

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGSS

Terminal Charts For EGSS

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: LONDON GBR
ICAO/IATA: EGSS / STN
Lat/Long: N51° 53.10', E000° 14.10'
Elevation: 348 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
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
Traffic Pattern Altitude: 1348 ft (1000 ft AGL)

Sunrise: 0804 Z
Sunset: 1609 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: 114.550
Stansted Tower: 123.800
Stansted Tower: 125.550
Stansted Ground Ground: 121.725
Stansted Delivery Clearance Delivery: 121.950

Essex Radar Approach: 120.625
London Control ACC: 118.825
Stansted Director Radar: 136.200
Airline Services Pad Cont Operations: 121.916
Ryanair Pad Control Operations: 121.555
Stansted Director Direct (Approach Control Radar): 136.200

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17 JUL 15

30-1P

LONDON, UK

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.175 114.550

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.

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30-1P1

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AIRPORT BRIEFING

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.

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

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.

Pilots should not enter an ACFT stand unless Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed. If no activated SEG displayed upon approach to the stand, flight crews should inform Ground Movement Control (GMC) and contact their handling agent. Aircrew must not attempt to self-park if the SEG is not illuminated or calibrated for their ACFT type.

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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30-1P2

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AIRPORT BRIEFING

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 5700kgs 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 2330-0600LT all ACFT except propeller ACFT shall not descend below 3000' (Stansted QNH) until it is established on the final approach and less than 10NM 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.

2.3. 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.

2. ARRIVAL

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/1.1NM from the threshold of the RWY-in-use, or if not airborne, will be at least 2500m/1.35NM 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 5700kg:
 - **Landing following departure -**
The departing ACFT will be airborne and at least 1500m/0.8NM from the threshold, or if not airborne, will be at least 1500m/0.8NM from the landing threshold. The reduced distances do not apply to those jets which are 5700kg 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 6km 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).

2.3.3. MINIMUM RWY OCCUPANCY TIME

RWY 04	TWY PR	TWY QR	TWY Q
Distance from THR	5138'/1566m	6050'/1844m	7349'/2240m
Design exit speed	52 KT	52 KT	N/A

RWY 22	TWY NR	TWY LR	TWY L
Distance from THR	4186'/1276m	6204'/1891m	7664'/2336m
Design exit speed	52 KT	52 KT	N/A

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13 NOV 15 **(30-1P4)**

LONDON, UK
AIRPORT BRIEFING

2. ARRIVAL

Pilots are reminded that rapid exit from the RWY will enable ATC to apply minimum spacing on final approach and will minimise the risk of 'go-arounds'.
Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
Where possible, pilots should exit at PR during RWY 04 operations. Tactical extension to the landing roll of any distance is prohibited unless authorised by ATC. Pilots are not to vacate at Q1.

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. DE-ICING

3.1.1. REMOTE DE-ICING

Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
Flight crew shall notify ATC that remote de-icing will be required prior to ACFT pushback via datalink where available.
Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
Upon entering the pad, flight crew shall park the ACFT in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
On completion, flight crew shall contact ATC for further taxi.

3.1.2. REMOTE DE-ICING EMERGENCY PROCEDURES

Should an ACFT emergency develop during de-icing pad operations, flight crews are to select all nose landing lighting and contact ATC. Upon seeing the illuminated lights, all de-icing vehicles shall vacate manoeuvring area.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL 100 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.

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13 NOV 15

(30-1P5)

LONDON, UK

AIRPORT BRIEFING

3. DEPARTURE**3.3. NOISE ABATEMENT PROCEDURES****3.3.1. GENERAL**

After take-off operate ACFT so that it is at or above 1350' at 6.5km 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 5700kgs are depicted on London Stansted SID charts and on graphic on chart 30-4.

3.3.2. 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

3.4. RWY OPERATIONS**3.4.1. MINIMUM RWY OCCUPANCY TIME**

Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll as soon as clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible.

Pilots of ACFT with wingspan greater than 118'/36m should not proceed beyond the

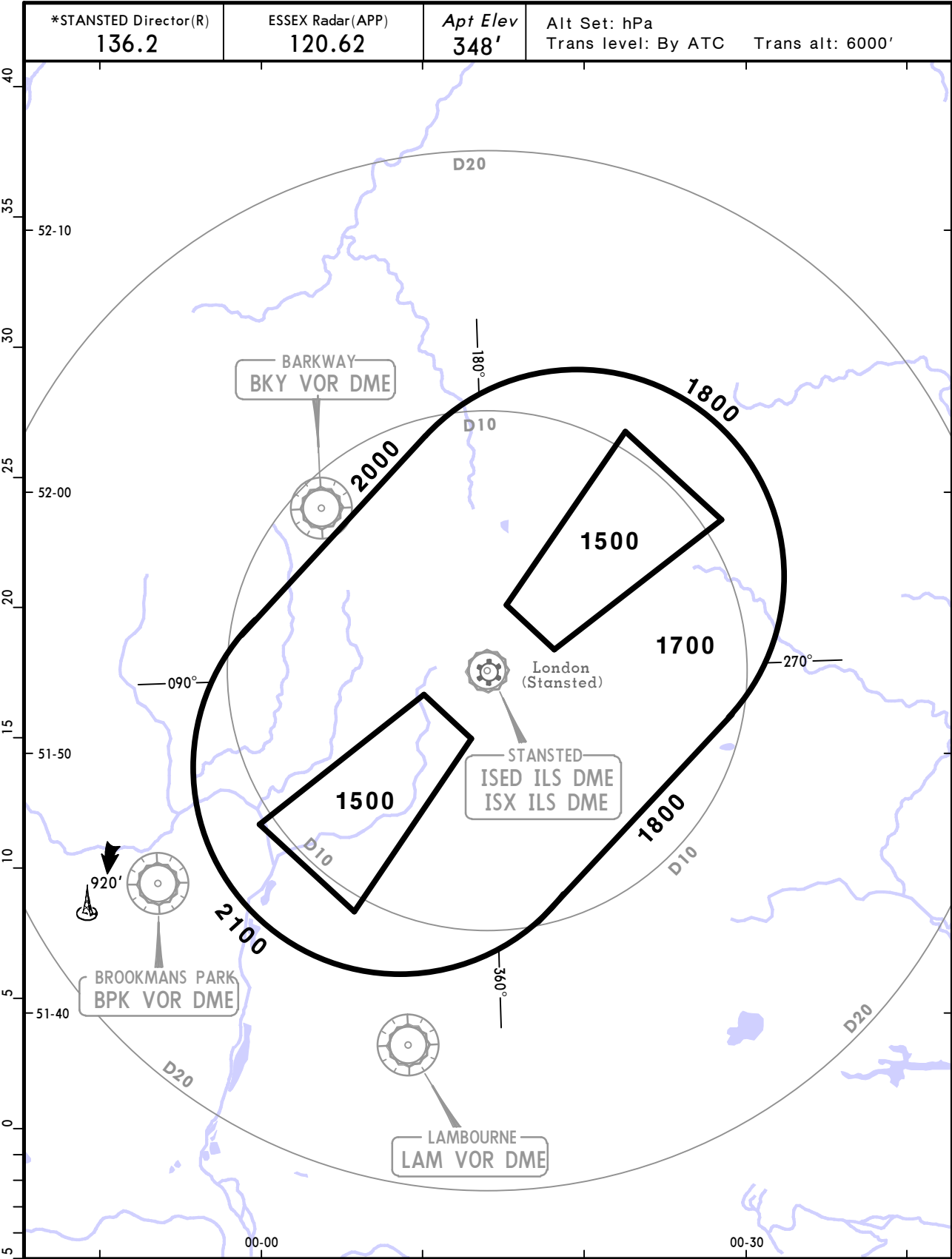
CAT III holding points G3 and W3 unless instructed to do so by ATC. This may result in fluctuations in the glidepath signal and, subject to weather conditions, inbound traffic established on the ILS may be asked to make a visual approach or LOC only approach whilst the restricted area is infringed.

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3 JUL 09 (30-1R)

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RADAR MINIMUM ALTITUDES



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' .

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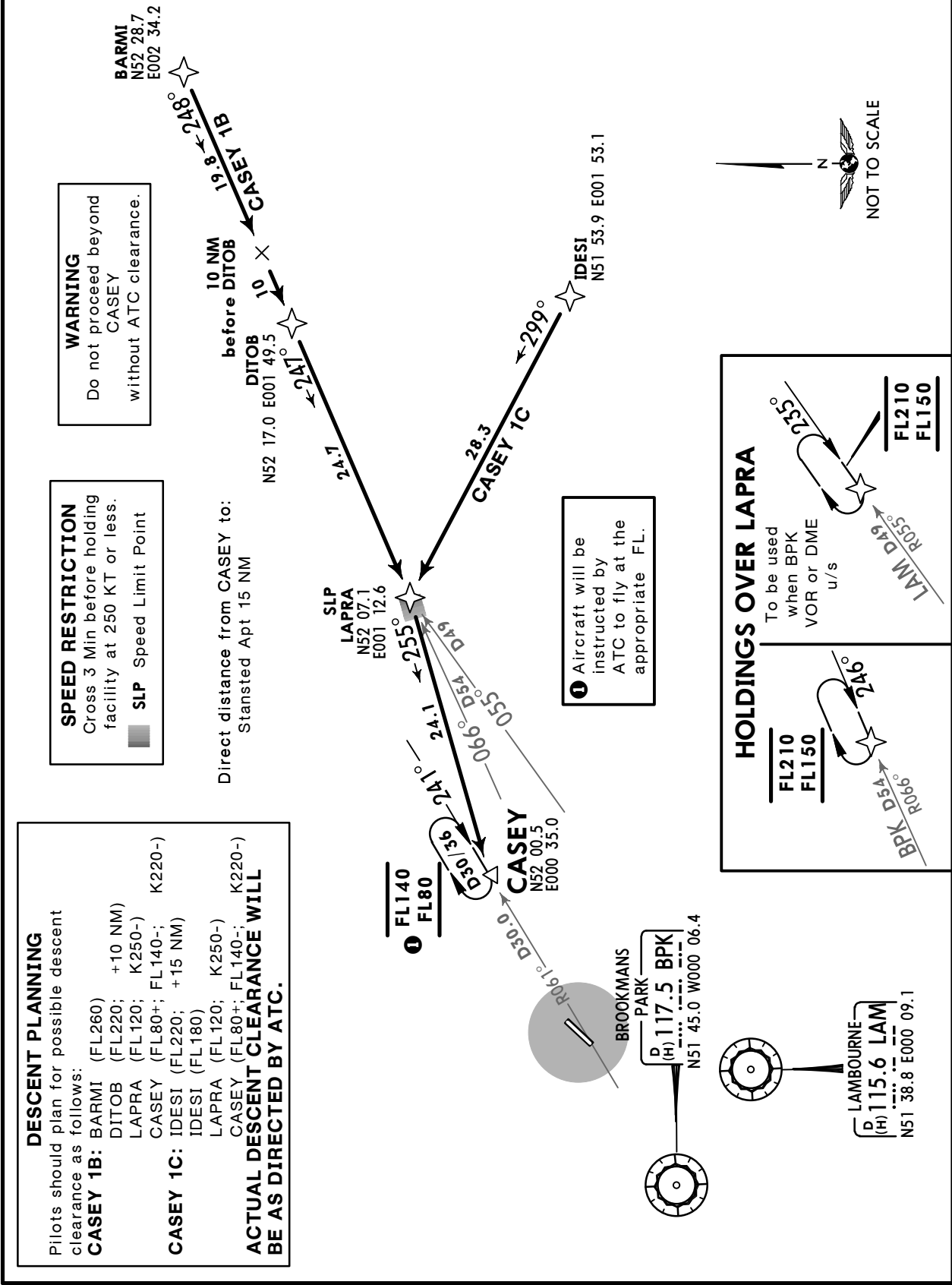
JEPPesen
17 APR 15 (30-2A)

LONDON, UK
RNAV STAR

ATIS 127.175 114.550	Apt 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.
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CASEY 1B [CASE1B] , CASEY 1C [CASE1C]
RNAV ARRIVALS

TO 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

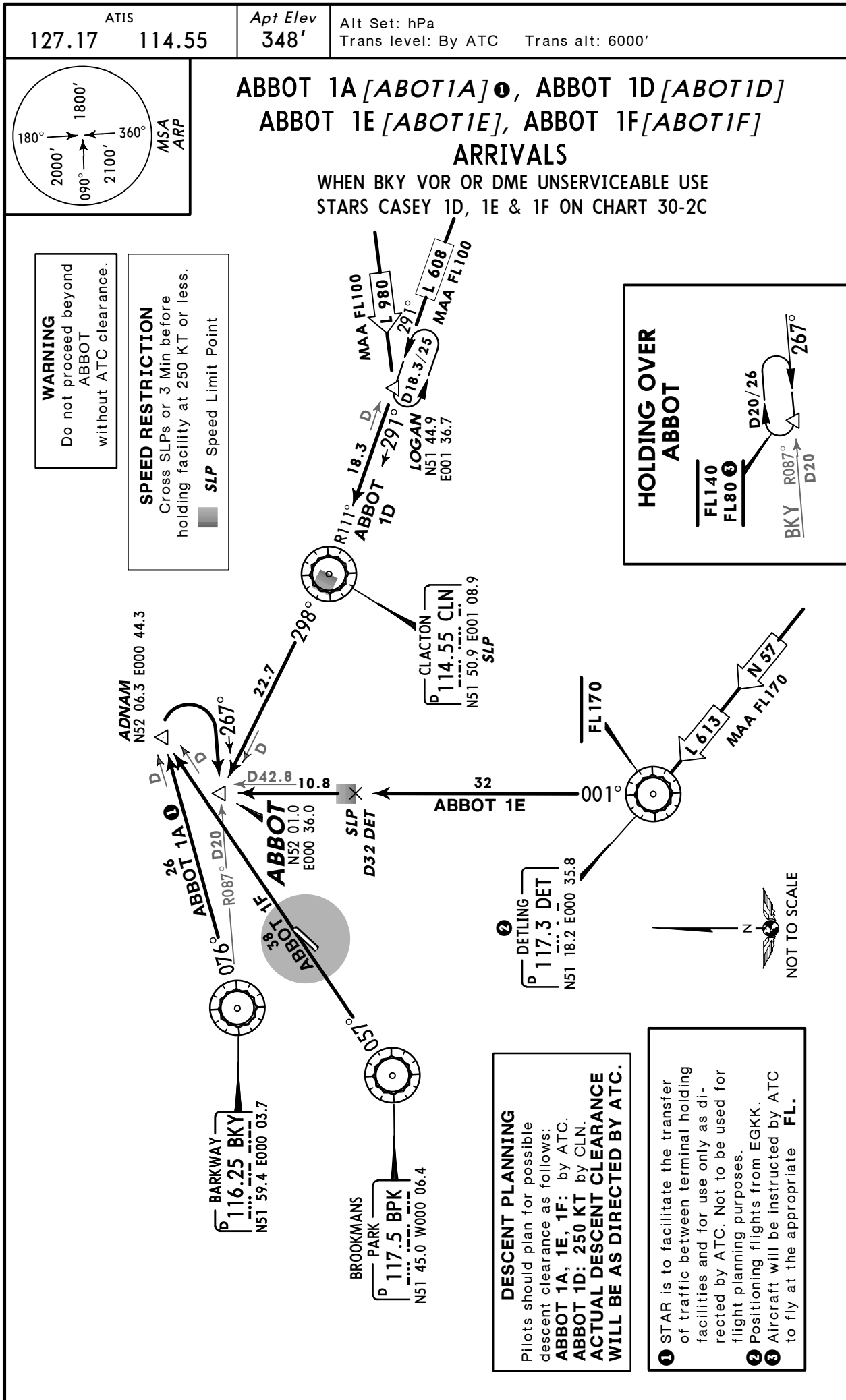


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11 DEC 09 (30-2B) Eff 17 Dec

LONDON, UK

STAR

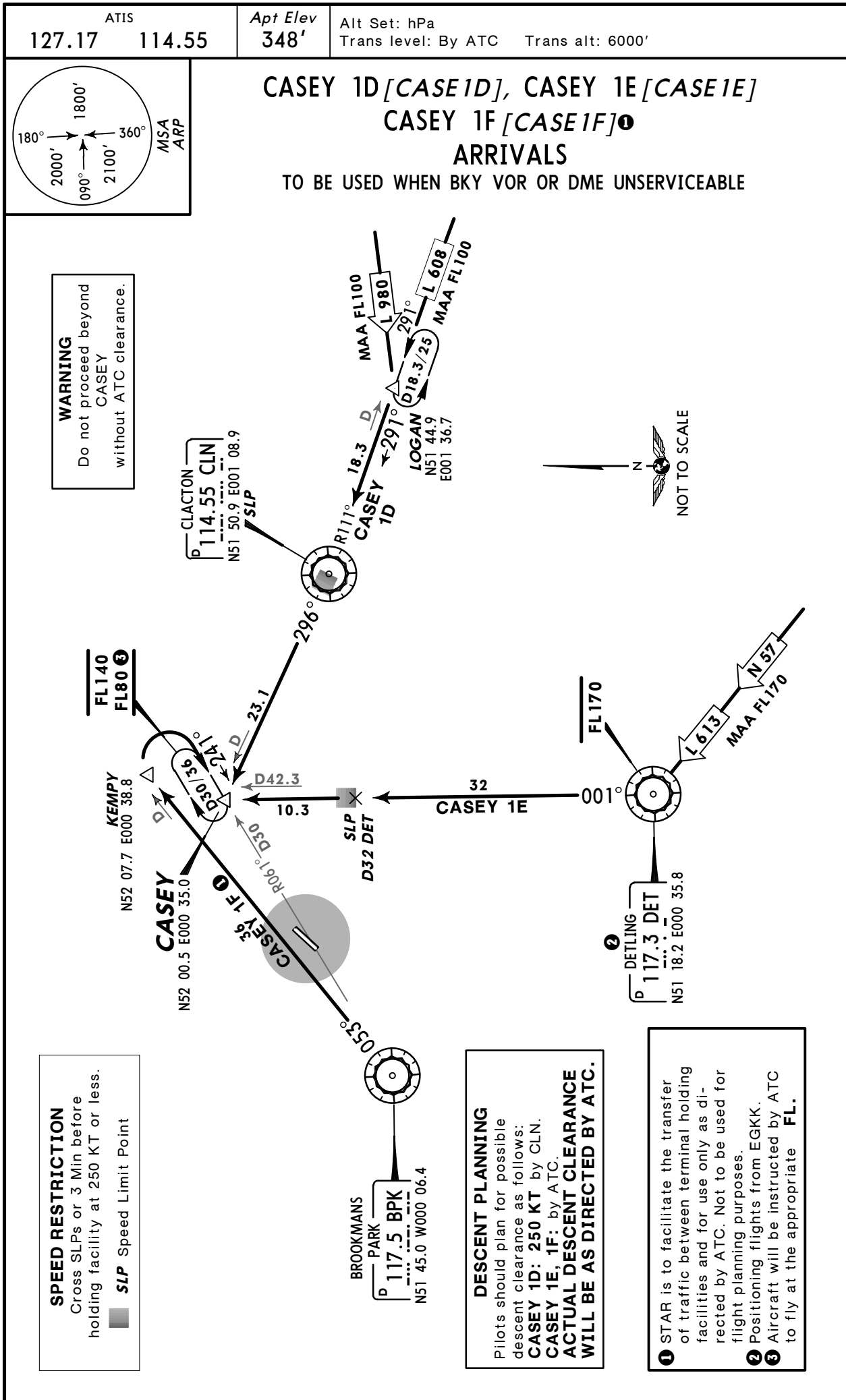


EGSS/STN
STANSTED

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11 DEC 09 30-2C Eff 17 Dec

LONDON, UK

STAR



EGSS/STN
STANSTED

JEPPESSEN
20 FEB 15 30-2D Eff 5 Mar

LONDON, UK
STAR

ATIS
127.175 114.55

Apt Elev
348'

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

LOREL 5A [LORE5A], LOREL 2L [LORE2L]
LOREL 2M [LORE2M]
ARRIVALS

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 5A, 2L & 2M

WARNING
Do not proceed beyond
LOREL
without ATC clearance.

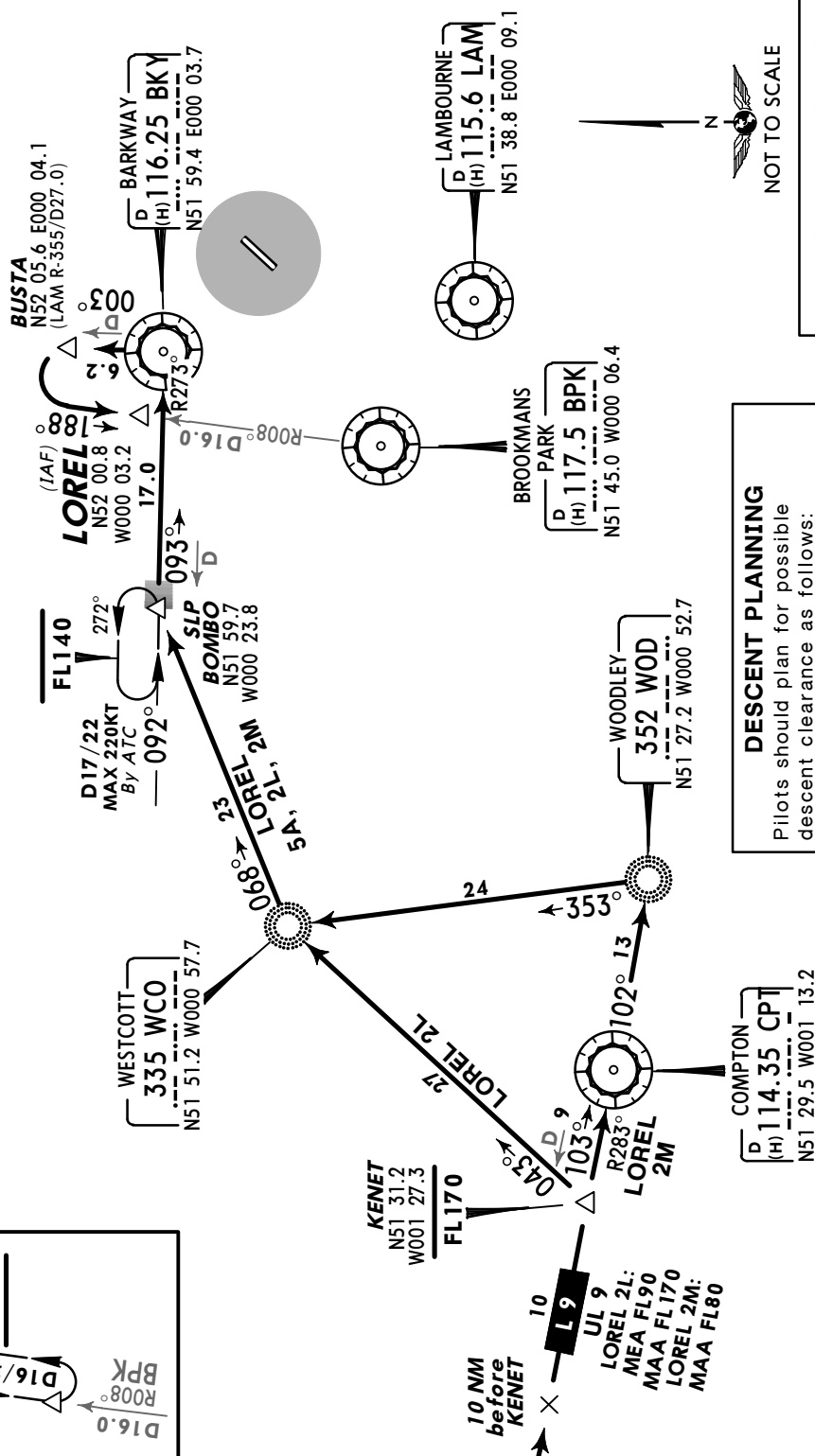
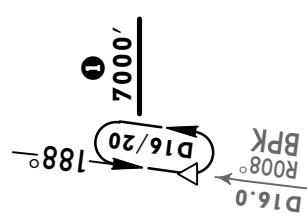
SPEED RESTRICTION
Cross SLPs or 3 Min before
holding facility at 250 KT or less.
SLP Speed Limit Point

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.**

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

Direct distance from LOREL to:
Stansted Apt 14 NM

**HOLDING
OVER LOREL**



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LONDON, UK

20 FEB 15

(30-2E)

Eff 5 Mar

STAR

ATIS
127.175 114.55

Apt 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.

SPEED RESTRICTION

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

SLP Speed Limit Point

DESCENT PLANNING

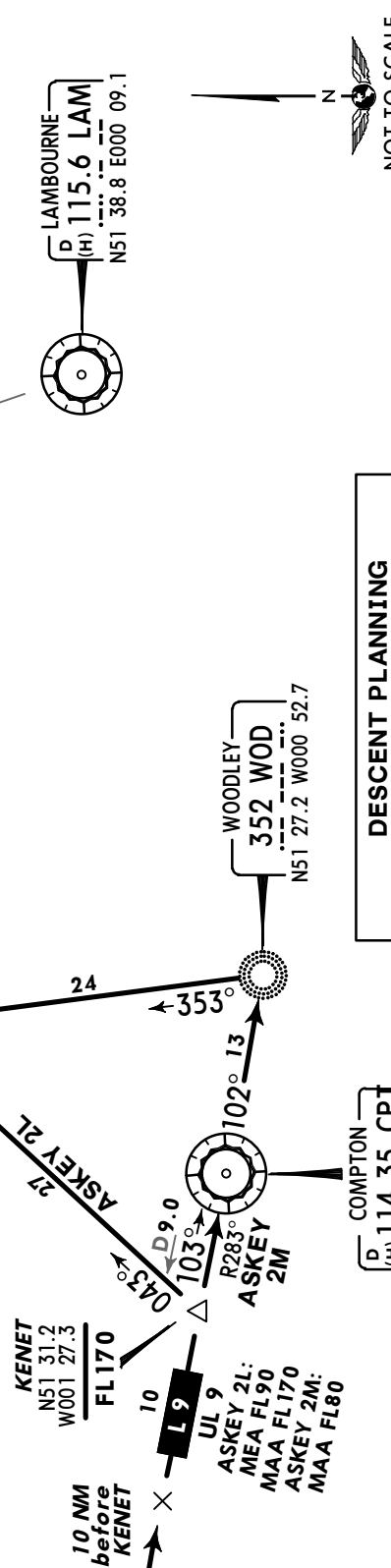
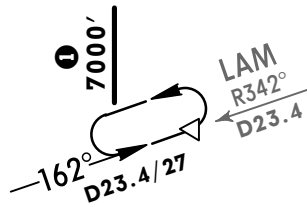
Pilots should plan for possible
descent clearance as follows:
ASKEY 2L: FL140 by 10NM before
KENET for flight planning purposes
only.

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

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

Direct distance from ASKEY to:
Stansted Apt 15 NM

**HOLDING
OVER ASKEY**



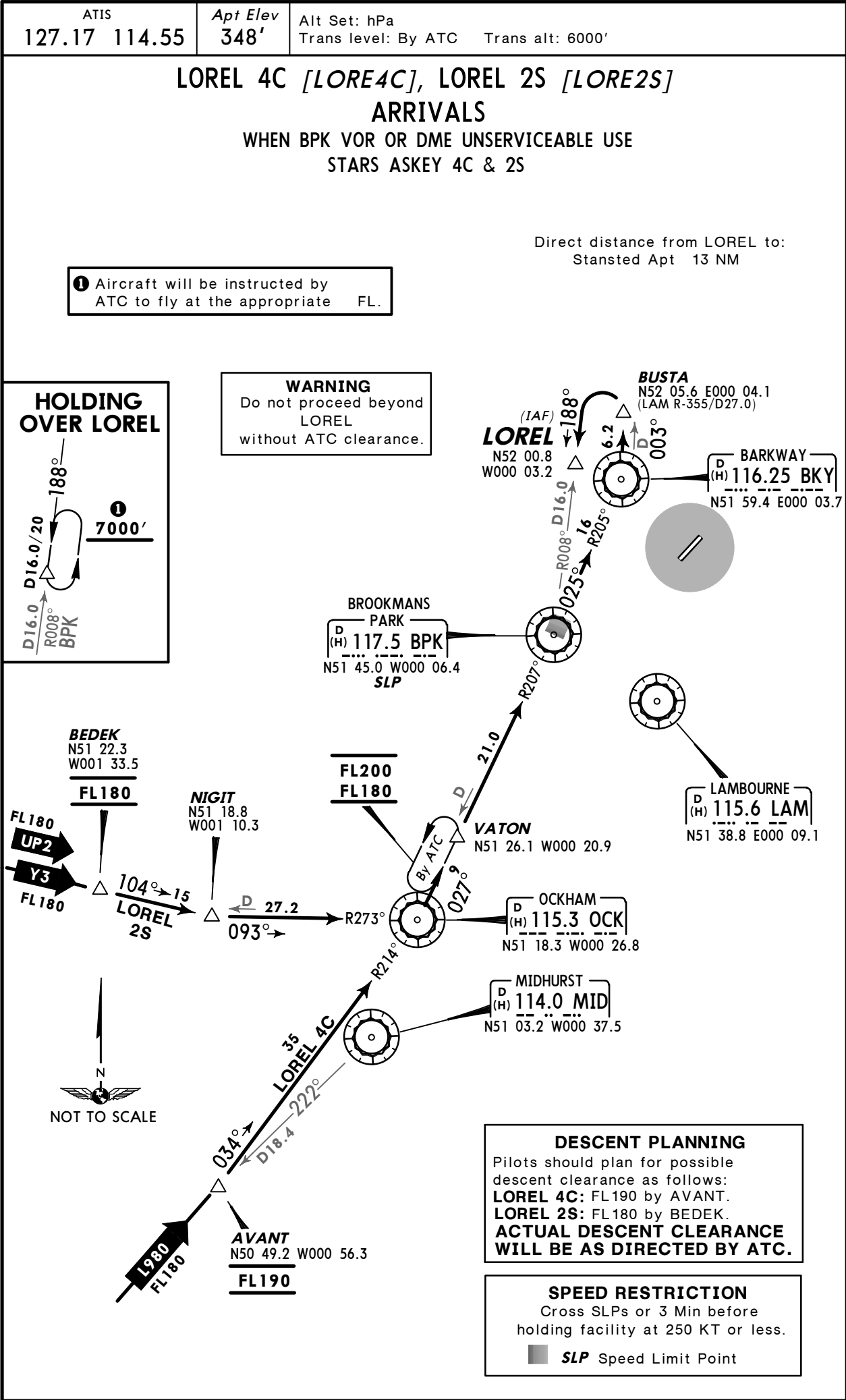
LONDON, UK
STAR

WARNING
Do not proceed beyond
ASKEY
without ATC clearance.

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14 JUN 13 (30-2H)

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JEPPesen
14 JUN 13 (30-2J)

LONDON, UK
STAR

ATIS
127.17 114.55

Apt Elev
348'

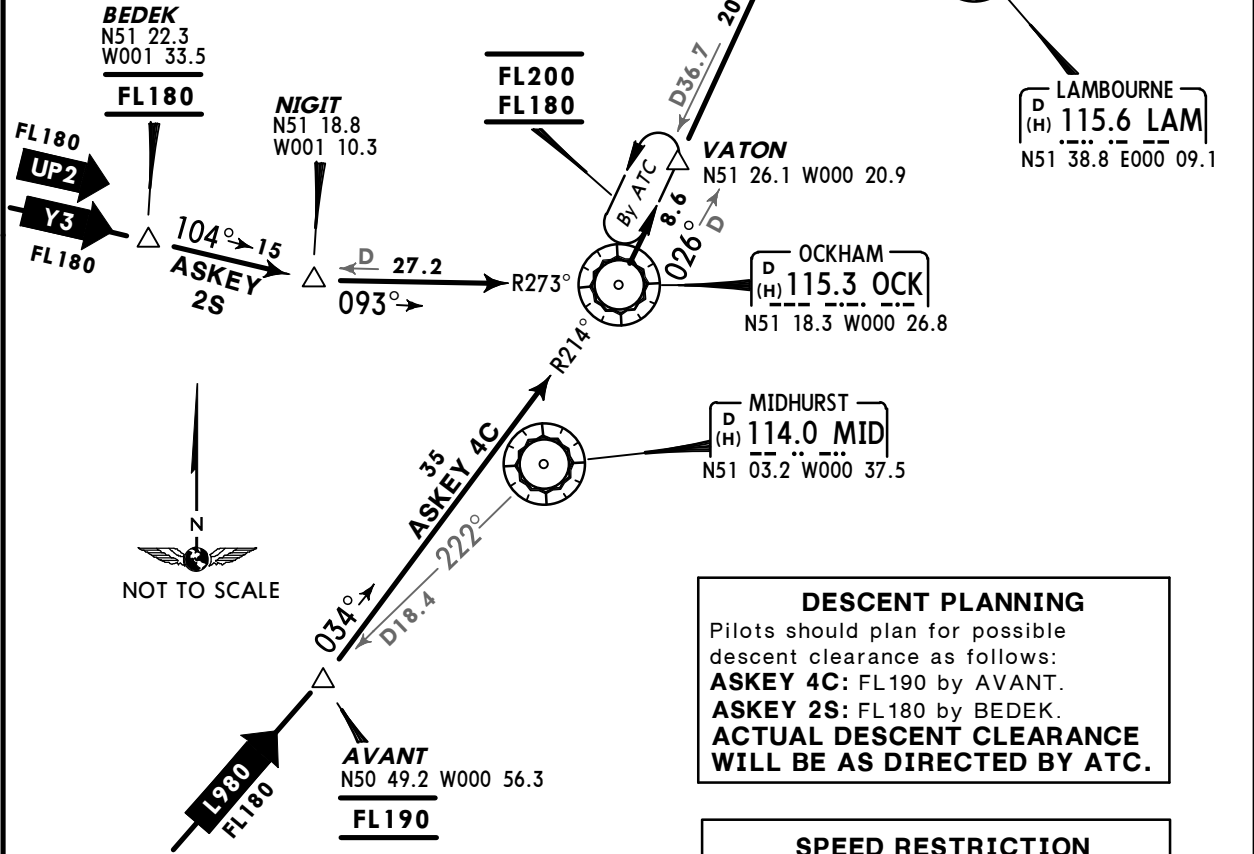
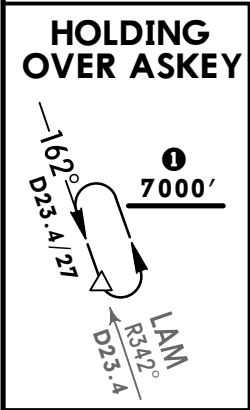
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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.



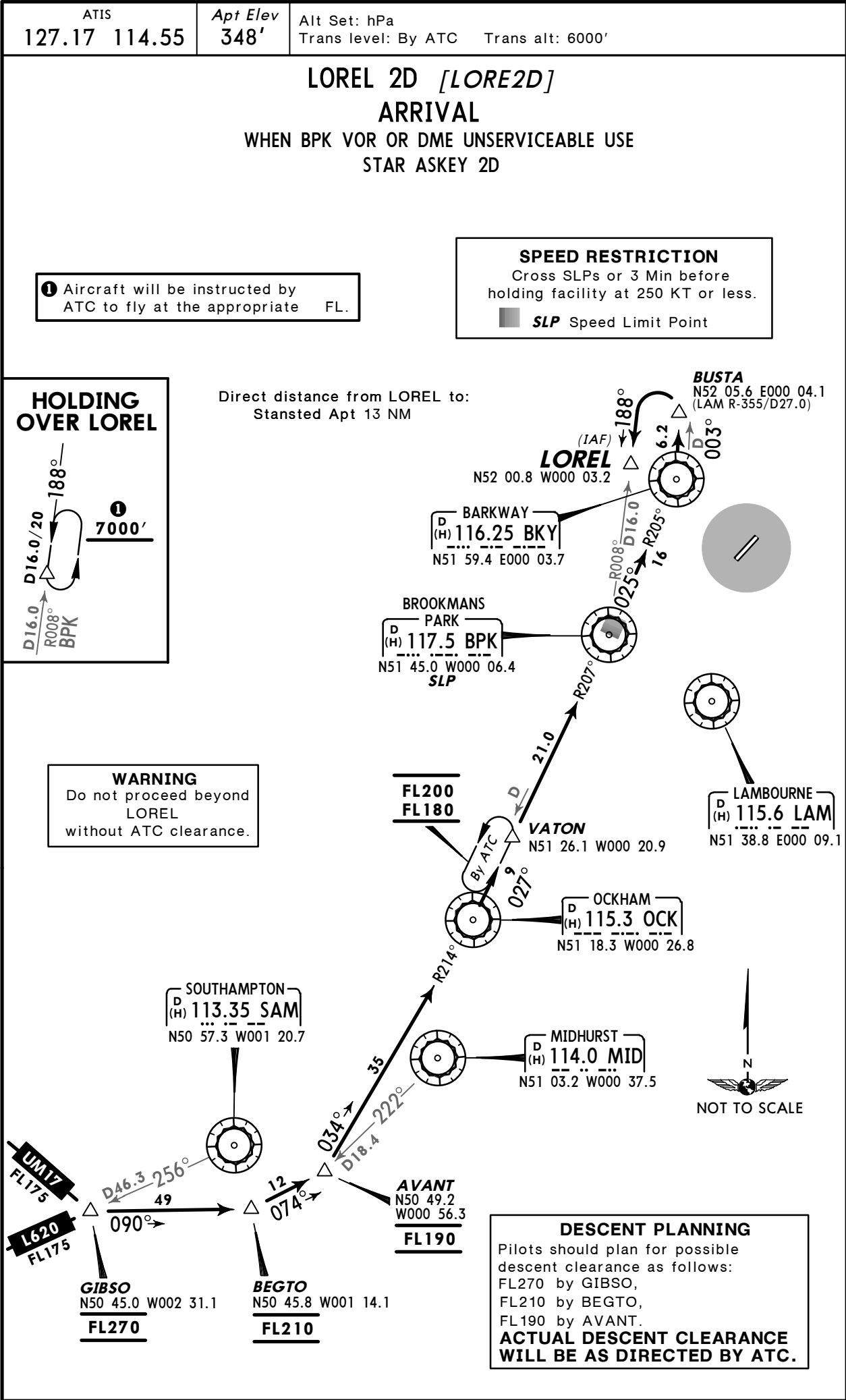
DESCENT PLANNING
Pilots should plan for possible
descent clearance as follows:
ASKEY 4C: FL190 by AVANT.
ASKEY 2S: FL180 by BEDEK.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

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

EGSS/STN
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JEPPESSEN
14 JUN 13 (30-2K)

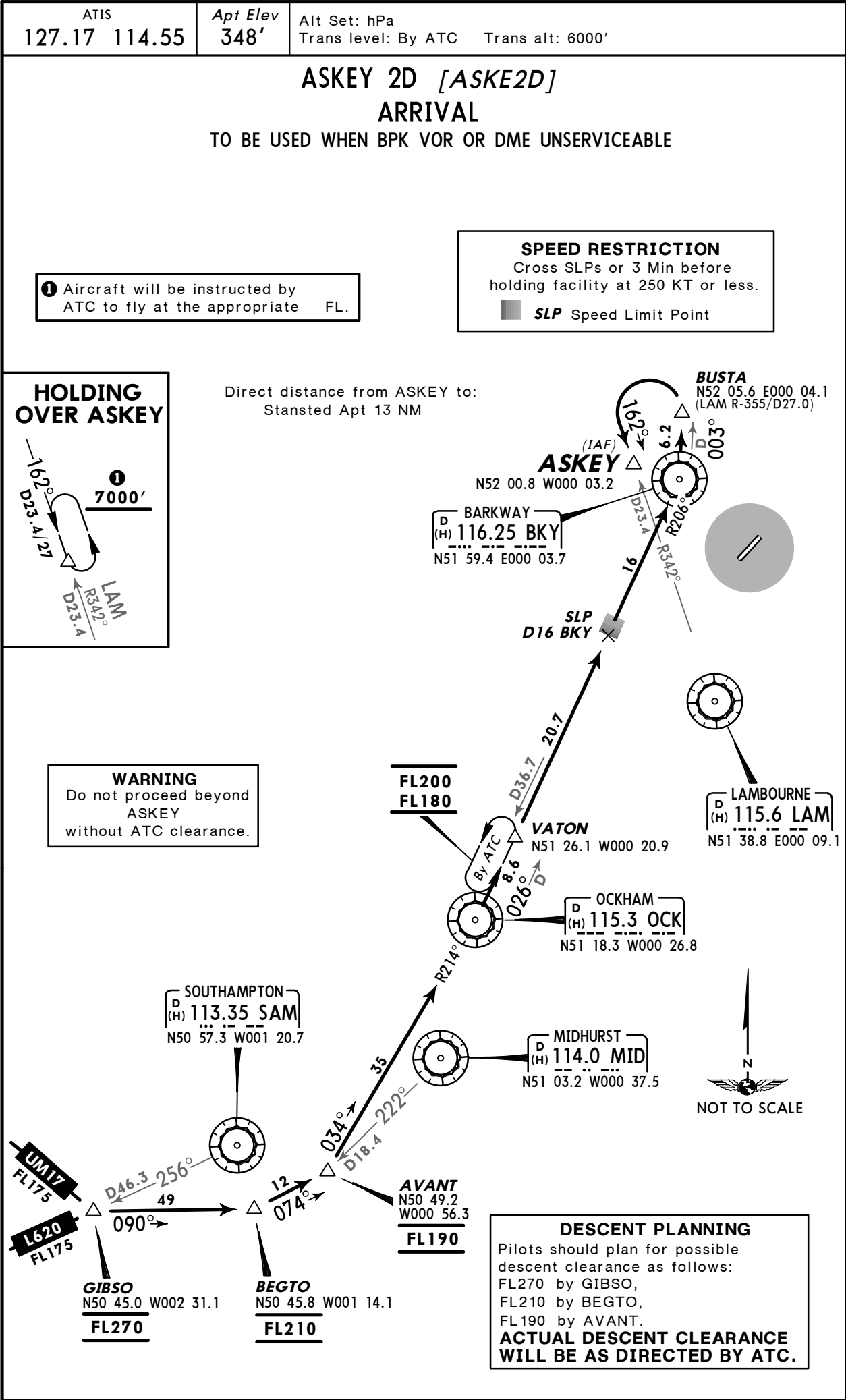
LONDON, UK
STAR



EGSS/STN
STANSTED

JEPPESSEN
14 JUN 13 (30-2L)

LONDON, UK
STAR



EGSS/STN
STANSTED

JEPPESSEN

LONDON, UK

5 DEC 14

30-2M

Eff 11 Dec

STAR

ATIS
127.175 114.55

Apt Elev
348'

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

LOREL 4F [LORE4F]①, LOREL 3G [LORE3G]①
LOREL 2H [LORE2H], LOREL 1K [LORE1K]②

ARRIVALS

WHEN BPK VOR OR DME UNSERVICEABLE USE
STARS ASKEY 4F, 3G, 2H & 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.

LOREL 2H: FL150 by CLIPY.

LOREL 1K: FL150 by CLIPY.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

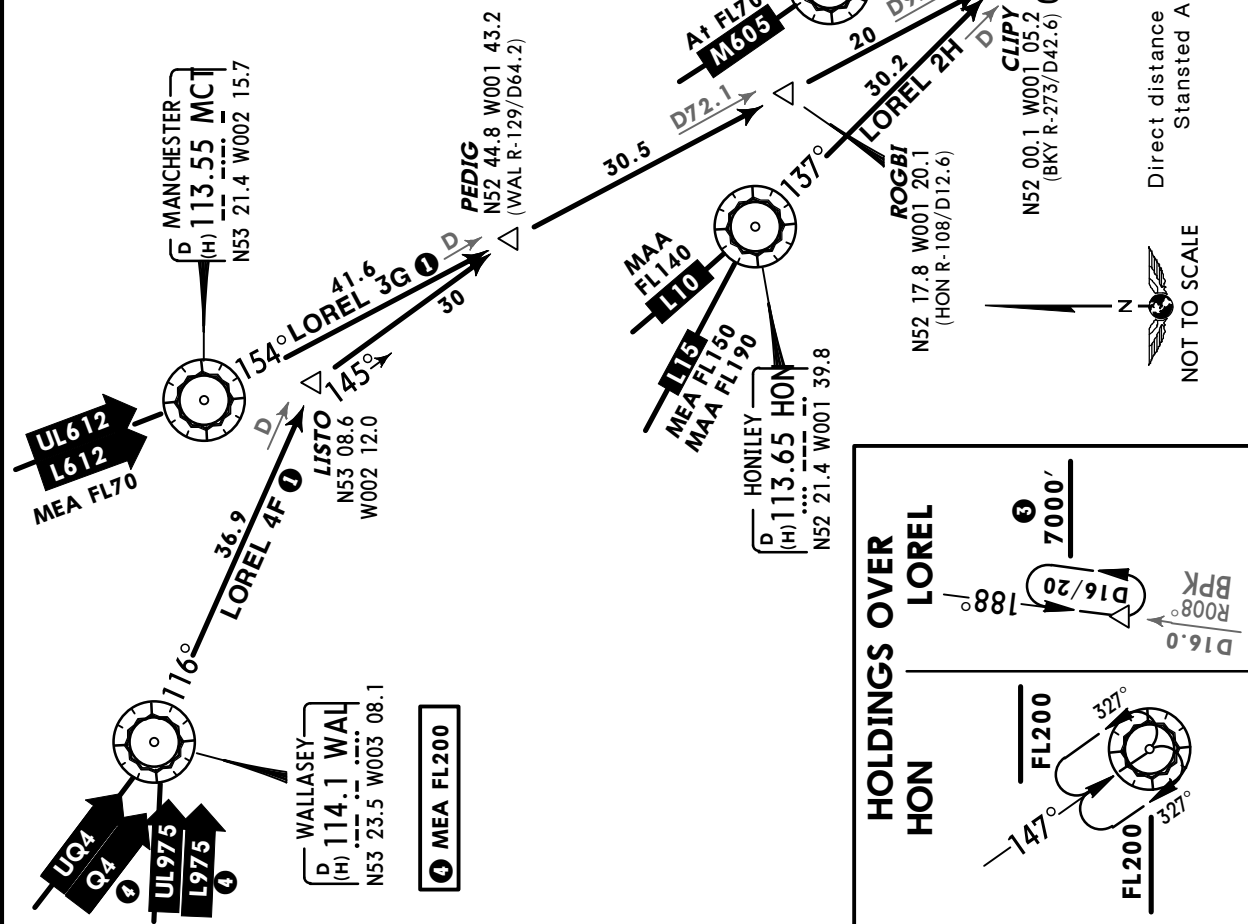
WARNING

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



EGSS/STN
STANSTED
JEPPESSEN

5 DEC 14

(30-2N)
Eff 11 Dec
LONDON, UK
STAR
ATIS
127.175 114.55
Apt Elev
348'
Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'
ASKEY 4F [ASKE4F]①, ASKEY 3G [ASKE3G]①
ASKEY 2H [ASKE2H], 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.

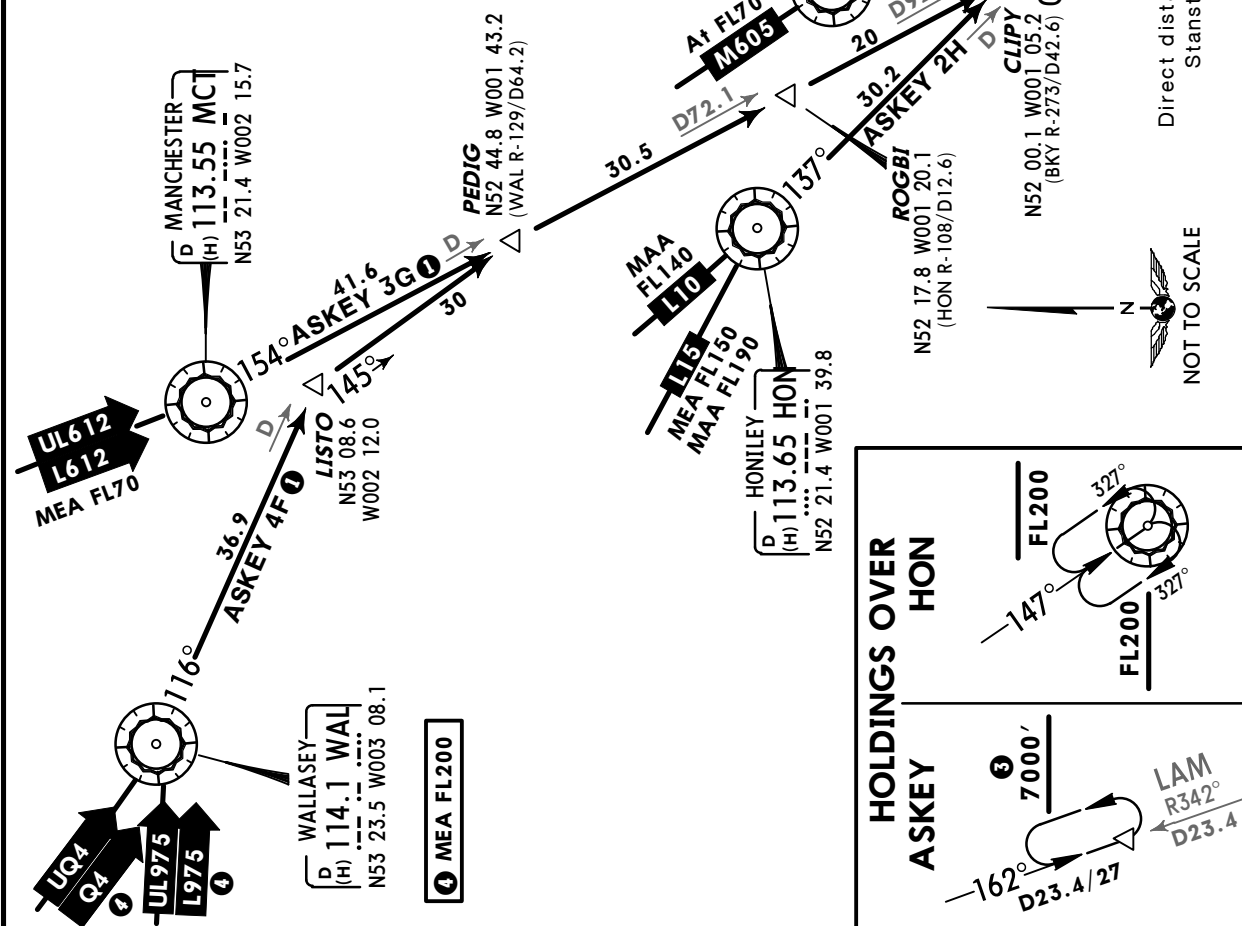
ASKEY 2H: FL150 by CLIPY.

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


EGSS/STN
STANSTED
JEPPESSEN
 14 JUN 13 **(30-2P)**
LONDON, UK
STAR

 ATIS
 127.17 114.55

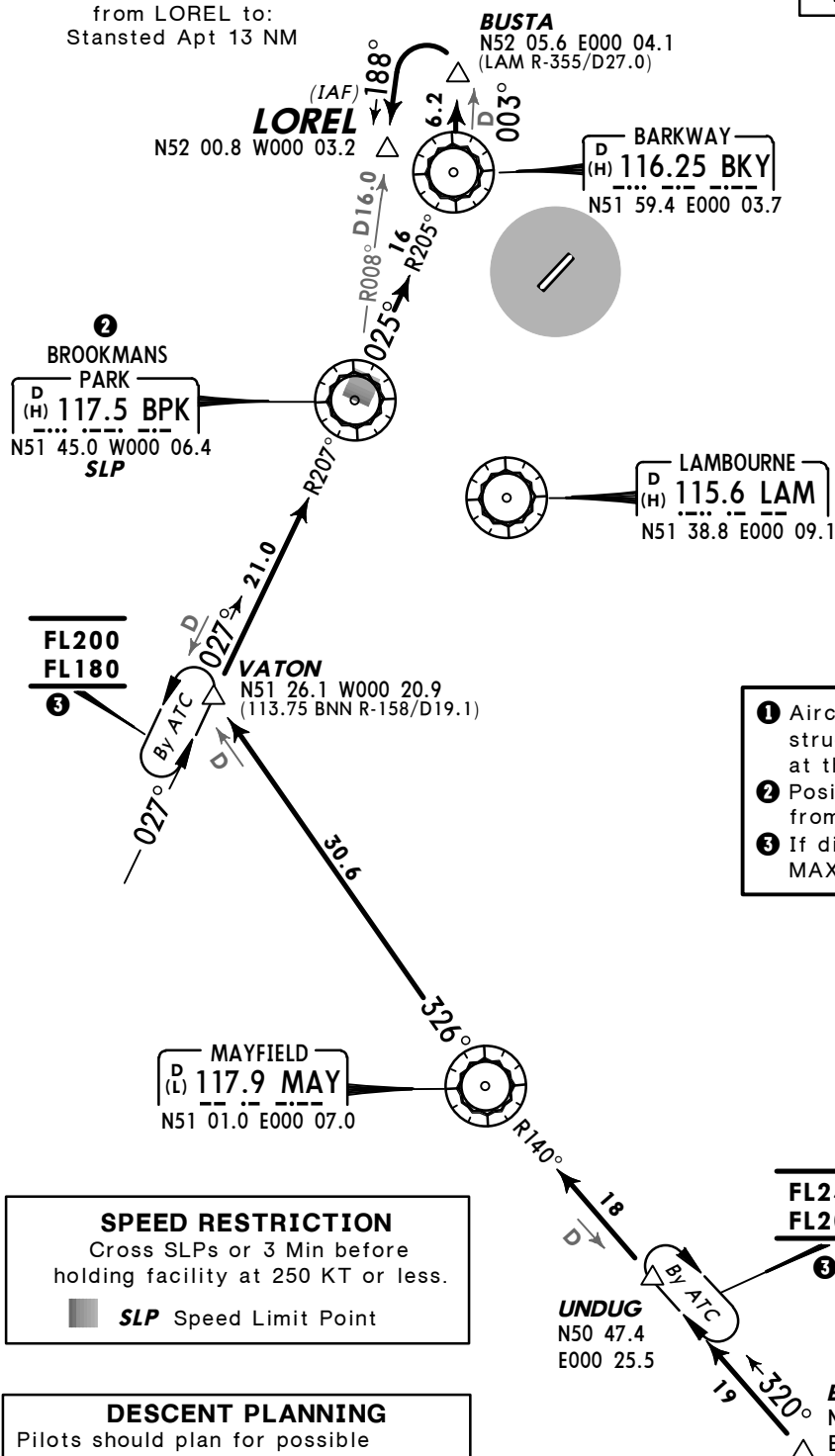
 Apt Elev
 348'

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

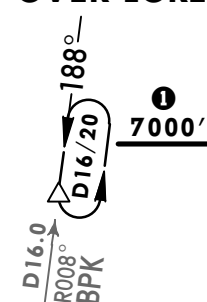
LOREL 4Q [LORE4Q] ARRIVAL WHEN BPK VOR OR DME UNSERVICEABLE USE STAR ASKEY 4Q

 Direct 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.
- 3 If directed to hold enroute, MAX 240KT at all levels.

SPEED RESTRICTION

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

SLP Speed Limit Point

DESCENT PLANNING

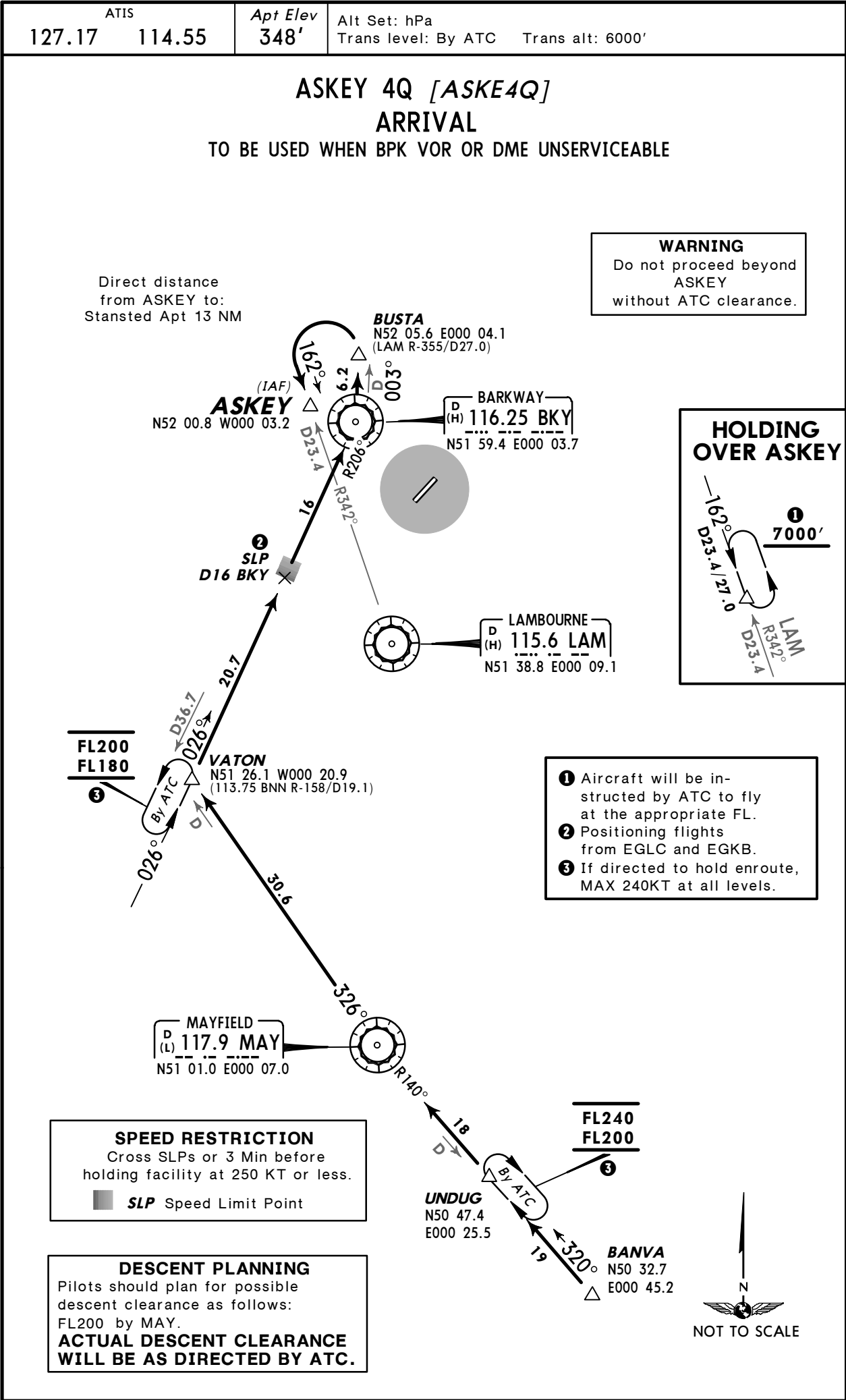
 Pilots should plan for possible
 descent clearance as follows:
 FL200 by MAY.

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


EGSS/STN
STANSTED

JEPPesen
14 JUN 13 30-2Q

LONDON, UK
STAR



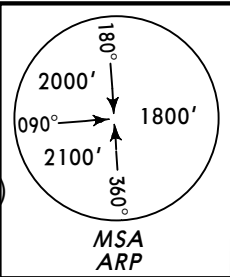
EGSS/STN
STANSTED

JEPPesen
26 JUN 09 30-2S Eff 2 Jul

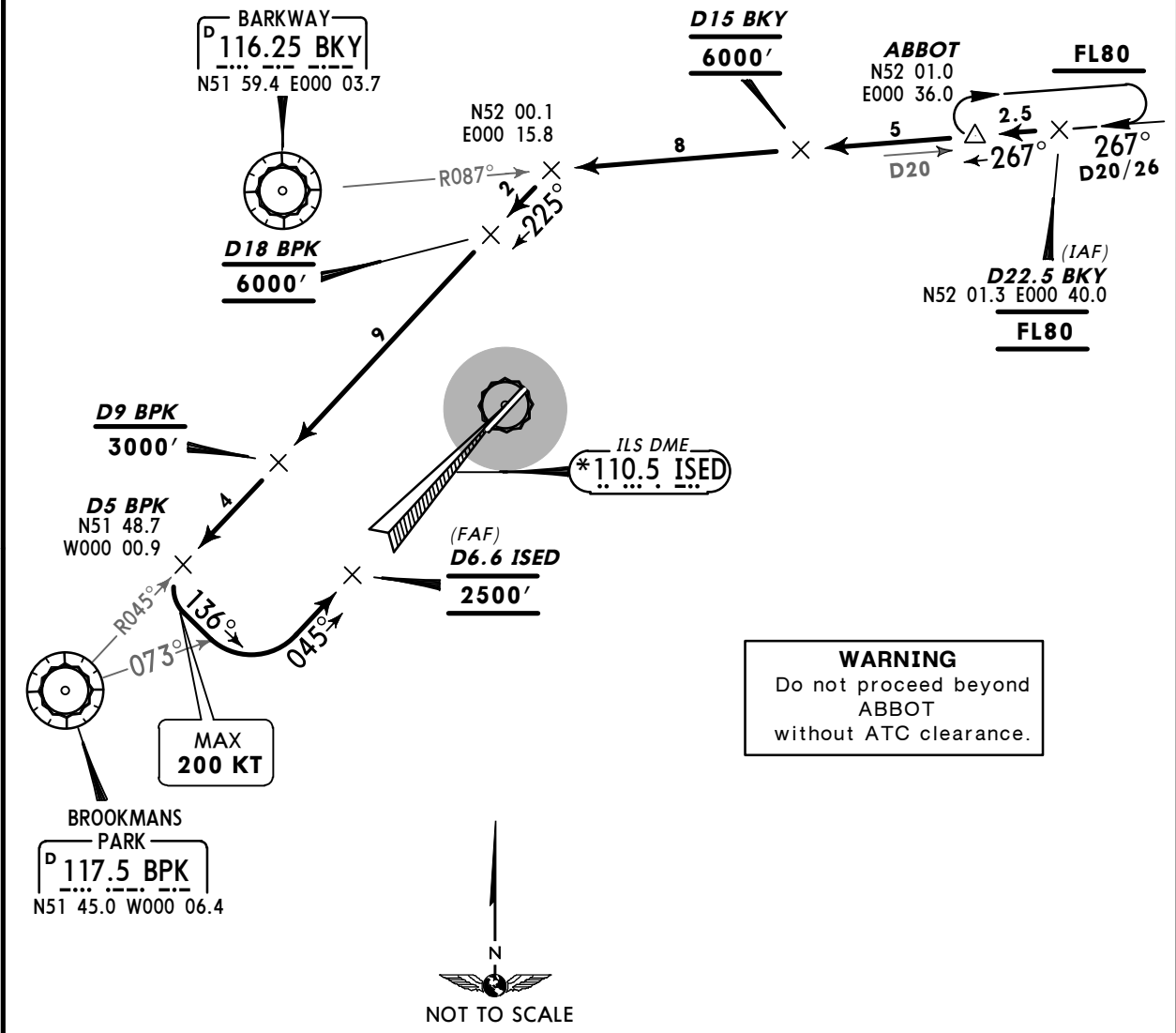
LONDON, UK
INITIAL APPROACH

ATIS 127.17 114.55	Apt 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.
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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**



WARNING
Do not proceed beyond
ABBOT
without ATC clearance.

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.

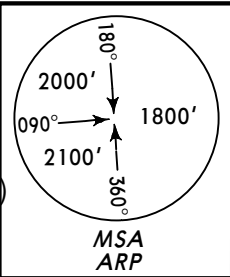
EGSS/STN
STANSTED

JEPPesen
26 JUN 09 30-2T Eff 2 Jul

LONDON, UK
INITIAL APPROACH

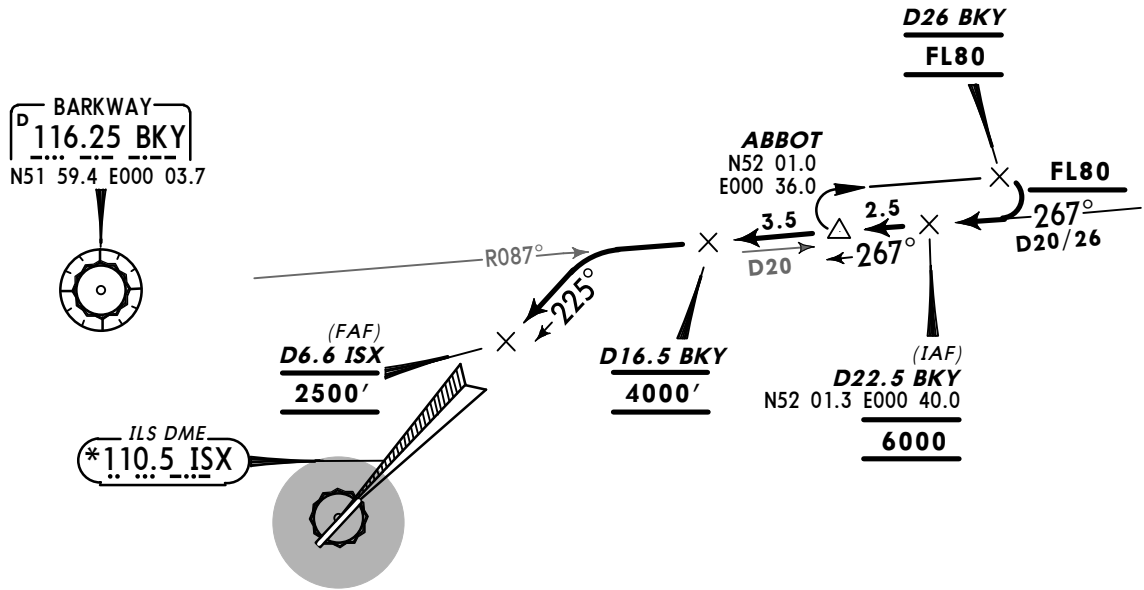
ATIS 127.17 114.55	Apt Elev 348'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM. 2. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from the outbound end of the holding pattern.
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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.

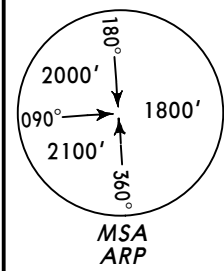
EGSS/STN
STANSTED

JEPPESEN
26 JUN 09 (30-2U) Eff 2 Jul

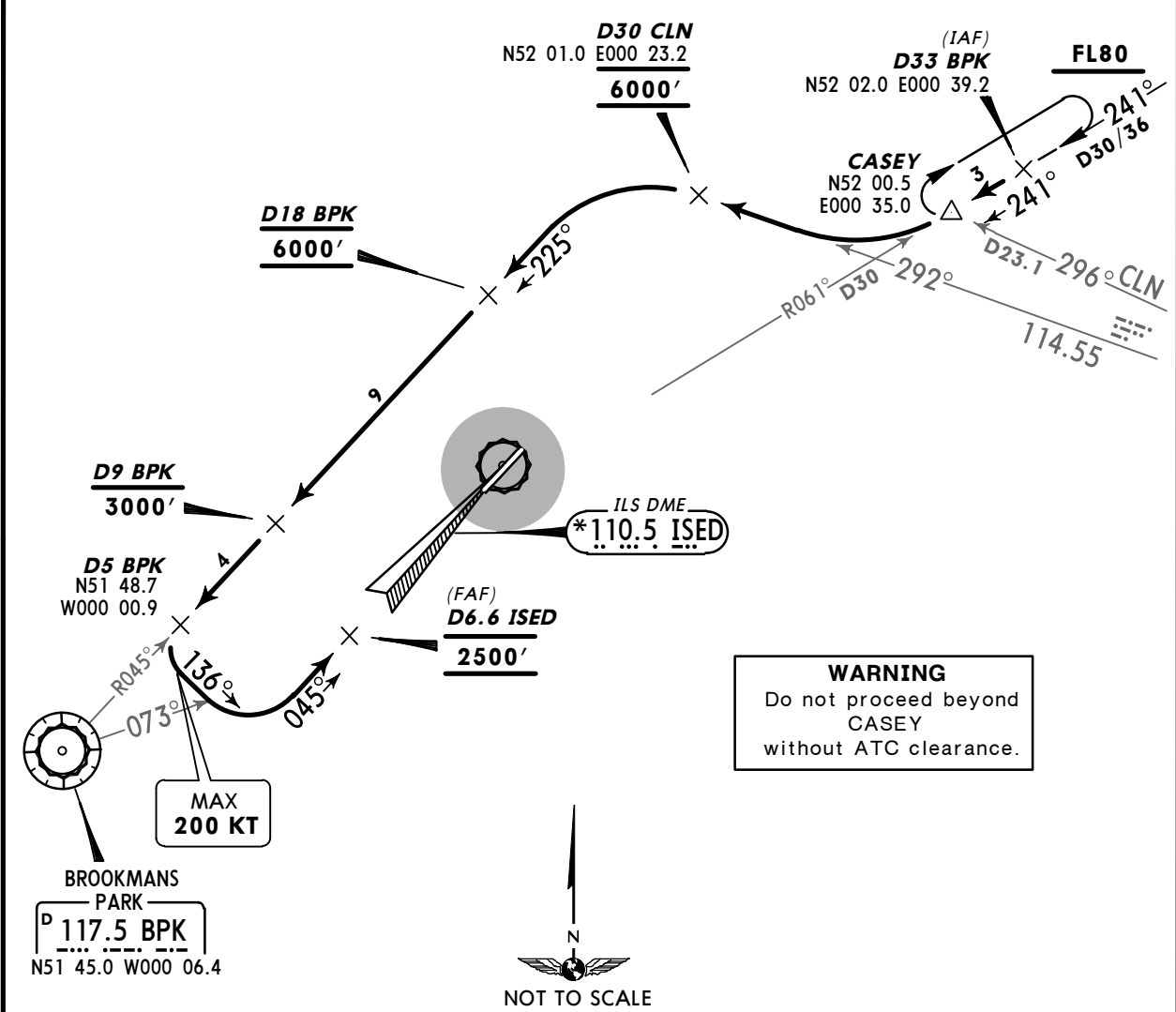
LONDON, UK
INITIAL APPROACH

ATIS 127.17 114.55	Apt 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.
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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 ILS DME or LOC DME approach procedure.

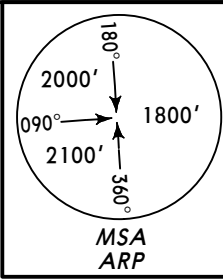
EGSS/STN
STANSTED

JEPPesen
26 JUN 09 (30-2V) Eff 2 Jul

LONDON, UK
INITIAL APPROACH

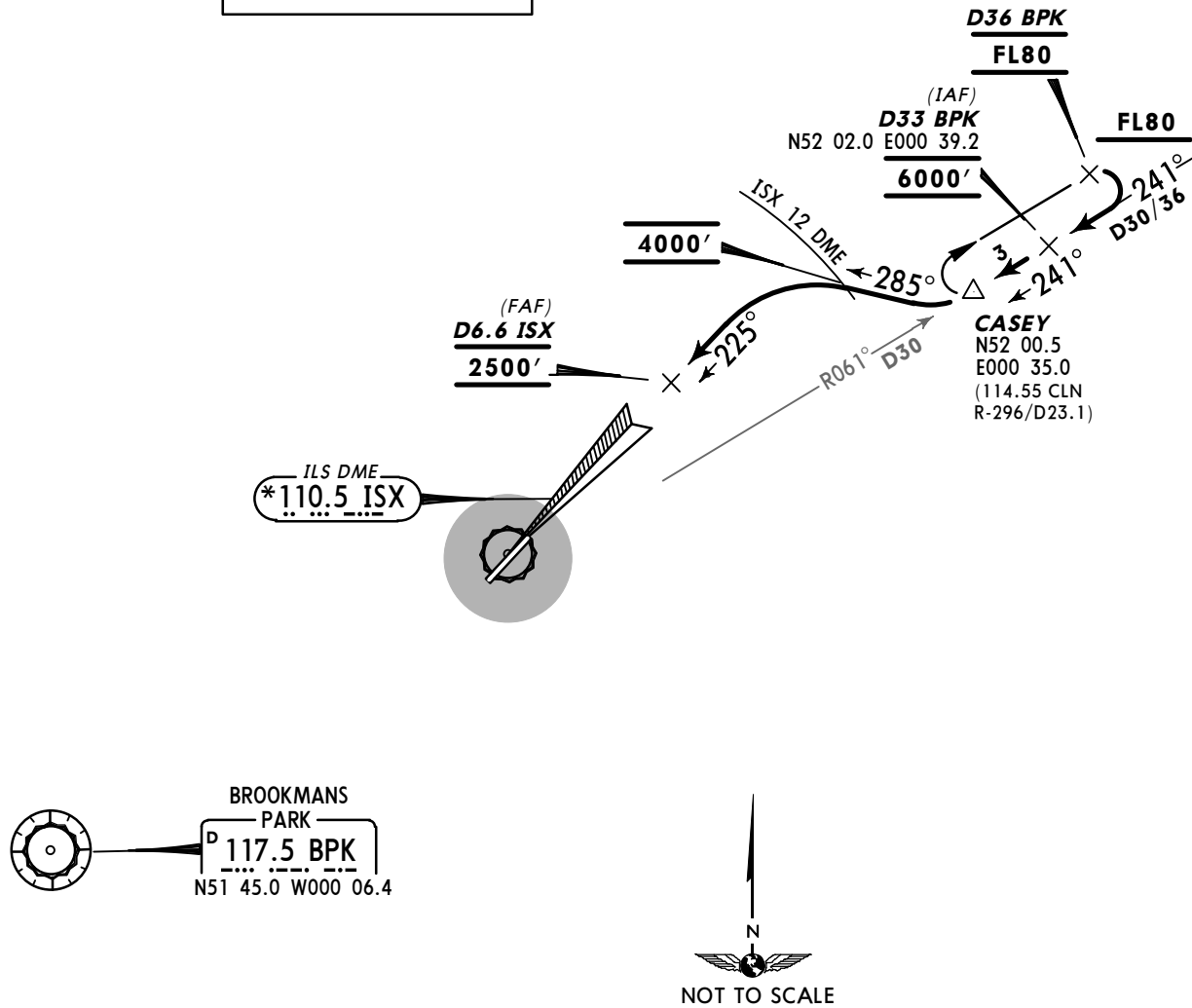
ATIS 127.17 114.55	Apt Elev 348'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM. 2. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.
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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.

EGSS/STN
STANSTED

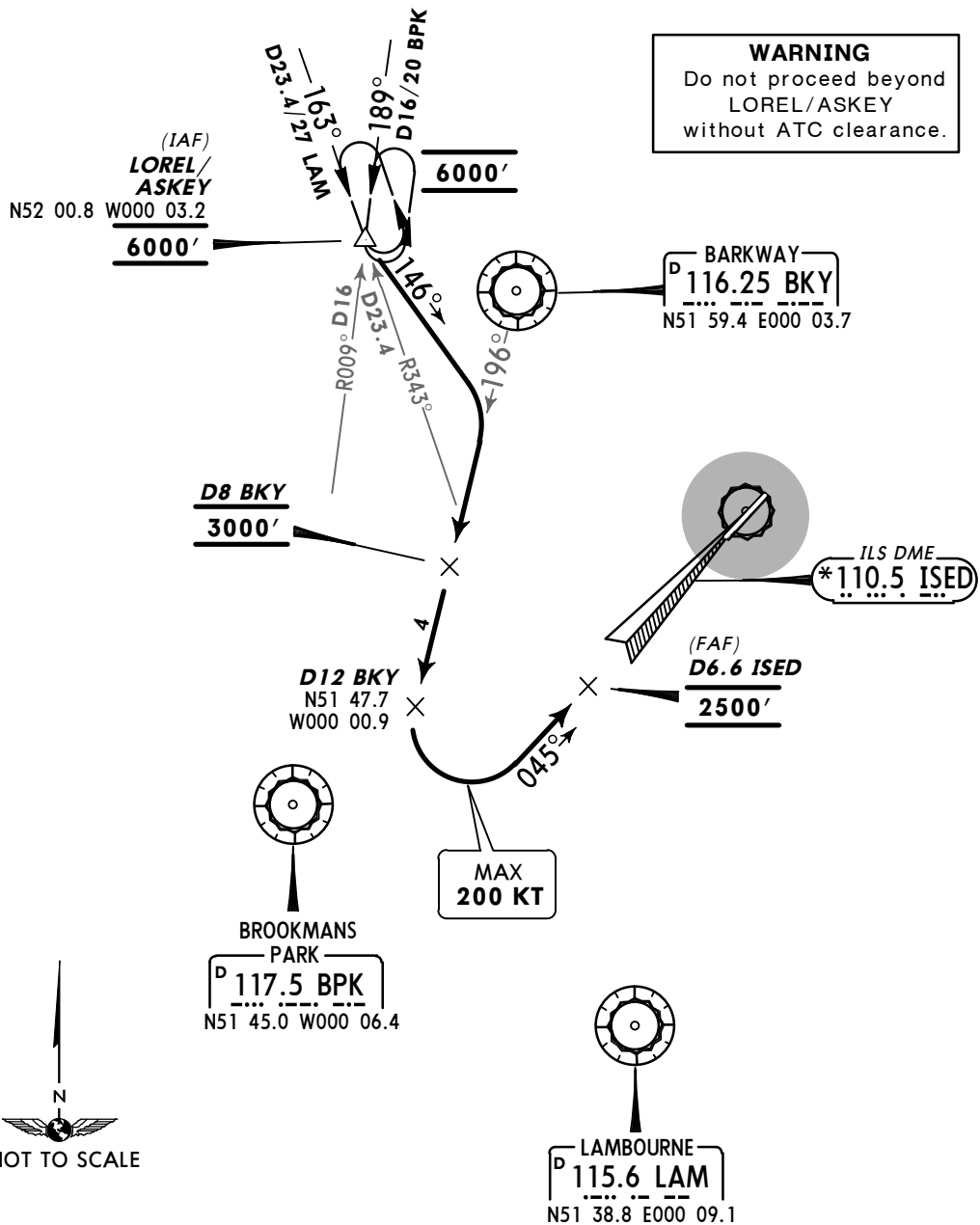
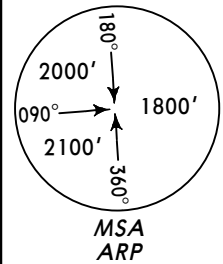
JEPPesen
26 JUN 09 (30-2W) Eff 2 Jul

LONDON, UK
INITIAL APPROACH

ATIS 127.17 114.55	Apt 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.
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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.

EGSS/STN
STANSTED

JEPPESEN

LONDON, UK

26 JUN 09

30-2X

Eff 2 Jul

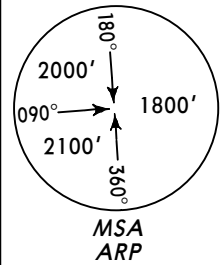
INITIAL APPROACH

ATIS
127.17
114.55

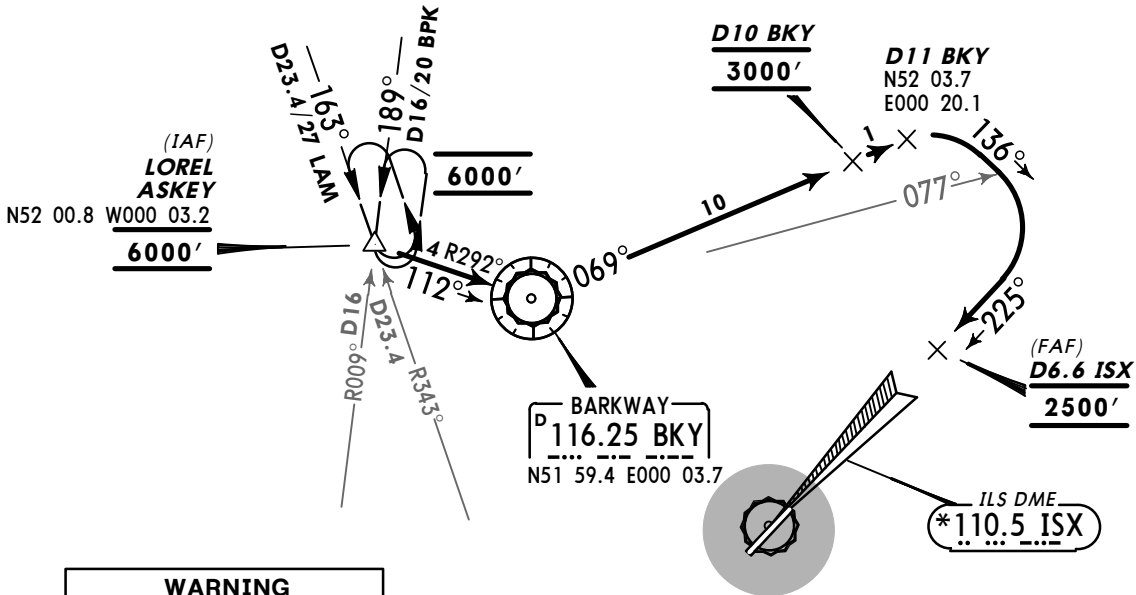
Apt Elev
348'

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.

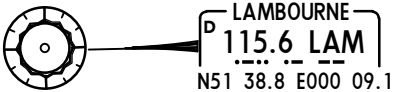
RWY 22 INITIAL APPROACH PROCEDURES
WITHOUT RADAR CONTROL
FROM LOREL/ASKEY (WHEN BPK U/S) TO ILS



**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.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 30-3

LONDON, UK
SID

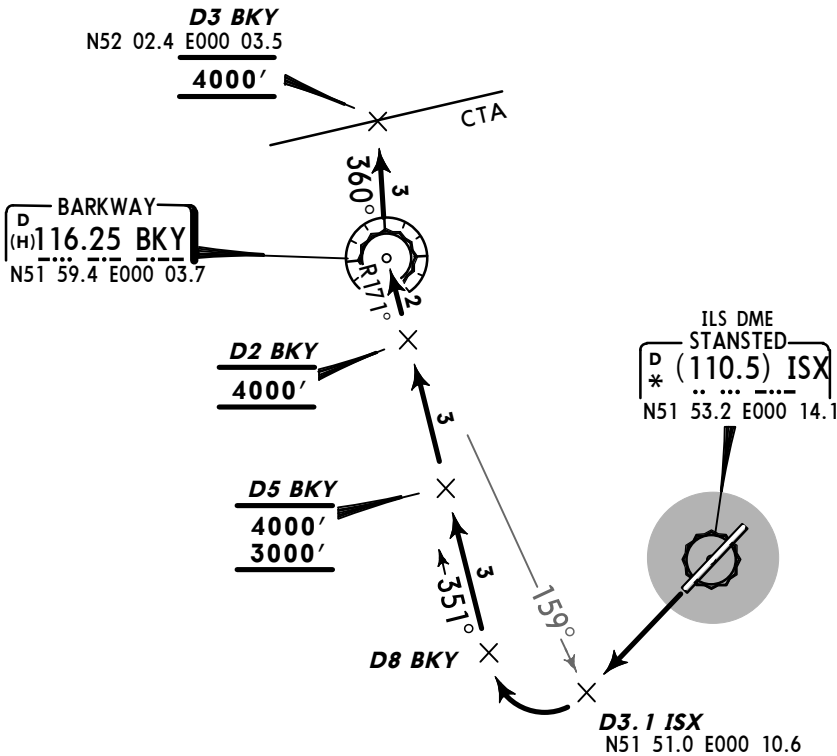
*STANSTED Director (R) 136.2	<i>Apt Elev</i> 348'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 30-4). 3. Cruising levels 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.
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BKY 5R
RWY 22 DEPARTURE
FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA BKY
~~SPEED~~ MAX 250 KT BELOW FL 100
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'.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3A)

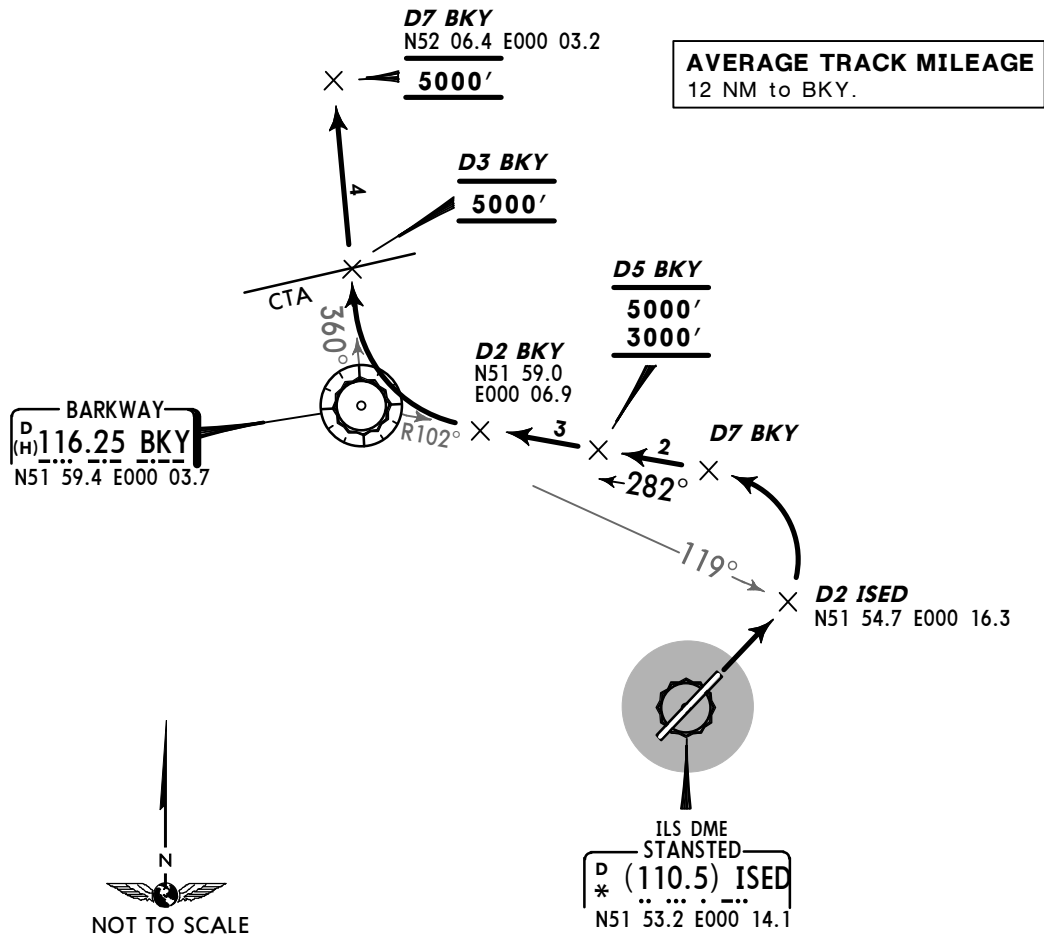
LONDON, UK
SID

*STANSTED Director (R) 136.2	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 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.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3B)

LONDON, UK
SID

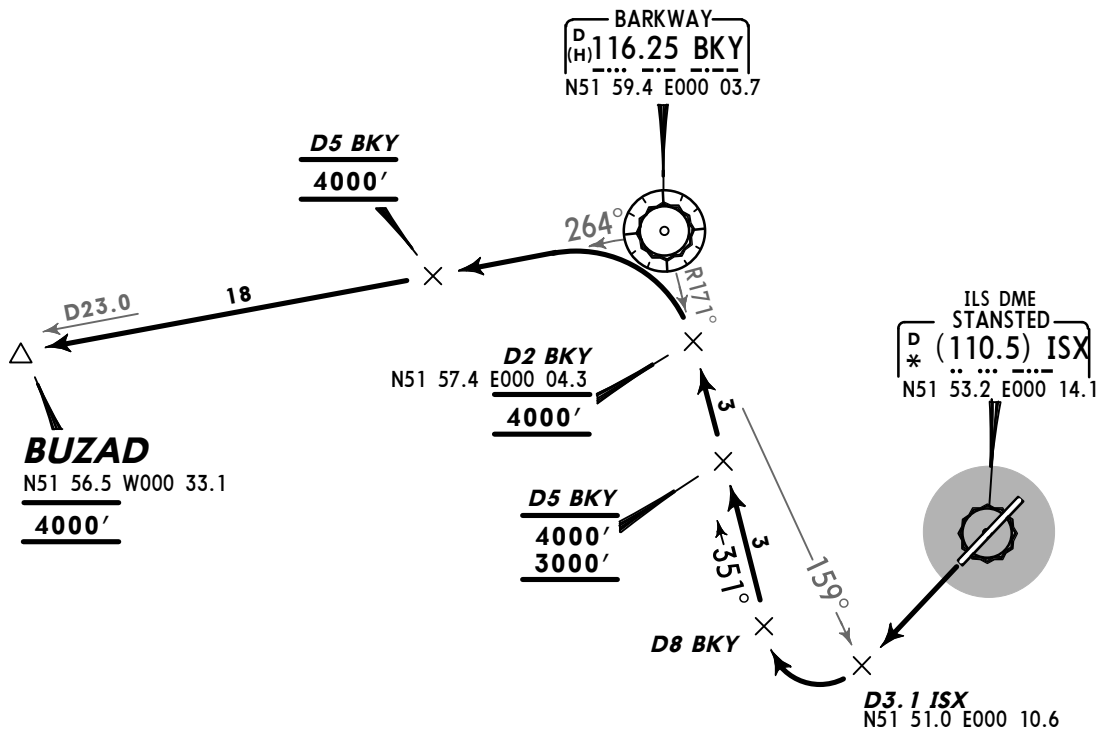
*STANSTED Director (R) 136.2	<i>Apt Elev</i> 348'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 30-4). 3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
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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.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3C)

LONDON, UK
SID

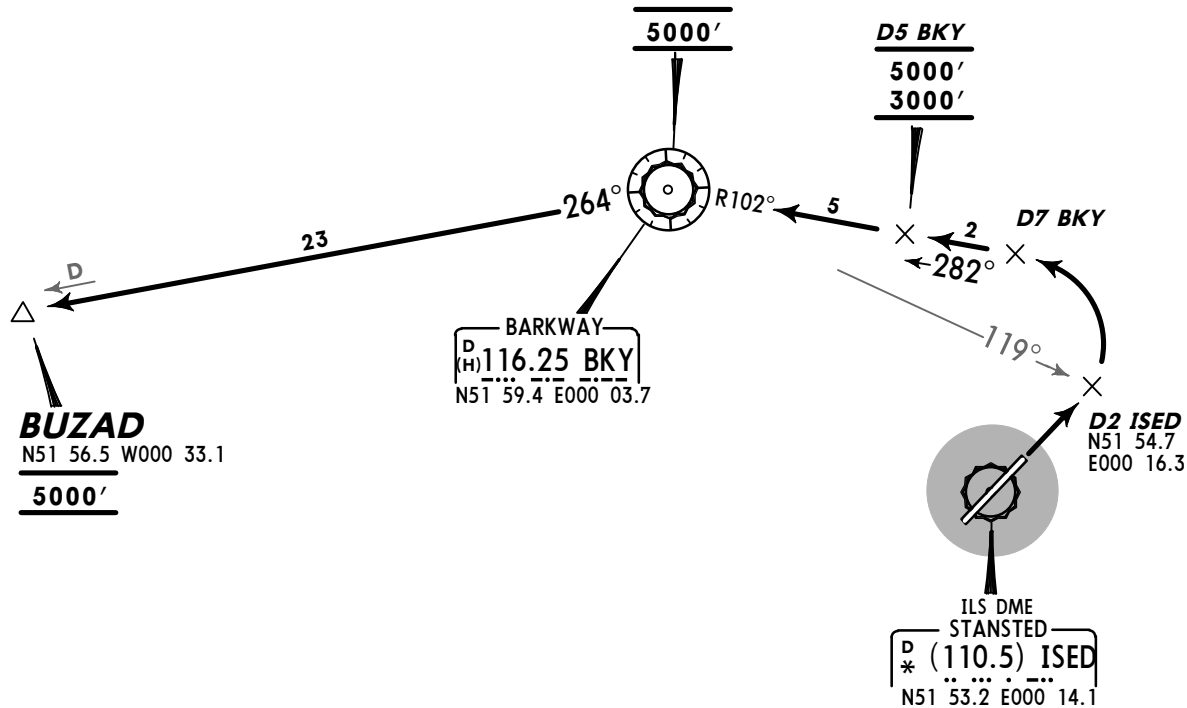
*STANSTED Director (R) 136.2	<i>Apt Elev</i> 348'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 30-4). 3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
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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

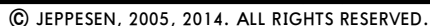
ROUTING/ALTITUDE

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.

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.

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



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EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3F)

LONDON, UK
SID

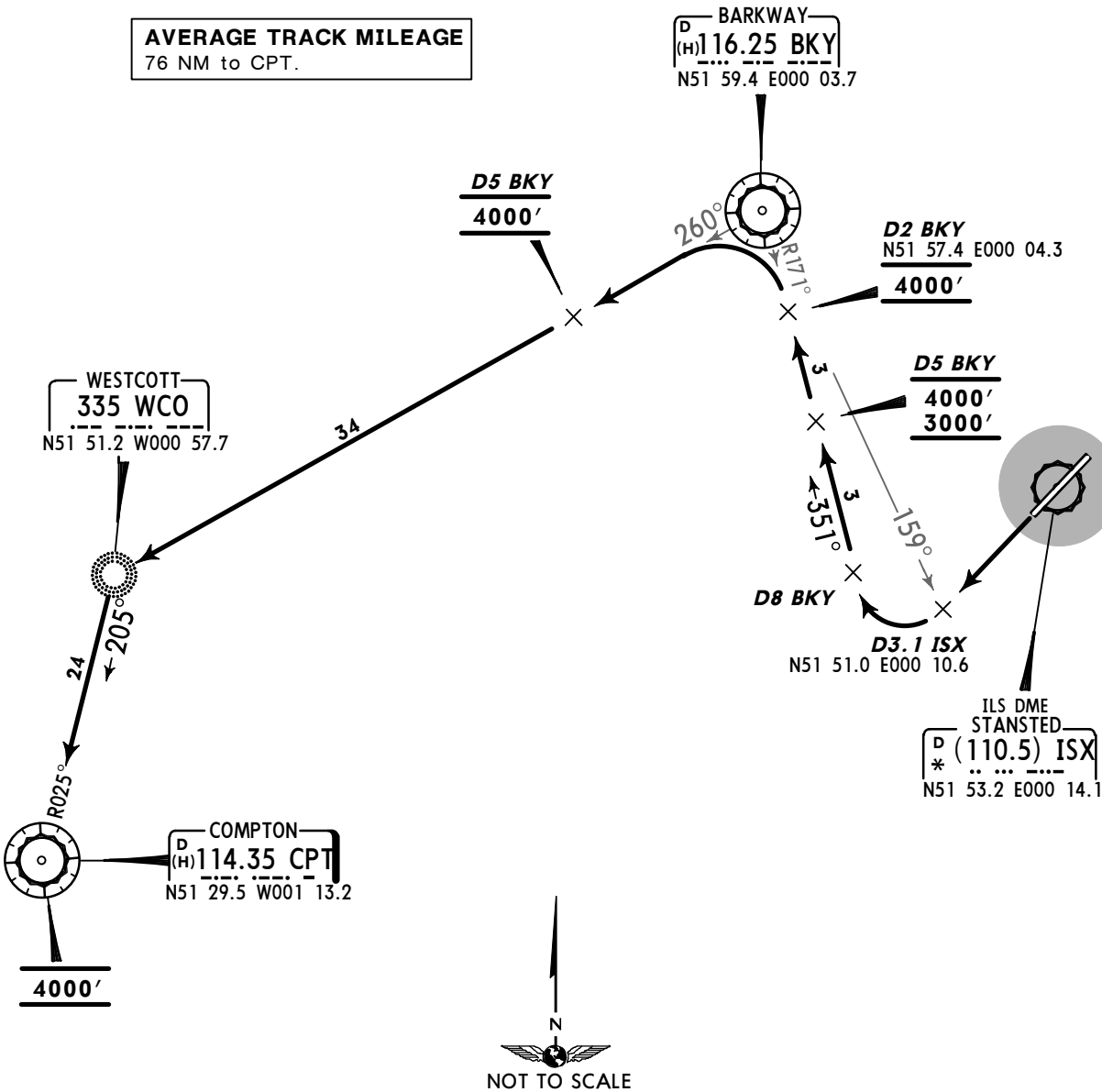
*STANSTED Director (R) 136.2	Apt Elev 348'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 30-4). 3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
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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.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3G)

LONDON, UK
SID

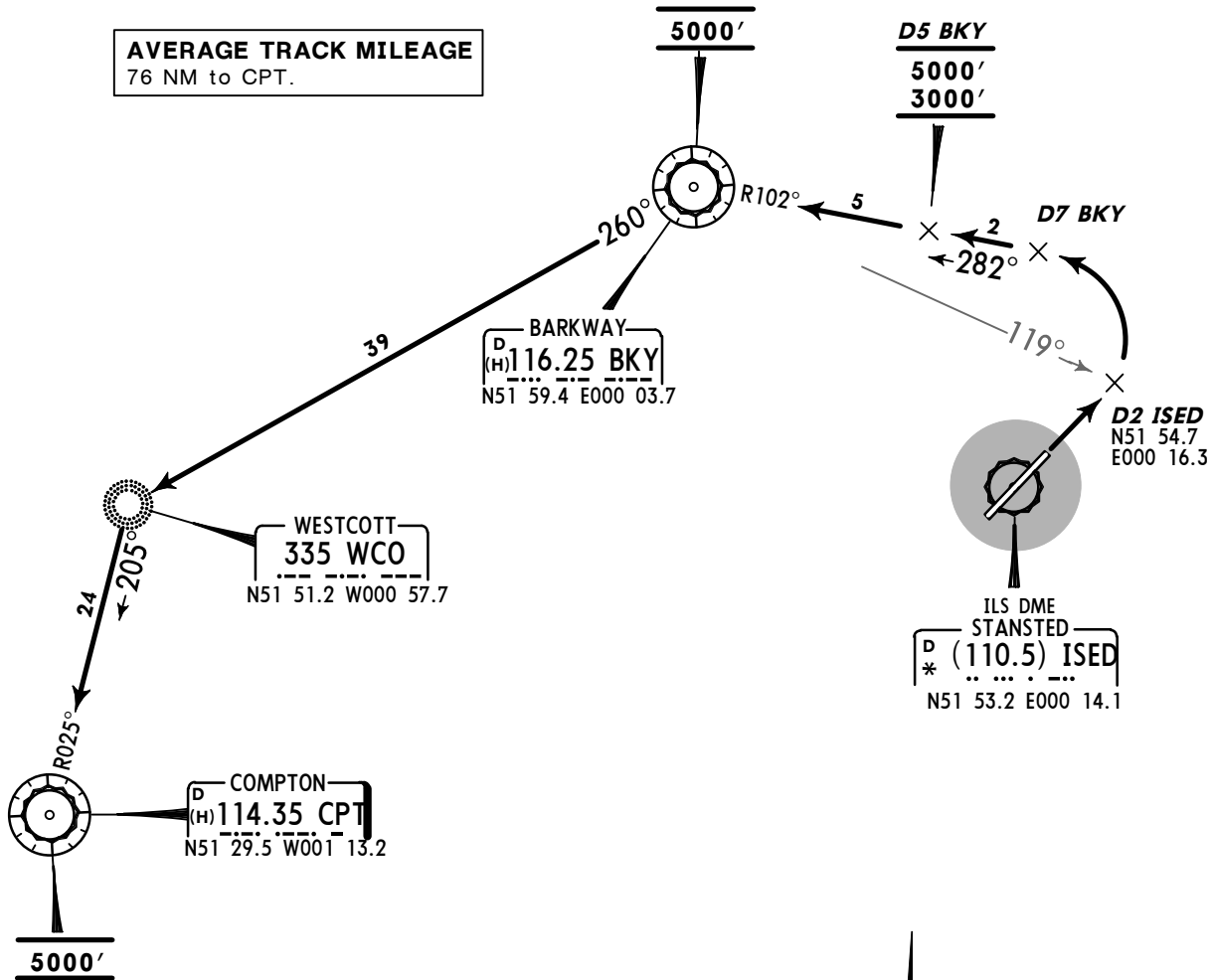
*STANSTED Director (R) 136.2	Apt Elev 348'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 30-4). 3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
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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.

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.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3H)

LONDON, UK
SID

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.
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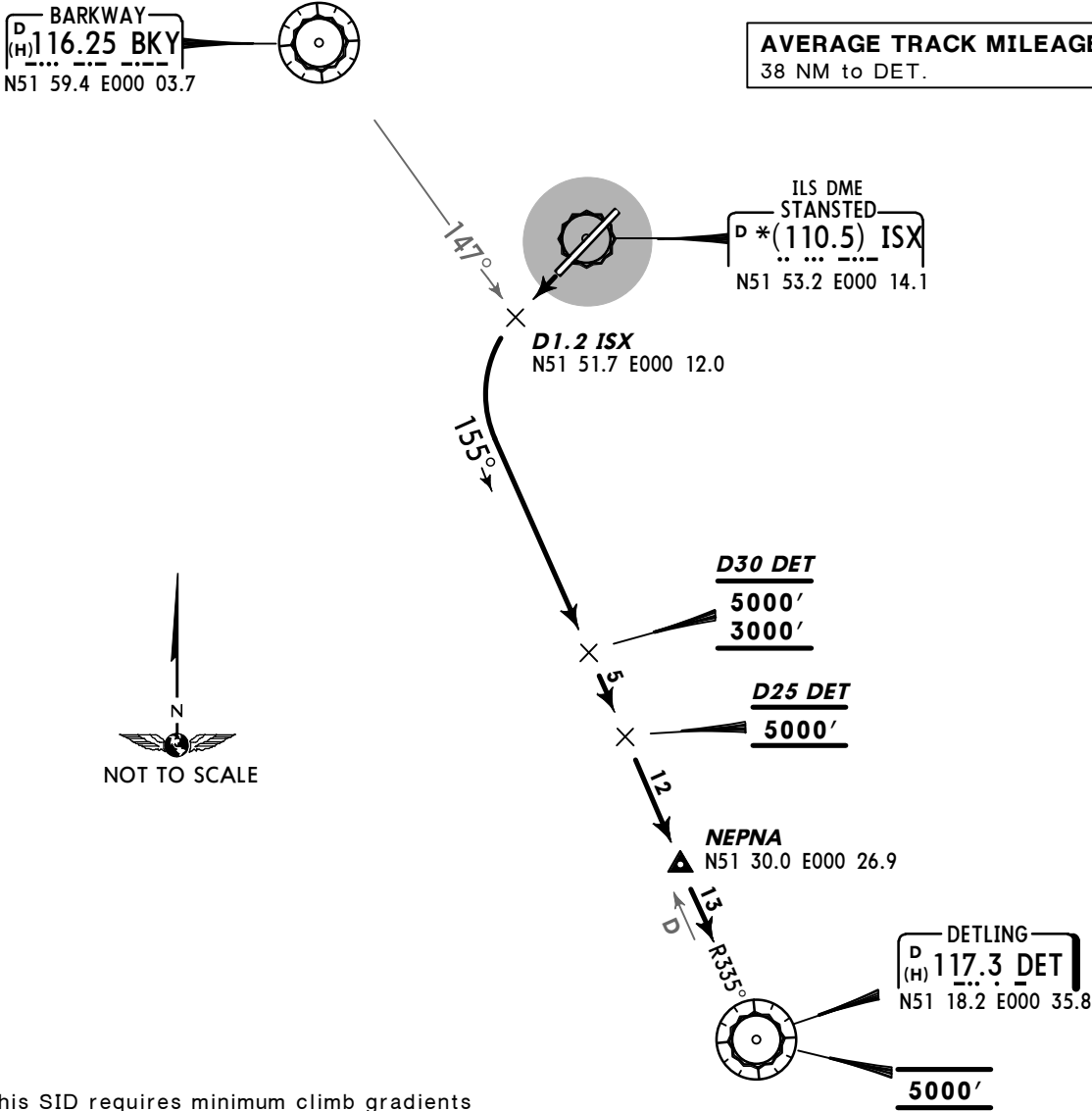
DET 1R
RWY 22 DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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) 16.25 BKY
N51 59.4 E000 03.7

AVERAGE TRACK MILEAGE
38 NM to DET.



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.

EGSS/STN
STANSTED

 **JEPPESSEN**
30 MAY 14 **(30-3J)**

LONDON, UK
SID

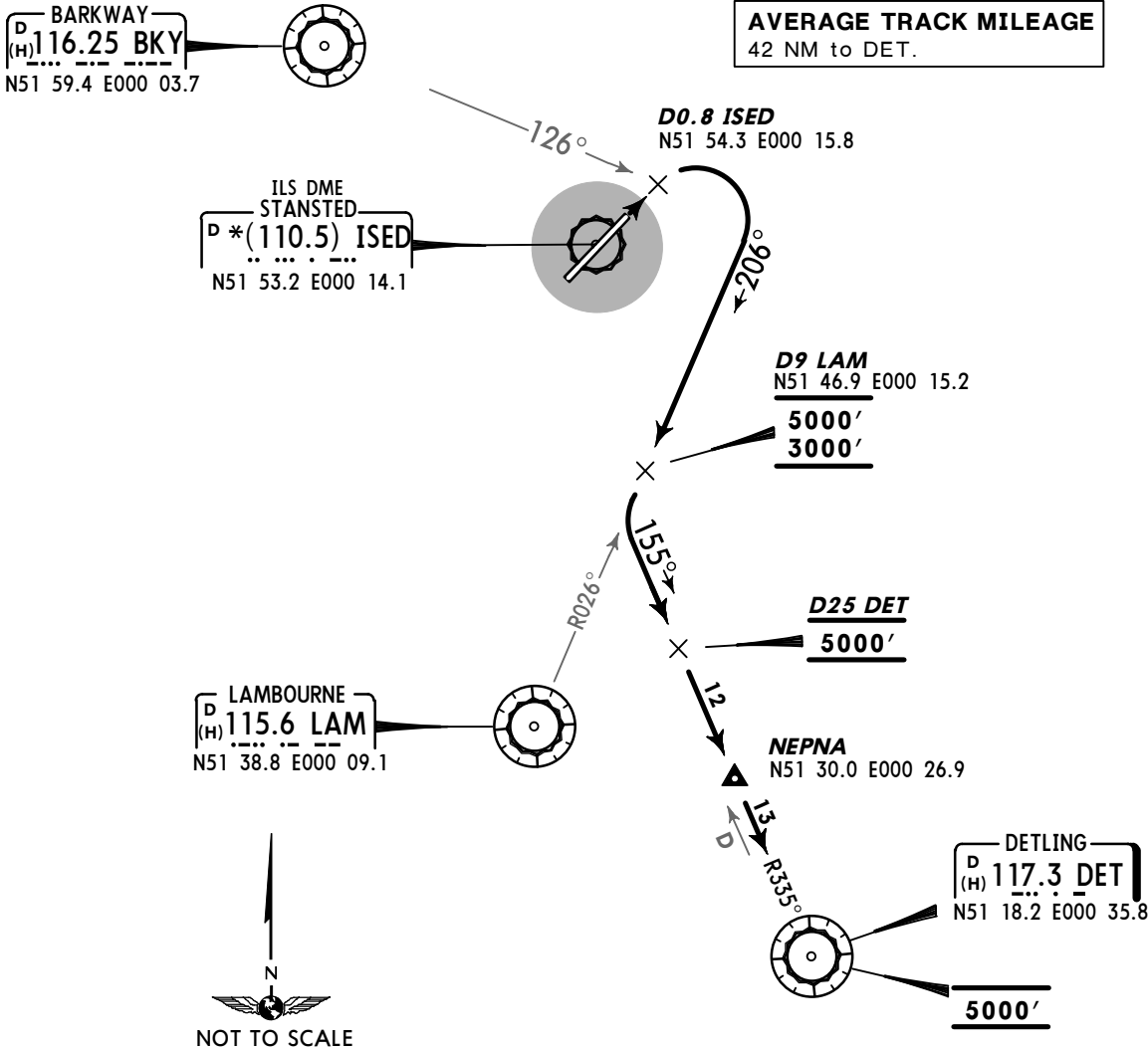
LONDON Control 118.82	<i>Apt Elev</i> 348'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 30-4). 3. Cruising levels will 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'**.



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.

EGSS/STN
STANSTED

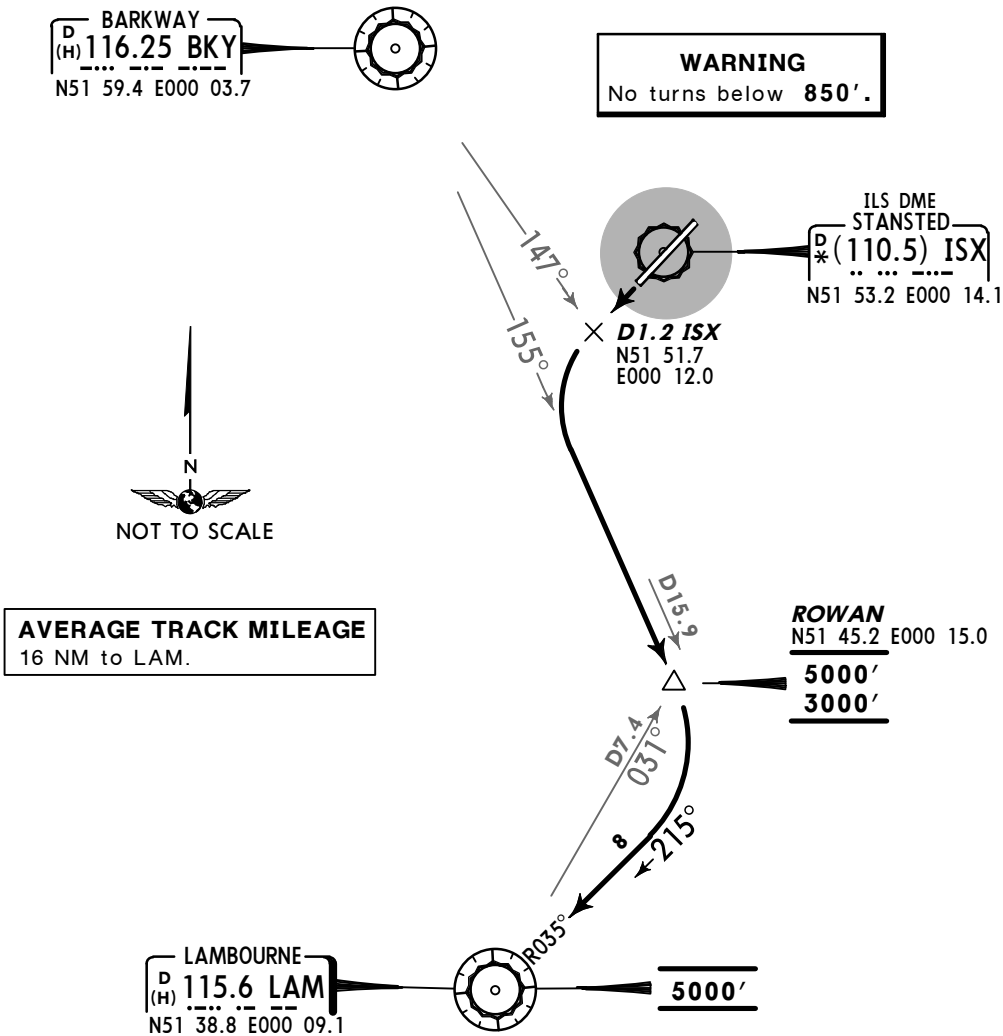
JEPPesen
30 MAY 14 (30-3K)

LONDON, UK
SID

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).
-----------------------------	------------------	--

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.



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'.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3L)

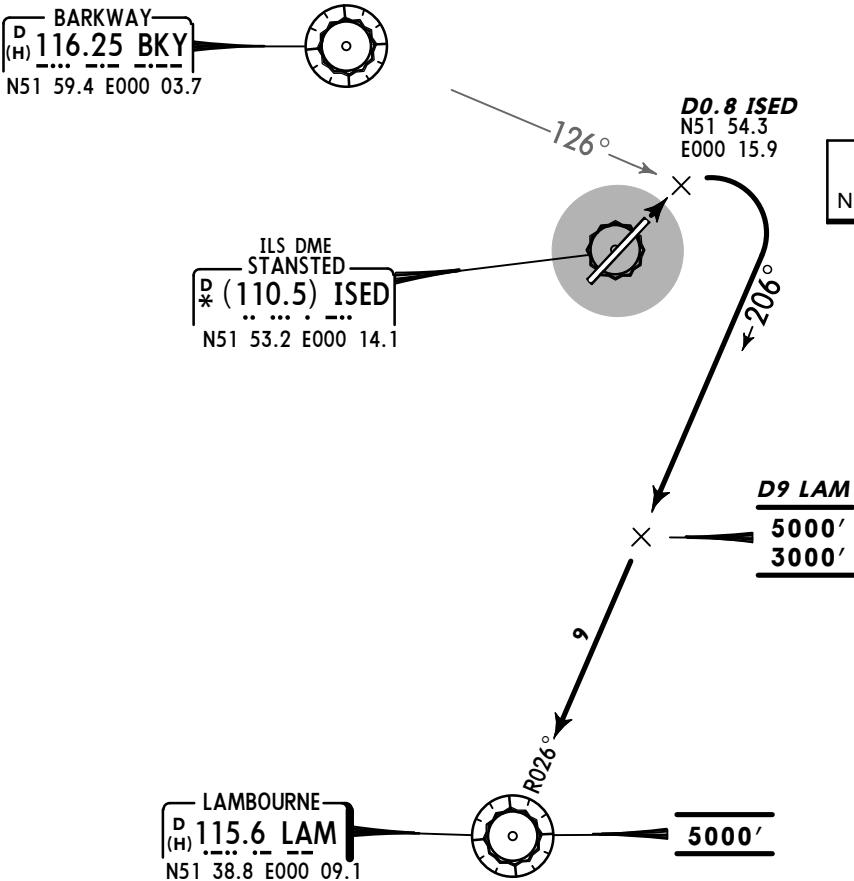
LONDON, UK
SID

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).
-----------------------------	------------------	--

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.



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 DO.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'.

EGSS/STN
STANSTED

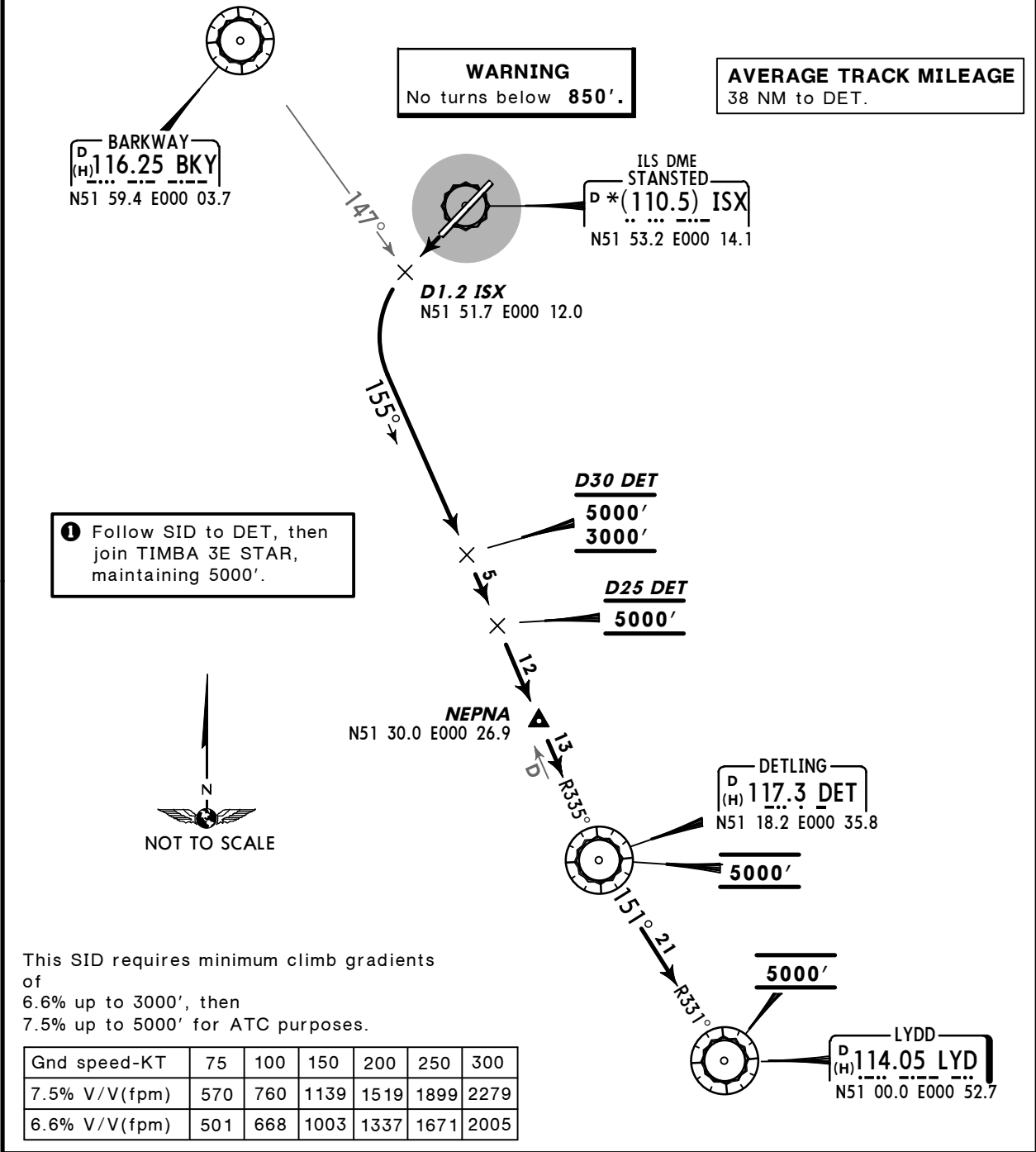
JEPPesen
30 MAY 14 (30-3M)

LONDON, UK
SID

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 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.	

EGSS/STN
STANSTED

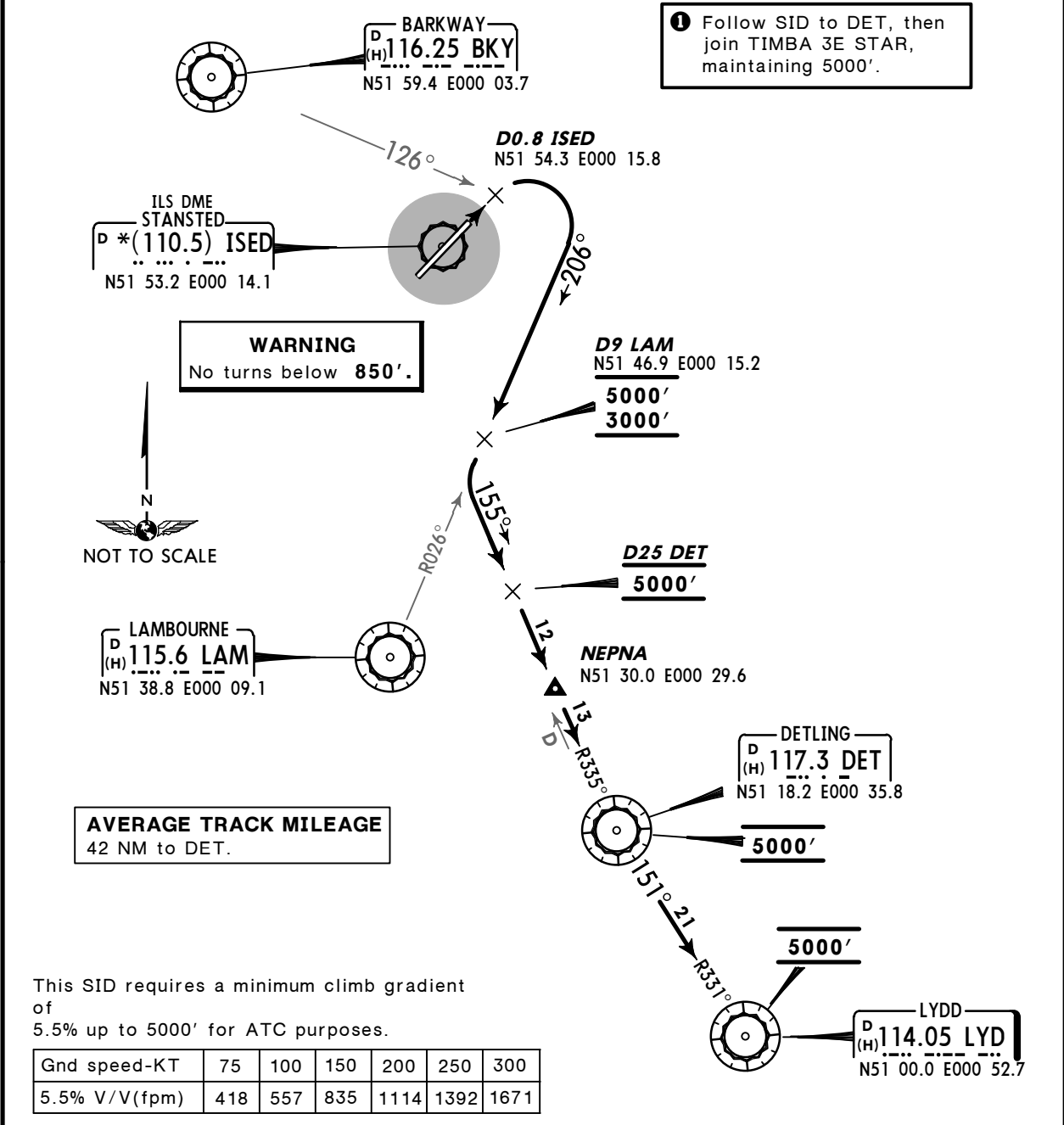
JEPPESSEN
30 MAY 14 (30-3N)

LONDON, UK
SID

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 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.



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.

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3 JUL 15 (30-3Q)

LONDON, UK
RNAV SID

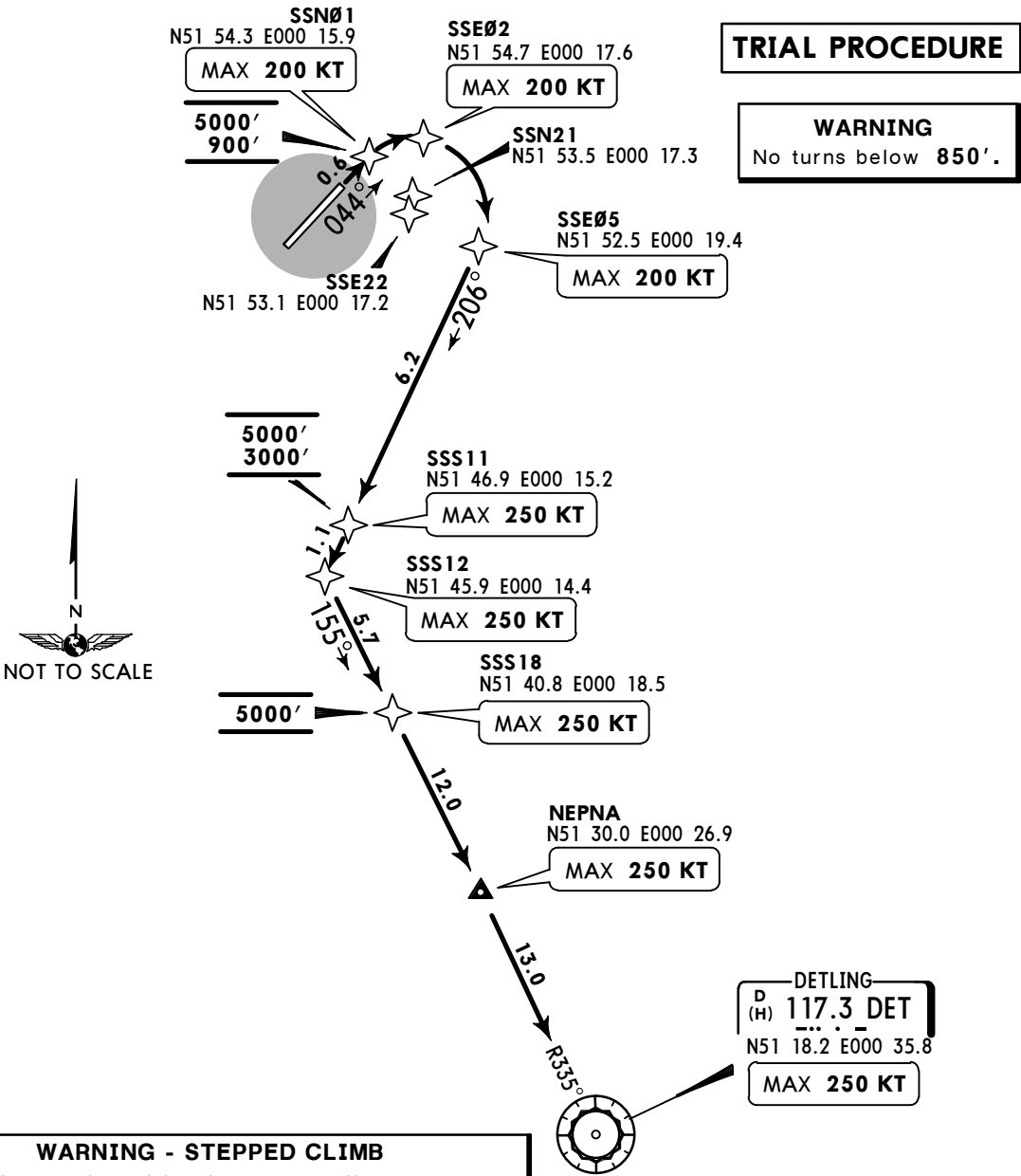
LONDON Control 118.825	Apt Elev 348'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control or STANSTED Director, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 30-4). 3. RNP 1 only available for authorized 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

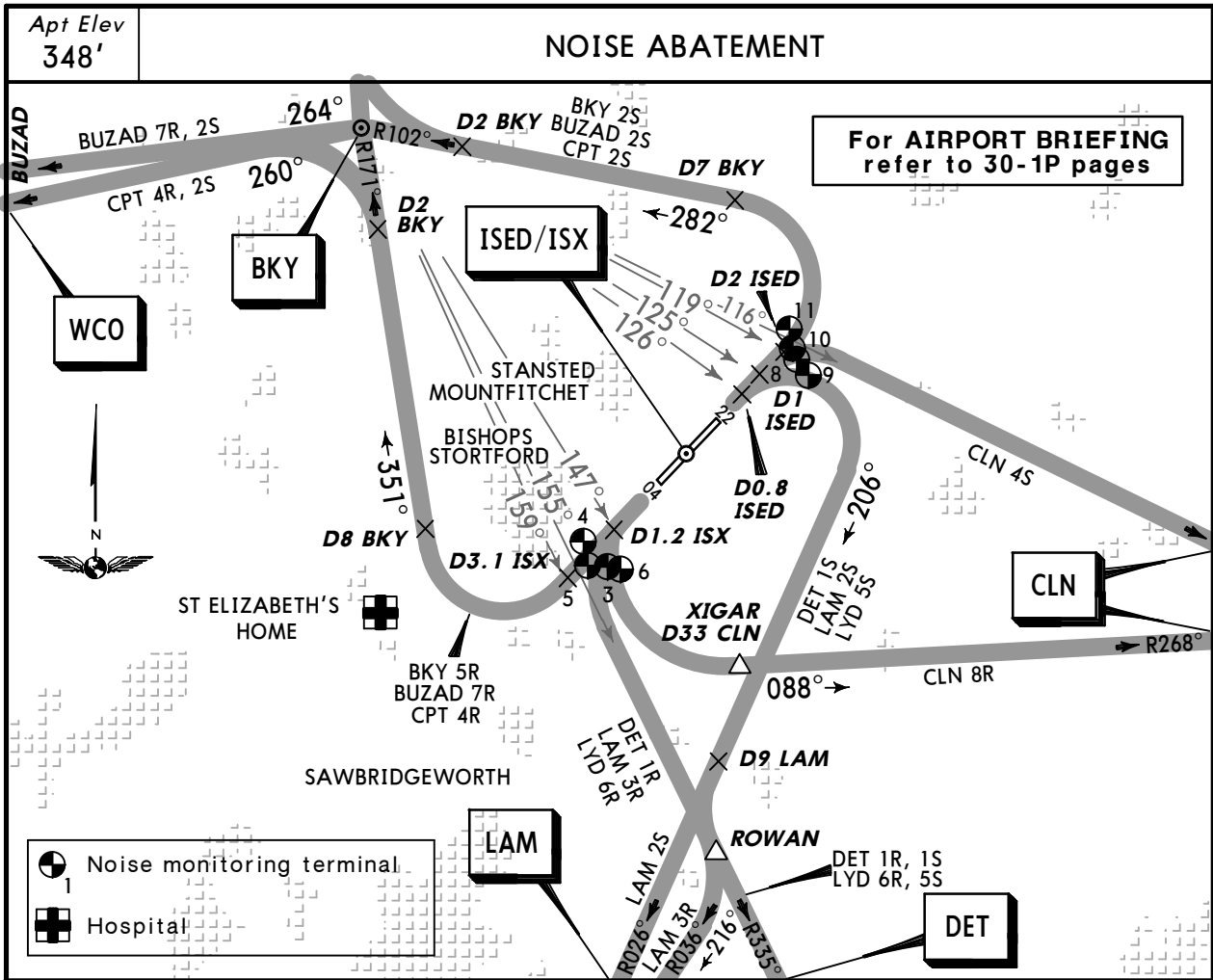
**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**



EGSS/STN
STANSTED

JEPPesen
16 MAY 14 30-4 Eff 29 May

LONDON, UK
NOISE



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

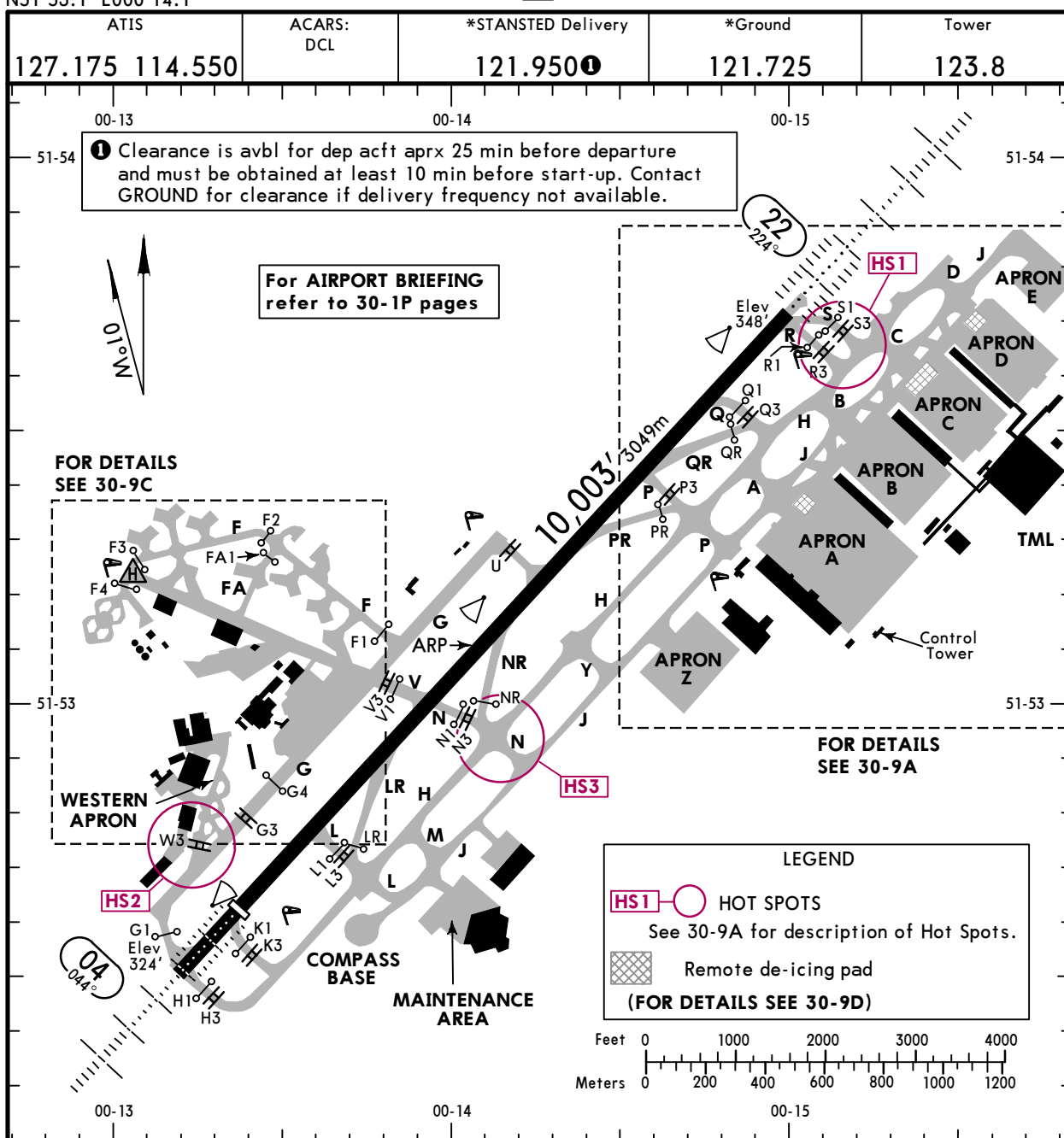
If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

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

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Apt Elev **348'**
N51 53.1 E000 14.1

17 JUL 15

(30-9)
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STANSTED

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH		
RWY							— LANDING BEYOND					
							Threshold	Glide Slope				
04	HIRL (60m)	CL (15m)	HIALS-II	TDZ	PAPI-L (3.0°)	③ RVR	9016'	2748m	7983'	2433m	⑤	151' 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 HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m 500m
C					
D	150m	200m	250m	300m	

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

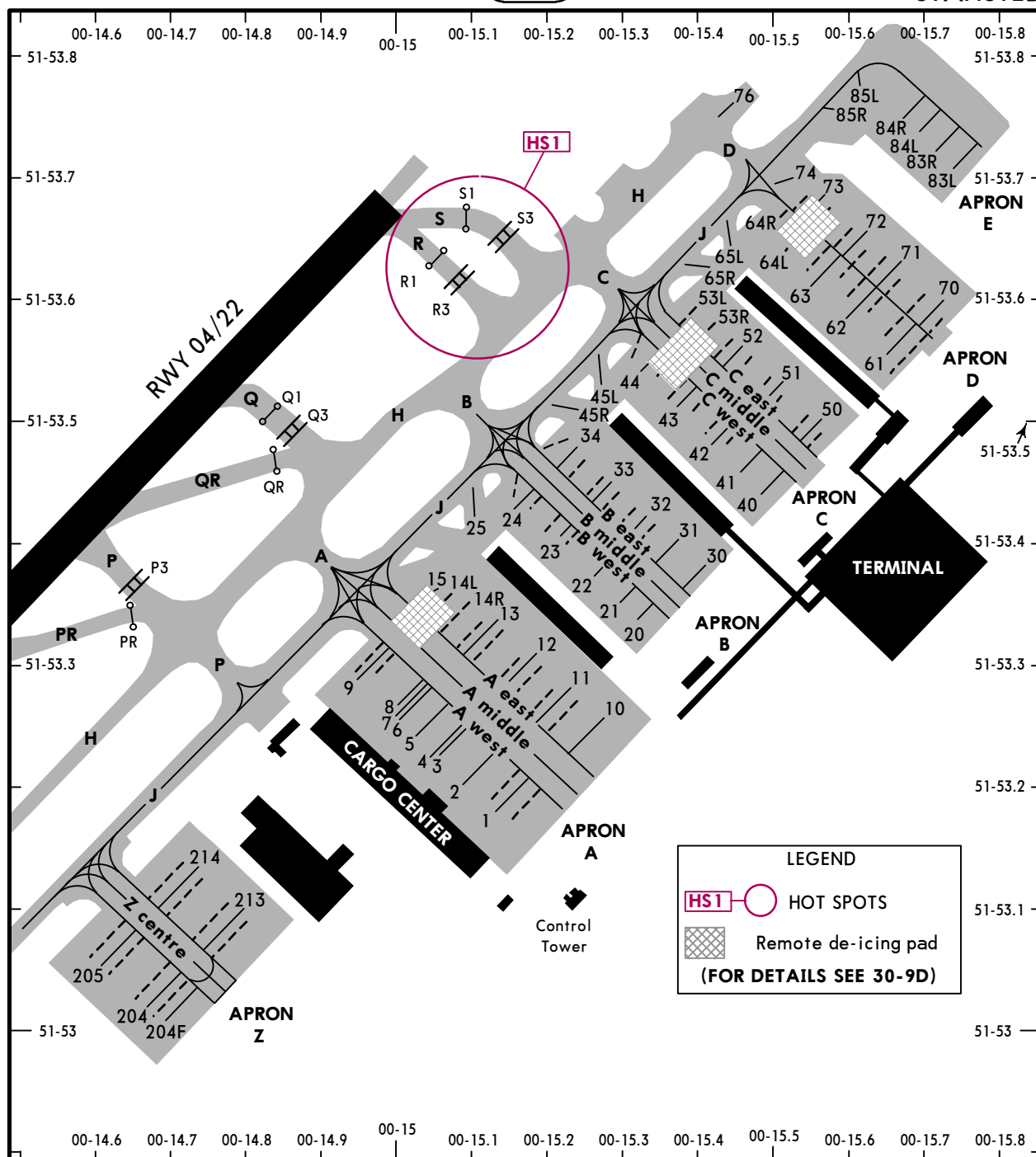
CHANGES: Remote de-icing pads added.

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17 JUL 15 (30-9A)

LONDON, UK
STANSTED



LEGEND

HS1  HOT SPOTS

 Remote de-icing pad
(FOR DETAILS SEE 30-9D)

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.

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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		

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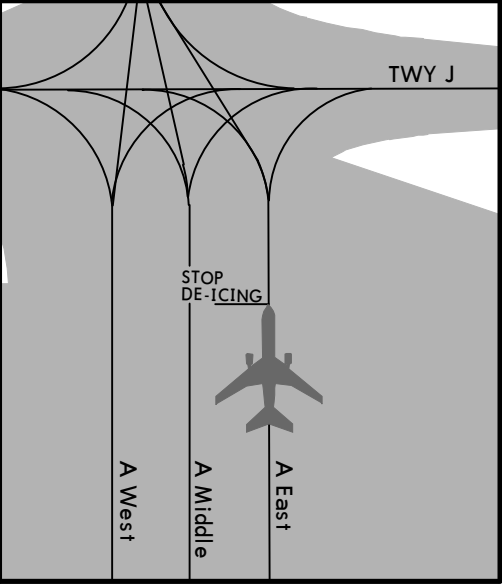
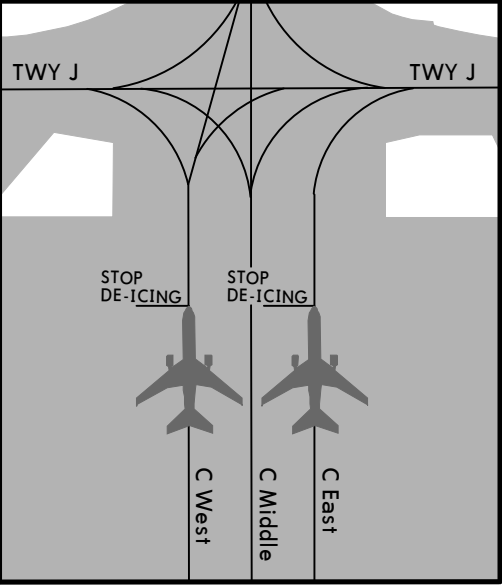
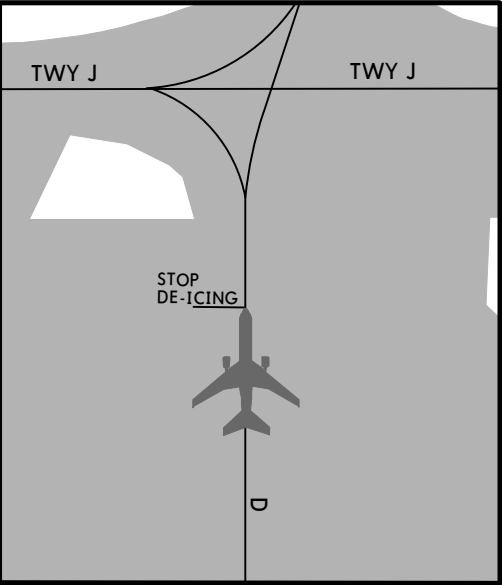
INS COORDINATES

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		

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LONDON, UK
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DE-ICING PADS

Remote Deicing Pad	Site Overview
Apron A Twy A East Airline Services PAD Control 121.916	
Apron C Twy C West / C East Airline Services PAD Control 121.916	
Apron D Twy D Airline Services PAD Control 121.916	

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20 MAR 15

30-9Y

Eff 2 Apr

JAA COPTER MINIMUMS

LONDON, UK

STANSTED

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
	RNAV (LNAV/VNAV)	650' (318')	800m / 1000m
	RNAV (LNAV)	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
	RNAV (LNAV/VNAV)	710' (362')	800m / 1000m
	RNAV (LNAV)	770' (422')	800m / 1000m
	SRA	970' (622')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	900' (552') ❶	1000m

❶ After SRA 04: 960' (612').
After SRA 22: 970' (622').

TAKE-OFF RWY 04, 22				
LVP must be in Force ❷				
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 ❸	800m

❷ Without LVP 400m are stipulated.
❸ Or rejected take-off distance whichever is the greater.

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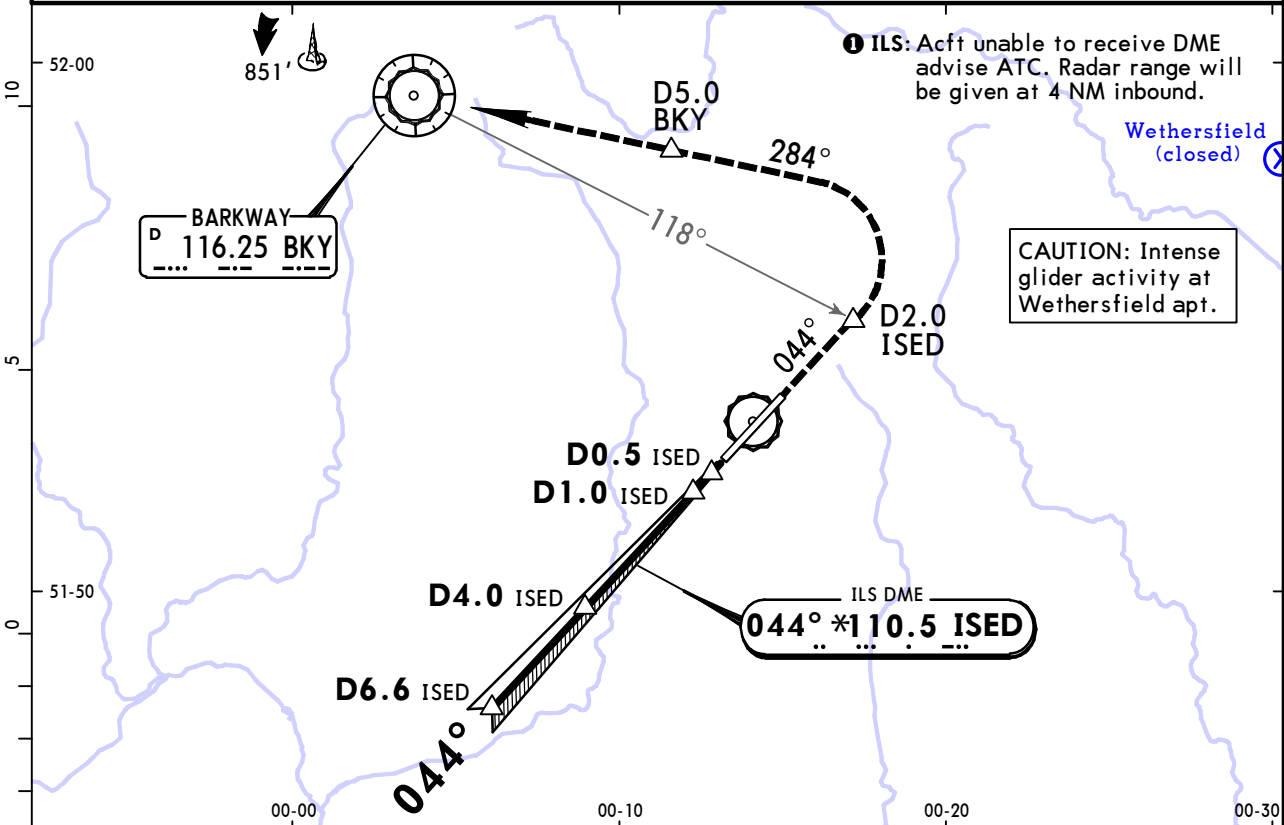
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20 MAR 15 (31-1)

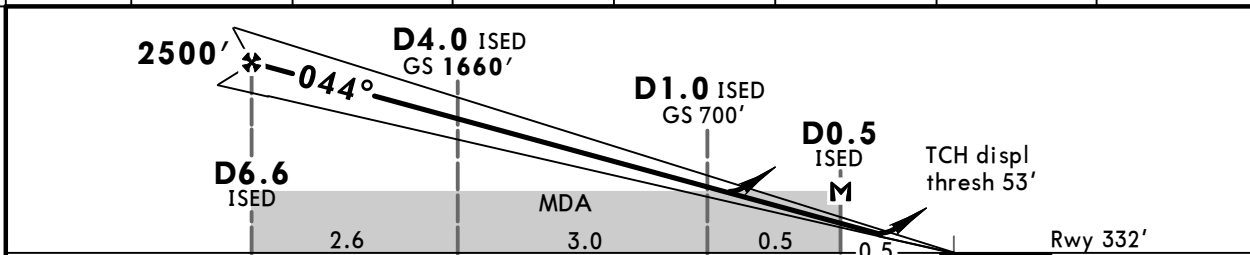
Eff 2 Apr

LONDON, UK
ILS DME Rwy 04

ATIS	ESSEX Radar (APP)	STANSTED Tower	*Ground
127.175 114.550	120.625	123.8	121.725
LOC ISED *110.5	Final Apch Crs 044°	GS D4.0 ISED 1660' (1328')	ILS DA(H) 532' (200')
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'
ILS DME reads zero at rwy 04 displ threshold.			



LOC (GS out)	ISED DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2300'	1980'	1660'	1340'	1020'	700'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	MAX	Not above	D2.0
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849		PAPI	185 KT	3000'	ISED
MAP at D0.5 ISED											

STRAIGHT-IN LANDING RWY 04					CIRCLE-TO-LAND		
ILS			LOC (GS out) CDFA				
DA(H) 532' (200')			DA/MDA(H) 670' (338')				
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A					100	900' (552')	1500m
B					135	900' (552')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	180	1030' (682')	2400m
D				RVR 1500m	205	1040' (692')	3600m

PANS OPS

CHANGES: Radial bearing. Circling minimums.

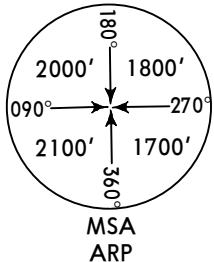
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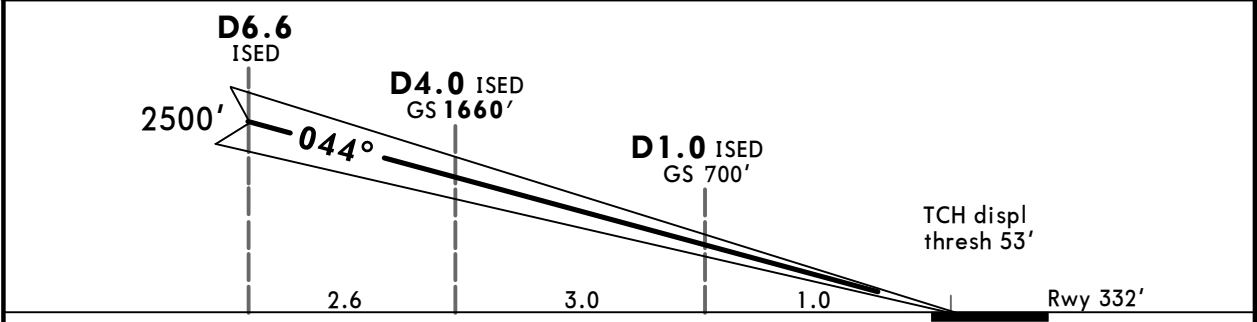
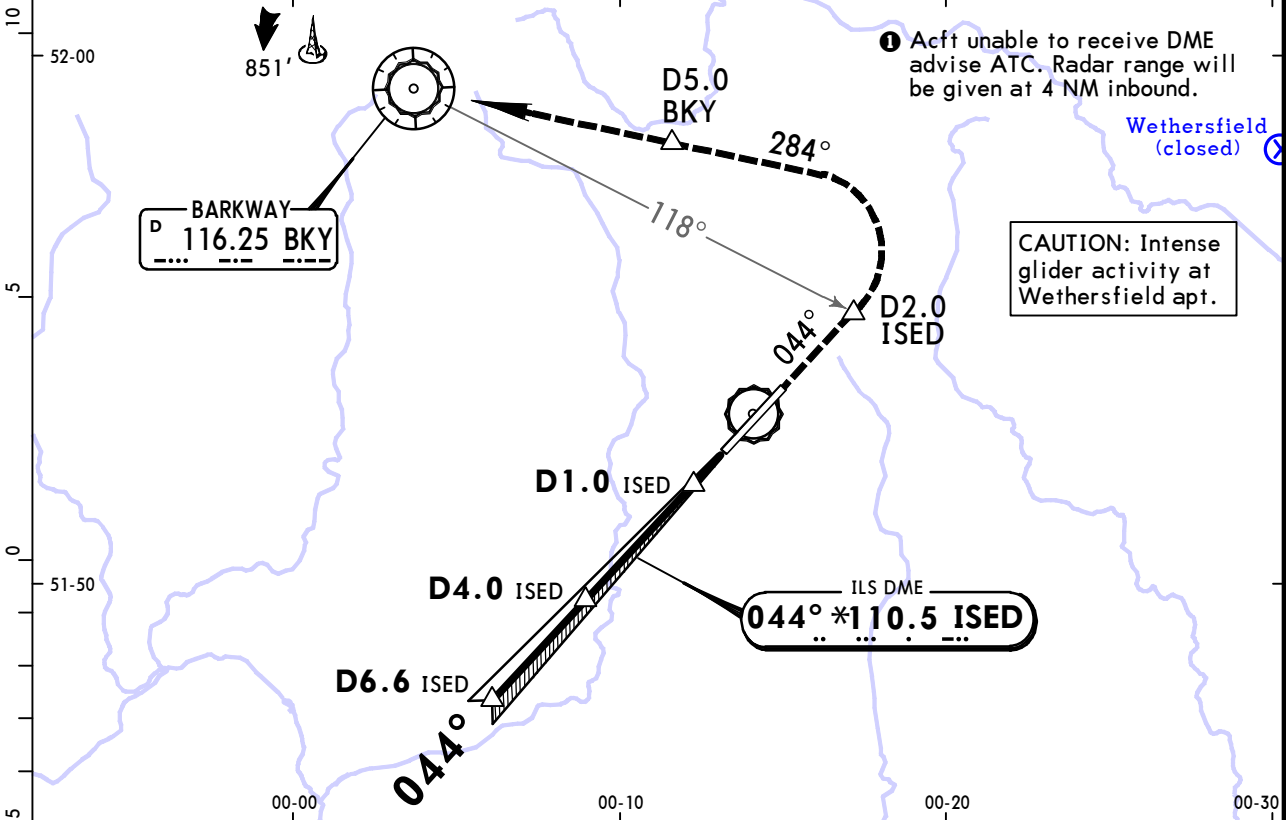
EGSS/STN
STANSTED

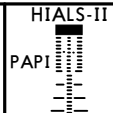
20 MAR 15
Eff 2 Apr

31-1A

LONDON, UK
CAT II/III ILS DME Rwy 04

ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
127.175 114.550		120.625		123.8		121.725	
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		MAX 185 KT	Not above 3000'	D2.0 ISED
GS	3.00°	372	478	531	637	743				

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

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

CHANGES: Radial bearing.

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20 MAR 15 **(31-2)**

Eff 2 Apr

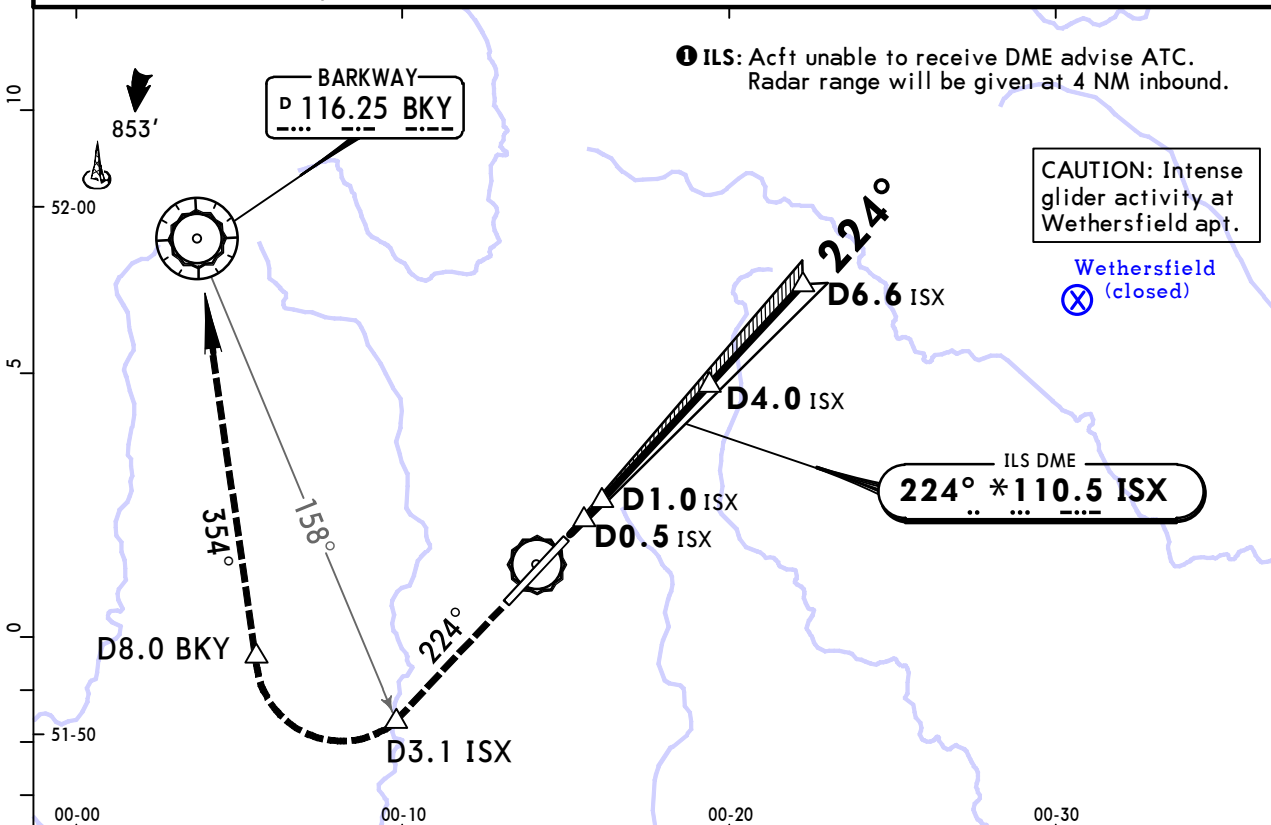
LONDON, UK

ILS DME Rwy 22

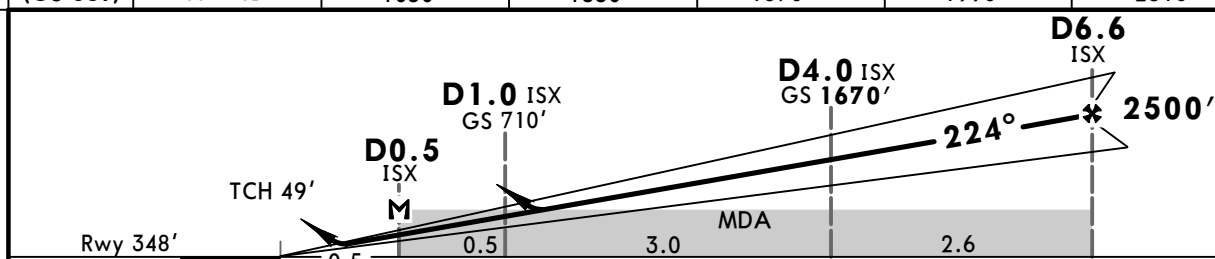
TM

BRIEFING STRIP

ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
127.175 114.550		120.625		123.8		121.725	
LOC ISX *110.5	Final Apch Crs 224°	GS D4.0 ISX 1670' (1322')	ILS DA(H) 548' (200')	Apt Elev 348' Rwy 348'		180° 2000' 090° 2100' 270° 1700' 360° MSA ARP	
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'	
ILS DME reads zero at rwy 22 threshold.							



LOC (GS out)	ISX DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1030'	1350'	1670'	1990'	2310'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MAX 185 KT	Not above 3000'	D3.1 ISX
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849				
MAP at D0.5 ISX										

STRAIGHT-IN LANDING RWY 22				LOC (GS out) CDFA		CIRCLE-TO-LAND	
ILS				DA/MDA(H)		Max Kts	
DA(H) 548' (200')				740' (392')		MDA(H) VIS	
FULL Limited ALS out				ALS out			
A						100	900' (552') 1500m
B						135	900' (552') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m		180	1030' (682') 2400m
D						205	1040' (692') 3600m

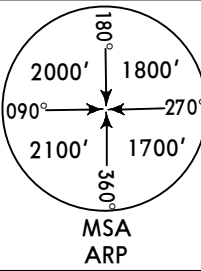
CHANGES: Radial bearing. Circling minimums.

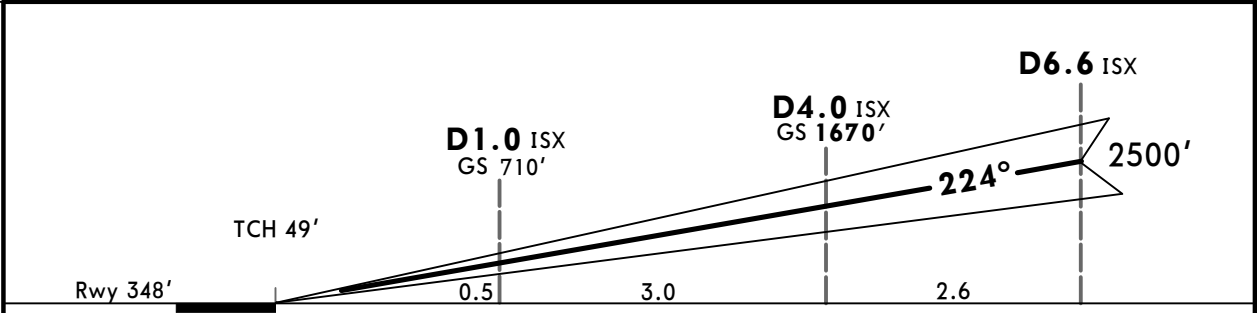
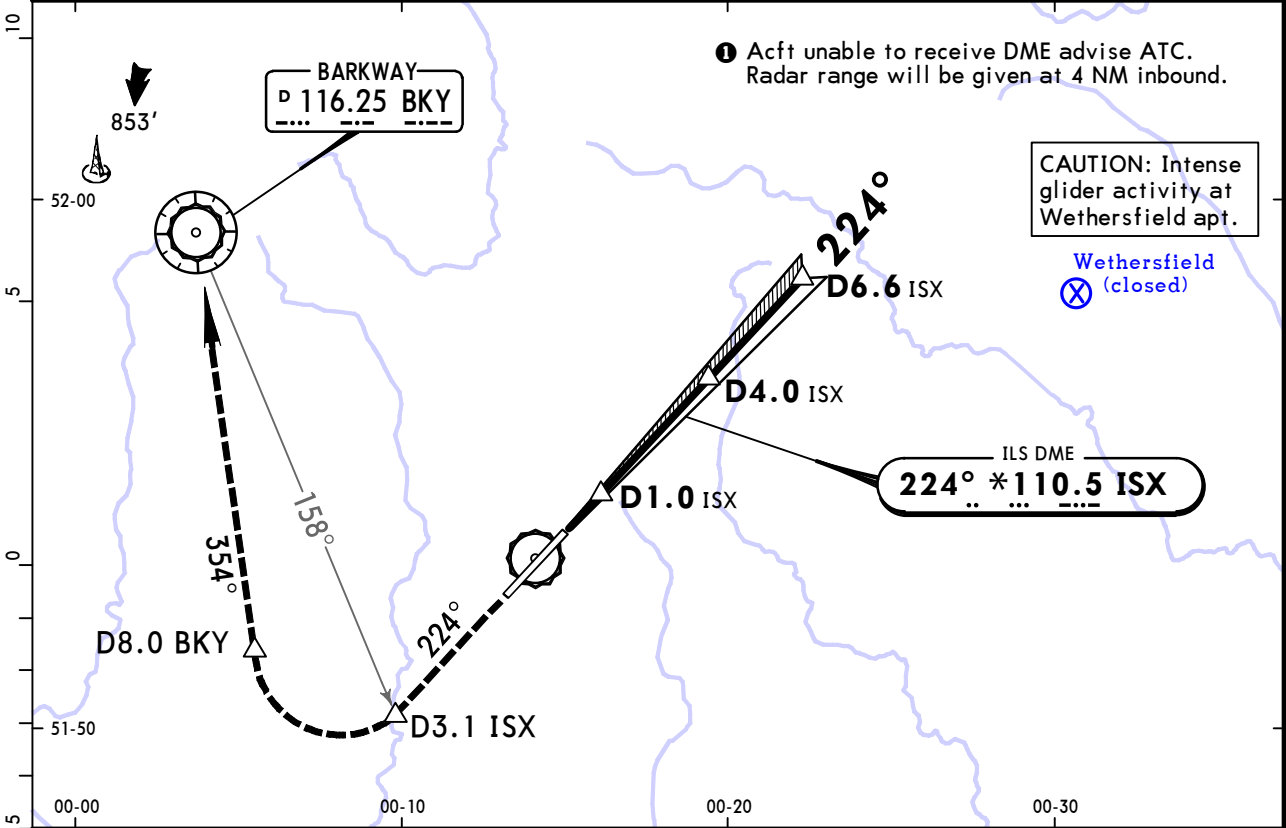
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EGSS/STN
STANSTED

JEPPESSEN
20 MAR 15
Eff 2 Apr (31-2A)

LONDON, UK
CAT II/III ILS DME Rwy 22

ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
127.175 114.550		120.625		123.8		121.725	
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°	372	478	531	637	743				

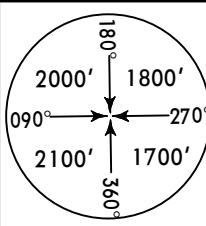
Standard		STRAIGHT-IN LANDING RWY 22	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 101' DA(H) 448' (100')	
RVR 200m		RVR 300m	

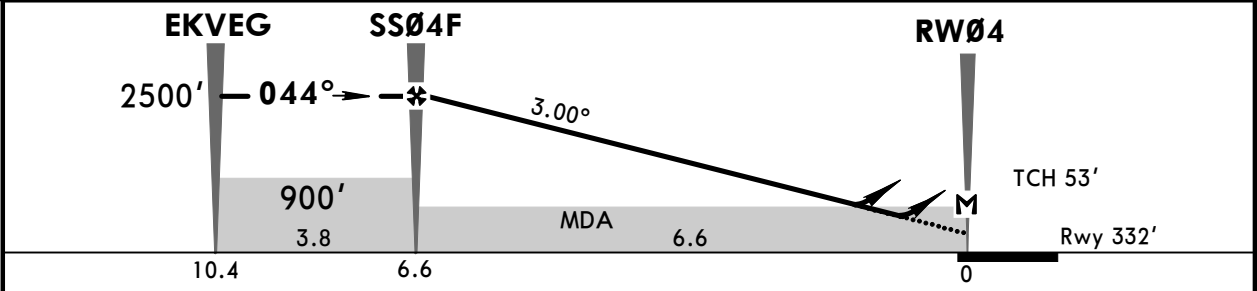
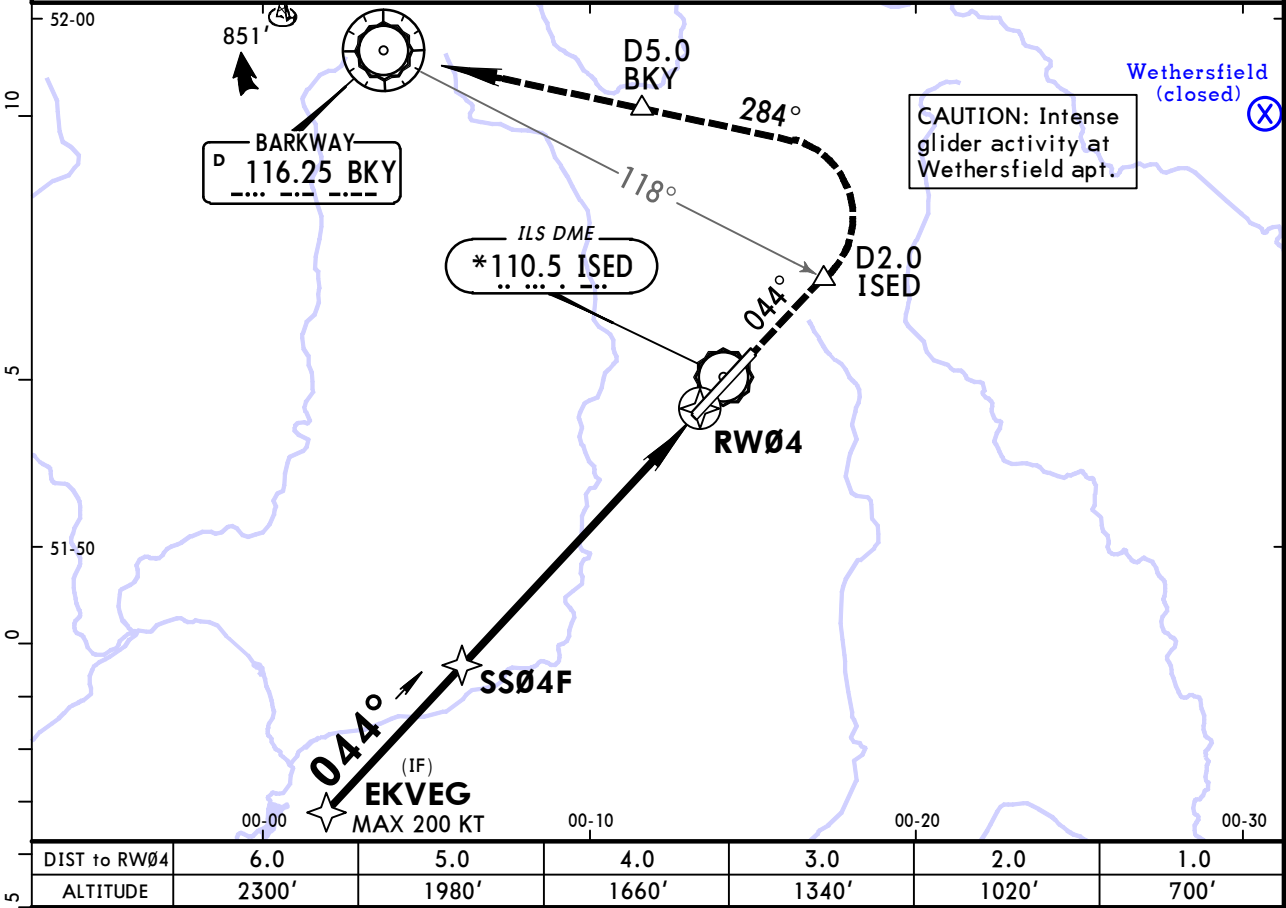
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

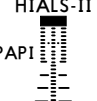
EGSS/STN
STANSTED

JEPPESEN
20 MAR 15 (32-1)

Eff 2 Apr RNAV (GNSS) Rwy 04
LONDON, UK

ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
127.175 114.550		120.625		123.8		121.725	
RNAV	Final Aptch Crs 044°	Procedure Alt SS04F 2500' (2168')	LNAV/VNAV DA(H) 650' (318')	Apt Elev 348' Rwy 332'		 MSA ARP	
MISSED APCH: Resume to conventional navigation at 800'. 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 5.7% may be required to ensure controlled airspace containment. Acft unable to receive VOR, inform ATC.							
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 6000'	
Minimum temperature -10°C.							



Gnd speed-Kts	70	90	100	120	140	160		MAX 185 KT	Not above 3000'	D2.0 ISED
Descent Angle	3.00°	372	478	531	637	743				
MAP at RW04										

Standard		STRAIGHT-IN LANDING RWY 04				CIRCLE-TO-LAND	
		LNAV/VNAV		LNAV CDFA			
		DA(H) 650'(318')		DA/MDA(H) 670'(338')			
		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 750m I	RVR 1400m	RVR 800m	RVR 1500m	100	900' (552')	1500m
B					135	900' (552')	1600m
C					180	1030' (682')	2400m
D					205	1040' (692')	3600m

I With TDZ, CL and HUD: RVR 700m.

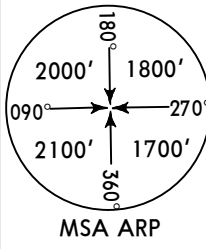
CHANGES: New procedure.

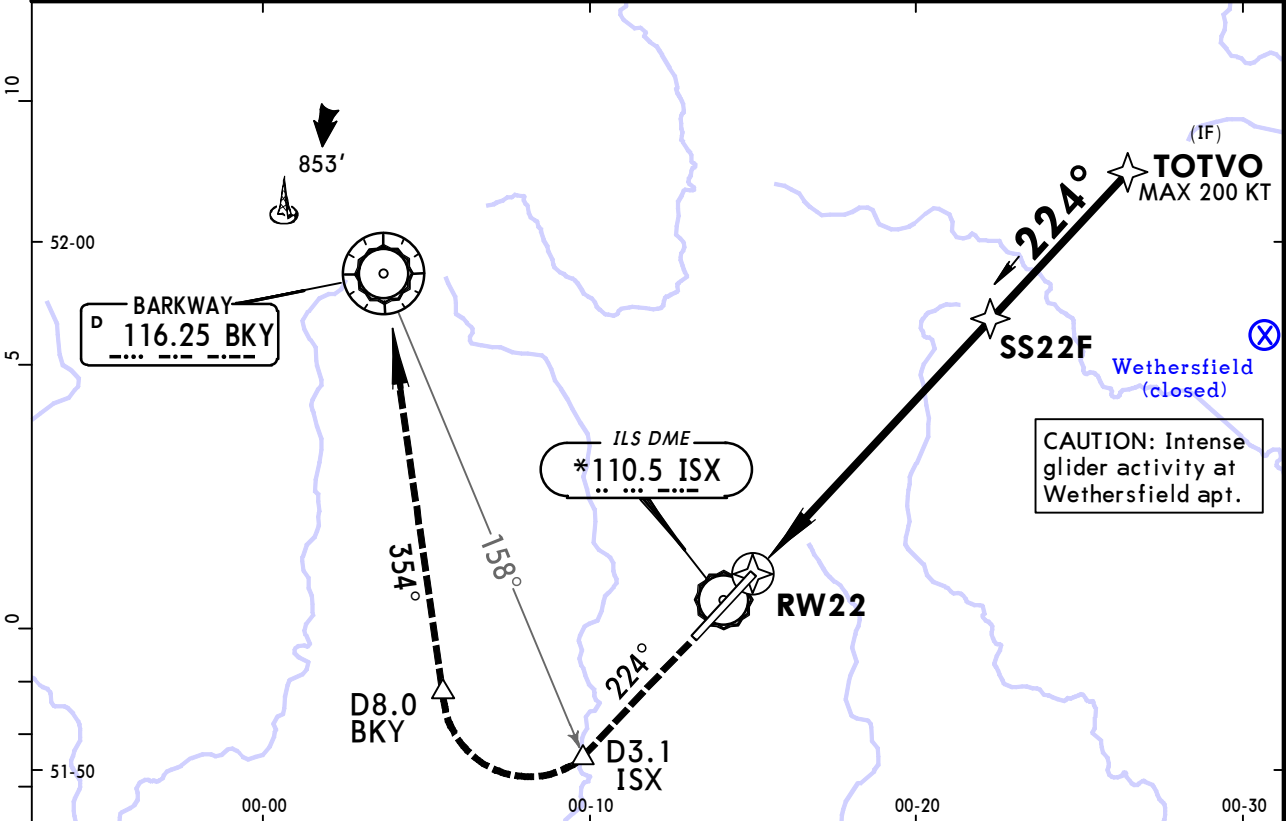
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EGSS/STN
STANSTED

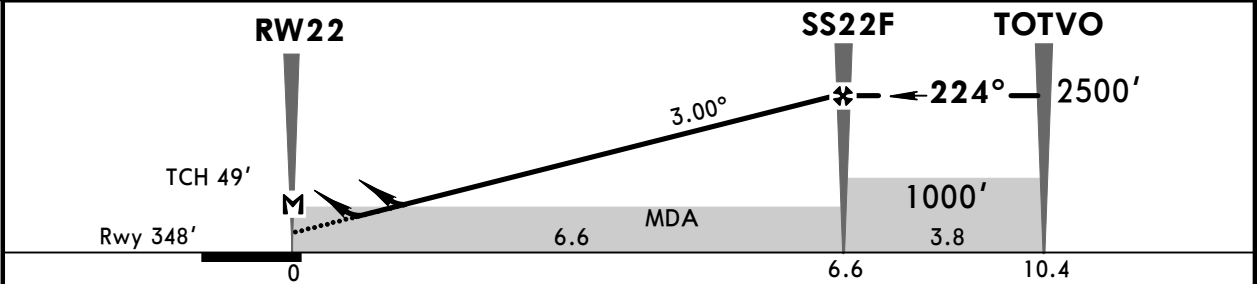
JEPPESEN
20 MAR 15 (32-2)

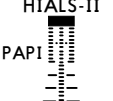
Eff 2 Apr RNAV (GNSS) Rwy 22
LONDON, UK

ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
127.175 114.550		120.625		123.8		121.725	
RNAV	Final Apch Crs 224°	Procedure Alt SS22F 2500' (2152')	LNAV/VNAV DA(H) 710' (362')	Apt Elev 348' Rwy 348'			
MISSED APCH: Resume to conventional navigation at 800'. 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: 12 hPa		Trans level: By ATC		Trans alt: 6000'	
Minimum temperature -10°C.							



DIST to RW22	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	710'	1030'	1350'	1670'	1990'	2310'



Gnd speed-Kts	70	90	100	120	140	160		MAX 185 KT	Not above 3000'	D3.1 ISX
Descent Angle	3.00°	372	478	531	637	743				
MAP at RW22										

Standard		STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND		
LNAV/VNAV			LNAV CDFA			Max Kts	MDA(H) _____ VIS _____	
DA(H) 710' (362')			DA/MDA(H) 770' (422')					
		ALS out			ALS out	100	900' (552')	1500m
A	RVR 1000m	RVR 1500m	RVR 1300m	RVR 1500m	135	900' (552')	1600m	
B		RVR 1700m		RVR 2000m	180	1030' (682')	2400m	
C					205	1040' (692')	3600m	
D								

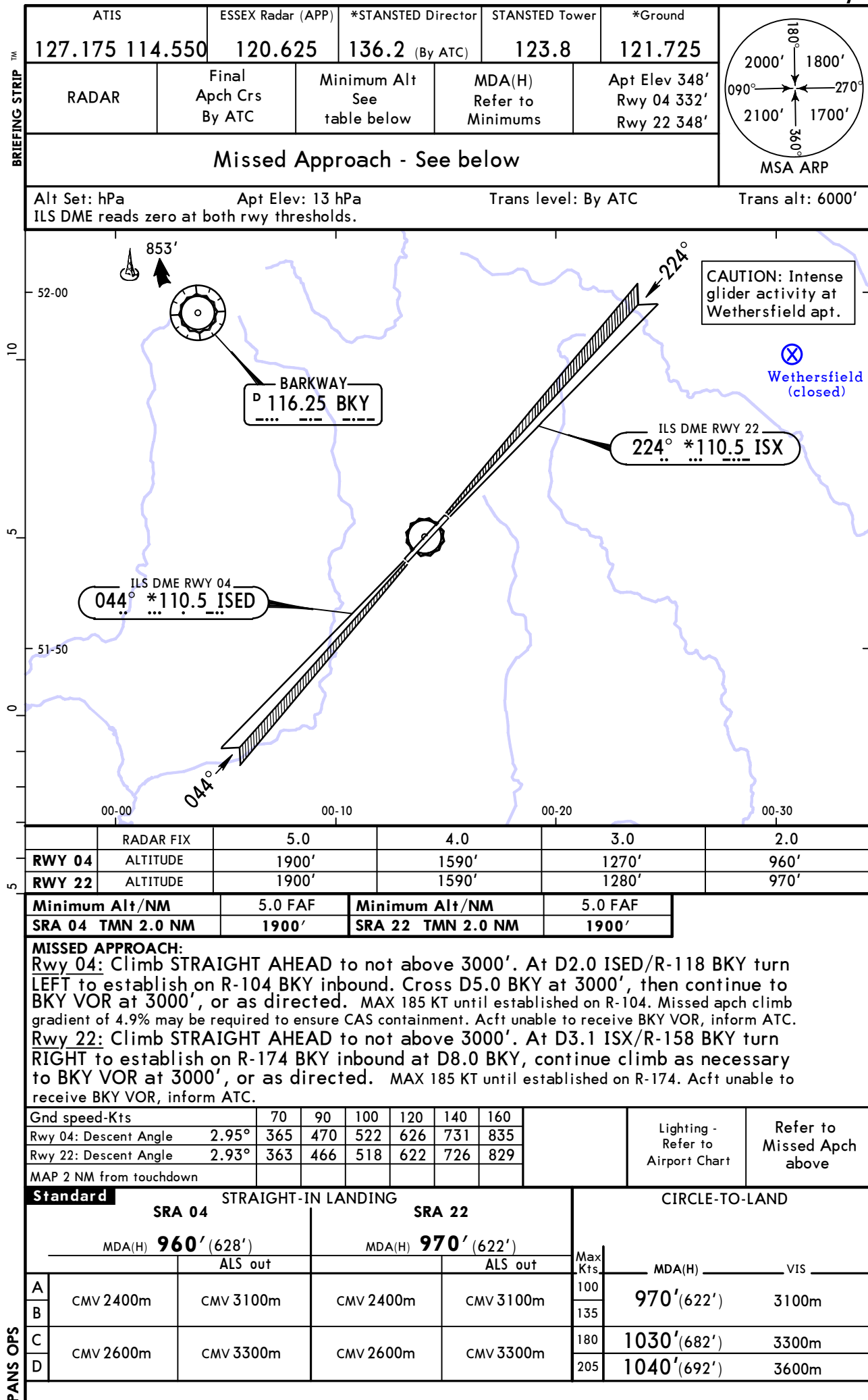
CHANGES: New procedure.

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EGSS/STN
STANSTED

JEPPESSEN
20 MAR 15 **(38-1)** **Eff 2 Apr**

LONDON, UK
SRA All Rwys



CHANGES: Radials bearings. Circling minimums.

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Chart changes since cycle 26-2015

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'.

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m