

LONDON HEATHROW

- 1 Standard Routes may be varied at the discretion of ATC.
- 2 Cross SLPs or 3 min before holding facility at 250KT IAS or less.
- 3 When **OCK VOR** is out of service route to **TOMMO** hold. Designators will become TOMMO 1A, 1D & 1F.
- 4 As lowest level in **OCK/TOMMO** holding stacks (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**.
- 6 STAR OCK 1D/TOMMO 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 1F may be required to hold at **MALBY** (CPT VOR/ DME R285/32nm, inbound track 105°M, turning left at D32, turning inbound at CPT D50).

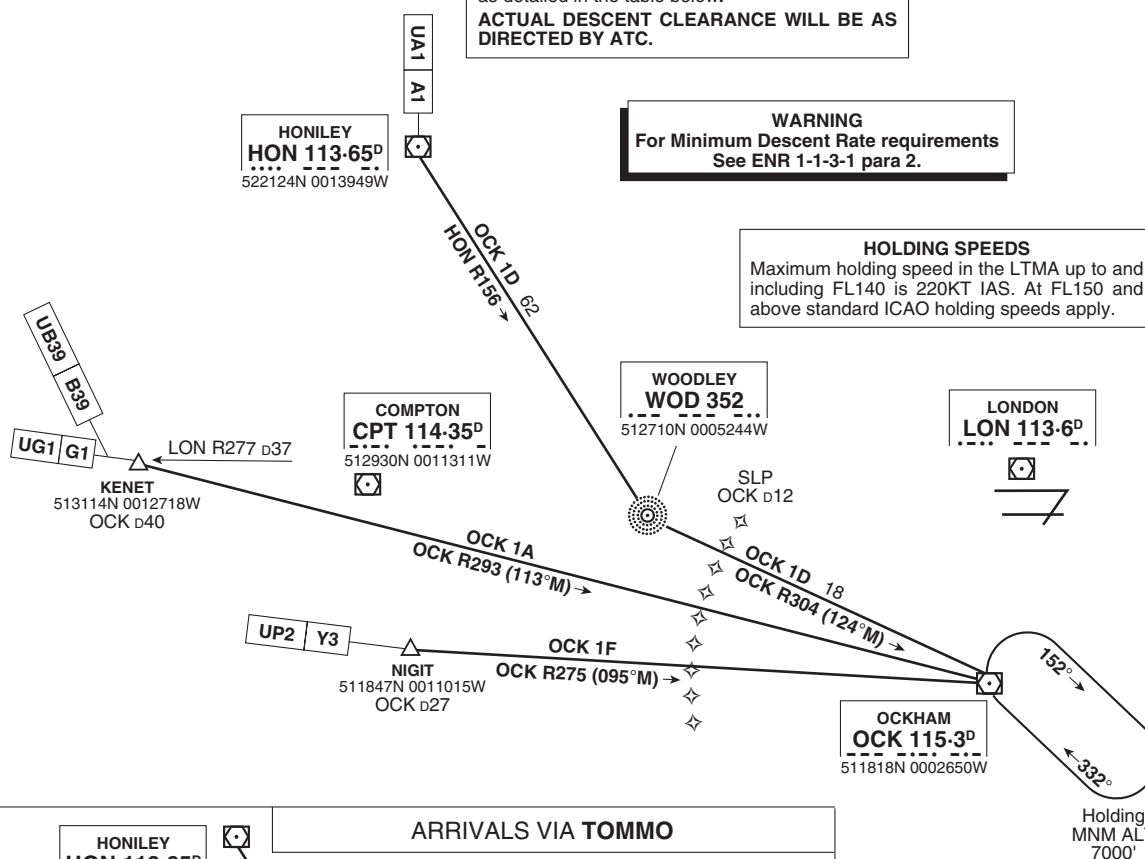
TRANSITION ALT 6000'

Pilots should plan for possible descent clearance as detailed in the table below.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

**For Minimum Descent Rate requirements
See ENR 1-1-3-1 para 2.**

Maximum holding speed in the LTMA up to and including FL140 is 220KT IAS. At FL150 and above standard ICAO holding speeds apply.



ARRIVALS VIA TOMMO

HONILEY
HON 113-65^D
522124N 0013949W

KENET
513114N 0012718W
CPT D9

COMPTON
CPT 114-35^D
512930N 0011311W

WOODLEY
WOD 352
512710N 0005244W

TOMMO
511852N 0002146W
CPT D34
BIG D15

NIGIT
511847N 0011015W

BIG 115.1^D
R269

Flight Paths and Identifiers:

- HONILEY to TOMMO: TOMMO 1D, HON R156
- KENET to COMPTON: CPT R284 (104°M)
- COMPTON to TOMMO: TOMMO 1A, CPT R111
- WOODLEY to TOMMO: TOMMO 1A 1D
- TOMMO 1A 1D to TOMMO: TOMMO 1F, 093°M
- TOMMO 1F to TOMMO: 089°
- TOMMO 1F to TOMMO: 269°

Holding MNM ALT 7000'

STAR DESIGNATOR	VIA	ROUTE	DESCENT PLANNING
OCK 1A	UG1/G1, UB39/B39	KENET - OCK VOR	FL140 by KENET
OCK 1D	UA1/A1	HON VOR - WOD NDB - OCK VOR	As directed by ATC
OCK 1F	UP2/Y3, (RNAV)	NIGIT - OCK VOR	FL140 13nm before NIGIT

AERO INFO DATE 27 MAY 02