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|------|-------------------|----------------------|
| 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

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|-----------|--------------------------|
| WAYPOINTS | |
| DET | : 511814.41N 0003550.19E |
| LOFFO | : 515012.00N 0003556.37E |
| LOGAN | : 514451.32N 0013642.68E |
| CLN | : 515054.50N 0010851.32E |
| ABBOT | : 520058.00N 0003558.49E |

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|---------------------|------|
| TRANSITION ALTITUDE | 6000 |
| TRANSITION LEVEL | ATC |
| AREA MIN ALT (x100) | 24 |

WARNING
Do not proceed beyond ABBOT 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 below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|------------------|--------------|---------------------|-------------------------|
| LOGAN 2A | L608 L980 | LOGAN - CLN - ABBOT | FL100 ABBOT FL080 |
| DET 2A | N57 | DET - LOFFO - ABBOT | FL170 ABBOT FL080 |

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Maximum 250KIAS below FL100 unless authorised by 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**.