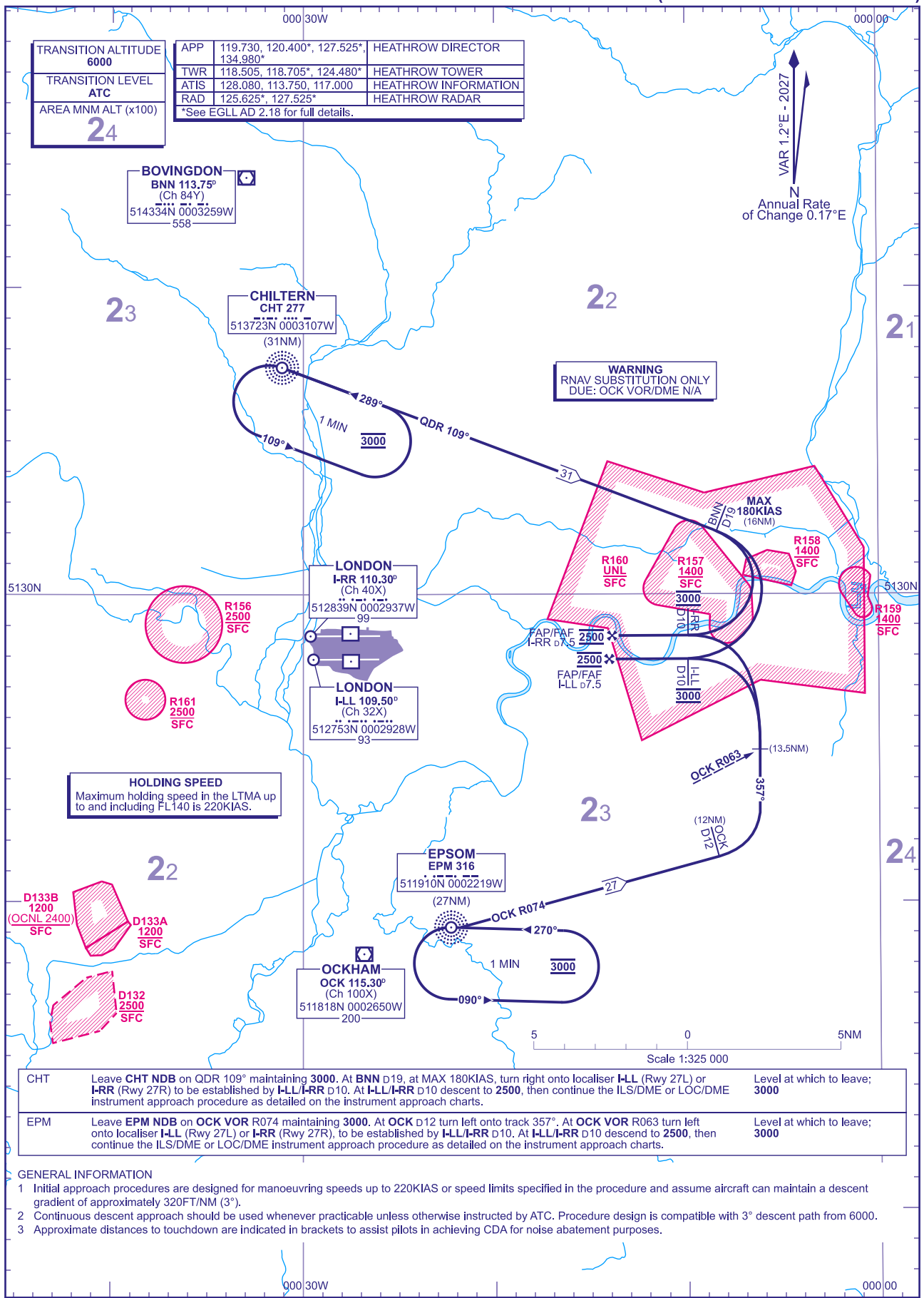


INITIAL APPROACH PROCEDURES
ILS RWY 27L/R

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

LONDON HEATHROW
via CHT and EPM
(RNAV SUBSTITUTION ONLY)



CHT	Leave CHT NDB on QDR 109° maintaining 3000 . At BNN D19, at MAX 180KIAS, turn right onto localiser I-LL (Rwy 27L) or I-RR (Rwy 27R) to be established by I-LL/I-RR D10. At I-LL/I-RR D10 descend to 2500 , then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; 3000
EPM	Leave EPM NDB on OCK VOR R074 maintaining 3000 . At OCK D12 turn left onto track 357°. At OCK VOR R063 turn left onto localiser I-LL (Rwy 27L) or I-RR (Rwy 27R), to be established by I-LL/I-RR D10. At I-LL/I-RR D10 descend to 2500 , then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; 3000

GENERAL INFORMATION

- 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°).
- Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
- Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.