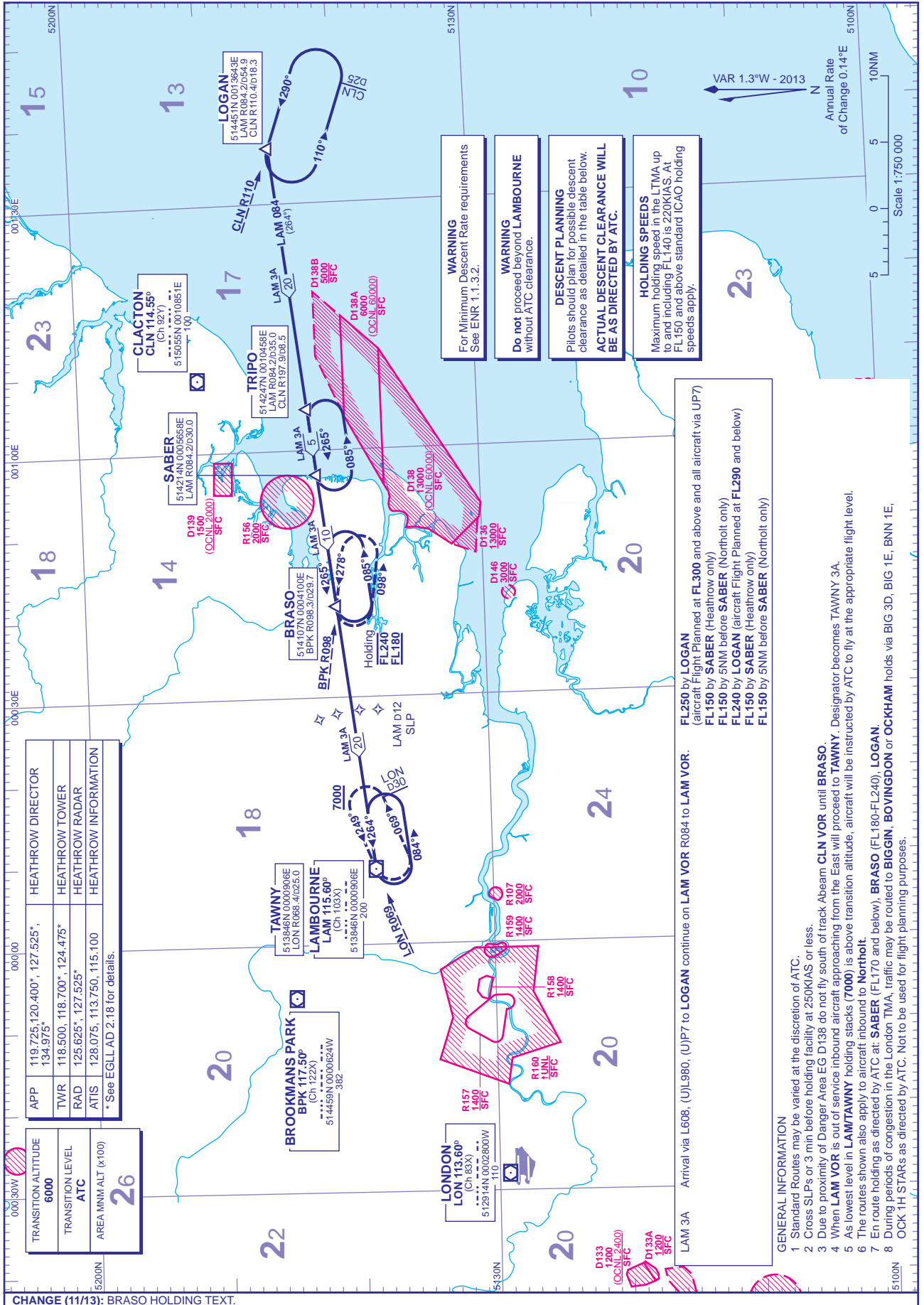


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON HEATHROW via LAMBOURNE



CHANGE (11/13): BRASO HOLDING TEXT.

AERO INFO DATE 18 JUL 13

TRANSITION ALTITUDE	HEATHROW DIRECTOR
6000	119.725° 120.400° 127.525° 134.975°
TRANSITION LEVEL	HEATHROW TOWER
ATC	118.500° 118.700° 124.475°
AREA MINM ALT (x100)	HEATHROW RADAR
26	125.625° 127.525°
	HEATHROW INFORMATION
	128.075° 113.750° 115.100
	* See EGLL AD 2.18 for details.

LAM 3A Arrival via L608, (U)JL980, (U)P7 to LOGAN continue on LAM VOR R084 to LAM VOR.

FL250 by LOGAN (aircraft Flight Planned at FL300 and above and all aircraft via UP7)
FL150 by SABER (Heathrow only)
FL150 by 5NM before SABER (Northolt only)
FL240 by LOGAN (aircraft Flight Planned at FL290 and below)
FL150 by SABER (Heathrow only)
FL150 by 5NM before SABER (Northolt only)

GENERAL INFORMATION

- Standard Routes may be varied at the discretion of ATC.
- Cross SLPs or 3 min before holding facility at 250KIAS or less.
- Due to proximity of Danger Area EG D138 do not fly south of track Abeam CLN VOR until BRASO
- When LAM VOR is out of service inbound aircraft approaching from the East will proceed to TAWNY. Designator becomes TAWNY 3A.
- As lowest level in LAM/TAWNY holding stacks (7000) is above transition altitude, aircraft will be instructed by ATC to fly at the appropriate flight level.
- The routes shown also apply to aircraft inbound to Northolt.
- En route holding as directed by ATC at: SABER (FL170 and below), BRASO (FL180-FL240), LOGAN.
- During periods of congestion in the London TMA, traffic may be routed to BIGGIN, BOVINGDON or OCKHAM holds via BIG 3D, BIG 1E, BNN 1E, OCK TH STARS as directed by ATC. Not to be used for flight planning purposes.

- WARNING**
For Minimum Descent Rate requirements See ENR 1.1.3.2.
- WARNING**
Do not proceed beyond LAMBOURNE without ATC clearance.
- DESCENT PLANNING**
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
- HOLDING SPEEDS**
Maximum holding speed in the LTMA up to and including FL140 is 220KIAS. At FL150 and above standard ICAO holding speeds apply.