



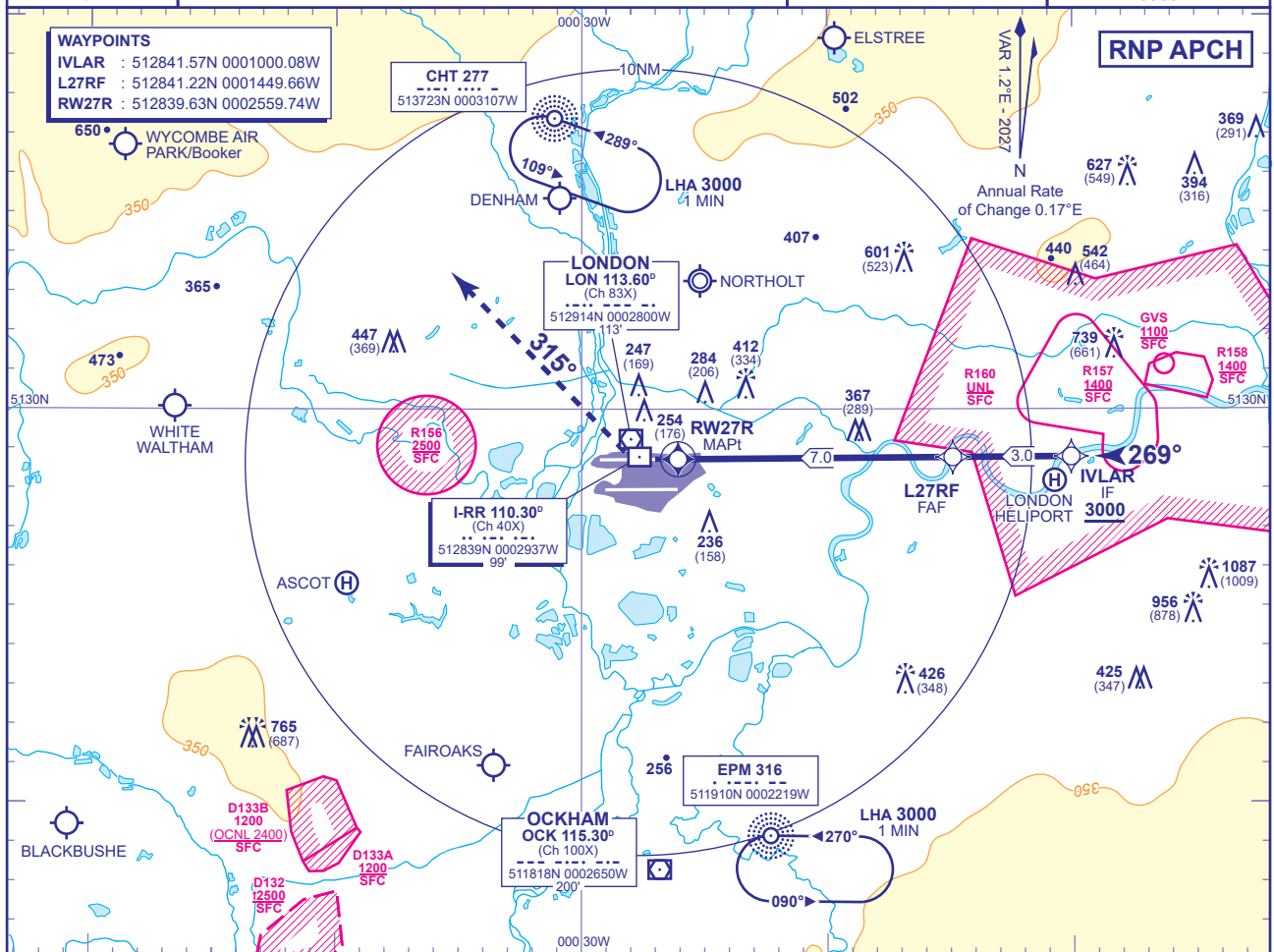
MSA 25NM ARP

APP 119.730, 120.400, 127.525, 134.980  
TWR 118.505, 118.705, 124.480  
RAD 125.625, 127.525  
ATIS 128.080, 113.750, 117.000

HEATHROW DIRECTOR  
HEATHROW TOWER  
HEATHROW RADAR  
HEATHROW INFORMATION

AD ELEVATION 83  
THR ELEVATION 78  
OBSTACLE ELEVATION  
1087 AMSL  
(1009) (ABOVE THR)  
BEARINGS ARE MAGNETIC

MIN TEMP -10°C  
TRANSITION ALTITUDE  
6000



RECOMMENDED PROFILE VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

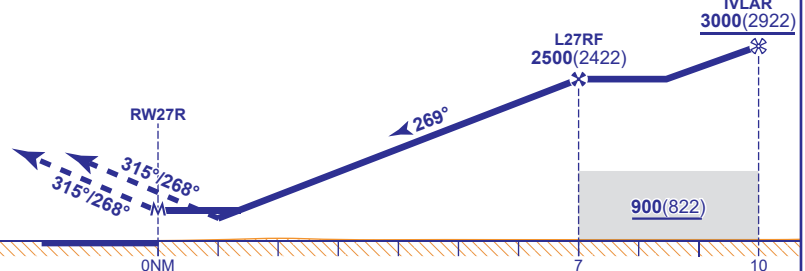
NM to RW27R	6	5	4	3	2
ALT(HGT)	2170(2092)	1830(1752)	1490(1412)	1150(1072)	810(732)

TCH 50

## MAPt (LNAV): RW27R

Climb to 3000 - straight ahead until passing 1580 or I-RR DME zero inbound whichever is later, then turn right onto track 315°. After passing 1580 revert to conventional navigation. Continue as directed.

RCF: On passing LON DME 10 turn right to NDB CHT at 3000.



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	380(302)	390(312)	400(322)	440(362)	FT/MIN	910	790	680	570	450
	LNAV	640(562)	640(562)	640(562)	640(562)						
VM(C)OCA (OCH AAL)	Total Area	770(687)	770(687)	940(857)	940(857)						

- NOTES
- Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
  - Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
  - Pilots should not expect descent clearance below 4000 until 13NM from touchdown.
  - Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-RR, DME LON and NDB CHT.
  - PAPI angle is 3.0°.