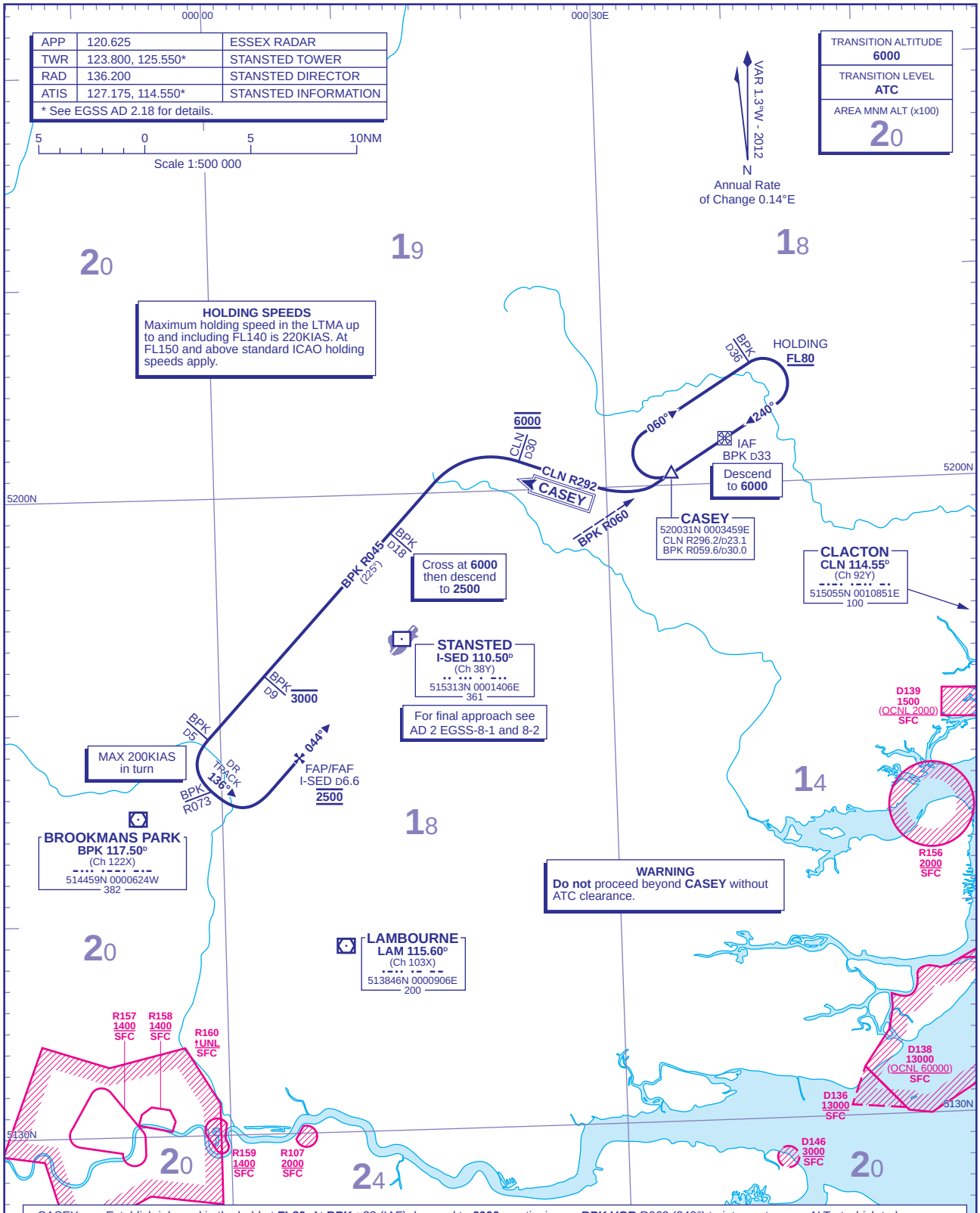
# INITIAL APPROACH PROCEDURES
## ILS RWY 04 Without Radar Control VOR/DME BKY u/s

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** |

| | | |
|---|---|---|
| CASEY | Establish inbound in the hold at **FL80**. At **BPK** D33 (IAF) descend to **6000**, continuing on **BPK VOR** R060 (240°) to intercept and establish on **CLN VOR** R292 (292°). Cross **CLN** D30 level at **6000** then intercept and establish on **BPK VOR** R045 (225°) maintaining **6000**. At **BPK** D18 descend to **2500**, crossing **BPK** D9 not above **3000**. At **BPK** D5 turn left onto DR track 136°, MAX 200KIAS, then from lead radial **BPK VOR** R073 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 (8/12):** BPK VOR RECALIBRATED. MAG VAR.

AERO INFO DATE 10 MAY 12