

2/24/2026

FOR YOUR INFORMATION

2026-60/10-4

To: Airport Manager, London Heathrow Int'l Airport (LHR/EGLL), United Kingdom

2321715

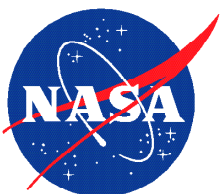
Info: United Kingdom Civil Aviation Authority (CAA), FAA (AFS-260, AFS-200, LAX-IFO, AVP-1, AVP-200), ATSG, ALPA, IFALPA, APA, ASAP, ATA, IATA, CAPA, ICAO, ICASS, IPA, NBAA, NTSB, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: EGLL/LHR BNN Hold Approach Chart Discrepancy

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2321715

DATE / TIME

Date of Occurrence 202601
Local Time Of Day 0601 to 1200

PLACE

Locale EGTT.ARTCC
State FO

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center EGTT
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Pilot Not Flying
ASRS Report Number 2321715

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - Flight Crew FLC Complied w / Automation / Advisory

NARRATIVE 1

Coming in from the north, NUGRA 2H (Plate 10-2A2) the inbound for the hold at BNN is 115°. However, on the “initial approach from BNN” (Plate 10-2Q), the hold at BNN is 116°. Same goes for the OTMET 1H Arrival and “initial approach from OCK” – the holds are one degree off.

The “Initial Approach from...” plates have the courses that we are used to.

This is the second time I saw this – i.e., pilot at first put in 116 for the hold (since that is what it has been), but then are corrected to insert 115 since that is what the inset shows on the NUGRA 2H shows. Since we are technically on the NUGRA, I feel that we should be putting in 115. However, there could be confusion on what is correct.

Cause: Difference inbound holding courses on the Jepp plates. There may be an error with the Jepp plates, so the holding courses should be standardized (unless the UK CAA/LHR has a reason for the differences).

SYNOPSIS

Air carrier pilot reported the inbound holding course at BNN on EGLL arrivals is different on two Jeppesen approach charts, NUGRAH 2H and OTMET 1H.