1.4. Taxi Procedures

Wingtip clearance for TWY L, between intersections with TWY R and S is 139'/42.5m. On TWY J, East of TWY N, TWY Z and TWY Y, ABEAM Pier 1 and Y4 to Y3, large ACFT must be under tow.

When RWY 08L/26R is in use, parallel TWY J, MAX wingspan 99'/30m.

TWY L beyond stand 36 to access stands 37 and 38, MAX wingspan 200'/61m.

1.5. Parking Information

1.5.1. General

All stands except 41 and 43 are nose-in/push-back.

1.5.2. Stand Entry Guidance Systems

The illumination of Stand Entry Guidance Systems should indicate that a safety check of the stand has been made by the handling agent prior to the ACFT arrival. Stands 1 thru 28, 31 thru 38R, 42, 46 thru 54, 56 thru 68, 101 thru 113, 130 thru 136, 140 thru 145, 153, 154, 158 thru 161, 169 thru 180 and 551 thru 554 equipped with Stand Entry Guidance System.

1.6. Other Information

RWY 08L/26R will only be used when RWY 08R/26L is temporarily non-operational.

2. Speed Restrictions

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT from the holding facility during the intermediate approach phase;
- 180 KT on base leg/closing heading to the ILS;
- between 180 KT and 160 KT when first established on the ILS; and thereafter 160 KT to D4.0.

These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC requirement or when operating within own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

Cross Speed Limit Point or 3 MIN before holding facility at 250 KT or less.

2.2. Noise Abatement Procedures

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

Maintain an altitude as high as practicable and avoid overflying Crawley, East Grinstead, Horley and Horsham below 3000' (Gatwick QNH) and Lingfield below 2000' (Gatwick QNH). ACFT using the ILS shall not descend below 2000' (Gatwick QNH) before intercepting GS nor thereafter below 1710', except propeller driven ACFT of not more than 5700 KGS MTWA which shall not join at a height of less than 1210'.

Between 2330-0600LT ACFT shall not join the centerline below 3000' (Gatwick QNH) closer than 10 NM from touchdown.

An ACFT approaching to land shall according to its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (see below). Where the use is not practicable, ACFT shall maintain an altitude as high as possible.

2.3. CAT II/III Operations

RWY 08R/26L is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. Taxi Procedures

2.5. Navigation Information

1.7. General

1.8. Navigation Information
2.4. RWY OPERATIONS

Pilots are reminded that rapid exit from the RWY enables ATC to apply the minimum spacing on final approach that will achieve maximum RWY utilisation and will minimise the occurrence of go-arounds.

The preferred exit points for RWY 26L are:
- Medium/Heavy ACFT: HST FR (Distance from THR 6027'/1837m).
- Light/Small ACFT: HST E (Distance from THR 4334'/1321m).

Pilots of small and medium ACFT are requested to consider which HST offers the best opportunity for a safe and expeditious exit from RWY in order to reduce delays and maximise utilisation.

When exiting the RWY via HST FR the standard routing will be:
To cross the Northern RWY without stopping on the HST and turn RIGHT onto TWY J.

When exiting the RWY via HST E the standard routing will be:
To turn RIGHT on the Northern RWY without stopping on the HST.

ACFT are not to stop on any HST awaiting instructions from ground movement control.

ACFT do not have to call for clearance to cross RWY 26R when exiting RWY 26L as the RWYs cannot be used simultaneously.

2.5. OTHER INFORMATION

2.5.1. GENERAL

WARNING: In low visibility at NIGHT the apron and car park floodlighting may be seen before the approach lights on RWY 26L and 26R approaches.

Strong southerly/south westerly winds can cause building induced turbulence and wind shear effects when landing on RWY 26L/R.

2.5.2. LAND AFTER PROCEDURE

Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, when the traffic situation permits, the controller may authorise the landing of a second ACFT provided that:
- the second ACFT is warned.

ATC will provide this warning by issuing the second ACFT with the instruction 'Land after ... (first ACFT type)' in place of the usual instruction 'Cleared to land'.

Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

2.5.3. SPECIAL LANDING PROCEDURES

Special landing procedures may be in force in conditions hereunder, when the use will be as follows:
- When the RWY-in-use is temporarily occupied by other traffic, landing clearance will be issued to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY-in-use the following separation distances will exist:
  - Landing following landing - The preceding landing ACFT will be clear of the RWY-in-use or will be at least 2500m/1.35 NM from the THR of the RWY-in-use.
  - Reduced separation distances as follows will be used where both the preceding and succeeding landing ACFT or both the landing and departing ACFT are propeller driven and have a maximum total weight authorized not exceeding 5700 kg:
    - Landing following landing - The preceding ACFT will be clear of the RWY-in-use or will be at least 1500m/0.8 NM from the THR of the RWY-in-use.
    - Landing following departure - The departing ACFT will be airborne or will be at least 1500m/0.8 NM from the THR of the RWY-in-use.

Conditions of Use
The procedures will be used by DAY only under the following conditions:
- When 26L/08R is in use;
- When the controller is satisfied that the pilot of the next arriving ACFT will be able to observe the relevant traffic clearly and continuously;
- When the pilot of the following ACFT is warned;
- When there is no evidence that the braking action may be adversely affected;
- When the controller is able to assess separation visually or by radar derived information.

When issuing a landing clearance following the application of these procedures ATC will issue the second ACFT with the following instructions:
...... (call sign) after landing/departing .......(ACFT Type) cleared to land RWY ..... (designator).
3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. TWY GUIDANCE SYSTEM TO RWY 08L/26R
- When the TWY lighting system is in use during RWYs 08L and 26R operations, limited selective switching of green centerline lights is available in conjunction with red STOP BARS at RWY holding points.
- The RWY holding points, in addition to red STOP BARS are marked by marker boards and amber flashing RWY guard lights.
- Because only limited TWY centerline lights switching is available in conjunction with the use of RWYs 08L and 26R, pilots must exercise extreme caution to remain on the correct TWY route when cleared to enter the holding area.
The pilot should listen to the A/TC for the issuing of the holding instruction. The holding points, red flashing RWY guard lights, forward of the holding positions, denote the proximity of the RWY itself.

3.1.2. GROUND HOLDING AREAS

3.1.2.1. INTRODUCTION
Departing ACFT not holding an immediate ATC slot may push-back and hold at designated ground holding area (not to be confused with RWY holding points) on the APT in a self-manoeuvring nose-out position. This optimises the use of parking stands, ground resources and departure slots.

Airlines/Handling agents should be aware that due to the increased workload placed upon ATC, these procedures will be subject to the approval of the ATC Watch Manager.

3.1.2.2. PROCEDURES

DELAYS UP to 30 MIN
ACFT should plan to push on scheduled time using normal procedures. If the Ground Movement Controller permits, ACFT will be instructed to hold at the ground holding area.

DELAYS FROM 31 to 90 MINUTES
Remote holding is to be requested from the ATC Watch Manager, phone (01293) 601030, approximately 20 minutes in advance of the estimated off-chocks time by the handling agent. The following information must be supplied to the ATC Watch Manager:
- ACFT Callsign
- ACFT Type
- Parking Stand
- Request to Move Under Own Power or by Tug
- Calculated Take-off Time (CTOT)
The ATC Watch Manager will assess the current situation and give approval, if appropriate.

Requests for remote holding must not be made on operational ATC frequencies.

TAXI CLEARANCE
ACFT with prior approval to move to a ground holding area will be instructed to contact GATWICK Ground for push-back/taxi or tow clearance. The Ground Movement Controller will determine the ground holding area to be used and will issue instructions accordingly.

AT THE HOLDING AREA
At the ground holding area, pilots will be instructed to maintain a listening watch on the appropriate frequency. Any revisions to the CTOT will be advised as appropriate. If necessary pilots may request to shut down engines providing the APU is running. Start-up approval and airway clearance shall be requested from GATWICK Delivery stating that the ACFT is at a ground holding area.

3.2. SPEED RESTRICTIONS
MAX 250 KT below FL 100 unless otherwise authorized.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL
The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

After take-off operate ACFT so that it is at or above 1210' at 6.5 km from start of roll as measured along the departure track and so that it will not cause more than:
- 94 dBA between 0700-2300LT,
- 89 dBA between 2300-2330LT and between 0600-0700LT,
- 87 dBA between 2330-0600LT at any noise monitoring terminal. Jet ACFT maintain a minimum climb gradient of 243' per NM.

ACFT with MTOW of more than 5700 KGS (between 0600-2330LT of more than 17000 KGS and except any Dash 7 ACFT) are depicted on London Gatwick SID charts, and on page 20-4. Do not overfly Horley and Crawley.

3.3.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)
Main restrictions are as follows:

<table>
<thead>
<tr>
<th>Noise Level Band (EPNdB)</th>
<th>QUOTA Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>84 - 86.9</td>
<td>0.25</td>
</tr>
<tr>
<td>87 - 89.9</td>
<td>0.5</td>
</tr>
<tr>
<td>90 - 92.9</td>
<td>0.8</td>
</tr>
<tr>
<td>93 - 95.9</td>
<td>1</td>
</tr>
<tr>
<td>96 - 98.9</td>
<td>2</td>
</tr>
<tr>
<td>99 - 101.9</td>
<td>4</td>
</tr>
<tr>
<td>more than 101.9</td>
<td>8</td>
</tr>
</tbody>
</table>

Remote holding in accordance with the above table will be subject to the approval of the ATC Watch Manager.

ACFT with MTOW of more than 5700 KGS (between 0600-2330LT of more than 17000 KGS and except any Dash 7 ACFT) are depicted on London Gatwick SID charts, and on page 20-4. Do not overfly Horley and Crawley.

Notification of departure to the AIP, a noisy area, is subject to the approval of the ATC Watch Manager.
Operators wishing to query the classification of their ACFT send details of the relevant noise data to:

ACFT Certification Department
Air Worthiness Division
Civil Aviation Authority
2E Aviation House
Gatwick APT South
Gatwick
West Sussex RH6 0YR

Tel: +44 (0) 1293 573306/3309 during office hours.

In the event that the ACFT Certification Department is uncontactable, the Gatwick Flight Evaluation Office may be contacted during normal working hours on Gatwick +44 (0) 1293 504117.

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operating procedures, thatLine-Up time at the hold and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or landing run.

Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to GATWICK Tower frequency.

3.5. OTHER INFORMATION

ACFT must not commence their take-off run from RWY 26R before reaching the illuminated ‘Start-off Roll’ sign.

20-1P7 3 NOV 06
Noise quota system.

3. DEPARTURE

1.1. ATIS

D-ATIS136.52

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. REVERSE THRUST

Avoid use of reverse thrust after landing between 2330-0600LT except for safety reasons.

1.2.3. RUN-UP TESTS

Run-up tests are controlled in accordance with instructions issued by Gatwick APT.

1.2.4. ENGINE RESTRICTIONS

1.2.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC Low Visibility Procedures are in operation via ATIS or RTF. When LVP in operation, all engine runs above idle will not be permitted.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC Low Visibility Procedures are in operation via ATIS or RTF. When LVP in operation, all engine runs above idle will not be permitted.

1.3.2. ARRIVAL

Exits will be illuminated and pilots should select the first convenient exit. GMR (ground movement radar) is available to verify the position of the ACFT. Yellow and green centerline lights denote the extent of the ILS Localizer sensitive area.

1.3.3. DEPARTURE

RWY 08R
Entry via CAT III holding point at H3, J3, J4, or J7.

RWY 26L
Entry via CAT III holding point at A3 or M3. Occasionally, it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC.

20-1P 3 NOV 06
Nighttime restrictions.

1.3.2. ARRIVAL

Exits will be illuminated and pilots should select the first convenient exit. GMR (ground movement radar) is available to verify the position of the ACFT. Yellow and green centerline lights denote the extent of the ILS Localizer sensitive area.

1.3.3. DEPARTURE

RWY 08R
Entry via CAT III holding point at H3, J3, J4, or J7.

RWY 26L
Entry via CAT III holding point at A3 or M3. Occasionally, it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC.

3. DEPARTURE

1. GENERAL

Pilots must not commence their take-off roll from RWY 26R before receiving the take-off clearance.

3.4. MINIMUM RWY OCCUPANCY TIME

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operating procedures, that the Line-Up time at the hold and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or landing run.

Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to GATWICK Tower frequency.

3.5. OTHER INFORMATION

ACFT must not commence their take-off run from RWY 26R before reaching the illuminated ‘Start-off Roll’ sign.

20-1P7 3 NOV 06
Noise quota system.

3. DEPARTURE

1.1. ATIS

D-ATIS136.52

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. REVERSE THRUST

Avoid use of reverse thrust after landing between 2330-0600LT except for safety reasons.

1.2.3. RUN-UP TESTS

Run-up tests are controlled in accordance with instructions issued by Gatwick APT.

1.2.4. ENGINE RESTRICTIONS

1.2.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC Low Visibility Procedures are in operation via ATIS or RTF. When LVP in operation, all engine runs above idle will not be permitted.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

Pilots will be informed when RWY 08R/26L ATC Low Visibility Procedures are in operation via ATIS or RTF. When LVP in operation, all engine runs above idle will not be permitted.

1.3.2. ARRIVAL

Exits will be illuminated and pilots should select the first convenient exit. GMR (ground movement radar) is available to verify the position of the ACFT. Yellow and green centerline lights denote the extent of the ILS Localizer sensitive area.

1.3.3. DEPARTURE

RWY 08R
Entry via CAT III holding point at H3, J3, J4, or J7.

RWY 26L
Entry via CAT III holding point at A3 or M3. Occasionally, it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC.
FL160 R 8 (SAM D46)
N50 45.0 W002 31.1
GIBSO
SFD

FL130
WILL BE AS DIRECTED BY ATC.
PILOTS SHOULD PLAN FOR POSSIBLE DESCENT CLEARANCE AS FOLLOWS:

ASTRA 1F: FL140
ASTRA 2B: FL200
ASTRA 1A: FL110
ASTRA 2D: FL70

NOT TO SCALE
1. When instructed contact LONDON Control.
2. SIDs include noise preferential routes (refer to 20-4C).
3. Apt Elev 202' 120.52 140.91
4. Cruising levels will be issued after take-off by LONDON Control.
5. Do not climb above SID levels until instructed by ATC.

WARNING - STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

CHANGES:
- JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.
- New chart.
- Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 23-06.
- Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Chart reindexed; tracks updated.

CHANGES:

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Pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

WARNING - STEPPED CLIMB:

Additionally for runway 08L maintain a minimum climb gradient of 243' per NM (5.5%) to 3000' due to Noise Abatement.

Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of 1200' thereafter maintain a minimum climb gradient of 243' per NM (4%) to 3000' due to Noise Abatement.

Additionally for runway 08L maintain a minimum climb gradient of 334' per NM (5.5%) to 400'.

One speed-KT 124 140 155 200 260 300

Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of 1200' thereafter maintain a minimum climb gradient of 243' per NM (4%) to 3000' due to Noise Abatement.

Additionally for runway 08L maintain a minimum climb gradient of 334' per NM (5.5%) to 400'.

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Additionally for runway 08L maintain a minimum climb gradient of 334' per NM (5.5%) to 400'.

One speed-KT 124 140 155 200 260 300
CHANGES:
Chart reindexed; tracks updated.

CHANGES:

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1

Normally not available between 0600-2300LT, at these times SIDs BOGNA or HARDY will be used.

In order to alleviate airspace congestions pilots may be offered SIDs TIGER 2M/2V at a late stage of taxiing. If unable to accept inform ATC.

WARNING - STEPPED CLIMB:
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

SIDs include noise preferential routes (refer to 20-4C).

MAX 250 KT BELOW FL100
SPEED:

Cruising levels will be issued above SID 4.

When instructed contact LONDON Control.

SIDs include noise preferential routes (refer to 20-4C).

Do not climb above SID 5.

Cruising levels will

When instructed by ATC.

Trans level: By ATC    Trans alt: 6000'

Above

SEAFORD EIGHT WHISKEY (SFD 8W)
SEAFORD FOUR VICTOR (SFD 4V)
SEAFORD EIGHT PAPA (SFD 8P)
SEAFORD FOUR MIKE (SFD 4M)
LAMBOURNE EIGHT WHISKEY (LAM 8W)
LAMBOURNE FOUR VICTOR (LAM 4V)
LAMBOURNE FOUR MIKE (LAM 4M)
LAMBOURNE FIVE WHISKEY (LAM 5W)

DO NOT USE AFTER 0901Z 7.12.2006

Licensed to BRITISH AIRWAYS PLC, Printed from JeppView disc 23-06.
**WARNING - STEPPED CLIMB:** Due to interaction with other routes do not climb above SID 5000'.

**WARNING:** UNLESS OTHERWISE AUTHORIZED RWYS 26L, 08R, 26R, 08L DEPARTURES RWYS 26L/R DEPARTURES.

**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES:** RWYS 26L/R DEPARTURES.

**WARNING:** UNLESS OTHERWISE AUTHORIZED

**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES:** RWYS 26L/R DEPARTURES.

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**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES:** RWYS 26L/R DEPARTURES.

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**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES:** RWYS 26L/R DEPARTURES.

**WARNING:** UNLESS OTHERWISE AUTHORIZED RWYS 26L, 08R, 26R, 08L DEPARTURES RWYS 26L/R DEPARTURES.

**NOT TO BE USED FOR FLIGHT PLANNING PURPOSES:** RWYS 26L/R DEPARTURES.
1. When instructed contact GATWICK Director.
2. SIDs include noise preferential routes (refer to 20-4C).
3. Initial climb straight ahead to 700'. Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID 20-4C (refer to 20-4C) unless cleared by ATC.
4. At or above 3000' WIZAD SIDs are tactical routings allocated by ATC to alleviate air-space congestion. Pilots unable to accept WIZAD SIDs when offered must inform ATC and will be reallocated DVR SIDs. Due to interaction with other routes do not climb above 6000' unless cleared by ATC.
5. To IWW 2.3 DME, turn LEFT, intercept MAY R-286 inbound by D13 MAY to MAY, turn LEFT, intercept DVR R-262 inbound to WIZAD. Cross Noise Monitoring Terminal (refer to 20-4C) at a minimum of thereafter maintain a minimum climb gradient of 243' per NM (4%) due to Noise Abatement.

GATWICK, LONDON, UK

Trans level: By ATC
Trans alt: 6000'

WIZAD

New chart. JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

CHANGES:

75100 150200 250300
243' per NM 304 405 608 810 1013 1215
Gnd speed - KT

MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

RWYS 26L/R DEPARTURES NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

RWY SID ROUTING

WARNING:

NOT TO SCALE
Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

Approved

LVP must be in Force

TAKE-OFF RUN AVAILABLE

RWY 08R: RWY 26L:

(15m)

(15m)

From rwy head

int hold posn G1

int hold posn B1

From rwy head

int hold posn A1, A2, A3

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TAKE-OFF A

B

C

D

RCLM (DAY only)

250m

300m

400m

500m

NIL

(RCLM (DAY only)

RL & CL

200m

250m

& mult. RVR req

125m

150m

RL, CL HIRL, CL

All Rwys Rwy 08R/26L

twy H int

J4

J3

J1

J2

J7

08L08R

TAXIWAY HOLDING POINTS

10,364' (3159m)

9462' (2884m)

9140' (2786m)

10,679' (3255m)

10,164' (3098m)

9495' (2894m)

10,364' (3159m)

9462' (2884m)

9140' (2786m)

10,679' (3255m)

10,164' (3098m)

9495' (2894m)

FOR HOLDING POINTS

SEE INSET

FOR PARKING POSITIONS

SEE 20-9A

Stopway

8415'

10,879'

2565m

3316m

243'

74m

Stopway

200'

61m

C1

Y1

Y2

Y3

Y4 M1

M3 A3

A2

A1 B1

P1

N1 J8

276'

02°W

6 OCT 06

CHANGES:

N51 08.9  W000 11.4

202'

Apt Elev

LONDON, UK

GATWICK

HIRL CL         HIALS-II TDZ

PAPI-R (3.0°) HST-CR & D

HIRL  HIALS  PAPI-L (angle 3.0°)

ADDITIONAL RUNWAY INFORMATION

RWY 08L

26R

1

080°

ARP

339'

262'

294'

Trees up to 302' south of

and parallel to runway

Trees up to

252'

8042'

8255'

2766m

2831m

2451m

2516m

2

26L

08R

1

080°

CARGOBUILDING

PIER 1

PIER 2

PIER 3

PIER 4

MAINTENANCE

AREA 1

MAINTENANCE

AREA 2

MAINTENANCE

AREA 3

NORTHTERMINAL

TERMINALSOUTH

MAINTENANCE

AREA 4

763'

2300m

15002500

800 600

2243m

2148m

2451m

2516m

148'

45m

HIRL  HIALS  PAPI-L (angle 3.0°)

Control

Tower

S

J

Q

Q

Q

Q

RA

R

LL

P

P

KN

J

Z

L

Threshold

LANDING BEYOND

USABLE LENGTHS

WIDTH TAKE-OFF Glide Slope

RVR 7359'

7047'

2243m

2148m

148'

45m

HIRL  HIALS  PAPI-L (angle 3.0°)

D-ATIS ACARS:

*GATWICK Delivery (Cpt) *Ground

license to BRITISH AIRWAYS PLC. Printed from JeppView disc 23-06.
Stop arrow

B. STOPPING GUIDANCE

PAPA - PARALLAX AIRCRAFT PARKING AID

A. CENTERLINE GUIDANCE SYSTEM

AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

It consists of a unit emitting red and/or green light signals - mounted on the front of the piers at pilot eye level - aligned for interpretation by the pilot in the left hand seat. The signals are to be interpreted as follows:

- GREEN: Aircraft on LEFT of centerline.
- RED: Aircraft on RIGHT of centerline.
- GREEN/RED: Aircraft on CENTERLINE.
- RED/GREEN: Aircraft on LEFT of centerline.

PRESSURE ALTITUDE (QNH) - 1013 hPa

THERMAL ALTITUDE (QFT) - 2000' ASL

When MID VOR u/s

Clouds or fog are encountered a full stop at 3000' is recommended. The pilot should then continue to taxi forward with the reference to mirror. The aircraft should be aligned on the stand centerline with the aid of AGNIS. The pilot in the left hand seat will see the fluorescent tube appear to move along the slot towards the reference marks. Correct stopping position is reached when the tubular light registers in support of a white painted line. Viewed from the right hand pilot's seat the aircraft will overshoot by 3 to 10 feet/1 to 3m depending upon aircraft type.

When MAY holding via track 259°

At 3000' - Leave at 287°

At 287° - Leave at 3000'

Taxi into the stand, the pilot in the left hand seat will see the fluorescent tube appear to be supported on a frame projecting from the face of the pier at pilot eye level. Behind it is a weatherproof white fluorescent tube mounted vertically and slightly to the right. A yellow painted STOP arrow is provided on the ground as a stopping guidance on some of the stands. A red/green light system to guide along the stand centerline intended as a "back-up" support to the centerline guidance system. It does not provide a stopping signal. Legend for observing guidance systems:

- WHITE "STOP" line
- GREEN RED
- GREENGREEN
- REDGREEN
- RED/WHITE beam
- GREEN/WHITE beam
- RED/WHITE projector
- GREEN/WHITE projector
- WHITE "STOP" line
- FLUORESCENT TUBE

When MID VOR u/s

MIDHURST

stands. The pilot in the left hand position must align his position with the yellow STOP arrow to find the correct parking position.
Based on Diagram provided. Procedure to fly.

Within the radar vectoring area 2000' is the minimum initial altitude to be allocated level if higher.

In the event of complete radio failure, climb straight ahead to D10.0 above 3000'.

IWW (R-288 MAY VOR for aircraft unable to receive IWW DME), then proceed to.

IWW (R-356 MAY VOR for aircraft unable to receive IGG DME), then proceed to.

Falloffs area.

Within the intermediate and final approach area when on 40° leg or final approach.

If not possible follow the missed approach.

Continue visually or by means of an appropriate procedure to MAYFIELD VOR DME.

If not possible proceed to 3000' or at last assigned.

Loss of communication procedure.

The radar controller will give initial and final approach aid.

If not possible proceed to 3000' or at last assigned.

Loss of communication procedure.

Continue visually or by means of an appropriate procedure to MAYFIELD VOR DME.

If not possible follow the missed approach.

Within the radar vectoring area 2000' is the minimum initial altitude to be allocated level if higher.

In the event of complete radio failure, climb straight ahead to D10.0 above 3000'.

IWW (R-288 MAY VOR for aircraft unable to receive IWW DME), then proceed to.

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Falloffs area.

Within the intermediate and final approach area when on 40° leg or final approach.

If not possible follow the missed approach.

Continue visually or by means of an appropriate procedure to MAYFIELD VOR DME.

If not possible proceed to 3000' or at last assigned.