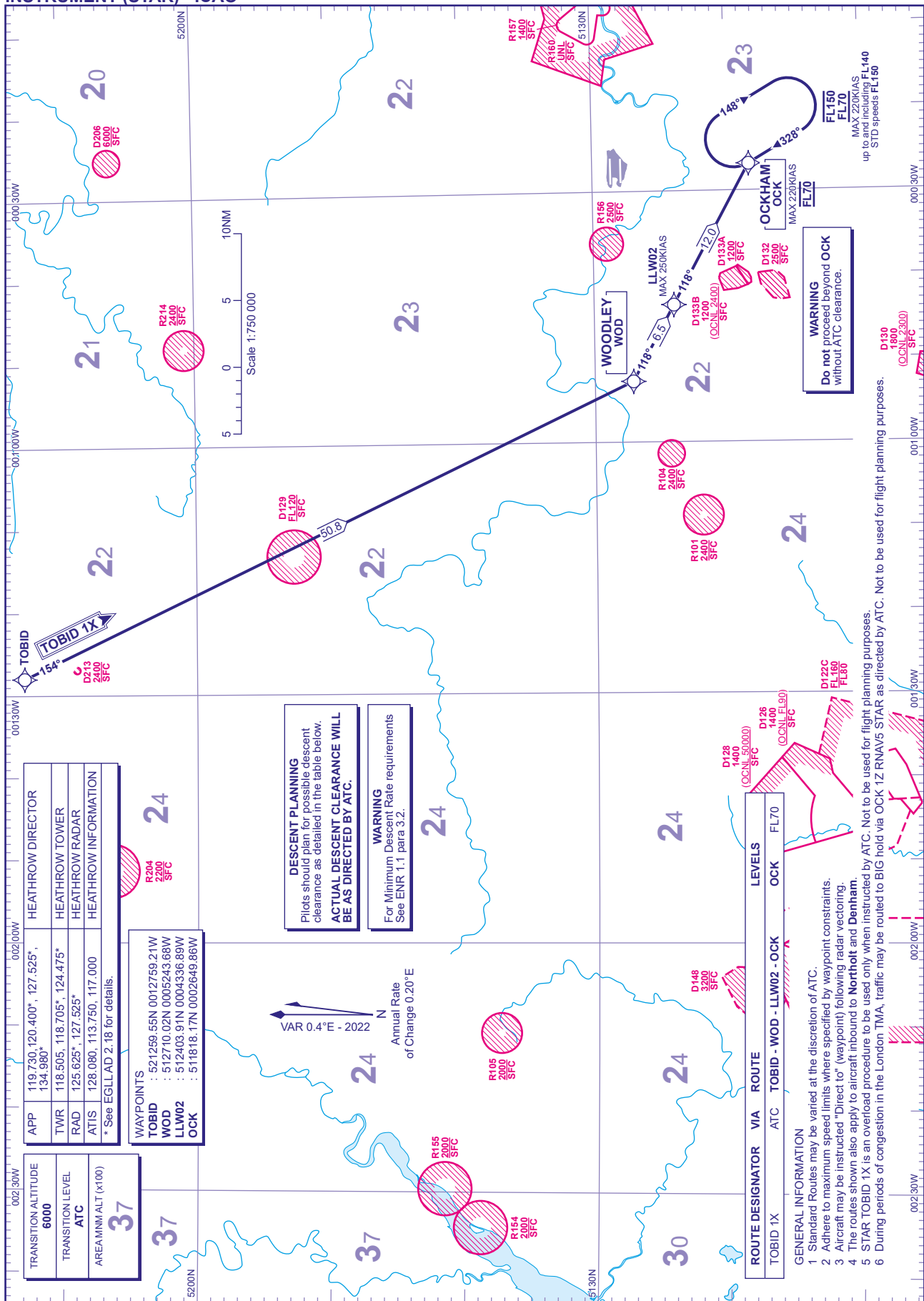


# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES  
TRACKS ARE IN NAUTICAL MILES  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON HEATHROW  
TOBID 1X



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	
TOBID	: 521259.55N 0012759.21W
WOD	: 512710.02N 0005243.68W
LLW02	: 512403.91N 0004336.89W
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.

VAR 0.4°E - 2022  
Annual Rate of Change 0.20°E

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
TOBID 1X	ATC	TOBID - WOD - LLW02 - 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**.
  - STAR TOBID 1X is an overflight 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.

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

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

CHANGE (6/23): D148 KEEVIL ADDED.

AERO INFO DATE 21 MAR 23

AD 2-EGLL-7-