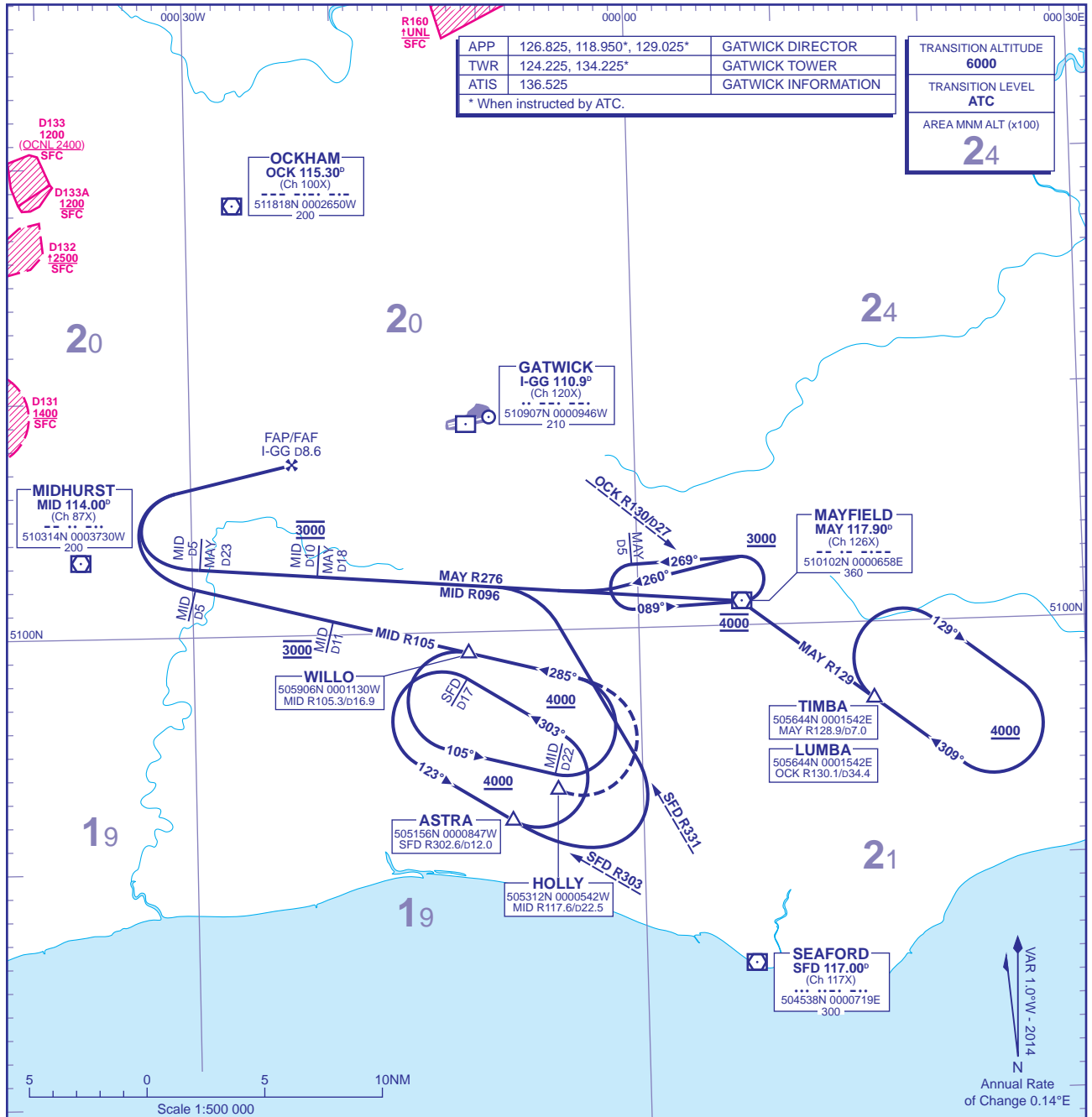


**INITIAL APPROACH PROCEDURES
ILS RWY 08R Without Radar Control**DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET**LONDON
GATWICK**

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 08R as outlined below:

TIMBA	When established inbound in the holding pattern (QDM 309°) commence descent to 4000 and proceed to MAY VOR . Leave MAY VOR on R276 continuing descent to 3000 . Cross MAY D18 at 3000 . At MAY D23 turn right 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 309°) commence descent to 4000 and proceed to MAYFIELD (OCK D27) . Turn left to intercept MID VOR R096 continuing descent to 3000 . Cross MID D10 at 3000 . At MID D5 turn right 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 WILLO on MID VOR R105 then descend to 3000 . Cross MID D11 at 3000 . At MID D5 turn right 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 SFD VOR R331 then descend to 3000 . Turn left to intercept MAY VOR R276. Cross MAY D18 at 3000 . At MAY D23 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; 4000
MAYFIELD VOR/DME	Overhead MAY VOR/DME . Continue outbound turn onto track 260° to intercept and follow MAY R276 at 3000 . At MAY D23 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart.	ALT at which to leave; 3000

GENERAL INFORMATION

- Missed Approach Procedures are detailed on the Instrument Approach Charts.
- 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.
- Change to altimeter setting for landing when cleared to **2000** or below.
- WILLO HOLD: HOLLY is routing/entry fix for STARs via MID and GWC. Holding pattern is DME limited at MID D22.

CHANGE (3/14): MAG VAR. RADIALS. TRACKS.

AERO INFO DATE 3 DEC 13