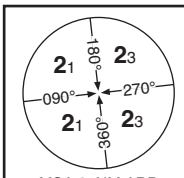


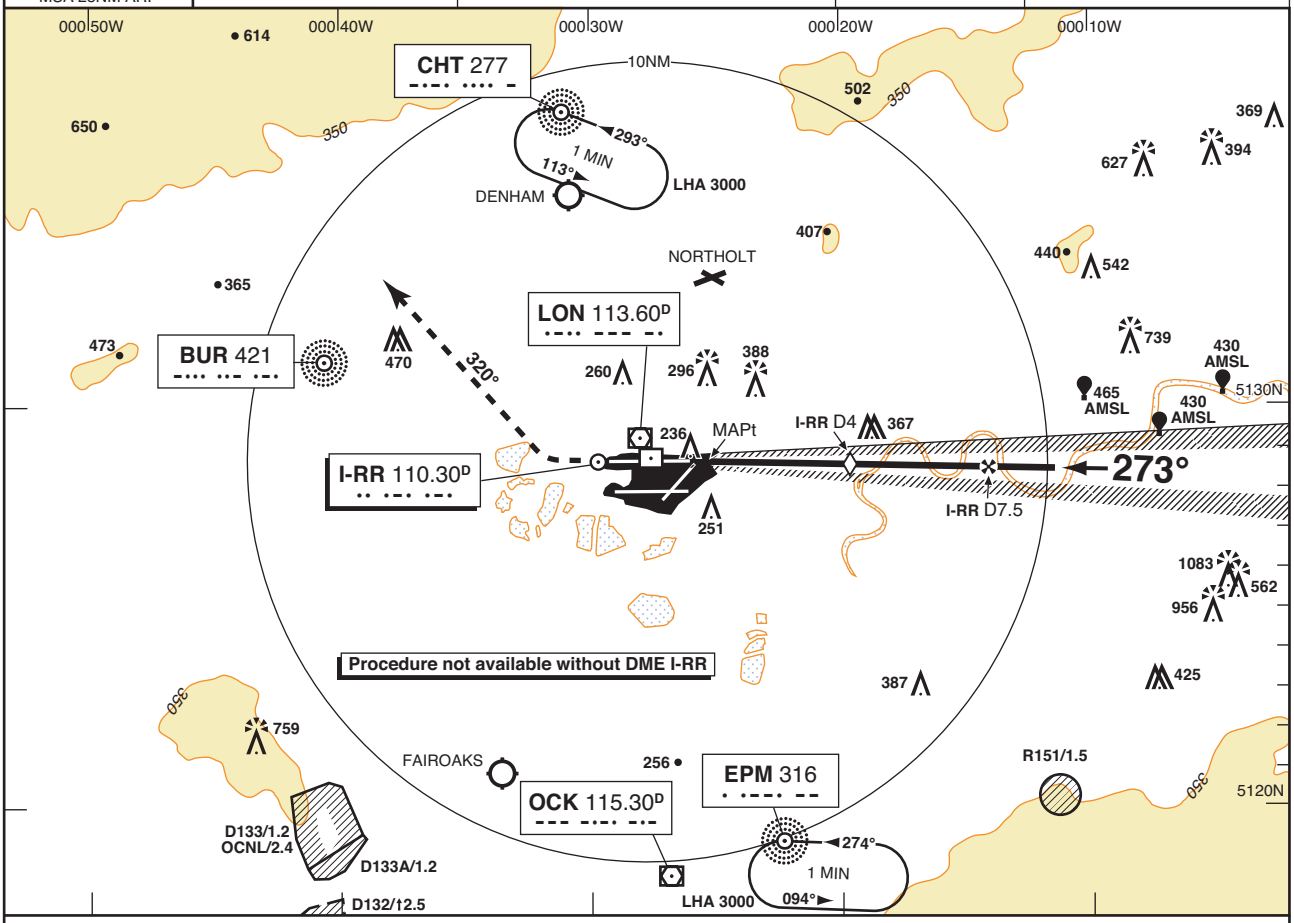
MSA 25NM ARP

EGLL
CAT A,B,C,D

LONDON HEATHROW
LLZ/DME RWY 27R
I-RR 110.30

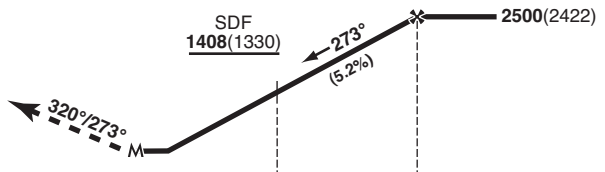
AD ELEV	THR ELEV	TRANSITION ALT	VAR
80FT	78FT	6000	3°W

ATIS	APPROACH	RADAR	TOWER
123.900, 113.750, 115.100	119.725, 120.400, 127.525, 134.975	119.900, 125.625	118.500, 118.700, 124.475



MAPt (M) I-RR DME 0.5

Climb to **3000** - straight ahead from MAPt until passing **1578**(1500) or I-RR DME zero inbound, whichever is later, then right onto track 320°M. Continue as directed.
RADIO FAILURE: On passing LON DME 10 proceed to NDB CHT at **3000**.



I-RR DME zero ranged to THR RWY 27R. 0 I-RR D4 I-RR D7.5

RECOMMENDED PROFILE			RATE OF DESCENT			OCA (OCH)		VM(C) OCA (OCH AAL)	
Gradient 5.2%, 320FT/NM						PROCEDURE		TOTAL AREA	
DME I-RR	ALT/HGT	G/S KT	FT/MIN						
7	**2368** (2290)	160	860		A	**478** (400)		**580** (500)	
6	**2048** (1970)	140	750		B	**478** (400)		**730** (650)	
5	**1728** (1650)	120	640		C	**478** (400)		**830** (750)	
4	**1408** (1330)	100	540		D	**478** (400)		**830** (750)	
3	**1088** (1010)	80	430						
2	**768** (690)								

NOTE Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.

CHANGE NEW FORMAT. MAG VAR. COMS. BEARINGS ARE MAGNETIC