RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

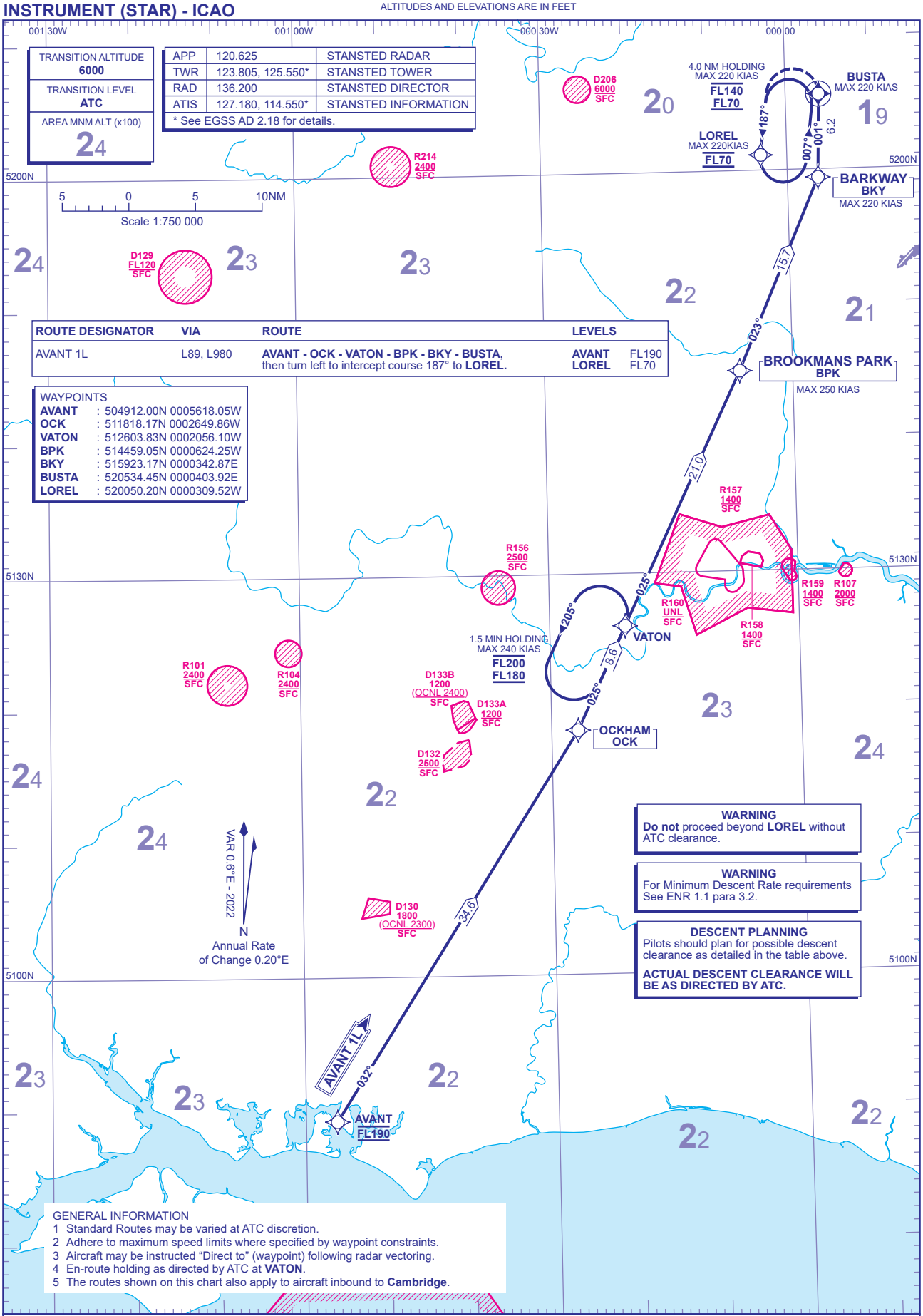
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON STANSTED AVANT 1L

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

APP	120.625	STANSTED RADAR
TWR	123.805, 125.550*	STANSTED TOWER
RAD	136.200	STANSTED DIRECTOR
ATIS	127.180, 114.550*	STANSTED INFORMATION

* See EGSS AD 2.18 for details.



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
AVANT 1L	L89, L980	**AVANT - OCK - VATON - BPK - BKY - BUSTA,** then turn left to intercept course 187° to **LOREL.**	**AVANT**	FL190
			LOREL	FL70

WAYPOINTS

AVANT	: 504912.00N 0005618.05W
OCK	: 511818.17N 0002649.86W
VATON	: 512603.83N 0002056.10W
BPK	: 514459.05N 0000624.25W
BKY	: 515923.17N 0000342.87E
BUSTA	: 520534.45N 0000403.92E
LOREL	: 520050.20N 0000309.52W

WARNING
Do not proceed beyond **LOREL** without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

GENERAL INFORMATION
1 Standard Routes may be varied at ATC discretion.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 En-route holding as directed by ATC at **VATON**.
5 The routes shown on this chart also apply to aircraft inbound to **Cambridge**.

CHANGE (4/25): AMA REVISED.