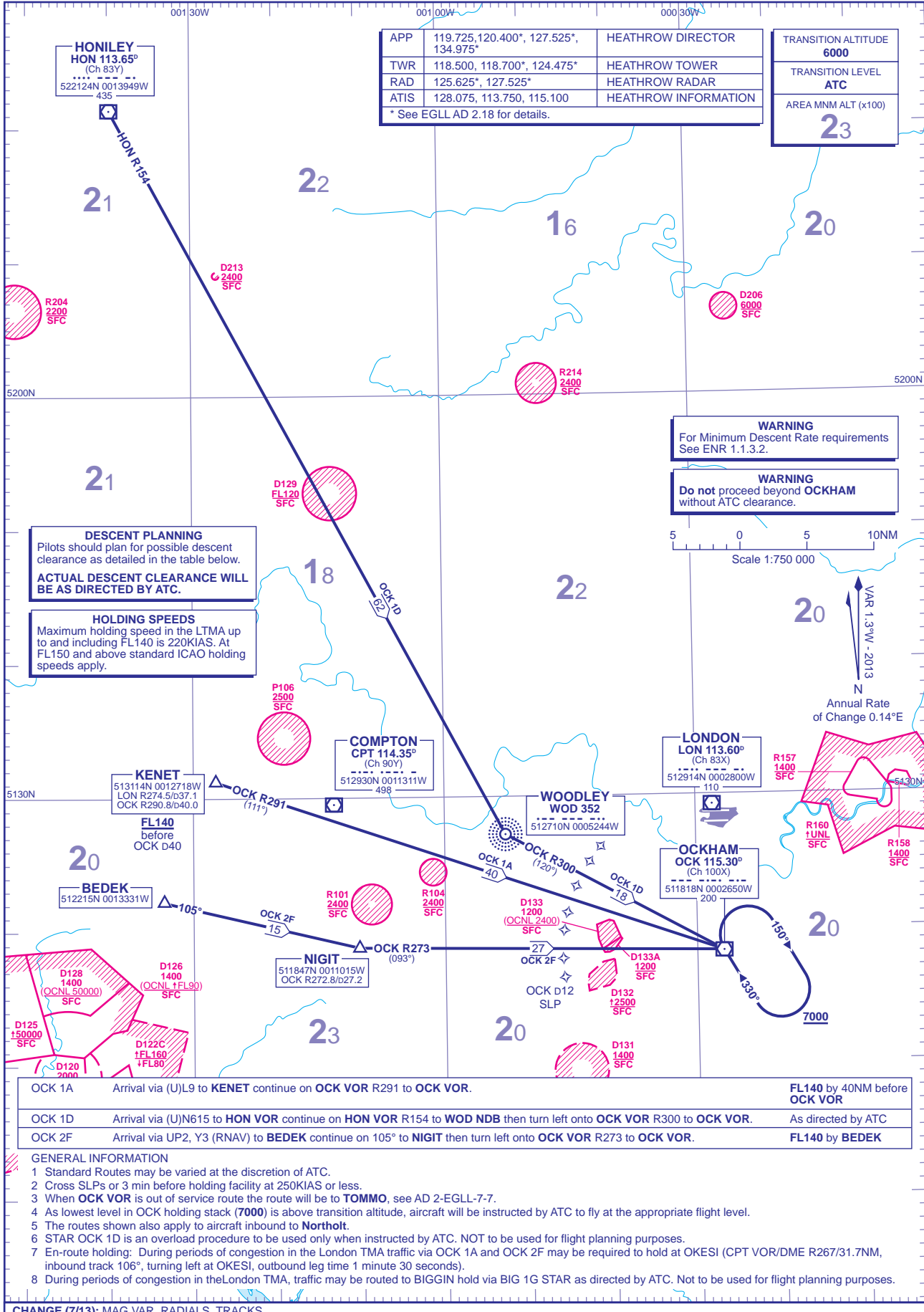


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON HEATHROW via OCKHAM (North and West)



APP	119.725, 120.400*, 127.525*, 134.975*	HEATHROW DIRECTOR
TWR	118.500, 118.700*, 124.475*	HEATHROW TOWER
RAD	125.625*, 127.525*	HEATHROW RADAR
ATIS	128.075, 113.750, 115.100	HEATHROW INFORMATION

* See EGLL AD 2.18 for details.

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	23

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.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond OCKHAM without ATC clearance.

Scale 1:750 000

VAR 1.3°W - 2013
Annual Rate of Change 0.14°E

OCK 1A	Arrival via (U)L9 to KENET continue on OCK VOR R291 to OCK VOR.	FL140 by 40NM before OCK VOR
OCK 1D	Arrival via (U)N615 to HON VOR continue on HON VOR R154 to WOD NDB then turn left onto OCK VOR R300 to OCK VOR.	As directed by ATC
OCK 2F	Arrival via UP2, Y3 (RNAV) to BEDEK continue on 105° to NIGIT then turn left onto OCK VOR R273 to OCK VOR.	FL140 by BEDEK

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Cross SLPs or 3 min before holding facility at 250KIAS or less.
 - When OCK VOR is out of service route will be to TOMMO, see AD 2-EGLL-7-7.
 - As lowest level in OCK holding stack (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.
 - STAR OCK 1D is an overload procedure to be used only when instructed by ATC. NOT to be used for flight planning purposes.
 - En-route holding: During periods of congestion in the London TMA traffic via OCK 1A and OCK 2F may be required to hold at OKESI (CPT VOR/DME R267/31.7NM, inbound track 106°, turning left at OKESI, outbound leg time 1 minute 30 seconds).
 - During periods of congestion in the London TMA, traffic may be routed to BIGGIN hold via BIG 1G STAR as directed by ATC. Not to be used for flight planning purposes.

CHANGE (7/13): MAG VAR. RADIALS. TRACKS.