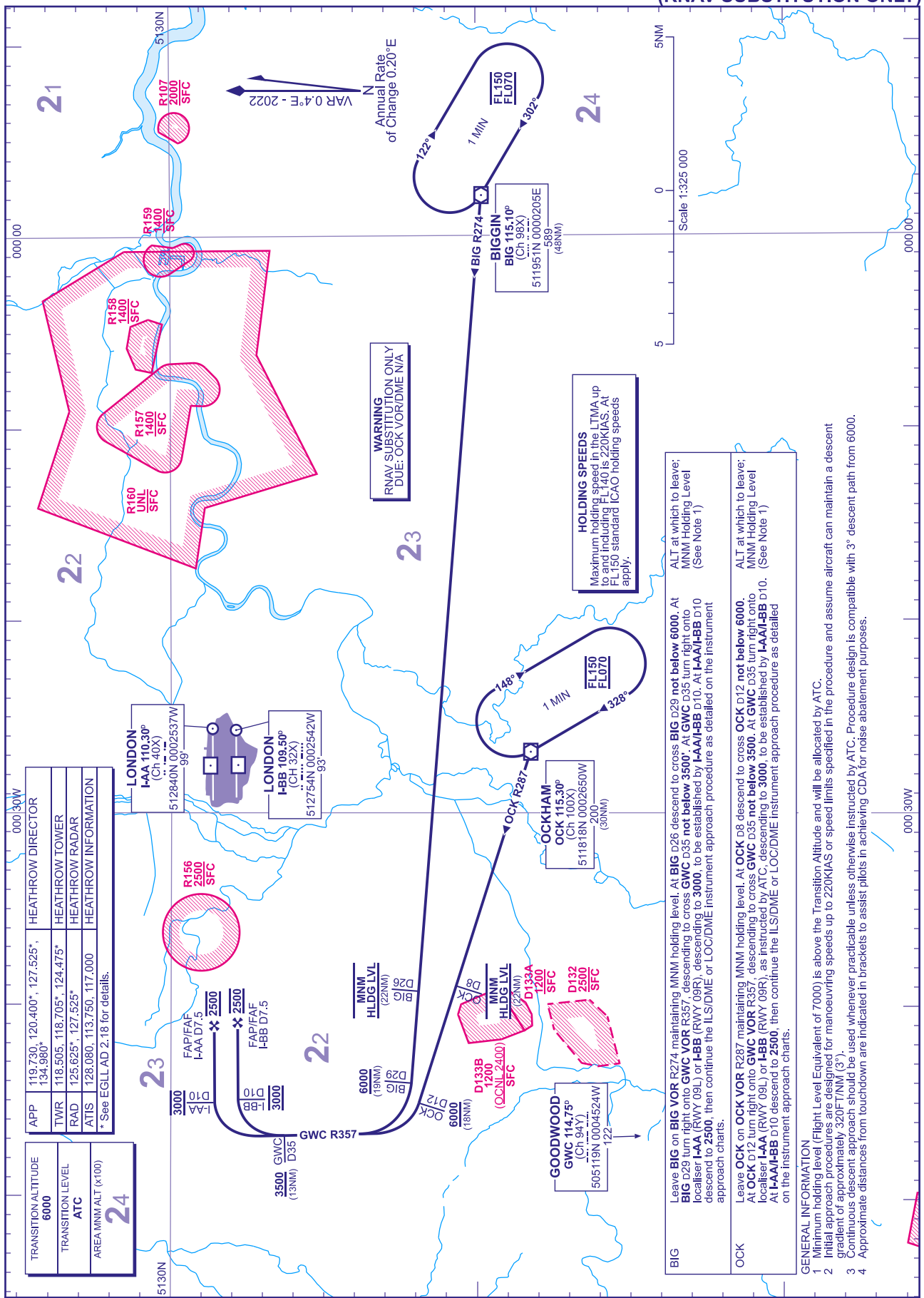


INITIAL APPROACH PROCEDURES ILS RWY 09L/R

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

LONDON HEATHROW via BIG and OCK (RNAV SUBSTITUTION ONLY)



TRANSITION ALTITUDE 6000	APP 119.730, 120.400*, 127.525*, 134.980*	HEATHROW DIRECTOR
TRANSITION LEVEL ATC	TWR 118.505, 118.705*, 124.475*	HEATHROW TOWER
AREA MIN ALT (x100) 24	RAD 125.625*, 127.525*	HEATHROW RADAR
	ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION
	* See EGLL AD 2.18 for details.	

LONDON
I-AA 110.30°
(Ch. 40X)
512840N 0002537W
93°

LONDON
I-BB 109.50°
(Ch. 32X)
512754N 0002542W
93°

R156
2500
SFC

R160
UNCL
1400
SFC

R157
1400
SFC

R158
1400
SFC

R159
1400
SFC

R107
2000
SFC

GOODWOOD
GWC 114.75°
(Ch. 94Y)
505119N 0004524W
122°

OCKHAM
OCK 115.30°
(Ch 100X)
511818N 0002650W
200
(30NM)

BIGGIN HILL
BIG 115.10°
(Ch. 98X)
511951N 000205E
589
(48NM)

MINM HLDG LVL
6000
(19NM)
Bi D26
G/G
D12

MINM HLDG LVL
1200
(23NM)
D133A
D132
D130
SFC

MINM HLDG LVL
2500
(23NM)
D132
D130
SFC

WARRING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR/DME N/A

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

ALT at which to leave:
MINM Holding Level
(See Note 1)

ALT at which to leave:
MINM Holding Level
(See Note 1)

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR/DME N/A

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

ALT at which to leave:
MINM Holding Level
(See Note 1)

ALT at which to leave:
MINM Holding Level
(See Note 1)

BIG
Leave **BIG** on **BIG VOR R274** maintaining **MINM** holding level. At **BIG D26** descend to cross **BIG D29** not below **6000**. At **BIG D29** turn right onto **GWC VOR R357**, descending to cross **GWC D35** not below **3500**. At **GWC D35** turn right onto localiser **I-AA** (RWY 09L) or **I-BB** (RWY 09R), descending to **3000**, to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.

OCK
Leave **OCK** on **OCK VOR R287** maintaining **MINM** holding level. At **OCK D8** descend to cross **OCK D12** not below **6000**. At **OCK D12** turn right onto **GWC VOR R357**, descending to cross **GWC D35** not below **3500**. At **GWC D35** turn right onto localiser **I-AA** (RWY 09L) or **I-BB** (RWY 09R), as instructed by ATC, descending to **3000**, to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descend to **2500**, then continue the ILS/DME or LOC/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 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 from touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.