

INSTRUMENT APPROACH CHART - ICAO

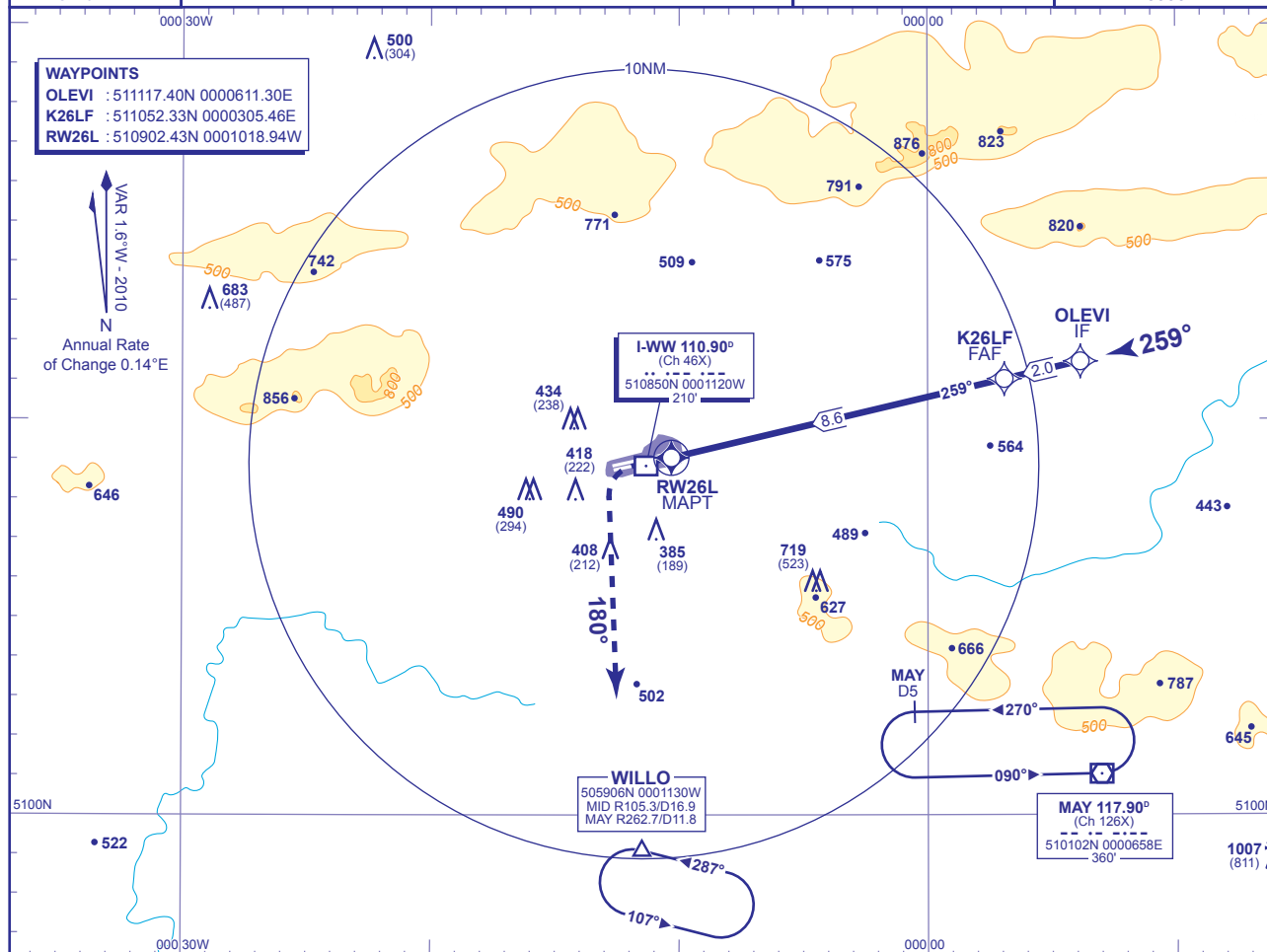
LONDON GATWICK

RNAV(GNSS)

RWY 26L

(ACFT CAT A,B,C,D)

	APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	203
	TWR	124.225, 134.225, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	196
		121.800	GATWICK GROUND	OBSTACLE ELEVATION	1007 AMSL (811) (ABOVE THR)
	ATIS	136.525	GATWICK INFORMATION	BEARINGS ARE MAGNETIC	
				MIN TEMP	-10°C
				TRANSITION ALTITUDE	6000



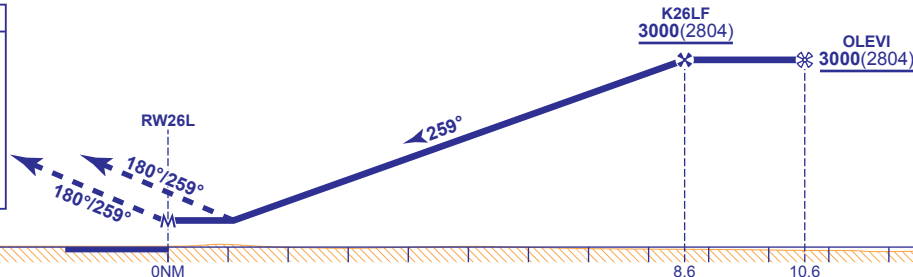
RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM.

NM to RW26L	8	7	6	5	4	3	2
ALT(HGT)	2790(2594)	2480(2284)	2160(1964)	1840(1644)	1520(1324)	1200(1004)	880(684)

TCH 53

MAPt (LNAV): RW26L

Climb to 3000 - straight ahead until passing 2000 or 1NM inbound RW26L whichever is later, turn left heading 180°, then as directed by ATC.
RCF: Proceed as above, and continue on heading 180°, 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	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	580(384)	580(384)	580(384)	580(384)	FT/MIN	850	740	640	530	420
	LNAV	590(394)	590(394)	590(394)	590(394)						
VM(C)OCA (OCH AAL)	Total Area	800(597)	800(597)	970(767)	1120(917)						

NOTE 1 Pilots should 'Request RNAV Approach' on first contact with Gatwick Director.

2 Aircraft will be radar vectored to OLEVI.

3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.

4 See AD 2-EGKK-8-13 for data coding tables.

5 An early initiation of the missed approach may require pilot intervention with the RNAV system in order to comply with the 1NM inbound turn initiation point.

6 The missed approach reverts to conventional navigation after passing 2000.

CHANGE: MAG VAR. COM.

AERO INFO DATE 12 MAY 10

AMDT 8/10

Civil Aviation Authority