



TRANSITION ALTITUDE 6000	APP 119.730, 120.400*, 127.525*, 134.980*	HEATHROW DIRECTOR
TRANSITION LEVEL ATC	TWR 118.505, 118.705*, 124.480*	HEATHROW TOWER
	ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION
AREA MNM ALT (x100)	RAD 125.625*, 127.525*	HEATHROW RADAR
24	*See EGLL AD 2.18 for full details.	

VAR 1.2°E - 2027  
N  
Annual Rate  
of Change 0.17°E

**WARNING**  
RNAV SUBSTITUTION ONLY  
DUE: OCK VOR/DME N/A

**HOLDING SPEED**  
Maximum holding speed in the LTMA  
up to and including FL140 is 220KIAS.  
At FL150 standard ICAO holding  
speeds apply.

OCK Leave OCK on OCK VOR R074 maintaining MNM holding level. At OCK D7 descend to cross OCK D11 not below 6000 descending to 3500. At OCK D12 turn left onto track 357°, descending to cross OCK VOR R063 not below 3500 descending to 3000. At OCK R063 turn left onto localiser I-LL (Rwy 27L) or I-RR (Rwy 27R), as instructed by ATC, to be established by I-LL/I-RR D10. At I-LL/I-RR D10 descend to 2500, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.

ALT at which to leave;  
MNM Holding Level  
(See Note 1)

- GENERAL INFORMATION
- 1 Minimum holding level (Flight Level Equivalent of 7000) is above Transition Altitude and will be allocated by ATC.
  - 2 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
  - 3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
  - 4 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.