

AIP SUPPLEMENT 028/2024

UNITED KINGDOM



UK Aeronautical Information Services
NATS Swanwick
Sopwith Way
Southampton SO31 7AY
aissupervisor@nats.co.uk
<http://www.nats.aero/ais>
christopher.galvin@heathrow.com (Content - EGLL AD)

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Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



LONDON HEATHROW (EGLL) - RWY 27L/09R REHABILITATION (RESURFACING) WORKS FROM 03 APRIL 2024

1 Starting on **03 April 2024** and running through to **31 October 2024**, Heathrow Airport's Southern Runway (09R/27L) will undergo a major resurfacing programme.

The new runway surface will be the same as the current surface of grooved asphalt.

The Southern Runway (09R/27L) will be closed each night from Sunday to Thursday inclusive between **2300-0600 (2200-0500)**.

With effect from **03 April 2024**, the minimum runway lighting on the Southern Runway (09R/27L) will be:

- Full 5-bar approach lighting;
- Threshold green lights, at times limited to wing bars (will be covered by a separate NOTAM);
- Edge lights, colour coded yellow for the last 600 M;
- Stop end red lights;
- PAPIs;
- No centreline lights;
- No Supplementary Approach Lights;
- Touchdown Zone Lights will be removed for a period during the project. These outages will be covered by a separate NOTAM;
- Portions of runway/taxiway lead on/off lighting on the main runway surface will not be available during periods of the works. Temporary blue edge lighting will be provided when the lead on/off are removed.

Should any unforeseen non-availability of services occur, these will be promulgated via NOTAM.

Runway 09R/27L ILS will continue to radiate to CAT III.

If Heathrow Airport falls into Low Visibility Safeguarding, Runway 09R/27L may become the departure runway only, and crews can expect an alternate runway 09L/27R for arrival. This will be managed tactically by Heathrow's ATC.

The resurfacing will involve planing out sections of at least 60 M per night and inlaying with new surface. During the project, the runway surface will consist of the old existing surface, new ungrooved asphalt and new grooved asphalt at various length and locations along the runway. There will be a maximum of 320 M of ungrooved runway surface; any longer length will be subject to NOTAM.

Differences in levels between the new and existing runway surface can be expected. These will be constructed within approved tolerances.

Temporary paint markings will be applied each night. A full runway paint will be carried out at the end of the project.