



TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MINM ALT (x100)	35

LEVELS	FINMA FL150 SPEAR 5000
ROUTE	FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. LISTO - PEDIG - ROGBI - FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. SILVA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR.
VIA	L15 M605
ROUTE DESIGNATOR	FINMA 1S LISTO 1S SILVA 1S

WAYPOINTS	: 530835.93N 0021156.54W LISTO : 524447.59N 0014309.97W PEDIG : 521746.63N 0012006.37W ROGBI : 515947.21N 0010313.34W FINMA : 515051.34N 0010019.40W SILVA : 515944.29N 0002346.85W BOMBO : 515923.17N 0000342.87E BKY : 514839.91N 0003906.00E BRAIN : 513740.76N 0004311.80E MAYLA : 513740.76N 0004311.80E SPEAR : 513740.76N 0004311.80E
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SOUTHEAST INFORMATION	ATIS 136.055*
APP 130.780*	SOUTHEAST APPROACH
TWR 127.730	SOUTHEAST TOWER
RAD 128.965	SOUTHEAST DIRECTOR
* See EGMC AD 2.18 for full details.	

DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table above.
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 SPEAR without ATC clearance.

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En route holding may be required at HON, BOMBO or LOGAN as directed by ATC. Aircraft holding at LOGAN shall expect to be re-cleared on SUMUM 1S from LOGAN (see AD 2 EGMC-7.1).