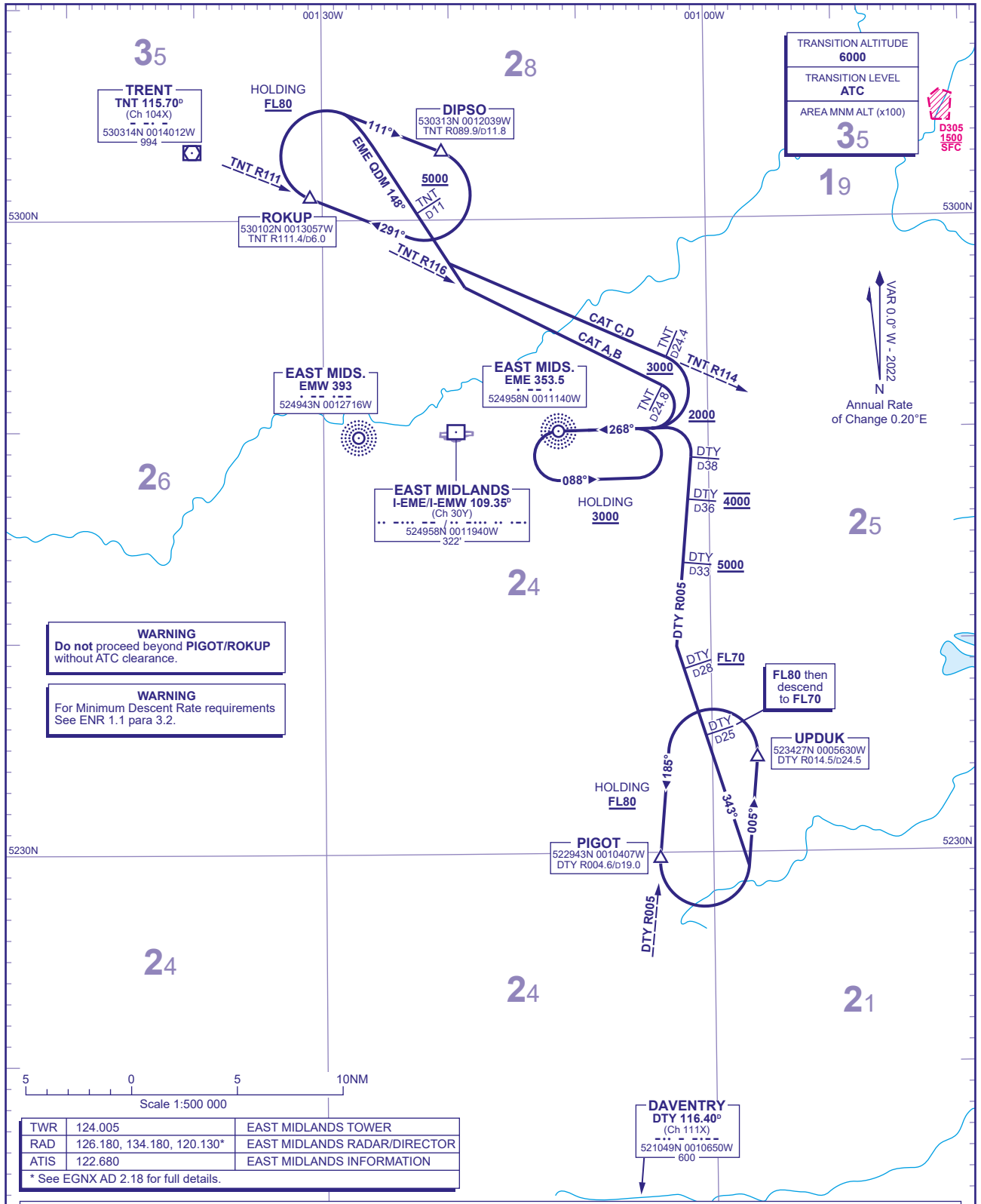
INITIAL APPROACH PROCEDURES
ILS/DME RWY 27 Without Radar Control

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

EAST MIDLANDS
via PIGOT/ROKUP



WARNING
Do not proceed beyond **PIGOT/ROKUP** without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

TWR	124.005	EAST MIDLANDS TOWER
RAD	126.180, 134.180, 120.130*	EAST MIDLANDS RADAR/DIRECTOR
ATIS	122.680	EAST MIDLANDS INFORMATION
* See EGNX AD 2.18 for full details.		

RWY 27 via **PIGOT**	After crossing **PIGOT** turn left onto track 343° to intercept **DTY VOR** R005. After **DTY** D25 descend to cross **DTY** D28 **not below FL70**, **DTY** D33 **not below 5000**, **DTY** D36 at **4000**. At **DTY** D38 turn left to establish on the FAT/LOC descending to not below **2000**. Once established continue as for main procedure.	ALT at which to leave; **FL80**
RWY 27 via **ROKUP**	After crossing **ROKUP** turn right to intercept **NDB(L) EME** QDM 148°. Descend to cross **TNT** D11 **not below 5000** and turn left to intercept and fly TNT R116 (CAT A,B), TNT R114 (CAT C,D) descending to not below **3000**. At TNT D24.8 (CAT A,B) TNT D24.4 (CAT C,D) turn right to intercept the FAT/LOC descending to not below **2000**. Once established continue as for main procedure .	ALT at which to leave; **FL80**

GENERAL INFORMATION
1 Lowest holding level at **PIGOT/ROKUP** is **FL80**.
2 Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS and assume aircraft can maintain a descent gradient of approximately **300** per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.

CHANGE (9/23): TNT DME ELEVATION REVISED.