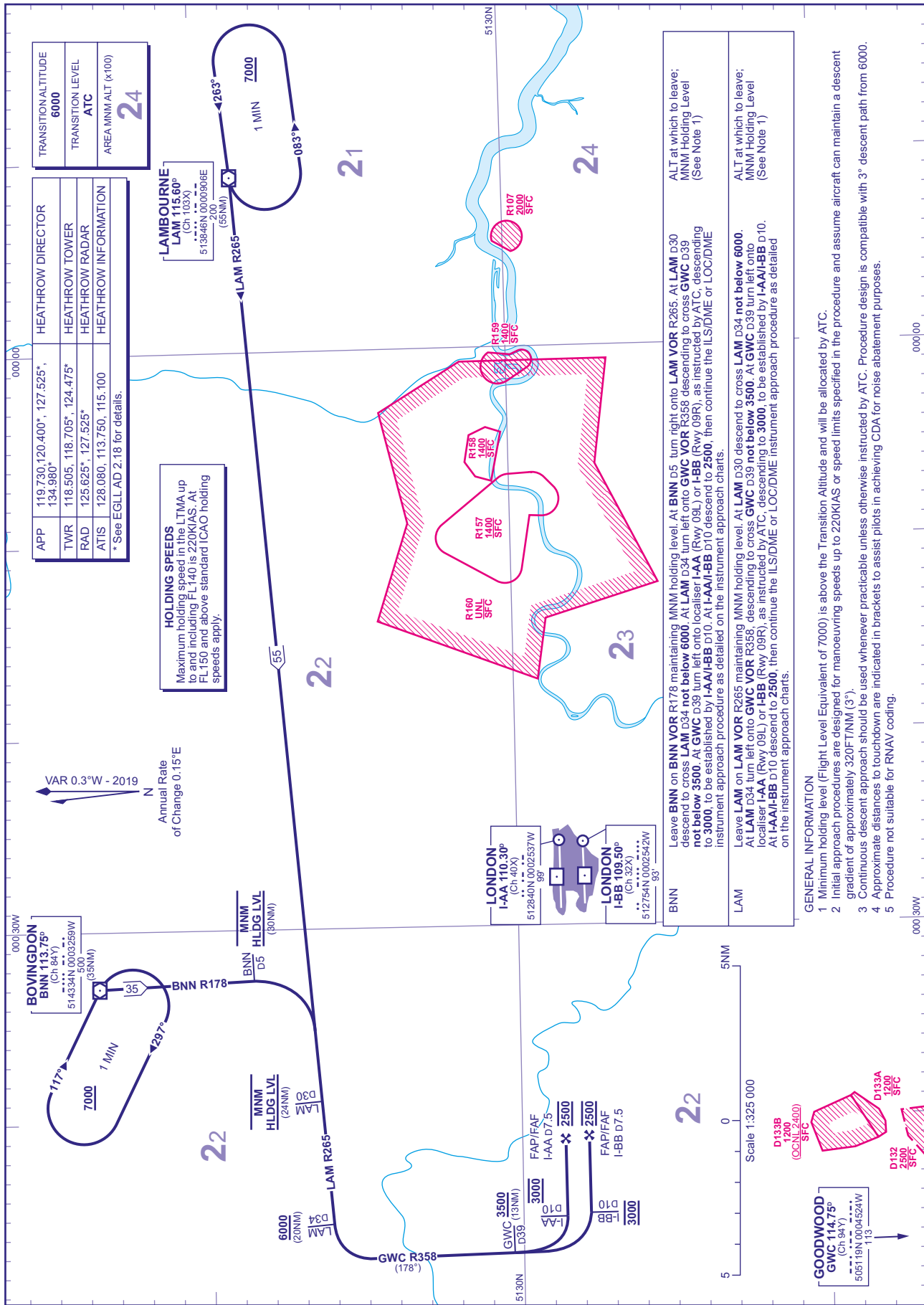


**INITIAL APPROACH PROCEDURES
ILS RWY 09L/R Without Radar Control**

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

**LONDON HEATHROW
via BNN and LAM**



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

HEATHROW DIRECTOR	HEATHROW TOWER
HEATHROW RADAR	HEATHROW INFORMATION
APP 119.730, 120.400°, 127.525°, 134.980°	
TWR 118.505, 118.705°, 124.475°	
RAD 125.625°, 127.525°	
ATIS 128.080, 113.750, 115.100	
* See EGLL AD 2.18 for details.	

LAMBOURNE
LAM 115.60°
(Ch 103X)
5138.46N 0000906E
200
(55NM)

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

LONDON
I-AA 110.30°
(Ch 40X)
5128.40N 0002537W
98°

LONDON
I-BB 109.50°
(Ch 32X)
5127.54N 0002542W
93°

BNN	Leave BNN on BNN VOR R178 maintaining MNM holding level. At BNN D5 turn right onto LAM VOR R265. At LAM D30 descend to cross LAM D34 not below 6000. At LAM D39 turn left onto GWC VOR R358 descending to cross GWC D39 not below 3500. At GWC D39 turn left onto localiser LAA (Rwy 09L) or LBB (Rwy 09R), as instructed by ATC, descending to 3000, to be established by I-AA/I-BB D10. At I-AA/I-BB D10, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	ALT at which to leave: MNM Holding Level (See Note 1)
LAM	Leave LAM on LAM VOR R265 maintaining MNM holding level. At LAM D30 descend to cross LAM D34 not below 6000. At LAM D34 turn left onto GWC VOR R358, descending to cross GWC D39 turn left onto localiser I-AA (Rwy 09L) or I-BB (Rwy 09R), as instructed by ATC, 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.	ALT at which to leave: MNM Holding Level (See Note 1)

- GENERAL INFORMATION**
- 1 Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATC.
 - 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 ATC. Procedure design is compatible with 3° descent path from 6000.
 - 4 Approximate distances to touchdown are indicated in brackets for RNAV coding.
 - 5 Procedure not suitable for RNAV coding.

CHANGE (10/19): APP FREQUENCY 119.725 AMENDED TO 119.730. AREA MNM ALT REVIEW.
AERO INFO DATE 19 JUN 19