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)

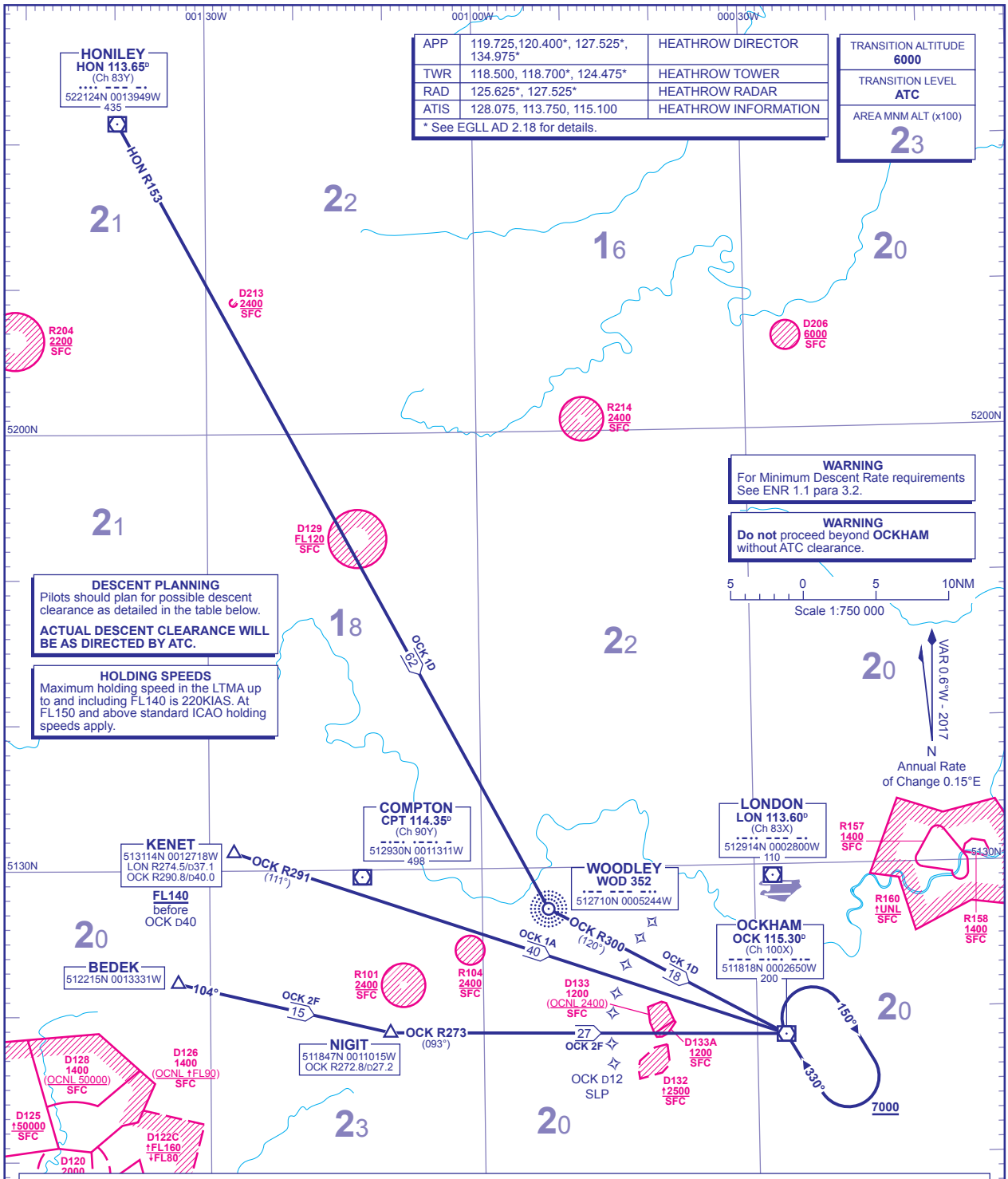
APP	119.725,120.400*, 127.525*, 134.975*	HEATHROW DIRECTOR
TWR	118.500, 118.700*, 124.475*	HEATHROW TOWER
RAD	125.625*, 127.525*	HEATHROW RADAR
ATIS	128.075, 113.750, 115.100	HEATHROW INFORMATION

* See EGLL AD 2.18 for details.

TRANSITION ALTITUDE **6000**

TRANSITION LEVEL **ATC**

AREA MNM ALT (x100) **23**



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)L612 to **HON VOR** continue on **HON VOR** R153 to **WOD NDB** then turn left onto **OCK VOR** R300 to **OCK VOR**.	As directed by ATC
OCK 2F	Arrival via P2 to **BEDEK** continue on 104° to **NIGIT** then turn left onto **OCK VOR** R273 to **OCK VOR**.	**FL140** by **BEDEK**

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Cross SLPs or 3 min before holding facility at 250KIAS or less.
3 When **OCK VOR** is out of service route the route will be to **TOMMO**, see AD 2-EGLL-7-7.
4 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.
5 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
6 STAR OCK 1D is an overload procedure to be used only when instructed by ATC. NOT to be used for flight planning purposes.
7 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 R266/31.7NM, inbound track 103°, turning left at OKESI, outbound leg time 1 minute 30 seconds).
8 During periods of congestion in theLondon 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 (1/17): AREA P106 REMOVED.

AERO INFO DATE 12 OCT 16