

RADAR VECTORING AREA

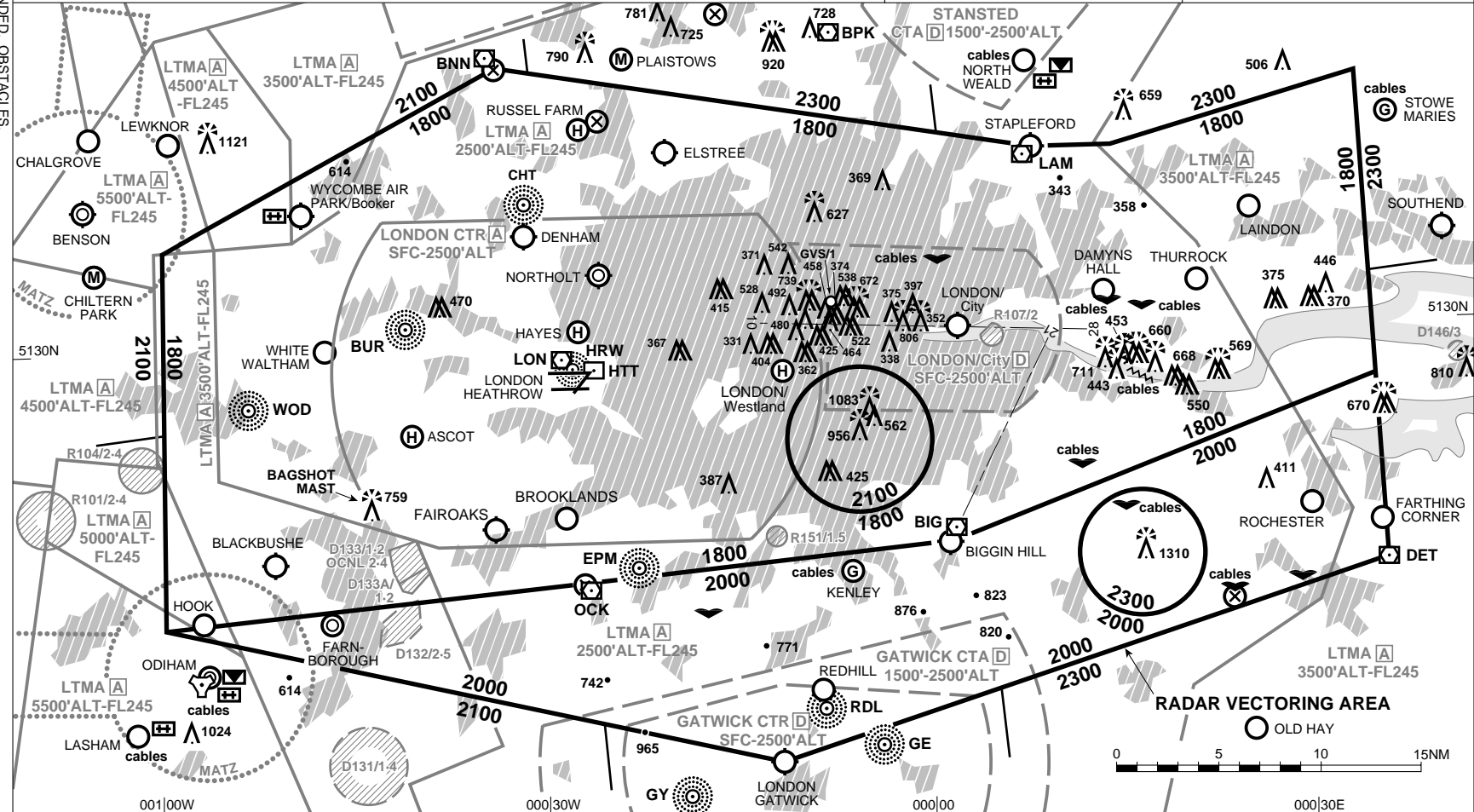
LONDON HEATHROW

LOSS OF COMMUNICATIONS PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to EPM NDB† (RWY 09R, 23, 27L) or CHT NDB (RWY 09L, 27R) at 3000FT or last assigned level if higher.
Intermediate and Final Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to EPM NDB† (RWY 09R, 23, 27L) or CHT NDB (RWY 09L, 27R).
†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Basic Radio Failure Procedure detailed at ENR 1.1.3 or the Modified Procedure for the Missed Approach Radio Failure detailed at AD 2-EGLL-1-23.

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| Elevation 80FT | Transition ALT 6000FT |
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GENERAL INFORMATION
1. All bearings are magnetic.
2. Levels shown are based on QNH.
3. Only significant obstacles and dominant spot heights are shown.
4. The minimum levels shown within the Radar Vectoring Area ensure terrain clearance in conformity with Rule 29 of the Rules of the Air Regulations in respect of obstacles within the RVA.
5. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the 2 Aerodrome Reference Points.
NORTHOLT : Aircraft being vectored for RWY 07 at Northolt may be given descent clearance to 1500FT when on 40° leg north of Bagshot Mast.

Within the Radar Vectoring Area the minimum initial altitude to be allocated by the radar controller is:
a) 2000FT in the sector south of the line HOOK-OCK VOR-BIG VOR-BIG VOR R075 except within 3NM of Wrotham Mast where the minimum altitude is 2300FT.
b) 1800FT in the sector north of the line HOOK-OCK VOR-BIG VOR-BIG VOR R075 except within the 3.5NM circle enclosing the Crystal Palace Masts where the minimum altitude is 2100FT.



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