1. GENERAL

1.4. TAXI PROCEDURES

TWY H from TWY C intersection towards TWY D and along TWY D into APRON D MAX wingspan 118'/36m.

TWY J: An Airfield Operation Marshaller is required for ACFT under their own power with a wingspan of more than 170'/51.9m when routing behind stands 25, 45 and 65. It is pilot's responsibility not to accept clearance for a taxilane centre-line or an area not approved for his ACFT type.

On aprons B, C & Z centre-lines E & W (apron A only W) MAX wingspan 118'/36m. Apron A line E MAX wingspan 157'/48m.

Western apron MAX wingspan 118'/36m.

1.5. PARKING INFORMATION

Parking stands 1 thru 6, 10 thru 13, 15, 20 thru 24, 44, 50 thru 53, 204, 205, 213 and 214 are equipped with AGNIS & PAPA.
Parking stands 1L, 1R, 11L thru 14R, 23L thru 33R, 40 thru 53R, 61L thru 65R, 72L thru 73R and 83L thru 85R are equipped with AGNIS.

1.5.1. 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 Airfield Operations +44(0)1279-662478.

1.6. OTHER INFORMATION

Extensive instrument flying in vicinity of APT.
RWY 05 right-hand circuit.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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 23 or RWY 05 without ILS assistance shall not join the final approach to either RWY at a height less than 1850' unless they are propeller ACFT with less than 5700 KGS MTWA, when minimum height shall be 1350' and thereafter shall follow a descent path no lower than the approach path normally indicated by the PAPI.
Between 2330-0600 LT all ACFT except propeller ACFT shall not descend below 3000' (Stansted QNH) until it is established on the final approach and less than 10 NM from touchdown. Between 2330-0600LT no propeller ACFT shall descend below 3000' (Stansted QNH) until established on final approach, nor thereafter fly below the approach path indicated by the PAPI.

2.1.1. LOW POWER/LOW DRAG PROCEDURES

ACFT shall conform to low power/low drag approach procedures. Headings and flight levels/altitudes by ATC. Radar Vectors will be given and descent clearance will include an estimate of distance to touchdown. For procedures RWY 23 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 05/23 approved for CAT II/III operations, special aircrew and ACFT certification required.

2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. 'LAND AFTER' PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use, providing:

- The RWY is long enough;
- it is during daylight hours;
- the second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- the second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction '**Land after... (first ACFT type)**' in place of the usual instruction 'Cleared to land'. Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

2.3.2. SPECIAL LANDING PROCEDURE

Special landing procedures may be in force in conditions hereunder, when the use will be as follows:

- When the RWY-in-use is temporarily occupied by other traffic, landing clearance will be issued to an arriving ACFT provided that at the time the ACFT crosses the threshold of the RWY-in-use the following separation distances will exist:
  - Landing following departure -
  The departing ACFT will be airborne and at least 2000m/1.1 NM from the threshold of the RWY-in-use, or if not airborne, will be at least 2500m/1.35 NM from the threshold of the RWY-in-use.

- Reduced separation distances as follows will be used where both the preceding and succeeding landing ACFT or both the landing and departing ACFT are propeller driven and have a maximum total weight authorized not exceeding 5700 kg:
  - Landing following departure -
  The departing ACFT will be airborne and at east 1500m/0.8 NM from the threshold, or if not airborne, will be at least 1500m/0.8 NM from the landing threshold. The reduced distances do not apply to those jets which are 5700 kg MTWA or less.

- Conditions of Use
  The procedures will be used by DAY only under the following conditions:
  - When the reported meteorological conditions are equal to or better than a visibility of 6 KM and a ceiling of 1000' and the air controller is satisfied that the pilot of the next arriving ACFT will be able to observe continuously the relevant traffic.
  - When both the preceding and succeeding ACFT are being operated in the normal manner. (Pilots are responsible for notifying ATC if they are operating their ACFT in other than the normal manner).
  - When the RWY is dry and free of all precipitants.
  - When the air controller is able to assess the separation either visually or by means of aerodrome traffic monitor.

- When issuing a landing clearance following the application of these procedures ATC will issue the second ACFT with the following instructions:
  ..... (call sign) after departing
  ..... (ACFT Type) cleared to land
  RWY ..... (Designator).

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

2. ARRIVAL

2.4. TAXI PROCEDURES

2.4.1. GENERAL

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.

2.4.2. STANDARD TAXI PROCEDURES

Unless otherwise advised by ATC.

RWY 05:
Vacating at HST QR - onto TWY H;
Vacating at exit Q3 - onto TWY H.

RWY 23:
Vacating at HST NR - via link N onto TWY J;
Vacating at HST LR - via link L onto TWY J;
Vacating at exit L - via link L onto TWY J.

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. TAXI PROCEDURES

3.1.1. USE OF REMOTE HOLDING AREAS

ACFT must be ready for departure in every respect before moving to the remote holding area and be able to respond immediately to any request by ATC.

ACFT should move to the designated remote holding area under power and may shut down engines if required. Should engine shutdown be necessary, permission to restart engines should be made to ATC so as to ensure it is safe to do so.

Requests to use remote holding areas must be made to ATC prior to push-back by the ACFT commander.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

After take-off operate ACFT so that it is at or above 1350' at 6.5 km from start of roll as measured along the departure track and so that it will not cause, more than:
- 94 dBA between 0700-2300LT,
- 89 dBA between 2300-2330LT and between 0600-0700LT,
- 87 dBA between 2330-6000LT

at any noise monitoring terminal.
Jet ACFT maintain a minimum climb gradient of 243' per NM (4%) to at least 3000' (0600-2330LT) or 4000' (2330-0600LT) unless cleared via BKY (in this case maintain 4% to at least 3000') to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.
Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 5700 KGS are depicted on London Stansted SID charts and on graphic on chart 30-4.

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

Main restrictions are as follows:
- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

ACFT movements will score against the quota as follows:

Noise Level Band (EPNdB)	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

3. DEPARTURE

Operators wishing to query the classification of their ACFT send details of the relevant noise data to:

ACFT Certification Department
Air Worthiness Division
Civil Aviation Authority
2E Aviation House
Gatwick APT South
Gatwick
West Sussex RH6 0YR
Tel: +44 (0) 1293 573306/3309 during office hours.

In the event that the ACFT Certification Department is uncontactable, the Stansted Flight Evaluation Office may be contacted during normal working hours on Stansted +44 (0) 1279 66 3076/2588.

CHANGES: Noise quota system.

1. GENERAL

1.1. ATIS

ATIS 127.17 114.55

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

Maintain an altitude as high as practicable, avoid overflying Bishop's Stortford and avoid flying over Sawbridgeworth and Stansted Mountfitchet below 2500' and over St Elizabeth's Home (N51 48.9 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.

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,
- 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 (LVP)

1.3.1. GENERAL

Pilots will be informed by ATIS or Radiotelephony when ATC 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 vacation will be assessed when the ACFT has passed the last of the alternate yellow and green centerline lights. These lights denote the extent of the ILS Localizer sensitive area.

Ground Movement Radar is available to monitor pilot 'RWY vacated' reports.

1.3.3. DEPARTURE

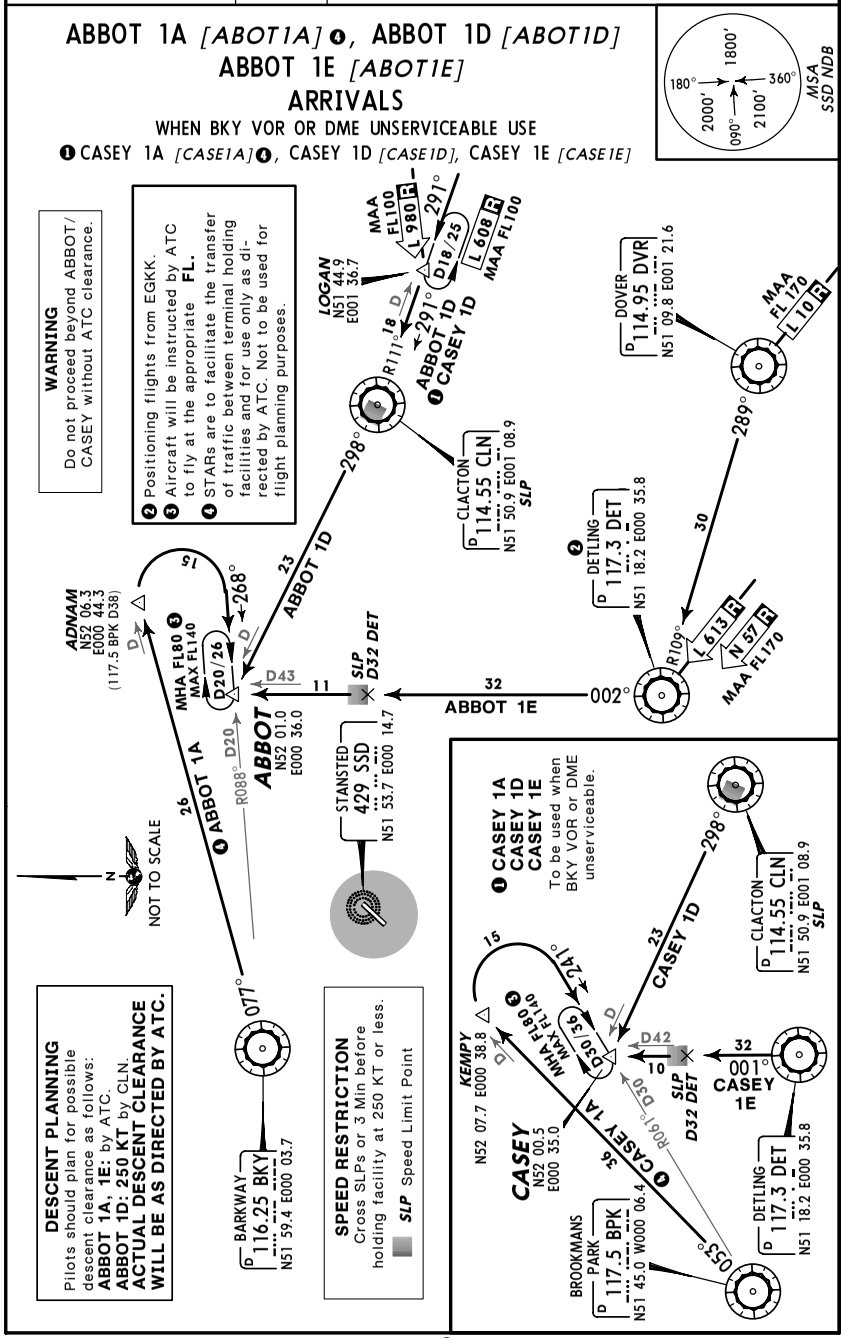
ATC will require departing ACFT to use the following CAT II/III holding points:
RWY 05 - G3, H3 or K3; RWY 23 - R3 or S3.

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

ABBOT 1A *[ABOT1A]*, ABBOT 1D *[ABOT1D]* ABBOT 1E *[ABOT1E]* ARRIVALS

WHEN BKY VOR OR DME UNSERVICEABLE USE

❶ CASEY 1A *[CASE1A]*, CASEY 1D *[CASE1D]*, CASEY 1E *[CASE1E]*



EGSS/STN
STANSTED

JEPPESEN

20 OCT 06 (30-2A) Eff 26 Oct

LONDON, UK
STAR

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

LOREL 2Q *[LORE2Q]*
ARRIVAL
FROM SOUTHEAST
WHEN BPK VOR OR DME UNSERVICEABLE USE
❶ ASKEY 2Q *[ASKE2Q]*

MSA
SSD NDB
180° 2000′ 090° 1800′ 2100′ 360°

BUSTA
N52 05.6 E000 04.1
(114.55 CLN D43)
(LAM D27)

(IAF)
LOREL
N52 00.8 W000 03.2

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

NOT TO SCALE

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

STANSTED
429 SSD
N51 53.7 E000 14.7

❸ BROOKMANS PARK
117.5 BPK
N51 45.0 W000 06.4
SLP

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

❷ Aircraft will be instructed by ATC to fly at the appropriate **FL.**
❸ Positioning flights from EGLC and EGKB.

MHA FL180
MAX FL200
VATON
N51 26.1
W000 20.9
(113.75 BNN
R-159/D19)

MAYFIELD
117.9 MAY
N51 01.0 E000 07.0

GURLU
N50 28.7
E000 58.1

UM 733
T 27 R
FL180

❶ **ASKEY 2Q**
To be used when BPK VOR or DME unserviceable.

BUSTA
N52 05.6
E000 04.1
(114.55
CLN D43)
(LAM D27)

(IAF)
ASKEY
N52 00.8
W000 03.2

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.

CHANGES: Radial updated.

EGSS/STN
STANSTED

JEPPESEN

21 NOV 03 (30-2B) Eff 27 Nov

LONDON, UK
STAR

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

LOREL 2C *[LORE2C]*, LOREL 1S *[LORE1S]*
ARRIVALS
FROM SOUTH
WHEN BPK VOR OR DME UNSERVICEABLE USE
❶ ASKEY 2C, ASKEY 1S

MSA
ARP
180° 2000′ 090° 1800′ 2100′ 360°

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LOREL 2C: FL190 by 20NM west of MID, **FL190** by AVANT.
LOREL 1S: FL180 by 15NM west of NIGIT.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

BUSTA
N52 05.6 E000 04.1
(LAM D27)

(IAF)
LORELL
N52 00.8
W000 03.2

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

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

BROOKMANS PARK
117.5 BPK
N51 45.0 W000 06.4
SLP

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

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

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

MHA FL180
MAX FL200
VATON
N51 26.1
W000 20.9

OCKHAM
115.3 OCK
N51 18.3 W000 26.8

NIGIT
N51 18.8
W001 10.3

094° LOREL 1S
❶ ASKEY 1S

LOREL 2C
❶ ASKEY 2C

MIDHURST
114.0 MID
N51 03.2 W000 37.5

NOT TO SCALE

❶ **ASKEY 2C, ASKEY 1S**
To be used when BPK VOR or DME unserviceable.

BUSTA
N52 05.6 E000 04.1
(LAM D27)

(IAF)
ASKEY
N52 00.8
W000 03.2

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

CHANGES: Airway R 1 redesignated L 980.

EGSS/STN
STANSTED

JEPPESEN
21 NOV 03 (30-2C) Eff 27 Nov

LONDON, UK
STAR

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

LOREL 1B *[LORE1B]*, LOREL 2N *[LORE2N]*
LOREL 2P *[LORE2P]*
ARRIVALS
FROM SOUTHWEST
WHEN BPK VOR OR DME UNSERVICEABLE USE
❶ ASKEY 1B, ASKEY 2N, ASKEY 2P

MSA ARP
180° 1800′ 360° 2000′ 090° 2100′

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

WESTCOTT
335 WCO
N51 51.2 W000 57.8

BUSTA
N52 05.6 E000 04.1
(LAM D27)

(IAF) LOREL
N52 00.8
W000 03.2

By ATC
MAX FL140
MAX 220KT

D17/22 — 094° — 17 — 094°

SLP BOMBO
N51 59.7
W000 23.8

R274° — D16 — R010° — D16/20 — 7000 — 190° — 005° — 8 — By ATC

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

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

BROOKMANS PARK
117.5 BPK
N51 45.0 W000 06.4

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

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

WOODLEY
352 WOD
N51 27.2 W000 52.7

NORRY
N51 28.8
W001 07.4

071° — 23 — 24 — 356° — 018° — 011° — 33 — 27

LOREL 2P ❶ ASKEY 2P
LOREL 1B, 2N ❶ ASKEY 1B, 2N

MAA FL170 — R 8 — R 84 — MAA FL170 — 32

HAZEL
N51 00.3
W000 59.1

N 866 MAA FL190

LOREL 1B ❶ ASKEY 1B

N
NOT TO SCALE

027° — 113.35 SAM
SOUTHAMPTON
N50 57.3 W001 20.7

KATHY
N50 31.2 W001 20.0

L 980 MAA FL170

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

❶ **ASKEY 1B, ASKEY 2N, ASKEY 2P**
To be used when BPK VOR or DME unserviceable.

BUSTA
N52 05.6 E000 04.1
(LAM D27)

10 — By ATC — 164° — 7000 — D23/27 — 005° — 6 — D

(IAF) ASKEY
N52 00.8
W000 03.2

D23 — R344°

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

CHANGES: Airway R 1 redesignated L 980.

EGSS/STN
STANSTED

JEPPESEN
20 OCT 06 (30-2D) Eff 26 Oct

LONDON, UK
STAR

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

LOREL 5A *[LORE5A]*, LOREL 2L *[LORE2L]*
LOREL 2M *[LORE2M]*
ARRIVALS
FROM WEST
WHEN BPK VOR OR DME UNSERVICEABLE USE
❶ ASKEY 5A, ASKEY 2L, ASKEY 2M

MSA SSD NDB
180° 1800′ 360° 2000′ 090° 2100′

NOT TO SCALE

STANSTED
429 SSD
N51 53.7 E000 14.7

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

BUSTA
N52 05.6 E000 04.1
(LAM D27)

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

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

005° — 6 — 8 — By ATC — 7000 — D16/20 — 190° — R274° — R010° — D16

(IAF) LOREL
N52 00.8
W000 03.2

BROOKMANS PARK
117.5 BPK
N51 45.0 W000 06.4

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

By ATC
MAX FL140
MAX 220KT
D17/22 — 094° — 17 — D

SLP BOMBO
N51 59.7
W000 23.8

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LOREL 2L: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WOODLEY
352 WOD
N51 27.2 W000 52.7

23 — LOREL 5A; 2L; 2M ❶ ASKEY 5A; 2L; 2M — 071° — 24 — 356°

❶ **ASKEY 5A**
ASKEY 2L
ASKEY 2M
To be used when BPK VOR or DME unserviceable.

BUSTA
N52 05.6
E000 04.1
(LAM D27)

BARKWAY
116.25 BKY
N51 59.4 E000 03.7

LAMBOURNE
115.6 LAM
N51 38.8 E000 09.1

005° — 6 — 8 — By ATC — 10 — 7000 — D23/27 — 164° — D23 — R344°

(IAF) ASKEY
N52 00.8
W000 03.2

WESTCOTT
335 WCO
N51 51.2 W000 57.8

FL90 to FL170 ❶ LOREL 2L ❶ ASKEY 2L — 37 — 046° — 9 — R284° — 104° — 13 — 103° — LOREL 2M ❶ ASKEY 2M

COMPTON
114.35 CPT
N51 29.5 W001 13.2

KENET
N51 31.2
W001 27.3

MAA FL170 — L 9 — MAA FL180

CHANGES: None.

EGSS/STN
STANSTED

JEPPESEN

20 OCT 06 (30-2E) Eff 26 Oct

LONDON, UK
STAR

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

LOREL 4F *[LORE4F]*, LOREL 3G *[LORE3G]*
LOREL 1H *[LORE1H]*, LOREL 1J *[LORE1J]*
LOREL 1K *[LORE1K]* ❹
ARRIVALS
FROM NORTHWEST
WHEN BPK VOR OR DME UNSERVICEABLE USE
❶ ASKEY 4F, ASKEY 3G, ASKEY 1H, ASKEY 1J, ASKEY 1K ❹

MSA SSD NDB
180° 1800′ 360° 2000′ 090° 2100′

❶ ASKEY 4F
ASKEY 3G
ASKEY 1H
ASKEY 1J
ASKEY 1K
To be used when BPK VOR or DME unserviceable.

BUSTA N52 05.6 E000 04.1 (LAM D27)
BARKWAY 116.25 BKY N51 59.4 E000 03.7
LAMBOURNE 115.6 LAM N51 38.8 E000 09.1
STANSTED 429 SSD N51 53.7 E000 14.7
BARKWAY 116.25 BKY N51 59.4 E000 03.7
BUSTA N52 05.6 E000 04.1 (115.6 LAM D27)
LOREL (IAF) N52 00.8 W000 03.2
ASKEY (IAF) N52 00.8 W000 03.2
BROOKMANS PARK 117.5 BPK N51 45.0 W000 06.4
DAVENTRY 116.4 DTY N52 10.8 W001 06.8
SLP BOMBO N51 59.7 W000 23.8
FINMA N51 59.8 W001 03.2
CLIPY N52 00.1 W001 05.2
ROGBI N52 17.8 W001 20.1 (HON D13)
PEDIG N52 44.8 W001 43.2
LISTO N53 08.6 W002 12.0
MANCHESTER 113.55 MCT N53 21.4 W002 15.7
WALLASEY 114.1 WAL N53 23.5 W003 08.1
HONILEY 113.65 HON N52 21.4 W001 39.8

❷ In the event of congestion in the London TMA aircraft may be directed to hold over HON.

❸ Aircraft will be instructed by ATC to fly at the appropriate FL.
❹ Flights from EGNX.

HOLDINGS OVER HON
BELOW FL200 329° 149° AT OR ABOVE FL200 329°

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

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

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LOREL 4F, 3G: FL200 by ROGBI.
FL150 by CLIPY.
LOREL 1H: FL150 by CLIPY.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

NOT TO SCALE

CHANGES: STARs LOREL 3F/ASKEY 3F renumbered 4F & revised.

EGSS/STN
STANSTED

JEPPESEN

14 MAY 04 (30-2F)

LONDON, UK
RNAV STAR

ATIS	Apt Elev	
127.17 114.55	348′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Radar vectoring may be used. Acft may be instructed 'direct to' (wpt) following radar vectoring.

ABBOT 1B *[ABOT1B]*
ABBOT 1C *[ABOT1C]*
RNAV ARRIVALS
TO BE USED BY ACFT APPROVED FOR BRNAV OPERATIONS IN UK AIRSPACE
NON-APPROVED ACFT USE
STAR ABBOT 1D ON CHART 30-2
WHEN BKY VOR OR DME UNSERVICEABLE USE
❶ CASEY 1B *[CASE1B]*, CASEY 1C *[CASE1C]*

MSA ARP
180° 1800′ 360° 2000′ 090° 2100′

BARMI N52 28.7 E002 34.2
SLP LAPRA N52 07.1 E001 12.6
CASEY 1B, 1C
CASEY N52 00.5 E000 35.0
❶ CASEY 1B
CASEY 1C
To be used when BKY VOR or DME unserviceable.
BROOKMANS PARK 117.5 BPK N51 45.0 W000 06.4
DITOB N52 17.0 E001 49.5
IDESI N51 53.9 E001 53.1
ABBOT N52 01.0 E000 36.0
BARKWAY 116.25 BKY N51 59.4 E000 03.7
LAMBOURNE 115.6 LAM N51 38.8 E000 09.1

WARNING
Do not proceed beyond ABBOT/CASEY without ATC clearance.

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

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

HOLDINGS OVER LAPRA
To be used when BKY VOR or DME unserviceable.

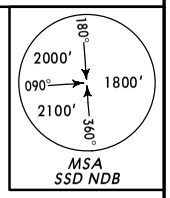
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ABBOT 1B: FL260 by BARMI,
FL220 by 10 NM before DITOB,
FL120 by LAPRA.
ABBOT 1C: FL220 by 15 NM before IDESI,
FL180 by IDESI,
FL120 by LAPRA.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

NOT TO SCALE

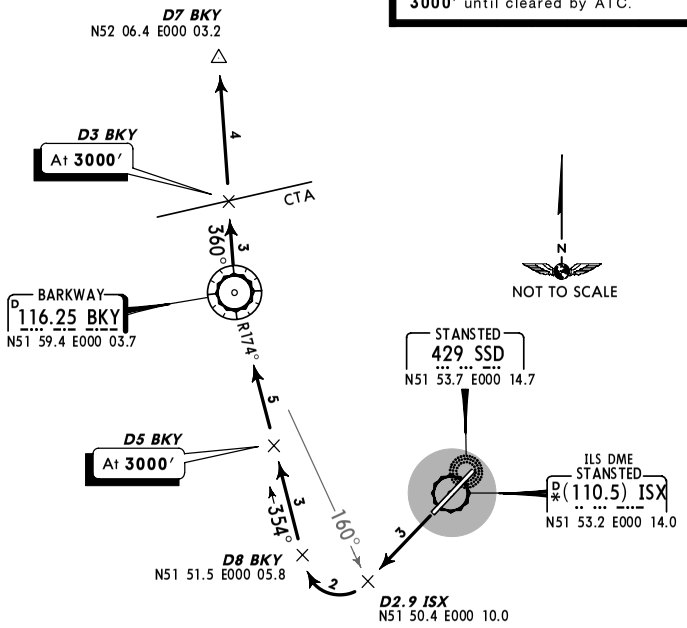
CHANGES: LAPRA designated SLP.

STANSTED Director (R) 126.95	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact STANSTED Director or LONDON Control. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

BARKWAY FOUR ROMEO (BKY 4R)
RWY 23 DEPARTURE
FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA BKY
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes do not climb above **3000′** until cleared by ATC.



This SID requires a minimum climb gradient of 273′ per NM (4.5%) up to **3000′** for airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

ROUTING

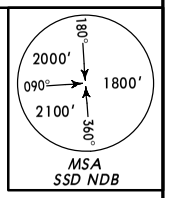
Straight ahead, at D2.9 ISX (BKY R-160) turn RIGHT, intercept BKY R-174 inbound by D8 BKY to BKY, turn RIGHT, BKY R-360 to D7 BKY to leave controlled airspace.

CHANGES: MSA; SID BKY 2S transferred.

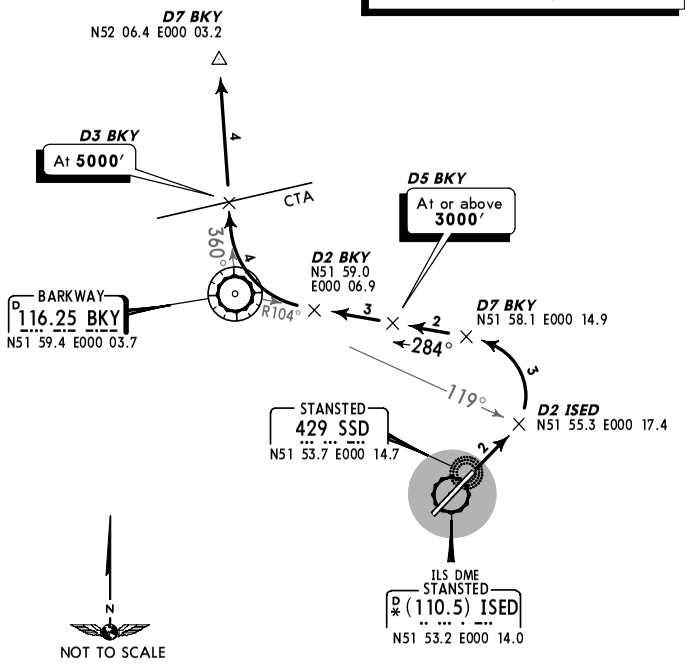
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

STANSTED Director (R) 126.95	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact STANSTED Director or LONDON Control. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

BARKWAY TWO SIERRA (BKY 2S)
RWY 05 DEPARTURE
FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA BKY
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes do not climb above **5000′** until cleared by ATC.



This SID requires a minimum climb gradient of 352′ per NM (5.8%) up to **3000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762

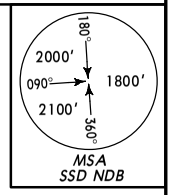
ROUTING

Straight ahead, at D2 ISED (BKY R-119) turn LEFT, intercept BKY R-104 inbound by D7 BKY to D2 BKY, turn RIGHT, intercept BKY R-360 to D7 BKY to leave controlled airspace.

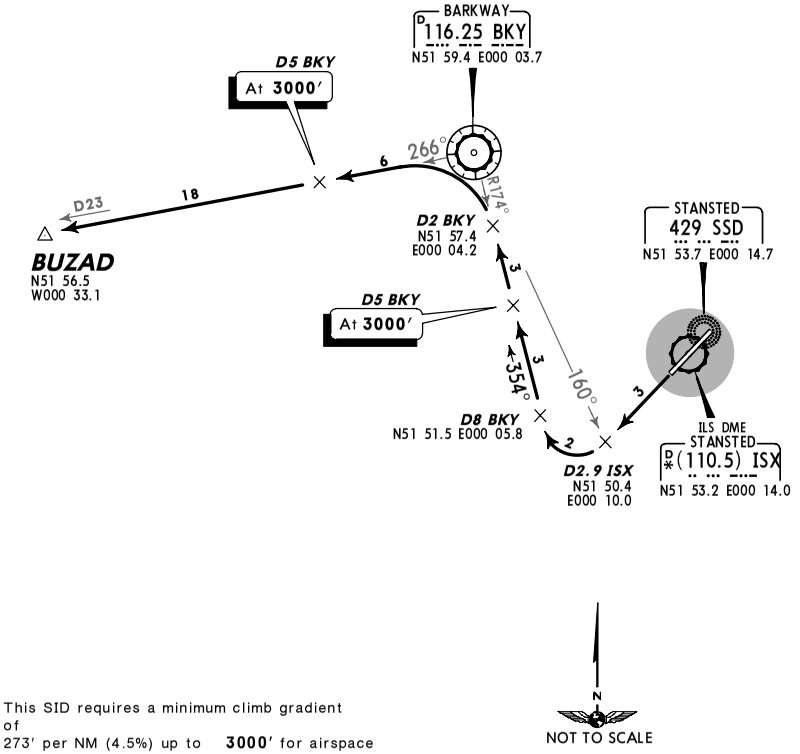
CHANGES: MSA; SIDs transferred.

STANSTED Director (R) 126.95	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact STANSTED Director or LONDON Control. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

BUZAD SIX ROMEO (BUZAD 6R) *[BUZA6R]*
RWY 23 DEPARTURE
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes do not climb above **3000′** until cleared by ATC.



This SID requires a minimum climb gradient of 273′ per NM (4.5%) up to **3000′** for airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

ROUTING

Straight ahead, at D2.9 ISX (BKY R-160) turn RIGHT, intercept BKY R-174 inbound by D8 BKY to D2 BKY, turn LEFT, intercept BKY R-266 to BUZAD.

CHANGES: MSA; SIDs transferred.

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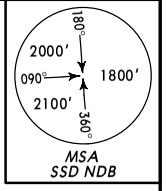
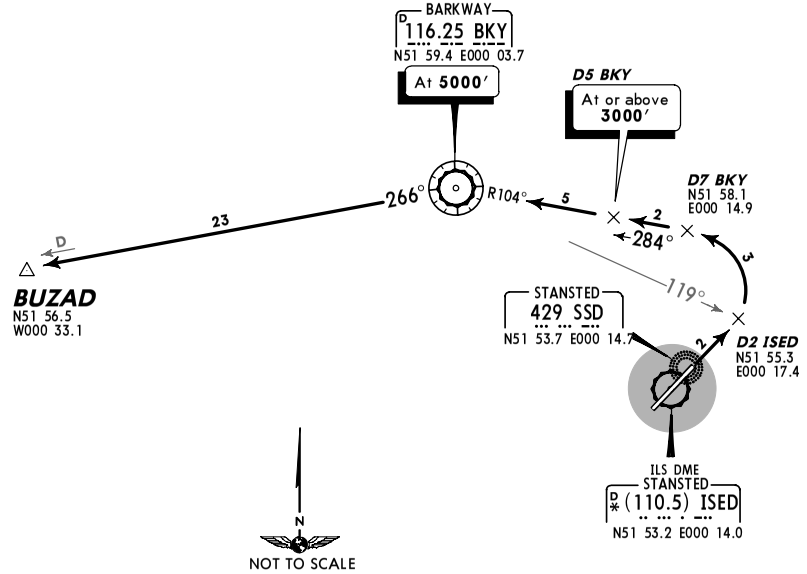
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

STANSTED Director (R) 126.95	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact STANSTED Director or LONDON Control. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

BUZAD TWO SIERRA (BUZAD 2S) *[BUZA2S]*
RWY 05 DEPARTURE
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes do not climb above **5000′** until cleared by ATC.



This SID requires a minimum climb gradient of 352′ per NM (5.8%) up to **3000′** for ATC purposes.

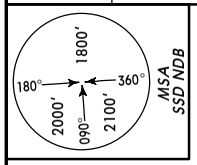
Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762

ROUTING

Straight ahead, at D2 ISED (BKY R-119) turn LEFT, intercept BKY R-104 inbound by D7 BKY to BKY, turn LEFT, BKY R-266 to BUZAD.

CHANGES: MSA; SIDs transferred.

LONDON Control 118.82	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control or STANSTED Director. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID levels until instructed by ATC.



CLACTON EIGHT ROMEO (CLN 8R)
CLACTON FOUR SIERRA (CLN 4S)
RWYS 23, 05 DEPARTURES

ALSO FOR POSITIONING FLIGHTS TO EGLC & EGKB ❶

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.

These SIDs require minimum climb gradients of

CLN 8R
334′ per NM (5.5%) up to **3000′**, then
304′ per NM (5%) up to **4000′**, then
292′ per NM (4.8%) up to **5000′** for ATC purposes.

CLN 4S
419′ per NM (6.9%) up to **2500′**, then
334′ per NM (5.5%) up to **3000′**, then
267′ per NM (4.4%) up to **4000′**, then
255′ per NM (4.2%) up to **5000′** for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
419′ per NM	524	699	1048	1398	1747	2096
334′ per NM	418	557	835	1114	1392	1671
304′ per NM	380	506	760	1013	1266	1519
292′ per NM	365	486	729	972	1215	1458
267′ per NM	334	446	668	891	1114	1337
255′ per NM	319	425	638	851	1063	1276

SID	RWY	ROUTING
CLN 8R ❷	23	Climb straight ahead, at D1 ISX (BKY R-149) turn LEFT, intercept CLN R-269 inbound by XIGAR to CLN.
CLN 4S	05	Straight ahead, at D1 ISED (BKY R-123) turn RIGHT, intercept BKY R-118, intercept CLN R-269 inbound to CLN.

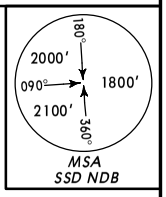
❷ Aircraft below 195 KT: first turn no further east than 140° track to intercept CLN R-269 inbound by D33 CLN.

CHANGES: MSA; chart reindexed.

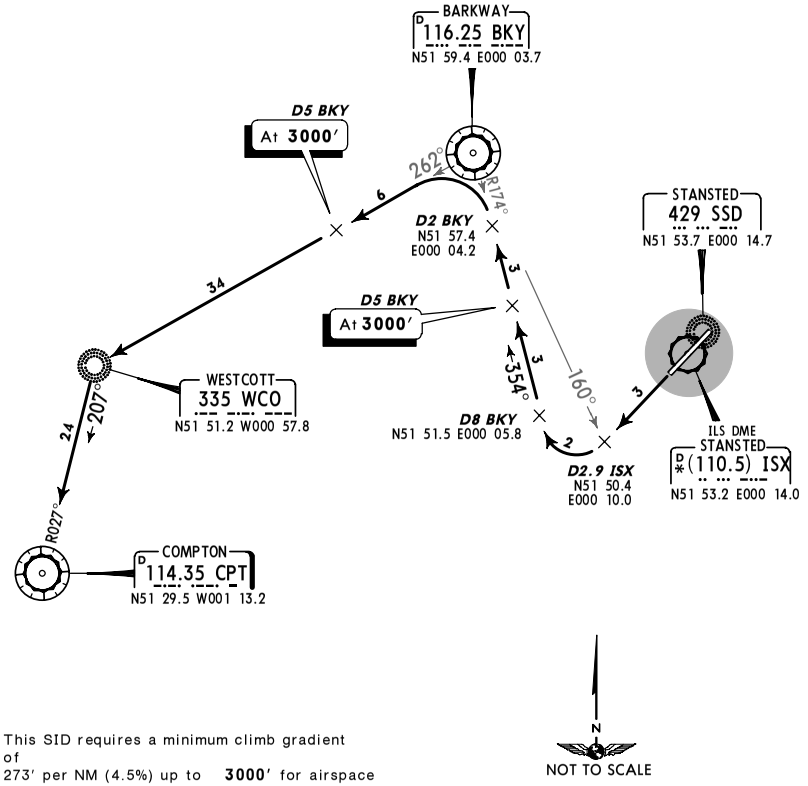
STANSTED Director (R) 126.95	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact STANSTED Director or LONDON Control. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

COMPTON THREE ROMEO (CPT 3R)
RWY 23 DEPARTURE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes do not climb above **3000′** until cleared by ATC.



This SID requires a minimum climb gradient of 273′ per NM (4.5%) up to **3000′** for airspace purposes.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

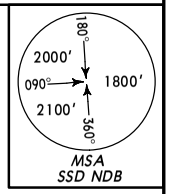
ROUTING

Straight ahead, at D2.9 ISX (BKY R-160) turn RIGHT, intercept BKY R-174 inbound by D8 BKY to D2 BKY, turn LEFT, intercept BKY R-262 to WCO, then to CPT.

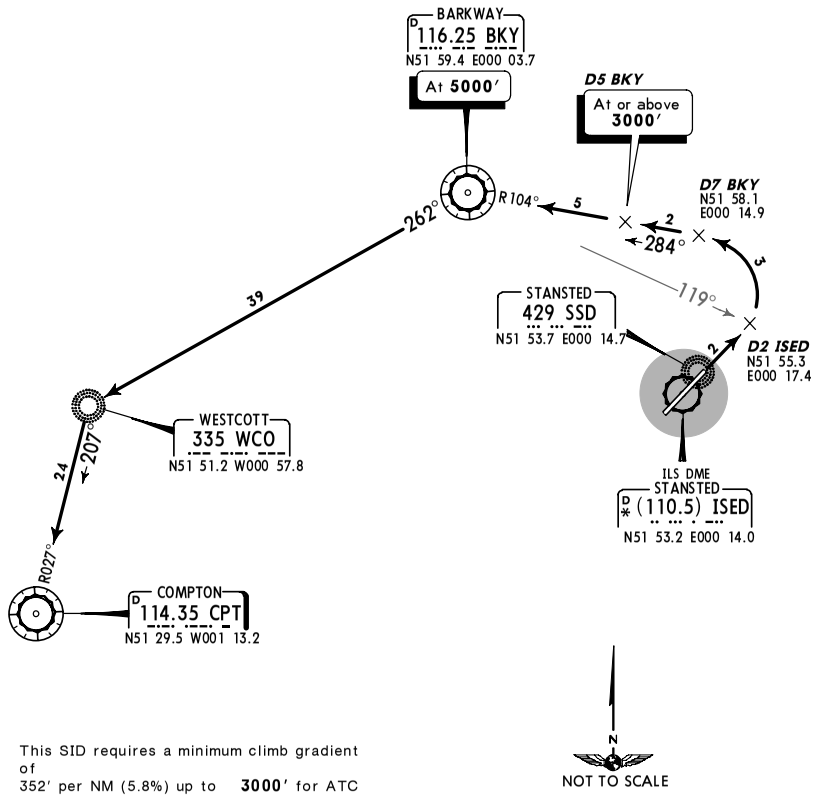
CHANGES: MSA; SIDs transferred.

STANSTED Director (R) 126.95	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact STANSTED Director or LONDON Control. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

COMPTON TWO SIERRA (CPT 2S)
RWY 05 DEPARTURE
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Due to interaction with other routes do not climb above **5000′** until cleared by ATC.



This SID requires a minimum climb gradient of
352′ per NM (5.8%) up to **3000′** for ATC purposes.

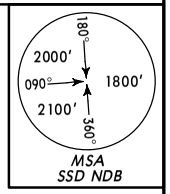
Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762

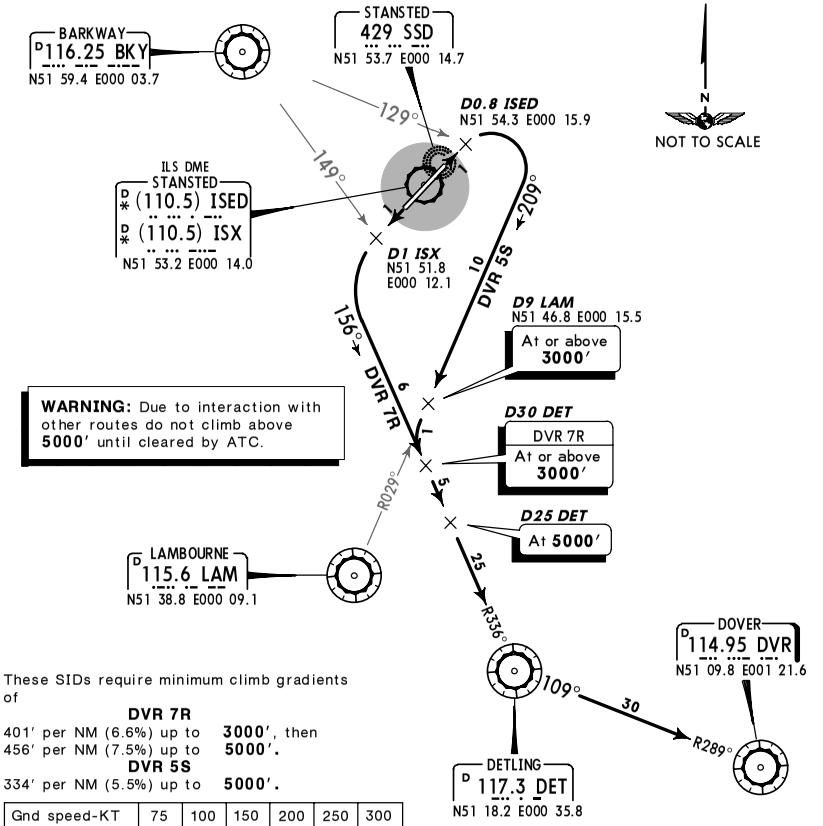
ROUTING

Straight ahead, at D2 ISED (BKY R-119) turn LEFT, intercept BKY R-104 inbound by D7 BKY to BKY, turn LEFT, BKY R-262 to WCO, then to CPT.

LONDON Control 118.82	Apt Elev 348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control or STANSTED Director. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

DOVER SEVEN ROMEO (DVR 7R)
DOVER FIVE SIERRA (DVR 5S)
RWYS 23, 05 DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED





These SIDs require minimum climb gradients of

DVR 7R
401′ per NM (6.6%) up to **3000′**, then
456′ per NM (7.5%) up to **5000′.**

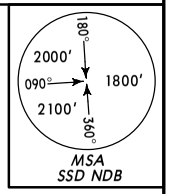
DVR 5S
334′ per NM (5.5%) up to **5000′.**

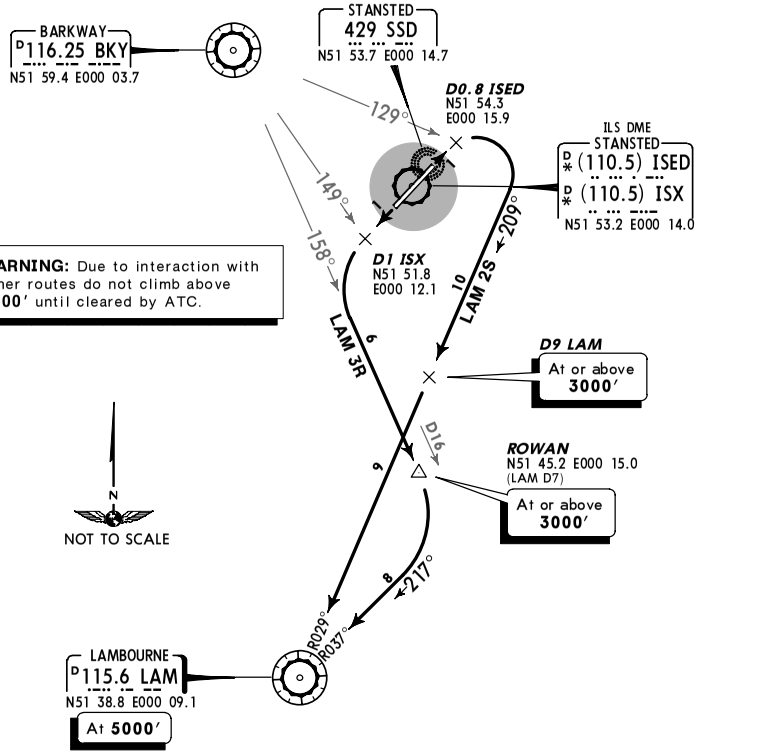
Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
401′ per NM	501	668	1003	1337	1671	2005
334′ per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
DVR 7R	**23**	Climb straight ahead, at D1 ISX (BKY R-149) turn LEFT, intercept DET R-336 inbound to DET, then to DVR.
DVR 5S	**05**	Straight ahead, at D0.8 ISED (BKY R-129) turn RIGHT, intercept LAM R-029 inbound to D9 LAM, turn LEFT, intercept DET R-336 inbound to DET, then to DVR.

LONDON Control	Apt Elev	
118.82	348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control or STANSTED Director. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′.

LAMBOURNE THREE ROMEO (LAM 3R)
LAMBOURNE TWO SIERRA (LAM 2S)
RWYS 23, 05 DEPARTURES
FOR LANDING AT EGLL ONLY
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED





These SIDs require minimum climb gradients of

LAM 3R
401′ per NM (6.6%) up to **3000′**, then
358′ per NM (5.9%) up to **5000′.**

LAM 2S
334′ per NM (5.5%) up to **3000′**, then
280′ per NM (4.6%) up to **5000′.**

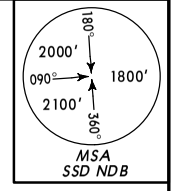
Gnd speed-KT	75	100	150	200	250	300
401′ per NM	501	668	1003	1337	1671	2005
358′ per NM	448	597	896	1195	1494	1792
334′ per NM	418	557	835	1114	1392	1671
280′ per NM	349	466	699	932	1165	1398

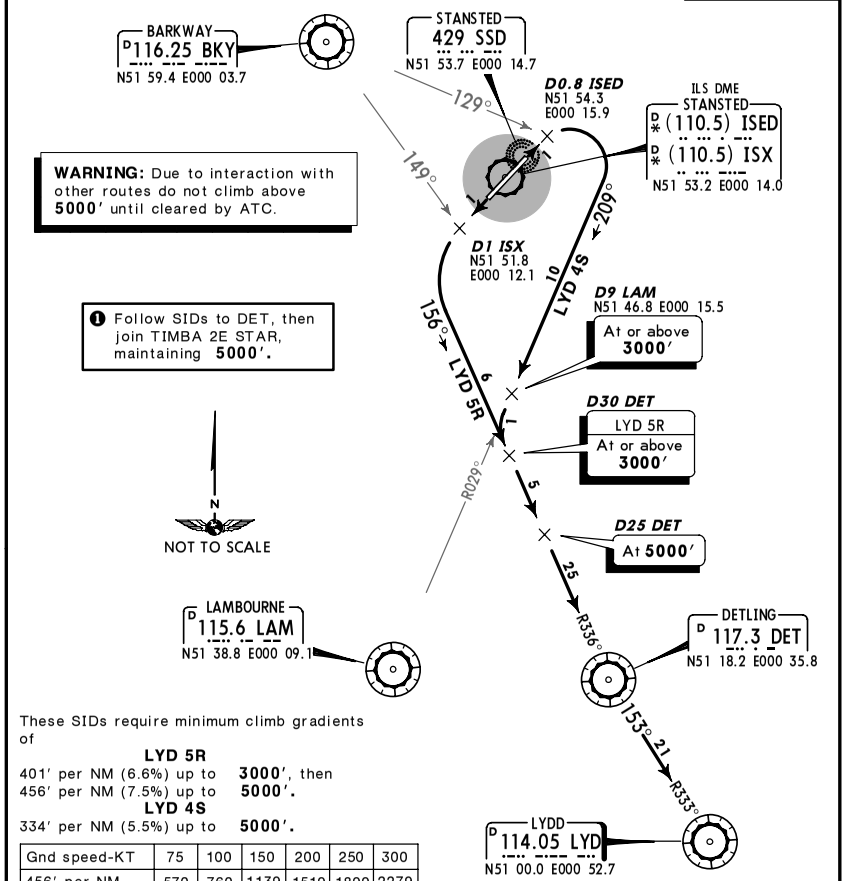
SID	RWY	ROUTING
LAM 3R	**23**	Climb straight ahead, at D1 ISX (BKY R-149) turn LEFT, intercept BKY R-158 to ROWAN, turn RIGHT, intercept LAM R-037 inbound to LAM.
LAM 2S	**05**	Straight ahead, at D0.8 ISED (BKY R-129) turn RIGHT, intercept LAM R-029 inbound to LAM.

CHANGES: New chart.

LONDON Control	Apt Elev	
118.82	348′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control or STANSTED Director. **2.** SIDs include noise preferential routes (refer to 30-4C). **3.** Initial climb straight ahead to 850′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

LYDD FIVE ROMEO (LYD 5R)
LYDD FOUR SIERRA (LYD 4S)
RWYS 23, 05 DEPARTURES
ALSO FOR POSITIONING FLIGHTS TO EGKK ❶
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED





These SIDs require minimum climb gradients of

LYD 5R
401′ per NM (6.6%) up to **3000′**, then
456′ per NM (7.5%) up to **5000′.**

LYD 4S
334′ per NM (5.5%) up to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
401′ per NM	501	668	1003	1337	1671	2005
334′ per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
LYD 5R	**23**	Climb straight ahead, at D1 ISX (BKY R-149) turn LEFT, intercept DET R-336 inbound to DET, then to LYD.
LYD 4S	**05**	Straight ahead, at D0.8 ISED (BKY R-129) turn RIGHT, intercept LAM R-029 inbound to D9 LAM, turn LEFT, intercept DET R-336 inbound to DET, then to LYD.

CHANGES: New chart.

EGSS/STN — LONDON, UK — STANSTED

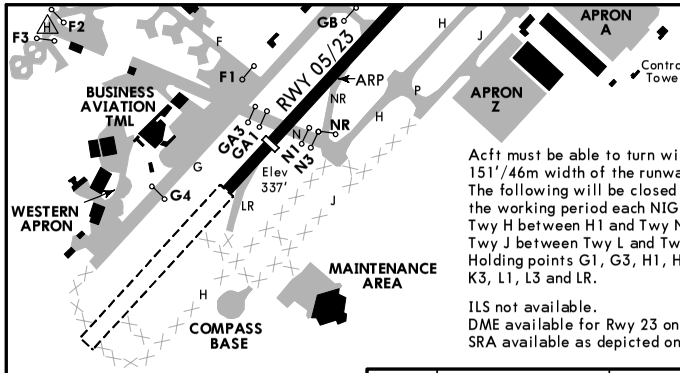
JEPPESEN

4 AUG 06 (30-8)

WORKS IN PROGRESS ON RWY PHASES 1, 2 & 3

REFER ALSO TO CHART NOTAMS

PHASE 1



Acft must be able to turn within the 151'/46m width of the runway.
The following will be closed during the working period each NIGHT:
Twy H between H1 and Twy N and
Twy J between Twy L and Twy P.
Holding points G1, G3, H1, H3, K1, K3, L1, L3 and LR.

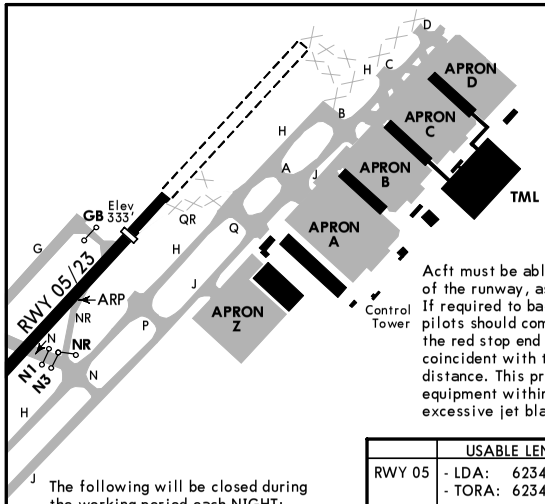
ILS not available.
DME available for Rwy 23 only.
SRA available as depicted on chart 38-01.

	USABLE LENGTHS	LIGHTING
RWY 05	- LDA: 6234' *1900m* - TORA: 6234' *1900m*	- green threshold wing bars - white rwy edge lights - red rwy end lights - temporary PAPI (3.5°)
RWY 23	- LDA: 6234' *1900m* - TORA: 6234' *1900m*	- Full approach lights - green threshold lights - white rwy edge lights - red rwy end lights - red rwy end wing bars - temporary PAPI (3.5°)

LEGEND
J Taxiway
N1 Holding position

PHASE 2: Runway fully closed.

PHASE 3



LEGEND
J Taxiway
N1 Holding position

Acft must be able to turn within the 151'/46m width of the runway, as it may be necessary to backtrack. If required to backtrack for depatures off Rwy 23, pilots should commence the turn at the latest abeam the red stop end wingbars for Rwy 05. These are coincident with the start of the declared 23 Take-off distance. This procedure will ensure persons and equipment within the works area are not exposed to excessive jet blast.

The following will be closed during the working period each NIGHT:
Twy H between Twy D and Twy B.
Holding points Q3, R1, R3, S1 and S3.

ILS not available.
DME available for Rwy 05 only.
SRA available as depicted on chart 38-02.

	USABLE LENGTHS	LIGHTING
RWY 05	- LDA: 6234' *1900m* - TORA: 6234' *1900m*	- Full approach lights - green threshold lights - white rwy edge lights - red rwy end lights - red rwy end wing bars - temporary PAPI (3.5°)
RWY 23	- LDA: 6234' *1900m* - TORA: 6234' *1900m*	- green threshold wing bars - white rwy edge lights - red rwy end lights - temporary PAPI (3.5°)

CHANGES: Note.

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EGSS/STN — LONDON, UK — STANSTED

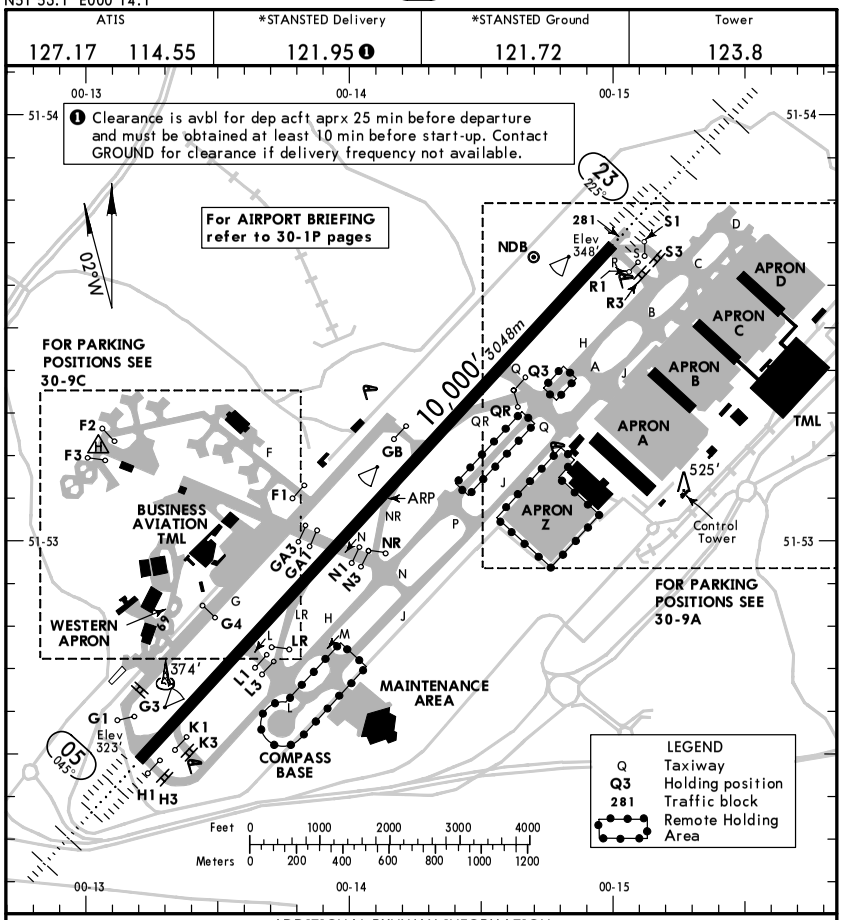
Apt Elev 348'
N51 53.1 E000 14.1

JEPPESEN

21 JUL 06 (30-9)

ATIS	*STANSTED Delivery	*STANSTED Ground	Tower
127.17 114.55	121.95 ❶	121.72	123.8

❶ Clearance is avbl for dep acft aprx 25 min before departure and must be obtained at least 10 min before start-up. Contact GROUND for clearance if delivery frequency not available.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❷ 23	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L (3.0°) ❸ RVR		9016' *2748m*	❺	151' *46m*
	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L (3.0°) ❹ RVR		8967' *2733m*		

❷ Runway grooved. ❸ HST-QR ❹ HST-NR & LR
❺ TAKE-OFF RUN AVAILABLE

RWY 05:		RWY 23:	
From rwy head	10,000'(3048m)	From rwy head	10,000'(3048m)
int hold posn K1	9245'(2818m)	int hold posn Q3	7664'(2336m)
int hold posn L1	7844'(2391m)	int hold posn GB	6017'(1834m)

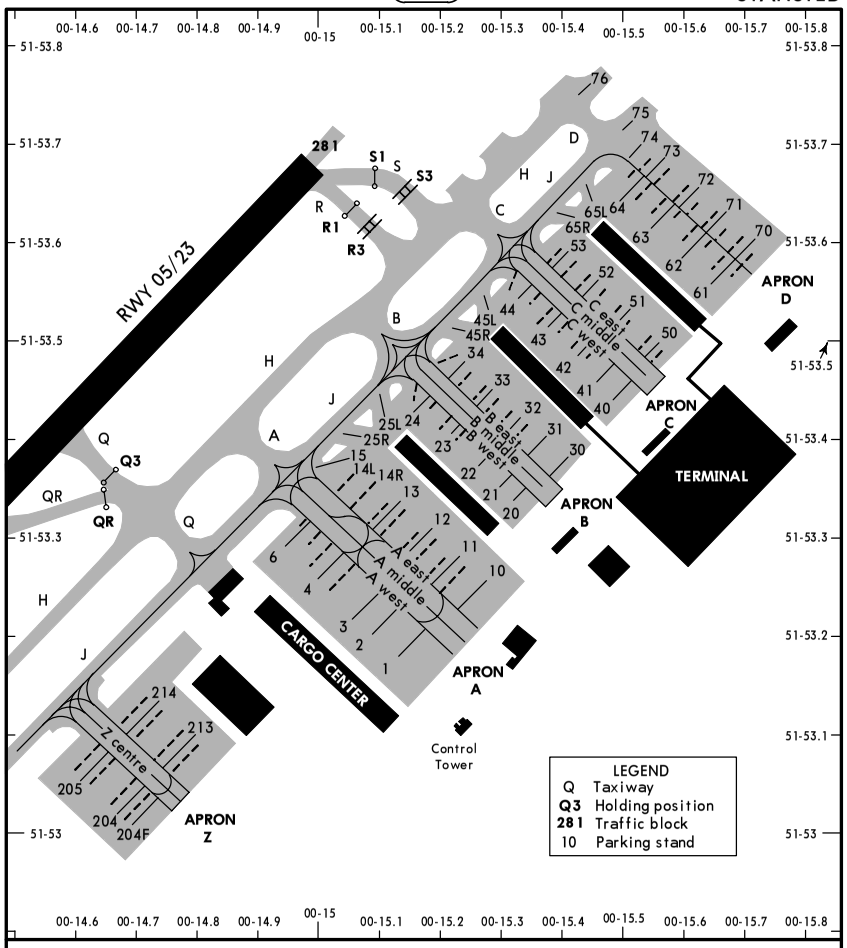
JAR-OPS TAKE-OFF ❶

All Rwys
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*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below150m.

CHANGES: Note.



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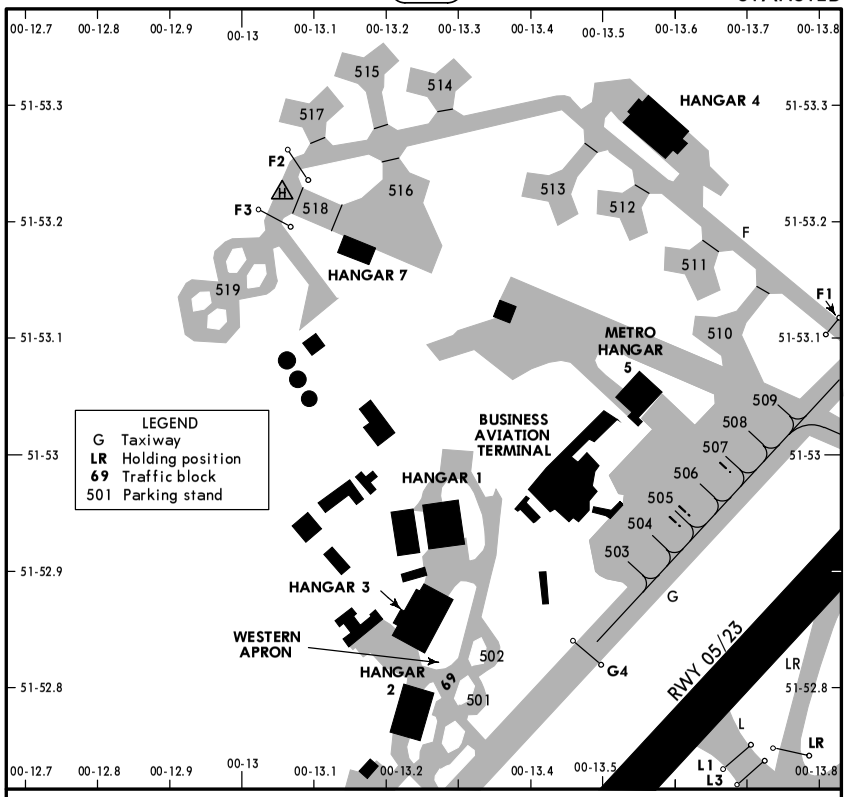
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 2	N51 53.2 E000 15.2	73, 73L, 73R	N51 53.7 E000 15.6
3	N51 53.2 E000 15.1	74, 75	N51 53.7 E000 15.5
4, 4L	N51 53.3 E000 15.1	76	N51 53.8 E000 15.5
4R thru 6R	N51 53.3 E000 15.0	204 thru 204L	N51 53.0 E000 14.7
10	N51 53.2 E000 15.3	204R	N51 53.1 E000 14.7
11, 11L	N51 53.3 E000 15.2	205	N51 53.1 E000 14.6
11R	N51 53.3 E000 15.3	205L	N51 53.1 E000 14.7
12, 12L, 12R	N51 53.3 E000 15.2	205R	N51 53.1 E000 14.6
13, 13L	N51 53.3 E000 15.1	213	N51 53.1 E000 14.8
13R	N51 53.3 E000 15.2	213L	N51 53.1 E000 14.7
14L, 14R	N51 53.4 E000 15.1	213R	N51 53.1 E000 14.8
15	N51 53.4 E000 15.0	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		
25L	N51 53.5 E000 15.1		
25R	N51 53.4 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		
44L, 44R	N51 53.6 E000 15.4		
45L	N51 53.6 E000 15.3		
45R	N51 53.5 E000 15.3		
50, 50L, 50R	N51 53.5 E000 15.6		
51, 51L	N51 53.5 E000 15.5		
51R	N51 53.5 E000 15.6		
52, 52L, 52R	N51 53.6 E000 15.5		
53, 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 thru 64L	N51 53.7 E000 15.6		
64R	N51 53.7 E000 15.5		
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		



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 507L	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: Stands.

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STAND ENTRY GUIDANCE SYSTEM

1. INTRODUCTION

Most of the aircraft parking stands are equipped with Stand Entry Guidance (SEG). When a stand is not equipped, the SEG is unserviceable or not calibrated for a particular type of aircraft, a marshalling service will be provided.

The SEG comprises of AGNIS (Azimuth Guidance Nose-In System), PAPA (Parallax Aircraft Parking Aid) and Stop Arrows. These systems provide both directional and stopping guidance. The displays are aligned for interpretation from the left hand flight deck seat. If SEG is not illuminated aircraft should remain off stand.

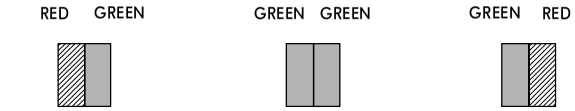
2. EMERGENCY STOP PROCEDURES

Emergency Stop facility is provided to enable an instant warning to be given to pilots that there is an immediate safety threat to their aircraft and that the aircraft should be stopped immediately to avert the danger. The need to make an emergency stop is indicated to the pilots by the illumination of a flashing red electronic STOP sign that is positioned at the head of the stand. The pilot should advise ATC that an Emergency Stop has been made on stand.

3. AZIMUTH GUIDANCE FOR NOSE-IN STANDS (AGNIS)

Stand centerline alignment is provided by a painted centerline, which may be supplemented by AGNIS. This is normally used in conjunction, with PAPA or Stop Arrows. The unit displays two closely spaced vertical light bars mounted in a box.

The light bars display one of the following signals:



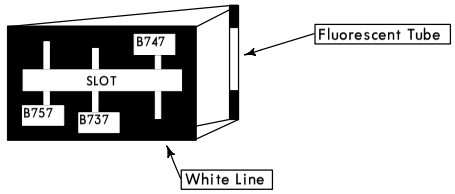
Steer away from the red towards the green bar

Correct alignment

Steer away from the red towards the green bar

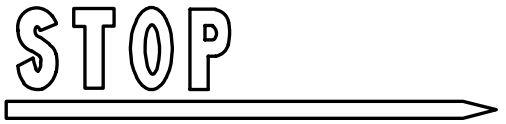
4. PARALLAX AIRCRAFT PARKING AID (PAPA)

This aid is positioned to the left side of the stand centerline and provides stopping guidance by employing a black board marked with white vertical lines bearing aeroplane type identification labels and a horizontal slot. Behind the slot is a vertically mounted white fluorescent light tube which, when aligned with the required aeroplane type line, indicates the stop-point.



5. STOP ARROWS

The stop line is located at right angles to the centre line of stand, abeam the left pilot's position at the intended point of stop.



CHANGES: Chart reindexed.

EGSS/STN — LONDON, UK

STANSTED

JEPPESEN

9 DEC 05 — Eff 22 Dec — (31-1)

❶ ILS DME Rwy 05

ATIS	ESSEX Radar (APP)	STANSTED Tower	*Ground
127.17 114.55	120.62	123.8	121.72

BRIEFING STRIP

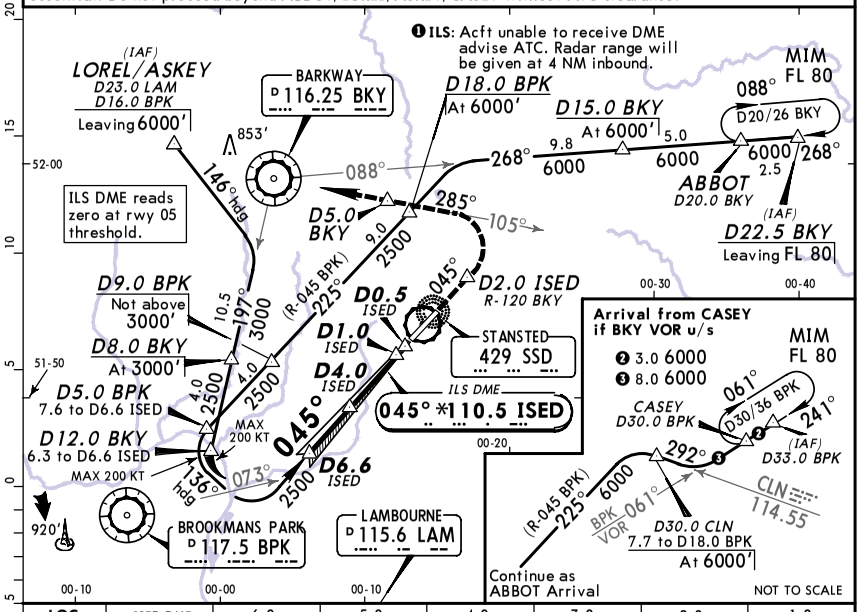
LOC ISED	Final Apch Crs	GS	ILS DA(H)	Apt Elev 348′
*110.5	045°	D4.0 ISED 1650′ (1327′)	523′ (200′)	RWY 323′

MISSED APCH: Climb STRAIGHT AHEAD to not above 3000′. At D2.0 ISED/ R-120 BKY turn LEFT to establish on R-105 BKY inbound. Cross D5.0 BKY at 3000′, then continue to BKY VOR at 3000′ or as directed.
Missed apch climb gradient of 4.9% may be required to ensure CAS containment.
Acft unable to receive BKY VOR, inform ATC.

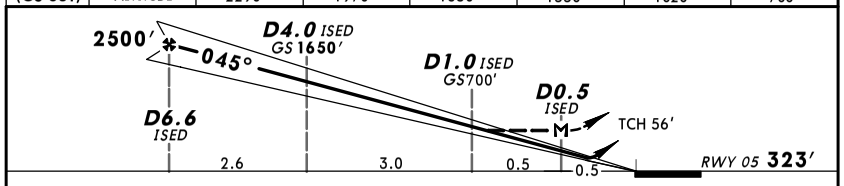
MSA SSD NDB

Alt Set: hPa — Rwy Elev: 12 hPa — Trans level: By ATC — Trans Alt: 6000′

WARNING: Departure routes cross beneath arrivals. Strict compliance with altitude requirements is essential. Do not proceed beyond ABBOT/LOREL/ASKEY/CASEY without ATC clearance.



LOC (GS out)	ISED DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2290′	1970′	1650′	1330′	1020′	700′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862
MAP at D0.5 ISED						

HIALS-II PAPI — Not above 3000′

JAR-OPS — STRAIGHT-IN LANDING RWY 05

	ILS DA(H) 523′(200′) FULL	ILS DA(H) 523′(200′) ALS out	LOC (GS out) MDA(H) 640′(317′)	LOC (GS out) MDA(H) 640′(317′) ALS out
A	RVR 700m	RVR 1000m	RVR 1200m	RVR 1500m
B			RVR 1300m	
C			RVR 1400m	RVR 1800m
D			RVR 1600m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	830′ (482′)	1500m
135	850′ (502′)	1600m
180	1020′ (672′)	2400m
205	1050′ (702′)	3600m

PANS OPS 4

CHANGES: MSA. Minimums.

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EGSS/STN — LONDON, UK

STANSTED

JEPPESEN

9 DEC 05 — Eff 22 Dec — (31-1A)

❶ CAT II ILS DME Rwy 05

ATIS	ESSEX Radar (APP)	STANSTED Tower	*Ground
127.17 114.55	120.62	123.8	121.72

BRIEFING STRIP

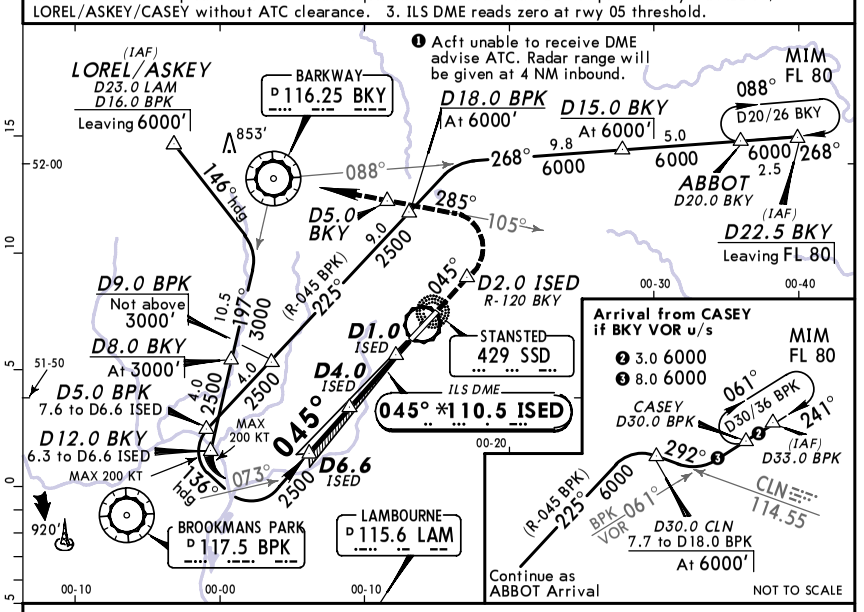
LOC ISED	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 348′
*110.5	045°	D4.0 ISED 1650′ (1327′)	Refer to Minimums	RWY 323′

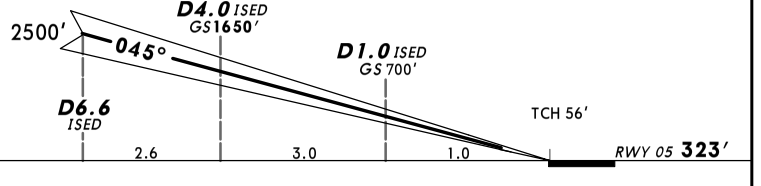
MISSED APCH: Climb STRAIGHT AHEAD to not above 3000′. At D2.0 ISED/ R-120 BKY turn LEFT to establish on R-105 BKY inbound. Cross D5.0 BKY at 3000′, then continue to BKY VOR at 3000′ or as directed.
Missed apch climb gradient of 4.9% may be required to ensure CAS containment.
Acft unable to receive BKY VOR, inform ATC.

MSA SSD NDB

Alt Set: hPa — Rwy Elev: 12 hPa — Trans level: By ATC — Trans Alt: 6000′

1. Special Aircrew and Acft Certification Required. 2. WARNING: Departure routes cross beneath arrivals. Strict compliance with altitude requirements is essential. Do not proceed beyond ABBOT/ LOREL/ASKEY/CASEY without ATC clearance. 3. ILS DME reads zero at rwy 05 threshold.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI — Not above 3000′

JAR-OPS — STRAIGHT-IN LANDING RWY 05 CAT II ILS

ABC	D
RA 106′	RA 117′
DA(H) 423′(100′)	DA(H) 433′(110′)

RVR 300m ❶

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

PANS OPS 4

CHANGES: MSA. Minimums.

EGSS/STN
STANSTED

JEPPESEN
9 DEC 05
Eff 22 Dec
31-2

LONDON, UK
ILS DME Rwy 23

ATIS	ESSEX Radar (APP)	STANSTED Tower	*Ground
127.17 114.55	120.62	123.8	121.72

BRIEFING STRIP

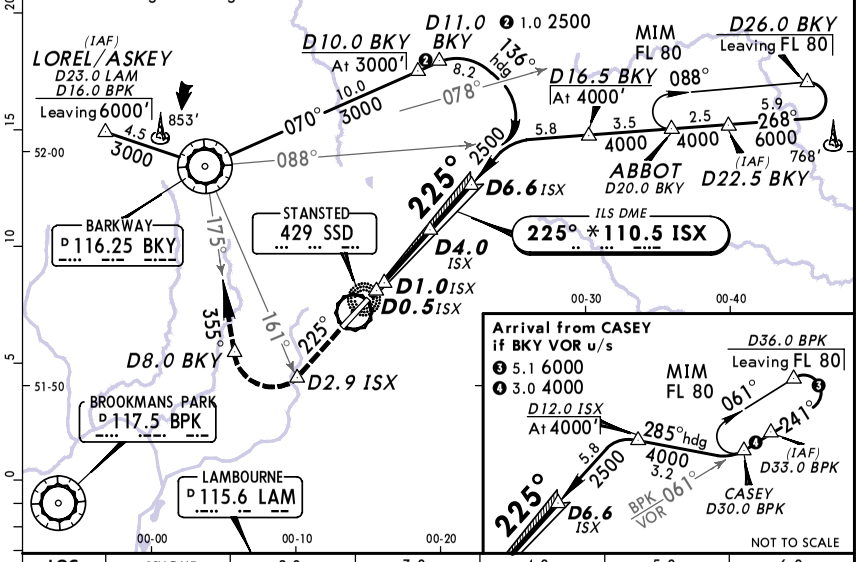
LOC ISX	Final Apch Crs	GS	ILS DA(H)	Apt Elev 348′
*110.5	225°	D4.0 ISX 1670′ (1322′)	548′ (200′)	RWY 348′

MISSED APCH: Climb STRAIGHT AHEAD to not above 3000′. At D2.9 ISX/ R-161 BKY turn RIGHT to establish on R-175 BKY inbound at D8.0 BKY, continue climb as necessary to BKY VOR at 3000′, or as directed.
Acft unable to receive BKY VOR, inform ATC.

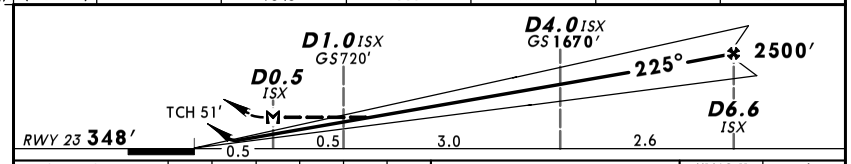
MSA SSD NDB

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans Alt: 6000′
1. ILS DME reads zero at rwy 23 threshold. 2. WARNING: Do not proceed beyond ABBOT/LOREL/ASKEY/ CASEY without ATC clearance.

❶ ILS: Acft unable to receive DME advise ATC.
Radar range will be given at 4 NM inbound.



LOC (GS out)	ISX DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1040′	1350′	1670′	1990′	2310′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862
MAP at D0.5 ISX						

HIALS-II
PAPI
Not above 3000′

JAR-OPS

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 548′ (200′) FULL	ILS DA(H) 548′ (200′) ALS out	LOC (GS out) MDA(H) 730′ (382′)	LOC (GS out) MDA(H) 730′ (382′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	830′ (482′)	1500m
135	850′ (502′)	1600m
180	1020′ (672′)	2400m
205	1050′ (702′)	3600m

❶ Rwy 05: See 30-4 noise abatement.

PANS OPS 4

CHANGES: MSA. Minimums.

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EGSS/STN
STANSTED

JEPPESEN
9 DEC 05
Eff 22 Dec
31-2A

LONDON, UK
CAT II ILS DME Rwy 23

ATIS	ESSEX Radar (APP)	STANSTED Tower	*Ground
127.17 114.55	120.62	123.8	121.72

BRIEFING STRIP

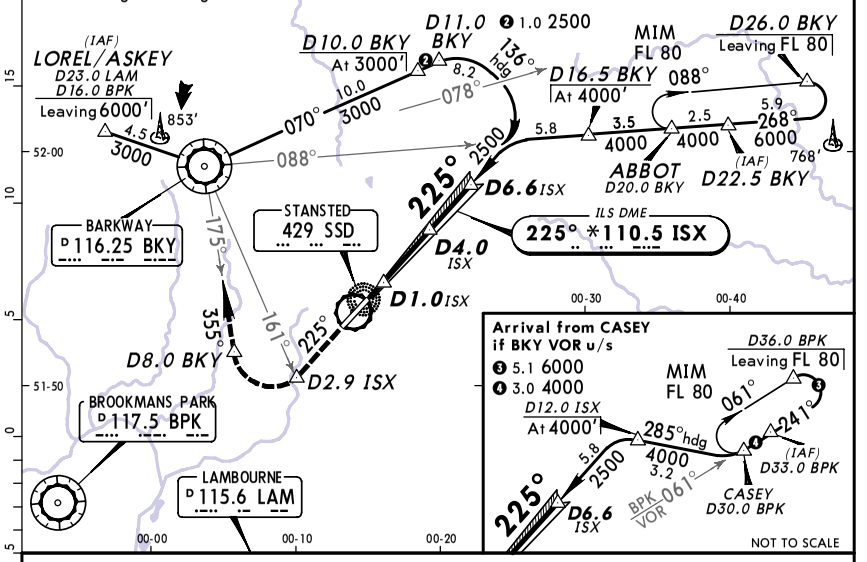
LOC ISX	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 348′
*110.5	225°	D4.0 ISX 1670′ (1322′)	Refer to Minimums	RWY 348′

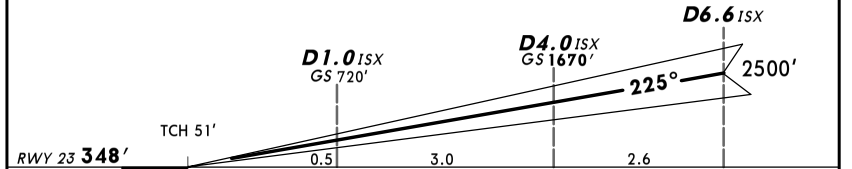
MISSED APCH: Climb STRAIGHT AHEAD to not above 3000′. At D2.9 ISX/ R-161 BKY turn RIGHT to establish on R-175 BKY inbound at D8.0 BKY, continue climb as necessary to BKY VOR at 3000′, or as directed.
Acft unable to receive BKY VOR, inform ATC.

MSA SSD NDB

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans Alt: 6000′
1. Special Aircrew and Acft Certification Required. 2. Do not proceed beyond ABBOT/LOREL/ASKEY/CASEY without ATC clearance. 3. ILS DME reads zero at rwy 23 threshold.

❶ Acft unable to receive DME advise ATC.
Radar range will be given at 4 NM inbound.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI
Not above 3000′

JAR-OPS

STRAIGHT-IN LANDING RWY 23
CAT II ILS

ABC	D
RA 101′	RA 103′
DA(H) 448′ (100′)	DA(H) 450′ (102′)

RVR 300m ❶

PANS OPS 4

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

CHANGES: MSA. Minimums.

EGSS/STN
STANSTED

JEPPESEN
24 MAR 06 (38-01)

LONDON, UK
SRA All Rwys

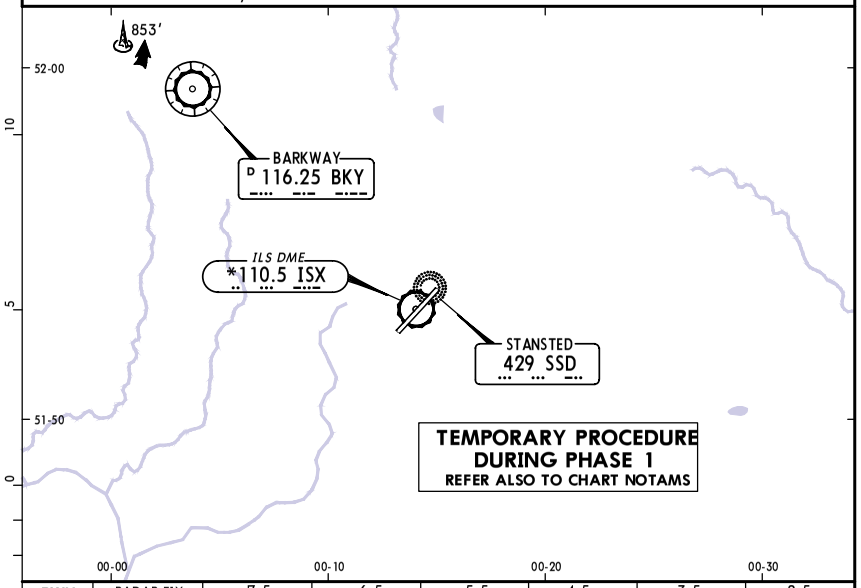
ATIS	ESSEX Radar (APP)	*STANSTED Director	STANSTED Tower	*Ground
127.17 114.55	120.62	126.95	123.8	121.72

BRIEFING STRIP

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 348′ RWY 05 337′ RWY 23 348′
Missed Approach - See below				

MSA SSD NDB

Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 6000′
1. QFE altimeter setting normally used on final approach.
2. ILS DME reads zero at rwy 23 threshold.



		7.5	6.5	5.5	4.5	3.5	2.5
RWY 05	RADAR FIX						
	ALTITUDE (HAT)	3120′ (2783′)	2750′ (2413′)	2380′ (2043′)	2010′ (1673′)	1640′ (1303′)	1270′ (933′)
RWY 23	RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE (HAT)	2940′ (2592′)	2570′ (2222′)	2200′ (1852′)	1830′ (1482′)	1460′ (1112′)	1090′ (742′)

Minimum Alt/NM	5.5 FAF	5.0 FAF
SRA 05 TMN 2.5 NM	2380′ (2043′)	—
SRA 23 TMN 2.0 NM	—	2200′ (1852′)

MISSED APPROACH:
Rwy 05: Climb STRAIGHT AHEAD to not above 3000′. At R-120 BKY turn LEFT to establish on R-105 BKY inbound. Cross D5.0 BKY at 3000′, then continue to BKY VOR at 3000′, or as directed. Missed apch climb gradient of 4.9% may be required to ensure CAS containment. Acft unable to receive BKY VOR, inform ATC.
Rwy 23: Climb STRAIGHT AHEAD to not above 3000′. At D2.9 ISX/R-161 BKY turn RIGHT to establish on R-175 BKY inbound at D8.0 BKY, continue climb as necessary to BKY VOR at 3000′, or as directed. Acft unable to receive BKY VOR, inform ATC.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.1%	432	556	618	741	865	988
Rwy 05: MAP 2.5 NM from touchdown						
Rwy 23: MAP 2 NM from touchdown						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING

	SRA 05 MDA(H) 1270′ (933′)	SRA 23 MDA(H) 1090′ (742′) ALS out	SRA 23 MDA(H) 1090′ (742′)
A	RVR 1500m	RVR 1200m	RVR 1500m
B		RVR 1400m	
C	RVR 2000m		RVR 2000m
D		RVR 1800m	

CIRCLE-TO-LAND [1]

Max Kts	After SRA 05 MDA(H)	After SRA 05 VIS	After SRA 23 MDA(H)	After SRA 23 VIS
100	1270′ (922′)	1500m	1090′ (742′)	1500m
135	1270′ (922′)	1600m	1090′ (742′)	1600m
180	1270′ (922′)	2400m	1090′ (742′)	2400m
205	1270′ (922′)	3600m	1090′ (742′)	3600m

[1] Rwy 05: See 30-4 noise abatement.

CHANGES: None.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGSS/STN
STANSTED

JEPPESEN
4 AUG 06 (38-1)

LONDON, UK
SRA All Rwys

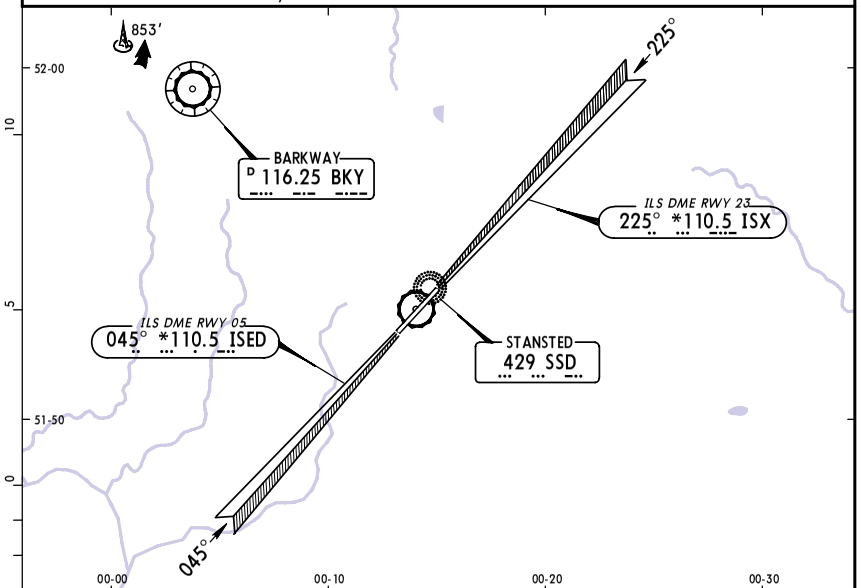
ATIS	ESSEX Radar (APP)	*STANSTED Director	STANSTED Tower	*Ground
127.17 114.55	120.62	126.95 (By ATC)	123.8	121.72

BRIEFING STRIP

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 348′ RWY 05 323′ RWY 23 348′
Missed Approach - See below				

MSA SSD NDB

Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 6000′
1. QFE altimeter setting normally used on final approach.
2. ILS DME reads zero at both rwy thresholds.



		5.0	4.0	3.0	2.0
RWY 05	RADAR FIX				
	ALTITUDE (HAT)	1900′ (1577′)	1580′ (1257′)	1270′ (947′)	950′ (627′)
RWY 23	RADAR FIX				
	ALTITUDE (HAT)	1900′ (1552′)	1590′ (1242′)	1280′ (932′)	970′ (622′)

Minimum Alt/NM	5.0 FAF
SRA 05 TMN 2.0 NM	1900′ (1577′)
SRA 23 TMN 2.0 NM	1900′ (1552′)

MISSED APPROACH:
Rwy 05: Climb STRAIGHT AHEAD to not above 3000′. At D2.0 ISED/R-120 BKY turn LEFT to establish on R-105 BKY inbound. Cross D5.0 BKY at 3000′, then continue to BKY VOR at 3000′, or as directed. Missed apch climb gradient of 4.9% may be required to ensure CAS containment. Acft unable to receive BKY VOR, inform ATC.
Rwy 23: Climb STRAIGHT AHEAD to not above 3000′. At D2.9 ISX/R-161 BKY turn RIGHT to establish on R-175 BKY inbound at D8.0 BKY, continue climb as necessary to BKY VOR at 3000′, or as directed. Acft unable to receive BKY VOR, inform ATC.

Gnd speed-Kts	70	90	100	120	140	160
Rwy 05: Descent Gradient 5.2%	369	474	527	632	737	843
Rwy 23: Descent Gradient 5.1%	362	465	516	620	723	826
MAP 2 NM from touchdown						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING

	SRA 05 MDA(H) 950′ (627′) ALS out	SRA 23 MDA(H) 970′ (622′) ALS out
A	RVR 1400m	RVR 1000m
B	RVR 1500m	RVR 1200m
C	RVR 1600m	RVR 2000m
D	RVR 1800m	RVR 1600m

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	VIS
100	[2] 950′ (602′)	1500m
135	[2] 950′ (602′)	1600m
180	1020′ (672′)	2400m
205	1050′ (702′)	3600m

[1] Rwy 05: See 30-4 noise abatement. [2] After SRA 23: MDA(H) 970′ (622′).

CHANGES: Reverse side withdrawn.

EGSS/STN
STANSTED

JEPPESEN
24 MAR 06 (38-02)

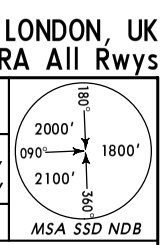
LONDON, UK
SRA All Rwys

BRIEFING STRIP TM

ATIS	ESSEX Radar (APP)	*STANSTED Director	STANSTED Tower	*Ground
127.17 114.55	120.62	126.95	123.8	121.72

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 348′ RWY 05 323′ RWY 23 333′

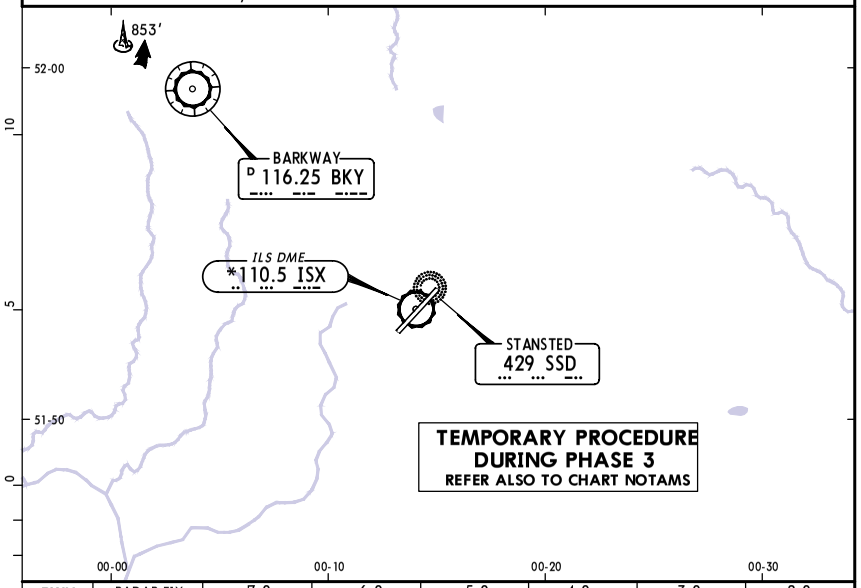
Missed Approach - See below



MSA SSD NDB

Alt Set: hPa Apt Elev: 13 hPa Trans level: By ATC Trans alt: 6000′

1. QFE altimeter setting normally used on final approach.
2. ILS DME reads zero at rwy 05 threshold.



RWY 05	RADAR FIX	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE (HAT)	2920′ (2597′)	2550′ (2227′)	2180′ (1857′)	1810′ (1487′)	1440′ (1117′)	1070′ (747′)
RWY 23	RADAR FIX	7.5	6.5	5.5	4.5	3.5	2.5
	ALTITUDE (HAT)	3110′ (2777′)	2740′ (2407′)	2370′ (2037′)	2000′ (1667′)	1630′ (1297′)	1260′ (927′)

Minimum Alt/NM	5.5 FAF	5.0 FAF
SRA 05 TMN 2.0 NM	—	**2180′** (1857′)
SRA 23 TMN 2.5 NM	**2370′** (2037′)	—

MISSED APPROACH:
Rwy 05: Climb STRAIGHT AHEAD to not above 3000′. At R-120 BKY turn LEFT to establish on R-105 BKY inbound. Cross D5.0 BKY at 3000′, then continue to BKY VOR at 3000′, or as directed. Missed apch climb gradient of 4.9% may be required to ensure CAS containment. Acft unable to receive BKY VOR, inform ATC.
Rwy 23: Climb STRAIGHT AHEAD to not above 3000′. At D2.9 ISX/R-161 BKY turn RIGHT to establish on R-175 BKY inbound at D8.0 BKY, continue climb as necessary to BKY VOR at 3000′, or as directed. Acft unable to receive BKY VOR, inform ATC.

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.1%	432	556	618	741	865	988
Rwy 05: MAP 2 NM from touchdown						
Rwy 23: MAP 2.5 NM from touchdown						

Lighting - Refer to Airport Chart

Refer to Missed Apch above

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING

	SRA 05 MDA(H) 1070′ (747′) ALS out	SRA 23 MDA(H) 1270′ (937′)
A	RVR 1500m	RVR 1500m
B	RVR 1500m	RVR 1500m
C	RVR 1800m / RVR 2000m	RVR 2000m
D	RVR 2000m	RVR 2000m

CIRCLE-TO-LAND 1

Max Kts	After SRA 05 MDA(H)	After SRA 05 VIS	After SRA 23 MDA(H)	After SRA 23 VIS
100	1070′ (722′)	1500m	1270′ (922′)	1500m
135	1070′ (722′)	1600m	1270′ (922′)	1600m
180	1070′ (722′)	2400m	1270′ (922′)	2400m
205	1070′ (722′)	3600m	1270′ (922′)	3600m

1 Rwy 05: See 30-4 noise abatement.

CHANGES: New temporary procedure.