

General Info

London, GBR

N 51° 08.9' W 00° 11.4' Mag Var: 3.3°W

Elevation: 202'

Public, Control Tower, IFR, No Fee, Customs

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT uses DST

Runway Info

Runway 08L-26R 8415' x 148' asphalt

Runway 08R-26L 10879' x 151' asphalt

Runway 08L (80.0°M) TDZE 195'

Lights: Edge, ALS

Displaced Threshold Distance 1056'

Runway 08R (80.0°M) TDZE 196'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 1289'

Stopway Distance 243'

Runway 26L (260.0°M) TDZE 196'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 1391'

Stopway Distance 200'

Runway 26R (260.0°M) TDZE 195'

Lights: Edge, ALS

Displaced Threshold Distance 1368'

Communications Info

ATIS **136.525**

Gatwick Tower **134.225**

Gatwick Tower **124.225**

Gatwick Ground Control **121.8**

Gatwick Pre-Taxi Clearance **121.95**

Gatwick Director Approach Control **129.025**

Gatwick Director Approach Control **118.95**

Gatwick Director Approach Control **126.825** Initial Contact

Notebook Info

EGKK/LGW
GATWICK

JEPPESEN
31 AUG 07 (20-1P)

LONDON, UK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 136.52

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. REVERSE THRUST

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

1.2.3. USE OF APU

Fixed Electrical Ground Power must be used whenever available and serviceable. Use of ACFT Auxiliary Power Units (APUs) and Ground Power Units are strictly controlled to minimise environmental impact. APUs should be shut down after arrival and only restarted before departure according to the timescales described in detail in published APT regulations. The rules are relaxed when the outside air temperature is below +5C° or above +20°C.

1.2.4. RUN-UP TESTS

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

1.2.5. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take-off or land between 2300-0700LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not take-off between 2300-0700LT, except between 2300-2330LT when

- it was scheduled to take-off prior to 2300LT,
- take-off was delayed for reasons beyond control of the ACFT operator,
- APT authority has not given notice to the ACFT operator precluding take-off.

Any ACFT may not take-off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.

None of the provisions of this notice shall apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC Low Visibility Procedures are in operation via ATIS or RTF.

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.

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AIRPORT BRIEFING

1. GENERAL

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.

1.4. TAXI PROCEDURES

Sub-standard wingtip clearance for TWY L, between intersections with TWY R and S for ACFT with wingspan exceeding 171'/52m.

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.

TWY Y (western part) to it's junction with RWY 26L/08R MAX wingspan 213'/65m.

TWY Y (eastern part) to it's junction TWY M MAX wingspan 118'/36m.

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.

	AGNIS/PAPA:	Stands 11 thru 28, 42, 56 thru 66, 101, 104 thru 113, 130 thru 135, 140 thru 142, 153, 154, 158 thru 161 and 169 thru 180.
	Safedock:	Stands 31 thru 33L, 34 thru 37, 38, 46 thru 54, 102 and 551 thru 554.
	AGNIS/Mirror:	Stands 2 thru 10.
	AGNIS/Stop Arrow:	1, 13L, 13R, 33R, 51L, 51R, 52L, 52R, 53L, 53R, 56L, 56R, 57L, 57R, 58L, 58R, 60L, 60R, 62L, 62R, 63L, 63R, 64L, 64R, 65L, 65R, 66L thru 68, 136, 143 thru 145, 160L and 160R.

1.6. OTHER INFORMATION

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

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6 OCT 06 (20-1P2)

LONDON, UK
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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 facility 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.

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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).

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6 OCT 06 (20-1P5)

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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-maneuvring nose-out configuration ready to take advantage 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 assess 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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22 DEC 06 (20-1P6)

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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

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22 DEC 06 (20-1P7)

LONDON, UK
AIRPORT BRIEFING

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 Stansted Flight Evaluation Office may be contacted during normal working hours on Stansted +44 (0) 1279 66 3264.

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.

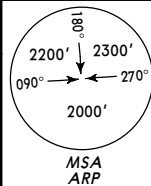
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LONDON, UK
 STAR

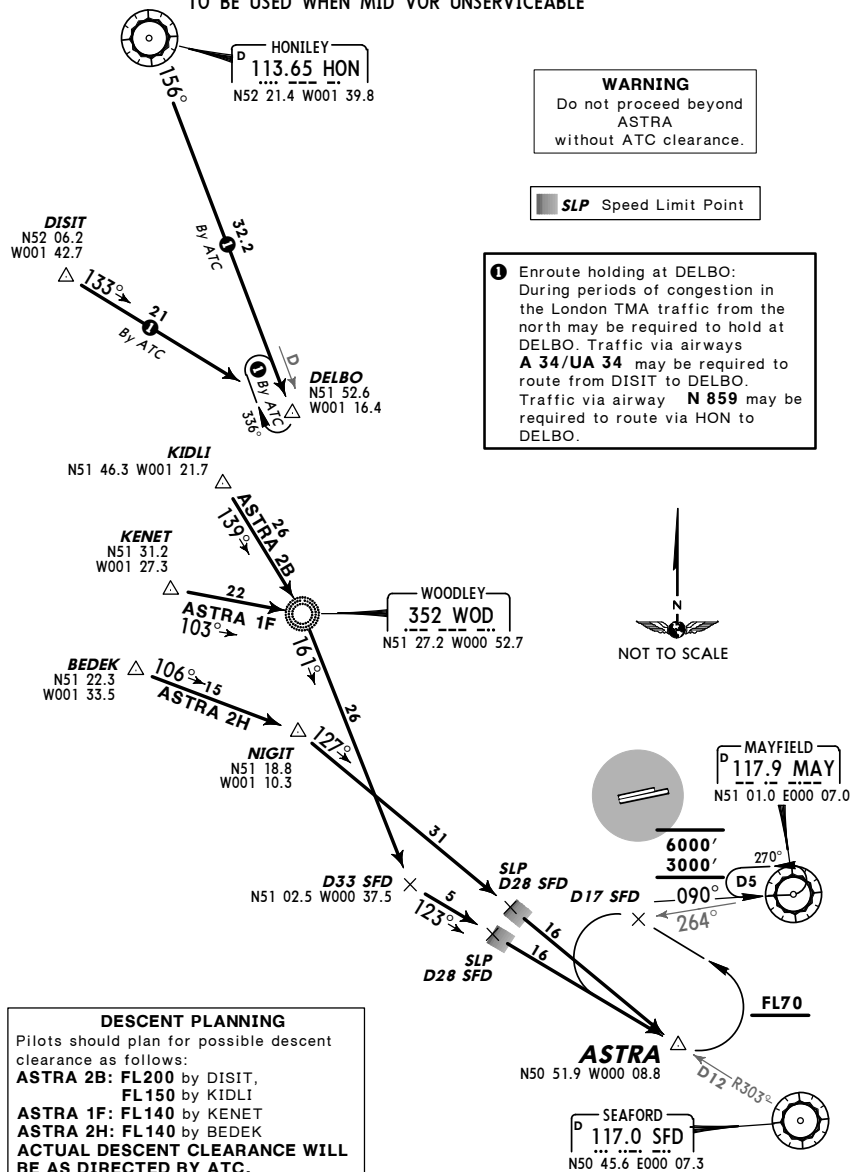
D-ATIS 136.52
 Apt Elev 202'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



ASTRA TWO BRAVO (ASTRA 2B) [ASTR2B]
 ASTRA ONE FOXTROT (ASTRA 1F) [ASTR1F]
 ASTRA TWO HOTEL (ASTRA 2H) [ASTR2H]

ARRIVALS
 FROM NORTH

TO BE USED WHEN MID VOR UNSERVICEABLE



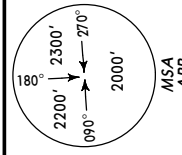
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14 SEP 07 (20-2A) Eff 27 Sep

LONDON, UK
 STAR

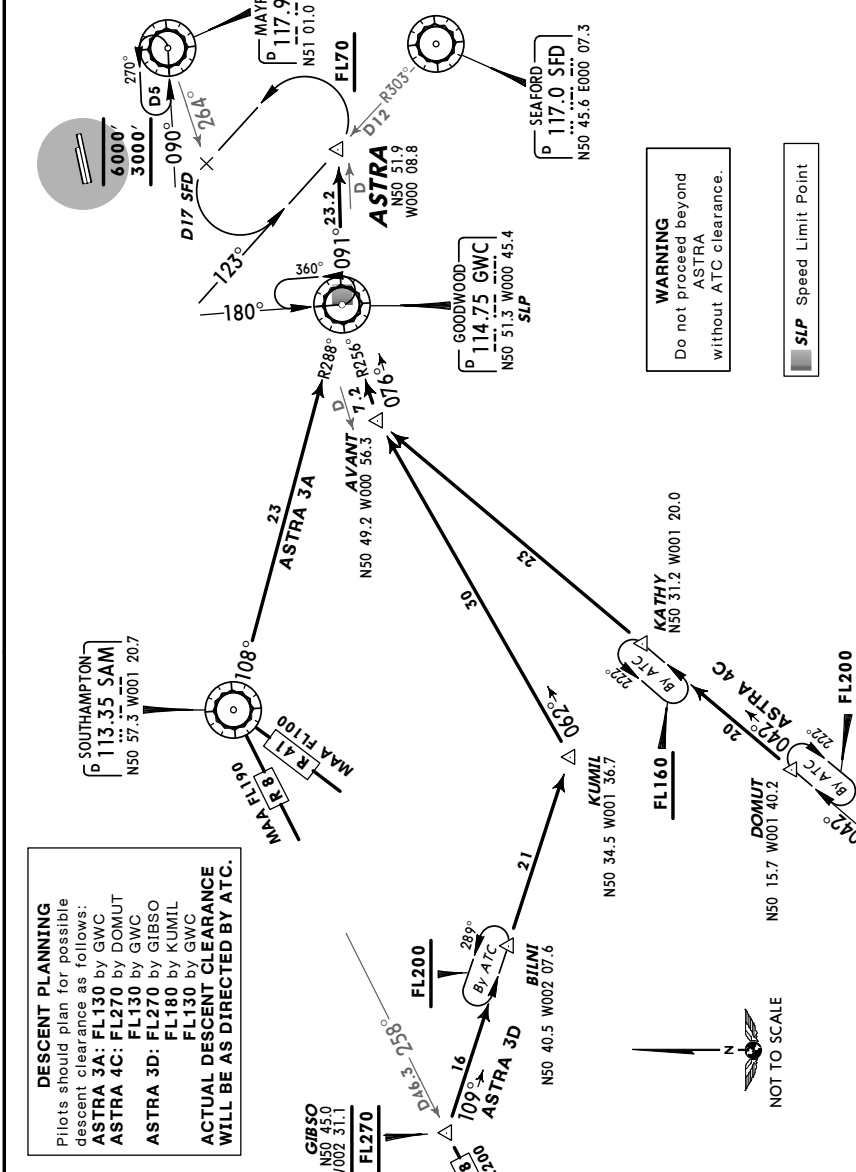
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 Apt Elev 202'
 Alt Set: hPa
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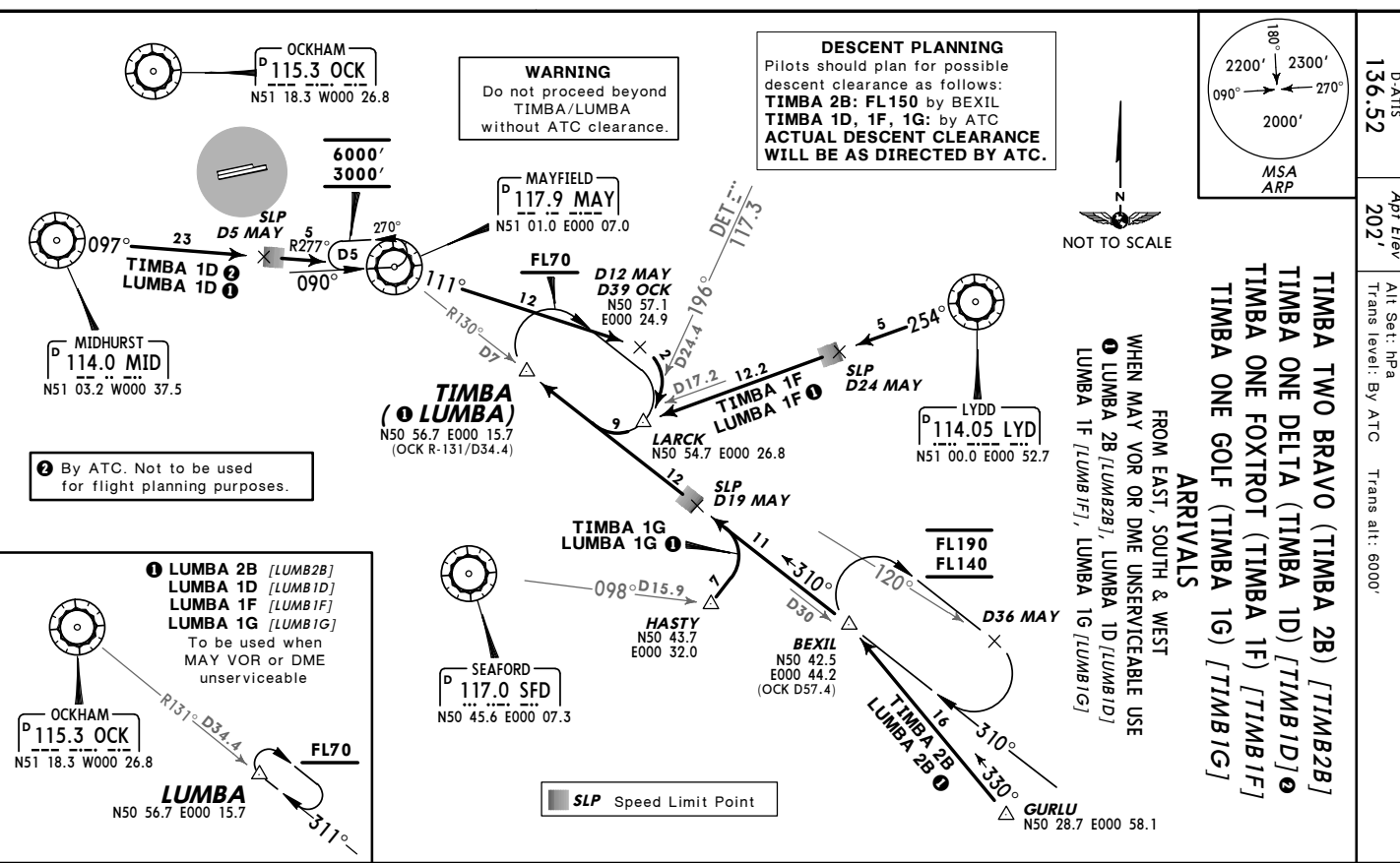
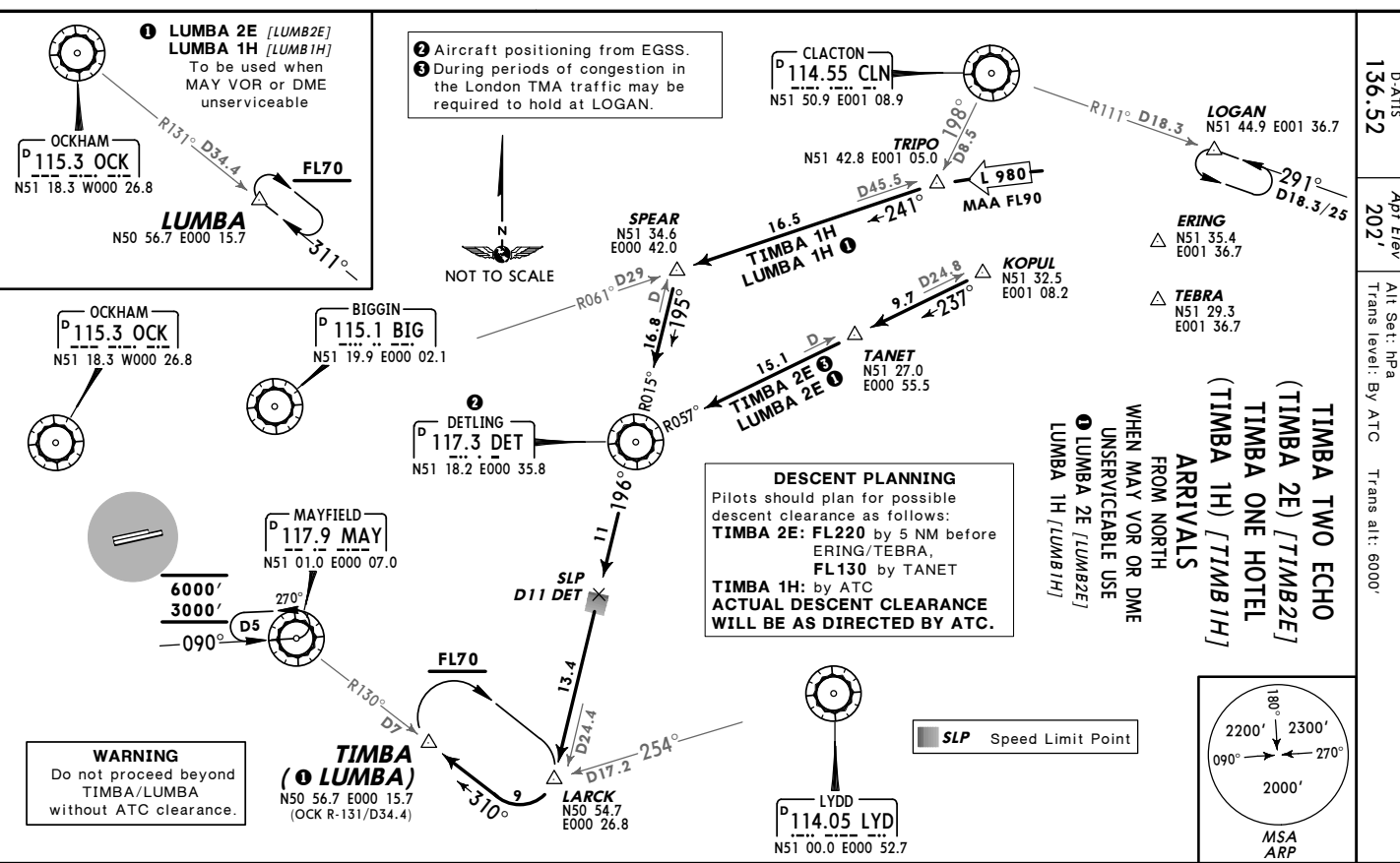


ASTRA THREE ALFA (ASTRA 3A) [ASTR3A]
 ASTRA FOUR CHARLIE (ASTRA 4C) [ASTR4C]
 ASTRA THREE DELTA (ASTRA 3D) [ASTR3D]

ARRIVALS
 FROM SOUTH & WEST

TO BE USED WHEN MID VOR UNSERVICEABLE





CHANGES: Altitude depiction.

CHANGES: Track updated; altitude depiction.

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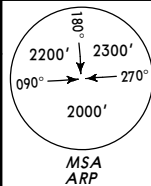
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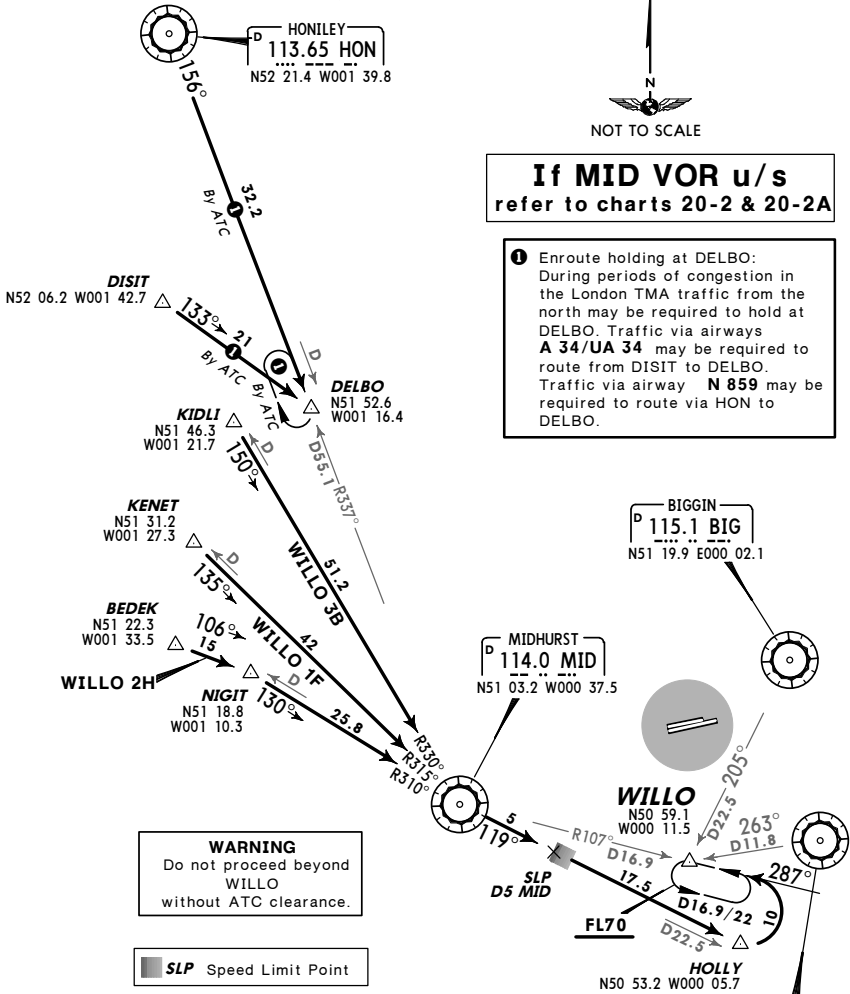
STAR

D-ATIS 136.52
 Apt Elev 202'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



WILLO THREE BRAVO (WILLO 3B) [WILLO3B]
 WILLO ONE FOXTROT (WILLO 1F) [WILLO1F]
 WILLO TWO HOTEL (WILLO 2H) [WILLO2H]

ARRIVALS
 FROM NORTH

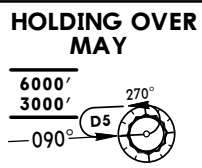


If MID VOR u/s
 refer to charts 20-2 & 20-2A

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.

WARNING
 Do not proceed beyond WILLO without ATC clearance.

SLP Speed Limit Point



DESCENT PLANNING
 Pilots should plan for possible descent clearance as follows:
 WILLO 3B: FL200 by DISIT, FL150 by KIDL1
 WILLO 1F: FL140 by KENET
 WILLO 2H: FL140 BEDEK
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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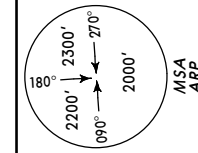
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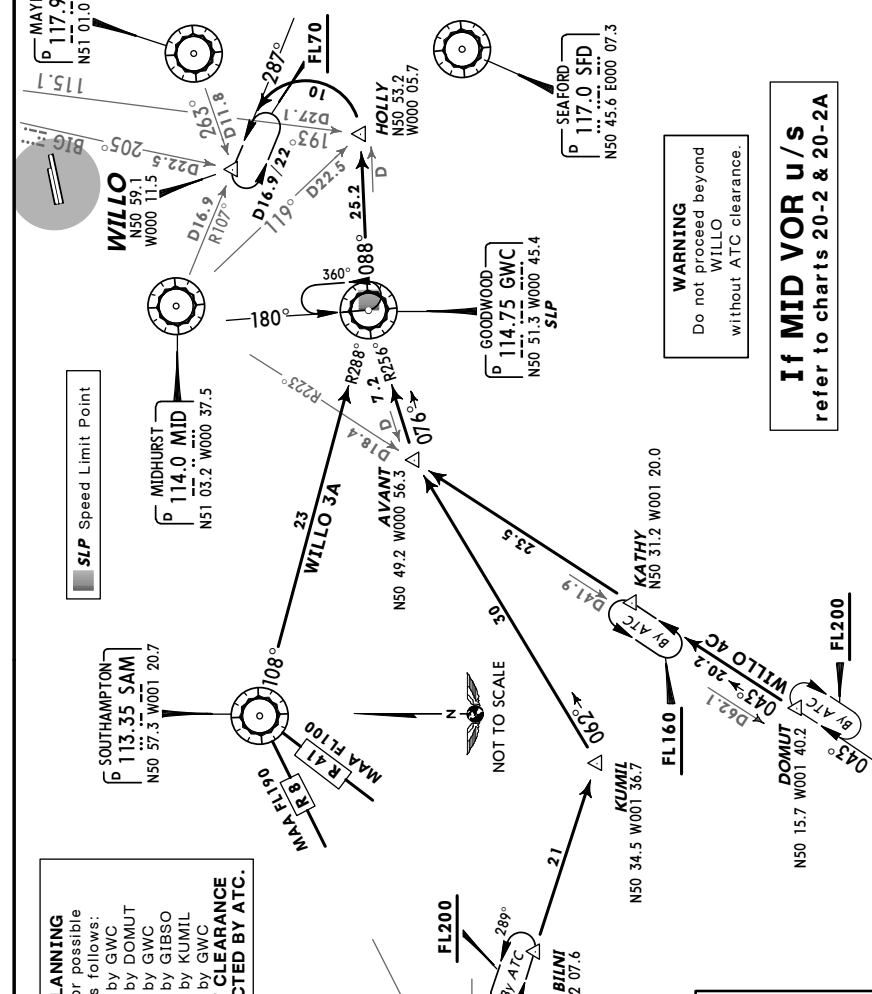
STAR

D-ATIS 136.52
 Apt Elev 202'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



WILLO THREE ALFA (WILLO 3A) [WILLO3A]
 WILLO FOUR CHARLIE (WILLO 4C) [WILLO4C]
 WILLO TWO DELTA (WILLO 2D) [WILLO2D]

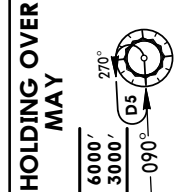
ARRIVALS
 FROM SOUTH & WEST



WARNING
 Do not proceed beyond WILLO without ATC clearance.

If MID VOR u/s
 refer to charts 20-2 & 20-2A

DESCENT PLANNING
 Pilots should plan for possible descent clearance as follows:
 WILLO 3A: FL130 by DOMUT
 WILLO 4C: FL270 by GWC
 WILLO 2D: FL270 by GIBSO
 FL180 by KUMIL
 FL130 by GWC
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



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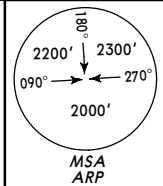
14 SEP 07 (20-3) Eff 27 Sep

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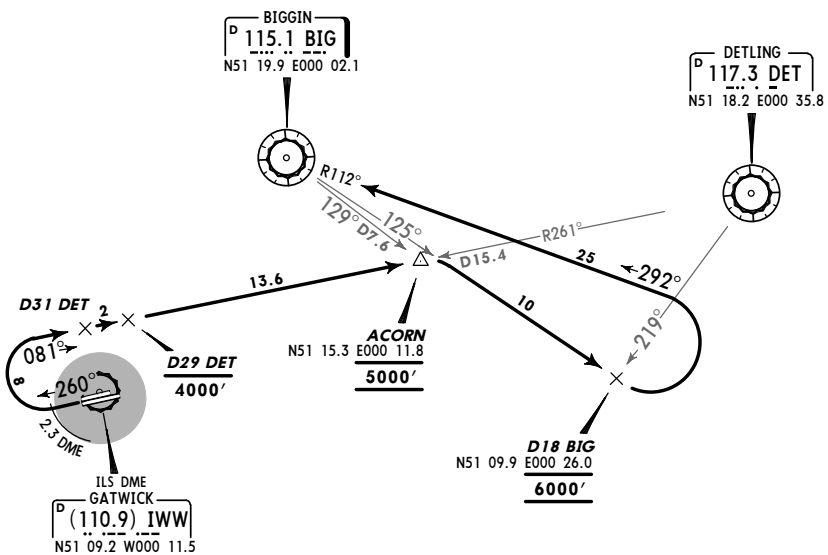
SID

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 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
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BIGGIN SEVEN MIKE (BIG 7M)
BIGGIN SEVEN VICTOR (BIG 7V)
 RWYS 26L/R DEPARTURES
 TO EGLL & EGWU ONLY
SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
 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 20-4) at a minimum of 1210' 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	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-261 inbound by D31 DET, cross D29 DET at or below 4000', to ACORN (D15.4 DET), cross at 5000', turn RIGHT, intercept BIG R-125 to D18 BIG (DET R-219), cross at 6000', turn LEFT, intercept BIG R-112 inbound to BIG.
BIG 7V	26R	

EGKK/LGW
 GATWICK

JEPPesen

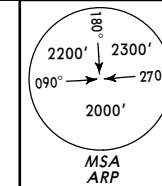
14 SEP 07 (20-3A) Eff 27 Sep

LONDON, UK

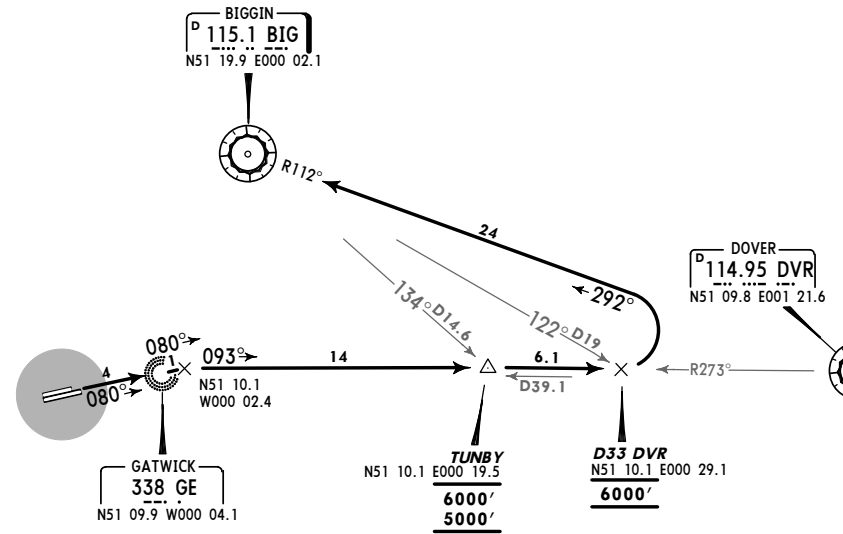
SID

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 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
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BIGGIN THREE PAPA (BIG 3P)
BIGGIN THREE WHISKEY (BIG 3W)
 RWYS 08R/L DEPARTURES
 TO EGLL & EGWU ONLY
SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
 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 20-4) at a minimum of 1210' 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 410'.

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	Straight ahead via GE, maintain 080° track, intercept DVR R-273 inbound, cross TUNBY (D39.1 DVR) at or above 5000' (MAX 6000'), to D33 DVR (D19 BIG), cross at 6000', turn LEFT, intercept BIG R-112 inbound to BIG.
BIG 3W	08L	

EGKK/LGW
 GATWICK

JEPPESEN

14 SEP 07 (20-3B) Eff 27 Sep

LONDON, UK

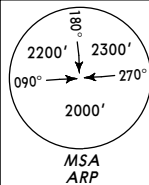
SID

LONDON Control
 133.17

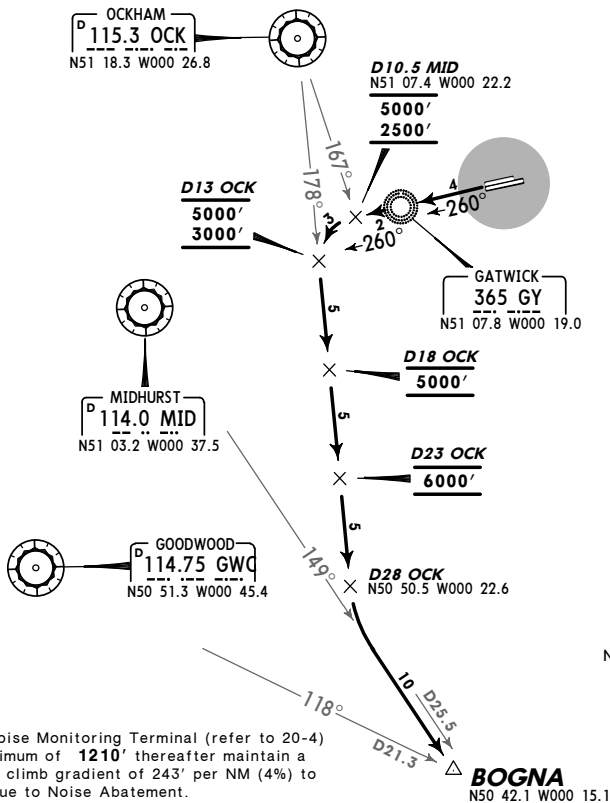
Apt Elev
 202'

Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'.
 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 ISSUED
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
 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 20-4) at a minimum of 1210' 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	Straight ahead via GY, maintain 260° track to D10.5 MID, cross above 2500' (MAX 5000'), turn LEFT, intercept OCK R-178, cross D13 OCK above 3000' (MAX 5000'), D18 OCK at 5000', D23 OCK at 6000', to D28 OCK, turn LEFT, intercept MID R-149 to BOGNA.
BOGNA 1V	26R	

EGKK/LGW
 GATWICK

JEPPESEN

14 SEP 07 (20-3C) Eff 27 Sep

LONDON, UK

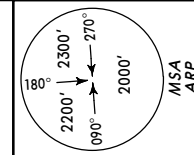
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LONDON Control
 120.52

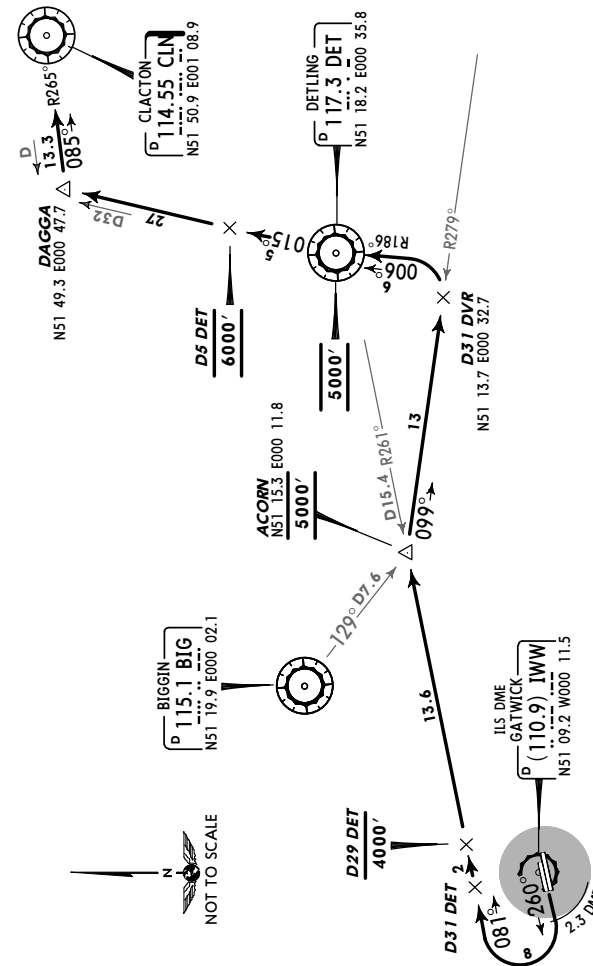
Apt Elev
 202'

Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'.
 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
UNLESS OTHERWISE AUTHORIZED



WARNING
 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 20-4) at a minimum of 1210' 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

EGKK/LGW
 GATWICK

JEPPESEN
 2 NOV 07 (20-3D)

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 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

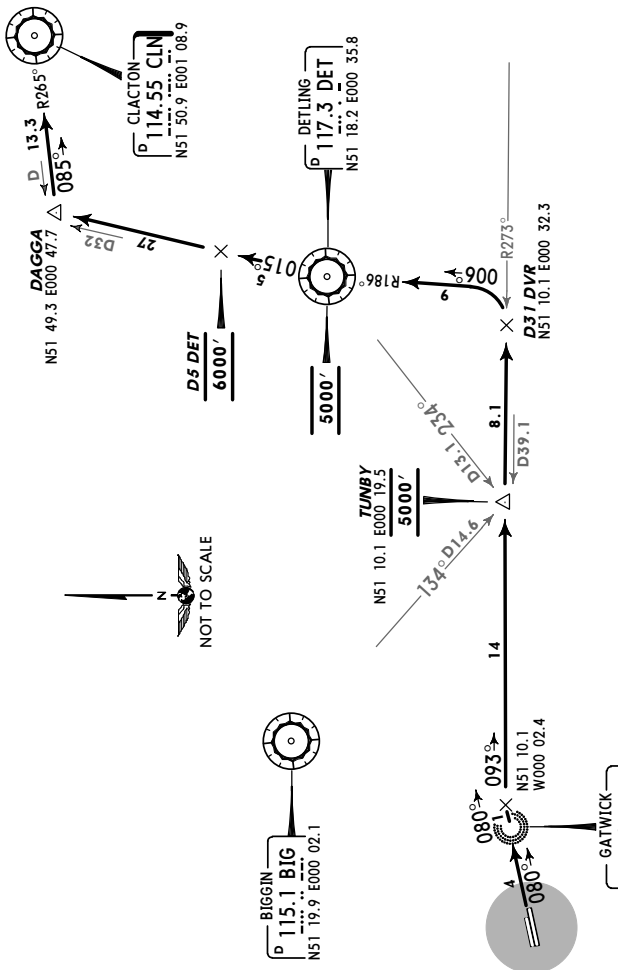
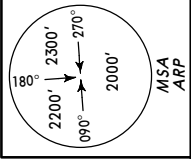
**CLACTON FIVE PAPA (CLN 5P)
 CLACTON FIVE WHISKEY (CLN 5W)
 RWYS 08R/L DEPARTURES**

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

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

WARNING

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 20-4) at a minimum of 1210', 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 410'.

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
CLN 5P	08R	Straight ahead via GE, maintain 080° track, intercept DVR R-273 inbound, cross TUNBY (D39.1 DVR) at 5000', to D31 DVR, turn LEFT to DET, cross at 5000', turn RIGHT, DET R-015, cross D5 DET at 6000', to DAGGA, turn RIGHT, intercept CLN R-265 inbound to CLN.
CLN 5W	08L	

EGKK/LGW
 GATWICK

JEPPESEN
 2 NOV 07 (20-3E)

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 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

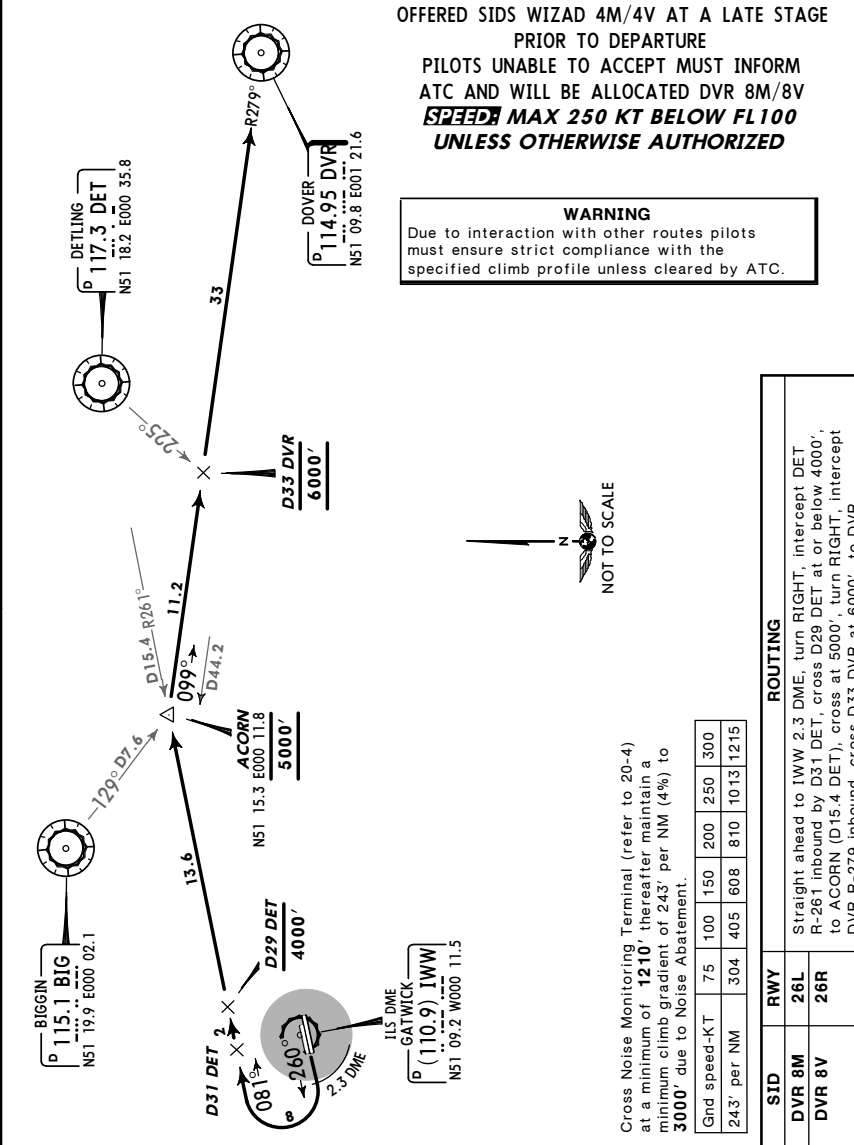
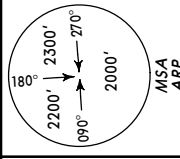
**DOVER EIGHT MIKE (DVR 8M)
 DOVER EIGHT VICTOR (DVR 8V)
 RWYS 26L/R DEPARTURES**

IN ORDER TO ALLEVIATE AIRSPACE CONGESTION
 AND IMPROVE ATC FLEXIBILITY PILOTS MAY BE
 OFFERED SIDS WIZAD 4M/4V AT A LATE STAGE
 PRIOR TO DEPARTURE

PILOTS UNABLE TO ACCEPT MUST INFORM
 ATC AND WILL BE ALLOCATED DVR 8M/8V
**SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORIZED**

WARNING

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 20-4) at a minimum of 1210', 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
DVR 8M	26L	Straight ahead to 1WV 2.3 DME; turn RIGHT, intercept DET R-261 inbound by D31 DET, cross D29 DET at or below 4000', to ACORN (D15.4 DET), cross at 5000', turn RIGHT, intercept DVR R-279 inbound, cross D33 DVR at 6000', to DVR.
DVR 8V	26R	

EGKK/LGW
GATWICK

JEPPESEN

14 SEP 07 (20-3F) Eff 27 Sep

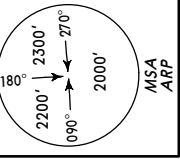
LONDON, UK

SID

LONDON Control
120.52
Apt Elev 202'

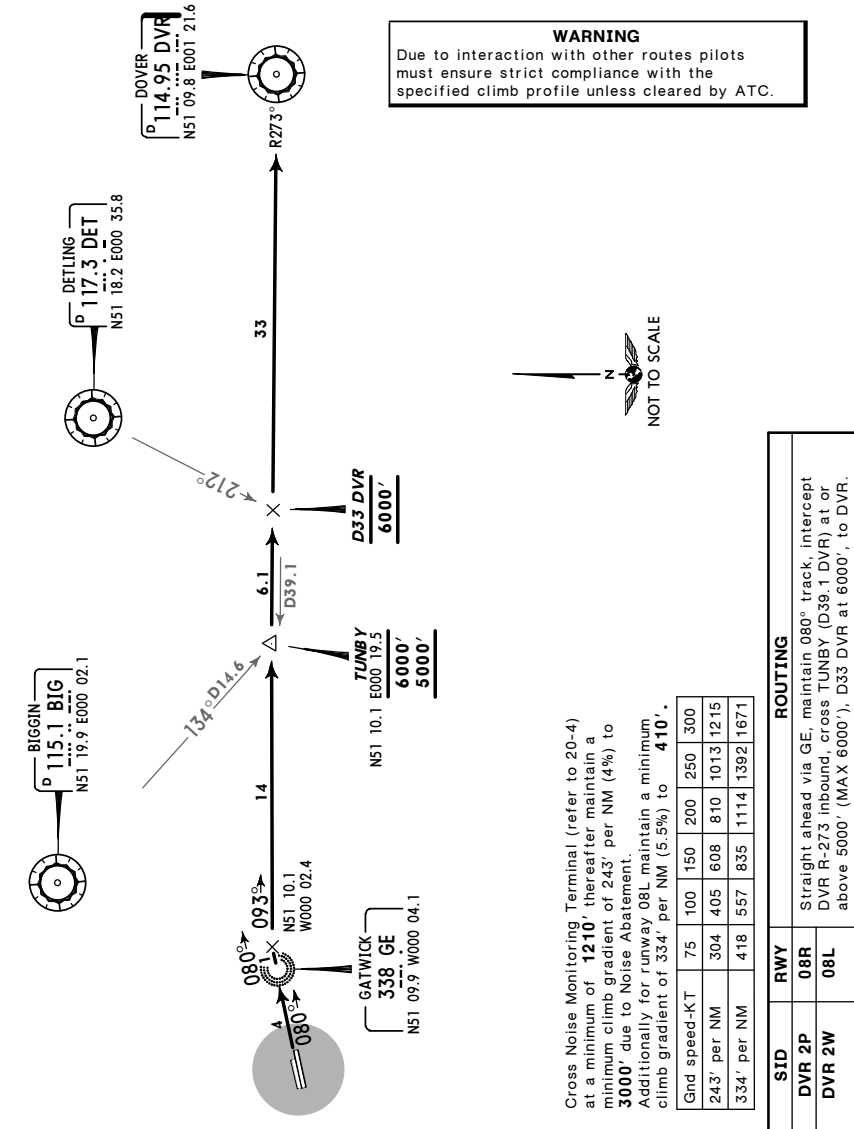
Trans level: By ATC Trans alt: 6000'

- When instructed contact LONDON Control.
- SIDs include noise preferential routes (refer to 20-4).
- Initial climb straight ahead to 710'.
- Cruising levels will be issued after take-off by LONDON Control.
- Do not climb above SID level until instructed by ATC.



DOVER TWO PAPA (DVR 2P)
DOVER TWO WHISKEY (DVR 2W)
RWYS 08R/L DEPARTURES
**SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

WARNING
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 20-4) at a minimum of 1210' 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 410'.

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	
		DVR 2P	DVR 2W
		Straight ahead via GE, maintain 080° track, intercept DVR R-273 inbound, cross TUNBY (D39.1 DVR) at or above 5000'. (MAX 6000'). D33 DVR at 6000', to DVR.	

EGKK/LGW
GATWICK

JEPPESEN

14 SEP 07 (20-3G) Eff 27 Sep

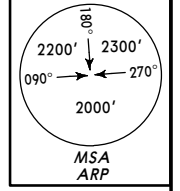
LONDON, UK

SID

LONDON Control
133.17
Apt Elev 202'

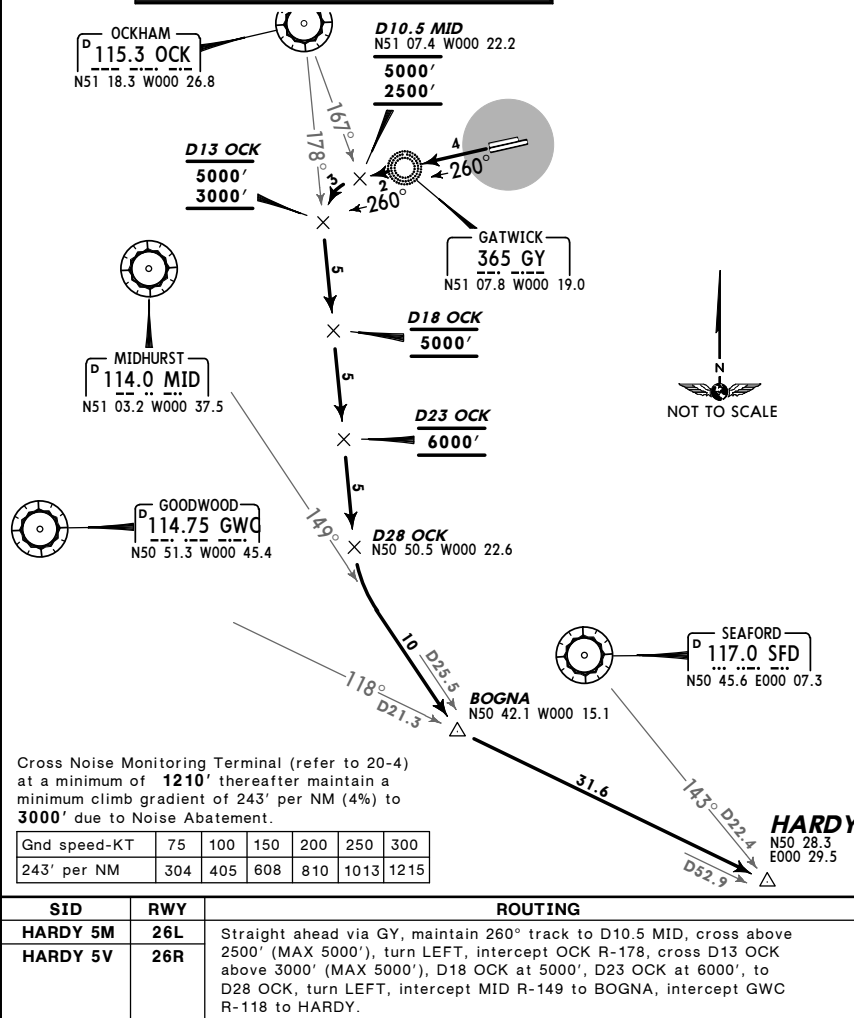
Trans level: By ATC Trans alt: 6000'

- When instructed contact LONDON Control.
- SIDs include noise preferential routes (refer to 20-4).
- Initial climb straight ahead to 710'.
- Cruising levels will be issued after take-off by LONDON Control.
- 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 ISSUED
**SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

WARNING
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 20-4) at a minimum of 1210' 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	
		HARDY 5M	HARDY 5V
		Straight ahead via GY, maintain 260° track to D10.5 MID, cross above 2500' (MAX 5000'), turn LEFT, intercept OCK R-178, cross D13 OCK above 3000' (MAX 5000'), D18 OCK at 5000', D23 OCK at 6000', to D28 OCK, turn LEFT, intercept MID R-149 to BOGNA, intercept GWC R-118 to HARDY.	

EGKK/LGW
 GATWICK

JEPPESEN
 14 SEP 07 (20-3H) Eff 27 Sep

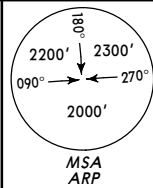
LONDON, UK
 SID

LONDON
 Control
 134.12

Apt Elev
 202'

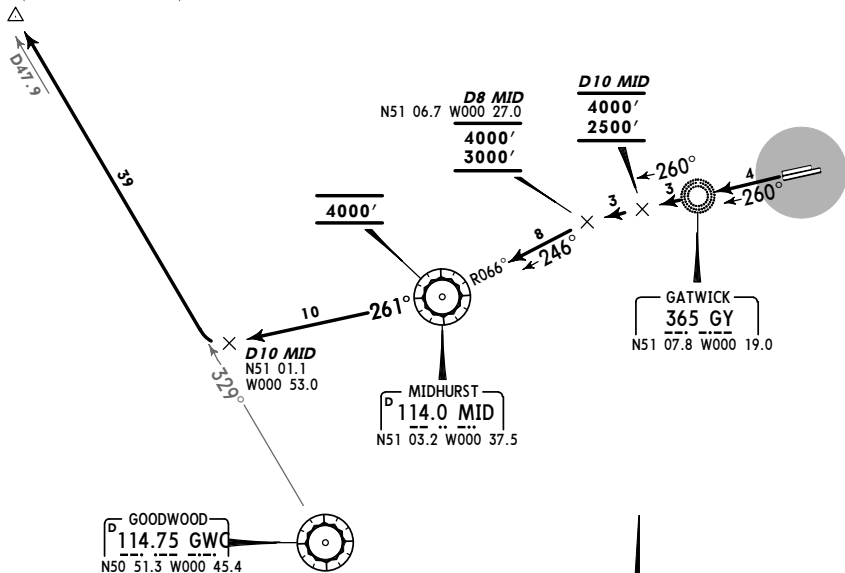
Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID level until instructed by ATC.

KENET TWO MIKE (KENET 2M) [KENE2M]
KENET TWO VICTOR (KENET 2V) [KENE2V]
RWYS 26L/R DEPARTURES
 RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE
SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



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

KENET
 N51 31.2 W001 27.3
 (113.6 LON R-276/D37.1)



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210' 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
300' per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
KENET 2M	26L	Straight ahead via GY, maintain 260° track, cross D10 MID above 2500' (MAX 4000'), intercept MID R-066 inbound at D8 MID, cross above 3000' (MAX 4000'), to MID, cross at 4000', MID R-261 to D10 MID, turn RIGHT, intercept GWC R-329 to KENET.
KENET 2V	26R	

EGKK/LGW
 GATWICK

JEPPESEN
 14 SEP 07 (20-3J) Eff 27 Sep

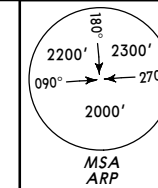
LONDON, UK
 SID

LONDON
 Control
 134.12

Apt Elev
 202'

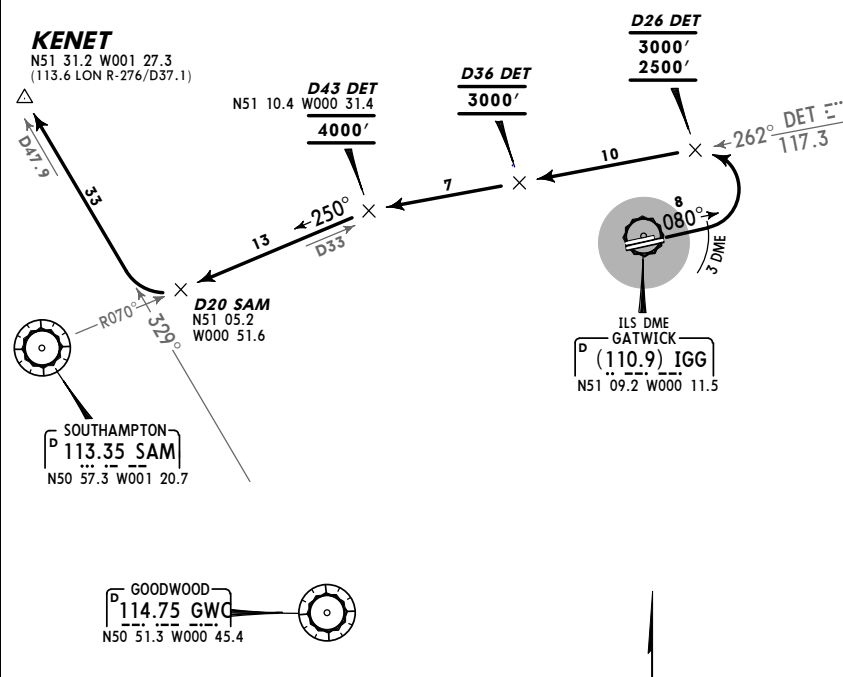
Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'.
 4. Cruising levels will be issued after take-off by LONDON Control.
 5. Do not climb above SID level until instructed by ATC.

KENET THREE PAPA (KENET 3P) [KENE3P]
KENET THREE WHISKEY (KENET 3W) [KENE3W]
RWYS 08R/L DEPARTURES
 RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE
SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



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

KENET
 N51 31.2 W001 27.3
 (113.6 LON R-276/D37.1)



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210' 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 410'.

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
KENET 3P	08R	Straight ahead to IGG 3 DME, turn LEFT, intercept DET R-262, cross D26 DET at or above 2500' (MAX 3000'), D36 DET at 3000', D43 DET (D33 SAM) at 4000', intercept SAM R-070 inbound to D20 SAM, turn RIGHT, intercept GWC R-329 to KENET.
KENET 3W	08L	

EGKK/LGW
 GATWICK



14 SEP 07 (20-3K) Eff 27 Sep

LONDON, UK

SID

LONDON Control
 133.17

Apt Elev
 202'

Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 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 FOUR VICTOR (LAM 4V)
 RWYS 26L/R DEPARTURES

IN ORDER TO ALLEVIATE AIRSPACE CONGESTIONS PILOTS MAY BE OFFERED SIDS TIGER 2M/2V AT A LATE STAGE OF TAXIING

PILOTS UNABLE TO ACCEPT MUST INFORM ATC

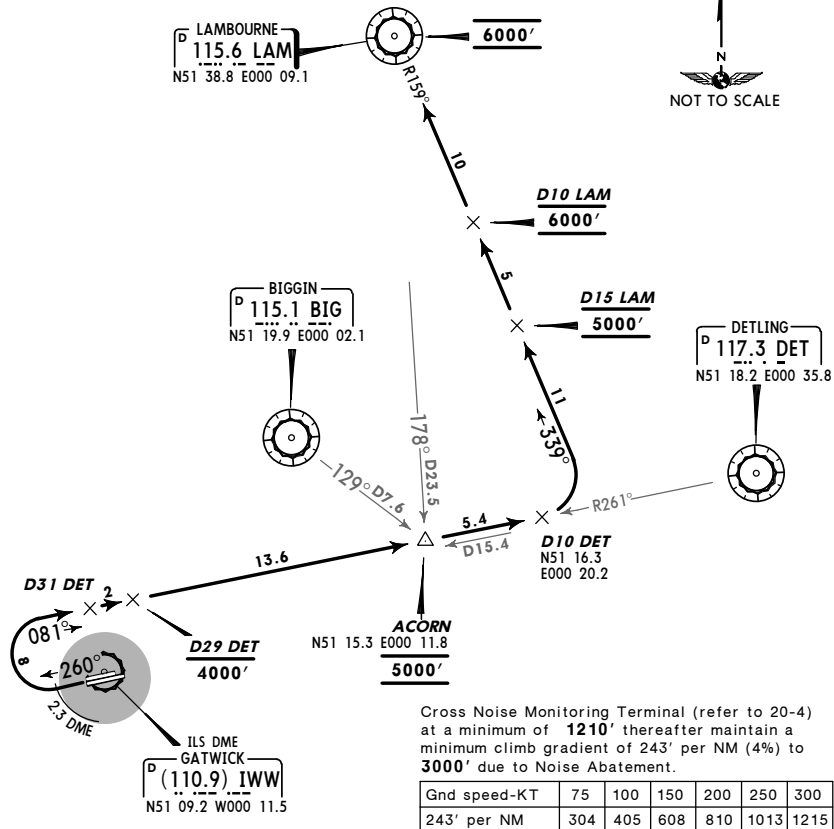
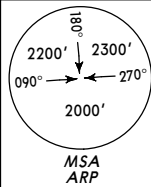
AND WILL BE ALLOCATED LAM 4M/4V

SPEED MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED

WARNING

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 20-4) at a minimum of 1210' 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
LAM 4M	26L	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-261 inbound by D31 DET, cross D29 DET at or below 4000', ACORN (D15.4 DET) at 5000', at D10 DET turn LEFT, intercept LAM R-159 inbound, cross D15 LAM at 5000', D10 LAM at 6000', to LAM, cross at 6000'.
LAM 4V	26R	

EGKK/LGW
 GATWICK



14 SEP 07 (20-3L) Eff 27 Sep

LONDON, UK

SID

LONDON Control
 133.17

Apt Elev
 202'

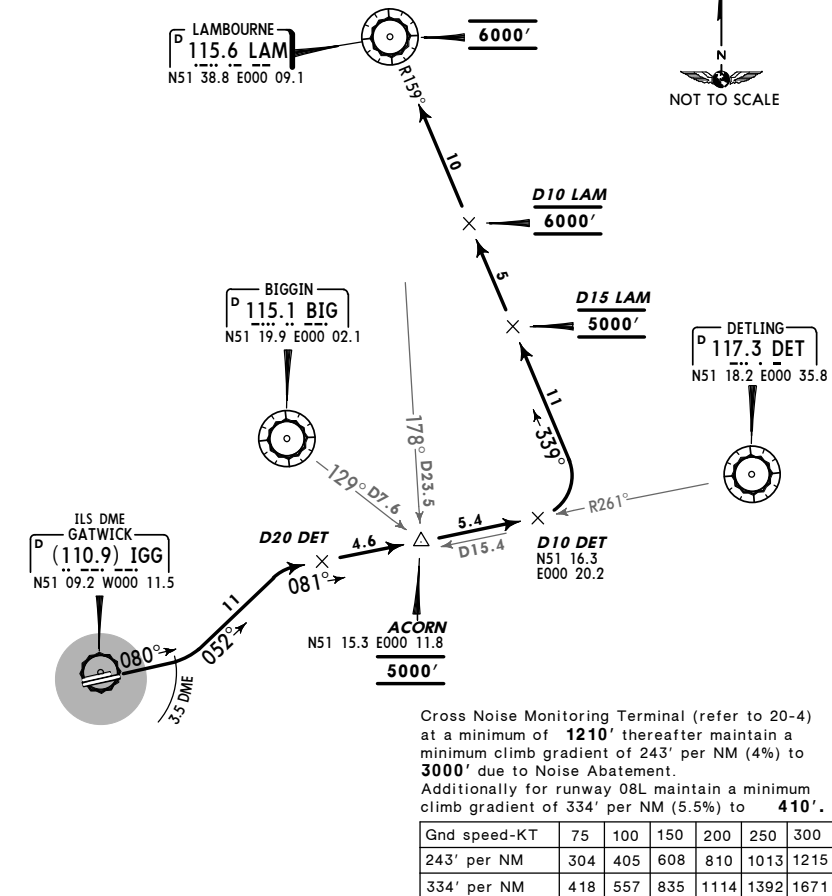
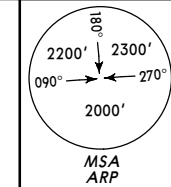
Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

LAMBOURNE FIVE PAPA (LAM 5P)
 LAMBOURNE FIVE WHISKEY (LAM 5W)
 RWYS 08R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING

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 20-4) at a minimum of 1210' 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 410'.

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
LAM 5P	08R	Straight ahead to IGG 3.5 DME, turn LEFT, 052° track, intercept DET R-261 inbound by D20 DET, cross ACORN (D15.4 DET) at 5000', at D10 DET turn LEFT, intercept LAM R-159 inbound, cross D15 LAM at 5000', D10 LAM at 6000', to LAM, cross at 6000'.
LAM 5W	08L	

EGKK/LGW
 GATWICK

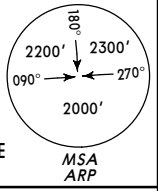
JEPPESEN
 14 SEP 07 (20-3M) Eff 27 Sep

LONDON, UK
 SID

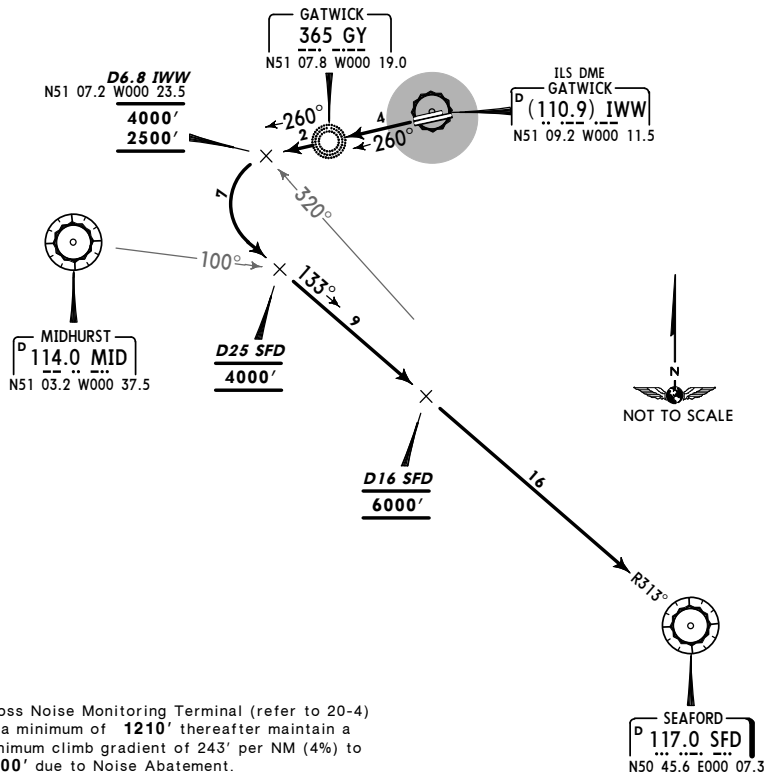
LONDON
 Control
 134.12

Apt Elev 202'
 Trans level: By ATC Trans alt: 6000'
 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 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 FOUR VICTOR (SFD 4V)
RWYS 26L/R DEPARTURES
 NORMALLY NOT AVAILABLE BETWEEN 0600-2300LT
 AT THESE TIMES BOGNA OR HARDY SIDS WILL BE ISSUED AS APPROPRIATE
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
 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 20-4) at a minimum of 1210' 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
SFD 4M	26L	Straight ahead via GY, maintain 260° track until passing SFD R-320 (D6.8 IWW), cross above 2500' (MAX 4000'), turn LEFT, intercept SFD R-313 inbound, cross D25 SFD at 4000', D16 SFD at 6000', to SFD.
SFD 4V	26R	

EGKK/LGW
 GATWICK

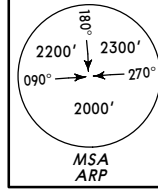
JEPPESEN
 14 SEP 07 (20-3N) Eff 27 Sep

LONDON, UK
 SID

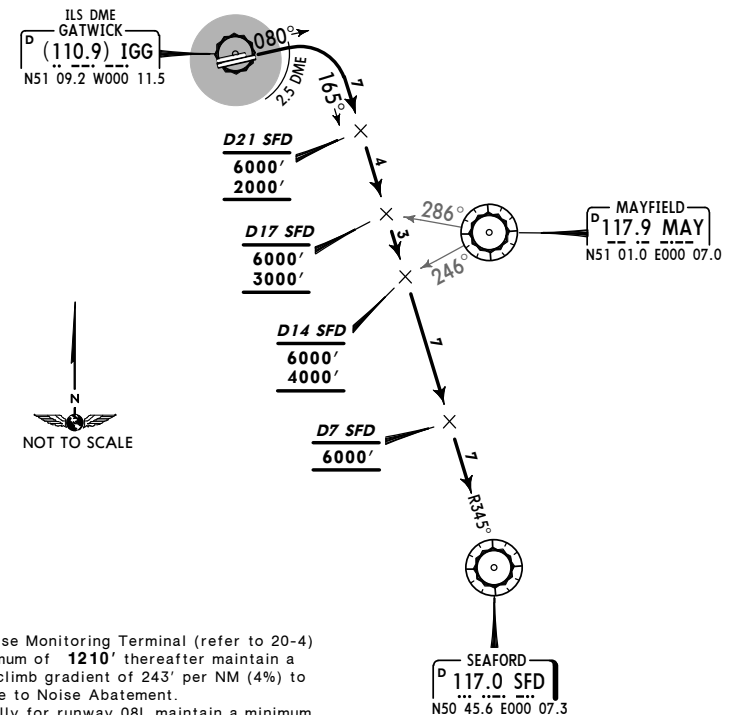
*GATWICK
 Director
 118.95

Apt Elev 202'
 Trans level: By ATC Trans alt: 6000'
 1. When instructed contact GATWICK Director. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.

SEAFORD EIGHT PAPA (SFD 8P)
SEAFORD EIGHT WHISKEY (SFD 8W)
RWYS 08R/L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
 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 20-4) at a minimum of 1210' 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 410'.

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
SFD 8P	08R	Straight ahead to IGG 2.5 DME, turn RIGHT, intercept SFD R-345 inbound, cross D21 SFD above 2000' (MAX 6000'), D17 SFD above 3000' (MAX 6000'), D14 SFD above 4000' (MAX 6000'), D7 SFD at 6000', to SFD.
SFD 8W	08L	

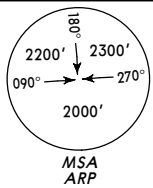
EGKK/LGW
 GATWICK

JEPPESEN
 14 SEP 07 (20-3P) Eff 27 Sep

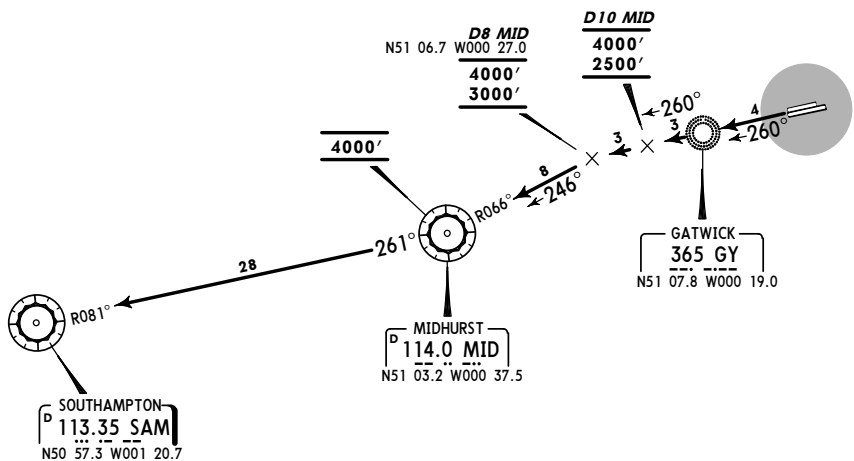
LONDON, UK
 SID

LONDON Control 134.12	Apt Elev 202'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
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**SOUTHAMPTON TWO MIKE (SAM 2M)
 SOUTHAMPTON TWO VICTOR (SAM 2V)
 RWYS 26L/R DEPARTURES
 SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORIZED**



WARNING
 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 20-4) at a minimum of 1210' 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
SAM 2M	26L	Straight ahead via GY, maintain 260° track, cross D10 MID above 2500' (MAX 4000'), intercept MID R-066 inbound at D8 MID, cross above 3000' (MAX 4000'), to MID, cross at 4000', MID R-261 to SAM.
SAM 2V	26R	

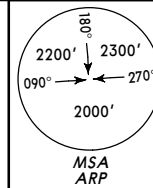
EGKK/LGW
 GATWICK

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 14 SEP 07 (20-3Q) Eff 27 Sep

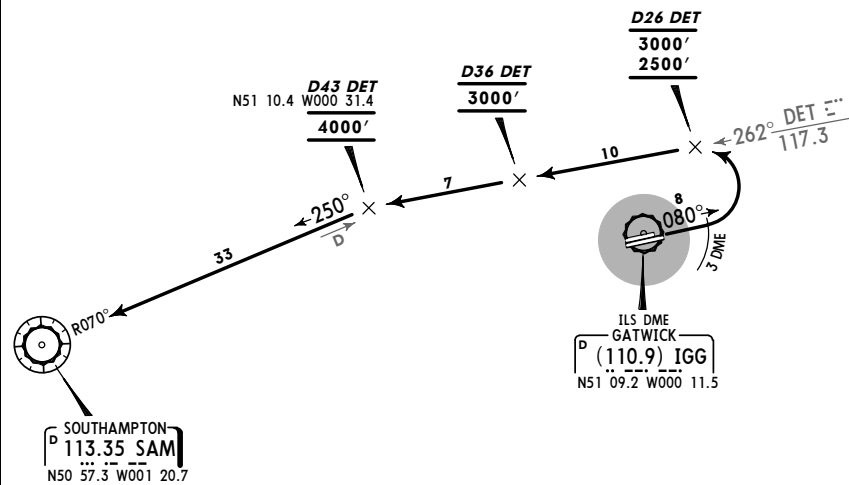
LONDON, UK
 SID

LONDON Control 134.12	Apt Elev 202'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
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**SOUTHAMPTON THREE PAPA (SAM 3P)
 SOUTHAMPTON THREE WHISKEY (SAM 3W)
 RWYS 08R/L DEPARTURES
 SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORIZED**



WARNING
 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 20-4) at a minimum of 1210' 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 410'.

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
SAM 3P	08R	Straight ahead to IGG 3 DME, turn LEFT, intercept DET R-262, cross D26 DET at or above 2500' (MAX 3000'), D36 DET at 3000', D43 DET (D33 SAM) at 4000', intercept SAM R-070 inbound to SAM.
SAM 3W	08L	

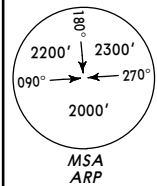
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 GATWICK

JEPPESEN
 14 SEP 07 (20-3S) Eff 27 Sep

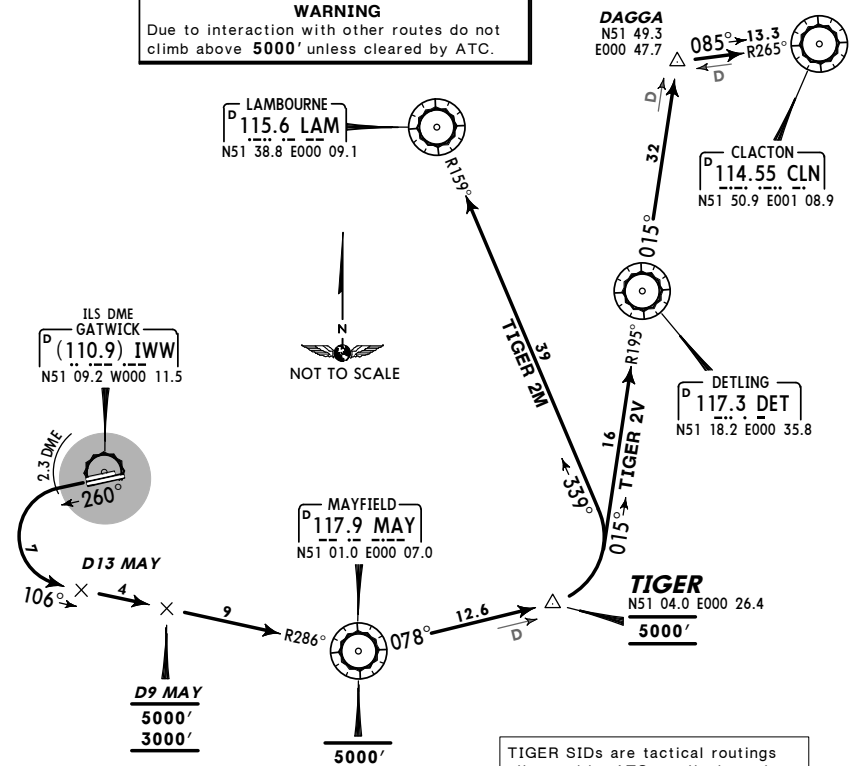
LONDON, UK
 SID

LONDON Control 134.12	Apt Elev 202'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
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**TIGER TWO MIKE (TIGER 2M) [TIGE2M]
 TIGER TWO VICTOR (TIGER 2V) [TIGE2V]
 RWYS 26L/R DEPARTURES
 NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
 SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORIZED**



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



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210' 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

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.

SID	RWY	ROUTING
TIGER 2M	26L	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-286 inbound by D13 MAY, cross D9 MAY at or above 3000' (MAX 5000'), to MAY, cross at 5000', turn LEFT, MAY R-078 to TIGER, cross at 5000', turn LEFT, intercept LAM R-159 inbound to LAM.
TIGER 2V	26R	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-286 inbound by D13 MAY, cross D9 MAY at or above 3000' (MAX 5000'), to MAY, cross at 5000', turn LEFT, MAY R-078 to TIGER, cross at 5000', turn LEFT, intercept DET R-195 inbound to DET, then to DAGGA, then to CLN.

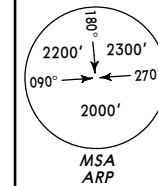
EGKK/LGW
 GATWICK

JEPPESEN
 14 SEP 07 (20-3T) Eff 27 Sep

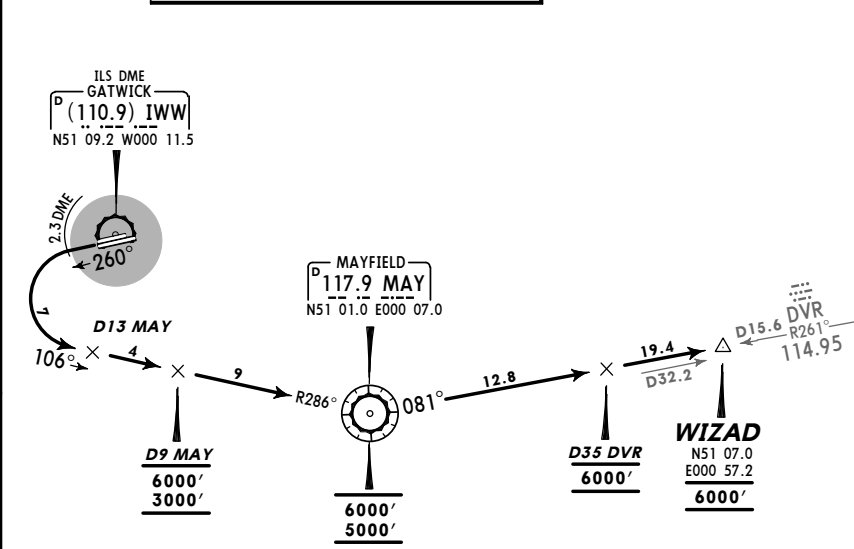
LONDON, UK
 SID

*GATWICK Director 118.95	Apt Elev 202'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact GATWICK Director. 2. SIDs include noise preferential routes (refer to 20-4). 3. Initial climb straight ahead to 710'. 4. Cruising levels will be issued after take-off by LONDON Control. 5. Do not climb above SID level until instructed by ATC.
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**WIZAD FOUR MIKE (WIZAD 4M) [WIZA4M]
 WIZAD FOUR VICTOR (WIZAD 4V) [WIZA4V]
 RWYS 26L/R DEPARTURES
 WIZAD SIDS ARE TACTICAL ROUTINGS ALLOCATED BY ATC TO ALLEVIATE AIRSPACE CONGESTION
 PILOTS UNABLE TO ACCEPT WIZAD SIDS WHEN OFFERED MUST INFORM ATC AND WILL BE REALLOCATED DVR SIDS
 NOT TO BE USED FOR FLIGHT PLANNING PURPOSES
 SPEEDS MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORIZED**



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



Cross Noise Monitoring Terminal (refer to 20-4) at a minimum of 1210' thereafter maintain a minimum climb gradient of 243' per NM (4%) to 3000' due to Noise Abatement.

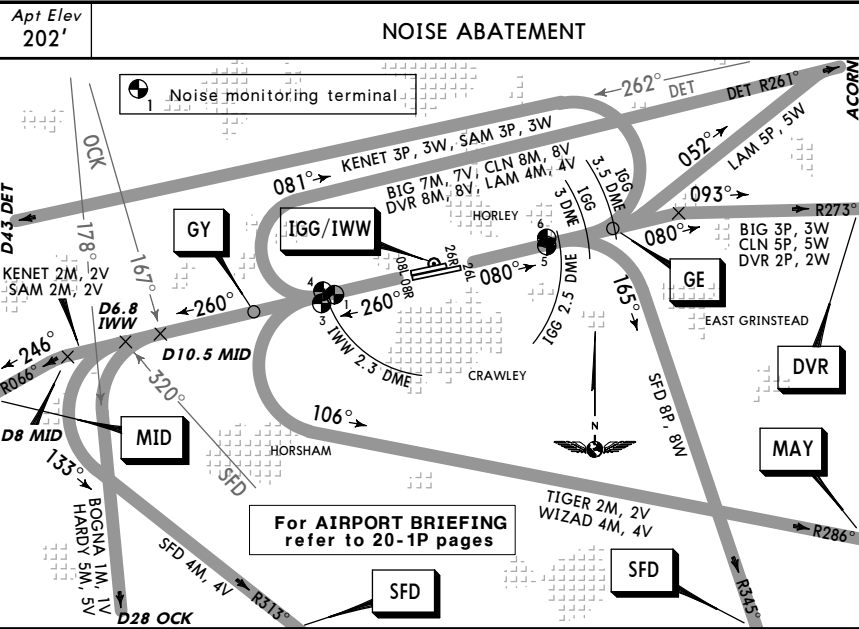
Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
WIZAD 4M	26L	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-286 inbound by D13 MAY, cross D9 MAY at or above 3000' (MAX 6000'), to MAY, cross at or above 5000' (MAX 6000'), turn LEFT, intercept DVR R-261 inbound, cross D35 DVR at 6000', to WIZAD, cross at 6000'.
WIZAD 4V	26R	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-286 inbound by D13 MAY, cross D9 MAY at or above 3000' (MAX 6000'), to MAY, cross at or above 5000' (MAX 6000'), turn LEFT, intercept DVR R-261 inbound, cross D35 DVR at 6000', to WIZAD, cross at 6000'.

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JEPPESEN
6 OCT 06 (20-4)

LONDON, UK
NOISE



The operation limits as specified in para 3.3.1. (refer to Airport Briefing Page 20-1P6) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

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

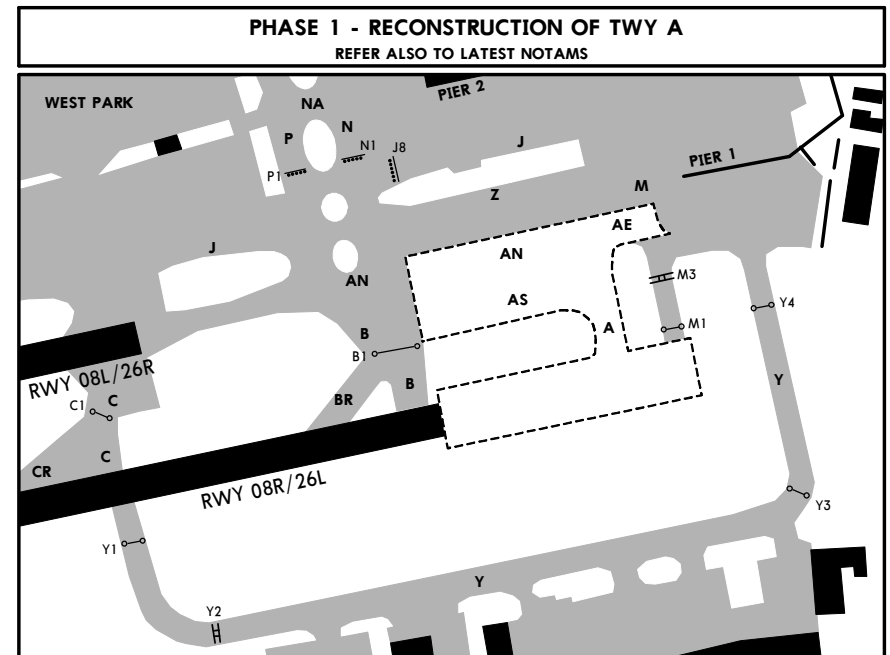
If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

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

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5 OCT 07 (20-8)

LONDON, UK
GATWICK



Runway Availability

TORA RWY 08R	9206' (2806m)
LDA RWY 08R	8113' (2473m)
TORA RWY 26L	9495' (2894m)
LDA RWY 26L	8852' (2698m)

RWY 08R/26L lengths reduced to: 9695' (2955m). Eastern end of RWY 08R/26L will be closed.

Runway Exit and Entry

Most easterly departure point for T/O RWY 26L will be hold B1. Last exit point for acct landing RWY 08R will be twy BR.

Approach and RWY lighting RWYs 08R/26L

RWY 08R:
CL lights OFF.
No RL beyond the twy BR lead-off available
Rwy end lights at the end of the shortend RWY

RWY 26L:
Simple approach lighting system to temporary THR
PAPI (3.0°) aligned with temporary THR.
Green wingbars at temporary THR.
RL start at temporary THR.
HIALS and supplementary lights OFF.
CL lights OFF.

Instrument Approach Facilities

Visual Conditions: ILS will be switched OFF to allow work to take place up to the edge of the rwy with reduced distances in operation. SRA will be available as published on 08R/26L.
CAT I Conditions: Work will be restricted to an area 35'/107m from the rwy centerline. Full distances with ILS will be available on 08R/26L.
CAT II/III Conditions: Work will be cease on site and all staff and plant will be withdrawn. Full distances with CAT III ILS will be available on 08R/26L.

Taxiway Closures

Twy A with rwy holding positions A1 and A3.
Twy AS with rwy holding point A2.
Twy AN between twy N and A.
Twy AE.
Twy M at its junction with Twy AN.

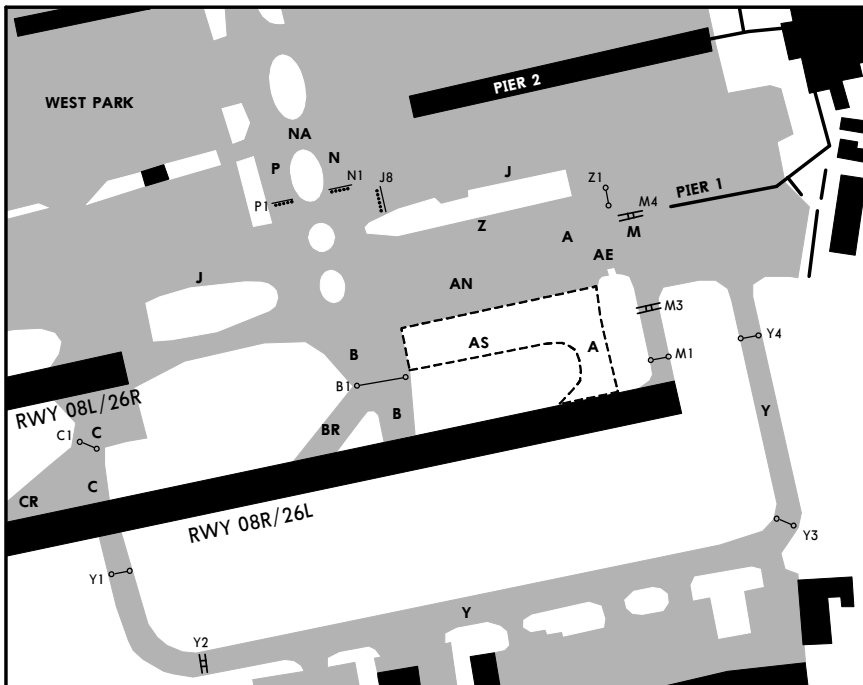
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JEPPESEN
5 OCT 07 (20-8A)

LONDON, UK
GATWICK

PHASE 2 - RECONSTRUCTION OF TWY A

REFER ALSO TO LATEST NOTAMS



Taxiway Closures

Twy A with rwy holding positions A1 and A3.
Twy AS with rwy holding point A2.

Alternative Taxiway Routes

Twy Z and AN/AE will be available for Code E (MAX wingspan 213'/ 65m) acft routing for T/O on RWY 26L via twy M3 and M1.

New runway holding point Z1 will be designated on twy Z West of its junction with twy M.
Twy J, from its junction with twy N to its eastern end, will be restricted to acft with wingspan up to 156'/ 47.6 m.

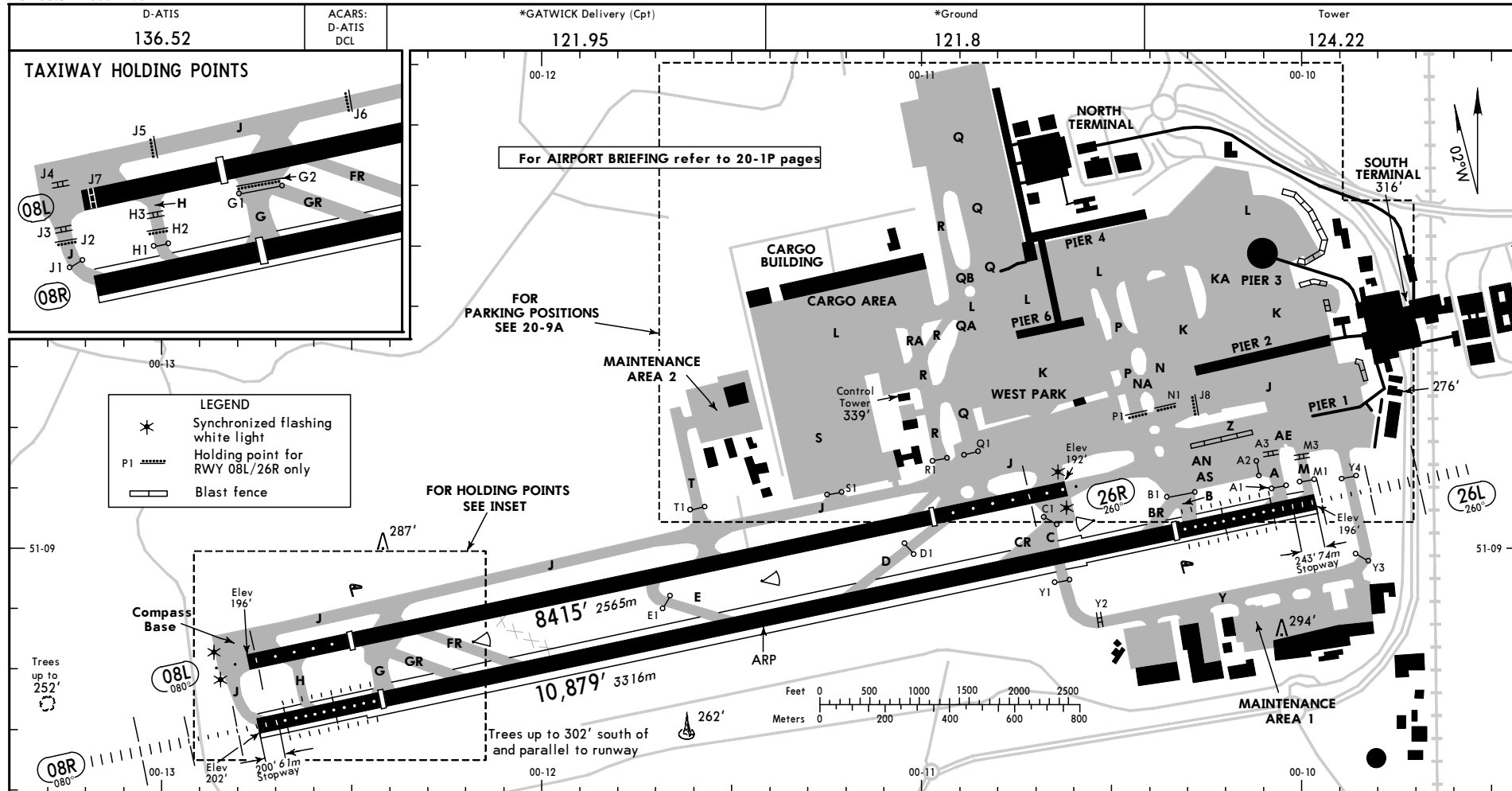
Twy Y remains available and will be used by ATC, on an opportunity basis, for routing acft between RWY 08R/26L and South side of pier 1. This route is restricted to acft with wingspan up to 118'/ 36m.

EGKK/LGW

Apt Elev 202'
 N51 08.9 W000 11.4

JEPPESEN
 6 OCT 06 20-9

LONDON, UK
 GATWICK



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	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A	125m	150m	200m	250m	500m	
B				400m		
C	150m	200m	250m	300m		
D						

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

ADDITIONAL RUNWAY INFORMATION						
RWY		RVR	USABLE LENGTHS LANDING BEYOND		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
08L	HIRL HIALS PAPI-L (angle 3.0°)		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		151'
26L	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) HST-E & FR	RVR	9288' 2831m	8255' 2516m	2	46m

1 RWY 08R/26L grooved.
 2 TAKE-OFF RUN AVAILABLE

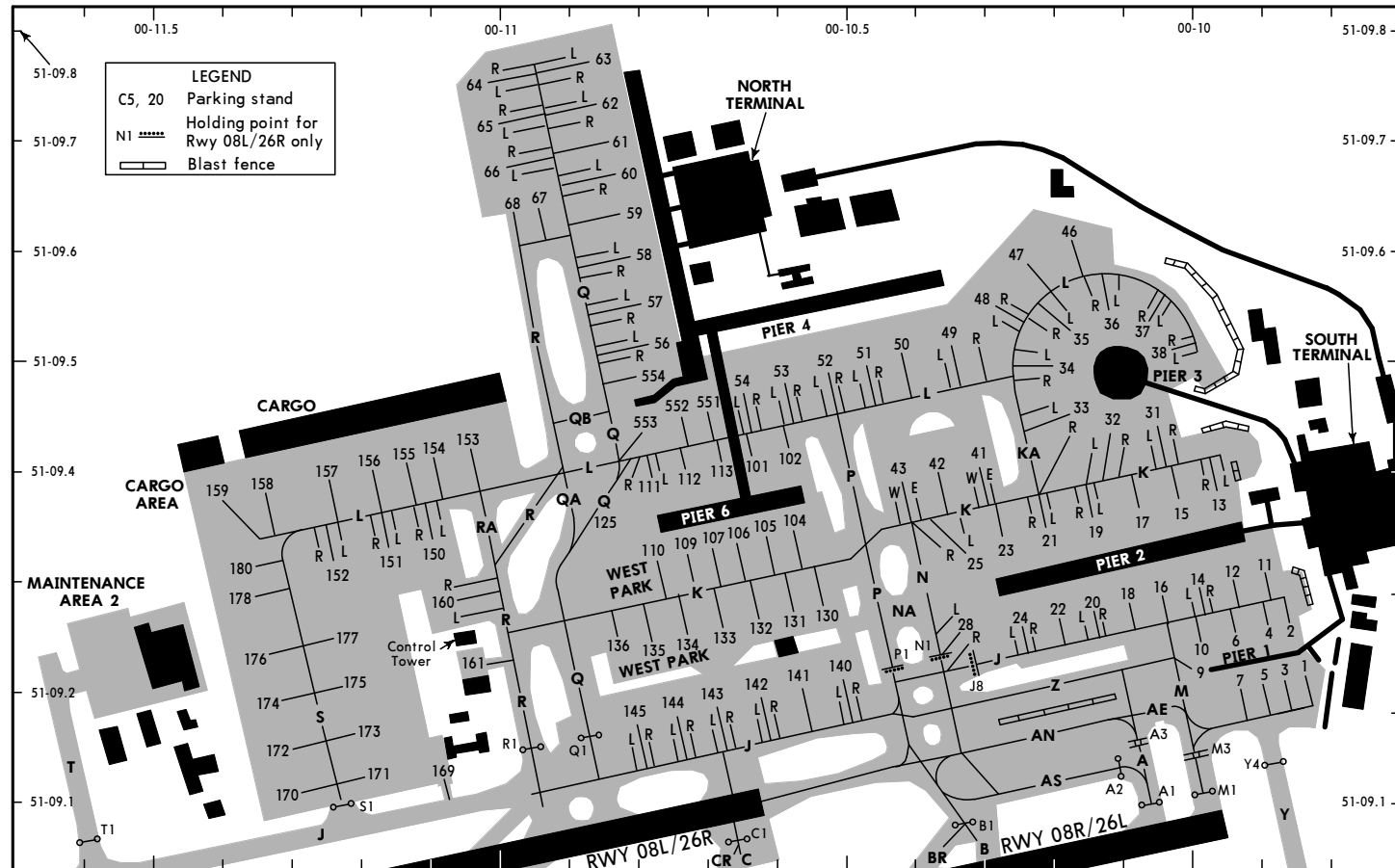
RWY 08R:		
From rwy head	10,364' (3159m)	
twy H int	9462' (2884m)	
int hold posn G1	9140' (2786m)	

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

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JEPPESEN
 6 OCT 06 (20-9A)

LONDON, UK
 GATWICK



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

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

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

EGKK/LGW

JEPPESEN
 15 JUN 07 (20-9B)

LONDON, UK
 GATWICK

STAND ENTRY GUIDANCE SYSTEM

GENERAL

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

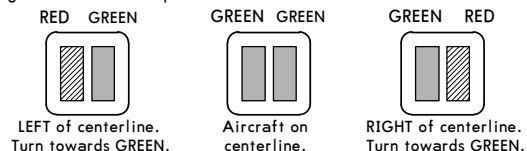
- a) Centerline Guidance -AGNIS (AZIMUTH GUIDANCE FOR NOSE-IN STANDS)
- b) Stopping Guidance -PAPA (PARALLAX AIRCRAFT PARKING AID),
 -Mirror or
 -Stop arrow

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

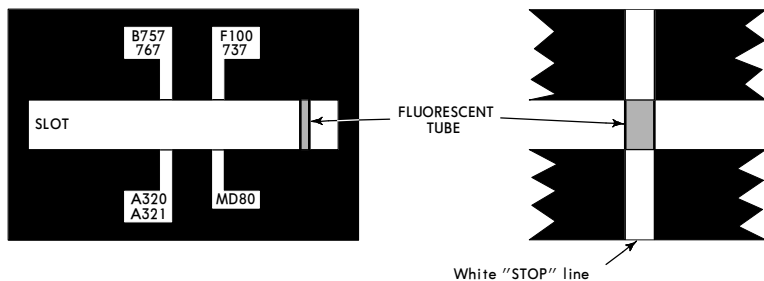
**A. CENTERLINE GUIDANCE SYSTEM
 AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS**

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

It consists of a unit emitting red and/or green light signals - mounted on the front of the piers at pilot eye level - aligned for interpretation by the pilot in the left hand seat. The signals are to be interpreted as follows:



**B. STOPPING GUIDANCE
 PAPA-PARALLAX AIRCRAFT PARKING AID**



It consists of a reference board with a horizontal slot running across its center. This board is supported on a frame projecting from the face of the pier at pilot eye level. Behind it is a weatherproof white fluorescent tube mounted vertically and slightly to the right.

Taxiing into the stand, the pilot in the left hand seat will see the fluorescent tube appear to move along the slot towards the reference marks. Correct stopping position is reached, when the tubular light registers in line with the appropriate aircraft type "STOP" mark.

Accuracy of this system is very much dependent upon the accuracy of the alignment on the stand centerline. It has been set up for interpretation by the pilot occupying the left hand seat. Viewed from the right hand pilot's seat the aircraft will overshoot by 3 to 10 feet/1 to 3m depending upon acft type.

Mirror

The acft should be aligned on the stand centerline with the aid of AGNIS. The pilot in the left hand seat should then continue to taxi forward with the reference to mirror. The acft should be brought to a halt with the nosewheel on the relevant stop mark.

Stop arrow

A yellow painted STOP arrow is provided on the ground as a stopping guidance on some of the stands. The pilot in the left hand position must align his position with the yellow STOP arrow to find the correct parking position.

EGKK/LGW

JEPPESEN
 15 JUN 07 (20-9C)

LONDON, UK
 GATWICK

VISUAL DOCKING GUIDANCE SYSTEM

START OF DOCKING

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

CAPTURE

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

TRACKING

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

CLOSING RATE

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

ALIGNED TO CENTRE

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

SLOW DOWN

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

AZIMUTH GUIDANCE

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

STOP POSITION REACHED

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

DOCKING COMPLETED

When the acft has parked, OK will be displayed.

OVERSHOOT

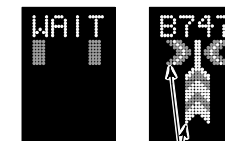
If the acft has overshoot the stop-position, TOO FAR will be displayed.

STOP SHORT

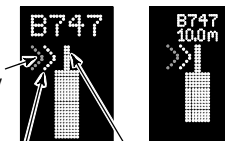
If the acft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

WAIT

If some object is blocking the view toward the approaching acft or the detected acft is lost during docking, before 39'/12m to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the acft again.

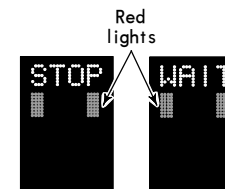
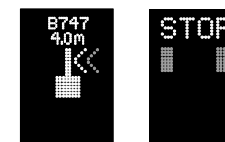
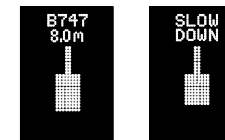


Floating arrows



Flashing red arrow

Yellow arrow Yellow centre line



Red lights

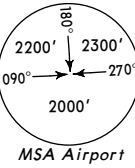
EGKK/LGW
 GATWICK

JEPPesen
 14 SEP 07 (21-1) Eff 27 Sep

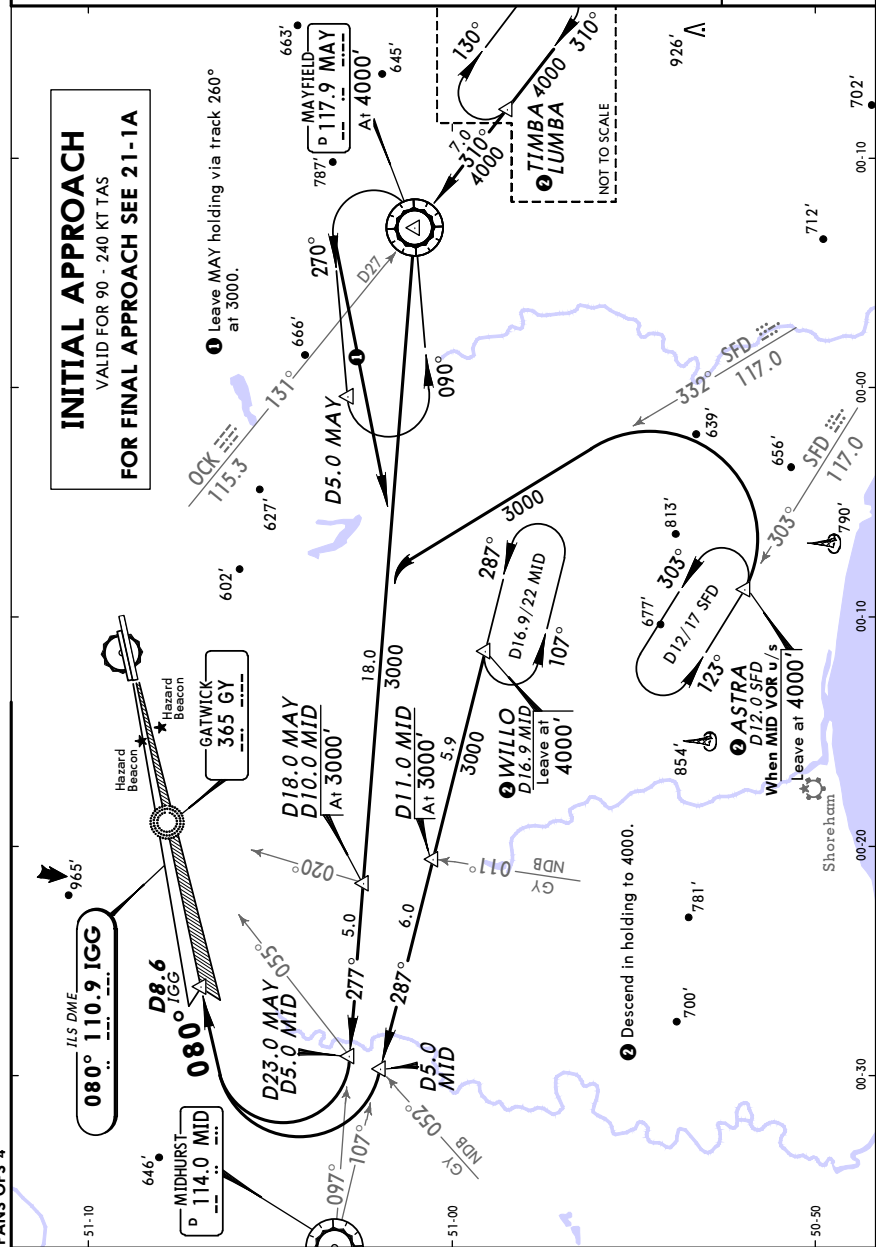
LONDON, UK
 ILS DME Rwy 08R

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
LOC IGG 110.9	Final Apch Crs 080°	GS Refer to chart 21-1A	ILS DA(H) Refer to chart 21-1A	Apt Elev 202'		RWY 196'	
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	

ILS DME reads zero at rwy 08R displaced threshold.



BRIEFING STRIP™



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

PANS OPS 4

EGKK/LGW
 GATWICK

JEPPesen
 14 SEP 07 (21-1A) Eff 27 Sep

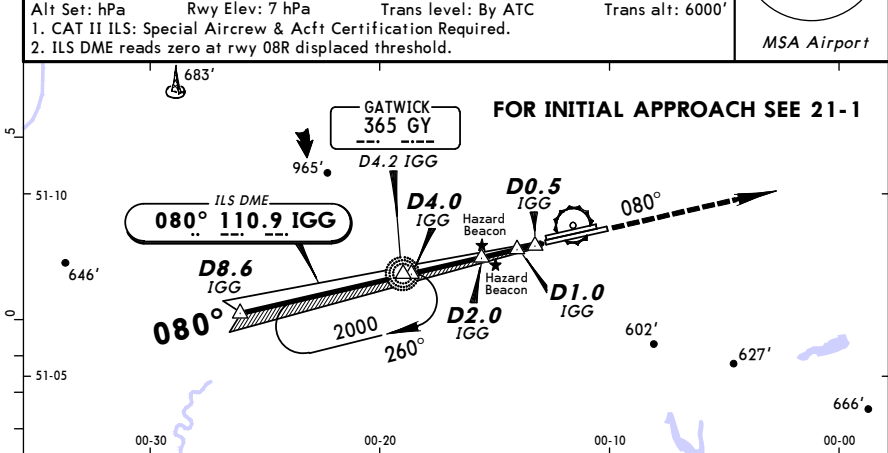
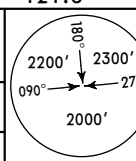
LONDON, UK
 CAT I/II ILS DME Rwy 08R

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
LOC IGG 110.9	Final Apch Crs 080°	GS D4.0 IGG 1526'(1330')	CAT II ILS RA 96' DA(H) 296'(100')	ILS DA(H) 396'(200')	Apt Elev 202'	RWY 196'	
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	

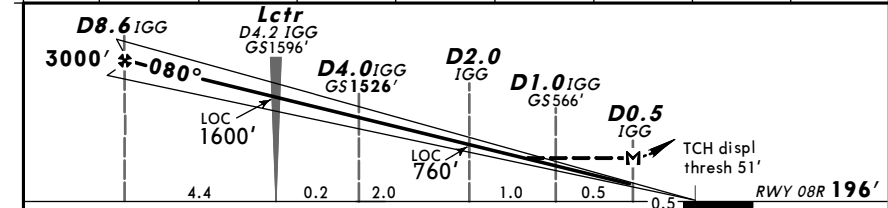
MISSED APCH: Climb STRAIGHT AHEAD (MAX 250 KT) to 3000', then as directed. In the event of complete radio failure see 28-2.

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.



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	250 KT MAX	3000'
ILS GS 3.00° or	377	485	539	647	755	862			
LOC Descent Gradient 5.2%									

MAP at D0.5 IGG

JAR-OPS STRAIGHT-IN LANDING RWY 08R

CAT II ILS
 ABCD
RA 96'
 DA(H) 296'(100')

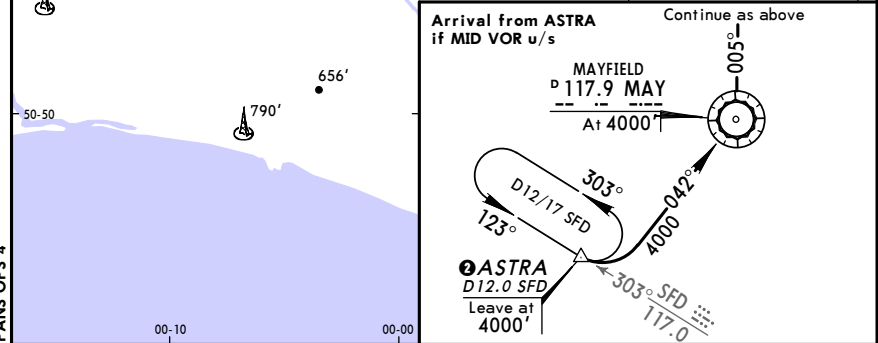
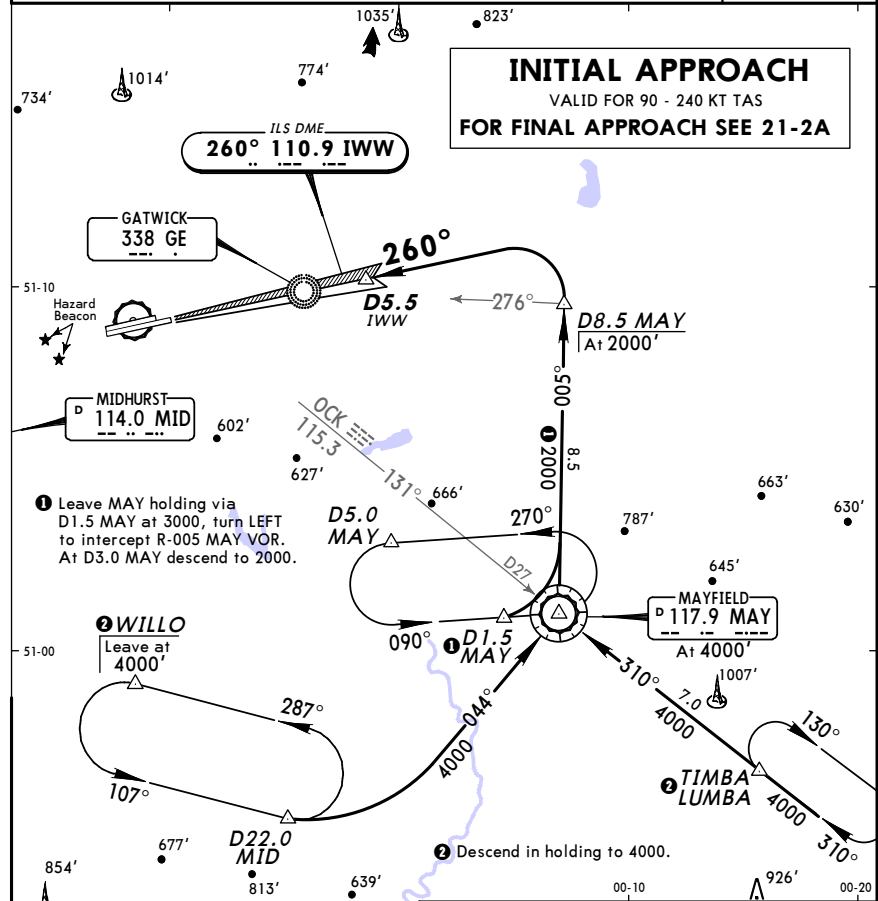
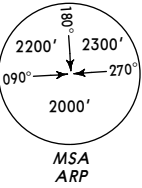
RVR 300m

JAR-OPS STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND	
ILS DA(H) 396'(200')		LOC (GS out) MDA(H) 720'(524')		Max Kts	MDA(H) VIS
FULL	ALS out	ALS out	ALS out		
A		RVR 1000m	RVR 1500m	100	810'(608') 1500m
B	RVR 550m	RVR 1000m	RVR 1500m	135	810'(608') 1600m
C			RVR 2000m	180	1110'(908') 2400m
D			RVR 1600m	205	1110'(908') 3600m

PANS OPS 4

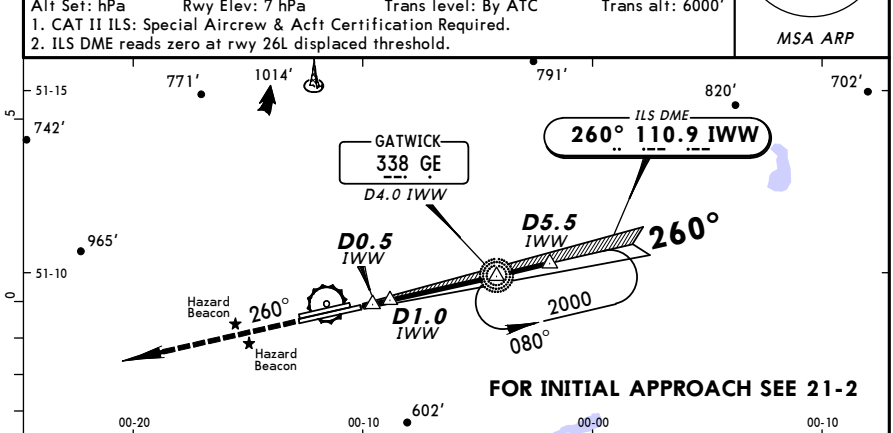
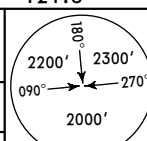
EGKK/LGW GATWICK 14 SEP 07 (21-2) Eff 27 Sep **LONDON, UK ILS DME Rwy 26L**

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
LOC IWW 110.9	Final Apch Crs 260°	GS Refer to chart 21-2A	ILS DA(H) Refer to chart 21-2A	Apt Elev 202'		RWY 196'	
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	

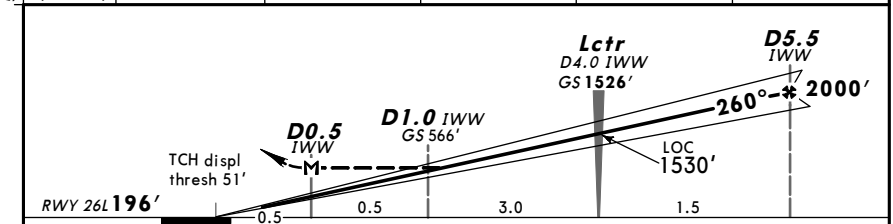


EGKK/LGW GATWICK 14 SEP 07 (21-2A) Eff 27 Sep **LONDON, UK CAT I/II ILS DME Rwy 26L**

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
LOC IWW 110.9	Final Apch Crs 260°	GS Lctr 1526' (1330')	CAT II ILS RA 102' DA(H) 296' (100')	ILS DA(H) 396' (200')	Apt Elev 202'		RWY 196'
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	



LOC (GS out)	IWW DME	2.0	3.0	4.0	5.0
	ALTITUDE	890'	1210'	1530'	1850'



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

JAR-OPS STRAIGHT-IN LANDING RWY 26L
 CAT II ILS
 ABCD
RA 102'
 DA(H) 296' (100')

RVR 300m

JAR-OPS STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND	
ILS DA(H) 396' (200')		LOC (GS out) MDA(H) 700' (504')			
FULL		ALS out		Max Kts	
A	RVR 550m	RVR 1000m	RVR 1500m	100	810' (608') 1500m
B	RVR 550m	RVR 1000m	RVR 1500m	135	810' (608') 1600m
C	RVR 550m	RVR 1000m	RVR 2000m	180	1110' (908') 2400m
D	RVR 550m	RVR 1000m	RVR 2000m	205	1110' (908') 3600m

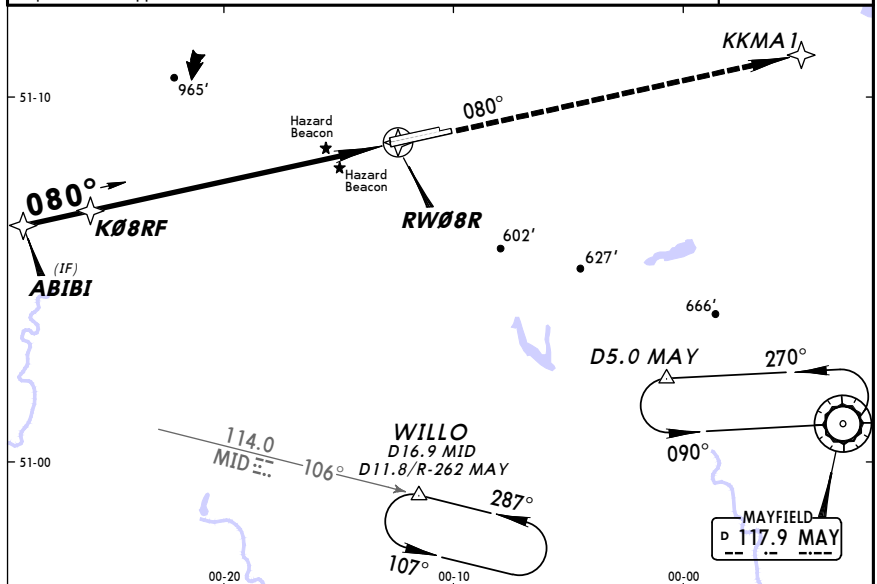
EGKK/LGW
GATWICK
 JEPPESEN
 7 DEC 07 (22-1)
LONDON, UK
RNAV GNSS Rwy 08R

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
RNAV	Final Apch Crs 080°	Minimum Alt KØ8RF 3000' (2804')	MDA(H) 700' (504')	Apt Elev 202' RWY 196'			

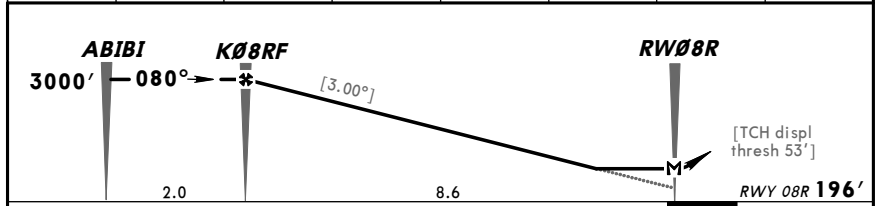
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to KKMA1, then as directed. In the event of complete radio failure see 28-2.

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

1. When required, acft will be radar vectored from WILLO to final approach course.
 2. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 3. GNSS or RNP-0.3 required. 4. Pilots should request RNAV approach on first contact with Director.



DIST to RWØ8R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2810'	2490'	2170'	1850'	1530'	1210'	890'



HIALS-II	3000'	KKMA1
PAPI		

JAR-OPS STRAIGHT-IN LANDING RWY 08R		CIRCLE-TO-LAND	
LNAV-VNAV RNP 0.3 MDA(H) 700' (504')			
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1000m	100	810'(608') 1500m
B	RVR 1200m	135	810'(608') 1600m
C	RVR 1600m	180	1110'(908') 2400m
D	RVR 2000m	205	1110'(908') 3600m

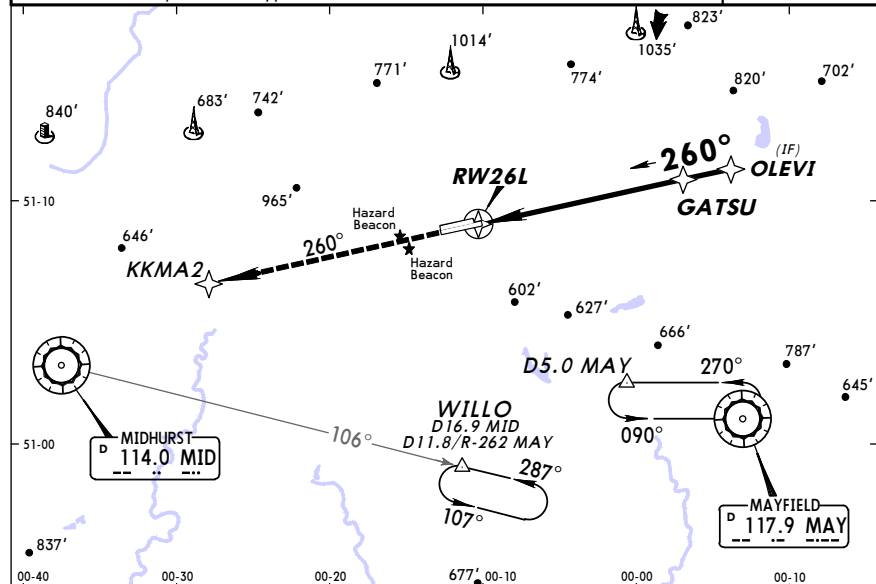
EGKK/LGW
GATWICK
 JEPPESEN
 7 DEC 07 (22-2)
LONDON, UK
RNAV GNSS Rwy 26L

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
RNAV	Final Apch Crs 260°	Minimum Alt GATSU 3000' (2804')	MDA(H) 590' (394')	Apt Elev 202' RWY 196'			

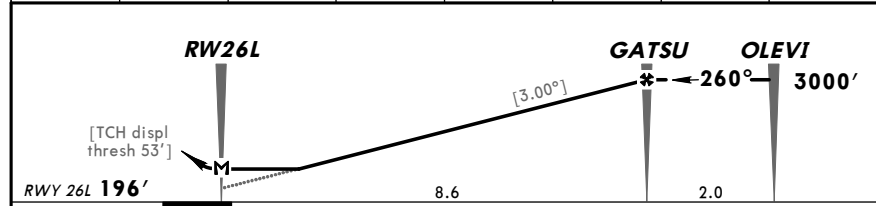
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to KKMA2, then as directed. In the event of complete radio failure see 28-2.

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

1. Acft will normally be radar vectored from the STAR holding/initial apch fixes.
 2. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 3. GNSS or RNP-0.3 required. 4. Pilots should request RNAV approach on first contact with Director.



DIST to RW26L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	890'	1210'	1530'	1850'	2170'	2490'	2810'



HIALS-II	3000'	KKMA2
PAPI		

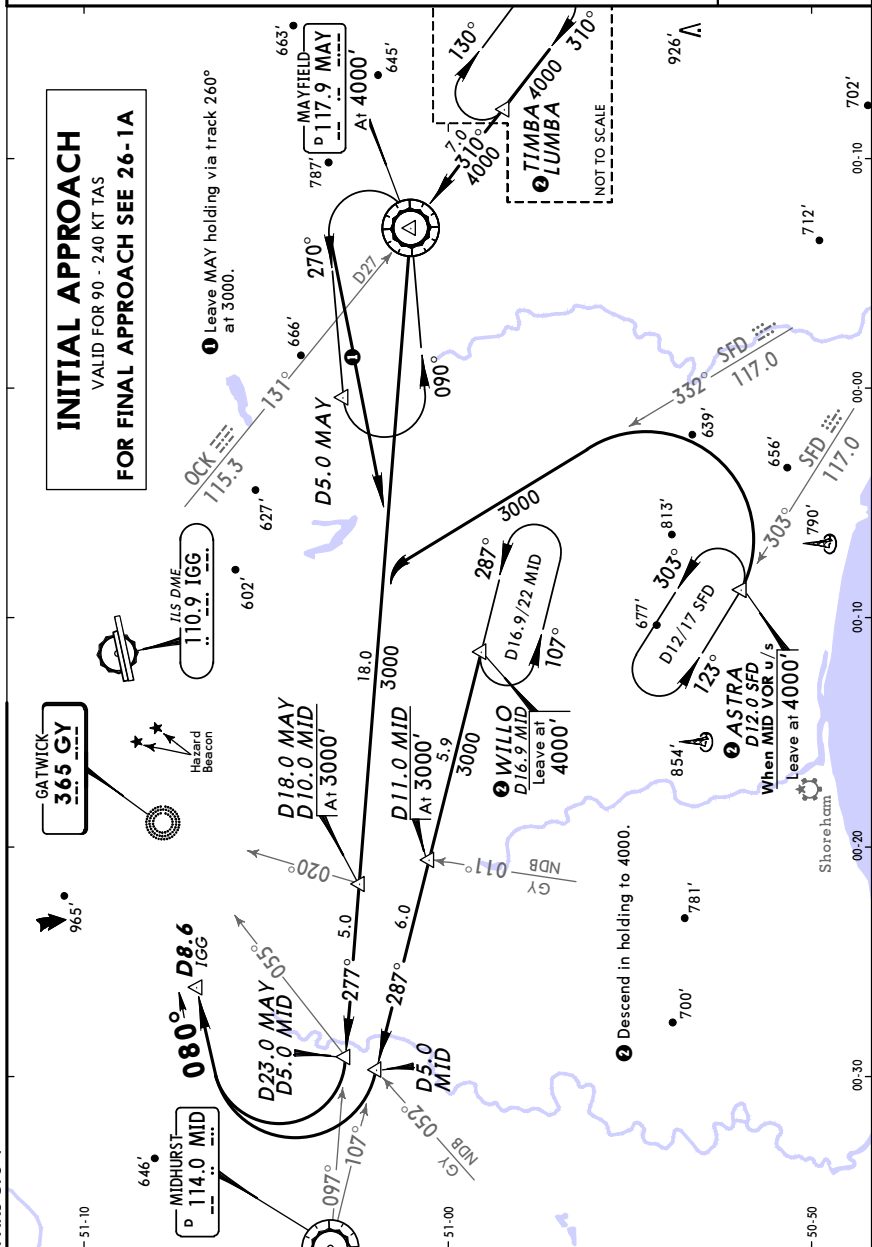
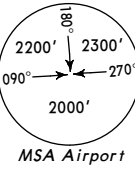
JAR-OPS STRAIGHT-IN LANDING RWY 26L		CIRCLE-TO-LAND	
LNAV-VNAV RNP 0.3 MDA(H) 590' (394')			
	ALS out	Max Kts	MDA(H) VIS
A	RVR 900m	100	810'(608') 1500m
B	RVR 1000m	135	810'(608') 1600m
C	RVR 1400m	180	1110'(908') 2400m
D	RVR 2000m	205	1110'(908') 3600m

EGKK/LGW
 GATWICK

JEPPesen
 14 SEP 07 (26-1) Eff 27 Sep

LONDON, UK
 NDB DME Rwy 08R

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
Lctr GY 365	Final Apc Crs 080°	Minimum Alt Refer to chart 26-1A	MDA(H) Refer to chart 26-1A	Apt Elev 202'		RWY 196'	
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	
ILS DME reads zero at rwy 08R displaced threshold.							

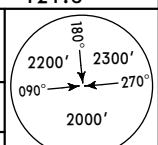


EGKK/LGW
 GATWICK

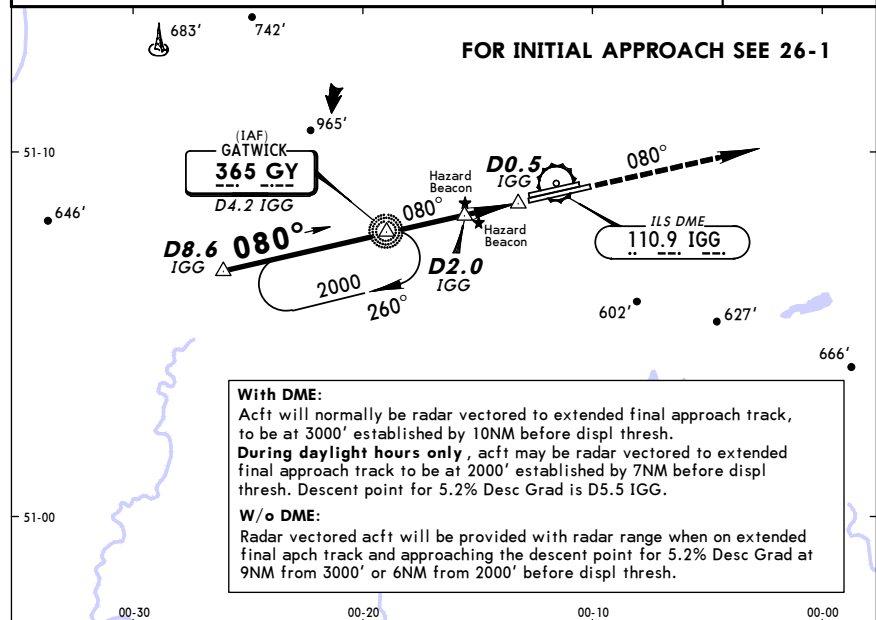
JEPPesen
 14 SEP 07 (26-1A) Eff 27 Sep

LONDON, UK
 NDB DME Rwy 08R

D-ATIS 136.52		GATWICK Director (APP/R) 126.82		GATWICK Tower 124.22		*Ground 121.8	
Lctr GY 365	Final Apc Crs 080°	Minimum Alt Lctr 1600' (1404')	MDA(H) (CONDITIONAL) 720' (524')	Apt Elev 202'		RWY 196'	
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 6000'	
ILS DME reads zero at rwy 08R displaced threshold. 2. Act unable to receive DME advise ATC.							



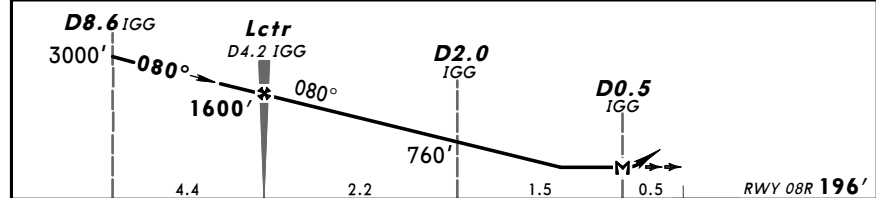
MISSED APCH: Climb STRAIGHT AHEAD (MAX 250 KT) to 3000', then as directed. In the event of complete radio failure see 28-2.



With DME:
 Act will normally be radar vectored to extended final approach track, to be at 3000' established by 10NM before displ thresh.
 During daylight hours only, act 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 act 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
MAP at D0.5 IGG or Lctr to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

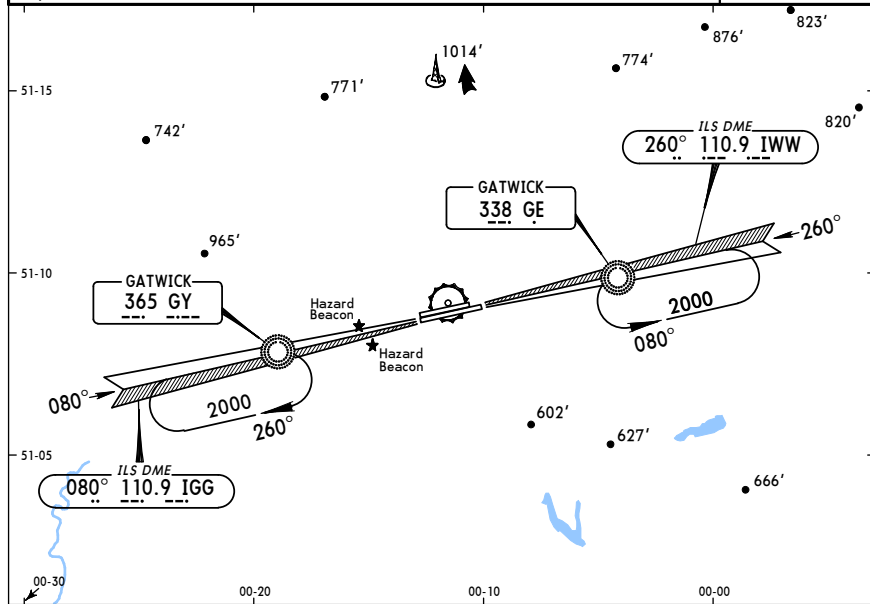
JAR-OPS STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND	
with DME MDA(H) 720' (524')		w/o DME MDA(H) 760' (564')		Max Kts	MDA(H) VIS
A	RVR 1000m	RVR 1500m	RVR 1000m	100	810'(608') 1500m
B	RVR 1200m		RVR 1200m	135	810'(608') 1600m
C	RVR 1600m		RVR 2000m	180	1110'(908') 2400m
D			RVR 1600m	205	1110'(908') 3600m

EGKK
 GATWICK

JEPPESEN
 19 JUL 02 (28-1)

LONDON, UK
 SRA All Rws

ATIS	GATWICK Director (APP/R)	GATWICK Radar	GATWICK Tower	*Ground
136.52	126.82	125.87	124.22	121.8
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 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 rws 08L, 08R and 26L and at 0.5 NM before displaced threshold rwy 26R.				



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

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

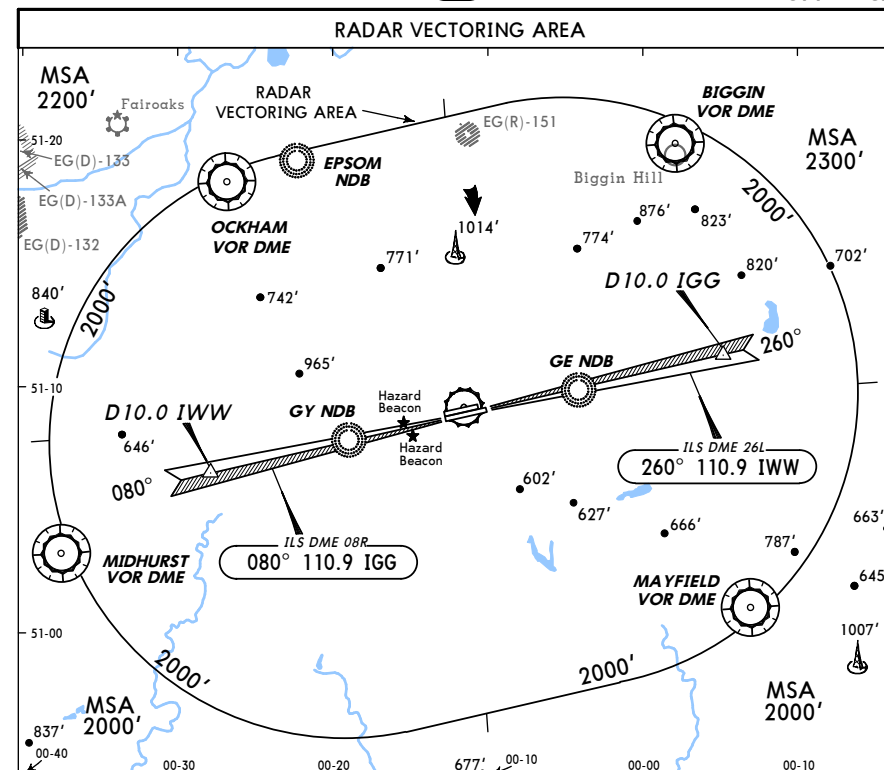
JAR-OPS		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
SRA 08R		SRA 26L		SRA 08L/26R		Max Kts	MDA(H) VIS
MDA(H) 720' (525')		MDA(H) 610' (415')		MDA(H) 850' (655')			
	ALS out		ALS out		ALS out		
A	RVR 1000m	RVR 1500m	RVR 900m	RVR 1500m	RVR 1500m	100	800' (604') 1500m
B	RVR 1200m		RVR 1000m			135	800' (604') 1600m
C		RVR 2000m	RVR 1800m	RVR 1800m		180	1100' (904') 2400m
D	RVR 1600m	RVR 1400m	RVR 2000m	RVR 2000m		205	1100' (904') 3600m

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

EGKK

JEPPESEN
 19 JUL 02 (28-2)

LONDON, UK
 GATWICK



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

PROCEDURE	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 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 MAYFIELD VOR DME not above 3000'.