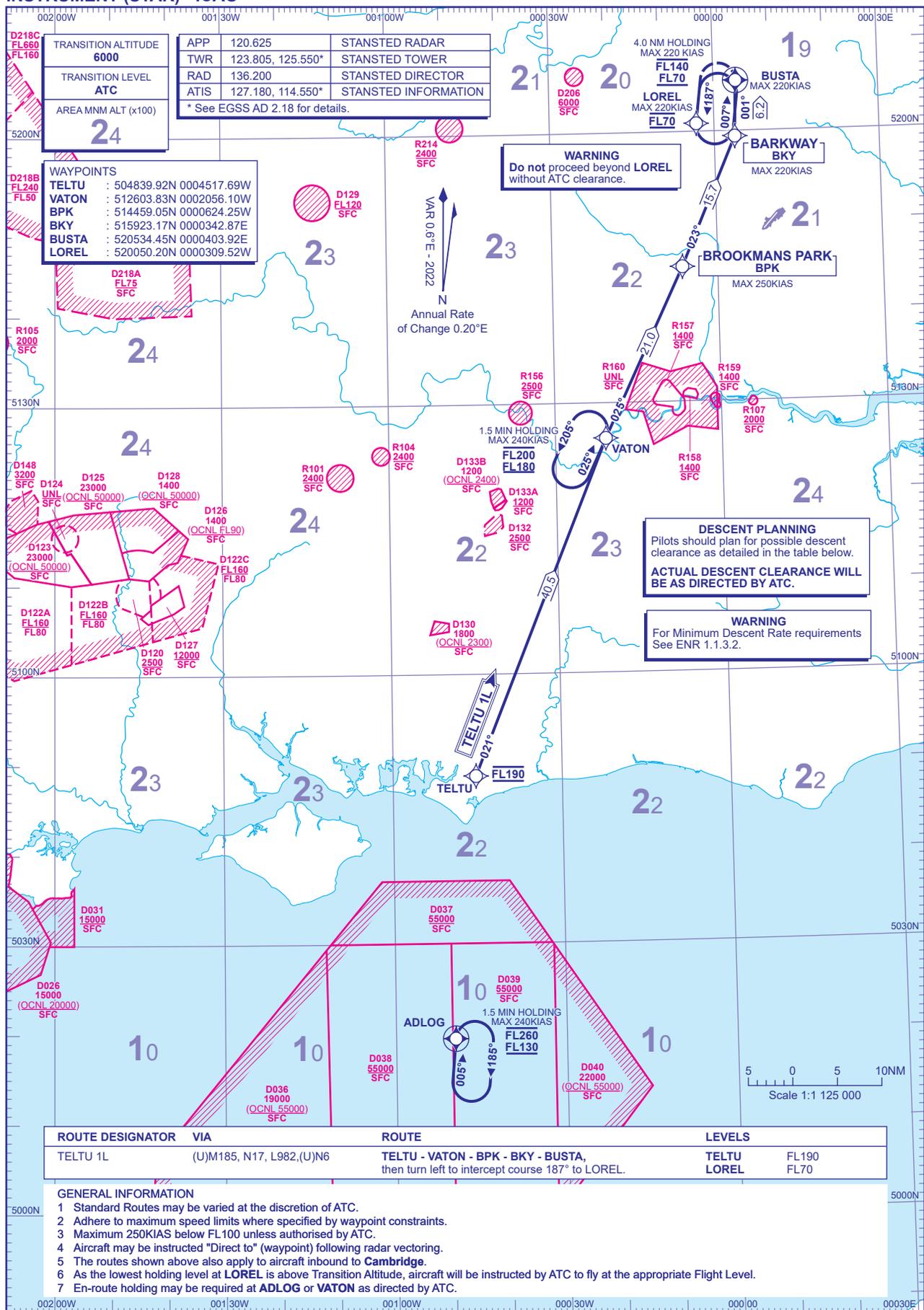


RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON STANSTED
TELTU 1L



TRANSITION ALTITUDE	6000	APP	120.625	STANSTED RADAR
TRANSITION LEVEL	ATC	TWR	123.805, 125.550*	STANSTED TOWER
AREA MNM ALT (x100)	24	RAD	136.200	STANSTED DIRECTOR
		ATIS	127.180, 114.550*	STANSTED INFORMATION

* See EGSS AD 2.18 for details.

WAYPOINTS	
TELTU	: 504839.92N 0004517.69W
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.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
TELTU 1L	(U)M185, N17, L982,(U)N6	TELTU - VATON - BPK - BKY - BUSTA, then turn left to intercept course 187° to LOREL.	TELTU FL190 LOREL FL70

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown above also apply to aircraft inbound to **Cambridge**.
 - As the lowest holding level at **LOREL** is above Transition Altitude, aircraft will be instructed by ATC to fly at the appropriate Flight Level.
 - En-route holding may be required at **ADLOG** or **VATON** as directed by ATC.