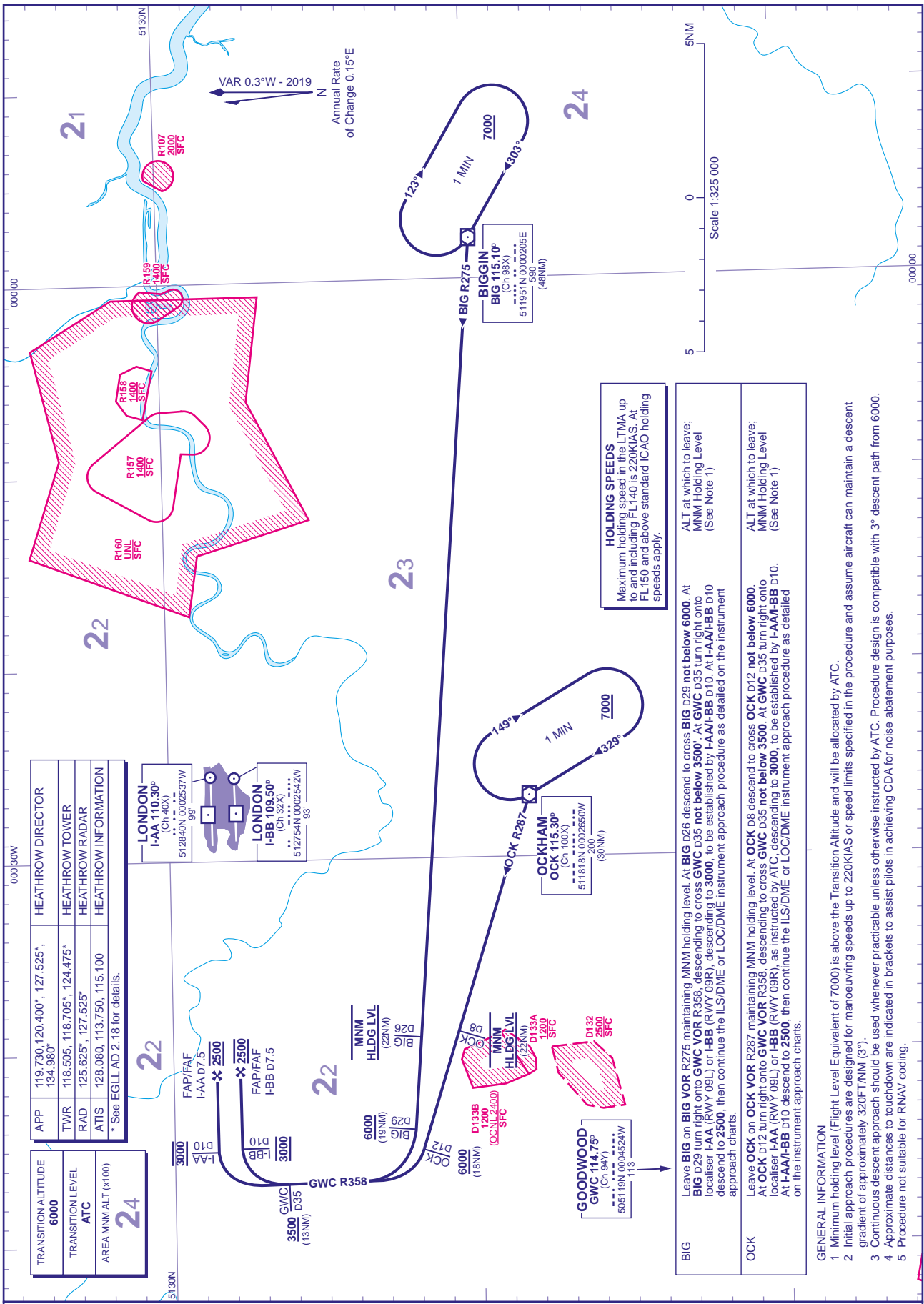


INITIAL APPROACH PROCEDURES ILS RWY 09L/R Without Radar Control

DISTANCES, TRACKS AND RADIALS ARE MAGNETIC
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON HEATHROW via BIG and OCK



HOLDING SPEEDS
Maximum holding speed in the LTMA up to and including FL140 is 220KIAS. At FL150 and above standard ICAO holding speeds apply.

BIG
Leave **BIG** on **BIG VOR** R275 maintaining MNM holding level. At **BIG** D26 descend to cross **BIG** D29 **not below 6000**. At **BIG** D29 turn right onto **GWC VOR** R358, descending to cross **GWC** D35 **not below 3500**. At **GWC** D35 turn right onto localiser **I-AA** (RWY 09L) or **I-BB** (RWY 09R), descending to **3000**, to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.

OCK
Leave **OCK** on **OCK VOR** R287 maintaining MNM holding level. At **OCK** D8 descend to cross **OCK** D12 **not below 6000**. At **OCK** D12 turn right onto **GWC VOR** R358, descending to cross **GWC** D35 **not below 3500**. At **GWC** D35 turn right onto localiser **I-AA** (RWY 09L) or **I-BB** (RWY 09R), as instructed by ATC, descending to **3000**, to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.

- GENERAL INFORMATION**
- 1 Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATC.
 - 2 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
 - 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 to assist pilots in achieving CDA for noise abatement purposes.
 - 5 Procedure not suitable for RNAV coding.

CHANGE (10/19): APP FREQUENCY 119.725 AMENDED TO 119.730. AREA MNM ALT REVIEW.