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
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 published APT regulations. The rules are relaxed when the outside air temperature is below +5°C 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.

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
When RWY 08R is in use, parallel RWY M MAX wingspan 99'/30m.

RWY 26L
Entry via CAT III holding point at A5 or M5.

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 RWY M MAX wingspan 99'/30m.

TWY L beyond stand 36 to access stands 37 and 38 MAX wingspan 200'/61m.

TWY Y (western part) to its junction with RWY 26L/08R MAX wingspan 215'/65m.

TWY Y (eastern part) to its junction TWY M MAX wingspan 181'/55m.

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.


Safedock: Stands 31 thru 33L, 34 thru 37, 38, 46 thru 54, 102 and 551 thru 554.

AGNIS/Mirror: Stands 2 thru 10.


1.6. OTHER INFORMATION
RWY 08L/26R will only be used when RWY 08R/26L is temporarily non-operational.
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 practicable, ACFT shall maintain an altitude as high as possible.

2.3. CAT II/III OPERATIONS

RWY 08R/26L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

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 TWF 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 daylights 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.
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 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.
3. DEPARTURE

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 2300-0600LT and between 0600-0700LT,
- 87 dBA between 0600-2300LT 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 0600-2300LT 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 (2300-0600LT)

ACFT movements will score against the quota as follows:

<table>
<thead>
<tr>
<th>Noise Level Band (EPNdB)</th>
<th>QUOTA Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>84 - 86.9</td>
<td>0.25</td>
</tr>
<tr>
<td>87 - 89.9</td>
<td>0.5</td>
</tr>
<tr>
<td>90 - 92.9</td>
<td>1</td>
</tr>
<tr>
<td>93 - 95.9</td>
<td>2</td>
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<tr>
<td>96 - 98.9</td>
<td>4</td>
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<tr>
<td>99 - 101.9</td>
<td>8</td>
</tr>
<tr>
<td>more than 101.9</td>
<td>16</td>
</tr>
</tbody>
</table>

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.
WARNING
Do not proceed beyond ASTRA without ATC clearance.

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.

ARRIVALS FROM NORTH TO BE USED WHEN MID VOR UNSERVICEABLE

ASTRA ONE FOXTROT (ASTRA 1F) [ASTR1F]
ASTRA TWO HOTEL (ASTRA 2H) [ASTR2H]
ASTRA THREE DELTA (ASTRA 3D) [ASTR3D]
ASTRA FOUR CHARLIE (ASTRA 4C) [ASTR4C]
ASTRA THREE ALFA (ASTRA 3A) [ASTR3A]

ARRIVALS FROM SOUTH & WEST TO BE USED WHEN MID VOR UNSERVICEABLE

ASTRA TWO BRAVO (ASTRA 2B) [ASTR2B]
ASTRA THREE ALFA (ASTRA 3A) [ASTR3A]
ASTRA FOUR CHARLIE (ASTRA 4C) [ASTR4C]
ASTRA THREE DELTA (ASTRA 3D) [ASTR3D]

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ASTRA 2B: FL200 by DISIT, FL130 by KIDLI
ASTRA 1F: FL140 by KENET
ASTRA 2H: FL140 by BEDEK
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
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.

HOLDING OVER MAY

DESIGNATE PLANNING
Pilots should plan for possible descent clearance as follows:

WILLO 3B: FL200 by DISIT,
WILLO 1F by KIDLI
WILLO 2H: FL140 DEDEK
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: WILLO 1H renumbered 2H & revised; alt depiction.
BIGGIN SEVEN MIKE (BIG 7M)
BIGGIN SEVEN VICTOR (BIG 7V)
RWYS 26L/R DEPARTURES
TO EGL & EGWU ONLY
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
243' per NM
75 100 150 200 250 300

RATING
BIG 7M 26L
BIG 7V 26R

BIGGIN
115.1 BIG
NS1 19.9 E000 02.1

ACORN
NS1 15.3 E000 11.8
5000'

D18 BIG
NS1 09.9 E000 26.0
6000'

IWW
NS1 09.2 W000 02.4

NOT TO SCALE

SIDS
RWARES
BIGGIN SEVEN MIKE (BIG 7M)
BIGGIN SEVEN VICTOR (BIG 7V)
RWYS 26L/R DEPARTURES
TO EGL & EGWU ONLY
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
243' per NM
75 100 150 200 250 300

RATING
BIG 7M 26L
BIG 7V 26R

BIGGIN
115.1 BIG
NS1 19.9 E000 02.1

ACORN
NS1 15.3 E000 11.8
5000'

D18 BIG
NS1 09.9 E000 26.0
6000'

IWW
NS1 09.2 W000 02.4

NOT TO SCALE

SIDS
RWARES
BIGGIN SEVEN MIKE (BIG 7M)
BIGGIN SEVEN VICTOR (BIG 7V)
RWYS 26L/R DEPARTURES
TO EGL & EGWU ONLY
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
243' per NM
75 100 150 200 250 300

RATING
BIG 7M 26L
BIG 7V 26R
CLACTON FIVE PAPA (CLN 5P)
CLACTON FIVE WHISKEY (CLN 5W)
RWYS 08R/L DEPARTURES
FOR POSITIONING FLIGHTS TO EGOW & 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.

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 LATER STAGE
PRIOR TO DEPARTURE
PILOTS UNABLE TO ACCEPT MUST INFORM
ATC AND WILL BE ALLOCATED DVR 8M/8V
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.
Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID level until instructed by ATC.

When instructed contact LONDON Control.

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

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

WARNING

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared 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
GATWICK 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)

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', intercept GWC R-329 to KENET.

SPEED:

MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

RWYS 26R/L DEPARTURES
RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE
GATWICK 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)

Straight ahead to IGG 3 DME, turn LEFT, intercept DET R-262, cross D26 DET at or above 2500' (MAX 3000'), DET R-070 inbound to D20 DET, turn RIGHT, intercept GWC R-329 to KENET.

SPEED:

MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED
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 LATER STAGE OF TAXING PILOTS UNABLE TO ACCEPT MUST INFORM ATC AND WILL BE ALLOCATED LAM 4M/4V

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

**NOT TO SCALE**

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

RWYS 08R/L DEPARTURES

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

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

**NOT TO SCALE**

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

SIDS

SFD 4M
SFD 4V

ROUTING
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.

SFA 8P
SFA 8W

ROUTING
Straight ahead to IGG 2.5 DME, turn RIGHT, intercept SFD R-345 in-bound, 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.
SOUTHAMPTON TWO MIKE (SAM 2M)
SOUTHAMPTON TWO VICTOR (SAM 2V)
RWYS 26L/R 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.

SOUTHAMPTON THREE PAPA (SAM 3P)
SOUTHAMPTON THREE WHISKEY (SAM 3W)
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 334' per NM (5.5%) 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  418 567 835 1114 1390 1671

CHANGES: New chart.

SOUTHAMPTON TWO MIKE (SAM 2M)
SOUTHAMPTON TWO VICTOR (SAM 2V)
RWYS 26L/R 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.

SOUTHAMPTON THREE PAPA (SAM 3P)
SOUTHAMPTON THREE WHISKEY (SAM 3W)
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 334' per NM (5.5%) 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  418 567 835 1114 1390 1671

CHANGES: New chart.
TIGER TWO MIKE (TIGER 2M) [TIGE2M]

TIGER TWO VICTOR (TIGER 2V) [TIGE2V]

RWYS 26L/R DEPARTURES

NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

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

**NOT TO SCALE**

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIGER 2M</td>
<td>26L</td>
<td>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'), 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.</td>
</tr>
</tbody>
</table>

**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.**

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

**NOT TO SCALE**

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIGER 2V</td>
<td>26R</td>
<td>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 or above 5000' (MAX 6000'), turn LEFT, intercept DVR R-261 inbound, cross DVR at 6000', to WIZAD, cross at 6000'.</td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Noise Monitoring Terminal/Name/Location</th>
<th>Elevation Above Aerodrome</th>
<th>Adjustment (db(A))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Russ Hill N51 08.4 W000 15.2</td>
<td>54m</td>
<td>+5.0</td>
</tr>
<tr>
<td>Otirons N51 08.1 W000 15.8</td>
<td>57m</td>
<td>+1.9</td>
</tr>
<tr>
<td>Most House N51 08.5 W000 15.7</td>
<td>4m</td>
<td>0.0</td>
</tr>
<tr>
<td>Oaklands Park Farm N51 09.4 W000 07.0</td>
<td>52m</td>
<td>+1.9</td>
</tr>
<tr>
<td>Bellwood N51 09.6 W000 07.0</td>
<td>3m</td>
<td>-0.2</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Tailwind Component</th>
<th>Amount to be Disregarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤1 KT</td>
<td>0.4 dB</td>
</tr>
<tr>
<td>&gt;1 KT ≤2 KT</td>
<td>0.8 dB</td>
</tr>
<tr>
<td>&gt;2 KT ≤3 KT</td>
<td>1.2 dB</td>
</tr>
<tr>
<td>&gt;3 KT ≤4 KT</td>
<td>1.6 dB</td>
</tr>
<tr>
<td>&gt;4 KT</td>
<td>2.0 dB</td>
</tr>
</tbody>
</table>
**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.
STAND ENTRY GUIDANCE SYSTEM

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:

- Turn towards GREEN.
- RED
- GREEN
- GREEN
- GREEN
- LEFT of centerline.
- Turn towards GREEN.
- Aircraft on centerline.
- GREEN
- RED
- 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.

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

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

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

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

VISUAL DOCKING GUIDANCE SYSTEM

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

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 32'/10m 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.
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**EGK/LGW**

**GATWICK**

**LONDON, UK**

**RNAV GNSS Rwy 08R**

**Section 3.5.2.0**

**7 DEC 07**

**Text Content:**

**MINIMUM ALTS:**

**KAA**

**D-ATIS**

**GATWICK Director (AP/R)**

**GATWICK Tower**

**Ground**

**RNAV**

**Final Apch Crs**

**KAA**

**3000' (2804')**

**MDA(H)**

**Apt Elev. 202'**

**KAA**

**2200'**

**2300'**

**2400'**

**Ground**

**MISSING APCH:**

Climb STRAIGHT AHEAD to 3000' to KAA, then as directed.

In the event of complete radio failure see 28.2.

**ALL SET:**

Hpa: Rwy Elev: 7 Hpa

Trans level: By ATC

Trans alt: 6000'

1. When required, act 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. GNS or RNP-0.3 required.

4. Pilots should request RNAV approach on first contact with Director.

**CHANGES:**

New procedure.
**INITIAL APPROACH FOR FINAL APPROACH SEE 26-1**

**CHANGES:** Apt & Rwy elev., ASTRA holding.

**FOR INITIAL APPROACH SEE 26-1**

**CHANGES:** Apt & Rwy elev., Minima.

**MISSED APCH:** Climb STRAIGHT AHEAD (MAX 250 KT) to 3000', then as directed. In the event of complete radio failure see 26-2.

**WITH DME:**
- Aircraft will normally be radar vectored to extended final approach track, to be at 3000' established by 10NM before disp.thresh.
- During daylight hours only, act may be radar vectored to extended final approach track to be at 2000' established by 7NM before disp.thresh.
- Descent point for 5.2% Desc Grad is D5.0 IGG.

**W/o DME:**
- Radar vectored act will be provided with radar range when on extended final approach track and approaching the descent point for 5.2% Desc Grad at 9NM from 3000' or 6NM from 2000' before disp.thresh.

**GRID SPEED-KT:**
- 70 90 110 120 140 160

**DELS**
- 5.2% 569 474 397 322 257 192
- 3.0% 781 654 527 400 303 217
- 1.5% 1110 933 756 610 513 416
- 1.0% 1520 1300 1110 933 781 654

**MAP at D0.5 IGG or Lctr to MAP**
- 3.7 10 2.2 1.5 1.1 0.7 0.3

**JAR-OPS. STRAIGHT-IN LANDING Rwy 08R**

**WITH DME:**
- Aircraft will normally be radar vectored to extended final approach track, to be at 3000' established by 10NM before disp.thresh.
- During daylight hours only, act may be radar vectored to extended final approach track to be at 2000' established by 7NM before disp.thresh.
- Descent point for 5.2% Desc Grad is D5.0 IGG.

**W/o DME:**
- Aircraft will be radar vectored to extended final approach track and approaching the descent point for 5.2% Desc Grad at 9NM from 3000' or 6NM from 2000' before disp.thresh.

**MINIMUMS:**
- 800' for Lctr to MAP.
- 250 KT for MAX.
- 3000' for CIRCLE-TO-LAND.

**CHANGES:** Apt & Rwy elev., Minima.