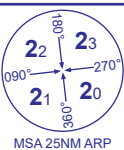


INSTRUMENT APPROACH - ICAO

LONDON GATWICK



MSA 25NM ARP

APP	126.825, 118.950, 129.025
TWR	124.230, 134.230, 121.500*
	121.805
ATIS	136.525

GATWICK DIRECTOR
GATWICK TOWER (*Emergency)
GATWICK GROUND
GATWICK INFORMATION

AD ELEVATION	203
THR ELEVATION	196
OBSTACLE ELEVATION	1007 AMSL (811) (ABOVE THR)
BEARINGS ARE MAGNETIC	

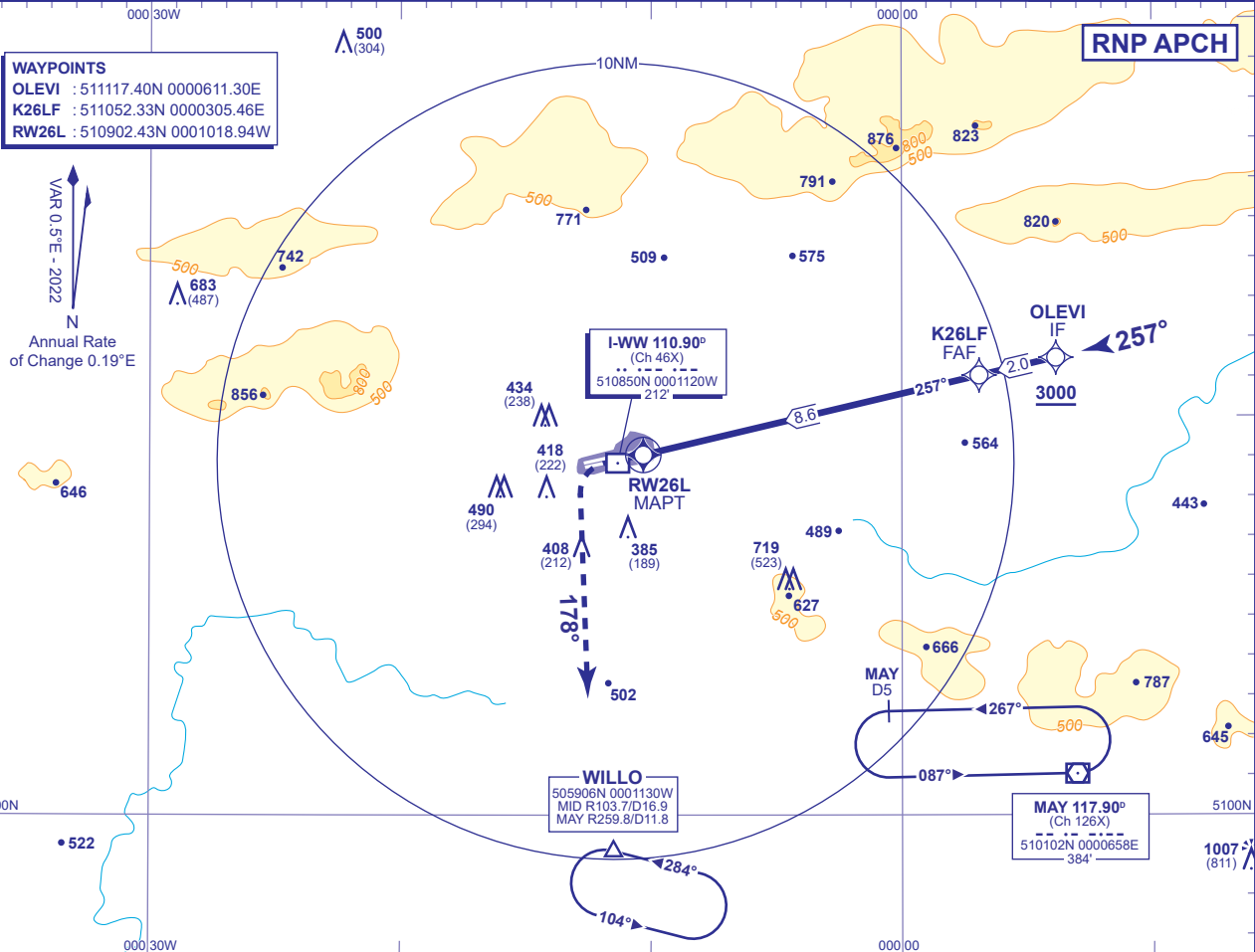
RNP
RWY 26L
(ACFT CAT A,B,C,D)

MIN TEMP -10°C
TRANSITION ALTITUDE 6000

WAYPOINTS

OLEVI : 511117.40N 0000611.30E
K26LF : 511052.33N 0000305.46E
RW26L : 510902.43N 0001018.94W

VAR 0.5°E - 2022
N
Annual Rate
of Change 0.19°E



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM.

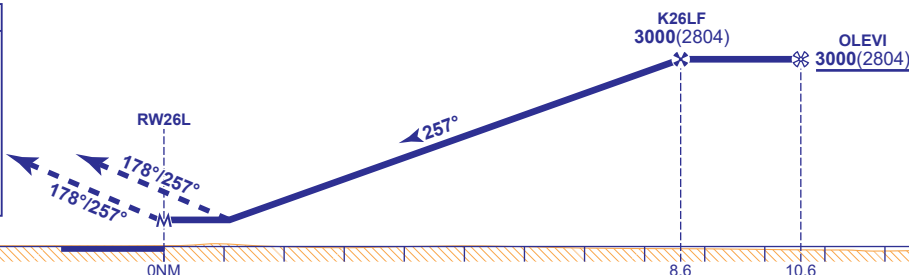
NM to RW26L	8	7	6	5	4	3	2
ALT(HGT)	2790(2594)	2480(2284)	2160(1964)	1840(1644)	1520(1324)	1200(1004)	880(684)

TCH 53

MAPt (LNAV): RW26L

Climb to 3000 - straight ahead until passing 2000 or 1NM inbound RW26L whichever is later, turn left heading 178°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing I-WW DME 7, whichever is later, proceed to MAY VOR not above 3000.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	580(384)	580(384)	580(384)	580(384)		FT/MIN	850	740	640	530	420
	LNAV	610(414)	610(414)	610(414)	610(414)							
VM(C)OCA (OCH AAL)		Total Area	800(597)	800(597)	1020(817)	1120(917)						

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.

2 Aircraft will be radar vectored to OLEVI.

3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.

4 See AD 2-EGKK-8-9 for data coding tables.

5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.

6 The missed approach reverts to conventional navigation after passing 2000.

CHANGE (5/25): VM(C)OCA(OCH AAL) CAT C. OCA(OCH) LNAV.