

# INITIAL APPROACH PROCEDURES TO LONDON 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

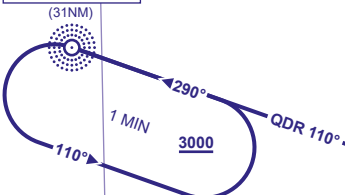
TRANSITION ALTITUDE <b>6000</b>	APP 119.730, 120.400*, 127.525*, 134.980*	HEATHROW DIRECTOR
TRANSITION LEVEL <b>ATC</b>	TWR 118.505, 118.705*, 124.475*	HEATHROW TOWER
AREA MNM ALT (x100) <b>24</b>	RAD 125.625*, 127.525*	HEATHROW RADAR
	ATIS 128.080, 113.750, 115.100	HEATHROW INFORMATION
	* See EGLL AD 2.18 for details.	

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

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

22

**CHILTERN**  
CHT 277  
513723N 0003107W  
(31NM)



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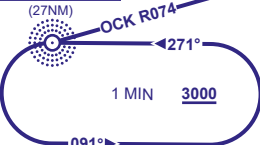
**LONDON**  
I-RR 110.30°  
(Ch 40X)  
512839N 0002937W  
99

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

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

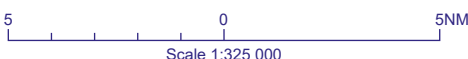
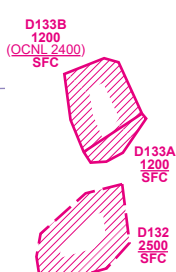
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**EPSOM**  
EPM 316  
511910N 0002219W  
(27NM)



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CHT	Leave <b>CHT NDB</b> on QDR 110° maintaining <b>3000</b> . At <b>BNN D19</b> , at MAX 180KIAS, turn right onto localiser <b>I-LL</b> (Rwy 27L) or <b>I-RR</b> (Rwy 27R), to be established by <b>I-LL/I-RR D10</b> . At <b>I-LL/I-RR 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>OCK VOR R074</b> maintaining <b>3000</b> . At <b>OCK D12</b> turn left onto track 359°. At <b>OCK VOR R063</b> turn left onto localiser <b>I-LL</b> (Rwy 27L) or <b>I-RR</b> (Rwy 27R) to be established by <b>I-LL/I-RR D10</b> . At <b>I-LL/I-RR 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 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.

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