

London Heathrow (EGLL) Guide

Airmanship

Good airmanship is a must when flying in and out of Heathrow, you should at all-time be paying attention to instructions given by controllers and read them back fully. A small example is that after landing, you should vacate as soon as possible in order to let the following aircraft land safely since when it's busy, Heathrow will be vectoring to minimal spacing (approx. 3 miles).

Taxi Exercise

Do pay attention to the taxi instruction ATC given to you, it is easy to get lost in Heathrow. Instructions may include a temporary holding point, left/right instructions. Taxiway A and B are the 2 "ringway" taxi ways. Also if ATC give you taxi to a named holding point, such as HORKA etc. you can expect a take-off clearance from these different runway holding points - N8, N10, N11. Do use the ground chart and map out the route before you taxi off.

PDC (VATSIM)

Heathrow uses the PDC system on VATSIM. This allows for clearances to be given in text without tuning any frequency by using Hoppie's ACARS system, available here <http://www.hoppie.nl/acars/>. However on 09's, if you are departing out of CPT on 09R, you have to call up for clearance by voice as it has some restrictions such as, right heading 220 after 2 miles of LON DME. This is to keep you close to the Heathrow CTA and cleared of Gatwick departures.

Initial Approach

Should there be no ATC online and you're approaching Heathrow, just use the published NATS approach procedures to self-vector yourself on final. These procedures are usually available in payware FMCs but always check if they are correct. If you are not sure on how to create a custom waypoint to program the arrival "stream" PLEASE book a course on FMC programming in any specific aircraft with the Fly UK Training Academy.

R/T

The initial call for clearance at Heathrow contains a lot of information. It should contain your aircraft type, stand number, information received, your request for clearance and the QNH. Here is an example:

"Heathrow Delivery, UKV123 is type 747-400 stand 556 information Juliet and QNH 1012, requesting clearance to JFK"

Please keep the R/T short and sweet, controllers don't want to know any unnecessary extra bits.

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Runway Selection

Easterlies (09s)

When on Easterlies operations, 09L is always used for landing and 09R is used for take-offs. There is usually no exception to this rule other than airlines who park at Terminal 4 on the south side are allowed to land on 09R, but this is kept to a minimum.

Westerlies (27s)

When on Westerlies, there is a landing alternation programme at Heathrow. This means the one week 27L will be used for landing before 1500L and 27R for landing after 1500L, and the other week vice versa. You can find this at http://www.heathrowairport.com/static/Heathrow_Noise/Downloads/PDF/rwy-alt-prog-2012.pdf/ Exception to this is airlines parking on T4 can land on 27L, again kept to minimal.

Sceneries

Heathrow has had many changes in recent years. Due to this, not everybody uses the same airport layout. The default sceneries still have the old north-south runway, which has been a taxiway for years now. There are 2 options for payware sceneries, which are Aerosoft and UK2000. The Heathrow controllers prefer that UK2000 London Heathrow v2.0 scenery is used since this is the most up to date one, but this is at the pilot's discretion. Should you have an out of date version, please pay attention to the charts and try to adhere to the original instructions as close as possible, GND will give you a progressive taxi instructions (depends on workload) if you use the default scenery. Please put a comment in the remark section about which sceneries you are using.

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