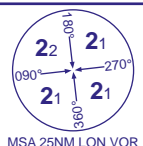


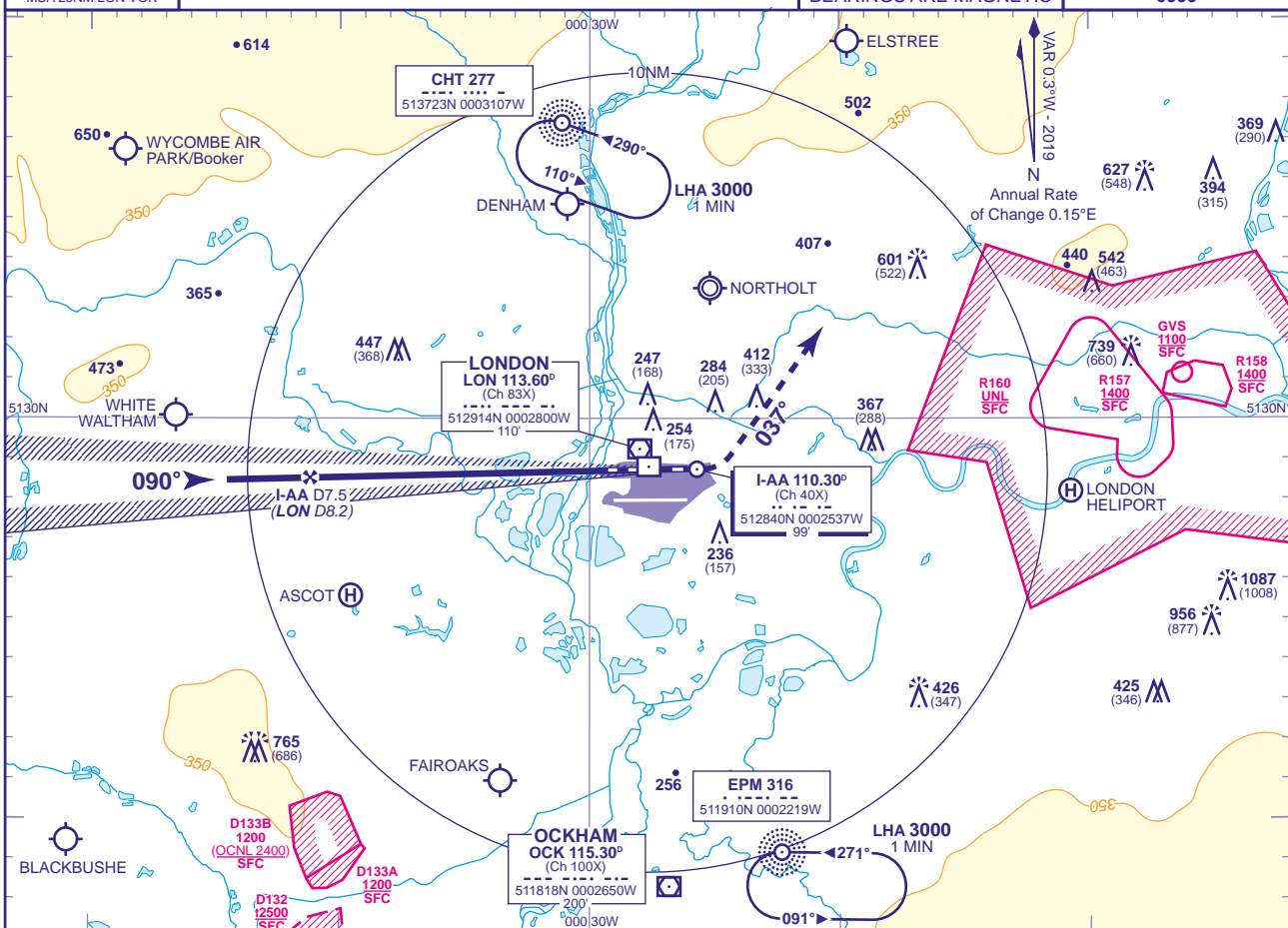
# INSTRUMENT APPROACH CHART - ICAO

# LONDON/HEATHROW ILS/DME I-AA RWY 09L (ACFT CAT A,B,C,D)



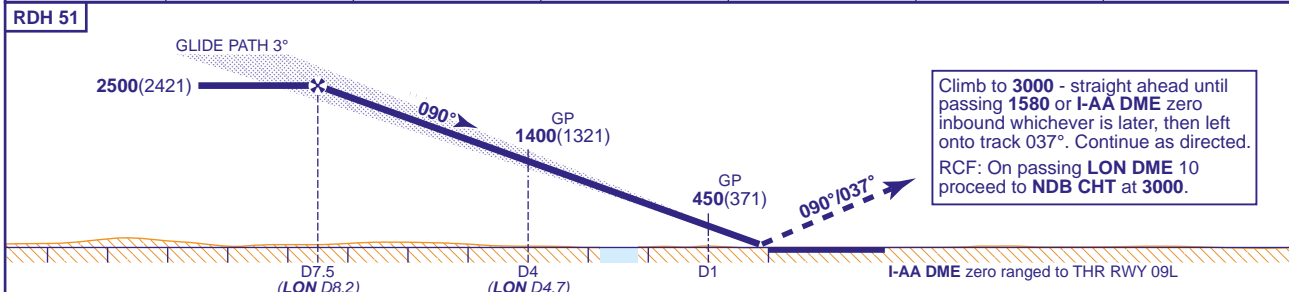
APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.475	HEATHROW TOWER	THR ELEVATION	79
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION	1087 AMSL (1008) (ABOVE THR)
ATIS 128.080, 113.750, 115.100	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**6000**



### RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-AA	7	6	5	4	3	2
ALT(HGT)	2360(2281)	2040(1961)	1720(1641)	1400(1321)	1080(1001)	770(691)



Climb to 3000 - straight ahead until passing 1580 or I-AA DME zero inbound whichever is later, then left onto track 037°. Continue as directed. RCF: On passing LON DME 10 proceed to NDB CHT at 3000.

Aircraft Category		Aircraft Category				Rate of descent	Rate of descent					
		A	B	C	D		G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	221(142)	232(153)	243(164)	257(178)		FT/MIN	850	740	640	530	420
	CAT II	134(55)	145(66)	158(79)	174(95)							
VM(C)OCA (OCH AAL)	Total Area	750(667)	750(667)	850(767)	850(767)							

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

**NOTES**  
1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.  
2 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/height.

CHANGE (10/19): APP FREQUENCY 119.725 AMENDED TO 119.730.