INITIAL APPROACH PROCEDURES
ILS RWY 27L/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	**6000**
TRANSITION LEVEL	**ATC**
AREA MNM ALT (x100)	**24**

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.

000 30W 000 00

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

BOVINGDON
BNN 113.75°
(Ch 84Y)
514334N 0003259W
500

CHILTERN
CHT 277
513723N 0003107W
(31NM)

290° 1 MIN 3000 110°
QDR 110°
31

MAX
180KIAS
(16NM)
BNN D19

R160 UNL SFC
R157 1400 SFC
R158 1400 SFC
R159 5130N 1400 SFC

LONDON
I-RR 110.30°
(Ch 40X)
512839N 0002937W
99

LONDON
I-LL 109.50°
(Ch 32X)
512753N 0002928W
93

5130N

FAP/FAF
I-RR D7.5
3000 I-RR D10
2500
2500
FAP/FAF
I-LL D7.5
I-LL D10 3000

OCK R063 (13.5NM) 359°
(12NM) OCK D12
27

EPSOM
EPM 316
511910N 0002219W
(27NM)

OCK R074 271°
1 MIN 3000
091°

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

D133B 1200 (OCNL 2400) SFC
D133A 1200 SFC
D132 2500 SFC

5 0 5NM
Scale 1:325 000

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

CHT	Leave **CHT NDB** on QDR 110° maintaining **3000**. At **BNN** D19, at MAX 180KIAS, turn right onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; **3000**
EPM	Leave **EPM NDB** on **OCK VOR** R074 maintaining **3000**. At **OCK** D12 turn left onto track 359°. At **OCK VOR** R063 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R) to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; **3000**

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 220KT 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.

000 30W 000 00

CHANGE (6/20): DME I-RR AND I-LL ELEVATION.