

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGSS

Terminal Charts For EGSS

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: London Gbr
IATA Code: STN
Lat/Long: N51° 53.1' E000° 14.1'
Elevation: 348 ft

Airport Use: Public
Magnetic Variation: 1.2°W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1000 ft AGL

Sunrise: 0504 Z
Sunset: 1855 Z,

Runway Information

Runway: 04
Length x Width: 10003 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 337 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 22
Length x Width: 10003 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 348 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 127.175
ATIS 114.55
Stansted Ground Tower 121.725
Stansted Delivery Tower 121.95
Stansted Tower 125.55
Stansted Tower 123.8
Essex Radar Approach Control 120.625
Stansted Director Radar 136.2

1. GENERAL

1.1. ATIS

ATIS 127.17 114.55

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

Maintain an altitude as high as practicable, avoid overflying Bishop's Stortford and avoid flying over Sawbridgeworth and Stansted Mountfitchet below 2500' and over St Elizabeth's Home (N51 49.8 E000 05.4) below 4000' (Stansted QNH).

1.2.2. REVERSE THRUST

Avoid use of reverse thrust after landing between 2330-0600LT except for safety reasons.

1.2.3. RUN-UP TESTS

Run-up tests are controlled in accordance with instructions issued by Stansted Airport LTD.

1.2.4. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take-off or land between 2330-0600LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not be scheduled to take-off or land between 2300-0700LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not take-off between 2300-0700LT, except between 2300-2330LT when

- it was scheduled to take-off prior to 2300LT,
- take-off was delayed for reasons beyond control of the ACFT operator,
- APT authority has not given notice to the ACFT operator precluding take-off.

Any ACFT may not take-off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the APT authority to verify its noise classification.

None of the provisions of this notice shall apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

1.3. LOW VISIBILITY PROCEDURES**1.3.1. GENERAL**

Pilots will be informed via ATIS or RTF when Low Visibility Procedures are in operation.

1.3.2. ARRIVAL

All appropriate RWY exits are illuminated and pilots should select the first convenient exit. RWY vacated will be assessed as being when the ACFT has passed the last of the alternate yellow and green centerline lights. These lights denote the extent of the LOC sensitive area.

Surface Movement Radar is available to monitor pilot "RWY vacated" reports.

1.3.3. DEPARTURE

ATC will require departing ACFT to use the following CAT II/III holding points:

- RWY 04: G3, H3, K3, L3 or W3;
- RWY 22: Q3, R3 or S3.

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON THE GROUND

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code from the request for push-back or taxiing, whichever is earlier or after landing, continuously until the ACFT is fully parked on stand.

After parking the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident. This setting is the ACFT ident specified in item 7 of the ICAO flight plan. The ACFT ident should be entered from the request for push-back or taxiing, whichever is earlier, through FMS or transponder control panel.

1.5. TAXI PROCEDURES

On TWY J, marshaller required for ACFT under their own power with a wingspan exceeding 170'/51.9m when routing behind stands 25, 45 and 65.

It is pilot's responsibility not to accept clearance for a taxilane centerline or an area not approved for his ACFT type.

TWY D MAX wingspan 170'/51.9m.

Apron D and E centerlines MAX wingspan 125'/38.1m.

Apron A, B, C and Z lines East and West and Western Apron MAX wingspan 118' / 36m.

1.6. PARKING INFORMATION

1.6.1. GENERAL

| Stands 1, 2, 44, 50, 51, 52, 53, 204, 205, 213 and 214 equipped with AGNIS and PAPA.

| Stands 1L, 1R, 30, 31, 32L, 32R, 33L, 33R, 34L, 34R, 41, 42L, 42R, 43L, 43R, 44L, 44R, 45L, 45R, 50L, 50R, 51L, 51R, 52L, 52R, 53L, 53R, 61L, 61R, 62L, 62R, 63L, 63R, 64L, 64R, 65L, 65R, 72L, 72R, 73L, 73R, 83L, 83R, 84L, 84R, 85L and 85R equipped with AGNIS.

| Stands 3 thru 10, 11L thru 22, 23L/R, 24 L/R and 25L/R equipped with SAFEDOCK. On stands 11, 23 and 24 marshaller required.

1.6.2. USE OF APU

Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable.

Use of ACFT Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. Between 0600-2330LT APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5 C or above +20 C. Between 2331-0559LT, except when immediately prior to departure, APUs may not be run without notification to Stansted Airside Operations +44(0)1279-662478.

1.7. OTHER INFORMATION

Extensive instrument flying in vicinity of APT.
RWY 04 right-hand circuit.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

ACFT using the ILS shall not descend below 2000' (Stansted QNH) before intercepting GS nor thereafter fly below it. ACFT approaching RWY 22 or RWY 04 without ILS assistance shall not join the final approach to either RWY at an altitude less than 1850' unless they are propeller ACFT with less than 5700 KGS MTWA, when minimum altitude shall be 1350' and thereafter shall follow a descent path no lower than the approach path normally indicated by the PAPI.

Between 2330-0600 LT all ACFT except propeller ACFT shall not descend below 3000' (Stansted QNH) until it is established on the final approach and less than 10 NM from touchdown. Between 2330-0600LT no propeller ACFT shall descend below 3000' (Stansted QNH) until established on final approach, nor thereafter fly below the approach path indicated by the PAPI.

2.1.1. LOW POWER/LOW DRAG PROCEDURES

ACFT shall conform to low power/low drag approach procedures. Headings and flight levels/altitudes by ATC. Radar Vectors will be given and descent clearance will include an estimate of distance to touchdown. For procedures RWY 22 via LOREL/ASKEY and ABBOT/CASEY STARs further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.

Recommended speeds:

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT from the holding facility during the intermediate approach phase;
- 180 KT on base leg/closing heading to the ILS;
- between 180 KT and 160 KT when first established on the ILS; and
- thereafter 160 KT to D4.0.

These speeds are applied for ATC separation purposes and are mandatory.

In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

2.2. CAT II/III OPERATIONS

RWYs 04/22 approved for CAT II/III operations, special aircrew and ACFT certification required.

2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. "LAND AFTER" PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use, providing:

- The RWY is long enough;
- it is during daylight hours;
- the second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- the second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction '**Land after... (first ACFT type)**' in place of the usual instruction 'Cleared to land'. Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

2.3.2. SPECIAL LANDING PROCEDURE

Special landing procedures may be in force in conditions hereunder, when the use will be as follows:

- When the RWY-in-use is temporarily occupied by other traffic, landing clearance will be issued to an arriving ACFT provided that at the time the ACFT crosses the threshold of the RWY-in-use the following separation distances will exist:
 - **Landing following departure -**
The departing ACFT will be airborne and at least 2000m/1.1 NM from the threshold of the RWY-in-use, or if not airborne, will be at least 2500m/1.35 NM from the threshold of the RWY-in-use.
- Reduced separation distances as follows will be used where both the preceding and succeeding landing ACFT or both the landing and departing ACFT are propeller driven and have a maximum total weight authorized not exceeding 5700 kg:
 - **Landing following departure -**
The departing ACFT will be airborne and at least 1500m/0.8 NM from the threshold, or if not airborne, will be at least 1500m/0.8 NM from the landing threshold. The reduced distances do not apply to those jets which are 5700 kg MTWA or less.
- Conditions of Use
The procedures will be used by DAY only under the following conditions:
 - When the reported meteorological conditions are equal to or better than a visibility of 6 KM and a ceiling of 1000' and the air controller is satisfied that the pilot of the next arriving ACFT will be able to observe continuously the relevant traffic.
 - When both the preceding and succeeding ACFT are being operated in the normal manner. (Pilots are responsible for notifying ATC if they are operating their ACFT in other than the normal manner).
 - When the RWY is dry and free of all precipitants.
 - When the air controller is able to assess the separation either visually or by means of aerodrome traffic monitor.
- When issuing a landing clearance following the application of these procedures ATC will issue the second ACFT with the following instructions:
 - (call sign) after departing
 - (ACFT Type) cleared to land
 - RWY (Designator).

2. ARRIVAL

2.4. TAXI PROCEDURES

ACFT are not to stop on any RWY exit awaiting instructions from Ground. If a landing ACFT cannot contact Ground due to RTF congestion the pilot should fully vacate the RWY and taxi into the first available TWY block. The pilot should then hold position until contact with Ground can be established.

On vacating the RWY, contact ATC, hold position and await taxi instructions.

2.5. OTHER INFORMATION

Continuous descent without RADAR Control:

The distance from D22.5 BKY (IAF via ABBOT) and D33.0 BPK (IAF via CASEY) is compatible with a 3.0° / 5.2% descent profile.

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 unless cleared otherwise. ATC removes limitations by the phrase 'No ATC speed restriction'. This phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any speed-power limitations due to noise abatement procedures.

If unable to comply, notify ATC when requesting start-up.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

After take-off operate ACFT so that it is at or above 1350' at 6.5 km from start of roll as measured along the departure track and so that it will not cause, more than:

- 94 dBA between 0700-2300LT,
- 89 dBA between 2300-2330LT and between 0600-0700LT,
- 87 dBA between 2330-6000LT

at any noise monitoring terminal.

Jet ACFT maintain a minimum climb gradient of 4% to at least 4000' (0600-2330LT) unless cleared via BKY (in this case maintain 4% to at least 3000'). Between 2330-0600LT maintain a minimum climb gradient of 4% to at least 4000'. The ACFT shall be operated in such a way to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.

Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 5700 KGS are depicted on London Stansted SID charts and on graphic on chart 30-4.

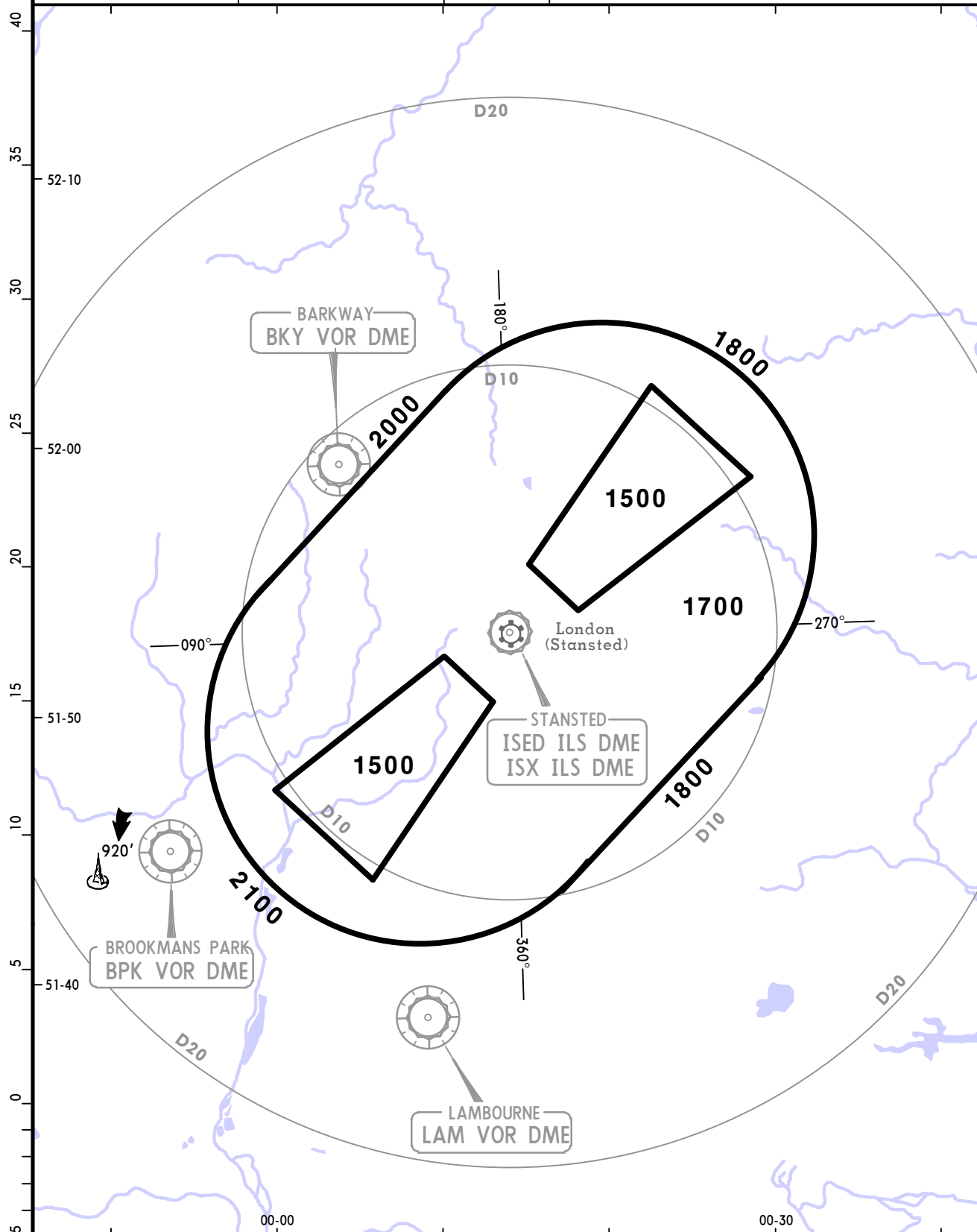
3.2.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:

- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

ACFT movements will score against the quota as follows:

Noise Level Band (EPNdB)	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

*STANSTED Director(R)
136.2ESSEX Radar(APP)
120.62Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or **1000'** above any fixed obstacles:

- within 5 NM **①** of the aircraft or
- within the sector 15 NM **②** ahead of and within 20° either side of the aircraft's track.

3 NM **①** or 10 NM **②** when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to BKY at 3000' or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to BKY at 3000' .

ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa Trans level: By ATC Trans alt: 6000'
RADAR vectoring may be used. Acft may be instructed
'direct to' (wpt) following RADAR vectoring.No MSA
publishedABBOT 1B [ABOT1B], ABBOT 1C [ABOT1C]
RNAV ARRIVALSTO BE USED BY ACFT APPROVED
FOR RNAV OPERATIONS IN UK AIRSPACE
NON-APPROVED ACFT USE STAR ABBOT 1D
WHEN BKY VOR OR DME UNSERVICEABLE USE
RNAV STARS CASEY 1B & 1C

SPEED RESTRICTION

Cross 3 Min before holding
facility at 250 KT or less.

SLP Speed Limit Point

WARNING

Do not proceed beyond
ABBOT
without ATC clearance.

DESCENT PLANNING

Pilots should plan for possible descent
clearance as follows:ABBOT 1B: BARM (FL260)
DITOB (FL220; +10 NM)
LAPRA (FL120; K250-)ABBOT 1C: IDESI (FL220; +15 NM)
IDESI (FL180)
LAPRA (FL120; K250-)ABBOT 1D: IDESI (FL220; +15 NM)
IDESI (FL180)
LAPRA (FL120; K250-)ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.BARM
N52 28.7
E002 34.2

249°

19.8

ABBOT 1B

10 NM

before DITOB

DITOB

N52 17.0 E001 49.5

24.1

257°

SLP

LAPRA

N52 07.1
E001 12.6

23.4

055°

069°

054

D20/26

267°

ABBOT

N52 01.0
E000 36.0

R087°

D20.0

BARKWAY

(H) 116.25 BKY

N51 59.4 E000 03.7

BROOKMANS

PARK

(H) 117.5 BPK

N51 45.0 W000 06.4

LAMBOURNE

(H) 115.6 LAM

N51 38.8 E000 09.1

IDESI
N51 53.9 E001 53.1

300°

28.3

ABBOT 1C

Direct distance from ABBOT to:
Stansted Apt 16 NM

HOLDINGS OVER LAPRA

To be used
when BPK
VOR or DME
u/sFL210
FL150

235°

LAPRA

R055°

246°

BPK

R066°

D54°

246°

FL210
FL150

246°

FL210
FL150

246°

NOT TO SCALE

ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa Trans level: By ATC Trans alt: 6000'
RADAR vectoring may be used. Acft may be instructed
'direct to' (wpt) following RADAR vectoring.No MSA
publishedCASEY 1B [CASE1B], CASEY 1C [CASE1C]
RNAV ARRIVALSTO BE USED BY ACFT APPROVED
FOR BRNAV OPERATIONS IN UK AIRSPACE
NON-APPROVED ACFT USE STAR CASEY 1D
TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE

WARNING

Do not proceed beyond
CASEY
without ATC clearance.

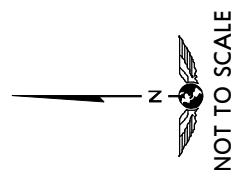
SPEED RESTRICTION

Gross 3 Min before holding
facility at 250 KT or less.

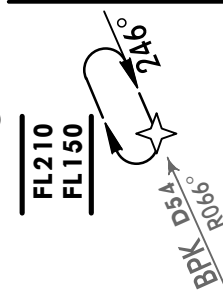
SLP Speed Limit Point

Direct distance from CASEY to:
Stansted Apt 15 NM

DESCENT PLANNING

Pilots should plan for possible descent
clearance as follows:CASEY 1B: BARM1 (FL260)
DITOB (FL220; +10 NM)
LAPRA (FL120; K250-) K250-)CASEY 1C: IDES1 (FL220; +15 NM)
IDES1 (FL180)
LAPRA (FL120; K250-) K250-)CASEY (FL80+; FL140-; K220-) K220-)
CASEY (FL80+; FL140-; K220-)
CASEY (FL80+; FL140-; K220-)ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.BARM1
N52 28.7
E002 34.2CASEY 1B
19.8
10 NM
before DITOBDITOB
N52 17.0 E001 49.5SLP
LAPRA
N52 07.1
E001 12.6FL140
FL80CASEY
N52 00.5
E000 35.0IDES1
N51 53.9 E001 53.1CASEY 1C
28.3Aircraft will be
instructed by
ATC to fly at the
appropriate FL.

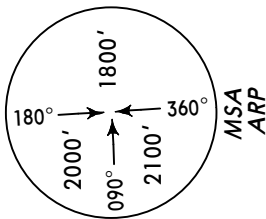
HOLDINGS OVER LAPRA

To be used
when BPK
VOR or DME
u/sBROOKMANS
PARKP (H) 117.5 BPK
N51 45.0 W000 06.4LAMBOURNE
P (H) 115.6 LAM
N51 38.8 E000 09.1

ATIS
127.17 114.55

Apt Elev
348'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



ABBOT 1A [ABOT1A] ●, ABBOT 1D [ABOT1D] ABBOT 1E [ABOT1E], ABBOT 1F [ABOT1F] ARRIVALS

WHEN BKY VOR OR DME UNSERVICEABLE USE
STARS CASEY 1D, 1E & 1F ON CHART 30-2C

WARNING

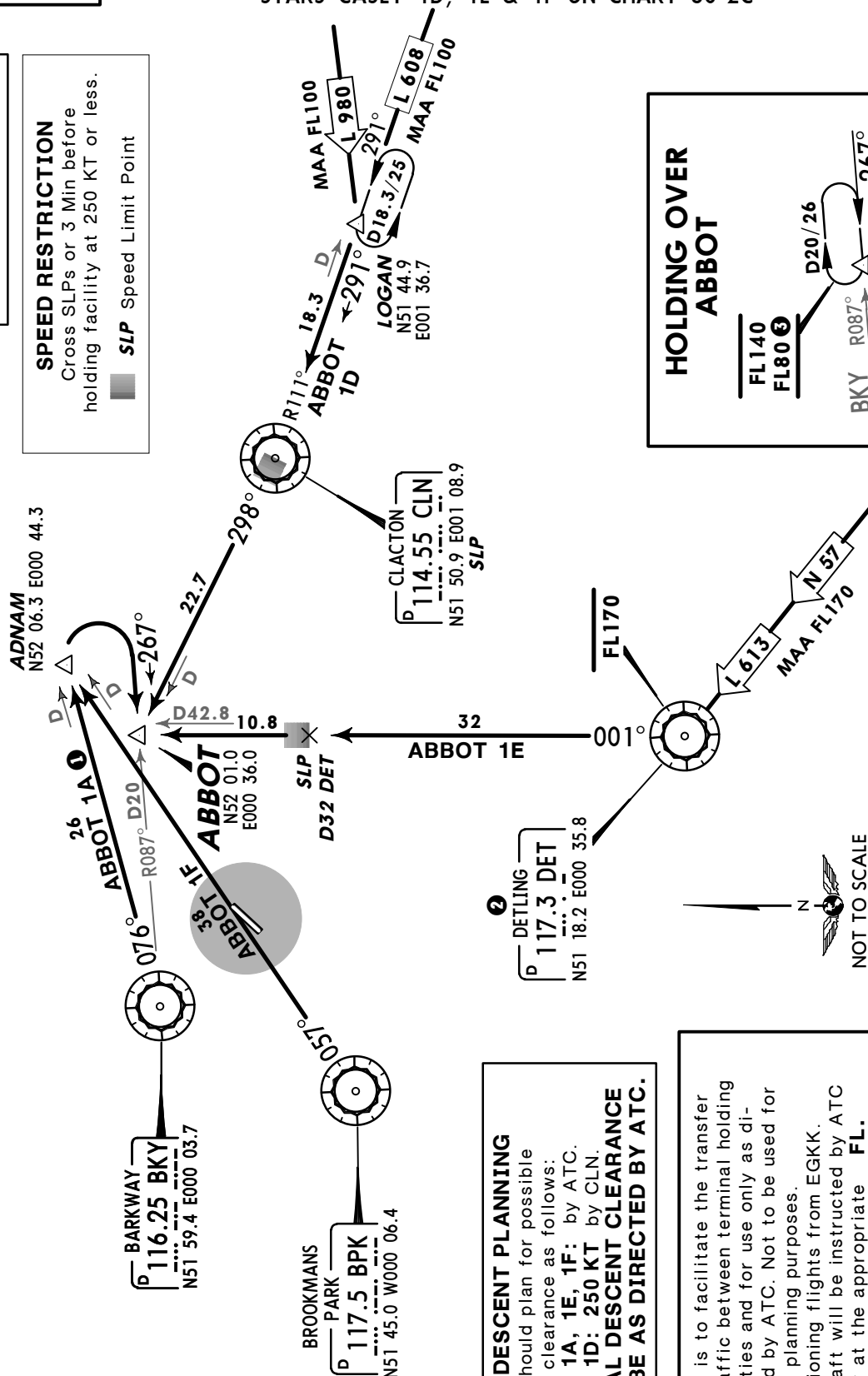
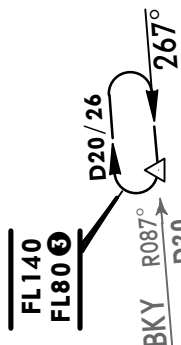
Do not proceed beyond
ABBOT
without ATC clearance.

SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

HOLDING OVER ABBOT



DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:

ABBOT 1A, 1E, 1F: by ATC.

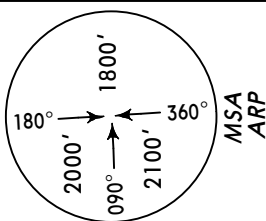
ABBOT 1D: 250 KT by CLN.

**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

① STAR is to facilitate the transfer
of traffic between terminal holding
facilities and for use only as di-
rected by ATC. Not to be used for
flight planning purposes.

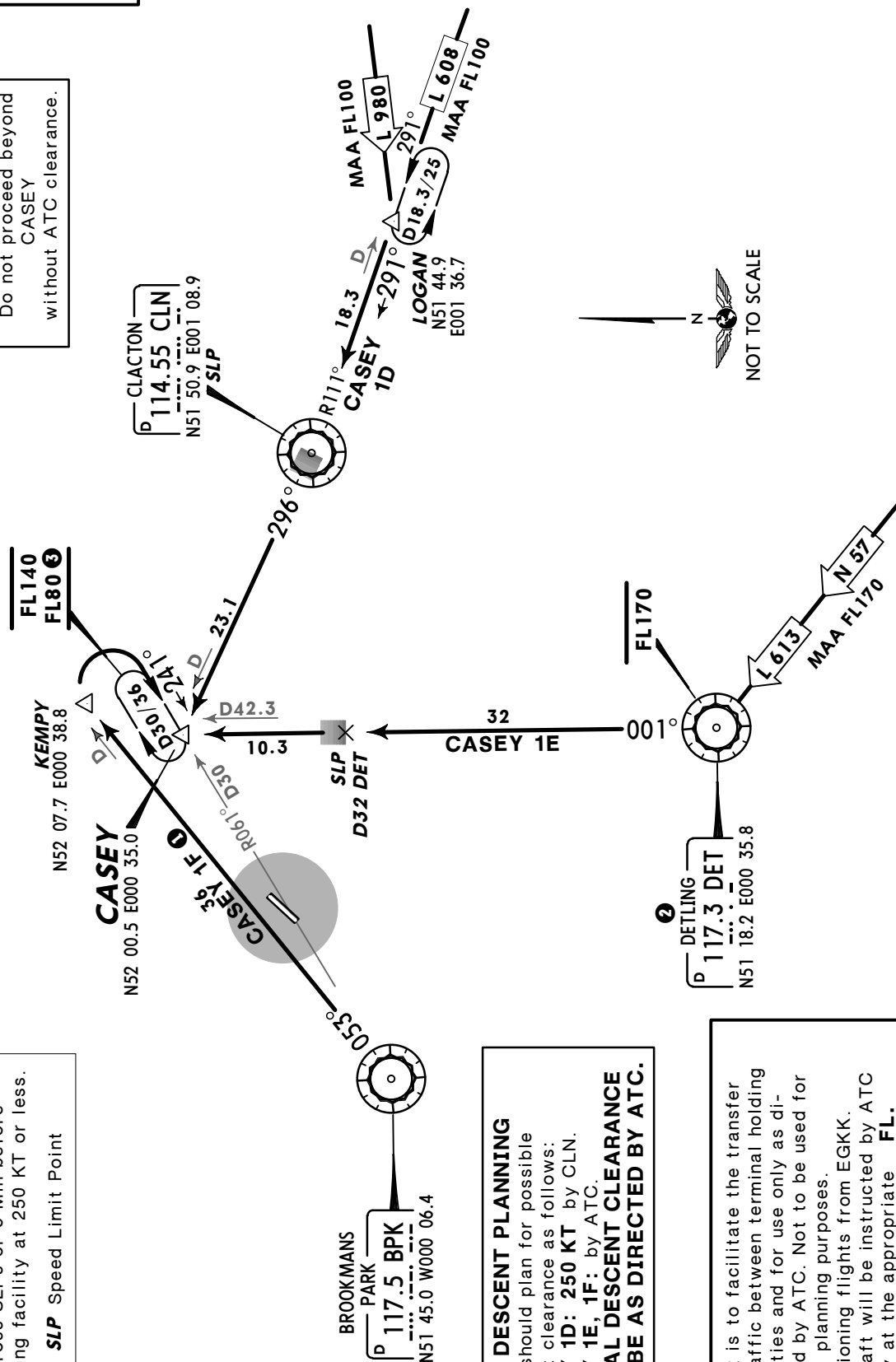
② Positioning flights from EGKK.

③ Aircraft will be instructed by ATC
to fly at the appropriate **FL**.

ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'CASEY 1D [CASE1D], CASEY 1E [CASE1E]
CASEY 1F [CASE1F] ①
ARRIVALS

TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE

WARNING

Do not proceed beyond
CASEY
without ATC clearance.

SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:

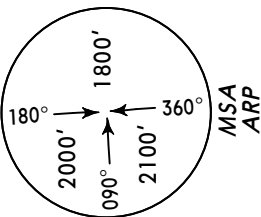
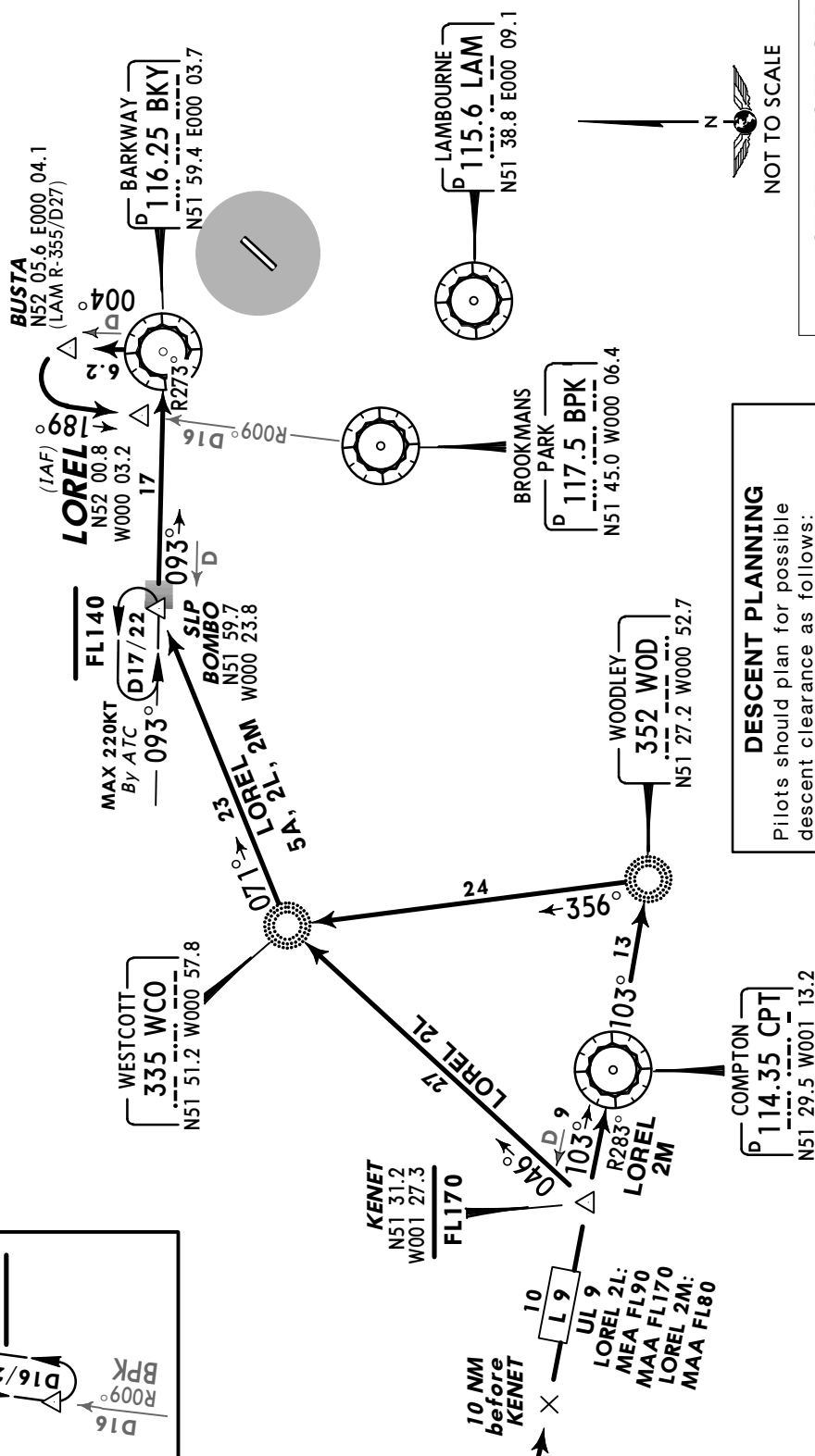
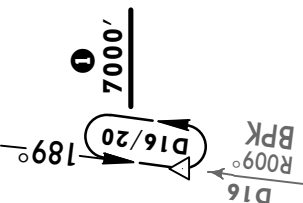
CASEY 1D: 250 KT by CLN.

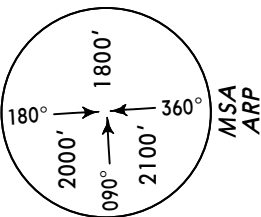
CASEY 1E, 1F: by ATC.

ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.① STAR is to facilitate the transfer
of traffic between terminal holding
facilities and for use only as di-
rected by ATC. Not to be used for
flight planning purposes.

② Positioning flights from EGKK.

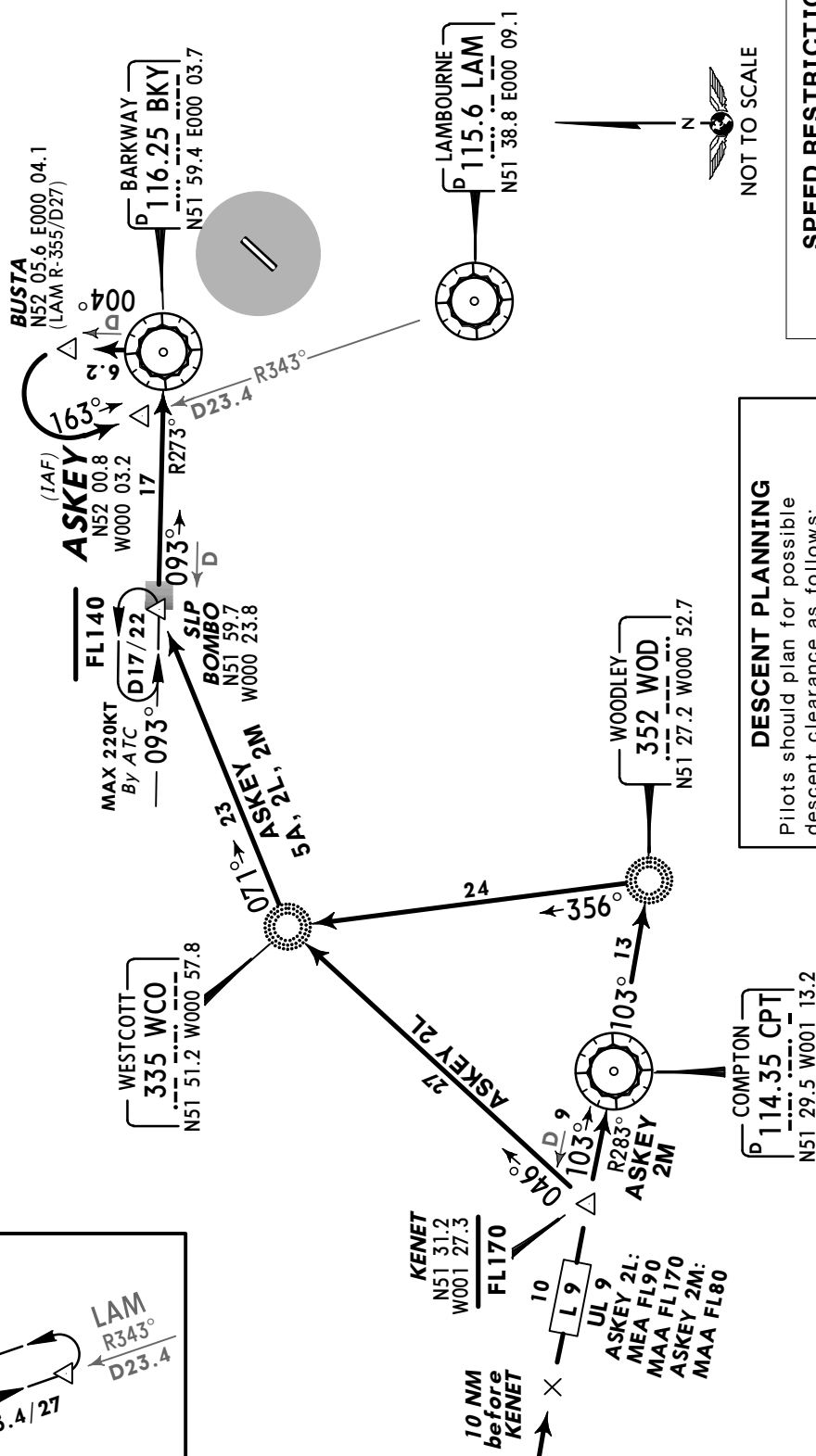
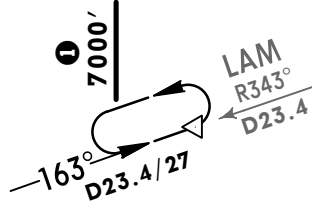
③ Aircraft will be instructed by ATC
to fly at the appropriate FL.

ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'LOREL 5A [LORE5A], LOREL 2L [LORE2L]
LOREL 2M [LORE2M]
ARRIVALSWHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 5A, 2L & 2M ON CHART 30-2E**WARNING**
Do not proceed beyond
LOREL
without ATC clearance.**1** Aircraft will be instructed by
ATC to fly at the appropriate FL.**HOLDING
OVER LOREL****SPEED RESTRICTION**
Cross SLPs or 3 Min before
holding facility at 250 KT or less.
SLP Speed Limit Point**DESCENT PLANNING**
Pilots should plan for possible
descent clearance as follows:
LOREL 2L: FL140 by 10NM before
KENET for flight planning purposes
only.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'ASKEY 5A [ASKE5A], ASKEY 2L [ASKE2L]
ASKEY 2M [ASKE2M]
ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

WARNING

Do not proceed beyond
ASKEY
without ATC clearance.Aircraft will be instructed by
ATC to fly at the appropriate FL.HOLDING
OVER ASKEY

NOT TO SCALE

SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:ASKEY 2L: FL140 by 10NM before
KENET for flight planning purposes
only.ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 1B, 2N & 2P ON CHART 30-2G

ATC to fly at the appropriate FL.

WESTCOTT
335 WCO
N51 51.2 W000 57.8

NORRY
N51 28.8
W001 07.4

MAA FL90
Q 41

MAA FL170
L 620

MAA FL170
M 185

KATHY
N50 31.2 W001 20.0
FL170

SOUTHAMPTON
113.35 SAM
N50 57.3 W001 20.7

HAZEL
N51 00.3 W000 59.1
FL170

WOODLEY
352 WOD
N51 27.2 W000 52.7

LOREL 1B, 2N
D17/22

SLP BOMBO
N51 59.7
W000 23.8

MAX 220KT
By ATC
093°

FL140

(IAF) LOREL
N52 00.8
W000 03.2

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

BROOKMANS PARK
117.5 BPK
N51 45.0 W000 06.4

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

BUSTA
N52 05.6 E000 04.1
(LAM R-355/D27)

HOLDING OVER LOREL
D16/20
R009°
BPK
7000'

SPEED RESTRICTION
Cross SLPs or 3 Min before holding facility at 250 KT or less.
SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible

NOT TO SCALE

D16
R009°
BPK

D16/20

189°

7000'

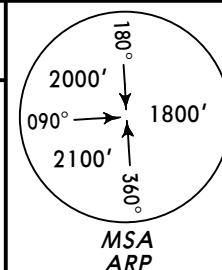
①

 SLP Speed Limit Point

Pilots should plan for possible descent clearance as follows:
LOREL 1B, 2N: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE



ATC to fly at the appropriate FL.

WESTCOTT
335 WCO
N51 51.2 W000 57.8

NORRY
N51 28.8 W001 07.4

WOODLEY
352 WOD
N51 27.2 W000 52.7

HAZEL
N51 00.3 W000 59.1
FL170

SOUTHAMPTON
113.35 SAM
N50 57.3 W001 20.7

KATHY
N50 31.2 W001 20.0
FL170

ASKEY
N51 00.3 W000 59.1
FL170

ASKEY 1B, 2N

ASKEY 2P

ASKEY 1B

ASKEY 2N

ASKEY 1A

ASKEY 2A

ASKEY 2B

ASKEY 2C

ASKEY 2D

ASKEY 2E

ASKEY 2F

ASKEY 2G

ASKEY 2H

ASKEY 2I

ASKEY 2J

ASKEY 2K

ASKEY 2L

ASKEY 2M

ASKEY 2N

ASKEY 2O

ASKEY 2P

ASKEY 2Q

ASKEY 2R

ASKEY 2S

ASKEY 2T

ASKEY 2U

ASKEY 2V

ASKEY 2W

ASKEY 2X

ASKEY 2Y

ASKEY 2Z

ASKEY 2AA

ASKEY 2AB

ASKEY 2AC

ASKEY 2AD

ASKEY 2AE

ASKEY 2AF

ASKEY 2AG

ASKEY 2AH

ASKEY 2AI

ASKEY 2AJ

ASKEY 2AK

ASKEY 2AL

ASKEY 2AM

ASKEY 2AN

ASKEY 2AO

ASKEY 2AP

ASKEY 2AQ

ASKEY 2AR

ASKEY 2AS

ASKEY 2AT

ASKEY 2AU

ASKEY 2AV

ASKEY 2AW

ASKEY 2AX

ASKEY 2AY

ASKEY 2AZ

ASKEY 2BA

ASKEY 2BB

ASKEY 2BC

ASKEY 2BD

ASKEY 2BE

ASKEY 2BF

ASKEY 2BG

ASKEY 2BH

ASKEY 2BI

ASKEY 2BJ

ASKEY 2BK

ASKEY 2BL

ASKEY 2BM

ASKEY 2BN

ASKEY 2BO

ASKEY 2BP

ASKEY 2BQ

ASKEY 2BR

ASKEY 2BS

ASKEY 2BT

ASKEY 2BU

ASKEY 2BV

ASKEY 2BW

ASKEY 2BX

ASKEY 2BY

ASKEY 2BZ

ASKEY 2CA

ASKEY 2CB

ASKEY 2CC

ASKEY 2CD

ASKEY 2CE

ASKEY 2CF

ASKEY 2CG

ASKEY 2CH

ASKEY 2CI

ASKEY 2CJ

ASKEY 2CK

ASKEY 2CL

ASKEY 2CM

ASKEY 2CN

ASKEY 2CO

ASKEY 2CP

ASKEY 2CQ

ASKEY 2CR

ASKEY 2CS

ASKEY 2CT

ASKEY 2CU

ASKEY 2CV

ASKEY 2CW

ASKEY 2CX

ASKEY 2CY

ASKEY 2CZ

ASKEY 2DA

ASKEY 2DB

ASKEY 2DC

ASKEY 2DD

ASKEY 2DE

ASKEY 2DF

ASKEY 2DG

ASKEY 2DH

ASKEY 2DI

ASKEY 2DJ

ASKEY 2DK

ASKEY 2DL

ASKEY 2DM

ASKEY 2DN

ASKEY 2DO

ASKEY 2DP

ASKEY 2DQ

ASKEY 2DR

ASKEY 2DS

ASKEY 2DT

ASKEY 2DU

ASKEY 2DV

ASKEY 2DW

ASKEY 2DX

ASKEY 2DY

ASKEY 2DZ

ASKEY 2EA

ASKEY 2EB

ASKEY 2EC

ASKEY 2ED

ASKEY 2EE

ASKEY 2EF

ASKEY 2EG

ASKEY 2EH

ASKEY 2EI

ASKEY 2EJ

ASKEY 2EK

ASKEY 2EL

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ASKEY 2EO

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ASKEY 2FB

ASKEY 2FC

ASKEY 2FD

ASKEY 2FE

ASKEY 2FF

ASKEY 2FG

ASKEY 2FH

ASKEY 2FI

ASKEY 2FJ

ASKEY 2FK

ASKEY 2FL

ASKEY 2FM

ASKEY 2FN

ASKEY 2FO

ASKEY 2FP

ASKEY 2FQ

ASKEY 2FR

ASKEY 2FS

ASKEY 2FT

ASKEY 2FU

ASKEY 2FV

ASKEY 2FW

ASKEY 2FX

ASKEY 2FY

ASKEY 2FZ

ASKEY 2GA

ASKEY 2GB

ASKEY 2GC

ASKEY 2GD

ASKEY 2GE

ASKEY 2GF

ASKEY 2GG

ASKEY 2GH

ASKEY 2GI

ASKEY 2GJ

ASKEY 2GK

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ASKEY 2GQ

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ASKEY 2GX

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ASKEY 2HC

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ASKEY 2HF

ASKEY 2HG

ASKEY 2HH

ASKEY 2HI

ASKEY 2HJ

ASKEY 2HK

ASKEY 2HL

ASKEY 2HM

ASKEY 2HN

ASKEY 2HO

ASKEY 2HP

ASKEY 2HQ

ASKEY 2HR

ASKEY 2HS

ASKEY 2HT

ASKEY 2HU

ASKEY 2HV

ASKEY 2HW

ASKEY 2HX

ASKEY 2HY

ASKEY 2HZ

ASKEY 2IA

ASKEY 2IB

ASKEY 2IC

ASKEY 2ID

ASKEY 2IE

ASKEY 2IF

ASKEY 2IG

ASKEY 2IH

ASKEY 2II

ASKEY 2IJ

ASKEY 2IK

ASKEY 2IL

ASKEY 2IM

ASKEY 2IN

ASKEY 2IO

ASKEY 2IP

ASKEY 2IQ

ASKEY 2IR

ASKEY 2IS

ASKEY 2IT

ASKEY 2IU

ASKEY 2IV

ASKEY 2IW

ASKEY 2IX

ASKEY 2IY

ASKEY 2IZ

ASKEY 2JA

ASKEY 2JB

ASKEY 2JC

ASKEY 2JD

ASKEY 2JE

ASKEY 2JF

ASKEY 2JG

ASKEY 2JH

ASKEY 2JI

ASKEY 2JJ

ASKEY 2JK

ASKEY 2JL

ASKEY 2JM

ASKEY 2JN

ASKEY 2JO

ASKEY 2JP

ASKEY 2JQ

ASKEY 2JR

ASKEY 2JS

ASKEY 2JT

ASKEY 2JU

ASKEY 2JV

ASKEY 2JW

ASKEY 2JX

ASKEY 2JY

ASKEY 2JZ

ASKEY 2KA

ASKEY 2KB

ASKEY 2KC

ASKEY 2KD

ASKEY 2KE

ASKEY 2KF

ASKEY 2KG

ASKEY 2KH

ASKEY 2KI

ASKEY 2KJ

ASKEY 2KK

ASKEY 2KL

ASKEY 2KM

ASKEY 2KN

ASKEY 2KO

ASKEY 2KP

ASKEY 2KQ

ASKEY 2KR

ASKEY 2KS

ASKEY 2KT

ASKEY 2KU

ASKEY 2KV

ASKEY 2KW

ASKEY 2KX

ASKEY 2KY

ASKEY 2KZ

ASKEY 2LA

ASKEY 2LB

ASKEY 2LC

ASKEY 2LD

ASKEY 2LE

ASKEY 2LF

ASKEY 2LG

ASKEY 2LH

ASKEY 2LI

HOLDING OVER ASKEY

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

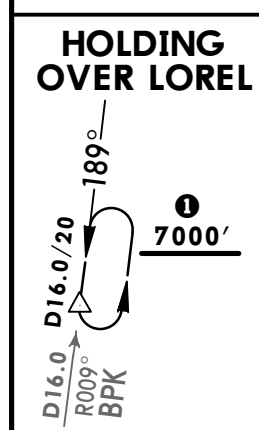
SLP Speed Limit Point

Pilots should plan for possible descent clearance as follows:
ASKEY 1B, 2N: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

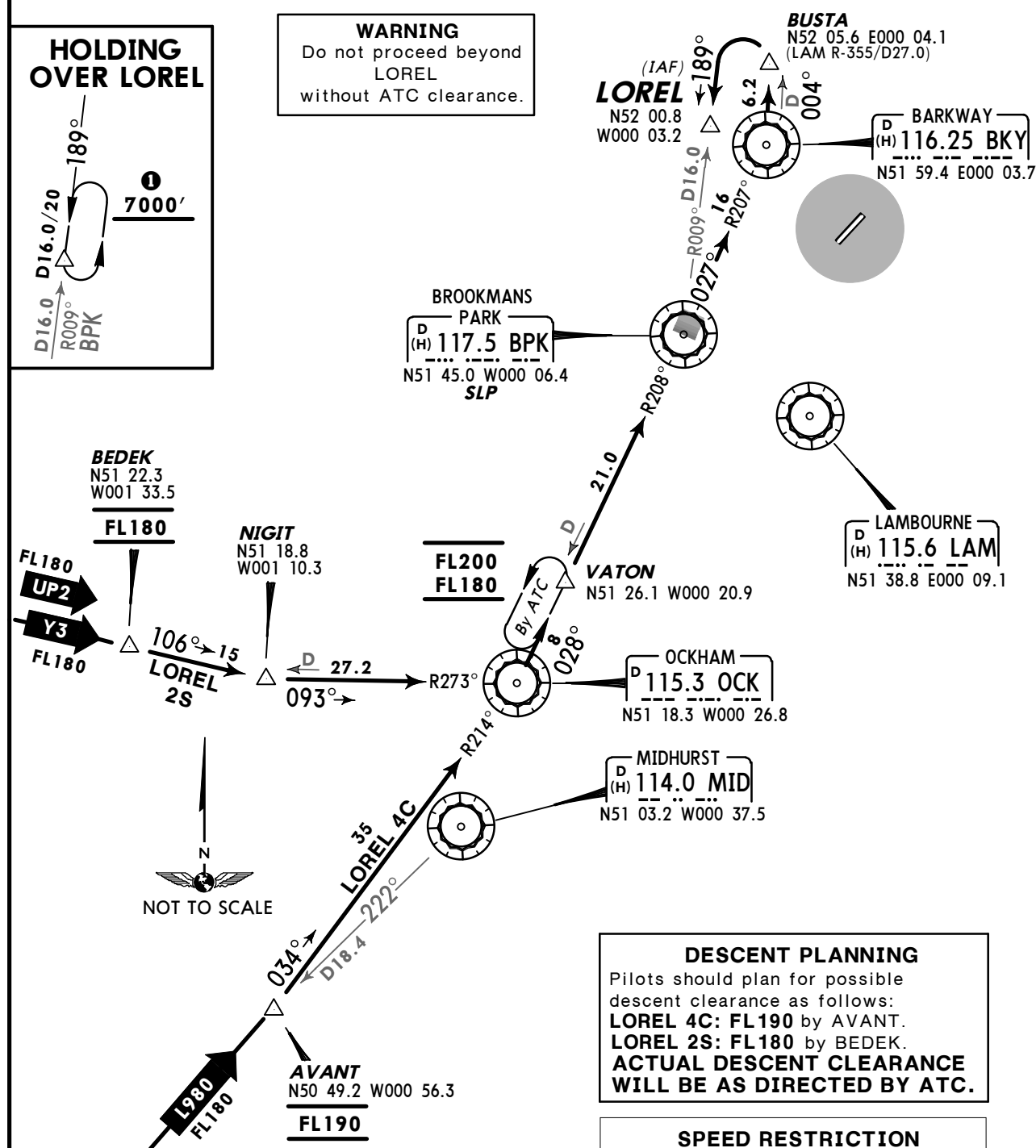
Do not proceed beyond
ASKEY
without ATC clearance.

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4C & 2S

1 Aircraft will be instructed by ATC to fly at the appropriate FL.



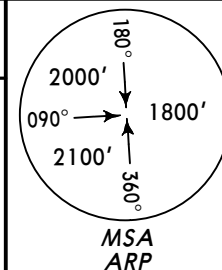
WARNING
Do not proceed beyond
LOREL
without ATC clearance.



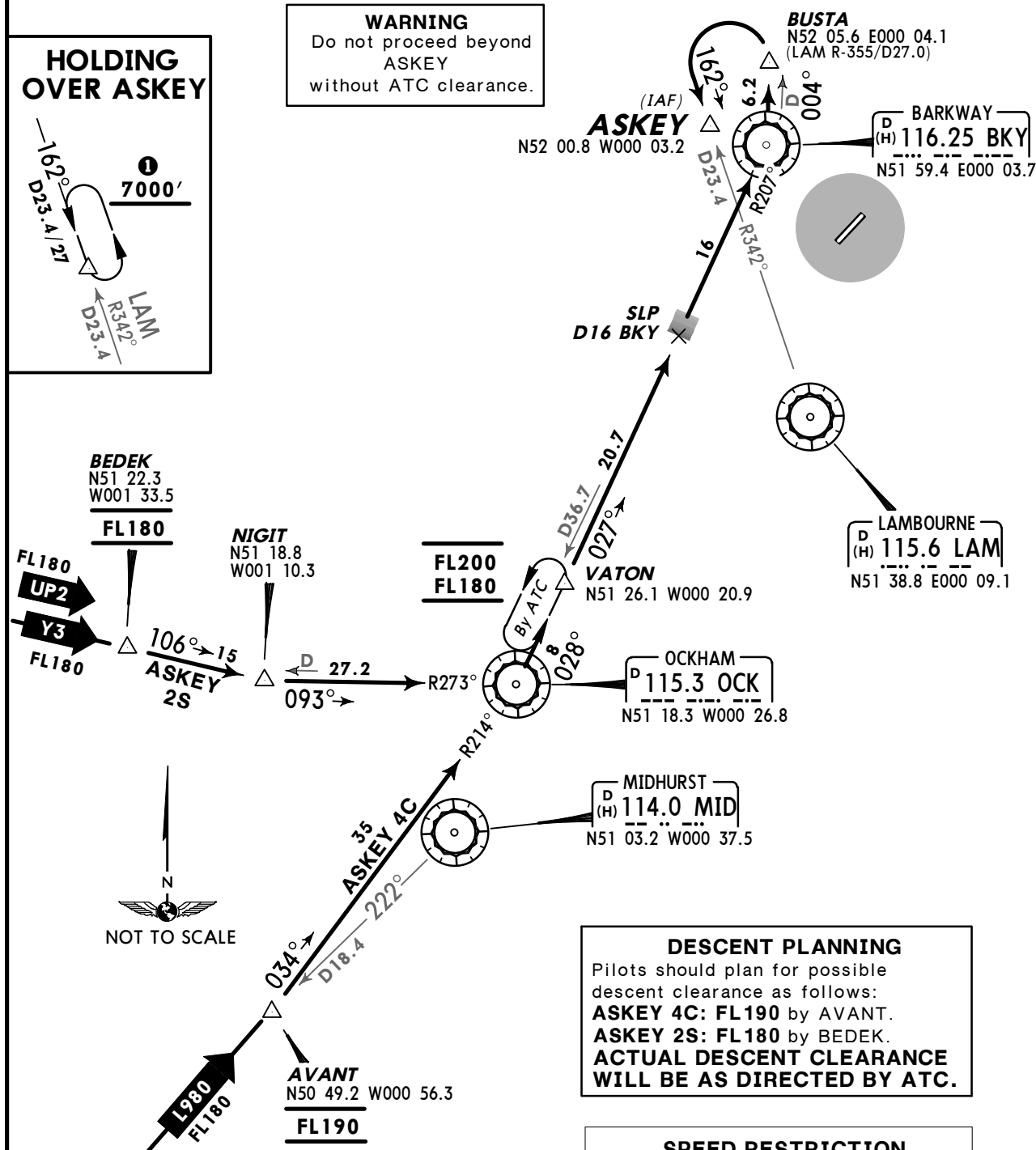
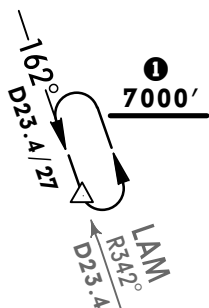
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LOREL 4C: FL190 by AVANT.
LOREL 2S: FL180 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED RESTRICTION
Cross SLPs or 3 Min before
holding facility at 250 KT or less.

 **SLP** Speed Limit Point

ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**ASKEY 4C [ASKE4C], ASKEY 2S [ASKE2S]
ARRIVALS**

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

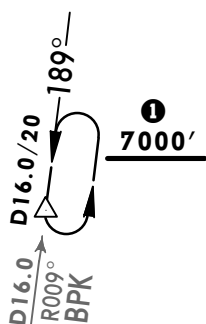
Direct distance from ASKEY to:
Stansted Apt 13 NM**1** Aircraft will be instructed by
ATC to fly at the appropriate FL.**WARNING**Do not proceed beyond
ASKEY
without ATC clearance.**HOLDING
OVER ASKEY****DESCENT PLANNING**Pilots should plan for possible
descent clearance as follows:
ASKEY 4C: FL190 by AVANT.
ASKEY 2S: FL180 by BEDEK.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.****SPEED RESTRICTION**Cross SLPs or 3 Min before
holding facility at 250 KT or less. **SLP** Speed Limit Point

1 Aircraft will be instructed by ATC to fly at the appropriate FL.

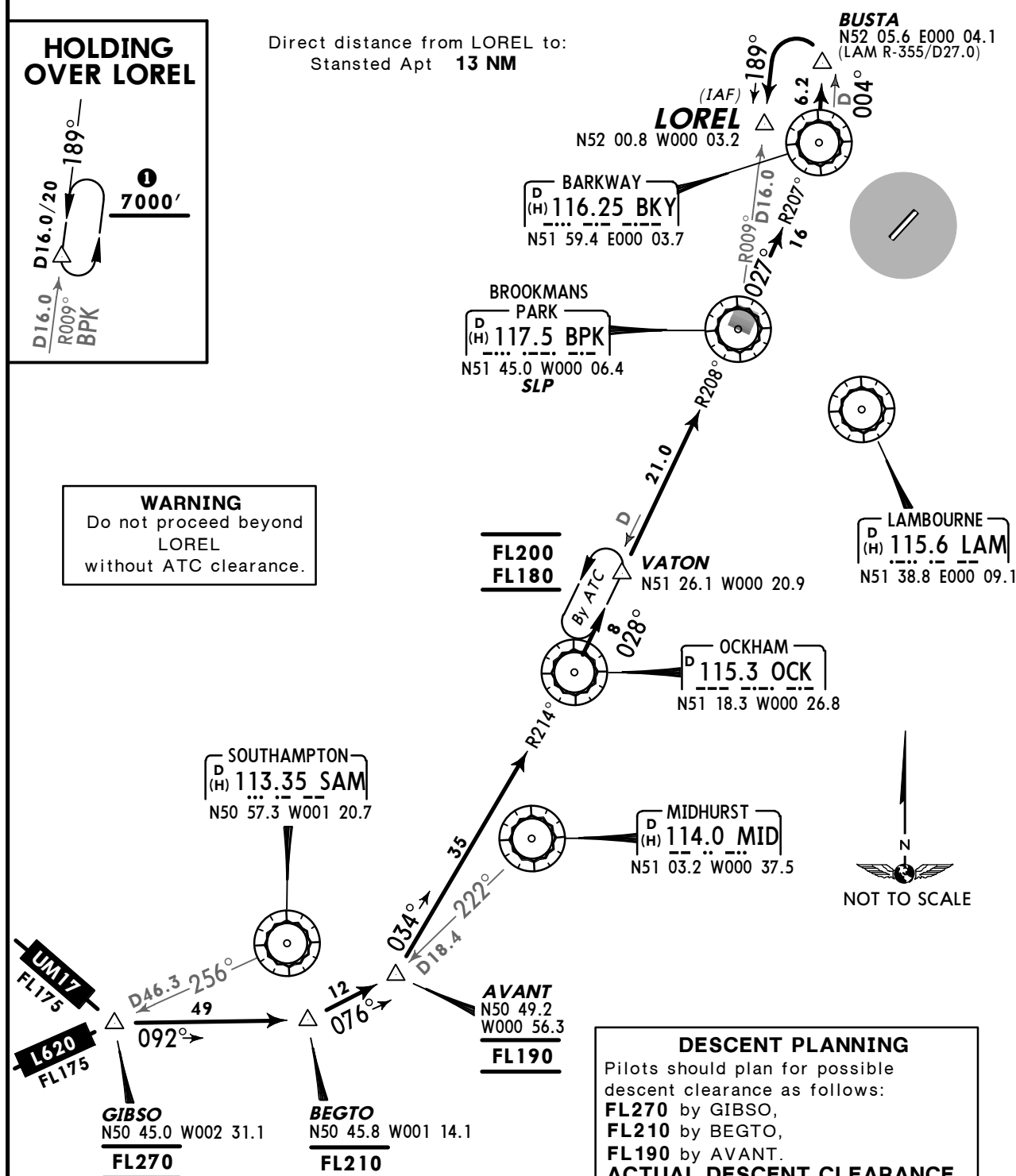
Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point

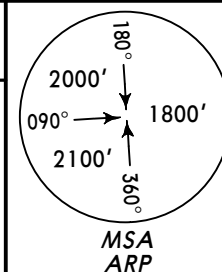
Direct distance from LOREL to:
Stansted Apt **13 NM**



WARNING
Do not proceed beyond
LOREL
without ATC clearance.



DESCENT PLANNING
Pilots should plan for possible
descent clearance as follows:
FL270 by GIBSO,
FL210 by BEGTO,
FL190 by AVANT.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ASKEY 2D [ASKE2D]

ARRIVAL

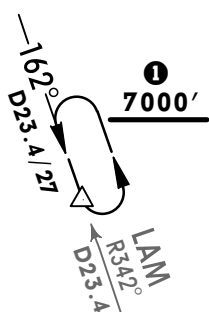
TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

① Aircraft will be instructed by
ATC to fly at the appropriate FL.

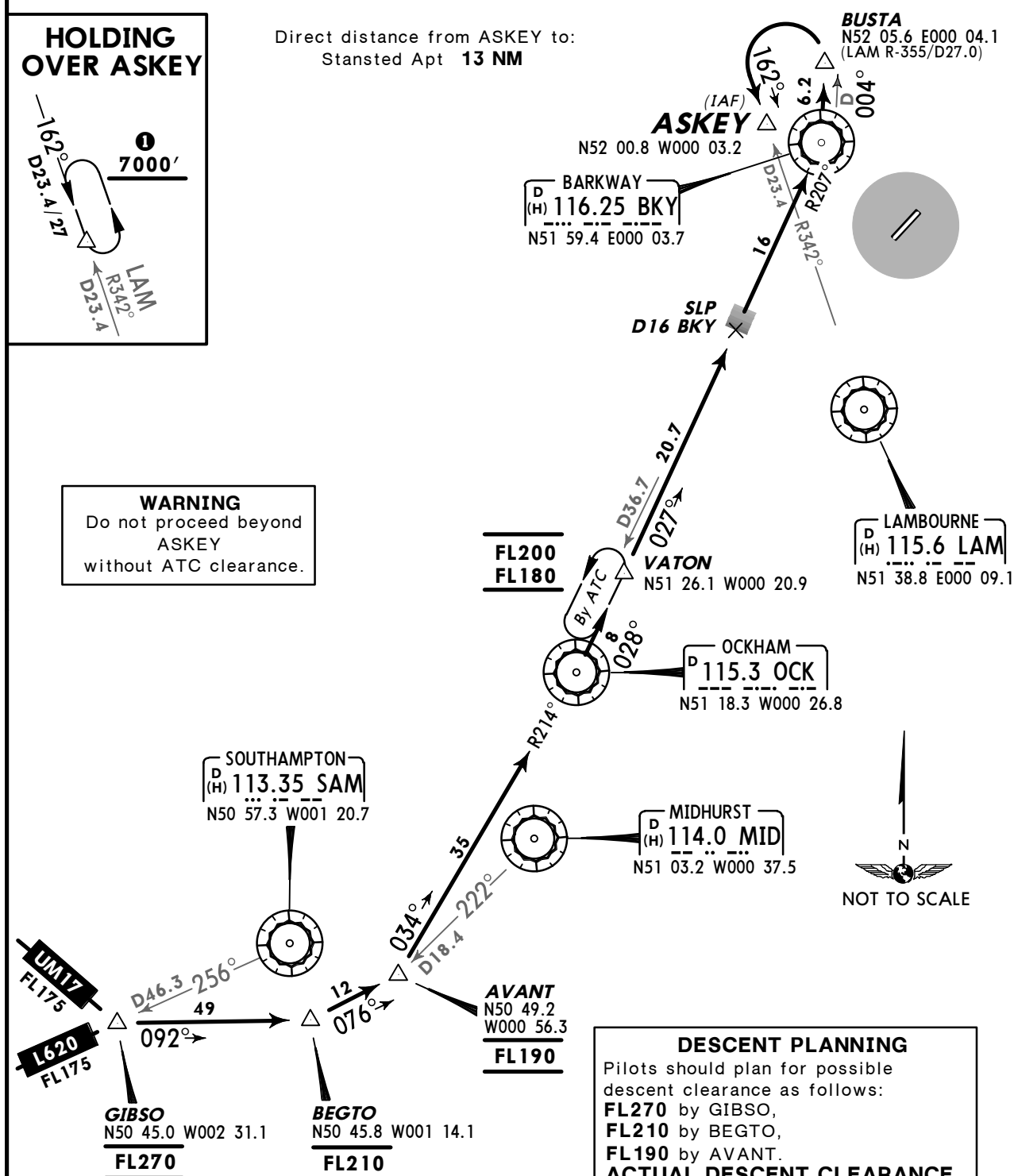
SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

■ SLP Speed Limit Point

HOLDING
OVER ASKEYDirect distance from ASKEY to:
Stansted Apt 13 NM

WARNING
Do not proceed beyond
ASKEY
without ATC clearance.



ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

LOREL 4F [LORE4F]①, LOREL 3G [LORE3G]①
LOREL 1H [LORE1H], LOREL 1J [LORE1J]
LOREL 1K [LORE1K]②

ARRIVALS

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4F, 3G, 1H, 1J & 1K
ON CHART 30-2N

- ① In the event of congestion in the London TMA aircraft may be directed to hold over HON.
- ② Flights from EGNX. Normally only available to aircraft flying at FL70.
- ③ Aircraft will be instructed by ATC to fly at the appropriate FL.

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

LOREL 4F, 3G: FL200 by ROGBI.

FL150 by CLIPY.

LOREL 1H: FL150 by CLIPY.

ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

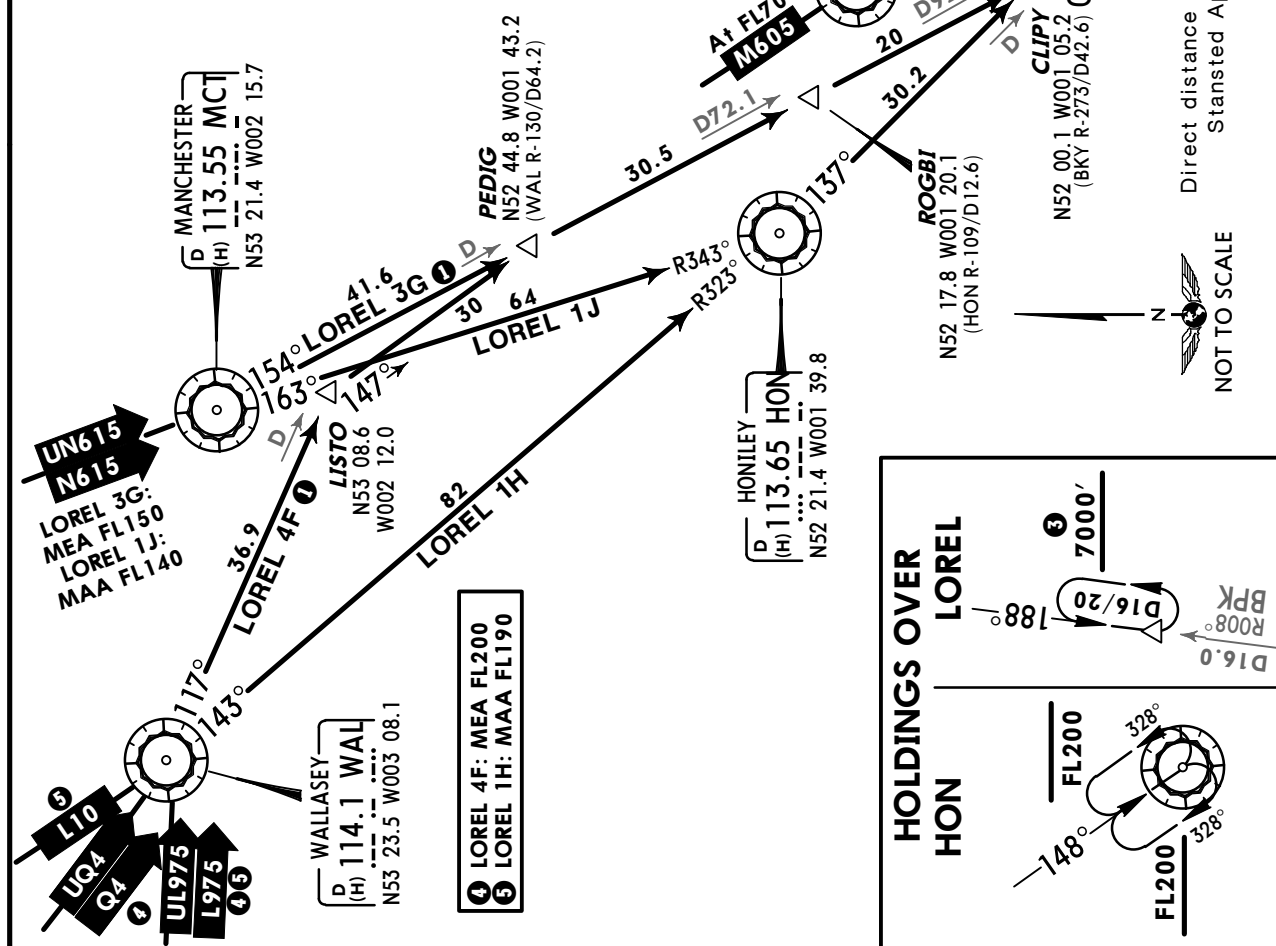
WARNING

Do not proceed beyond LOREL
without ATC clearance.

SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

SLP Speed Limit Point



ATIS
127.17 114.55

Apt Elev
348'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ASKEY 4F [ASKE4F] ①, ASKEY 3G [ASKE3G] ①
ASKEY 1H [ASKE1H], ASKEY 1J [ASKE1J]
ASKEY 1K [ASKE1K] ②

ARRIVALS

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

- ① In the event of congestion in the London TMA aircraft may be directed to hold over HON.
- ② Flights from EGNX. Normally only available to aircraft flying at FL70.
- ③ Aircraft will be instructed by ATC to fly at the appropriate FL.

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

ASKEY 4F, 3G: FL200 by ROGBI.

FL150 by CLIPY.

ASKEY 1H: FL150 by CLIPY.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

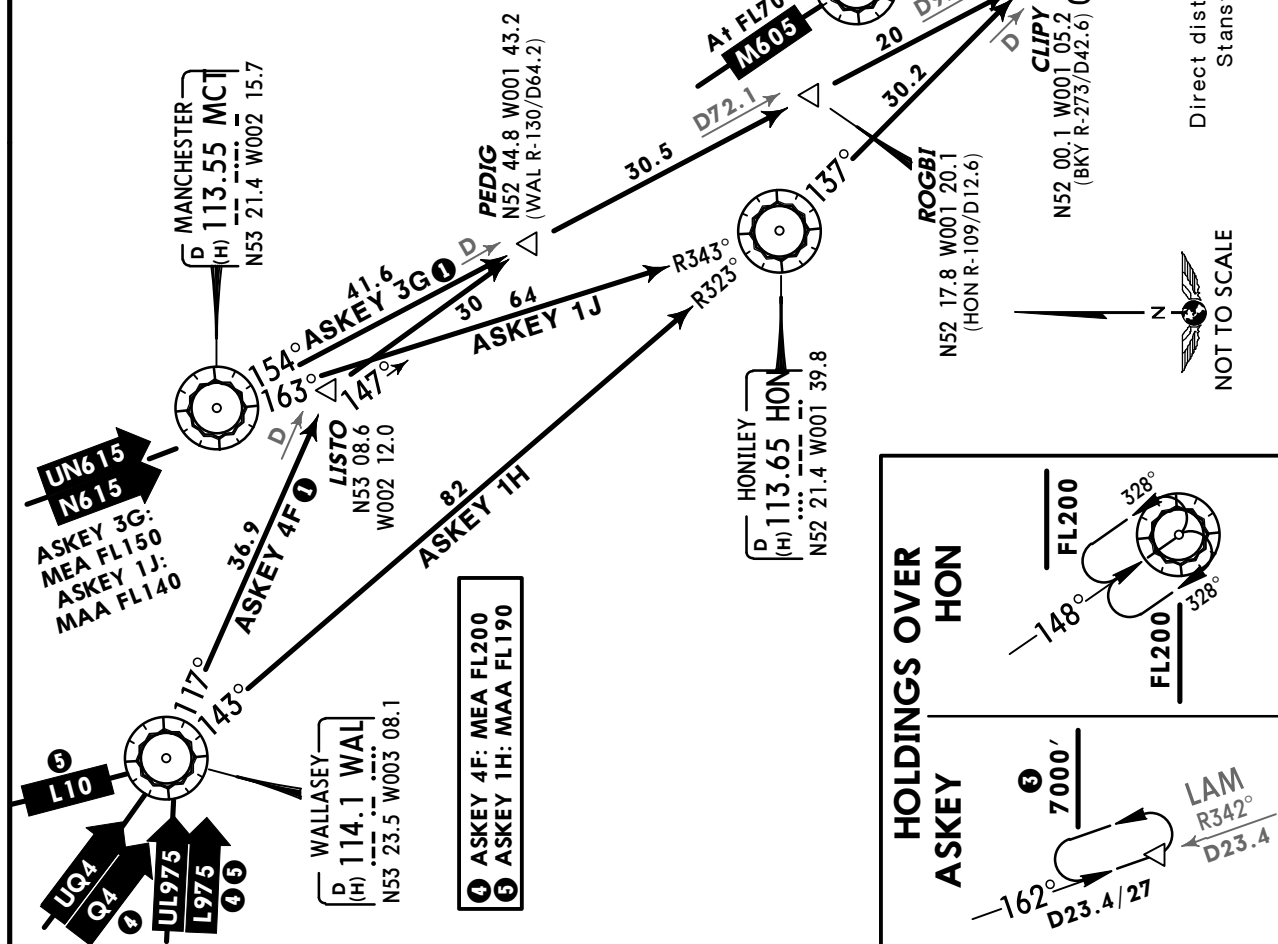
WARNING

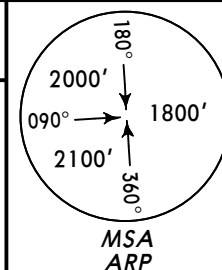
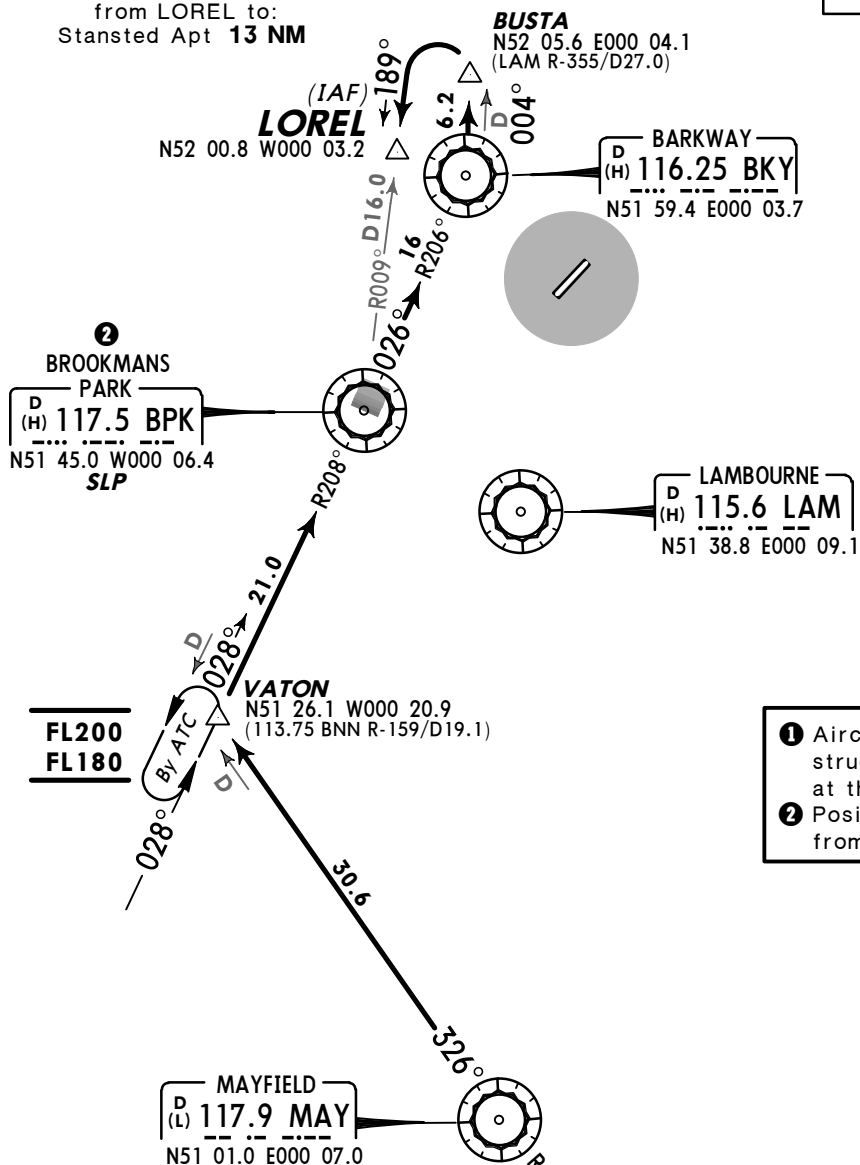
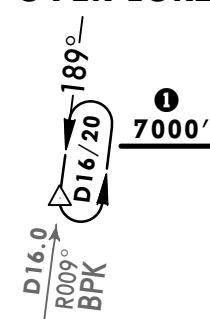
Do not proceed beyond ASKEY without ATC clearance.

SPEED RESTRICTION

Cross SLPs or 3 Min before holding facility at 250 KT or less.

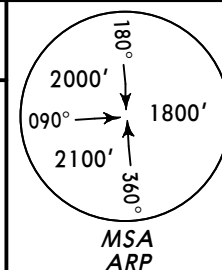
SLP Speed Limit Point



ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**LOREL 3Q [LORE3Q]
ARRIVAL**WHEN BPK VOR OR DME UNSERVICEABLE USE
STAR ASKEY 3QDirect distance
from LOREL to:
Stansted Apt **13 NM****WARNING**
Do not proceed beyond
LOREL
without ATC clearance.**HOLDING
OVER LOREL**

- 1 Aircraft will be instructed by ATC to fly at the appropriate FL.
- 2 Positioning flights from EGLC and EGKB.

**FL200
FL180****SPEED RESTRICTION**Cross SLPs or 3 Min before
holding facility at 250 KT or less. **SLP** Speed Limit Point**DESCENT PLANNING**Pilots should plan for possible
descent clearance as follows:**FL200 by MAY.****ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

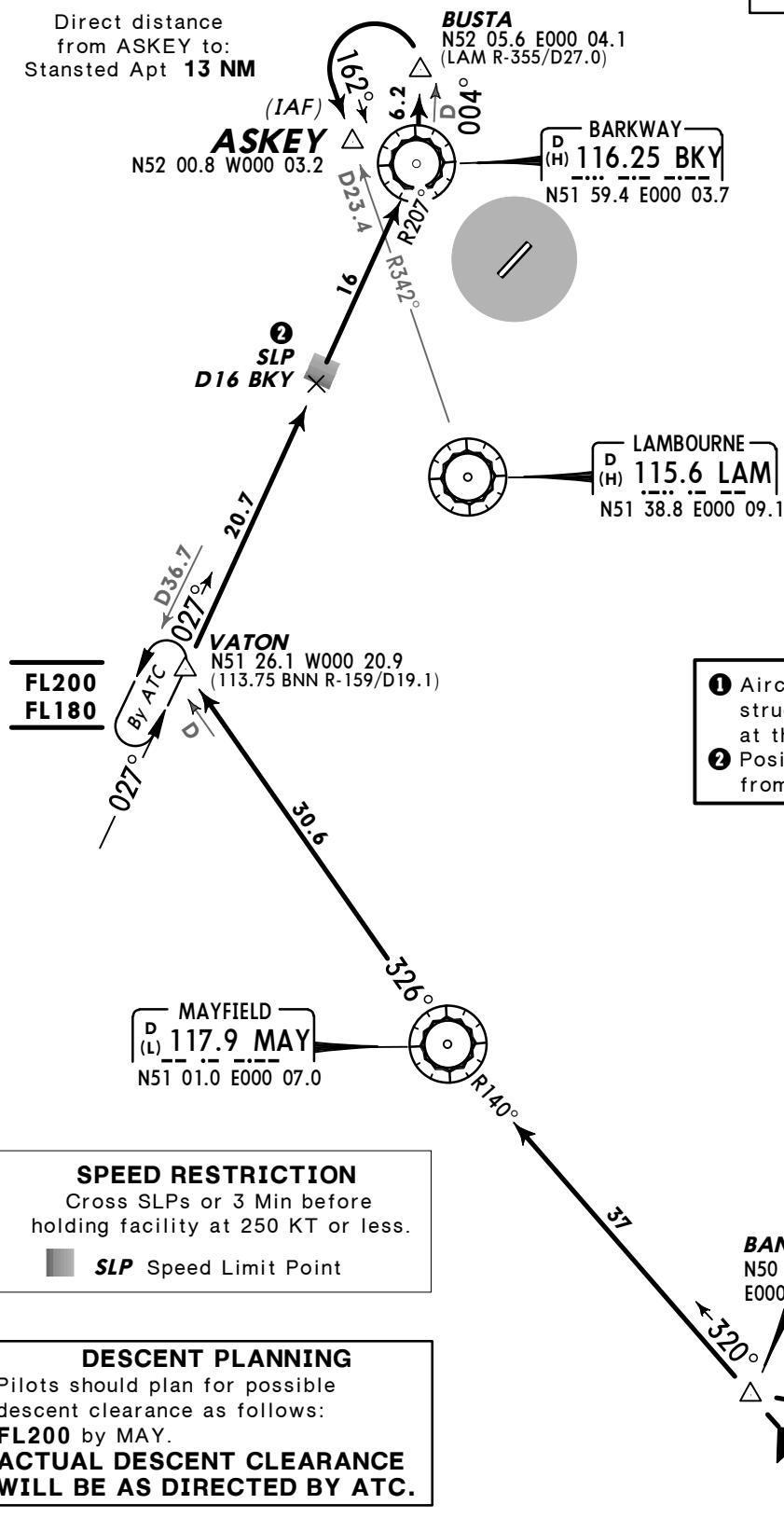
ATIS
127.17 114.55Apt Elev
348'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

ASKEY 3Q [ASKE3Q] ARRIVAL

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

WARNING
Do not proceed beyond
ASKEY
without ATC clearance.

Direct distance
from ASKEY to:
Stansted Apt 13 NM



HOLDING OVER ASKEY

- 1 Aircraft will be instructed by ATC to fly at the appropriate FL.
- 2 Positioning flights from EGLC and EGKB.

SPEED RESTRICTION

Cross SLPs or 3 Min before
holding facility at 250 KT or less.

 **SLP** Speed Limit Point

DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:

FL200 by MAY.

**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

ATIS
127.17
114.55Apt Elev
348'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

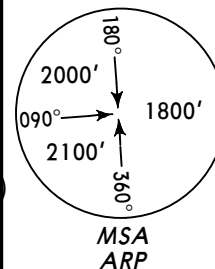
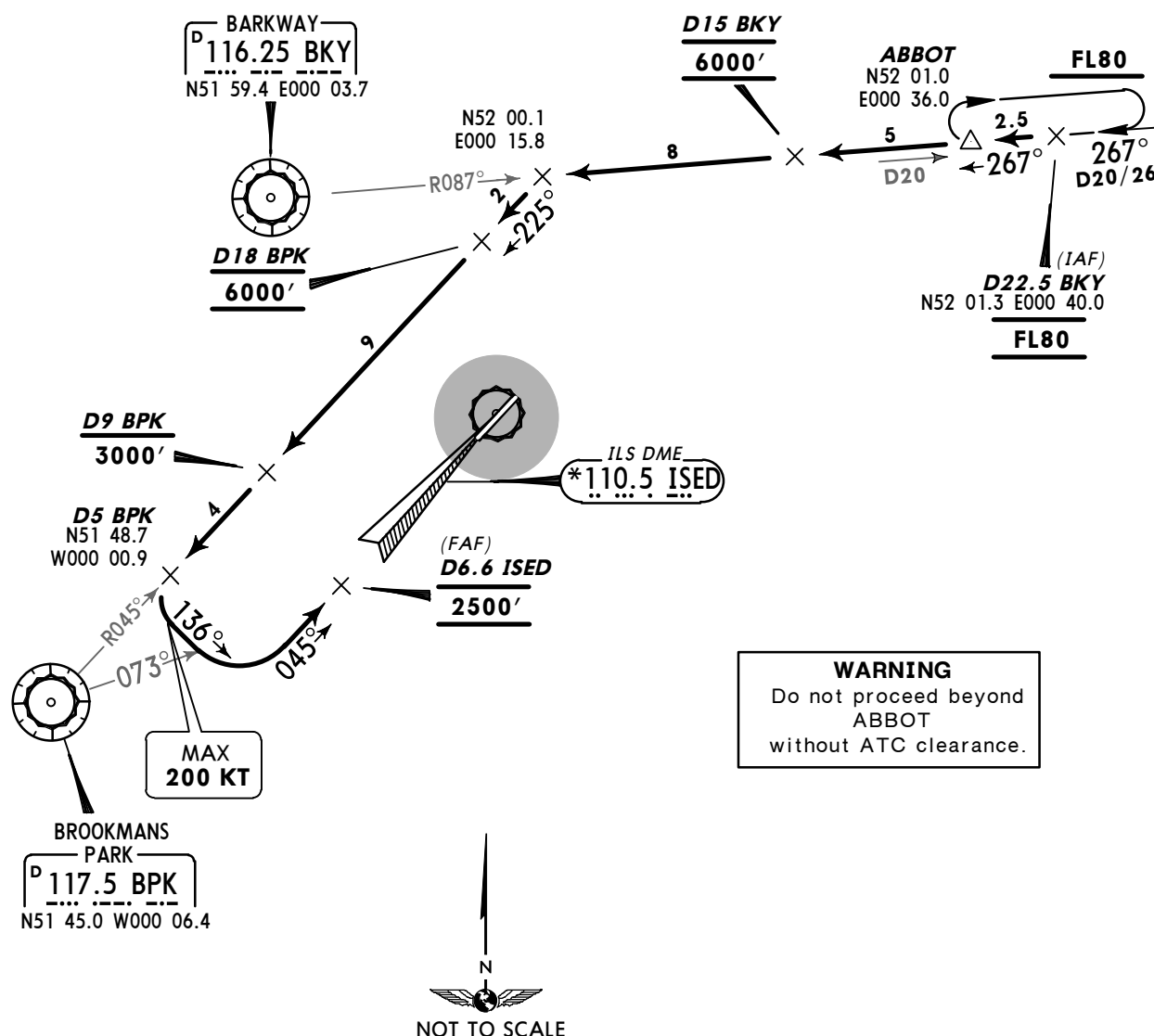
1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.

2. WARNING: Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.

RWY 04 INITIAL APPROACH PROCEDURE
WITHOUT RADAR CONTROL

FROM ABBOT

WHEN BKY IS U/S ROUTES COMMENCE AT CASEY (REFER TO CHART 30-2U)

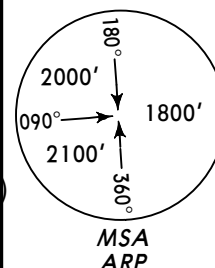
**FOR FINAL APPROACH
SEE APPROACH CHARTS****ROUTING/ALTITUDE**

Establish holding inbound at FL80, at D22.5 BKY descend on BKY R-087 inbound, cross D15 BKY at 6000', intercept BPK R-045 inbound maintaining 6000' to D18 BPK, descend to 2500', cross D9 BPK at or below 3000', at D5 BPK turn LEFT, 136° track, when passing BPK R-073 turn LEFT, intercept LOC at 2500' and continue ILSDME or LOCDME approach procedure.

ATIS
127.17
114.55Apt Elev
348'

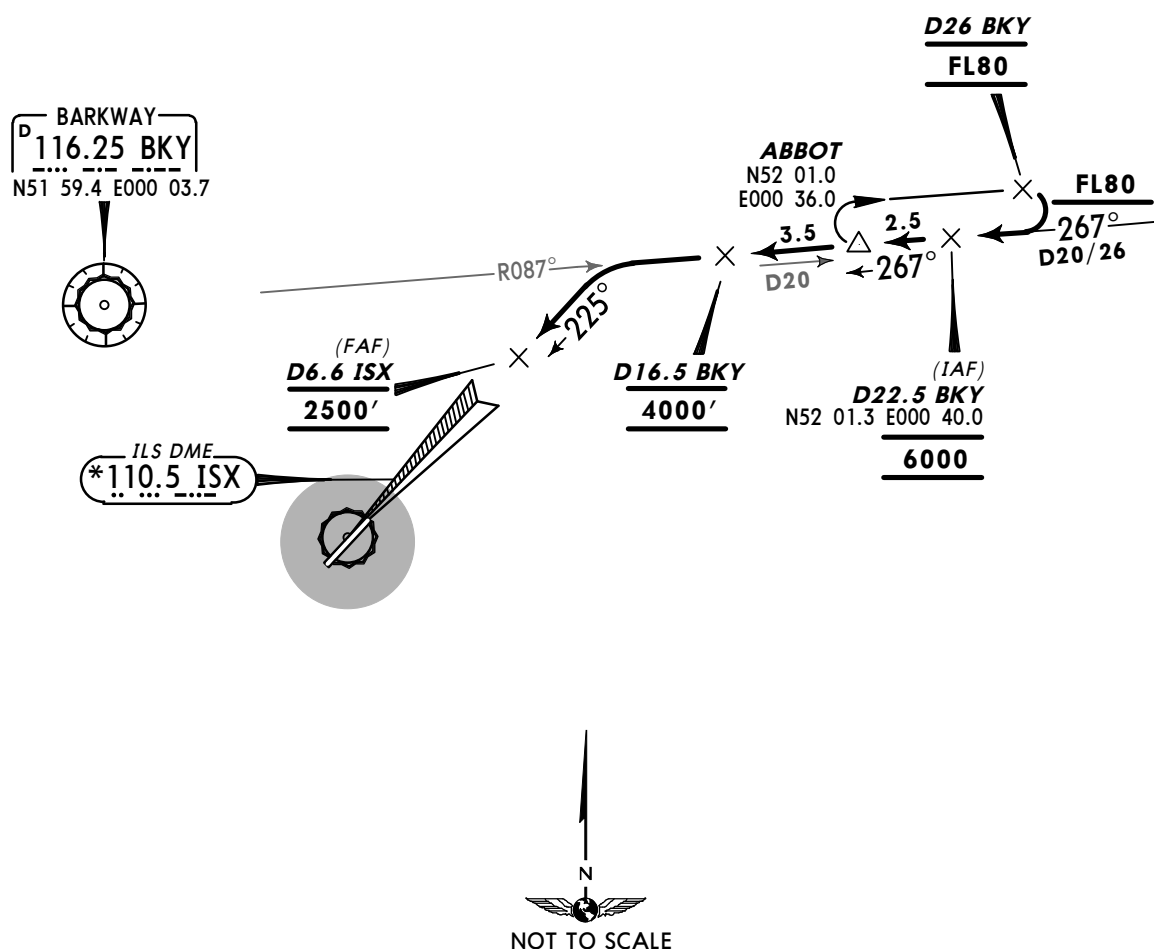
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.
2. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from the outbound end of the holding pattern.

RWY 22 INITIAL APPROACH PROCEDURE
WITHOUT RADAR CONTROL**FROM ABBOT****WHEN BKY IS U/S ROUTES COMMENCE AT CASEY (REFER TO CHART 30-2V)****WARNING**

Do not proceed beyond
ABBOT
without ATC clearance.

**FOR FINAL APPROACH
SEE APPROACH CHARTS**

**ROUTING/ALTITUDE**

From the outbound end of the holding at FL80 descend to 6000', intercept BKY R-087 inbound, at D22.5 BKY descend not below 4000', cross D16.5 BKY at 4000', descend to 2500', turn LEFT, intercept LOC and continue ILSDME or LOCDME approach procedure.

ATIS
127.17
114.55Apt Elev
348'

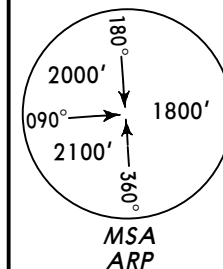
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.

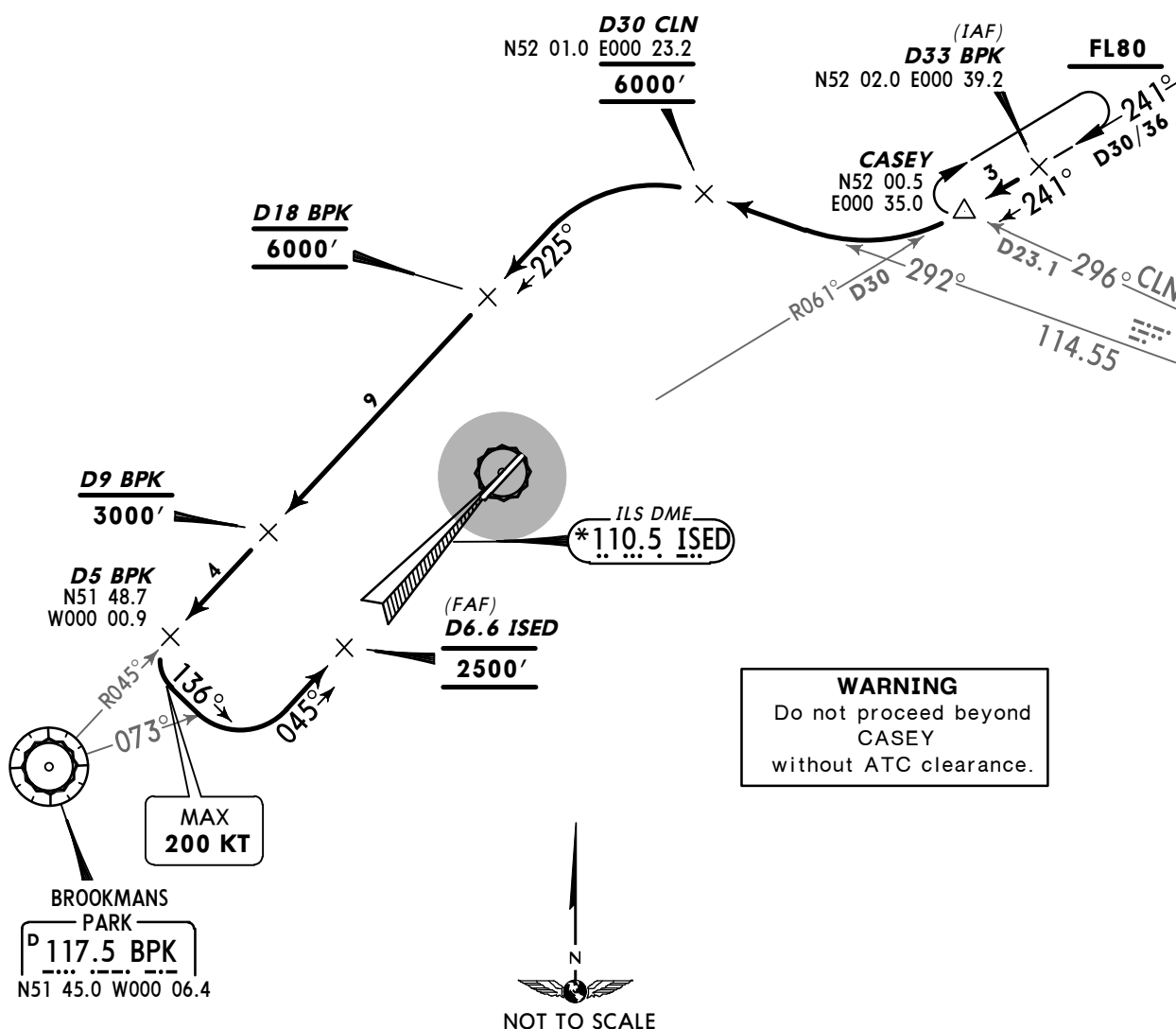
2. WARNING: Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.

RWY 04 INITIAL APPROACH PROCEDURE

WITHOUT RADAR CONTROL
FROM CASEY TO ILS



FOR FINAL APPROACH
SEE APPROACH CHARTS



ROUTING/ALTITUDE

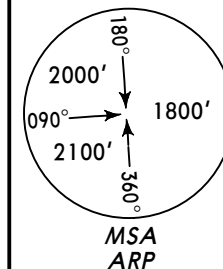
Establish holding inbound at FL80, at D33 BPK descend to 6000', continue on BPK R-061 inbound, intercept CLN R-292, cross D30 CLN at 6000', intercept BPK R-045 inbound maintaining 6000' to D18 BPK, descend to 2500', cross D9 BPK at or below 3000', at D5 BPK turn LEFT, 136° track, when passing BPK R-073 turn LEFT, intercept LOC at 2500' and continue ILSDME or LOCDME approach procedure.

ATIS
127.17
114.55Apt Elev
348'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.
2. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.

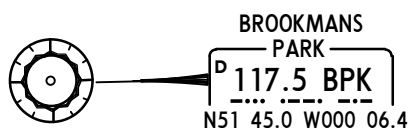
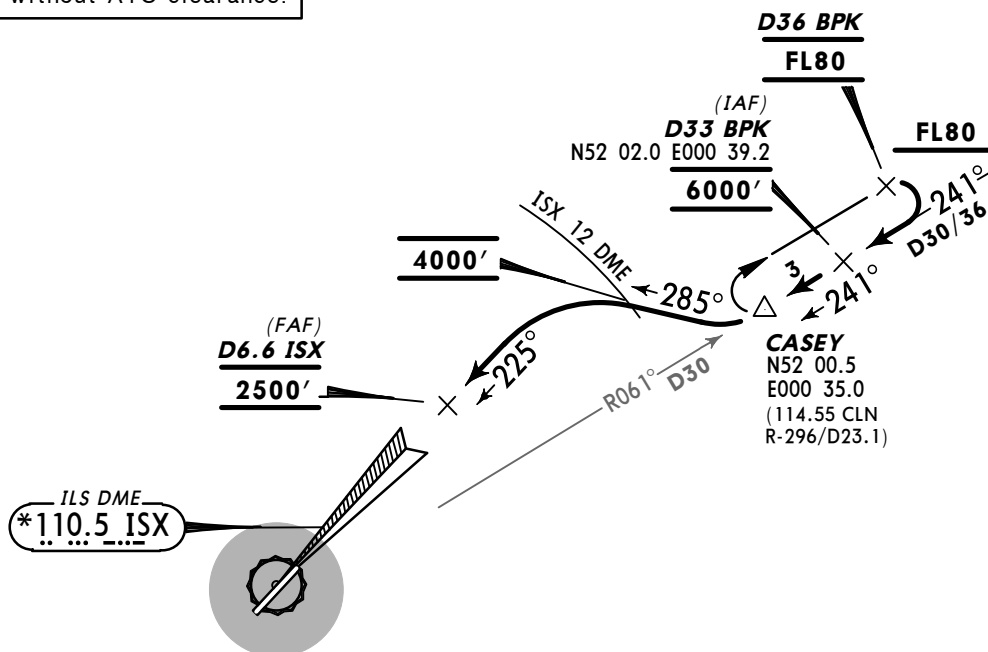
RWY 22 INITIAL APPROACH PROCEDURE WITHOUT RADAR CONTROL FROM CASEY TO ILS



**FOR FINAL APPROACH
SEE APPROACH CHARTS**

WARNING

Do not proceed beyond
CASEY
without ATC clearance.

**ROUTING/ALTITUDE**

From the outbound end of the holding at FL80 descend to 6000', intercept BPK R-061 inbound, at D33 BPK descend not below 4000', at D30 BPK turn RIGHT, 285° track, cross ISX 12 DME at 4000', descend to 2500', turn LEFT, intercept LOC and continue ILSDME or LOCDME approach procedure.

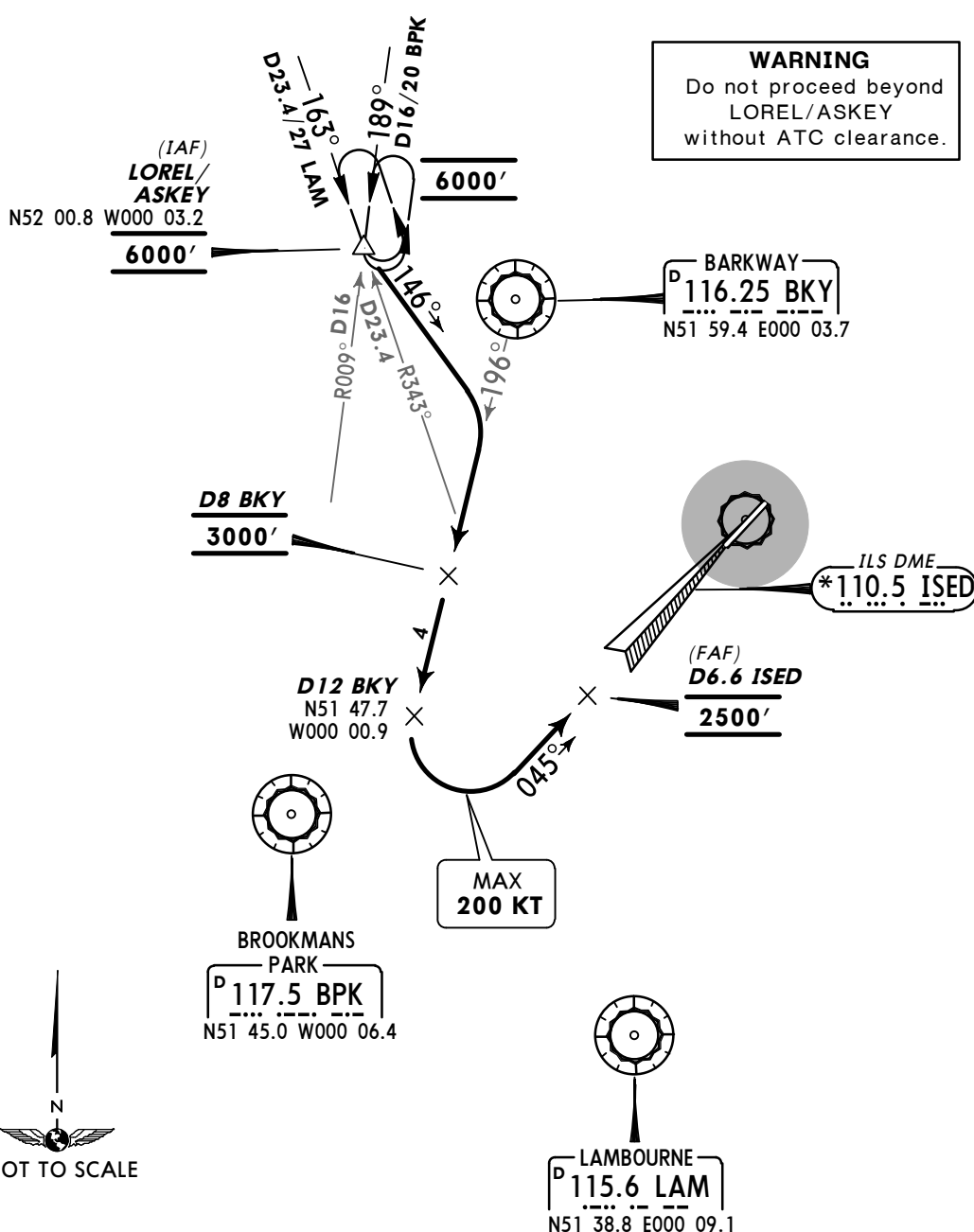
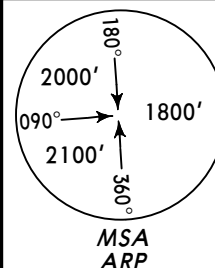
ATIS
127.17
114.55Apt Elev
348'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.
2. WARNING: Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.
3. Lowest holding level at LOREL/ASKEY is 7000' (FL equivalent). However, when radar is out of service 6000' may be used by ATC.

RWY 04 INITIAL APPROACH PROCEDURES WITHOUT RADAR CONTROL FROM LOREL/ASKEY (WHEN BPK U/S) TO ILS

FOR FINAL APPROACH
SEE APPROACH CHARTS



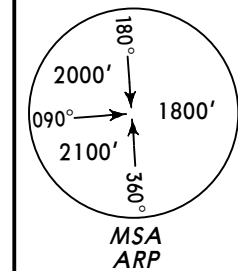
ROUTING/ALTITUDE

146° track, commence descent not below 3000', intercept BKY R-196, cross D8 BKY at 3000', descend to 2500', at D12 BKY turn LEFT, intercept LOC at 2500' and continue ILSDME or LOCDME approach procedure.

RWY 22 INITIAL APPROACH PROCEDURES

WITHOUT RADAR CONTROL

FROM LOREL/ASKEY (WHEN BPK U/S) TO ILS



(IAF)
LOREL ASKEY
N52 00.8 W000 03.2
6000'

D10 BKY
3000'

D11 BKY
N52 03.7
E000 20.1

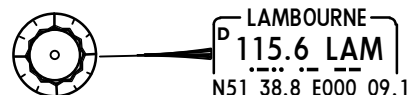
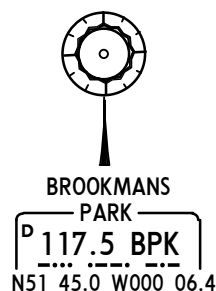
(FAF)
D6.6 ISX
2500'

BARKWAY
D116.25 BKY
N51 59.4 E000 03.7

ILS DME
***110.5 ISX**

WARNING

WARNING
Do not proceed beyond
LOREL/ASKEY
without ATC clearance.



Cross LOREL/ASKEY at 6000', to BKY, commence descent not below 3000', BKY R-069 descending to 3000', cross D10 BKY at 3000', descend to 2500', at D11 BKY turn RIGHT, 136° track, when passing BKY R-077 turn RIGHT, intercept LOC and continue ILSDME or LOCDME approach procedure.

*STANSTED
Director (R)
136.2

Apt Elev
348'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact STANSTED Director or LONDON Control.
 2. SIDs include noise preferential routes (refer to 30-4).
 3. No turns below 850'.
 4. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
 5. Flights via airways to EGGW are to file a BKY SID as far as BKY and route BKY - BUSTA - LOREL.

BKY 5R**RWY 22 DEPARTURE**

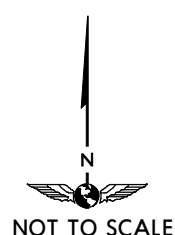
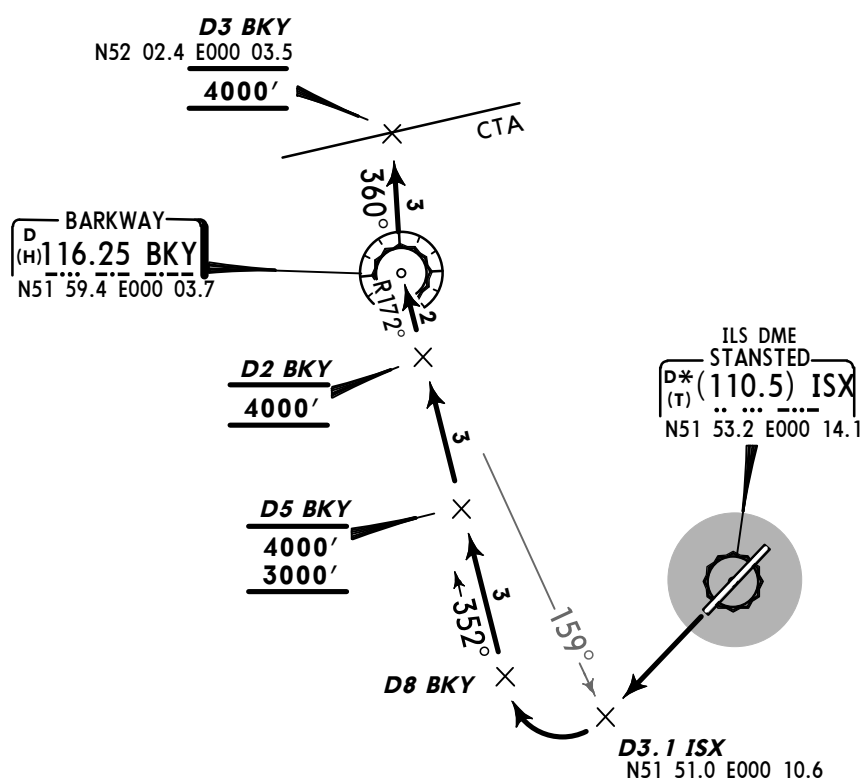
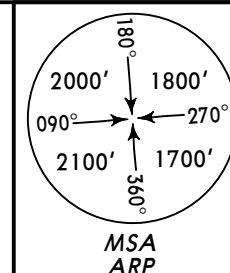
FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA BKY

~~SPEED~~ MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED BY ATC

WARNING: Due to interaction with other routes do not climb above **4000'** until instructed by ATC.

AVERAGE TRACK MILEAGE
12 NM to BKY.

**ROUTING/ALTITUDE**

Climb to D3.1 ISX (BKY R-159), turn RIGHT, intercept BKY R-172 inbound by D8 BKY, cross D5 BKY at or above 3000' (MAX 4000'), D2 BKY at 4000', then to BKY, turn RIGHT, BKY R-360 to D3 BKY at 4000'.

*STANSTED
Director (R)
136.2Apt Elev
348'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact STANSTED Director or LONDON Control.
 2. SIDs include noise preferential routes (refer to 30-4).
 3. No turns below 850'.
 4. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
 5. Flights via airways to EGGW are to file a BKY SID as far as BKY and route BKY - BUSTA - LOREL.

BKY 2S

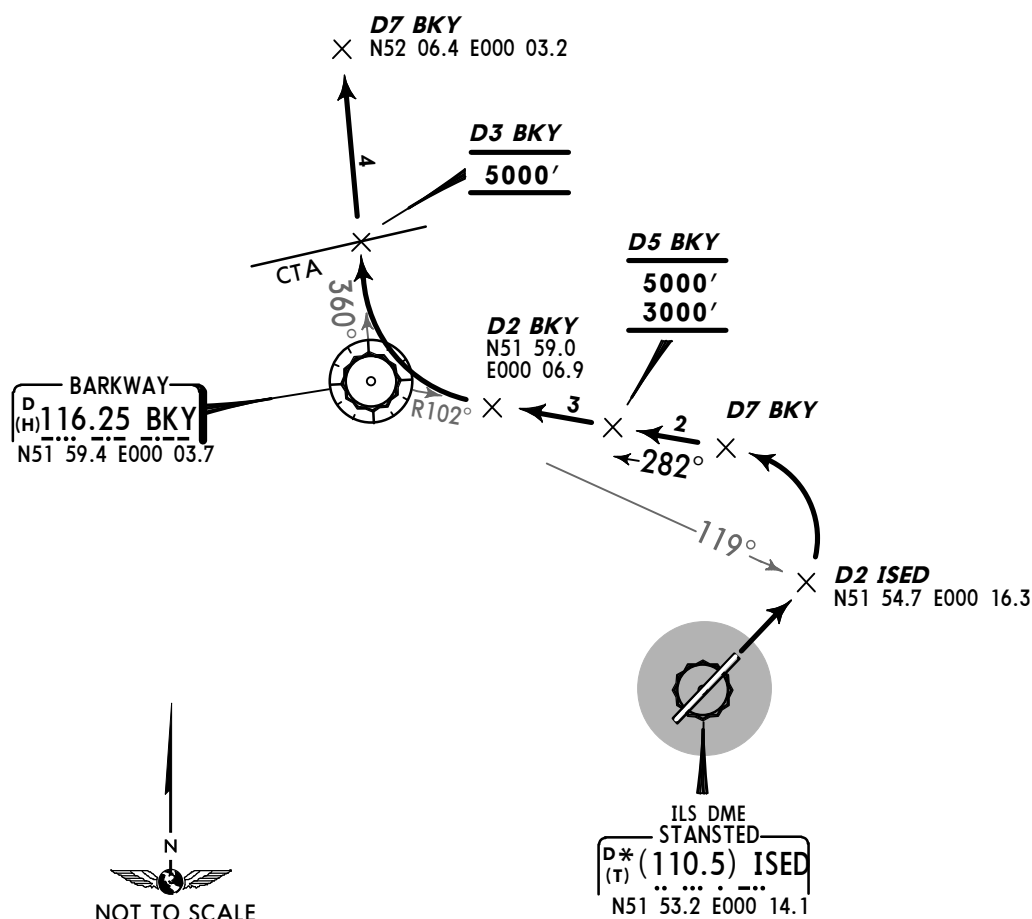
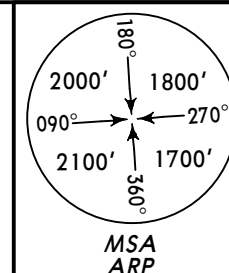
RWY 04 DEPARTURE

FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA BKY

~~SPEED~~ MAX 250 KT BELOW FL100**UNLESS OTHERWISE AUTHORIZED BY ATC**

WARNING: Due to interaction with other routes do not climb above 5000' until instructed by ATC.

AVERAGE TRACK MILEAGE
12 NM to BKY.



This SID requires a minimum climb gradient of
5.8% up to 3000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

ROUTING/ALTITUDE

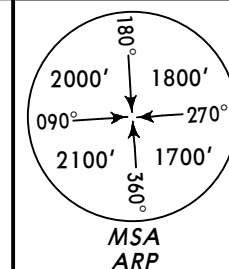
Climb to D2 ISED (BKY R-119), turn LEFT, intercept BKY R-102 inbound by D7 BKY, cross D5 BKY at or above 3000' (MAX 5000'), then to D2 BKY, turn RIGHT, intercept BKY R-360 to D3 BKY at 5000', then to D7 BKY.

*STANSTED
Director (R)
136.2Apt Elev
348'

Trans level: By ATC Trans alt: 6000'

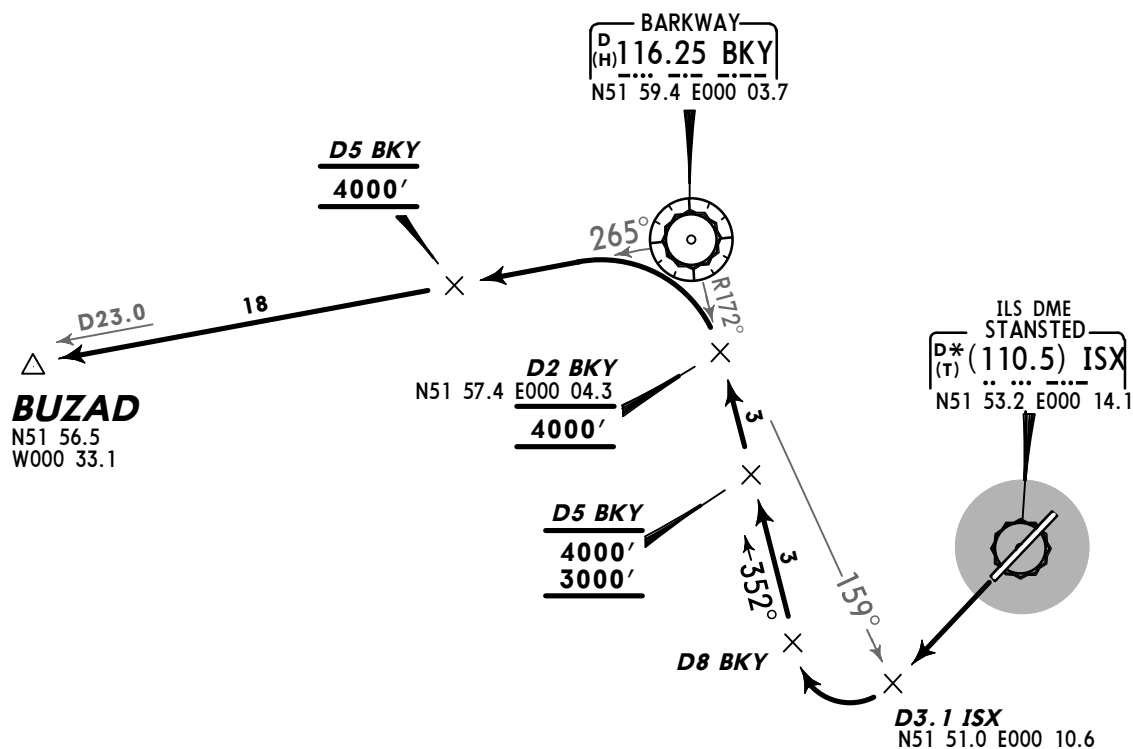
1. When instructed contact STANSTED Director or LONDON Control.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

**BUZAD 7R [BUZA7R]
RWY 22 DEPARTURE**
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED BY ATC



WARNING: Due to interaction with
other routes do not climb above
4000' until instructed by ATC.

AVERAGE TRACK MILEAGE
35 NM to BUZAD.

**ROUTING/ALTITUDE**

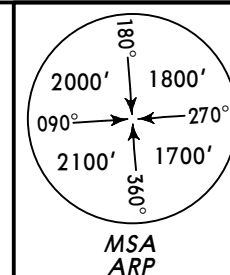
Climb to D3.1 ISX (BKY R-159), turn RIGHT, intercept BKY R-172 inbound by D8 BKY, cross D5 BKY at or above 3000' (MAX 4000'), then to D2 BKY at 4000', turn LEFT, intercept BKY R-265, cross D5 BKY at 4000', then to BUZAD.

*STANSTED
Director (R)
136.2Apt Elev
348'

Trans level: By ATC Trans alt: 6000'

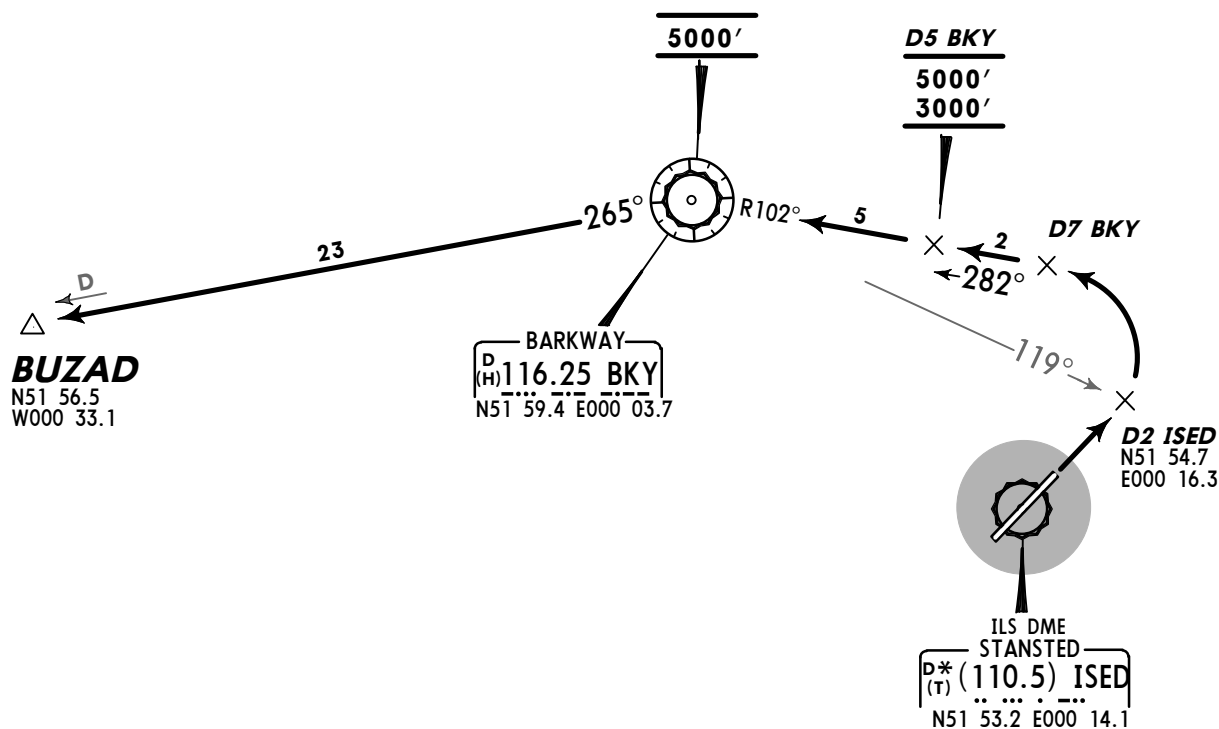
1. When instructed contact STANSTED Director or LONDON Control.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

BUZAD 2S [BUZA2S]
RWY 04 DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED BY ATC



WARNING: Due to interaction with other routes do not climb above 5000' until instructed by ATC.

AVERAGE TRACK MILEAGE
35 NM to BUZAD.



This SID requires a minimum climb gradient of 5.8% up to 3000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

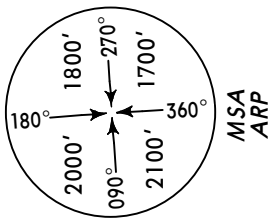
**ROUTING/ALTITUDE**

Climb to D2 ISED (BKY R-119), turn LEFT, intercept BKY R-102 inbound by D7 BKY, cross D5 BKY at or above 3000' (MAX 5000'), then to BKY at 5000', turn LEFT, BKY R-265 to BUZAD.

LONDON
Control
118.82

Apt Elev
348'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control or STANSTED Director.
 2. SIDs include noise preferential routes (refer to 30-4).
 3. No turns below 850'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID levels until instructed by ATC.



CLACTON
(H) 114.55 CLN
N51 50.9 E001 08.9

CLACTON EIGHT ROMEO (CLN 8R) RWY 22 DEPARTURE

**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

WARNING - STEPPED CLIMB:

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

D13 CLN
6000'

D16 CLN
5000'

D21 CLN
4000'

D28 CLN
4000'
3000'

D1.2 ISX
N51 51.7 E000 12.1

XIGAR
N51 48.8 E000 15.8

D33
088°

AVERAGE TRACK MILEAGE
37 NM to CLN.



Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5% V/V (fpm)	380	506	760	1013	1266	1519
4.8% V/V (fpm)	365	486	729	972	1215	1458

This SID requires minimum climb gradients of
5.5% up to 3000', then
5% up to 4000', then
4.8% up to 5000' for ATC purposes.

1 Aircraft below 195 KT: first turn no further east than 140° track to intercept CLN R-268 inbound by D33 CLN.

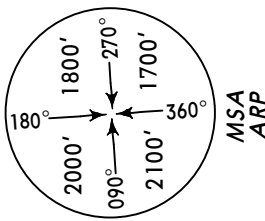
ROUTING/ALTITUDE

Climb to D1.2 ISX, turn LEFT, intercept CLN R-268 inbound by XIGAR, cross D28 CLN at or above 3000' (MAX 4000'), D21 CLN at 4000', D13 CLN at 5000', D13 CLN at 6000', then to CLN.

LONDON
Control
118.82Apt Elev
348'

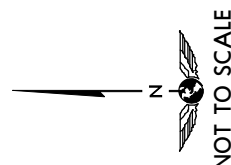
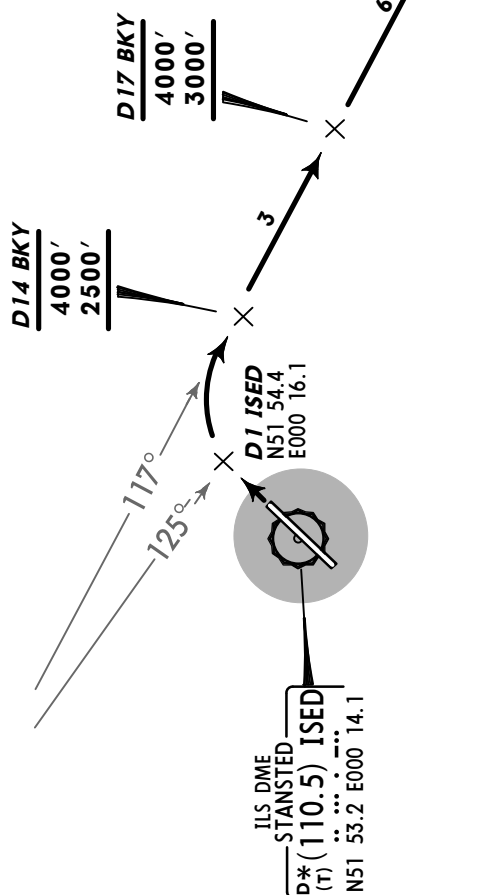
Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control or STANSTED Director.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by LONDON Control.
5. Do not climb above SID levels until instructed by ATC.

CLACTON
(H) 14.55 CLN
N51 50.9 E001 08.9

CLACTON FOUR SIERRA (CLN 4S) RWY 04 DEPARTURE

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

AVERAGE TRACK MILEAGE
35 NM to CLN.**WARNING - STEPPED CLIMB:**

Due to interaction with other routes
pilots must ensure strict compliance
with the specified climb profile unless
cleared by ATC.

Gnd speed-KT	75	100	150	200	250	300
6.9% V/V (fpm)	524	699	1048	1398	1747	2096
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.2% V/V (fpm)	319	425	638	851	1063	1276

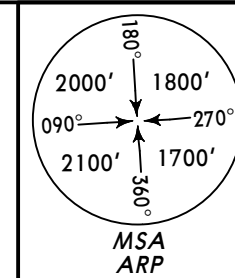
This SID requires a minimum climb gradient

- of 6.9% up to 2500', then
- 5.5% up to 3000', then
- 4.4% up to 4000', then
- 4.2% up to 5000' for ATC purposes.

ROUTING/ALTITUDE

Climb to D1 ISED (BKY R-125), turn RIGHT, intercept BKY R-117, cross D14 BKY at or above 2500' (MAX 4000'), D17 BKY at or above 3000' (MAX 4000'), intercept CLN R-268 inbound, cross D21 CLN at 4000', D16 CLN at 5000', D13 CLN at 6000', then to CLN.

1. When instructed contact STANSTED Director or LONDON Control.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.



*STANSTED
Director (R)
136.2Apt Elev
348'

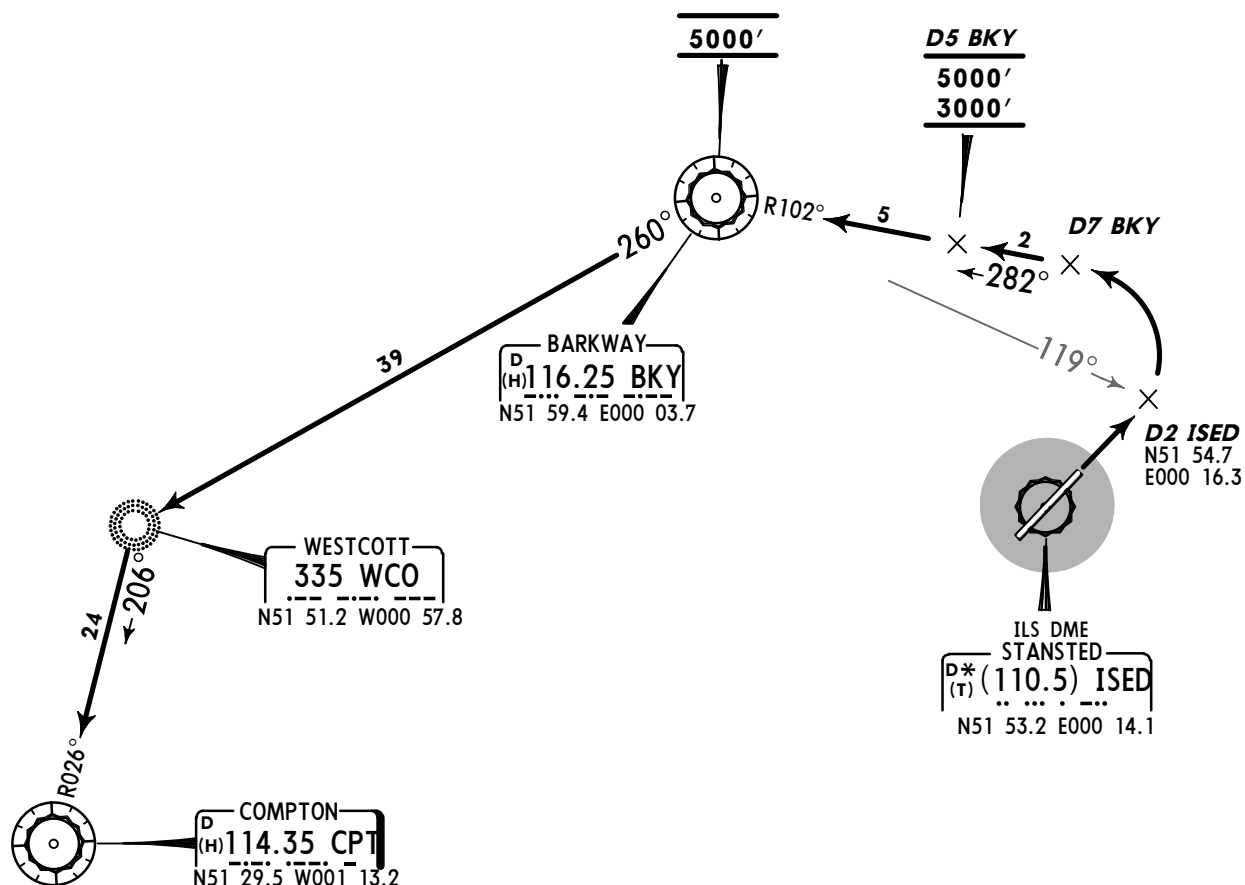
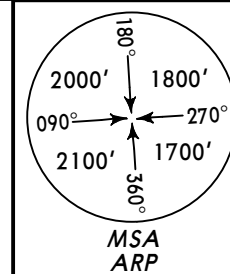
Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

CPT 2S
RWY 04 DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL 100
UNLESS OTHERWISE AUTHORIZED BY ATC

WARNING: Due to interaction with
other routes do not climb above
5000' until instructed by ATC.

AVERAGE TRACK MILEAGE
76 NM to CPT.



This SID requires a minimum climb gradient
of
5.8% up to 3000' for ATM purposes.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

**ROUTING/ALTITUDE**

Climb to D2 ISED (BKY R-119), turn LEFT, intercept BKY R-102 inbound by D7 BKY, cross
D5 BKY at or above 3000' (MAX 5000'), then to BKY at 5000', turn LEFT, BKY R-260 to WCO,
turn LEFT, intercept CPT R-026 inbound to CPT.

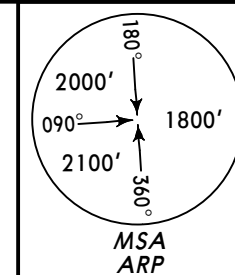
LONDON Control
118.82Apt Elev
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control or STANSTED Director.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by LONDON Control.
5. Do not climb above SID level until instructed by ATC.

DOVER 7R (DVR 7R)

RWY 22 DEPARTURE

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED****WARNING:** Due to interaction with other routes
do not climb above 5000' until instructed by ATC.
Ensure strict compliance with specified altitudes.BARKWAY
D 116.25 BKY
N51 59.4 E000 03.7**AVERAGE TRACK MILEAGE**
38 NM to DET.ILS DME
STANSTED
D * (110.5) ISX
N51 53.2 E000 14.1

D1.2 ISX

156°

D30 DET
5000'
3000'**D25 DET**
5000'GAMDO
N51 34.5 E000 23.518°
R336°DETLING
D 117.3 DET
N51 18.2 E000 35.8

108°

30

R288°

DOVER
D 114.95 DVR
N51 09.8 E001 21.6

This SID requires minimum climb gradients
of
401' per NM (6.6%) up to 3000', then
456' per NM (7.5%) up to 5000' for ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
401' per NM	501	668	1003	1337	1671	2005

ROUTING/ALTITUDE

Climb to D1.2 ISX, turn LEFT, intercept DET R-336 inbound, cross D30 DET at or above 3000' (MAX 5000'), D25 DET at 5000', then to DET, turn LEFT, intercept DVR R-288 inbound to DVR.

LONDON Control
118.82Apt Elev
348'

Trans level: By ATC Trans alt: 6000'

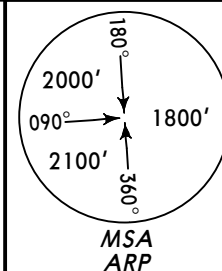
1. When instructed contact LONDON Control or STANSTED Director.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by LONDON Control.
5. Do not climb above SID level until instructed by ATC.

DOVER 5S (DVR 5S)

RWY 04 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING: Due to interaction with other routes
do not climb above 5000' until instructed by ATC.
Ensure strict compliance with specified altitudes.



AVERAGE TRACK MILEAGE
42 NM to DET.

BARKWAY
P116.25 BKY
N51 59.4 E000 03.7

ILS DME
STANSTED
D* (110.5) ISED
N51 53.2 E000 14.1

LAMBOURNE
P115.6 LAM
N51 38.8 E000 09.1



D9 LAM
N51 46.9 E000 15.2

D25 DET
5000'

GAMDO
N51 34.5 E000 23.5

DET LING
P117.3 DET
N51 18.2 E000 35.8

DOVER
P114.95 DVR
N51 09.8 E001 21.6

This SID requires a minimum climb gradient
of
334' per NM (5.5%) up to 5000' for ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

ROUTING/ALTITUDE

Climb to D0.8 ISED (BKY R-126), turn RIGHT, intercept LAM R-027 inbound to D9 LAM at or above 3000' (MAX 5000'), turn LEFT, intercept DET R-336 inbound, cross D25 DET at 5000', then to DET, turn LEFT, intercept DVR R-288 inbound to DVR.

LONDON Control
118.82Apt Elev
348'

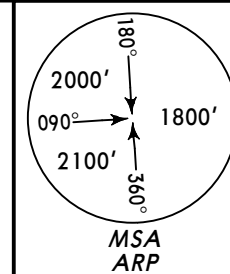
Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control or STANSTED Director.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.

LAMBOURNE THREE ROMEO (LAM 3R)

RWY 22 DEPARTURE

FOR LANDING AT EGLL ONLY

~~SPEED~~ MAX 250 KT BELOW FL100**UNLESS OTHERWISE AUTHORIZED****WARNING:** Due to interaction with other routes do not climb above **5000'** until instructed by ATC.BARKWAY
P116.25 BKY
N51 59.4 E000 03.7**AVERAGE TRACK MILEAGE**
16 NM to LAM.ILS DME
STANSTED
P*(110.5) ISX
N51 53.2 E000 14.1D1.2 ISX
N51 51.7
E000 12.0ROWAN
N51 45.2 E000 15.0
5000'
3000'LAMBOURNE
P115.6 LAM
N51 38.8 E000 09.1**5000'**

This SID requires minimum climb gradients of
401' per NM (6.6%) up to **3000'**, then
358' per NM (5.9%) up to **5000'** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
358' per NM	448	597	896	1195	1494	1792

ROUTING/ALTITUDE

Climb straight ahead, at D1.2 ISX turn LEFT, intercept BKY R-156 to ROWAN, cross at or above 3000' (MAX 5000'), turn RIGHT, intercept LAM R-036 inbound to LAM, cross at 5000'.

LONDON Control
118.82

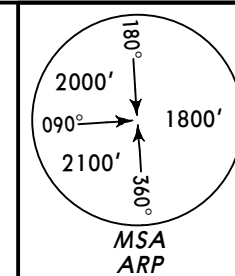
Apt Elev
348'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control or STANSTED Director.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.

LAMBOURNE TWO SIERRA (LAM 2S)
RWY 04 DEPARTURE
FOR LANDING AT EGLL ONLY
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING: Due to interaction with
other routes do not climb above
5000' until instructed by ATC.

AVERAGE TRACK MILEAGE
20 NM to LAM.



BARKWAY
D 116.25 BKY
N51 59.4 E000 03.7

ILS DME
STANSTED
D * (110.5) ISED
N51 53.2 E000 14.1

LAMBOURNE
D 115.6 LAM
N51 38.8 E000 09.1

D0.8 ISED
N51 54.3
E000 15.9

D9 LAM
5000'
3000'

This SID requires minimum climb gradients
of
334' per NM (5.5%) up to **3000'**, then
280' per NM (4.6%) up to **5000'** for ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
280' per NM	349	466	699	932	1165	1398

ROUTING/ALTITUDE

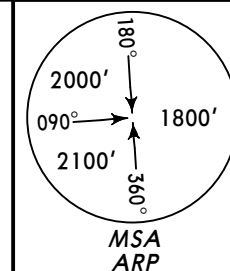
Climb straight ahead, at D0.8 ISED (BKY R-126) turn RIGHT, intercept LAM R-027 inbound, cross D9 LAM at or above 3000' (MAX 5000'), then to LAM, cross at 5000'.

LONDON Control
118.82Apt Elev
348'

Trans level: By ATC Trans alt: 6000'

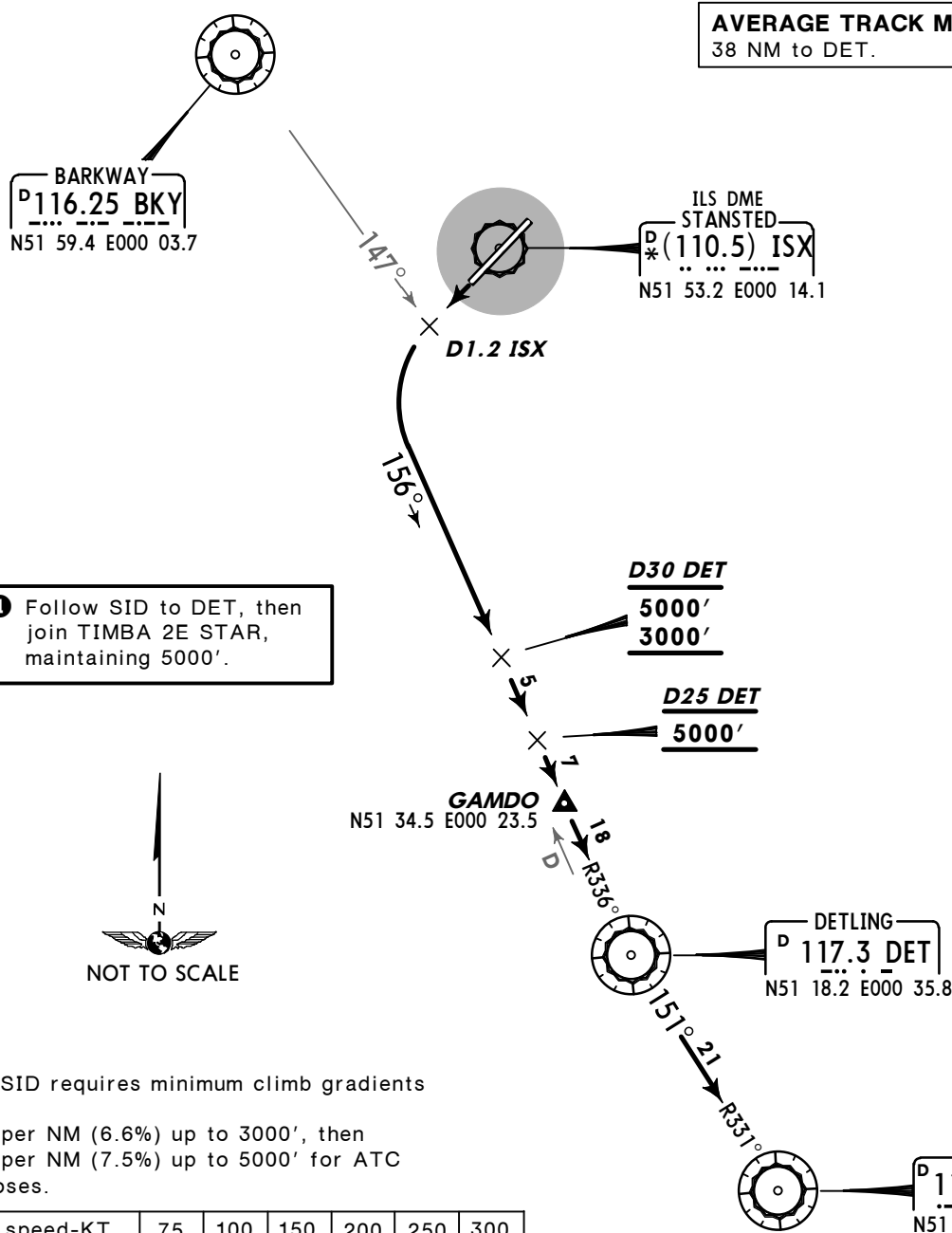
1. When instructed contact LONDON Control or STANSTED Director.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by LONDON Control.
5. Do not climb above SID level until instructed by ATC.

LYDD 5R (LYD 5R)
RWY 22 DEPARTURE
 ALSO FOR POSITIONING FLIGHTS TO EGKK ①
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes
do not climb above 5000' until instructed by ATC.
Ensure strict compliance with specified altitudes.

AVERAGE TRACK MILEAGE
38 NM to DET.



This SID requires minimum climb gradients
of
401' per NM (6.6%) up to 3000', then
456' per NM (7.5%) up to 5000' for ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1139	1519	1899	2279
401' per NM	501	668	1003	1337	1671	2005

ROUTING/ALTITUDE

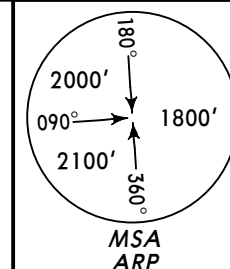
Climb to D1.2 ISX, turn LEFT, intercept DET R-336 inbound, cross D30 DET at or above 3000' (MAX 5000'), D25 DET at 5000', then to DET, intercept LYD R-331 inbound to LYD.

LONDON Control
118.82Apt Elev
348'

Trans level: By ATC Trans alt: 6000'

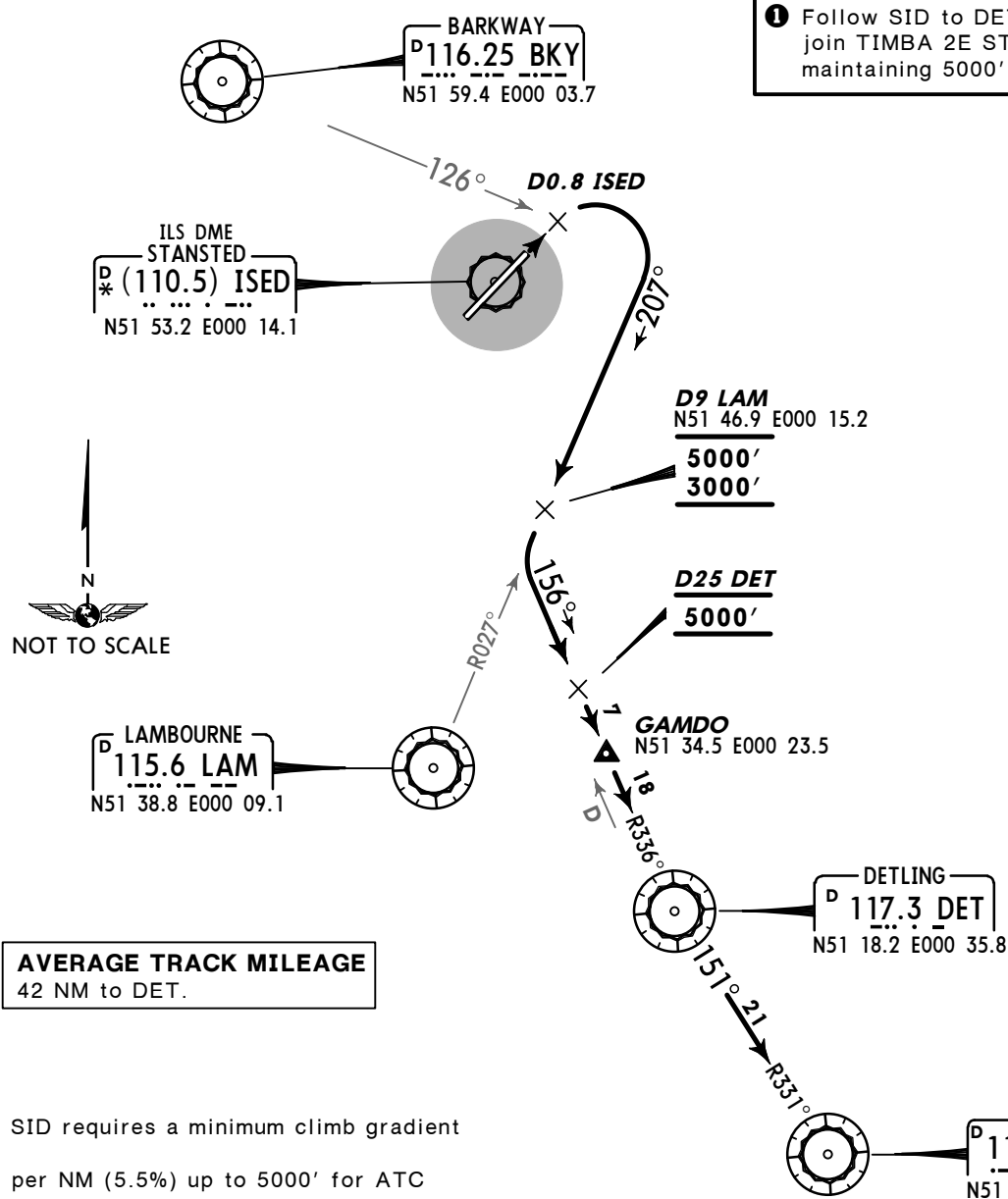
1. When instructed contact LONDON Control or STANSTED Director.
2. SIDs include noise preferential routes (refer to 30-4).
3. No turns below 850'.
4. Cruising levels will be issued after take-off by LONDON Control.
5. Do not climb above SID level until instructed by ATC.

LYDD FOUR SIERRA (LYD 4S)
RWY 04 DEPARTURE
 ALSO FOR POSITIONING FLIGHTS TO EGKK ①
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes
do not climb above 5000' until instructed by ATC.
Ensure strict compliance with specified altitudes.

① Follow SID to DET, then
join TIMBA 2E STAR,
maintaining 5000'.

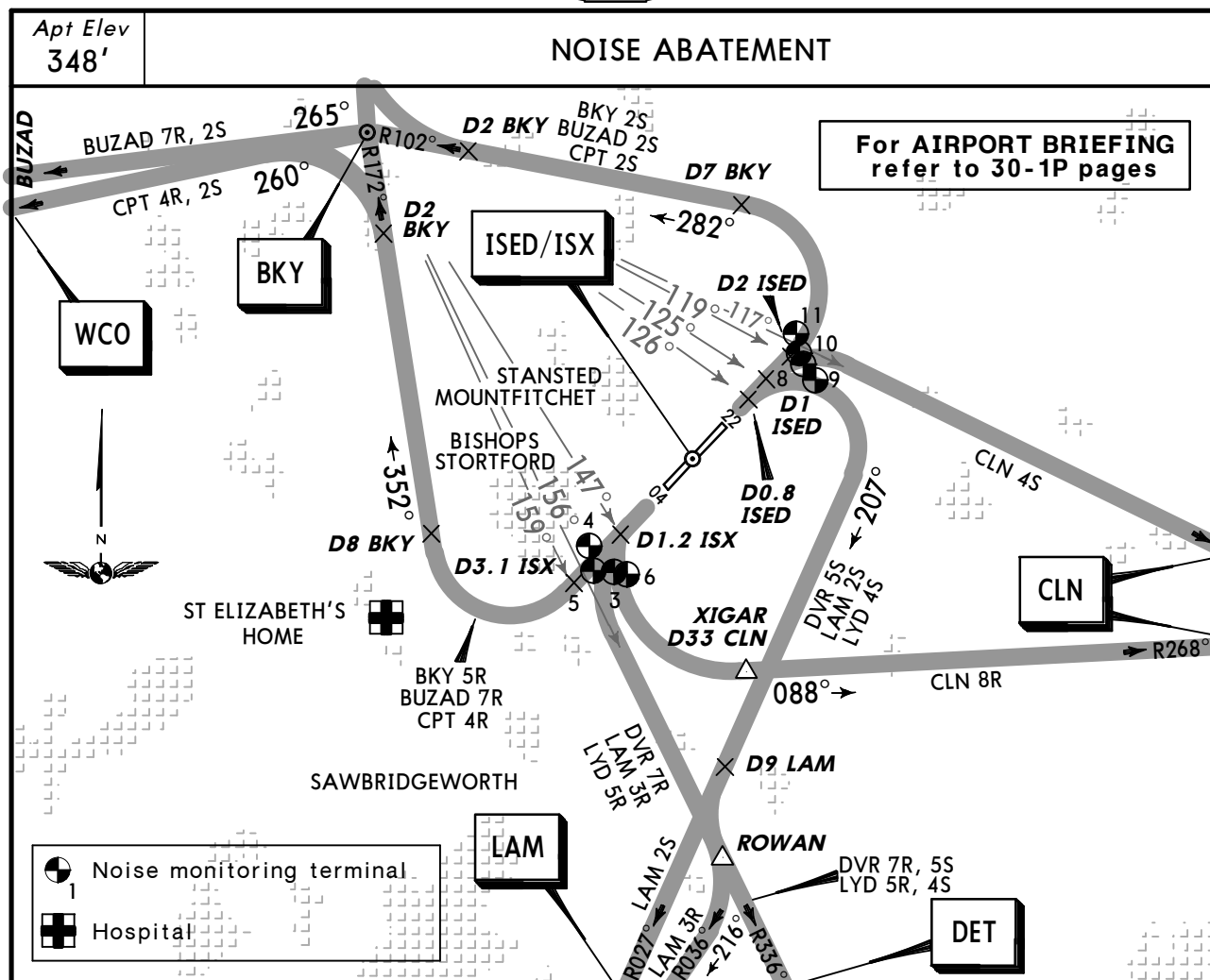


This SID requires a minimum climb gradient
of
334' per NM (5.5%) up to 5000' for ATC
purposes.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

ROUTING/ALTITUDE

Climb to D0.8 ISED (BKY R-126), turn RIGHT, intercept LAM R-027 inbound to D9 LAM at or above 3000' (MAX 5000'), turn LEFT, intercept DET R-336 inbound, cross D25 DET at 5000', then to DET, intercept LYD R-331 inbound to LYD.

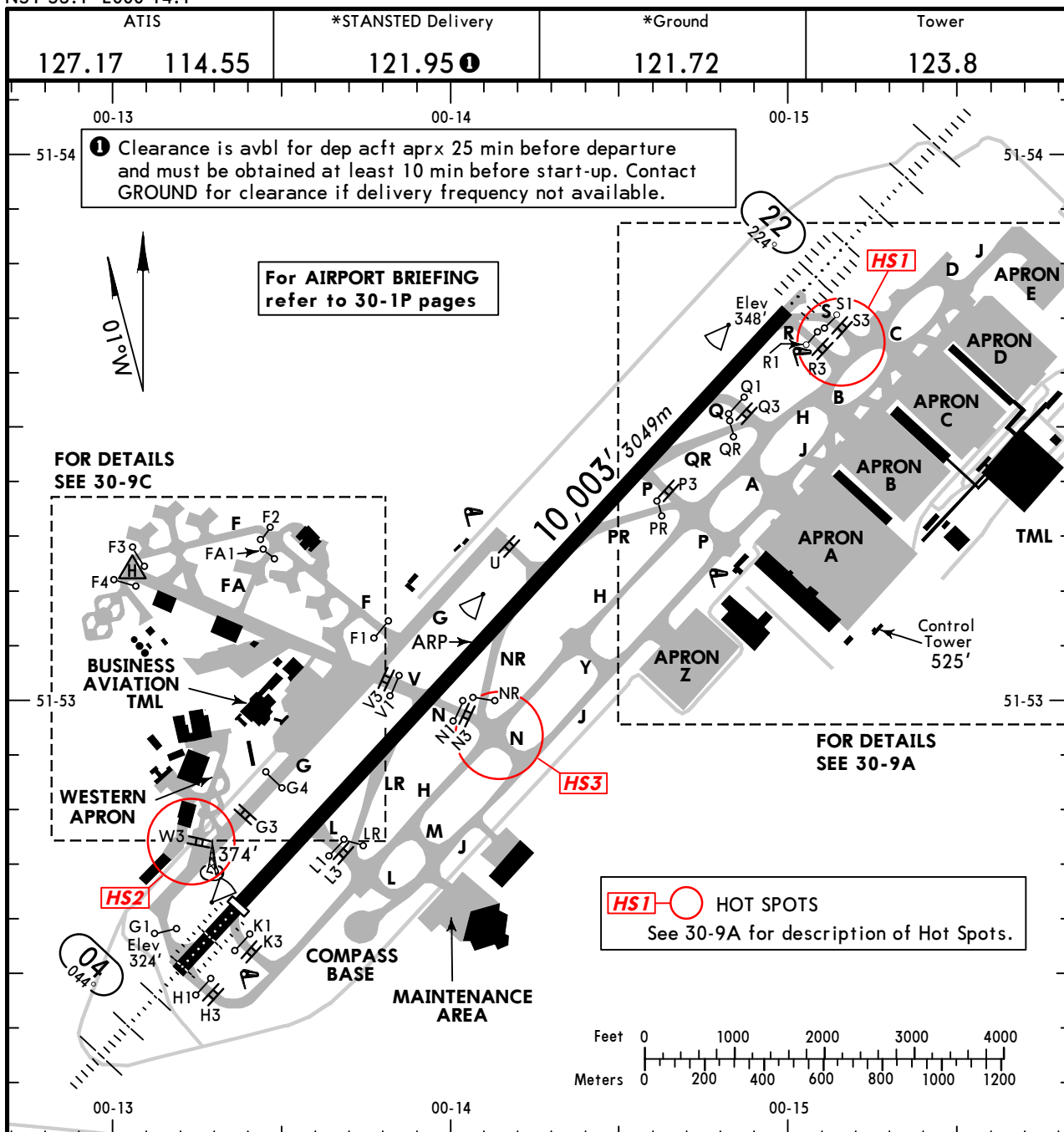


The operation limits as specified in para 3.1.1. (refer to Airport Briefing Page 30-1P5) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

NOISE MONITORING TERMINAL/NAME/LOCATION			ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
3	Howe Green School, Great Hallingbury	N51 50.8 E000 11.5	- 21m	- 1.0
4	Thames Water, Bishop's Stortford	N51 51.3 E000 10.7	- 36m	- 1.4
5	Woolcott Restaurant, Great Hallingbury	N51 50.9 E000 10.9	- 26m	- 1.4
6	Morley, Woodside Green	N51 50.8 E000 11.9	- 26m	- 1.1
8	Anglian Water, Broxton	N51 54.9 E000 17.5	- 16m	- 0.6
9	Moor End Farm, Broxton	N51 54.6 E000 17.9	- 16m	- 0.8
10	Goodacres, Broxton	N51 55.1 E000 17.4	9m	+ 0.2
11	Chickney Hall Villas, Broxton	N51 55.5 E000 17.3	-15m	-1.3

If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

Tailwind component	≤ 1 KT	≤ 2 KT	≤ 3 KT	≤ 4 KT	> 4 KT
Amount to be disregarded	0.4 dB	0.8 dB	1.2 dB	1.6 dB	2.0 dB



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
04	②	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	③	RVR		9016'	2748m	⑤	151'
22		HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	④	RVR			8970'		2734m

② Runway grooved. ③ HSTIL-PR & QR ④ HSTIL-NR & LR

⑤ TAKE-OFF RUN AVAILABLE

RWY 04:

From rwy head	10,000' (3046m)
hold posn K1	9252' (2820m)
hold posn L1	7890' (2405m)
hold posn V1	6017' (1834m)

RWY 22:

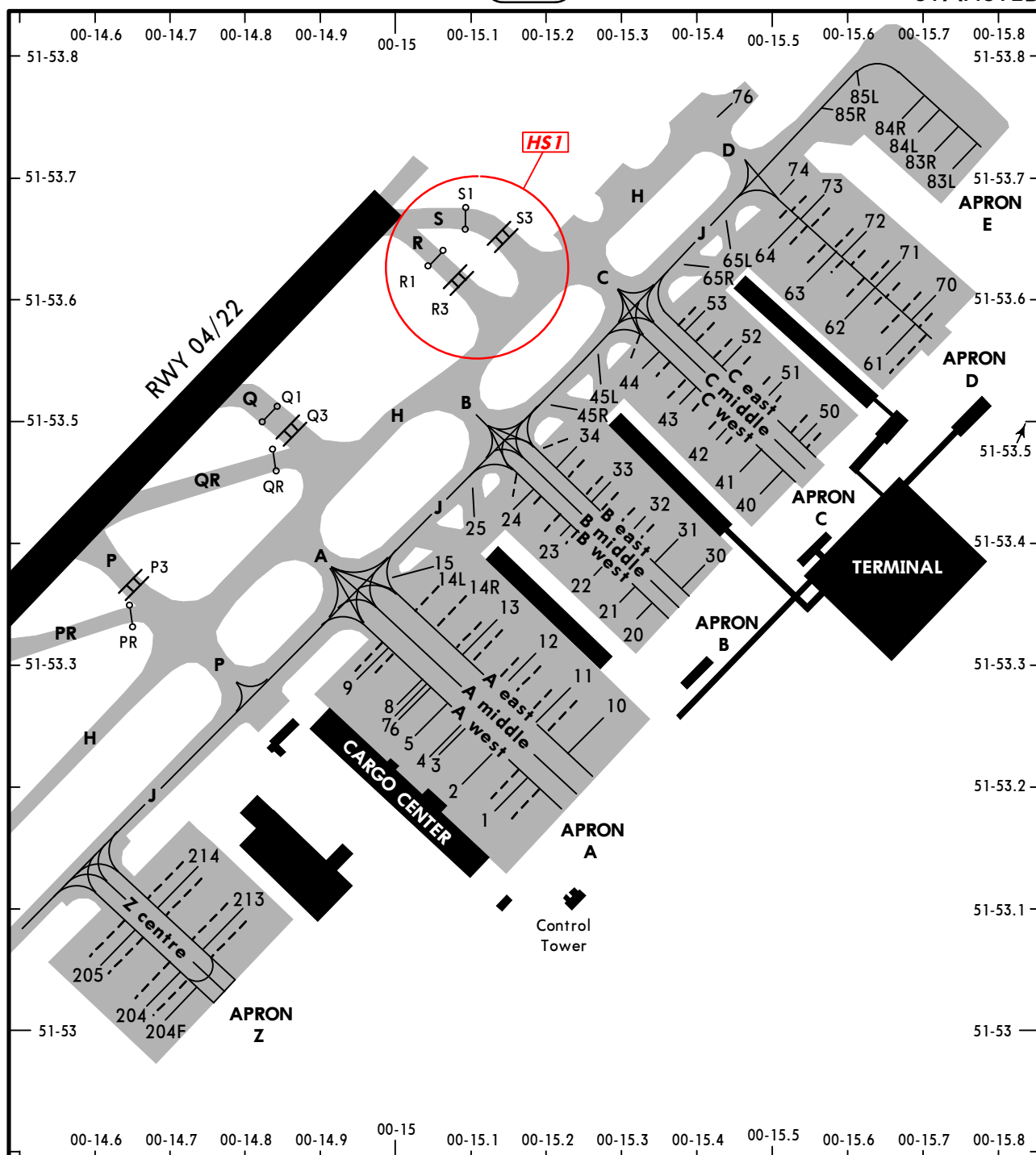
From rwy head	10,003' (3049m)
hold posn Q1	8816' (2687m)
hold posn P3	7687' (2343m)
hold posn U	6076' (1852m)

Standard

TAKE-OFF ①

	LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

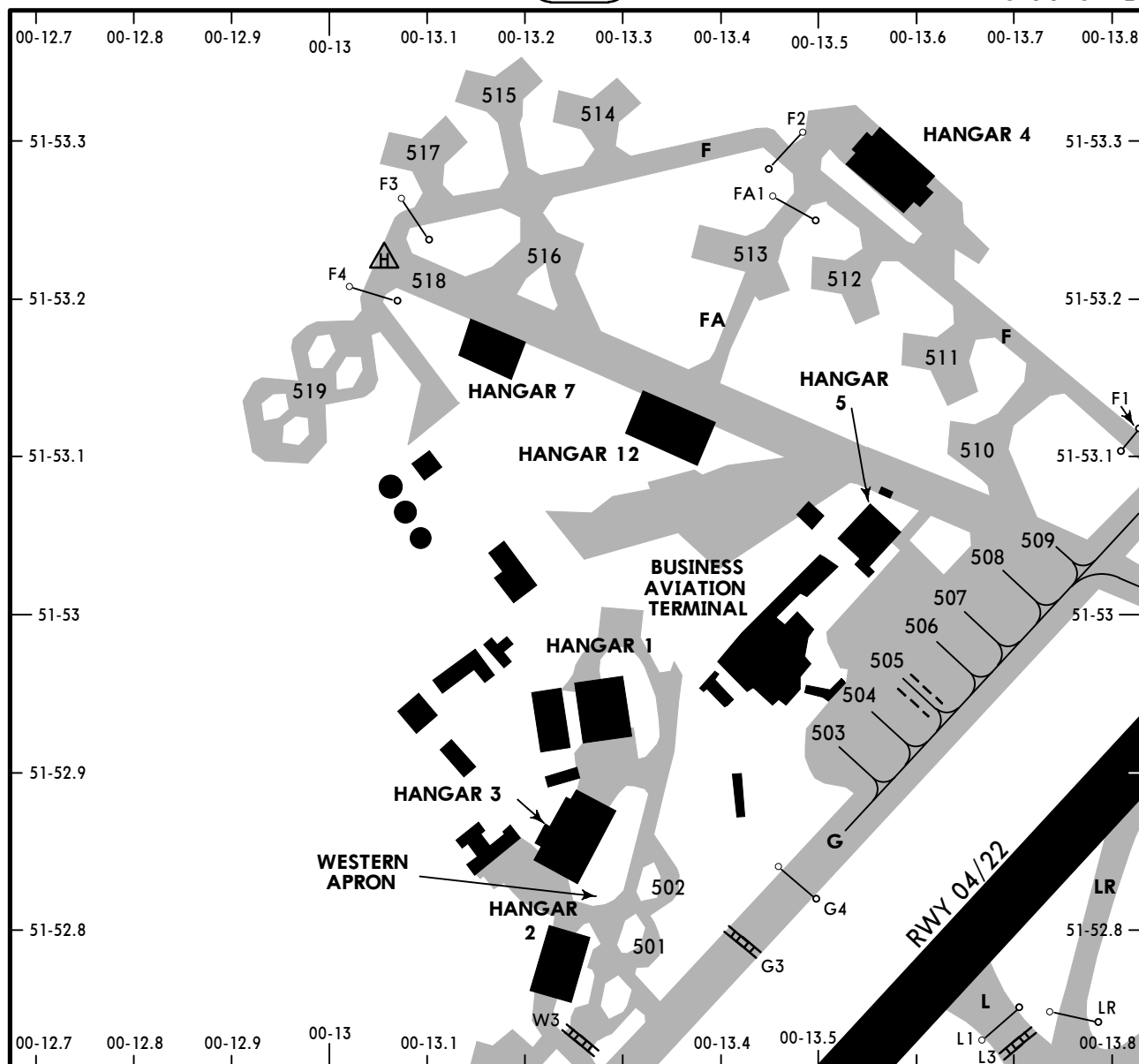


HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** Two runway entry points in close proximity.
- HS2** Western Apron - potential conflict with vehicles.
CAT III holding position W3 is adjacent an airside road.
- HS3** Traffic vacating the runway has priority.
Potential for acft conflict in this area, to and from the runway.

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 2	N51 53.2 E000 15.2	76	N51 53.8 E000 15.5
3 thru 8	N51 53.2 E000 15.1	83L thru 84R	N51 53.7 E000 15.7
9, 9L, 9R	N51 53.3 E000 15.0	85L, 85R	N51 53.8 E000 15.6
10	N51 53.2 E000 15.3	204, 204F, 204L	N51 53.0 E000 14.7
11, 11L	N51 53.3 E000 15.2	204R	N51 53.1 E000 14.7
11R	N51 53.3 E000 15.3	205	N51 53.1 E000 14.6
12, 12L, 12R	N51 53.3 E000 15.2	205L	N51 53.1 E000 14.7
13, 13L	N51 53.3 E000 15.1	205R	N51 53.1 E000 14.6
13R	N51 53.3 E000 15.2	213	N51 53.1 E000 14.8
14L	N51 53.4 E000 15.1	213L	N51 53.1 E000 14.7
14R	N51 53.3 E000 15.1	213R	N51 53.1 E000 14.8
15	N51 53.4 E000 15.1	214, 214L, 214R	N51 53.1 E000 14.7
20	N51 53.4 E000 15.4		
21 thru 23L	N51 53.4 E000 15.3		
23R	N51 53.4 E000 15.2		
24	N51 53.5 E000 15.2		
24L	N51 53.4 E000 15.2		
24R	N51 53.5 E000 15.2		
25	N51 53.5 E000 15.1		
30 thru 32	N51 53.4 E000 15.4		
32L	N51 53.4 E000 15.3		
32R	N51 53.4 E000 15.4		
33, 33L	N51 53.5 E000 15.3		
33R	N51 53.4 E000 15.3		
34	N51 53.5 E000 15.3		
34L	N51 53.5 E000 15.2		
34R	N51 53.5 E000 15.3		
40 thru 42R	N51 53.5 E000 15.5		
43, 43L, 43R	N51 53.5 E000 15.4		
44, 44L, 44R	N51 53.6 E000 15.4		
45L	N51 53.6 E000 15.3		
45R	N51 53.5 E000 15.3		
50, 50L, 50R	N51 53.5 E000 15.6		
51, 51L	N51 53.5 E000 15.5		
51R	N51 53.5 E000 15.6		
52, 52L, 52R	N51 53.6 E000 15.5		
53, 53L, 53R	N51 53.6 E000 15.4		
61, 61L	N51 53.5 E000 15.7		
61R thru 62L	N51 53.6 E000 15.7		
62R thru 63L	N51 53.6 E000 15.6		
63R thru 64L	N51 53.7 E000 15.6		
64R, 65L	N51 53.7 E000 15.5		
65R	N51 53.6 E000 15.4		
70, 70L	N51 53.6 E000 15.7		
70R	N51 53.6 E000 15.8		
71, 71L, 71R	N51 53.6 E000 15.7		
72, 72L	N51 53.7 E000 15.6		
72R	N51 53.7 E000 15.7		
73, 73L, 73R	N51 53.7 E000 15.6		
74	N51 53.7 E000 15.5		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
501	N51 52.9 E000 13.3	515	N51 53.3 E000 13.2
502	N51 52.8 E000 13.3	516	N51 53.2 E000 13.2
503, 504	N51 52.9 E000 13.5	517	N51 53.3 E000 13.1
505 thru 507	N51 53.0 E000 13.6	518	N51 53.2 E000 13.1
508	N51 53.0 E000 13.7	519	N51 53.1 E000 13.0
509, 510	N51 53.1 E000 13.7		
511	N51 53.2 E000 13.6		
512	N51 53.2 E000 13.5		
513	N51 53.2 E000 13.4		
514	N51 53.3 E000 13.3		

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04	CAT 2 ILS DME	432' (100')	RA 108' - 300m
	ILS DME	532' (200')	500m / 1000m
	LOC	670' (338')	800m / 1000m
	SRA	960' (628')	1000m / 1000m
22	CAT 2 ILS DME	448' (100')	RA 101' - 300m
	ILS DME	548' (200')	500m / 1000m
	LOC	740' (392')	800m / 1000m
	SRA	970' (622')	1000m / 1000m

CIRCLE-TO-LAND ❶	MDA(H)	VIS
	830' (482') ❷	1000m

❶ Rwy 04: See 30-4 noise abatement.

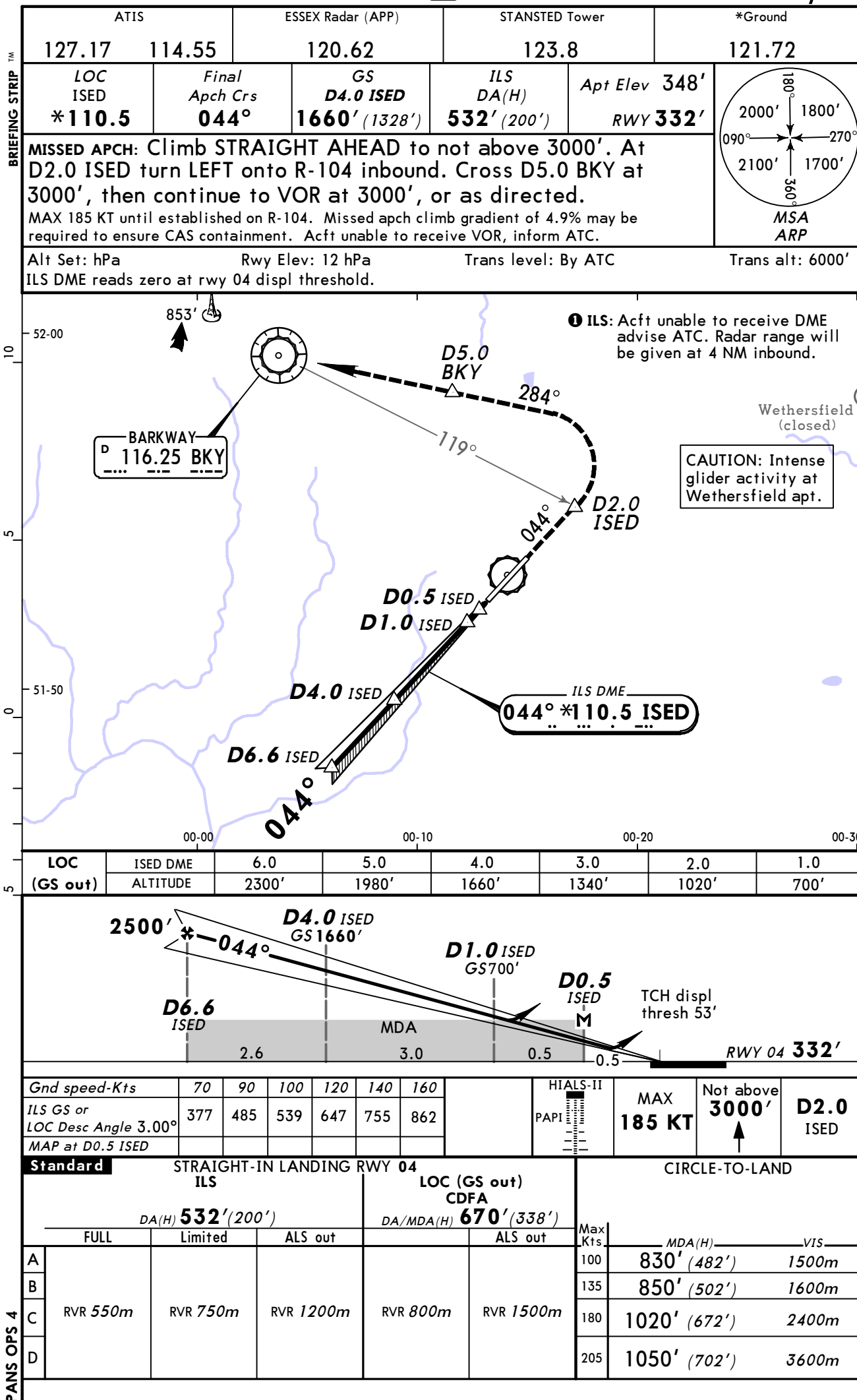
❷ After SRA 04: 960' (612').

After SRA 22: 970' (622').

TAKE-OFF RWY 04, 22				
LVP must be in Force ❸				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❹	800m

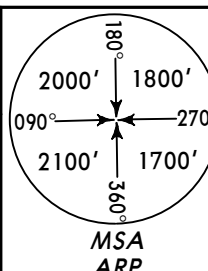
❸ Without LVP 400m are stipulated.

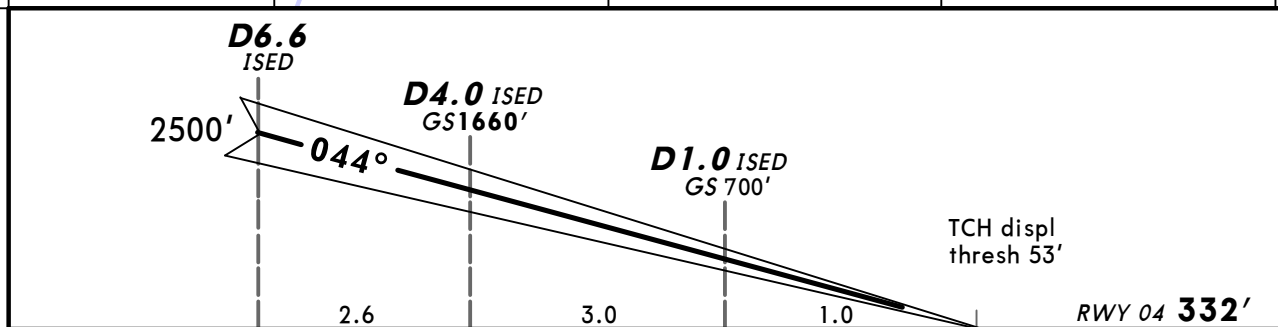
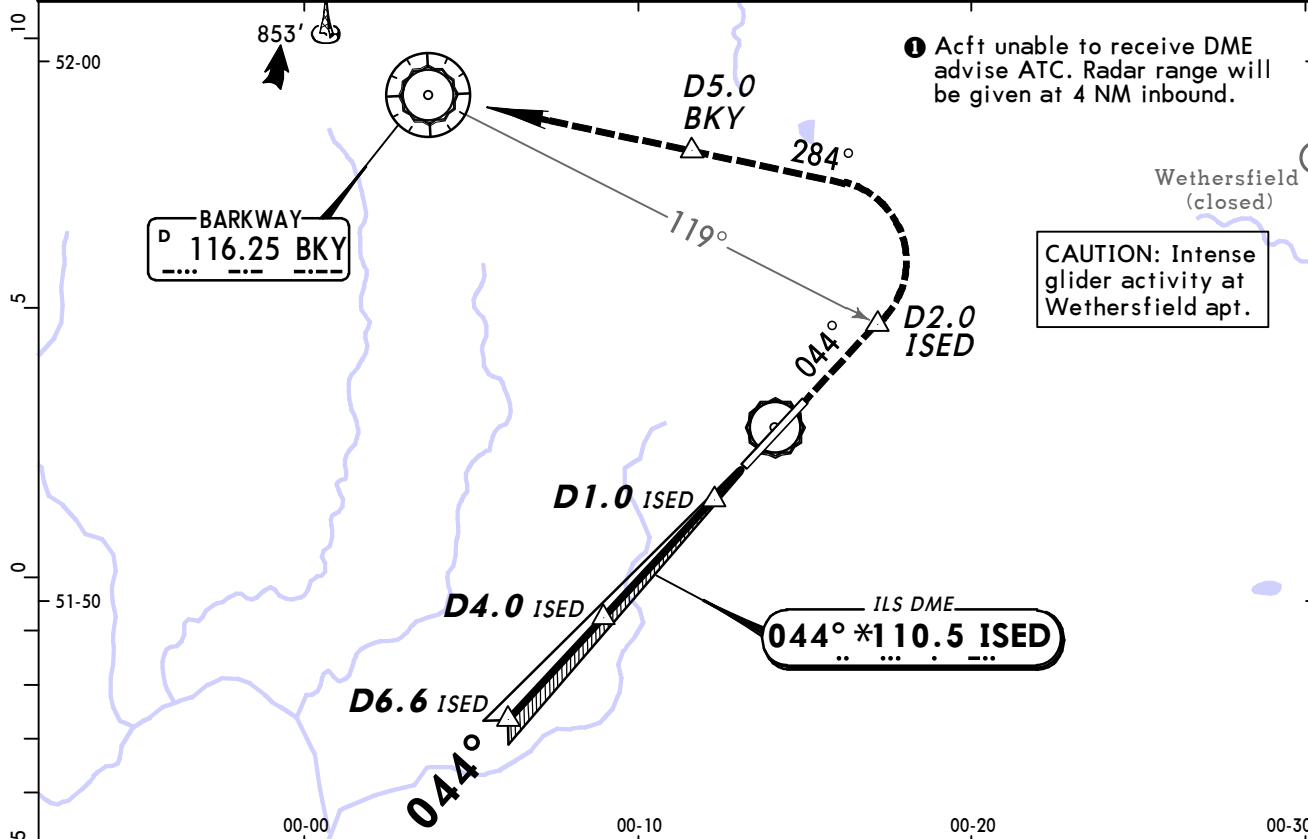
❹ Or rejected take-off distance whichever is the greater.



TH

BRIEFING STRIP

ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
127.17 114.55		120.62		123.8		121.72	
LOC ISED *110.5	Final Apch Crs 044°	GS D4.0 ISED 1660' (1328')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 348' RWY 332'		
MISSED APCH: Climb STRAIGHT AHEAD to not above 3000'. At D2.0 ISED turn LEFT onto R-104 inbound. Cross D5.0 BKY at 3000', then continue to VOR at 3000', or as directed.							
MAX 185 KT until established on R-104. Missed apch climb gradient of 4.9% may be required to ensure CAS containment. Acft unable to receive VOR, inform ATC.							
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'							
1. Special Aircrew and Acft Certification Required. 2. ILS DME reads zero at rwy 04 displ threshold.							

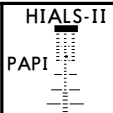
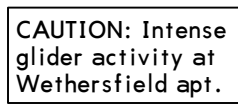


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MAX 185 KT	Not above 3000'	D2.0 ISED
GS	3.00°	377	485	539	647	755				

Standard		STRAIGHT-IN LANDING RWY 04	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 108'	
RVR 200m		DA(H) 432' (100')	
RVR 200m		RVR 300m	

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

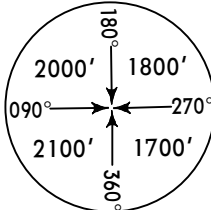
A circular diagram representing a Maximum Safe Area (MSA) for a Restricted Area (ARP). The circle is divided into four quadrants by a vertical and a horizontal line. The dimensions for each quadrant are: Top-Left (2000'), Top-Right (1800'), Bottom-Left (2100'), and Bottom-Right (1700'). The angles for each quadrant are: Top-Left (90°), Top-Right (270°), Bottom-Left (090°), and Bottom-Right (360°). The text "MSA" and "ARP" is written below the circle.

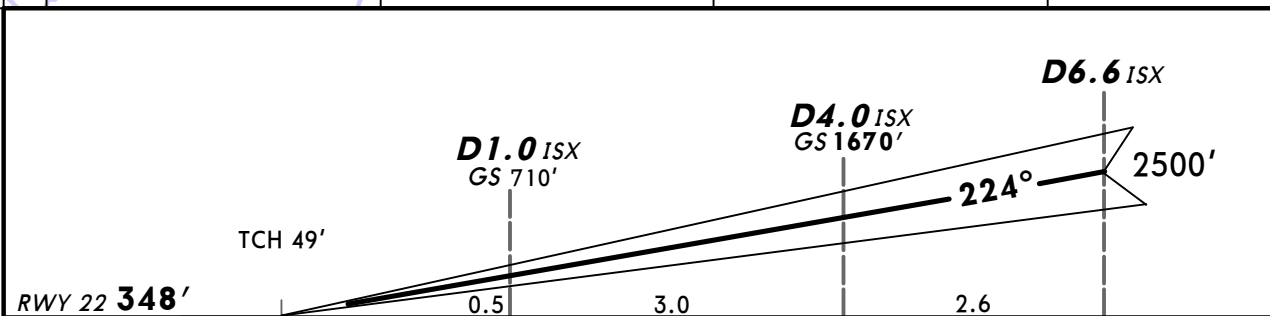
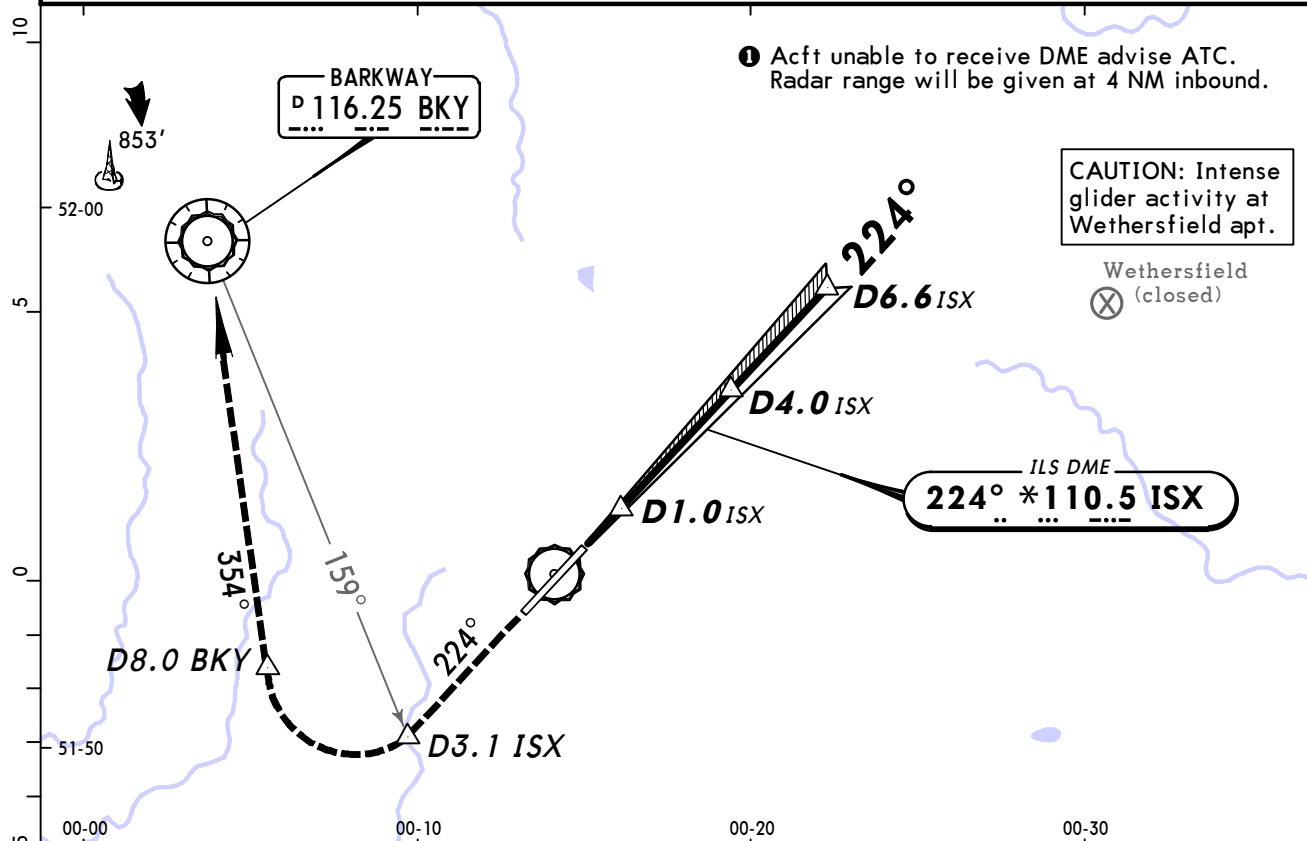


Standard		STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND 1	
		ILS		LOC (GS out) CDFA			
		DA(H) 548' (200')		DA/MDA(H) 740' (392')			
		FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m	100	830' (482') 1500m
B					RVR 1800m	135	850' (502') 1600m
C					RVR 1800m	180	1020' (672') 2400m
D					RVR 1800m	205	1050' (702') 3600m

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BRIEFING STRIP™

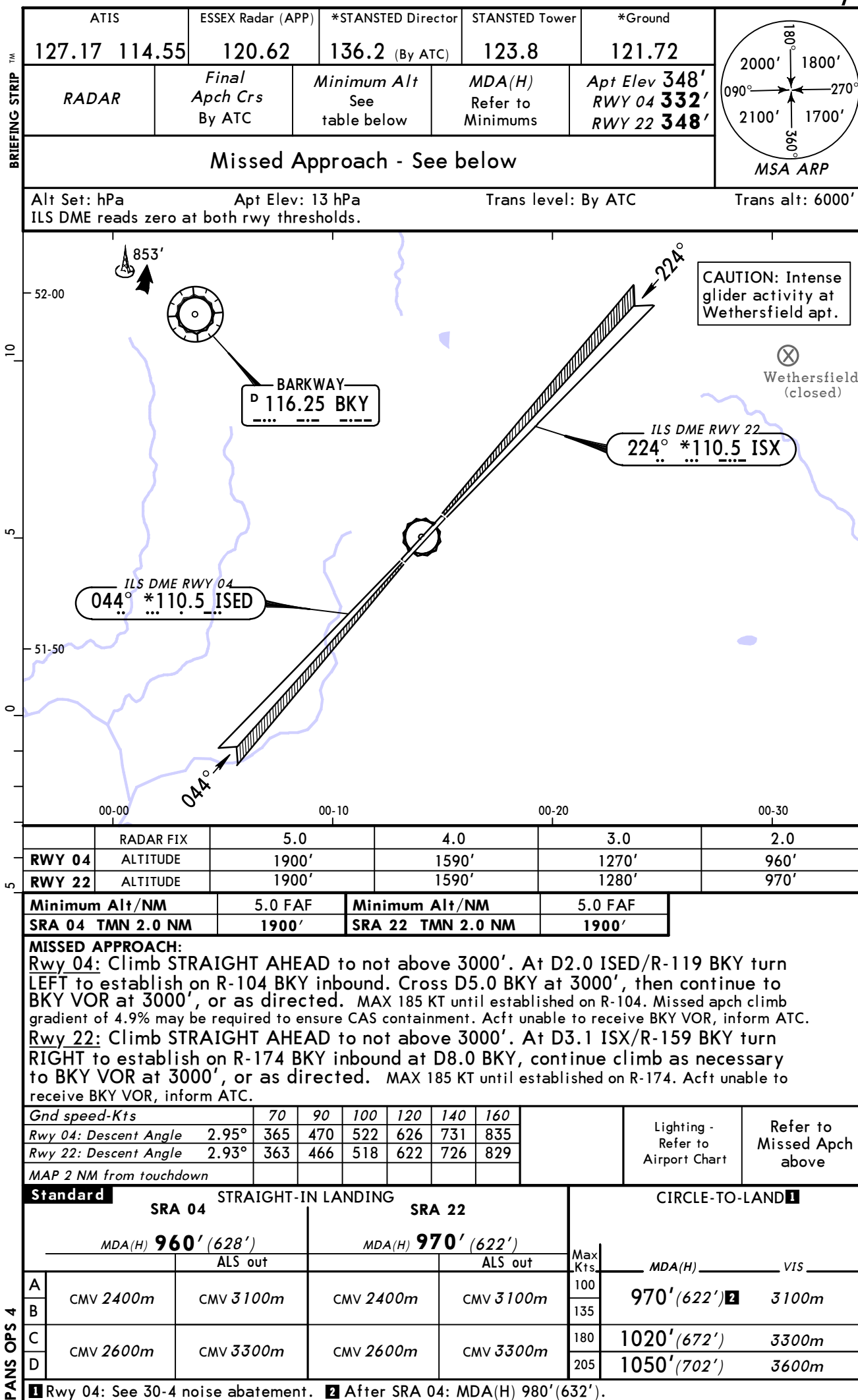
ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground			
127.17		114.55		120.62		123.8		121.72	
LOC ISX *110.5		Final Apch Crs 224°		GS D4.0 ISX 1670' (1322')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 348' RWY 348'	
MISSED APCH: Climb STRAIGHT AHEAD to not above 3000'. At D3.1 ISX turn RIGHT onto R-174 inbound at D8.0 BKY, continue climb as necessary to VOR at 3000', or as directed.									
MAX 185 KT until established on R-174. Acft unable to receive VOR, inform ATC.									
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 6000'			
1. Special Aircrew and Acft Certification Required. 2. ILS DME reads zero at rwy 22 threshold.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MAX 185 KT	Not above 3000' ↑	D3.1 ISX
GS	3.00°	377	485	539	647	755				

Standard		STRAIGHT-IN LANDING RWY 22	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 101' DA(H) 448' (100')	
RVR 200m		RVR 300m 1	

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.



LONDON, (STANSTED - EGSS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGSS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(all SIDs) Eff 8 Mar 12, when ATC removes MAX 250 KT speed restriction below FL100 by the phrase 'No ATC speed restriction', this must not be interpreted as removing the responsibility to adhere to any speed/power limitations due to noise abatement procedures. If a pilot can anticipate to be unable to comply with speed restriction, state minimum speed acceptable when requesting start-up.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(30-2B thru 30-2X, 30-3H thru 30-3N) MSA based on ARP lowered bwn 270°-360° inbound to 1700'.