

SIDs	22	04	No LON	Notes
BKY	6R 4000 ft	3S 5000 ft	-	To leave controlled airspace at BKY / Flights to EGGW
CLN	2E (9R) 4000 ft	5S 4000 ft	FL110	()=Non-RNAV Flights to EGLL/WU file CLN DCT LAM
DET	2R 5000 ft	2D (2S) 5000 ft	MSL	Only 2300-0600L unless: to EGKK <u>or</u> via M604 LYD (max FL175) <u>or</u> to Paris TMA (max FL265) - Re-route CLN ()=Non-RNAV
NUGBO	1R 4000 ft	1S 5000 ft	FL160	
UTAVA	1R 4000 ft	1S 5000 ft	FL120	

Departure Route Separation				
↓ Follow	Lead →	CLN/DET	UTAVA/BKY	NUGBO
CLN/DET		2	1	1
UTAVA/BKY		1	2	2
NUGBO		1	2	3*

*** During high demand, may be reduced for a time period agreed by TC NW**

Handoff / Release Orders	TC NE	TC NW	FIN
	TC NE	TC NW	FIN
	TC N	TC N	INT
	TC	TC	TC NE
	TC E	TC M	TC N
	LE	LM	TC
	LC	LC	TC E
	LSC	LSC	LE
	L	L	LC
	INT		LSC

Frequency List				
LONDON CONTROL			LOCAL	
TC NE	"TC North East"	118.825	ATIS	127.180
TC NW	"TC North West"	121.280	GMP	121.955
TC N	"TC North"	119.780	GMC	121.730
TC	"TC Bandbox"	135.805	AIR	123.805
TC E	"TC East"	121.230	FIN	136.200
TC M	"TC Midlands"	121.030	INT*	120.625
LC	"AC Central"	127.105	LL INT N	119.730
LE	"AC Clacton"	118.480	*When SS INT uses the callsign ESSEX_APP, they will provide top down cover of Luton	
LM	"AC Daventry"	120.025		
LSC	"AC South Central"	132.600		
L	"AC Bandbox"	127.830		

VFR/SVFR Departures
GMP may clear VFR/SVFR on standard routes without coordination. Non-standard routes are coordinated with FIN.
Standard clearance VFR/SVFR via:
<ul style="list-style-type: none"> Canfield A120/B1256 Interchange Audley End Railway Station (via M11) Nuthampstead Aerodrome via Hazeland Wood VRP Puckeridge A10/A120 Interchange via Hazeland Wood VRP
Not above altitude 2000 ft, squawk 7410.
AIR to be notified of the clearance and flight rules.
No release required if on standard VFR routing. SVFR or non-standard VFR = release from FIN.

Altimetry Information	
Elevation	QFE
348 ft	QNH - 12

Circuit Procedures		
Runway	Direction	Altitude (Height)
22	Left	1400 ft (1000 ft)
04	Right	1400 ft (1000 ft)

Departure	Clearance (GMP)	Coord (GMP)	Pre-note (GMC)	Pre-Note (AIR)	Release (AIR)
DET				THAMES	TC NE
To EGLL/WU/KK/LC/KB/TO/MC		TC NE			TC NW
To EGBB/BE/NX/LF/HI/HH		TC NW			FIN
To EGGW/SC		Luton/Cambridge	FIN		
Standard VFR/SVFR		AIR		VFR: Pre-Note FIN	SVFR: Release FIN
Non-standard IFR/VFR/SVFR	FIN				FIN
SID following traffic to EGGW/SC, non-standard IFR or any SVFR					
After missed approach or runway change					

Note: When a controller requests a radar check, a departure release is required from that controller.

Speed Separation Groups (see vMATS for rules)			
4	3	2	1
All jet aircraft except: - Those in Group 3 - Concorde - Military fast jets	BAe 146 / Avro RJ variants CL35/CL60 CRJ1/2/7/9/X D328/J328 DH8D E135/145 E50P/55P P180 / SB20 Citations except: C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

Squawks	Dep	7410	Arr	7411
	TC		7402 - 7414	

Transition Level & MSL		
EGLL QNH	TL	MSL
1032-1049	65	70
1013-1031	70	70
995-1012	75	80
977-994	80	80
959-976	85	90
940-958	90	90

Stansted Holds		
Fix	Details	Levels
LOREL	187° L	FL90 - FL140
ABBOT	264° R	FL80 - FL140

RNP Approach (RNP Z only)		
RWY	IAF	Platform
22	TOTVO	2500 ft
04	EKVEG	2500 ft

Departure Agreements		
SID	To	Conditions
NUGBO / UTAVA	TC NW	FL80 (or FL90 when MSL is FL90) by 8 NM after BKY

STARs			
LOREL	Routing	Descent	Notes
AVANT 1L	AVANT - OCK - VATON - BPK - BKY - BUSTA - LOREL	FL190 by AVANT	
BANVA 1L	BANVA - UNDUG - MAY - VATON - BPK - BKY - BUSTA - LOREL	FL200 by MAY	
FINMA 1L	FINMA - BOMBO - BKY - BUSTA - LOREL	-	Low Level
LISTO 1L	LISTO - PEDIG - ROGBI - FINMA - BOMBO - BKY - BUSTA - LOREL	FL200 by ROGBI FL150 by FINMA	
SILVA 1L	SILVA - BOMBO - BKY - BUSTA - LOREL	-	Low Level
SIRIC 1L	SIRIC - NIGIT - VATON - BPK - BKY - BUSTA - LOREL	FL180 by SIRIC	
TELTU 1L	TELTU - VATON - BPK - BKY - BUSTA - LOREL	FL190 by TELTU	
ABBOT	Routing	Descent	Notes
DET 2A	DET - LOFFO - ABBOT	FL170 by DET	Low Level
LOGAN 2A	LOGAN - CLN - ABBOT	FL100 by LOGAN	Low Level
MEGEL 1A	MEGEL - DITOB - LAPRA - ABBOT	FL260 by AMFEP FL220 by MEGEL FL120 by LAPRA	
RINIS 1A	RINIS - IDESI - LAPRA - ABBOT	FL220 by RINIS FL180 by IDESI FL120 by LAPRA	
TOSVA 1A	TOSVA - IDESI - LAPRA - ABBOT	FL220 by TOSVA FL180 by IDESI FL120 by LAPRA	
XAMAN 1A	XAMAN - IDESI - LAPRA - ABBOT	FL220 by XAMAN FL180 by IDESI FL120 by LAPRA	

Missed Approaches	
04	Climb straight ahead not above 3000 ft. At I-SED DME 2 (VOR BKY R116) turn left to establish on VOR BKY R101 (QDM 281°). Cross BKY DME 5 at 3000 ft then continue to BKY VOR at 3000 ft or as directed.
22	Climb straight ahead not above 3000 ft. At I-SX DME 3.1 (VOR BKY R156) turn right to establish on VOR BKY R171 (QDM 351°) by BKY DME 8 continuing climb as necessary to BKY VOR at 3000 ft or as directed.

Level Capping (not exhaustive)	
Destination	Max RFL
EGNX/BB EGCC/GP/NR	180
EGNH/NJ/NM/NO	240
EGFF/GD/SY	200
EGNT/NV	340
EGAA/AC/AD/AE/AL	320 via LIPGO
Dublin, EIME/WT	340 via LIPGO/ VATRY
EH** except EHAM and EHRD	230 290 210
EBBR/AW/CI/CV/MB	230
LFPG/OB/OP	250
LFRR FIR	290
LFBB FIR	350

25 NM Minimum Sector Altitude (MSA)			
NW	2000 ft	NE	1800 ft
SW	2100 ft	SE	1700 ft

Wake Turbulence Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

Inbounds via ABBOT to EGGW

Traffic will be transferred to SS INT by TC East. SS INT will individually coordinate with GW INT, typically 5000 ft on a westerly heading.

Low Level Procedures - FIN responsible for CTR / INT provides UK FIS

VFR Arrivals
INT to clear via VRP not above 2000 ft, squawk 7411. Coordinate with FIN. FIN with TWR.

VFR/SVFR Departures
Cleared on standard routes else coordinated by GMP, 2000 ft squawk 7410. Release from AIR for SVFR. VFR notified before departure, notify any traffic in response.

Low Visibility Procedures

Low Visibility Procedures
LVP are applied and broadcast via ATIS or via RT. They are enforced either when: **IRVR or Met. Visibility is 600 m or less OR cloud ceiling (BKN+) 200 ft or less.** CAT II/III holds mandatory.

Safeguarding at IRVR 1500 m or cloud 300 ft or less - GMC must use CAT II/III holds but optional for AIR.

NOT FOR REAL WORLD USE