1. GENERAL

1.4. TAXI PROCEDURES

Wingtip clearance for TWY L, between intersections with TWY R and S is 139'/42.5m.
On TWY J East of TWY N, TWY Z and TWY Y ABEAM Pier 1 and Y4 to Y3, large ACFT must be under tow.
When RWY 08L/26R is in use, parallel TWY J MAX wingspan 99'/30m.
TWY L beyond stand 36 to access stands 37 and 38 MAX wingspan 200'/61m.

1.5. PARKING INFORMATION

1.5.1. GENERAL

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

1.5.2. STAND ENTRY GUIDANCE SYSTEMS

The illumination of Stand Entry Guidance Systems should indicate that a safety check of the stand has been made by the handling agent prior to the ACFT arrival.
Stands 1 thru 28, 31 thru 38R, 42, 46 thru 54, 56 thru 68, 101 thru 113, 130 thru 136, 140 thru 145, 153, 154, 158 thru 161, 169 thru 180 and 551 thru 554 equipped with Stand Entry Guidance System.

1.6. OTHER INFORMATION

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

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

Cross Speed Limit Point or 3 MIN before holding faclility at 250 KT or less.

2.2. NOISE ABATEMENT PROCEDURES

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

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

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

An ACFT approaching to land shall according to its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (see below).
Where the use is not particable, 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. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the RWY enables ATC to apply the minimum spacing on final approach that will achieve maximum RWY utilisation and will minimise the occurrence of go-arounds.

The preferred exit points for RWY 26L are:
- Medium/Heavy ACFT: HST FR (Distance from THR 6027'/1837m).
- Light/Small ACFT: HST E (Distance from THR 4334'/1321m).

Pilots of small and medium ACFT are requested to consider which HST offers the best opportunity for a safe and expeditious exit from RWY in order to reduce delays and maximise utilisation.

When exiting the RWY via HST FR the standard routing will be:
To cross the Northern RWY without stopping on the HST and turn RIGHT onto TWY J.

When exiting the RWY via HST E the standard routing will be:
To turn RIGHT on the Northern RWY without stopping on the HST.

ACFT are not to stop on any HST awaiting instructions from ground movement control.

ACFT do not have to call for clearance to cross RWY 26R when exiting RWY 26L as the RWYs can not be used simultaneously.

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 approach lights on RWY 26L and 26R approaches.
Strong southerly/south westerly winds can cause building induced turbulence and wind shear effects when landing on RWY 26L/R.

2.5.2 'LAND AFTER' PROCEDURE

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

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

2.5.3. SPECIAL LANDING PROCEDURES

Special landing procedures may be in force in conditions hereunder, when the use will be as follows:
- When the RWY-in-use is temporarily occupied by other traffic, landing clearance will be issued to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY-in-use the following separation distances will exist:

  - Landing following landing - The preceding landing ACFT will be clear of the RWY-in-use or will be at least 2500m/1.35 NM from the THR of the RWY-in-use.

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2. ARRIVAL

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

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

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

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

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

3. DEPARTURE

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

3.1.1. 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 STOP BARS at RWY holding points.
- The RWY holding points, in addition to red STOP BARS are marked by marker boards 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, red flashing RWY guard lights, forward of the holding positions, denote the proximity of the RWY itself.

3.1.2. GROUND HOLDING AREAS

3.1.2.1. INTRODUCTION

Departing ACFT not holding an immediate ATC slot may push-back and hold at designated ground holding area (not to be confused with RWY holding points) on the APT in a self-manoeuvring nose-out configuration ready to take advance of any slot improvement which may become available. This optimises the use of parking stands, ground resources and departure slots.

Airlines/Handling agents should be aware that due to the increased workload placed upon ATC, these procedures will be subject to the approval of the ATC Watch Manager.

3.1.2.2. PROCEDURES

DELAYS UP to 30 MIN

ACFT should plan to push on scheduled time using normal procedures. If the Ground Movement Controller permits, ACFT will normally be allowed to leave their stand and absorb the delay at the ground holding area (or elsewhere on the APT, en-route), with engines running.

DELAYS FROM 31 to 90 MINUTES

Remote holding is to be requested from the ATC Watch Manager, phone (01293) 601030, approximately 20 minutes in advance of the estimated off chocks time by the handling agent. The following information must be supplied to the ATC Watch Manager:

- ACFT Callsign
- ACFT Type
- Parking Stand
- Request to Move Under Own Power or by Tug
- Calculated Take-off Time (CTOT)

The ATC Watch Manager will asses the current situation and give approval, if appropriate.
Requests for remote holding must not be made on operational ATC frequencies.

TAXI CLEARANCE

ACFT with prior approval to move to a ground holding area will be instructed to contact GATWICK Ground for push-back/taxi or tow clearance. The Ground Movement Controller will determine the ground holding area to be used and will issue instructions accordingly.

AT THE HOLDING AREA

At the ground holding area, pilots will be instructed to maintain a listening watch on the appropriate frequency. Any revisions to the CTOT will be advised as appropriate. If necessary pilots may request to shut down engines providing the APU is running. Start-up approval and airway clearance shall be requested from GATWICK Delivery stating that the ACFT is at a ground holding area.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

3. DEPARTURE

AVAILABILITY

Holding areas may not always be available and their usage is subject to the approval of the Ground Movement Controller (GMC).

ENGINE START

As engine starting at ground holding areas will not be monitored externally by ground staff alternative visual monitoring is recommended from within the ACFT.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise authorized.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

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

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

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

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

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

ACFT movements will score against the quota as follows:

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

3. DEPARTURE

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

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

In the event that the ACFT Certification Department is uncontactable, the Gatwick Flight Evaluation Office may be contacted during normal working hours on Gatwick +44 (0) 1293 504117.

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or landing run.

Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

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

3.5. OTHER INFORMATION

ACFT must not commence their take-off run from RWY 26R before reaching the illuminated 'Start-off Roll' sign.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

1. GENERAL

1.1. ATIS

D-ATIS 136.52

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. REVERSE THRUST

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

1.2.3. RUN-UP TESTS

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

1.2.4. NIGHTTIME RESTRICTIONS

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC Low Visibility Procedures are in operation via ATIS or RTF.
When LVP in operation, all engine runs above idle will not be permitted.

1.3.2. ARRIVAL

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

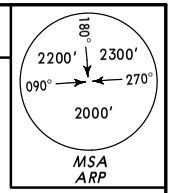
1.3.3. DEPARTURE

RWY 08R
Entry via CAT III holding point at H3, J3, J4 or J7.

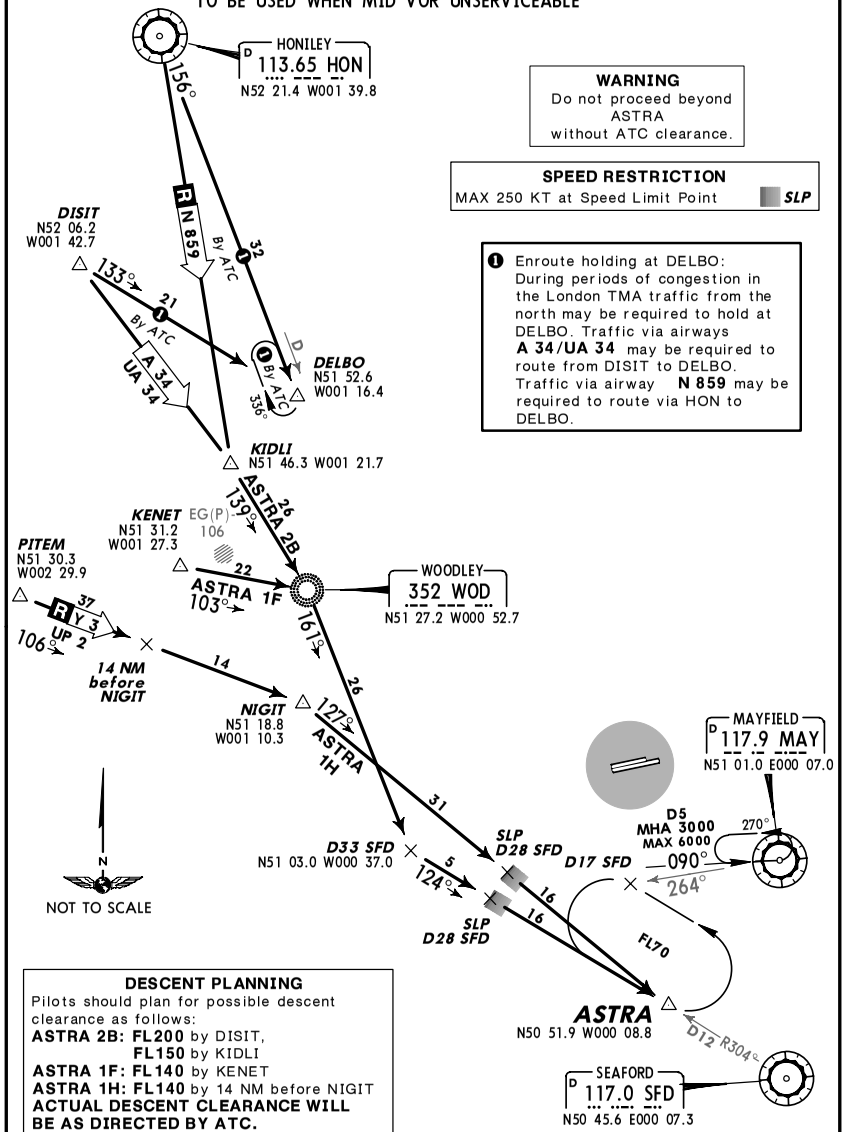
RWY 26L
Entry via CAT III holding point at A3 or M3.

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

D-ATIS	Apt Elev	Alt Set: hPa
136.52	196′	Trans level: By ATC Trans alt: 6000′



ASTRA TWO BRAVO (ASTRA 2B) *[ASTR2B]*
ASTRA ONE FOXTROT (ASTRA 1F) *[ASTR1F]*
ASTRA ONE HOTEL (ASTRA 1H) *[ASTR1H]*
ARRIVALS
FROM NORTH
TO BE USED WHEN MID VOR UNSERVICEABLE



WARNING
Do not proceed beyond ASTRA without ATC clearance.

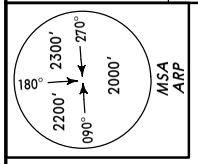
SPEED RESTRICTION
MAX 250 KT at Speed Limit Point SLP

❶ Enroute holding at DELBO: During periods of congestion in the London TMA traffic from the north may be required to hold at DELBO. Traffic via airways **A 34/UA 34** may be required to route from DISIT to DELBO. Traffic via airway **N 859** may be required to route via HON to DELBO.

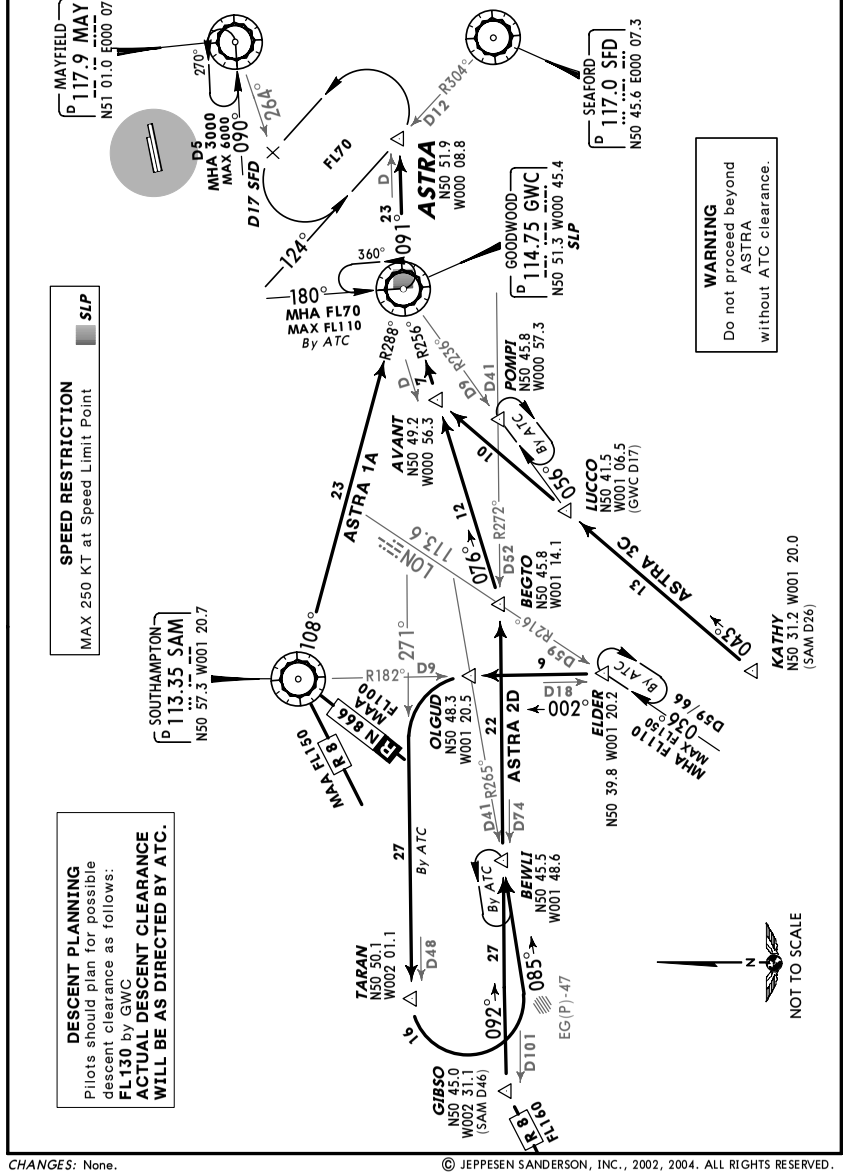
DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ASTRA 2B: FL200 by DISIT,
FL150 by KIDLI
ASTRA 1F: FL140 by KENET
ASTRA 1H: FL140 by 14 NM before NIGIT
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: STARs completely revised.

D-ATIS	Apt Elev	Alt Set: hPa
136.52	196′	Trans level: By ATC Trans alt: 6000′



ASTRA ONE ALFA (ASTRA 1A) *[ASTR1A]*
ASTRA THREE CHARLIE (ASTRA 3C) *[ASTR3C]*
ASTRA TWO DELTA (ASTRA 2D) *[ASTR2D]*
ARRIVALS
FROM SOUTH & WEST
TO BE USED WHEN MID VOR UNSERVICEABLE



SPEED RESTRICTION
MAX 250 KT at Speed Limit Point SLP

WARNING
Do not proceed beyond ASTRA without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL130 by GWC
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: None.

EGKK/LGW
GATWICK

JEPPESEN
30 JUL 04 (20-2B)

LONDON, UK
STAR

ATIS	Apt Elev	Alt Set: hPa
136.52	196′	Trans level: By ATC Trans alt: 6000′

TIMBA TWO ECHO (TIMBA 2E) *[TIMB2E]*
TIMBA ONE HOTEL (TIMBA 1H) *[TIMB1H]*
ARRIVALS
FROM NORTH
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 2E *[LUMB2E]*
LUMBA 1H *[LUMB1H]*

MSA ARP
180° 2300′ 270°
2200′
090° 2000′

SPEED RESTRICTION
MAX 250 KT
at Speed Limit Point SLP

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TIMBA 2E: FL220 by 5 NM before ERING/TEBRA,
FL130 by TANET
TIMBA 1H: by ATC
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

❷ Aircraft positioning from EGSS.
❸ During periods of congestion in the London TMA traffic may be required to hold at LOGAN.

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

❶ **LUMBA 2E, LUMBA 1H**
To be used when MAY VOR or DME unserviceable

CHANGES: Holding over MAY added.

EGKK/LGW
GATWICK

JEPPESEN
30 JUL 04 (20-2C)

LONDON, UK
STAR

ATIS	Apt Elev	Alt Set: hPa
136.52	196′	Trans level: By ATC Trans alt: 6000′

TIMBA TWO BRAVO (TIMBA 2B) *[TIMB2B]*
TIMBA ONE DELTA (TIMBA 1D) *[TIMB1D]* ❷
TIMBA ONE FOXTROT (TIMBA 1F) *[TIMB1F]*
TIMBA ONE GOLF (TIMBA 1G) *[TIMB1G]*
ARRIVALS
FROM EAST, SOUTH & WEST
WHEN MAY VOR OR DME UNSERVICEABLE USE
❶ LUMBA 2B *[LUMB2B]*, LUMBA 1D *[LUMB1D]*
LUMBA 1F *[LUMB1F]*, LUMBA 1G *[LUMB1G]*

MSA ARP
180° 2300′ 270°
2200′
090° 2000′

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
TIMBA 2B: FL150 by BEXIL
TIMBA 1D, 1F, 1G: by ATC
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

SPEED RESTRICTION
MAX 250 KT at Speed Limit Point SLP

❷ By ATC. Not to be used for flight planning purposes.

❶ **LUMBA 2B, LUMBA 1D, LUMBA 1F, LUMBA 1G**
To be used when MAY VOR or DME unserviceable

CHANGES: Holding over MAY added.

EGKK/LGW
GATWICK

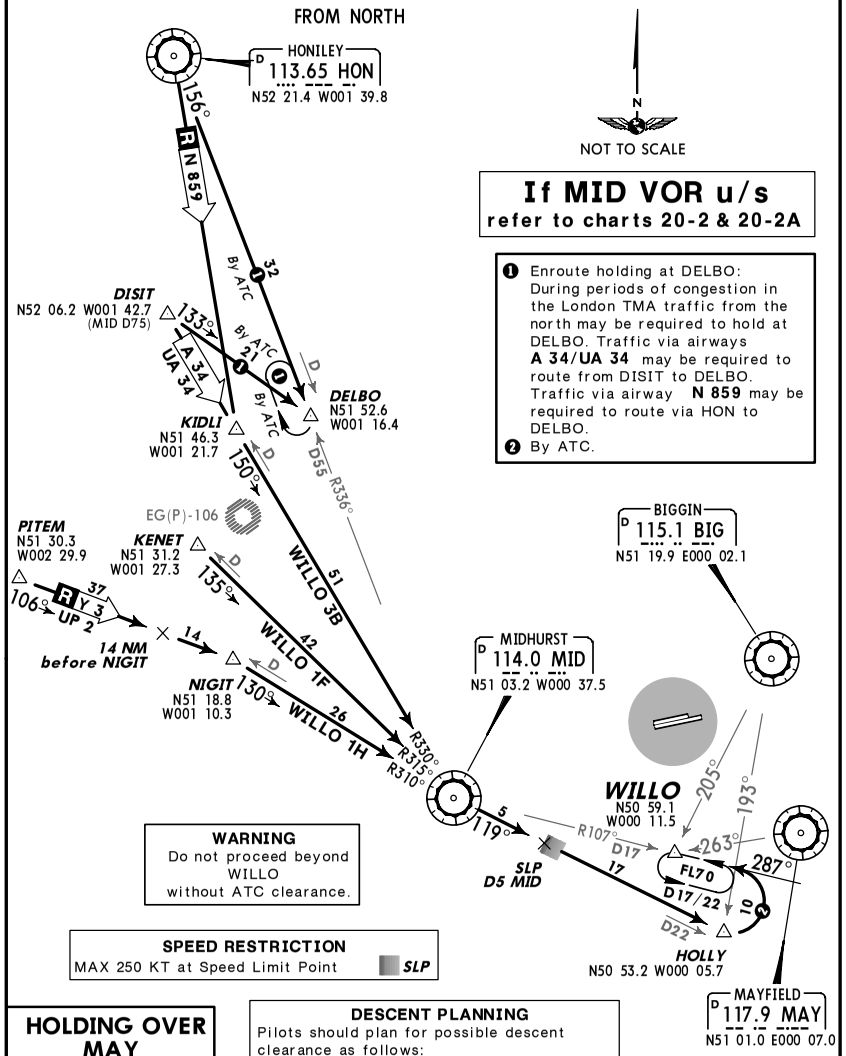
JEPPESEN
4 MAR 05 (20-2D) Eff 17 Mar

LONDON, UK
STAR

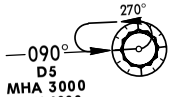
D-ATIS	Apt Elev	Alt Set: hPa
136.52	196′	Trans level: By ATC Trans alt: 6000′

MSA ARP: 180°–090° 2200′ 2300′ 2000′

WILLO THREE BRAVO (WILLO 3B) *[WILO3B]*
WILLO ONE FOXTROT (WILLO 1F) *[WILO1F]*
WILLO ONE HOTEL (WILLO 1H) *[WILO1H]*
ARRIVALS
FROM NORTH



HOLDING OVER MAY



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
WILLO 3B: FL200 by DISIT,
FL150 by KIDLI
WILLO 1F: FL140 by KENET
WILLO 1H: FL140 by 14 NM before NIGIT
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: STARs completely revised.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGKK/LGW
GATWICK

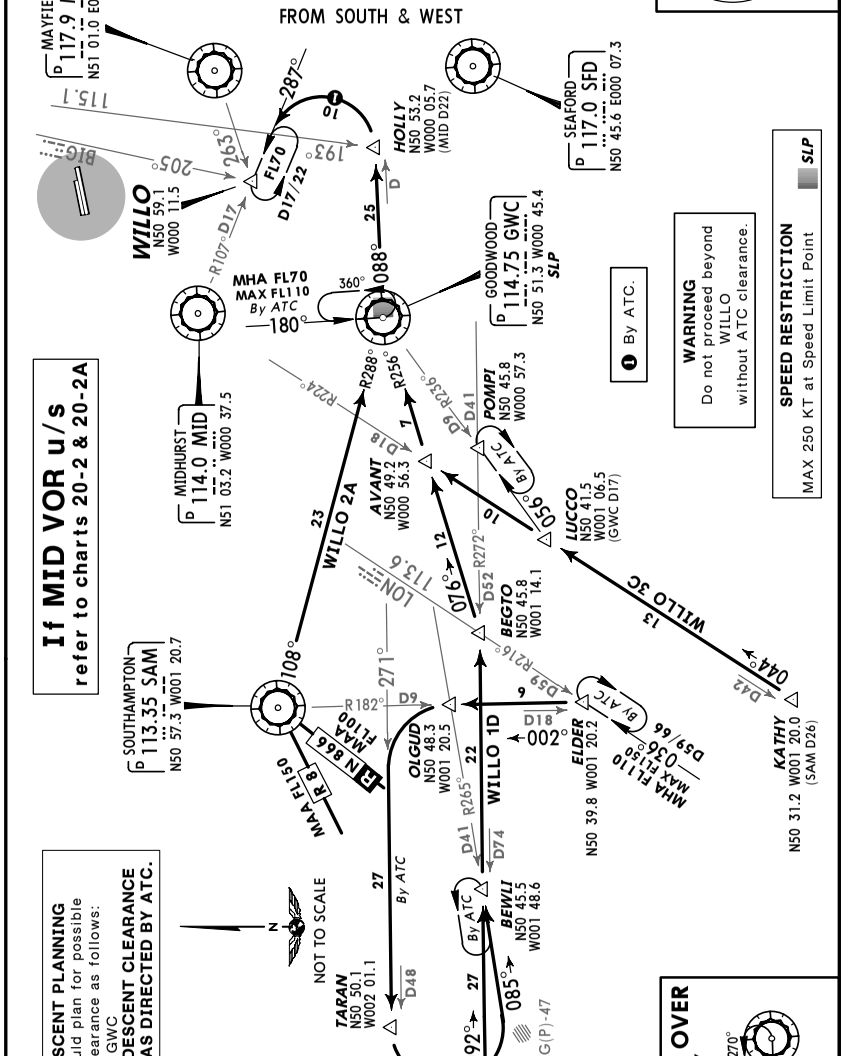
JEPPESEN
4 MAR 05 (20-2E) Eff 17 Mar

LONDON, UK
STAR

D-ATIS	Apt Elev	Alt Set: hPa
136.52	196′	Trans level: By ATC Trans alt: 6000′

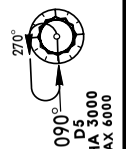
MSA ARP: 180°–090° 2200′ 2300′ 2000′

WILLO TWO ALFA (WILLO 2A) *[WILO2A]*
WILLO THREE CHARLIE (WILLO 3C) *[WILO3C]*
WILLO ONE DELTA (WILLO 1D) *[WILO1D]*
ARRIVALS
FROM SOUTH & WEST



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
FL130 by GWC
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

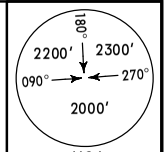
HOLDING OVER MAY



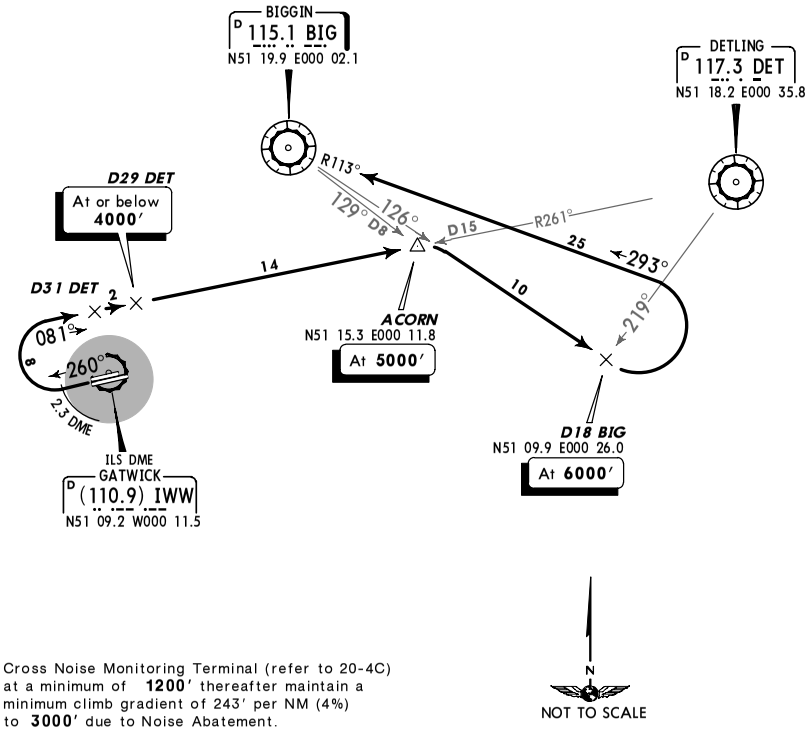
CHANGES: None.

LONDON Control	Apt Elev	
120.52	202′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

BIGGIN SEVEN MIKE (BIG 7M)
BIGGIN SEVEN VICTOR (BIG 7V)
RWYS 26L/R DEPARTURES
TO EGLL & EGWU ONLY
SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED



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



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement.

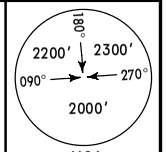
Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
BIG 7M	**26L**	To IWW 2.3 DME, turn RIGHT, intercept DET R-261 inbound by D31 DET to ACORN, turn RIGHT, intercept BIG R-126 to D18 BIG, turn LEFT, intercept BIG R-113 inbound to BIG.
BIG 7V	**26R**	

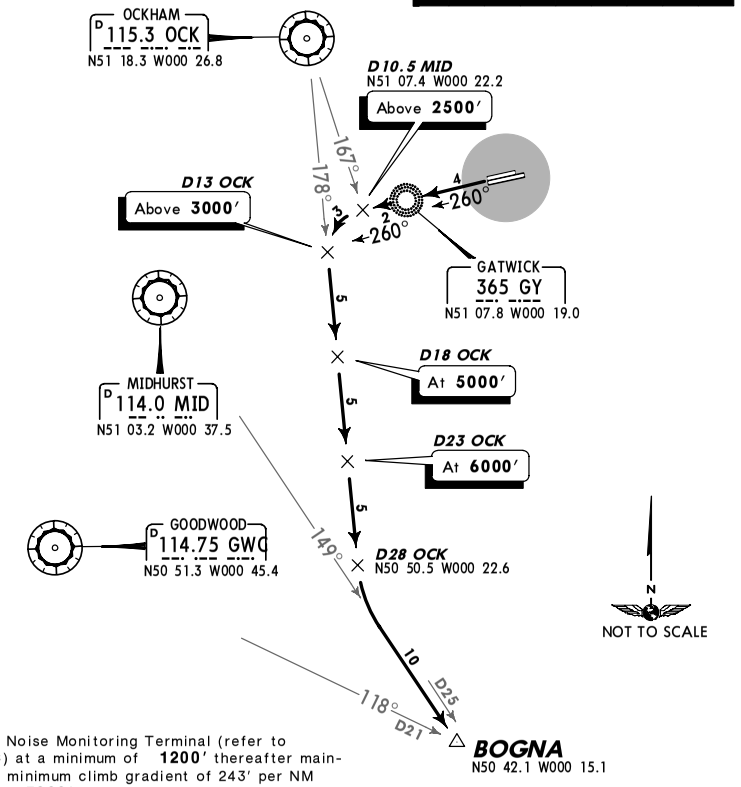
CHANGES: SIDs BIG 3P & 3W transferred; chart redrawn.

LONDON Control	Apt Elev	
133.17	202′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

BOGNA ONE MIKE (BOGNA 1M) *[BOGN1M]*
BOGNA ONE VICTOR (BOGNA 1V) *[BOGN1V]*
RWYS 26L/R DEPARTURES
ONLY AVAILABLE BETWEEN 0600-2300LT
AT OTHER TIMES SIDS SFD 4M & 4V WILL BE USED
SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED



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



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
BOGNA 1M	**26L**	Via GY, maintain 260° track, at D10.5 MID turn LEFT, intercept OCK R-178 to D28 OCK, turn LEFT, intercept MID R-149 to BOGNA.
BOGNA 1V	**26R**	

CHANGES: New chart.

EGKK/LGW GATWICK

JEPPESEN

17 MAR 06 (20-3A)

LONDON, UK

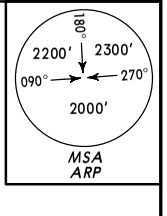
SID

LONDON Control 120.52	Apt Elev 202′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

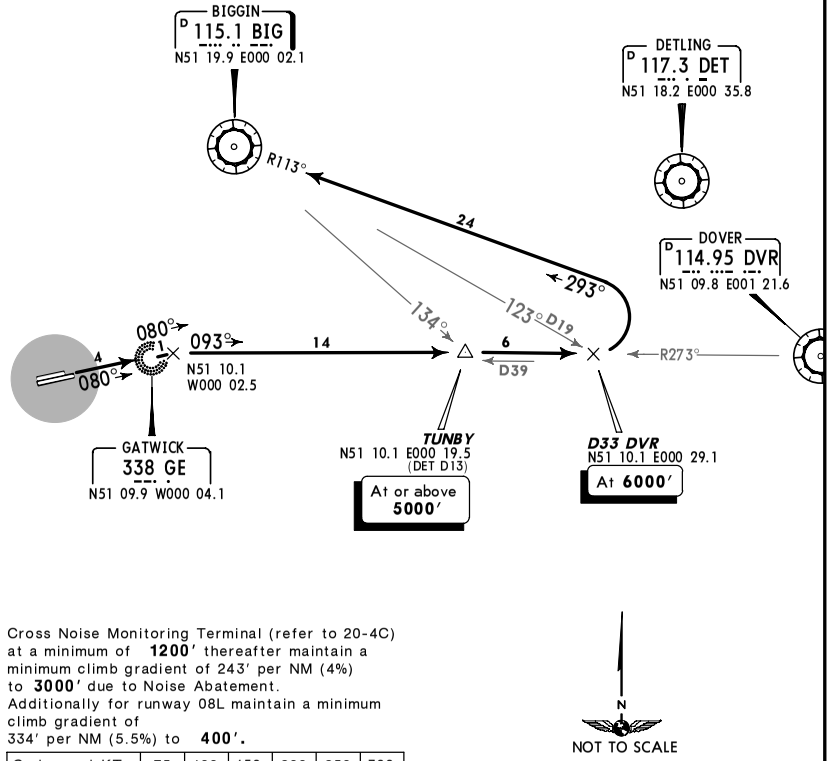
BIGGIN THREE PAPA (BIG 3P)
BIGGIN THREE WHISKEY (BIG 3W)
RWYS 08R/L DEPARTURES

TO EGLL & EGWU ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED



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



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 334′ per NM (5.5%) to **400′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
334′ per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
BIG 3P	08R	Via GE, maintain 080° track, intercept DVR R-273 inbound to D33 DVR, turn LEFT, intercept BIG R-113 inbound to BIG.
BIG 3W	08L	

CHANGES: SIDs transferred.

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EGKK/LGW GATWICK

JEPPESEN

22 JUL 05 (20-3B) Eff 4 Aug

LONDON, UK

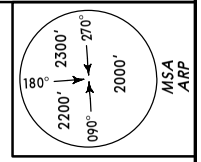
SID

LONDON Control 120.52	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

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

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

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

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

SID	RWY	ROUTING
CLN 8M ❶	26L	To IWW 2.3 DME, turn RIGHT, intercept DET R-261 inbound by D31 DET to ACORN, turn RIGHT, intercept DVR R-280 inbound to D31 DVR, turn LEFT to DET, turn RIGHT, DET R-015 to DAGGA, then to CLN.
CLN 8V ❶	26R	

❶ In order to alleviate airspace congestion and improve ATC flexibility pilots may be offered SIDs TIGER 2M/2V at a late stage of taxiing. If unable to accept inform ATC.

CHANGES: Tracks updated; SIDs RWY 08R/L transferred.

EGKK/LGW GATWICK

JEPPESEN

22 JUL 05 (20-3C) Eff 4 Aug

LONDON, UK

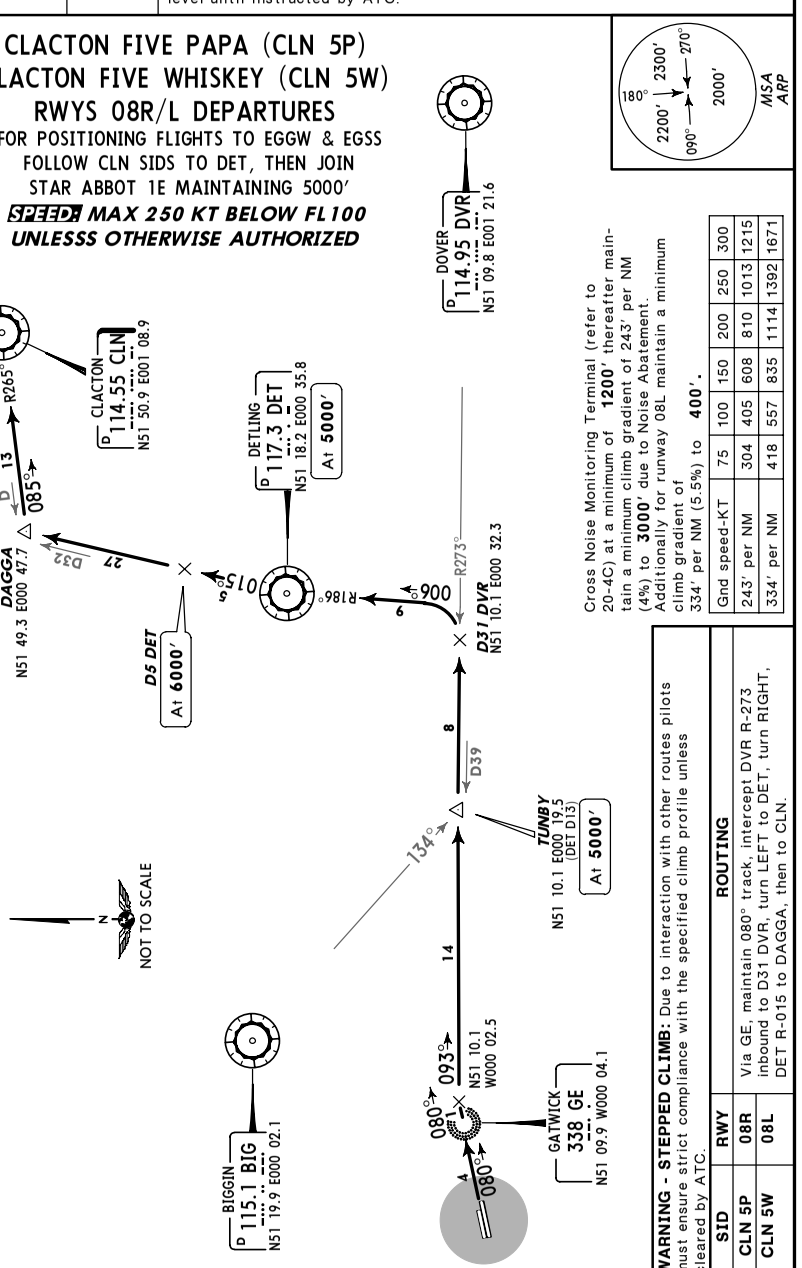
SID

LONDON Control 120.52	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

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

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

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORISED



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 334′ per NM (5.5%) to **400′**.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
334′ per NM	418	557	835	1114	1392	1671

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
CLN 5P	08R	Via GE, maintain 080° track, intercept DVR R-273 inbound to D31 DVR, turn LEFT to DET, turn RIGHT, DET R-015 to DAGGA, then to CLN.
CLN 5W	08L	

CHANGES: Tracks updated; SIDs transferred.

EGKK/LGW GATWICK

JEPPESEN

22 JUL 05 (20-3D) Eff 4 Aug

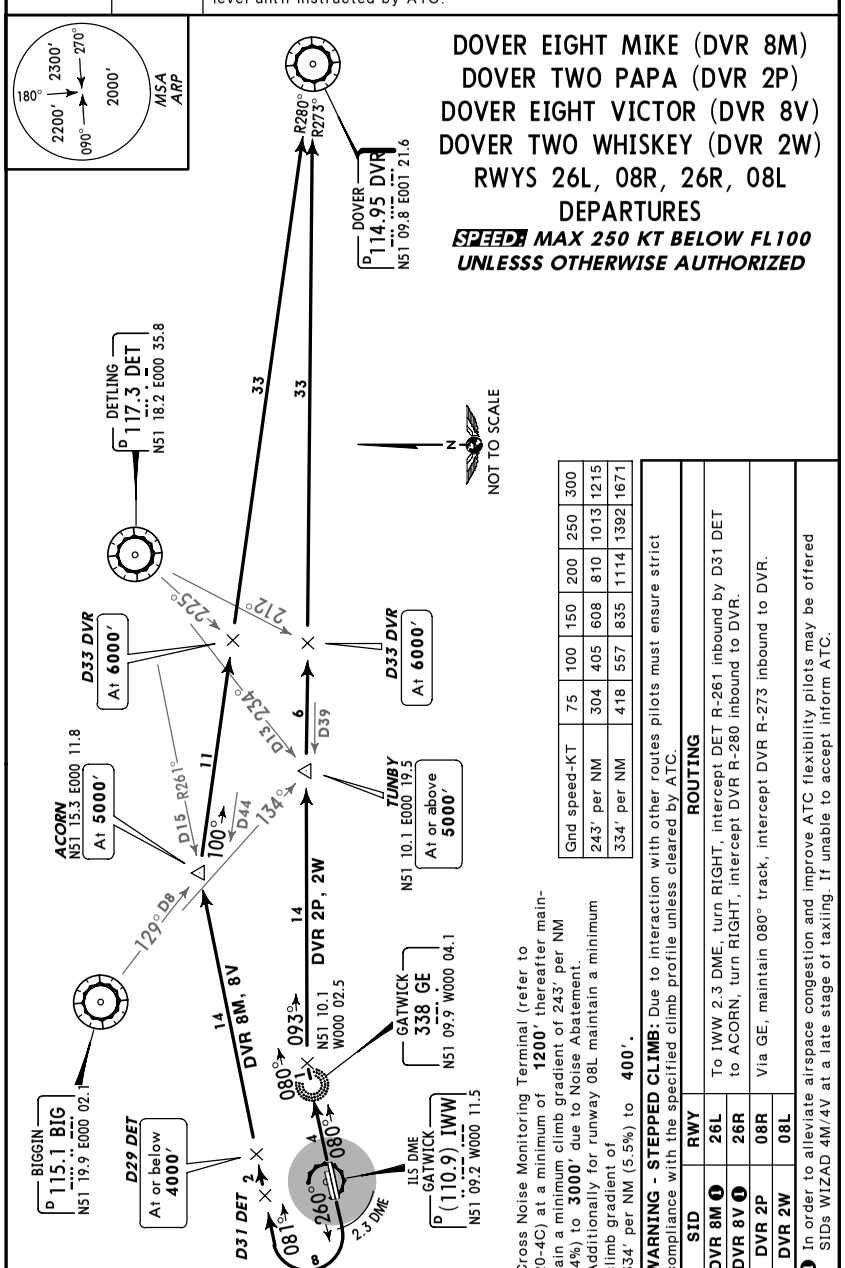
LONDON, UK

SID

LONDON Control 120.52	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

DOVER EIGHT MIKE (DVR 8M)
DOVER TWO PAPA (DVR 2P)
DOVER EIGHT VICTOR (DVR 8V)
DOVER TWO WHISKEY (DVR 2W)
RWYS 26L, 08R, 26R, 08L
DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORISED



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 334′ per NM (5.5%) to **400′**.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
334′ per NM	418	557	835	1114	1392	1671

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
DVR 8M ❶	26L	To IWW 2.3 DME, turn RIGHT, intercept DET R-261 inbound by D31 DET
DVR 8V ❶	26R	to ACORN, turn RIGHT, intercept DVR R-280 inbound to DVR.
DVR 2P	08R	Via GE, maintain 080° track, intercept DVR R-273 inbound to DVR.
DVR 2W	08L	

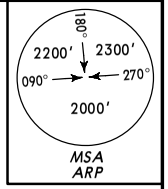
❶ In order to alleviate airspace congestion and improve ATC flexibility pilots may be offered SIDs WIZAD 4M/4V at a late stage of taxiing. If unable to accept inform ATC.

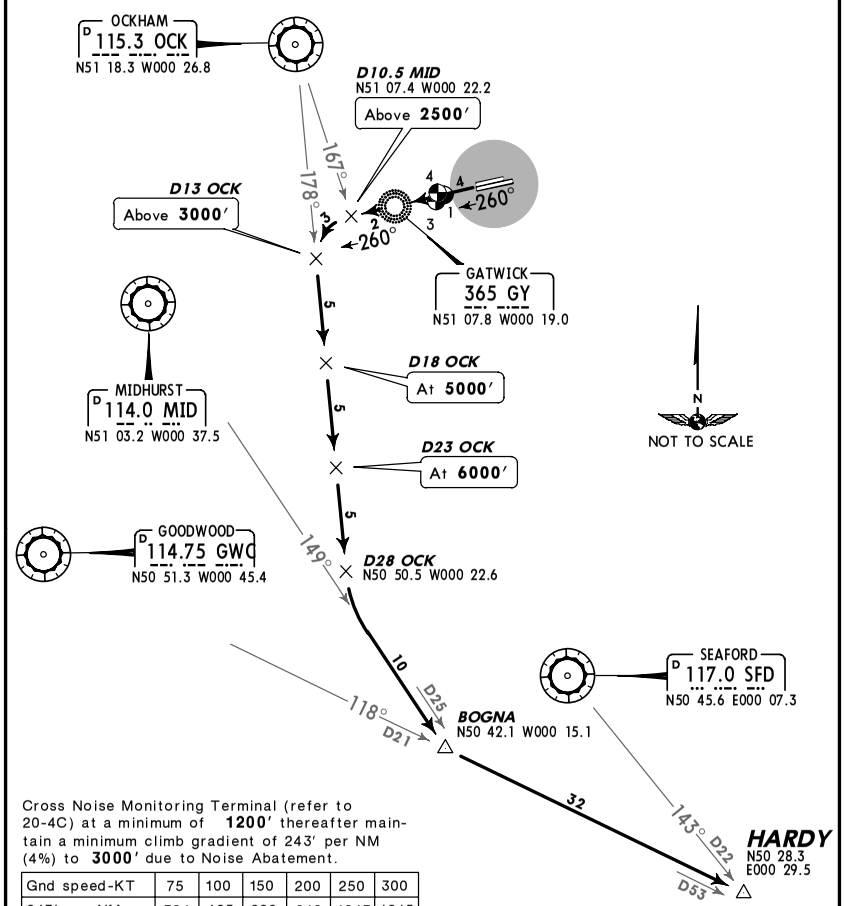
CHANGES: Chart reindexed; tracks updated.

LONDON Control 133.17	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

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

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





Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

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

SID	RWY	ROUTING
HARDY 5M	26L	Via GY, maintain 260° track, at D10.5 MID turn LEFT, intercept OCK R-178 to D28 OCK, turn LEFT, intercept MID R-149 to BOGNA, intercept GWC R-118 to HARDY.
HARDY 5V	26R	

CHANGES: Chart reindexed.

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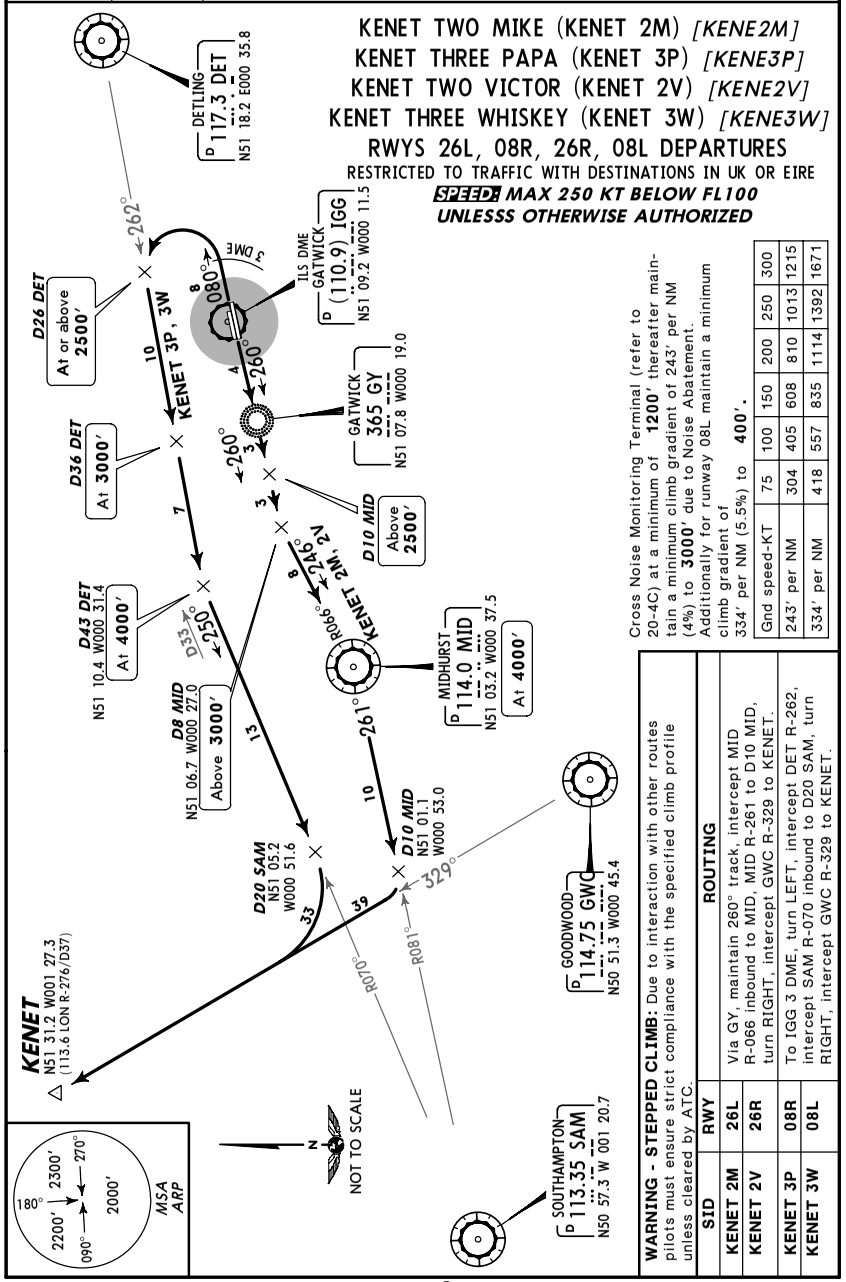
LONDON Control 134.12	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

KENET TWO MIKE (KENET 2M) *[KENE2M]*
KENET THREE PAPA (KENET 3P) *[KENE3P]*
KENET TWO VICTOR (KENET 2V) *[KENE2V]*
KENET THREE WHISKEY (KENET 3W) *[KENE3W]*
RWYS 26L, 08R, 26R, 08L DEPARTURES

RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE
SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 334′ per NM (5.5%) to **400′**.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
334′ per NM	418	557	835	1114	1392	1671

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

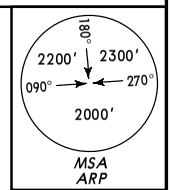
SID	RWY	ROUTING
KENET 2M	26L	Via GY, maintain 260° track, intercept MID R-066 inbound to MID, MID R-261 to D10 MID, turn RIGHT, intercept GWC R-329 to KENET.
KENET 2V	26R	
KENET 3P	08R	To IGG 3 DME, turn LEFT, intercept DET R-262, intercept SAM R-070 inbound to D20 SAM, turn RIGHT, intercept GWC R-329 to KENET.
KENET 3W	08L	

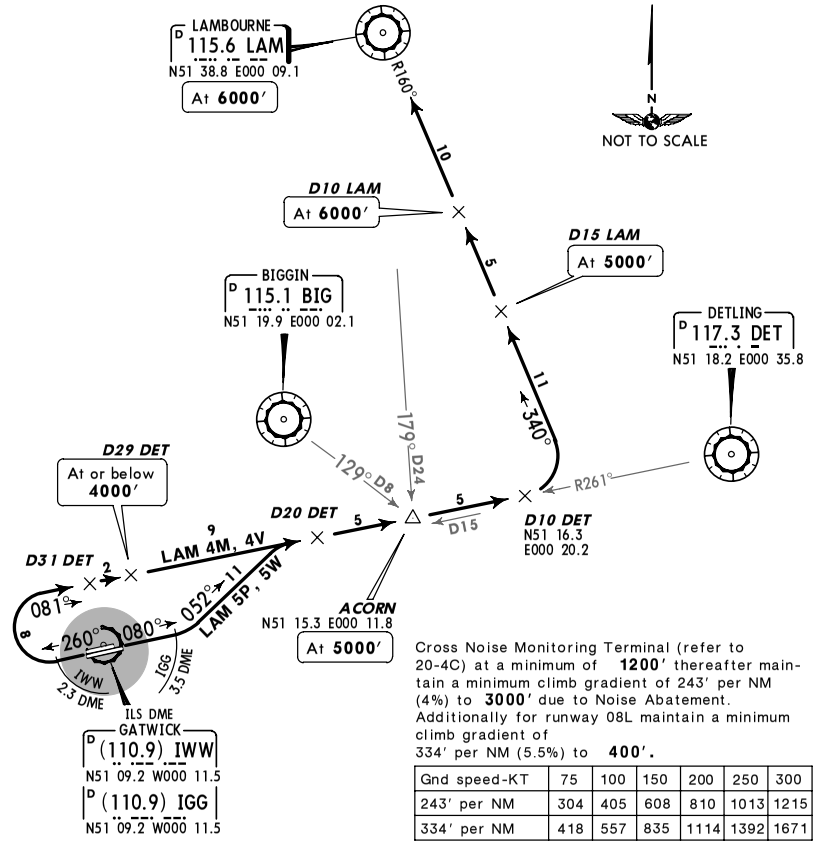
CHANGES: Chart reindexed; tracks updated.

LONDON Control 120.52	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

LAMBOURNE FOUR MIKE (LAM 4M)
LAMBOURNE FIVE PAPA (LAM 5P)
LAMBOURNE FOUR VICTOR (LAM 4V)
LAMBOURNE FIVE WHISKEY (LAM 5W)
RWYS 26L, 08R, 26R, 08L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED





Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 334′ per NM (5.5%) to **400′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
334′ per NM	418	557	835	1114	1392	1671

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
LAM 4M ❶	26L	To IWW 2.3 DME, turn RIGHT, intercept DET R-261 inbound by D31 DET, at D10 DET turn LEFT, intercept LAM R-160 inbound to LAM.
LAM 4V ❶	26R	
LAM 5P	08R	To IGG 3.5 DME, turn LEFT, 052° track, intercept DET R-261 inbound by D20 DET, at D10 DET turn LEFT, intercept LAM R-160 inbound to LAM.
LAM 5W	08L	

❶ In order to alleviate airspace congestions pilots may be offered SIDs TIGER 2M/2V at a late stage of taxiing. If unable to accept inform ATC.

CHANGES: Chart reindexed; tracks updated.

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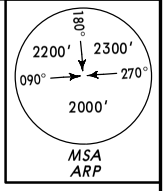
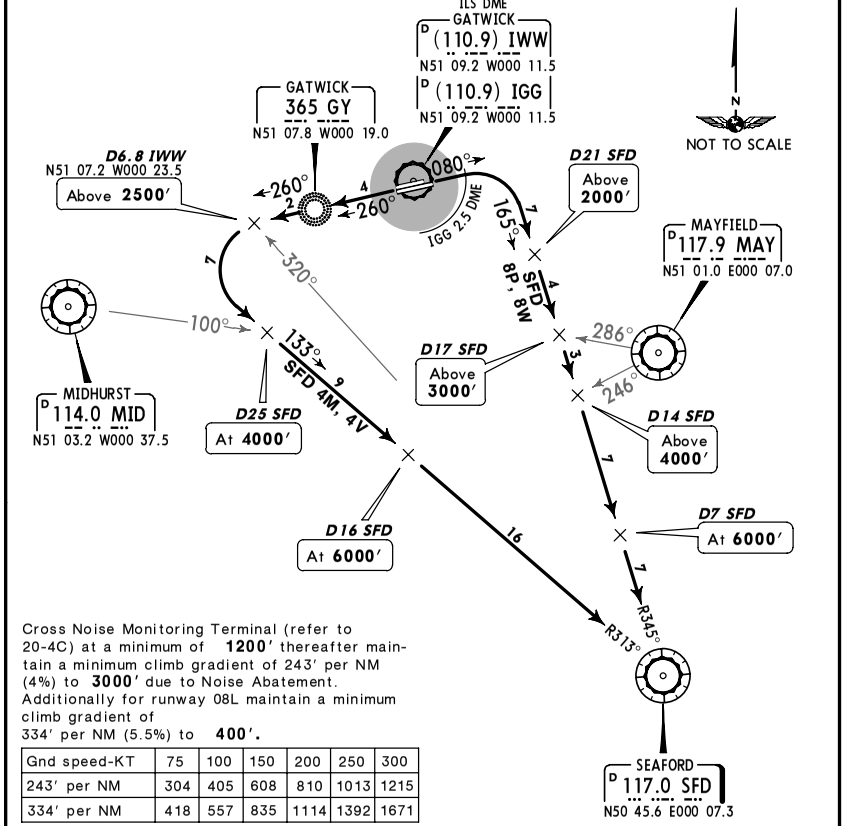
SFD 4M, 4V: LONDON Control 134.12	SFD 8P, 8W: GATWICK Director 118.95	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control or GATWICK Director. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

SEAFORD FOUR MIKE (SFD 4M)
SEAFORD EIGHT PAPA (SFD 8P)
SEAFORD FOUR VICTOR (SFD 4V)
SEAFORD EIGHT WHISKEY (SFD 8W)
RWYS 26L, 08R, 26R, 08L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED





Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 334′ per NM (5.5%) to **400′.**

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
334′ per NM	418	557	835	1114	1392	1671

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
SFD 4M ❶	26L	Via GY, maintain 260° track until crossing SFD R-320 (D6.8 IWW), turn LEFT, intercept SFD R-313 inbound to SFD.
SFD 4V ❶	26R	
SFD 8P	08R	To IGG 2.5 DME, turn RIGHT, intercept SFD R-345 inbound to SFD.
SFD 8W	08L	

❶ Normally not available between 0600-2300LT, at these times SIDs BOGNA or HARDY will be used.

CHANGES: Chart reindexed.

EGKK/LGW GATWICK

JEPPESEN

22 JUL 05 (20-3J) Eff 4 Aug

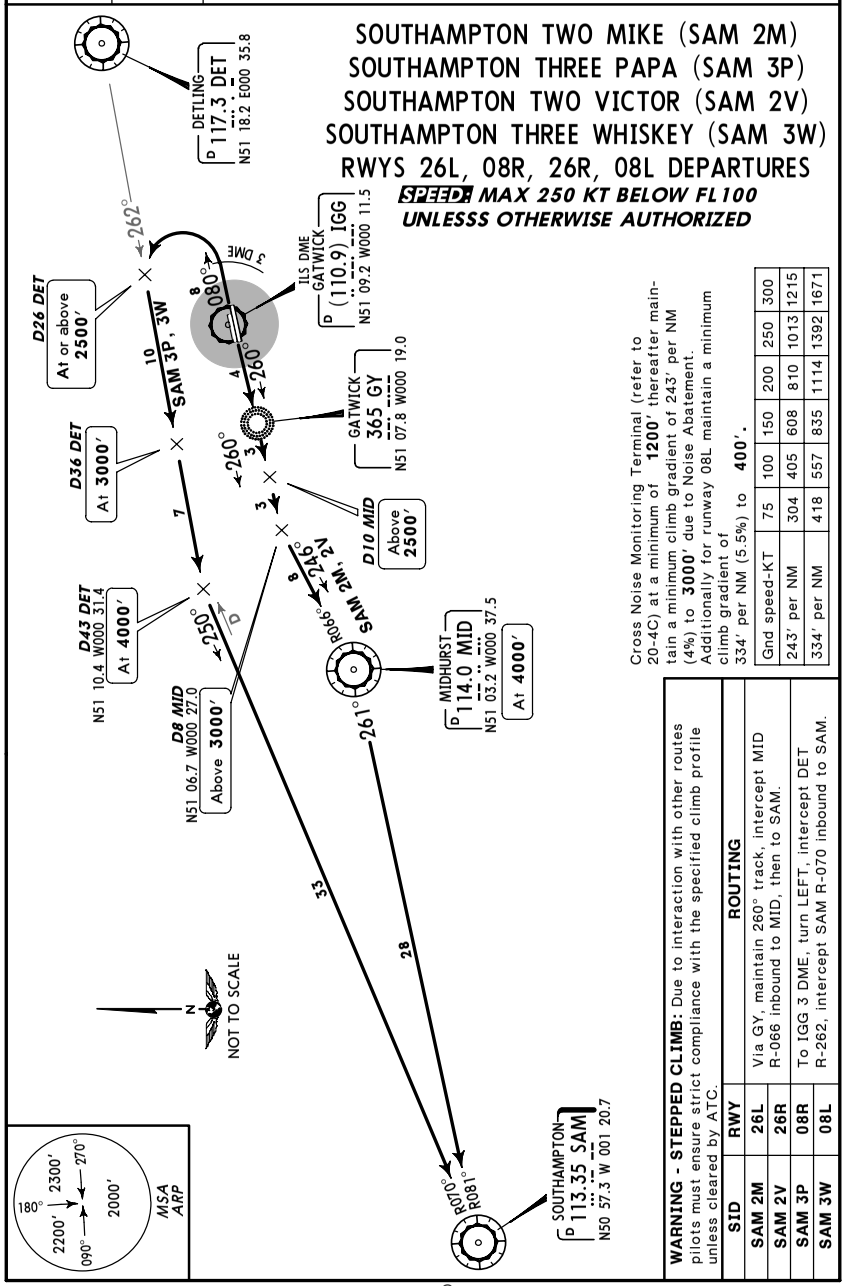
LONDON, UK

SID

LONDON Control 134.12	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact LONDON Control. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

SOUTHAMPTON TWO MIKE (SAM 2M)
SOUTHAMPTON THREE PAPA (SAM 3P)
SOUTHAMPTON TWO VICTOR (SAM 2V)
SOUTHAMPTON THREE WHISKEY (SAM 3W)
RWYS 26L, 08R, 26R, 08L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 334′ per NM (5.5%) to **400′**.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215
334′ per NM	418	557	835	1114	1392	1671

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
SAM 2M	26L	Via GY, maintain 260° track, intercept MID R-066 inbound to MID, then to SAM.
SAM 2V	26R	
SAM 3P	08R	To IGG 3 DME, turn LEFT, intercept DET R-262, intercept SAM R-070 inbound to SAM.
SAM 3W	08L	

CHANGES: Chart reindexed; tracks updated.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGKK/LGW GATWICK

JEPPESEN

22 JUL 05 (20-3K) Eff 4 Aug

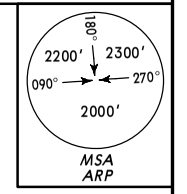
LONDON, UK

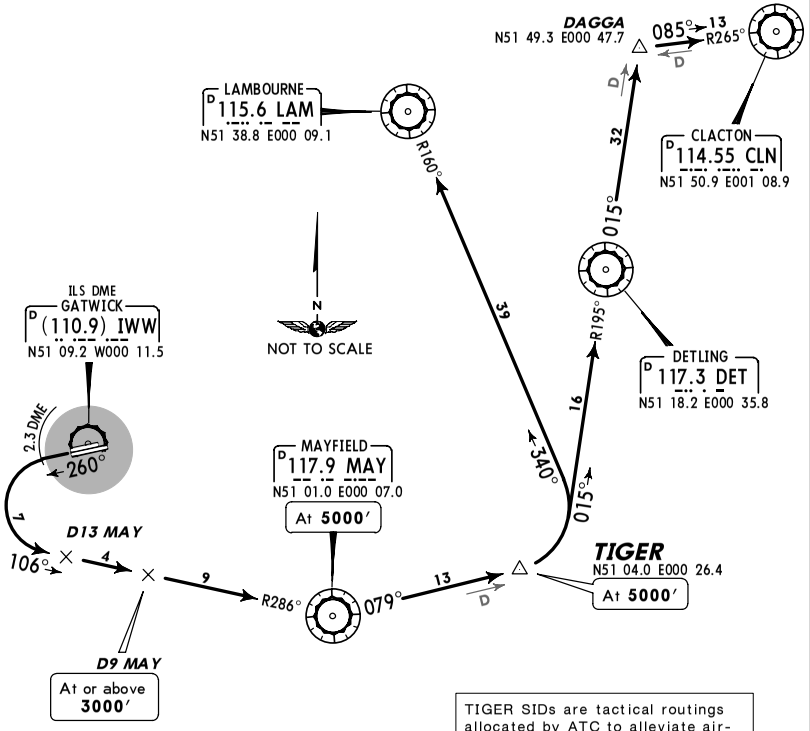
SID

GATWICK Director 118.95	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact GATWICK Director. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

TIGER TWO MIKE (TIGER 2M) *[TIGE2M]*
TIGER TWO VICTOR (TIGER 2V) *[TIGE2V]*
RWYS 26L/R DEPARTURES

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED





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

Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

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

SID	RWY	ROUTING
TIGER 2M	26L	To IWW 2.3 DME, turn LEFT, intercept MAY R-286 inbound by D13 MAY to MAY, turn LEFT, MAY R-079 to TIGER. To LAM: turn LEFT, intercept LAM R-160 inbound to LAM. To CLN: intercept DET R-195 inbound to DET, then to DAGGA, then to CLN.
TIGER 2V	26R	

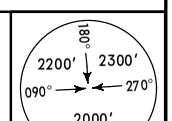
CHANGES: Chart reindexed; tracks updated.

GATWICK Director 118.95	Apt Elev 196′	Trans level: By ATC Trans alt: 6000′ **1.** When instructed contact GATWICK Director. **2.** SIDs include noise preferential routes (refer to 20-4C). **3.** Initial climb straight ahead to 700′. **4.** Cruising levels will be issued after take-off by LONDON Control. **5.** Do not climb above SID level until instructed by ATC.

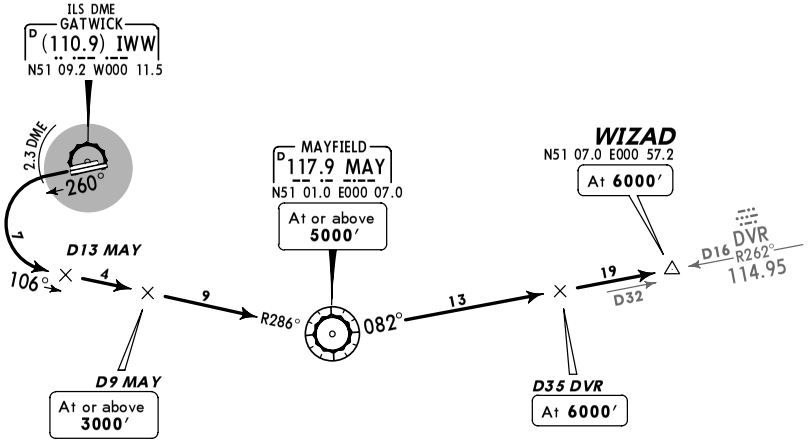
WIZAD FOUR MIKE (WIZAD 4M) *[WIZA4M]*
WIZAD FOUR VICTOR (WIZAD 4V) *[WIZA4V]*
RWYS 26L/R DEPARTURES

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100
UNLESSS OTHERWISE AUTHORIZED



WIZAD SIDs are tactical routings allocated by ATC to alleviate air-space congestion.
Pilots unable to accept WIZAD SIDs when offered must inform ATC and will be reallocated DVR SIDs.



Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of **1200′** thereafter maintain a minimum climb gradient of 243′ per NM (4%) to **3000′** due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

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

SID	RWY	ROUTING
WIZAD 4M	**26L**	To IWW 2.3 DME, turn LEFT, intercept MAY R-286 inbound by D13 MAY to MAY, turn LEFT, intercept DVR R-262 inbound to WIZAD.
WIZAD 4V	**26R**	

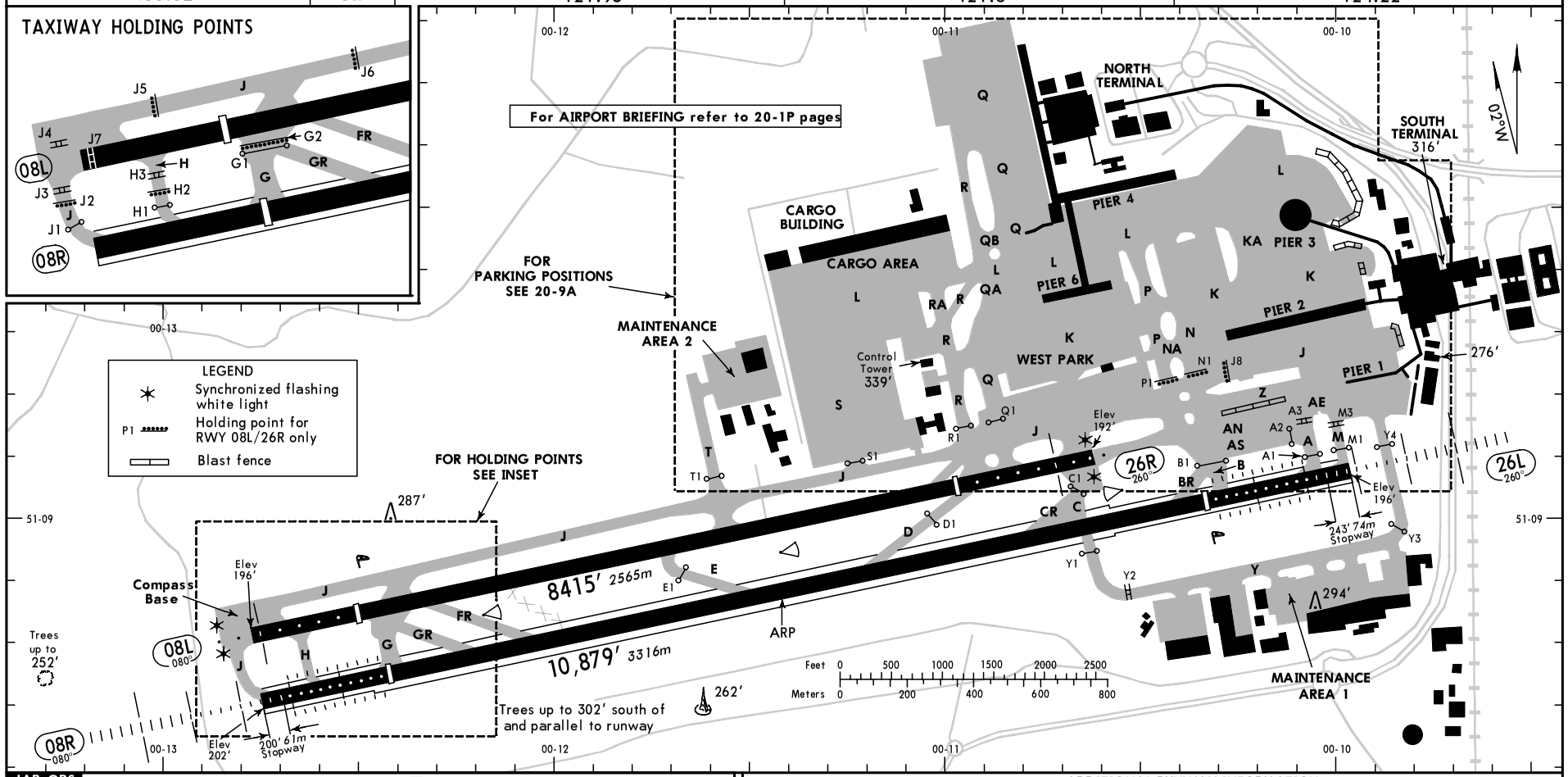
CHANGES: New chart.

EGKK/LGW

Apt Elev **202′**
N51 08.9 W000 11.4

LONDON, UK
GATWICK

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



JAR-OPS TAKE-OFF [1]

	Rwy 08R/26L LVP must be in Force			All Rwys		
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
C						
D	*150m*	*200m*	*250m*	*300m*		

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

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL HIALS PAPI-L (angle 3.0°)	RVR	7359′ *2243m*			148′ *45m*
26R			7047′ *2148m*			
08R	HIRL CL *(15m)* HIALS-II TDZ PAPI-R (3.0°) HST-CR & D	RVR	9075′ *2766m*	8042′ *2451m*	[2]	151′ *46m*
[1] 26L	HIRL CL *(15m)* HIALS-II TDZ PAPI-L (3.0°) HST-E & FR	RVR	9288′ *2831m*	8255′ *2516m*		

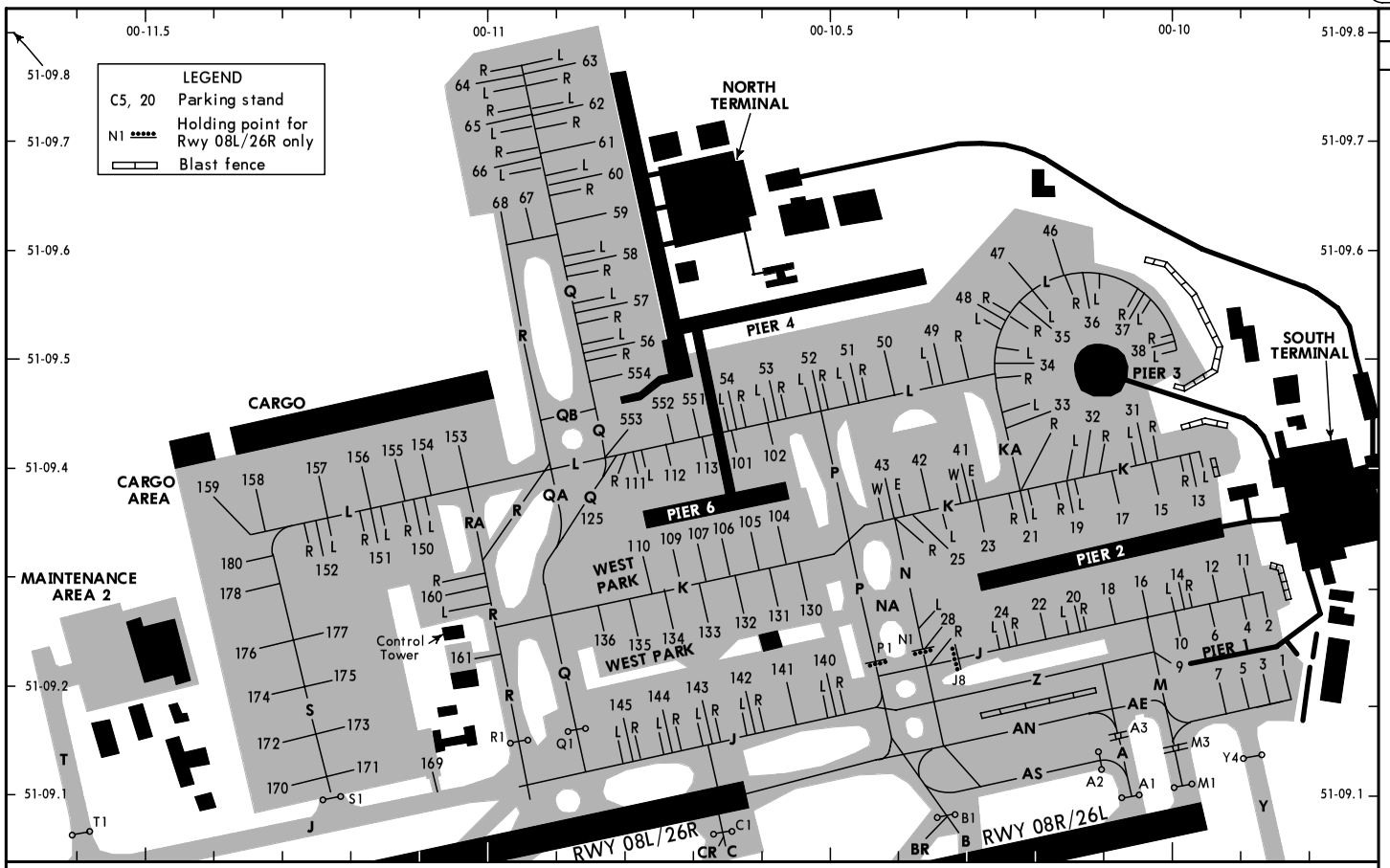
[1] RWY 08R/26L grooved.

[2] TAKE-OFF RUN AVAILABLE

RWY 08R:
From rwy head 10,364′(3159m)
twy H int 9462′(2884m)
int hold posn G1 9140′(2786m)

RWY 26L:
From rwy head 10,679′(3255m)
int hold posn A1, A2, A3 10,164′(3098m)
int hold posn B1 9495′(2894m)

CHANGES: Notes transferred to 20-1P pages.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
1	N51 09.2 W000 09.8	20, 20R	N51 09.3 W000 10.1	46, 47	N51 09.6 W000 10.2
2	N51 09.3 W000 09.8	21L, 21, 21R	N51 09.4 W000 10.2	48L	N51 09.5 W000 10.3
3	N51 09.2 W000 09.8	22	N51 09.3 W000 10.2	48	N51 09.6 W000 10.3
4	N51 09.3 W000 09.9	23	N51 09.4 W000 10.3	48R	N51 09.6 W000 10.2
5	N51 09.2 W000 09.9	24L	N51 09.3 W000 10.3	49L, 49, 49R	N51 09.5 W000 10.3
6	N51 09.3 W000 09.9	24, 24R	N51 09.3 W000 10.2	50	N51 09.5 W000 10.4
7	N51 09.2 W000 09.9	25L thru 28R	N51 09.3 W000 10.3	51L	N51 09.5 W000 10.5
9	N51 09.2 W000 10.0	31L	N51 09.4 W000 10.1	51, 51R	N51 09.5 W000 10.4
10	N51 09.3 W000 10.0	31, 31R	N51 09.4 W000 10.0	52L, 52, 52R	N51 09.5 W000 10.5
11, 12	N51 09.3 W000 09.9	32L, 32, 32R	N51 09.4 W000 10.1	53L, 53	N51 09.5 W000 10.6
13L	N51 09.4 W000 09.9	33L	N51 09.5 W000 10.2	53R	N51 09.5 W000 10.5
13, 13R	N51 09.4 W000 10.0	33, 33R	N51 09.4 W000 10.2	54L, 54, 54R	N51 09.5 W000 10.6
14L, 14, 14R	N51 09.3 W000 10.0	34L thru 35R	N51 09.5 W000 10.2	56L, 56, 56R	N51 09.5 W000 10.8
15	N51 09.4 W000 10.0	36L, 36, 36R	N51 09.6 W000 10.1	57L, 57	N51 09.6 W000 10.8
16	N51 09.3 W000 10.0	37L	N51 09.5 W000 10.0	57R	N51 09.5 W000 10.8
17	N51 09.4 W000 10.1	37	N51 09.6 W000 10.0	58L thru 59	N51 09.6 W000 10.8
18	N51 09.3 W000 10.1	37R	N51 09.6 W000 10.1	60L thru 62R	N51 09.7 W000 10.9
19L, 19	N51 09.4 W000 10.1	38L, 38, 38R	N51 09.5 W000 10.0	63L, 63, 63R	N51 09.8 W000 10.9
19R	N51 09.4 W000 10.2	41W thru 41E	N51 09.4 W000 10.3	64L, 64, 64R	N51 09.8 W000 11.0
20L	N51 09.3 W000 10.2	42 thru 43E	N51 09.4 W000 10.4	65L, 65, 65R	N51 09.7 W000 11.0

INS COORDINATES

STAND No.	COORDINATES
66L	N51 09.7 W000 10.9
66, 66R	N51 09.7 W000 11.0
67, 68	N51 09.6 W000 11.0
101, 102	N51 09.4 W000 10.6
104 thru 106	N51 09.3 W000 10.6
107, 109	N51 09.3 W000 10.7
110	N51 09.3 W000 10.8
111L, 111, 111R	N51 09.4 W000 10.8
112, 113	N51 09.4 W000 10.7
125	N51 09.4 W000 10.9
130	N51 09.3 W000 10.5
131, 132	N51 09.3 W000 10.6
133, 134	N51 09.3 W000 10.7
135, 136	N51 09.3 W000 10.8
140L thru 141	N51 09.2 W000 10.5
142L, 142, 142R	N51 09.2 W000 10.6
143L thru 144R	N51 09.2 W000 10.7
145L, 145, 145R	N51 09.2 W000 10.8
150L, 150	N51 09.4 W000 11.1
150R, 151L	N51 09.3 W000 11.1
151 thru 152R	N51 09.3 W000 11.2
153, 154, 155	N51 09.4 W000 11.1
156, 157	N51 09.4 W000 11.2
158, 159	N51 09.4 W000 11.3
160L, 160, 160R	N51 09.3 W000 11.0
161	N51 09.2 W000 11.0
169	N51 09.1 W000 11.1
170	N51 09.1 W000 11.3
171	N51 09.1 W000 11.2
172	N51 09.2 W000 11.3
173	N51 09.2 W000 11.2
174	N51 09.2 W000 11.3
175	N51 09.2 W000 11.2
176	N51 09.2 W000 11.3
177	N51 09.3 W000 11.2
178, 180	N51 09.3 W000 11.3
551, 552	N51 09.5 W000 10.7
553	N51 09.4 W000 10.8
554	N51 09.5 W000 10.8

CHANGES: Stands. Notes transferred to 20-1P pages.

STAND ENTRY GUIDANCE SYSTEM

GENERAL

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

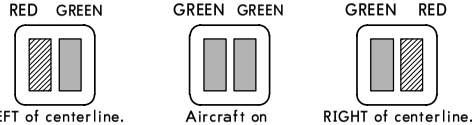
a) Centerline Guidance -AGNIS (AZIMUTH GUIDANCE FOR NOSE-IN STANDS)
b) Stopping Guidance -PAPA (PARALLAX AIRCRAFT PARKING AID),
-Mirror or
-Stop arrow

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

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

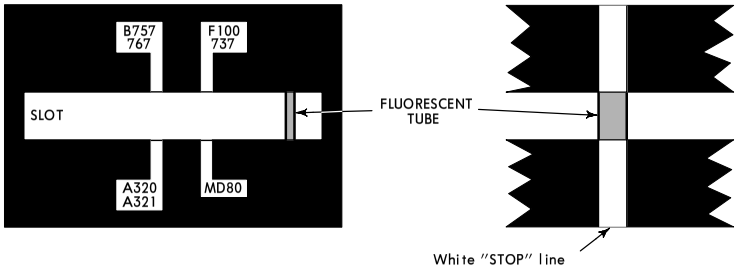
A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide a stopping signal.

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:



LEFT of centerline. Turn towards GREEN.
Aircraft on centerline.
RIGHT of centerline. Turn towards GREEN.

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.

BRIEFING STRIP™

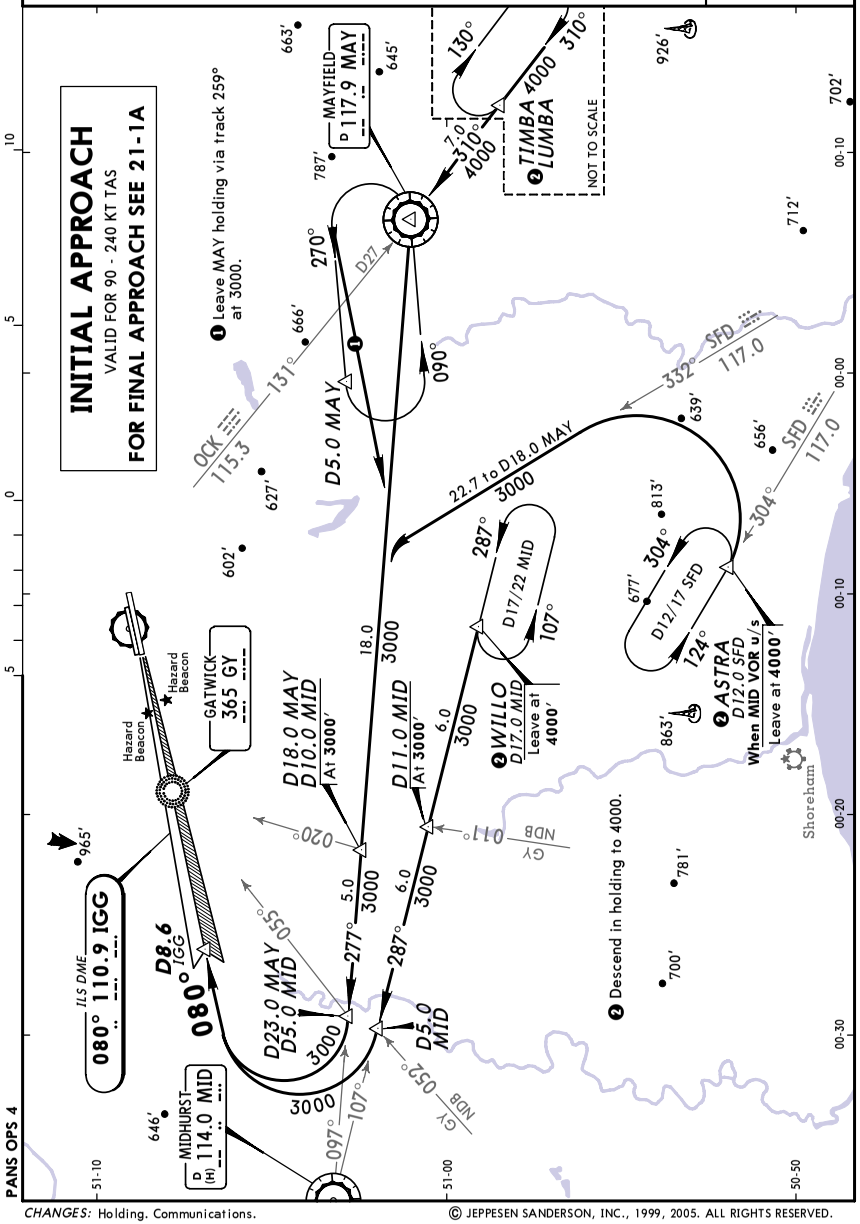
D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

LOC IGG	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.9	080°	Refer to chart 21-1A	Refer to chart 21-1A	196' / 195'

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

ILS DME reads zero at rwy 08R displaced threshold.

MSA Airport: 180° 2200' 2300' 090° 270° 2000'



EGKK/LGW GATWICK

JEPPESEN

28 JAN 05 (21-1A)

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

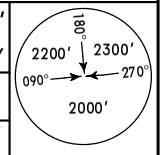
BRIEFING STRIP™

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

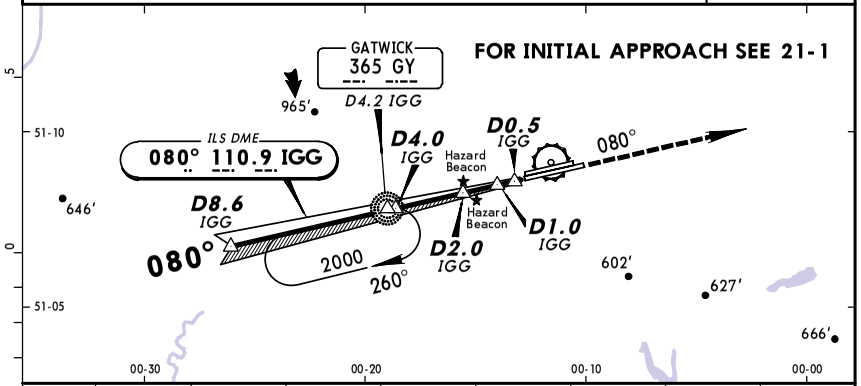
LOC	Final Apch Crs	GS	CAT II ILS	ILS	Apt Elev 196′
IGG 110.9	080°	D4.0 IGG 1525′(1330′)	RA 97′ DA(H) 295′(100′)	DA(H) 395′(200′)	RWY 195′

MISSED APCH: Climb STRAIGHT AHEAD (MAX IAS 250 KT) to 3000′, then as directed. In the event of complete radio failure see 28-2.

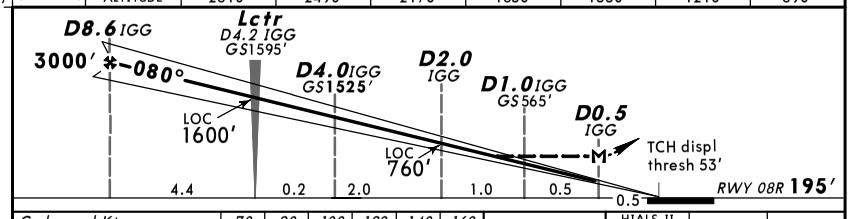
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1. CAT II ILS: Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 08R displaced threshold.



MSA Airport



LOC (GS out)	IGG DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2810′	2490′	2170′	1850′	1530′	1210′	890′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.5 IGG						

HIALS-II PAPI

250 KT MAX

3000′

JAR-OPS STRAIGHT-IN LANDING RWY **08R**

CAT II ILS
ABCD
RA 97′
DA(H) **295′**(100′)

RVR 300m [1]

JAR-OPS STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 395′(200′) FULL	ILS DA(H) 395′(200′) ALS out	LOC (GS out) MDA(H) 720′(525′)	LOC (GS out) MDA(H) 720′(525′) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′(604′)	1500m
135	800′(604′)	1600m
180	1100′(904′)	2400m
205	1100′(904′)	3600m

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

PANS OPS 4

CHANGES: Communications.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGKK/LGW GATWICK

JEPPESEN

25 APR 03 (21-2)

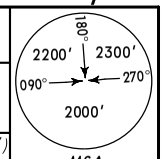
LONDON, UK
ILS DME Rwy 26L

BRIEFING STRIP™

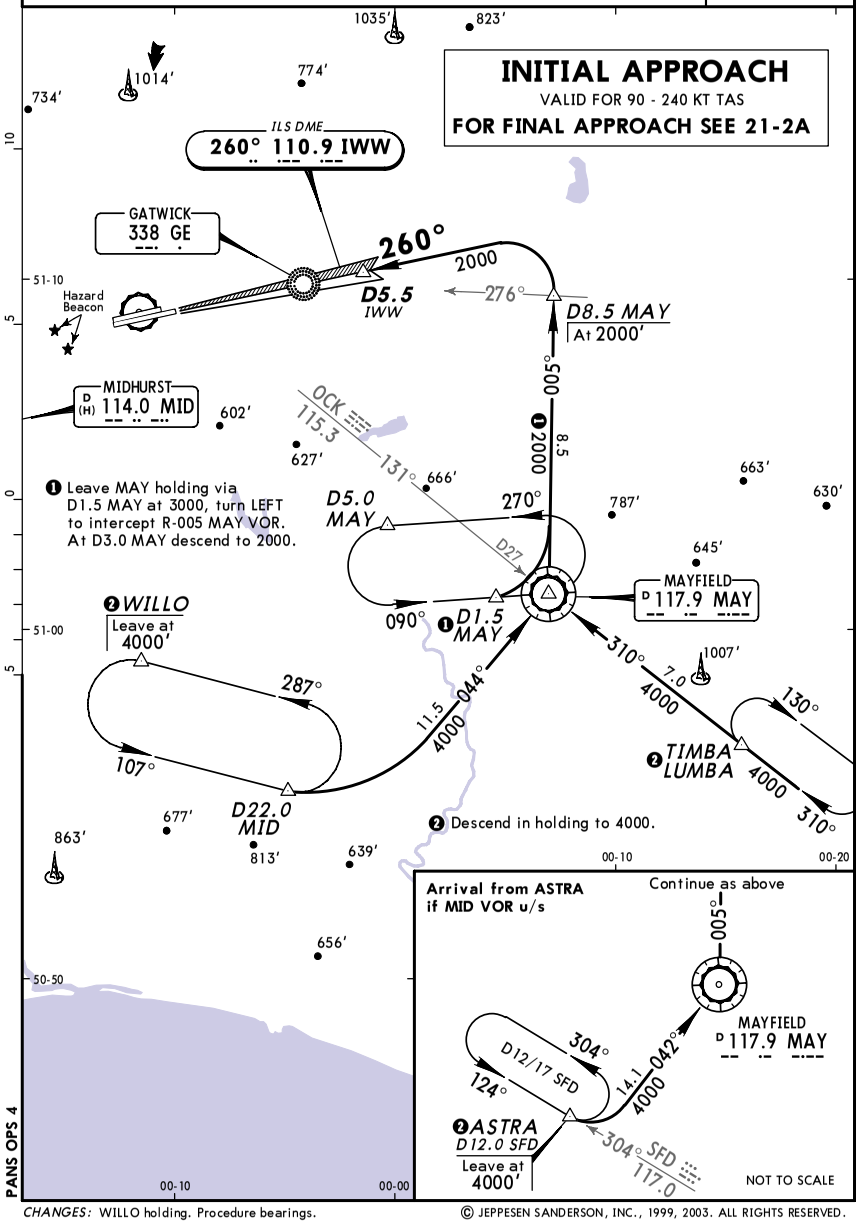
ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 196′
IWW 110.9	260°	Refer to chart 21-2A	Refer to chart 21-2A	RWY 195′

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′ (5805′)
ILS DME reads zero at rwy 26L displaced threshold.



MSA ARP



PANS OPS 4

CHANGES: WILLO holding. Procedure bearings.

EGKK/LGW GATWICK

JEPPESEN

25 APR 03 (21-2A)

LONDON, UK
CAT I/II ILS DME Rwy 26L

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

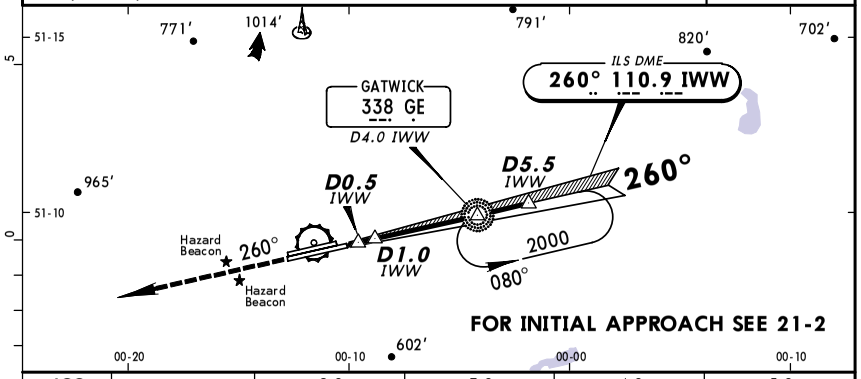
LOC IWW	Final Apch Crs	GS Lctr	CAT II ILS RA 100′ DA(H)	ILS DA(H)	Apt Elev 196′ RWY 195′
110.9	260°	1525′(1330′)	295′(100′)	395′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD (MAX IAS 250 KT) to 3000′, then as directed. In the event of complete radio failure see 28-2.

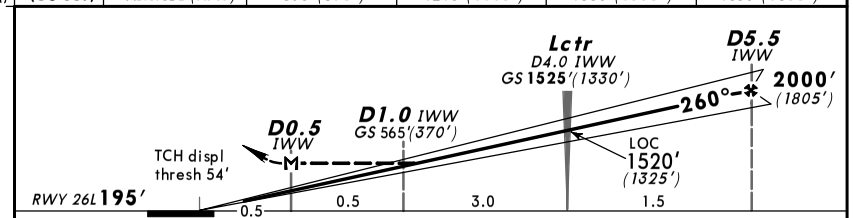
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′ (5805′)

1. CAT II ILS: Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 26L displaced threshold.

MSA ARP



LOC (GS out)	IWW DME	2.0	3.0	4.0	5.0
	ALTITUDE (HAT)	890′(695′)	1210′(1015′)	1530′(1335′)	1850′(1655′)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.5 IWW						

HIALS PAPI

250 KT MAX

3000′

JAR-OPS STRAIGHT-IN LANDING RWY 26L

CAT II ILS
ABCD
RA 100′
DA(H) 295′(100′)

RVR 300m [1]

JAR-OPS STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 395′(200′) FULL	ILS DA(H) 395′(200′) ALS out	LOC (GS out) MDA(H) 700′(505′)	LOC (GS out) MDA(H) 700′(505′) ALS out
A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m
B			RVR 1200m	
C				RVR 2000m
D			RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′(604′)	1500m
135	800′(604′)	1600m
180	1100′(904′)	2400m
205	1100′(904′)	3600m

[1] Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

PANS OPS 4

CHANGES: See other side.

EGKK/LGW GATWICK

JEPPESEN

28 JAN 05 (26-1)

LONDON, UK
NDB DME Rwy 08R

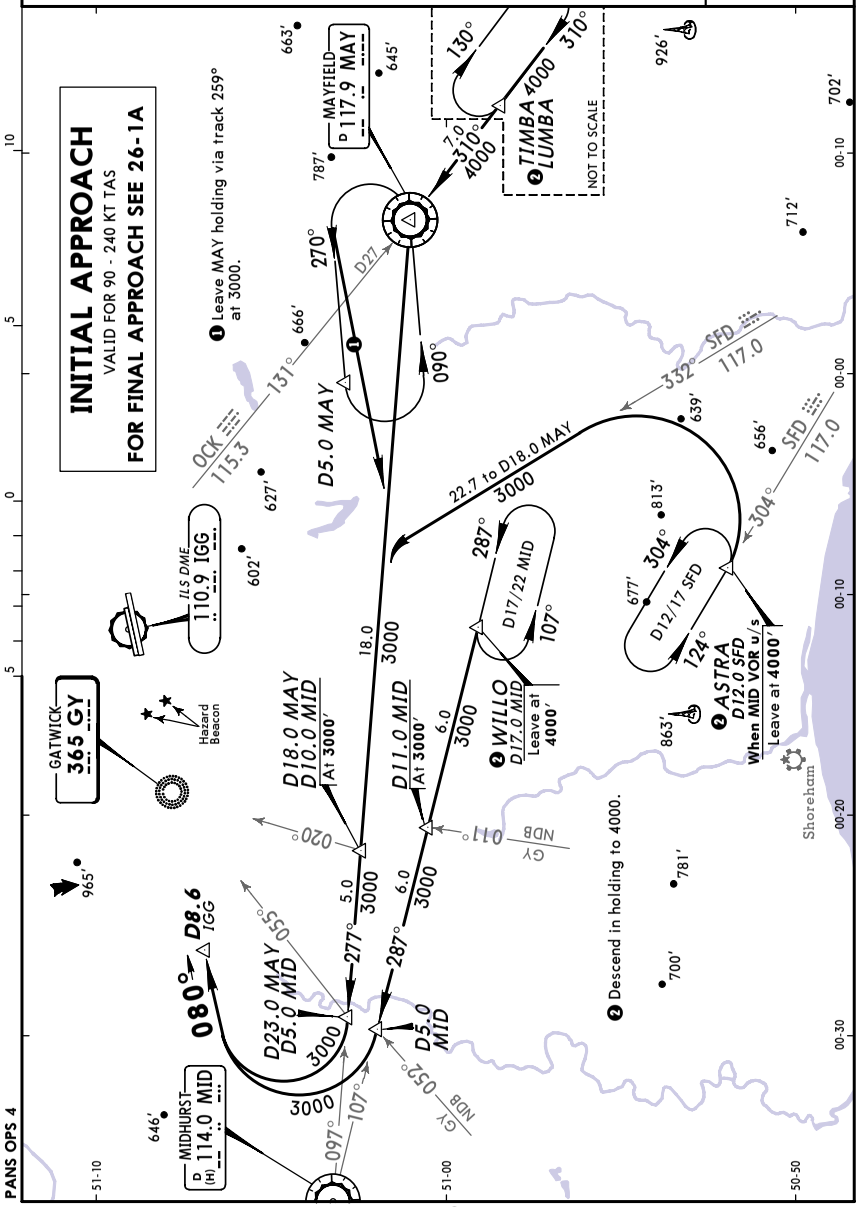
D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

Lctr GY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 196′ RWY 195′
365	080°	Refer to chart 26-1A	Refer to chart 26-1A	

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

ILS DME reads zero at rwy 08R displaced threshold.

MSA Airport



CHANGES: Holding. Communications.

EGKK/LGW GATWICK

JEPPESEN

28 JAN 05 (26-1A)

LONDON, UK NDB DME Rwy 08R

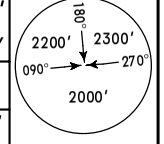
D-ATIS	GATWICK Director (APP/R)	GATWICK Tower	*Ground
136.52	126.82	124.22	121.8

BRIEFING STRIP

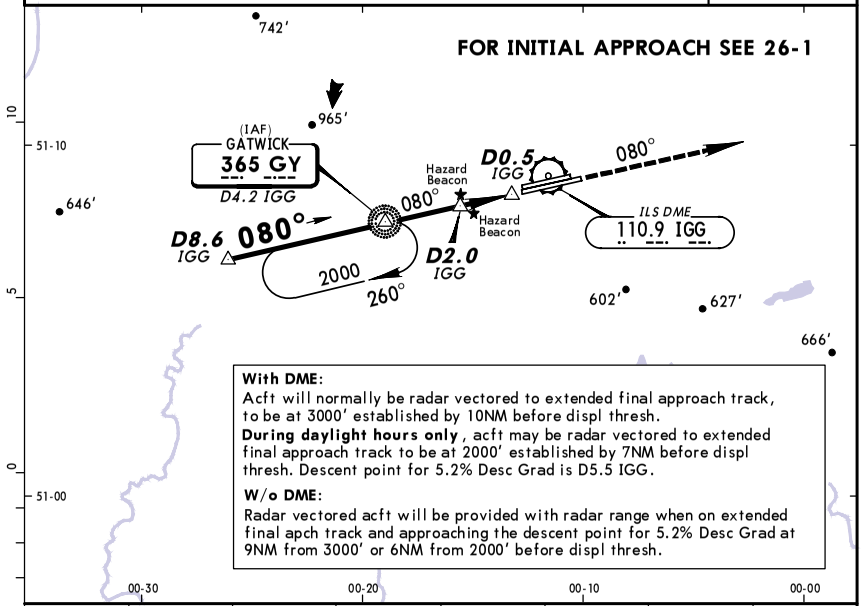
Lctr GY	Final Apch Crs	Minimum Alt Lctr	with DME MDA(H)	w/o DME MDA(H)	Apt Elev 196′
365	080°	1600′ (1405′)	720′ (525′)	760′ (565′)	RWY 195′

MISSED APCH: Climb STRAIGHT AHEAD (MAX IAS 250 KT) to 3000′, then as directed. In the event of complete radio failure see 28-2.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 08R displaced threshold. 2. Acft unable to receive DME advise ATC.



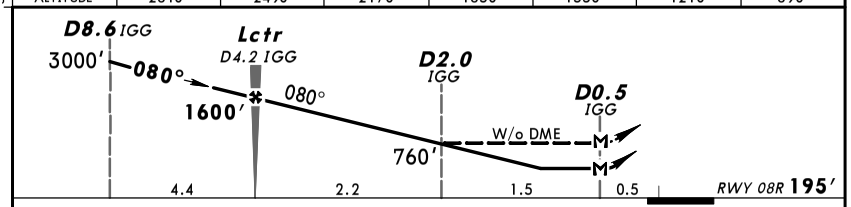
MSA Airport



With DME:
Acft will normally be radar vectored to extended final approach track, to be at 3000′ established by 10NM before displ thresh.
During daylight hours only, acft may be radar vectored to extended final approach track to be at 2000′ established by 7NM before displ thresh. Descent point for 5.2% Desc Grad is D5.5 IGG.

W/o DME:
Radar vectored acft will be provided with radar range when on extended final apch track and approaching the descent point for 5.2% Desc Grad at 9NM from 3000′ or 6NM from 2000′ before displ thresh.

IGG DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2810′	2490′	2170′	1850′	1530′	1210′	890′



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737	843
W/o DME: Lctr to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23
With DME: MAP at D0.5 IGG							

HIALS-II PAPI

250 KT MAX

3000′

JAR-OPS STRAIGHT-IN LANDING RWY **08R**

	with DME MDA(H) 720′ (525′)		w/o DME MDA(H) 760′ (565′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (604′)	1500m
135	800′ (604′)	1600m
180	1100′ (904′)	2400m
205	1100′ (904′)	3600m

PANS OPS 4

CHANGES: Communications.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGKK GATWICK

JEPPESEN

19 JUL 02 (28-1)

LONDON, UK SRA All Rwys

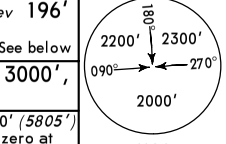
ATIS	GATWICK Director (APP/R)	GATWICK Radar	GATWICK Tower	*Ground
136.52	126.82	125.87	124.22	121.8

BRIEFING STRIP

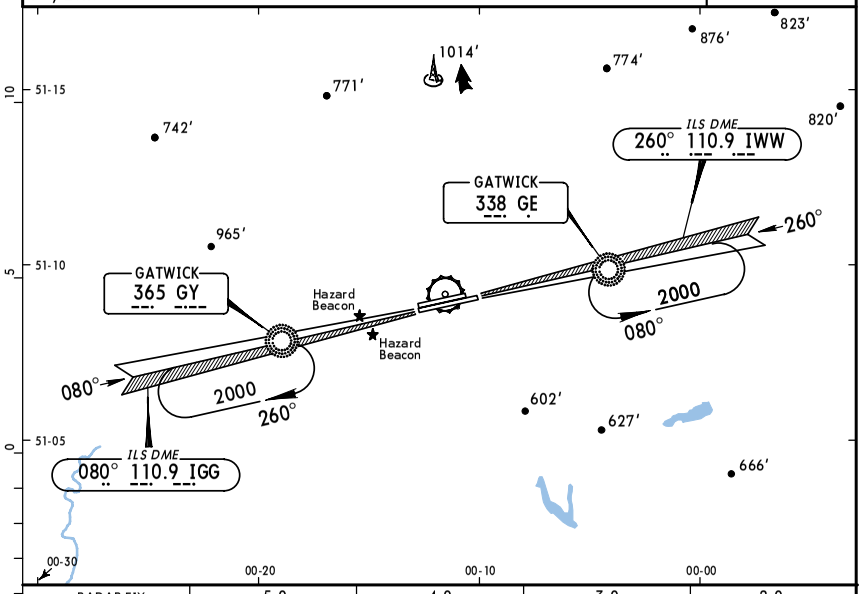
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 196′
				RWY - See below

MISSED APCH: Climb STRAIGHT AHEAD (MAX IAS 250 KT) to 3000′, then as directed. In the event of complete radio failure see 28-2.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000′ (5805′)
1. QFE altimeter setting normally used during final approach. 2. ILS DME reads zero at displaced threshold rwys 08L, 08R and 26L and at 0.5 NM before displaced threshold rwy 26R.



MSA Airport



RADAR FIX	5.0	4.0	3.0	2.0
ALTITUDE (HAT)	1750′ (1555′)	1450′ (1255′)	1150′ (955′)	850′ (655′)

Minimum Alt/NM	5.5 FAF	4.0	2.0
SRA 08L & 26L/R	1900′ (1705′)	1300′ (1105′)	
SRA 08R			850′ (655′)

ACFT CAT	ALL	ALL	ALL
OCA(H) RWY	08R	26L	08L/26R
BASED ON ELEV.	195′	195′	195′
SRA TMN 2.0 NM	715′ (520′)	610′ (415′)	845′ (650′)

Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	4.9%	347	447	496	595	695	794
SRA 08L/26R: MAP 2 NM from touchdown							
SRA 08R/26L: MAP 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

Lighting - Refer to Airport Chart

250 KT MAX

3000′

JAR-OPS STRAIGHT-IN LANDING

	SRA 08R MDA(H) 720′ (525′)		SRA 26L MDA(H) 610′ (415′)		SRA 08L/26R MDA(H) 850′ (655′)	
		ALS out		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1500m	
B	RVR 1200m		RVR 1000m			
C		RVR 2000m		RVR 1800m	RVR 1800m	RVR 2000m
D	RVR 1600m		RVR 1400m	RVR 2000m	RVR 2000m	

CIRCLE-TO-LAND

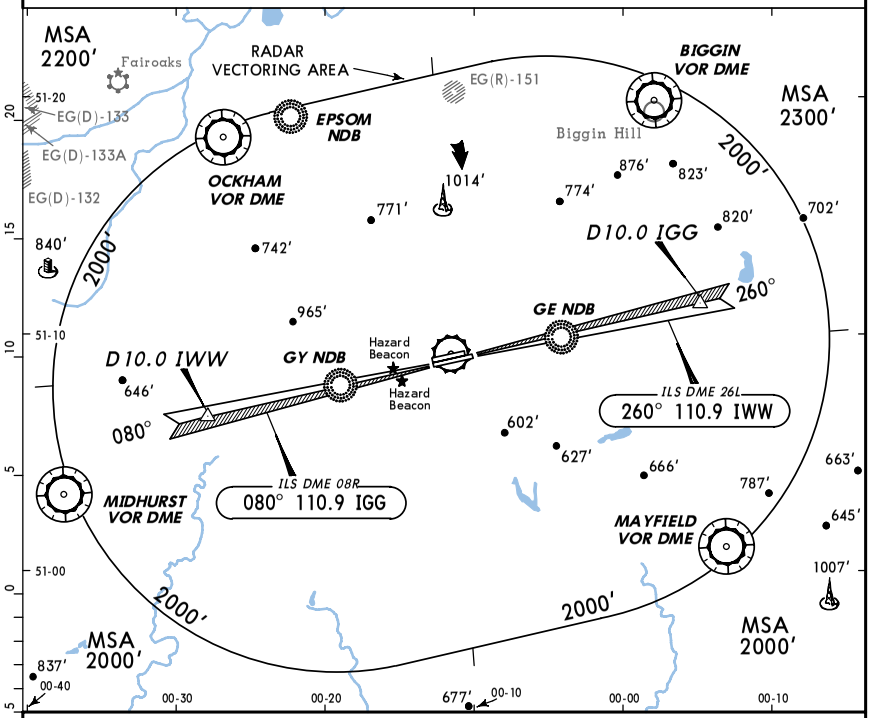
Max Kts	MDA(H)	VIS
100	1 800′ (604′)	1500m
135	1 800′ (604′)	1600m
180	1100′ (904′)	2400m
205	1100′ (904′)	3600m

1 After SRA 08L/26R apch: MDA(H) 850′(654′).

PANS OPS 4

CHANGES: Bearings.

RADAR VECTORING AREA



Within the Radar Vectoring Area 2000' is the minimum initial altitude to be allocated by the radar controller. Descent below 2000' will be given within the intermediate and final approach area when on 40° leg or final approach.

LOSS OF COMMUNICATION PROCEDURE

PROCE-DURE	INITIAL APPROACH	INTERMEDIATE AND FINAL APPROACH	MISSED APPROACH
Rwys **08L/R**	Continue visually or by means of an appropriate final approach aid. If not possible proceed to MAYFIELD VOR DME at 3000' or at last assigned level if higher.	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to MAYFIELD VOR DME.	In the event of complete radio failure, climb STRAIGHT AHEAD to D10.0 IGG (R-356 MAY VOR for acft unable to receive IGG DME), then proceed to to MAYFIELD VOR DME not above 3000'.
Rwys **26L/R**			In the event of complete radio failure, climb STRAIGHT AHEAD to D10.0 IWW (R-288 MAY VOR for acft unable to receive IWW DME), then proceed to to MAYFIELD VOR DME not above 3000'.

CHANGES: Bearings.