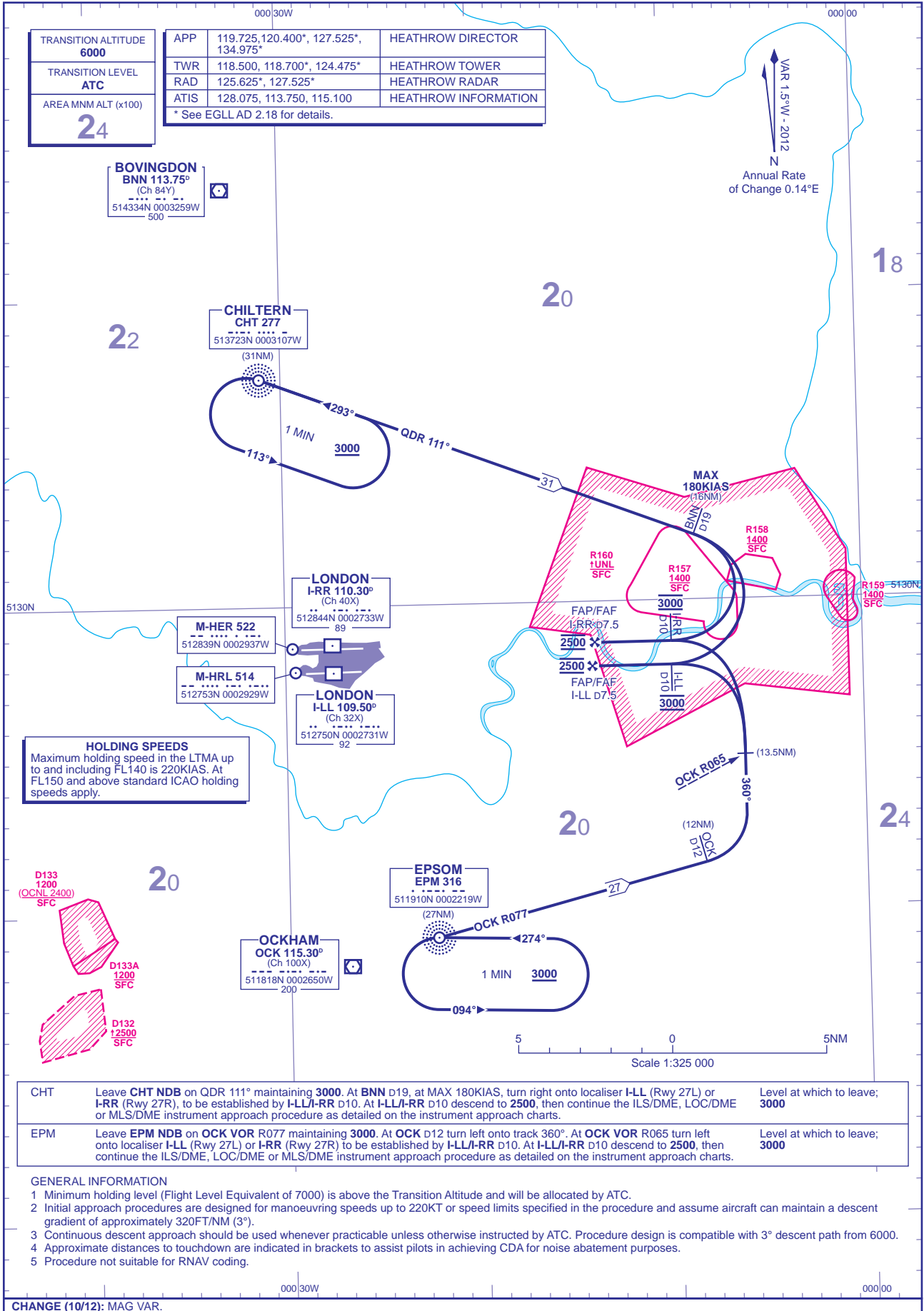


**INITIAL APPROACH PROCEDURES  
ILS or MLS RWY 27L/R Without Radar Control**

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

**LONDON HEATHROW  
via CHT and EPM**



TRANSITION ALTITUDE <b>6000</b>	APP 119.725, 120.400*, 127.525*, 134.975*	HEATHROW DIRECTOR
TRANSITION LEVEL <b>ATC</b>	TWR 118.500, 118.700*, 124.475*	HEATHROW TOWER
AREA MNM ALT (x100) <b>24</b>	RAD 125.625*, 127.525*	HEATHROW RADAR
	ATIS 128.075, 113.750, 115.100	HEATHROW INFORMATION
	* See EGLL AD 2.18 for details.	

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

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

**LONDON**  
I-RR 110.30°  
(Ch 40X)  
512844N 0002733W  
89

**M-HER 522**  
512839N 0002937W

**M-HRL 514**  
512753N 0002929W

**LONDON**  
I-LL 109.50°  
(Ch 32X)  
512750N 0002731W  
92

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

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

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

CHT	Leave <b>CHT NDB</b> on QDR 111° 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, LOC/DME or MLS/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 R077</b> maintaining <b>3000</b> . At <b>OCK D12</b> turn left onto track 360°. At <b>OCK VOR R065</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, LOC/DME or MLS/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 (10/12): MAG VAR.  
AERO INFO DATE 26 JUN 12