

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 ABBOT 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 BKY VOR, then leave **BKY 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.

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.

DEPARTURE**De-Icing**

AVBL

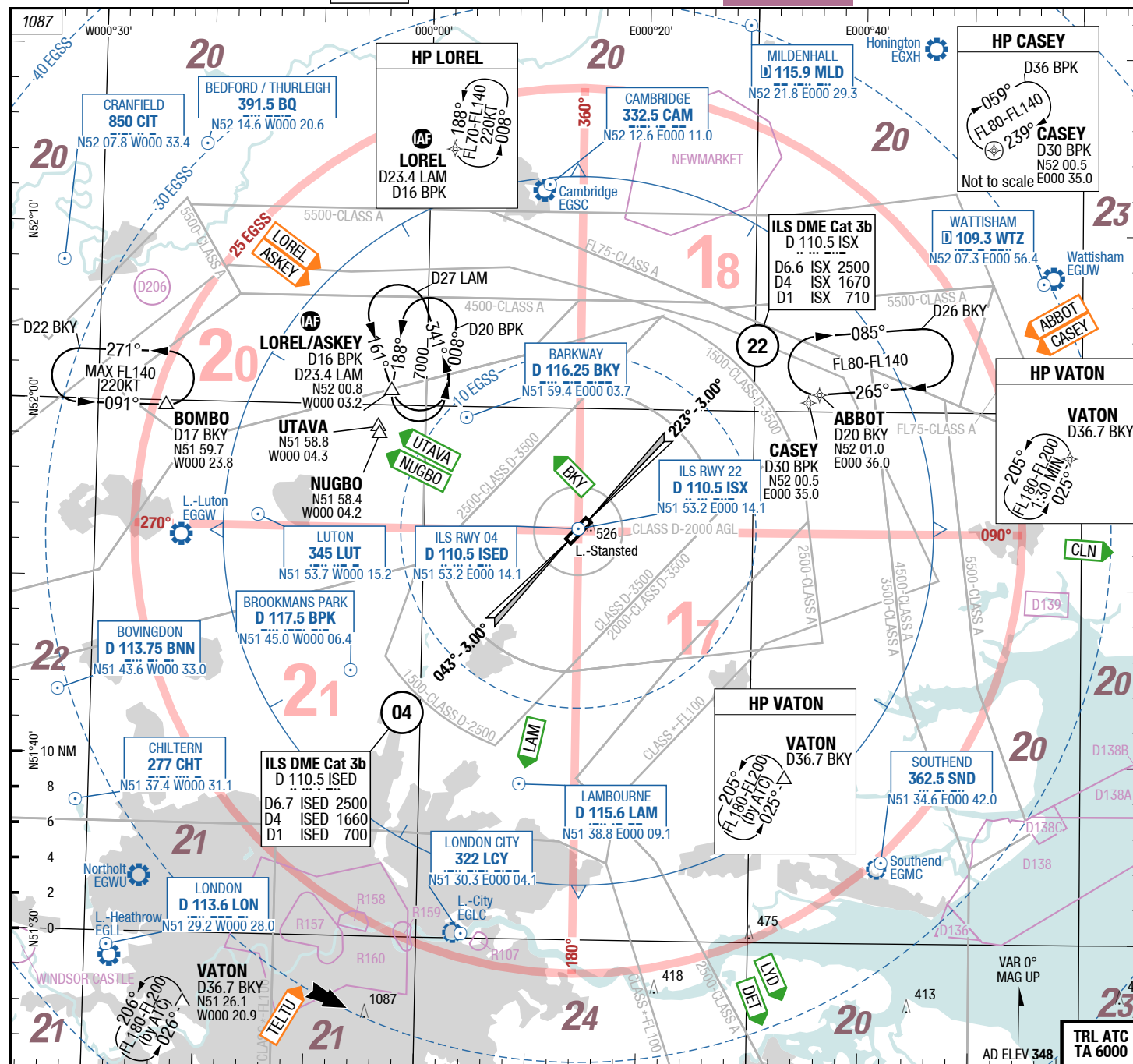
De-icing Pad Operations:

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.

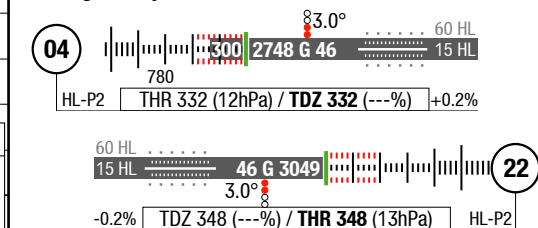
Once parked confirm to the pad controller that the parking brake is set, ENG at idle PWR and de-icing required.

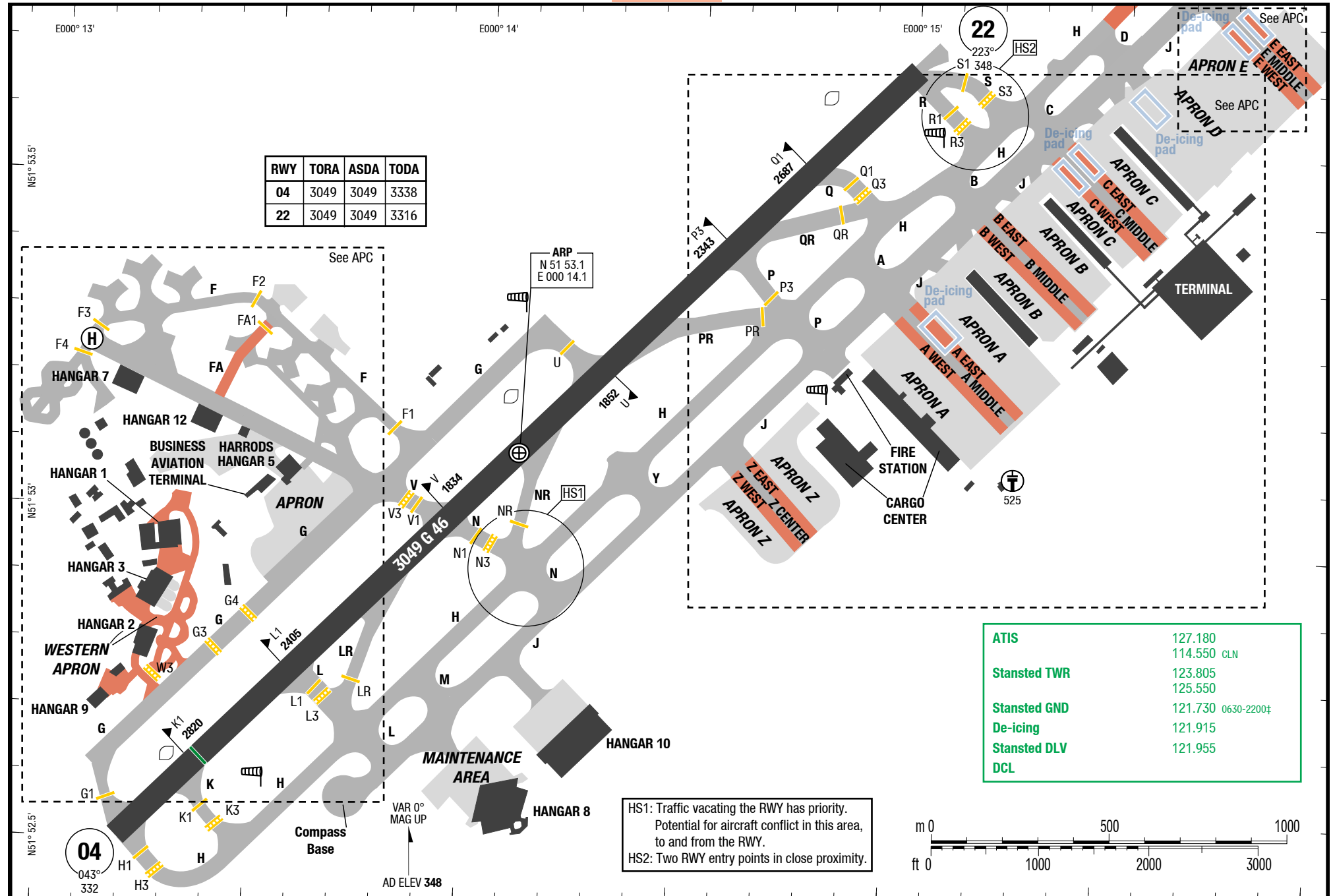
On completion of de-icing, contact ATC for further taxi.



ATIS	127.180	114.550	CLN
Essex RAD		120.625	
		132.050	
London CTL		118.825	
Stansted DIR		136.200	
Stansted TWR		123.805	
		125.550	
Stansted GND		121.730	0630-2200h
Stansted DLV		121.955	
DCL			

Landing RWY system:





Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

3-30

United Kingdom London Stansted

Stand Coordinates

APC

APC

APC

Stansted London United Kingdom

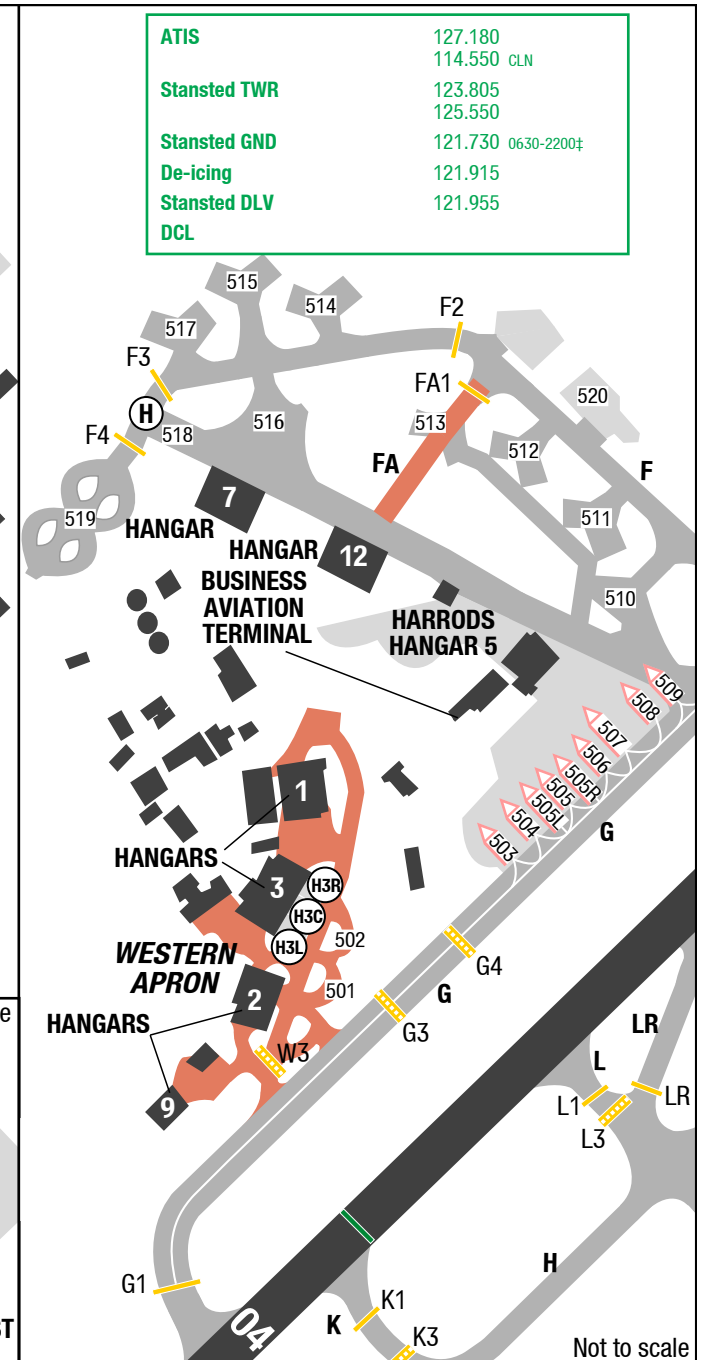
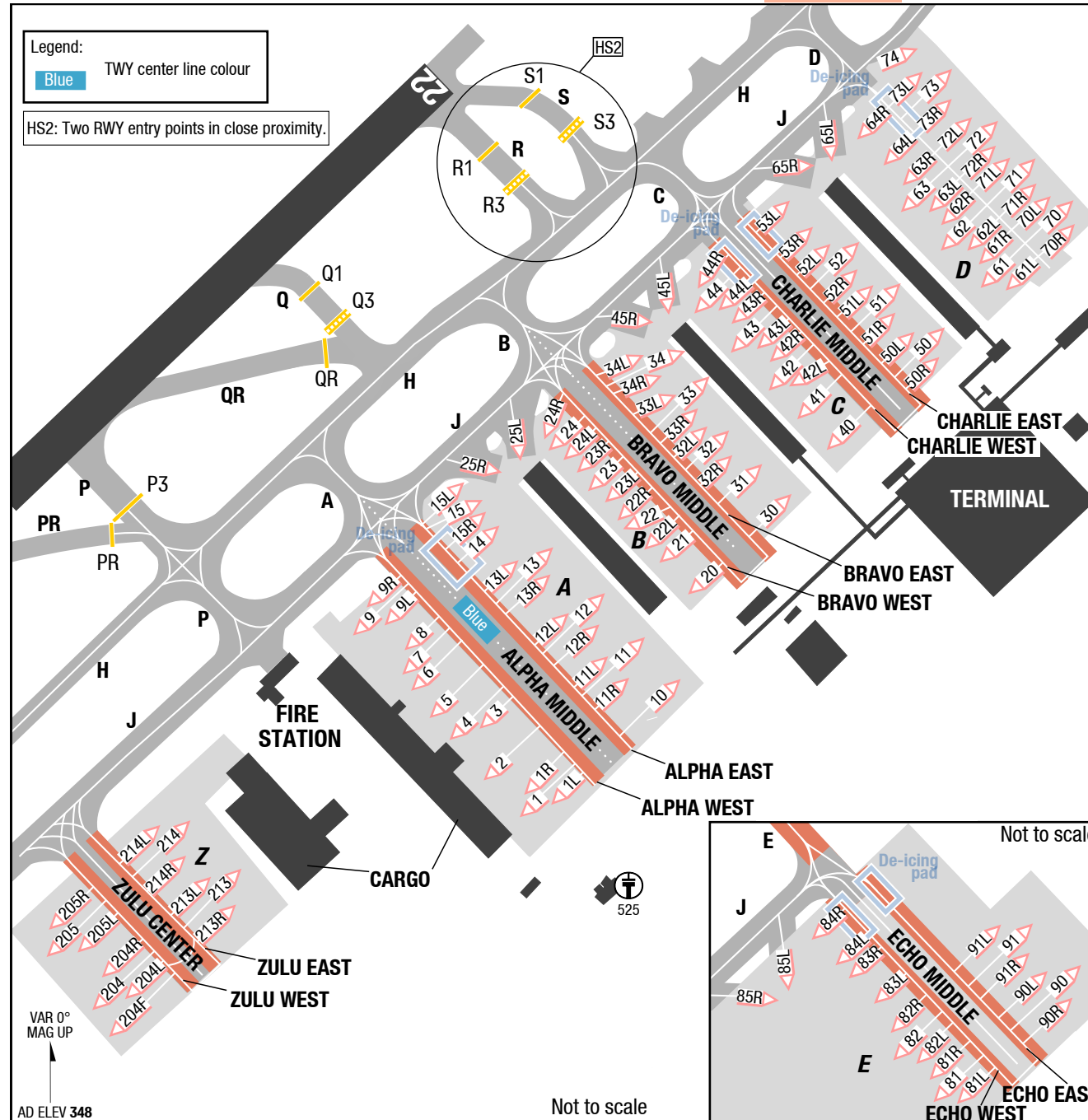
Stand Coordinates

APC

Legend:

Blue TWY center line colour

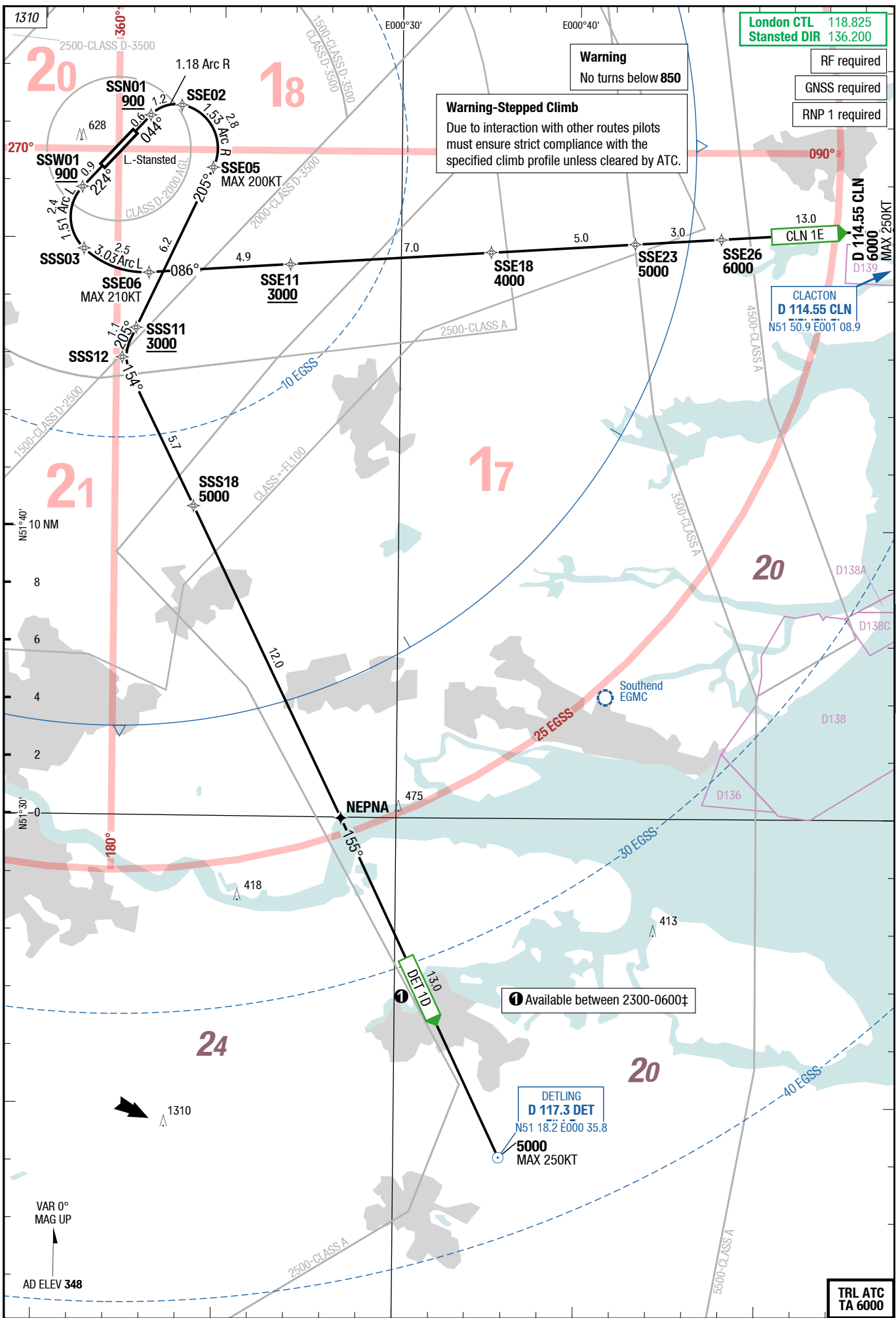
HS2: Two RWY entry points in close proximity.

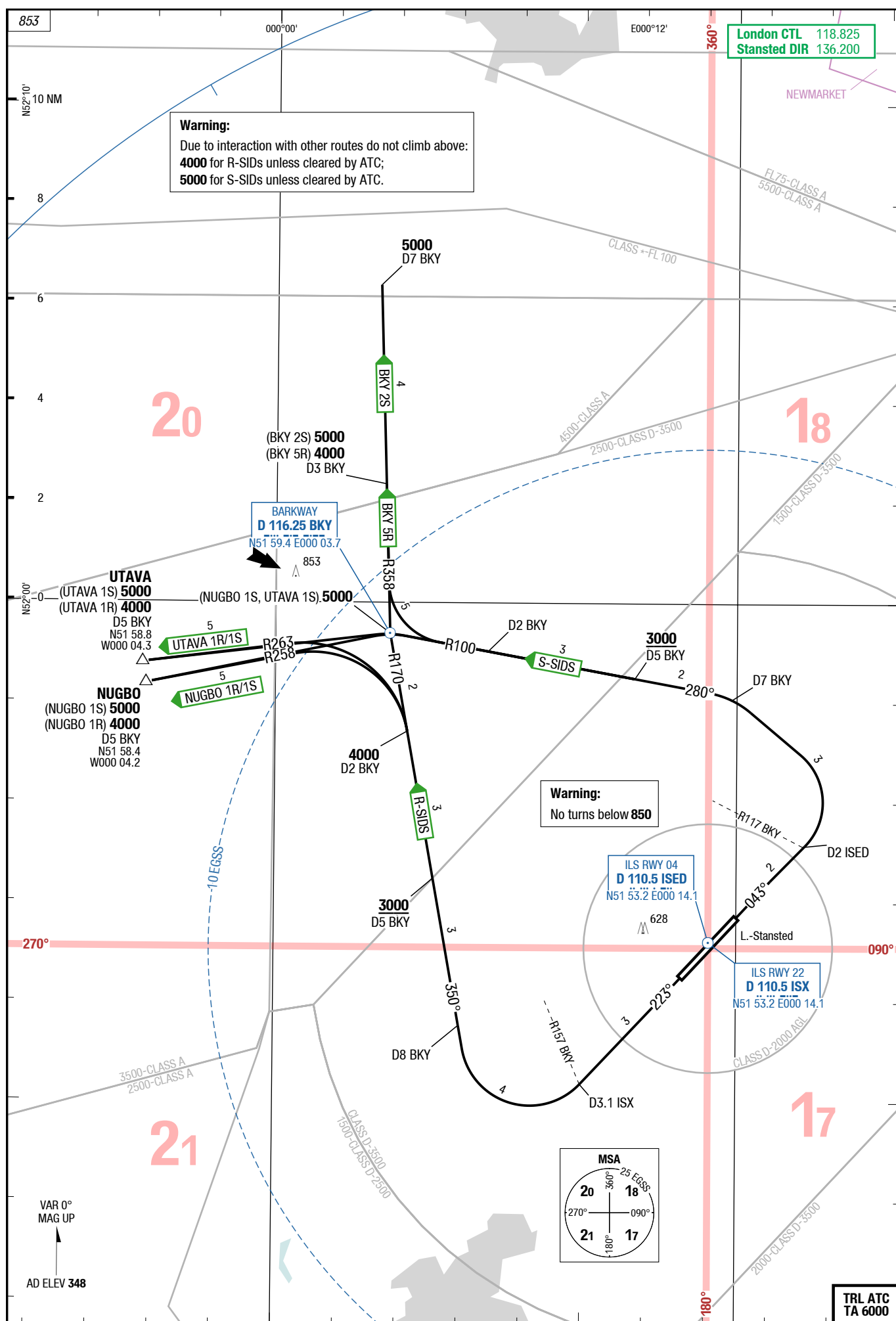


Changes: Completely revised

Stand Coordinates

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



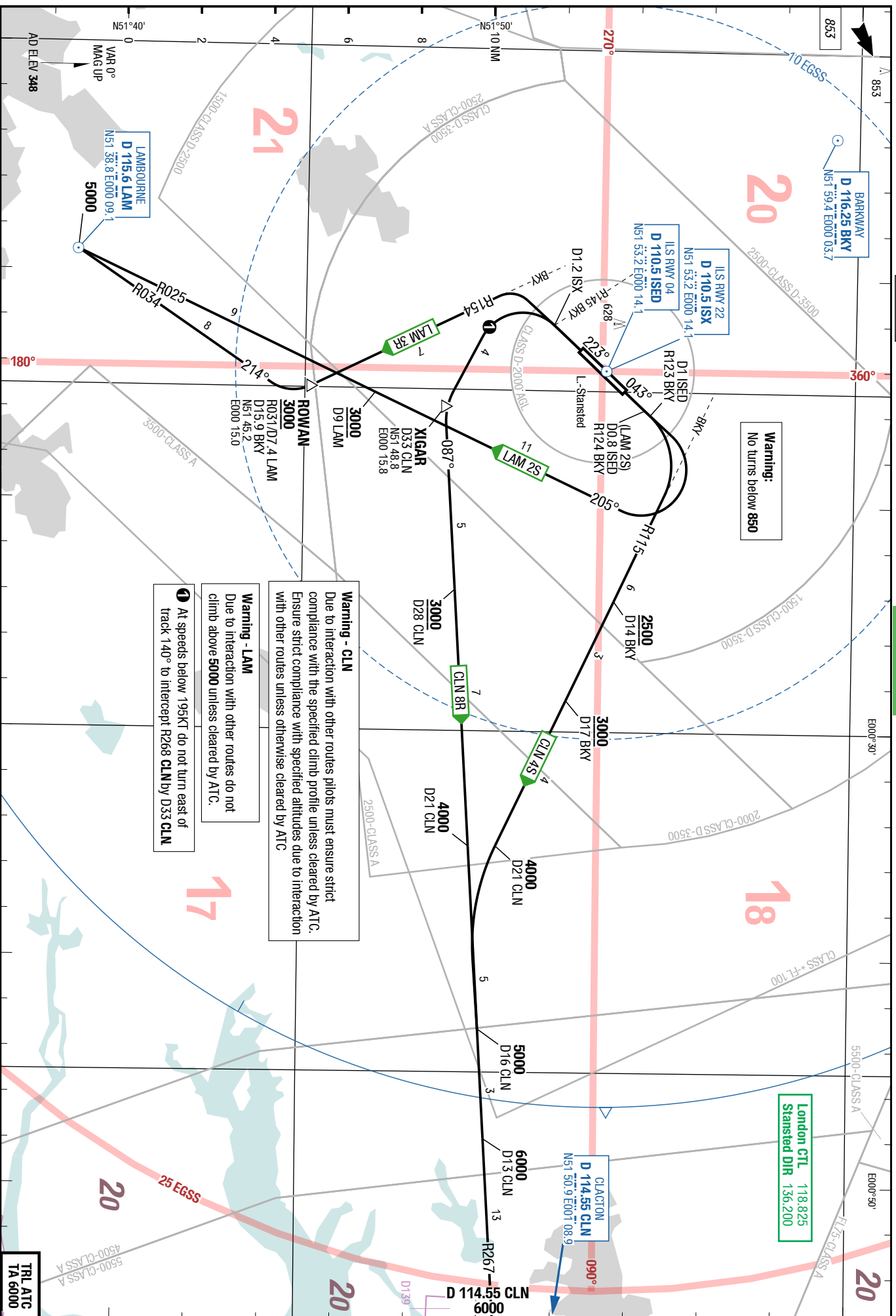


Stansted **London** United Kingdom

SIDS DET/1 YD

SIDS CLN/LAM

SIDS CLN/LAM



STN-EGSS

United Kingdom London Stansted

4-40

SIDS DET/LYD

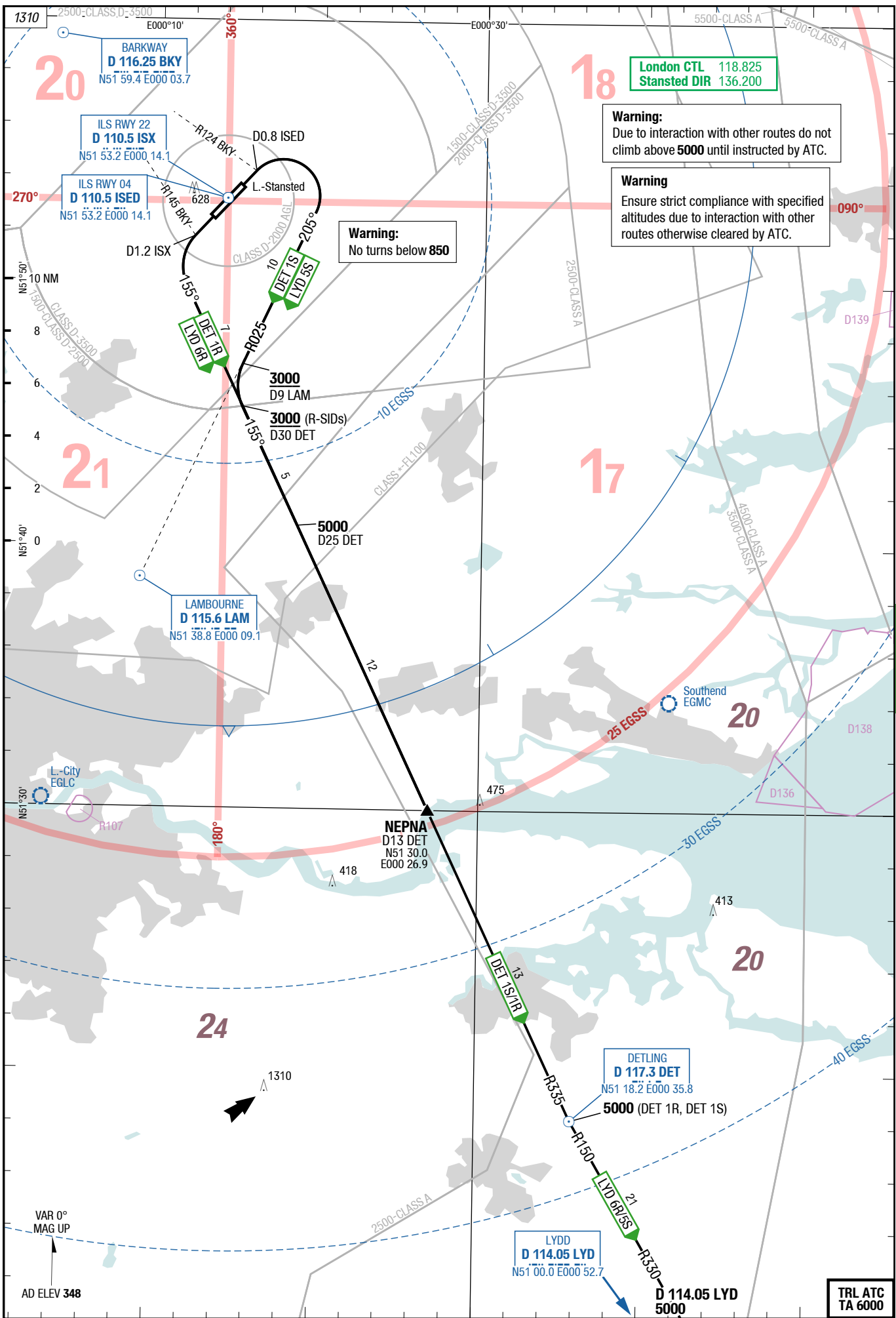
SID

SID

Stansted London United Kingdom

SIDS DET/LYD

TRL ATC
TA 6000



16-AUG-2018

United Kingdom **London** Stansted**STN-EGSS**

5-10

RNP SIDs**SIDPT****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
	Runway 04	
DETLING 1D DET 1D 118.825 ①	SSN01 [R] - SSE02 [R] - SSE05 [K200-] - SSS11 - SSS12 [L]- SSS18 - NEPNA - DET [K250-]	SSN01 MNM 900 SSS11 MNM 3000 SSS18 at 5000 DET at 5000
	Runway 22	
CLACTON 1E CLN 1E 118.825	SSW01 [L] - SSS03 [L] - SSE06 [K210-] - SSE11 - SSE18 - SSE23 - SSE26 - CLN [K250-]	SSW01 MNM 900 SSE11 MNM 3000 SSE18 at 4000 SSE23 at 5000 SSE26 at 6000 CLN at 6000

① Available between 2300-0600†

Changes: FREQ

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	1600

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

① Expect first CPDLC logon code EGTG.

STN-EGSS

5-30

SIDs CLN/LAM

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

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	
LAMBOURNE 3R LAM 3R 6.6% to 3000 5.9% to 5000 118.825 ①	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.

STN-EGSS

5-50

SIDs DET/LYD

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
	Runway 04	
DETLING 1S DET 1S 5.5% to 5000 118.825 ①	D0.8 ISED (R124 BKY) RT intercept R025 LAM inbound - at D9 LAM LT intercept R335 DET via NEPNA to DET	D9 LAM MNM 3000 D25 DET at 5000 DET at 5000
LYDD 5S LYD 5S 5.5% to 5000 118.825 ①	D0.8 ISED (R124 BKY) RT intercept R025 LAM inbound - at D9 LAM LT intercept R335 DET via NEPNA to DET - R330 LYD to LYD	D9 LAM MNM 3000 D25 DET at 5000 DET at 5000 LYD at 5000
	Runway 22	
DETLING 1R DET 1R 6.6% to 3000 7.5% to 5000 118.825 ①	at D1.2 ISX (R145 BKY) LT intercept R335 DET via NEPNA to DET	D30 DET MNM 3000 D25 DET at 5000 DET at 5000
LYDD 6R LYD 6R 6.6% to 3000 7.5% to 5000 118.825 ①	at D1.2 ISX (R145 BKY) LT intercept R335 DET via NEPNA to DET - R330 LYD to LYD	D30 DET MNM 3000 D25 DET at 5000 DET at 5000 LYD at 5000

① Climb gradient due to ATC.

Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

6-10

United Kingdom London Stansted

STARs ABBOT/CASEY

RNAV STARs

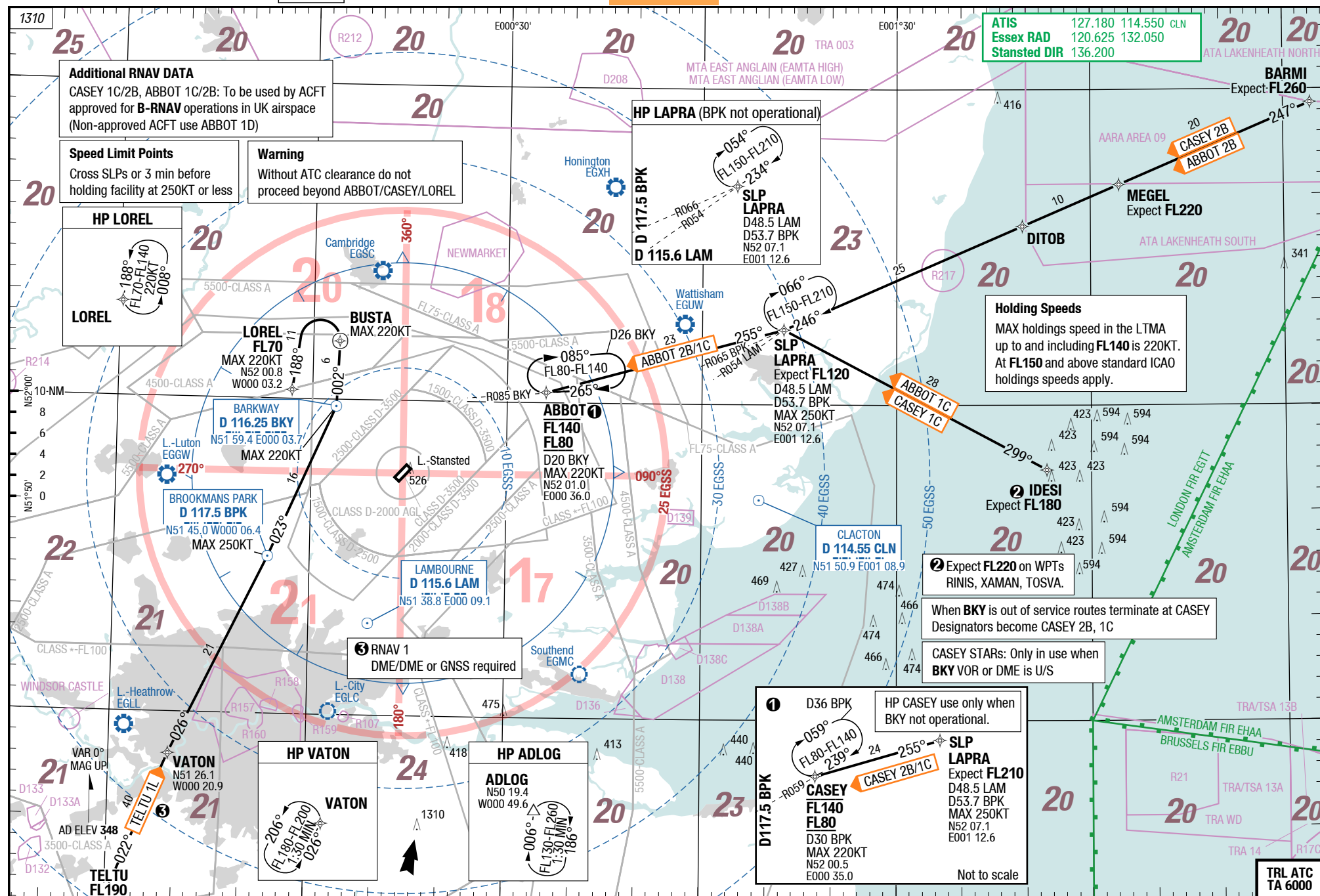
STAR

STAR

Stansted London United Kingdom

STARs ABBOT/CASEY

RNAV STARs



Changes: Track, HLDG, OBST

Effective 13-SEP-2018

06-SEP-2018

STN-EGSS

United Kingdom London Stansted

6-20

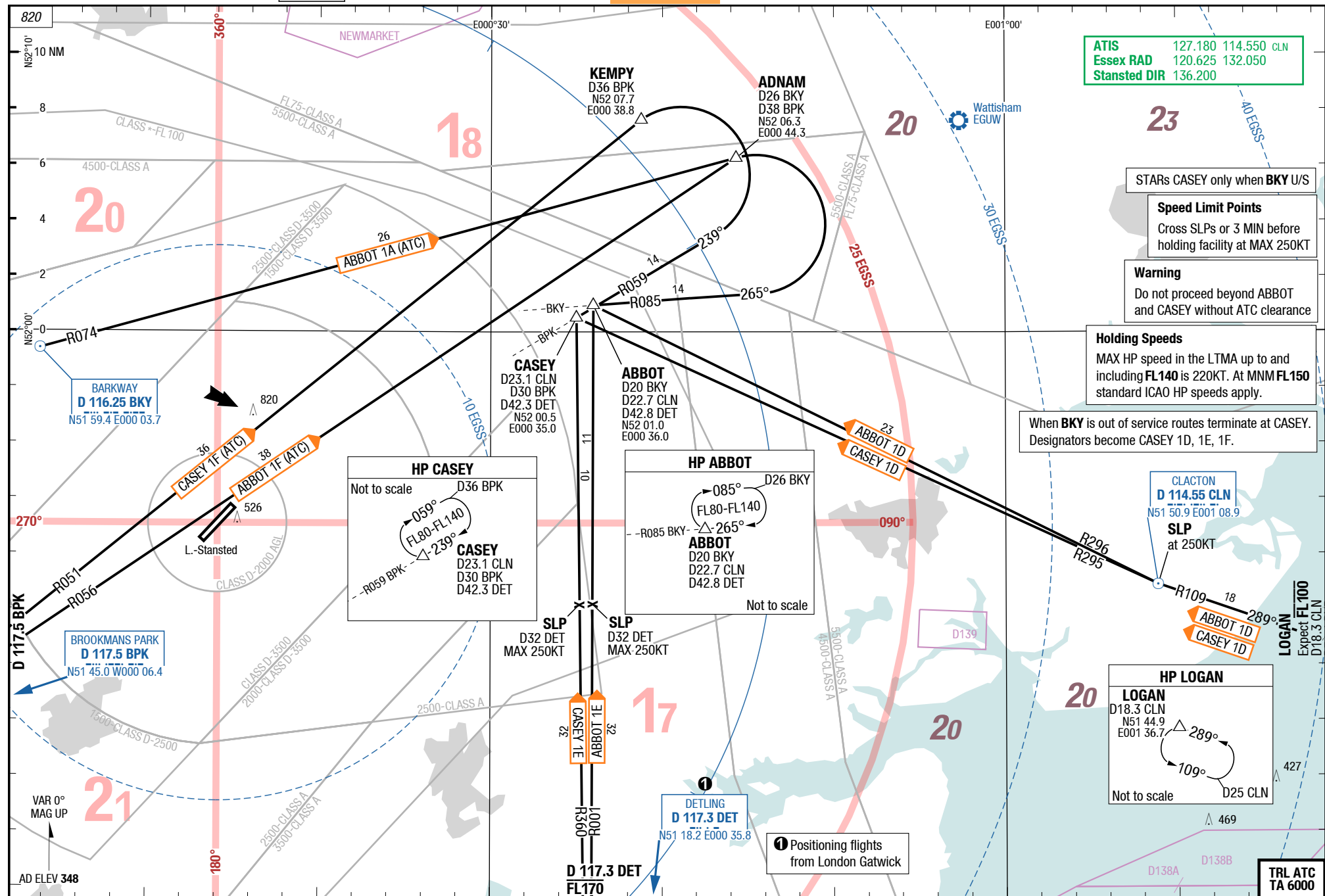
STARs ABBOT/CASEY

STAR

STAR

Stansted London United Kingdom

STARs ABBOT/CASEY



Changes: OBST

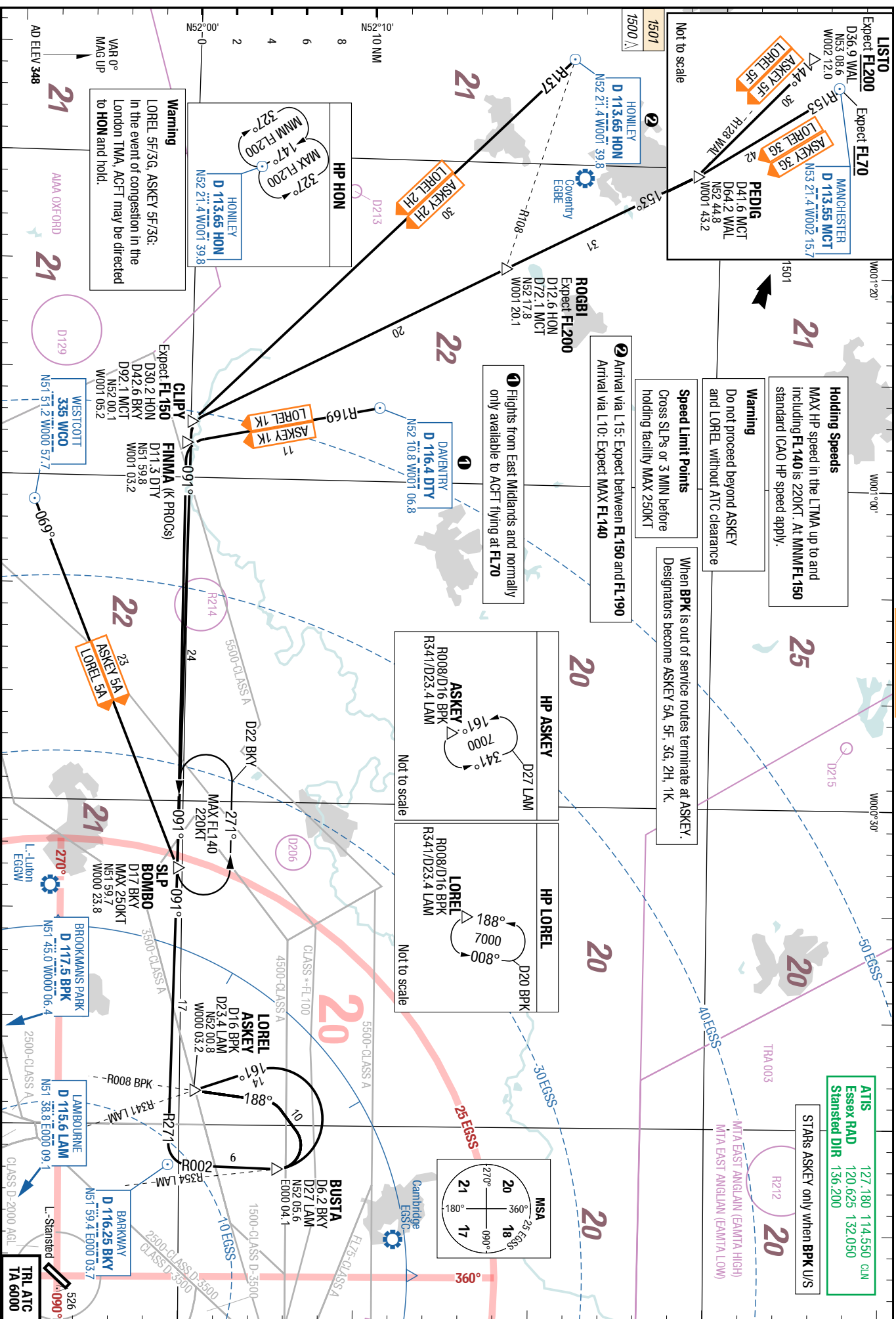
13-SEP-2018
STN-EGSS

United Kingdom **London** Stansted
 STARS ASKEY/LOREL (South)
 6-30 **STARS ASKEY/LOREL (North)**

STAR

STAR

Stansled **London** United Kingdom
 STARS ASKEY/LOREL (South)
 STARS ASKEY/LOREL (North)

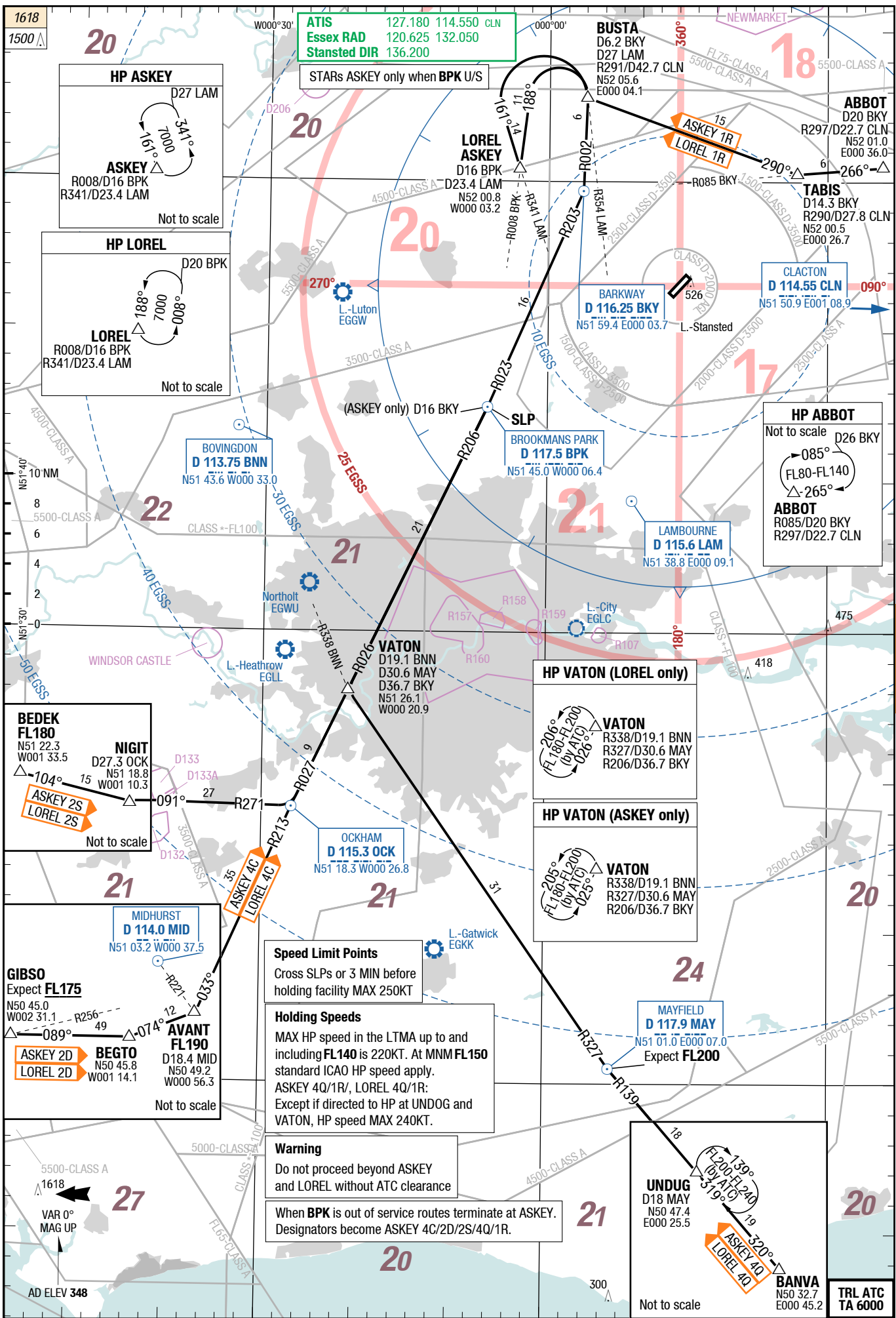


13-SEP-2018
STN-EGSS

United Kingdom London Stansted
6-40 STARS ASKEY/LOREL (South)

STAR
STAR

Stansted London United Kingdom
STARS ASKEY/LOREL (South)



06-SEP-2018

United Kingdom **London** Stansted

STAR

STAR

Stansted **London** United Kingdom

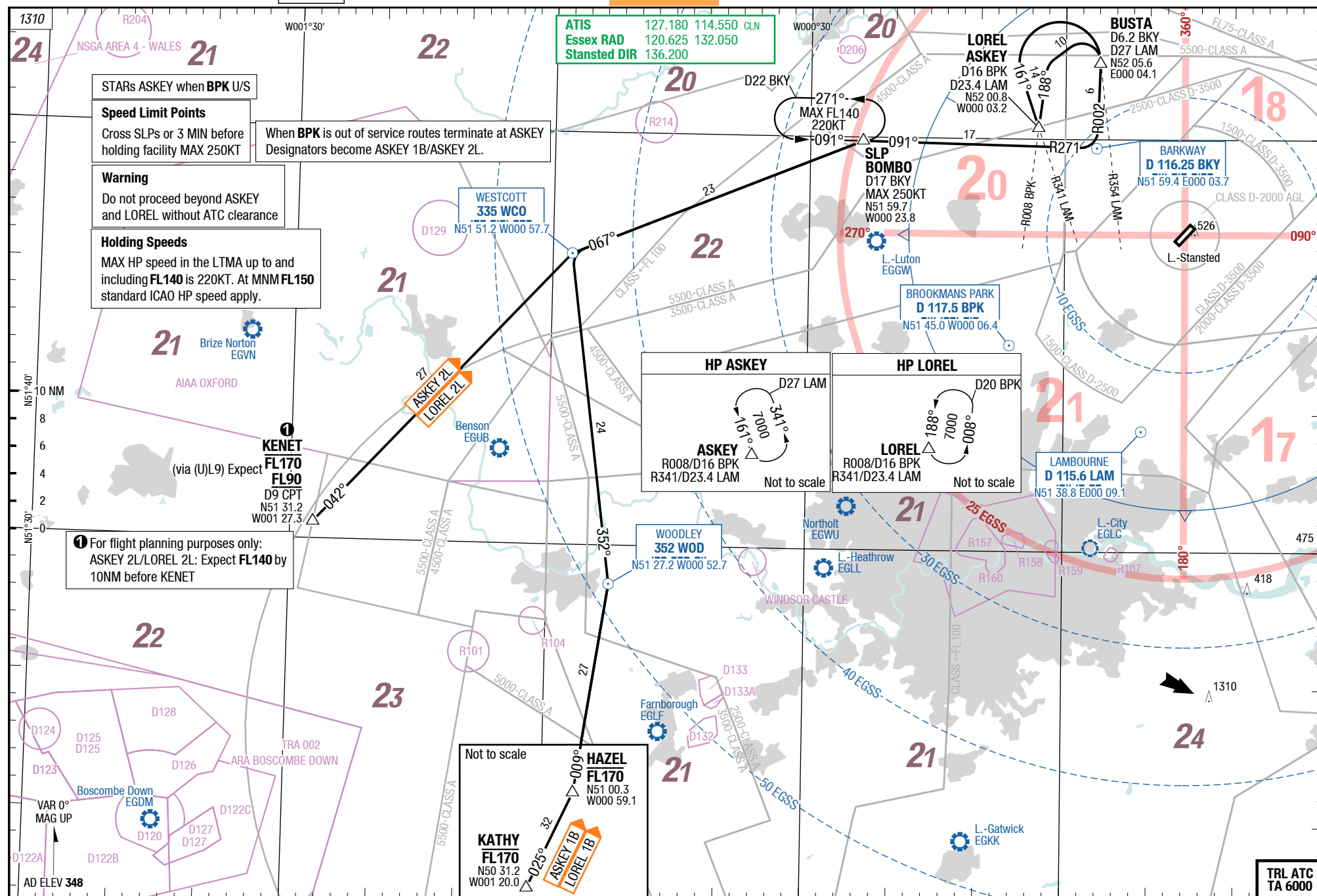
NIL

STARs ASKEY/LOREL (Southwest)

STN-EGSS

6-50

STARs ASKEY/LOREL (Southwest)



Changes: Track, OBST

TRL ATC
TA 6000

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Effective 13-SEP-2018

06-SEP-2018

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United Kingdom London Stansted

ILS DME 22 / LOC DME 22

7-10

ILS DME 04 / LOC DME 04

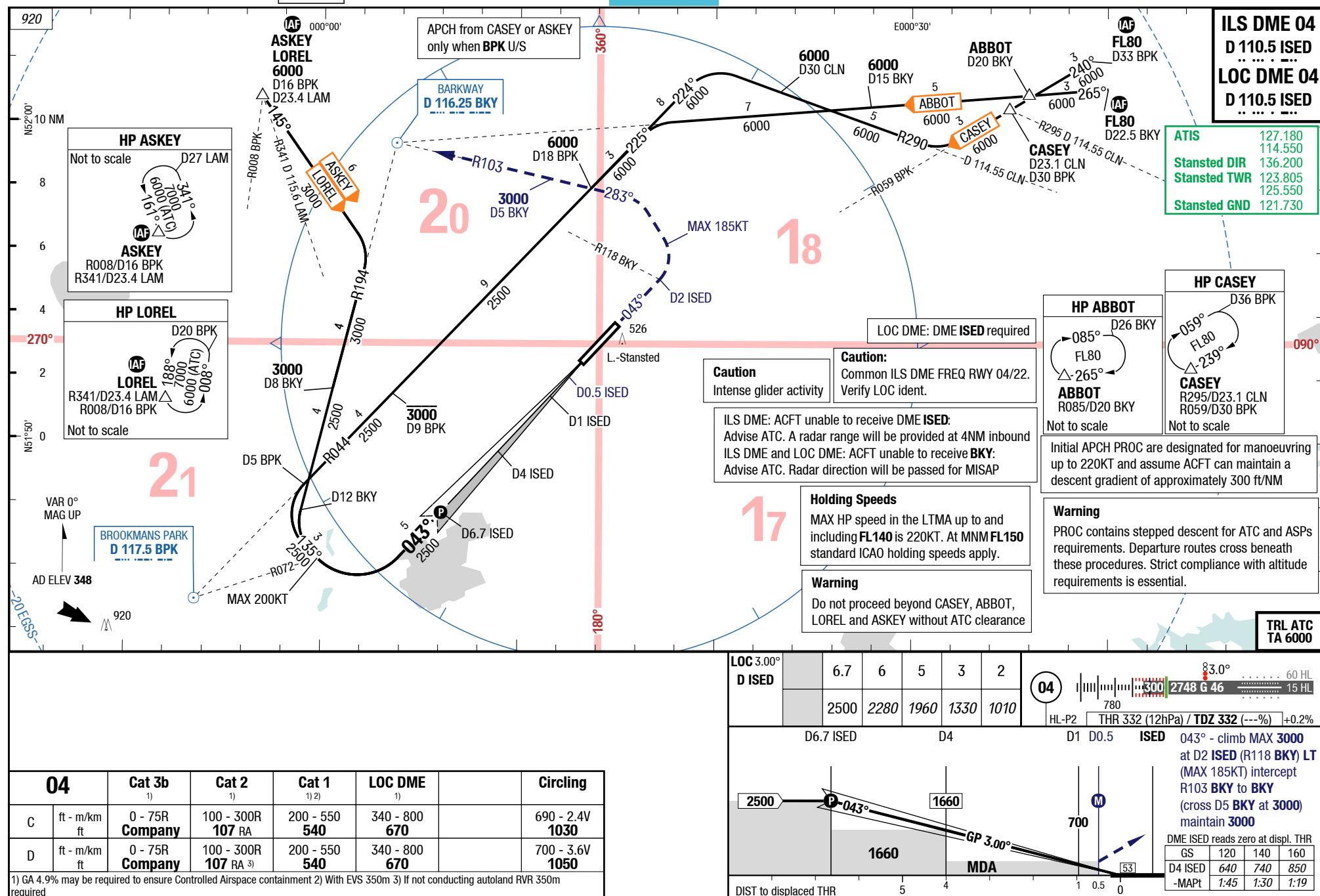
IAC

IAC

Stansted London United Kingdom

ILS DME 22 / LOC DME 22

ILS DME 04 / LOC DME 04

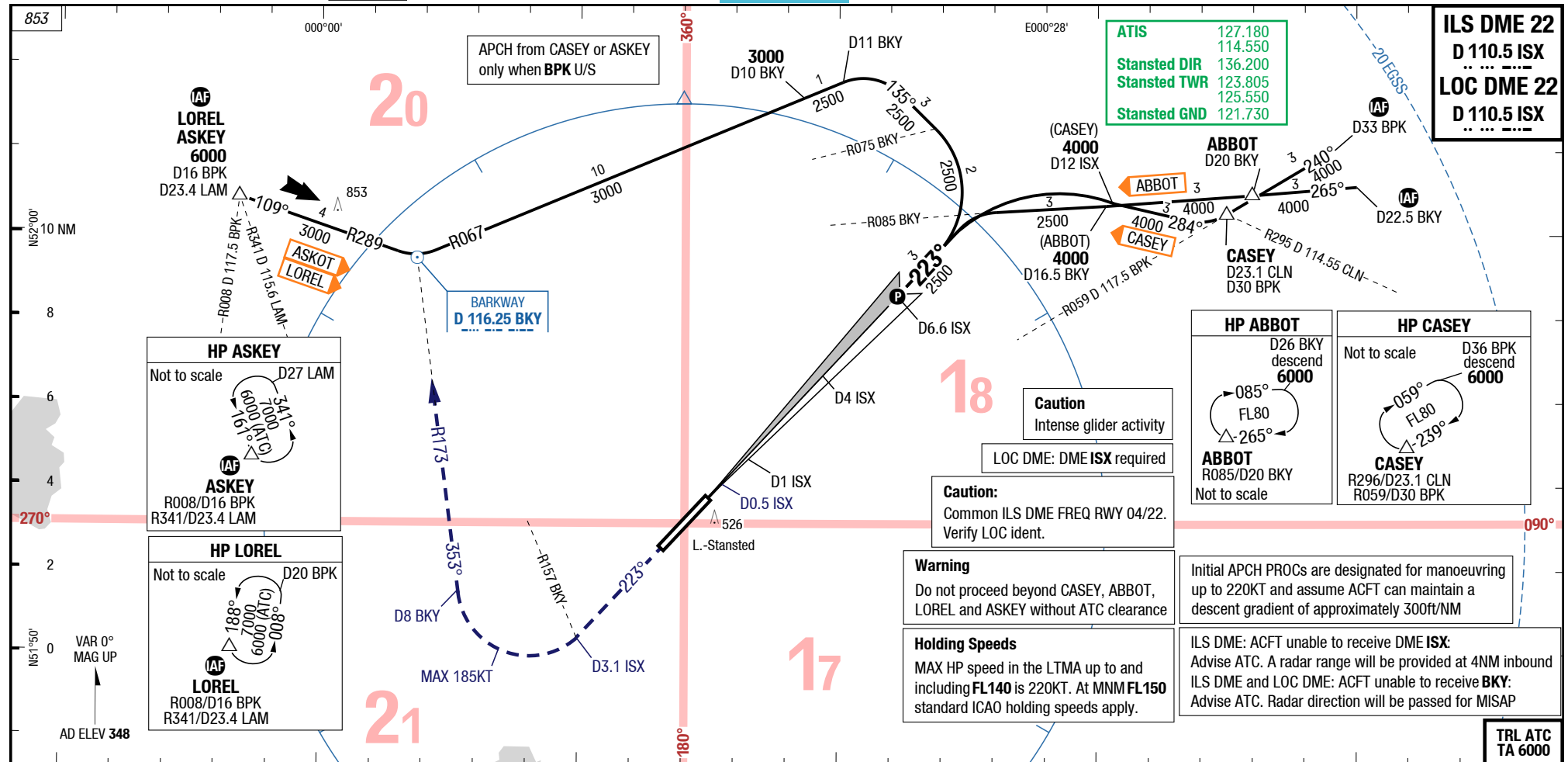


Changes: Track, HLDG, OBST

7-20

ILS DME 22 / LOC DME 22

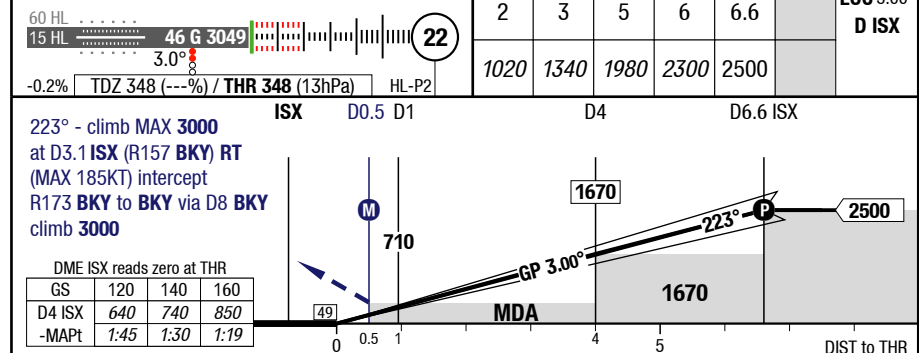
ILS DME 22 / LOC DME 22

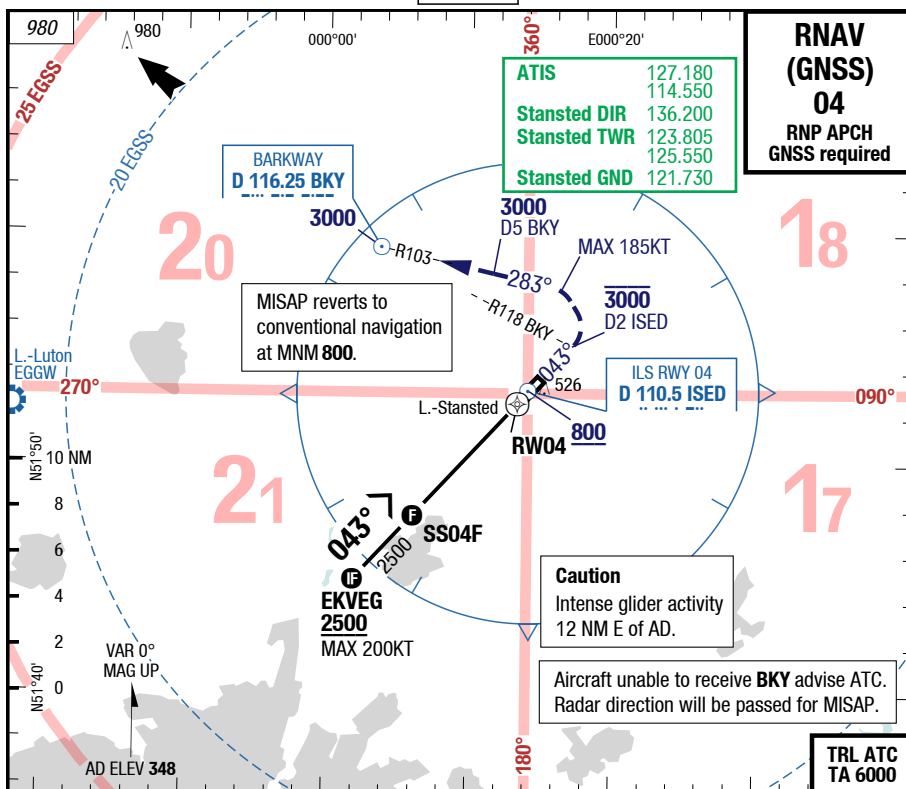


22	Cat 3b	Cat 2	Cat 1 ¹⁾	LOC DME	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 101 RA	200 - 550 550	400 - 1.1 740	690 - 2.4V 1030
D	ft - m/km ft 0 - 75R Company	100 - 300R 101 RA ²⁾	200 - 550 550	400 - 1.1 740	700 - 3.6V 1050

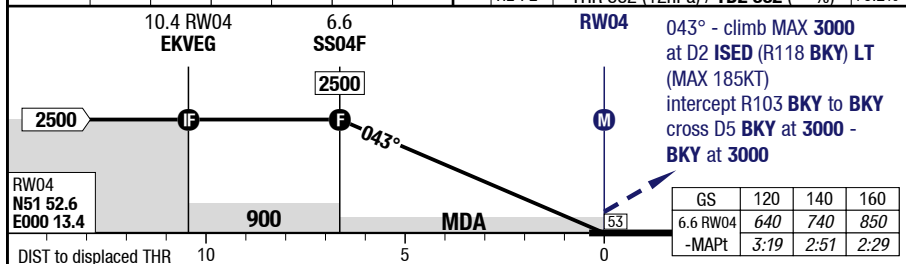
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: Track, OBST, HLDG





3.00° RW04	6.6	6	5	4	3	2	<p> 04 780 300 2748 G 46 3.0° 60 HL 15 HL HL-P2 THB 332 (12hPa) / TDZ 332 (---%) +0.2% </p>
	2500	2300	1980	1660	1340	1030	



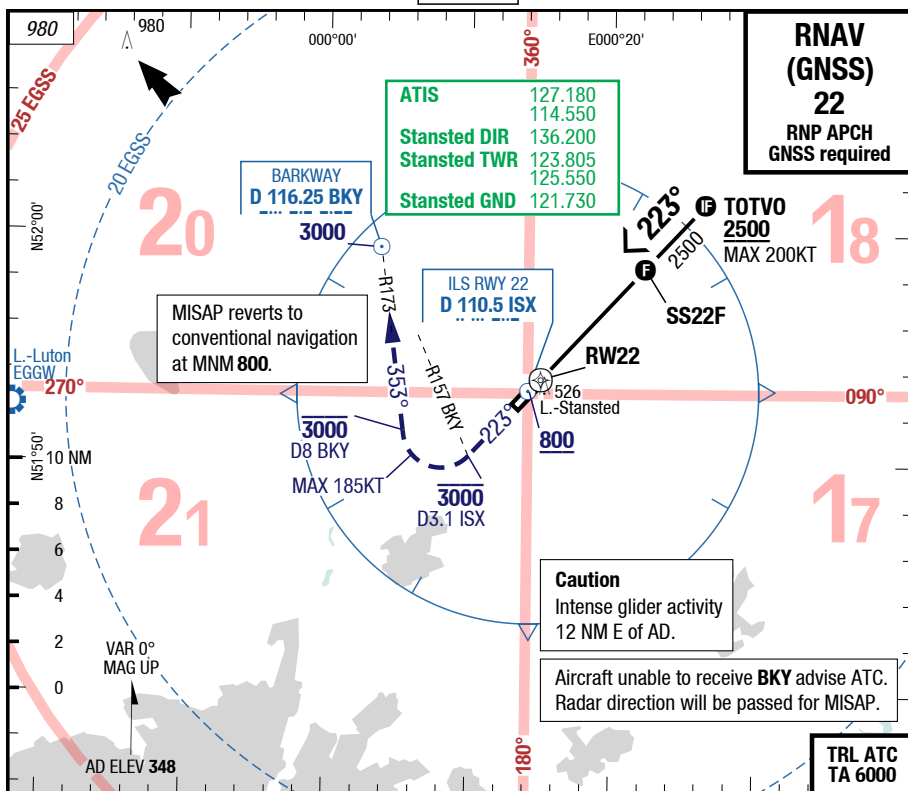
04		RNAV GNSS VNAV 1) 2) 3) 4)	RNAV GNSS LNAV 1)				Circling
C	ft - m/km ft	320 - 700 650	340 - 800 670				690 - 2.4V 1030
D	ft - m/km ft	320 - 700 650	340 - 800 670				700 - 3.6V 1050

1) GA 5.7% may be required to ensure Controlled Airspace containment 2) Uncompensated BARO VNAV NA below -10°C (14°F) 3) wo HGS
RVR 750m required 4) With EVS 450m

STN-EGSS

7-40

RNAV (GNSS) 22

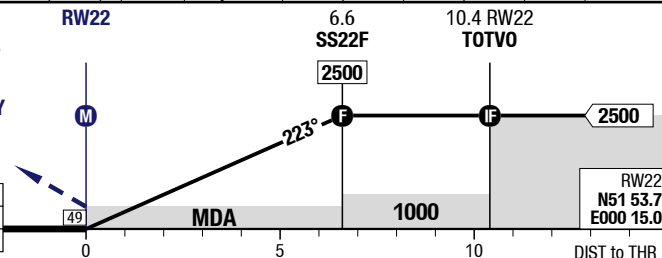


60 HL 46 G 3049 22
15 HL 3.0°
-0.2% TDZ 348 (---%) / THR 348 (13hPa) HL-P2

2	3	4	5	6	6.6	3.00° RW22
1040	1360	1670	1990	2310	2500	

223° - climb MAX 3000
at D3.1 ISX (R157 BKY) RT
(MAX 185KT)
intercept R173 BKY to BKY
cross D8 BKY MAX 3000 -
BKY at 3000

GS	120	140	160
6.6 RW22	640	740	850
-MAPt	3:18	2:50	2:29

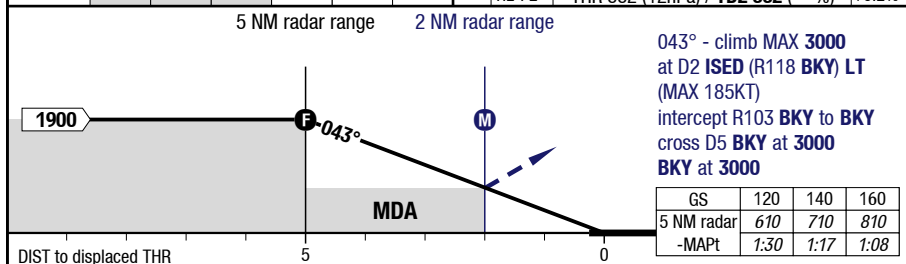
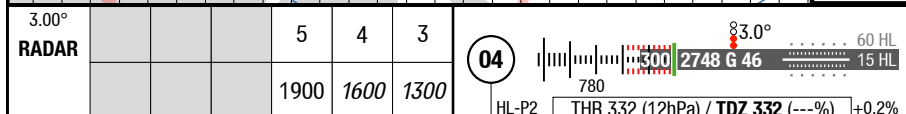
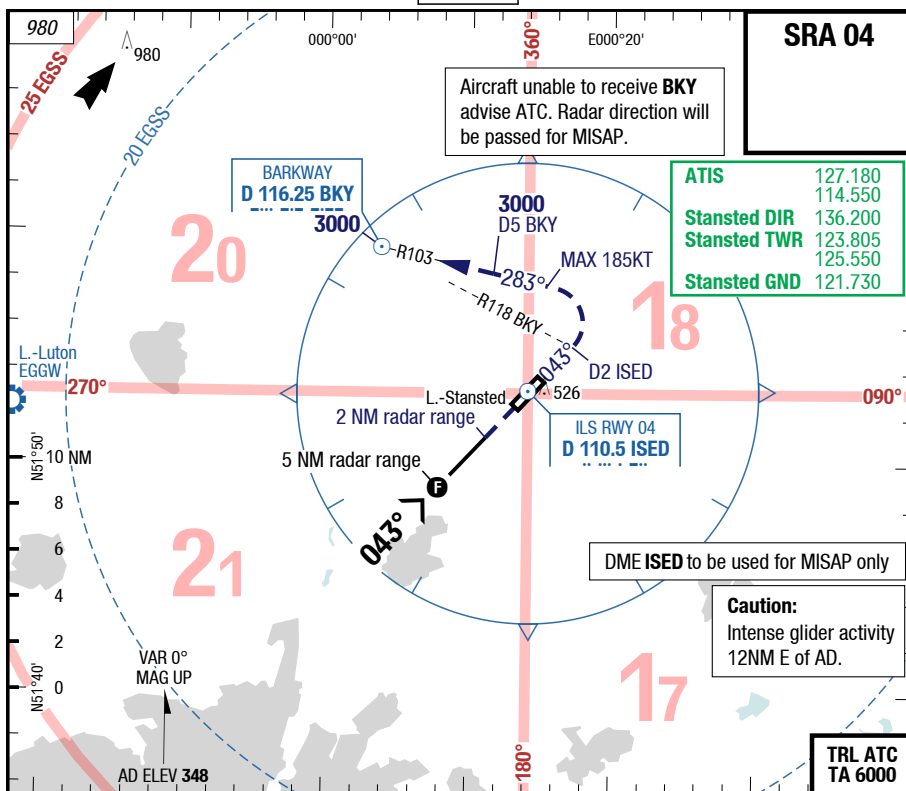


22	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	370 - 1.0 710	430 - 1.3 770			690 - 2.4V 1030
D	ft - m/km ft	370 - 1.0 710	430 - 1.3 770			700 - 3.6V 1050

1) Uncompensated BARO VNAV NA below -10°C (14°F)

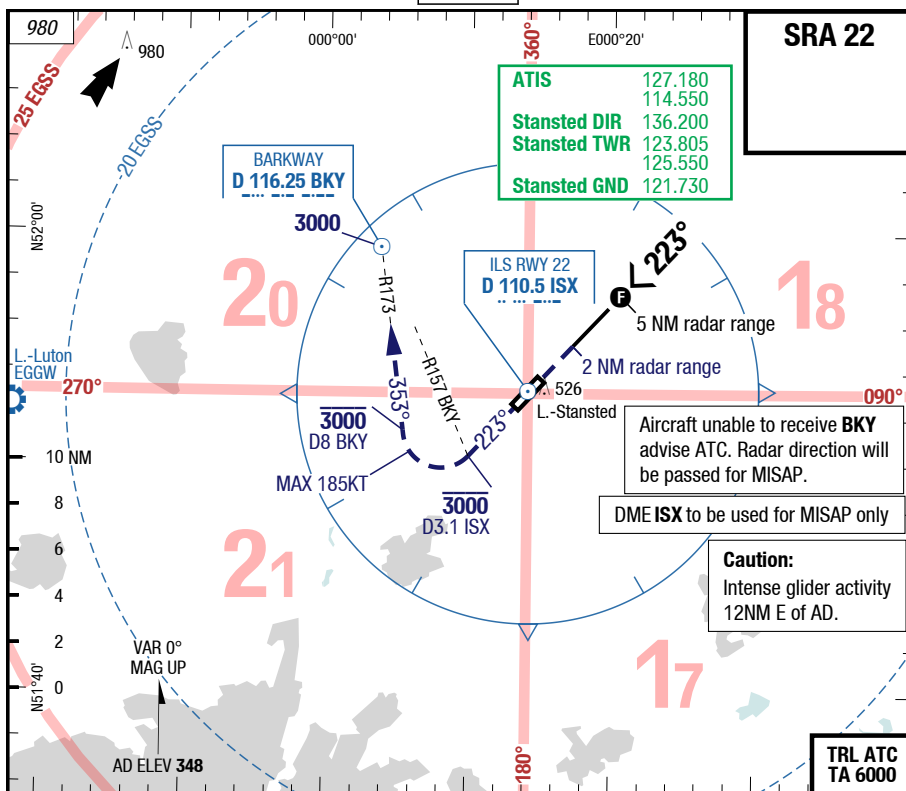
2) With EVS 650m

Changes: OBST



04		SRA				Circling
C		ft - m/km ft	630 - 2.2 960			690 - 2.4V 1030
D		ft - m/km ft	630 - 2.2 960			700 - 3.6V 1050

1) GA 4.9% may be required to ensure Controlled Airspace containment

STN-EGSS**7-60****SRA 22**

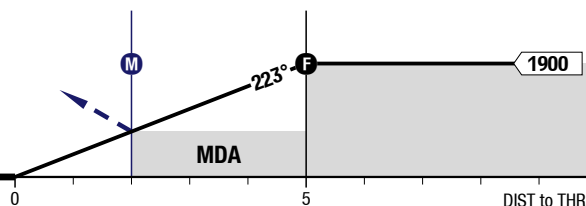
60 HL
 15 HL
 46 G 3049
 3.0°
 -0.2% TDZ 348 (---%) / **THR 348** (13hPa) HL-P2

3	4	5						3.00° RADAR
1300	1600	1900						

223° - climb MAX 3000
 at **D3.1 ISX (R157 BKY) RT**
 (MAX 185KT)
 intercept **R173 BKY to BKY**
 cross **D8 BKY MAX 3000**
BKY at 3000

GS	120	140	160
5 NM radar	610	710	810
-MAPt	1:30	1:17	1:08

2 NM radar range **5 NM radar range**



22		SRA RTR2					Circling
C	ft - m/km ft	630 - 2.2 970					690 - 2.4V 1030
D	ft - m/km ft	630 - 2.2 970					700 - 3.6V 1050

08-SEP-2016
STN-EGSS

United Kingdom London Stansted

NIL
MRC

MRC

MRC

Stansted London United Kingdom

NIL
MRC

