

INITIAL APPROACH PROCEDURES
ILS RWY 04 Without Radar Control VOR/DME BKY u/s

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON
STANSTED

APP	120.625	ESSEX RADAR
TWR	123.800, 125.550*	STANSTED TOWER
RAD	136.200	STANSTED DIRECTOR
ATIS	127.175, 114.550*	STANSTED INFORMATION

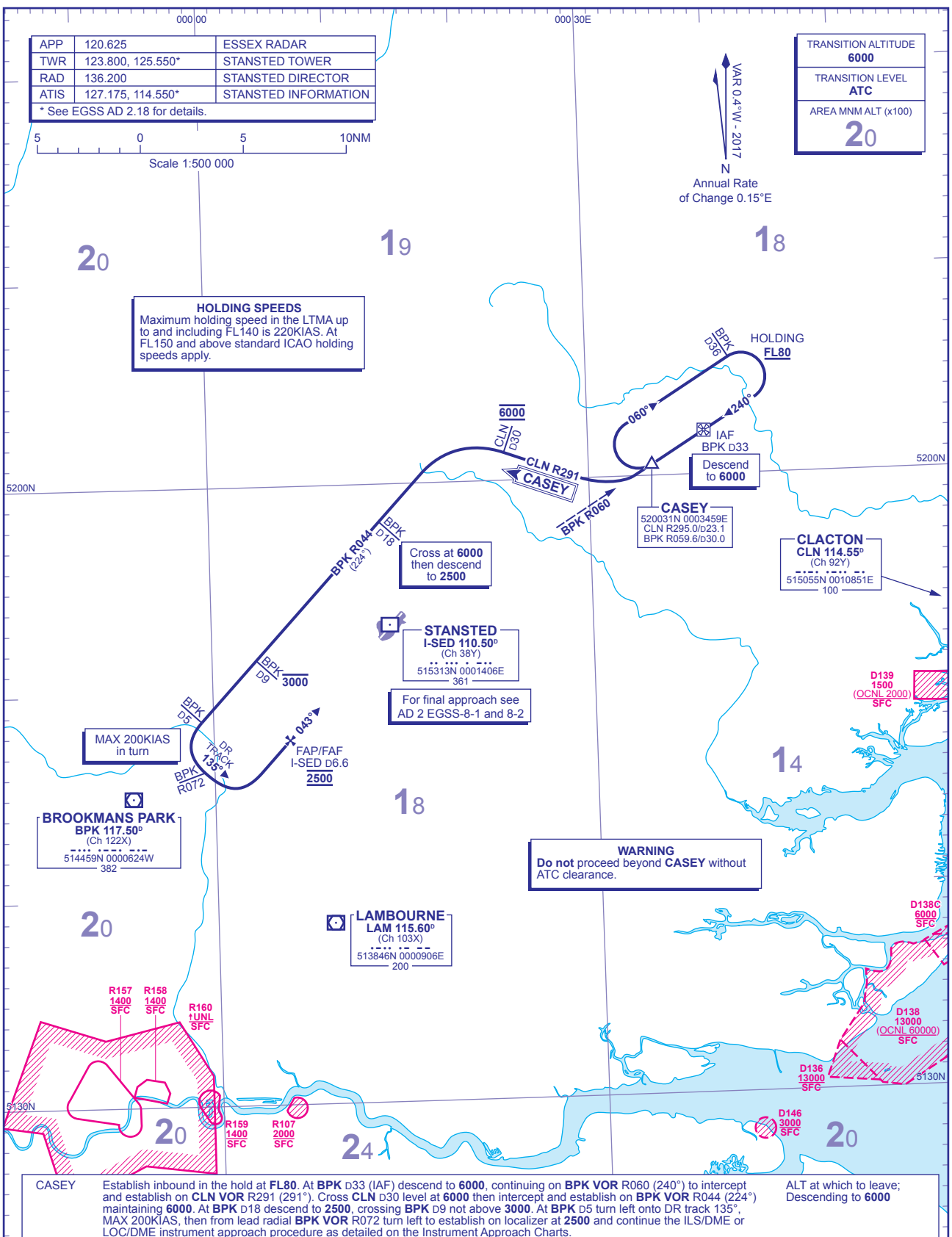
* See EGSS AD 2.18 for details.

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	20

Scale 1:500 000

VAR 0.4°W - 2017
N
Annual Rate
of Change 0.15°E

HOLDING SPEEDS
Maximum holding speed in the LTMA up to and including FL140 is 220KIAS. At FL150 and above standard ICAO holding speeds apply.



CASEY Establish inbound in the hold at FL80. At BPV D33 (IAF) descend to 6000, continuing on BPV VOR R060 (240°) to intercept and establish on CLN VOR R291 (291°). Cross CLN D30 level at 6000 then intercept and establish on BPV VOR R044 (224°) maintaining 6000. At BPV D18 descend to 2500, crossing BPV D9 not above 3000. At BPV D5 turn left onto DR track 135°, MAX 200KIAS, then from lead radial BPV VOR R072 turn left to establish on localizer at 2500 and continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts.

ALT at which to leave;
Descending to 6000

- GENERAL INFORMATION**
- 1 Initial Approach Procedures are designed for manoeuvring speeds up to 220KT TAS and assume aircraft can maintain a descent gradient of approximately 300 per NM.
 - 2 When BKY VOR or DME is in service route commences at ABBOT, see AD 2-EGSS-7-13.
 - 3 **WARNING - Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.**

CHANGE (1/17): AREA R156 REMOVED.