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Airport Information For EGSS

Terminal Charts For EGSS

Revision Letter For Cycle 13-2016

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: 0339 Z
Sunset: 2021 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: 125.550
Stansted Tower: 123.800
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

Airport Information For EGSS

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JeppView for Windows

Ryanair Pad Control Operations: 121.555

Stansted Director Direct (Approach Control Radar): 136.200

EGSS/STN
STANSTED

17 JUL 15

JEPPesen

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 vacuation 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)LONDON, UK
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 taxiway 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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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.

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LONDON, UK
AIRPORT BRIEFING

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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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 2330-6000LT

at any noise monitoring terminal.

Jet ACFT maintain a minimum climb gradient of 4% to at least 4000' (0600-2330LT) unless cleared via BKY (in this case maintain 4% to at least 3000').

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

Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 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

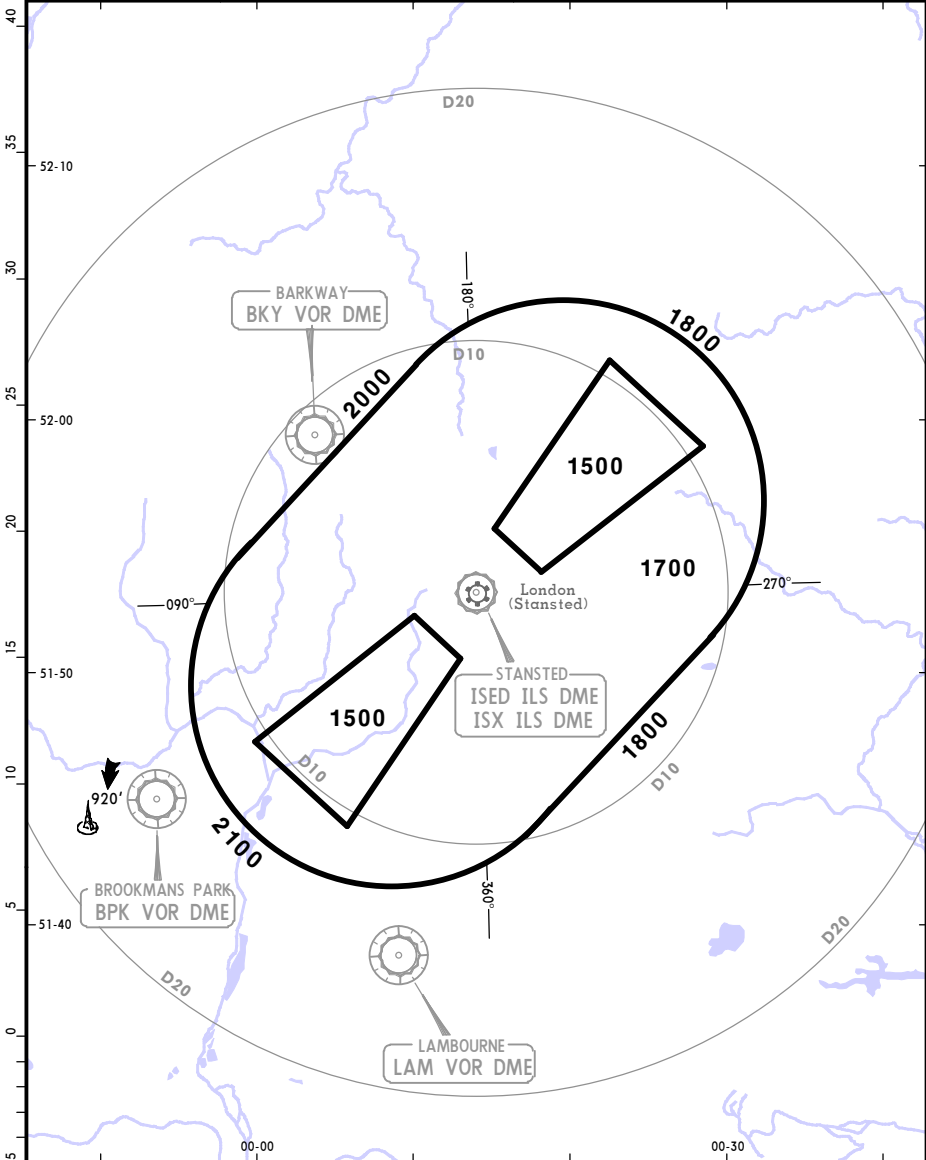
CAT III holding points G3 and W3 unless instructed to do so by ATC. This may result in fluctuations in the glidepath signal and, subject to weather conditions, inbound traffic established on the ILS may be asked to make a visual approach or LOC only approach whilst the restricted area is infringed.

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LONDON, UK
RADAR MINIMUM ALTITUDES

*STANSTED Director(R) 136.2	ESSEX Radar(APP) 120.62	<i>Apt Elev</i> 348'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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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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17 APR 15 (30-2)

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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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 & 1C ON CHART 30-2A

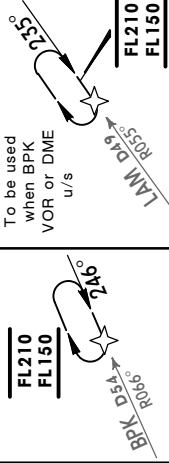
SPEED RESTRICTION
Cross 3 Min before holding
facility at 250 KT or less.
■ SLP Speed Limit Point

WARNING
Do not proceed beyond
ABBOT
without ATC clearance.

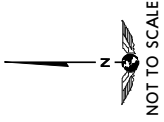
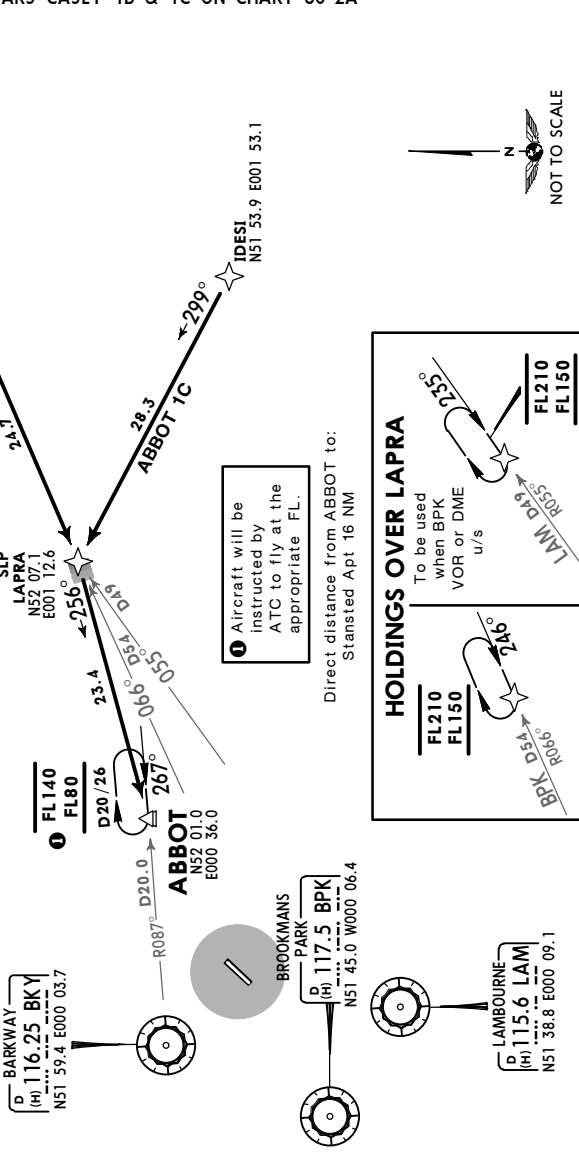
① Aircraft will be
instructed by
ATC to fly at the
appropriate FL.

Direct distance from ABBOT to:
Stansted Apt 16 NM

HOLDINGS OVER LAPRA



DESCENT PLANNING
Pilots should plan for possible descent
clearance as follows:
ABBOT 1B: BARM (FL260) +10 NM)
DITOB (FL220; K250-)
LAPRA (FL120; K250-)
ABBOT (FL80+; FL140-; K220-)
ABBOT 1C: IDESI (FL220; +15 NM)
IDESI (FL180)
LAPRA (FL120; K250-)
ABBOT (FL80+; FL140-; K220-)
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**



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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.

CASEY 1B [CASE1B] , CASEY 1C [CASE1C]

RNAV ARRIVALS

TO BE USED BY ACFT APPROVED

FOR RNAV 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: BARMI (FL280)
DITOB (FL220; +10 NM)

LAPRA (FL120; K250-)
CASEY (FL80+; FL140-; K220-)

CASEY 1C: IDEST (FL220; +15 NM)
IDEST (FL180)

LAPRA (FL120; K250-)
CASEY (FL80+; FL140-; K220-)

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

SLP

LAPRA
N52 07.1
E001 12.6

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

CASEY
N52 00.5
E000 35.0

FL140
FL80

BARMI
N52 28.7
E002 34.2

CASEY 1B
13.8 228°

10 NM
before DITOB

DITOB
N52 17.0 E001 49.5

24.1 241°

255°

055°

066°

066°

066°

066°

066°

066°

066°

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066°

066°

IDEST
N51 53.9 E001 53.1

28.3 299°

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299°

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299°

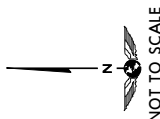
299°

299°

299°

299°

299°



HOLDINGS OVER LAPRA

To be used
when BPK
VOR or DME
u/s

FL210
FL150

FL210
FL150

FL210
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FL150

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

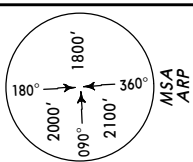
BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

BROOKMANS
PARK
D 117.5 BPK
(H) 117.5 W000 06.4
N51 45.0 W000 06.4

LAMBOURNE
(H) 115.6 LAM
N51 38.8 E000 09.1

LONDON, UK
STAR

ATIS		Apt Elev	Alt Set: hPa
127.17	114.55	348'	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

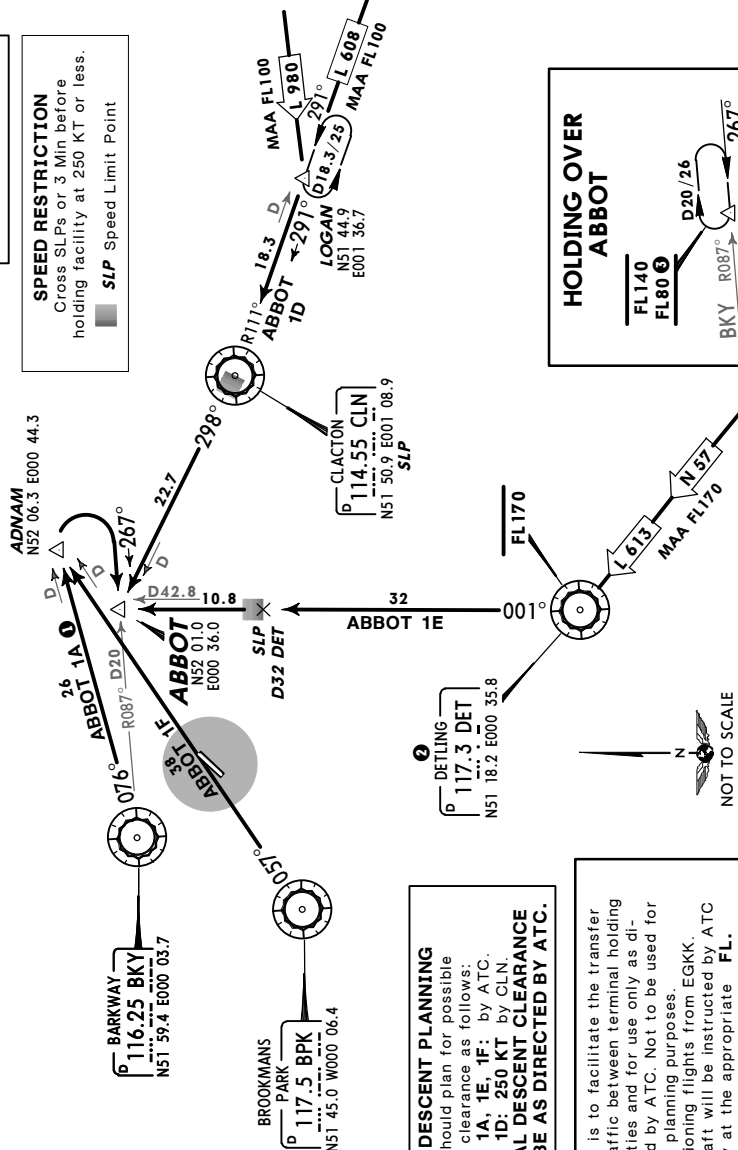
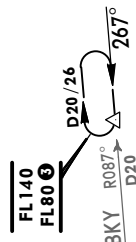
Do not proceed beyond
ABOT
without ATC clearance.

SPEED RESTRICTION

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

SLP Speed Limit Point

**HOLDING OVER
ABBOT**

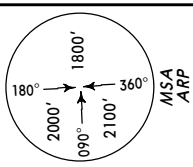


DESCENT PLANNING

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

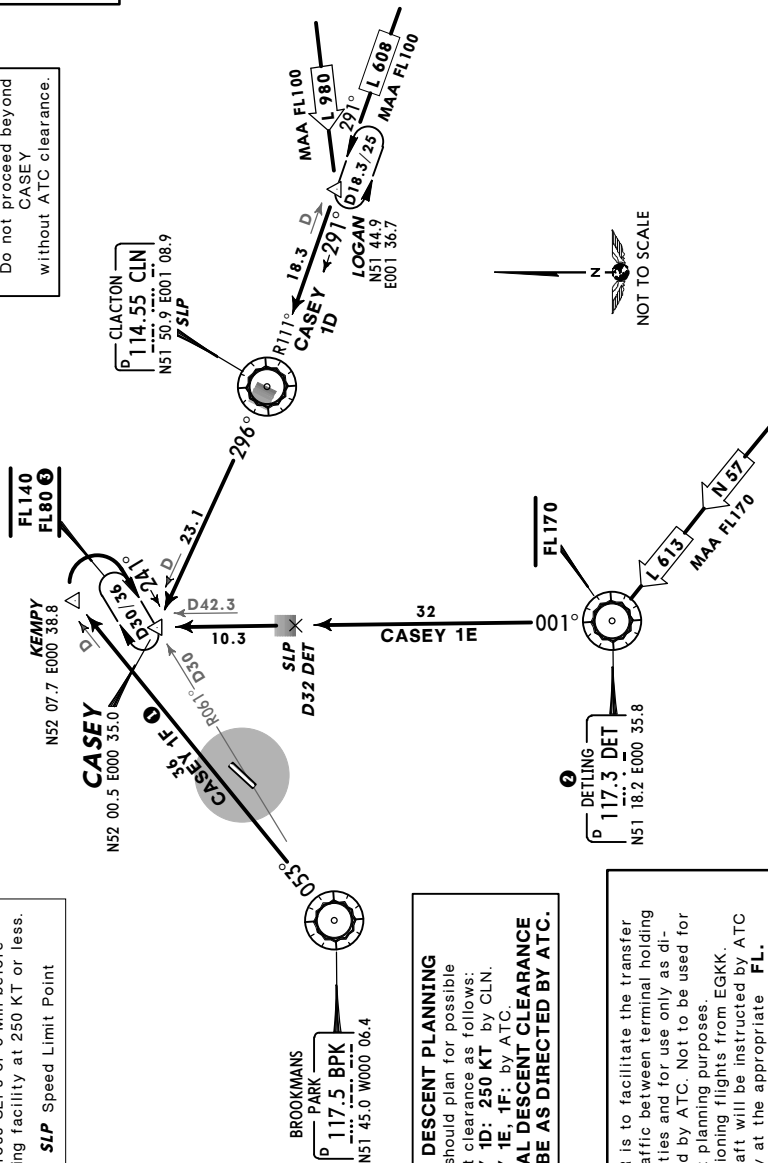


CASEY 1D[CASE1D], CASEY 1E[CASE1E]
CASEY 1F[CASE1F]❶
ARRIVALS

TO BE USED WHEN BKY VOR OR DME UNSERVICEABLE

WARNING

Do not proceed beyond
CASE Y
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 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**.

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'
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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

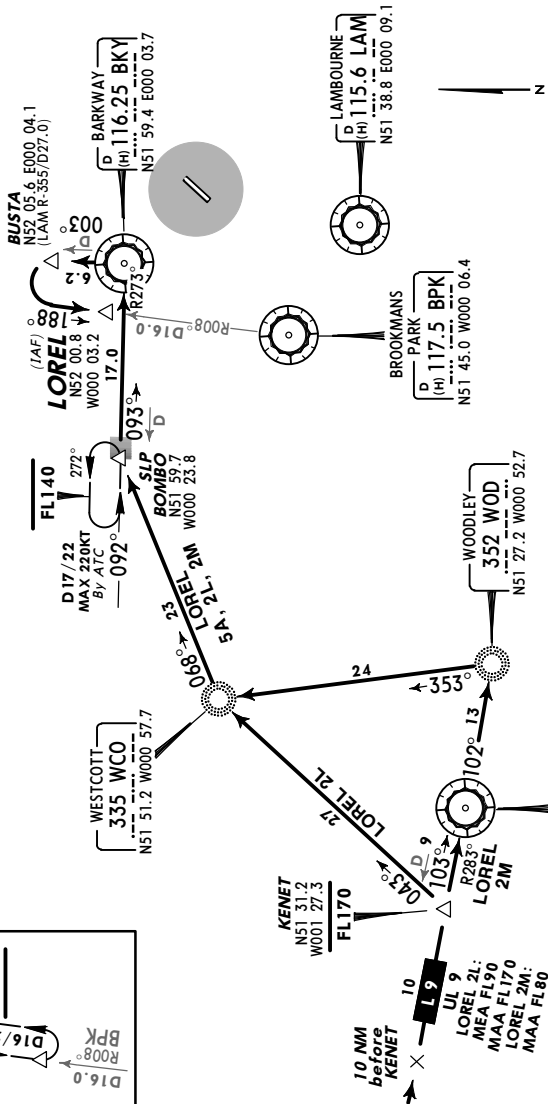
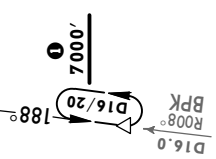


DESCENT PLANNING
Pilots should plan for possible
descent clearance as follows:
LOREL 2L: FL140 by 10NM before
KENET for flight planning purposes
only.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

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**



EGSS/STN
STANSTED

JEPPESSEN
13 MAY 16 (30-2H) Eff 26 May

LONDON, UK
STAR

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

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

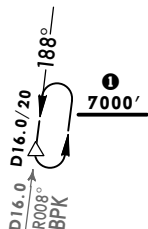
ARRIVALS

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

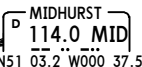
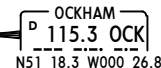
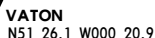
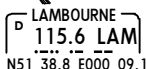
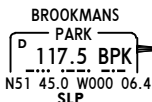
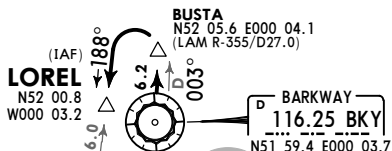
Direct distance from LOREL to:
Stansted Apt 13 NM

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

EGSS/STN
STANSTED

JEPPesen
13 MAY 16 (30-2J) Eff 26 May

LONDON, UK
STAR

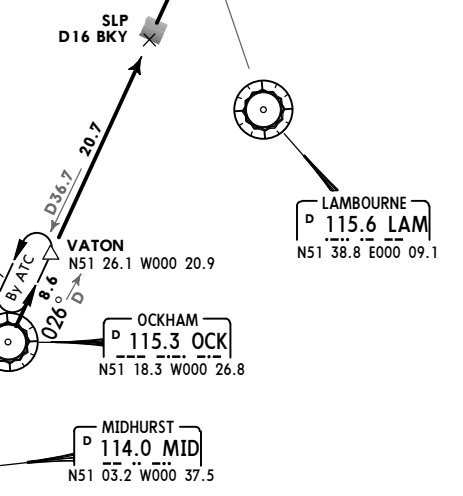
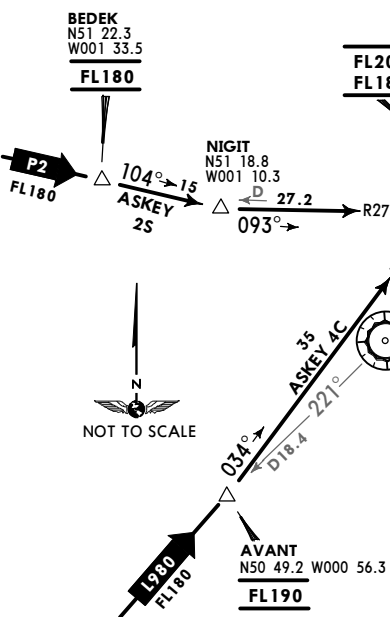
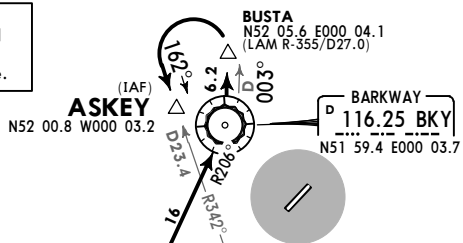
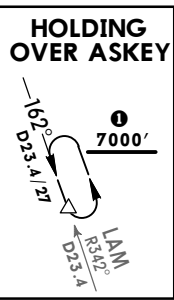
ATIS 127.17 114.55	Apt Elev 348'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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ASKEY 4C [ASKE4C] , ASKEY 2S [ASKE2S] ARRIVALS TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

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
STANSTED

JEPPESEN
14 JUN 13 (30-2K)

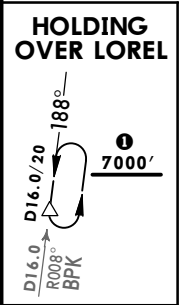
LONDON, UK
STAR

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

LOREL 2D [LORE2D]
ARRIVAL
WHEN BPK VOR OR DME UNSERVICEABLE USE
STAR ASKEY 2D

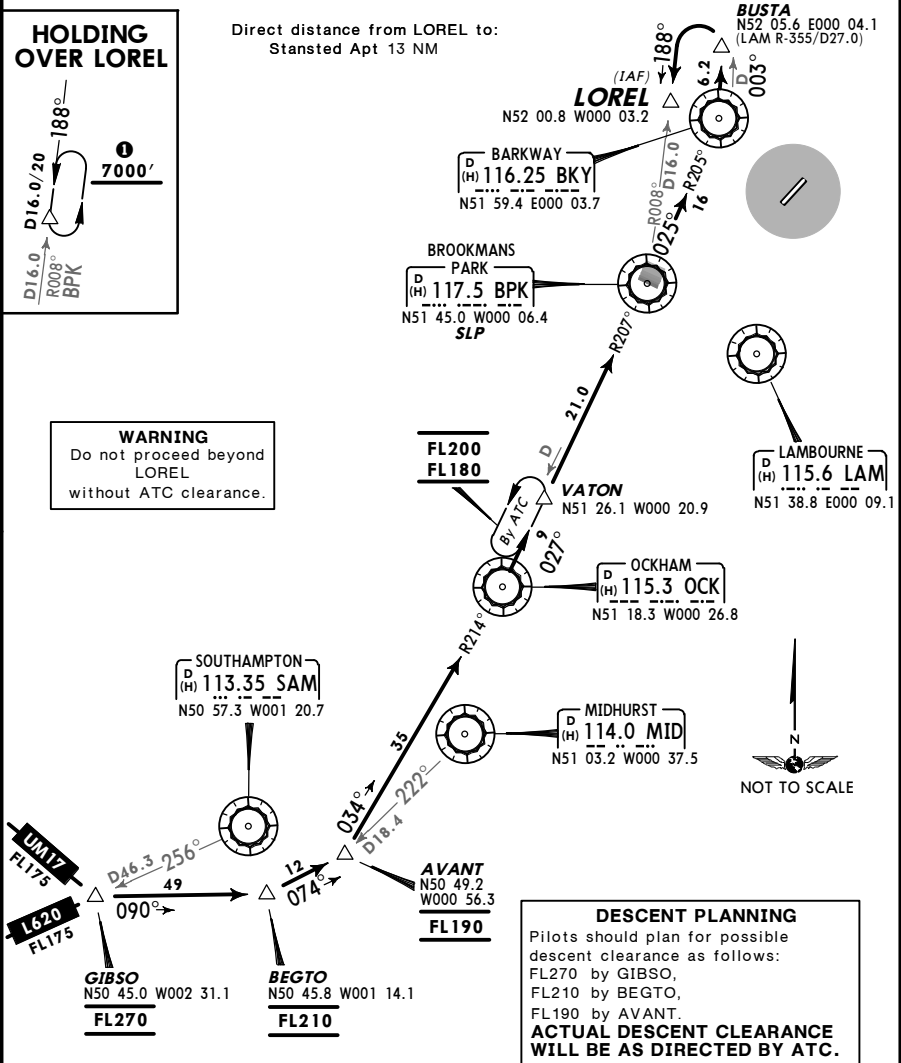
① Aircraft will be instructed by ATC to fly at the appropriate FL.

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



Direct distance from LOREL to:
Stansted Apt 13 NM

WARNING
Do not proceed beyond LOREL without ATC clearance.



EGSS/STN
STANSTED

JEPPESSEN
14 JUN 13 (30-2L)

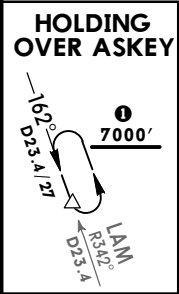
LONDON, UK
STAR

ATIS 127.17 114.55	Apt Elev 348'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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ASKEY 2D [ASKE2D]
ARRIVAL
TO BE USED WHEN BPK VOR OR DME UNSERVICEABLE

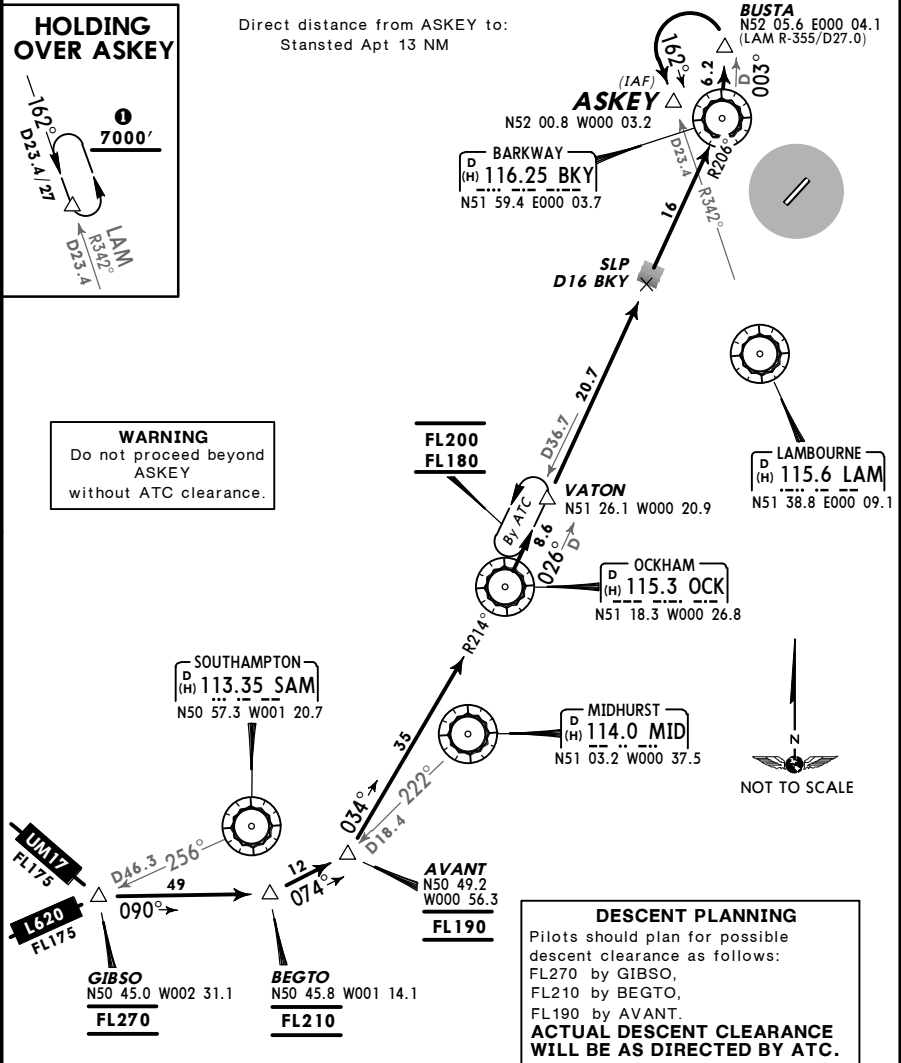
1 Aircraft will be instructed by ATC to fly at the appropriate FL.

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



Direct distance from ASKEY to:
Stansted Apt 13 NM

WARNING
Do not proceed beyond ASKEY without ATC clearance.



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

EGSS/STN
STANSTED

JEPPESSEN
14 JUN 13 (30-2P)

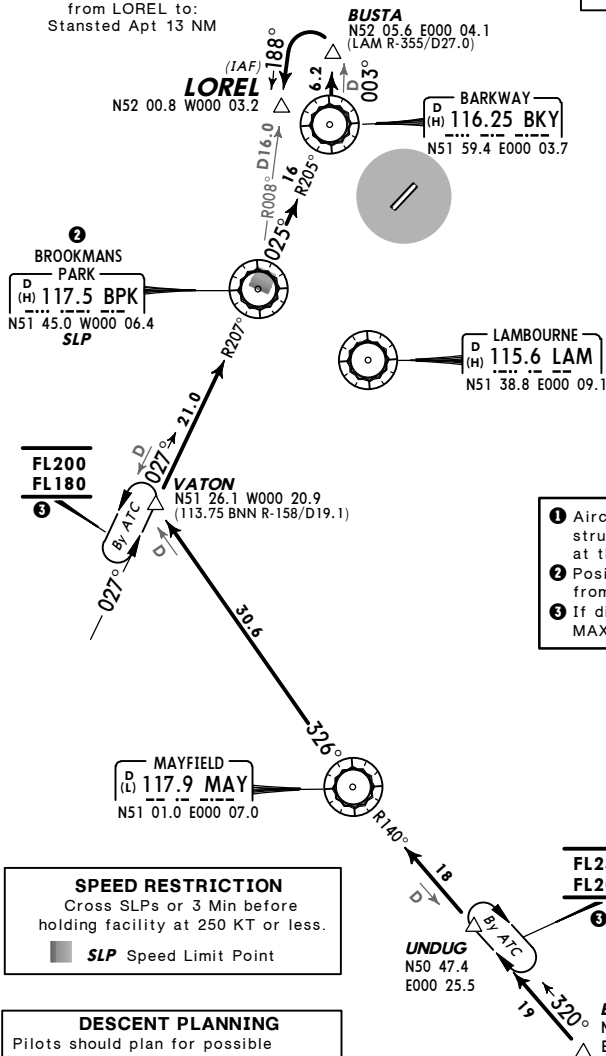
LONDON, UK
STAR

ATIS 127.17 114.55	Apt Elev 348'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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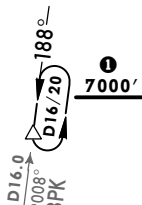
LOREL 4Q [LORE4Q]
ARRIVAL
WHEN BPK VOR OR DME UNSERVICEABLE USE
STAR ASKEY 4Q

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

JEPPESSEN
14 JUN 13 (30-2Q)

LONDON, UK
STAR

ATIS
127.17 114.55

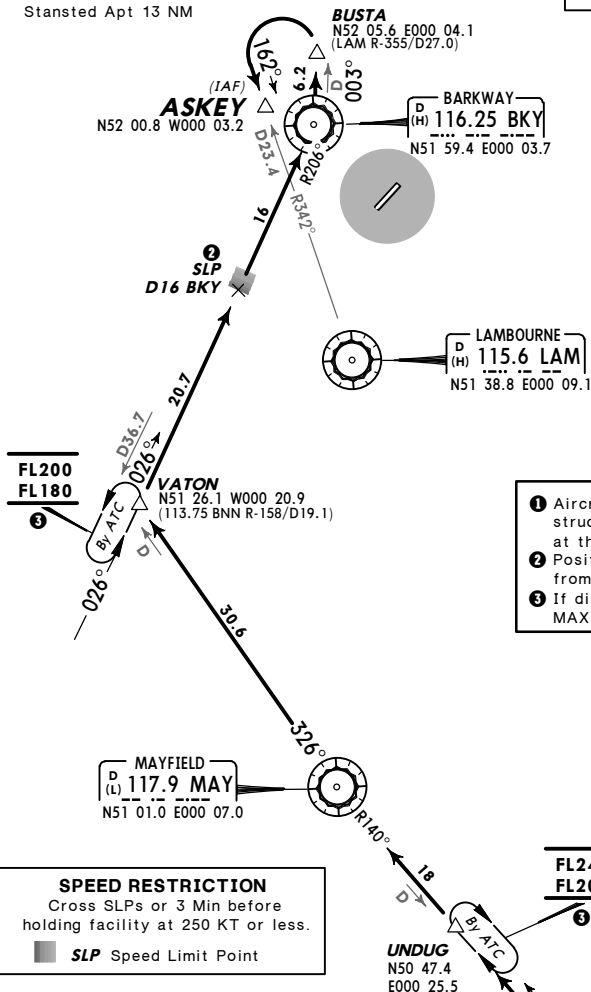
Apt Elev
348'

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.

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

JEPPESSEN
26 JUN 09 (30-2T) Eff 2 Jul

LONDON, UK
INITIAL APPROACH

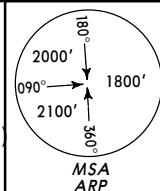
ATIS
127.17
114.55

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.

RWY 22 INITIAL APPROACH PROCEDURE WITHOUT RADAR CONTROL FROM ABBOT

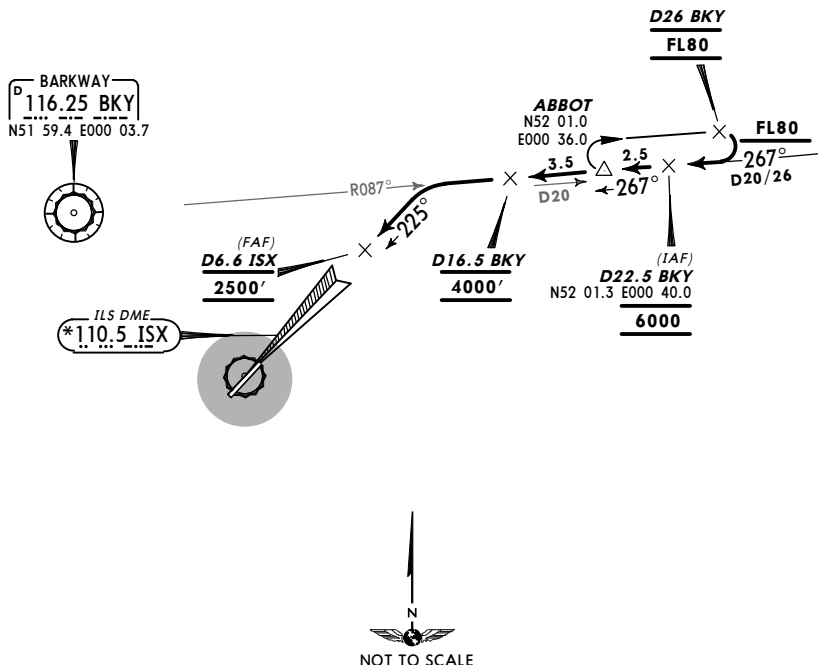
WHEN BKY IS U/S ROUTES COMMENCE AT CASEY (REFER TO CHART 30-2V)



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 ILS DME or LOC DME approach procedure.

EGSS/STN
STANSTED

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

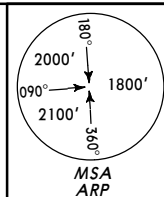
LONDON, UK
INITIAL APPROACH

ATIS
127.17
114.55

Apt Elev
348'

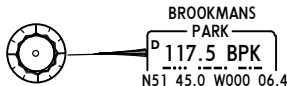
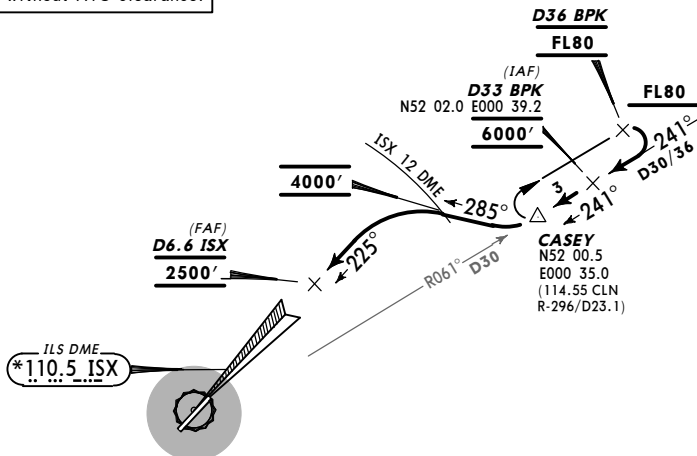
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.
2. Continuous descent approach should be used whenever practicable unless otherwise instructed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

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 LOC DME approach procedure.

EGSS/STN
STANSTED

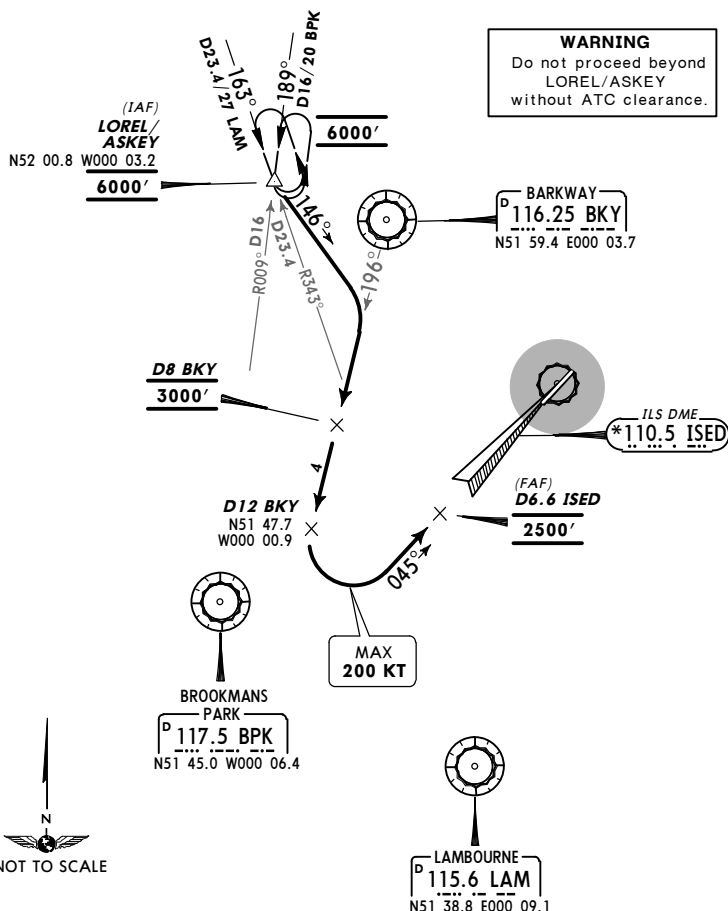
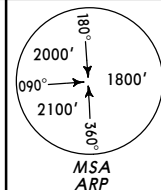
JEPPESSEN
26 JUN 09 (30-2W) Eff 2 Jul

LONDON, UK
INITIAL APPROACH

ATIS 127.17 114.55	<i>Apt Elev</i> 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 LOC/DME approach procedure.

EGSS/STN
STANSTED

JEPPESSEN

26 JUN 09

(30-2X)

Eff 2 Jul

LONDON, UK

INITIAL APPROACH

ATIS
127.17
114.55

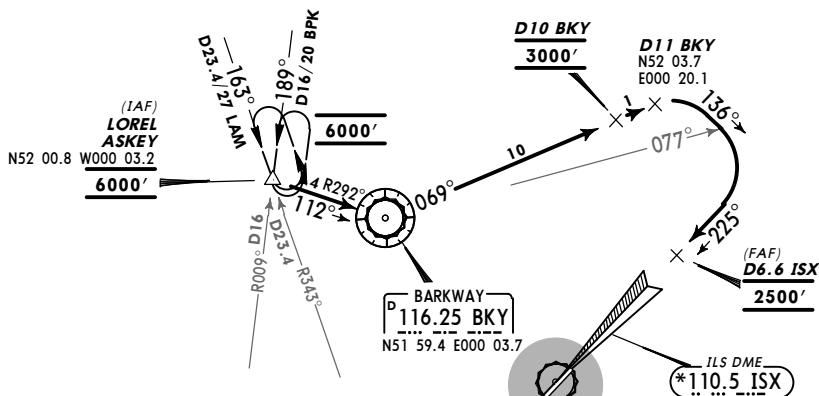
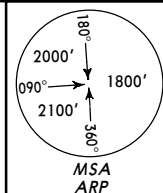
Apt Elev
348'

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

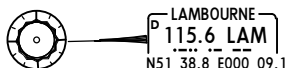
1. Initial approach procedures are designed for manoeuvring speeds up to 220 KT and assume aircraft can maintain a descent gradient of approximately 300' per NM.
2. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.
3. Lowest holding level at LOREL/ASKEY 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 ILS DME or LOC DME approach procedure.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3)

LONDON, UK
SID

*STANSTED
Director (R)
136.2

Apt Elev
348'

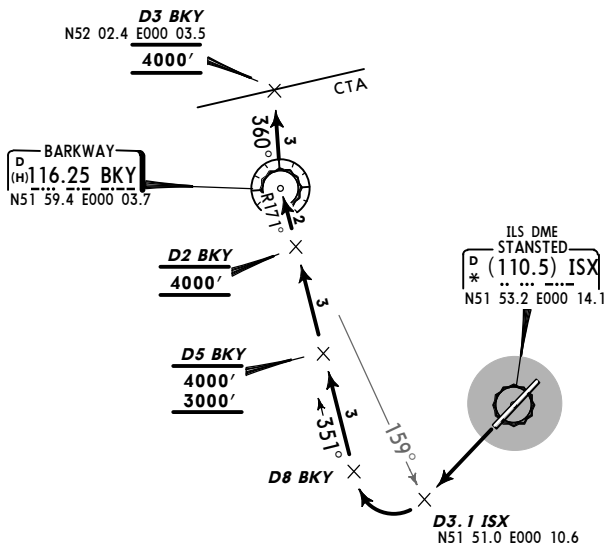
- Trans level: By ATC Trans alt: 6000'
1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 30-4).
 3. Cruising levels will be issued after take-off by STANSTED Director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

EGSS/STN
STANSTED

 **JEPPesen**
30 MAY 14 **(30-3A)**

LONDON, UK
SID

*STANSTED
Director (R)
136.2

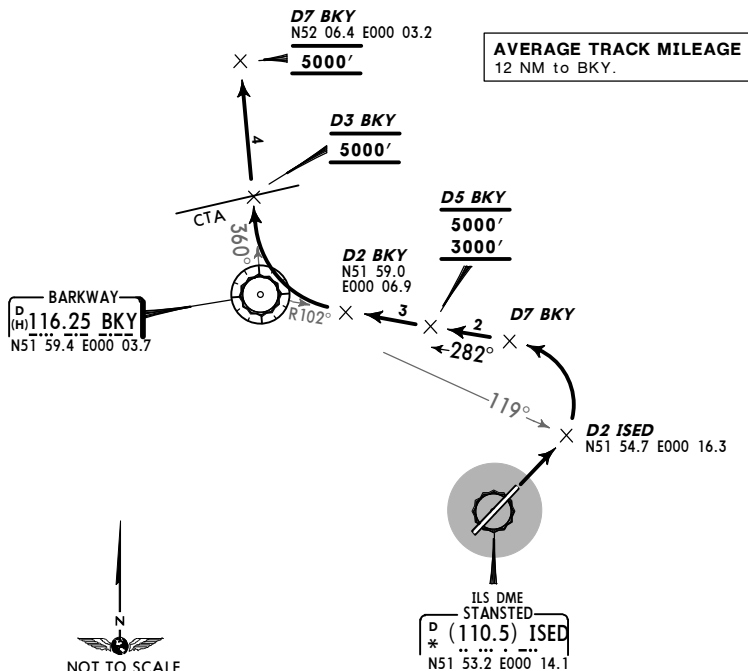
Apt Elev
348'

- 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 25
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	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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BUZAD 7R [BUZA7R]

RWY 22 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED BY ATC

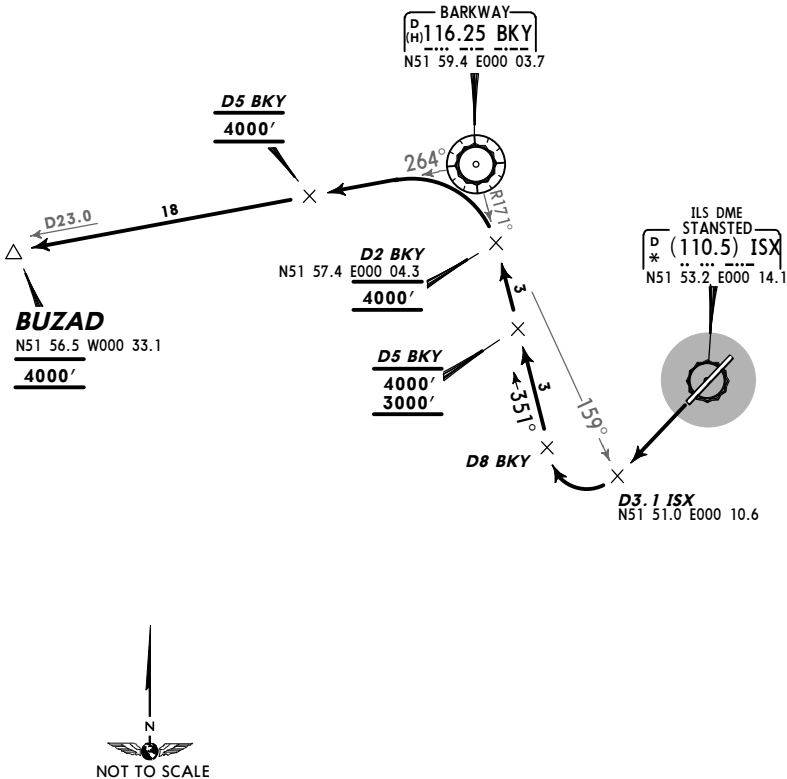
WARNING: Due to interaction with other routes do not climb above 4000' until instructed by ATC.

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

Apt Elev
348'

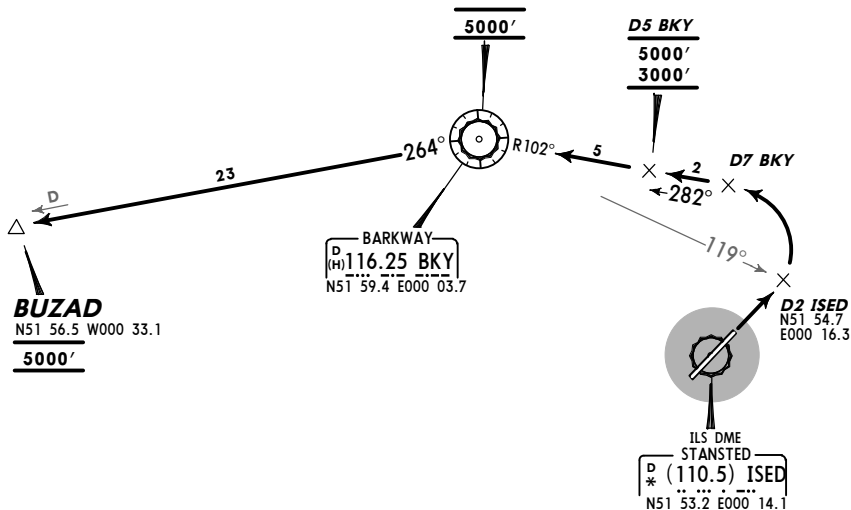
Trans level: By ATC Trans alt: 6000'
1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 30-4).
3. Cruising levels will be issued after take-off by STANSTED Director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

**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.

EGSS/STN
STANSTED

30 MAY 14

30-3D

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 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.

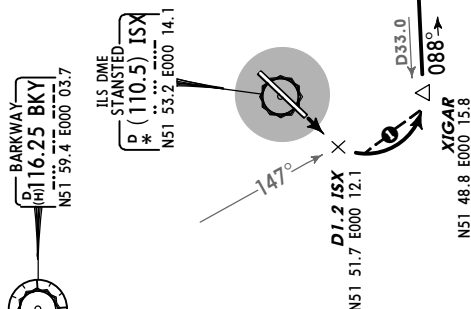
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5% V/V (fpm)	380	506	760	1013	1266	1519
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING/ALTITUDE

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

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.

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.



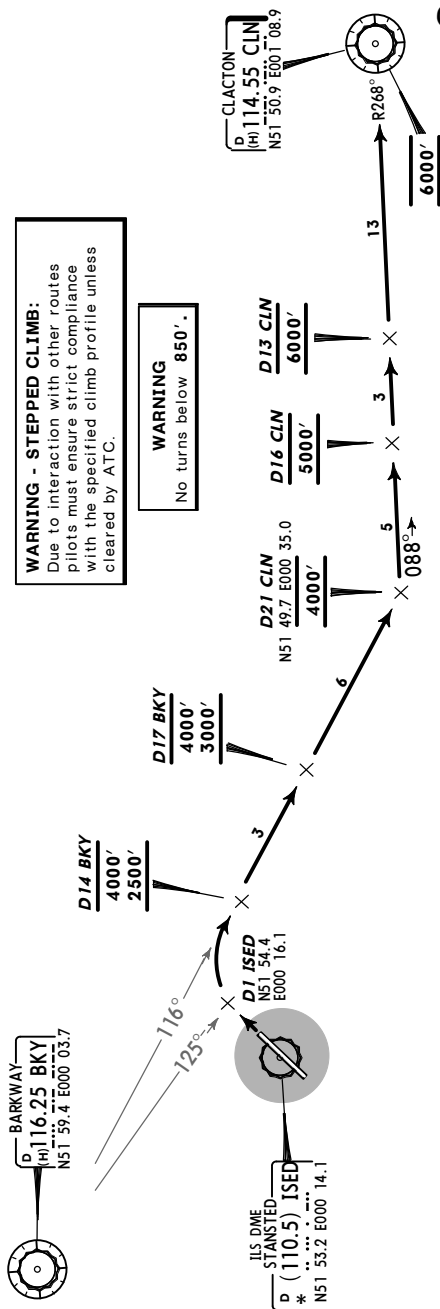
LONDON
Control
118.82

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 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

ROUTING/ALTITUDE

Climb straight ahead to D1 USED (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.

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.

EGSS/STN
STANSTED

JEPPESSEN
30 MAY 14 (30-3F)

LONDON, UK
SID

*STANSTED
Director (R)
136.2

Apt Elev
348'

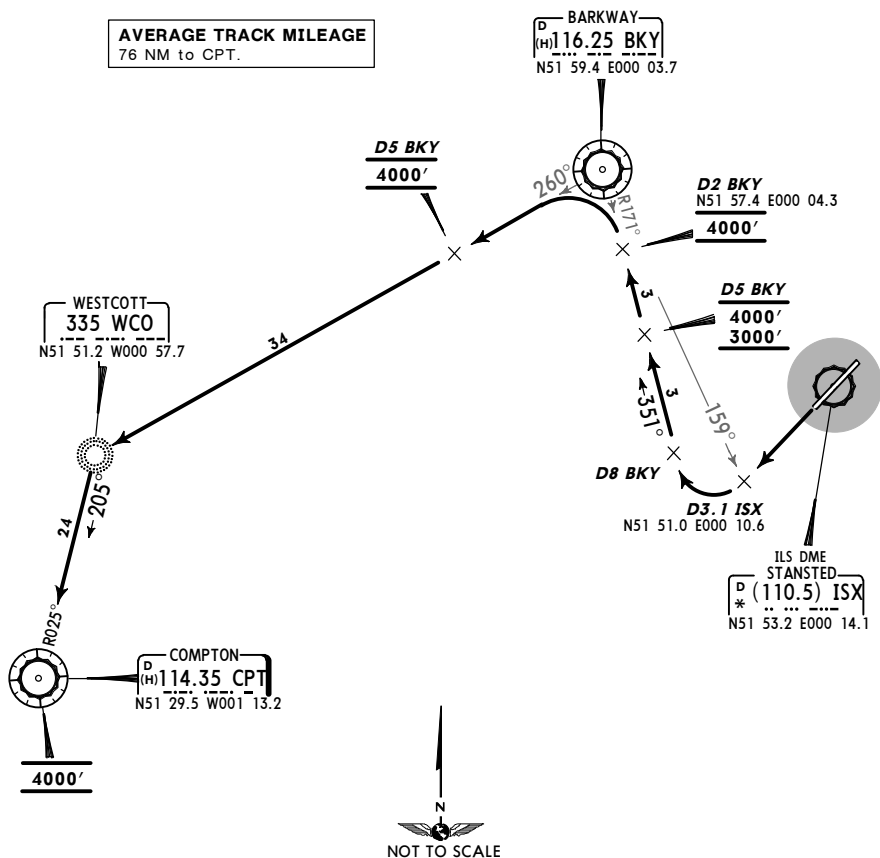
- Trans level: By ATC Trans alt: 6000'
1. When instructed contact STANSTED Director or LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 30-4).
 3. Cruising levels will be issued after take-off by STANSTED Director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

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

JEPPesen
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.

CPT 2S

RWY 04 DEPARTURE

~~SPEED~~ MAX 250 KT BELOW FL100

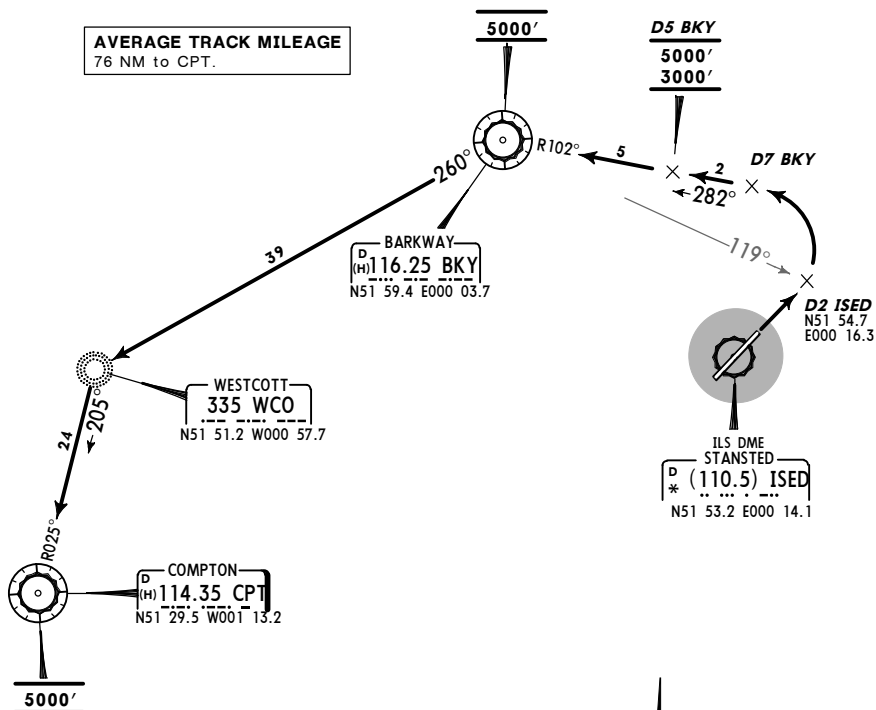
UNLESS OTHERWISE AUTHORIZED BY ATC

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.

EGSS/STN
STANSTED

JEPPESSEN
29 JAN 16 (30-3H) Eff 4 Feb

LONDON, UK
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. 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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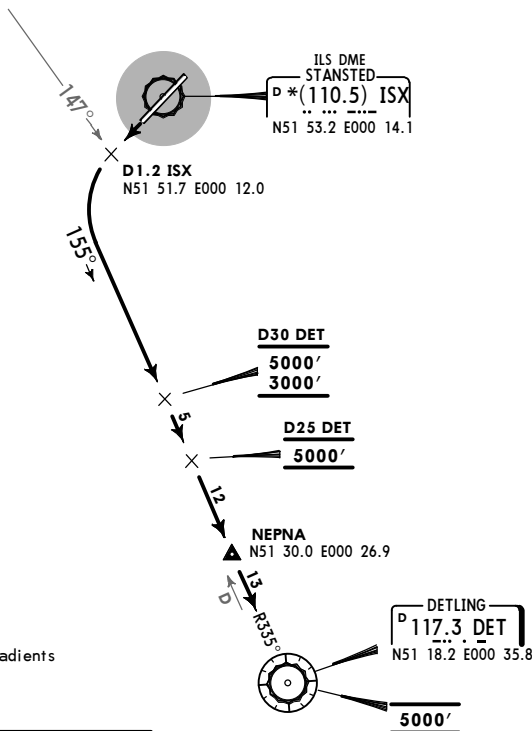
DET 1R
RWY 22 DEPARTURE
 NORMALLY AVAILABLE BETWEEN 2300-0600LT
 AT OTHER TIMES SID CLN 8R WILL BE ISSUED AS APPROPRIATE
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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 116.25 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
29 JAN 16 (30-3J) Eff 4 Feb

LONDON, UK
SID

LONDON
Control
118.825

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.

DET 1S

RWY 04 DEPARTURE

NORMALLY AVAILABLE BETWEEN 2300-0600LT

AT OTHER TIMES SID CLN 4S WILL BE ISSUED AS APPROPRIATE

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 116.25 BKY
N51 59.4 E000 03.7



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



LAMBOURNE
D 115.6 LAM
N51 38.8 E000 09.1

126°

D0.8 ISED
N51 54.3 E000 15.8

AVERAGE TRACK MILEAGE
42 NM to DET.

D9 LAM
N51 46.9 E000 15.2

5000'
3000'

D25 DET
5000'

NEPNA
N51 30.0 E000 26.9

DETUNG
D 117.3 DET
N51 18.2 E000 35.8

5000'

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

JEPPESSEN

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.

BARKWAY
D (H) 116.25 BKY
N51 59.4 E000 03.7



WARNING

No turns below 850'.



AVERAGE TRACK MILEAGE
16 NM to LAM.

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

D1.2 ISX
N51 51.7
E000 12.0

ROWAN
N51 45.2 E000 15.0

5000'
3000'

LAMBOURNE
D (H) 115.6 LAM
N51 38.8 E000 09.1



5000'

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.



BARKWAY
D (H) **116.25 BKY**
N51 59.4 E000 03.7



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

D0.8 ISED
N51 54.3
E000 15.9

WARNING
No turns below **850'**.

D9 LAM
5000'
3000'

LAMBOURNE
D (H) **115.6 LAM**
N51 38.8 E000 09.1



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'.

EGSS/STN
STANSTED

JEPPESSEN
29 JAN 16 (30-3M) Eff 4 Feb

LONDON, UK
SID

LONDON
Control
118.825

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

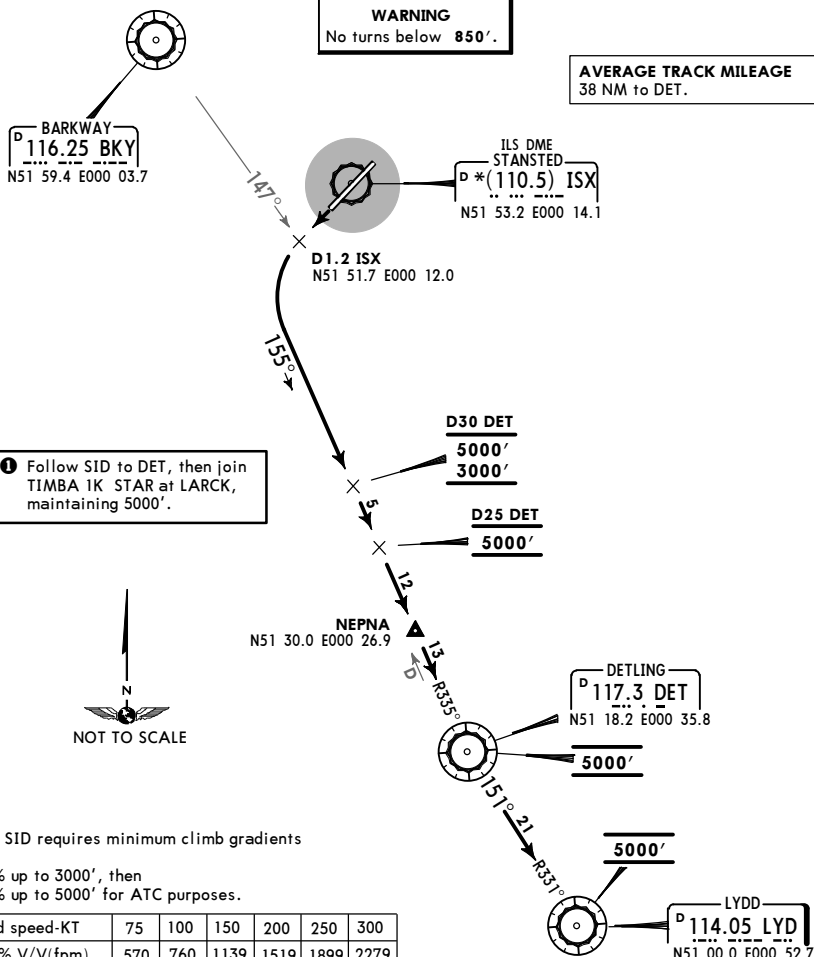
ALSO FOR POSITIONING FLIGHTS TO EGKK ①

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.

WARNING
No turns below 850'.

AVERAGE TRACK MILEAGE
38 NM to DET.



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

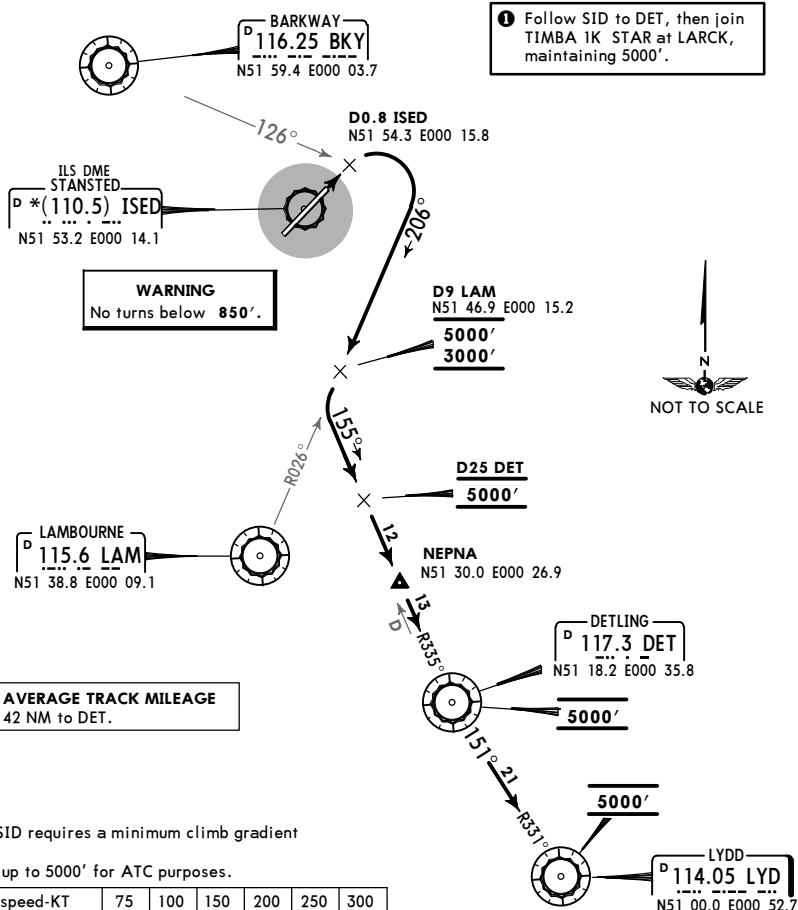
JEPPESSEN
29 JAN 16 (30-3N) Eff 4 Feb

LONDON, UK
SID

LONDON Control 118.825	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.
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LYD 55
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.

EGSS/STN
STANSTED

JEPPESSEN
3 JUN 16 (30-3P)

LONDON, UK
RNAV SID

LONDON Control 118.825	Apt Elev 348'	Trans level: By ATC Trans alt: 6000'
*STANSTED Director 136.2		1. RNP 1 (GNSS). 2. RF required. 3. When instructed contact LONDON Control or STANSTED Director. Report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 30-4). 5. RNP 1 only available for authorized aircraft.

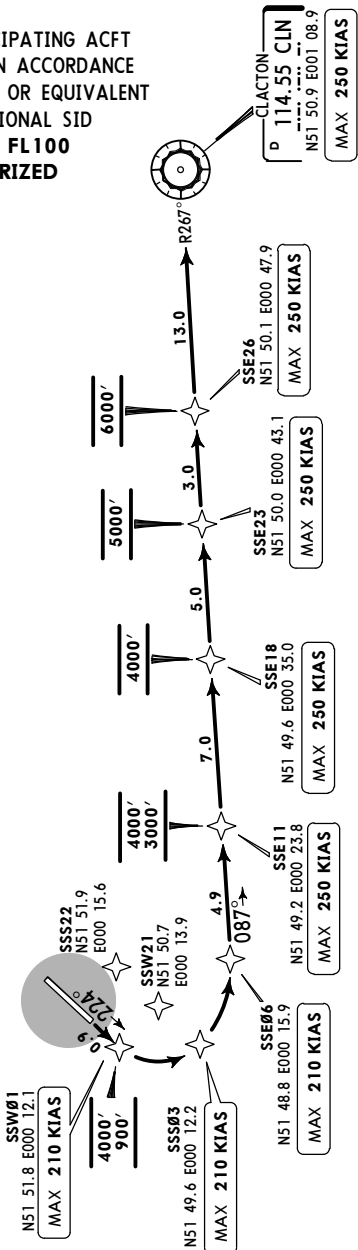
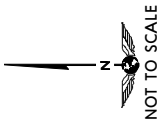
CLN 1E
RNAV
BY ATC

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.



RWY	ROUTING	
	22	Climb straight ahead to SSW01, turn LEFT to SSW03 - SSE06 - SSE11 - SSE18 - SSE23 - SSE26 - CLN.

EGSS/STN
STANSTED

JEPPesen
3 JUN 16 (30-3Q)

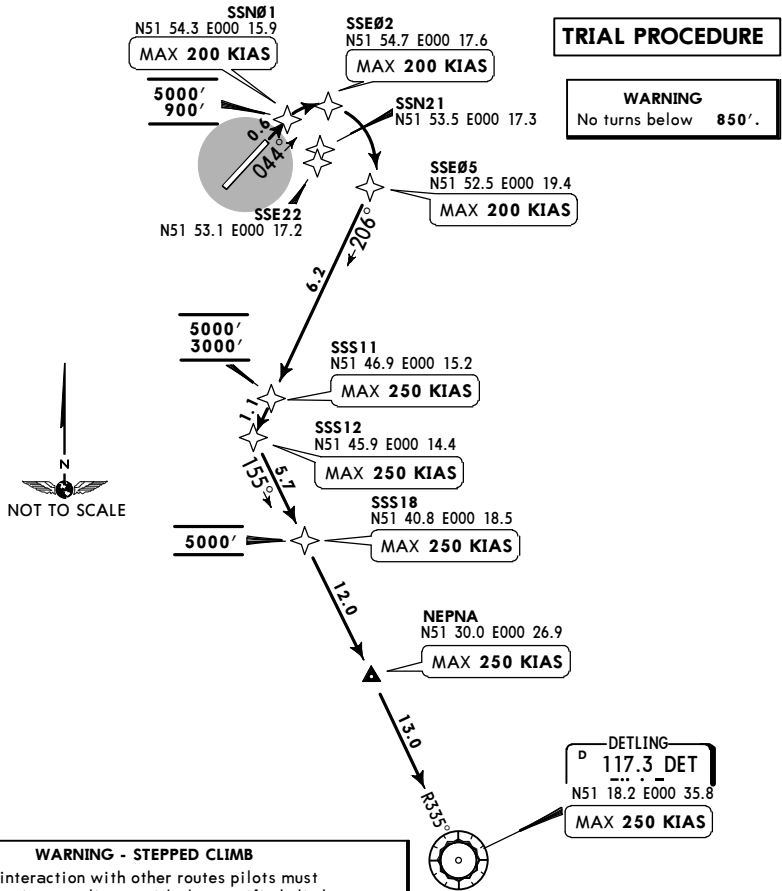
LONDON, UK
RNAV SID

LONDON Control 118.825	Apt Elev 348'	Trans level: By ATC Trans alt: 6000' 1. RNP 1 (GNSS). 2. RF required. 3. When instructed contact LONDON Control or STANSTED Director, Report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 30-4). 5. RNP 1 only available for authorized aircraft.
*STANSTED Director 136.2		

DET 1D
RNAV
BY ATC

ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED
IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT.
AVAILABLE BETWEEN 2300-0600 (WINTER) AND 2200-0500 (SUMMER). OUTSIDE THESE
HOURS CLN 1E OR CLN 8R WILL BE ISSUED. FOR POSITIONING FLIGHTS WITHIN THE LONDON
AREA AND FLIGHTS LEAVING THE LONDON FIR VIA L10, THE SID IS AVAILABLE H24.
NON-APPROVED ACFT USE CONVENTIONAL SID

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

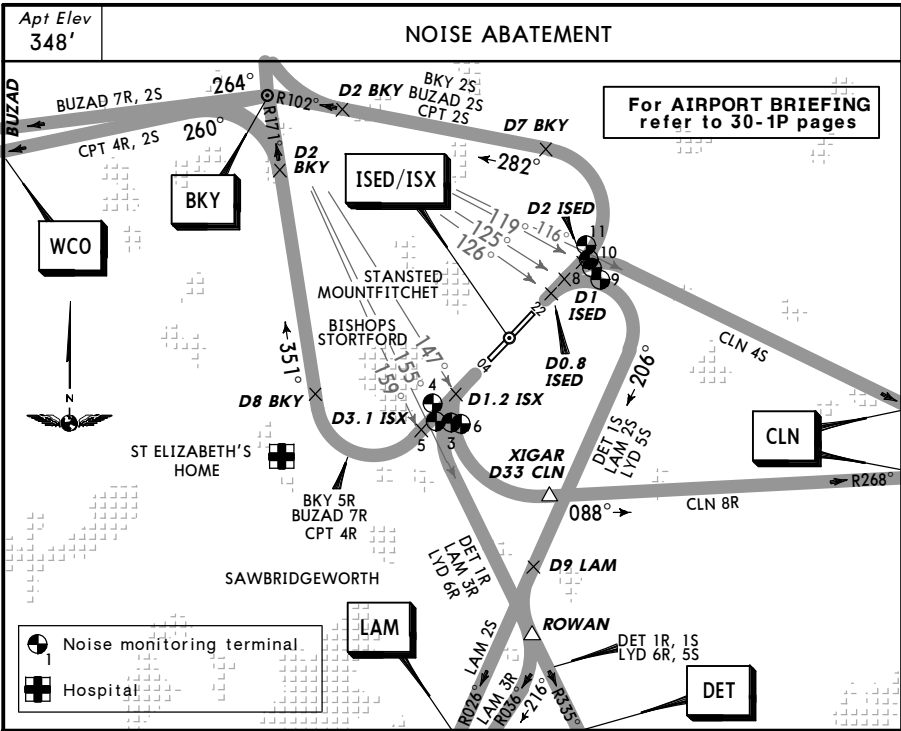


RWY	ROUTING
04	Climb straight ahead to SSN01, turn RIGHT to SSE02 - SSE05 - SSS11 - SSS12, turn LEFT to SSS18 - NEPNA - DET.

EGSS/STN
STANSTED

JEPPSEN
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	

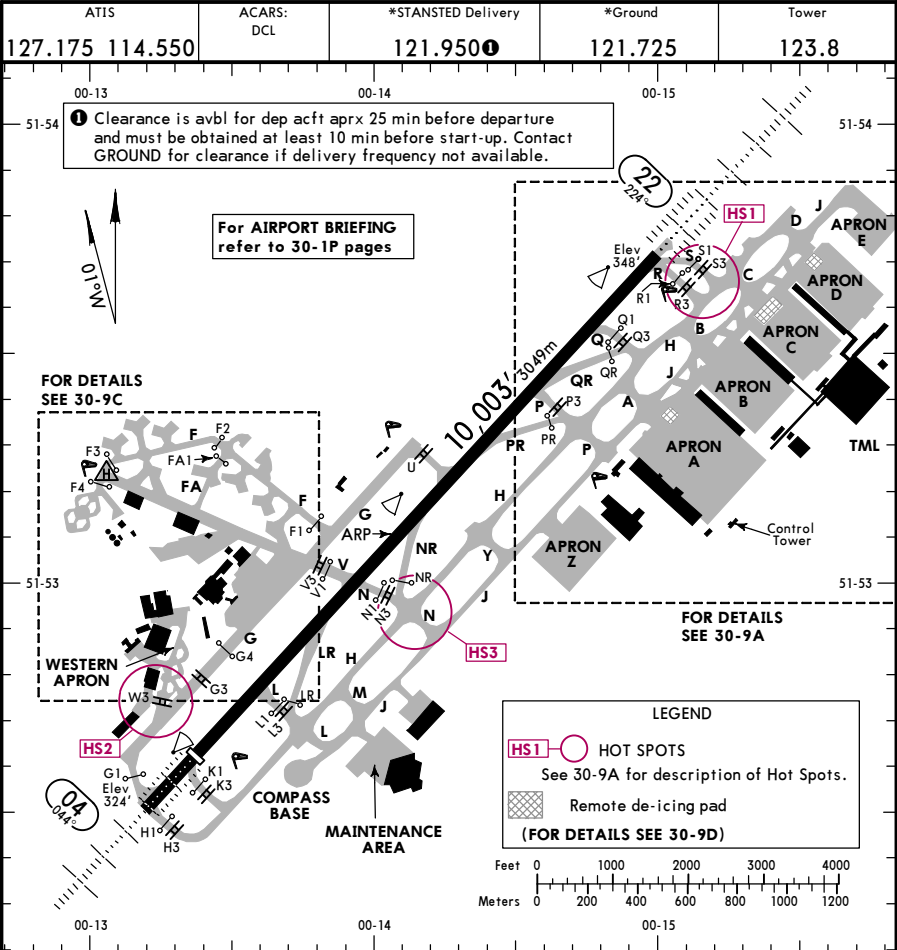
If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

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

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

JEPPesen
17 JUL 15 **(30-9)**

LONDON, UK
STANSTED



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	LANDING BEYOND Glide Slope		
04	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	③ RVR	9016' 2748m	7983' 2433m	⑤	151'
22	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)	④ RVR		8970' 2734m		46m

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

⑤ TAKE-OFF RUN AVAILABLE

RWY 04:

From rwy head
hold posn K1 9993' (3046m)
hold posn Q1 9252' (2820m)
hold posn L1 7890' (2405m)
hold posn V1 6017' (1834m)

RWY 22:

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

Standard

TAKE-OFF ①

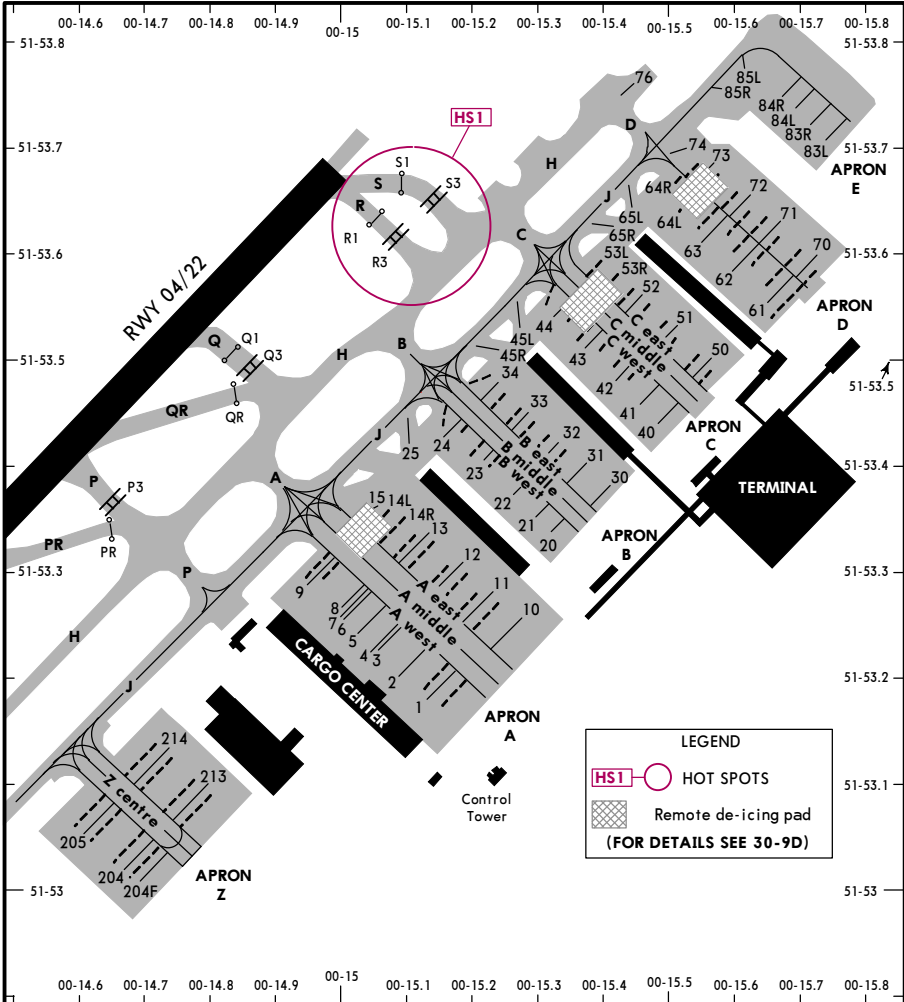
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m
B					
C					500m
D	150m	200m	250m	300m	

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

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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.

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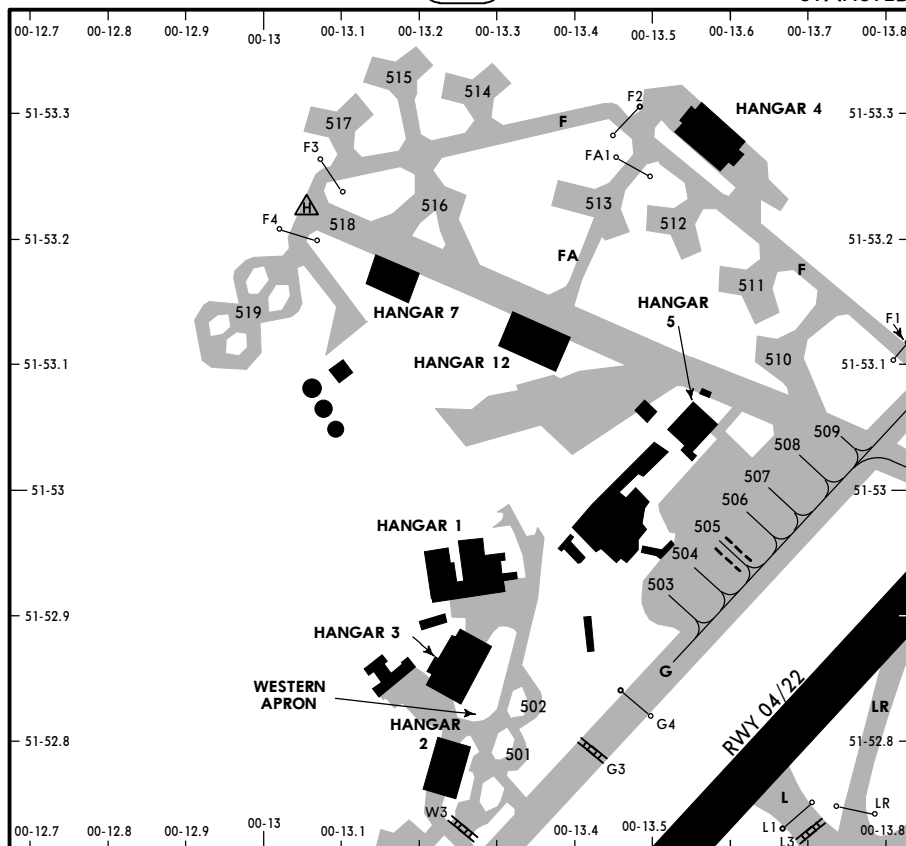

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INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 2	N51 53.2 E000 15.2	76	N51 53.8 E000 15.5
3 thru 8	N51 53.2 E000 15.1	83L thru 84R	N51 53.7 E000 15.7
9, 9L, 9R	N51 53.3 E000 15.0	85L, 85R	N51 53.8 E000 15.6
10	N51 53.2 E000 15.3	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		
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51R	N51 53.5 E000 15.6		
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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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13 SEP 13 **(30-9C)**

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INS COORDINATES

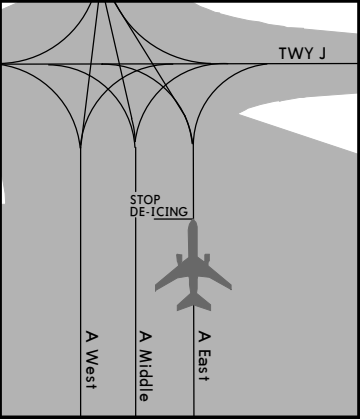
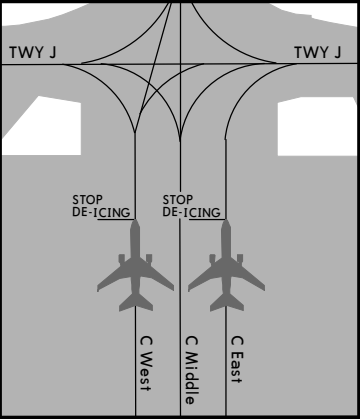
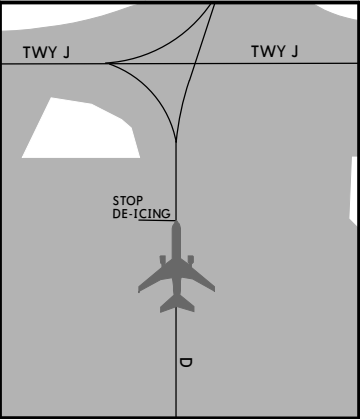
STAND No.	COORDINATES	STAND No.	COORDINATES
501	N51 52.9 E000 13.3	515	N51 53.3 E000 13.2
502	N51 52.8 E000 13.3	516	N51 53.2 E000 13.2
503, 504	N51 52.9 E000 13.5	517	N51 53.3 E000 13.1
505 thru 507	N51 53.0 E000 13.6	518	N51 53.2 E000 13.1
508	N51 53.0 E000 13.7	519	N51 53.1 E000 13.0
509, 510	N51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

CHANGES: None.

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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	

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').

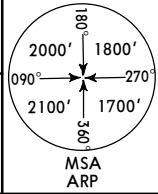
TAKE-OFF RWY 04, 22				
LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

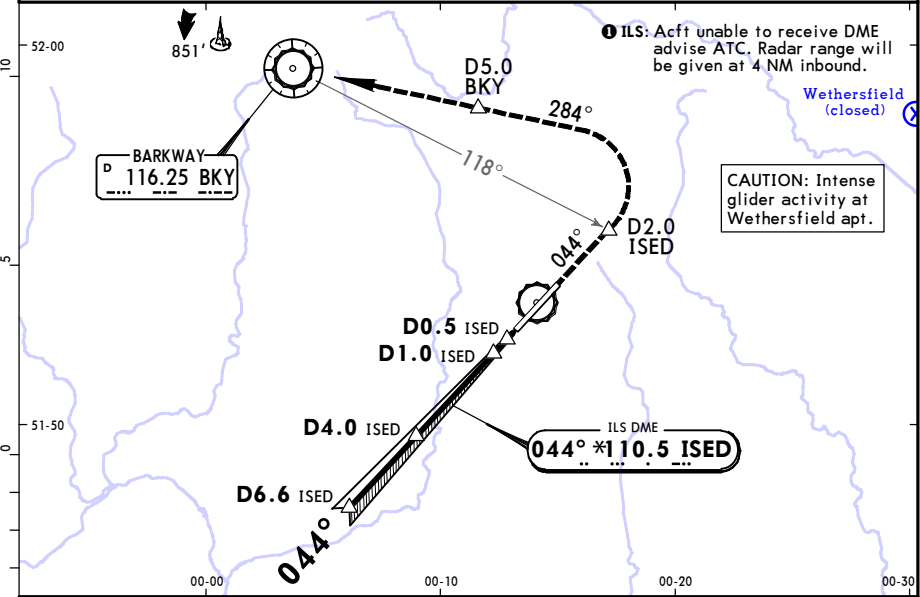
❷ Without LVP 400m are stipulated.
❸ Or rejected take-off distance whichever is the greater.

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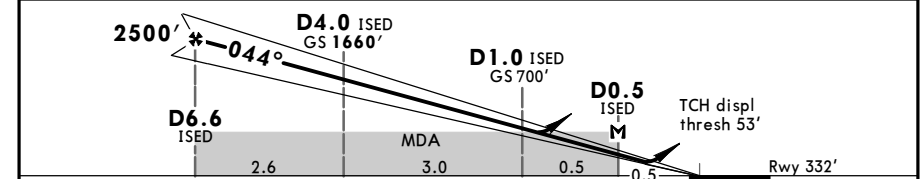
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20 MAR 15 (31-1) Eff 2 Apr

LONDON, UK
ILS DME Rwy 04

ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
127.175 114.550		120.625		123.8		121.725	
BRIEFING STRIP	LOC ISED	Final Apch Crs	GS D4.0 ISED	ILS DA(H)	Apt Elev 348'		
	*110.5	044°	1660' (1328')	532' (200')	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		MAX 185 KT	Not above 3000'	D2.0 ISED
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743				
MAP at D0.5 ISED										

Standard 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				
A					Max Kts	MDA(H)	VIS
B					100	900' (552')	1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	135	900' (552')	1600m
D					180	1030' (682')	2400m
					205	1040' (692')	3600m

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20 MAR 15
Eff 2 Apr

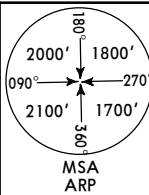
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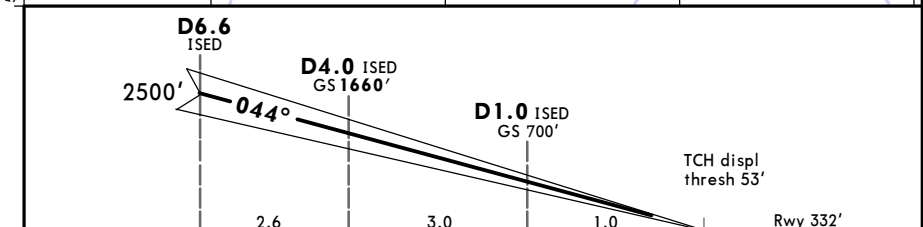
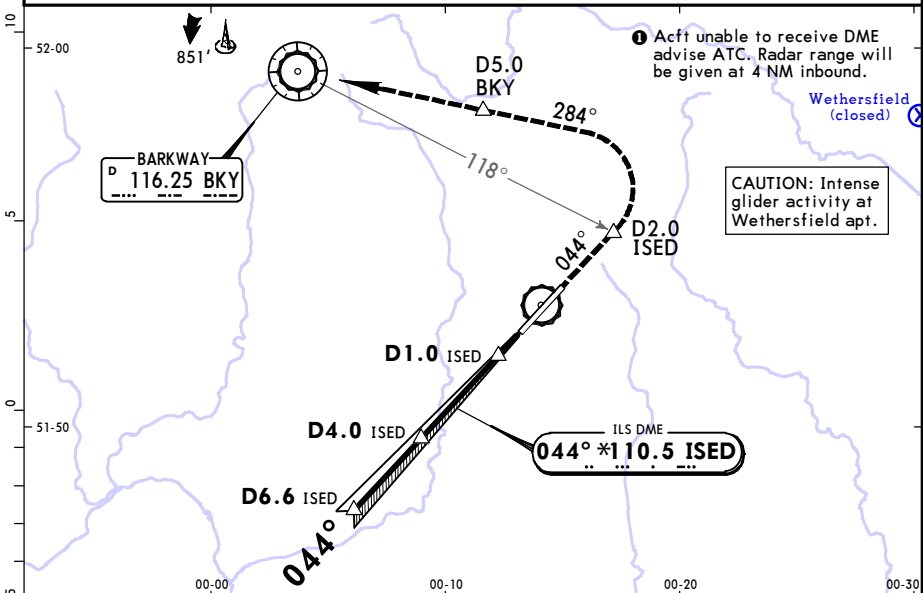
31-1A

CAT II/III ILS DME Rwy 04

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BREIFING STRIP™

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		HIALS-II 	MAX 185 KT	Not above	D2.0 ISED
GS	3.00°	372	478	531	637	743	849				3000'	
											↑	
Standard		STRAIGHT-IN LANDING RWY 04										
CAT IIIA ILS							CAT II ILS					
							ABCD					
							RA 108'					
DH 50'							DA(H) 432' (100')					
RVR 200m							RVR 300m 					

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

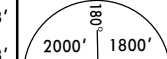
CHANGES: Radial bearing.

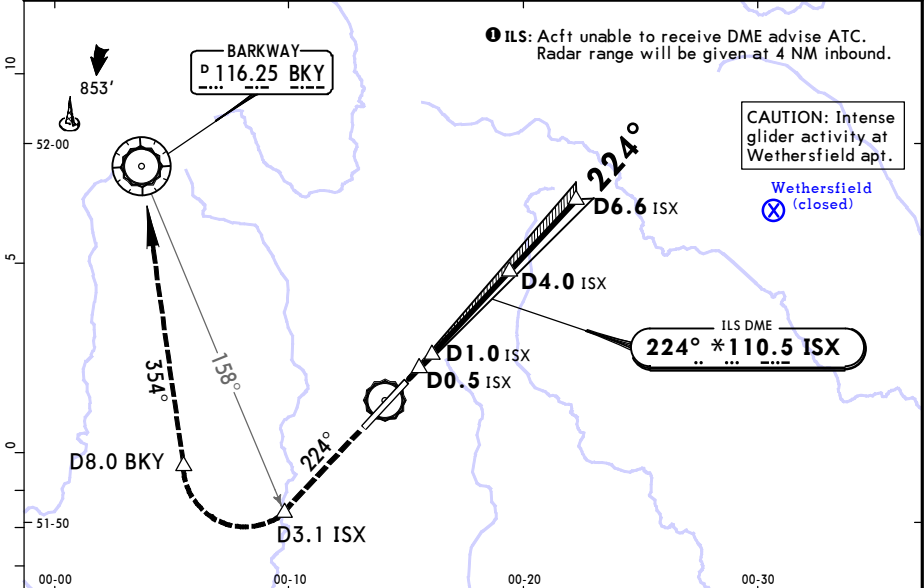
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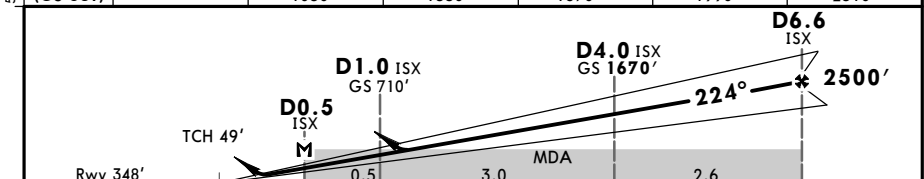
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20 MAR 15 (31-2) Eff 2 Apr

LONDON, UK
ILS DME Rwy 22

BREEZING STRIP™	ATIS		ESSEX Radar (APP)		STANSTED Tower		*Ground	
	127.175 114.550		120.625		123.8		121.725	
	LOC ISX	Final Apch Crs	GS D4.0 ISX	ILS DA(H)	Apt Elev 348'			
	*110.5	224°	1670'(1322')	548'(200')	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'		
ILS DME reads zero at rwy 22 threshold.								



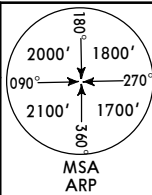
LOC (GS out)		ISX DME	2.0	3.0	4.0	5.0	6.0
		ALTITUDE	1030'	1350'	1670'	1990'	2310'
							
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 ISX							
Standard		STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
		ILS					
		LOC (GS out) CDFA					
		DA(H) 548' (200')					
		DA/MDA(H) 740' (392')					
		FULL Limited ALS out					
		ALS out					
		RVR 1500m					
		RVR 1800m					
		RVR 550m					
		RVR 750m					
		RVR 1200m					
		RVR 1100m					

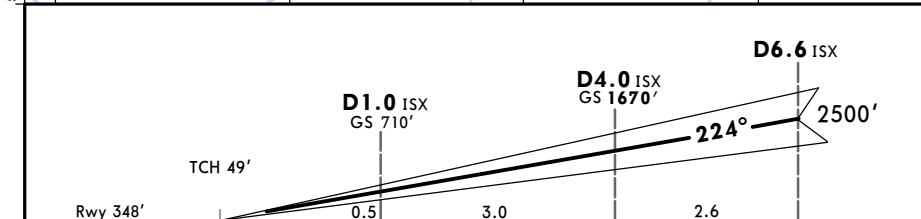
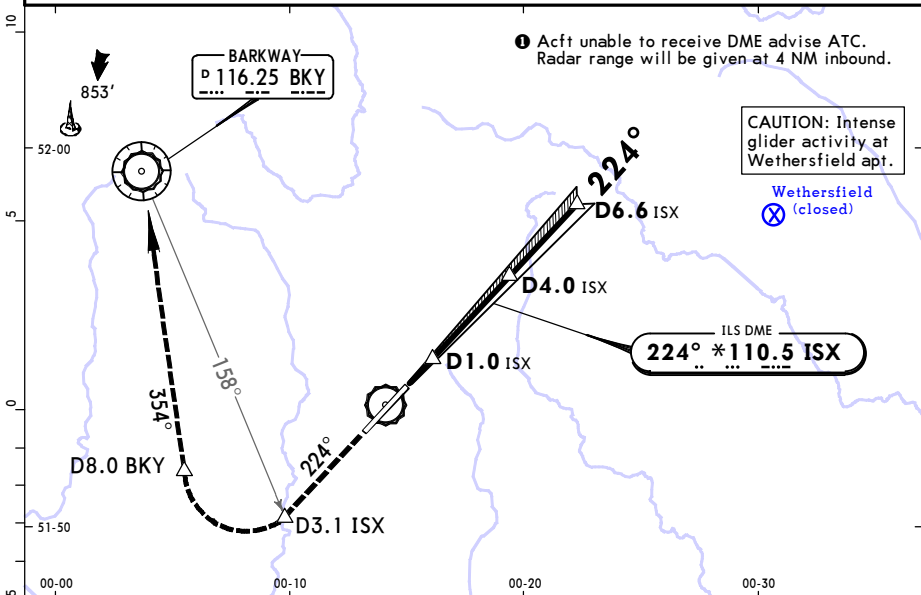
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20 MAR 15
Eff 2 Apr 31-2A

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CAT II/III ILS DME Rwy 22

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')		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 Aircraft and Acft Certification Required. 2. ILS DME reads zero at rwy 22 threshold.											



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		MAX 185 KT	Not above 3000'	D3.1 ISX
GS	3.00°	372	478	531	637	743	849	PAPI			

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

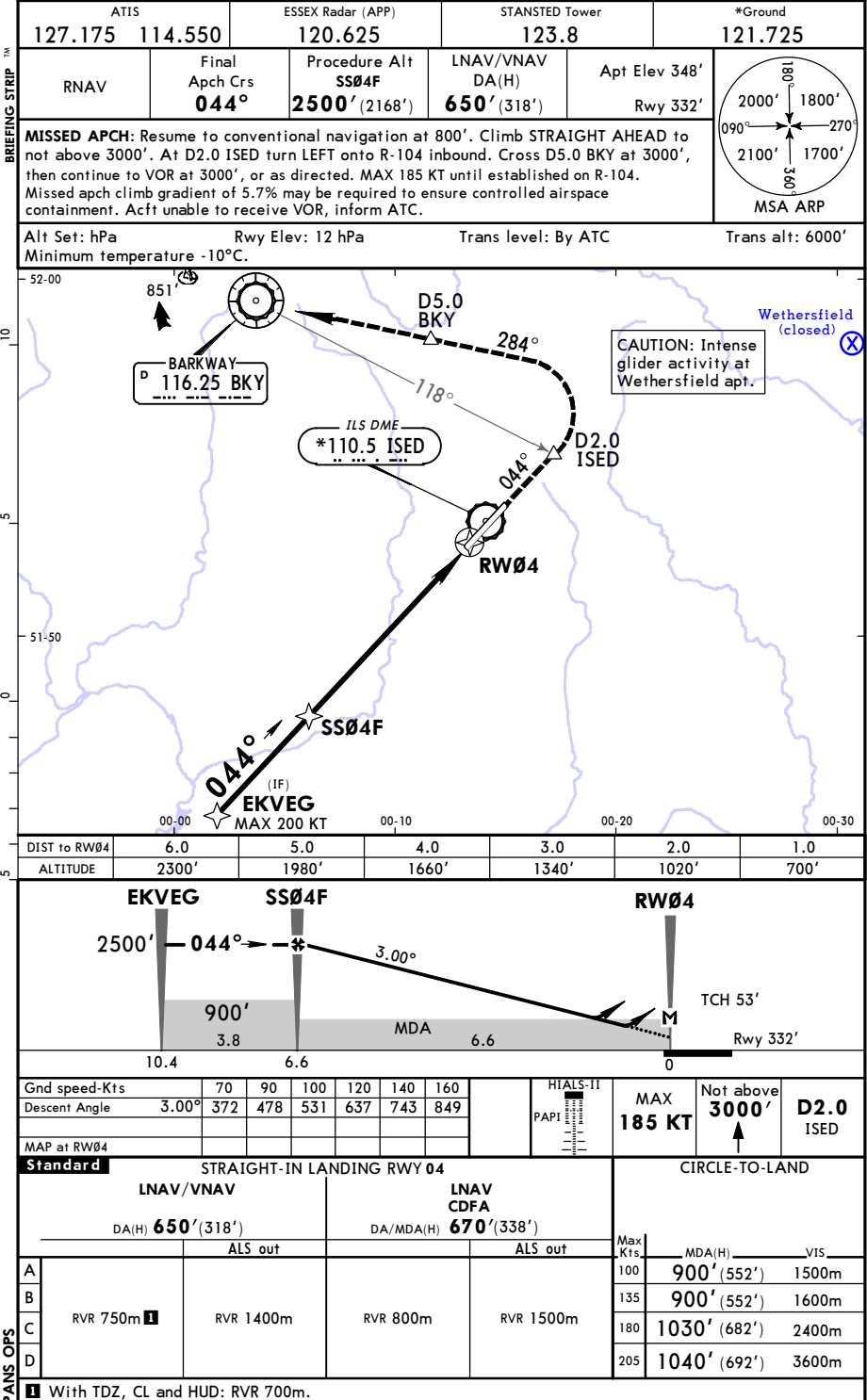
① Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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20 MAR 15 (32-1)

Eff 2 Apr
RNAV (GNSS) Rwy 04

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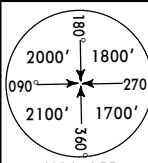
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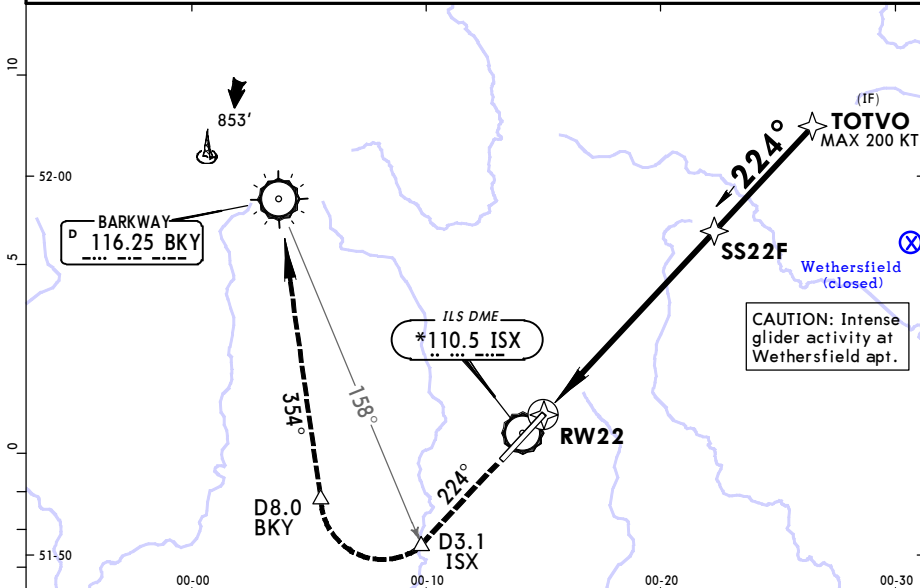
Eff 2 Apr

RNAV (GNSS) Rwy 22

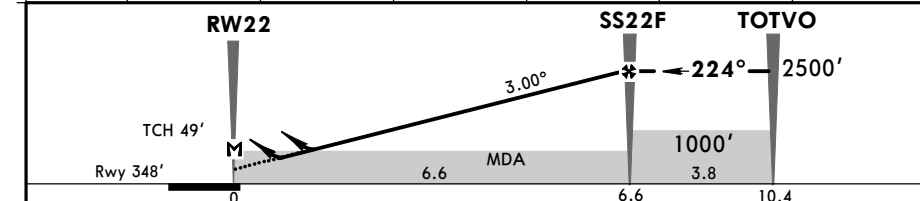
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BRIEFING STRIP™

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'			
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.						Rwy 348'	
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	HIALS-II		MAX 185 KT		Not above 3000'	D3.1 ISX
Descent Angle	3.00°	372	478	531	637	743	849	PAPI				
MAP at RW22												

Standard						STRAIGHT-IN LANDING RWY 22						CIRCLE-TO-LAND					
RNAV/VNAV			RNAV CDFA			ALS out			ALS out			MDA(H)			VIS		
DA(H) 710' (362')			DA/MDA(H) 770' (422')			RVR 1500m			RVR 1500m			900' (552')			1500m		
RVR 1000m			RVR 1300m			RVR 1500m			RVR 1500m			900' (552')			1600m		
RVR 1700m			RVR 2000m			RVR 1500m			RVR 1500m			1030' (682')			2400m		
												1040' (692')			3600m		

PANS OPS

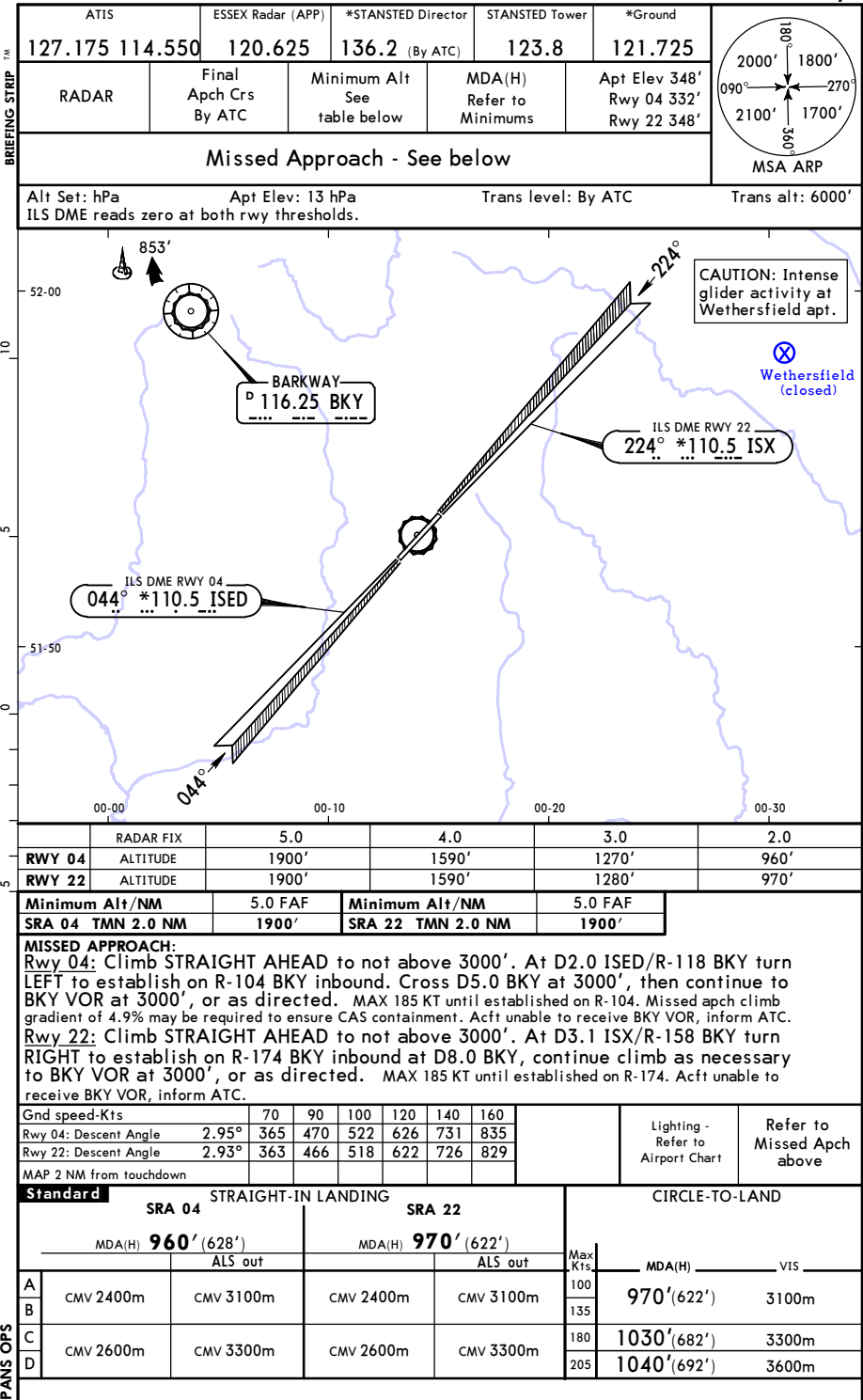
CHANGES: New procedure.

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20 MAR 15 (38-1) Eff 2 Apr

LONDON, UK
SRA All Rws



TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGSS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

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

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20160722

Due to on-going crane ops: (32-1) RNAV (GNSS) Rwy 04 LNAV/VNAV and LNAV DA(H) raised to 680'(348') RVR 900m, ALS out CAT AB RVR 1500m, ALS out CAT CD RVR 1600m. (32-2) RNAV (GNSS) Rwy 22 LNAV/VNAV and LNAV DA(H) raised to 830'(482') RVR 1500m, ALS out CAT AB RVR 1500m, ALS out CAT CD CMV 2300m.

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