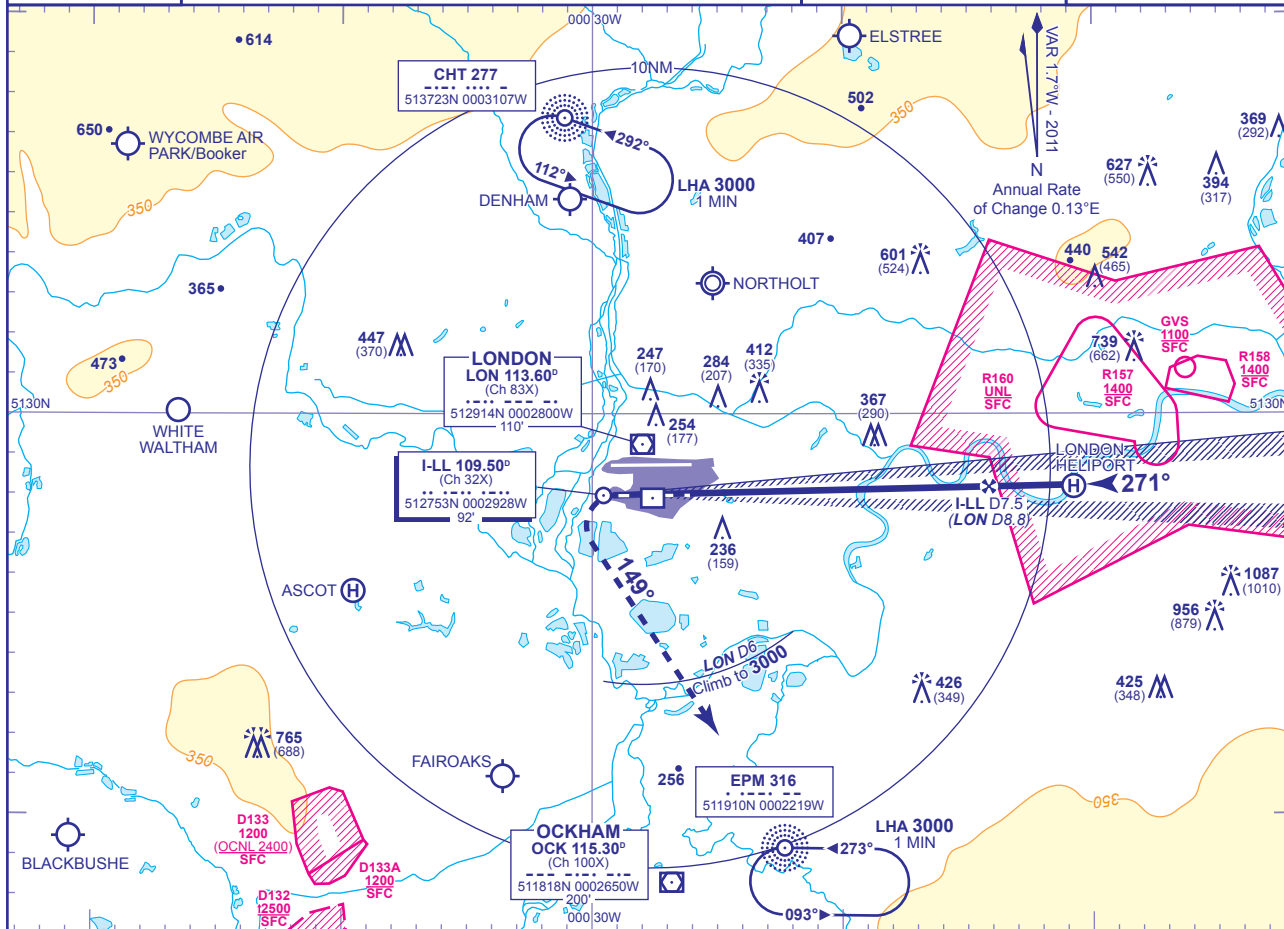


INSTRUMENT APPROACH CHART - ICAO

LONDON/HEATHROW

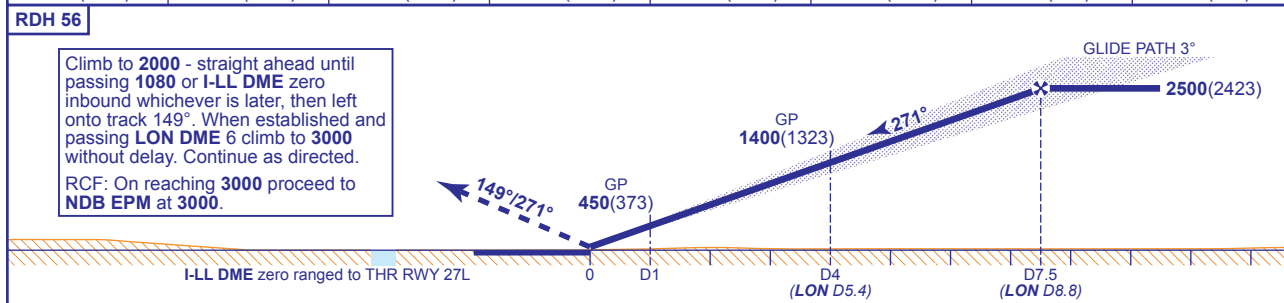
**ILS/DME I-LL
RWY 27L**
(ACFT CAT A,B,C,D)

<p>MSA 25NM LON VOR</p>	APP 119.725, 120.400, 127.525, 134.975	HEATHROW DIRECTOR	AD ELEVATION	83
	TWR 118.500, 118.700, 124.475	HEATHROW TOWER	THR ELEVATION	77
	RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION	1087 AMSL (1010) (ABOVE THR)
	ATIS 128.075, 113.750, 115.100	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-LL	7	6	5	4	3	2	1
ALT(HGT)	2360(2283)	2040(1963)	1730(1653)	1410(1333)	1090(1013)	770(693)	450(373)



Climb to 2000 - straight ahead until passing 1080 or I-LL DME zero inbound whichever is later, then left onto track 149°. 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
OCA (OCH)	CAT I	229(152)	238(161)	248(171)		260(183)	FT/MIN	850	740	640	530
CAT II	137(60)	146(69)	159(82)	172(95)							
VM(C)OCA (OCH AAL)	Total Area	750(667)	750(667)	850(767)	850(767)						

AIRCRAFT UNABLE TO RECEIVE DME I-LL
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

- NOTES**
- Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
 - Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitude/heights.

CHANGE: MAG VAR. BUR NDB REMOVED.

AERO INFO DATE 29 OCT 10