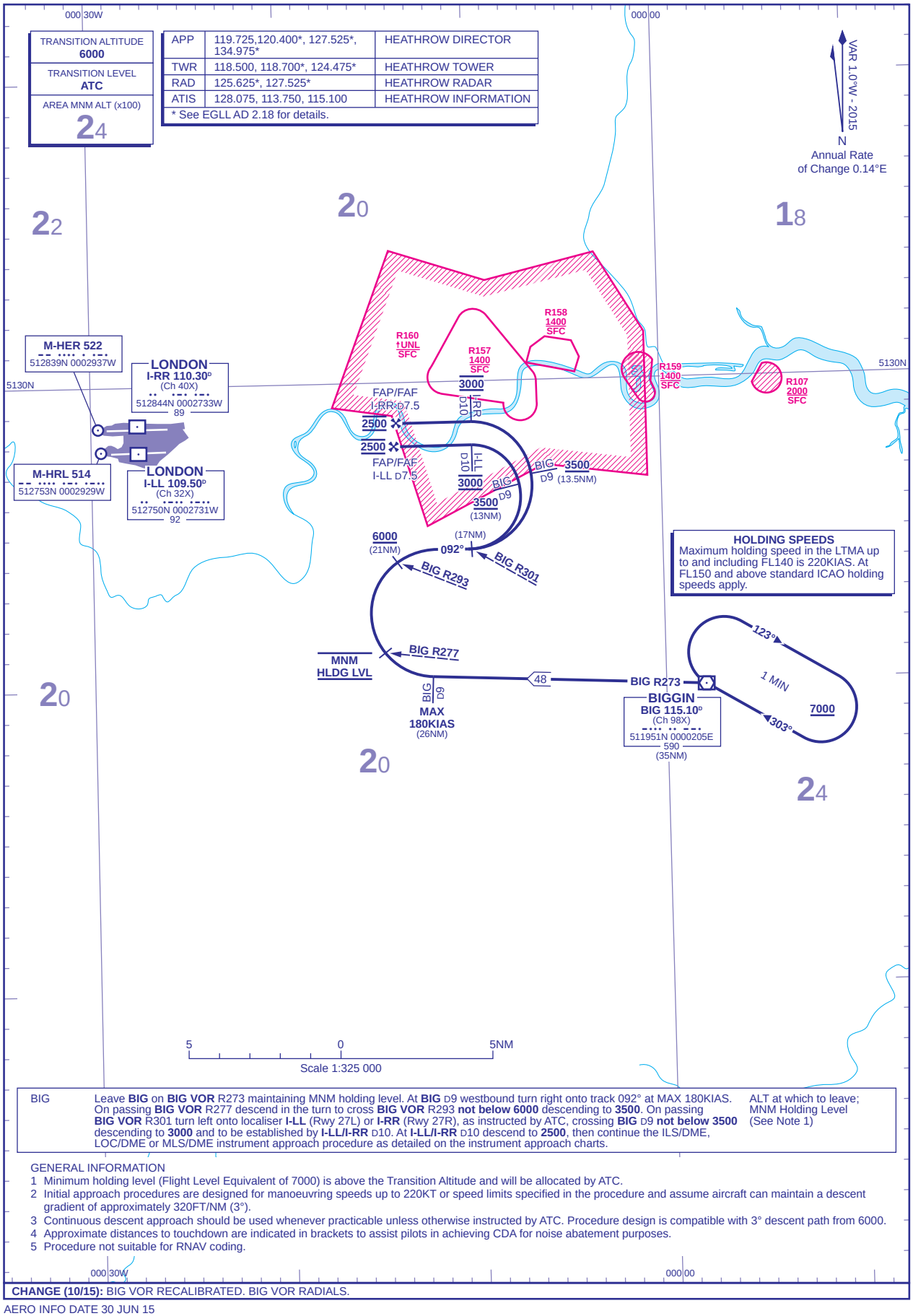
INITIAL APPROACH PROCEDURES
ILS or MLS RWY 27L/R Without Radar Control

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

LONDON HEATHROW
via BIG



BIG	Leave **BIG** on **BIG VOR** R273 maintaining MNM holding level. At **BIG** D9 westbound turn right onto track 092° at MAX 180KIAS. On passing **BIG VOR** R277 descend in the turn to cross **BIG VOR** R293 **not below 6000** descending to **3500**. On passing **BIG VOR** R301 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, crossing **BIG** D9 **not below 3500** descending to **3000** and to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME, LOC/DME or MLS/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 220KT 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 (10/15): BIG VOR RECALIBRATED. BIG VOR RADIALS.

AERO INFO DATE 30 JUN 15