. Do not climb above SIDs until instructed by ATC.

Cruising levels will be issued after take-off by LONDON Control. SIDs include noise preferential routes (refer to chart 10-4B). Initial climb straight ahead to 590'.

Due to interaction with other routes do not climb above 1090', 4000'. At or above 3000', do not exceed 304' per NM (5%) until D19 MID due to ATC and airspace purposes.

Due to interaction with other routes do not climb above 1300', 5000'. At or above 6000', do not exceed 243' per NM (4.8%) until D19 MID due to ATC and airspace purposes.

**NOT TO SCALE**

**CHANGES:**

3. None.

**WARNING:**

Due to interaction with other routes do not climb above until cleared by ATC.

**SPEED:**

MAX 250 KT BELOW FL100

**Cruising levels will be issued after take-off by LONDON Control.**

SIDs include noise preferential routes (refer to 10-4B). Initial climb straight ahead to 590'.

Thereafter maintain a minimum climb gradient of 243' per NM (4%) up to 1090'.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4B) at or above 6000'.

When instructed contact LONDON Control.

**30 JUN 06**

UNLESS OTHERWISE AUTHORIZED

1. Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-127 to D5 LON, turn RIGHT, intercept OCK R-045 inbound to D2 OCK, turn RIGHT, intercept OCK R-256 to D19 OCK, turn LEFT, intercept SAM R-047 inbound to SAM.

2. Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-127 to D5 LON, turn RIGHT, intercept OCK R-045 inbound to D2 OCK, turn RIGHT, intercept OCK R-256 to D19 OCK, turn LEFT, intercept SAM R-047 inbound to SAM.

3. Above 5000'.

4. Above 4000'.

5. Above 2300' 2100'

6. Above 1800'
Apt Elev 83'

Trans level: By ATC
Trans alt: 6000'

Cruising levels will be issued after take-off by LONDON Control.

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

NOT TO SCALE

Above 4000'
Above 3000'
Above 2000'
Above 1000'
3000'

CHANGES:
UNLESS OTHERWISE AUTHORIZED

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TEMPORARY TAXIWAY CONSTRUCTION WORK IN SEVERAL PHASES

REFER ALSO TO LATEST NOTAMS

Phase 4
Phase 5
Phase 6

Working area
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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Caution: Helicopter pilots should note the visual similarity between the dual taxiways (Links 25 and 26) and Links 27/28 immediately to the South. Pilots should ensure that holding is carried out only over the dual taxiways (Links 25 and 26) in order to ensure adequate separation from the southern runway and associated taxiways.
**TAKE-OFF AIRCRAFT MINIMUM RVR FOR START-UP**

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:

<table>
<thead>
<tr>
<th>RVR</th>
<th>350m</th>
<th>300m</th>
<th>250m</th>
<th>200m</th>
<th>150m</th>
<th>100m</th>
<th>75m</th>
</tr>
</thead>
<tbody>
<tr>
<td>350m</td>
<td>300m</td>
<td>250m</td>
<td>200m</td>
<td>150m</td>
<td>100m</td>
<td>75m</td>
<td></td>
</tr>
<tr>
<td>300m</td>
<td>300m</td>
<td>250m</td>
<td>200m</td>
<td>150m</td>
<td>100m</td>
<td>75m</td>
<td></td>
</tr>
<tr>
<td>250m</td>
<td>250m</td>
<td>200m</td>
<td>150m</td>
<td>100m</td>
<td>75m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SEQUENCING OF AIRCRAFT GROUND MOVEMENTS**

FOR TAKE-OFF IN LOW VISIBILITY

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

RCLM (DAY only)

250m

300m

400m 500m

& mult. RVR req

125m

150m

NIL

(HIRL, CL)

LVP must be in Force

RCLM (DAY only)

200m

250m

& mult. RVR req

150m

200m

LVP must be in Force

RL, CL

or RL or RL

LONDON, UK

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

A. GENERAL

LONDON, UK

HEATHROW

CHANGES:

JEPPESEN

3. PAPA - PARALLAX AIRCRAFT PARKING AID

4. STOP ARROWS

5. MIRROR

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

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

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

STAND ENTRY GUIDANCE SYSTEMS (SEG)

EGLL/LHR

STOP SHORT PROCEDURE

The term "STOP SHORT" is defined as a requirement to stop the acft in a position that allows mobile or integral airstairs to be used safely. The requirement to "STOP SHORT" will be indicated to the flight crew by marshalling signals.

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

Chart reindexed. Notes transferred to 10-1P pages.

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

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

### CHANGES:


**PANS OPS 4**

- **DA(H)**
  - 1900m
  - 1400m
  - 205
- **MAX ALT**
  - 3100m
  - 1500m
- **VIS**
  - 1000m
- **MDA(H)**
  - 550m
- **ALS out**
  - 740'
- **ILS GS**
  - 320^ 448' 278'
- **ILS DME**
  - 272^ 110.3 IRR
- **LOC (GS out)**
  - 277 CHT
- **CIR CLN**
  - 113^ 806'

### MISSED APPROACH

- **HOLDING**
  - 671'
  - 542'
  - 1168'
  - 320^ 627'
  - 293^ 113^ 671'
  - 627'
  - 671'
  - 320^ 627'
  - 293^ 113^ 671'
  - 627'
  - 671'
  - 320^ 627'
  - 293^ 113^ 671'

- **ILS GS flag indications**
  - 2

- **IRR**
  - 766'
  - 739'
  - 789'
  - 671'

- **EG(R)-158**
  - 1168'

- **EG(R)-159**
  - 320^ 113^ 671'

- **EG(R)-160**
  - 320^ 113^ 671'

- **EGLL/LHR**
  - LONDON, UK

### ATIS

- ***ATIS HEATHROW Tower**
  - Biggin Hill
  - Stapleford
  - Fairoaks

### Notice

- ***ATIS HEATHROW Tower**
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