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MSA 25NM ARP

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

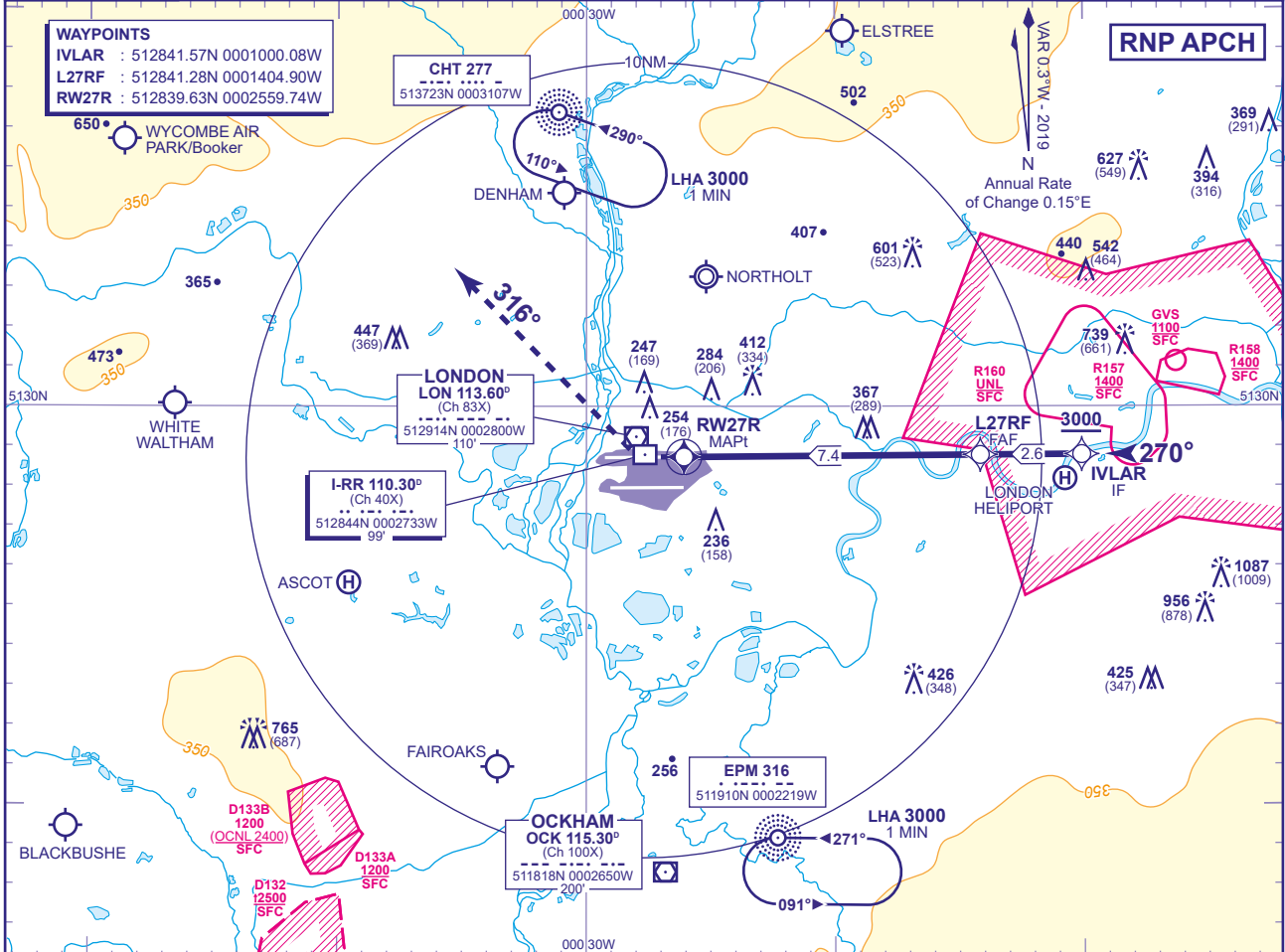
AD ELEVATION 83
THR ELEVATION 78
OBSTACLE ELEVATION 1087 AMSL (1009) (ABOVE THR)
BEARINGS ARE MAGNETIC

MIN TEMP -10°C
TRANSITION ALTITUDE 6000

RNP APCH

WAYPOINTS

IVLAR : 512841.57N 0001000.08W
L27RF : 512841.28N 0001404.90W
RW27R : 512839.63N 0002559.74W

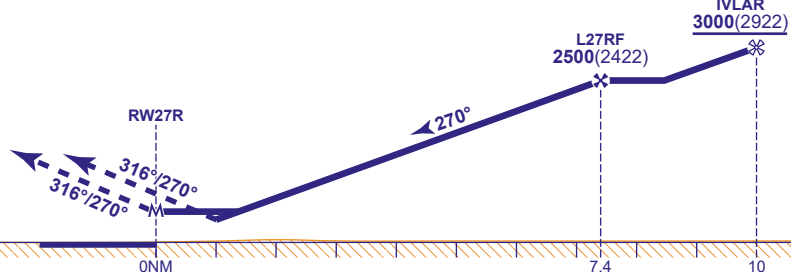


RECOMMENDED PROFILE VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

NM to RW27R	7	6	5	4	3	2
ALT(HGT)	2360(2282)	2040(1962)	1730(1652)	1410(1332)	1090(1012)	770(692)

TCH 50

MAPt (LNAV): RW27R
 Climb to 3000 - straight ahead until passing 1580 or I-RR DME zero inbound whichever is later, then turn right onto track 316°. After passing 1580 revert to conventional navigation. Continue as directed.
 RCF: On passing LON DME 10 turn right to NDB CHT at 3000.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
		FT/MIN	850	740	640		530	420				
OCA (OCH)	LNAV/VNAV	510(432)	510(432)	510(432)	510(432)							
	LNAV	640(562)	640(562)	640(562)	640(562)							
VM(C)OCA (OCH AAL)	Total Area	750(667)	750(667)	850(767)	850(767)							

- NOTES
- Pilots should 'Request RNP Z Approach' on first contact with Heathrow Director.
 - Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
 - Pilots should not expect descent clearance below 4000 until 13NM from touchdown.
 - Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-RR, DME LON and NDB CHT.