INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW
RNP
RWY 27L
(ACFT CAT A,B,C,D)

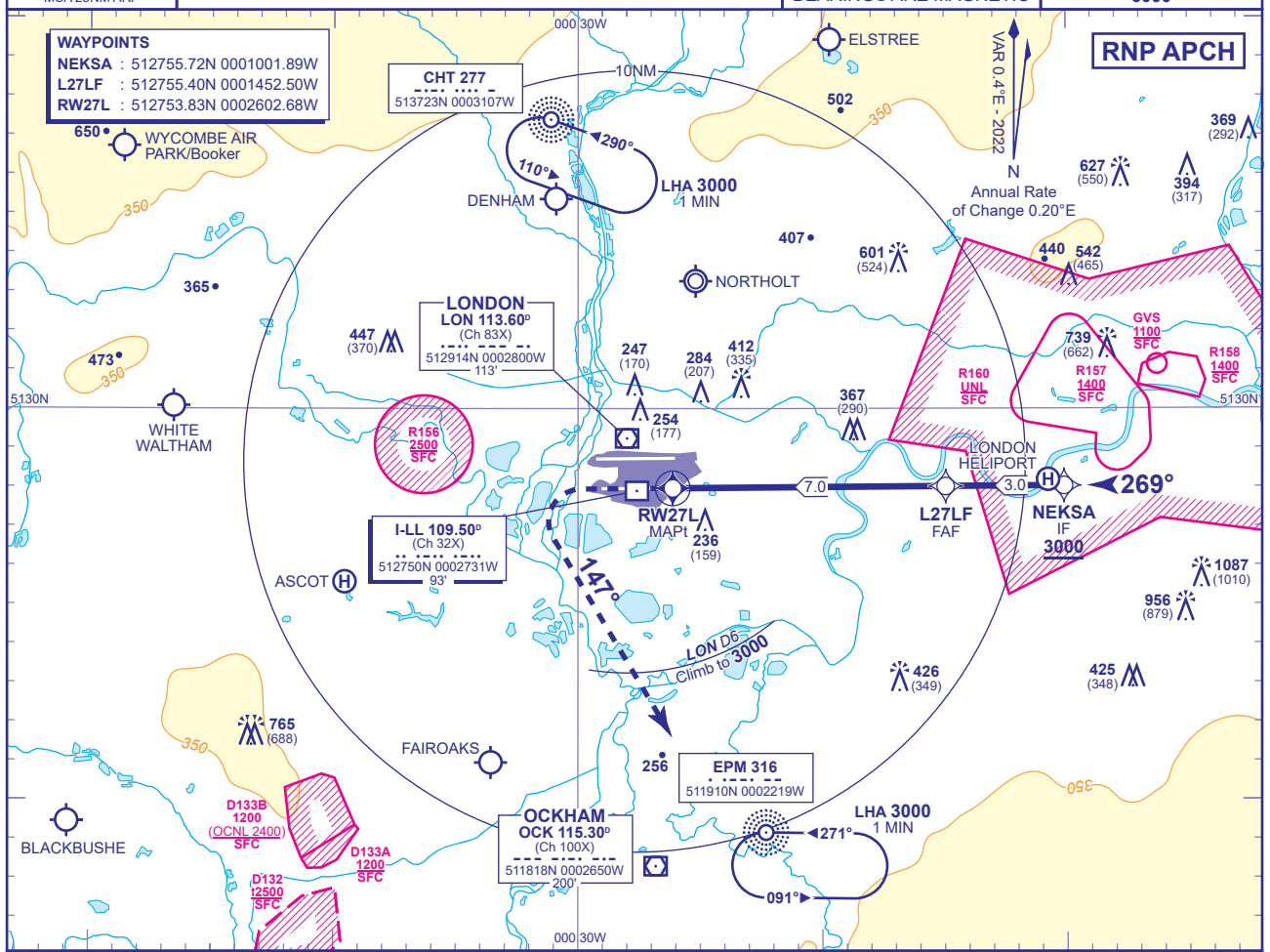
2₃

MSA 25NM ARP

APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.475	HEATHROW TOWER	THR ELEVATION	77
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION	1087 AMSL (1010) (ABOVE THR)
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

MIN TEMP **-10°C**

TRANSITION ALTITUDE **6000**



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

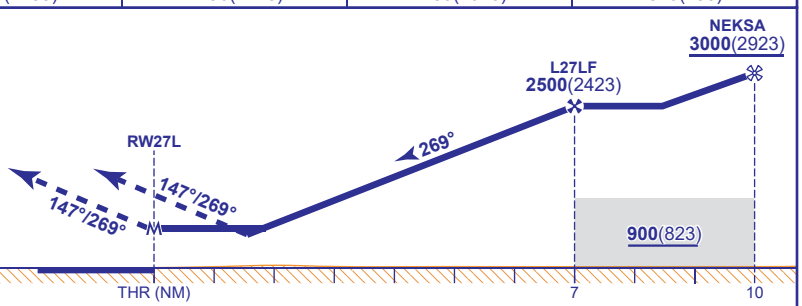
NM to RW27L	6	5	4	3	2
ALT(HGT)	**2170**(2093)	**1830**(1753)	**1490**(1413)	**1150**(1073)	**810**(733)

TCH 50

MAPt (LNAV): RW27L

Climb to **2000** - straight ahead until passing **1080** or **I-LL DME** zero inbound whichever is later, then turn left onto track 147°. After passing **1080** revert to conventional navigation. When established and passing **LON DME** 6 climb to **3000** without delay. Continue as directed.

RCF: On reaching **3000** proceed to **NDB EPM** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**380**(303)	**390**(313)	**400**(323)	**440**(363)
	LNAV	**640**(563)	**640**(563)	**640**(563)	**640**(563)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**870**(787)	**870**(787)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	910	790	680	570	450

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

CHANGE (9/23): LON VOR/DME ELEVATION REVISED.