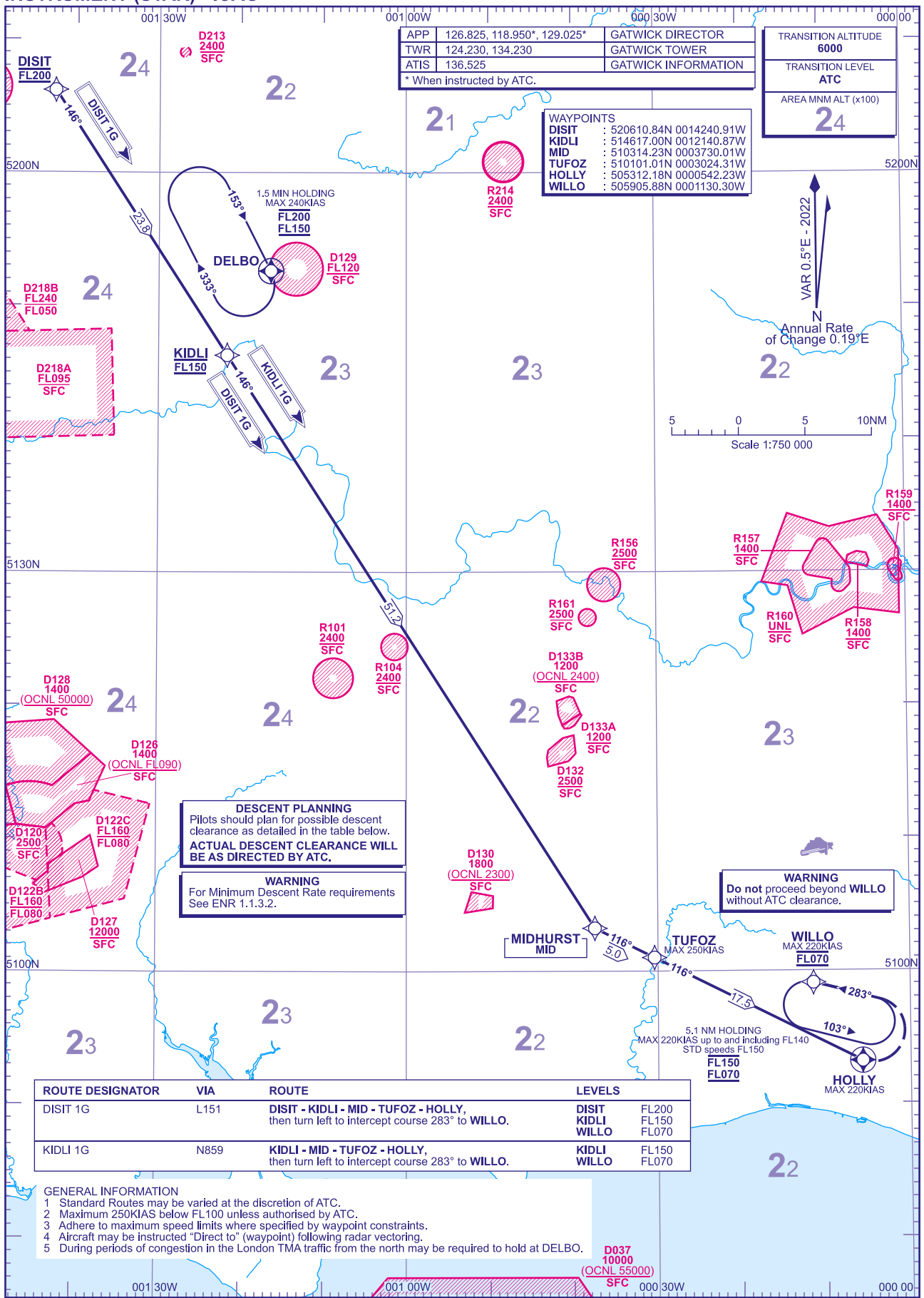


RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON KIDLI 1G
DISIT 1G KIDLI 1G



APP	126.825, 118.950*, 129.025*	GATWICK DIRECTOR
TWR	124.230, 134.230	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When instructed by ATC.

WAYPOINTS	
DISIT	: 520610.84N 0014240.91W
KIDLI	: 514617.00N 0012140.87W
MID	: 510314.23N 0003730.01W
TUFOZ	: 510101.01N 0003024.31W
HOLLY	: 505312.18N 0000542.23W
WILLO	: 505905.88N 0001130.30W

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

WARNING
Do not proceed beyond WILLO without ATC clearance.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
DISIT 1G	L151	DISIT - KIDLI - MID - TUFOZ - HOLLY, then turn left to intercept course 283° to WILLO.	DISIT FL200 KIDLI FL150 WILLO FL070
KIDLI 1G	N859	KIDLI - MID - TUFOZ - HOLLY, then turn left to intercept course 283° to WILLO.	KIDLI FL150 WILLO FL070

- GENERAL INFORMATION
- Standard Routes may be varied at the discretion of ATC.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - During periods of congestion in the London TMA traffic from the north may be required to hold at DELBO.