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Airport Information For EGKK

Terminal Charts For EGKK

Revision Letter For Cycle 16-2023

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° E

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: 0559 Z
Sunset: 1743 Z

Runway Information

Runway: 08L
Length x Width: 8402 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1053 ft

Runway: 08R
Length x Width: 10883 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1296 ft
Stopway: 243 ft

Runway: 26L
Length x Width: 10883 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1394 ft
Stopway: 203 ft

Runway: 26R
Length x Width: 8402 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1362 ft

Communication Information

ATIS: 136.525
Gatwick Tower: 124.230
Gatwick Tower: 134.230
Gatwick Ground: 121.805
Gatwick Clearance Delivery: 121.955
Gatwick Fire Emergency: 121.600
London Control ACC: 120.530 RCO
London Control ACC: 133.180 RCO
Gatwick Direct (Approach Control Radar): 129.025
Gatwick Direct (Approach Control Radar): 126.825
London Control ACC: 134.125 RCO
Gatwick Direct (Approach Control Radar): 118.950

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 Directives and Notices, a summary of which is detailed below. 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.

ACFT Type	APU may be started before Scheduled Off Block Time (SOBT)	After Arrival on Stand
Narrow Body Code A, B and C	Not more than 15 minutes prior to SOBT	10 minutes
Wide Body Code D, E and F	Not more than 50 minutes prior to SOBT or Not more than 90 minutes prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS	10 minutes

Exceptions to these restrictions are:

- When an ACFT is scheduled to be towed off to another location, the APU may be restarted for safety reasons not in excess of 10 minutes prior to the planned movement.
- When the planned towing movement specified above is delayed due to ATC, then the APU may be left running.
- When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction is extended to 40 minutes for Narrow Body ACFT and to 75 minutes for Wide Body ACFT before SOBT.
- At certain times of the year during periods of extreme high temperatures, further exemptions may be requested from GAL Airfield Operations in accordance with Gatwick APT Directives and Notices.

1.2.4. RUN-UP TESTS

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

1. GENERAL

1.2.5. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification between 96 and 98.9 EPNdB may not be scheduled to take-off or land between 2330-0600LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not take off or land between 2300-0700LT.

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.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC LVP 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 (LOC 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 LOC sensitive area.

1.3.3. DEPARTURE

1.3.3.1. RWY 08R

Entry via CAT III holding point at G3, H3, J3, J4 or J7.

1.3.3.2. RWY 26L

Entry via CAT III holding point at A3, C3 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 (OFF or STDBY should not be used), 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 FPL. 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 MIM power necessary when maneuvering on the TWY system. This is of particular importance when maneuvering in the apron cul-de-sacs, where jet blast can affect adjacent stands.

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Eff 20 Apr

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AIRPORT BRIEFING

1. GENERAL

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.

TWY AN is not available as an entry point to RWY 26R when 26R is the active RWY.

There is a positive but substandard obstacle clearance (MIM of 156'/48m) on TWY J code F routing.

Pilots are to ensure that Cockpit Over Centerline (COCL) technique is used at all times when maneuvering.

In the event of a mis-routing, or the need to execute an unorthodox maneuver the flight deck must request revised instructions from ATC. This may require the attendance of a GAL Airfield Operations Leader Vehicle or assistance of an ACFT tug for the maneuver to be completed safely.

Some operators may choose to taxi without all ACFT engines running. This type of operation has the potential to increase blast, especially when starting to move or negotiating tight turns. Operators must have assessed the jet blast risks before carrying out this reduced engine taxi procedure.

1.7. PARKING INFORMATION

1.7.1. GENERAL

All stands except 41 and 43 are nose-in/push-back.

1.7.2. STAND ENTRY GUIDANCE SYSTEM

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, 130 thru 136, 150L, 150R, 152L, 152R and 559 where marshaller is required.

1.8. OTHER INFORMATION

In any circumstances where the flight deck need to exceed ground idle or break-away power, GAL Airfield Operations will require prior notification and authorization via ATC.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

During intermediate approach (after leaving the hold until approximately 6NM before turning onto the ILS intercept heading), ACFT will be instructed to fly in the speed range 210-220 KT as required. Thereafter and until established on final approach, the highest possible speed within the band is 160-180 KT. Inbound ACFT must be established at 160 KT, on a stable approach at not less than 7NM from touchdown. For ACFT that are unable to maintain 160 KT to 4NM from touchdown, TC Gatwick will ascertain the final approach speed and inform the air controller. TC Gatwick may transfer high speed traffic to air without prior co-ordination provided that the pilot is instructed to report speed on initial contact. However, TC Gatwick must effect prior co-ordination if separation from a following ACFT is dependent on the leading ACFT maintaining a speed higher than 160 KT.

2. ARRIVAL

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.

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.

For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5NM occurs below 7000' QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50' over a track distance of 2NM or more, as recorded in the APT noise and track-keeping system.

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 5700kg 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 10NM 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.

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 provide a safe and expeditious exit from the RWY to reduce delays and maximize utilization at all times.

Landing ACFT are to vacate expeditiously.

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AIRPORT BRIEFING

2. ARRIVAL

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.

Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross RWY 08L/26R when vacating 08R.

Traffic vacating at TWY CR or D must contact ATC promptly when instructed.

Traffic vacating at TWY BR is to join TWY P and hold short of TWY J unless otherwise instructed.

Tactical requests to extend landing roll to reduce ground taxi/exit nearer to the parking stand are not to be made to ATC.

TWY E not available for vacating RWY 08R.

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.

Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross RWY 08L/26R when vacating 26L.

Traffic vacating at TWY E is to turn RIGHT on to RWY 08L and hold short of TWY T, without stopping on the RWY exit TWY.

Traffic vacating TWY FR and GR is to cross RWY 08L/26R onto TWY J, without stopping on the RWY exit TWY.

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 vacated the RWY-in-use, providing:

- The RWY is long enough, and there is no evidence to indicate that braking may be adversely affected;
- It is during daylight hours;
- The first landing ACFT is not required to backtrack to vacate the RWY;
- The second ACFT will be able to see the first ACFT clearly and continuously until it has vacated the RWY;
- The second ACFT has been warned. ATC will provide this warning by issuing the pilot of the second ACFT with permission to land using the phraseology "... land after the (first ACFT type) ..." instead of issuing a landing clearance;
- Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

An example of the RTF exchange is as follows:

ATC: "(Call sign) RWY (designator), **land after** the (first ACFT type), surface wind (direction and speed)."

Pilot: "RWY (designator), **land after** the (first ACFT type), (Call sign)."

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/Southwesterly winds can cause building induced turbulence and windshear effects when landing on RWY 26L/R.

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).

3. DEPARTURE

3.1. APT COLLABORATIVE DECISION MAKING (A-CDM)

Flight Deck shall comply with the following A-CDM Procedure

- Crew should ensure that the flight is ready to push at TOBT ± 5 minutes: ground activities completed, doors closed, push-back tug connected, cockpit ready for start-up.
- Maintain regular communication with the TCO/GHA. They are responsible for updating the TOBT.
- If a delay is identified to TOBT +5 or the departure will be ready earlier than TOBT -5, notify the GHA immediately and ensure TOBT is updated before contacting ATC.

At TOBT ± 5 minutes:

- Crew must report to GATWICK Delivery: "[Call-sign] [stand] [QNH] ready".
- Crew will either receive start approval or GATWICK Delivery will respond: "[Call-sign] roger".
- Observe TSAT on SEGS and expect a call-back from Delivery within TSAT ± 5 minutes. ACFT on stands with no active SEGS will have TSAT confirmed on initial call-up. Alternatively, crew receive TSAT from TCO or via APT Community App.
- Push-and-hold procedure will be initiated at call-up.
- If the crew is ready, but is delayed by ATC, DO NOT update the TOBT.
- If the crew have not reported ready for departure by TOBT +6, the crew will lose the TSAT and must update the TOBT with the TCO/GHA.

At TSAT ± 5 minutes:

- GATWICK Delivery calls the crew: "[Call-sign] information [ATIS identifier], [QNH], hold position, contact Ground frequency."
- Crew respond: "[Call-sign] information [ATIS identifier], [QNH], hold position, contact Ground frequency."
- Switch to Ground frequency and report: "[Call-sign] [stand]".
- Ground call the crew: "[Call-sign] [stand] push-back and start approved".
- Crew responds: "[Call-sign] push-back and start approved [push-back instruction]".
- In the event that crew report ready with ATC and flight is non-compliant with ACDM procedures ATC will state: "[Call-sign] Crew are non-ACDM compliant, contact handling agent". Crew must then contact handling agent to resolve the issue. Do not contact ATC again until handling agent confirms crew are compliant.

A-CDM Process during Winter Operations

- During freezing conditions, TSATs will be calculated by the Gatwick A-CDM system on the basis of whether the individual ACFT has been planned to de-ice on stand or on a remote de-icing pad.
- Planned de-icing activity is fed into the Gatwick A-CDM system by GHA, who enters the intention to de-ice the ACFT. The de-icing company allocate de-icing location (on stand or remote) and estimated start of de-icing.
- TOBT is the time that the ACFT will be ready to be de-iced on stand or to leave the stand for remote de-icing. TOBT must NOT be adjusted to incorporate de-icing activity as this may result in a delay to departure.

On stand de-icing:

- For on-stand de-icing, at TOBT ± 5 minutes the GHA will report via A-CDM system that turn activities have been completed and the ACFT is ready (ARDT) for de-icing.
- Once de-icing on stand is complete, pilots report to GATWICK Delivery and state: "[Call-sign] [stand] [QNH] ready to move".
- All further communication will be in line with standard procedures.

3. DEPARTURE

Remote de-icing:

- In the case of remote de-icing, at TOBT ± 5 minutes pilots report to GATWICK Delivery and state: "[Call-sign] [stand] [QNH] ready to move".
- ATC will provide start clearance and taxi instructions to the remote de-icing pad.

3.2. 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 as directed by ATC. 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 as directed by ATC.

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.3.1. GENERAL

Call Delivery for clearance 15 minutes before start-up to allow for departure data to be processed. If Delivery is closed, the ATIS will state which frequency to contact for clearance and start.

Pilots should only request push-back when they actually ready to do so. Ensure that the tug driver is in the tug ready to push.

Cross bleed starts - if informed by an ACFT that a cross bleed start is required, ATC must consider the blast effect and utilize a non-standard push-back if required. ACFT must be aligned with the TWY centerline before commencing the cross bleed start.

Pilots pushing from stand 12 are reminded not to start engines until the ACFT has been pulled forward abeam stand 12, due to jet blast on the neighbouring airside road.

Engines must not be run above ground idle during push-back.

3.3.2. REMOTE HOLDING PROCEDURES

- Gatwick has remote holding capacity to maintain flow of ACFT by releasing occupied stands and push-back crews. ATC will endeavour to offer remote hold to applicable flights subject to availability. Applicable flights are those with CTOT or other delays in excess of 10 minutes.
- 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. ACFT types max size code C can use East and West centerlines on stands 41 and 43. Eastern centerlines are painted orange and western centerlines are painted blue. When entering East and West remote hold from TWY Lima, ACFT should enter 41 or 43 centerline and then follow the East or West centerline as requested by ATC.
- Tactical holding is also available on stands 141R, 142R, 143L, 144L, 171L, 173L, 175L, 230L, 231L, 232L and 233L. ACFT will be marshalled onto these tactical remote holding stands. Pilots must not enter the stands until a marshaller is present. Pilots should exit stands 141R, 142R, 143L, 144L, 171L, 173L, 175L, 230L, 231L, 232L and 233L by turning directly towards the TWY centerline.
- Default positioning to remote hold is push and taxi, unless otherwise directed by ATC (e.g. push-back or push and tow).

3.3.3. 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 positions.
- The RWY holding positions, 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.

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Eff 3 Nov

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3. DEPARTURE

3.4. SPEED RESTRICTIONS

ATC removes limitations by the phrase "No ATC speed restriction". This phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any speed-power limitations due to noise abatement procedures.

If unable to comply with speed restriction of 250 KT, advise ATC immediately and state the minimum speed acceptable. If a pilot can anticipate before departure to be unable to comply with speed restriction, state minimum speed acceptable when requesting start-up.

3.5. NOISE ABATEMENT PROCEDURES

3.5.1. 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 5700kg (between 0600-2330LT of more than 17000kg) are depicted on London Gatwick SID charts, and on page 20-4.

Do not overfly Horley and Crawley.

For monitoring purposes, a departure will be deemed to have complied with the noise preferential routing if, in the portion of flight below the appropriate vectoring altitude, it is properly recorded by the APT's Noise and Track Keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centerline of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centerline depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the RWY centerline 2000m from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5km either side of the route centerline. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

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AIRPORT BRIEFING

3. DEPARTURE

3.5.2. 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
less than 81	0
81 - 83.9	0.125
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

3.6. RWY OPERATIONS

3.6.1. WAKE VORTEX SEPARATIONS

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

RWY 08R

Holding positions J1/J3 and H1/H3;
Holding positions J1/J3 and G1/G3;
Holding positions H1/H3 and G1/G3.

RWY 26L

Holding positions M1/M3 and A2/A3;
Holding positions M1/M3 and B1;
Holding positions A2/A3 and B1;
Holding positions B1 and C1/C3;
Holding positions B1 and Y1/Y2.

3.6.2. 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.

3.7. OTHER INFORMATION

The Take-off Distance (TODA) for RWY 08L starts at the beginning of the RWY, indicated by the white painted RWY demarcation line marking abeam the 08L TODA sign and is where the take-off roll should be commenced. The 08L TODA sign is located to the Right of the RWY, 984'/300m before the marked RWY displaced THR.

TODA for RWY 26R starts at the beginning of the RWY, indicated by the white painted RWY demarcation line marking abeam the 26R TODA sign and is where the take-off roll should be commenced. The 26R TODA sign is located to the Left of the RWY, 1368'/417m before the marked RWY displaced THR.

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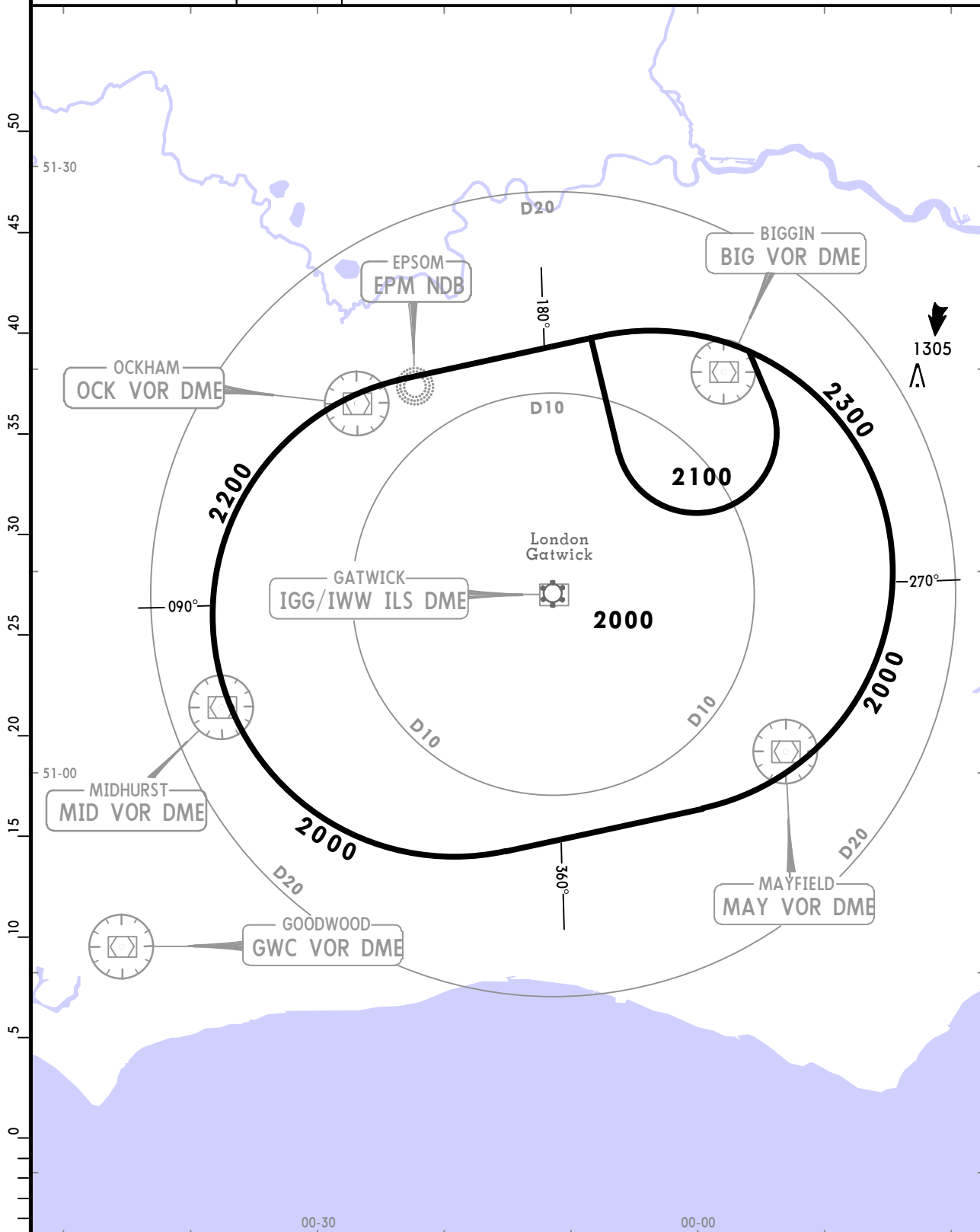
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28 DEC 18 **(20-1R)**

RADAR MINIMUM ALTITUDES

GATWICK Director(APP) **126.825** Apt Elev **203** Alt Set: hPa
Trans level: By ATC Trans alt: 6000



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

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

- within 5 NM ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

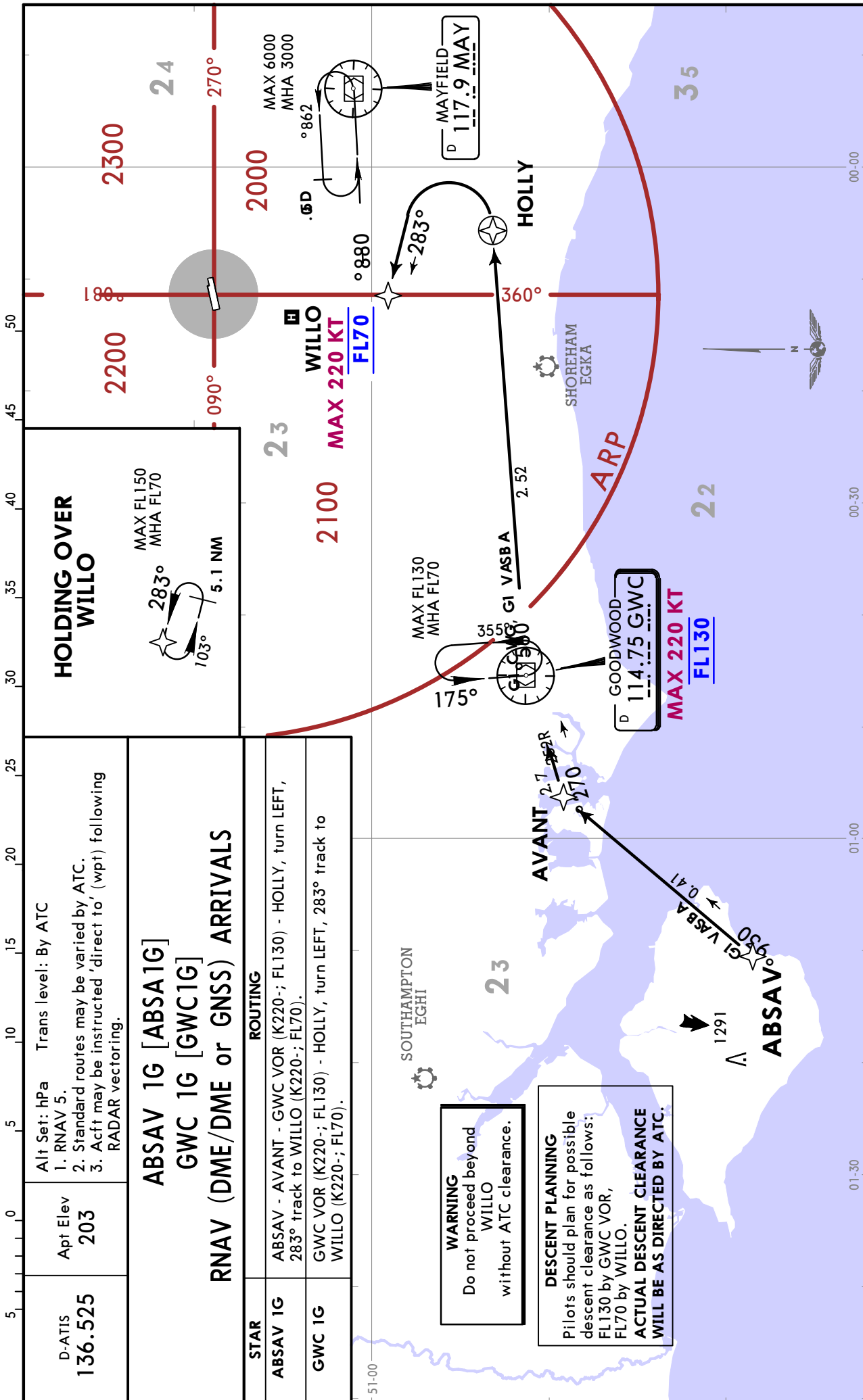
3 NM ① or 10 NM ② when the aircraft is within 15 NM of the radar antennae.

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.

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JEPPESEN
7 AUG 20 20-2 Eff 13 Aug

LONDON, UK
RNAV STAR



CHANGES: Tracks updated.

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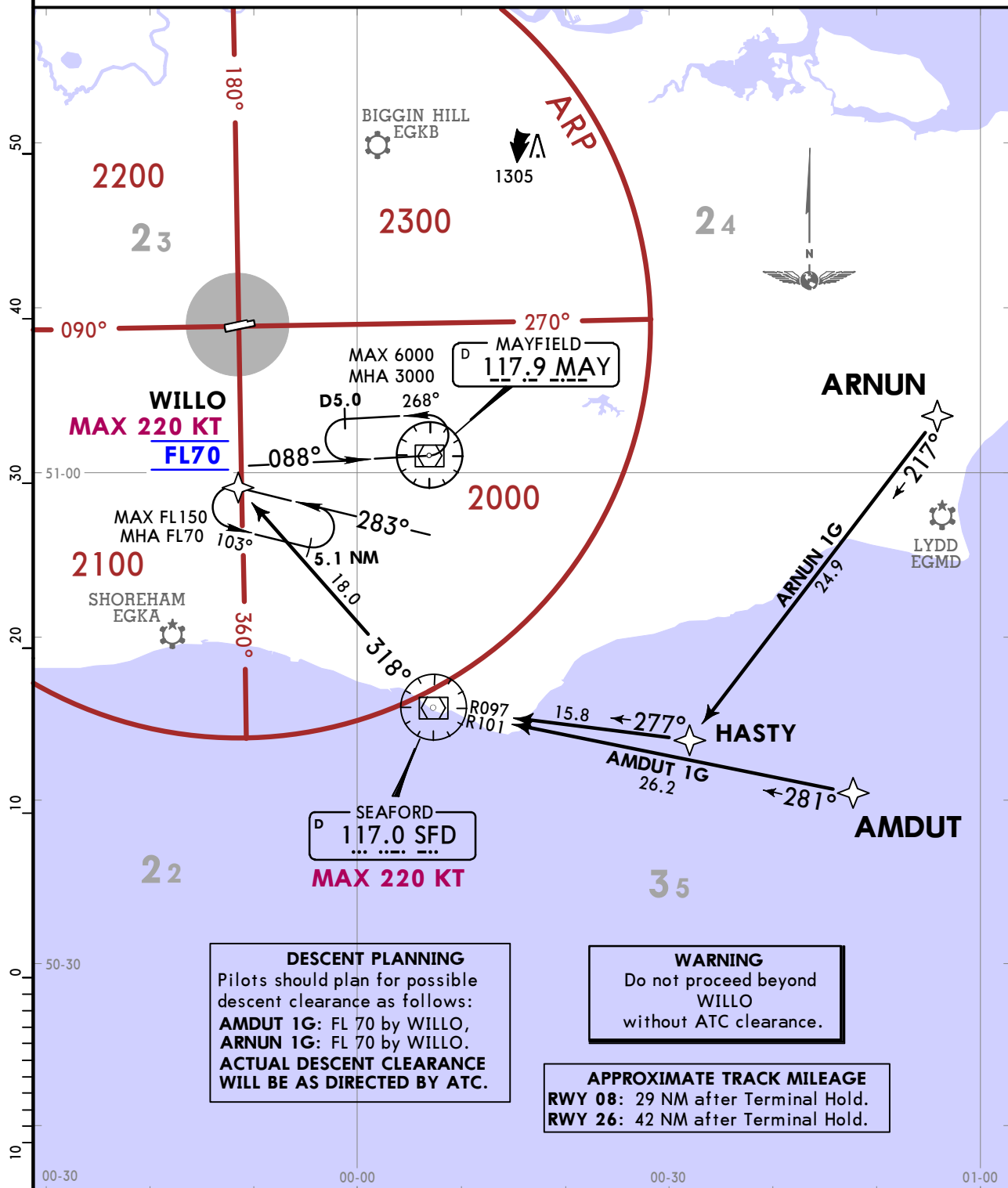
EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 **(20-2A)** Eff 13 Aug

LONDON, UK
RNAV STAR

D-ATIS 136.525	Apt Elev 203	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. Standard routes may be varied by ATC. 3. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.
--------------------------	------------------------	--

AMDUT 1G [AMDU1G], ARNUN 1G [ARNU1G]
RNAV (DME/DME or GNSS) ARRIVALS
DURING PERIODS OF CONGESTION STARS AMDUT 1G AND ARNUN 1G
MAY BE ISSUED TO FACILITATE THE TRANSFER OF TRAFFIC BETWEEN
HOLDINGS AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANING PURPOSES
SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC



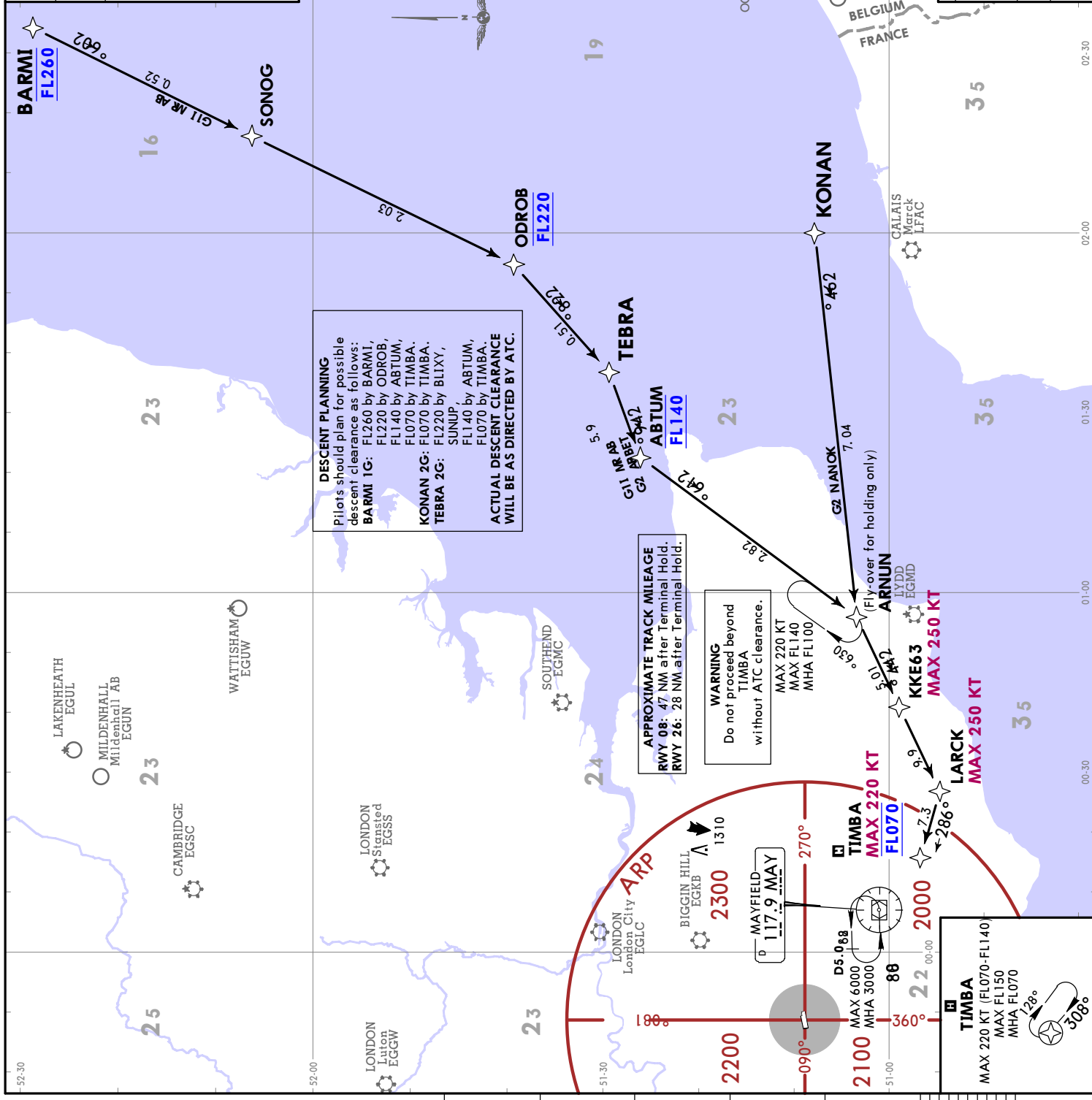
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
AMDUT 1G: FL 70 by WILLO,
ARNUN 1G: FL 70 by WILLO.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond
WILLO
without ATC clearance.

APPROXIMATE TRACK MILEAGE
RWY 08: 29 NM after Terminal Hold.
RWY 26: 42 NM after Terminal Hold.

STAR	ROUTING
AMDUT 1G	AMDUT - SFD VOR (K220-) - WILLO (K220-; FL70)
ARNUN 1G	ARNUN - HASTY - SFD VOR (K220-) - WILLO (K220-; FL70)

D-ATIS 136.525	Alt Set: hPa RNAV 5	Trans level: By ATC
Apt Elev 203	1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to (wpt)' following RADAR vectoring.	
BARM1 1G [BARM1G] KONAN 2G [KONA2G] TEBRA 2G [TEBR2G] RNAV (DME/DME or GNSS) ARRIVALS		
SPEED: MAX 250 KT BELOW FL100 UNLESS AUTHORIZED BY ATC		



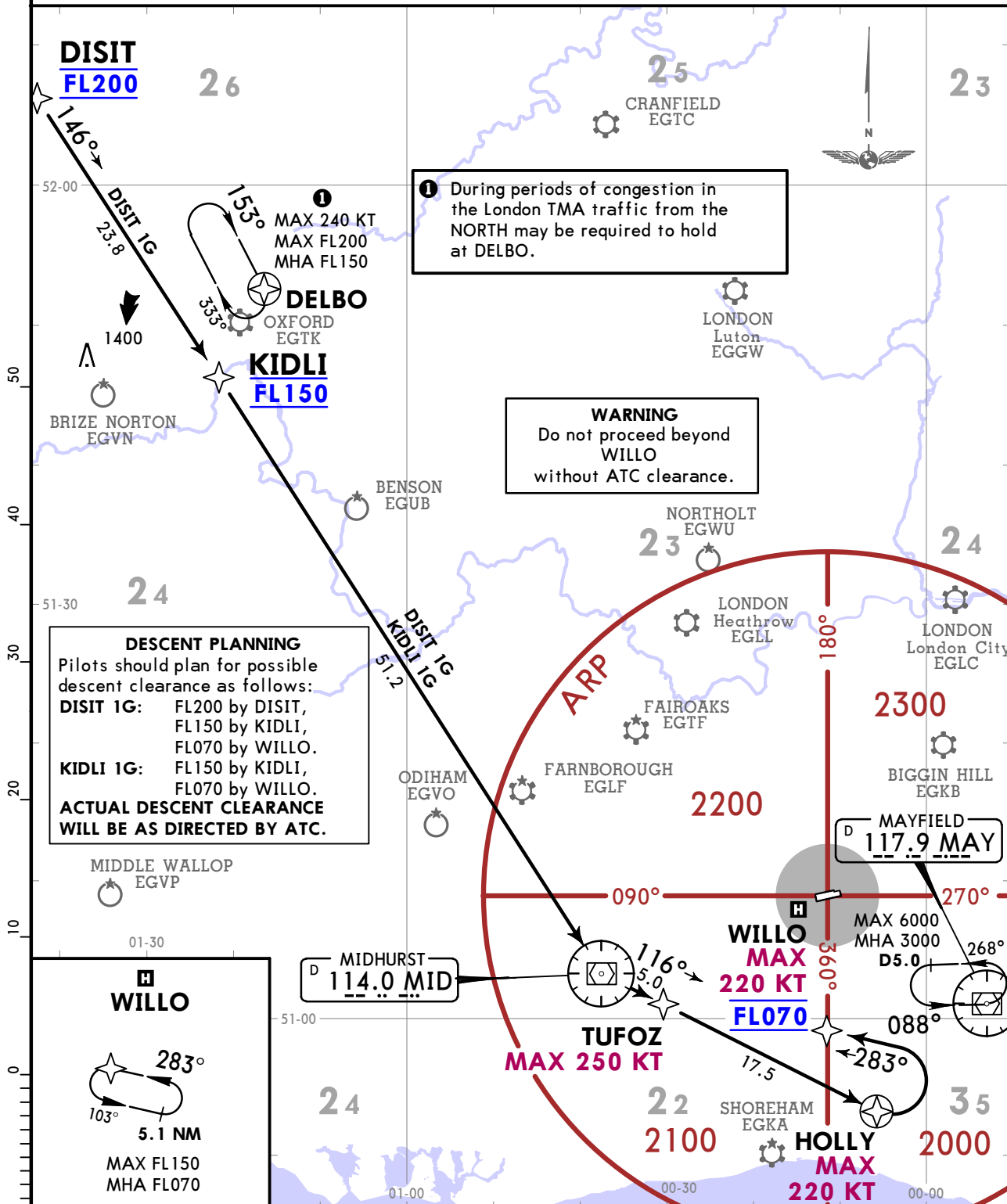
EGKK/LGW
GATWICK

JEPPESEN
3 JUN 22 (20-2C1)

LONDON, UK
RNAV STAR

D-ATIS 136.525	Apt Elev 203	Alt Set: hPa Trans level: By ATC
		RNAV 5 1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

DISIT 1G [DISI1G]
KIDLI 1G [KIDL1G]
RNAV (DME/DME or GNSS) ARRIVAL
SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC



STAR	ROUTING
DISIT 1G	DISIT (FL200) - KIDLI (FL150) - MID VOR - TUFOZ (K250-) - HOLLY (K220-), turn LEFT, 283° track to WILLO (K220-, FL070).
KIDLI 1G	KIDLI (FL150) - MID VOR - TUFOZ (K250-) - HOLLY (K220-), turn LEFT, 283° track to WILLO (K220-, FL070).

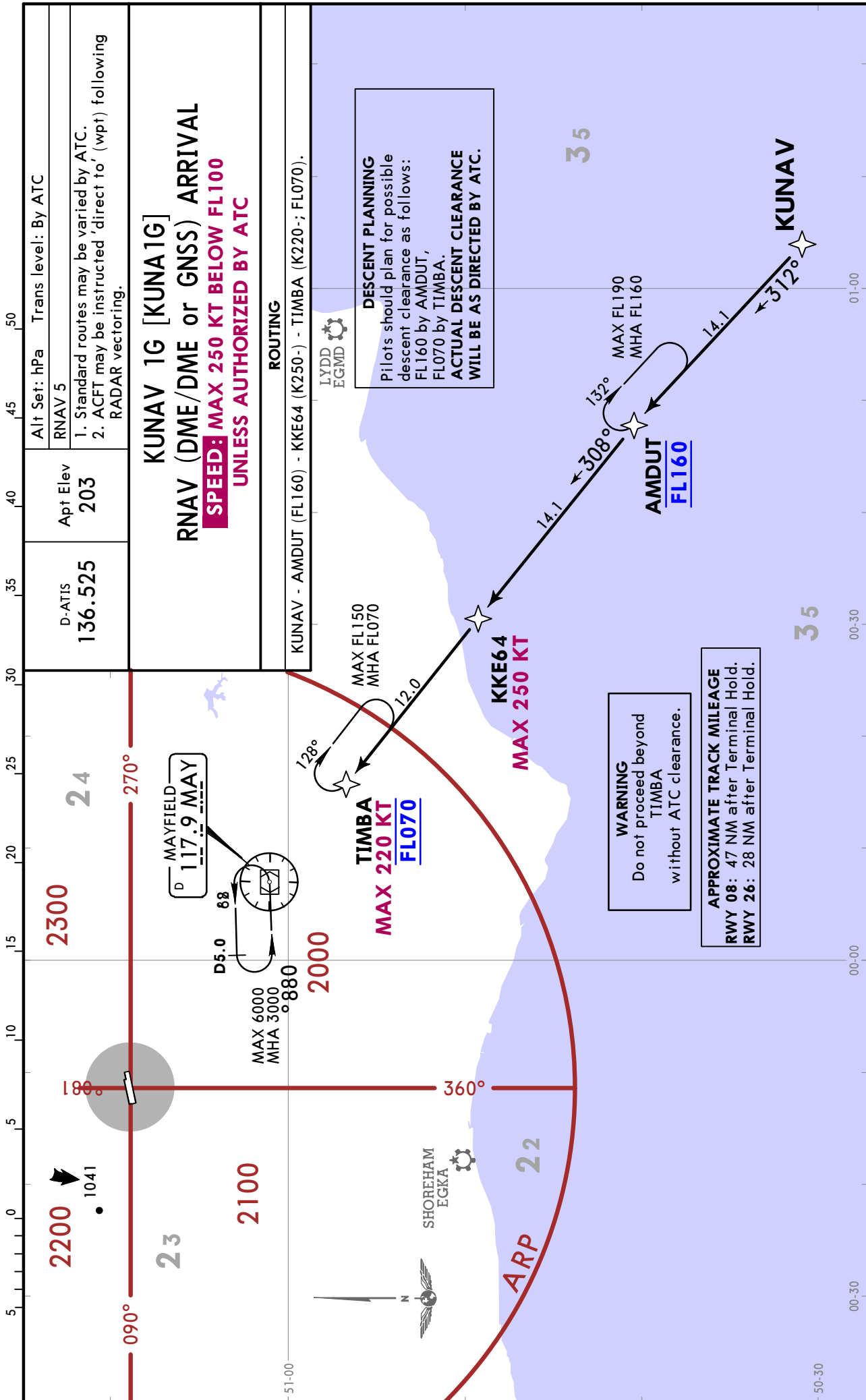
CHANGES: None.

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EGKK/LGW
GATWICK

JEPPESEN
3 JUN 22 (20-2C2)

LONDON, UK
RNAV STAR



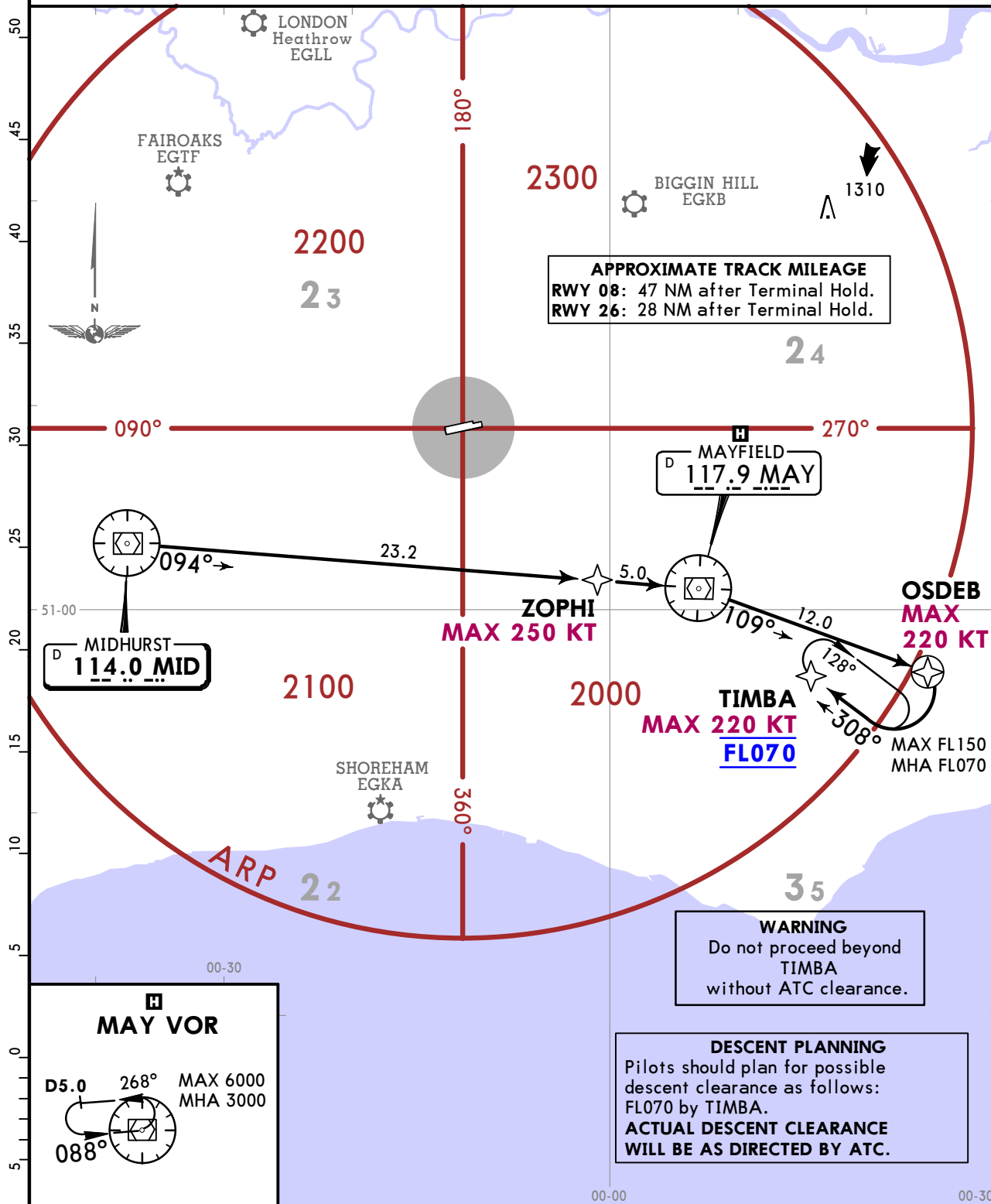
EGKK/LGW
GATWICK

JEPPESEN
3 JUN 22 (20-2D)

LONDON, UK
RNAV STAR

D-ATIS 136.525	Apt Elev 203	Alt Set: hPa Trans level: By ATC
		RNAV 5 1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

MID 1X
RNAV (DME/DME or GNSS) ARRIVAL
 BY ATC
 STAR IS NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC



MAY VOR

D5.0 268° MAX 6000
 MHA 3000

088°

WARNING
 Do not proceed beyond
 TIMBA
 without ATC clearance.

DESCENT PLANNING
 Pilots should plan for possible
 descent clearance as follows:
 FL070 by TIMBA.
**ACTUAL DESCENT CLEARANCE
 WILL BE AS DIRECTED BY ATC.**

ROUTING

MID VOR - ZOPHI (K250-) - MAY VOR - OSDEB (K220-), turn RIGHT, 308° track to TIMBA (K220-; FL070).

EGKK/LGW
GATWICK

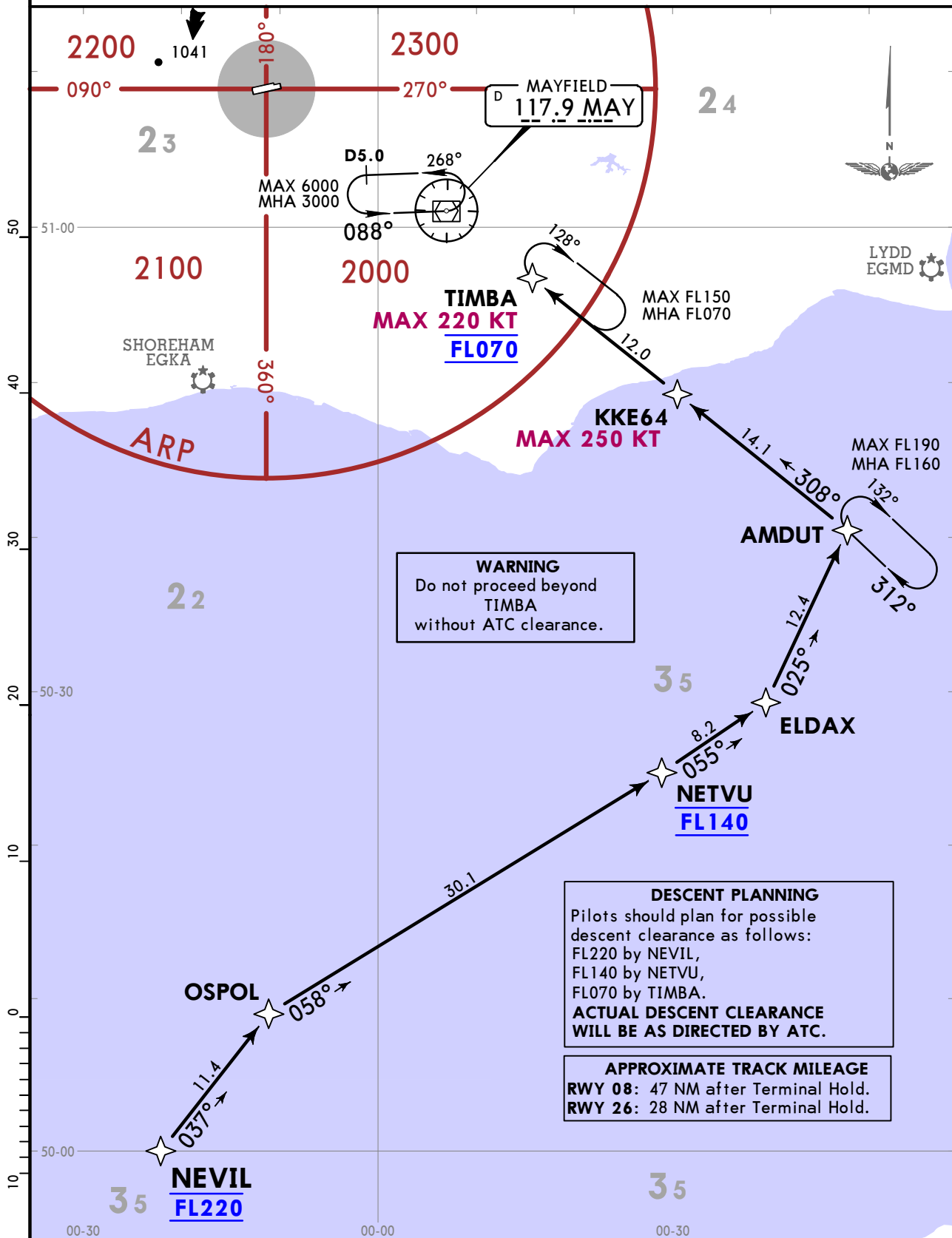
JEPPESEN
3 JUN 22 (20-2E)

LONDON, UK
RNAV STAR

D-ATIS 136.525	Apt Elev 203	Alt Set: hPa Trans level: By ATC RNAV 5
1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.		

NEVIL 1G [NEVI1G] RNAV (DME/DME or GNSS) ARRIVAL

**SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC**



WARNING
Do not proceed beyond
TIMBA
without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible
descent clearance as follows:
FL220 by NEVIL,
FL140 by NETVU,
FL070 by TIMBA.
**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

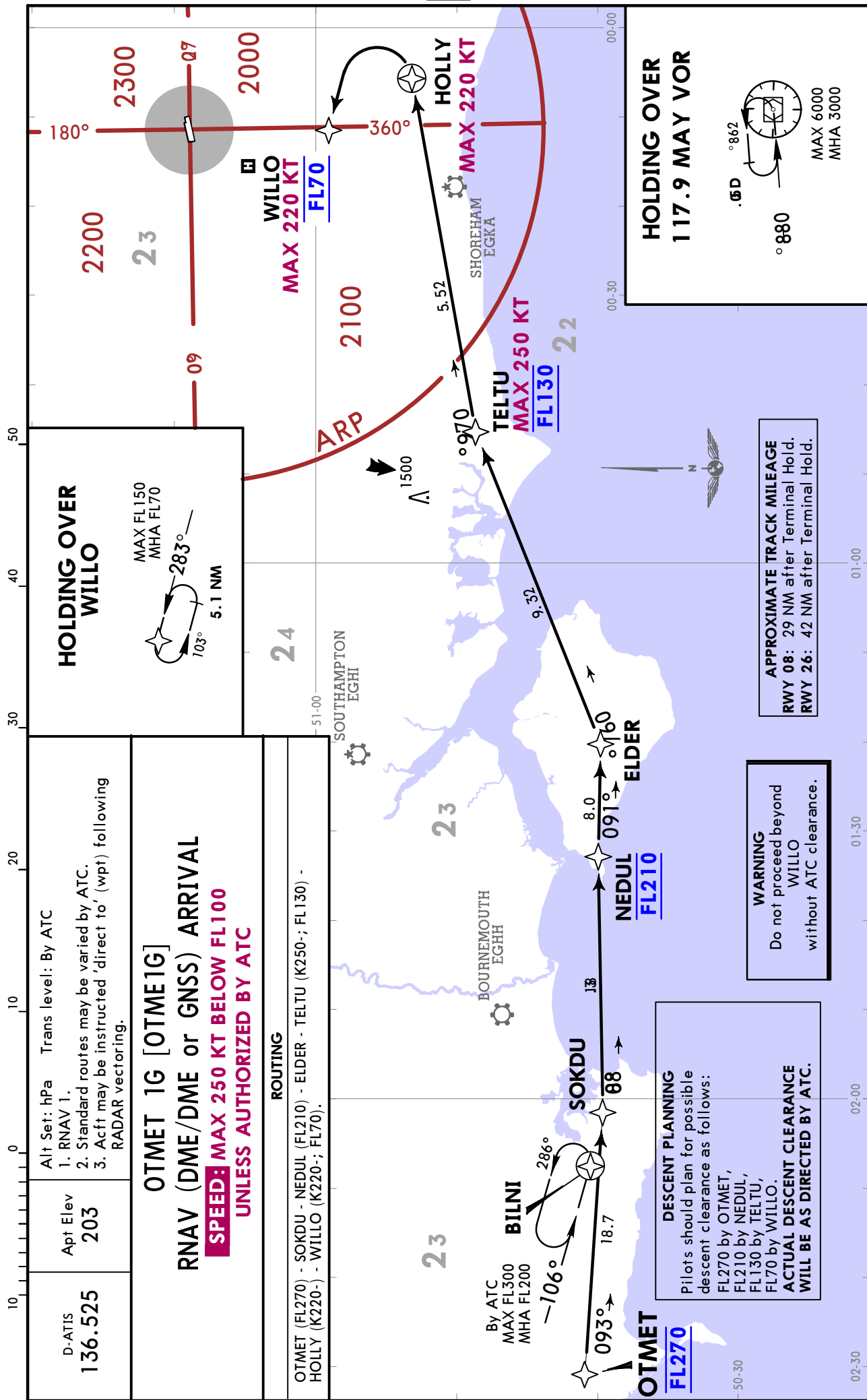
APPROXIMATE TRACK MILEAGE
RWY 08: 47 NM after Terminal Hold.
RWY 26: 28 NM after Terminal Hold.

ROUTING
NEVIL (FL220) - OSPOL - NETVU (FL140) - ELDAX - AMDUT - KKE64 (K250-) - TIMBA (K220-; FL070).

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JEPPESEN
7 AUG 20 20-2F Eff 13 Aug

LONDON, UK
RNAV STAR



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JEPPESEN
7 AUG 20 (20-2G) Eff 13 Aug

LONDON, UK
RNAV STAR

D-ATIS
136.525

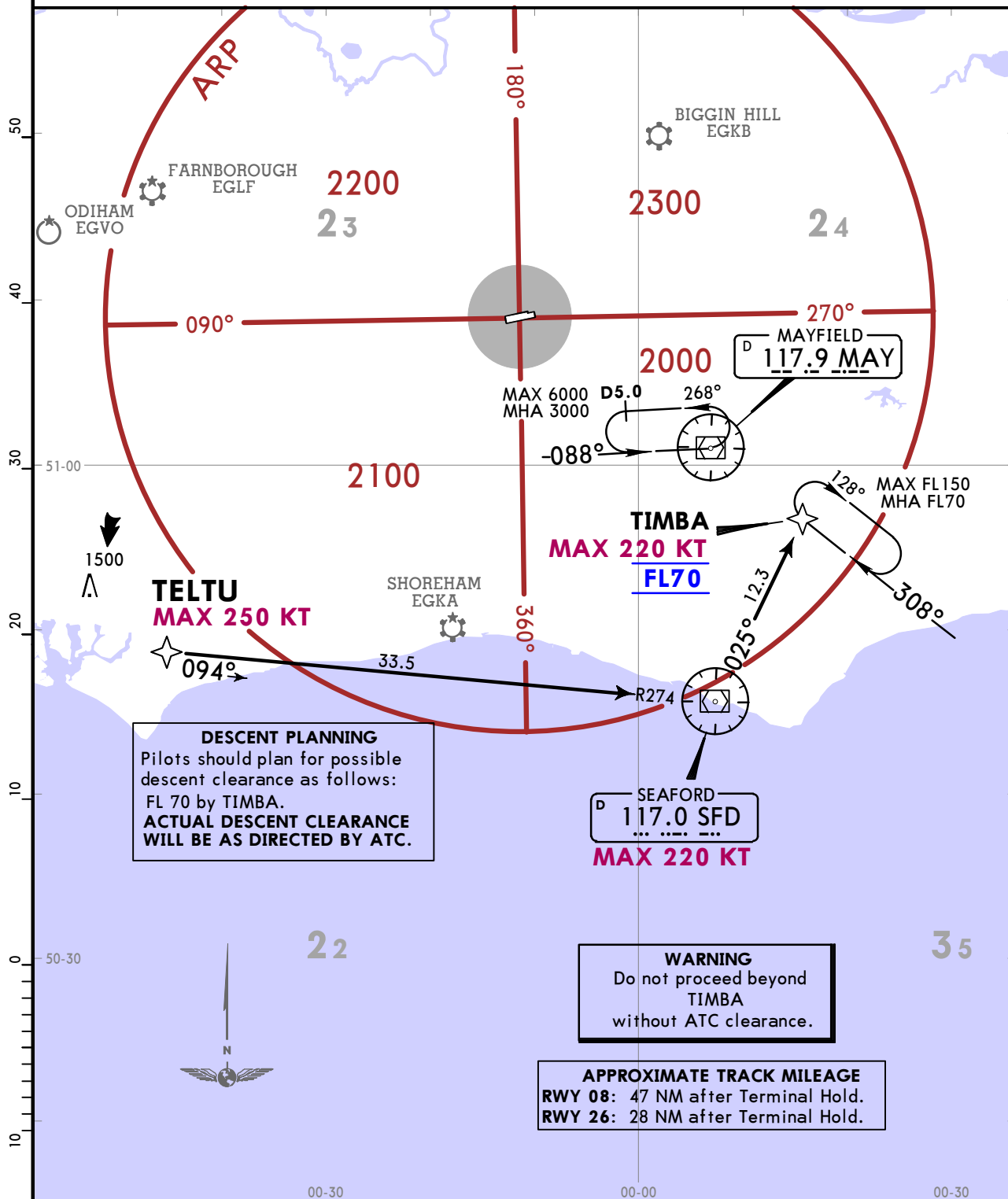
Apt Elev
203

Alt Set: hPa Trans level: By ATC
1. RNAV 1.
2. Standard routes may be varied by ATC.
3. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.

TELTU 1G [TELT1G] RNAV (DME/DME or GNSS) ARRIVAL

DURING PERIODS OF CONGESTION STAR TELTU 1G
MAY BE ISSUED TO FACILITATE THE TRANSFER OF TRAFFIC BETWEEN
HOLDINGS AS DIRECTED BY ATC
NOT TO BE USED FOR FLIGHT PLANING PURPOSES

**SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC**



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL 70 by TIMBA.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond TIMBA without ATC clearance.

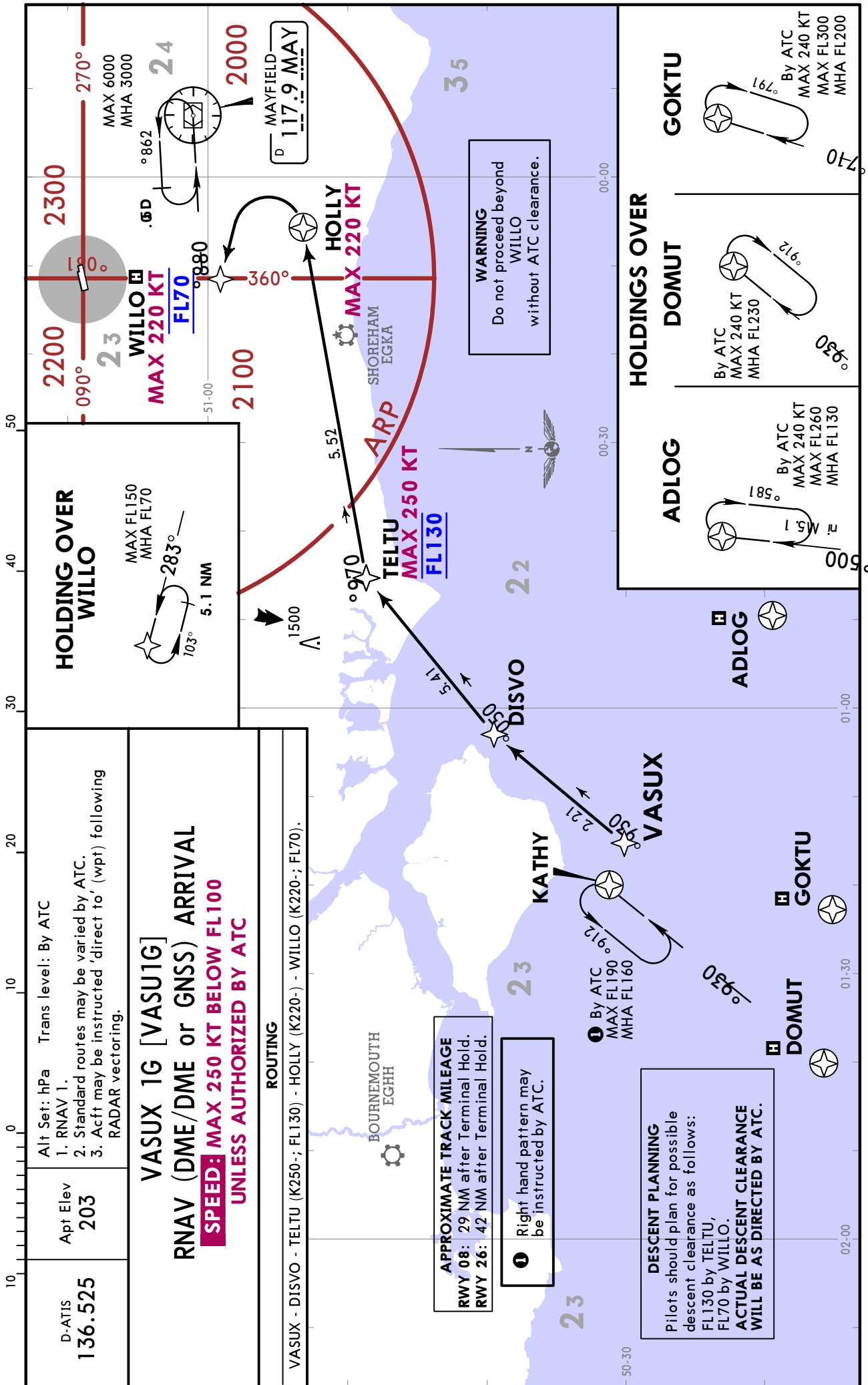
APPROXIMATE TRACK MILEAGE
RWY 08: 47 NM after Terminal Hold.
RWY 26: 28 NM after Terminal Hold.

ROUTING
TELTU (K250-) - SFD VOR (K220-) - TIMBA (K220-; FL70)

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GATWICK

JEPPESEN
20 NOV 20 (20-2H) Eff 3 Dec

LONDON, UK
RNAV STAR



EGKK/LGW
GATWICK

JEPPESEN
 12 FEB 21 **20-3** **Eff 25 Feb**
LONDON, UK
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
BOGNA 1X	20-3F
DAGGA 1X	20-3G
FRANE 1Z	20-3H
HARDY 1X	20-3J
IMVUR 1Z	20-3K
LAM 1Z	20-3M
NOVMA 1X	20-3N
ODVIK 2Z	20-3P
SFD 1X	20-3Q
SFD 4Z	20-3S
TIGER 1X	20-3T
WIZAD 1X	20-3U

FOR SID DESIGNATION REFER TO PAGE 20-3A

EGKK/LGW
GATWICK

JEPPESEN
 12 FEB 21 (20-3A) Eff 25 Feb
LONDON, UK
SID

SID DESIGNATION	REFER TO CHART
BOGNA 1M, 1V	20-3V1
FRANE 1M, 1V	20-3V2
FRANE 1P, 1W	20-3V3
MIMFO 1M, 1V	20-3V4
DVR 2P, 2W	20-3V5
HARDY 5M, 5V	20-3V6
KENET 3P, 3W	20-3W
LAM 6M, 6V	20-3X1
LAM 5P, 5W	20-3X2
NOVMA 1M, 1V	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

EGKK/LGW
GATWICK

JEPPESEN
12 FEB 21 **20-3F** Eff 25 Feb

LONDON, UK
RNAV SID

LONDON
Control
133.180

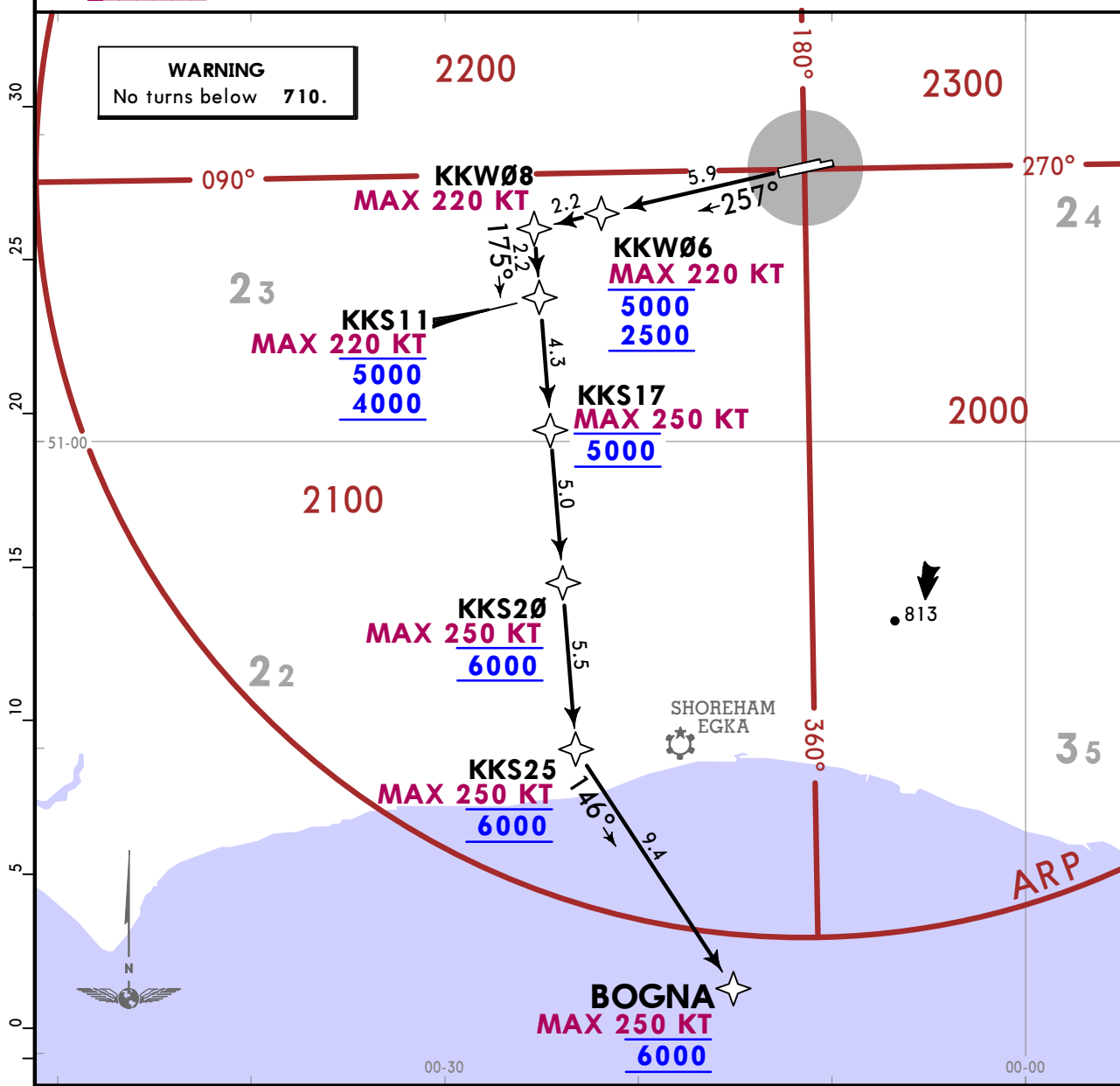
- Trans alt: 6000
1. RNAV 1.
 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared 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. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
 8. Only available to approved AFCT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.

Apt Elev
203

BOGNA 1X [BOGN1X]
RNAV (DME/DME or GNSS) DEPARTURE
(RWY 26L)

ONLY AVAILABLE BETWEEN 0600-2300LT AT OTHER TIMES SID SFD 1X WILL BE ISSUED

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



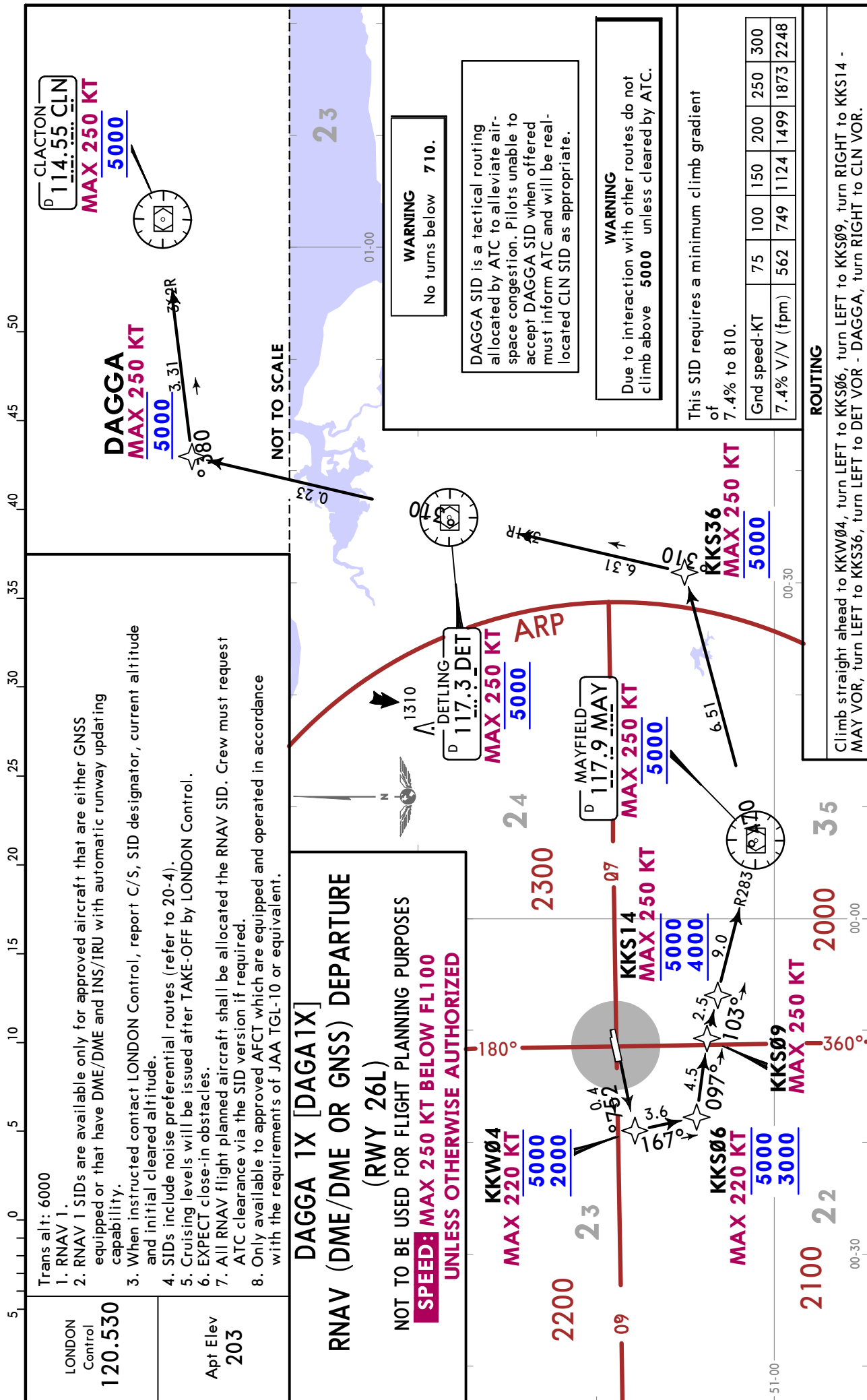
ROUTING

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

EGKK/LGW
GATWICK

JEPPESSEN
12 FEB 21 20-3G Eff 25 Feb

LONDON, UK
RNAV SID



EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 (20-3H) Eff 13 Aug

LONDON, UK
RNAV SID

LONDON
Control
120.530

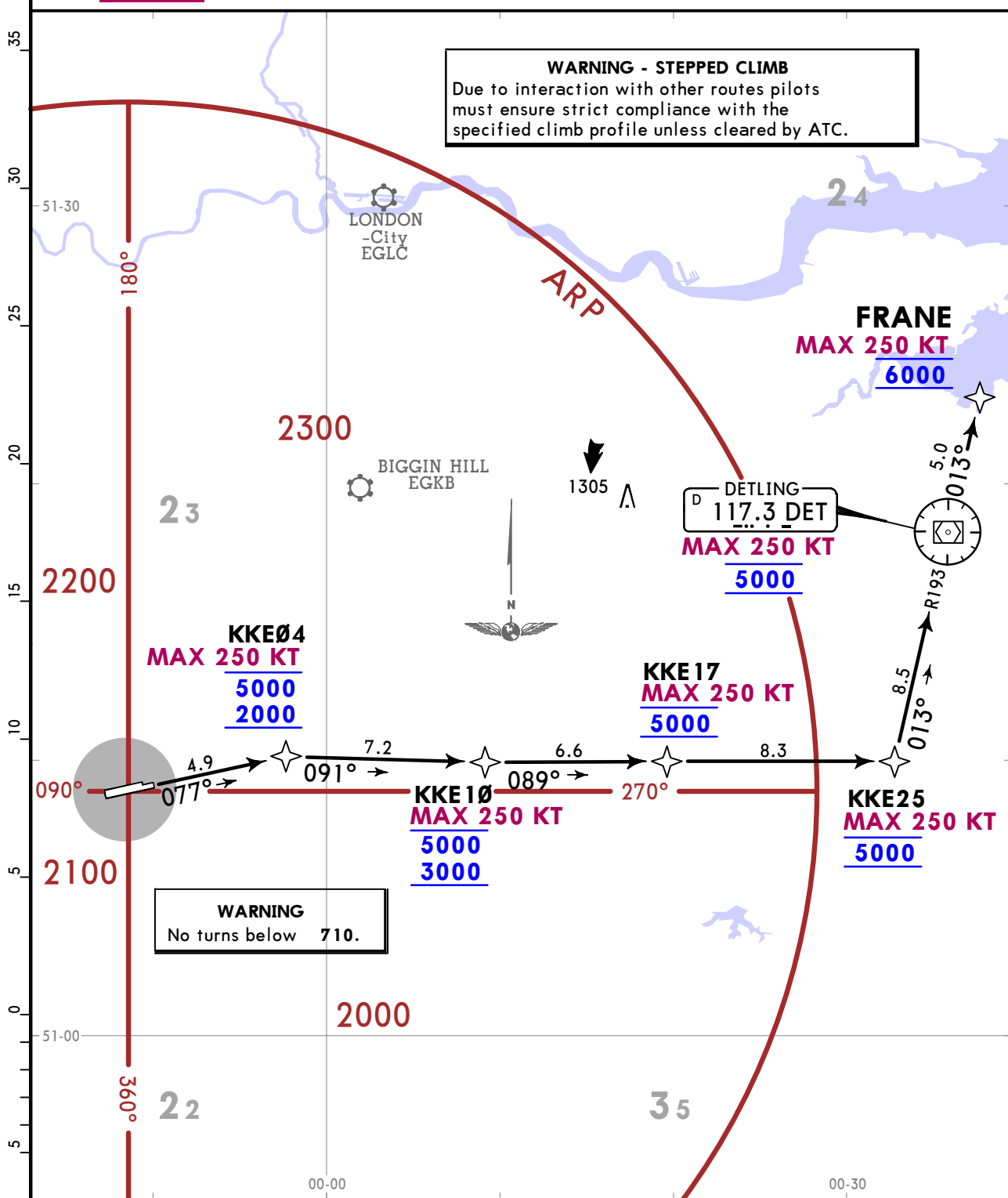
Trans alt: 6000
1. RNAV 1. 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 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.

Apt Elev
203

FRANE 1Z [FRAN1Z]
RNAV (DME/DME or GNSS) DEPARTURE
(RWY 08R)

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 KKE04, turn RIGHT to KKE10 - KKE17 - KKE25, turn LEFT to DET VOR - FRANE.

EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 **20-3J** Eff 13 Aug

LONDON, UK
RNAV SID

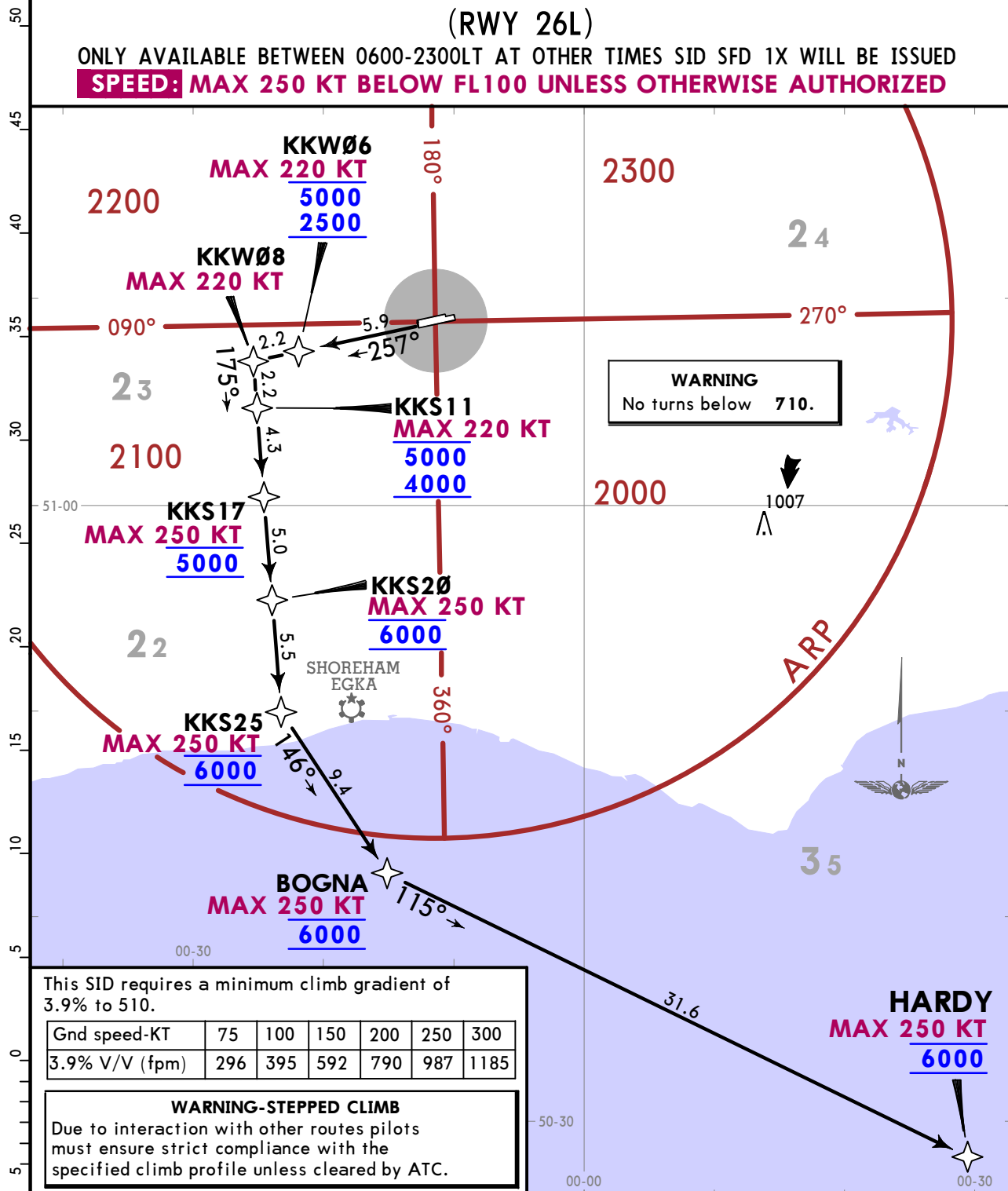
LONDON Control
133.180

Apt Elev
203

- Trans alt: 6000
1. RNAV 1.
 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. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
 8. Only available to approved AFCT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.

HARDY 1X [HARD1X]
RNAV (DME/DME OR GNSS) DEPARTURE
(RWY 26L)

ONLY AVAILABLE BETWEEN 0600-2300LT AT OTHER TIMES SID SFD 1X WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

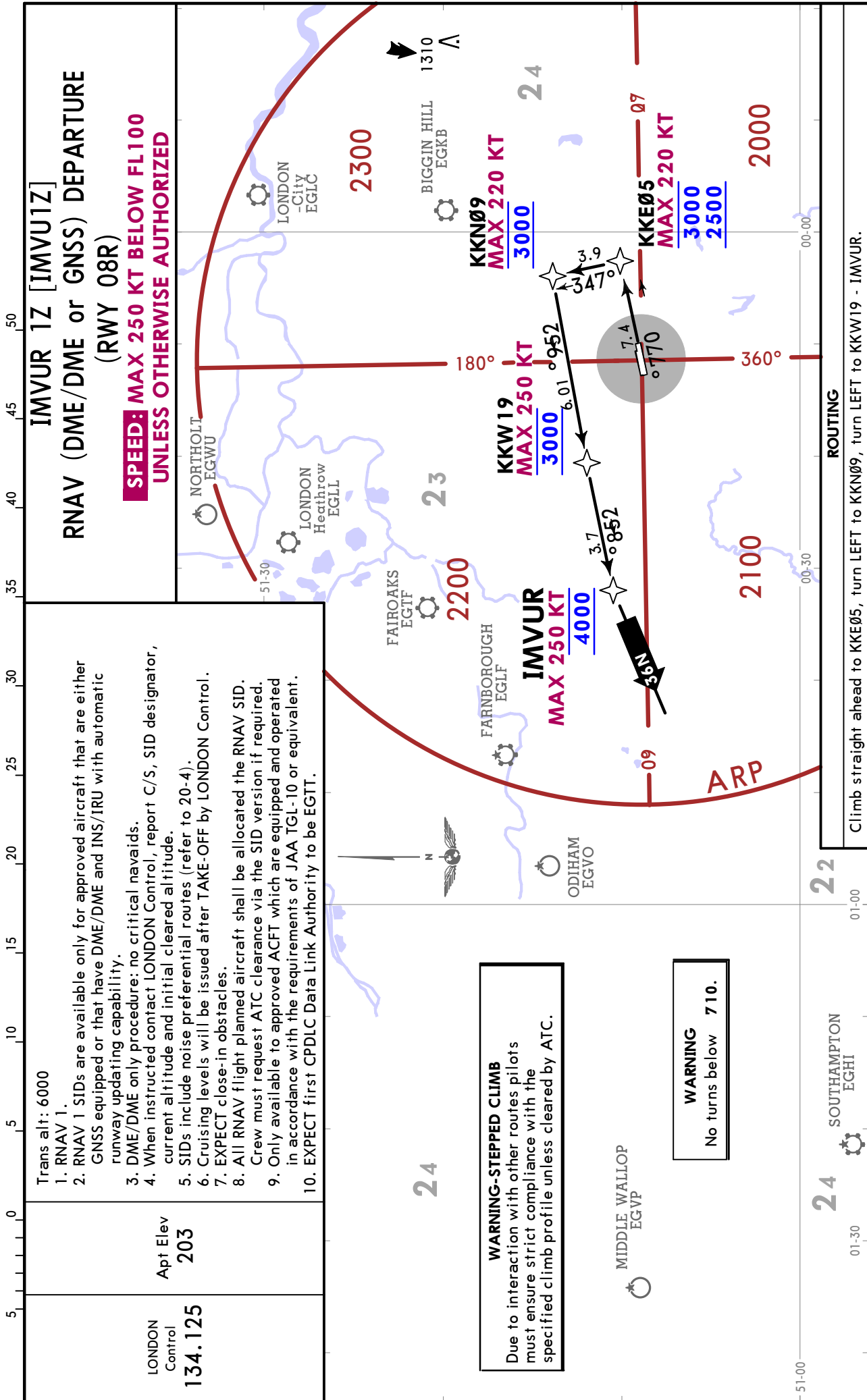


This SID requires a minimum climb gradient of 3.9% to 510.

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

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

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



EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 (20-3M) Eff 13 Aug

LONDON, UK
RNAV SID

LONDON
Control
120.530

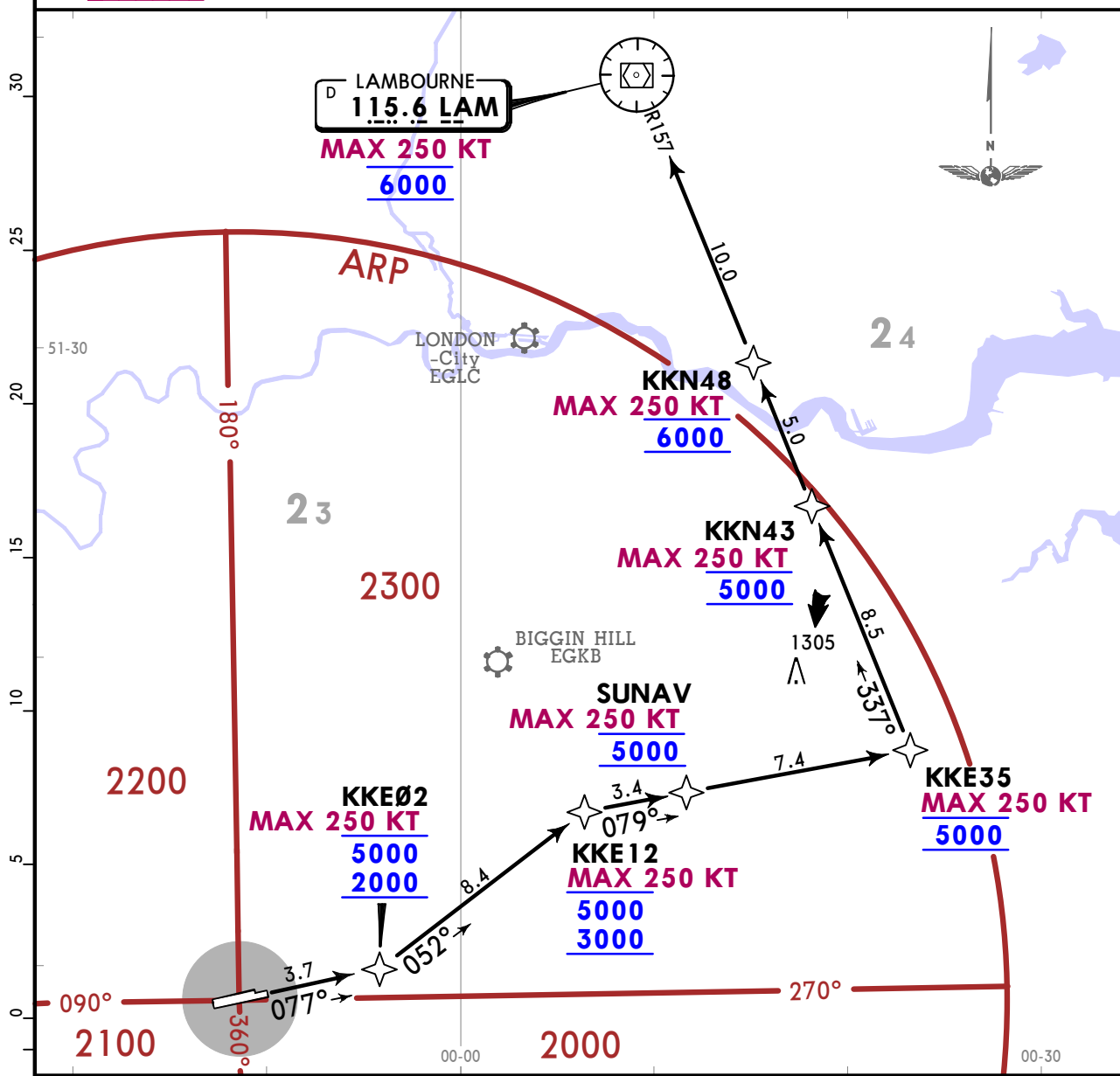
- Trans alt: 6000
1. RNAV 1.
 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 3. DME/DME only procedure: no critical nav aids.
 4. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 5. SIDs include noise preferential routes (refer to 20-4).
 6. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 7. EXPECT close-in obstacles.
 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
 9. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.
 10. EXPECT first CPDLC Data Link Authority to be EGTT.

Apt Elev
203

LAM 1Z

RNAV (DME/DME or GNSS) DEPARTURE (RWY 08R)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below 710.

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

ROUTING

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

EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 20-3N Eff 13 Aug

LONDON, UK
RNAV SID

NOVMA 1X [NOVM1X]

RNAV (DME/DME or GNSS) DEPARTURE
(RWY 26L)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

- Trans alt: 6000
1. RNAV 1.
 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/TRU with automatic runway updating capability.
 3. DME/DME only procedure: no critical nav aids
 4. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 5. SIDs include noise preferential routes (refer to 20-4).
 6. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 7. EXPECT close-in obstacles.
 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
 9. Only available to approved AFCT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.
 10. EXPECT first CPDLC Data Link Authority to be EGTT.

LONDON Control
134.125
Apt Elev
203

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

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

WARNING
No turns below 710.

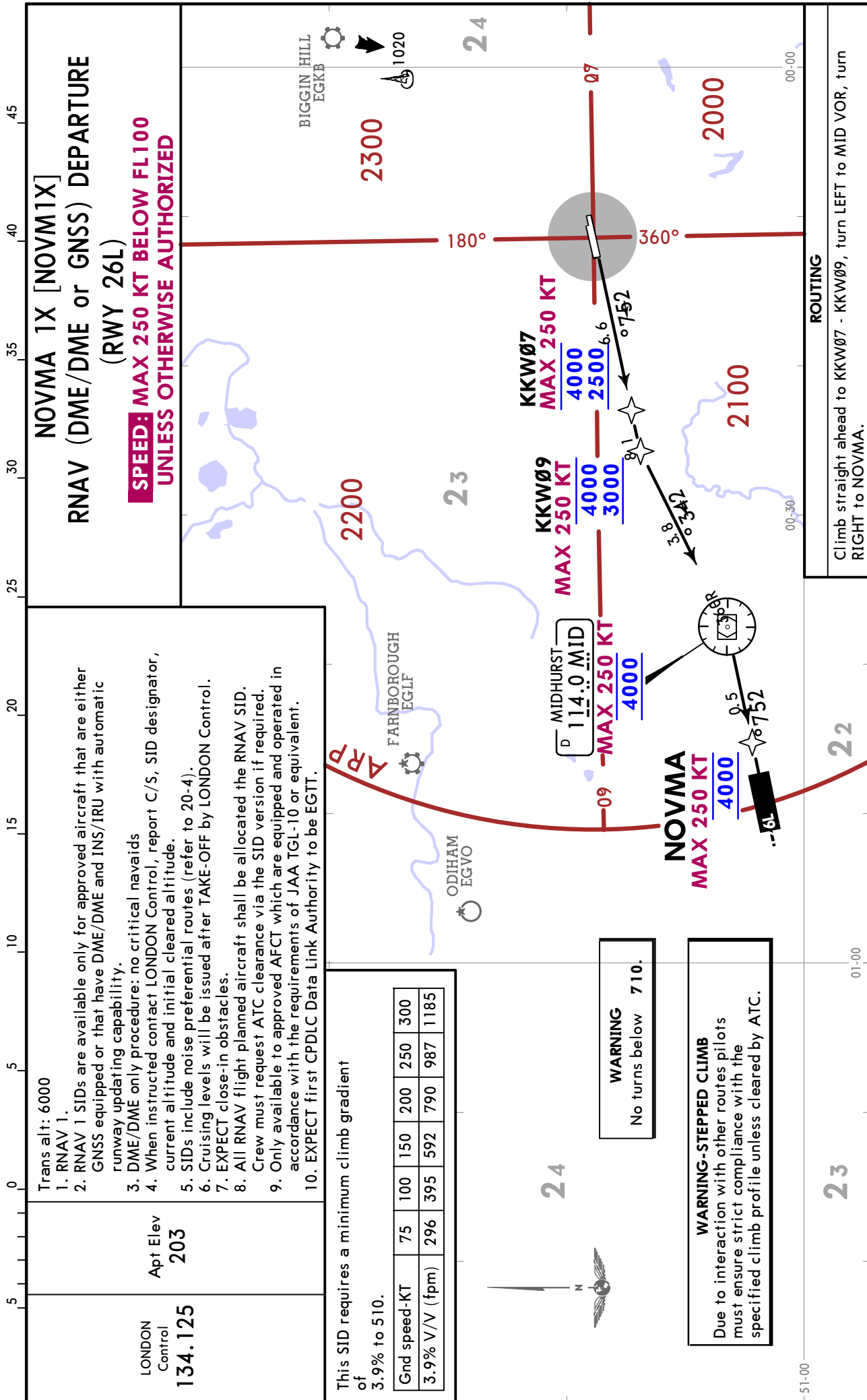
WARNING-STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

51-00

01-00

ROUTING

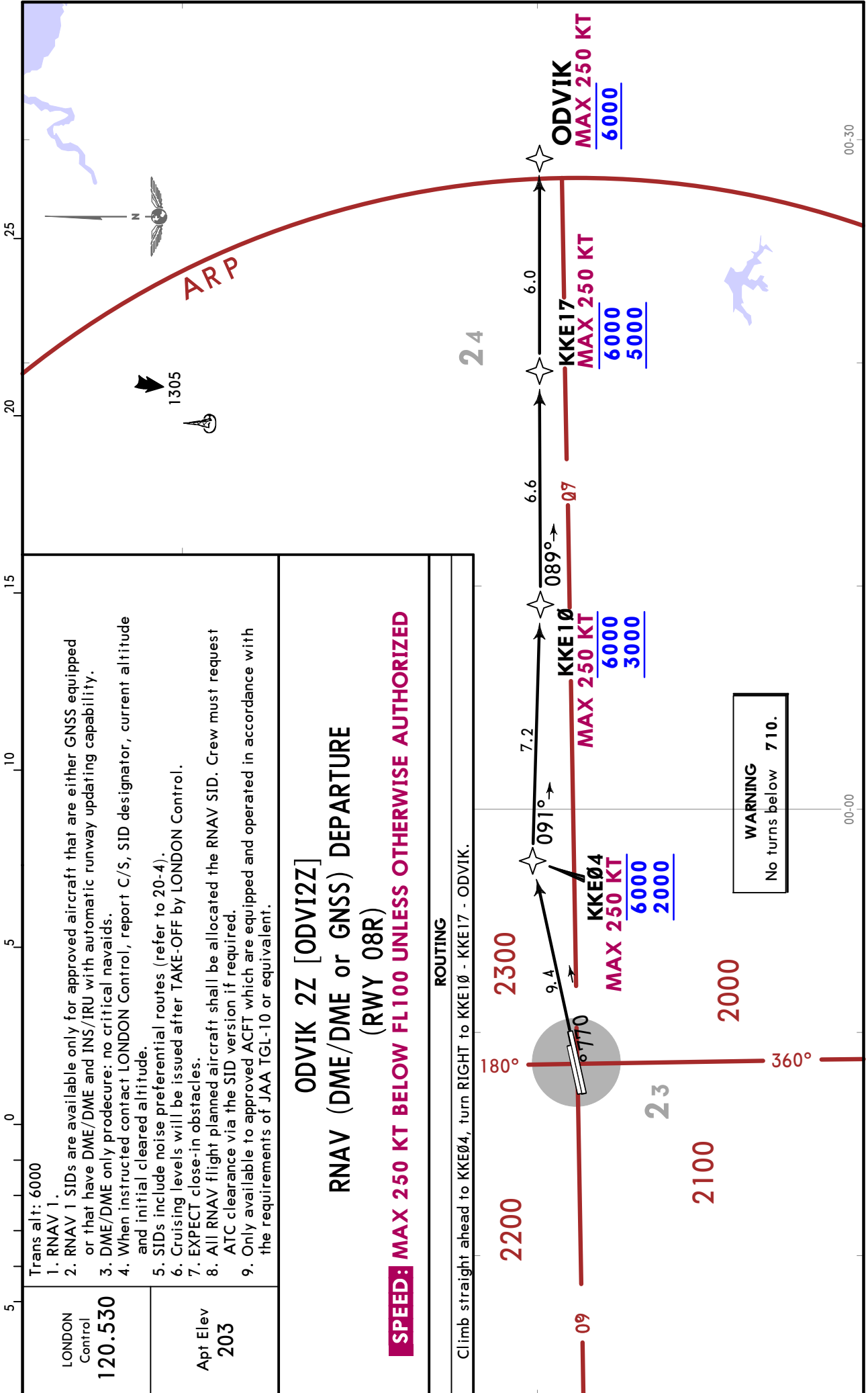
Climb straight ahead to KKW07 - KKW09, turn LEFT to MID VOR, turn RIGHT to NOVMA.



EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 20-3P Eff 13 Aug

LONDON, UK
RNAV SID



- Trans alt: 6000
1. RNAV 1.
 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. DME/DME only procedure: no critical nav aids.
 4. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 5. SIDs include noise preferential routes (refer to 20-4).
 6. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 7. EXPECT close-in obstacles.
 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
 9. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.

LONDON Control
120.530

Apt Elev
203

ODVIK 2Z [ODVI2Z]
RNAV (DME/DME or GNSS) DEPARTURE
(RWY 08R)
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

ROUTING
Climb straight ahead to KKE04, turn RIGHT to KKE10 - KKE17 - ODVIK.

WARNING
No turns below 710.

EGKK/LGW
GATWICK

JEPPESEN

LONDON, UK

7 AUG 20

20-3Q

Eff 13 Aug

RNAV SID

LONDON
Control
134.125

- Trans alt: 6000
1. RNAV 1.
 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. DME/DME only procedure: no critical navaid.
 4. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 5. SIDs include noise preferential routes (refer to 20-4).
 6. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 7. EXPECT close-in obstacles.
 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
 9. Only available to approved ACFT which is equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.

Apt Elev
203

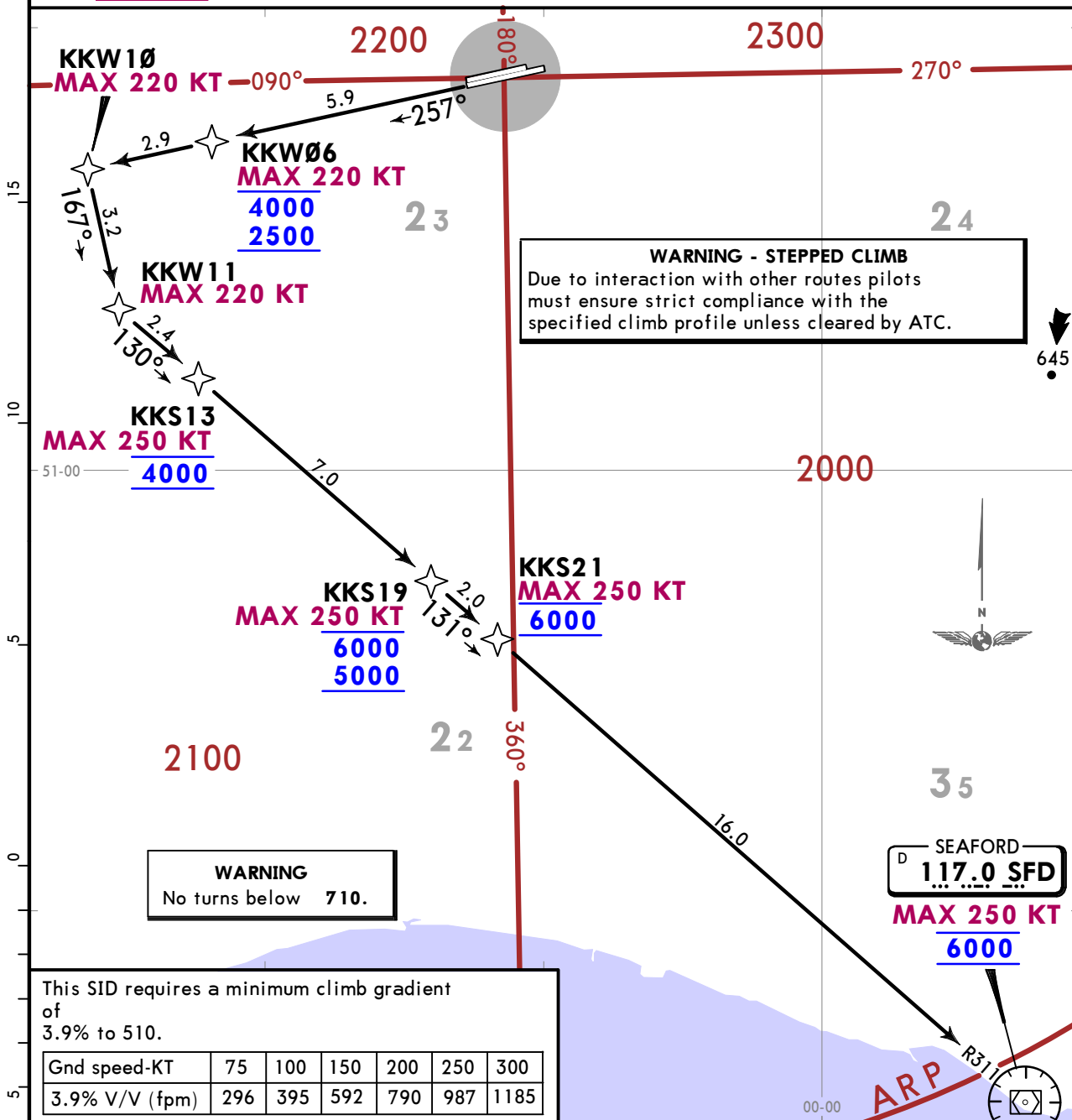
SFD 1X

RNAV (DME/DME or GNSS) DEPARTURE
(RWY 26L)

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



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

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

ROUTING

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

EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 20-35 Eff 13 Aug

LONDON, UK
RNAV SID

GATWICK
Director
118.950

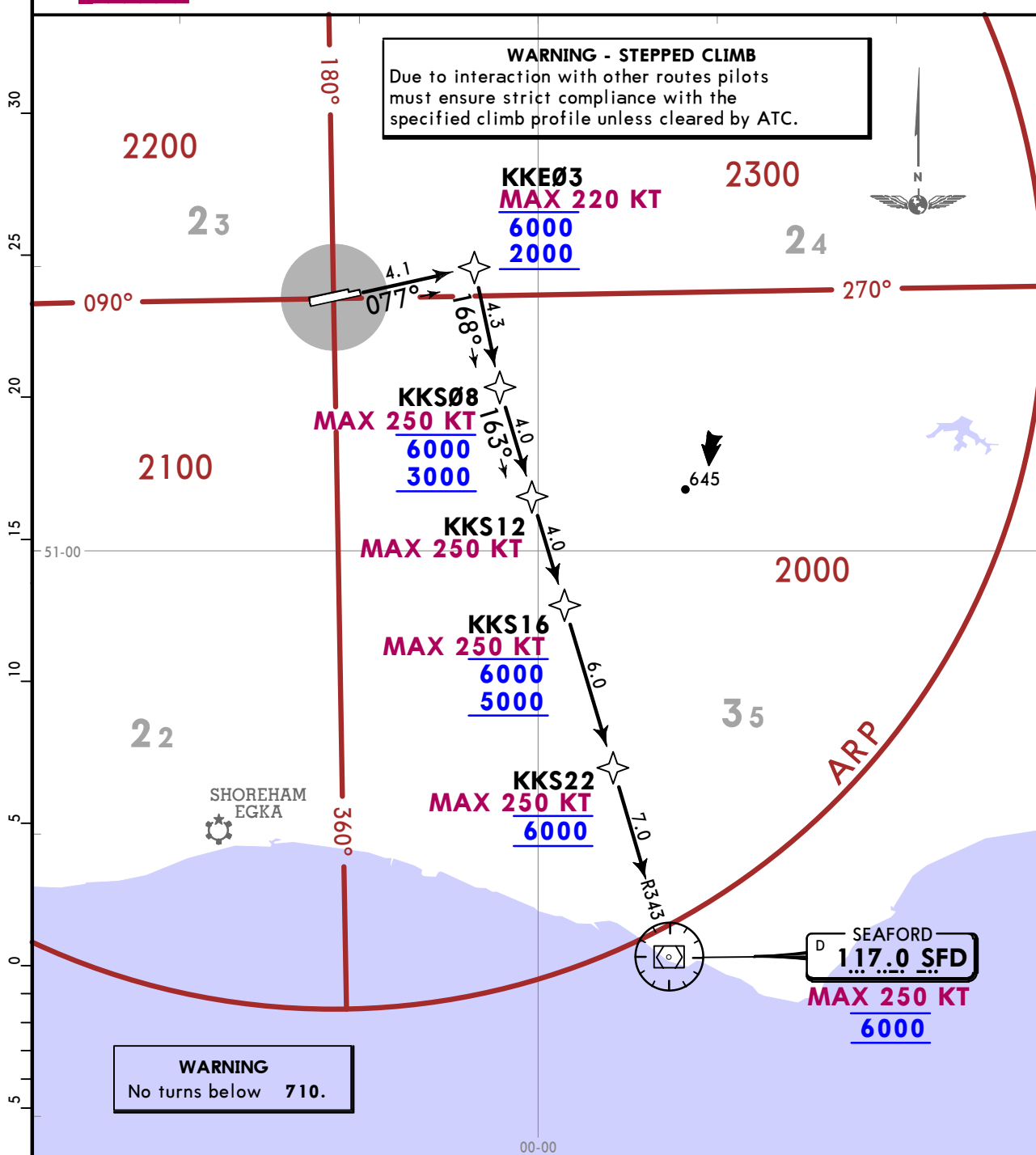
- Trans alt: 6000
1. RNAV 1.
 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 3. DME/DME only procedure: no critical nav aids.
 4. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 5. SIDs include noise preferential routes (refer to 20-4).
 6. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 7. EXPECT close-in obstacles.
 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
 9. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.

Apt Elev
203

SFD 4Z RNAV (DME/DME or GNSS) DEPARTURE (RWY 08R)

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 - KKS12 - KKS16 - KKS22 - SFD VOR.

EGKK/LGW
GATWICK

JEPPESEN
7 AUG 20 **20-3T** **Eff 13 Aug**

LONDON, UK
RNAV SID

LONDON Control **120.530**

Apt Elev **203**

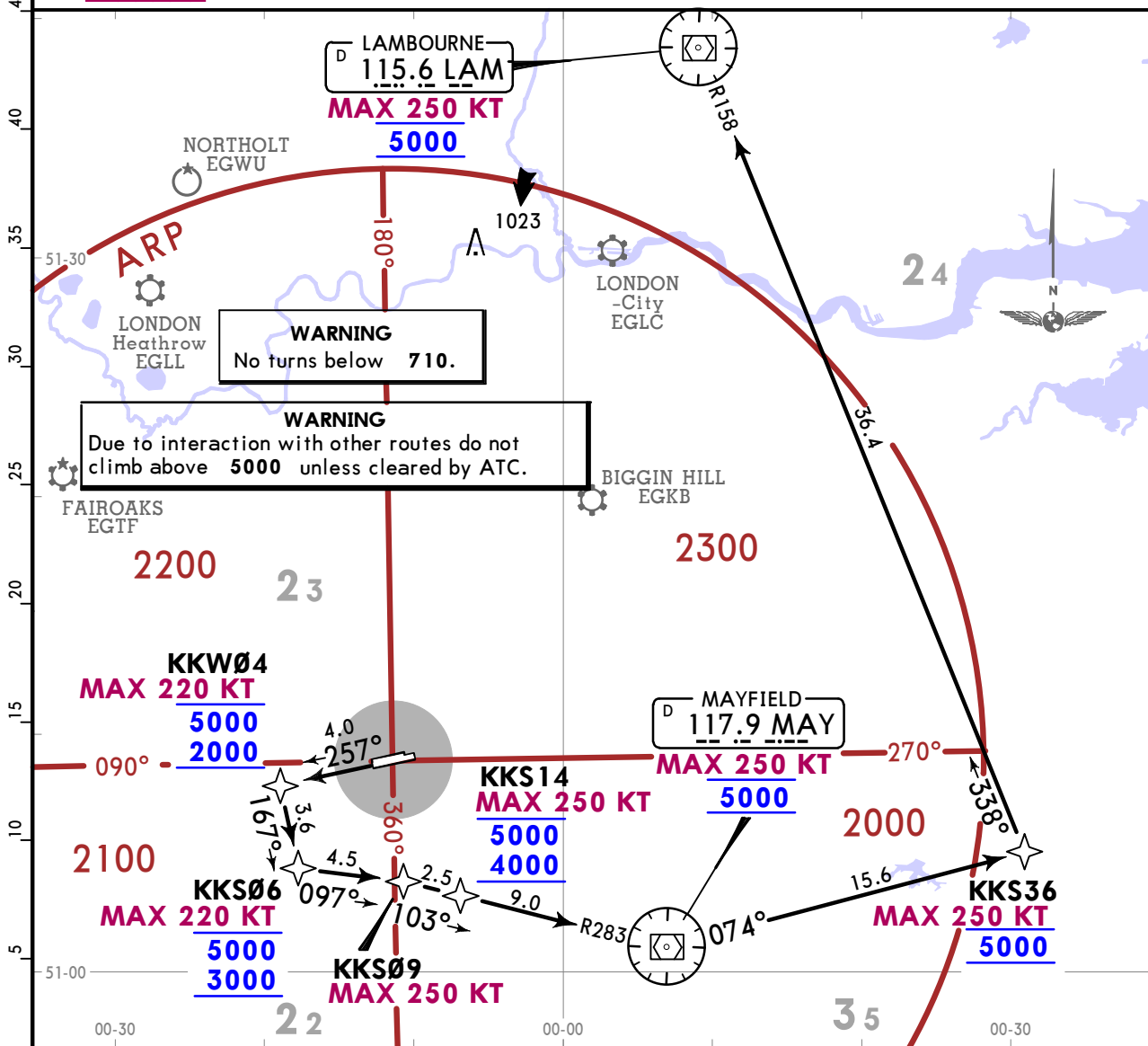
Trans alt: 6000

1. RNAV 1.
2. RNAV 1 SID's 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. DME/DME only procedure: no critical nav aids.
4. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
5. SID's include noise preferential routes (refer to 20-4).
6. Cruising levels will be issued after TAKE-OFF by LONDON Control.
7. EXPECT close-in obstacles.
8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
9. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.

TIGER 1X [TIGE1X]
RNAV (DME/DME or GNSS) DEPARTURE
(RWY 26L)

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



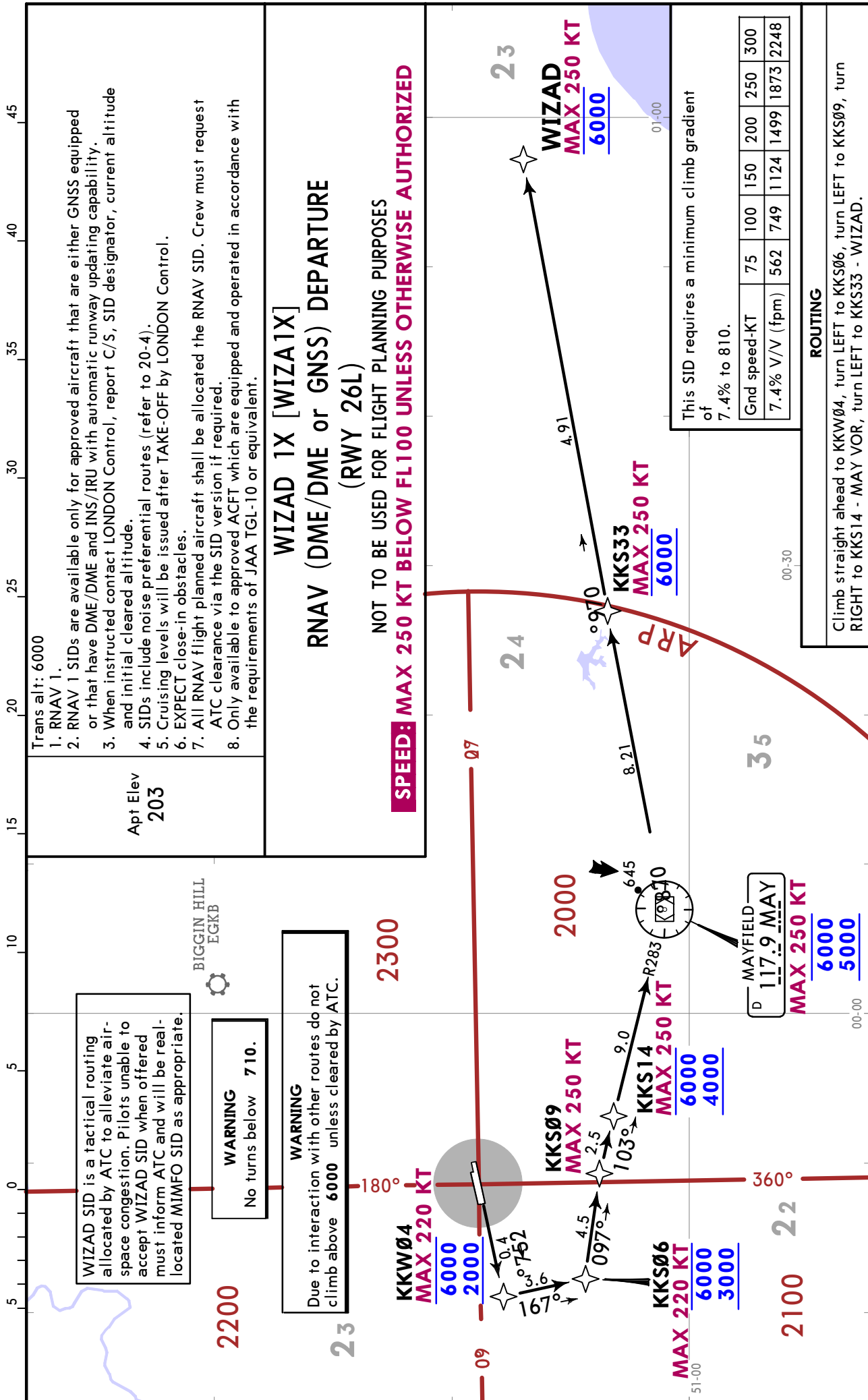
This SID requires a minimum climb gradient of 7.4% to 810.

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

TIGER SID is a tactical routing allocated by ATC to alleviate air-space congestion. Pilots unable to accept TIGER SID when offered must inform ATC and will be reallocated LAM SID as appropriate.

ROUTING

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



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JEPPESEN
12 FEB 21 (20-3V1) Eff 25 Feb

LONDON, UK
SID

*GATWICK
Delivery
121.955

LONDON
Control
133.180

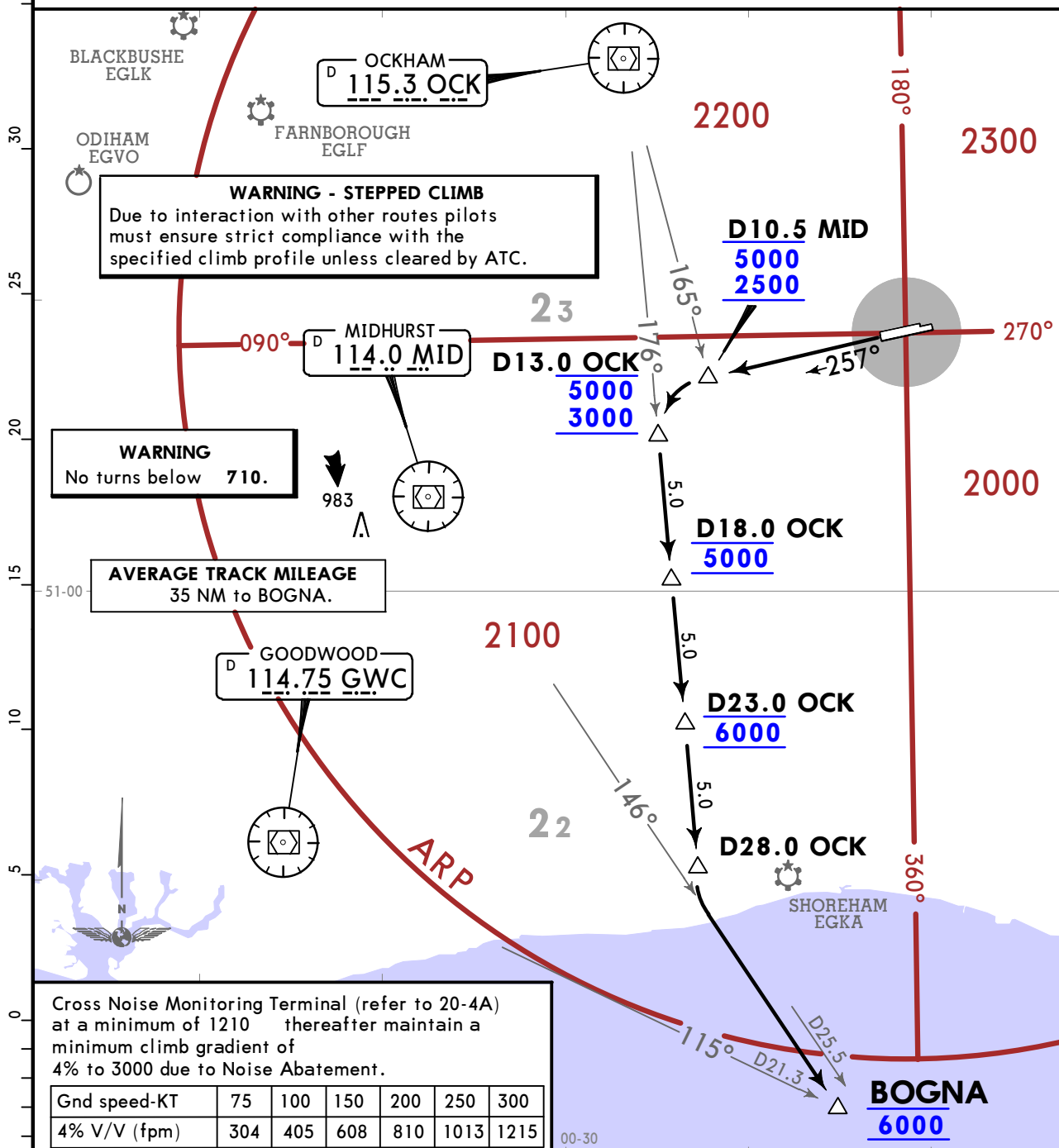
Apt Elev
203

- 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 20-4A).
 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.

**BOGNA 1M [BOGN1M]
BOGNA 1V [BOGN1V]
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



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 257° track to D10.5 MID, cross above 2500 (MAX 5000), turn LEFT, intercept OCK R176, cross D13.0 OCK above 3000 (MAX 5000), D18.0 OCK at 5000, D23.0 OCK at 6000, to D28.0 OCK, turn LEFT, intercept MID R146 to BOGNA.
BOGNA 1V	26R	

CHANGES: None.

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JEPPESEN
21 JAN 22 (20-3V3) Eff 27 Jan

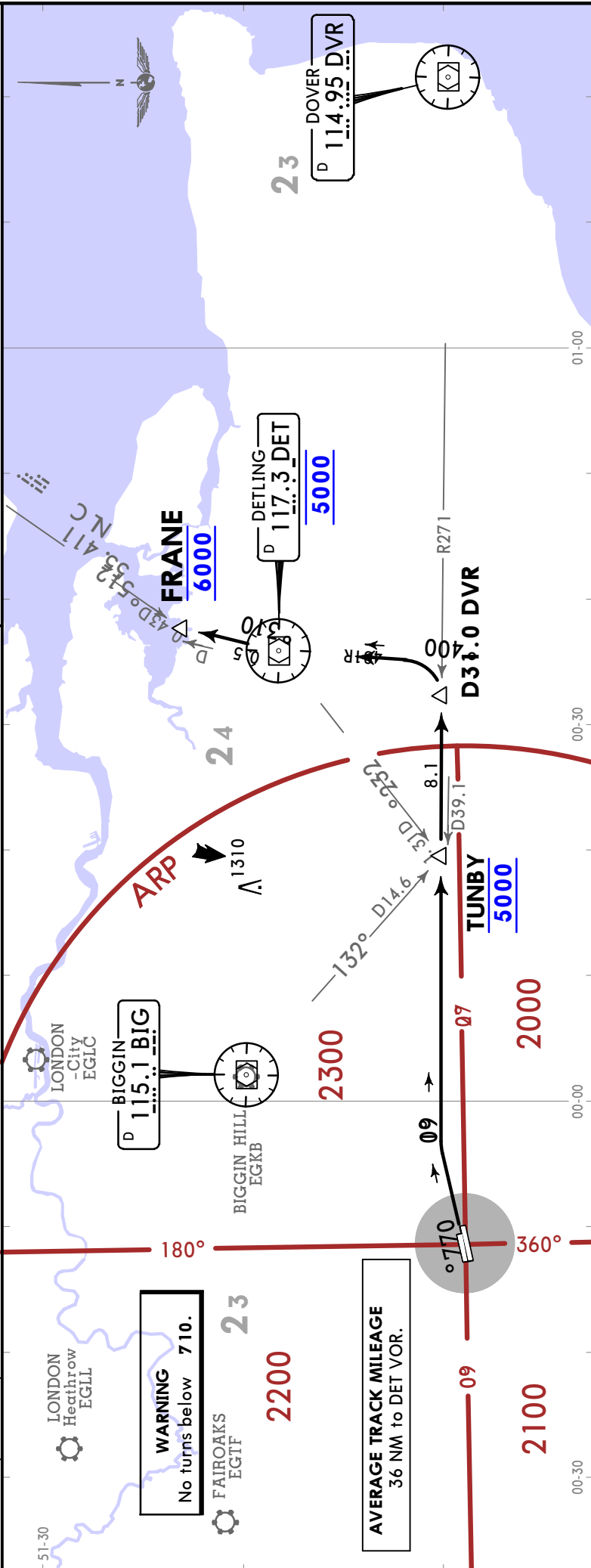
LONDON, UK
SID

LONDON Control 120.530	Apt Elev 203	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 20-4A). 3. Cruising levels will be issued after TAKE-OFF by LONDON Control. 4. Do not climb above SID level until instructed by ATC.
FRAME 1P [FRAN1P], FRAME 1W [FRAN1W] DEPARTURES		
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED		
SID	RWY	ROUTING/ALTITUDE
FRAME 1P	08R	Straight ahead, maintain 077° track, intercept DVR R271 inbound, cross TUNBY (D39.1 DVR) at 5000, to D31.0 DVR, turn LEFT to DET VOR, cross at 5000, turn RIGHT, DET R013 to FRANE (DET R013/D5.0), cross at 6000.
FRAME 1W	08L	

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



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 20-4A).

3. Cruising levels will be issued after TAKE-OFF by LONDON Control.

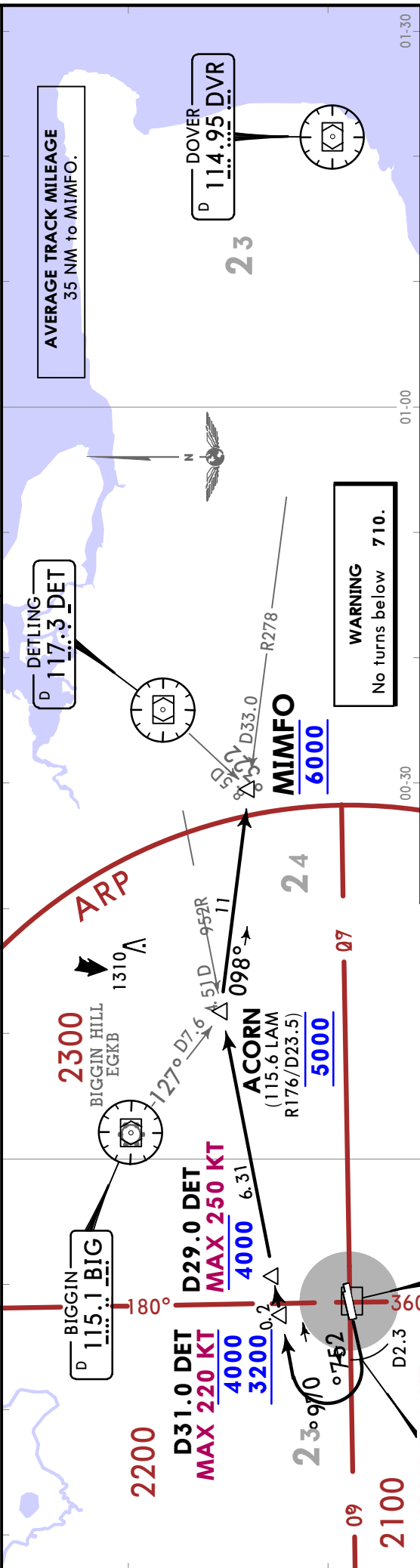
4. Do not climb above SID level until instructed by ATC.

5. EXPECT close-in obstacles.

MIMFO 1M [MIMF1M]
MIMFO 1V [MIMF1V]
DEPARTURES

IN ORDER TO ALLEVIATE AIRSPACE CONGESTION AND IMPROVE ATC FLEXIBILITY PILOTS MAY BE OFFERED SIDS WIZAD 4M/4V/1X AT A LATE STAGE PRIOR TO DEPARTURE PILOTS UNABLE TO ACCEPT MUST INFORM ATC AND WILL BE ALLOCATED MIMFO 1M/1V

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
MIMFO 1M	26L	Straight ahead to D2.3 IWW cross at or above 1500 (MAX 4000), turn RIGHT, intercept DET R259 inbound by D31.0 DET cross at or above 3200 (MAX 4000), cross D29.0 DET at or below 4000, to ACORN (D15.4 DET), cross at 5000, turn RIGHT, intercept DVR R278 inbound to MIMFO (DVR R278/D33.0), cross at 6000.
MIMFO 1V	26R	

These SIDs require minimum climb gradients of

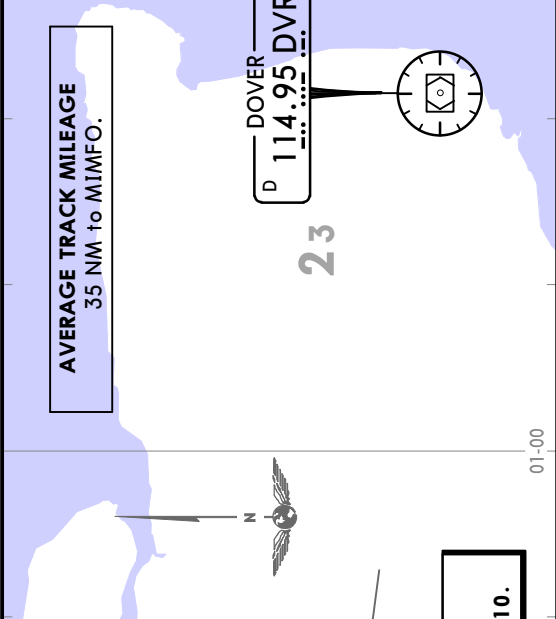
MIMFO 1M: 4.8 % up to 710.
MIMFO 1V: 5.0 % up to 710.

Cross Noise Monitoring Terminal (refer to 20-4A) at a minimum of 1210, thereafter maintain a minimum climb gradient of 4.0% to 3000 due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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
MIMFO 1M	26L	Straight ahead to D2.3 IWW cross at or above 1500 (MAX 4000), turn RIGHT, intercept DET R259 inbound by D31.0 DET cross at or above 3200 (MAX 4000), cross D29.0 DET at or below 4000, to ACORN (D15.4 DET), cross at 5000, turn RIGHT, intercept DVR R278 inbound to MIMFO (DVR R278/D33.0), cross at 6000.
MIMFO 1V	26R	

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LONDON, UK

12 FEB 21

20-3V5

Eff 25 Feb

SID

50
45
40
35
30
25
20
15
10
5
0
5

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 4.0% 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
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.5% V/V (fpm)	418	557	835	1114	1392	1671

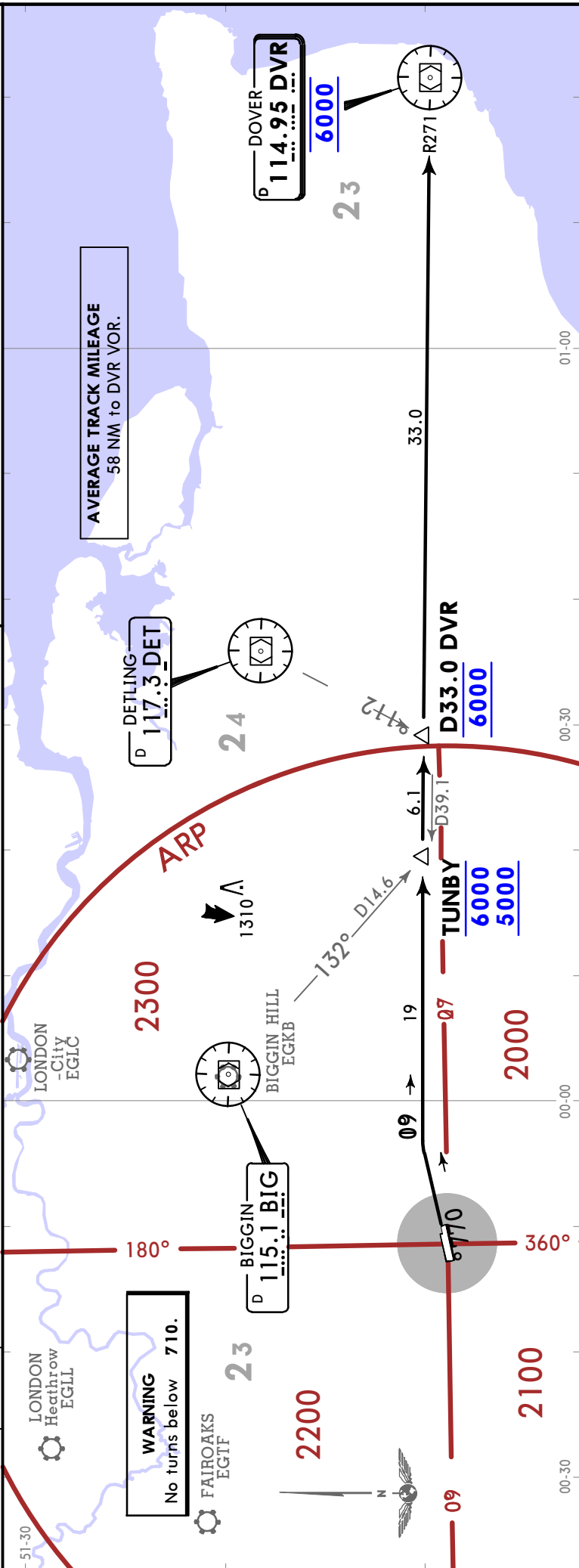
35
30
25
20
15
10
5
0
5

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 20-4A).
3. Cruising levels will be issued after TAKE-OFF by LONDON Control.
4. Do not climb above SID level until instructed by ATC.

DVR 2P, DVR 2W
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

SID	RWY	ROUTING/ALTITUDE
DVR 2P	08R	Straight ahead, maintain 077° track, intercept DVR R271 inbound, cross TUNBY (D39.1 DVR) at or above 5000 (MAX 6000), D33.0 DVR at 6000, to DVR VOR.
DVR 2W	08L	



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JEPPESEN
12 FEB 21 **20-3V6** **Eff 25 Feb**

LONDON, UK
SID

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Delivery
121.955

LONDON
Control
133.180

Apt Elev
203

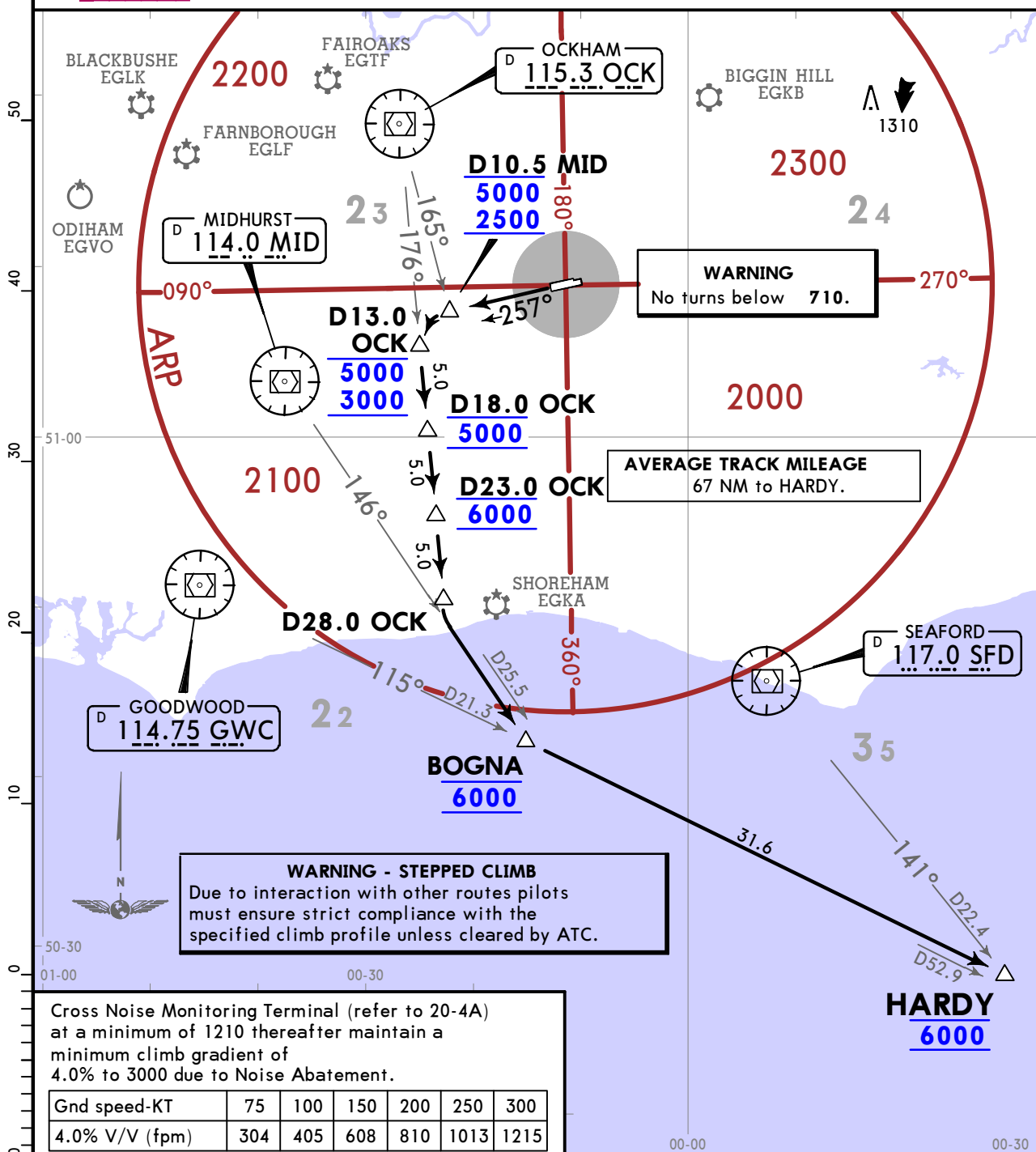
Trans alt: 6000

- When instructed contact LONDON Control, report c/s, SID designator, current altitude and initial cleared altitude.
- SIDs include noise preferential routes (refer to 20-4A).
- Cruising levels will be issued after TAKE-OFF by LONDON Control.
- Do not climb above SID level until instructed by ATC.
- Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

HARDY 5M [HARD5M], HARDY 5V [HARD5V]
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



Cross Noise Monitoring Terminal (refer to 20-4A) at a minimum of 1210 thereafter maintain a minimum climb gradient of 4.0% to 3000 due to Noise Abatement.

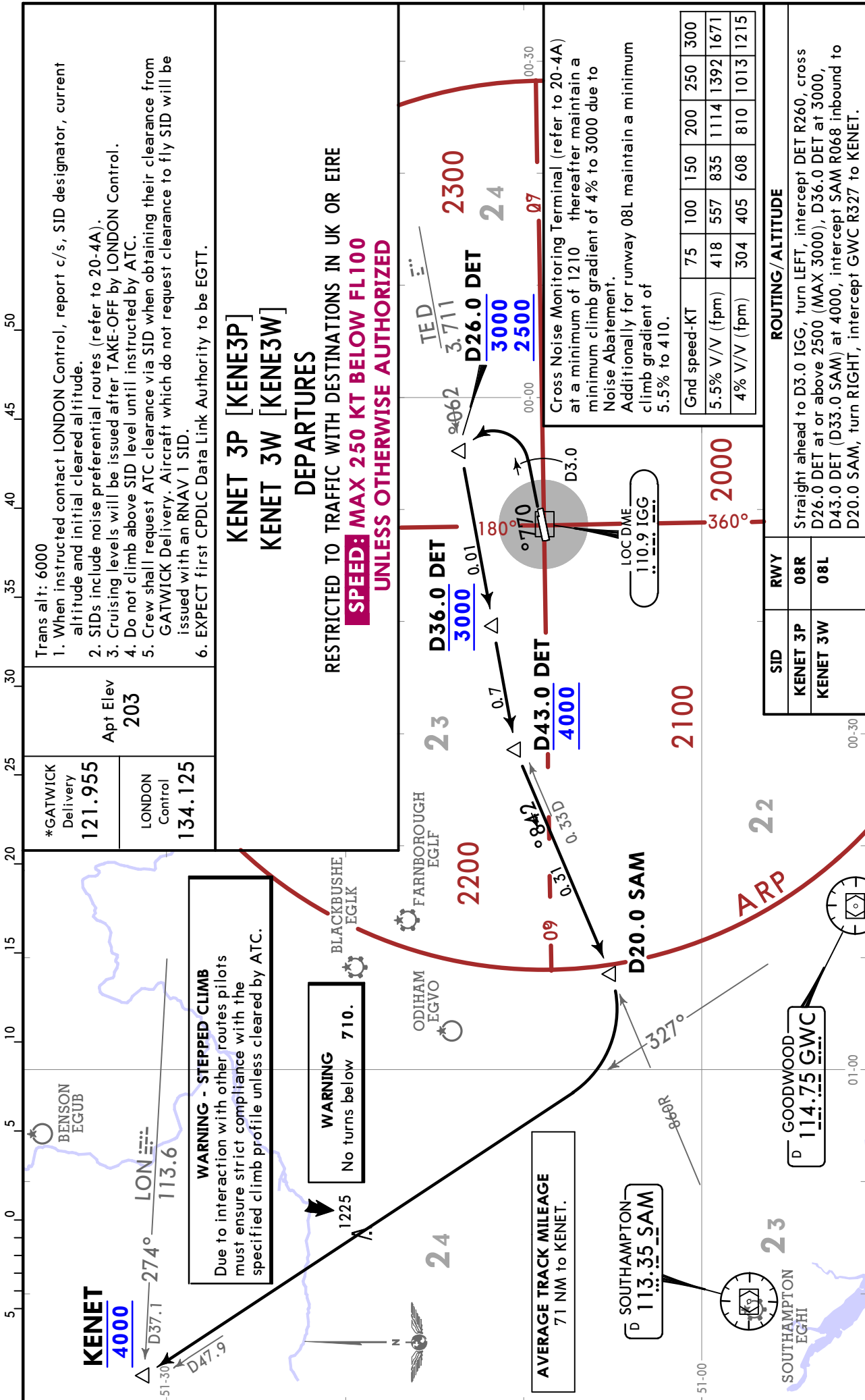
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
HARDY 5M	26L	Straight ahead, maintain 257° track to D10.5 MID, cross above 2500 (MAX 5000), turn LEFT, intercept OCK R176, cross D13.0 OCK above 3000 (MAX 5000), D18.0 OCK at 5000, D23.0 OCK at 6000, to D28.0 OCK, turn LEFT, intercept MID R146 to BOGNA, intercept GWC R115 to HARDY.
HARDY 5V	26R	

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JEPPESSEN
7 AUG 20 **20-3W** Eff 13 Aug

LONDON, UK
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JEPPESEN
7 AUG 20 **(20-3X1)** Eff 13 Aug

LONDON, UK
SID

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LONDON
Control
120.530

Apt Elev
203

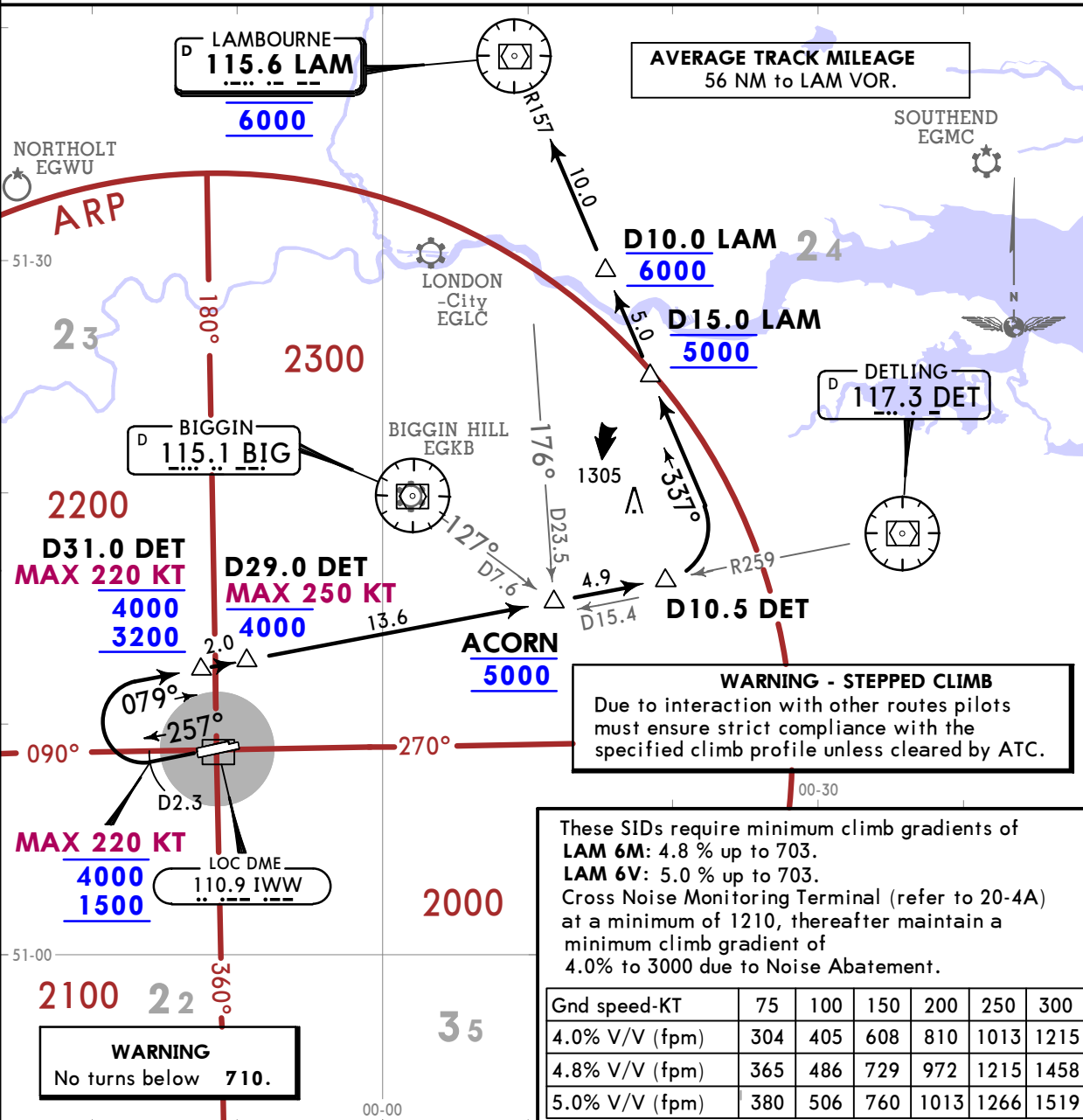
- Trans alt: 6000
1. When instructed contact LONDON Control, report c/s, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4A).
 3. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 4. Do not climb above SID level until 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.
 6. EXPECT close-in obstacles.
 7. EXPECT first CPDLC Data Link Authority to be EGTT.

LAM 6M, LAM 6V
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 6M/6V

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

50
45
40
35
30
25
20
15
10
5
0
5



These SIDs require minimum climb gradients of
LAM 6M: 4.8 % up to 703.
LAM 6V: 5.0 % up to 703.
Cross Noise Monitoring Terminal (refer to 20-4A) at a minimum of 1210, thereafter maintain a minimum climb gradient of 4.0% to 3000 due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING/ALTITUDE
LAM 6M	26L	Straight ahead to D2.3 IWW cross at or above 1500 (MAX 4000), turn RIGHT, intercept DET R259 inbound by D31.0 DET cross at or above 3200 (MAX 4000), cross D29.0 DET at or below 4000, ACORN (D15.4 DET) at 5000, at D10.5 DET turn LEFT, intercept LAM R157 inbound, cross D15.0 LAM at 5000, D10.0 LAM at 6000, to LAM VOR, cross at 6000.
LAM 6V	26R	

CHANGES: Tracks updated.

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7 AUG 20 **(20-3X2)** **Eff 13 Aug**

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SID

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Delivery
121.955

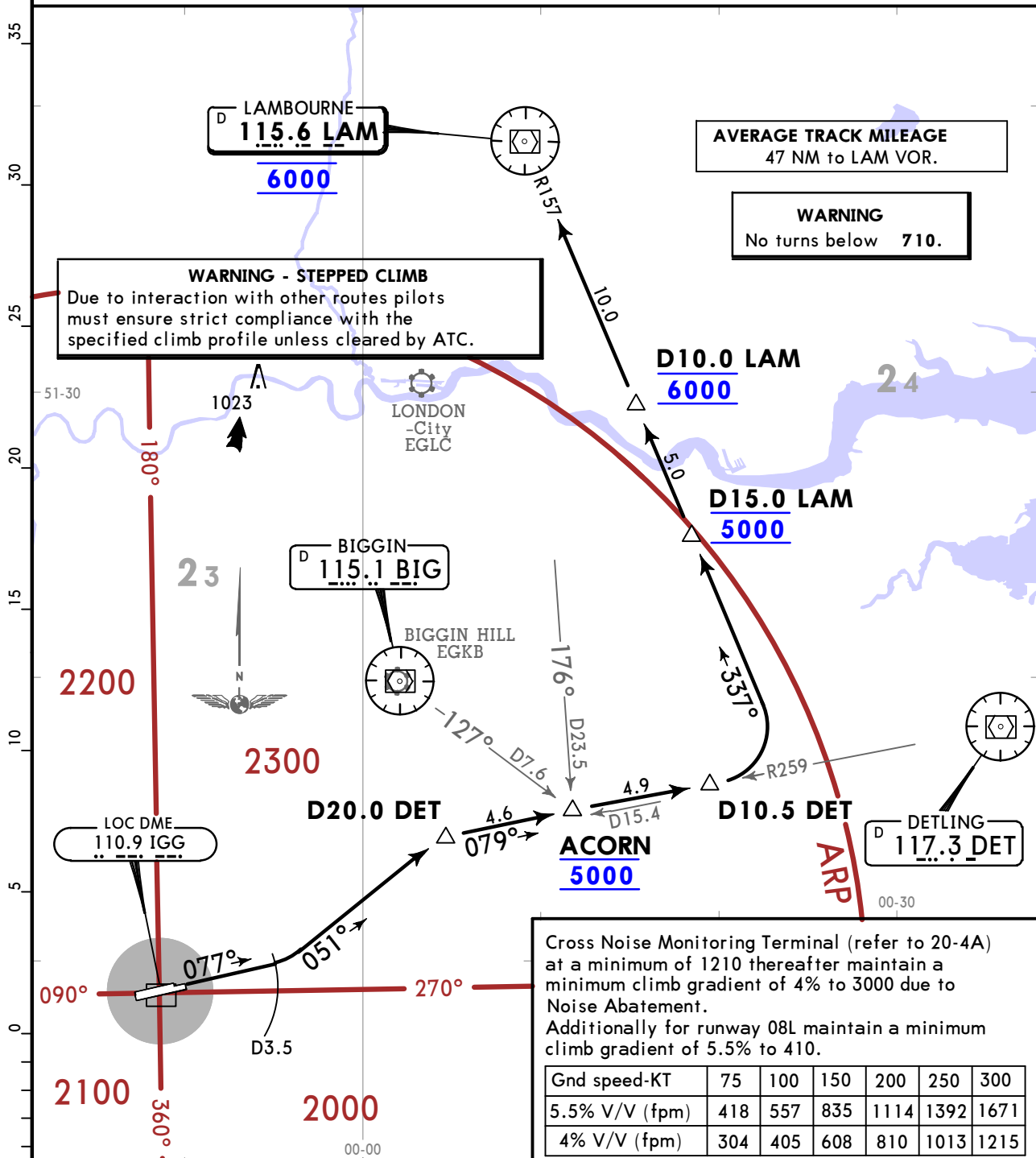
Apt Elev
203

- 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 20-4A).
 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.
 6. EXPECT first CPDLC Data Link Authority to be EGTT.

LONDON
Control
120.530

**LAM 5P, LAM 5W
DEPARTURES**

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



SID	RWY
LAM 5P	08R
LAM 5W	08L

ROUTING/ALTITUDE

Straight ahead to D3.5 IGG, turn LEFT, 051° track, intercept DET R259 inbound by D20.0 DET, cross ACORN (D15.4 DET) at 5000, at D10.5 DET turn LEFT, intercept LAM R157 inbound, cross D15.0 LAM at 5000, D10.0 LAM at 6000, to LAM VOR, cross at 6000.

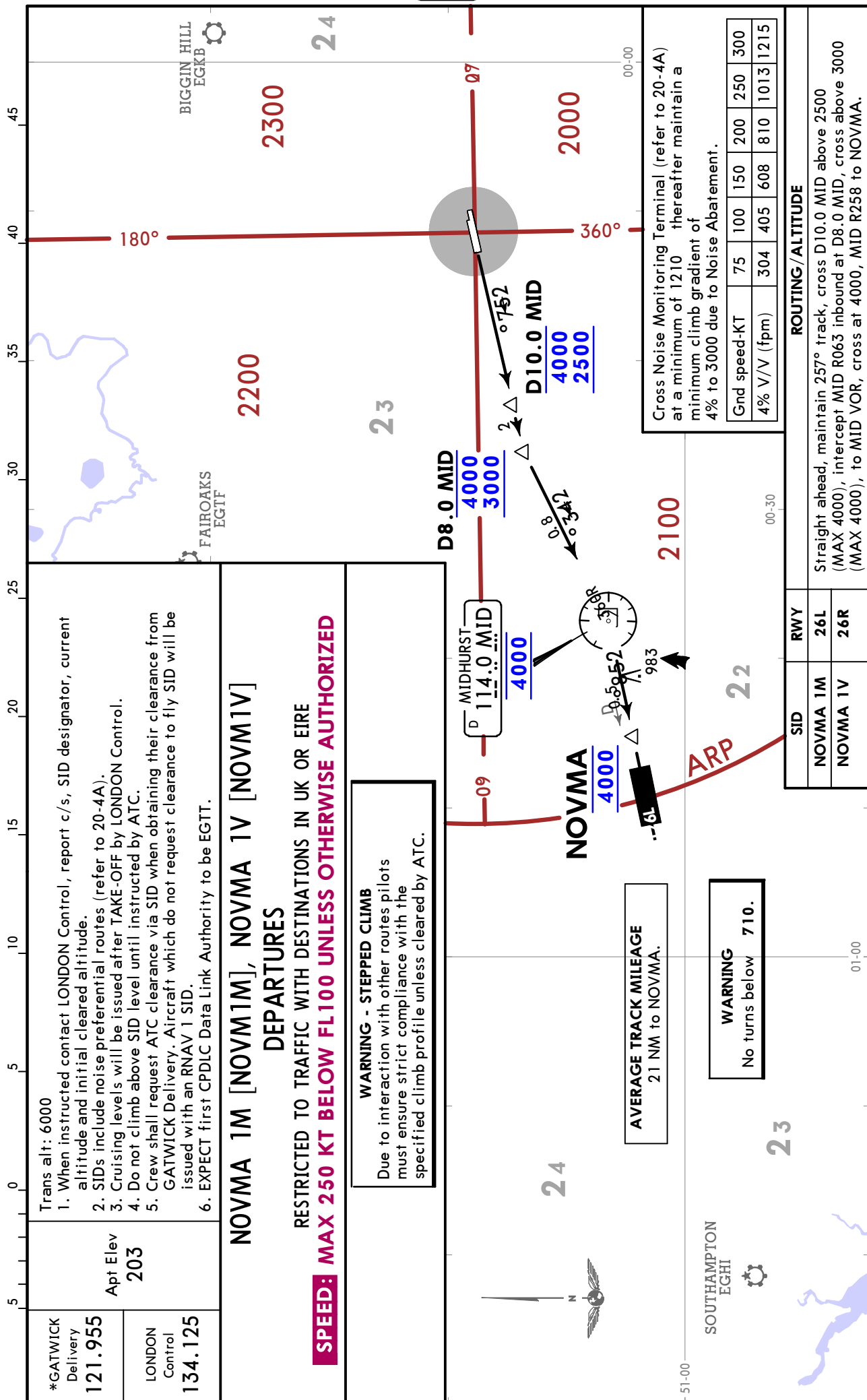
Cross Noise Monitoring Terminal (refer to 20-4A) at a minimum of 1210 thereafter maintain a minimum climb gradient of 4% to 3000 due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410.

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

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JEPPESEN
7 AUG 20 **(20-3X3)** Eff 13 Aug

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SID



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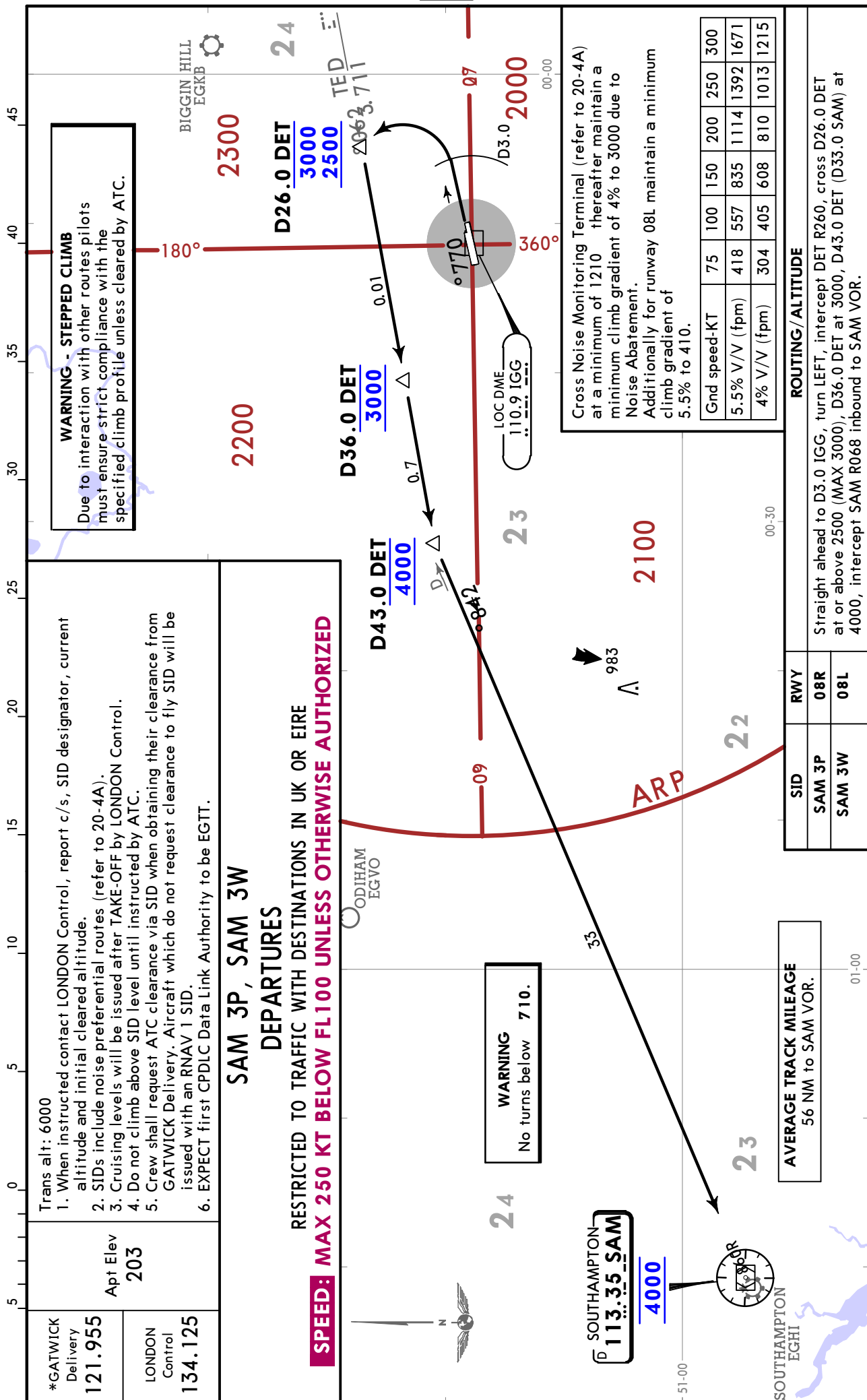
LONDON, UK

7 AUG 20

20-3X4

Eff 13 Aug

SID



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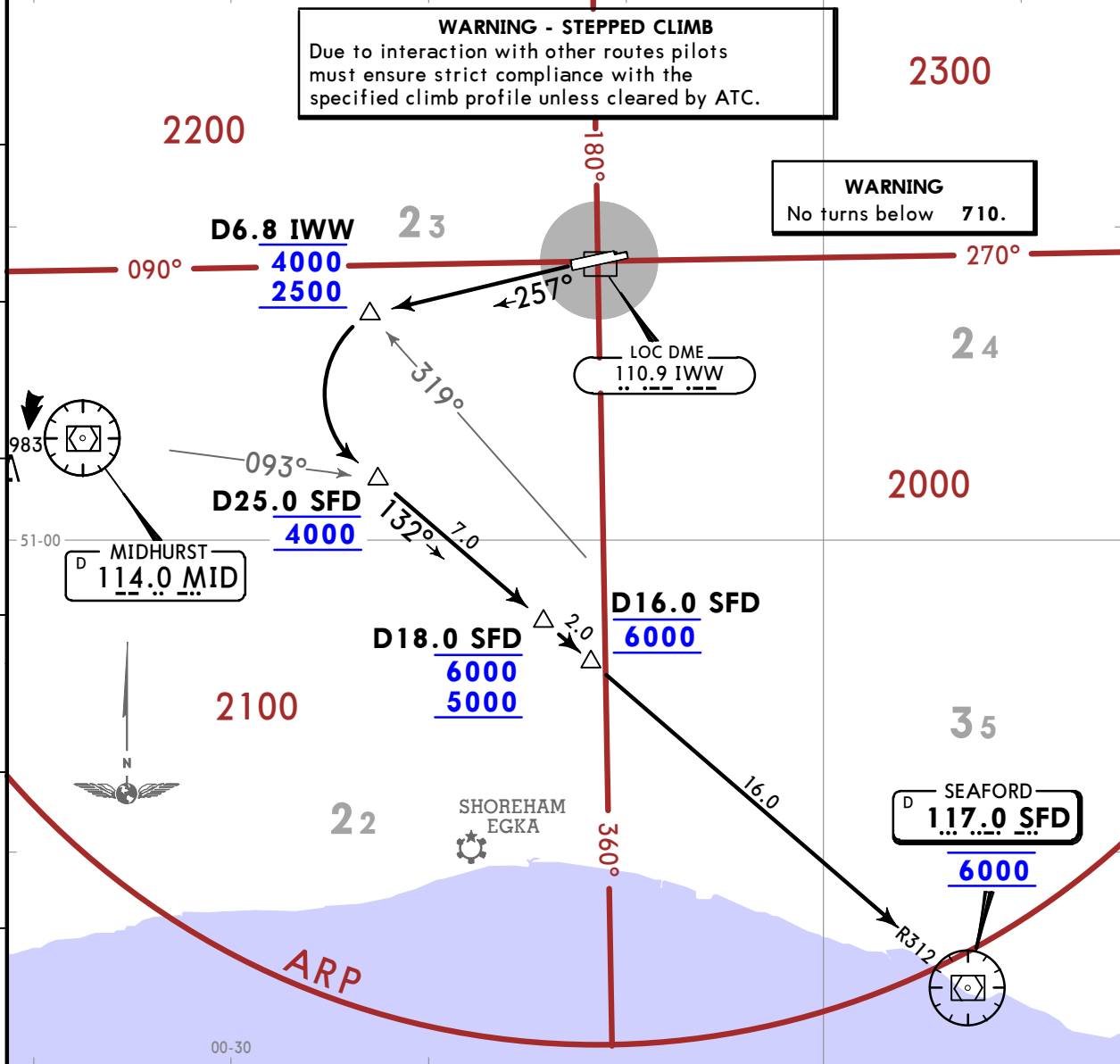
JEPPESEN
7 AUG 20 **(20-3X5)** **Eff 13 Aug**

LONDON, UK
SID

*GATWICK Delivery 121.955	GATWICK Director 118.950
LONDON Control 134.125	Apt Elev 203

- Trans alt: 6000
1. When instructed contact LONDON Control or GATWICK Director, report c/s, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4A).
 3. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 4. Do not climb above SID level until instructed by ATC.
 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

SFD 5M, SFD 5V
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



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 VOR.

SID	RWY	ROUTING/ALTITUDE
SFD 5M	26L	Straight ahead, maintain 257° track until passing SFD R319 (D6.8 IWW), cross above 2500 (MAX 4000), turn LEFT, intercept SFD R312 inbound, cross D25.0 SFD at 4000, D18.0 SFD above 5000 (MAX 6000), D16.0 SFD at 6000, to SFD VOR.
SFD 5V	26R	

CHANGES: Tracks updated.

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JEPPESEN
7 AUG 20 **(20-3X6)** **Eff 13 Aug**

LONDON, UK
SID

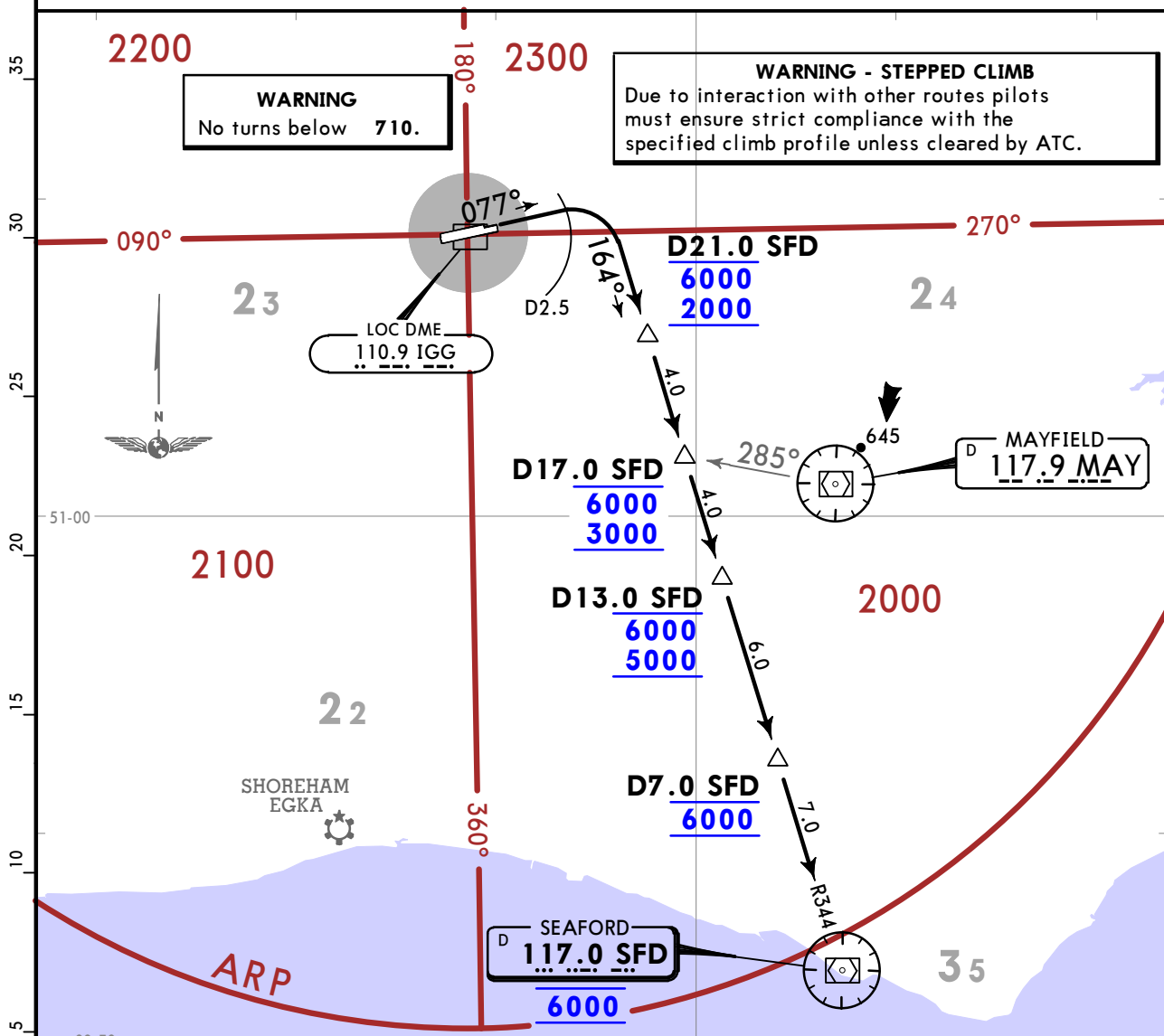
*GATWICK
Delivery
121.955
GATWICK
Director
118.95

Apt Elev
203

- Trans alt: 6000
1. When instructed contact GATWICK Director, report c/s, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4A).
 3. Cruising levels will be issued after TAKE-OFF by LONDON Control.
 4. Do not climb above SID level until instructed by ATC.
 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

SFD 9P, SFD 9W
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below **710**.

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

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

AVERAGE TRACK MILEAGE
29 NM to SFD VOR.

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

SID	RWY	ROUTING/ALTITUDE
SFD 9P	08R	Straight ahead to D2.5 IGG, turn RIGHT, intercept SFD R344 inbound, cross D21.0 SFD above 2000 (MAX 6000), D17.0 SFD above 3000 (MAX 6000), D13.0 SFD above 5000 (MAX 6000), D7.0 SFD at 6000, to SFD VOR.
SFD 9W	08L	

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JEPPESEN
21 JAN 22 (20-3X7) Eff 27 Jan

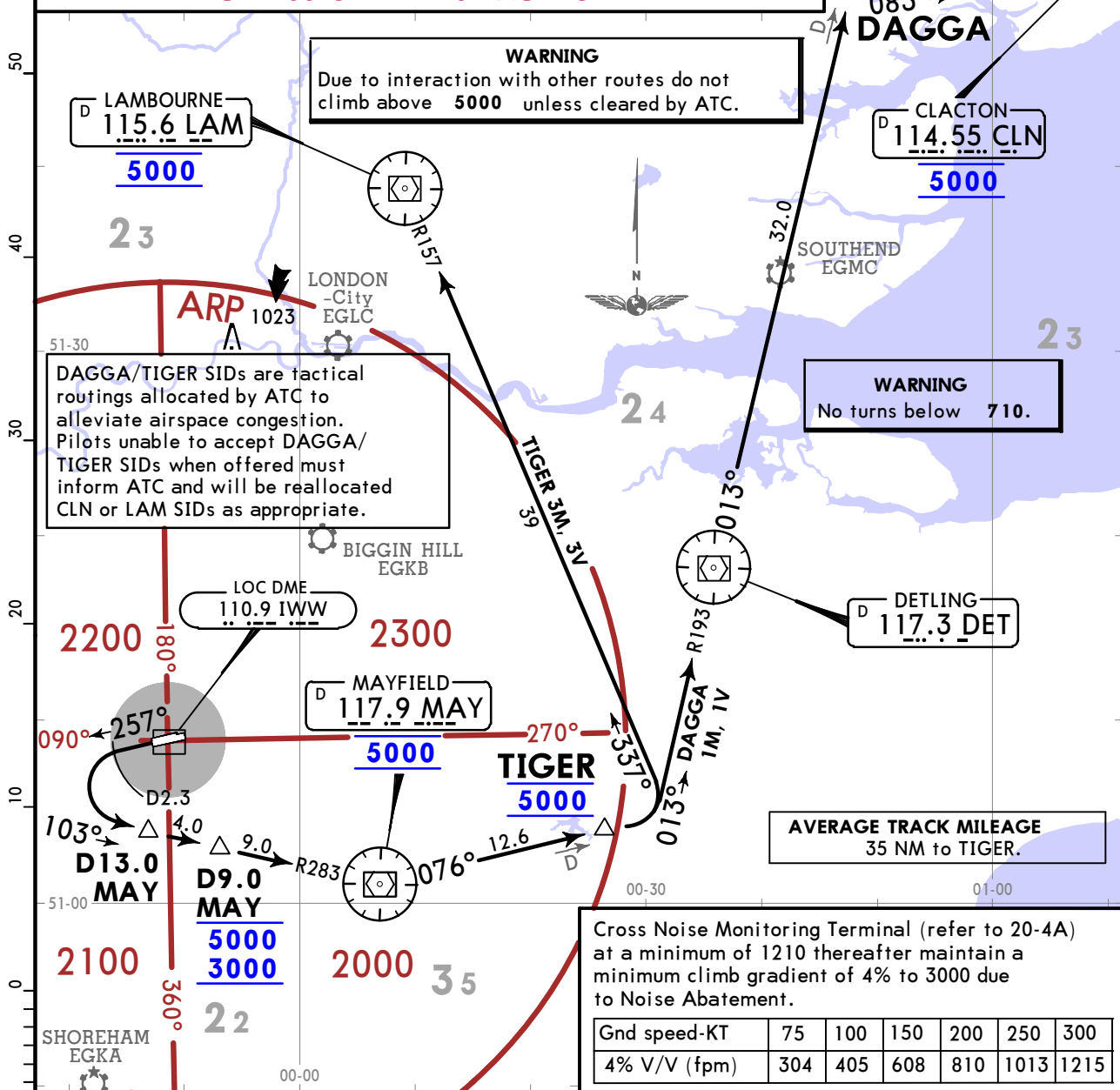
LONDON, UK
SID

*GATWICK Delivery 121.955	Apt Elev 203	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 20-4A). 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. 6. TIGER 3M & 3V: EXPECT first CPDLC Data Link Authority to be EGTT.
LONDON Control 120.530		

**DAGGA 1M [DAGA1M], DAGGA 1V [DAGA1V]
TIGER 3M [TIGE3M], TIGER 3V [TIGE3V]
DEPARTURES**

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

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



SID	RWY	ROUTING/ALTITUDE
DAGGA 1M	26L	Straight ahead to D2.3 IWW, turn LEFT, intercept MAY R283 inbound by D13.0 MAY, cross D9.0 MAY at or above 3000 (MAX 5000), to MAY VOR, cross at 5000, turn LEFT, MAY R076 to TIGER, cross at 5000, turn LEFT, intercept DET R193 inbound to DET VOR, then to DAGGA, then to CLN VOR.
DAGGA 1V	26R	
TIGER 3M	26L	Straight ahead to D2.3 IWW, turn LEFT, intercept MAY R283 inbound by D13.0 MAY, cross D9.0 MAY at or above 3000 (MAX 5000), to MAY VOR, cross at 5000, turn LEFT, MAY R076 to TIGER, cross at 5000, turn LEFT, intercept LAM R157 inbound to LAM VOR.
TIGER 3V	26R	

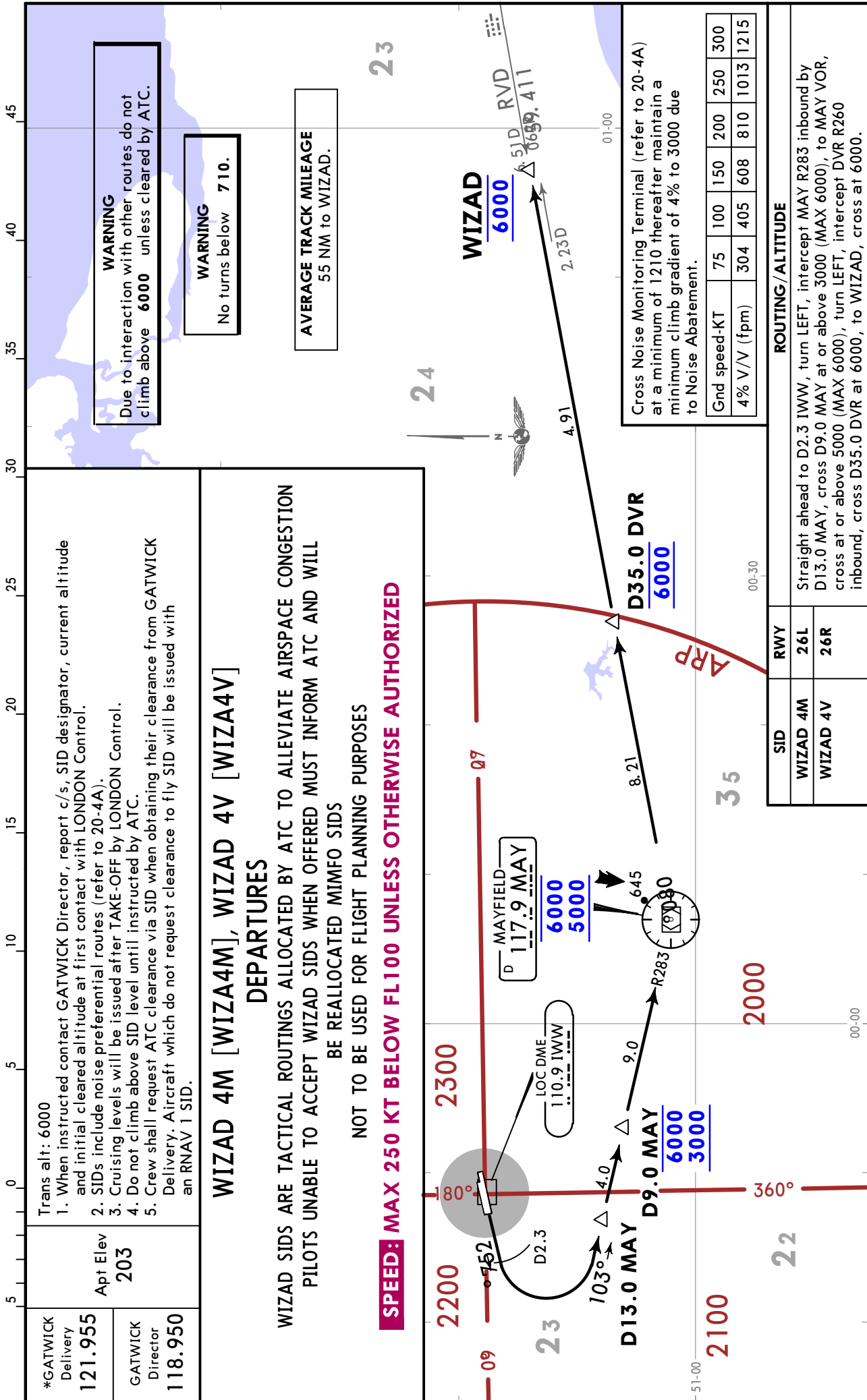
CHANGES: None.

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JEPPESSEN
21 JAN 22 **(20-3X8)** Eff 27 Jan

LONDON, UK
SID



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LONDON, UK

12 FEB 21

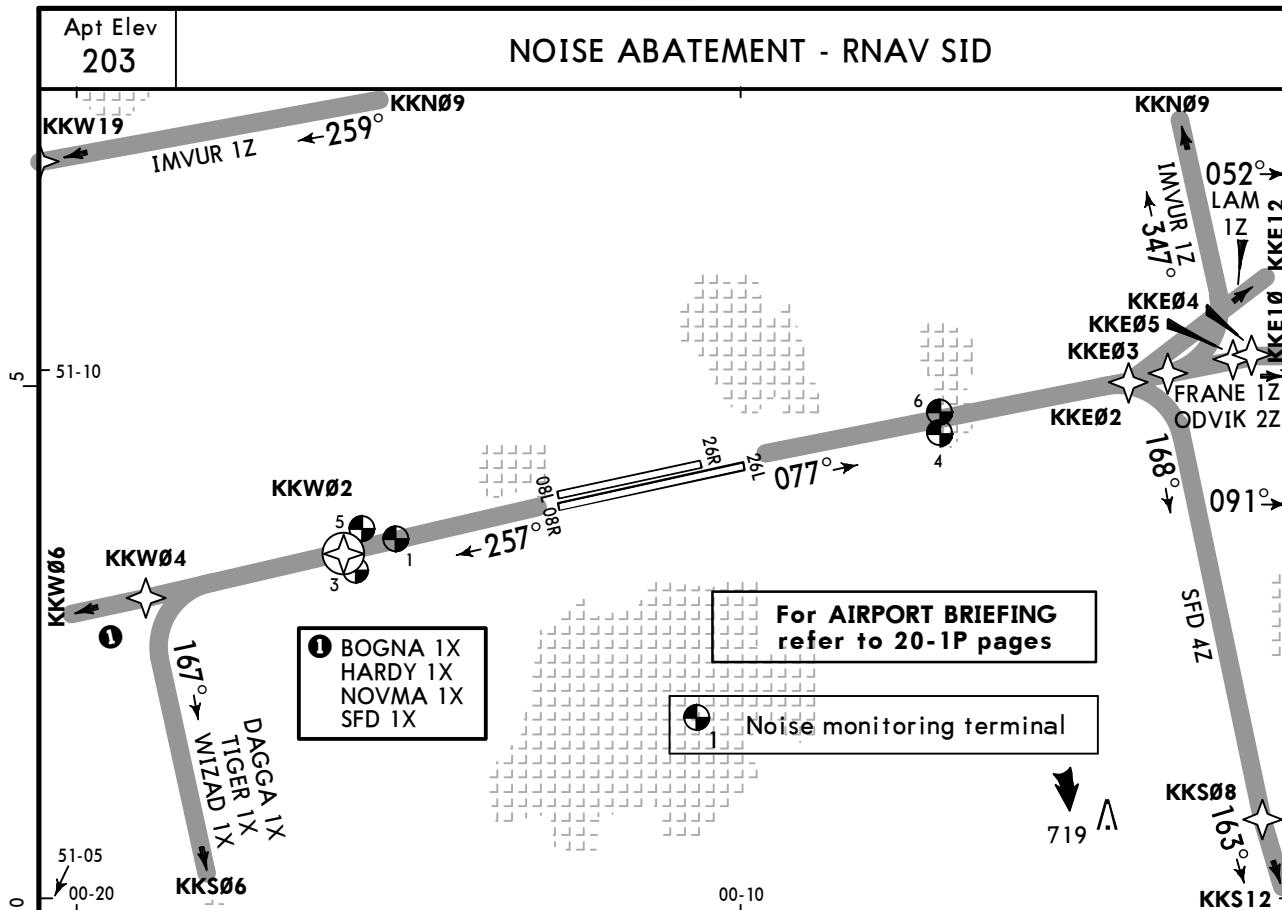
20-4

Eff 25 Feb

NOISE

Apt Elev
203

NOISE ABATEMENT - RNAV SID



1 BOGNA 1X
HARDY 1X
NOVMA 1X
SFD 1X

For AIRPORT BRIEFING
refer to 20-1P pages

Noise monitoring terminal

The operation limits as specified in para 3.5. (refer to Airport Briefing Page 20-1P7) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

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

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

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

EGKK/LGW
GATWICK

JEPPESEN

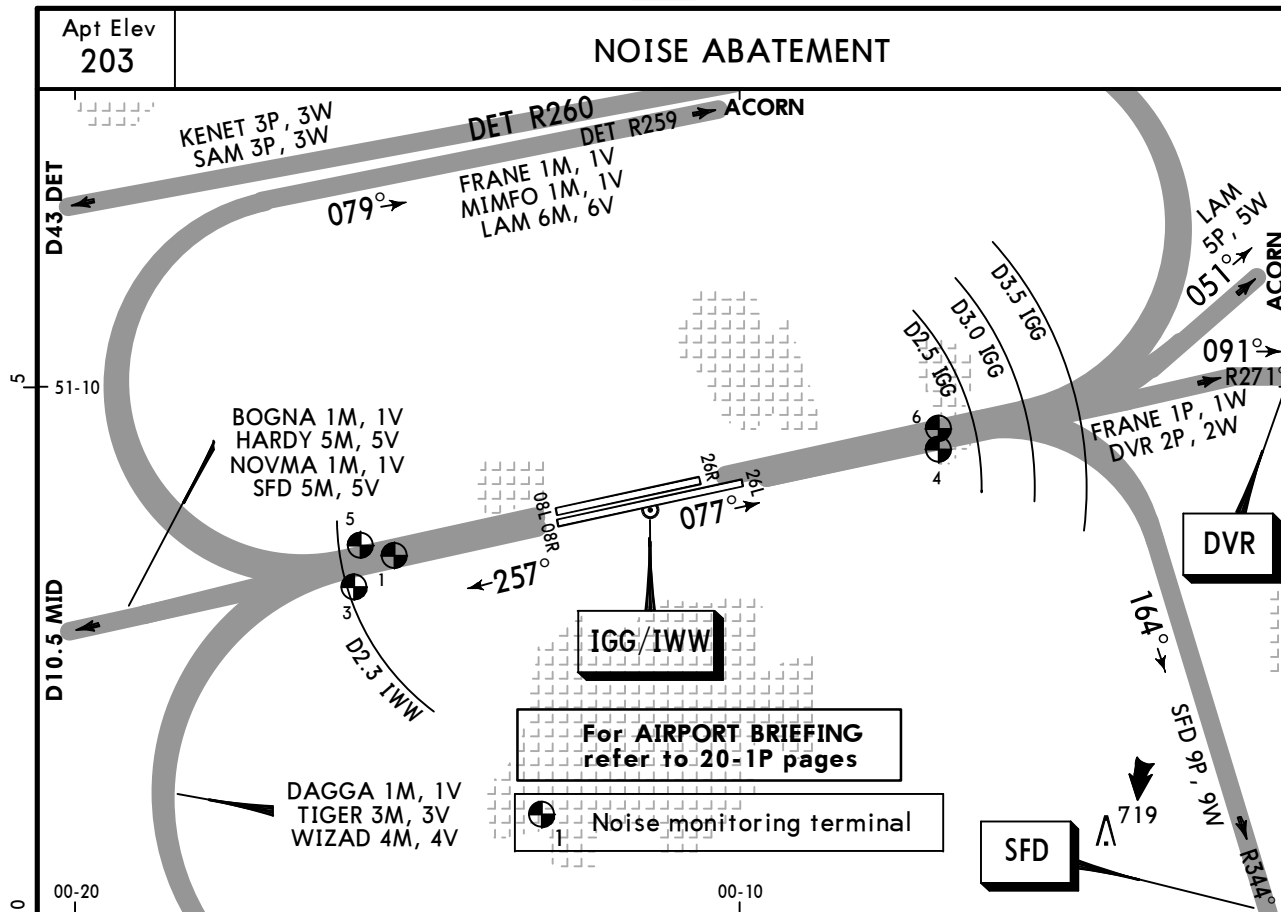
LONDON, UK

12 FEB 21

20-4A

Eff 25 Feb

NOISE



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REHABILITATION OF SECTION OF TWY Q

REFER ALSO TO LATEST NOTAMS

INTRODUCTION:

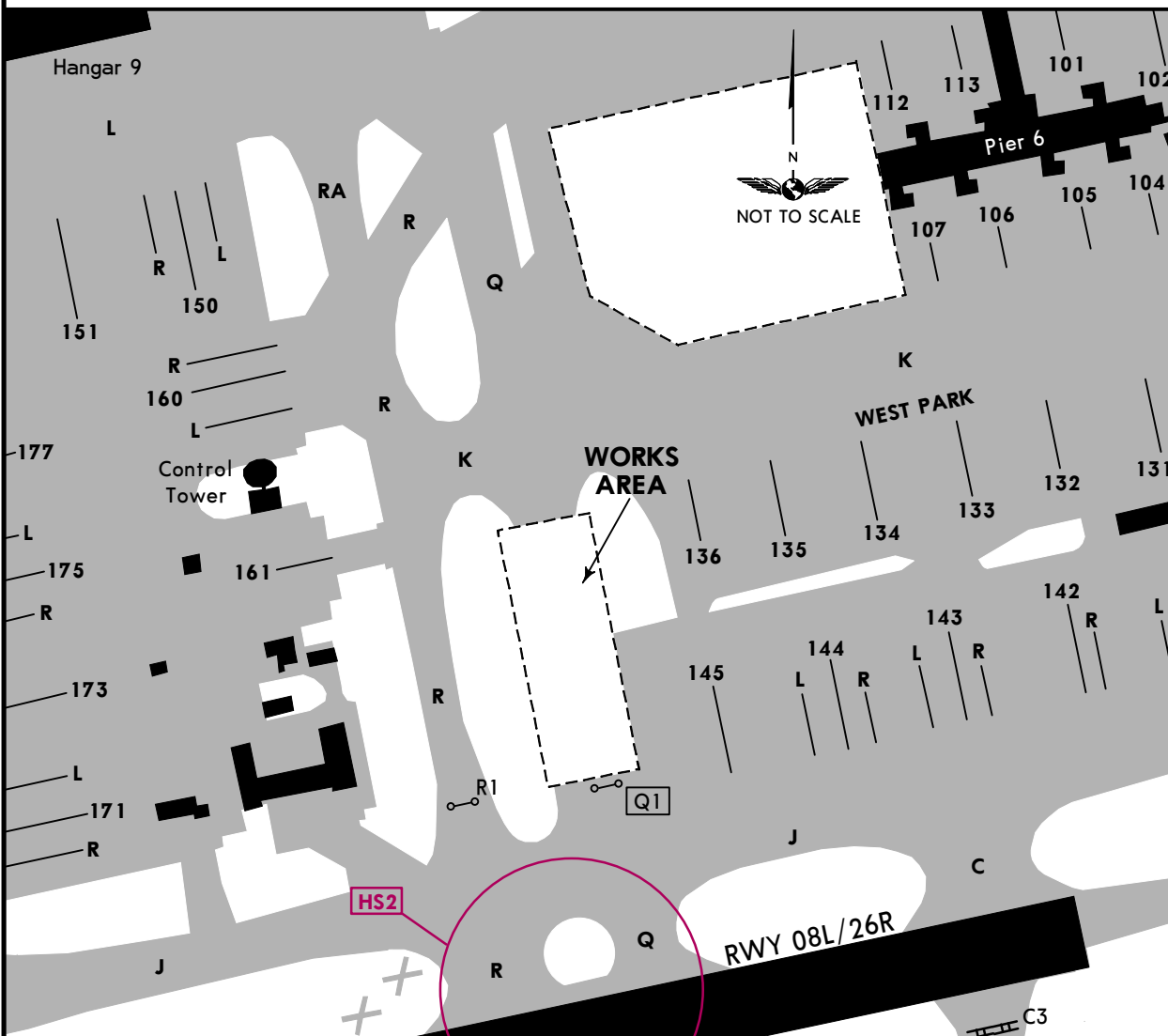
Works are due to commence to rehabilitate a section of TWY Q.

PROGRAMME:

Work is due to commence at 0800 on 27 FEB 23 and continue until 1700 on 25 AUG 23.

OPERATIONAL IMPLICATIONS H24:

- TWY Q will be closed between TWY J and TWY K.
- Code F ACFT will need to use the alternative routes described below:
 - TWY R - TWY R diagonal - TWY Q;
 - TWY R - TWY K - TWY Q.
- During RWY 08L/26R operations Q1 hold will not be available.
- Stand 136 closed.



LEGEND

- HOT SPOT see AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description
- C** Taxiway
- Holding point for Rwy 08L/26R only

CONSTRUCTION OF NEW RWY 26L RAPID EXIT TWY ER

REFER ALSO TO LATEST NOTAMS

INTRODUCTION:

Work is in progress and continues into October 2023 to construct a new Rapid Exit Taxiway (RET) for RWY 26L. The new RET will be designated ER and will be located between the existing E and FR RETs. When the new ER RET becomes operational the existing E RET will close and be decommissioned. E and ER RETs will not be operational at the same time at any point.

PROGRAMME:

Works are planned to take place each Monday to Friday from 29 MAR to OCT 2023. Day and night work will be required. The closure of the existing E RET and the opening of the new ER RET is expected to take place in October 2023.

OPERATIONAL IMPLICATIONS:

There will be three works areas as described below and shown on the chart. Only one site will be active at any time.

1. RWY 08R/26L WORK IN PROGRESS AREA:

- Work will be undertaken at night, Monday to Friday nights;
- RWY 08R/26L will be closed and RWY 08L/26R will be in operation;
- Outside of working periods RWY 08R/26L will be available for use as published in the UK AIP.

2. RWY 08L/26R WORK IN PROGRESS AREA:

- Work will be undertaken during day and night periods Monday to Friday;
- RWY 08L/26R will be closed between its junctions with Rapid Exit Taxiways E and FR;
- E and FR RETs will remain available unless advised by NOTAM, however the route from FR RET eastbound onto RWY 08L/26R will not be available;
- During working periods, RWY 08L/26R can be made available within four hours;
- Outside of working periods RWY 08L/26R will be available for use as published in the UK AIP.

3. TWY J WORK IN PROGRESS AREA:

- Work will be undertaken during day and night periods Monday to Friday;
- TWY J will be closed between its junctions with TWYs U and G;
- Outside of working periods TWY J will be available for use as published in the UK AIP.

GENERAL:

Worksite Markings:

The worksites will be marked and lit with red lights. Pilots should note there will be increased vehicular traffic with flashing obstruction lighting during working periods. Vehicles up to 16'/5m AGL are permitted adjacent to the RWY 08R/26L strip.

ER RET Construction:

Whilst the new RET is under construction it will be marked with red lights to denote it is unfit for the movement of ACFT.

Site Access:

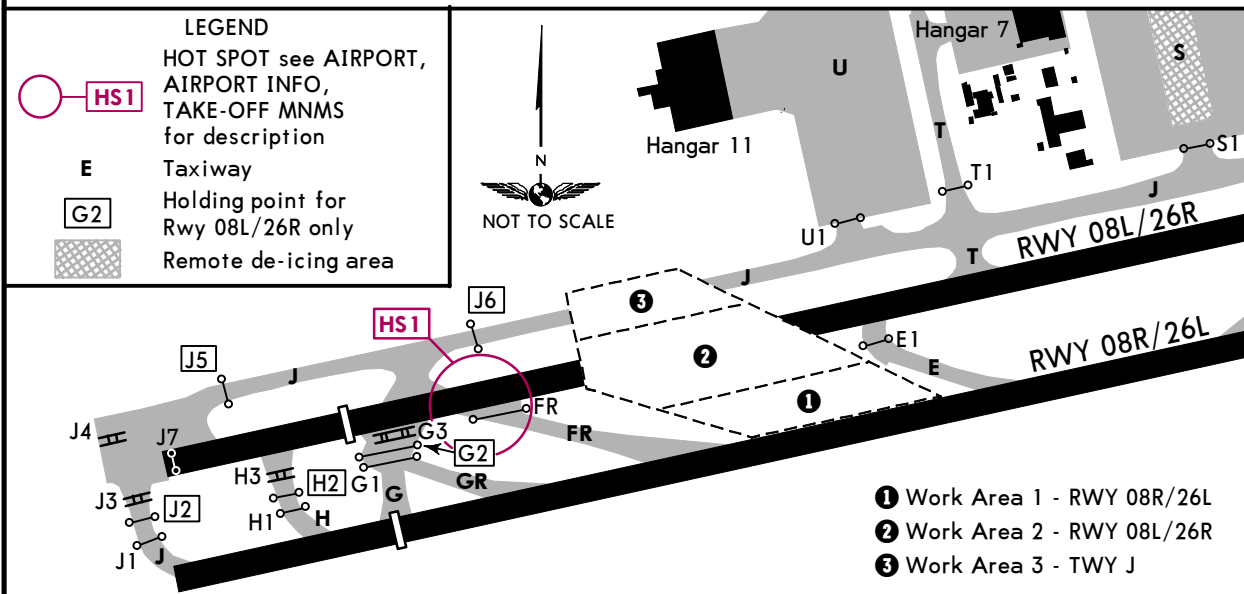
Works access to the sites will be under Gatwick Airport Ltd (GAL) Airfield Operations Leader Escort.

COMPLETION OF WORKS:

On completion of the works the existing RET - E will be withdrawn from use and the new RET - ER will become operational.

The ER RET distance from THR will be 4865'/1483m and the design exit speed 50 KT.

The decommissioned E RET will be marked with yellow crosses, the Taxiway Unavailable Bars (TUBS) will be illuminated H24 and a 66'/20m strip of asphalt will be removed adjacent to the RWY shoulder and replaced with grass. Once the grass area has become established the TUBS will be decommissioned.



- ① Work Area 1 - RWY 08R/26L
- ② Work Area 2 - RWY 08L/26R
- ③ Work Area 3 - TWY J

REDESIGNATION OF TWY RA AND SECTION OF TWY R
REFER ALSO TO LATEST NOTAMS

INTRODUCTION:

Aerodrome is redesignating two areas of existing Twy to provide clearer Twy naming convention.

1. Existing Twy RA will be redesignated to form part of Twy R.
2. Existing section of Twy R which runs north-eastwards to Twy Q will be redesignated Twy RA.

PROGRAMME AND OPERATIONAL IMPLICATIONS H24:

Works and redesignation of Twys is due to take place in mid-August.
Dates and timings will be announced by NOTAM.

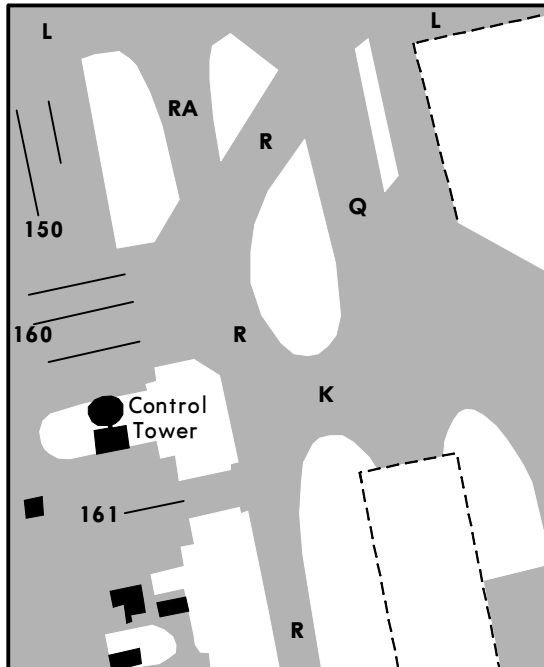
The redesignation will become effective in phases as follows:

Phase 1: Twy RA will be closed to allow redesignation works.

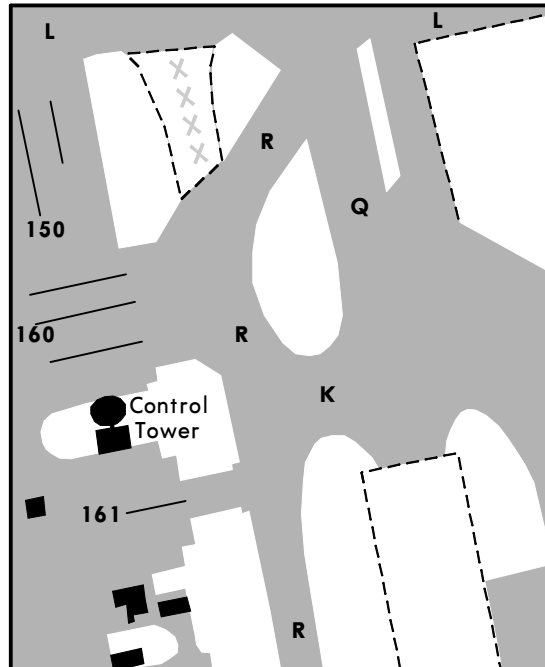
Phase 2: Existing section of Twy R will be closed with barriers and red lights; Twy information signs will be updated. It will be redesignated Twy RA, but remain closed until further notice.

Phase 3: Section of Twy R (formerly RA) will open with revised signs and Twy markings.

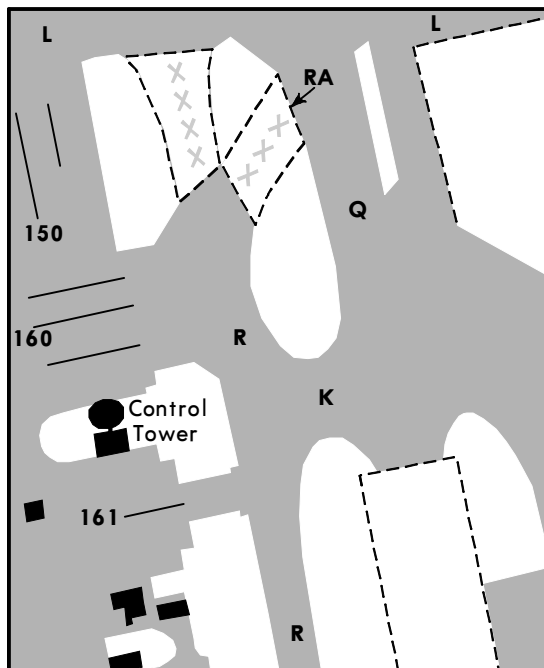
BEFORE REDESIGNATION



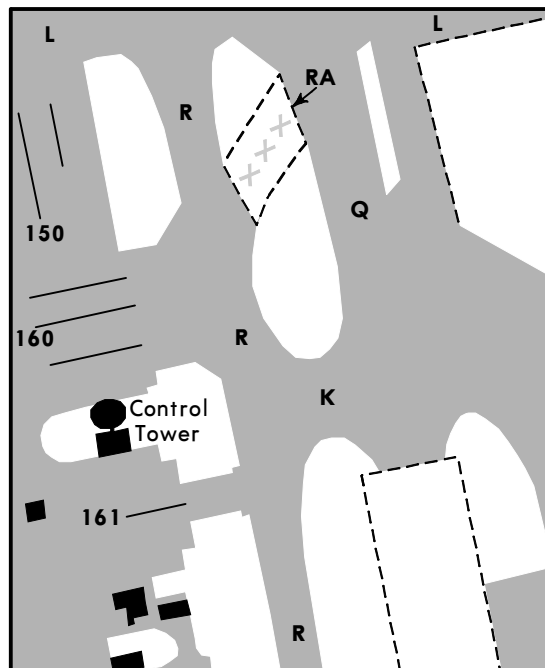
PHASE 1

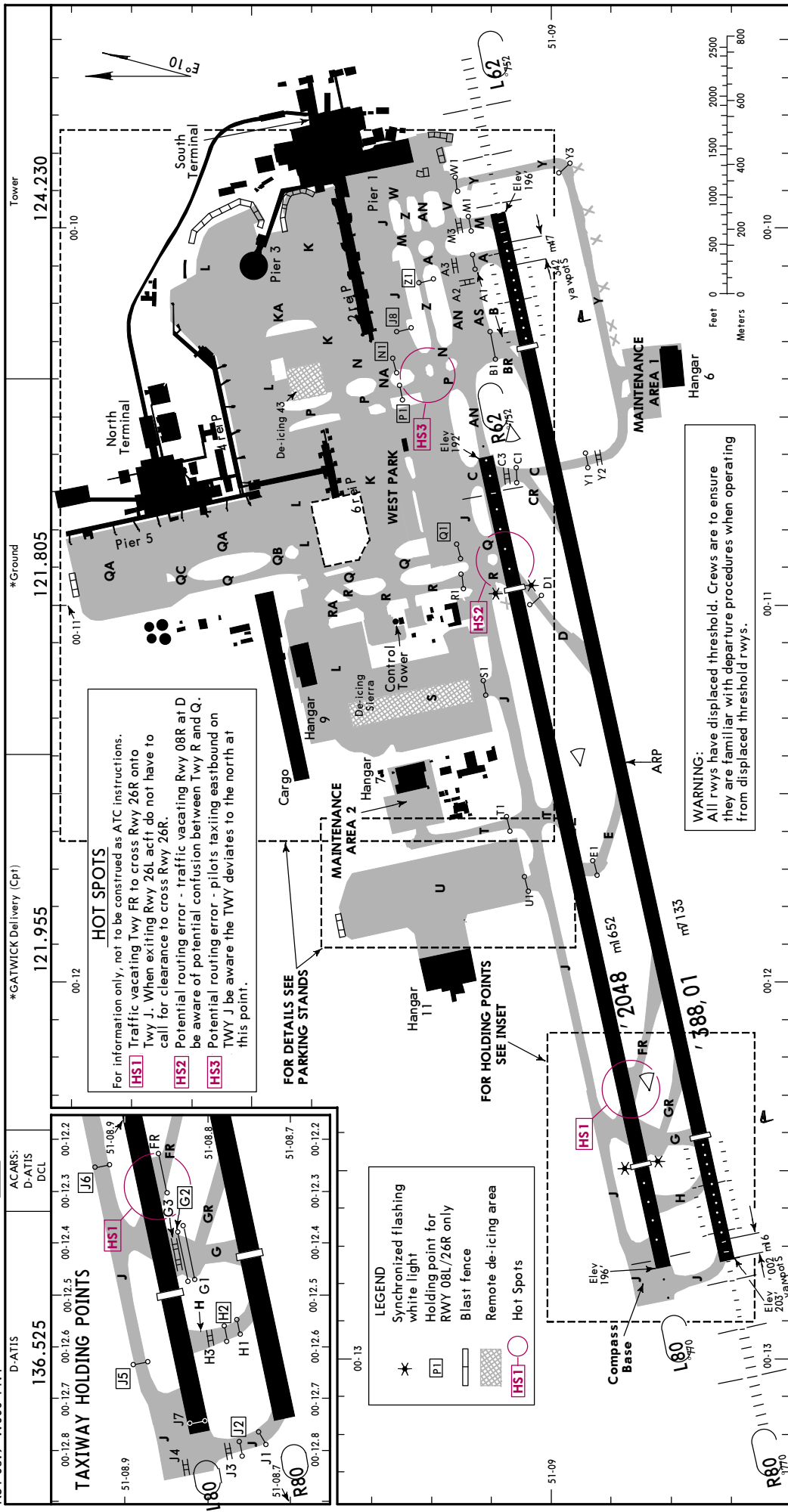


PHASE 2



PHASE 3





HOT SPOTS

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

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

HS2 Potential routing error - traffic vacating Rwy 08R at D be aware of potential confusion between Twy R and Q.

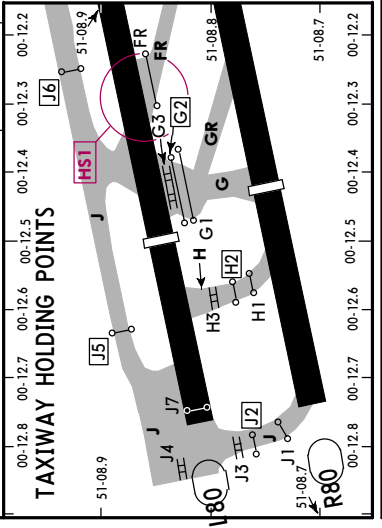
HS3 Potential routing error - pilots taxiing eastbound on Twy J be aware the TWY deviates to the north at this point.

FOR DETAILS SEE PARKING STANDS

FOR HOLDING POINTS SEE INSET

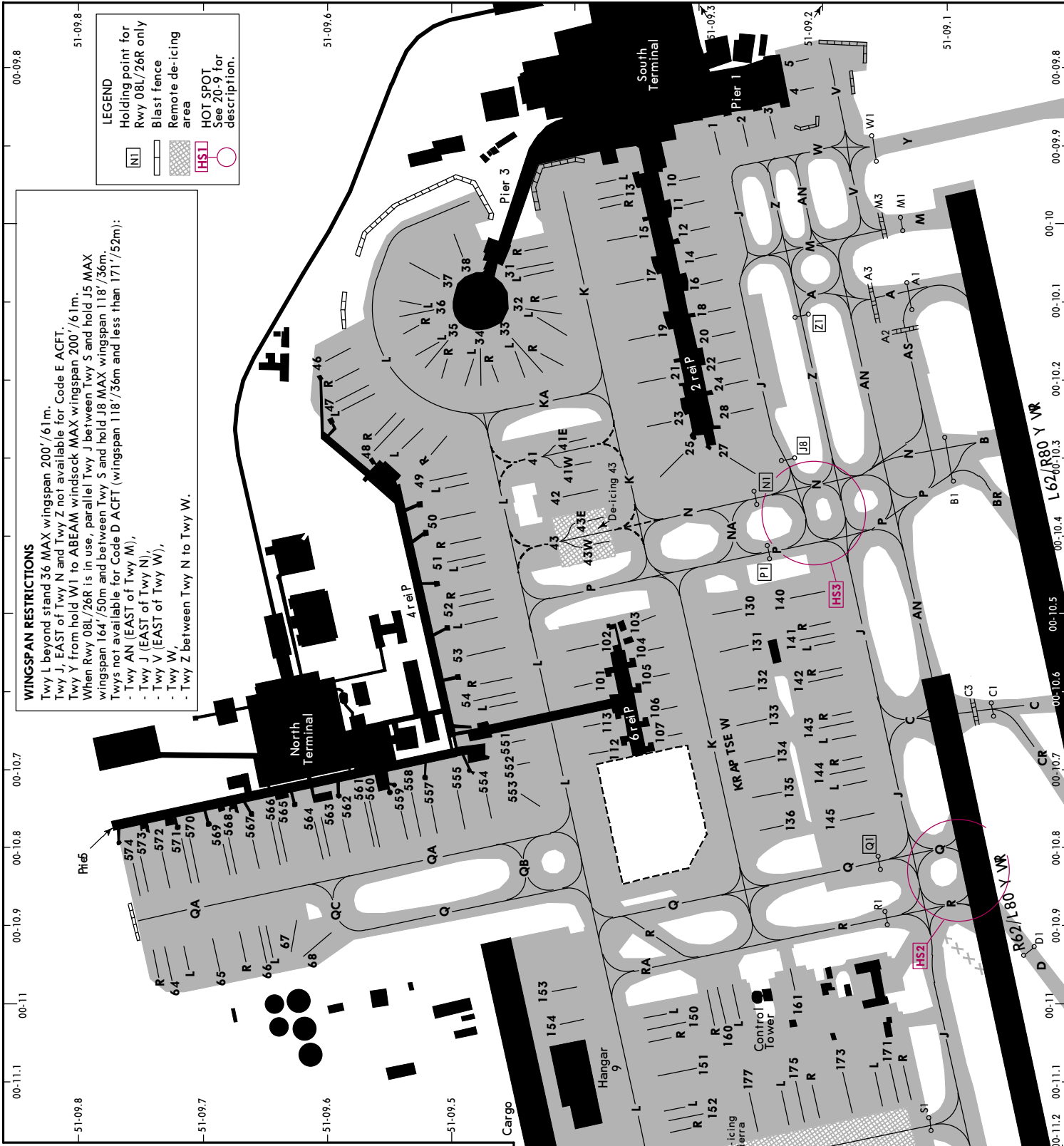
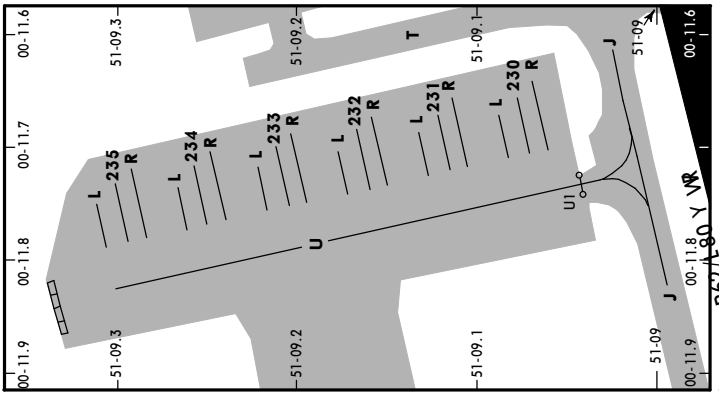
WARNING:
All rwy's have displaced threshold. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold rwy's.

- LEGEND**
- * Synchronized flashing white light
 - [PT] Holding point for RWY 08L/26R only
 - [] Blast fence
 - [] Remote de-icing area
 - [HS1] Hot Spots



RWY	LANDING BEYOND		USABLE LENGTHS	
	Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	7352' 2241m	RVR	8402' 2561m	148'
08R	7041' 2146m	RVR	8251' 2515m	45m
26L	9072' 2765m	RVR	8615' 2666m	148'
26R	9285' 2830m	RVR	8456' 2577m	45m

TAKE-OFF		TAKE-OFF RUN AVAILABLE	
1	HIRL (60m) HIALS REIL PAPI-L (3.0°)	Rwy 08R:	Rwy 26L:
2	CL (15m) HIALS-II TDZ PAPI-R (3.0°) HSTIL-D & CR	From rwy head	From rwy head
3	CL (15m) HIALS-II TDZ PAPI-L (3.0°) HSTILE & FR	int hold posn H1	int hold posn A1
4	Runways grooved.	int hold posn G1	int hold posn B1
5	HIRL (60m)	int hold posn C1	int hold posn C1
6	TAKE-OFF RUN AVAILABLE	Starter extension of 492' (150m) is available.	



WINGSPAN RESTRICTIONS

Twy L beyond stand 36 MAX wingspan 200' / 61m.
 Twy J, EAST of Twy N and Twy Z not available for Code E ACFT.
 Twy Y from hold W1 to ABEAM windsock MAX wingspan 200' / 61m.
 When Rwy 08L/26R is in use, parallel Twy J between Twy S and hold J5 MAX wingspan 164' / 50m and between Twy S and hold J8 MAX wingspan 118' / 36m.
 Twys not available for Code D ACFT (wingspan 118' / 36m and less than 171' / 52m):
 - Twy AN (EAST of Twy M),
 - Twy J (EAST of Twy N),
 - Twy V (EAST of Twy W),
 - Twy W,
 - Twy Z between Twy N to Twy W.

LEGEND

- Holding point for Rwy 08L/26R only
- Blast fence
- Remote de-icing area
- HOT SPOT. See 20-9 for description.

EGKK/LGW



LONDON, UK

3 JUN 22 (20-9A1) Eff 16 Jun

GATWICK

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N51 09.3 W000 09.8	141R	N51 09.2 W000 10.5
3 thru 5	N51 09.2 W000 09.8	142, 142R	N51 09.2 W000 10.6
10	N51 09.3 W000 09.9	143 thru 144	N51 09.2 W000 10.7
11, 12	N51 09.3 W000 10.0	144L	N51 09.2 W000 10.8
13, 13L	N51 09.4 W000 09.9	144R	N51 09.2 W000 10.7
13R	N51 09.4 W000 10.0	145	N51 09.2 W000 10.8
14	N51 09.3 W000 10.0	150 thru 151	N51 09.3 W000 11.1
15	N51 09.4 W000 10.0	152 thru 152R	N51 09.3 W000 11.2
16 thru 20	N51 09.3 W000 10.1	153	N51 09.4 W000 11.0
21, 22	N51 09.3 W000 10.2	154	N51 09.4 W000 11.1
23	N51 09.3 W000 10.3	158, 159	N51 09.4 W000 11.3
24	N51 09.3 W000 10.2	160 thru 160R	N51 09.3 W000 11.1
25 thru 28	N51 09.3 W000 10.3	161	N51 09.2 W000 11.1
31, 31L	N51 09.5 W000 10.1	170	N51 09.1 W000 11.3
31R	N51 09.5 W000 10.0	171, 171R	N51 09.1 W000 11.1
32, 32L	N51 09.5 W000 10.1	171L	N51 09.2 W000 11.1
32R	N51 09.4 W000 10.1	172, 172R	N51 09.2 W000 11.3
33, 33L	N51 09.5 W000 10.1	172L	N51 09.1 W000 11.3
33R	N51 09.4 W000 10.2	173	N51 09.2 W000 11.1
34	N51 09.5 W000 10.1	174	N51 09.2 W000 11.4
34L, 34R	N51 09.5 W000 10.2	175	N51 09.2 W000 11.1
35, 35L	N51 09.5 W000 10.1	175L, 175R	N51 09.2 W000 11.2
35R	N51 09.5 W000 10.2	176, 176R	N51 09.2 W000 11.4
36 thru 38	N51 09.5 W000 10.1	176L	N51 09.2 W000 11.3
41, 41E, 41W	N51 09.4 W000 10.3	177	N51 09.3 W000 11.2
42 thru 43W	N51 09.4 W000 10.4	178, 180	N51 09.3 W000 11.4
46 thru 47	N51 09.6 W000 10.2	230 thru 231R	N51 09.1 W000 11.7
47L	N51 09.6 W000 10.3	232 thru 233R	N51 09.2 W000 11.7
47R	N51 09.6 W000 10.2	234 thru 235	N51 09.3 W000 11.7
48 thru 49	N51 09.6 W000 10.3	235L	N51 09.3 W000 11.8
49L	N51 09.5 W000 10.4	235R	N51 09.3 W000 11.7
49R	N51 09.5 W000 10.3	551, 552	N51 09.5 W000 10.7
50	N51 09.5 W000 10.4	553 thru 557	N51 09.5 W000 10.8
51, 51L	N51 09.5 W000 10.5	558	N51 09.6 W000 10.7
51R	N51 09.5 W000 10.4	559 thru 564	N51 09.6 W000 10.8
52 thru 52R	N51 09.5 W000 10.5	565 thru 570	N51 09.7 W000 10.8
53, 54	N51 09.5 W000 10.6	571 thru 573	N51 09.8 W000 10.8
54L	N51 09.5 W000 10.7	574	N51 09.8 W000 10.9
54R	N51 09.5 W000 10.6		
64, 64R	N51 09.8 W000 11.0		
64L	N51 09.7 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		
103	N51 09.4 W000 10.5		
104, 105	N51 09.4 W000 10.6		
106	N51 09.4 W000 10.7		
107	N51 09.3 W000 10.7		
112, 113	N51 09.4 W000 10.7		
130	N51 09.3 W000 10.5		
131, 132	N51 09.3 W000 10.6		
133, 134	N51 09.2 W000 10.7		
135, 136	N51 09.2 W000 10.8		
140	N51 09.2 W000 10.5		
141, 141L	N51 09.2 W000 10.6		

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

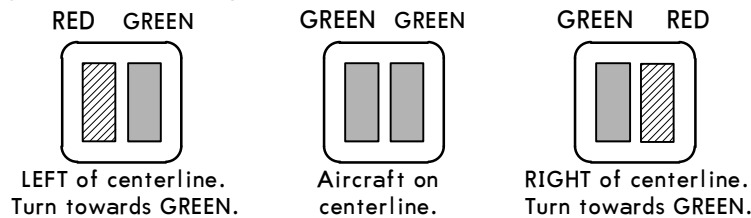
CAUTION: The systems are aligned with the LEFT hand pilots seat only.

A. CENTERLINE GUIDANCE SYSTEM

AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

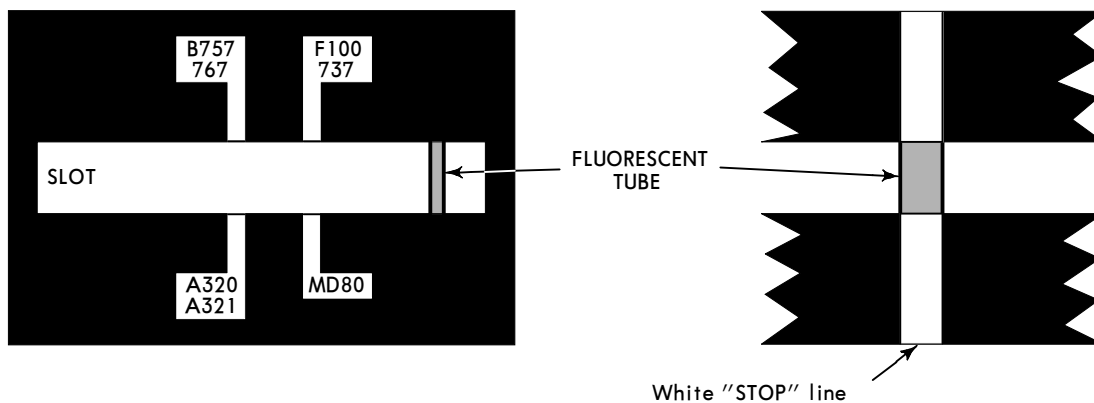
A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide a stopping signal.

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.

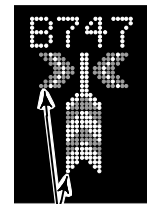
Stop arrow

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.

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.



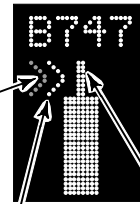
Floating arrows

CAPTURE

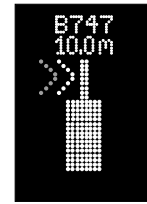
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching acft. It shall be checked that the correct acft type is displayed. The lead-in line shall be followed.

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.



Flashing red arrow



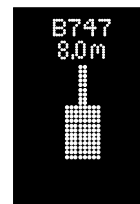
Yellow arrow Yellow centre line

CLOSING RATE

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

ALIGNED TO CENTRE

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



SLOW DOWN

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

AZIMUTH GUIDANCE

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



STOP POSITION REACHED

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

DOCKING COMPLETED

When the acft has parked, OK will be displayed.

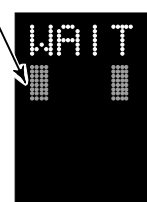
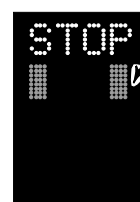


OVERSHOOT

If the acft has 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.



Red lights

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.

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	

EGKK/LGW

JEPPESEN
7 APR 23 **20-9Y** Eff 20 Apr

STD COPTER MINIMUMS

LONDON, UK
GATWICK

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
08L	RNP	850' (655')	1000m / 1000m
08R	CAT 2 ILS DME	296' (100')	RA 96' - 300m
	ILS DME	396' (200')	500m / 1000m
	LOC	740' (544')	1000m / 1000m
	RNP (LNAV/VNAV)	700' (504')	1000m / 1000m
	RNP (LNAV)	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
	RNP (LNAV/VNAV)	580' (384')	800m / 1000m
	RNP (LNAV)	590' (394')	800m / 1000m
26R	RNP	850' (655')	1000m / 1000m

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

❶ After RNP 08L/26R: 850' (647').

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.

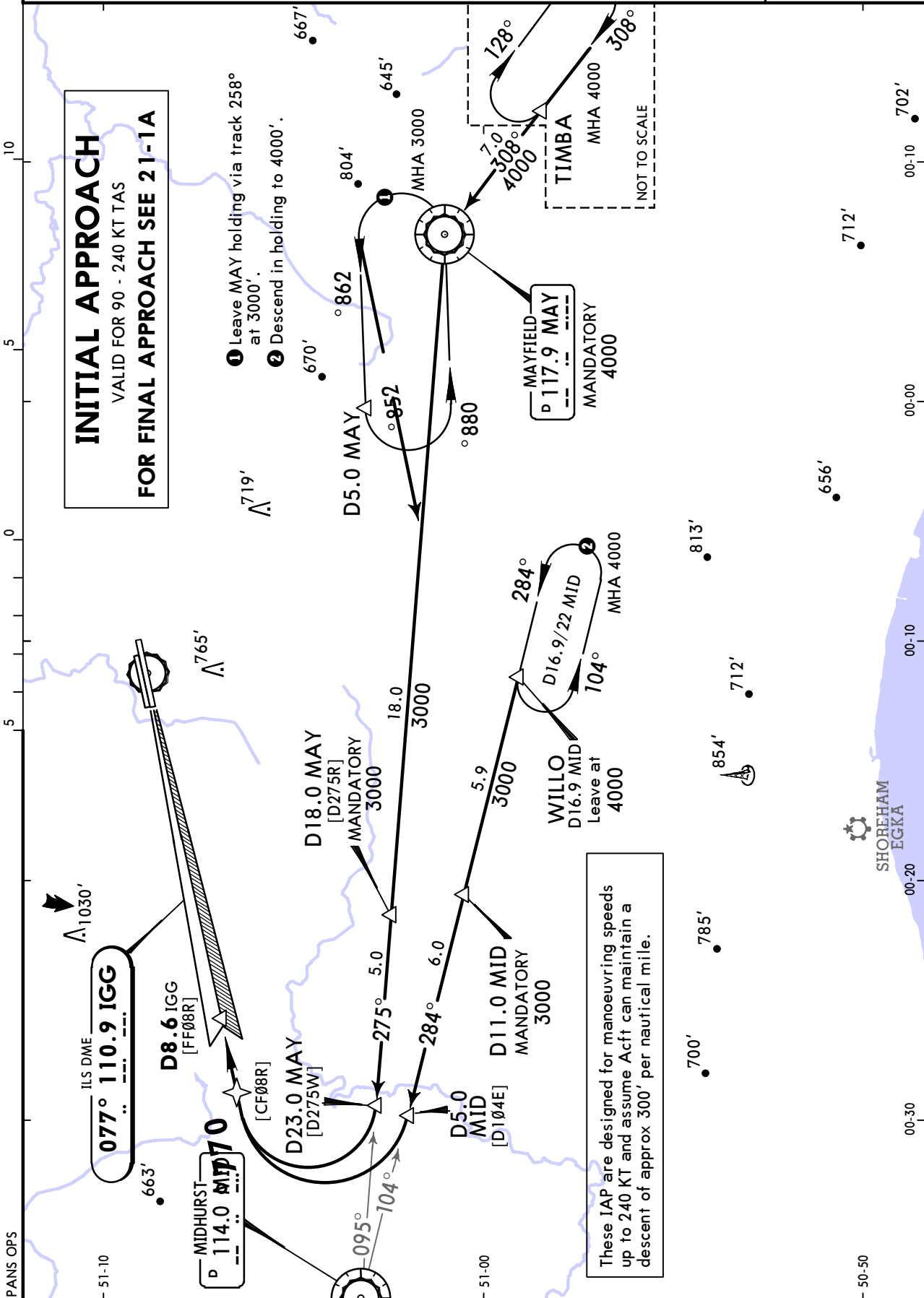
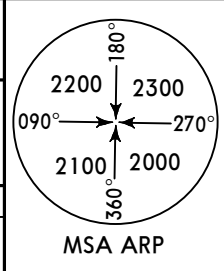
❸ Or rejected take-off distance whichever is the greater.

EGKK/LGW GATWICK

JEPPESEN
7 APR 23 (21-1) Eff 20 Apr

LONDON, UK ILS DME Rwy 08R

BRIEFING STRIP™	D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
	136.525	126.825	124.230	121.805
LOC IGG	Final Apch Crs	Refer to chart 21-1A	ILS DA(H) Refer to chart 21-1A	Apt Elev 203'
110.9	077°			Rwy 196'
Alt Set: hPa		Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 6000'
1. ILS DME reads zero at Rwy 08R threshold. 2. Procedure to be used, when radar control not available.				

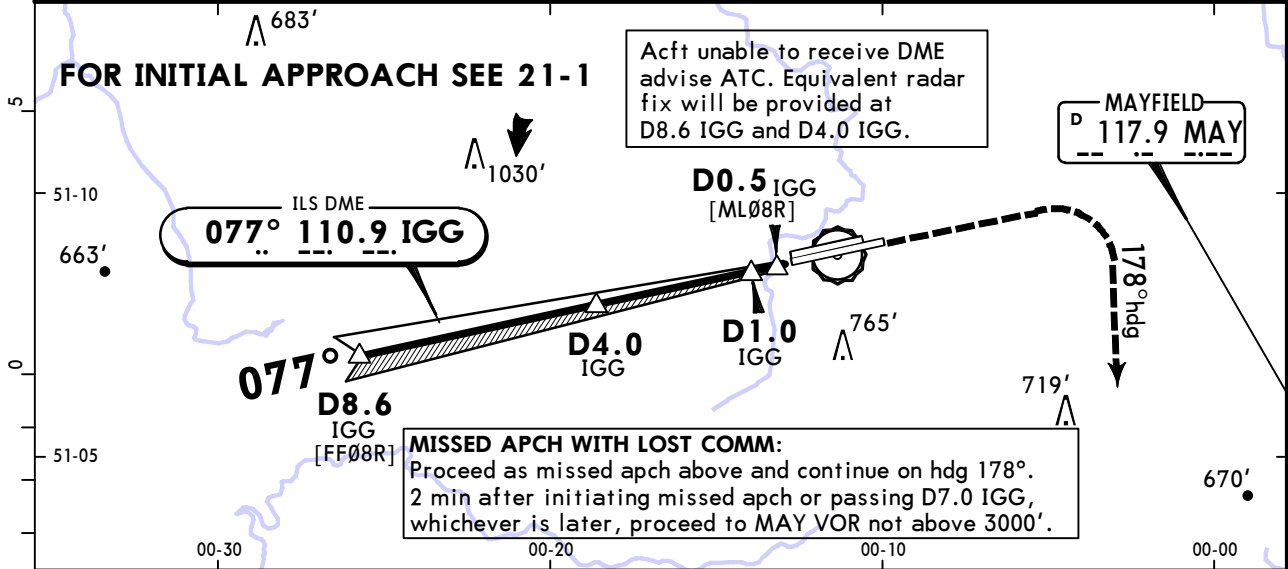


EGKK/LGW
GATWICK

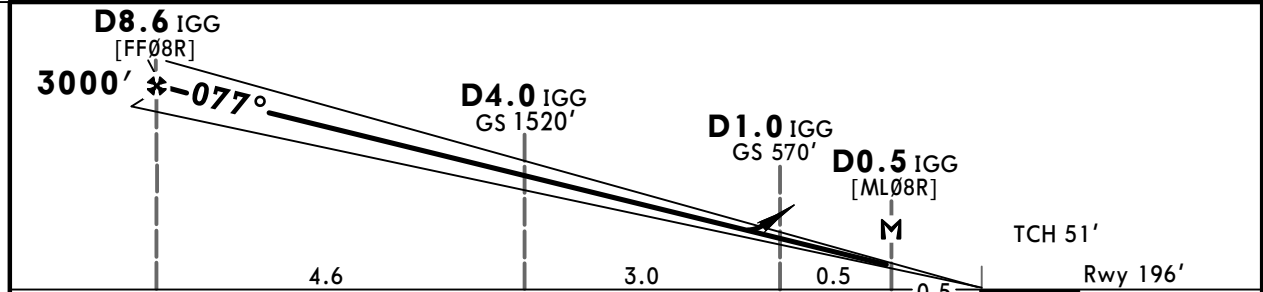
JEPPesen
7 APR 23
Eff 20 Apr **(21-1A)**

LONDON, UK
CAT I/II/III ILS DME Rwy 08R

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.230		*Ground 121.805	
LOC IGG 110.9	Final Apch Crs 077°	D8.6 IGG 3000' (2804')	CAT IIIB, IIIA & II 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 178°, 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 threshold. 3. Procedure to be used, when radar control not available.							



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



Gnd speed-Kts	70	90	100	120	140	160		2000'	
GS	3.00°	372	478	531	637	743			849
MAP at D0.5 IGG									

Standard			STRAIGHT-IN LANDING RWY 08R		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 96' DA(H) 296' (100')	
RVR 75m		RVR 200m		RVR 300m	

Standard				STRAIGHT-IN LANDING RWY 08R ILS		CIRCLE-TO-LAND	
DA(H) 396' (200')		LOC (GS out) CDFA		DA/MDA(H) 740' (544')			
FULL		TDZ or CL out		ALS out		Max Kts	
RVR 550m		RVR 550m I		RVR 1200m		MDA(H) VIS	
				RVR 1500m		100 800' (597') 1500m	
				RVR 1800m RVR 2400m		135 800' (597') 1600m	
						180 970' (767') 2400m	
						205 1120' (917') 3600m	
I RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.							

CHANGES: Final approach course.

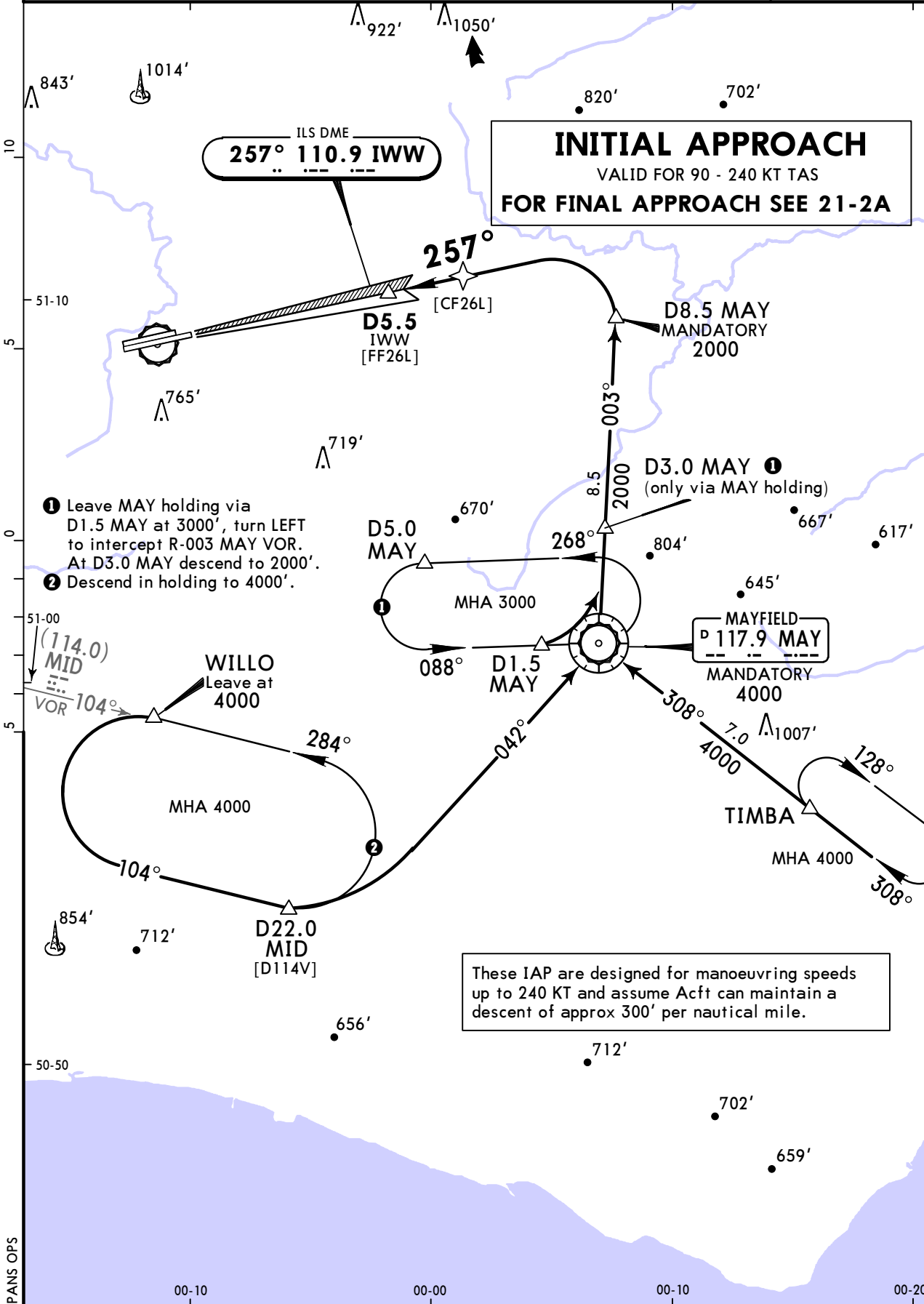
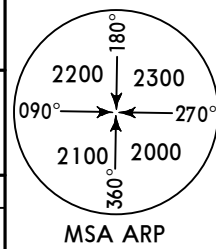
EGKK/LGW
GATWICK

JEPPESEN
7 APR 23 (21-2) Eff 20 Apr

LONDON, UK
ILS DME Rwy 26L

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.230		*Ground 121.805	
LOC IWW 110.9		Final Apch Crs 257°		Refer to chart 21-2A		ILS DA(H) Refer to chart 21-2A	
Apt Elev 203'		Rwy 196'		Trans alt: 6000'			
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC			

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

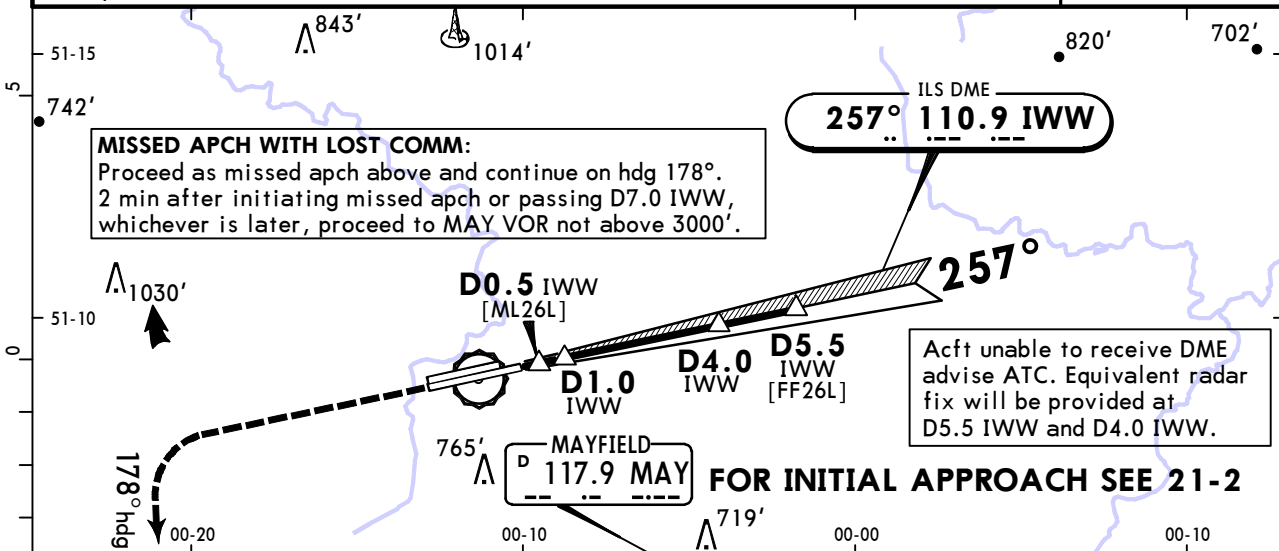


EGKK/LGW GATWICK

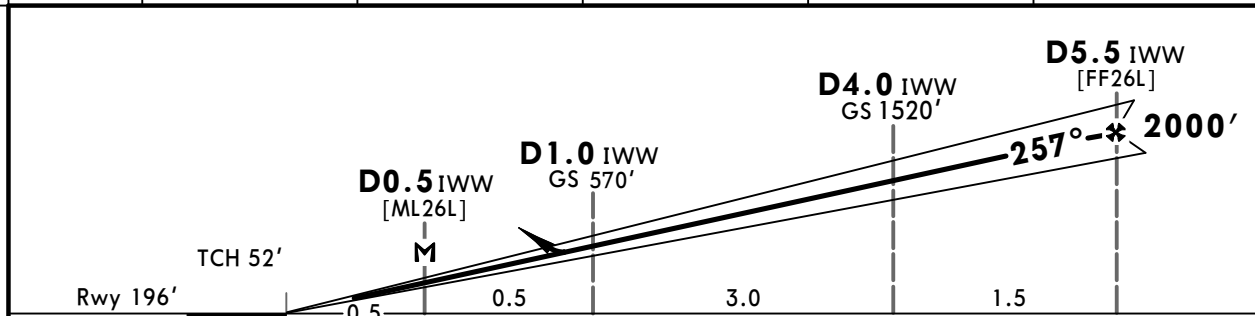
JEPPESSEN
7 APR 23
Eff 20 Apr **(21-2A)** CAT I/II/III ILS DME Rwy 26L

LONDON, UK

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.230		*Ground 121.805	
LOC IWW 110.9	Final Apch Crs 257°	D5.5 IWW 2000' (1804')	CAT IIIB, IIIA & II ILS Refer to Minimums	ILS DA(H) 396' (200')	Apt Elev 203'		
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or D1.0 IWW inbound whichever is later, then turn LEFT onto hdg 178°, then as directed.							MSA ARP
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'							
1. CAT II/III ILS: Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at Rwy 26L 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	HIALS-II PAPI 2000'
GS	3.00°	372	478	531	637	849	
MAP at D0.5 IWW							

Standard STRAIGHT-IN LANDING RWY 26L		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH 50'	RA 102' DA(H) 296' (100')
RVR 75m	RVR 200m	RVR 300m

Standard STRAIGHT-IN LANDING RWY 26L ILS				CIRCLE-TO-LAND	
DA(H) 396' (200')		LOC (GS out) CDFA DA/MDA(H) 560' (364')		Max Kts	MDA(H) VIS
FULL	TDZ or CL out	ALS out	ALS out	100	800' (597') 1500m
A				135	800' (597') 1600m
B	RVR 550m	RVR 550m	RVR 1000m	180	970' (767') 2400m
C		RVR 1200m	RVR 1700m	205	1120' (917') 3600m
D					

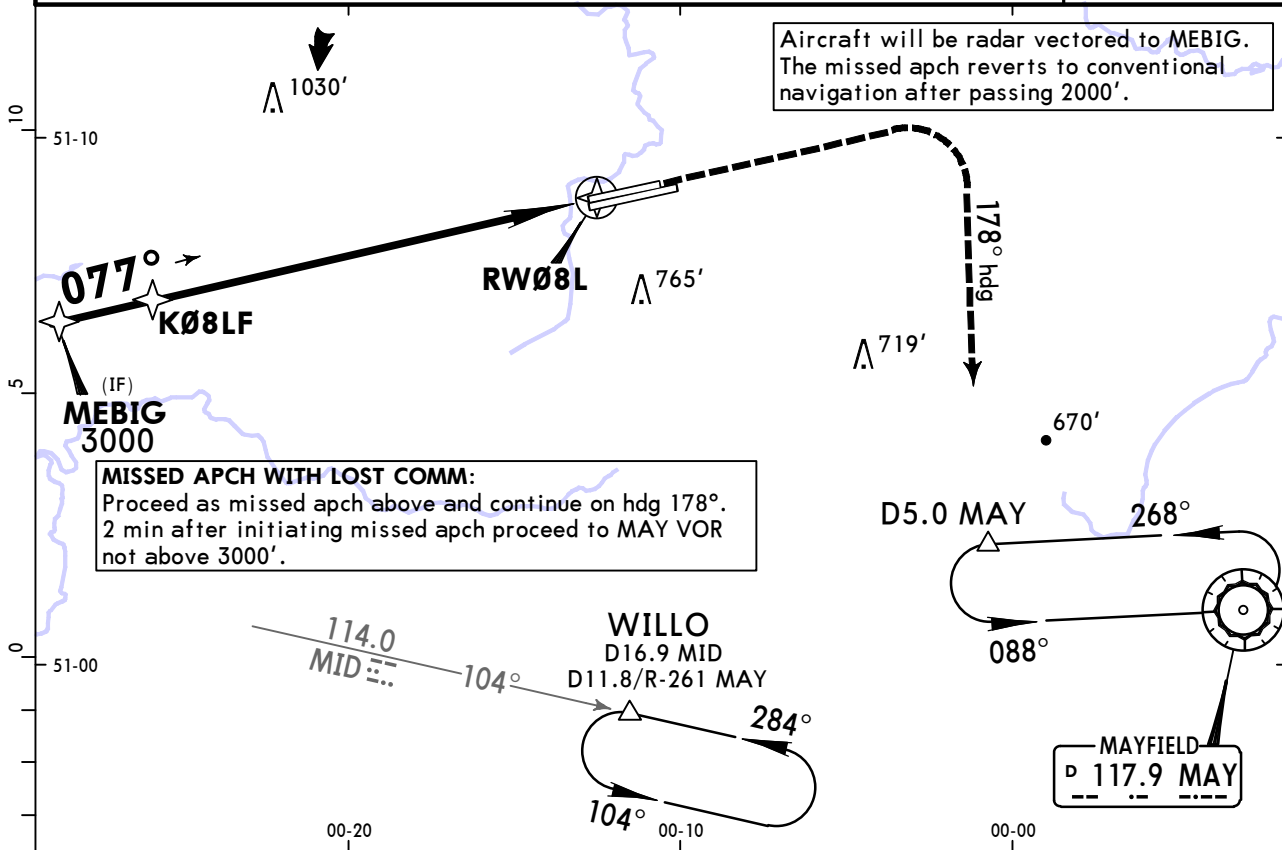
■ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

EGKK/LGW GATWICK

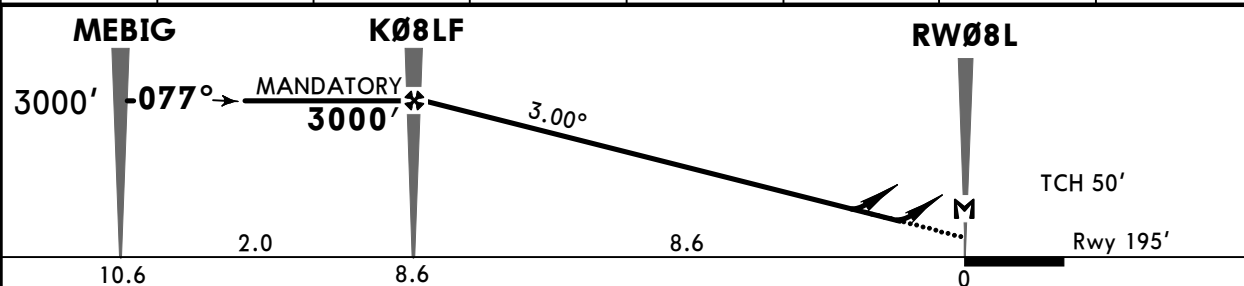
JEPPESSEN
7 APR 23 **(22-1)** Eff 20 Apr

LONDON, UK
RNP Rwy 08L

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.230		*Ground 121.805	
RNAV	Final Apch Crs 077°	KØ8LF MANDATORY 3000' (2805')	RNAV/VNAV DA(H) 850' (655')	Apt Elev 203' Rwy 195'			
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RWØ8L whichever is later, then turn RIGHT onto hdg 178°, then as directed.							
RNP Apch 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 RNP approach on first contact with Director. 3. Minimum temperature -10°C.							



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL : PAPI : ↑ 2000'
Glide Path Angle	3.00°	372	478	531	637	849	
MAP at RWØ8L							

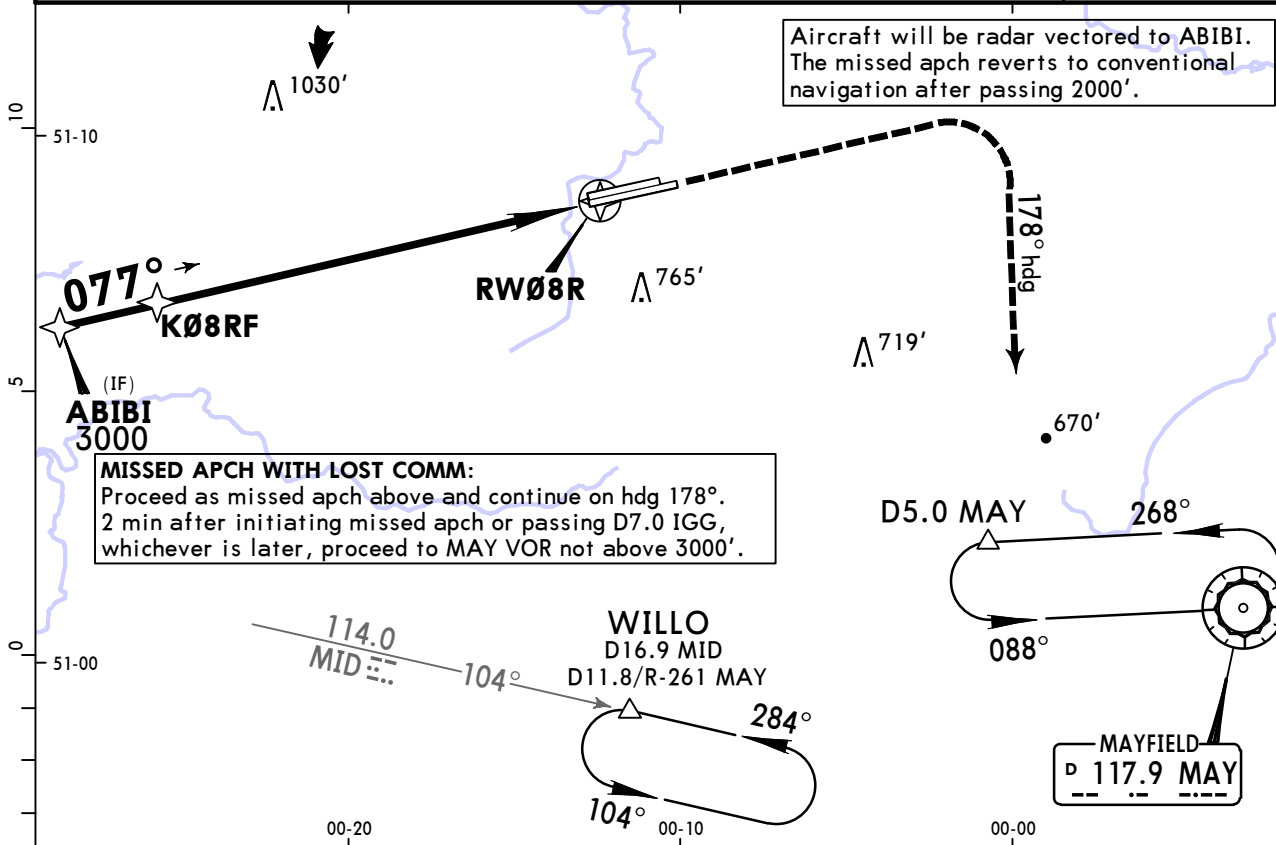
PANS OPS	Standard				STRAIGHT-IN LANDING RWY 08L				CIRCLE-TO-LAND					
	RNAV/VNAV		RNAV CDFA		DA(H) 850' (655')		DA/MDA(H) 850' (655')		Max Kts		MDA(H)		VIS	
	ALS out		ALS out						100		860' (657')		1500m	
	RVR 1500m		RVR 1500m						135		860' (657')		1600m	
	RVR 2400m		RVR 2400m						180		970' (767')		2400m	
								205		1120' (917')		3600m		

EGKK/LGW GATWICK

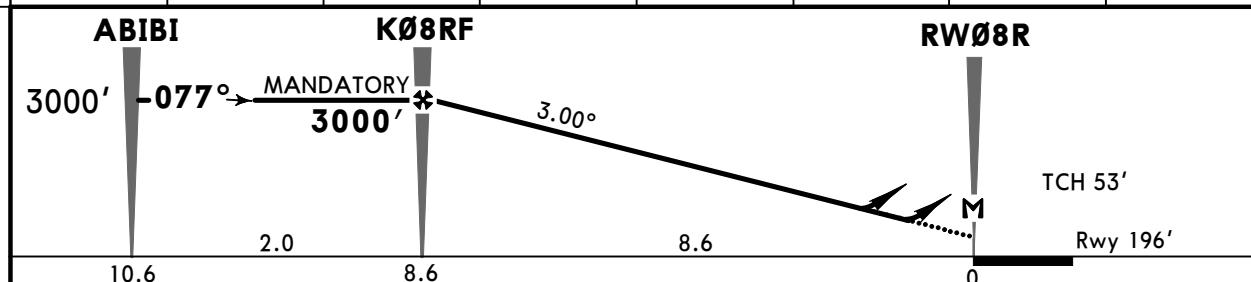
JEPPesen
7 APR 23 **(22-2)** Eff 20 Apr

LONDON, UK RNP Rwy 08R

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.230		*Ground 121.805	
RNAV	Final Apch Crs 077°	KØ8RF MANDATORY 3000' (2804')	LNAV/VNAV DA(H) 700' (504')	Apt Elev 203' Rwy 196'			
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RWØ8R whichever is later, then turn RIGHT onto hdg 178°, then as directed.							
RNP Apch 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 RNP approach on first contact with Director. 3. Minimum temperature -10°C.							



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000'
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RWØ8R							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)	VIS
	DA(H) 700' (504')		DA/MDA(H) 740' (544')				
	ALS out		ALS out		100	800' (597')	1500m
	A	RVR 1500m		RVR 1500m		135	800' (597')
B	RVR 1600m		RVR 1800m		180	970' (767')	2400m
C	RVR 1600m	RVR 2400m	RVR 1800m	RVR 2400m	205	1120' (917')	3600m

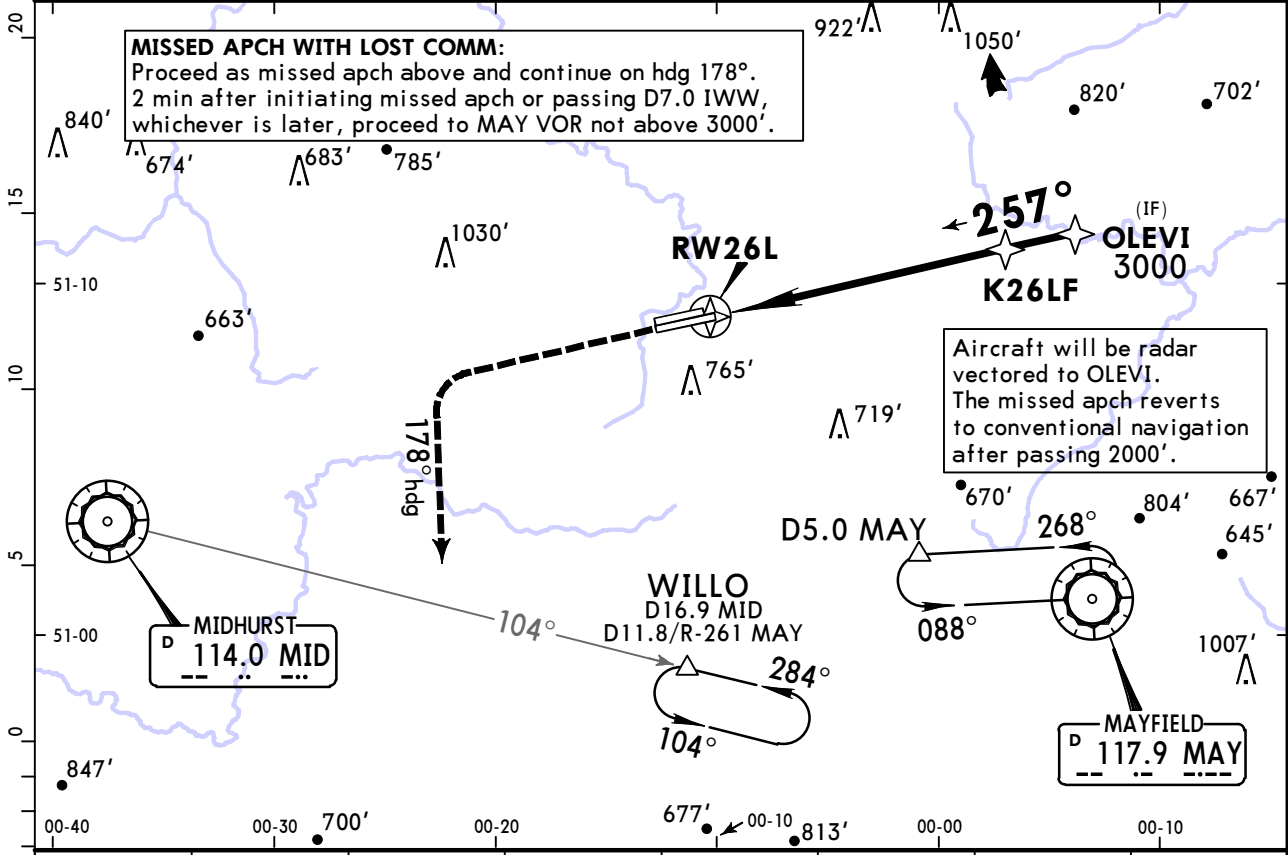
CHANGES: Bearings.

EGKK/LGW GATWICK

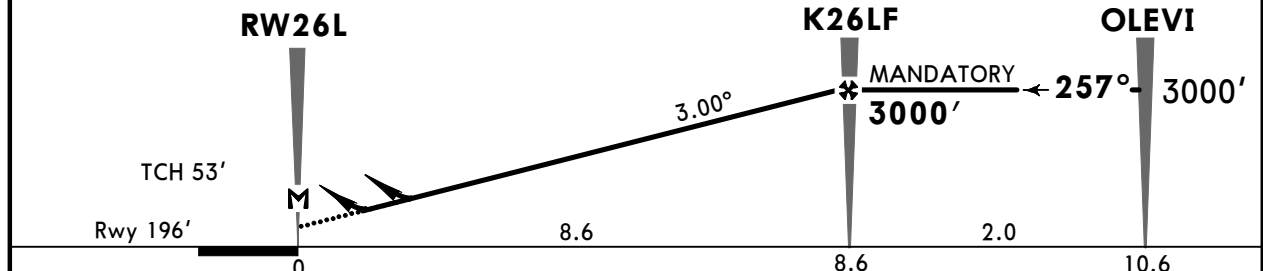
JEPPESEN
7 APR 23 **(22-3)** Eff 20 Apr

LONDON, UK RNP Rwy 26L

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.230		*Ground 121.805	
RNAV	Final Apch Crs 257°	K26LF MANDATORY 3000' (2804')	RNAV/VNAV DA(H) 580' (384')	Apt Elev 203' Rwy 196'			
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26L whichever is later, then turn LEFT onto hdg 178°, then as directed.							MSA ARP
RNP Apch 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 RNP approach on first contact with Director. 3. Minimum temperature -10°C.							



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000'
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW26L							

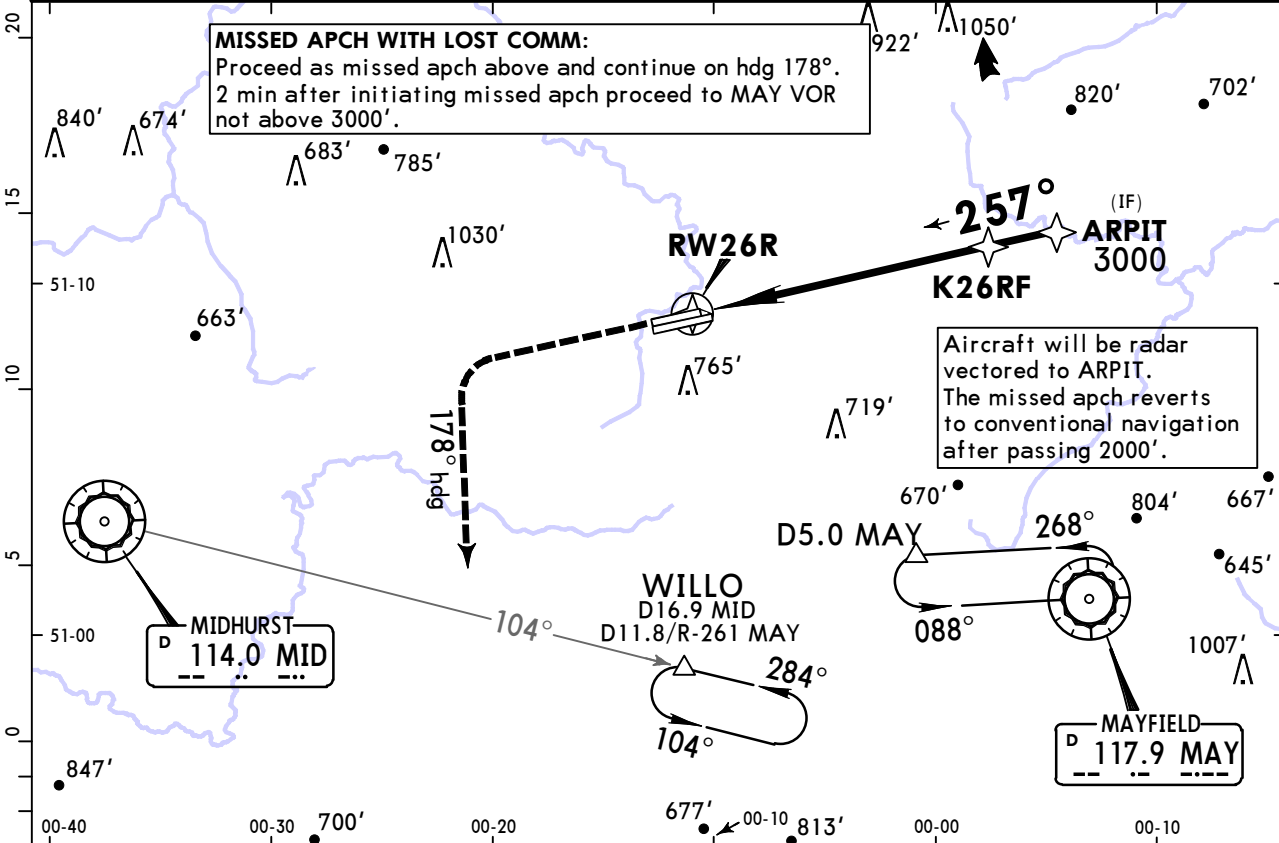
PANS OPS	Standard				STRAIGHT-IN LANDING RWY 26L		CIRCLE-TO-LAND	
	RNAV/VNAV		RNAV CDFA		Max Kts	MDA(H)	VIS	
	DA(H) 580' (384')		DA/MDA(H) 590' (394')					
	ALS out		ALS out		100	800' (597')	1500m	
	A	RVR 1500m	RVR 1500m		135	800' (597')	1600m	
B	RVR 1100m	RVR 1100m		180	970' (767')	2400m		
C	RVR 1800m	RVR 1800m		205	1120' (917')	3600m		
D								

EGKK/LGW GATWICK

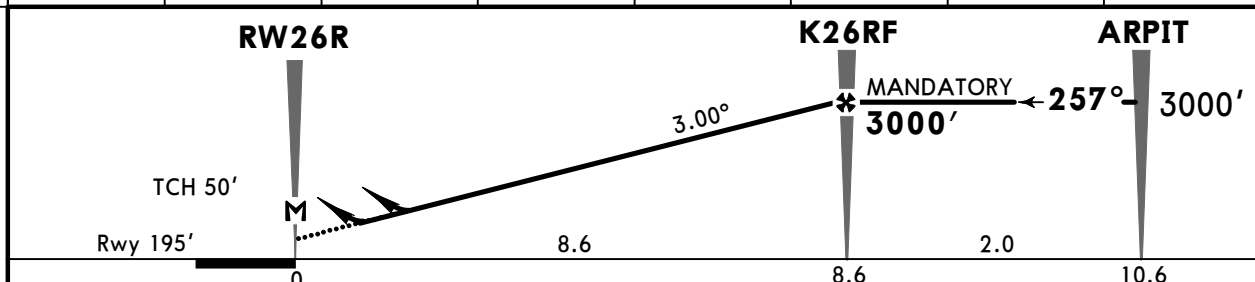
JEPESEN
7 APR 23 **(22-4)** Eff 20 Apr

LONDON, UK RNP Rwy 26R

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.230		*Ground 121.805	
RNAV	Final Apch Crs 257°	K26RF MANDATORY 3000' (2805')	RNAV/VNAV DA(H) 850' (655')	Apt Elev 203' Rwy 195'			
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26R whichever is later, then turn LEFT onto hdg 178°, then as directed.							
RNP Apch 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 RNP approach on first contact with Director. 3. Minimum temperature -10°C.							



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL : PAPI : ↑ 2000'
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW26R							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND		
	RNAV/VNAV		RNAV CDF A		Max Kts	MDA(H)	VIS
	DA(H) 850' (655')		DA/MDA(H) 850' (655')				
	ALS out		ALS out		100	860' (657')	1500m
	A	RVR 1500m		RVR 1500m		135	860' (657')
B	RVR 1500m		RVR 1500m		180	970' (767')	2400m
C	RVR 2400m		RVR 2400m		205	1120' (917')	3600m
D	RVR 2400m		RVR 2400m				

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LONDON, (GATWICK - EGKK)				
REV	AIRPORT BRIEFING (DEP)	20-1P6	04 Aug 2023	10 Aug 2023
REV	AIRPORT BRIEFING (DEP CON...	20-1P7	04 Aug 2023	10 Aug 2023
ADD	REDESIGNATION OF TWY RA A...	20-8B	04 Aug 2023	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGKK

Type: Terminal

Effectivity: Temporary

Begin Date: 20230331

End Date: 20230825

(20-9A0) TAXI RESTRICTIONS CODE F ACFT: Due to Twy Q closure between Twy J and Twy K, Code F ACFT will need to use the alternative routes: Twy R - Twy R diagonal - Twy Q; Twy R - Twy K - Twy Q. Based on SUP 012-23.

Type: Terminal

Effectivity: Temporary

Begin Date: 20230421

End Date: 20231031

Construction of new RWY 26L Rapid Exit Taxiway ER (based on SUP 015-23). Refer to temp chart 20-8A and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20230331

End Date: 20230825

Rehabilitation of section of TWY Q (based on SUP 012-23). Refer to temporary chart 20-8 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(20-9/20-9A) TWY T closed North of TWY J (based on SUP 014-21).

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(STARs) Do not commence descent without ATC clearance. STAR level restrictions are for descent planning purposes only. Based on SUP 045-22.

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