# AIP SUPPLEMENT 001/2024

## UNITED KINGDOM

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**Notes**
(a) All times are UTC.
(b) References are to the UK AIP.
(c) Information, where applicable, should also be used to amend appropriate charts.

Civil Aviation Authority

# LONDON GATWICK AIRPORT: REDUCED NIGHT NOISE (RNN) TRIAL - APPROACH TRANSITION PROCEDURES - REPLACES SUP 079/2023

## 1 Introduction

1.1 The purpose of this AIP Supplement is to detail the trial operation and incorporation of eight RNP Approach Transition procedures for use at London Gatwick Airport.

1.2 The new procedures detailed within this report are designed in accordance with ICAO Doc 8168 PANS-OPS – Volume II – 7th Edition – except where UK policy differs from the ICAO criteria.

1.3 The trial procedures are based on RNP 1 GNSS and are defined by lateral navigational accuracy of ±1.0 NM.

1.4 The trial procedures are available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent and where the operator has been approved by their State of Registry for RNP 1 operations. Aircraft must also have the capability to execute a Radius to Fix (RF) leg to use the Approach Transitions which require an RF leg.

1.5 All carriers that are RNP 1 equipped, capable of executing an RF leg (as required) and operate at Gatwick must have the RNP Approach Transitions, detailed within this document, coded and available for use when the trial commences on **11 January 2024 at 0130.** Operators should also ensure the appropriate flight plan suffixes are filed in Fields 10 and 18. Field 18 to include RMK/ RNP 1 - Approach Transition Trial.

1.6 The trial procedures will be available between **0130-0500 (0030-0400)**.

1.7 The trial will introduce eight Approach Transitions: four to RWY 08R and four to RWY 26L, as follows:

- **RWY 08R**: AFELE 1A, EFMUC 1A, IFKIF 1A & MOHIG 1A;
- **RWY 26L**: MUWAL 1D, VURJU 1D, TUFGA 1D & LACOV 1D.

1.8 AFELE 1A and LACOV 1D will commence at a waypoint with an altitude of 5000 FT AMSL or above. The remaining six Approach Transitions will commence at a waypoint with an altitude of 6000 FT AMSL or above. The trial procedures are NOT connected to the Gatwick STARS. ATC will clear aircraft to the start of the relevant Approach Transition well in advance of the end of the STAR. In the event that ATC cannot provide sufficient notice to the crews they will be vectored onto final approach of an appropriate IAP as per current operations.

1.9 Crews can expect the following Approach Transitions based on their STAR.

| STAR | RWY 08R | RWY 26L |
|---|---|---|
| DISIT 1G; KIDLI 1G; MID 1X OTMET 1G; SIRIC 1G; TELTU 1G | AFELE 1A | MUWAL 1D |
| ABSAV 1G; GWC 1G; NEVIL 1G; VASUX 1G | EFMUC 1A | VURJU 1D |
| AMDUT 1G; KUNAV 1G | IFKIF 1A | TUFGA 1D |
| ARNUN 1G; BARMI 1G; KONAN 2G; TEBRA 2G | MOHIG 1A | LACOV 1D |

1.10 The trial procedures will connect to the existing instrument approach procedures as follows:

- **RWY 08R**: There are four Approach Transitions to RWY 08R which will position aircraft onto the Localiser course for the ILS/ DME approach procedure. Three of the four Approach Transitions contain RF legs and terminate at the point of LOC interception. The other Approach Transition is a ‘straight-in’ procedure terminating at a waypoint located on the localiser course, 1.5 NM before the ILS/DME Final Approach Fix (FAF).

- **RWY 26L**: There are four Approach Transitions to RWY 26L which will position aircraft onto the Localiser course for the ILS/ DME approach procedure. Three of the four Approach Transitions contain RF legs and terminate at the point of LOC interception. The other Approach Transition is a ‘straight-in’ procedure terminating at a waypoint located on the localiser course, 1.5 NM before the Final Approach Fix (FAF).

## 2 Purpose of the RNP 1 Approach Transition Procedures Trial

2.1 The purpose of the trial is to assess the extent to which PBN technology can deliver noise benefits to local stakeholders by reducing

the number of noisy ‘outliers’ arriving during the night, that are significantly lower or noisier than most aircraft. In this capacity, the trial will examine the noise and flight efficiency benefits generated by the deployment of multiple systemised PBN Approach Transitions that:

a) Improve continuous decent operations (CDO) through the application of PBN;
b) Reduce the average noise level per approach by keeping arrivals higher for longer;
c) Reduce the number of people adversely impacted by aircraft approach noise.

## 3 RNP 1 Approach Transition Procedure

3.1 The trial RNP 1 Approach Transition charts and coding tables are appended to this Supplement.

3.2 Radio Communication Failure Procedures: If clearance has been given and acknowledged, continue with the trial Approach Transition procedure to join the ILS approach procedure, otherwise adopt the existing appropriate procedures detailed at ENR 1.1, paragraph 3.4.2 except as detailed at EGKK AD 2.22 2 RADIO COMMUNICATION FAILURE PROCEDURES.

3.3 In the event that the required navigation equipment fails, the flight crew shall advise ATC that they can no longer continue with the Approach Transition, or are unable to accept the procedure, using the phraseology:' (Callsign), unable RNP due equipment.'

## 4 Air Navigation Order

4.1 For the purpose of the trial these procedures are hereby notified for the purposes of Articles 84(1) and 85(1) of The Air Navigation Order 2016 and Regulations, CAP 393.

## 5 Trial Implementation Date

5.1 This trial will be effective from **11 January 2024 to 28 June 2024.**

5.2 There may be occasions where, due to ATC workload, weather avoidance, RAIM outage or extraordinary airfield issues, the trial may not be practicable, and will be suspended. In the event that the trial is suspended, vectoring will resume as per current practice.

5.3 A NOTAM will confirm the dates and times of this trial, following which this Supplement and the associated procedures will be withdrawn.

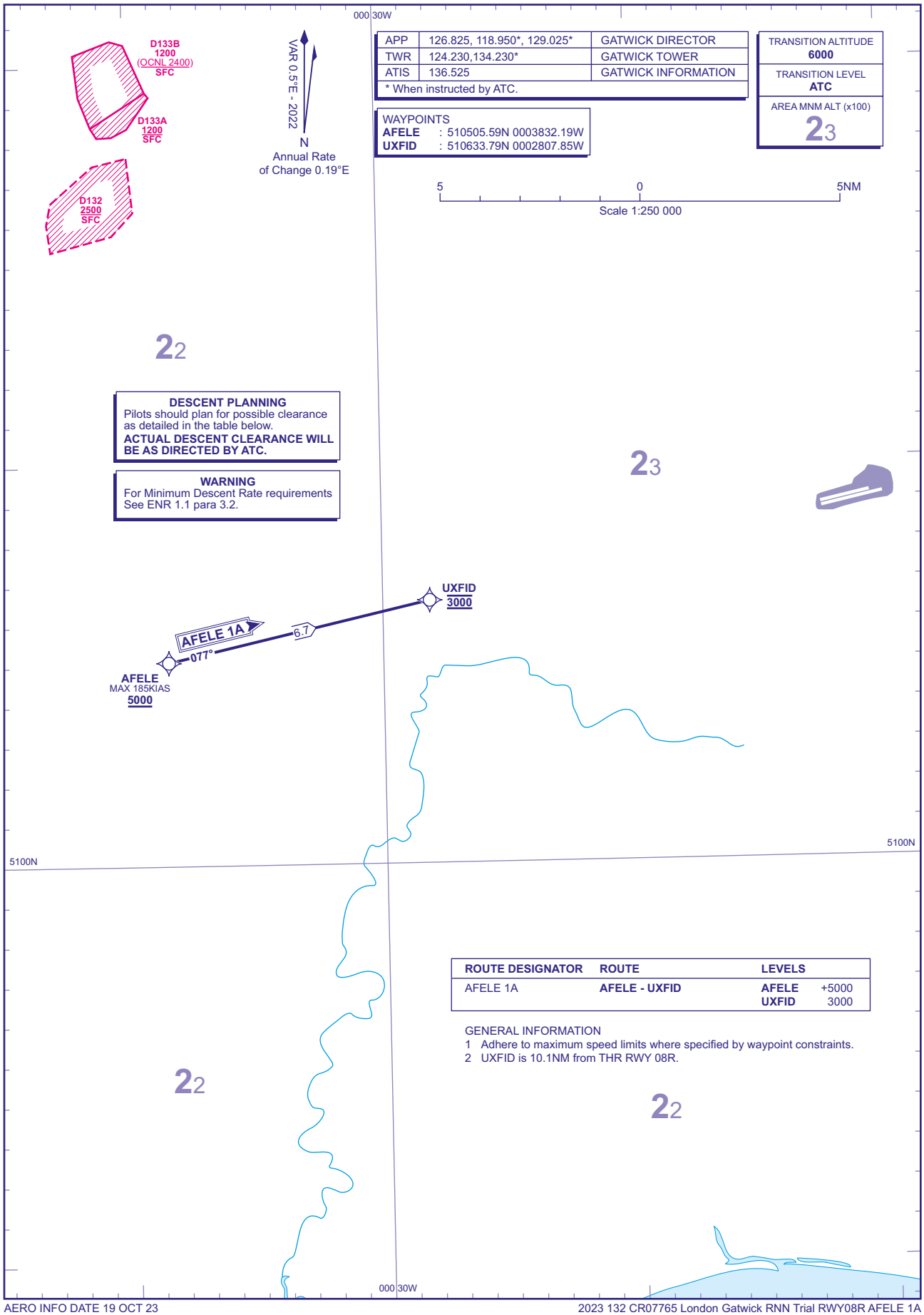
## 6 Trial Contact

6.1 Should any operator require further assistance please email: LGWairspace.RNNtrial@gatwickairport.com quoting this AIP Supplement.

# RNP1
# APPROACH TRANSITION CHART - ILS RWY 08R INSTRUMENT

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

# LONDON GATWICK
# RWY 08R
# AFELE 1A



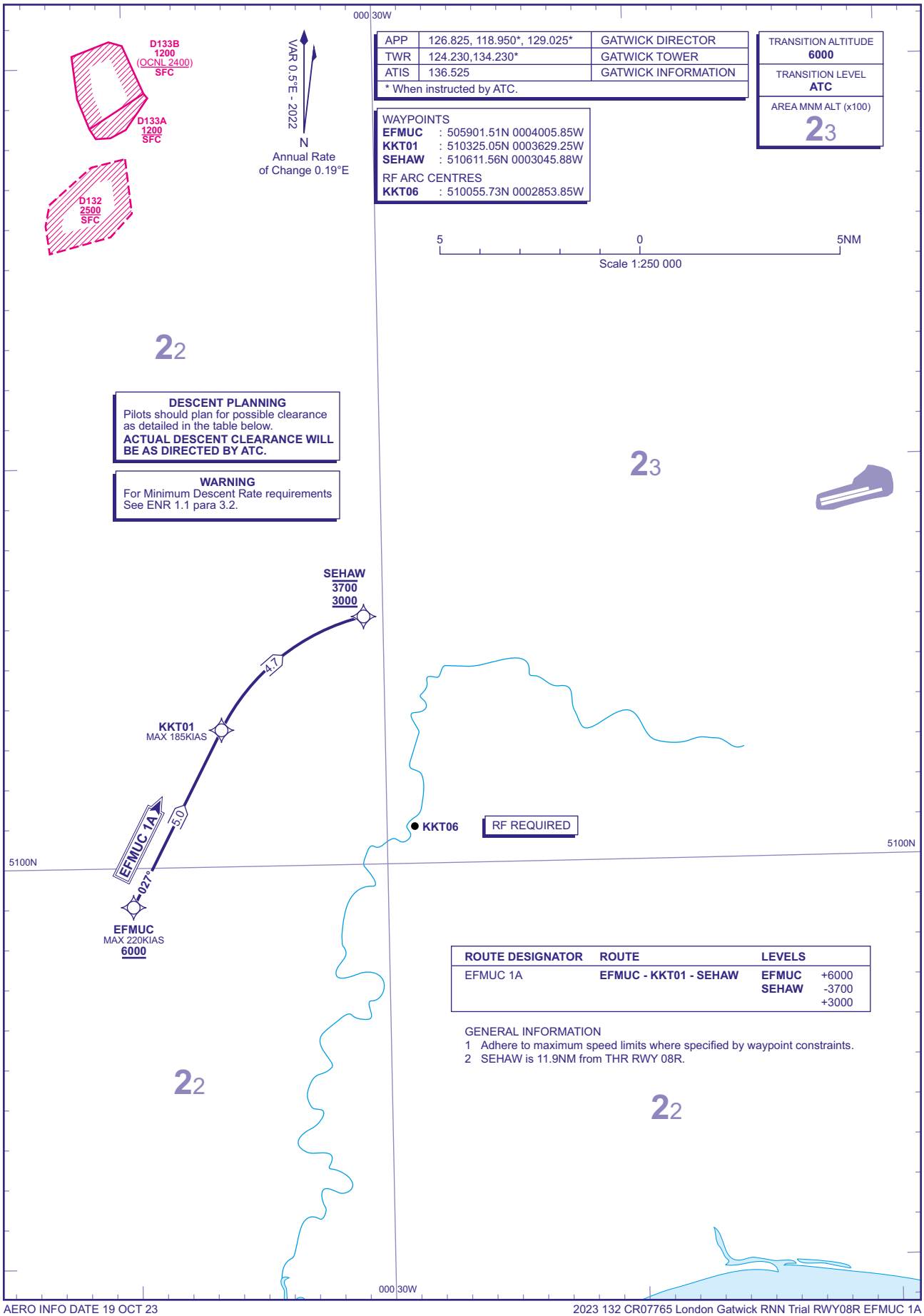

AERO INFO DATE 19 OCT 23

2023 132 CR07765 London Gatwick RNN Trial RWY08R AFELE 1A

# RNP1
# APPROACH TRANSITION CHART - ILS RWY 08R INSTRUMENT

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

# LONDON GATWICK
# RWY 08R
# EFMUC 1A



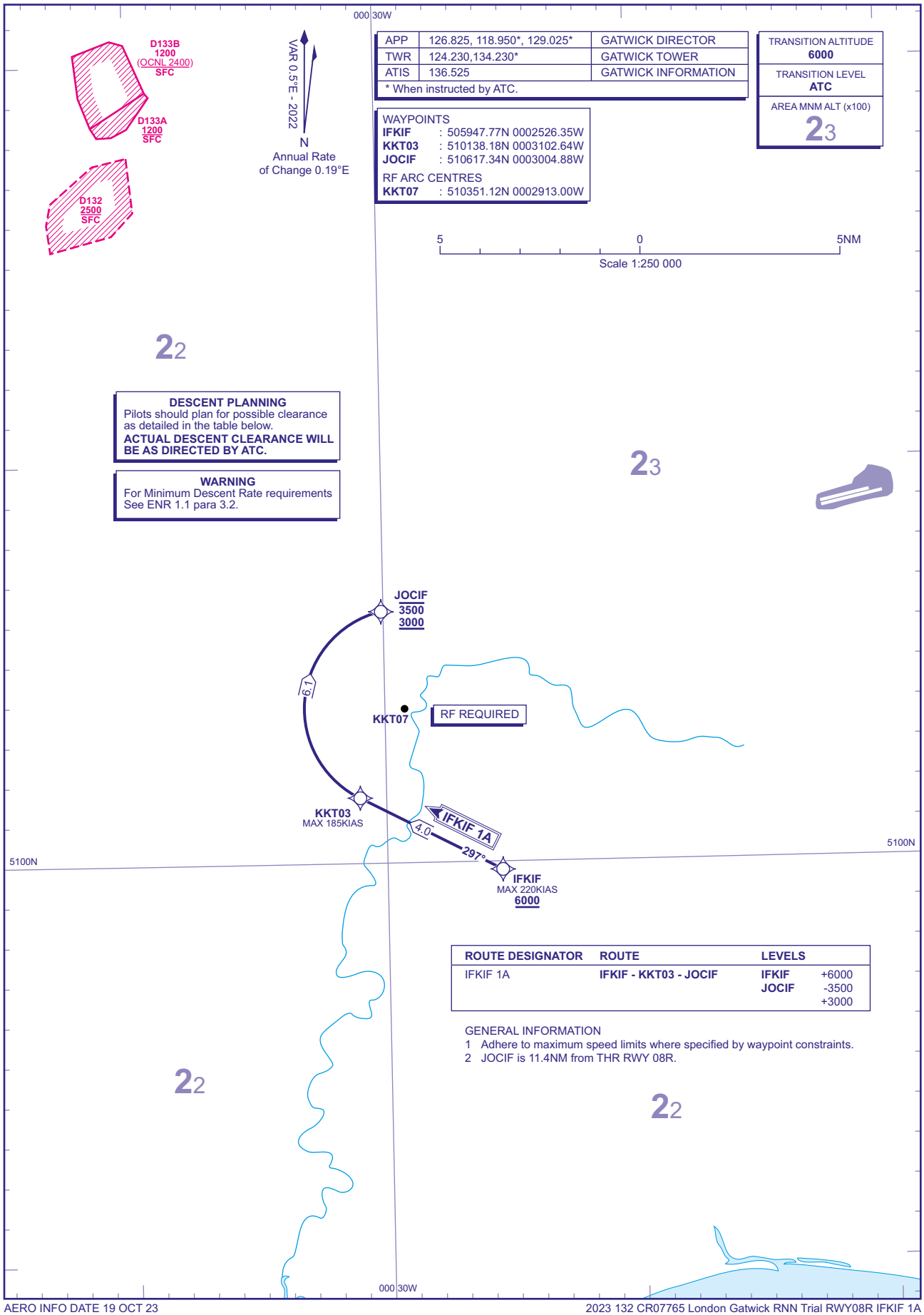

AERO INFO DATE 19 OCT 23

2023 132 CR07765 London Gatwick RNN Trial RWY08R EFMUC 1A

# RNP1
# APPROACH TRANSITION CHART - ILS RWY 08R INSTRUMENT

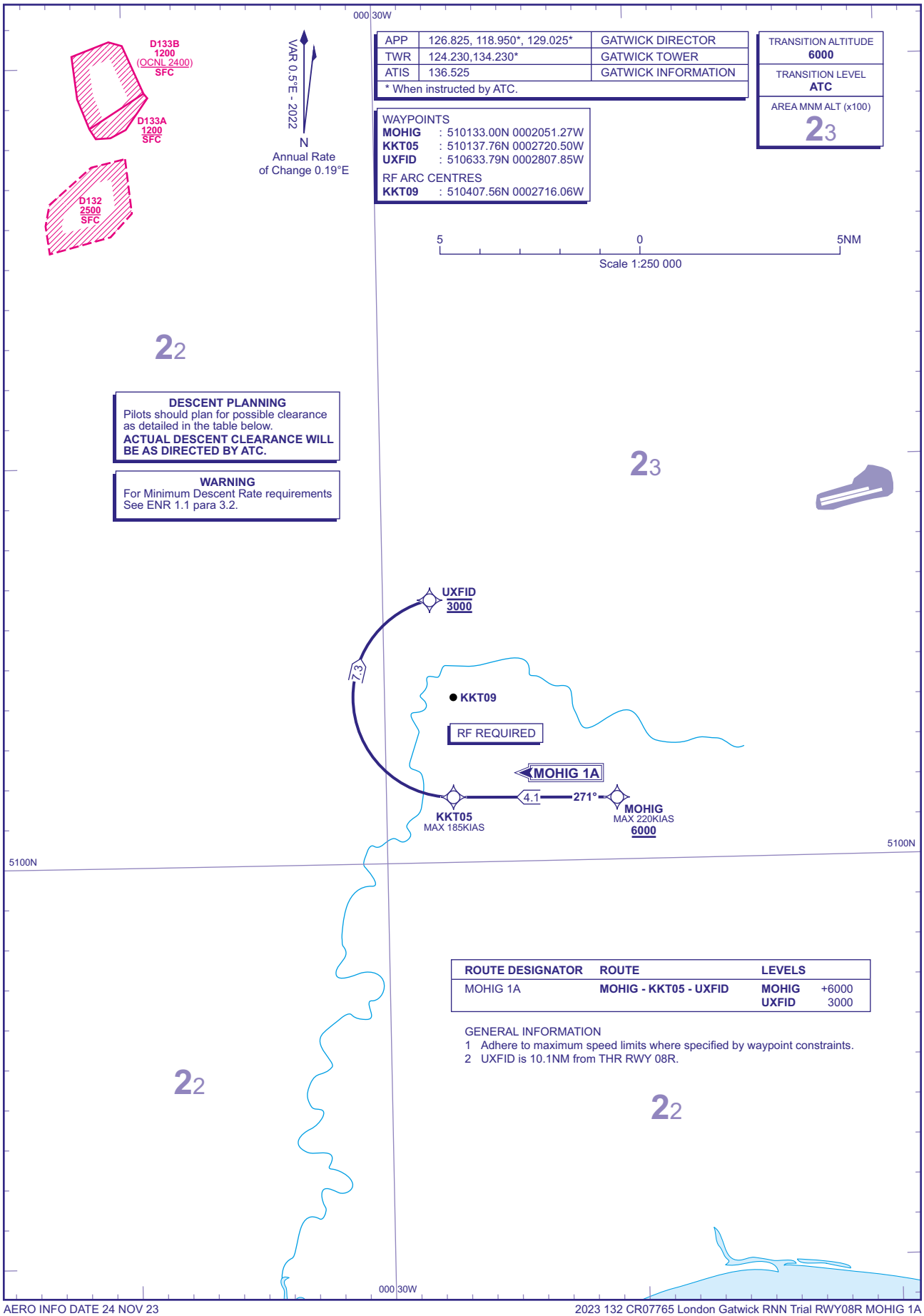
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK
# RWY 08R
# IFKIF 1A




AERO INFO DATE 19 OCT 23

2023 132 CR07765 London Gatwick RNN Trial RWY08R IFKIF 1A



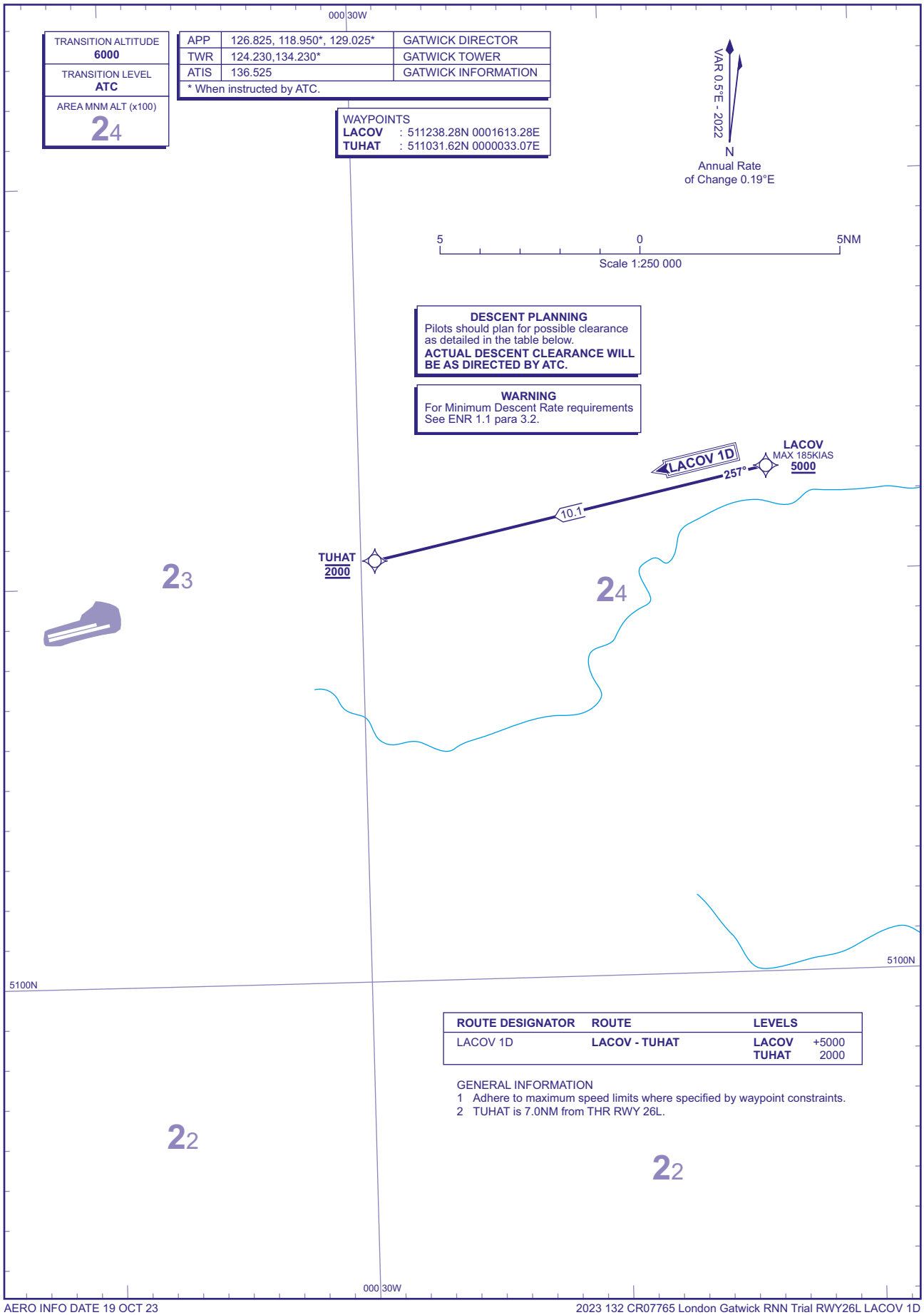

AERO INFO DATE 24 NOV 23

2023 132 CR07765 London Gatwick RNN Trial RWY08R MOHIG 1A

**RNP1**
**APPROACH TRANSITION CHART -**
**ILS RWY 26L INSTRUMENT**

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

**LONDON GATWICK**
**RWY 26L**
**LACOV 1D**




| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| LACOV 1D | **LACOV - TUHAT** | **LACOV**<br>**TUHAT** | +5000<br>2000 |

GENERAL INFORMATION
1 Adhere to maximum speed limits where specified by waypoint constraints.
2 TUHAT is 7.0NM from THR RWY 26L.

AERO INFO DATE 19 OCT 23

2023 132 CR07765 London Gatwick RNN Trial RWY26L LACOV 1D

# RNP1
# APPROACH TRANSITION CHART - ILS RWY 26L INSTRUMENT

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

# LONDON GATWICK
# RWY 26L
# MUWAL 1D

000 30W

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

| | | |
|---|---|---|
| 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
**MUWAL** : 510316.52N 0000317.96E
**KKT22** : 510659.80N 0000855.07E
**YOROY** : 511109.51N 0000512.50E

RF ARC CENTRES
**KKT27** : 510843.06N 0000602.60E

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

5 0 5NM
Scale 1:250 000

**DESCENT PLANNING**
Pilots should plan for possible 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 para 3.2.

**YOROY**
**3000**

6.4

**KKT27**

RF REQUIRED

**KKT22**
MAX 185KIAS

5.1

MUWAL 1D

043°

**MUWAL**
MAX 220KIAS
**6000**

23

24

22

22

5100N

5100N

| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| MUWAL 1D | **MUWAL - KKT22 - YOROY** | **MUWAL** | +6000 |
| | | **YOROY** | 3000 |

GENERAL INFORMATION
1 Adhere to maximum speed limits where specified by waypoint constraints.
2 YOROY is 10.0NM from THR RWY 26L.

000 30W

AERO INFO DATE 19 OCT 23

2023 132 CR07765 London Gatwick RNN Trial RWY26L MUWAL 1D

# RNP1
# APPROACH TRANSITION CHART - ILS RWY 26L INSTRUMENT

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

# LONDON GATWICK
# RWY 26L
# TUFGA 1D

000 30W

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

| | | |
|---|---|---|
| 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
**TUFGA** : 510441.12N 0001718.62E
**KKT18** : 511018.39N 0001227.47E
**DEXCE** : 511133.24N 0000808.30E
RF ARC CENTRES
**KKT24** : 510906.77N 0000858.24E

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

5 0 5NM
Scale 1:250 000

**DESCENT PLANNING**
Pilots should plan for possible 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 para 3.2.

**DEXCE**
**3700**
**3000**
3.2
**KKT18**
MAX 185KIAS
RF REQUIRED
**KKT24**
6.4
331°
TUFGA 1D
**TUFGA**
MAX 220KIAS
**6000**

23
24
22
22

5100N
5100N

| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| TUFGA 1D | **TUFGA - KKT18 - DEXCE** | **TUFGA** | +6000 |
| | | **DEXCE** | -3700 |
| | | | +3000 |

GENERAL INFORMATION
1 Adhere to maximum speed limits where specified by waypoint constraints.
2 DEXCE is 11.9NM from THR RWY 26L.

000 30W

AERO INFO DATE 19 OCT 23

2023 132 CR07765 London Gatwick RNN Trial RWY26L TUFGA 1D

000 30W

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

| | | |
|---|---|---|
| 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
**VURJU** : 510325.88N 0000743.42E
**KKT20** : 510658.02N 0001105.97E
**SAKBE** : 511117.45N 0000611.26E

RF ARC CENTRES
**KKT25** : 510827.56N 0000709.31E

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

5 0 5NM
Scale 1:250 000

**DESCENT PLANNING**
Pilots should plan for possible 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 para 3.2.

**SAKBE**
**3300**
**3000**

6.7

23

24

**KKT25**

RF REQUIRED

**KKT20**
MAX 185KIAS

VURJU 1D

4.1

030°

**VURJU**
MAX 220KIAS
**6000**

5100N

5100N

| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| VURJU 1D | **VURJU - KKT20 - SAKBE** | **VURJU** | +6000 |
| | | **SAKBE** | -3300 |
| | | | +3000 |

GENERAL INFORMATION
1 Adhere to maximum speed limits where specified by waypoint constraints.
2 SAKBE is 10.6NM from THR RWY 26L.

22

22

000 30W

# Approach Transitions Coding Tables

**London Gatwick RWY 08R AFELE 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AFELE 1A | 001 | IF | AFELE | 510505.59N 0003832.19W | - | - | N | - | - | - | - | +5000 | -185 | RNP1 |
| AFELE 1A | 002 | TF | UXFID | 510633.79N 0002807.85W | - | - | N | 077° (077.29°) | 0.5 | 6.7 | - | 3000 | - | RNP1 |

**London Gatwick RWY 08R EFMUC 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EFMUC 1A | 001 | IF | EFMUC | 505901.51N 0004005.85W | - | - | N | - | - | - | - | +6000 | -220 | RNP1 |
| EFMUC 1A | 002 | TF | KKT01 | 510325.05N 0003629.25W | - | - | N | 027° (027.38°) | 0.5 | 5.0 | - | - | -185 | RNP1 |
| EFMUC 1A | 003 | RF | SEHAW | 510611.56N 0003045.88W | KKT06 5.4 | 510055.73N 0002853.85W | N | - | 0.5 | 4.7 | RIGHT | -3700 +3000 | - | RNP1 |

**London Gatwick RWY 08R IFKIF 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IFKIF 1A | 001 | IF | IFKIF | 505947.77N 0002526.35W | - | - | N | - | - | - | - | +6000 | -220 | RNP1 |
| IFKIF 1A | 002 | TF | KKT03 | 510138.18N 0003102.64W | - | - | N | 297° (297.53°) | 0.5 | 4.0 | - | - | -185 | RNP1 |
| IFKIF 1A | 003 | RF | JOCIF | 510617.34N 0003004.88W | KKT07 2.5 | 510351.12N 0002913.00W | N | - | 0.5 | 6.1 | RIGHT | -3500 +3000 | - | RNP1 |

**London Gatwick RWY 08R MOHIG 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MOHIG 1A | 001 | IF | MOHIG | 510133.00N 0002051.27W | - | - | N | - | - | - | - | +6000 | -220 | RNP1 |
| MOHIG 1A | 002 | TF | KKT05 | 510137.76N 0002720.50W | - | - | N | 271° (271.15°) | 0.5 | 4.1 | - | - | -185 | RNP1 |
| MOHIG 1A | 003 | RF | UXFID | 510633.79N 0002807.85W | KKT09 2.5 | 510407.56N 0002716.06W | N | - | 0.5 | 7.3 | RIGHT | 3000 | - | RNP1 |

# Approach Transitions Coding Tables

**London Gatwick RWY 26L LACOV 1D**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LACOV 1D | 001 | IF | LACOV | 511238.28N 0001613.28E | - | - | N | - | - | - | - | +5000 | -185 | RNP1 |
| LACOV 1D | 002 | TF | TUHAT | 511031.62N 0000033.07E | - | - | N | 257° (258.00°) | 0.5 | 10.1 | - | 2000 | - | RNP1 |

**London Gatwick RWY 26L MUWAL 1D**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MUWAL 1D | 001 | IF | MUWAL | 510316.52N 0000317.96E | - | - | N | - | - | - | - | +6000 | -220 | RNP1 |
| MUWAL 1D | 002 | TF | KKT22 | 510659.80N 0000855.07E | - | - | N | 043° (043.52°) | 0.5 | 5.1 | - | - | -185 | RNP1 |
| MUWAL 1D | 003 | RF | YOROY | 511109.51N 0000512.50E | KKT27 2.5 | 510843.06N 0000602.60E | N | - | 0.5 | 6.4 | LEFT | 3000 | - | RNP1 |

**London Gatwick RWY 26L TUFGA 1D**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUFGA 1D | 001 | IF | TUFGA | 510441.12N 0001718.62E | - | - | N | - | - | - | - | +6000 | -220 | RNP1 |
| TUFGA 1D | 002 | TF | KKT18 | 511018.39N 0001227.47E | - | - | N | 331° (331.52°) | 0.5 | 6.4 | - | - | -185 | RNP1 |
| TUFGA 1D | 003 | RF | DEXCE | 511133.24N 0000808.30E | KKT24 2.5 | 510906.77N 0000858.24E | N | - | 0.5 | 3.2 | LEFT | -3700 +3000 | - | RNP1 |

**London Gatwick RWY 26L VURJU 1D**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name Radius | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VURJU 1D | 001 | IF | VURJU | 510325.88N 0000743.42E | - | - | N | - | - | - | - | +6000 | -220 | RNP1 |
| VURJU 1D | 002 | TF | KKT20 | 510658.02N 0001105.97E | - | - | N | 030° (031.00°) | 0.5 | 4.1 | - | - | -185 | RNP1 |
| VURJU 1D | 003 | RF | SAKBE | 511117.45N 0000611.26E | KKT25 2.9 | 510827.56N 0000709.31E | N | - | 0.5 | 6.7 | LEFT | -3300 +3000 | - | RNP1 |