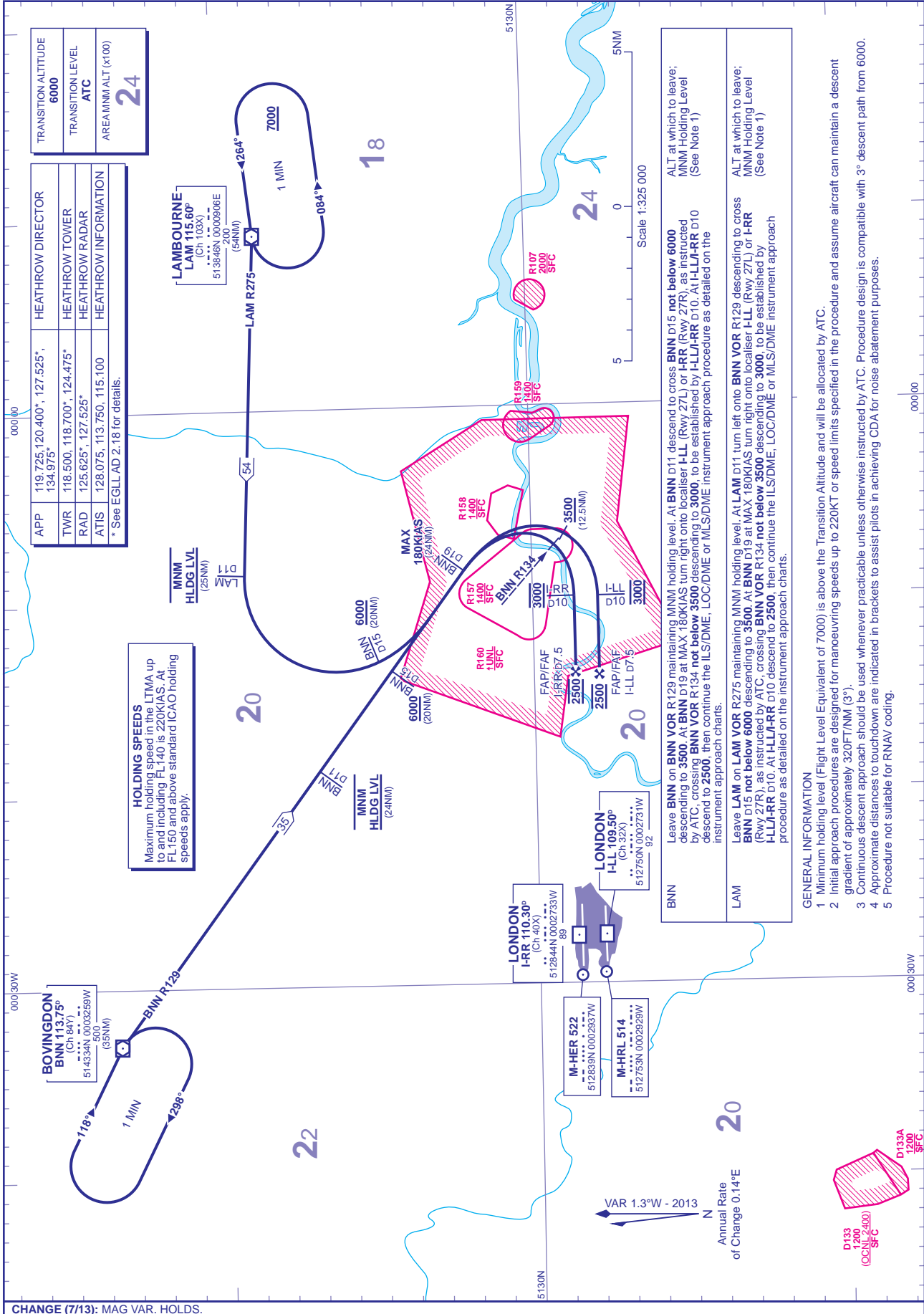


**INITIAL APPROACH PROCEDURES
ILS or MLS RWY 27L/R Without Radar Control**

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

**LONDON HEATHROW
via BNN and LAM**



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.

BNN
Leave **BNN** on **BNN VOR R129** maintaining **MNMM** holding level. At **BNN D11** descend to cross **BNN D15** not below **6000** descending to **3500**. At **BNN D19** at **MAX 180KIAS** turn right onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, crossing **BNN VOR R134** not below **3500** descending to **3000**, to be established by **I-LL/I-RR D10**. At **I-LL/I-RR D10** descend to **2500**, then continue the **ILS/DME** or **MLS/DME** instrument approach procedure as detailed on the instrument approach charts.

LAM
Leave **LAM** on **LAM VOR R275** maintaining **MNMM** holding level. At **LAM D11** turn left onto **BNN VOR R129** descending to cross **BNN D15** not below **6000** descending to **3500**. At **BNN D19** at **MAX 180KIAS** turn right onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, crossing **BNN VOR R134** not below **3500** descending to **3000**, 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.

- 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 for noise abatement purposes.
 - 5 Procedure not suitable for RNAV coding.

CHANGE (7/13): MAG VAR. HOLDS.

AERO INFO DATE 8 APR 13