

**LONDON/HEATHROW (LHR/EGLL)**

Elevation 83ft

**CATEGORY A**

No video brief available.

**GENERAL**

- Heathrow has very high traffic densities
- CAT3B on all runways and RNAV GNSS arrivals
- RNAV SIDs under trial and slowly replacing conventional nav SIDs
- There is a great deal of useful information in Lido AOI pages

**Threats****Runway Incursion**

- Departures from 09R have a history of runway incursions. Distraction, poor visual cues on the taxiway and TEAM arrivals may be contributory factors.
- Note Hot Spot 1 and 4 on the taxi chart.
- When no VATSIM ATC is available there may be confusion around which runway to expect, especially with northerly or southerly winds.

**Loss of Control**

- False localiser captures may be experienced when acquiring the 27L localiser at extended range. This is particularly likely when track shortening from LAM is offered.

**Mid Air Collision**

- Note the lower level-off height necessary after a missed approach from 27L and requirement to climb without further clearance at LON D6
- High rates of climb on departure can lead to TCAS RA if your departure track crosses the OCK or BNN arrival routes. Use of lower rates of climb is recommended if appropriate
- There have been numerous airprox reports from BAV crews arriving and departing an uncontrolled LHR on VATSIM.

**Ground Collision**

- Limited wingtip clearance on taxiways near the A1/A2/A3 holding area adjacent to 27R, particularly for A380.

**ARRIVAL**

- Expect speed control in the descent. Strict adherence to 160kt to 4DME is expected.
- Reduced separation on approach can be expected with a minimum of 2.5nm achievable between pairs of aircraft not requiring vortex separation
- On missed approach you will be sequenced in to the normal arrival stream and can expect around 40 track miles to approach
- Do not expect priority unless you declare an emergency
- Know when you can use a 'Land After' clearance.

- An uncontrolled LHR on VATSIM can be chaotic at times. Make maximum use of UNICOM, TCAS, lookout and other resources and integrate in to the traffic flow as best as possible. Note that many pilots will not broadcast their intentions.
- There is a westerly preference with tailwinds up to 5kt but in real life ATC may switch to easterly operations early based on the 2000ft wind
- Runway alternation programme for westerly operations can be found at [https://www.heathrow.com/file\\_source/HeathrowNoise/Static/Runway\\_Alternation\\_Programme\\_2018.pdf](https://www.heathrow.com/file_source/HeathrowNoise/Static/Runway_Alternation_Programme_2018.pdf) - note runways change at 1500 **local**.
- No alternation on easterly operations (landings 09L, departures 09R).

## GROUND

- Minimise runway occupancy and expect a frequency change on vacation. In guidance to stand can be provided using a taxiway centreline lighting system; whilst this is obviously not available in FS some VATSIM controllers have been known to use this phraseology.

### **A380 Operations**

- Reduced 'taxiway centreline to object clearance' of 49m applies on Twy Echo between Bravo and Link 36 and on Twy Whiskey between Twy Sierra and Link 42.
- Reduced clearance of 47.5m to an airside road to the east of Twy Alpha at MORRA
- Pilots are to ensure that aircraft remain on the Twy centreline at all times
- RET N6 on Runway 27L tightens up, and care must be taken to ensure the right wing gear does not clip the grass when vacating on to Twy Alpha

## DEPARTURE

- Be aware pushback from 335 in to G cul-de-sac needs to push abeam Stand 331 to ensure aircraft is straight and start-up does not cause blast safety issues on any stand
- During low visibility procedures, crews to call for start-up ONLY when FULLY ready to start. Aircraft departing via CPT/AWY L9 expect a non-standard departure instruction when using Rwys 09L/09R. Aircraft on this departure will not be issued datalink clearance when using Rwy 09L/09R. This is because the CPT SID track from Rwy 09L/09R conflicts with the arrival stream.
- Advise ATC if not ready for departure by LOKKI/LOMAN or PLUTO/TITAN,
- Conditional clearances in use
- Minimise runway occupancy commensurate with pax comfort and a safe operation

### **A319/A320/A321 – Intersection Planning**

- FLEX should be maximised whenever possible when deciding on the planned intersection for departure
- BAV Airbus and LHR ATC have agreed a default intersection plan to use A3/N2E/N11/A13. ATC should give a minimum notice of 1 min for default intersection, 3 mins for change of intersection or 5 mins if OET, but this may not always be the case on VATSIM.

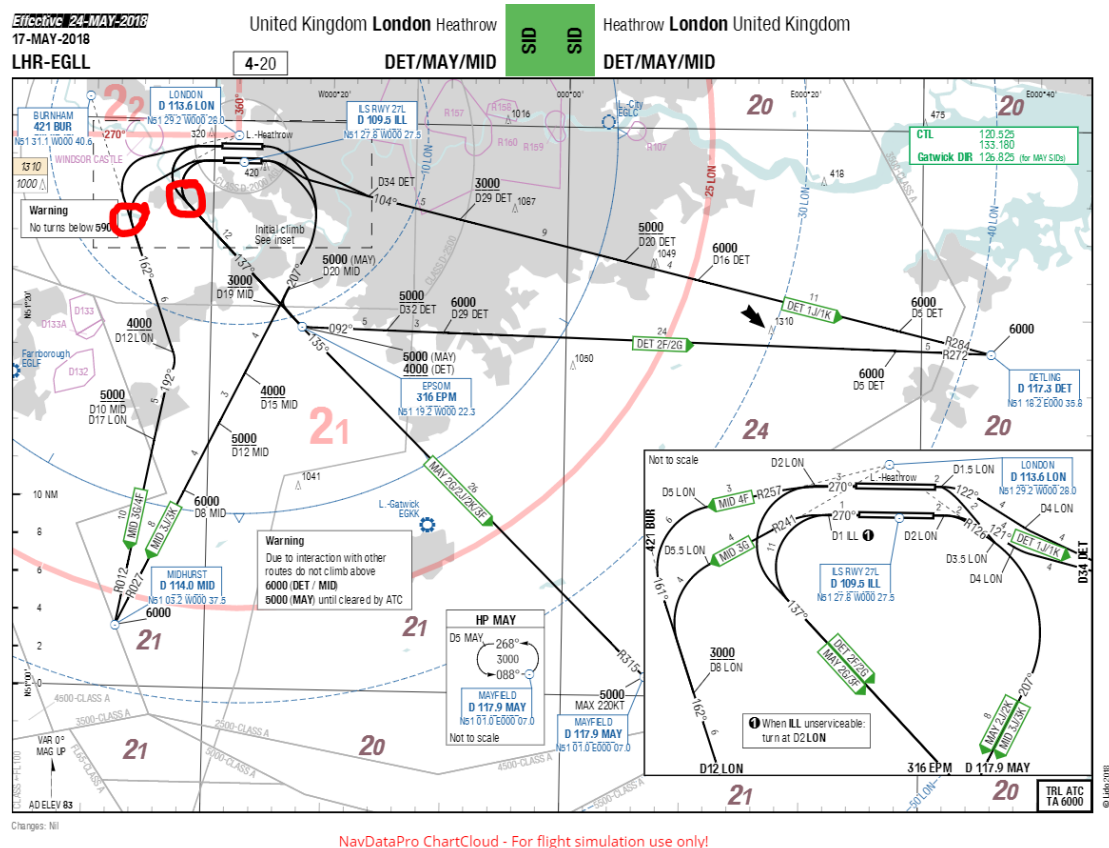
- ATC may offer a reduced notice, shorter intersection in the following cases:
  - When departing northbound
  - First wave departures
  - With a tight slot
  - T3 departures using 09R
- In order to gain this tactical advantage, it may be prudent to plan on a shorter intersection for departure whilst still attempting to maximise FLEX.
- To assist ATC in keeping R/T to a minimum, if requesting ACARS PDC consider adding a line in the free text section for the planned intersection e.g. 'Able NBB'. This could also be inserted in VATSIM FP remarks or mentioned on start request.

### B747, B767, B777, B787, A380 – 210 kt SID restriction on DET/MAY/MID SIDs at LHR

In order to achieve accurate track keeping after the LON D2 point and stay within the Noise Preferential Routes, a 210kt speed restriction is introduced for all BAV wide-body aircraft. The B747 will continue to use the FCOM Noise Abatement procedure in addition to the 210kt speed restriction.

This restriction applies until the aircraft is established on course 138° towards EPM (DET/MAY SIDs) or course 162° (MID SID). Additionally, once on a radar vector the speed restriction no longer applies.

The image below shows the point at which it is OK to accelerate, i.e. once the initial large southerly turns on the SIDs are complete:



**Fleet Specific Advice to Improve Track-keeping on Westerly MID/DET/MAY SIDs at LHR**  
 To ensure that the FMS calculates an accurate LNAV turn, the following fleet-specific advice is offered:

- **B777 and B787** – enter a 210/6000 restriction on the VNAV Climb Page (LSK 4L). Cancel the restriction, if needed, once established on course after the initial turn. Speed intervention will not replot the FMC LNAV profile, so the aircraft will merely reduce the commanded bank angle. Do not introduce speed constraints on the LEGS page, because there is a risk that altitude constraints could be compromised.
- **B747** – Enter a 210/6000 restriction on the VNAV Climb page (LSK 4L). Cancel the restriction, if needed, once established on course after the initial turn. Speed intervention will not replot the FMC LNAV profile, so the aircraft will merely reduce the commanded bank angle and not comply with the noise preferential routing. Do not introduce speed constraints on the LEGS page, because there is a risk that altitude constraints could be compromised. Continue to use the FCOM noise abatement procedure for LHR departures. This is critical as B747 LHR noise performance relies on BOTH correct FMC LNAV plotting and utilisation of FCOM noise abatement procedures.
- **B767** – Enter a 210/6000 restriction on the FMC CLB page. This can be deleted once the aircraft has established on the course 138° towards EPM (DET/MID SIDs) or 162° (MAY SID).
- **A380** – it is recommended to fly 'S'-speed with Flaps 1+F until the initial turn on to a south-easterly track is complete. To pre-program the FMS, check the predicted value of 'S'-speed on the FMS/Perf/T.O. page and then either:
  - Use the PRESEL field on the FMS/PERF/CLB page to fly selected after passing Aa, and return to managed speed once the turn is complete, or:
  - Insert 'S'-speed as a climb speed constraint at an appropriate intercept waypoint via the F-PLAN page.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	British Airways
<b>Handling Agent VHF</b>	131.805 SH 131.905 LH 131.785 HAC
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times