1. TAXI PROCEDURES

1.4. Taxy 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 center-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 (APU) is subject to strict controls as set out in published airport regulations. Between 0600-2330LT APU's 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 when APU's will be required for cabin conditioning during the forecast resting period on the final approach, such as between 0600-2330LT. Between 2330-0600LT APU's 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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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 2330-0600LT 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.

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.
2.3. 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 will be 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 least 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).
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 2300-0700LT,
- 87 dBA between 2300-0600LT
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 (2300-0600LT)

ACFT movements will score against the quota as follows:

<table>
<thead>
<tr>
<th>Noise Level Band (EPNdB)</th>
<th>QUOTA Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>84 - 86.9</td>
<td>0.25</td>
</tr>
<tr>
<td>87 - 89.9</td>
<td>0.5</td>
</tr>
<tr>
<td>90 - 92.9</td>
<td>1</td>
</tr>
<tr>
<td>93 - 95.9</td>
<td>2</td>
</tr>
<tr>
<td>96 - 98.9</td>
<td>4</td>
</tr>
<tr>
<td>99 - 101.9</td>
<td>8</td>
</tr>
<tr>
<td>more than 101.9</td>
<td>16</td>
</tr>
</tbody>
</table>

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:
N51 26.1 W000 20.9 VATON WILL BE AS DIRECTED BY ATC.

ACTUAL DESCENT CLEARANCE
N51 38.8 E000 09.1 DESCENT CLEARANCE AS FOLLOWS:

R 8

by MAY.

SPEED RESTRICTION
D 23
ASKEY
MAX FL200
N51 26.1 W000 20.9
7000
UM 733
(LAM D27)

NOT TO SCALE
BARKWAY
1
1800'

WARNING
BPK VOR or DME
To be used when
ARP

NOT TO SCALE

WARNING

BUSTA
SSD NDB
MSA
LOREL 1S:

LOREL 2C:

127.17
348'

Trans level: By ATC    Trans alt: 6000'
Alt Set: hPa
When instructed contact STANSTED Director or LONDON Control.

Apt Elev
348' Trans level: By ATC    Trans alt: 6000'

1. SIDs include noise preferential routes (refer to 30-4C).
2. Initial climb straight ahead to 850'.
3. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE VIA BKY

30-3

3000' At or above

STANSTED
429 SSD
SSD N51 53.7 E000 14.7

352' per NM (5.8%) up to 3000' for ATC purposes.

This SID requires a minimum climb gradient of

273' per NM (4.5%) up to 3000' for airspace purposes.

* CHANGES:

JEPPESEN 10 MAR 06
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.
1. When instructed contact STANSTED Director or LONDON Control.

2. This SID requires a minimum climb gradient of 30-3B Apt Elev 348'.

3. Trans level: By ATC    Trans alt: 6000'

4. Initially climb straight ahead to 850'.

5. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.

6. SIDs include noise preferential routes (refer to 30-4C).

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

Due to interaction with other routes do not climb above 2000' 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
- Climb straight ahead, at D1 ISX (BKY R-149) turn LEFT, intercept CLN R-269 inbound by D33 CLN.

CLN 4S
- At or above 2500', turn LEFT, intercept BKY R-262 to WCO, then to CPT.

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

- Follow SIDs to D20 CLN, then join STAR ALXIN 2A climbing to 5000'.

WARNING: STEPPED CLIMB - Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

SPEED LIMITS
- MAX 250 KT below FL100
- MAX 250 KT between FL100 & FL250
- MAX 270 KT between FL250 & FL330

NOT TO SCALE

LONDON UK

CLACTON - Clacton South (CLN)
- RWY 23 DEPARTURES
- RWY 34 DEPARTURES

LONDON, UK

STANSTED

1. When instructed by LONDON control or STANSTED Director, use SIDs listed on this chart.
2. DO NOT CLimb above SID levels unless instructed by ATC.
3. Climb straight ahead to 850'.
4. When instructed by LONDON control or STANSTED Director. SIDs include noise preferential routes (refer to 30-4C).
5. When instructed by LONDON control or STANSTED Director, MAX 250 KT below FL100.
6. AIRCRAFT below 195 KT, first turn no further east than 140° track to intercept CLN R-269 inbound by D33 CLN.

WARNING: STEPPED CLIMB - Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

SPEED LIMITS
- MAX 250 KT below FL100
- MAX 250 KT between FL100 & FL250
- MAX 270 KT between FL250 & FL330

NOT TO SCALE

LONDON UK

STANSTED

1. When instructed by LONDON control or STANSTED Director, use SIDs listed on this chart.
2. DO NOT CLimb above SID levels unless instructed by ATC.
3. Climb straight ahead to 850'.
4. When instructed by LONDON control or STANSTED Director. SIDs include noise preferential routes (refer to 30-4C).
5. When instructed by LONDON control or STANSTED Director, MAX 250 KT below FL100.
6. AIRCRAFT below 195 KT, first turn no further east than 140° track to intercept CLN R-269 inbound by D33 CLN.

WARNING: STEPPED CLIMB - Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

SPEED LIMITS
- MAX 250 KT below FL100
- MAX 250 KT between FL100 & FL250
- MAX 270 KT between FL250 & FL330

NOT TO SCALE

LONDON UK

STANSTED

1. When instructed by LONDON control or STANSTED Director, use SIDs listed on this chart.
2. DO NOT CLimb above SID levels unless instructed by ATC.
3. Climb straight ahead to 850'.
4. When instructed by LONDON control or STANSTED Director. SIDs include noise preferential routes (refer to 30-4C).
5. When instructed by LONDON control or STANSTED Director, MAX 250 KT below FL100.
6. AIRCRAFT below 195 KT, first turn no further east than 140° track to intercept CLN R-269 inbound by D33 CLN.

WARNING: STEPPED CLIMB - Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

SPEED LIMITS
- MAX 250 KT below FL100
- MAX 250 KT between FL100 & FL250
- MAX 270 KT between FL250 & FL330

NOT TO SCALE

LONDON UK

STANSTED
When instructed contact STANSTED Director or LONDON Control.

This SID requires a minimum climb gradient of 352' per NM (5.8%) up to 3300', then 441' per NM (7.5%) up to 5000'.

At or above 3000', then 456' per NM (7.5%) up to 5000'.

SIDs include noise preferential routes (refer to 30-4C).

1. Initial climb straight ahead to 850'.
2. Cruising levels will be issued after take-off by STANSTED Director or LONDON Control.
3. Do not climb above SID level until instructed by ATC.
4. WARNING: Due to interaction with other routes do not climb above 5000' until cleared by ATC.

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CHANGES:

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**RWY ROUTING**

- **LYD 5R**
  - Gnd speed - KT 429
  - SSD NDB
  - MSA
  - 090º 1800'
  - SSD
  - 10 MAR 06

- **LYD 4S**
  - ILS DME
  - 110.5 ISX
  - ISED
  - 110.5 ISD

- **LYD 2S**
  - 5000'
  - 280º per NM
  - 349
  - 4666
  - 991
  - 32
  - 116
  - 51
  - 39

- **LYD 3R**
  - 5000'
  - 456º per NM
  - 149º
  - 171º

- **LAM**
  - 5000'
  - 456º per NM
  - 149º
  - 171º

- **N51 00.0 E000 52.7**
  - 115.6 LAM
  - At
  - LAMBOURNE
  - 3000'
  - 3000'
  - 401º per NM (6.6%) up to
  - 501668
  - 10031337
  - 16712005

- **N51 38.8 E000 09.1**
  - 115.6 LAM
  - At
  - LAMBOURNE
  - 3000'
  - 448
  - 597896
  - 1195
  - 14941792

- **N51 51.8 E000 12.1**
  - 115.6 LAM
  - At
  - STANSTED
  - 209º
  - 2100'
  - 209º

- **N51 59.4 E000 03.7**
  - BARKWAY
  - 180º 090º
  - 180º
  - 360º

**WARNING:**

- Do not climb above SID level until cleared by ATC.
- Climbing levels will be issued after 4.
- Initial SIDs include noise preferential routes (refer to 30-4C).
- UNLESS OTHERWISE AUTHORIZED do not climb above 6000 ft MSL.
- MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED.
- RWYS 23, 05 DEPARTURES FOR LANDING AT EGLL ONLY.

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

Stand Entry Guidance System

2. EMERGENCY STOP PROCEDURES

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

4. PARALLAX AIRCRAFT PARKING AID (PAPA)

5. STOP ARROWS

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. 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.

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.

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STANSTED
LONDON, UK
30-9C

EGSS/STN
1. INTRODUCTION

Stand Entry Guidance System

2. EMERGENCY STOP PROCEDURES

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

4. PARALLAX AIRCRAFT PARKING AID (PAPA)

5. STOP ARROWS

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

Gnd speed-Kts 70 90 100 120 140 160

HIALS-II

DA(H) 423'

ABC

ILS LOC (GS out)

CIRCLE-TO-LAND

JAR-OPS.
Rwy 05: See 30-4 noise abatement.

LONDON, UK

Final Apch Crs Minimum Alt Apt Elev RADAR By ATC Refer to Minimums

348'

PANS OPS 4 Missed Approach - See below

120.62 ESSEX Radar (APP) 126.95 123.8 *Ground

See table below

RWY 23 RWY 05

323'333'

SRA All Rwys STANSTED

STANSTED Tower MDA(H)

Max Kts 205 180 135

1500m 1600m 2400m 3600m (922') (922') (922') (922')

100

ALS out

STRAIGHT-IN LANDING SRA 23

1270' 1270' 1270'

MDA(H)

Refer to Missed Apch above

1500m 2000m

Lighting - Refer to Airport Chart

VIS

RVR

RVR

2000m

127.17 114.55 ATIS *STANSTED Director 51-50 52-00

BRIEFING STRIP TM

EGSS/STN 090° 360° 180°

6.1%

24 MAR 06

Descent Gradient

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