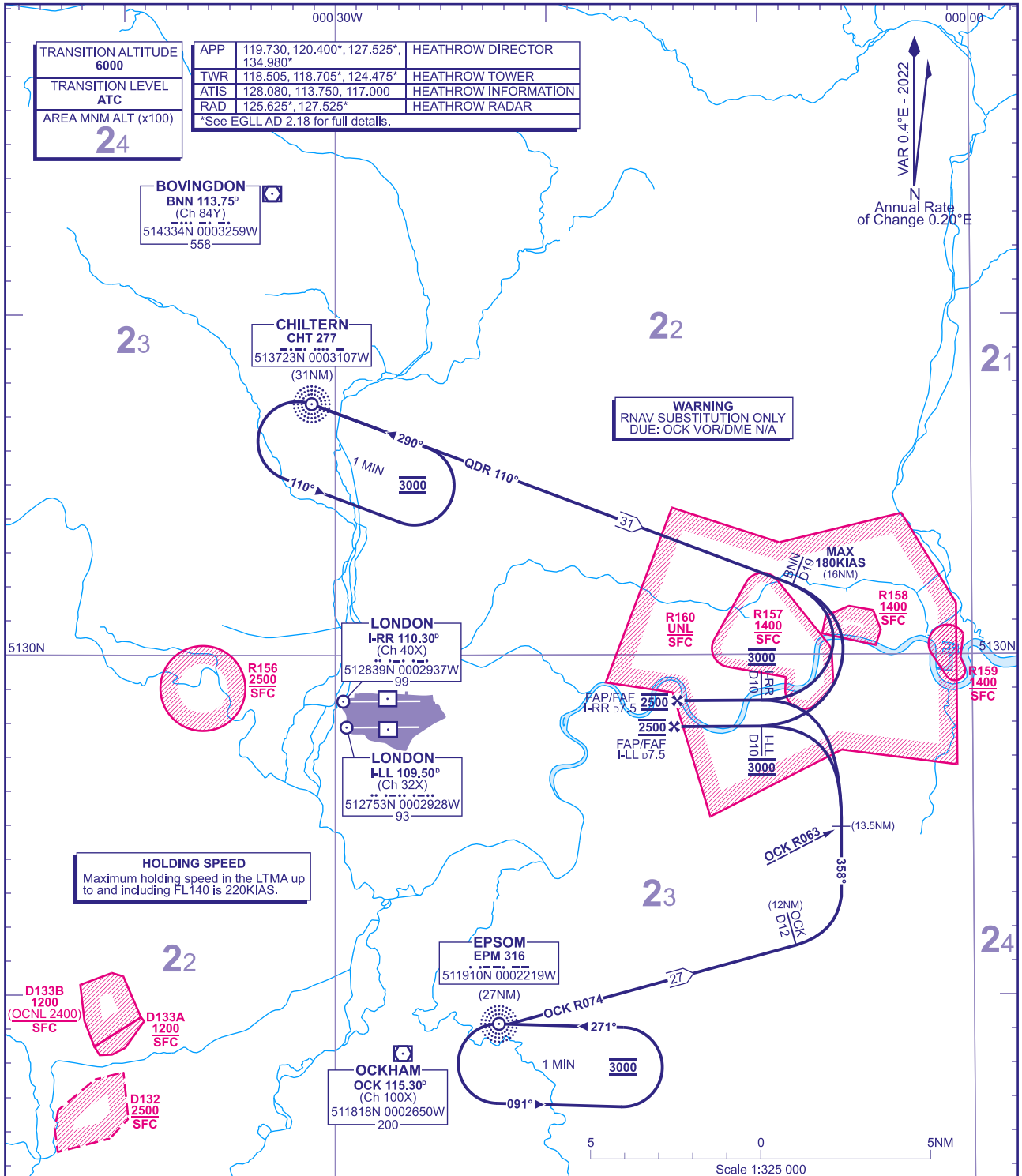
INITIAL APPROACH PROCEDURES
ILS RWY 27L/R

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 110° 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 descent 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 358°. 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

1 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°).
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
3 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.

CHANGE (4/24): TEXT CORRECTION.