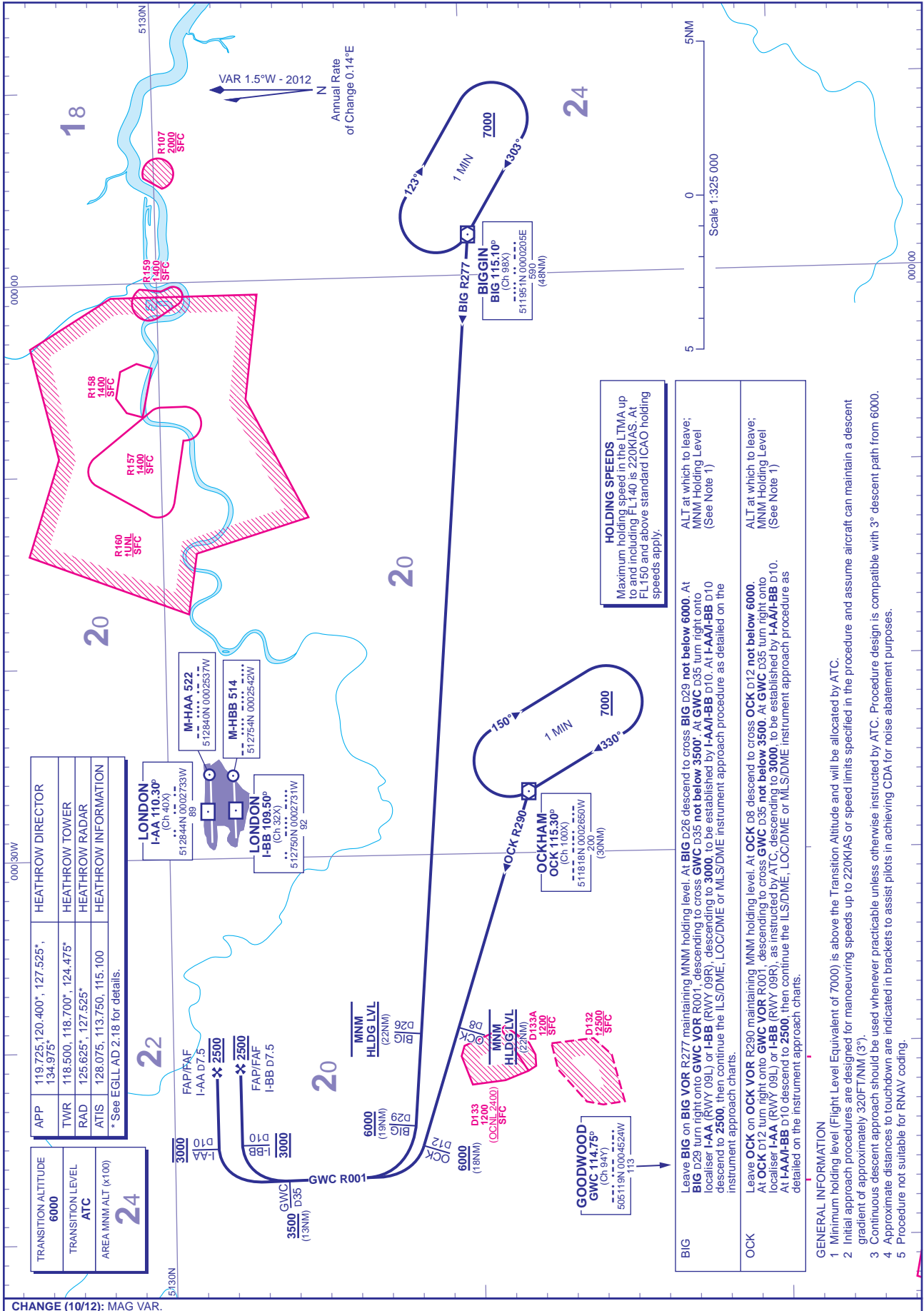


**INITIAL APPROACH PROCEDURES
ILS or MLS RWY 09L/R Without Radar Control**

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

**LONDON HEATHROW
via BIG and OCK**



CHANGE (10/12): MAG VAR.

AERO INFO DATE 26 JUN 12

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 R277** maintaining **MMNM** holding level. At **BIG** D26 descend to cross **BIG** D29 **not below 6000**. At **BIG** D29 turn right onto **GWC VOR R001**, 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, LOC/DME or MLS/DME instrument approach procedure as detailed on the instrument approach charts.

OCK
Leave **OCK** on **OCK VOR R290** maintaining **MMNM** holding level. At **OCK** D8 descend to cross **OCK** D12 **not below 6000**. At **OCK** D12 turn right onto **GWC VOR R001**, 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, LOC/DME or MLS/DME instrument approach procedure as detailed on the instrument approach charts.

GOODWOOD
505119N 0004524W
(Ch 94Y)
113

OCKHAM
OCK 115.30°
(Ch 100X)
511818N 0002650W
200
(30NM)

BIGGIN
BIG 145.10°
(Ch 48X)
511851N 0000208E
580
(48NM)

ALT at which to leave;
MMNM Holding Level
(See Note 1)

ALT at which to leave;
MMNM Holding Level
(See Note 1)

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.