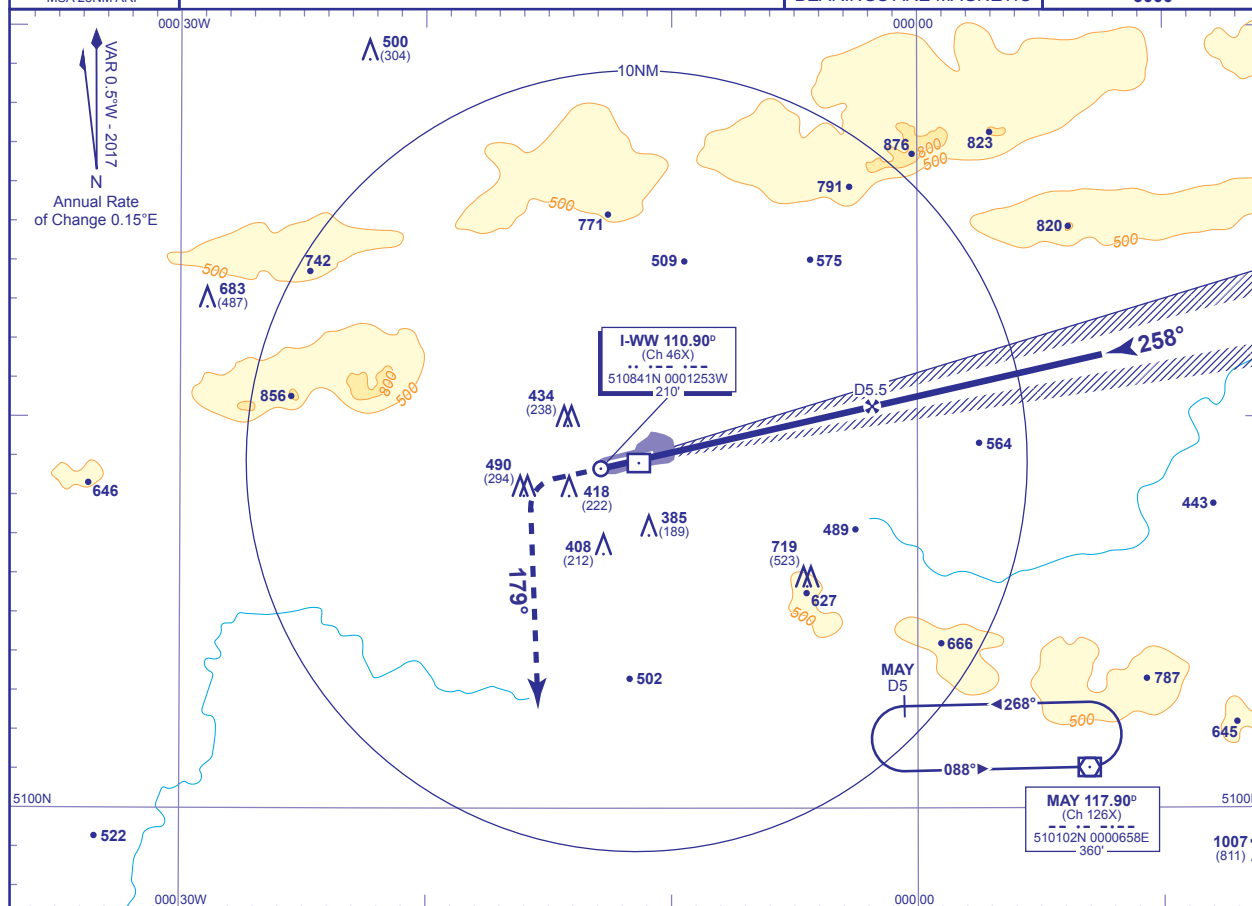


INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK

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

	APP 126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION 203	ILS/DME RWY 26L (ACFT CAT A,B,C,D) TRANSITION ALTITUDE 6000
	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	



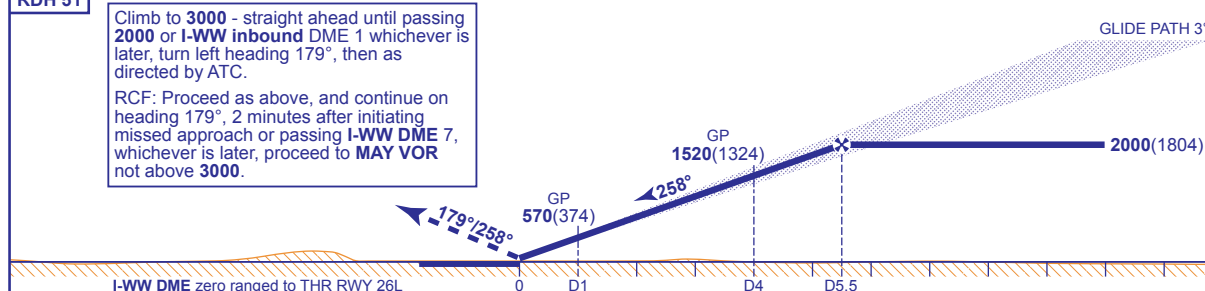
RECOMMENDED PROFILE GLIDE PATH 3°. 320FT/NM

RECOMMENDED PROFILE GUIDE PART 1'S - 320' TRIM			
DME I-WW	5	4	3
ALT(HGT)	1840(1644)	1520(1324)	1200(1004)
			2
			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.