DEPARTURE (EGLL -> EDDL): EGLL (Heathrow)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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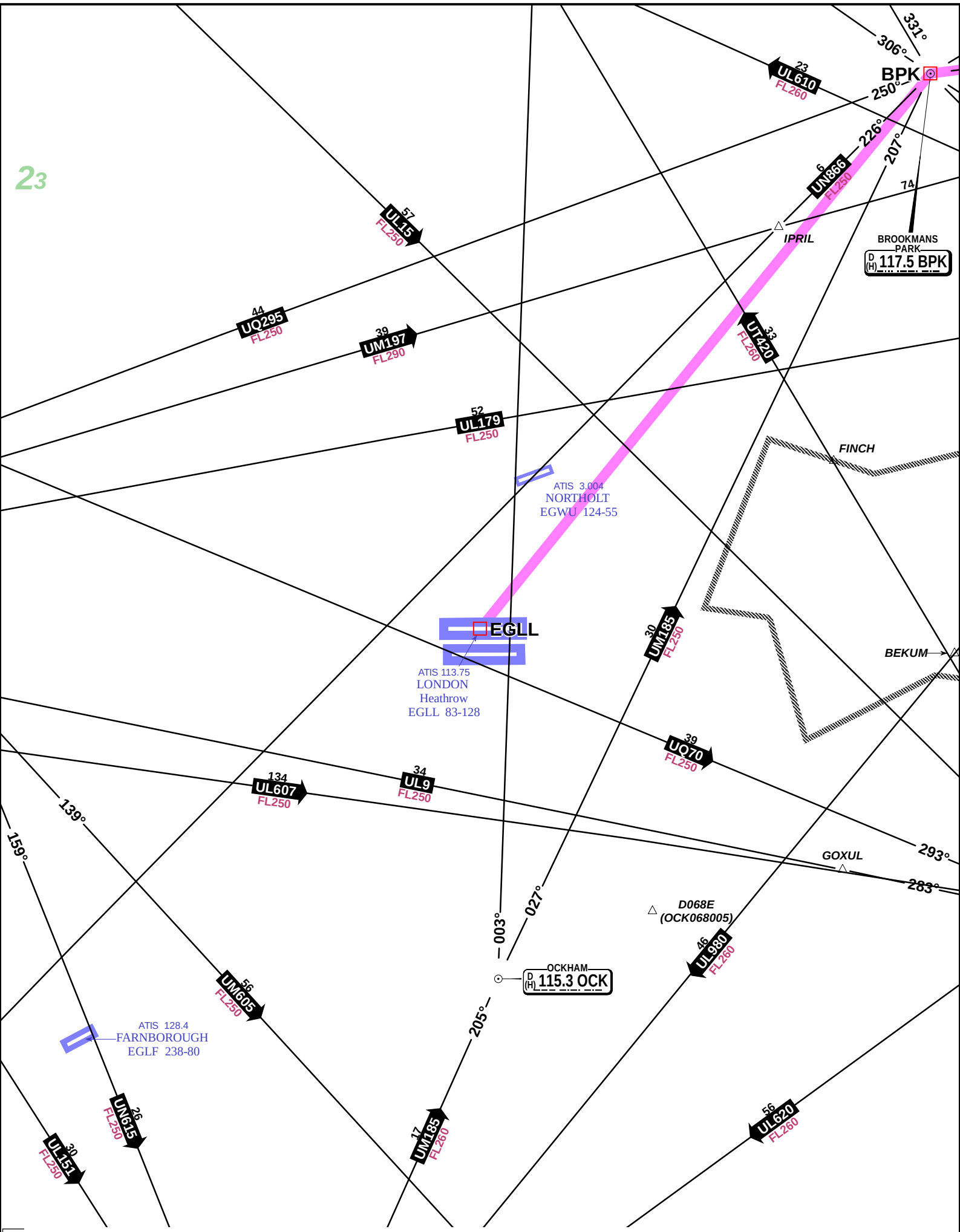

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DESTINATION (EGLL -> EDDL): EDDL (Dusseldorf)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
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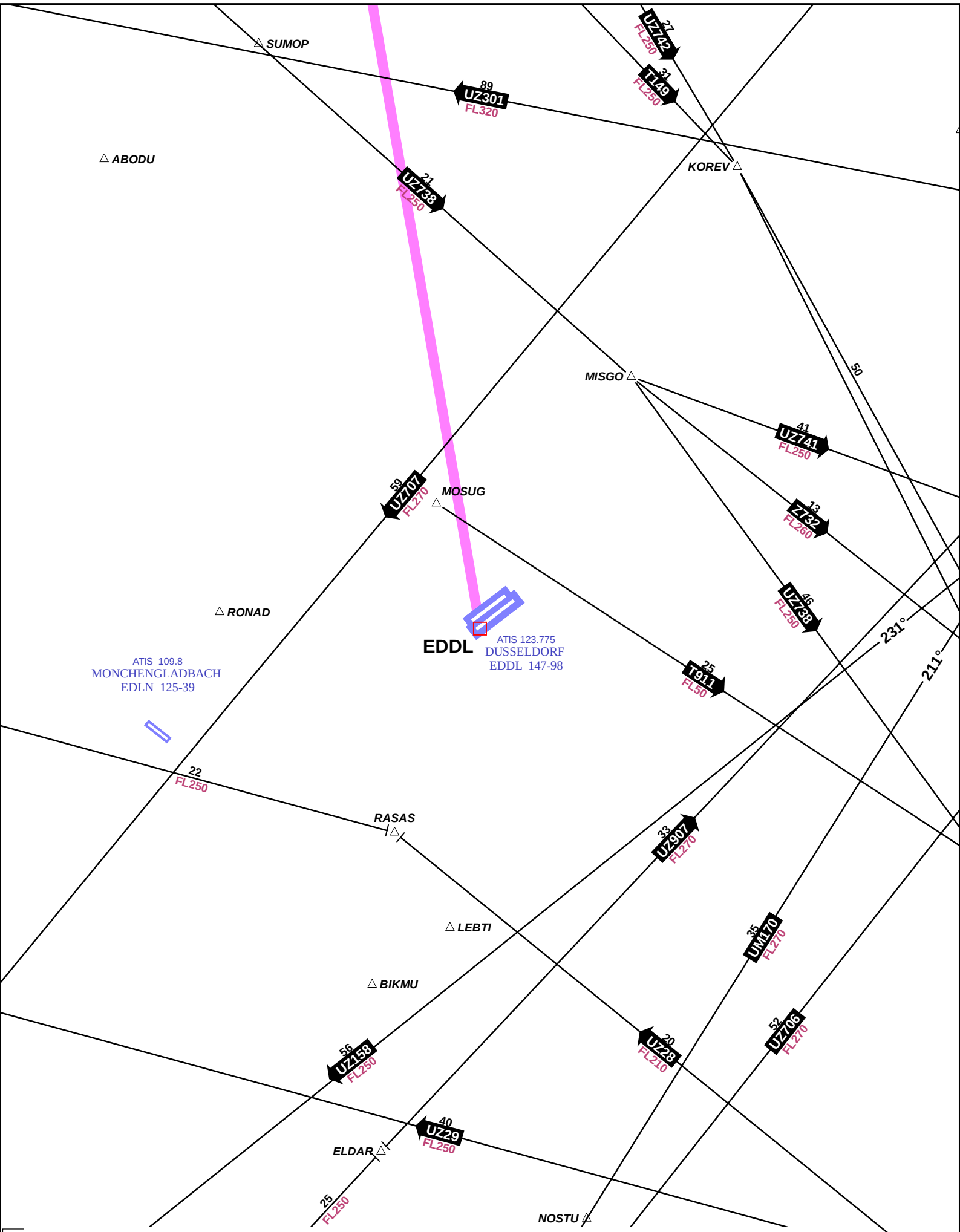

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EGLL -> EDDL (Page 1 of 1)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

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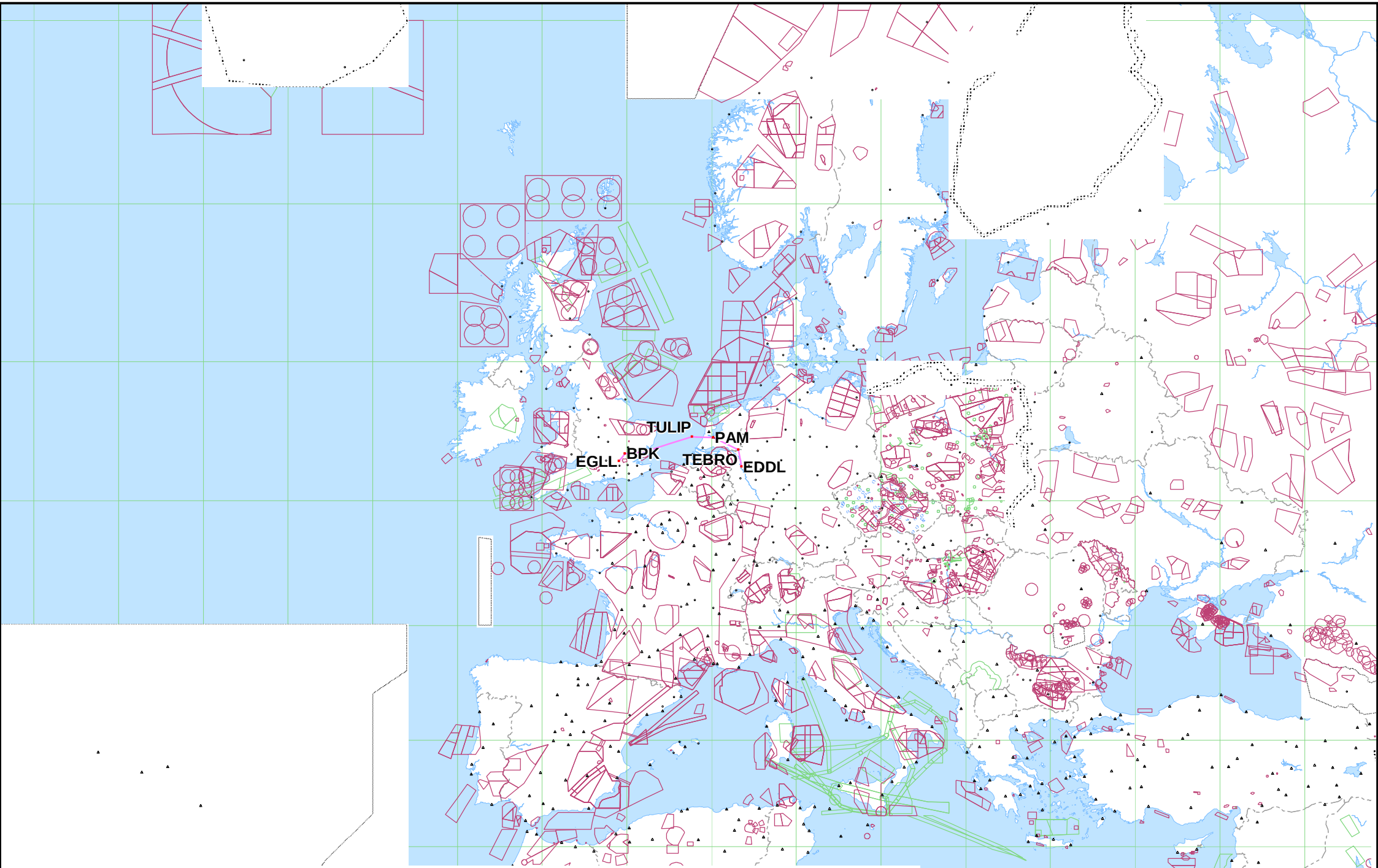
JeppView 3.6.2.0



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1. GENERAL

1.1. ATIS

* D-ATIS Arrival 113.75 115.1 128.07
* D-ATIS Departure 121.935 (Non-8.33kHz-equipped ACFT should contact Heathrow Delivery.)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

When tailwind component is not greater than 5 KT on RWYs 27R/L, these RWYs will be used in preference to RWYs 09R/L, provided the RWY surface is dry.
Pilots asking for permission to use the RWY into the wind when RWYs 27R or 27L are in use, should understand that their arrival or departure may be delayed.

1.2.3. REVERSE THRUST

Avoid use of reverse thrust between 2330-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Run-up tests are controlled in accordance with instructions issued by Heathrow APT LTD.

1.2.5. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take off or land between 2330-0600LT.
Any ACFT which has a noise classification greater than 98.9 EPNdB may not be scheduled to take off or land between 2300-0700LT.
Any ACFT which has a noise classification greater than 98.9 EPNdB may not take off between 2300-0700LT, except between 2300-2330LT when

- It was scheduled to take off prior to 2300LT;
- Take-off was delayed for reasons beyond control of the ACFT operator;
- APT authority has not given notice to the ACFT operator precluding take-off.

Any ACFT may not take off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.
None of the provisions above shall apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

During CAT II and III operations, special ATC Low Visibility Procedures will be applied. Pilots will be informed when these procedures are in operation via ATIS or RTF.

1.3.2. ARRIVAL

- Surface Movement Guidance and Control System (SMGCS) is normally available and all RWY exits will then be illuminated.
  Pilots should select the first convenient exit.
- Pilots are to delay the call "runway vacated" until ACFT has completely passed the end of the green/yellow colour-coded TWY centerline lights.

1.3.3. DEPARTURE

The ILS on the departure RWY will be turned off when the IRVR is greater than 250m. Pilots requiring the ILS for departure when the IRVR is in the range 275m to 550m must inform HEATHROW Delivery.

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1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with Mode S movement radar. Pilots must ensure that:
ACFT transponder is set to transmit Mode S signals, and associated Mode A code, from the request for push-back or taxi, whichever is earlier and after landing, continuously until ACFT is fully parked on stand.

After parking, Mode A code 2000 must be set before selecting OFF or STDBY.

1.5. RWY OPERATIONS

1.5.1. RWY CROSSING PROCEDURE

After crossing RWY 09R/27L and having reported RWY vacated, the ACFT will be instructed to revert to Ground for further clearance. In absence of further clearance it is essential that ACFT holds position when clear of RWY.

1.6. TAXI PROCEDURES

1.6.1. GENERAL

Pilots who intend to execute a reduced engine taxi-out must report their intention to Delivery on first contact.

Reduced Engine Taxi can be used, at the discretion of the pilot, EXCEPT in the following circumstances:

a. By any ACFT that is required to cross an active RWY;

b. By any ACFT, from Terminal 4 (Z, W, T, V) when the southern RWY is in use for landings;

c. By any ACFT exiting T and turning West onto S due to jet blast affecting Stand 412;

d. By B777 variants in G and H due to jet blast;

e. Where pilots are aware that their taxi routing or entry onto stand is likely to involve tight turns or gradients requiring significant power increases.

Pilots are to use the minimum power necessary when manoeuvring on the TWY system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.

Pilots are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wingtip clearance, notwithstanding the TWY lighting system.

1.6.2. RESTRICTIONS TO LARGE ACFT

- A380 ACFT: Reduced "TWY centerline to object clearance" of 161'/49m applies on TWY E between TWY B and Link 36 and on TWY W between TWY S and TWY T.

  Reduced clearance of 156'/47.5m applies on TWY A at MORRA. Pilots are to ensure that ACFT remain on TWY centerline at all times.
- Pilots of Code E ACFT must exercise caution when using TWY S between reporting point SY6 and TWY Z as wingtip clearances to the South are minimal.
- All B747-400 ACFT on TWY Z must be under tow.
- A340-600 and B777-300 ACFT: It is recommended that flight crews use judgemental steering at all times when manoeuvring on the TWYs. These ACFT are not permitted to use the following routes:

  Eastbound on TWY S, at S1N turning RIGHT onto Link 41 to face West.
- Pilots of B747, B777, A340 and Code F ACFT are not permitted to route north on TWY Tango turning left on TWY Sierra facing west under power.

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1. GENERAL

1.6.3. TWY ROUTE WEST ON TWY S - RIGHT TO S3/SB3

During DAY and good visibility only and MAX wingspan 91'/27.7m.

1.6.4. CODE E TWY TO TWY SEPARATION

Separation of 262'/80m is not met as follows: TWYs A and B between TWY H and AY5.

1.6.5. CODE E TWY TO STAND OR TWY TO OBJECT SEPARATION

Separation of 156'/47.5m is not met on the following TWYs:

- Minimum clearance 139'/42.5m

  TWY B from TWY F to TWY J.
  All of TWY F.
  TWY S from reporting point SY6 East to TWY W.

- Minimum clearance 121'/37m

  TWY S between reporting point SY6 and TWY Z to the South.

1.6.6. RWY STOP BARS

The RWY stop bars at N4E, N5W, S4 and S5 are not positioned perpendicular to the TWY centerline.

1.7. PARKING INFORMATION

The majority of stands are equipped with the 'Safedock' Visual Docking Guidance System (VDGS). A marshalling service will be provided for the minority of the remaining stands that do not have VDGS fitted. Stands 102, 103, 104, 105 and 109 are equipped with a single, fixed, rail passenger boarding bridge which have no lateral movement.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT from the holding facility during the initial approach phase;
- 180 KT on base leg/closing heading to the final APCH;
- Between 180 KT and 160 KT when established on the final APCH;

and thereafter 160 KT to D4.0.

These speeds are applied for ATC separation purposes and are mandatory.

In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots shall continue to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds can be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

2.2. NOISE ABATEMENT PROCEDURES

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

An ACFT approaching to land shall according to its ATC clearance minimize noise disturbance by the use of continuous descent and low power, low drag operating procedures (see below).

Where the use is not practicable, ACFT shall maintain an altitude as high as possible.

Propeller-driven ACFT with MTOW above 5700kgs and jet ACFT:

ACFT approaching RWY 27L/R between 0600-2330LT
and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 2500'.

ACFT approaching RWY 27L/R between 2330-0600LT
and using the ILS shall not descend below 3000' (Heathrow QNH) on GS before being established on LOC at not less than 10NM from touchdown, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 3000'.

ACFT approaching RWY 09L/R between 0700-2300LT
and using the ILS shall not descend below 2500' (Heathrow QNH) on GS before being established on LOC, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 2500'.

ACFT approaching RWY 09L/R between 2300-0700LT
and using the ILS shall not descend below 3000' (Heathrow QNH) on GS before being established on LOC at not less than 10NM from touchdown, nor thereafter fly below GS. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an ACFT using the ILS GS, and shall follow a track to intercept the extended RWY centerline at or above 3000'.

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2. ARRIVAL

CONTINUOUS DESCENT APPROACH

Headings and flight levels/altitudes by ATC. ACFT will be radar-vectored. An estimate of track distance to touchdown will be passed with descent clearance. Further distance information will be given between descent clearance and the intercept heading to the ILS LOC.

On receipt of descent clearance, descend at the rate best suited to a continuous descent so as to join the GS at the appropriate height for the distance without recourse to level flight.

2.3. CAT II/III OPERATIONS

RWYs 09L/27R and 09R/27L approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the landing RWY enables ATC to apply the minimum spacing on final approach that will achieve maximum RWY utilisation and will minimize the occurrence of go-arounds.

2.4.2. RWY VACATION GUIDELINES

ACFT lands but cannot contact HEATHROW Ground due to RTF congestion:

In this case the pilot should completely vacate the landing RWY and taxi into the first TWY available. The pilot should then hold position until contact with Ground can be established.

RWY 09L: Preferred exit for A380 ACFT is A5.

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2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. GENERAL

Warning: The possibility of building-induced turbulence and large windshear effects may occur when landing on RWY 27R in strong southerly / south westerly winds.

2.5.2 "LAND AFTER" PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use, providing:

- The RWY is long enough;
- It is during daylight hours;
- The second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- The second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction "Land after ... (first ACFT type)" in place of the usual instruction "Cleared to land". Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

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3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1.1. TARGET OFF BLOCK TIME (TOBT)

This is the time, that an ACFT expects to be ready to leave its stand.
TOBTs must be updated to an accuracy of +/-5 min.
TOBTs should be updated through the usual channels if the time that the ACFT will be ready to leave stand changes.
For a delay of 15 min or more, a DLA message must be sent.

3.1.1.2. TARGET START UP APPROVAL TIME (TSAT)

This is the time provided by ATC, that an ACFT can reasonably expect to receive start-up approval, taking into account the TOBT and overall traffic situation.
Pilots will be notified of their TSAT and any subsequent changes to it by their AO/GH or from Delivery when they call ready.

3.1.1.3. REMOTE HOLDING REQUEST

If an airline operator is aware of a CTOT and wishes to take the delay on a TWY rather than on the stand, then they should contact the Tower supervisor via phone to arrange it.
In this instance, TSAT will be adjusted to allow ACFT to be transferred to HEATHROW Ground earlier for remote hold.

3.1.2. DATALINK DEPARTURE CLEARANCE (DCL)

DCL via SITA or ARINC.
DCL available from 25 min prior to EOBT to 15 min after EOBT. Clearance will not be issued if requested later than 15 min after EOBT.
Successful clearance must be accepted within 5 min after receipt or a "Revert to voice" message will be received.
If the attempt to obtain a clearance is unsuccessful the ACFT should revert to RTF.
Regardless of clearance source, departing ACFT must report ACFT type, stand number, QNH and the identification letter of the received ATIS information to HEATHROW Delivery when fully ready for push-back and start.

3.1.3. START-UP

On first contact with HEATHROW Delivery, pilots are to report ACFT type, stand number, QNH and identification letter of received ATIS info.
Between 0630-1400 LT and between 1500-2200 LT pilots of operators who have been briefed with regard to the correct phraseology may call for ATC clearance up to 15min prior to being fully ready to push-back. All other operators must be fully ready before calling on frequency.

Pilots who wish to start engines on stand must request permission from HEATHROW Ground not later than 5 min after being transferred from Delivery.
All jet ACFT are to advise ATC, if for any reason they are unable to accelerate after noise abatement procedures to 250 KT.
If within 30 min of a previously issued Calculated Take-off Time (CTOT) the flight is unable to comply with that CTOT, the pilot should advise ATC as soon as possible.
Pilots are advised that delays in excess of 10 min can be expected at holding position. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if required to comply with a Calculated Take-off Time (CTOT).

3.1.4. PUSH-BACK

Following push-back from cul-de-sac stands, all ACFT must pull forward to a minimum of 328'/100m from the blast screen (indicated by a painted mark on the TWY centerline) before disconnecting the tug. Due to exhaust fume ingestion within the buildings at the end of all cul-de-sacs, engine start-up must be delayed until the ACFT has reached the 328'/100m mark.

Push-back approval must be obtained from HEATHROW Ground not later than 5 min after being transferred from Delivery.
Push-back approval includes permission to start engines during push-back.

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3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

After take-off operate ACFT so that it is at or above 1090' at 6.5 km from start of roll as measured along the departure track and so that it will not cause more than:
- 94 dBA between 0700-2300LT,
- 89 dBA between 2300-2330LT and between 0600-0700LT,
- 87 dBA between 2330-0600LT

at any noise monitoring terminal. Jet ACFT maintain a minimum climb gradient of 243' per NM (4%) to at least 4000' to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.

Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 5700 KGS (between 0600-2330 LT of more than 17000 KGS and except any Dash 7 ACFT) are depicted on London Heathrow SID charts and on page 10-4.

3.2.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:
- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

The quota count is to be calculated based on the noise classification for the ACFT as follows:

Noise Classification	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

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3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the RWY as soon as the preceding ACFT has commenced its take-off roll.

Pilots in receipt of a conditional line up clearance on a preceding departing ACFT (for example; 'ABC123, after the departing Sky Train DC10, line up RWY 27L via N2E') should remain behind the subject ACFT but may cross the RWY holding point (subject to there being no illuminated red stop bar) and enter the RWY upon receipt of the clearance. There is no requirement for the subject ACFT to have commenced its take-off roll before entering the RWY. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies power.
Pilots in receipt of a conditional line up clearance on a preceding arriving ACFT (for example; 'ABC123, after the landing Sky Train DC10, line up RWY 27L via N2E') may cross the RWY holding point (subject to there being no illuminated red stop bar) as soon as the landing ACFT has passed the RWY entry point.

Pilots who require to back-track the RWY (including line up from N2W onto RWY 27L) must notify ATC prior to arrival at the holding point.

Pilots are advised that there is an increased risk of RWY Incursions when holding at N11 and NB11. Pilots may mistakenly believe that when on reaching the front of the queue, they have been given permission to line up in turn. Pilots are to be extra vigilant as to whether they have received a line-up clearance from ATC and seek confirmation where there is doubt.

Whenever possible, cockpit checks must be completed prior to line up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to HEATHROW Tower.

3.4.2. RWY HOLDING AREAS

In promulgated holding areas, ATC may require ACFT to pass each other. Avoidance of other ACFT is the responsibility of the flight crew involved. If doubt exists as to whether other ACFT can be safely overtaken, ACFT must stop, advise ATC and request alternative instructions.

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EGLL/LHR HEATHROW

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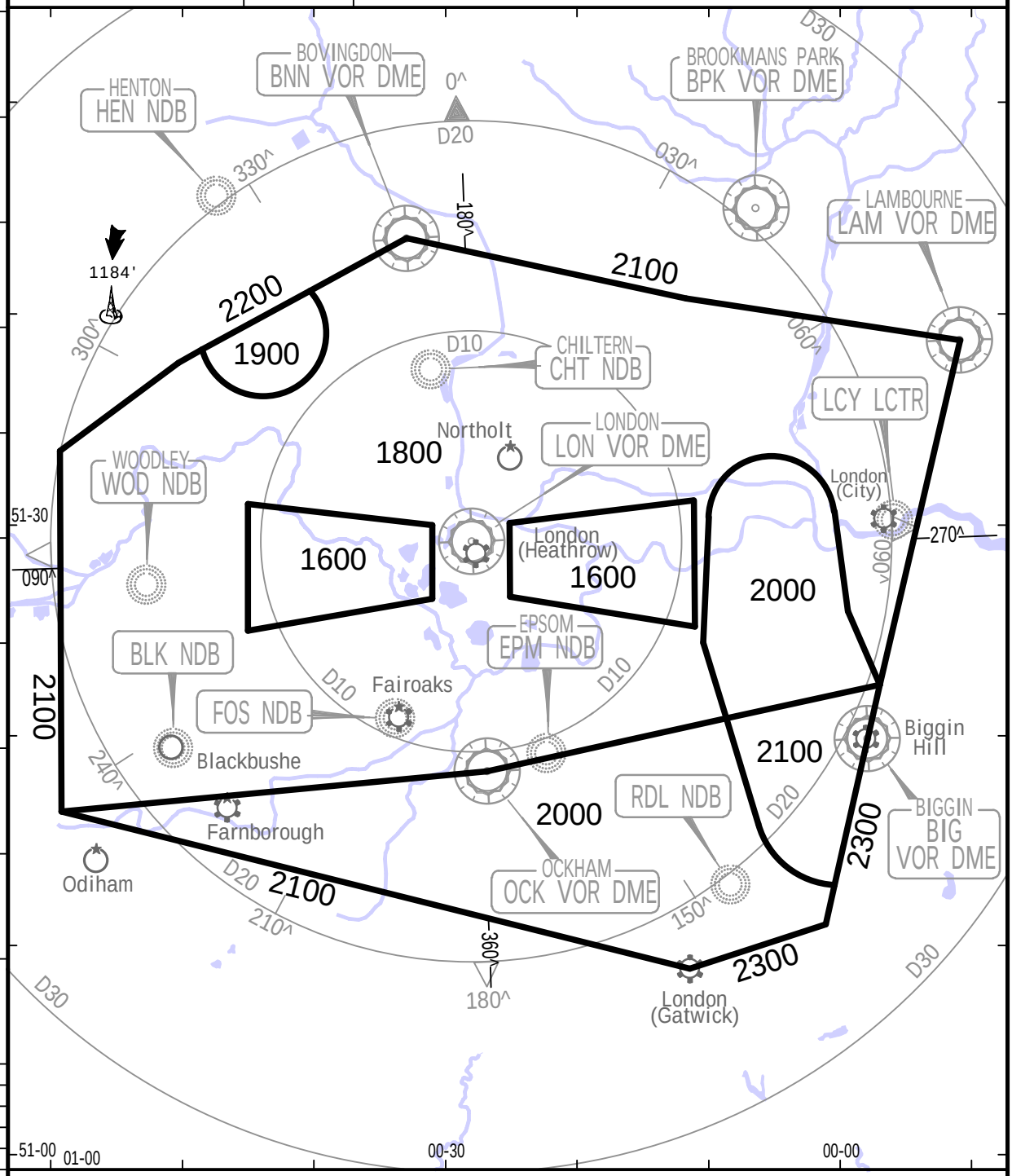
3 FEB 12 (10-1R) .Eff.9.Feb. .RADAR.MINIMUM.ALTITUDES.

LONDON, UK

HEATHROW Radar	Apt Elev	Alt Set: hPa
*125.62 127.52	83'	Trans level: By ATC Trans alt: 6000'



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:
- within 5 NM 1 of the aircraft and
- within the sector 15 NM 2 ahead of and within 20^ either side of the aircraft's track.

3 NM 1 or 10 NM 2 when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	RWY	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	09L/27R	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to CHT or last assigned level if higher.
	09R/27L	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to EPM or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	09L/27R	Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to CHT.
	09R/27L	Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to EPM.

In all cases where the acft returns to the holding facility the procedures to be adopted are the

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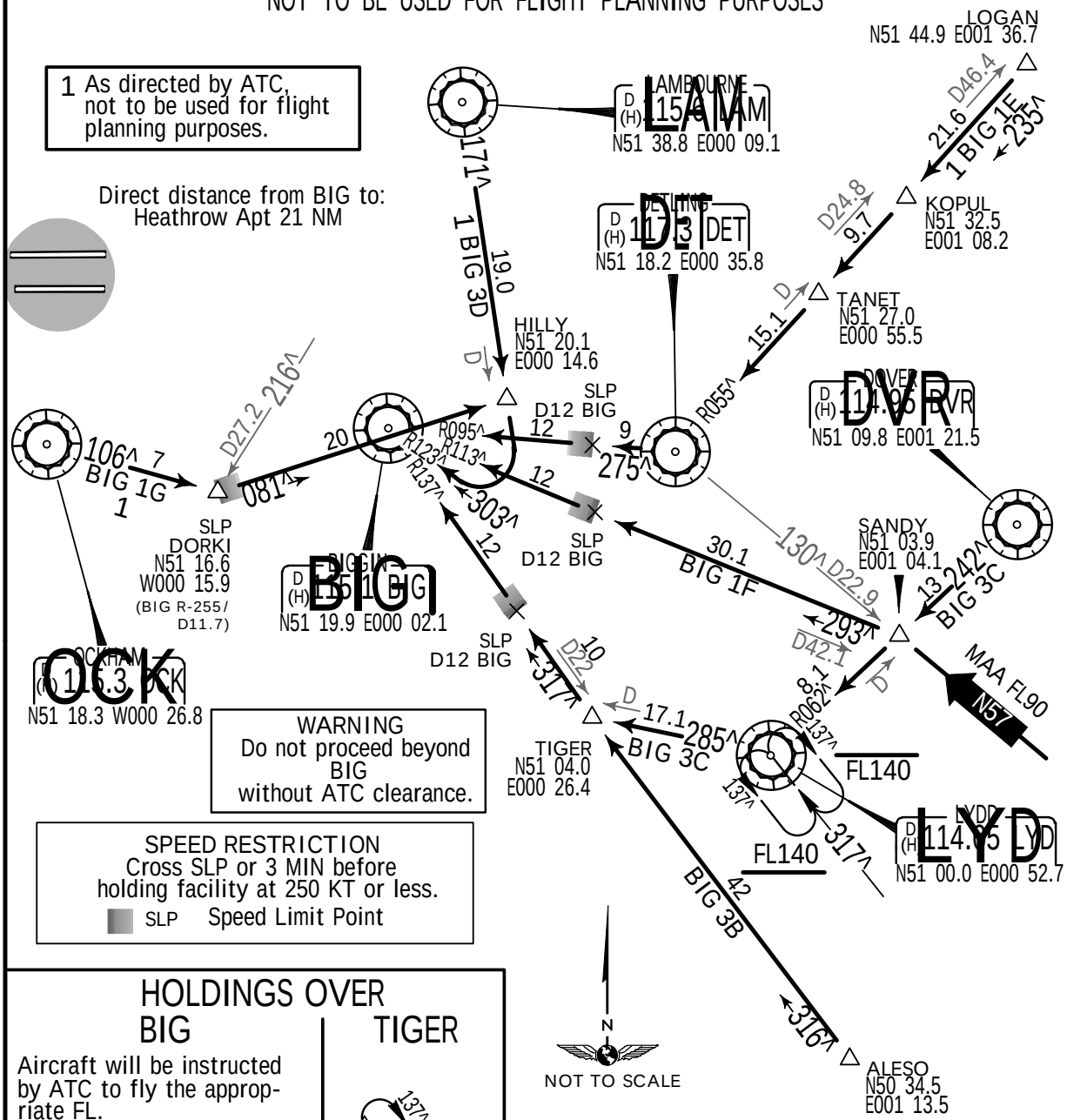
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83'	Trans level: By ATC Trans alt: 6000'

BIGGIN THREE BRAVO (BIG 3B)
BIGGIN THREE CHARLIE (BIG 3C)
BIGGIN THREE DELTA (BIG 3D)[1]
BIGGIN ONE ECHO (BIG 1E)[1]
BIGGIN ONE FOXTROT (BIG 1F)
BIGGIN ONE GOLF (BIG 1G)[1]
ARRIVALS

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
VIA OCK 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

1 As directed by ATC, not to be used for flight planning purposes.

Direct distance from BIG to: Heathrow Apt 21 NM



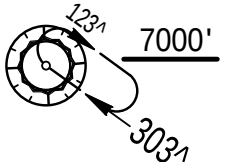
WARNING
Do not proceed beyond BIG without ATC clearance.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

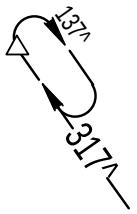
HOLDINGS OVER

BIG

Aircraft will be instructed by ATC to fly the appropriate FL.



TIGER



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BIG 3B: FL150 by TIGER,
BIG 3C, 3D, 1E, 1F, 1G: As directed by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

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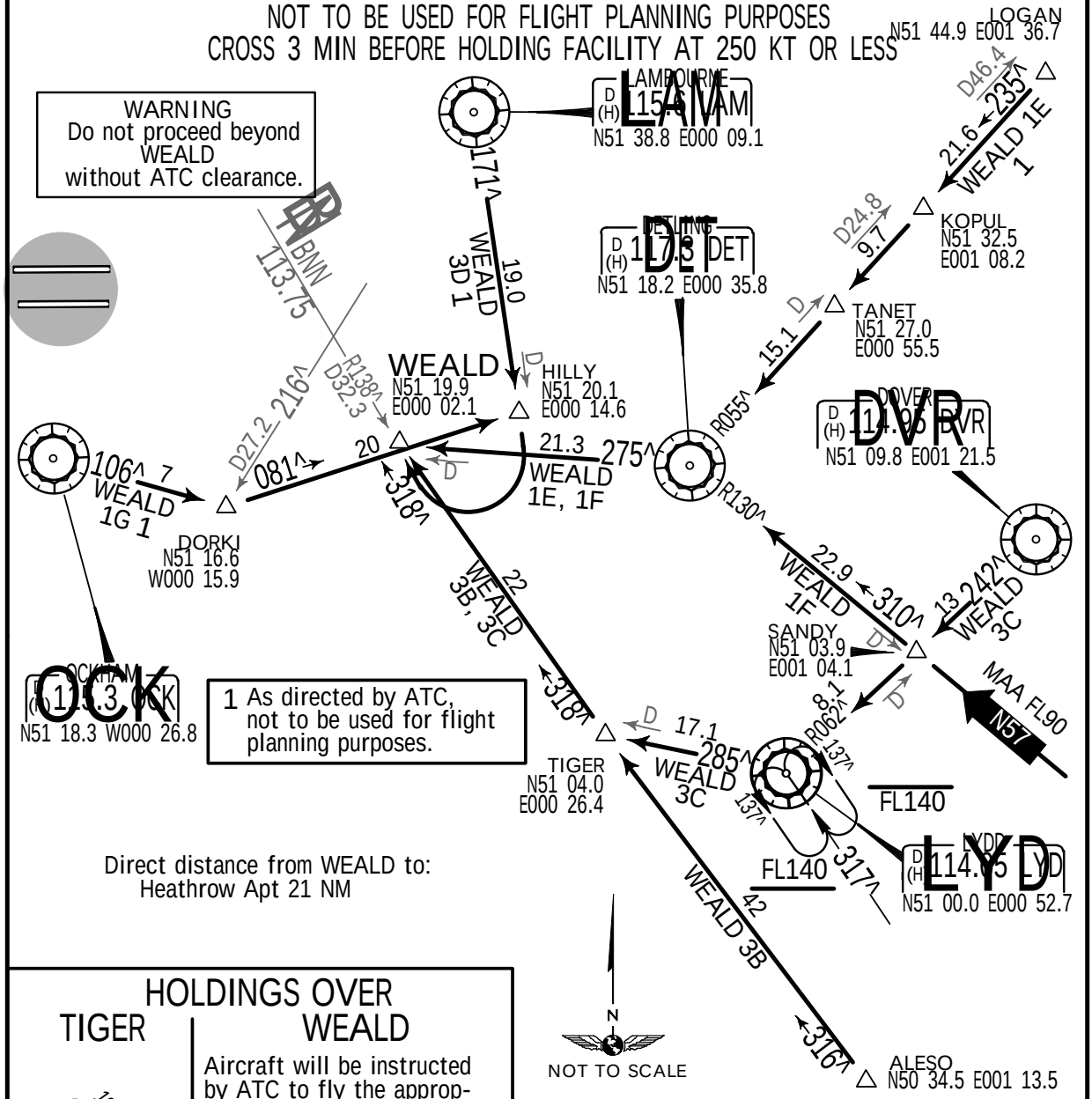
*D-ATIS	Apt Elev	Alt Set: hPa
113.75 115.1 128.07	83'	Trans level: By ATC Trans alt: 6000'

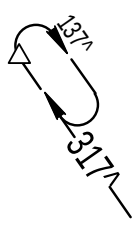
WEALD THREE BRAVO (WEALD 3B) [WEAL3B]
WEALD THREE CHARLIE (WEALD 3C) [WEAL3C]
WEALD THREE DELTA (WEALD 3D) [WEAL3D] 1
WEALD ONE ECHO (WEALD 1E) [WEAL1E] 1
WEALD ONE FOXTROT (WEALD 1F) [WEAL1F]
WEALD ONE GOLF (WEALD 1G) [WEAL1G] 1
ARRIVALS

TO BE USED WHEN BIG VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED
VIA OCK 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



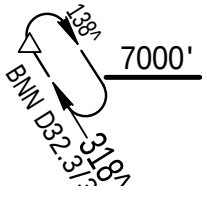
HOLDINGS OVER

TIGER



WEALD

Aircraft will be instructed by ATC to fly the appropriate FL.



DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

WEALD 3B: FL150 by TIGER,
WEALD 3C, 3D, 1E, 1F, 1G: As directed by ATC.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

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EGLL/LHR HEATHROW

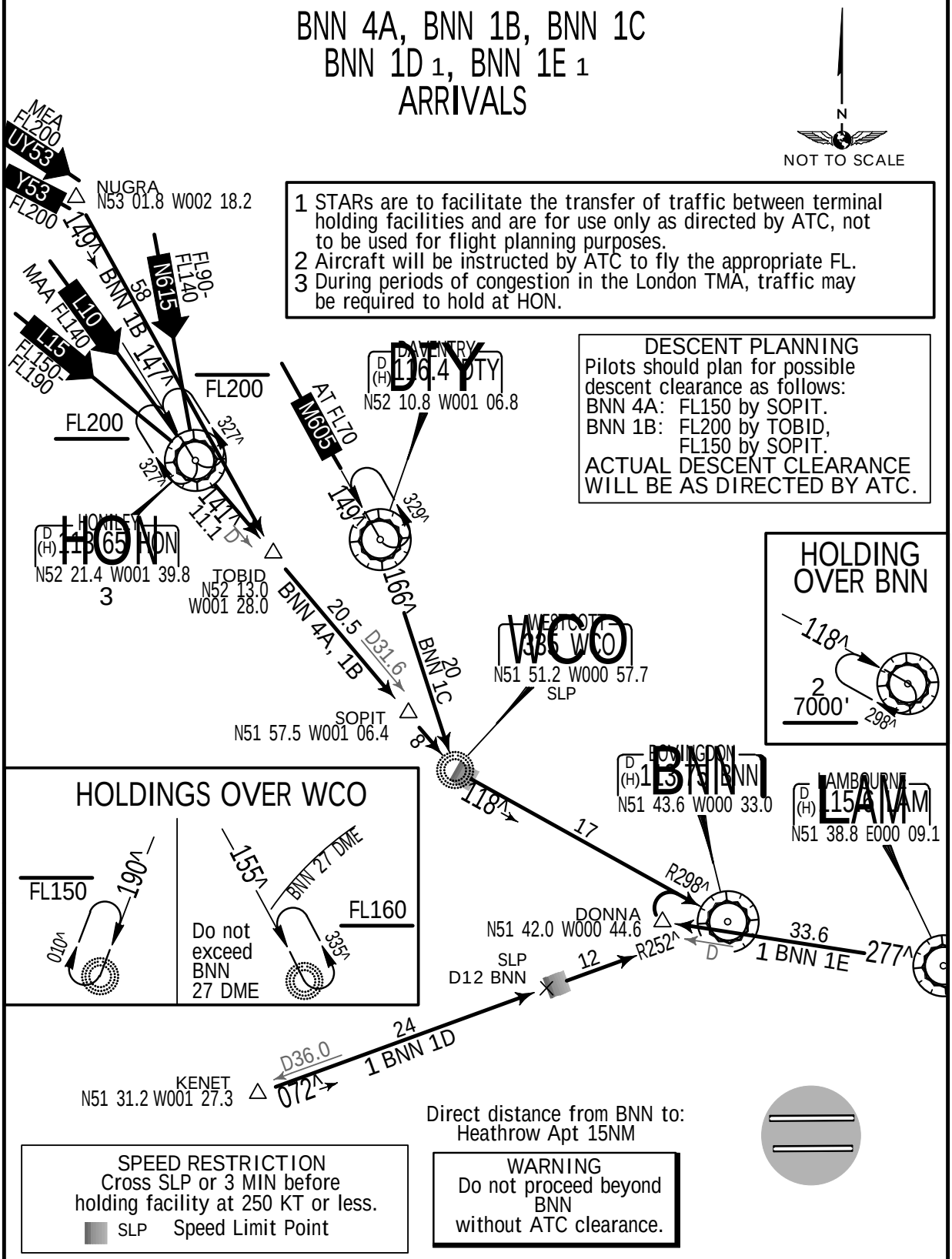
JEPPESEN

28 FEB 14 (10-2B)

LONDON, UK .STAR.

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83'	Trans level: By ATC Trans alt: 6000'

BNN 4A, BNN 1B, BNN 1C BNN 1D 1, BNN 1E 1 ARRIVALS



1 STARs are to facilitate the transfer of traffic between terminal holding facilities and are for use only as directed by ATC, not to be used for flight planning purposes.
2 Aircraft will be instructed by ATC to fly the appropriate FL.
3 During periods of congestion in the London TMA, traffic may be required to hold at HON.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BNN 4A: FL150 by SOPIT.
BNN 1B: FL200 by TOBID, FL150 by SOPIT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

Direct distance from BNN to: Heathrow Apt 15NM

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

WARNING
Do not proceed beyond BNN without ATC clearance.

STAR	ROUTING
BNN 4A	At HON, intercept HON R-141 via TOBID and SOPIT to WCO, turn LEFT, intercept BNN R-298 inbound to BNN.
BNN 1B	At NUGRA, 149^ track to TOBID, turn LEFT, intercept HON R-141 via SOPIT to WCO, turn LEFT, intercept BNN R-298 inbound to BNN.
BNN 1C	At DTY, intercept DTY R-166 to WCO, turn LEFT, intercept BNN R-298 inbound to BNN.
BNN 1D	At KENET, intercept BNN R-252 inbound to BNN.
BNN 1E	At LAM, intercept LAM R-277 to DONNA, turn RIGHT, 118^ track on holding

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EGLL/LHR
HEATHROW

JEPPESEN
28 FEB 14 (10-2C)

LONDON, UK
.STAR.

*D-ATIS	Apt Elev	Alt Set: hPa
113.75 115.1 128.07	83'	Trans level: By ATC Trans alt: 6000'

BOVVA 4A [BOVA4A], BOVVA 1B [BOVA1B] BOVVA 1C [BOVA1C], BOVVA 1D [BOVA1D] 1 BOVVA 1E [BOVA1E] 1

ARRIVALS

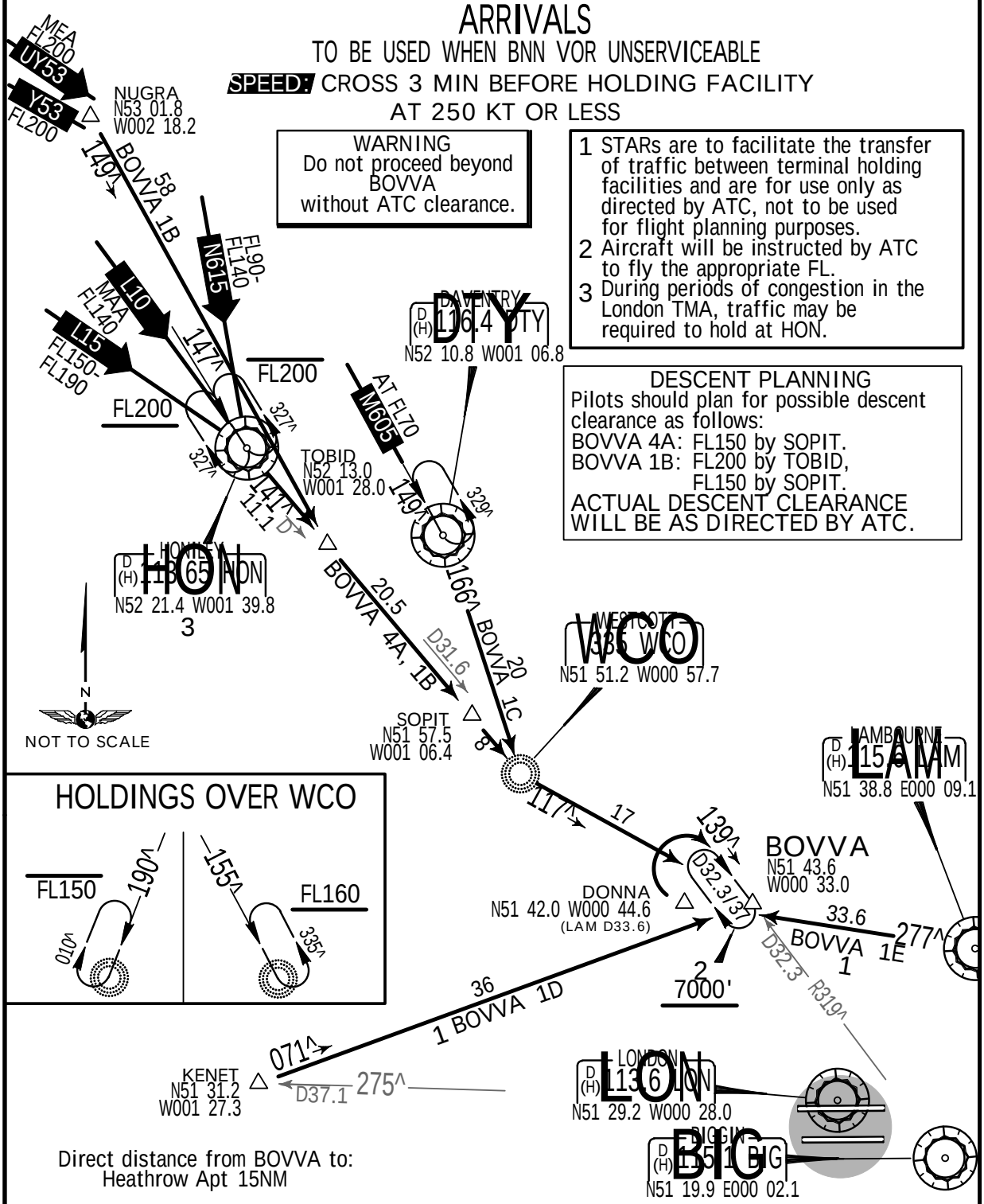
TO BE USED WHEN BNN VOR UNSERVICEABLE

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

WARNING
Do not proceed beyond BOVVA without ATC clearance.

1 STARs are to facilitate the transfer of traffic between terminal holding facilities and are for use only as directed by ATC, not to be used for flight planning purposes.
2 Aircraft will be instructed by ATC to fly the appropriate FL.
3 During periods of congestion in the London TMA, traffic may be required to hold at HON.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
BOVVA 4A: FL150 by SOPIT.
BOVVA 1B: FL200 by TOBID, FL150 by SOPIT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



Direct distance from BOVVA to:
Heathrow Apt 15NM

STAR	ROUTING
BOVVA 4A	At HON, intercept HON R-141 via TOBID and SOPIT to WCO, turn LEFT, 117^ bearing to BOVVA.
BOVVA 1B	At NUGRA, 149^ track to TOBID, turn LEFT, intercept HON R-141 via SOPIT to WCO, turn LEFT, 117^ bearing to BOVVA.
BOVVA 1C	At DTY, intercept DTY R-166 to WCO, turn LEFT, 117^ bearing to BOVVA.
BOVVA 1D	At KENET, 071^ track to BOVVA.
BOVVA 1E	At LAM, intercept LAM R-277 to DONNA, turn RIGHT, 139^ track on holding track

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EGLL/LHR
HEATHROW

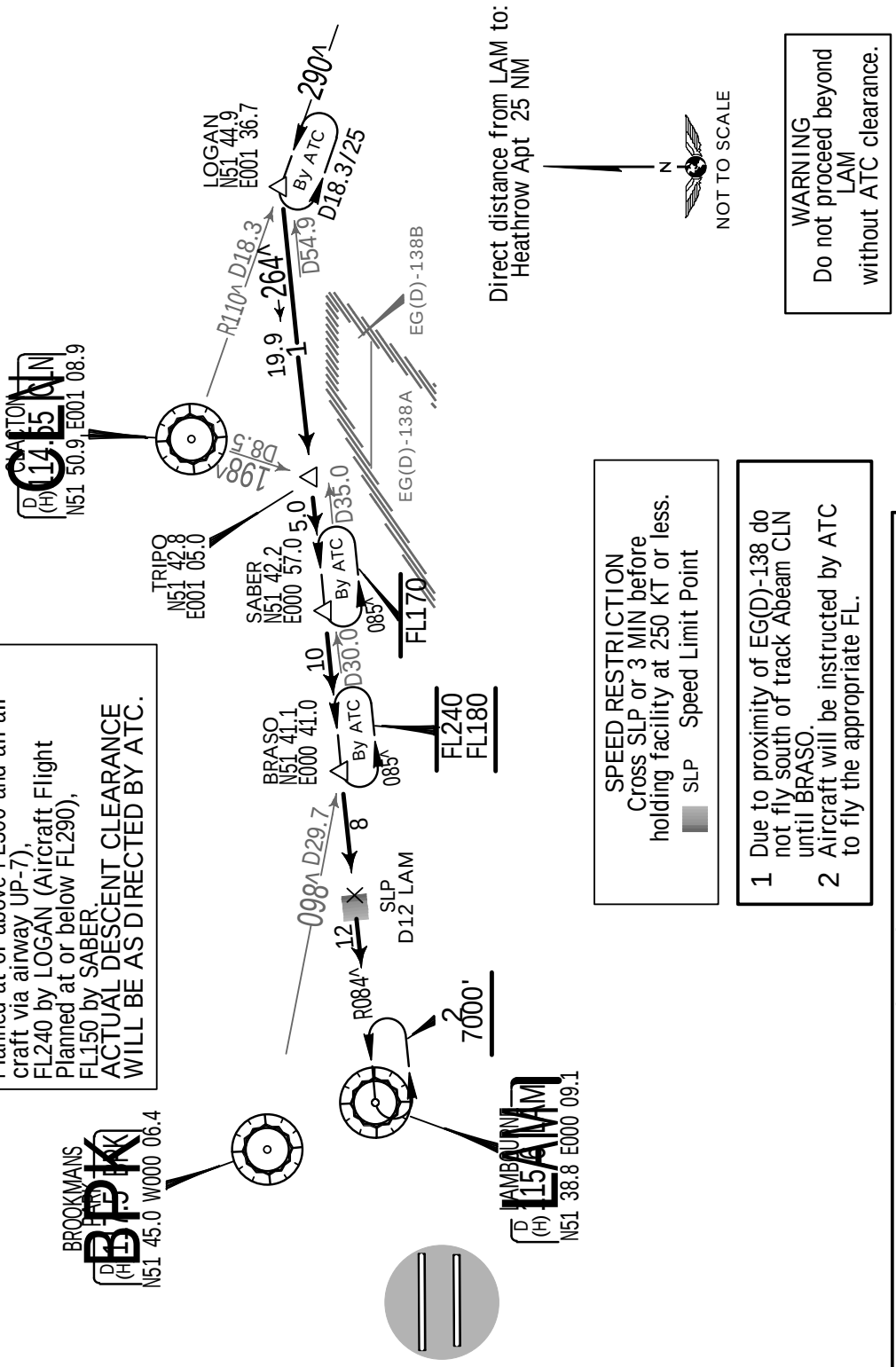
JEPPESEN
25 OCT 13 (10-2D)

LONDON, UK
.STAR.

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83'	Trans level: By ATC Trans alt: 6000'

LAM 3A
ARRIVAL

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA
BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



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EGLL/LHR
HEATHROW

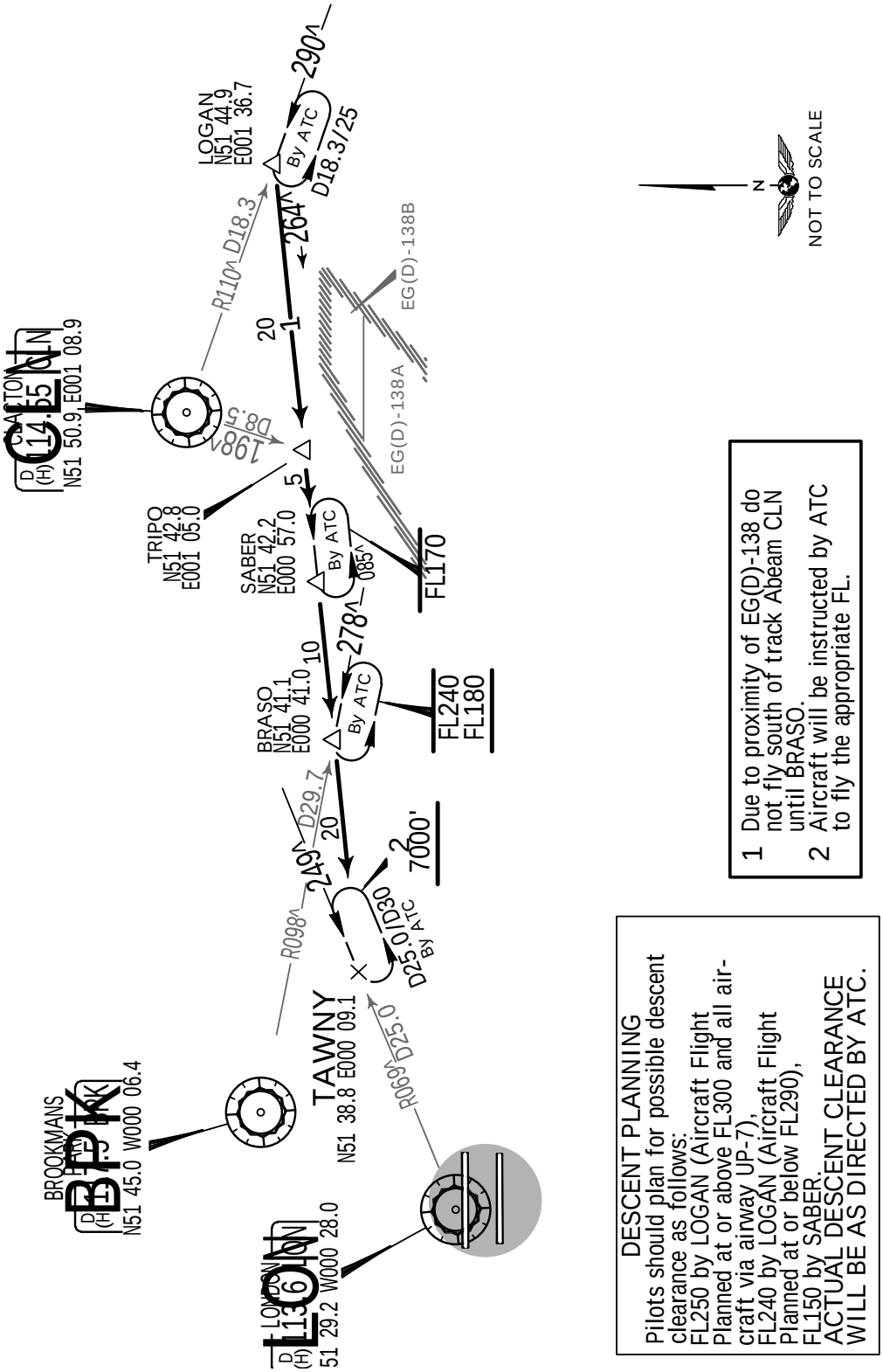
JEPPESEN
25 OCT 13 10-2E

LONDON, UK
.STAR.

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83'	Trans level: By ATC Trans alt: 6000'

TAWNY 3A [TAWN3A] ARRIVAL

TO BE USED WHEN LAM VOR UNSERVICEABLE
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA
BIG 3D, BIG 1E, BNN 1E & OCK 1H AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS



1 Due to proximity of EG(D)-138 do not fly south of track Abeam CLN until BRASO.
2 Aircraft will be instructed by ATC to fly the appropriate FL.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL250 by LOGAN (Aircraft Flight Planned at or above FL300 and all aircraft via airway UP-7),
FL240 by LOGAN (Aircraft Flight Planned at or below FL290),
FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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EGLL/LHR HEATHROW

JEPPESEN

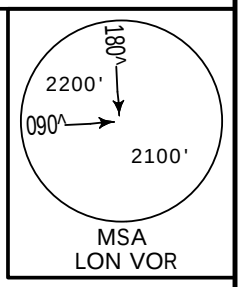
7 OCT 11 (10-2F)

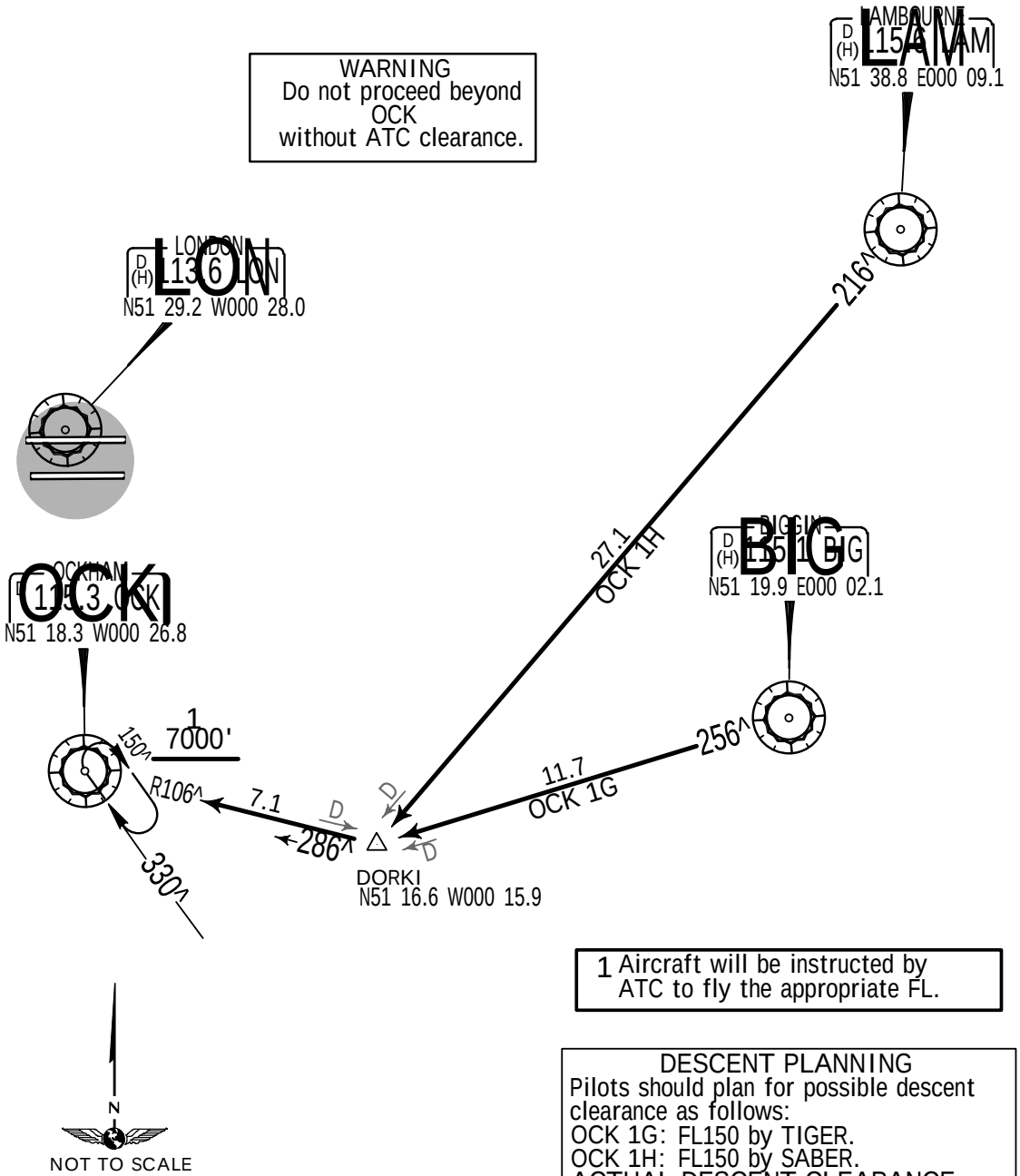
LONDON, UK .STAR.

*D-ATIS			Apt Elev	Alt Set: hPa	
113.75	115.1	128.07	83'	Trans level: By ATC	Trans alt: 6000'

OCK 1G, OCK 1H ARRIVALS

STARS ARE TO FACILITATE THE TRANSFER OF TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS
DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA BIG 1G AS DIRECTED BY ATC





1 Aircraft will be instructed by ATC to fly the appropriate FL.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 1G: FL150 by TIGER.
OCK 1H: FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
OCK 1G	At BIG, intercept BIG R-256 to DORKI, turn RIGHT, intercept OCK R-106 inbound to OCK.
OCK 1H	At LAM, intercept LAM R-216 to DORKI, turn RIGHT, intercept OCK R-106 in-

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EGLL/LHR HEATHROW

JEPPESEN

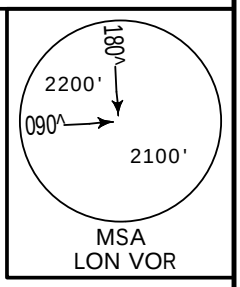
7 OCT 11 (10-2G)

LONDON, UK .STAR.

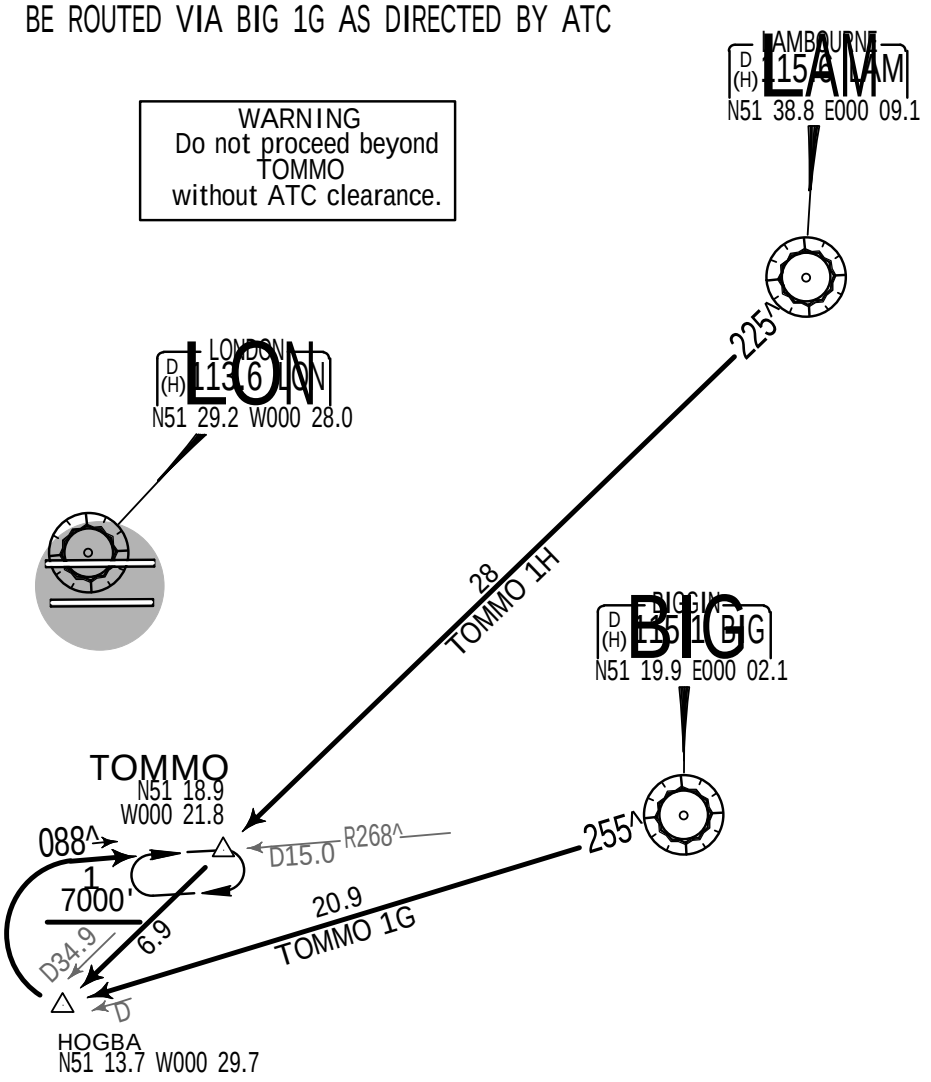
*D-ATIS			Apt Elev	Alt Set: hPa	
113.75	115.1	128.07	83'	Trans level: By ATC	Trans alt: 6000'

TOMMO 1G [TOMO1G]
TOMMO 1H [TOMO1H]
ARRIVALS

TO BE USED WHEN OCK VOR UNSERVICEABLE
STARS ARE TO FACILITATE THE TRANSFER OF
TRAFFIC BETWEEN TERMINAL HOLDING FACILITIES
AND ARE FOR USE ONLY AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC



WARNING
Do not proceed beyond
TOMMO
without ATC clearance.



1 Aircraft will be instructed by ATC to fly the appropriate FL.

N
NOT TO SCALE

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 1G: FL150 by TIGER.
TOMMO 1H: FL150 by SABER.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
TOMMO 1G	At BIG, intercept BIG R-255 to HOGBA, turn RIGHT, 088^ track to TOMMO.

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EGLL/LHR HEATHROW

JEPPESEN
3 MAY 13 (10-2H)

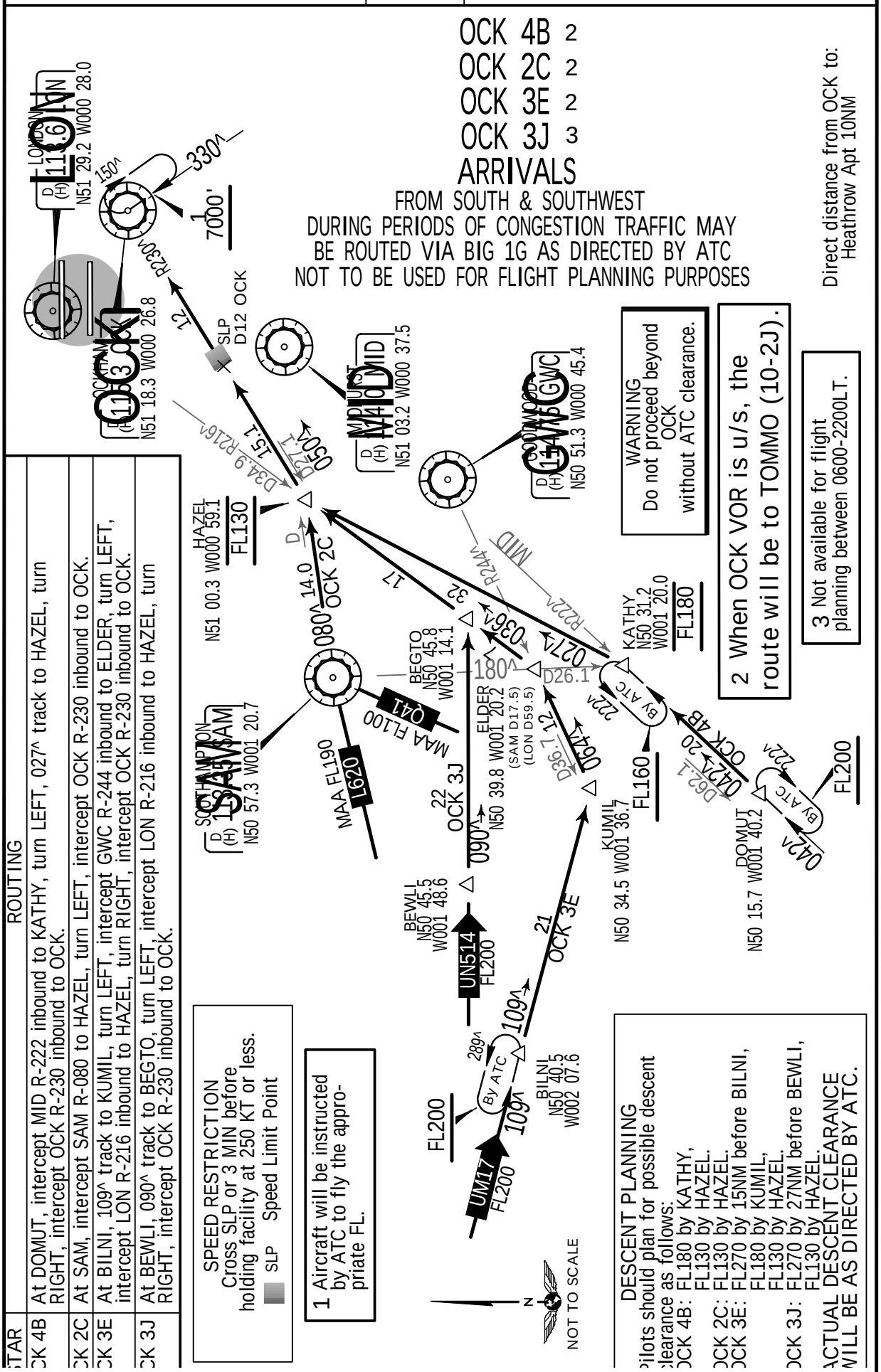
LONDON, UK .STAR.

*D-ATIS			Apt Elev	Alt Set: hPa	
113.75	115.1	128.07	83'	Trans level: By ATC	Trans alt: 6000'

OCK 4B 2
OCK 2C 2
OCK 3E 2
OCK 3J 3
ARRIVALS

FROM SOUTH & SOUTHWEST
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

Direct distance from OCK to: Heathrow Apt 10NM



WARNING
Do not proceed beyond OCK without ATC clearance.

2 When OCK VOR is u/s, the route will be to TOMMO (10-2J).

3 Not available for flight planning between 0600-2200LT.

1 Aircraft will be instructed by ATC to fly the appropriate FL.

SPEED RESTRICTION
Cross SLP or 3 MIN before holding facility at 250 KT or less.
SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 4B: FL180 by KATHY, FL130 by HAZEL.
OCK 2C: FL130 by HAZEL.
OCK 3E: FL270 by 15NM before BILNI, FL180 by KUMIL, FL130 by HAZEL.
OCK 3J: FL270 by 27NM before BEWLI, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
OCK 4B	At DOMUT, intercept MID R-222 inbound to KATHY, turn LEFT, 027^ track to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.
OCK 2C	At SAM, intercept SAM R-080 to HAZEL, turn LEFT, intercept OCK R-230 inbound to OCK.
OCK 3E	At BILNI, 109^ track to KUMIL, turn LEFT, intercept GWC R-244 inbound to ELDER, turn LEFT, intercept LON R-216 inbound to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.
OCK 3J	At BEWLI, 090^ track to BEGTO, turn LEFT, intercept LON R-216 inbound to HAZEL, turn RIGHT, intercept OCK R-230 inbound to OCK.

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EGLL/LHR HEATHROW

JEPPESEN
3 MAY 13 (10-2J)

LONDON, UK .STAR.

*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83'	Trans level: By ATC Trans alt: 6000'

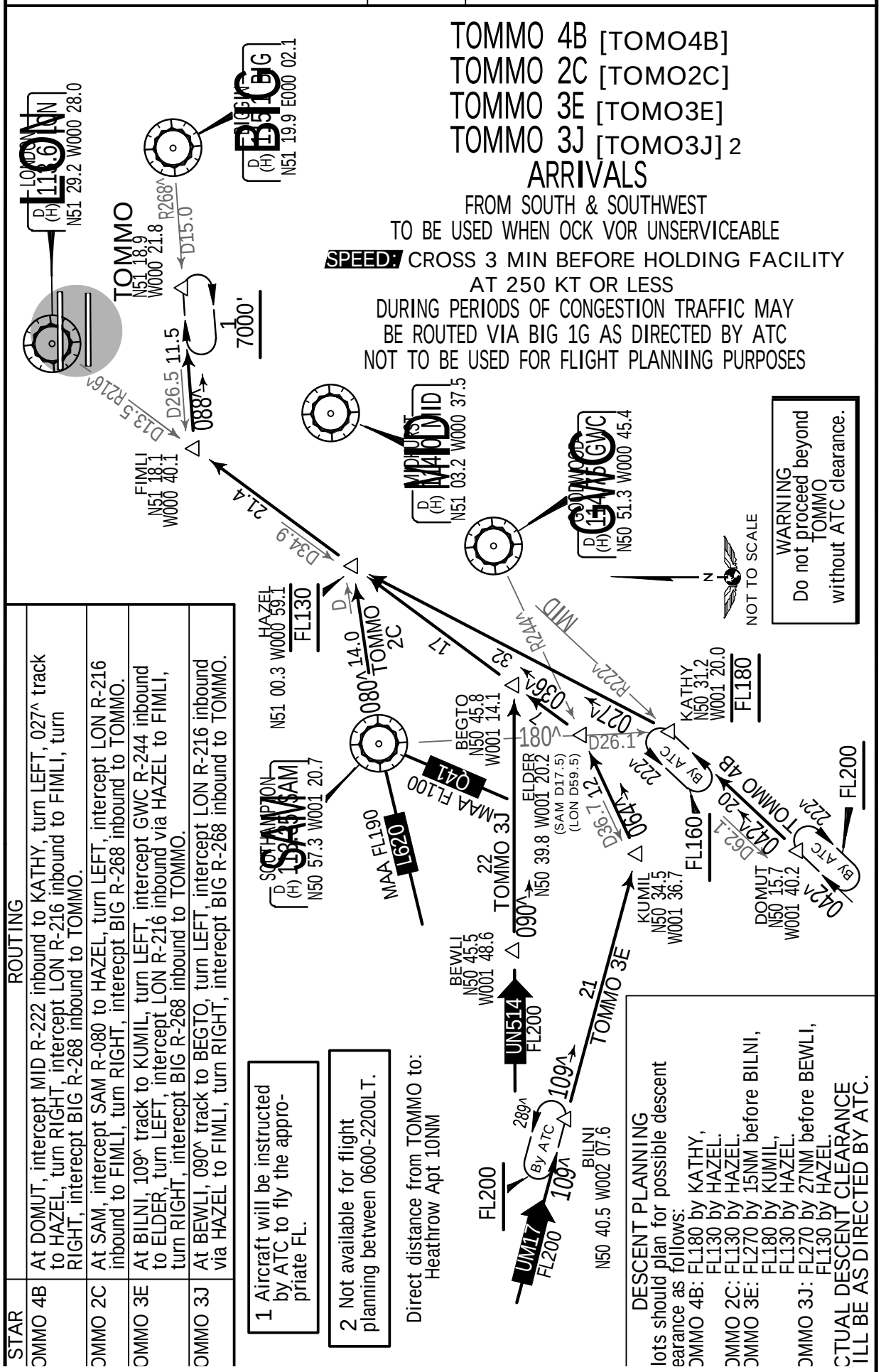
TOMMO 4B [TOMO4B]
TOMMO 2C [TOMO2C]
TOMMO 3E [TOMO3E]
TOMMO 3J [TOMO3J] 2
ARRIVALS

FROM SOUTH & SOUTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA BIG 1G AS DIRECTED BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES



STAR	ROUTING
TOMMO 4B	At DOMUT, intercept MID R-222 inbound to KATHY, turn LEFT, 027^ track to HAZEL, turn RIGHT, intercept LON R-216 inbound to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.
TOMMO 2C	At SAM, intercept SAM R-080 to HAZEL, turn LEFT, intercept LON R-216 inbound to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.
TOMMO 3E	At BILNI, 109^ track to KUMIL, turn LEFT, intercept GWC R-244 inbound to ELDER, turn LEFT, intercept LON R-216 inbound via HAZEL to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.
TOMMO 3J	At BEWLI, 090^ track to BEGTO, turn LEFT, intercept LON R-216 inbound via HAZEL to FIMLI, turn RIGHT, interecpt BIG R-268 inbound to TOMMO.

1 Aircraft will be instructed by ATC to fly the appropriate FL.

2 Not available for flight planning between 0600-2200LT.

Direct distance from TOMMO to: Heathrow Apt 10NM

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 4B: FL180 by KATHY, FL130 by HAZEL.
TOMMO 2C: FL130 by HAZEL.
TOMMO 3E: FL270 by 15NM before BILNI, FL180 by KUMIL, FL130 by HAZEL.
TOMMO 3J: FL270 by 27NM before BEWLI, FL130 by HAZEL.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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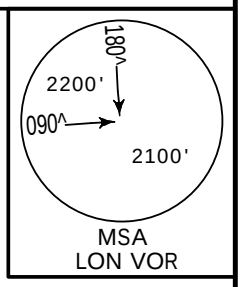
EGLL/LHR HEATHROW

JEPPESEN

3 FEB 12 (10-2K)

LONDON, UK .STAR.

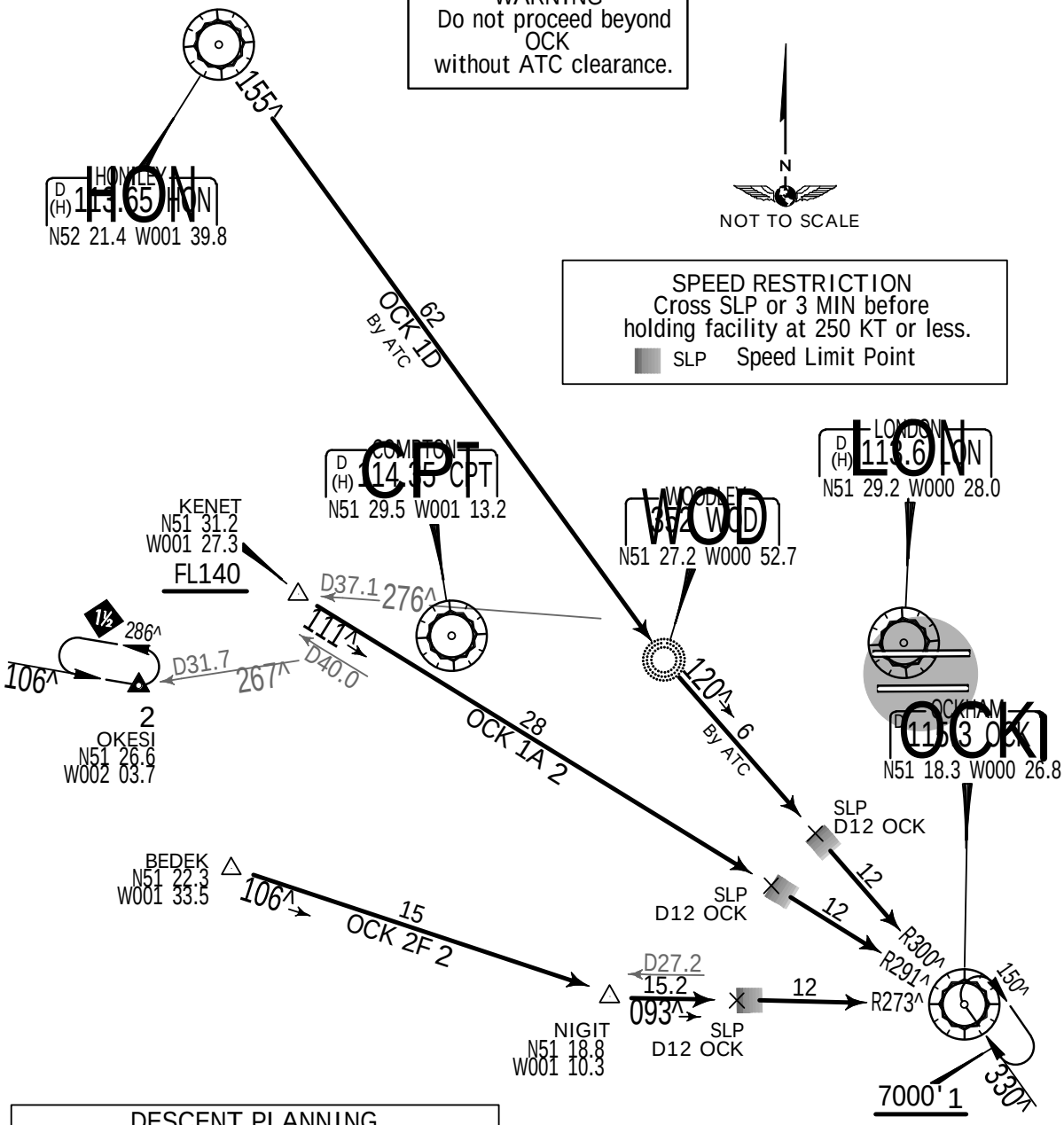
*D-ATIS			Apt Elev	Alt Set: hPa
113.75	115.1	128.07	83'	Trans level: By ATC Trans alt: 6000'



OCK 1A 2
OCK 1D
OCK 2F 2
ARRIVALS

FROM WEST & NORTHWEST
WHEN OCK VOR UNSERVICEABLE REFER TO CHART 10-2L
DURING PERIODS OF CONGESTION TRAFFIC MAY
BE ROUTED VIA BIG 1G AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

WARNING
Do not proceed beyond OCK without ATC clearance.



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
OCK 1A: FL140 by 40 NM before OCK.
OCK 1D: As directed by ATC.
OCK 2F: FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

1 Aircraft will be instructed by ATC to fly the appropriate FL.
2 During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

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EGLL/LHR
HEATHROW

JEPPESEN
3 FEB 12 (10-2L)

LONDON, UK
.STAR.

*D-ATIS			Apt Elev	Alt Set: hPa	
113.75	115.1	128.07	83'	Trans level: By ATC	Trans alt: 6000'

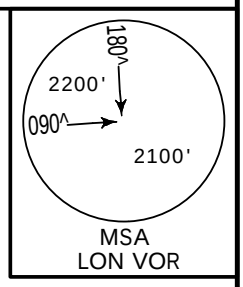
TOMMO 1A [TOMO1A] 2
TOMMO 1D [TOMO1D]
TOMMO 2F [TOMO2F] 2
ARRIVALS

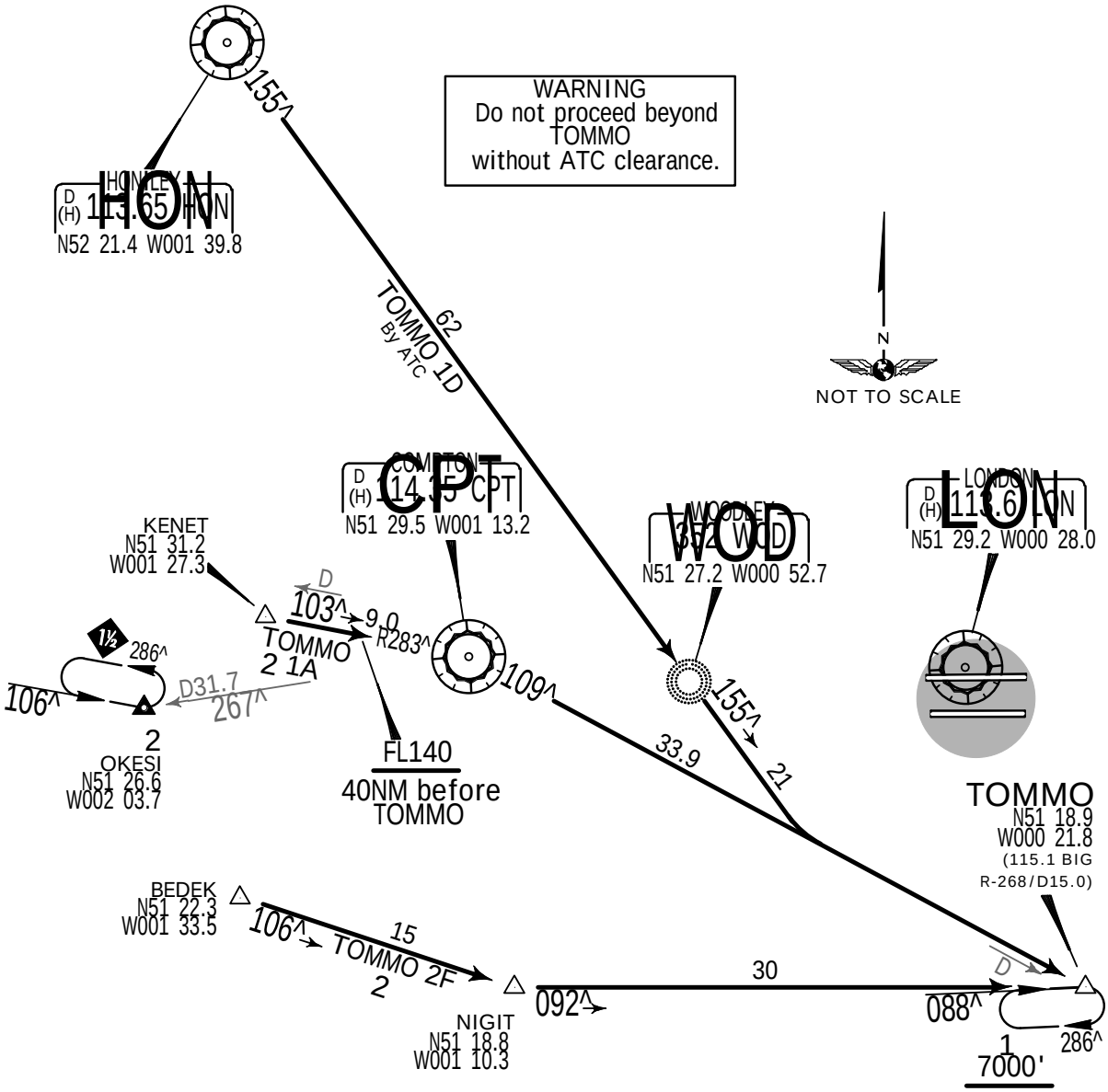
FROM WEST & NORTHWEST
TO BE USED WHEN OCK VOR UNSERVICEABLE

SPEED: CROSS 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS

DURING PERIODS OF CONGESTION TRAFFIC MAY BE ROUTED VIA BIG 1G AS DIRECTED BY ATC

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES





DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TOMMO 1A: FL140 by 40 NM before TOMMO.
TOMMO 1D: As directed by ATC.
TOMMO 2F: FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

1 Aircraft will be instructed by ATC to fly the appropriate FL.
2 During periods of congestion in the London TMA, traffic may be required to hold at OKESI.

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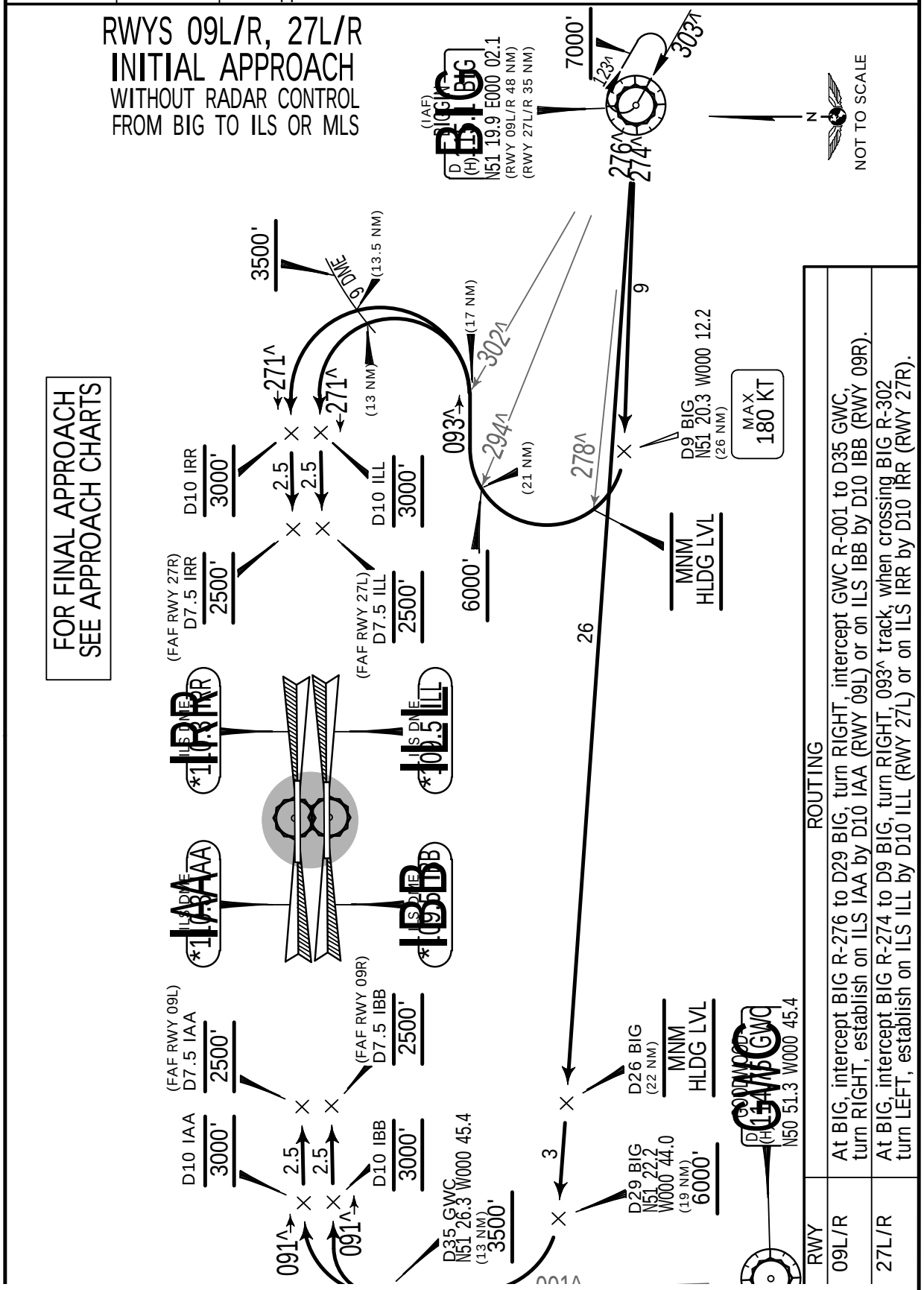
*D-ATIS	Apt Elev	
113.75 115.1 128.07	83'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Minimum holding level (Flight Level equivalent of 7000') is above TA and will be allocated by ATC. 2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320' per NM. 3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3^ descent path from 6000'. 4. Approximate distances to touchdown are indicated in brackets.



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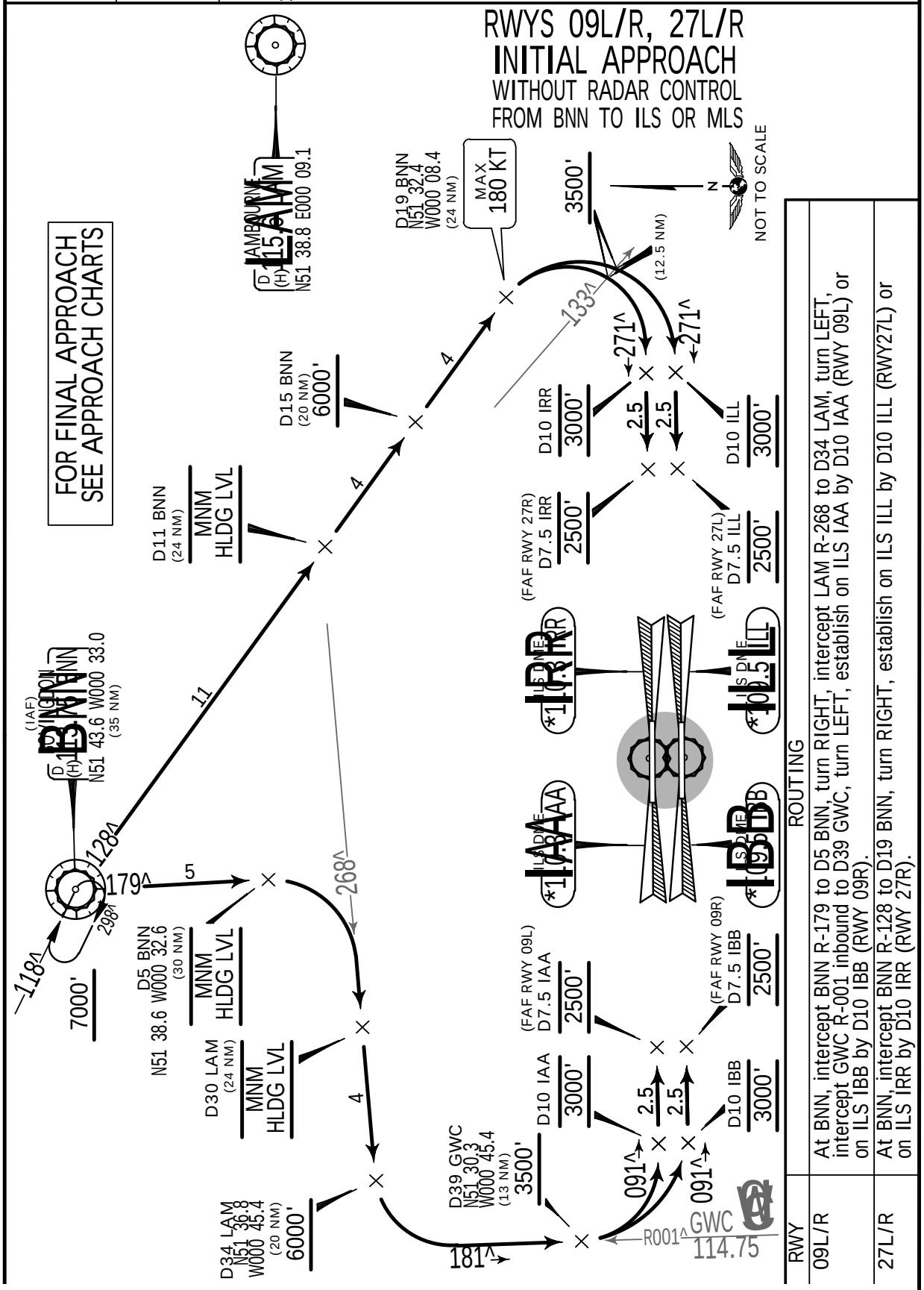
*D-ATIS	Apt Elev	
113.75 115.1 128.07	83'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Minimum holding level (Flight Level equivalent of 7000') is above TA and will be allocated by ATC. 2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320' per NM. 3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3^ descent path from 6000'. 4. Approximate distances to touchdown are indicated in brackets.



RWY	ROUTING
09L/R	At BNN, intercept BNN R-179 to D5 BNN, turn RIGHT, intercept LAM R-268 to D34 LAM, turn LEFT, intercept GWC R-001 inbound to D39 GWC, turn LEFT, establish on ILS IAA by D10 IAA (RWY 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At BNN, intercept BNN R-128 to D19 BNN, turn RIGHT, establish on ILS ILL by D10 ILL (RWY27L) or on ILS IRR by D10 IRR (RWY 27R).

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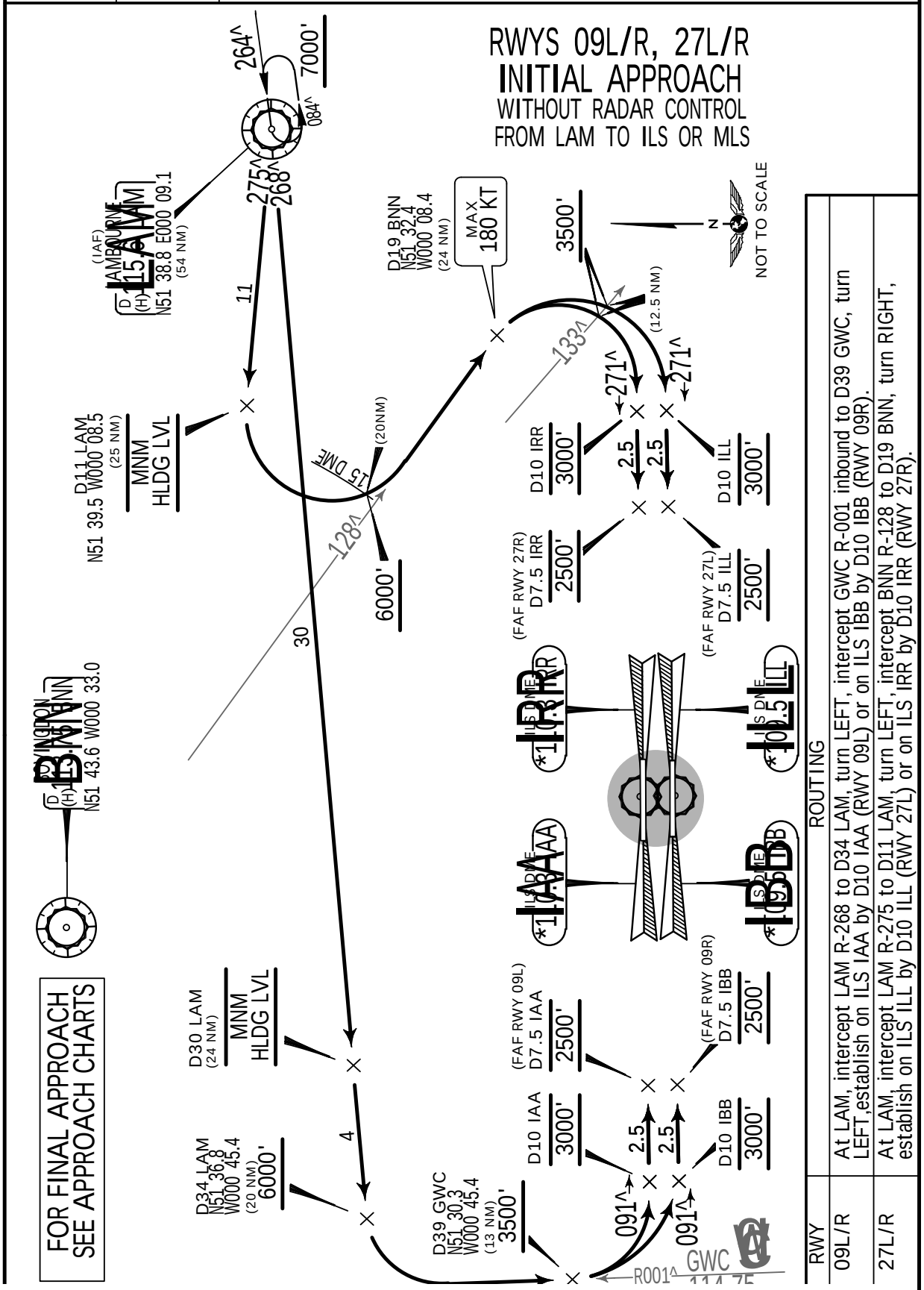
*D-ATIS	Apt Elev	
113.75 115.1 128.07	83'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Minimum holding level (Flight Level equivalent of 7000') is above TA and will be allocated by ATC. 2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320' per NM. 3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3^ descent path from 6000'. 4. Approximate distances to touchdown are indicated in brackets.



RWY	ROUTING
09L/R	At LAM, intercept LAM R-268 to D34 LAM, turn LEFT, intercept GWC R-001 inbound to D39 GWC, turn LEFT,establish on ILS IAA by D10 IAA (RWY 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At LAM, intercept LAM R-275 to D11 LAM, turn LEFT, intercept BNN R-128 to D19 BNN, turn RIGHT, establish on ILS ILL by D10 ILL (RWY 27L) or on ILS IRR by D10 IRR (RWY 27R).

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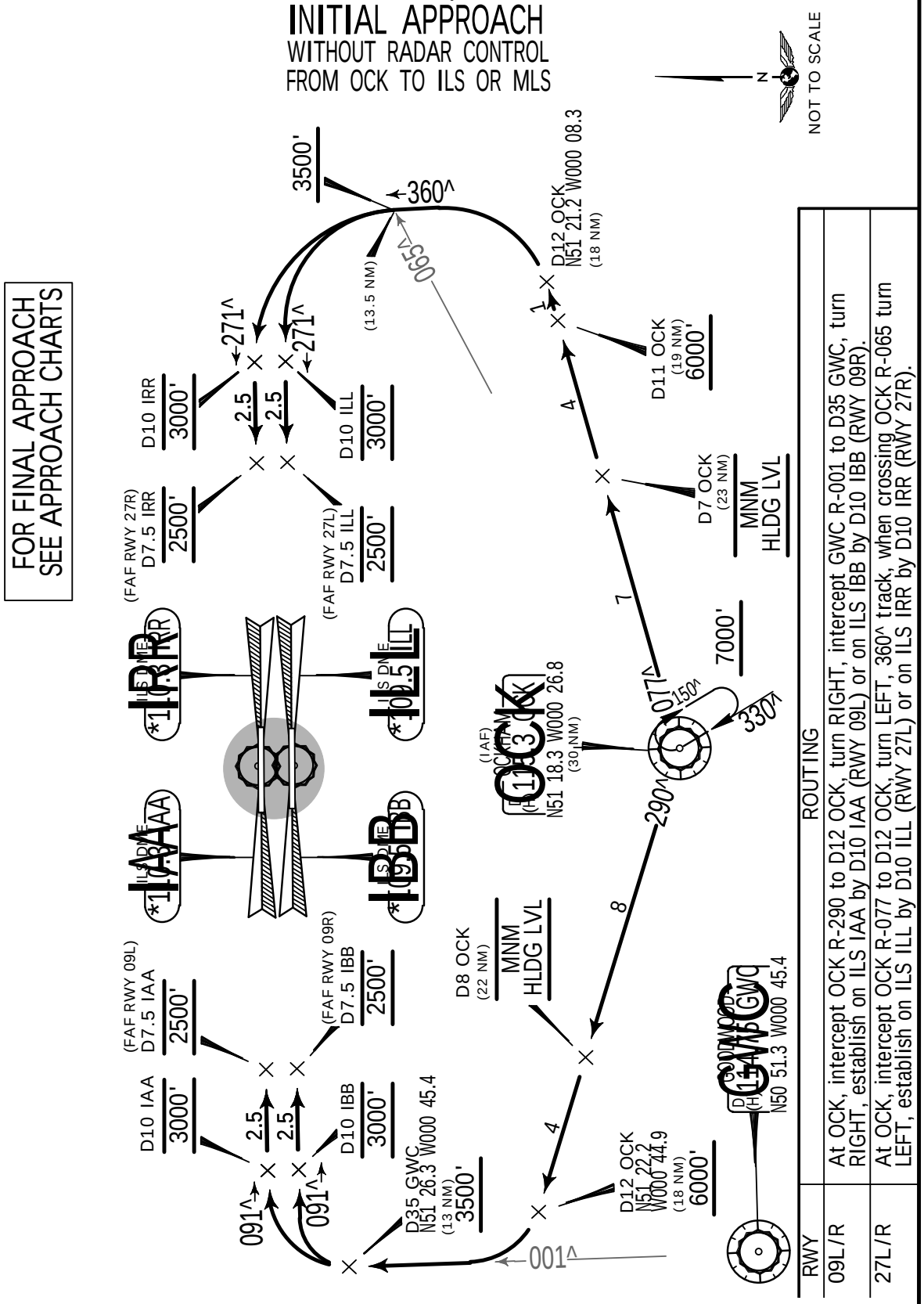
*D-ATIS	Apt Elev	
113.75 115.1 128.07	83'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Minimum holding level (Flight Level equivalent of 7000') is above TA and will be allocated by ATC. 2. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume acft can maintain a descent gradient of approximately 320' per NM. 3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3^ descent path from 6000'. 4. Approximate distances to touchdown are indicated in brackets.

RWYS 09L/R, 27L/R
INITIAL APPROACH
WITHOUT RADAR CONTROL
FROM OCK TO ILS OR MLS



RWY	ROUTING
09L/R	At OCK, intercept OCK R-290 to D12 OCK, turn RIGHT, intercept GWC R-001 to D35 GWC, turn RIGHT, establish on ILS IAA by D10 IAA (RWY 09L) or on ILS IBB by D10 IBB (RWY 09R).
27L/R	At OCK, intercept OCK R-077 to D12 OCK, turn LEFT, 360^ track, when crossing OCK R-065 turn LEFT, establish on ILS ILL by D10 ILL (RWY 27L) or on ILS IRR by D10 IRR (RWY 27R).

CHANGES: Track update, TINS courses.

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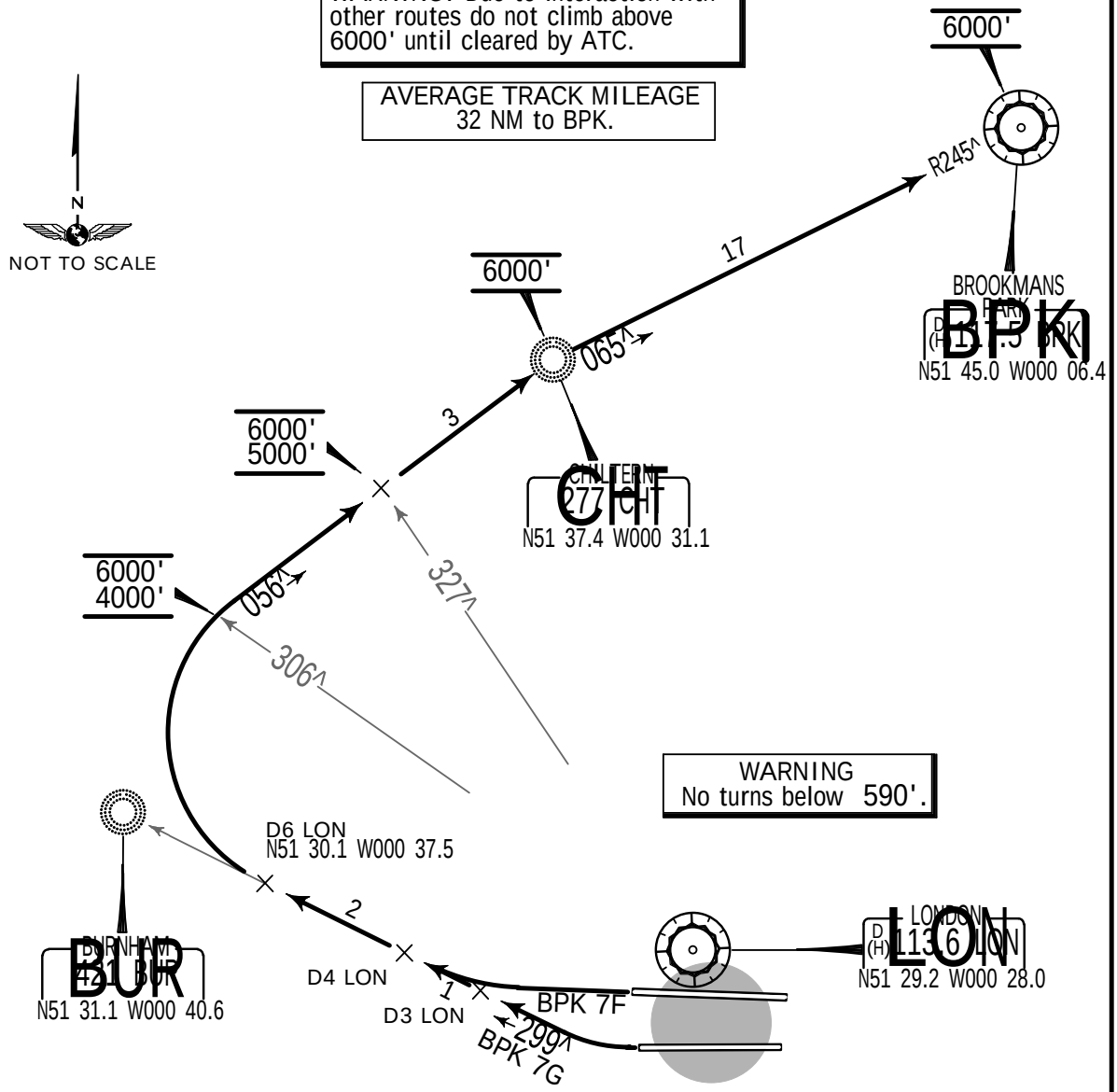
LONDON Control	Apt Elev	
118.82	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

BROOKMANS PARK SEVEN FOXTROT (BPK 7F)
BROOKMANS PARK SEVEN GOLF (BPK 7G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

AVERAGE TRACK MILEAGE
32 NM to BPK.



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
4% up to 4000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
BPK 7F	27R	Climb straight ahead, intercept 299^ bearing towards BUR by D4 LON, at D6 LON turn RIGHT, intercept 056^ bearing towards CHT, cross LON R-306 at or above 4000' (MAX 6000'), LON R-327 at or above 5000' (MAX 6000'), to CHT at 6000', turn RIGHT, intercept BPK R-245 inbound to BPK.
BPK 7G	27L	Climb straight ahead, intercept 299^ bearing towards BUR by D3 LON, at D6 LON turn RIGHT, intercept 056^ bearing towards CHT, cross LON R-306 at or above 4000' (MAX 6000'), LON R-327 at or above 5000' (MAX 6000'),

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CHANGES: Turn restriction note improved, crossing at BPK.

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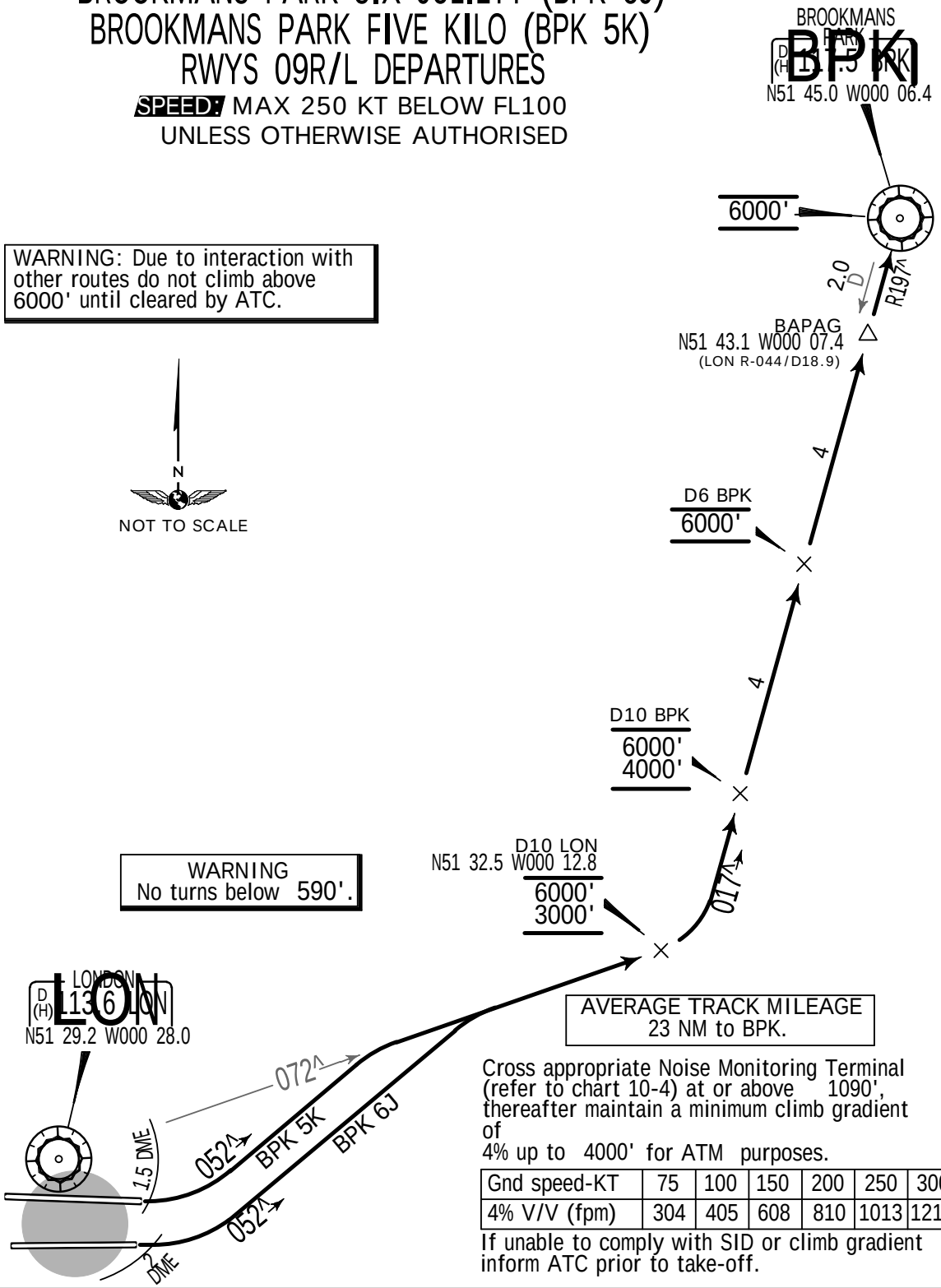
LONDON Control	Apt Elev	
118.82	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

BROOKMANS PARK SIX JULIETT (BPK 6J)
BROOKMANS PARK FIVE KILO (BPK 5K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

WARNING
No turns below 590'.

AVERAGE TRACK MILEAGE
23 NM to BPK.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
4% up to 4000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
BPK 6J	09R	Climb straight ahead, at LON 2 DME turn LEFT, 052^ track, intercept LON R-072, cross D10 LON at or above 3000' (MAX 6000'), turn LEFT, intercept BPK R-197 inbound, cross D10 BPK at or above 4000' (MAX 6000'), D6 BPK at 6000', via BAPAG to BPK.
BPK 5K	09L	Climb straight ahead, at LON 1.5 DME turn LEFT, 052^ track, intercept LON R-072, cross D10 LON at or above 3000' (MAX 6000'), turn LEFT, intercept BPK R-197 inbound, cross D10 BPK at or above 4000' (MAX 6000'), D6 BPK at 6000', via

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EGLL/LHR HEATHROW

JEPPESEN

4 OCT 13 (10-3B) .Eff.17.Oct.

LONDON, UK .SID.

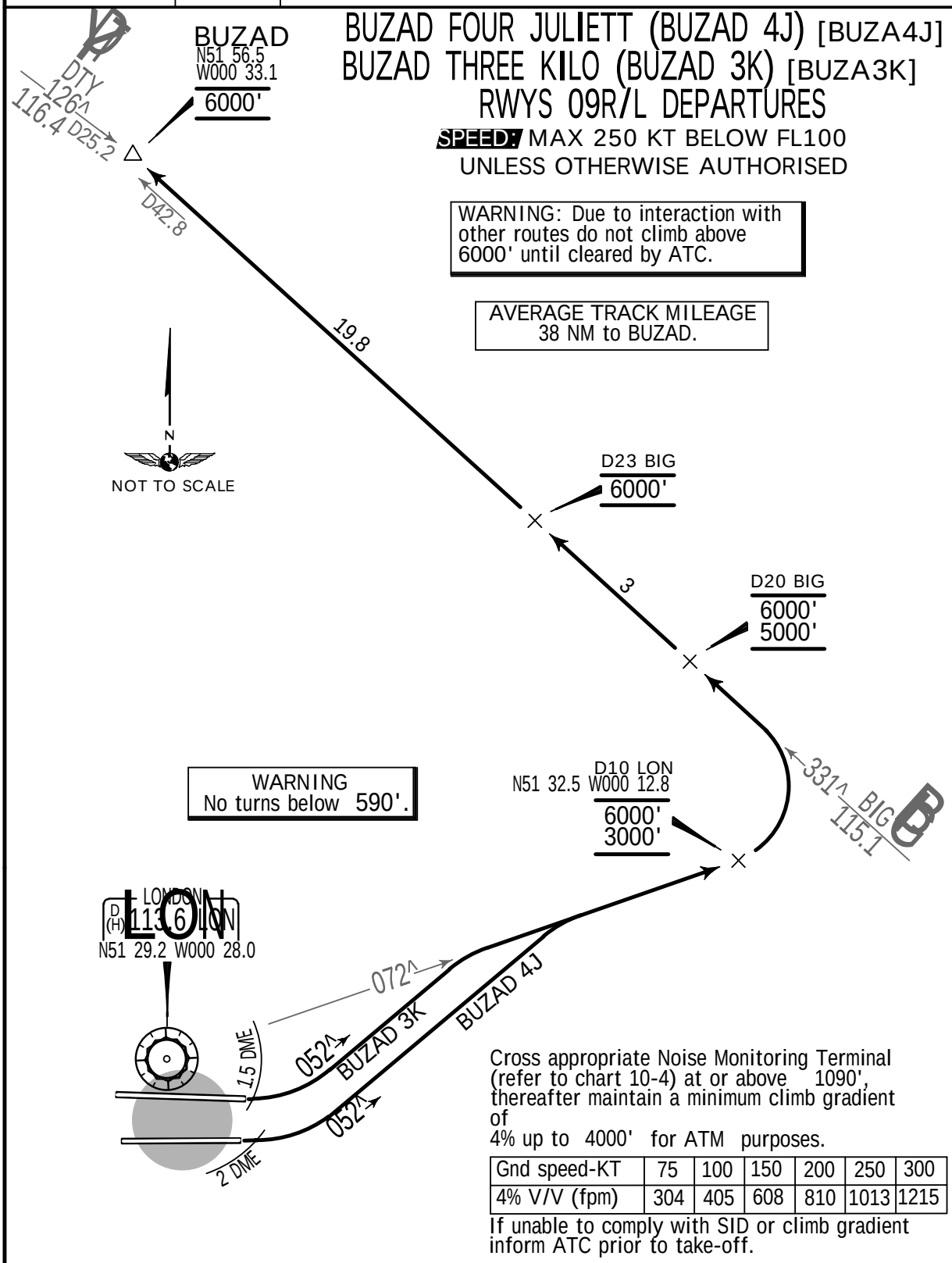
LONDON Control	Apt Elev	
119.77	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

BUZAD FOUR JULIETT (BUZAD 4J) [BUZA4J]
BUZAD THREE KILO (BUZAD 3K) [BUZA3K]
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORISED

WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

AVERAGE TRACK MILEAGE 38 NM to BUZAD.



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of 4% up to 4000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
BUZAD 4J	09R	Climb straight ahead, at LON 2 DME turn LEFT, 052^ track, intercept LON R-072, cross D10 LON at or above 3000' (MAX 6000'), turn LEFT, intercept BIG R-331, cross D20 BIG at or above 5000' (MAX 6000'), D23 BIG at 6000', to BUZAD.
BUZAD 3K	09L	Climb straight ahead, at LON 1.5 DME turn LEFT, 052^ track, intercept LON R-072, cross D10 LON at or above 3000' (MAX 6000'), turn LEFT, intercept BIG R-331, cross D20 BIG at or above 5000' (MAX 6000'), D23 BIG at 6000'.

CHANGES: Turn restriction note improved, crossing at BUZAD.

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LONDON Control	Apt Elev	
134.12	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

COMPTON THREE FOXTROT (CPT 3F)
COMPTON THREE GOLF (CPT 3G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

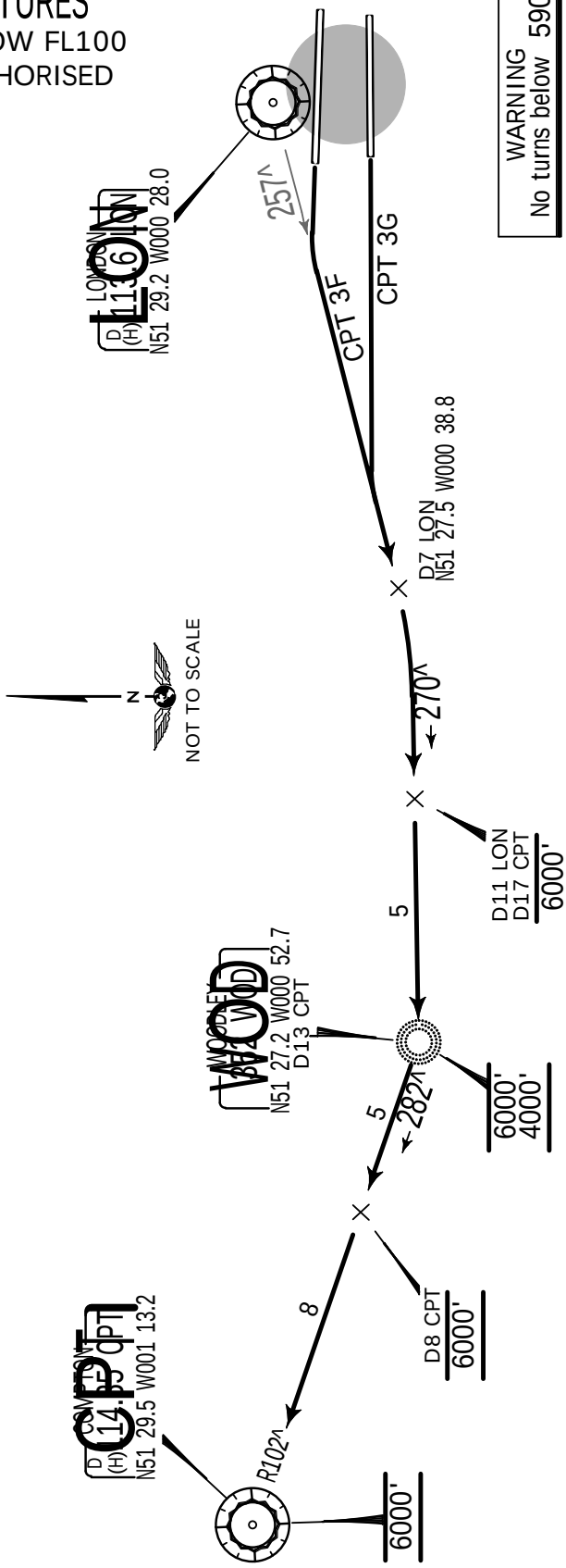
SID	RWY	ROUTING / ALTITUDE
CPT 3F	27R	Straight ahead, intercept LON R-257 to D7 LON, turn RIGHT, intercept 270^ bearing towards WOD (D13 CPT), cross D11 LON (D17 CPT) above 3000' (MAX 6000'), cross WOD (D13 CPT) above 4000' (MAX 6000'), then to CPT, cross D8 CPT at 6000'.
CPT 3G	27L	

ross appropriate Noise Monitoring Terminal
efer to chart 10-4) at or above 1090',
hereafter maintain a minimum climb gradient
f
% up to 4000'.
hese SIDs require a minimum climb gradient
f
% until D8 CPT due to ATC and airspace
urposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

AVERAGE TRACK MILEAGE
15 NM to WOD.



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EGLL/LHR HEATHROW

JEPPESEN

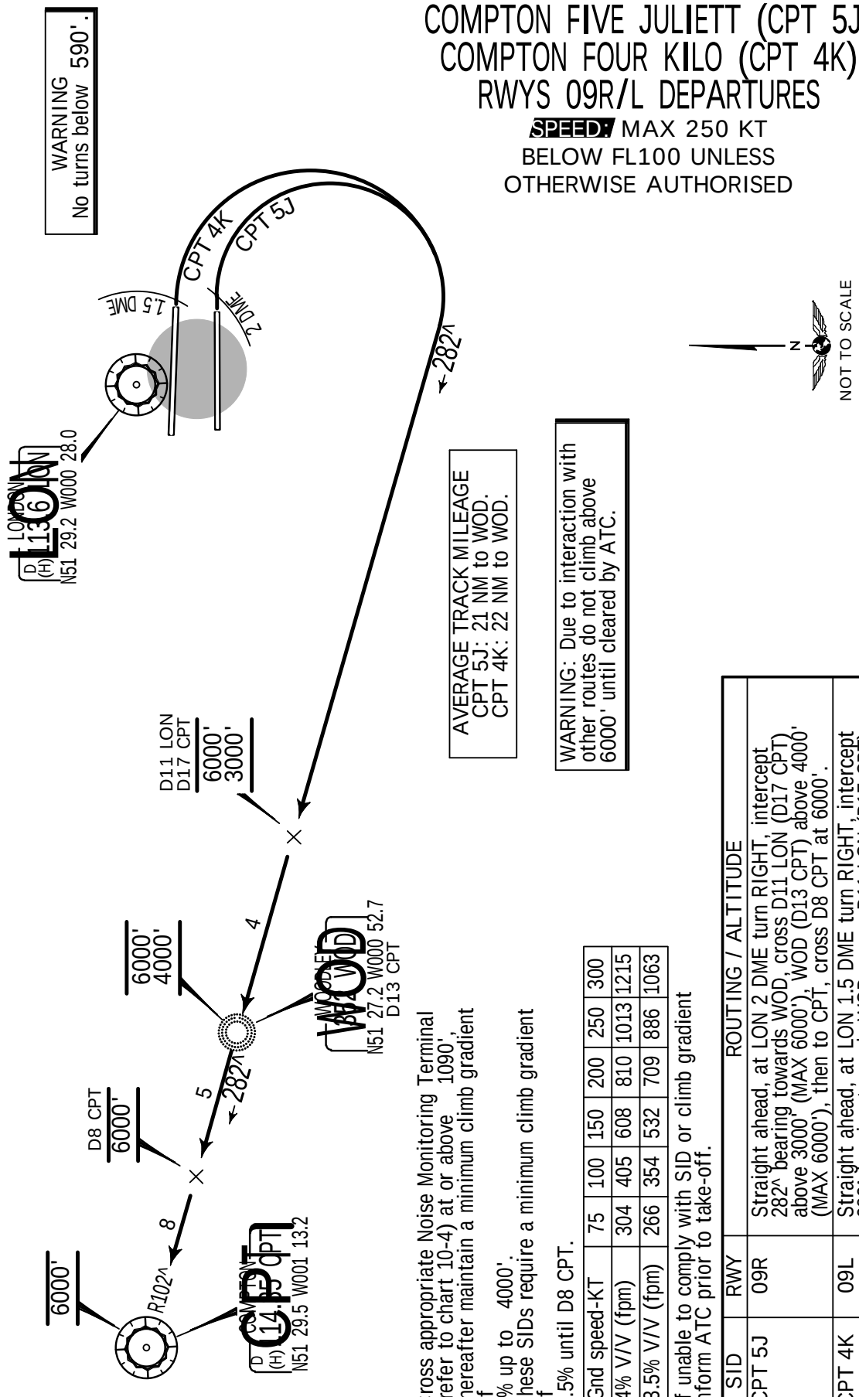
4 OCT 13 (10-3D) .Eff.17.Oct.

LONDON, UK .SID.

*HEATHROW Director	Apt Elev	
134.97	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact HEATHROW Director. 2. SIDs include noise preferiental routes (refer to 10-4). 3. Cruising levels will be issued after take-off by HEATHROW Director. 4. Do not climb above SID levels until instructed by ATC.

COMPTON FIVE JULIETT (CPT 5J)
COMPTON FOUR KILO (CPT 4K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT
BELOW FL100 UNLESS
OTHERWISE AUTHORISED



AVERAGE TRACK MILEAGE
CPT 5J: 21 NM to WOD.
CPT 4K: 22 NM to WOD.

WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

ross appropriate Noise Monitoring Terminal
refer to chart 10-4) at or above 1090',
hereafter maintain a minimum climb gradient
f
% up to 4000'.
hese SIDs require a minimum climb gradient
f
.5% until D8 CPT.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215
3.5% V/V (fpm)	266	354	532	709	886	1063

f unable to comply with SID or climb gradient
nform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
CPT 5J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept 282^ bearing towards WOD, cross D11 LON (D17 CPT) above 3000' (MAX 6000'), WOD (D13 CPT) above 4000' (MAX 6000'), then to CPT, cross D8 CPT at 6000'.
CPT 4K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept 282^ bearing towards WOD, cross D11 LON (D17 CPT) above 3000' (MAX 6000'), WOD (D13 CPT) above 4000' (MAX 6000'), then to CPT, cross D8 CPT at 6000'.

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EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN 4 OCT 13 (10-3E) .Eff.17.Oct. .SID.

LONDON Control	Apt Elev
120.52	83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferiental routes (refer to 10-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

DETLING TWO FOXTROT (DET 2F)
DETLING TWO GOLF (DET 2G)
DOVER FIVE FOXTROT (DVR 5F)
DOVER FOUR GOLF (DVR 4G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

SID	RWY	ROUTING / ALTITUDE
ET 2F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 138^ bearing to EPM, cross at or above 4000' (MAX 6000') at EPM but not before D10 LON intercept DET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000') D29 DET at 6000', D5 DET at 6000', then to DET.
ET 2G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 138^ bearing to EPM, cross at or above 4000' (MAX 6000'), at EPM but not before D10 LON interceptDET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000'), D29 DET at 6000', D5 DET at 6000', then to DET.
VR 5F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 138^ bearing to EPM, cross at or above 4000' (MAX 6000') at EPM but not before D10 LON intercept DET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000'), D29 DET at 6000', D5 DET at 6000', then to DET, then to DVR.
VR 4G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 138^ bearing to EPM, cross at or above 4000' (MAX 6000'), at EPM but not before D10 LON intercept DET R-272 inbound, cross D32 DET at or above 5000' (MAX 6000'), D29 DET at 6000', D5 DET at 6000', then to DET, then to DVR.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of 4% up to 4000'.
These SIDs require minimum climb gradients of
4.6% until EPM. DET 2F, DVR 5F
DET 2G, DVR 4G
5% until EPM due to ATC and airspace purposes.

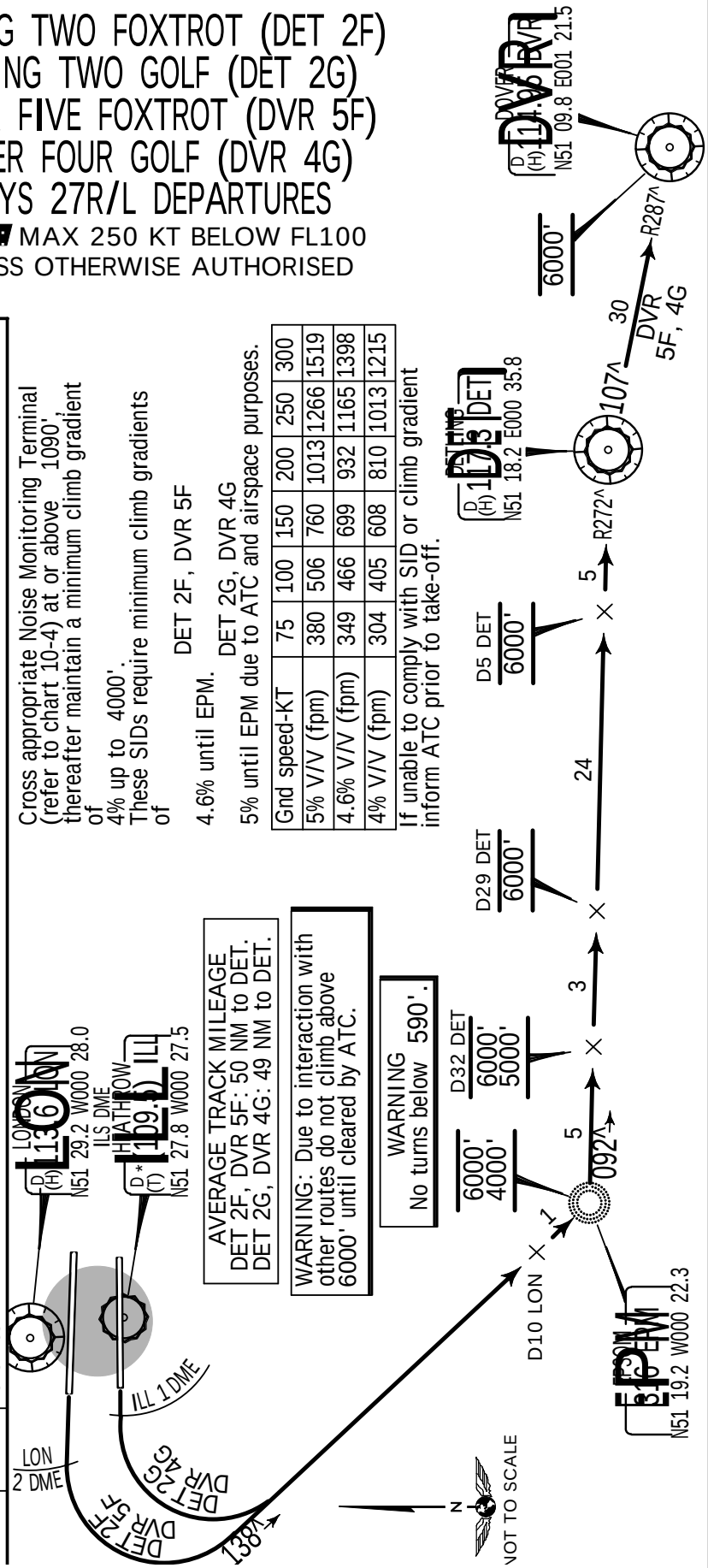
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

AVERAGE TRACK MILEAGE
DET 2F, DVR 5F: 50 NM to DET.
DET 2G, DVR 4G: 49 NM to DET.

WARNING: Due to interaction with other routes do not climb above 6000' until cleared by ATC.

WARNING
No turns below 590'.



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LONDON Control	Apt Elev	
120.52	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferiental routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

DETLING ONE JULIETT (DET 1J)
DETLING ONE KILO (DET 1K)
DOVER SIX JULIETT (DVR 6J)
DOVER SIX KILO (DVR 6K)
RWYS 09R/L DEPARTURES

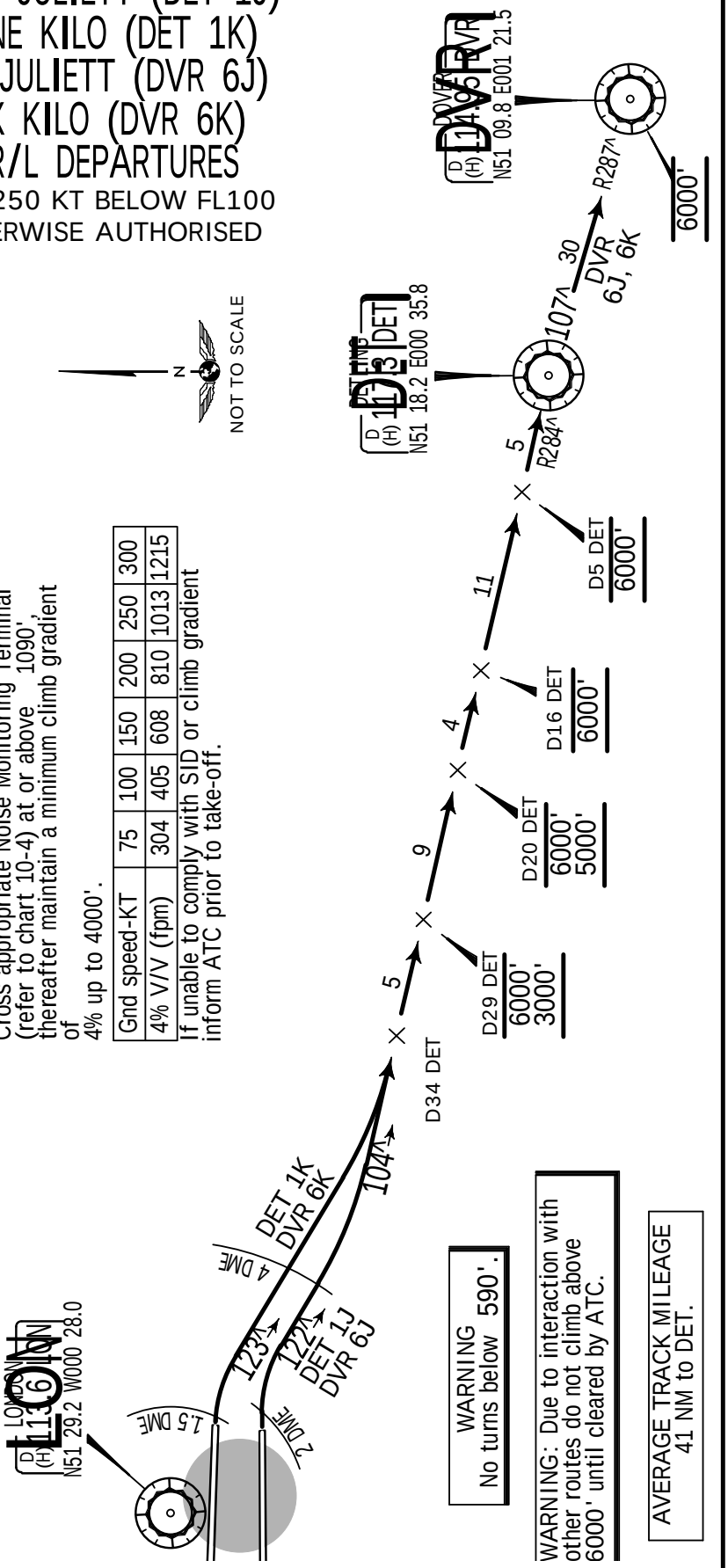
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED

SID	RWY	ROUTING / ALTITUDE
DET 1J	09R	Straight ahead, at LON 2 DME turn RIGHT, 122^ track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000' (MAX 6000'), D20 DET at or above 5000' (MAX 6000'), D16 DET at 6000', D5 DET at 6000', then to DET.
DET 1K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 123^ track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000' (MAX 6000'), D20 DET at or above 5000' (MAX 6000'), D16 DET at 6000', D5 DET at 6000', then to DET.
DVR 6J	09R	Straight ahead, at LON 2 DME turn RIGHT, 122^ track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000' (MAX 6000'), D20 DET at or above 5000' (MAX 6000'), D16 DET at 6000', D5 DET at 6000', then to DET, then to DVR.
DVR 6K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, 123^ track, at LON 4 DME turn LEFT, intercept DET R-284 inbound by D34 DET, cross D29 DET at or above 3000' (MAX 6000'), D20 DET at or above 5000' (MAX 6000'), D16 DET at 6000', D5 DET at 6000', then to DET, then to DVR.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of 4% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.



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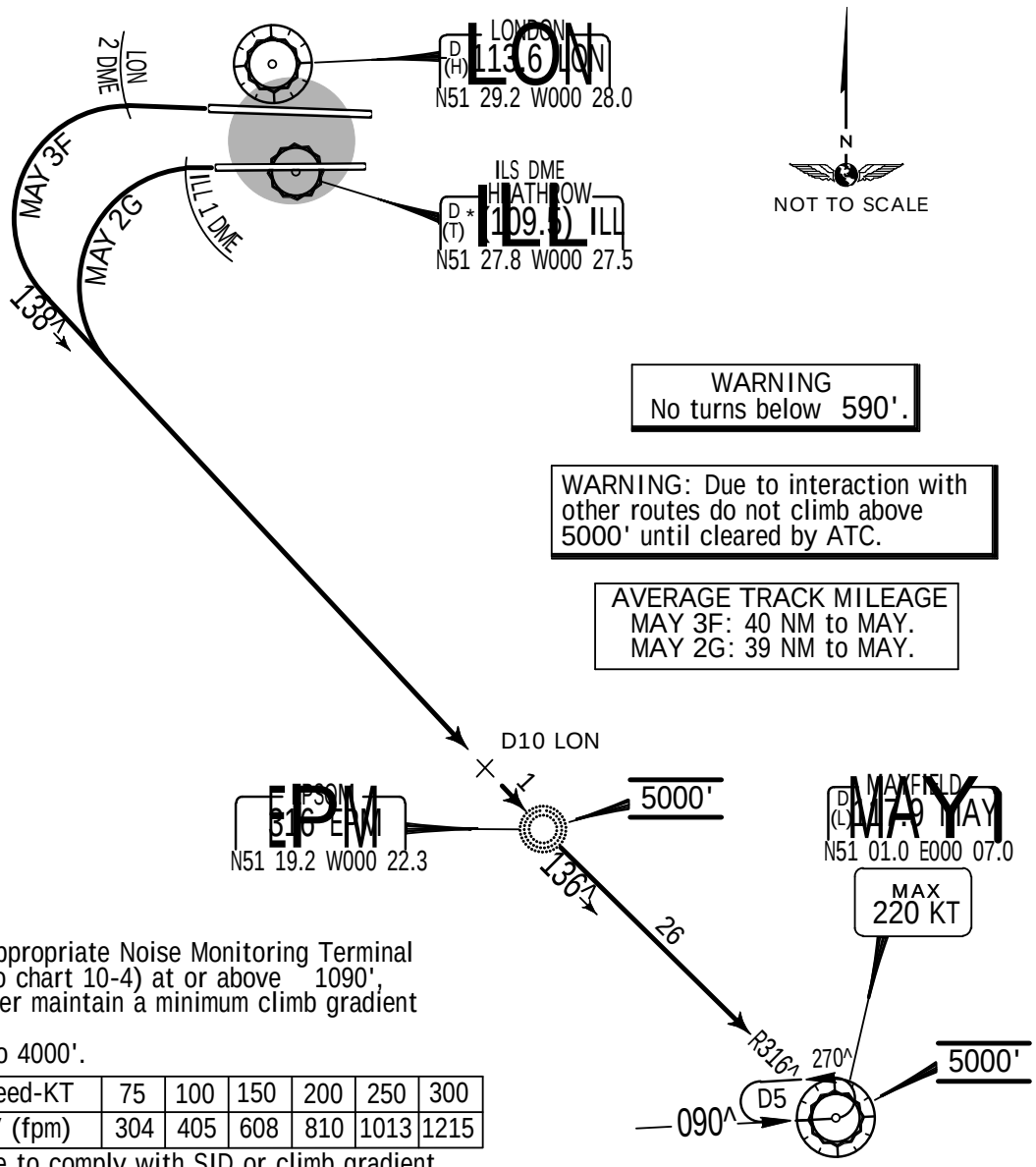
LONDON Control	Apt Elev	
126.82	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC. 5. Aircraft VOR or DME failure advise ATC and comply with ATC instructions.

MAYFIELD THREE FOXTROT (MAY 3F)
MAYFIELD TWO GOLF (MAY 2G)
RWYS 27R/L DEPARTURES

TO EGKK ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
4% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MAY 3F	27R	Straight ahead, at LON 2 DME turn LEFT, intercept 138^ bearing to EPM, cross at 5000', at EPM but not before D10 LON intercept MAY R-316 inbound to MAY at 5000'.
MAY 2G	27L	Straight ahead, at ILL 1 DME (LON 2 DME if ILL u/s) turn LEFT, intercept 138^ bearing to EPM, cross at 5000', at EPM but not before D10 LON

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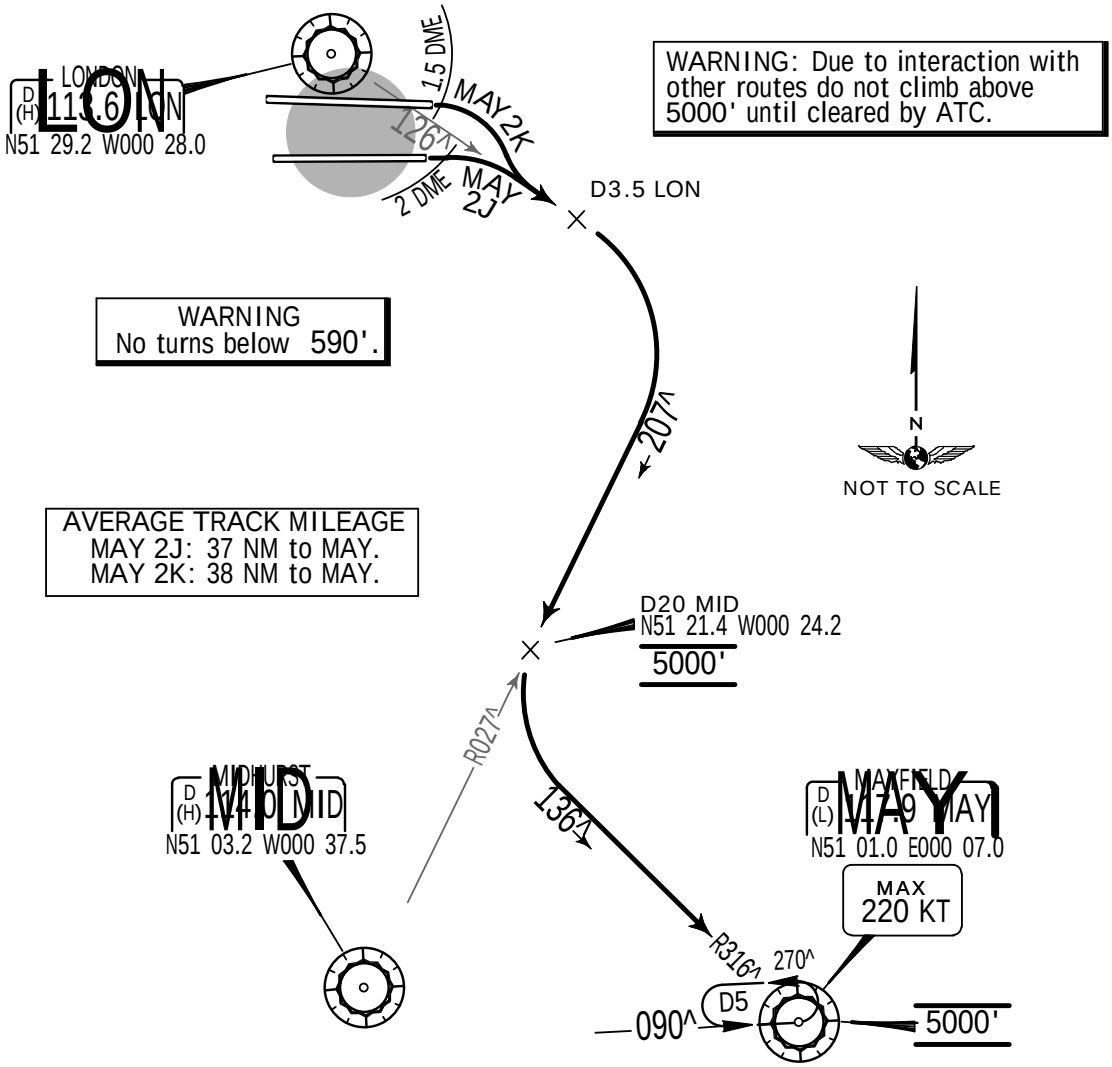
LONDON Control	Apt Elev	
126.82	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC. 5. Aircraft VOR or DME failure advise ATC and comply with ATC instructions.

MAYFIELD TWO JULIETT (MAY 2J)
MAYFIELD TWO KILO (MAY 2K)
RWYS 09R/L DEPARTURES

TO EGKK ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
4% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MAY 2J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound to D20 MID, cross at 5000', turn LEFT, intercept MAY R-316 inbound to MAY at 5000'.
MAY 2K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound to D20 MID, cross at 5000'.

CHANGES: Turn restriction note improved.

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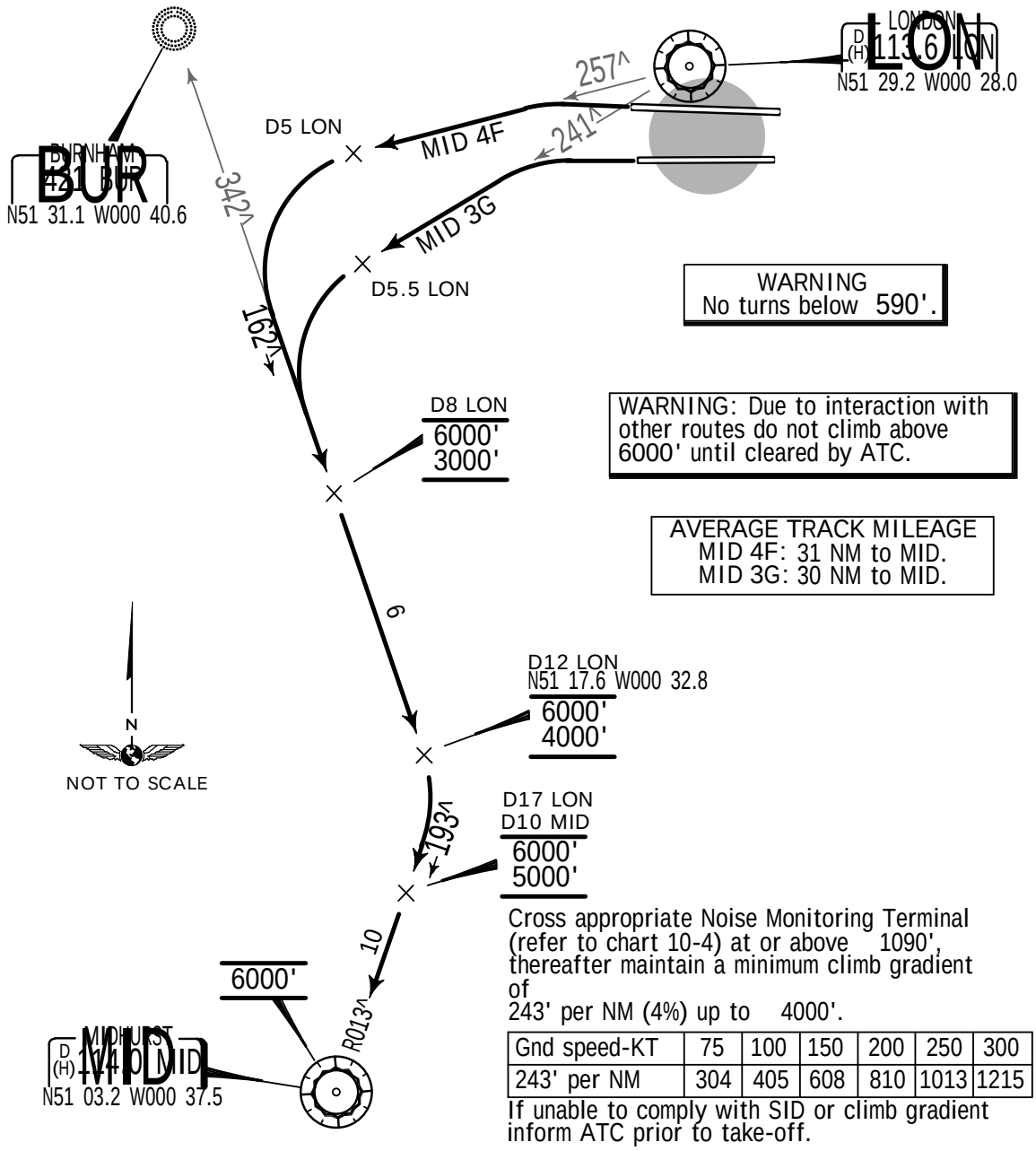
EGLL/LHR HEATHROW

LONDON, UK .SID.

LONDON Control	Apt Elev	
133.17	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

MIDHURST FOUR FOXTROT (MID 4F)
MIDHURST THREE GOLF (MID 3G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
243' per NM (4%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MID 4F	27R	Straight ahead, intercept LON R-257 to D5 LON, turn LEFT, intercept 162^ bearing from BUR, cross D8 LON above 3000' (MAX 6000'), D12 LON above 4000' (MAX 6000'), turn RIGHT, intercept MID R-013 inbound, cross D17 LON (D10 MID) above 5000' (MAX 6000'), then cross MID at 6000'.
MID 3G	27L	Straight ahead, intercept LON R-241 to D5.5 LON, turn LEFT, intercept 162^ bearing from BUR, cross D8 LON above 3000' (MAX 6000'), D12 LON above 4000' (MAX 6000'), turn RIGHT, intercept MID R-013 inbound, cross D17 LON

CHANGES: Turn restriction note improved.

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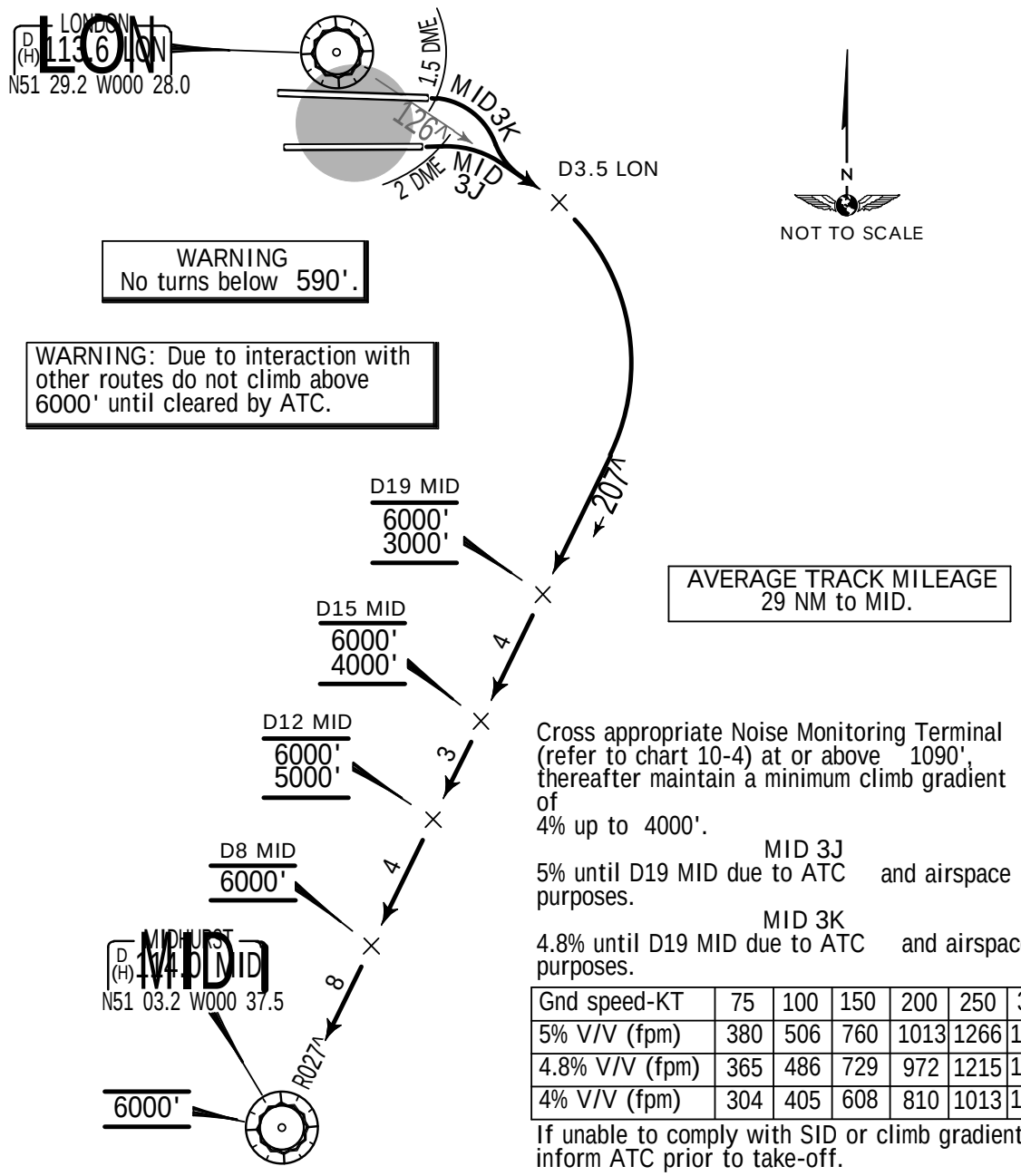
LONDON Control	Apt Elev	
133.17	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

MIDHURST THREE JULIETT (MID 3J)
MIDHURST THREE KILO (MID 3K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
4% up to 4000'.

MID 3J
5% until D19 MID due to ATC and airspace purposes.

MID 3K
4.8% until D19 MID due to ATC and airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.8% V/V (fpm)	365	486	729	972	1215	1458
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
MID 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound, cross D19 MID at or above 3000' (MAX 6000'), D15 MID at or above 4000' (MAX 6000'), D12 MID at or above 5000' (MAX 6000'), D8 MID at 6000', then to MID at 6000'.
MID 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-126 to D3.5 LON, turn RIGHT, intercept MID R-027 inbound, cross D19 MID at or above 3000' (MAX 6000'), D15 MID at or above 4000' (MAX 6000'), D12 MID at or

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EGLL/LHR HEATHROW

JEPPESEN

17 JAN 14 (10-3L)

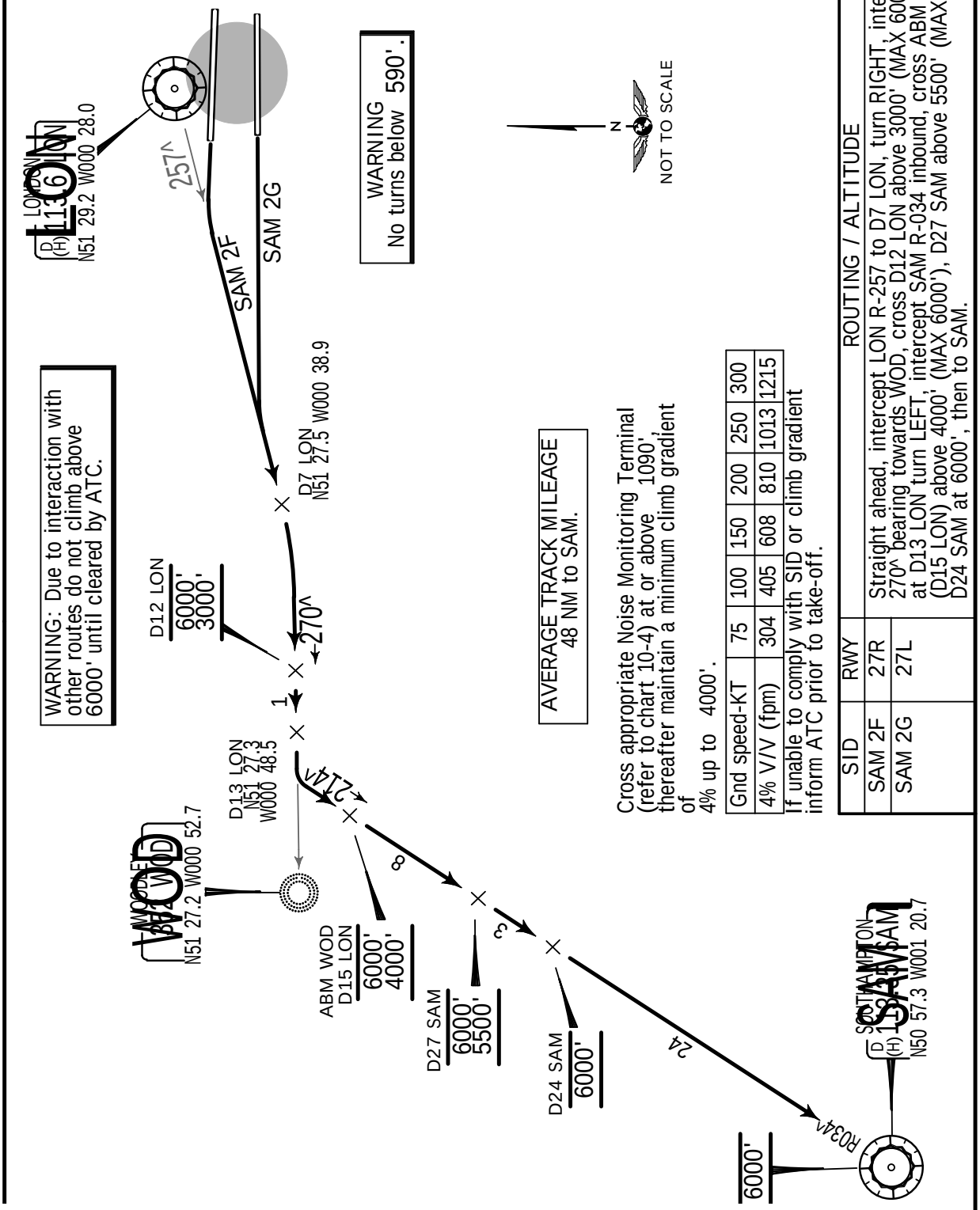
LONDON, UK .SID.

LONDON Control	Apt Elev
134.12	83'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 10-4).
3.Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

SOUTHAMPTON TWO FOXTROT (SAM 2F)
SOUTHAMPTON TWO GOLF (SAM 2G)
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of 4% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
SAM 2F	27R	Straight ahead, intercept LON R-257 to D7 LON, turn RIGHT, intercept 270^ bearing towards WOD, cross D12 LON above 3000' (MAX 6000'), at D13 LON turn LEFT, intercept SAM R-034 inbound, cross ABM WOD (D15 LON) above 4000' (MAX 6000'), D27 SAM above 5500' (MAX 6000'), D24 SAM at 6000', then to SAM.
SAM 2G	27L	

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EGLL/LHR HEATHROW

JEPPESEN

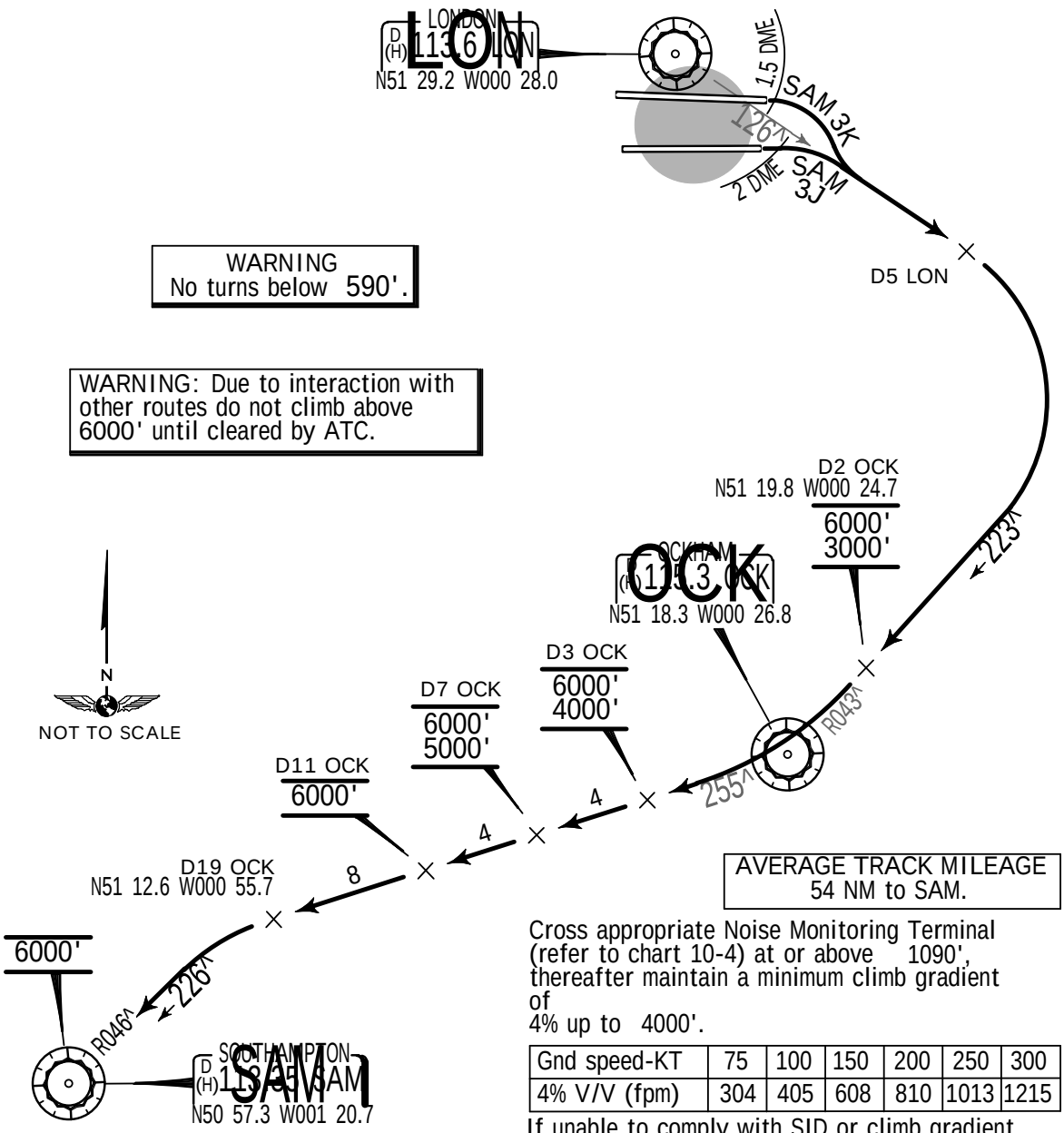
4 OCT 13 (10-3M) .Eff.17.Oct.

LONDON, UK .SID.

LONDON Control	Apt Elev	
134.12	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

SOUTHAMPTON THREE JULIETT (SAM 3J)
SOUTHAMPTON THREE KILO (SAM 3K)
RWYS 09R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



AVERAGE TRACK MILEAGE
54 NM to SAM.

Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
4% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
SAM 3J	09R	Straight ahead, at LON 2 DME turn RIGHT, intercept LON R-126 to D5 LON, turn RIGHT, intercept OCK R-043 inbound, cross D2 OCK above 3000' (MAX 6000'), turn RIGHT, intercept OCK R-255, cross D3 OCK above 4000' (MAX 6000'), D7 OCK above 5000' (MAX 6000'), D11 OCK at 6000', at D19 OCK turn LEFT, intercept SAM R-046 inbound to SAM.
SAM 3K	09L	Straight ahead, at LON 1.5 DME turn RIGHT, intercept LON R-126 to D5 LON, turn RIGHT, intercept OCK R-043 inbound, cross D2 OCK above 3000' (MAX 6000'), turn RIGHT, intercept OCK R-255, cross D3 OCK above 4000' (MAX 6000'), D7 OCK above 5000' (MAX 6000'), D11 OCK at 6000', at D19 OCK turn

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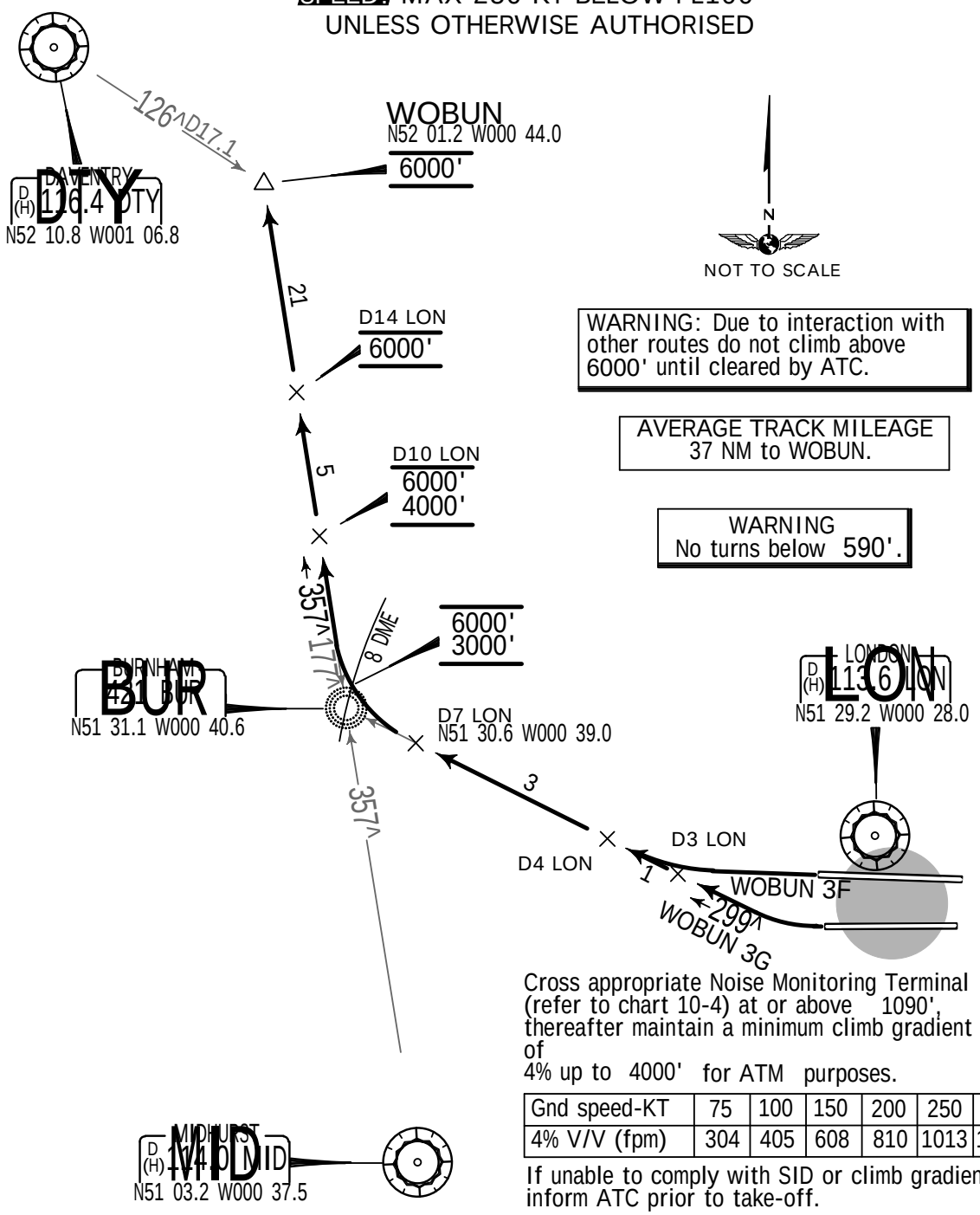
LONDON Control	Apt Elev	
119.77	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 10-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID levels until instructed by ATC.

WOBUN THREE FOXTROT (WOBUN 3F) [WOBU3F]
WOBUN THREE GOLF (WOBUN 3G) [WOBU3G]
RWYS 27R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORISED



Cross appropriate Noise Monitoring Terminal (refer to chart 10-4) at or above 1090', thereafter maintain a minimum climb gradient of
4% up to 4000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply with SID or climb gradient inform ATC prior to take-off.

SID	RWY	ROUTING / ALTITUDE
WOBUN 3F	27R	Climb straight ahead, intercept 299^ bearing towards BUR by D4 LON to D7 LON, turn RIGHT, intercept 357^ bearing from BUR (MID R-357), cross LON 8 DME at or above 3000' (MAX 6000'), D10 LON at or above 4000' (MAX 6000'), D14 LON at 6000' to WOBUN.
WOBUN 3G	27L	Climb straight ahead, intercept 299^ bearing towards BUR by D3 LON to D7 LON, turn RIGHT, intercept 357^ bearing from BUR (MID R-357), cross LON 8 DME at or above 3000' (MAX 6000'), D10 LON at or above 4000' (MAX

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LONDON Control	Apt Elev	
134.125	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

CPT 1A
RWY 27R RNAV DEPARTURE

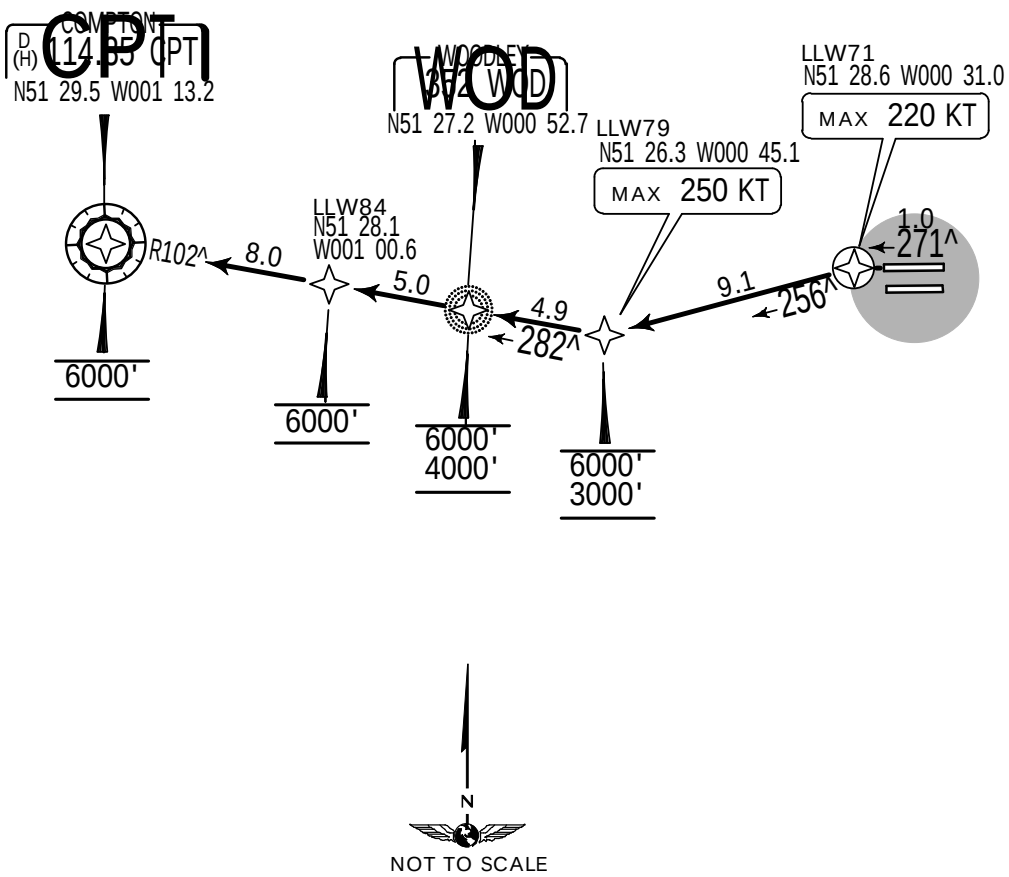
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.



ROUTING

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LONDON Control	Apt Elev	
134.125	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

CPT 1B
RWY 27L RNAV DEPARTURE

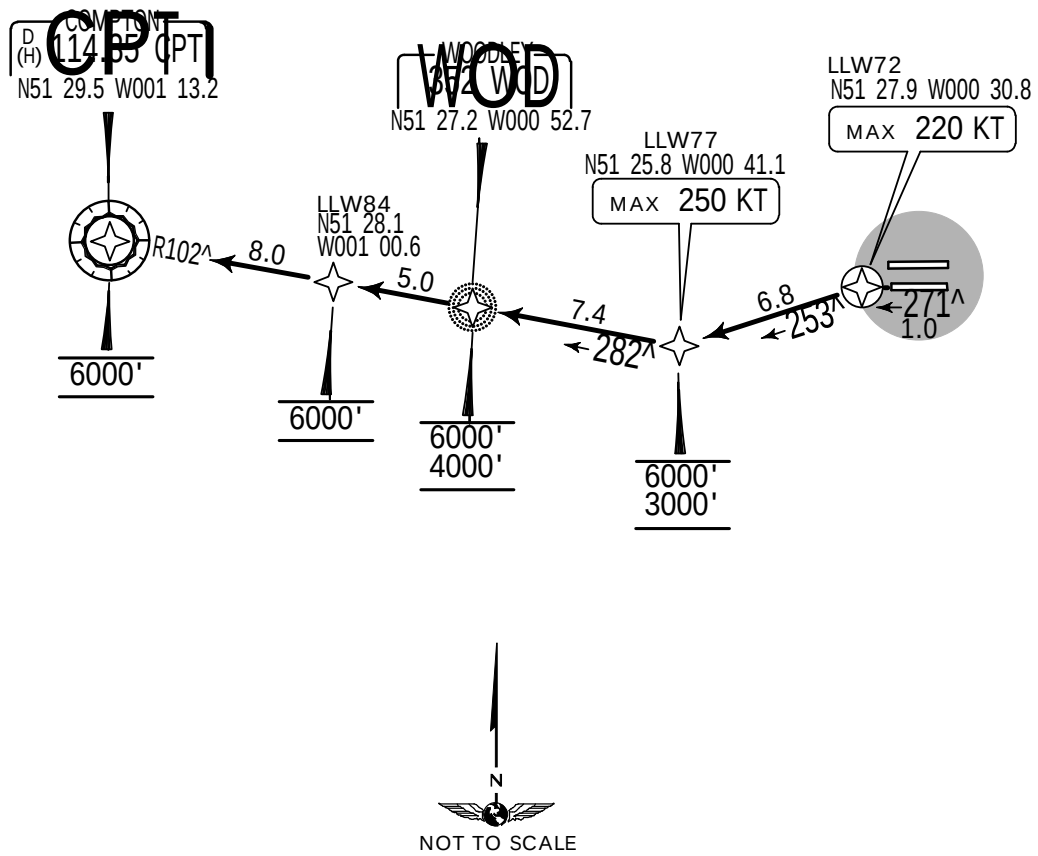
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.



ROUTING

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LONDON Control	Apt Elev	
133.175	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

DOKEN 2A [DOKE2A]
RWY 27R RNAV DEPARTURE

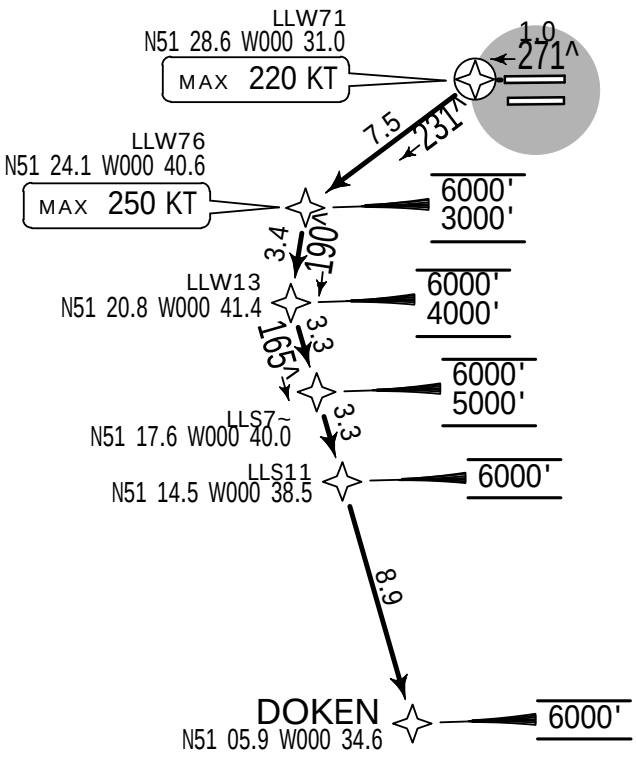
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

N
NOT TO SCALE



ROUTING

Climb straight ahead to LLW71, turn LEFT to LLW76, turn LEFT to LLW13, turn LEFT to

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LONDON Control	Apt Elev	
133.175	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

DOKEN 2B [DOKE2B]
RWY 27L RNAV DEPARTURE

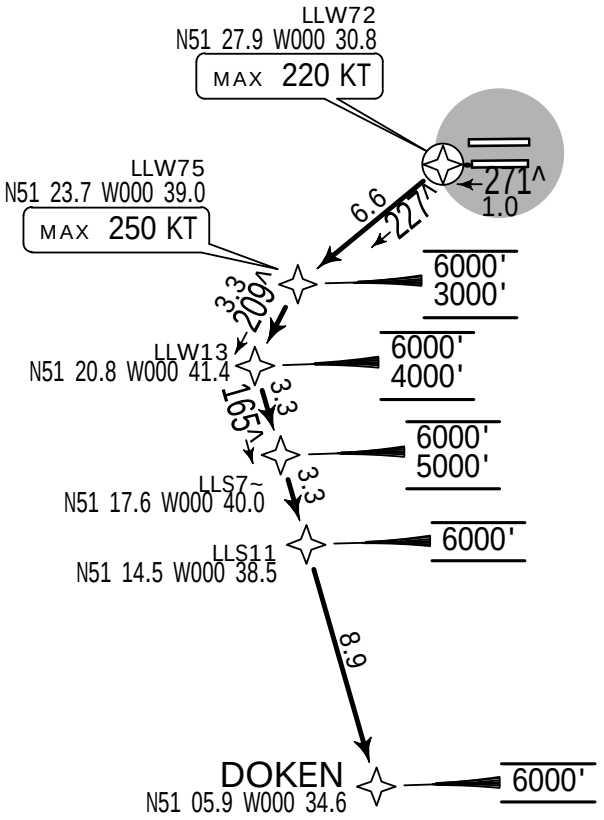
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

N
NOT TO SCALE



ROUTING

Climb straight ahead to LLW72, turn LEFT to LLW75, turn LEFT to LLW13, turn LEFT to

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LONDON Control	Apt Elev	
133.175	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

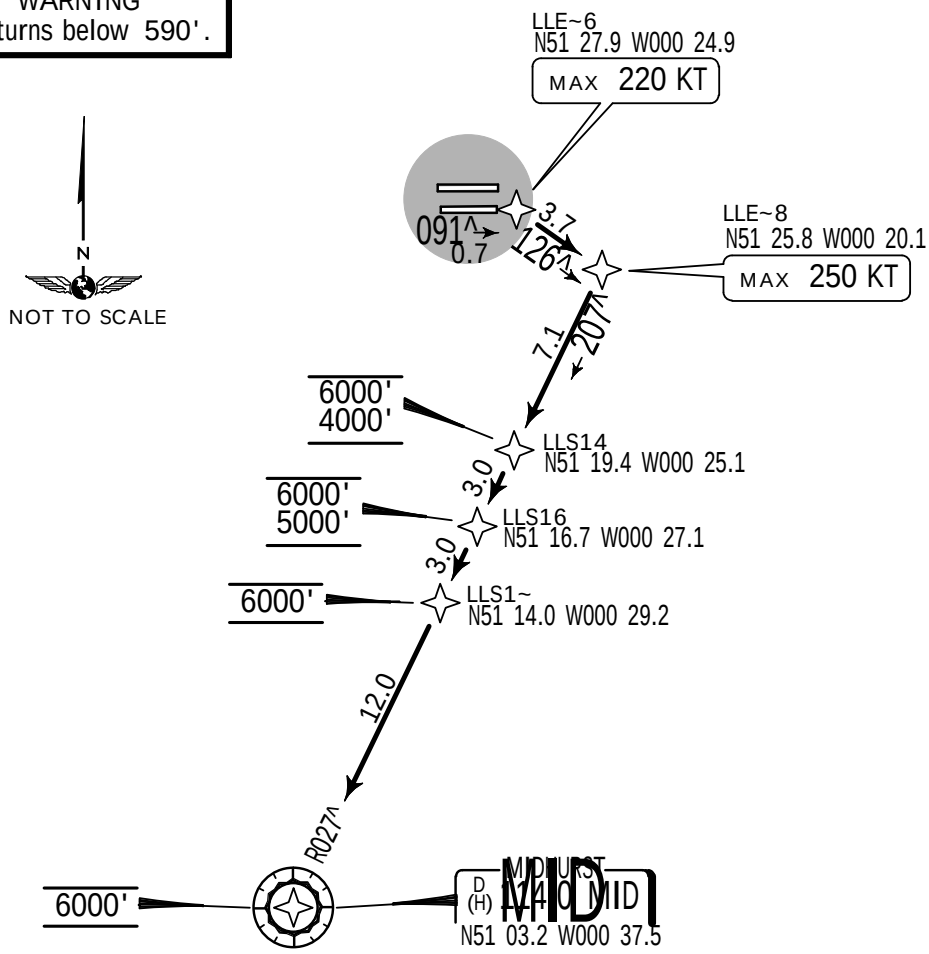
MID 2N
RWY 09R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING
No turns below 590'.



ROUTING

Climb straight ahead to LLE06, turn RIGHT to LLE08, turn RIGHT to LLS14 - LLS16 - LLS10 -

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LONDON Control	Apt Elev	
133.175	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

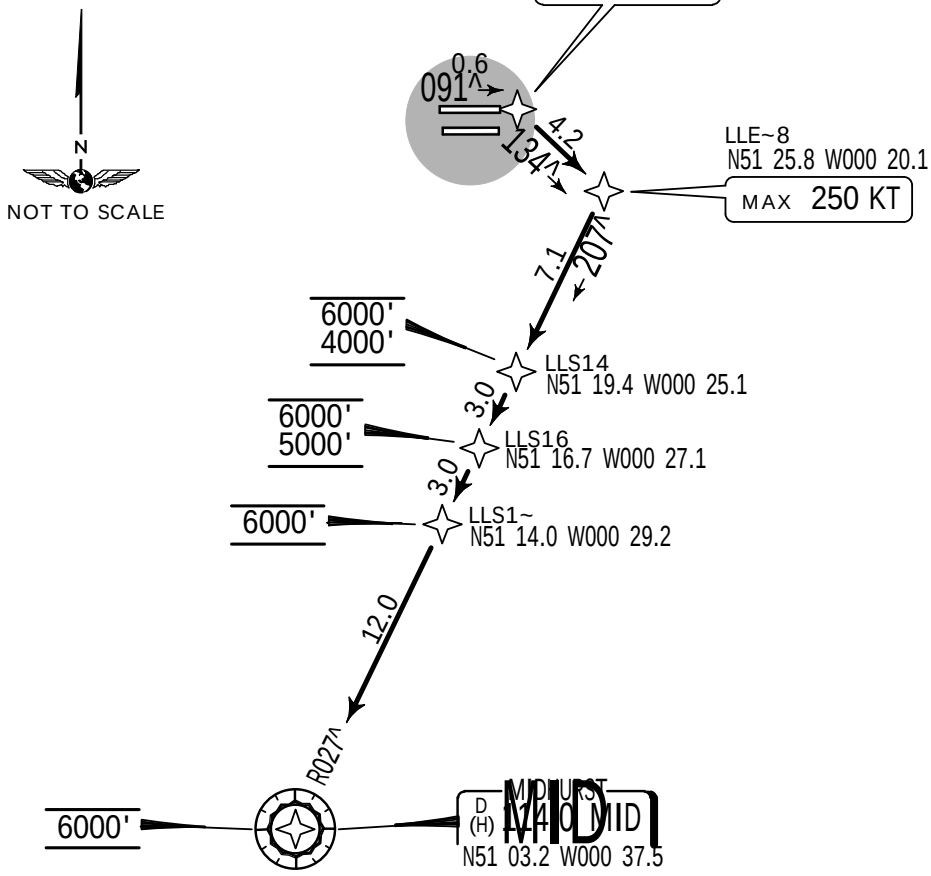
MID 2Q
RWY 09L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL MIDHURST SID
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING
No turns below 620'.



ROUTING

Climb straight ahead to LLE01, turn RIGHT to LLE08, turn RIGHT to LLS14 - LLS16 - LLS10 -

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Apt Elev 83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

PIBUG 1N [PIBU1N]
RWY 09R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

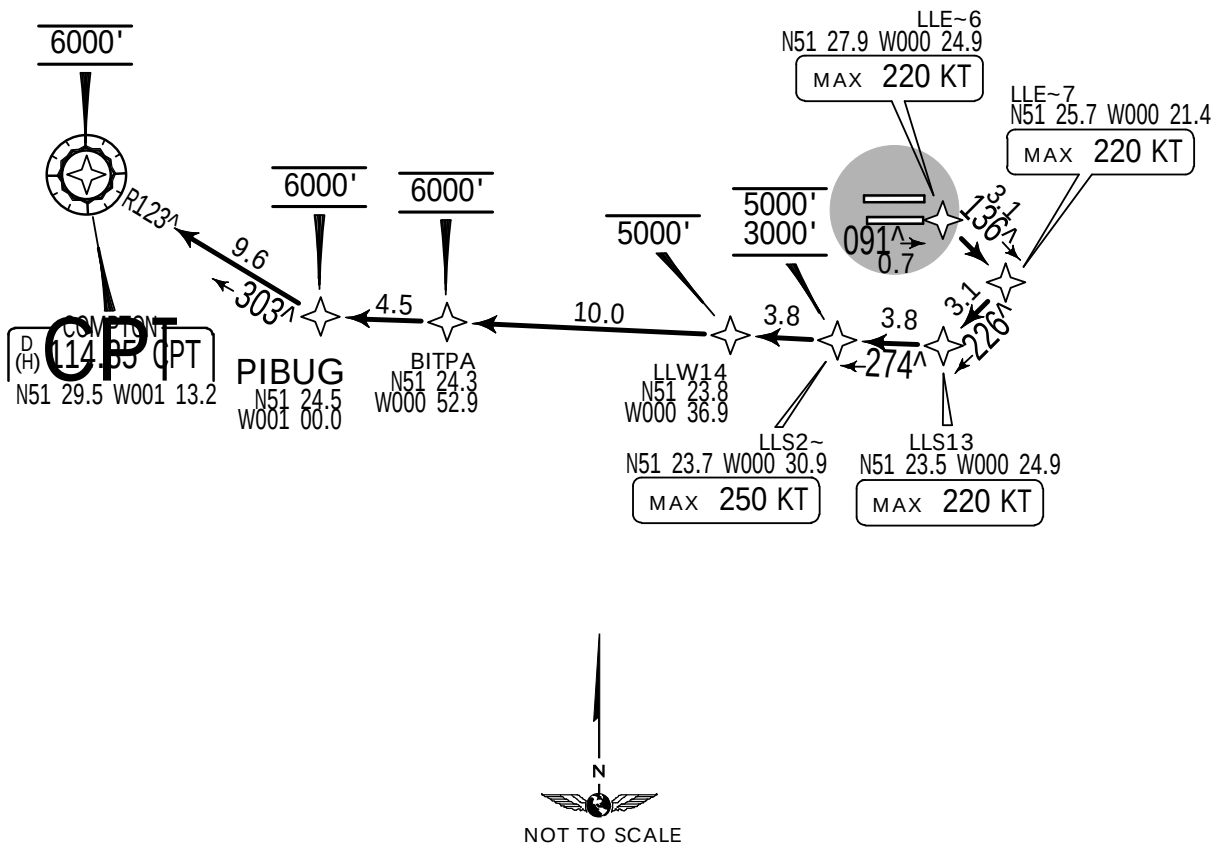
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING
No turns below 590'.



ROUTING

Climb straight ahead to LLE06, turn RIGHT to LLE07, turn RIGHT to LLS13, turn RIGHT to

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Apt Elev 83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

PIBUG 1Q [PIBU1Q]
RWY 09L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

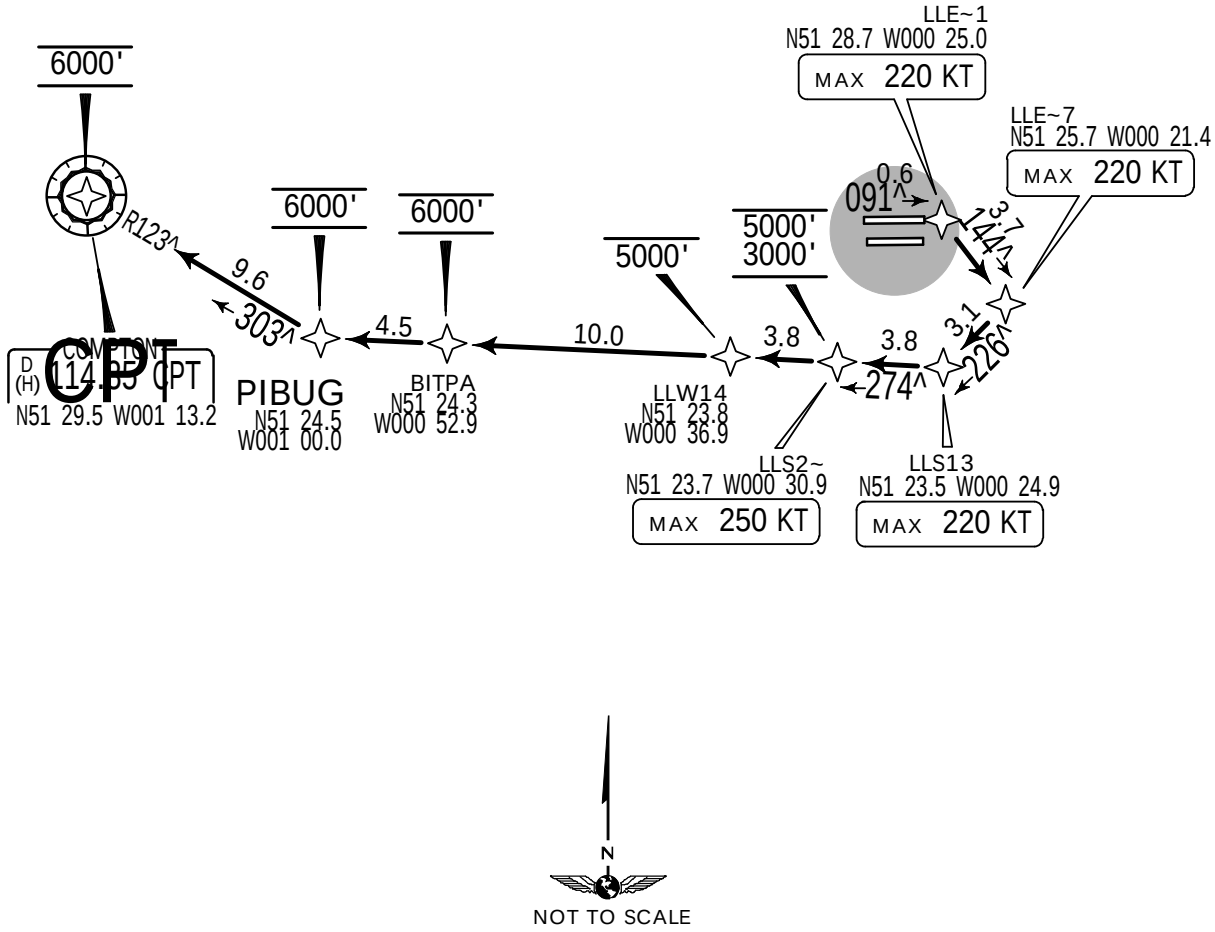
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL COMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING
No turns below 620'.



ROUTING

Climb straight ahead to LLE01, turn RIGHT to LLE07, turn RIGHT to LLS13, turn RIGHT to

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LONDON Control	Apt Elev	
134.125	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

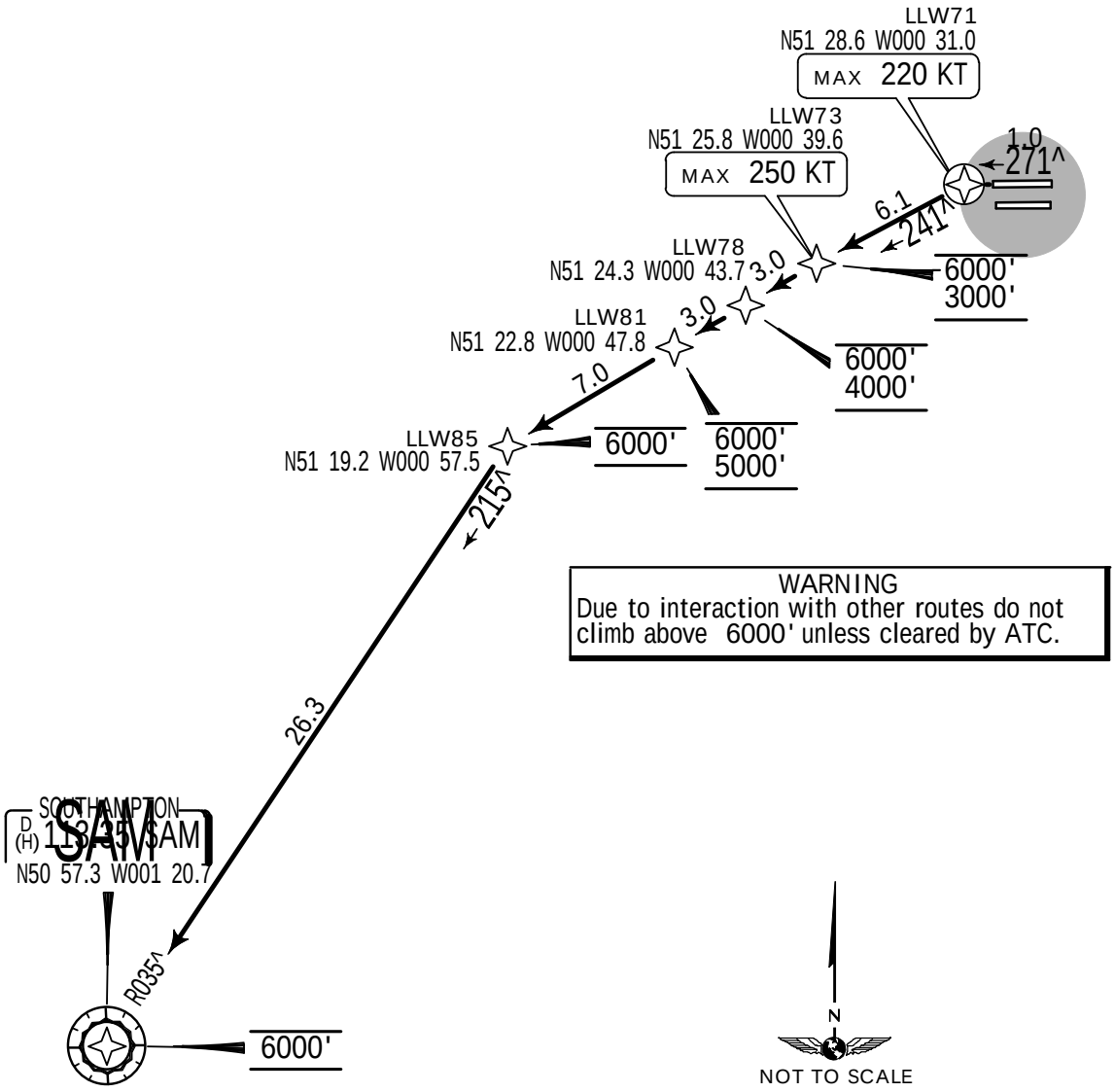
SAM 1A
RWY 27R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.



WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

ROUTING

Climb straight ahead to LLW71, turn LEFT to LLW73 - LLW78 - LLW81 - LLW85, turn LEFT to

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LONDON Control	Apt Elev	
134.125	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

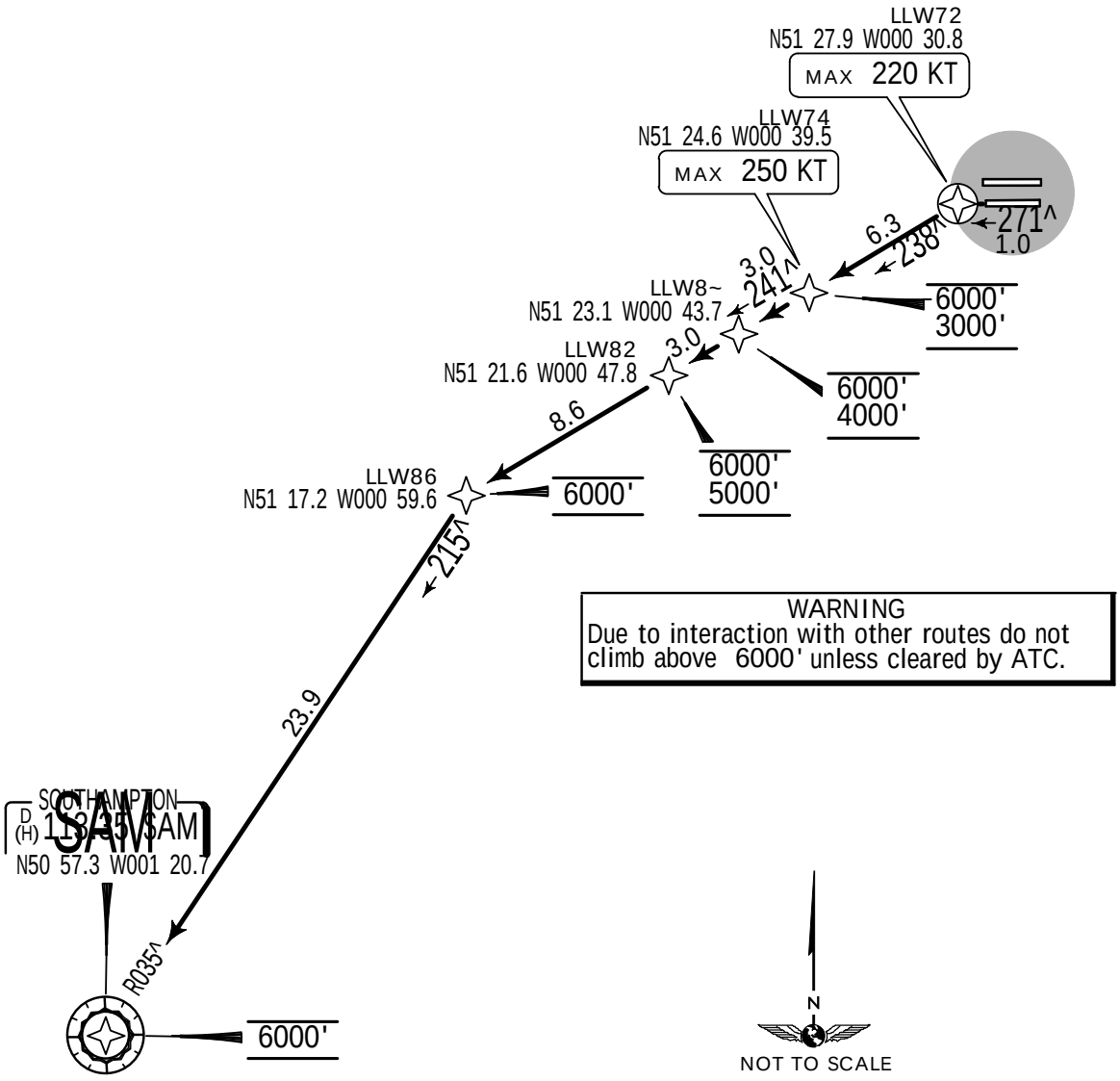
SAM 1B
RWY 27L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
No turns below 590'.



WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

ROUTING

Climb straight ahead to LLW72, turn LEFT to LLW74, turn RIGHT to LLW80 - LLW82 - LLW86

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LONDON Control	Apt Elev	
134.125	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

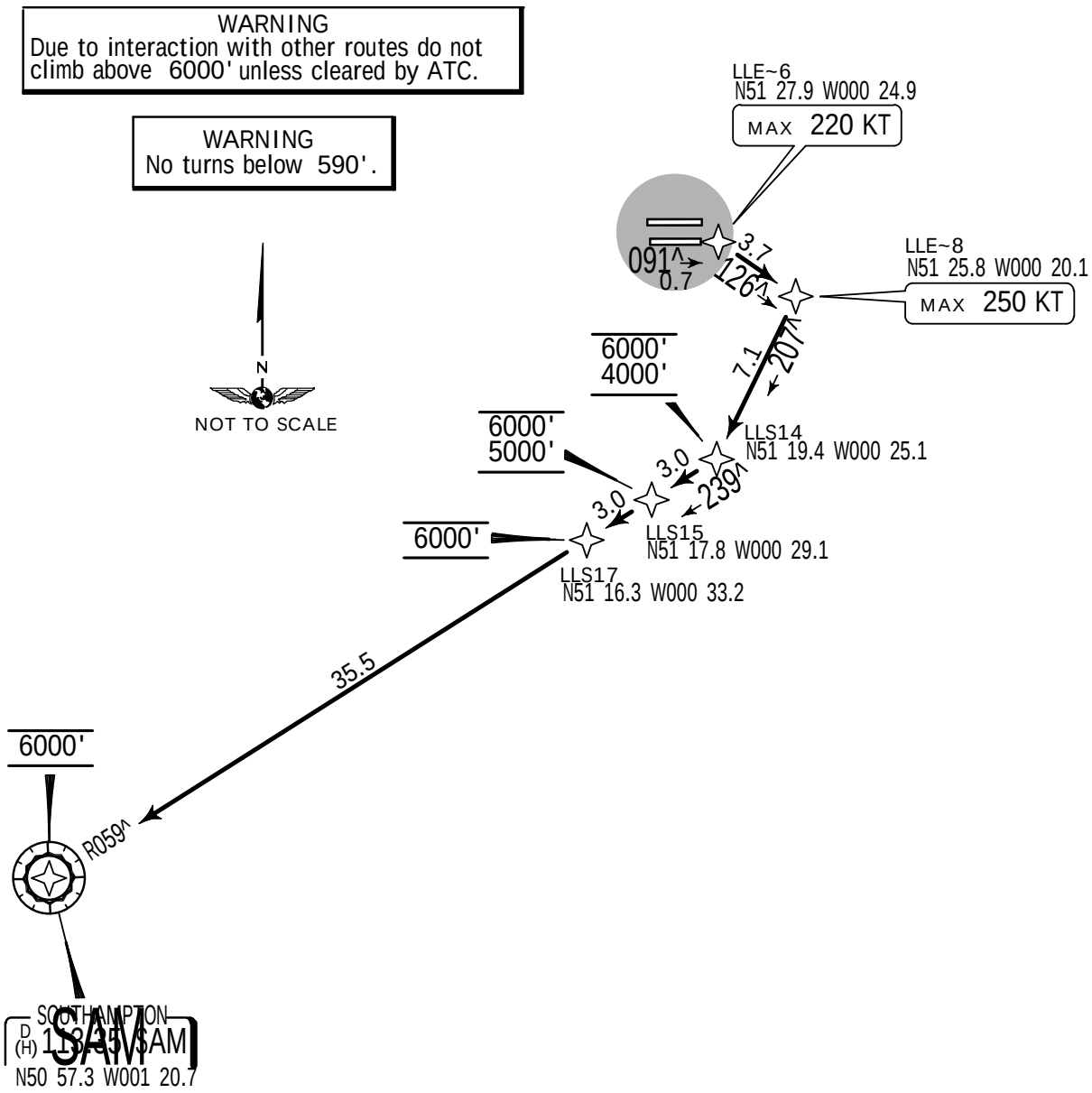
SAM 1N
RWY 09R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING
No turns below 590'.



ROUTING

Climb straight ahead to LLE06, turn RIGHT to LLE08, turn RIGHT to LLS14, turn RIGHT to

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LONDON Control	Apt Elev	
134.125	83'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes. 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

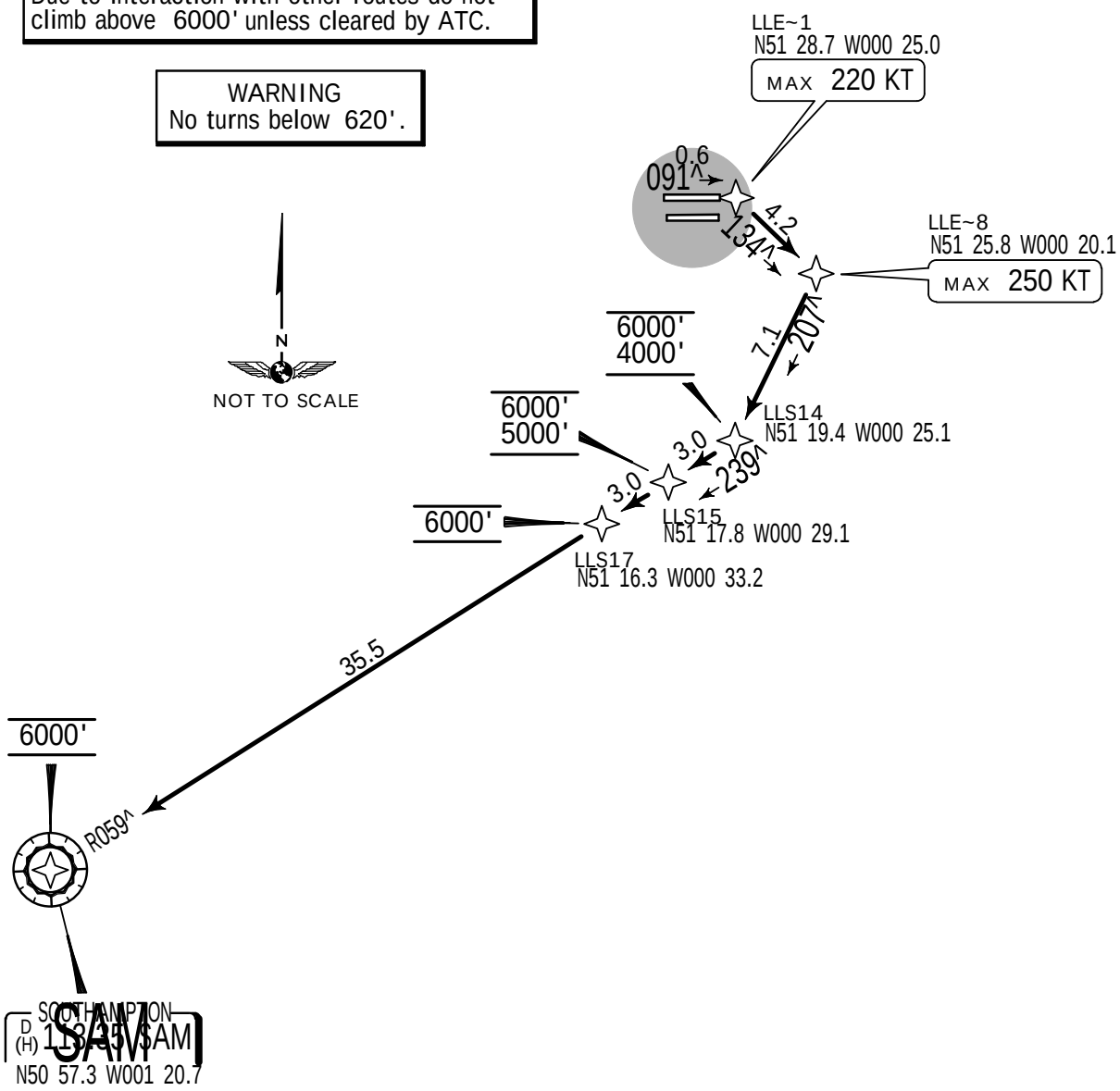
SAM 1Q
RWY 09L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL SOUTHAMPTON SID
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

TRIAL PROCEDURE

WARNING
Due to interaction with other routes do not climb above 6000' unless cleared by ATC.

WARNING
No turns below 620'.



ROUTING

Climb straight ahead to LLE01, turn RIGHT to LLE08, turn RIGHT to LLS14, turn RIGHT to

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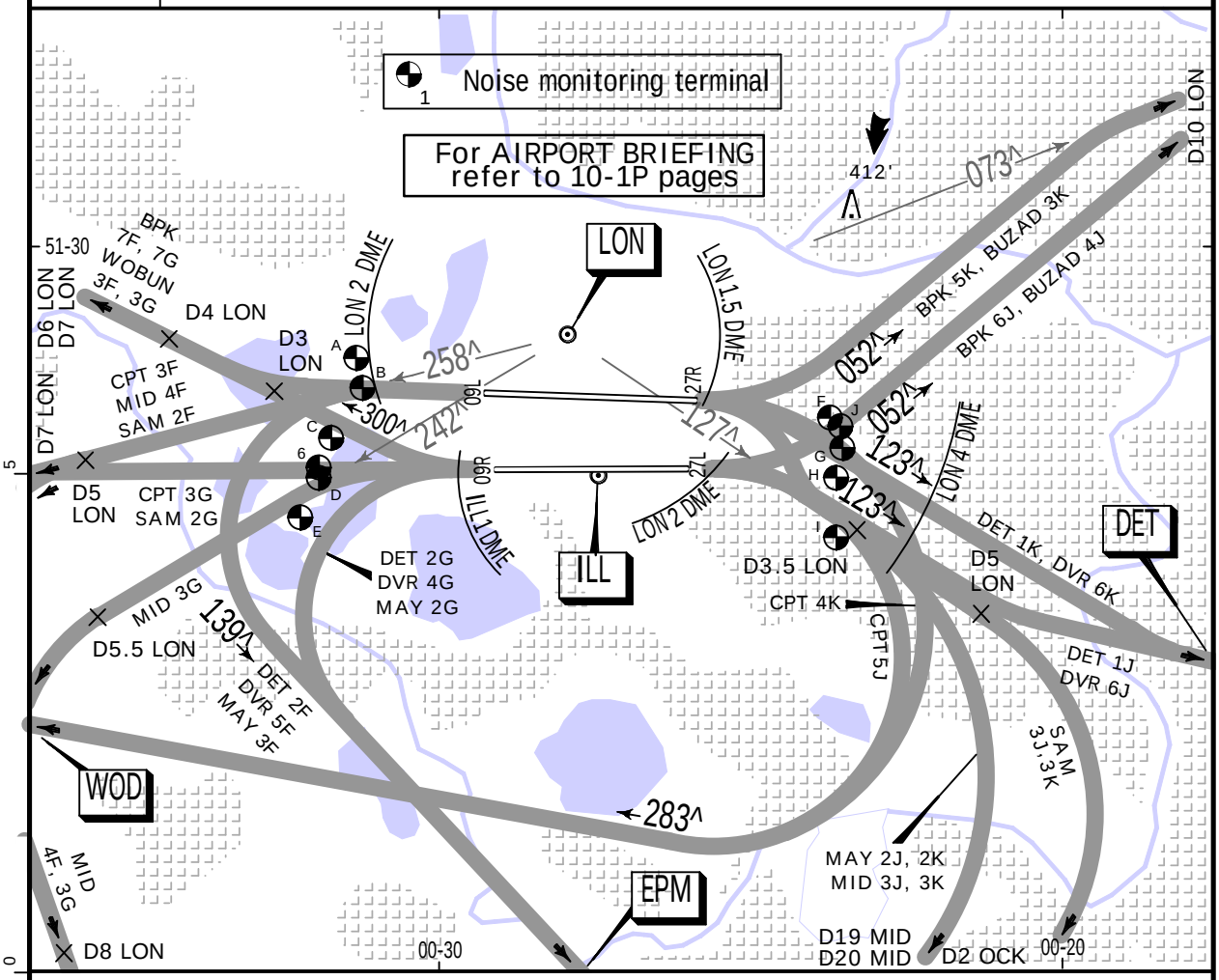
Apt Elev 83'	NOISE ABATEMENT



The operation limits as specified in para 3.3.1 (refer to Airport Briefing Page 10-1P7) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

NOISE MONITORING TERMINAL/LOCATION/NAME	ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
6 N51 27.9 W000 32.0 Thames Water, Wraysbury	- 6m	- 0.3
A N51 29.0 W000 31.4 Colnbrook	- 4m	+ 2.3
B N51 28.7 W000 31.3 Poyle	- 4m	+ 4.8
C N51 28.2 W000 31.8 Horton	- 6m	- 0.3
D N51 27.8 W000 32.0 Coppermill	- 7m	- 0.6
E N51 27.4 W000 32.3 Wraysbury Reservoir (South)	- 7m	- 1.0
F N51 28.4 W000 23.8 Hounslow West	- 3m	+ 0.9
G N51 28.1 W000 23.6 Hounslow Cavalry Barracks	- 3m	- 0.1
H N51 27.8 W000 23.7 Hounslow Heath	- 3m	+ 1.2
I N51 27.2 W000 23.7 East Feltham	- 4m	- 0.3
J N51 28.2 W000 23.6 Hounslow Cavalry Barracks North	- 3m	- 0.2

If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

Tailwind component	≤1 KT	≤2 KT	≤3 KT	≤4 KT	>4 KT
Amount to be disregarded	0.4 dB	0.8 dB	1.2 dB	1.6 dB	2.0 dB

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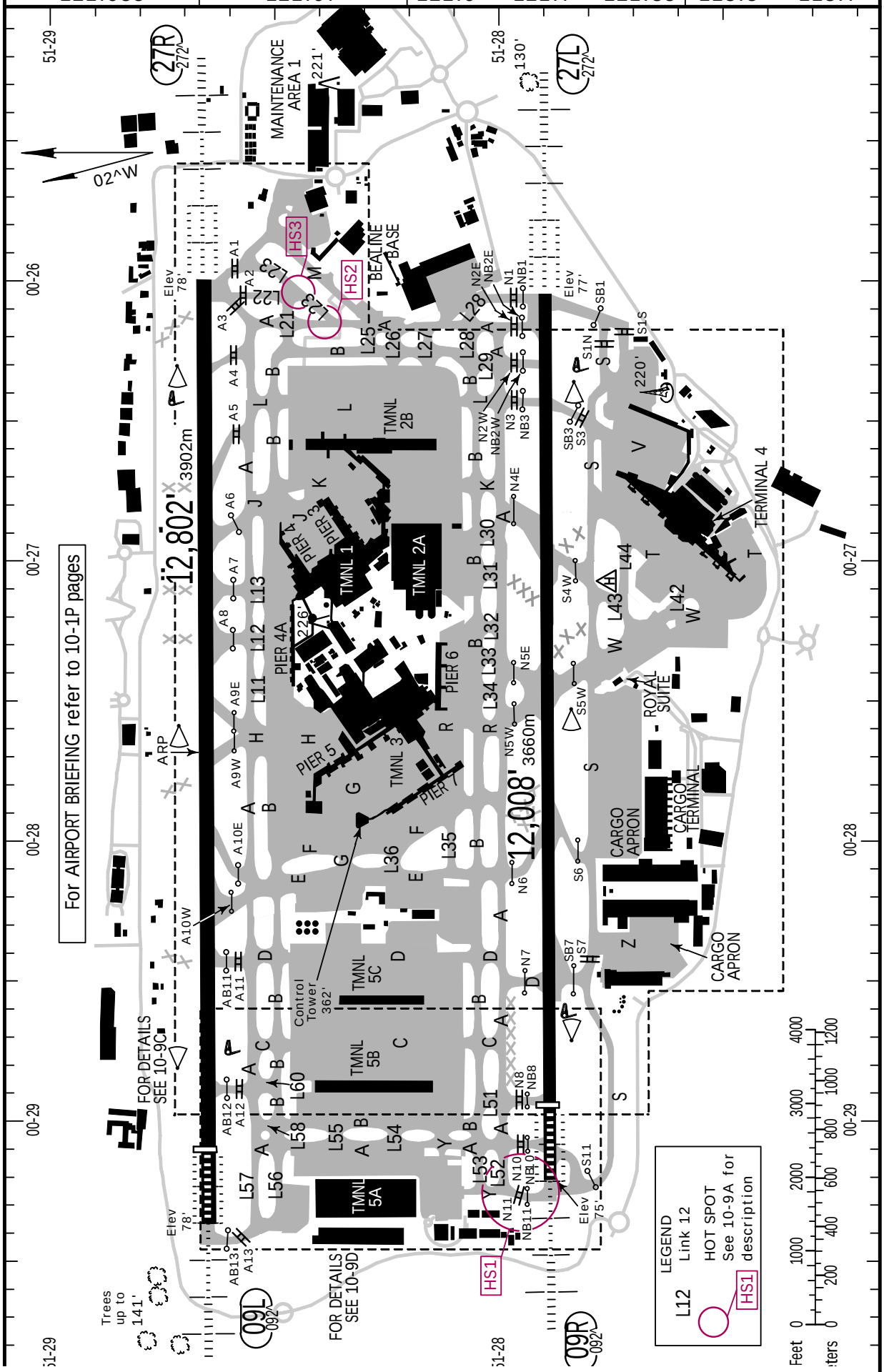
EGLL/LHR LONDON, UK

Apt Elev 83'
N51 28.7 W000 27.7

JEPPESEN
18 JUL 14 (10-9)

HEATHROW

*D-ATIS Departure	*HEATHROW Delivery (Cpt)	*Ground			Tower	
121.935	121.97	121.9	121.7	121.85	118.5	118.7



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CHANGES: Taxiway and B4E closed.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09L 1 27R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0^) RVR	11,795' 3595m 12,743' 3884m	10,823' 3299m 11,649' 3551m	2	164' 50m

1 RWY grooved.
2 TAKE-OFF RUN AVAILABLE

RWY 09L:

From rwy head	12,802' (3902m)
twy A12 int	11,043' (3366m)
twy A11 int	9321' (2841m)
twy A10W int	8750' (2667m)
twy A10E int (not avbl during hours of darkness)	7733' (2357m)

RWY 27R:

From rwy head	12,743' (3884m)
twy A4 int	11,663' (3555m)
twy A5 int	10,335' (3150m)
twy A6 int	9446' (2879m)
twy A7 int	8642' (2634m)
twy A8 int	7976' (2431m)

09R 3 27L	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0^) RVR	11,001' 3353m	9968' 3038m	5	164' 50m
	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0^) 4 RVR		10,914' 3327m		

3 RWY grooved.
4 HST - N6
5 TAKE-OFF RUN AVAILABLE

RWY 09R:

From rwy head	12,008' (3660m)
twy N10 int	11,585' (3531m)
twy N8 int	11,001' (3353m)
twy N7, SB7 int	9364' (2854m)
twy N6 int	7635' (2327m)
twy S6 int	7369' (2246m)

RWY 27L:

From rwy head	12,008' (3660m)
twy N2E int	11,601' (3536m)
twy N2W int	11,093' (3381m)
twy N3 int	10,581' (3225m)
twy S3 int	10,541' (3213m)
twy N4E, S4W int	8878' (2706m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Pilots are to ensure they have clearance to enter the RWY before crossing the holding point.

HS2 HS3 Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.

SEQUENCING OF AIRCRAFT GROUND MOVEMENTS FOR TAKE-OFF IN LOW VISIBILITY

When the reported RVR is below 400m do not request start-up until the reported RVR is equal to or greater than the appropriate value as shown below:

AIRCRAFT TAKE-OFF MINIMA	MINIMUM RVR FOR START-UP
350m RVR	300m
300m RVR	250m
250m RVR	200m
200m RVR	150m
150m RVR	150m
100m RVR	100m
75m RVR	75m

.Standard.

TAKE-OFF 1

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

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EGLL/LHR

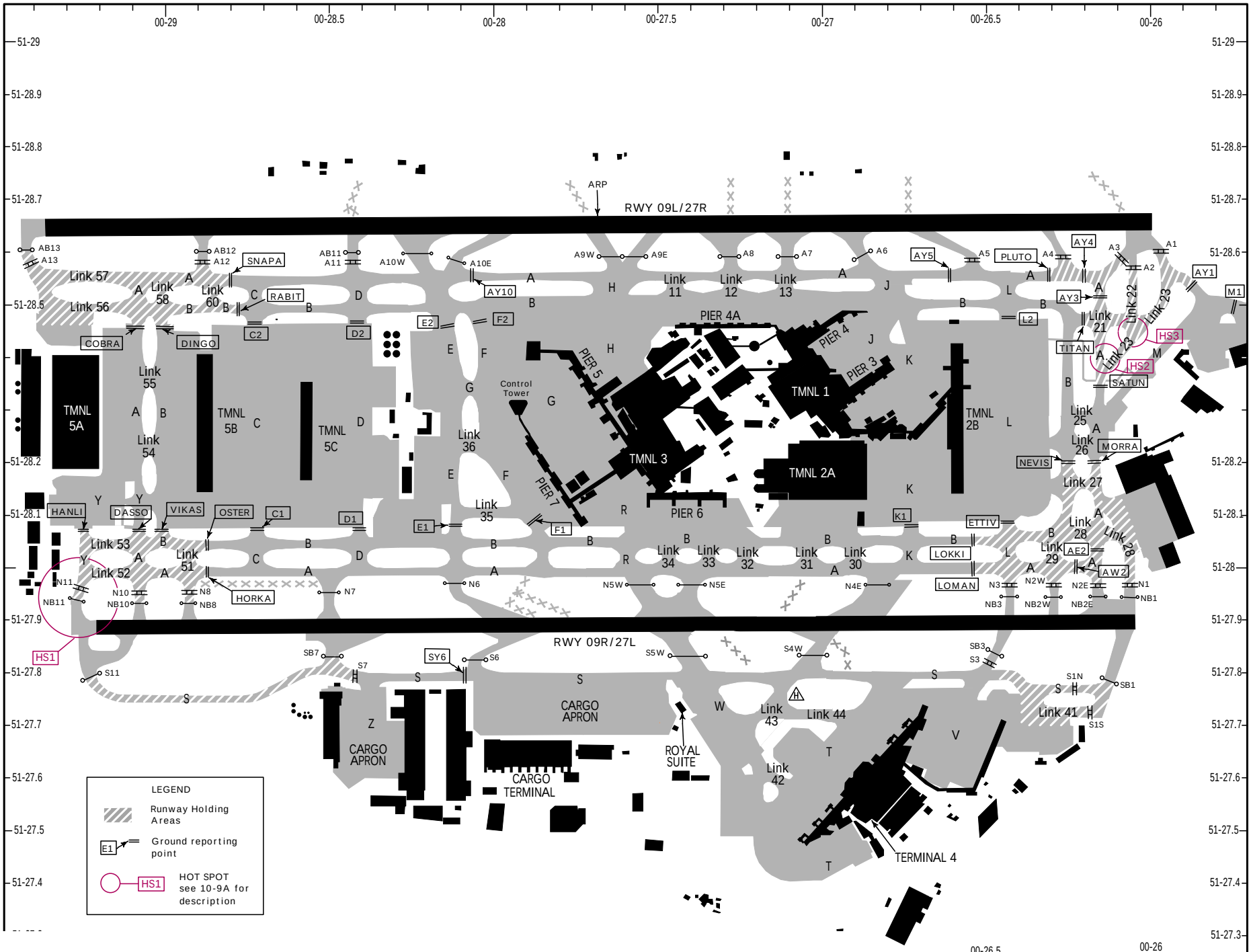
JEPPESEN

19 SEP 14

10-9B

LONDON, UK

HEATHROW



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CHANGES: None.

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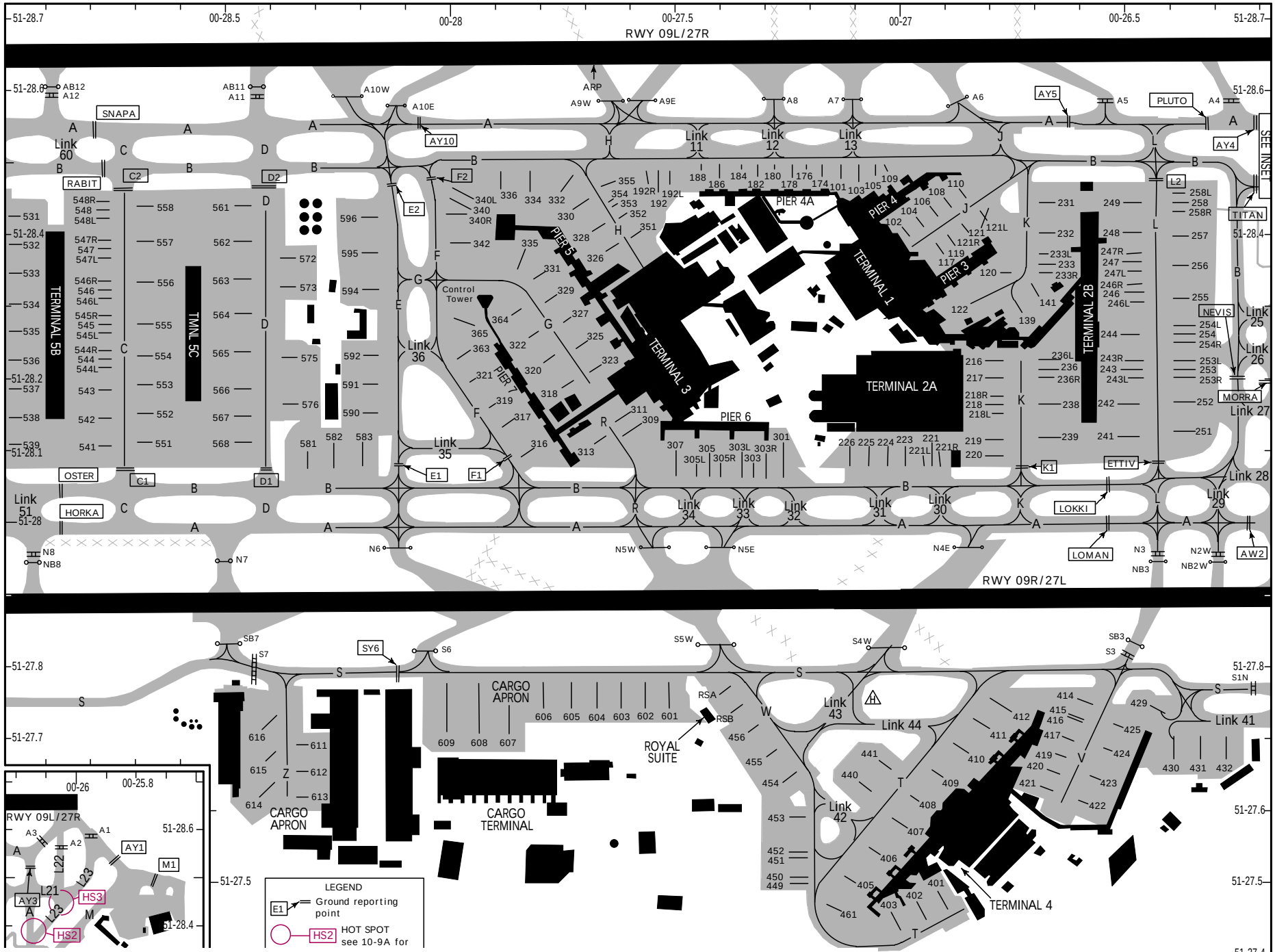

CHANGES: Stands 340L/R added.

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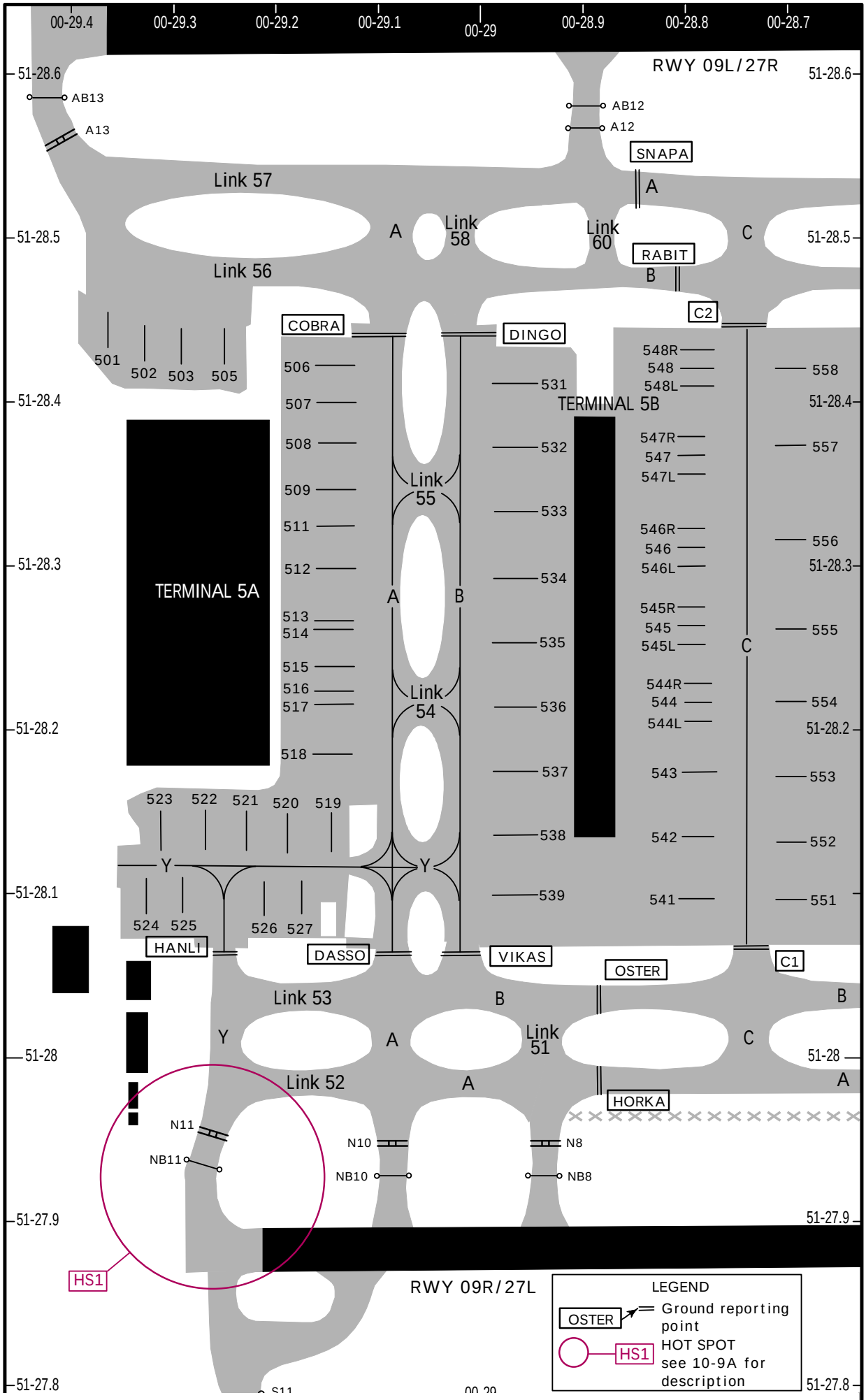

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N51 28.5 W000 27.1	305, 305L/R	N51 28.1 W000 27.4
102	N51 28.4 W000 27.0	307	N51 28.1 W000 27.5
103	N51 28.5 W000 27.1	309	N51 28.1 W000 27.6
104	N51 28.4 W000 27.0	311	N51 28.2 W000 27.6
105	N51 28.5 W000 27.0	313	N51 28.1 W000 27.7
106	N51 28.4 W000 26.9	316	N51 28.1 W000 27.8
108	N51 28.5 W000 26.9	317	N51 28.1 W000 27.9
109	N51 28.5 W000 27.0	318	N51 28.2 W000 27.7
110	N51 28.5 W000 26.9	319	N51 28.2 W000 27.9
117, 119	N51 28.4 W000 26.9	320	N51 28.2 W000 27.8
120, 121, 121L	N51 28.4 W000 26.8	321	N51 28.2 W000 28.0
121R	N51 28.4 W000 26.9	322	N51 28.3 W000 27.8
122	N51 28.3 W000 26.8	323	N51 28.2 W000 27.7
139, 141	N51 28.3 W000 26.7	325	N51 28.3 W000 27.7
174, 176	N51 28.5 W000 27.2	326	N51 28.4 W000 27.6
178, 180, 182	N51 28.5 W000 27.3	327	N51 28.3 W000 27.7
184, 186, 188	N51 28.5 W000 27.4	328	N51 28.4 W000 27.7
192, 192L	N51 28.5 W000 27.5	329	N51 28.3 W000 27.8
192R	N51 28.5 W000 27.6	330	N51 28.4 W000 27.7
231 thru 233R	N51 28.4 W000 26.7	331	N51 28.3 W000 27.8
247	N51 28.4 W000 26.5	332, 334	N51 28.5 W000 27.8
247L	N51 28.3 W000 26.5	335	N51 28.4 W000 27.9
247R thru 249	N51 28.4 W000 26.5	336	N51 28.5 W000 27.9
254, 255	N51 28.3 W000 26.4	340, 340L/R	N51 28.5 W000 28.0
256 thru 258	N51 28.4 W000 26.4	342	N51 28.4 W000 28.0
258L	N51 28.5 W000 26.4	350 thru 354	N51 28.4 W000 27.6
258R	N51 28.4 W000 26.4	355	N51 28.5 W000 27.6
301	N51 28.1 W000 27.3	363	N51 28.2 W000 28.0
303L	N51 28.1 W000 27.4	364	N51 28.3 W000 27.9
303, 303R	N51 28.1 W000 27.3	365	N51 28.3 W000 28.0

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
401	N51 27.5 W000 26.9	547L thru 548L	N51 28.4 W000 28.8
402	N51 27.5 W000 27.0	548R	N51 28.5 W000 28.8
403	N51 27.4 W000 27.0	551	N51 28.1 W000 28.7
405	N51 27.5 W000 27.1	552 thru 554	N51 28.2 W000 28.7
406	N51 27.6 W000 27.1	555, 556	N51 28.3 W000 28.7
407, 408	N51 27.6 W000 27.0	557, 558	N51 28.4 W000 28.7
409, 410	N51 27.7 W000 26.9	561, 562	N51 28.4 W000 28.5
411	N51 27.7 W000 26.8	563, 564	N51 28.3 W000 28.5
412	N51 27.8 W000 26.8	565, 566	N51 28.2 W000 28.5
414 thru 419	N51 27.7 W000 26.6	567, 568	N51 28.1 W000 28.5
420	N51 27.7 W000 26.7	572	N51 28.4 W000 28.4
421	N51 27.6 W000 26.7	573	N51 28.3 W000 28.4
422, 423	N51 27.6 W000 26.6	575, 576	N51 28.2 W000 28.4
424	N51 27.7 W000 26.6	581, 582	N51 28.1 W000 28.3
425	N51 27.7 W000 26.5	583	N51 28.1 W000 28.2
429, 430	N51 27.7 W000 26.4	590 thru 592	N51 28.2 W000 28.2
431, 432	N51 27.7 W000 26.3	594	N51 28.3 W000 28.2
440	N51 27.6 W000 27.1	595, 596	N51 28.4 W000 28.2
441	N51 27.7 W000 27.0	601	N51 27.8 W000 27.5
499 thru 452	N51 27.5 W000 27.3	602, 603	N51 27.8 W000 27.6
453	N51 27.6 W000 27.2	604	N51 27.8 W000 27.7
454	N51 27.6 W000 27.3	605, 606	N51 27.8 W000 27.8
455, 456	N51 27.7 W000 27.3	607	N51 27.8 W000 27.9
461	N51 27.5 W000 27.2	608, 609	N51 27.8 W000 28.0
501	N51 28.5 W000 29.4	611, 612	N51 27.7 W000 28.3
502, 503, 505	N51 28.5 W000 29.3	613	N51 27.6 W000 28.3
506 thru 509	N51 28.4 W000 29.1	614	N51 27.6 W000 28.4
511 thru 515	N51 28.3 W000 29.1	615, 616	N51 27.7 W000 28.4
516 thru 518	N51 28.2 W000 29.1	RSA	N51 27.8 W000 27.4
519	N51 28.1 W000 29.1	RSB	N51 27.7 W000 27.4
520, 521	N51 28.1 W000 29.2		
522 thru 525	N51 28.1 W000 29.3		
526, 527	N51 28.1 W000 29.2		
531, 532	N51 28.4 W000 29.0		
533 thru 535	N51 28.3 W000 29.0		
536, 537	N51 28.2 W000 29.0		
538, 539	N51 28.1 W000 29.0		
541, 542	N51 28.1 W000 28.8		
543 thru 544R	N51 28.2 W000 28.8		
545L thru 546R	N51 28.3 W000 28.8		

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STAND ENTRY GUIDANCE SYSTEMS (SEG)

A. GENERAL

If a Stand Entry Guidance System becomes unserviceable or is not illuminated, call Ground Movement Control (GMC) to request marshalling assistance.

Aircrew must not attempt to self-park if the Stand Entry Guidance is unserviceable, uncalibrated or not switched on.

STOP SHORT PROCEDURE

The term "STOP SHORT" is defined as a requirement to stop the acft in a position that allows mobile or integral airstairs to be deployed, due to the unserviceability of the stand loading bridge or some other obstruction. The requirement to "STOP SHORT" will be indicated to the flight crew by marshalling signals.

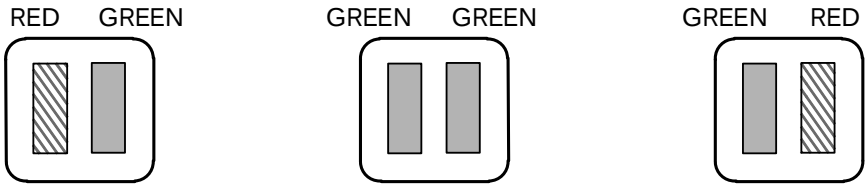
EMERGENCY STOP

Should an emergency arise as the acft is taxiing onto stand, the airline or handling agent representative can activate the SEG emergency over-ride button, colocated with all emergency stop buttons at ramp level at the head of the stand. This will instantly cut power to the parking aids and activate a sign mounted at pilot's eye level which will flash "STOP".

B. GUIDANCE SYSTEMS

1. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

AGNIS units display red and/or green light signals through two parallel vertical slots. The system is aligned for interpretation from the left hand cockpit seat. Acft should be turned towards the green light to remain on centerline. AGNIS does not provide stopping guidance. Stopping guidance is provided by a sign (PAPA or STOP ARROW) positioned near the AGNIS unit.



LEFT of centerline. Turn towards GREEN.

Aircraft on centerline.

RIGHT of centerline. Turn towards GREEN.

2. APIS - AIRCRAFT POSITIONING AND INFORMATION SYSTEM

The unit combines both alignment and stopping signals in one visual display mounted ahead of the pilot and is to be used from the left hand cockpit seat.

Display can be used to show stand number, acft type selected and final STOP wording when the acft has reached its final stopping position.

Indicates progress of the acft over the last 52'/16m of the approach to the stop position.

Azimuth guidance element

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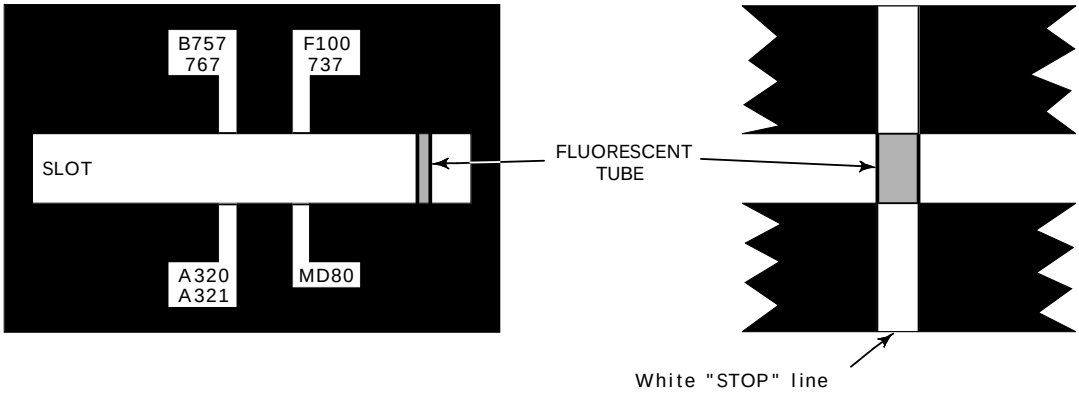
3. PAPA - PARALLAX AIRCRAFT PARKING AID

This stopping aid is commonly positioned to the right side of the stand centerline. On some stands it will be located to the left side and indicated as such by the sign adjacent to the AGNIS unit. The aid consists of a black board, bearing acft type identification labels and "STOP" lines, with a horizontal slot running across the center. Behind the board is a vertically mounted fluorescent light tube. As an acft is taxiing onto the stand, the pilot will see the fluorescent tube appear to move across the slot towards the "STOP" lines. When the tube is in line with the appropriate acft type "STOP" line, the acft has reached the correct position.



4. STOP ARROWS

This provides stopping guidance only, used in conjunction with AGNIS in the form of one or two painted lines with the word "STOP" above the line and, where appropriate, the acft type below the line. The line is aligned with the pilot's eye position and is normally located to the left of the stand centerline, but may be provided on the right or both sides.

5. MIRROR

The mirror is normally mounted on the port side of he extended centerline. It is angled to give the pilot in the left hand seat view of the aircaft's nose landing gear (NLG). Associated mirror image paint markings will indicate the various stopping positions of the NLG. All mirrors are heated to prevent misting and icing.

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
09L	CAT 2 ILS DME	179' (100')	RA 100' - 300m
	ILS DME	279' (200')	500m / 1000m
	LOC	470' (391')	800m / 1000m
	RNAV (LNAV/VNAV)	570' (491')	1000m / 1000m
	RNAV (LNAV)	630' (551')	1000m / 1000m
	SRA	720' (641')	1000m / 1000m
09R	CAT 2 ILS DME	175' (100')	RA 100' - 300m
	ILS DME	275' (200')	500m / 1000m
	LOC	480' (405')	800m / 1000m
	RNAV (LNAV/VNAV)	500' (425')	800m / 1000m
	RNAV (LNAV)	630' (555')	1000m / 1000m
	SRA	720' (645')	1000m / 1000m
27L	CAT 2 ILS DME	177' (100')	RA 102' - 300m
	ILS DME	277' (200')	500m / 1000m
	LOC	460' (383')	800m / 1000m
	RNAV (LNAV/VNAV)	510' (433')	800m / 1000m
	RNAV (LNAV)	560' (483')	1000m / 1000m
	SRA	720' (643')	1000m / 1000m
27R	CAT 2 ILS DME	178' (100')	RA 102' - 300m
	ILS DME	278' (200')	500m / 1000m
	LOC	430' (352')	800m / 1000m
	RNAV (LNAV/VNAV)	510' (432')	800m / 1000m
	RNAV (LNAV)	530' (452')	1000m / 1000m
	SRA	720' (642')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	750' (667')	1000m

TAKE-OFF RWY 09L/R, 27L/R

LVP must be in Force 1				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m 2	800m

1 Without LVP 400m are stipulated.
2 Or rejected take-off distance whichever is the greater.

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EGLL/LHR HEATHROW

JEPPESEN 2 SEP 11 (11-1)

LONDON, UK
1 ILS DME Rwy 09L

BRIEFING STRIP ™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

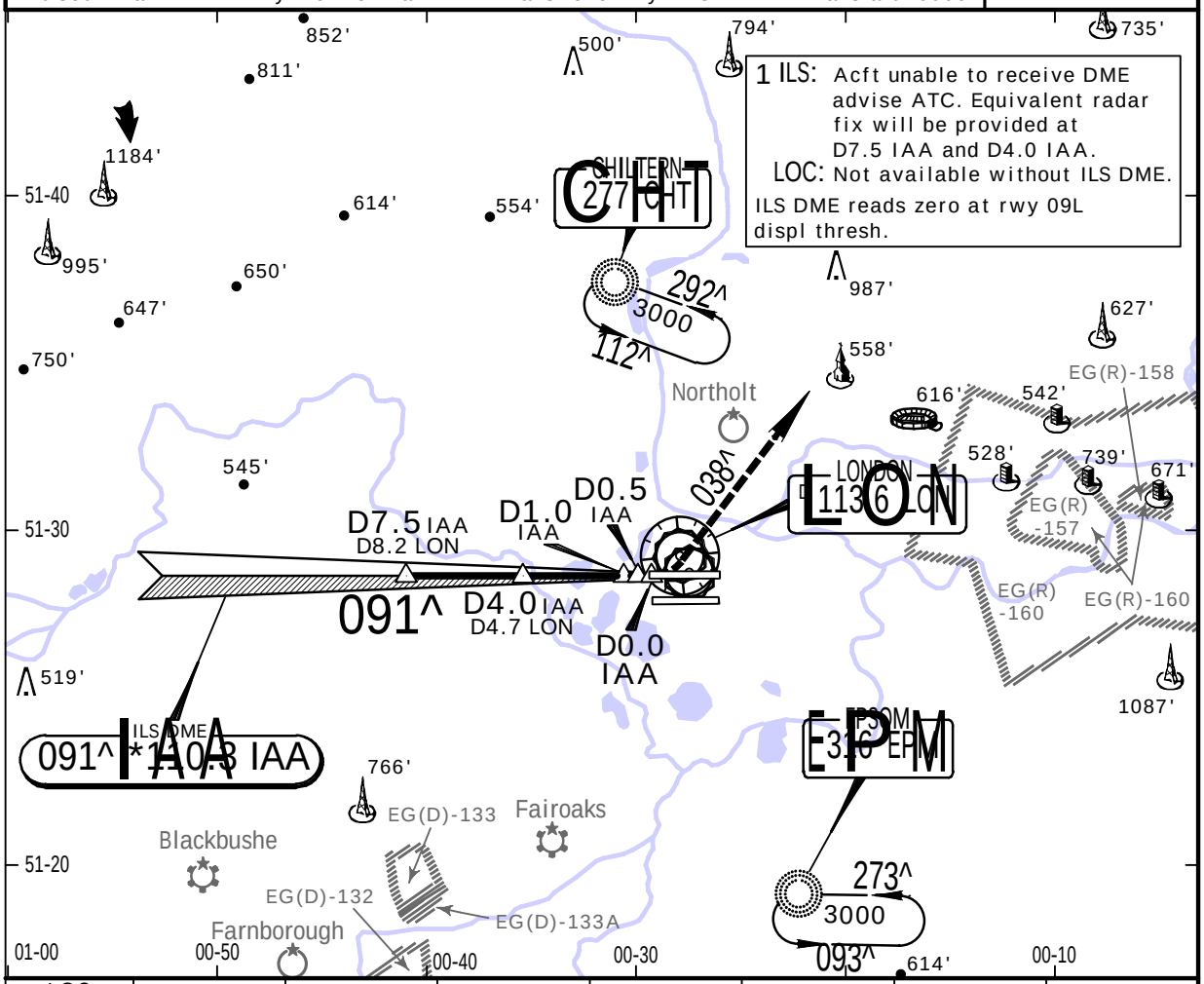
LOC IAA	Final Apch Crs	GS D4.0 IAA	ILS DA(H)	Apt Elev 83'
*110.3	091^	1400' (1321')	279' (200')	RWY 79'

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580' or D0.0 IAA, whichever is later, climbing turn LEFT on track 038^ to 3000', then as directed. In event of radio failure see 11-5.

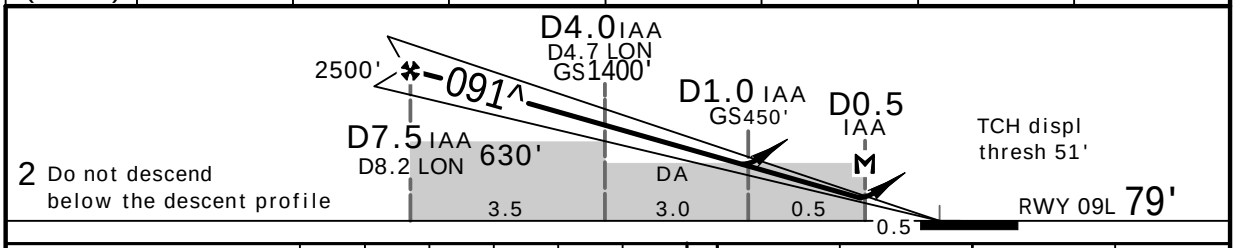
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

MSA LON VOR: 180^ 2200'; 090^ 2100'

1 ILS: Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IAA and D4.0 IAA.
LOC: Not available without ILS DME.
ILS DME reads zero at rwy 09L displ thresh.



LOC 2 (GS out)	IAA DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360'	2040'	1720'	1400'	1080'	770'



2 Do not descend below the descent profile

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D0.5 IAA						

HIALS-II PAPI

1580' whichever later | D0.0 IAA | 038^ LT

.Standard.

STRAIGHT-IN LANDING RWY 09L

ILS DA(H) 279' (200')	FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 470' (391')	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750' (667')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

NS OPS 4

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EGLL/LHR HEATHROW — LONDON, UK

JEPPESEN 2 SEP 11 (11-1A) [1]CAT II/III ILS DME Rwy 09L

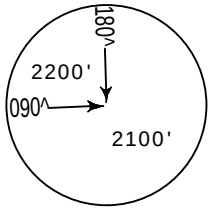
BRIEFING STRIP ™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

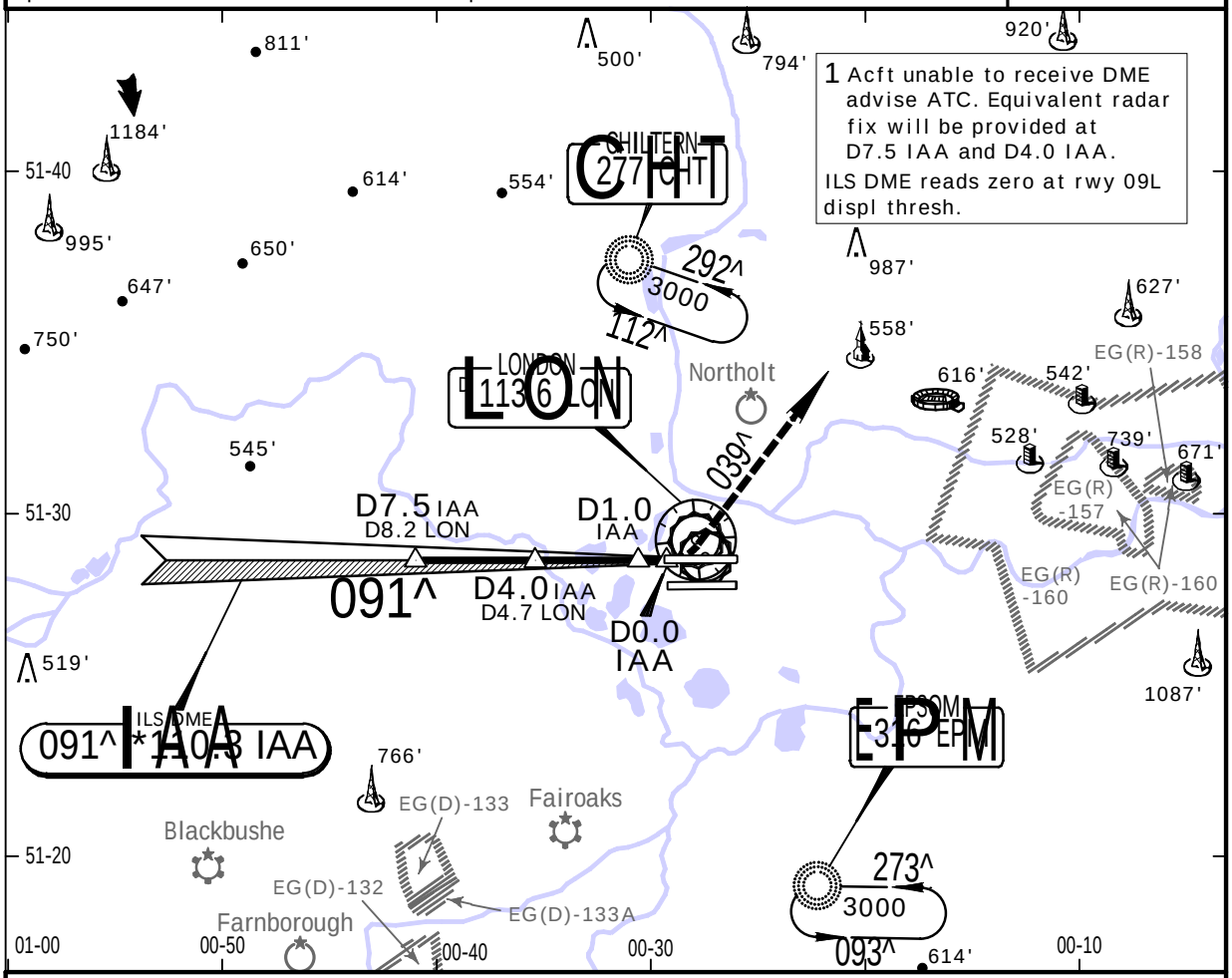
LOC IAA	Final Apch Crs	GS D4.0 IAA	CAT II & IIIA ILS	Apt Elev 83'
*110.3	091^	1400' (1321')	Refer to Minimums	RWY 79'

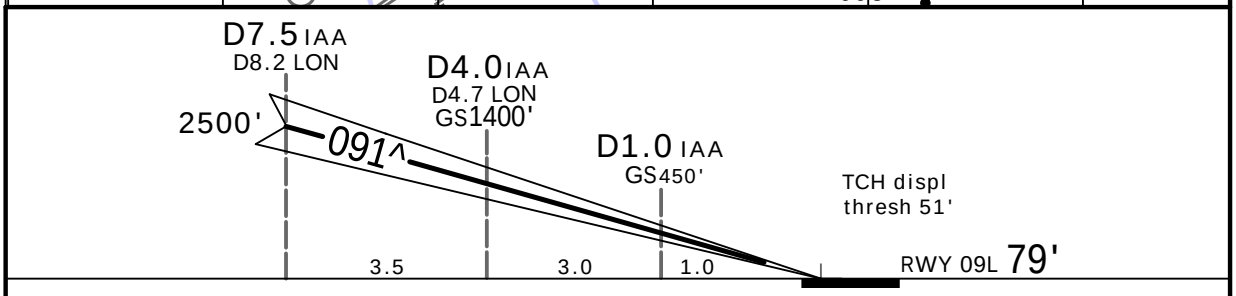
MISSED APCH: Climb STRAIGHT AHEAD, when passing 1580' or D0.0 IAA, whichever is later, climbing turn LEFT on track 038^ to 3000', then as directed. In event of radio failure see 11-5.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
Special Aircrew & Acft Certification Required.



MSA LON VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	377	485	539	647	755	862

HIALS-II PAPI

1580' whichever later — D0.0 IAA — 038^ LT

.Standard. STRAIGHT-IN LANDING RWY 09L

CAT IIIA ILS	CAT II ILS ABCD
DH 50'	RA 100' DA(H) 179' (100')
RVR 200m	RVR 300m 1

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EGLL/LHR HEATHROW

JEPPESEN

2 SEP 11 (11-2)

LONDON, UK
1 ILS DME Rwy 09R

BRIEFING STRIP ™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

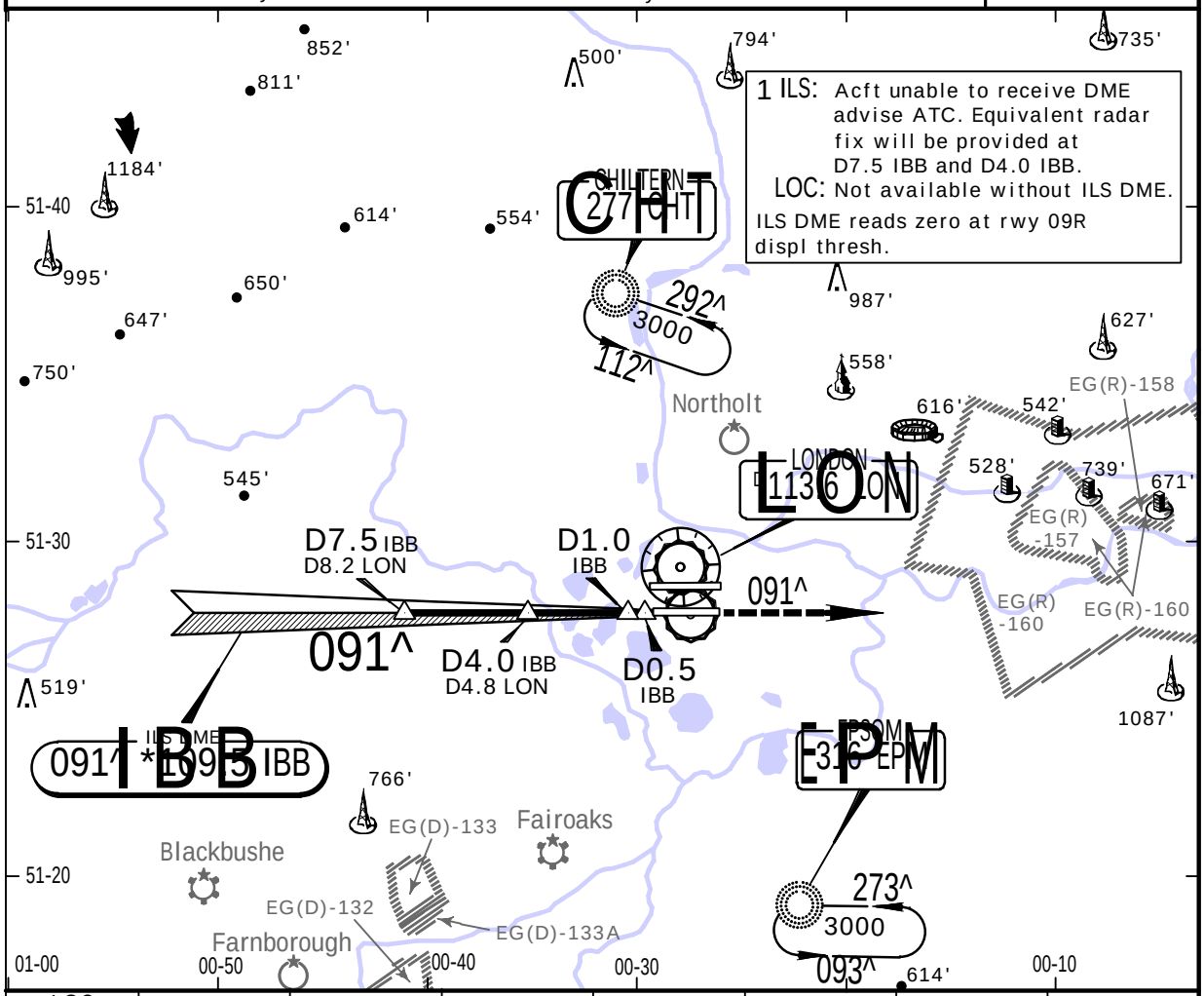
LOC IBB	Final Apch Crs	GS D4.0 IBB	ILS DA(H)	Apt Elev 83'
*109.5	091^	1400' (1325')	275' (200')	RWY 75'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
In event of radio failure see 11-5.

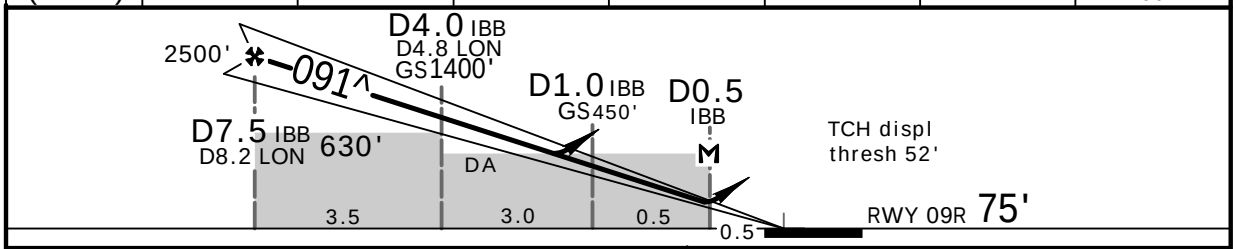
Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

MSA LON VOR: 2200' 090^ 180^ 2100'

1 ILS: Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IBB and D4.0 IBB.
LOC: Not available without ILS DME.
ILS DME reads zero at rwy 09R displ thresh.



LOC (GS out)	IBB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2360'	2040'	1720'	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D0.5 IBB						

HIALS-II PAPI 3000' on 091^

.Standard. STRAIGHT-IN LANDING RWY 09R

	ILS DA(H) 275' (200') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 480' (405')	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750' (667')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

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EGLL/LHR HEATHROW

JEPPESEN

2 SEP 11 (11-2A) [1] CAT II/III ILS DME Rwy 09R

LONDON, UK

BRIEFING STRIP ™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

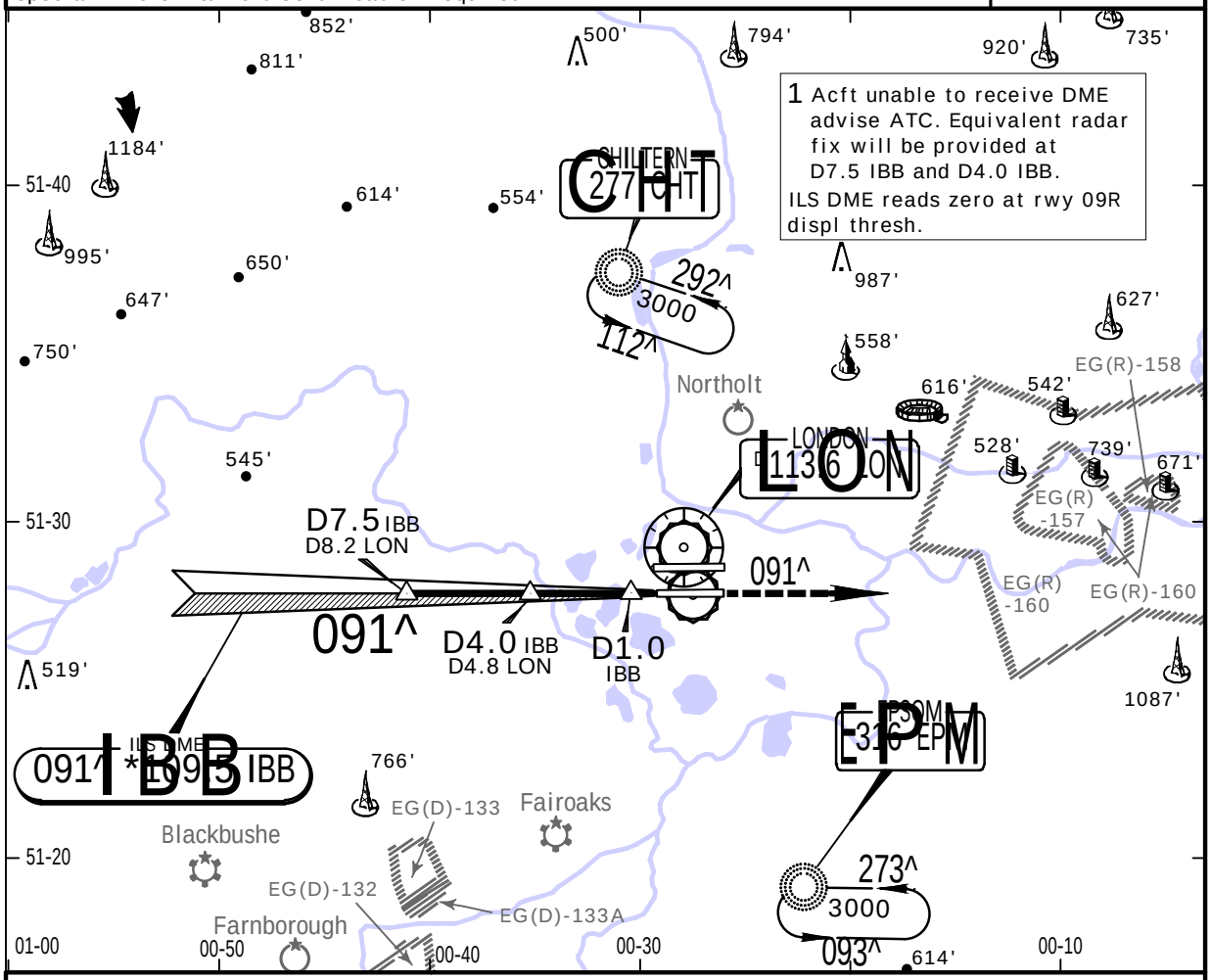
LOC IBB	Final Apch Crs	GS D4.0 IBB	CAT II & IIIA ILS	Apt Elev 83'
*109.5	091^	1400' (1325')	Refer to Minimums	RWY 75'

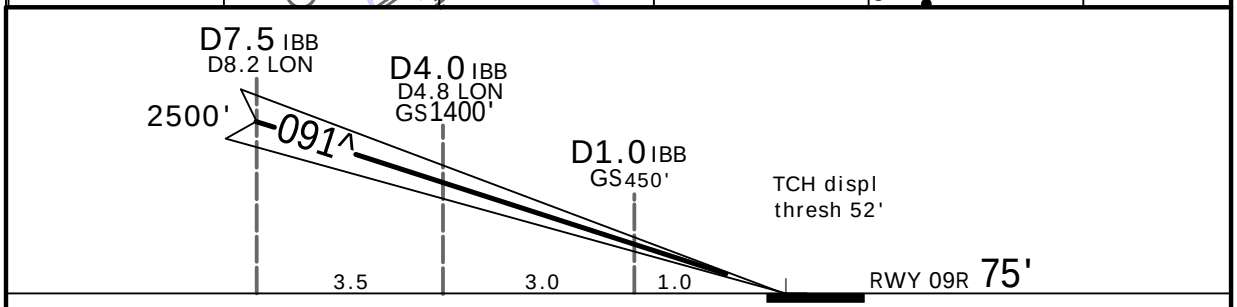
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
In event of radio failure see 11-5.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
Special Aircrew & Acft Certification Required.

MSA LON VOR
180^ 2200'
090^ 2100'

1 Acft unable to receive DME advise ATC. Equivalent radar fix will be provided at D7.5 IBB and D4.0 IBB.
ILS DME reads zero at rwy 09R displ thresh.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	377	485	539	647	755	862

HIALS-II
PAPI

3000' on 091^

.Standard.

STRAIGHT-IN LANDING RWY 09R

CAT IIIA ILS	CAT II ILS ABCD
DH 50'	RA 100' DA(H) 175' (100')
RVR 200m	RVR 300m 1

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EGLL/LHR HEATHROW

JEPPESEN

2 SEP 11 (11-3)

LONDON, UK
1 ILS DME Rwy 27L

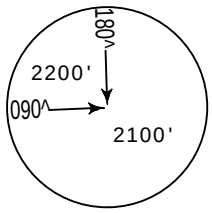
BRIEFING STRIP ™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

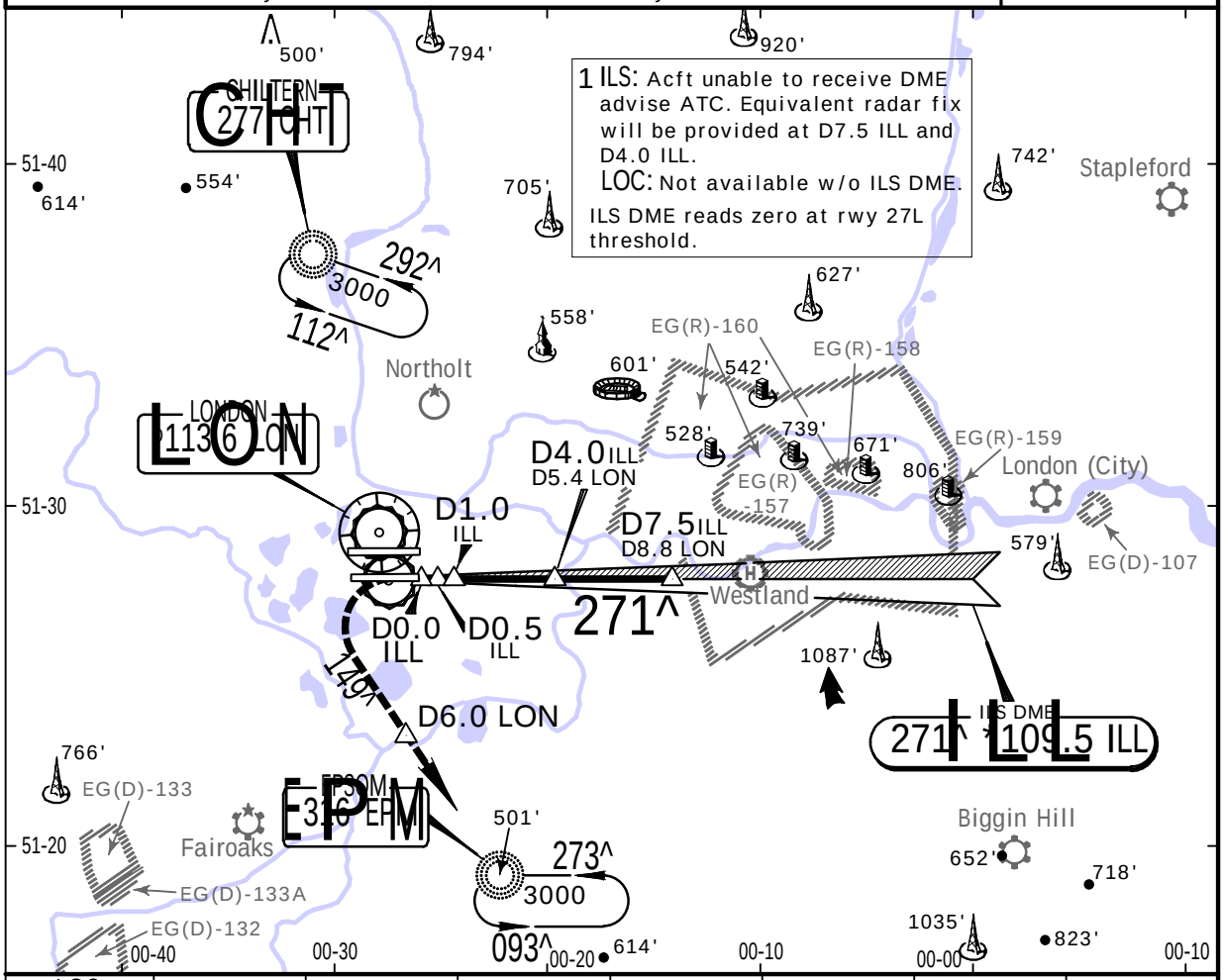
LOC ILL	Final Apch Crs	GS D4.0 ILL	ILS DA(H)	Apt Elev 83'
*109.5	271^	1400' (1323')	277' (200')	RWY 77'

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080' or D0.0 ILL, whichever is later, climbing turn LEFT on track 149^ to 2000'. When passing D6.0 LON climb without delay to 3000', then as directed.
In event of radio failure see 11-6.

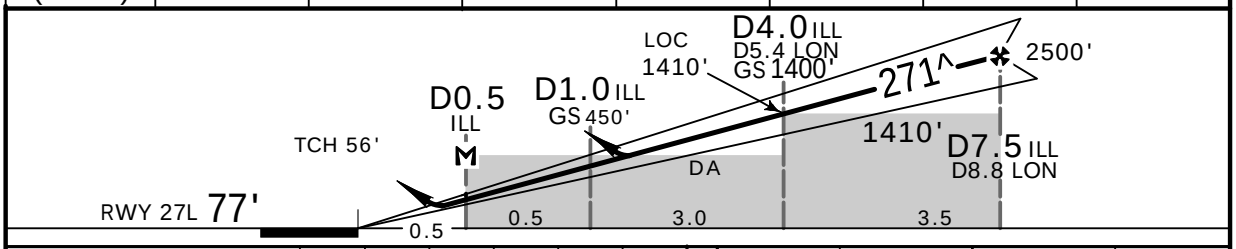
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 6000'



MSA LON VOR



LOC (GS out)	ILL DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	770'	1090'	1410'	1730'	2040'	2360'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D0.5 ILL						

HIALS-II
PAPI

1080' whichever later — D0.0 ILL

149^ LT

.Standard. STRAIGHT-IN LANDING RWY 27L

	ILS DA(H) 277' (200') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 460' (383')	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750' (667')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

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EGLL/LHR HEATHROW

JEPPESEN

2 SEP 11 (11-3A) [1] CAT II/III ILS DME Rwy 27L

LONDON, UK

BRIEFING STRIP ™

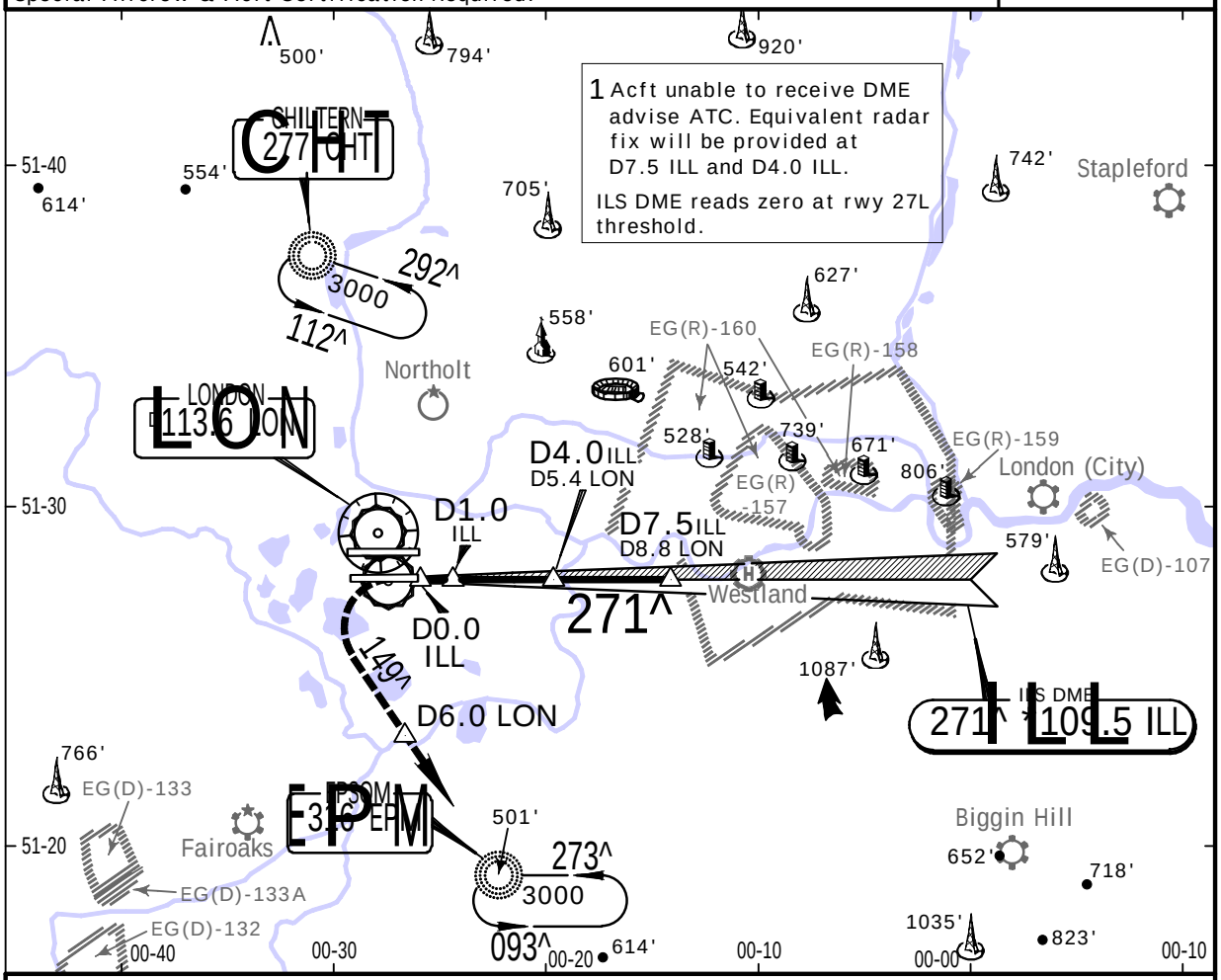
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

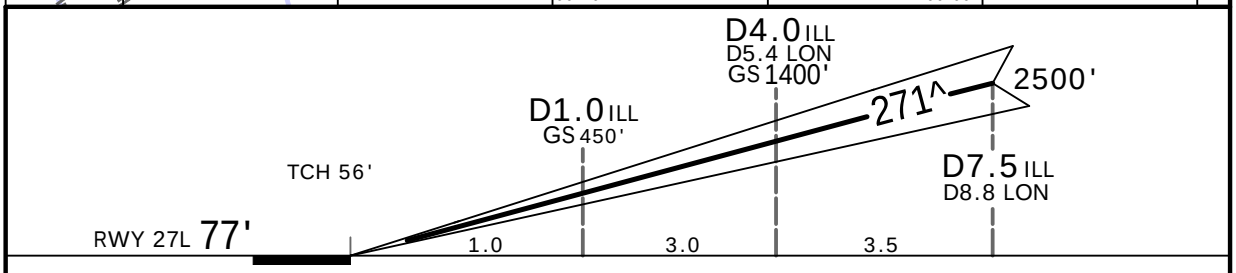
LOC ILL	Final Apch Crs	GS D4.0 ILL	CAT II & IIIA ILS Refer to Minimums	Apt Elev 83'
*109.5	271^	1400' (1323')		RWY 77'

MISSED APCH: Climb STRAIGHT AHEAD, when passing 1080' or D0.0 ILL, whichever is later, climbing turn LEFT on track 149^ to 2000'. When passing D6.0 LON climb without delay to 3000', then as directed.
In event of radio failure see 11-6.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
Special Aircrew & Acft Certification Required.

180^ 2200' 090^ 2100'
MSA LON VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	485	539	647	755	862

HIALS-II PAPI

1080' whichever later D0.0 ILL

149^ LT

.Standard. STRAIGHT-IN LANDING RWY 27L

CAT IIIA ILS	CAT II ILS ABCD
DH 50'	RA 102' DA(H) 177' (100')
RVR 200m	RVR 300m 1

NS OPS 4

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EGLL/LHR HEATHROW

JEPPESEN

2 SEP 11 (11-4)

LONDON, UK
1 ILS DME Rwy 27R

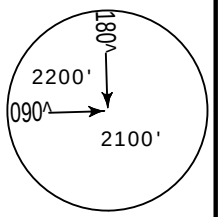
BRIEFING STRIP ™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

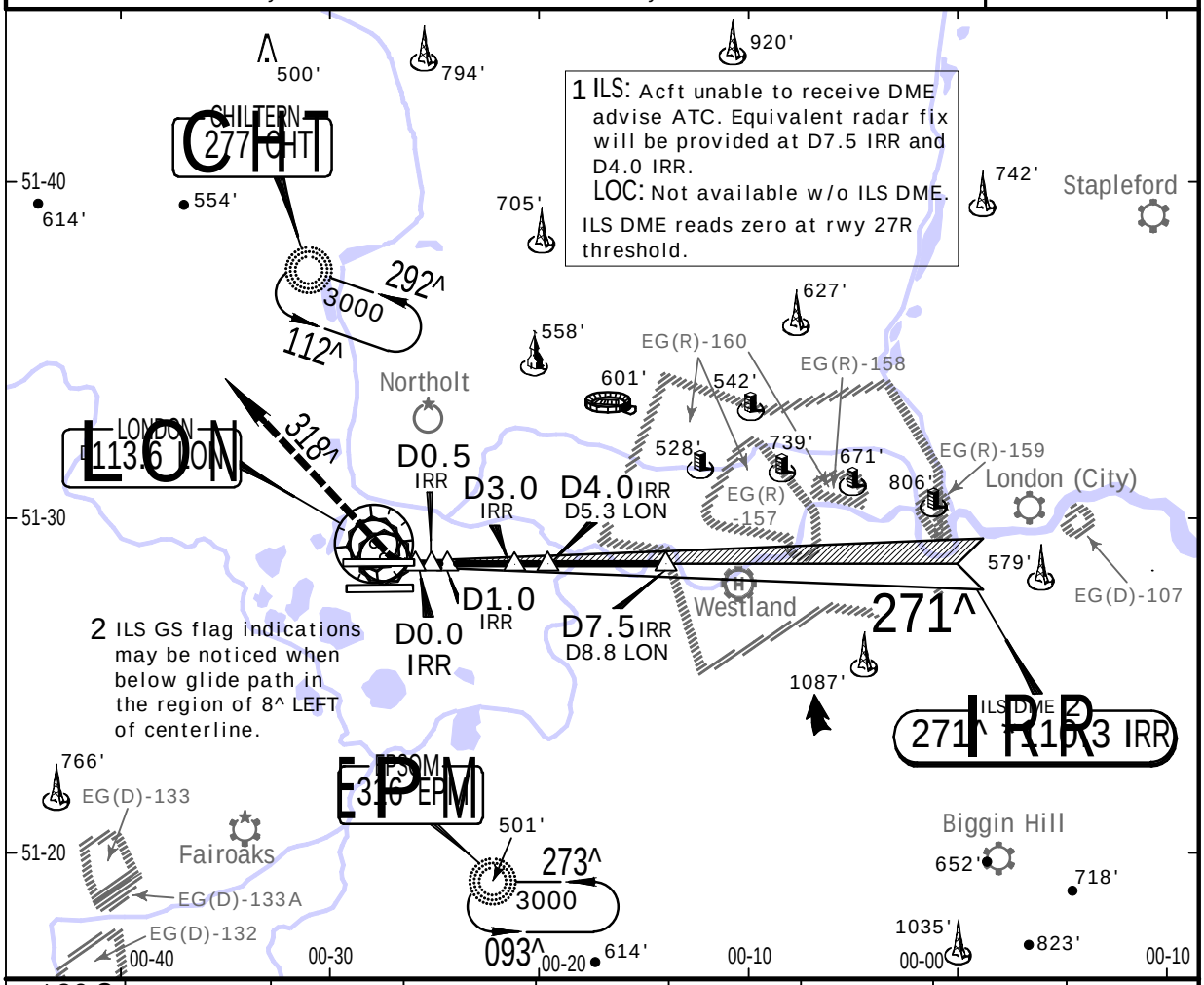
LOC IRR	Final Apch Crs	GS D4.0 IRR	ILS DA(H)	Apt Elev 83'
*110.3	271^	1410' (1332')	278' (200')	RWY 78'

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580' or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318^ to 3000', then as directed. In event of radio failure see 11-6.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

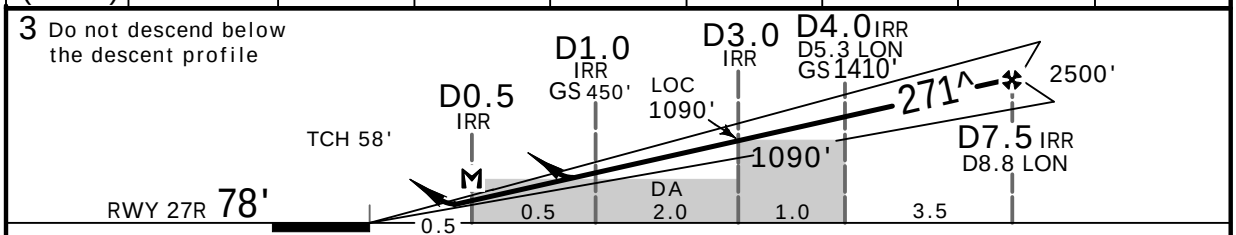


MSA LON VOR



LOC 3 (GS out)	IRR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	450'	770'	1090'	1410'	1730'	2050'	2370'

3 Do not descend below the descent profile



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	377	485	539	647	755	862
MAP at D0.5 IRR						

HIALS-II
PAPI

1580' whichever later — D0.0 IRR

318^ RT

.Standard. STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 278' (200') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 430' (352')	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750' (667')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

NS OPS 4

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EGLL/LHR HEATHROW

JEPPESEN

2 SEP 11 (11-4A) [1]CAT II/III ILS DME Rwy 27R

LONDON, UK

BRIEFING STRIP ™

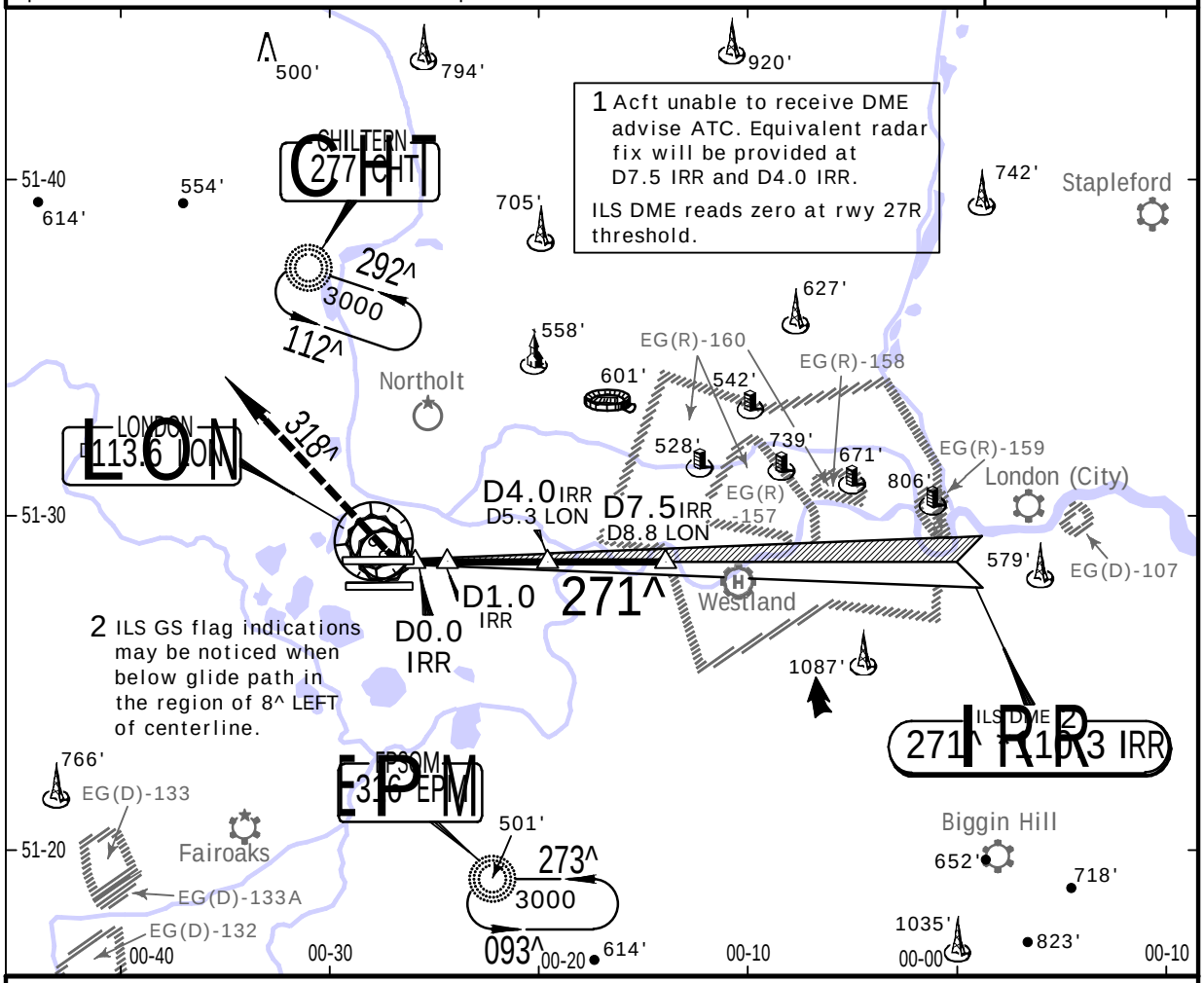
*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

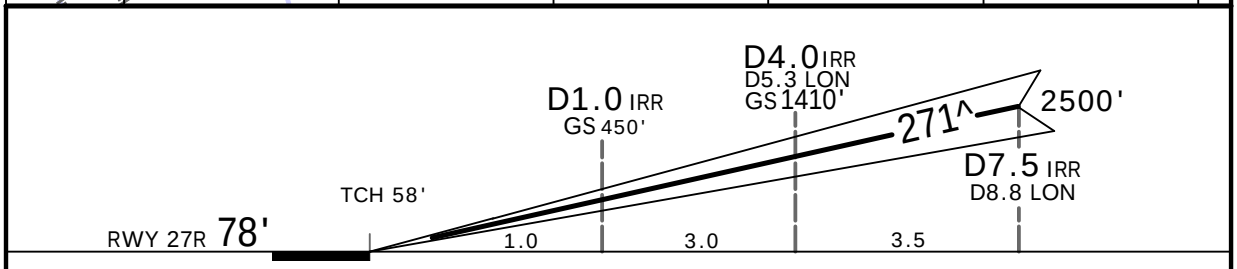
LOC IRR	Final Apch Crs	GS D4.0 IRR	CAT II & IIIA ILS Refer to Minimums	Apt Elev 83'
*110.3	271^	1410' (1332')		RWY 78'

MISSED APCH: Climb STRAIGHT AHEAD when passing 1580' or D0.0 IRR, whichever is later, climbing turn RIGHT on track 318^ to 3000', then as directed. In event of radio failure see 11-6.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'
Special Aircrew & Acft Certification Required.

MSA LON VOR
180^
2200'
090^
2100'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	485	539	647	755	862

HIALS-II
PAPI

1580' whichever later — D0.0 IRR

318^ RT

.Standard.

STRAIGHT-IN LANDING RWY 27R

CAT IIIA ILS	CAT II ILS ABCD
DH 50'	RA 102' DA(H) 178' (100')
RVR 200m	RVR 300m 1

NS OPS 4

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EGLL/LHR
Apt Elev 83'

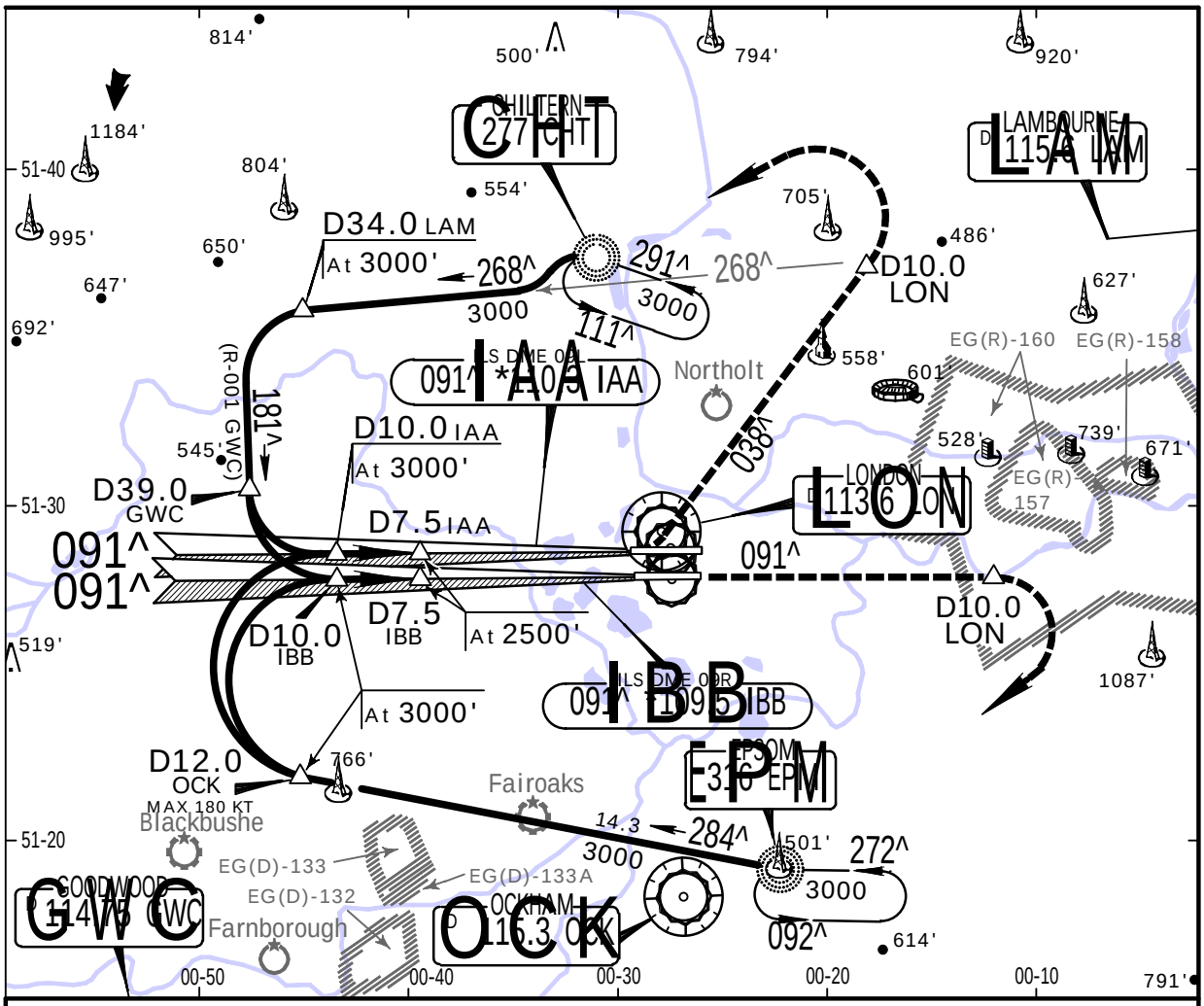
JEPPESEN

18 APR 14 (11-5)

LONDON, UK
HEATHROW

PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH

RWY 09L/R



Holdings, initial and intermediate approach valid up to 220 KT.

VIA EPSOM NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON turn RIGHT to EPM NDB at 3000', thence:

Rwy 09L: After holding leave EPM NDB on track 284^ maintaining 3000'. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IAA. After D10.0 IAA descend to 2500'. Continue approach as charted for rwy 09L.

Rwy 09R: After holding leave EPM NDB on track 284^ maintaining 3000'. At D12.0 OCK (MAX 180 KT) turn RIGHT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500'. Continue approach as charted for rwy 09R.

VIA CHILTERN NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON proceed to CHT NDB at 3000', thence:

Rwy 09L: After holding leave CHT NDB on R-268 LAM maintaining 3000'. At D34.0 LAM turn LEFT to 181^ (R-001 GWC). At D39.0 GWC turn LEFT to intercept ILS localizer course to be established at D10.0 IAA. After D10.0 IAA descend to 2500'. Continue approach as charted for rwy 09L.

Rwy 09R: After holding leave CHT NDB on R-268 LAM maintaining 3000'. At D34.0 LAM turn LEFT to 181^ (R-001 GWC). At D39.0 GWC turn LEFT to intercept ILS localizer course to be established at D10.0 IBB. After D10.0 IBB descend to 2500'. Continue approach as charted for rwy 09R.

NS OPS

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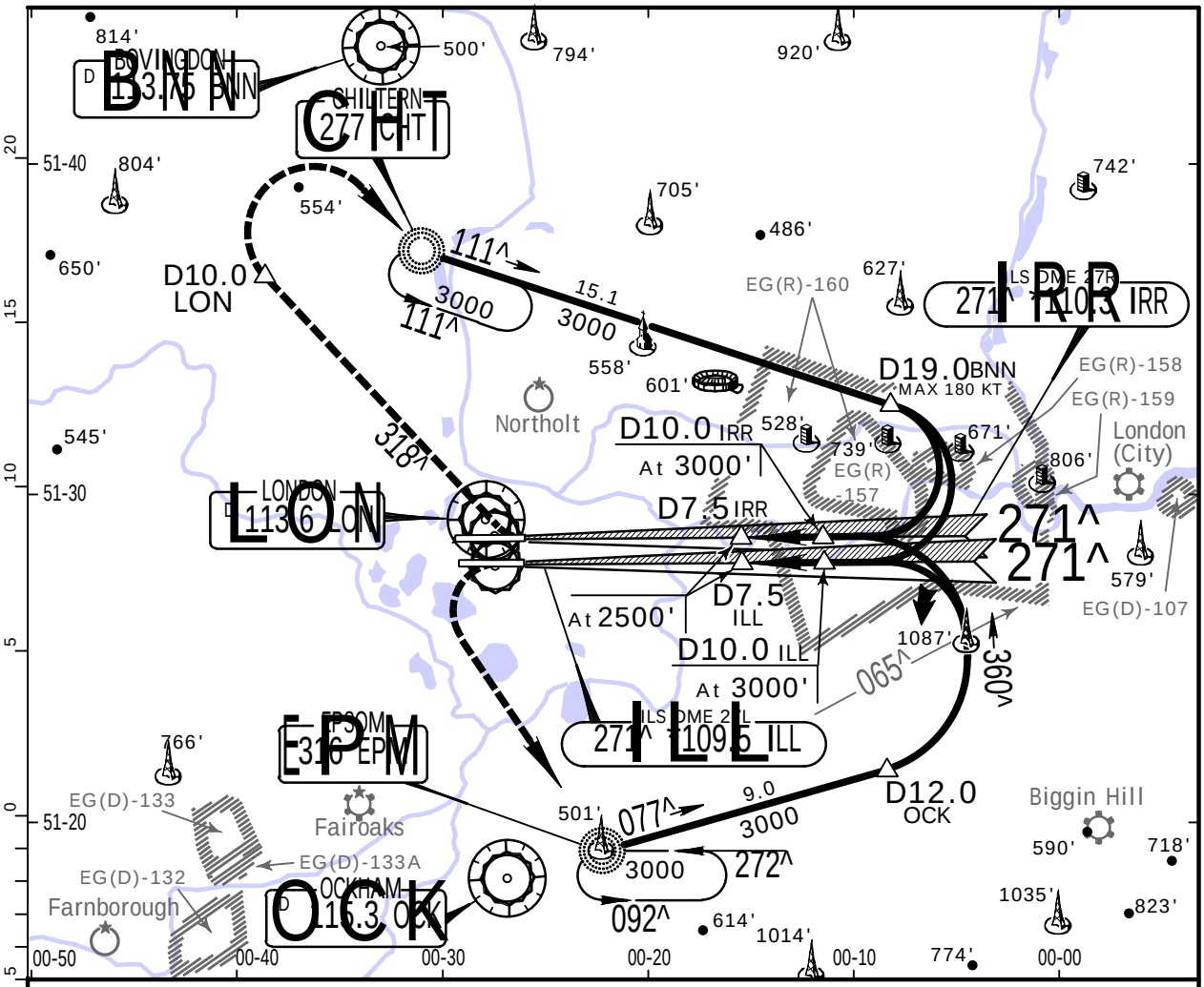
EGLL/LHR
Apt Elev 83'

JEPPESEN
18 APR 14 (11-6)

LONDON, UK
HEATHROW

PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH

RWY 27L/R



Holdings, initial and intermediate approach valid up to 220 KT.

VIA EPSOM NDB

MISSED APCH: In event of radio failure, on reaching 3000' proceed to EPM NDB at 3000', thence:

Rwy 27L: After holding leave EPM NDB on R-077 OCK maintaining 3000'. At D12.0 OCK turn LEFT onto track 360^. At R-065 OCK turn LEFT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500'. Continue approach as charted for rwy 27L.

Rwy 27R: After holding leave EPM NDB on R-077 OCK maintaining 3000'. At D12.0 OCK turn LEFT onto track 360^. At R-065 OCK turn LEFT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500'. Continue approach as charted for rwy 27R.

VIA CHILTERN NDB

MISSED APCH: In event of radio failure, on passing D10.0 LON turn RIGHT to CHT NDB at 3000', thence:

Rwy 27L: After holding leave CHT NDB on track 111^ maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 ILL. After D10.0 ILL descend to 2500'. Continue approach as charted for rwy 27L.

Rwy 27R: After holding leave CHT NDB on track 111^ maintaining 3000'. At D19.0 BNN (MAX 180 KT) turn RIGHT to intercept ILS localizer to be established at D10.0 IRR. After D10.0 IRR descend to 2500'. Continue approach as charted for rwy 27R.

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EGLL/LHR HEATHROW

JEPPESEN

13 JUL 12
.Eff.26.Jul. (12-1)

LONDON, UK RNAV (GNSS) Rwy 09L

BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

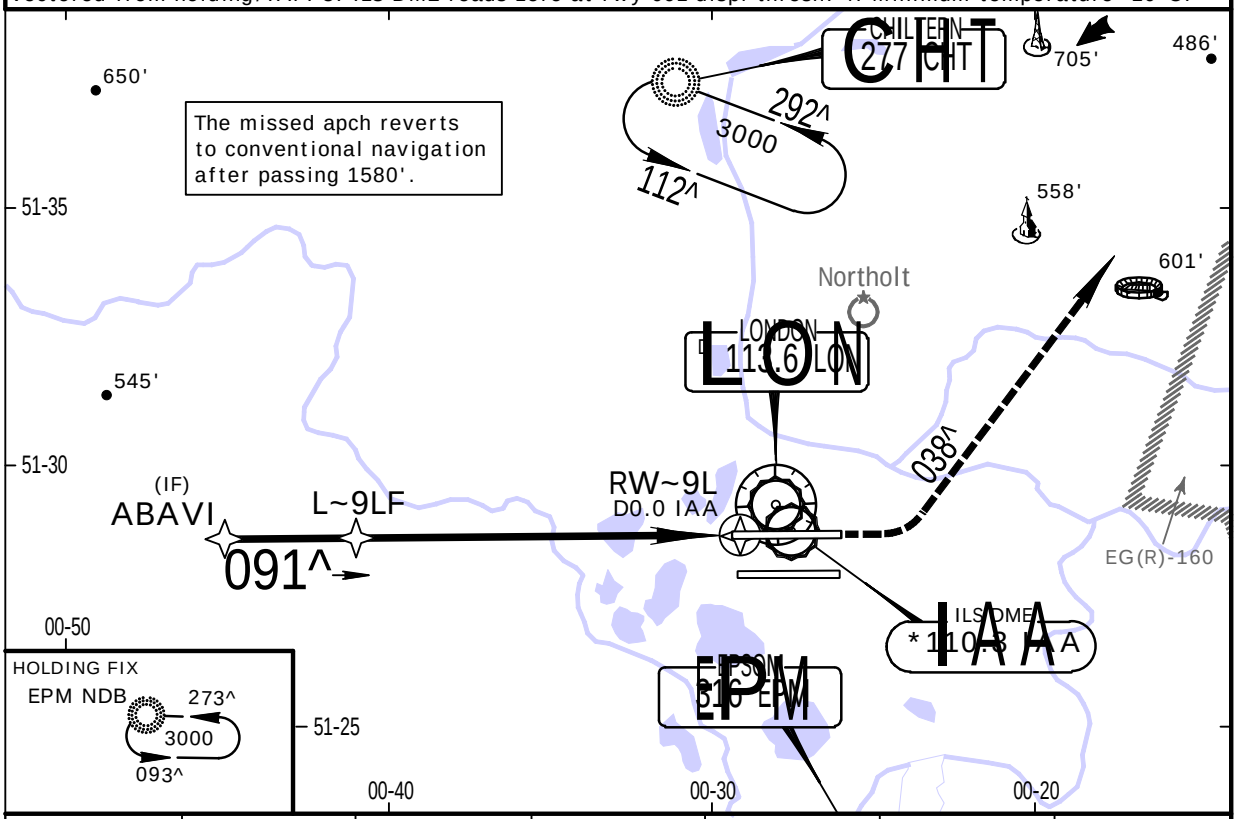
RNAV	Final Apch Crs	Minimum Alt L~9LF	LNAV/VNAV DA(H)	Apt Elev / RWY
	091^	2500' (2421')	570' (491')	83' / 79'

MISSED APCH: Climb to 3000'. STRAIGHT AHEAD until passing 1580' or D0.0 IAA inbound, whichever is later, then turn LEFT onto 038^ and as directed. In event of radio failure see 11-5.

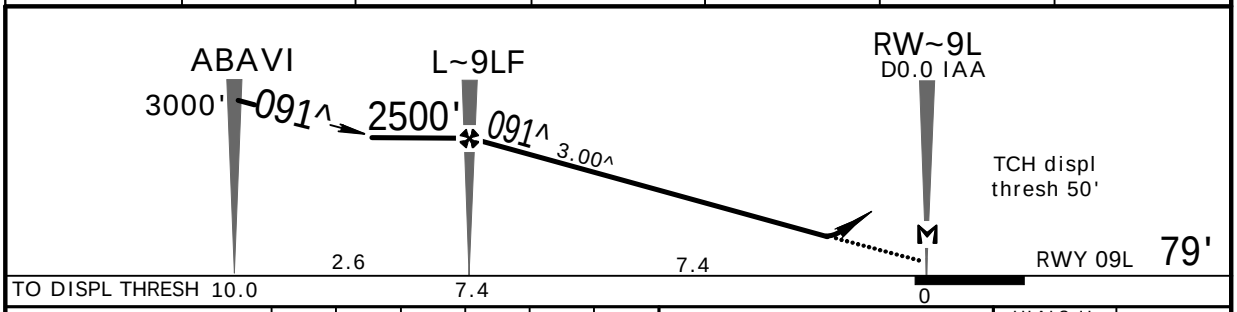
2300'
MSA ARP

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09L displ thresh. 4. Minimum temperature -10^C.



DIST to RW~9L	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2360'	2040'	1730'	1410'	1090'	770'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW~9L/D0.0 IAA						

HIALS-II
PAPI
3000'

.Standard.

STRAIGHT-IN LANDING RWY 09L

	LNAV/VNAV DA(H) 570' (491')		LNAV CDFA DA/MDA(H) 630' (551')	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1500m	CMV 2300m	RVR 1800m	CMV 2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750' (667')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

NS OPS

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EGLL/LHR HEATHROW

JEPPESEN

13 JUL 12
.Eff.26.Jul. (12-2)

LONDON, UK RNAV (GNSS) Rwy 09R

BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

RNAV	Final Apch Crs	Minimum Alt L~9RF	LNAV/VNAV DA(H)	Apt Elev / RWY
	091^	2500' (2425')	500' (425')	83' / 75'

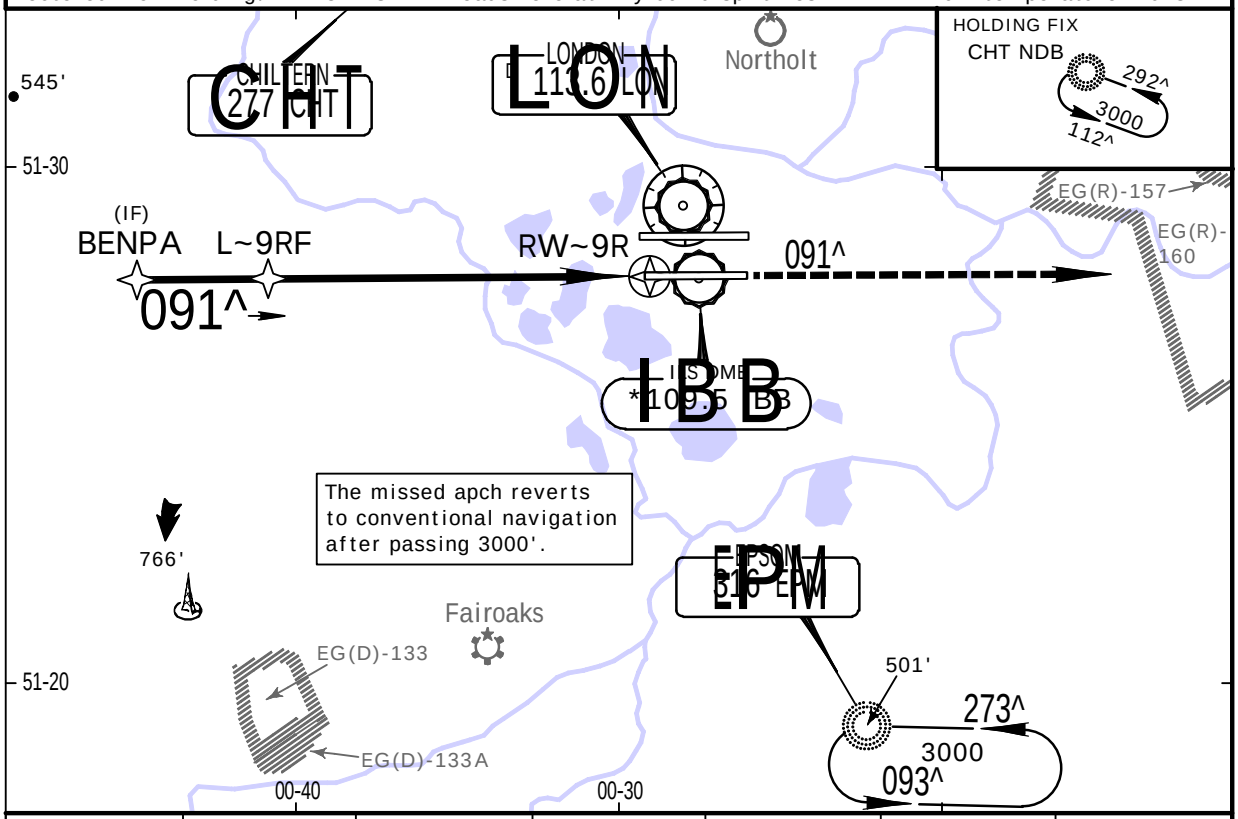
MISSED APCH: Climb STRAIGHT AHEAD to 3000' and as directed.

In event of radio failure see 11-5.

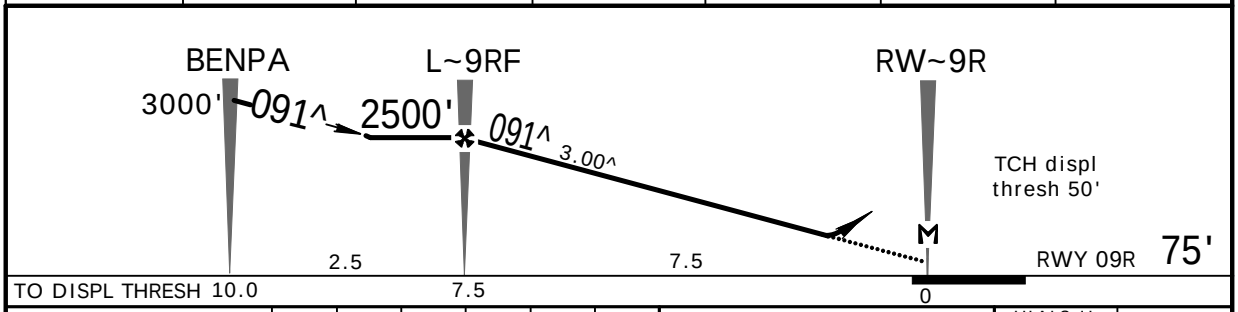
2300'
MSA ARP

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF. 3. ILS DME reads zero at rwy 09R displ thresh. 4. Minimum temperature -10^C.



DIST to RW~9R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2360'	2040'	1720'	1400'	1090'	770'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW~9R						

HIALS-II
PAPI
3000'

.Standard.

STRAIGHT-IN LANDING RWY 09R

	LNAV/VNAV DA(H) 500' (425')		LNAV CDFA DA/MDA(H) 630' (555')	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 1800m	CMV 2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750' (667')	1500m
135	750' (667')	1600m
180	850' (767')	2400m
205	850' (767')	3600m

NS OPS

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EGLL/LHR HEATHROW

JEPPESEN

13 JUL 12
.Eff.26.Jul. (12-3)

LONDON, UK RNAV (GNSS) Rwy 27L

BRIEFING STRIP™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

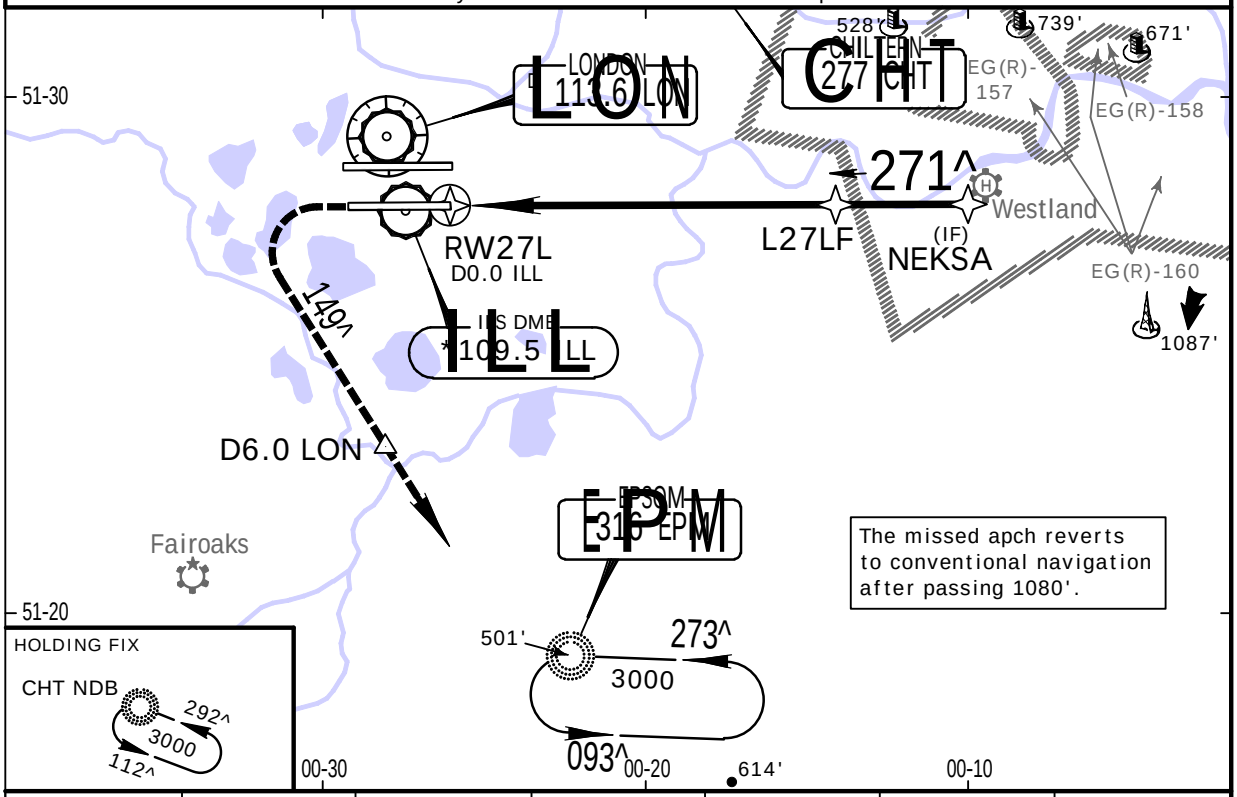
RNAV	Final Apch Crs	Minimum Alt L27LF	LNAV/VNAV DA(H)	Apt Elev / RWY
	271^	2500' (2423')	510' (433')	83' / 77'

MISSED APCH: Climb to 2000'. STRAIGHT AHEAD until passing 1080' or D0.0 ILL inbound, whichever is later, then turn LEFT onto 149^. When passing D6.0 LON climb to 3000' without delay and as directed. In event of radio failure see 11-6.

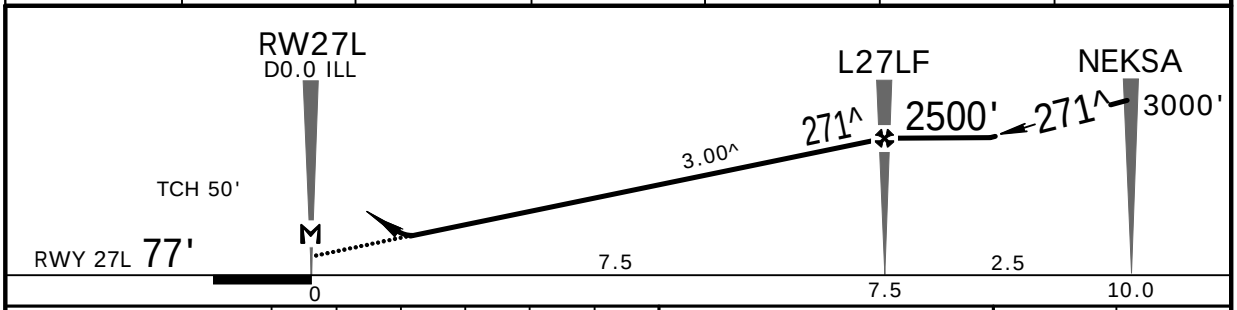
2300'
MSA ARP

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF . 3. Pilots should not expect descent clearance below 4000' until 13 NM from touchdown. 4. ILS DME reads zero at rwy 27L threshold. 5. Minimum temperature -10^C.



DIST to RW27L	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	770'	1090'	1410'	1720'	2040'	2360'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW27L/D0.0 ILL						

HIALS-II
PAPI
2000'

.Standard.

STRAIGHT-IN LANDING RWY 27L

	LNAV/VNAV DA(H) 510'(433')		LNAV CDFA DA/MDA(H) 560'(483')	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 2000m	RVR 1500m	CMV 2300m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750'(667')	1500m
135	750'(667')	1600m
180	850'(767')	2400m
205	850'(767')	3600m

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EGLL/LHR HEATHROW

JEPPESEN

13 JUL 12
.Eff.26.Jul. (12-4)

LONDON, UK RNAV (GNSS) Rwy 27R

BRIEFING STRIP ™

*D-ATIS	HEATHROW Director (APP)	HEATHROW Tower	*Ground
113.75 115.1 128.07	119.72	118.5 118.7	121.9 121.7 121.85

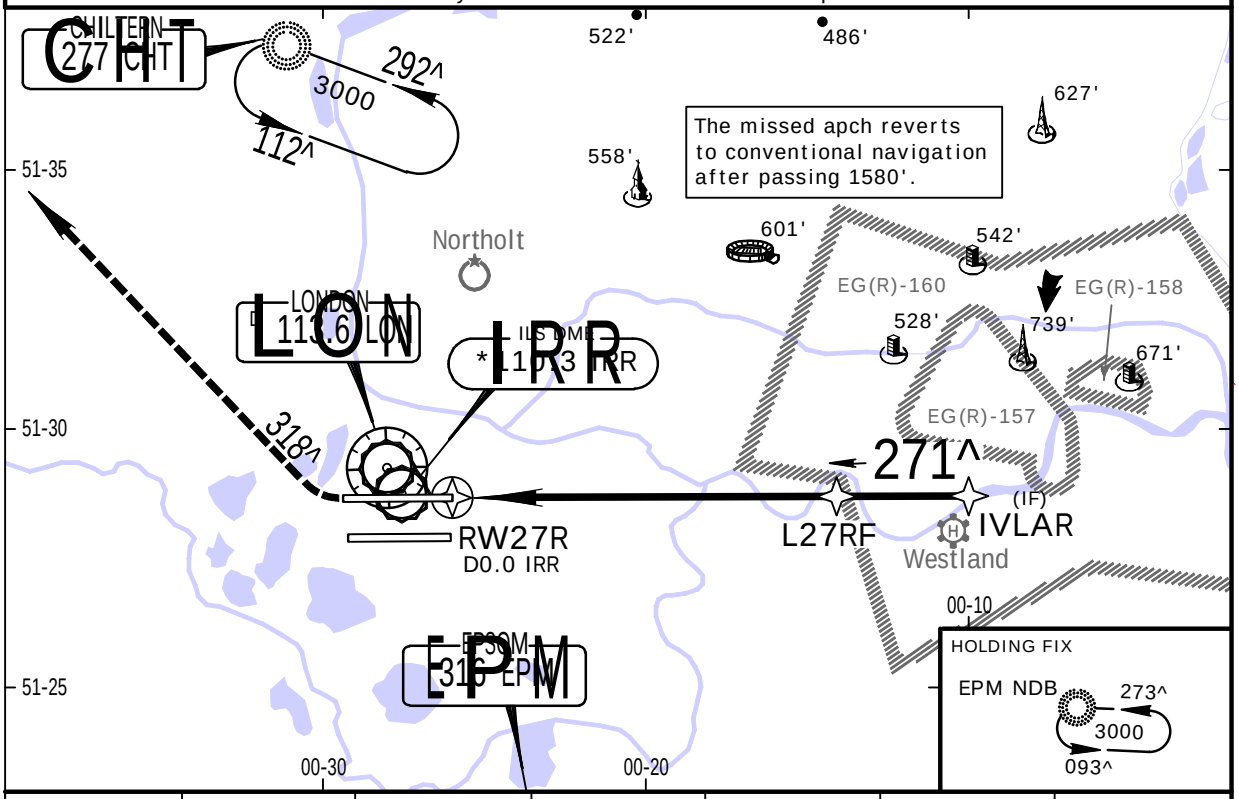
RNAV	Final Apch Crs	Minimum Alt L27RF	LNAV/VNAV DA(H)	Apt Elev / RWY
	271^	2500' (2422')	510' (432')	83' / 78'

MISSED APCH: Climb to 3000'. STRAIGHT AHEAD until passing 1580' or D0.0 IRR inbound, whichever is later, then turn RIGHT onto 318^ and as directed.
In event of radio failure see 11-6.

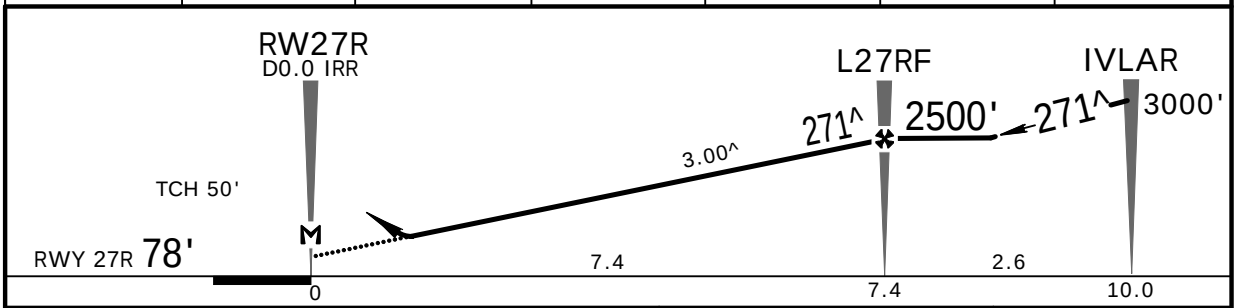
2300'
MSA ARP

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 6000'

1. Pilots should request RNAV approach on first contact with Director. 2. Acft will normally be radar vectored from holding/IAF . 3. Pilots should not expect descent clearance below 4000' until 13 NM from touchdown. 4. ILS DME reads zero at rwy 27R threshold. 5. Minimum temperature -10^C.



DIST to RW27R	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	770'	1090'	1410'	1730'	2040'	2360'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW27R/D0.0 IRR						

HIALS-II
PAPI
3000'

.Standard.

STRAIGHT-IN LANDING RWY 27R

	LNAV/VNAV DA(H) 510'(432')	ALS out	LNAV CDFA DA/MDA(H) 530'(452')	ALS out
A	RVR 1300m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C		RVR 2000m		CMV 2100m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	750'(667')	1500m
135	750'(667')	1600m
180	850'(767')	2400m
205	850'(767')	3600m

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CHANGES: New procedure.

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1. GENERAL

1.1. ATIS

*D-ATIS 115.15 123.77

1.2. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

1.2.1. RUNWAY USAGE

Use of RWYs 05L/23R is restricted to MAX 56 hours per week (7 days period, MON-SUN, 0600-2200LT). APT company has to promulgate a weekly schedule of operating hours in advance to permitting ministry and DFS (ATC). Outside these published hours northern RWYs 05L/23R are to be used as alternative RWYs only.

1.2.2. NIGHT FLYING RESTRICTIONS

Turbine-powered ACFT not licensed according to ICAO Annex 16

Take-offs and landings are not permitted between 1900LT (1850LT off blocks)-0800LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 2

Take-offs and landings are not permitted between 1900LT (1850LT off blocks)-0800LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 not included in the Bonus List of the Federal Ministry of Transport, Building and Housing

Scheduled take-offs and landings are not permitted between 2200LT (2150LT off blocks)-0600LT.

Turbine-powered ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 3 included in the Bonus List of the Ministry of Transport, Building and Housing

- Scheduled take-offs are not permitted between 2200LT (2150LT off blocks)-0600LT.
- For delayed take-offs in scheduled air services or scheduled charter services the Aviation Supervision Office may grant exceptional permission in individual cases until 2300LT (2250LT off blocks), if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.
- Scheduled landings are not permitted between 2300-0600LT.
- Delayed landings in scheduled air services or scheduled charter services are not permitted between 2330-0600LT.
- Delayed landings of ACFT engaged in scheduled air services or scheduled charter services and owned by air carriers who have their local maintenance facilities recognized by the approving authority at Dusseldorf APT are not permitted between 2400-0500LT. If a recognized local main maintenance facility becomes vacant, the approving authority may recognize Dusseldorf APT as the local main maintenance facility at the request of another air carrier.

Propeller-driven ACFT

- Take-offs and landings are not permitted between 2200LT (2150LT off blocks) - 0600LT.
- Excepted are take-offs and landings of propeller-driven ACFT with one of the following noise licenses: ICAO Annex 16, Volume I, Chapter 3, 4, 5, 6 or 10.

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1. GENERAL

The following applies to propeller-driven ACFT exceeding 9t MTOM:

- Scheduled take-offs are not permitted between 2200LT (2150LT off blocks)-0600LT.
- For delayed take-offs in scheduled air services or scheduled charter services, the Aviation Supervision Office may grant exceptional permission in individual cases until 2300LT (2250LT off blocks) if required to maintain the safety of flight operations or to avoid considerable disturbance to the operation of an air carrier.
- Scheduled landings are not permitted between 2300LT-0600LT.
- Delayed landings in scheduled air services or scheduled charter services are not permitted between 2330LT-0600LT.

Excluded from the restrictions above are:

- Landings of ACFT provably approaching Dusseldorf APT as alternate aerodrome for meteorological, technical or other safety reasons.
- Take-offs and landings on a mission in disasters or rendering medical assistance as well as in other emergency cases; take-offs, however, only subject to individual permission by the Aviation Supervision Office.
- Flight checks conducted by the DFS (Deutsche Flugsicherung GmbH)

Deviating from the above-mentioned regulations the "Bezirksregierung" Dusseldorf (Aviation Supervision Office at Dusseldorf APT) may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance of air traffic or in cases of special public interest. If appropriate, applications shall be submitted to:

Luftaufsichtsstelle
Flughafen Dusseldorf
40474 Dusseldorf
Tel: +49-(0)211-4216364
Fax: +49-(0)211-4216493.

Clearance for take-offs during closing times issued by ATC do not comprise the necessary exceptional permission of the Aviation Supervision Office at Dusseldorf APT.

Exceptional permission for night landings during the closing times will not generally be granted by ATC via radio telephony. Accordingly, a landing clearance issued by ATC for safety reasons will not necessarily include the decision of the Aviation Supervision Office about the admissibility of a night landing.

In case of a delayed or premature landing (before 0500LT) not approved by the Aviation Supervision Office the pilot shall appear in person at the Aviation Supervision Office immediately after landing in order to justify the admissibility of the night landing.

1.2.3. REVERSE THRUST

Reverse thrust other than idle should not be used between 2200-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Run-ups of turbo-powered engines are generally permitted only with the noise suppressor device specified in the airport regulations.

1.2.5. AUXILIARY POWER UNITS (APU)

Between 2200-0600LT landing ACFT must switch off APU immediately after arriving at the parking position.

Departing ACFT may start the APU no earlier than 30 minutes before TOBT. Exceptions require the approval of duty traffic manager (Tel: +49-(0)211-421220).

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1. GENERAL

1.3. TAXI PROCEDURES

1.3.1. GENERAL

Apron West MAX wingspan 102'/31m.

TWY G2 MAX wingspan 94'/28.5m.

TWY L3 only usable if stand V01 not occupied. Follow-me car required.

Use TWY K with ATC permission only.

RWY 05R exit via TWY L2 not possible.

TWY L2 available for all ACFT except B777 and A340-600.

On TWYs L1 and L2, ACFT with wingspan up to 198'/60.3m can overtake each other. Wingtip clearance is reduced to 39'/12m.

On TWY M and on the apron in front of concourse B, there are two holding points named Checkpoints 1 and 2. These mark the boundary between the two sectors of ground control. The holding points are marked and equipped with yellow inset lighting (clearance bars).

If necessary, ACFT are instructed to stop at a clearly specified clearance bar. Without this instruction, clearance bars may be passed without clearance.

Clearance bars will be replaced by red stop bars in weather conditions lower than CAT I minima. A lighted stop bar shall never be crossed.

1.3.2. TAXIING ON APRON

ACFT are permitted to taxi only at the absolute minimum engine speed.

Within apron area between TWY L5 and P1 parallel taxiing for B747-400/B777/A330/A340 not possible.

Within apron area between TWY P3 and P4 parallel taxiing possible for B747, B777, A330 and A340.

Within apron area on taxilanes T, P4, L7, L8, W and Y wingtip clearance reduced to 25'/7.5m for B747-400, B777 and A330/340.

1.4. PARKING INFORMATION

Stands A01 thru A05, A09, A10, A12 thru A13, A15, A16, B01 thru B04, B06, B08 thru B11 and C01 thru C08 equipped with SAFEGATE Docking Guidance System.

On stands C02 and C03 wingtip clearance for B747-400 may be reduced to 16'/5m.

Push-back required from all stands except from V01 and V61 thru V74.

Landing ACFT have to switch off Auxiliary Power Unit (APU) immediately after arriving at the parking position.

Departing ACFT may start the APU earliest 30min before TOBT. Exceptions require the approval of the duty traffic manager.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 05R, 23L and 23R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

Arriving ACFT shall taxi to their assigned parking position in accordance with the instructions given by aerodrome control without further guidance.

If the crew discovers that the technical aid for entering a nose-in parking position is not switched on or not in operation, the ACFT shall be stopped immediately. The malfunction shall be reported to ground control. Taxiing can be continued in accordance with instructions given by ground control.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing areas are established at:

- DA-West (area near parking positions V61 thru V71) for take-off RWY 05L or 05R.
- DA-East (area near parking positions V01 thru V08) for take-off RWY 23L or 23R.

After de-icing has been completed contact DUSSELDORF Ground on last assigned frequency.

3.1.2. COMMUNICATIONS

After parking the ACFT on the de-icing pad, the pilot will report flight number and ACFT type to DUSSELDORF De-icing

Pos.1: **130.6** , Pos.2: **122.12** , Pos.3: **122.77** or Pos.4: **135.22**

for the beginning of de-icing. After de-icing has been completed, the pilot-in-command shall report "ready to taxi" to Ground.

3.1.3. TAXIING

The ACFT will be guided by a Follow-me car to a vacant de-icing position.

Taxiing manoeuvres shall be carried out with the absolute minimum number of engine revolutions required only.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. START-UP

Pilots shall request approval for starting the engines on the relevant frequency of DUSSELDORF DELIVERY.

3.2.2. PUSH-BACK

ACFT may leave nose-in positions only with the aid of tow tractors. To obtain instructions to push-back from a nose-in parking position, pilots are instructed to obtain a push-back approval from the relevant frequency of DUSSELDORF Ground. To avoid delays, engines shall be started simultaneously with the push-back process. After push-back is completed, "ready to taxi" shall be reported to ground control.

3.2.3. TAXIING

To obtain instructions to taxi from a taxi-out parking position, pilots are instructed to obtain a taxi clearance from the relevant frequency of DUSSELDORF Ground. Push-back approval or permission to taxi out from a parking position may only be requested when the pilot is able to carry this out without delay.
It may become necessary to change the frequency if the TWY leads through two areas of responsibility of ground control.

3.2.4. AIRPORT COLLABORATIVE DECISION MAKING

3.2.4.1. TARGET OFF-BLOCK TIME (TOBT)

TOBT is a reference time used for all ground handling processes except for ACFT push-back and de-icing. This time is used for coordination since it is the best available time for that purpose. TOBT = prediction of "ACFT Ready".

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3. DEPARTURE

3.2.4.2. AUTOMATED TOBT

90 minutes before Estimated Off Block Time (EOBT) the system automatically generates a TOBT if the ACFT is on the ground. Otherwise it will be generated when the corresponding arriving ACFT is passing 10NM from touchdown. In this case the automated TOBT is calculated on the basis of the Estimated In-Block Time (EBIT), minimum turn-round time (MTTT), and CTOT.

3.2.4.3. PERSON RESPONSIBLE FOR TOBT

Once the TOBT has been generated, the handling agent, the airline (for flights without handling agents) or the pilot-in-command (for general aviation flights without handling agent) is responsible for TOBT correctness and adherence.

If it becomes obvious that the TOBT cannot be respected, it shall be corrected or re-entered by the person responsible for the TOBT. Since the TOBT is used for various ground processes, it shall be updated by the person responsible for TOBT when deviations of more than 5 minutes (+/-) become obvious.
For deviations of 15 minutes or more, it will still be mandatory to send a delay message (DLA) to the Network Manager.

3.2.4.4. TOBT UPDATE/DELETION

Until issue of the TSAT (TOBT minus 40 minutes) updates of the TOBT are not limited in number. After the TSAT has been issued, the TOBT can be updated up to three times. Thereafter, the TOBT shall be deleted and a new TOBT shall be sent. The new TOBT shall be at least 5 minutes later than the current time.

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT is to be deleted by way of the reporting routines described. The TOBT shall be re-entered by the person responsible for the TOBT.

If the ACFT is changed, a change message (CHG - type/registration) shall be sent. In this case, the TOBT remains in effect and is allocated to the new ACFT.

3.2.4.5. TOBT REPORTING ROUTINES

The TOBT is reported and/or adjusted in one of the following ways:

- Common Situational Awareness Tool (Web-DUPLO);
- Internal system of the airline/handling agent (via interface);
- By telephone via the Dusseldorf Airport Control Center:
  Tel.: +49 211 421 51011.

For General Aviation Flights:

- Via the responsible handling agent.

3.2.4.6. TARGET START-UP APPROVAL TIME (TSAT)

The TSAT is the target time for start-up approval according to the A-CDM procedure. The earliest time for the TSAT calculation is 40 minutes prior to TOBT. The "Pre-Departure Sequence" is a result of the calculated TSATs.

3.2.4.7. TSAT REPORTING ROUTINES

The TSAT is transmitted in one of following ways:

- Common Situational Awareness Tool (Web-DUPLO);
- Interface for e.g. the airlines' or ground handling agents' systems;
- Datalink Clearance (DCL);
- Short Message Service (SMS).

For General Aviation Flights:

- Via the responsible handling agent. When the Datalink procedure (DCL) is used for clearances, the TSAT will additionally be transmitted directly into the cockpit.

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3. DEPARTURE

3.2.4.8. START-UP AND PUSH-BACK

Start-up approvals and push-back clearances are issued taking into account the TOBT and TSAT only. The sequence of the start-up request is no longer a factor. The following rules apply:

- The ACFT has to be ready for start-up at TOBT.
- The pilot shall request start-up approval and en-route clearance within the time period of TSAT +/- 5 minutes (not DCL).
- Delivery will issue the start-up approval and en-route clearance depending on the TSAT and the current traffic situation.
- The push-back/taxi clearance has to be requested no later than five minutes after the start-up approval has been issued.

In the case of delays, Delivery has to be informed accordingly. Otherwise the TOBT will be deleted and has to be re-entered.

3.2.4.9. DATALINK CLEARANCE - DCL

For data link departure clearances (DCL) the published procedures and time parameters will remain valid. The TSAT is transmitted via CLD (departure clearance uplink message - issue of the start-up approval and en-route clearance by Delivery) ("start-up approved at TSAT hh:mm"). The push-back/taxi clearance shall be requested at TSAT +/- 5 minutes.

3.2.4.10. TERMS AND DEFINITIONS

TOBT: Target Off-Block Time:

The time that an ACFT operator or ground handler estimates that an ACFT will be ready, boarding bridge removed, and ready for start-up immediately upon reception of clearance from the Tower.

TSAT: Target Start-up Approval Time:

Target time for start-up approval according to the A-CDM procedure taking into account TOBT, CTOT and/or the traffic situation.

3.3. OTHER INFORMATION

3.3.1. DATALINK DEPARTURE CLEARANCE (DCL)

DFS (Deutsche Flugsicherung GmbH) is offering to grant start-up and enroute clearances using Datalink. The procedures are described in a separate AIC.

The following temporal parameters apply:

t_{i-} - 25 min prior to EOBT for unregulated flights.
- 30 min prior to CTOT for ATFM regulated flights.

t_t - 11 min prior to EOBT for unregulated flights.
- 16 min prior to CTOT for ATFM regulated flights.

t_0 - 1 min

t_1 - 5 min

t_2 - 1 min

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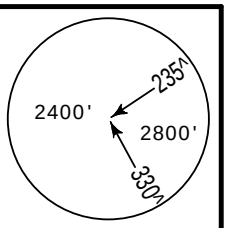
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 10-2

.STAR.

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
115.15 123.775	147'	Trans level: By ATC Trans alt: 5000'



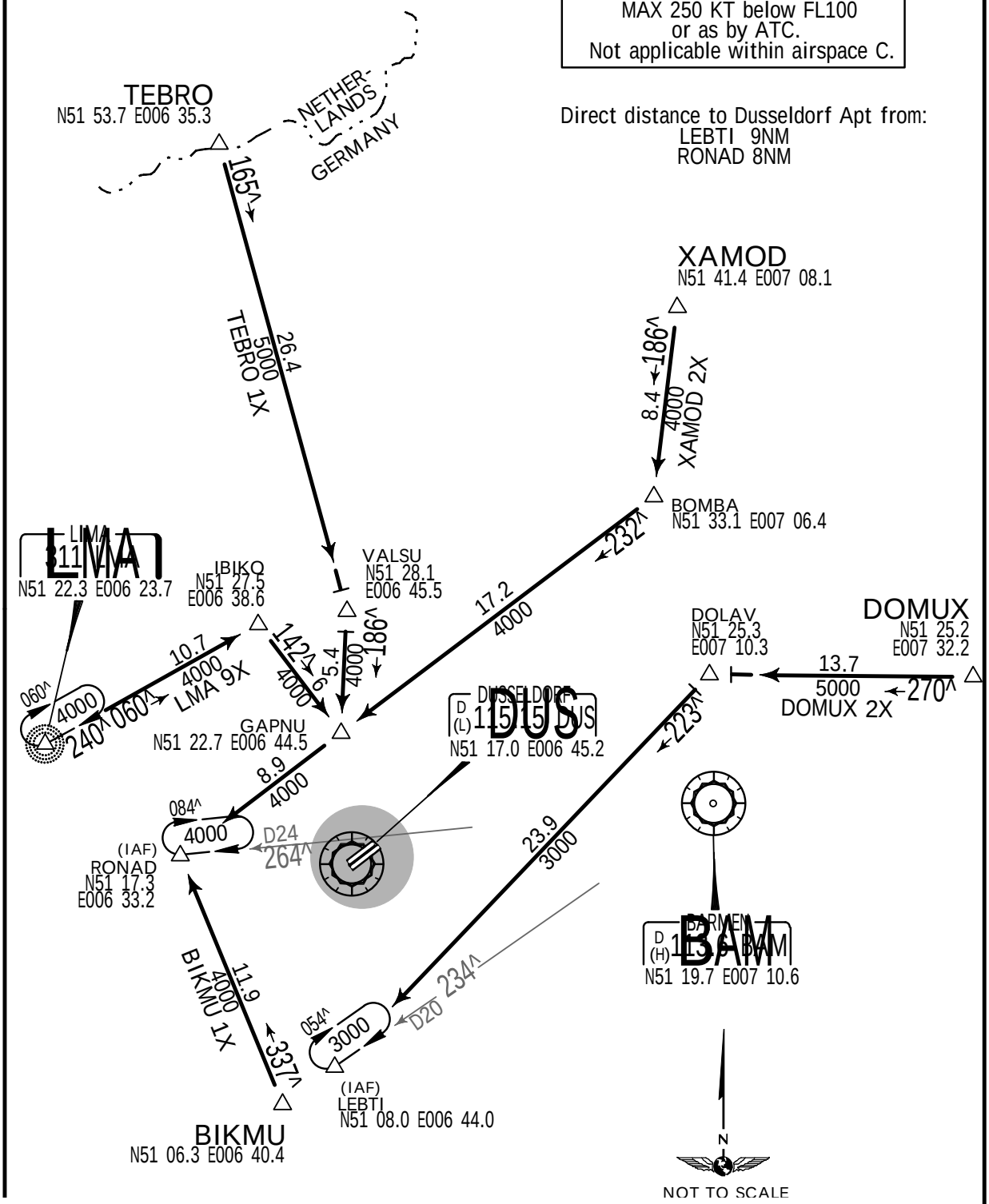
MSA
DUS VOR
applicable over
German territory only

BIKMU ONE X-RAY (BIKMU 1X) [BIKM1X]
DOMUX TWO X-RAY (DOMUX 2X) [DOMU2X]
LIMA NINE X-RAY (LMA 9X)
TEBRO ONE X-RAY (TEBRO 1X) [TEBR1X]
XAMOD TWO X-RAY (XAMOD 2X) [XAMO2X]
RWYS 05L/R ARRIVALS

B-RNAV EQUIPMENT NECESSARY

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to Dusseldorf Apt from:
LEBTI 9NM
RONAD 8NM



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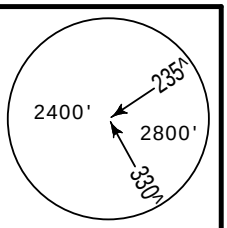
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 10-2A

.STAR.

*D-ATIS	Apt Elev	Alt Set: hPa (IN on request)
115.15 123.775	147'	Trans level: By ATC Trans alt: 5000'



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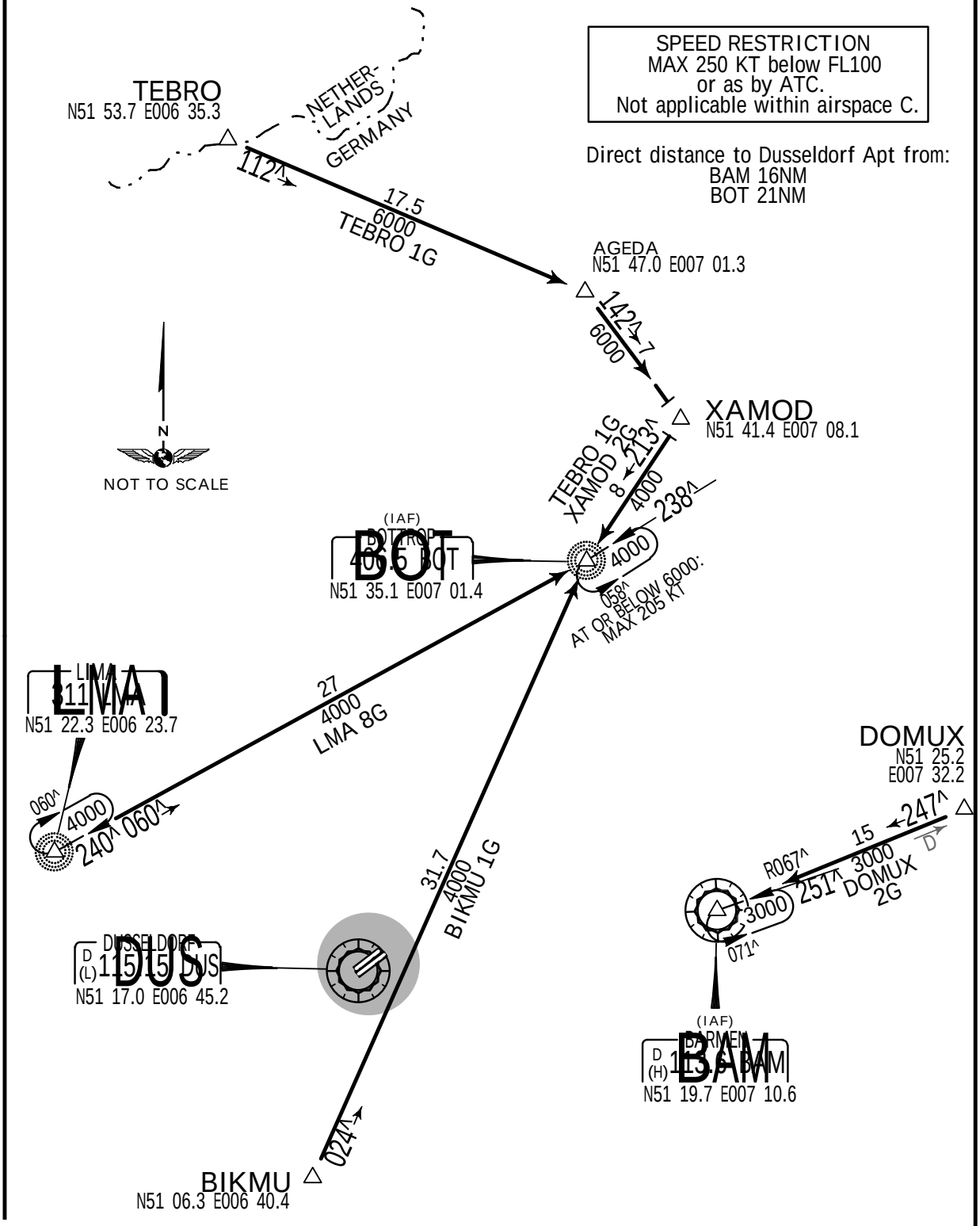
BIKMU ONE GOLF (BIKMU 1G) [BIKM1G]
TEBRO ONE GOLF (TEBRO 1G) [TEBR1G]
B-RNAV EQUIPMENT NECESSARY

DOMUX TWO GOLF (DOMUX 2G) [DOMU2G]
LIMA EIGHT GOLF (LMA 8G)
XAMOD TWO GOLF (XAMOD 2G) [XAMO2G]
RWYS 23L/R ARRIVALS

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Direct distance to Dusseldorf Apt from:
BAM 16NM
BOT 21NM



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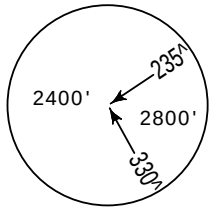
19 SEP 14 (10-2B)

DUSSELDORF, GERMANY
.RNAV.TRANSITION.

*D-ATIS	Apt Elev	
115.15 123.775	147'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.



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DUS VOR
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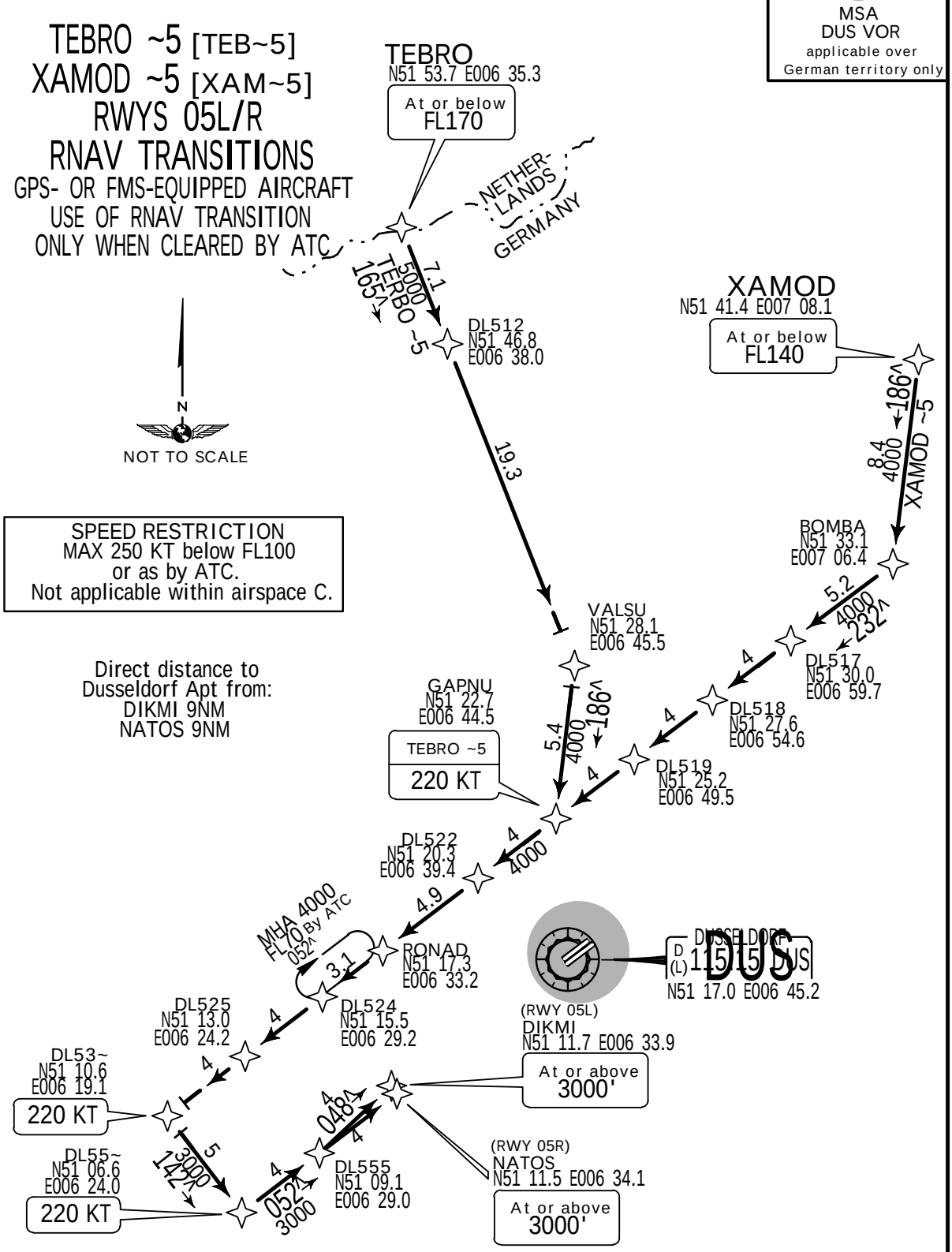
TEBRO ~5 [TEB~5]
XAMOD ~5 [XAM~5]
RWYS 05L/R
RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION
ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
TEBRO ~5	TEBRO (FL170-) - DL512 - VALSU - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 1 ; 3000'+)/NATOS (05R; 3000'+).
XAMOD ~5	XAMOD (FL140-) - BOMBA - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 1 ; 3000'+)/NATOS (05R; 3000'+).

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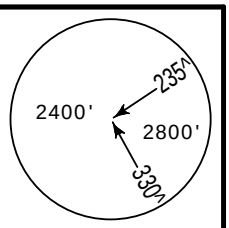
19 SEP 14 (10-2C)

DUSSELDORF, GERMANY
.RNAV.TRANSITION.

*D-ATIS	Apt Elev	
115.15 123.775	147'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.



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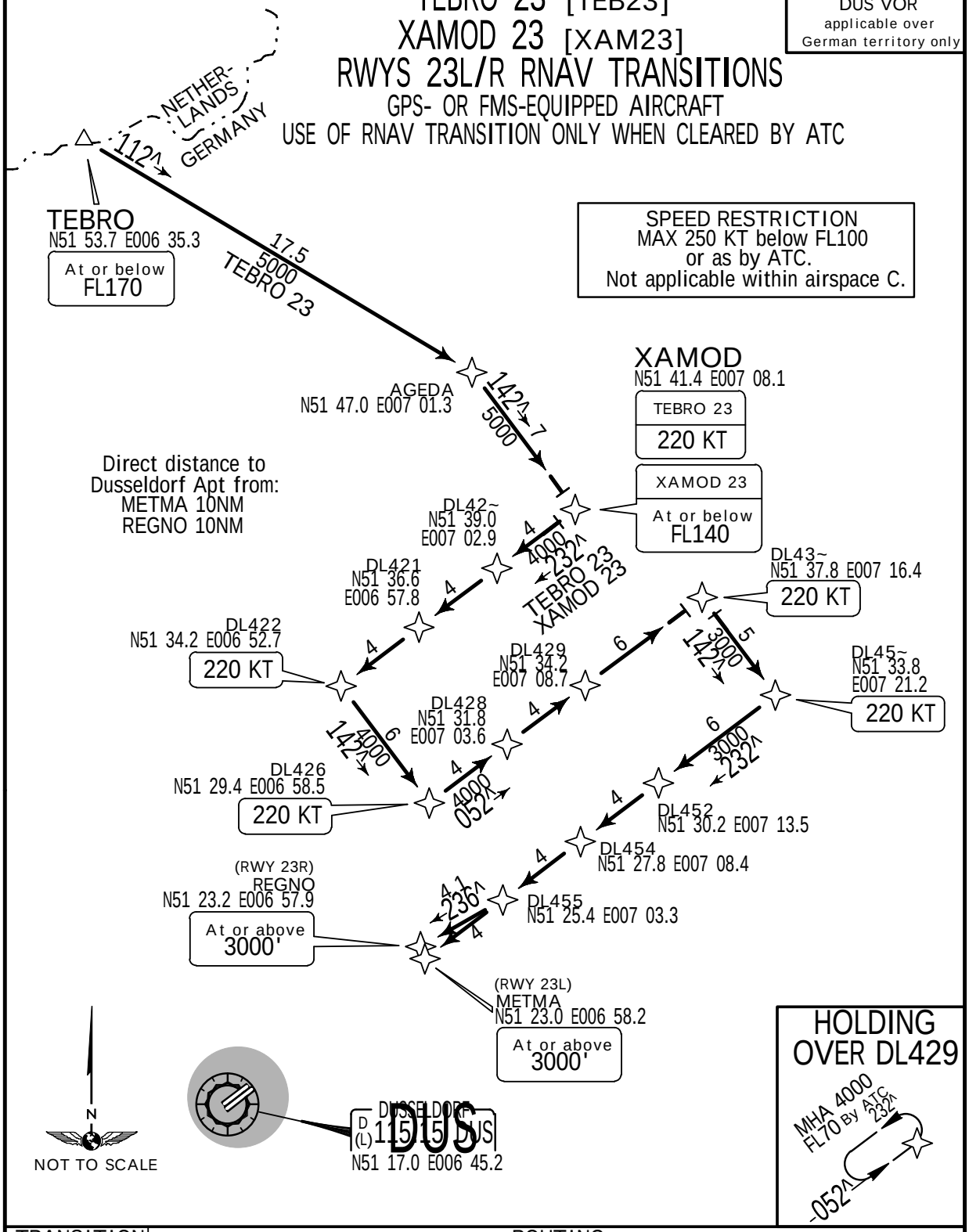
TEBRO 23 [TEB23]
XAMOD 23 [XAM23]
RWYS 23L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
TEBRO 23	TEBRO (FL170-) - AGEDA - XAMOD (K220) - DL422 (K220) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R 1 ; 3000'+).
XAMOD 23	XAMOD (FL140-) - DL422 (K220) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R 1 ; 3000'+).

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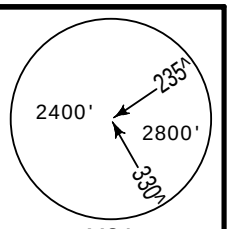
DUSSELDORF, GERMANY .RNAV.TRANSITION.

*D-ATIS	Apt Elev	
115.15 123.775	147'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.

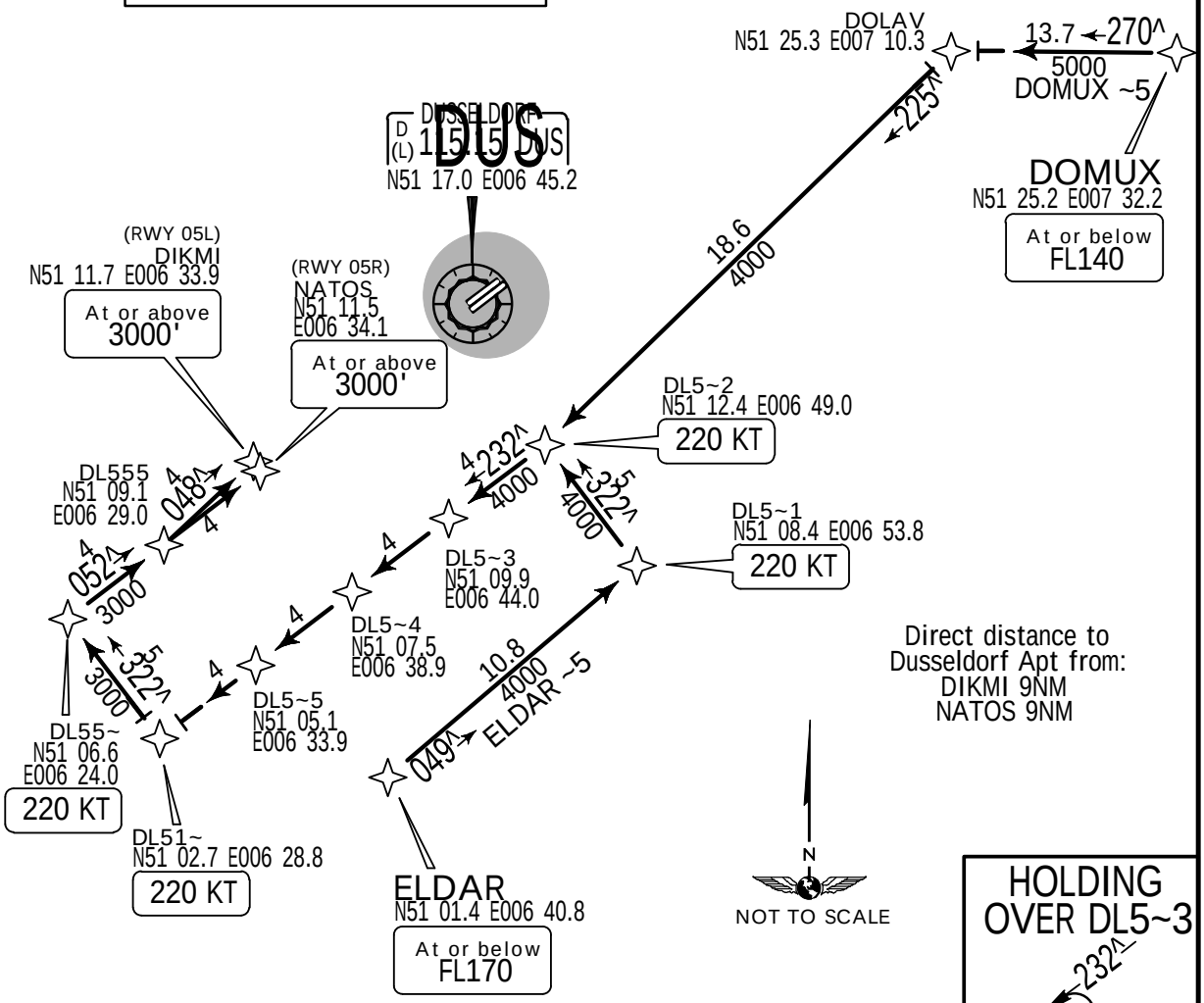


MSA
DUS VOR
applicable over
German territory only

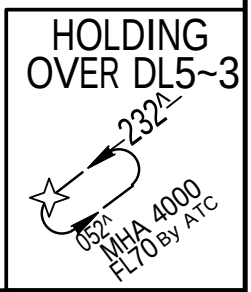
DOMUX ~5 [DOM~5]
ELDAR ~5 [ELD~5]
RWYS 05L/R RNAV TRANSITIONS

GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Direct distance to
Dusseldorf Apt from:
DIKMI 9NM
NATOS 9NM



TRANSITION	ROUTING
DOMUX ~5	DOMUX (FL140-) - DOLAV - DL502 (K220) - DL510 (K220) - DL550 (K220) - DIKMI (05L; 3000'+)/NATOS (05R 1 ; 3000'+).
ELDAR ~5	ELDAR (FL170-) - DL501 (K220) - DL502 (K220) - DL510 (K220) - DL550 (K220) - DIKMI (05L; 3000'+)/NATOS (05R 1 ; 3000'+).

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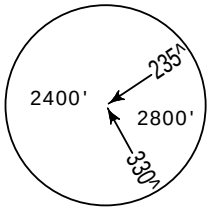
JEPPESEN
19 SEP 14 (10-2E)

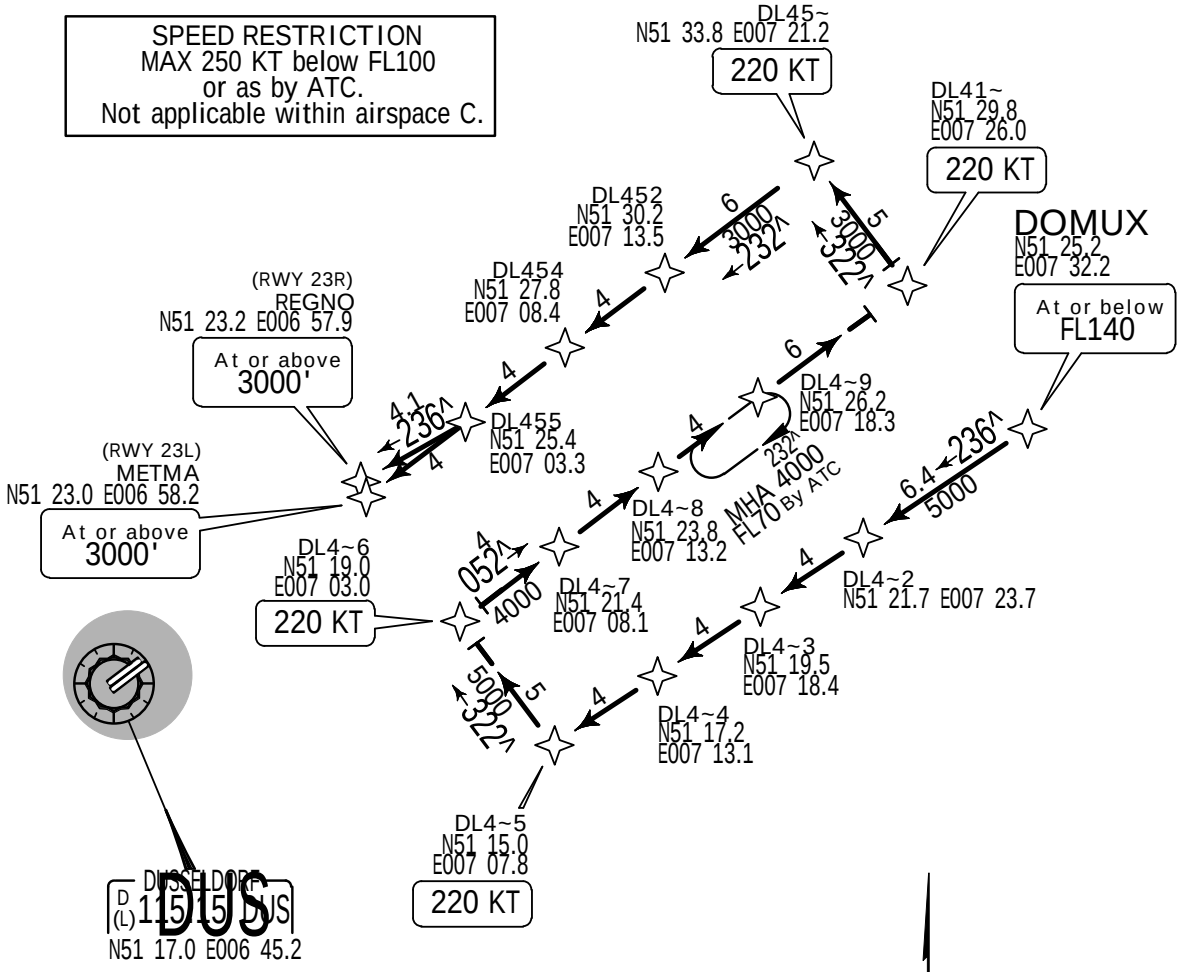
DUSSELDORF, GERMANY
.RNAV.TRANSITION.

*D-ATIS	Apt Elev	
115.15 123.775	147'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.



MSA
DUS VOR
applicable over
German territory only

DOMUX 23 [DOM23]
RWYS 23L/R RNAV TRANSITION
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



Direct distance to
Dusseldorf Apt from:
METMA 10NM
REGNO 10NM

ROUTING

DOMUX (FL140-) - DL405 (K220) - DL406 (K220) - DL410 (K220) - DL450 (K220) - METMA (23L 1 ; 3000'+)/REGNO (23R; 3000'+).

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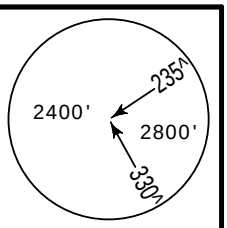
DUSSELDORF

JEPPESEN
19 SEP 14 (10-2F)

DUSSELDORF, GERMANY
.RNAV.TRANSITION.

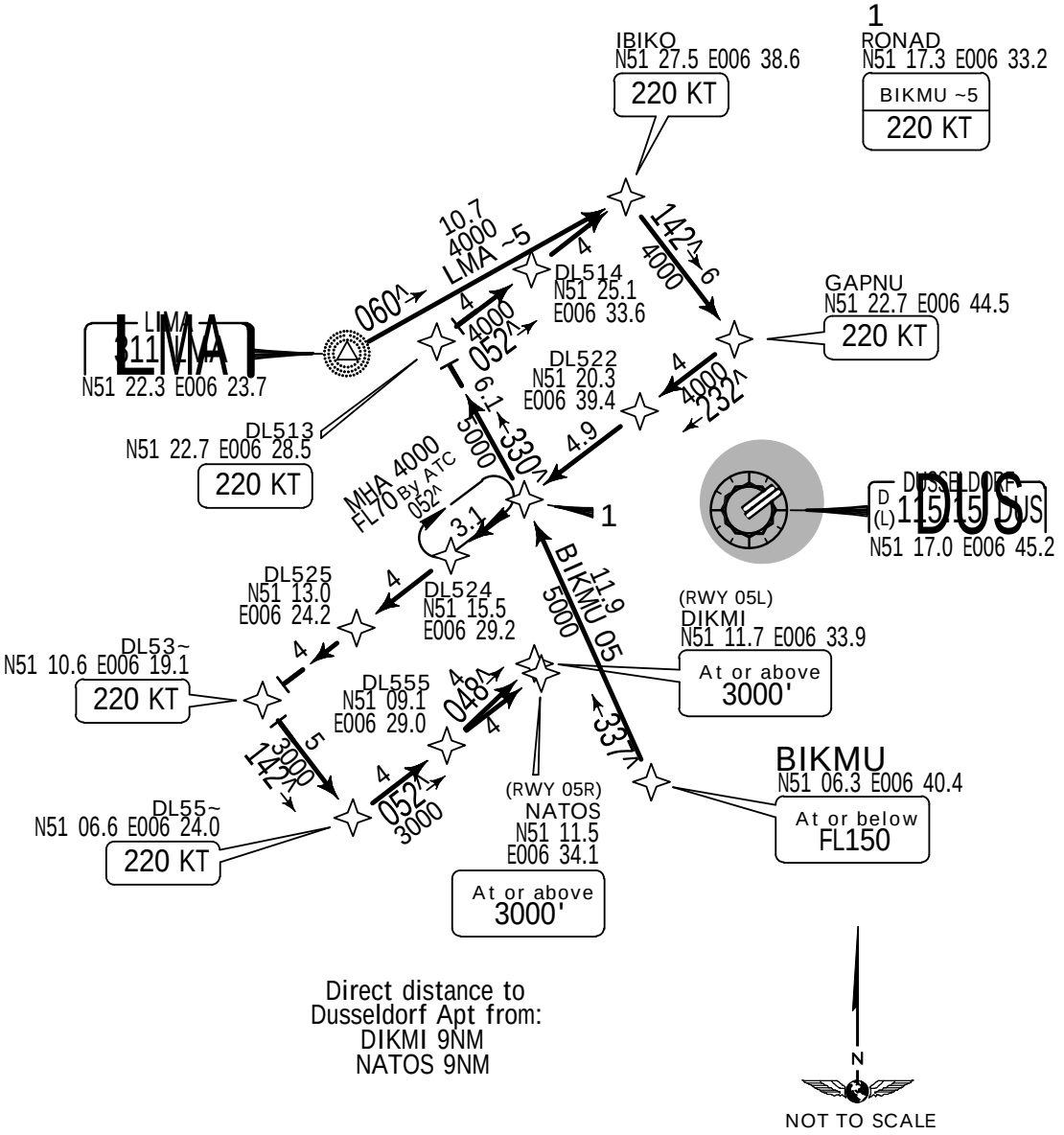
*D-ATIS	Apt Elev	
115.15 123.775	147'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.



MSA
DUS VOR
applicable over
German territory only

BIKMU ~5 [BIK~5], LMA ~5
RWYS 05L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Direct distance to
Dusseldorf Apt from:
DIKMI 9NM
NATOS 9NM

TRANSITION	ROUTING
BIKMU ~5	BIKMU (FL150-) - RONAD (K220) - DL513 (K220) - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 2 ; 3000'+)/ NATOS (05R; 3000'+).
LMA ~5	LMA - IBIKO (K220) - GAPNU (K220) - DL530 (K220) - DL550 (K220) - DL555 - DIKMI (05L 2 ; 3000'+)/NATOS (05R; 3000'+).

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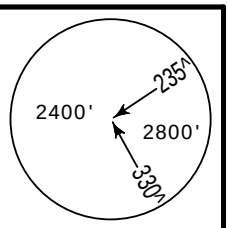
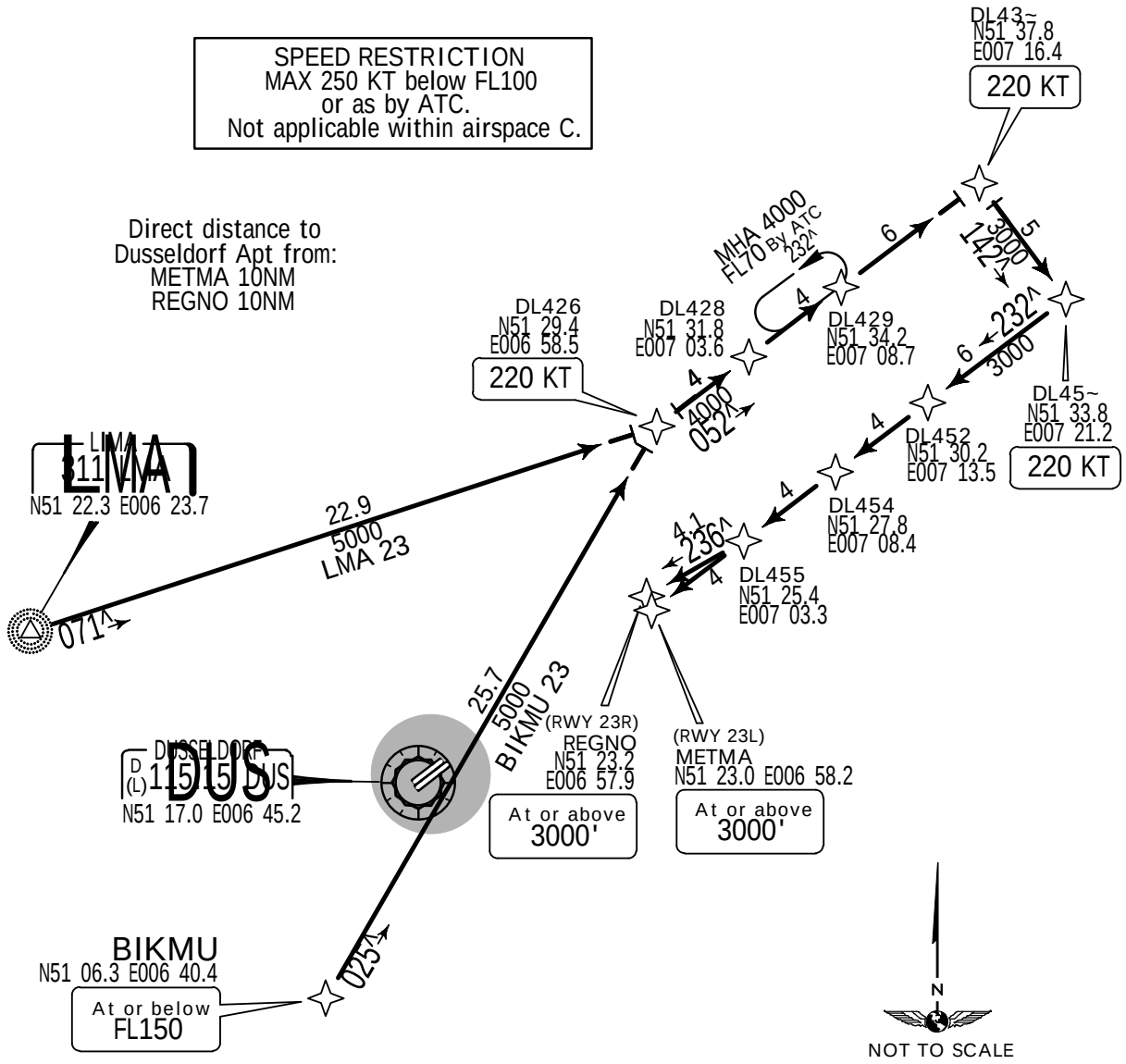
*D-ATIS	Apt Elev	
115.15 123.775	147'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 5000' 1. On downwind expect vectors to final. 2. Speed limits are mandatory from the respective waypoint throughout the entire transition route unless cancelled by ATC. 3. Altitude assignments will be issued by ATC.



MSA
DUS VOR
applicable over
German territory only

BIKMU 23 [BIK23], LMA 23
RWYS 23L/R RNAV TRANSITIONS
GPS- OR FMS-EQUIPPED AIRCRAFT
USE OF RNAV TRANSITION ONLY WHEN CLEARED BY ATC



TRANSITION	ROUTING
BIKMU 23	BIKMU (FL150-) - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R 1 ; 3000'+).
LMA 23	LMA - DL426 (K220) - DL430 (K220) - DL450 (K220) - DL455 - METMA (23L; 3000'+)/REGNO (23R 1 ; 3000'+).

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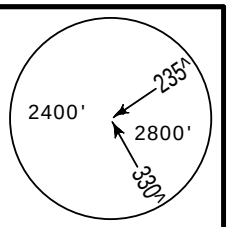
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 (10-3) .SID.

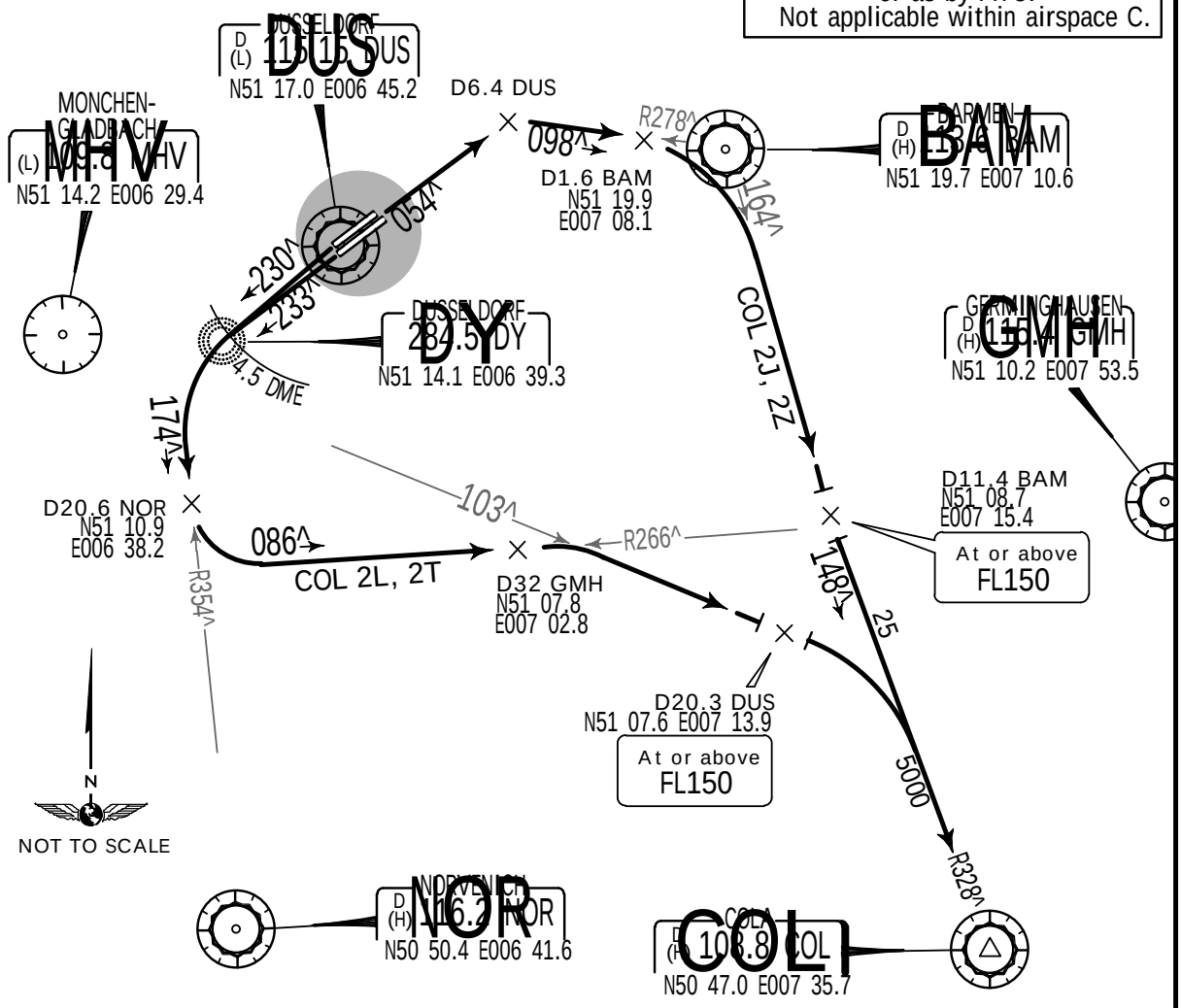
*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

COLA TWO JULIETT (COL 2J)
COLA TWO LIMA (COL 2L)
COLA TWO TANGO (COL 2T)
COLA TWO ZULU (COL 2Z)
RWYS 05L, 23R/L, 05R DEPARTURES

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



COL 2L, 2T
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
COL 2J	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278 inbound to D1.6 BAM, turn RIGHT, intercept BAM R-164 to D11.4 BAM, turn LEFT, intercept COL R-328 inbound to COL.
COL 2Z	05R	
COL 2L	23R	Intercept 230^ bearing (Rwy 23R)/233^ bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to D32 GMH, turn RIGHT, intercept
COL 2T	23L	

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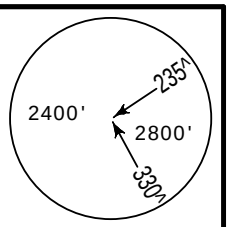
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 10-3A .SID.

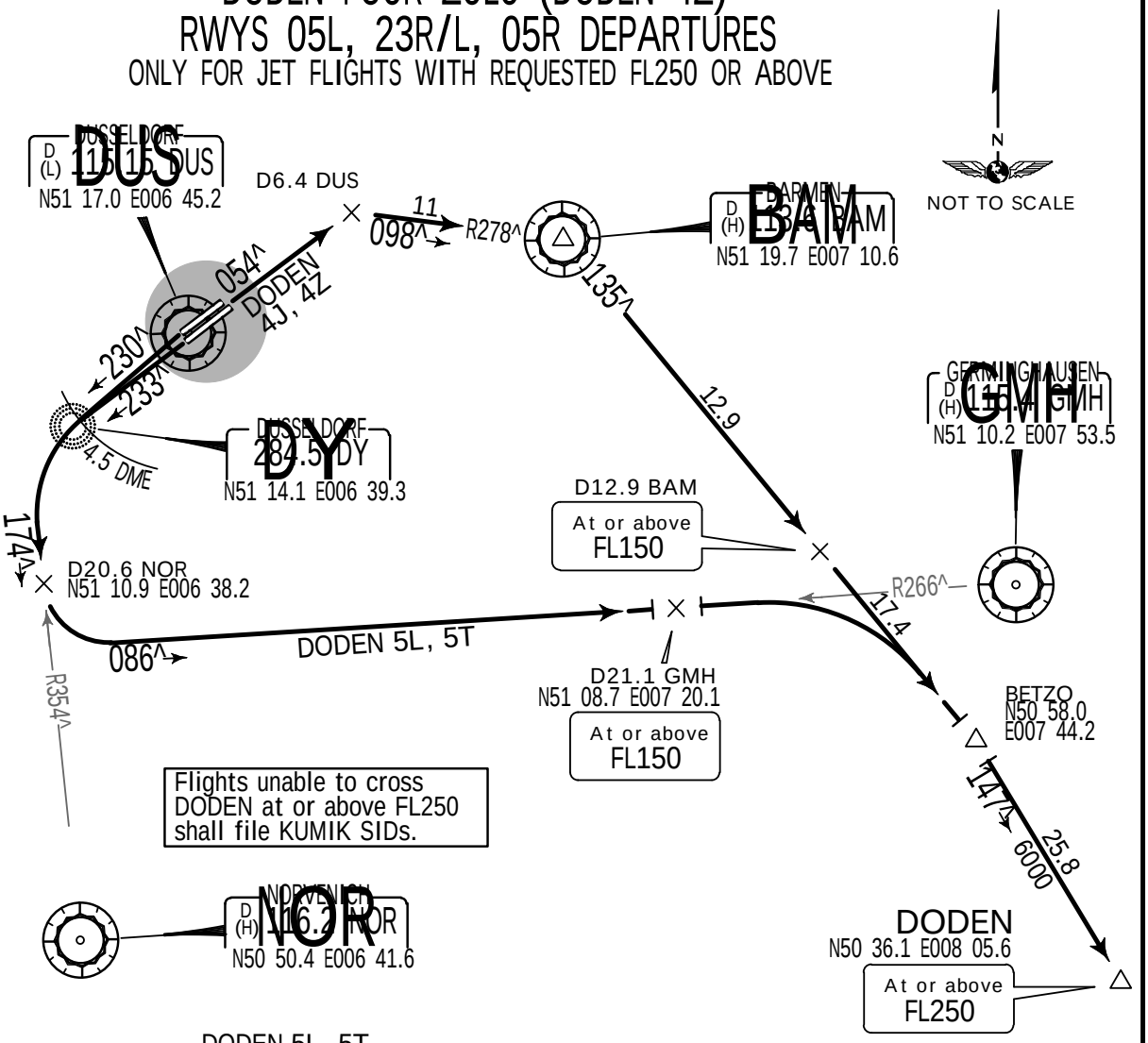
*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

DODEN FOUR JULIETT (DODEN 4J)
DODEN FIVE LIMA (DODEN 5L)
DODEN FIVE TANGO (DODEN 5T)
DODEN FOUR ZULU (DODEN 4Z)
RWYS 05L, 23R/L, 05R DEPARTURES

ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE



DODEN 5L, 5T
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance 5000'

SID	RWY	ROUTING
DODEN 4J	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-135 via D12.9 BAM 1 to BETZO, turn RIGHT, 147^ track to DODEN.
DODEN 4Z	05R	
DODEN 5L	23R	Intercept 230^ bearing (Rwy 23R)/233^ bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to D21.1 GMH 2, turn RIGHT, intercept BAM R-135 to BETZO, turn RIGHT, 147^ track to DODEN.
DODEN 5T	23L	

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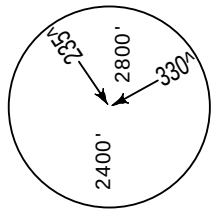
DUSSELDORF

JEPPESEN

19 SEP 14 (10-3B)

DUSSELDORF, GERMANY
.SID.

*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



GERMINGHAUSEN SIX LIMA (GMH 6L)
GERMINGHAUSEN SIX TANGO (GMH 6T)
GERMINGHAUSEN SIX YANKEE (GMH 6Y)
GERMINGHAUSEN THREE ZULU (GMH 3Z)
RWYS 23R/L, 05L/R DEPARTURES
ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

GMH 6L, 6T

SID	RWY	Initial climb clearance 5000' ROUTING
GMH 6L	23R	Intercept 230^ bearing (Rwy 23R)/233^ bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to GMH.
GMH 6T	23L	
GMH 6Y	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-096 to D6.6 BAM, turn RIGHT, intercept GMH R-293 inbound to GMH.
GMH 3Z	05R	

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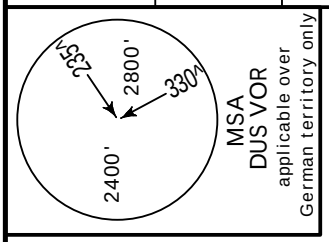
DUSSELDORF

JEPPESEN 19 SEP 14 (10-3C) .SID.

*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



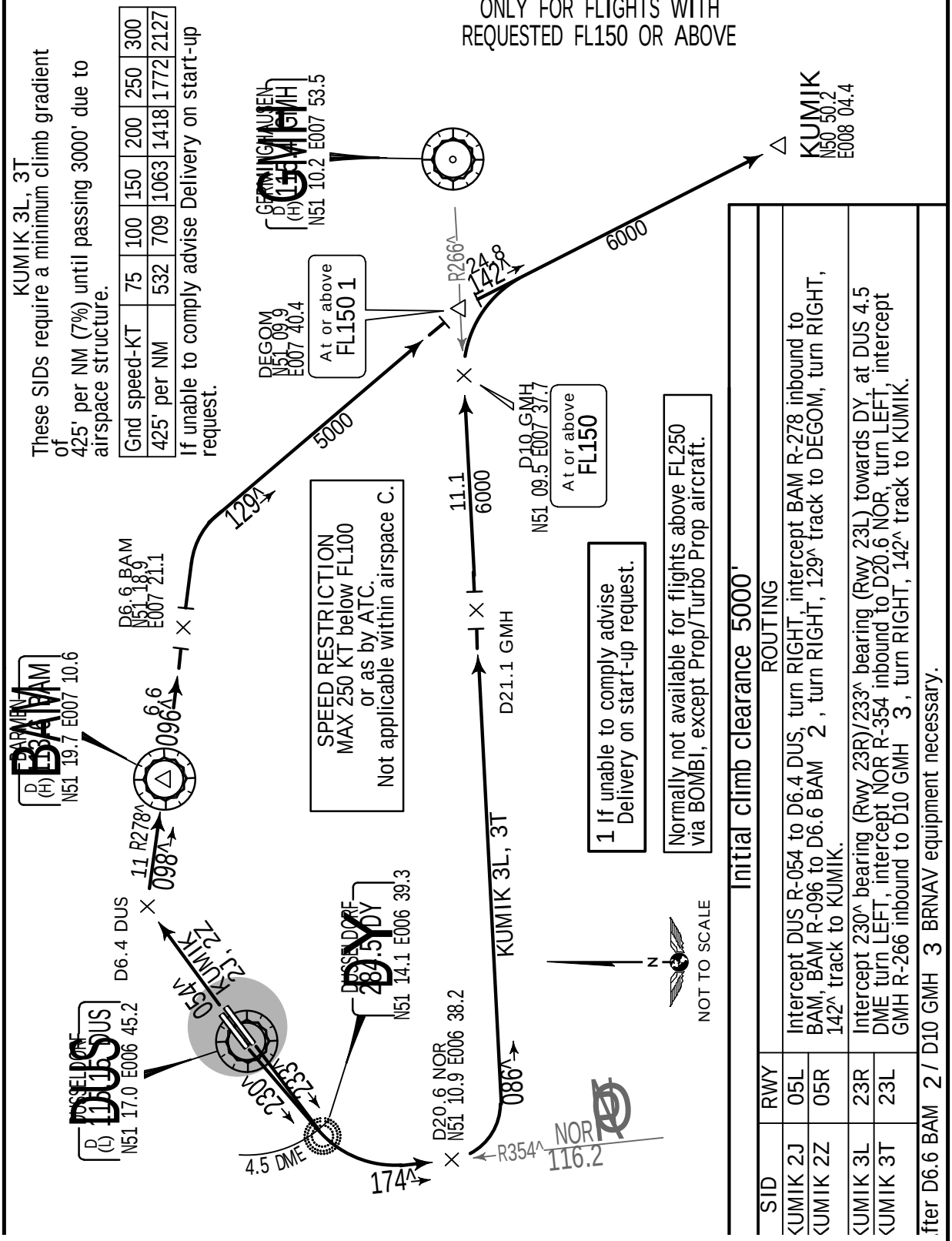
KUMIK TWO JULIETT (KUMIK 2J)
KUMIK THREE LIMA (KUMIK 3L)
KUMIK THREE TANGO (KUMIK 3T)
KUMIK TWO ZULU (KUMIK 2Z)
RWYS 05L, 23R/L, 05R DEPARTURES

ONLY FOR FLIGHTS WITH
REQUESTED FL150 OR ABOVE

KUMIK 3L, 3T
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.



Initial climb clearance 5000'

SID	RWY	ROUTING
KUMIK 2J	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-096 to D6.6 BAM 2 , turn RIGHT, 129^ track to DEGOM, turn RIGHT, 142^ track to KUMIK.
KUMIK 2Z	05R	
KUMIK 3L	23R	Intercept 230^ bearing (Rwy 23R)/233^ bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to D10 GMH 3 , turn RIGHT, 142^ track to KUMIK.
KUMIK 3T	23L	

After D6.6 BAM 2 / D10 GMH 3 BRNAV equipment necessary.

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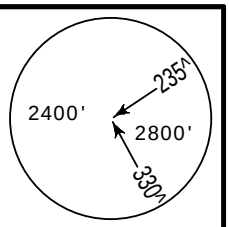
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 (10-3D) .SID.

*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

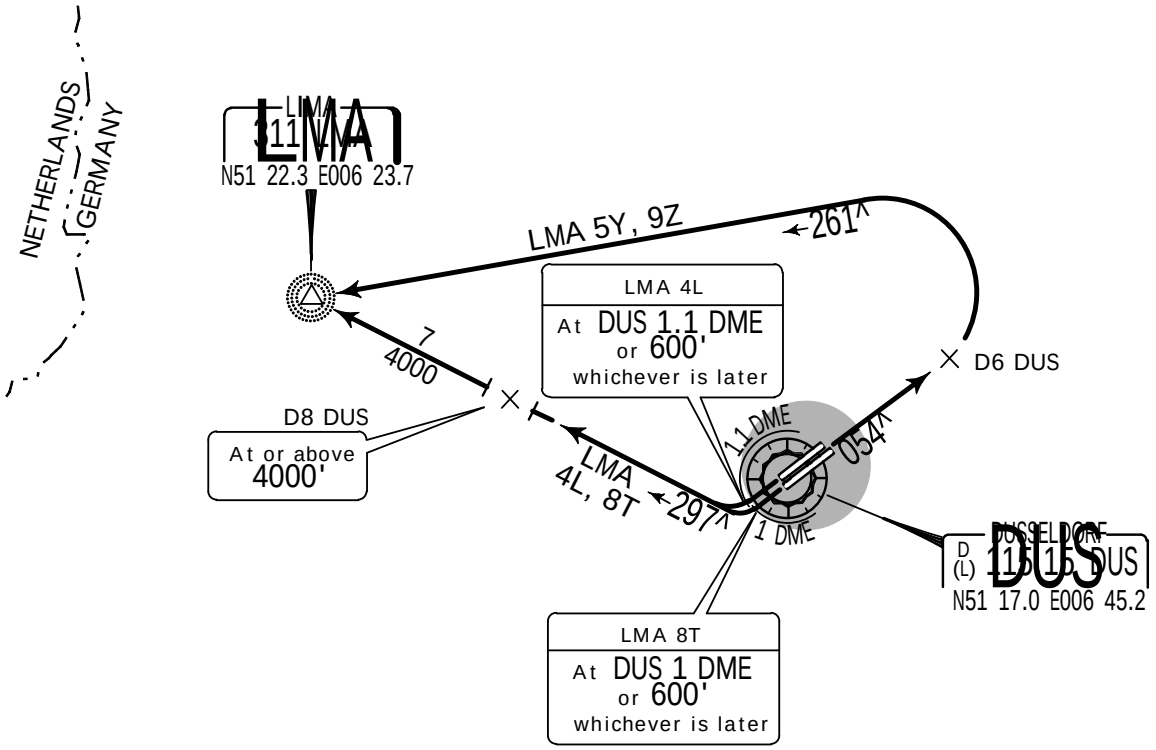


MSA
DUS VOR
applicable over German territory only

LIMA FOUR LIMA (LMA 4L)
LIMA EIGHT TANGO (LMA 8T)
LIMA FIVE YANKEE (LMA 5Y)
LIMA NINE ZULU (LMA 9Z)
RWYS 23R/L, 05L/R DEPARTURES

ONLY FOR FLIGHTS TO EDLN

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of
LMA 4L, 8T: 407' per NM (6.7%) due to airspace structure.
LMA 5Y, 9Z: 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up request.

N
NOT TO SCALE

Initial climb clearance 5000'

SID	RWY	ROUTING
LMA 4L	23R	Climb on runway track to DUS 1.1 DME (Rwy 23R)/DUS 1 DME (Rwy 23L) or 600', whichever is later, turn RIGHT, intercept 297^ bearing to LMA.
LMA 8T	23L	
LMA 5Y	05L	Intercept DUS R-054 to D6 DUS, turn LEFT, intercept 261^ bearing

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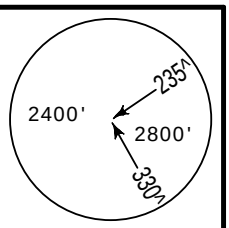
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

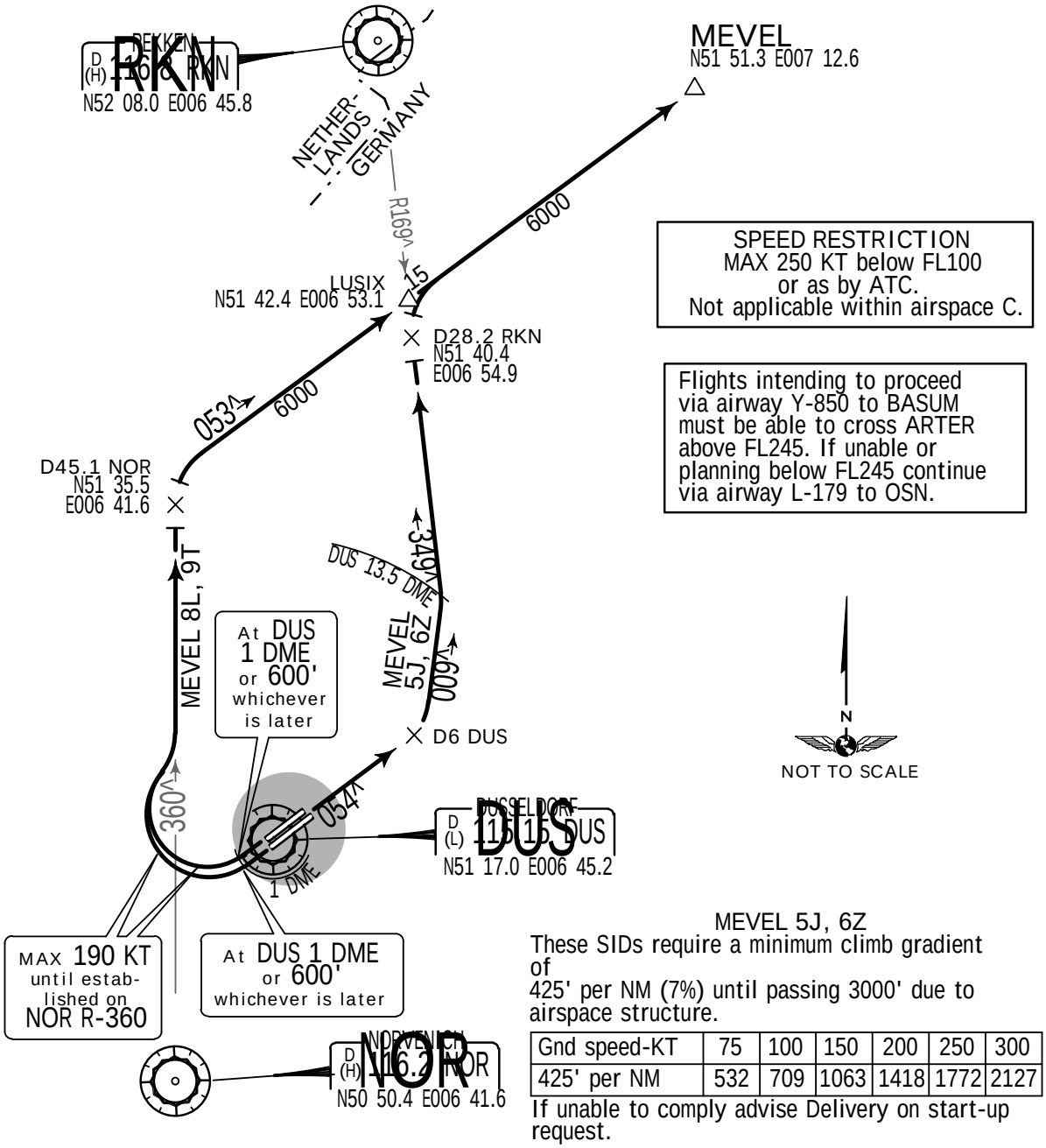
JEPPESEN 19 SEP 14 (10-3E) .SID.

*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over German territory only

MEVEL FIVE JULIETT (MEVEL 5J)
MEVEL EIGHT LIMA (MEVEL 8L)
MEVEL NINE TANGO (MEVEL 9T)
MEVEL SIX ZULU (MEVEL 6Z)
RWYS 05L, 23R/L, 05R DEPARTURES



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Flights intending to proceed via airway Y-850 to BASUM must be able to cross ARTER above FL245. If unable or planning below FL245 continue via airway L-179 to OSN.

MEVEL 5J, 6Z
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
MEVEL 5J	05L	Intercept DUS R-054 to D6 DUS, turn LEFT, 009^ track to DUS 13.5 DME, turn LEFT, intercept RKN R-169 inbound to D28.2 RKN 1, turn RIGHT, 053^ track to MEVEL.
MEVEL 6Z	05R	
MEVEL 8L	23R	Climb on runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D45.1 NOR 2, turn RIGHT, 053^ track via LUSIX to MEVEL.
MEVEL 9T	23L	

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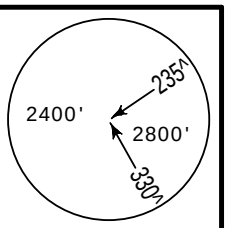
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

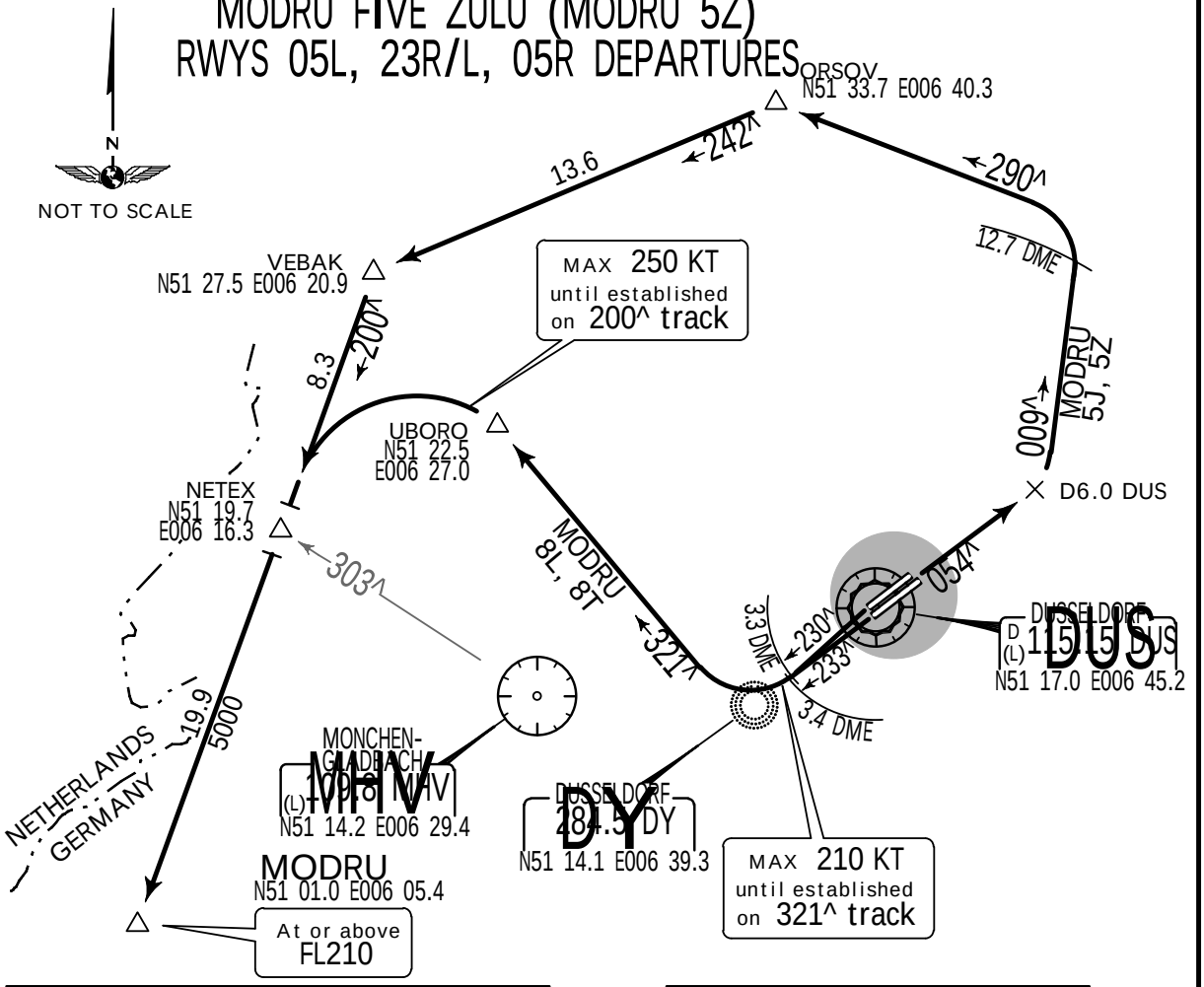
JEPPESEN 19 SEP 14 (10-3F) .SID.

*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over German territory only

MODRU FIVE JULIETT (MODRU 5J)
MODRU EIGHT LIMA (MODRU 8L)
MODRU EIGHT TANGO (MODRU 8T)
MODRU FIVE ZULU (MODRU 5Z)
RWYS 05L, 23R/L, 05R DEPARTURES



Flights intending to continue via FAMEN or DELOM shall file SID MODRU - NETEX - DCT - FAMEN/DELOM. These flights may leave SID MODRU at NETEX to proceed NETEX DCT FAMEN/DELOM, also in case of radio comm failure.
Flights unable to reach FL110 at NETEX shall advise ATC accordingly.

Only for flights with requested FL210 and above. These flights have to be able to cross MODRU at or above FL210.
If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
MODRU 5J	05L	Intercept DUS R-054 to D6.0 DUS, turn LEFT, 009^ track to DUS 12.7 DME 1, turn LEFT, 290^ track to ORSOV, turn LEFT, 242^ track to VEBAK, turn LEFT, 200^ track via NETEX to MODRU.
MODRU 5Z	05R	
MODRU 8L	23R	Intercept 230^ bearing towards DY, at DUS 3.3 DME 2, turn RIGHT, 321^ track to UBORO, turn LEFT, 200^ track via NETEX to MODRU.
MODRU 8T	23L	Intercept 233^ bearing towards DY, at DUS 3.4 DME 3, turn RIGHT, 321^ track to UBORO, turn LEFT, 200^ track via NETEX to MODRU.

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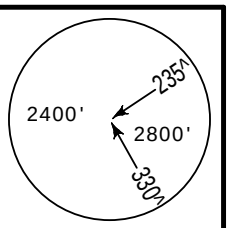
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 (10-3G) .SID.

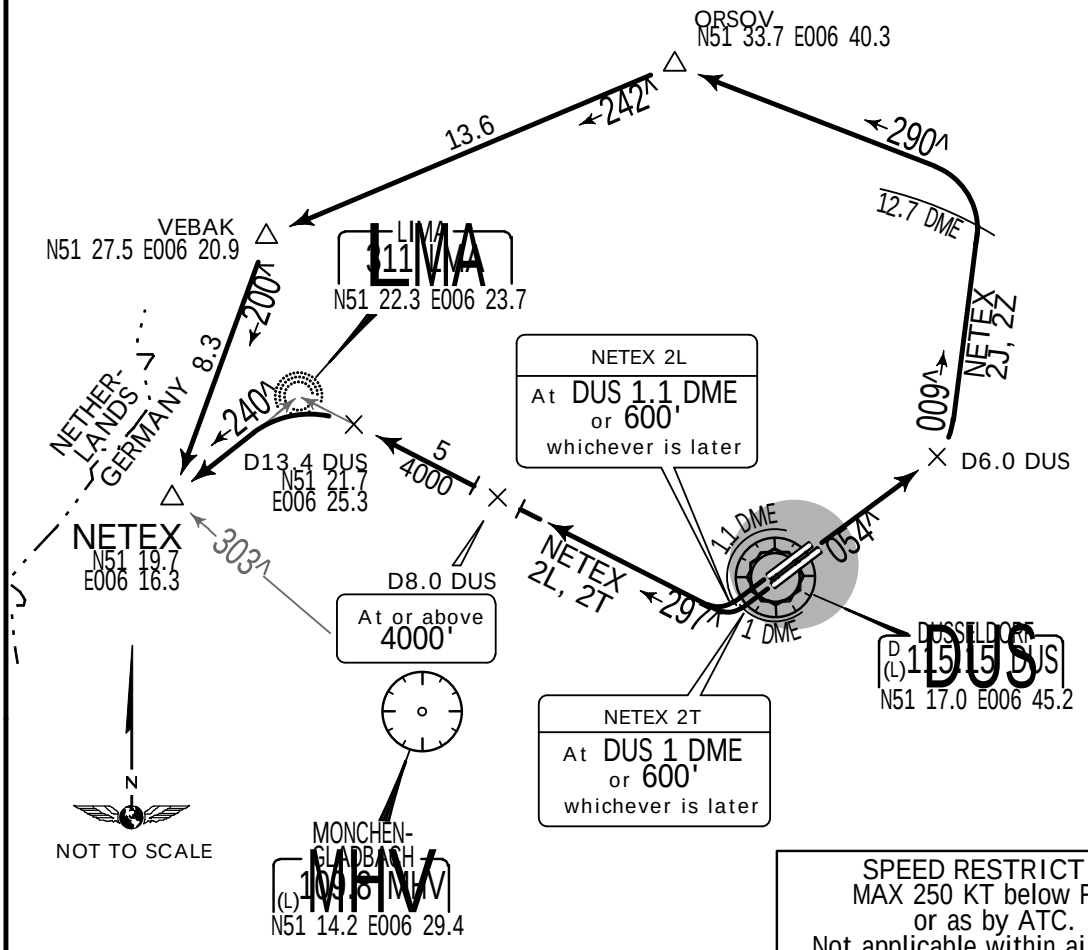
*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over German territory only

NETEX TWO JULIETT (NETEX 2J)
NETEX TWO LIMA (NETEX 2L)
NETEX TWO TANGO (NETEX 2T)
NETEX TWO ZULU (NETEX 2Z)
RWYS 05L, 23R/L, 05R DEPARTURES

FOR FLIGHTS FROM REQUESTED FL100 TO FL200 OR
FOR FLIGHTS VIA AIRWAY Z-282 - DIBIR - AIRWAY L-179 (IF AVAILABLE)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require minimum climb gradients of
NETEX 2J, 2Z: 425' per NM (7%) until passing 3000' due to airspace structure.
NETEX 2L, 2T: 407' per NM (6.7%) until passing 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
NETEX 2J	05L	Intercept DUS R-054 to D6.0 DUS, turn LEFT, 009^ track to DUS 12.7 DME 2, turn LEFT, 290^ track to ORSOV, turn LEFT, 242^ track to VEBAK, turn LEFT, 200^ track to NETEX.
NETEX 2Z	05R	
NETEX 2L 1	23R	Climb on runway track to DUS 1.1 DME (Rwy 23R)/DUS 1 DME (Rwy 23L) or 600', whichever is later, turn RIGHT, intercept 297^ bearing towards LMA, at D13.4 DUS turn LEFT, intercept 240^ bearing from LMA to NETEX.
NETEX 2T 1	23L	

1 Not available for flights to continue after NETEX via FAMEN/DELOM.

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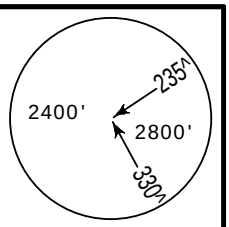
EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 (10-3H) .SID.

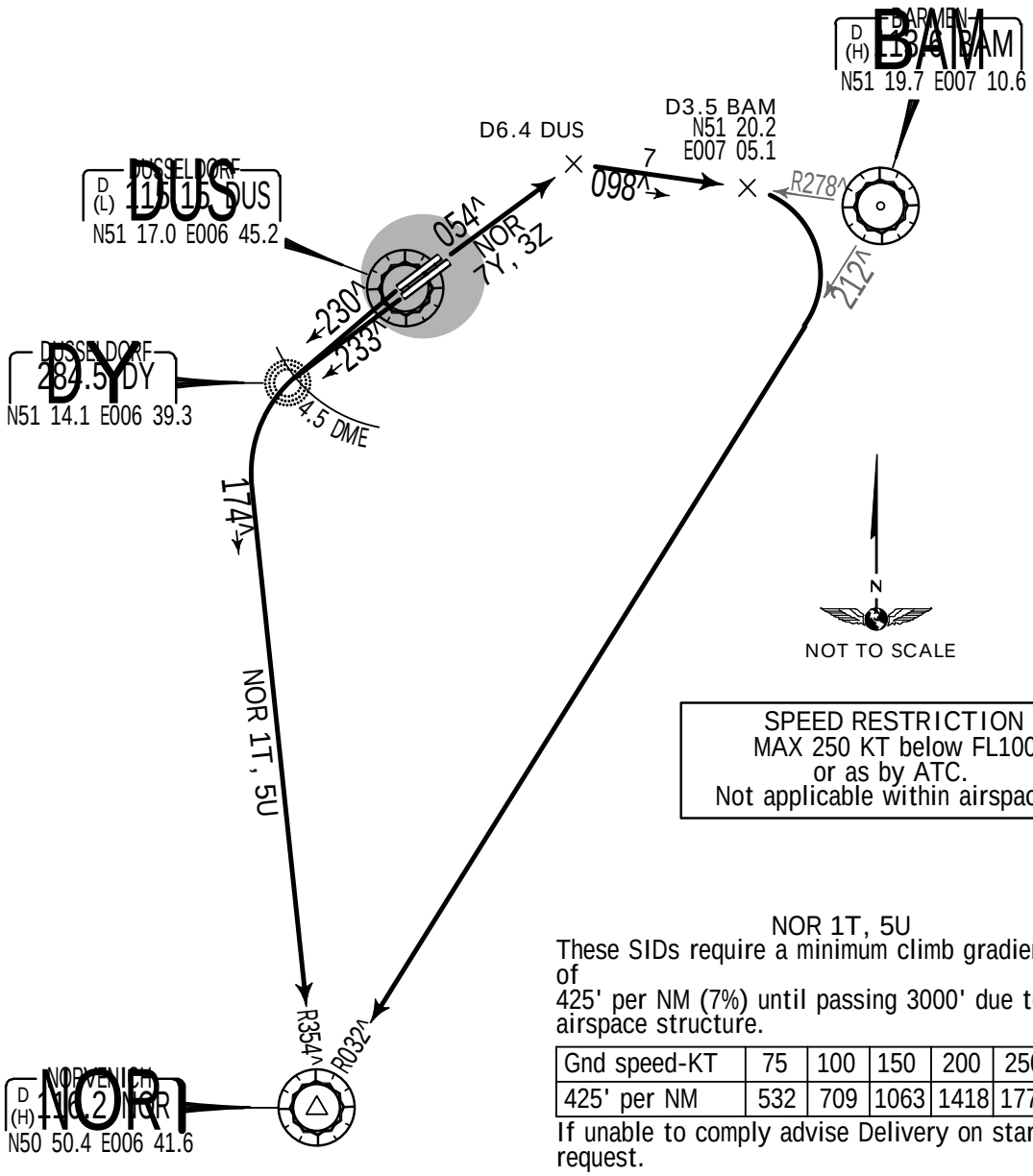
*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over German territory only

NORVENICH ONE TANGO (NOR 1T)
NORVENICH FIVE UNIFORM (NOR 5U)
NORVENICH SEVEN YANKEE (NOR 7Y)
NORVENICH THREE ZULU (NOR 3Z)
RWYS 23L/R, 05L/R DEPARTURES

FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU
ALSO AVAILABLE FOR FLIGHTS VIA AIRWAY Q 760 BETWEEN 0600-0800LT



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

NOR 1T, 5U
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
NOR 1T	23L	Intercept 233^ bearing (Rwy 23L)/230^ bearing (Rwy 23R) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to NOR.
NOR 5U	23R	
NOR 7Y	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278

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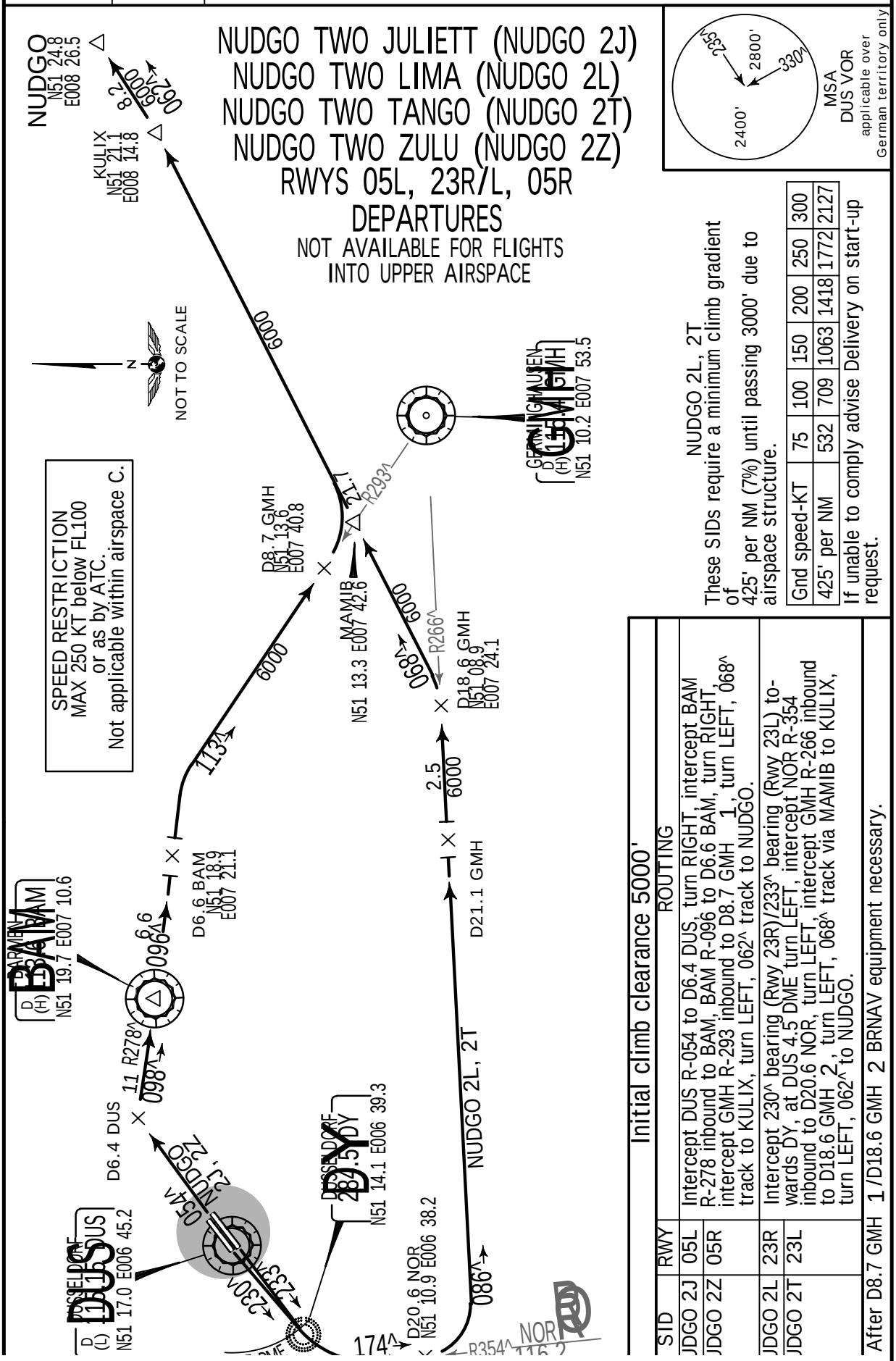
DUSSELDORF

JEPPESEN 19 SEP 14 (10-3J) .SID.

*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures.Strict adherence within the limits of aircraft performance is MANDATORY.

NUDGO TWO JULIETT (NUDGO 2J)
NUDGO TWO LIMA (NUDGO 2L)
NUDGO TWO TANGO (NUDGO 2T)
NUDGO TWO ZULU (NUDGO 2Z)
RWYS 05L, 23R/L, 05R
DEPARTURES

NOT AVAILABLE FOR FLIGHTS INTO UPPER AIRSPACE



NUDGO 2L, 2T
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
NUDGO 2J	05L	Intercept DUS R-054 to D6.4 DUS, turn RIGHT, intercept BAM R-278 inbound to BAM, BAM R-096 to D6.6 BAM, turn RIGHT, intercept GMH R-293 inbound to D8.7 GMH 1, turn LEFT, 068^ track to KULIX, turn LEFT, 062^ track to NUDGO.
NUDGO 2Z	05R	
NUDGO 2L	23R	Intercept 230^ bearing (Rwy 23R)/233^ bearing (Rwy 23L) towards DY, at DUS 4.5 DME turn LEFT, intercept NOR R-354 inbound to D20.6 NOR, turn LEFT, intercept GMH R-266 inbound to D18.6 GMH 2, turn LEFT, 068^ track via MAMIB to KULIX, turn LEFT, 062^ to NUDGO.
NUDGO 2T	23L	

After D8.7 GMH 1/D18.6 GMH 2 BRNAV equipment necessary.

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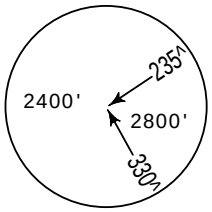
DUSSELDORF

JEPPESEN 19 SEP 14 (10-3K) .SID.

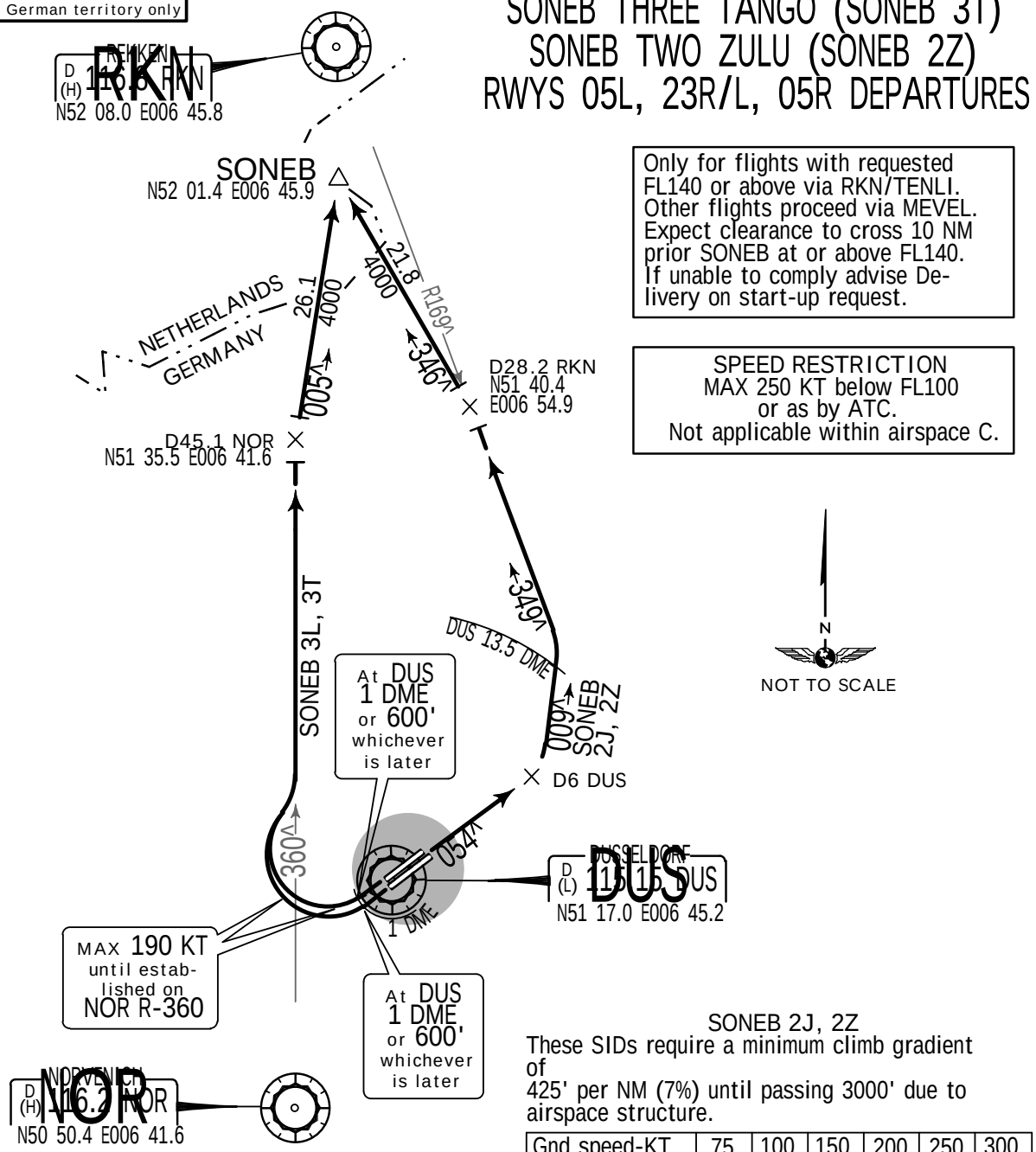


MSA
DUS VOR
applicable over
German territory only

*LANGEN Radar	Apt Elev
128.5	147'

Trans level: By ATC Trans alt: 5000'
1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

SONEB TWO JULIETT (SONEB 2J)
SONEB THREE LIMA (SONEB 3L)
SONEB THREE TANGO (SONEB 3T)
SONEB TWO ZULU (SONEB 2Z)
RWYS 05L, 23R/L, 05R DEPARTURES



Only for flights with requested FL140 or above via RKN/TENLI. Other flights proceed via MEVEL. Expect clearance to cross 10 NM prior SONEB at or above FL140. If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

SONEB 2J, 2Z
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
SONEB 2J	05L	Intercept DUS R-054 to D6 DUS turn LEFT, 009^ track to DUS 13.5 DME, turn LEFT, intercept RKN R-169 inbound to D28.2 RKN 1, turn LEFT, 346^ track to SONEB.
SONEB 2Z	05R	
SONEB 3L	23R	Climb on runway track to DUS 1 DME or 600', whichever is later, turn RIGHT, intercept NOR R-360 to D45.1 NOR 2, turn RIGHT, 005^ track to SONEB.
SONEB 3T	23L	

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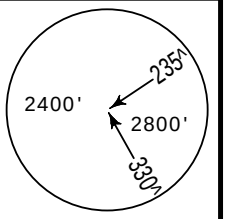
DUSSELDORF

JEPPESEN 19 SEP 14 10-3L

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

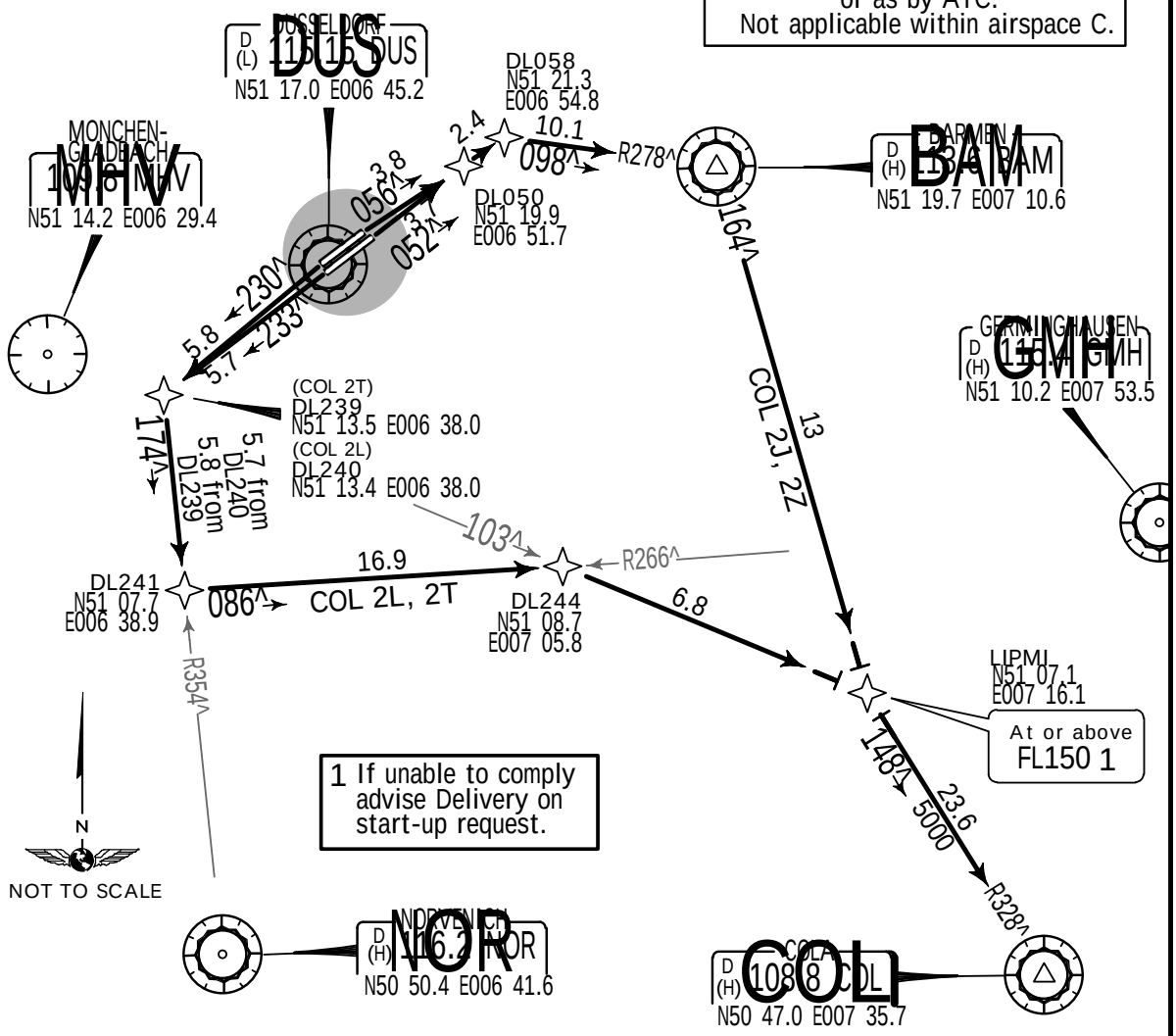
*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

COLA TWO JULIETT (COL 2J)
COLA TWO LIMA (COL 2L)
COLA TWO TANGO (COL 2T)
COLA TWO ZULU (COL 2Z)
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3)

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



COL 2L, 2T
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
COL 2J	05L	(600'+) - DL050 - DL058 - BAM - LIPMI (FL150+) - COL.
COL 2L	23R	(600'+) - DL240 - DL241 - DL244 - LIPMI (FL150+) - COL.
COL 2T	23L	(600'+) - DL239 - DL241 - DL244 - LIPMI (FL150+) - COL.

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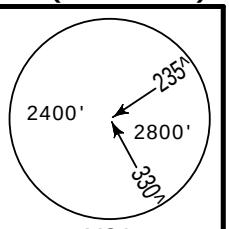
DUSSELDORF

JEPPESEN
19 SEP 14 (10-3M)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

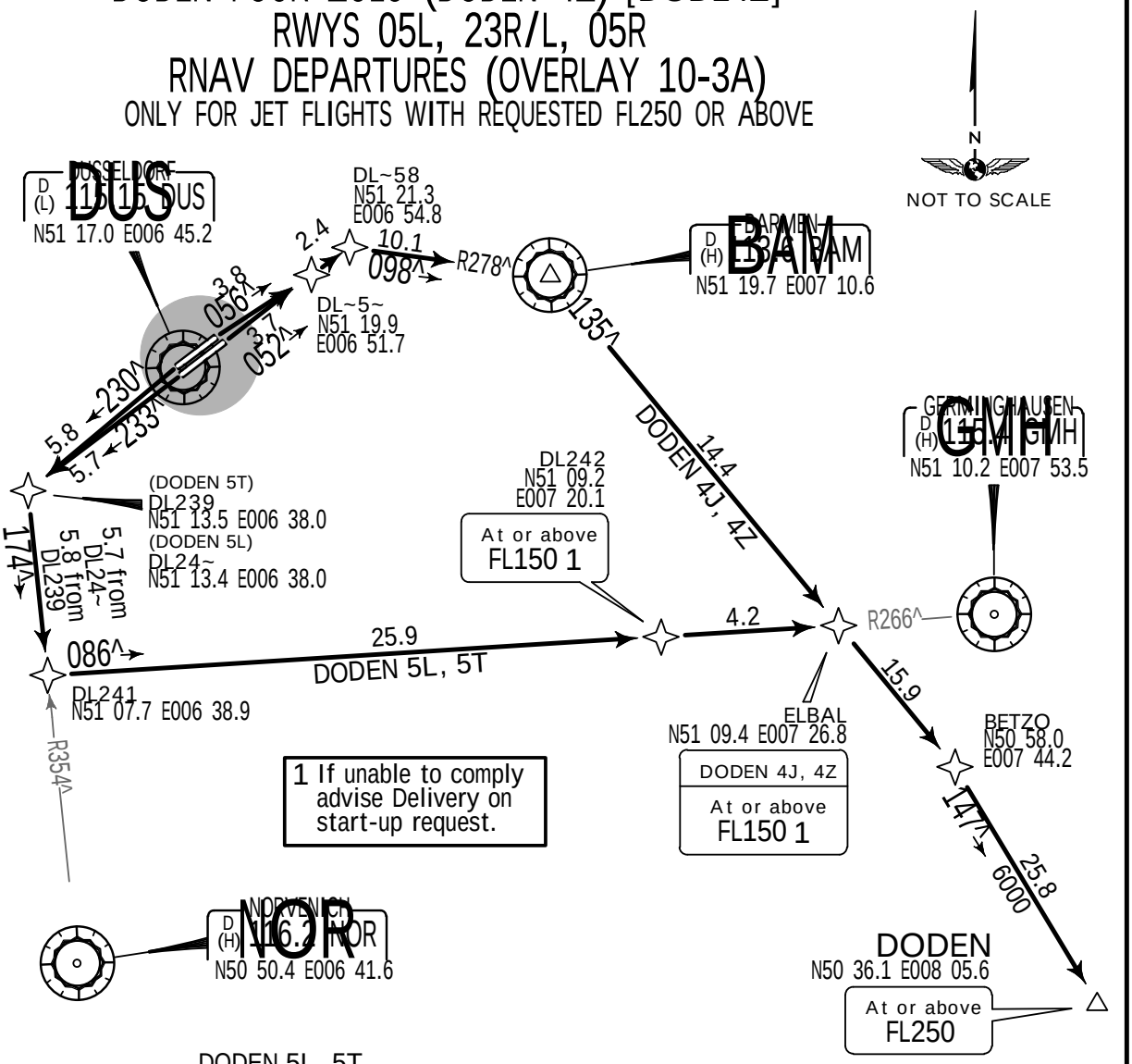
*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

DODEN FOUR JULIETT (DODEN 4J) [DODE4J]
DODEN FIVE LIMA (DODEN 5L) [DODE5L]
DODEN FIVE TANGO (DODEN 5T) [DODE5T]
DODEN FOUR ZULU (DODEN 4Z) [DODE4Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3A)

ONLY FOR JET FLIGHTS WITH REQUESTED FL250 OR ABOVE



1 If unable to comply advise Delivery on start-up request.

DODEN 5L, 5T
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Flights unable to cross DODEN at or above FL250 shall file KUMIK RNAV SIDs.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Initial climb clearance 5000'

SID	RWY	ROUTING
DODEN 4J	05L	(600'+) - DL050 - DL058 - BAM - ELBAL (FL150+) - BETZO - DODEN (FL250+).
DODEN 4Z	05R	
DODEN 5L	23R	(600'+) - DL240 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN (FL250+).
DODEN 5T	23L	(600'+) - DL239 - DL241 - DL242 (FL150+) - ELBAL - BETZO - DODEN

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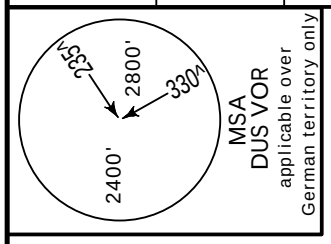
JEPPESEN
19 SEP 14 (10-3N)

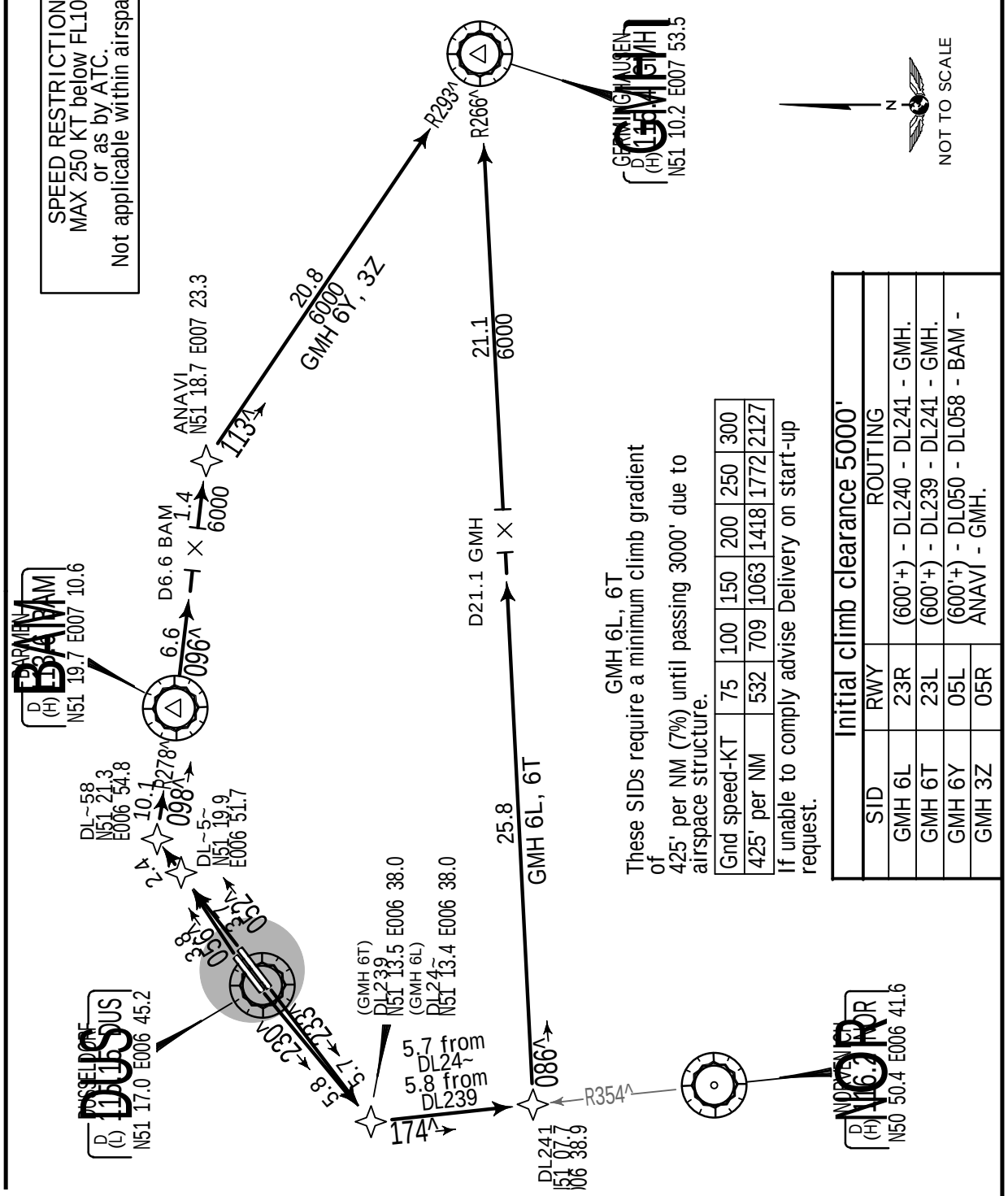
DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



GERMINGHAUSEN SIX LIMA (GMH 6L)
GERMINGHAUSEN SIX TANGO (GMH 6T)
GERMINGHAUSEN SIX YANKEE (GMH 6Y)
GERMINGHAUSEN THREE ZULU (GMH 3Z)
RWYS 23R/L, 05L/R
RNAV DEPARTURES (OVERLAY 10-3B)
ONLY FOR FLIGHTS WITH REQUESTED FL140 OR BELOW

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



GMH 6L, 6T
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'		
SID	RWY	ROUTING
GMH 6L	23R	(600'+) - DL240 - DL241 - GMH.
GMH 6T	23L	(600'+) - DL239 - DL241 - GMH.
GMH 6Y	05L	(600'+) - DL050 - DL058 - BAM - ANAVI - GMH.
GMH 3Z	05R	

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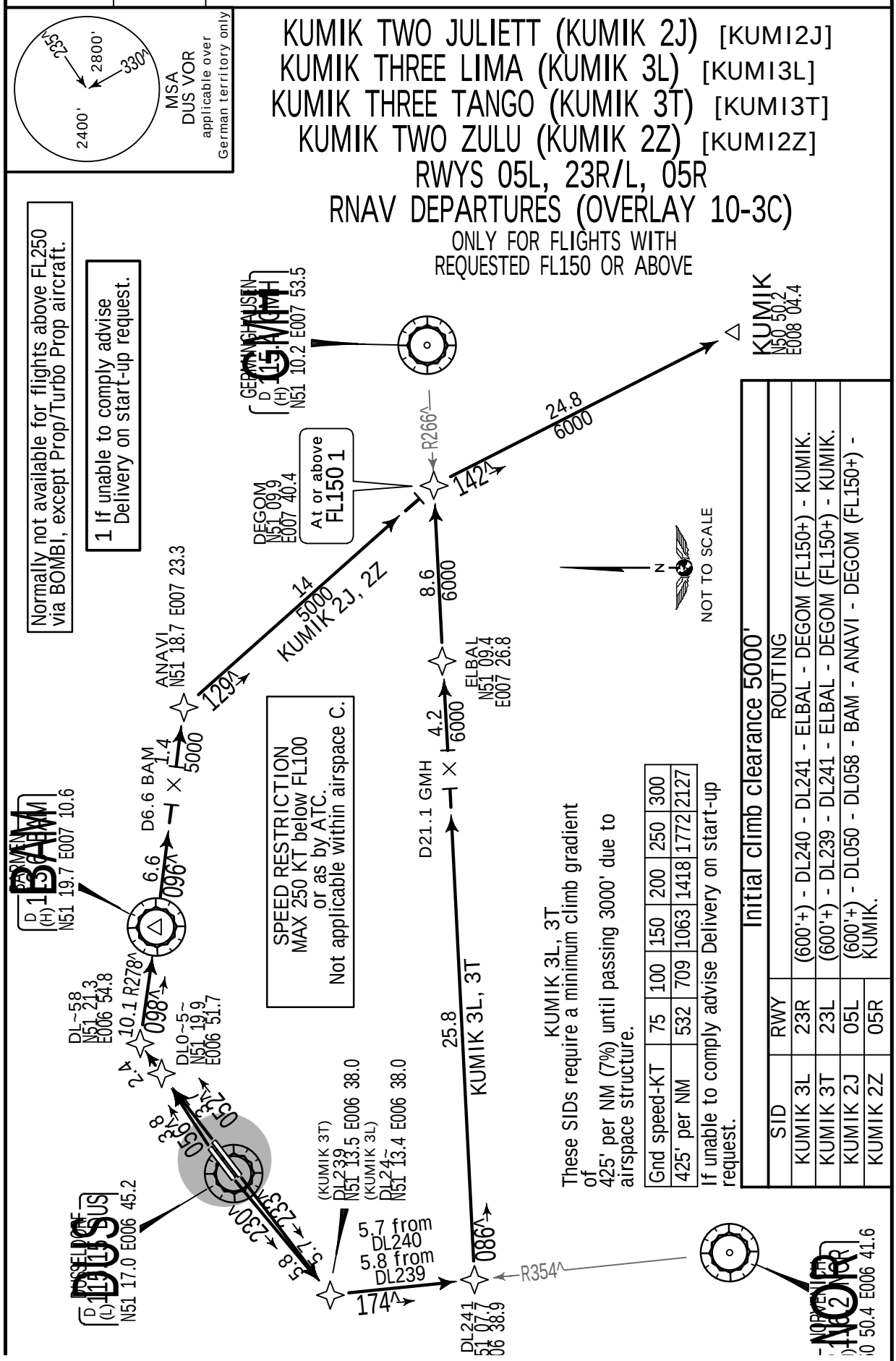
JEPPESEN
19 SEP 14 (10-3P)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	RWY
KUMIK 3L	23R
KUMIK 3T	23L
KUMIK 2J	05L
KUMIK 2Z	05R

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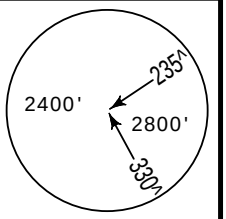
JEPPESEN
19 SEP 14 (10-3Q)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

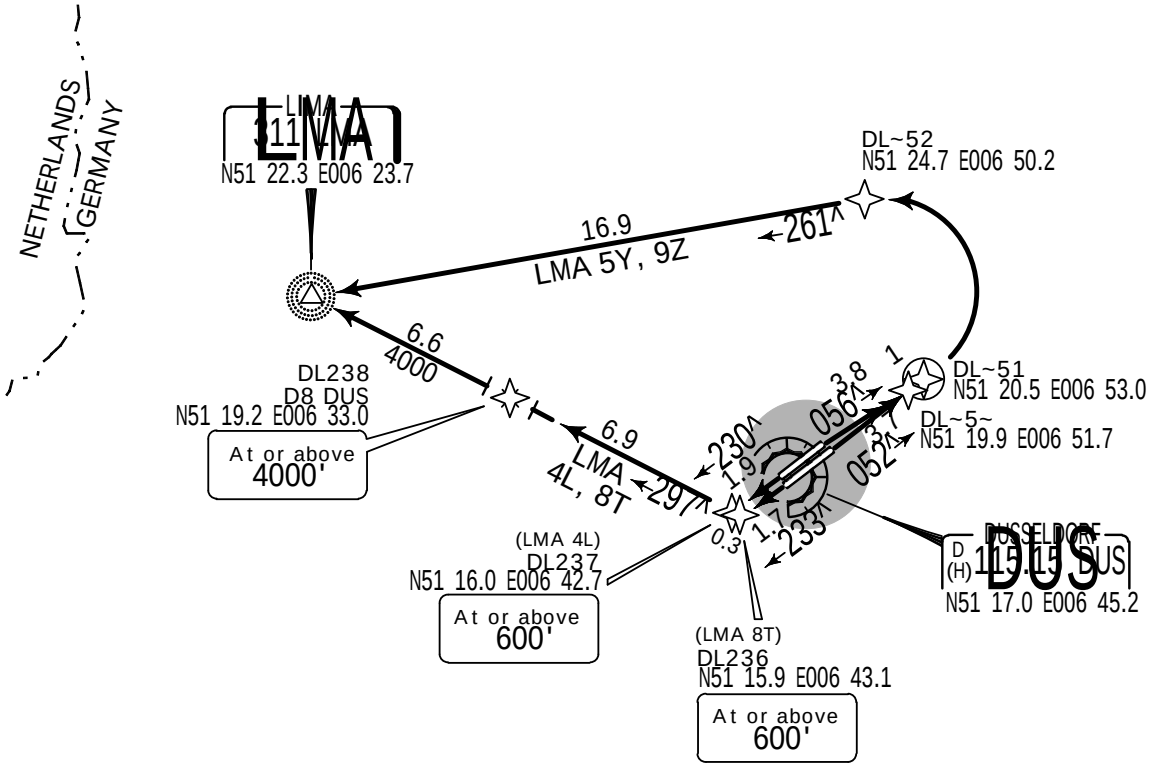
*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

LIMA FOUR LIMA (LMA 4L)
LIMA EIGHT TANGO (LMA 8T)
LIMA FIVE YANKEE (LMA 5Y)
LIMA NINE ZULU (LMA 9Z)
RWYS 23R/L, 05L/R
RNAV DEPARTURES (OVERLAY 10-3D)
ONLY FOR FLIGHTS TO EDLN

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



These SIDs require minimum climb gradients of
LMA 4L, 8T: 407' per NM (6.7%) due to airspace structure.
LMA 5Y, 9Z: 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

N
NOT TO SCALE

Initial climb clearance 5000'

SID	RWY	ROUTING
LMA 4L	23R	DL237 (600'+) - DL238 (4000'+) - LMA.
LMA 8T	23L	DL236 (600'+) - DL238 (4000'+) - LMA.
LMA 5Y	05L	(600'+) - DL050 - DL051 - DL052 - LMA.

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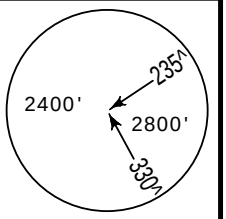
JEPPESEN 19 SEP 14 (10-3S)

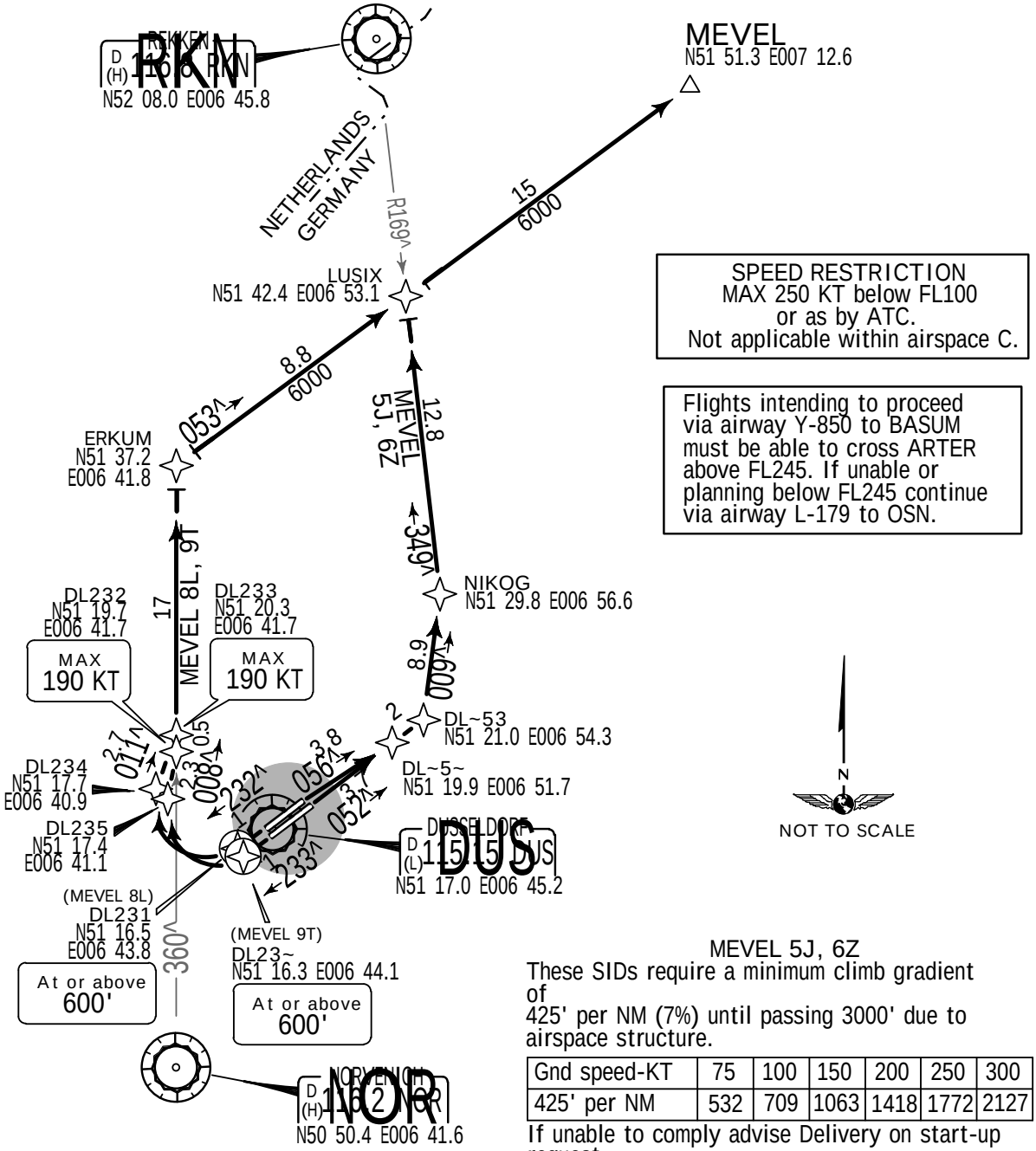
DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over German territory only

MEVEL FIVE JULIETT (MEVEL 5J) [MEVE5J]
MEVEL EIGHT LIMA (MEVEL 8L) [MEVE8L]
MEVEL NINE TANGO (MEVEL 9T) [MEVE9T]
MEVEL SIX ZULU (MEVEL 6Z) [MEVE6Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3E)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

Flights intending to proceed via airway Y-850 to BASUM must be able to cross ARTER above FL245. If unable or planning below FL245 continue via airway L-179 to OSN.

MEVEL 5J, 6Z
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
MEVEL 5J	05L	(600'+) - DL050 - DL053 - NIKOG - LUSIX - MEVEL.
MEVEL 8L	23R	DL231 (600'+) - DL234 - DL233 (K190-) - ERKUM - LUSIX - MEVEL.
MEVEL 9T	23L	DL230 (600'+) - DL235 - DL232 (K190-) - ERKUM - LUSIX - MEVEL.

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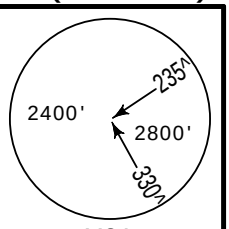
JEPPESEN
19 SEP 14 (10-3T)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

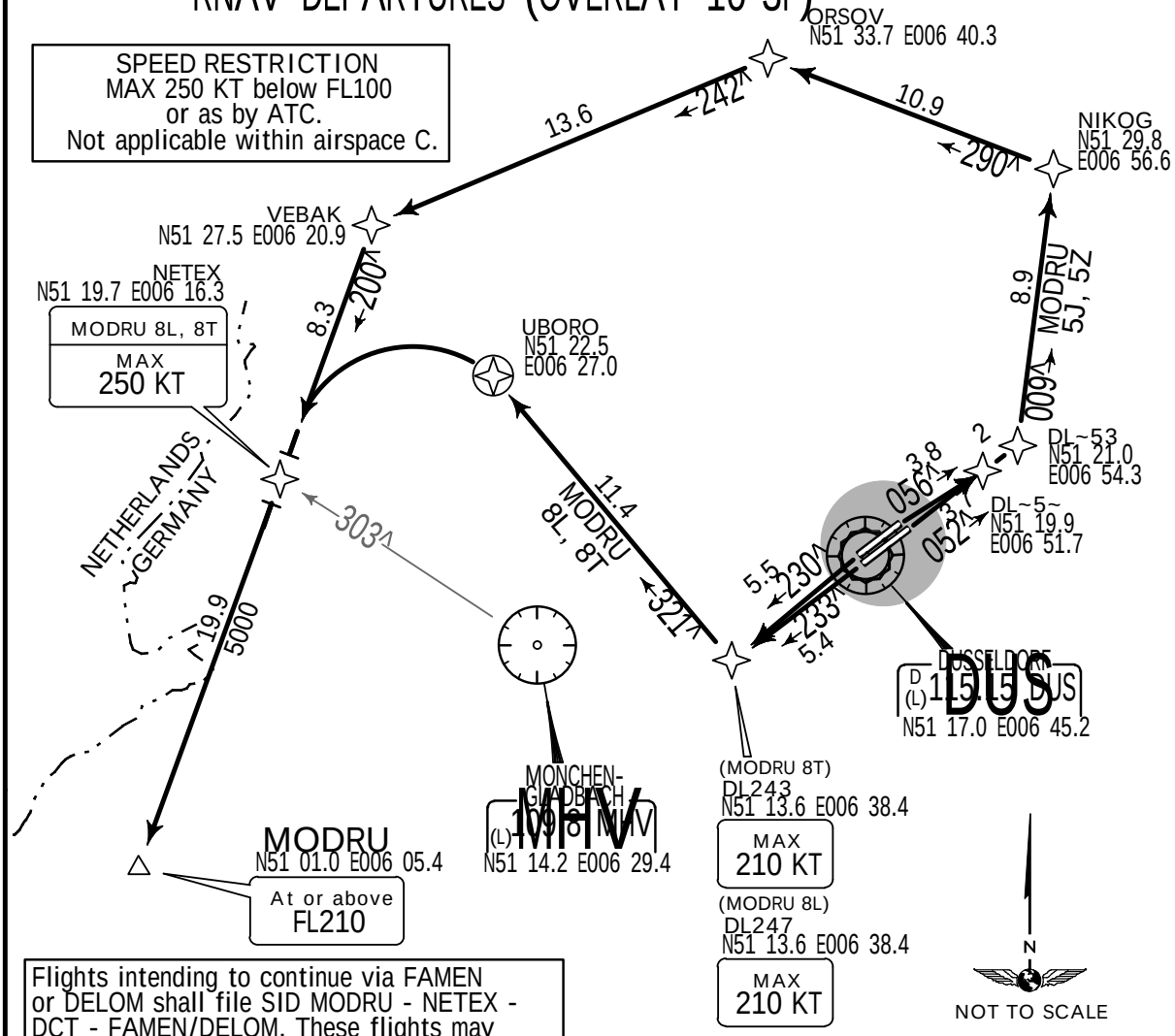
*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

MODRU FIVE JULIETT (MODRU 5J) [MODR5J]
MODRU EIGHT LIMA (MODRU 8L) [MODR8L]
MODRU EIGHT TANGO (MODRU 8T) [MODR8T]
MODRU FIVE ZULU (MODRU 5Z) [MODR5Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3F)

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



Flights intending to continue via FAMEN or DELOM shall file SID MODRU - NETEX - DCT - FAMEN/DELOM. These flights may leave SID MODRU at NETEX to proceed NETEX DCT FAMEN/DELOM, also in case of radio comm failure.
Flights unable to reach FL110 at NETEX shall advise ATC accordingly.

Only for flights with requested FL210 and above. These flights have to be able to cross MODRU at or above FL210.
If unable to comply advise Delivery on start-up request.

These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
MODRU 5J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX - MODRU (FL210+).
MODRU 5Z	05R	
MODRU 8L	23R	(600'+) - DL247 (K210-) - UBORO - NETEX (K250-) - MODRU (FL210+).

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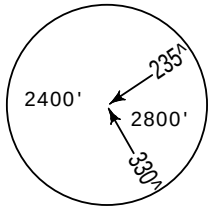
DUSSELDORF

JEPPESEN
19 SEP 14 (10-3U)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

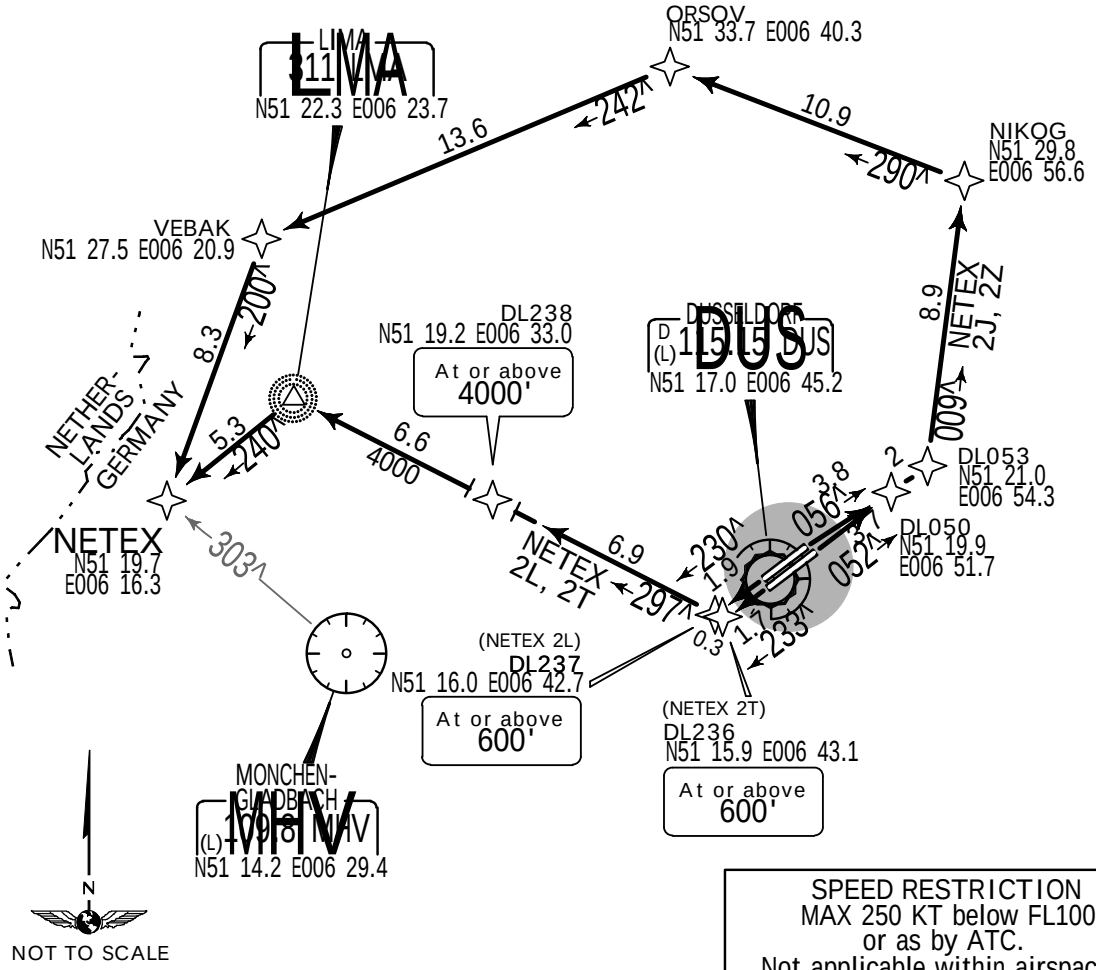
*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

NETEX TWO JULIETT (NETEX 2J)[NETE2J]
NETEX TWO LIMA (NETEX 2L) [NETE2L]
NETEX TWO TANGO (NETEX 2T)[NETE2T]
NETEX TWO ZULU (NETEX 2Z) [NETE2Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3G)

FOR FLIGHTS FROM REQUESTED FL100 TO FL200 OR
FOR FLIGHTS VIA AIRWAY Z-282 - DIBIR - AIRWAY L-179 (IF AVAILABLE)



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

These SIDs require minimum climb gradients of
NETEX 2J, 2Z: 425' per NM (7%) until passing 3000' due to airspace structure.
NETEX 2L, 2T: 407' per NM (6.7%) until passing 4000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
407' per NM	509	679	1018	1357	1696	2036

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
NETEX 2J	05L	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.
NETEX 2L 1	23R	DL237 (600'+) - DL238 (4000'+) - LMA - NETEX.
NETEX 2T 1	23L	DL236 (600'+) - DL238 (4000'+) - LMA - NETEX.
NETEX 2Z	05R	(600'+) - DL050 - DL053 - NIKOG - ORSOV - VEBAK - NETEX.

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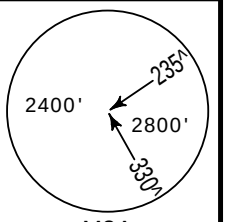
DUSSELDORF

JEPPESEN 19 SEP 14 (10-3V)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

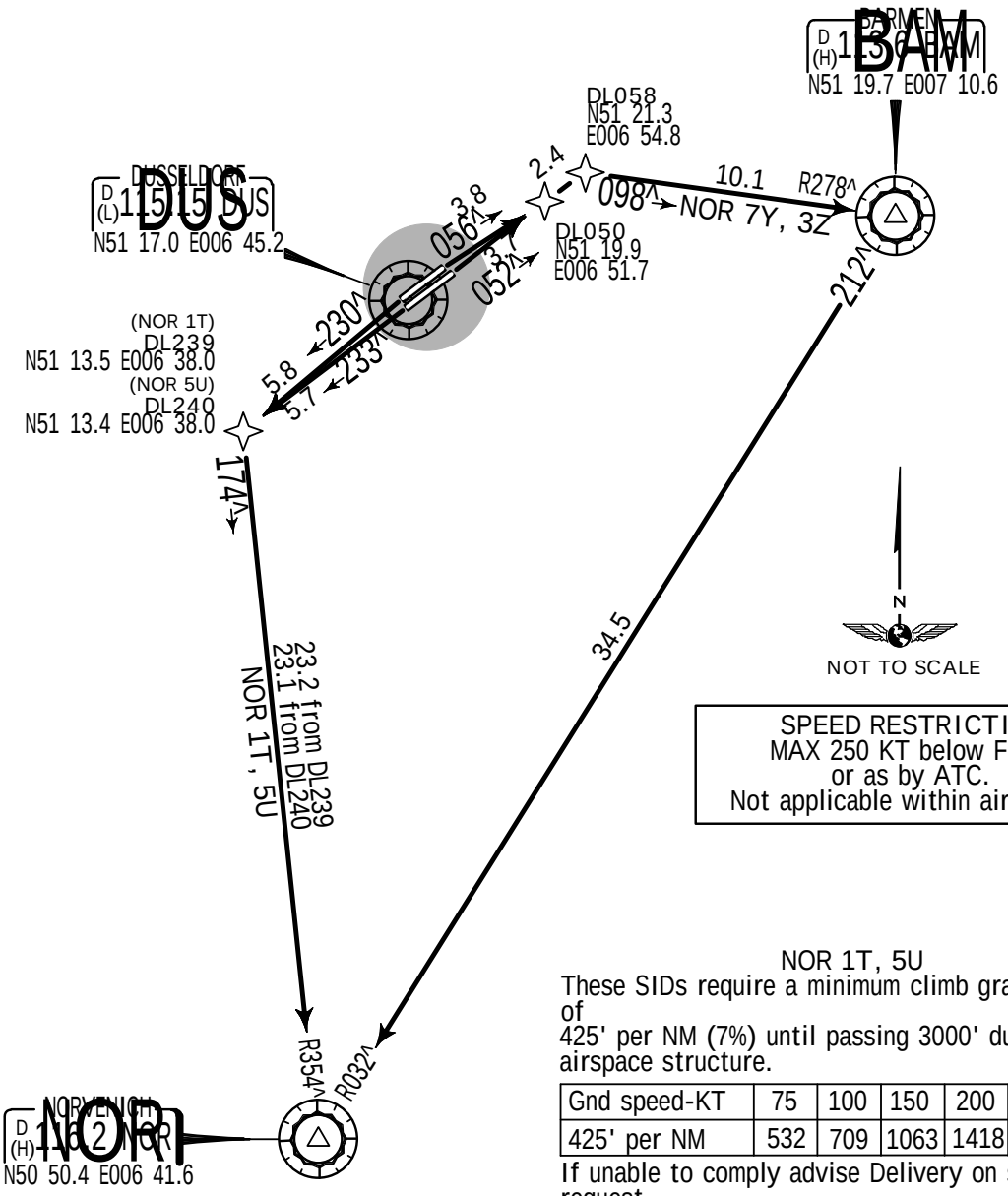
*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.



MSA
DUS VOR
applicable over
German territory only

NORVENICH ONE TANGO (NOR 1T)
NORVENICH FIVE UNIFORM (NOR 5U)
NORVENICH SEVEN YANKEE (NOR 7Y)
NORVENICH THREE ZULU (NOR 3Z)
RWYS 23L/R, 05L/R
RNAV DEPARTURES (OVERLAY 10-3H)

FOR FLIGHTS WITH REQUESTED FL90 OR BELOW
FLIGHTS WITH REQUESTED FL100 OR ABOVE SHALL FILE VIA MODRU
ALSO AVAILABLE FOR FLIGHTS VIA AIRWAY Q-760 BETWEEN 0600-0800LT



SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.

NOR 1T, 5U
These SIDs require a minimum climb gradient of
425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
NOR 1T	23L	(600'+) - DL239 - NOR.
NOR 5U	23R	(600'+) - DL240 - NOR.
NOR 7Y	05L	(600'+) - DL050 - DL058 - BAM - NOR.

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EDDL/DUS
DUSSELDORF

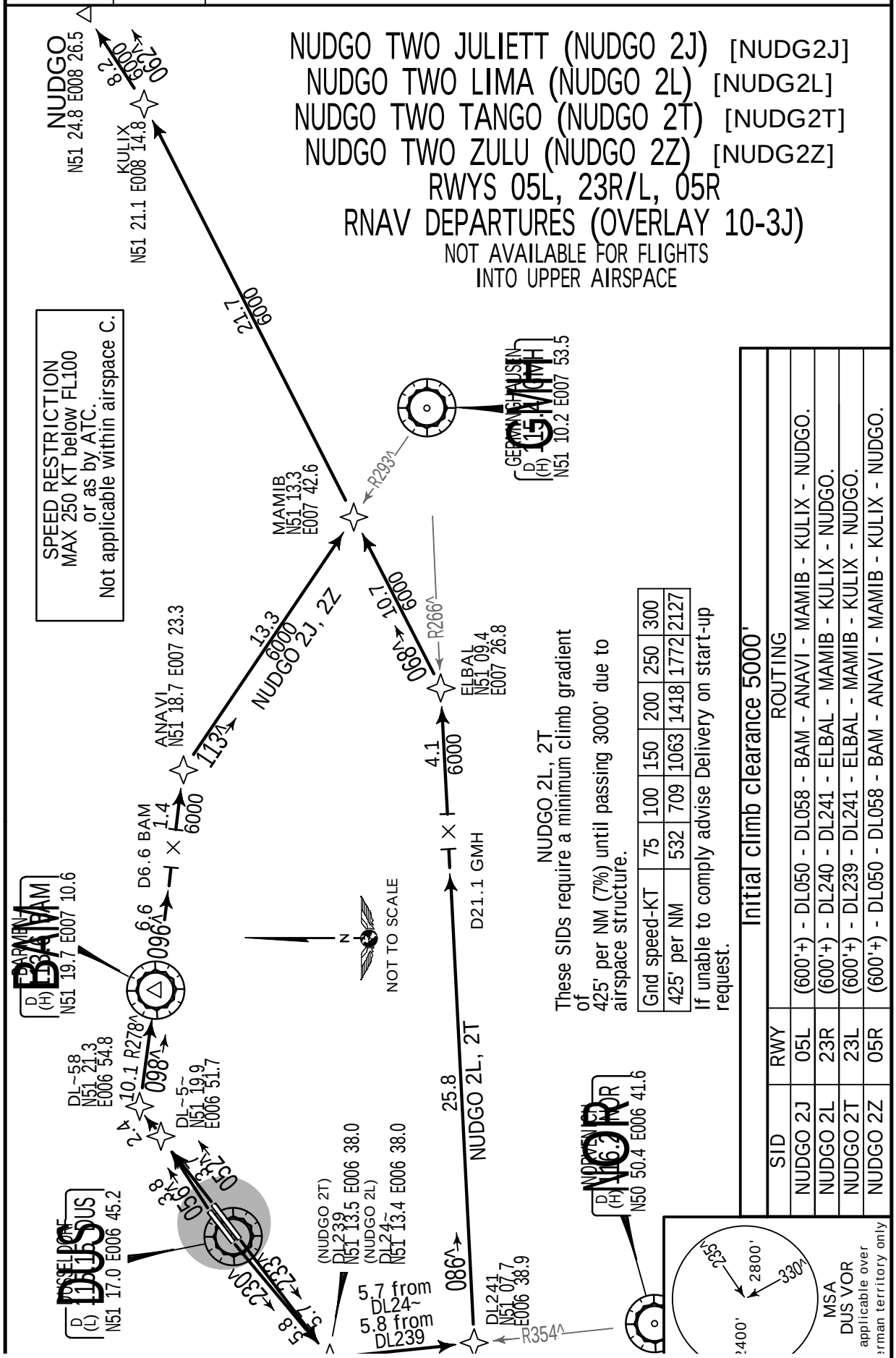
JEPPESEN
19 SEP 14 (10-3W)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN Radar	Apt Elev	
133.775	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

NUDGO TWO JULIETT (NUDGO 2J) [NUDG2J]
NUDGO TWO LIMA (NUDGO 2L) [NUDG2L]
NUDGO TWO TANGO (NUDGO 2T) [NUDG2T]
NUDGO TWO ZULU (NUDGO 2Z) [NUDG2Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3J)

NOT AVAILABLE FOR FLIGHTS
INTO UPPER AIRSPACE



NUDGO 2L, 2T
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
NUDGO 2J	05L	(600'+) - DL050 - DL058 - BAM - ANAVI - MAMIB - KULIX - NUDGO.
NUDGO 2L	23R	(600'+) - DL240 - DL241 - ELBAL - MAMIB - KULIX - NUDGO.
NUDGO 2T	23L	(600'+) - DL239 - DL241 - ELBAL - MAMIB - KULIX - NUDGO.
NUDGO 2Z	05R	(600'+) - DL050 - DL058 - BAM - ANAVI - MAMIB - KULIX - NUDGO.

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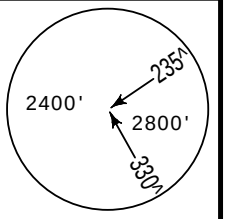
JEPPESEN
19 SEP 14 (10-3X)

DUSSELDORF, GERMANY
.RNAV.SID.(OVERLAY).

*LANGEN Radar	Apt Elev	
128.5	147'	Trans level: By ATC Trans alt: 5000' 1. Remain on Tower frequency until passing 2000', then contact LANGEN Radar. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.

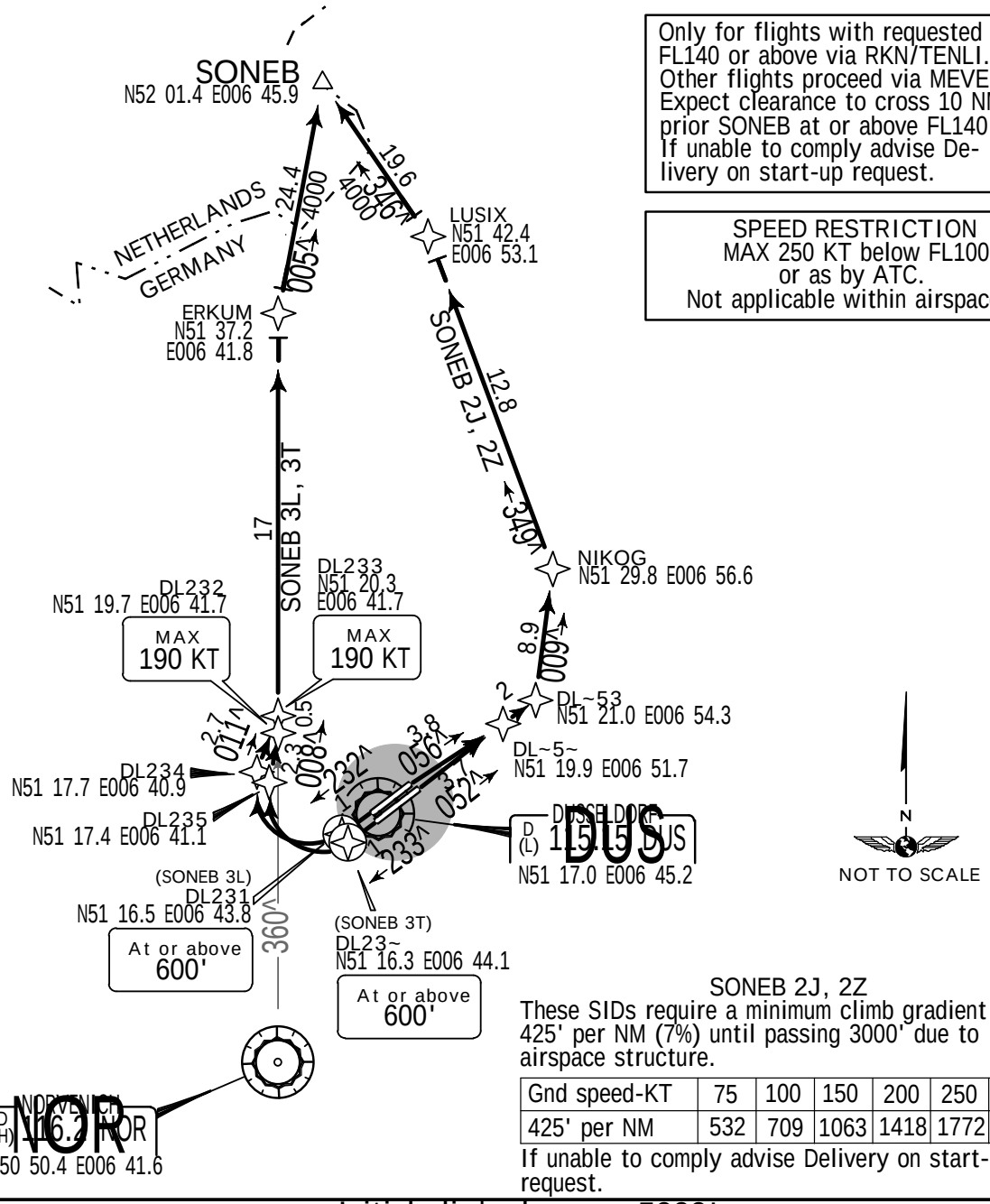


MSA
DUS VOR
applicable over
German territory only

SONEB TWO JULIETT (SONEB 2J) [SONE2J]
SONEB THREE LIMA (SONEB 3L) [SONE3L]
SONEB THREE TANGO (SONEB 3T) [SONE3T]
SONEB TWO ZULU (SONEB 2Z) [SONE2Z]
RWYS 05L, 23R/L, 05R
RNAV DEPARTURES (OVERLAY 10-3K)

Only for flights with requested FL140 or above via RKN/TENLI. Other flights proceed via MEVEL. Expect clearance to cross 10 NM prior SONEB at or above FL140 If unable to comply advise Delivery on start-up request.

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.
Not applicable within airspace C.



SONEB 2J, 2Z
These SIDs require a minimum climb gradient of 425' per NM (7%) until passing 3000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply advise Delivery on start-up request.

Initial climb clearance 5000'

SID	RWY	ROUTING
SONEB 2J	05L	(600'+) - DL050 - DL053 - NIKOG - LUSIX - SONEB.
SONEB 3L	23R	DL231 (600'+) - DL234 - DL233 (K190-) - ERKUM - SONEB.
SONEB 3T	23L	DL230 (600'+) - DL235 - DL232 (K190-) - ERKUM - SONEB.

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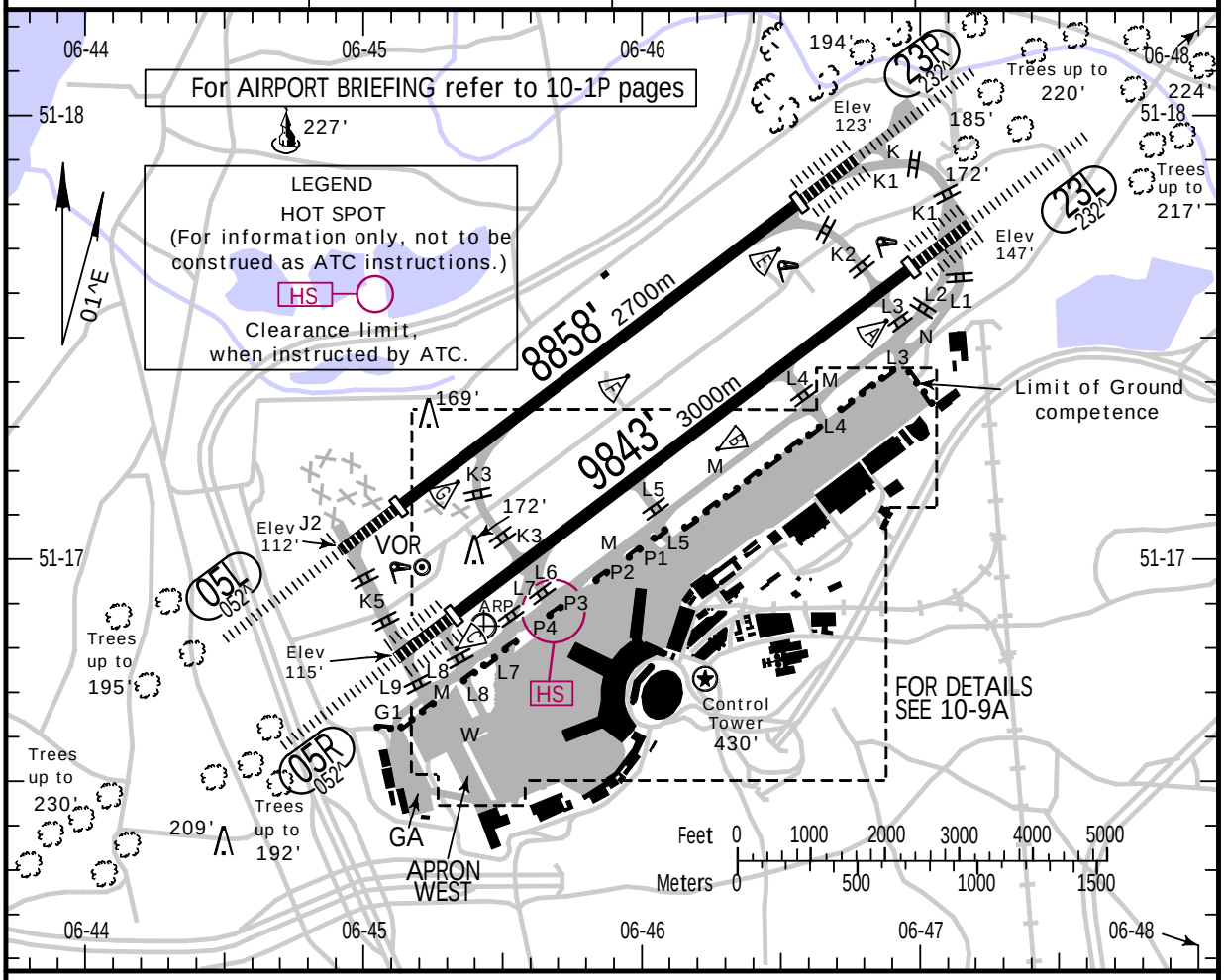
EDDL/DUS DUSSELDORF, GERMANY

Apt Elev 147'
N51 16.9 E006 45.4

JEPPESEN 1 AUG 14 (10-9)

DUSSELDORF

*D-ATIS	*DUSSELDORF Delivery	*Ground	Tower
115.15 123.775	121.775	121.9 121.6	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L	HIRL 1 CL 2 HIALS SFL PAPI-L(3.0^) REIL RVR	7874' 2400m	6923' 2110m	3 4	148' 45m
23R	HIRL 1 CL 2 ALSF-II TDZ PAPI-L(3.0^) REIL RVR		6659' 2030m		

1 spacing 60m
2 spacing 15m
3 TAKE-OFF RUN AVAILABLE
RWY 05L: From rwy head 7874' (2400m)
twy K3 int 5643' (1720m)
RWY 23R: From rwy head 7874' (2400m)
twy K1 int 7480' (2080m)
twy K2 int 6765' (2062m)
(PPR only) 8530' (2600m) with paved strip in front of rwy
4 Additional 984'/300m available as stopway.

05R 23L	HIRL CL(15m) ALSF-II TDZ PAPI-L(3.0^) REIL RVR	8858' 2700m	7844' 2391m / 7632' 2326m	5 6	148' 45m

5 TAKE-OFF RUN AVAILABLE
RWY 05R: From rwy head 8858' (2700m)
twy L8 int 8120' (2475m)
twy L6 int 6663' (2031m)
RWY 23L: From rwy head 8858' (2700m)
twy L1 int 8678' (2645m)
twy L2 int 8202' (2500m)
twy L3 int 7333' (2235m)
6 Additional 984'/300m available as stopway.

.Standard. TAKE-OFF 1

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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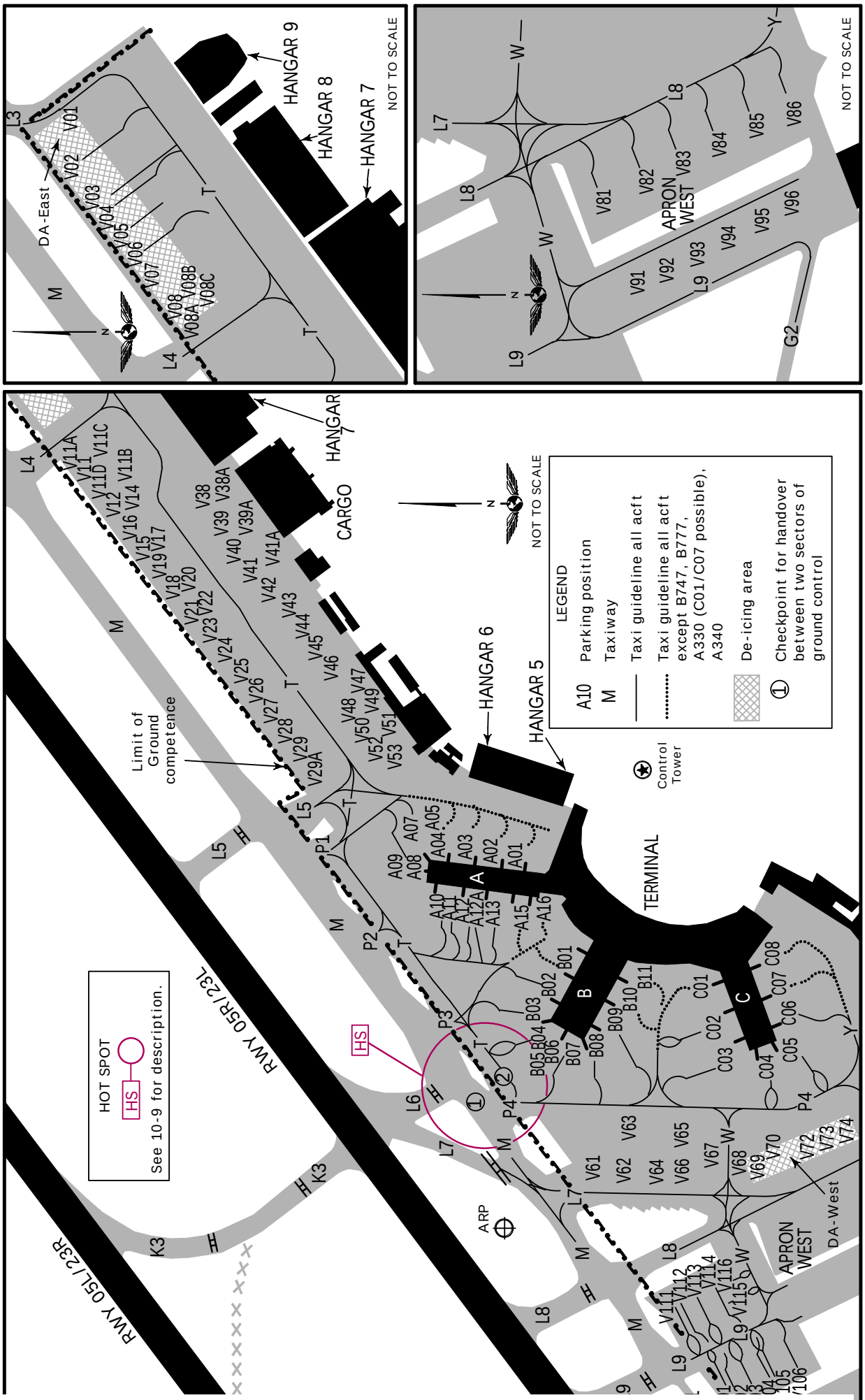

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A01, A02	N51 16.9 E006 46.1	V28	N51 17.2 E006 46.2
A03 thru A08	N51 17.0 E006 46.1	V29, V29A	N51 17.1 E006 46.2
A09	N51 16.9 E006 46.1	V38 thru V39A	N51 17.2 E006 46.6
A10 thru A12	N51 17.0 E006 46.0	V40	N51 17.2 E006 46.5
A12A thru A16	N51 16.9 E006 46.0	V41 thru V43	N51 17.1 E006 46.5
B01, B02	N51 16.9 E006 45.9	V44 thru V46	N51 17.1 E006 46.4
B03 thru B06	N51 16.9 E006 45.8	V47 thru V52	N51 17.1 E006 46.3
B07	N51 16.9 E006 45.7	V53	N51 17.0 E006 46.2
B08, B09	N51 16.8 E006 45.8	V61 thru V66	N51 16.8 E006 45.6
B10, B11	N51 16.8 E006 45.9	V67 thru V71	N51 16.7 E006 45.6
C01	N51 16.7 E006 45.9	V72, V73	N51 16.6 E006 45.6
C02	N51 16.7 E006 45.8	V74	N51 16.6 E006 45.4
C03, C04	N51 16.7 E006 45.7	V81	N51 16.7 E006 45.4
C05	N51 16.6 E006 45.8	V82 thru V86	N51 16.6 E006 45.5
C06	N51 16.7 E006 45.8	V91 thru V95	N51 16.6 E006 45.4
C07, C08	N51 16.7 E006 45.9	V96	N51 16.5 E006 45.5
V01	N51 17.5 E006 47.0	V101 thru 104	N51 16.7 E006 45.2
V02 thru V04	N51 17.5 E006 46.9	V105	N51 16.7 E006 45.3
V05 thru V08	N51 17.4 E006 46.8	V106	N51 16.6 E006 45.3
V08A	N51 17.3 E006 46.7	V111, V112	N51 16.8 E006 45.4
V08B, V08C	N51 17.3 E006 46.8	V113 thru 116	N51 16.7 E006 45.4
V11	N51 17.4 E006 46.7		
V11A	N51 17.3 E006 46.6		
V11B	N51 17.2 E006 46.6		
V11C thru V12	N51 17.3 E006 46.6		
V14 thru V16	N51 17.3 E006 46.6		
V17 thru V20	N51 17.3 E006 46.5		
V21	N51 17.3 E006 46.4		
V22 thru V24	N51 17.2 E006 46.4		
V25 thru V27	N51 17.2 E006 46.3		

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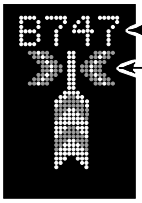
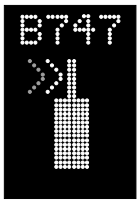
SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (SAFEDOCK)



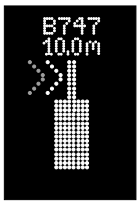
Yellow

Red

System is activated and in capture mode, searching an approaching acft.
The lead-in line is to be followed.

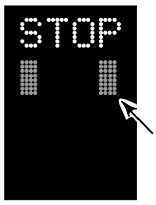


Do not proceed beyond the bridge unless the floating arrows are replaced by a yellow center line indicator and floating arrow to indicate that the system has captured the acft and is actively tracking it.
Red arrows show the direction to turn for azimuth guidance.
Yellow arrows show position in relation to center line.
The absence of any direction arrow indicates the acft on center line.



Digital countdown begins when the acft is 20m from its stop position. When the acft is within the last 12m, the distance-to-go closing rate indicator decreases by about one yellow LED-row per 0.5m of movement.

If the acft is approaching faster than the accepted speed, the system will show "SLOW" as warning to the pilot.



Red

At the stop position the display will show "STOP" with red light squares, following by "OK".

In case of malfunction request assistance from APRON CONTROL.

Stop bar markings are located to the right and left with a 90 degree angle to the guide lines.
Acft has to be stopped with the pilot seat abeam the stop bar (nose wheel).

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EDDL/DUS DUSSELDORF

JEPPESEN

19 SEP 14 (11-1)

DUSSELDORF, GERMANY ILS or LOC Rwy 05L

BRIEFING STRIP ™

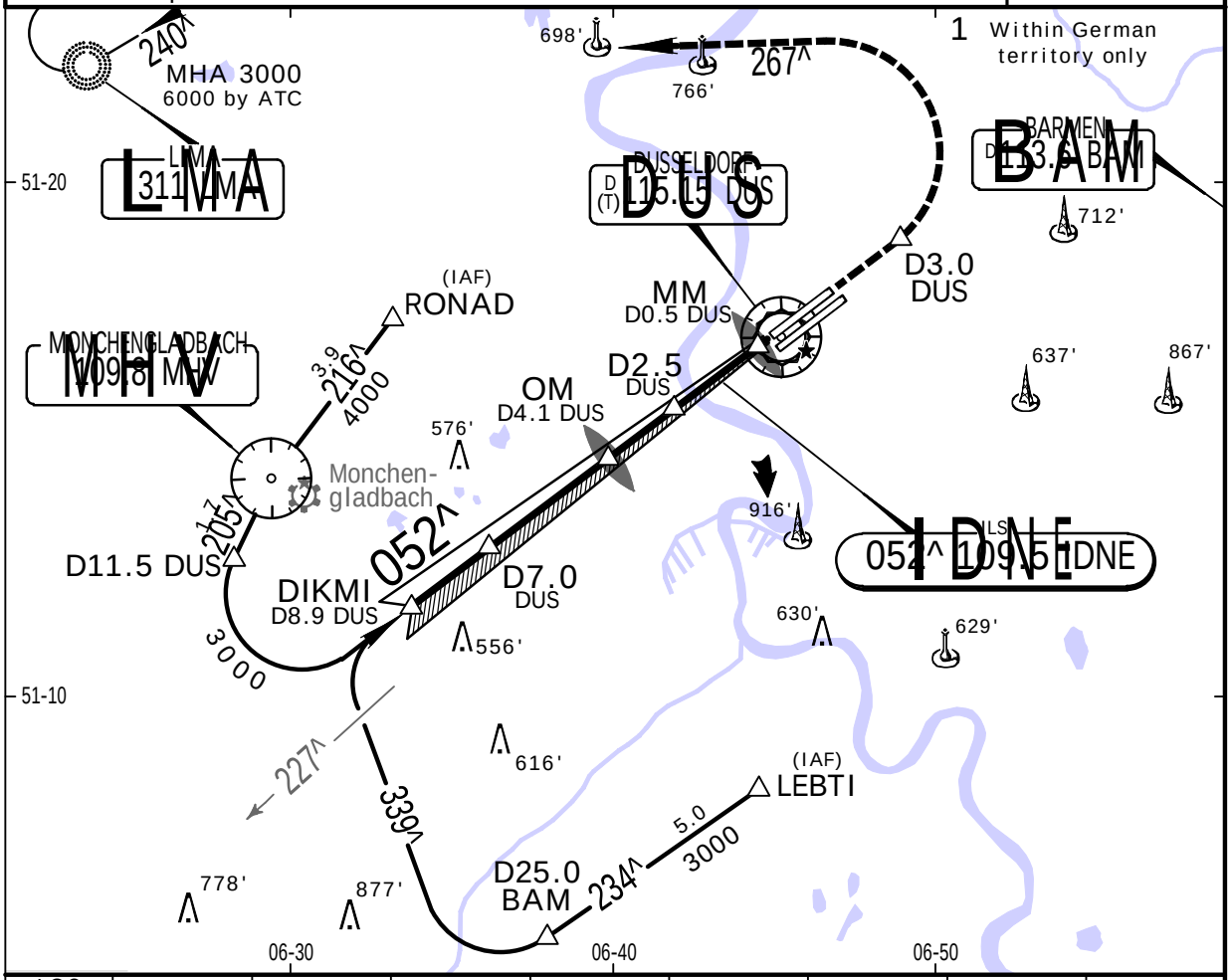
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

LOC IDNE	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 147' RWY 116'
109.5	052^	1480' (1364')		

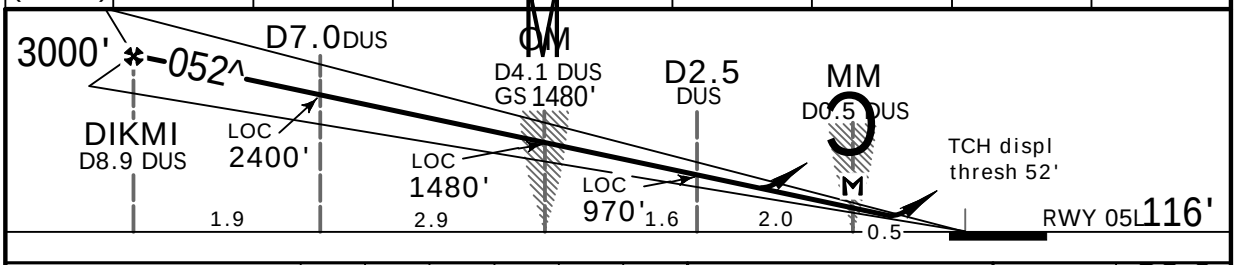
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267^ to LMA NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'
LOC: DME required.

MSA DUS VOR: 1 — 2400' (235^), 2800' (330^)



LOC (GS out)	DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720'	2400'	2080'	1760'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at MM/D0.5 DUS						

HIALS
REIL
PAPI

D3.0 DUS

.Standard. STRAIGHT-IN LANDING RWY 05L

	ILS			LOC (GS out)	
	DA(H) AB: 316' (200')	C: 333' (217')	D: 343' (227')	DA(H) 500' (384')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

NS OPS

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JEPPESEN
JeppView 3.6.2.0

EDDL/DUS DUSSELDORF, GERMANY

DUSSELDORF

JEPPESEN 19 SEP 14 (11-2)

ILS or LOC or NDB Rwy 05R

BRIEFING STRIP ™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

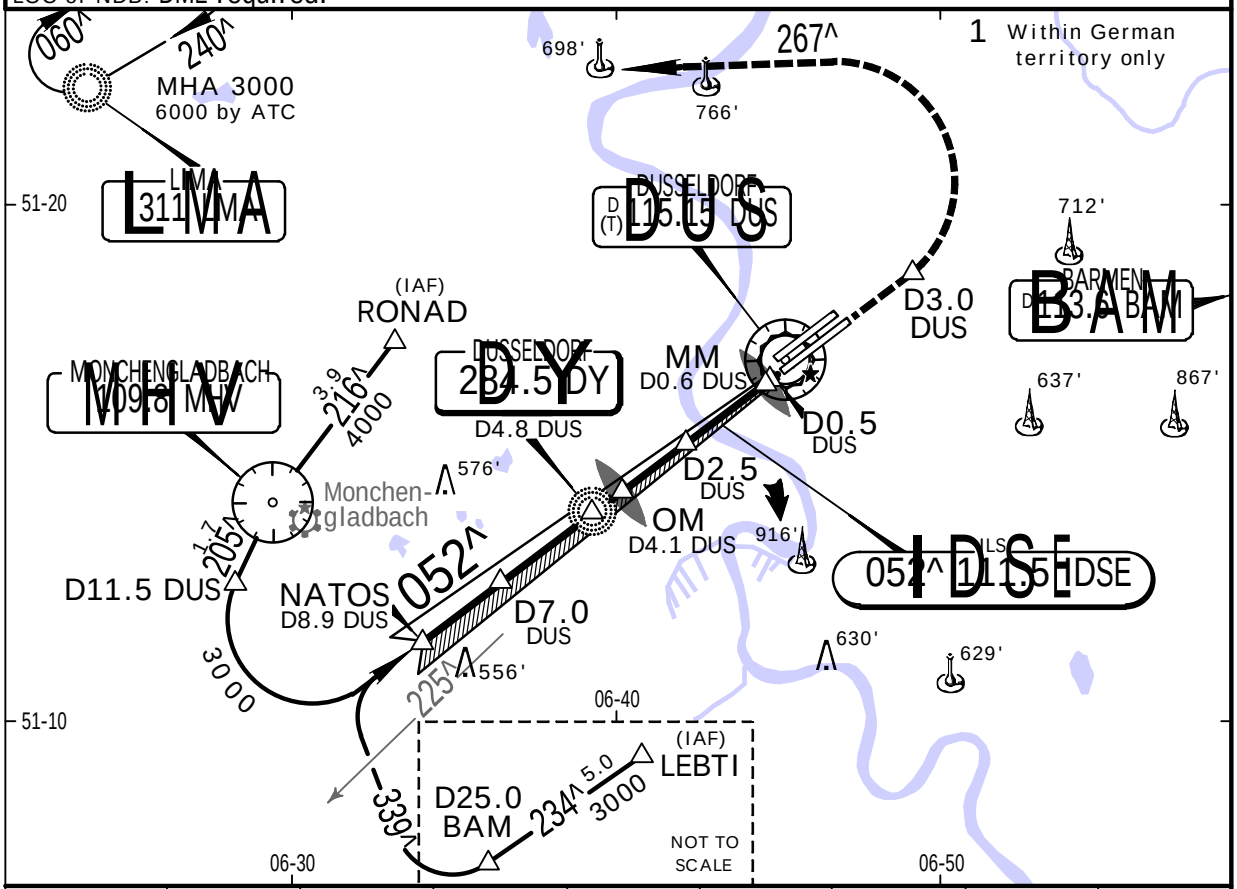
LOC IDSE 111.5	Final Apch Crs 052^	GS OM 1480' (1359')	ILS DA(H) 321' (200')	Apt Elev 147'
NDB DY 284.5		Minimum Alt NATOS 3000' (2879')	NDB DA(H) Refer to Minimums	RWY 121'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267^ to LMA NDB climbing to 4000'.

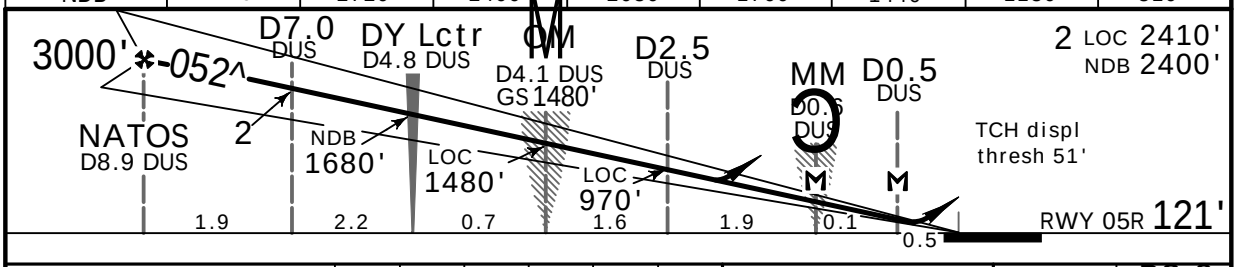
1 2400' 235^ 2800' 330^ — MSA DUS VOR

Alt Set: hPa (IN on req) | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000'

LOC or NDB: DME required.



LOC (GS out)	DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720'	2410'	2090'	1770'	1450'	1130'	810'
NDB	ALTITUDE	2720'	2400'	2080'	1760'	1440'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC or NDB Desc Angle 3.00^	372	478	531	637	743	849

LOC: MAP at MM/D0.6 DUS | NDB: MAP at D0.5 DUS

ALSF-II, REIL, PAPI — D3.0 DUS

.Standard. STRAIGHT-IN LANDING RWY 05R

	ILS	LOC (GS out)	NDB
DA(H)	321' (200')	A: 500' (379') BCD: 570' (449')	A: 650' (529') BCD: 680' (559')

	FULL	Limited	ALS out		ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m	
B							
C				RVR 1400m	CMV 2100m	RVR 1800m	CMV 2400m
D							

ALS OPS

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EDDL/DUS
DUSSELDORF

JEPPESEN 19 SEP 14 (11-2A)

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 05R

BRIEFING STRIP ™

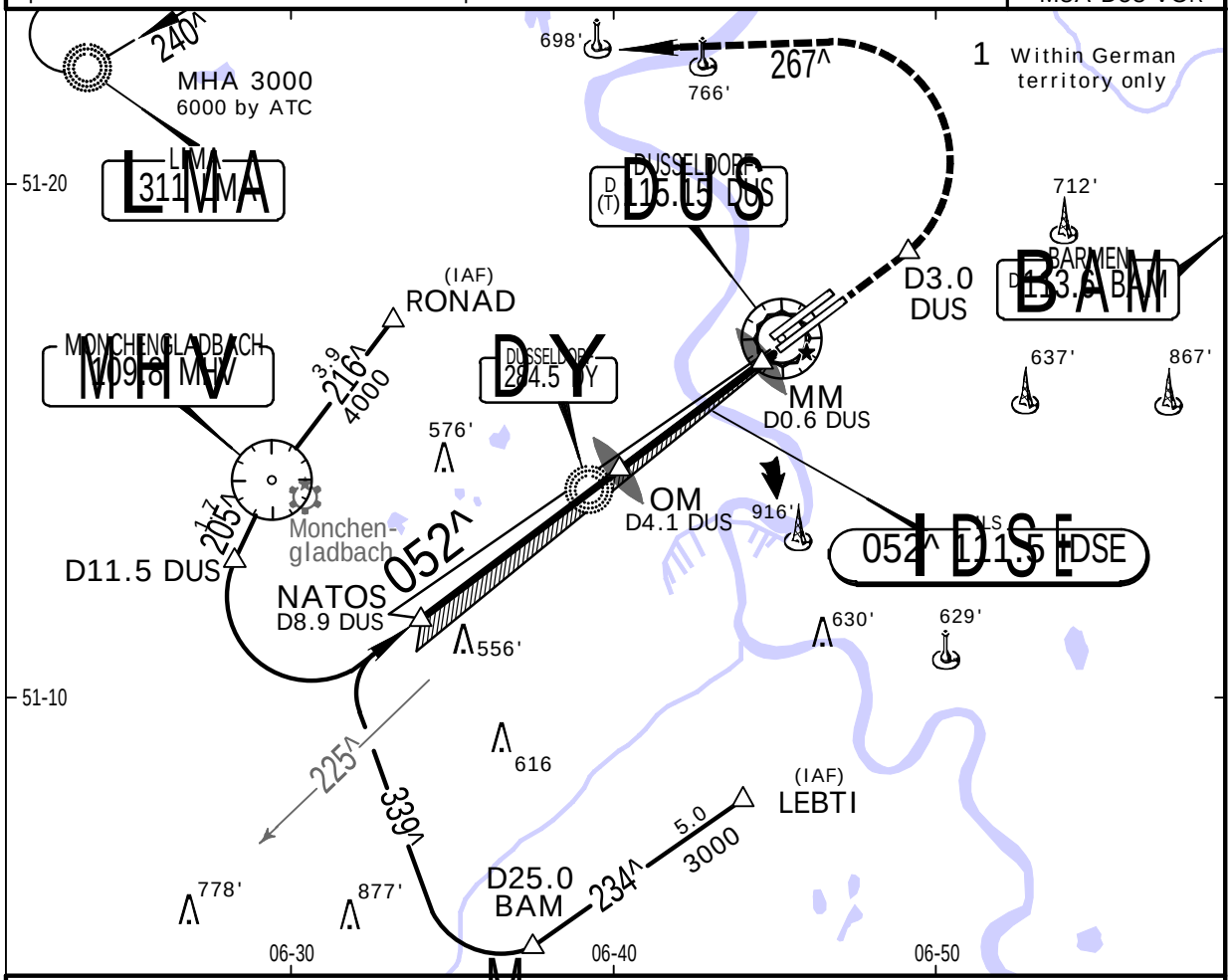
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

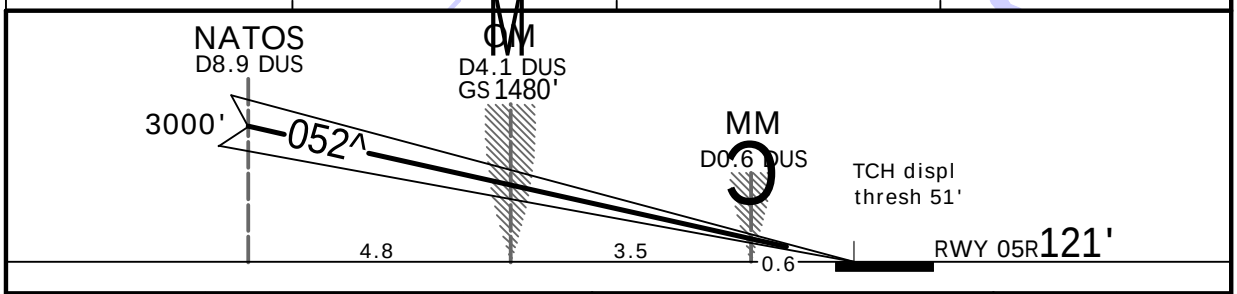
LOC IDSE	Final Apch Crs	GS OM	CAT II & IIIA ILS	Apt Elev 147'
111.5	052^	1480' (1359')	Refer to Minimums	RWY 121'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267^ to LMA NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'
Special Aircrew & Acft Certification Required.

2400' 1 2800' 235^ 330^
MSA DUS VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II
REIL
PAPI
D3.0
DUS

.Standard.

STRAIGHT-IN LANDING RWY 05R

CAT IIIA ILS	CAT II ILS
DH 50'	RA 105' DA(H) 221' (100')
RVR 200m	RVR 300m 1

NS OPS

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EDDL/DUS
DUSSELDORF

JEPPESEN

19 SEP 14 (11-3)

DUSSELDORF, GERMANY
ILS or LOC Rwy 23L

BRIEFING STRIP ™

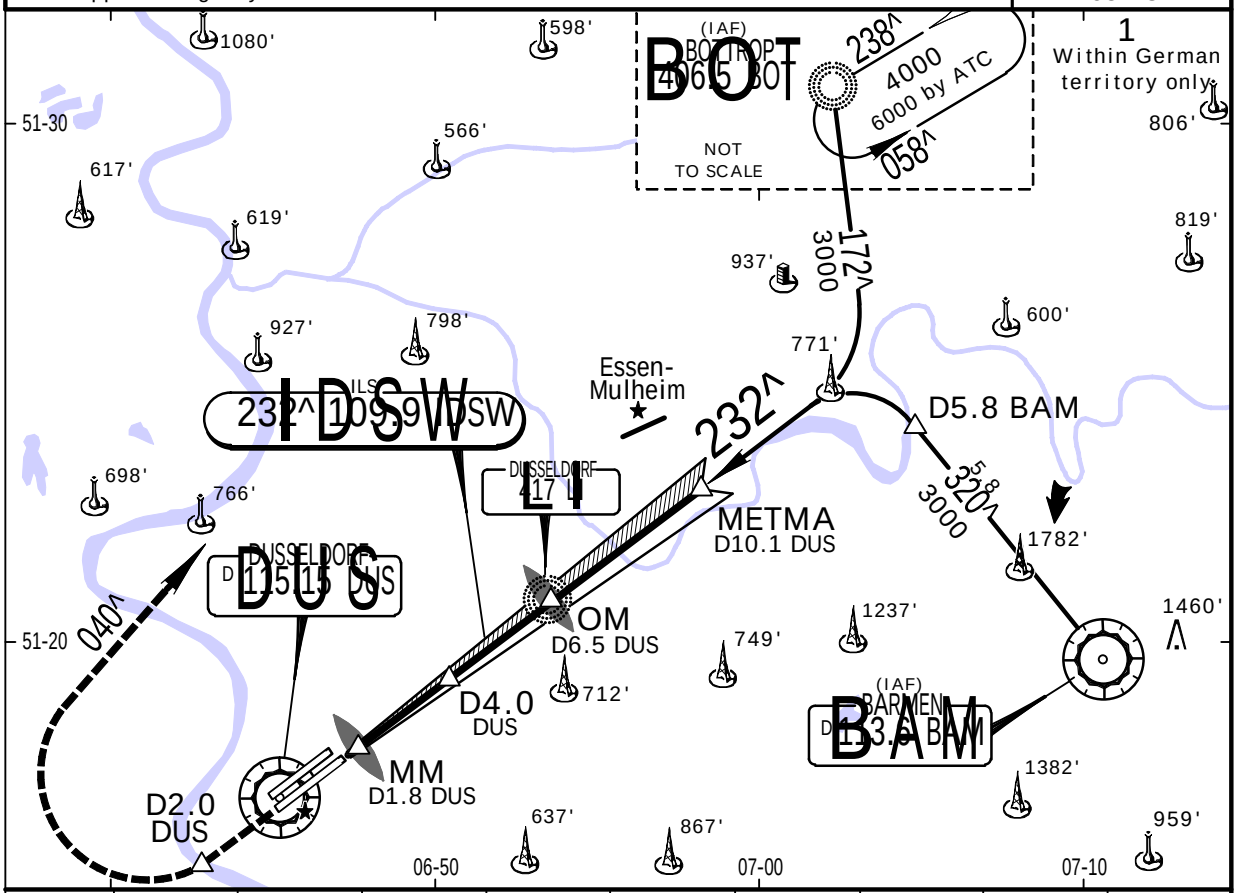
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

LOC IDSW	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 147'
109.9	232^	1850' (1712')	338' (200')	RWY 138'

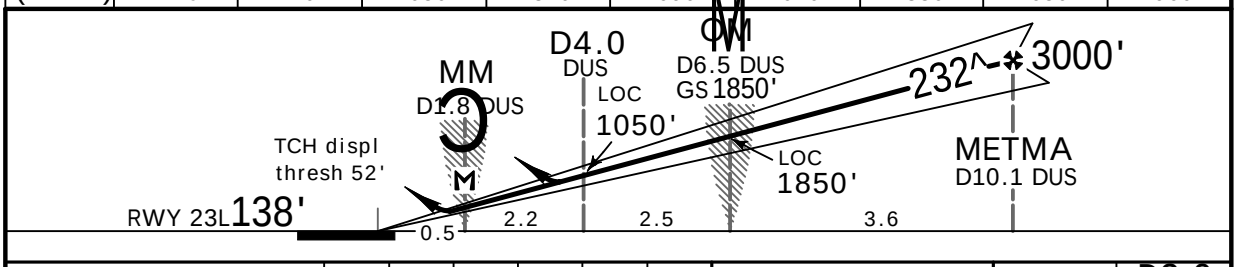
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 040^ to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. LOC: DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.

2400' 1 2800' 235^ 330^
MSA DUS VOR



LOC (GS out)	DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	740'	1050'	1370'	1690'	2010'	2330'	2650'	2960'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at MM/D1.8 DUS						

ALSF-II
REIL
PAPI

D2.0
DUS

.Standard.

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 338' (200')			LOC (GS out) DA(H) 520' (382')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

NS OPS

CHANGES: MSA.

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EDDL/DUS
DUSSELDORF

JEPPESEN 19 SEP 14 (11-3A)

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 23L

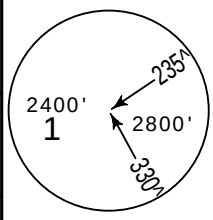
BRIEFING STRIP ™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

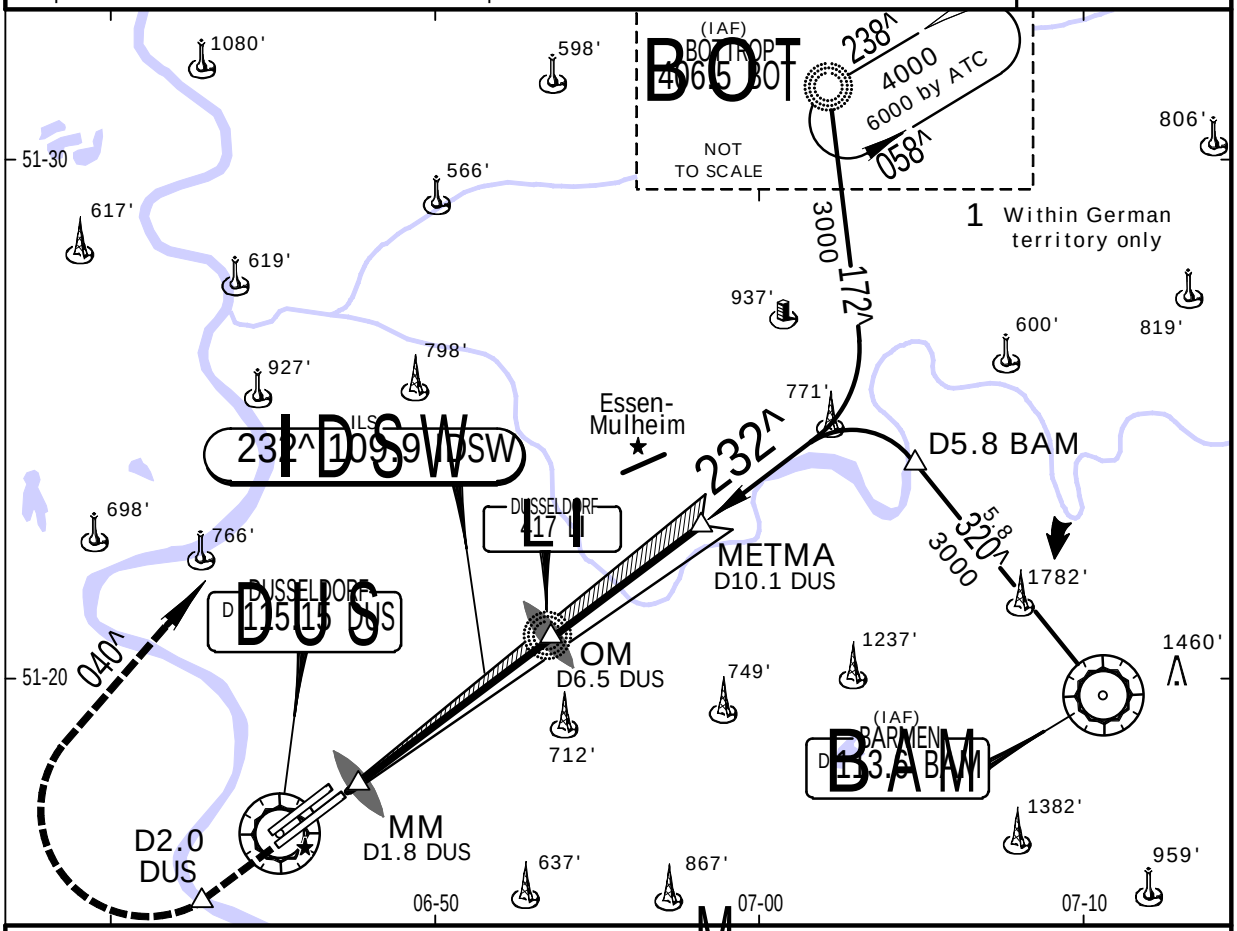
LOC IDSW	Final Apch Crs	GS OM	CAT II & IIIA ILS Refer to Minimums	Apt Elev 147' RWY 138'
109.9	232^	1850' (1712')		

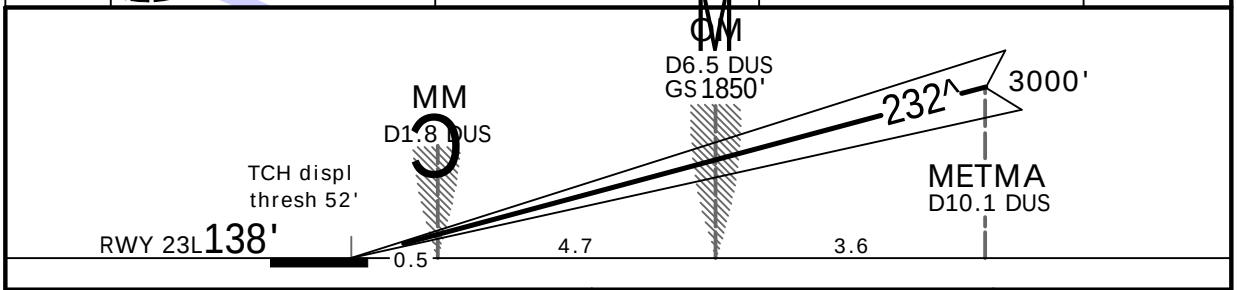
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 040^ to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.
2. Special Aircrew & Acft Certification Required.



MSA DUS VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II
REIL
PAPI

D2.0
DUS

.Standard.

STRAIGHT-IN LANDING RWY 23L

CAT IIIA ILS	CAT II ILS
DH 50'	RA 92' DA(H) 238' (100')
RVR 200m	RVR 300m 1

NS OPS

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EDDL/DUS
DUSSELDORF

JEPPESEN
19 SEP 14 (11-4)

DUSSELDORF, GERMANY
ILS or LOC Rwy 23R

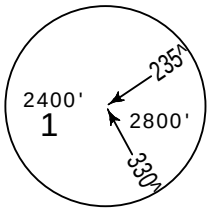
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

LOC IDNW	Final Apch Crs	GS D5.5 IDNW	ILS DA(H)	Apt Elev 147'
109.3	232^	1870' (1746')	Refer to Minimums	RWY 124'

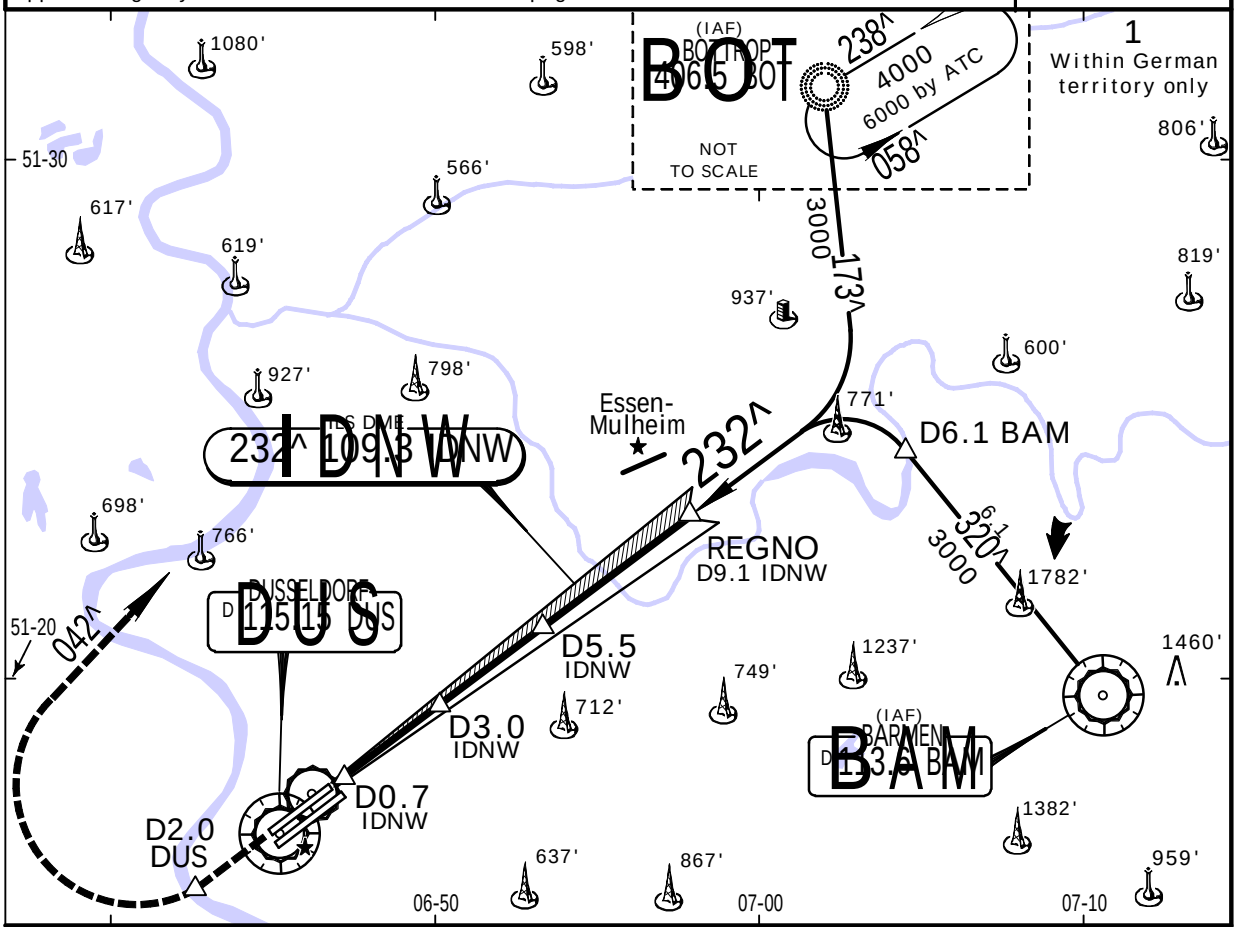
BRIEFING STRIP ™

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 042^ to BOT NDB climbing to 4000'.

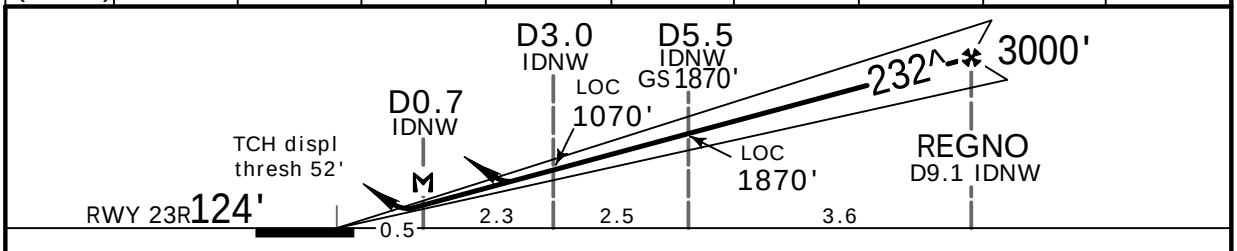
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. LACFT: See ATC State pages.



MSA DUS VOR



LOC (GS out)	IDNW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	750'	1070'	1390'	1710'	2030'	2350'	2660'	2980'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.7 IDNW						

ALSF-II
REIL
PAPI

D2.0
DUS

.Standard.

STRAIGHT-IN LANDING RWY 23R

ILS 1
DA(H) A: 324' (200') C: 354' (230')
B: 332' (208') D: 364' (240')

LOC (GS out)
DA(H) 510' (386')

OPS	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

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EDDL/DUS
DUSSELDORF

JEPPESEN 19 SEP 14 (11-4A)

DUSSELDORF, GERMANY
CAT II/III ILS Rwy 23R

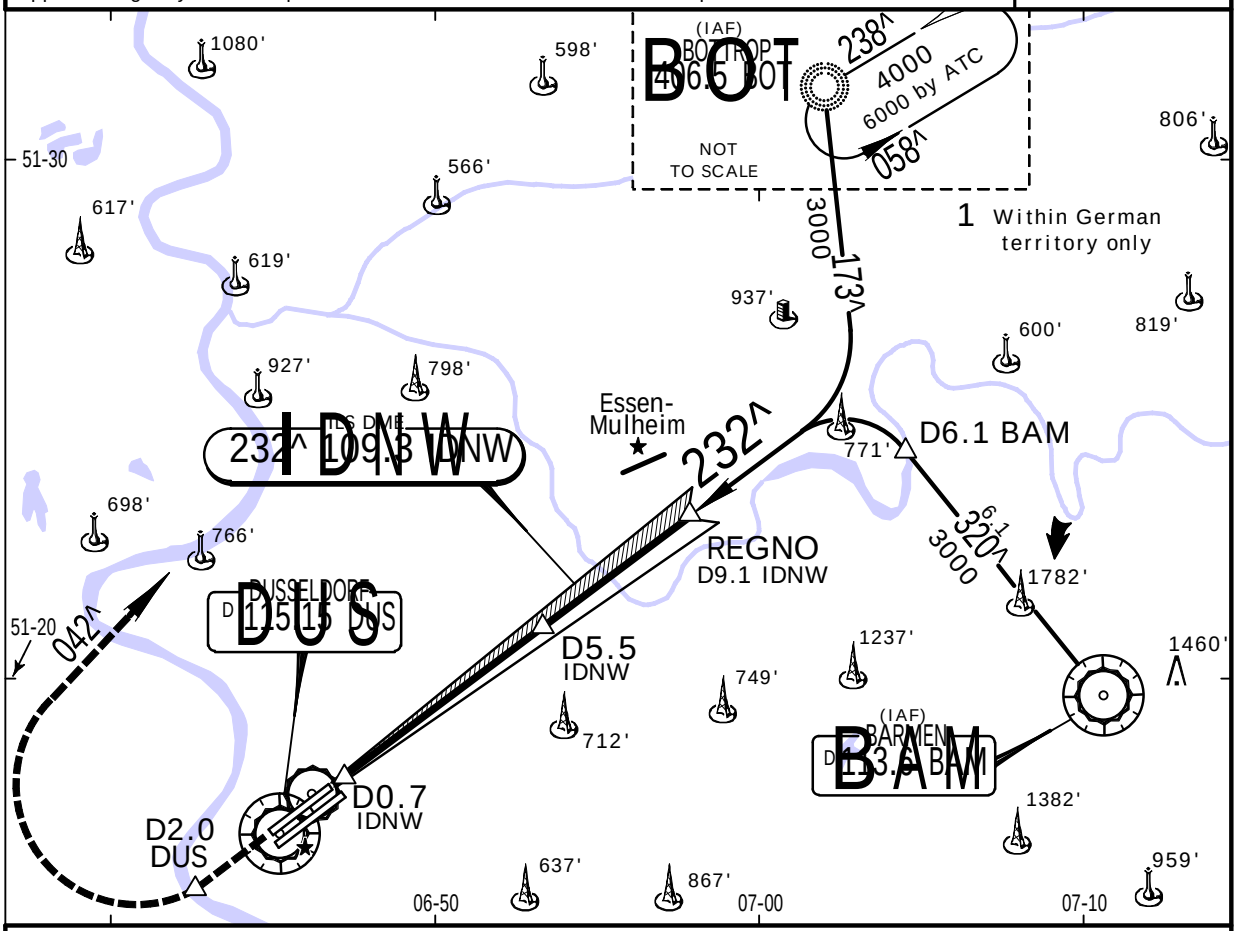
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

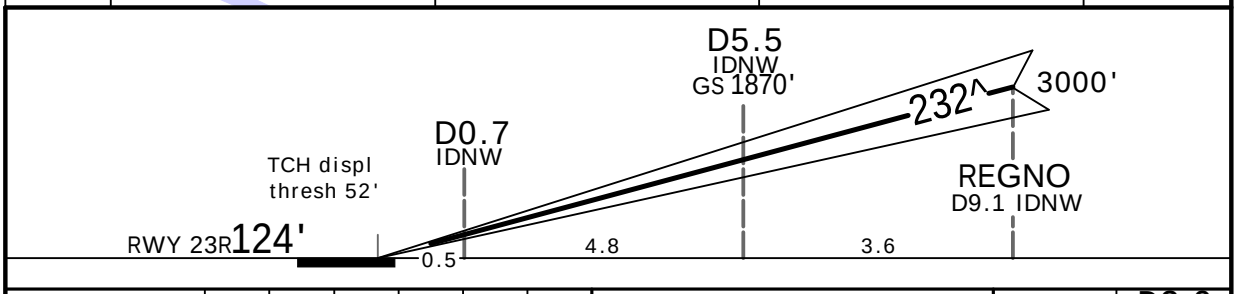
LOC IDNW	Final Apch Crs	GS D5.5 IDNW	CAT II & IIIA ILS	Apt Elev 147'
109.3	232^	1870' (1746')	Refer to Minimums	RWY 124'

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 042^ to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. Special Aircrew & Acft Certification Required.

MSA DUS VOR: 2400' (1) 235^ 2800' 330^





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II REIL PAPI

D2.0 DUS

.Standard. STRAIGHT-IN LANDING RWY 23R

CAT IIIA ILS	CAT II ILS
DH 50'	RA 100' DA(H) 224' (100')
RVR 200m	RVR 300m 1

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EDDL/DUS DUSSELDORF

JEPPESEN 19 SEP 14 (12-1)

DUSSELDORF, GERMANY RNAV (GPS) Rwy 05L

BRIEFING STRIP ™

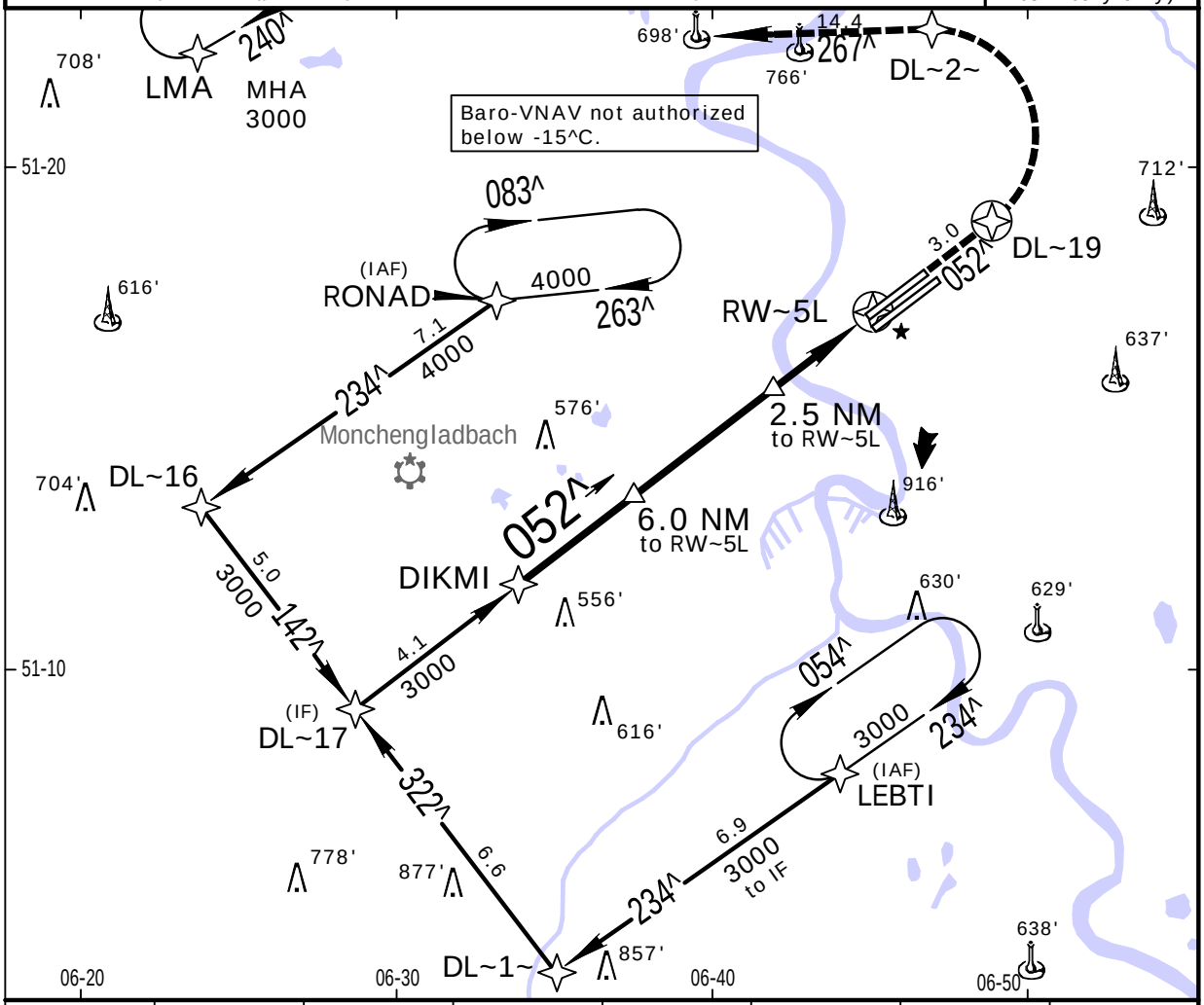
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

RNAV	Final Apch Crs	Minimum Alt DIKMI	LNAV/VNAV DA(H)	Apt Elev 147'
	052^	3000' (2884')	480' (364')	RWY 116'

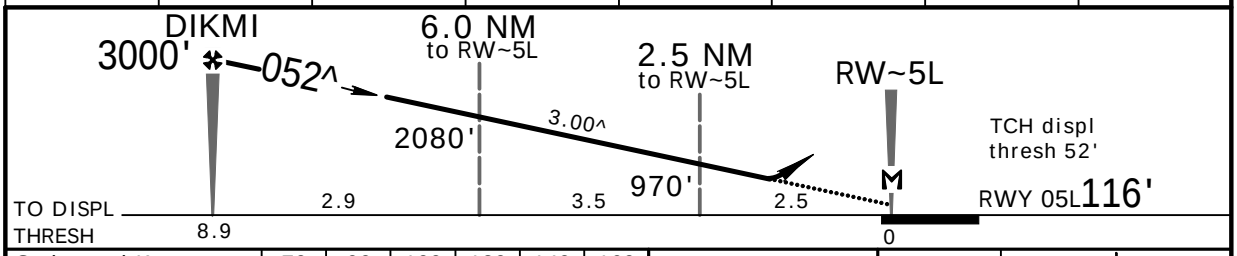
MISSED APCH: Climb on 052^ to DL~19, then turn LEFT via DL~2~ onto 267^ to LMA NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'

2800'
MSA Airport (Within German territory only)



DIST to RW~5L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2400'	2080'	1760'	1450'	1130'	810'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~5L							

HIALS
REIL
PAPI

DL~19 on 052^

.Standard.

STRAIGHT-IN LANDING RWY 05L

	LNAV/VNAV DA(H) 480' (364')		LNAV DA(H) 610' (494')	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1500m	
B				
C		RVR 1700m	RVR 1500m	CMV 2300m

CHANGES: Minimums.

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EDDL/DUS DUSSELDORF

JEPPESEN

19 SEP 14 (12-2)

DUSSELDORF, GERMANY RNAV (GPS) Rwy 05R

BRIEFING STRIP ™

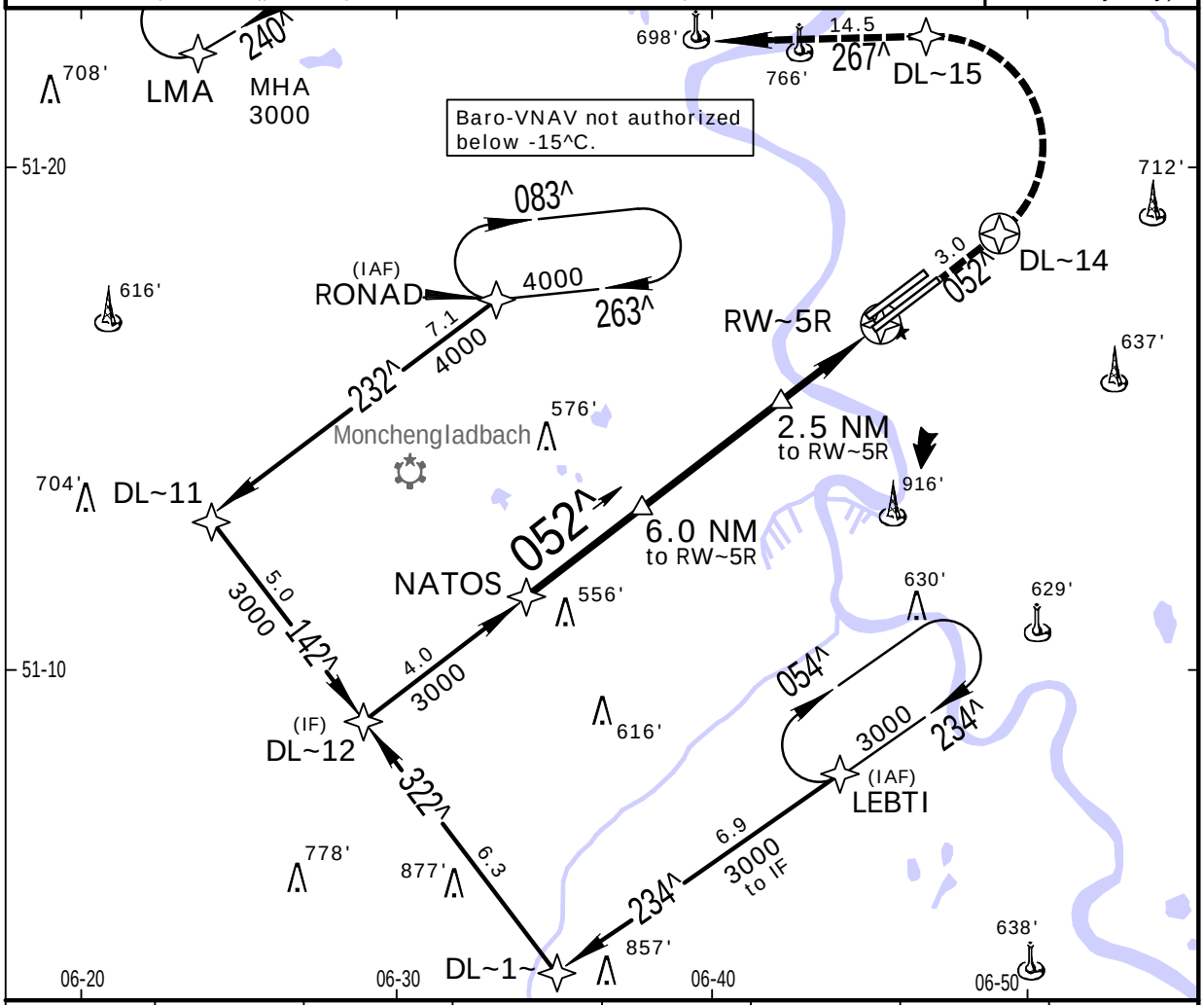
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

RNAV	Final Apch Crs	Minimum Alt NATOS	LNAV/VNAV DA(H)	Apt Elev 147' RWY 121'
	052^	3000' (2879')	540' (419')	

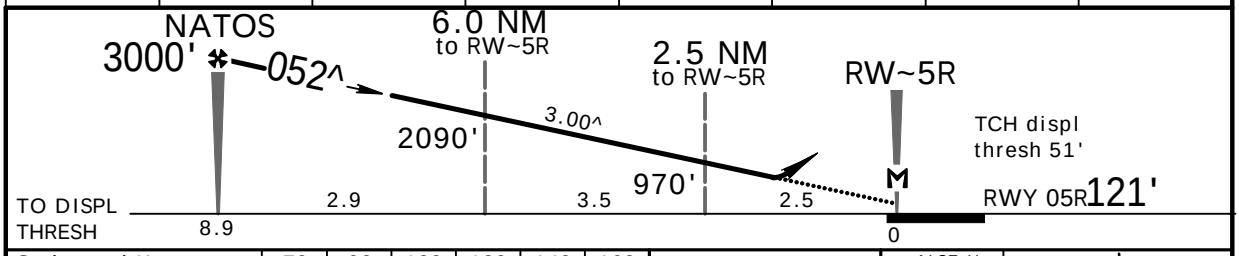
MISSED APCH: Climb on 052^ to DL~14, then turn LEFT via DL~15 onto 267^ to LMA NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'

2800'
MSA Airport
(Within German territory only)



DIST to RW~5R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2410'	2090'	1770'	1450'	1130'	810'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~5R							

ALSF-II
REIL
PAPI

DL~14 on 052^

.Standard.

STRAIGHT-IN LANDING RWY 05R

	LNAV/VNAV DA(H) 540' (419')		LNAV DA(H) 680' (559')	
		ALS out		ALS out
A	RVR 1200m	RVR 1500m	RVR 1500m	
B				
C		RVR 1900m	RVR 1800m	CMV 2400m

CHANGES: None.

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EDDL/DUS DUSSELDORF

JEPPESEN 11 JUL 14 (12-3)

DUSSELDORF, GERMANY RNAV (GPS) Rwy 23L

BRIEFING STRIP ™

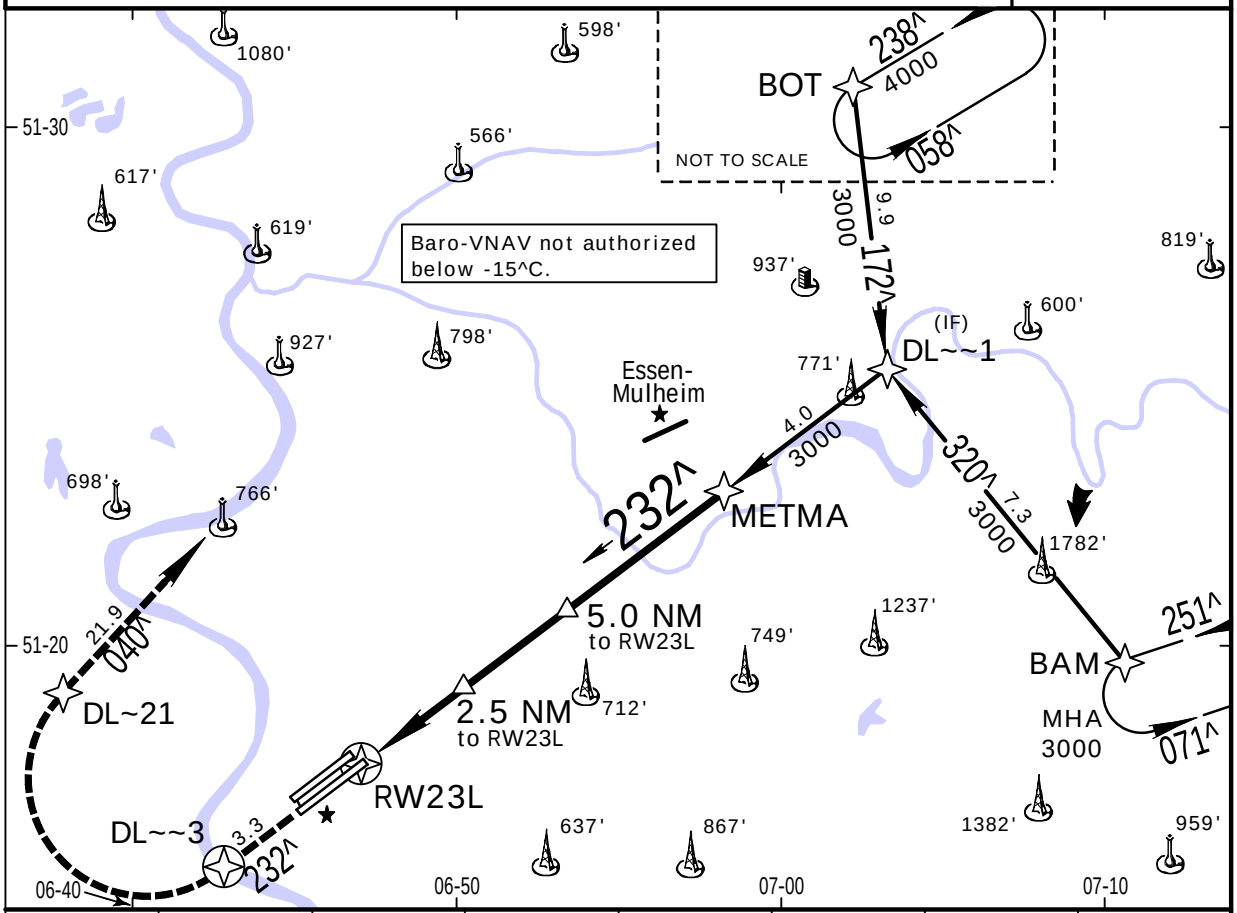
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.77	133.77 128.5	128.65	118.3	121.9 121.6

RNAV	Final Apch Crs	Minimum Alt METMA	LNAV/VNAV DA(H)	Apt Elev 147'
	232^	3000' (2862')	600' (462')	RWY 138'

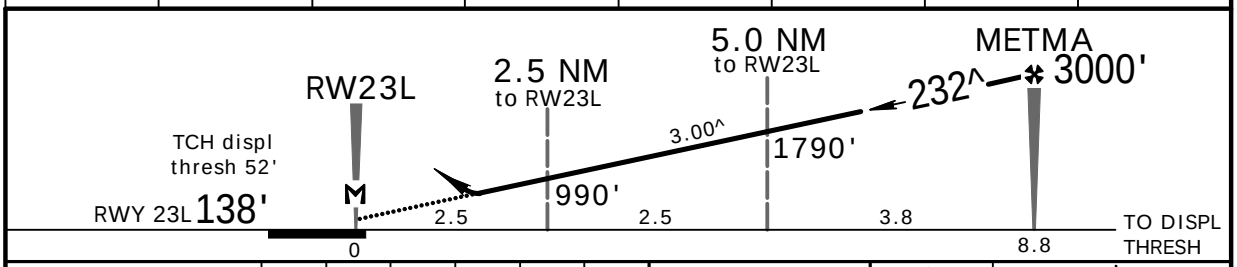
MISSED APCH: Climb on 232^ to DL~~3, then turn RIGHT via DL~21 onto 040^ to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L.

2800'
MSA Airport (Within German territory only)



DIST to RW23L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	830'	1150'	1470'	1790'	2110'	2420'	2740'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW23L							

ALSF-II
REIL
PAPI

DL~~3 on 232^

.Standard.

STRAIGHT-IN LANDING RWY 23L

	LNAV/VNAV		LNAV	
	DA(H) 600' (462')		DA(H) A: 610' (472')	BCD: 680' (542')
	ALS out		ALS out	
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1500m	CMV 2200m	RVR 1800m	CMV 2400m

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EDDL/DUS DUSSELDORF

JEPPESEN

11 JUL 14 (12-4)

DUSSELDORF, GERMANY RNAV (GPS) Rwy 23R

BRIEFING STRIP ™

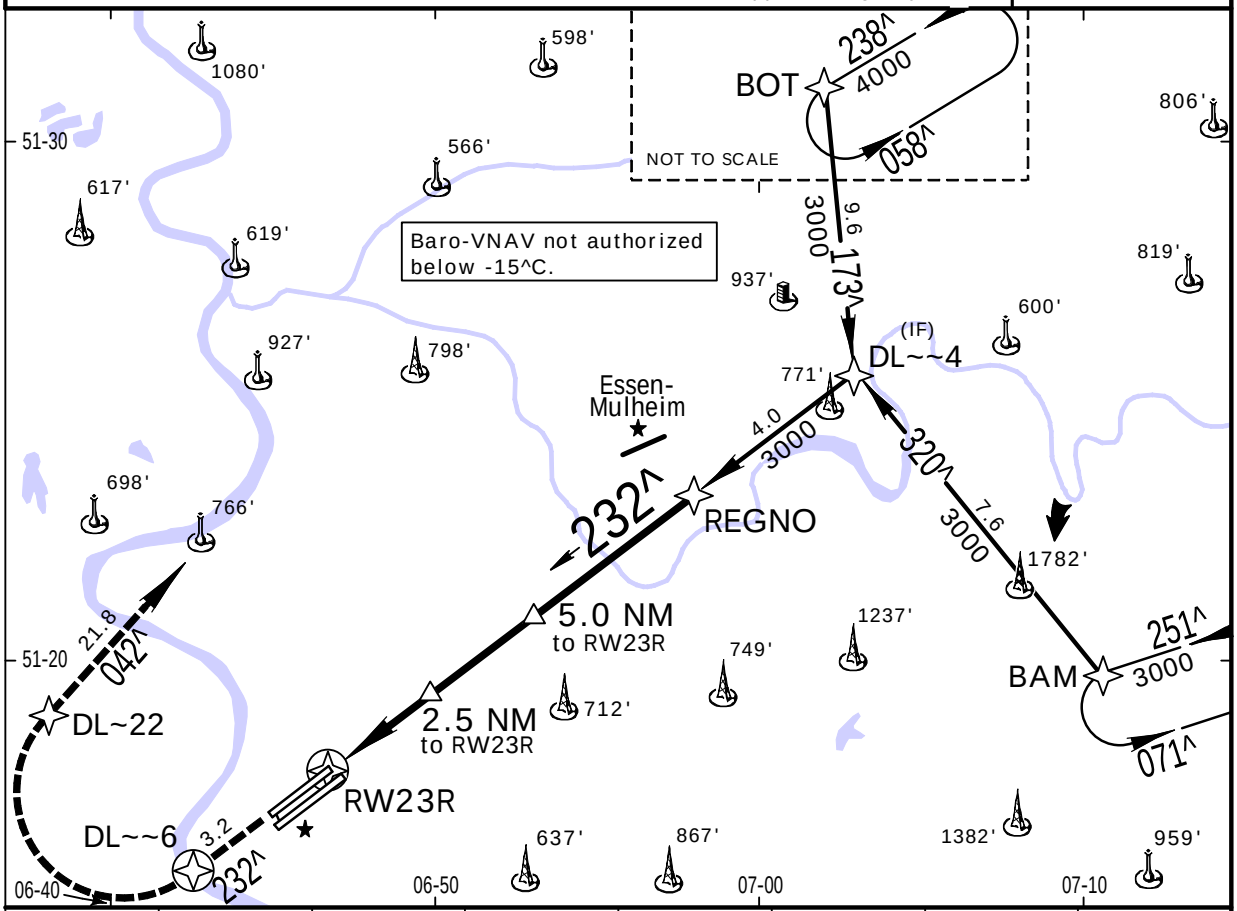
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.77	133.77 128.5	128.65	118.3	121.9 121.6

RNAV	Final Apch Crs	Minimum Alt REGNO	LNAV/VNAV DA(H)	Apt Elev 147'
	232^	3000' (2876')	620' (496')	RWY 124'

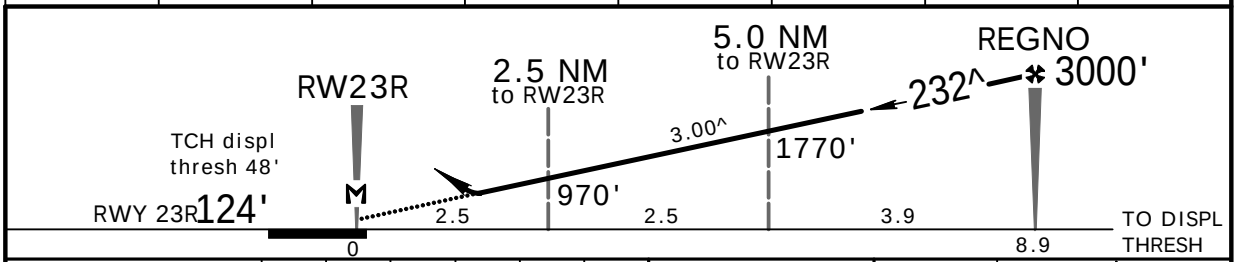
MISSED APCH: Climb on 232^ to DL~~6, then turn RIGHT via DL~22 onto 042^ to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R.

2800'
MSA Airport (Within German territory only)



DIST to RW23R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	810'	1130'	1450'	1770'	2090'	2410'	2730'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW23R						

ALSF-II
REIL
PAPI

DL~~6 on 232^

.Standard. STRAIGHT-IN LANDING RWY 23R

	LNAV/VNAV DA(H) 620' (496')		LNAV DA(H) 640' (516')	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1500m	CMV 2300m	RVR 1600m	CMV 2400m

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EDDL/DUS
DUSSELDORF

JEPPESEN
19 SEP 14 (13-1)

DUSSELDORF, GERMANY
VOR Rwy 23L

BRIEFING STRIP ™

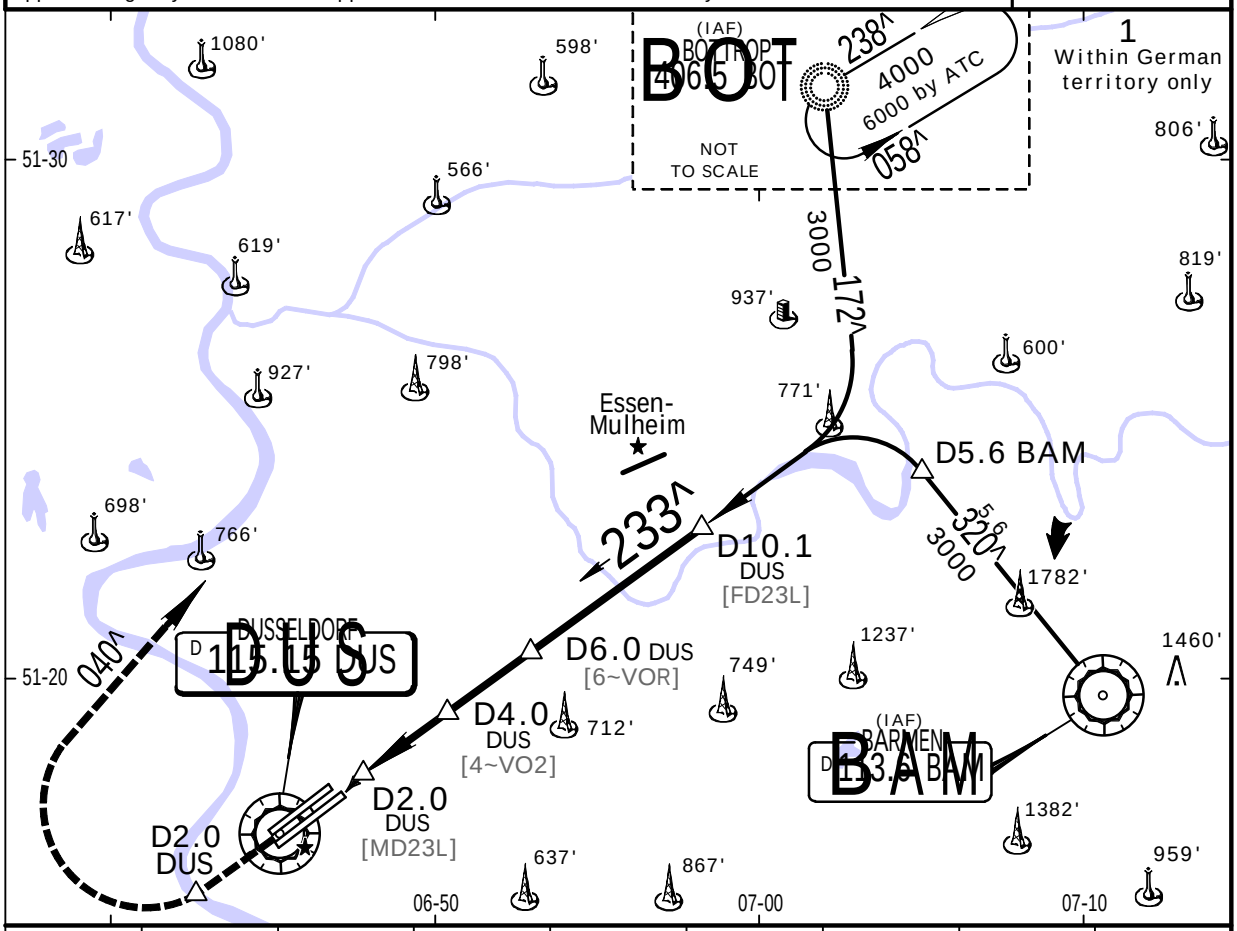
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

VOR DUS	Final Apch Crs	Minimum Alt D10.1 DUS	DA(H)	Apt Elev 147'
115.15	233^	3000' (2862')	700' (562')	RWY 138'

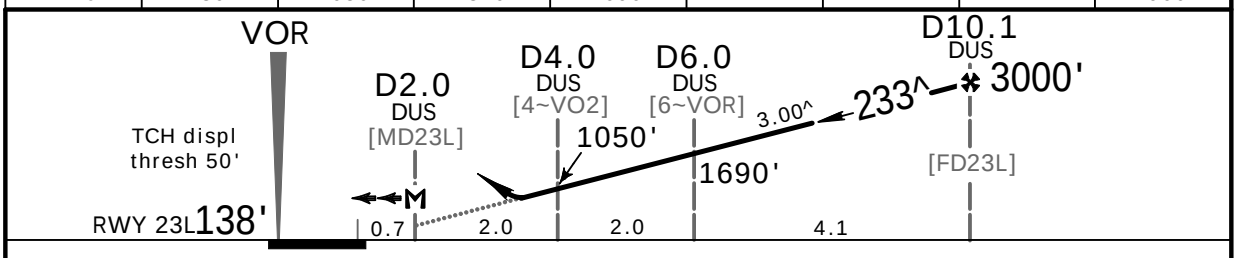
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 040^ to BOT NDB climbing to 4000'.

MSA DUS VOR: 1 — 2400' (235^), 2800' (330^)

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23L. 3. Final approach track offset 1^ from runway centerline.



DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	730'	1050'	1370'	1690'	2010'	2330'	2640'	2960'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D2.0 DUS							

ALSF-II
REIL
PAPI

D2.0 DUS

.Standard. STRAIGHT-IN LANDING RWY 23L

DA(H) 700' (562')

ALS out

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m

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EDDL/DUS DUSSELDORF

JEPPESEN

19 SEP 14 (13-2)

DUSSELDORF, GERMANY VOR Rwy 23R

BRIEFING STRIP ™

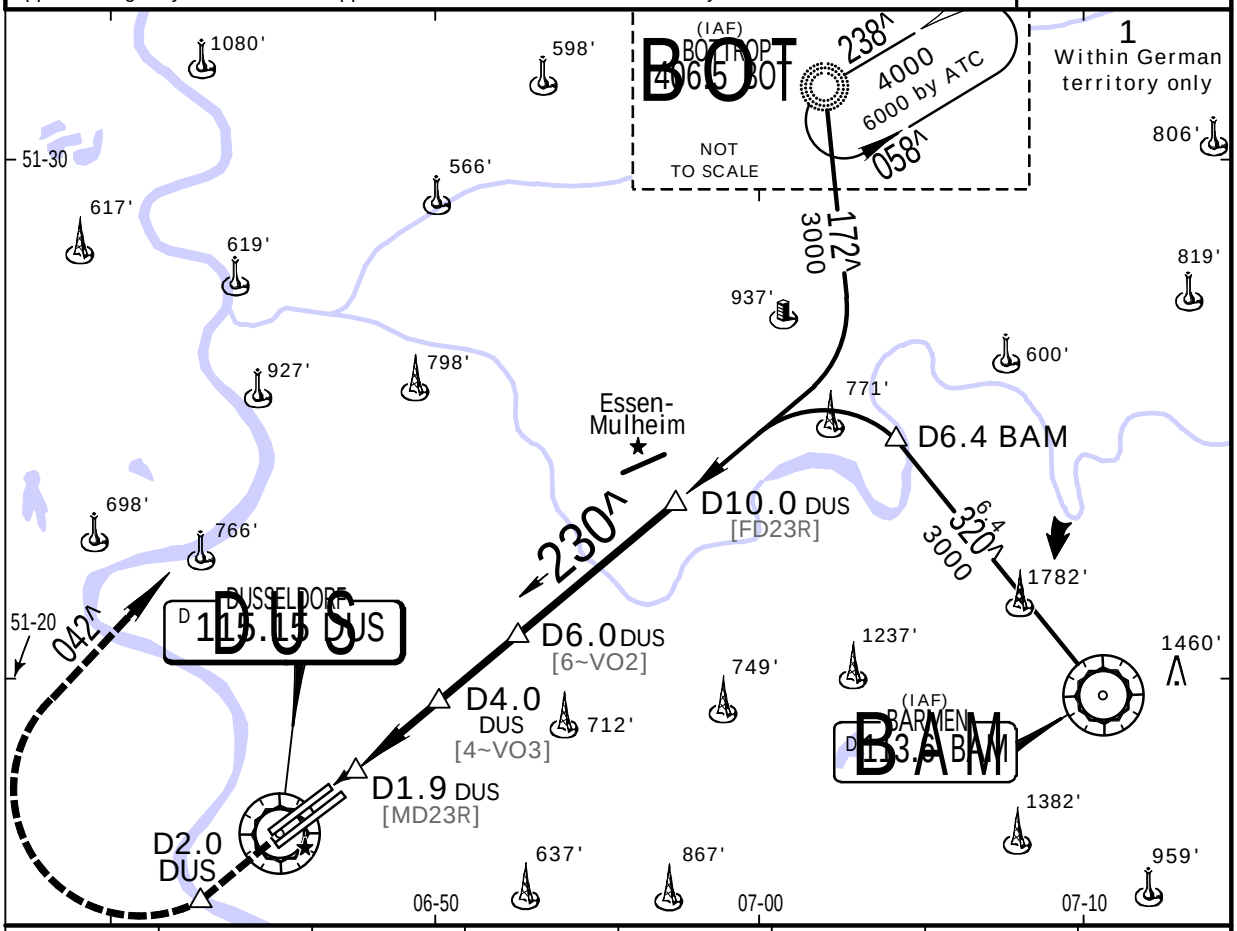
*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

VOR DUS	Final Apch Crs	Minimum Alt D10.0 DUS	DA(H)	Apt Elev 147'
115.15	230^	3000' (2876')	700' (576')	RWY 124'

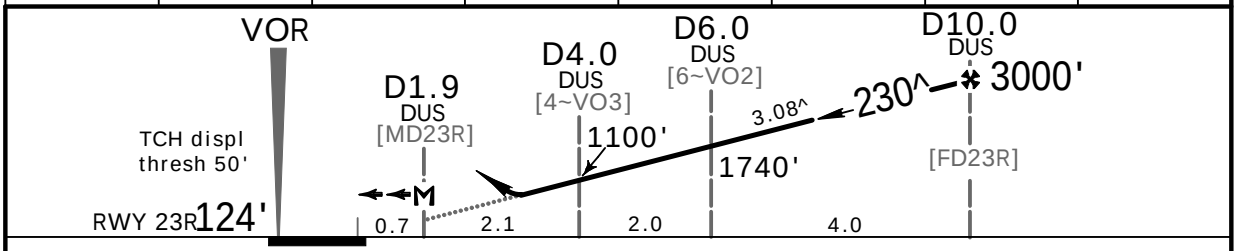
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 DUS, then turn RIGHT onto 042^ to BOT NDB climbing to 4000'.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Do not mistake ESSEN-MULHEIM 9.0 NM NE of DUSSELDORF when approaching rwy 23R. 3. Final approach track offset 2^ from runway centerline.

MSA DUS VOR
1
2400' 2800' 235^ 330^



DUS DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	780'	1100'	1420'	1740'	2060'	2380'	2690'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.08^	381	490	545	654	763	872
MAP at D1.9 DUS						

ALSF-II
REIL
PAPI

D2.0 DUS

.Standard.

STRAIGHT-IN LANDING RWY 23R

DA(H) 700' (576')

ALS out

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m

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DUSSELDORF

JEPPESEN

19 SEP 14 (16-1)

DUSSELDORF, GERMANY
NDB Rwy 05L

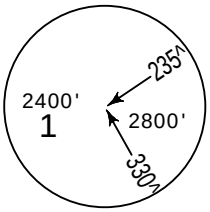
BRIEFING STRIP™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

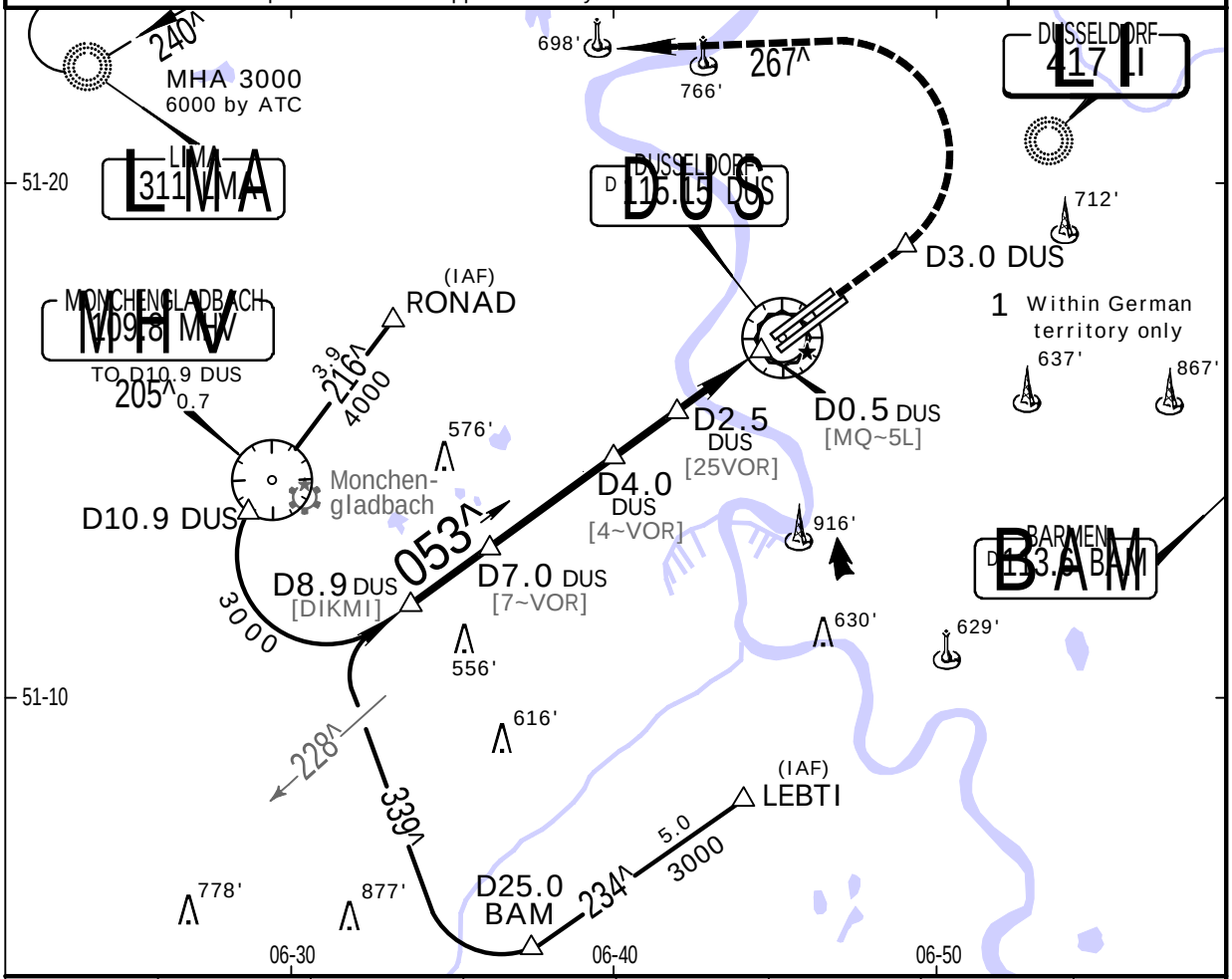
Lctr	Final Apch Crs	Minimum Alt D8.9 DUS	DA(H)	Apt Elev 147'
LI 417	053^	3000' (2884')	680' (564')	RWY 116'

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 DUS, then turn LEFT onto 267^ to LMA NDB climbing to 4000'.

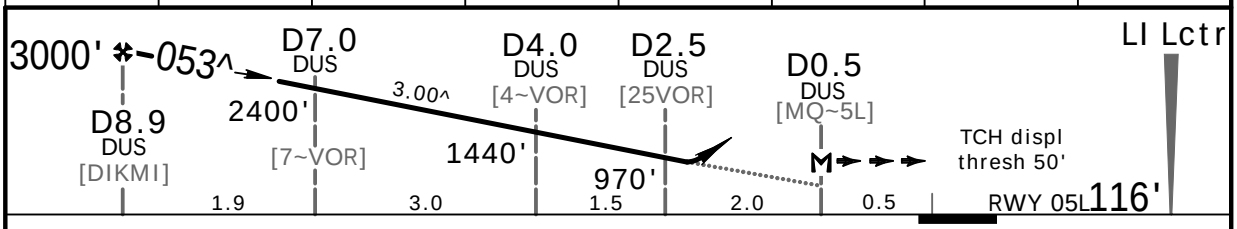
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000'
1. DME required. 2. Final approach track offset 1^ from runway centerline.
3. Course fluctuations plus/minus 10^ approximately 1.5 NM in front of threshold.



MSA DUS VOR



DUS DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2400'	2080'	1760'	1440'	1130'	810'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.5 DUS							

HIALS
REIL
PAPI

D3.0
DUS

.Standard.

STRAIGHT-IN LANDING RWY 05L

DA(H) 680' (564')

ALS out

A	RVR 1500m	
B		
C	RVR 1900m	CMV 2400m

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EDDL/DUS DUSSELDORF

JEPPESEN 19 SEP 14 (18-1)

DUSSELDORF, GERMANY SRA All Rwys

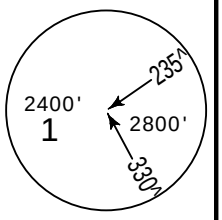
BRIEFING STRIP ™

*D-ATIS	LANGEN Radar (APP)	*DUSSELDORF Director (APP)	DUSSELDORF Tower	*Ground
115.15 123.775	133.775 128.55	128.65	118.3	121.9 121.6

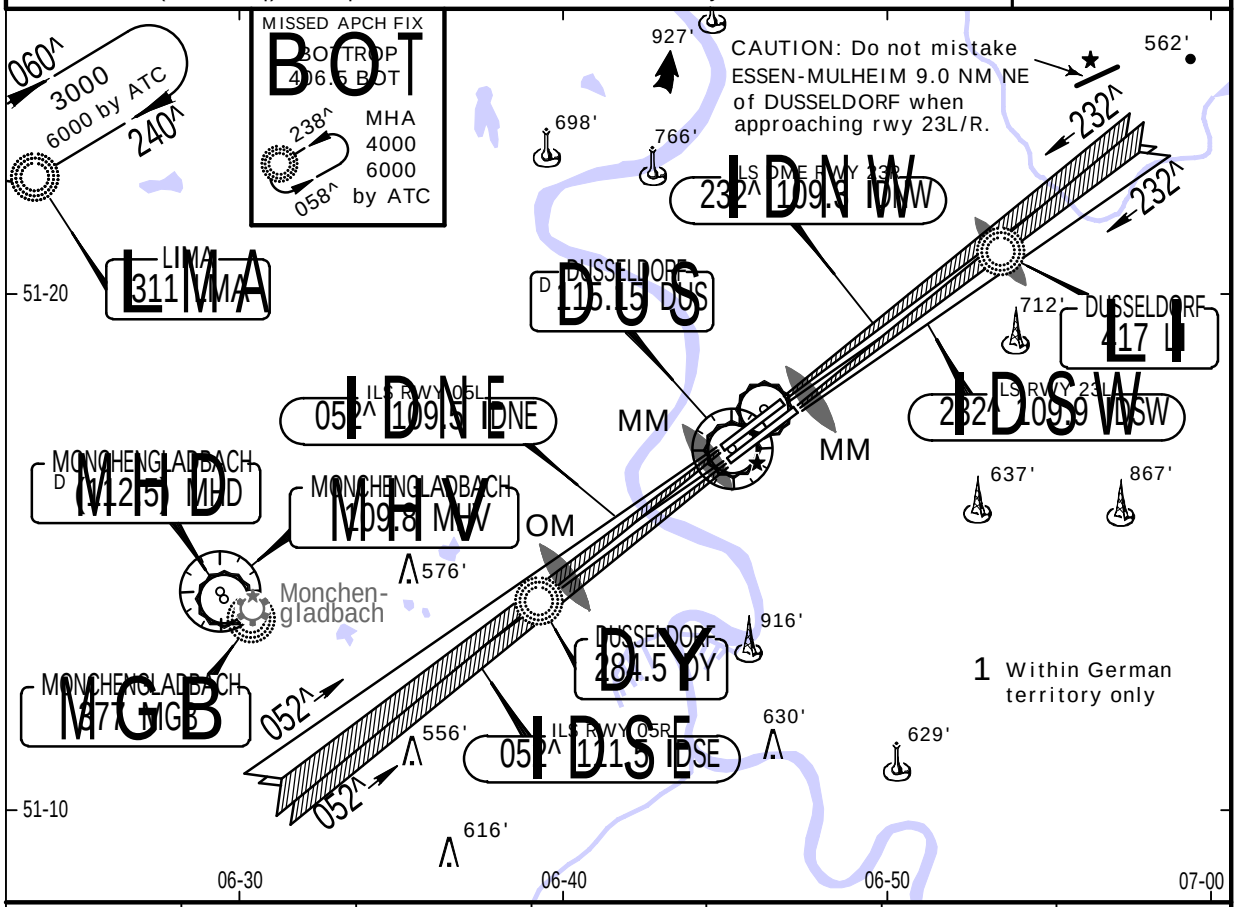
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 147' RWY - See below

MISSED APCH: Climb STRAIGHT AHEAD to 4000'.

Alt Set: hPa (IN on req) Apt Elev: 5 hPa Trans level: By ATC Trans alt: 5000'



MSA DUS VOR



1 Within German territory only

RADAR FIX	10.0	8.0	6.0	4.0	3.0	2.0
ALTITUDE	3200'	2600'	2000'	1400'	1100'	800'

Minimum Alt/NM	10.0 FAF
SRA 05L	3200'
SRA 05R	3200'
SRA 23L	3200'
SRA 23R	3200'

RWY	05L	05R	23L	23R
BASED ON ELEV.	116'	121'	138'	124'

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.83^	348	447	497	596	695	794
MAP at THR						

Lighting- Refer to Airport Chart

4000'

.Standard. STRAIGHT-IN LANDING

	SRA 05L MDA(H) 830'(714')		SRA 05R MDA(H) 830'(709')		SRA 23L MDA(H) 950'(812')		SRA 23R MDA(H) 790'(666')	
		ALS out		ALS out		ALS out		ALS out
A B	CMV 2800m	CMV 3500m	RVR 2800m	CMV 3500m	RVR 3300m	CMV 4000m	RVR 2600m	CMV 3300m
C D	CMV 3000m	CMV 3700m	CMV 3000m	CMV 3700m	CMV 3500m	CMV 4200m	CMV 2800m	CMV 3500m

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CHANGES: MSA; Minimum altitudes.

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