



TRANSITION ALTITUDE
6000

TRANSITION LEVEL
ATC

AREA MNM ALT (x100)
24

WARNING
Do not proceed beyond LOREL
without ATC clearance.

WAYPOINTS

BANVA : 503242.00N 0004512.00E
UNDUG : 504723.71N 0002530.03E
MAY : 510101.86N 0000658.04E
VATON : 512603.83N 0002056.10W
BPK : 514459.05N 0000624.25W
BKY : 515923.17N 0000342.87E
ABBOT : 520058.00N 0003558.49E
TABIS : 520031.75N 0002643.90E
BUSTA : 520534.45N 0000403.92E
LOREL : 520050.20N 0000309.52W

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 below.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

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

* See EGSS AD 2.18 for details.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BANVA 1L	M733 Y8	BANVA - UNDUG - MAY - VATON - BPK - BKY - BUSTA, then turn left to intercept course 187° to LOREL.	MAY FL200 LOREL FL70
ABBOT 1Z	ATC	ABBOT - TABIS - BUSTA, then turn left to intercept course 187° to LOREL.	LOREL FL70

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to **Cambridge**.
 - En route holding may be required at UNDUG or VATON as directed by ATC - do not hold at UNDUG or VATON unless instructed by ATC
 - ABBOT 1Z** is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.

CHANGE (1/24): AERODROME BOUNDARY REVISED.