

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)

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 MNM ALT (x100) 24	ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION
	RAD 125.625*, 127.525*	HEATHROW RADAR
	*See EGLL AD 2.18 for full details.	

BOVINGDON
BNN 113.75°
(Ch 84Y)
514334N 0003259W
558

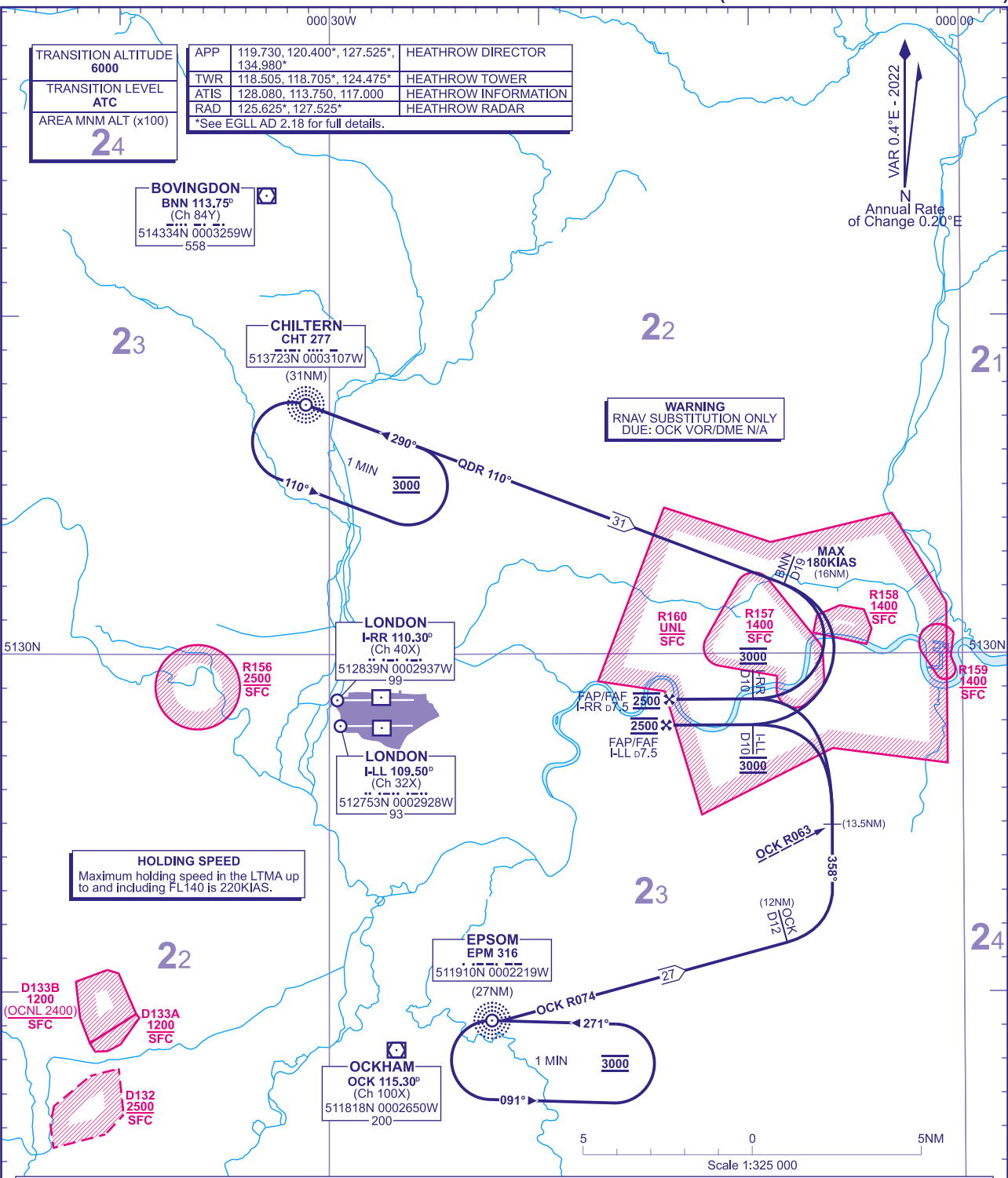
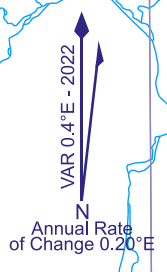
CHILTERN
CHT 277
513723N 0003107W
(31NM)

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

LONDON
I-LL 109.50°
(Ch 32X)
512753N 0002928W
93

EPSOM
EPM 316
511910N 0002219W
(27NM)

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



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

- 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°).
- 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.