

**TRANSITION ALTITUDE**  
6000

**TRANSITION LEVEL**  
ATC

**AREA MNM ALT (x100)**  
24

**APP** 120.625  
**TWR** 123.805, 125.550\*  
**RAD** 136.200  
**ATIS** 127.180, 114.550\*  
\* See EGSS AD 2.18 for details

**STANSTED RADAR**  
**STANSTED TOWER**  
**STANSTED DIRECTOR**  
**STANSTED INFORMATION**

**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

**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 LOREL FL190 FL070

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

**WARNING**  
For Minimum Descent Rate requirements See ENR 1.1.3.2.

**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.

AD 2-EGSS-7-6