

EGSS — LONDON STANSTED

EGSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSS — LONDON STANSTED

EGSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515306N Long: 0001406E Mid point of Runway 04/22.
2	Direction and distance from city	2.5 nm ENE of Bishops Cleeve.
3	Elevation / Reference temperature	348 ft / 19 C
4	Geoid undulation at AD ELEV PSN	150 FT
5	Magnetic Variation/ Annual Change	0.07°W (2019) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	STANSTED AIRPORT LTD. Post: Enterprise House, Stansted Airport, Stansted, Essex CM24 1QW. Phone: 08700-000303 (STAL) Phone: 01279-669328 (NATS Ltd) Phone: 01279-669325 (ATIS) Fax: 01279-662066 (STAL) Fax: 01279-669336 (NATS Ltd)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to NATS Ltd operational areas may be recorded.

EGSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24 Prior notice by 2100 (2000) required for movements between 2300-0700 (2200-0600).
3	Health and sanitation	Health Control Officers in attendance for High Risk Flights. H24 Answerphone. Animal Border Inspection Post available.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	H24 See also AD 2.18.
8	Fuelling	H24 for aircraft stands on the southside of the airport. 0600-2100 (0500-2100) for aircraft stands on the northside of the airport. Out of hours prior booking with fuelling provider listed at EGSS AD 2.4, Section 7.
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. Nearest railway siding: Stansted 2.2 nm.
2	Fuel and oil types	AVTUR JET A-1. Various by arrangement with fuel companies.
3	Fuelling facilities/capacity	Southside, full hydrant facility except Stands D70, D71, D72, D73, D74. Northside, bowser refuelling.
4	De-icing facilities	Available H24 by arrangement with local companies.
5	Hangar space for visiting aircraft	By arrangement with local companies.
6	Repair facilities for visiting aircraft	Maintenance and repair by arrangement.
7	Remarks	Oxygen and related servicing, by arrangement with local companies. The following companies provide a handling service for all executive and private aircraft:

EGSS AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

	<p>Harrods Business Aviation Ltd, Tel: 01279-665312. Fax: 01279-681367. e-mail: stnops@harrodsaviation.com</p> <p>Universal Aviation (UK) Ltd, Tel: 01279-680349. Fax: 01279-680372. e-mail: uk@universalaviation.aero</p> <p>Inflite Ltd, Tel: 01279-831000. Fax: 01279-837900. e-mail: operations@inflite.co.uk</p> <p>Diamond Hangar Ltd, Tel: 01279-680161. e-mail: operations@diamondhangar.com</p> <p>AVTUR JET A-1, oxygen and related servicing available by arrangement with Handling Agent.</p> <p>Prior Permission Required (PPR) not less than 4 hours before intended movement. General Aviation operators must notify the following details of each flight in advance through their nominated handling agent who will obtain prior permission (Handling Agent requirement is mandatory).</p> <p>1 – Aircraft type, registration and operator; 2 – Point of origin; 3 – Date/time of ETA and ETD Standed; 4 – Nominated Handling Agent.</p>
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EGSS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity.
2	Restaurants	Buffet and bar.
3	Transportation	Trains, buses, taxis and hire cars. Nearest railway station: Stansted Airport (connected to passenger terminal).
4	Medical facilities	Limited first aid treatment available.
5	Bank and Post Office	Bureau de Change in Terminal. No post Office.
6	Tourist Office	
7	Remarks	

EGSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	In accordance with EASA Regulations.
3	Capability for removal of disabled aircraft	The registered owner or aircraft operator retains complete responsibility for the removal of a disabled aircraft. Airlines and aircraft operators are to have aircraft recovery plans and/or a confirmed contract in place. Aircraft recovery arrangements must be submitted to Airside Operations, Stansted Airport Ltd.
4	Remarks	RFF Category 8, 9 and 10 on request.

EGSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding, Gritting.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest Information from SNOWTAM/STAL AODM Tel: 01279-662378.

EGSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>MAIN TERMINAL STANDS Surface: Concrete.</p> <p>NORTHSIDE STANDS AND GA Surface: Asphalt.</p>
2	Taxiway width, surface and strength	<p>Taxiway FOXTROT: 23 m. Surface: Asphalt. PCN 80/R/D/W/T</p> <p>Taxiway FOXTROT ALPHA: 18 m. Surface: Concrete. PCN 78/R/C/W/T</p>

EGSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		<p>Taxiway GOLF: 27 m. Surface: Concrete and asphalt. PCN 67/R/D/W/T</p> <p>Taxiway HOTEL: 23 m. Surface: Concrete. PCN 78/R/C/W/T</p> <p>Taxiway JULIET: 23 m. Surface: Concrete. PCN 78/R/C/W/T</p>
3	Altimeter checkpoint location and elevation	500 Apron 329 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Foxtrot between intermediate holding point F1 and Taxiway Foxtrot Alpha is 25 m.

EGSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>Azimuth and stopping guidance is provided as follows: AGNIS/Double stop arrows. Stands C40, C50L, C50R, C51L, C51R, C52L, C52R, C53L, C53R, D61L, D61R, D62L, D62R, D63L, D63R, D64L, D64R, D72L, D72R, D73L, D73R, E83L, E83R, E84L, E84R, J85L, J85R, Z204R, Z204L, Z205R, Z205L, Z213L, Z213R, Z214L, Z214R, 520.</p> <p>Safedock: A1, A1L, A1R, A2, A3, A4, A5, A6, A7, A8, A9L, A9C, A9R, A10, A11L, A11R, A12L, A12C, A12R, A13L, A13C, A13R, A14L, A14R, A15, B20, B21, B22, B23L, B23R, B24L, B24R, J25, B30, B31, B32L, B32R, B33L, B34L, B34R, C41, C42L, C43L, C43R, C44L, C44R, E81L, E81R, E82L, E82R, E90L, E90R, E91L, E91R, J45R, J65L, J65R, Z204, Z205, Z213, Z214.</p> <p>Marshaller instructions: A11C, B23C, B24C, B32C, B33C, B33R, B34C, C40, C42C, C42R, C43C, C44C, C50C, C51C, C52C, D61C, D62C, D63C, D70L, D70R, D71L, D71R, D74, E81, E82, E90, E91, J45L, Z204F.</p> <p>Painted Stop Arrows and centre-line Stands: H03L, H03C, H03R, 501, 503, 504, 505L, 505R, 506, 507, 509.</p> <p>Stand Number indicator board provided on all stands except 501, 502, 507, 509, 518 and 519.</p> <p>East and West centre-lines in Alpha, Bravo, Charlie and Echo Cul-de-Sacs available for H24 and limited to aircraft with a maximum wingspan of 36 m.</p> <p>Taxi-lanes Link Delta restricted to aircraft with a maximum wingspan of 51.9 m.</p>
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): : Runway designation, runway threshold, (04/22) runway centre-line and touchdown zone markings and runway edge markings. Taxiway light(s): : Green centre-line lighting with selective route switching is provided on Taxiways Golf, Juliet and Hotel. Blue edge lighting is available on Taxiway Foxtrot, Taxilane Foxtrot Alpha and the Western Apron. Illuminated lead-on/off routes are provided at: Golf, Uniform, Victor, Whiskey, Hotel, Kilo, Lima, Lima Romeo, November Romeo, Papa Romeo, Papa, Quebec Romeo, Quebec, Romeo and Sierra holding points. Green Lead-on/off lighting is suppressed when red hold bars are illuminated. Guard lights at all runway entry points.</p>
3	Stop bars	At all CAT I and CAT II/III runway holding points. Hotel and Juliet have stop bars along their length and within all cul-de-sacs. No stop bars on Taxiways Foxtrot and Golf. Stop bars at runway holding points are in operation H24.
4	Remarks	<p>The main aprons are marked for nose-in parking only. All operators should ensure that their handling agents can supply tractor push-back facilities.</p> <p>Taxiway Juliet: An Airside Operations marshaller is required for aircraft under their own power with a maximum wingspan greater than 51.9 m when routing behind stands J25L/R, J45L/R, J65L/R and J85L/R.</p> <p>Western Apron: Is restricted to aircraft with a maximum wingspan of 36 m.</p> <p>Delta Cul-de-Sac wingspan restriction of 38.10 m.</p> <p>Painted taxiway intermediate holding points to be used at ATC's discretion are located on Taxiways Foxtrot and Golf and are designated: F1, FA1, F2, F3, F4 and G4. For marshaller contact, Tel: 01279-662478.</p> <p>Pilots should not enter an aircraft stand unless Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews should inform Ground Movement Control (GMC) and</p>

**EGSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS
(continued)**

	<p>contact their handling agent. Aircrew must not attempt to self-park if the SEG is not illuminated or calibrated for their aircraft type.</p> <p>Safedock Advanced Visual Docking Guidance System</p> <p>The safedock advanced visual docking guidance system (A-VDGS), provides both pilots with guidance for manoeuvring the aircraft into the gate to the correct centre-line and stop position under all operational conditions.</p> <p>Alpha Middle line has blue paint markings to assist decision making when entering the Alpha Cul-de-Sac.</p> <p>Note: In case of malfunction in the docking guidance system stop taxiing and contact Stansted Ground/Tower and request assistance.</p>
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EGSS AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
04/APPROACH 22/TAKE-OFF	Antenna	515221.06N 0001257.88E	335 ft		No	
22/APPROACH 04/TAKE-OFF	Tree	515422.10N 0001600.10E	460 ft		No	Trees in 22/Approach 04/Take-off relate to highest wooded area.
22/APPROACH 04/TAKE-OFF	Trees	515421.23N 0001559.96E	453 ft		No	Trees in 22/Approach 04/Take-off relate to highest wooded area.
22/APPROACH 04/TAKE-OFF	Trees	515419.66N 0001556.85E	449 ft		No	Trees in 22/Approach 04/Take-off relate to highest wooded area.
22/APPROACH 04/TAKE-OFF	Trees	515419.49N 0001600.32E	451 ft		No	Trees in 22/Approach 04/Take-off relate to highest wooded area.
22/APPROACH 04/TAKE-OFF	ILS	515351.84N 0001514.06E	362 ft		Yes	

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
	ATC Tower	515307.12N 0001516.14E	525 ft		Yes	
	Antenna	515246.93N 0001657.17E	502 ft		Yes	

EGSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 30 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing infor- mation	
9	ATS units provided with information	LONDON STANSTED.
10	Additional information (limitation of service, etc.)	Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stopend surface wind and instantaneous surface wind available on request for both ends. AUTO METARs are provided over the 24 hour period and verified by a certificated Met Observer.

EGSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undu- lation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	042.90°	3049 x 46 m	RWY surface: Asphalt, grooved. PCN 117/F/D/W/T	515237.35N 0001322.30E 150 ft	THR 332 ft
22	222.90°	3049 x 46 m	RWY surface: Asphalt, grooved. PCN 117/F/D/W/T	515342.57N 0001500.16E 150 ft	THR 348 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
			3168 x 300 m		RWY 04 Paved shoulders ex- tend for 7.6 m either side of the declared runway width, which is denoted by white side stripes. Landing threshold is displaced by 300 m. A stabilised grass outer shoulder is pre- pared to a width of 7.5m along the full length of the runway beyond the hard shoulders.
			3168 x 300 m		RWY 22 Paved shoulders ex- tend for 7.6 m either side of the declared runway width, which is denoted by white side stripes. A stabilised grass outer shoulder is pre- pared to a width of 7.5m along the full length of the runway beyond the hard shoulders.

EGSS AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	3049 m	3338 m	3049 m	2748 m	
22	3049 m	3316 m	3049 m	3049 m	
04	2820 m	3113 m	2820 m		Take-off from intersection of Hold Kilo 1
04	2405 m	2698 m	2405 m		Take-off from intersection of Hold Lima 1.
04	1834 m	2127 m	1834 m		Take-off from intersection of Hold Victor 1.
22	2343 m	2610 m	2343 m		Take-off from intersection of Hold P3.
22	1852 m	2119 m	1852 m		Take-off from intersection of Hold U.
22	2687 m	2954 m	2687 m		Take-off from intersection of Hold Q1.

EGSS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	780 m Light intensity high.	HI Green with Green wingbars	PAPI/3° 66 ft	900 M	Bi-directional 15 m spacing Light intensity high.	HI flush 60 m spacing	Red.		Approach lighting Type: Coded centre-line with five crossbars. Supplementary lighting inner 300 m. PAPI Dist from Threshold: 390.5 m Runway 04 edge lighting: First 300 m from runway end showing red to displaced landing threshold
22	900 m Light intensity high.	HI Green with Green wingbars	PAPI/3° 67 ft	900 M	Bi-directional 15 m spacing Light intensity high.	HI flush 60 m spacing	Red.		Approach lighting Type: Coded centre-line with five crossbars. Supplementary lighting inner 300 m. PAPI Dist from Threshold: 465m

EGSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	LDI: Adjacent to glidepath array, lit.
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lights on Foxtrot, Foxtrot Alpha and Western apron. Taxiway: . Centre line. Green centre-line lighting provided, not on Echo Cul-de-Sac Middle Line or Foxtrot.
4	Secondary power supply/switch-over time	Yes. 1 second for CAT II/III/15 seconds for CAT I.
5	Remarks	Obstacle lighting. Illuminated wind direction indicators at holding point Hotel 3 and holding point Romeo 3.

EGSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	FATO : 515313.96N 0001303.22E 150 ft
2	TLOF and/ or FATO elevation	FATO : 329 ft

EGSS AD 2.16 HELICOPTER LANDING AREA (continued)

3	TLOF and FATO area dimensions, surface, strength, marking	FATO : Surface: Asphalt. PCN 67/R/D/W/T H in triangle.
4	True bearing of FATO	299.00°
5	Declared distance available	
6	Approach and FATO lighting	FATO lighting: FATO : Aiming point Lit triangle with 6 equally spaced omni-directional lights.
7	Remarks	The landing area provided for helicopters is marked as an 'H' on Taxiway Foxtrot. This is situated between Hold F3 and Hold F4 adjacent to stand 518. Ensure the landing area is correctly identified since it is the only authorised helicopter TLOF other than the runway. Maximum size of helicopter permitted S61/EH101.

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF : 515313.96N 0001303.22E 150 ft
2	TLOF and/ or FATO elevation	TLOF : 329 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF : Surface: Asphalt. PCN 67/R/D/W/T
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	The landing area provided for helicopters is marked as an 'H' on Taxiway Foxtrot. This is situated between Hold F3 and Hold F4 adjacent to stand 518. Ensure the landing area is correctly identified since it is the only authorised helicopter TLOF other than the runway. Maximum size of helicopter permitted S61/EH101.

EGSS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
LONDON STANSTED CTR 515416N 0002653E - 514508N 0001309E - thence clockwise by the arc of a circle radius 8 nm centered on 515306N 0001406E to 515155N 0000120E - 520104N 0001503E - thence clockwise by the arc of a circle radius 8 nm centered on 515306N 0001406E to 515416N 0002653E	Upper limit: 3500 ft ALT Lower limit: SFC	D	ESSEX RADAR English	6000 ft	A pilot wishing to fly within the CTR/CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.
LONDON STANSTED CTA 1 515416N 0002653E - thence anti-clockwise by the arc of a circle radius 8 nm centered on 515306N 0001406E to 520104N 0001503E - 520517N 0002124E - thence clockwise by the arc of a circle radius 13 nm centered on 515306N 0001406E to 515828N 0003314E - 515416N 0002653E	Upper limit: 3500 ft ALT Lower limit: 1500 ft ALT	D	ESSEX RADAR English	6000 ft	A pilot wishing to fly within the CTR/CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit.

EGSS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
					See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.
LONDON STANSTED CTA 2 514508N 0001309E - 514055N 0000652E - thence clockwise by the arc of a circle radius 13 nm centered on 515306N 0001406E to 514550N 0000316W - 515146N 0000006W - 515155N 0000120E - thence anti-clockwise by the arc of a circle radius 8 nm centered on 515306N 0001406E to 514508N 0001309E	Upper limit: 2500 ft ALT Lower limit: 1500 ft ALT	D	ESSEX RADAR English	6000 ft	A pilot wishing to fly within the CTR/CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.
LONDON STANSTED CTA 3 515828N 0003314E - thence clockwise by the arc of a circle radius 13 nm centered on 515306N 0001406E to 515349N 0003503E - 514556N 0002309E - 514508N 0001309E - 515828N 0003314E	Upper limit: 3500 ft ALT Lower limit: 2000 ft ALT	D	ESSEX RADAR English	6000 ft	A pilot wishing to fly within the CTR/CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.
LONDON STANSTED CTA 4 520300N 0000907E - 520517N 0002124E - 515155N 0000120E - 515146N 0000006W - 520127N 0000000E - 520300N 0000907E	Upper limit: 3500 ft ALT Lower limit: 2500 ft ALT	D	ESSEX RADAR English	6000 ft	A pilot wishing to fly within the CTR/CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.
LONDON STANSTED TMZ 1 515416N 0002653E - thence anti-clockwise by the arc of a circle radius 8 nm centered on 515306N 0001406E to 520104N 0001503E - 520517N 0002124E - thence clockwise by the arc of a circle radius 13 nm centered on 515306N 0001406E to 515828N 0003314E - 515416N 0002653E	Upper limit: 1500 ft ALT Lower limit: SFC	G	ESSEX RADAR English	6000 ft	See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.
LONDON STANSTED TMZ 2 514508N 0001309E - 514055N 0000652E - thence clockwise by the arc of a circle	Upper limit: 1500 ft ALT Lower limit: SFC	G	ESSEX RADAR English	6000 ft	See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.

EGSS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
radius 13 nm centered on 515306N 0001406E to 514550N 0000316W - 515146N 0000006W - 515155N 0000120E - thence anti-clockwise by the arc of a circle radius 8 nm centered on 515306N 0001406E to 514508N 0001309E					Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.
LONDON STANSTED ATZ A circle, 2.5 nm radius centred at 515306N 0001406E on longest notified runway (04/22)	Upper limit: 2000 ft Lower limit: SFC	D	ESSEX RADAR English	6000 ft	See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.

EGSS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	ESSEX RADAR	120.625 MHz	H24	ATZ hours coincident with Approach hours.
		132.050 MHz As directed by ATC.	H24	
TWR	STANSTED TOWER	123.805 MHz DOC 25 nm/10,000 ft.	H24	
		125.550 MHz	As directed by ATC.	
		121.500 MHz Emergency frequency O/R.		
	STANSTED GROUND	121.730 MHz DOC 5 nm/GND.	0630-2200 (0530-2100).	
	STANSTED DELIVERY	121.955 MHz	As directed by ATC. Operating hours of Delivery vary according to traffic demand. Exact hours will be broadcast on ATIS. When Delivery is closed pilots should request clearance from Stansted Ground.	
RAD	STANSTED DIRECTOR	136.200 MHz	As directed by ATC	
ATIS	STANSTED INFORMATION	127.180 MHz DOC 60 nm/20,000 ft.	H24	
		114.550 MHz DOC 100 nm/50,000 ft. Broadcast on Clacton VOR.	H24	
Other	STANSTED FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
Other	AIRLINE SERVICES PAD CONTROL	121.916 MHz Remote de-icing frequency	As directed by ATC	Operating hours of Pad Control vary according to operational usage of remote de-icing pads. Exact hours will be promulgated via Stansted Airport Airside Operations Ltd.
	RYANAIR PAD CONTROL	121.555 MHz Remote de-icing frequency	As directed by ATC	

EGSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co- ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME III 0.07°W (2019)	ISED	110.500 MHz	HO	515351.84N 0001514.06E		(RWY 04)
ILS/DME/GP	ISED	329.600 MHz	HO	515247.57N 0001328.79E		3° ILS Ref Datum Hgt 53 FT.
ILS/DME III 0.07°W (2019)	ISX	110.500 MHz	HO	515221.16N 0001258.03E		(RWY 22)
ILS/DME/GP	ISX	329.600 MHz	HO	515338.22N 0001443.91E		3° ILS Ref Datum Hgt 49 FT. Certified for ex- tended range to 15 NM. Not for use be- low 2200 FT at this range. Glidepath flags may occur when 8° left of centre-line at or be- low 2300 FT from 15 NM.
DME	ISX	42X 110.500 MHz	HO	515312.86N 0001406.08E	350.73 ft	(RWY 22) On AD. DME freq paired with ILS I-SED and I-SX. Zero range indi- cated at THR of Runway 04 and 22.
DME	ISED	42X 110.500 MHz	HO	515312.86N 0001406.08E	350.73 ft	(RWY 04) On AD. DME freq paired with ILS I-SED and I-SX. Zero range indi- cated at THR of Runway 04 and 22.

EGSS AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

- (a) Pilots of non-commercial (General Aviation) flights arriving from abroad are required to report to Customs at the Designated Customs Clearance Office in the Business Aviation Terminal.
- (b) Use governed by regulations applicable to Stansted CTR.
- (c) All aircraft must be able to communicate by radio
- (d) Pilots must be specially attentive to RTF callsigns used by ATC on the Ground Frequency. Although the RTF channel is shared by aircraft and vehicular traffic, pilots may not hear the transmissions of vehicle drivers, only the responses from ATC.
- (e) H24, subject to the prior approval of the Chief Executive Officer (CEO), Stansted Airport Ltd.
- (f) All flights operating at Stansted require a slot allocation by the airport co-ordinator, (ACL). Operators are advised to review current Stansted Directors Notices on ad-hoc slot allocations and Night restrictions which reflect the airports co-ordinated status
- (g) Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0900-1700 (0800-1600) by telephone: 020-8564 0600 or outside of these times to Stansted Airside Operations, by telephone: 01279-662478. Operators are advised that the availability of ad-hoc slots during peak periods is likely to be extremely limited.
- (h) Fixed Based Operators are normally available 0600-2200 (0500-2100), and may be available outside of these times with prior arrangement with those handling agents listed at EGSS AD 2.4, Section 7. Customs and Immigration are routinely available 0730-2130 (0630-2030). Control Authority coverage outside of these times may be arranged through the nominated handling agent. Additional charges may apply.
- (i) Planned Diversion Procedure - airline and other operators are advised that before selecting Stansted as an alternate, prior arrangements for ground handling, maintenance and aircraft recovery should be in place. Nothing in this procedure shall, however, prevent an aircraft that has a declared emergency from landing

EGSS AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (j) Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. Between the hours 0600-2330 (0500-2230), 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 2331-0559 (2231-0459), except when immediately prior to departure, APUs may not be run without notification to Stansted Airside Operations +44(0)1279-662478.

2 Ground Movement

(a) General

- (i) All requests for clearance, start-up and taxi should be made directly with ATC. Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
- (ii) Within the manoeuvring area pilots will be cleared to and from the stands under general direction from GMC and are reminded of the importance of maintaining a good lookout at all times.
- (iii) Departing aircraft, on first contact with Stansted ATC, must state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times
- (iv) Clearance is available for departing aircraft approximately 25 minutes before departure on the Delivery frequency (when open-status broadcast on ATIS), otherwise Ground, and must be obtained at least 10 minutes before start up to allow data to be processed - failure to do may incur delays
- (v) Pre-departure clearance by datalink is available at Stansted for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44 (0)1279-669389.
- (vi) Stansted Airport is equipped with an advanced surface movement radar utilising Mode-S.
 - (1) Aircraft operators intending to use London Stansted Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
 - (2) Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:
 - (aa) From the request for push back or taxi, whichever is earlier.
 - (bb) After landing, continuously until the aircraft is fully parked on stand.
 - (3) After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
 - (4) Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

(b) Aprons

- (i) Pilots should only request push back (with tug attached) when they are actually ready to do so.
- (ii) Within the Alpha, Bravo, Charlie, Echo and Zulu Cul-de-Sacs, aircraft should take care to use the taxilane as directed by the GMC controller (ie: East, West or middle). Pilots are responsible for ensuring they do not accept a clearance to use a taxilane centre-line which is not approved for their aircraft type. →

(c) De-icing Pad Operations

- (i) Remote de-icing operations will occur when snow is falling and accumulating and shall be promulgated by Stansted Airport Ltd Airside Operations.
- (ii) Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
- (iii) Remote de-icing – Operation
 - (1) Flight crew shall notify ATC that remote de-icing will be required prior to aircraft pushback via datalink where available.
 - (2) Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
 - (3) Flight crew shall request push and start as per normal. ATC shall direct the aircraft to the de-icing pad.
 - (4) Upon entering the pad, flight crew shall park the aircraft in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
 - (5) Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
 - (6) The pad controller shall confirm the de-icing requirements, and shall authorise the de-icing vehicles to approach the aircraft and begin de-icing operations. The pad controller shall park their vehicle in front of the aircraft, in line-of-sight of the flight crew to manage de-icing operations.
 - (7) On completion of de-icing operations, the pad controller shall confirm that all de-icing operations have been completed, that vehicles have vacated the manoeuvring area, advise the anti-icing code, the litreage used and

EGSS AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

areas treated. Once this has been acknowledged by the flight crew the pad controller shall vacate the manoeuvring area. Flight crew shall contact ATC for further taxi.

(iv) Remote de-icing – Emergency Procedures

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

- (d) **It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.**
- (e) Pilots are reminded that RTF contact must be maintained with ATC whilst engaged in compass swings on the Compass Base or engine runs in the Ground Run Pen.
- (f) During Runway 04 operations aircraft on Golf taxiway with wingspan greater than 36 m can expect to cross the runway at V for departure.
- (g) Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
- (h) Taxiway Hotel, Link D, has a maximum wingspan of 51.9 m
- (i) Taxiway Hotel between abeam Link Delta and Link Echo, including Link Echo has a maximum wingspan of 36 m.

3 CAT II/III Operations

- (a) Runways 04 and 22, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- (b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
- (c) Departing aircraft: ATC will require departing aircraft to use the following Category II/III holding points:
Runway 04 – Golf 3, Whisky 3, Hotel 3, Kilo 3 or Lima 3;
Runway 22 – Quebec 3, Romeo 3 or Sierra 3.
Occasionally, it may be necessary for other departure points to be used at the discretion of ATC.
- (d) Arriving aircraft: All appropriate runway exits are illuminated, and pilots should select the first convenient exit. Runway vacated will be assessed as being when the aircraft has passed the last of the alternate yellow and green centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot 'runway vacated' reports.
- (e) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an impact on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Expected Landing Rate
Greater than 1000	24
Between 1000 and 600	20
Between 550 and 350	15
Less than 300	12 or less

- (f) Runways 04 and 22 are suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority. Crews wishing to conduct this approach should inform Essex Radar on first contact.

4 Warnings

- (a) Extensive instrument flying takes place in vicinity of airport.
- (b) Trees in 22 Approach/04 Take-off relate to highest in large wooded area.

5 Helicopter Operations

- (a) Helicopters will land and depart from the area marked as 'H' on Taxiway Foxtrot (See AD 2.16), between 0700-2300 (0600-2200) when visibility is greater than 1500 m and cloud ceiling greater than 300 ft. Before departing from Stansted, pilots must make positive contact with tower controller before permission to depart is given.
- (b) When weather conditions are less than those stated above, landing and departing helicopters must use the runway.
- (c) Approach to helicopter landing area 'H' is from the west, passing north of Bury Lodge Hotel and remaining clear of Burton End. Helicopters inbound from the east should normally pass over the appropriate runway threshold (not below 500 ft) before commencing approach from the west, thus providing separation from parked and fixed obstructions, particularly in marginal weather.

EGSS AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (d) Helicopters landing from or departing to the west are to avoid overflight of Birchanger, Stansted Mountfitchet and Bishop's Stortford.
- (e) Helicopters alighting or departing to/from the area marked as 'H' on Taxiway Foxtrot must ground or air taxi as instructed by ATC.
- (f) Helicopters landing at or departing from the 'H' on Taxiway Foxtrot are reminded that the area is located on an active taxiway and should exercise caution at all times. Air Traffic Control will issue a landing or departure clearance 'at your discretion'.
- (g) If the forecast or actual meteorological reports indicate that Stansted might be/is experiencing visibility less than 1500 m and/or a cloud ceiling below 300 ft, pilots of inbound helicopters should contact the Terminal Control Group Supervisor (North) on 023-8048 1103 before departure to obtain an indication of likely delays and if necessary to obtain an EAT. Pilots of all inbound helicopters should note that if the visibility is less than 1500 m and/or the cloud ceiling below 300 ft, they may be required to hold outside CAS until they can be integrated into the traffic sequence and that in the event of a high controller workload such holding may have to be carried out without radar service.

6 Use of Runways

- (a) Special runway utilisation procedures are detailed at GEN 3.3.3.
- (b) When Runway 04 is in use a right hand circuit is in force.
- (c) Wake Turbulence – Departures
 - (i) The following sets of holding points are considered to be the same point for the purposes of departure wake turbulence separation:

Runway 04 - H1/H3, G1/G3 and K1/K3
K1/K3 and L1/L3

Runway 22 - S1/S3, R1/R3 and Q1/Q3
Q1/Q3 and P3
 - (ii) On departure, when in receipt of a line up clearance, the pilot must inform ATC before entering the runway, if greater wake turbulence separation will be required behind preceding aircraft than that laid down in UK AIC P 001/2015. Failure to do so may result in additional delay.
- (d) Wake Turbulence – Arrivals

For the purposes of spacing in the approach phase the following aircraft types are classified as Upper Medium for Wake Turbulence separation: B707, B757, DC-8 and IL62. All other 'Medium' aircraft types are classified as Lower Medium. Wake turbulence separations are in accordance with the 5 Group Scheme and are detailed in UK AIC P 001/2015.
- (e) Minimum Runway Occupancy – Departures
 - (i) On receipt of line up clearance, pilots should ensure commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced either its take off roll or landing run.
 - (ii) Whenever possible cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued
 - (iii) Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Stansted Tower frequency.
 - (iv) Pilots of aircraft with wingspan greater than 36 m should not proceed beyond the Cat III holding points G3 and W3 unless instructed to do so by ATC. This may result in fluctuations in the glidepath signal and, subject to weather conditions, inbound traffic established on the ILS may be asked to make a visual approach or localiser only approach whilst the restricted area is infringed.
 - (v) Pilots should never cross Holding Point Red Stop bars.

(f) Minimum Runway Occupancy – Arrivals

Runway 04	Taxiway PR	Taxiway QR	Taxiway Q
Distance from threshold (m)	1566	1844	2240
Design exit speed (kt)	52	52	N/A

Runway 22	Taxiway NR	Taxiway LR	Taxiway L
Distance from threshold (m)	1276	1891	2336
Design exit speed (kt)	52	52	N/A

- (i) Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of 'go-arounds'.

EGSS AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (ii) Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
- (iii) Where possible, pilots should exit at PR during Runway 04 operations. Tactical extension to the landing roll of any distance is prohibited unless authorised by ATC.
- (iv) Aircraft expecting to park on the north side of the airfield may be required to vacate via a RET to the south side during high intensity operations. ATC will advise the pilot accordingly on final approach.
- (v) Alternative vacating preferences may only be given at the discretion of ATC.
- (g) Runway Vacation Guidelines
 - (i) Due to high intensity Runway Operations at Stansted it is necessary to ensure Pilots adhere to the following guidelines:
Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
- (h) Runway Crossing Procedure
 - (i) Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
 - (ii) When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
 - (iii) After crossing the runway and having reported 'Runway Vacated' with the Air Controller, the aircraft or vehicle will be instructed to contact the GMC frequency for further clearance. In the absence of further clearance it is essential that the aircraft or vehicle HOLD position when clear of the runway.

7 Training

- (a) The use of this aerodrome for training is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the aerodrome. It is not permitted to fly an approach to the aerodrome with the intention to execute a missed approach from training purposes.

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Stansted Airport – London

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2007 and shall come into operation on 20 December 2007.

2 The Stansed Airport – London (Noise Abatement Requirements) Notice 2005 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Stansted Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 ft aal at 6.5 km from start of roll as measured along the departure track of that aircraft.

2. The sites of the noise monitoring terminals relating to Stansted Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 11: Chickney Hall Villas, Broxted	TL 5743 2767	-15 m	*515531N	0001718E
Site 10: Goodacres, Broxted	TL 5758 2696	9 m	*515508N	0001724E
Site 8: Anglian Water, Broxted	TL 5772 2652	-16 m	*515453N	0001730E

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 9: Moor End Farm, Broxted	TL 5819 2595	-16 m	*515434N	0001754E
Site 3: Howe Green School, Great Hallingbury	TL 5106 1874	-21 m	*515048N	0001130E
Site 4: Thames Water, Bishop's Stortford	TL 5015 1965	-36 m	*515119N	0001044E
Site 5: Woolcott Restaurant, Great Hallingbury	TL 5035 1885	-26 m	*515053N	0001053E
Site 6: Morley, Woodside Green	TL 5155 1866	-26 m	*515045N	0001155E

3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA L_{max} by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA L_{max} by night (from 2300 to 0700 hours local time) **and** that it will not cause more than 87 dBA L_{max} during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation

Description	Adjustment dBA
Site 11: Chickney Hall Villas, Broxted	minus 1.3
Site 10: Goodacres, Broxted	plus 0.2
Site 8: Anglian Water, Broxted	minus 0.6
Site 9: Moor End Farm, Broxted	minus 0.8
Site 3: Howe Green School, Great Hallingbury	minus 1.0
Site 4: Thames Water, Bishop's Stortford	minus 1.4
Site 5: Woolcott Restaurant, Great Hallingbury	minus 1.4
Site 6: Morley, Woodside Green	minus 1.1

6. For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

- 0.4 dB for a tailwind of up to 1 knot
- 0.8 dB for a tailwind exceeding 1 knot but not exceeding 2 knots
- 1.2 dB for a tailwind exceeding 2 knots but not exceeding 3 knots
- 1.6 dB for a tailwind exceeding 3 knots but not exceeding 4 knots
- 2.0 dB for a tailwind exceeding 4 knots.

For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula:

$$(\text{windspeed} \times \cosine(\text{runway heading minus wind direction})) \times -1.$$

7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall.

- (a) between the hours of 0600 and 2330 local time maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 ft, unless it has been cleared via Barkway, in which case it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 ft.
- (b) between the hours of 2330 and 0600 local time maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 ft.

The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8.

a. This sub-paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 kg:

b. Subject to sub-paragraph (8) (c) below, after any aircraft to which sub-paragraph (8) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

c. Where any aircraft to which this sub-paragraph (8) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routing Procedure before turning onto the intended track.

Take-off Runway	ATC Clearance	Procedure
04	Via Barkway	Straight ahead to I SED DME 2 (BKY VOR RDL 119) then turn left onto BKY VOR RDL 102 by BKY DME 7 to BKY VOR.
	Via Clacton	Straight ahead to I SED DME 1 (BKY VOR RDL 125) then turn right onto BKY VOR RDL 117 to intercept CLN VOR RDL 268 to CLN VOR.
	Via Lambourne	Straight ahead to I SED DME 0.8 (BKY VOR RDL 126) then turn right onto LAM VOR RDL 027 to LAM DME 9.
	Aircraft taking off from 04 and positioning for Heathrow (LAM 2S SID).	Straight ahead to I SED DME 0.8 (BKY VOR RDL 126) then turn right onto LAM VOR RDL 027 to LAM VOR. Cross LAM DME 9 at 3000 ft or above; LAM VOR at 5000 ft.

Take-off Runway	ATC Clearance	Procedure
22	Via Barkway	Straight ahead to I SX DME 3.1 then turn right onto BKY VOR RDL 172 by BKY DME 8.
	Via Clacton	Straight ahead to I SX DME 1.2 (BKY VOR RDL 147) then turn left to intercept CLN VOR RDL 268 by CLN DME 33 (XIGAR) to CLN VOR. <i>Note: (Aircraft operating at speeds below 195 kt should turn no further east than 140° MAG to intercept CLN VOR R268).</i>
	Via Detling	Straight ahead to I SX DME 1.2 (BKY VOR RDL 147) then turn left onto DET VOR RDL 336 (BKY VOR RDL 156) to DET VOR.
	Aircraft taking off from 22 and positioning for Heathrow (LAM 3R SID)	Straight ahead to I SX DME 1.2 (BKY VOR RDL 147) then turn left onto BKY VOR RDL 156 to ROWAN (BKY DME 16). At ROWAN turn right onto LAM VOR RDL 036 to LAM VOR. Cross ROWAN at 3000 ft or above; LAM VOR.

9. RNP1 SIDs are available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent and where the operator has been approved by their State of Registry for RNP1 operations. If the above criteria is met, an aircraft commander may request to depart on the CLN1E SID when on Runway 22, instead of the CLN8R, and may request the DET1D SID when on runway 04, instead of the DET1S.

10. Aircraft using this aerodrome shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 ft and shall avoid flying over St Elizabeth's Home (*514949N 0000523E) at an altitude of less than 4000 ft (Stansted QNH).

11. Where the aircraft is approaching the aerodrome to land on Runway 22 it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2.22). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.

12.

- (a) Where the aircraft approaching Runway 22 or Runway 04 is using the ILS in IMC or VMC it shall not descend below 2000 ft (Stansted QNH) before intercepting the glidepath nor thereafter fly below the glidepath; and
- (b) an aircraft approaching Runway 22 or Runway 04 without assistance from the ILS shall not join the final approach to either runway at a height of less than 1500 ft aal (unless they are propeller-driven aircraft whose MTWA does not exceed 5700 kg when the minimum height shall be 1000 ft aal) and thereafter shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

13.

- (a) No aircraft which is to land at Stansted Airport – London between the hours of 2330 and 0600 (local time), other than a relevant propeller driven aircraft, shall descend below 3000 ft (Stansted QNH) until it is established on final approach and is less than 10 nm from touchdown.
- (b) No relevant propeller driven aircraft which is to land at Stansted Airport – London between the hours of 2330 and 0600 (local time) shall descend below 3000 ft (Stansted QNH) until it is established on final approach or thereafter fly below the approach path indicated by the PAPI

14. Where the aircraft is flying on visual circuits of the aerodrome for missed approach purposes;

- (a) it shall not descend below 2000 ft (Stansted QNH) on the downwind leg;
- (b) it shall avoid flying over Great Dunmow or Takeley;
- (c) it shall as far as possible commence its final approach to the aerodrome after visual circuit at a distance of 3 nm from the landing threshold and at a height of 1000 ft aal so as to avoid flying over Thaxted if making its final approach to Runway 22, and to avoid flying over Sawbridgeworth if making its final approach to Runway 04

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

15. Without prejudice to the provisions of sub-paragraphs (1)-(14) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

16. The requirements set out in sub-paragraphs (1)-(15) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4 In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

relevant propeller driven aircraft' means a propeller driven aircraft whose MTWA does not exceed 25000 kg and which has ATC clearance to make a visual approach for the purpose of landing at Stansted Airport – London;

other abbreviations used are defined in GEN 2.2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

M Capstick

Divisional Manager

Aviation Environmental Division

Department for Transport

16 October 2007

- (a) S.I. 1981/651.
- (b) 1982 c.16.
- (c) S.I. 1978/1303.
- (d) The Stansted Airport - London (Noise Abatement Requirements) Notice 2005 signed by C Capstick on 17 February 2005.
- (e) 1972 c.6 as amended by S.I 2002/262.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbofan aircraft.
2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.
3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Stansted Airport Limited.
4. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, from 2330 hours to 0600 hours (local time).
5. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.
6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles (nm) occurs below 6000 ft QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 ft over a track distance of 2 nm or more, as recorded in the airport Noise and track-keeping system.
7. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 m from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5km either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.
8. Aircraft which have attained an altitude of 4000ft (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:
 - (a) between 2330 and 0600 hours (local time) to all take-offs, and
 - (b) between 0600 and 2330 hours (local time) to all take-offs other than those cleared via Barkway.

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Between 0600 and 2330 hours (local time) aircraft which have taken off cleared via Barkway and which have attained an altitude of 3000 ft (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing

EGSS AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft under IFR

(a) Inbound via the Airways System

- (i) The Standard Arrival Routes (STAR) for aircraft inbound to London Stansted are shown at AD 2-EGSS-7-1 to AD 2-EGSS-7-14.
- (ii) The Terminal Holding facility at LOREL/ASKEY and at ABBOT/CASEY is shared with arrivals to both London Luton and Cambridge airports and therefore some STAR designators are shared.
- (iii) Aircraft may be vectored off the routes for separation purposes. When separation has been achieved ATC will give an approximate track to resume the STAR via the appropriate VOR radial or fix.

(b) Inbound other than on Airways

- (i) Aircraft wishing to enter the London Stansted CTR/CTA direct from the London Flight Information Region are required to obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
- (ii) Except where required by the Instrument Approach Procedures, inbound aircraft to London Stansted, whether in VMC or IMC, should comply with the Noise Abatement procedures for arriving aircraft as detailed in Section AD 2.21.

(c) Approach Procedures - with Radar Control

- (i) When inbound traffic is being sequenced by Radar, the Approach procedure will be flown under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
- (ii) Once the aircraft is under Approach Radar Control changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communications failure in the aircraft or at the Radar Unit
- (iii) Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
- (iv) Procedures specific to Runway 22 arrivals via LOREL and ABBOT 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.
- (v) Pilots should typically expect the following speed restrictions to be enforced: 220 kt from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160 – 180 kt; when established on the ILS and thereafter until 4DME, 165 kt with a tolerance of +/- 5kt.

These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg 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. Aircraft 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 aircraft performance reasons.

- (vi) The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- (vii) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for Approach without radar control, will be put into effect.
- (viii) In the event of radio communications failure at the Radar Unit, pilots should contact Aerodrome Control for further instructions.

(d) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Holding Fix to carry out the appropriate Instrument Approach procedure detailed at AD 2-EGSS-7-16/7-19.

EGSS AD 2.22 FLIGHT PROCEDURES (continued)

2 Procedures for Outbound Aircraft

- (a) Standard Instrument Departure Procedures are detailed at AD 2-EGSS-6-1 to AD 2-EGSS-6-9.
- (b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 kt IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
- (c) If for any reason pilots are unable to comply with the 250 kt IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
- (d) Flights via airways to Luton are to file a BKY SID as far as BKY and route BKY-BUSTA-LOREL.
- (e) The RNP1 SIDs, CLN1E and DET1D, can only be requested by an operator that has been approved by their State of Registry for RNP1 operations available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent.

3 Radio Communications Failure Procedures

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1.3, with the exceptions described below:

- (a) Aircraft inbound to London Stansted or Cambridge via LOREL † or ABBOT ‡
 - (i) When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:
 - (1) continue to the appropriate holding point LOREL † or ABBOT ‡ as detailed at AD 2-EGSS-7-1 to 7-14;
 - (2) hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
 - (3) then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
 - (ii) If complete radio failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:
 - (1) Maintain the last assigned level at LOREL † or ABBOT ‡ until:
 - aa ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or
 - bb EAT when this has been received and acknowledged.
 - (2) then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).
 - (iii) Radio failure during a Radar Directed Initial Approach to London Stansted

If complete radio failure occurs after clearance to descend to an altitude has been given during a radar directed initial approach, the following procedure should be adopted:

 - (1) continue visually or by means of an appropriate final approach aid;
 - (2) if not possible, maintain 3000 ft ALT or last assigned altitude if higher and proceed to BKY VOR, then;
 - (3) hold at BKY VOR for 5 minutes (Holding axis 270° MAG inbound track (BKY RDL 090°), turning left at the facility, Max IAS 220 kt), then;
 - (4) descend in the holding pattern if necessary to 3000 ft ALT, then;
 - (5) leave BKY VOR on RDL 197 (Runway 04) or RDL 070 (Runway 22) to join the Initial Approach Procedure detailed at AD 2-EGSS-7-16 to AD 2-EGSS-7-19;
 - (6) in the event of a missed approach, follow the Missed Approach Procedure to BKY VOR and adopt the basic radio failure procedure detailed at ENR 1.1.3
 - (iv) The route and level to be used when leaving Controlled Airspace in accordance with the procedures given at ENR 1.1.3 is as follows:

Position at time of decision	Route
ABBOT/CASEY	Turn right onto track 360°M at last assigned level.
LOREL	Turn left onto BPK VOR RDL 030° at last assigned level.
ASKEY	Turn left onto LAM VOR RDL 360° at last assigned level.
BKY VOR	BKY VOR RDL 360° at 3000 ft ALT.

† ASKEY when BPK VOR is out of service

‡ CASEY when BKY VOR is out of service.

EGSS AD 2.22 FLIGHT PROCEDURES (continued)

- (b) Outbound Aircraft
 - (i) All outbound traffic except those operating on NUGBO 1R/1S: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
 - (ii) Outbound traffic operating on NUGBO 1R/1S: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6-1/6-2, then route via M183 to SILVA; at SILVA, commence climb to flight planned level.

4 Special VFR Flight

- (a) Clearance may be requested for Special VFR flight within the London Stansted CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down at ENR 1.4

Note: Pilots holding a Private Pilot's Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4, para 2.4.
- (b) Aircraft may be subject to radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots **must** inform the radar controller if compliance with these requirements entails a change of heading or level.
- (c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace of the London TMA or London Luton airspace
- (d) In order to reduce conflict with IFR flights, Special VFR arriving and departing flights will normally be cleared not above 1500 ft ALT via the following routes.
 - (i) Audley End Railway Station VRP via M11 Motorway;
 - (ii) Great Dunmow VRP via B1256 (old A120) and Takeley Village;
 - (iii) Puckeridge VRP via north side of A120 trunk road, **avoiding Bishop's Stortford**.
 - (iv) Nuthampsted VRP.

5 VFR Flights

- (a) VFR flights inbound to London Stansted or transiting the Stansted CTR/CTA should contact Essex Radar at least five minutes prior to the CTR/CTA boundary and must not enter the CTR/CTA unless clearance has been given.
- (b) VFR flights will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Clearance may be subject to delay or re-routing. Pilots should anticipate clearance with reference to the Visual Reference Points detailed below.
- (c) In order to reduce conflict with IFR flights, VFR arriving and departing flights will normally be cleared not above 2000 ft ALT via the routes detailed in paragraph 4 d.
- (d) Pilots are reminded of the Stansted Transponder Mandatory Zones and of the close proximity of busy minor aerodromes.
- (e) Visual Reference Points (VRP) detailed below are established to facilitate the routes detailed in paragraphs 4d and 5b and to enable pilots of transit flights to plan alternative routes around the CTR/CTA when traffic conditions require.

VRP	VOR/VOR	VOR/DME FIX
Audley End Railway Station 520015N 0001225E	BKY RDL 081° LAM RDL 006°	BKY 081°/5 nm
Braintree 515242N 0003314E	BKY RDL 110° LAM RDL 047°	LAM 047°/20 nm
Chelmsford 514400N 0002824E	BKY RDL 135° LAM RDL 066°	LAM 066°/13 nm
Epping 514200N 0000640E	BKY RDL 174° BNN RDL 094°	BNN 094°/25 nm
Great Dunmow 515218N 0002145E	BKY RDL 122° LAM RDL 030°	BKY 122°/13 nm
Haverhill 520457N 0002604E	BKY RDL 068° LAM RDL 022°	LAM 022°/28 nm
Hazelend Wood 515338.88N 0001015.05E		LAM 003°/15 nm BKY 145°/7 nm
Nuthampstead AD 515924N 0000343E	BKY RDL 005°	LAM 351°/21 nm
Puckeridge (A10/A120 Intersection) 515306N 0000016E	BKY RDL 199° LAM RDL 339°	BKY 199°/7 nm
Ware 514842N 0000136W	BKY RDL 197° LAM RDL 326°	LAM 326°/12 nm

EGSS AD 2.22 FLIGHT PROCEDURES (continued)

6 Helicopters

- (a) Helicopters inbound to or overflying London Stansted Airport may be required to hold at the following additional VRPs within the aerodrome boundary for integration with arriving and departing flights:
- **From the north:**
North end of Hangar 7 †.
 - **From the south:**
Hangar 8 (clear of the airside road) (515240N 0001409E).
 - **From/to the west:**
Helicopters arriving/departing via the Puckeridge VRP are to route to Hazelend Wood VRP avoiding the built up areas.
† See AD 2-EGSS-2-1 for aerodrome chart.
- (b) Helicopters positioning from the VRPs to either the Helicopter Aiming Point or the runway shall maintain at least 500 ft agl until aligned with the let down point.

7 Transponder Mandatory Zone Access

- (a) Suitably equipped aircraft may access a Stansted TMZ without ATC approval although such traffic is strongly recommended to afford itself of either an ATSOCA service or make use of an appropriate Monitoring Code (see ENR 1.6, para 2.2.5) if available.
- (b) The pilot of an aircraft that wishes to operate in a Stansted TMZ without serviceable transponder equipment as defined in GEN 1.5 para 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Farnborough Radar on frequency 132.800 during their hours of operation 0800-2000 (0700-1900) or from Essex Radar on frequency 120.625, at other times.

8 Fixed Wing, Gliding, Hang-Gliding, Paragliding and Microlight Activity - Stansted CTR/CTA

- (a) Microlight and fixed wing activity takes place during daylight hours at Audley End. The Audley End Operating Area is delineated by reference to the eastern and southern boundaries of an easily identified forest area defined as the airspace from the surface to 1500 ft amsl including that portion of the Stansted CTR contained within the following positions: 520009N 0001341E (CTR boundary) then clockwise to 515937N 0001351E - 515926N 0001347E - 515920N 0001329E - 515919N 0001225E (CTR boundary).
- (b) Intense gliding activity within the Andrewsfield ATZ, a circle, 2 nm radius centred at 515342N 0002657E. Refer to AD 2 EGSL for more details.
- (c) Microlight activity takes place during daylight hours at Hunsdon Aerodrome and part of the Stansted CTR up to altitude 1000 ft within the area defined by straight lines joining successively the following points:
514927N 0000226E - 515001N 0000415E - 514929N 0000537E - 514705N 0000357E - 514706N 0000157E - 514654N 0000123E - 514824N 0000051W - 514905N 0000030W - 514917N 0000127W - 515041N 0000039W - 514927N 0000226E.

9 Frequency Monitoring Code (FMC)

- (a) Due to the high number of controlled airspace infringements, pilots operating in the vicinity of, but intending to remain outside Stansted controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Essex Radar frequency, 120.625 MHz, are expected to select SSR code 7013.
514111N 0001345W - 514459N 0000624W -
520311N 0000141W - 521109N 0000102W -
521104N 0003242E - 520226N 0004040E -
515246N 0004658E - 513630N 0001545E -
514111N 0001345W.
- (b) Selection of 7013 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Stansted controlled airspace at all times.
- (c) Whilst squawking 7013, pilots should be aware that Essex Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- (d) Pilots operating at adjacent aerodromes such as Cambridge, Duxford, Andrewsfield and Stapleford are to select the most appropriate frequency to their location and Rules of the Air.
- (e) When a pilot ceases to maintain a listening watch, code 7013 shall be deselected.

EGSS AD 2.23 ADDITIONAL INFORMATION

(a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGSS AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGSS-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGSS-2-2

Figure: A380 GROUND MOVEMENT CHART - ICAO

AD 2-EGSS-2-3

Figure: AIRCRAFT DE-ICING PADS CHART - ICAO

AD 2-EGSS-2-4

Figure: NOISE PREFERENTIAL ROUTEINGS

AD 2-EGSS-3-1

Figure: CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPS - TRANSPONDER MANDATORY ZONES

AD 2-EGSS-4-1

Figure: HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES

AD 2-EGSS-4-3

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGSS-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 22 - ICAO

AD 2-EGSS-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 04 - ICAO

AD 2-EGSS-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLACTON - ICAO

AD 2-EGSS-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DETLING/LYDD - ICAO

AD 2-EGSS-6-4

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) LAMBOURNE 3R 2S - ICAO

AD 2-EGSS-6-5

Figure: RNP 1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 CLN 1E - ICAO

AD 2-EGSS-6-6

Figure: RNP 1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04 DET 1D - ICAO

AD 2-EGSS-6-7

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 22 CLN 1E

AD 2-EGSS-6-8

Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 04 DET 1D

AD 2-EGSS-6-9

Figure: RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1L - ICAO

AD 2-EGSS-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (north) - ICAO

AD 2-EGSS-7-2

EGSS AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (north) VOR BPK u/s - ICAO

AD 2-EGSS-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (south) - ICAO

AD 2-EGSS-7-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (south) VOR BPK u/s (4Q,1R) - ICAO

AD 2-EGSS-7-5

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (southwest) - ICAO

AD 2-EGSS-7-6

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (southwest) VOR BPK u/s - ICAO

AD 2-EGSS-7-7

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LOREL (south) - ICAO

AD 2-EGSS-7-8

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ASKEY (south) VOR BPK u/s (4C,2D,2S) - ICAO

AD 2-EGSS-7-9

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ABBOT - ICAO

AD 2-EGSS-7-10

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via CASEY VOR BKY u/s - ICAO

AD 2-EGSS-7-11

Figure: B-RNAV STAR via ABBOT (northeast) Chart

AD 2-EGSS-7-12

Figure: B-RNAV STAR via CASEY (northeast) VOR/DME BKY u/s Chart

AD 2-EGSS-7-13

Figure: STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1L

AD 2-EGSS-7-14

Figure: RNAV HOLD CODING TABLES LOREL VATON

AD 2-EGSS-7-15

Figure: INITIAL APPROACH PROCEDURES ILS RWY 04 Without Radar Control Chart

AD 2-EGSS-7-16

Figure: INITIAL APPROACH PROCEDURES ILS RWY 04 Without Radar Control VOR/DME BKY u/s Chart

AD 2-EGSS-7-17

Figure: INITIAL APPROACH PROCEDURES ILS RWY 22 Without Radar Control Chart

AD 2-EGSS-7-18

Figure: INITIAL APPROACH PROCEDURES ILS RWY 22 Without Radar Control VOR/DME BKY u/s Chart

AD 2-EGSS-7-19

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 04 - ICAO

AD 2-EGSS-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 04 - ICAO

AD 2-EGSS-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 04 - ICAO

AD 2-EGSS-8-3

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 04 - ICAO

AD 2-EGSS-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 22 - ICAO

AD 2-EGSS-8-5

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 22 - ICAO

EGSS AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGSS-8-6

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 22 - ICAO

AD 2-EGSS-8-7

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 22 - ICAO

AD 2-EGSS-8-8

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 04 via EKVEG

AD 2-EGSS-8-9

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 22 via TOTVO

AD 2-EGSS-8-10