(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For EGKK
Terminal Charts For EGKK
Revision Letter For Cycle 15-2013
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

General Information

Location: London Gbr
IATA Code: LGW
Lat/Long: N51° 08.9' W000° 11.4'
Elevation: 203 ft

Airport Use: Public
Magnetic Variation: 1.2°W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0410 Z
Sunset: 2004 Z,

Runway Information

Runway: 08L
Length x Width: 8415 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1056 ft

Runway: 08R
Length x Width: 10879 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1289 ft
Stopway: 243 ft

Runway: 26L
Length x Width: 10879 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1391 ft
Stopway: 200 ft

Runway: 26R
Length x Width: 8415 ft x 148 ft

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1368 ft

Communication Information

ATIS 136.525
Gatwick Ground Tower 121.8
Gatwick Delivery Tower 121.95
Gatwick Tower 134.225
Gatwick Tower 124.225
Gatwick Director Approach Control 129.025
Gatwick Director Approach Control 118.95
Gatwick Director Approach Control 126.825

1. GENERAL

1.1. ATIS

D-ATIS 136.52

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. REVERSE THRUST

Avoid use of reverse thrust after landing between 2330-0600LT except for safety reasons.

1.2.3. USE OF APU

Fixed Electrical Ground Power must be used whenever available and serviceable. Use of ACFT Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise enviromental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick APT Instructions and Directives. Regular audits take place to ensure compliance to the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations +44(0)1293 503090.

1.2.4. RUN-UP TESTS

Run-up tests are controlled in accordance with instructions issued by Gatwick APT LTD.

1.2.5. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take-off or land between 2300-0700LT.
Any ACFT which has a noise classification greater than 98.9 EPNdB may not take-off between 2300-0700LT, except between 2300-2330LT when
- it was scheduled to take-off prior to 2300LT,
- take-off was delayed for reasons beyond control of the ACFT operator,
- APT authority has not given notice to the ACFT operator precluding take-off.

Any ACFT may not take-off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.
None of the provisions of this notice shall apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC Low Visibility Procedures are in operation via ATIS or RTF.

1.3.2. ARRIVAL

Exits will be illuminated and pilots should select the first convenient exit. GMR (ground movement radar) is available to monitor pilot "RWY vacated" reports. When GMR is not available to ATC, report of ACFT vacating RWY (Localizer sensitive area) will be assessed by receipt of pilot report that the ACFT has passed the last of the alternate amber and green centerline lights. These lights denote the extent of the ILS Localizer sensitive area.

© JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.

1. GENERAL

1.3.3. DEPARTURE

1.3.3.1. RWY 08R

Entry via CAT III holding point at H3, J3, J4 or J7.

1.3.3.2. RWY 26L

Entry via CAT III holding point at A3 or M3.

Occasionally, it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with an advanced surface movement radar utilising Mode S.
ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.
Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STANDBY, and the assigned Mode A code from the request for push-back or taxiing, whichever is earlier or after landing, continuously until the ACFT is fully parked on stand.
After parking the Mode A code 2000 must be set before selecting OFF or STANDBY.
Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT identification. This setting is the ACFT identification specified in item 7 of the ICAO flight plan. The ACFT identification should be entered from the request for push-back or taxiing, whichever is earlier, through the FMS or the transponder control panel.

1.5. RWY OPERATIONS

RWY 08L/26R will only be used when RWY 08R/26L is temporarily non-operational.

1.6. TAXI PROCEDURES

TWY M is availabel as an entry point to RWY 26L. TWY M can not be used as an exit point from RWY 08R.
On TWY Y ABEAM Pier 1 and Y4 to Y3, large ACFT must be under tow.

ACFT with a wingspan of 213'/65m and greater may not taxi without Follow-me cars in front and behind.
TWY L beyond stand 36 to access stands 37 and 38 MAX wingspan 200 '/61m.
Sub-standard wingtip clearance for TWY L, between intersections with TWY R and S for ACFT with wingspan exceeding 171 '/52m.
TWY J, East of TWY N and TWY Z MAX wingspan less than 171 '/52m.
TWY Y between TWY M and ABEAM windsock MAX wingspan less than 118 '/36m.
When RWY 08L/26R is in use, parallel TWY J between TWY S and HP J5 MAX wingspan 164'/50m and between TWY S and HP J8 MAX wingspan 98'/30m.

1.7. PARKING INFORMATION

1.7.1. GENERAL

All stands except 41, 43 and 125 are nose-in/push-back.
On stands 170L, 172L, 172R, 174L, 176L and 176R marshaller required.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

1. GENERAL

1.7.2. STAND ENTRY GUIDANCE SYSTEMS

Activation of stand entry guidance systems should indicate that a safety check of the stand has been made by handling agent prior to ACFT arrival.
Pilots should not enter an ACFT stand unless system is illuminated or marshaller has signalled clearance to proceed.

The stand entry guidance system is provided by safedock, except as following:
AGNIS/PAPA: Stands 130 thru 135, 140 thru 142 and 160M.
AGNIS/Mirror: Stands 3 thru 6. Operators of ATR and Dash 8 ACFT must use stop short arrow.
AGNIS/Stop Arrow: Stands 1, 7, 33R, 136, 143 thru 145, 160L and 160R.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots should typically expect the following speed restrictions to be enforced:
- 220 KT from the holding facility during the intermediate approach phase;
- 180 KT on base leg/closing heading to the ILS;
- between 180 KT and 160 KT when first established on the ILS; and thereafter 160 KT to D4.0.

These speeds are applied for ATC separation purposes and are mandatory.
In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

2.2. NOISE ABATEMENT PROCEDURES

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

Maintain an altitude as high as practicable and avoid overflying Crawley, East Grinstead, Horley and Horsham below 3000' (Gatwick QNH) and Lingfield below 2000' (Gatwick QNH).
ACFT using the ILS shall not descend below 2000' (Gatwick QNH) before intercepting GS nor thereafter fly below it. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.
Do not join final approach at a height of less than 1710', except propeller driven ACFT of not more than 5700 KGS MTWA which shall not join at a height of less than 1210'.

Between 2330-0600LT
ACFT shall not join the centerline below 3000' (Gatwick QNH) closer than 10 NM from touchdown.

An ACFT approaching to land shall according to its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.
Where the use is not practicable, ACFT shall maintain an altitude as high as possible.

© JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

2. ARRIVAL

2.3. CAT II/III OPERATIONS

RWY 08R/26L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

High Intensity RWY Operation requires all ACFT to exit RWY at fastest speed commensurate with safety. Extended RWY occupancy may result in following ACFT being sent around.

Pilots should pre-plan their landing and roll-out to target rapid exit TWYs that provides for a safe and expeditious exit from RWY to reduce delays and maximise utilisation at all times.
Landing ACFT are to vacate expeditiously.
Arrivals are to ensure fully vacated before stopping.
RWY 08R:
TWY D distance from THR 4324'/1318m, design exit speed 38 KT.
TWY CR distance from THR 5705'/1739m, design exit speed 49 KT.
TWY BR distance from THR 7198'/2194m, design exit speed 52 KT.

Traffic vacating at TWY CR have to await onward clearance before entering TWY J due to conflicting ground traffic.
Traffic vacating at TWY BR have to route TWY P and hold before TWY J to ensure tail clear of RWY.
Tactical requests to extend landing roll to reduce ground taxi/exit nearer to parking stand are not to be made to ATC.
RWY 26L:
TWY E distance from THR 4341'/1323m, design exit speed 38 KT.
TWY FR distance from THR 5817'/1773m, design exit speed 52 KT.
TWY GR distance from THR 6788'/2069m, design exit speed 49 KT.

Traffic vacating at TWY E have to turn RIGHT onto RWY 08L without stopping on RWY exit.
Traffic vacating TWY FR or GR have to cross RWY 26R onto TWY J. When exiting RWY 26L ACFT do not have to call for clearance to cross RWY 26R as RWYs cannot be used simultaneously.

2.4.2 "LAND AFTER" PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use, providing:
- RWY is long enough;
- it is during daylight hours;
- the second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- the second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction "**Landafter ... (first ACFT type)** " in place of the usual instruction "Cleared to land". Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

2.5. OTHER INFORMATION

2.5.1. GENERAL

WARNING: In low visibility at NIGHT the apron and car park floodlighting may be seen before the apch lights on RWY 26L and 26R approaches.
Strong Southerly/South westerly winds can cause building induced turbulence and windshear effects when landing on RWY 26L/R.

© JEPPESEN, 2006, 2013. ALL RIGHTS RESERVED.

2. ARRIVAL

2.5.2. SPECIAL LANDING PROCEDURES

Special landing procedures may be in force in conditions hereunder, when the use will be as follows:

- When the RWY-in-use is temporarily occupied by other traffic, landing clearance will be issued to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY-in-use the following separation distances will exist:

  - **Landing following landing -** The preceding landing ACFT will be clear of the RWY-in-use or will be at least 2500m/1.35 NM from the THR of the RWY-in-use.
  - **Landing following departure -** The departing ACFT will be airborne and at least 2000m/1.1 NM from the THR of the RWY-in-use, or if not airborne, will be at least 2500m/1.35 NM from the THR of the RWY-in-use.

- Reduced separation distances as follows will be used where both the preceding and succeeding landing ACFT or both the landing and departing ACFT are propeller driven and have a maximum total weight authorized not exceeding 5700 kg:
  - **Landing following landing -** The preceding ACFT will be clear of the RWY-in-use or will be at least 1500m/0.8 NM from the THR of the RWY-in-use.
  - **Landing following departure -** The departing ACFT will be airborne or will be at least 1500m/0.8 NM from the THR of the RWY-in-use.

- Conditions of Use
  The procedures will be used by **DAY only** under the following conditions:

  - When 26L/08R is in use;
  - When the controller is satisfied that the pilot of the next arriving ACFT will be able to observe the relevant traffic clearly and continuously;
  - When the pilot of the following ACFT is warned;
  - When there is no evidence that the braking action may be adversely affected;
  - When the controller is able to assess separation visually or by radar derived information.

  When issuing a landing clearance following the application of these procedures ATC will issue the second ACFT with the following instructions:
  ..... (call sign) after landing/departing
  ..... (ACFT Type) cleared to land
  RWY ..... (designator).

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. GENERAL

Call Delivery for clearance 15 min before start-up to allow for departure data to be processed.
Pilots should only request push-back when they actually ready to do so. Ensure that the tug driver is in the tug ready to push.

3.1.2. TWY GUIDANCE SYSTEM TO RWY 08L/26R

- When the TWY lighting system is in use during RWYs 08L and 26R operations, limited selective switching of green centerline lights is available in conjunction with red GUARD BARS at RWY holding points.
- The RWY holding points, in addition to red GUARD BARS are marked by mandatory signs and amber flashing RWY guard lights.
- Because only limited TWY centerline lights switching is available in conjunction with the use of RWYs 08L and 26R, pilots must exercise extreme caution to remain on the correct TWY route when cleared to the RWY from a holding position. In certain positions, amber flashing RWY guard lights, forward of the holding positions, denote the proximity of the RWY itself.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise authorized.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.
Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

After take-off operate ACFT so that it is at or above 1210' at 6.5 km from start of roll as measured along the departure track and so that it will not cause more than:
- 94 dBA between 0700-2300LT,
- 89 dBA between 2300-2330LT and between 0600-0700LT,
- 87 dBA between 2330-0600LT

at any noise monitoring terminal. Jet ACFT maintain a minimum climb gradient of 243' per NM (4%) to at least 3000' to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.
Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 5700 KGS (between 0600-2330LT of more than 17000 KGS and except any Dash 7 ACFT) are depicted on London Gatwick SID charts, and on page 20-4.
Do not overfly Horley and Crawley.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

3. DEPARTURE

3.3.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:
- Night Period (2300-0700LT)
- Night Quota Period (2330-0600LT)

ACFT movements will score against the quota as follows:

Noise Level Band (EPNdB)	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

Operators wishing to query the classification of their ACFT send details of the relevant noise data to:

ACFT Certification Department
Air Worthiness Division
Civil Aviation Authority
2E Aviation House
Gatwick APT South
Gatwick
West Sussex RH6 0YR
Tel: +44 (0) 1293 573306/3309 during office hours.

In the event that the ACFT Certification Department is uncontactable, the Stansted Flight Evaluation Office may be contacted during normal working hours on Stansted +44 (0) 1279 66 3264.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. WAKE VORTEX SEPARATIONS

The following pairs of holding points for RWY 08R/26L are considered to be the same point for the purposes of departure wake vortex separation:

RWY 08R
Holding points J1/J3 and H1/H3
Holding points J1/J3 and G1
Holding points H1/H3 and G1

RWY 26L
Holding points M1/M3 and A2/A3
Holding points M1/M3 and B1
Holding points A2/A3 and B1
Holding points B1 and C1
Holding points B1 and Y1/Y2

3.4.2. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance pilots should ensure, that they are able to taxi and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or landing run.

On receipt of take-off clearance, pilots should ensure that they areable to commence take-off without delay.

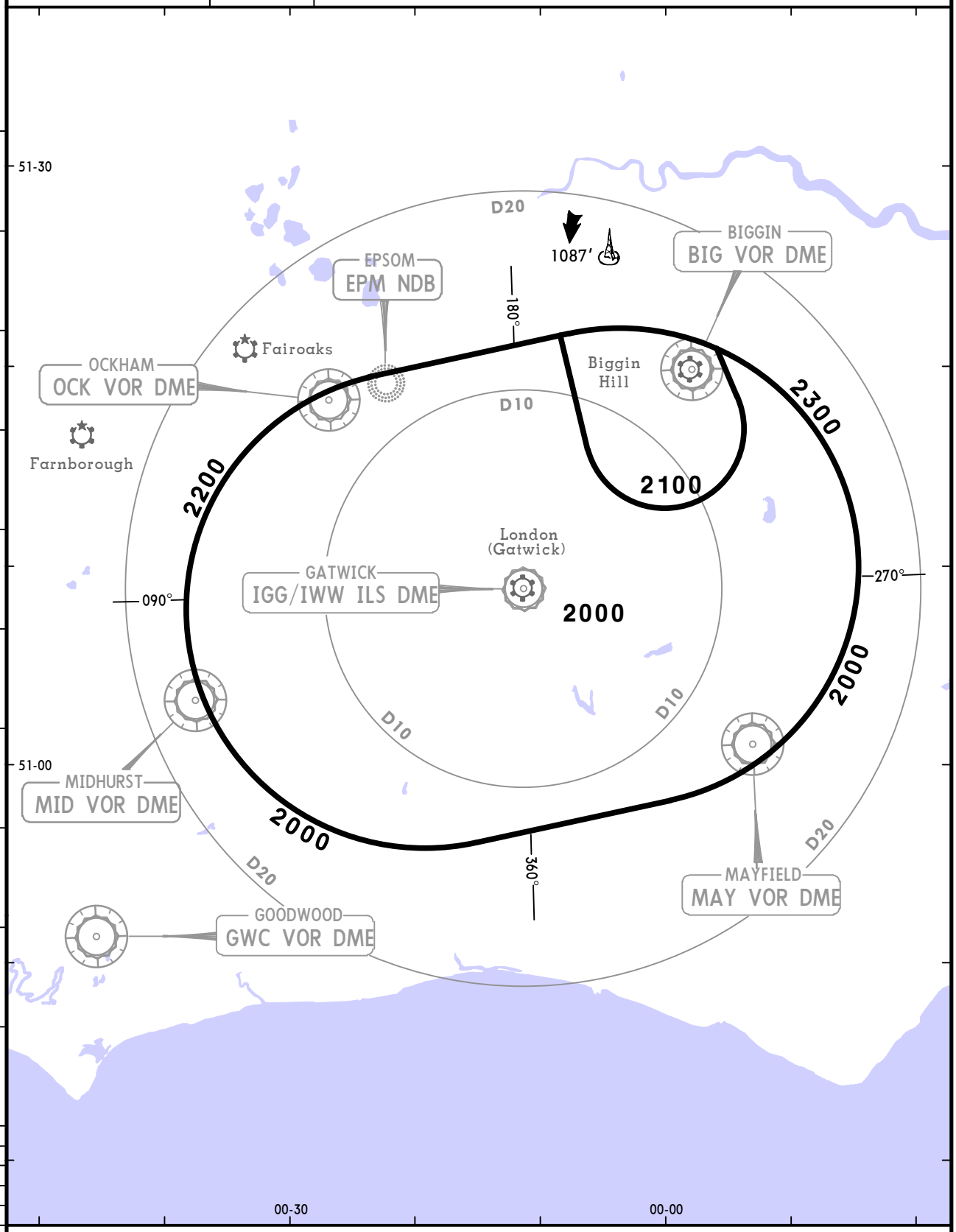
Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Tower frequency.

3.5. OTHER INFORMATION

ACFT must not commence their take-off run from RWY 26R before reaching illuminated "START OF ROLL" sign located 1368'/417m East of THR bar.

© JEPPESEN, 2006, 2013. ALL RIGHTS RESERVED.

GATWICK Director(APP)	Apt Elev	Alt Set: hPa
126.82	203′	Trans level: By ATC Trans alt: 6000′



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000′ above any fixed obstacles:
- within 5 NM ❶ of the aircraft and
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

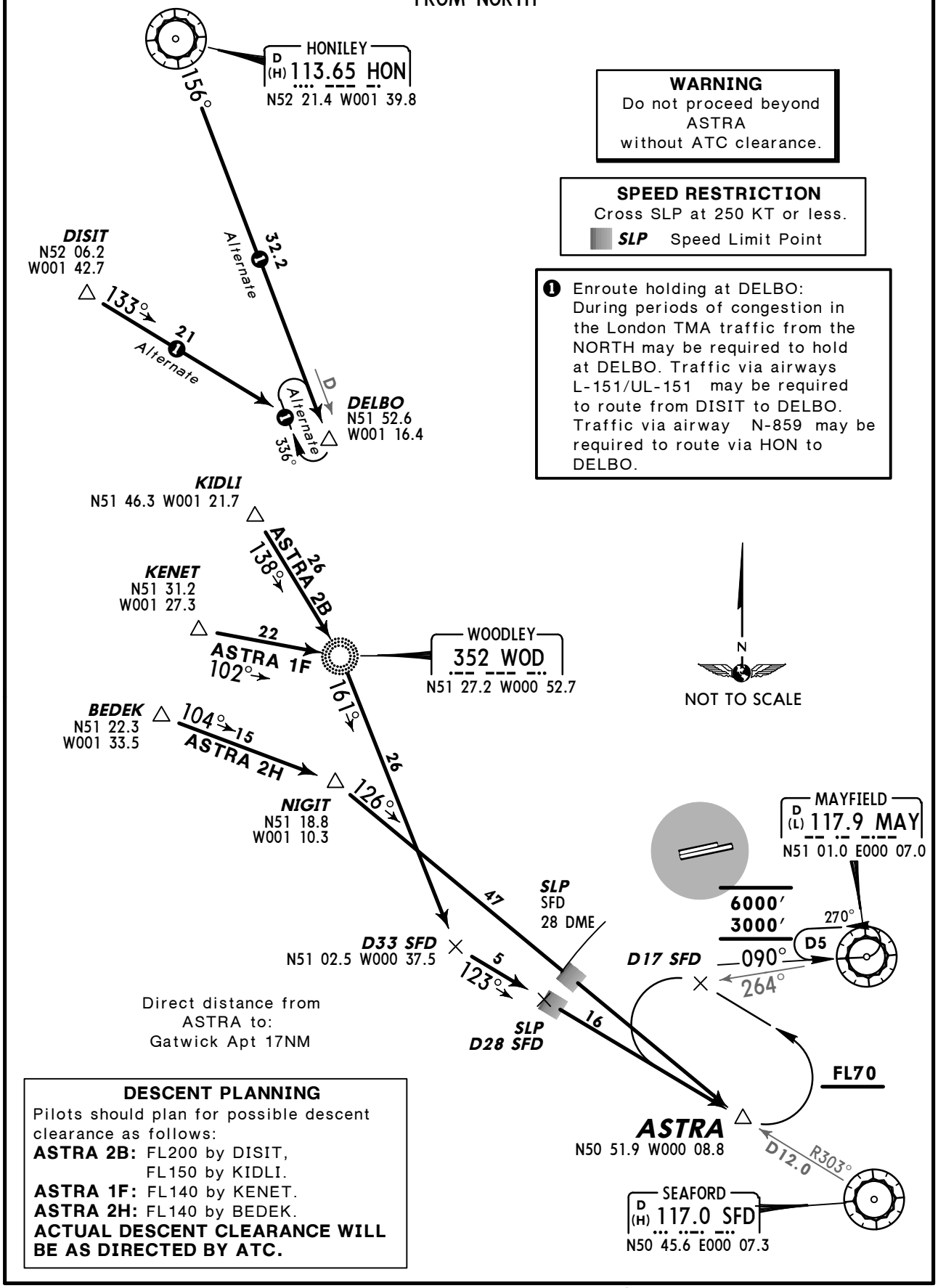
PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to MAY at 3000′ or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to MAY.

CHANGES: Sector established.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ASTRA 2B *[ASTR2B]*
ASTRA 1F *[ASTR1F]*
ASTRA 2H *[ASTR2H]*
ARRIVALS
TO BE USED WHEN MID VOR UNSERVICEABLE FROM NORTH



WARNING
Do not proceed beyond ASTRA without ATC clearance.

SPEED RESTRICTION
Cross SLP at 250 KT or less.
SLP Speed Limit Point

❶ Enroute holding at DELBO: During periods of congestion in the London TMA traffic from the NORTH may be required to hold at DELBO. Traffic via airways L-151/UL-151 may be required to route from DISIT to DELBO. Traffic via airway N-859 may be required to route via HON to DELBO.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ASTRA 2B: FL200 by DISIT,
FL150 by KIDLI.
ASTRA 1F: FL140 by KENET.
ASTRA 2H: FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

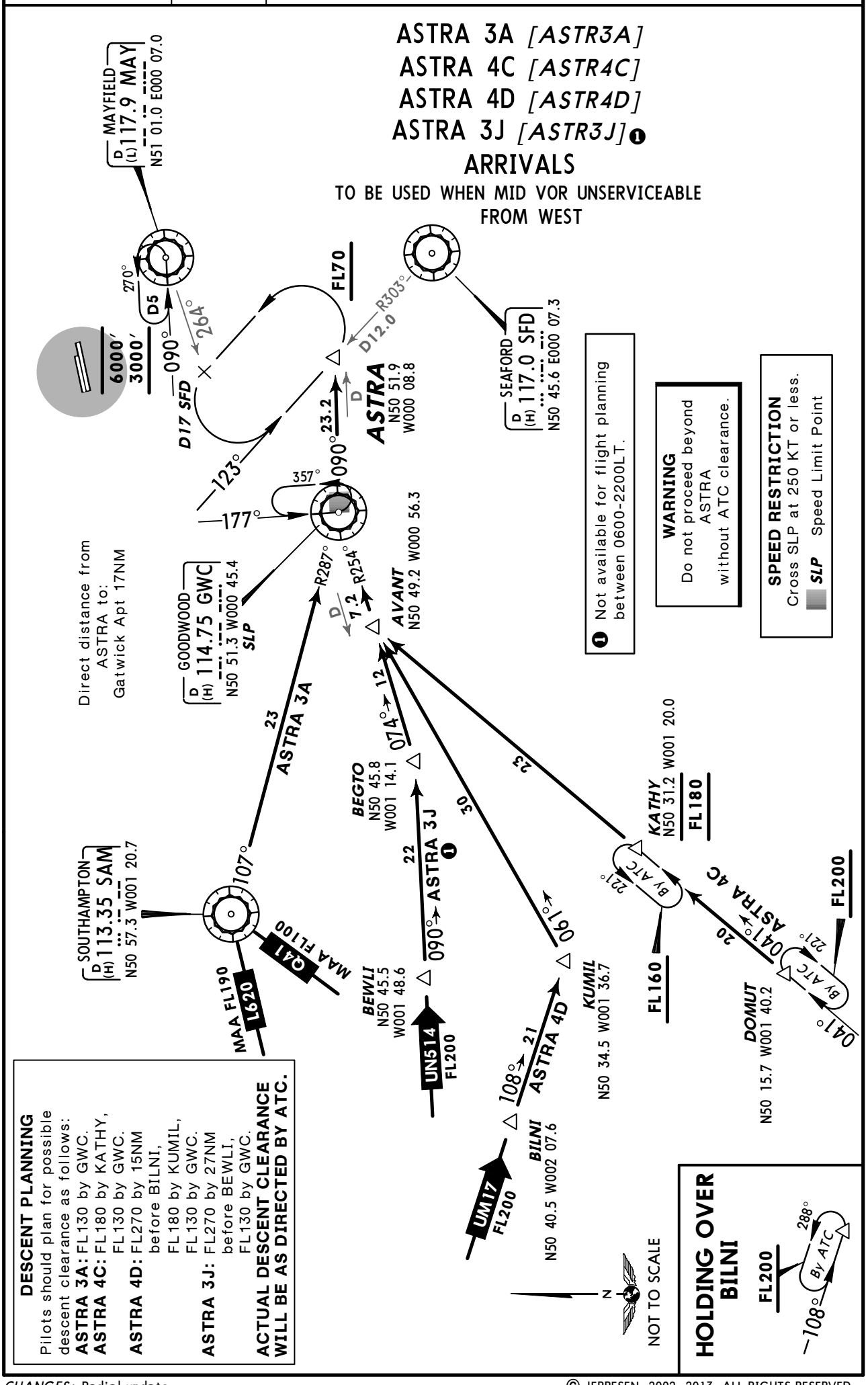
CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ASTRA 3A *[ASTR3A]*
ASTRA 4C *[ASTR4C]*
ASTRA 4D *[ASTR4D]*
ASTRA 3J *[ASTR3J]* ❶
ARRIVALS

TO BE USED WHEN MID VOR UNSERVICEABLE FROM WEST



❶ Not available for flight planning between 0600-2200LT.

WARNING
Do not proceed beyond ASTRA without ATC clearance.

SPEED RESTRICTION
Cross SLP at 250 KT or less.
SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ASTRA 3A: FL130 by GWC.
ASTRA 4C: FL180 by KATHY, FL130 by GWC.
ASTRA 4D: FL270 by 15NM before BILNI, FL180 by KUMIL, FL130 by GWC.
ASTRA 3J: FL270 by 27NM before BEWLI, FL130 by GWC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

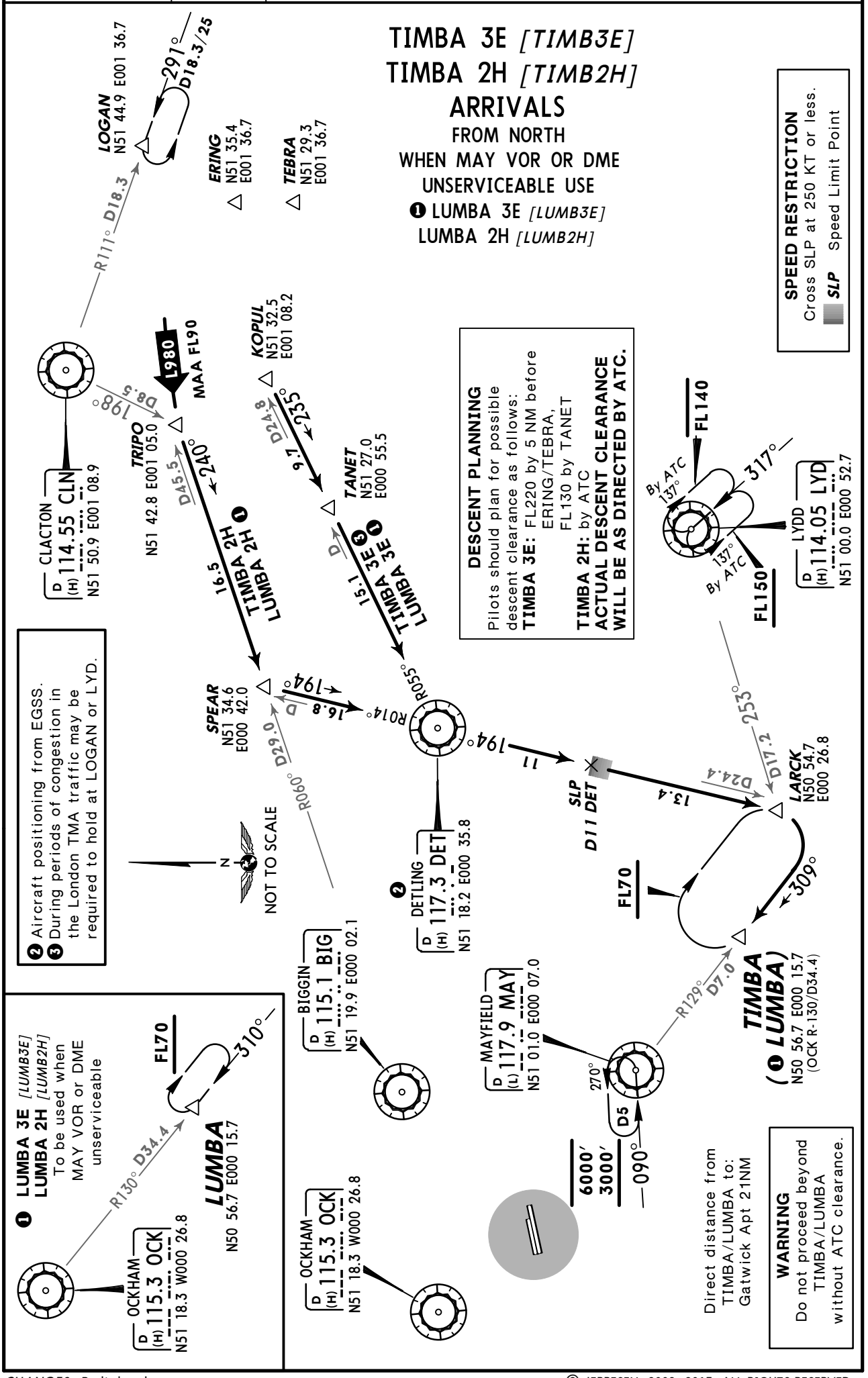
CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

TIMBA 3E *[TIMB3E]*
TIMBA 2H *[TIMB2H]*
ARRIVALS

FROM NORTH
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 3E *[LUMB3E]*
LUMBA 2H *[LUMB2H]*



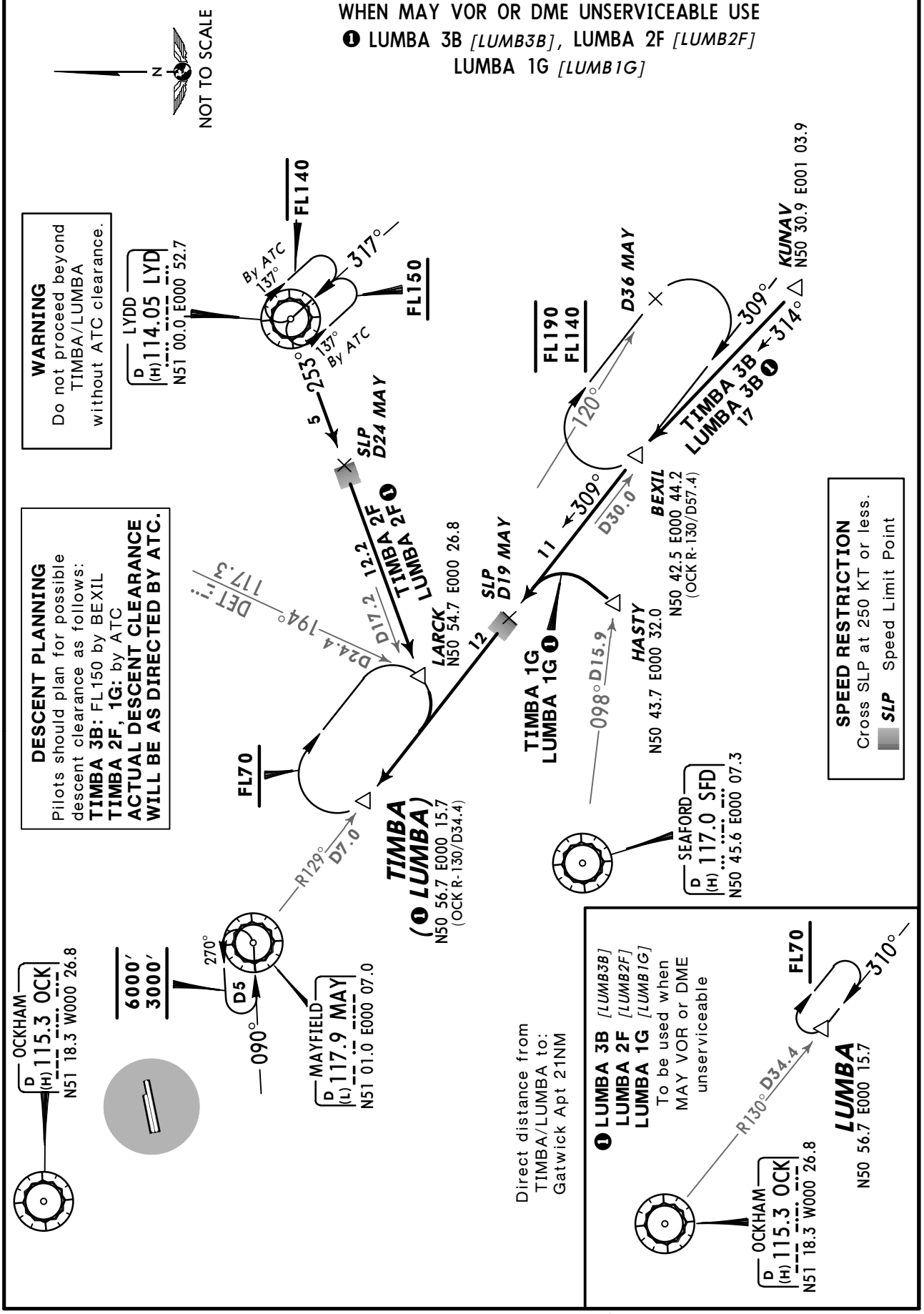
CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

TIMBA 3B *[TIMB3B]*, TIMBA 2F *[TIMB2F]* TIMBA 1G *[TIMB1G]* ARRIVALS

FROM EAST & SOUTH
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 3B *[LUMB3B]*, LUMBA 2F *[LUMB2F]*
LUMBA 1G *[LUMB1G]*

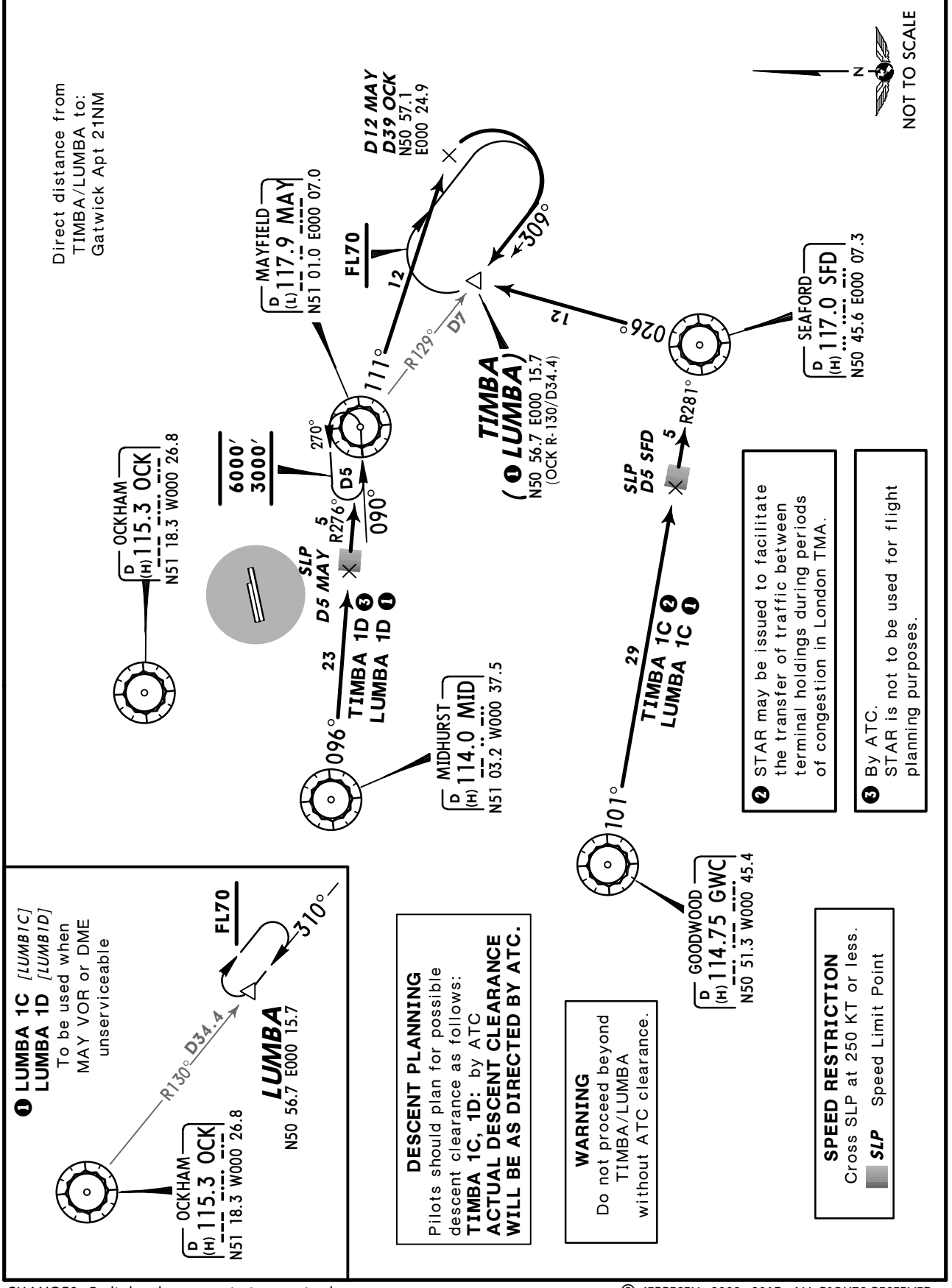


CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

TIMBA 1C *[TIMB1C]* ❷, TIMBA 1D *[TIMB1D]* ❸
ARRIVALS
FROM WEST
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 1C *[LUMB1C]*, LUMBA 1D *[LUMB1D]*



CHANGES: Radial update; restrictions revised.

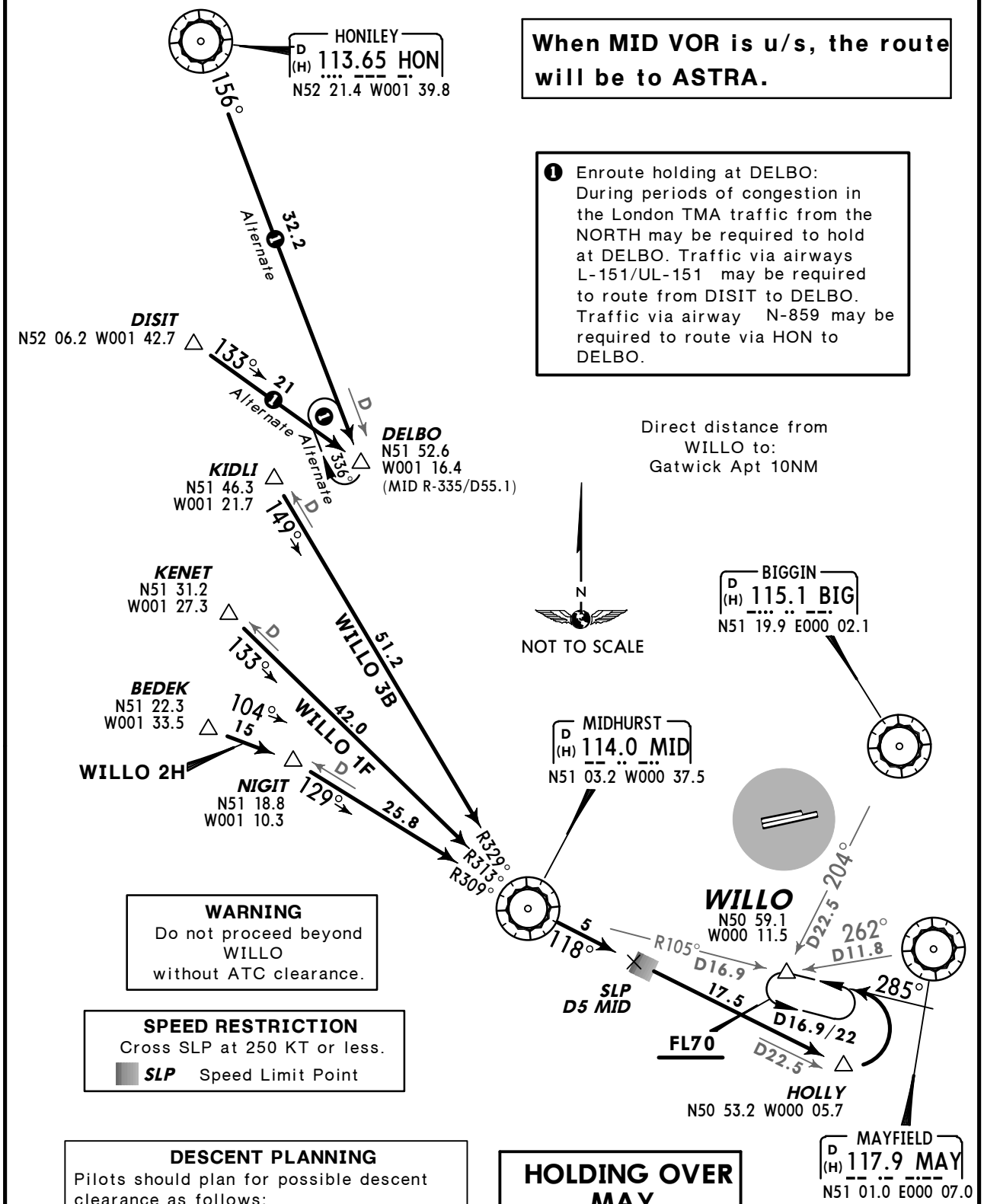
© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

WILLO 3B *[WILO3B]*, WILLO 1F *[WILO1F]* WILLO 2H *[WILO2H]*

ARRIVALS

FROM NORTH



When MID VOR is u/s, the route will be to ASTRA.

❶ Enroute holding at DELBO: During periods of congestion in the London TMA traffic from the NORTH may be required to hold at DELBO. Traffic via airways L-151/UL-151 may be required to route from DISIT to DELBO. Traffic via airway N-859 may be required to route via HON to DELBO.

Direct distance from WILLO to: Gatwick Apt 10NM

WARNING
Do not proceed beyond WILLO without ATC clearance.

SPEED RESTRICTION
Cross SLP at 250 KT or less.
SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
WILLO 3B: FL200 by DISIT, FL150 by KIDLI
WILLO 1F: FL140 by KENET
WILLO 2H: FL140 by BEDEK
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

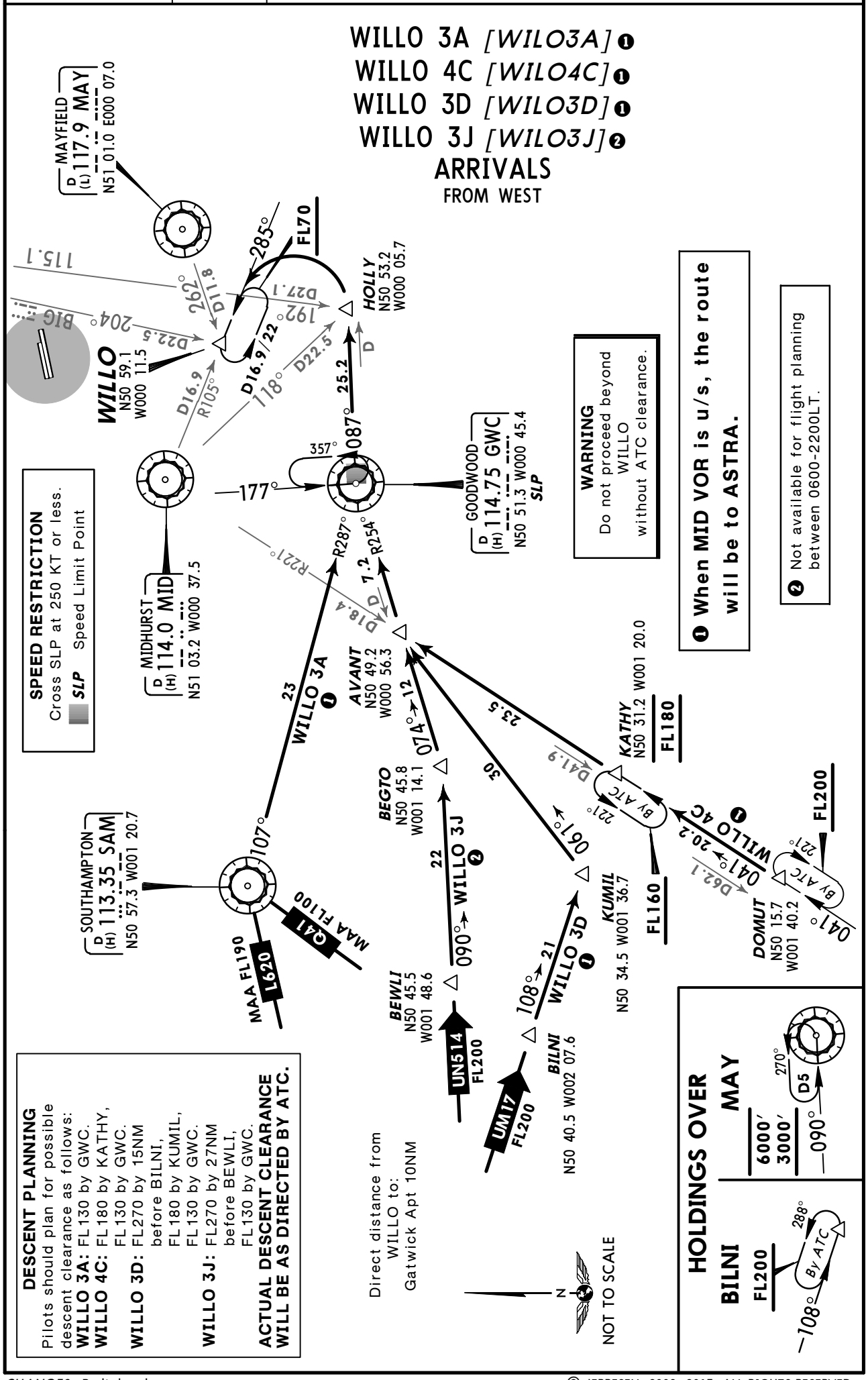
HOLDING OVER MAY
6000′
3000′
090°
270°
D5

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

WILLO 3A [WILO3A] ❶
WILLO 4C [WILO4C] ❶
WILLO 3D [WILO3D] ❶
WILLO 3J [WILO3J] ❷
ARRIVALS
FROM WEST



© JEPPESEN, 2008, 2013. ALL RIGHTS RESERVED.

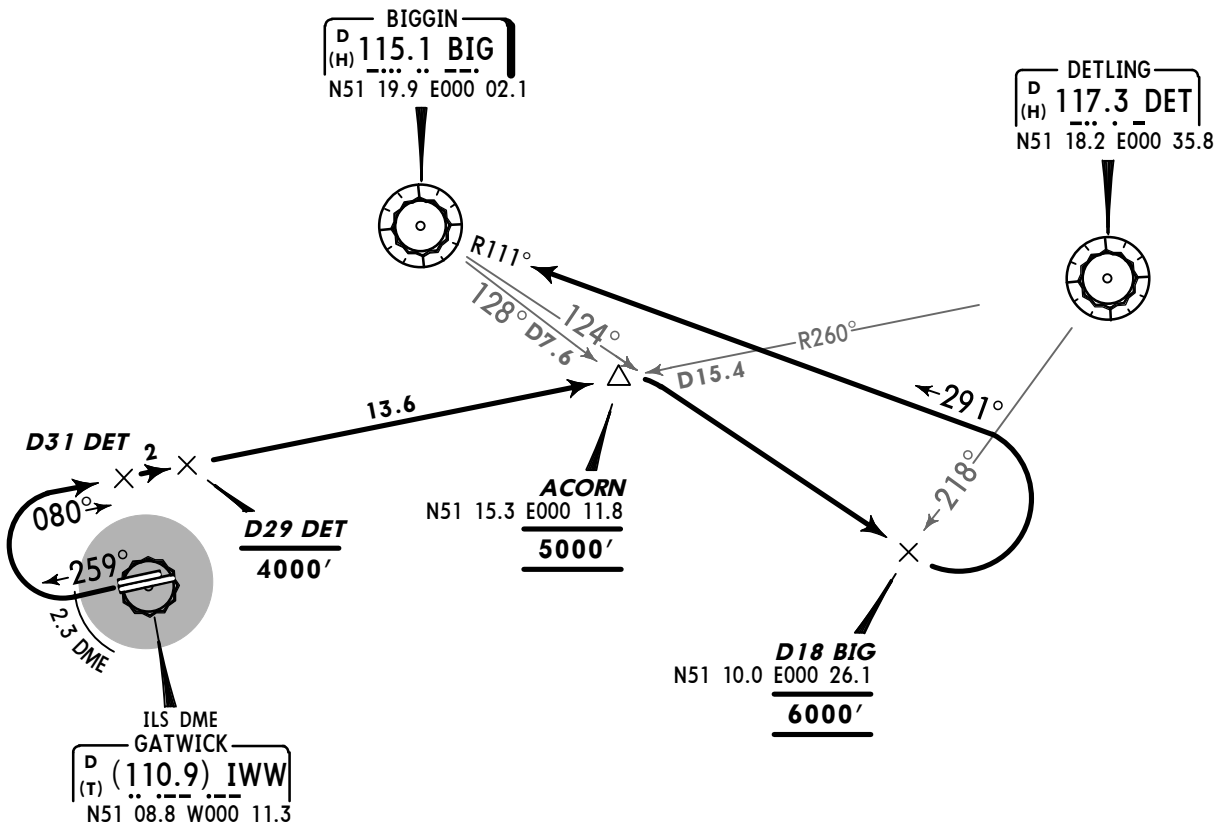
LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

BIGGIN SEVEN MIKE (BIG 7M)
BIGGIN SEVEN VICTOR (BIG 7V)
RWYS 26L/R DEPARTURES

TO EGLL & EGWU ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



AVERAGE TRACK MILEAGE
59 NM to BIG.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

N
NOT TO SCALE

SID	RWY	ROUTING/ALTITUDE
BIG 7M	26L	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-260 inbound by D31 DET, cross D29 DET at or below 4000′, to ACORN (D15.4 DET), cross at 5000′, turn RIGHT, intercept BIG R-124 to D18 BIG (DET R-218), cross at 6000′, turn LEFT, intercept BIG R-111 inbound to BIG.
BIG 7V	26R	

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

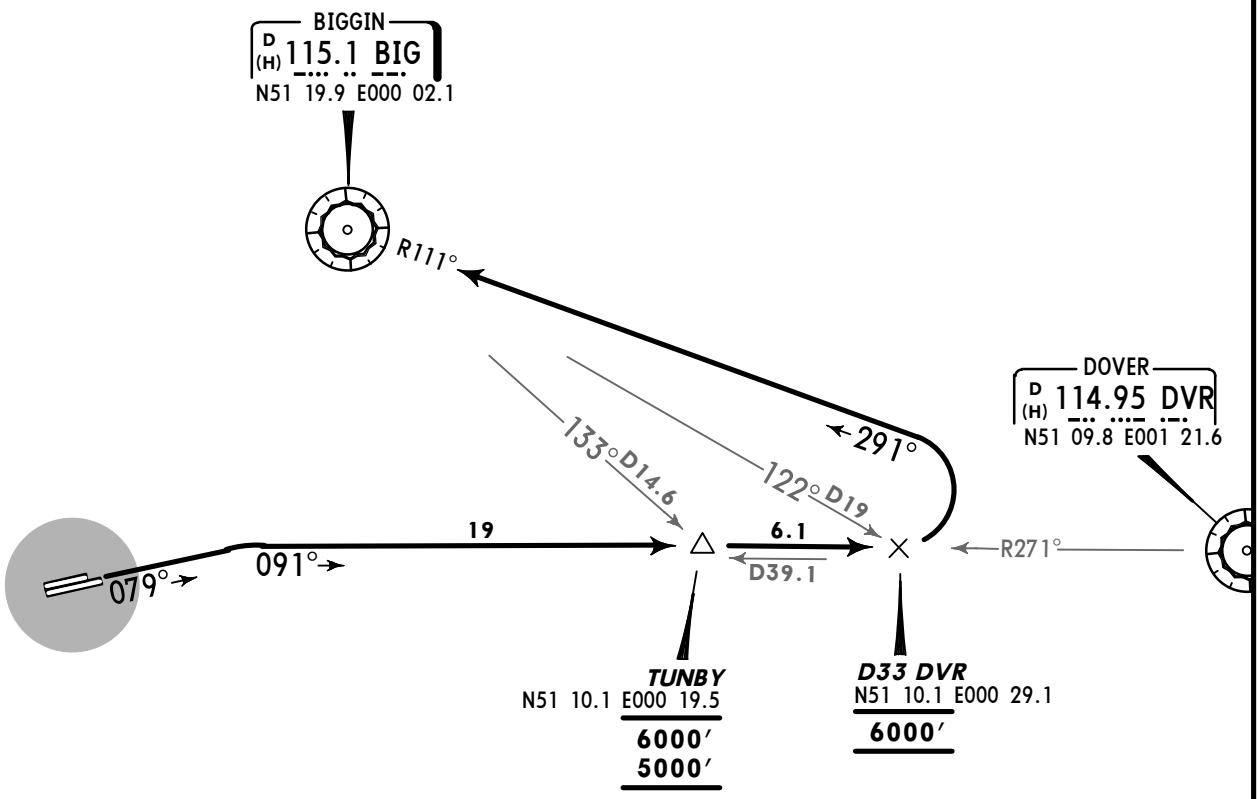
LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

BIGGIN THREE PAPA (BIG 3P)
BIGGIN THREE WHISKEY (BIG 3W)
RWYS 08R/L DEPARTURES

TO EGLL & EGWU ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



AVERAGE TRACK MILEAGE
49 NM to BIG.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

N
NOT TO SCALE

SID	RWY	ROUTING/ALTITUDE
BIG 3P	08R	Straight ahead, maintain 079° track, intercept DVR R-271 inbound, cross TUNBY (D39.1 DVR) at or above 5000′ (MAX 6000′), to D33 DVR (D19 BIG), cross at 6000′, turn LEFT, intercept BIG R-111 inbound to BIG.
BIG 3W	08L	

CHANGES: Radial update.

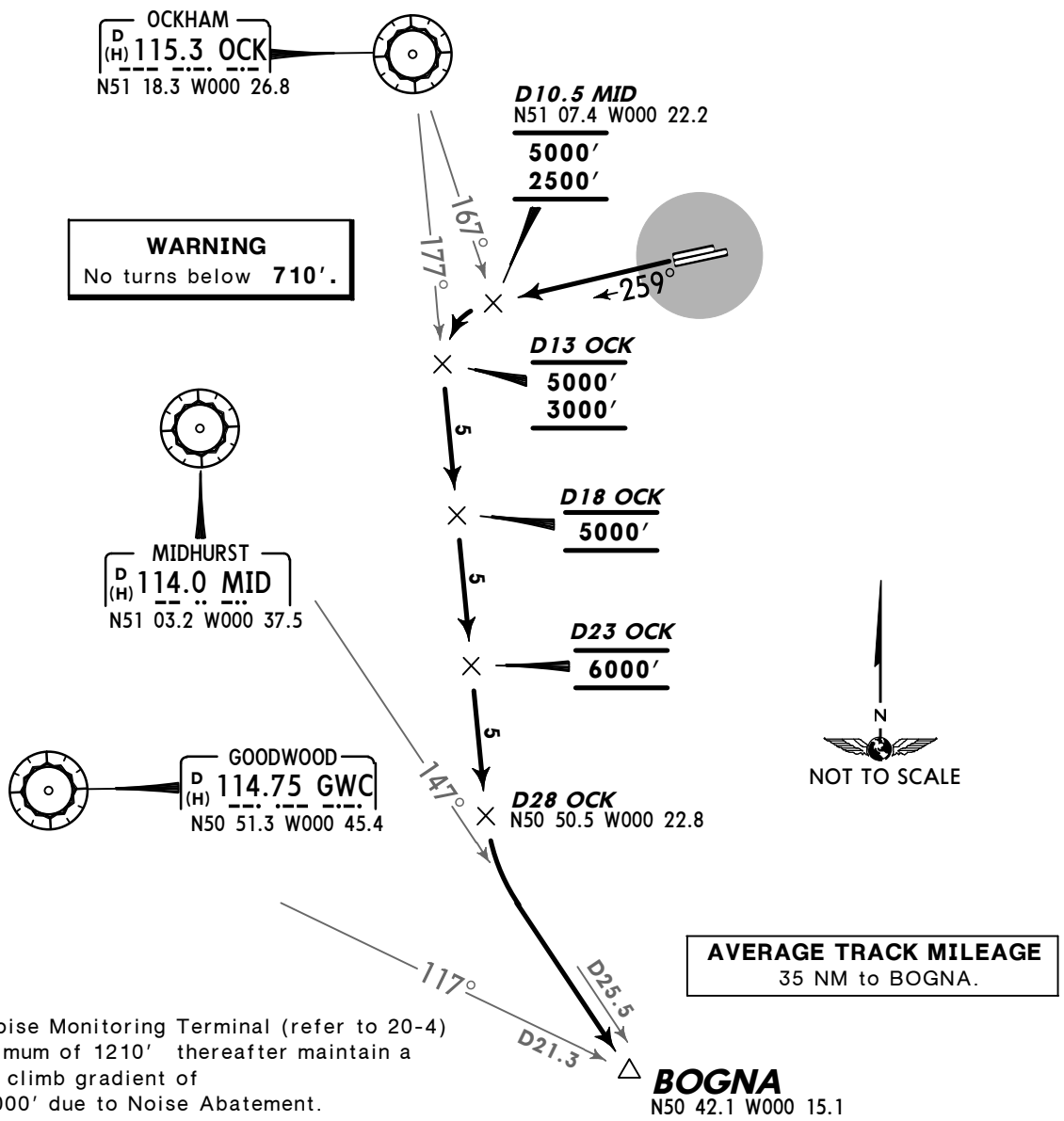
© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

LONDON Control 133.17	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.

BOGNA ONE MIKE (BOGNA 1M) *[BOGN1M]*
BOGNA ONE VICTOR (BOGNA 1V) *[BOGN1V]*
RWYS 26L/R DEPARTURES

ONLY AVAILABLE BETWEEN 0600-2300LT
AT OTHER TIMES SIDS SFD 4M & 4V WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
BOGNA 1M	26L	Straight ahead, maintain 259° track to D10.5 MID, cross above 2500′ (MAX 5000′), turn LEFT, intercept OCK R-177, cross D13 OCK above 3000′ (MAX 5000′), D18 OCK at 5000′, D23 OCK at 6000′, to D28 OCK, turn LEFT, intercept MID R-147 to BOGNA.
BOGNA 1V	26R	

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

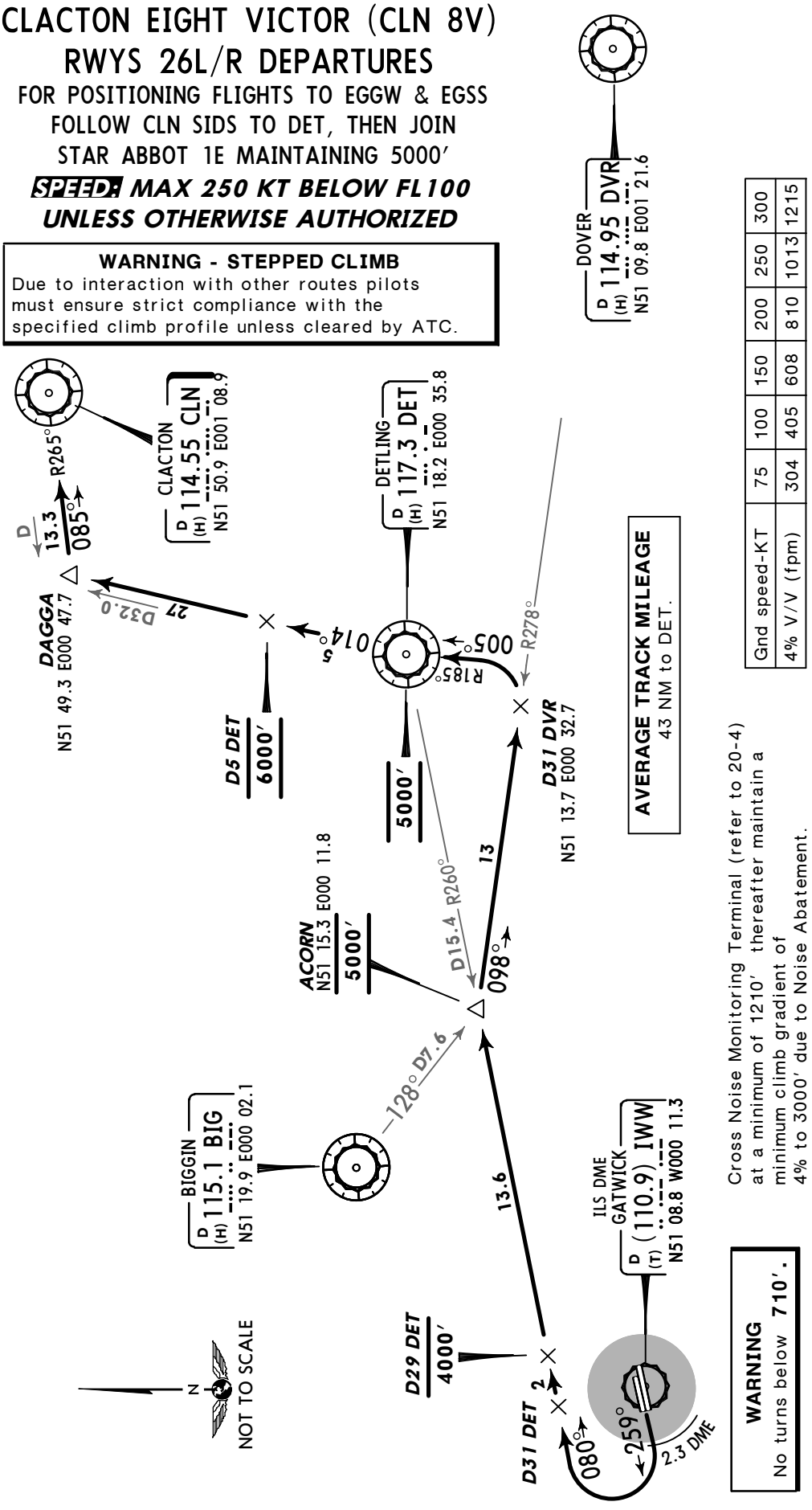
LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.

CLACTON EIGHT MIKE (CLN 8M)
CLACTON EIGHT VICTOR (CLN 8V)
RWYS 26L/R DEPARTURES

FOR POSITIONING FLIGHTS TO EGGW & EGSS FOLLOW CLN SIDS TO DET, THEN JOIN STAR ABBOT 1E MAINTAINING 5000′

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



AVERAGE TRACK MILEAGE
43 NM to DET.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

WARNING
No turns below 710′.

SID	RWY	ROUTING/ALTITUDE
CLN 8M	26L	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-260 inbound by D31 DET, cross D29 DET at or below 4000′, to ACORN (D15.4 DET), cross at 5000′, turn RIGHT, intercept DVR R-278 inbound to D31 DVR, turn LEFT to DET, cross at 5000′, turn RIGHT, DET R-014, cross D5 DET at 6000′, to DAGGA, turn RIGHT, intercept CLN R-265 inbound to CLN.
CLN 8V	26R	

In order to alleviate airspace congestion pilots may be offered SIDs DAGGA 1M/1V at a late stage of taxiing. Pilots unable to accept must inform ATC and will be allocated CLN 8M/8V.

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

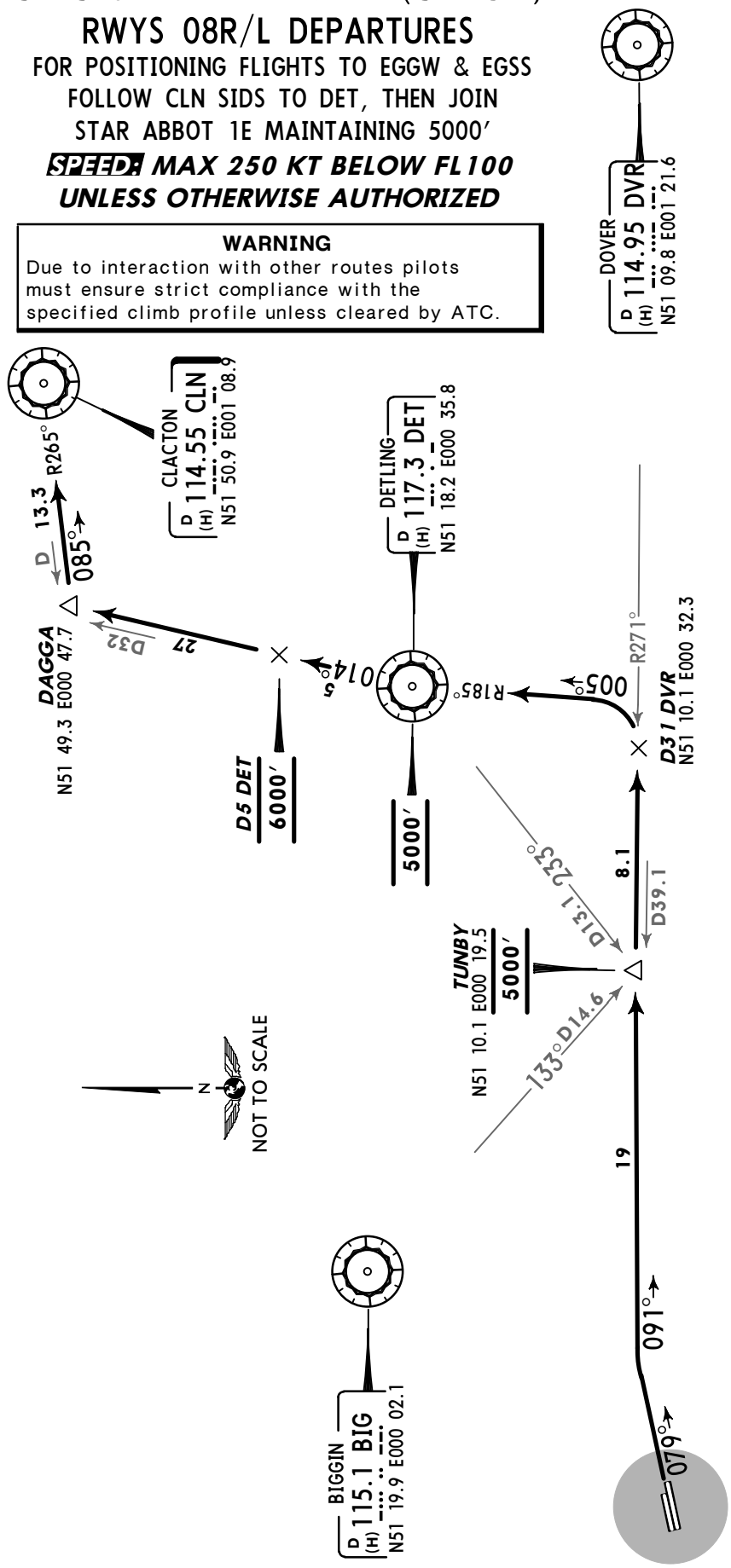
LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

CLACTON FIVE PAPA (CLN 5P)
CLACTON FIVE WHISKEY (CLN 5W)
RWYS 08R/L DEPARTURES

FOR POSITIONING FLIGHTS TO EGGW & EGSS FOLLOW CLN SIDS TO DET, THEN JOIN STAR ABBOT 1E MAINTAINING 5000′

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
36 NM to DET.

SID	RWY	ROUTING/ALTITUDE
CLN 5P	08R	Straight ahead, maintain 079° track, intercept DVR R-271 inbound, cross TUNBY (D39.1 DVR) at 5000′, to D31 DVR, turn LEFT to DET, cross at 5000′, turn RIGHT, DET R-014, cross D5 DET at 6000′, to DAGGA, turn RIGHT, intercept CLN R-265 inbound to CLN.
CLN 5W	08L	

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

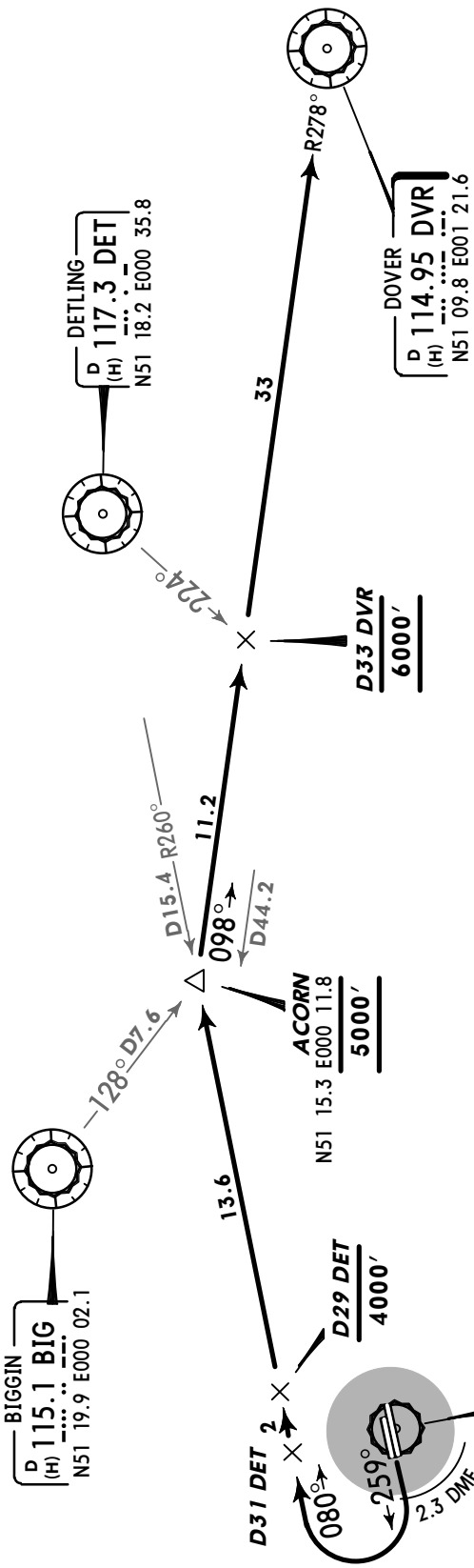
LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

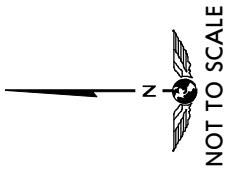
DOVER EIGHT MIKE (DVR 8M)
DOVER EIGHT VICTOR (DVR 8V)
RWYS 26L/R DEPARTURES

IN ORDER TO ALLEVIATE AIRSPACE CONGESTION AND IMPROVE ATC FLEXIBILITY PILOTS MAY BE OFFERED SIDS WIZAD 4M/4V AT A LATE STAGE PRIOR TO DEPARTURE
PILOTS UNABLE TO ACCEPT MUST INFORM ATC AND WILL BE ALLOCATED DVR 8M/8V

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.





AVERAGE TRACK MILEAGE
68 NM to DVR.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
DVR 8M	26L	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-260 inbound by D31 DET, cross D29 DET at or below 4000′, to ACORN (D15.4 DET), cross at 5000′, turn RIGHT, intercept DVR R-278 inbound, cross D33 DVR at 6000′, to DVR.
DVR 8V	26R	

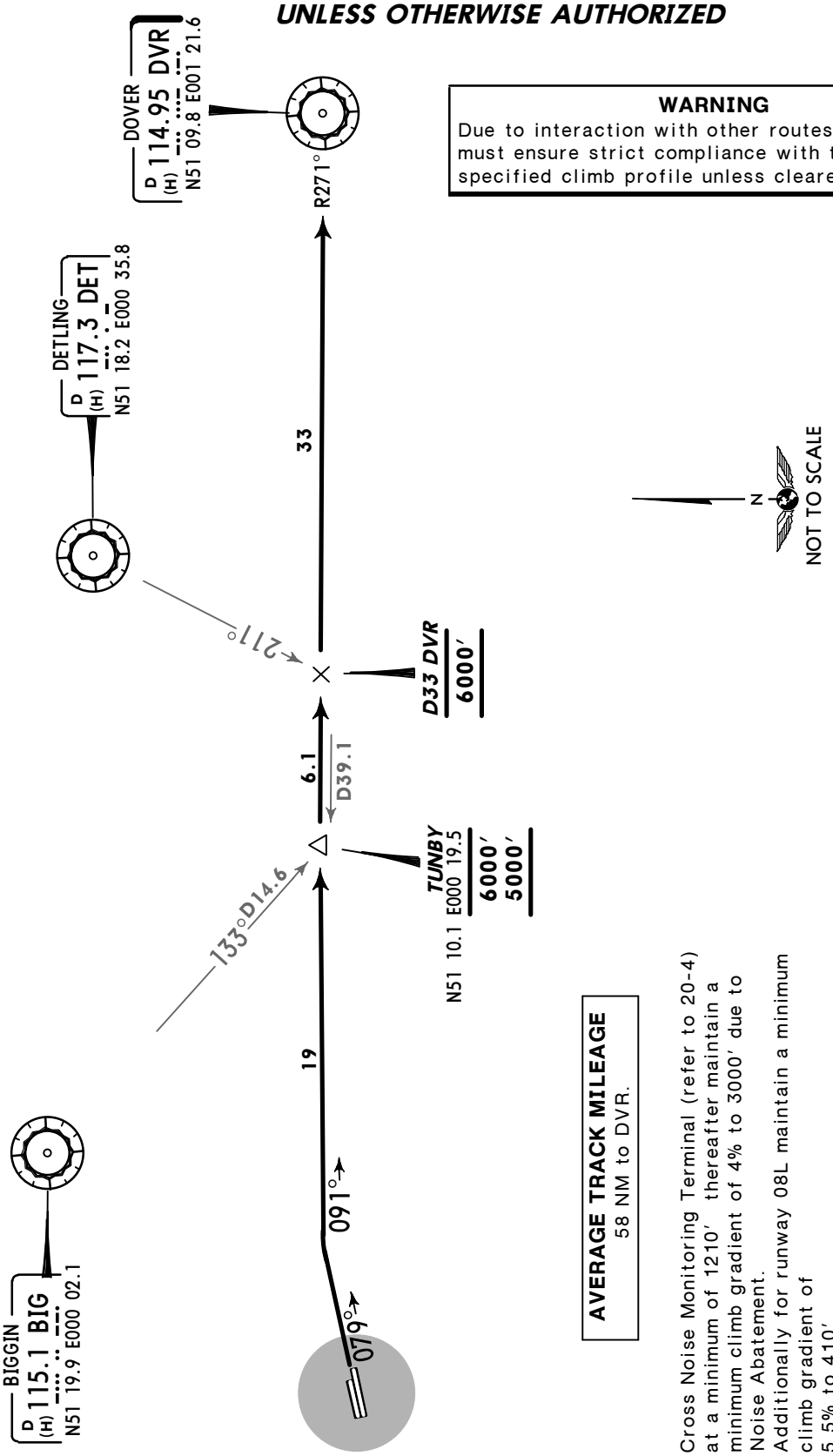
CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

DOVER TWO PAPA (DVR 2P)
DOVER TWO WHISKEY (DVR 2W)
RWYS 08R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

AVERAGE TRACK MILEAGE
58 NM to DVR.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
DVR 2P	08R	Straight ahead, maintain 079° track, intercept DVR R-271 inbound, cross TUNBY (D39.1 DVR) at or above 5000′ (MAX 6000′), D33 DVR at 6000′, to DVR.
DVR 2W	08L	

CHANGES: Radial update.

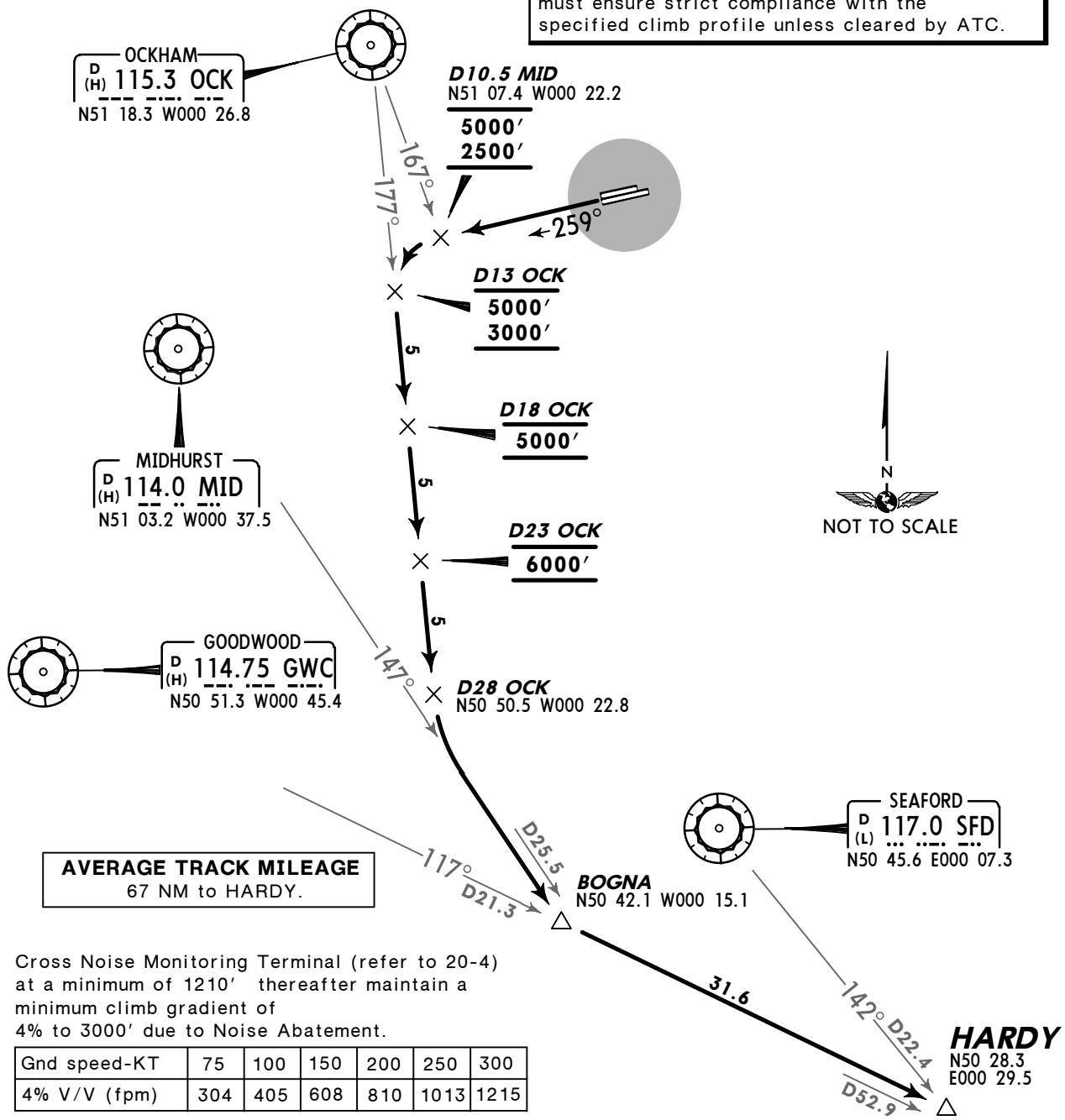
© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

LONDON Control 133.17	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

HARDY FIVE MIKE (HARDY 5M) *[HARD5M]*
HARDY FIVE VICTOR (HARDY 5V) *[HARD5V]*
RWYS 26L/R DEPARTURES

ONLY AVAILABLE BETWEEN 0600-2300LT
AT OTHER TIMES SIDS SFD 4M & 4V WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



AVERAGE TRACK MILEAGE
67 NM to HARDY.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
HARDY 5M	26L	Straight ahead, maintain 259° track to D10.5 MID, cross above 2500′ (MAX 5000′), turn LEFT, intercept OCK R-177, cross D13 OCK above 3000′ (MAX 5000′), D18 OCK at 5000′, D23 OCK at 6000′, to D28 OCK, turn LEFT, intercept MID R-147 to BOGNA, intercept GWC R-117 to HARDY.
HARDY 5V	26R	

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

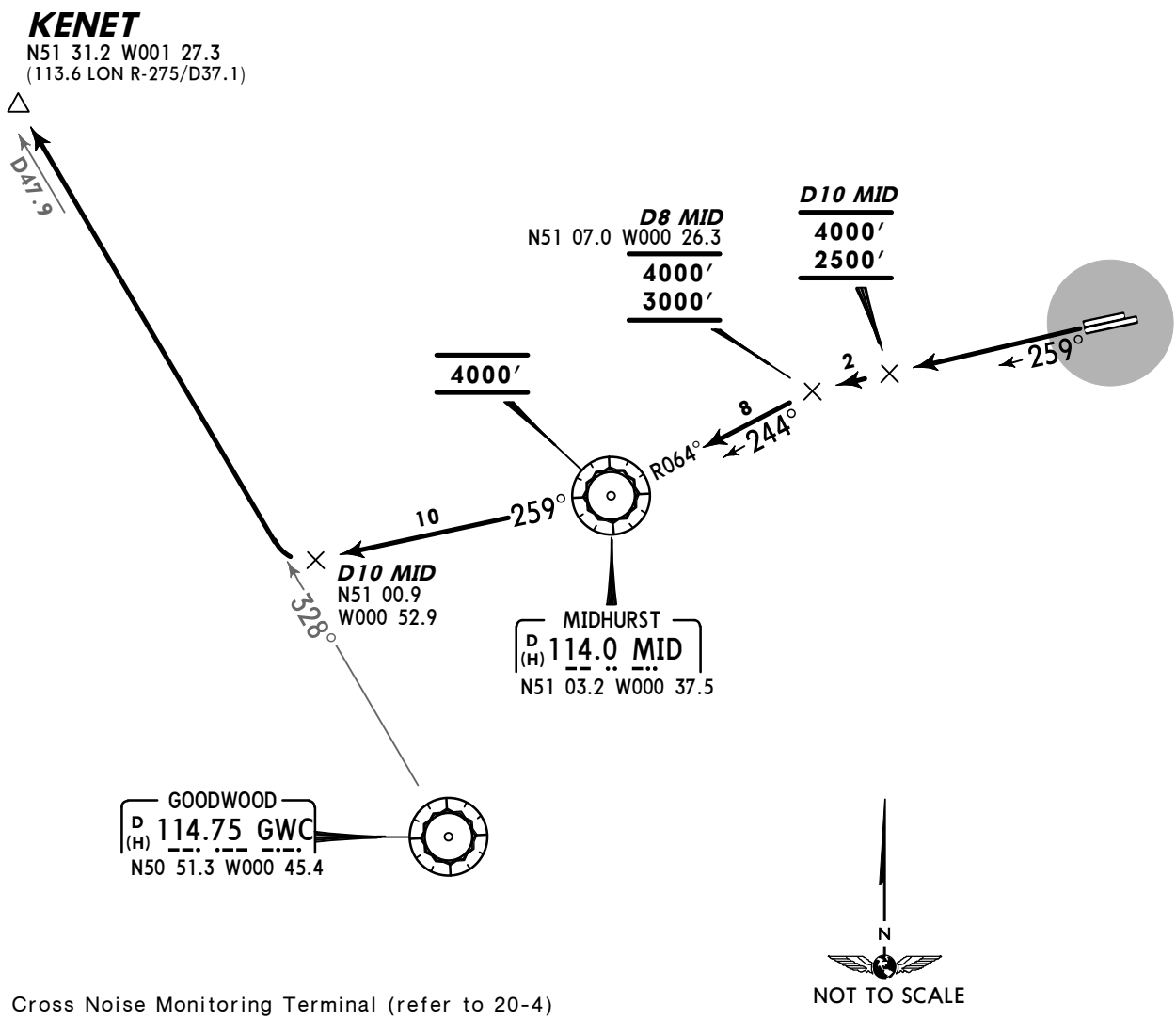
LONDON Control 134.12	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

KENET TWO MIKE (KENET 2M) *[KENE2M]*
KENET TWO VICTOR (KENET 2V) *[KENE2V]*
RWYS 26L/R DEPARTURES

RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
65 NM to KENET.

SID	RWY	ROUTING/ALTITUDE
KENET 2M	**26L**	Straight ahead, maintain 259° track, cross D10 MID above 2500′ (MAX 4000′), intercept MID R-064 inbound at D8 MID, cross above 3000′ (MAX 4000′), to MID, cross at 4000′, MID R-259 to D10 MID, turn RIGHT, intercept GWC R-328 to KENET.
KENET 2V	**26R**	

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

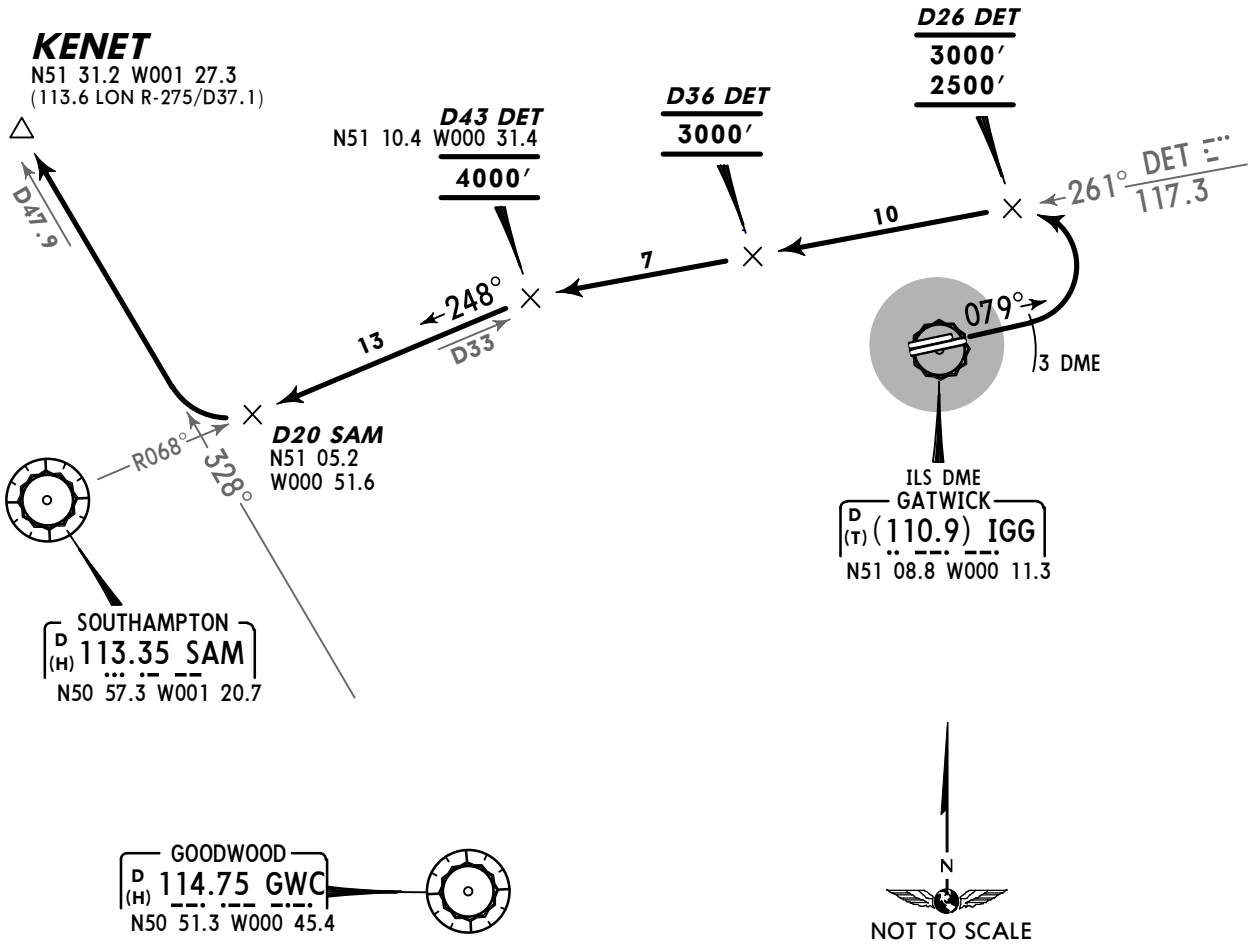
LONDON Control 134.12	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

KENET THREE PAPA (KENET 3P) *[KENE3P]*
KENET THREE WHISKEY (KENET 3W) *[KENE3W]*
RWYS 08R/L DEPARTURES

RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
71 NM to KENET.

SID	RWY	ROUTING/ALTITUDE
KENET 3P	08R	Straight ahead to IGG 3 DME, turn LEFT, intercept DET R-261, cross D26 DET at or above 2500′ (MAX 3000′), D36 DET at 3000′, D43 DET (D33 SAM) at 4000′, intercept SAM R-068 inbound to D20 SAM, turn RIGHT, intercept GWC R-328 to KENET.
KENET 3W	08L	

CHANGES: Radial update.

© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

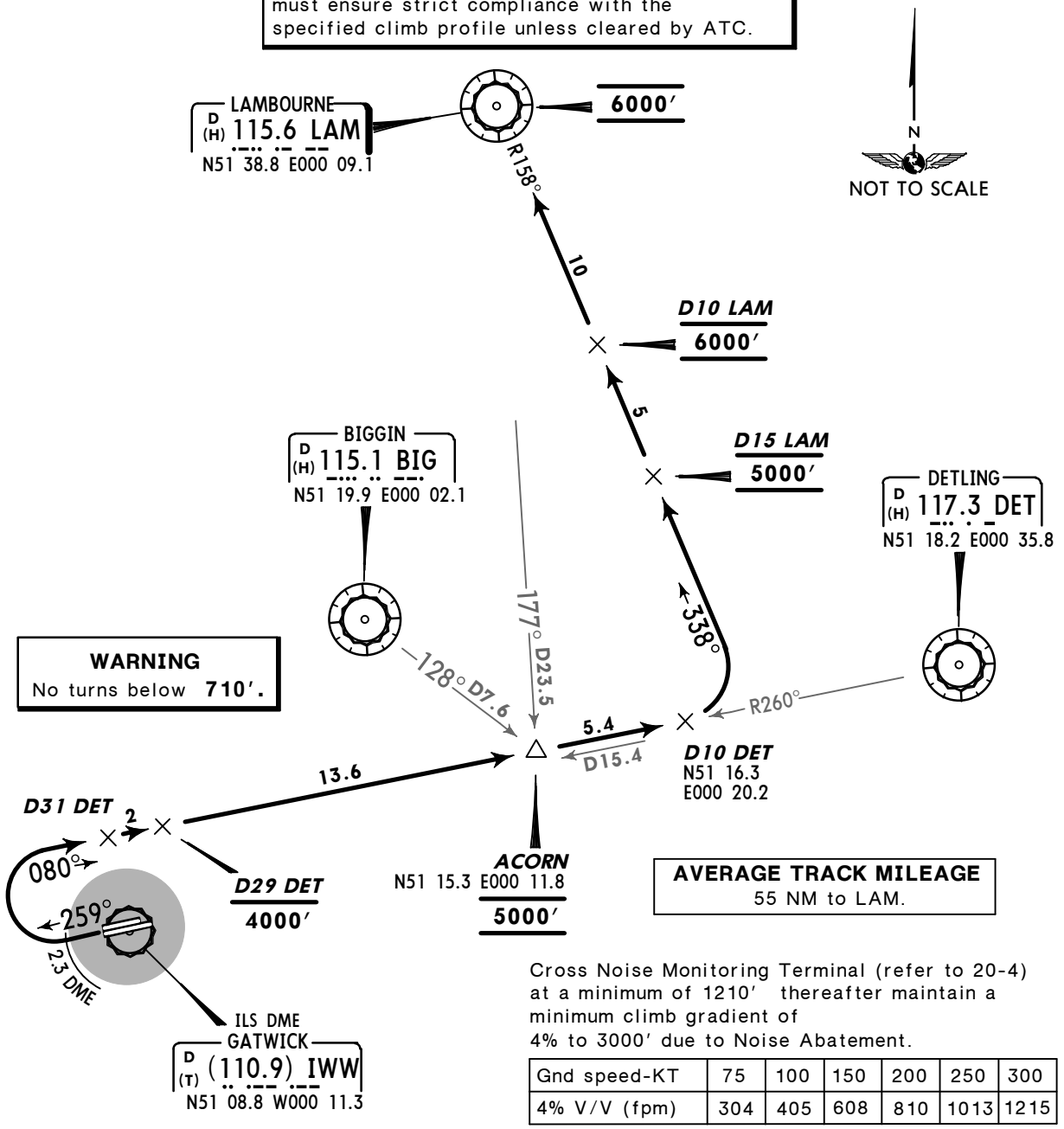
LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.

LAMBOURNE FOUR MIKE (LAM 4M)
LAMBOURNE FOUR VICTOR (LAM 4V)
RWYS 26L/R DEPARTURES

IN ORDER TO ALLEVIATE AIRSPACE CONGESTIONS PILOTS MAY BE OFFERED SIDS TIGER 3M/3V AT A LATE STAGE OF TAXIING PILOTS UNABLE TO ACCEPT MUST INFORM ATC AND WILL BE ALLOCATED LAM 4M/4V

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



WARNING
No turns below **710′.**

AVERAGE TRACK MILEAGE
55 NM to LAM.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
LAM 4M	26L	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-260 inbound by D31 DET, cross D29 DET at or below 4000′, ACORN (D15.4 DET) at 5000′, at D10 DET turn LEFT, intercept LAM R-158 inbound, cross D15 LAM at 5000′, D10 LAM at 6000′, to LAM, cross at 6000′.
LAM 4V	26R	

CHANGES: Radial update.

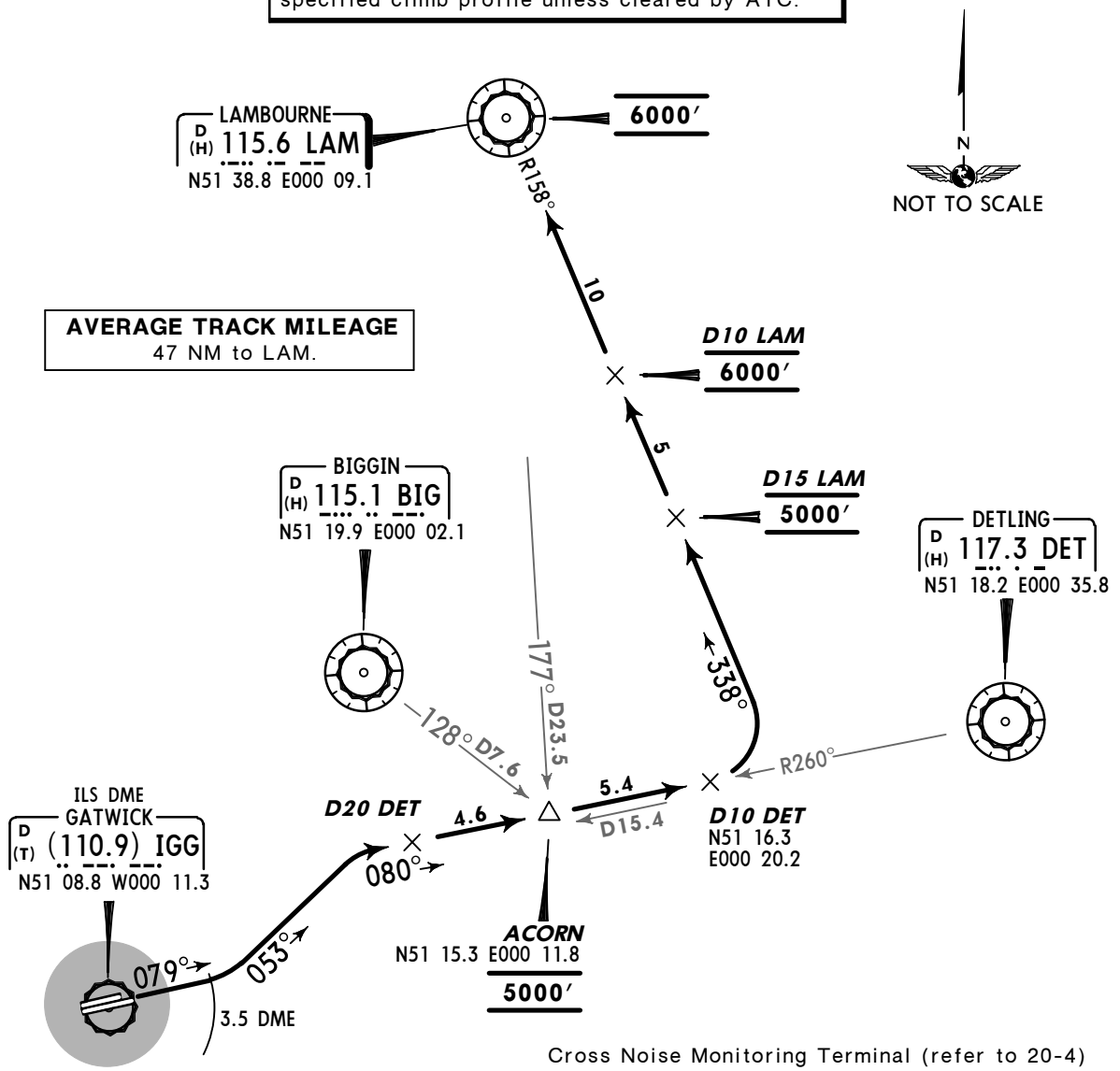
© JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.

LAMBOURNE FIVE PAPA (LAM 5P)
LAMBOURNE FIVE WHISKEY (LAM 5W)
RWYS 08R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



WARNING
No turns below **710′.**

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
LAM 5P	08R	Straight ahead to IGG 3.5 DME, turn LEFT, 053° track, intercept DET R-260 inbound by D20 DET, cross ACORN (D15.4 DET) at 5000′, at D10 DET turn LEFT, intercept LAM R-158 inbound, cross D15 LAM at 5000′, D10 LAM at 6000′, to LAM, cross at 6000′.
LAM 5W	08L	

CHANGES: Radial update.

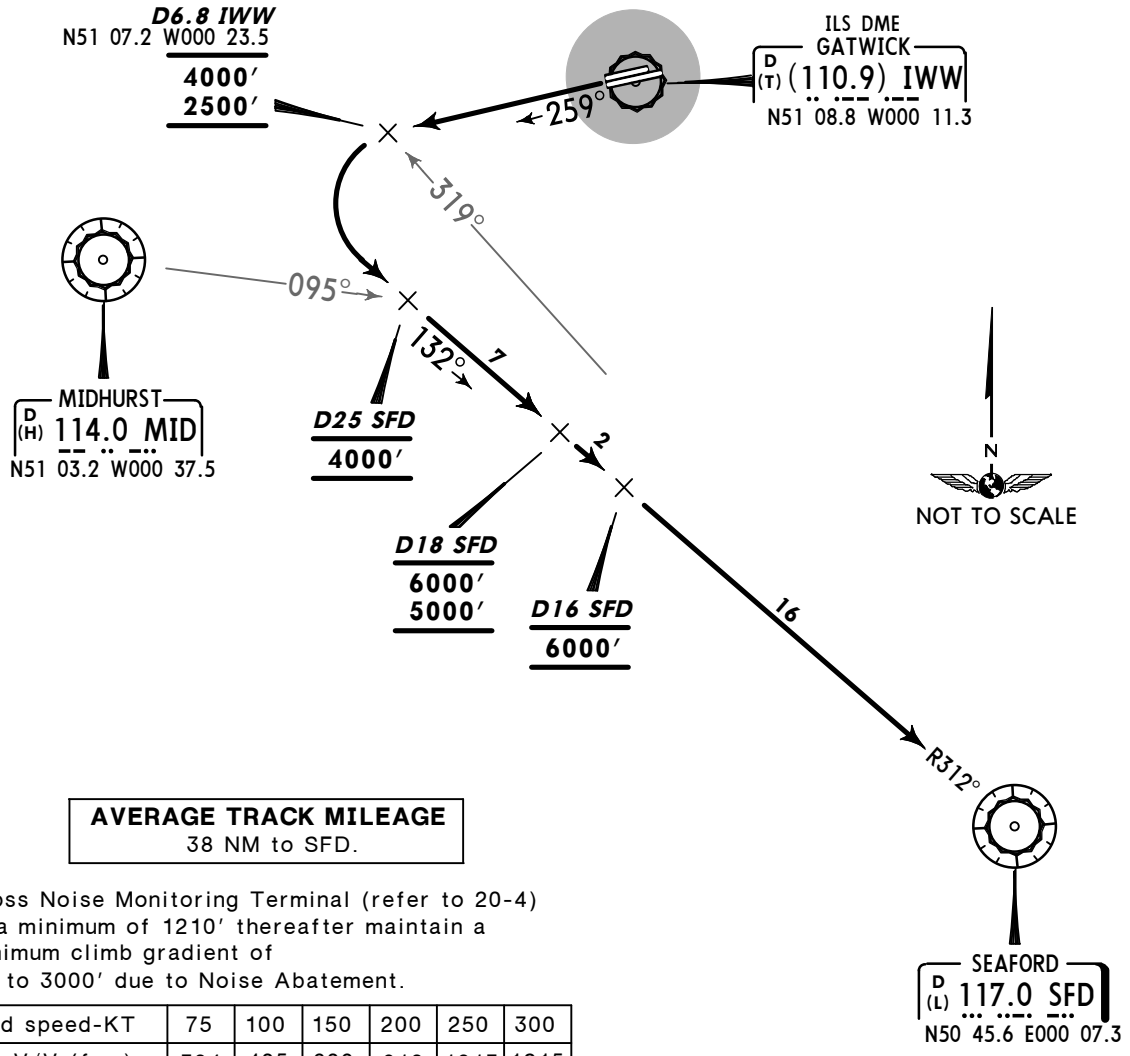
© JEPPESEN, 2005, 2013. ALL RIGHTS RESERVED.

LONDON Control 134.12	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

SEAFORD FIVE MIKE (SFD 5M)
SEAFORD FIVE VICTOR (SFD 5V)
RWYS 26L/R DEPARTURES

NORMALLY NOT AVAILABLE BETWEEN 0600-2300LT
AT THESE TIMES BOGNA OR HARDY SIDS WILL BE ISSUED AS APPROPRIATE
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



AVERAGE TRACK MILEAGE
38 NM to SFD.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
SFD 5M	26L	Straight ahead, maintain 259° track until passing SFD R-319 (D6.8 IWW), cross above 2500′ (MAX 4000′), turn LEFT, intercept SFD R-312 inbound, cross D25 SFD at 4000′, D18 SFD above 5000′ (MAX 6000′), D16 SFD at 6000′, to SFD.
SFD 5V	26R	

CHANGES: Radial update.

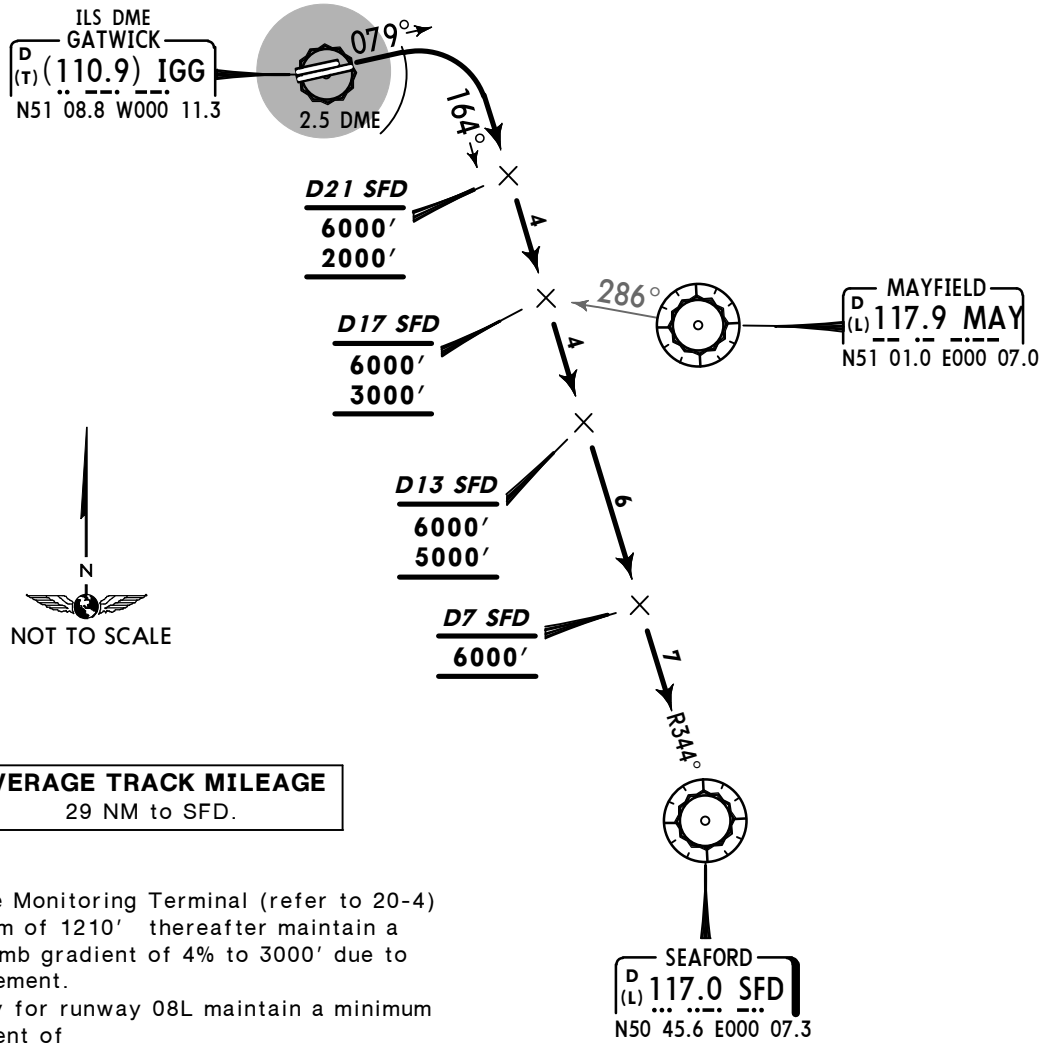
© JEPPESEN, 2007, 2013. ALL RIGHTS RESERVED.

GATWICK Director 118.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact GATWICK Director. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

SEAFORD NINE PAPA (SFD 9P)
SEAFORD NINE WHISKEY (SFD 9W)
RWYS 08R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



AVERAGE TRACK MILEAGE
29 NM to SFD.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
SFD 9P	08R	Straight ahead to IGG 2.5 DME, turn RIGHT, intercept SFD R-344 inbound, cross D21 SFD above 2000′ (MAX 6000′), D17 SFD above 3000′ (MAX 6000′), D13 SFD above 5000′ (MAX 6000′), D7 SFD at 6000′, to SFD.
SFD 9W	08L	

CHANGES: None.

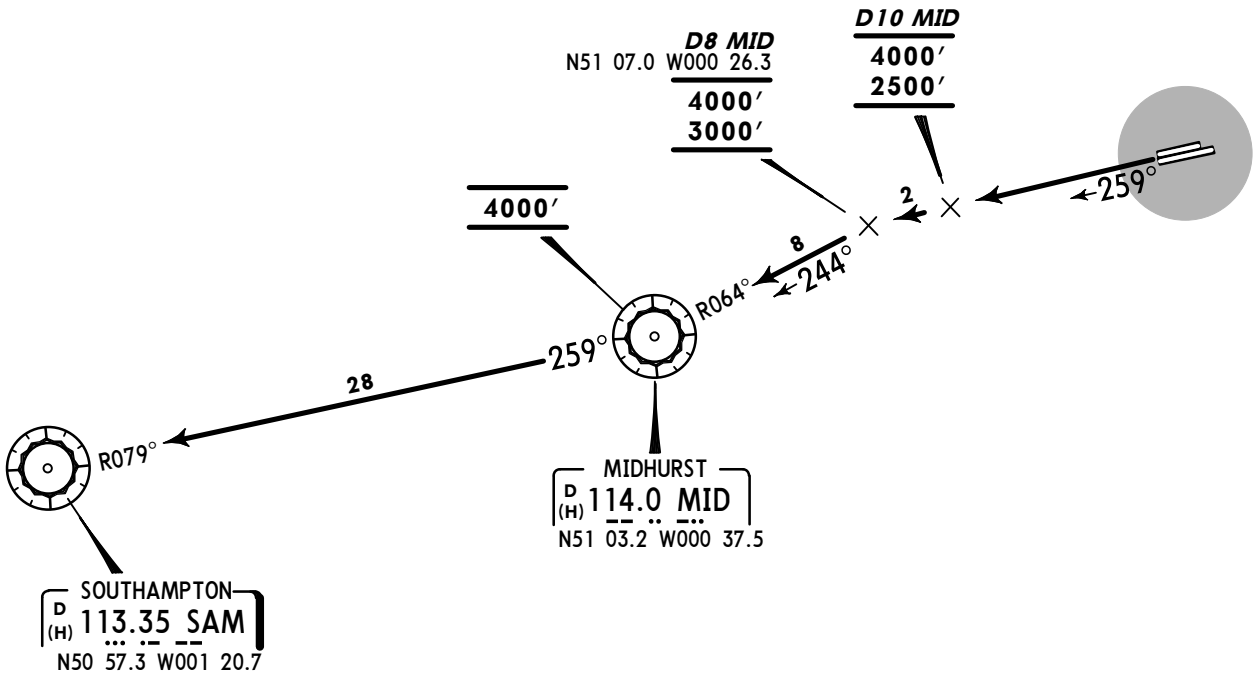
© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

LONDON Control 134.12	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

SOUTHAMPTON TWO MIKE (SAM 2M)
SOUTHAMPTON TWO VICTOR (SAM 2V)
RWYS 26L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



AVERAGE TRACK MILEAGE
44 NM to SAM.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
SAM 2M	26L	Straight ahead, maintain 259° track, cross D10 MID above 2500′ (MAX 4000′), intercept MID R-064 inbound at D8 MID, cross above 3000′ (MAX 4000′), to MID, cross at 4000′, MID R-259 to SAM.
SAM 2V	26R	

CHANGES: None.

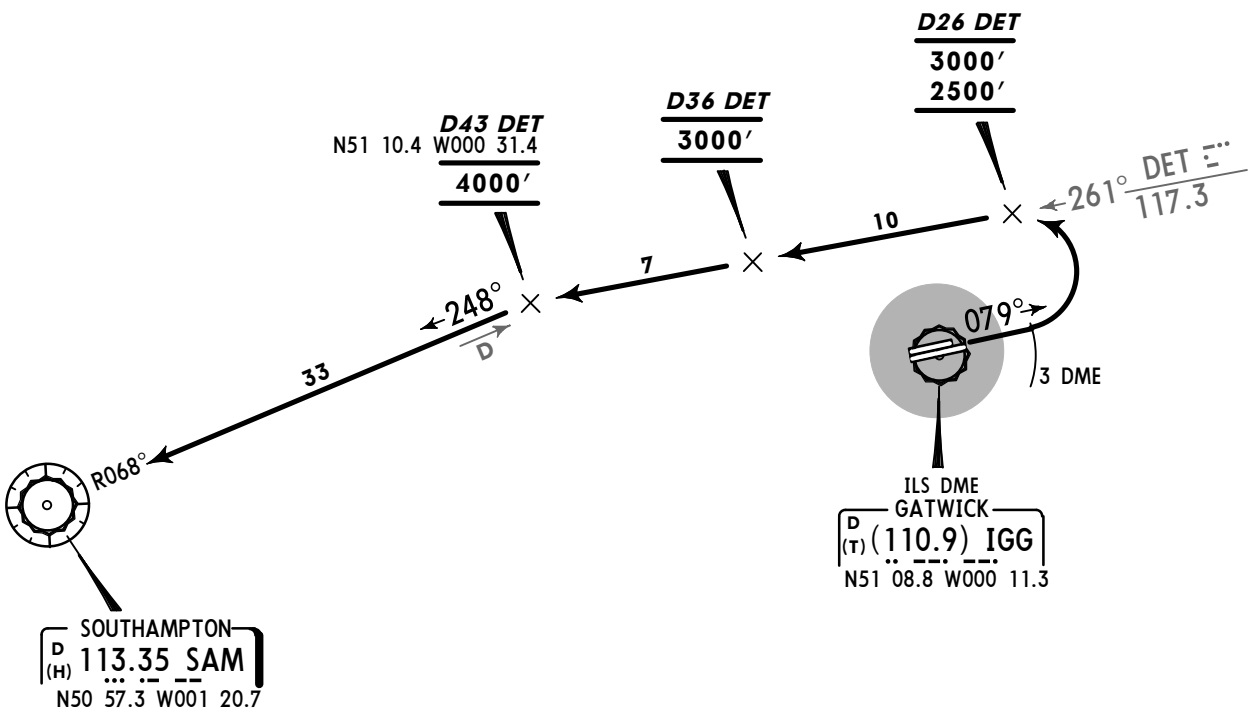
© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

LONDON Control 134.12	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710′. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

SOUTHAMPTON THREE PAPA (SAM 3P)
SOUTHAMPTON THREE WHISKEY (SAM 3W)
RWYS 08R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

N
NOT TO SCALE

AVERAGE TRACK MILEAGE
56 NM to SAM.

SID	RWY	ROUTING/ALTITUDE
SAM 3P	08R	Straight ahead to IGG 3 DME, turn LEFT, intercept DET R-261, cross D26 DET at or above 2500′ (MAX 3000′), D36 DET at 3000′, D43 DET (D33 SAM) at 4000′, intercept SAM R-068 inbound to SAM.
SAM 3W	08L	

CHANGES: Radial update.

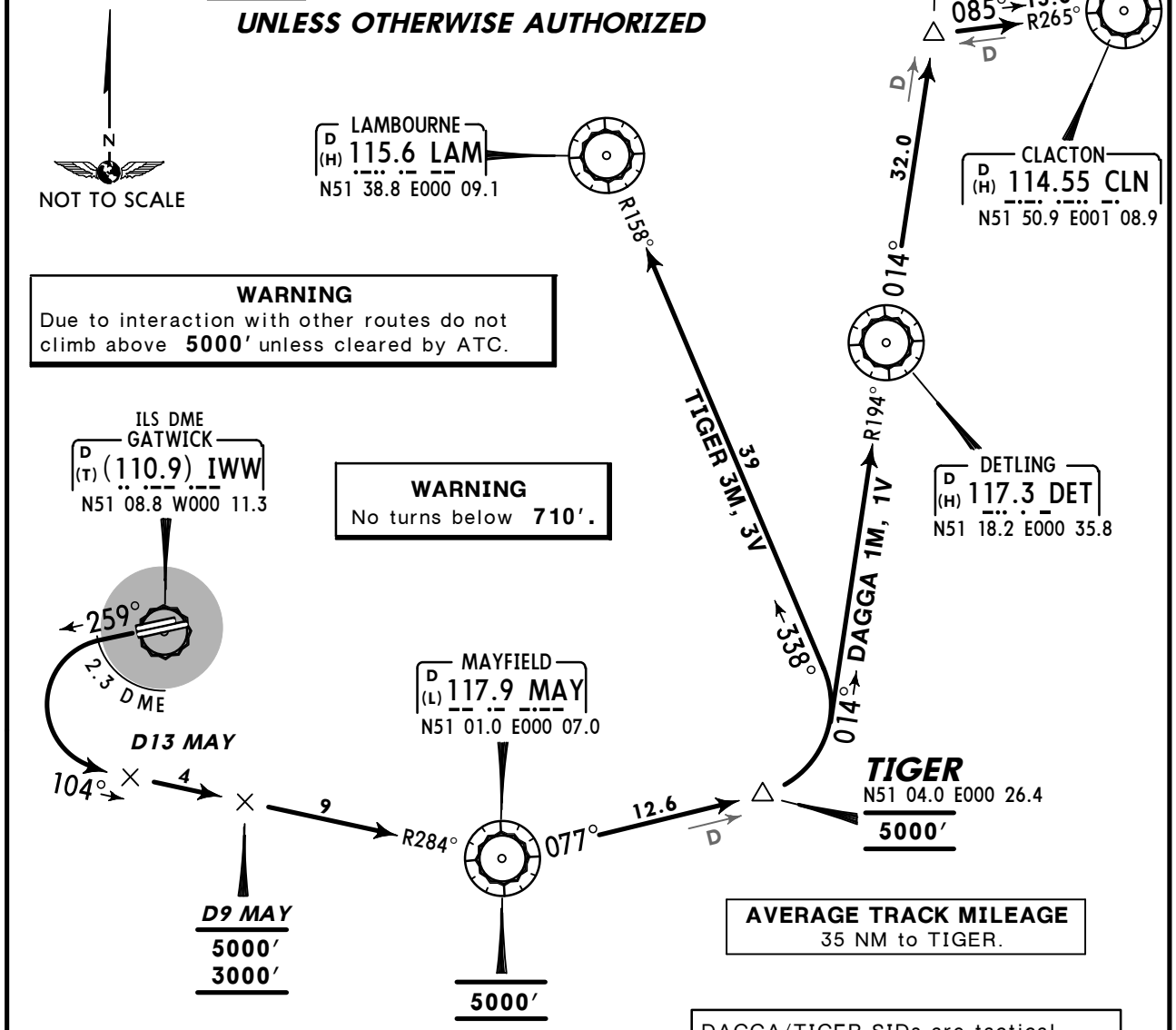
© JEPPESEN, 2007, 2013. ALL RIGHTS RESERVED.

LONDON Control 133.17	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.

DAGGA ONE MIKE (DAGGA 1M) *[DAGA1M]*
DAGGA ONE VICTOR (DAGGA 1V) *[DAGA1V]*
TIGER THREE MIKE (TIGER 3M) *[TIGE3M]*
TIGER THREE VICTOR (TIGER 3V) *[TIGE3V]*
RWYS 26L/R DEPARTURES

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

DAGGA/TIGER SIDs are tactical routings allocated by ATC to alleviate airspace congestion. Pilots unable to accept DAGGA/TIGER SIDs when offered must inform ATC and will be reallocated CLN or LAM SIDs as appropriate.

SID	RWY	ROUTING/ALTITUDE
DAGGA 1M	26L	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-284 inbound by D13 MAY, cross D9 MAY at or above 3000′ (MAX 5000′), to MAY, cross at 5000′, turn LEFT, MAY R-077 to TIGER, cross at 5000′, turn LEFT, intercept DET R-194 inbound to DET, then to DAGGA, then to CLN.
DAGGA 1V	26R	
TIGER 3M	26L	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-284 inbound by D13 MAY, cross D9 MAY at or above 3000′ (MAX 5000′), to MAY, cross at 5000′, turn LEFT, MAY R-077 to TIGER, cross at 5000′, turn LEFT, intercept LAM R-158 inbound to LAM.
TIGER 3V	26R	

CHANGES: Radial update.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

GATWICK Director 118.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact GATWICK Director. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC.

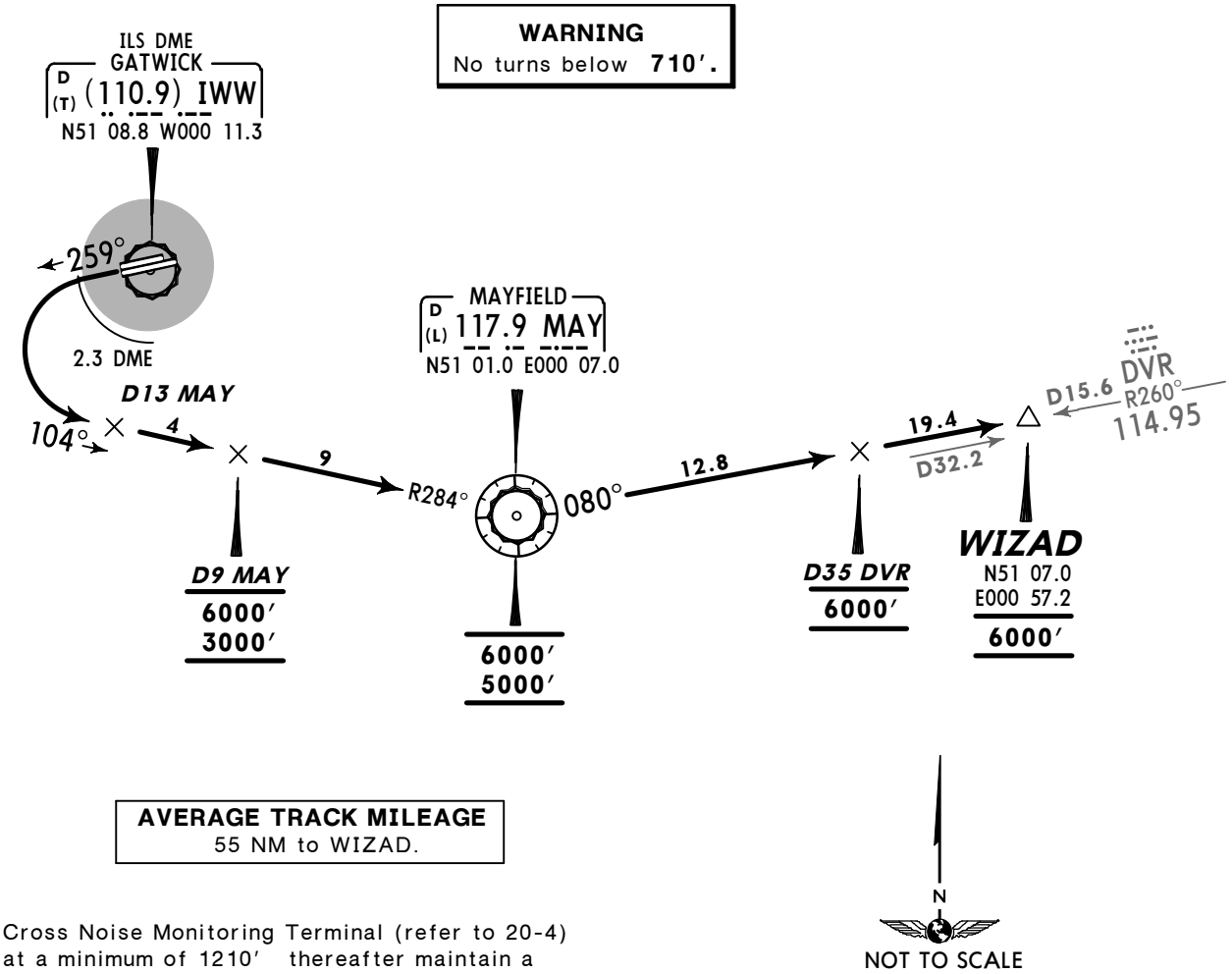
WIZAD FOUR MIKE (WIZAD 4M) *[WIZA4M]*
WIZAD FOUR VICTOR (WIZAD 4V) *[WIZA4V]*
RWYS 26L/R DEPARTURES

WIZAD SIDS ARE TACTICAL ROUTINGS ALLOCATED
BY ATC TO ALLEVIATE AIRSPACE CONGESTION
PILOTS UNABLE TO ACCEPT WIZAD SIDS WHEN OFFERED
MUST INFORM ATC AND WILL BE REALLOCATED DVR SIDS
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes do not climb above **6000′** unless cleared by ATC.

WARNING
No turns below **710′.**



AVERAGE TRACK MILEAGE
55 NM to WIZAD.

Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210′ thereafter maintain a minimum climb gradient of 4% to 3000′ due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
WIZAD 4M	**26L**	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-284 inbound by D13 MAY, cross D9 MAY at or above 3000′ (MAX 6000′), to MAY, cross at or above 5000′ (MAX 6000′), turn LEFT, intercept DVR R-260 inbound, cross D35 DVR at 6000′, to WIZAD, cross at 6000′.
WIZAD 4V	**26R**	

CHANGES: Radial update.

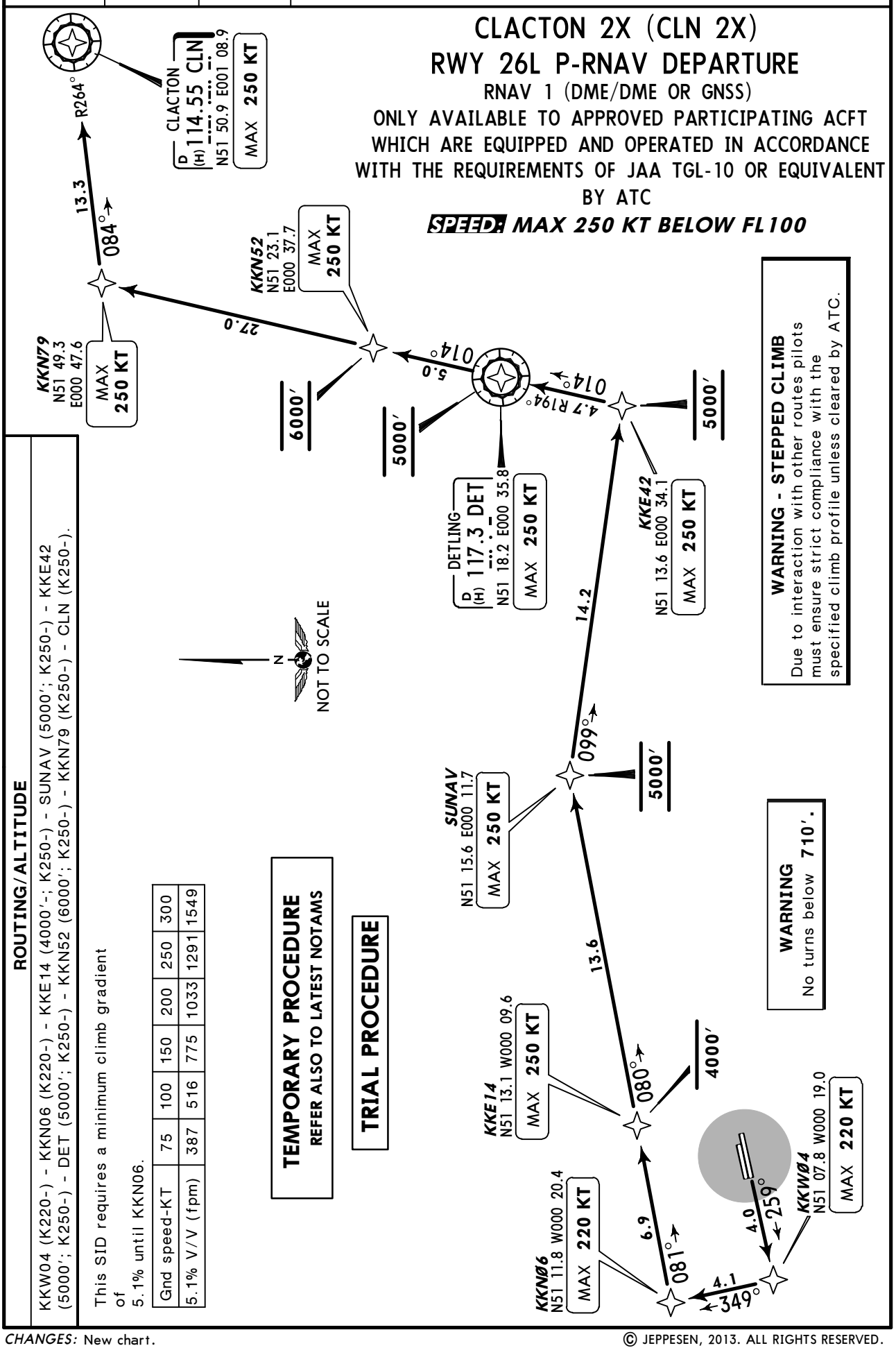
© JEPPESEN, 2007, 2013. ALL RIGHTS RESERVED.

GATWICK Delivery	LONDON Control	Apt Elev
*121.95	120.52	203′

Trans level: By ATC Trans alt: 6000′
1. Request P-RNAV SIDs when obtaining clearance from GATWICK Delivery. 2. When instructed contact LONDON Control. 3. SIDs include noise preferential routes (refer to 20-4B). 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC. 6. EXPECT close-in obstacles.

CLACTON 2X (CLN 2X)
RWY 26L P-RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT BY ATC

SPEED: MAX 250 KT BELOW FL100



ROUTING/ALTITUDE

KKW04 (K220-) - KKN06 (K220-) - KKE14 (4000′-; K250-) - SUNAV (5000′; K250-) - KKE42 (5000′; K250-) - DET (5000′; K250-) - KKN52 (6000′; K250-) - KKN79 (K250-) - CLN (K250-).

This SID requires a minimum climb gradient of 5.1% until KKN06.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

CHANGES: New chart.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

GATWICK Delivery	LONDON Control	GATWICK Director	*Apt Elev*	
*121.95	134.12	118.95	203′	Trans level: By ATC Trans alt: 6000′ 1. Request P-RNAV SIDs when obtaining clearance from GATWICK Delivery. 2. When instructed contact LONDON Control or GATWICK Director. 3. SIDs include noise preferential routes (refer to 20-4B). 4. Cruising levels will be issued after take-off by LONDON Control or GATWICK Director. 5. Do not climb above SID level until instructed by ATC. 6. EXPECT close-in obstacles.

SEAFORD 3Z (SFD 3Z)
RWY 08R P-RNAV DEPARTURE

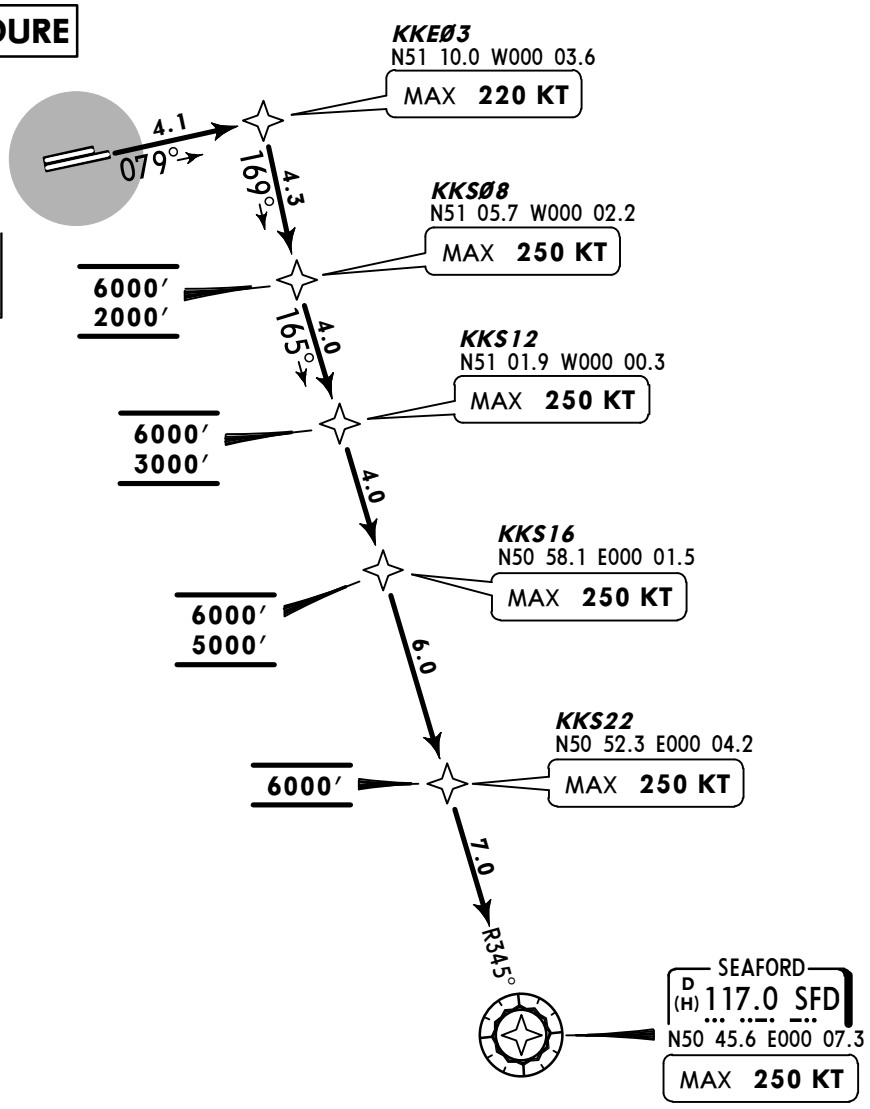
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
BY ATC

SPEED: MAX 250 KT BELOW FL100

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

TRIAL PROCEDURE



WARNING
No turns below **710′.**

ROUTING/ALTITUDE

KKE03 (K220-) - KKS08 (2000′+; 6000′-; K250-) - KKS12 (3000′+; 6000′-; K250-) - KKS16 (5000′+; 6000′-; K250-) - KKS22 (6000′; K250-) - SFD (K250-).

CHANGES: New chart.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

GATWICK Delivery	LONDON Control	Apt Elev	
*121.95	134.12	203′	Trans level: By ATC Trans alt: 6000′ 1. Request P-RNAV SIDs when obtaining clearance from GATWICK Delivery. 2. When instructed contact LONDON Control. 3. SIDs include noise preferential routes (refer to 20-4B). 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC. 6. EXPECT close-in obstacles.

SOUTHAMPTON 1X (SAM 1X)
RWY 26L P-RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
BY ATC

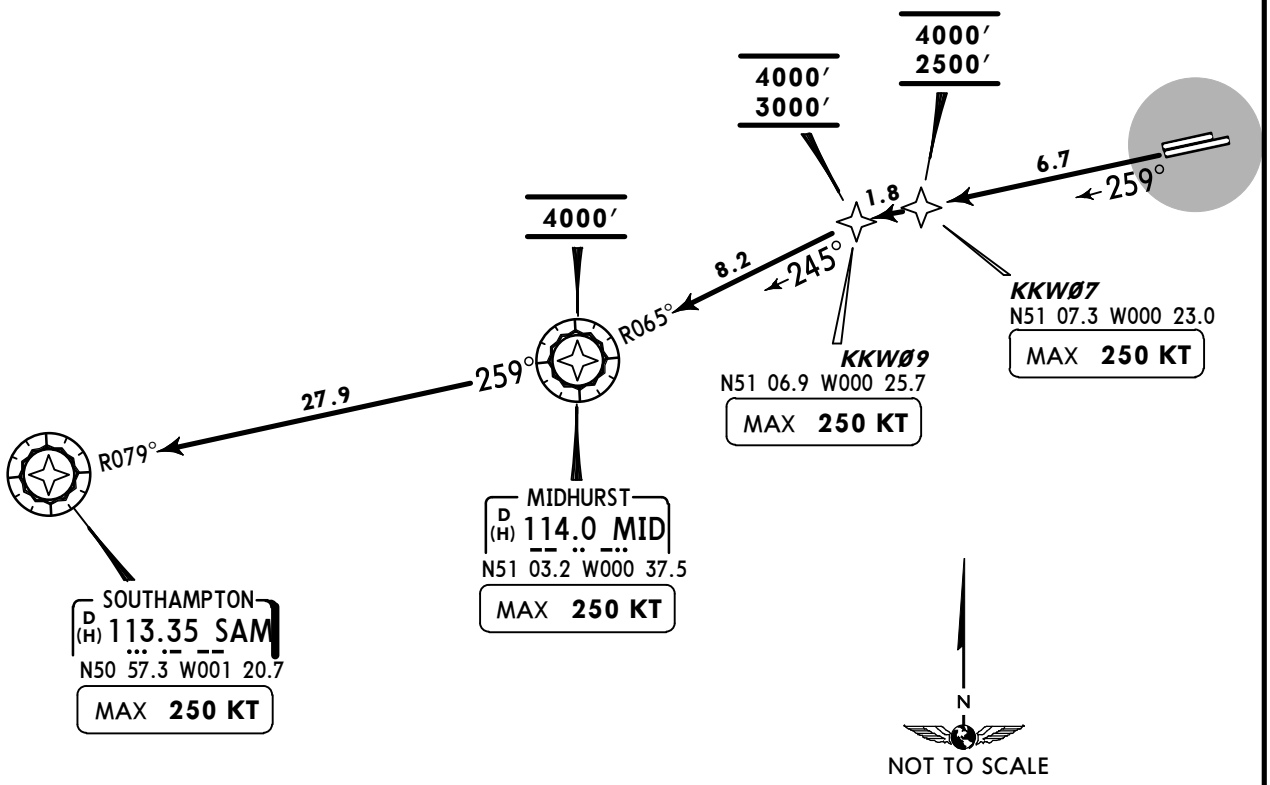
SPEED: MAX 250 KT BELOW FL100

WARNING-STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

TRIAL PROCEDURE

WARNING
No turns below **710′.**



This SID requires a minimum climb gradient of
4.2% until KKW07.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

ROUTING/ALTITUDE

KKW07 (2500′+; 4000′-; K250-) - KKW09 (3000′+; 4000′-; K250-) - MID (4000′; K250-) - SAM (K250-).

CHANGES: New chart.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

GATWICK Delivery	LONDON Control	*Apt Elev*	
*121.95	134.12	203′	Trans level: By ATC Trans alt: 6000′ 1. Request P-RNAV SIDs when obtaining clearance from GATWICK Delivery. 2. When instructed contact LONDON Control. 3. SIDs include noise preferential routes (refer to 20-4B). 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC. 6. EXPECT close-in obstacles.

SOUTHAMPTON 2Z (SAM 2Z)
RWY 08R P-RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED PARTICIPATING ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
BY ATC

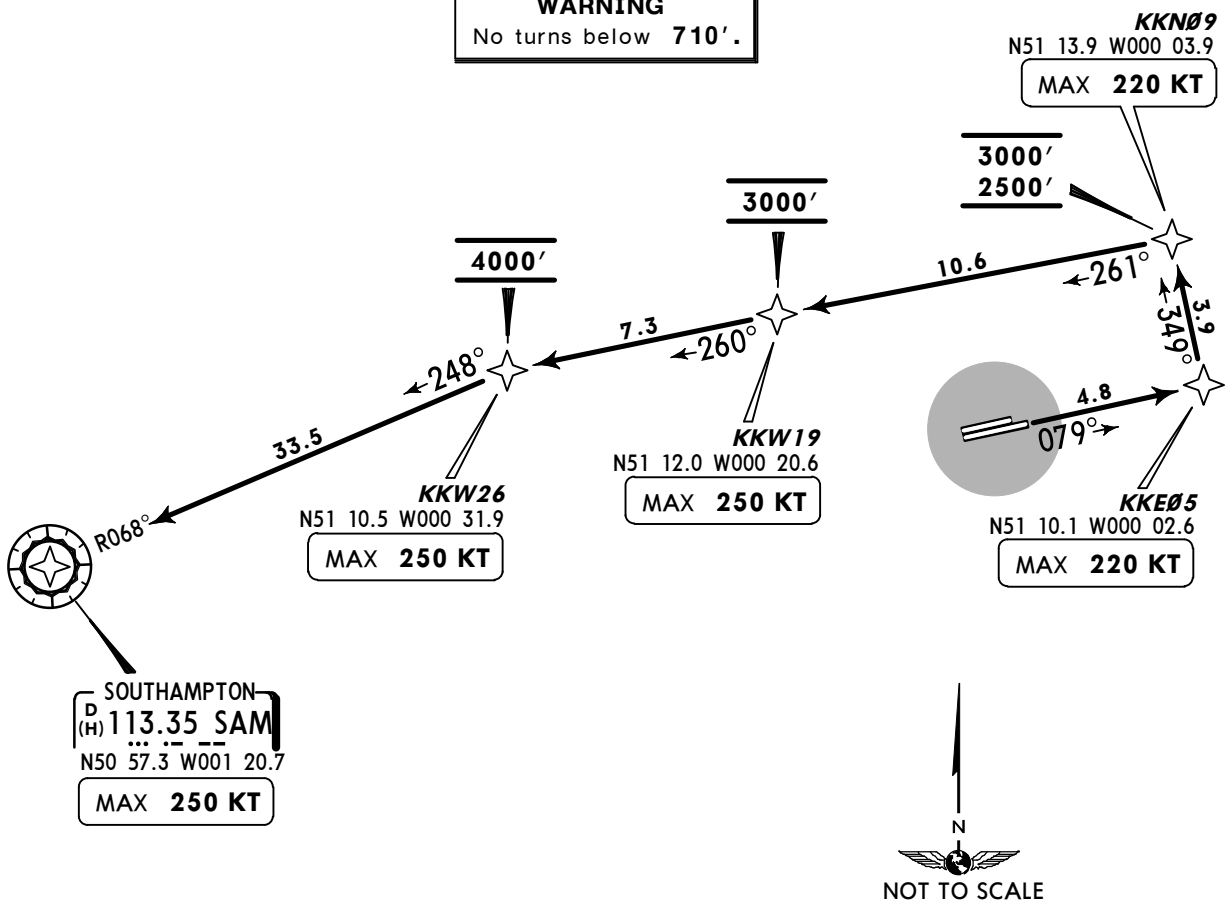
SPEED: MAX 250 KT BELOW FL100

WARNING-STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

TRIAL PROCEDURE

WARNING
No turns below **710′.**



ROUTING/ALTITUDE

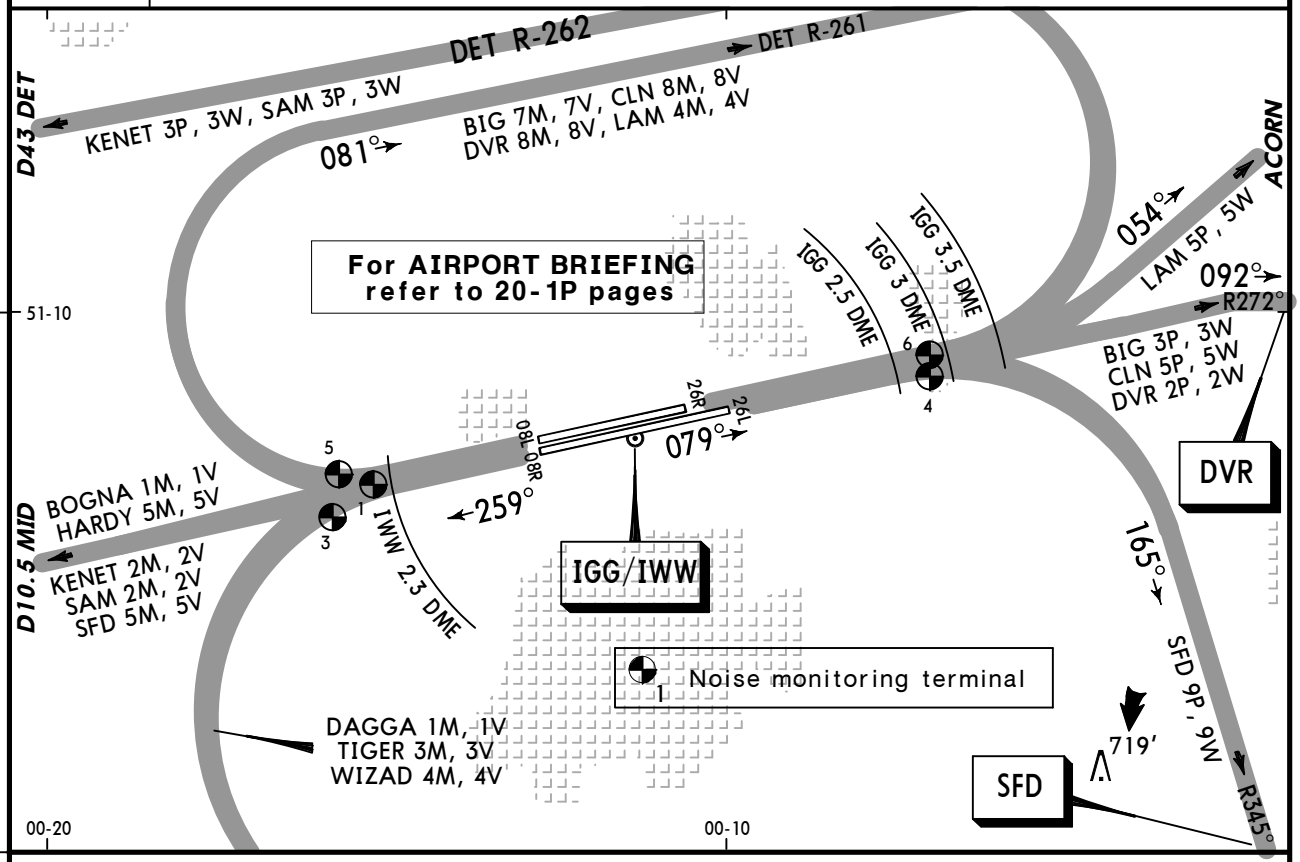
KKE05 (K220-) - KKN09 (2500′+; 3000′-; K220-) - KKW19 (3000′; K250-) - KKW26 (4000′; K250-) - SAM (K250-).

CHANGES: New chart.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Apt Elev
203'

NOISE ABATEMENT



The operation limits as specified in para 3.3.1. (refer to Airport Briefing Page 20-1P5) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

NOISE MONITORING TERMINAL/NAME/LOCATION			ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
1	Russ Hill	N51 08.4 W000 15.2	54m	+ **5.0**
3	Orltons	N51 08.1 W000 15.8	57m	+ **1.9**
4	Moat House	N51 09.4 W000 07.0	4m	**0.0**
5	Oaklands Park Farm	N51 08.5 W000 15.7	52m	+ **1.9**
6	Bellwood	N51 09.6 W000 07.0	3m	**- 0.2**

If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

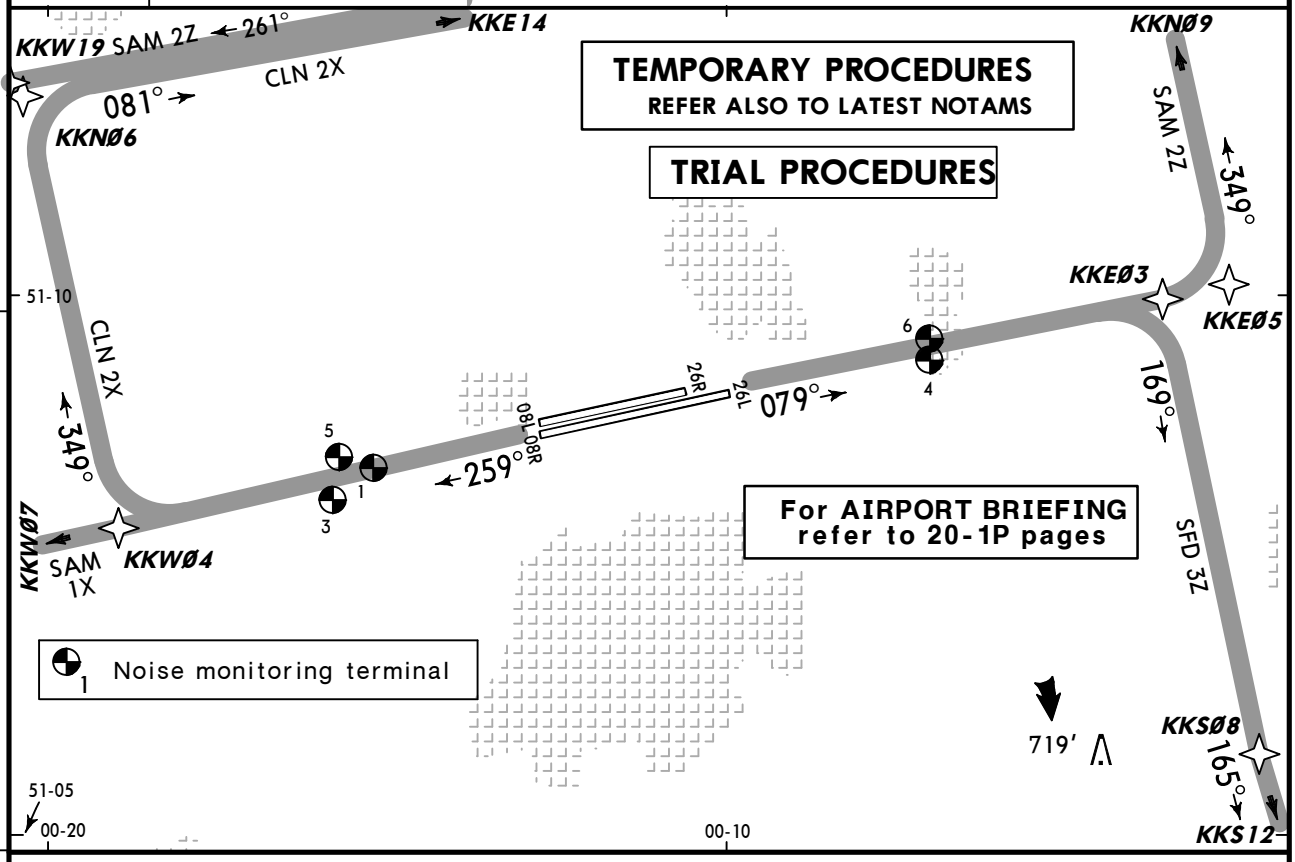
Tailwind component	≤ 1 KT	≤ 2 KT	≤ 3 KT	≤ 4 KT	> 4 KT
Amount to be disregarded	0.4 dB	0.8 dB	1.2 dB	1.6 dB	2.0 dB

CHANGES: DAGGA SIDs established; TIGER SIDs renumbered.

© JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

Apt Elev
203'

NOISE ABATEMENT - P-RNAV SID



The operation limits as specified in para 3.3.1. (refer to Airport Briefing Page 20-1P5) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

NOISE MONITORING TERMINAL/NAME/LOCATION			ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
1	Russ Hill	N51 08.4 W000 15.2	54m	+ **5.0**
3	Orltons	N51 08.1 W000 15.8	57m	+ **1.9**
4	Moat House	N51 09.4 W000 07.0	4m	**0.0**
5	Oaklands Park Farm	N51 08.5 W000 15.7	52m	+ **1.9**
6	Bellwood	N51 09.6 W000 07.0	3m	**- 0.2**

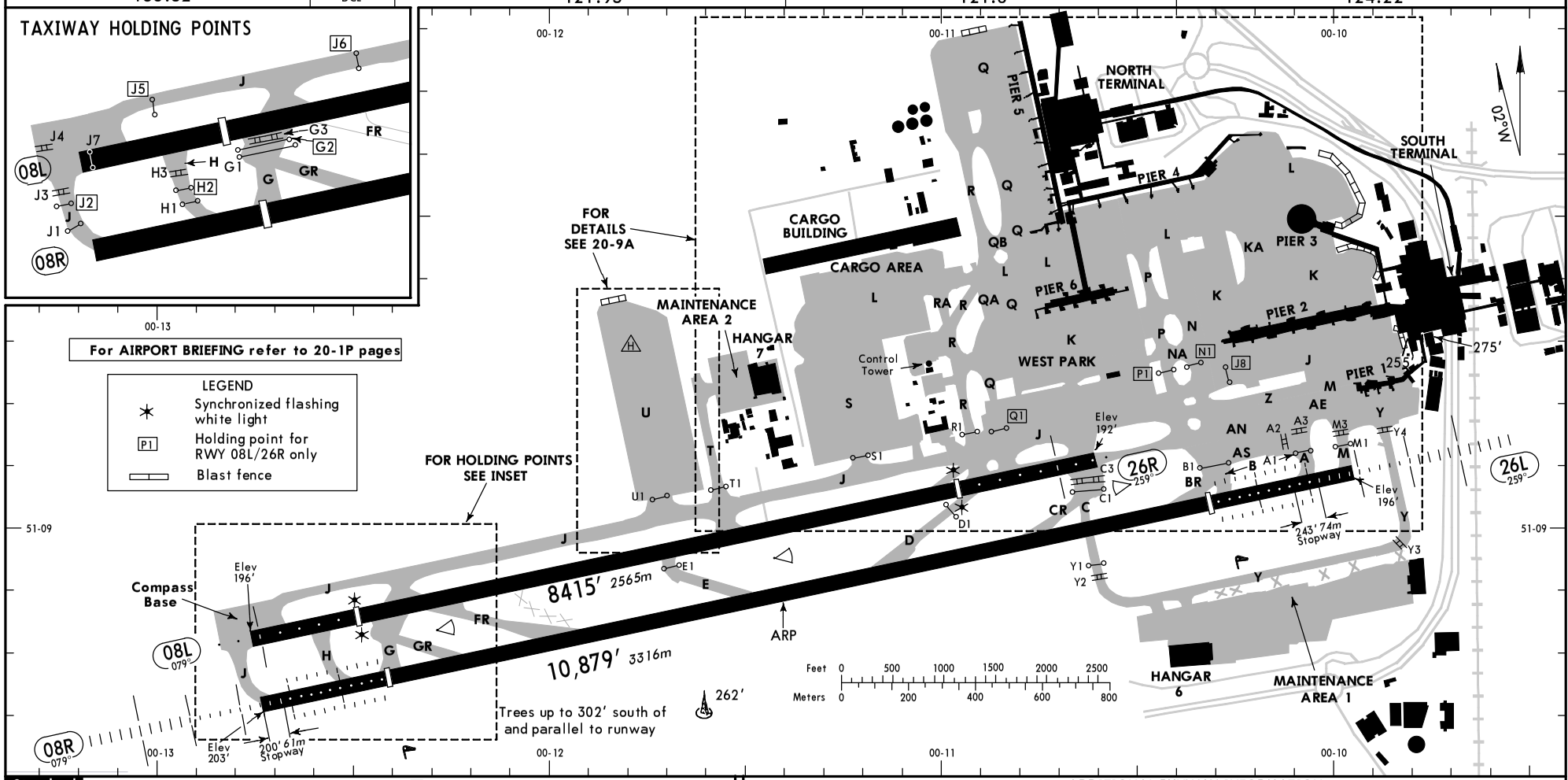
If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

Tailwind component	≤1 KT	≤2 KT	≤3 KT	≤4 KT	>4 KT
Amount to be disregarded	0.4 dB	0.8 dB	1.2 dB	1.6 dB	2.0 dB

CHANGES: New chart.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

D-ATIS	ACARS: D-ATIS DCL	*GATWICK Delivery (Cpt)	*Ground	Tower
136.52		121.95	121.8	124.22



Standard TAKE-OFF [1]

	LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
08L [1] 26R	HIRL HIALS REIL PAPI-L (3.0°)	RVR	7359′ 2243m			148′ 45m
			7047′ 2148m			
08R [1] 26L	HIRL CL (15m) HIALS-II TDZ PAPI-R (3.0°) HSTIL-D & CR	RVR	9075′ 2766m	8042′ 2451m	[2]	151′ 45m
	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) HSTIL-E & FR	RVR	9288′ 2831m	8255′ 2516m		

[1] Runways grooved.
[2] TAKE-OFF RUN AVAILABLE

RWY 08R:

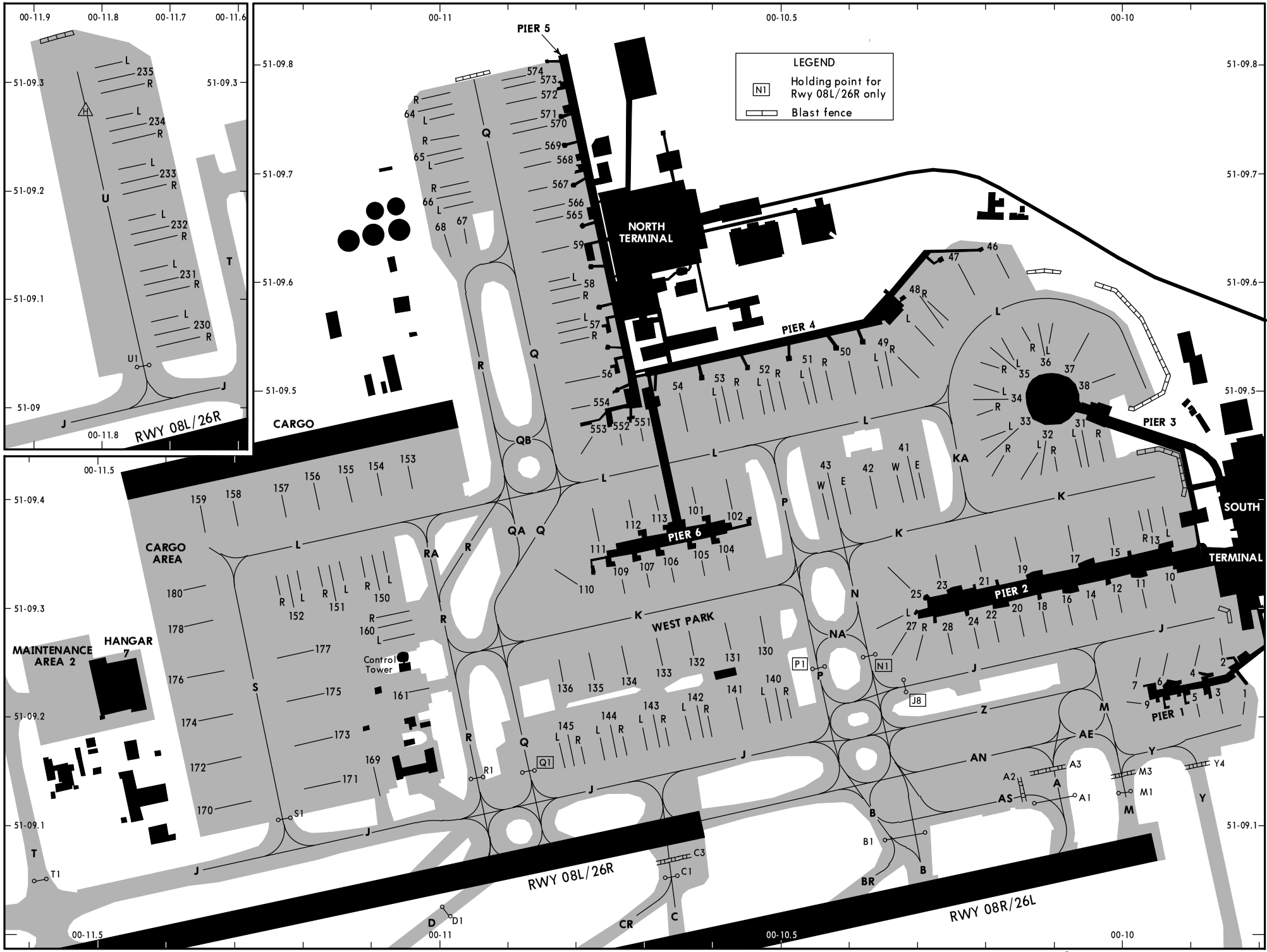
From rwy head	10,364′(3159m)
int hold posn H1	9616′(2931m)
int hold posn G1	9127′(2782m)

RWY 26L:

From rwy head	10,679′(3255m)
int hold posn A1	10,308′(3142m)
int hold posn B1	9505′(2897m)
int hold posn C1	8084′(2464m)

CHANGES: Heliport added.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.



CHANGES: Stands.

© JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N51 09.2 W000 09.8	67, 68	N51 09.6 W000 11.0
2	N51 09.3 W000 09.8	101, 102	N51 09.4 W000 10.6
3	N51 09.2 W000 09.8	104 thru 106	N51 09.3 W000 10.6
4	N51 09.3 W000 09.9	107, 109	N51 09.3 W000 10.7
5	N51 09.2 W000 09.9	110	N51 09.3 W000 10.8
6	N51 09.3 W000 09.9	111	N51 09.4 W000 10.8
7	N51 09.3 W000 10.0	112, 113	N51 09.4 W000 10.7
9	N51 09.2 W000 10.0	130	N51 09.3 W000 10.5
10	N51 09.3 W000 09.9	131, 132	N51 09.3 W000 10.6
11, 12	N51 09.3 W000 10.0	133, 134	N51 09.3 W000 10.7
13	N51 09.4 W000 10.0	135, 136	N51 09.3 W000 10.8
13L	N51 09.4 W000 09.9	140 thru 141	N51 09.2 W000 10.5
13R	N51 09.4 W000 10.0	142, 142L, 142R	N51 09.2 W000 10.6
14	N51 09.3 W000 10.0	143 thru 144R	N51 09.2 W000 10.7
15	N51 09.4 W000 10.0	145, 145L, 145R	N51 09.2 W000 10.8
16	N51 09.3 W000 10.1	150, 150L	N51 09.4 W000 11.1
17	N51 09.4 W000 10.1	150R	N51 09.3 W000 11.1
18	N51 09.3 W000 10.1	151	N51 09.3 W000 11.2
19	N51 09.4 W000 10.1	151L	N51 09.3 W000 11.1
20	N51 09.3 W000 10.1	151R thru 152R	N51 09.3 W000 11.2
21	N51 09.4 W000 10.2	153	N51 09.4 W000 11.0
22	N51 09.3 W000 10.2	154, 155	N51 09.4 W000 11.1
23	N51 09.4 W000 10.3	156, 157	N51 09.4 W000 11.2
24	N51 09.3 W000 10.2	158, 159	N51 09.4 W000 11.3
25 thru 27R	N51 09.3 W000 10.3	160, 160L, 160R	N51 09.3 W000 11.0
28	N51 09.3 W000 10.2	161	N51 09.2 W000 11.0
31	N51 09.4 W000 10.0	170	N51 09.1 W000 11.3
31L	N51 09.4 W000 10.1	171	N51 09.1 W000 11.2
31R	N51 09.4 W000 10.0	172	N51 09.2 W000 11.3
32, 32L, 32R	N51 09.4 W000 10.1	173	N51 09.2 W000 11.2
33	N51 09.4 W000 10.2	174	N51 09.2 W000 11.3
33L	N51 09.5 W000 10.2	175	N51 09.2 W000 11.2
33R	N51 09.4 W000 10.2	176	N51 09.2 W000 11.3
34 thru 35R	N51 09.5 W000 10.2	177	N51 09.3 W000 11.2
36, 36L, 36R	N51 09.6 W000 10.1	178, 180	N51 09.3 W000 11.3
37	N51 09.6 W000 10.0	230 thru 231R	N51 09.1 W000 11.7
38	N51 09.5 W000 10.0	232, 232L, 232R	N51 09.2 W000 11.7
41, 41E, 41W	N51 09.4 W000 10.3	233, 233L, 233R	N51 09.2 W000 11.8
42 thru 43W	N51 09.4 W000 10.4	234, 234L	N51 09.3 W000 11.8
46, 47	N51 09.6 W000 10.2	234R	N51 09.2 W000 11.8
48	N51 09.6 W000 10.3	235, 235L, 235R	N51 09.3 W000 11.8
48L	N51 09.5 W000 10.3	551, 552	N51 09.5 W000 10.7
48R	N51 09.6 W000 10.2	553	N51 09.4 W000 10.8
49, 49L, 49R	N51 09.5 W000 10.3	554	N51 09.5 W000 10.8
50, 51	N51 09.5 W000 10.4	565 thru 570	N51 09.7 W000 10.8
51L	N51 09.5 W000 10.5	571 thru 573	N51 09.8 W000 10.8
51R	N51 09.5 W000 10.4	574	N51 09.8 W000 10.9
52, 52L, 52R	N51 09.5 W000 10.5		
53, 53L	N51 09.5 W000 10.6		
53R	N51 09.5 W000 10.5		
54	N51 09.5 W000 10.6		
56	N51 09.5 W000 10.8		
57, 57L	N51 09.6 W000 10.8		
57R	N51 09.5 W000 10.8		
58, 58L, 58R	N51 09.6 W000 10.8		
59	N51 09.6 W000 10.9		
64, 64L, 64R	N51 09.8 W000 11.0		
65 thru 66	N51 09.7 W000 11.0		
66L	N51 09.7 W000 10.9		
66R	N51 09.7 W000 11.0		

CHANGES: Stands. Coordinates.

© JEPPESEN, 2008, 2013. ALL RIGHTS RESERVED.

STAND ENTRY GUIDANCE SYSTEM

GENERAL

Pilot interpreted guidance systems for aircraft parking consist of two separate elements:

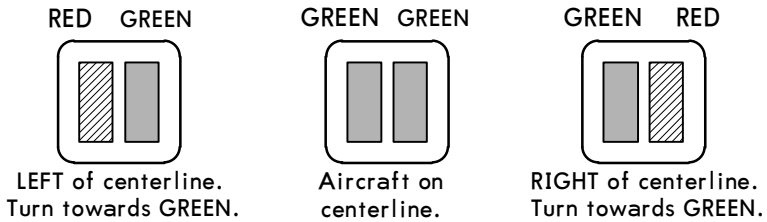
a) Centerline Guidance -AGNIS (AZIMUTH GUIDANCE FOR NOSE-IN STANDS)
b) Stopping Guidance -PAPA (PARALLAX AIRCRAFT PARKING AID),
-Mirror or
-Stop arrow

CAUTION: The systems are aligned with the LEFT hand pilots seat only.

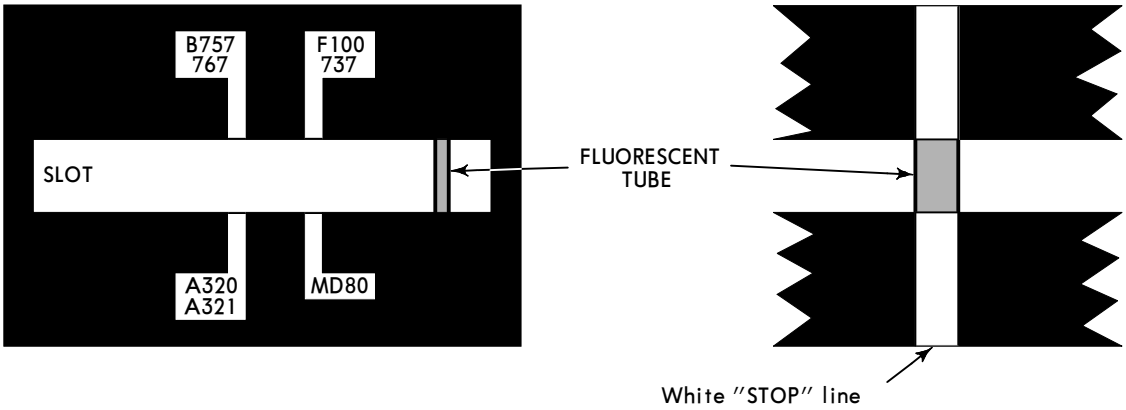
A. CENTERLINE GUIDANCE SYSTEM AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide a stopping signal.

It consists of a unit emitting red and/or green light signals - mounted on the front of the piers at pilot eye level - aligned for interpretation by the pilot in the left hand seat. The signals are to be interpreted as follows:



B. STOPPING GUIDANCE PAPA-PARALLAX AIRCRAFT PARKING AID



It consists of a reference board with a horizontal slot running across its center. This board is supported on a frame projecting from the face of the pier at pilot eye level. Behind it is a weatherproof white fluorescent tube mounted vertically and slightly to the right.

Taxiing into the stand, the pilot in the left hand seat will see the fluorescent tube appear to move along the slot towards the reference marks. Correct stopping position is reached, when the tubular light registers in line with the appropriate aircraft type "STOP" mark.

Accuracy of this system is very much dependent upon the accuracy of the alignment on the stand centerline. It has been set up for interpretation by the pilot occupying the left hand seat. Viewed from the right hand pilot's seat the aircraft will overshoot by 3 to 10 feet/1 to 3m depending upon acft type.

Mirror

The acft should be aligned on the stand centerline with the aid of AGNIS. The pilot in the left hand seat should then continue to taxi forward with the reference to mirror. The acft should be brought to a halt with the nosewheel on the relevant stop mark.

Stop arrow

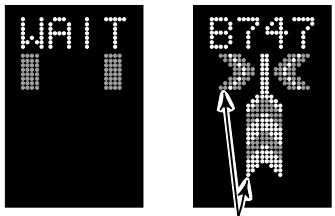
A yellow painted STOP arrow is provided on the ground as a stopping guidance on some of the stands. The pilot in the left hand position must align his position with the yellow STOP arrow to find the correct parking position.

© JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

VISUAL DOCKING GUIDANCE SYSTEM

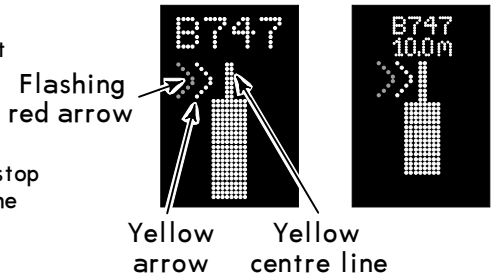
START OF DOCKING
The system is started by pressing one of the acft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching acft. It shall be checked that the correct acft type is displayed. The lead-in line shall be followed.



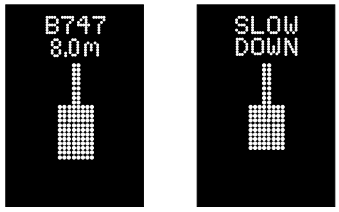
TRACKING
When the acft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator gives correct position and azimuth guidance.

CLOSING RATE
Display of digital countdown will start when the acft is 49'/15m from stop position. When the acft is less than 52'/16m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2'/0.7m covered by the acft. Thus, when the last row is turned off, 2'/0.7m remains to stop.



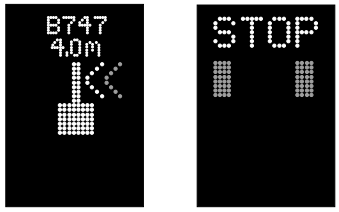
ALIGNED TO CENTRE
The acft is 26'/8m from the stop position. The absence of any direction arrow indicates an acft on the centre line

SLOW DOWN
If the acft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.



AZIMUTH GUIDANCE
The acft is 13'/4m from the stop-position. The yellow arrow indicates an acft to the right of the centre line, and the red flashing arrow indicates the direction to turn.

STOP POSITION REACHED
When the correct stop-position is reached, the display will show STOP and red lights will be lit.

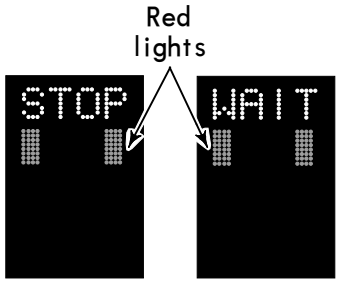


DOCKING COMPLETED
When the acft has parked, OK will be displayed.

OVERSHOOT
If the acft has overshot the stop-position, TOO FAR will be displayed.

STOP SHORT
If the acft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

WAIT
If some object is blocking the view toward the approaching acft or the detected acft is lost during docking, before 39'/12m to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the acft again.



CHANGES: Visual docking guidance system.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL
The displays on the Safedock Stand Entry Guidance System (SEGs) units will be used to show key times during an aircraft turn. The times of Actual In Blocks Time (AIBT), Target Off Blocks Time (TOBT) and Actual Off Blocks Time (AOBT) will be displayed.

The networking of SEGs will not change the process or display for the safe parking of aircraft onto a stand. Once the aircraft has stopped on stand the following information will be projected onto the SEG unit:

AIBT
In bound Flight Number (IATA) and AIBT (in Zulu) - this will be displayed for 1 minute.

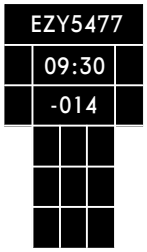
Display at 'Block In' as seen at 08:51.

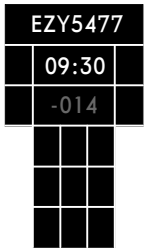
Activated: when current flight (arrival) has occupied the stand.
Duration: from AIBT plus one minute.

TOBT
Out bound Flight Number (IATA), TOBT (in Zulu) and countdown clock to the TOBT.

Display during 'Turn'.

Countdown will start to flash at TOBT - 15 minutes.





AOBT
AOBT (in Zulu) and a count of minutes over TOBT if this time has been missed.

Display at 'Off Block' as seen at 09:27.

Activated: when current flight (departure) has left the stand.
Duration: from AOBT for two minutes.

CHANGES: New page.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
08L	RNAV	850′ (655′)	1000m / 1000m
	SRA	830′ (635′)	1000m / 1000m
08R	CAT 2 ILS DME	296′ (100′)	RA 96′ - 300m
	ILS DME	396′ (200′)	500m / 1000m
	LOC	740′ (544′)	1000m / 1000m
	RNAV (LNAV/VNAV)	700′ (504′)	1000m / 1000m
	RNAV (LNAV)	740′ (544′)	1000m / 1000m
	SRA	740′ (544′)	1000m / 1000m
26L	CAT 2 ILS DME	296′ (100′)	RA 102′ - 300m
	ILS DME	396′ (200′)	500m / 1000m
	LOC	560′ (364′)	800m / 1000m
	RNAV (LNAV/VNAV)	580′ (384′)	800m / 1000m
	RNAV (LNAV)	590′ (394′)	800m / 1000m
	SRA	680′ (484′)	1000m / 1000m
26R	RNAV	850′ (655′)	1000m / 1000m
	SRA	830′ (635′)	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	800′ (597′) ❶	1000m

❶ After RNAV 08L/26R: 850′ (647′).
After SRA 08L/26R: 830′ (627′).

TAKE-OFF RWY 08L/R, 26L/R

LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without LVP 400m are stipulated.
❸ Or rejected take-off distance whichever is the greater.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

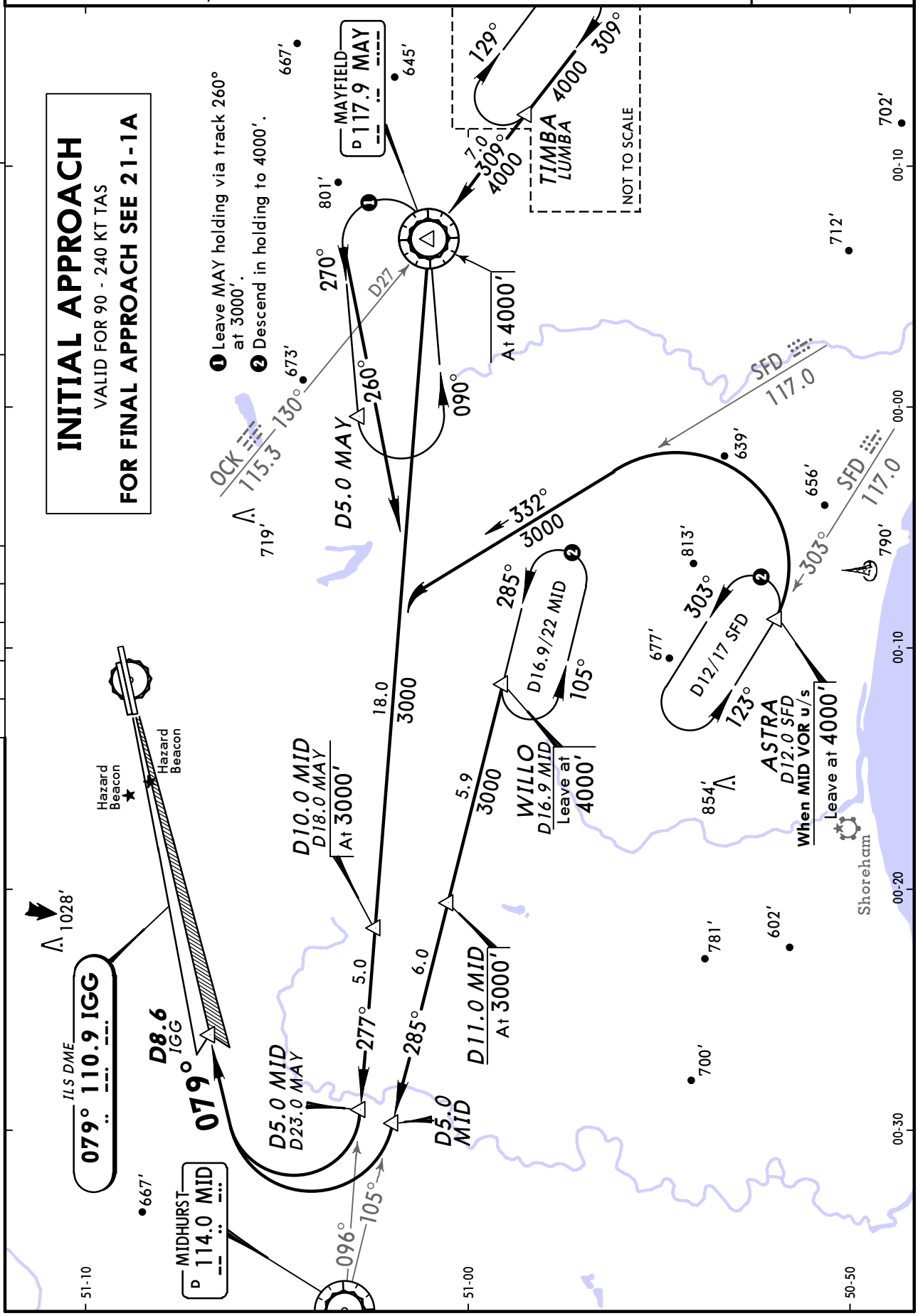
D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

LOC IGG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 203′
110.9	079°	Refer to chart 21-1A	Refer to chart 21-1A	RWY 196′

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′

1. ILS DME reads zero at rwy 08R displaced threshold.
2. Procedure to be used, when radar control not available.

MSA ARP: 180° 2300′; 270° 2000′; 360° 2100′; 090° 2200′



PANS OPS 4

CHANGES: Bearing TIMBA/LUMBA holding.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

CAT I/II/III ILS DME Rwy 08R

D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

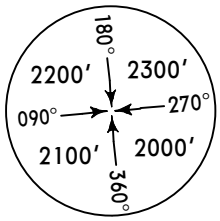
BRIEFING STRIP ™

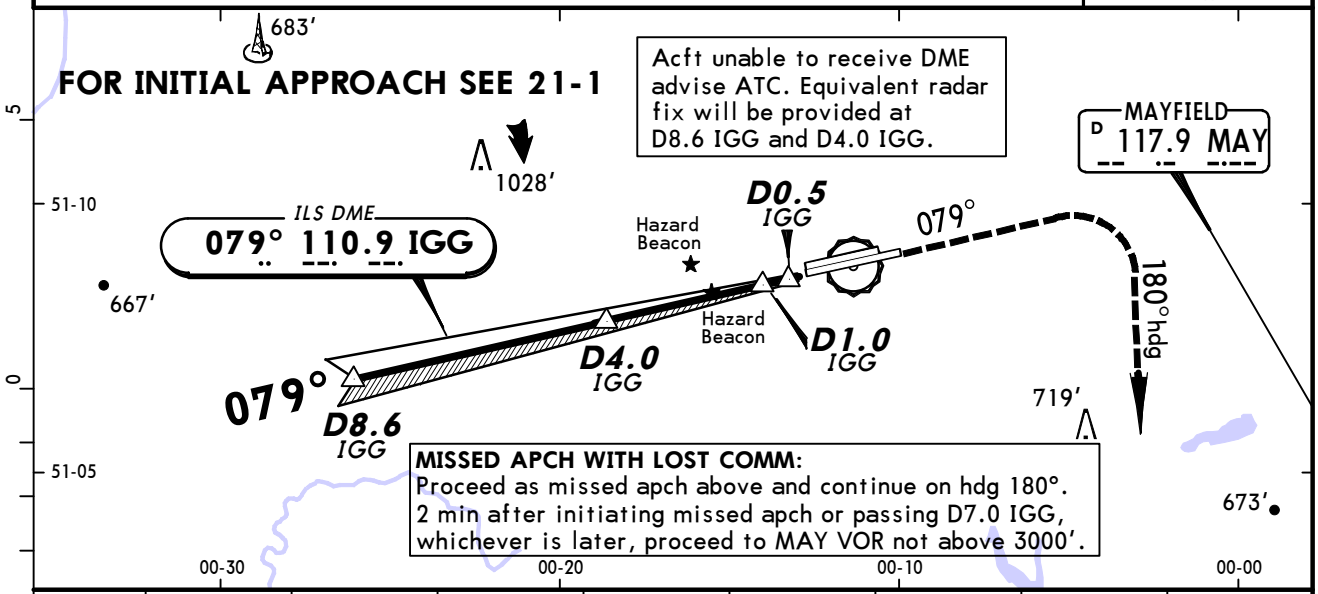
LOC IGG	Final Apch Crs	GS	CAT II & IIIA ILS	ILS DA(H)	Apt Elev 203'
110.9	079°	D4.0 IGG 1520'(1324')	Refer to Minimums	396'(200')	RWY 196'

MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or D1.0 IGG inbound whichever is later, then turn RIGHT onto hdg 180°, then as directed.

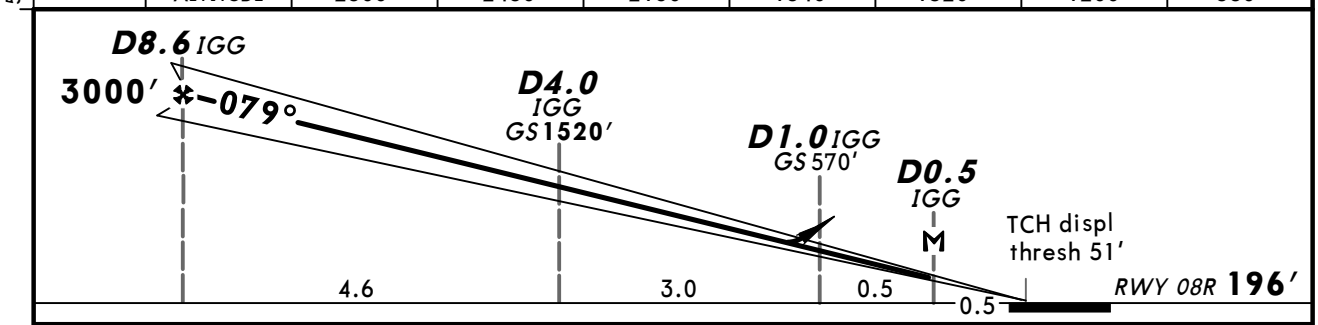
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'

1. CAT II/III ILS: Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 08R displaced threshold. 3. Procedure to be used, when radar control not available.





LOC (GS out)	IGG DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2800'	2480'	2160'	1840'	1520'	1200'	880'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D0.5 IGG							

HIALS-II
PAPI
2000'

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS
DH 50'	ABCD RA 96' DA(H) 296'(100')
RVR 200m	RVR 300m [1]

Standard STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 396'(200') FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 740'(544')	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1800m	CMV 2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800'(597')	1500m
135	800'(597')	1600m
180	970'(767')	2400m
205	1120'(917')	3600m

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: None.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 203'
IWW 110.9	259°	Refer to chart 21-2A	Refer to chart 21-2A	RWY 196'

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'

1. ILS DME reads zero at rwy 26L displaced threshold.
2. Procedure to be used, when radar control not available.

MSA ARP: 180° 2200' 2300' 270° 090° 2100' 2000' 360°

INITIAL APPROACH

VALID FOR 90 - 240 KT TAS

FOR FINAL APPROACH SEE 21-2A

ILS DME 259° 110.9 IWW

259°

D5.5 IWW

D8.5 MAY At 2000'

005°

8.5

2000

D3.0 MAY ❶ (only via MAY holding)

270°

D5.0 MAY

090°

D1.5 MAY

044°

At 4000'

MAYFIELD D 117.9 MAY

309°

7.0

4000

TIMBA LUMBA

129°

4000

309°

WILLO Leave at 4000'

285°

105°

D22.0 MID

MIDHURST D 114.0 MID

OCK 115.3

130°

D27

Hazard Beacon

❶ Leave MAY holding via D1.5 MAY at 3000', turn LEFT to intercept R-005 MAY VOR. At D3.0 MAY descend to 2000'.
❷ Descend in holding to 4000'.

1035' 823' 843' 1014' 774' 719' 673' 801' 667' 630' 645' 1007' 677' 813' 639' 854' 656' 790' 712'

51-10 5 0 51-00 5 50-50

00-10 00-00

Arrival from ASTRA if MID VOR u/s

00-10 00-20

MAY VOR

042°

303°

D12/17 SFD

123°

ASTRA D12.0 SFD Leave at 4000'

303° SFD 117.0

PANS OPS 4

CHANGES: Bearing TIMBA/LUMBA holding.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

CAT I/II/III ILS DME Rwy 26L

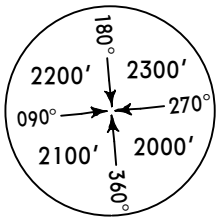
D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

BRIEFING STRIP™

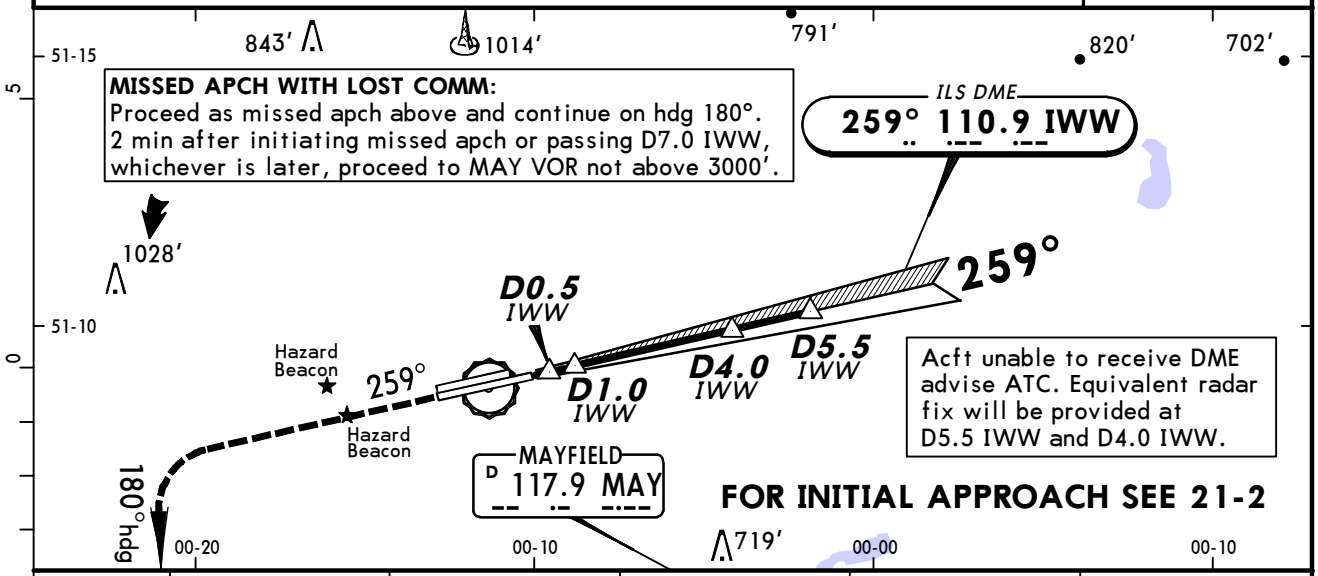
LOC IWW	Final Apch Crs	GS D4.0 IWW	CAT II & IIIA ILS Refer to Minimums	ILS DA(H)	Apt Elev 203′ RWY 196′
110.9	259°	1520′(1324′)		396′(200′)	

MISSED APCH: Climb to 3000′ - STRAIGHT AHEAD until passing 2000′ or D1.0 IWW inbound whichever is later, then turn LEFT onto hdg 180°, then as directed.

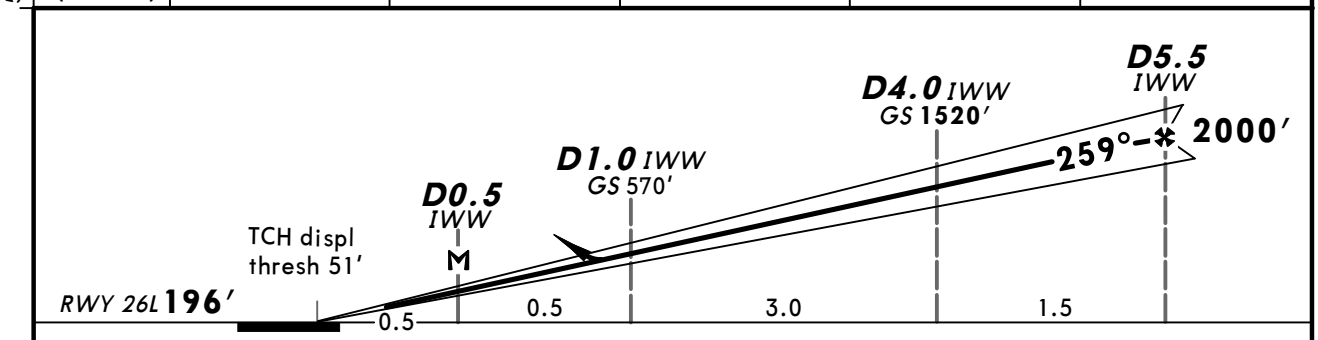
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1. CAT II/III ILS: Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 26L displaced threshold. 3. Procedure to be used, when radar control not available.



MSA ARP



LOC (GS out)	IWW DME	2.0	3.0	4.0	5.0
	ALTITUDE	880′	1200′	1520′	1840′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D0.5 IWW							

HIALS-II
PAPI
2000′

Standard STRAIGHT-IN LANDING RWY **26L**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 102′ DA(H) 296′(100′)
RVR 200m	RVR 300m [1]

Standard STRAIGHT-IN LANDING RWY **26L**

	ILS DA(H) 396′(200′) FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 560′(364′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′(597′)	1500m
135	800′(597′)	1600m
180	970′(767′)	2400m
205	1120′(917′)	3600m

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS 4

CHANGES: None.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

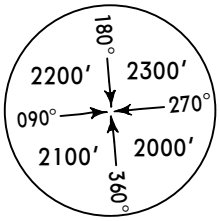
BRIEFING STRIP ™

D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

RNAV	Final Apch Crs	Minimum Alt KØ8LF	LNAV/VNAV DA(H)	Apt Elev 203′
	079°	3000′ (2805′)	850′ (655′)	RWY 195′

MISSED APCH: Climb to 3000′- STRAIGHT AHEAD until passing 2000′ or 1NM inbound RWØ8L whichever is later, then turn RIGHT onto hdg 180°, then as directed.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1.In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temperature -10°C.



MSA
ARP

Aircraft will be radar vectored to MEBIG. The missed apch reverts to conventional navigation after passing 2000′.

1028′
51-10
Hazard Beacon
Hazard Beacon
079°
KØ8LF
RWØ8L
180° hdg
719′
(IF)
MEBIG
673′

MISSED APCH WITH LOST COMM:
Proceed as missed apch above and continue on hdg 180°. 2 min after initiating missed apch proceed to MAY VOR not above 3000′.

D5.0 MAY
270°
090°
114.0
MID
105°
WILLO
D16.9 MID
D11.8/R-262 MAY
285°
105°
51-00
MAYFIELD
D 117.9 MAY
00-20
00-10
00-00

DIST to RWØ8L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2790′	2470′	2160′	1840′	1520′	1200′	880′

MEBIG
KØ8LF
RWØ8L
3000′
079°
3.00°
2.0
8.6
TCH displ thresh 50′
RWY 08L 195′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8L							

HIALS
REIL
PAPI
2000′

Standard STRAIGHT-IN LANDING RWY **08L**

	LNAV/VNAV DA(H) 850′(655′)		LNAV DA(H) 850′(655′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2400m		CMV 2400m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	860′(657′)	1500m
135	860′(657′)	1600m
180	970′(767′)	2400m
205	1120′(917′)	3600m

PANS OPS 4

CHANGES: Minimums.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

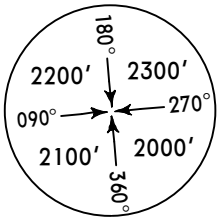
BRIEFING STRIP ™

D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

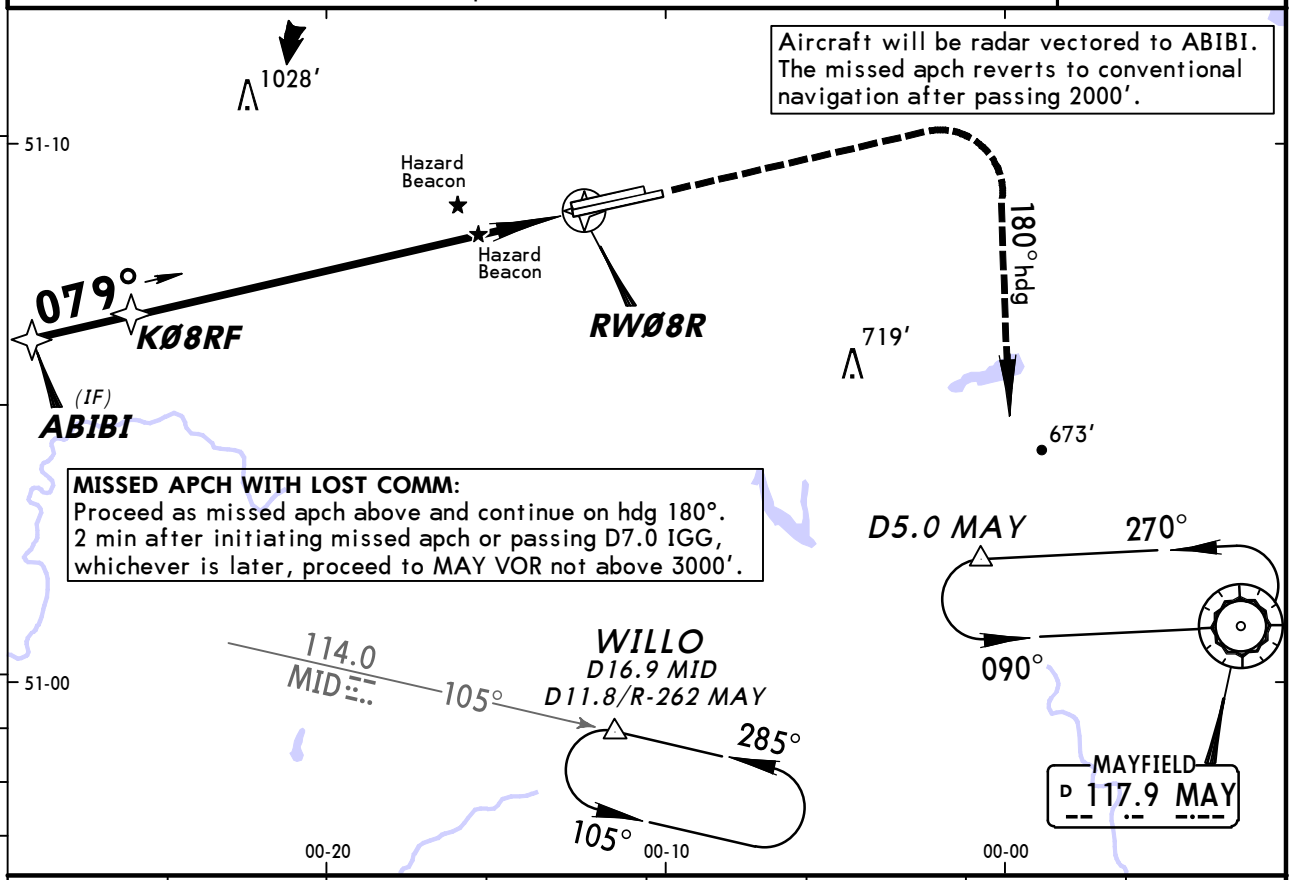
RNAV	Final Apch Crs	Minimum Alt KØ8RF	LNAV/VNAV DA(H)	Apt Elev 203′
	079°	3000′ (2804′)	700′ (504′)	RWY 196′

MISSED APCH: Climb to 3000′ - STRAIGHT AHEAD until passing 2000′ or 1NM inbound RWØ8R whichever is later, then turn RIGHT onto hdg 180°, then as directed.

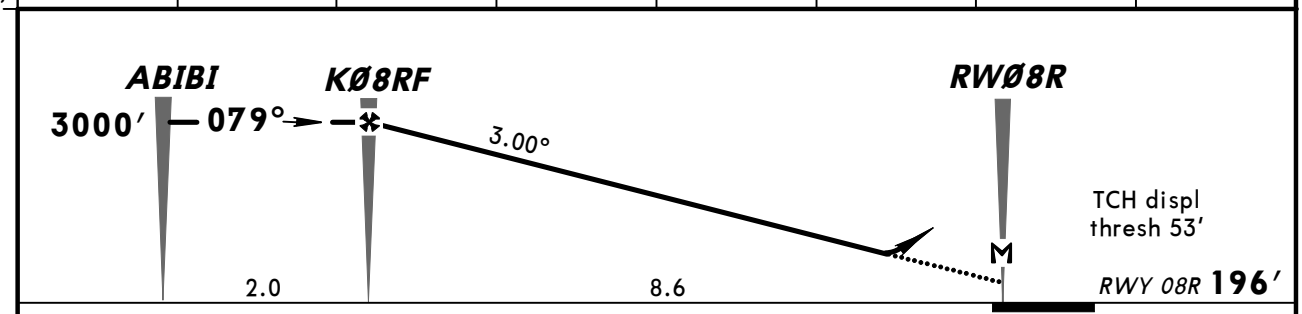
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temperature -10°C.



MSA
ARP



DIST to RWØ8R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2800′	2480′	2160′	1840′	1520′	1200′	880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8R							

HIALS-II
PAPI
2000′

Standard STRAIGHT-IN LANDING RWY **08R**

	LNAV/VNAV DA(H) 700′(504′)	ALS out	LNAV DA(H) 740′(544′)	ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	CMV 2400m	RVR 1800m	CMV 2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′(597′)	1500m
135	800′(597′)	1600m
180	970′(767′)	2400m
205	1120′(917′)	3600m

PANS OPS 4

CHANGES: Minimums.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

EGKK/LGW GATWICK

JEPPESEN

6 MAY 11 (22-3)

LONDON, UK RNAV (GNSS) Rwy 26L

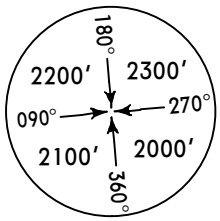
BRIEFING STRIP ™

D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

RNAV	Final Apch Crs	Minimum Alt K26LF	LNAV/VNAV DA(H)	Apt Elev 203'
	259°	3000' (2804')	580' (384')	RWY 196'

MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26L whichever is later, then turn LEFT onto hdg 180°, then as directed.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'
1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temerature -10°C.



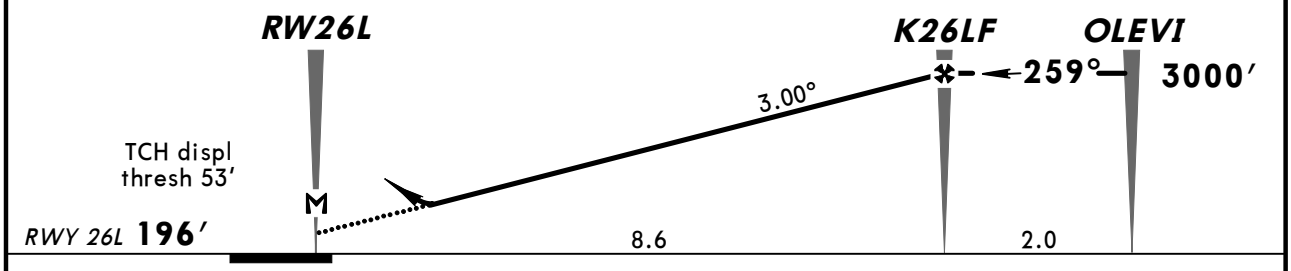
MSA ARP

MISSED APCH WITH LOST COMM:
Proceed as missed apch above and continue on hdg 180°.
2 min after initiating missed apch or passing D7.0 IWW, whichever is later, proceed to MAY VOR not above 3000'.

Aircraft will be radar vectored to OLEVI.
The missed apch reverts to conventional navigation after passing 2000'.

RW26L
259°
(IF) OLEVI
K26LF
Hazard Beacon
Hazard Beacon
180° hdg
D5.0 MAY
270°
090°
WILLO
D16.9 MID
D11.8/R-262 MAY
105°
285°
105°
MIDHURST
D 114.0 MID
MAYFIELD
D 117.9 MAY

DIST to RW26L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	880'	1200'	1520'	1840'	2160'	2480'	2790'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW26L							

HIALS-II
PAPI
2000'

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 26L

	LNAV/VNAV DA(H) 580' (384')		LNAV DA(H) 590' (394')	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1100m	RVR 1500m
B				
C		RVR 1800m		RVR 1800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800' (597')	1500m
135	800' (597')	1600m
180	970' (767')	2400m
205	1120' (917')	3600m

CHANGES: Minimums.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

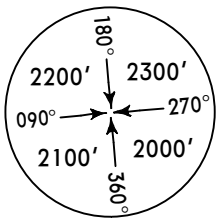
BRIEFING STRIP ™

D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

RNAV	Final Apch Crs	Minimum Alt K26RF	LNAV/VNAV DA(H)	Apt Elev 203'
	259°	3000' (2805')	850' (655')	RWY 195'

MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26R whichever is later, then turn LEFT onto hdg 180°, then as directed.

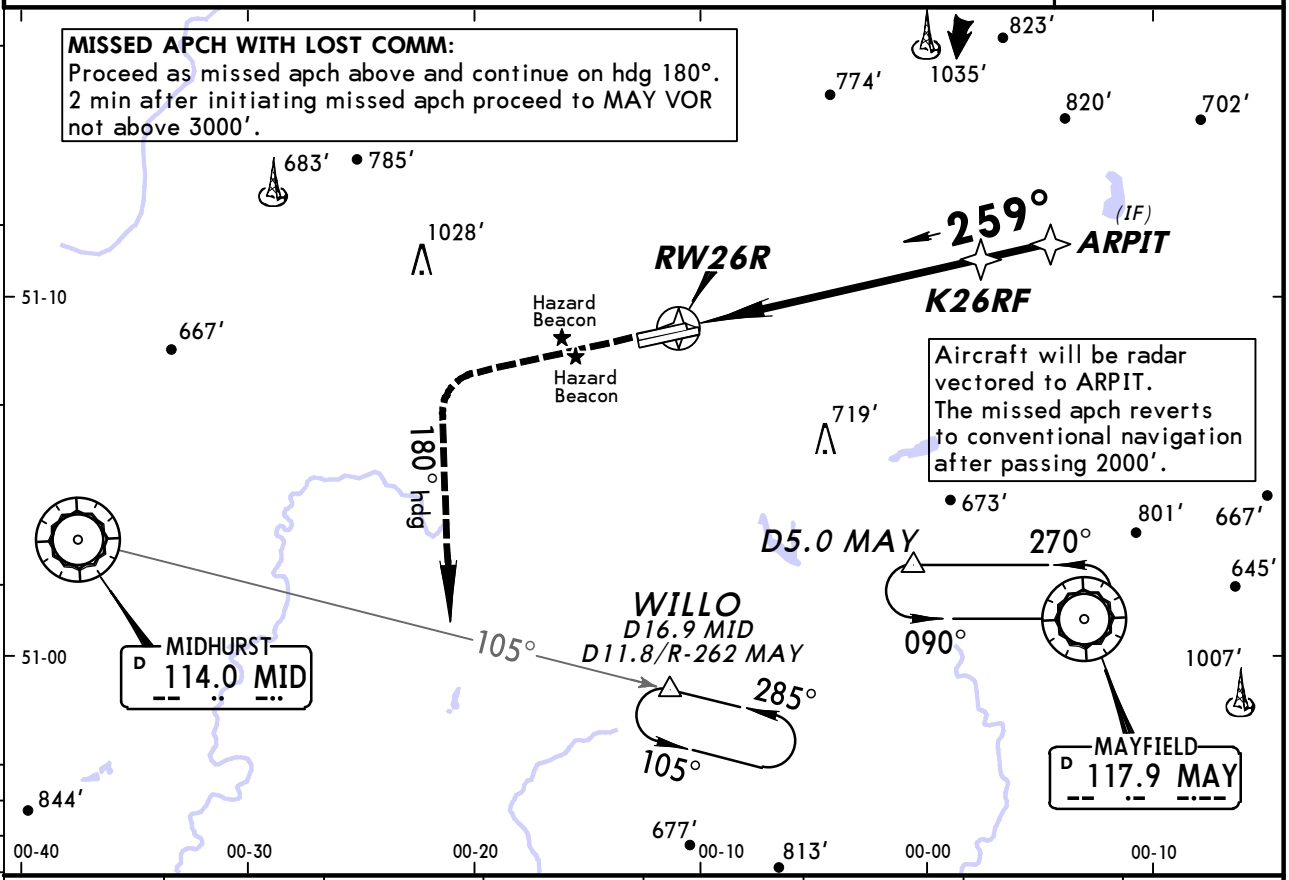
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'
1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temerature -10°C.



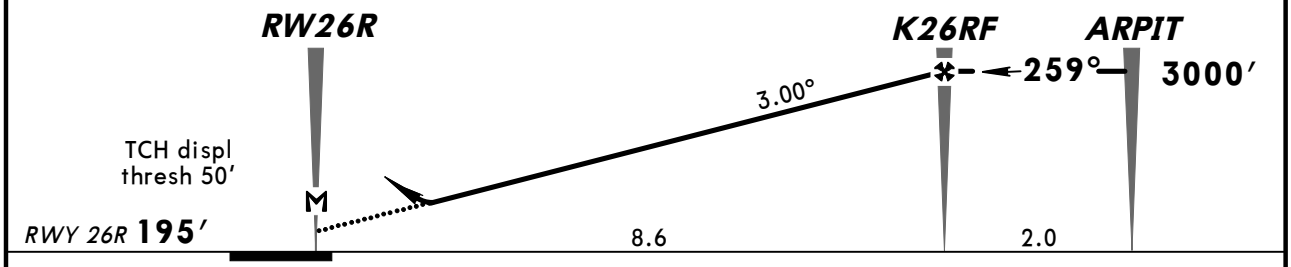
MSA
ARP

MISSED APCH WITH LOST COMM:
Proceed as missed apch above and continue on hdg 180°. 2 min after initiating missed apch proceed to MAY VOR not above 3000'.

Aircraft will be radar vectored to ARPIT. The missed apch reverts to conventional navigation after passing 2000'.



DIST to RW26R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	880'	1200'	1520'	1840'	2160'	2470'	2790'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW26R							

HIALS
REIL
PAPI

2000'

Standard STRAIGHT-IN LANDING RWY **26R**

	LNAV/VNAV DA(H) 850'(655')		LNAV DA(H) 850'(655')	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2400m		CMV 2400m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	860'(657')	1500m
135	860'(657')	1600m
180	970'(767')	2400m
205	1120'(917')	3600m

PANS OPS 4

CHANGES: Minimums.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

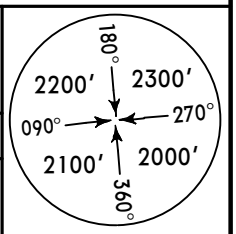
D-ATIS	GATWICK Director (APP/R)	GATWICK Radar	GATWICK Tower	*Ground
136.52	126.82	125.87	124.22	121.8

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 203′ RWY 08L/26R 195′ RWY 08R/26L 196′

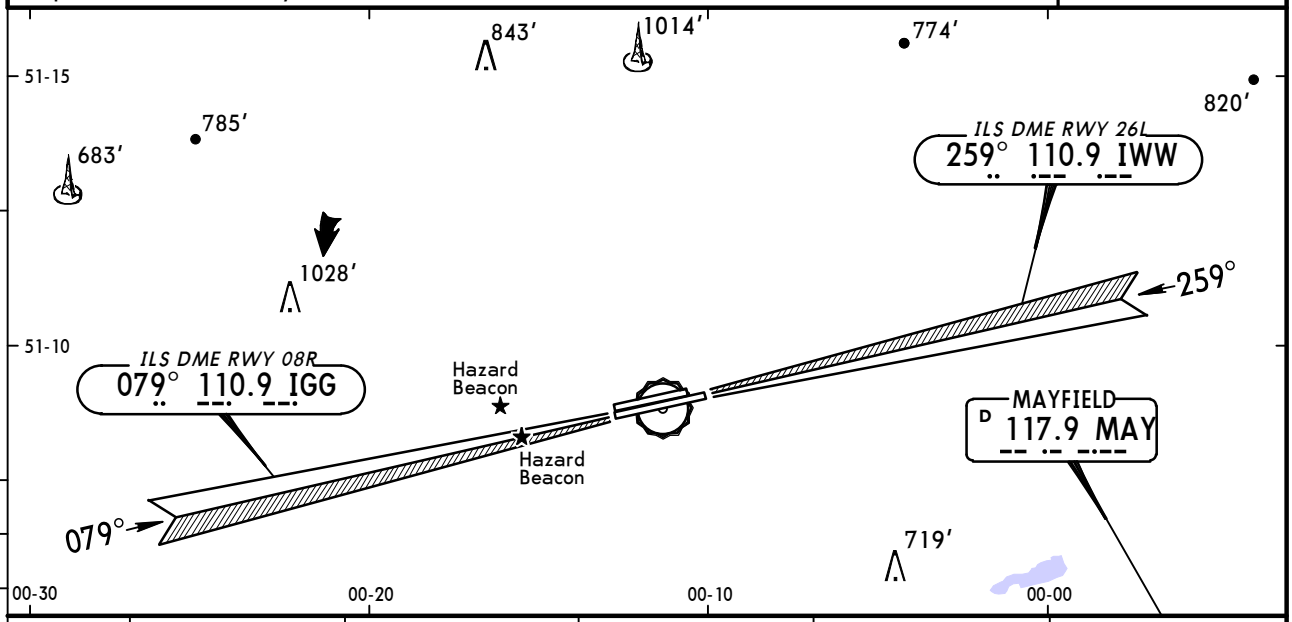
Missed apch - See below

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′

ILS DME reads zero at displaced threshold rwys 08L, 08R and 26L and at 0.5 NM before displaced threshold rwy 26R.



MSA ARP



SRA 08L/26R	RADAR FIX	5.0	4.0	3.0	2.0
	ALTITUDE	1780′	1460′	1140′	830′
SRA 08R/26L	RADAR FIX	5.0	4.0	3.0	2.0
	ALTITUDE	1780′	1460′	1150′	830′

Minimum Alt/NM	5.7 FAF
All rwys	2000′

MISSED APCH:

Rwy 08L: Climb to 3000′ - STRAIGHT AHEAD until passing 2000′ or 1NM inbound THR whichever is later, then turn RIGHT onto hdg 180°, then as directed. MAX 250 KT.

Rwy 08R: Climb to 3000′ - STRAIGHT AHEAD until passing 2000′ or MAP whichever is later, then turn RIGHT onto hdg 180°, then as directed. MAX 250 KT.

Rwy 26L: Climb to 3000′ - STRAIGHT AHEAD until passing 2000′ or MAP whichever is later, then turn LEFT onto hdg 180°, then as directed. MAX 250 KT.

Rwy 26R: Climb to 3000′ - STRAIGHT AHEAD until passing 2000′ or 1NM inbound THR whichever is later, then turn LEFT onto hdg 180°, then as directed. MAX 250 KT.

MISSED APCH WITH LOST COMM:

Rwy 08L/R: Proceed as missed apch above and continue on hdg 180°. 2 min after initiating missed apch or passing D7.0 IGG, whichever is later, proceed to MAY VOR not above 3000′.

Rwy 26L/R: Proceed as missed apch above and continue on hdg 180°. 2 min after initiating missed apch or passing D7.0 IWW, whichever is later, proceed to MAY VOR not above 3000′.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
SRA 08L/26R: MAP 2 NM from touchdown							
SRA 08R/26L: MAP 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

Lighting - Refer to Airport Chart

2000′

Standard STRAIGHT-IN LANDING

	SRA 08R MDA(H) 740′ (544′)		SRA 26L MDA(H) 680′ (484′)		SRA 08L/26R MDA(H) 830′ (635′)	
		ALS out		ALS out		ALS out
A	RVR 2000m	CMV 2700m	RVR 1700m	CMV 2500m	CMV 2700m	CMV 3100m
B						
C	CMV 2200m	CMV 2900m	RVR 1900m	CMV 2700m	CMV 2900m	CMV 3300m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (597′) [1]	2500m
135	800′ (597′) [1]	2500m
180	970′ (767′) [2]	2700m
205	1120′ (917′)	3600m

[1] After SRA 08L/26R apch: MDA(H) 840′(637′), VIS 3100. After SRA 08R apch: VIS 2700.
[2] After SRA 08L/26R apch: VIS 3300. After SRA 08R apch: VIS 2900.

PANS OPS 4

CHANGES: Minimums.

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LONDON, (GATWICK - EGKK)

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGKK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Initial climb instruction changed from "Initial climb straight ahead to 710' " to "No turns below 710' ".

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

WIP on Pier 1 building and its associated apron. Stands 1 thru 7 and 9 closed. Coaching Gate 10A remains available. Refer to latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(all SIDs) Eff 8 Mar 12, when ATC removes MAX 250 KT speed restriction below FL100 by the phrase 'No ATC speed restriction', this must not be interpreted as removing the responsibility to adhere to any speed/power limitations due to noise abatement procedures. If a pilot can anticipate to be unable to comply with speed restriction, state minimum speed acceptable when requesting start-up.