INITIAL APPROACH PROCEDURES
ILS RWY 26L Without Radar Control

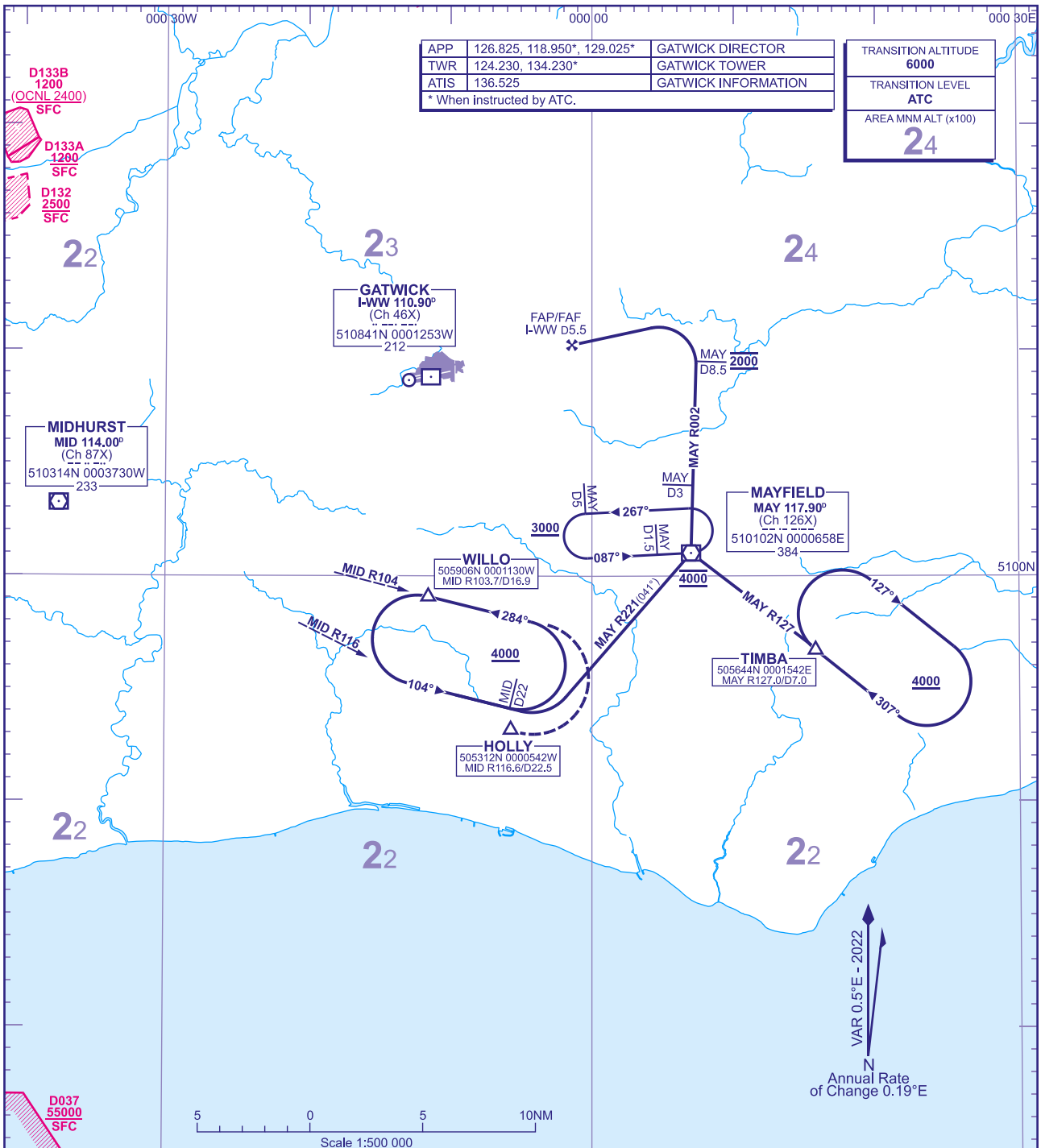
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

LONDON GATWICK

APP	126.825, 118.950*, 129.025*	GATWICK DIRECTOR
TWR	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When instructed by ATC.

TRANSITION ALTITUDE **6000**
TRANSITION LEVEL **ATC**
AREA MNM ALT (x100) **24**



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 307°) commence descent to **4000** and proceed to **MAY VOR**. Leave **MAY VOR** on R002 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 R221 (041°) to **MAY VOR**. Leave **MAY** on **VOR** R002 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 VOR/DME	From **MAY** D1.5 on the inbound leg of the holding pattern, turn left to intercept and follow **MAY** R002. 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 (1/24): SPECIFICATION CHANGE.