



APP	119.730, 120.400*, 127.525*, 134.980*	HEATHROW DIRECTOR
TWR	118.505, 118.705*, 124.475*	HEATHROW TOWER
RAD	125.625*, 127.525*	HEATHROW RADAR
ATIS	128.080, 113.750, 115.100	HEATHROW INFORMATION
* See EGLL AD 2.18 for details.		

TRANSITION ALTITUDE	<b>6000</b>
TRANSITION LEVEL	<b>ATC</b>
AREA MNM ALT (x100)	<b>24</b>

<b>WAYPOINTS</b>	
TOBID	: 521259.55N 0012759.21W
WOD	: 512710.02N 0005243.68W
LLW02	: 512403.91N 0004336.89W
BEDEK	: 512214.61N 0013331.13W
NIGIT	: 511846.96N 0011014.71W
LLW03	: 511832.83N 0004556.94W
OCK	: 511818.17N 0002649.86W

**DESCENT PLANNING**  
Pilots should plan for possible descent clearance as detailed in the table below.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**WARNING**  
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

**WARNING**  
Do not proceed beyond OCK without ATC clearance.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BEDEK 1H	P2	BEDEK - NIGIT - LLW03 - OCK	BEDEK FL140 OCK FL70
TOBID 1X	ATC	TOBID - WOD - LLW02 - OCK	OCK MAX 220KIAS FL70

**GENERAL INFORMATION**

- Standard Routes may be varied at the discretion of ATC.
- Adhere to maximum speed limits where specified by waypoint constraints.
- Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
- The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
- STAR TOBID 1X is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.
- During periods of congestion in the London TMA, traffic may be routed to BIG hold via OCK 1Z RNAV5 STAR as directed by ATC. Not to be used for flight planning purposes.