DESCRIPTION: This map provides a visual representation of the arrival chart for London City Airport (EGCC). It includes the transition altitude and level, descent planning and ATC requirements, en-route holding, and holding patterns for various approach procedures. The map is divided into sections with different colors and symbols to denote different areas and routes.

1. **KENT (Kenley)**: This section is marked with a square and a circle. It indicates the location of the KENT (Kenley) airport, which is part of the arrival chart.
2. **DELINGHAM**: This location is marked with a triangle and a circle, indicating a specific point on the chart.
3. **TRANSITION ALTITUDE**: The transition altitude is marked with a line and a circle, indicating the altitude at which aircraft must transition from visual flight rules to instrument flight rules.
4. **TRANSITION LEVEL**: The transition level is marked with a line and a circle, indicating the level at which aircraft must transition from visual flight rules to instrument flight rules.
5. **AREA**: The area is marked with a line and a circle, indicating the boundary of the chart.

**WARNING**: For minimum descent rate requirements, see EGNR 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) at ALKIN. Pilots unable to comply must notify ATC as soon as possible. Actual descent clearance will be as directed by ATC.

**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) at ALKIN. Pilots unable to comply must notify ATC as soon as possible. Actual descent clearance will be as directed by ATC.

**WARNING**: Do not exceed 195KIAS at SPEAR hold.

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**NOTES**: This chart provides essential information for pilots approaching London City Airport, including the transition altitude and level, descent planning and ATC requirements, en-route holding, and holding patterns for various approach procedures.

**GENERAL INFORMATION**: For more details, refer to EGLC AD 2.18.