

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON CITY
via SPEAR (west)

TRANSITION ALTITUDE
6000
TRANSITION LEVEL
ATC
AREA MNM ALT (x100)
29

For flight planning purposes only:
FL140 by p10 before KENET
5000 by SPEAR.

5000 by SPEAR.

SPEAR 1A Arrival via (UJ) L9 (FL90 and above) to KENET continue on WCO QDM 043° to WCO NDB, then turn right onto WCO QDR 069° to BOMBO, then turn right onto BKY VOR R273 to BKY VOR, then turn right onto BKY VOR R117 to BRAIN, then turn right to intercept DET VOR R014 to MAYLA then SPEAR.

SPEAR 1K Arrival via M605 (FL70) to DTY VOR continue on DTY VOR R170 to FINMA, then turn left onto BKY VOR R273 to BOMBO then BKY VOR, then turn right onto BKY VOR R117 to BRAIN, then turn right to intercept DET VOR R014 to MAYLA then SPEAR.

SPEAR 2H 1L 1M - See AD 2 EGLC-7-3 for route descriptions.

DAVENTRY
DTY 116.40°
(Ch 111X)
521049N 0010650W
600Normally only available to
aircraft flying at FL70

SEE AD 2-EGLC-7-3

FINMA
515947N 0010313W
DTY R170.5/b11.3
BKY R272.3/b41.4WESTCOTT
WCO 335
515111N 0005745WWARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

**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.**

WARNING
Do not proceed beyond SPEAR without
ATC clearance.WARNING
Do not exceed 195KIAS
at SPEAR hold.BIGGIN
BIG 115.10°
(Ch 98X)
511951N 0000205E
590DET LING
DET 117.30°
(Ch 120X)
511814N 0003550E
645

ATIS	136.350*	CITY INFORMATION
APP	132.700*	CITY APPROACH
TWR	118.075, 129.450	CITY TOWER
RAD	132.700	THAMES RADAR
	119.725	HEATHROW DIRECTOR
	128.025	CITY RADAR

* See EGLC AD 2.18 for full details.

VAR 1.0°W - 2014
Annual Rate
of Change 0.14°E

GENERAL INFORMATION

- These procedures also apply to Aircraft inbound to Biggin Hill, Southend and Rochester.
- Standard routes may be varied at the discretion of ATC.
- En-route holding may be required at BOMBO, SPEAR or ALKIN as directed by ATC. Aircraft holding at LOGAN shall expect to be re-cleared on SPEAR 1B from LOGAN (See AD 2-EGLC-7-5).
- Cross SLPs at 250KIAS or less. Maximum holding speed 180KIAS at ALKIN. Maximum holding speed 195KIAS at SPEAR. Maximum holding speed 220KIAS at BOMBO.
- For radio communication failure procedures, the clearance limit is SPEAR.

Scale 1:750 000

5 0 5 10NM

CHANGE (414): NOTE 4 AND WARNING BOX SPEAR HOLD SPEED LIMIT.

AERO INFO DATE 6 JAN 14

AMDT 4/14

Civil Aviation Authority