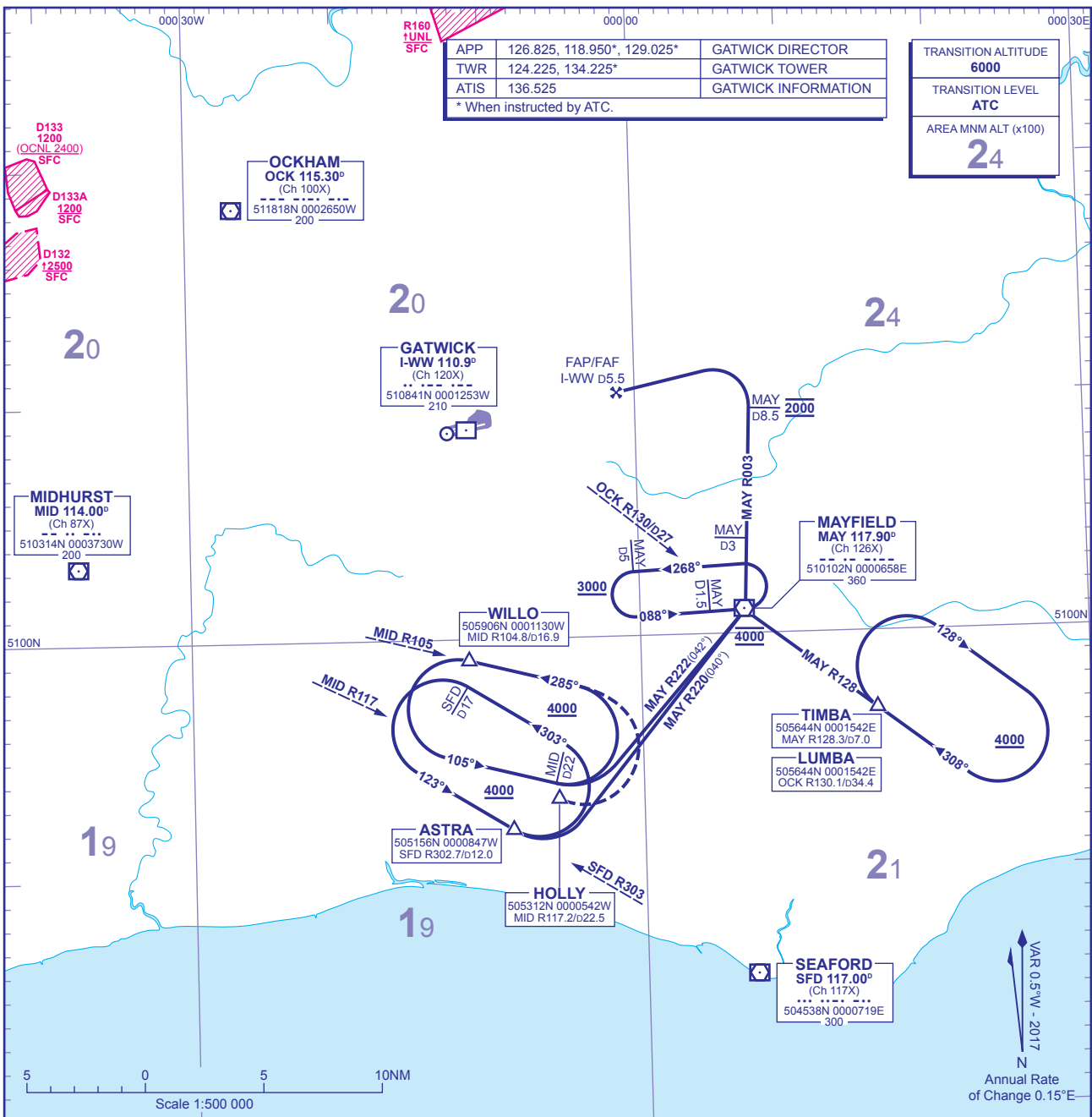


INITIAL APPROACH PROCEDURES ILS RWY 26L Without Radar Control

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

LONDON
GATWICK



When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding areas to carry out the approach procedure to ILS RWY 26L as outlined below:

TIMBA	When established inbound in the holding pattern (QDM 308°) commence descent to 4000 and proceed to MAY VOR . Leave MAY VOR on R003 descending to 2000 . At MAY D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; Descending to 4000
LUMBA	When established inbound in the holding pattern (QDM 308°) commence descent to 4000 and proceed to MAYFIELD (OCK D27) . Turn right to track 003° descending to 2000 . At MAY D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; Descending to 4000
WILLO	Descend in the holding pattern to 4000 . Leave the outbound leg of the hold at MID D22 with a left turn to intercept R222 (042°) to MAY VOR . Leave MAY on VOR R003 descending to 2000 . At MAY D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; 4000
ASTRA	Descend in the holding pattern to 4000 . Leave ASTRA with a left turn to intercept R220 (040°) to MAY VOR . Leave MAY on VOR R003 descending to 2000 . At MAY D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; 4000
MAYFIELD	From MAY D1.5 on the inbound leg of the holding pattern, turn left to intercept and follow MAY R003 . When established, after passing MAY D3 descend to 2000 . At MAY D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; 3000

GENERAL INFORMATION

- 1 Missed Approach Procedures are detailed on the Instrument Approach Charts.
- 2 These initial approach procedures are designed for manoeuvring speeds up to 240KT TAS and assume aircraft can maintain a descent of approximately 300 per nautical mile.
- 3 Change to altimeter setting for landing when cleared to **2000** or below.

CHANGE (9/16): MAG VAR. ANNUAL RATE OF CHANGE. ASTRA SFD, TIMBA MAY FIX. MAG TRACKS.