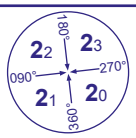
INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK
RNP
RWY 26R
(ACFT CAT A,B,C,D)



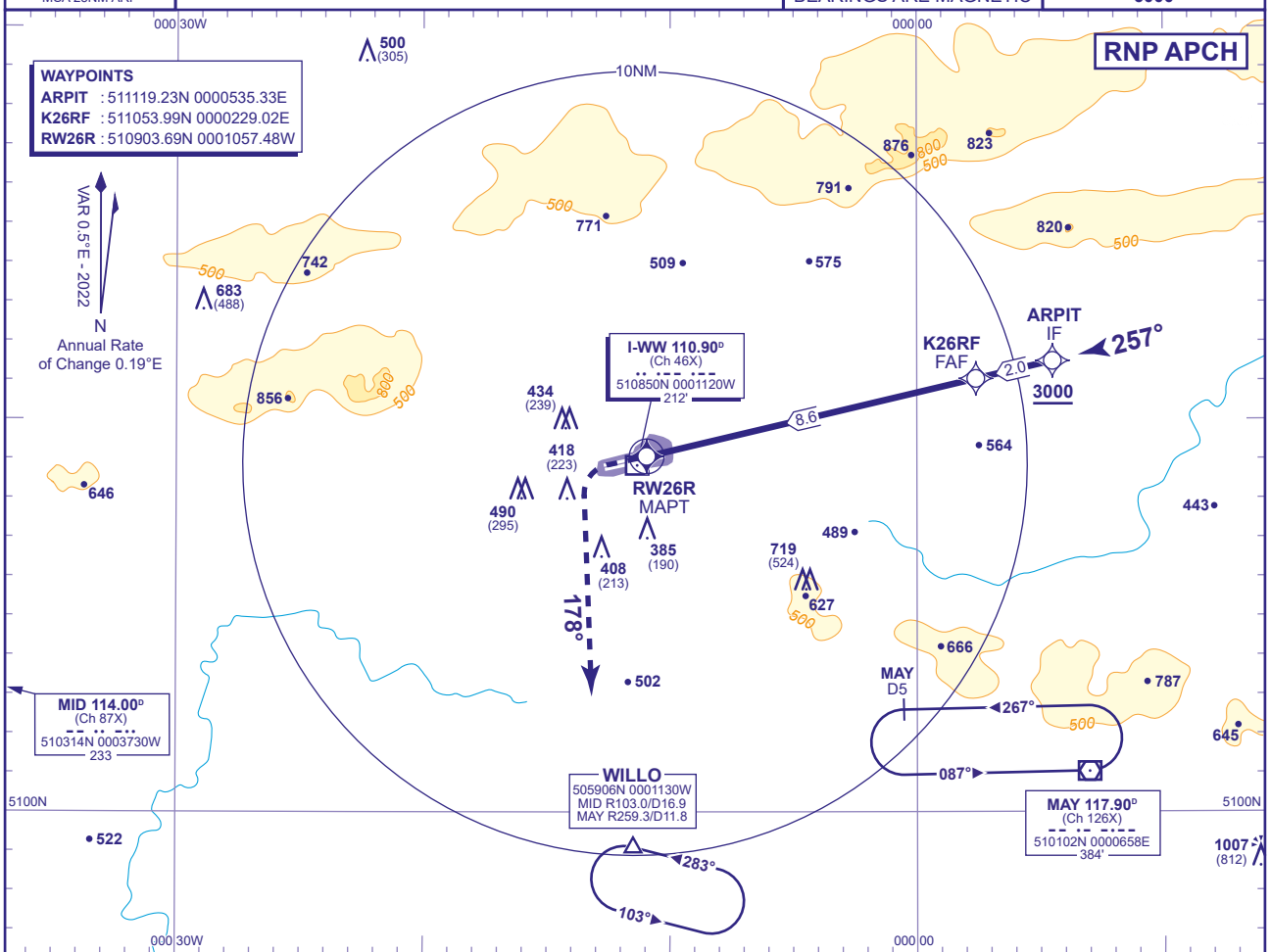
MSA 25NM ARP

APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	
	121.805	GATWICK GROUND	
ATIS	136.525	GATWICK INFORMATION	

AD ELEVATION	203
THR ELEVATION	195
OBSTACLE ELEVATION	1007 AMSL (812) (ABOVE THR)
BEARINGS ARE MAGNETIC	

MIN TEMP -10°C

TRANSITION ALTITUDE 6000



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

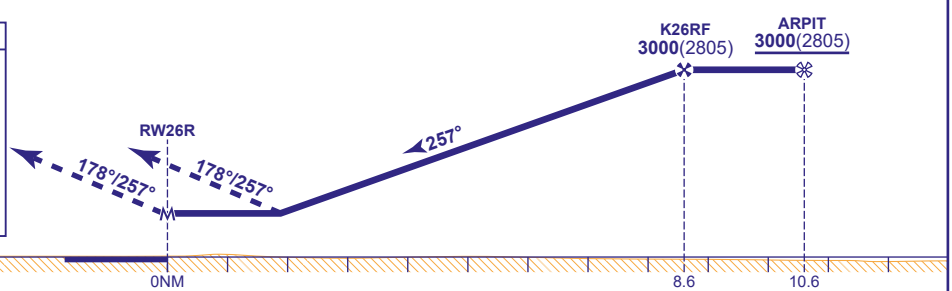
NM to RW26R	8	7	6	5	4	3	2
ALT(HGT)	**2790**(2595)	**2470**(2275)	**2160**(1965)	**1840**(1645)	**1520**(1325)	**1200**(1005)	**880**(685)

TCH 50

MAPt (LNAV): RW26R

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW26R** 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
OCA (OCH)	LNAV/VNAV	**850**(655)	**850**(655)	**850**(655)	**900**(705)
	LNAV	**850**(655)	**850**(655)	**850**(655)	**900**(705)
VM(C)OCA (OCH AAL)	Total Area	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to ARPIT.
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.