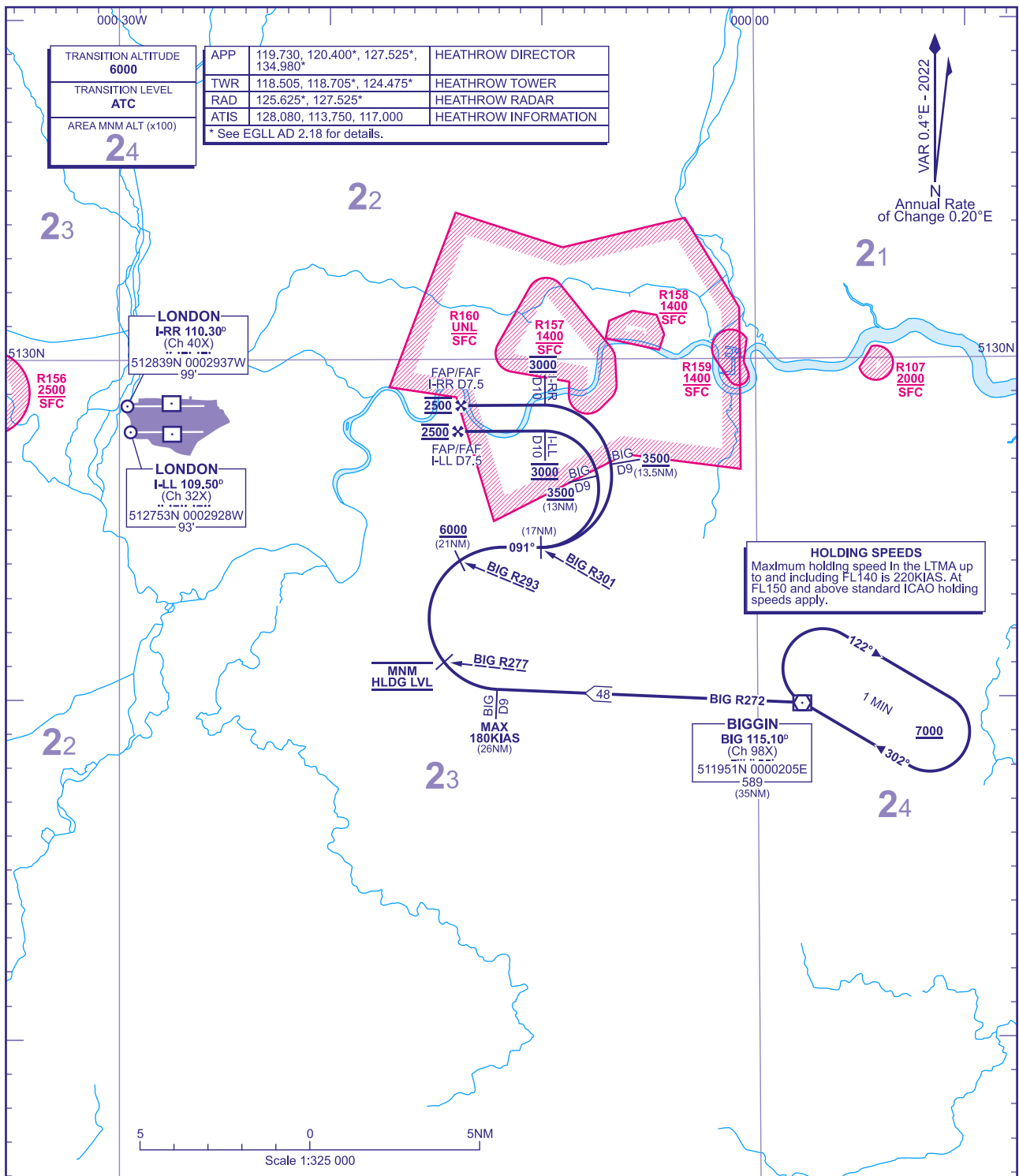


INITIAL APPROACH PROCEDURES ILS RWY 27L/R Without Radar Control

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

LONDON HEATHROW
via BIG



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

BIGGIN
BIG 115.10°
(Ch 98X)
511951N 0000205E
589
(35NM)

BIG Leave **BIG** on **BIG VOR** R272 maintaining MNM holding level. At **BIG** D9 westbound turn right onto track 091° at MAX 180KIAS. On passing **BIG VOR** R277 descend in the turn to cross **BIG VOR** R293 not below 6000 descending to 3500. On passing **BIG VOR** R301 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, crossing **BIG** D9 not below 3500 descending to 3000 and 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.

ALT at which to leave; MNM Holding Level (See Note 1)

- 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.