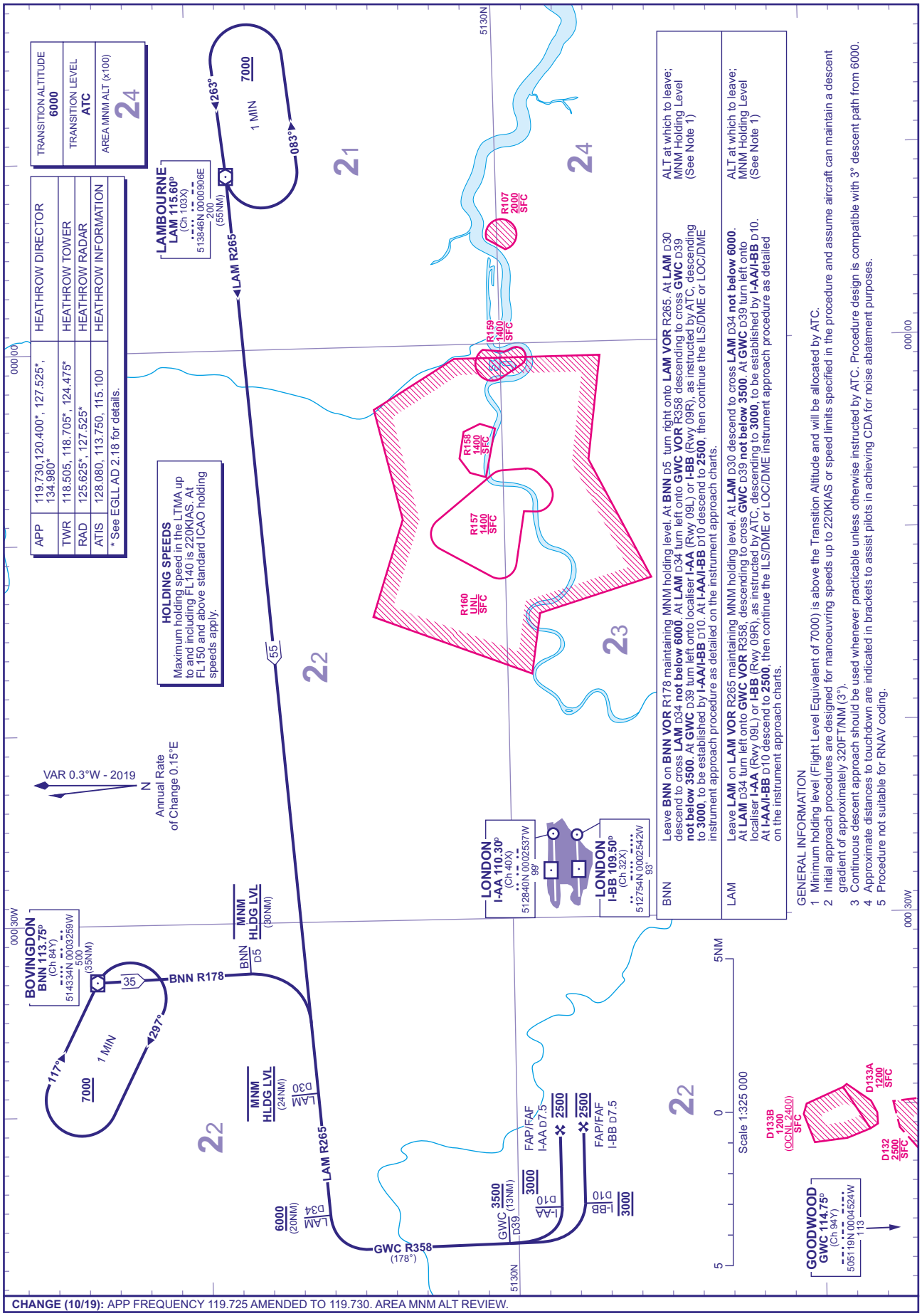
I

# 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




| | ALT at which to leave; MNM Holding Level (See Note 1) |
|---|---|
| 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** D34 turn left onto **GWC VOR** R358 descending to cross **GWC** D39 **not below 3500**. At **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. |
| 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 **not below 3500**. At **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. |

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 to assist pilots in achieving CDA for noise abatement purposes.
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

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