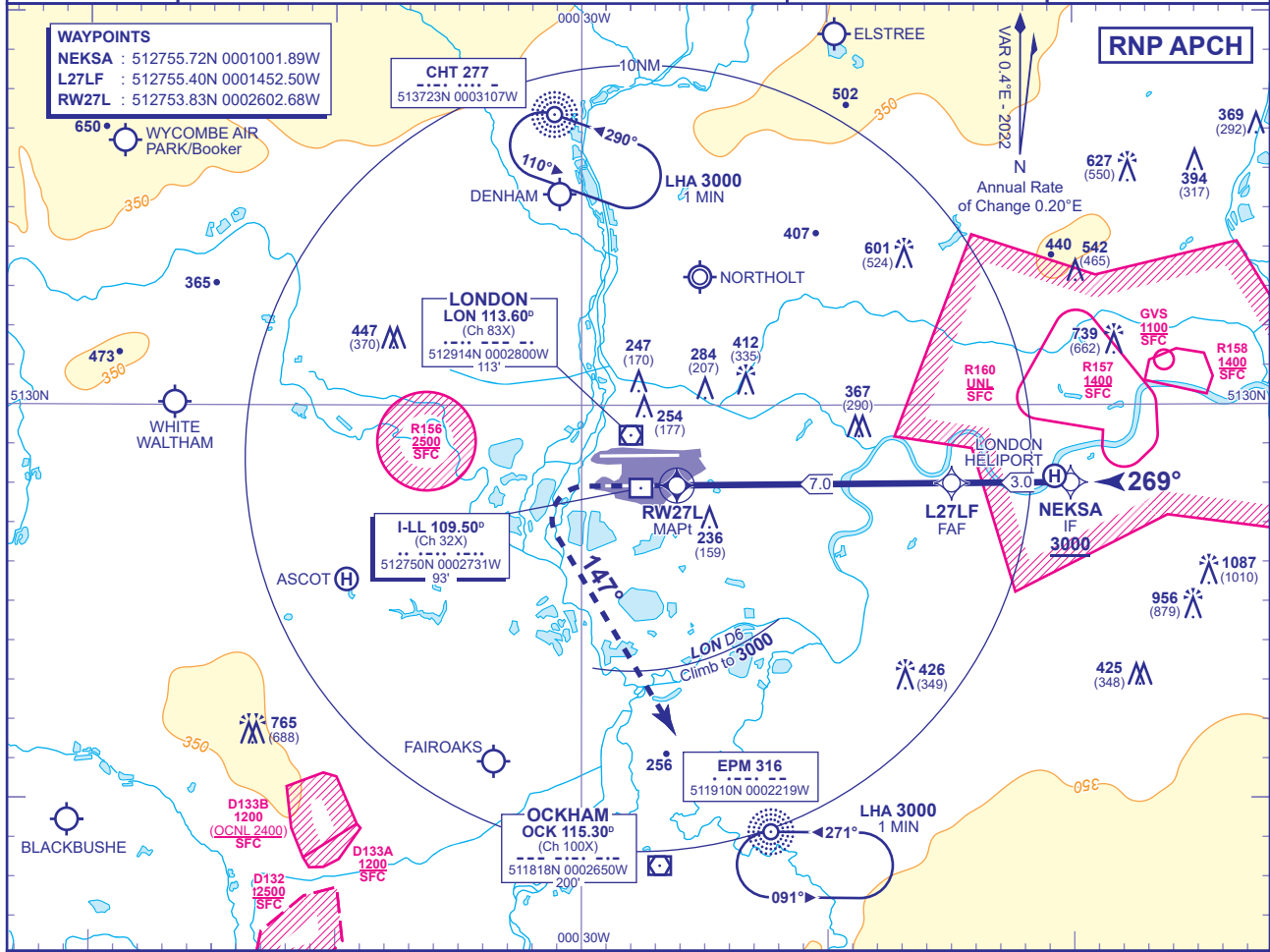


23
MSA 25NM ARP

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

RNP
RWY 27L
(ACFT CAT A,B,C,D)
MIN TEMP -10°C
TRANSITION ALTITUDE 6000

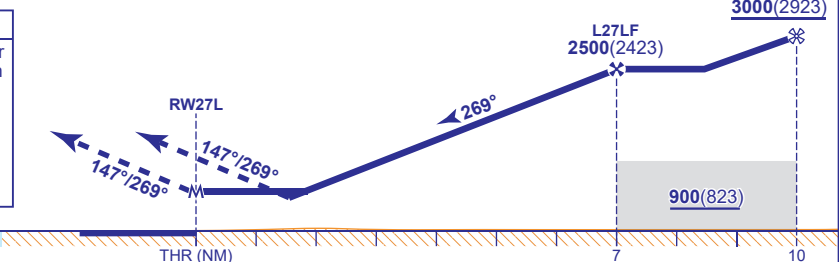


RECOMMENDED PROFILE VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

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	Rate of descent	G/S KT	160	140	120	100	80
		OCOA (OCH)	LNAV/VNAV	380(303)	390(313)		400(323)	440(363)	FT/MIN	910	790	680
VM(C)OCA (OCH AAL)	Total Area	770(687)	770(687)	940(857)	940(857)							

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°.