

INSTRUMENT APPROACH CHART - ICAO

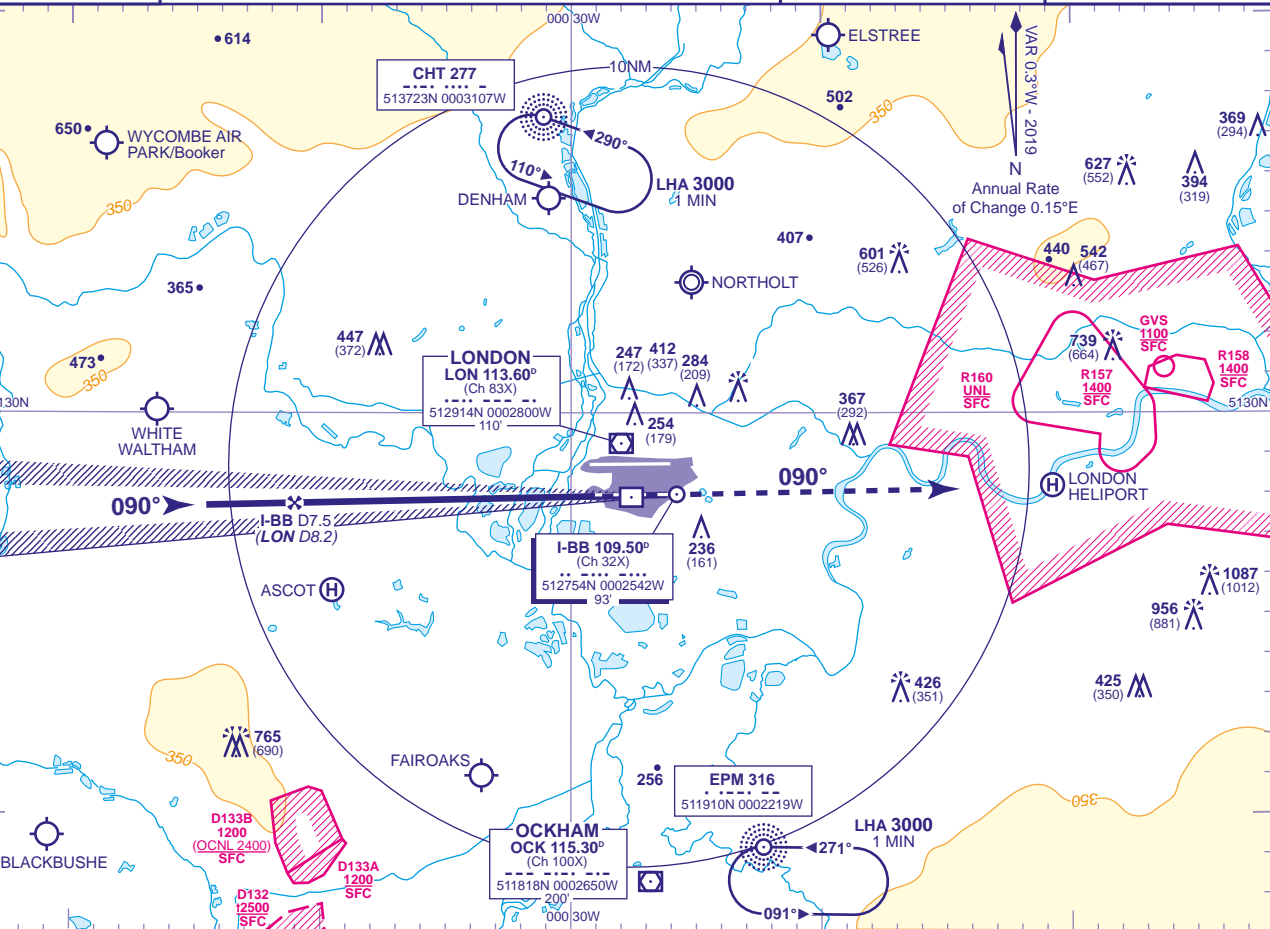
LONDON/HEATHROW ILS/DME I-BB RWY 09R (ACFT CAT A,B,C,D)



APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR
TWR 118.505, 118.705, 124.475	HEATHROW TOWER
RAD 125.625, 127.525	HEATHROW RADAR
ATIS 128.080, 113.750, 115.100	HEATHROW INFORMATION

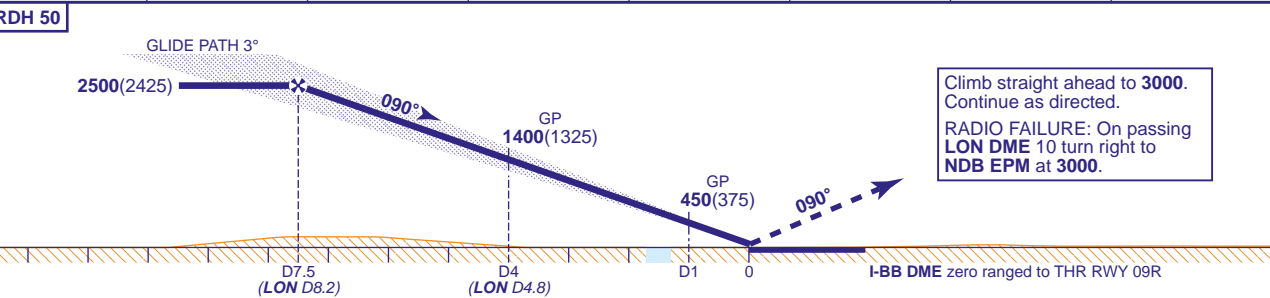
AD ELEVATION 83
THR ELEVATION 75
OBSTACLE ELEVATION 1087 AMSL (1012) (ABOVE THR)
BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-BB	7	6	5	4	3	2	1
ALT(HGT)	2360(2285)	2040(1965)	1720(1645)	1400(1325)	1080(1005)	760(685)	450(375)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
		CAT I	CAT II	FT/MIN	850		740	640	530	420		
OCA (OCH)	CAT I	215(140)	225(150)	237(162)	251(176)							
	CAT II	123(48)	134(59)	146(71)	160(85)							
VM(C)OCA (OCH AAL)	Total Area	750(667)	750(667)	850(767)	850(767)							

AIRCRAFT UNABLE TO RECEIVE DME I-BB
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 (10/19): APP FREQUENCY 119.725 AMENDED TO 119.730.