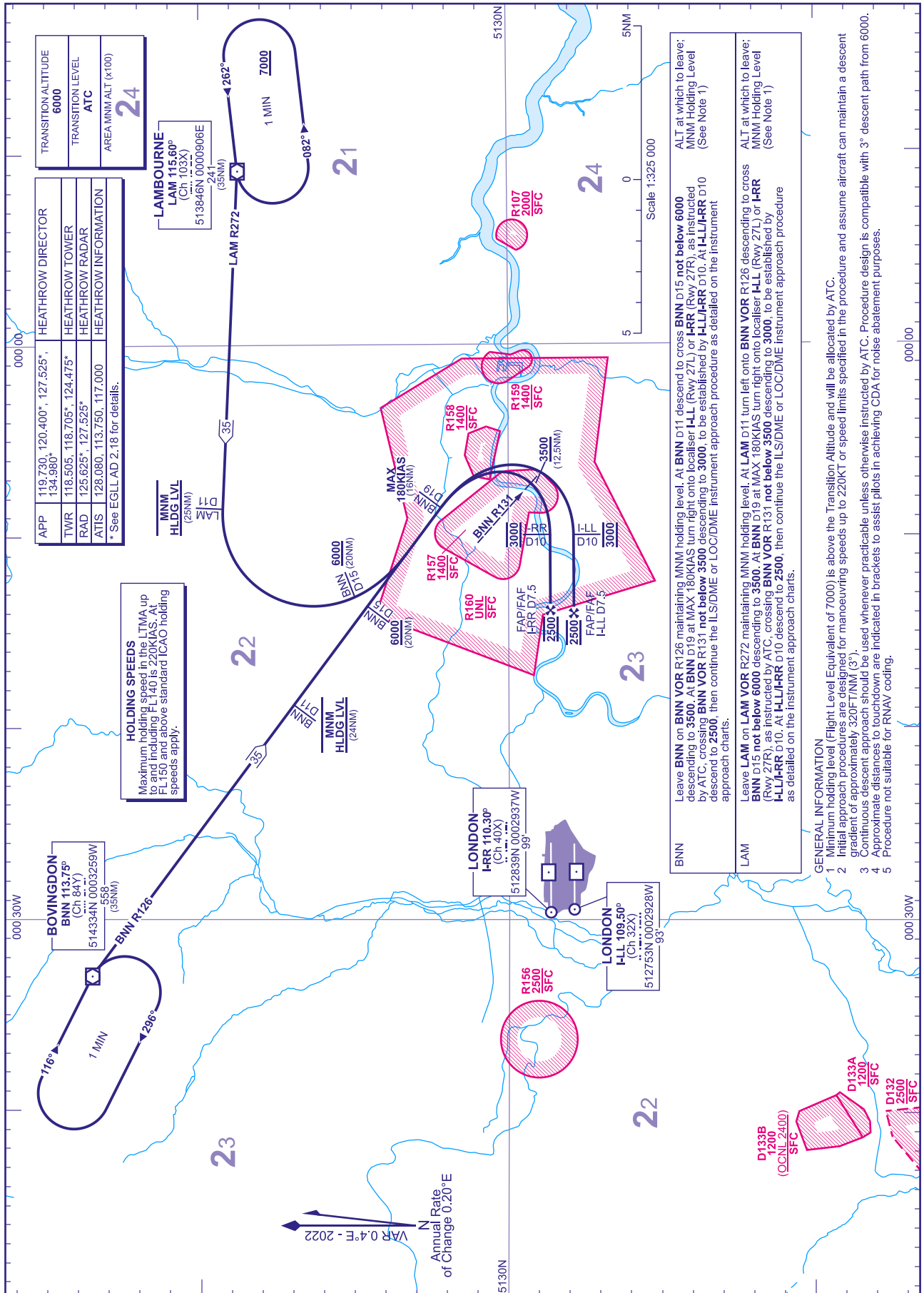


INITIAL APPROACH PROCEDURES ILS RWY 27L/R Without Radar Control

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

LONDON HEATHROW via BNN and LAM



TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNN ALT (x100)	24

APP	119.730, 120.400°, 127.525°, 134.980°	HEATHROW DIRECTOR
TWR	118.505, 118.705°, 124.475°	HEATHROW TOWER
RAD	125.625°, 127.525°	HEATHROW RADAR
ATIS	128.080, 113.750, 117.000	HEATHROW INFORMATION

* See EGLL AD 2.18 for details.

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

LAMBOURNE
LAM 115.60°
(Ch. 103X)
513846N 0000906E
24.1
(35NM)

BOVINGDON
BNN 113.75°
(Ch. 84Y)
514334N 0003259W
588
(35NM)

LONDON
I-RR 110.30°
(Ch. 40X)
512839N 0002937W
99°

LONDON
I-LL 109.50°
(Ch. 32X)
512753N 0002928W
99°

BNN
Leave BNN on BNN VOR R126 maintaining MNM holding level. At BNN D11 descend to cross BNN D15 not below 6000 descending to 3500. At BNN D19 at MAX 180KIAS turn right onto localiser I-LL (Rwy 27L) or I-RR (Rwy 27R), as instructed by ATC, crossing BNN VOR R131 not below 3500 descending to 3000, 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.

LAM
Leave LAM on LAM VOR R272 maintaining MNM holding level. At LAM D11 turn left onto BNN VOR R126 descending to cross BNN D15 not below 6000 descending to 3500. At BNN D19 at MAX 180KIAS turn right onto localiser I-LL (Rwy 27L) or I-RR (Rwy 27R), as instructed by ATC, crossing BNN VOR R131 not below 3500 descending to 3000, 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.

- GENERAL INFORMATION**
- Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATC.
 - 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/MIN (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.
 - Procedure not suitable for RNAV coding.