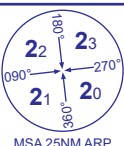
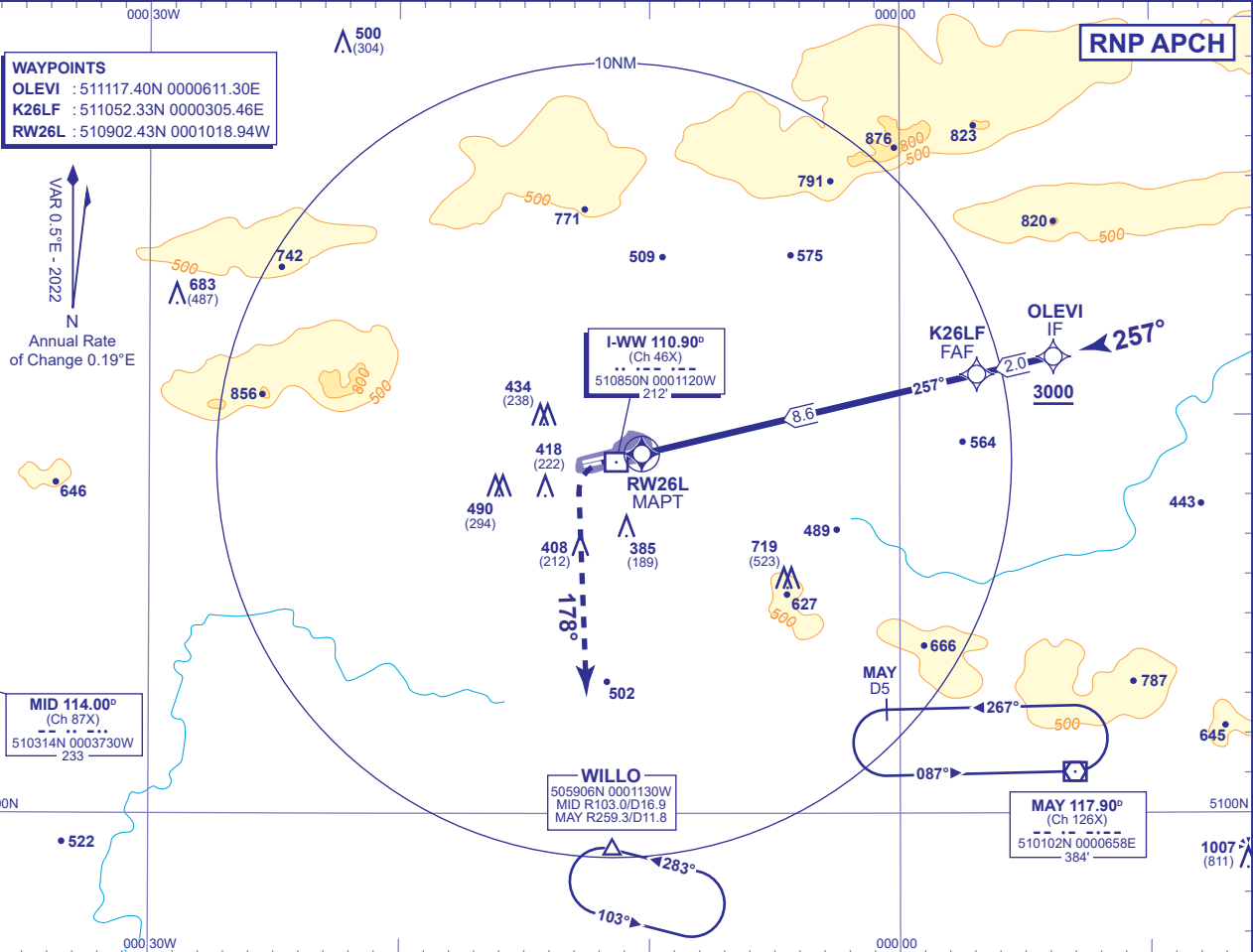
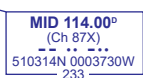
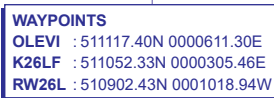


LONDON GATWICK



APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	203	RNP RWY 26L (ACFT CAT A,B,C,D)
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	196	
	121.805	GATWICK GROUND	OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR)		
ATIS	136.525	GATWICK INFORMATION			
			BEARINGS ARE MAGNETIC		
					MIN TEMP -10°C TRANSITION ALTITUDE 6000



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

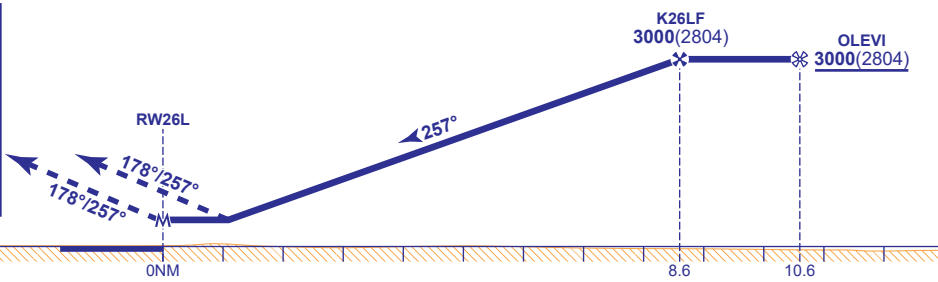
NM to RW26L	8	7	6	5	4	3	2
ALT(HGT)	2790(2594)	2480(2284)	2160(1964)	1840(1644)	1520(1324)	1200(1004)	880(684)

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 OLEV1.
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 (8/25): MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.