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Trip Kit Index

Airport Information For EGKK

Terminal Charts For EGKK

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: LONDON GBR
ICAO/IATA: EGKK / LGW
Lat/Long: N51° 08.88', W000° 11.42'
Elevation: 203 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

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

Sunrise: 0345 Z
Sunset: 2019 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
Surface Type: asphalt

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

Communication Information

ATIS: 136.525
Gatwick Tower: 124.225
Gatwick Tower: 134.225
Gatwick Ground Ground: 121.800
Gatwick Delivery Clearance Delivery: 121.950
Gatwick Director Approach: 129.025
Gatwick Director Approach: 126.825
Gatwick Director Approach: 118.950
Gatwick Director Direct (Approach Control Radar): 118.950
Gatwick Director Direct (Approach Control Radar): 126.825
Gatwick Director Direct (Approach Control Radar): 129.025
London Control ACC: 120.525
London Control ACC: 134.125
London Control ACC: 133.175

EGKK/LGW
GATWICKJEPPesen
11 DEC 15 20-1PLONDON, UK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 136.525

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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11 DEC 15 (20-1P1)LONDON, UK
AIRPORT BRIEFING**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.

Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.

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.

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GATWICK

26 FEB 16

JEPPesen

(20-1P2)

Eff 3 Mar

LONDON, UK

AIRPORT BRIEFING

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' Advanced Visual Docking Guidance System (A-VDGS), except stands 33R, 64L, 66L, 66R, 110L, 110R, 130 thru 136, 140 thru 145, 150L, 150R, 152L, 152R, 160L, 160R, 170L, 170R, 171R, 172R, 173L, 173R, 174L, 174R, 175R, 176R, 177L and 177R where marshaller is required.

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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20-1P3

Eff 3 Mar

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AIRPORT BRIEFING

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.

TWY D is not available for vacating RWY 26L.

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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(20-1P4)

LONDON, UK

AIRPORT BRIEFING

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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6 FEB 15

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20-1P5

LONDON, UK

AIRPORT BRIEFING

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 are actually ready to do so. Ensure that the tug driver is in the tug ready to push.

3.2.2. REMOTE HOLDING PROCEDURES

- Gatwick has remote holding capacity to help achieve on-time performance, free occupied stands and pushback crews. Pilots are encouraged to request remote holding where departure restrictions, e.g. CTOT, would delay an on-time push.
- Holding capacity is provided by drive-through stands 41 and 43 (when available), including the use of EAST and WEST centerlines dependant on ACFT size. A318, A319, A320, A321 with Sharklets and B737, B738, B739 cannot use stands 41 East, 41 West, 43 East and 43 West, due to wingspan size.
- To avoid increased RT loading, pilots are to liaise with their ground crew and advise ATC of how they wish to position the ACFT to the remote hold location, prior to making the request - pushback, push and tow, or push and taxi.

3.2.3. 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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20 JUN 14 (20-1P6)

LONDON, UK
AIRPORT BRIEFING

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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 20 JUN 14 (20-1P7)

LONDON, UK
AIRPORT BRIEFING

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

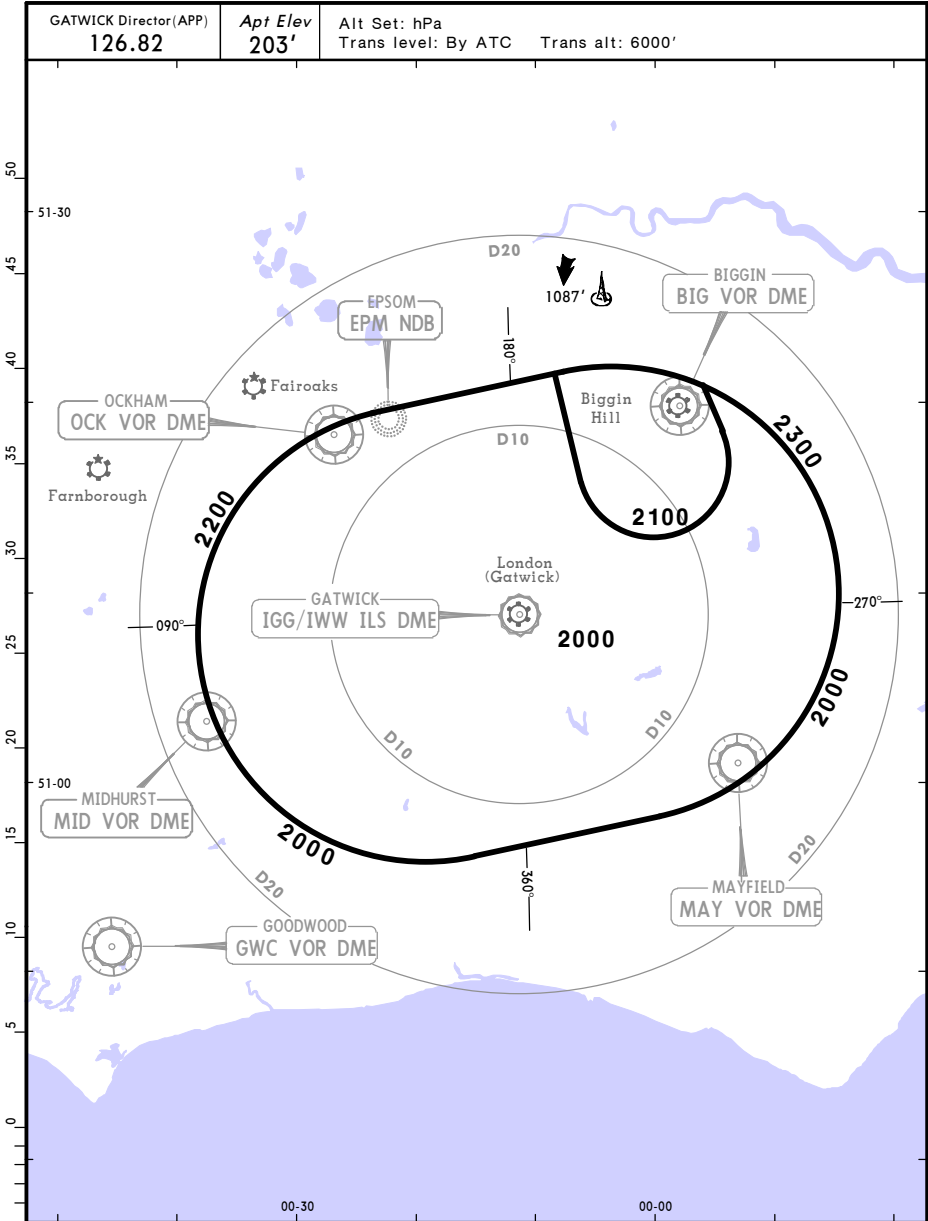
ACFT must not commence their take-off run from RWY 08L before reaching "START OF TODA" sign located 1401'/427m West of THR.

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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7 OCT 11 (20-1R)

LONDON, UK
Eff 20 Oct RADAR MINIMUM ALTITUDES



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 ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

3 NM ① or 10 NM ② 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.

EGKK/LGW
GATWICK

JEPPESSEN
29 JAN 16 (20-2A) Eff 4 Feb

LONDON, UK
RNAV STAR

D-ATIS
136.525

Apt Elev
203'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'
1. RNAV 5 (DME/DME or GNSS).
2. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.

TIMBA 4B [TIMB4B]

RNAV

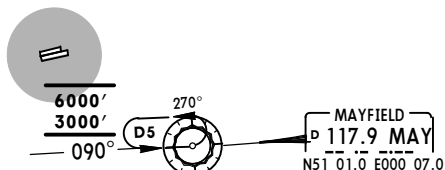
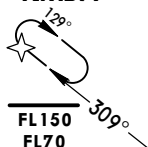
SPEED: MAX 250 KT BELOW FL100

UNLESS AUTHORIZED BY ATC

WARNING
Do not proceed beyond
TIMBA
without ATC clearance.



**HOLDING OVER
TIMBA**



TIMBA

N50 56.7 E000 15.7

MAX

250 KT

FL70

KKE64
N50 49.3 E000 30.5

MAX

250 KT

AMDUT
N50 40.5 E000 47.8

FL160

FL190

FL160

KUNAV
N50 30.9 E001 03.9

DESCENT PLANNING

Pilots should plan for possible
descent clearance as follows:

FL160 by AMDUT,
FL70 by TIMBA.

**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

Direct distance from TIMBA to:
Gatwick Apt 21NM

ROUTING

KUNAV - AMDUT (FL160) - KKE64 (K250-) - TIMBA (FL70; K250-).

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GATWICK

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25 MAR 16 (20-2B)

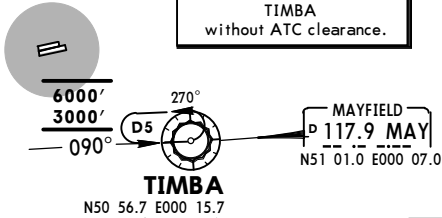
LONDON, UK
RNAV STAR

D-ATIS 136.525	Apt Elev 203'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. RNAV 5 (DME/DME or GNSS). 2. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.
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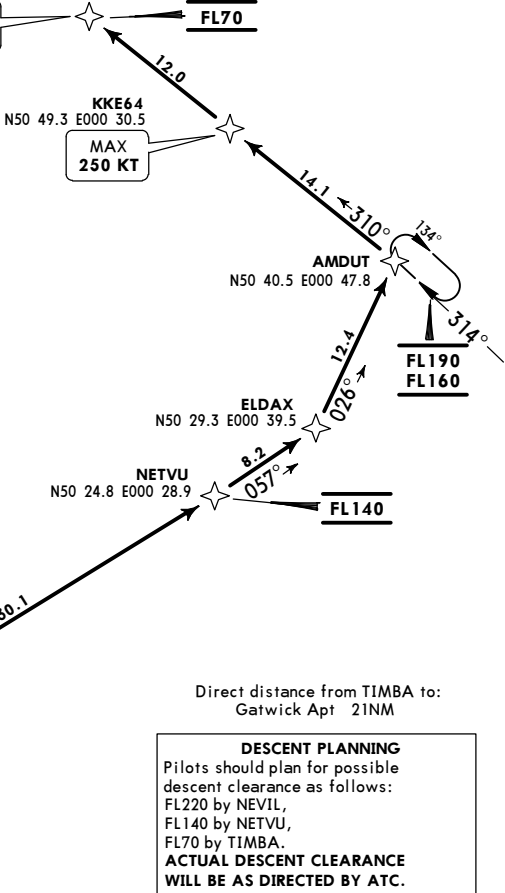
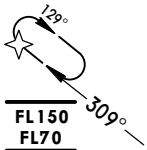
TIMBA 2G [TIMB2G]
RNAV

SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC

WARNING
Do not proceed beyond
TIMBA
without ATC clearance.



HOLDING OVER TIMBA



Direct distance from TIMBA to:
Gatwick Apt 21NM

DESCENT PLANNING
Pilots should plan for possible
descent clearance as follows:
FL220 by NEVIL,
FL140 by NETVU,
FL70 by TIMBA.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

ROUTING

NEVIL (FL220) - OSPOL - NETVU (FL140) - ELDAX - AMDUT - KKE64 (K250-) - TIMBA (FL70; K250-).

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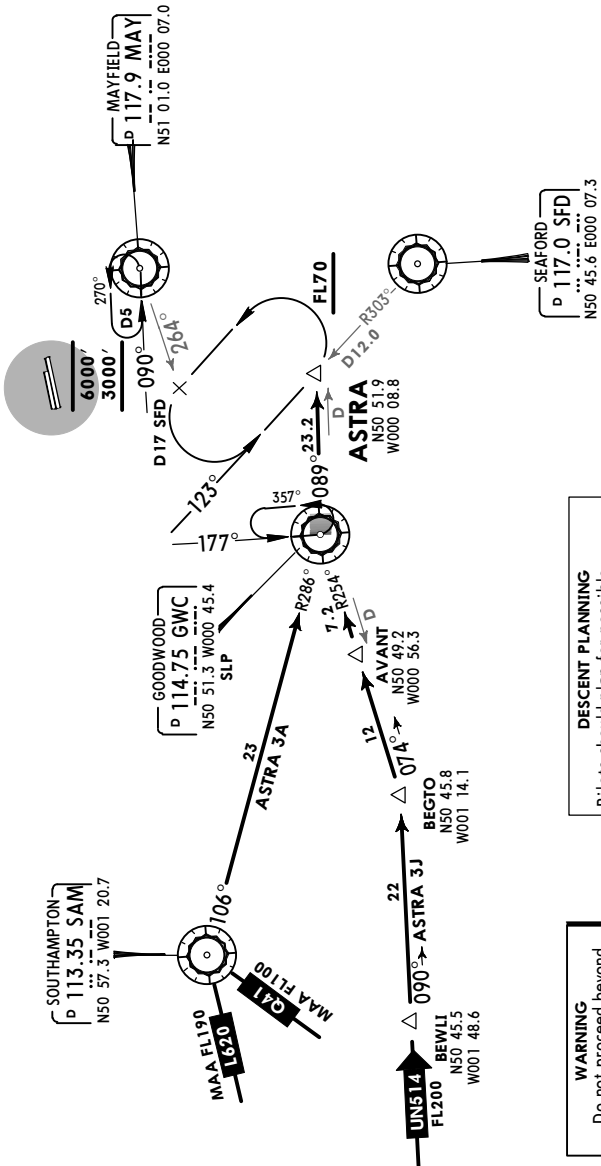
EGKK/LGW
GATWICK

JEPPESSEN
29 JAN 16 20-2D Eff 4 Feb

LONDON, UK
STAR

D-ATIS 136.525	Apt Elev 203'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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ASTRA 3A [ASTR3A]
ASTRA 3J [ASTR3J]
NOT AVAILABLE FOR FLIGHT PLANNING BETWEEN 0600-2200LT
TO BE USED WHEN MID VOR UNSERVICEABLE



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

NOT TO SCALE
Direct distance from ASTRA to Gatwick Apt 17NM

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.

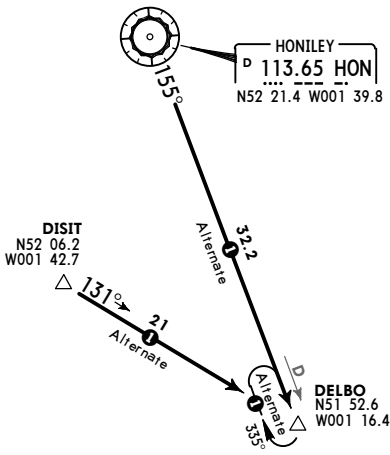
EGKK/LGW
GATWICK

JEPPESSEN
29 JAN 16 (20-2E) Eff 4 Feb

LONDON, UK
STAR

D-ATIS 136.525	Apt Elev 203'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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ASTRA 2H [ASTR2H]
TO BE USED WHEN MID VOR UNSERVICEABLE

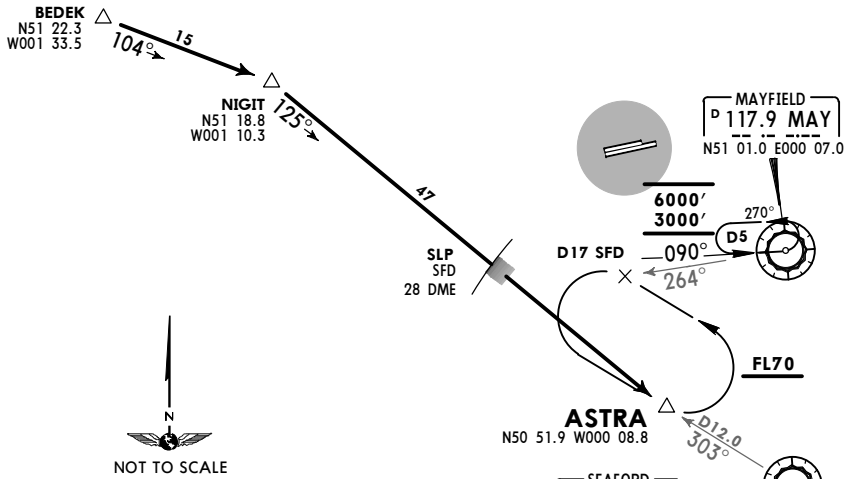


WARNING
Do not proceed beyond
ASTRA
without ATC clearance.

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.

EGKK/LGW
GATWICK

JEPPESSEN
29 JAN 16 (20-2G) Eff 4 Feb

LONDON, UK
STAR

D-ATIS
136.525

Apt Elev
203'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

TIMBA 1C [TIMB1C]

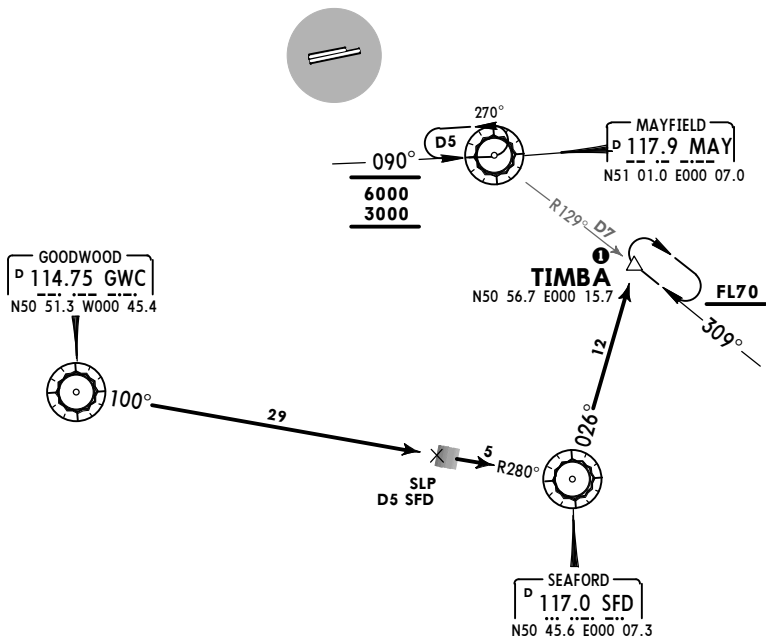
BY ATC

STAR IS NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
STAR MAY BE ISSUED TO FACILITATE THE TRANSFER OF TRAFFIC
BETWEEN TERMINAL HOLDINGS DURING PERIODS OF
CONGESTIONS IN LONDON TMA

WARNING
Do not proceed beyond
TIMBA
without ATC clearance.

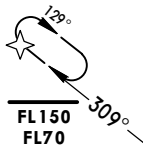
SPEED RESTRICTION
Cross SLP at 250 KT or less.

 **SLP** Speed Limit Point



1 HOLDING OVER TIMBA

If MAY VOR unserviceable EXPECT
to hold at TIMBA RNAV holding
RNAV 5



Direct distance from TIMBA to:
Gatwick Apt 21NM

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

ROUTING

At GWC intercept GWC R-100 to SFD, turn LEFT, SFD R-026 to TIMBA.

EGKK/LGW
GATWICK

JEPPESSEN
25 MAR 16 (20-2H)

LONDON, UK
STAR

D-ATIS
136.525

Apt Elev
203'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

TIMBA 1D [TIMB1D] BY ATC

STAR IS NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

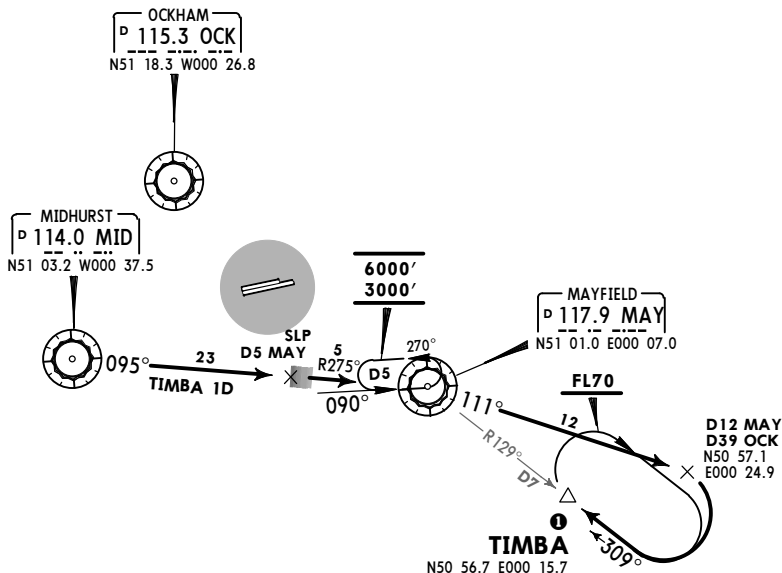
WARNING

Do not proceed beyond
TIMBA
without ATC clearance.

SPEED RESTRICTION

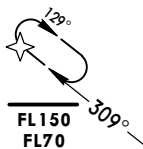
Cross SLP at 250 KT or less.

SLP Speed Limit Point



1 HOLDING OVER TIMBA

If MAY VOR unserviceable EXPECT
to hold at TIMBA RNAV holding
RNAV 5



Direct distance from TIMBA to:
Gatwick Apt 21NM

DESCENT PLANNING

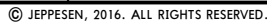
Pilots should plan for possible
descent clearance by ATC.

**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

ROUTING

At MID intercept MID R-095 to MAY, turn RIGHT, MAY R-111 to D12 MAY, turn RIGHT, inter-
cept MAY R-129 inbound to TIMBA.

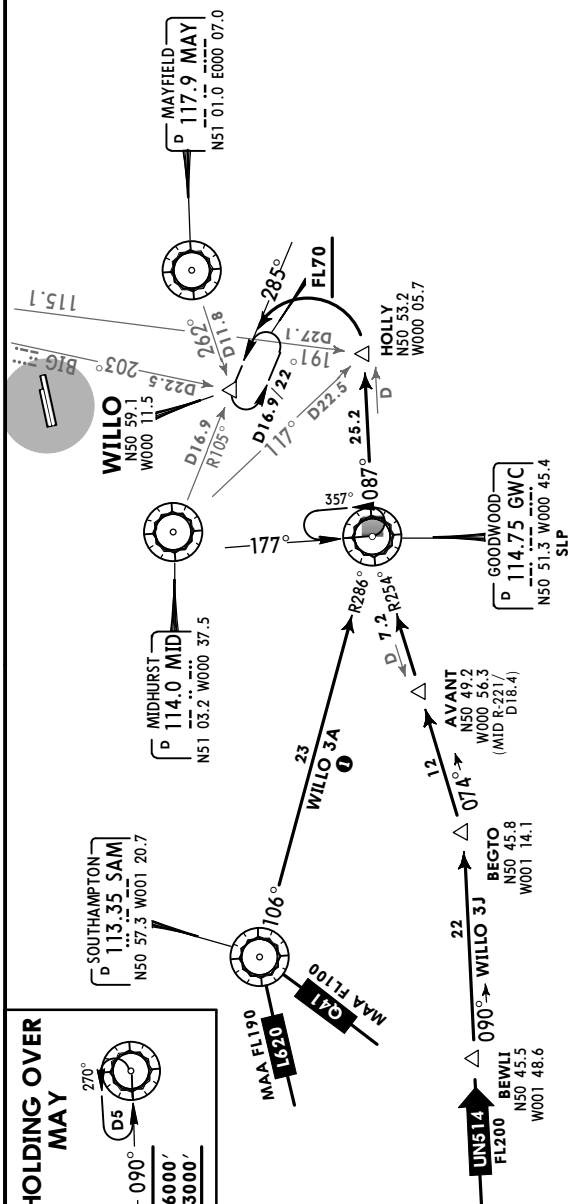
Alt Set: hPa Trans level: By ATC Trans alt: 6000'
STARs TIMBA 1C, 1D may be issued to transfer the aircraft from WILLO to TIMBA holding.



Alt Set: hPa Trans level: By ATC Trans alt: 6000'
STARs TIMBA 1C, 1D may be issued to transfer the aircraft from WILLO
to TIMBA holding.

WILLO 3J [WILO3J]

NOT AVAILABLE FOR FLIGHT PLANNING BETWEEN 0600-2200LT



Direct distance from WILLO to:
Gatwick Apt 10NM

FEED RESTRICTION

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.**



NOT TO SCALE

WARNING

Do not proceed beyond
WILLO
without ATC clearance.

① When MID VOR is u/s, the route will be to ASTRA.

STAR	ROUTING
WILLO 3A	A1 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	A1 BEW11 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.

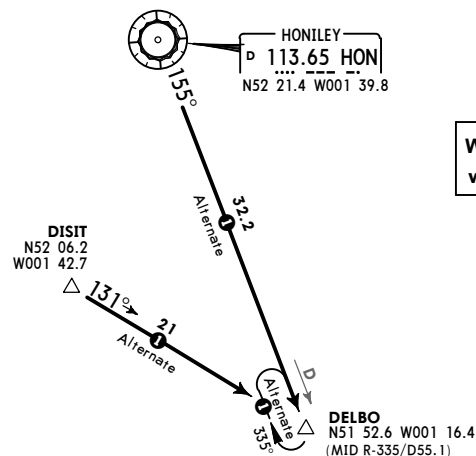
EGKK/LGW
GATWICK

JEPPESSEN
29 JAN 16 (20-2L) Eff 4 Feb

LONDON, UK
STAR

D-ATIS 136.525	Apt Elev 203'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' STARs TIMBA 1C, 1D may be issued to transfer the aircraft from WILLO to TIMBA holding.
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WILLO 2H [WILO2H]

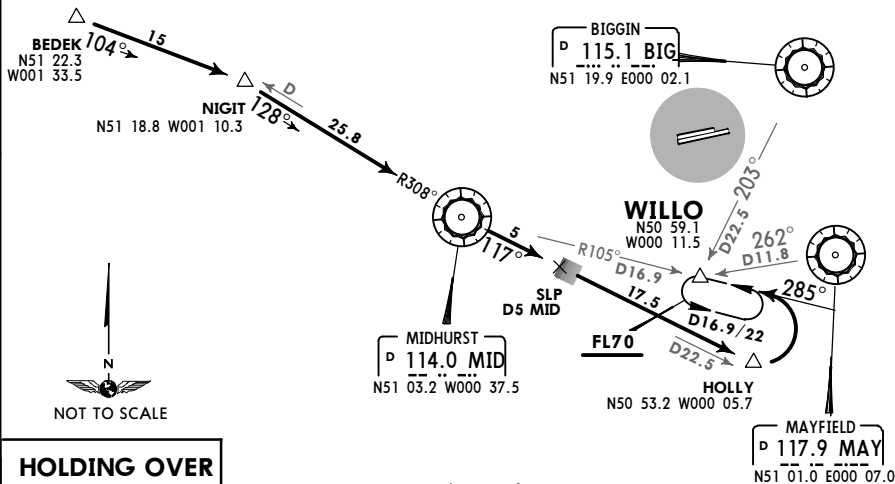


WARNING
Do not proceed beyond
WILLO
without ATC clearance.

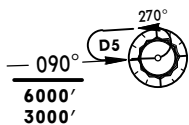
When MID VOR is u/s, the route
will be to ASTRA.

1 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



HOLDING OVER MAY



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 NIGHT, turn RIGHT, intercept MID R-308 inbound to MID, turn LEFT,
MID R-117 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.

EGKK/LGW
GATWICK

JEPPESSEN
29 JAN 16 (20-2M) Eff 4 Feb

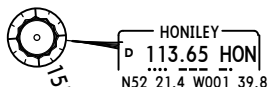
LONDON, UK
STAR

D-ATIS
136.525

Apt Elev
203'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
STARs TIMBA 1C, 1D may be issued to transfer the aircraft from WILLO to TIMBA holding.

WILLO 3B [WILLO3B] , WILLO 1F [WILLO1F]



WARNING
Do not proceed beyond
WILLO
without ATC clearance.

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

1 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

DISIT
N52 06.2
W001 42.7

KIDLI
N51 46.3 W001 21.7

DELBO
N51 52.6 W001 16.4
(MID R-335/D55.1)

KENET
N51 31.2 W001 27.3

BIGGIN
D 115.1 BIG
N51 19.9 E000 02.1

MIDHURST
D 114.0 MID
N51 03.2 W000 37.5

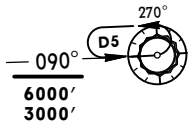
WILLO
N50 59.1
W000 11.5

HOLLY
N50 53.2 W000 05.7

MAYFIELD
D 117.9 MAY
N51 01.0 E000 07.0



HOLDING OVER MAY



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-328 inbound to MID, turn LEFT, MID R-117 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-117 to HOLLY,
turn LEFT, intercept MID R-105 inbound to WILLO.

EGKK/LGW
GATWICK

 **JEPPESSEN**
13 MAY 16 **20-3** **Eff 26 May**

LONDON, UK
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ADMAG 2X	20-3B
BIG 2X	20-3C
BIG 1Z	20-3D
BOGNA 1X	20-3E
CLN 4X	20-3F
CLN 1Z	20-3G
DAGGA 1X	20-3H
HARDY 1X	20-3J
KENET 1X	20-3K
KENET 1Z	20-3L
LAM 2X	20-3M
LAM 1Z	20-3N
ODVIK 1Z	20-3P
SAM 1X	20-3Q
SAM 3Z	20-3S
SFD 1X	20-3T
SFD 4Z	20-3T1
TIGER 1X	20-3T2
WIZAD 1X	20-3U

FOR SID DESIGNATION REFER TO PAGE 20-3A

EGKK/LGW

GATWICK


JEPPESSEN

13 MAY 16

20-3A

Eff 26 May

LONDON, UK

SID

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: None. © JEPPESSEN, 2013, 2014. ALL RIGHTS RESERVED.

EGKK/LGW
GATWICK

JEPPesen
13 MAY 16 (20-3B) Eff 26 May

LONDON, UK
RNAV SID

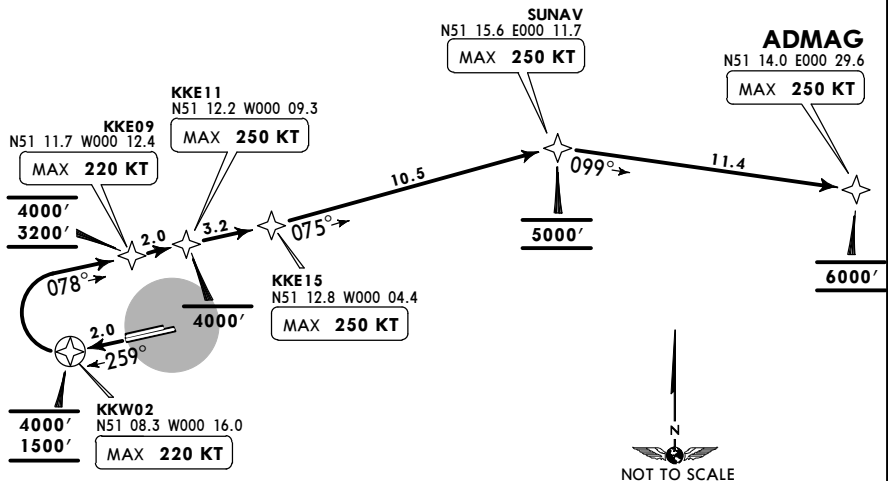
LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 (DME/DME or GNSS) 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 20-4). 5. Cruising levels will be issued after take-off by LONDON Control. 6. EXPECT close-in obstacles. 7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent. 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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ADMAG 2X [ADMA2X]
RNAV

~~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.



This SID requires a minimum climb gradient of 6.8% to 810'.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

RWY	ROUTING
26L	Climb straight ahead to KKW02, turn RIGHT, 078° track to KKE09 - KKE11 - KKE15 - SUNAV, turn RIGHT to ADMAG.

EGKK/LGW
GATWICK

JEPPESSEN
13 MAY 16 (20-3C) Eff 26 May

LONDON, UK
RNAV SID

LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 (DME/DME or GNSS) 2. 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. 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 20-4). 5. Cruising levels will be issued after take-off by LONDON Control. 6. EXPECT close-in obstacles. 7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent. 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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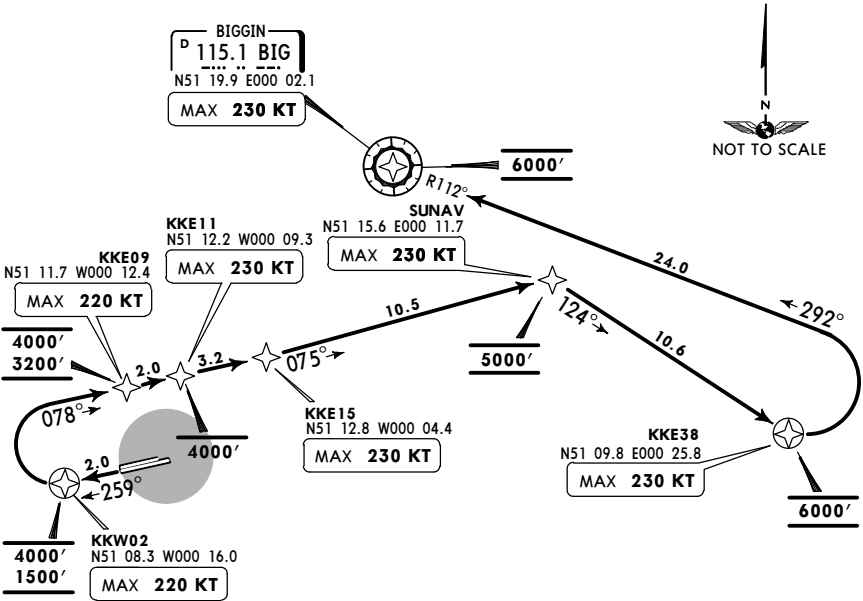
BIG 2X
RNAV

TO EGLL & EGWU ONLY

~~SPEEDS~~ 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 6.8% to 810'.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

RWY	ROUTING
26L	Climb straight ahead to KKW02, turn RIGHT, 078° track to KKE09 - KKE11 - KKE15 - SUNAV, turn RIGHT to KKE38, turn LEFT to BIG.

EGKK/LGW
GATWICK

JEPPesen
20 FEB 15 (20-3D) Eff 5 Mar

LONDON, UK
RNAV SID

LONDON
Control
120.525

Apt Elev
203'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
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

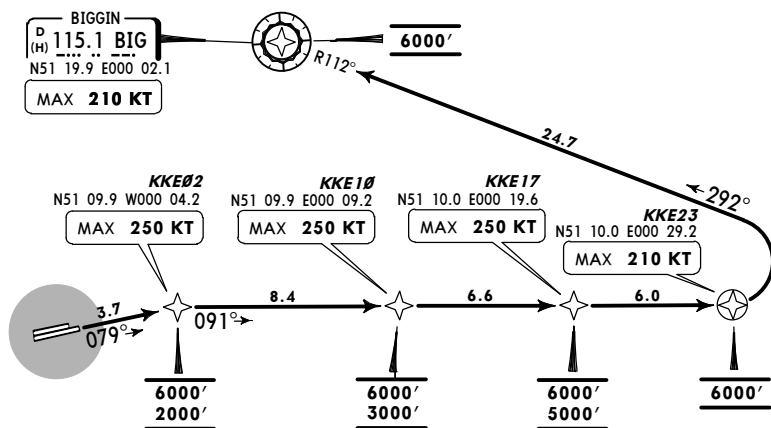
**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

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.

EGKK/LGW
GATWICK

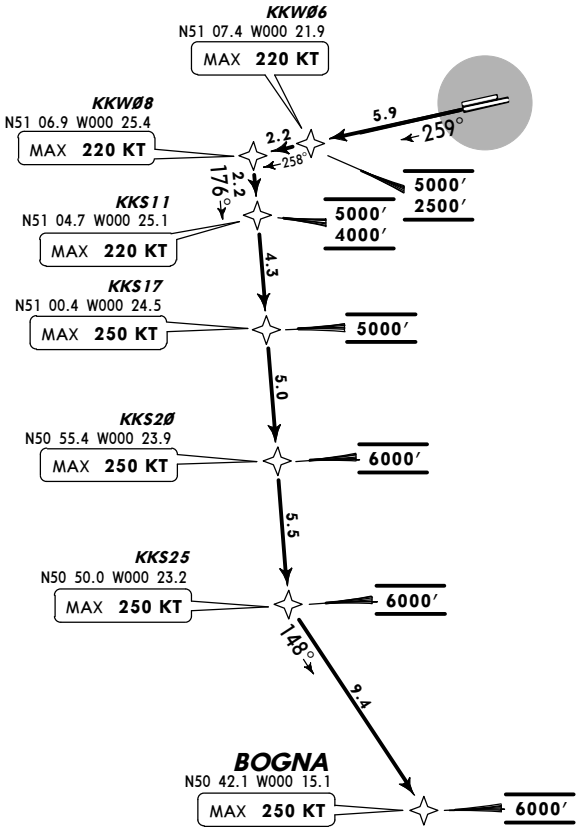
JEPPESSEN
20 FEB 15 **(20-3E)** **Eff 5 Mar**

LONDON, UK
RNAV SID

LONDON Control 133.175	<i>Apt Elev</i> 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude 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.
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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
~~STEEP~~ 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.

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.

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EGKK/LGW
GATWICK

JEPPesen
13 MAY 16 (20-3G) Eff 26 May

LONDON, UK
RNAV SID

LONDON
Control

120.525

Apt Elev

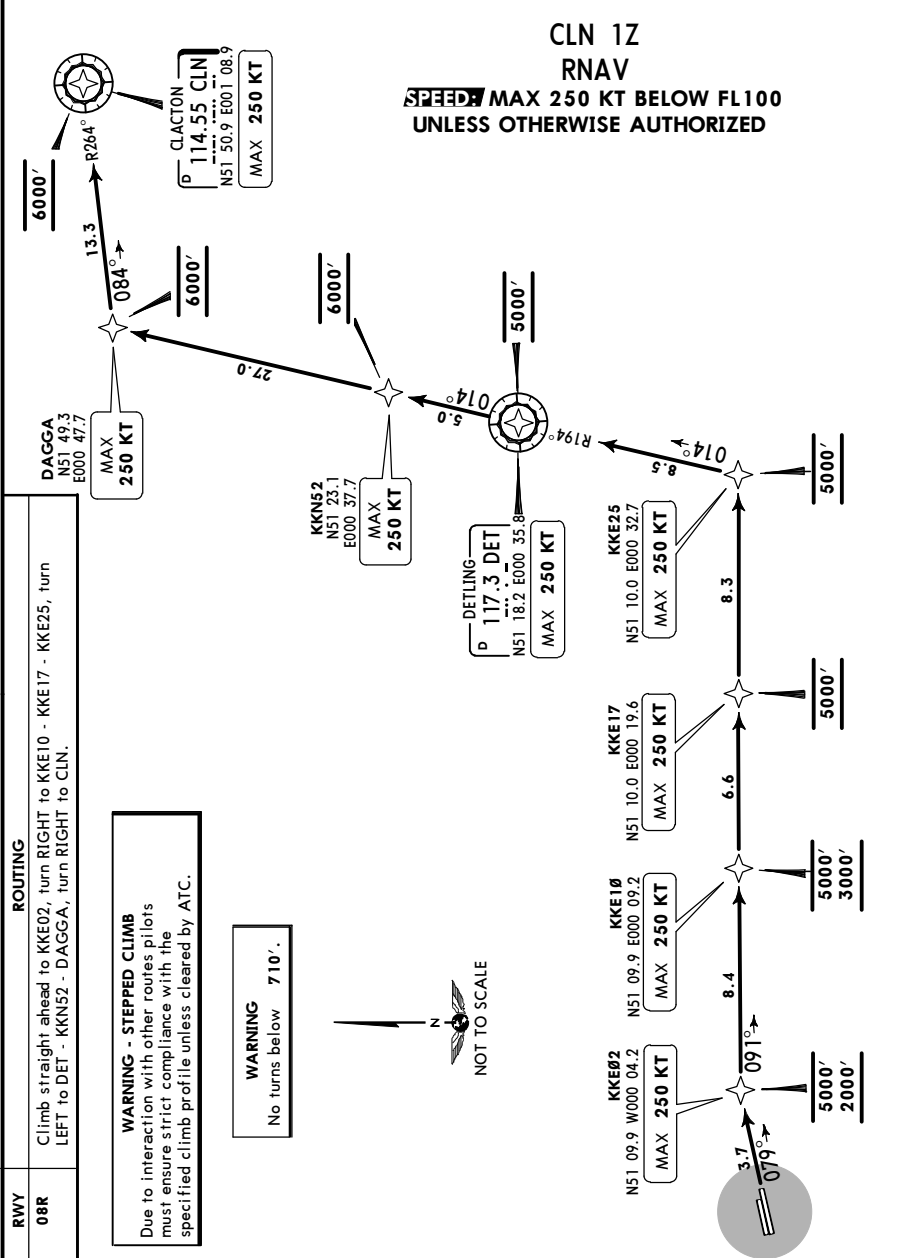
203'

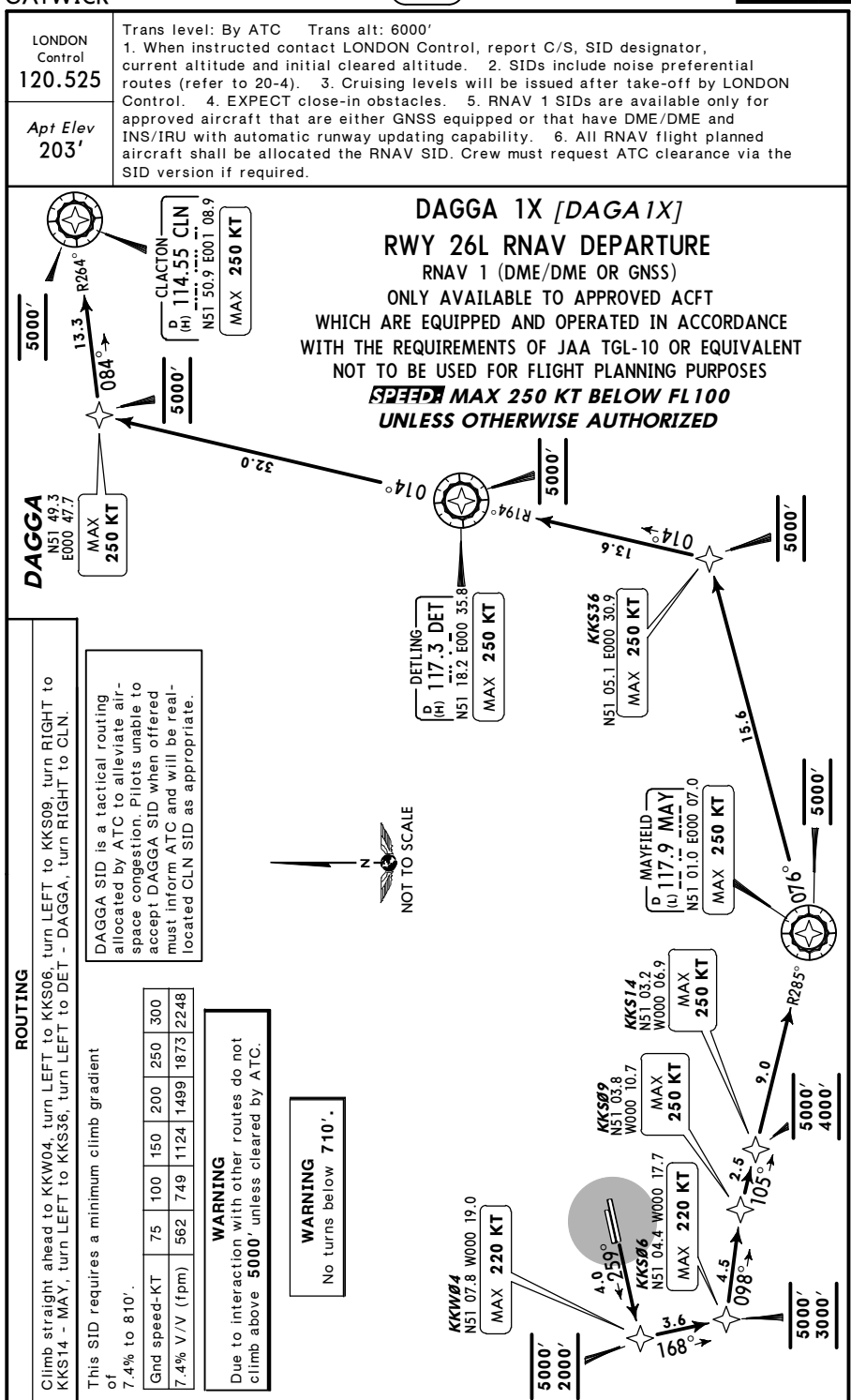
Trans level: By ATC Trans alt: 6000'

1. RNAV 1 (DME/DME or GNSS) 2. 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.

3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 20-4).

5. Cruising levels will be issued after take-off by LONDON Control. 6. EXPECT close-in obstacles. 7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent. 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.





EGKK/LGW
GATWICK

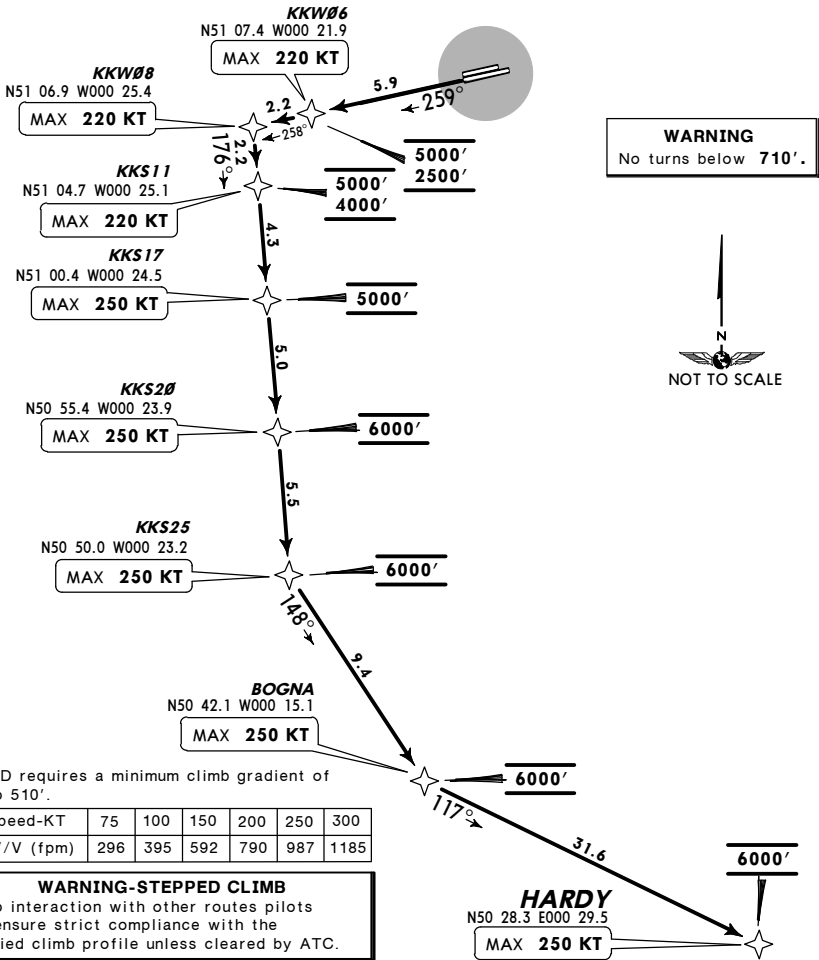
JEPPESSEN
20 FEB 15 (20-3J) Eff 5 Mar

LONDON, UK
RNAV SID

LONDON Control 133.175	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 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.
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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
SPEEDS MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



ROUTING

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

EGKK/LGW
GATWICK

JEPPESSEN
20 FEB 15 (20-3K) Eff 5 Mar

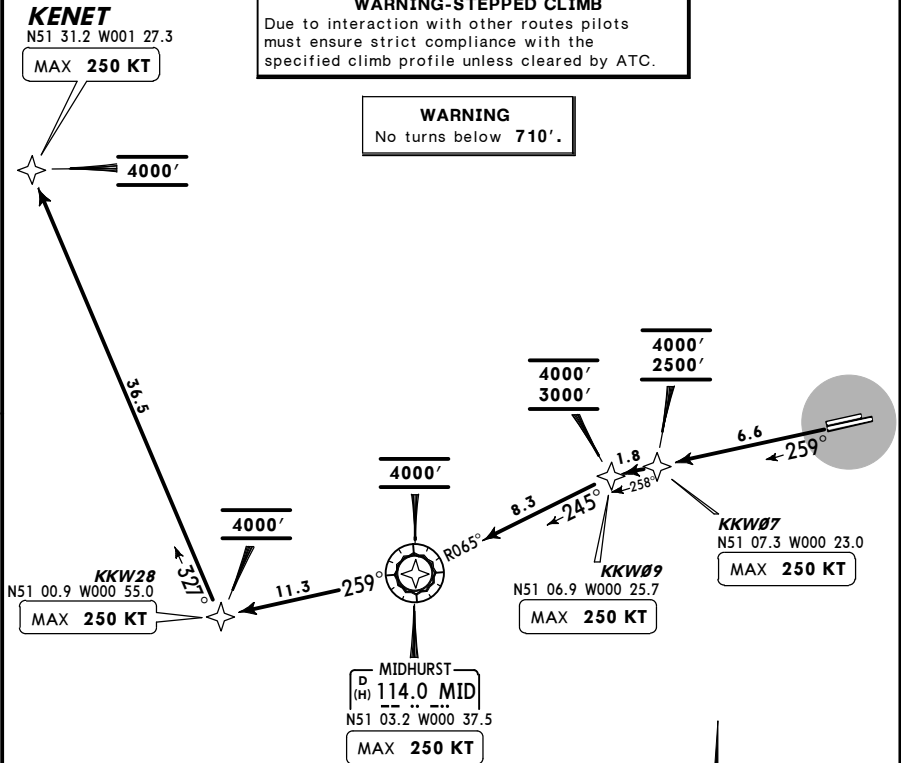
LONDON, UK
RNAV SID

LONDON Control 134.125	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 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.
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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.

EGKK/LGW
GATWICK

 **JEPPESSEN**
20 FEB 15 (20-3L) Eff 5 Mar

LONDON, UK
RNAV SID

LONDON
Control
134.125

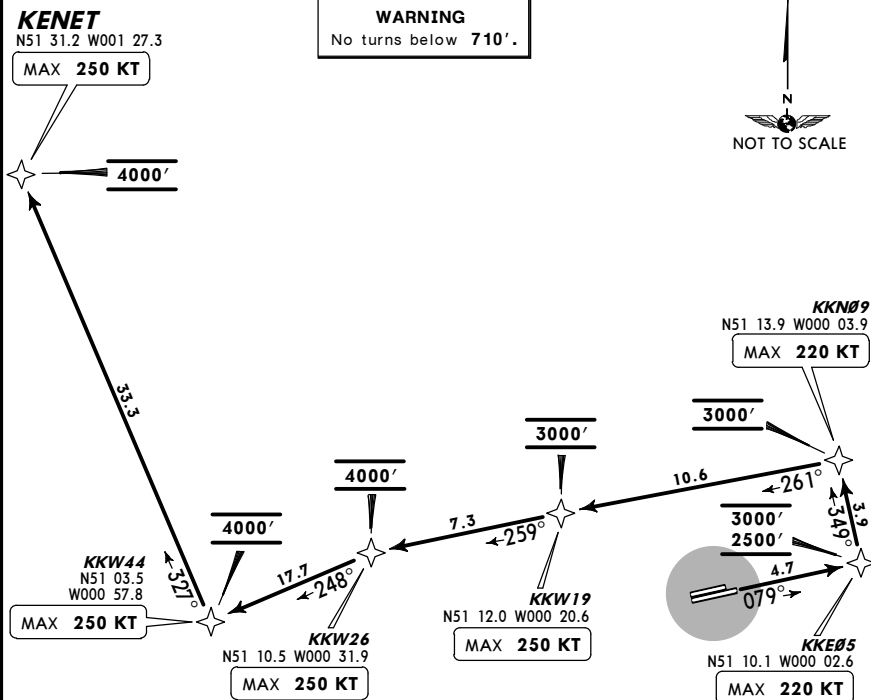
Apt Elev
203'

Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
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.

EGKK/LGW
GATWICK

JEPPESSEN
13 MAY 16 (20-3M) Eff 26 May

LONDON, UK
RNAV SID

LONDON
Control
120.525

Apt Elev
203'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1 (DME/DME or GNSS)
2. 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.
3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
4. SIDs include noise preferential routes (refer to 20-4).
5. Cruising levels will be issued after take-off by LONDON Control.
6. EXPECT close-in obstacles.
7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.
8. All RNAV flight planned aircraft shall be allocated the RNAV SID.
Crew must request ATC clearance via the SID version if required.

LAM 2X RNAV

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

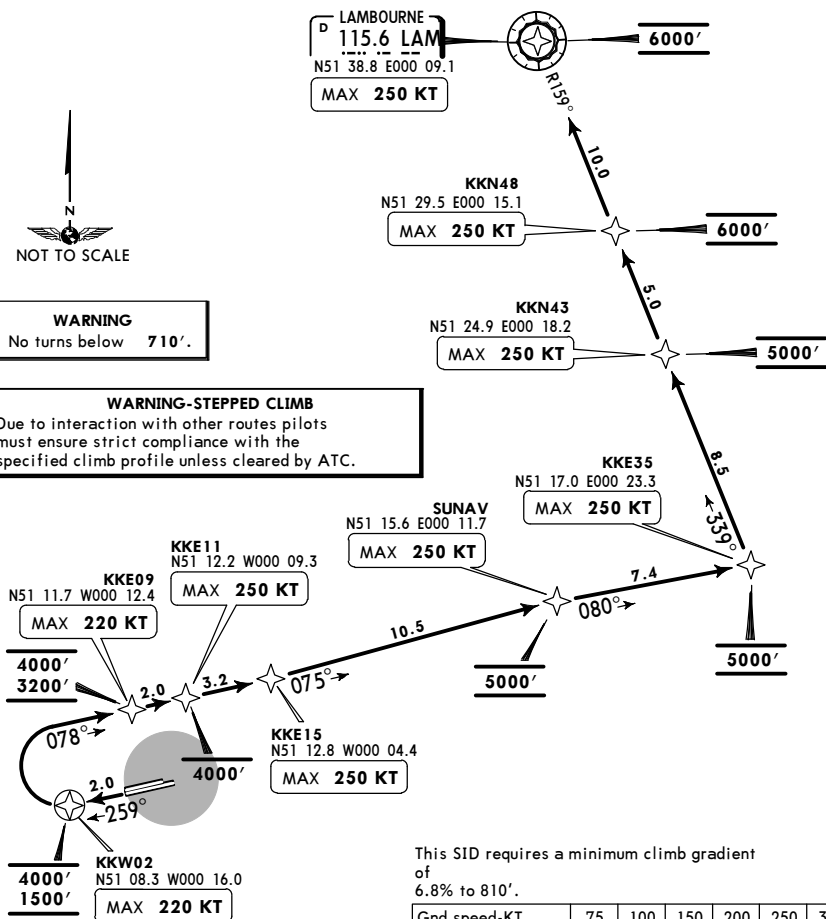


WARNING

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.



This SID requires a minimum climb gradient of 6.8% to 810'.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

RWY

26L

ROUTING

Climb straight ahead to KKW02, turn RIGHT, 078° track to KKE09 - KKE11 - KKE15 - SUNAV - KKE35, turn LEFT to KKN43 - KKN48 - LAM.

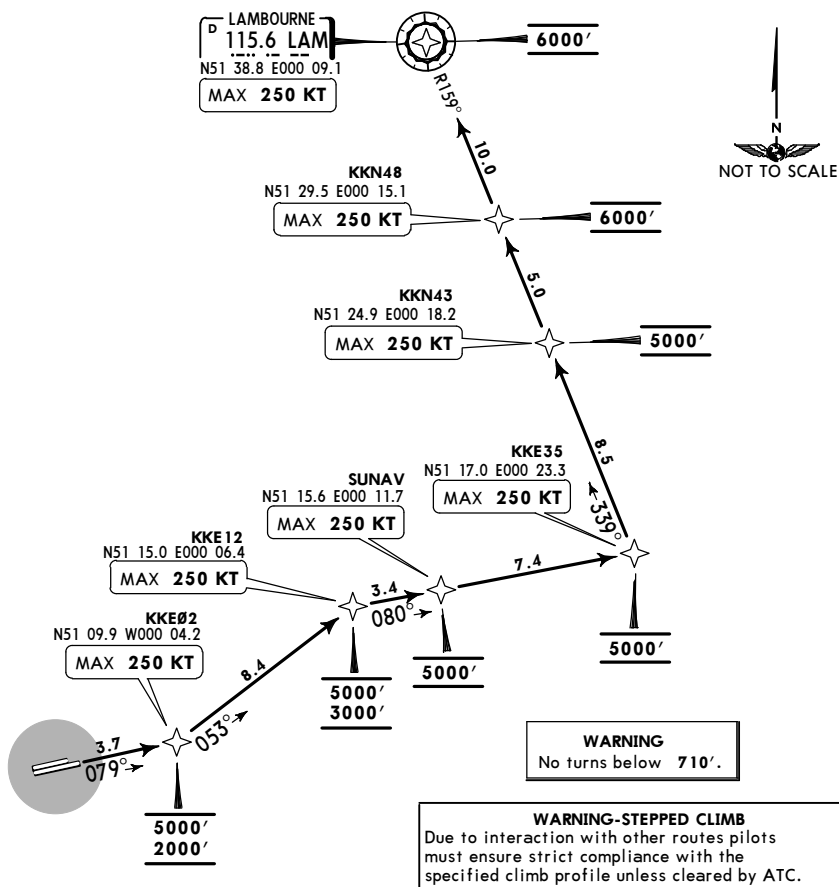
EGKK/LGW
GATWICK

JEPPESSEN
13 MAY 16 (20-3N) Eff 26 May

LONDON, UK
RNAV SID

LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 (DME/DME or GNSS) 2. 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. 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 20-4). 5. Cruising levels will be issued after take-off by LONDON Control. 6. EXPECT close-in obstacles. 7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent. 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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LAM 1Z
RNAV
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



RWY	ROUTING
08R	Climb straight ahead to KKE02, turn LEFT to KKE12, turn RIGHT to SUNAV - KKE35, turn LEFT to KKN43 - KKN48 - LAM.

EGKK/LGW
GATWICK

JEPPESSEN
20 FEB 15 **(20-3P)** **Eff 5 Mar**

LONDON, UK
RNAV SID

LONDON
Control
120.525

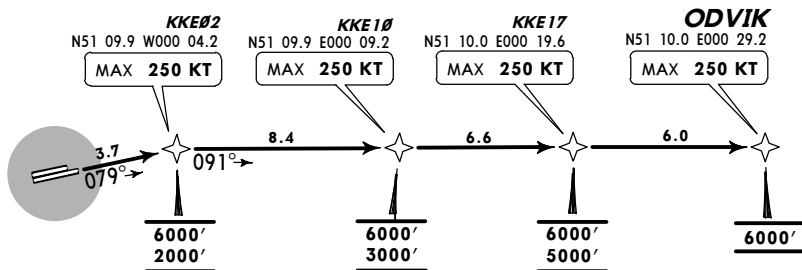
Apt Elev
203'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
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.

ODVIK 1Z [ODVI1Z]
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 FL 100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 710'.



ROUTING

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

EGKK/LGW
GATWICK

 **JEPPESSEN**
20 FEB 15 **(20-3Q)** **Eff 5 Mar**

LONDON, UK
RNAV SID

LONDON
Control
134.125

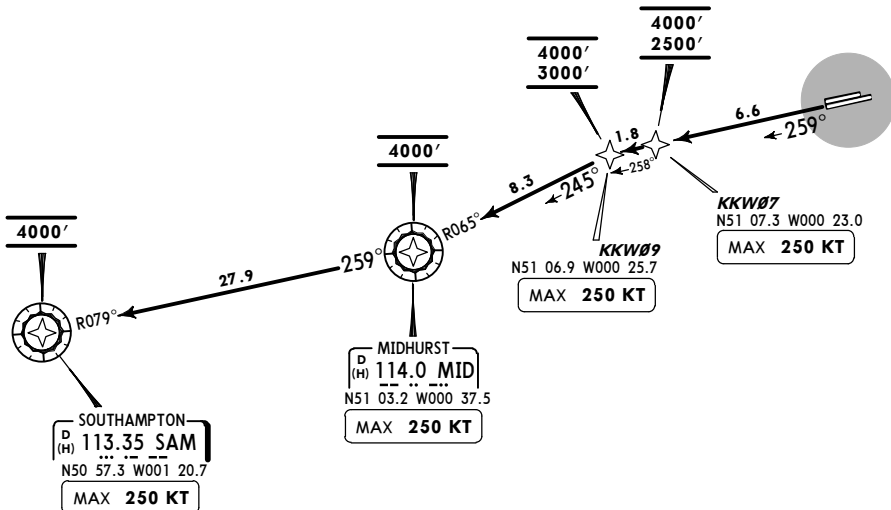
Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 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



ROUTING

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

EGKK/LGW
GATWICK

JEPPESSEN
20 FEB 15 (20-3S) Eff 5 Mar

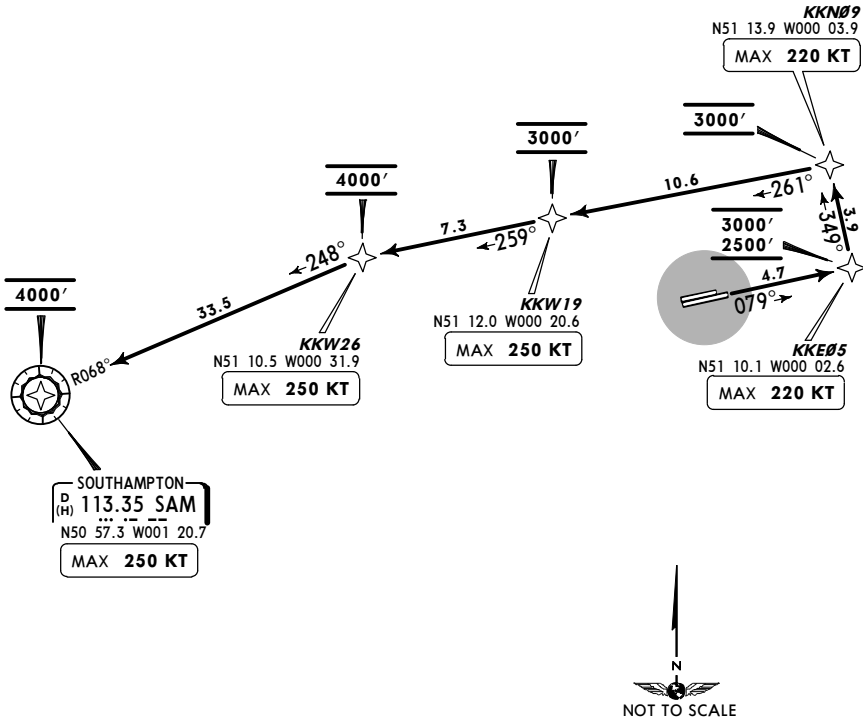
LONDON, UK
RNAV SID

LONDON Control 134.125	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 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.
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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.

EGKK/LGW
GATWICK

JEPPESEN
20 FEB 15 (20-3T) Eff 5 Mar

LONDON, UK
RNAV SID

LONDON
Control
134.125

Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 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

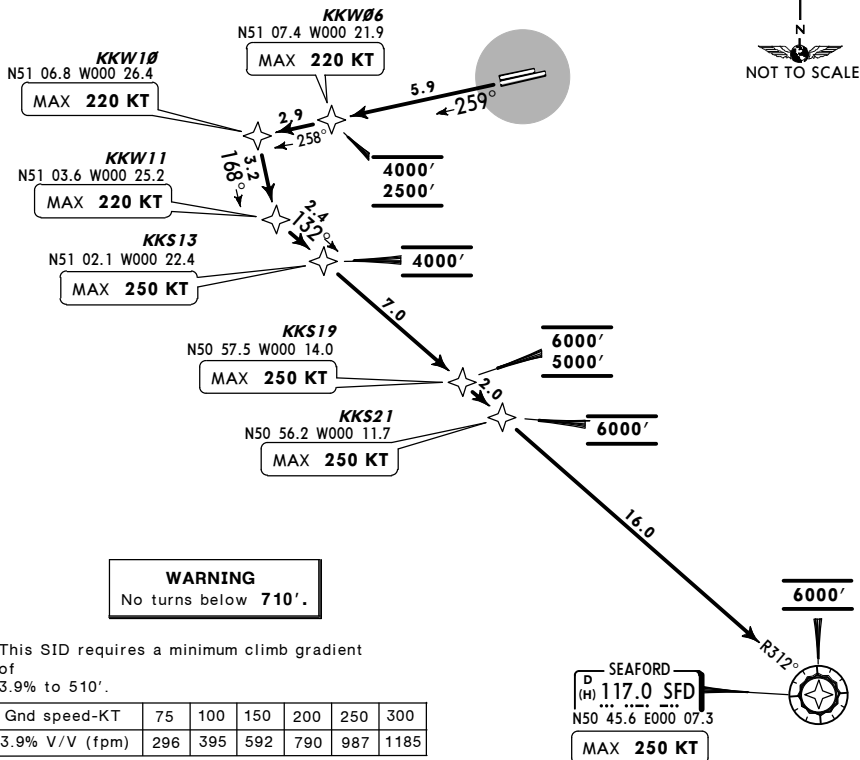
AT OTHER TIMES SIDS BOGNA 1X OR HARDY 1X WILL BE ISSUED

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.



EGKK/LGW
GATWICK

JEPPesen
20 FEB 15 (20-3T1) Eff 5 Mar

LONDON, UK
RNAV SID

LONDON
Control
118.950

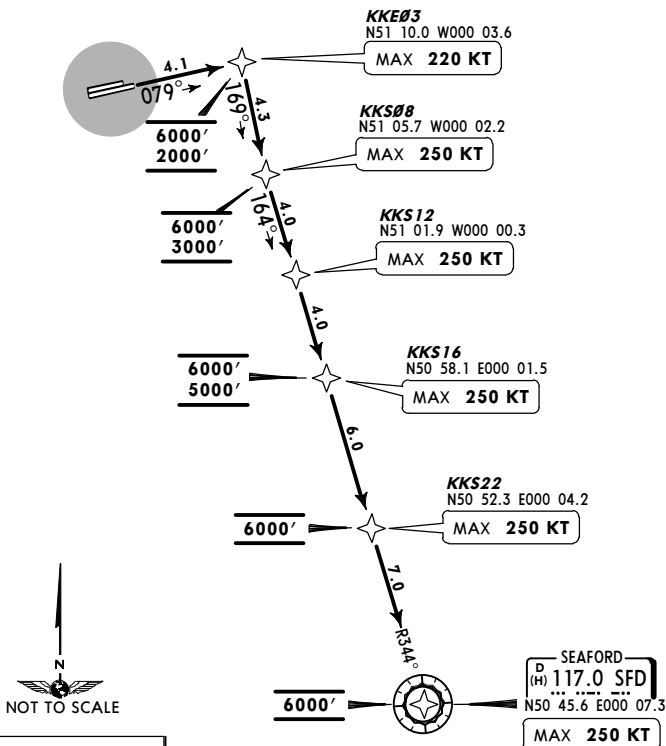
Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 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.



ROUTING

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

EGKK/LGW
GATWICK

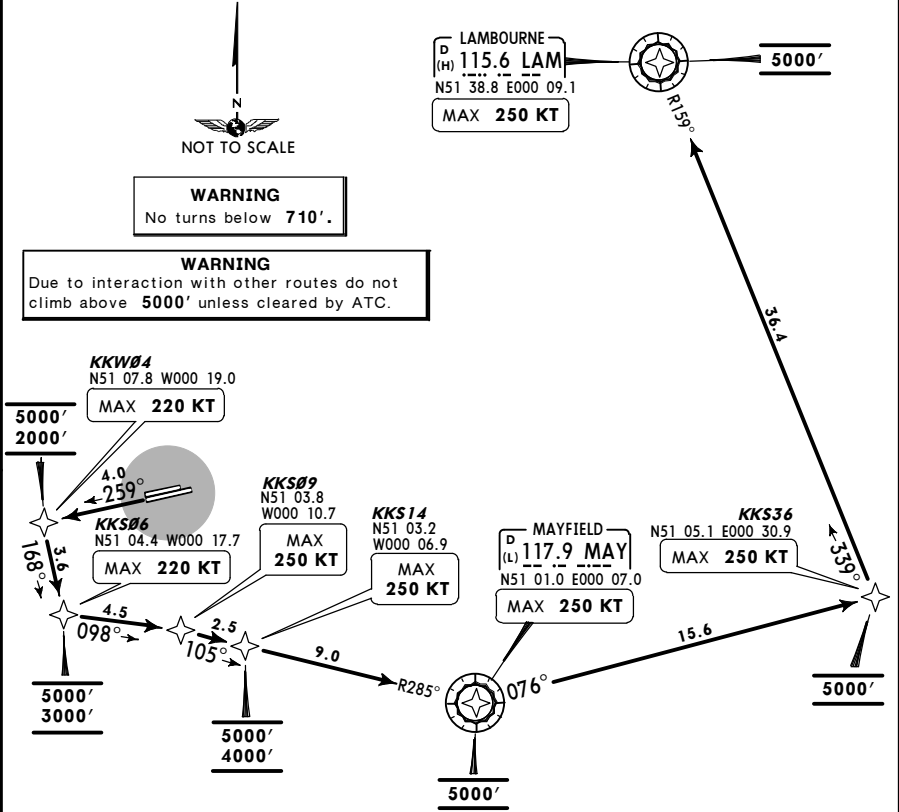
JEPPESSEN
20 FEB 15 (20-3T2) Eff 5 Mar

LONDON, UK
RNAV SID

LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 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.
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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



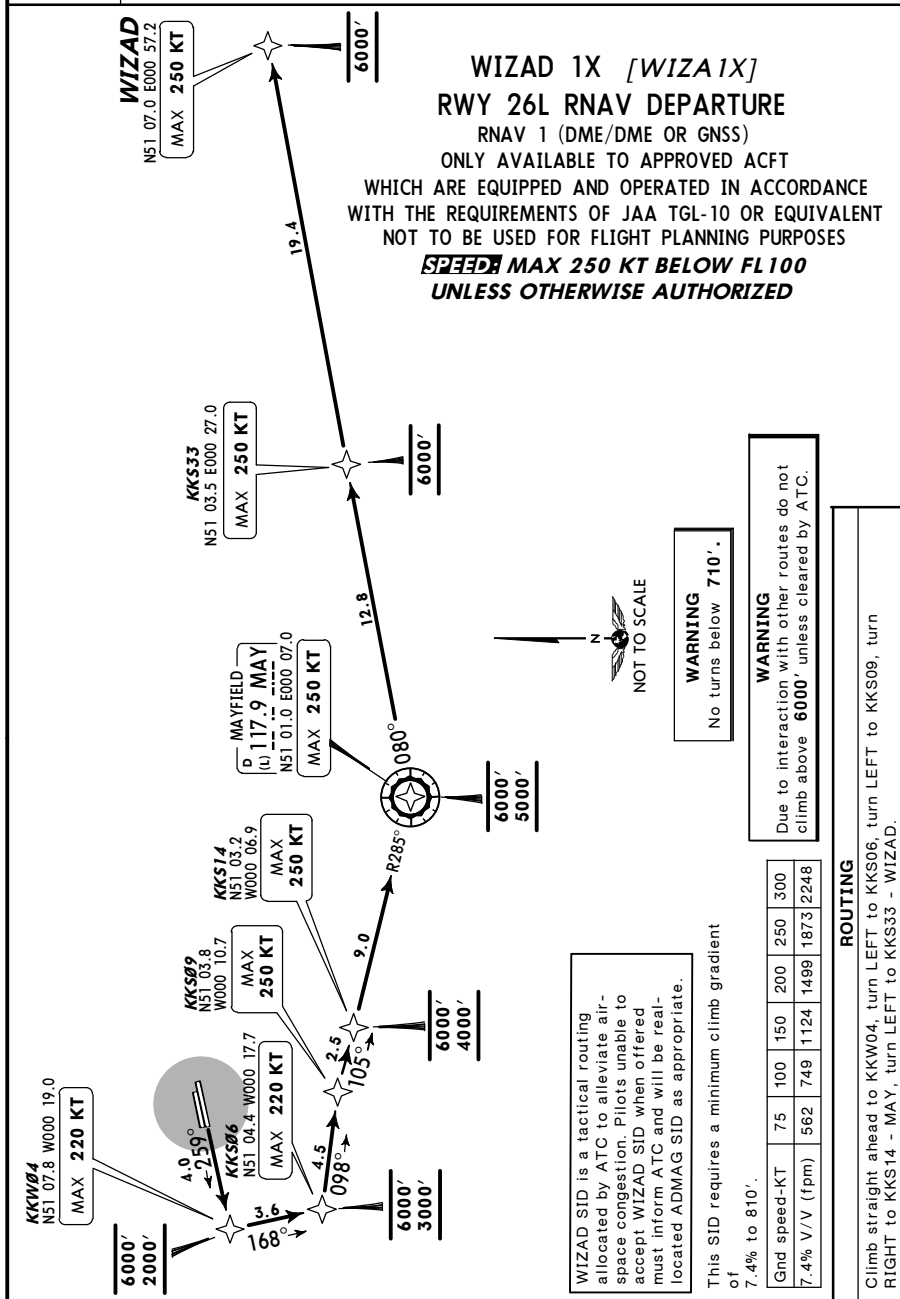
This SID requires a minimum climb gradient of 7.4% to 810'.

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 airspace congestion. Pilots unable to accept TIGER SID when offered must inform ATC and will be reallocated LAM SID as appropriate.

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.



EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3V1)

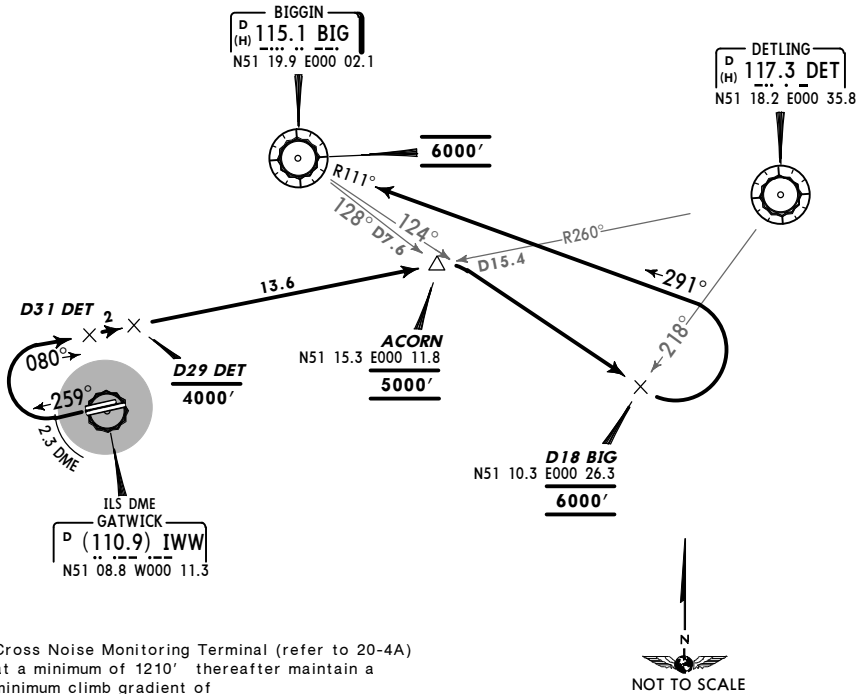
LONDON, UK
SID

*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 120.52		

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'.



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	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3V2)

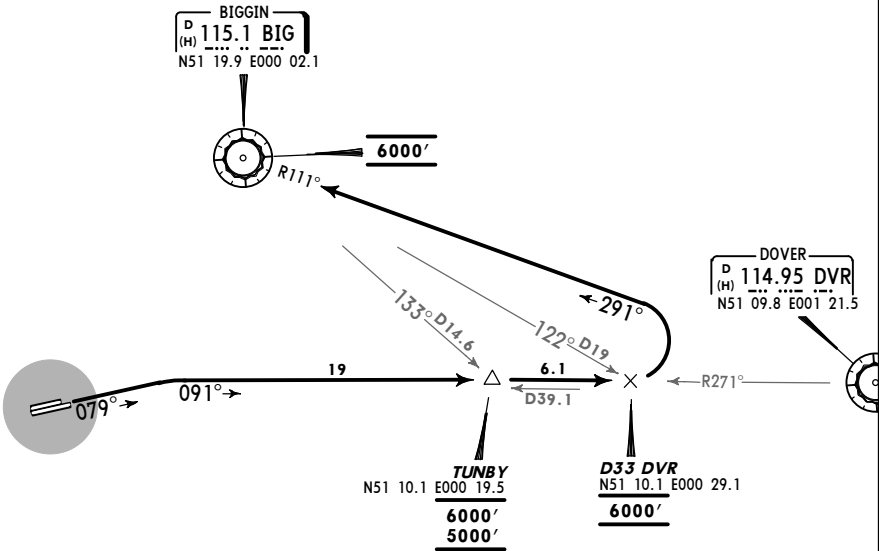
LONDON, UK
SID

*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 120.52		

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

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	

EGKK/LGW
GATWICK

JEPPesen
28 MAR 14 (20-3V3)

LONDON, UK
SID

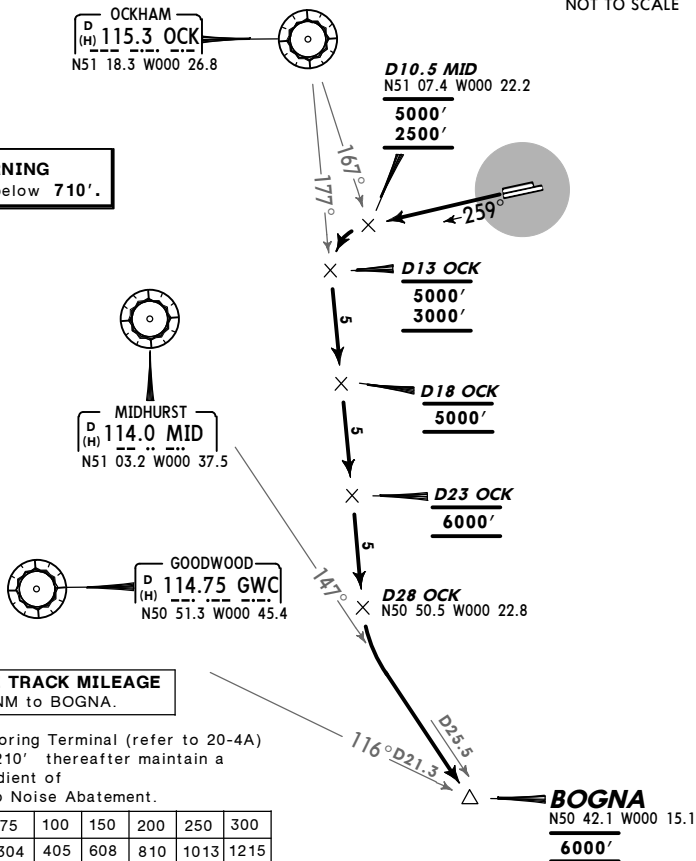
*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 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.



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

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	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3V4)

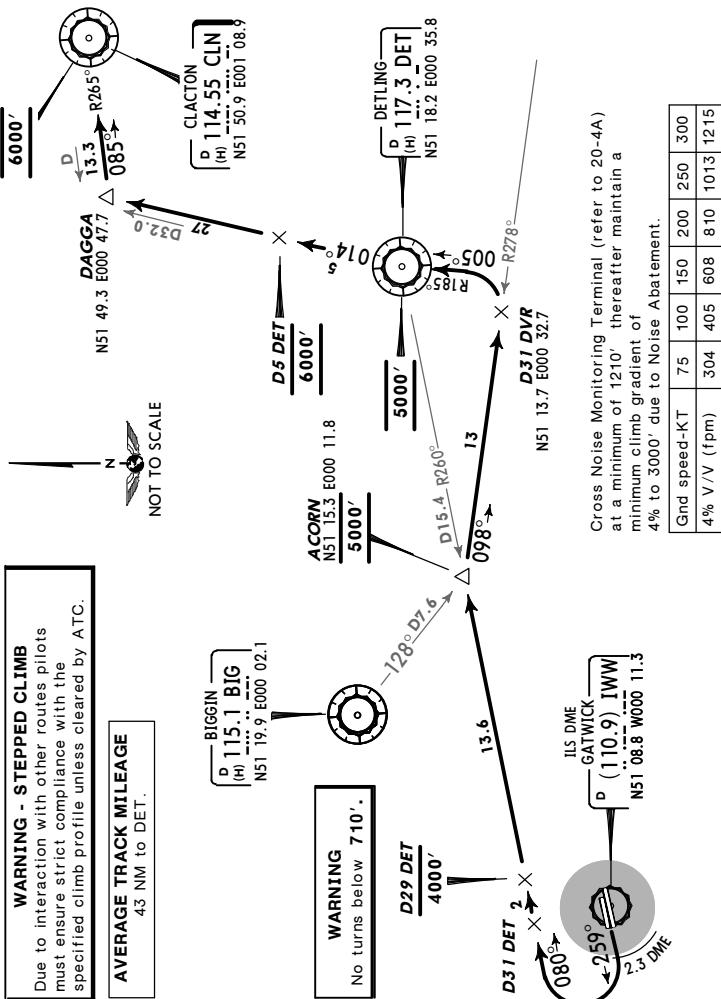
LONDON, UK
SID

*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 120.52		

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'
**SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**



DOVER
D 114.95 DVR
(H)
N51 09.8 E001 21.5



ROUTING/ALTITUDE	
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.	
SID	RWY
CLN 8M	26L
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.	

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.

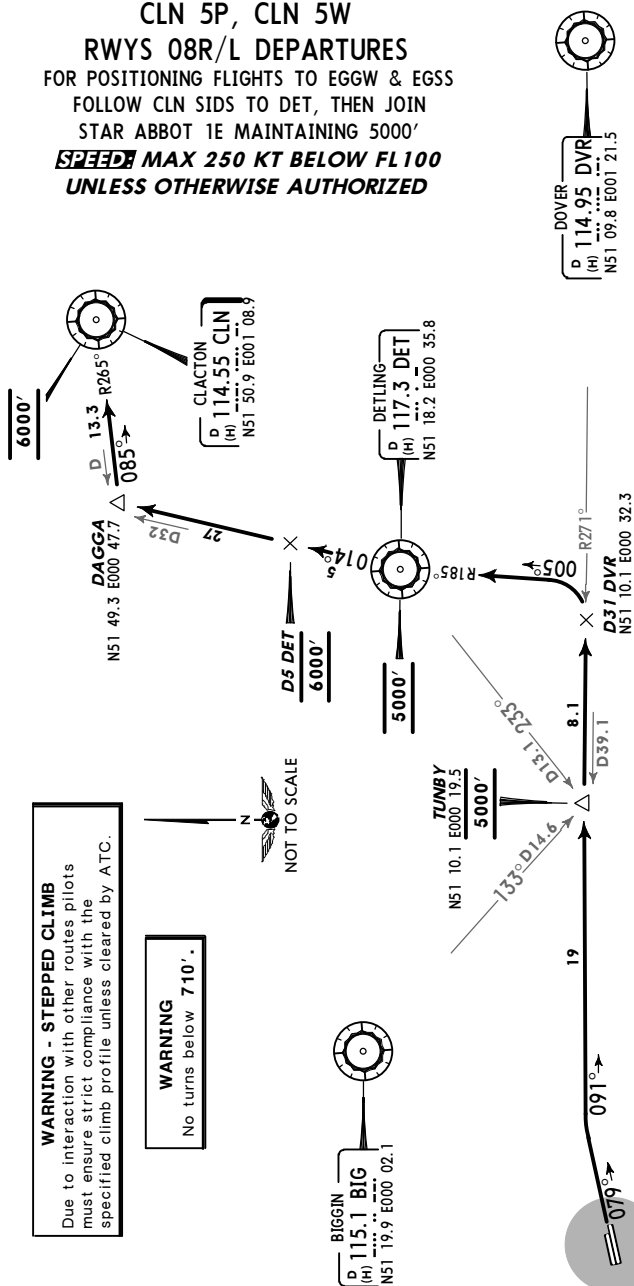
WARNING
No turns below 710'.

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

*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 12'0" 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 (rpm)	418	557	835	1114	1392	1671
4% V/V (rpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
36 NM to DET.

ROUTING/ALTITUDE	
SID	RWY
CLN 5P	08R
CLN 5W	08L

Straight ahead, maintain 079° track, intercept DVR R-271 inbound, cross TUNBEY (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.

EGKK/LGW
GATWICK

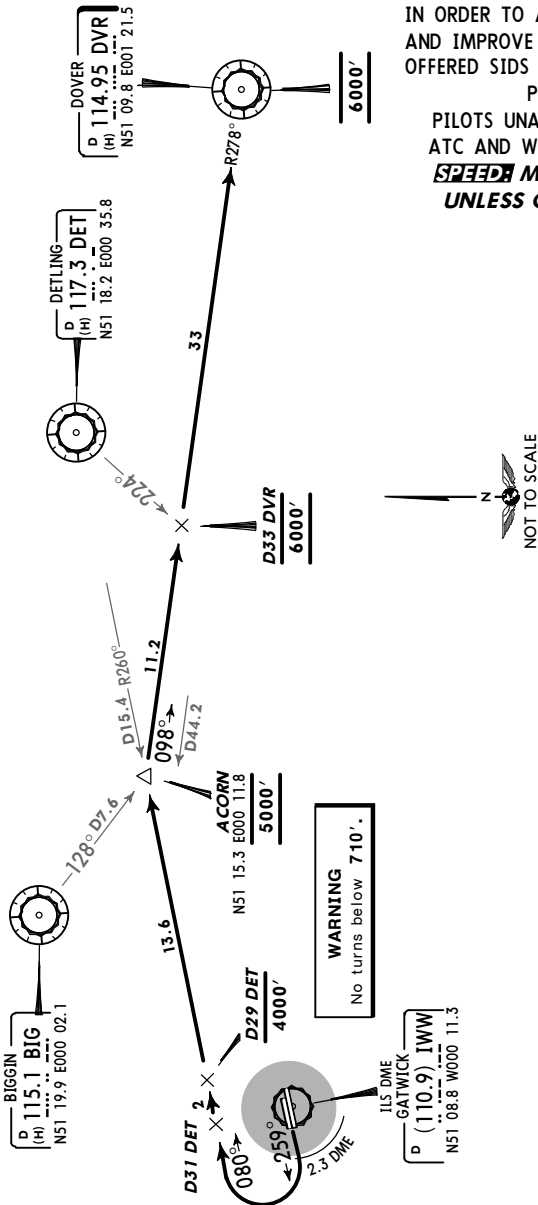
JEPPESSEN
28 MAR 14 (20-3V6)

LONDON, UK
SID

*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 120.52		

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
**SPEEDS 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
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

ROUTING/ALTITUDE	
SID	RWY
DVR 8M	26L
DVR 8V	26R

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.

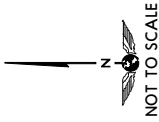
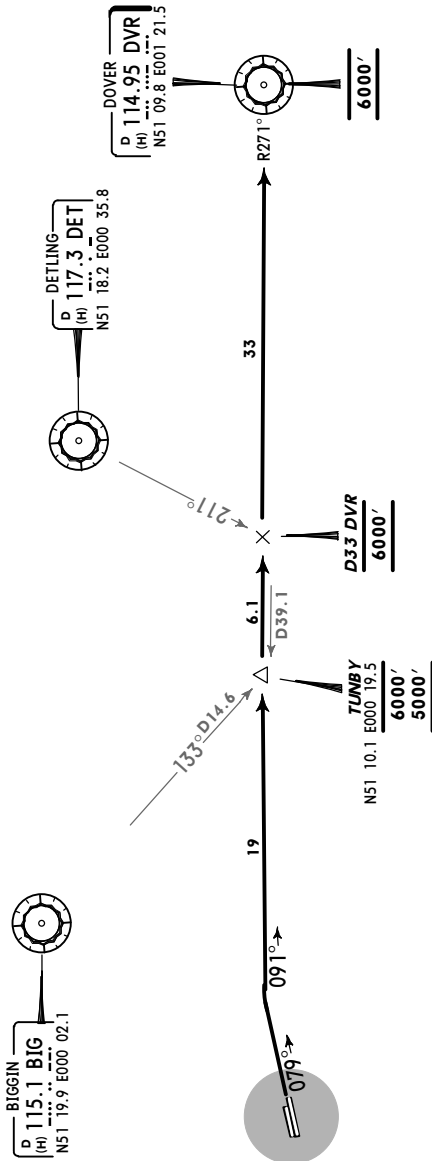
EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3V7)

LONDON, UK
SID

*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 clear- ance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 120.52		

DVR 2P, DVR 2W
RWYS 08R/L DEPARTURES
~~SPEEDS~~ 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'.

AVERAGE TRACK MILEAGE
58 NM to DVR.

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	

EGKK/LGW
GATWICK

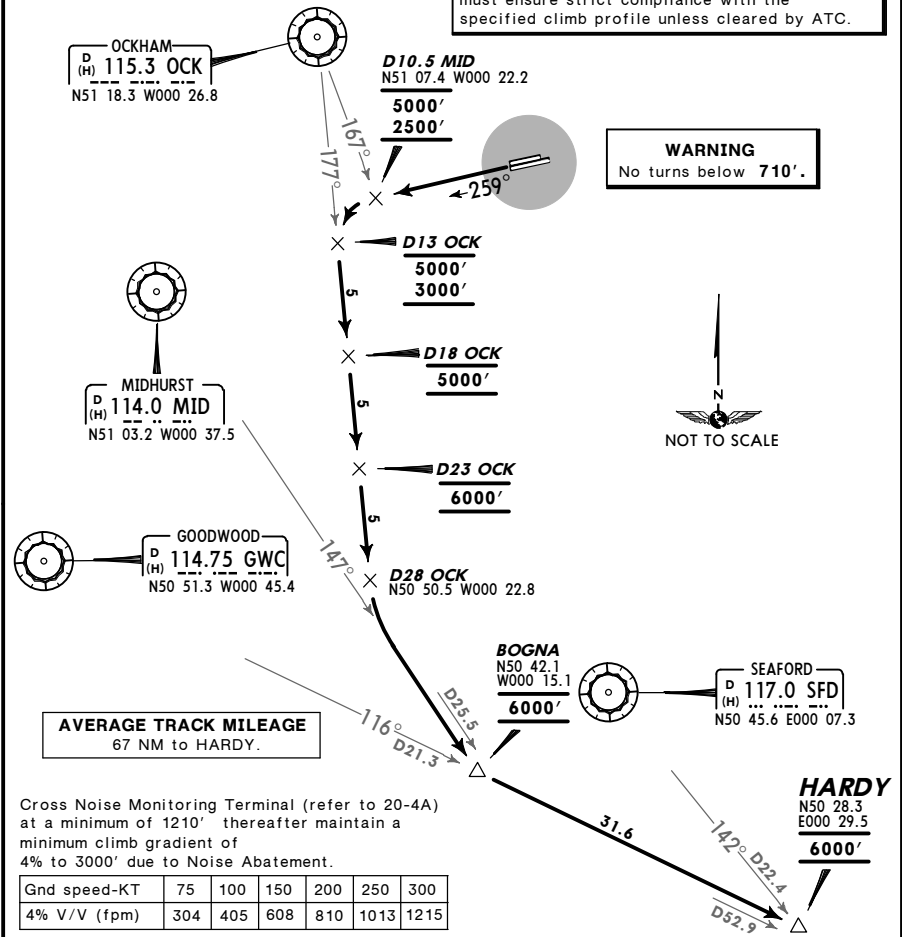
JEPPesen
28 MAR 14 (20-3V8)

LONDON, UK
SID

*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		

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.



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	

EGKK/LGW
GATWICK

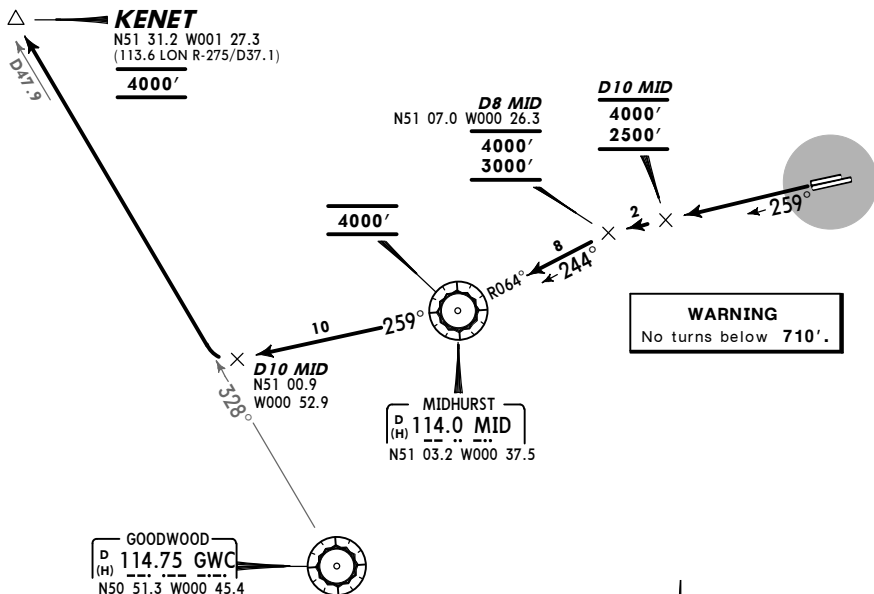
 **JEPPESSEN**
28 MAR 14 **(20-3W)**

LONDON, UK
SID

*GATWICK Delivery 121.95	<i>Apt Elev</i> 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 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.



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	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3X1)

LONDON, UK
SID

*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 120.52		

LAM 4M, LAM 4V RWYS 26L/R DEPARTURES

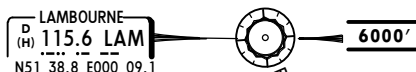
IN ORDER TO ALLEVIATE AIRSPACE CONGESTIONS PILOTS MAY BE
OFFERED SIDS TIGER 3M/3V AT A LATE STAGE OF TAXIING

PILOTS UNABLE TO ACCEPT MUST INFORM ATC

AND WILL BE ALLOCATED LAM 4M/4V

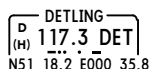
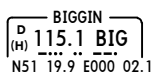
~~SPEED~~ MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED



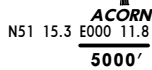
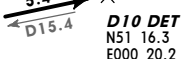
WARNING - STEPPED CLIMB

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



WARNING

No turns below 710'.



AVERAGE TRACK MILEAGE
55 NM to LAM.

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

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3X2)

LONDON, UK
SID

*GATWICK
Delivery
121.95

LONDON
Control
120.52

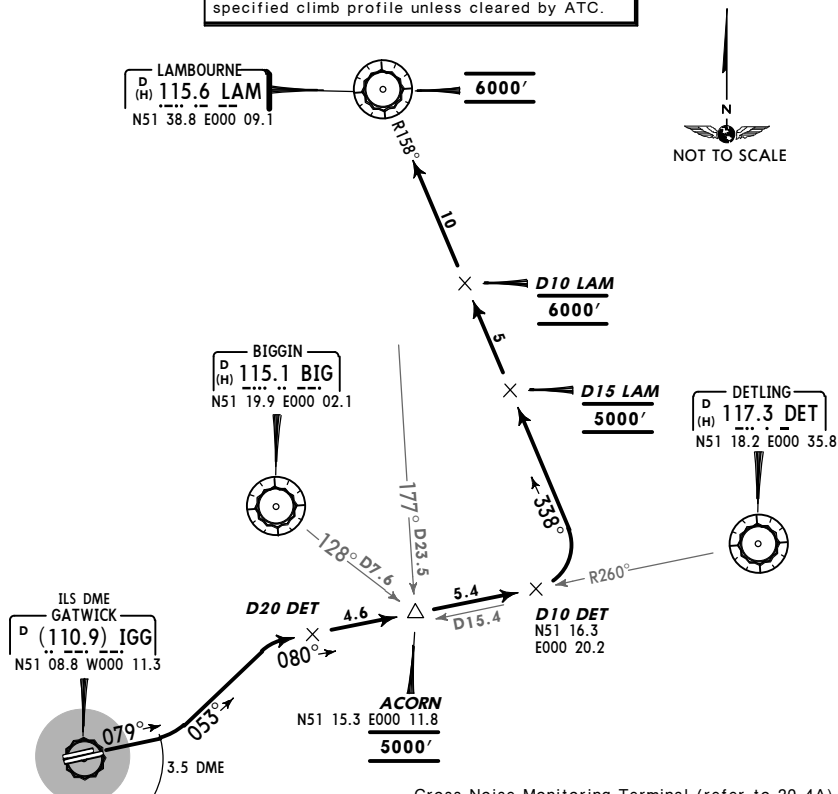
Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control.
 2. SIDs include noise preferential routes (refer to 20-4A).
 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 FL 100
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.



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

EGKK/LGW
GATWICK

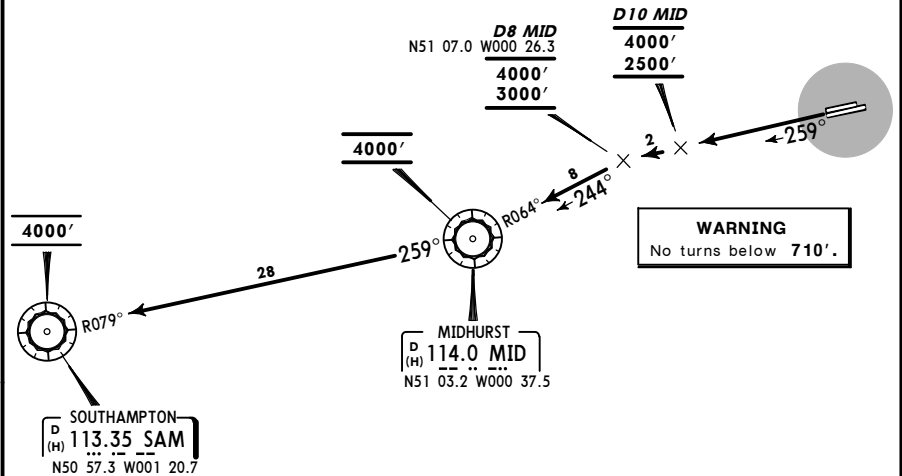
JEPPESSEN
28 MAR 14 (20-3X3)

LONDON, UK
SID

*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.

SAM 2M, SAM 2V
RWYS 26L/R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL 100
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	250	300
4% V/V (fpm)	304	405	608	810	1013



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	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3X4)

LONDON, UK
SID

*GATWICK
Delivery
121.95

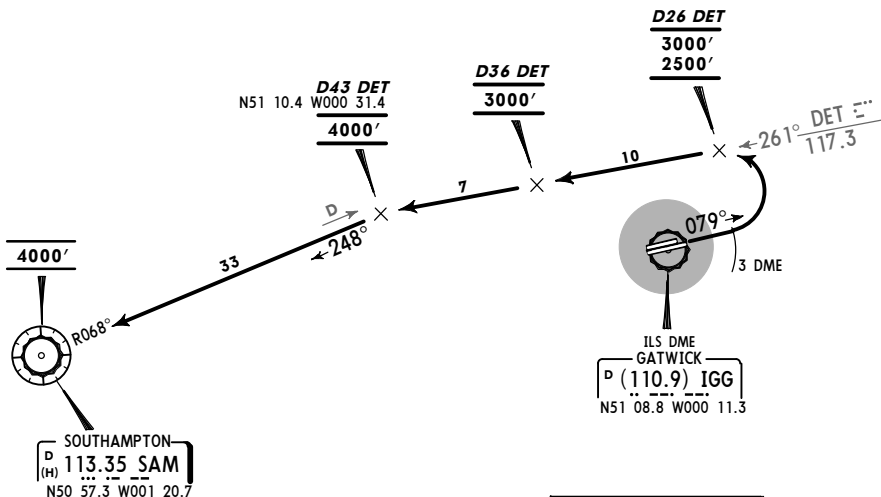
LONDON
Control
134.12

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



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	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3X5)

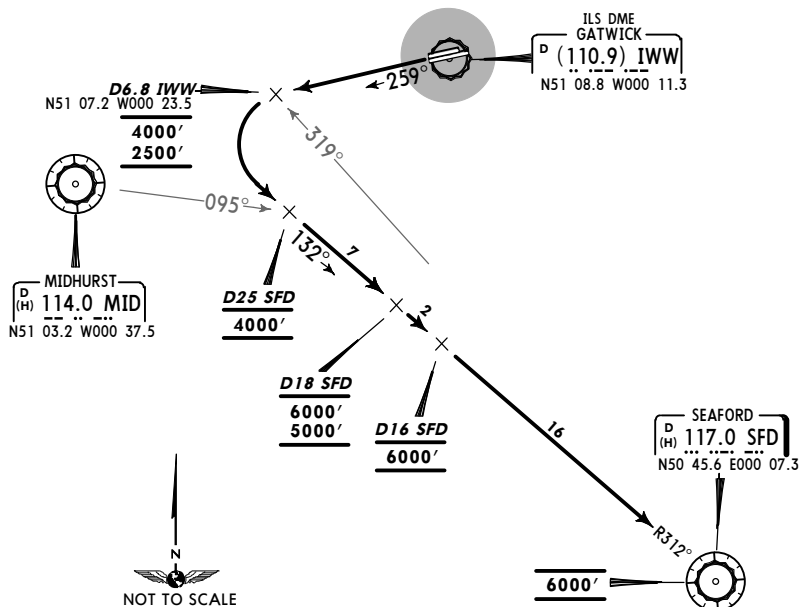
LONDON, UK
SID

*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		

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	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3X6)

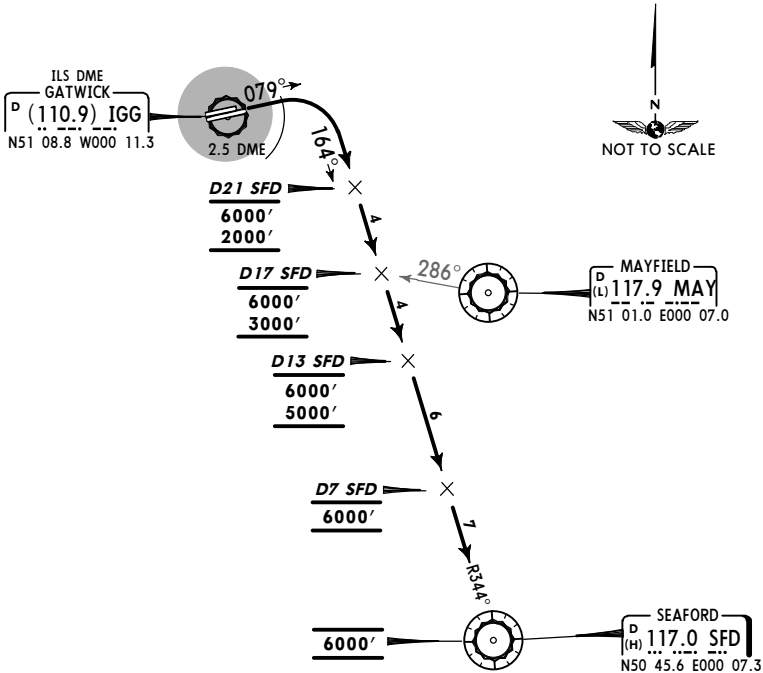
LONDON, UK
SID

*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 118.95		

SFD 9P, SFD 9W
RWYS 08R/L DEPARTURES
~~EXCEED~~ 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 in-bound, 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	

EGKK/LGW
GATWICK

JEPPesen
28 MAR 14 (20-3X7)

LONDON, UK
SID

*GATWICK
Delivery
121.95

Apt Elev
203'

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 20-4A).
 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

**SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**



WARNING

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

ILS DME
GATWICK
D (110.9) IWW
N51 08.8 E000 11.3

WARNING
No turns below 710'.

D13 MAY
D9 MAY
5000'
3000'

MAYFIELD
D (L) 117.9 MAY
N51 01.0 E000 07.0

LAMBOURNE
D (H) 115.6 LAM
N51 38.8 E000 09.1

DAGGA
N51 49.3 E000 47.7

CLACTON
D (H) 114.55 CLN
N51 50.9 E001 08.9

DETTLING
D 117.3 DET
N51 18.2 E000 35.8

AVERAGE TRACK MILEAGE
35 NM to TIGER.

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

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

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

EGKK/LGW
GATWICK

 **JEPPESSEN**
28 MAR 14 (20-3X8)

LONDON, UK
SID

*GATWICK Delivery 121.95	<i>Apt Elev</i> 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 118.95		

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

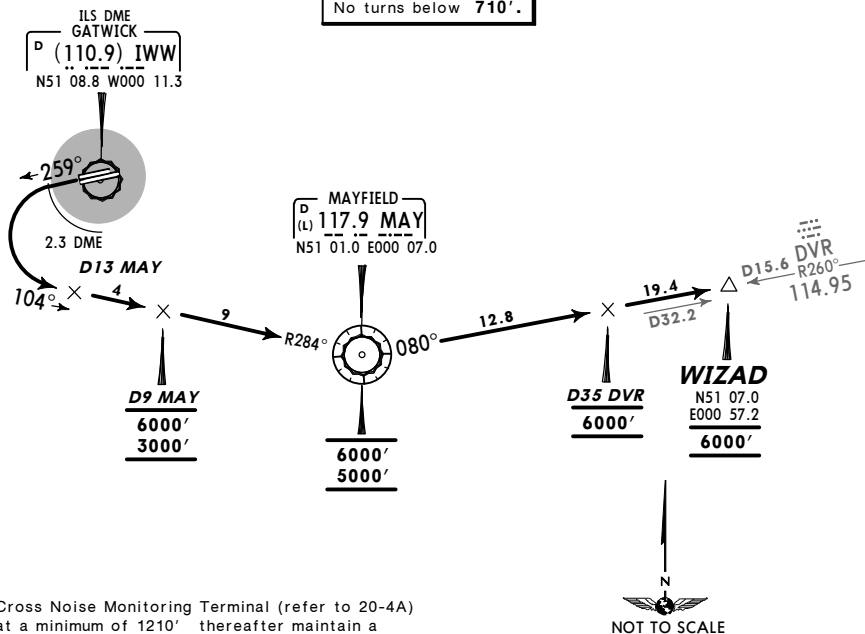
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING

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

WARNING

No turns below **710'**.

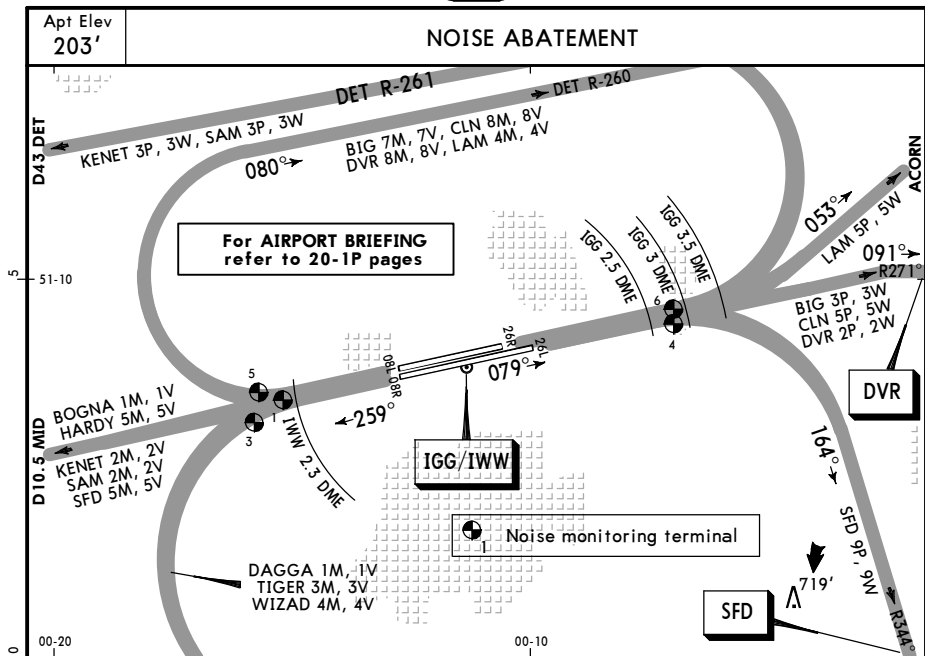


Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of 4% to 3000' due
to Noise Abatement.

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	

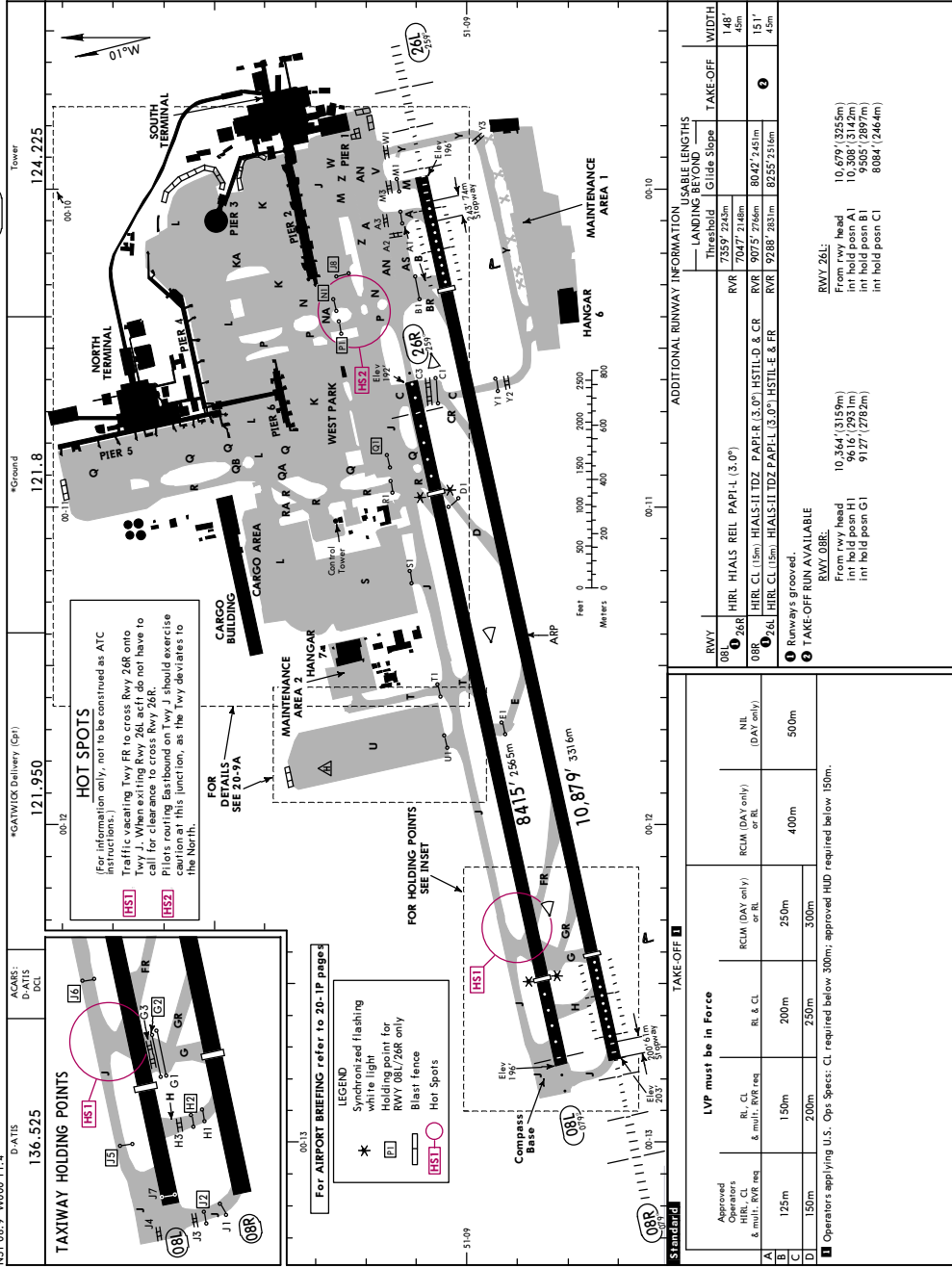


The operation limits as specified in para 3.3.1. (refer to Airport Briefing Page 20-1P5) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

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





EGKK/LGW



LONDON, UK
GATWICK

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N51 09.3 W000 09.8	130	N51 09.3 W000 10.5
4	N51 09.2 W000 09.8	131, 132	N51 09.3 W000 10.6
5	N51 09.2 W000 09.7	133, 134	N51 09.3 W000 10.7
10	N51 09.3 W000 09.9	135, 136	N51 09.3 W000 10.8
11, 12	N51 09.3 W000 10.0	140 thru 141	N51 09.2 W000 10.5
13	N51 09.4 W000 10.0	142, 142L, 142R	N51 09.2 W000 10.6
13L	N51 09.4 W000 09.9	143 thru 144R	N51 09.2 W000 10.7
13R	N51 09.4 W000 10.0	145, 145L, 145R	N51 09.2 W000 10.8
14	N51 09.3 W000 10.0	150, 150L	N51 09.4 W000 11.1
15	N51 09.4 W000 10.0	150R	N51 09.3 W000 11.1
16	N51 09.3 W000 10.1	151	N51 09.3 W000 11.2
17	N51 09.4 W000 10.1	152L thru 152R	N51 09.3 W000 11.2
18	N51 09.3 W000 10.1	153	N51 09.4 W000 11.0
19	N51 09.4 W000 10.1	154, 155	N51 09.4 W000 11.1
20	N51 09.3 W000 10.1	156, 157	N51 09.4 W000 11.2
21	N51 09.4 W000 10.2	158, 159	N51 09.4 W000 11.3
22	N51 09.3 W000 10.2	160, 160L, 160R	N51 09.3 W000 11.0
23	N51 09.4 W000 10.3	161	N51 09.2 W000 11.0
24	N51 09.3 W000 10.2	170, 170L, 170R	N51 09.1 W000 11.3
25 thru 27	N51 09.3 W000 10.3	171, 171R	N51 09.1 W000 11.2
28	N51 09.3 W000 10.2	172, 172R	N51 09.2 W000 11.3
31	N51 09.4 W000 10.0	173, 173L, 173R	N51 09.2 W000 11.2
31L	N51 09.4 W000 10.1	174, 174L, 174R	N51 09.2 W000 11.3
31R	N51 09.4 W000 10.0	175, 175R	N51 09.2 W000 11.2
32, 32L, 32R	N51 09.4 W000 10.1	176	N51 09.2 W000 11.3
33	N51 09.4 W000 10.2	176R	N51 09.3 W000 11.3
33L	N51 09.5 W000 10.2	177, 177L	N51 09.3 W000 11.2
33R	N51 09.4 W000 10.2	177R	N51 09.2 W000 11.2
34 thru 35R	N51 09.5 W000 10.2	178, 180	N51 09.3 W000 11.3
36, 36L, 36R	N51 09.6 W000 10.1	230 thru 231R	N51 09.1 W000 11.7
37	N51 09.6 W000 10.0	232, 232L, 232R	N51 09.2 W000 11.7
38	N51 09.5 W000 10.0	233, 233L, 233R	N51 09.2 W000 11.8
41, 41E, 41W	N51 09.4 W000 10.3	234, 234L	N51 09.3 W000 11.8
42 thru 43W	N51 09.4 W000 10.4	234R	N51 09.2 W000 11.8
46, 47	N51 09.6 W000 10.2	235, 235L, 235R	N51 09.3 W000 11.8
48	N51 09.6 W000 10.3	551, 552	N51 09.5 W000 10.7
48L	N51 09.5 W000 10.3	553	N51 09.4 W000 10.8
48R	N51 09.6 W000 10.2	554 thru 557	N51 09.5 W000 10.8
49, 49L, 49R	N51 09.5 W000 10.3	558 thru 564	N51 09.6 W000 10.8
50, 51	N51 09.5 W000 10.4	565 thru 571	N51 09.7 W000 10.9
51L	N51 09.5 W000 10.5	572 thru 574	N51 09.8 W000 10.9
51R	N51 09.5 W000 10.4		
52, 52L, 52R	N51 09.5 W000 10.5		
53, 53L	N51 09.5 W000 10.6		
53R	N51 09.5 W000 10.5		
54	N51 09.5 W000 10.6		
64, 64L, 64R	N51 09.8 W000 11.0		
65 thru 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		
107, 109	N51 09.3 W000 10.7		
110	N51 09.3 W000 10.8		
111	N51 09.4 W000 10.8		
112, 113	N51 09.4 W000 10.7		

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JEPPesen

15 JUN 07

(20-9B)

LONDON, UK
GATWICK**STAND ENTRY GUIDANCE SYSTEM****GENERAL**

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

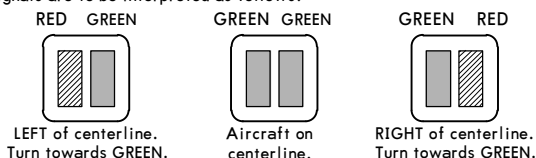
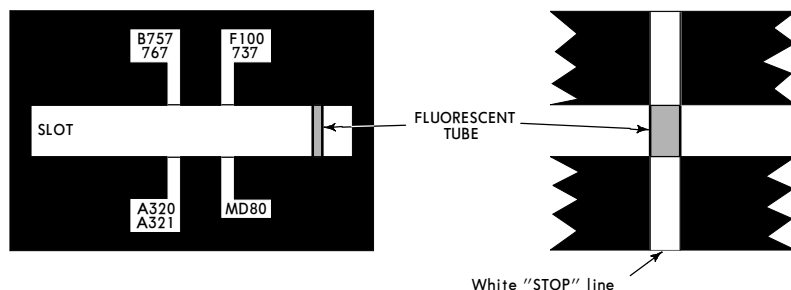
- a) Centerline Guidance - AGNIS (AZIMUTH GUIDANCE FOR NOSE-IN STANDS)
- b) Stopping Guidance - PAPA (PARALLAX AIRCRAFT PARKING AID),
 - Mirror or
 - Stop arrow

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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15 JUN 07 **(20-9C)**
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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

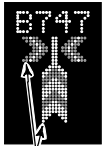
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching acft. It shall be checked that the correct acft type is displayed. The lead-in line shall be followed.

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.



Floating arrows



Flashing red arrow



Yellow arrow

Yellow centre line

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 overshoot 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.



Red lights

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25 JAN 13 20-9D

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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.

EZY5474		
AIBT		
08:51		

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.

EZY5477		
09:30		
-014		

EZY5477		
09:30		
-014		

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.

EZY5477		
AOBT		
09:27		

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2 APR 10

20-9Y
Eff 8 Apr
JAA COPTER MINIMUMS
LONDON, UK
GATWICK

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').

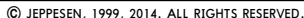
After SRA 08L/26R: 830' (627').

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.

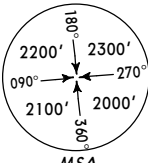
INITIAL APPROACH
VALID FOR 90 - 240 KT TAS
FOR FINAL APPROACH SEE 21-1A

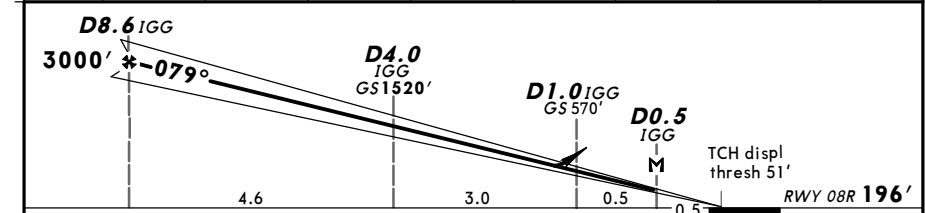
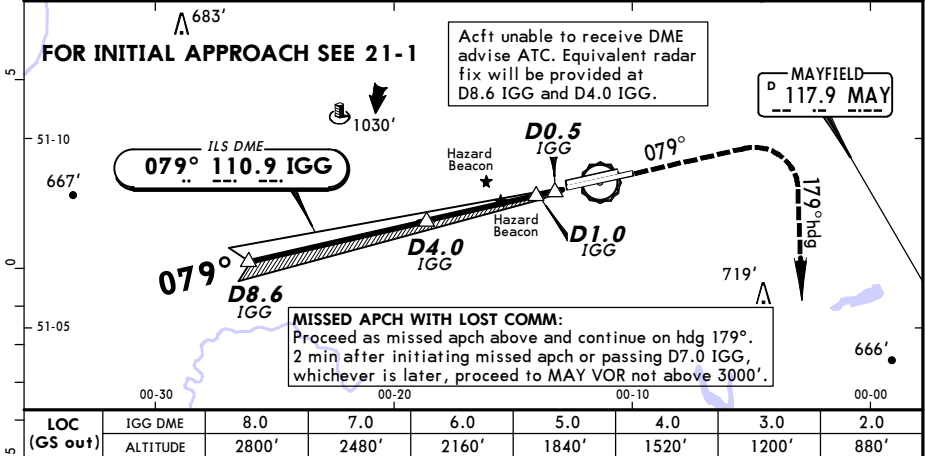


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GATWICK

19 SEP 14 **21-1A** CAT I/II/III ILS DME Rwy 08R

LONDON, UK

D-ATIS		GATWICK Director (APP/R)		GATWICK Tower		*Ground
136.525		126.825		124.225		121.80
LOC IGG 110.9	Final Aptch Crs 079°	GS D4.0 IGG 1520' (1324')	CAT II & IIIA ILS Refer to Minimums	ILS DA(H) 396' (200')	Apt Elev 203'	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 179°, 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.						



Gnd speed-Kts	70	90	100	120	140	160		2000'
ILS GS or								
LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.5 IGG								

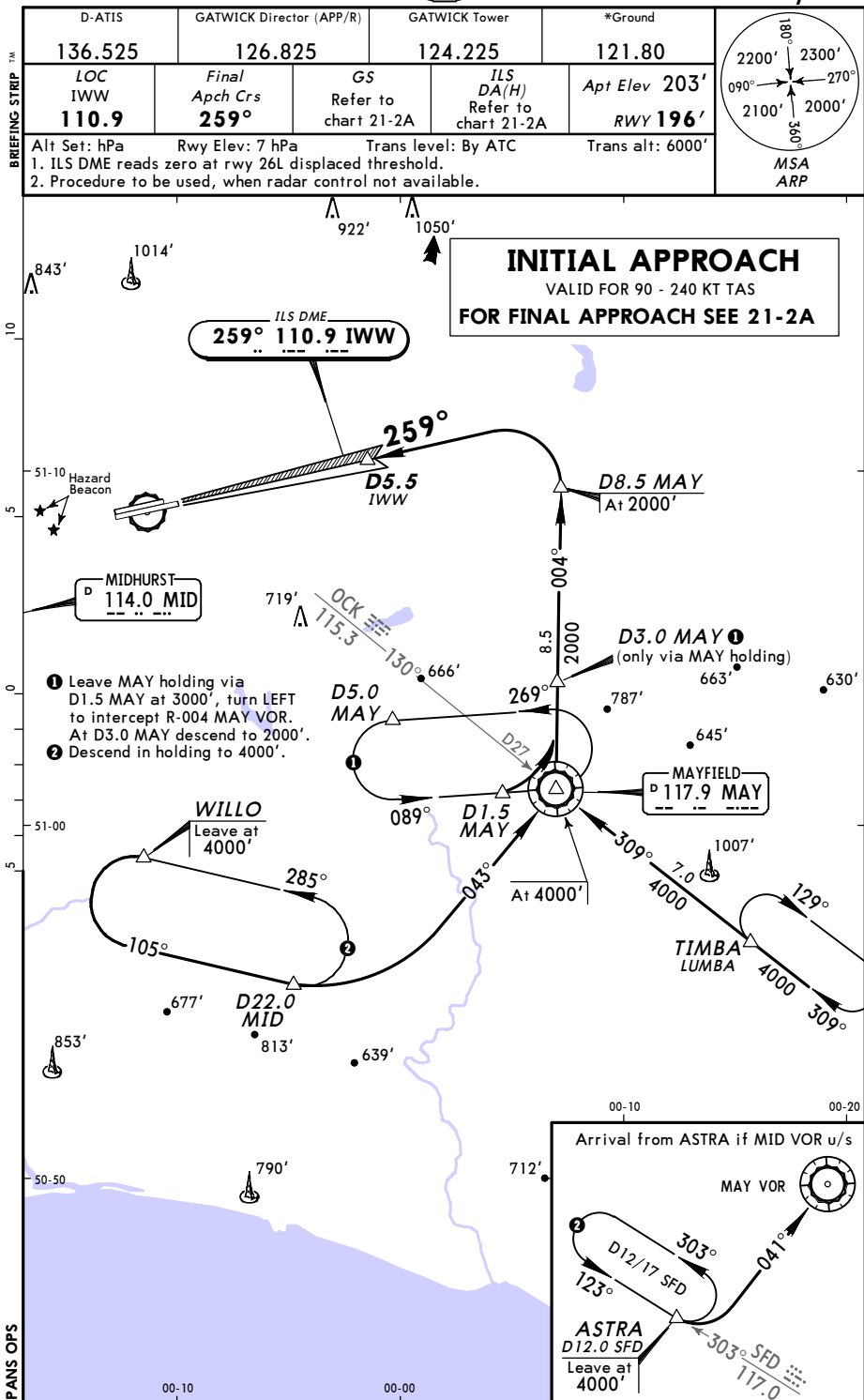
STRAIGHT-IN LANDING RWY 08R						
CAT IIIA ILS				CAT II ILS		
DH 50'				ABCD		
RVR 200m				RA 96'		
				DA(H) 296' (100')		
				RVR 300m		

Standard		STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND	
		ILS		LOC (GS out) CDFA			
		DA(H) 396' (200')		DA/MDA(H) 740' (544')			
		FULL	Limited	ALS out		Max Kts.	MDA(H) VTS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	800' (597') 1500m
B						135	800' (597') 1600m
C						180	970' (767') 2400m
D				RVR 1800m	CMV 2400m	205	1120' (917') 3600m

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19 SEP 14 (21-2)

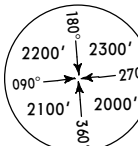
LONDON, UK
ILS DME Rwy 26L

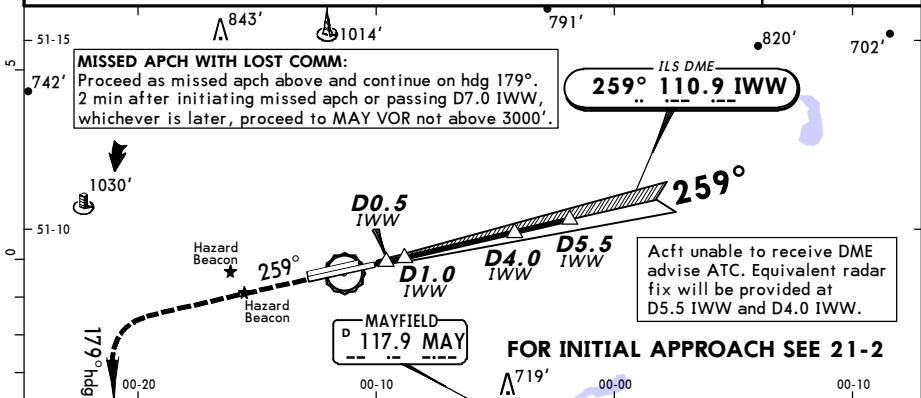


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GATWICK

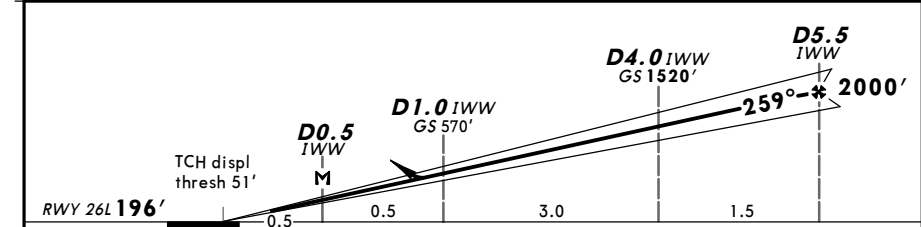
JEPPESEN
19 SEP 14 (21-2A) CAT I/II/III ILS DME Rwy 26L

LONDON, UK

B R E E F I N G S T R I P ™	D-ATIS		GATWICK Director (APP/R)		GATWICK Tower		*Ground	
	136.525		126.825		124.225		121.80	
	LOC IWW	Final Apch Crs	GS D4.0 IWW	CAT II & IIIA ILS Refer to Minimums	ILS DA(H)	Apt Elev 203'		
	110.9	259°	1520' (1324')		396' (200')	RWY 196'		
	MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or D1.0 IWW inbound whichever is later, then turn LEFT onto hdg 179°, then as directed.							
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'						MSA ARP		
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.								



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		2000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.5 IWW								

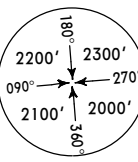
Standard				STRAIGHT-IN LANDING RWY 26L			
CAT IIIA ILS				CAT II ILS			
RA 102'				ABCD			
DA 50'				RA 102'			
DA(H) 50'				DA(H) 296' (100')			
RVR 200m				RVR 300m			

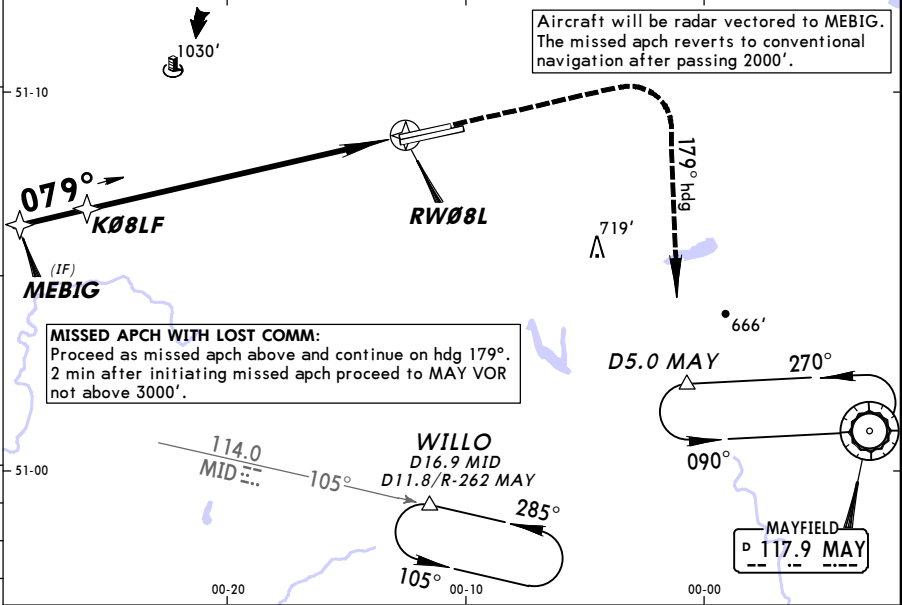
Standard				STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				CDA			
DA(H) 396' (200')				DA/MDA(H) 560' (364')				DA/MDA(H) 560' (364')			
FULL				Limited				ALS out			
RVR 550m				RVR 750m				RVR 1200m			
RVR 1000m				RVR 1500m				RVR 1700m			
RVR 200m				RVR 300m				RVR 400m			

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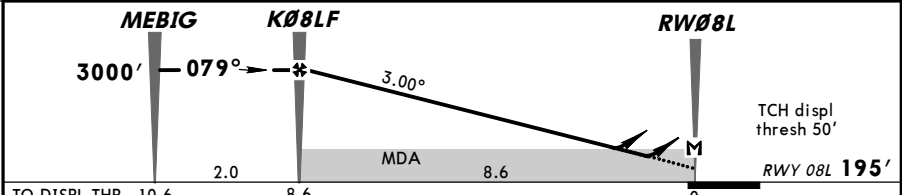
19 SEP 14 (22-1)

LONDON, UK
RNAV (GNSS) Rwy 08L

D-ATIS		GATWICK Director (APP/R)		GATWICK Tower		*Ground
136.525		126.825		124.225		121.80
RNAV	Final Apch Crs 079°	Minimum Alt K08LF 3000' (2805')	LNAV/VNAV DA(H) 850' (655')	Apt Elev 203' RWY195'		
MISSED APCH: Climb to 3000'- STRAIGHT AHEAD until passing 2000' or 1NM inbound RW08L whichever is later, then turn RIGHT onto hdg 179°, 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.						



DIST to RW08L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2790'	2470'	2160'	1840'	1520'	1200'	880'



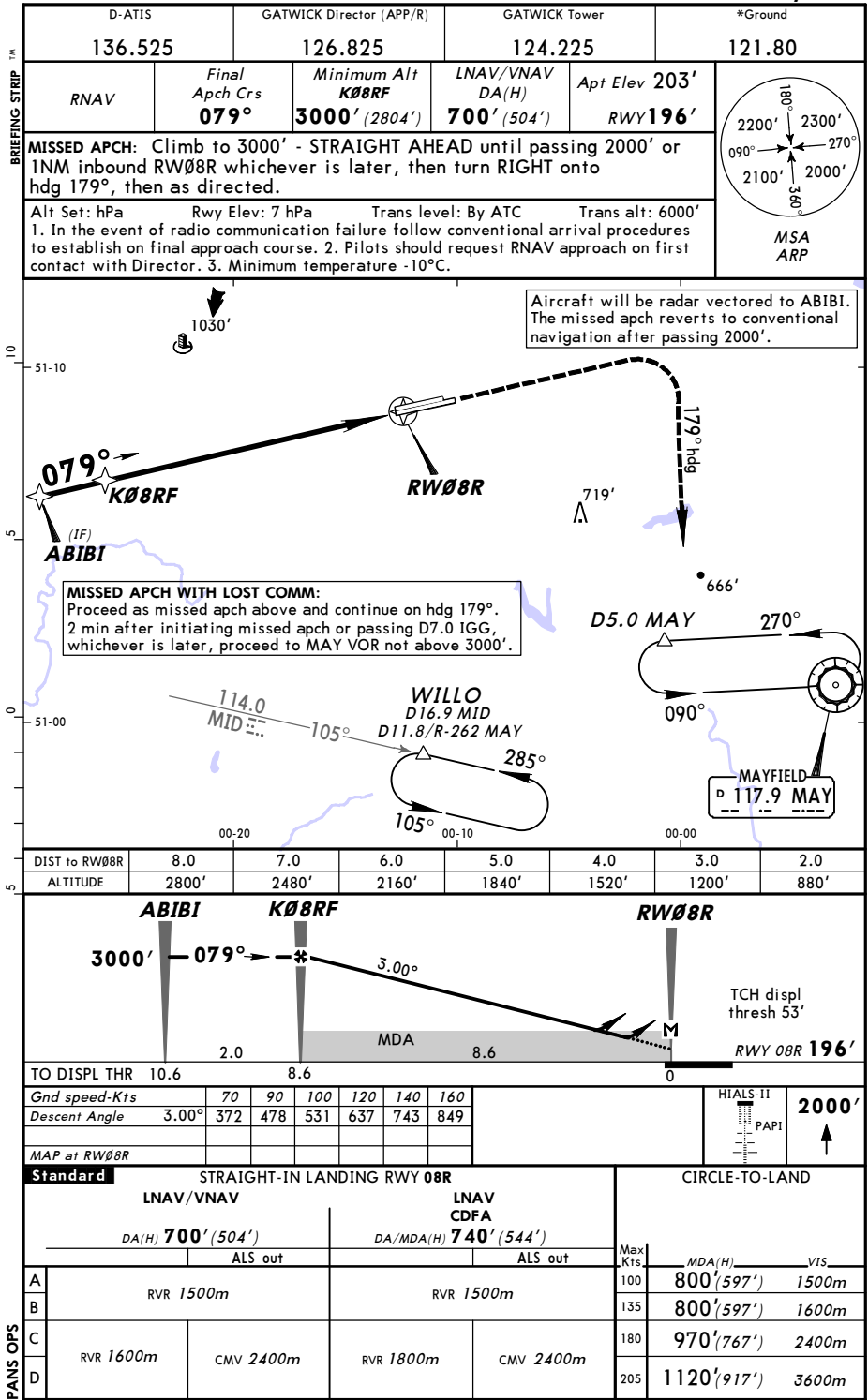
TO DISPL THR 10.6		8.6					0			
Gnd speed-Kts	70	90	100	120	140	160			HIALS	2000'
Descent Angle 3.00°	372	478	531	637	743	849			REIL PAPI	↑
MAP at RW08L										

STRAIGHT-IN LANDING RWY 08L				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA		Max Kts		MDA(H)	
DA(H) 850' (655')		DA/MDA(H) 850' (655')					
ALS out		ALS out					
A	RVR 1500m	RVR 1500m		100	860' (657')	1500m	
B				135	860' (657')	1600m	
C				180	970' (767')	2400m	
D	CMV 2400m	CMV 2400m		205	1120' (917')	3600m	

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19 SEP 14 (22-2)

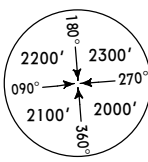
LONDON, UK
RNAV (GNSS) Rwy 08R

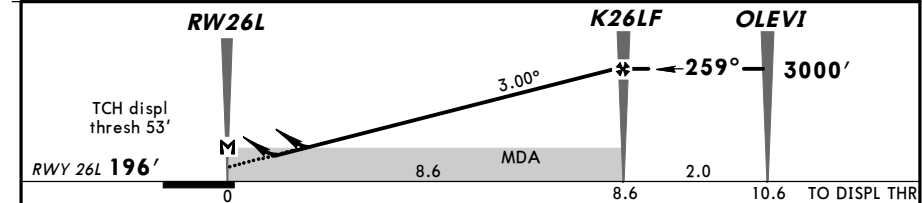
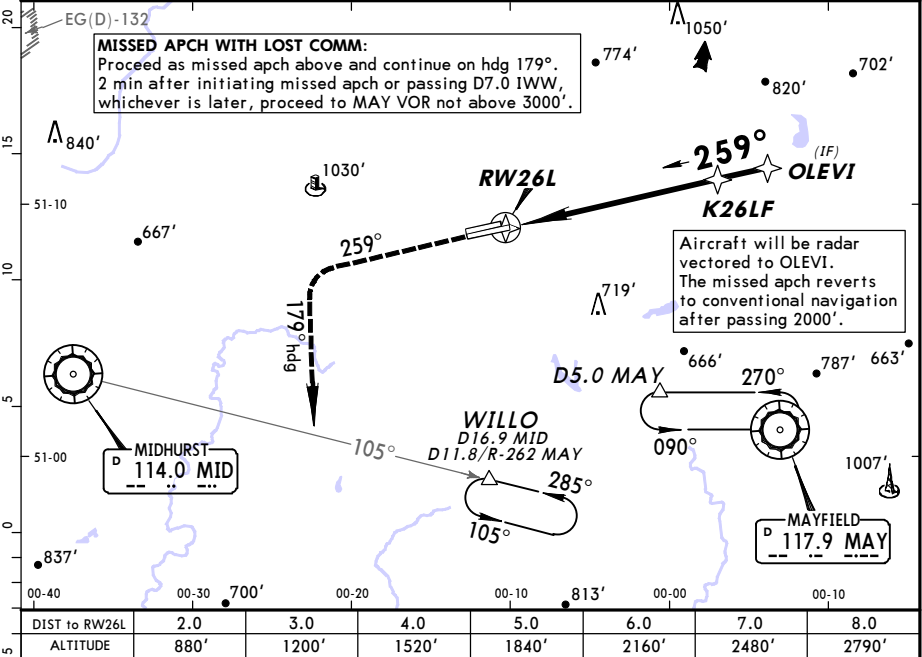


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JEPPesen
19 SEP 14 (22-3)

LONDON, UK
RNAV (GNSS) Rwy 26L

D-ATIS		GATWICK Director (APP/R)		GATWICK Tower		*Ground	
136.525		126.825		124.225		121.80	
BRIEFING STRIP TM	RNAV	Final Apch Crs 259°	Minimum Alt K26LF 3000' (2804')	LNAV/VNAV DA(H) 580' (384')	Apt Elev 203' RWY196'		
	MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26L whichever is later, then turn LEFT onto hdg 179°, 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.						



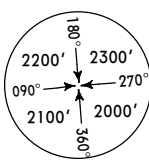
Gnd speed-Kts	70	90	100	120	140	160		THALS-II PAPI <
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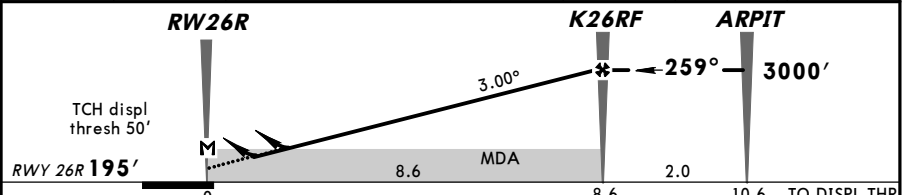
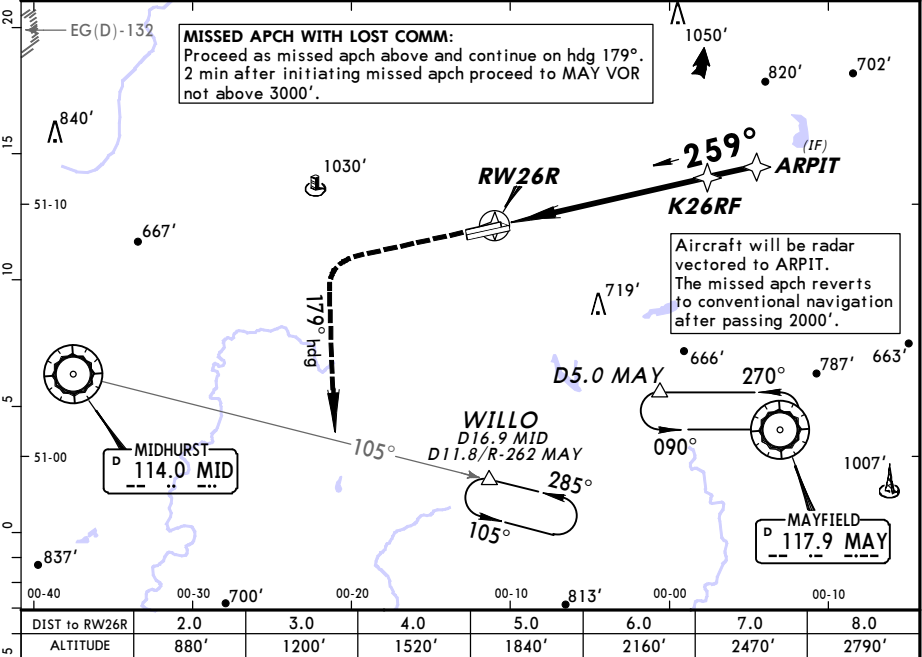
Standard		STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND	
		LNAV/VNAV		LNAV CDFA			
		DA(H) 580' (384')		DA/MDA(H) 590' (394')			
		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1100m	RVR 1500m	RVR 1100m	RVR 1500m	100	800' (597')	1500m
B					135	800' (597')	1600m
C					180	970' (767')	2400m
D					205	1120' (917')	3600m

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19 SEP 14 (22-4)

LONDON, UK
RNAV (GNSS) Rwy 26R

D-ATIS		GATWICK Director (APP/R)		GATWICK Tower		*Ground
136.525		126.825		124.225		121.80
RNAV	Final Apch Crs 259°	Minimum Alt K26RF 3000' (2805')	LNAV/VNAV DA(H) 850' (655')	Apt Elev 203' RWY195'		 MSA ARP
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26R whichever is later, then turn LEFT onto hdg 179°, 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.						



Gnd speed-Kts		70	90	100	120	140	160			HIALS ■		2000'
Descent Angle		3.00°	372	478	531	637	743	849			REIL · PAPI · · ·	↑
MAP at RW26R												
STRAIGHT-IN LANDING RWY 26R												
Standard		LNAV/VNAV						LNAV CDFA		CIRCLE-TO-LAND		
DA(H)		850' (655')				DA/MDA(H)		850' (655')				
		ALS out						ALS out				
A		RVR 1500m				RVR 1500m				Max Kts	MDA(H) VIS	
B		RVR 1500m				RVR 1500m				100	860' (657') 1500m	
C		RVR 1500m				RVR 1500m				135	860' (657') 1600m	
D		CMV 2400m				CMV 2400m				180	970' (767') 2400m	
		CMV 2400m				CMV 2400m				205	1120' (917') 3600m	

EGKK/LGW
GATWICK

JEPPesen
19 SEP 14 (28-1)

LONDON, UK
SRA All Rws

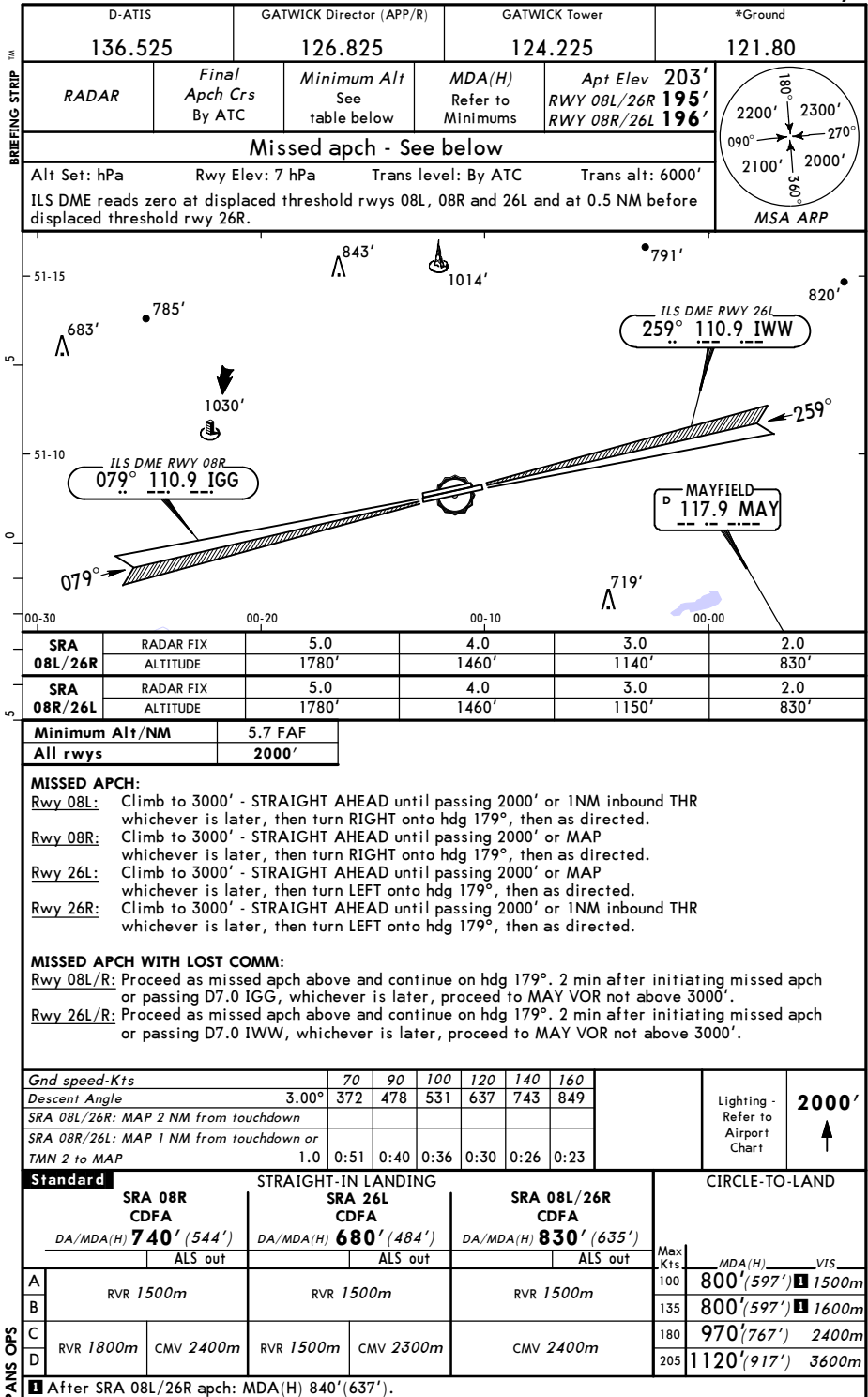


Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LONDON, (GATWICK - EGKK)				

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.

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m