

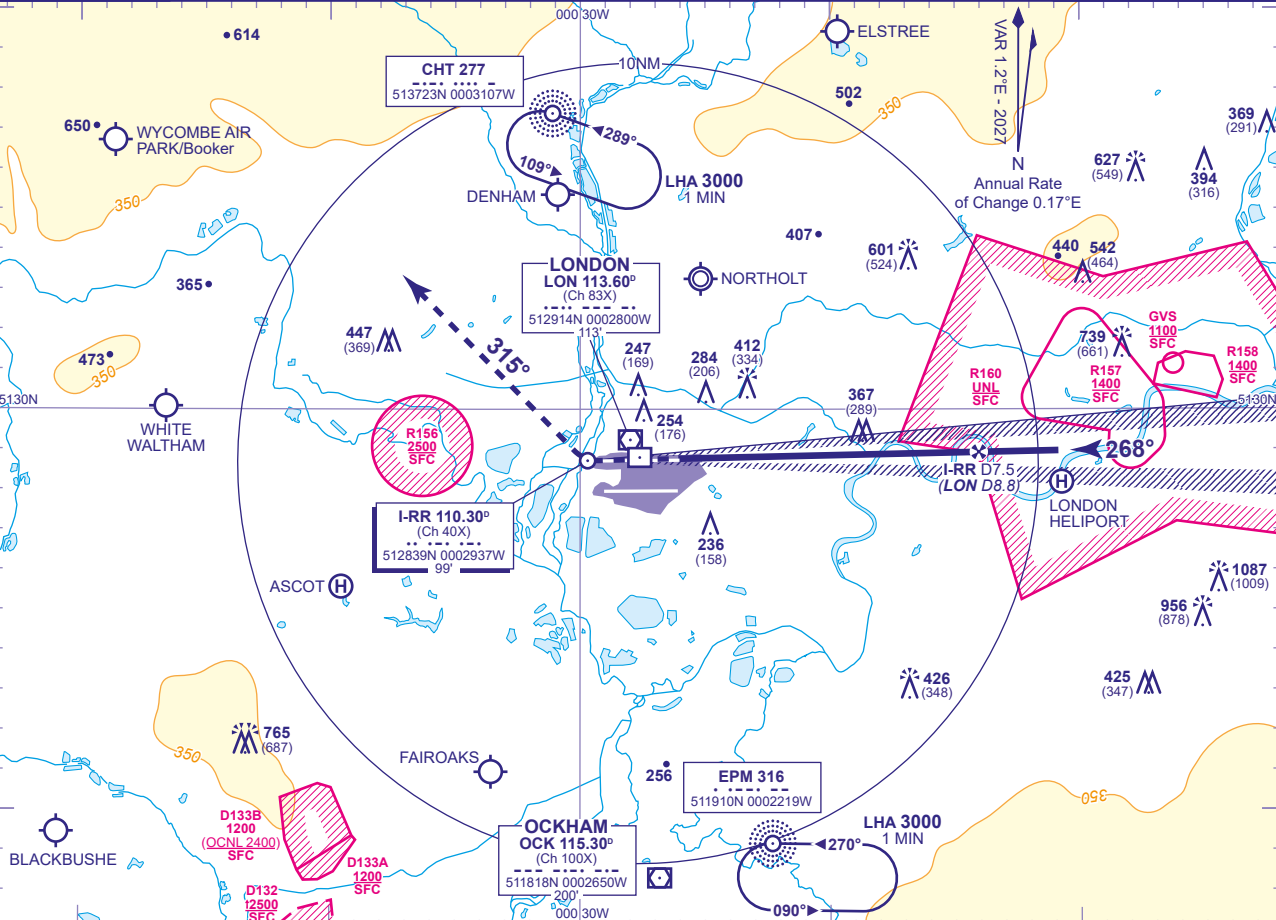
INSTRUMENT APPROACH - ICAO

LONDON HEATHROW

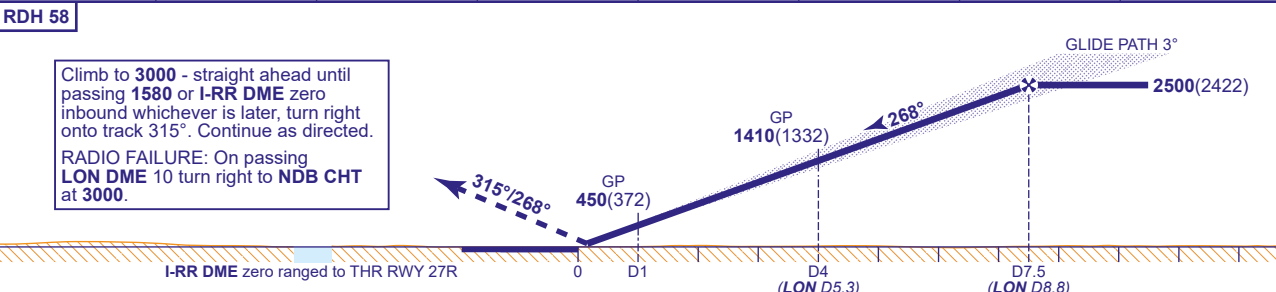
ILS/DME I-RR
RWY 27R
(ACFT CAT A,B,C,D)



APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83	TRANSITION ALTITUDE 6000
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	78	
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION	1087 AMSL (1009) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM							
DME I-RR	7	6	5	4	3	2	1
ALT(HGT)	2370(2292)	2050(1972)	1730(1652)	1410(1332)	1090(1012)	770(692)	450(372)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	224(146)	234(156)	247(169)	263(185)		FT/MIN	850	740	640	530	420
	CAT II	131(53)	141(63)	154(76)	171(93)							
VM(C)OCA (OCH AAL)		Total Area	770(687)	770(687)	940(857)	940(857)						

AIRCRAFT UNABLE TO RECEIVE DME I-RR
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 altitudes/heights.