

GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24

Airport Information

RFF: CAT 10

Fire : 'London/Gatwick Fire' 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.

PCN: RWY 08R/26L, 08L/26R: 100/F/C/W/T

Operation

Traffic Note: Check Availability of ground handling before using Gatwick as ALTN.

Transponder Mode S

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL.

- from the request for push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature or ACFT registration, before activating transponder.

Low Visibility Procedures

ARR:

During CAT II/III LVP will be applied. Pilots will be informed when these PROCs are in use by ATIS or radio. All appropriate RWY exits will be illuminated and pilots should select the first convenient exit. GMR radar is normally AVBL to monitor pilot "RWY vacated" reports. When GMR is not AVBL, RWY (LSA) vacation will be assessed by receipt of a pilot report that ACFT has passed last alternate yellow and green CLL.

DEP:

ATC will require departing ACFT to use following CAT III HLDG points:

RWY 26L: A3, C3 or M3.

RWY 08R: J3, J4, J7, H3 or G3.

Minimum Runway Occupancy Time (MROT): Ensure standard MROT procedures and in addition;

RWY 08R:

- LDG ACFT are to vacate expeditiously.
- ARR are to ensure fully vacated before stopping.
- TFC vacating at CR to await onward CLR before entering TWY J due to conflicting GND TFC.
- TFC vacating at BR to route TWY P and hold before TWY J to ensure tail clear of RWY.
- TWY E not AVBL for vacating RWY 08R
- Tactical requests to extend LDG roll to reduce GND taxi/exit nearer to parking stand are not to be made to ATC.

RWY 26L:

- LDG ACFT are to vacate expeditiously.
- ARR are to ensure fully vacated before stopping.
- TFC vacating at E are to turn right on to RWY 08L without stopping on RWY exit.
- TFC vacating at FR and GR to cross RWY 26R onto TWY J.
- When exiting RWY 26L ACFT do not have to call for CLR to cross RWY 26R as the RWYs cannot be used simultaneously.
- Pilots of A380 must not stop until ACFT is established on, or north of RWY 08L/26R.
- TWY D is not AVBL for vacating RWY 26L.

GENERAL

RWY Restrictions

RWY 08R/26L, 08L/26R: MAX weight for LDG/TKOF 562t / 1238998lbs.

RWY 26L has a 150m / 492ft starter extension.

TKOF RWY 08L: Do not commence TKOF run before reaching START OF TODA information sign (right of RWY, 427m / 1401ft before THR).

TKOF RWY 26R: Do not commence TKOF run before reaching START OF TODA information sign (left of RWY, 417m / 1368ft before THR).

RWY 08L/26R normally used as TWY. AVBL as alternative RWY in case of RWY 08R/26L closed.

During use of EMERG RWY 08L/26R, the parallel TWY is limited to ACFT of MAX wingspan 30m / 98ft.

TWY Restrictions

ACFT with wingspan between 52m / 170ft and 65m / 213ft:

- should note that the wingtip clearance, along TWY L between TWY R and S, is 42.5m / 139ft between TWY CL and obstacle.
- TWY J east of TWY N and Z is restricted.

ACFT with wingspan more than 61m / 200ft must not use TWY L beyond stand 36 to access stands 37 and 38.

TWY Y from its junction with TWY W to abeam the WDI is a code letter E TWY restricted to towed ACFT movements only with wingspan below 61m / 200ft.

TWY J:

- between TWY J8 and TWY S is limited to ACFT with wingspan 36m / 116ft or below during actual TKOF or LDG on RWY 08L/26R.
- between TWY S and TWY J5 is limited to ACFT with wingspan 50m / 164ft or below during actual TKOF and LDG on RWY 08L/26R.

Taxi/Parking

It is the ACFT commanders responsibility not to accept an ATC CLR into an area not approved for his ACFT type.

TWY M cannot be used for exit RWY 08R, AVBL as an entry to RWY 26L.

High positioned ENG must not be used when taxiing in terminal area.

Use MNM PWR when manouvering on TWYs, especially when jet blast can affect adjacent parking stands.

Stand 11 and 12: Do not start ENG until the ACFT has been pulled forward abeam stand 12.

Do not enter a stand unless the Stand Entry Guidance (SEG) is activated and the correct ACFT type is displayed, or a marshaller has signalled CLR to proceed. If no activated SEG displayed upon APCH to the stand, hold PSN on the TWY and advice GND. Do not attempt to self park if SEG is not activated.

Safedock provided except as follows:

- Safedock/Mirror Stands: 551-553.
- Marshaller stands: 33R, 110L/R, 130-136, 150L/R, 152L/R.

With exception of stands 41, 43 all stands are nose-in/push-back.

GENERAL

APU

-	Before SKED Time of Departure	After Arrival on Stand
Narrow Body ACFT	No more than 15min*	10min*
Wide Body ACFT	No more than 50min* or not more than 90min prior to DEP when the fixed GPU has not been upgraded to provide enough PWR to support FMS	10min*

*Exceptions to these restrictions are:

1. When an ACFT is SKED to be towed off to another location APU may be restarted for safety reasons not in excess of 10min prior to planned movements.
2. When the planned towing movement is specified under 1 is delayed due ATC, then the APU may be left running.
3. When the external air temperature is below 5°C or above 25°C as stated on ATIS, then the APU restriction for narrow body ACFT is extended to 40min before STD. (SKED Time of Departure).
4. When the external air temperature is below 5°C or above 25°C as stated on ATIS, then APU restriction for wide body ACFT is extended to 75min before STD. (SKED Time of Departure).

Noise Level Restriction

ACFT with Noise Classification 96-98.9 EPNdB may not be scheduled to TKOF or land between 2330-0600±.

ACFT with Noise Classification 99 EPNdB or greater cannot TKOF or land between 2300-0700±.

Warnings

AD surrounded by HT power lines and trees.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

ARRIVAL

Speed

For speed restrictions published at SLPs refer to STAR charts.

Intermediate APCH:

220KT from HLDG facility.

180KT on base leg/closing HDG to ILS,

180-160KT when established on ILS and thereafter 160KT to D4.

Communication

COM Failure: See CRAR and in addition;

Before ETA or EAT when this has been received and acknowledged: Fly to appropriate HLDG point (TIMBA, LUMBA, WILLO, ASTRA or Mayfield); hold until last acknowledged ETA plus 10min or EAT when this has been given; commence descent in accordance with APCH PROC and land within 30min or later if able to land visually.

After report to ATC when reaching HLDG point: Maintain last assigned HLDG LVL until: ATA over HDLG point plus 10min or 10min after last acknowledged COM with ATC, whichever is later or EAT when received and acknowledged; commence descent in accordance with APCH PROC and land within 30min or later if able to land visually.

ARRIVAL

During Radar vectoring

- **Initial APCH:** Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 3000ft or last assigned LVL if higher to MAY VOR.
- **Intermediate or final APCH:** Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to MAY VOR.

MISAP

RWY 08R/L: Proceed as described in MISAP and continue on HDG 179°, 2min after initiating MISAP or passing D7 IGG, whichever is later, proceed to MAY VOR not above 3000ft.

RWY 26L/R: Proceed as described in MISAP and continue on HDG 179°, 2min after initiating MISAP or passing D7 IWW, whichever is later, proceed to MAY VOR not above 3000ft.

RNAV RWY 08R: Proceed as described in MISAP and continue on HDG 179°, 2min after initiating MISAP or passing D7 IGG, whichever is later, proceed to MAY VOR not above 3000ft.

RNAV RWY 26L: Proceed as described in MISAP and continue on HDG 179°, 2min after initiating MISAP or passing D7 IWW, whichever is later, proceed to MAY VOR not above 3000ft.

RNAV RWY 08L/26R: Proceed as described in MISAP and continue on HDG 179°, 2min after initiating MISAP proceed to MAY VOR not above 3000ft.

Failure following a MISAP: Fly the appropriate MISAP to Mayfield VOR. Complete at least one HLDG at 3000ft and then commence descent in accordance with APCH PROC and land within 30min or later if able to land visually.

Routes and LVLs to be used when leaving CTL zone or HLDG area:

Mayfield: 250°TT at last assigned ALT.

TIMBA, LUMBA: 090°TT at last assigned LVL.

WILLO, ASTRA: 230°TT at last assigned LVL/ALT.

Arrival Procedure

TIMBA 1D: Not to be used for flightplanning.

Descent Planning

Actual descent CLR will be as directed by ATC but plan with following possible constraints:

ASTRA 3A, WILLO 3A: FL130 by GWC VOR

ASTRA 4C, WILLO 4C: FL180 at KATHY, FL130 by GWC VOR

ASTRA 4D, WILLO 3D: FL180 at KUMIL, FL130 at GWC VOR

ASTRA 2B, WILLO 3B: FL200 by DISIT (UL151/L151) - FL150 by KIDLI

ASTRA 1F, WILLO 1F: FL140 by KENET

ASTRA 2H: FL140 by BEDEK

ASTRA 3J, WILLO 3J: FL130 by GWC VOR. Not AVBL between 0600-2200±.

TIMBA 3B: FL150 by BEXIL

WILLO 2H: FL140 by BEDEK

Special Landing PROC (except for RWY 08L/26R) use will be as follow:

When the RWY-in-use is temporarily occupied by other TFC, LDG CLR 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 / 8202ft from THR of the RWY-in-use.
- Landing following departure - The departing ACFT will be airborne and at least 2000m / 6562ft from THR of the RWY-in-use, or if not airborne, will be at least 2500m / 8202ft from THR of the RWY-in-use.

ARRIVAL

Noise Abatement Procedures

Continuous descent APCH (CDA)

Use continuous descent and low power, low drag PROC whenever possible.

Do not overfly the congested areas of Crawley, East Grinstead, Horley and Horsham below 3000ft nor the congested area of Lingfield below 2000ft.

ILS APCH: Do not descend below 2000ft before intercepting GP.

Non-Precision APCH: Do not join final APCH below 1500ft AAL.

Between 2330-0600± ACFT shall not join CL below 3000ft closer than 10NM from TDZ.

Reverse: Do not use more than idle reverse between 2330-0600±.

Warnings

Due to disruption to the ILS signal during A380 OPS, pilots can expect late notification of only RNAV APCH availability.

RWY 26L/R: Windshear effects and building induced TURB must be expected in strong S/SW winds.

Do not mistake apron and car parks floodlighting with APCH lights RWY 26L/R in low VIS.

DEPARTURE

Take-off Minima

RWY		08R/26L	
All ACFT	ft - m/km	0 - 75R	-
RWY		08L/26R	
All ACFT	ft - m/km	0 - 300R/300V	-

Speed

MAX IAS 250KT below FL100.

Communication

State ACFT type, stand number and ATIS code on first contact with ATC.

Report:

- call sign
- SID designator
- actual ALT and initial cleared ALT

on first contact with LONDON CONTROL.

COM Failure: See CRAR.

DEPARTURE

Departure Procedure

Wake Vortex Separations

The following pairs of HLDG points are considered to the same point for the purposes of wake vortex separation:

RWY 26L:

Holding points M1/3 and A2/3

Holding points M1/3 and B1

Holding points A2/3 and B1

Holding points B1 and C1

Holding points B1 and Y1/2

RWY 08R:

Holding points J1/3 and H1/3

Holding points J1/3 and G1

Holding points H1/3 and G1

Departure Notes

LAM 4M/4V: Due to airspace congestion TIGER 3M/3V may be offered at a late stage of taxiing. If unable to accept TIGER, inform ATC and expect LAM 4M/4V.

CLN 8M/8V: Due to airspace congestion DAGGA 1M/1V may be offered at a late stage of taxiing. If unable to accept DAGGA, inform ATC and expect CLN 8M/8V.

HARDY 5M/5V, BOGNA 1M/1V: Not AVBL between 2300-0600 \pm . During these hours a SEAFORD 5M/5V will be issued as appropriate.

KENET 2M, 2V, 3P, 3W: Restricted to traffic with DEST UK or Eire.

SEAFORD 5M/5V: Not AVBL between 0600-2300 \pm . During these hours a BOGNA 1M/1V or HARDY 5M/5V will be issued as appropriate.

DVR 8M/8V: Due to airspace congestion WIZAD 4M/4V may be offered at a late stage of taxiing. If unable to accept WIZAD, inform ATC and expect DVR 8M/8V.

Procedures for Outbound ACFT

In order to improve ATC flexibility and alleviate airspace congestion in London TMA, alternative SID PROC are AVBL for tactical allocation by ATC to ACFT normally routeing via DVR, ADMAG, CLN and LAM SIDs from RWY 26. The alternative SIDs are designated WIZAD (for DVR/ADMAG), TIGER (for LAM) and DAGGA (for CLN), may be offered to ACFT at a late stage during taxiing dependant upon the overall traffic situation within TMA. Be prepared to accept alternative SID when offered, but if unable to do so must advise ATC in which case the normal SID CLR will be issued.

DEPARTURE

Noise Abatement Procedures

TKOF RWY	ATC Clearance	Procedure
RWY 26L/R	Via NEXOX (This route to be used only under radar control)	Straight ahead until D2.3 I-WW then turn right to intercept DET VOR R259 by D31 DET to NEXOX
	Via BOGNA	Straight ahead and maintain track 259°. At MID D10.5 turn left to intercept OCK VOR R177. At OCK D28 turn left to intercept MID VOR R147 to BOGNA
	Via Midhurst	Straight ahead and maintain track 259° to intercept MID VOR R064
	Via SFD (This route is only to be used from 2300-0600±)	Straight ahead and maintain track 259° until crossing SFD VOR R320 (D6.8 I-WW) then turn left to intercept R313 to SFD VOR
	Via Mayfield (This route is only to be used from 0700-2300±)	Straight ahead until D2.3 I-WW then turn left to intercept MAY VOR R285 by D13 MAY to MAY VOR
	Circuit Flights	Straight ahead until D2.3 I-WW before turning across wind.
RWY 08L/R	Via DET VOR R261	Straight ahead until D3.5 I-GG turn left to intercept DET VOR R261 to D43 DET
	Via ACRON	Straight ahead until D3.5 I-GG then turn left to track 054° M to intercept DET VOR R261 by D20 DET to ACRON
	Via TUNBY	Straight ahead and maintain track 079° to intercept DVR R272 to TUNBY
	Via Seaford	Straight ahead until D2.5 I-GG then turn right to intercept SFD VOR R345 to SFD VOR
	Circuit flights	Straight ahead until D2.5 I-GG before turning across wind

Jet ACFT shall maintain a MNM climb gradient of 4.0% to an altitude not less than 3000ft.

After TKOF, the ACFT shall be operated in such a way that it is on a height not less than 1000ft AAL at 3.5NM from start of TKOF-roll.

Avoid overflying the congested areas of Horley (aprox. 2NM NE of ARP) and Crawley (aprox. S of ARP).

DEPARTURE**ATC Slot, Clearance****Airport Collaborative Decision Making (CDM)**

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

Pre-Departure Clearance (PDC) Service

Pilots requesting pre-departure CLR via data link must when entering stand number ensure that L/M/R stand designator as appropriate is entered (e.g: (EG) 140L, 34R, 554M), at least 2 figures.

Start-up/Push-back

If TKOF from hold M1 required inform DLV before start-up.

REQ CLR 15min before start-up on DLV to allow for DEP data to be processed.

REQ push-back when fully ready.

If ATC issue a non-standard or conditional push-back CLR, advise ATC if not in two-way headset COM with the tug crew.

De-Icing

AVBL.

Effective 16-AUG-2018

09-AUG-2018

LGW-EGKK

United Kingdom London Gatwick

AGC

AFC

AFC

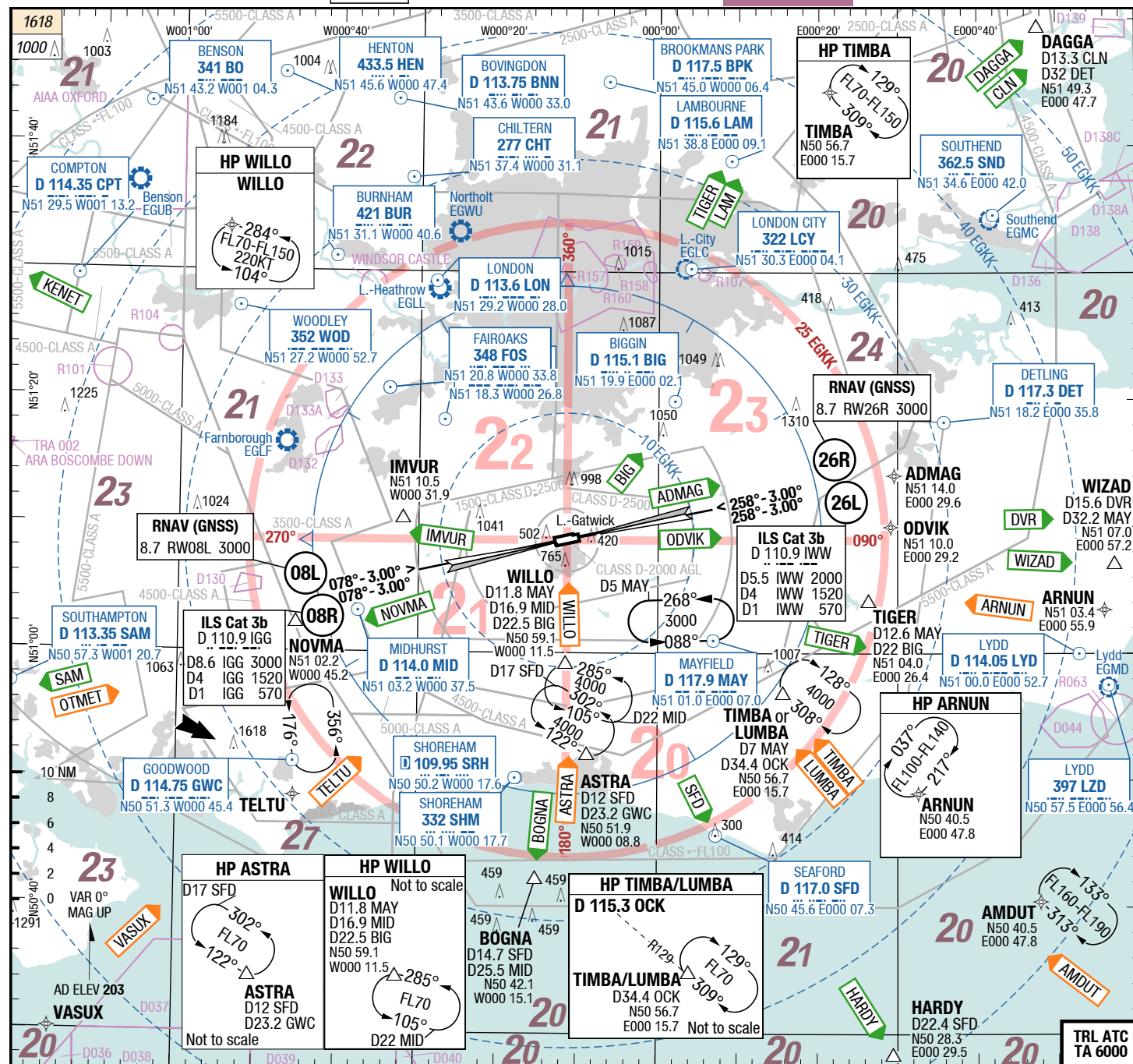
AFC

Gatwick London United Kingdom

AGC

AFC

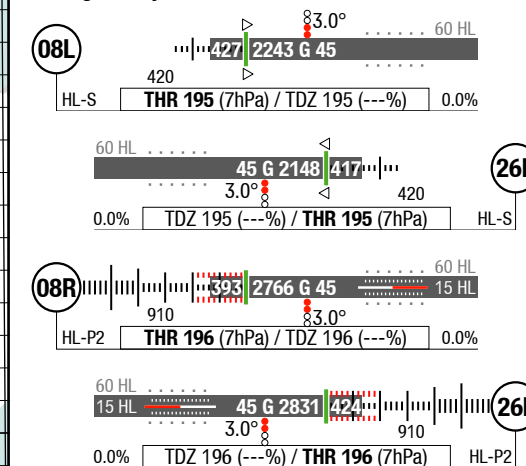
2-10



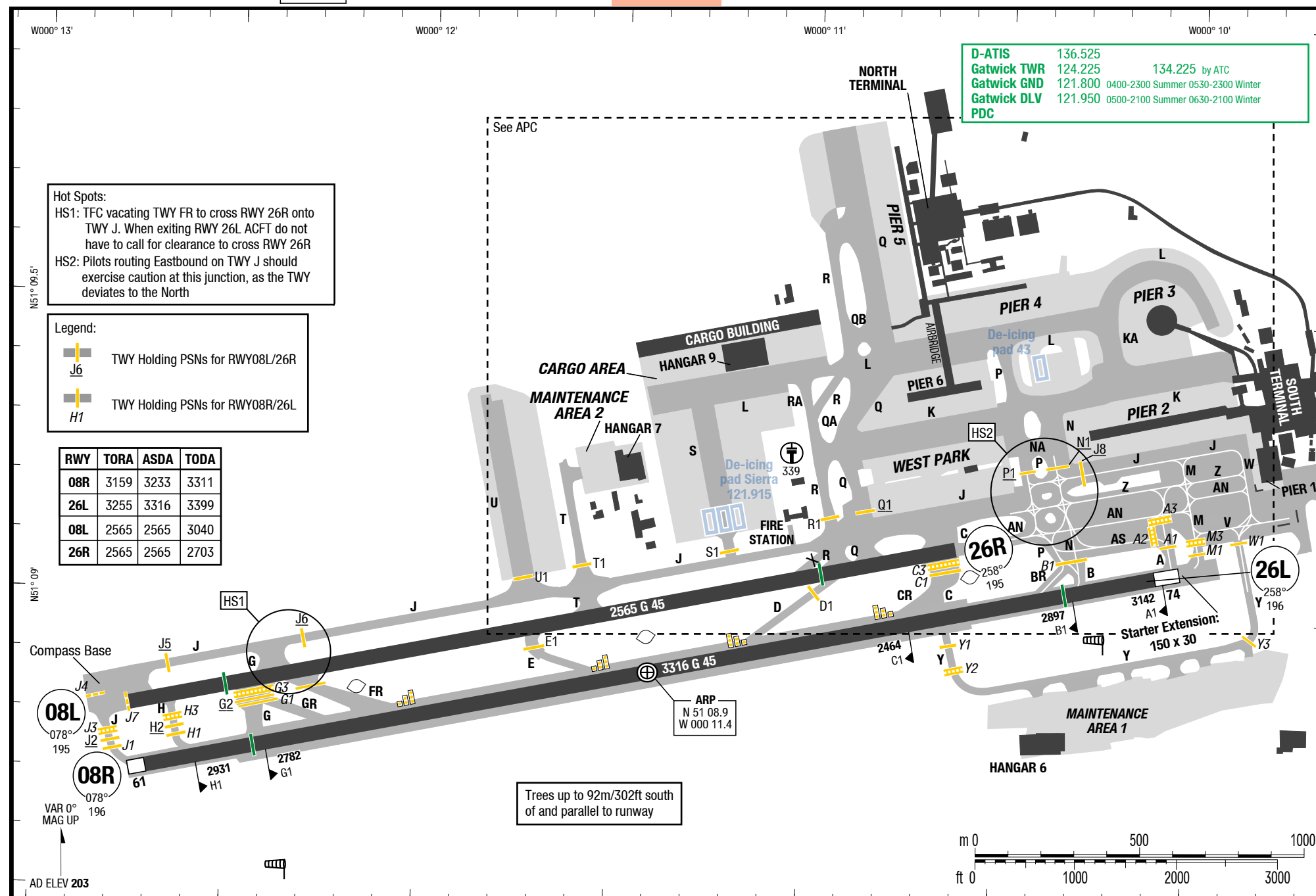
D-ATIS	136.525
London CTL	120.525
	133.180
	134.125
Gatwick DIR	126.825
	118.950 by ATC
	129.025 by ATC
Gatwick TWR	124.225
	134.225 by ATC
Gatwick GND	121.800
	0400-2300 Summer
	0530-2300 Winter
Gatwick DLV	121.950
	0500-2100 Summer
	0630-2100 Winter

PDC

Landing RWY system:



Changes: HLDG

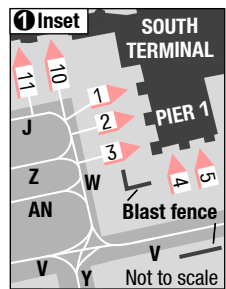


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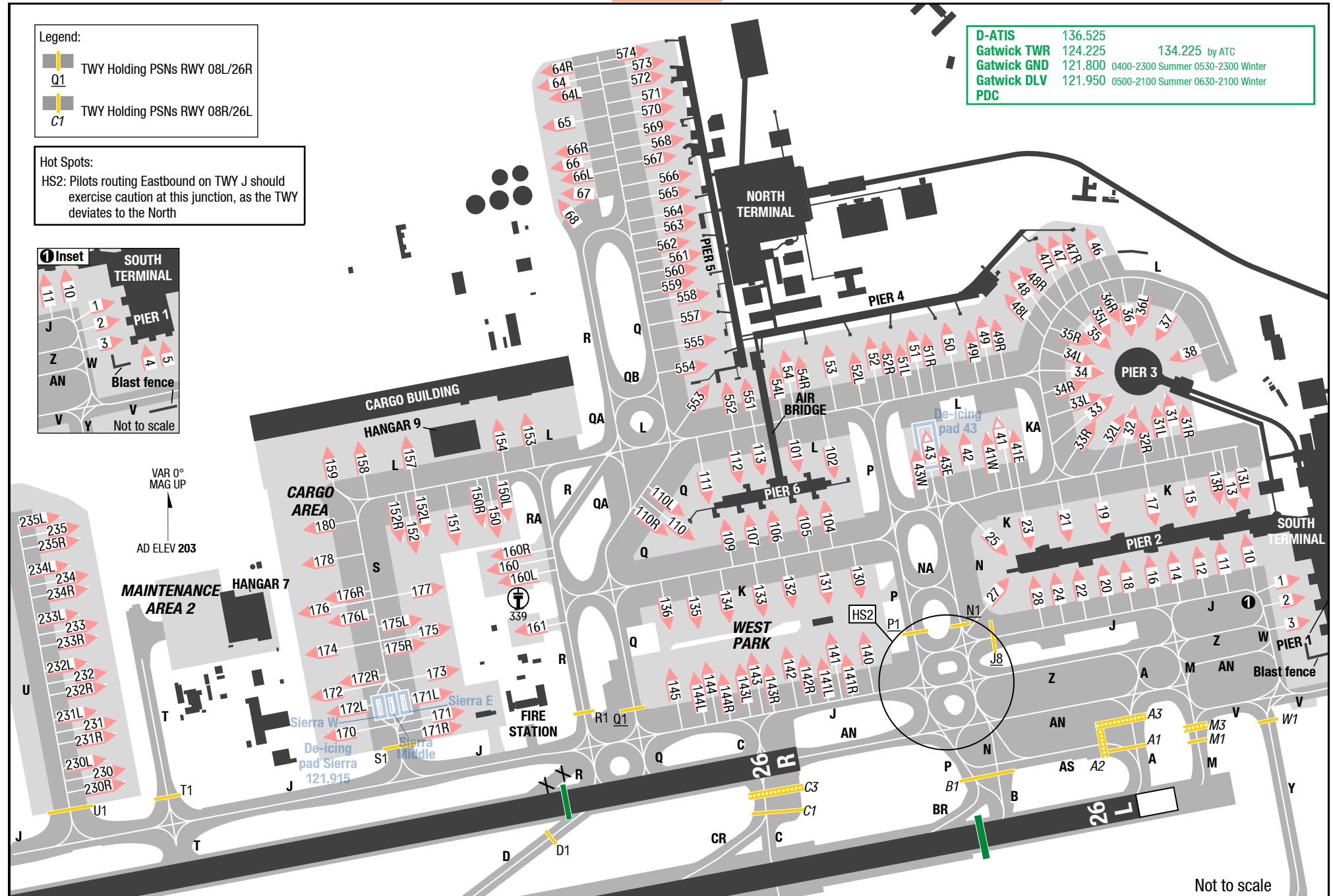
- TWY Holding PSNs RWY 08L/26R
Q1
- TWY Holding PSNs RWY 08R/26L
C1

Hot Spots:

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



D-ATIS	136.525	
Gatwick TWR	124.225	134.225 by ATC
Gatwick GND	121.800	0400-2300 Summer 0530-2300 Winter
Gatwick DLV	121.950	0500-2100 Summer 0630-2100 Winter
PDC		



Stand Coordinates

1-2	N51 09.3 W000 09.9	64L	N51 09.7 W000 11.0	176	N51 09.2 W000 11.3
3	N51 09.2 W000 09.9	65	N51 09.7 W000 11.0	176L	Not published
4-5	N51 09.2 W000 09.8	66, 66R	N51 09.7 W000 11.0	176R	N51 09.3 W000 11.3
10	N51 09.3 W000 09.9	66L, 67	N51 09.7 W000 10.9	177	N51 09.3 W000 11.2
11, 12	N51 09.3 W000 10.0	68	N51 09.6 W000 11.0	178, 180	N51 09.3 W000 11.3
13	N51 09.4 W000 10.0	101, 102	N51 09.4 W000 10.6	230-231R	N51 09.1 W000 11.7
13L	N51 09.4 W000 09.9	104-106	N51 09.3 W000 10.6	232, 232L/R	N51 09.2 W000 11.7
13R	N51 09.4 W000 10.0	107, 109	N51 09.3 W000 10.7	233, 233L/R	N51 09.2 W000 11.8
14	N51 09.3 W000 10.0	110, 110R	N51 09.3 W000 10.8	234, 234L	N51 09.3 W000 11.8
15	N51 09.4 W000 10.0	110L	N51 09.4 W000 10.8	234R	N51 09.2 W000 11.8
16	N51 09.3 W000 10.1	111	N51 09.4 W000 10.8	235, 235L/R	N51 09.3 W000 11.8
17	N51 09.4 W000 10.1	112, 113	N51 09.4 W000 10.7	551, 552	N51 09.5 W000 10.7
18	N51 09.3 W000 10.1	130	N51 09.3 W000 10.5	553	N51 09.4 W000 10.8
19	N51 09.4 W000 10.1	131, 132	N51 09.3 W000 10.6	554-557	N51 09.5 W000 10.8
20	N51 09.3 W000 10.1	133, 134	N51 09.3 W000 10.7	558-564	N51 09.6 W000 10.8
21	N51 09.4 W000 10.2	135, 136	N51 09.3 W000 10.8	565-571	N51 09.7 W000 10.9
22	N51 09.3 W000 10.2	140	N51 09.2 W000 10.5	572-574	N51 09.8 W000 10.9
23	N51 09.4 W000 10.3	141, 141R	N51 09.2 W000 10.5		
24, 28	N51 09.3 W000 10.2	141L	N51 09.2 W000 10.6		
25, 27	N51 09.3 W000 10.3	142, 142R	N51 09.2 W000 10.6		
31, 31R	N51 09.4 W000 10.0	143-143L	N51 09.2 W000 10.7		
31L-32R	N51 09.4 W000 10.1	143R	N51 09.2 W000 10.6		
33, 33R	N51 09.4 W000 10.2	144-144R	N51 09.2 W000 10.7		
33L-35R	N51 09.5 W000 10.2	144L-145	N51 09.2 W000 10.8		
36, 36L/R	N51 09.6 W000 10.1	150, 150L	N51 09.4 W000 11.1		
37	N51 09.6 W000 10.0	150R	N51 09.3 W000 11.1		
38	N51 09.5 W000 10.0	151	N51 09.3 W000 11.2		
41-41W	N51 09.4 W000 10.3	152, 152L/R	N51 09.3 W000 11.2		
42-43W	N51 09.4 W000 10.4	153	N51 09.4 W000 11.0		
46-48R	N51 09.6 W000 10.2	154	N51 09.4 W000 11.1		
48, 49	N51 09.6 W000 10.3	157	N51 09.4 W000 11.2		
48L, 49R	N51 09.5 W000 10.3	158, 159	N51 09.4 W000 11.3		
49L 50	N51 09.5 W000 10.4	160, 160L/R	N51 09.3 W000 11.0		
51, 51L	N51 09.5 W000 10.5	161	N51 09.2 W000 11.0		
51R	N51 09.5 W000 10.4	170	N51 09.1 W000 11.3		
52L-52R	N51 09.5 W000 10.5	171, 171L/R	N51 09.1 W000 11.2		
53, 54R	N51 09.5 W000 10.6	172, 172L/R	N51 09.2 W000 11.3		
54L	N51 09.5 W000 10.7	173	N51 09.2 W000 11.2		
54	N51 09.5 W000 10.6	174	N51 09.2 W000 11.3		
64, 64R	N51 09.8 W000 11.0	175, 175L/R	N51 09.2 W000 11.2		

Effective 29-MAR-2018

22-MAR-2018

LGW-EGKK

United Kingdom London Gatwick

BIG 2X RNAV

4-10

ADMAG 2X / ODVIK 2Z RNAV

SID

SID

Gatwick London United Kingdom

BIG 2X RNAV

ADMAG 2X / ODVIK 2Z RNAV

Gatwick DIR 126.825 118.950 129.025
London CTL 120.525 133.180 134.125

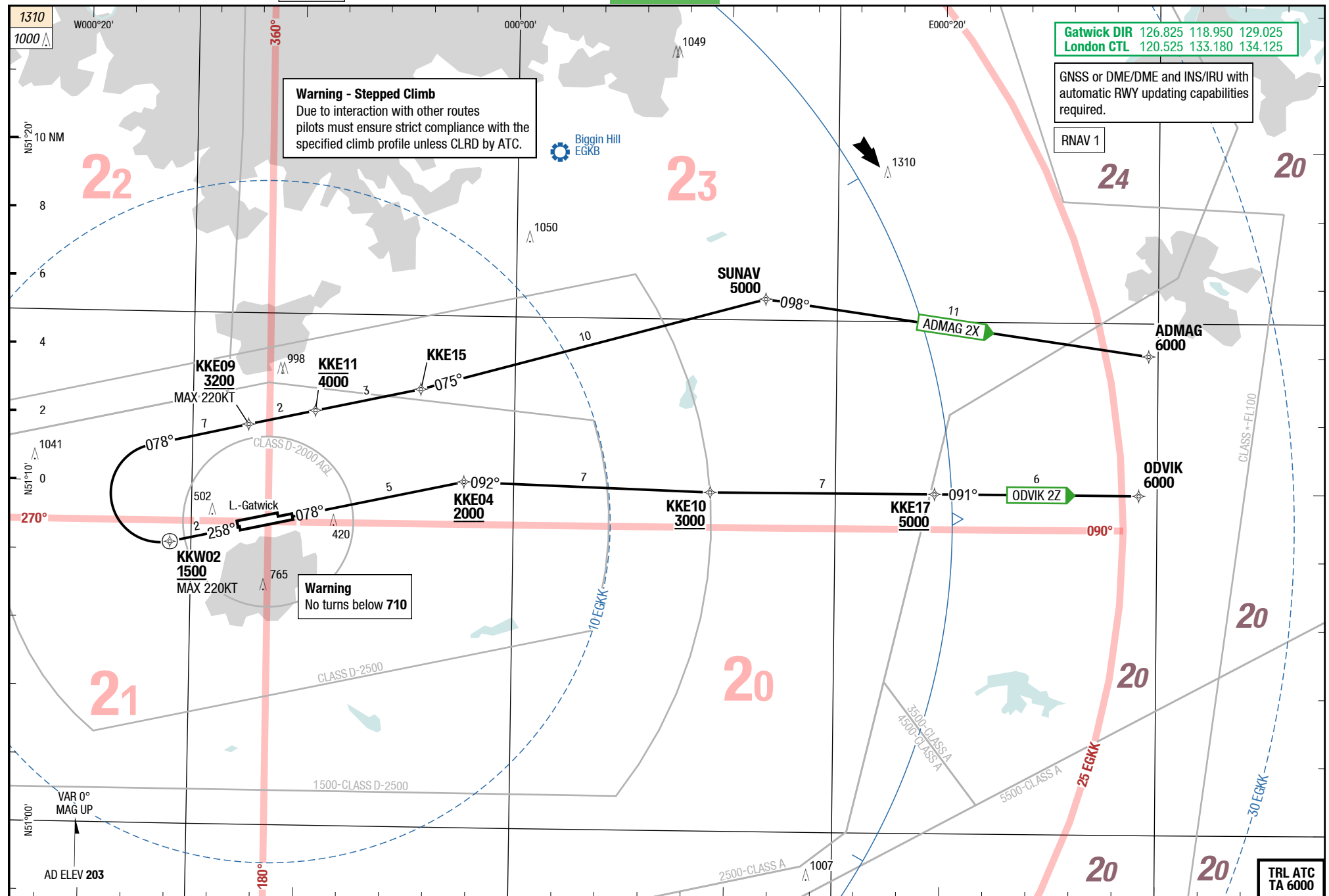
GNSS or DME/DME and INS/IRU with
automatic RWY updating capabilities
required.

RNAV 1

Warning - Stepped Climb

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

Warning
No turns below 710



Changes: Nil

Effective 29-MAR-2018

22-MAR-2018

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United Kingdom London Gatwick

4-20

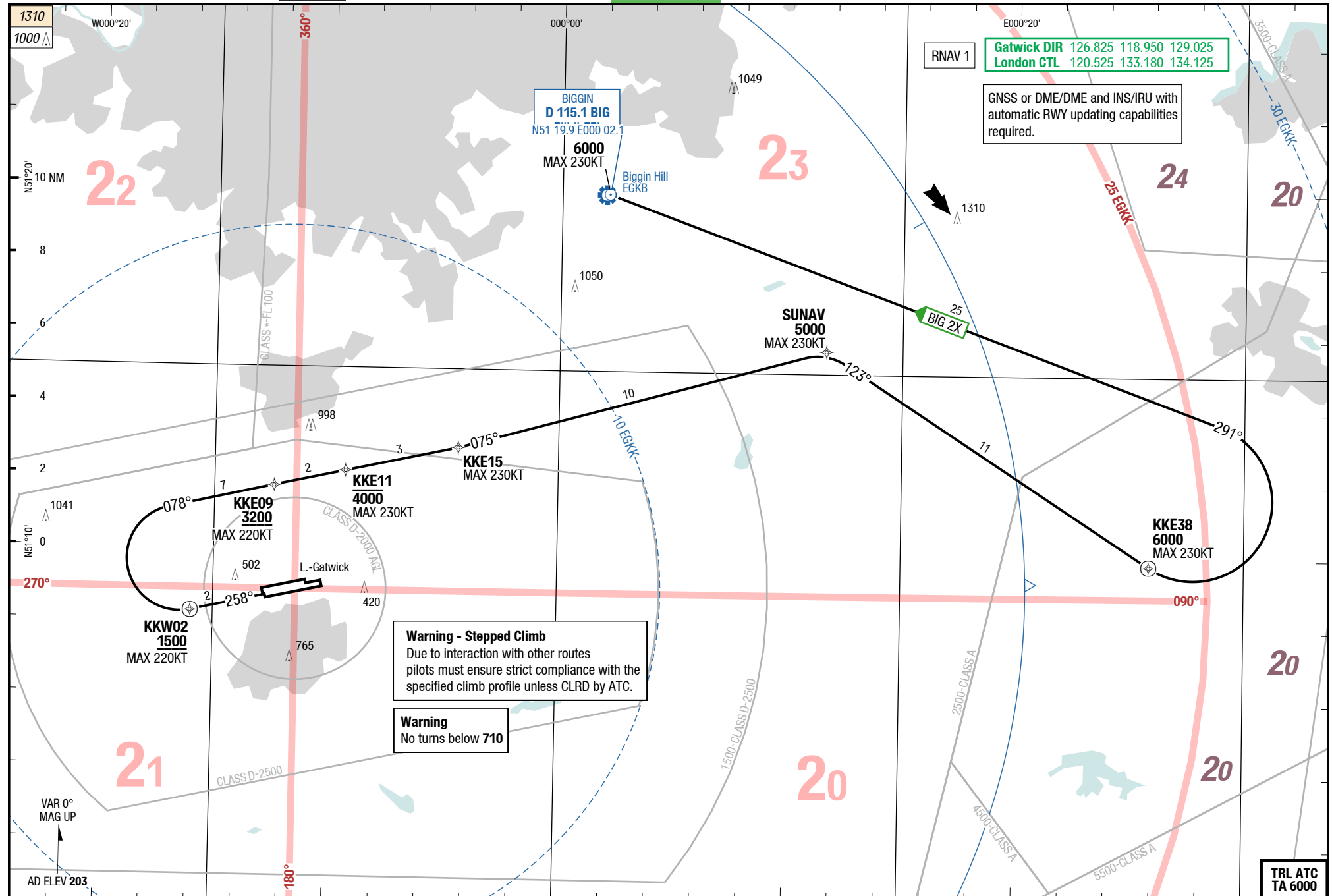
BIG 2X RNAV

SID

SID

Gatwick London United Kingdom

BIG 2X RNAV

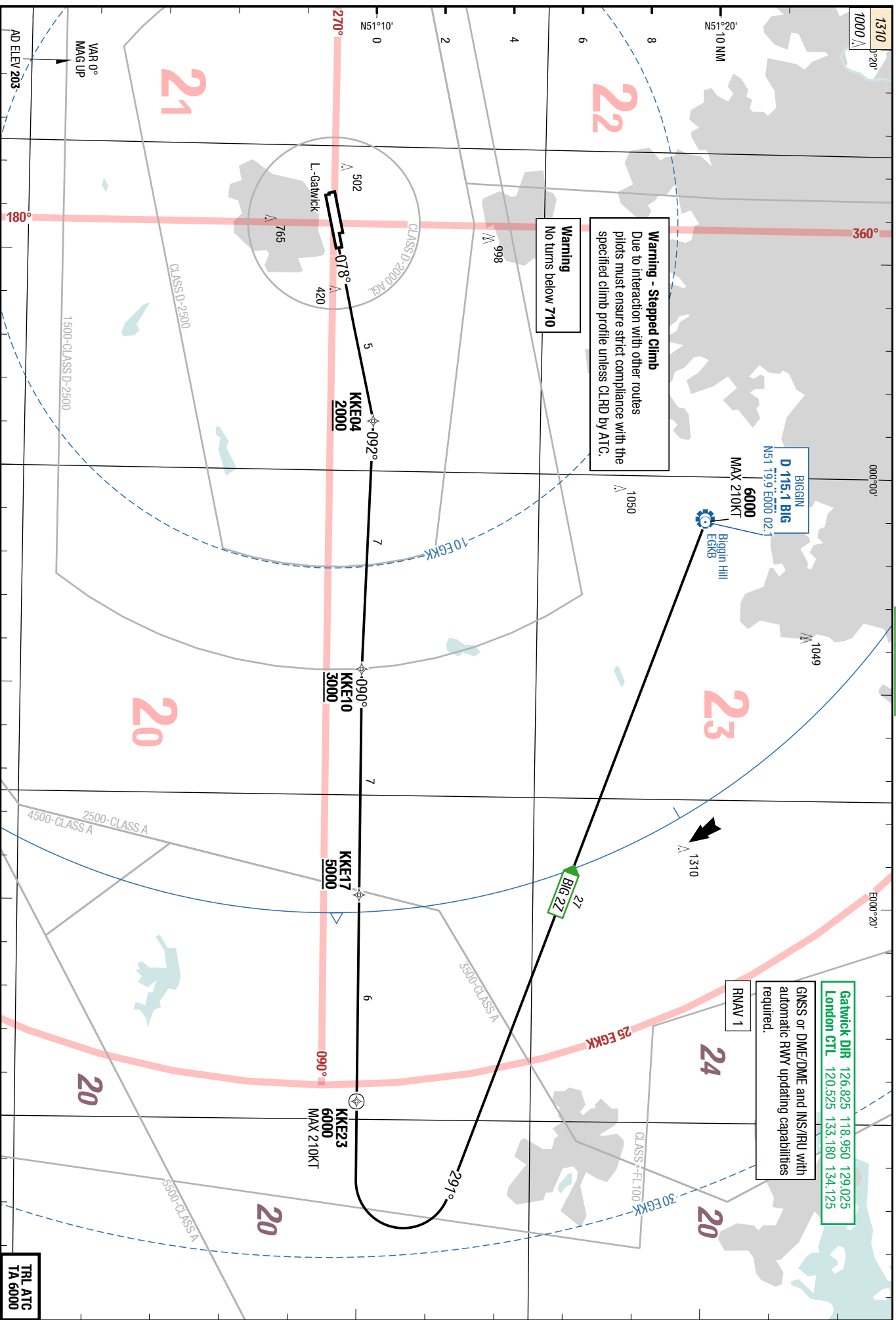


Changes: Track

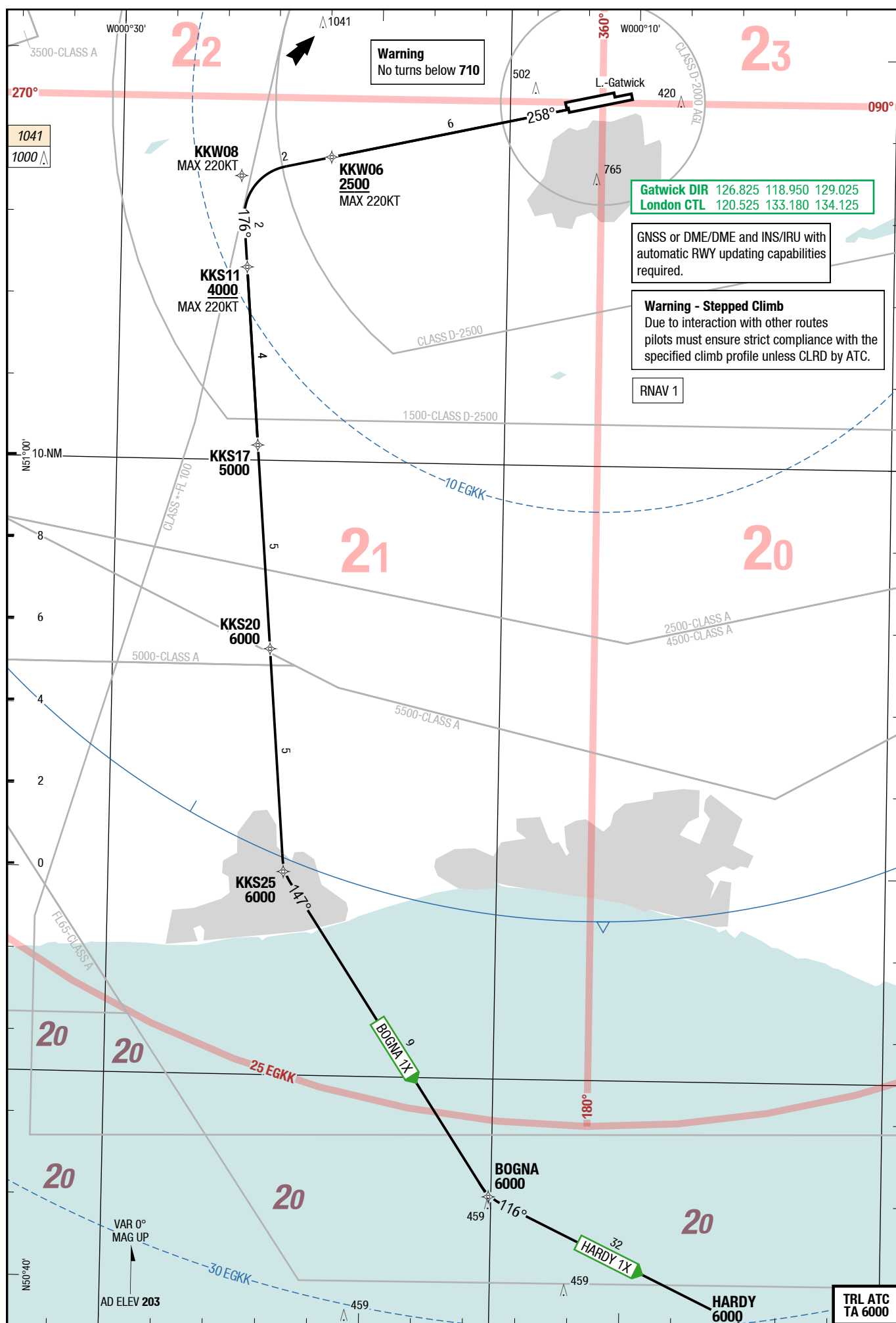
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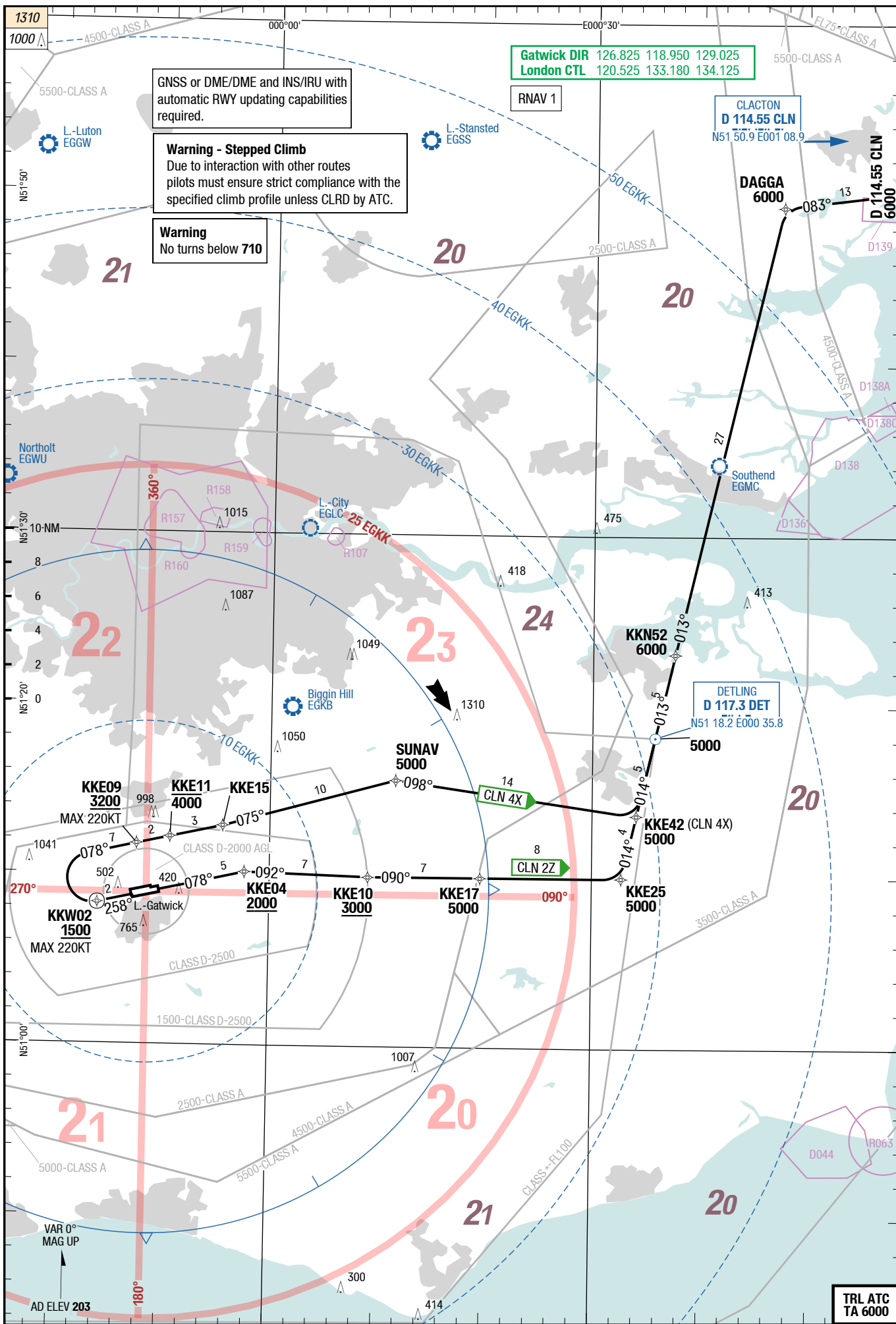
BOGNA 1X / HARDY 1X BNAV

BIG 2Z RNAV



Changes: Track





22-MAR-2018

LGW-EGKK

United Kingdom **London** Gatwick

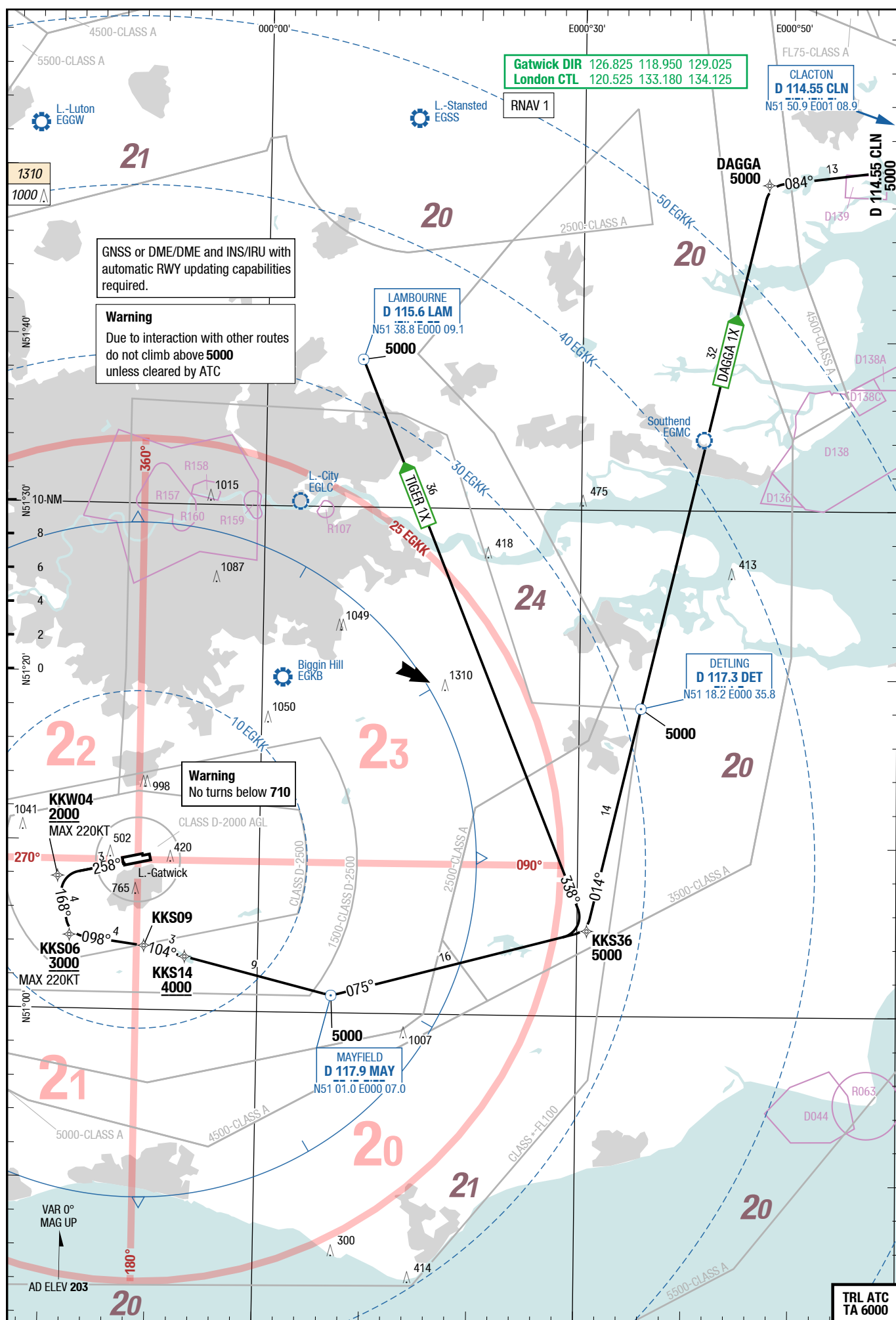
DAGGA 1X / TIGER 1X RNAV

SID

SID

Gatwick London United Kingdom

DAGGA 1X / TIGER 1X RNAV



17-MAY-2018

LGW-EGKKUnited Kingdom **London** Gatwick

IMVUR 1Z/ NOVMA 1X RNAV

LAM 2X/1Z RNAV

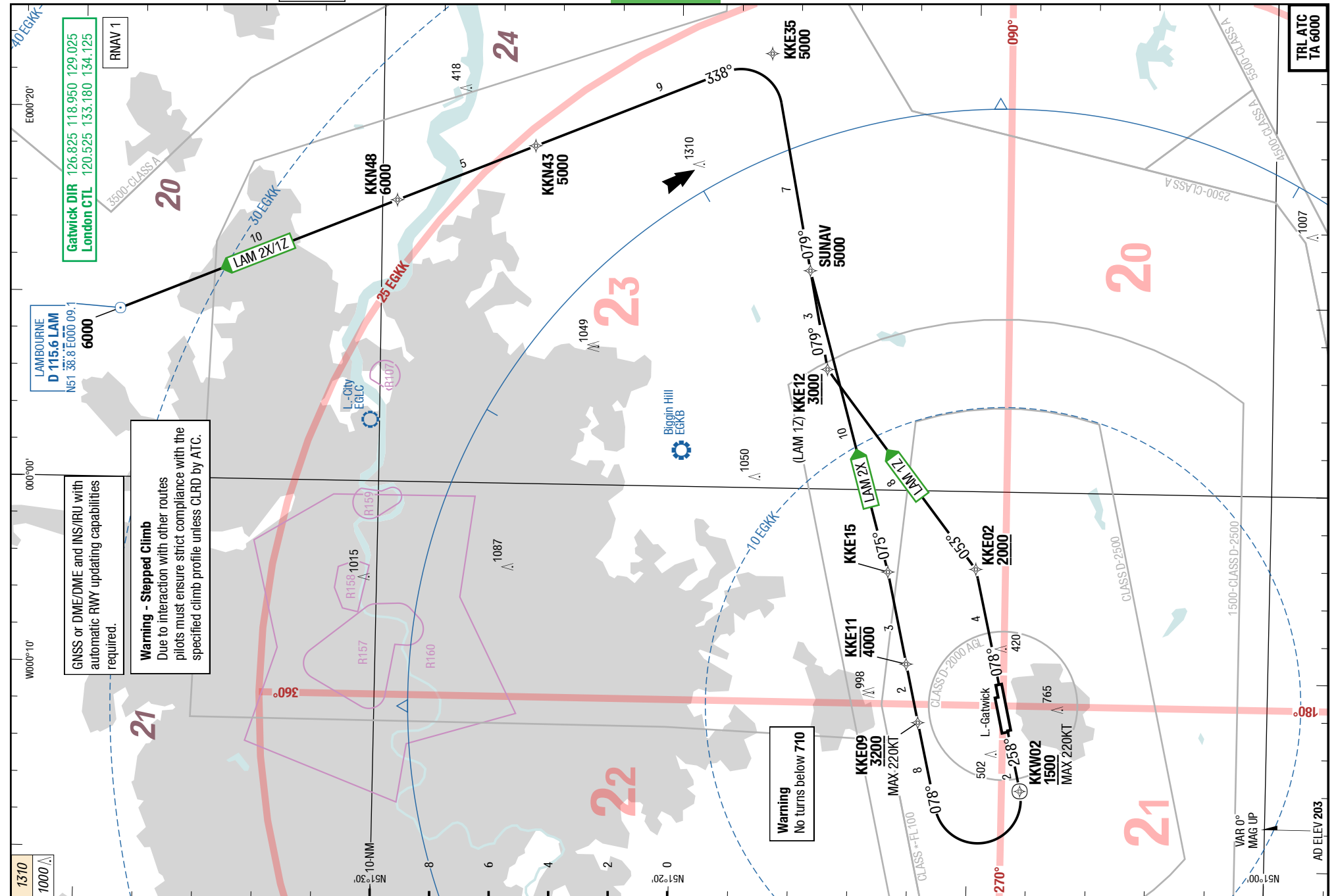
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SID

Gatwick **London** United Kingdom

IMVUR 1Z/ NOVMA 1X RNAV

LAM 2X/1Z RNAV



LGW-EGKK

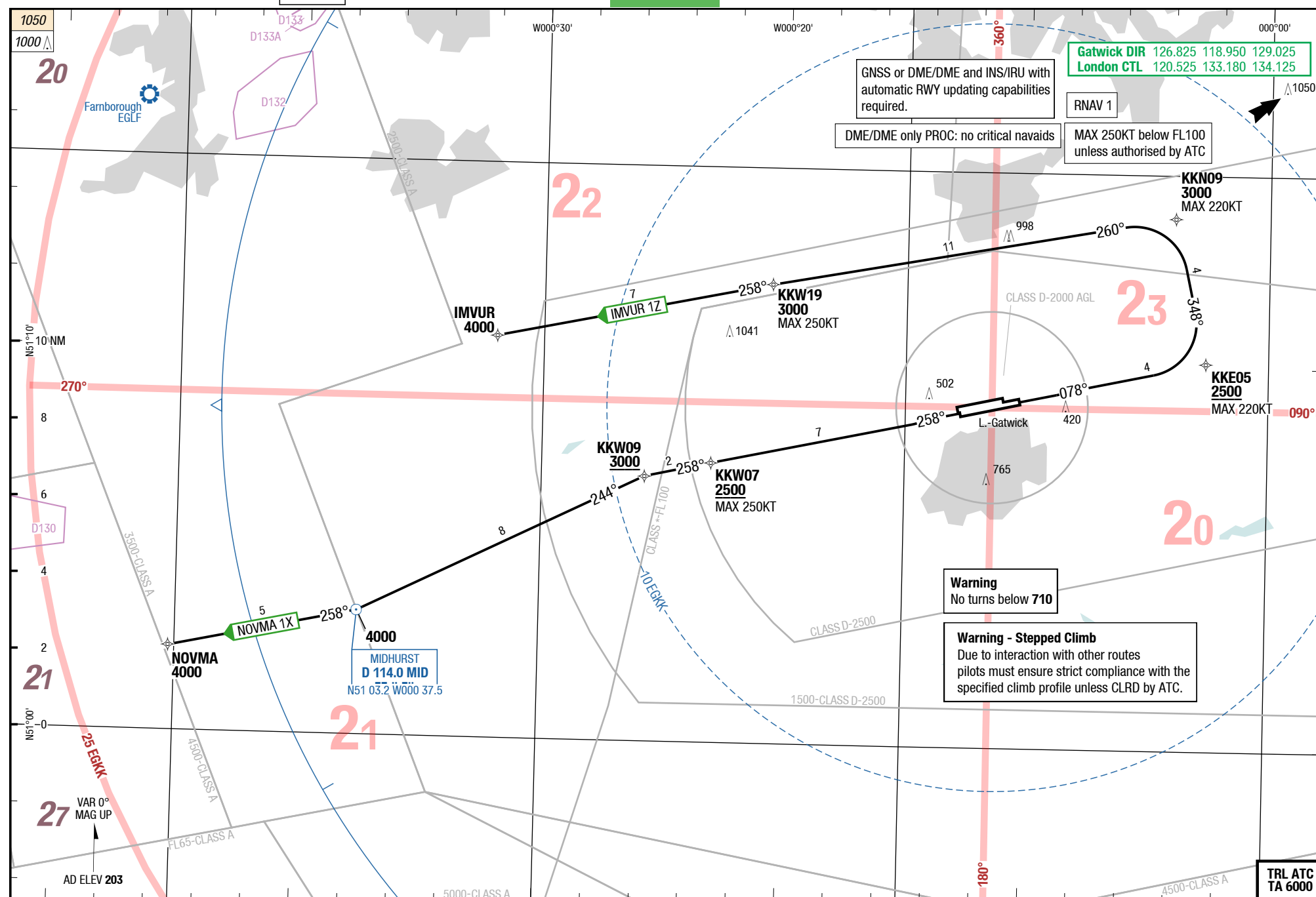
4-80

IMVUR 1Z/ NOVMA 1X RNAV

SID

SID

IMVUR 1Z/ NOVMA 1X RNAV



Changes: chart title, PROC

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LGW-EGKK

WIZAD 1X RNAV

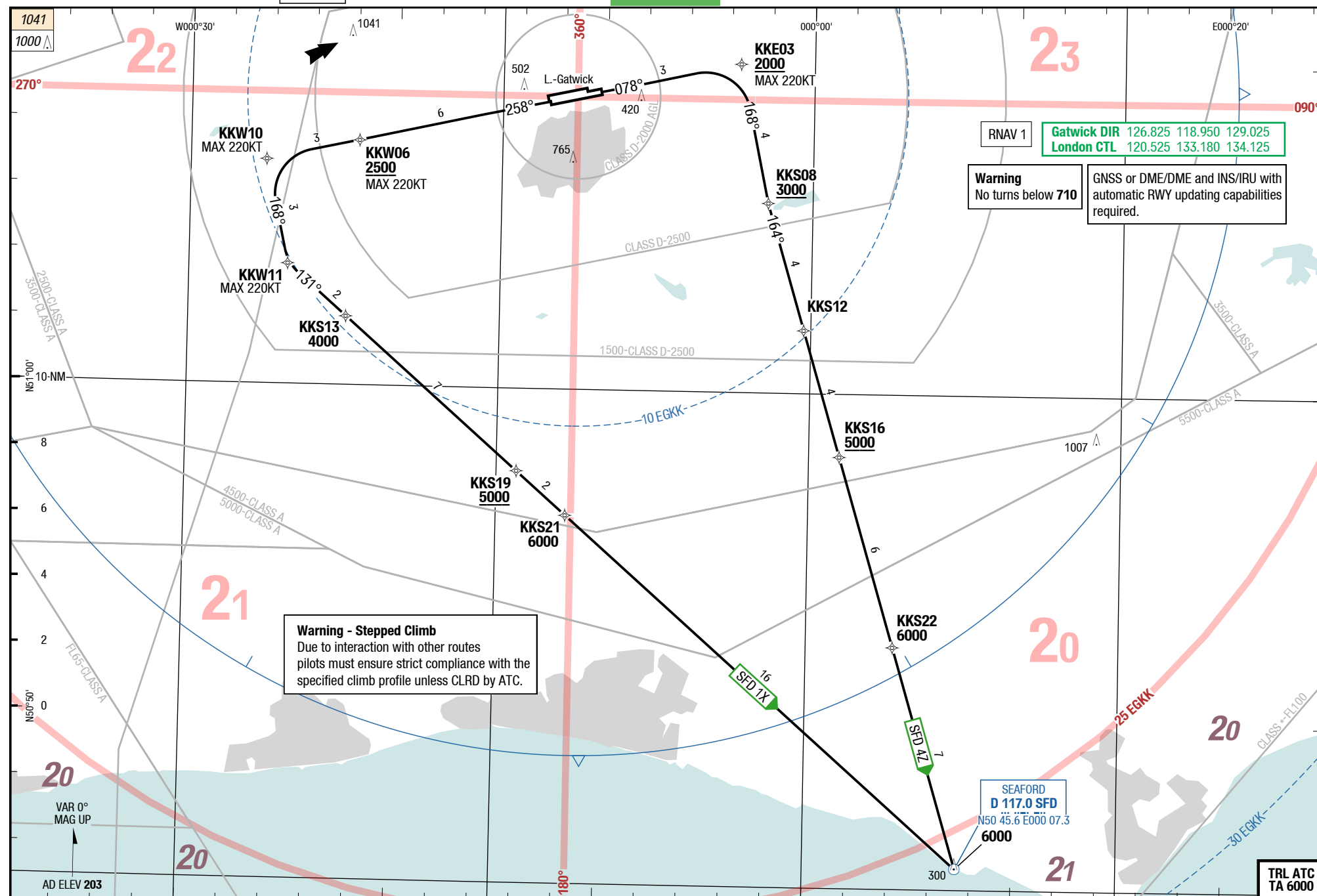
SFD 1X/4Z RNAV

SID

SID

WIZAD 1X RNAV

SFD 1X/4Z RNAV



Changes: Page Number

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17-MAY-2018

United Kingdom **London** Gatwick

SID

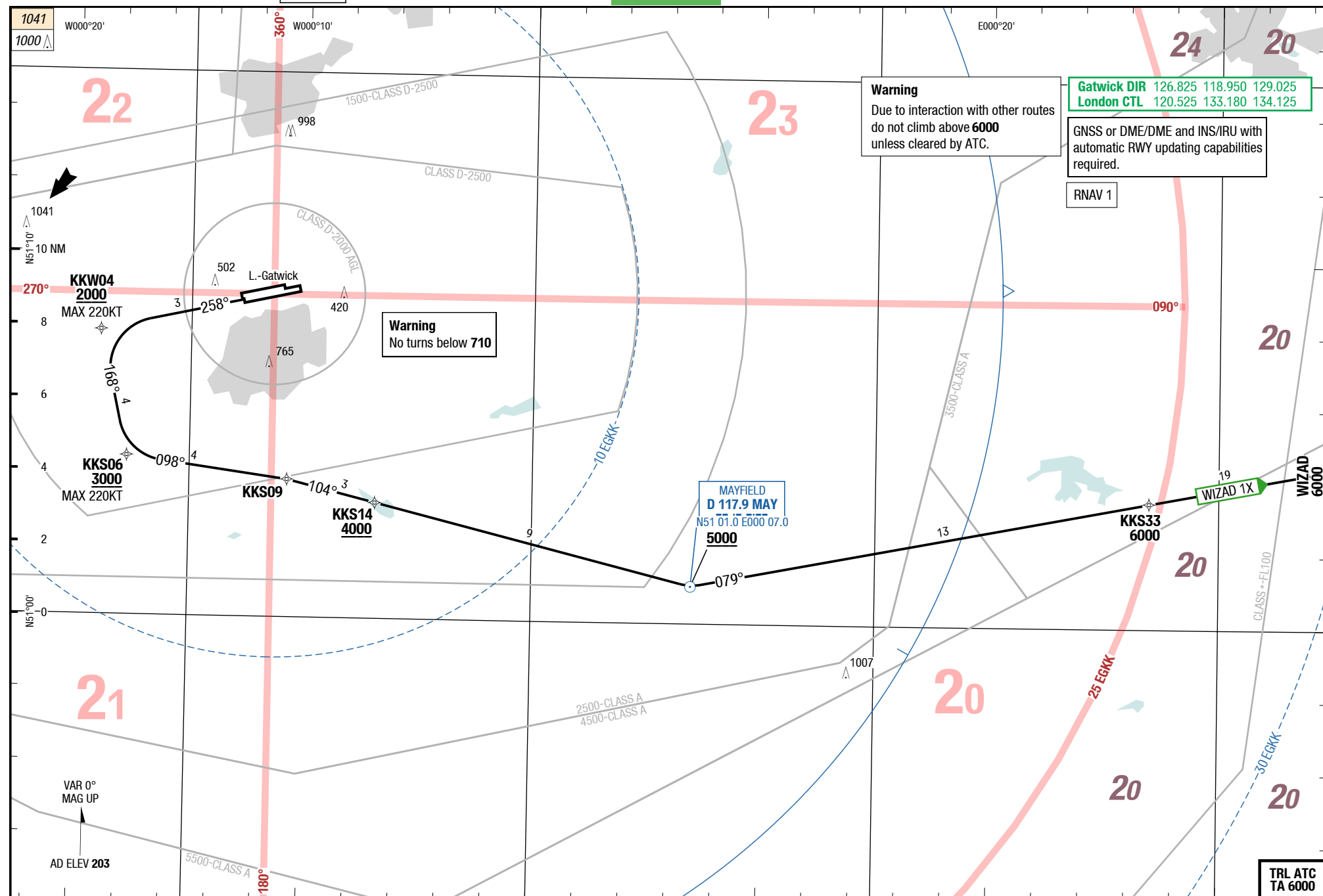
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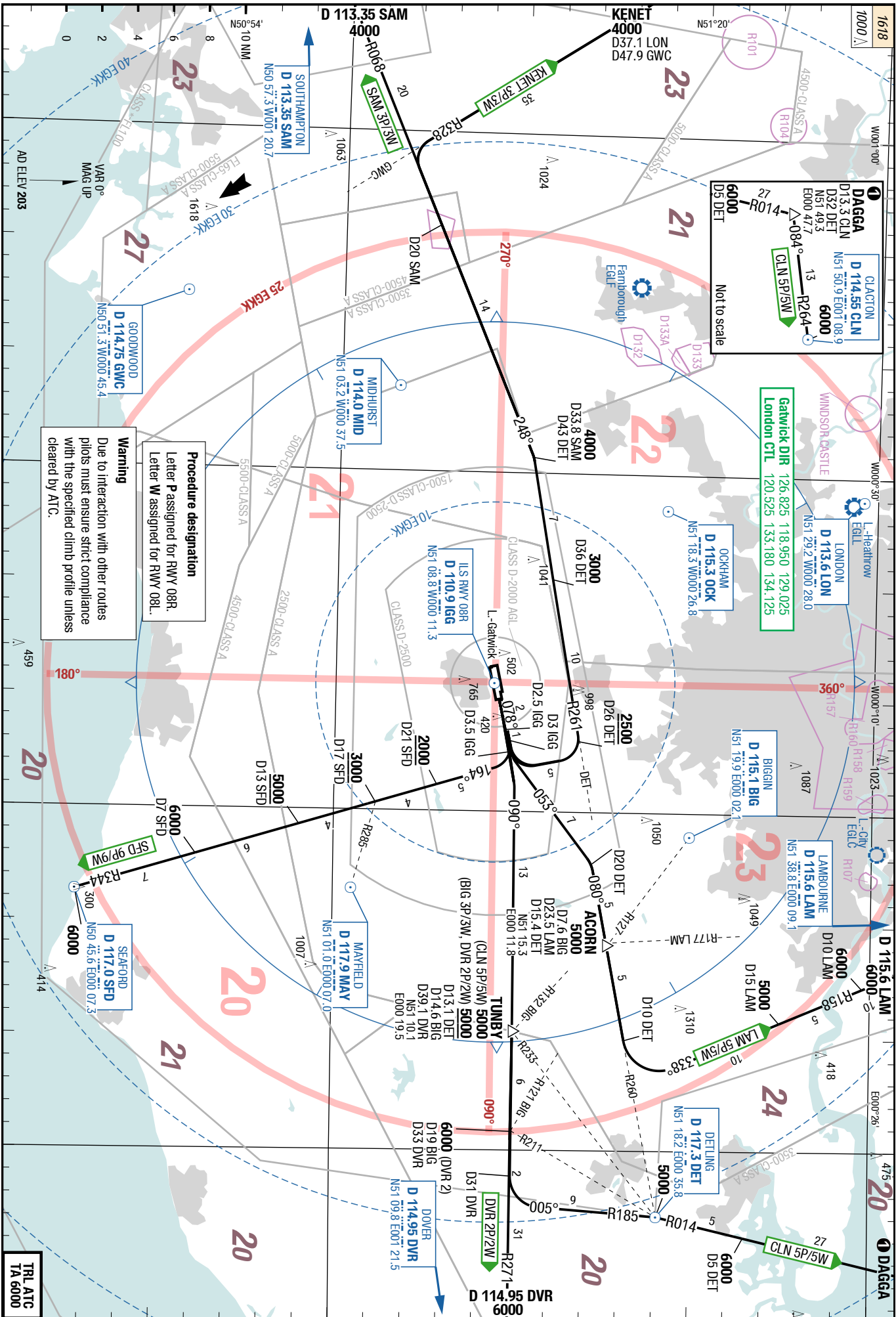
Gatwick **London** United Kingdom**LGW-EGKK**

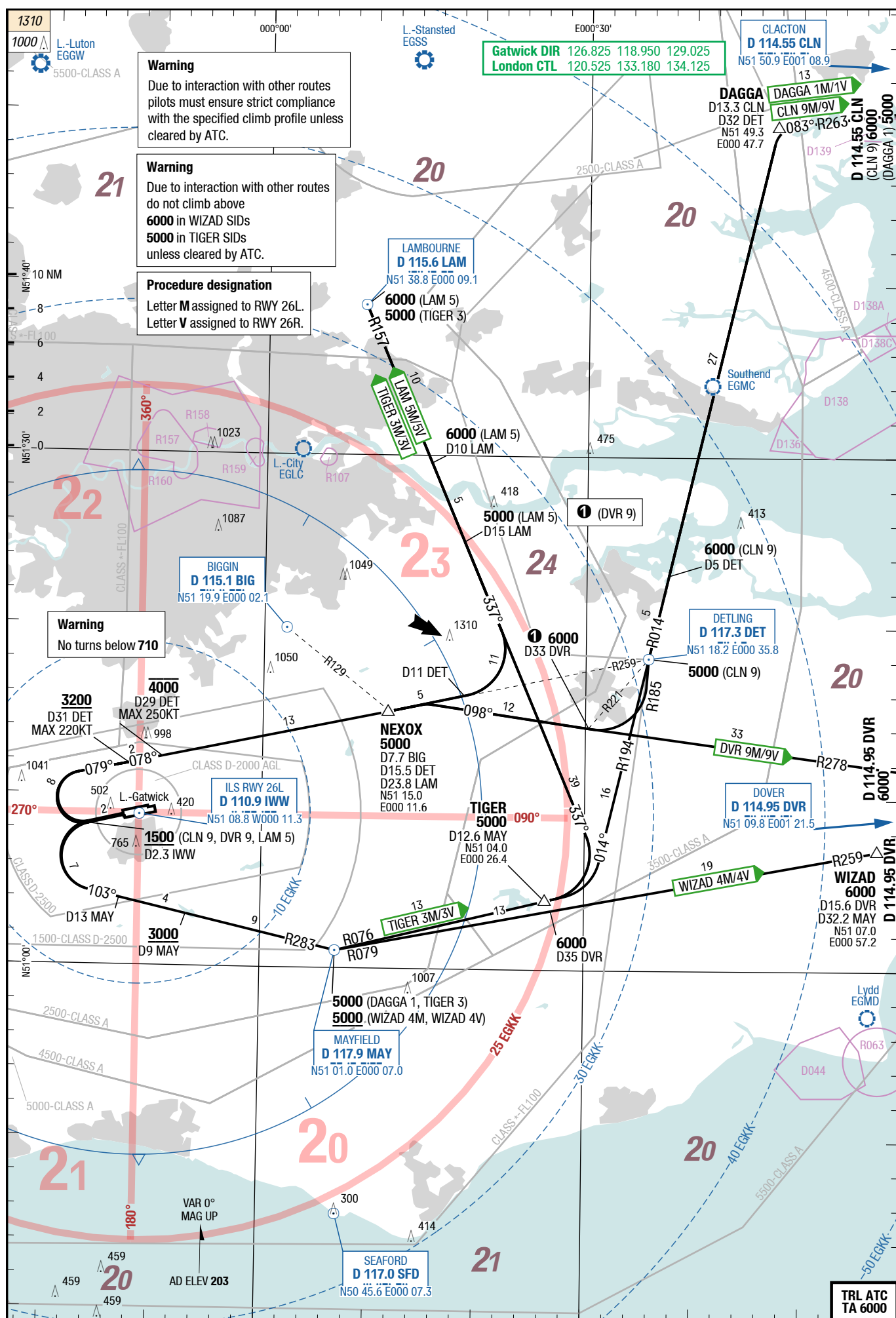
4-100

WIZAD 1X RNAV

WIZAD 1X RNAV







LGW-EGKK

SID

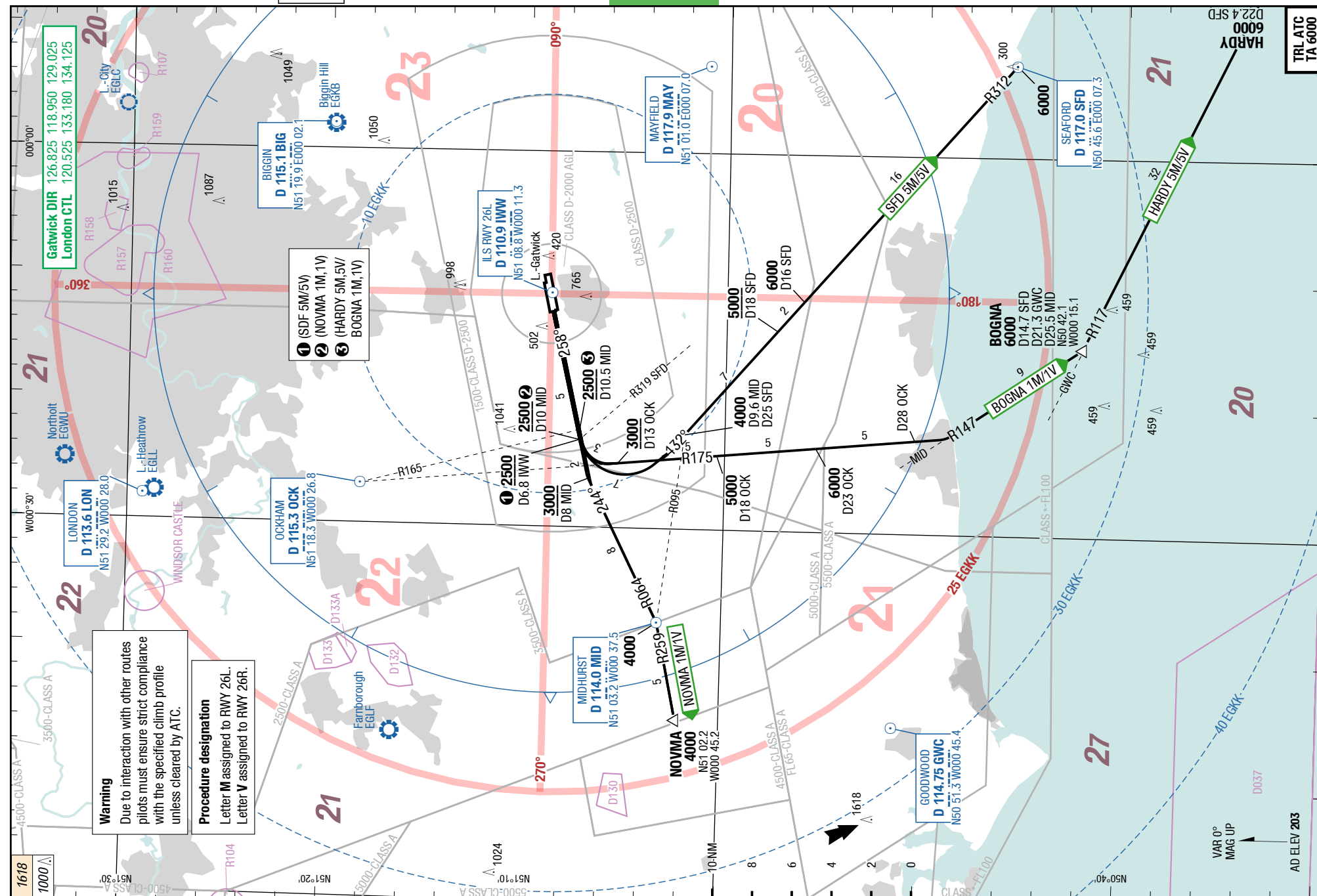
SID

NIL

SIDs RWY 26L/R SOUTH/WEST

4-130

SIDs RWY 26L/R SOUTH/WEST



Changes: WPT

01-FEB-2018

LGW-EGKK**5-10****ADMAG 2X / ODVIK 2Z RNAV****ADMAG 2X / ODVIK 2Z**

RWYs 08R (078°) / 26L (258°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
ODVIK 2Z 120.525 ①②③	KKE04 [R] - KKE10 - KKE17 - ODVIK	KKE04 MNM 2000 KKE10 MNM 3000 KKE17 MNM 5000 ODVIK at 6000
	Runway 26L	
ADMAG 2X 6.8% to 810 120.525 ①②③	KKW02 [K220- ;R] - KKE09 [K220-] - KKE11 - KKE15 - SUNAV [R] - ADMAG	KKW02 MNM 1500 KKE09 MNM 3200 KKE11 MAX 4000 SUNAV at 5000 ADMAG at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.

01-FEB-2018

LGW-EGKK**5-20****BIG 2X RNAV****BIGGIN 2X**

RWY 26L (258°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
BIGGIN 2X BIG 2X 6.8% to 810 120.525 ①②③	KKW02 [K220- ;R] - KKE09 [K220-] - KKE11 [K230-] - KKE15 [K230-] - SUNAV [K230- ;R] - <u>KKE38</u> [K230- ;L] - BIG [K230-]	KKW02 MNM 1500 KKE09 MNM 3200 KKE11 MAX 4000 SUNAV at 5000 KKE38 at 6000 BIG at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.

Changes: Nil

01-FEB-2018

LGW-EGKK

5-30

BIG 2Z RNAV**SIDPT****BIGGIN 2Z**

RWY 08R (078°)

When instructed, contact London CTL.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
BIGGIN 2Z BIG 2Z 120.525 ①②③	KKE04 [R] - KKE10 - KKE17 - <u>KKE23</u> [K210- ;L] - BIG [K210-]	KKE04 MNM 2000 KKE10 MNM 3000 KKE17 MNM 5000 KKE23 at 6000 BIG at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.

Changes: Nil

01-FEB-2018

United Kingdom **London** Gatwick

SIDPT

LGW-EGKK**5-40****BOGNA 1X / HARDY 1X RNAV****BOGNA 1X / HARDY 1X**

RWY 26L (258°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
BOGNA 1X 3.9% to 510 133.180 ①②③	KKW06 [K220-] - KKW08 [K220- ;L] - KKS11 [K220-] - KKS17 - KKS20 - KKS25 [L] - BOGNA	KKW06 MNM 2500 KKS11 MNM 4000 KKS17 at 5000 KKS20 at 6000 KKS25 at 6000 BOGNA at 6000
HARDY 1X 3.9% to 510 133.180 ①②③	KKW06 [K220-] - KKW08 [K220- ;L] - KKS11 [K220-] - KKS17- KKS20 - KKS25 [L] - BOGNA [L] - HARDY	KKW06 MNM 2500 KKS11 MNM 4000 KKS17 at 5000 KKS20 at 6000 KKS25 at 6000 BOGNA at 6000 HARDY at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact.
- ③ Caution: Close-in obstacles

Changes: FREQ

LGW-EGKK**5-50****CLN 2Z/4X RNAV****CLACTON 2Z / CLACTON 4X**

RWYs 08R (078°) / 26L (258°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
CLACTON 2Z CLN 2Z 120.525 ①②③	KKE04 [R] - KKE10 - KKE17 - KKE25 [L] - DET- KKN52 - DAGGA [R] - CLN	KKE04 MNM 2000 KKE10 MNM 3000 KKE17 at 5000 KKE25 at 5000 DET at 5000 KKN52 at 6000 DAGGA at 6000 CLN at 6000
	Runway 26L	
CLACTON 4X CLN 4X 6.8% to 810 120.525 ①②③	KKW02 [K220- ;R] - KKE09 [K220-] - KKE11 - KKE15 - SUNAV [R] - KKE42 [L] - DET - KKN52 - DAGGA [R] - CLN	KKW02 MNM 1500 KKE09 MNM 3200 KKE11 MAX 4000 SUNAV at 5000 KKE42 at 5000 DET at 5000 KKN52 at 6000 DAGGA at 6000 CLN at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.

LGW-EGKK**5-60****DAGGA 1X / TIGER 1X RNAV****DAGGA 1X / TIGER 1X**

RWY 26L (258°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
DAGGA 1X 7.4% to 810 120.525 ①②③	KKW04 [K220- ;L] - KKS06 [K220- ;L] - KKS09 [R] - KKS14 - MAY [L] - KKS36 [L] - DET - DAGGA [R] - CLN	KKW04 MNM 2000 KKS06 MNM 3000 KKS14 MNM 4000 MAY at 5000 KKS36 at 5000 DET at 5000 DAGGA at 5000 CLN at 5000
TIGER 1X 7.4% to 810 120.525 ①②③	KKW04 [K220- ;L] - KKS06 [K220- ;L] - KKS09 [R] - KKS14 - MAY [L] - KKS36 [L] - LAM	KKW04 MNM 2000 KKS06 MNM 3000 KKS14 MNM 4000 MAY at 5000 KKS36 at 5000 LAM at 5000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.

LGW-EGKK

5-70

LAM 2X/1Z RNAV

LAMBOURNE 1Z / LAMBOURNE 2X

RWYs 08R (078°) / 26L (258°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
LAMBOURNE 1Z LAM 1Z 120.525 ①②③④	KKE02 [L] - KKE12 [R] - SUNAV - KKE35 [L] - KKN43 - KKN48 - LAM	KKE02 MNM 2000 KKE12 MNM 3000 SUNAV at 5000 KKE35 at 5000 KKN43 at 5000 KKN48 at 6000 LAM at 6000
	Runway 26L	
LAMBOURNE 2X LAM 2X 6.8% to 810 120.525 ①②③④	KKW02 [K220- ;R] - KKE09 [K220-] - KKE11 - KKE15 - SUNAV - KKE35 [L] - KKN43 - KKN48 - LAM	KKW02 MNM 1500 KKE09 MNM 3200 KKE11 MAX 4000 SUNAV at 5000 KKE35 at 5000 KKN43 at 5000 KKN48 at 6000 LAM at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.
- ④ Expect first CPDLC logon code EGTT.

LGW-EGKK

5-80

IMVUR 1Z/ NOVMA 1X RNAV**IMVUR 1Z / NOVMA 1X**

RWYs 08R (078°) / 26L (258°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
IMVUR 1Z 134.125 ①②③④	KKE05 [K220- ;L] - KKN09 [K220- ;L] - KKW19 [K250-] - IMVUR	KKE05 MNM 2500 KKN09 at 3000 KKW19 at 3000 IMVUR at 4000
	Runway 26L	
NOVMA 1X 3.9% to 510 134.125 ①②③④	KKW07 [K250-] - KKW09 [L] - MID [R] - NOVMA	KKW07 MNM 2500 KKW09 MNM 3000 MID at 4000 NOVMA at 4000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.
- ④ Expect first CPDLC logon code EGTT.

LGW-EGKK

5-90

SFD 1X/4Z RNAV**SEAFORD 4Z / SEAFORD 1X**

RWYs 08R (078°) / 26L (258°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
SEAFORD 4Z SFD 4Z 118.950 ①②③	KKE03 [K220- ;R] - KKS08 [L] - KKS12 - KKS16 - KKS22 - SFD	KKE03 MNM 2000 KKS08 MNM 3000 KKS16 MNM 5000 KKS22 at 6000 SFD at 6000
	Runway 26L	
SEAFORD 1X SFD 1X 3.9% to 510 134.125 ①②③	KKW06 [K220-] - KKW10 [K220- ;L] - KKW11 [K220- ;L] - KKS13 - KKS19 - KKS21 - SFD	KKW06 MNM 2500 KKS13 at 4000 KKS19 MNM 5000 KKS21 at 6000 SFD at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.

LGW-EGKK**5-100****WIZAD 1X RNAV****WIZAD 1X**

RWY 26L (258°)

When instructed, contact Gatwick DIR.

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
WIZAD 1X 7.4% to 810 118.950 ①②③	KKW04 [K220- ;L] - KKS06 [K220- ;L] - KKS09 [R] - KKS14 - MAY [L] - KKS33 - WIZAD	KKW04 MNM 2000 KKS06 MNM 3000 KKS14 MNM 4000 MAY MNM 5000 KKS33 at 6000 WIZAD at 6000

- ① All RNAV planned aircraft shall be allocated the RNAV SID. Crews must request conventional SID version if required.
- ② Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ③ Caution: Close-in obstacles.

LGW-EGKK

5-110

SIDs RWYs 08L/R

CLACTON 5W / DOVER 2W / KENET 3W / LAMBOURNE 5W / SEAFORD 9W
RWY 08L (078°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
CLACTON 5W CLN 5W 5.5% to 403 then 4.0% to 3000 120.525 ①②	intercept R271 DVR inbound - at D31 DVR LT intercept R185 DET to DET - R014 DET - at DAGGA RT intercept R264 CLN to CLN	TUNBY at 5000 DET at 5000 D5 DET at 6000 CLN at 6000
DOVER 2W DVR 2W 5.5% to 403 then 4.0% to 3000 120.525 ①②	intercept R271 DVR to DVR	TUNBY MNM 5000 D33 DVR at 6000 DVR at 6000
KENET 3W 5.5% to 403 then 4.0% to 3000 134.125 ①②④	at D3 IGG LT intercept R261 DET - intercept R068 SAM inbound - at D20 SAM RT intercept R328 GWC to KENET	D26 DET MNM 2500 D36 DET at 3000 D43 DET at 4000 KENET at 4000
LAMBOURNE 5W LAM 5W 5.5% to 403 then 4.0% to 3000 120.525 ①②④	at D3.5 IGG LT 053° - at D20 DET intercept R260 DET inbound - at D10 DET LT intercept R158 LAM to LAM	ACORN at 5000 D15 LAM at 5000 D10 LAM at 6000 LAM at 6000
SEAFORD 9W SFD 9W 5.5% to 403 then 4.0% to 3000 118.950 ②③	at D2.5 IGG RT intercept R344 SFD to SFD	D21 SFD MNM 2000 D17 SFD MNM 3000 D13 SFD MNM 5000 D7 SFD at 6000 SFD at 6000

- ① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.
- ③ Report callsign, SID designator, current and cleared altitude on first contact with Gatwick DIR.
- ④ Expect first CPDLC logon code EGGT.

LGW-EGKK

5-120

SIDs RWYs 08L/R

SOUTHAMPTON 3W / CLACTON 5P / DOVER 2P / KENET 3P / LAMBOURNE 5P
RWYs 08L/R (078°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
SOUTHAMPTON 3W SAM 3W 5.5% to 403 then 4.0% to 3000 134.125 ②③④	at D3 IGG LT intercept R261 DET - intercept R068 SAM to SAM	D26 DET MNM 2500 D36 DET at 3000 D43 DET at 4000 SAM at 4000
	Runway 08R	
CLACTON 5P CLN 5P 4.0% to 3000 120.525 ②③	intercept R271 DVR inbound - at D31 DVR LT intercept R185 DET to DET - R014 DET - at DAGGA RT intercept R264 CLN to CLN	TUNBY at 5000 DET at 5000 D5 DET at 6000 CLN at 6000
DOVER 2P DVR 2P 4.0% to 3000 120.525 ②③	intercept R271 DVR to DVR	TUNBY MNM 5000 D33 DVR at 6000 DVR at 6000
KENET 3P 4.0% to 3000 134.125 ①②④	at D3 IGG LT intercept R261 DET - intercept R068 SAM inbound - at D20 SAM RT intercept R328 GWC to KENET	D26 DET MNM 2500 D36 DET at 3000 D43 DET at 4000 KENET at 4000
LAMBOURNE 5P LAM 5P 4.0% to 3000 120.525 ①②④	at D3.5 IGG LT 053° - at D20 DET intercept R260 DET inbound - at D10 DET LT intercept R158 LAM to LAM	ACORN at 5000 D15 LAM at 5000 D10 LAM at 6000 LAM at 6000

- ① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.
- ③ Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ④ Expect first CPDLC logon code EGGT.

LGW-EGKK**5-130****SIDs RWYs 08L/R****SEAFORD 9P / SOUTHAMPTON 3P**

RWY 08R (078°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
SEAFORD 9P SFD 9P 4.0% to 3000 118.950 ②③	at D2.5 IGG RT intercept R344 SFD to SFD	D21 SFD MNM 2000 D17 SFD MNM 3000 D13 SFD MNM 5000 D7 SFD at 6000 SFD at 6000
SOUTHAMPTON 3P SAM 3P 4.0% to 3000 134.125 ①②④	at D3 IGG LT intercept R261 DET - intercept R068 SAM to SAM	D26 DET MNM 2500 D36 DET at 3000 D43 DET at 4000 SAM at 4000

- ① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.
- ③ Report callsign, SID designator, current and cleared altitude on first contact with Gatwick DIR.
- ④ Expect first CPDLC logon code EGTT.

LGW-EGKK

5-140

SIDs RWY 26L/R NORTH/EAST

CLACTON 9M / DAGGA 1M / DOVER 9M / LAMBOURNE 5M / TIGER 3M

RWY 26L (258°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
CLACTON 9M CLN 9M 4.0% to 3000 5.2% to 810 120.525 ①②③④	at D2.3 IWW RT intercept R259 DET inbound before D31 DET (MAX 220 KT) - cross D29 DET at MAX 250KT - at NEXOX RT intercept R278 DVR inbound - at D32.4 DVR LT intercept R185 DET to DET - R014 DET - at DAGGA RT intercept R263 CLN to CLN	D2.3 IWW MNM 1500 D31 DET MNM 3200 D29 DET MAX 4000 NEXOX at 5000 DET at 5000 D5 DET at 6000 CLN at 6000
DAGGA 1M 4.0% to 3000 118.950 ①②④	at D2.3 IWW LT intercept R283 MAY to MAY before D13 MAY - R076 MAY to TIGER - LT intercept R194 DET to DET - R014 DET - at DAGGA RT intercept R263 CLN to CLN	D9 MAY MNM 3000 MAY at 5000 TIGER at 5000 CLN at 5000
DOVER 9M DVR 9M 4.0% to 3000 5.2% to 810 120.525 ①②③④	at D2.3 IWW RT intercept R259 DET inbound before D31 DET (MAX 220KT) - cross D29 DET at MAX 250KT - at NEXOX RT intercept R278 DVR to DVR	D2.3 IWW MNM 1500 D31 DET MNM 3200 D29 DET MAX 4000 NEXOX at 5000 D33 DVR at 6000 DVR at 6000
LAMBOURNE 5M LAM 5M 4.0% to 3000 5.2% to 810 120.525 ①②③④⑤	at D2.3 IWW RT intercept R259 DET inbound before D31 DET (MAX 220KT) - cross D29 DET at MAX 250KT - NEXOX - at D11 DET LT intercept R157 LAM to LAM	D2.3 IWW MNM 1500 D31 DET MNM 3200 D29 DET MAX 4000 NEXOX at 5000 D15 LAM at 5000 D10 LAM at 6000 LAM at 6000
TIGER 3M 4.0% to 3000 118.950 ①②④⑤	at D2.3 IWW LT intercept R283 MAY to MAY before D13 MAY - R076 MAY to TIGER - LT intercept R157 LAM to LAM	D9 MAY MNM 3000 MAY at 5000 TIGER at 5000 LAM at 5000

- ① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.
- ③ Close-in obstacles exist
- ④ No turns below 710ft.
- ⑤ Expect first CPDLC logon code EGGT.

LGW-EGKK

5-150

SIDs RWY 26L/R NORTH/EAST

WIZAD 4M / CLACTON 9V / DAGGA 1V / DOVER 9V

RWYs 26L/R (258°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
WIZAD 4M 4.0% to 3000 118.950 ②④	at D2.3 IWW LT intercept R283 MAY to MAY before D13 MAY - LT intercept R259 DVR inbound to WIZAD	D9 MAY MNM 3000 MAY MNM 5000 D35 DVR at 6000 WIZAD at 6000
	Runway 26R	
CLACTON 9V CLN 9V 4.0% to 3000 5.2% to 810 120.525 ①②③④	at D2.3 IWW RT intercept R259 DET inbound before D31 DET (MAX 220 KT) - cross D29 DET at MAX 250KT - at NEXOX RT intercept R278 DVR inbound - at D32.4 DVR LT intercept R185 DET to DET - R014 DET - at DAGGA RT intercept R263 CLN to CLN	D2.3 IWW MNM 1500 D31 DET MNM 3200 D29 DET MAX 4000 NEXOX at 5000 DET at 5000 D5 DET at 6000 CLN at 6000
DAGGA 1V 4.0% to 3000 118.950 ①②④	at D2.3 IWW LT intercept R283 MAY to MAY before D13 MAY - R076 MAY to TIGER - LT intercept R194 DET to DET - R014 DET - at DAGGA RT intercept R263 CLN to CLN	D9 MAY MNM 3000 MAY at 5000 TIGER at 5000 CLN at 5000
DOVER 9V DVR 9V 4.0% to 3000 5.2% to 810 120.525 ①②③④	at D2.3 IWW RT intercept R259 DET inbound before D31 DET (MAX 220KT) - cross D29 DET at MAX 250KT - at NEXOX RT intercept R278 DVR to DVR	D2.3 IWW MNM 1500 D31 DET MNM 3200 D29 DET MAX 4000 NEXOX at 5000 D33 DVR at 6000 DVR at 6000

① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.

② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.

③ Close-in obstacles exist

④ No turns below 710ft.

LGW-EGKK

5-160

SIDs RWY 26L/R NORTH/EAST

LAMBOURNE 5V / TIGER 3V / WIZAD 4V

RWY 26R (258°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
LAMBOURNE 5V LAM 5V 4.0% to 3000 5.2% to 810 120.525 ①②③④⑤	at D2.3 IWW RT intercept R259 DET inbound before D31 DET (MAX 220KT) - cross D29 DET at MAX 250KT - NEXOX - at D11 DET LT intercept R157 LAM to LAM	D2.3 IWW MNM 1500 D31 DET MNM 3200 D29 DET MAX 4000 NEXOX at 5000 D15 LAM at 5000 D10 LAM at 6000 LAM at 6000
TIGER 3V 4.0% to 3000 118.950 ①②④⑤	at D2.3 IWW LT intercept R283 MAY to MAY before D13 MAY - R076 MAY to TIGER - LT intercept R157 LAM to LAM	D9 MAY MNM 3000 MAY at 5000 TIGER at 5000 LAM at 5000
WIZAD 4V 4.0% to 3000 118.950 ②④	at D2.3 IWW LT intercept R283 MAY to MAY before D13 MAY - LT intercept R259 DVR inbound to WIZAD	D9 MAY MNM 3000 MAY MNM 5000 D35 DVR at 6000 WIZAD at 6000

- ① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.
- ② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.
- ③ Close-in obstacles exist
- ④ No turns below 710ft.
- ⑤ Expect first CPDLC logon code EGTT.

LGW-EGKK**5-170****SIDs RWY 26L/R SOUTH/WEST****BOGNA 1M / HARDY 5M / NOVMA 1M / SEAFORD 5M**

RWY 26L (258°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
BOGNA 1M 4.0% to 3000 133.180 ①②	at D10.5 MID LT intercept R175 OCK - at D28 OCK LT intercept R147 MID to BOGNA	D10.5 MID MNM 2500 D13 OCK MNM 3000 D18 OCK at 5000 D23 OCK at 6000 BOGNA at 6000
HARDY 5M 4.0% to 3000 133.180 ①②	at D10.5 MID LT intercept R175 OCK - at D28 OCK LT intercept R147 MID - at BOGNA LT intercept R117 GWC to HARDY	D10.5 MID MNM 2500 D13 OCK MNM 3000 D18 OCK at 5000 D23 OCK at 6000 HARDY at 6000
NOVMA 1M 4.0% to 3000 134.125 ①②③	intercept R064 MID to MID - R259 MID to NOVMA	D10 MIDMNM 2500 D8 MID MNM 3000 MID at 4000 NOVMA at 4000
SEAFORD 5M SFD 5M 4.0% to 3000 134.125 ①②	crossing R319 SFD (D6.8 IWW) LT intercept R312 SFD to SFD	R319 SFD / D6.8 IWW MNM 2500 D25 SFD at 4000 D18 SFD MNM 5000 D16 SFD at 6000 SFD at 6000

① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.

② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.

③ Expect first CPDLC logon code EGTT.

LGW-EGKK**5-180****SIDs RWY 26L/R SOUTH/WEST****BOGNA 1V / HARDY 5V / NOVMA 1V / SEAFORD 5V**

RWY 26R (258°)

When instructed, contact London CTL or Gatwick DIR.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
BOGNA 1V 4.0% to 3000 133.180 ①②	at D10.5 MID LT intercept R175 OCK - at D28 OCK LT intercept R147 MID to BOGNA	D10.5 MID MNM 2500 D13 OCK MNM 3000 D18 OCK at 5000 D23 OCK at 6000 BOGNA at 6000
HARDY 5V 4.0% to 3000 133.180 ①②	at D10.5 MID LT intercept R175 OCK - at D28 OCK LT intercept R147 MID - at BOGNA LT intercept R117 GWC to HARDY	D10.5 MID MNM 2500 D13 OCK MNM 3000 D18 OCK at 5000 D23 OCK at 6000 HARDY at 6000
NOVMA 1V 4.0% to 3000 134.125 ①②③	intercept R064 MID to MID - R259 MID to NOVMA	D10 MID MNM 2500 RD8 MID MNM 3000 MID at 4000 NOVMA at 4000
SEAFORD 5V SFD 5V 4.0% to 3000 134.125 ①②	crossing R319 SFD (D6.8 IWW) LT intercept R312 SFD to SFD	R319 SFD / D6.8 IWW MNM 2500 D25 SFD at 4000 D18 SFD MNM 5000 D16 SFD at 6000 SFD at 6000

① Report callsign, SID designator, current and cleared altitude on first contact with London CTL.

② Crews shall request conventional SID when obtaining their clearance from Gatwick Delivery. Otherwise will be issued with an RNAV 1 SID.

③ Expect first CPDLC logon code EGTT.

Effective 16-AUG-2018

09-AUG-2018

LGW-EGKK

United Kingdom London Gatwick

RNAV STARs OTMET / VASUX

6-10

RNAV STARs AMDUT / ARNUN

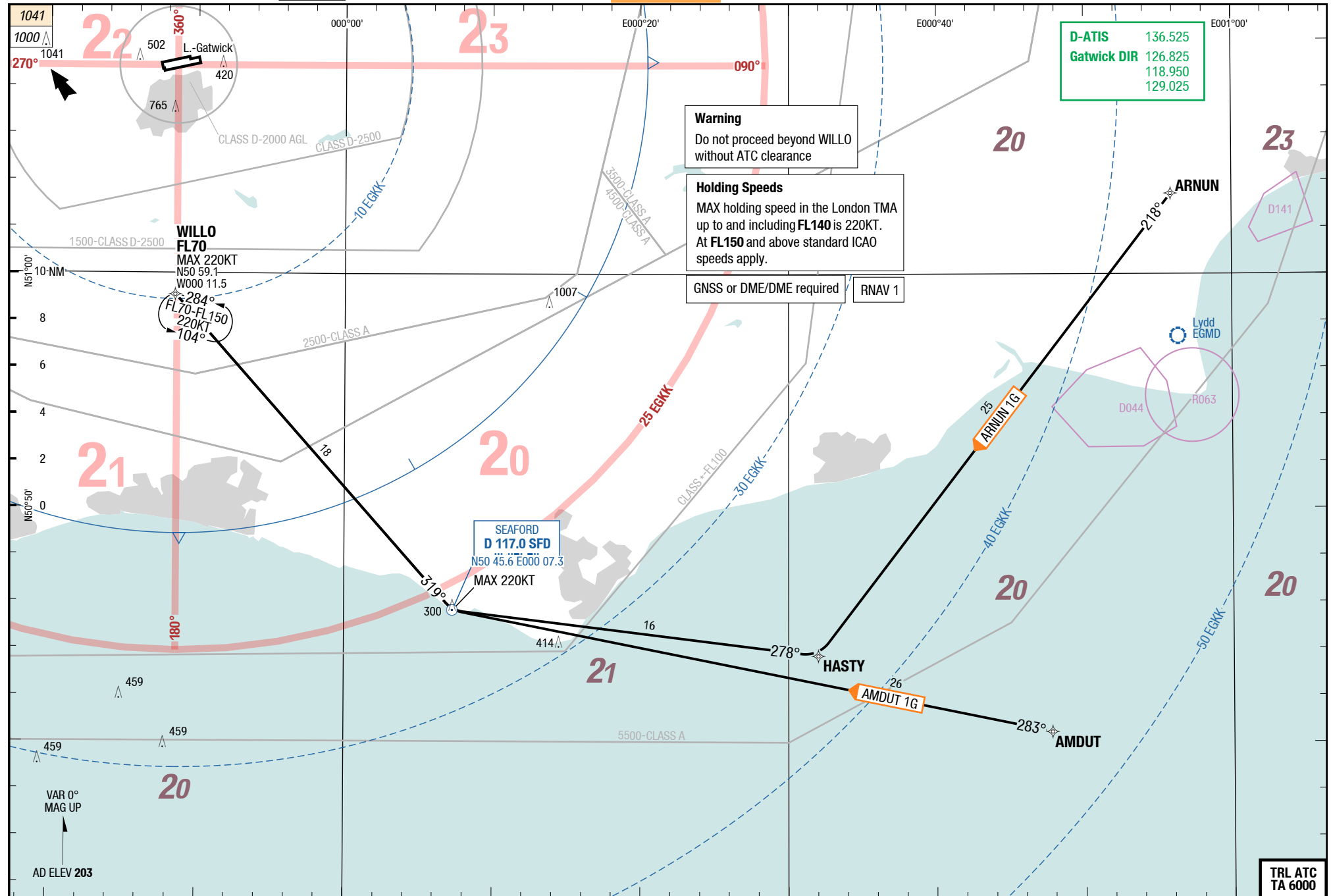
STAR

STAR

Gatwick London United Kingdom

RNAV STARs OTMET / VASUX

RNAV STARs AMDUT / ARNUN



Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

LGW-EGKK

United Kingdom London Gatwick

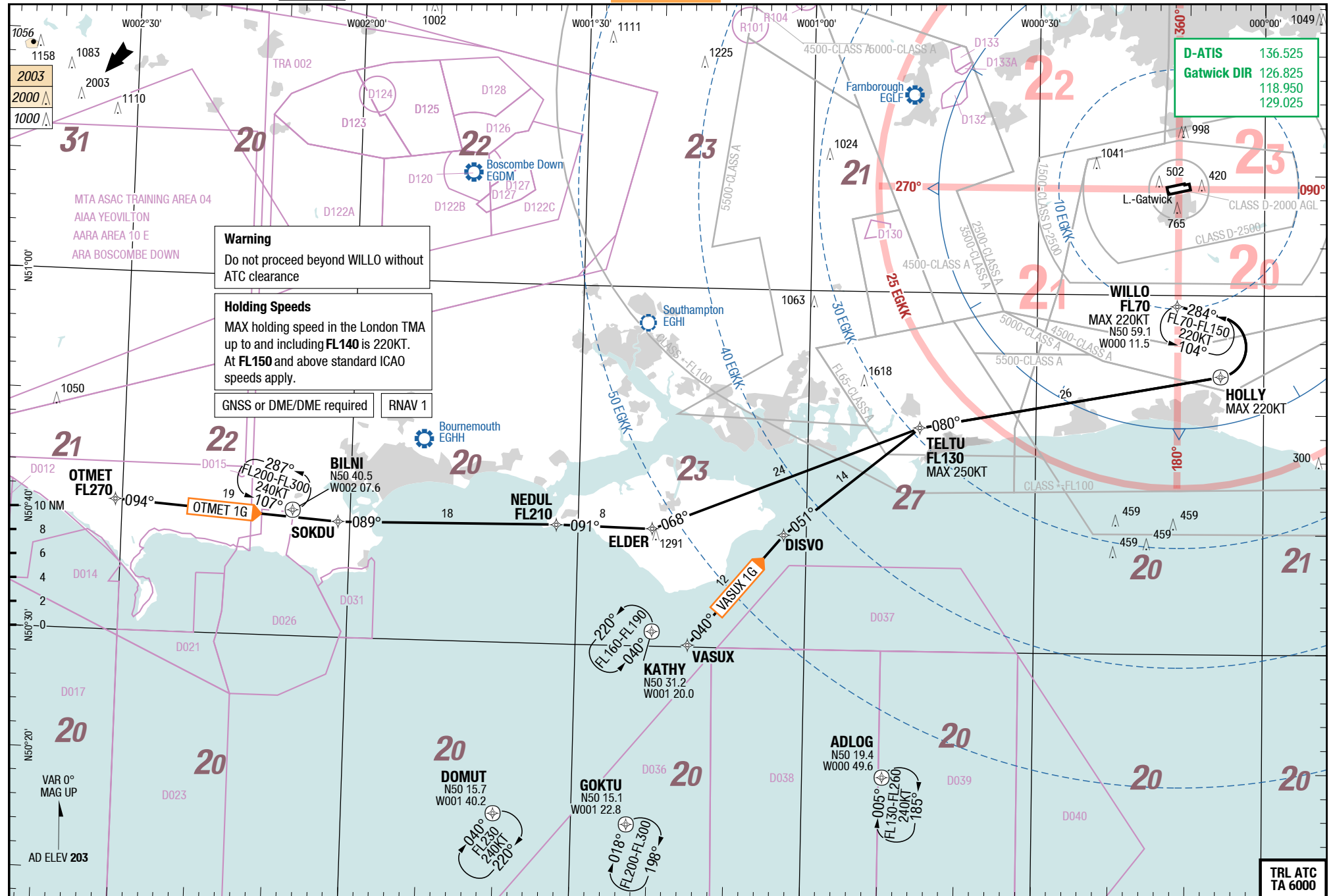
6-20 RNAV STARs OTMET / VASUX

STAR

STAR

Gatwick London United Kingdom

RNAV STARs OTMET / VASUX



Changes: WPT , HLDG

Effective 16-AUG-2018

09-AUG-2018

LGW-EGKK

United Kingdom London Gatwick

STARs ASTRA (VOR DME MID U/S)

6-30

RNAV STARs TIMBA / TELTU

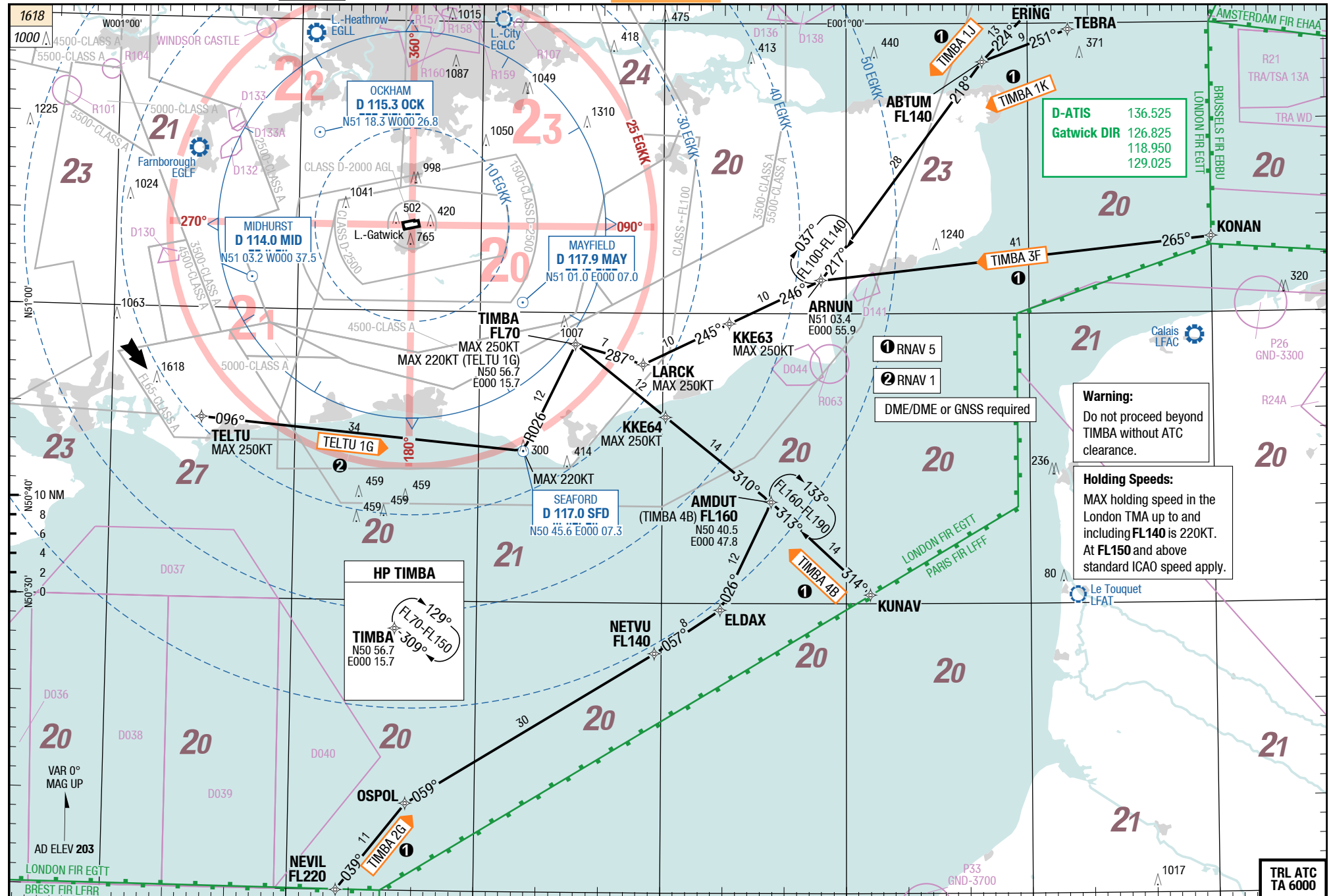
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STAR

Gatwick London United Kingdom

STARs ASTRA (VOR DME MID U/S)

RNAV STARs TIMBA / TELTU



Changes: Nil

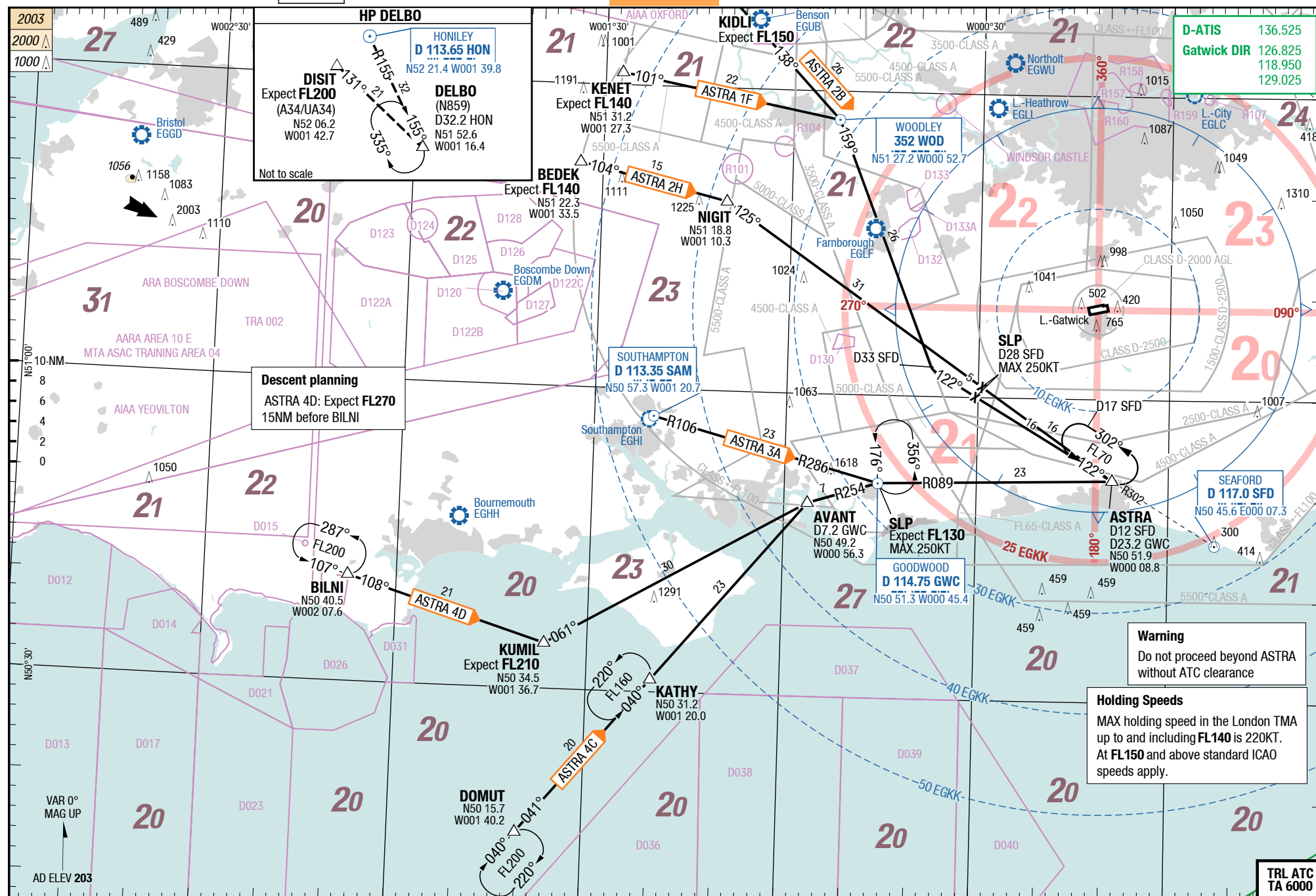
LGW-EGKKUnited Kingdom **London** Gatwick

STAR

STAR

Gatwick **London** United Kingdom

STARs ASTRA (VOR DME MID U/S)

6-40 **STARs ASTRA (VOR DME MID U/S)**

Changes: HLDG

TRL ATC
TA 6000

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17-MAY-2018

LGW-EGKKUnited Kingdom **London** Gatwick

STARS WILLO

6-50

STARs LUMBA / TIMBA

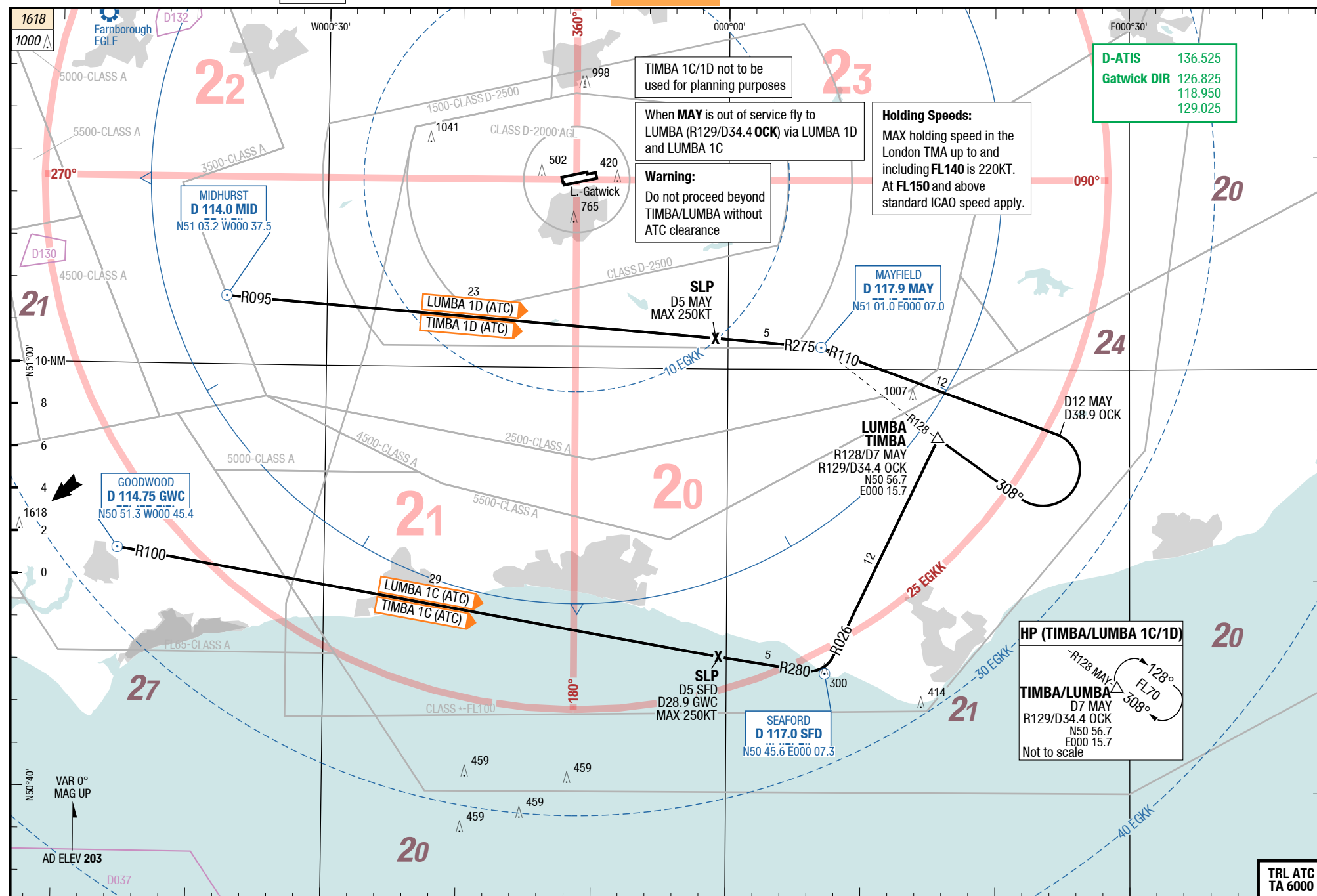
STAR

STAR

Gatwick **London** United Kingdom

STARS WILLO

STARs LUMBA / TIMBA



Changes: MGA, OBST

TRL ATC
TA 6000

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LGW-EGKK

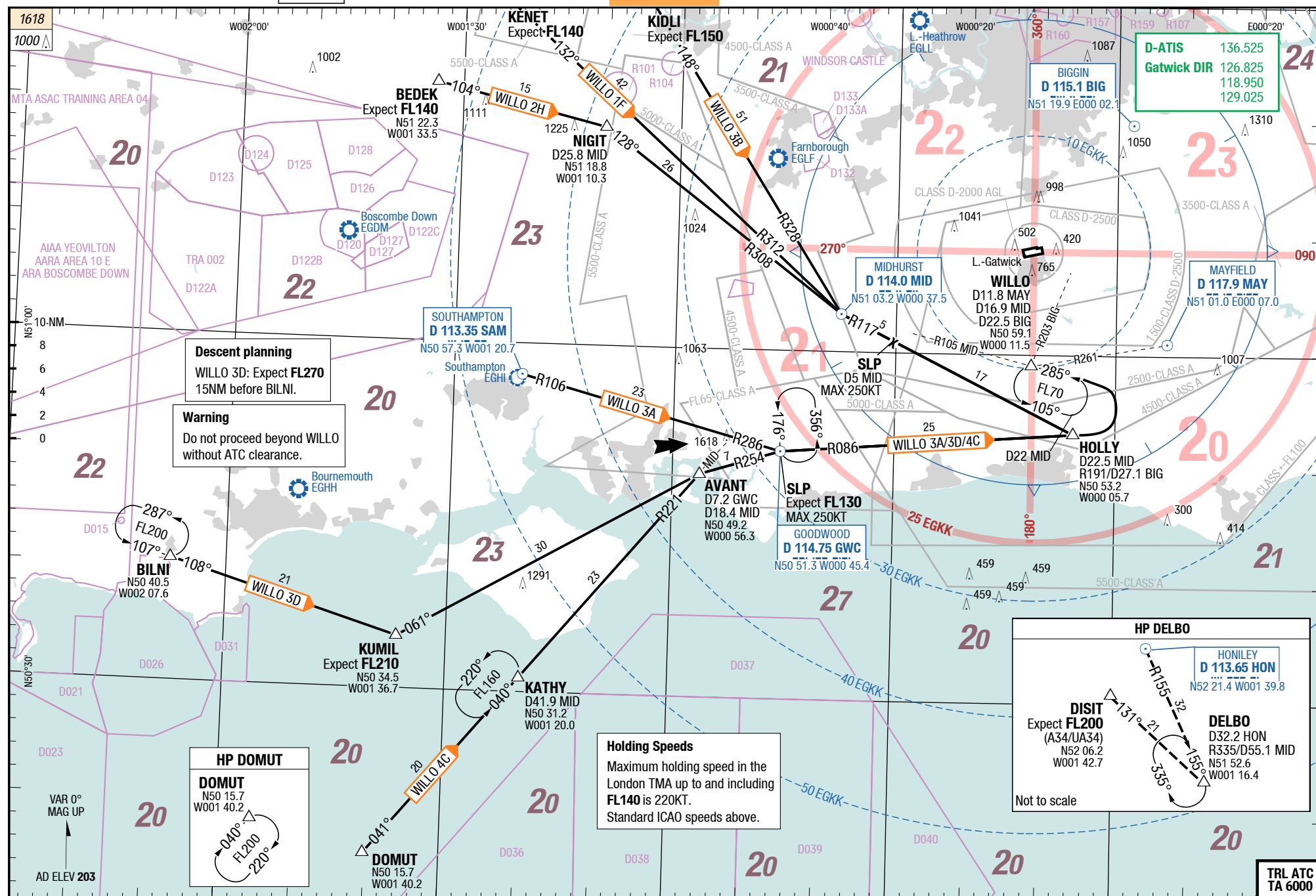
STAR

STAR

STARs WILLO

6-60

STARs WILLO



Changes: MGA, OBST

TRL ATC
TA 6000

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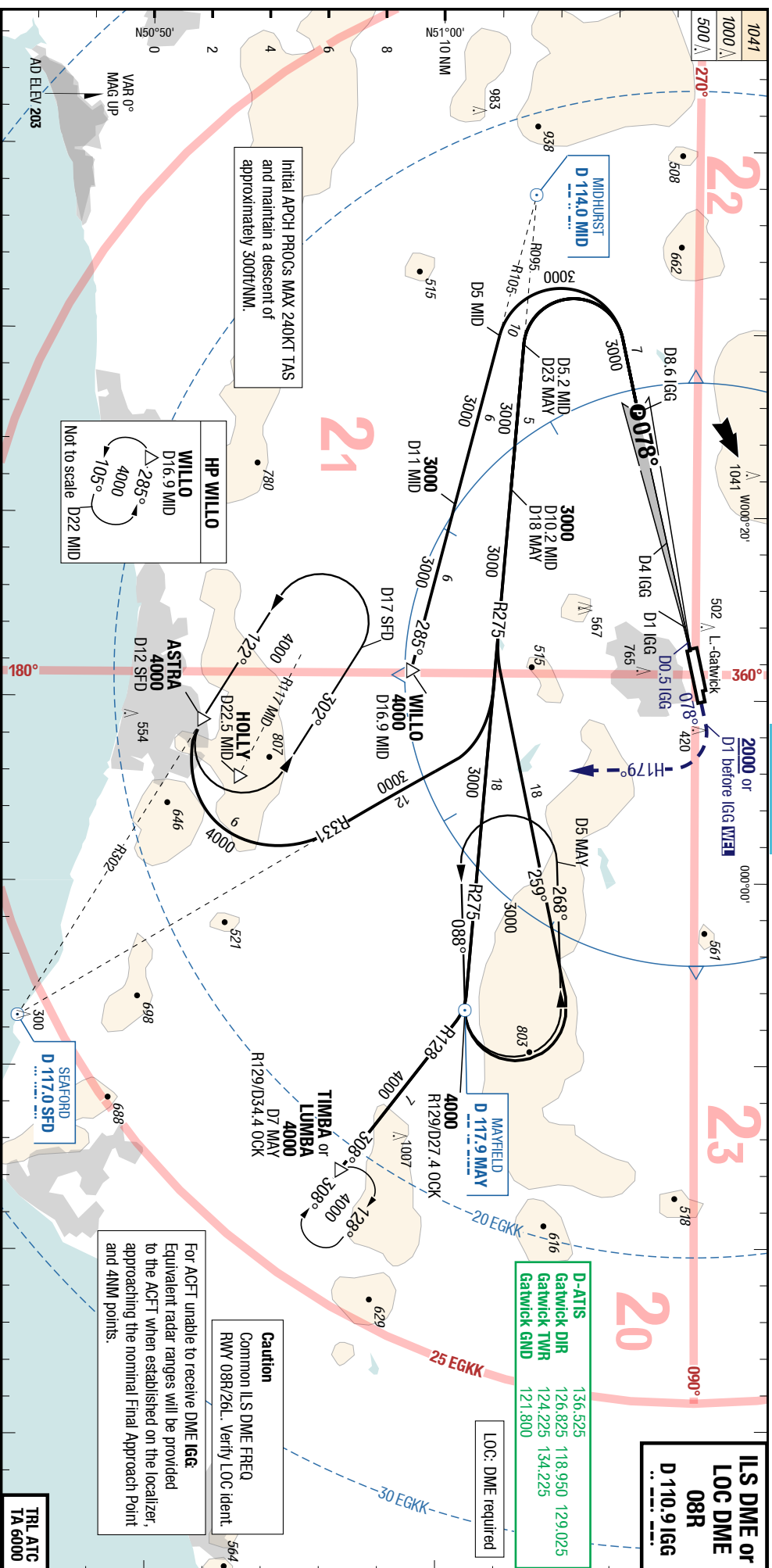
LGW-EGKK

ILS DME or LOC DME 26L

IAC

IAC

ILS DME or LOC DME 08R



08R		Cat 3b	Cat 2	Cat 1	LOC DME	SRA RIT2	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 95 RA	200 - 550 400	550 - 1.8 740	550 - 1.8 740	770 - 2.4V 970
D	ft - m/km ft	0 - 75R Company	100 - 300R 95 RA	200 - 550 400	550 - 1.8 740	550 - 1.8 740	920 - 3.6V 1120

LOC 3.00°		D 166	
8,6	7	6	5
3000	2500	2180	1860
		1220	900

196 THR
15 HL
60 HL

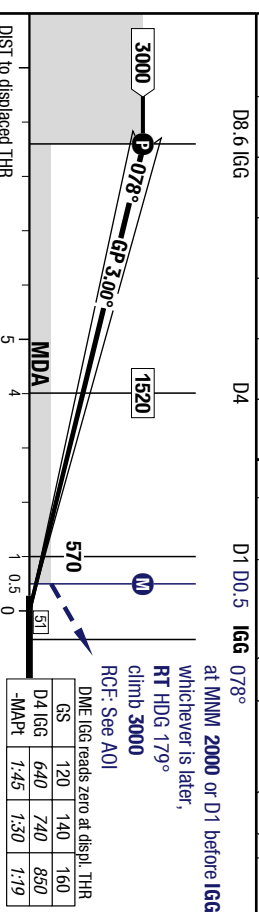
910 83.0°

HL-P2

THR 196 (7Hpa) / TDZ 196 (---%)

0.0%

0.0%



09-AUG-2018

LGW-EGKK

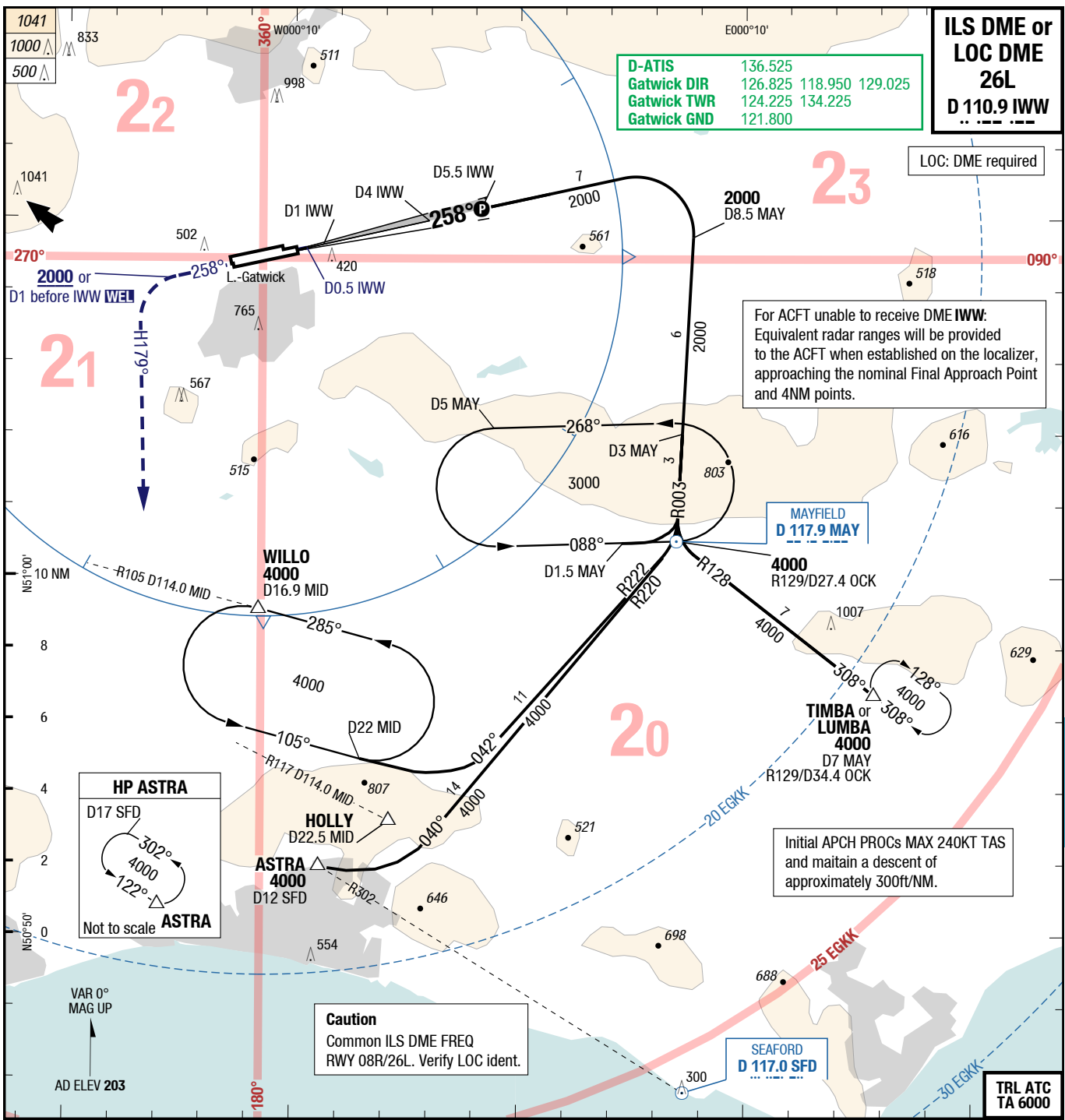
United Kingdom London Gatwick

7-20 ILS DME or LOC DME 26L

IAC
IAC

Gatwick London United Kingdom

ILS DME or LOC DME 26L



60 HL 15 HL 45 G 2831 424 910 26L 3.0° 0.0% TDZ 196 (---%) / THR 196 (7hPa) HL-P2						1 2 3 5 5.5 580 890 1210 1850 2000 D4 D5.5 IWW					LOC 3.00° D IWW			
258° at MNM 2000 or D1 before IWW, whichever is later, LT HDG 179° climb 3000 RCF: See AOI														
DME IWW reads zero at displ. THR														
GS	120	140	160											
D4 IWW	640	740	850											
-MAPt	1:45	1:30	1:19											
0 0.5 1 4 5 DIST to displaced THR														
26L			Cat 3b		Cat 2		Cat 1 1)		LOC DME		SRA RTR2		Circling	
C	ft - m/km ft	0 - 75R Company		100 - 300R 101 RA		200 - 550 400		370 - 1.0 560		490 - 1.5 680		770 - 2.4V 970		
D	ft - m/km ft	0 - 75R Company		100 - 300R 101 RA 2)		200 - 550 400		370 - 1.0 560		490 - 1.5 680		920 - 3.6V 1120		
1) With EVS 350m 2) If not conducting autoland RVR 350m required														

Changes: HLDG

01-FEB-2018

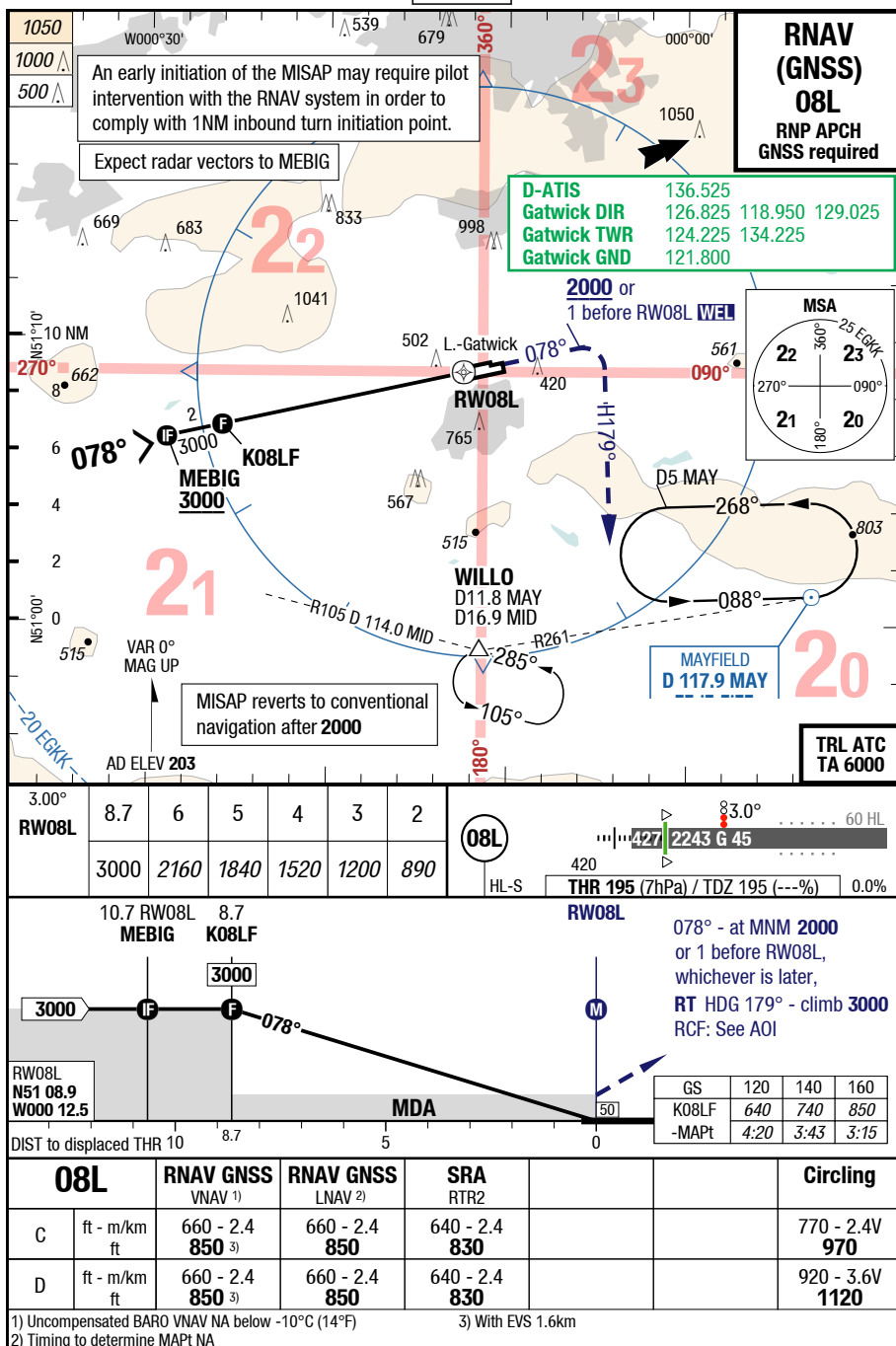
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IAC

LGW-EGKK

7-30

RNAV (GNSS) 08L

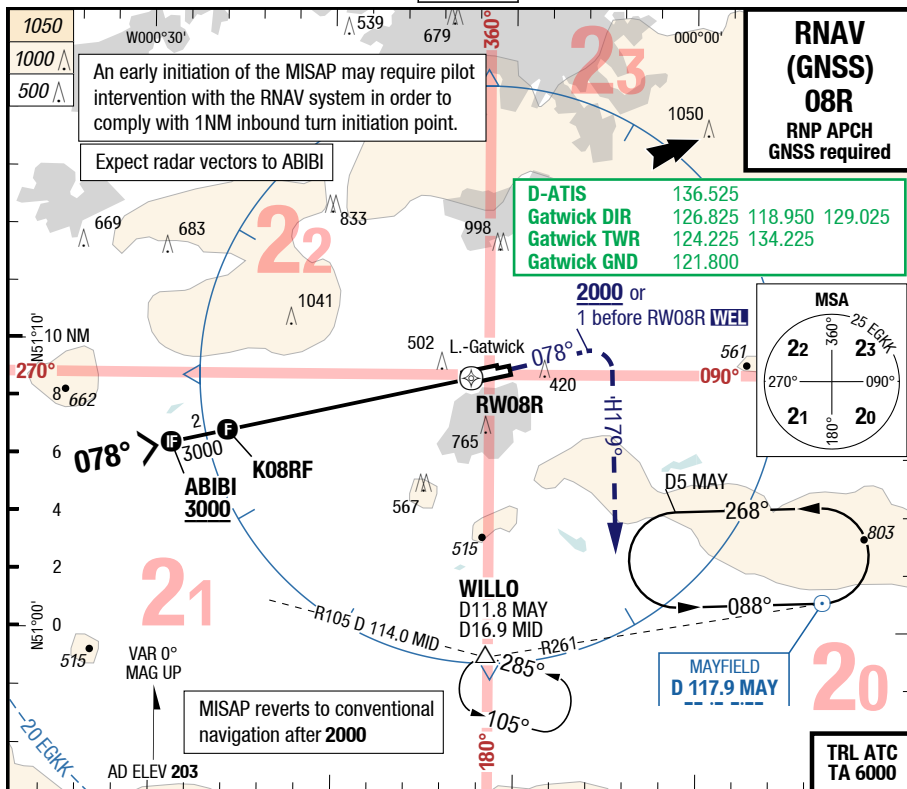


Changes: VAR

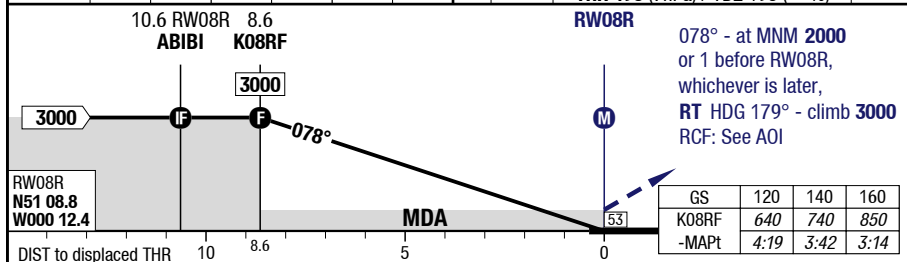
01-FEB-2018

United Kingdom **London** Gatwick

IAC

LGW-EGKK**7-40****RNAV (GNSS) 08R**

3.00°	8.6	6	5	4	3	2	08R	910	2766 G 45	60 HL
RW08R	3000	2160	1850	1530	1210	890	HL-P2	THR 196 (7hPa) / TDZ 196 (---%)	0.0%	15 HL



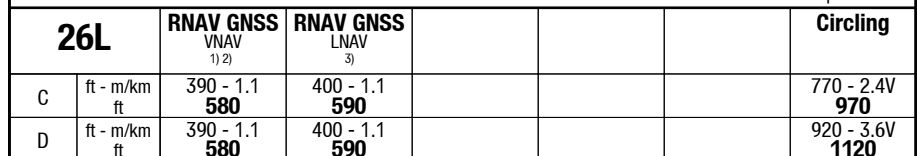
08R	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling
C	ft - m/km ft 700	510 - 1.6 740	770 - 2.4V 970
D	ft - m/km ft 700	510 - 1.6 740	920 - 3.6V 1120

1) Uncompensated BARO VNAV NA below -10°C (14°F)

2) With EVS 1.1km, wo EVS use STD

Changes: VAR

RNAV (GNSS) 26L



2) With EVS 750m, wo EVS use STD

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01-FEB-2018

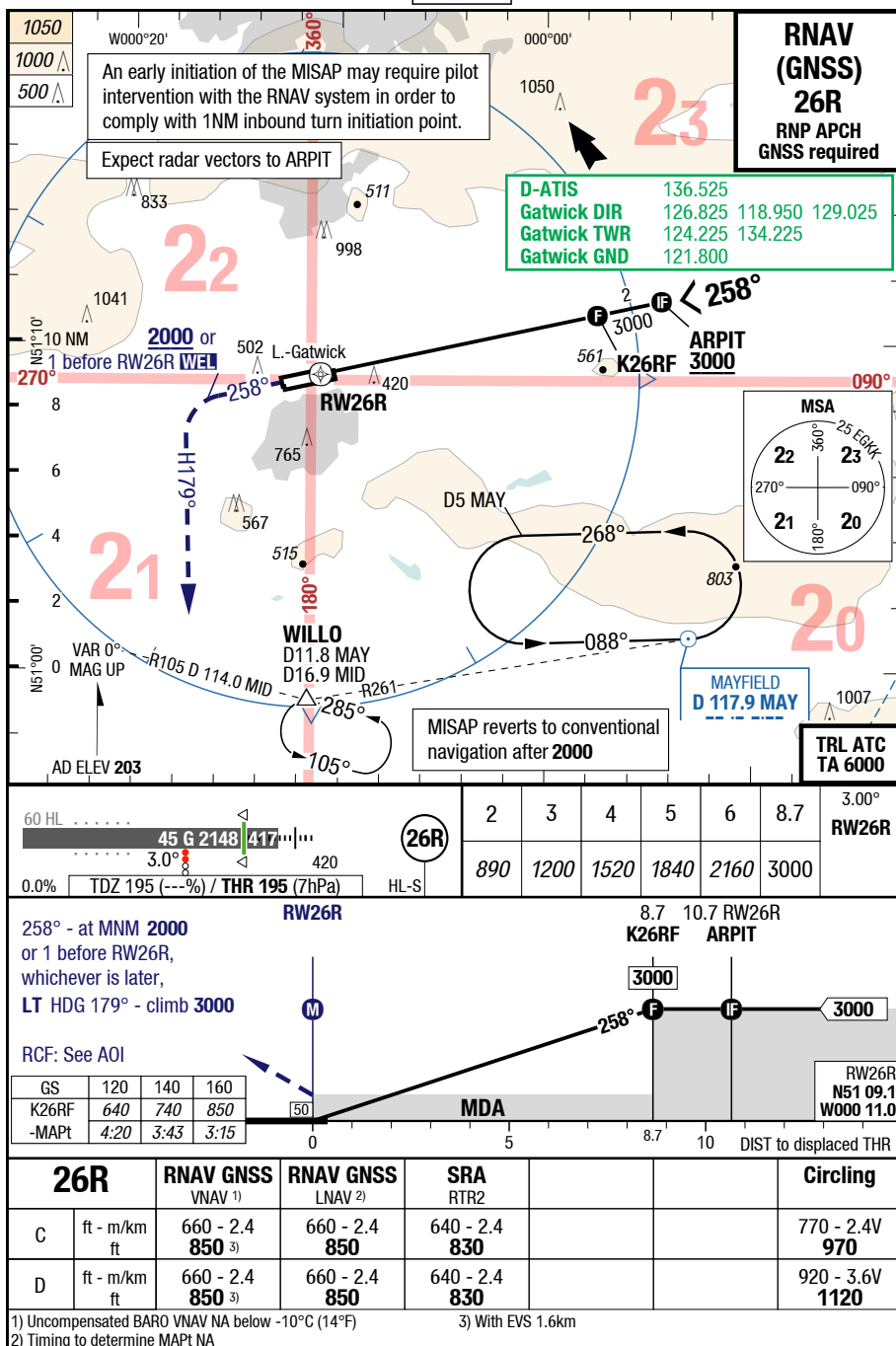
United Kingdom London Gatwick

IAC

LGW-EGKK

7-60

RNAV (GNSS) 26R



Changes: VAR

LGW-EGKK

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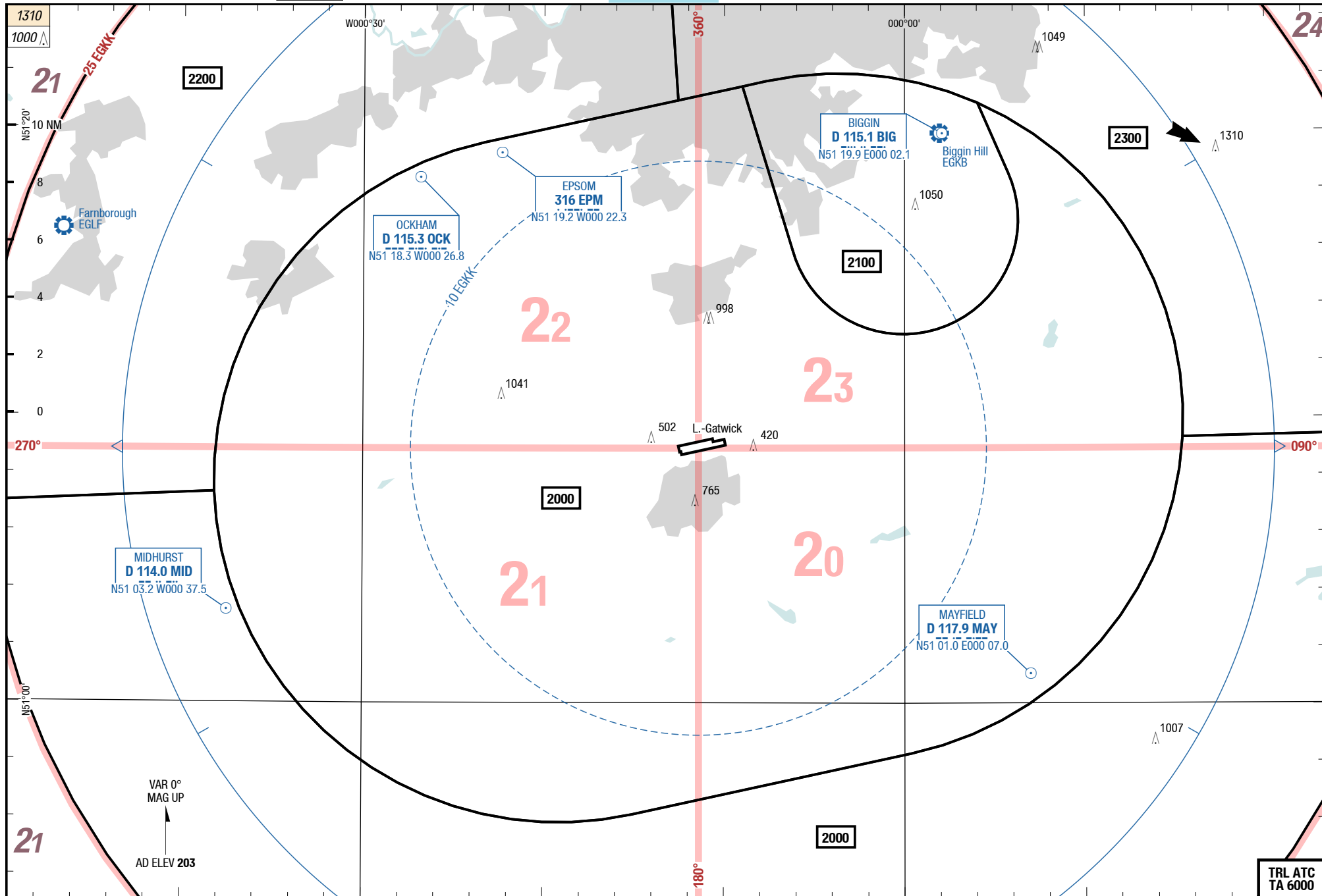
MRC

MRC

MRC

Gatwick **London** United Kingdom

MRC



Changes: VAR

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