

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGSS

Terminal Charts For EGSS

Revision Letter For Cycle 13-2014

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: 1.0°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: 0340 Z  
Sunset: 2022 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

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## 1. GENERAL

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### 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.egss 30-1

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

Western Apron MAX wingspan 118'/36m.

### 1.6. PARKING INFORMATION

#### 1.6.1. GENERAL

Stands 40, 50L, 50R, 51L, 51R, 52L, 52R, 53L, 53R, 61L, 61R, 62L, 62R, 63L, 63R, 64L, 64R, 72L, 72R, 73L, 73R, 83L, 83R, 84L, 84R, 85L, 85R, 204R, 204L, 205R, 205L, 213L, 213R, 214L, 214R equipped with AGNIS.

Stands 1, 1L, 1R, 2, 3, 4, 5, 6, 7, 8, 9L, 9C, 9R, 10, 11L, 11R, 12L, 12C, 12R, 13L, 13C, 13R, 14L, 14R, 15, 20, 21, 22, 23L, 23R, 24L, 24R, 25, 30, 31, 32L, 32R, 33L, 34L, 34R, 41, 42L, 43L, 43R, 44L, 44R, 45R, 65L, 65R, 204, 205, 213, 214 equipped with SAFEDOCK.

On stands 11C, 23C, 24C, 32C, 33C, 33R, 34C, 40, 42C, 42R, 43C, 44C, 45L, 50C, 51C, 52C, 61C, 62C, 63C, 70L, 70R, 71L, 71R, 74, 76, 204F 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.

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## 2. ARRIVAL

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### 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.

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## 2. ARRIVAL

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### 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).

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## 2. ARRIVAL

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### 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 2330-0600LT

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.

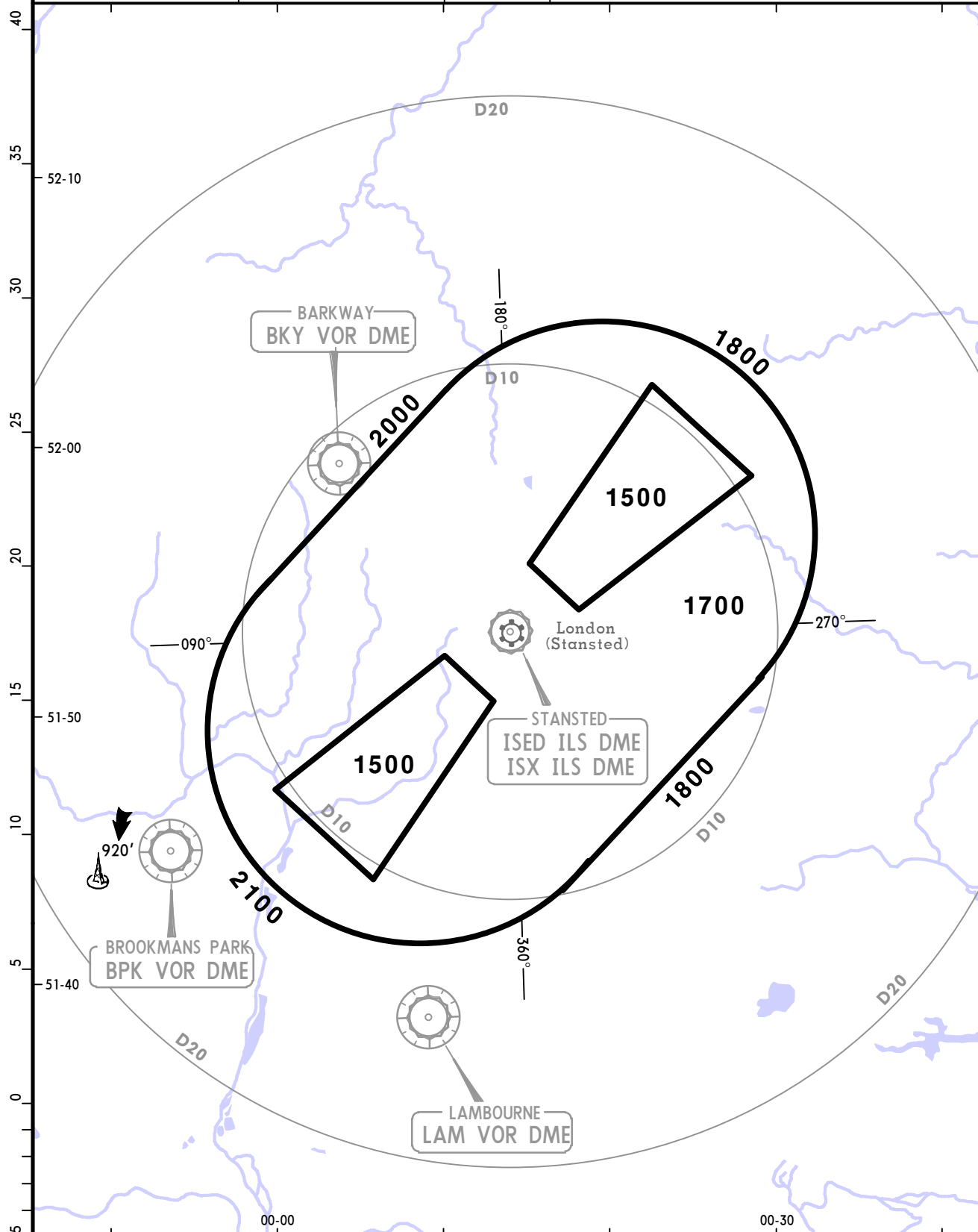
##### 3.2.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

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                                                                                                                               |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>INITIAL APPROACH</b>                | Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to BKY at <b>3000'</b> or last assigned level if higher. |
| <b>INTERMEDIATE AND FINAL APPROACH</b> | Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to BKY at <b>3000'</b> .             |

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.ABBOT 1B [ABOT1B], ABBOT 1C [ABOT1C]  
RNAV ARRIVALS

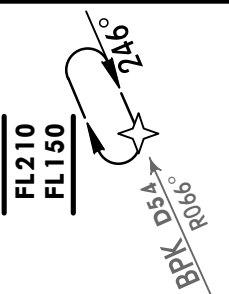
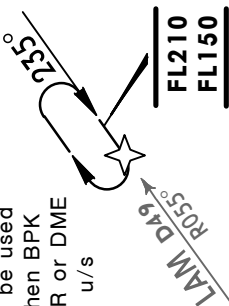
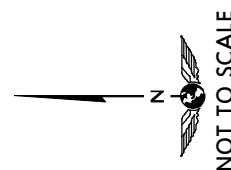
TO BE USED BY ACFT APPROVED

FOR BRNAV OPERATIONS IN UK AIRSPACE

NON-APPROVED ACFT USE STAR ABBOT 1D ON CHART 30-2B

WHEN BKY VOR OR DME UNSERVICEABLE USE

RNAV STARS CASEY 1B &amp; 1C ON CHART 30-2A

**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.**1** Aircraft will be  
instructed by  
ATC to fly at the  
appropriate FL.Direct distance from ABBOT to:  
Stansted Apt 16 NM**HOLDINGS OVER LAPRA**To be used  
when BPK  
VOR or DME  
u/s**DESCENT PLANNING**Pilots should plan for possible descent  
clearance as follows:**ABBOT 1B:** BARM (FL260)  
DITOB (FL220; +10 NM)  
LAPRA (FL120; K250-)  
ABBOT (FL80+; FL140-; K220-)**ABBOT 1C:** IDESI (FL220; +15 NM)  
IDESI (FL180)  
LAPRA (FL120; K250-)**ACTUAL DESCENT CLEARANCE WILL  
BE AS DIRECTED BY ATC.****BARKWAY**  
D (H) 116.25 BKY  
N51 59.4 E000 03.7**1** **FL140  
FL80**  
D20/26  
D20.0  
R087°  
**ABBOT**  
N52 01.0  
E000 36.0**BROOKMANS  
PARK**D (H) 117.5 BPK  
N51 45.0 W000 06.4**LAMBOURNE**  
D (H) 115.6 LAM  
N51 38.8 E000 09.1**BARM**  
N52 28.7  
E002 34.219.8  
248°  
ABBOT 1B10 NM  
before DITOB  
DITOB  
N52 17.0 E001 49.5**SLP  
LAPRA**  
N52 07.1  
E001 12.624.1  
256°  
D4923.4  
055°  
D54069°  
267°  
D20/2628.3  
299°  
ABBOT 1C**IDESI**  
N51 53.9 E001 53.1

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.CASEY 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 ON CHART 30-2C  
TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE

## WARNING

Do not proceed beyond  
CASEY  
without ATC clearance.

## SPEED RESTRICTION

Cross 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: IDESI (FL220; +15 NM)  
IDESI (FL180)  
LAPRA (FL120; K250-) K250-)CASEY (FL80+; FL140-; 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  
248°10 NM  
before DITOBDITOB  
N52 17.0 E001 49.5

24.1

SLP  
LAPRA  
N52 07.1  
E001 12.6

256°

D49

055° D54

066°

24.1

24.1

030/36

CASEY  
N52 00.5  
E000 35.0FL140  
FL80SLP  
LAPRA  
N52 07.1  
E001 12.6

256°

D49

055° D54

066°

24.1

24.1

030/36

CASEY  
N52 00.5  
E000 35.0FL140  
FL80

28.3

CASEY 1C

299°

IDESI  
N51 53.9 E001 53.1

24.1

SLP  
LAPRA  
N52 07.1  
E001 12.6

256°

D49

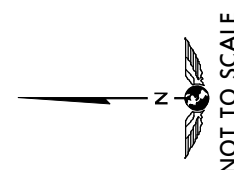
055° D54

066°

24.1

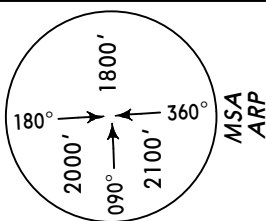
24.1

030/36

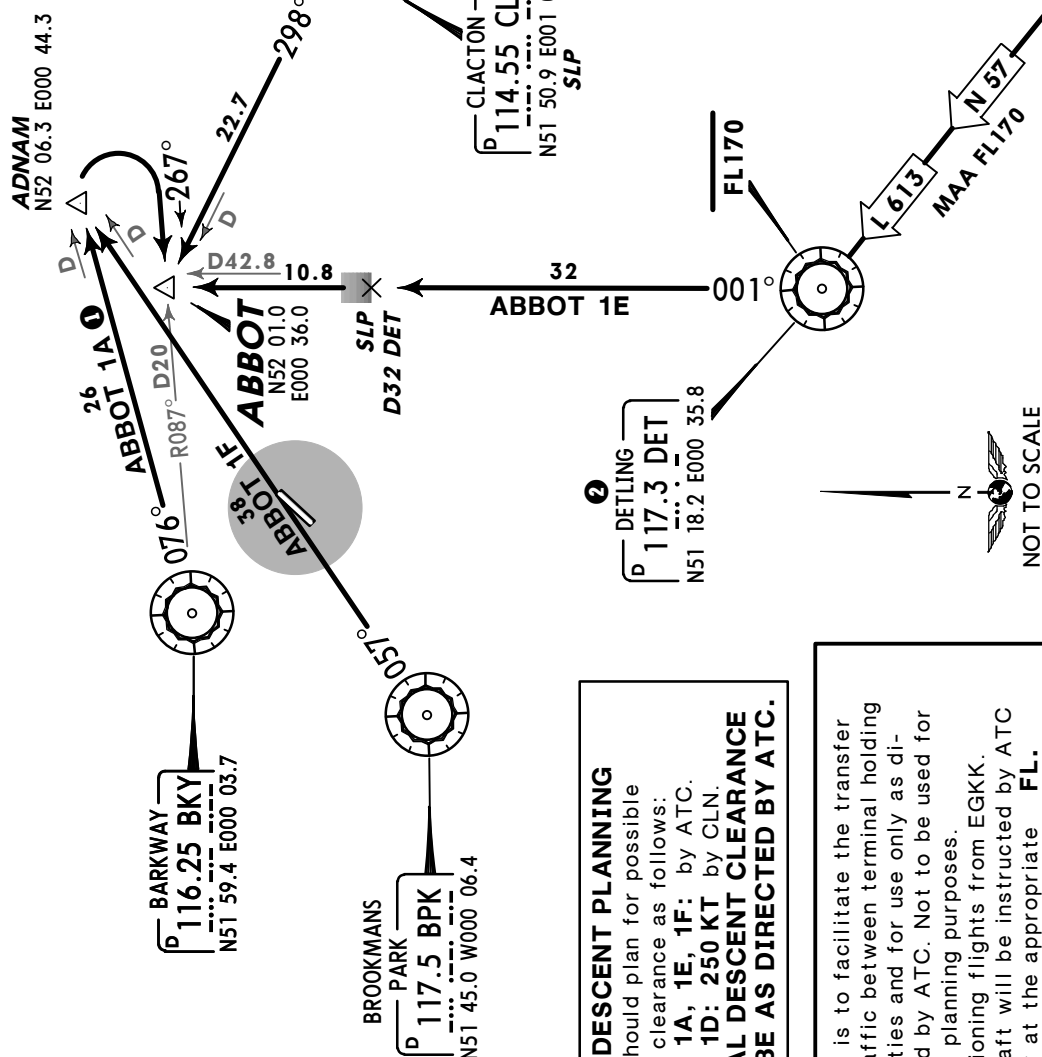
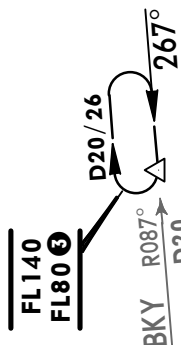
CASEY  
N52 00.5  
E000 35.0FL140  
FL801 Aircraft will be  
instructed by  
ATC to fly at the  
appropriate FL.

## HOLDINGS OVER LAPRA

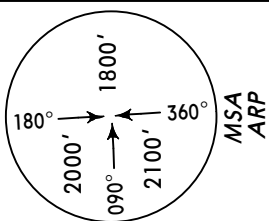
To be used  
when BPK  
VOR or DME  
u/sFL210  
FL150BPK D54  
R066°FL210  
FL150LAPRA D49  
R055°FL210  
FL150LAPRA D49  
R055°FL210  
FL150BROOKMANS  
PARK  
P (H) 117.5 BPK  
N51 45.0 W000 06.4LAMBOURNE  
P (H) 115.6 LAM  
N51 38.8 E000 09.1

ATIS  
127.17 114.55Apt 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

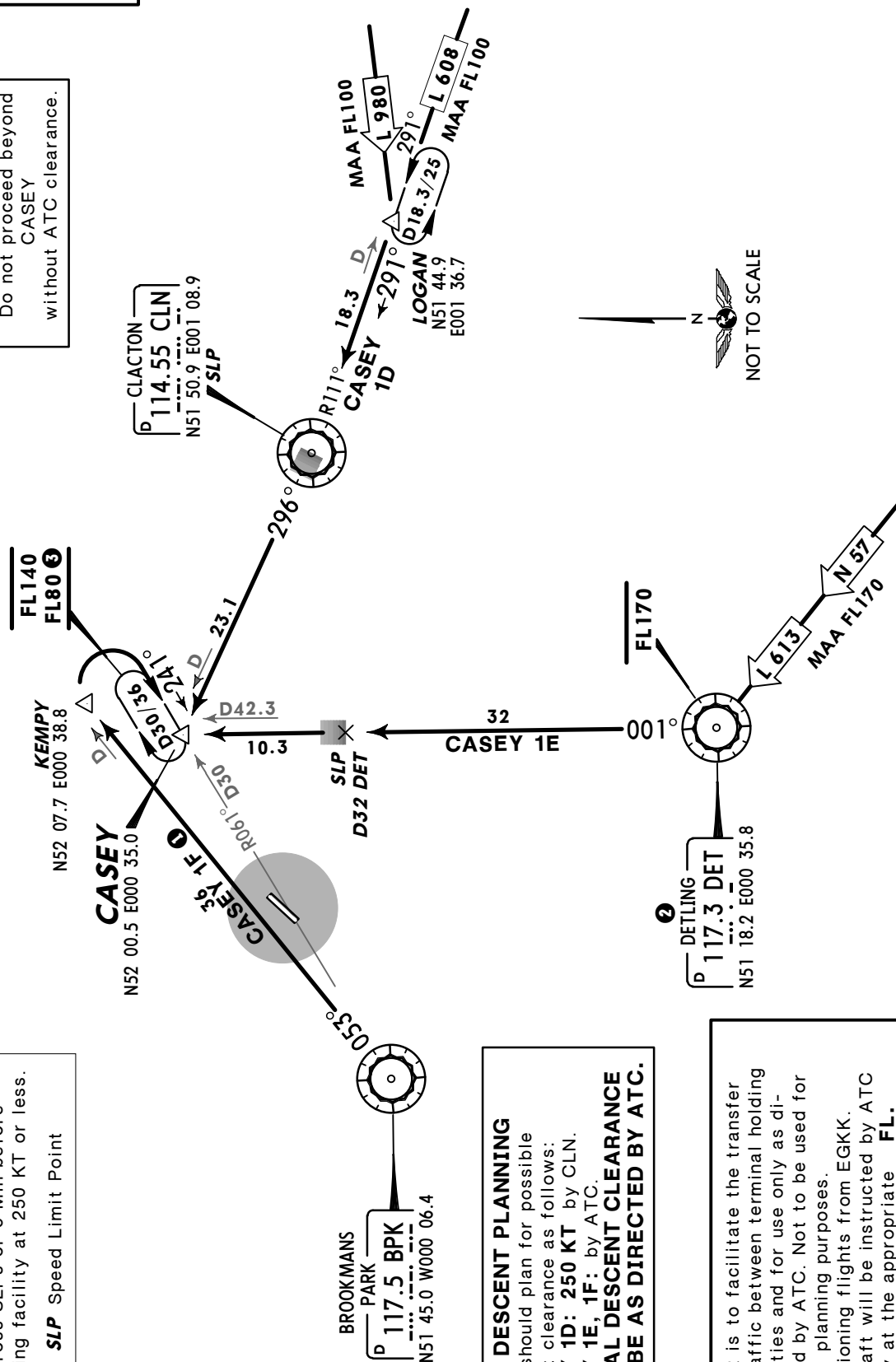
**HOLDING OVER  
ABBOT****DESCENT PLANNING**Pilots should plan for possible  
descent clearance as follows:  
ABBOT 1A, 1E, 1F: by ATC.  
ABBOT 1D: 250 KT by CLN.  
**ACTUAL DESCENT CLEARANCE  
WILL BE AS DIRECTED BY ATC.**

- 1 STAR is to facilitate the transfer of traffic between terminal holding facilities and for use only as directed 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:

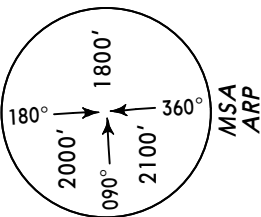
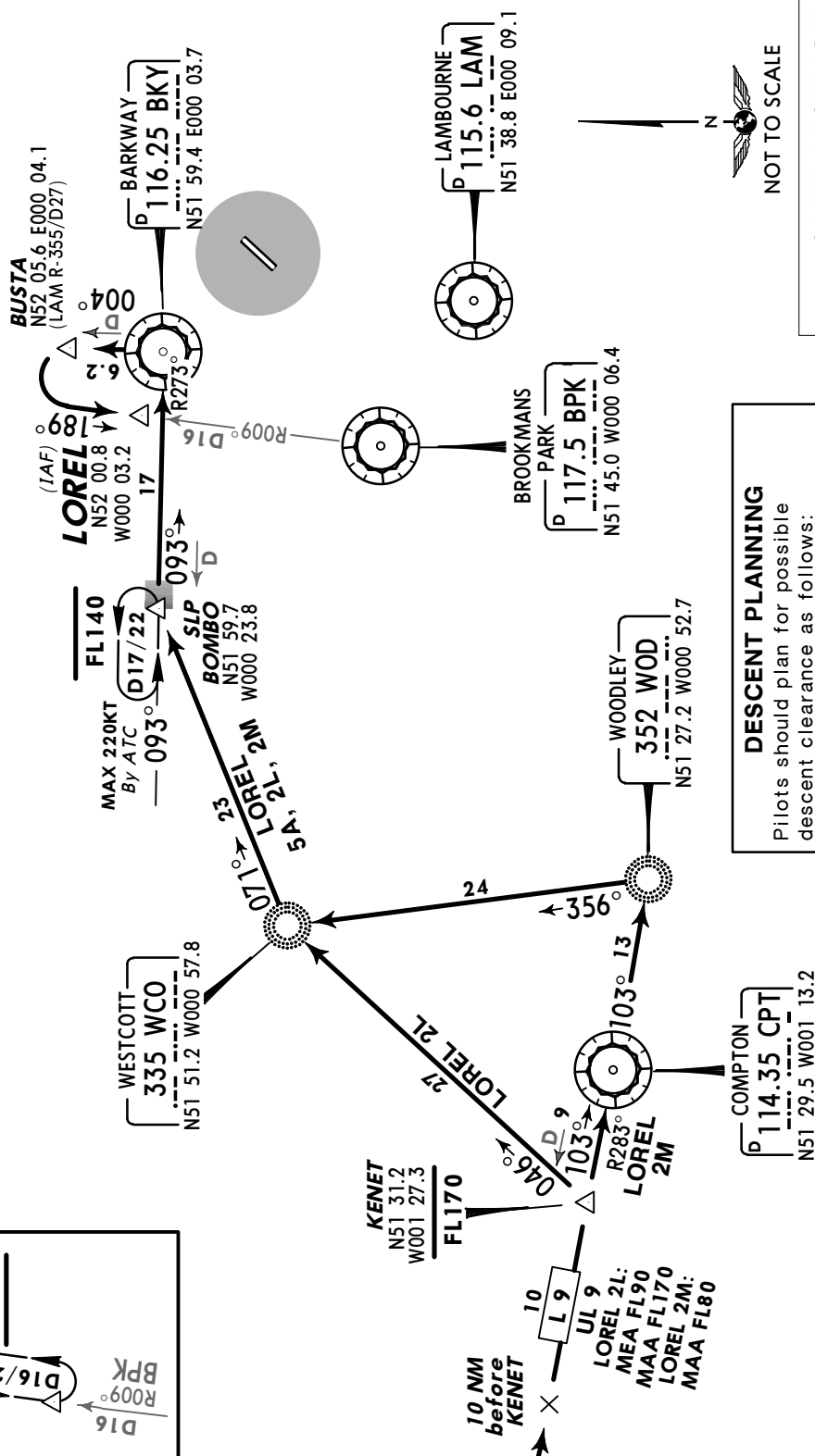
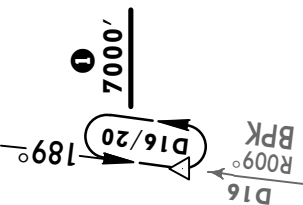
CASEY 1D: 250 KT by CLN.

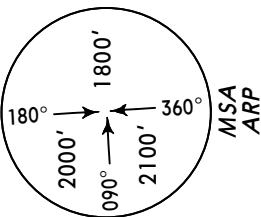
CASEY 1E, 1F: by ATC.

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.

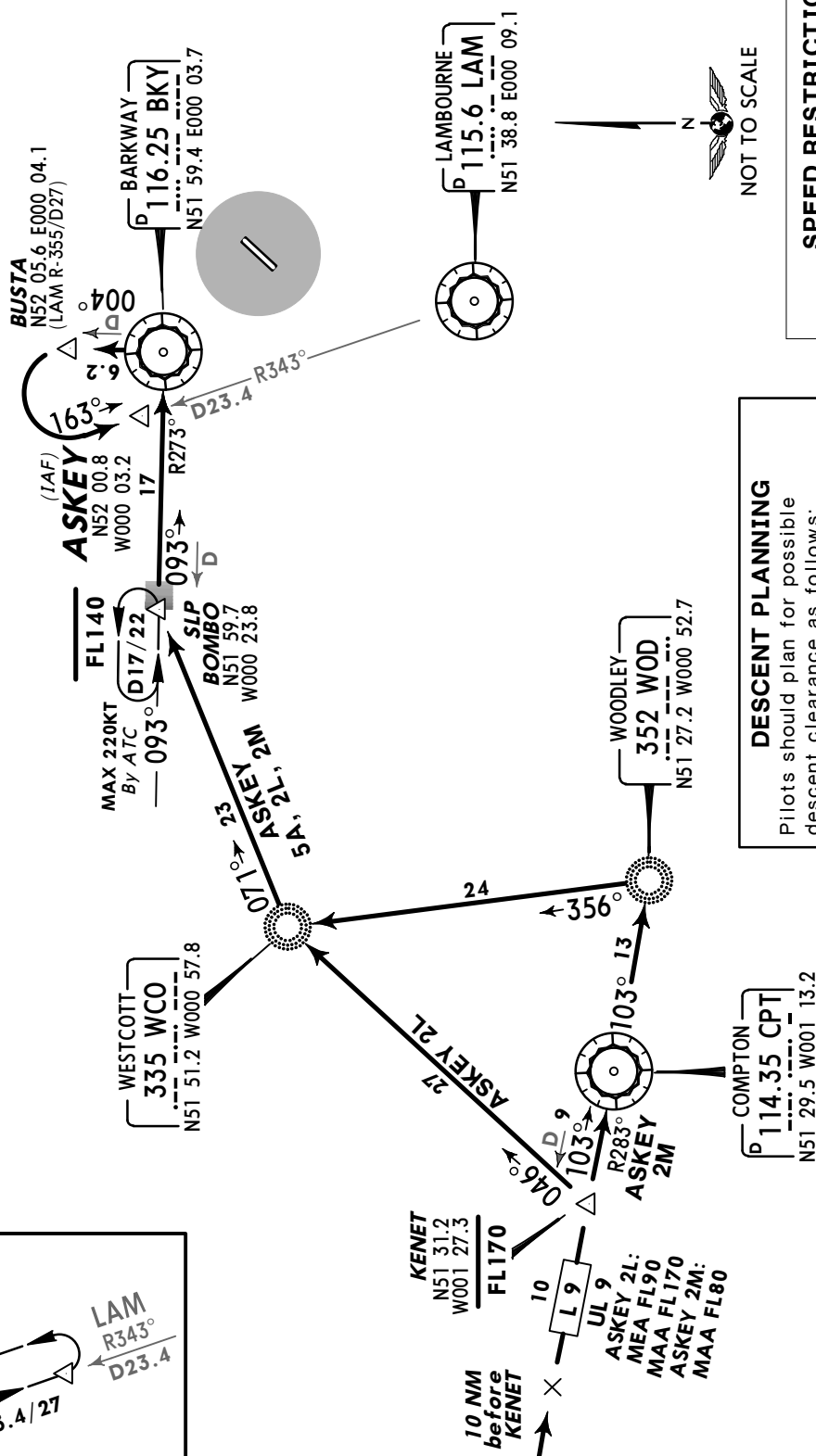
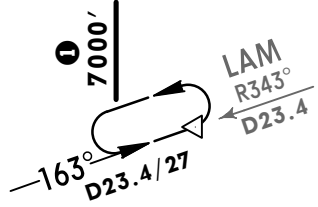
③ Aircraft will be instructed by ATC  
to fly at the appropriate FL.

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.

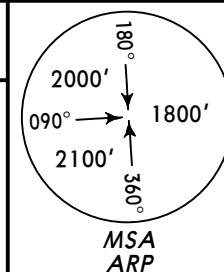
SLP Speed Limit Point

## DESCENT PLANNING

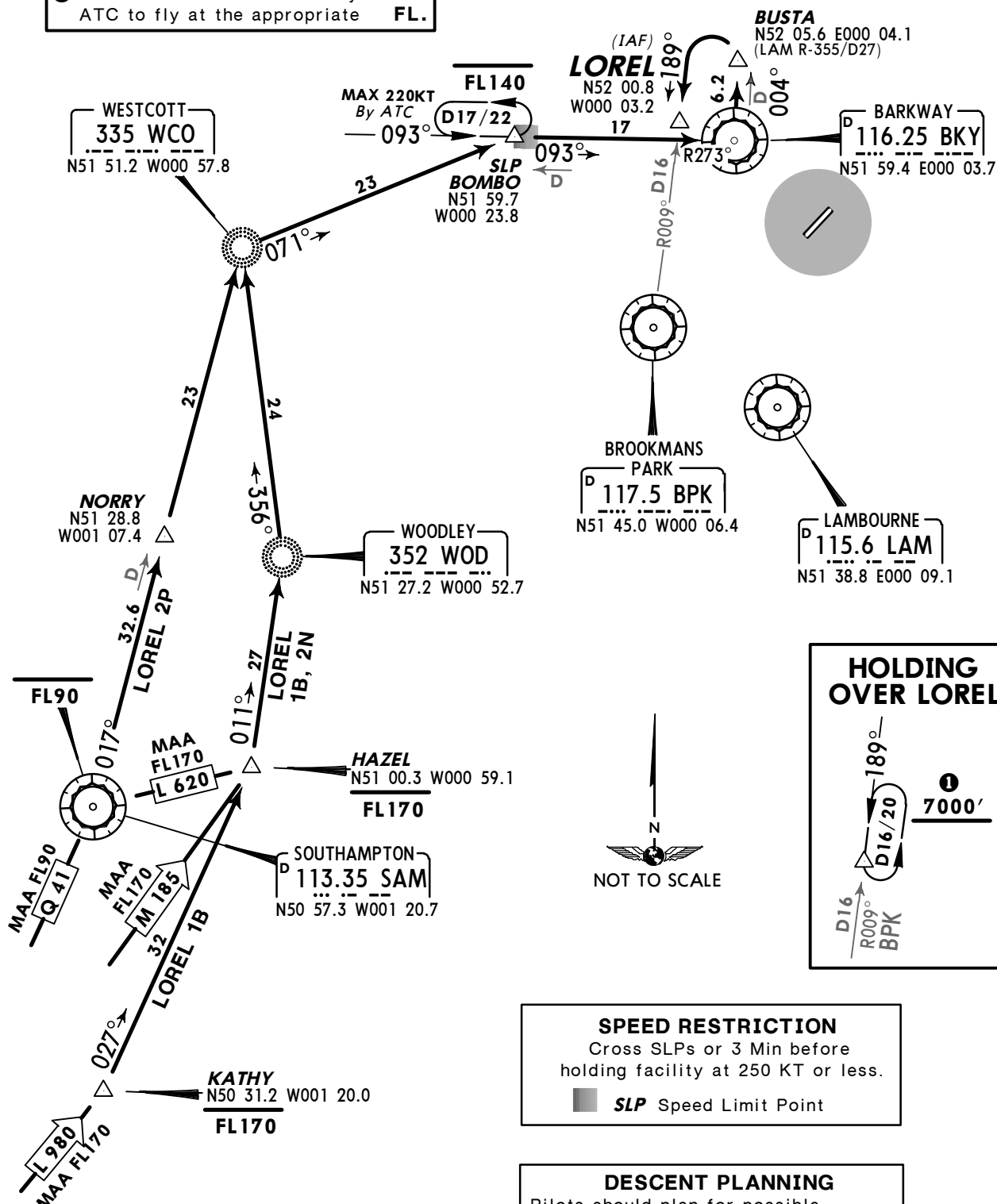
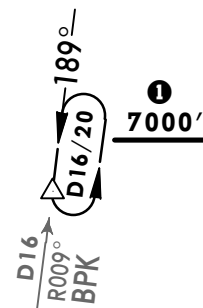
Pilots should plan for possible  
descent clearance as follows:  
**ASKEY 2L: FL140** by 10NM before  
KENET for flight planning purposes  
only.**ACTUAL DESCENT CLEARANCE  
WILL BE AS DIRECTED BY ATC.**

ATIS  
127.17 114.55Apt Elev  
348'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'LOREL 1B [LORE1B], LOREL 2N [LORE2N]  
LOREL 2P [LORE2P]

## ARRIVALS

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

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 1B, 2N: by ATC.

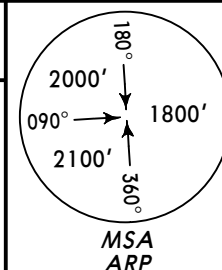
**ACTUAL DESCENT CLEARANCE  
WILL BE AS DIRECTED BY ATC.**

## WARNING

Do not proceed beyond  
LOREL  
without ATC clearance.

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**  
N52 00.8 W000 03.2  
FL140  
D17/22  
093°

**ASKEY 1B, 2N**  
011° 27

**ASKEY 2P**  
017° 32.6 D

**ASKEY 1A**  
N52 05.6 E000 04.1  
(IAF)  
N52 00.8 W000 03.2  
17  
093° R273°

**BARKWAY**  
116.25 BKY  
N51 59.4 E000 03.7

**LAMBOURNE**  
115.6 LAM  
N51 38.8 E000 09.1

**SLP BOMBO**  
N51 59.7 W000 23.8

**SLP** Speed Limit Point

**HOLDING OVER ASKEY**  
7000'

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

**DESCENT PLANNING**  
Pilots should plan for possible

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

**SLP** Speed Limit Point

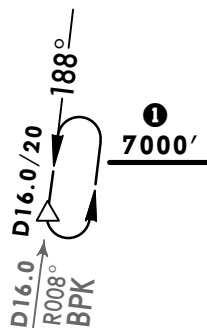
Pilots should plan for possible descent clearance as follows:  
**ASKEY 1B, 2N:** by ATC.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

Do not proceed beyond  
ASKEY  
without ATC clearance.

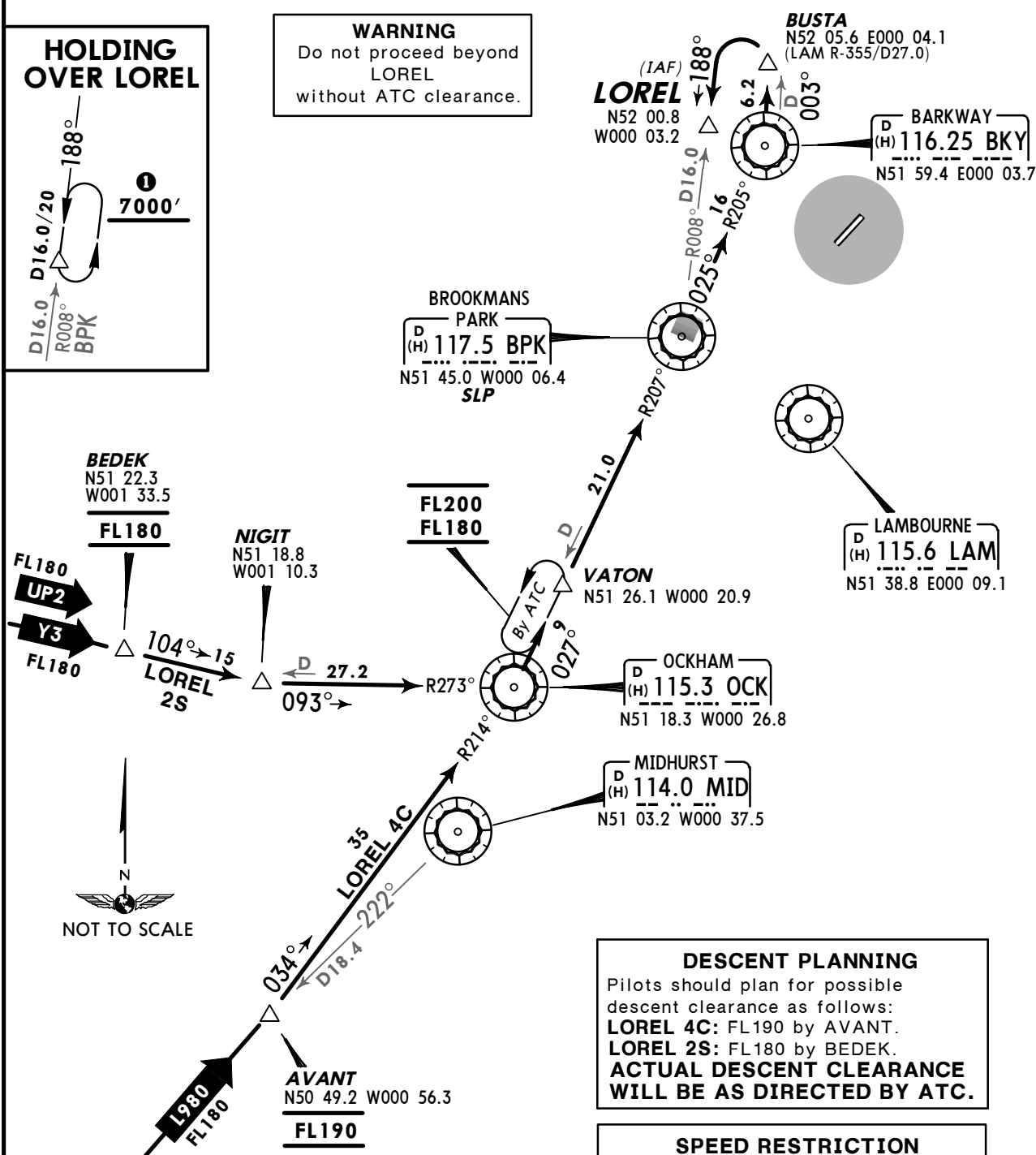
ATIS  
127.17 114.55Apt Elev  
348'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

## LOREL 4C [LORE4C], LOREL 2S [LORE2S]

## ARRIVALS

WHEN BPK VOR OR DME UNSERVICEABLE USE  
STARS ASKEY 4C & 2SDirect distance from LOREL to:  
Stansted Apt 13 NM**1** Aircraft will be instructed by  
ATC to fly at the appropriate FL.HOLDING  
OVER LOREL

## WARNING

Do not proceed beyond  
LOREL  
without ATC clearance.

## DESCENT PLANNING

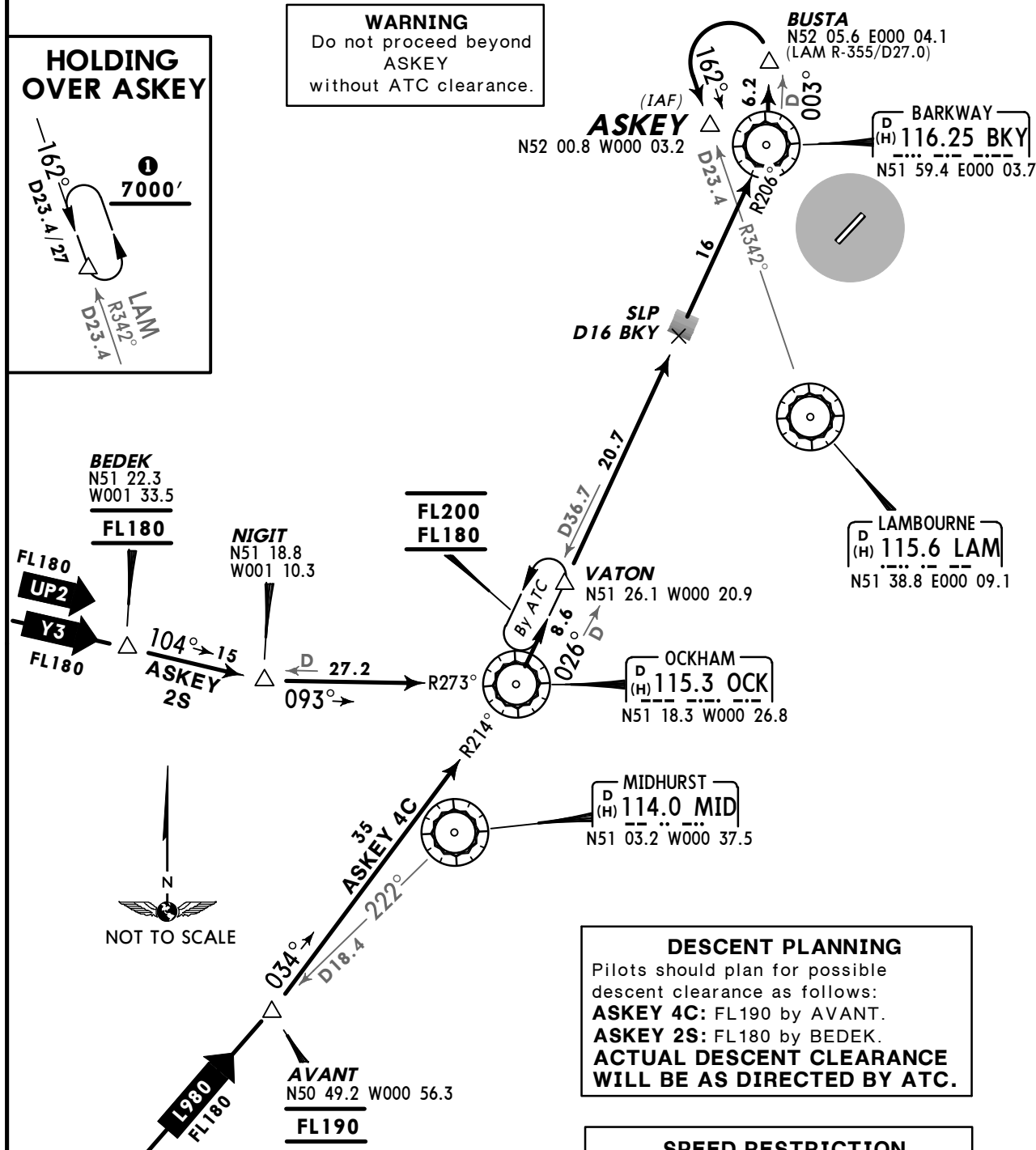
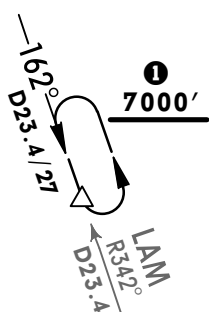
Pilots should plan for possible  
descent clearance as follows:  
**LOREL 4C:** FL190 by AVANT.  
**LOREL 2S:** FL180 by BEDEK.  
**ACTUAL DESCENT CLEARANCE  
WILL BE AS DIRECTED BY ATC.**

## 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

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

## LOREL 2D [LORE2D]

## ARRIVAL

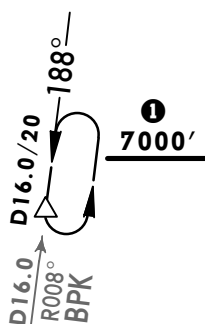
WHEN BPK VOR OR DME UNSERVICEABLE USE  
STAR ASKEY 2D

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

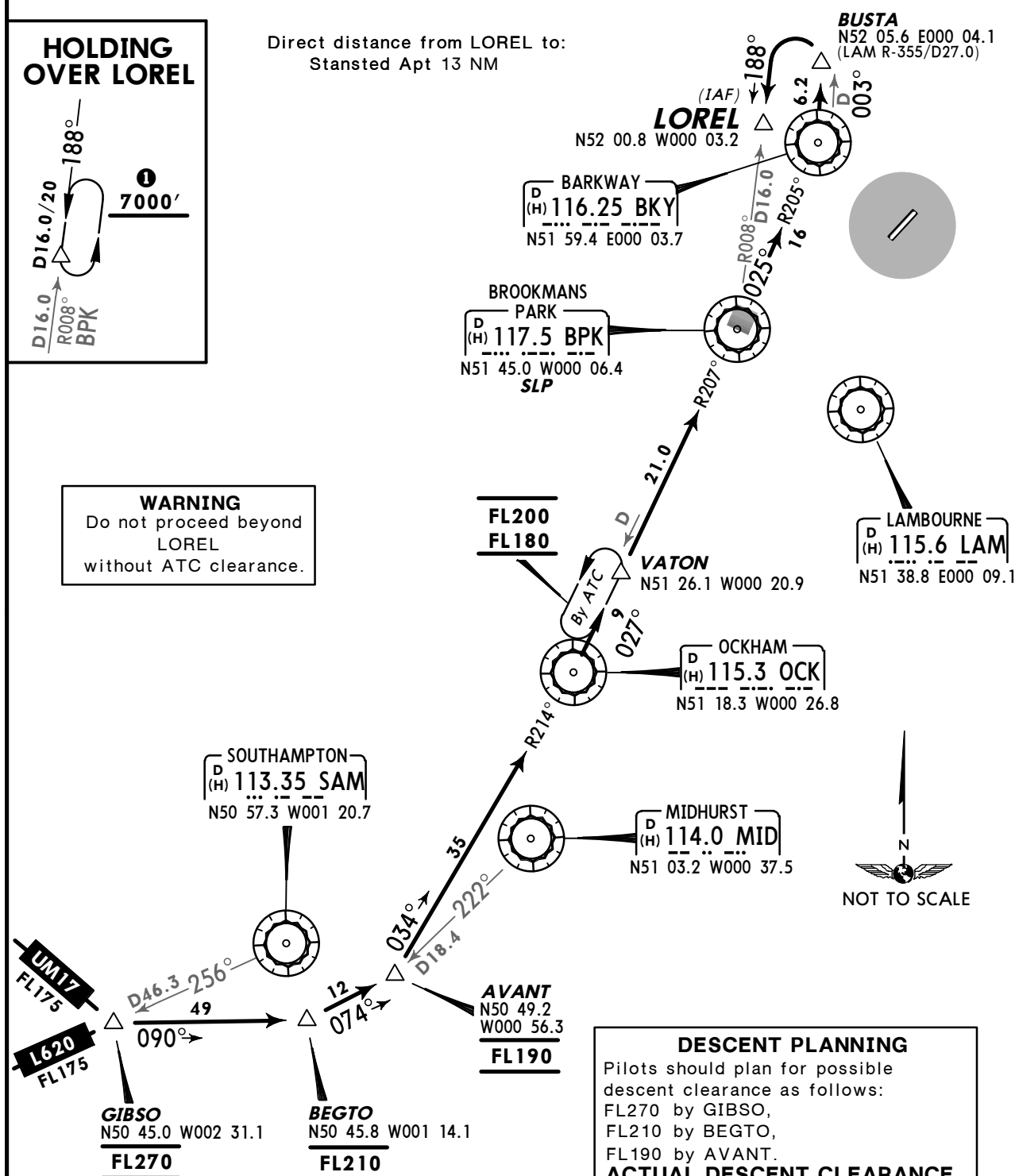
## SPEED RESTRICTION

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

■ SLP Speed Limit Point

HOLDING  
OVER LORELDirect distance from LOREL to:  
Stansted Apt 13 NM

**WARNING**  
Do not proceed beyond  
LOREL  
without ATC clearance.



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

## ASKEY 2D [ASKE2D]

## ARRIVAL

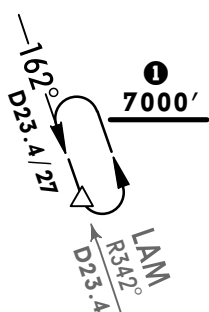
TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

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

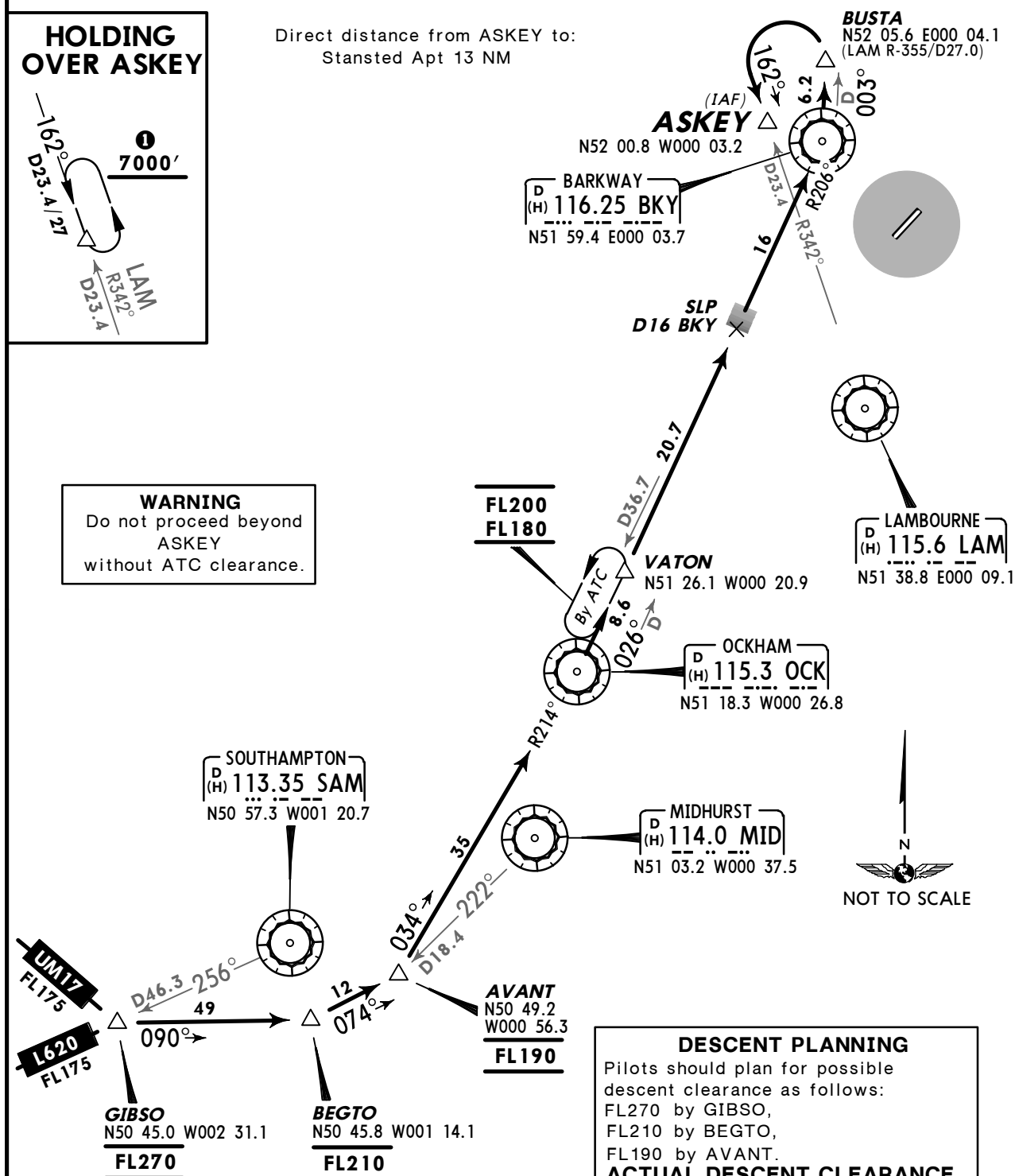
## SPEED RESTRICTION

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.



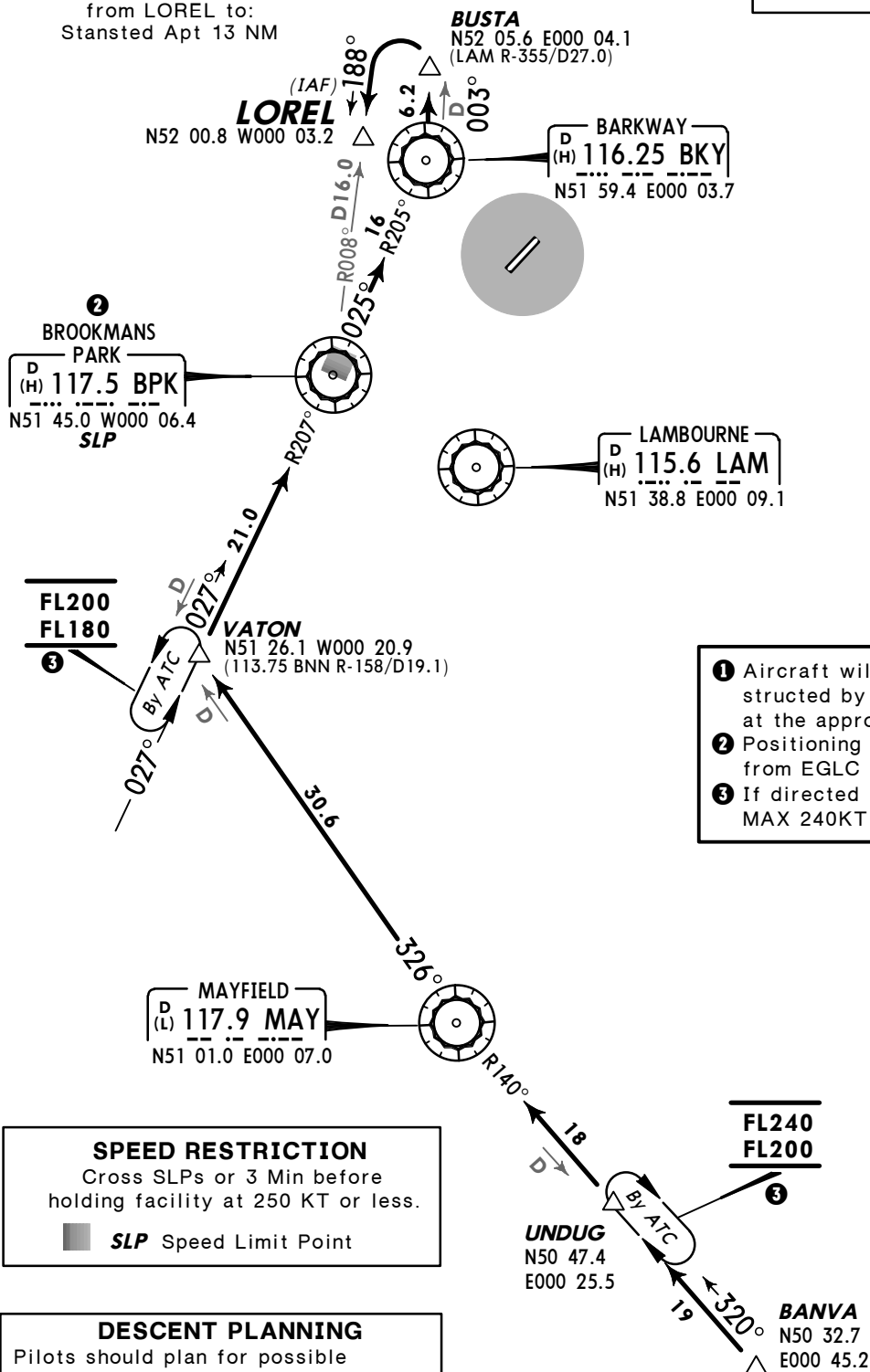


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ATIS  
127.17 114.55Apt Elev  
348'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

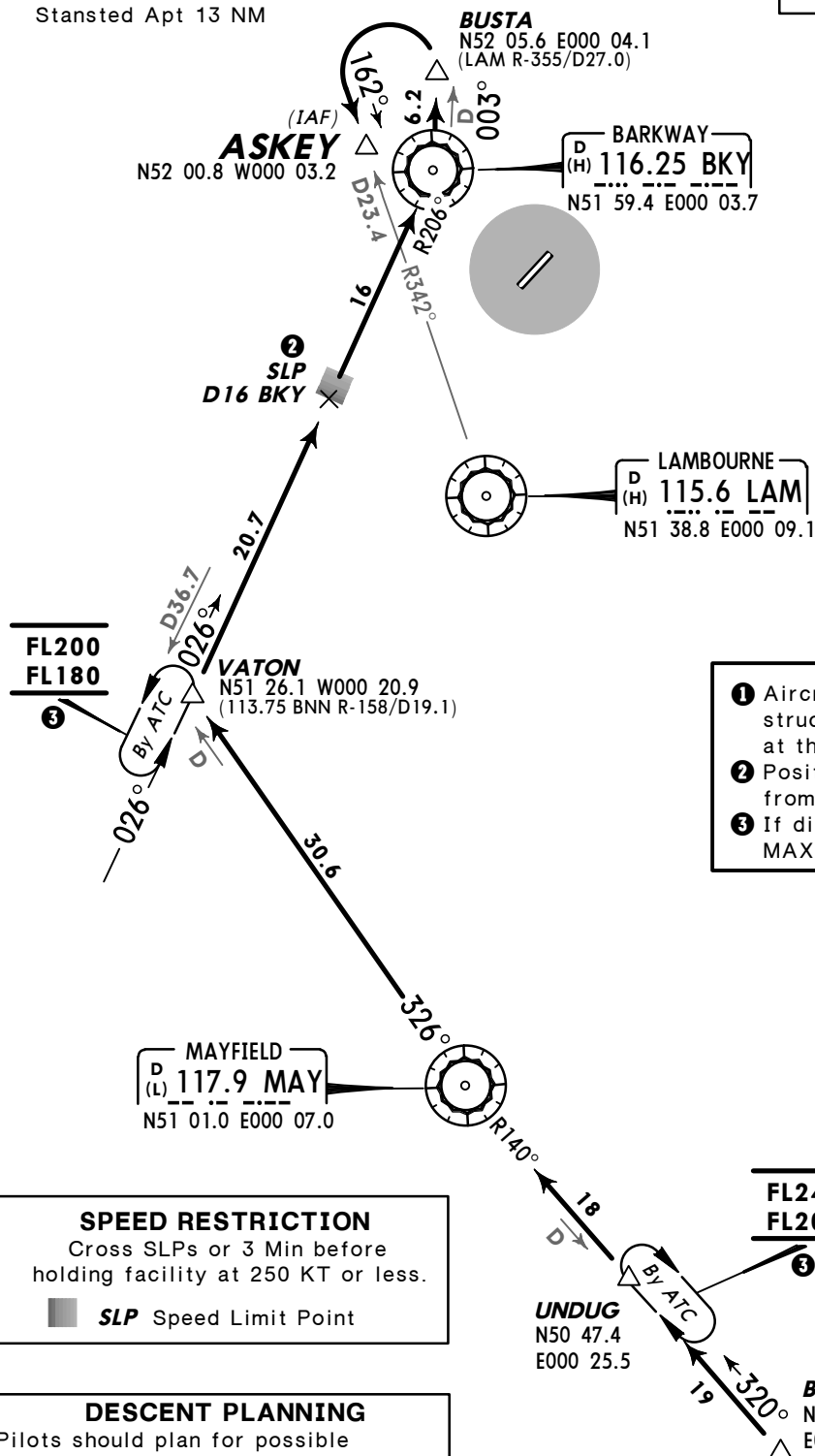
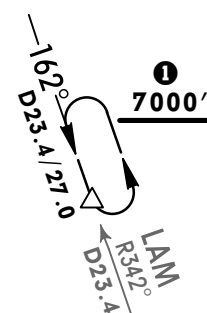
## LOREL 4Q [LORE4Q]

## ARRIVAL

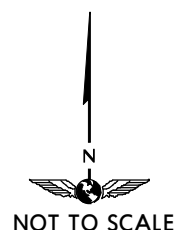
WHEN BPK VOR OR DME UNSERVICEABLE USE  
STAR ASKEY 4QDirect distance  
from LOREL to:  
Stansted Apt 13 NM

ATIS  
127.17 114.55Apt Elev  
348'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'**ASKEY 4Q [ASKE4Q]  
ARRIVAL**

TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

Direct distance  
from ASKEY to:  
Stansted Apt 13 NM**WARNING**Do not proceed beyond  
ASKEY  
without ATC clearance.**HOLDING  
OVER ASKEY**

- 1 Aircraft will be instructed by ATC to fly at the appropriate FL.
- 2 Positioning flights from EGLC and EGKB.
- 3 If directed to hold enroute, MAX 240KT at all levels.



ATIS  
127.17  
114.55Apt Elev  
348'

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

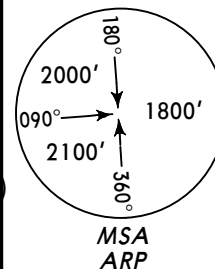
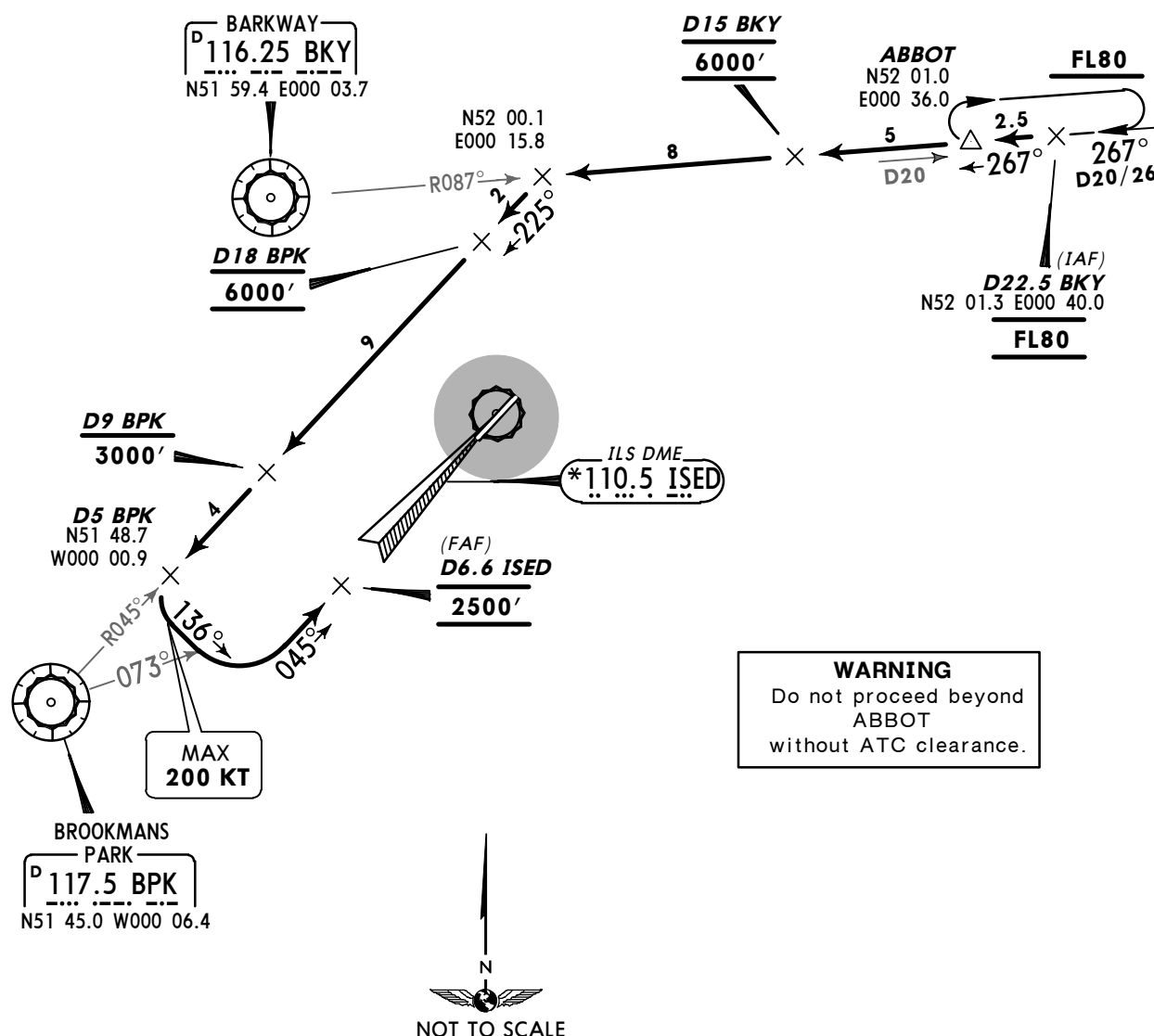
1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.

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)

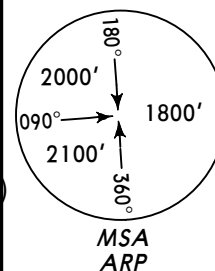
**FOR FINAL APPROACH  
SEE APPROACH CHARTS****ROUTING/ALTITUDE**

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'

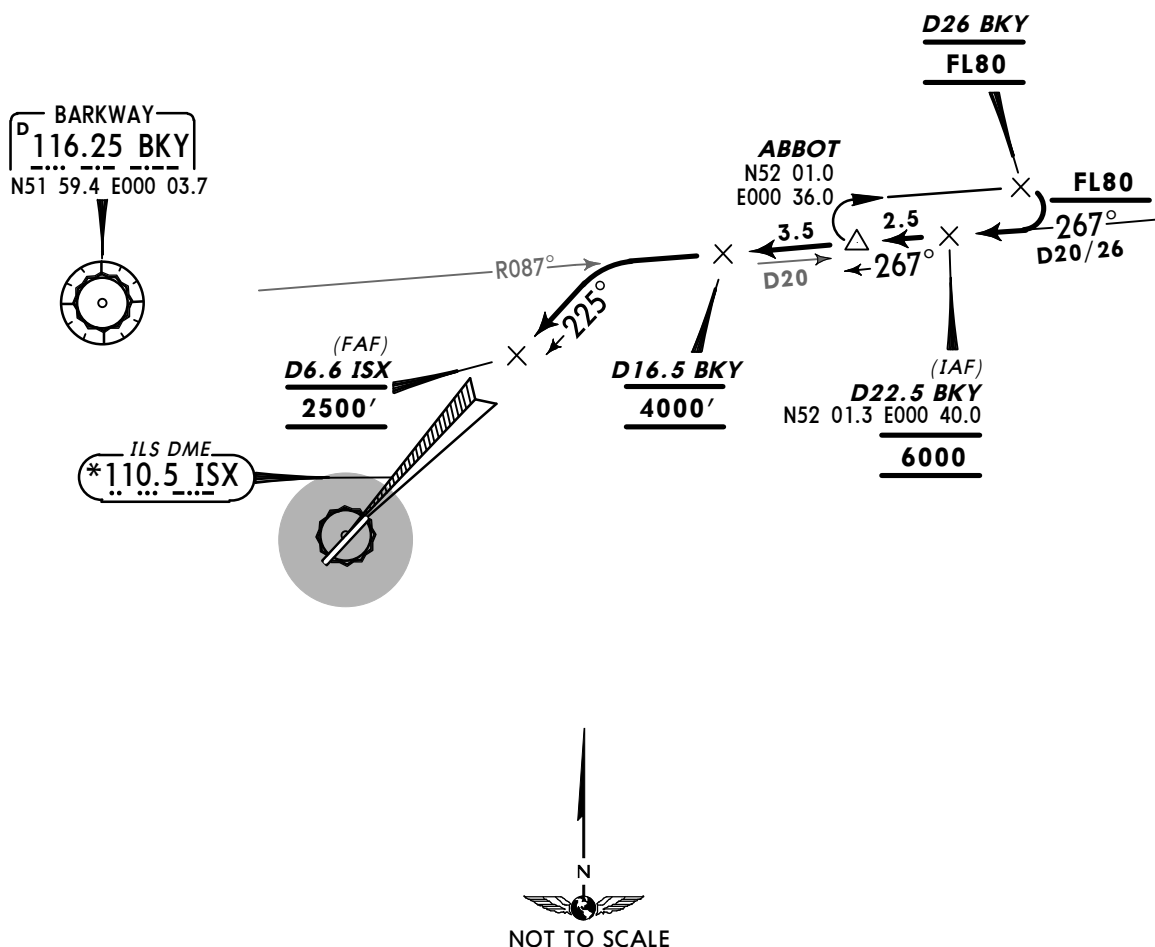
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

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'

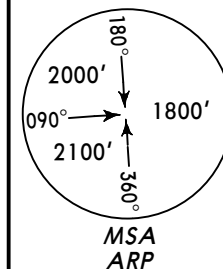
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

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.

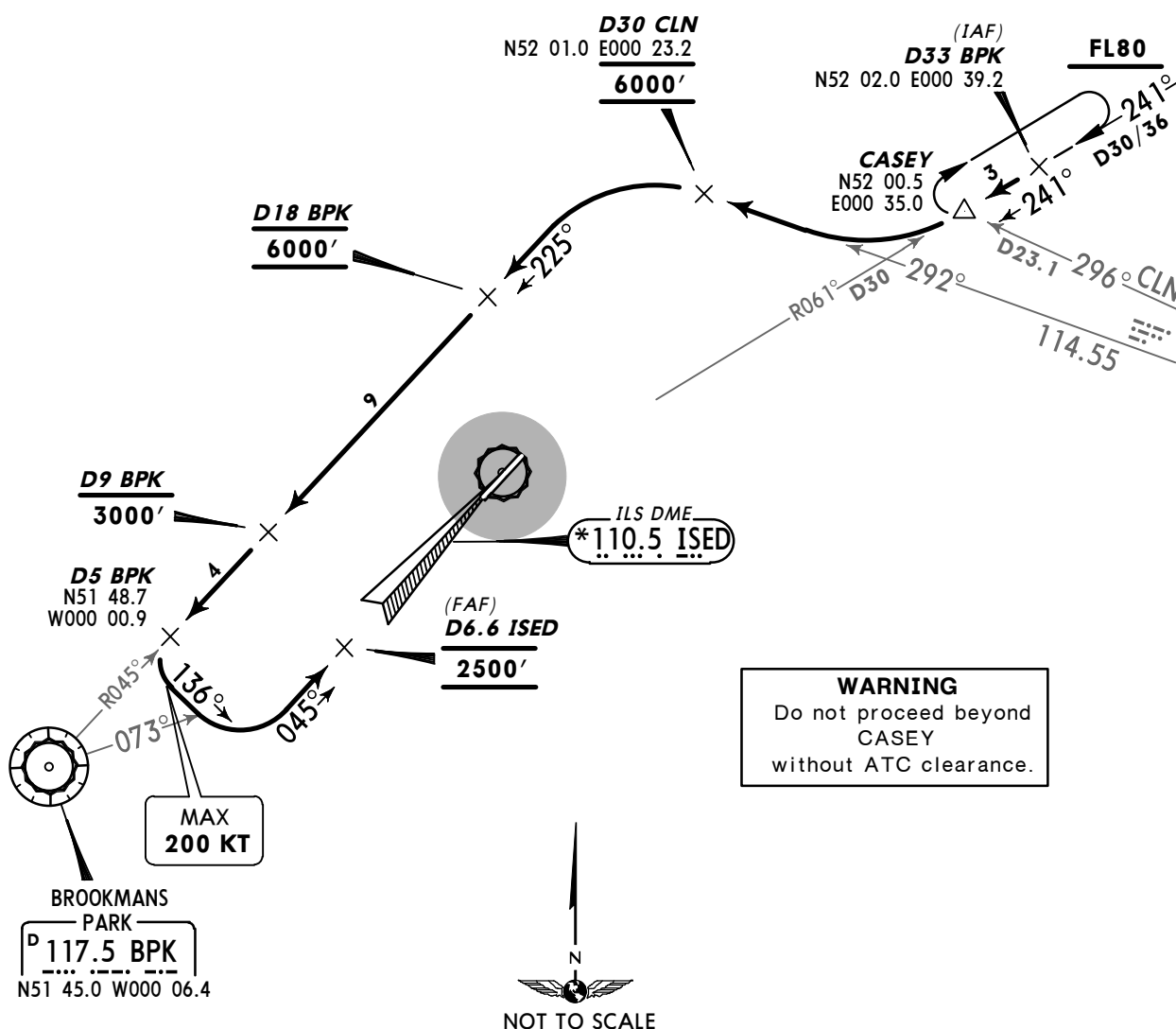
2. WARNING: Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.

## RWY 04 INITIAL APPROACH PROCEDURE

WITHOUT RADAR CONTROL  
FROM CASEY TO ILS



FOR FINAL APPROACH  
SEE APPROACH CHARTS



### ROUTING/ALTITUDE

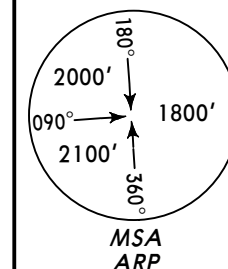
Establish holding inbound at FL80, at D33 BPK descend to 6000', continue on BPK R-061 inbound, intercept CLN R-292, cross D30 CLN at 6000', intercept BPK R-045 inbound maintaining 6000' to D18 BPK, descend to 2500', cross D9 BPK at or below 3000', at D5 BPK turn LEFT, 136° track, when passing BPK R-073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

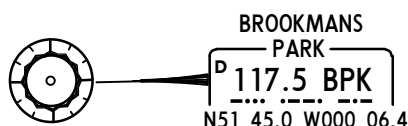
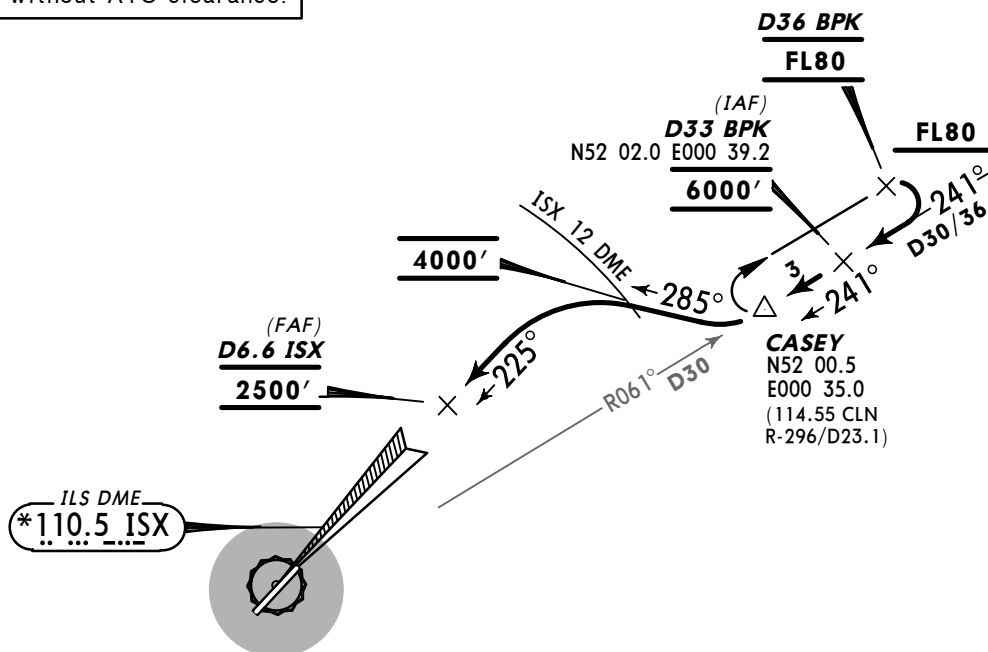
## RWY 22 INITIAL APPROACH PROCEDURE WITHOUT RADAR CONTROL FROM CASEY TO ILS



**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.

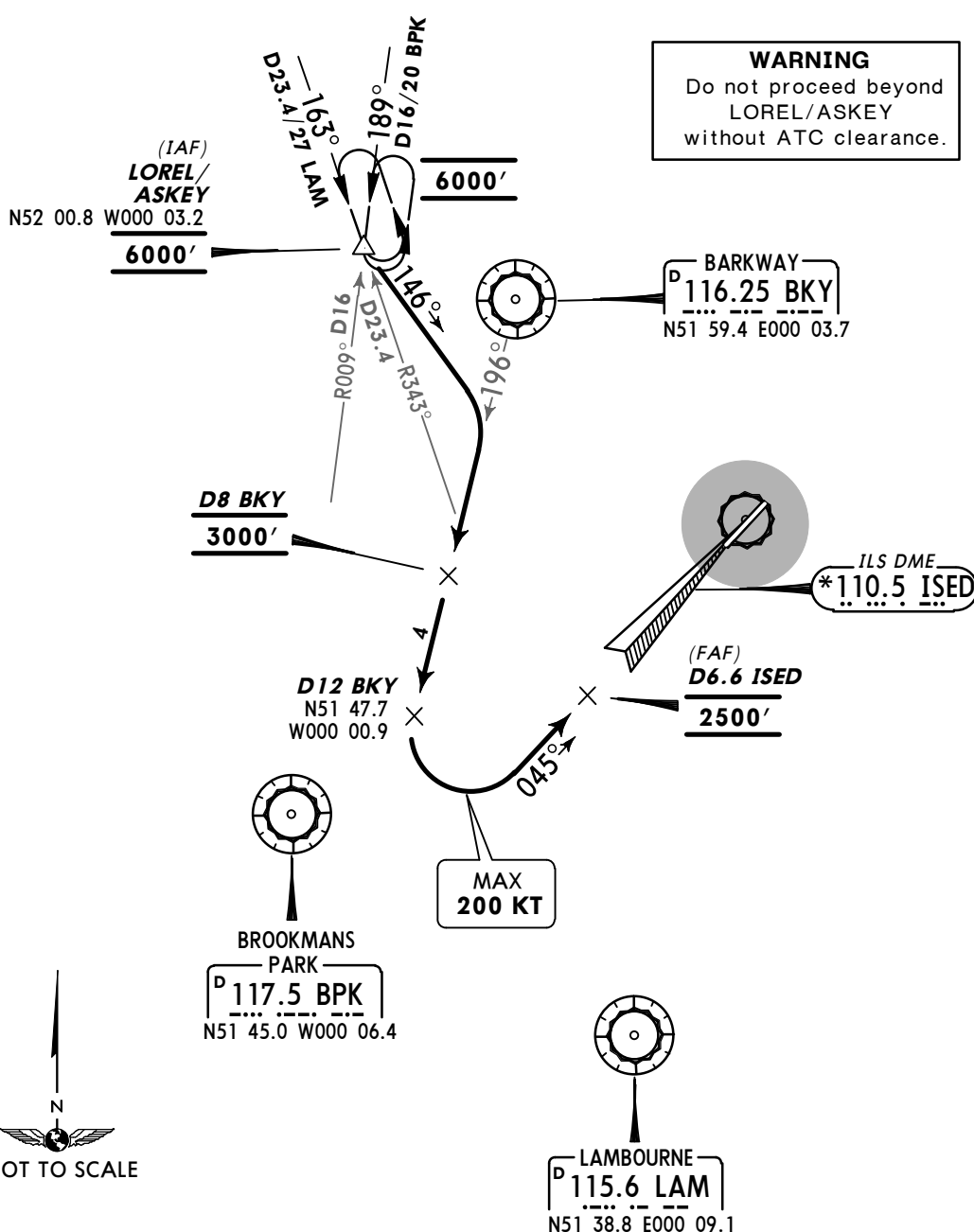
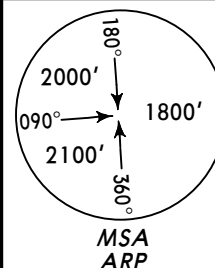
ATIS  
127.17  
114.55Apt Elev  
348'

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

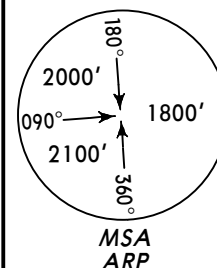
146° track, commence descent not below 3000', intercept BKY R-196, cross D8 BKY at 3000', descend to 2500', at D12 BKY turn LEFT, intercept LOC at 2500' and continue ILSDME or LOCDME approach procedure.

ATIS  
127.17  
114.55Apt Elev  
348'

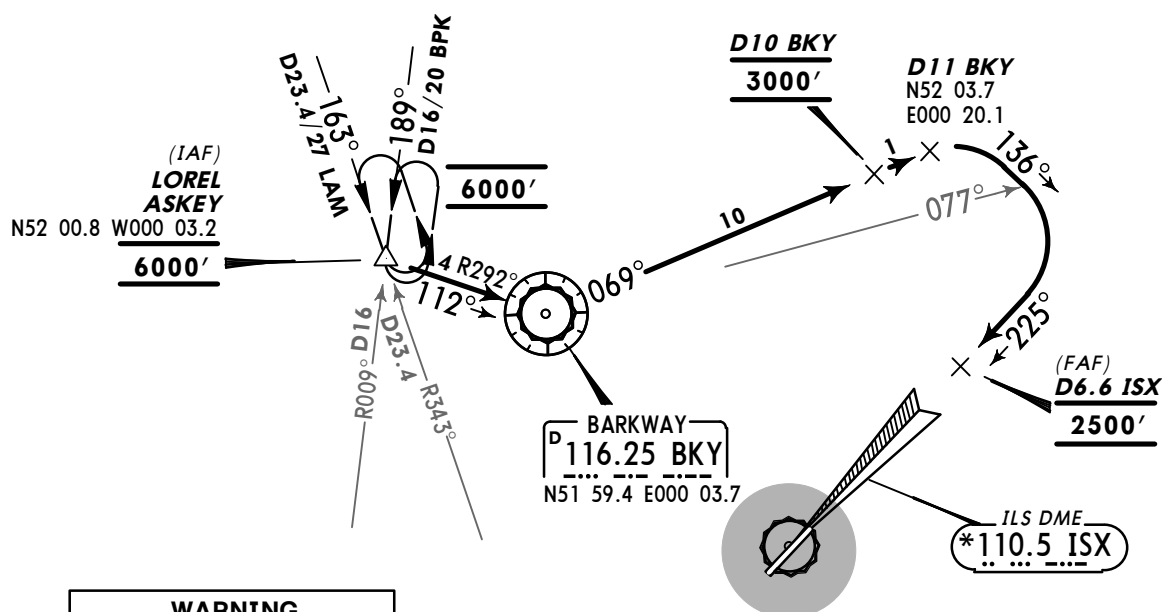
- Alt Set: hPa Trans level: By ATC Trans alt: 6000'
1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.
  2. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.
  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 22 INITIAL APPROACH PROCEDURES

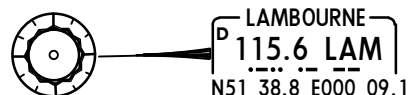
WITHOUT RADAR CONTROL  
FROM LOREL/ASKEY (WHEN BPK U/S) TO ILS



**FOR FINAL APPROACH  
SEE APPROACH CHARTS**



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



### ROUTING/ALTITUDE

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)  
136.2Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
4. 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

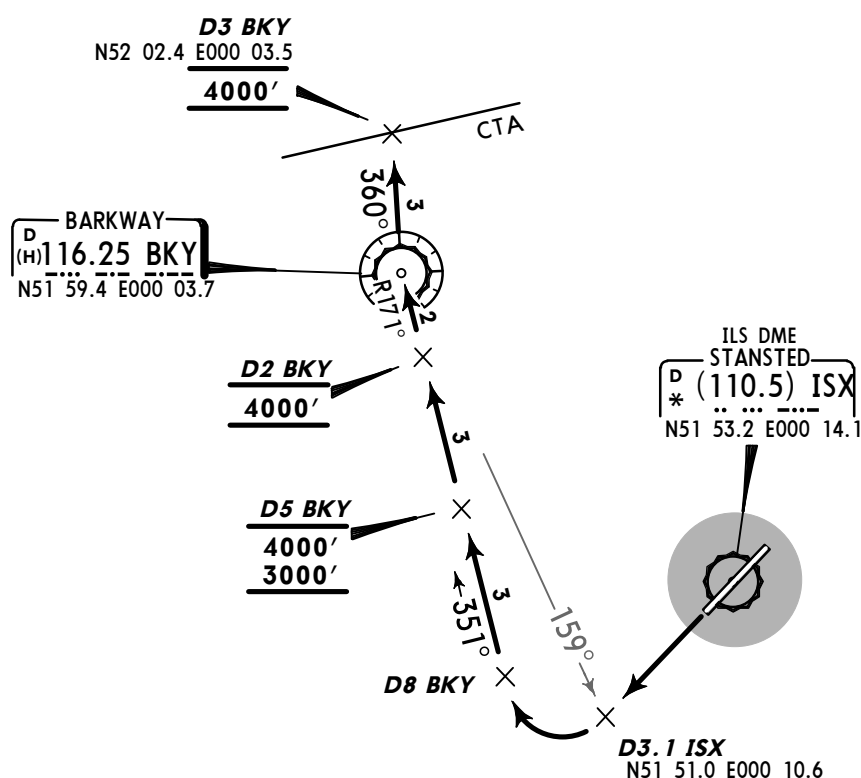
FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA BKY

**~~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.**WARNING**

No turns below 850'.

**AVERAGE TRACK MILEAGE**

12 NM to BKY.

**ROUTING/ALTITUDE**

Climb straight ahead to D3.1 ISX (BKY R-159), turn RIGHT, intercept BKY R-171 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, report C/S, SID designator, current altitude and initial cleared altitude.
  2. SIDs include noise preferential routes (refer to 30-4).
  3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
  4. Flights via airways to EGGW are to file a BKY SID as far as BKY and route BKY - BUSTA - LOREL.

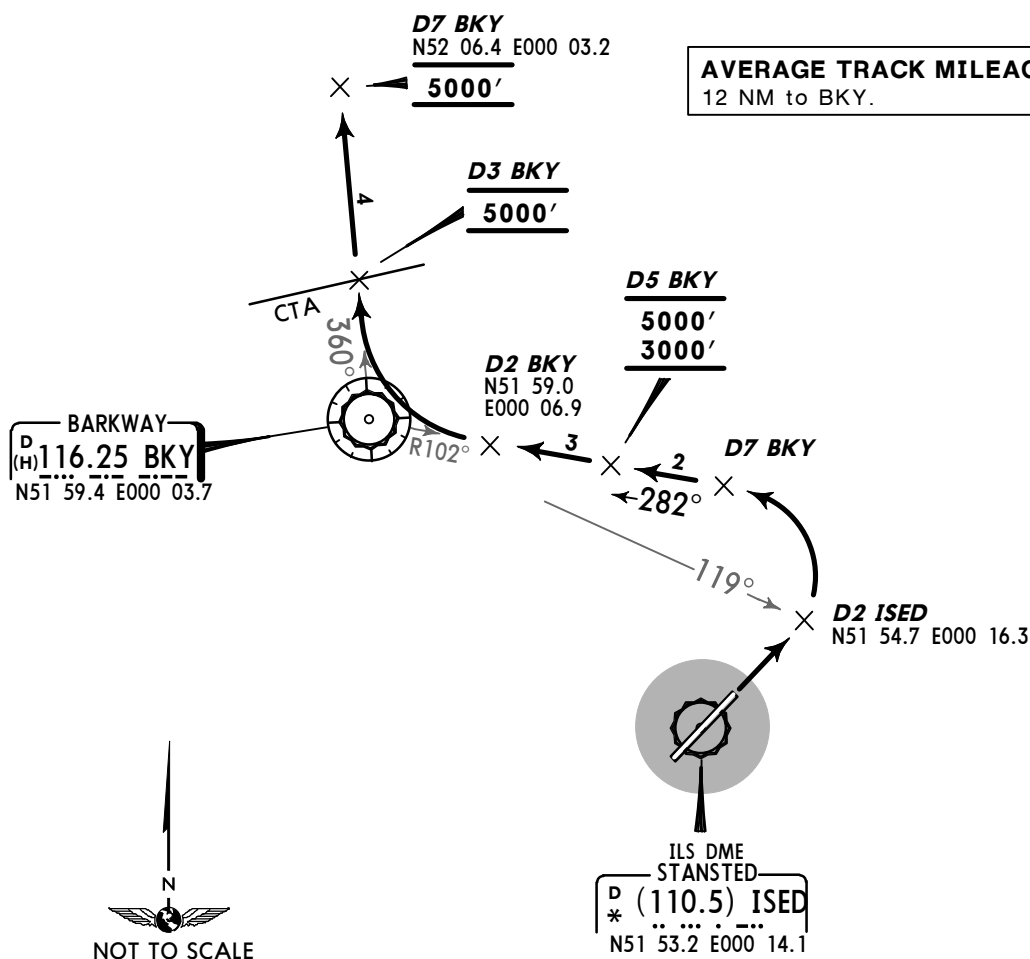
## BKY 2S

## 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.**WARNING**

No turns below 850'.



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 straight ahead 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'

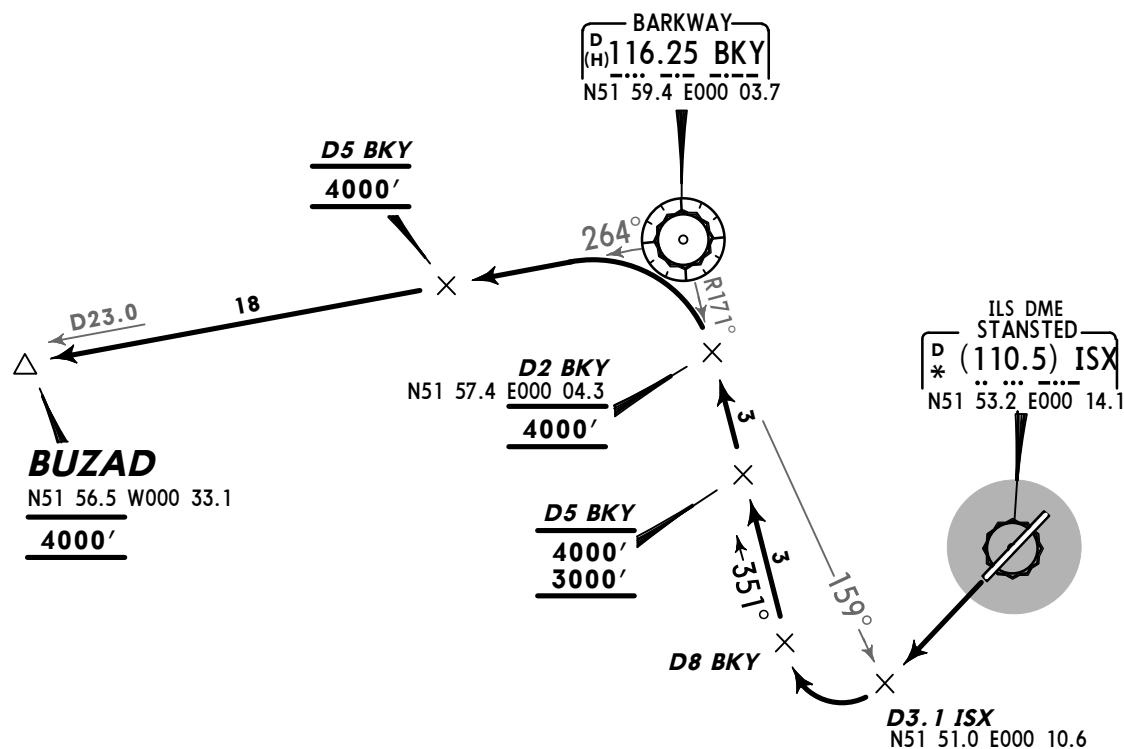
1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

**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.

**WARNING**  
No turns below 850'.

**AVERAGE TRACK MILEAGE**  
35 NM to BUZAD.



**ROUTING/ALTITUDE**

Climb straight ahead to D3.1 ISX (BKY R-159), turn RIGHT, intercept BKY R-171 inbound by D8 BKY, cross D5 BKY at or above 3000' (MAX 4000'), then to D2 BKY at 4000', turn LEFT, intercept BKY R-264, cross D5 BKY at 4000', then to BUZAD.

\*STANSTED  
Director (R)  
136.2Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

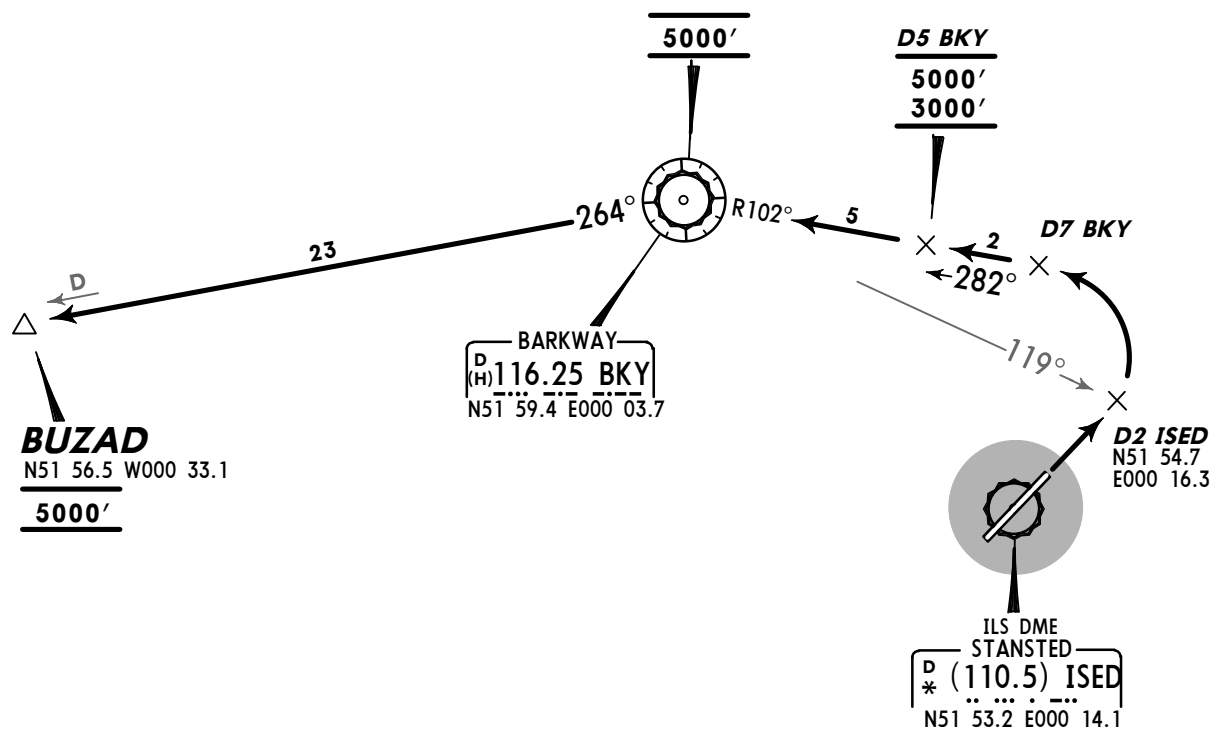
1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

**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.

**WARNING**  
No turns below 850'.

**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 straight ahead 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-264 to BUZAD.

LONDON  
Control  
118.82

Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levels until instructed by ATC.

## 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.

#### WARNING

No turns below 850'.

#### AVERAGE TRACK MILEAGE

37 NM to CLN.

NOT TO SCALE

| 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

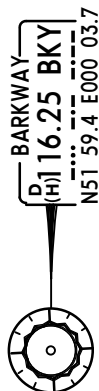
5% up to 4000', then

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 straight ahead 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', D16 CLN at 5000', D13 CLN at 6000', then to CLN.



BARKWAY  
D 16.25 BKY  
N51 59.4 E000 03.7

ILS DME  
STANSTED  
D (110.5) ISX  
N51 53.2 E000 14.1

D1.2 ISX  
N51 51.7 E000 12.1

XIGAR  
N51 48.8 E000 15.8

D28 CLN  
4000'  
3000'

D21 CLN  
4000'

D16 CLN  
5000'

D13 CLN  
6000'

CLACTON  
D 114.55 CLN  
N51 50.9 E001 08.9

LONDON  
Control  
118.82

Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID levles until instructed by ATC.

## CLACTON FOUR SIERRA (CLN 4S)

### RWY 04 DEPARTURE

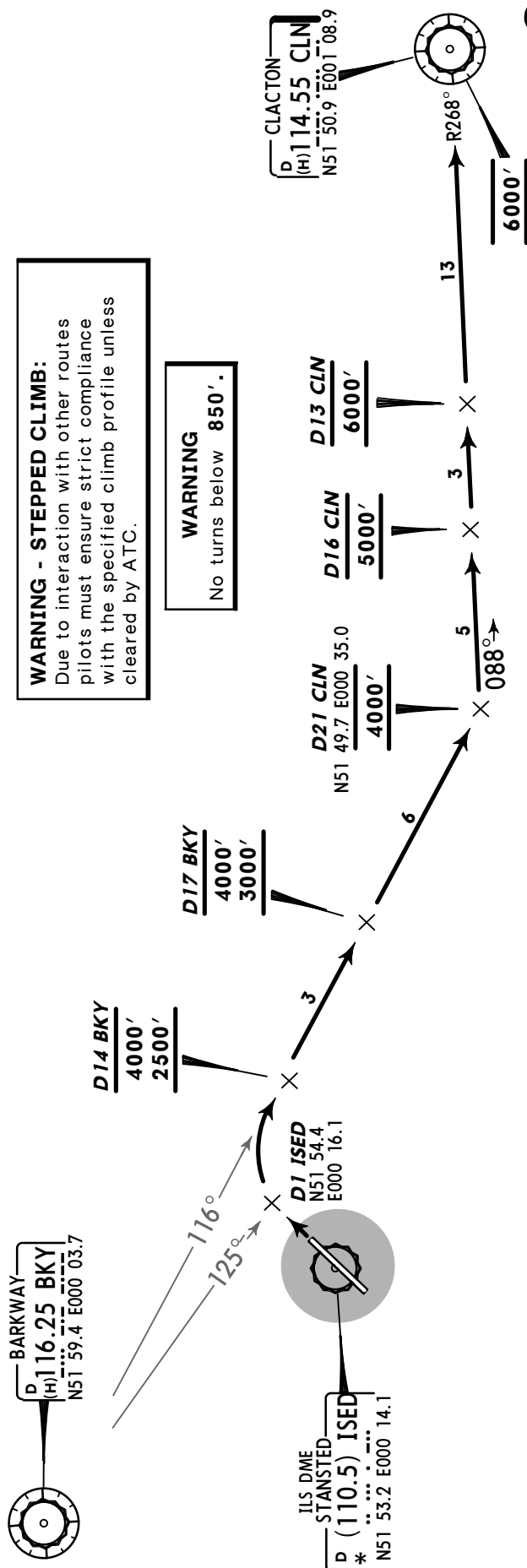
**~~SPEED~~ MAX 250 KT BELOW FL100  
UNLESS OTHERWISE AUTHORIZED**

#### WARNING - STEPPED CLIMB:

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

#### WARNING

No turns below 850'.



**AVERAGE TRACK MILEAGE**  
35 NM to CLN.

| 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 straight ahead to D1 ISED (BKY R-125), turn RIGHT, intercept BKY R-116, 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.

\*STANSTED  
Director (R)  
136.2Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

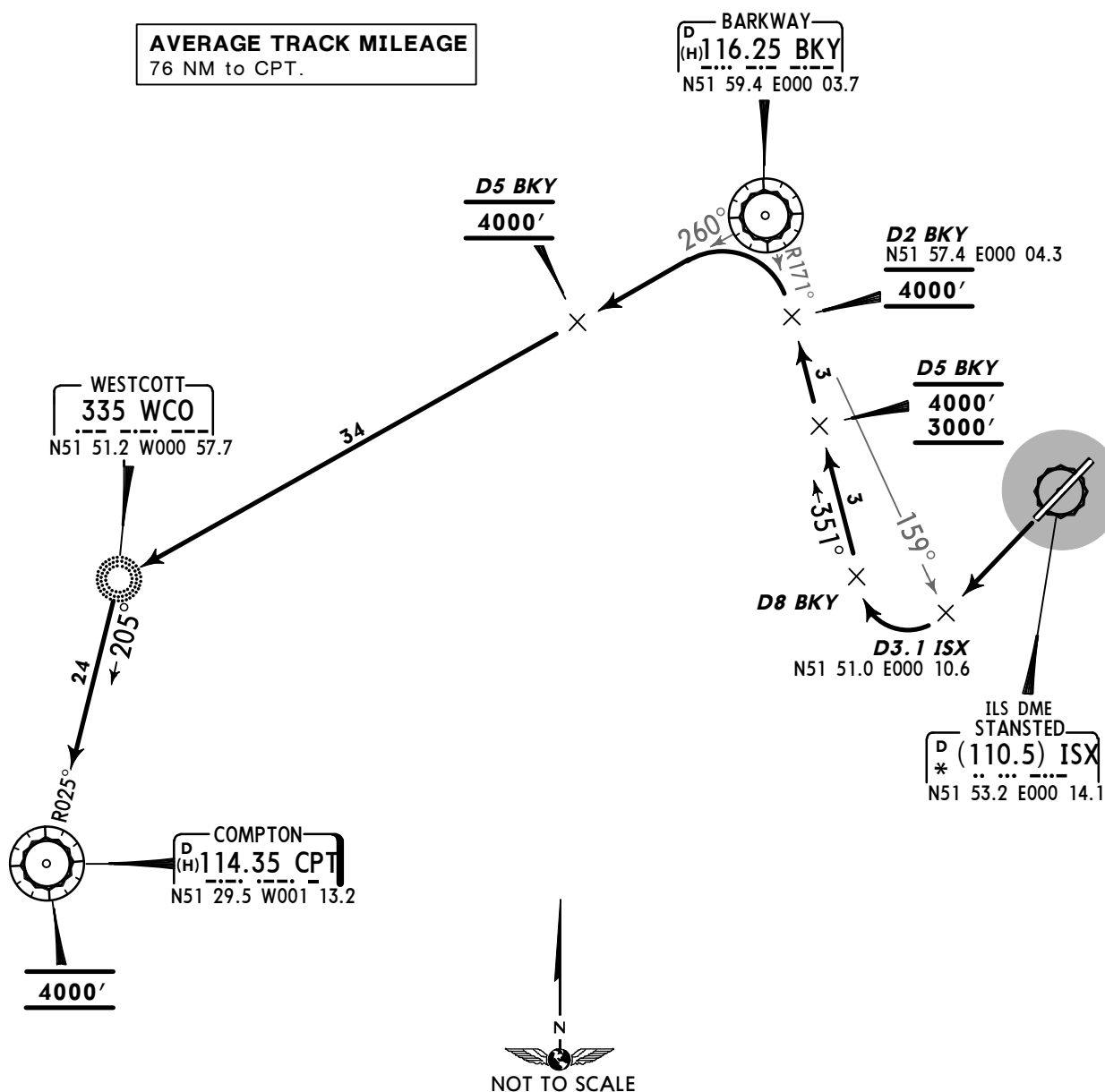
1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

**CPT 4R**  
**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.

**WARNING**  
No turns below 850'.

**AVERAGE TRACK MILEAGE**  
76 NM to CPT.

**ROUTING/ALTITUDE**

Climb straight ahead to D3.1 ISX (BKY R-159), turn RIGHT, intercept BKY R-171 inbound by D8 BKY, cross D5 BKY at or above 3000' (MAX 4000'), then to D2 BKY at 4000', turn LEFT, intercept BKY R-260, cross D5 BKY at 4000', then to WCO, turn LEFT, intercept CPT R-025 inbound to CPT.

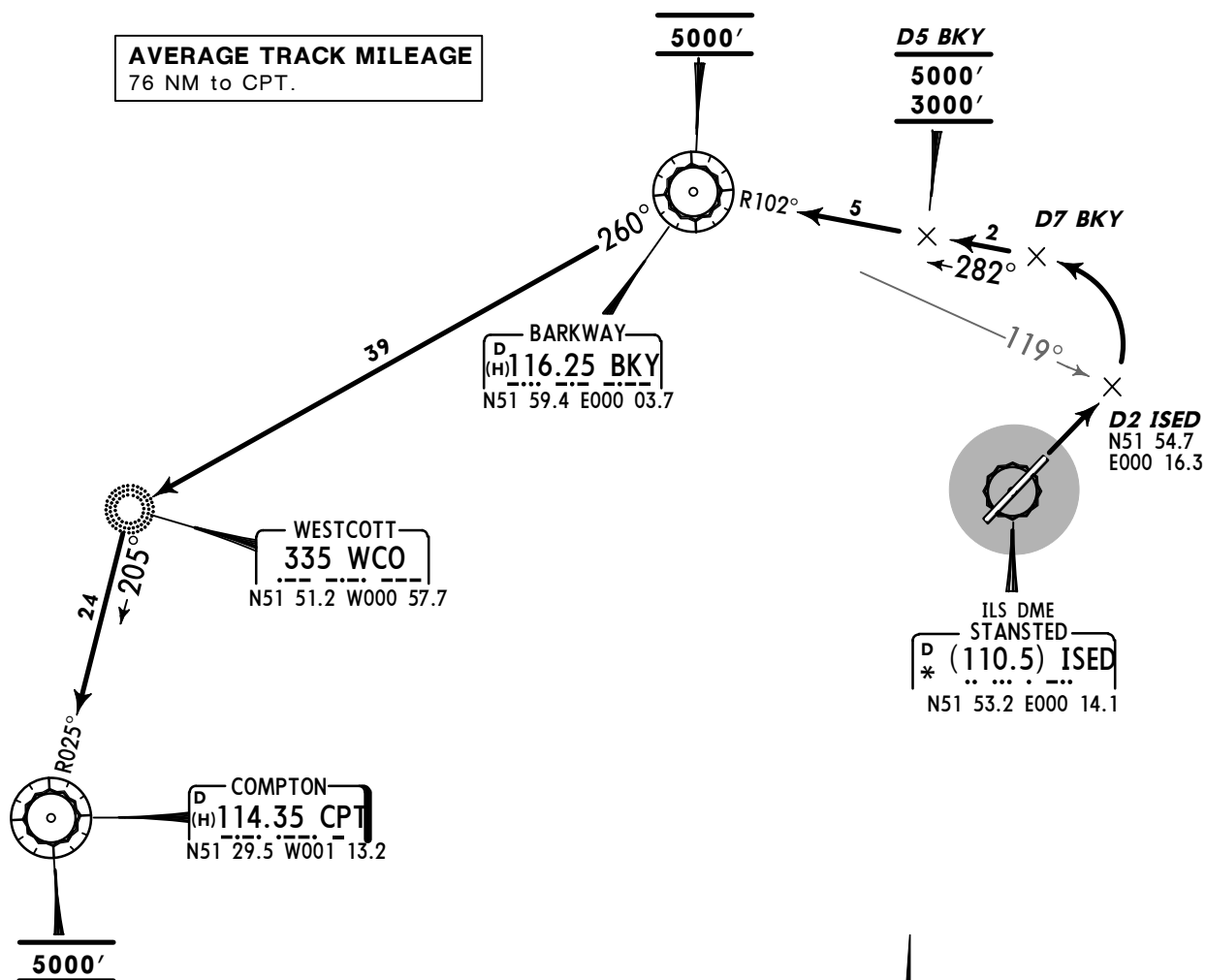
\*STANSTED  
Director (R)  
136.2Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

## CPT 2S

## 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.**WARNING**No turns below **850'**.**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 straight ahead 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-025 inbound to CPT.

LONDON Control  
118.82

Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'  
1. When instructed contact LONDON Control or STANSTED Director, report C/S, SID designator, current altitude and initial cleared altitude.  
2. SIDs include noise preferential routes (refer to 30-4).  
3. Cruising levels will be issued after take-off by LONDON Control.  
4. Do not climb above SID level until instructed by ATC.

# DET 1R 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.

**WARNING**  
No turns below **850'**.

BARKWAY  
D (H) 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  
N51 51.7 E000 12.0



D30 DET  
5000'  
3000'

D25 DET  
5000'

NEPNA  
N51 30.0 E000 26.9

DET LING  
D (H) 117.3 DET  
N51 18.2 E000 35.8  
5000'

This SID requires minimum climb gradients of  
6.6% up to 3000', then  
7.5% up to 5000' for ATC purpose.

| Gnd speed-KT  | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 7.5% V/V(fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 6.6% V/V(fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

## ROUTING/ALTITUDE

Climb straight ahead to D1.2 ISX, turn LEFT, intercept DET R-335 inbound, cross D30 DET at or above 3000' (MAX 5000'), D25 DET at 5000', then to DET.

LONDON  
Control  
118.82Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID level until instructed by ATC.

DET 1S  
RWY 04 DEPARTURE**~~SPEED~~ MAX 250 KT BELOW FL 100  
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.**WARNING**No turns below **850'**.BARKWAY  
D  
(H) 16.25 BKY  
N51 59.4 E000 03.7**AVERAGE TRACK MILEAGE**  
42 NM to DET.ILS DME  
STANSTED  
D \* (110.5) ISED  
N51 53.2 E000 14.1126°  
D0.8 ISED  
N51 54.3 E000 15.8D9 LAM  
N51 46.9 E000 15.25000'  
3000'

D25 DET

5000'

LAMBOURNE  
D  
(H) 115.6 LAM  
N51 38.8 E000 09.1NEPNA  
N51 30.0 E000 26.9DETling  
D  
(H) 117.3 DET  
N51 18.2 E000 35.8

5000'



NOT TO SCALE

This SID requires a minimum climb gradient  
of  
5.5% up to 5000' for ATC purposes.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

**ROUTING/ALTITUDE**

Climb straight ahead to D0.8 ISED (BKY R-126), turn RIGHT, intercept LAM R-026 inbound to D9 LAM at or above 3000' (MAX 5000'), turn LEFT, intercept DET R-335 inbound, cross D25 DET at 5000', then to DET.

LONDON  
Control  
118.82Apt Elev  
348'

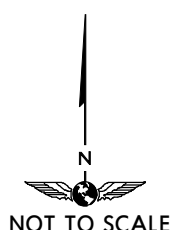
Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).

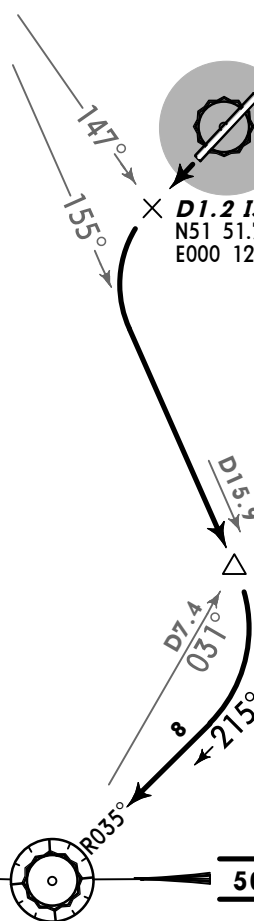
## LAMBOURNE THREE ROMEO (LAM 3R)

## 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  
D (H) 116.25 BKY  
N51 59.4 E000 03.7**WARNING**  
No turns below **850'**.

NOT TO SCALE

**AVERAGE TRACK MILEAGE**  
16 NM to LAM.ILS DME  
STANSTED  
D \* (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  
D (H) 115.6 LAM  
N51 38.8 E000 09.1

This SID requires minimum climb gradients  
of  
6.6% up to 3000', then  
5.9% up to 5000' for ATC purposes.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 5.9% V/V (fpm) | 448 | 597 | 896  | 1195 | 1494 | 1792 |
| 6.6% V/V (fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

## ROUTING/ALTITUDE

Climb straight ahead, at D1.2 ISX turn LEFT, intercept BKY R-155 to ROWAN, cross at or  
above 3000' (MAX 5000'), turn RIGHT, intercept LAM R-035 inbound to LAM, cross at 5000'.

LONDON  
Control  
118.82Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).

## 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  
(H) 116.25 BKY  
N51 59.4 E000 03.7ILS DME  
STANSTED  
D  
\* (110.5) ISED  
N51 53.2 E000 14.1LAMBOURNE  
D  
(H) 115.6 LAM  
N51 38.8 E000 09.1D0.8 ISED  
N51 54.3  
E000 15.9**WARNING**  
No turns below **850'**.D9 LAM  
5000'  
3000'

5000'

This SID requires minimum climb gradients  
of  
5.5% up to 3000', then  
4.6% up to 5000' for ATC purposes.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 4.6% V/V (fpm) | 349 | 466 | 699 | 932  | 1165 | 1397 |
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

## ROUTING/ALTITUDE

Climb straight ahead, at D0.8 ISED (BKY R-126) turn RIGHT, intercept LAM R-026 inbound, cross D9 LAM at or above 3000' (MAX 5000'), then to LAM, cross at 5000'.

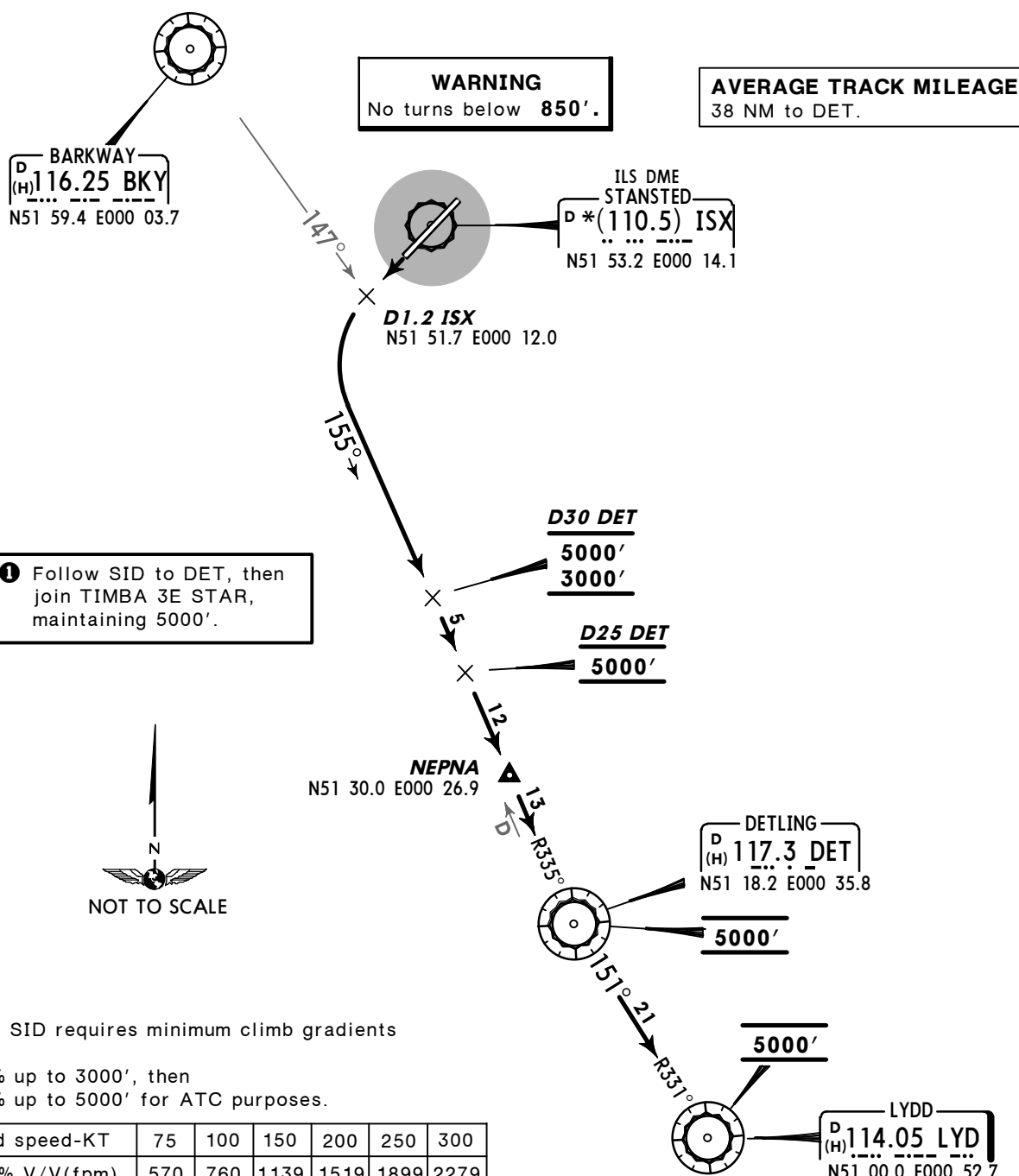
LONDON  
Control  
118.82Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID level until instructed by ATC.

**LYD 6R**  
**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.

**ROUTING/ALTITUDE**

Climb straight ahead to D1.2 ISX, turn LEFT, intercept DET R-335 inbound, cross D30 DET at or above 3000' (MAX 5000'), D25 DET at 5000', then to DET, intercept LYD R-331 inbound to LYD.

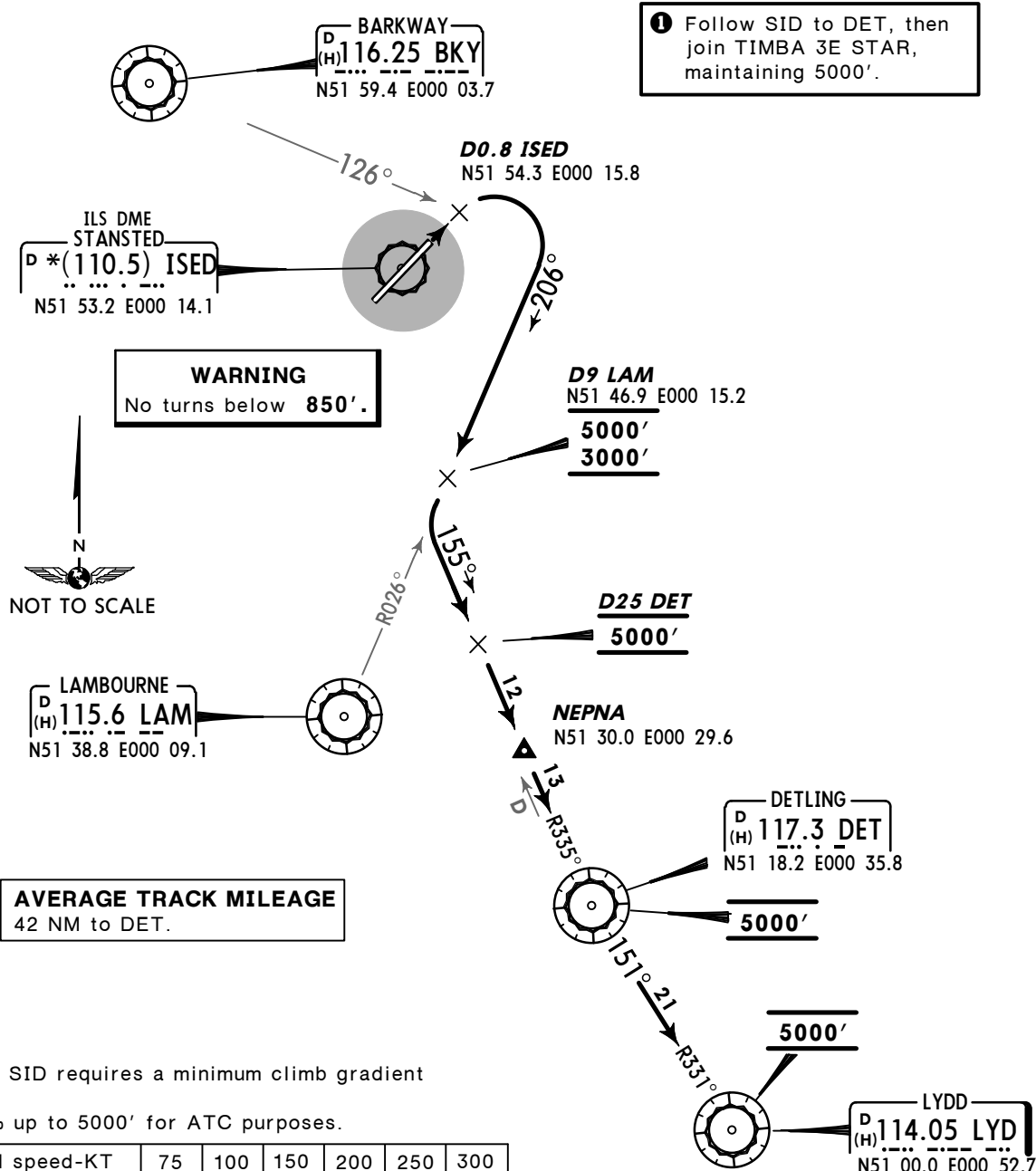
LONDON  
Control  
118.82Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by LONDON Control.
4. Do not climb above SID level until instructed by ATC.

LYD 5S  
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.



This SID requires a minimum climb gradient  
of  
5.5% up to 5000' for ATC purposes.

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.5% V/V(fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |

**ROUTING/ALTITUDE**

Climb straight ahead to D0.8 ISED (BKY R-126), turn RIGHT, intercept LAM R-026 inbound to D9 LAM at or above 3000' (MAX 5000'), turn LEFT, intercept DET R-335 inbound, cross 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. report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. RNP 1 only available for authorized aircraft.

**CLN 1E**  
**RWY 22 RNAV DEPARTURE**

RNP 1 (GNSS)

RF REQUIRED

BY ATC

ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT  
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE  
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT  
NON-APPROVED ACFT USE CONVENTIONAL SID

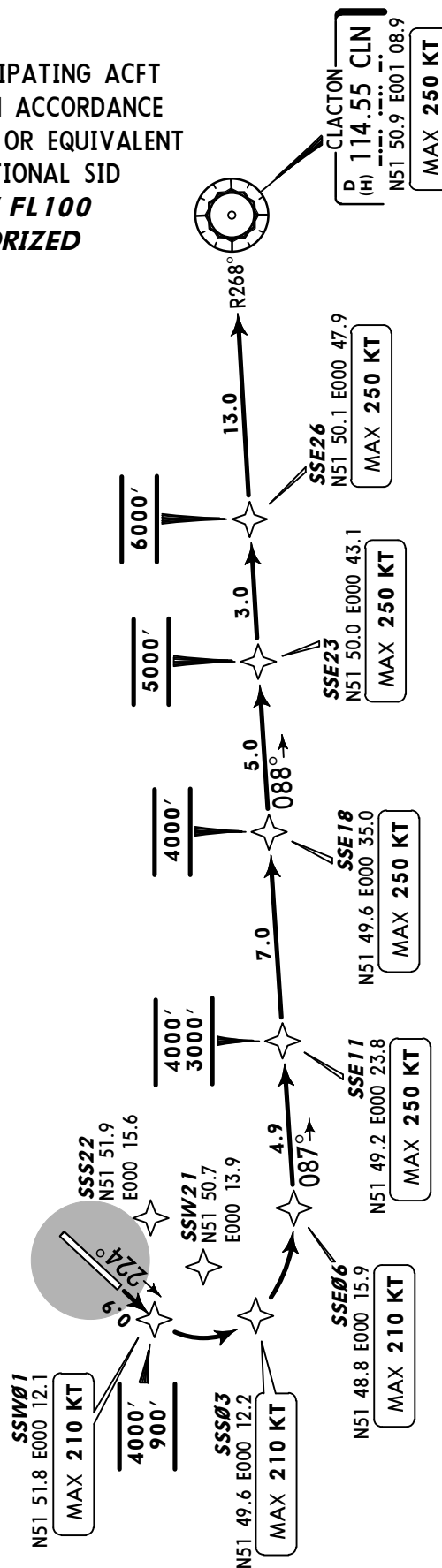
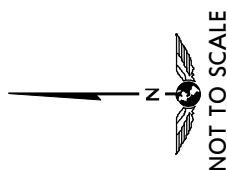
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE AUTHORIZED**

**TRIAL PROCEDURE****WARNING**

No turns below 850'.

**WARNING - STEPPED CLIMB**

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

**ROUTING**

Climb straight ahead to SSW01, turn LEFT to SSS03 - SSE06 - SSE11- SSE18 - SSE23 - SSE26 - CLN.

LONDON Control  
118.82Apt Elev  
348'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control or STANSTED Director, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. RNP 1 only available for authorized aircraft.

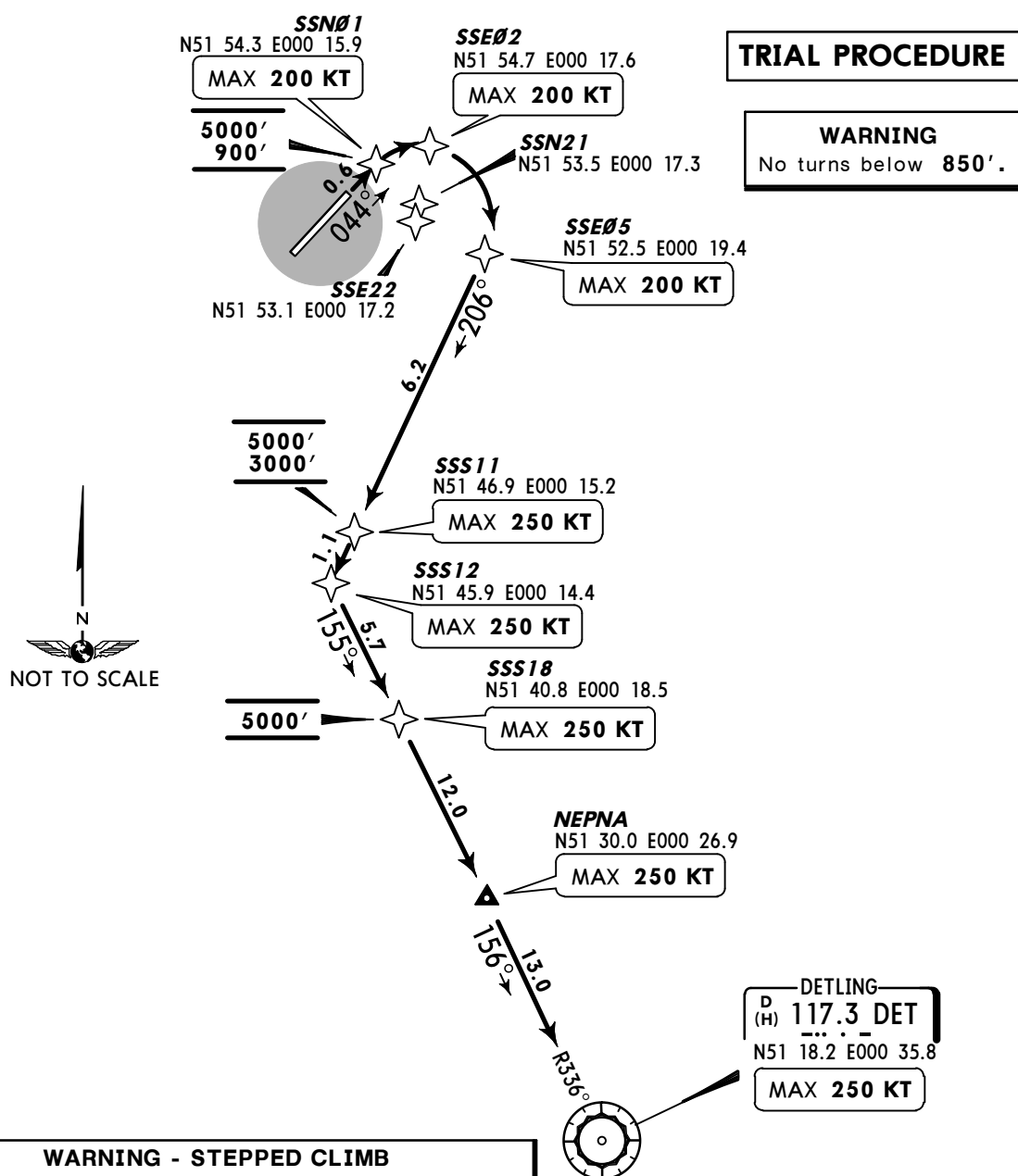
**DET 1D**  
**RWY 04 RNAV DEPARTURE**

RNP 1 (GNSS)

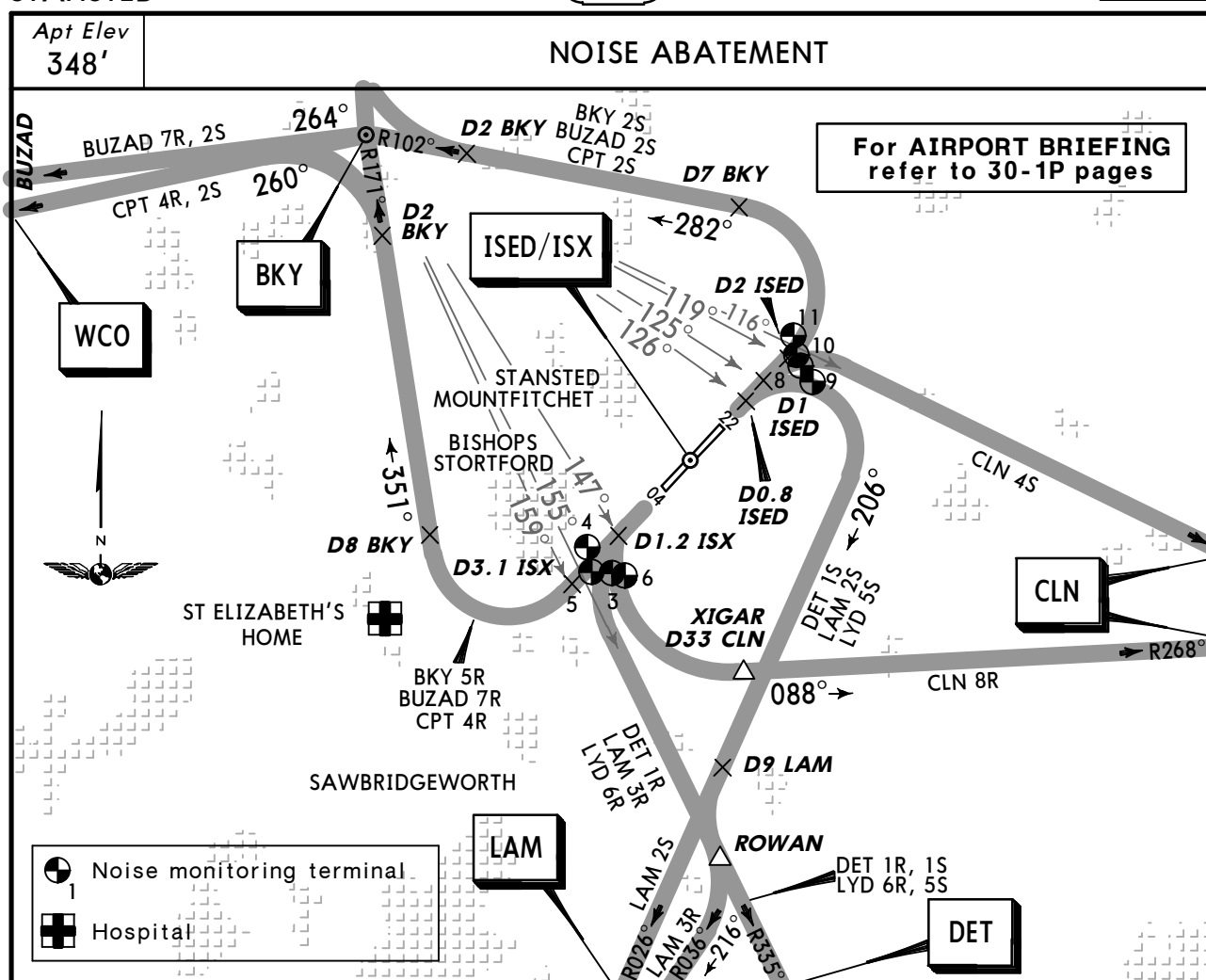
RF REQUIRED

BY ATC

ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT  
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE  
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT  
NON-APPROVED ACFT USE CONVENTIONAL SID

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

Climb straight ahead to SSN01, turn RIGHT to SSE02 - SSE05 - SSS11 - SSS12, turn LEFT to SSS18 - NEPNA - DET.



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, Broxted                 | N51 54.9 E000 17.5 | - 16m                     | - 0.6            |
| 9                                       | Moor End Farm, Broxted                 | N51 54.6 E000 17.9 | - 16m                     | - 0.8            |
| 10                                      | Goodacres, Broxted                     | N51 55.1 E000 17.4 | 9m                        | + 0.2            |
| 11                                      | Chickney Hall Villas, Broxted          | N51 55.5 E000 17.3 | -15m                      | -1.3             |

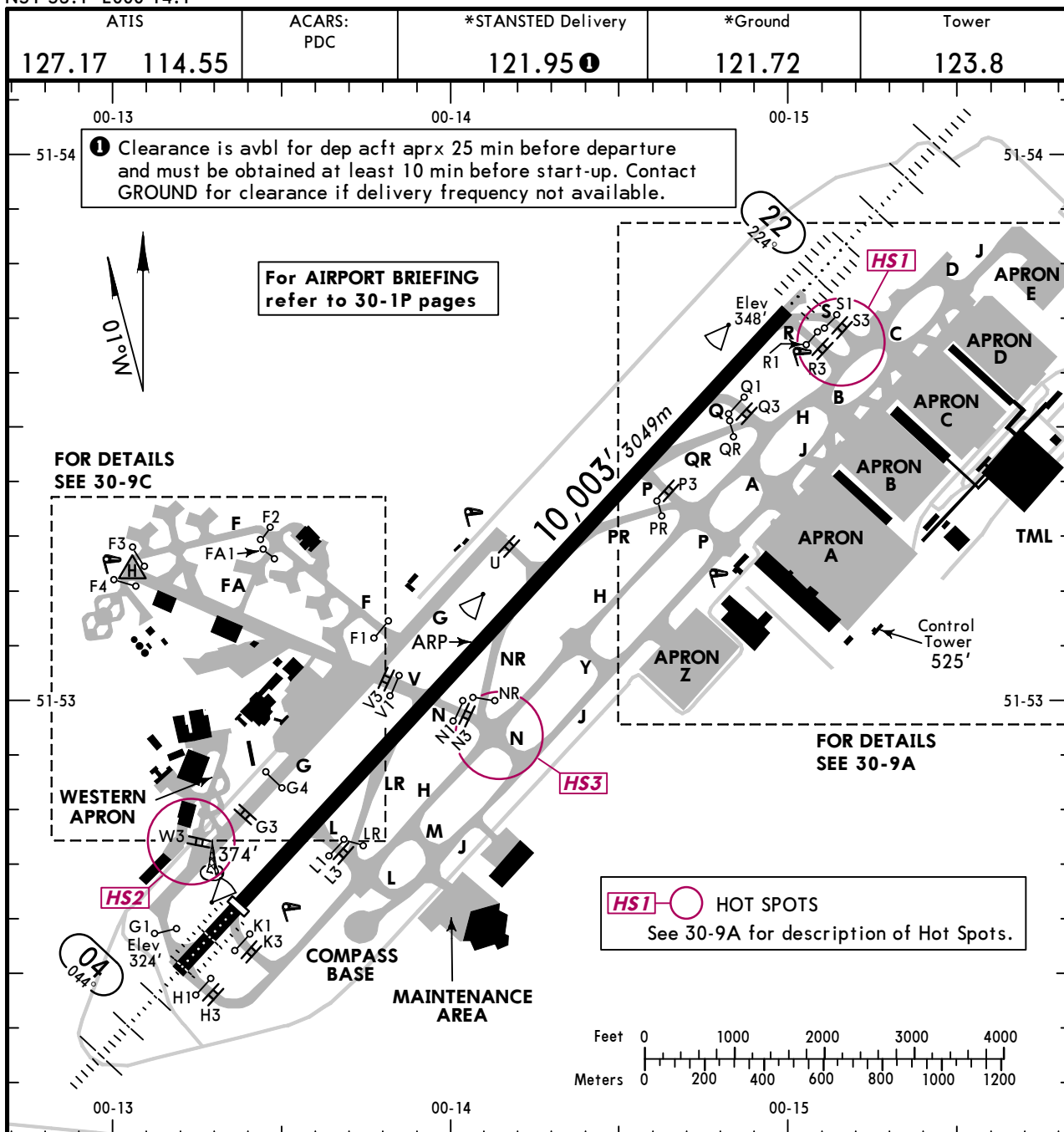
If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

| 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 |

EGSS/STN  
Apt Elev **348'**  
N51 53.1 E000 14.1

**JEPPesen**  
30 MAY 14 **(30-9)**

**LONDON, UK**  
**STANSTED**



#### 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 | 7983'          | 2433m       | ⑤        | 151'<br>46m |
| 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 | 9993' (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

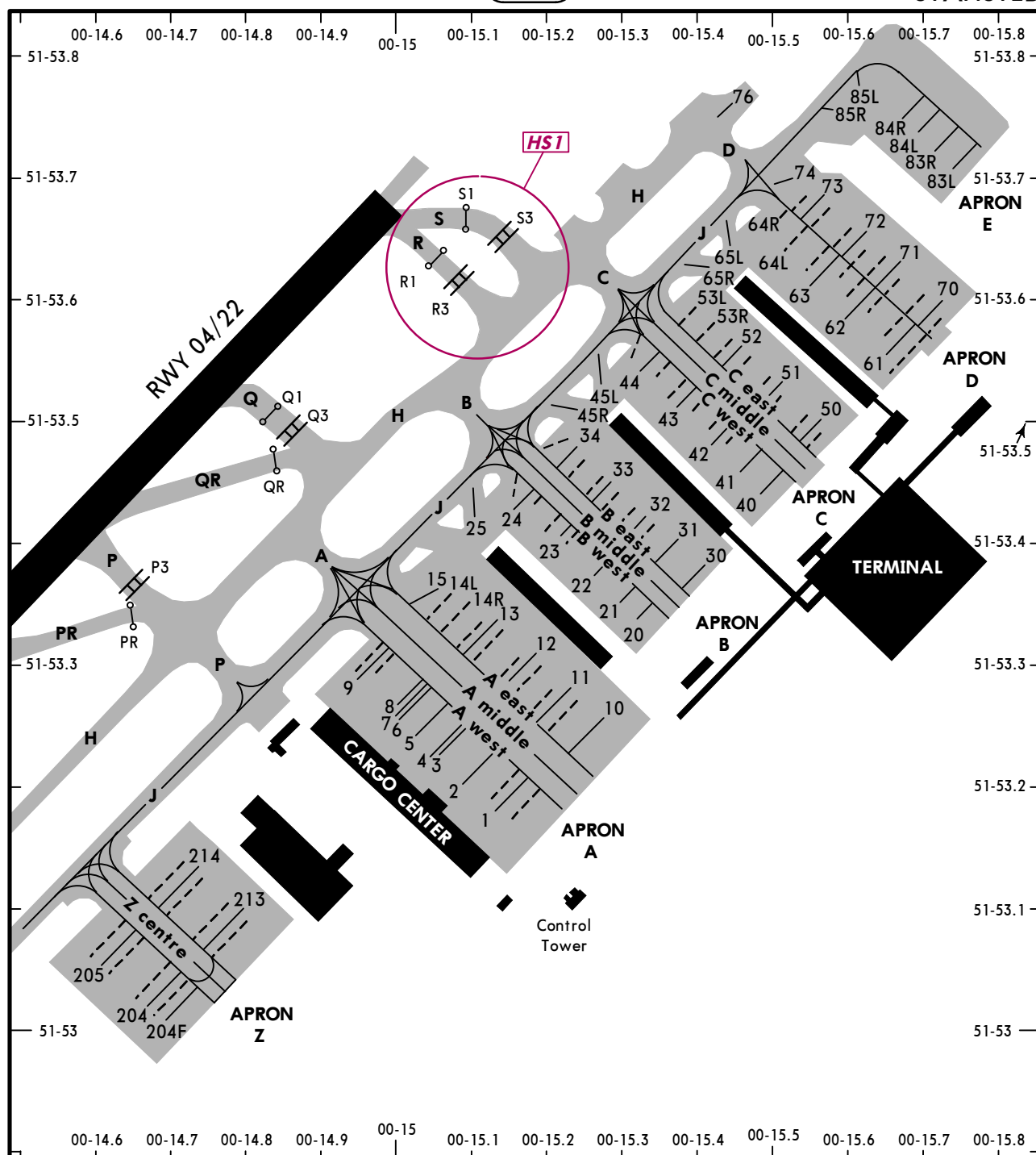
#### TAKE-OFF ①

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

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

CHANGES: None.

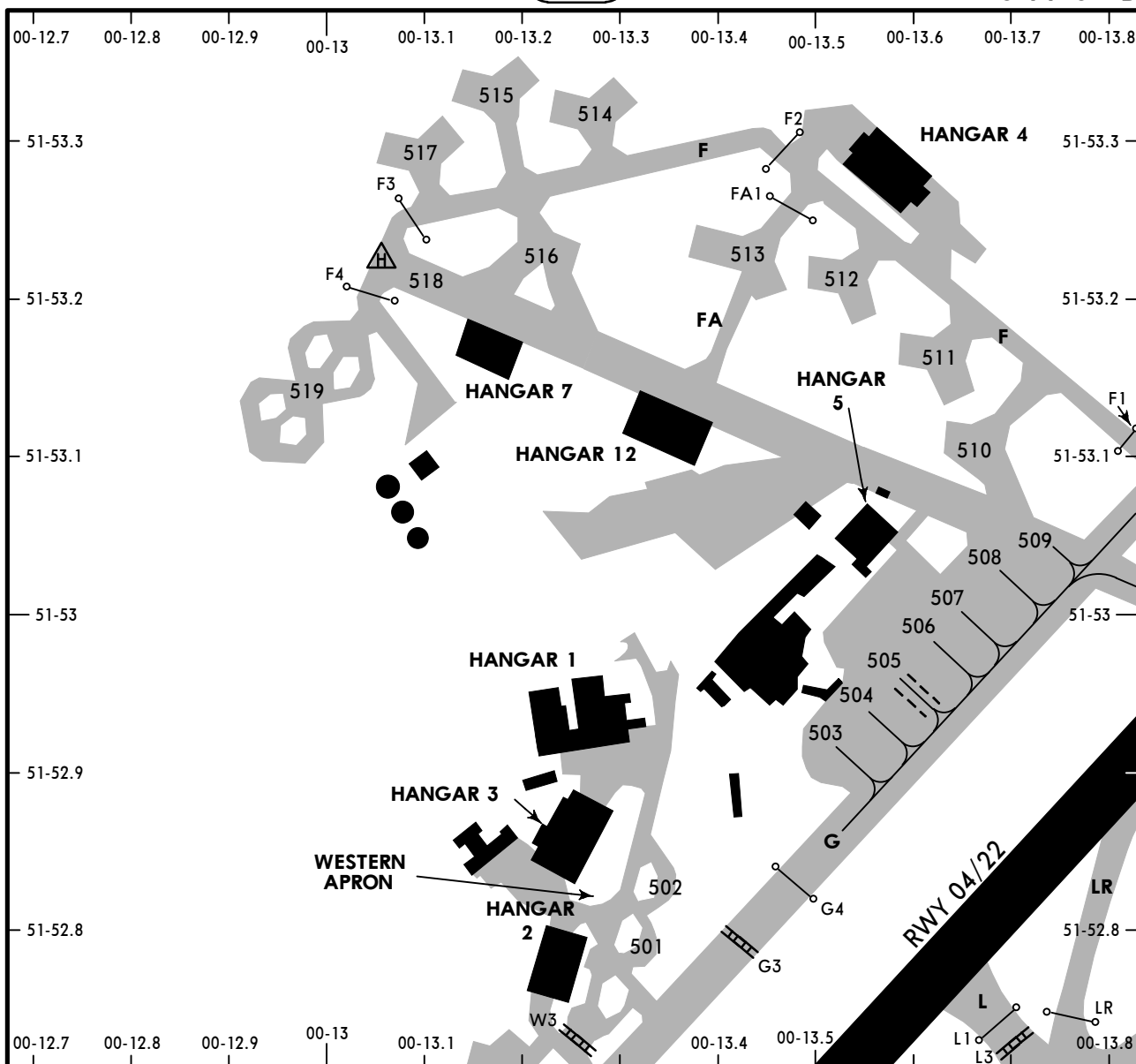
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**HOT SPOTS**

(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 |                 |                    |
| 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, 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 |           |                    |

| <b>STRAIGHT-IN RWY</b> |               | <b>DA(H) / MDA(H)</b> | <b>RVR (ALS/ALS out)</b> |
|------------------------|---------------|-----------------------|--------------------------|
| 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            |

| <b>CIRCLE-TO-LAND ①</b> | <b>MDA(H)</b> | <b>VIS</b> |
|-------------------------|---------------|------------|
|                         | 830' (482') ② | 1000m      |

① Rwy 04: See 30-4 noise abatement.

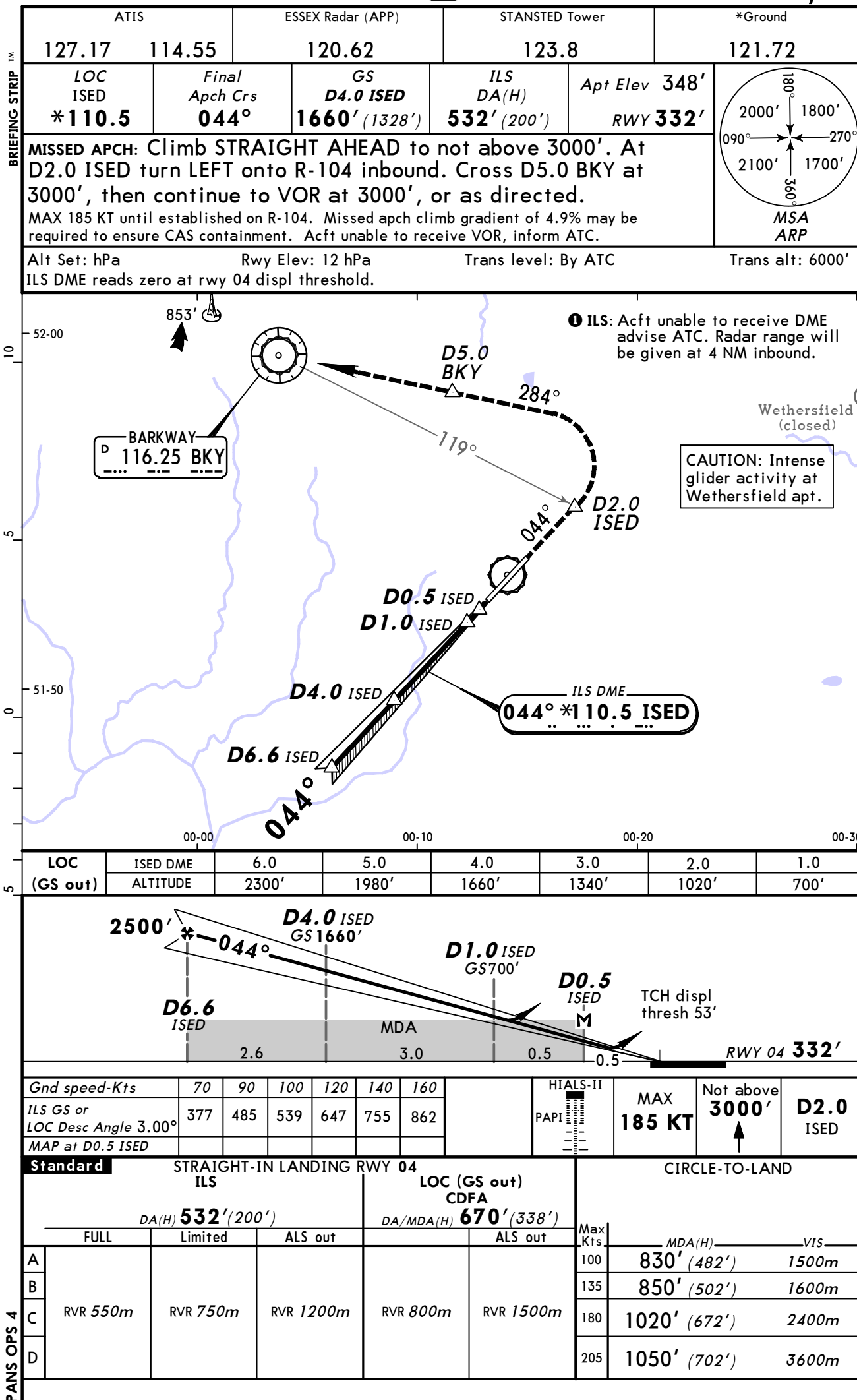
② After SRA 04: 960' (612').

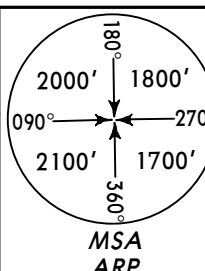
After SRA 22: 970' (622').

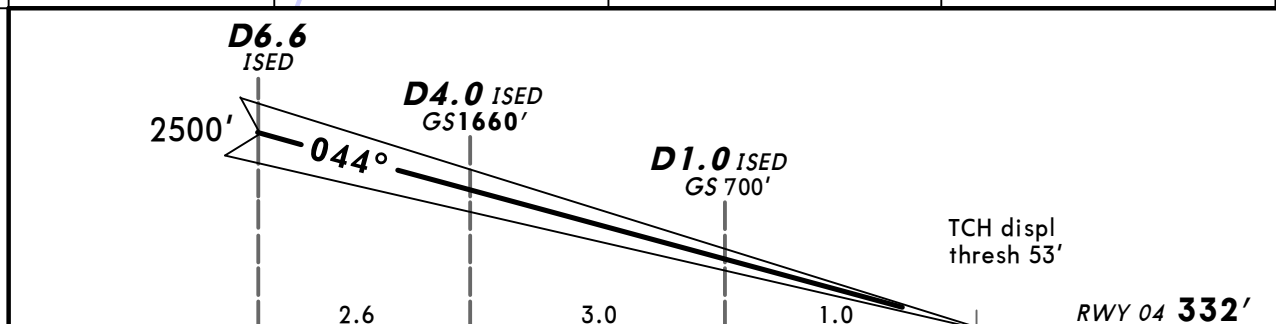
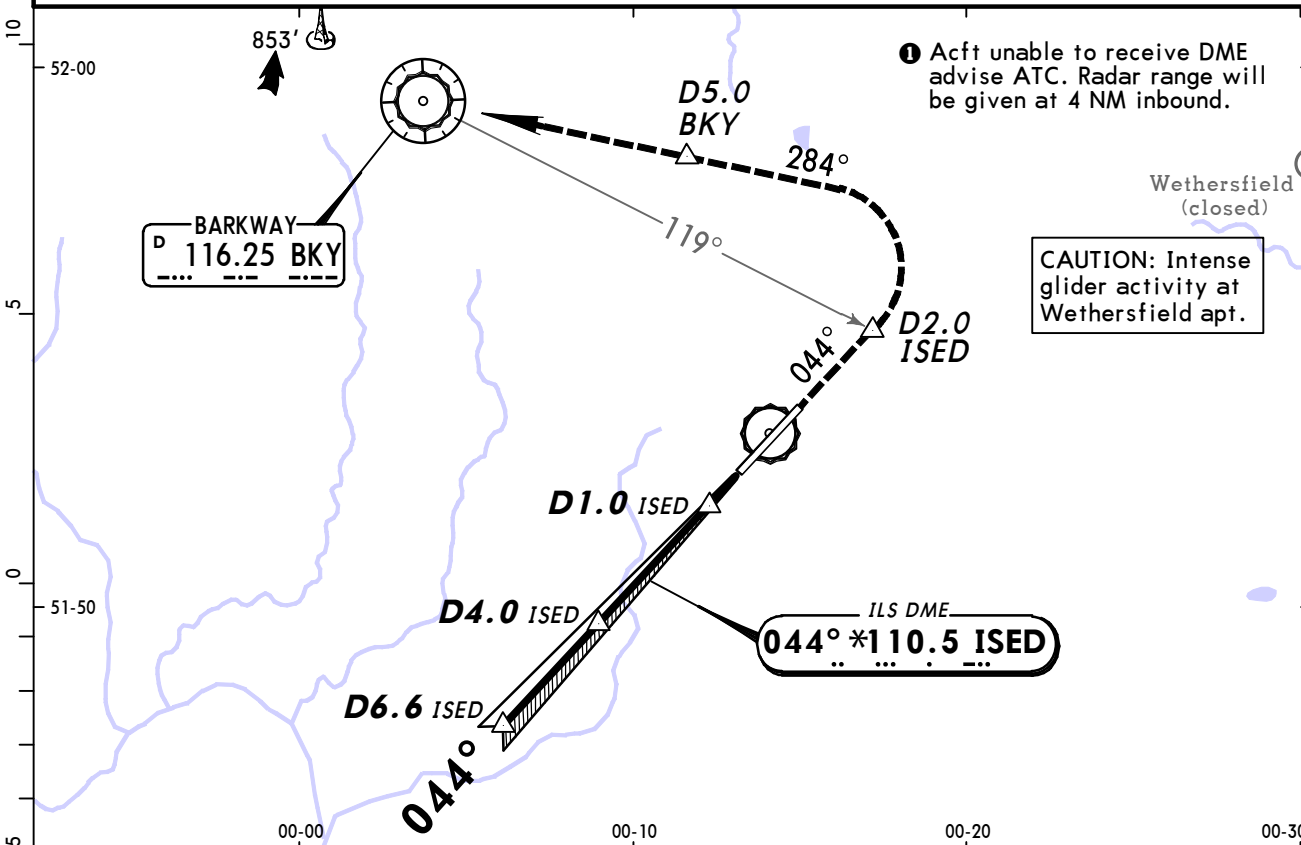
| <b>TAKE-OFF RWY 04, 22</b>        |                        |                                       |                       |                         |
|-----------------------------------|------------------------|---------------------------------------|-----------------------|-------------------------|
| <b>LVP must be in Force ③</b>     |                        |                                       |                       |                         |
| RL, FATO<br>LTS, CL &<br>RVR info | RL, FATO<br>LTS & RCLM | Unlit/unmarked<br>defined<br>RWY/FATO | Nil Facilities<br>DAY | Nil Facilities<br>NIGHT |
| 150m                              | 200m                   | 200m                                  | 250m ④                | 800m                    |

③ Without LVP 400m are stipulated.

④ Or rejected take-off distance whichever is the greater.



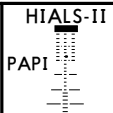
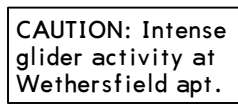
|                                                                                                      |                                                                                                                                                                          |                           |                                  |                                              |                |                               |                                                                                     |  |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------|----------------------------------------------|----------------|-------------------------------|-------------------------------------------------------------------------------------|--|
| BRIEFING STRIP<br>™                                                                                  | ATIS                                                                                                                                                                     |                           | ESSEX Radar (APP)                |                                              | STANSTED Tower |                               | *Ground                                                                             |  |
|                                                                                                      | 127.17    114.55                                                                                                                                                         |                           | 120.62                           |                                              | 123.8          |                               | 121.72                                                                              |  |
|                                                                                                      | LOC<br>ISED<br>*110.5                                                                                                                                                    | Final<br>Apch Crs<br>044° | GS<br>D4.0 ISED<br>1660' (1328') | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums |                | Apt Elev 348'<br><br>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<br>PAPI | MAX<br>185 KT | Not above<br>3000' | D2.0<br>ISED |
| GS            | 3.00° | 377 | 485 | 539 | 647 | 755 |                  |               |                    |              |

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

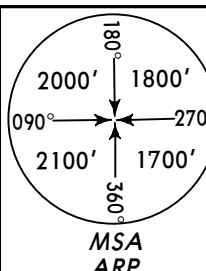
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

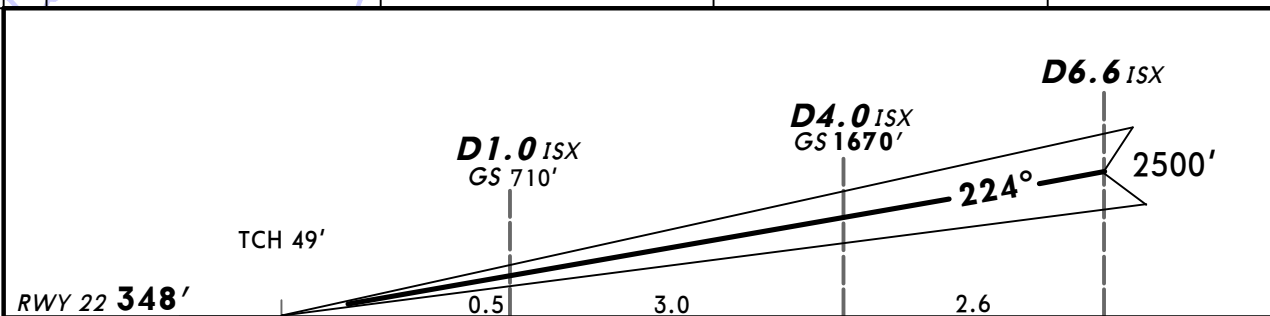
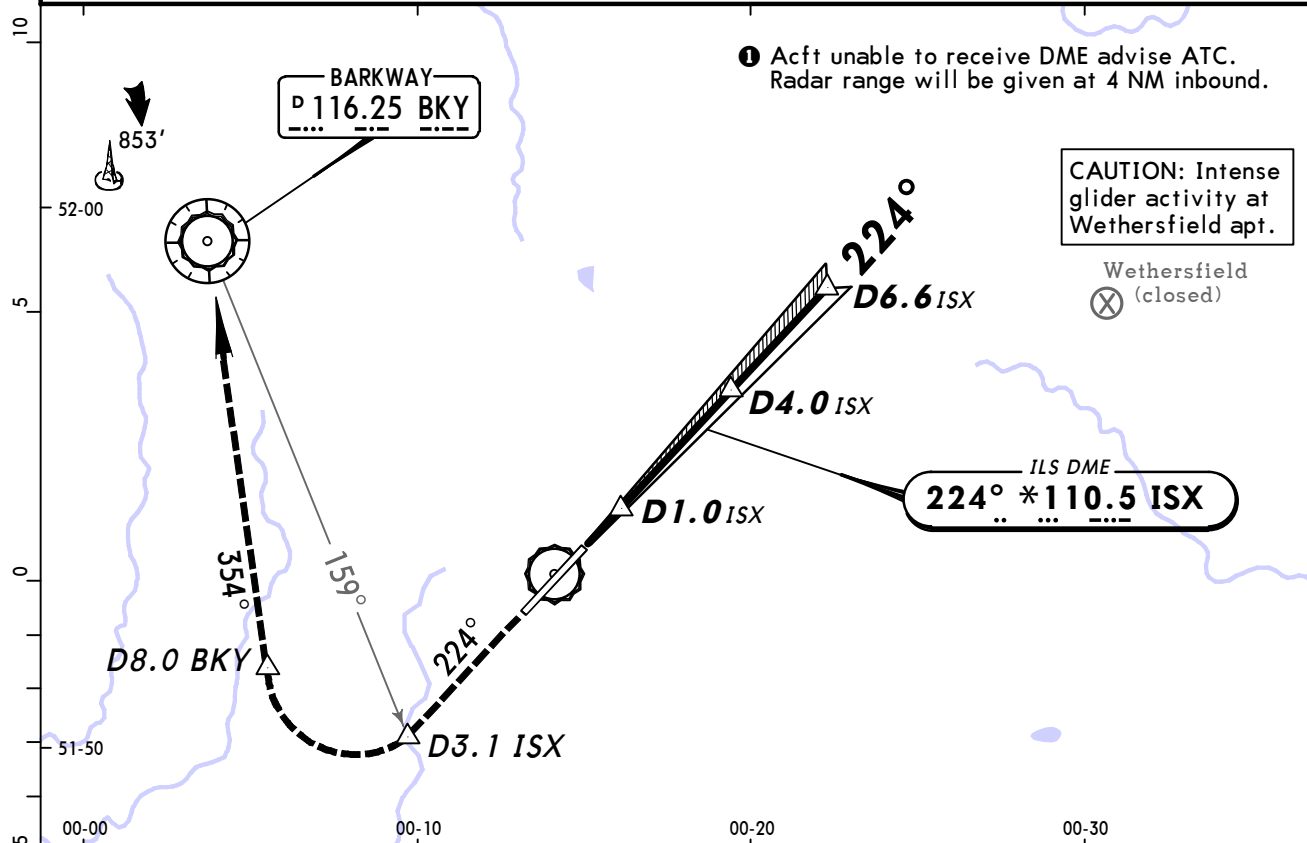


| Standard |          | STRAIGHT-IN LANDING RWY 22 |           |                              |           | CIRCLE-TO-LAND 1 |              |       |
|----------|----------|----------------------------|-----------|------------------------------|-----------|------------------|--------------|-------|
|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

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BRIEFING STRIP™

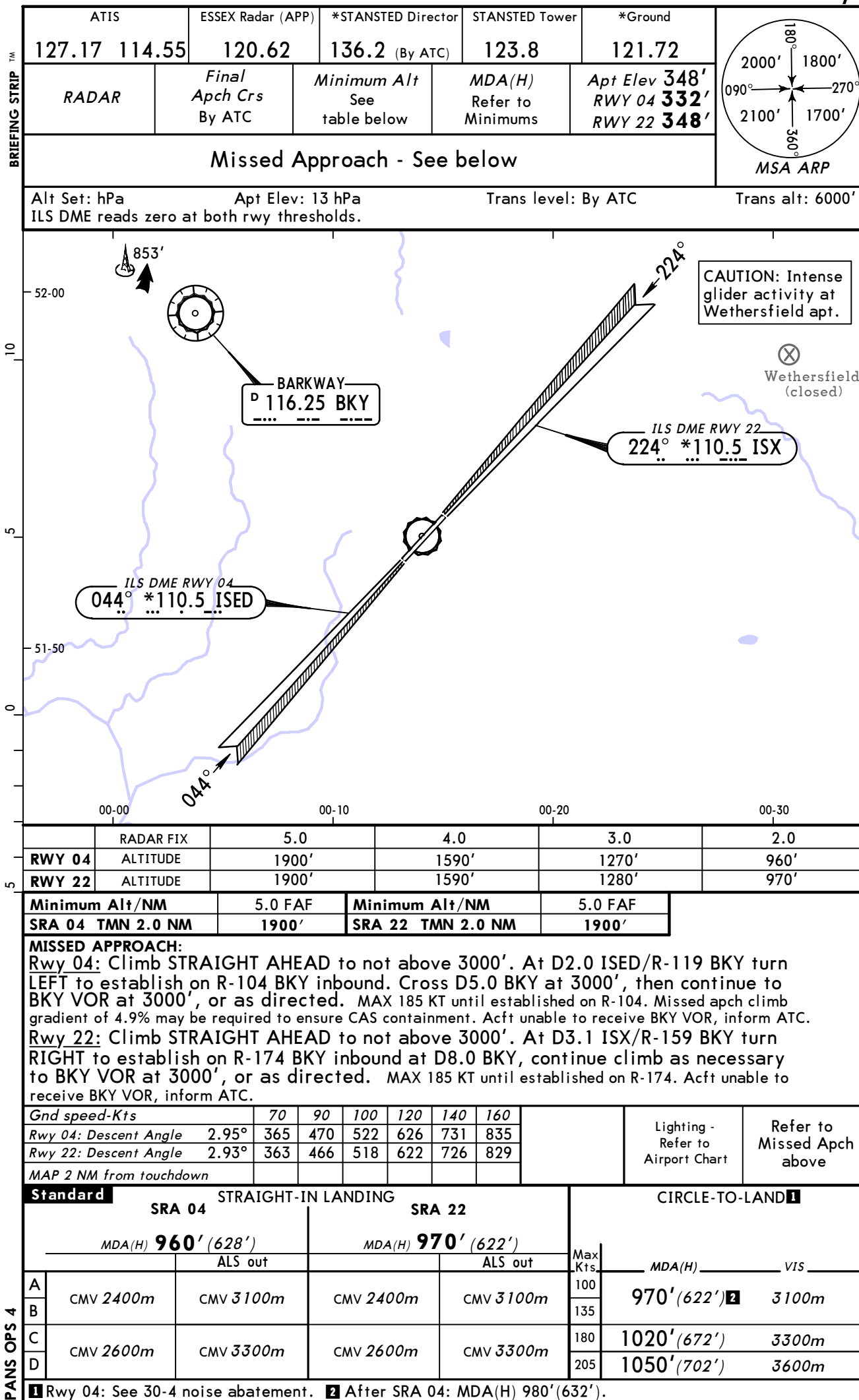
|                                                                                                                                                                           |  |                           |  |                                 |  |                                        |  |                                                                                     |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------|--|---------------------------------|--|----------------------------------------|--|-------------------------------------------------------------------------------------|--|
| ATIS                                                                                                                                                                      |  | ESSEX Radar (APP)         |  | STANSTED Tower                  |  | *Ground                                |  |                                                                                     |  |
| 127.17                                                                                                                                                                    |  | 114.55                    |  | 120.62                          |  | 123.8                                  |  | 121.72                                                                              |  |
| LOC<br>ISX<br>*110.5                                                                                                                                                      |  | Final<br>Apch Crs<br>224° |  | GS<br>D4.0 ISX<br>1670' (1322') |  | CAT II & IIIA ILS<br>Refer to Minimums |  | Apt Elev 348'<br>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<br>PAPI | MAX<br>185 KT | Not above<br>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<br>RA 101'<br>DA(H) 448' (100') |  |
| RVR 200m     |  | RVR 300m                             |  |

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



**Chart changes since cycle 12-2014**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                       | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---------------------------|-----------------|-------|----------|----------|
| 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

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