

**STN-EGSS****1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**Night Restriction:**

PPR 2300-0700‡.

ACFT with Noise Classification 96-98.9 EPNdB may not be scheduled to TKOF or land between 2330-0600‡.

ACFT with Noise Classification 99 EPNdB or greater cannot TKOF or land between 2300-0700‡.

**Airport Information****RFF:** CAT 7. AVBL CAT 8, 9 and 10 O/R.**Fire:** "Stansted Fire" 121.600 AVBL when vehicle attending ACFT on GND in case of EMERG.**Fuel:** H24 for stands S of AD. 0600-2100‡ for stands N of AD.**PCN:** RWY 04/22: 117/F/D/W/T**Customs:** H24, PN until 2100‡ required for movements between 2300-0700‡.**Operation****Transponder Mode S**

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;

- after LDG, continuously until fully parked on stand.
- Select ACFT identification feature if AVBL, before activating transponder.

**Low Visibility Procedures**

RWY 04/22 suitable for CAT II/III OPS. Wishing to conduct this APCH, inform Essex RAD on first contact.

**ARR:** All appropriate RWY exits are illuminated and pilots should select first convenient exit.**DEP:** ATC will require departing ACFT to use following CAT II/III HLDG points:

RWY 04: G3 or H3 or K3

RWY 22: Q3 or R3 or S3

**RWY Restrictions**

When RWY 04 is active, ACFT on TWY G with MAX wingspan greater than 36m / 118ft may expect to cross RWY 04/22 on TWY V for departure. This to prevent infringement of RWY 04 ILS GP.

**TWY Restrictions**

TWY FA width 18m / 59ft.

APN A, B, C: Taxi guide line is divided in EAST, WEST and MIDDLE.

APN Z: Taxi guide line is divided in EAST, WEST and CENTER.

East and West CL APN A, B, C, E: Cul-de-sac AVBL H24 and limited to MAX wingspan 36m / 118ft.

D Cul-de-sac MAX wingspan 38.1m / 125ft.

Taxilane Link D limited to MAX wingspan 51.9m / 170ft.

TWY H between abeam link D and link E, including link E, and western APN MAX wingspan 36m / 118ft.

TWY J: Stands J25L/R, J45L/R, J65L/R and J85L/R marshaller required for ACFT under own PWR with a wingspan above 51.9m / 171ft.

**Taxi/Parking**

It is the pilots responsibility not to accept a CLR into an area not approved for type of ACFT.

ACFT are not to stop on any RWY exit awaiting instruction from GND. If a LDG ACFT cannot contact GND due to COM failure, vacate RWY and taxi to first AVBL TWY block. Hold PSN until COM with GND can be established.

**GENERAL**

During RWY 04 OPS ACFT on TWY G with wingspan above 36m / 118ft can expect to cross RWY at GA for DEP. This is to prevent infringement of RWY 04 ILS glidepath critical area.

AGNIS/Double stop arrows: Stands C40, C50L/R, C51L/R, C52L/R, C53L/R, D61L/R, D62L/R, D63L/R, D64L/R, D72L/R, D73L/R, E83L/R, E84L/R, J85L/R, Z204R/L, Z205R/L, Z213R/L, Z214R/L, 520.

Safedock: Stands A1, A1L/R, A2, A3, A4, A5, A6, A7, A8, A9C/L/R, A10, A11L/R, A12C/L/R, A13C/L/R, A14L/R, A15, B20, B21, B22, B23L/R, B24L/R, J25, B30, B31, B32L/R, B33L, B34L/R, C41, C42L, C43L/R, C44L/R, E81L/R, E82L/R, E90L/R, E91L/R, J45R, J65L/R, Z204, Z205, Z213, Z214.

Marshaller for stands: A11C, B23C, B24C, B32C, B33C, B33R, B34C, C40, C42C, C42R, C43C, C44C, C50C, C51C, C52C, D61C, D62C, D63C, D70L/R, D71L/R, D74, E81, E82, E90, E91, J45L, Z204F.

Painted stop arrows and CL: Stands H03L, H03C, H03R, 501, 503, 504, 505L/R, 506, 507, 509.

Stand number indicator board on all stands except 501, 502, 507, 509, 518, 519.

Main APNs are marked for nose-in parking only.

**Minimum Runway Occupancy Time (MROT):** Ensure standard MROT procedures and in addition: Vacate RWY 04 at TWY PR where possible. Do not vacate at TWY Q1.

**APU:** Use of APU is restricted between 0600-2330‡; APU must not be started earlier than 10min before EOBT except if OAT is below +5°C or above +20°C. Between 2331-0559‡ restricted immediately before off-block, PN required.

**Warnings**

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Avoid overflying of Bishop's Stortford (3.5NM SW of AD), Sawbridgeworth (5NM S of AD) below 2500ft.

Extensive instrument flying in vicinity of AD.

Intense glider activity in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 220KT from HLDG during intermediate APCH.

IAS 160-180KT until established on final APCH.

When established on ILS and thereafter until D4, IAS 165KT with a tolerance of +/- 5KT.

**Communication**

**COM Failure:** See CRAR and in addition;

**Failure before ETA or EAT when this has been received and acknowledged:** Continue to HLDG point LOREL or ABBOT until last acknowledged ETA plus 10min or EAT when this has been given; commence descent in accordance with procedure for RWY in use, effect LDG within 30min or later if able to land visually.

**Failure after reported to ATC on reaching HLDG point:** Maintain last assigned LVL at LOREL or ABOT until; ATA over HLDG points plus 10min or 10min after last acknowledged COM with ATC; EAT when received and acknowledged; commence descent in accordance with procedure for RWY in use, effect LDG within 30min or later if able to land visually.

**Failure during radar directed initial APCH:** Continue visually or by means of an appropriate APCH aid, if not possible, maintain 3000ft or at last assigned ALT if higher and proceed to BKV VOR, then leave **BKV VOR/DME** on R197 (RWY 04) or R070 (RWY 22), join initial APCH PROC.

**Failure on Ground:** If a LDG ACFT cannot contact GND, it should fully vacate the RWY and taxi into the first AVBL TWY block. Hold PSN until contact with GND can be established.

**ARRIVAL****Arrival Procedure****Route and LVL to be used when leaving controlled airspace:**

ABBOT, CASEY: Turn right onto track 360°M at last assigned LVL.

ASKEY: Turn left onto LAM VOR R343 at last assigned LVL.

BKY VOR: BKY VOR R360 at 3000ft ALT.

LOREL: Turn left onto BPK VOR R030 at last assigned LVL.

**Arrival Note****LOREL 2L:** FL140 by D10 before KENET.**Special Landing PROC** use will be as follow:

When the RWY-in-use is temporarily occupied by other TFC, LDG CLR will be issued to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY-in-use the following separation distances will exist:

- Landing following departure - The departing ACFT will be airborne and at least 2000m / 6562ft from THR of the RWY-in-use, or if not airborne, will be at least 2500m / 8202ft from THR of the RWY-in-use.

**Noise Abatement Procedures**

Continuous descent APCH should be used whenever practicable, unless otherwise instructed by ATC.

ILS APCH: Do not descend below 2000ft before intercepting GP.

APCH without ILS: Join final APCH to either RWY at at least 1500ft and thereafter do not descend below PAPI.

LDG between 2330-0600+: Do not descend below 3000ft until established on final APCH and within 10NM from touchdown.

**Reverse:** Do not use more than idle reverse if possible between 2330-0600+.**Non-standard GP Intercept Position on RWY 04**

GP intercepts RWY 04 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2440m / 8005ft.

**Warnings**

Do not enter an ACFT stand unless the Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed.

**DEPARTURE****Take-off Minima**

RWY		04/22	
All ACFT	ft - m/km	0 - 75R	-

**Speed**

MAX IAS 250KT below FL100.

**Communication**

On first contact with ATC, report: ACFT type, stand number, ATIS code and QNH received.

Report:

- call sign
  - SID designator
  - actual ALT and initial cleared ALT
- on first contact with LONDON CONTROL.

STN-EGSS

1-40

AOI

**DEPARTURE****COM Failure:** See CRAR and in addition;

Outbound traffic except those operating on NUGBO 1R/1S:

Comply with route and ALT limitations in SID or ATC CLR and commence climb to FPL LVL after last PSN at which ALT is specified.

Outbound traffic operating on NUGBO 1R/1S:

If CLR to climb or re-routing instructions have not been given, comply with the route and ALT limitation detailed in the SID, then route via M183 to SILVA; at SILVA, commence climb to FPL LVL.

**Departure Procedure**

Start TKOF roll immediately when TKOF clearance received.

**Intersection TKOF**

RWY 04 TKOF from intersection of hold V.

**Departure Notes****BKY 5R/BKY 2S:** For ACFT leaving controlled airspace via BKY VOR.**LAM 3R/2S:** For LDG at London Heathrow only.

Flights via AWYs to London Luton (EGGW) have to file a BKY SID and route via BKY-BUSTA-LOREL.

**Noise Abatement Procedures**

Operate in such a way that it is at a height of not less than 1000ft AAL at 6.5km (3.5NM) from start of roll as measured along the DEP track. Above that point:

- 0600-2330‡: maintain a gradient of climb of not less than 4% to an ALT not less than 4000ft, except via Barkway to an ALT not less than 3000ft.
- 2330-0600‡: maintain a gradient of climb of not less than 4% to an ALT not less than 4000ft.

**Noise Level Restrictions**

After TKOF do not exceed the following noise levels:

- 0700-2300‡ 94dB(A)
- 2300-0700‡ 89dB(A)
- 2330-0600‡ 87dB(A)

**Wake Turbulence Separation**

The following HLDG points are considered to be the same point for the purposes of DEP wake turbulence separation:

**RWY 04:**

- H1/H3, G1/G3 and K1/K3
- K1/K3 and L1/L3

**RWY 22:**

- S1/S3, R1/R3 and Q1/Q3
- Q1/Q3 and P3

Pilot must inform ATC before entering the RWY, if greater wake turbulence separation will be required behind preceding aircraft than the standard (see CRAR).

**ATC Slot, Clearance**

ATC CLR AVBL 25min before DEP on DLV (if not; Info on ATIS); but must be obtained at least 10min before start-up.

Outside OPS HRS of DLV, REQ CLR from GND.

**Push-back:** REQ push-back when fully ready.

26-OCT-2017

**STN-EGSS****1-50****AOI****AOI****DEPARTURE****De-Icing**

AVBL

De-icing Pad Operations:

Remote de-icing only AVBL for operators with pre-agreement with AD.

Notify ATC that remote de-icing will be required prior to push-back via datalink where AVBL, contact simultaneously handling agent.

Once parked confirm to the pad controller that the parking brake is set, ENG at idle PWR and de-icing required.

On completion of de-icing, contact ATC for further taxi.

13-SEP-2018

STN-EGSS

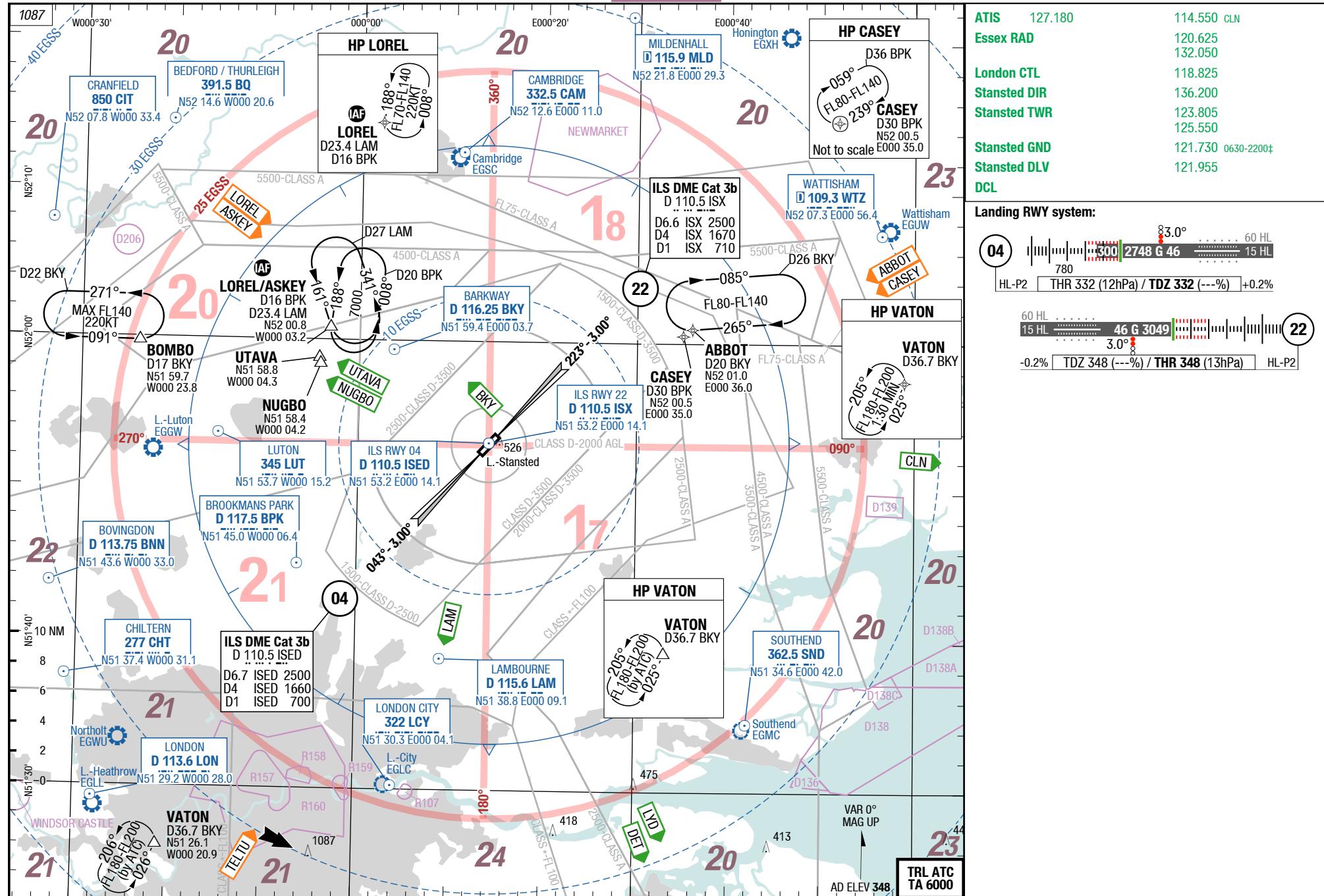
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AGC  
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Stansted London United Kingdom

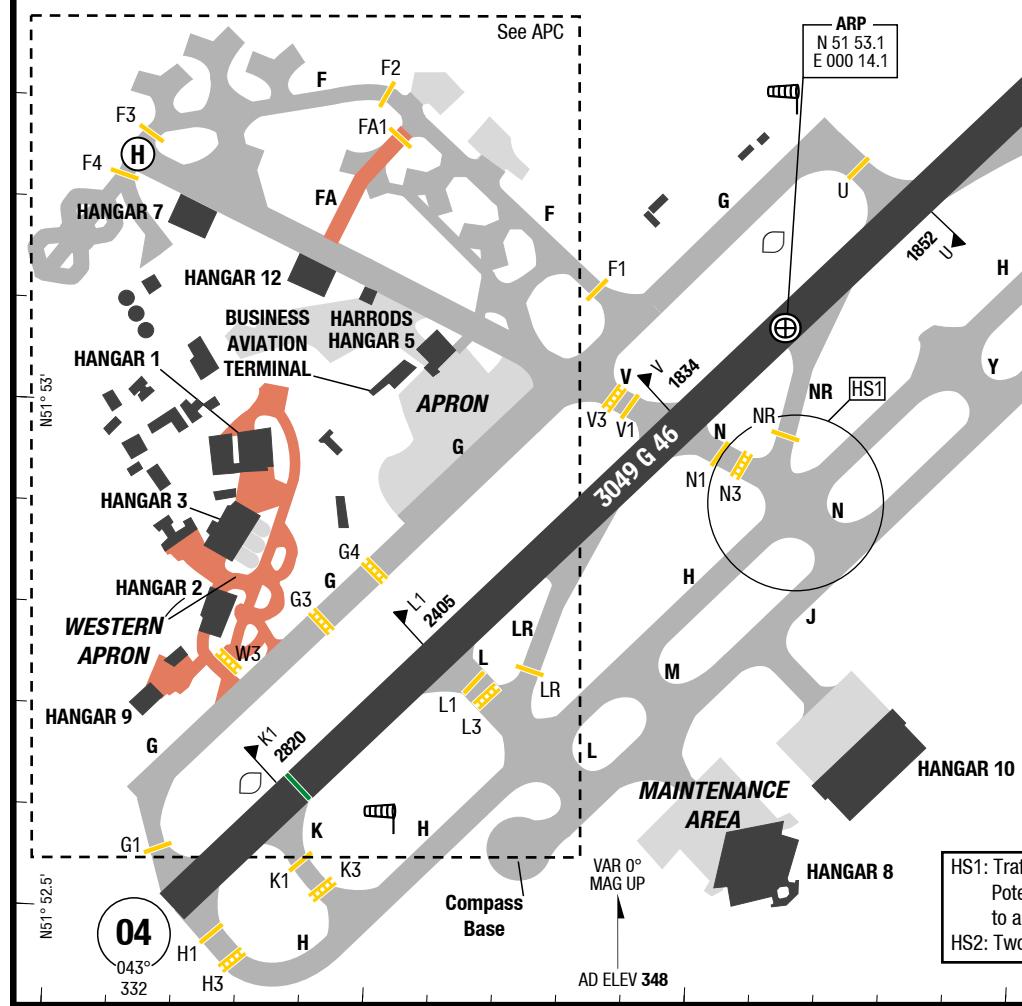
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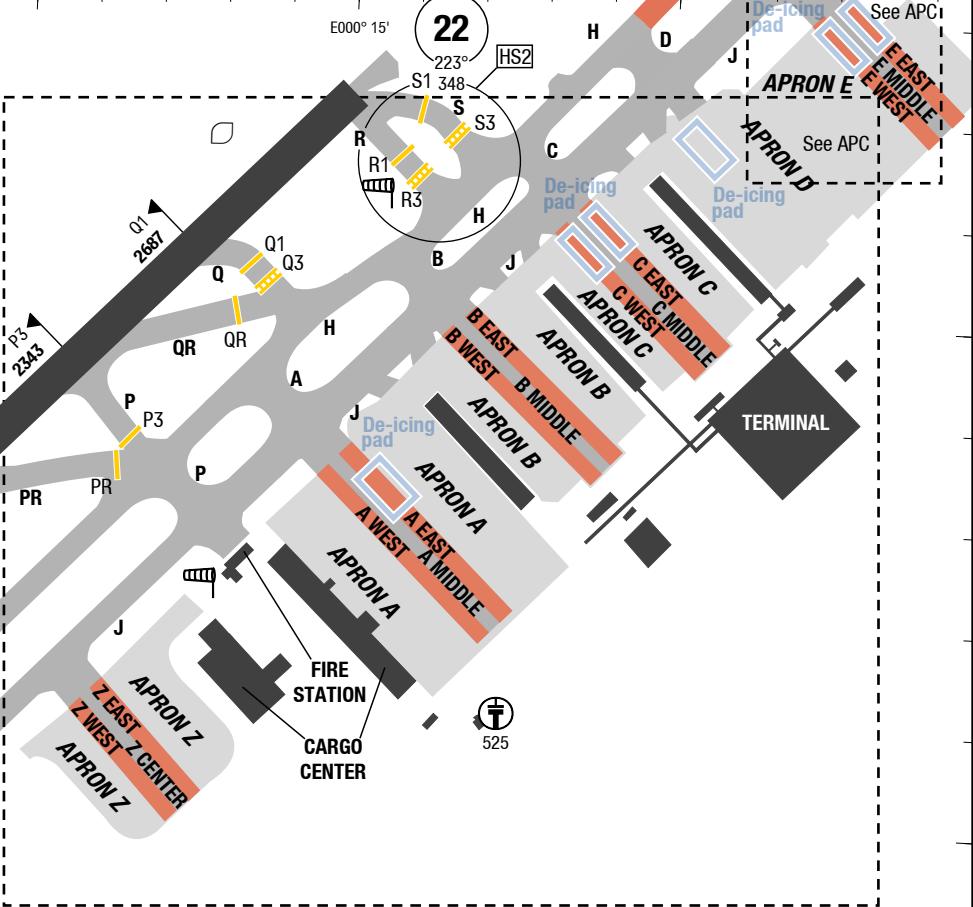


Changes: OBST, HLDG

<b>RWY</b>	<b>TORA</b>	<b>ASDA</b>	<b>TODA</b>
<b>04</b>	3049	3049	3338
<b>22</b>	3049	3049	3316



- IS1: Traffic vacating the RWY has priority.  
Potential for aircraft conflict in this area,  
to and from the RWY.
- IS2: Two RWY entry points in close proximity.



<b>ATIS</b>	127.180 114.550 CLN
<b>Stansted TWR</b>	123.805 125.550
<b>Stansted GND</b>	121.730 0630-2200‡
<b>De-icing</b>	121.915
<b>Stansted DLV</b>	121.955
<b>DCL</b>	



**Effective 13-SEP-2018**  
**06-SEP-2018**

**United Kingdom London Stansted**

## Stand Coordinates

**Stansted London United Kingdom**

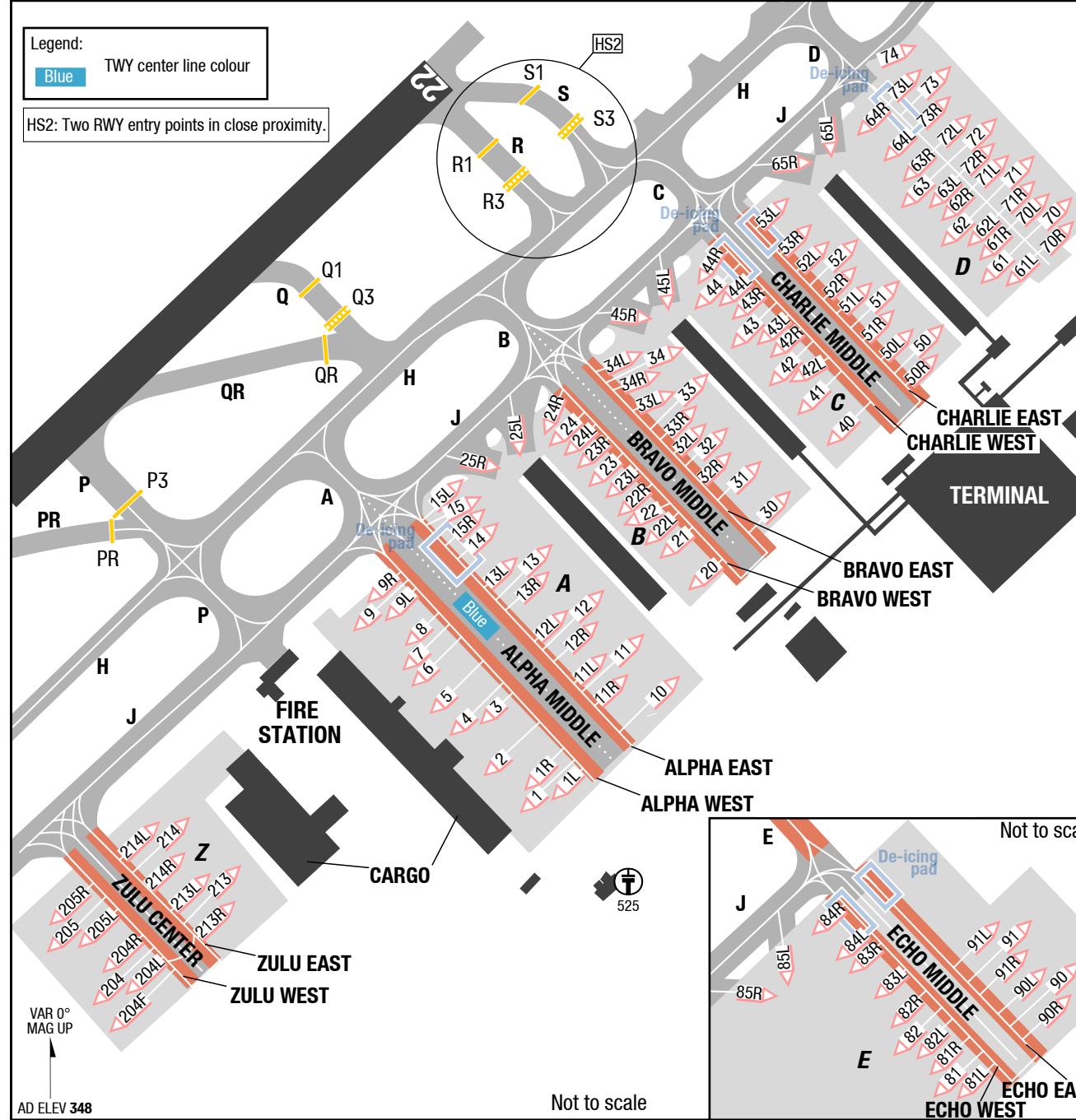
## Stand Coordinates

STN-EGSS

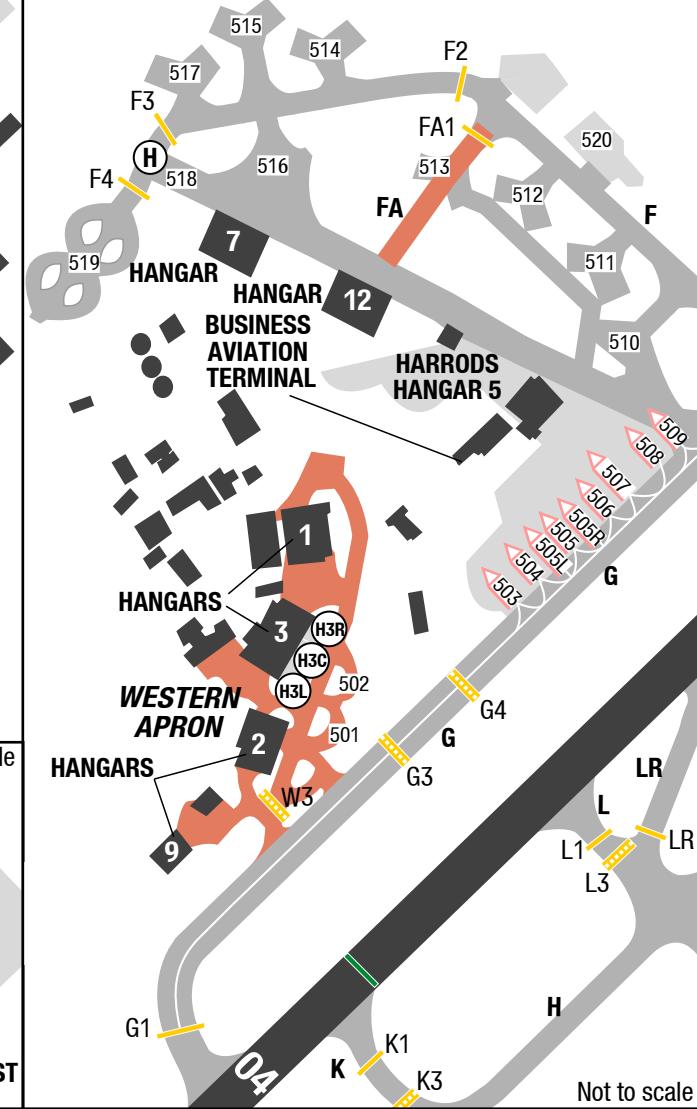
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Legend:  
Blue TWY center line colour

HS2: Two RWY entry points in close proximity.



<b>ATIS</b>	127.180
	114.550 CLN
<b>Stansted TWR</b>	123.805
	125.550
<b>Stansted GND</b>	121.730 0630-2200‡
<b>De-icing</b>	121.915
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<b>DCL</b>	



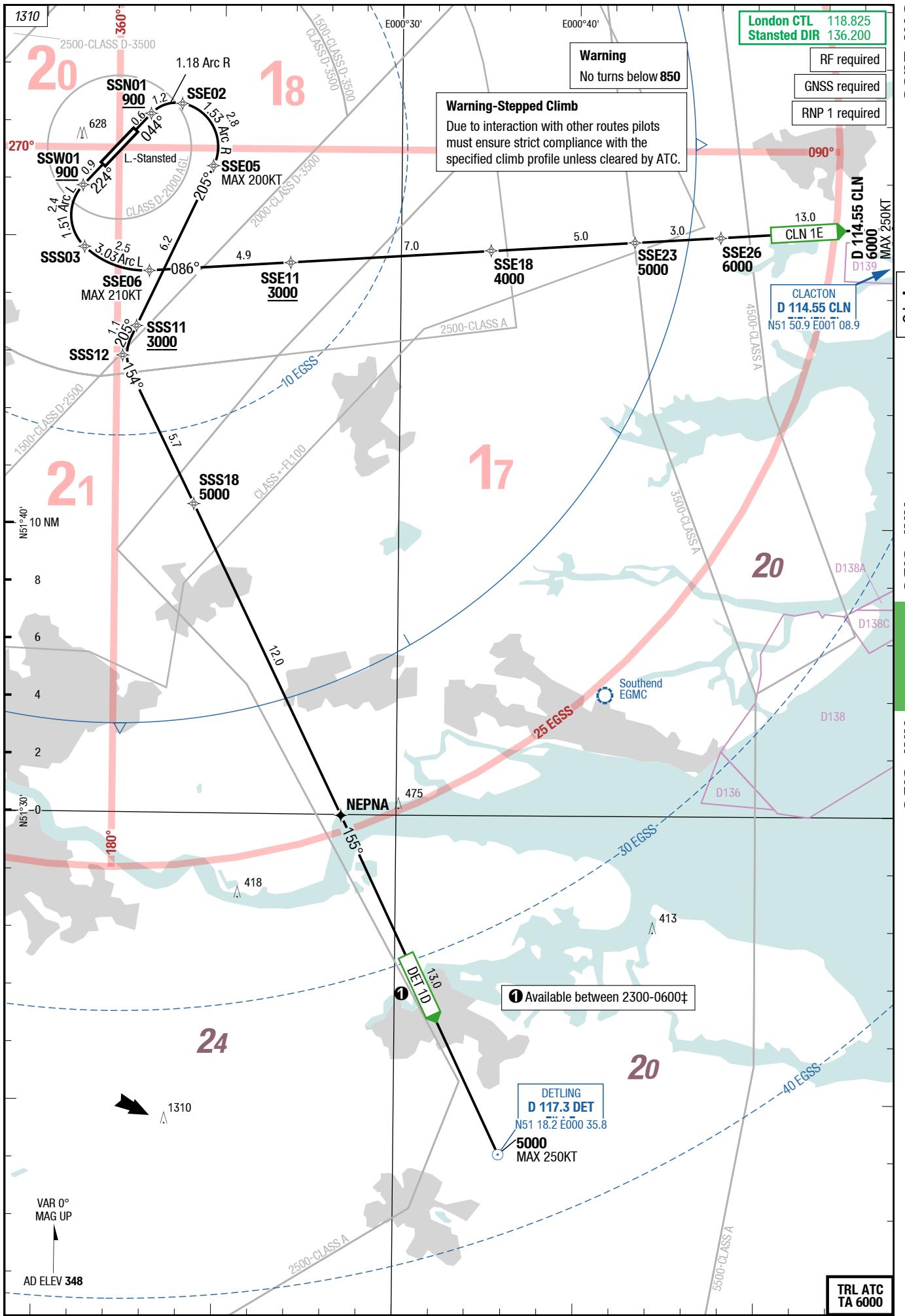
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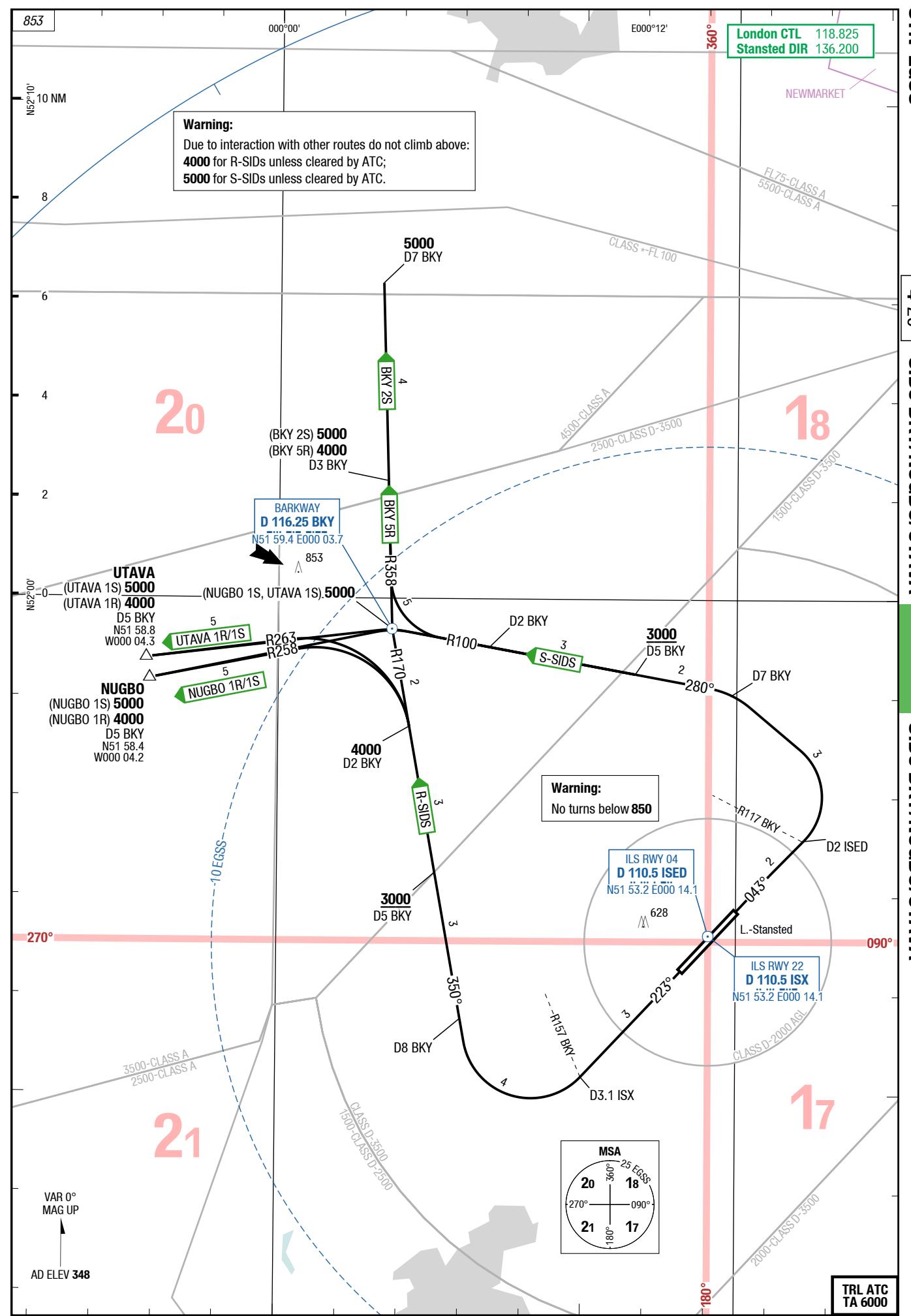
<b>501</b>	N51 52.9 E000 13.3	<b>D63R</b>	N51 53.7 E000 15.6
<b>502</b>	N51 52.8 E000 13.3	<b>D63L</b>	N51 53.6 E000 15.6
<b>503, 504</b>	N51 52.9 E000 13.5	<b>D64L</b>	N51 53.7 E000 15.6
<b>505-507</b>	N51 53.0 E000 13.6	<b>D64R</b>	N51 53.7 E000 15.5
<b>508</b>	N51 53.0 E000 13.7	<b>D65L</b>	Not published
<b>509</b>	N51 53.1 E000 13.7	<b>D65R</b>	Not published
<b>510</b>	N51 53.2 E000 13.7	<b>D70/L</b>	N51 53.6 E000 15.7
<b>511</b>	N51 53.2 E000 13.6	<b>D70R</b>	N51 53.6 E000 15.8
<b>512</b>	N51 53.2 E000 13.5	<b>D71/L/R</b>	N51 53.6 E000 15.7
<b>513</b>	N51 53.3 E000 13.5	<b>D72/L</b>	N51 53.7 E000 15.6
<b>514</b>	N51 53.3 E000 13.3	<b>D72R</b>	N51 53.7 E000 15.7
<b>515, 516</b>	N51 53.3 E000 13.2	<b>D73/L/R</b>	N51 53.7 E000 15.6
<b>517</b>	N51 53.3 E000 13.1	<b>D74</b>	N51 53.7 E000 15.5
<b>518</b>	N51 53.2 E000 13.1	<b>E81L-E82R</b>	Not published
<b>519</b>	N51 53.2 E000 13.0	<b>E83L/R</b>	N51 53.8 E000 15.8
<b>520</b>	Not published	<b>E84L/R</b>	N51 53.8 E000 15.7
<b>A1L-A2</b>	N51 53.2 E000 15.2	<b>E90L-E91R</b>	Not published
<b>A3-A8</b>	N51 53.3 E000 15.1	<b>J25</b>	N51 53.5 E000 15.1
<b>A9/L/R</b>	N51 53.3 E000 15.0	<b>J45L</b>	N51 53.6 E000 15.3
<b>A10-B25R</b>	Not published	<b>J45R</b>	N51 53.5 E000 15.3
<b>B30, B31</b>	N51 53.4 E000 15.4	<b>J65R</b>	N51 53.6 E000 15.4
<b>B32L</b>	N51 53.4 E000 15.3	<b>J65L</b>	N51 53.7 E000 15.5
<b>B32/R</b>	N51 53.4 E000 15.4	<b>J85L/R</b>	N51 53.8 E000 15.6
		<b>Z204/L</b>	N51 53.0 E000 14.7
		<b>Z204R</b>	N51 53.1 E000 14.7
<b>B33L-B34R</b>	Not published		
<b>C40</b>	N51 53.5 E000 15.5	<b>Z204F</b>	N51 53.0 E000 14.7
<b>C41</b>	N51 53.5 E000 15.5	<b>Z205/R</b>	N51 53.1 E000 14.6
<b>C42/R</b>	N51 53.5 E000 15.5	<b>Z205L</b>	N51 53.1 E000 14.7
<b>C42L</b>	Not published	<b>Z213</b>	N51 53.1 E000 14.8
		<b>Z213L</b>	N51 53.1 E000 14.7
<b>C43/L/R</b>	N51 53.5 E000 15.4		
<b>C44/L/R</b>	N51 53.6 E000 15.4	<b>Z213R</b>	N51 53.1 E000 14.8
<b>C50/L/R</b>	N51 53.5 E000 15.6	<b>Z214/L/R</b>	N51 53.1 E000 14.7
<b>C51/L</b>	N51 53.5 E000 15.5		
<b>C51R</b>	N51 53.5 E000 15.6	<b>Harrods APN</b>	N51 53.0 E000 13.6
<b>C52/L/R</b>	N51 53.6 E000 15.5		
<b>C53L/R</b>	N51 53.6 E000 15.4		
<b>D61/L/R</b>	N51 53.6 E000 15.7		
<b>D62/L</b>	N51 53.6 E000 15.7		
<b>D62R, D63</b>	N51 53.6 E000 15.6		

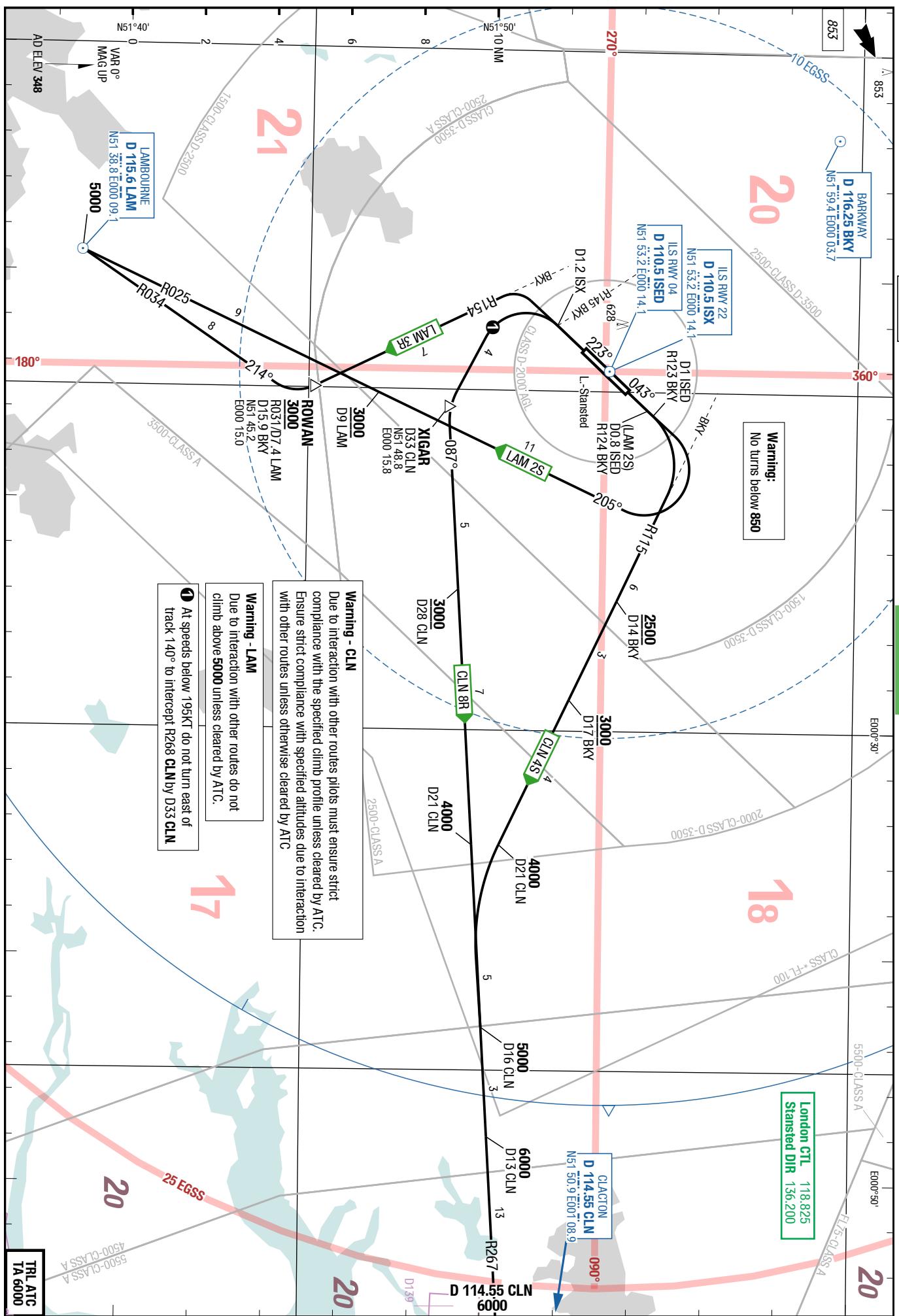
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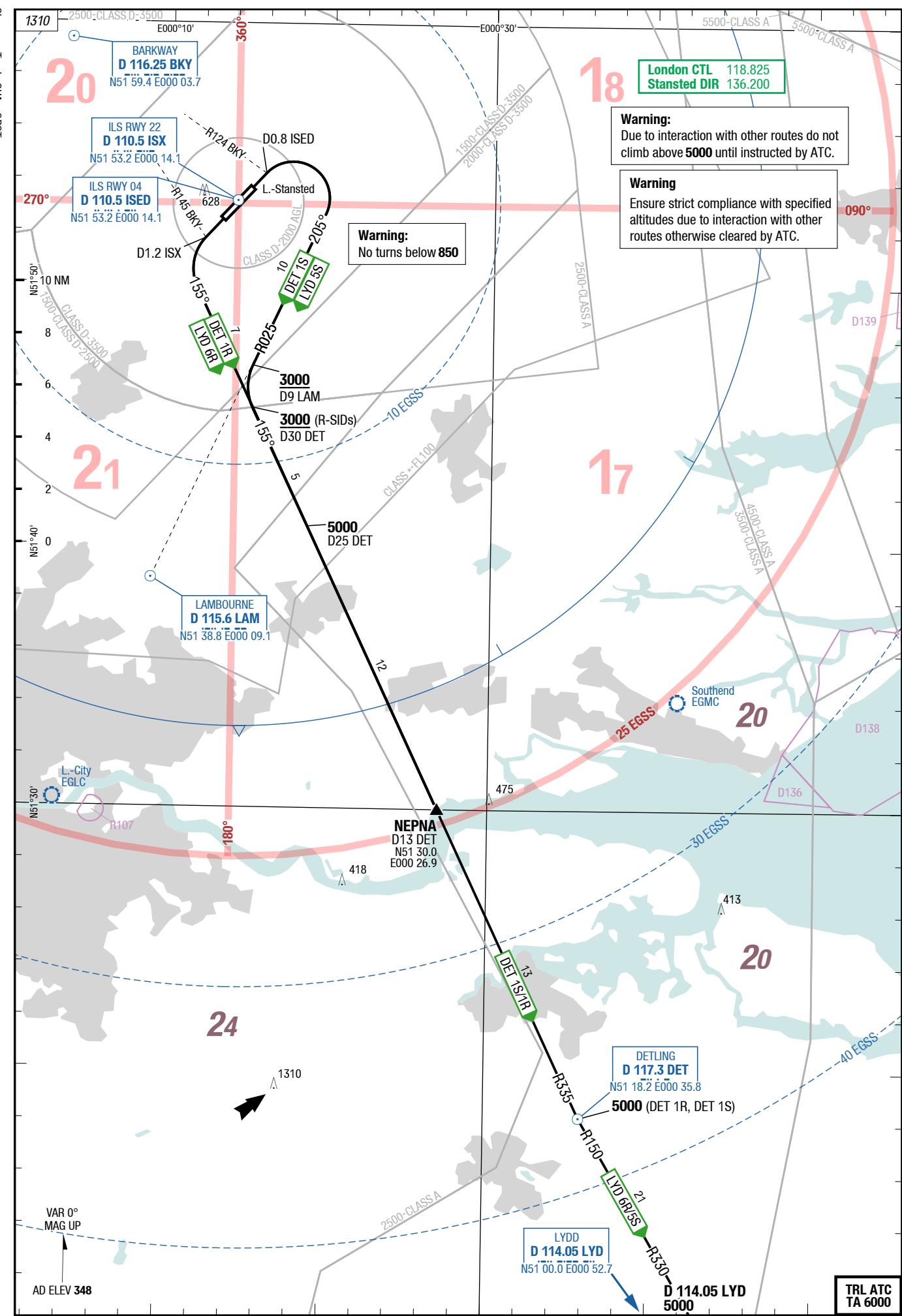


STN-EGSS

SIDS DET/LYD

10

SIDS DET/LYD



16-AUG-2018

**STN-EGSS****5-10****RNP SIDs****CLACTON 1E / DETLING 1D**

RWYs 04 (043°) / 22 (223°)

After take-off contact Stansted Director or London Control, when instructed by ATC.

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 04</b>		
<b>DETLING 1D DET 1D 118.825 ①</b>	SSN01 [R] - SSE02 [R] - SSE05 [K200-] - SSS11 - SSS12 [L]- SSS18 - NEPNA - DET [K250-]	SSN01 MNM <b>900</b> SSS11 MNM <b>3000</b> SSS18 at <b>5000</b> DET at <b>5000</b>
<b>Runway 22</b>		
<b>CLACTON 1E CLN 1E 118.825</b>	SSW01 [L] - SSS03 [L] - SSE06 [K210-] - SSE11 - SSE18 - SSE23 - SSE26 - CLN [K250-]	SSW01 MNM <b>900</b> SSE11 MNM <b>3000</b> SSE18 at <b>4000</b> SSE23 at <b>5000</b> SSE26 at <b>6000</b> CLN at <b>6000</b>

① Available between 2300-0600‡

16-AUG-2018

**STN-EGSS**

5-20

**SIDs BKY/NUGBO/UTAVA**

SIDPT

**BARKWAY 2S / BARKWAY 5R / NUGBO 1R / NUGBO 1S / UTAVA 1R / UTAVA 1S**

RWYs 04 (043°) / 22 (223°)

**After take-off contact Stansted Director or London Control, when instructed by ATC.**

	GS	120	150	180	210	240	270
	5.8%	ft/MIN	800	900	1100	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 04</b>	
<b>BARKWAY 2S BKY 2S 5.8% to 3000 136.200 ①</b>	at D2 <b>ISED</b> (R117 <b>BKY</b> ) <b>LT</b> intercept R100 <b>BKY</b> inbound (by D7 <b>BKY</b> ) - at D2 <b>BKY RT</b> intercept R358 <b>BKY</b> to leave CTL airspace at D7 <b>BKY</b>	R100/D5 <b>BKY MNM 3000</b> R358/D3 <b>BKY at 5000</b> R358/D7 <b>BKY at 5000</b>
<b>NUGBO 1S 5.8% to 3000 136.200 ①</b>	at D2 <b>ISED</b> (R117 <b>BKY</b> ) <b>LT</b> intercept R100 <b>BKY</b> inbound (by D7 <b>BKY</b> ) to <b>BKY</b> - R258 <b>BKY</b> to NUGBO	R100/D5 <b>BKY MNM 3000</b> <b>BKY at 5000</b> NUGBO at <b>5000</b>
<b>UTAVA 1S 5.8% to 3000 136.200 ①</b>	at D2 <b>ISED</b> (R117 <b>BKY</b> ) <b>LT</b> intercept R100 <b>BKY</b> inbound (by D7 <b>BKY</b> ) to <b>BKY</b> - R263 <b>BKY</b> to UTAVA	R100/D5 <b>BKY MNM 3000</b> <b>BKY at 5000</b> UTAVA at <b>5000</b>
	<b>Runway 22</b>	
<b>BARKWAY 5R BKY 5R 136.200 ①</b>	at D3.1 <b>ISX</b> (R157 <b>BKY</b> ) <b>RT</b> intercept R170 <b>BKY</b> inbound (by D8 <b>BKY</b> ) to <b>BKY</b> - R358 <b>BKY</b> to leave CTL airspace at D3 <b>BKY</b>	R170/D5 <b>BKY MNM 3000</b> R170/D2 <b>BKY at 4000</b> R358/D3 <b>BKY at 4000</b>
<b>NUGBO 1R 136.200 ①</b>	at D3.1 <b>ISX</b> (R157 <b>BKY</b> ) <b>RT</b> intercept R170 <b>BKY</b> inbound (by D8 <b>BKY</b> ) - at D2 <b>BKY LT</b> intercept R258 <b>BKY</b> to NUGBO	R170/D5 <b>BKY MNM 3000</b> R170/D2 <b>BKY at 4000</b> NUGBO at <b>4000</b>
<b>UTAVA 1R 136.200 ①</b>	at 3.1 <b>ISX</b> (R157 <b>BKY</b> ) <b>RT</b> intercept R170 <b>BKY</b> inbound (by D8 <b>BKY</b> ) - at D2 <b>BKY LT</b> intercept R263 <b>BKY</b> to UTAVA	R170/D5 <b>BKY MNM 3000</b> R170/D2 <b>BKY at 4000</b> UTAVA at <b>4000</b>

① Expect first CPDLC logon code EGTT.

## CLACTON 4S / LAMBOURNE 2S / CLACTON 8R

RWYs 04 (043°) / 22 (223°)

After take-off contact Stansted Director or London Control, when instructed by ATC.

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
<b>CLACTON 4S CLN 4S</b> 6.9% to 2500 5.5% to 3000 4.4% to 4000 4.2% to 5000 <b>118.825</b> ①	at D1 <b>ISED (R123 BKY) RT</b> intercept R115 <b>BKY</b> - intercept R267 <b>CLN to CLN</b>	D14 <b>BKY MNM 2500</b> D17 <b>BKY MNM 3000</b> D21 <b>CLN at 4000</b> D16 <b>CLN at 5000</b> D13 <b>CLN at 6000</b> <b>CLN at 6000</b>
<b>LAMBOURNE 2S LAM 2S</b> 5.5% to 3000 4.6% to 5000 <b>118.825</b> ①	D0.8 <b>ISED (R124 BKY) RT</b> intercept R025 <b>LAM to LAM</b>	D9 <b>LAM MNM 3000</b> <b>LAM at 5000</b>
	Runway 22	
<b>CLACTON 8R CLN 8R</b> 5.5% to 3000 5% to 4000 4.8% to 5000 <b>118.825</b> ①	at D1.2 <b>ISX (R145 BKY) LT</b> intercept R267 <b>CLN to XIGAR - CLN</b>	D28 <b>CLN MNM 3000</b> D21 <b>CLN at 4000</b> D16 <b>CLN at 5000</b> D13 <b>CLN at 6000</b> <b>CLN at 6000</b>

① Climb gradient due to ATC.

**STN-EGSS**

**5-40**

**SIDs CLN/LAM**

**LAMBOURNE 3R**

RWY 22 (223°)

**After take-off contact Stansted Director or London Control, when instructed by ATC.**

	GS	120	150	180	210	240	270
5.9%	ft/MIN	800	900	1100	1300	1500	1700
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
<b>LAMBOURNE 3R LAM 3R 6.6% to 3000 5.9% to 5000 <b>118.825</b> ①</b>	at D1.2 ISX (R145 BKY) LT intercept R154 BKY to ROWAN - RT intercept R034 LAM to LAM	ROWAN MNM 3000 LAM at 5000

① Climb gradient due to ATC.

**DETLING 1R / DETLING 1S / LYDD 5S / LYDD 6R**

RWYs 04 (043°) / 22 (223°)

**After take-off contact Stansted Director or London Control, when instructed by ATC.**

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 04</b>		
<b>DETLING 1S DET 1S 5.5% to 5000 118.825 ①</b>	D0.8 <b>ISED (R124 BKY) RT</b> intercept R025 <b>LAM</b> inbound - at D9 <b>LAM LT</b> intercept R335 <b>DET</b> via NEPNA to <b>DET</b>	<b>D9 LAM MNM 3000</b> <b>D25 DET at 5000</b> <b>DET at 5000</b>
<b>Runway 22</b>		
<b>DETLING 1R DET 1R 6.6% to 3000 7.5% to 5000 118.825 ①</b>	at D1.2 <b>ISX (R145 BKY) LT</b> intercept R335 <b>DET</b> via NEPNA to <b>DET</b>	<b>D30 DET MNM 3000</b> <b>D25 DET at 5000</b> <b>DET at 5000</b>
<b>LYDD 6R LYD 6R 6.6% to 3000 7.5% to 5000 118.825 ①</b>	at D1.2 <b>ISX (R145 BKY) LT</b> intercept R335 <b>DET</b> via NEPNA to <b>DET</b> - R330 <b>LYD</b> to <b>LYD</b>	<b>D30 DET MNM 3000</b> <b>D25 DET at 5000</b> <b>DET at 5000</b> <b>LYD at 5000</b>

① Climb gradient due to ATC.

Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

## United Kingdom London Stansted

STARs ABBOT/CASEY

RNAV STARs

6-10

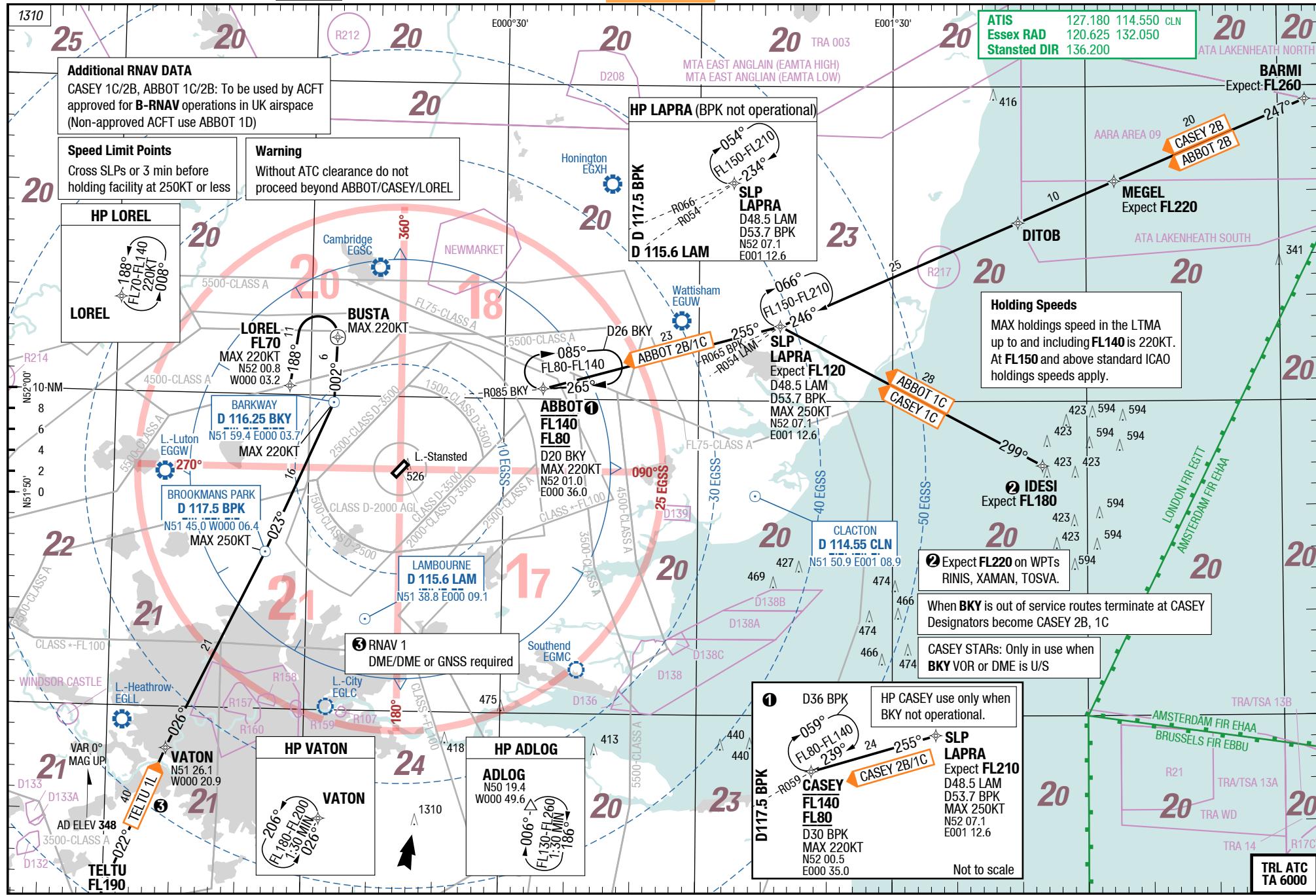
STAR

STAR

## Stansted London United Kingdom

STARs ABBOT/CASEY

RNAV STARs



Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

United Kingdom London Stansted

6-20

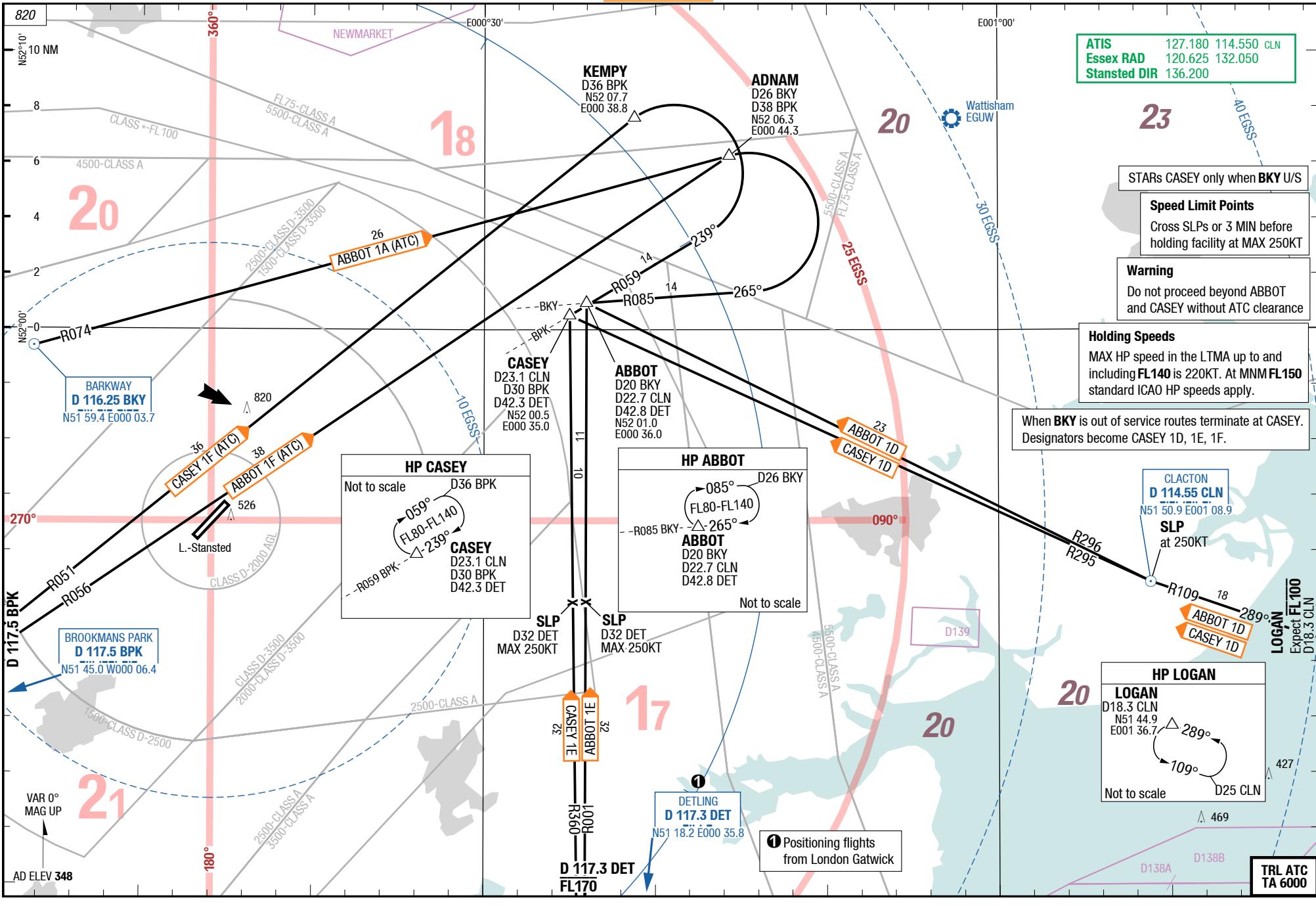
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STAR

STAR

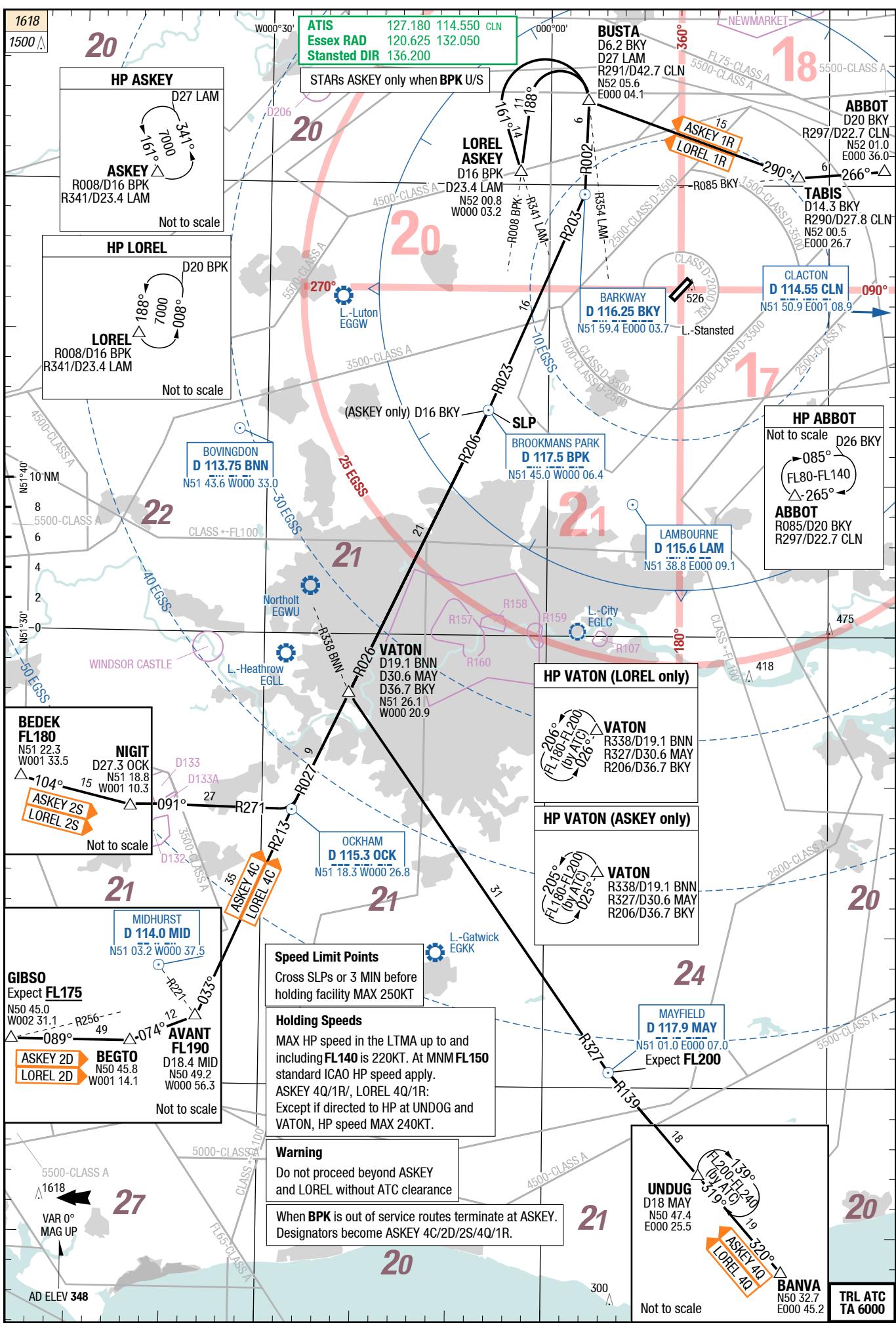
Stansted London United Kingdom

STARs ABBOT/CASEY





## Changes: Nil



Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

United Kingdom **London** Stansted

STAR

STAR

**Stansted London United Kingdom**

6-50

**6-50** STARS ASKEY/LOREL (Southwest)

Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

## United Kingdom London Stansted

[ILS DME 22 / LOC DME 22]

7-10

ILS DME 04 / LOC DME 04

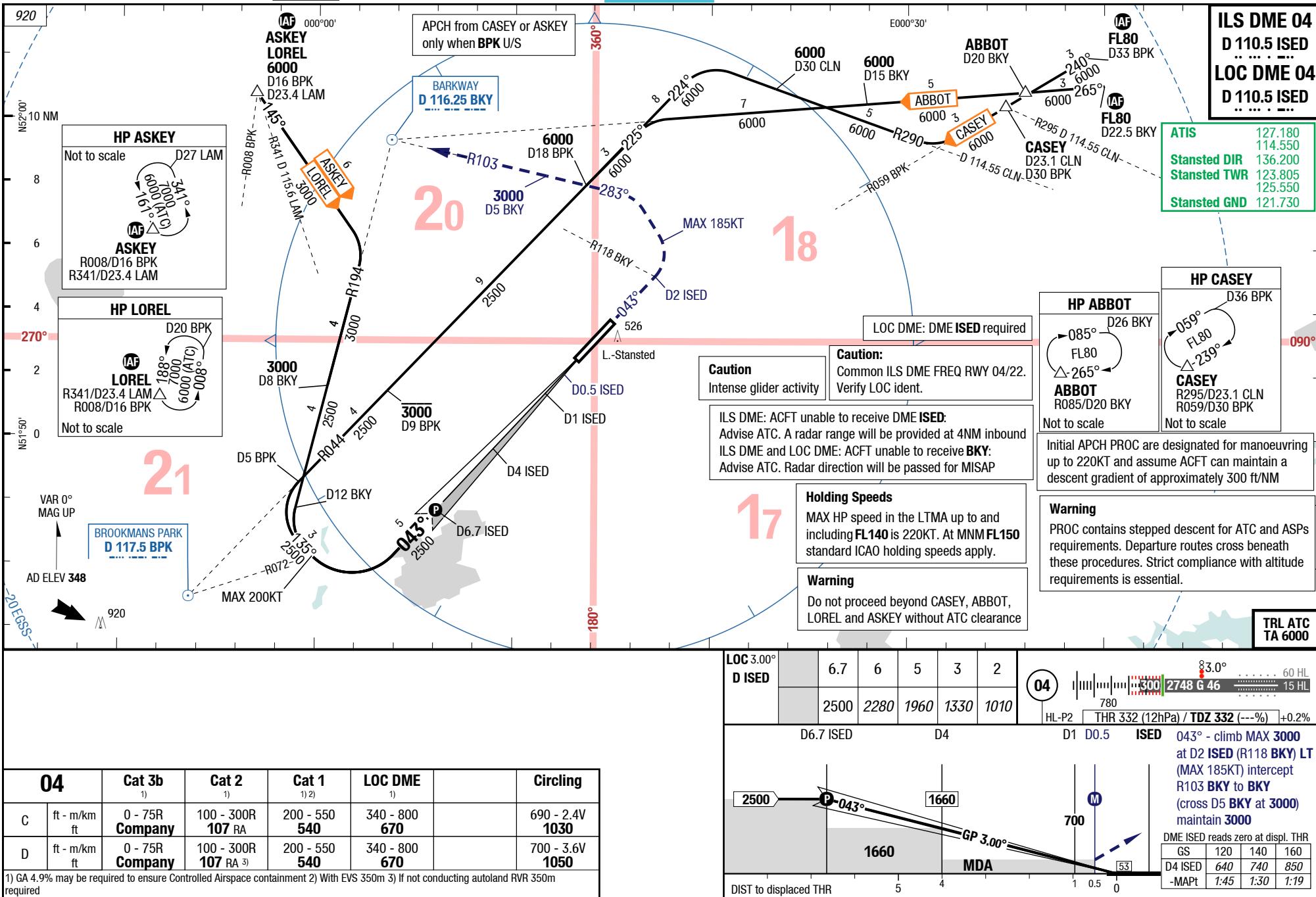
IAC

IAC

## Stansted London United Kingdom

[ILS DME 22 / LOC DME 22]

ILS DME 04 / LOC DME 04



Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

United Kingdom London Stansted

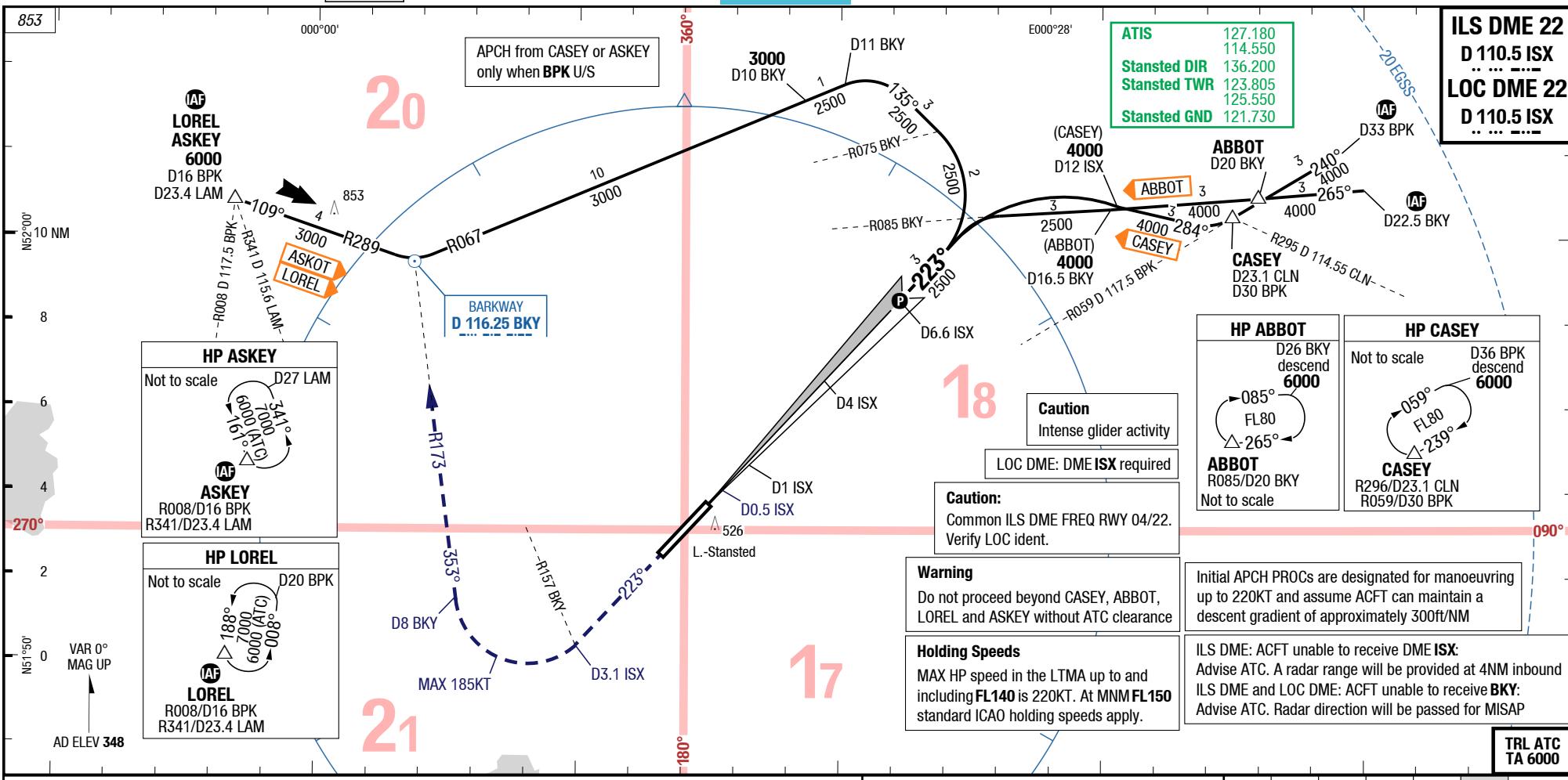
7-20 ILS DME 22 / LOC DME 22

IAC

IAC

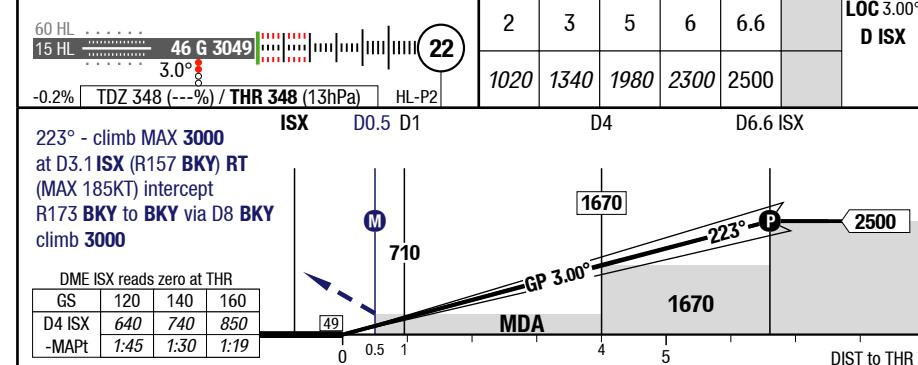
Stansted London United Kingdom

ILS DME 22 / LOC DME 22



22		Cat 3b	Cat 2	Cat 1 <sup>1)</sup>	LOC DME		Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA <sup>2)</sup>	200 - 550 550	400 - 1.1 740		690 - 2.4V 1030
D	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA <sup>2)</sup>	200 - 550 550	400 - 1.1 740		700 - 3.6V 1050

1) With EVS 350m  
2) If not conducting autoland RVR 350m required

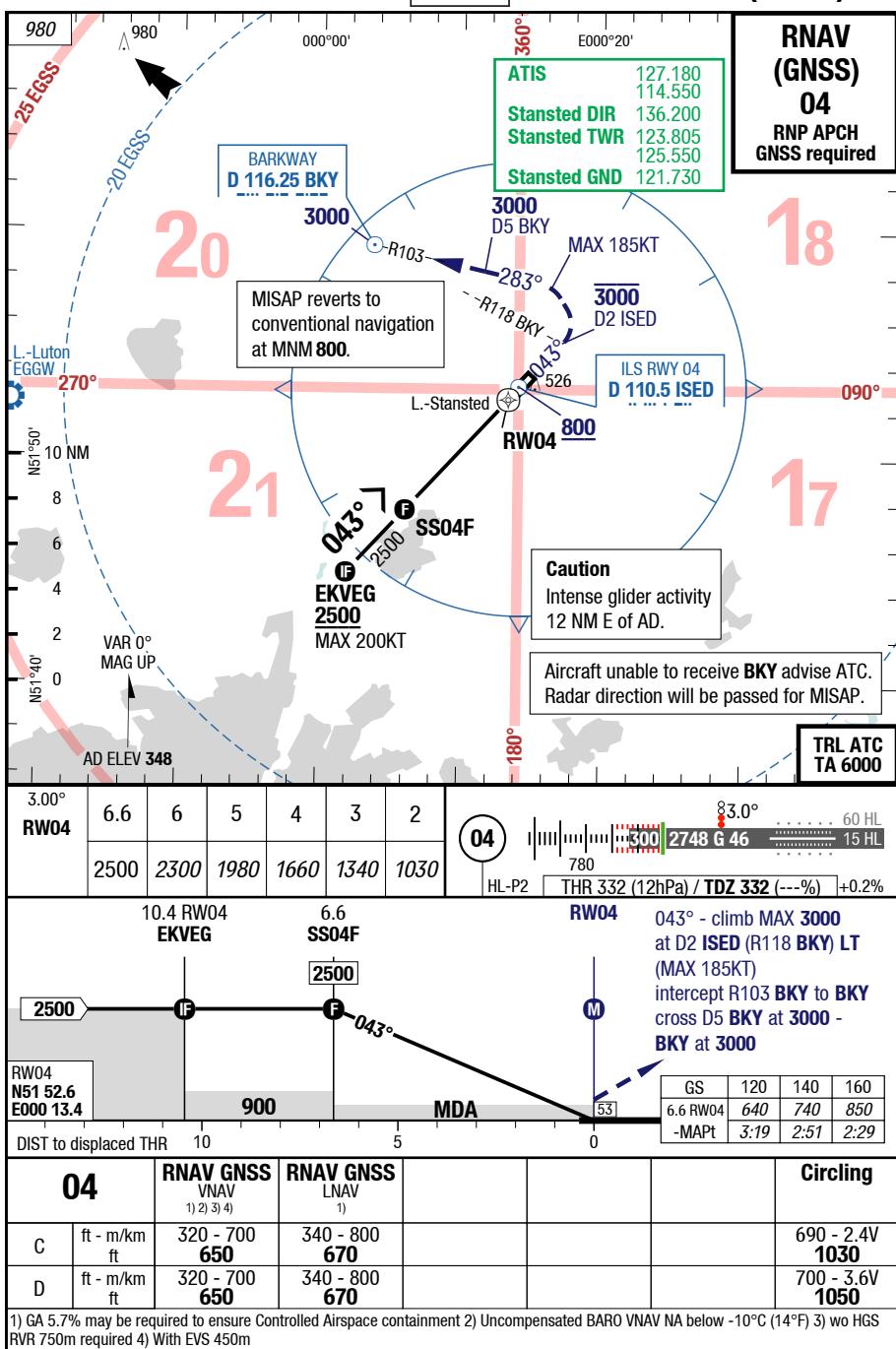


Changes: Track, OBST, HLDG

## STN-EGSS

7-30

## RNAV (GNSS) 04

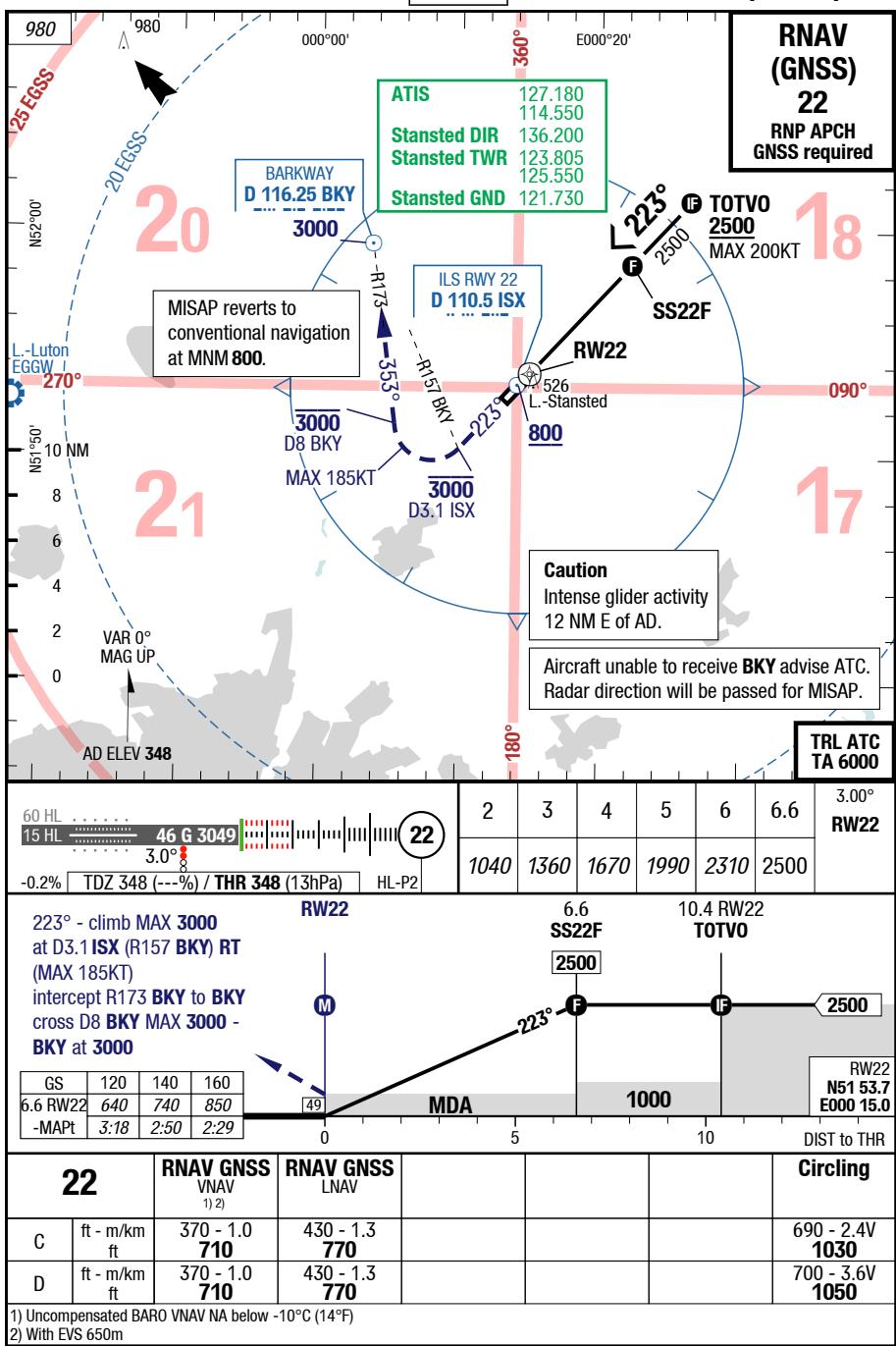


## STN-EGSS

7-40

## RNAV (GNSS) 22

IAC



Effective 13-SEP-2018

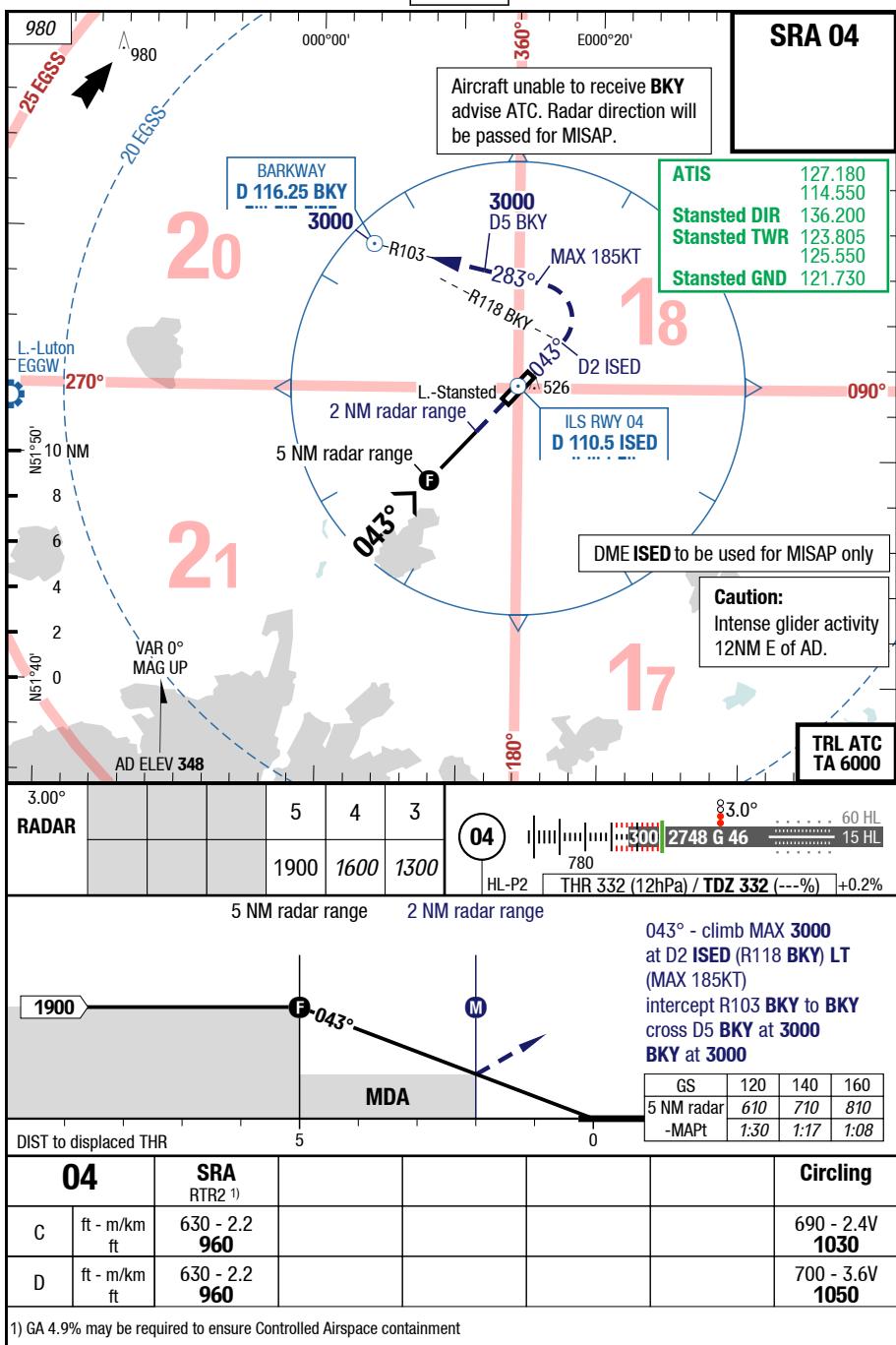
06-SEP-2018

United Kingdom London Stansted

## STN-EGSS

7-50

SRA 04

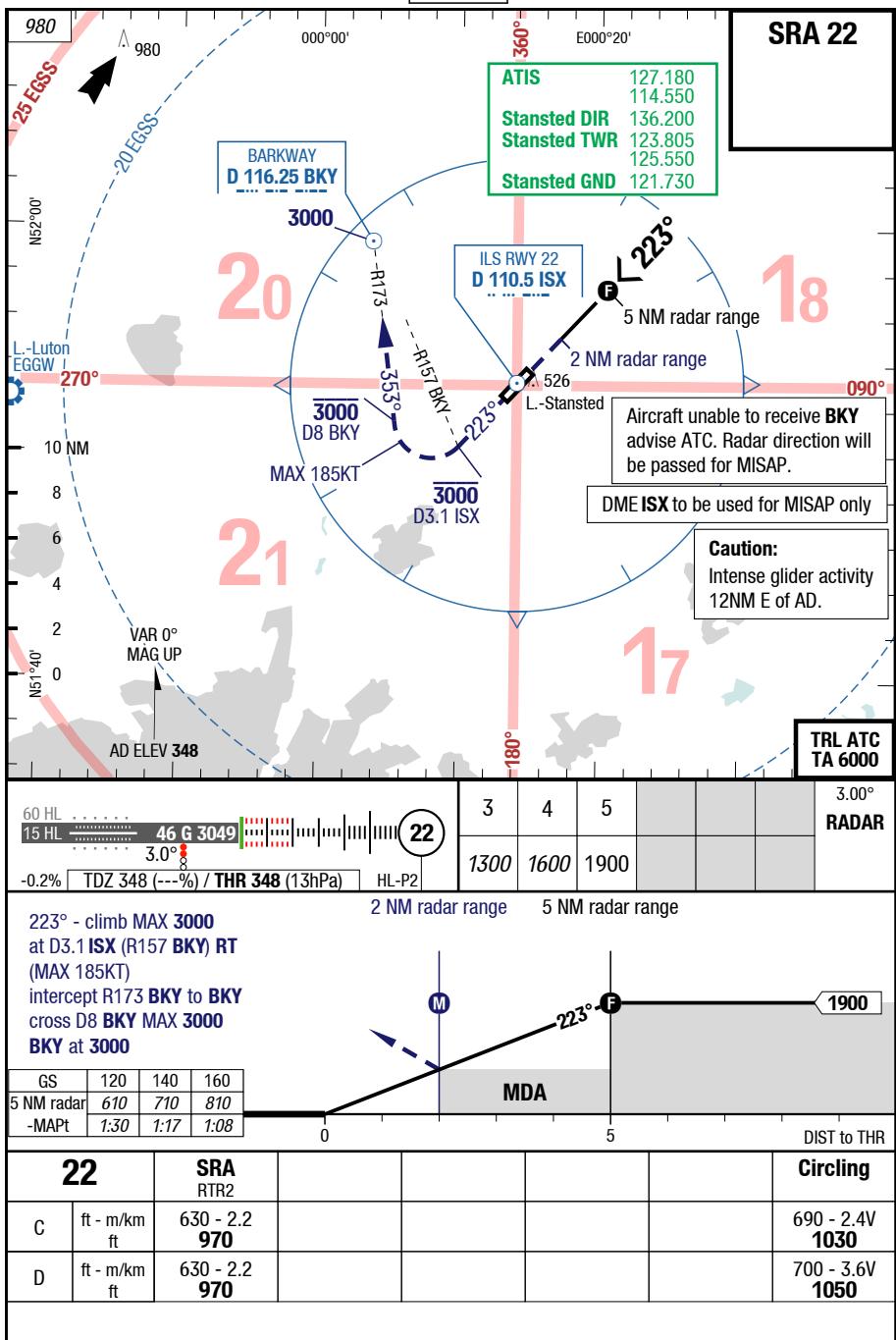


Changes: OBST

STN-EGSS

7-60

SRA 22



08-SEP-2016

STN-EGSS

## United Kingdom **London** Stansted

Stansted **London** United Kingdom

-10

MRC

RC

IRC

Sta  
NII

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