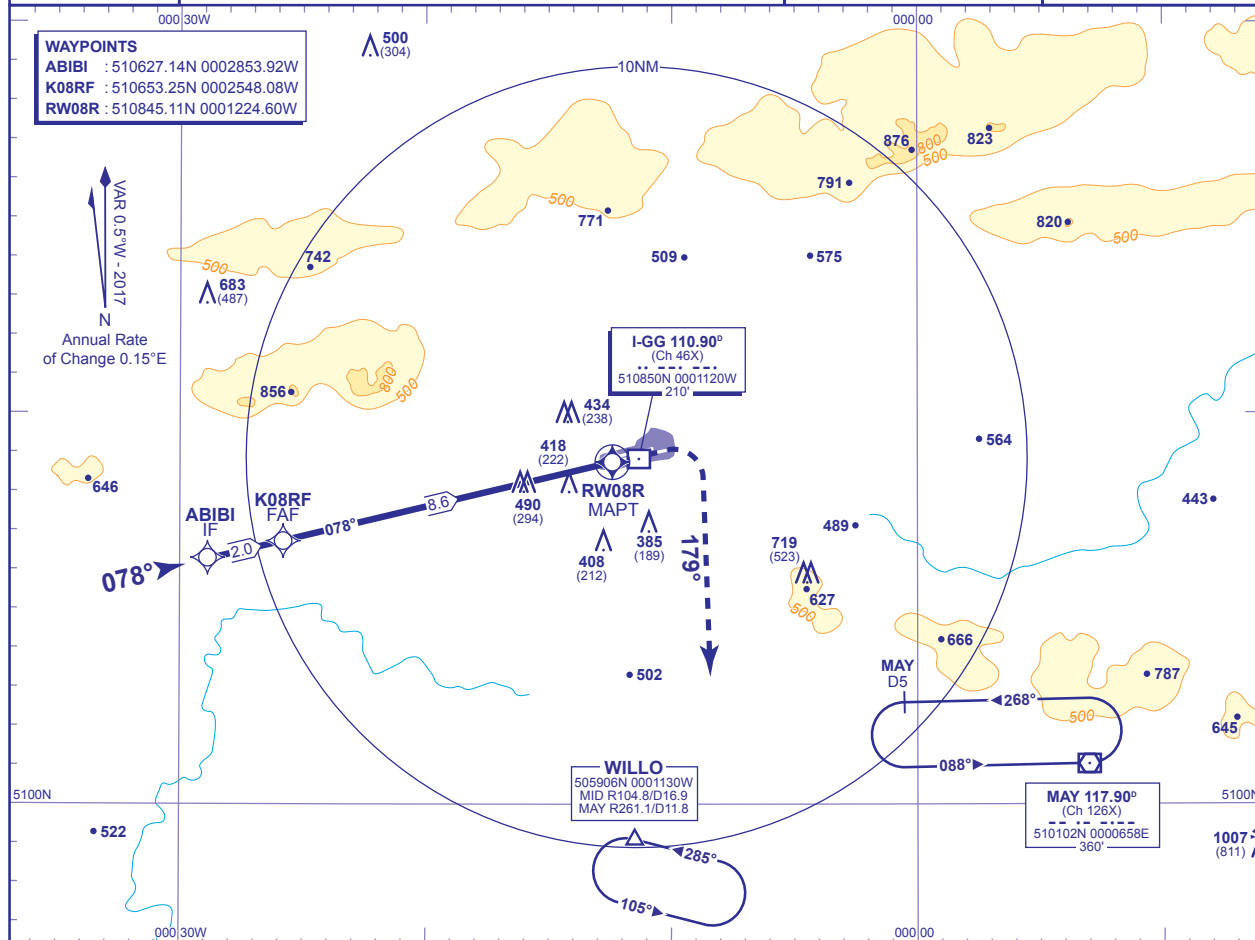


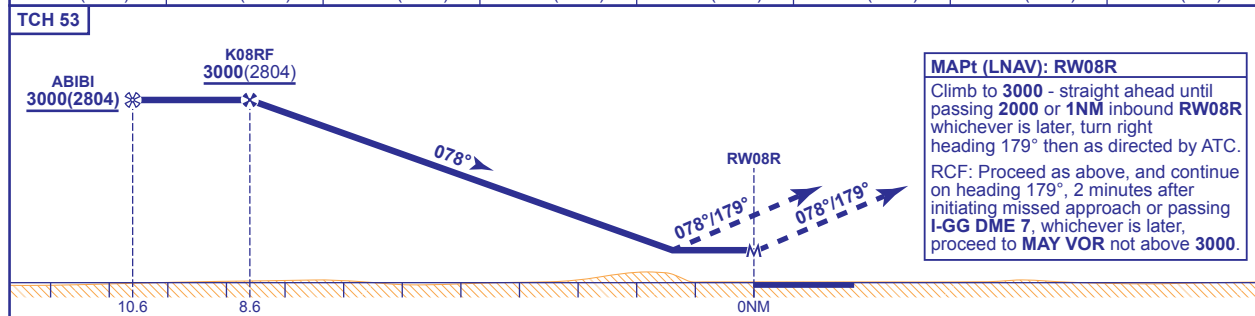
INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK

	APP 126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION 203	RNAV(GNSS) RWY 08R (ACFT CAT A,B,C,D)
	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 RW08R	8	7	6	5	4	3	2
ALT(HGT)	2800(2604)	2480(2284)	2160(1964)	1840(1644)	1520(1324)	1200(1004)	880(684)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	700(504)	700(504)	700(504)	700(504)	FT/MIN	850	740	640	530	420
	LNAV	740(544)	740(544)	740(544)	740(544)						
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 ABIBI.
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 (12/16): MAG VAR. ANNUAL RATE OF CHANGE. BEARINGS. MAY VOR RECALIBRATED.

AERO INFO DATE 24 AUG 16