INITIAL APPROACH PROCEDURES
ILS RWY 22 Without Radar Control

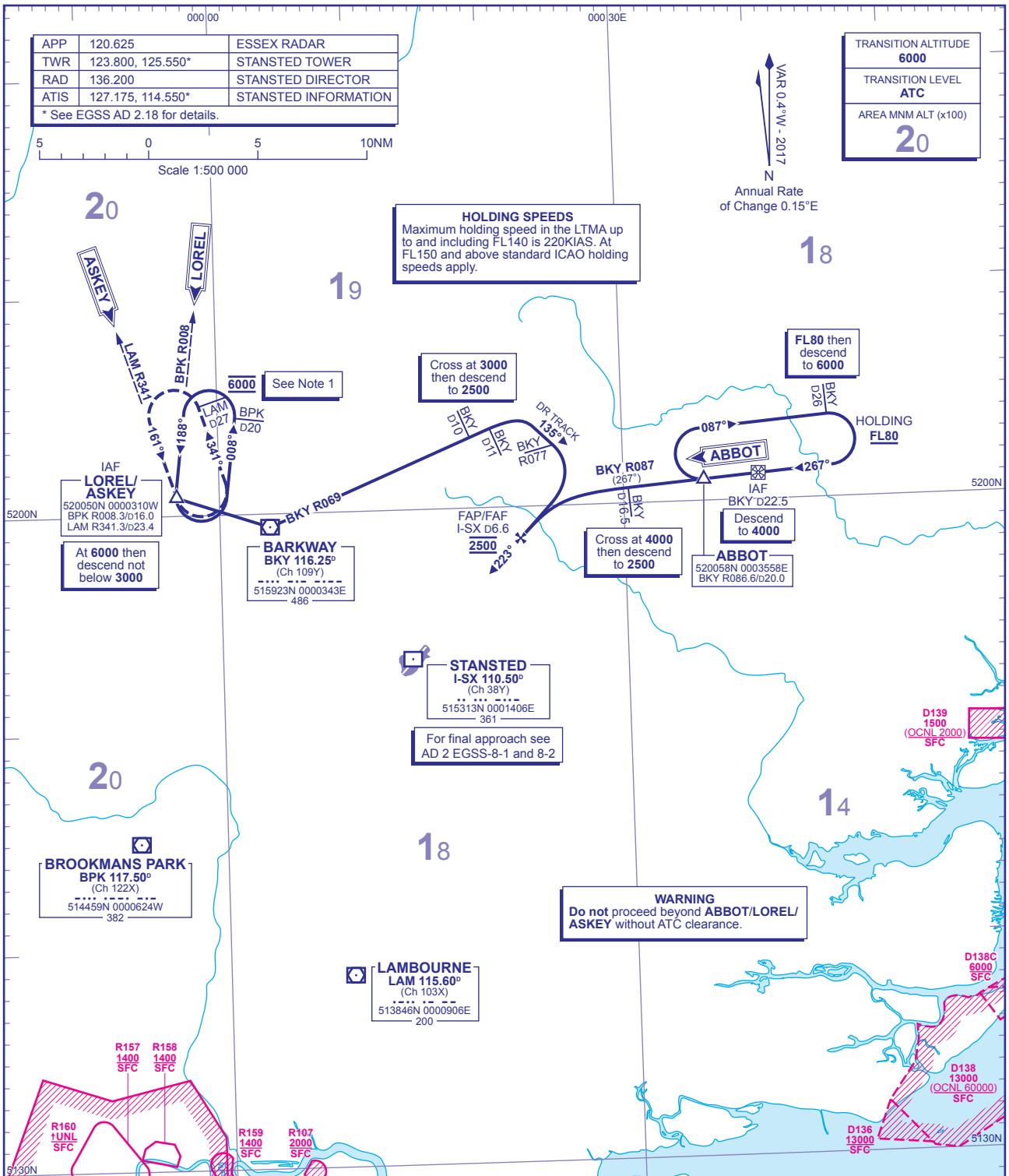
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

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



ABBOT	From the outbound end of the hold at **FL80** descend to **6000**. Establish inbound on **BKY VOR** R087 (267°). At **BKY** D22.5 (IAF) descend not below **4000**. Cross **BKY** D16.5 at **4000** continue descent to **2500** and turn 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**
LOREL (ASKEY when **BPK VOR/DME** u/s.)	Leave LOREL/ASKEY (IAF) at **6000**, to **BKY VOR** commencing descent not below **3000**. From **BKY VOR** fly outbound on **BKY VOR** R069 descending to **3000**. Cross **BKY** D10 level at **3000** then continue descent to **2500**. At **BKY** D11 turn right onto DR track 135° then from lead radial **BKY VOR** R077 turn right 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; **6000**

GENERAL INFORMATION

1. Lowest holding level at **LOREL/ASKEY** is **7000** (Flight Level equivalent). However when radar is out of service **6000** may be used as instructedby ATC.
2. Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS and assume aircraft can maintain a descent gradient of approximately **300** per NM.
3. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedures from **ABBOT** are compatible with a 3° descent continuous descent from the outbound end of the holding pattern.
4. When **BKY VOR** or **DME** is out of service routes commence at **CASEY**, see AD 2-EGSS-7-16.

CHANGE (3/17): LAM VOR RECALIBRATED. LOREL/ASKEY LAM VOR RADIALS.