INITIAL APPROACH PROCEDURES
ILS or MLS RWY 27L/R Without Radar Control

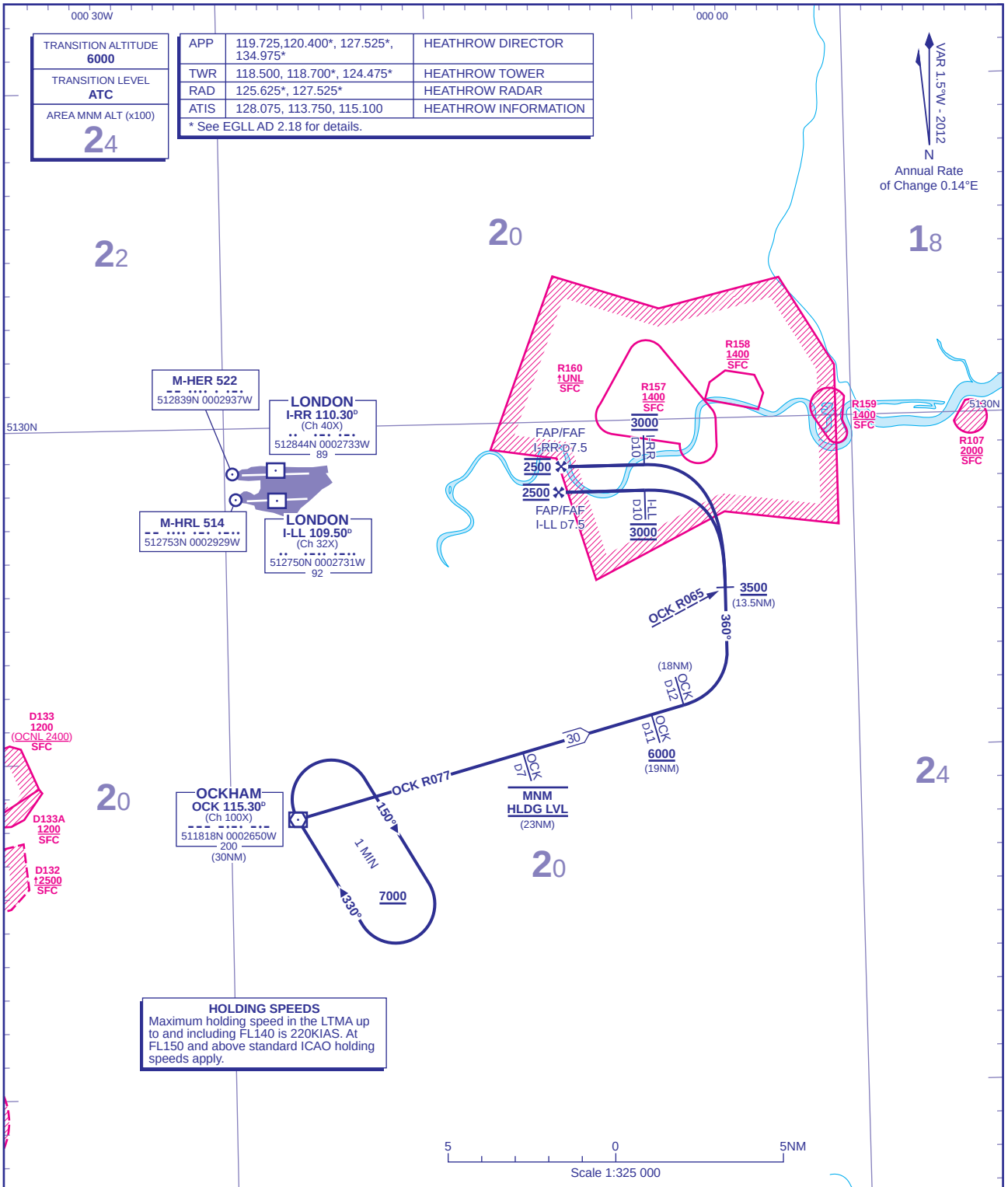
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON HEATHROW via OCK

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

APP	119.725,120.400*, 127.525*, 134.975*	HEATHROW DIRECTOR
TWR	118.500, 118.700*, 124.475*	HEATHROW TOWER
RAD	125.625*, 127.525*	HEATHROW RADAR
ATIS	128.075, 113.750, 115.100	HEATHROW INFORMATION

* See EGLL AD 2.18 for details.



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

OCK	Leave **OCK** on **OCK VOR** R077 maintaining MNM holding level. At **OCK** D7 descend to cross **OCK** D11 **not below 6000** descending to **3500**. At **OCK** D12 turn left onto track 360°, descending to cross **OCK VOR** R065 **not below 3500** descending to **3000**. At **OCK** R065 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME, LOC/DME or MLS/DME instrument approach procedure as detailed on the instrument approach charts.	ALT at which to leave; MNM 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.

CHANGE (10/12): MAG VAR.

AERO INFO DATE 26 JUN 12