DISTANCES IN NAUTICAL MILES **INITIAL APPROACH PROCEDURES LONDON** BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ILS RWY 22 Without Radar Control VOR/DME BKY u/s **STANSTED** ALTITUDES AND ELEVATIONS ARE IN FEET 000 00 ESSEX RADAR TRANSITION ALTITUDE 120.625 6000 TWR 123.800, 125.550* STANSTED TOWER VAR 1.3°W - 2012 TRANSITION LEVEL STANSTED DIRECTOR RAD 136,200 ATC ATIS 127,175, 114,550* STANSTED INFORMATION * See EGSS AD 2.18 for detail: AREA MNM ALT (x100) **2**0 10NM Scale 1:500 000 Annual Rate of Change 0.14°E 18 **1**9 **2**0 FL80 then HOLDING SPEEDS Maximum holding speed in the LTMA up to and including FL140 is 220KIAS. At FL150 and above standard ICAO holding speeds apply descend to **6000** speeds apply. HOLDING FL80 CASEY MIAF BPK D33 5200N Descend to 4000 5200N FAP/FAF I-SX D6.6 CASEY — 520031N 0003459E Cross at 4000 then descend to 2500 2500 CLN R296.2/D23.1 BPK R059.6/D30.0 WARNING Do not proceed beyond CASEY without ATC clearance. - STANSTED -I-SX 110.50° (Ch 38Y) 515313N 0001406E For final approach see AD 2 EGSS-8-1 and 8-2 18 BROOKMANS PARK BPK 117.50° (Ch 122X) 514459N 0000624W LAMBOURNE LAM 115.60° (Ch 103X) 20 R158 1400 SFC **2**0 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 285°. 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** CASEY **GENERAL INFORMATION** Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS and assume aircraft can maintain a descent gradient of approximately 300 per NM. 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 (8/12): BPK VOR RECALIBRATED. MAG VAR.

AMDT 8/12