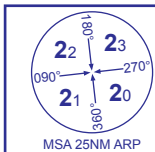


INSTRUMENT APPROACH STAFF - ICAO

LONDON GATWICK

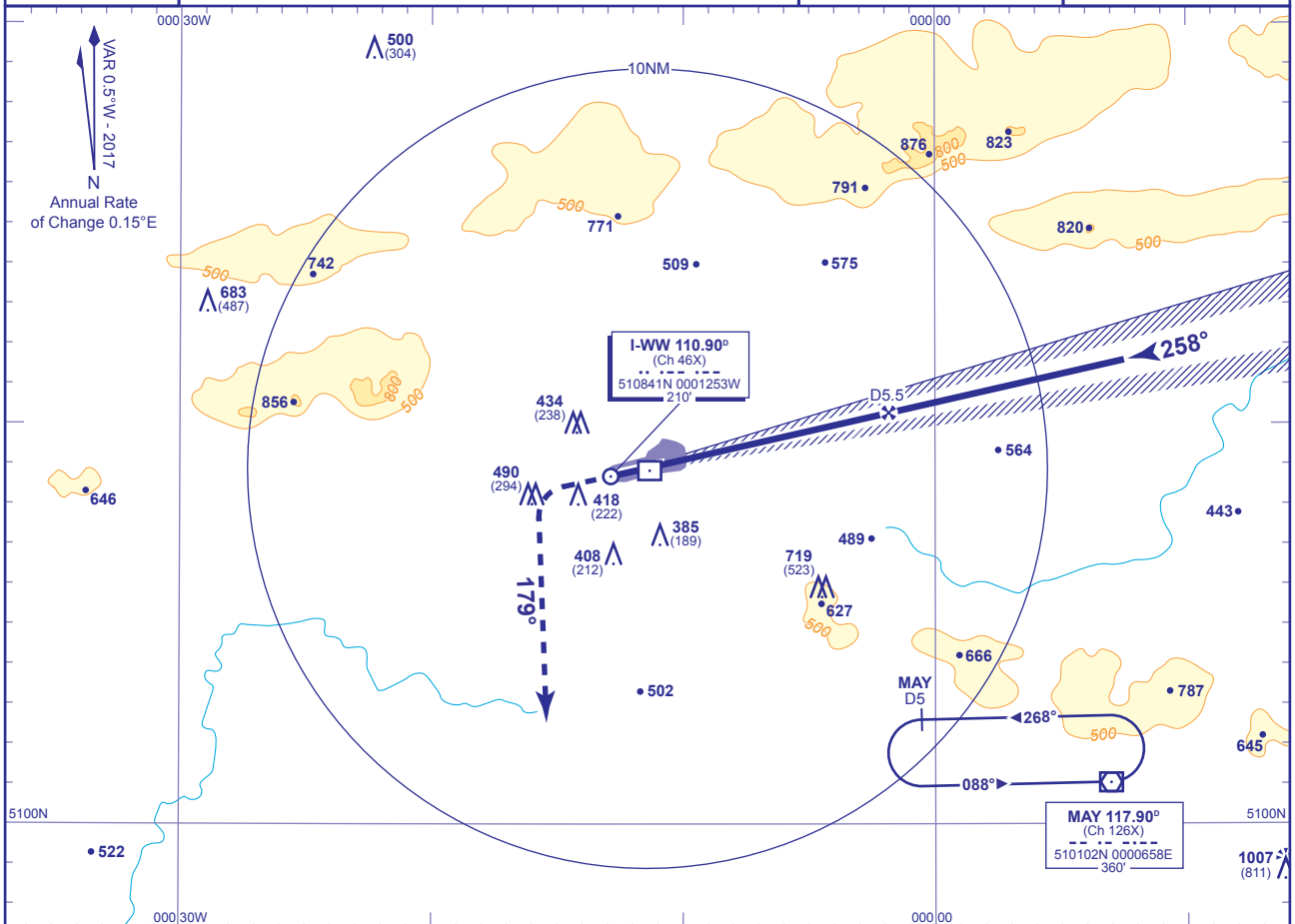
ILS/DME
RWY 26L
(ACFT CAT A,B,C,D)

APP 126.825, 118.950, 129.025
TWR 124.225, 134.225, 121.500*
121.800
ATIS 136.525

GATWICK DIRECTOR
GATWICK TOWER (*Emergency)
GATWICK GROUND
GATWICK INFORMATION

AD ELEVATION 203
THR ELEVATION 196
OBSTACLE ELEVATION
1007 AMSL
(811) (ABOVE THR)
BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE
6000



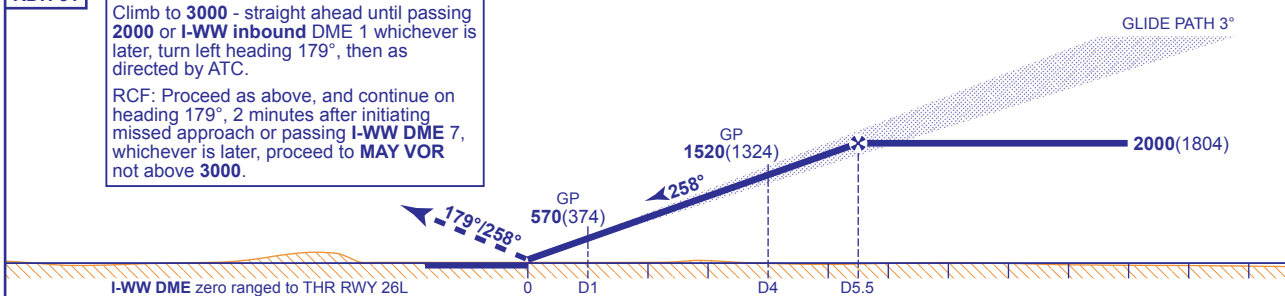
RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-WW	5	4	3	2
ALT(HGT)	1840(1644)	1520(1324)	1200(1004)	880(684)

RDH 51

Climb to 3000 - straight ahead until passing 2000 or I-WW inbound DME 1 whichever is later, turn left heading 179°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 179°. 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)	CAT I	335(139)	344(148)	356(160)	370(174)	FT/MIN	850	740	640	530	420
	CAT II	245(49)	255(59)	268(72)	281(85)						
VM(C)OCA (OCH AAL)	Total Area	800(597)	800(597)	970(767)	1120(917)						

FOR AIRCRAFT UNABLE TO RECEIVE DME I-WW :

Equivalent radar ranges will be provided to the aircraft when established on the localiser, approaching the nominal Final Approach Point and 4NM points.

NOTE 1 For arrival and initial approach procedures see AD 2-EGKK-7-8.

CHANGE (12/16): MAG VAR. ANNUAL RATE OF CHANGE. BEARINGS. MAY VOR RECALIBRATED.

AERO INFO DATE 24 AUG 16