

INITIAL APPROACH PROCEDURES ILS RWY 22 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



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.

FL80 then descend to 6000

HOLDING FL80

DR TRACK 284°
IAF BPK D33
Descend to 4000

CASEY
520031N 0003459E
CLN R295.0/023.1
BPK R059.6/030.0

WARNING
Do not proceed beyond CASEY without ATC clearance.

Cross at 4000 then descend to 2500

FAP/FAF I-SX D6.6
2500

BPK R060

STANSTED
I-SX 110.50°
(Ch 38Y)
515313N 0001408E
361

For final approach see AD 2 EGSS-8-1 and 8-2

BROOKMANS PARK
BPK 117.50°
(Ch 122X)
514459N 0000624W
382

LAMBOURNE
LAM 115.60°
(Ch 103X)
513846N 0000906E
200

R157 1400 SFC
R158 1400 SFC

R160 1000 SFC

R159 1400 SFC

R107 2000 SFC

D139 1500 (OCNL 2000) SFC

D138C 6000 SFC

D138 13000 (OCNL 60000) SFC

D136 13000 SFC

D146 3000 SFC

CASEY From the outbound end of the hold at FL80 descend to 6000. Establish inbound on BPK VOR R060 (240°). At BPK D33 (IAF) descend not below 4000. At BPK D30 turn right onto DR track 284°. From I-SX D12 at 4000 continue descent to 2500 turning left to establish on localizer, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts.

ALT at which to leave; Descend not below 4000

GENERAL INFORMATION
1 Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS 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-7-15.
3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.

CHANGE (1/17): AREA R156 REMOVED.