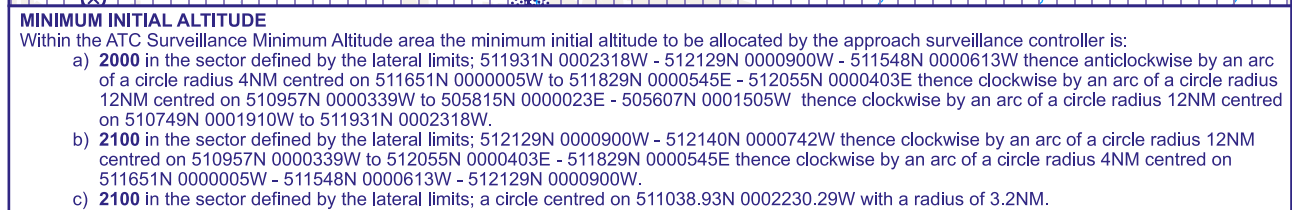


**LONDON GATWICK**



The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft\*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track\*.

\*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**Initial Approach**  
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher, to **MAY VOR†**.

**Intermediate and Final Approach**  
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **MAY VOR†**.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the special procedure for the Gatwick Control Zone detailed at EGKK AD 2.22.

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned while under ATC Surveillance control.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

AD 2-EGKK-5-1