

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

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

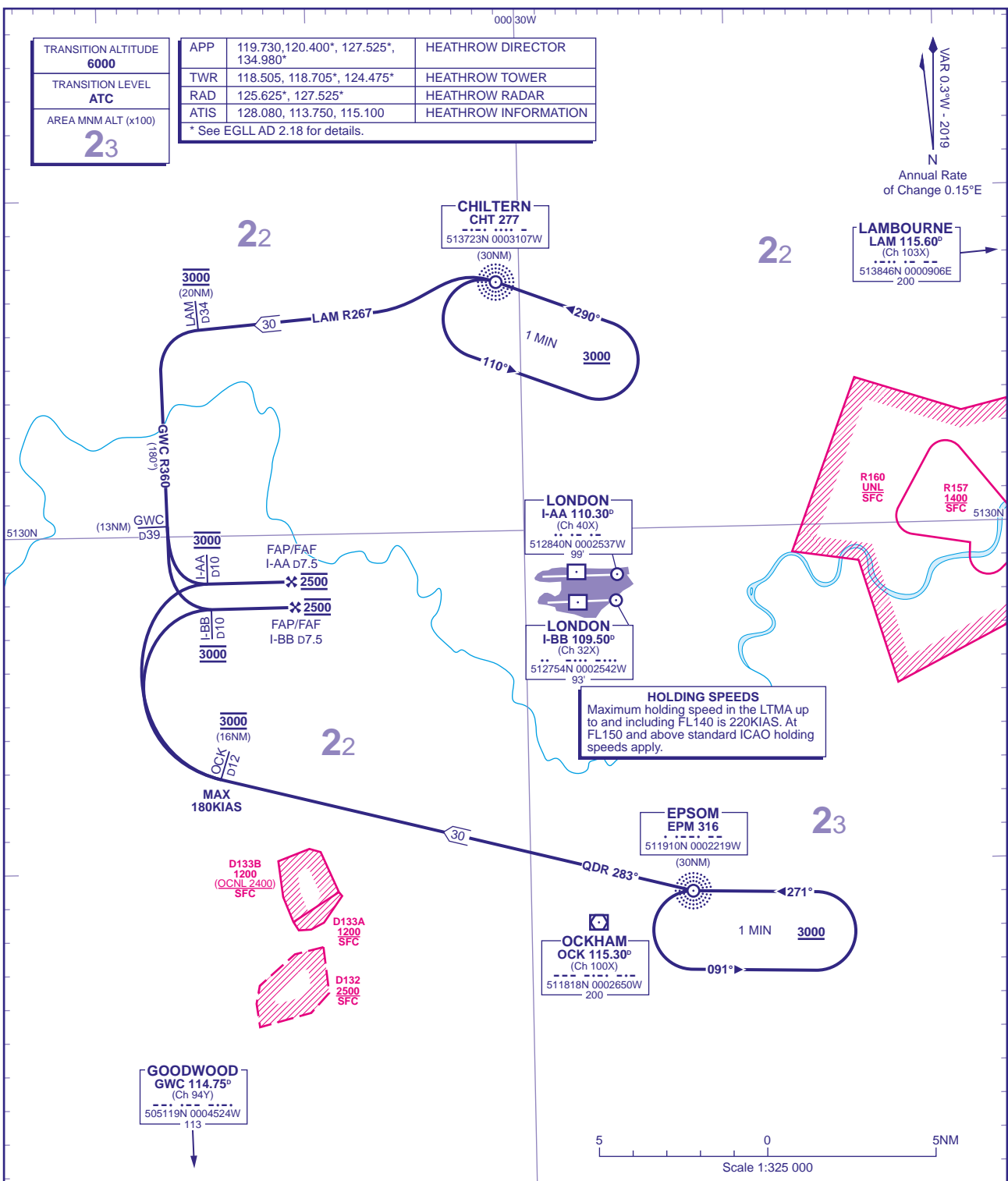
# LONDON HEATHROW via CHT and EPM

TRANSITION ALTITUDE <b>6000</b>
TRANSITION LEVEL <b>ATC</b>
AREA MNM ALT (x100) <b>23</b>

APP	119.730, 120.400*, 127.525*, 134.980*	HEATHROW DIRECTOR
TWR	118.505, 118.705*, 124.475*	HEATHROW TOWER
RAD	125.625*, 127.525*	HEATHROW RADAR
ATIS	128.080, 113.750, 115.100	HEATHROW INFORMATION

\* See EGLL AD 2.18 for details.

VAR 0.3°W - 2019  
N  
Annual Rate of Change 0.15°E



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

**EPSOM EPM 316**  
511910N 0002219W  
(30NM)

**OCKHAM OCK 115.30°**  
(Ch 100X)  
511818N 0002650W  
200

**GOODWOOD GWC 114.75°**  
(Ch 94Y)  
505119N 0004524W  
113

Scale 1:325 000

CHT	Leave <b>CHT NDB</b> on <b>LAM VOR R267</b> maintaining <b>3000</b> . At <b>LAM D34</b> turn left onto <b>GWC VOR R360</b> . At <b>GWC D39</b> turn left onto localiser <b>I-AA (Rwy 09L)</b> or <b>I-BB (Rwy 09R)</b> , to be established by <b>I-AA/I-BB D10</b> . At <b>I-AA/I-BB D10</b> descend to <b>2500</b> , then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; <b>3000</b>
EPM	Leave <b>EPM NDB</b> on <b>QDR 283°</b> maintaining <b>3000</b> . At <b>OCK D12</b> , at <b>MAX 180KIAS</b> , turn right onto localiser <b>I-AA (Rwy 09L)</b> or <b>I-BB (Rwy 09R)</b> to be established by <b>I-AA/I-BB D10</b> . At <b>I-AA/I-BB D10</b> descend to <b>2500</b> , then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; <b>3000</b>

- 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.