
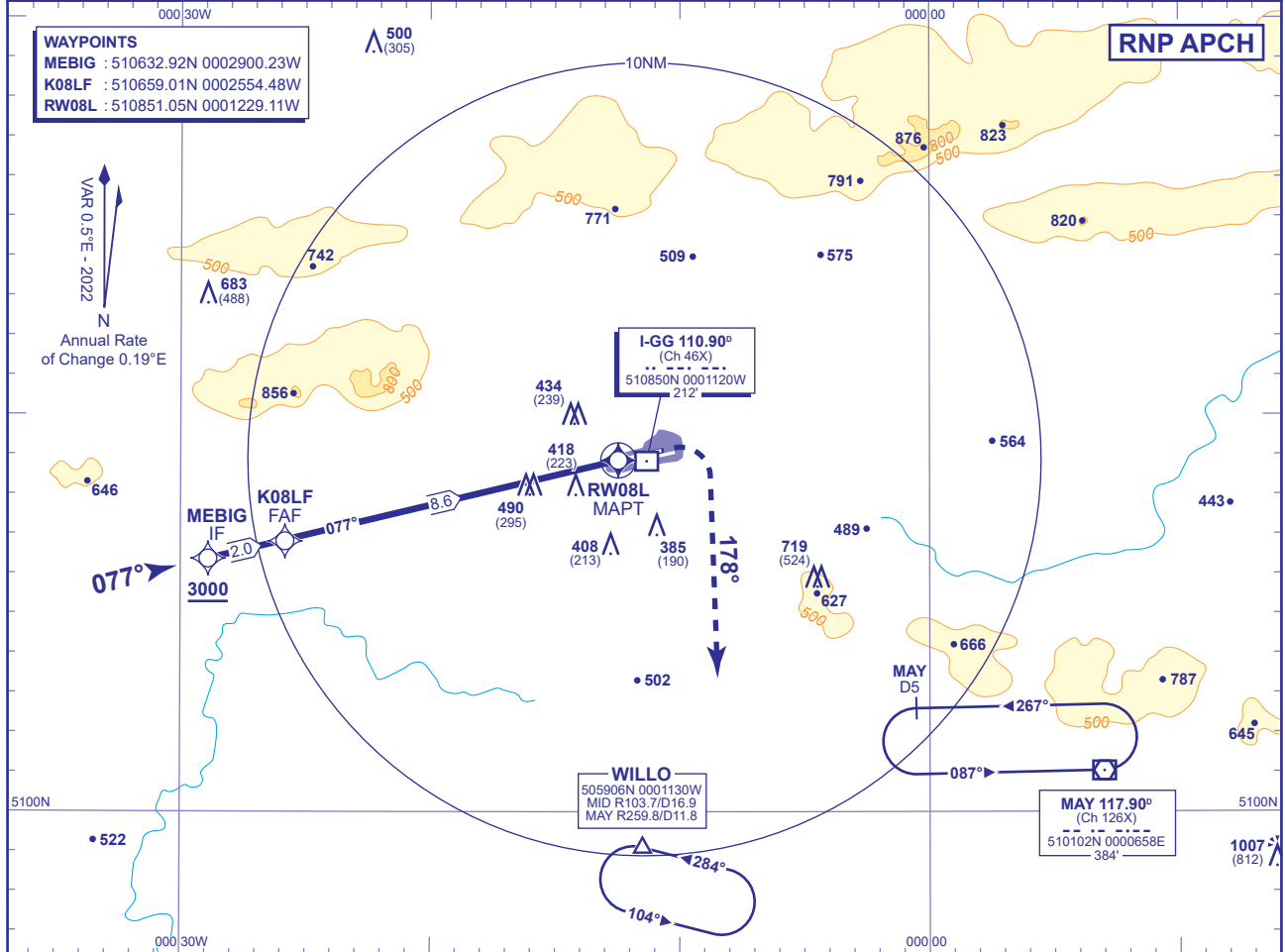


INSTRUMENT APPROACH - ICAO

LONDON GATWICK

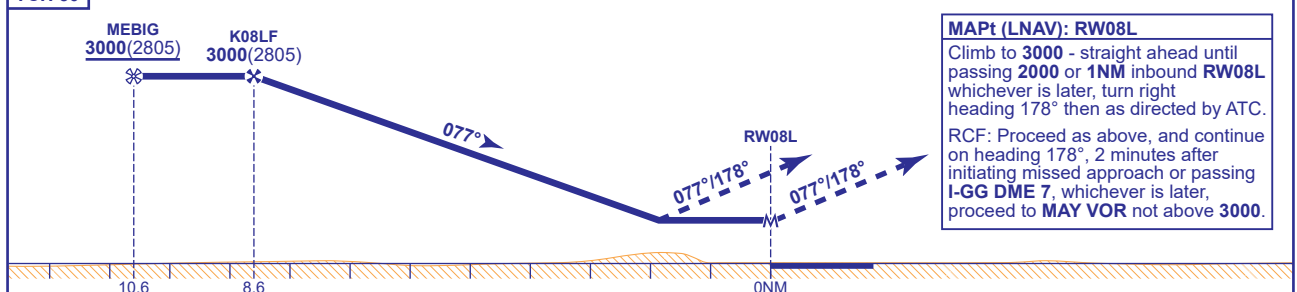
	APP 126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION 203	RNP RWY 08L (ACFT CAT A,B,C,D)
	TWR 124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION 195	
	121.805	GATWICK GROUND	OBSTACLE ELEVATION 1007 AMSL (812) (ABOVE THR)	
	ATIS 136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC	
			MIN TEMP -10°C	TRANSITION ALTITUDE 6000



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

NM to RW08L	8	7	6	5	4	3	2
ALT(HGT)	2790(2595)	2470(2275)	2160(1965)	1840(1645)	1520(1325)	1200(1005)	880(685)

TCH 50



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	850(655)	850(655)	850(655)	900(705)		FT/MIN	850	740	640	530	420
	LNAV	850(655)	850(655)	850(655)	900(705)							
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 MEBIG.
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 AND LNAV/VNAV CAT D.