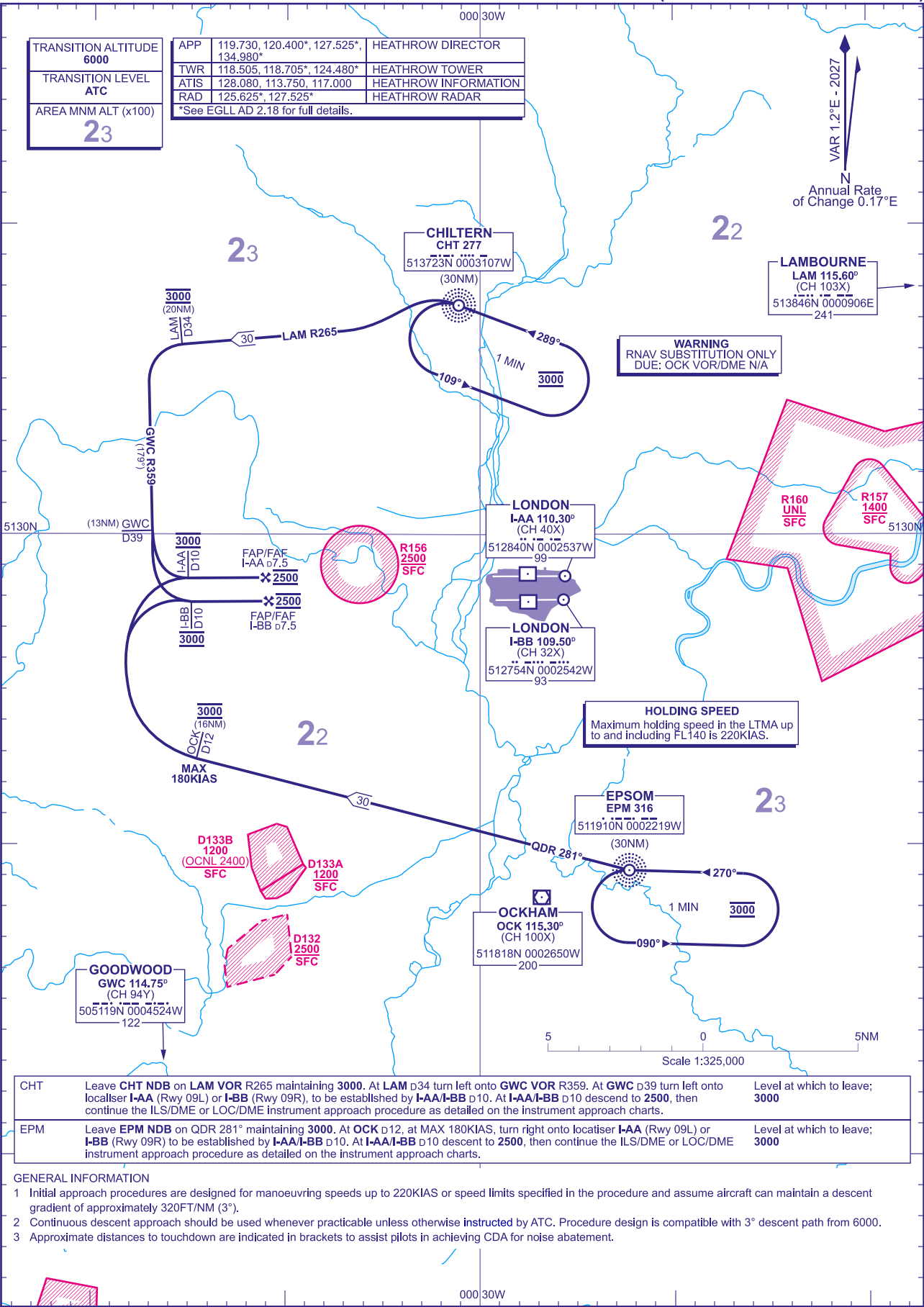


INITIAL APPROACH PROCEDURES
ILS RWY 09L/R

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

LONDON HEATHROW
via 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*, 124.480*	HEATHROW TOWER
	ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION
AREA MNM ALT (x100)	RAD 125.625*, 127.525*	HEATHROW RADAR
23	*See EGLL AD 2.18 for full details.	

VAR 1.2°E - 2027
N
Annual Rate of Change 0.17°E

LAMBOURNE
LAM 115.60°
(CH 103X)
513846N 0000906E
241

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

HOLDING SPEED
Maximum holding speed in the LTMA up
to and including FL140 is 220KIAS.

CHT	Leave CHT NDB on LAM VOR R265 maintaining 3000 . At LAM D34 turn left onto GWC VOR R359 . At GWC D39 turn left onto localiser I-AA (Rwy 09L) or I-BB (Rwy 09R), 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.	Level at which to leave; 3000
EPM	Leave EPM NDB on QDR 281° maintaining 3000 . At OCK D12 , at MAX 180KIAS , turn right onto localiser I-AA (Rwy 09L) or I-BB (Rwy 09R) 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.	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.