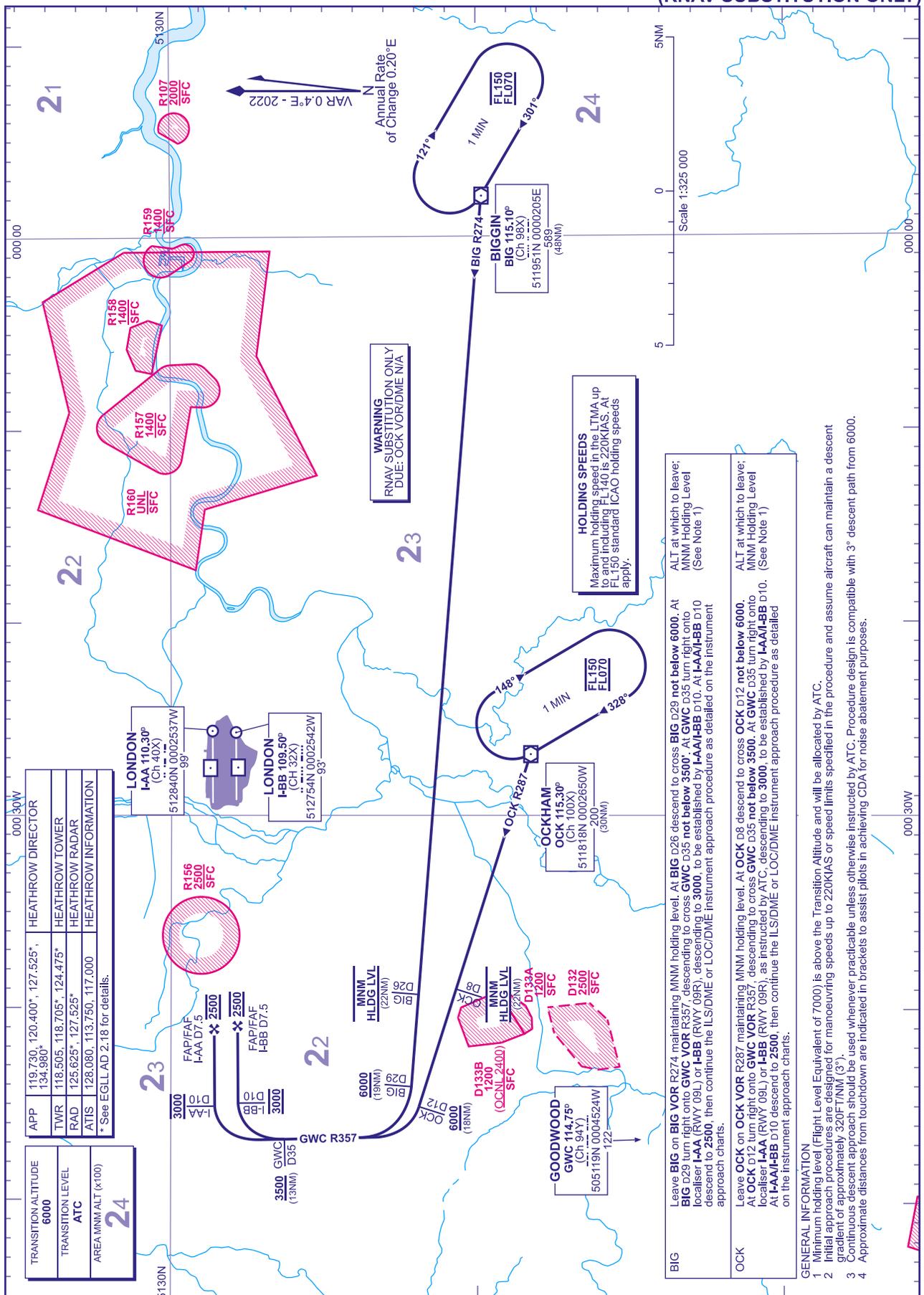


# INITIAL APPROACH PROCEDURES ILS RWY 09L/R

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

# LONDON HEATHROW via BIG and OCK (RNAV SUBSTITUTION ONLY)



APP	119.730, 120.400*, 127.525*	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.		

**LONDON**  
I-AA 110.30°  
(Ch. 40X)  
512840N 0002537W

**LONDON**  
I-BB 109.50°  
(Ch. 32X)  
512754N 0002542W

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

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

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

ALT at which to leave:  
MIMM Holding Level  
(See Note 1)

ALT at which to leave:  
MIMM Holding Level  
(See Note 1)

**BIG**  
Leave **BIG** on **BIG VOR** R274 maintaining MIMM holding level. At **BIG** D26 descend to cross **BIG** D29 not below 6000. At **BIG** D29 turn right onto **GWC VOR** R357, descending to cross **GWC** D35 not below 3500\*. At **GWC** D35 turn right onto localiser **I-AA** (RWY 09L) or **I-BB** (RWY 09R), descending to 3000, 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.

**OCK**  
Leave **OCK** on **OCK VOR** R287 maintaining MIMM holding level. At **OCK** D8 descend to cross **OCK** D12 not below 6000. At **OCK** D12 turn right onto **GWC VOR** R357, descending to cross **GWC** D35 not below 3500. At **GWC** D35 turn right onto localiser **I-AA** (RWY 09L) or **I-BB** (RWY 09R), as instructed by ATIS, descending to 3000, 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.

- GENERAL INFORMATION**
- 1 Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATIS.
  - 2 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%).
  - 3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATIS. Procedure design is compatible with 3° descent path from 6000.
  - 4 Approximate distances from touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.

CHANGE (13/24): BIG VOR/DME RECALIBRATED. BIG HOLD.