GENERAL INFORMATION

1. These procedures also apply to Aircraft inbound to Biggin Hill, Southend and Rochester.
2. Standard routes may be varied at the discretion of ATC.
3. En-route holding may be required at LOGAN, SPEAR and ALKIN (see AD 2-EGLC-7-5) as directed by ATC.
4. Maximum speed 250KIAS below FL100. Maximum holding speed 180KIAS at ALKIN. Maximum holding speed 195KIAS at SPEAR.
5. Due to proximity of Danger Areas EG D138 & 138A DO NOT fly south of track from abeam CLN VOR to SPEAR.
6. For radio communication failure procedures, the clearance limit is SPEAR.
7. For ATC purposes RIDLY is a compulsory reporting point.

WARNING

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

DESCENT PLANNING - ATC REQUIREMENTS

When determining top of descent point, pilots should anticipate possible intermediate descent clearance to the level shown in the table above and possible clearance to the lowest holding level (3000) by ALKIN. Pilots unable to comply must notify ATC as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

Annual Rate of Change 0.14°E

VAR 1.0°W - 2014

SCALE 1:600 000

DISTANCES IN NAUTICAL MILES

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC

ALTITUDES AND ELEVATIONS ARE IN FEET