

TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 24

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, 117.000	HEATHROW INFORMATION

* See EGLL AD 2.18 for details.

WAYPOINTS	
LAM	: 513845.69N 0000906.13E
BIG	: 511951.15N 0000205.32E
DORKI	: 511633.00N 0001552.00W
OCK	: 511818.17N 0002649.86W



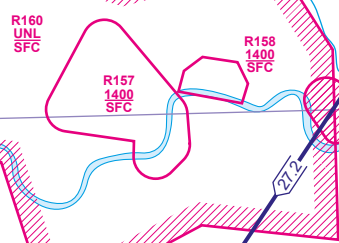
23 22

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LAMBOURNE LAM
MAX 250KIAS



R156
2500
SFC



5130N

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

WARNING
Do not proceed beyond OCK without
ATC clearance.

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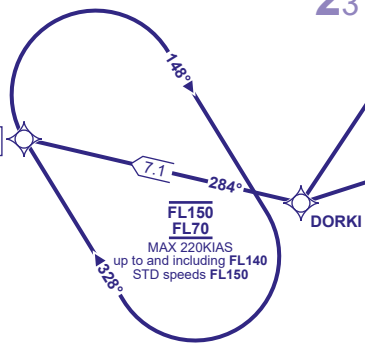


BIGGIN BIG
MAX 250KIAS

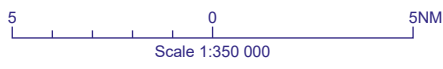
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OCKHAM OCK
MAX 220KIAS
FL70

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FL150 FL70
MAX 220KIAS
up to and including FL140
STD speeds FL150



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

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BIG 1Z	ATC	BIG - DORKI - OCK	OCK FL70
LAM 1Y	ATC	LAM - DORKI - OCK	OCK 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**.
- In order to provide airspace management flexibility during periods of congestion in the London TMA, STARs BIG 1Z and LAM 1Y are to facilitate the transfer of traffic between terminal holding facilities. These STARs are for use only as directed by ATC and must not 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.