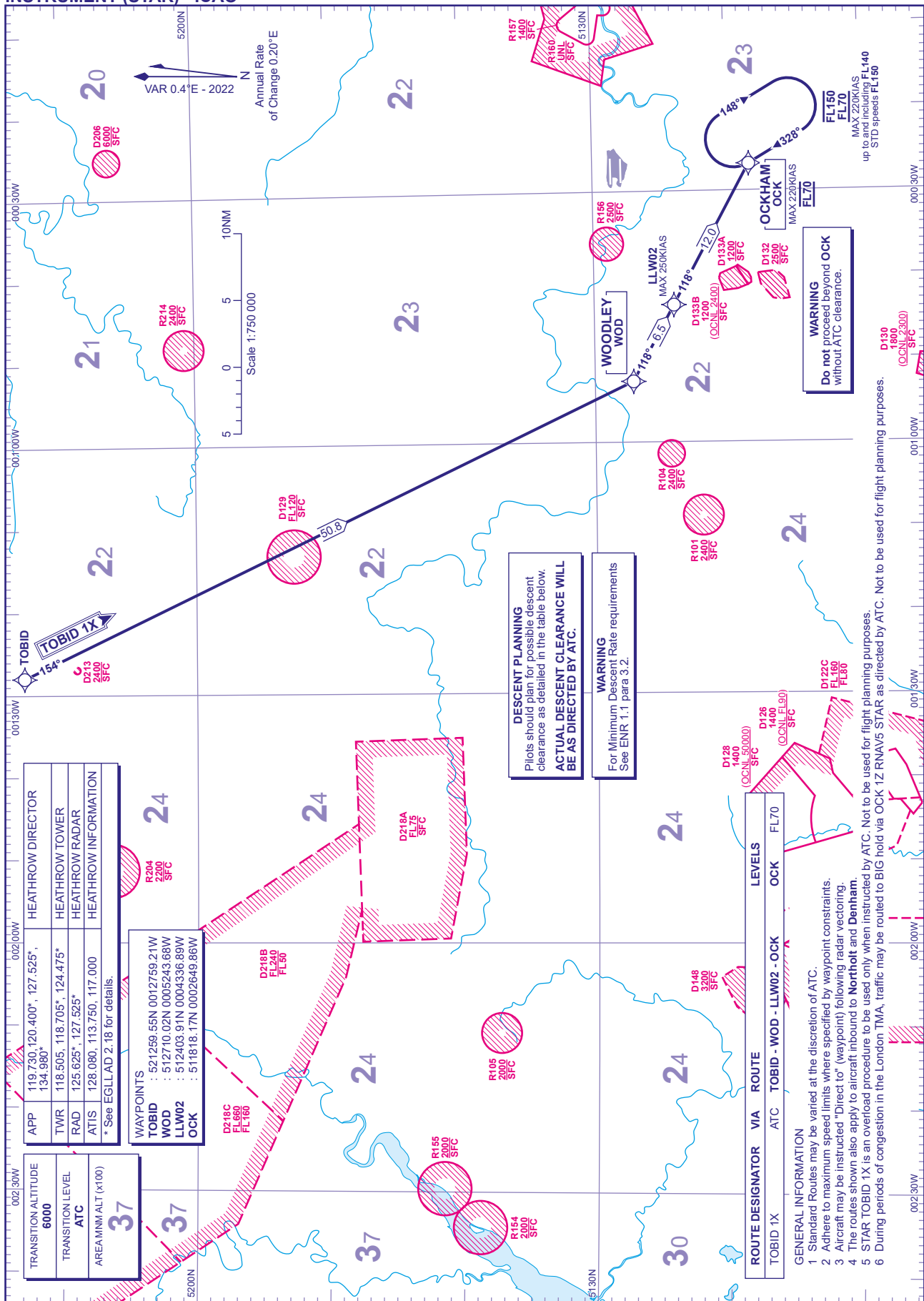


RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

**LONDON HEATHROW
TOBID 1X**



TOBID
154°
D213
2400
SFC

HEATHROW DIRECTOR
119.730, 120.400°, 127.525°, 134.980°
HEATHROW TOWER
118.505, 118.705°, 124.475°
HEATHROW RADAR
125.625°, 127.525°
HEATHROW INFORMATION
128.080, 113.750, 117.000
* 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

TRANSITION ALTITUDE
6000
TRANSITION LEVEL
ATC
AREA MIN ALT (x100)
37

CHANGE (5/24): FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 23 FEB 24

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.

MAX 220KIAS
up to and including FL140
STD speeds FL150

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
TOBID 1X	ATC	TOBID - WOD - LLW02 - 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 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.

D130
1800
SFC
(OCNL 2300)

D126
1400
SFC
(OCNL 1500)

D122C
FL80

D128
1400
SFC
(OCNL 3000)

D148
3200
SFC

D128
1400
SFC
(OCNL 3000)

D126
1400
SFC
(OCNL 1500)

D130
1800
SFC
(OCNL 2300)