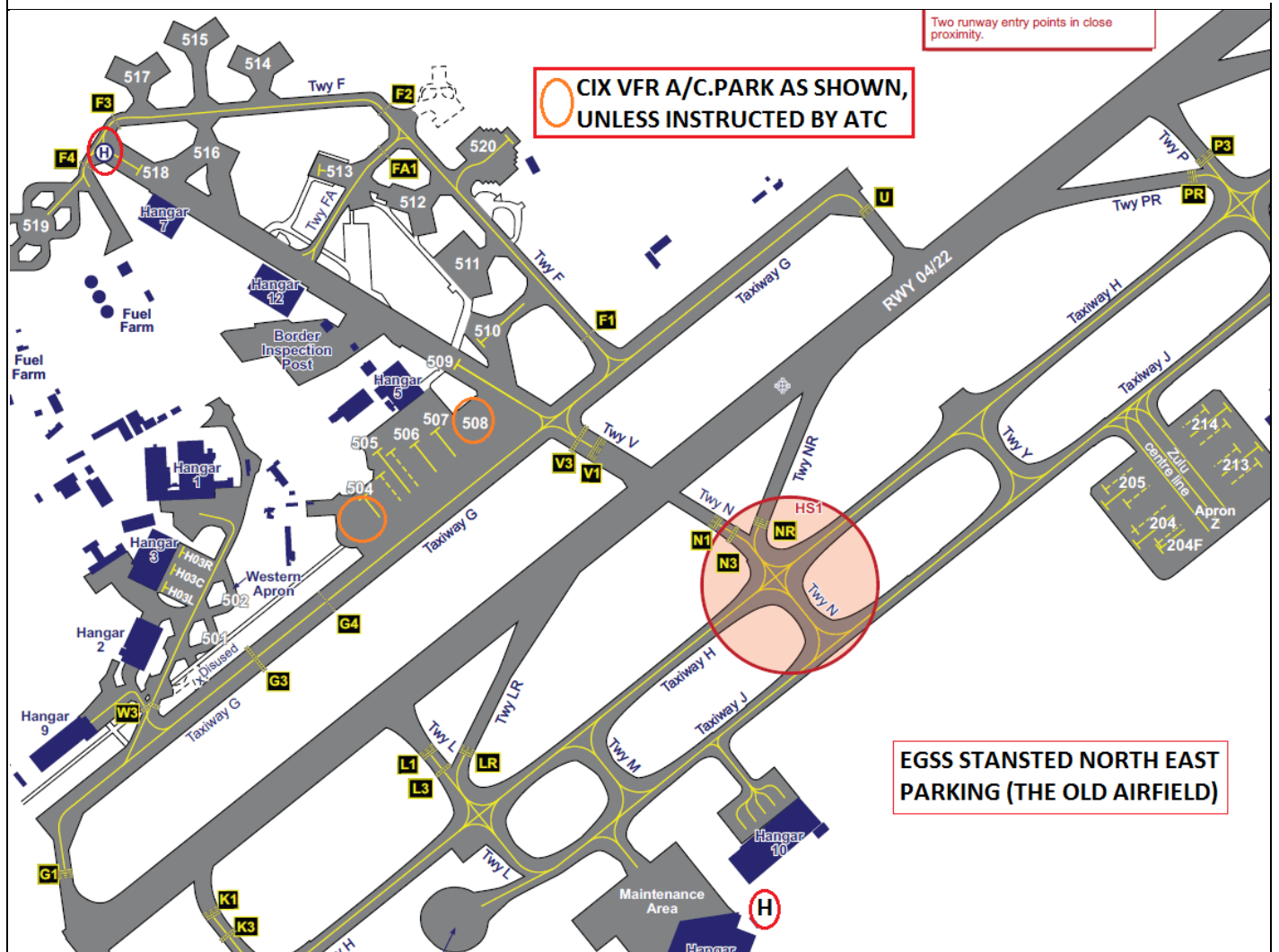
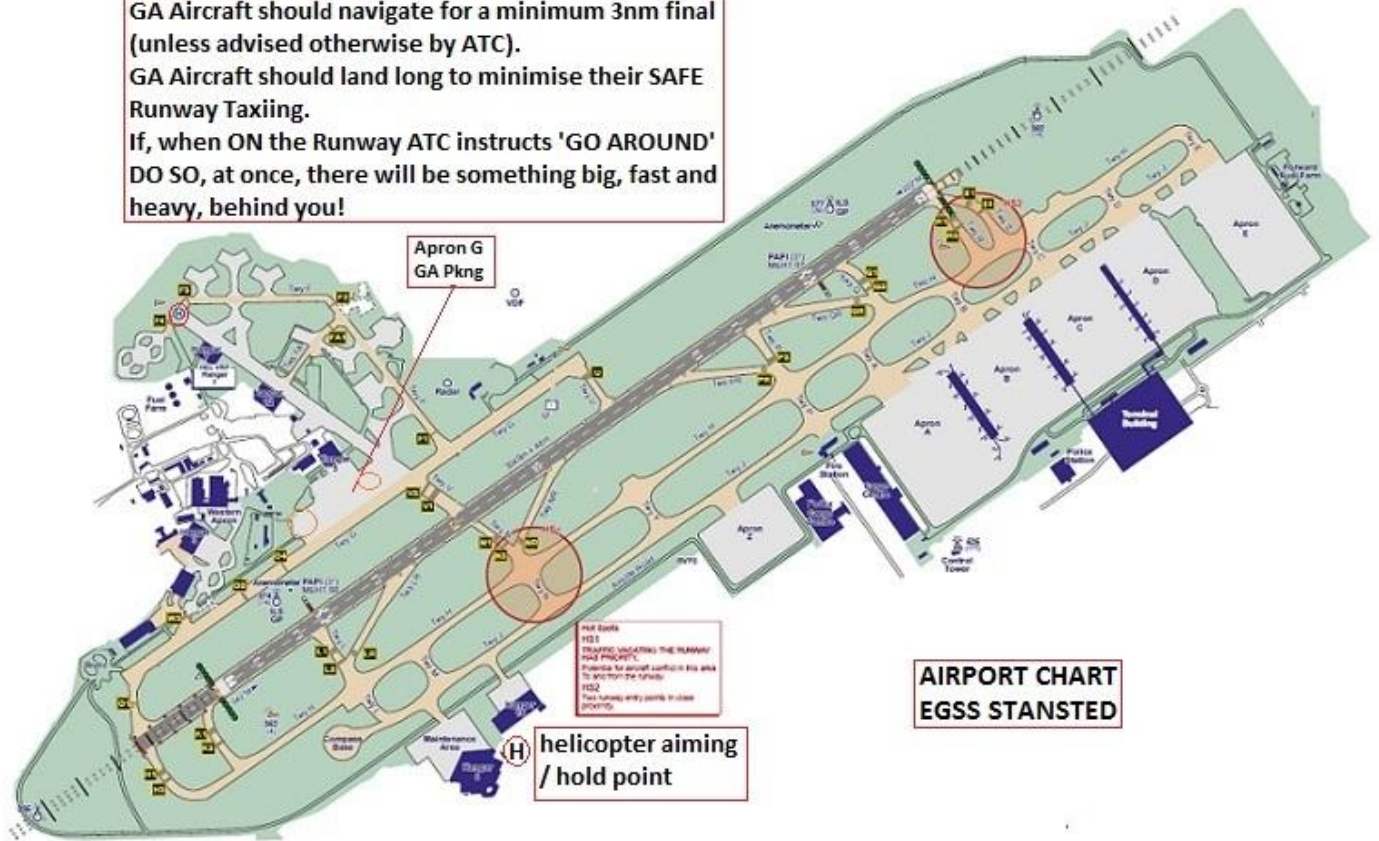
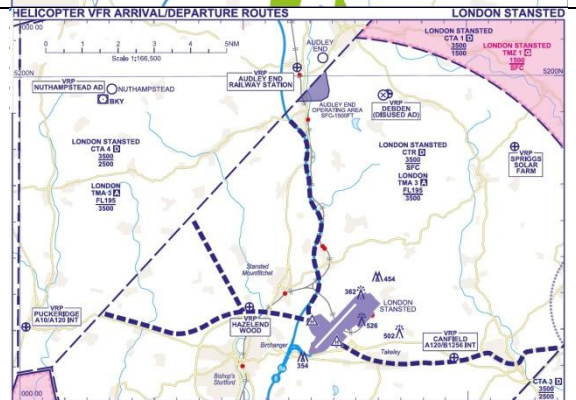
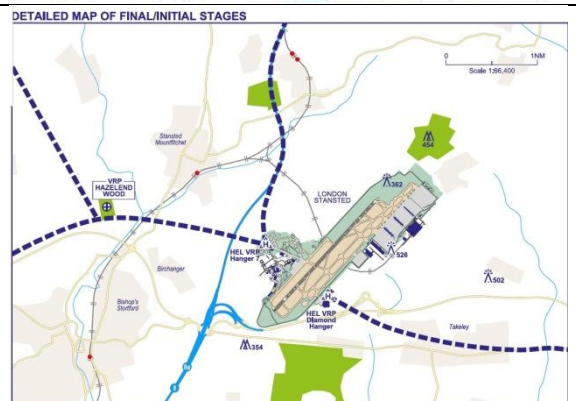
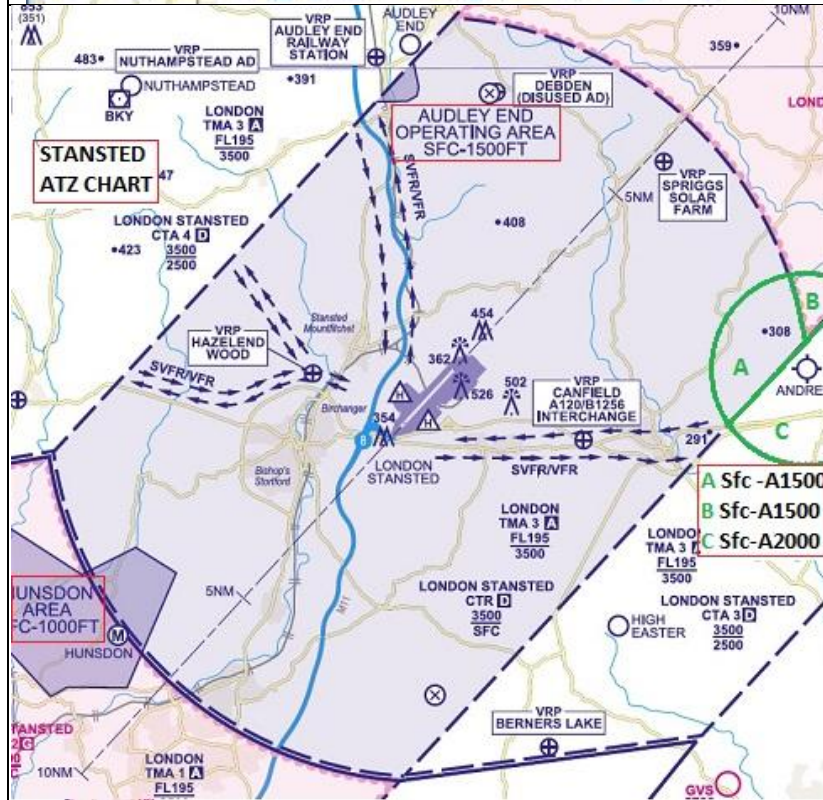
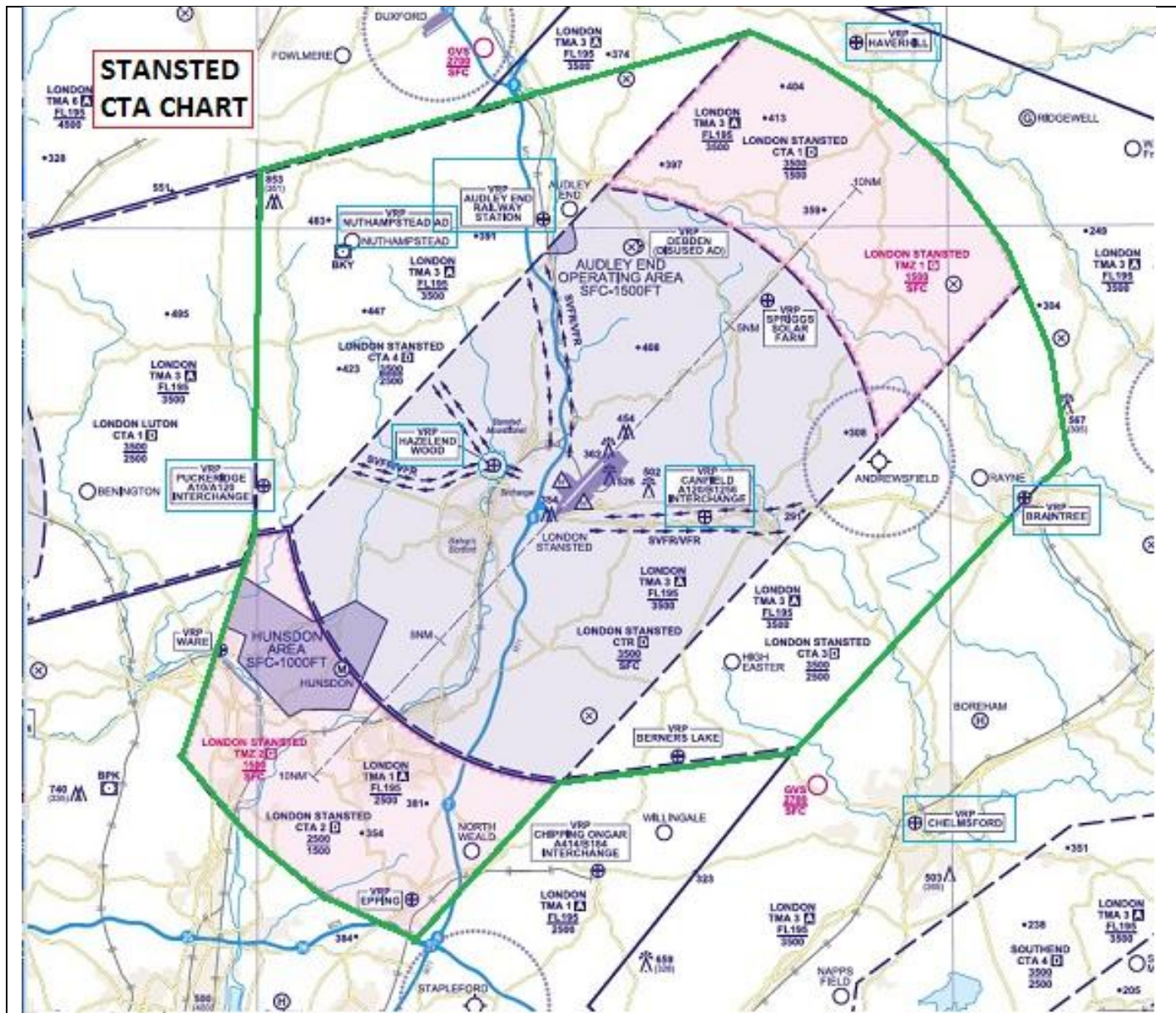


AIRFIELD NAME		September 25		STANSTED		EGSS		CENTRAL		
CALLSIGN RADIO		Stansted Tower				123.805				
CALLSIGN VATSIM		EGSS_TWR				Ground. 121.730				
LOCATION		Lat N051.53.06.000		Long W000.14.06.000		Elev.348 ft				
LOCATION GEO		2.5nm ENE of Bishops Stortford				Conspicuity listen 7013 SS_RDR				
CHART SOURCE		NATS	Stansted Radar 136.200		Essex_App 120.625		QFE= QNH-11 HPscIs			
METAR	EGSS 127.180		EGSS_DEL 121.955		NO NORDO AIRCRAFT GA parking apron G ONLY, unless advised otherwise by ATC GA Aircraft requiring CUSTOMS clearance. Taxi to Border Inspection ramp, when cleared, taxi to apron G. ALL GROUND MOVEMENT & START UP, REQUIRES ATC (GND) CLEARANCE. If TWR/Ground Squawk mode C when taxiing					
NAV AIDS	NDB/ SSD 429 kHz		ILS/ ISED / ISX 110.50 MHz							
RUNWAY	Headings	Dimension		Surface						
	04 / 22	3049M x 46M		Grooved asphalt						
AIRSPACE	CLASS D	Transition level 6000ft								
CIRCUITS	GA (22)1000ft QFE; Direction as advised. (04) Right hand at 1400ft QFE. Helios 500ft as advised GA A/C Route for minimum 3nm finals.									
NO FLY	Avoid all local villages below 1000ft QFE, Helicopters, below 700ft QFE. See Charts below.									
LOCAL HAZARDS	EGSS can be extremely busy. MINIMUM RUNWAY & TAXIWAY OCCUPANCY IS REQUIRED AT ALL TIMES. DO NOT REQUEST TAXI OR TAKE OFF UNLESS READY TO MOVE. ALL GA A/C, If Requested to vacate runway 'Immediate', vacate or disconnect. DO NOT use the grass. Listen, think & plan.									
HELICOPTER OPERATIONS	Helicopter pilots - read this with reference to the Helicopter route charts below. Not below 500' Unless told to hover taxi or 'fly/transit wheeled helicopters will ground taxi and skid helicopters will hover taxi USING nominated TAXIWAYS. Crossing the active is NOT to be a Hover-taxi. When visibility is less than 1500M and cloud base, less than 300ft ALL helicopters must arrive / depart from the runway, they should then proceed to taxi G and on to parking as advised by ATC. They may be required to HOLD OUTSIDE CAS until ATC can integrate them with other runway traffic. If ATC has a high workload they may be required to hold WHITHOUT a radar service. If the weather is better than above, Helicopters will approach / depart via the Mandatory helio / VFR routes, to /from the 'H' set down point between F3 and F4. (not on all scenery) Any other routings are ATC Advisory. Helicopters on the Braintree / Canfield interchange (easterly) route Must report holding adjacent to the 'Diamond hanger VRP' (Hanger 8) until cleared to cross the active, to the set down point, AS ADVISED by ATC. Landing / departing @At your discretion'									
SPECIAL RULES	GA Aircraft should request departure from U (22) or V(04), this will assist ATC to maximise runway use. GA A/C should vacate at V(22) / U(04). In both cases UNLESS advised otherwise by ATC. When 04 active A/C >36M wingspan, will cross the active from NE ops via V;N;H to K3. Expect G. A/C are not to stop on runway exit, awaiting taxi instructions. MOVE FORWARD (GA A/C) so that your tail is over the taxiway/runway stop bar. ie. G1;V1;or U. or as advised by ATC, and hold/wait. After landing taxi at YOUR best / safe taxi speed until slowing to vacate. - there may be an IFR behind you. IF requested to 'GO AROUND' even if on the runway DO SO, AT ONCE. safe not sorry. ARRIVALS AND DEPARTURES. Within the CTA A/C should expect NOT above 1500ft EGSS QFE. Outside the CTR (the CTA) not above A2000ft EGSS QNH. ALL GA VFR A/C are to follow the mandatory low level routes as shown below. GA A/C MUST NOT enter the CTA without clearance from ATC, which may alter the expected routing / height restriction due IFR traffic. Standard entry is via the VRPs; Nuthamstead AD (BKY); Puckeridge; Audley End (via M11) and Braintree. Pilots are to call EGSS_APP / RADAR AT LEAST 5 minutes before CTA entry. No clearance, remain outside. NOTE NO FLY AREAS marked on CTA area chart below. A/C Transiting the CTR may be given A2000ft, with modified routing, dependant on other traffic. Fixed wing A/C MUST pass over the CTA VRPs. or the M11 as soon as practical. EGSS Stansted can be very busy (even on VATSIM). A visit is easy if you LISTEN and LOOK and especially, read these notes which will enable you to ANTICIPATE what next. You should navigate for a minimum 3nm Final DO NOT descend BELOW the PAPIs. Or as advised. Finally, if EGSS is very busy, expect to practice orbits. - As instructed by ATC									
REMARKS	If visiting one of the airfields within the CTA please note their 'operating area'. All A/C flying within the TMZs (Sfc -> A1500) MUST squawk C on 7013 - A/C flying within 15 nm of the CTR are encouraged to squawk 7013 and monitor EGSS_RDR or APP.									
PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.				NOT TO BE USED FOR REAL WORLD OPERATIONS						

GA Aircraft should navigate for a minimum 3nm final (unless advised otherwise by ATC).
GA Aircraft should land long to minimise their SAFE Runway Taxiing.
If, when ON the Runway ATC instructs 'GO AROUND' DO SO, at once, there will be something big, fast and heavy, behind you!





Pilots wishing to fly IFR A/C >5670Kg (single or >8618Kg (Twin)), should download a copy of VATSIM-UK Stansted V-Mats.

