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General Information

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

Airport Use: Public
Magnetic Variation: 1.0°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: 0346 Z
Sunset: 2020 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

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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 environmental 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.

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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 available 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.

There is a positive but substandard obstacle clearance (minimum of 156'/48m) on TWY J A380 routing. Pilots are to ensure that Cockpit over Centre-line (COCL) technique is used at all times when manoeuvring.

TWY L beyond stand 36 to access stands 37 and 38 MAX wingspan 200'/61m.

Sub-standard wing tip 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 and 43 are nose-in/push-back.

On stands 150L, 150R, 151L, 151R, 152L and 152R marshaller required.

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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.
AGNIS/Stop Arrow:	Stands 33R, 136, 143 thru 145.
Painted centerline/Stop Arrow:	Stands 41, 43 and 156.

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.

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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.

Pilots of A380 must not stop until the ACFT is established on, or North of RWY 08L/26R.

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.

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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/1.35NM from the THR of the RWY-in-use.
  - **Landing following departure -** The departing ACFT will be airborne and at least 2000m/1.1NM from the THR of the RWY-in-use, or if not airborne, will be at least 2500m/1.35NM 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 5700kg:
  - **Landing following landing -** The preceding ACFT will be clear of the RWY-in-use or will be at least 1500m/0.8NM from the THR of the RWY-in-use.
  - **Landing following departure -** The departing ACFT will be airborne or will be at least 1500m/0.8NM 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).

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3. DEPARTURE

3.1. REMOTE DE-ICING - ACFT ENGINES RUNNING

DA 43 is located on Stand 43 and can accommodate Code C ACFT only. The holding point for this pad is Stand 41. ACFT will taxi to this location under NATS control.

DA S is located on TWY S abeam Stands 170/171 and can accommodate up to B747 size ACFT. The holding point for this pad is TWY L and the North of TWY S. ACFT will taxi to this location under NATS control.

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

3.2.1. 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.

3.2.2. 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.

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise authorized.

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3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. 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 6.5km 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 5700kgs (between 0600-2330LT of more than 17000kgs and except any Dash 7 ACFT) are depicted on London Gatwick SID charts, and on page 20-4.

Do not overfly Horley and Crawley.

3.4.2. 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

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3. DEPARTURE

3.5. RWY OPERATIONS

3.5.1. 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.

3.5.2. 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 are able 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.

3.6. OTHER INFORMATION

ACFT must not commence their take-off run from RWY 08L before reaching "START OF TODA" sign located 1401'/427m West of THR.

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

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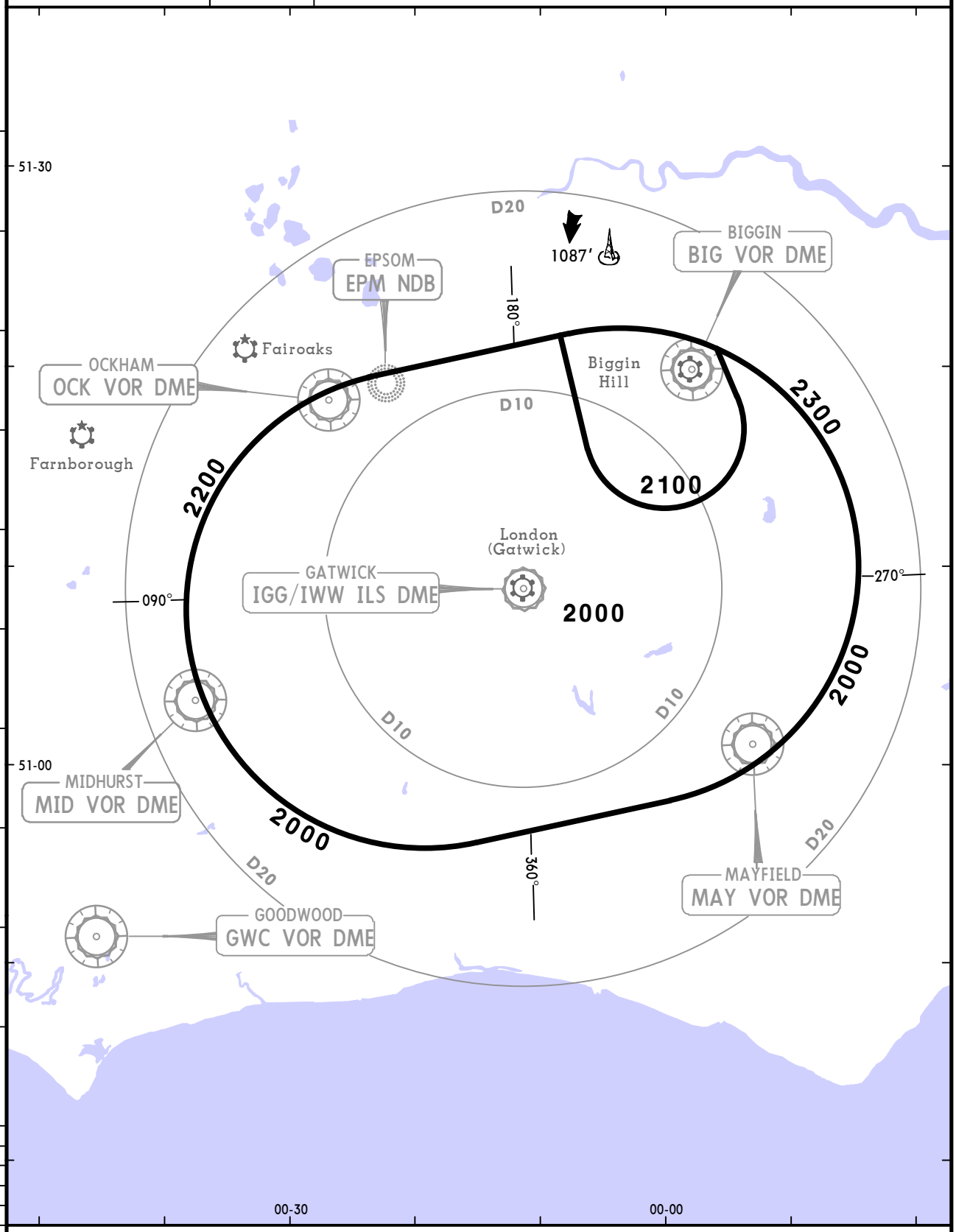
GATWICK Director(APP)	Apt Elev	Alt Set: hPa
126.82	203′	Trans level: By ATC Trans alt: 6000′



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.

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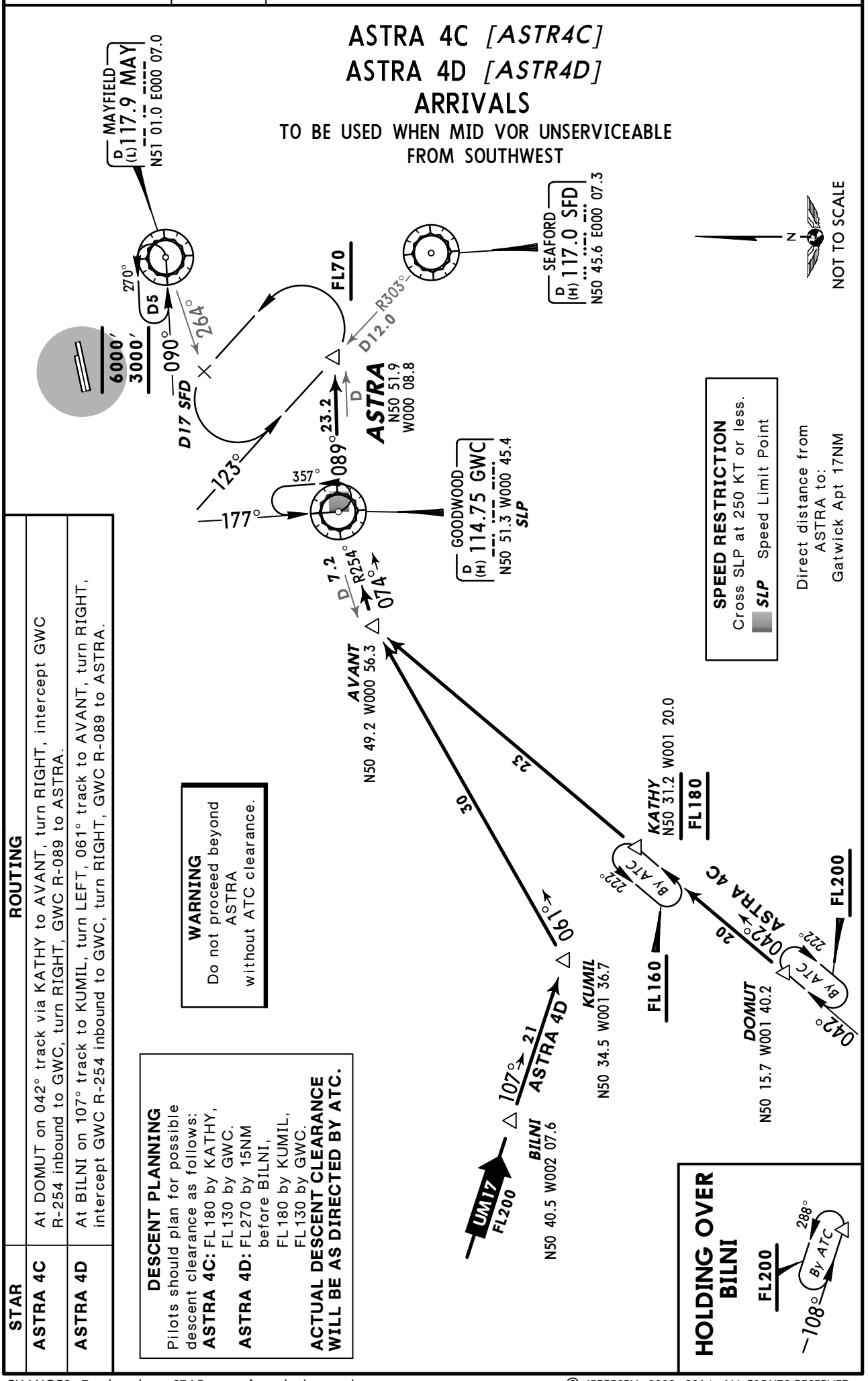
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ASTRA 4C *[ASTR4C]*
ASTRA 4D *[ASTR4D]*
ARRIVALS
TO BE USED WHEN MID VOR UNSERVICEABLE FROM SOUTHWEST



STAR	ROUTING
ASTRA 4C	At DOMUT on 042° track via KATHY to AVANT, turn RIGHT, intercept GWC R-254 inbound to GWC, turn RIGHT, GWC R-089 to ASTRA.
ASTRA 4D	At BILNI on 107° track to KUMIL, turn LEFT, 061° track to AVANT, turn RIGHT, intercept GWC R-254 inbound to GWC, turn RIGHT, GWC R-089 to ASTRA.

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

CHANGES: Track update; STARs transferred; chart redrawn.

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

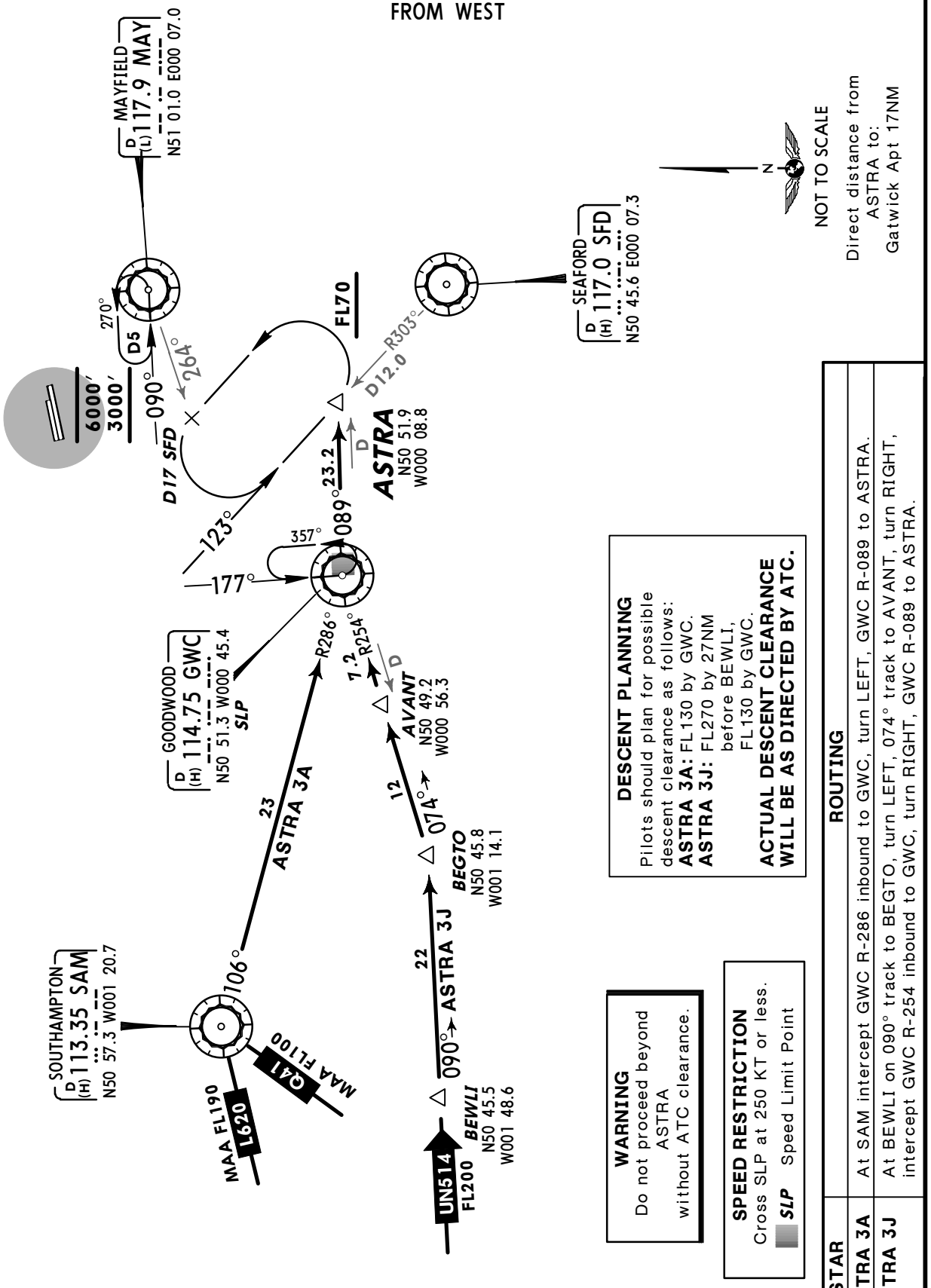
ASTRA 3A *[ASTR3A]*

ASTRA 3J *[ASTR3J]*

NOT AVAILABLE FOR FLIGHT PLANNING BETWEEN 0600-2200LT

ARRIVALS

TO BE USED WHEN MID VOR UNSERVICEABLE
FROM WEST



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

WARNING
Do not proceed beyond ASTRA without ATC clearance.

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

STAR	ROUTING
ASTRA 3A	At SAM intercept GWC R-286 inbound to GWC, turn LEFT, GWC R-089 to ASTRA.
ASTRA 3J	At BEWLI on 090° track to BEGTO, turn LEFT, 074° track to AVANT, turn RIGHT, intercept GWC R-254 inbound to GWC, turn RIGHT, GWC R-089 to ASTRA.

CHANGES: Track update; STARs transferred.

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

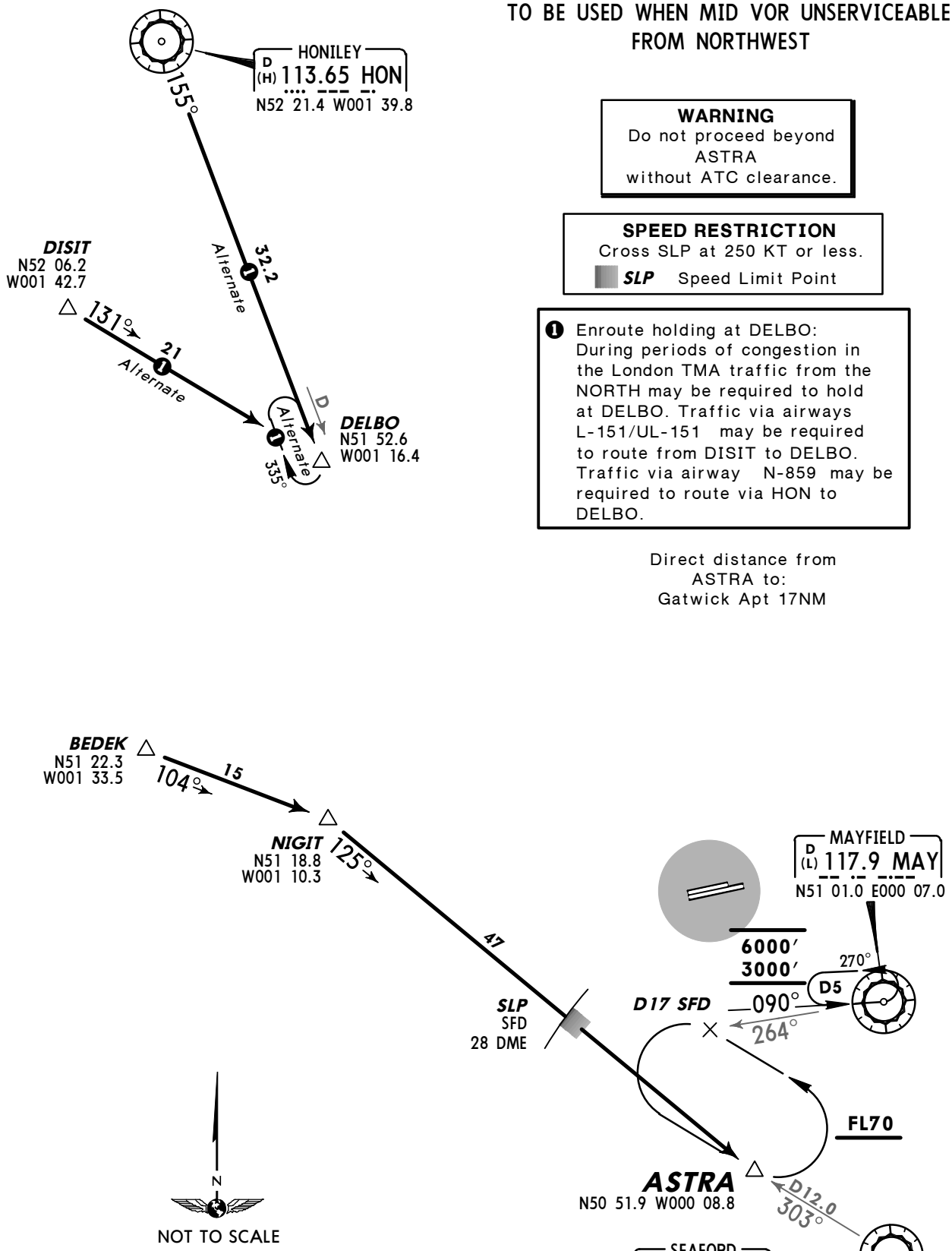
ASTRA 2H *[ASTR2H]*
ARRIVAL
TO BE USED WHEN MID VOR UNSERVICEABLE FROM NORTHWEST

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.

Direct distance from ASTRA to: Gatwick Apt 17NM



DESCENT PLANNING
Pilots should plan for possible descent clearance with FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTING

At BEDEK on 104° track to NIGIT, turn RIGHT, 125° track to ASTRA.

CHANGES: Track update; STARs transferred; chart redrawn.

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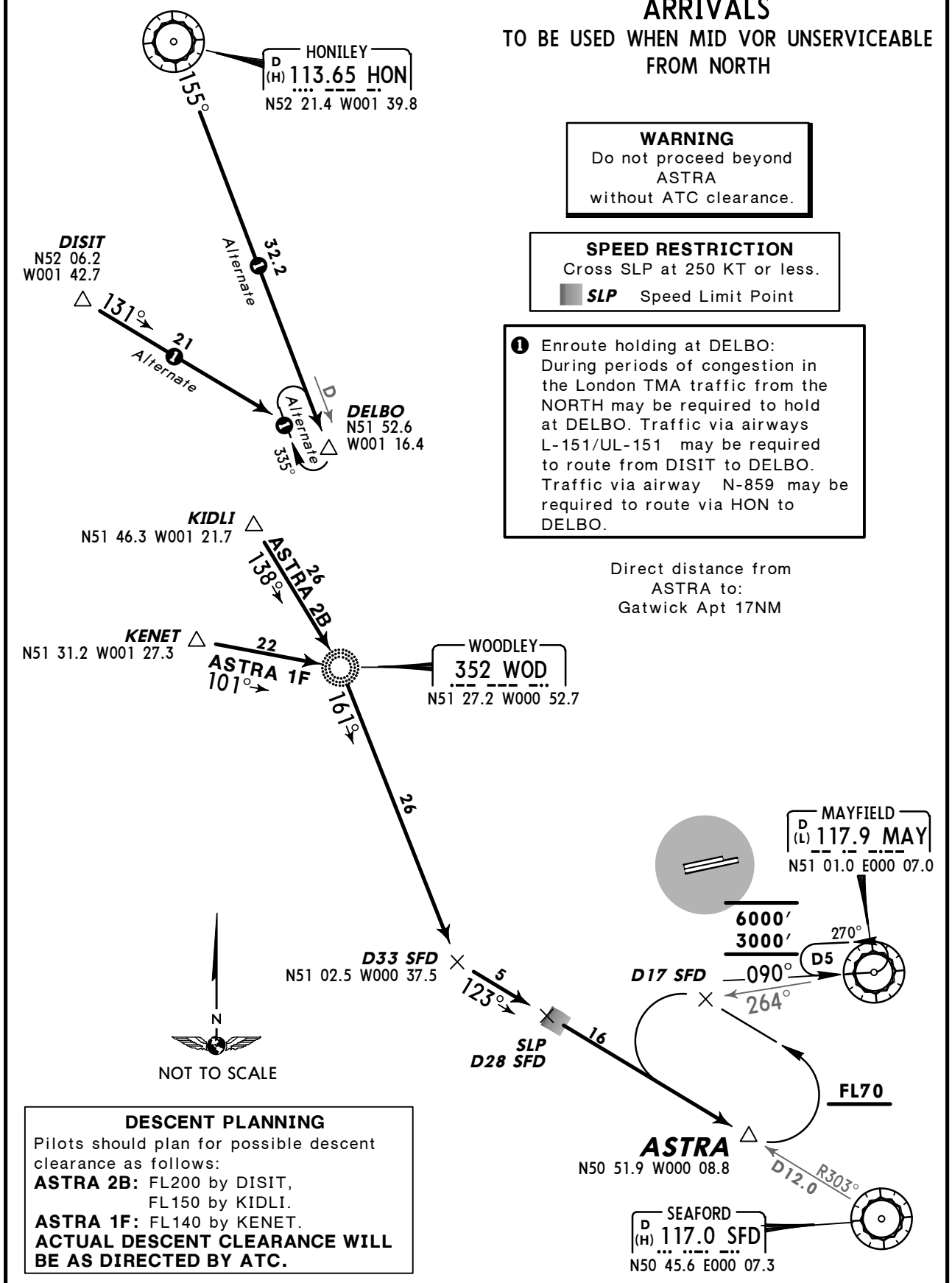
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ASTRA 2B *[ASTR2B]*
ASTRA 1F *[ASTR1F]*
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

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 ASTRA to: Gatwick Apt 17NM

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

STAR	ROUTING
ASTRA 2B	At KIDLI on 138° bearing to WOD, turn RIGHT, 161° bearing to D33 SFD, turn LEFT, intercept SFD R-303 inbound to ASTRA.
ASTRA 1F	At KENET on 101° bearing to WOD, turn RIGHT, 161° bearing to D33 SFD, turn LEFT, intercept SFD R-303 inbound to ASTRA.

CHANGES: Track update; STARs transferred; chart redrawn.

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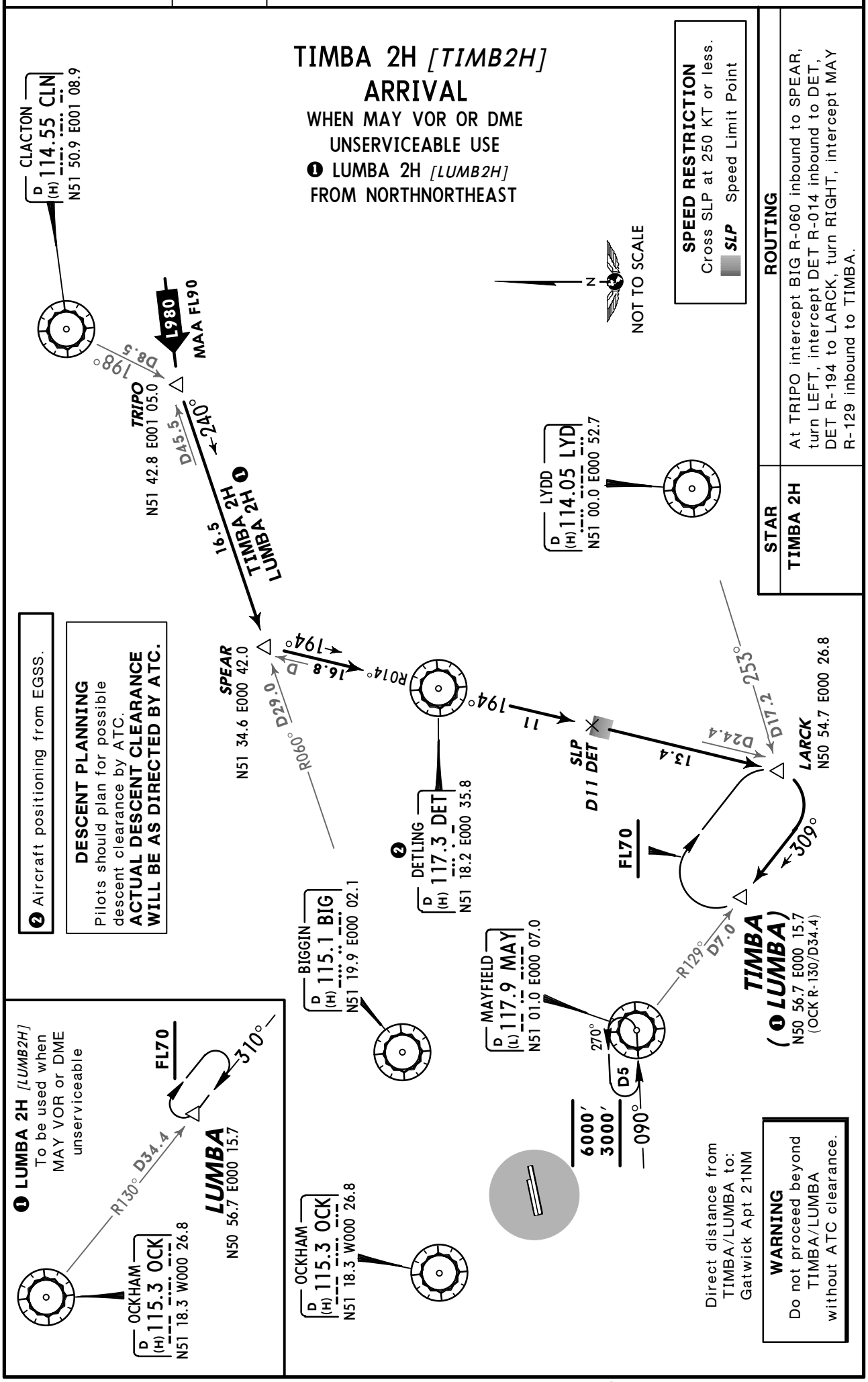
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

TIMBA 2H *[TIMB2H]*
ARRIVAL
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 2H *[LUMB2H]*
FROM NORTHNORTHEAST



STAR	ROUTING
TIMBA 2H	At TRIPO intercept BIG R-060 inbound to SPEAR, turn LEFT, intercept DET R-014 inbound to DET, DET R-194 to LARCK, turn RIGHT, intercept MAY R-129 inbound to TIMBA.

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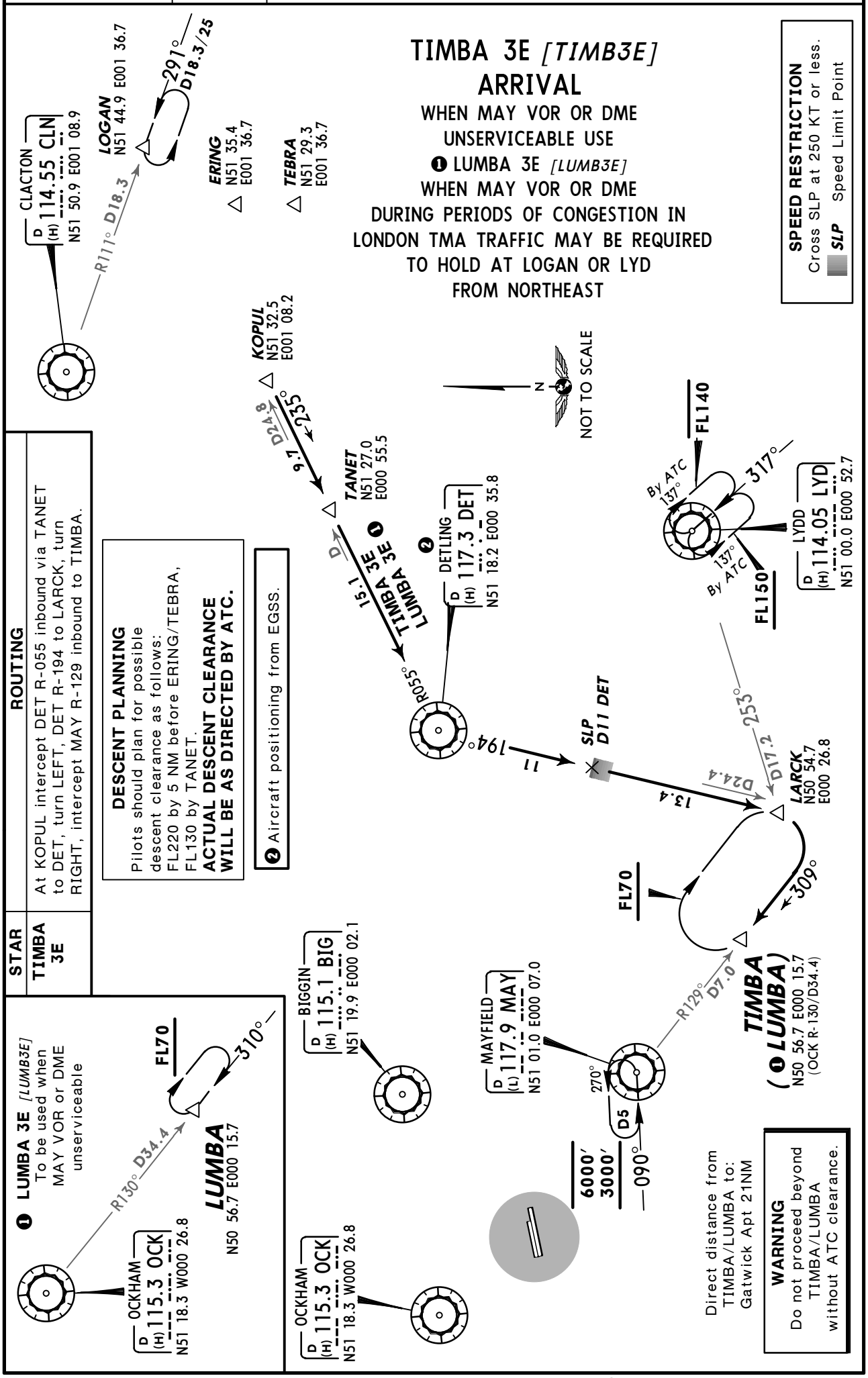
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

TIMBA 3E *[TIMB3E]*
ARRIVAL

WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 3E *[LUMB3E]*
WHEN MAY VOR OR DME
DURING PERIODS OF CONGESTION IN LONDON TMA TRAFFIC MAY BE REQUIRED TO HOLD AT LOGAN OR LYD FROM NORTHEAST

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



STAR	ROUTING
TIMBA 3E	At KOPUL intercept DET R-055 inbound via TANET to DET, turn LEFT, DET R-194 to LARCK, turn RIGHT, intercept MAY R-129 inbound to TIMBA.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL220 by 5 NM before ERING/TEBRA,
FL130 by TANET.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

❷ Aircraft positioning from EGSS.

WARNING
Do not proceed beyond TIMBA/LUMBA without ATC clearance.

CHANGES: STARs transferred; chart redrawn.

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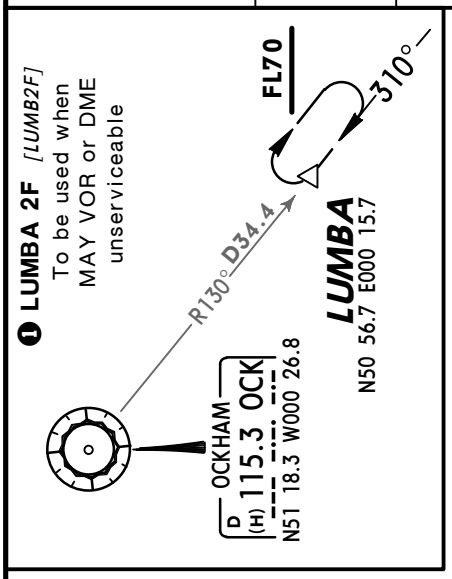
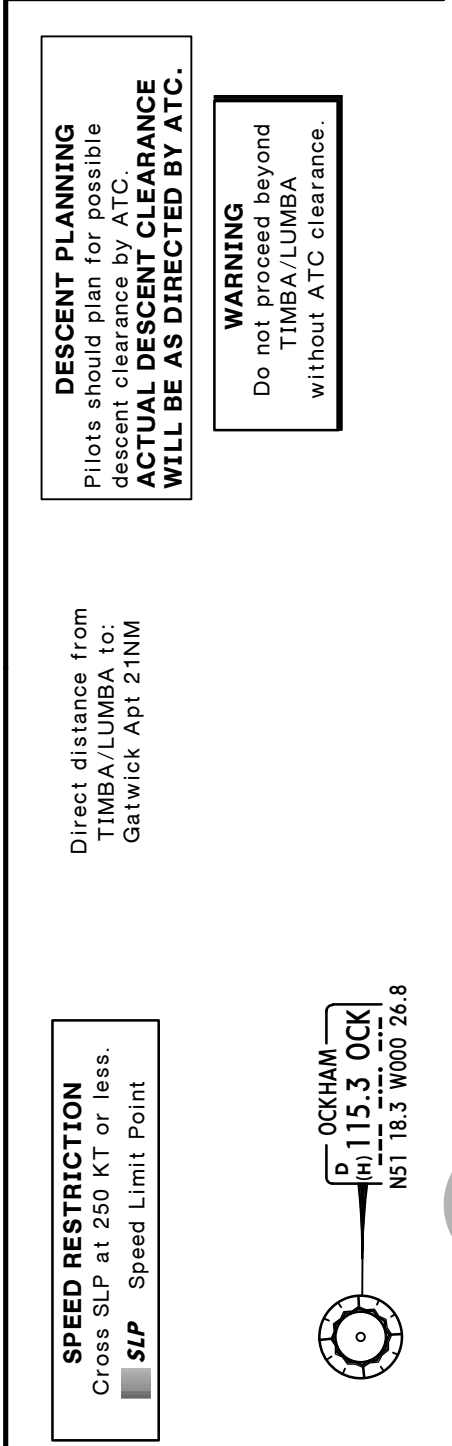
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

TIMBA 2F *[TIMB2F]*
ARRIVAL
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 2F *[LUMB2F]*
FROM SOUTHEAST





DESCENT PLANNING
Pilots should plan for possible descent clearance by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond TIMBA/LUMBA without ATC clearance.

Direct distance from TIMBA/LUMBA to: Gatwick Apt 21NM

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

STAR	ROUTING
TIMBA 2F	At LYD intercept LYD R-253 to LARCK, turn RIGHT, intercept MAY R-129 inbound to TIMBA.

CHANGES: STARs transferred.

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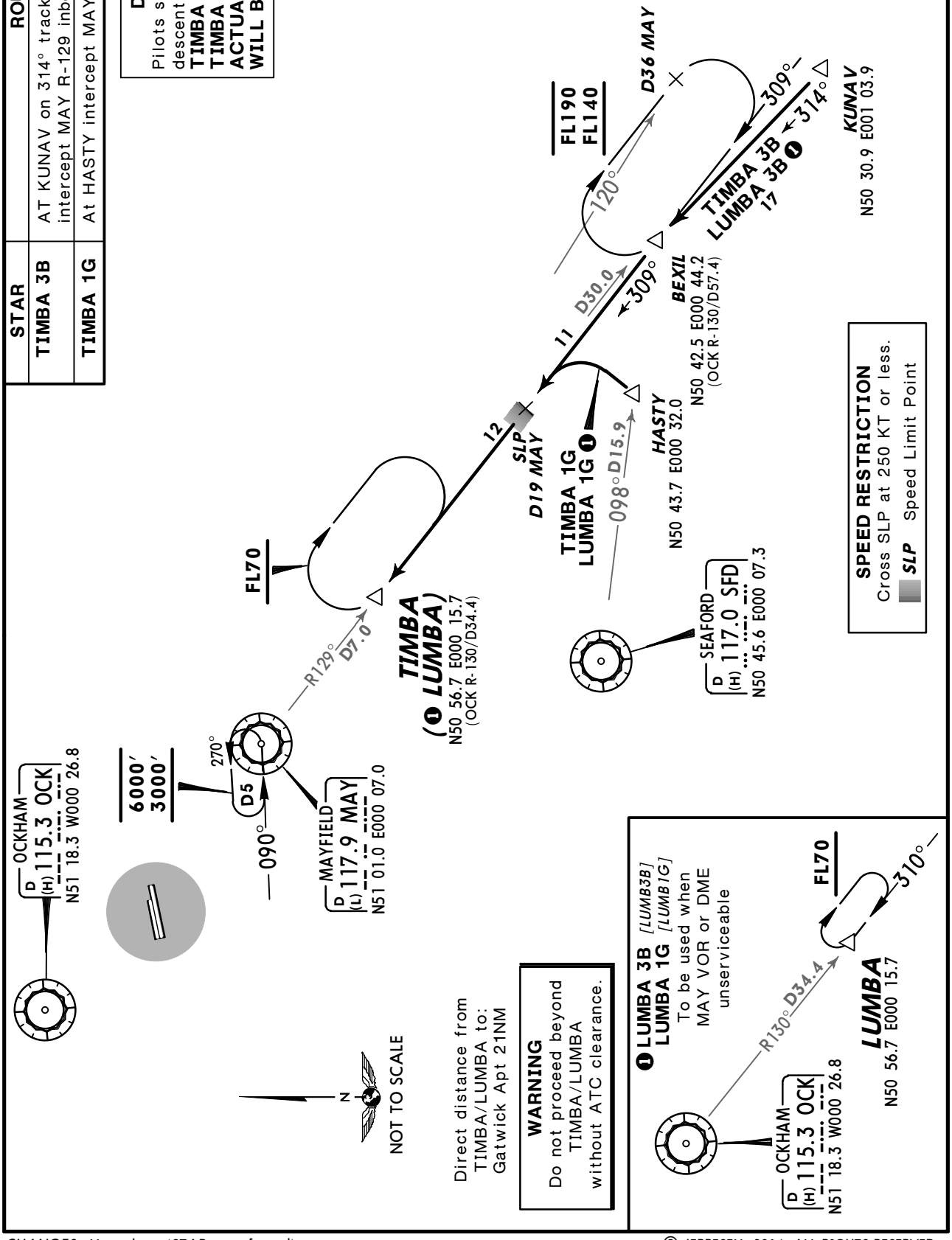
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

STAR	ROUTING
TIMBA 3B	AT KUNAV on 314° track to BEXIL, turn LEFT, intercept MAY R-129 inbound to TIMBA.
TIMBA 1G	At HASTY intercept MAY R-129 inbound to TIMBA.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TIMBA 3B: FL150 by BEXIL,
TIMBA 1G: by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

TIMBA 3B *[TIMB3B]*
TIMBA 1G *[TIMB1G]*
ARRIVALS

WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 3B *[LUMB3B]*, LUMBA 1G *[LUMB1G]*
FROM SOUTHSOUTHEAST



CHANGES: New chart (STAR transferred).

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

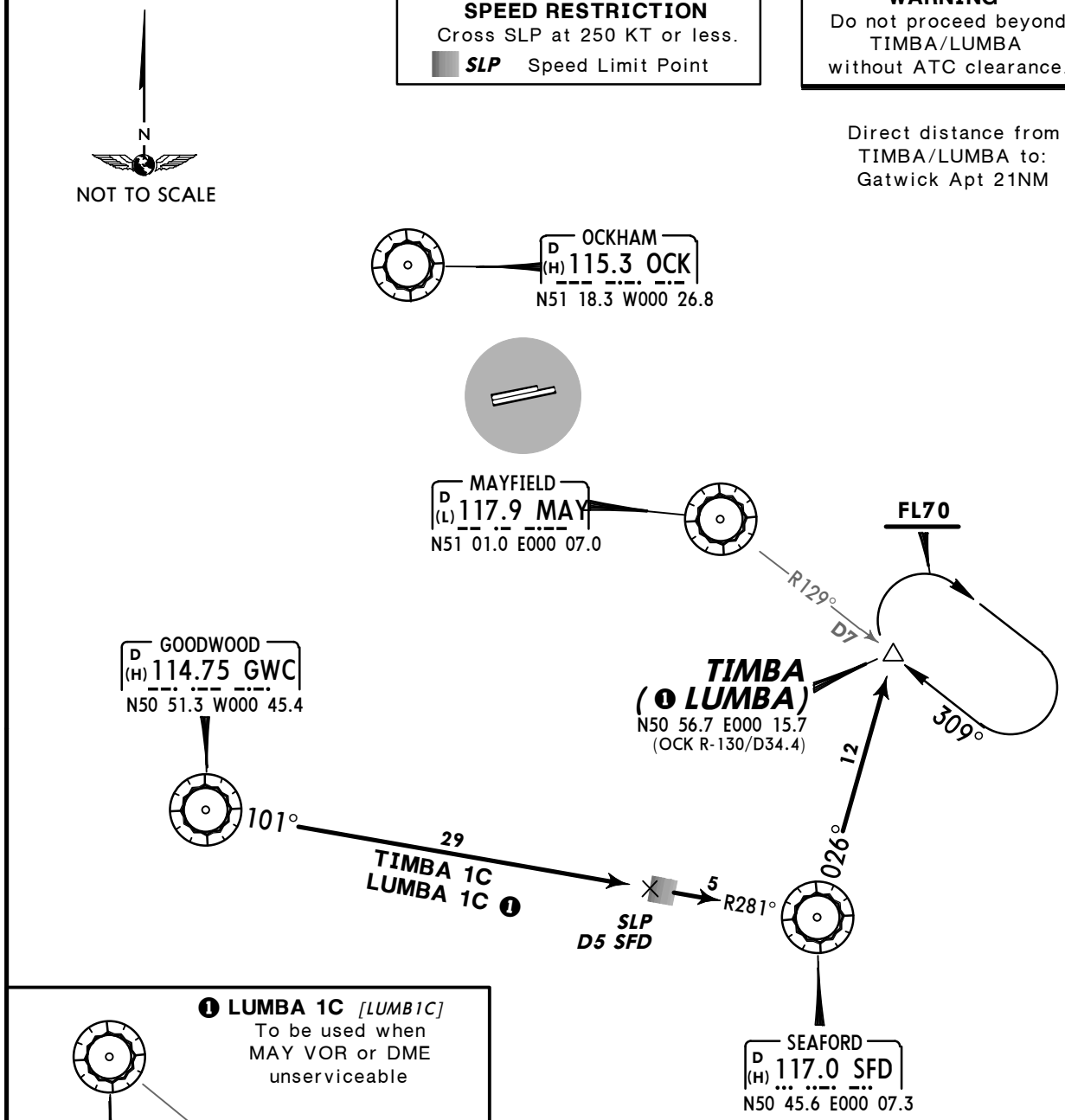
TIMBA 1C *[TIMB1C]*
ARRIVAL

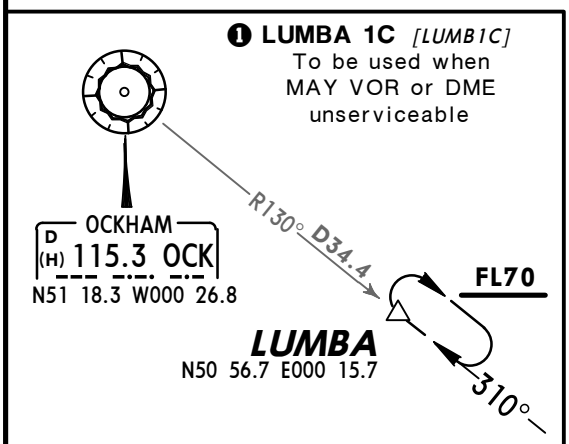
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 1C *[LUMB1C]*
STAR MAY BE ISSUED TO FACILITATE THE TRANSFER OF TRAFFIC BETWEEN TERMINAL HOLDINGS DURING PERIODS OF CONGESTIONS IN LONDON TMA FROM WEST

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

WARNING
Do not proceed beyond TIMBA/LUMBA without ATC clearance.

Direct distance from TIMBA/LUMBA to:
Gatwick Apt 21NM





DESCENT PLANNING
Pilots should plan for possible descent clearance by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
TIMBA 1C	At GWC intercept GWC R-101 to SFD, turn LEFT, SFD R-026 to TIMBA.

CHANGES: New chart (STAR transferred).

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

TIMBA 1D *[TIMB1D]*

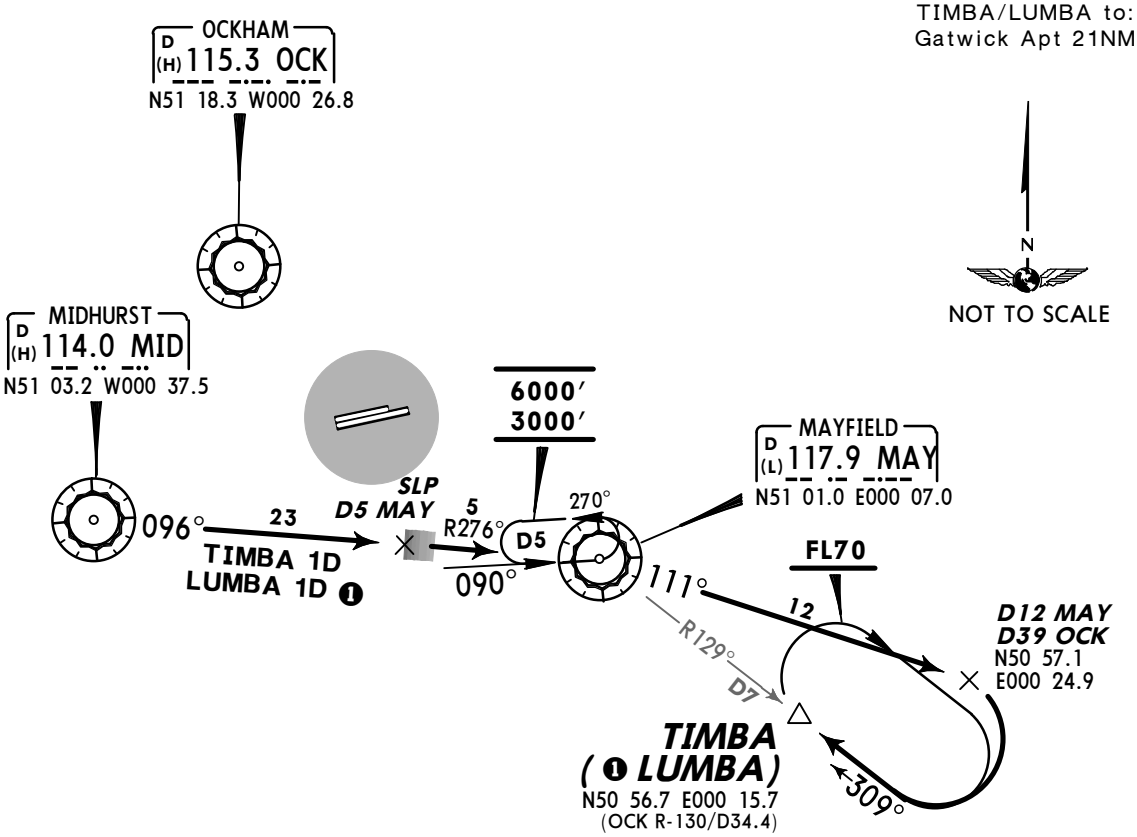
ARRIVAL

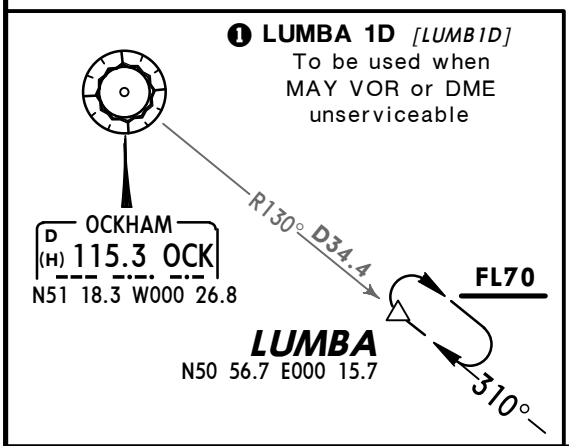
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 1D *[LUMB1D]*
BY ATC
STAR IS NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
FROM NORTHWEST

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

WARNING
Do not proceed beyond TIMBA/LUMBA without ATC clearance.

Direct distance from TIMBA/LUMBA to: Gatwick Apt 21NM





DESCENT PLANNING
Pilots should plan for possible descent clearance by ATC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
TIMBA 1D	At MID intercept MID R-096 to MAY, turn RIGHT, MAY R-111 to D12 MAY, turn RIGHT, intercept MAY R-129 inbound to TIMBA.

CHANGES: New chart (STAR transferred).

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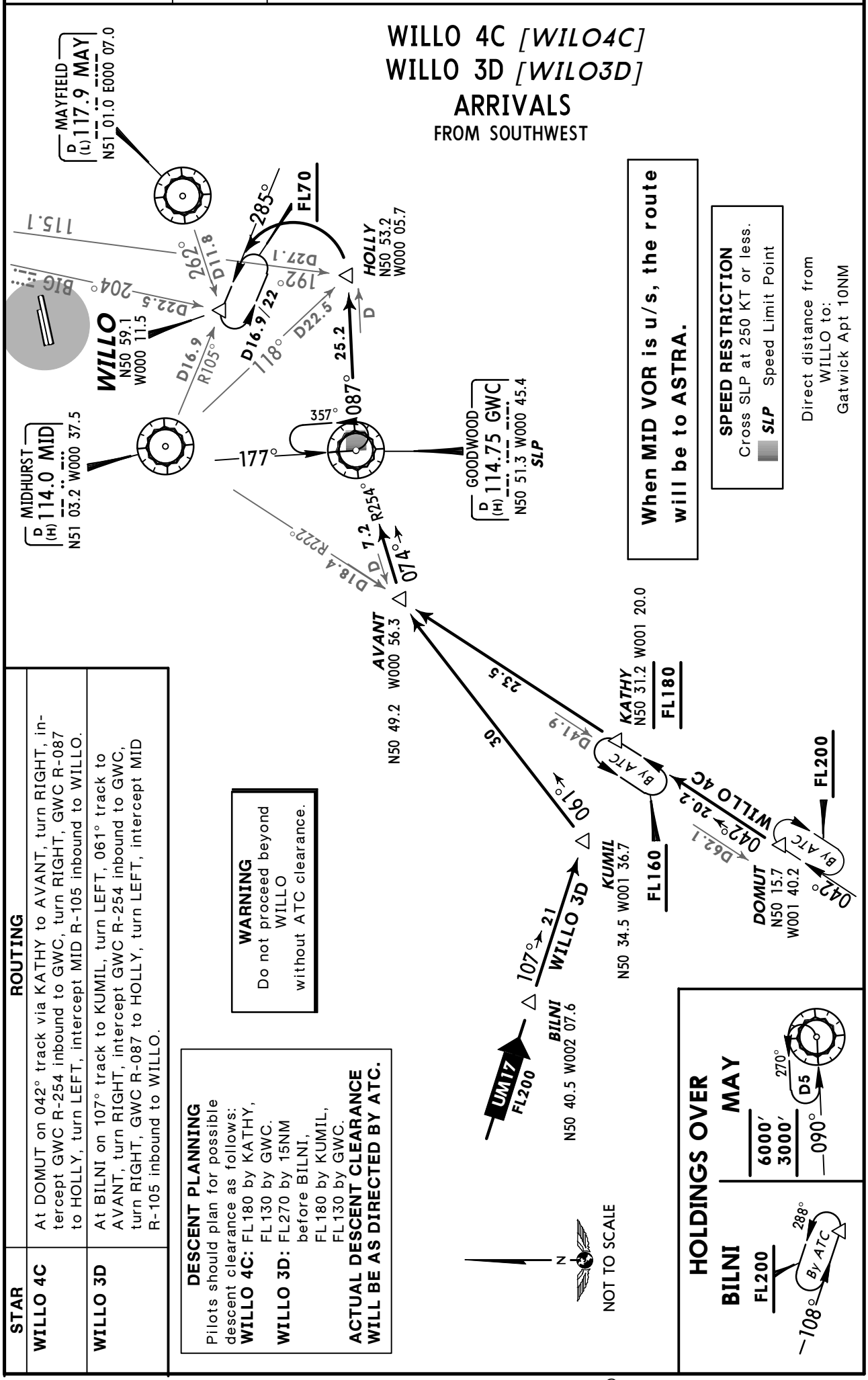
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

WILLO 4C *[WILO4C]*
WILLO 3D *[WILO3D]*
ARRIVALS
FROM SOUTHWEST



STAR	ROUTING
WILLO 4C	At DOMUT on 042° track via KATHY to AVANT, turn RIGHT, intercept GWC R-254 inbound to GWC, turn RIGHT, GWC R-087 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.
WILLO 3D	At BILNI on 107° track to KUMIL, turn LEFT, 061° track to AVANT, turn RIGHT, intercept GWC R-254 inbound to GWC, turn RIGHT, GWC R-087 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.

CHANGES: New chart (STAR transferred; track update).

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

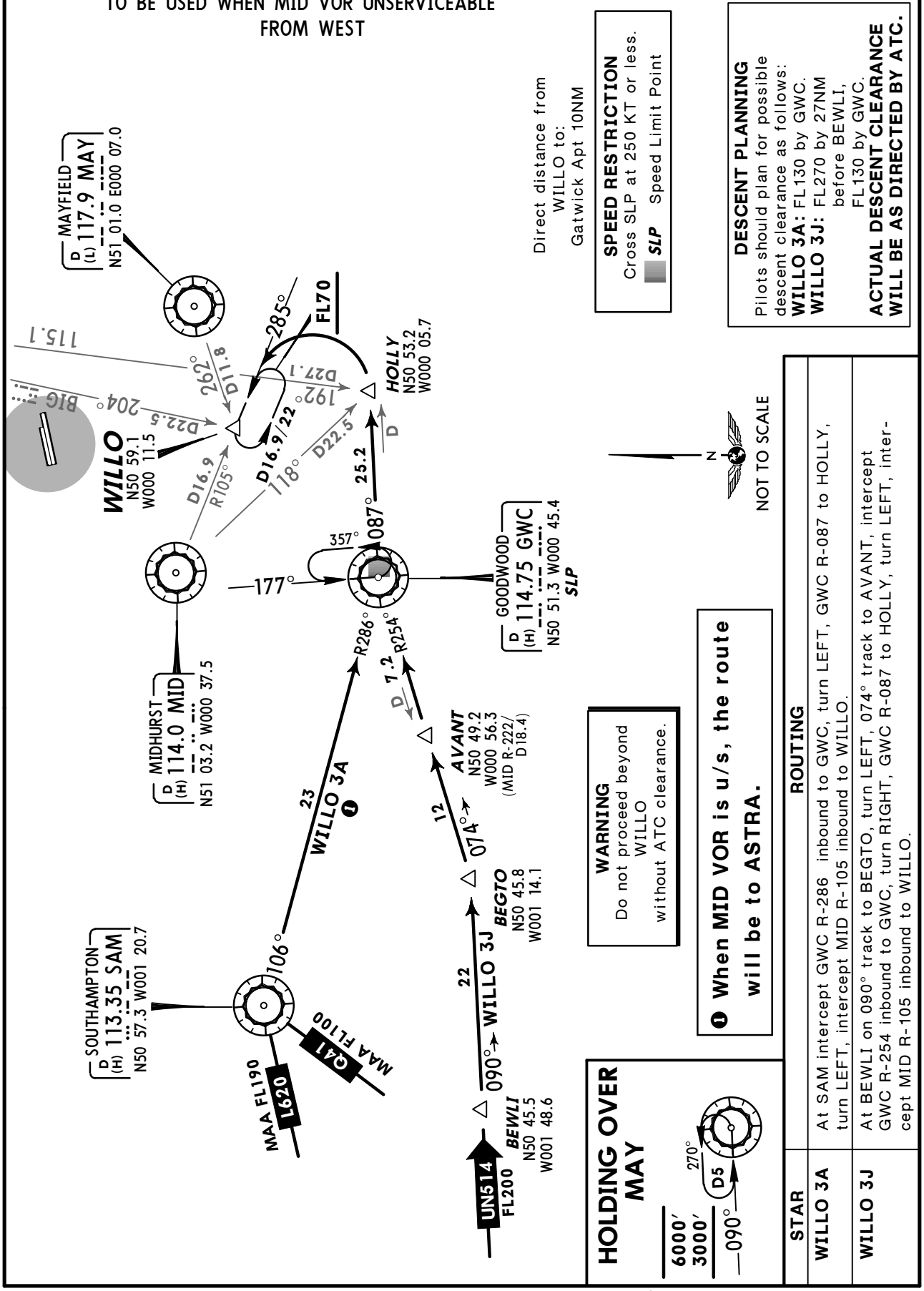
WILLO 3A *[WILO3A]* ❶

WILLO 3J *[WILO3J]*

NOT AVAILABLE FOR FLIGHT PLANNING BETWEEN 0600-2200LT

ARRIVALS

TO BE USED WHEN MID VOR UNSERVICEABLE FROM WEST



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 3A: FL130 by GWC.
WILLO 3J: FL270 by 27NM before BEWLI, FL130 by GWC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond WILLO without ATC clearance.

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

STAR	ROUTING
WILLO 3A	At SAM intercept GWC R-286 inbound to GWC, turn LEFT, GWC R-087 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.
WILLO 3J	At BEWLI on 090° track to BEGTO, turn LEFT, 074° track to AVANT, intercept GWC R-254 inbound to GWC, turn RIGHT, GWC R-087 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.

CHANGES: New chart (STAR transferred).

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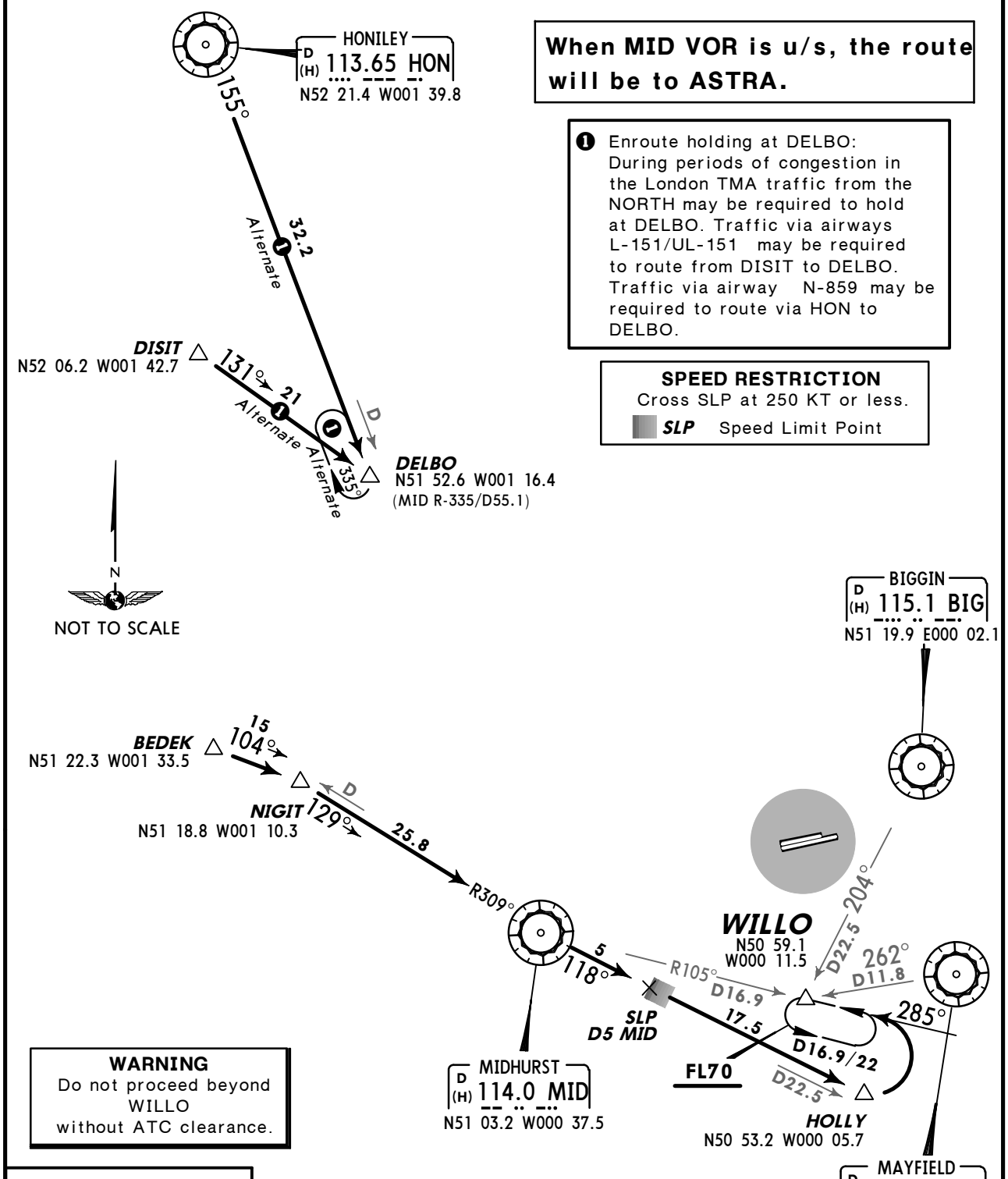
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

WILLO 2H *[WILO2H]*
ARRIVAL
FROM NORTHWEST



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

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.

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

WARNING
Do not proceed beyond WILLO without ATC clearance.

HOLDING OVER MAY

6000′
3000′
090°
270°
D5

Direct distance from WILLO to: Gatwick Apt 10NM

DESCENT PLANNING
Pilots should plan for possible descent clearance with FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTING

At BEDEK on 104° track to NIGIT, turn RIGHT, intercept MID R-309 inbound to MID, turn LEFT, MID R-118 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.

CHANGES: New chart (STAR transferred).

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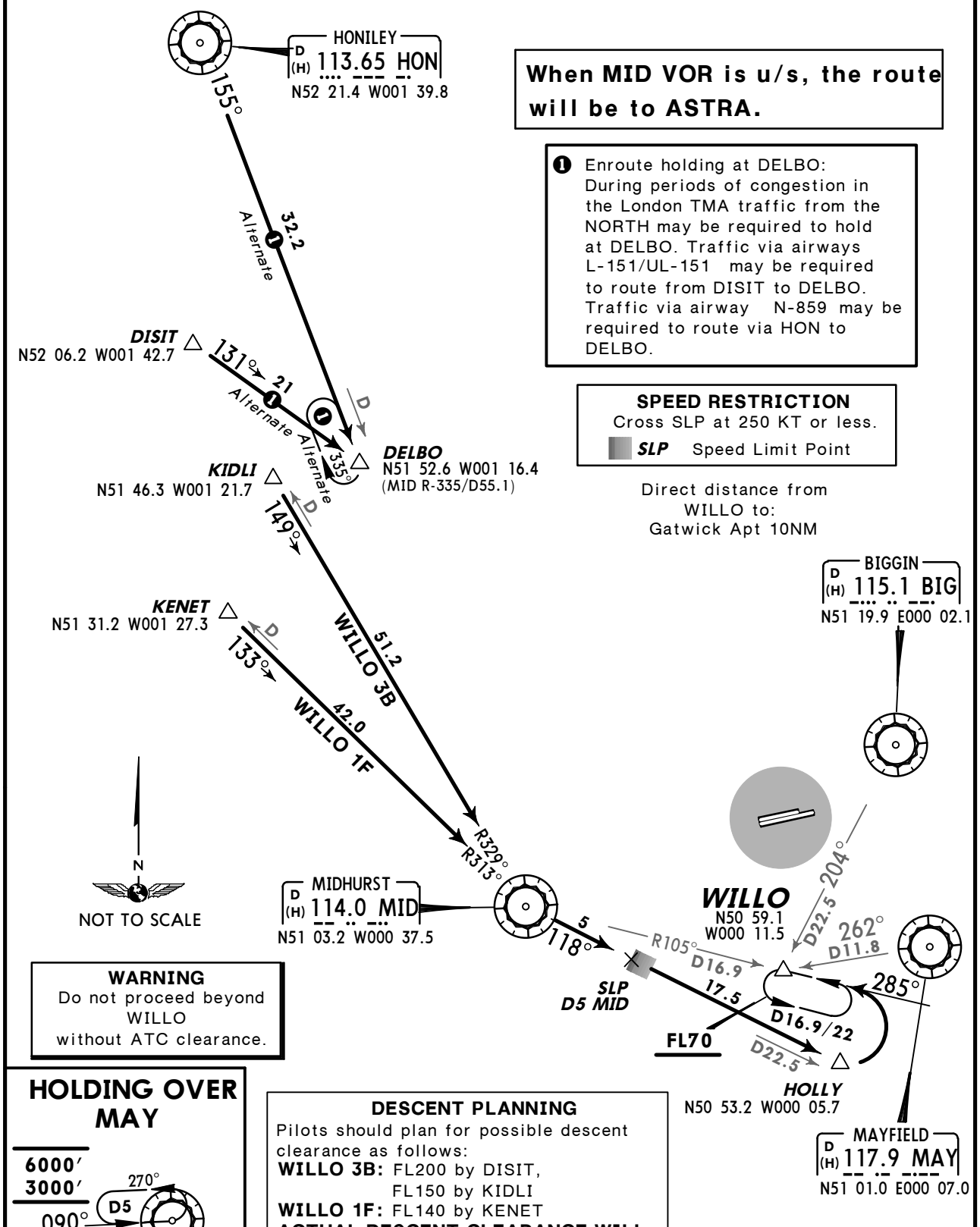
D-ATIS	Apt Elev	
136.52	203′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

WILLO 3B *[WILO3B]*, WILLO 1F *[WILO1F]*
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.

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

Direct distance from WILLO to: Gatwick Apt 10NM

WARNING
Do not proceed beyond WILLO without ATC clearance.

HOLDING OVER MAY

6000′
3000′
090°
270°
D5

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

STAR	ROUTING
WILLO 3B	At KIDLI intercept MID R-329 inbound to MID, turn LEFT, MID R-118 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.
WILLO 1F	At KENET intercept MID R-313 inbound to MID, turn LEFT, MID R-118 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.

CHANGES: New chart (STAR transferred).

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RNAV SID DESIGNATION	REFER TO CHART
ADNID 1X	20-3B
BIG 1X	20-3C
BIG 1Z	20-3D
BOGNA 1X	20-3E
CLN 3X	20-3F
CLN 1Z	20-3G
DAGGA 1X	20-3H
DVR 1X	20-3J
DVR 1Z	20-3K
HARDY 1X	20-3L
KENET 1X	20-3M
KENET 1Z	20-3N
LAM 1X	20-3P
LAM 1Z	20-3Q
SAM 1X	20-3S
SAM 3Z	20-3T
SFD 1X	20-3T1
SFD 4Z	20-3T2
TIGER 1X	20-3U
WIZAD 1X	20-3V

FOR SID DESIGNATION REFER TO PAGE 20-3A

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SID DESIGNATION	REFER TO CHART
BIG 7M, 7V	20-3V1
BIG 3P, 3W	20-3V2
BOGNA 1M, 1V	20-3V3
CLN 8M, 8V	20-3V4
CLN 5P, 5W	20-3V5
DVR 8M, 8V	20-3V6
DVR 2P, 2W	20-3V7
HARDY 5M, 5V	20-3V8
KENET 2M, 2V	20-3W
KENET 3P, 3W	20-3X
LAM 4M, 4V	20-3X1
LAM 5P, 5W	20-3X2
SAM 2M, 2V	20-3X3
SAM 3P, 3W	20-3X4
SFD 5M, 5V	20-3X5
SFD 9P, 9W	20-3X6
DAGGA 1M, 1V, TIGER 3M, 3V	20-3X7
WIZAD 4M, 4V	20-3X8

CHANGES: Charts reindexed.

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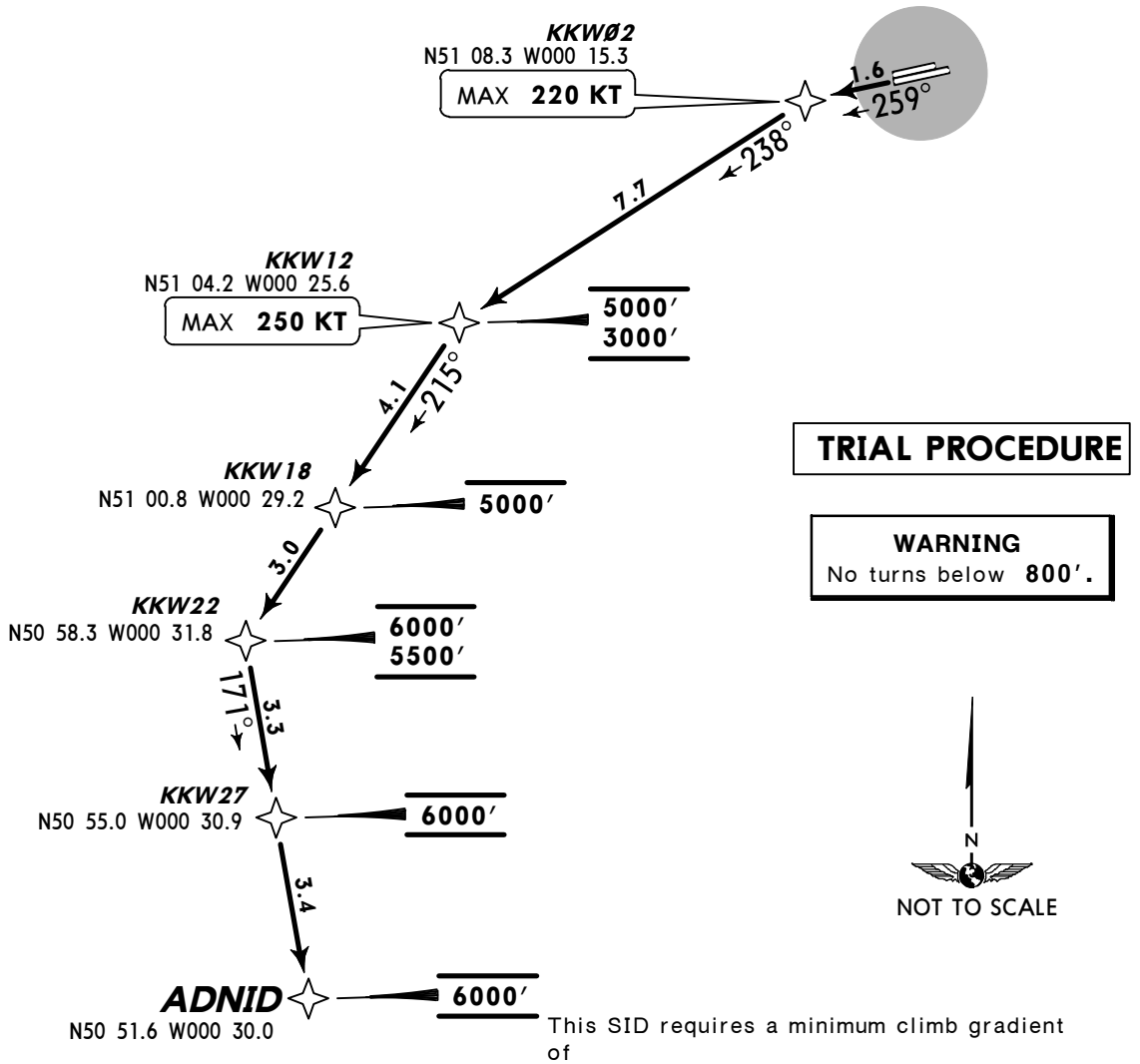
LONDON Control	Apt Elev	
133.17	203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 5. EXPECT close-in obstacles.

ADNID 1X *[ADNI1X]*
RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
NOT AVAILABLE BETWEEN 2300-0600LT EXPECT TO BE ISSUED WITH SFD SID (CONVENTIONAL OR RNAV 1)
ONLY AVAILABLE TO ACFT EQUIPPED AND APPROVED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NON-APPROVED ACFT USE CONVENTIONAL BOGNA/HARDY SID

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.



This SID requires a minimum climb gradient of
3.9 to 510′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

ROUTING

Climb straight ahead to 800′ - KKW02, turn LEFT to KKW12, turn LEFT to KKW18 - KKW22, turn LEFT to KKW27 - ADNID.

CHANGES: Speed restrictions.

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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. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

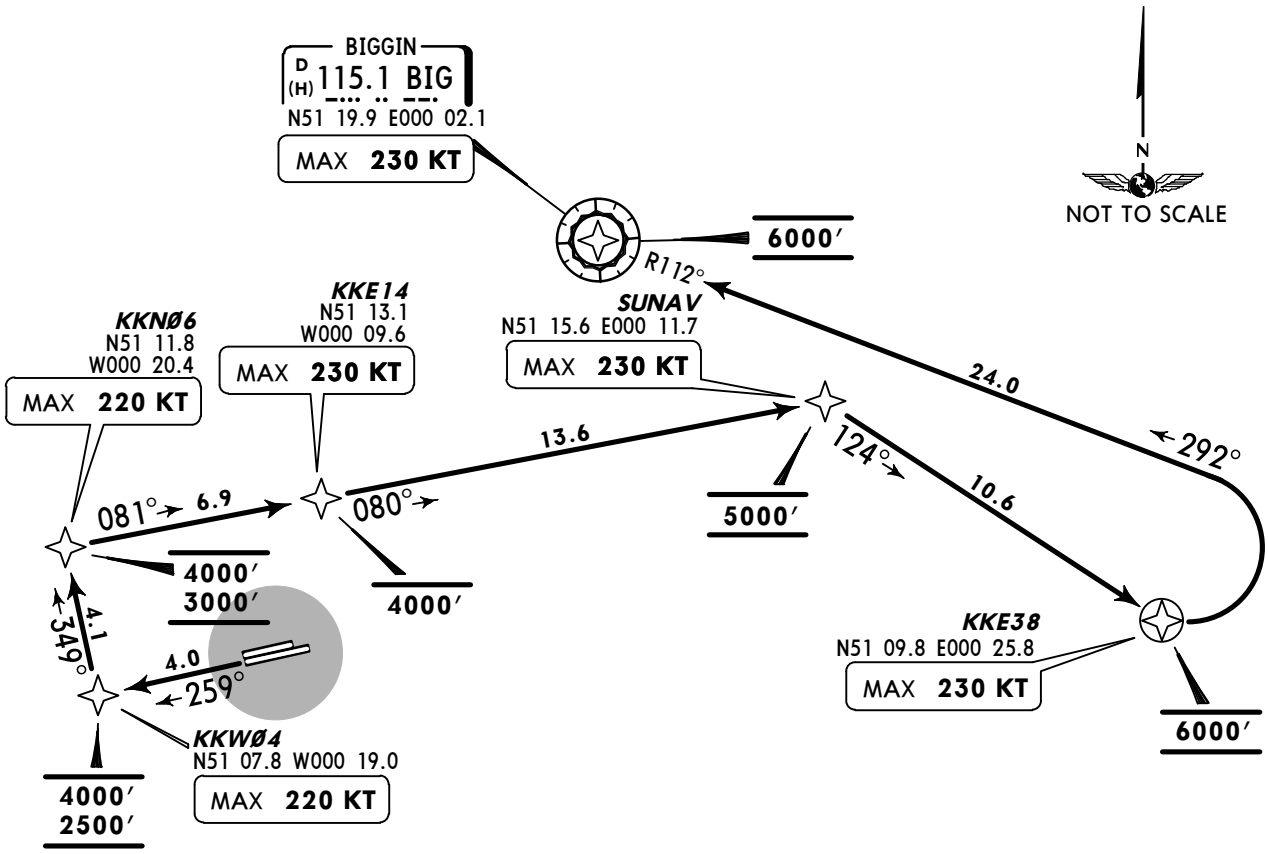
BIG 1X
RWY 26L RNAV DEPARTURE

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

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′.**



This SID requires a minimum climb gradient of
7.9% to 810′.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

ROUTING

Climb straight ahead to KKW04, turn RIGHT to KKN06, turn RIGHT to KKE14 - SUNAV, turn RIGHT to KKE38, turn LEFT to BIG.

CHANGES: None.

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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. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

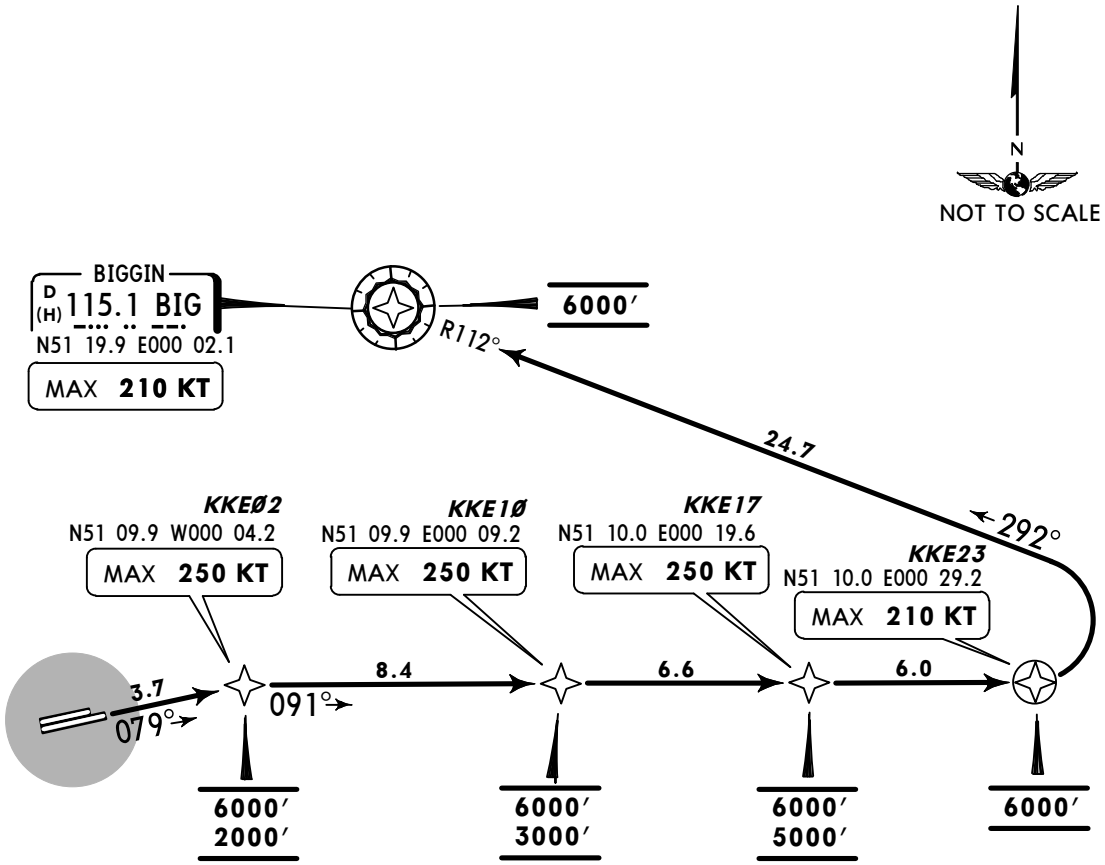
BIG 1Z
RWY 08R RNAV DEPARTURE

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

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′.**



ROUTING

Climb straight ahead to KKE02, turn RIGHT to KKE10 - KKE17 - KKE23, turn LEFT to BIG.

CHANGES: General instructions; chart reindexed.

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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. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

BOGNA 1X *[BOGN1X]*

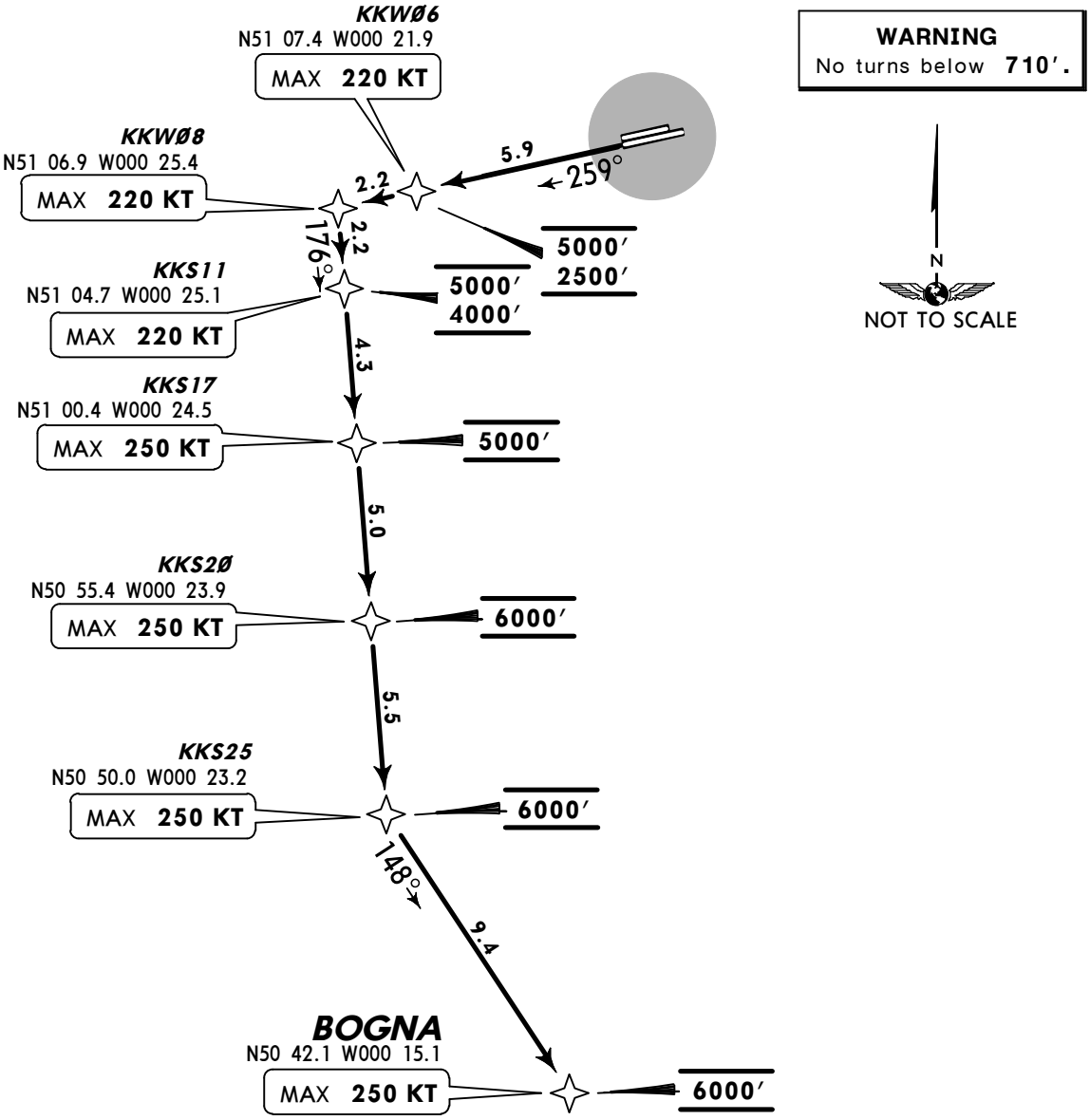
RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO APPROVED ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT

ONLY AVAILABLE BETWEEN 0600-2300LT AT OTHER TIMES SID SFD 1X 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.

This SID requires a minimum climb gradient of 3.9% to 510′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

ROUTING

Climb straight ahead to KKW06 - KKW08, turn LEFT to KKS11 - KKS17 - KKS20 - KKS25, turn LEFT to BOGNA.

CHANGES: General instructions; track update; chart reindexed.

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EGKK/LGW
GATWICK

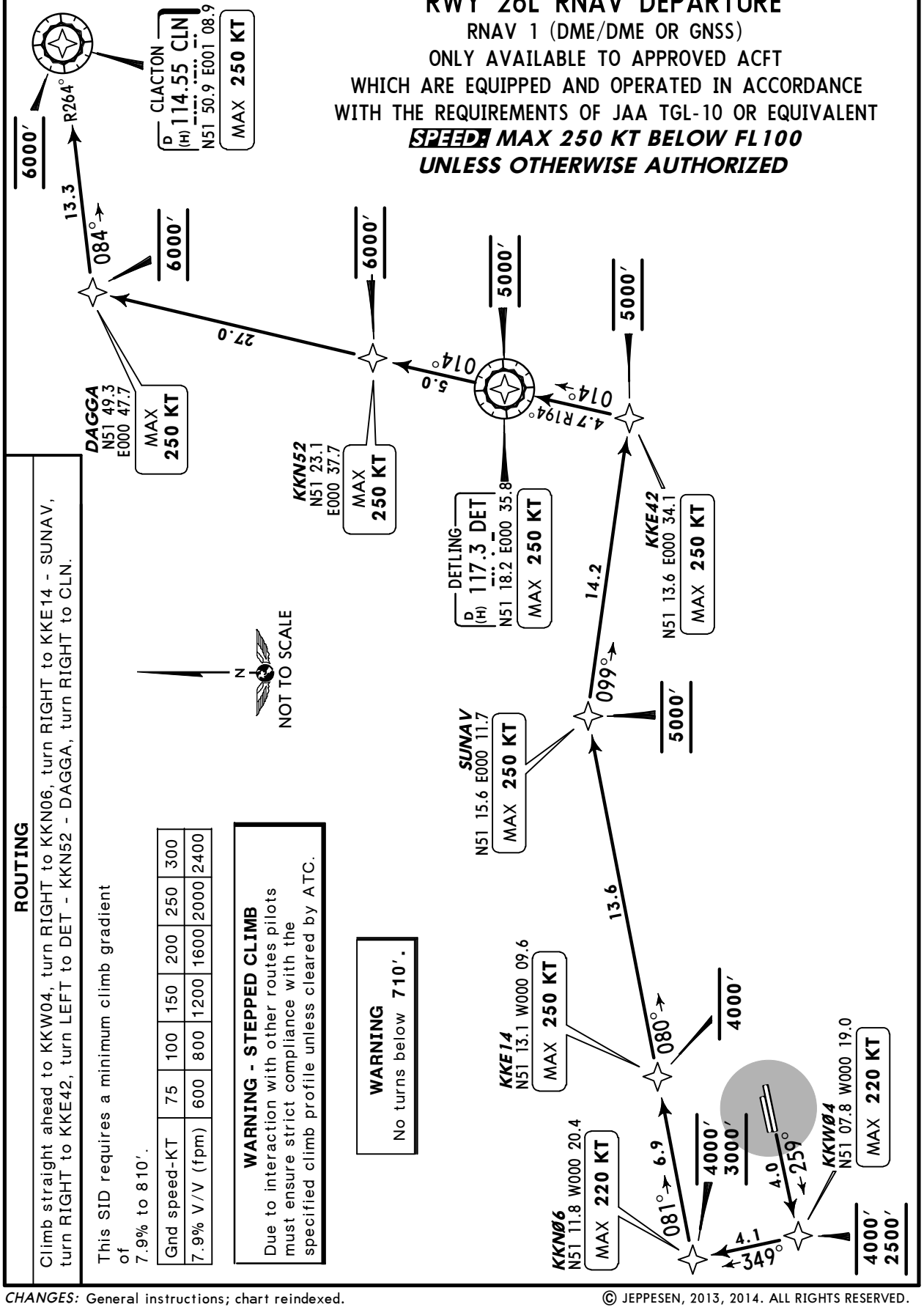
JEPPESEN
28 MAR 14 (20-3F)

LONDON, UK
RNAV SID

LONDON Control 120.52	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. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
Apt Elev 203′	

CLN 3X
RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



ROUTING

Climb straight ahead to KKW04, turn RIGHT to KKN06, turn RIGHT to KKE14 - SUNAV, turn RIGHT to KKE42, turn LEFT to DET - KKN52 - DAGGA, turn RIGHT to CLN.

This SID requires a minimum climb gradient of 7.9% to 810′.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

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′.

CHANGES: General instructions; chart reindexed.

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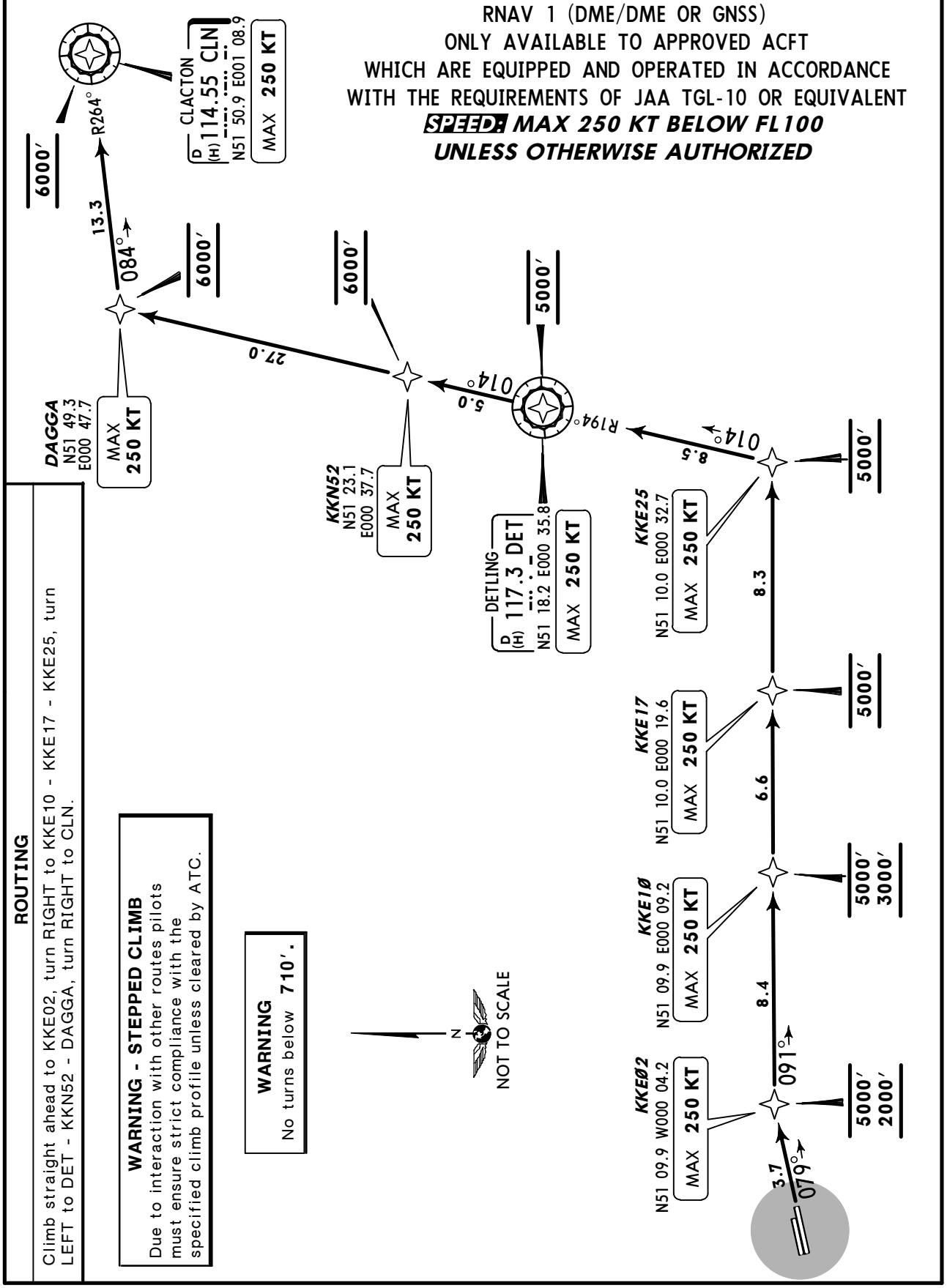
LONDON Control 120.52	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
Apt Elev 203′	

CLN 1Z
RWY 08R RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



ROUTING

Climb straight ahead to KKE02, turn RIGHT to KKE10 - KKE17 - KKE25, turn LEFT to DET - KKN52 - DAGGA, turn RIGHT to CLN.

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′**.

CHANGES: General instructions; chart reindexed.

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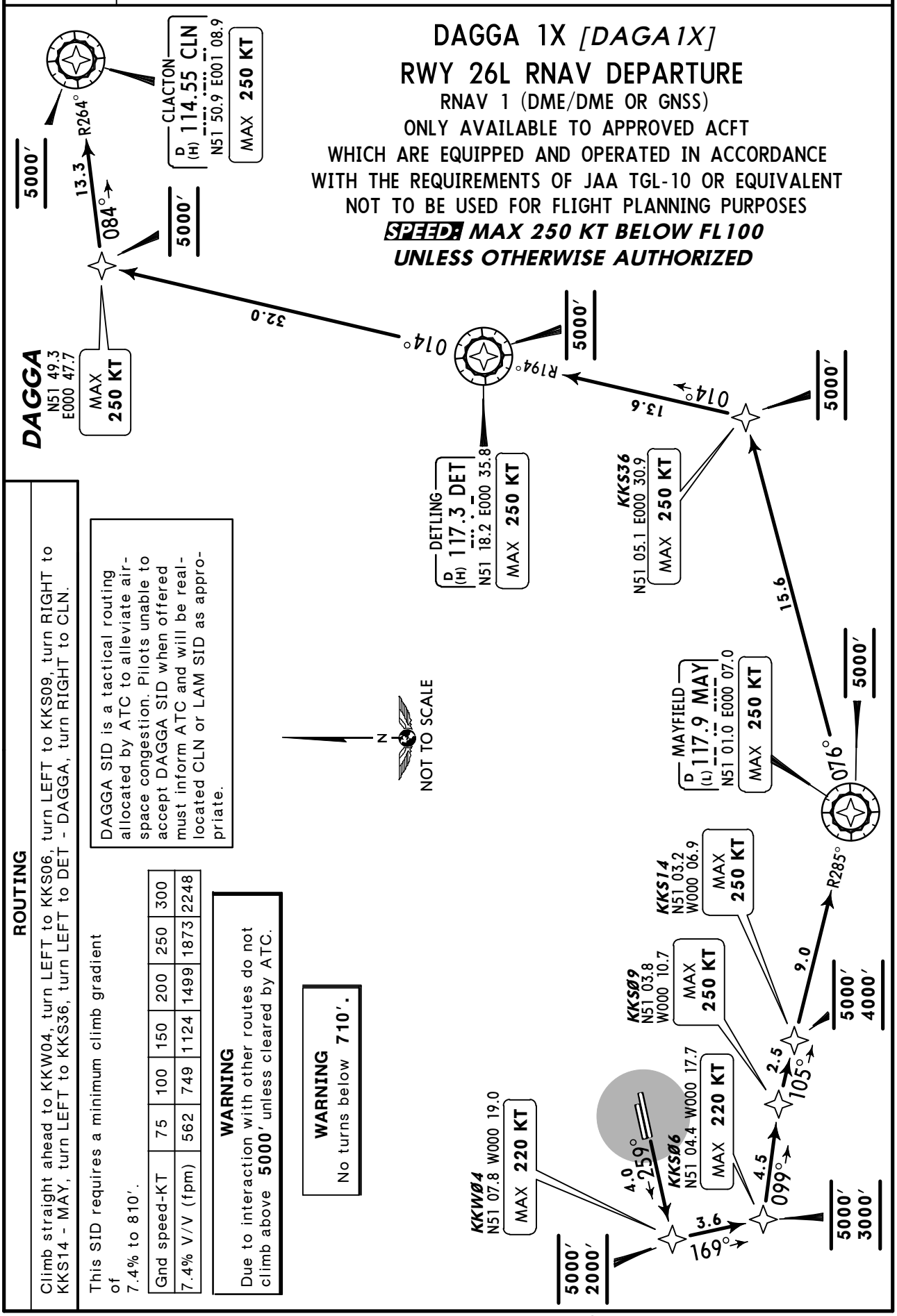
LONDON Control 120.52	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
Apt Elev 203′	

DAGGA 1X *[DAGA1X]*

RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



DAGGA SID is a tactical routing allocated by ATC to alleviate air-space congestion. Pilots unable to accept DAGGA SID when offered must inform ATC and will be real-located CLN or LAM SID as appro-priate.

WARNING
No turns below **710′.**

WARNING
Due to interaction with other routes do not climb above **5000′** unless cleared by ATC.

This SID requires a minimum climb gradient of 7.4% to 810′.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

ROUTING

Climb straight ahead to KKW04, turn LEFT to KKS06, turn LEFT to KKS09, turn RIGHT to KKS14 - MAY, turn LEFT to KKS36, turn LEFT to DET - DAGGA, turn RIGHT to CLN.

CHANGES: General instructions; chart reindexed.

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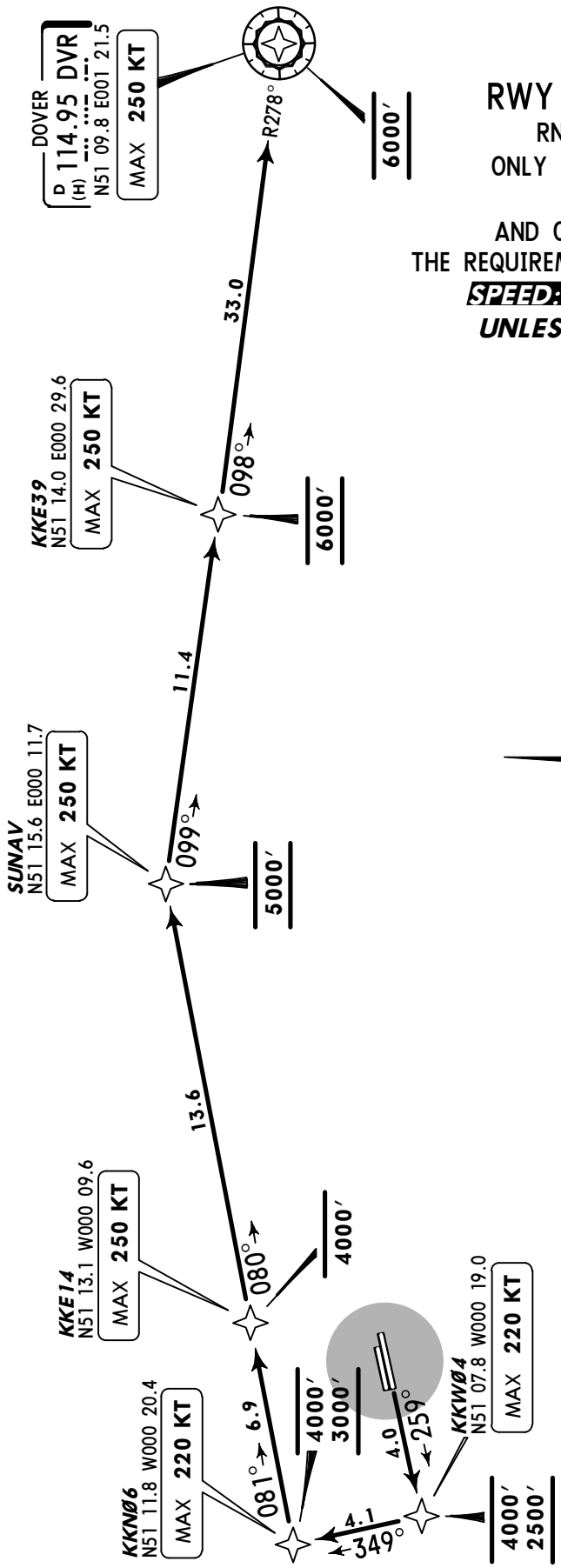
LONDON Control 120.52	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
Apt Elev 203′	



DVR 1X
RWY 26L RNAV DEPARTURE

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

N
NOT TO SCALE

WARNING
No turns below **710′.**

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

This SID requires a minimum climb gradient of 7.9% to 810′.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

ROUTING

Climb straight ahead to KKW04, turn RIGHT to KKN06, turn RIGHT to KKE14 - SUNAV, turn RIGHT to KKE39 - DVR.

CHANGES: General instructions; chart reindexed.

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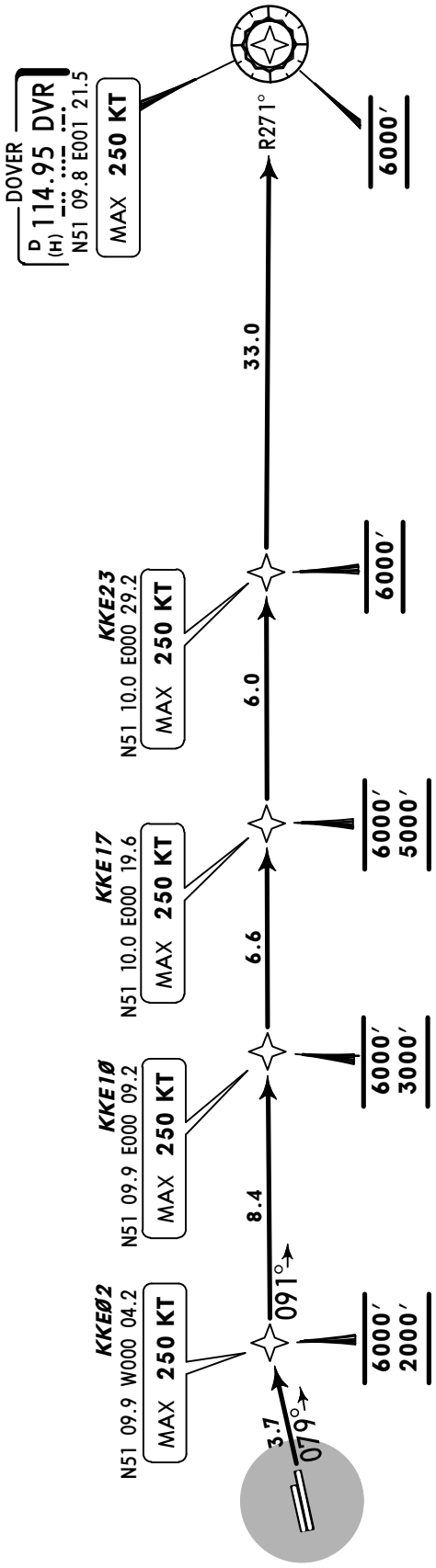
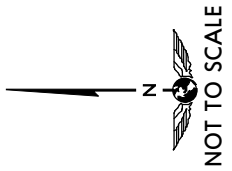
LONDON Control 120.52	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
Apt Elev 203′	

DVR 1Z
RWY 08R RNAV DEPARTURE

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED





WARNING
No turns below **710′**.

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

ROUTING

Climb straight ahead to KKE02, turn RIGHT to KKE10 - KKE17 - KKE23 - DVR.

CHANGES: General instructions; chart reindexed.

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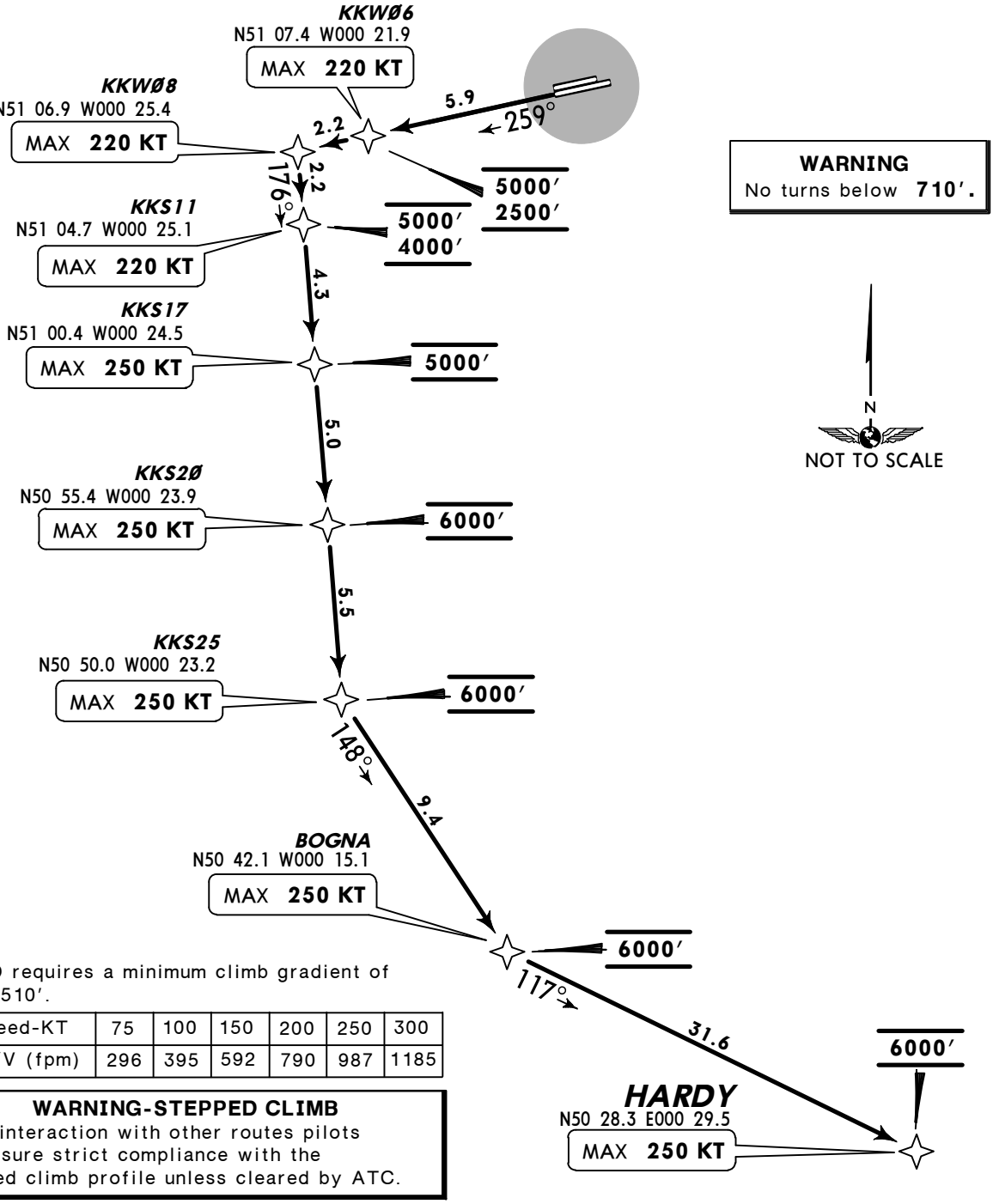
LONDON Control 133.17	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

HARDY 1X *[HARD1X]*
RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT WHICH ARE EQUIPPED AND
OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
ONLY AVAILABLE BETWEEN 0600-2300LT AT OTHER TIMES SID SFD 1X WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of 3.9% to 510′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

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

ROUTING

Climb straight ahead to KKW06 - KKW08, turn LEFT to KKS11 - KKS17 - KKS20 - KKS25, turn LEFT to BOGNA, turn LEFT to HARDY.

CHANGES: General instructions; track update; chart reindexed.

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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. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

KENET 1X *[KENE1X]*

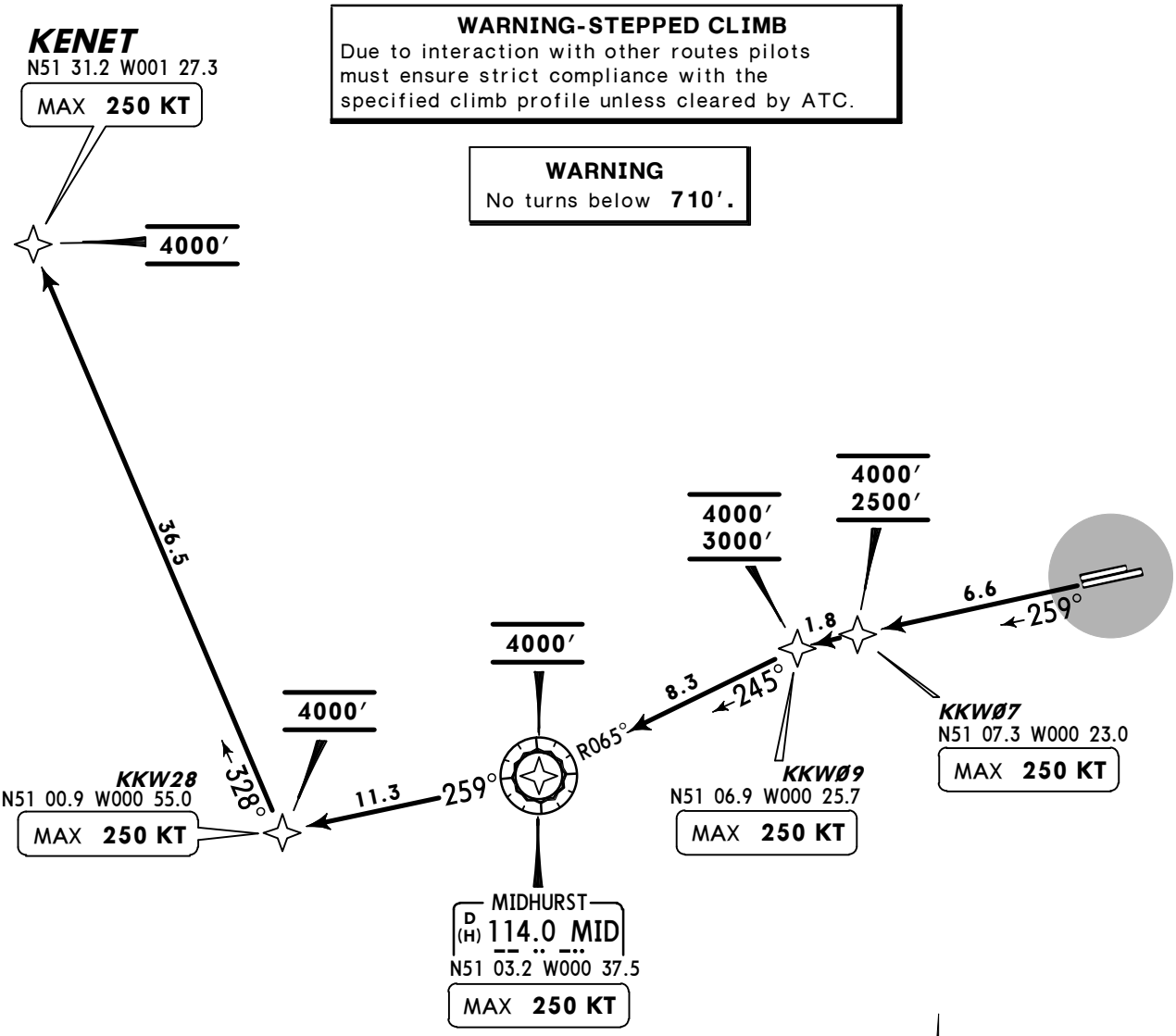
RWY 26L RNAV DEPARTURE

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

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′.**



This SID requires a minimum climb gradient of
3.9% to 510′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

ROUTING

Climb straight ahead to KKW07 - KKW09, turn LEFT to MID, turn RIGHT to KKW28, turn RIGHT to KENET.

CHANGES: General instructions; chart reindexed.

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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. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

KENET 1Z *[KENE1Z]*

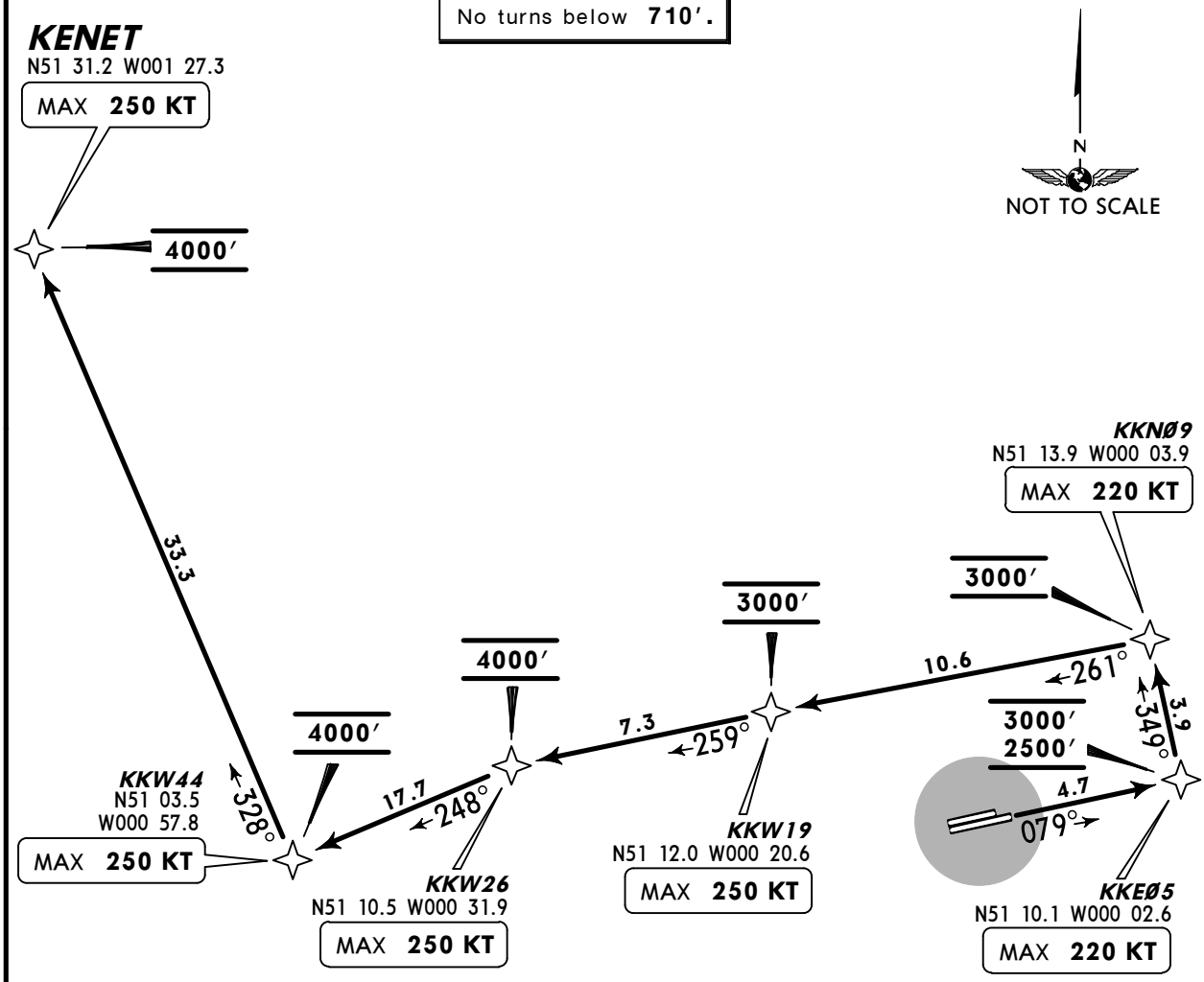
RWY 08R RNAV DEPARTURE

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

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′.**



ROUTING

Climb straight ahead to KKE05, turn LEFT to KKN09, turn LEFT to KKW19 - KKW26, turn LEFT to KKW44, turn RIGHT to KENET.

CHANGES: General instructions; chart reindexed.

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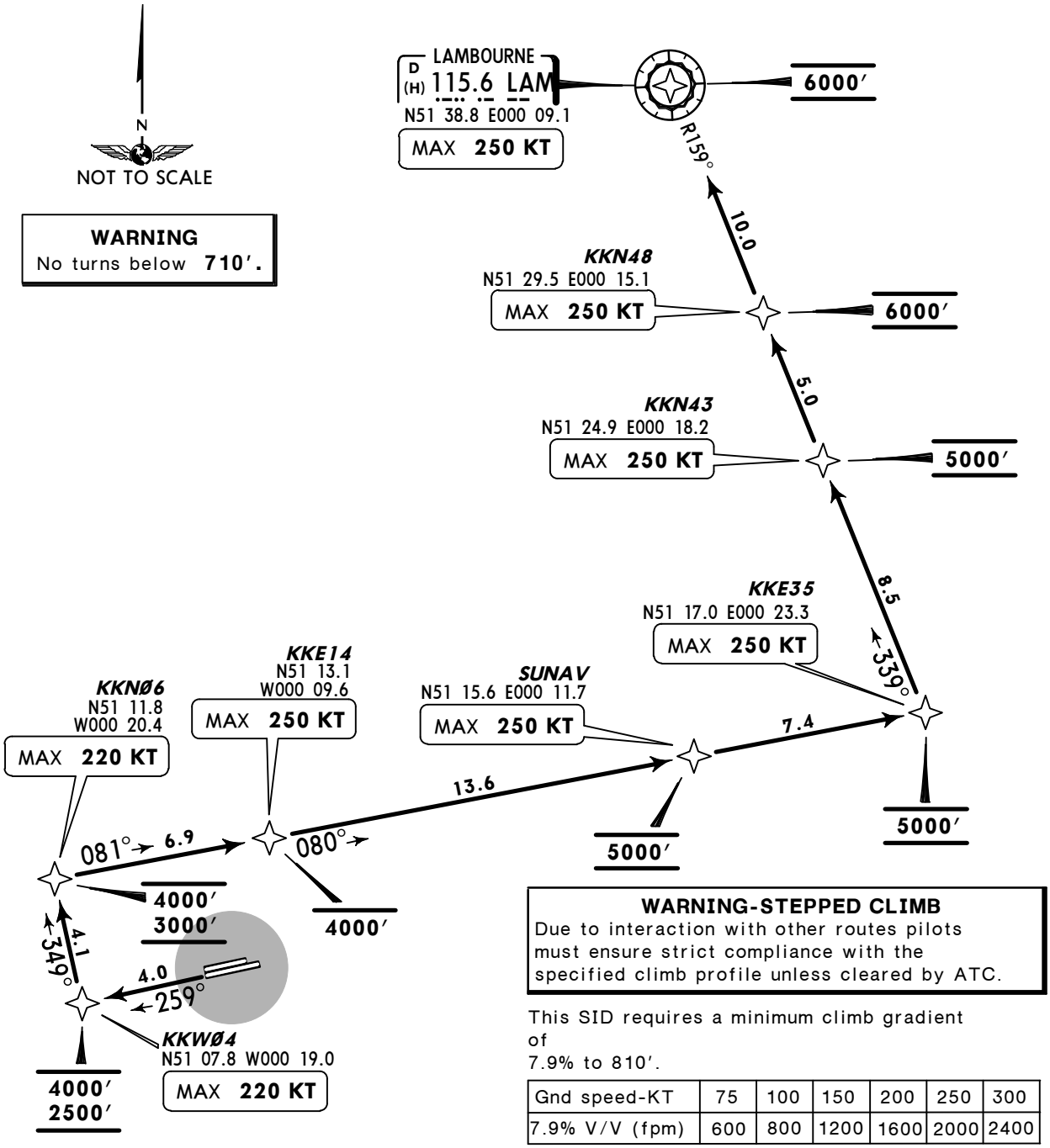
LONDON Control 120.52	*Apt Elev* 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

LAM 1X
RWY 26L RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of
7.9% to 810′.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

ROUTING

Climb straight ahead to KKW04, turn RIGHT to KKN06, turn RIGHT to KKE14 - SUNAV - KKE35, turn LEFT to KKN43 - KKN48 - LAM.

CHANGES: General instructions; chart reindexed.

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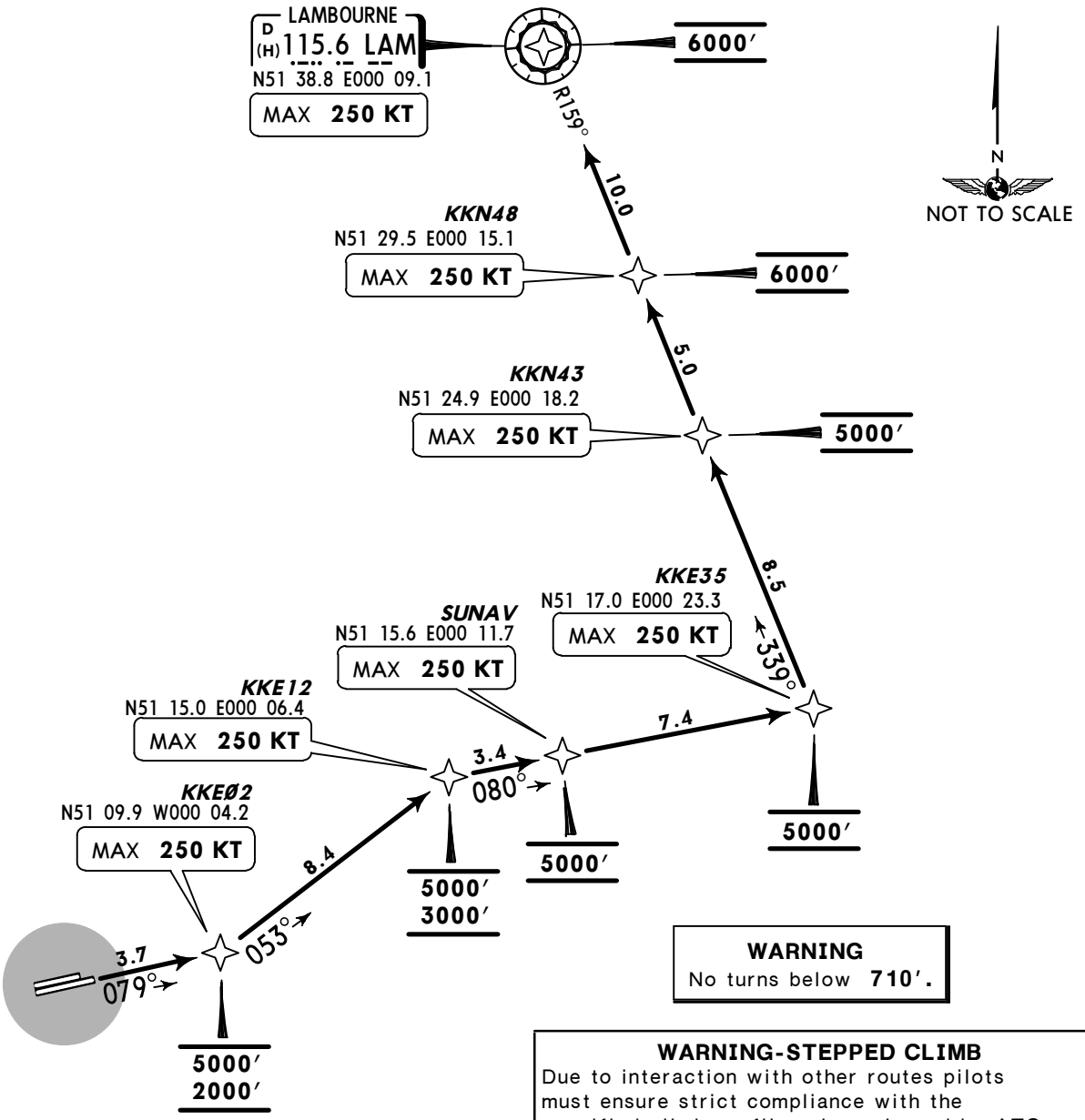
LONDON Control 120.52	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

LAM 1Z

RWY 08R RNAV DEPARTURE

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



ROUTING

Climb straight ahead to KKE02, turn LEFT to KKE12, turn RIGHT to SUNAV - KKE35, turn LEFT to KKN43 - KKN48 - LAM.

CHANGES: General instructions; track update; chart reindexed.

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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. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

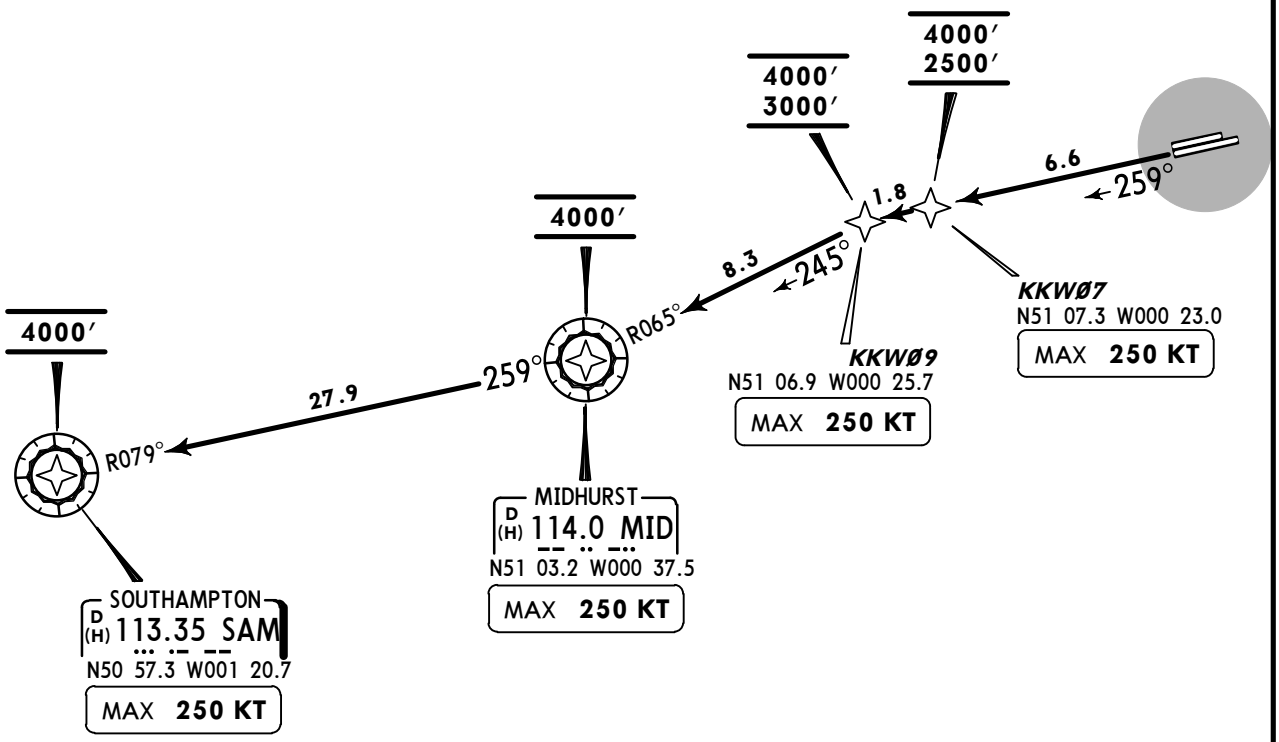
SAM 1X
RWY 26L RNAV DEPARTURE

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

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′.**



This SID requires a minimum climb gradient of
3.9% to 510′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

N
NOT TO SCALE

ROUTING

Climb straight ahead to KKW07 - KKW09, turn LEFT to MID, turn RIGHT to SAM.

CHANGES: General instructions; chart reindexed.

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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. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

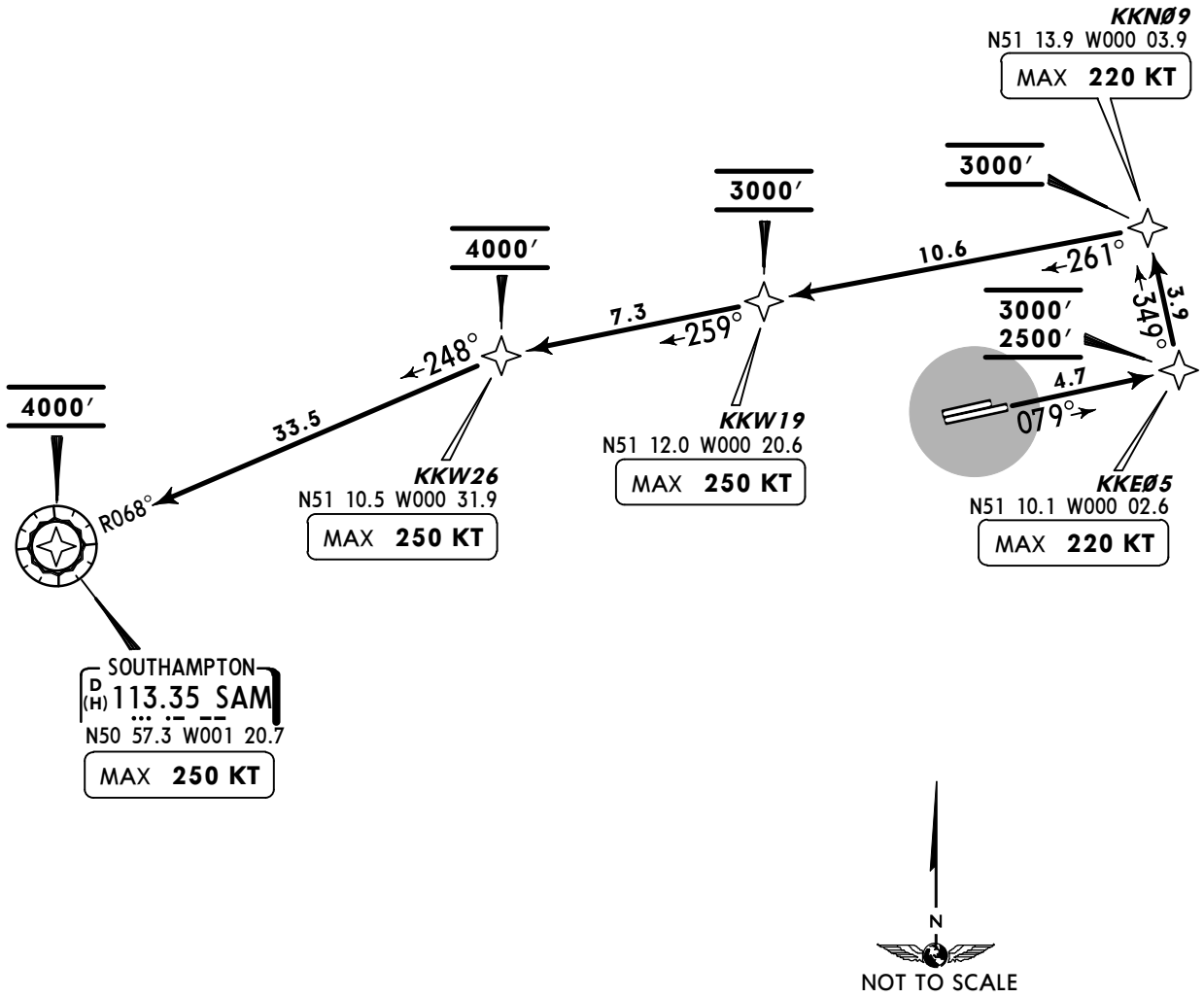
SAM 3Z
RWY 08R RNAV DEPARTURE

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

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′.**



ROUTING

Climb straight ahead to KKE05, turn LEFT to KKN09, turn LEFT to KKW19 - KKW26, turn LEFT to SAM.

CHANGES: General instructions; chart reindexed.

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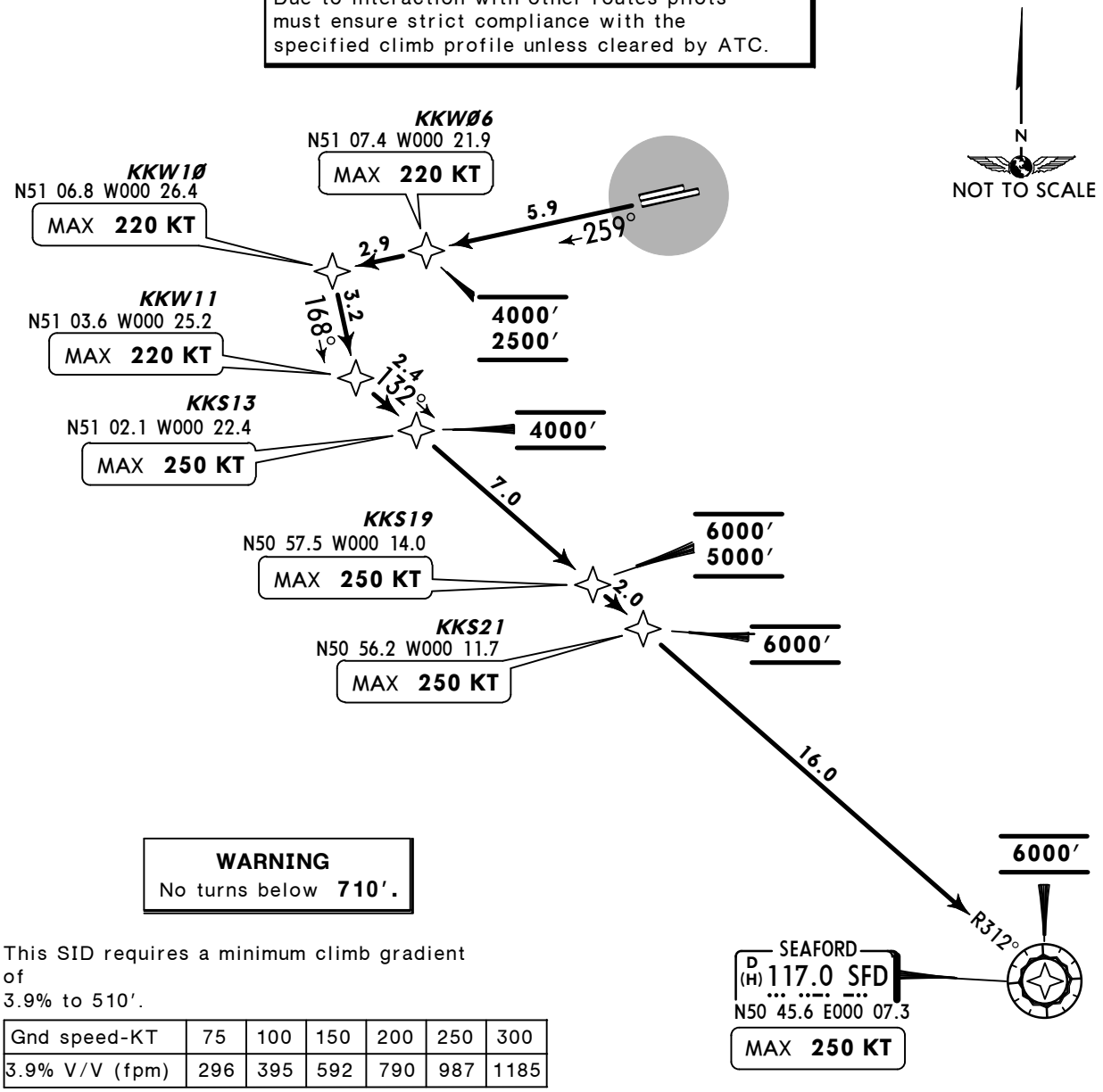
LONDON Control 134.12	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

SFD 1X
RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NORMALLY AVAILABLE BETWEEN 2300-0600LT
AT OTHER TIMES SIDS BOGNA 1X OR HARDY 1X 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.



WARNING
No turns below **710′.**

This SID requires a minimum climb gradient of
3.9% to 510′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

ROUTING

Climb straight ahead to KKW06 - KKW10, turn LEFT to KKW11, turn LEFT to KKS13 - KKS19 - KKS21 - SFD.

CHANGES: New chart (general instructions; track update; chart reindexed).

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LONDON Control 118.95	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. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

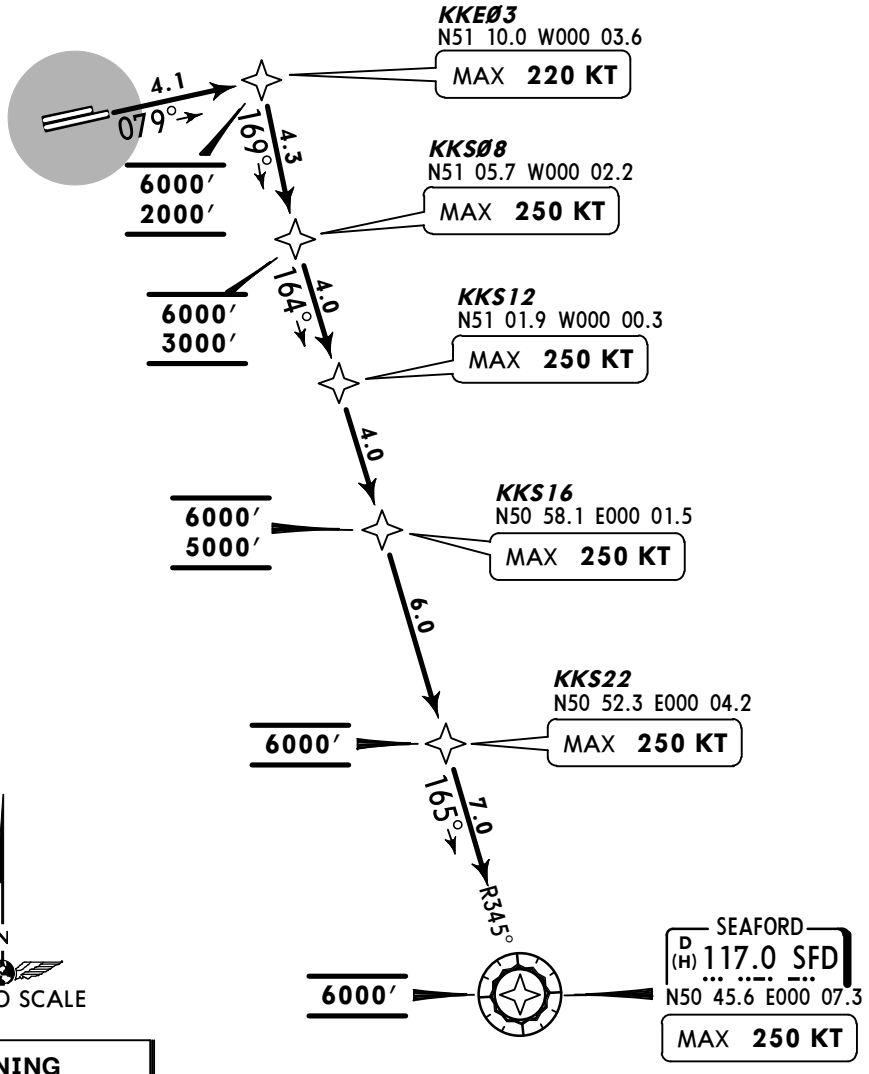
SFD 4Z

RWY 08R RNAV DEPARTURE

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

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′.**

ROUTING

Climb straight ahead to KKE03, turn RIGHT to KKS08 - KKS12 -KKS16 - KKS22 - SFD.

CHANGES: New chart (general instructions; track update; chart reindexed).

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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. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

TIGER 1X *[TIGE1X]*

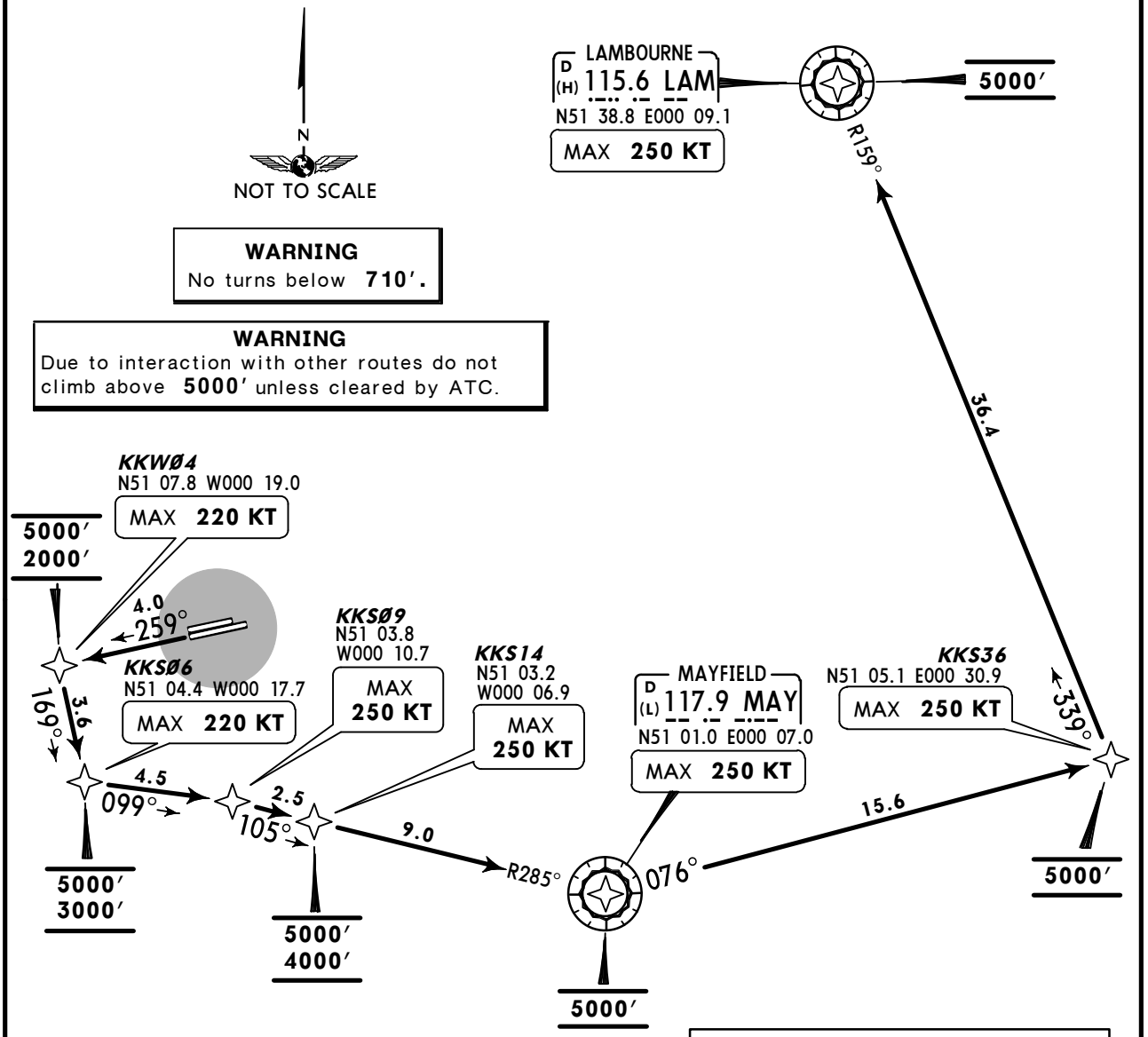
RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO APPROVED ACFT WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of 7.4% to 810′.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

TIGER SID is a tactical routing allocated by ATC to alleviate air-space congestion. Pilots unable to accept TIGER SID when offered must inform ATC and will be real-located CLN or LAM SID as appro-priate.

ROUTING

Climb straight ahead to KKW04, turn LEFT to KKS06, turn LEFT to KKS09, turn RIGHT to KKS14 - MAY, turn LEFT to KKS36, turn LEFT to LAM.

CHANGES: General instructions; chart reindexed.

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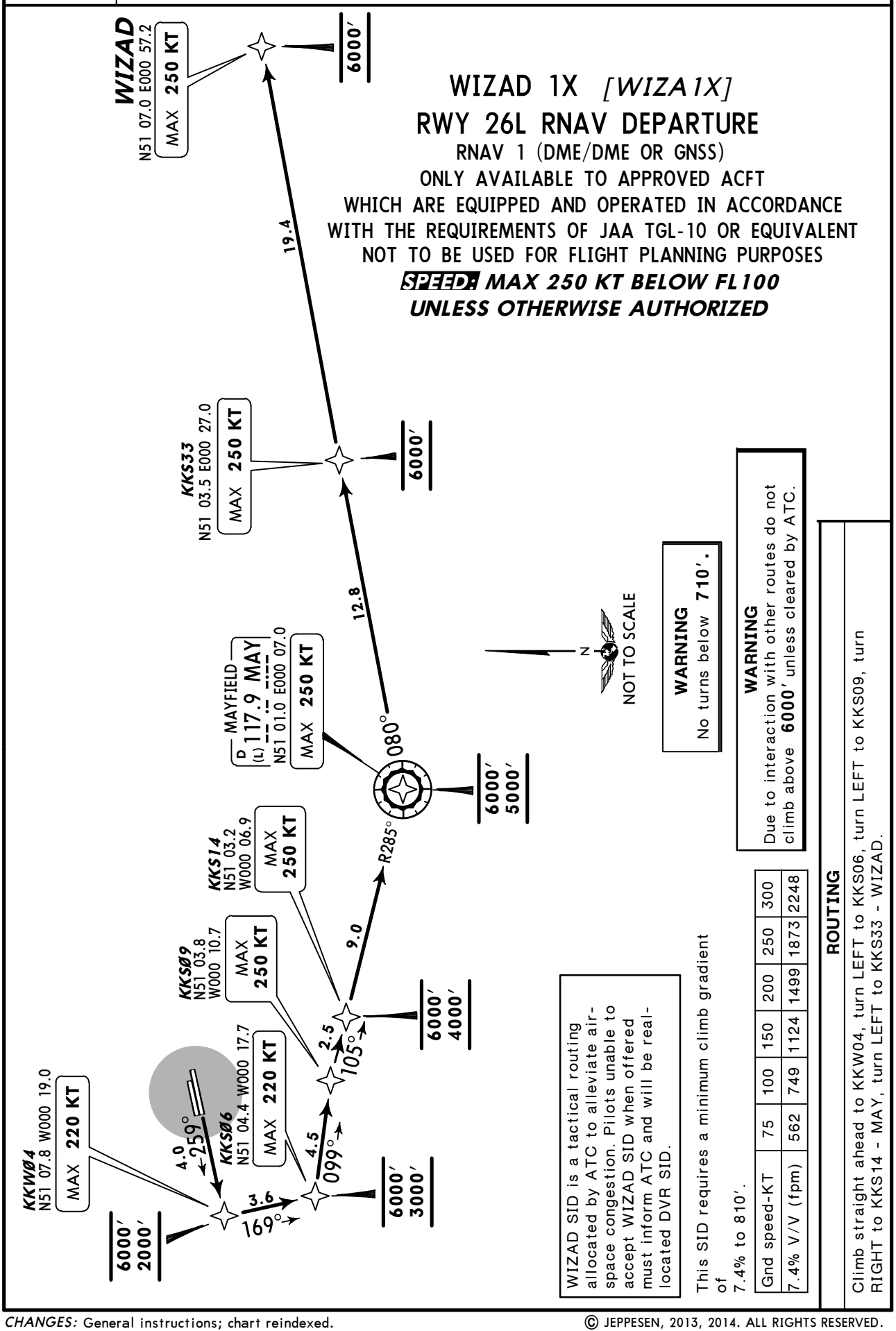
LONDON Control 120.52	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
Apt Elev 203′	



CHANGES: General instructions; chart reindexed.

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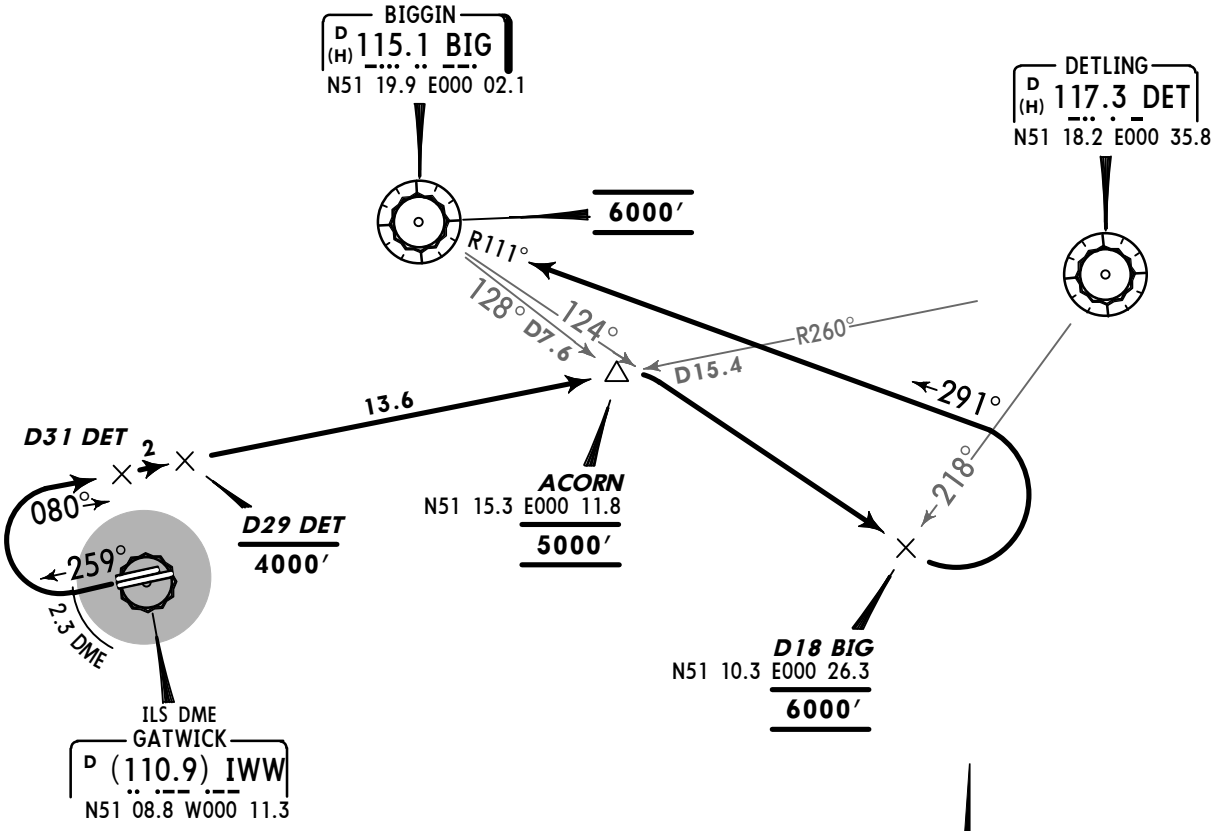
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

BIG 7M, BIG 7V
RWYS 26L/R DEPARTURES
TO EGLL & EGWU ONLY

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 20-4A) 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
59 NM to BIG.

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: General instructions; chart reindexed.

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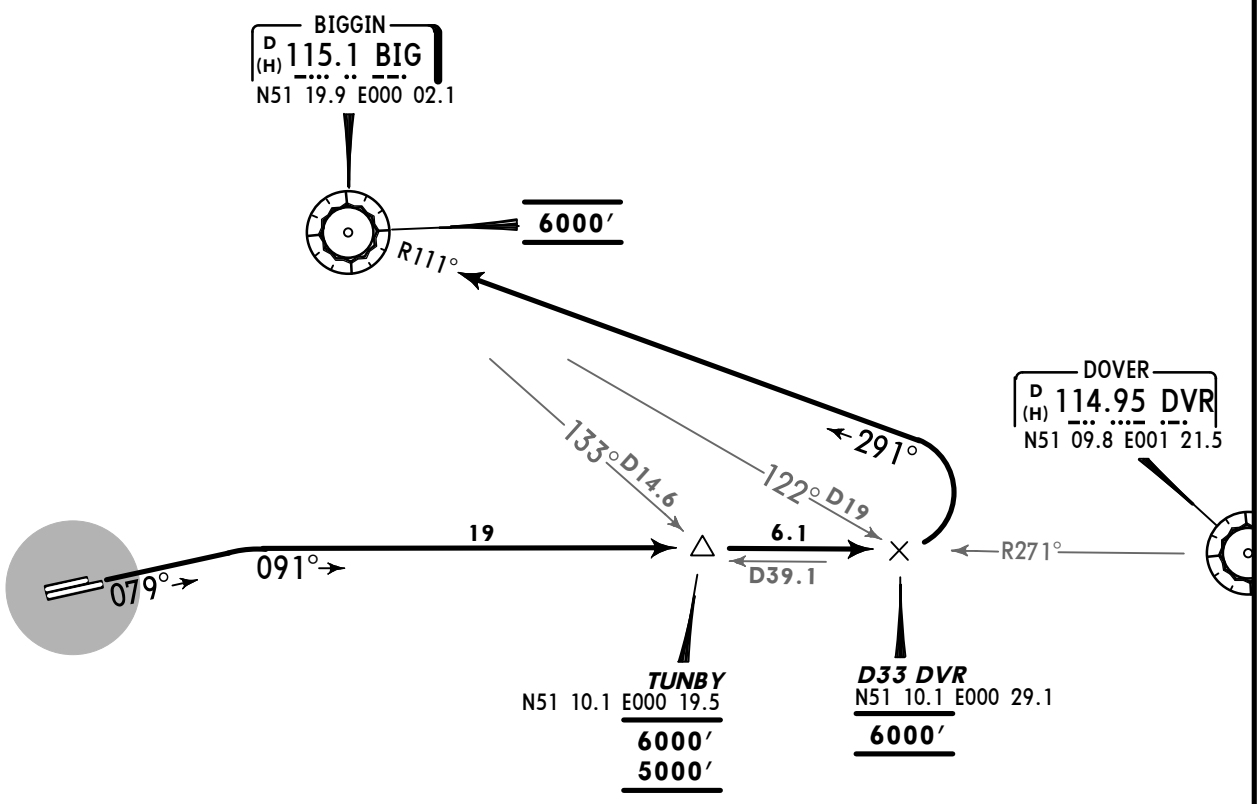
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

BIG 3P, BIG 3W
RWYS 08R/L DEPARTURES
TO EGLL & EGWU ONLY
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 20-4A) 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
49 NM to BIG.

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: General instructions; chart reindexed.

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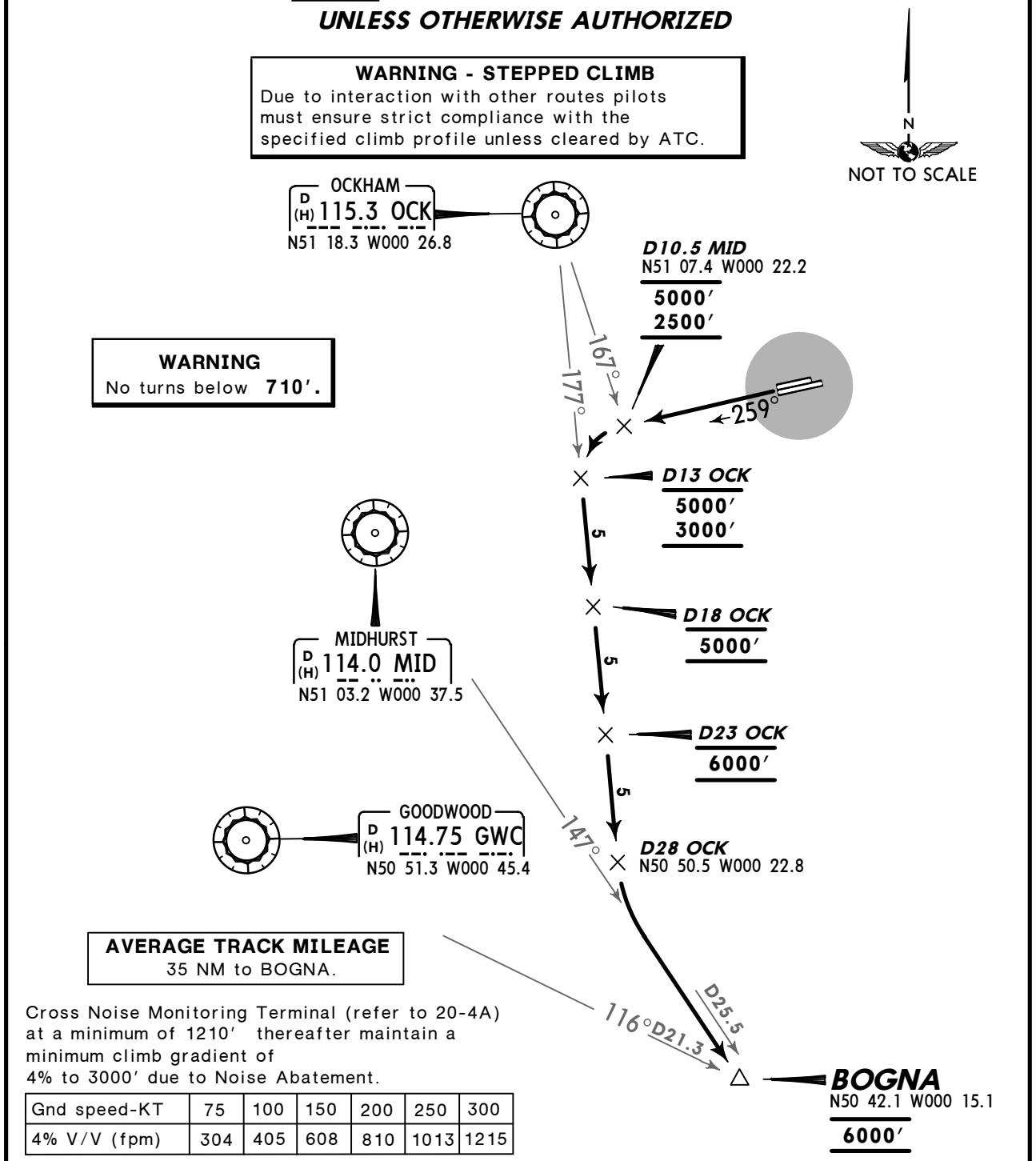
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 133.17		

BOGNA 1M *[BOGN1M]*
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 20-4A) 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: General instructions; chart reindexed.

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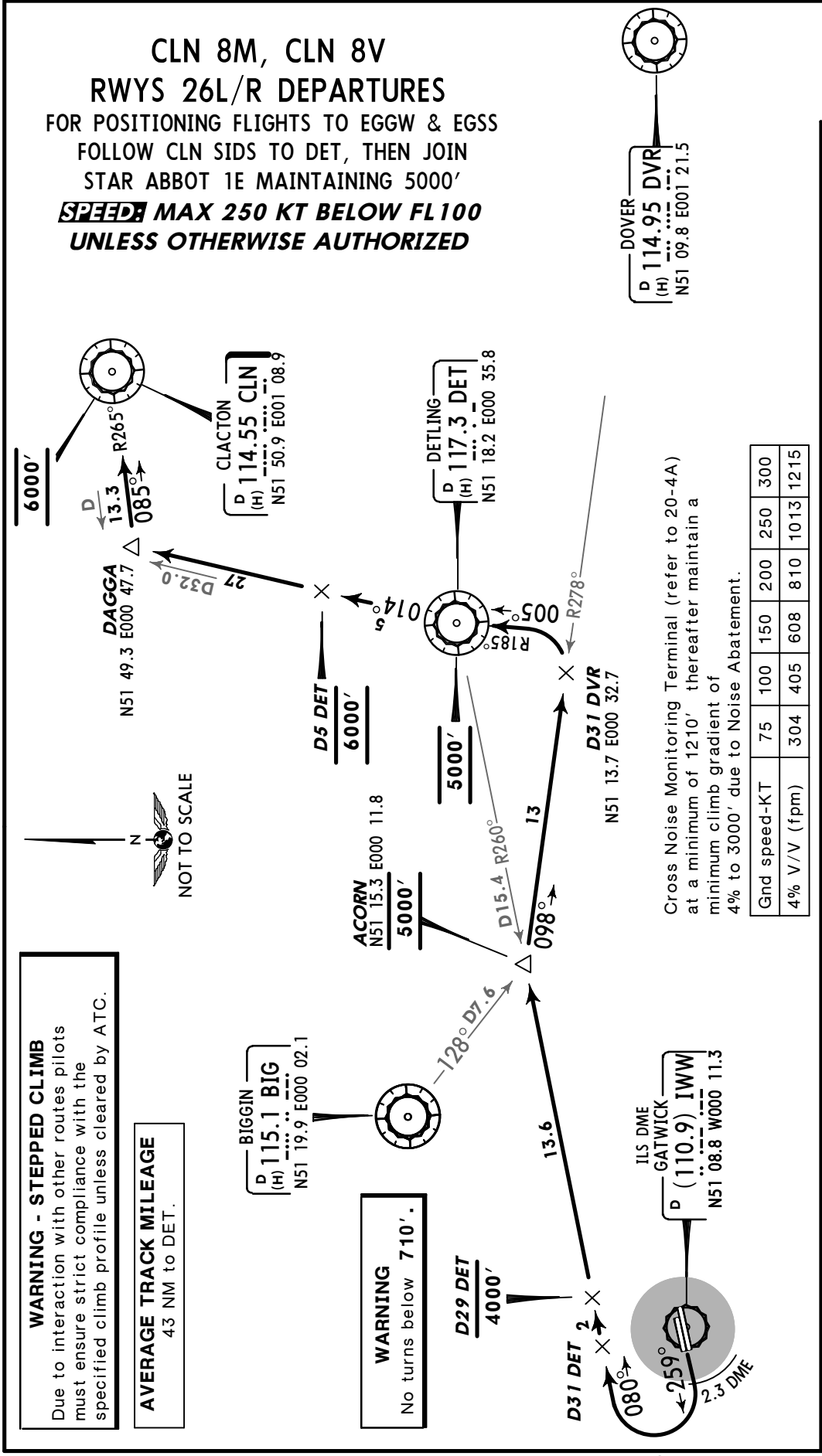
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

CLN 8M, 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.

WARNING
No turns below 710′.

Cross Noise Monitoring Terminal (refer to 20-4A) 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

ROUTING/ALTITUDE

SID	RWY	
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: General instructions; chart reindexed.

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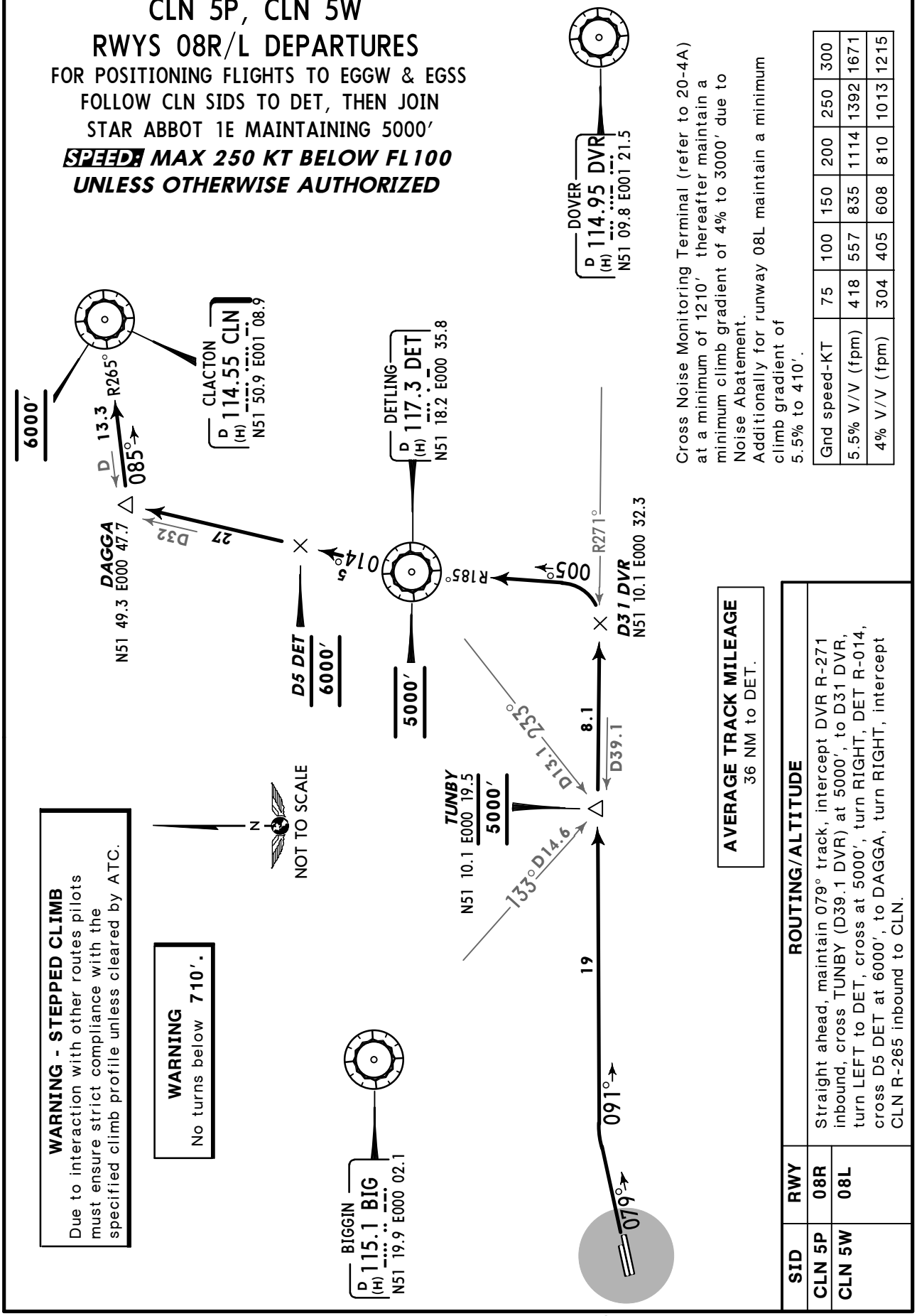
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

CLN 5P, 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



Cross Noise Monitoring Terminal (refer to 20-4A) 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

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
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: General instructions; chart reindexed.

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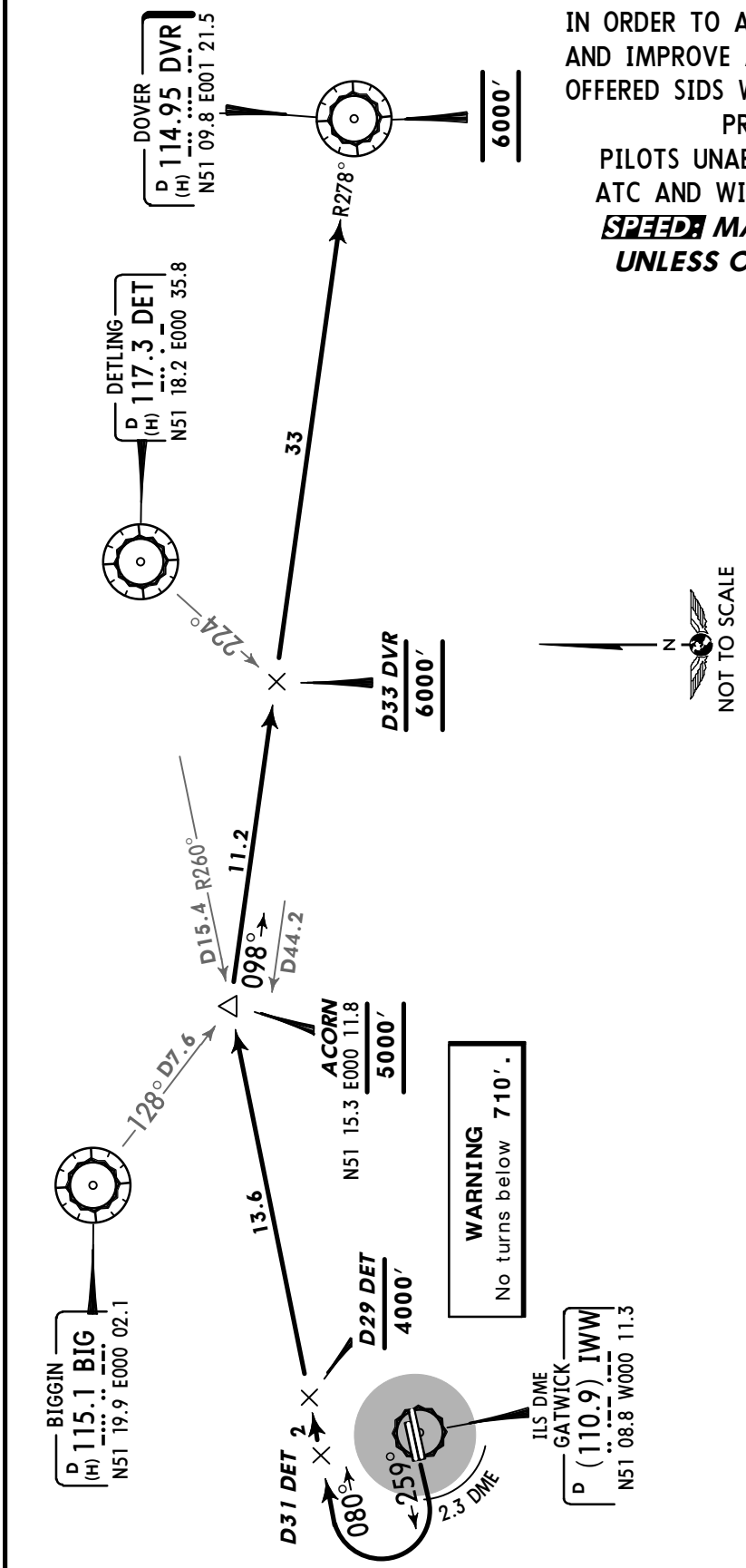
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

DVR 8M, 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
No turns below 710′.

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
68 NM to DVR.

Cross Noise Monitoring Terminal (refer to 20-4A) 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: General instructions; chart reindexed.

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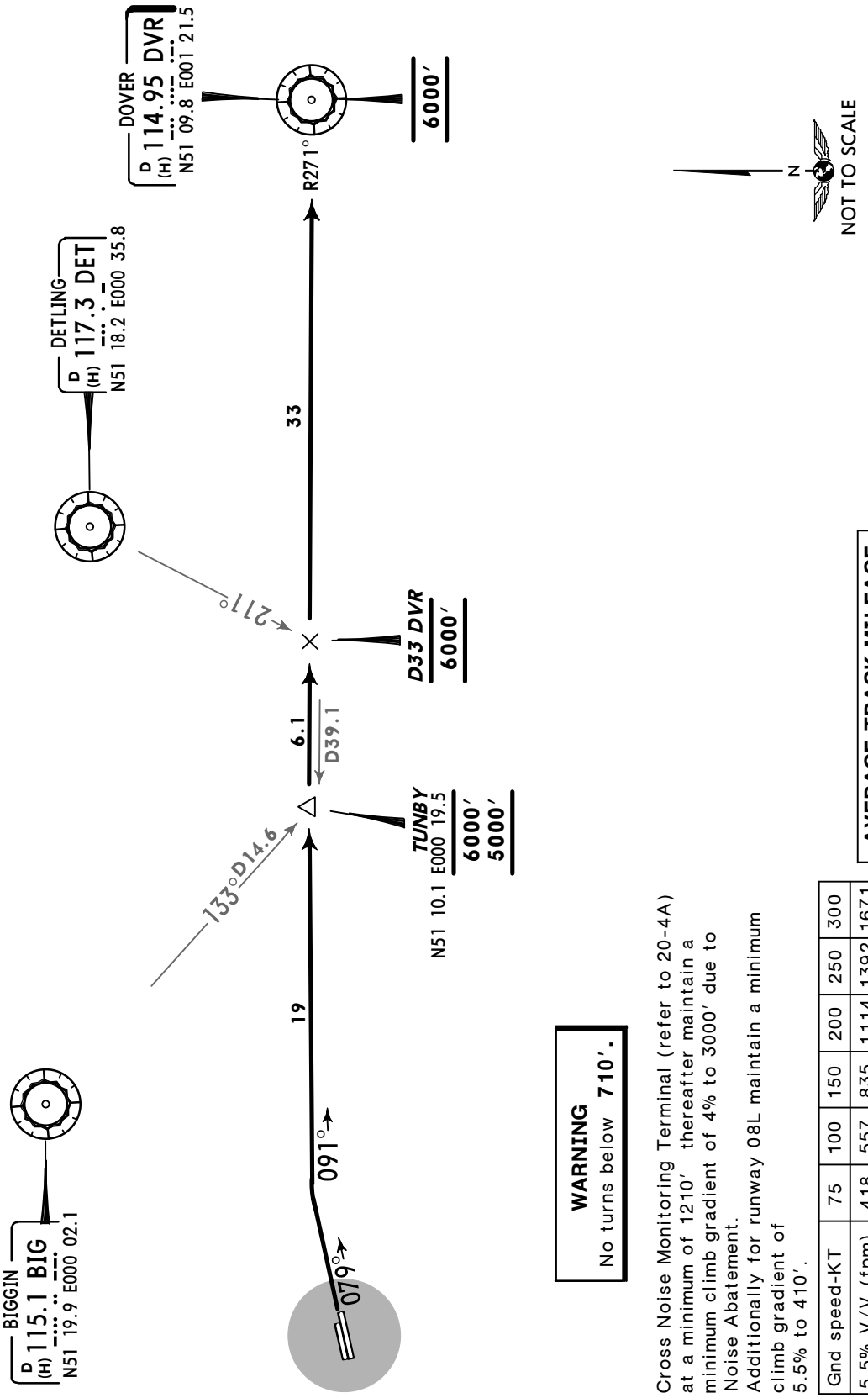
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

DVR 2P, DVR 2W
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.

AVERAGE TRACK MILEAGE
58 NM to DVR.

WARNING
No turns below **710′**.

Cross Noise Monitoring Terminal (refer to 20-4A) 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: General instructions; chart reindexed.

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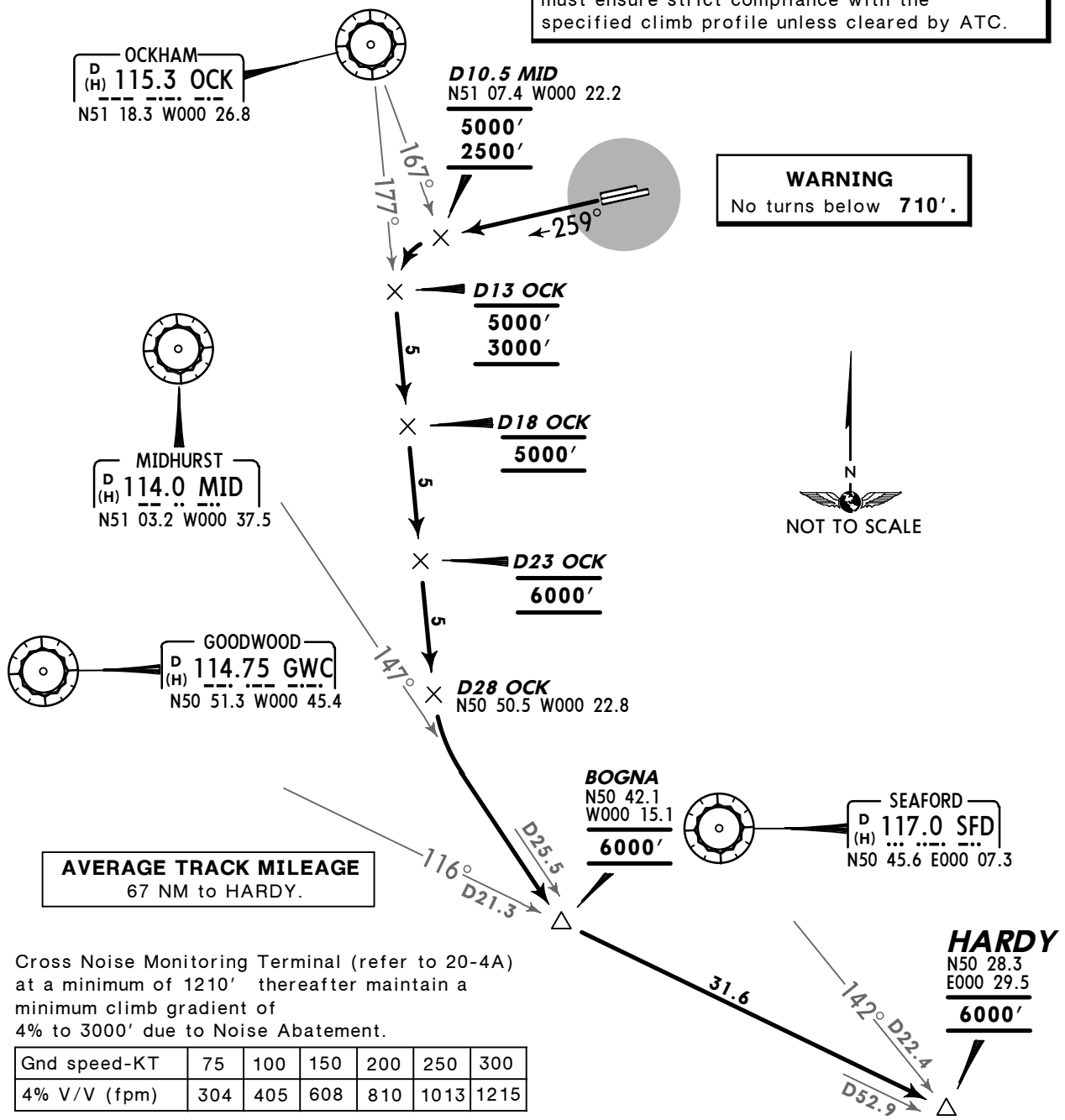
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 133.17		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

HARDY 5M *[HARD5M]*, HARDY 5V *[HARD5V]*
RWYS 26L/R DEPARTURES

ONLY AVAILABLE BETWEEN 0600-2300LT
AT OTHER TIMES SIDS SFD 5M & 5V 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.



AVERAGE TRACK MILEAGE
67 NM to HARDY.

Cross Noise Monitoring Terminal (refer to 20-4A) 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-116 to HARDY.
HARDY 5V	26R	

CHANGES: General instructions; chart reindexed.

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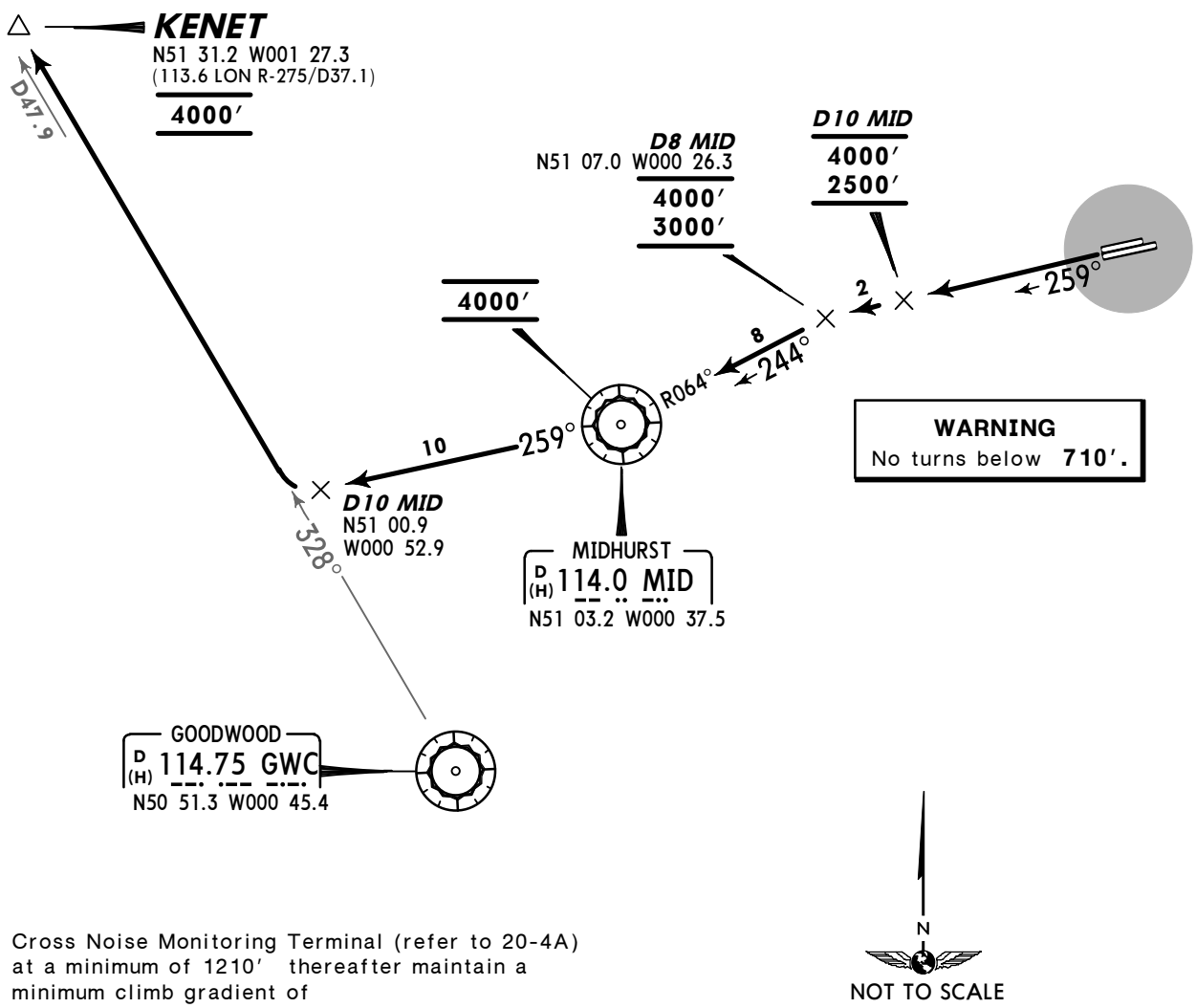
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 134.12		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

KENET 2M *[KENE2M]*
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 - 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 20-4A) 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: General instructions; chart reindexed.

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*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 134.12		

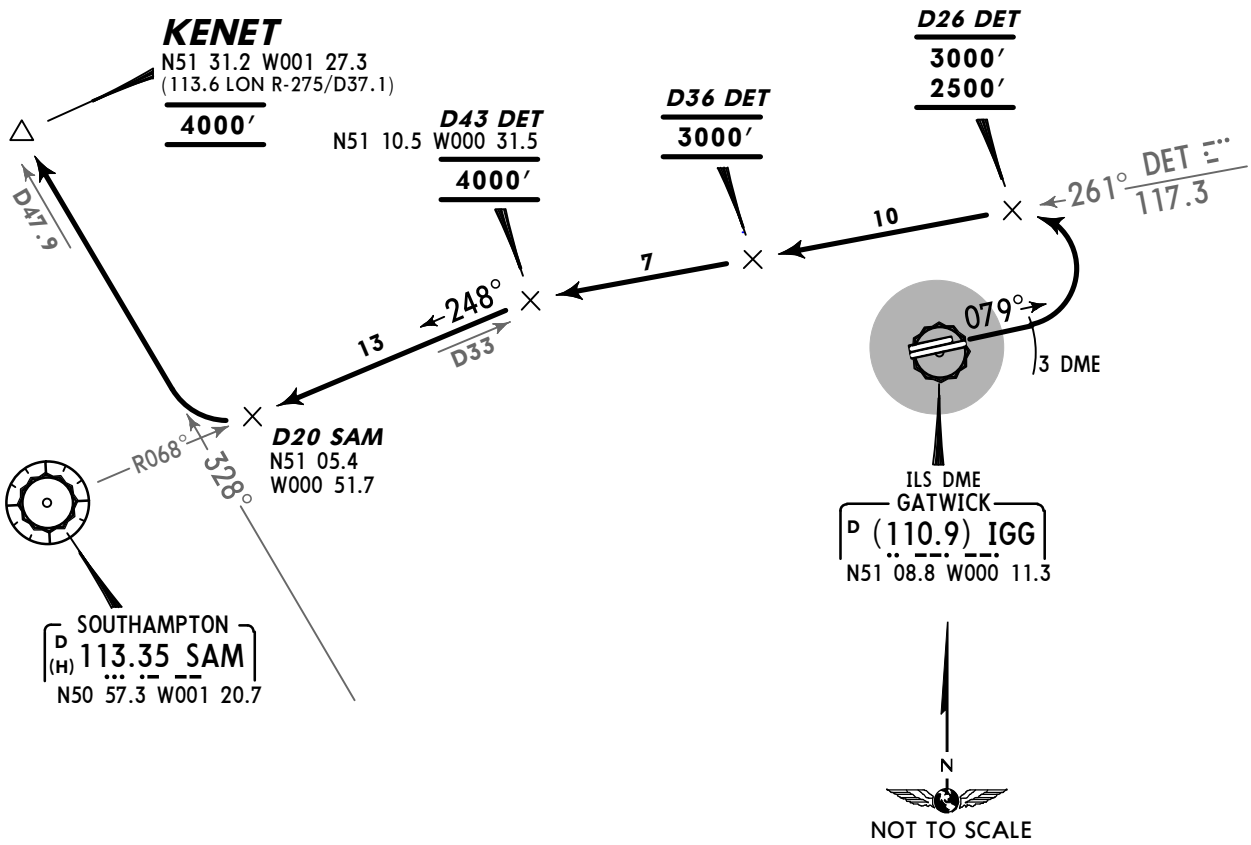
KENET 3P *[KENE3P]*
KENET 3W *[KENE3W]*
RWYS 08R/L DEPARTURES

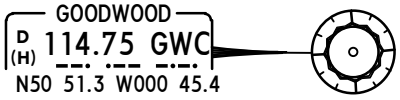
RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below **710′.**

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 20-4A) 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: General instructions; chart reindexed.

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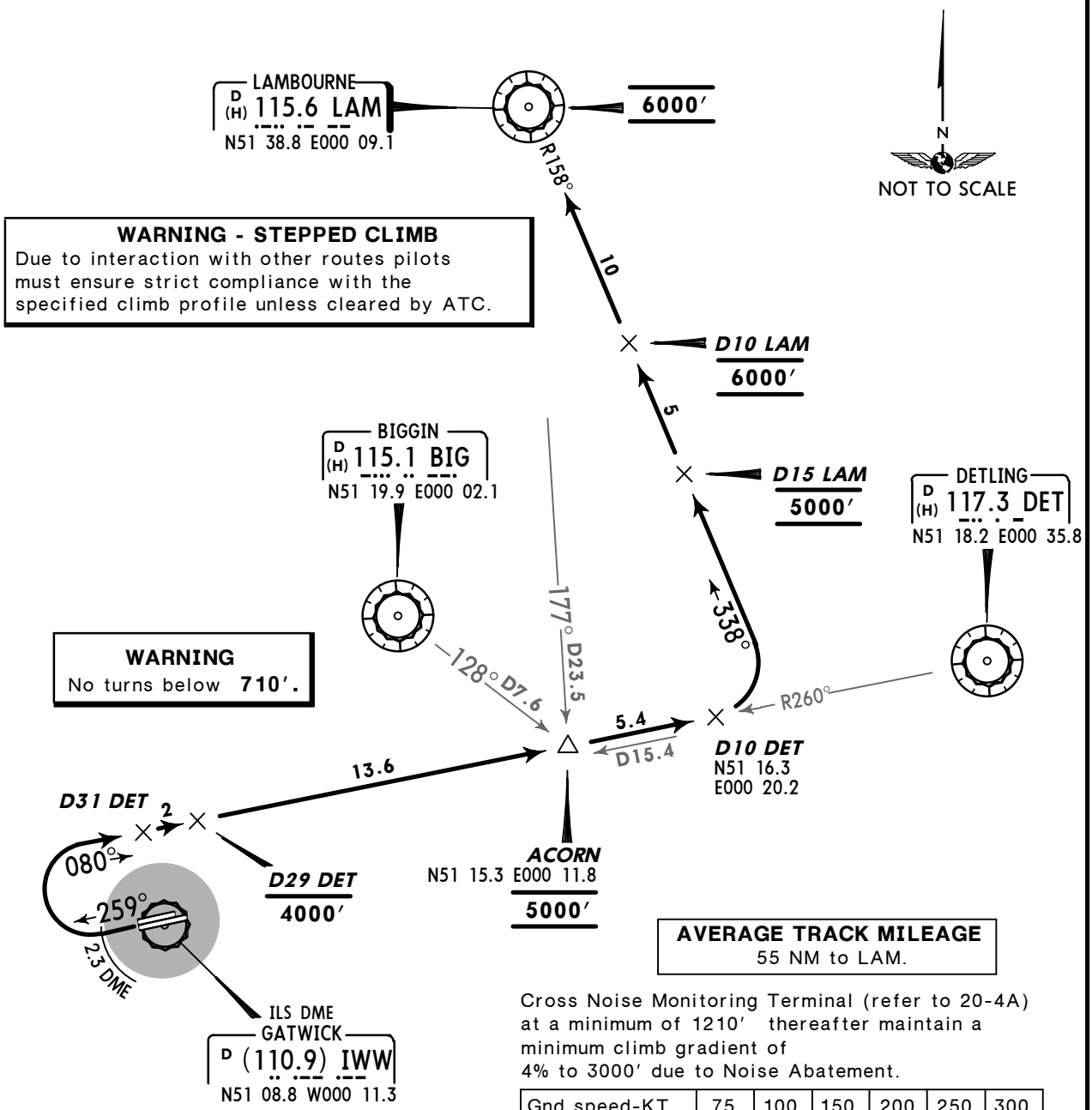
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

LAM 4M, 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



AVERAGE TRACK MILEAGE
55 NM to LAM.

Cross Noise Monitoring Terminal (refer to 20-4A) 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: General instructions; chart reindexed.

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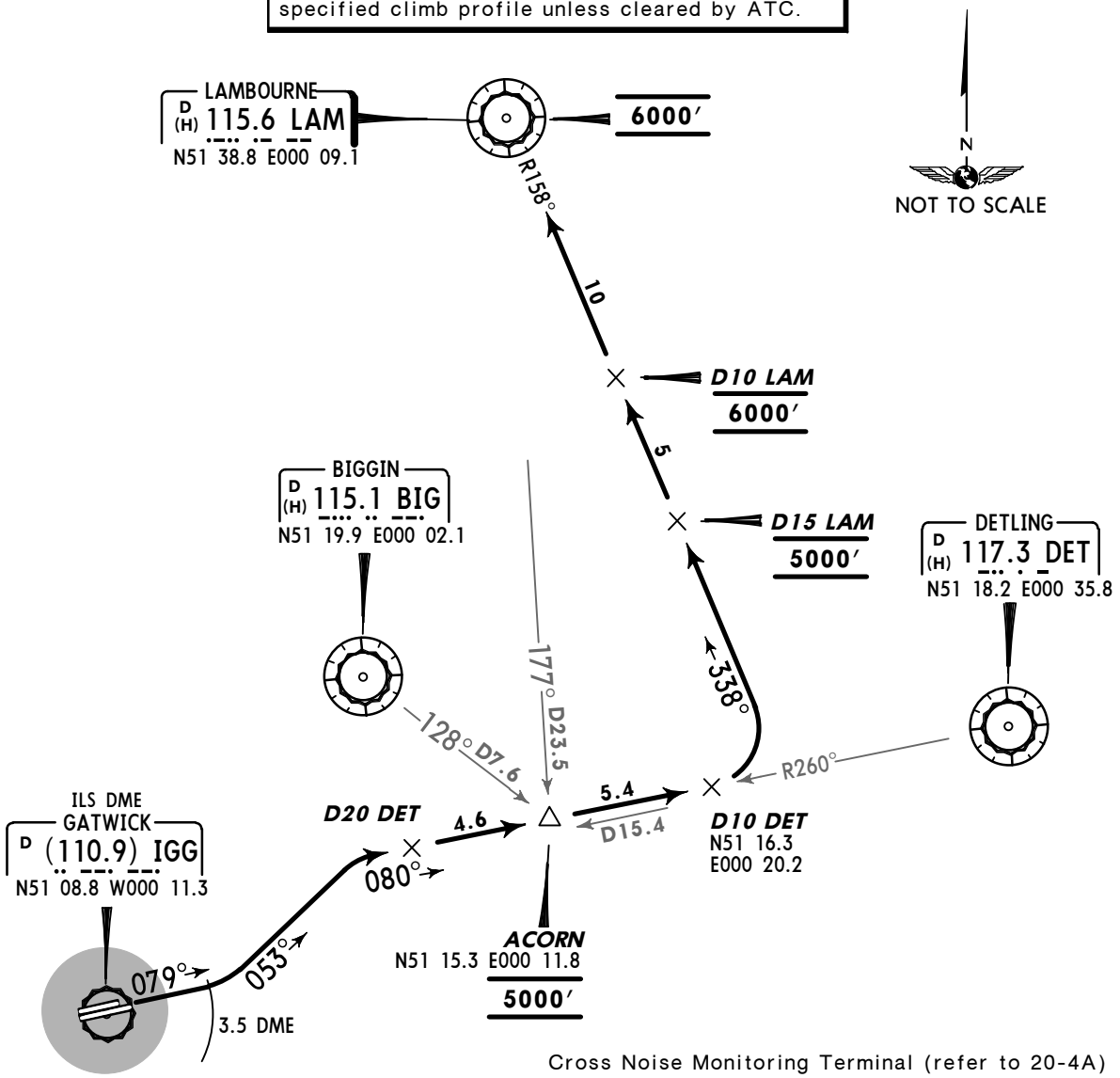
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

LAM 5P, 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′.**

AVERAGE TRACK MILEAGE
47 NM to LAM.

Cross Noise Monitoring Terminal (refer to 20-4A) 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: General instructions; chart reindexed.

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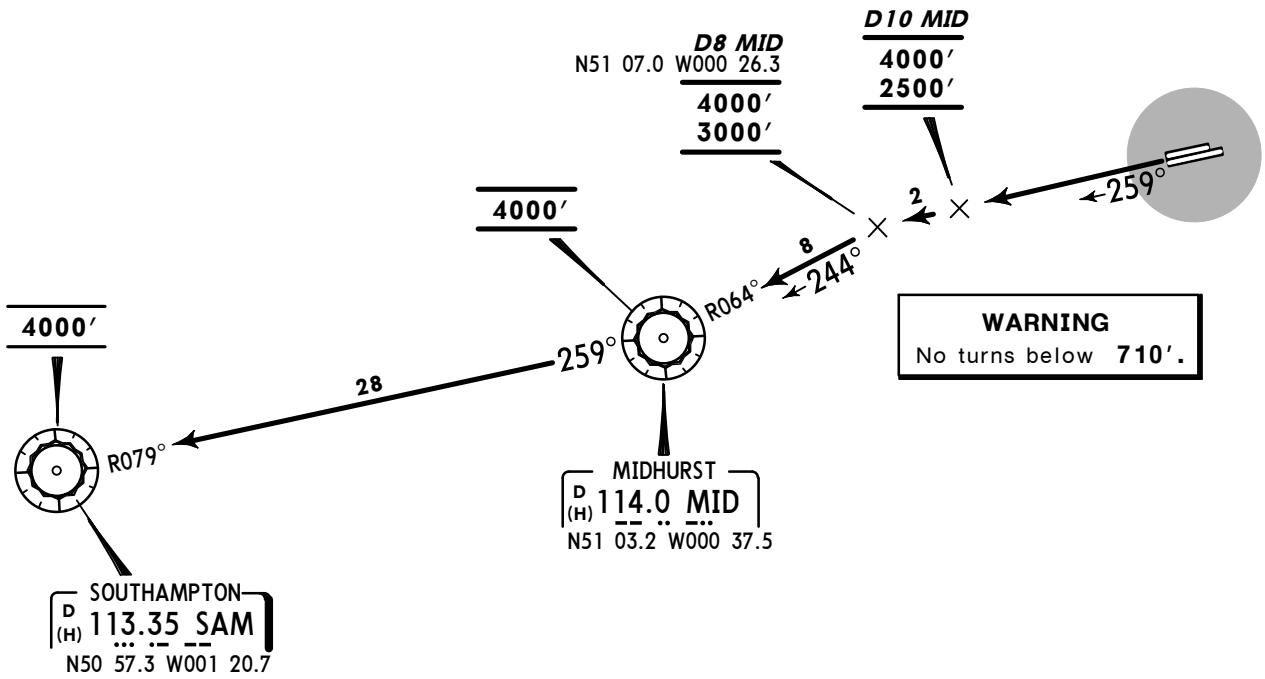
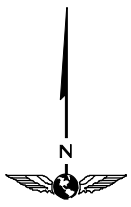
*GATWICK Delivery 121.95 LONDON Control 134.12	*Apt Elev* 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

SAM 2M, SAM 2V
RWYS 26L/R 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.





NOT TO SCALE

Cross Noise Monitoring Terminal (refer to 20-4A) 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
44 NM to SAM.

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: General instructions; chart reindexed.

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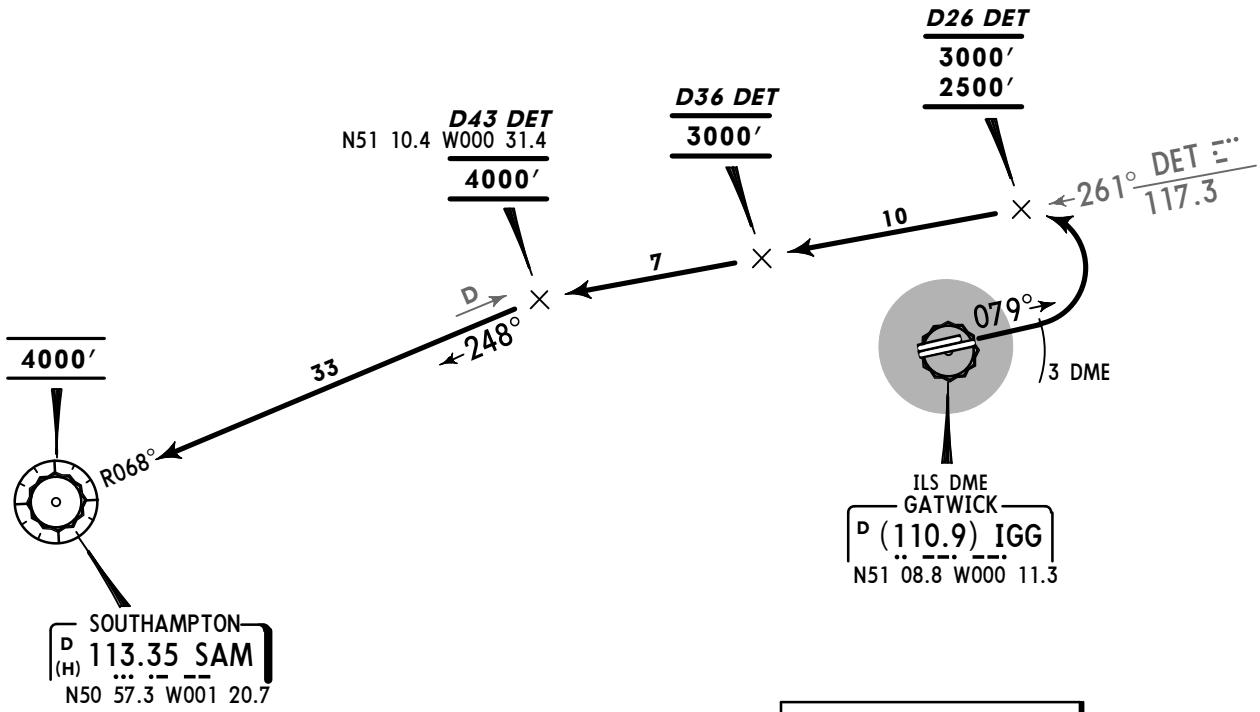
*GATWICK Delivery 121.95 LONDON Control 134.12	*Apt Elev* 203′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

SAM 3P, SAM 3W
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 20-4A) 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: General instructions; chart reindexed.

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*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 134.12		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

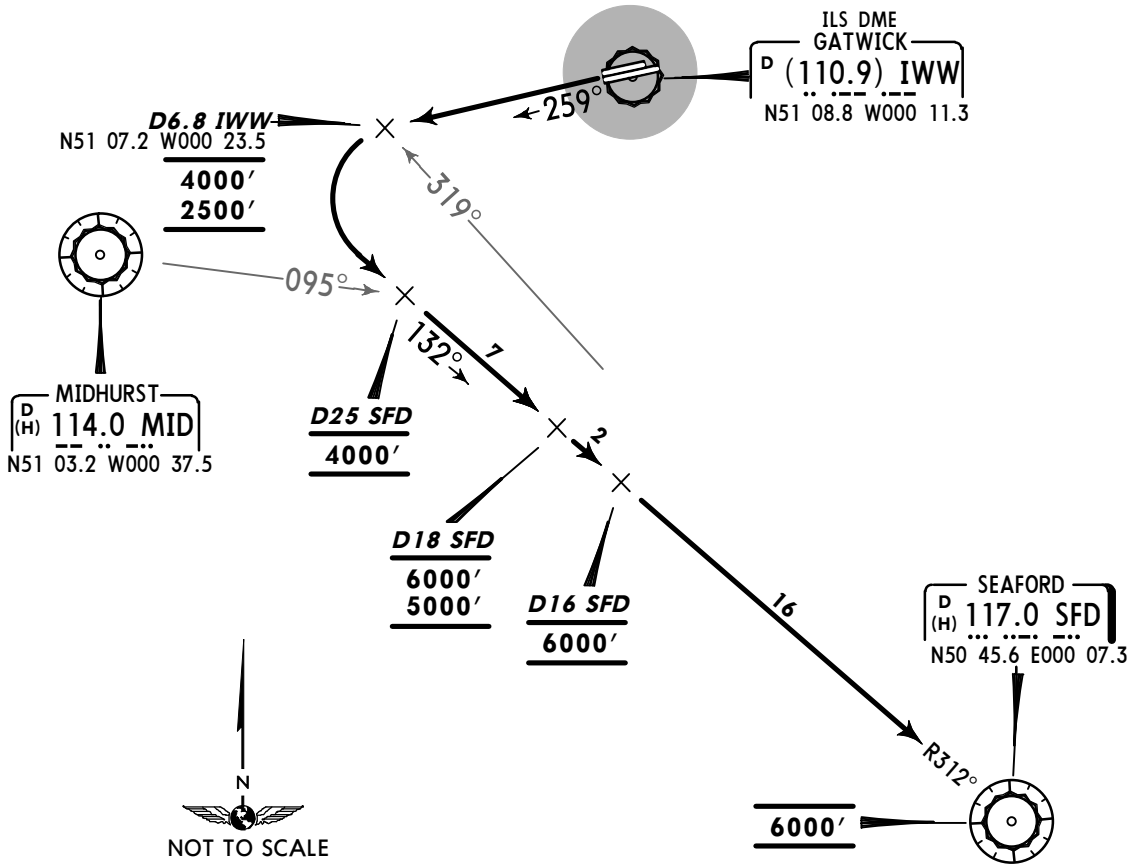
SFD 5M, SFD 5V
RWYS 26L/R DEPARTURES

NORMALLY AVAILABLE BETWEEN 2300-0600LT
AT OTHER TIMES BOGNA OR HARDY SIDS 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.

WARNING
No turns below **710′.**



Cross Noise Monitoring Terminal (refer to 20-4A) 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
38 NM to SFD.

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: General instructions; chart reindexed.

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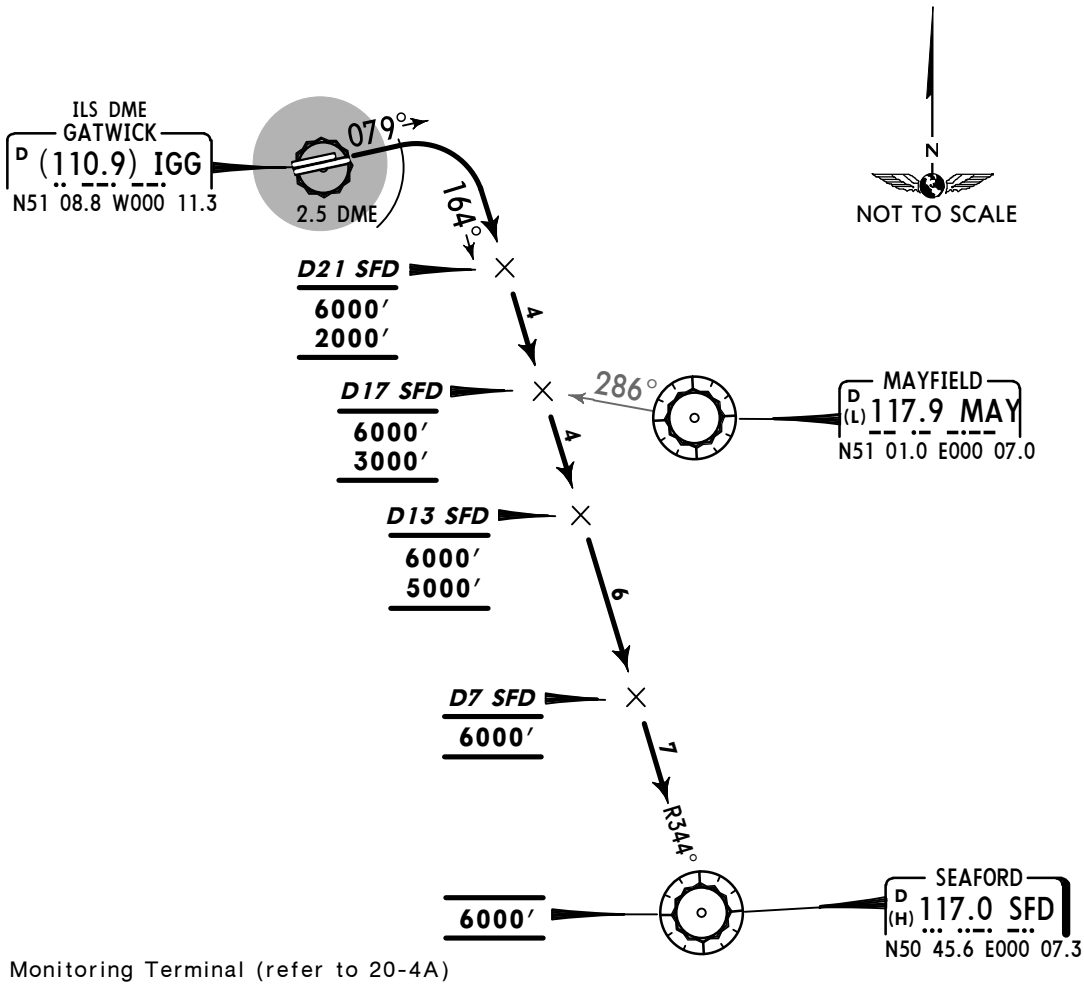
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 118.95		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

SFD 9P, SFD 9W
RWYS 08R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below **710′.**

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 20-4A) 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
29 NM to SFD.

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: General instructions; chart reindexed.

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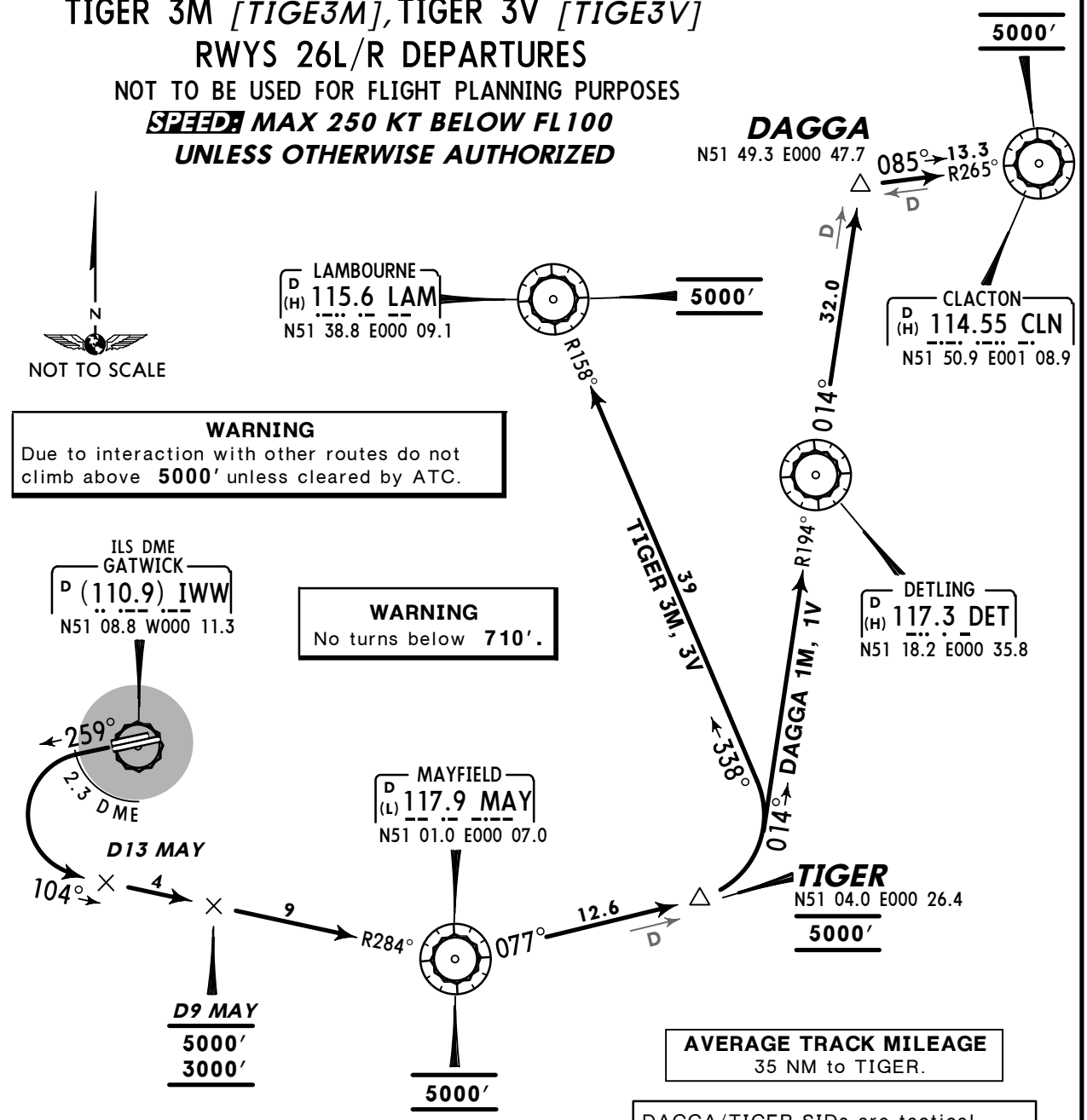
*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 120.52		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

DAGGA 1M *[DAGA1M]*, DAGGA 1V *[DAGA1V]*
TIGER 3M *[TIGE3M]*, TIGER 3V *[TIGE3V]*
RWYS 26L/R DEPARTURES

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



AVERAGE TRACK MILEAGE
35 NM to TIGER.

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.

Cross Noise Monitoring Terminal (refer to 20-4A) 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
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: General instructions; chart reindexed.

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*GATWICK Delivery 121.95	Apt Elev 203′	Trans level: By ATC Trans alt: 6000′
LONDON Control 118.95		1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

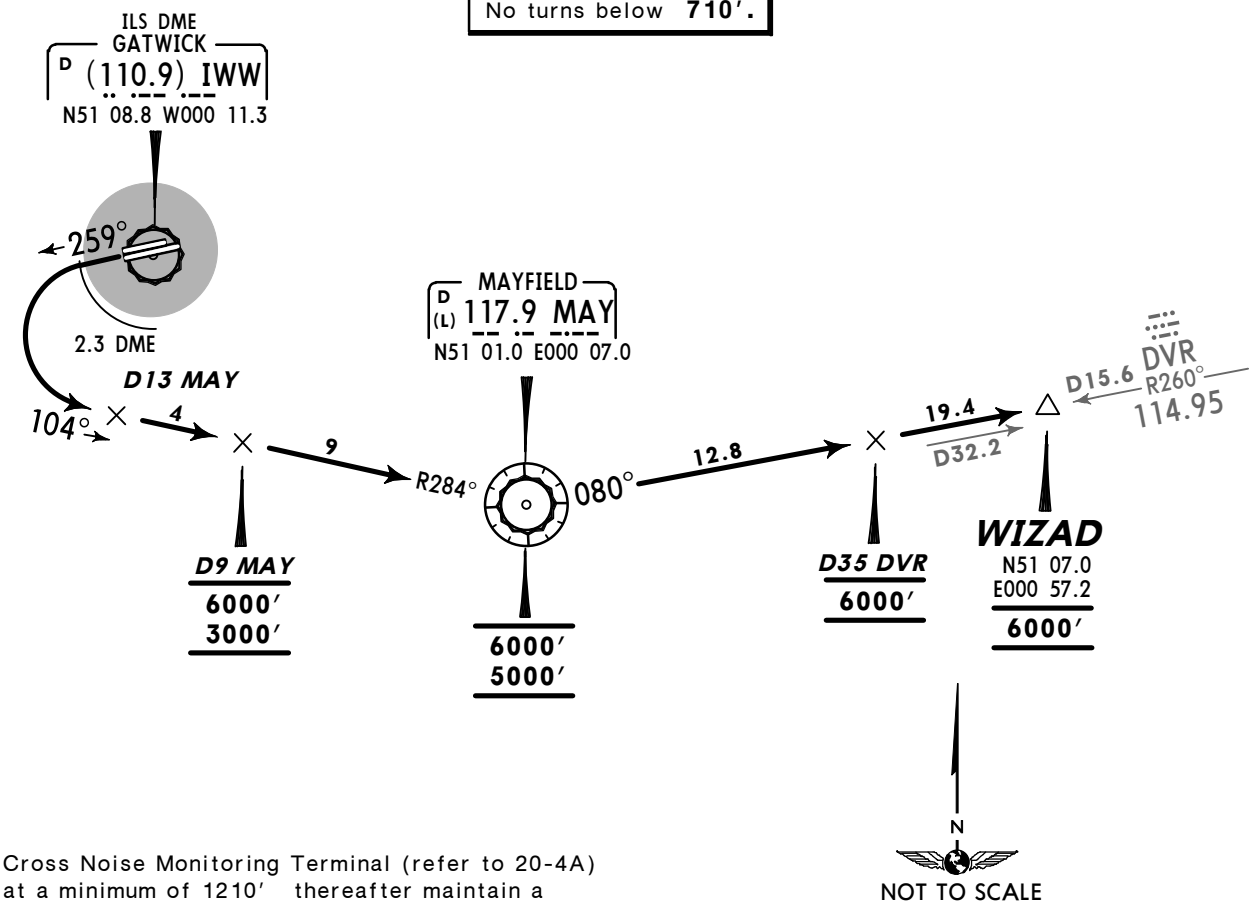
WIZAD 4M *[WIZA4M]*
WIZAD 4V *[WIZA4V]*
RWYS 26L/R DEPARTURES

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′.**



Cross Noise Monitoring Terminal (refer to 20-4A) 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
55 NM to WIZAD.

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: General instructions; chart reindexed.

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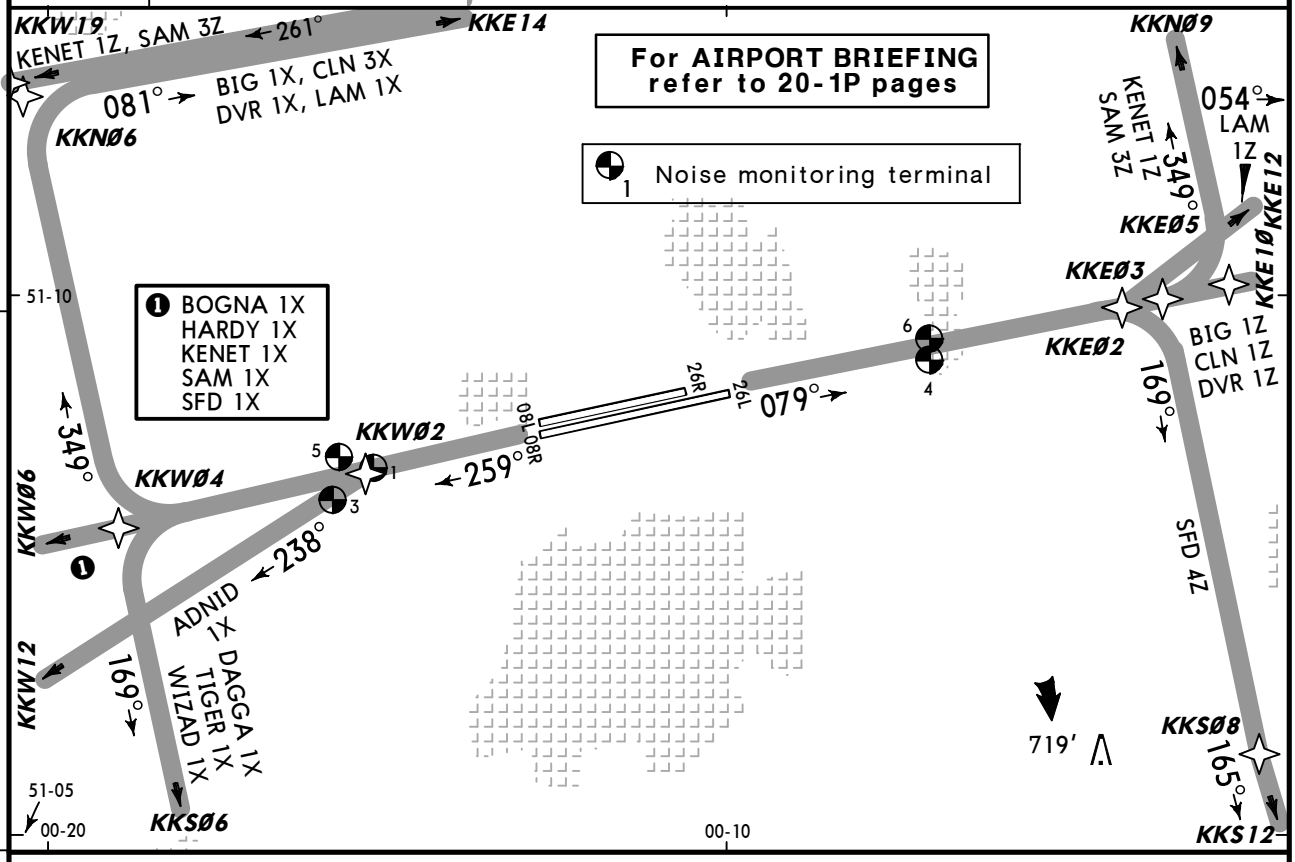
Apt Elev
203'

NOISE ABATEMENT - 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: RNAV SID ADNID 1X established.

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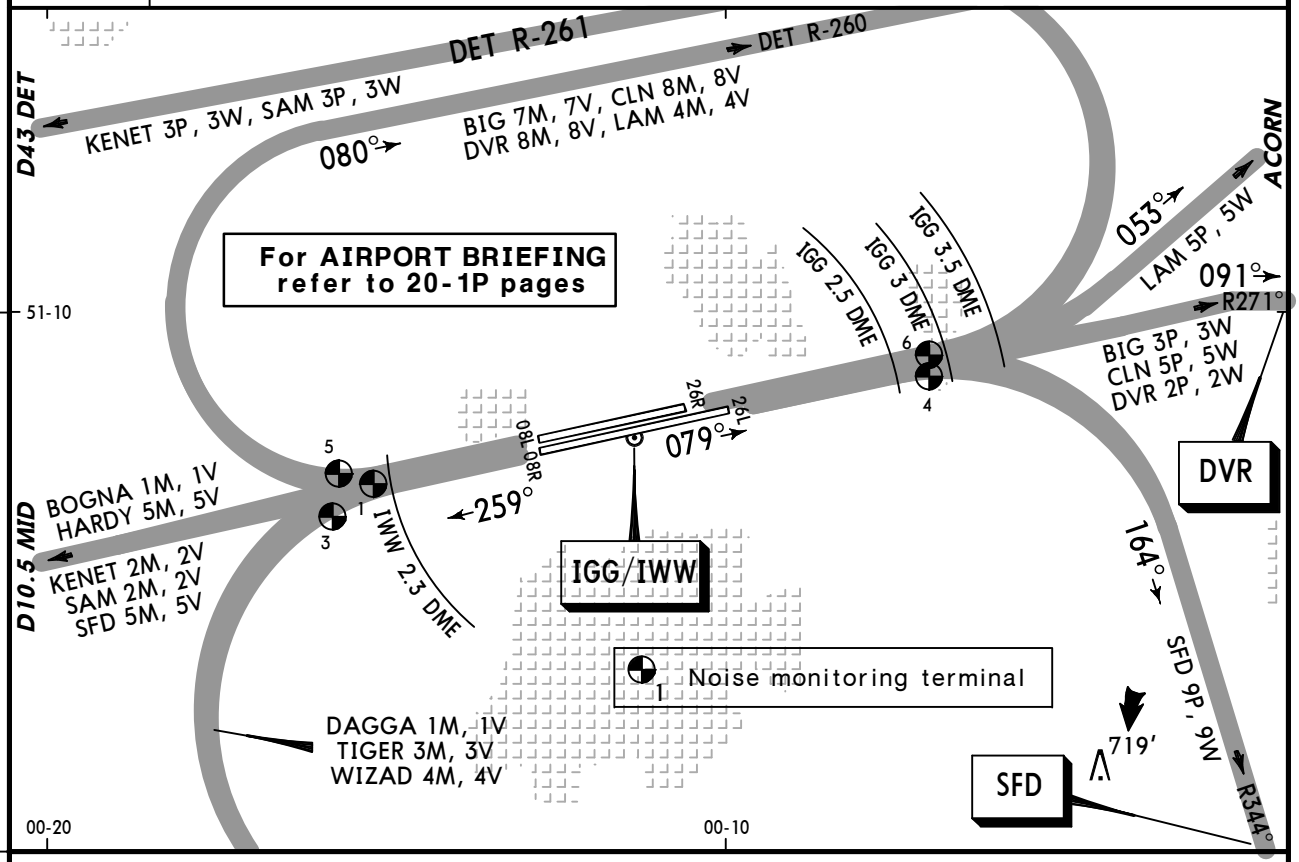
Apt Elev
203'

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: None.

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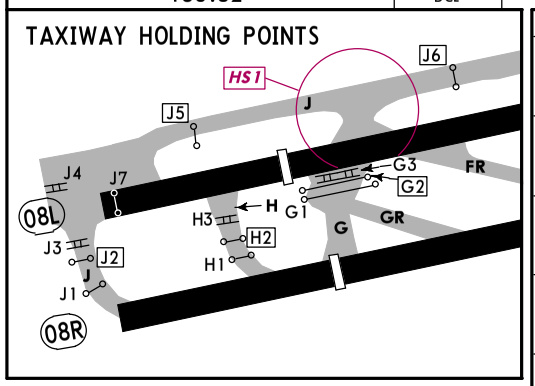
D-ATIS	ACARS: D-ATIS DCL	*GATWICK Delivery (Cpt)	*Ground	Tower
136.52		121.95	121.8	124.22

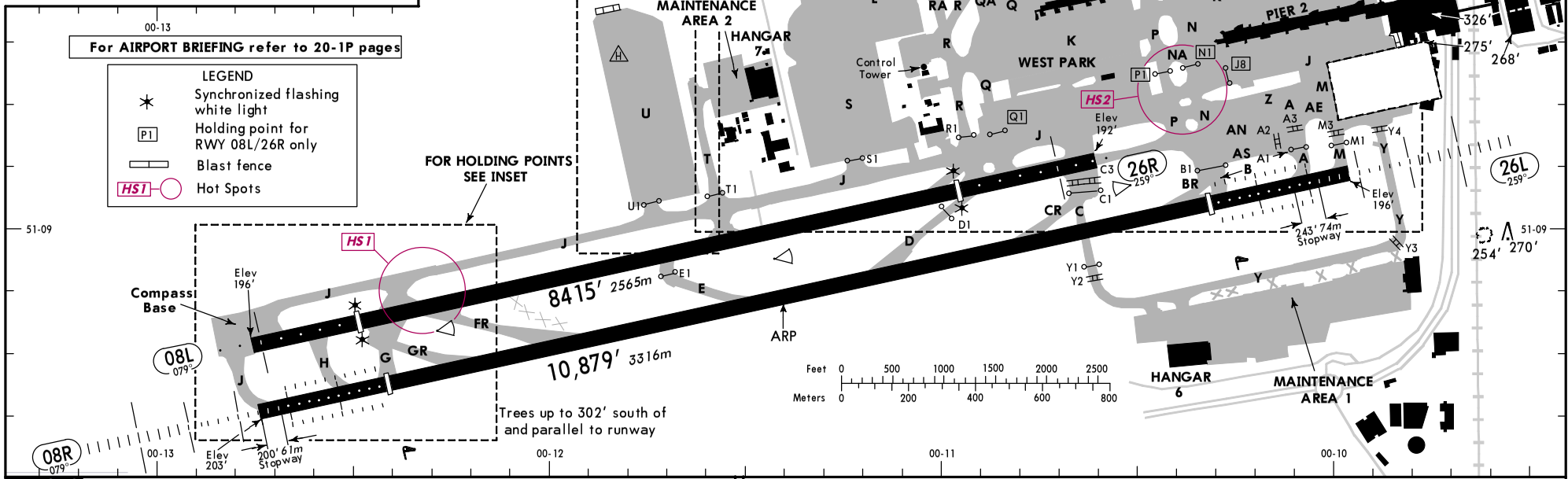


HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Traffic vacating Twy FR to cross Rwy 26R onto Twy J. When exiting Rwy 26L acft do not have to call for clearance to cross Rwy 26R.

HS2 Pilots routing Eastbound on Twy J should exercise caution at this junction, as the Twy deviates to the North.



For AIRPORT BRIEFING refer to 20-1P pages

LEGEND

- Synchronized flashing white light
- P1 — Holding point for RWY 08L/26R only
- Blast fence
- HS1 — Hot Spots

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: Hot Spots.

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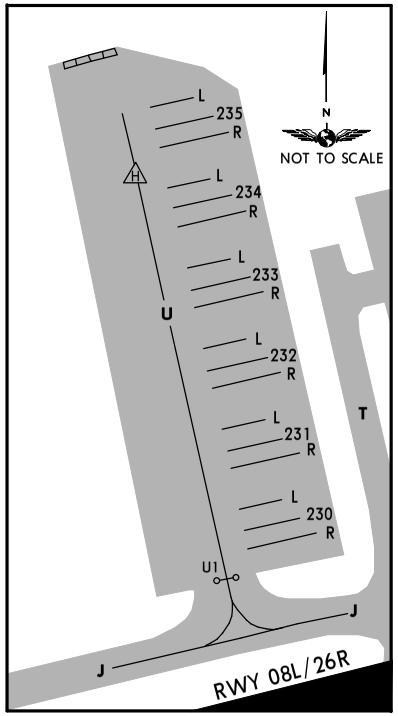

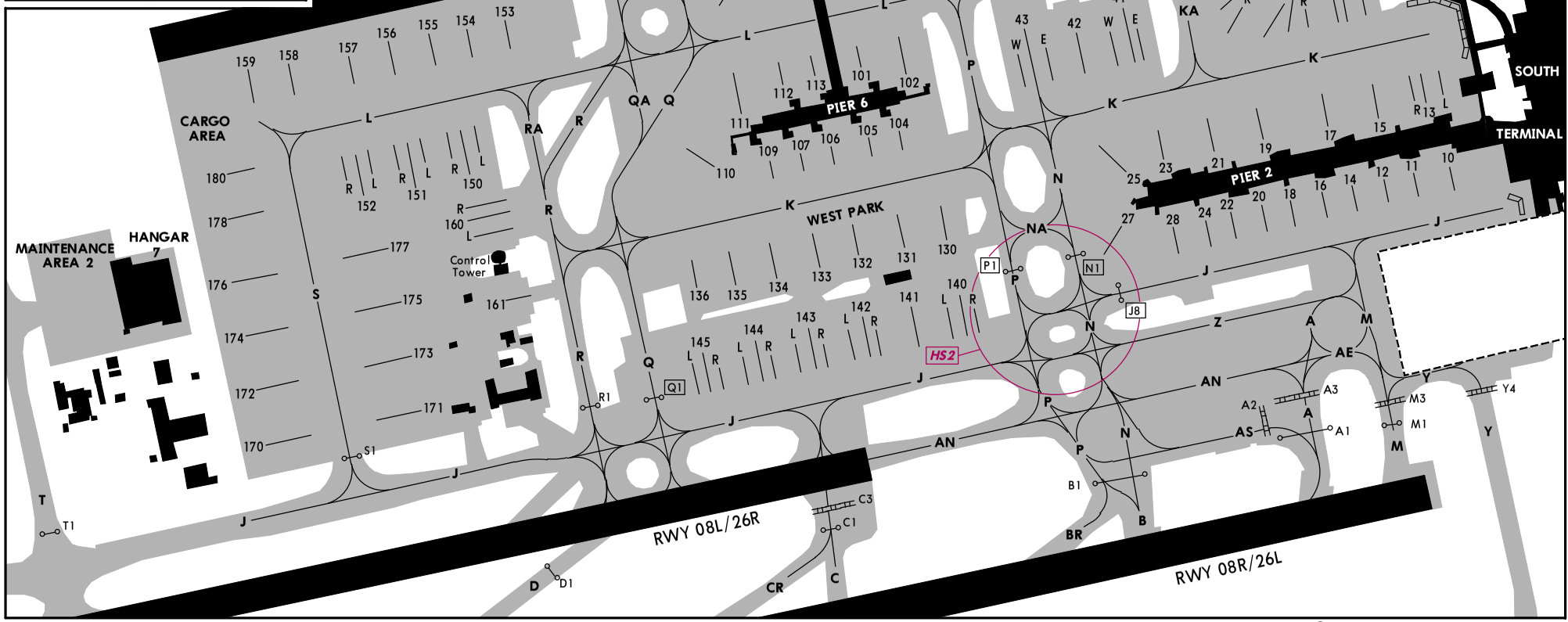

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INS COORDINATES

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

CHANGES: Stands.

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STAND ENTRY GUIDANCE SYSTEM

GENERAL

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

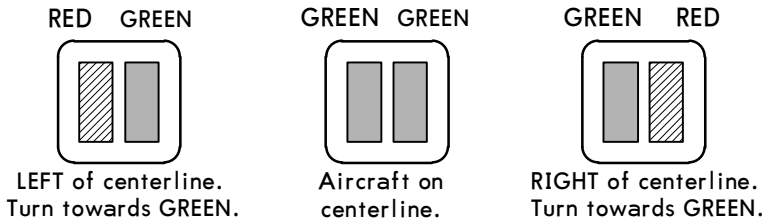
a) Centerline Guidance -AGNIS (AZIMUTH GUIDANCE FOR NOSE-IN STANDS)
b) Stopping Guidance -PAPA (PARALLAX AIRCRAFT PARKING AID),
-Mirror or
-Stop arrow

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

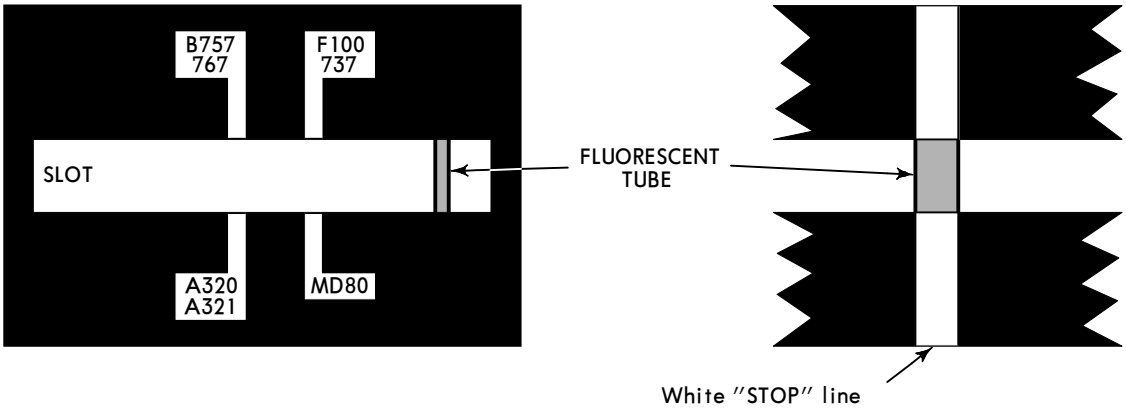
A. CENTERLINE GUIDANCE SYSTEM AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

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.

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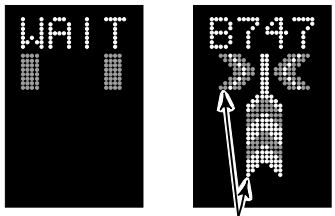
VISUAL DOCKING GUIDANCE SYSTEM

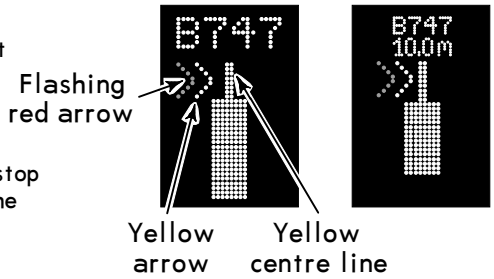
START OF DOCKING
The system is started by pressing one of the acft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

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.



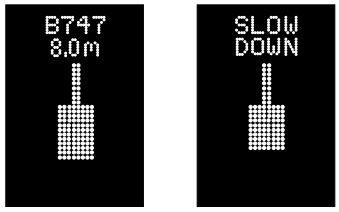
TRACKING
When the acft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator gives correct position and azimuth guidance.

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.



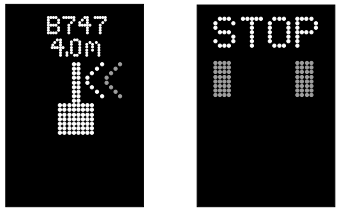
ALIGNED TO CENTRE
The acft is 26'/8m from the stop position. The absence of any direction arrow indicates an acft on the centre line

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.

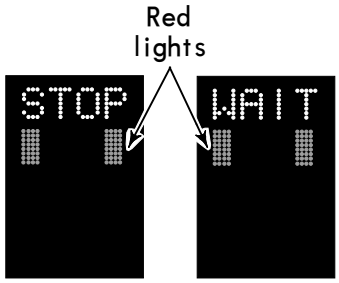


DOCKING COMPLETED
When the acft has parked, OK will be displayed.

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.

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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.

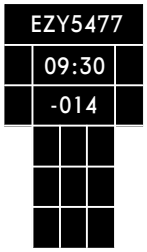
Display at 'Block In' as seen at 08:51.

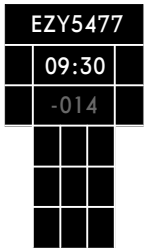
Activated: when current flight (arrival) has occupied the stand.
Duration: from AIBT plus one minute.

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.

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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.

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BRIEFING STRIP™

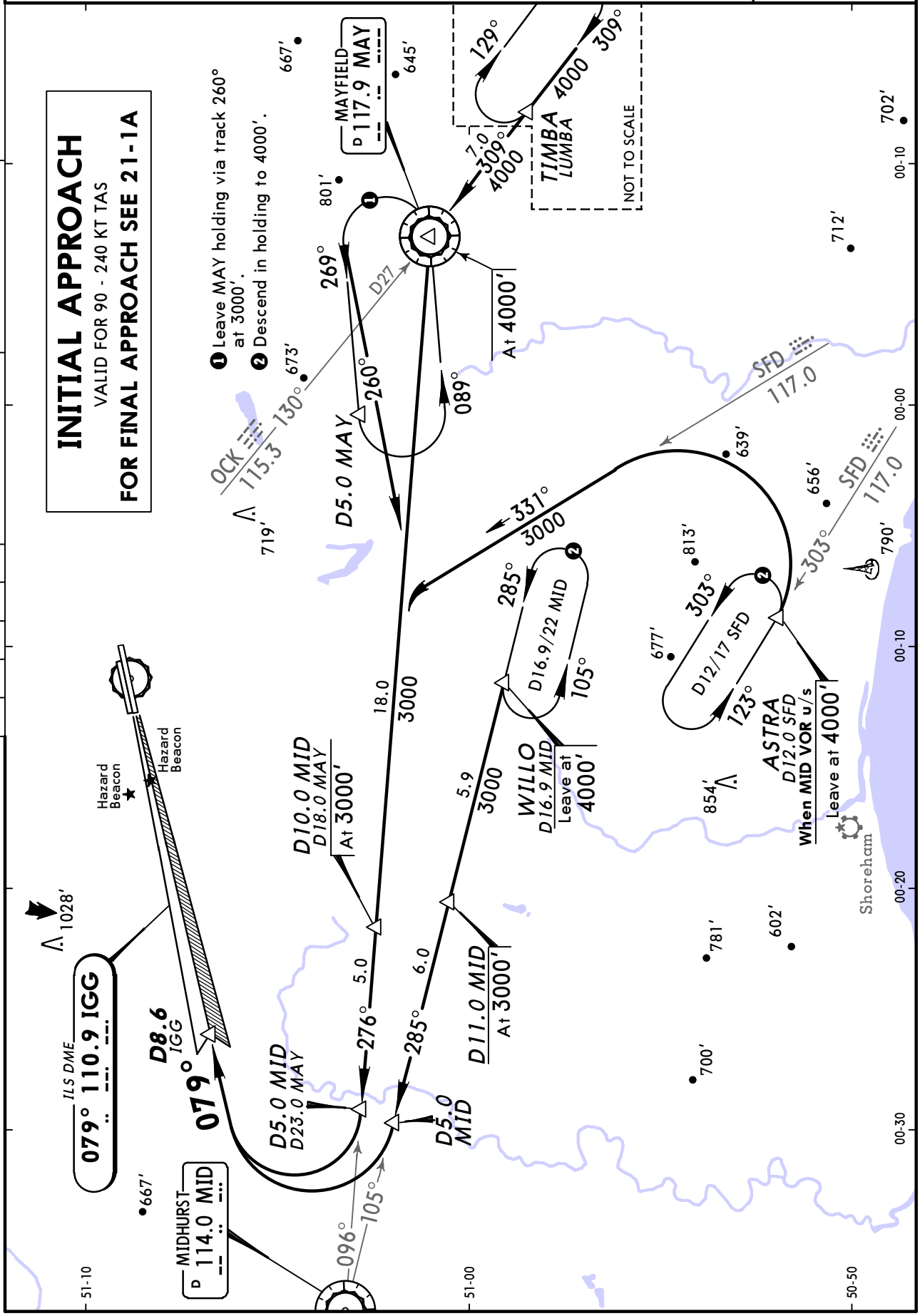
D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

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: 2200′ (090°–180°), 2300′ (180°–270°), 2100′ (270°–360°), 2000′ (360°–090°)



PANS OPS

CHANGES: Bearings.

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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

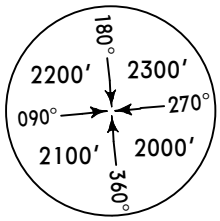
BRIEFING STRIP ™

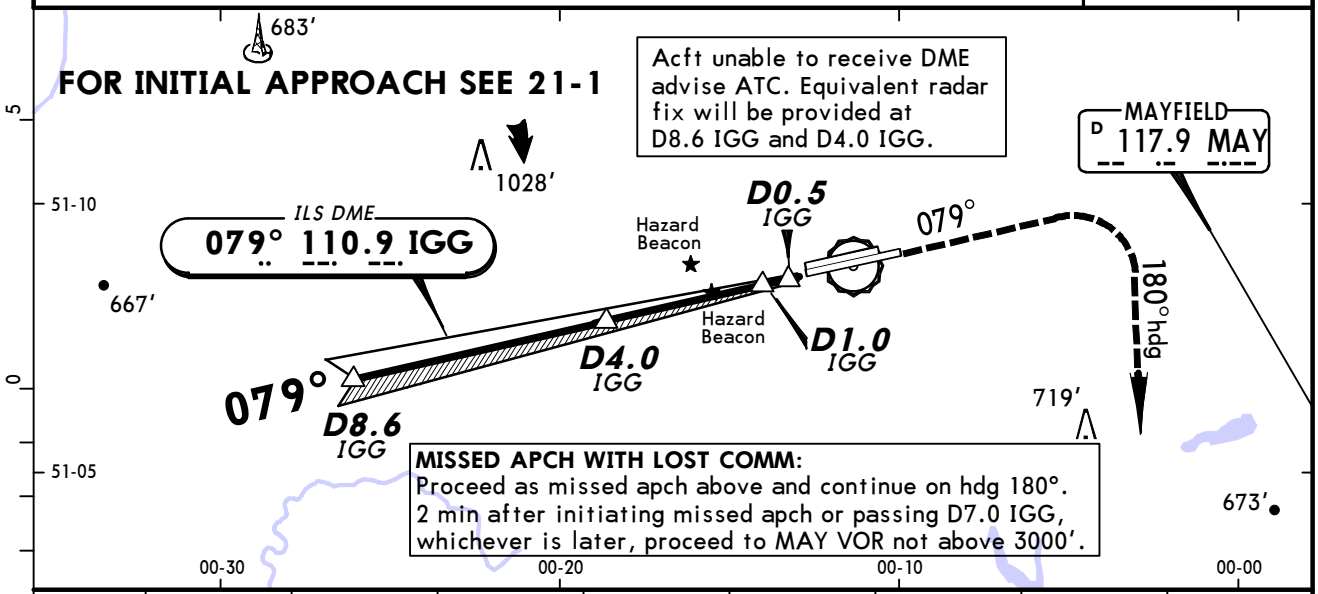
LOC IGG	Final Apch Crs	GS	CAT II & IIIA ILS	ILS DA(H)	Apt Elev 203'
110.9	079°	D4.0 IGG 1520'(1324')	Refer to Minimums	396'(200')	RWY 196'

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.

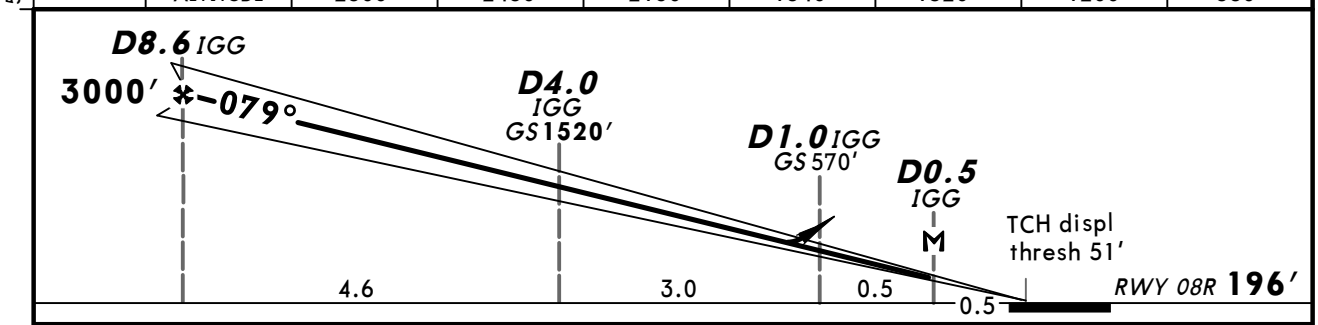
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'

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°	372	478	531	637	743	849
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

PANS OPS

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

CHANGES: None.

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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: 2200' (090°–270°), 2300' (180°–360°), 2100', 2000'

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'

004°

8.5 2000

D3.0 MAY ❶ (only via MAY holding)

MIDHURST D 114.0 MID

OCK 115.3 130°

D27

D5.0 MAY

269°

089°

D1.5 MAY

MAYFIELD D 117.9 MAY

309°

7.0 4000

At 4000'

043°

WILLO Leave at 4000'

285°

105°

D22.0 MID

TIMBA LUMBA

129°

4000

309°

51-10 Hazard Beacon

51-00

❶ Leave MAY holding via D1.5 MAY at 3000', turn LEFT to intercept R-004 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'

00-10 00-20

Arrival from ASTRA if MID VOR u/s

MAY VOR

041°

303°

D12/17 SFD

123°

ASTRA D12.0 SFD Leave at 4000'

303° SFD 117.0

00-10 00-00

PANS OPS

CHANGES: Bearings.

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CAT I/II/III ILS DME Rwy 26L

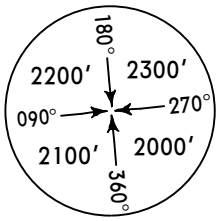
D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

BRIEFING STRIP™

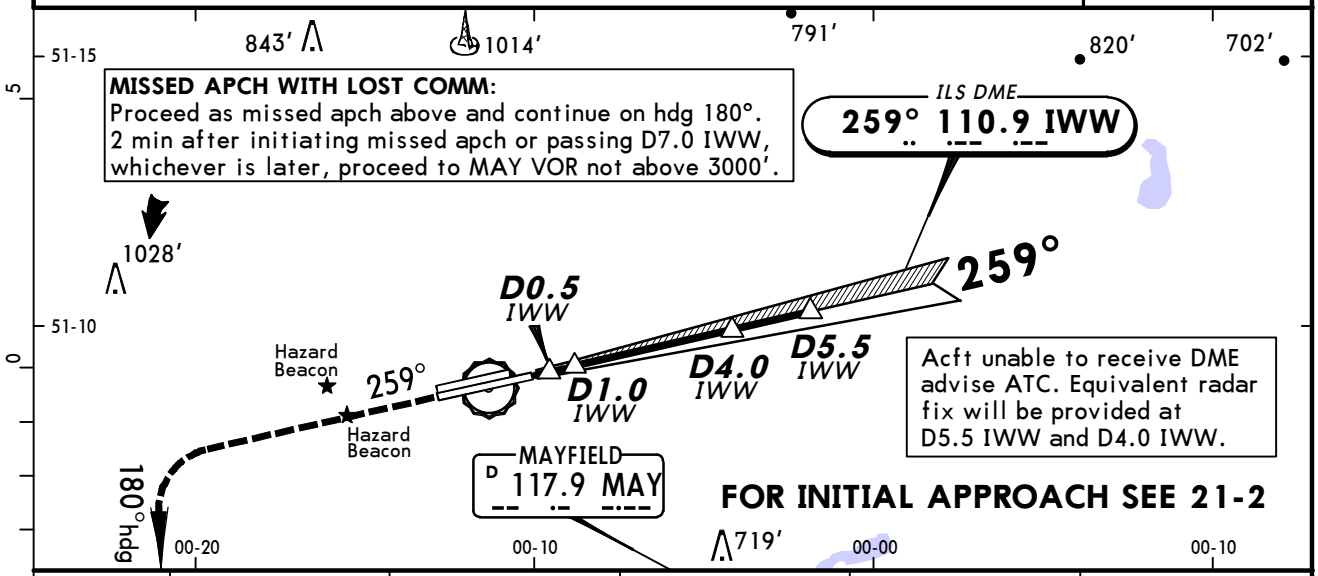
LOC IWW	Final Apch Crs	GS D4.0 IWW	CAT II & IIIA ILS Refer to Minimums	ILS DA(H)	Apt Elev 203′ RWY 196′
110.9	259°	1520′(1324′)		396′(200′)	

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.

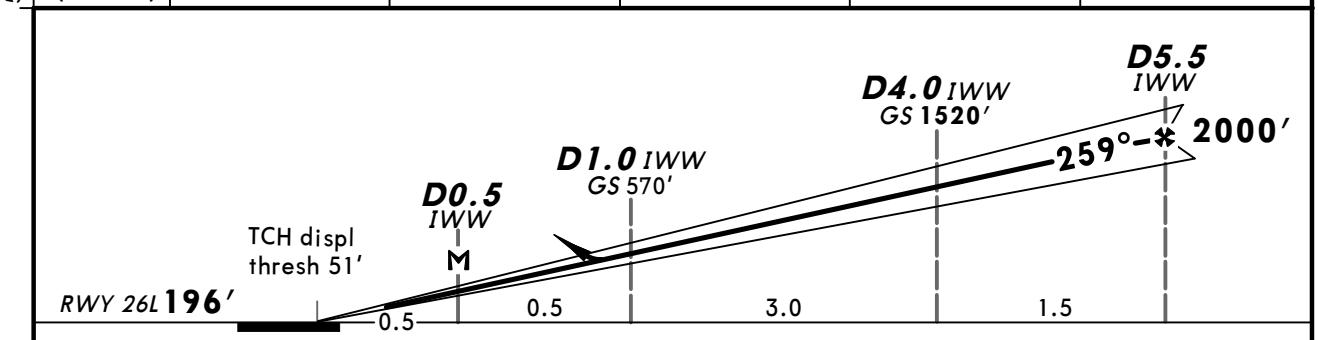
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1. CAT II/III ILS: Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 26L displaced threshold. 3. Procedure to be used, when radar control not available.



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°	372	478	531	637	743	849
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

PANS OPS

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

CHANGES: None.

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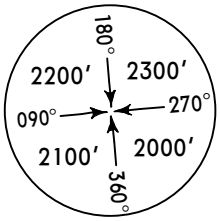
BRIEFING STRIP ™

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.

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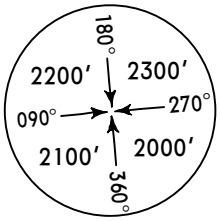
BRIEFING STRIP ™

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

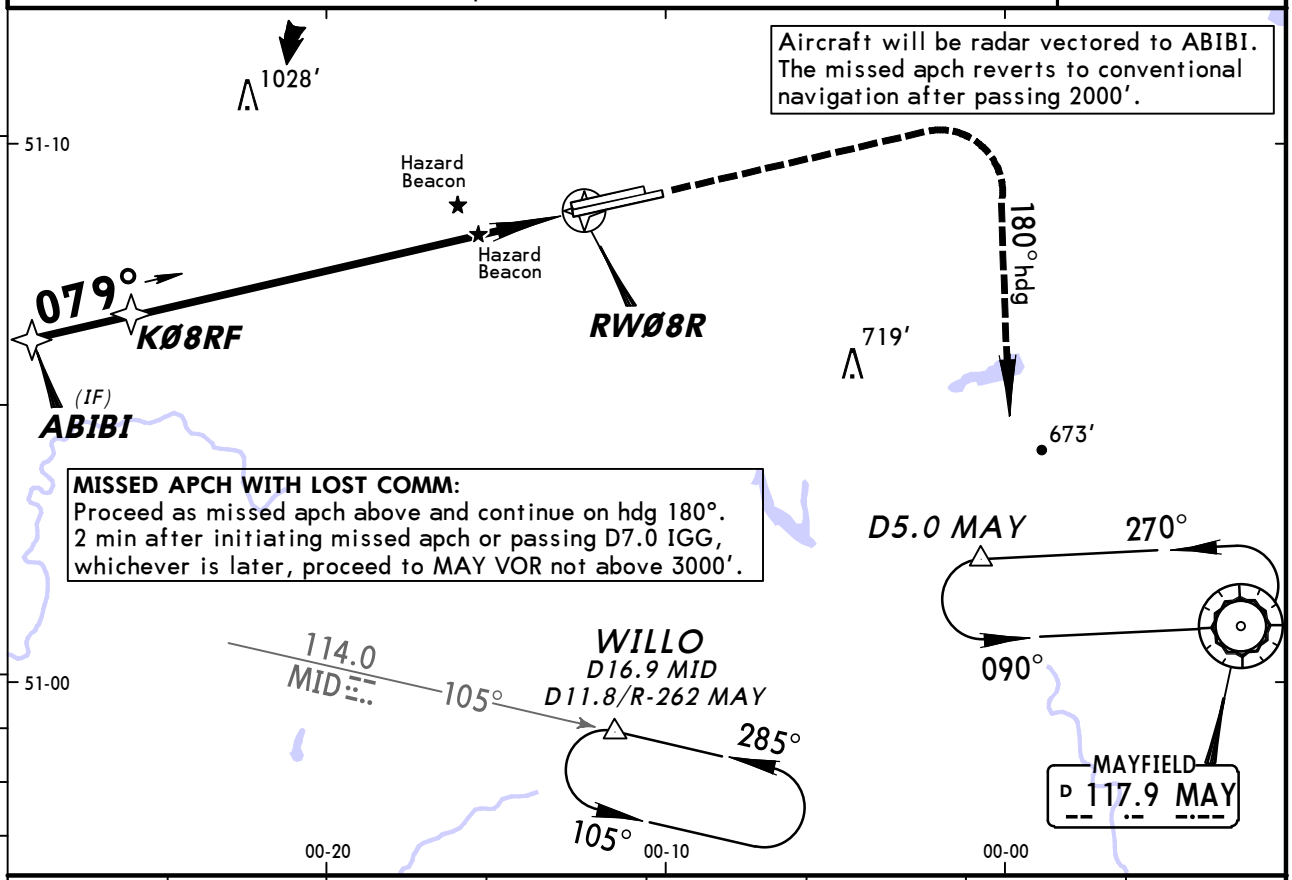
RNAV	Final Apch Crs	Minimum Alt KØ8RF	LNAV/VNAV DA(H)	Apt Elev 203′
	079°	3000′ (2804′)	700′ (504′)	RWY 196′

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.

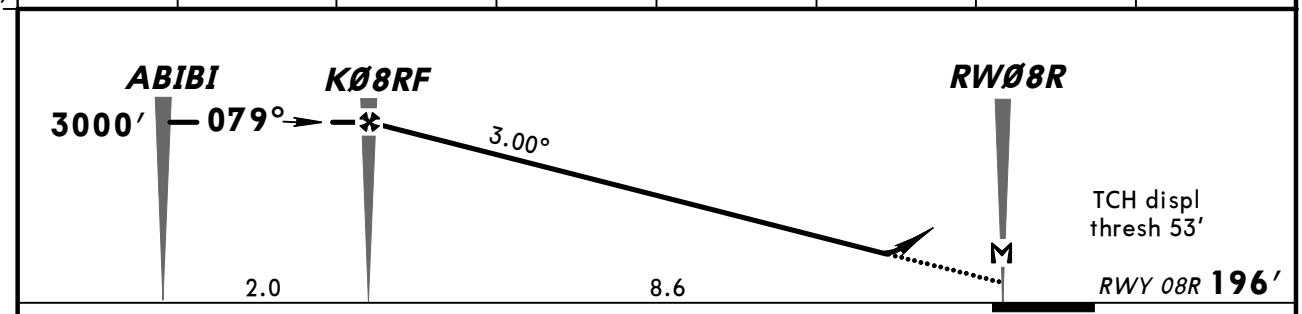
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temperature -10°C.



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.

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EGKK/LGW GATWICK

JEPPESEN

6 MAY 11 (22-3)

LONDON, UK RNAV (GNSS) Rwy 26L

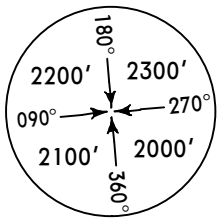
BRIEFING STRIP ™

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.



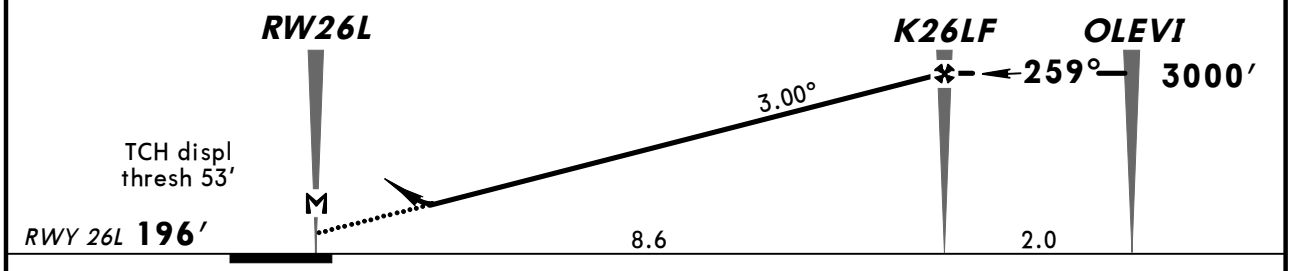
MSA ARP

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.

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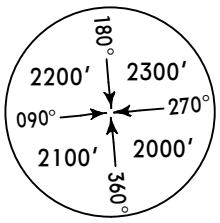
BRIEFING STRIP ™

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.

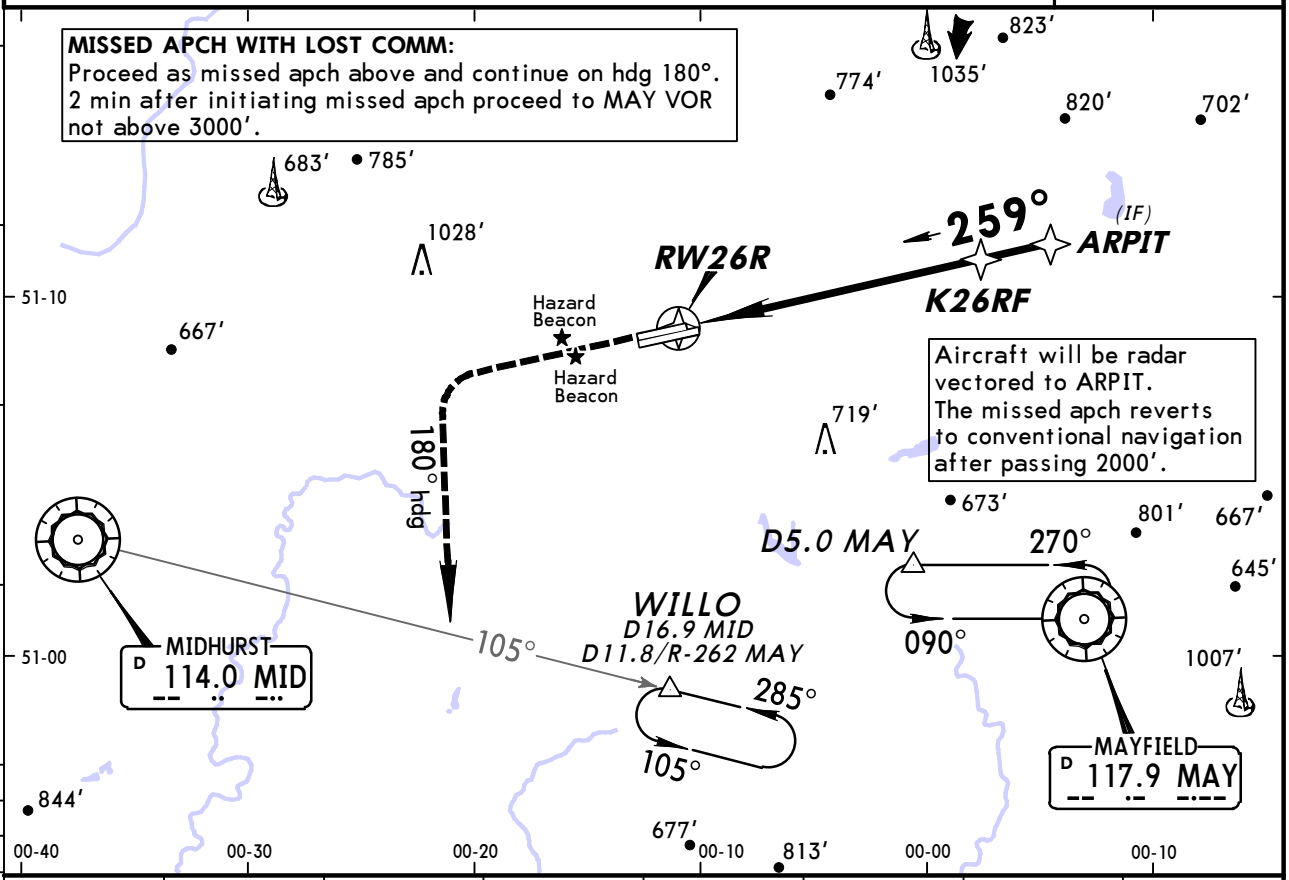
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'
1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temerature -10°C.



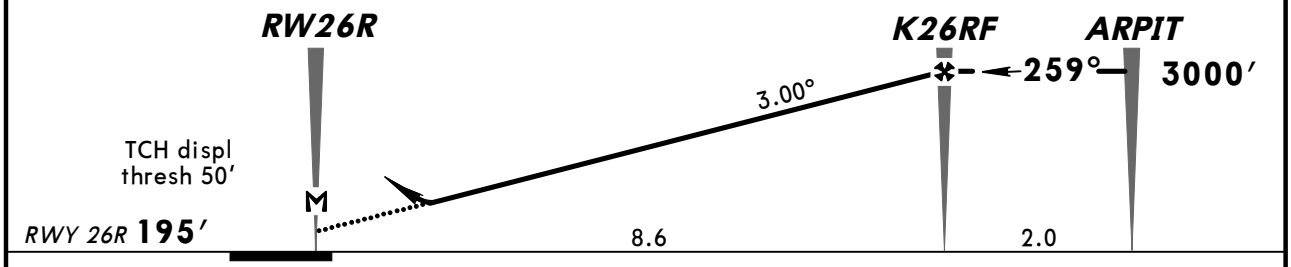
MSA
ARP

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.

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BRIEFING STRIP TM

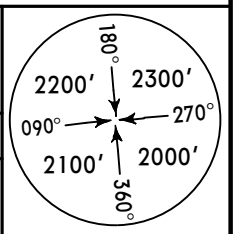
D-ATIS	GATWICK Director (APP/R)	GATWICK Radar	GATWICK Tower	*Ground
136.52	126.82	125.87	124.22	121.8

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′

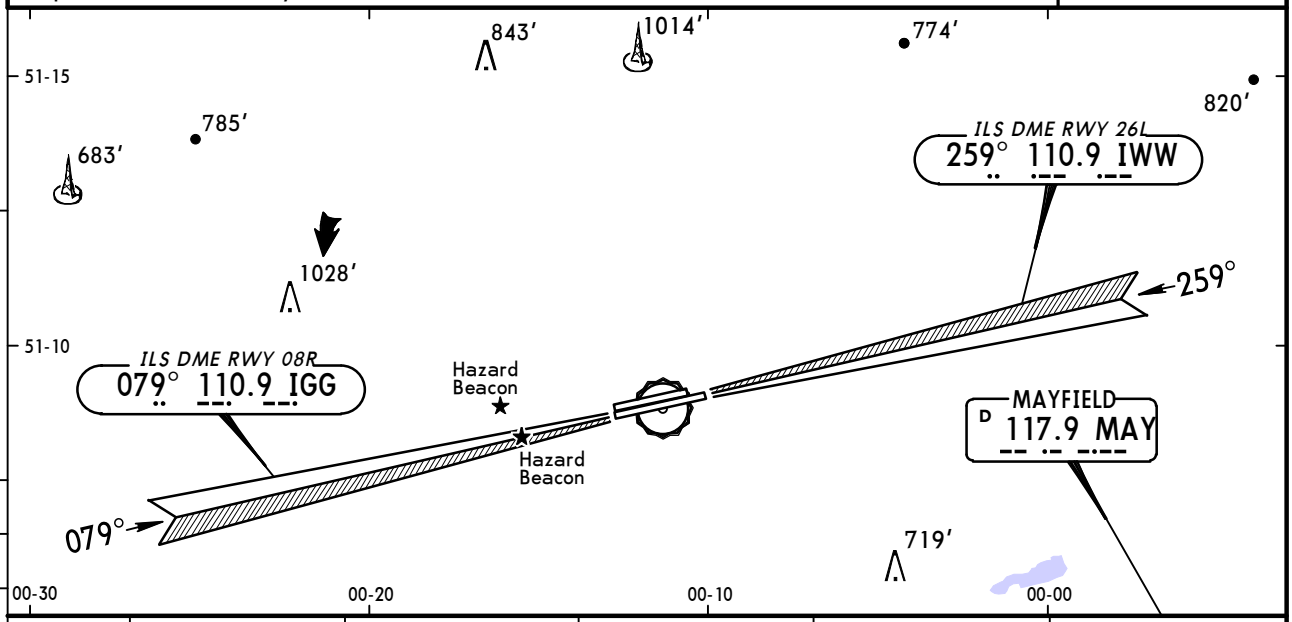
Missed apch - See below

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.

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Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LONDON, (GATWICK - EGKK)				
REV	AIRPORT BRIEFING (ARR CON...	20-1P4	20 Jun 2014	
REV	AIRPORT BRIEFING (DEP)	20-1P5	20 Jun 2014	
REV	AIRPORT BRIEFING (DEP CON...	20-1P6	20 Jun 2014	
REV	AIRPORT BRIEFING (DEP CON...	20-1P7	20 Jun 2014	
REV	AIRPORT, AIRPORT INFO, TA...	20-9	20 Jun 2014	
REV	PARKING STANDS	20-9A	20 Jun 2014	

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGKK

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.

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.