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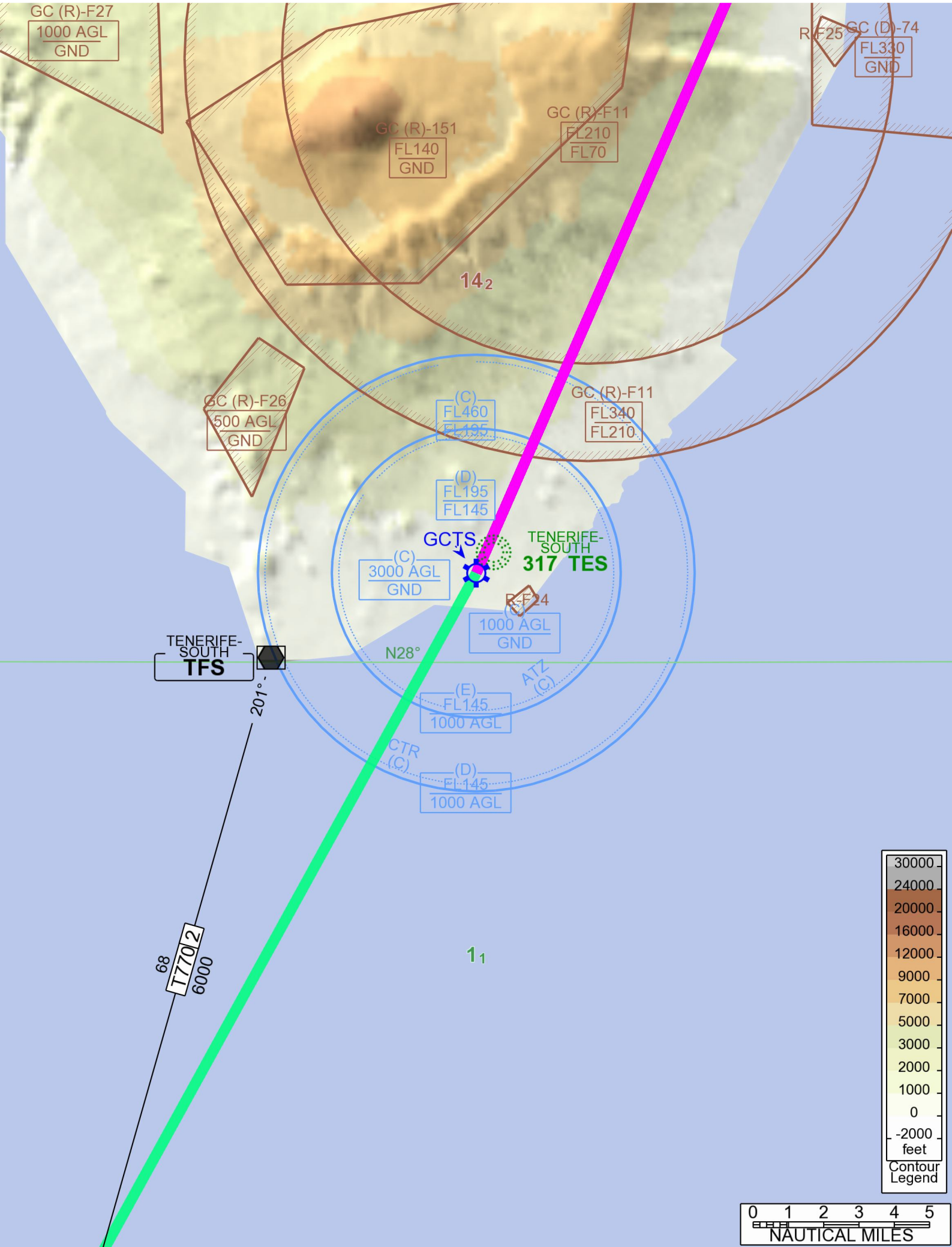
Airport Information For EGKK

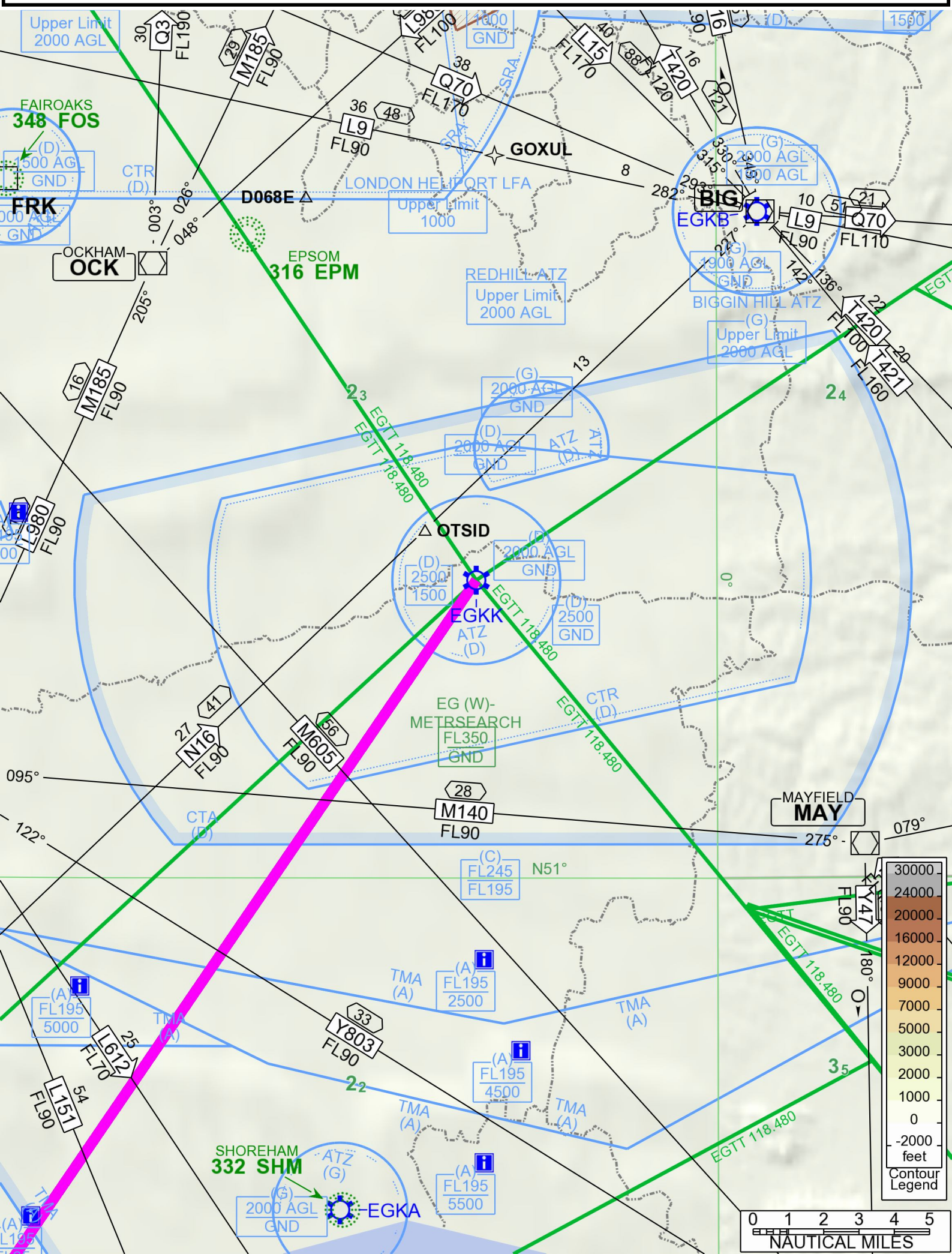
Terminal Charts For EGKK

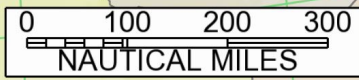
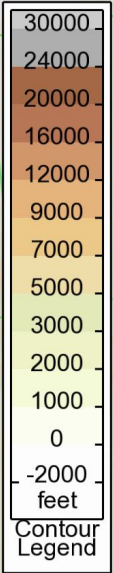
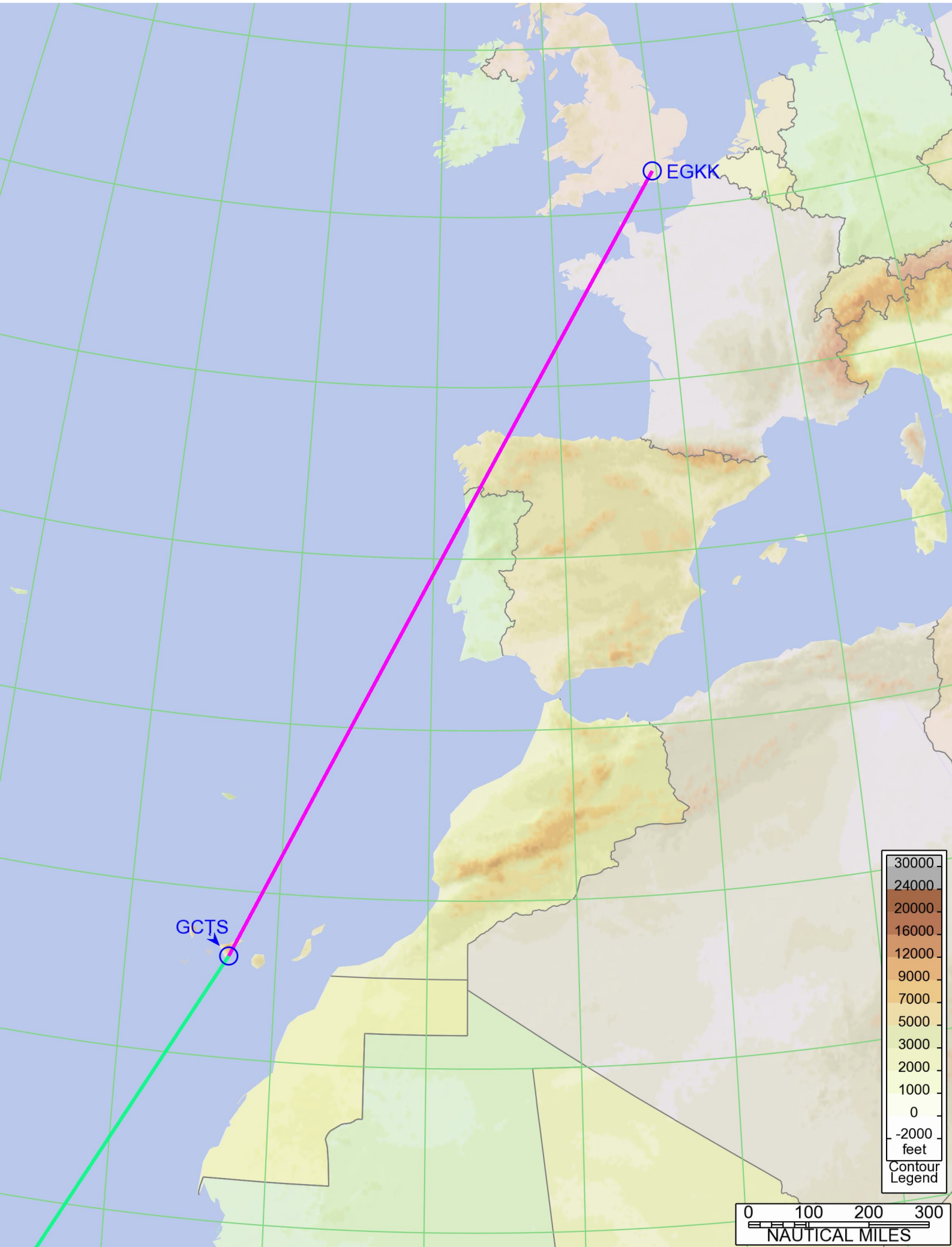
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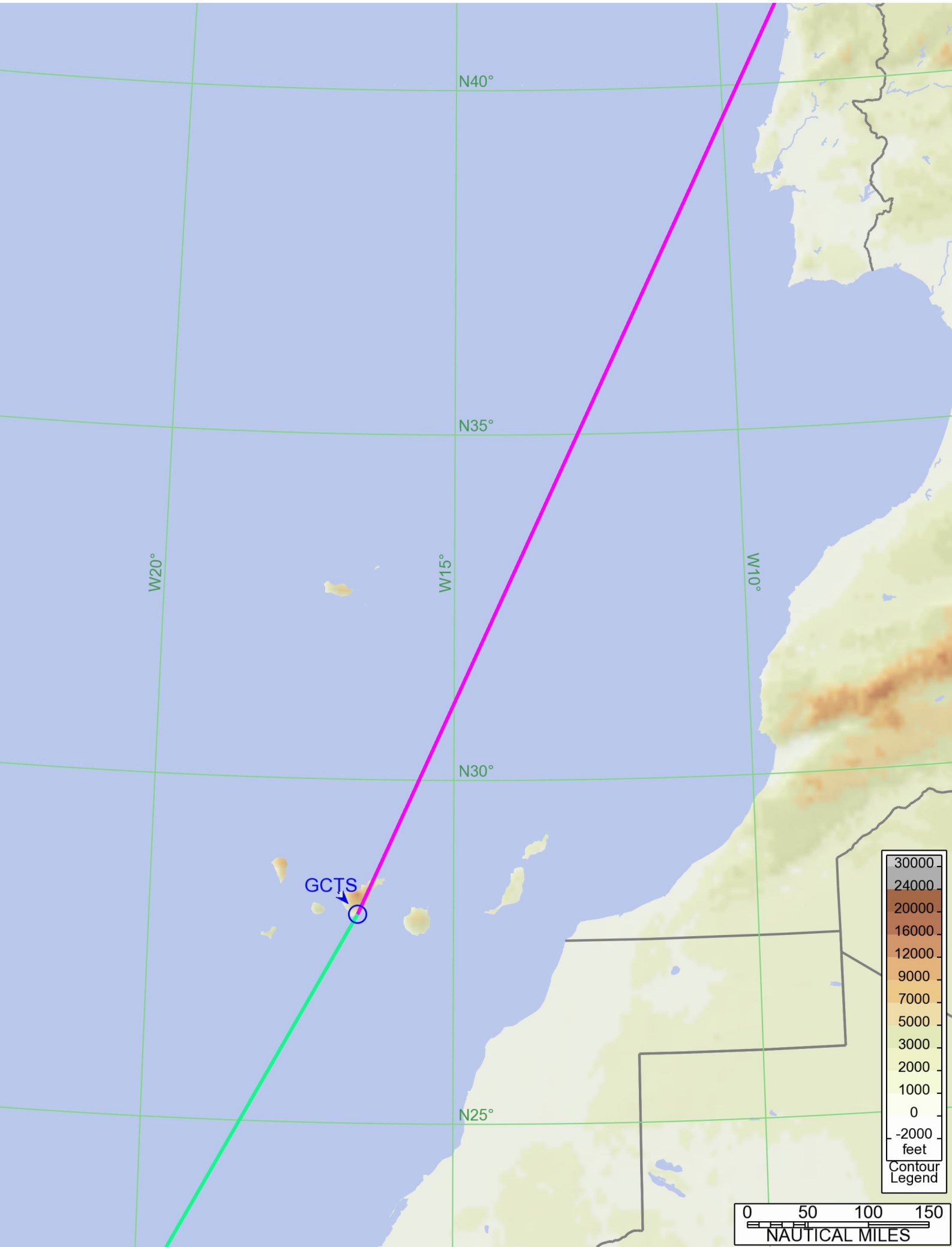
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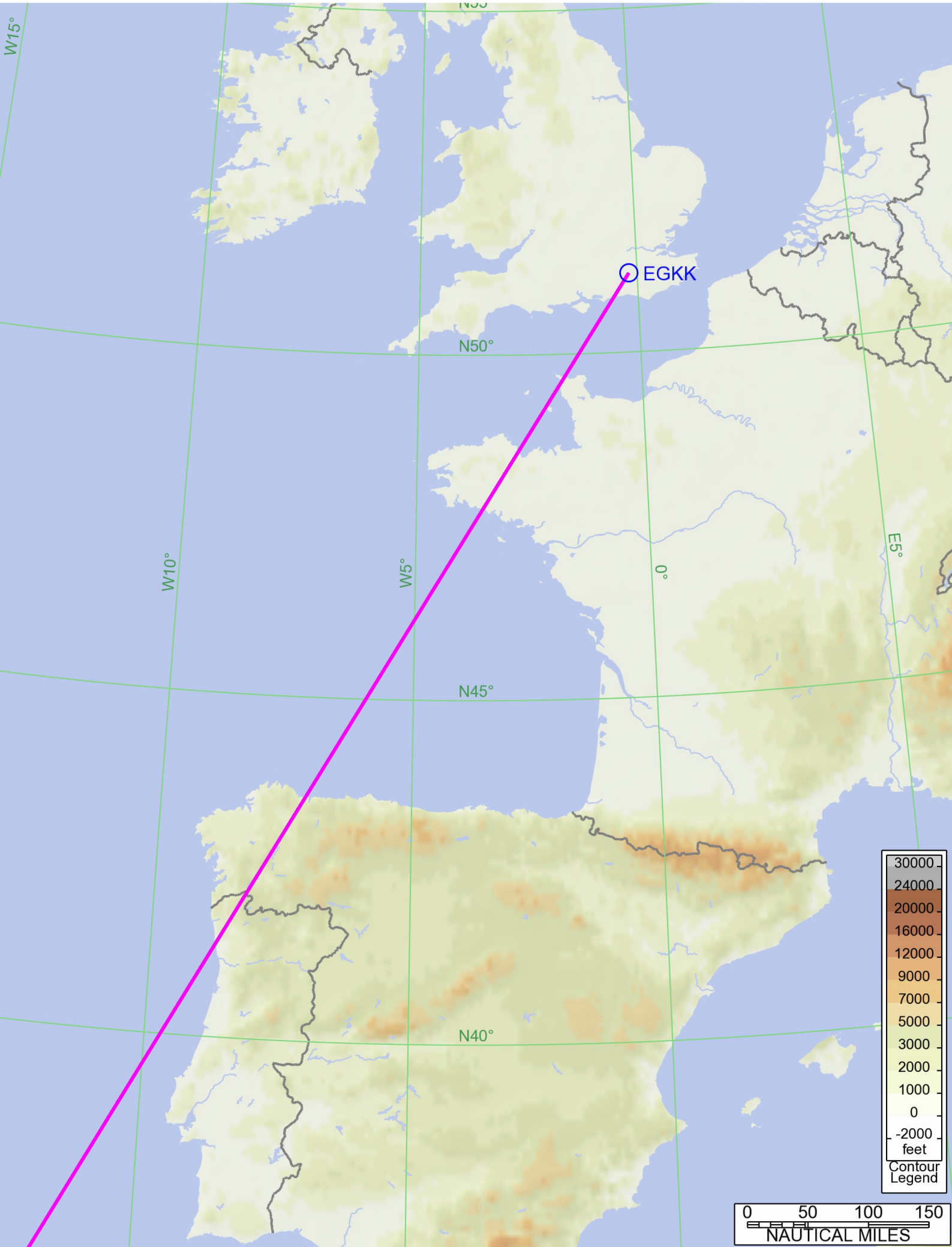
Notebook











General Information

Location: TENERIFE-SOUTH XJE
ICAO/IATA: GCTS / TFS
Lat/Long: N28° 02.67', W016° 34.35'
Elevation: 209 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 5.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0701 Z
Sunset: 1850 Z

Runway Information

Runway: 08
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 188 ft
Lighting: Edge, ALS, Centerline

Runway: 26
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 209 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 118.675
Tenerife-South Tower: 119.000
Tenerife-South Tower: 121.900
Tenerife-South Tower: 121.750
Tenerife-South Approach: 128.125 Secondary
Tenerife-South Approach: 127.700

GCTS/TFS
REINA SOFIA

15 JUL 16

+ JEPPESEN

10-1P

TENERIFE-SOUTH, CANARY IS
.Eff.21.Jul.

AIRPORT BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 118.675

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

All engine tests will be carried out at idle power, at all apron stands.

Engine tests at full power will only be made on the holding bay A2.

Engine tests higher than idle regime are forbidden between 0000-0600LT.

Exceptions are allowed only, if it is essential for the ACFT of the departing flight and its estimated take-off time is scheduled between 0400-0600LT.

Clearance for engine testing must be requested to the operations centre (CEOPS).

1.3. STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)

1.3.1. CRITERIA FOR APPLICATION AND CANCELLATION

Standstill of operations in the movement area procedure is available when RVR is below 800m with the following phases:

Phase I: When visibility is equal to or more than 800m and less than 1000m, warning on operations.

Phase II: When visibility is less than 800m, standstill of operations.

Phase III: When visibility is equal to or more than 800m and trend towards improvement, resumption of operations.

1.3.2. UNCERTAINTY ABOUT POSITION IN THE MANOEUVRING AREA

When in doubt about the position of the ACFT in relation to the manoeuvring area:

- If a pilot recognizes that the ACFT is not on a RWY, he shall immediately stop the ACFT and notify this circumstance to ATC.
- If a pilot recognizes that the ACFT is on a RWY, he shall immediately notify this circumstance to ATC (including the last known position) and vacate the RWY as soon as possible, if it is possible to locate an appropriate TWY nearby, unless ATC indicates otherwise and then shall stop the ACFT.

1.3.3. BREAKDOWN OF AN ACFT

Notify the situation to ATC and await the arrival of assistance. In case the ACFT is on a RWY, if possible and unless ATC should indicate otherwise, a pilot shall vacate the RWY.

1.3.4. LOSS OF VISUAL CONTACT BETWEEN MOVING ELEMENTS

In the event of loss of visual contact with another ACFT or a vehicle with which own separation is maintained, ATC shall be informed immediately and the ACFT shall stop.

1.3.5. COMMUNICATIONS FAILURE

Arriving ACFT

If the ACFT has just landed, it shall maintain position while vacating the RWY and await the arrival of an assistance vehicle.

Departing ACFT

The ACFT shall continue by the assigned route and stop at the limit of ATC clearance, taking extreme caution, where it shall maintain position and await the arrival of an assistance vehicle.

If the ACFT already has an ATC taxiing clearance, it shall continue by the assigned route to the limit of that clearance, taking extreme caution, where it shall maintain its position and await the arrival of an assistance vehicle.

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1. GENERAL

1.4. TAXI PROCEDURES

TWY B-2 MAX wingspan 167'/51m and MAX length of 164'/50m.

Gate D4 MAX wingspan 171'/52m, except ACFT to/from stand F1.

Gate D5 MAX wingspan 171'/52m, except ACFT to/from stand I1.

Apron taxilane between gates D-3 and D-5 MAX wingspan 171'/52m.

TWY B-6 MAX length of 190'/58m.

Entry to stands F8 and F5A for ACFT code D or higher shall be carried out via gates D-1 or D-2.

The entry to stand F1 for code letter D ACFT or higher, shall be carried out via gate D-4.

TWYs for GA MAX wingspan 72'/22m.

ACFT vacating RWY take precedence over those taxiing on TWY T.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Stands F1 thru F5A, F6, F7 and F8 equipped with visual docking guidance system.

On stands F1 thru F8, H2 thru H10, I1 thru I11A and J12 push-back required.

1.5.2. USE OF APU

Use of APU is forbidden on stands F1 thru F8 in the period between 2 MIN after blocks for ARR and 5 MIN before off-blocks for DEP.

APU may only be used when 400 Hz facilities and mobile units are not operative.

ACFT with inoperative APU must communicate it to CEOPS.

1.6. OPERATION OF ACFT OF HIGHER CODE LETTER

1.6.1. PARKING INFORMATION

Depending on the type of ACFT, the following stands shall be assigned:

- Stand I-11A or I-1 for B747-800 or AN124;
- Stand I-11A for A380;
- Between Stands I-11 and H-10 for AN225.

1.6.2. OPERATIONAL RESTRICTIONS

PAPI not usable for ACFT of code letter F, except for A380.

Only one ACFT shall move into the movement area at a time when an ACFT of code letter F is operating at the APT.

ATC shall require any ACFT of code letter F to carry out taxiing at reduced speed, with the engines idling (whenever possible) and with the outer engines off so as to avoid the intake and generation of FOD.

Similarly, ATC shall remind the pilot-in-command of the route to the point where a Follow-me car will be waiting.

The ACFT will be required to perform oversteering manoeuvres to correct its path on the curved segments of the following TWYs:

- B1, B7, D-2 and D-5 for B747-800 and AN124;
- B1, B3, B6, B7, D-1 and D-2 for A380;
- B1, B6 and B7 for AN225.

1.7. OTHER INFORMATION

RWY 08 right-hand circuit.

Birds.

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10-1P2

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Landing and approach procedures on visual meteorological conditions shall be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY.

At night time, visual approaches shall avoid overflying inhabited areas and visual approaches to RWY 26 from west via Ganta Int or TFS VORDME shall not initiate the left turn before TFS 10 DME.

2.2. RWY OPERATIONS

ACFT shall report vacating RWY.

Four-engined wide-bodied ACFT shall leave RWY 08 via TWY B-7 and RWY 26 via TWY B-1.

2.3. TAXI PROCEDURES

In general, taxiing between the apron gate and the stand shall be carried out accompanied by Follow-me car. The supervision of this vehicle is essential for docking or parking.

2.4. OPERATION OF ACFT OF HIGHER CODE LETTER

2.4.1. RWY 08

AN124/B747-800

The ACFT shall vacate the RWY via TWY B7 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-5, where a Follow-me car will be waiting.

It shall continue guided taxiing up to the assigned stand (I-11A via gate D-2 or I-1 via gate D-5).

A380

The ACFT shall vacate the RWY via TWY B7 and, once established on TWY T before TWY B6, it shall await a Follow-me car.

It shall continue guided taxiing via TWY B6, RWY 08/26, TWY B3 and gate D-2 up to the assigned stand.

AN225

The ACFT shall vacate the RWY via TWY B7 and, once established on TWY T before TWY B6, it shall await a Follow-me car.

It shall continue guided taxiing via TWY B6, RWY 08/26, TWY B3 and the centreline of stand E-32 up to assigned stand.

2.4.2. RWY 26

AN124/B747-800

The ACFT shall vacate the RWY via TWY B1 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-1, where a Follow-me car will be waiting.

It shall continue guided taxiing up to the assigned stand (I-11A via gate D-2 or I-1 via gate D-5).

A380

The ACFT shall vacate the RWY via TWY B1 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-1, where a Follow-me car will be waiting.

It shall continue guided taxiing via gate D-2 up to the assigned stand.

AN225

The ACFT shall vacate the RWY via TWY B1 and ATC shall clear taxiing via TWY T up to the intermediate holding position before gate D-1, where a Follow-me car will be waiting.

It shall continue guided taxiing via TWY T and the centreline of stand E-32 up to assigned stand.

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10-1P3

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.AIRPORT.BRIEFING.

2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. WIND SHEAR

Caution: Risk of wind shear on final APCH.

Low level wind shear alert system (LLWAS) available.

Orographical wind shear in trade regime, mainly affecting RWY 08

Under trade wind conditions (NE-E), due to the topography of the island, the occurrence of orographical wind shear is frequent.

Wind shear is appreciable on final APCH (below 1600') to the RWY 08 or in RWY, positive and with greater frequency in the summer. The wind intensities in surface must be 15 KT and NE-E direction, for the effect (positive wind shear of 15 to 35 kt) to appear. On APCH to RWY 08, below 2100', the wind is usually variable or with intensities of the order of 5-10 KT and SW-NW direction (tailwind), becoming NE-E direction (nose wind) and with intensities of at least 10 KT when finding wind shear, around 1000-500' AGL.

This wind shear effect is most obvious in trade wind (NE-E) situations with input of Saharan air, the effect of turbulence may also occur on final APCH.

Values of temperature above 30° C can give an indication of these situations.

It is important to notice potential signs of inversion, which usually also indicate these advections of warm air.

With wind intensities over 25 KT, occurrence of mechanical turbulence is usually more frequent than the wind shear on final APCH.

Orographical wind shear situation of low pressure system at the surface (storm), mainly affecting RWY 26.

In situations of low pressure affecting the islands, with synoptic wind SW-NW, the orographical wind shear pattern can be reversed, appearing on final approach to the RWY 26 below 1600ft, with wind intensities in RWY higher than 15 KT and SW-NW direction. The wind shear is usually positive and in the range of 15 to 30 KT. These situations may also generate gust fronts in the vicinity of the aerodrome, associated with convective activity.

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(10-1P4)

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.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

Pilots shall request clearance to start-up from TENERIFE-SOUTH Ground. On requesting this clearance, ACFT must be completely ready to start up, considering that the ACFT must leave stand 10 minutes before the calculated take-off time.

Clearance shall be issued as soon as requested. When delays are expected to exceed 15 minutes, ATC shall provide appropriate start-up time. At that moment, ATC clearance shall be issued.

3.1.2. TAXIING

Pilots shall contact Tower to request permission for towing and/or taxiing.

Towed push-back is mandatory at all front stands and shall be carried out in such a way as to nose to the nearest gate, with the following exceptions:

- ATC indicates the opposite;
- Existing engine start-up limitations, that shall be previously communicated to ATC;
- From stands F1, F5A and F8 this shall be carried out nosing to THR 26, for ACFT code letter D or higher;
- From stands H2, I1, I1A and I1B this shall be carried out nosing to THR 26;
- From stand I11A this shall be carried out nosing to THR 08.

Autonomous exits shall be carried out using the minimum start-up engine power and in such a way as when making the turn, the engine power shall not be higher than IDLE. ACFT shall always exit with nose to the nearest gate, unless otherwise directed, except from stand E13 where it shall always exit with nose to THR 08.

3.2. NOISE ABATEMENT PROCEDURES

- | | |
|------------|--|
| Take-off | <ul style="list-style-type: none"> - Take-off power. - Take-off flaps/slats. - Climb at $V_2 + 10$ KT to 1500' AGL. |
| At 1500' | <ul style="list-style-type: none"> - Accelerate to zero flap minimum safe manoeuvring speed (VZF) + 10 KT maintaining minimum rate of climb 500'. - Retract flaps/slats as needed. |
| Up to FL60 | <ul style="list-style-type: none"> - Do not exceed 250 KT and continue SID in force, except ATC clearance. |

ACFT taking off from RWY 08 shall maintain TFS R-076 up to TFS 10 DME before initiating any Right turn.

ACFT taking off from RWY 26 and overflying TFS VORDME must not turn Right before overflying this navigation facility.

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15 JUL 16

(10-1P5)

TENERIFE-SOUTH, CANARY IS

.Eff.21.Jul.

.AIRPORT.BRIEFING.**3. DEPARTURE****3.3. OPERATION OF ACFT OF HIGHER CODE LETTER****3.3.1. RWY 08****AN124/B747-800**

It shall exit from the stand and carry out taxiing guided by a Follow-me car until it reaches the intersection of TWY T with gate D-1.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B0.

A380

It shall exit from the stand and carry out taxiing guided by a Follow-me car until it is established at the intersection of TWY T with gate D-1.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B0.

AN225

It shall exit from the stand and carry out taxiing guided by a Follow-me car via the centerline of stand E-29 until it is established at the intersection of TWY T with gate D-1.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B0.

3.3.2. RWY 26**AN124/B747-800**

It shall exit from the stand and carry out taxiing guided by a Follow-me car until it is established at the intersection of TWY T with gate D-5.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B7.

A380

It shall exit from the stand and carry out taxiing guided by a Follow-me car via gate D-2, TWY B3, RWY 08/26 and TWY B5 until it is established on TWY T.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B7.

AN225

It shall exit from the stand and carry out taxiing guided by a Follow-me car via the centerline of stand E-29, TWY B3, RWY 08/26 and TWY B5 until it is established on TWY T.

From this point, it shall continue taxiing via TWY T up to the RWY holding position at TWY B7.

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12 FEB 10 (10-1R)

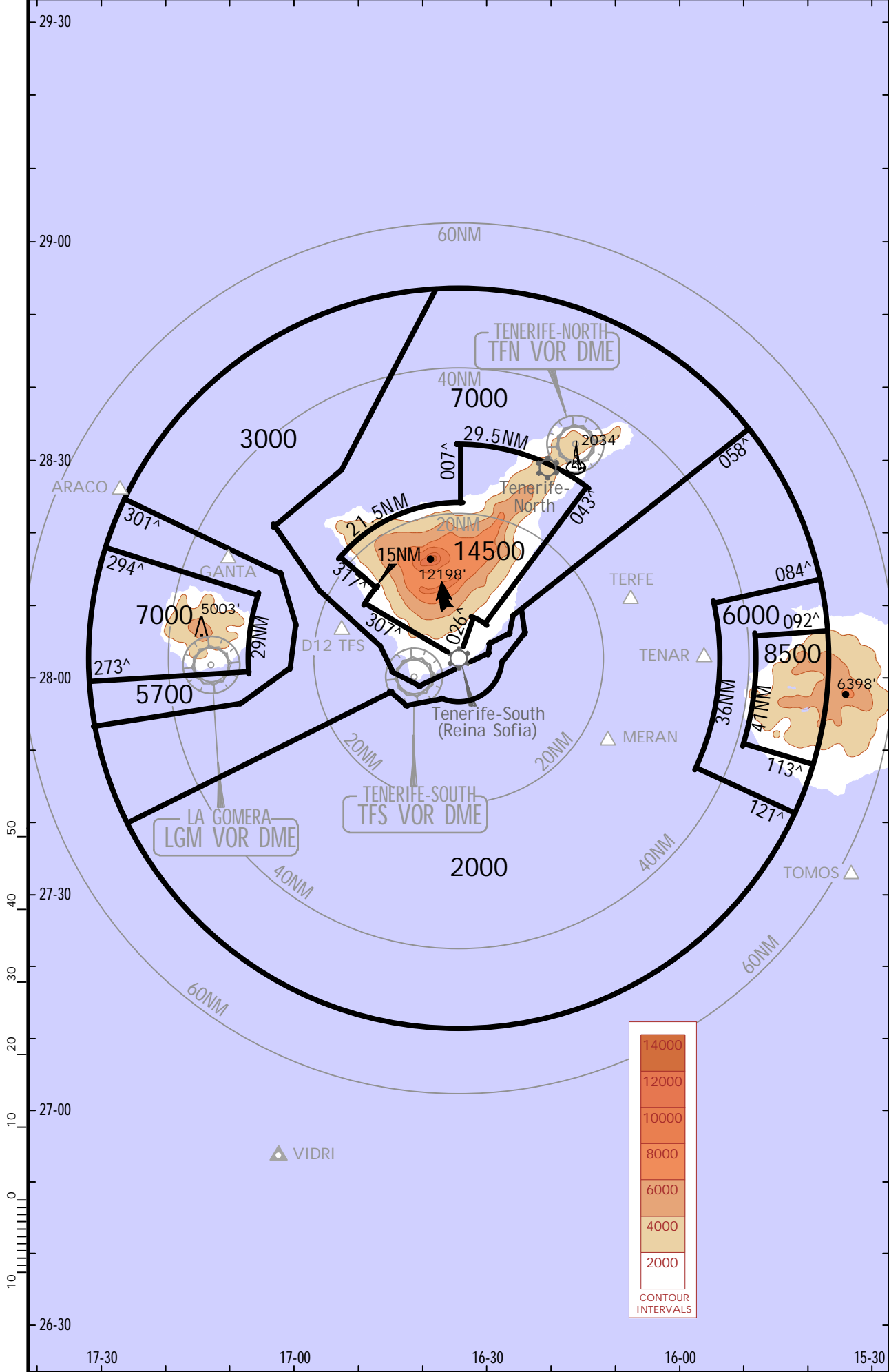


JEPPESSEN

TENERIFE-SOUTH, CANARY IS
.RADAR.MINIMUM.ALTITUDES.

Apt Elev
209'

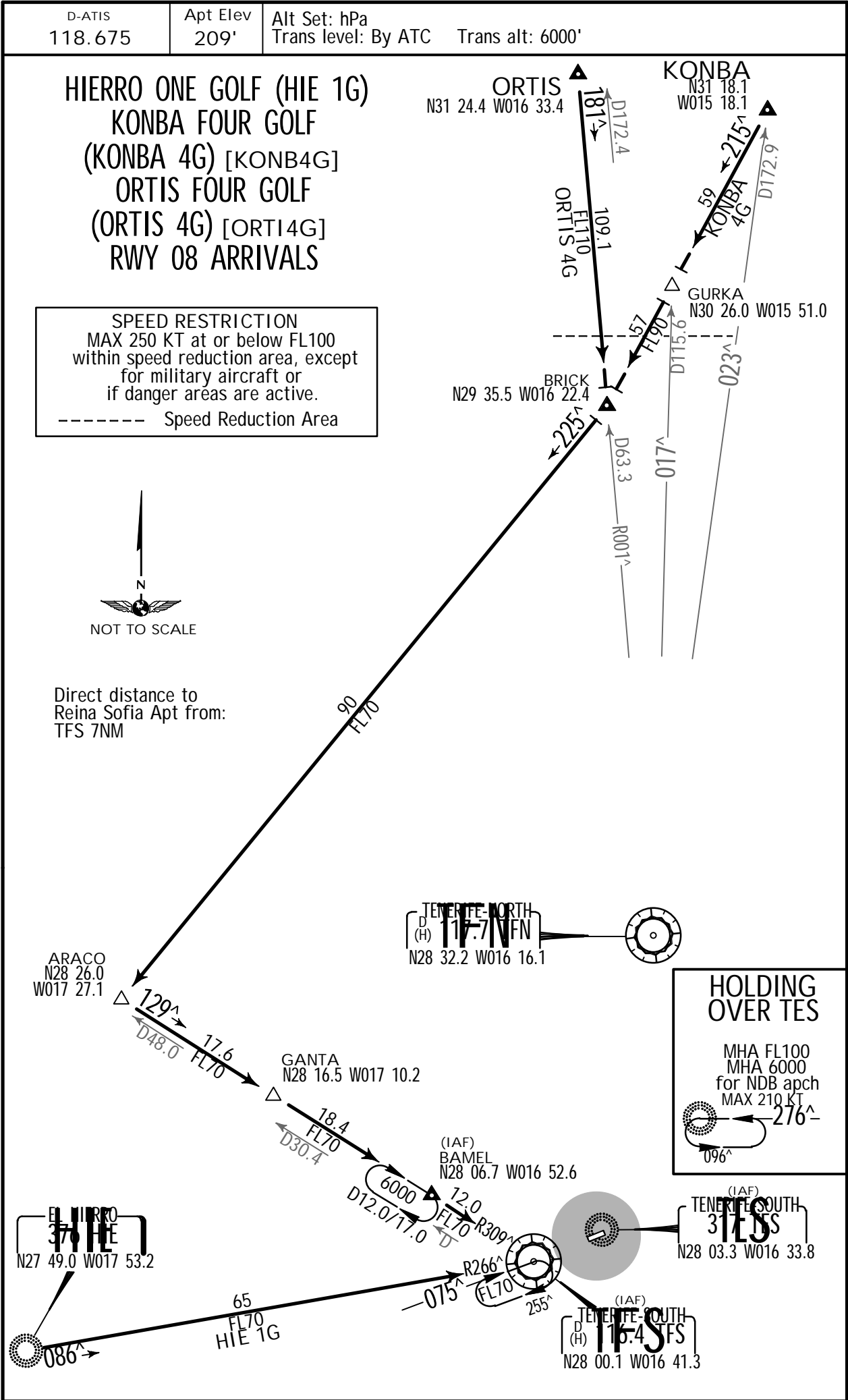
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The published minimum altitudes integrate no correction for low temperature.



GCTS/TFS
REINA SOFIA

JEPPesen
27 FEB 15 10-2 .Eff.5.Mar.

TENERIFE-SOUTH, CANARY IS
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GCTS/TFS
REINA SOFIA

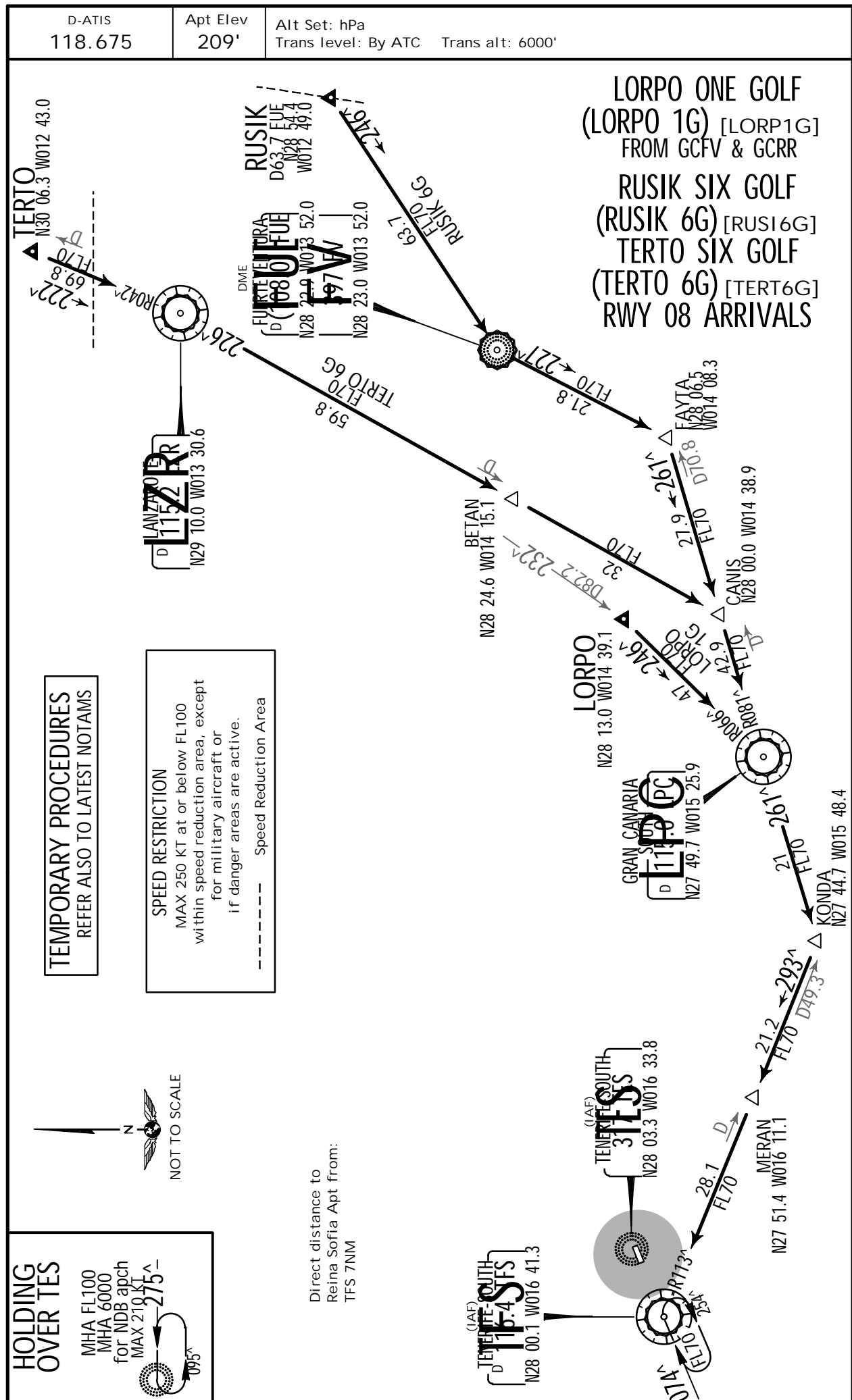
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.Eff.28.Apr.

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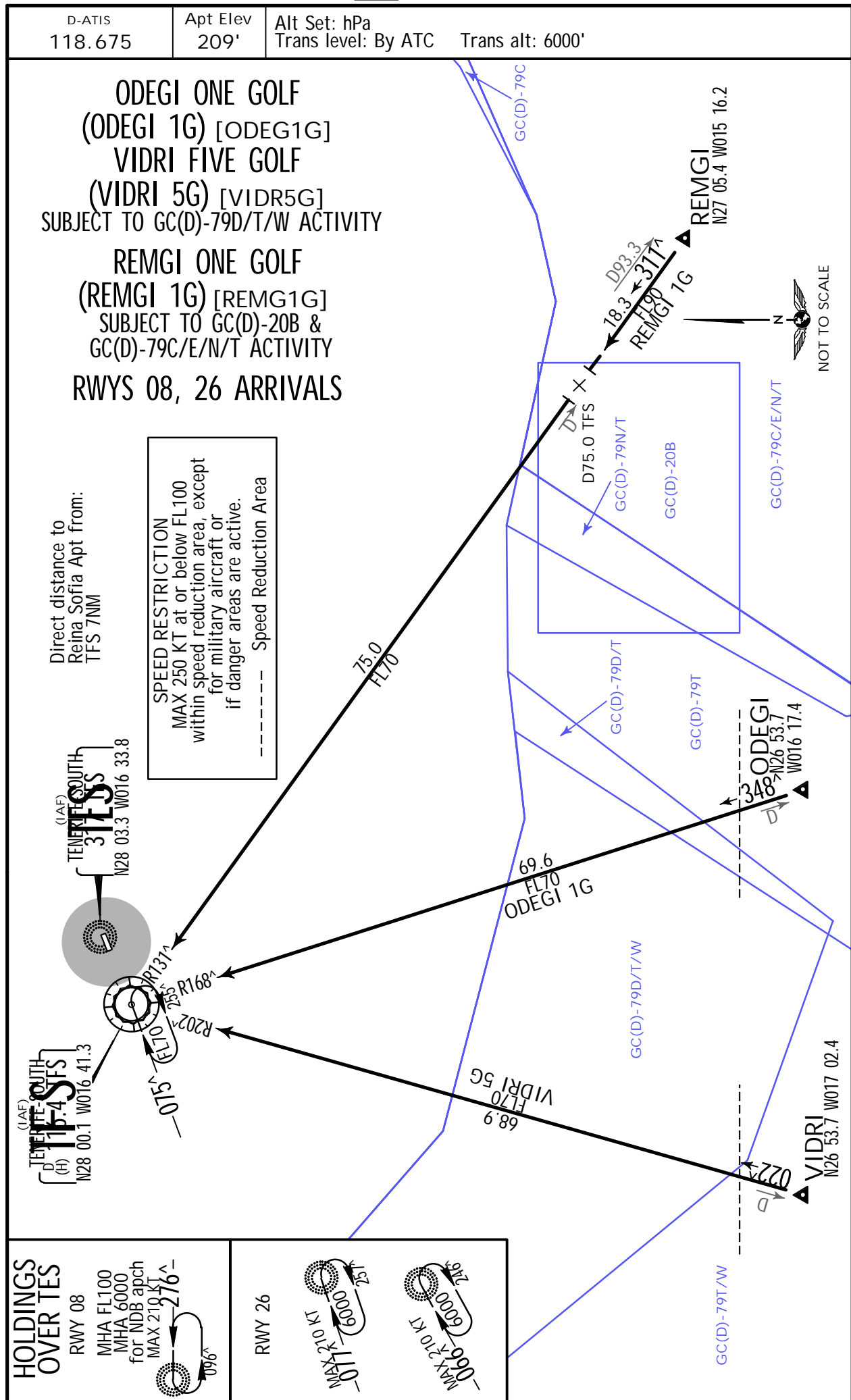


GCTS/TFS
REINA SOFIA

6 MAR 15

JEPPESSEN
(10-2D)

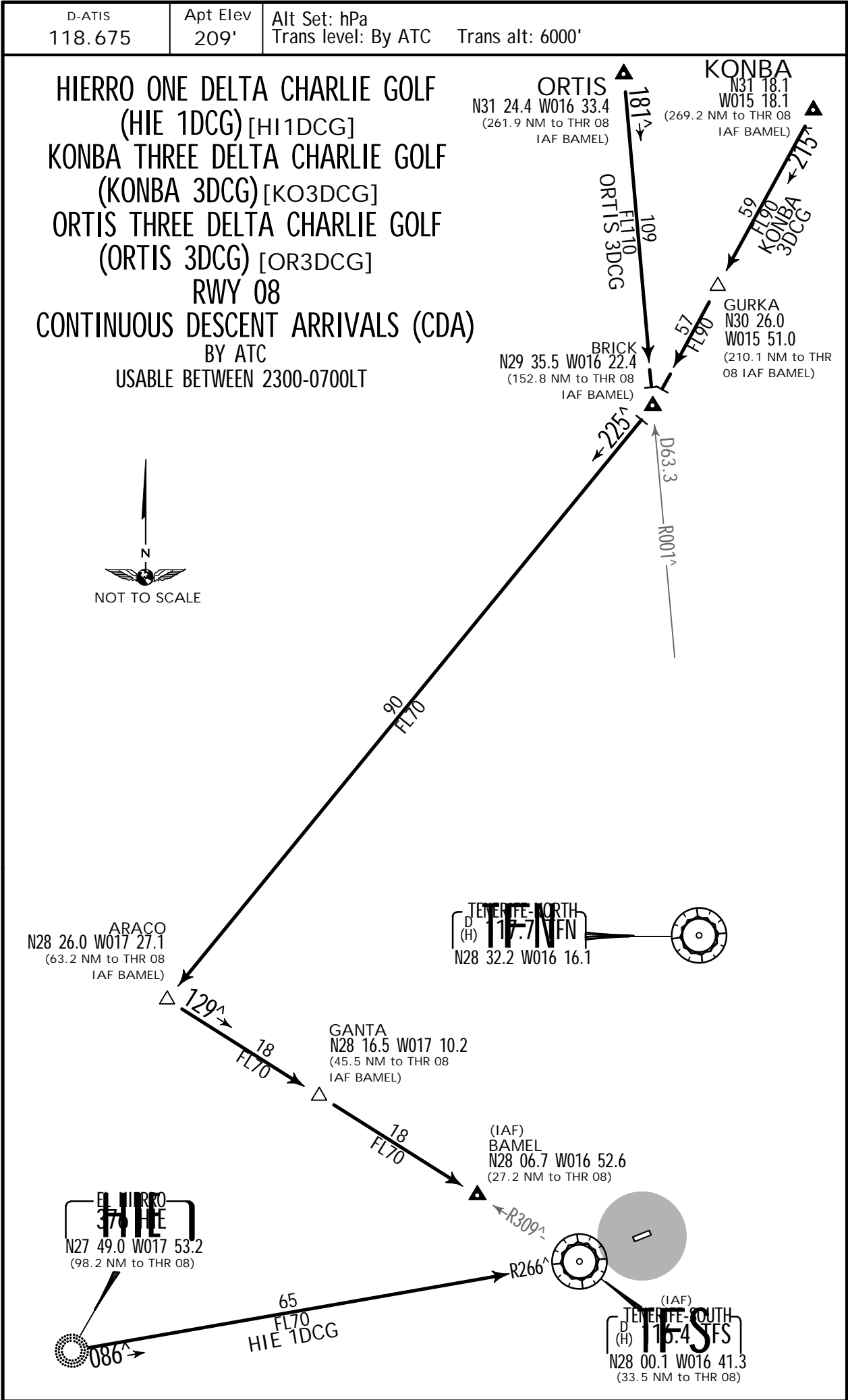
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GCTS/TFS
REINA SOFIA

6 MAR 15
10-2E

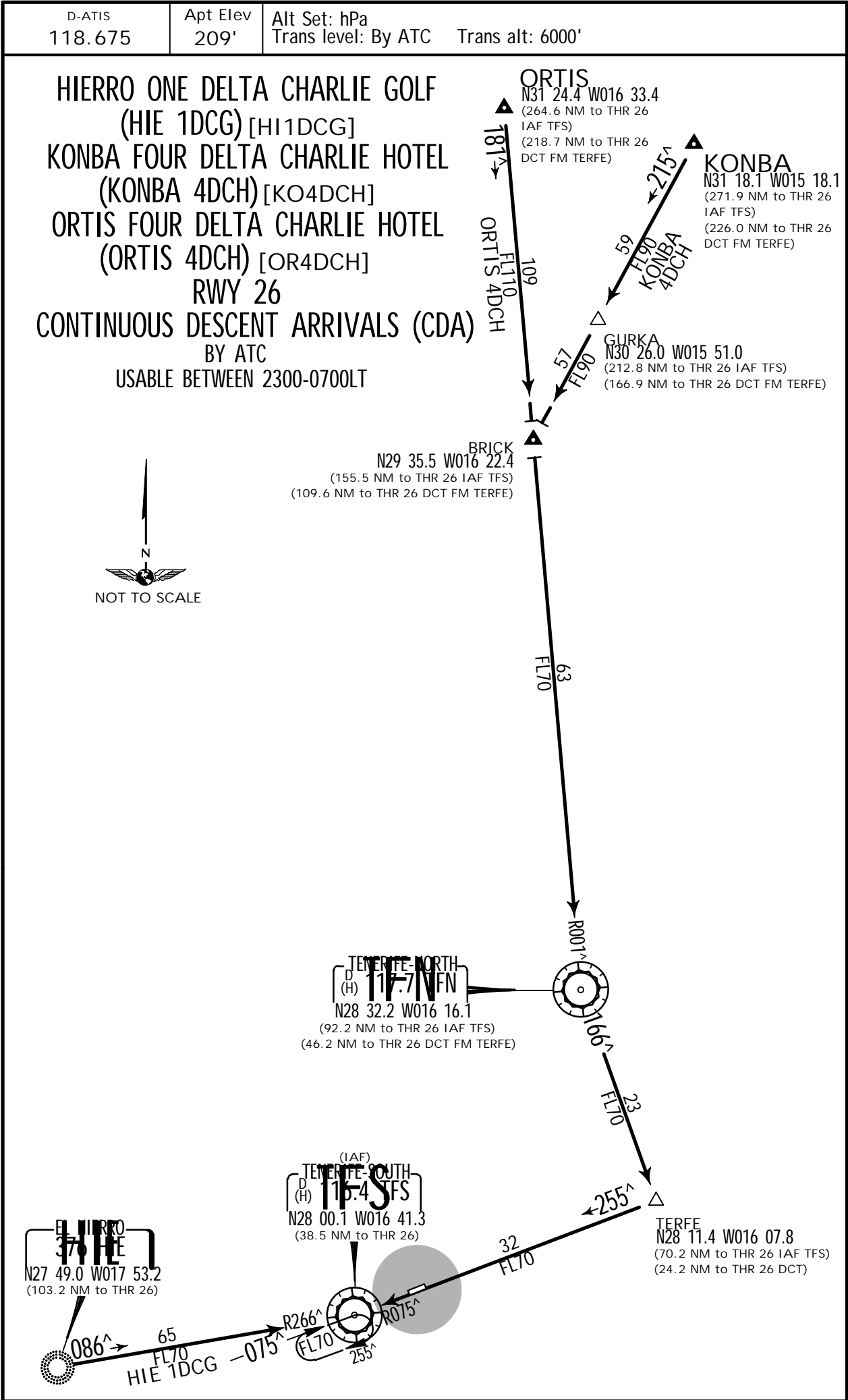
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GCTS/TFS
REINA SOFIA

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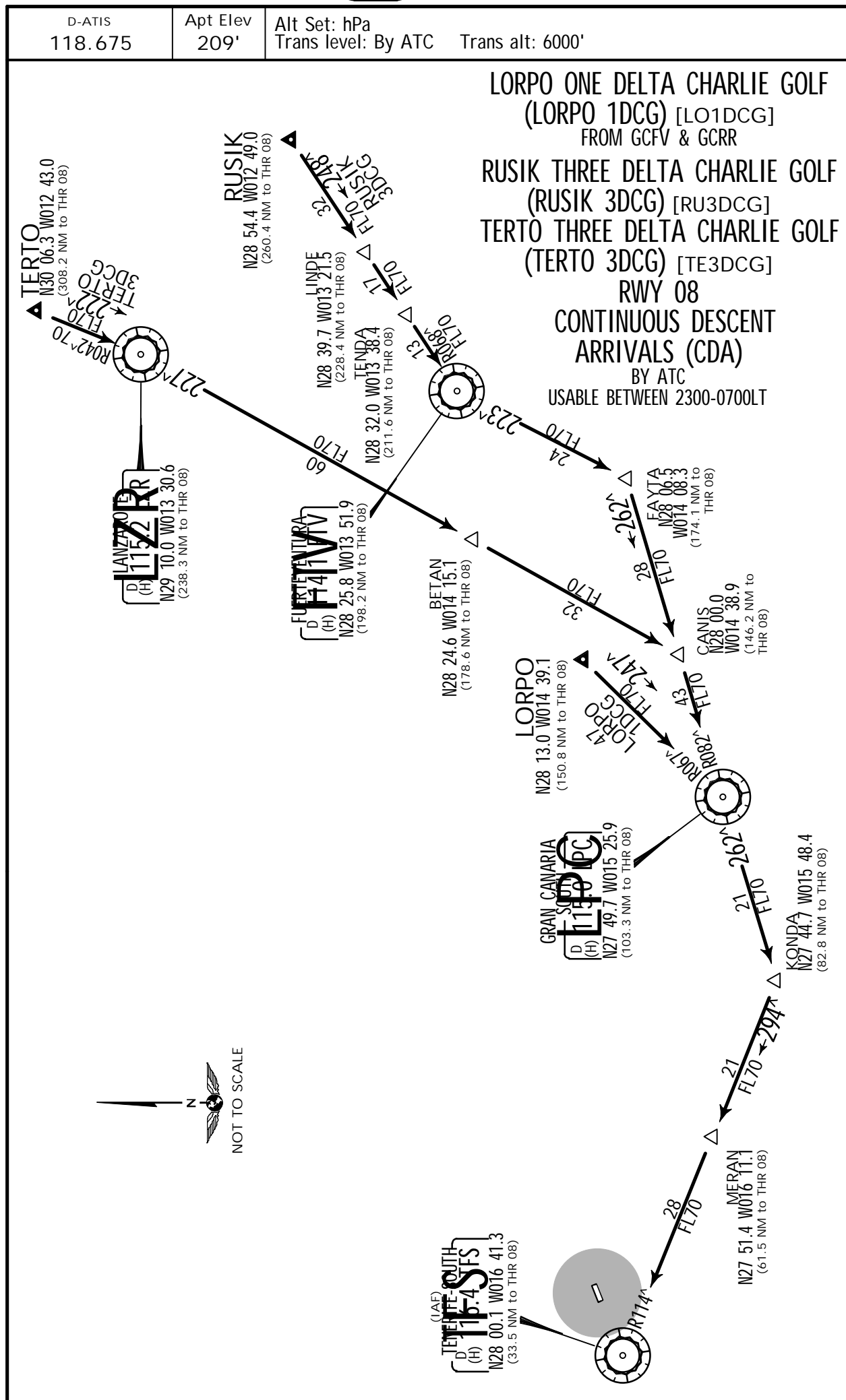
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GCTS/TFS
REINA SOFIA

JEPPesen
27 FEB 15 (10-2G) .Eff.5.Mar.

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REINA SOFIA

27 FEB 15
10-2J .Eff.5.Mar.

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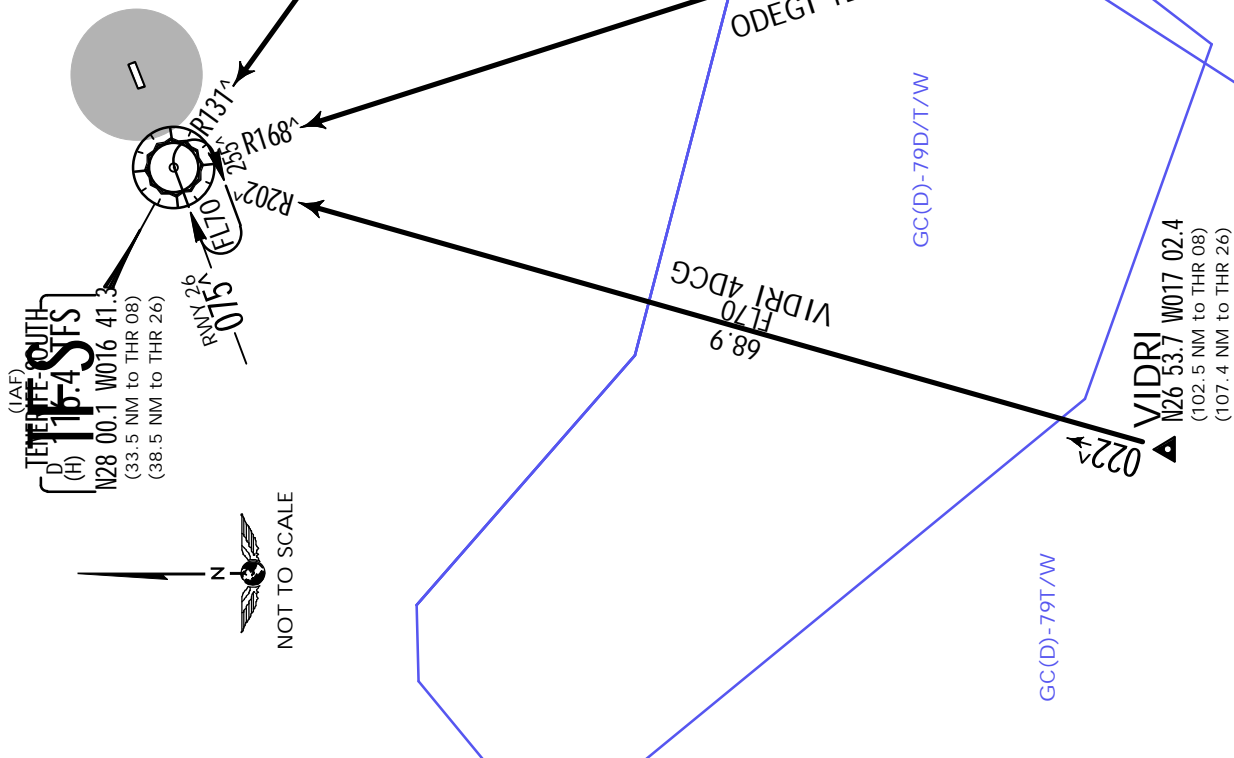
D-ATIS
118.675

Apt Elev
209'

Alt Set: hPa
Trans level: By ATC

Trans alt: 6000'

ODEGI ONE DELTA CHARLIE GOLF
(ODEGI 1DCG) [OD1DCG]
VIDRI FOUR DELTA CHARLIE GOLF
(VIDRI 4DCG) [VI4DCG]
SUBJECT TO GC(D)-79D/T/W ACTIVITY
REMGI ONE DELTA CHARLIE GOLF
(REMGI 1DCG) [RE1DCG]
SUBJECT TO GC(D)-20B &
GC(D)-79C/E/N/T ACTIVITY
RWYS 08, 26
CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



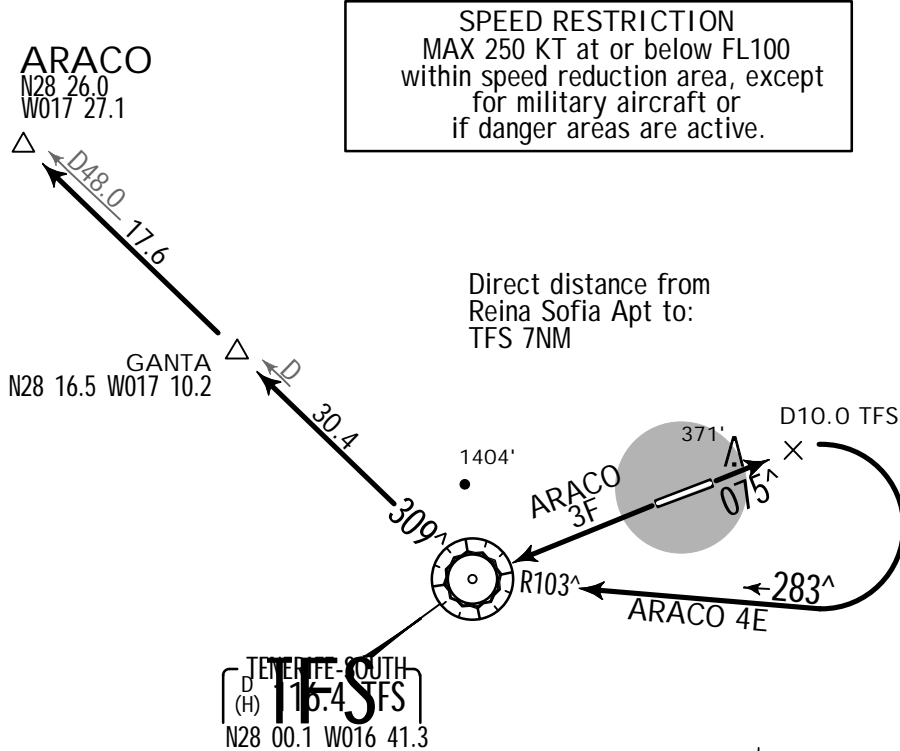
GCTS/TFS
REINA SOFIA

JEPPESEN
27 FEB 15 10-3 .Eff.5.Mar.

TENERIFE-SOUTH, CANARY IS
.SID.

Apt Elev
209'
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

ARACO FOUR ECHO
(ARACO 4E) [ARAC4E]
ARACO THREE FOXTROT
(ARACO 3F) [ARAC3F]
RWYS 08, 26 DEPARTURES



ARACO 4E
This SID require minimum climb gradient
of
4.5% up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial ATC clearance:
Maintain FL90 await further clearance

SID	RWY	ROUTING
ARACO 4E	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-103 inbound to TFS, TFS R-309 via GANTA to ARACO.
ARACO 3F	26	Climb on runway heading to TFS, TFS R-309 via GANTA to ARACO.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

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REINA SOFIA

27 FEB 15

10-3C

.Eff.5.Mar.

JEPPesen

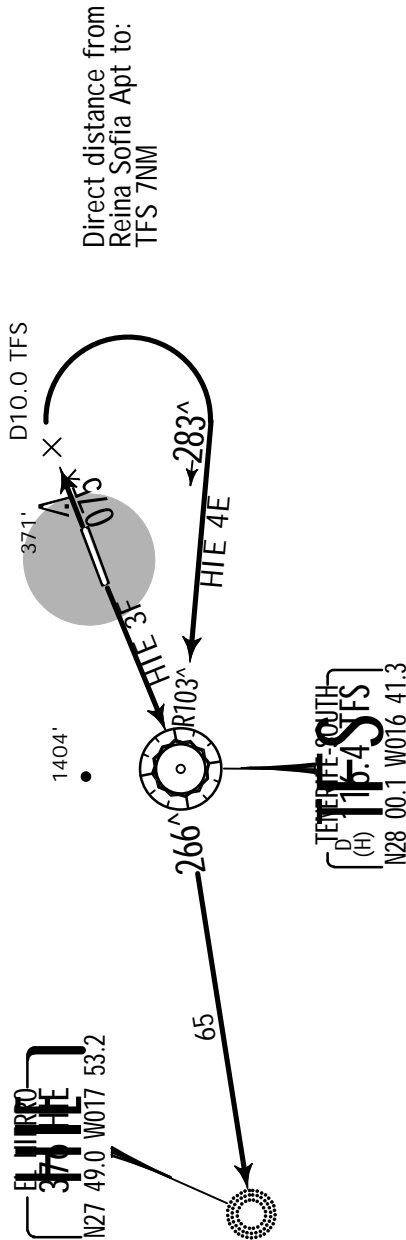
TENERIFE-SOUTH, CANARY IS

.SID.

Apt Elev
209'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

HIERRO FOUR ECHO (HIE 4E)
HIERRO THREE FOXTROT (HIE 3F)
RWYS 08, 26 DEPARTURES



SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

HIE 4E
This SID require minimum climb gradient
of 4.5% up to 1000'.

Initial ATC clearance:	
Maintain FL70 await further clearance	
SID	RWY
HIE 4E	08
HIE 3F	26
ROUTING	
Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-103 inbound to TFS, TFS R-266 to HIE.	
CONTINGENCY DEPARTURE	
In case of one or more navaid failure following procedures shall be carried out: These SIDs require a minimum climb gradient of 10.4% up to FL70. Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.	

GCTS/TFS

REINA SOFIA

27 FEB 15

10-3D

.Eff.5.Mar.



JEPPESSEN

TENERIFE-SOUTH, CANARY IS

.SID.

Apt Elev
209'

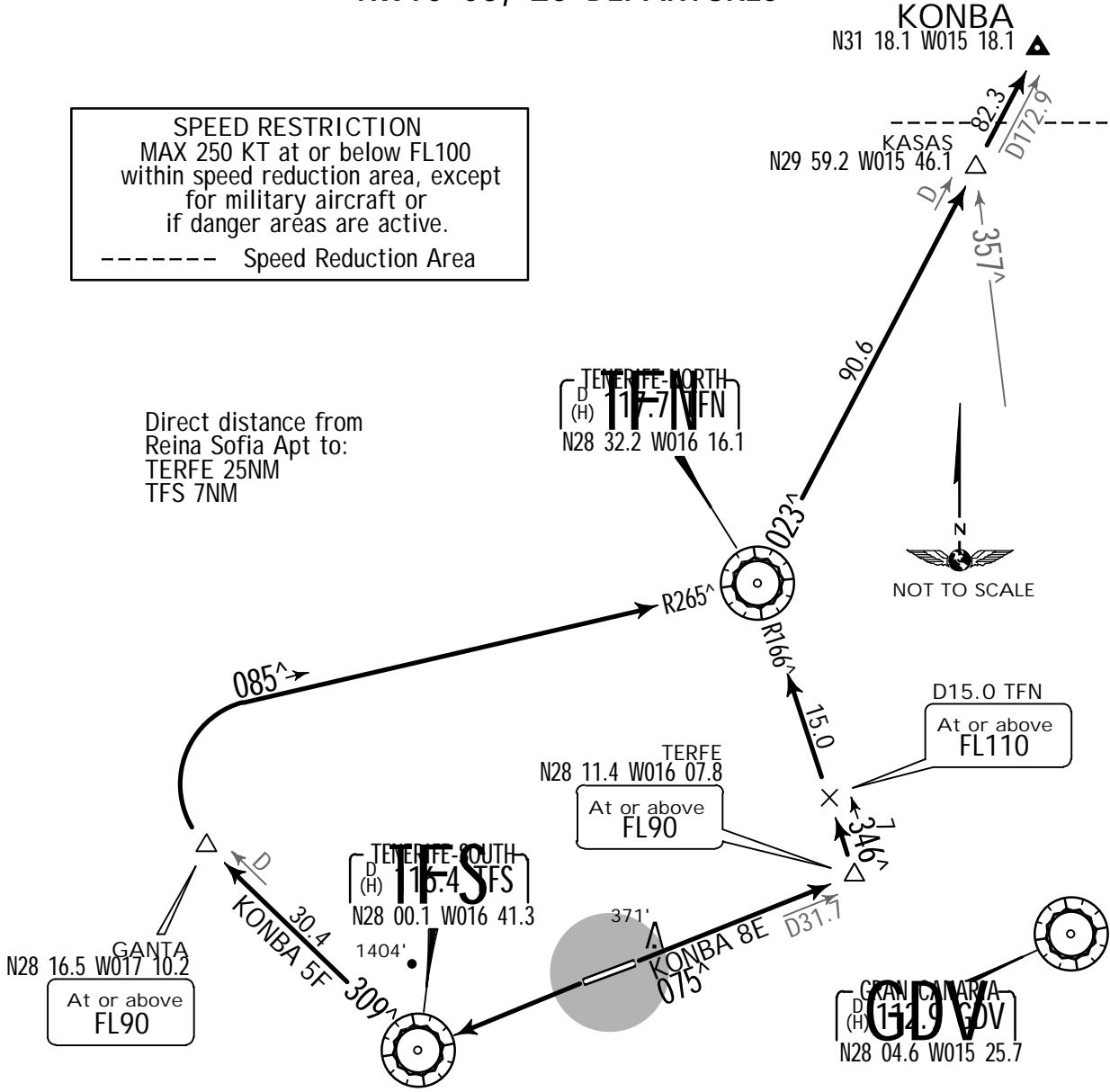
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

KONBA EIGHT ECHO (KONBA 8E)[KONB8E]
KONBA FIVE FOXTROT (KONBA 5F)[KONB5F]
RWYS 08, 26 DEPARTURES

SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.

----- Speed Reduction Area

Direct distance from
Reina Sofia Apt to:
TERFE 25NM
TFS 7NM



KONBA 8E
This SID requires a minimum climb gradient
of
6.0% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial ATC clearance:
KONBA 8E: Maintain FL200, await further clearance
KONBA 5F: Cross GANTA at or above FL90, climb to FL150,
await further clearance

SID	RWY	ROUTING
KONBA 8E	08	Climb on TFS R-075 to TERFE, turn LEFT, intercept TFN R-166 inbound to TFN, TFN R-023 via KASAS to KONBA.
KONBA 5F	26	Climb on runway heading to TFS, TFS R-309 to GANTA, turn RIGHT, intercept TFN R-265 inbound to TFN, TFN R-023 via KASAS to KONBA.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT
(Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of
high minimum altitudes due to orography.

GCTS/TFS
REINA SOFIA

27 FEB 15

10-3E

Eff.5.Mar.



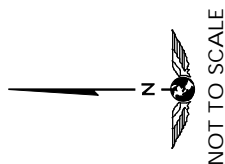
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TENERIFE-SOUTH, CANARY IS

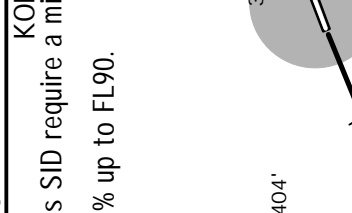
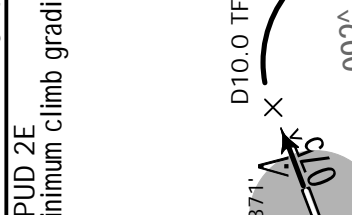
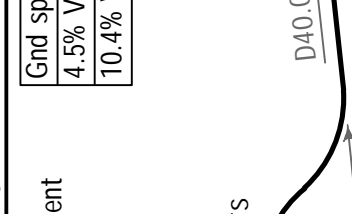
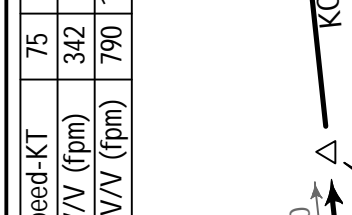
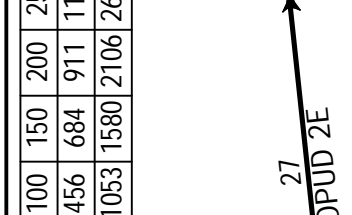
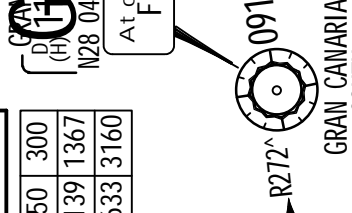
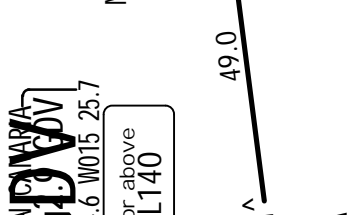
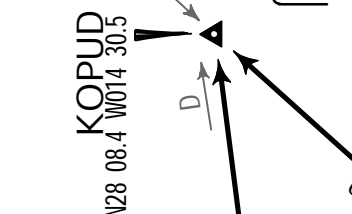
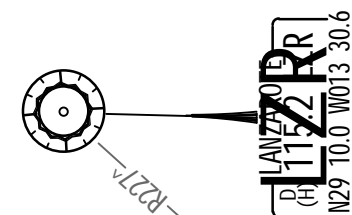
.SID.

Apt Elev 209' Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

KOPUD TWO ECHO
(KOPUD 2E) [KOPU2E] 1 3
KOPUD ONE FOXTROT
(KOPUD 1F) [KOPU1F] 2
RWYS 08, 26 DEPARTURES



3 Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.



Overflying GDV 1 / LPC 2 is mandatory in order to assure the standard separation between aircraft.

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area, except for military aircraft or if danger areas are active.

Initial ATC clearance:

KOPUD 2E: Cross GDV at or above FL140, maintain FL200, await further clearance
KOPUD 1F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

ROUTING

SID	RWY	ROUTING
KOPUD 2E 1 3	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-091 via KOPUD.
KOPUD 1F 2	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-090 to TUPIK, turn LEFT, intercept LZR R-227 inbound to KOPUD.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

KOPUD 2E

This SID require a minimum climb gradient of 4.5% up to FL90.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

D10.0 TFS

371'

015

1404'

092°

3.0 DME

114°

1404'

D40.0

TENAR

N28 02.9 W015 56.2

At or above FL90

098°

40

098°

At or above FL90

D28.1

KOPUD 1F

N27 51.4 W016 11.1

At or above FL90

098°

40

098°

At or above FL90

D28.1

KOPUD 2E

N27 49.7 W015 25.9

At or above FL220

090°

36.7

090°

At or above FL220

D49.0

091°

49.0

At or above FL140

D49.0

091°

49.0

At or above FL140

D49.0

091°

49.0

At or above FL140

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GCTS/TFS

REINA SOFIA

27 FEB 15

10-3G

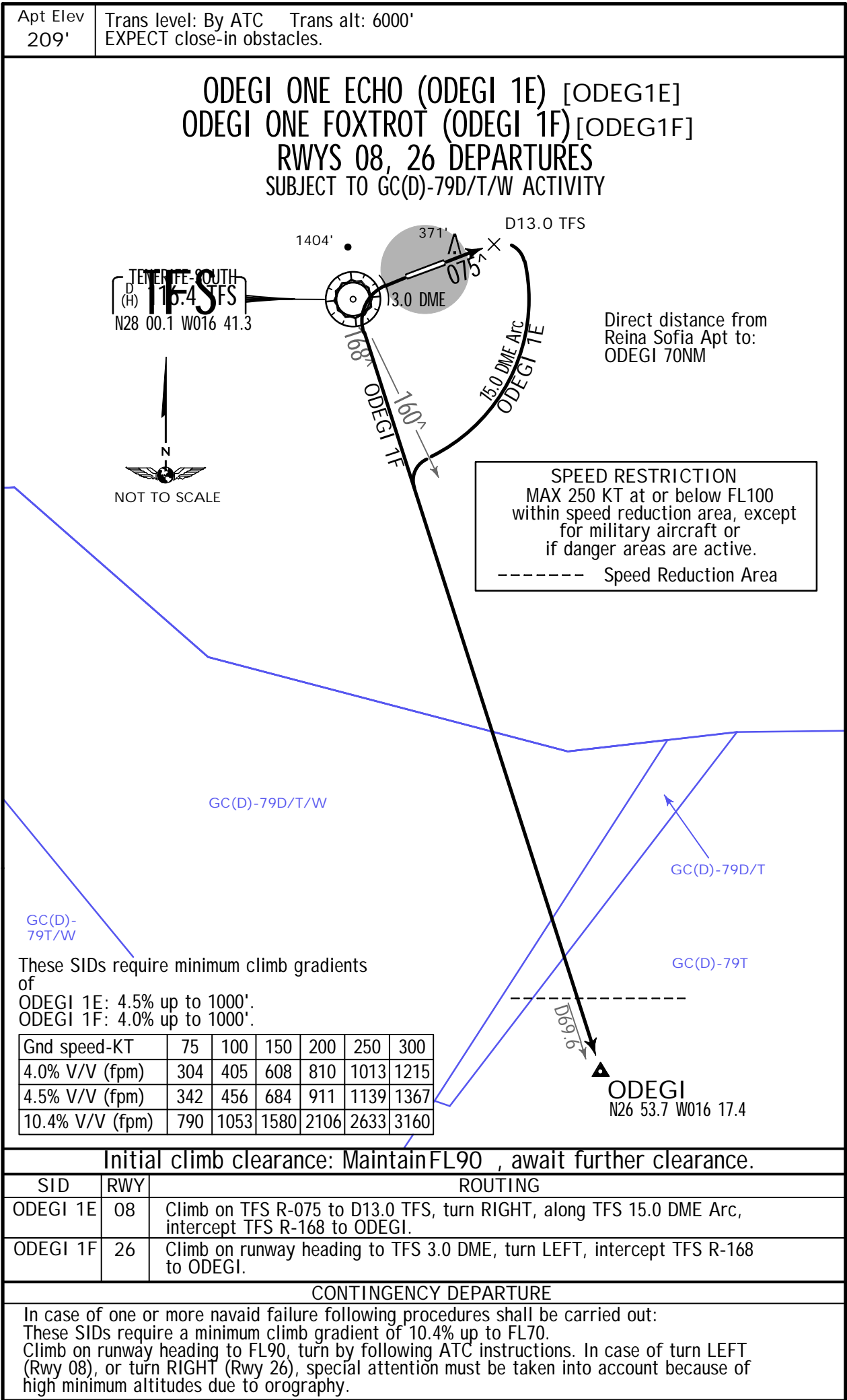
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TENERIFE-SOUTH, CANARY IS

.SID.



KORAL 8E: Cross GDV at or above FL140, maintain FL200, await further clearance

KORAL 5F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

SID	RWY	ROUTING
KORAL 8E 1	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-063 to LZR, LZR R-061 to KORAL.
KORAL 5F 2	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-113 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-073 to FV, turn LEFT, 045° bearing to KORAL.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

KORAL 8E

This SID requires a minimum climb gradient of 4.5% up to FL90.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

GCTS/TFS
REINA SOFIA

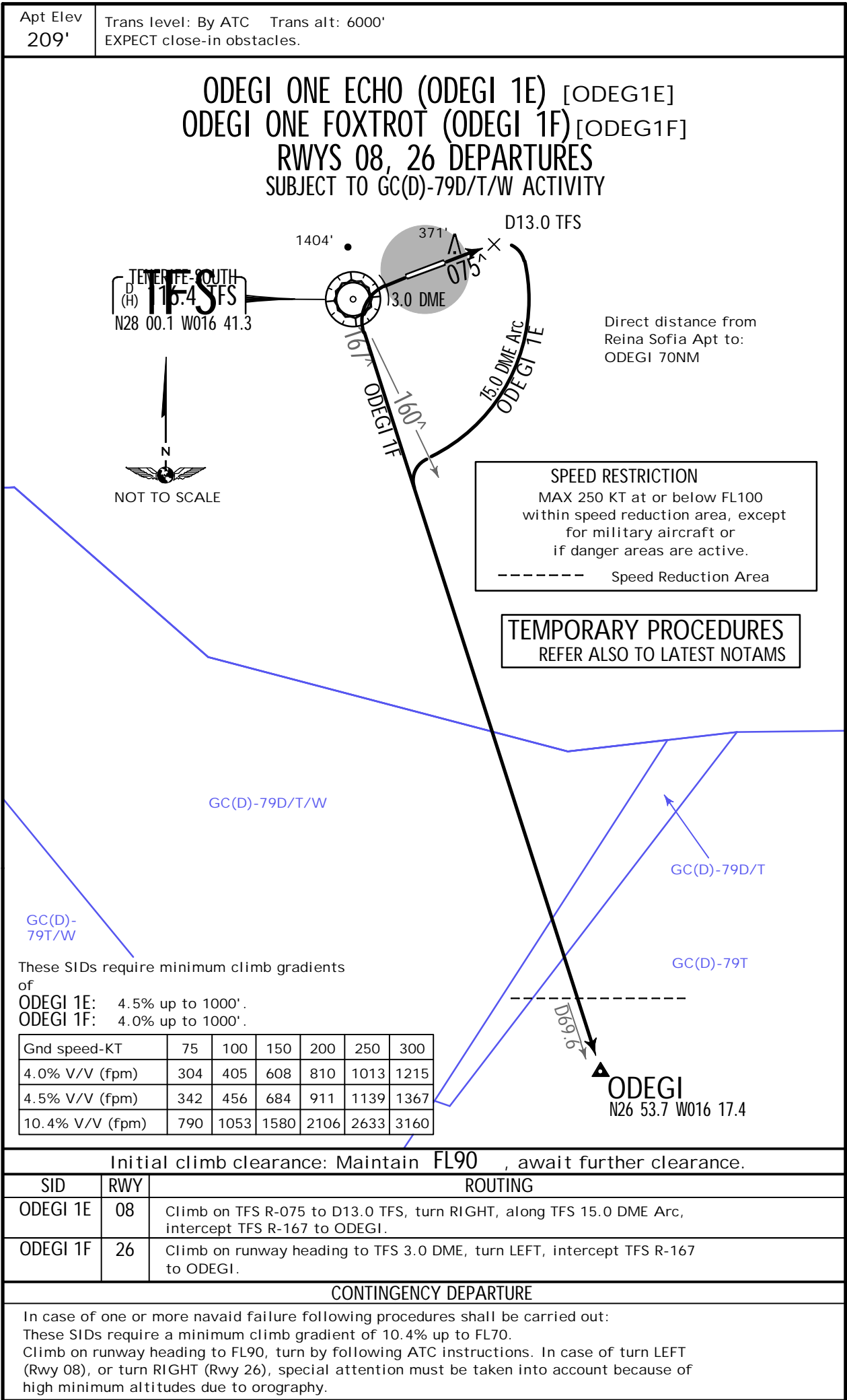
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10-3G2 .Eff.28.Apr.

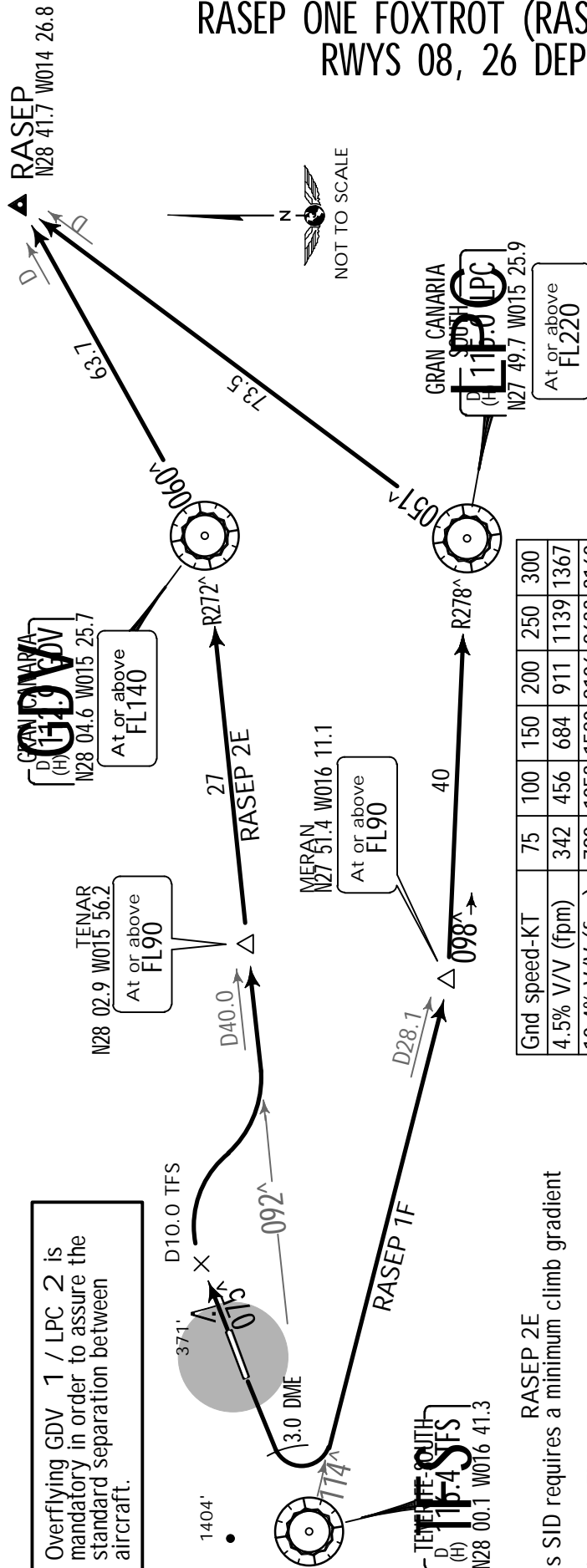
TENERIFE-SOUTH, CANARY IS
.SID.



Apt Elev
209'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

RASEP TWO ECHO (RASEP 2E) [RASE2E] 1
RASEP ONE FOXTROT (RASEP 1F) [RASE1F] 2
RWYS 08, 26 DEPARTURES



Direct distance from
Reina Sofia Apt to:
MERAN 23NM
TENAR 34NM

SPEED RESTRICTION
MAX 250 KT at or below FL 100
within speed reduction area,
for military aircraft or
if danger areas are active

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial ATC clearance:

RASEP 2E: Cross GDV at or above FL140, maintain FL200, await further clearance.

CRASEP 1F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

SID	RWY	ROUTING
RASEP 2E 1	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-060 to RASEP.
RASEP 1F 2	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-051 to RASEP.

CONTINGENCY DEPARTMENT

In case of one or more navaid failure following procedures shall be carried out:

These SIDs require a minimum climb gradient of 10.4% up to FL70.

These SIDs require a minimum climb gradient of 10.4% up to FL70. Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

GCTS/TFS
REINA SOFIA

27 FEB 15

10-3J

.Eff.5.Mar.



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TENERIFE-SOUTH, CANARY IS

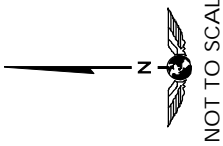
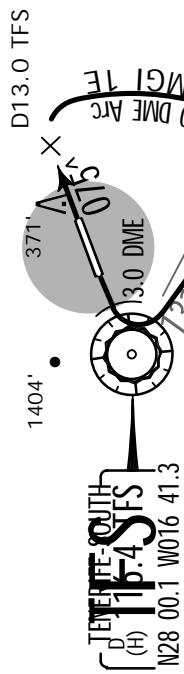
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Apt Elev
209'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

REMG1 ONE ECHO (REMG1 1E) [REMG1E]
REMG1 ONE FOXTROT (REMG1 1F) [REMG1F]
RWYS 08, 26 DEPARTURES
SUBJECT TO GC(D)-20B & GC(D)-79C/E/N/T ACTIVITY

SPEED RESTRICTION
MAX 250 KT at or below FL100
within speed reduction area, except
for military aircraft or
if danger areas are active.



These SIDs require minimum climb gradients
of
REMG1 1E: 4.5% up to 1000'.
REMG1 1F: 4.0% up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

Initial climb clearance: Maintain FL90 , await further clearance.	
SID	ROUTING
REMG1 1E	Climb on TFS R-075 to D13.0 TFS, turn RIGHT, along TFS 15.0 DME Arc, intercept TFS R-131 to REMGI.
REMG1 1F	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-131 to REMGI.
CONTINGENCY DEPARTURE	
In case of one or more navaid failure following procedures shall be carried out: These SIDs require a minimum climb gradient of 10.4% up to FL70. Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.	

GCTS/TFS
REINA SOFIA

27 FEB 15

10-3K

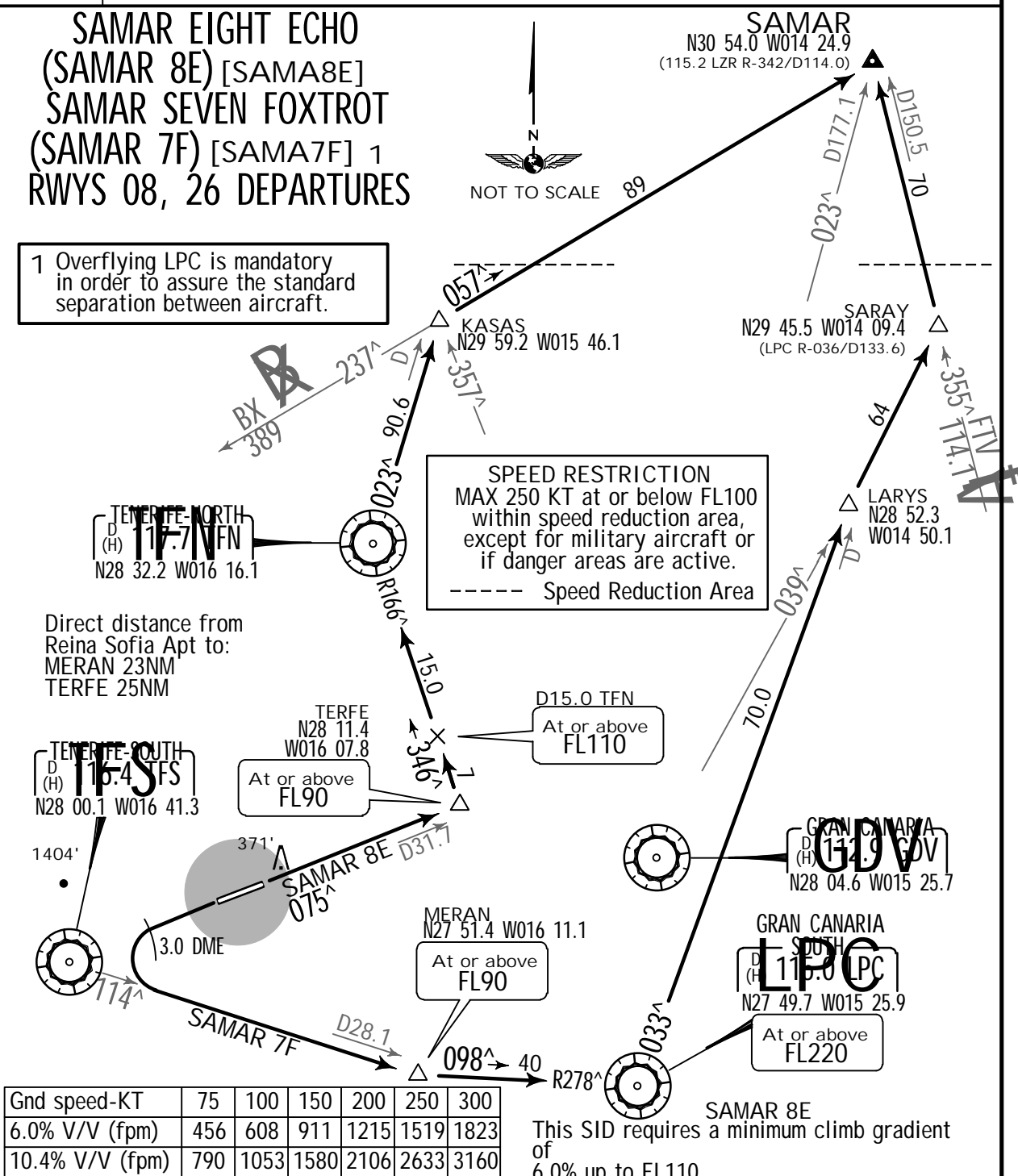
.Eff.5.Mar.

JEPPesen TENERIFE-SOUTH, CANARY IS
.SID.

Apt Elev 209' Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

SAMAR EIGHT ECHO
(SAMAR 8E) [SAMA8E]
SAMAR SEVEN FOXTROT
(SAMAR 7F) [SAMA7F] 1
RWYS 08, 26 DEPARTURES

1 Overflying LPC is mandatory in order to assure the standard separation between aircraft.



Initial ATC clearance:

SAMAR 8E: Maintain FL200, await further clearance
SAMAR 7F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

SID	RWY	ROUTING
SAMAR 8E	08	Climb on TFS R-075 to TERFE, turn LEFT, intercept TFN R-166 inbound to TFN, TFN R-023 to KASAS, turn RIGHT, intercept 057° bearing from BX to SAMAR.
SAMAR 7F 1	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-033 to LARYS, turn RIGHT, intercept GDV R-039 to SARAY, turn LEFT, intercept FTV R-355 to SAMAR.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

GCTS/TFS
REINA SOFIA

27 FEB 15

10-3L

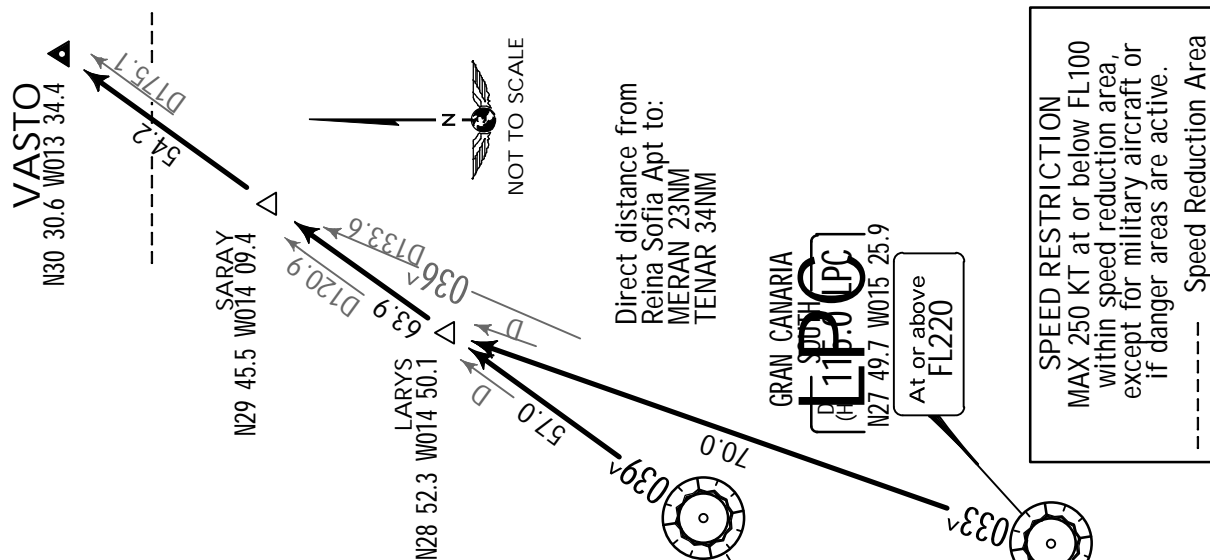
.Eff.5.Mar.

JEPPESEN TENERIFE-SOUTH, CANARY IS
.SID.

Apt Elev
209'

- Trans level: By ATC Trans alt: 6000'
1. Due to restrictions of GDV, and when its coverage is not sufficient below FL150, RADAR vectoring guidance will be provided.
 2. EXPECT close-in obstacles.

VASTO SIX ECHO (VASTO 6E) [VAST6E] 1
VASTO SIX FOXTROT (VASTO 6F) [VAST6F] 2
RWYS 08, 26 DEPARTURES



Initial ATC clearance:

VASTO 6E: Cross GDV at or above FL140, maintain FL200, await further clearance

VASTO 6F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

ROUTING

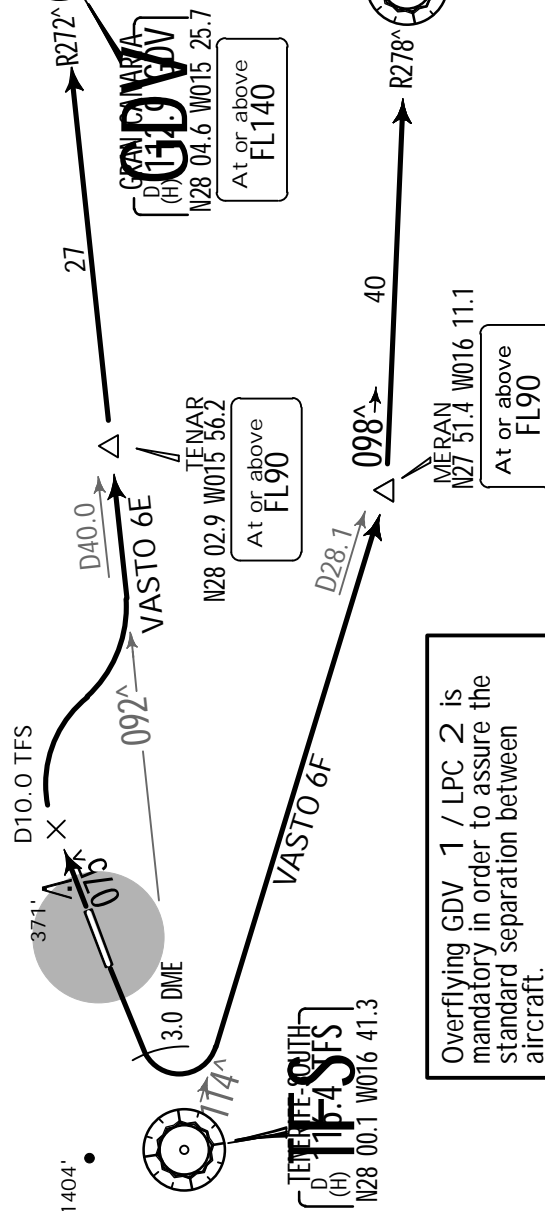
SID	RWY	ROUTING
VASTO 6E 1	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-039 via LARYS and SARAY to VASTO.
VASTO 6F 2	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-114 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-033 to LARYS, turn RIGHT, intercept GDV R-039 via SARAY to VASTO.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

VASTO 6E
This SID requires a minimum climb gradient of 4.5% up to FL90.



GCTS/TFS
REINA SOFIA

15 APR 16

10-3L1

.Eff.28.Apr.

JEPPESEN TENERIFE-SOUTH, CANARY IS
.SID.

Apt Elev 209'
Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

SAMAR EIGHT ECHO
(SAMAR 8E) [SAMA8E]
SAMAR EIGHT FOXTROT
(SAMAR 8F) [SAMA8F] 1
RWYS 08, 26 DEPARTURES

- 1 Overflying LPC is mandatory in order to assure the standard separation between aircraft.
- 2 Between XUMBA-SAMAR any loss of signal and uncouplings of DME FUE RADAR assistance will be provided.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

SPEED RESTRICTION

MAX 250 KT at or below FL100 within speed reduction area, except for military aircraft or if danger areas are active.

----- Speed Reduction Area

Direct distance from Reina Sofia Apt to:
MERAN 23NM
TERFE 25NM

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

This SID requires a minimum climb gradient of 6.0% up to FL110.

Initial ATC clearance:
SAMAR 8E: Maintain FL200, await further clearance
SAMAR 8F: Cross MERAN at or above FL90, LPC at or above FL220, maintain FL240, await further clearance

SID	RWY	ROUTING
SAMAR 8E	08	Climb on TFS R-075 to TERFE, turn LEFT, intercept TFN R-166 inbound to TFN, TFN R-023 to KASAS, turn RIGHT, intercept 057° bearing from BX to SAMAR.
SAMAR 8F 1	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-113 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-032 to LARYS, turn RIGHT, intercept GDV R-039 to XUMBA, turn LEFT, intercept 355° bearing from FV to SAMAR.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:

These SIDs require a minimum climb gradient of 10.4% up to FL70.

Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

VASTO SIX ECHO (VASTO 6E) [VAST6E] 1

VASTO SEVEN FOXTROT (VASTO 7F) [VAST7F] 2

RWYS 08, 26 DEPARTURES

SID	RWY	ROUTING
VASTO 6E 1	08	Climb on TFS R-075 to D10.0 TFS, turn RIGHT, intercept TFS R-092 via TENAR to GDV, GDV R-039 via LARYS and SARAY to VASTO.
VASTO 7F 2	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-113 to MERAN, turn LEFT, intercept LPC R-278 inbound to LPC, LPC R-032 to LARYS, turn RIGHT, intercept GDV R-039 via XUMBA to VASTO.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
10.4% V/V (fpm)	790	1053	1580	2106	2633	3160

VASTO 6E
This SID requires a minimum climb gradient of 4.5% up to FL90.

VASTO 7F
This SID requires a minimum climb gradient of 10.4% up to FL90.

Altitude Restrictions:

- VASTO 6E:** At or above FL90 (MERAN N27 51.4 W016 11.1), At or above FL140 (GRAN CANARIA N28 04.6 W015 25.7), At or above FL220 (LPC N27 49.7 W015 25.9).
- VASTO 7F:** At or above FL90 (TENAR N28 02.9 W015 56.2), At or above FL140 (GRAN CANARIA N28 04.6 W015 25.7), At or above FL220 (LPC N27 49.7 W015 25.9).

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

SPEED RESTRICTION
MAX 250 KT at or below FL100 within speed reduction area, except for military aircraft or if danger areas are active.
----- Speed Reduction Area

Overlying GDV 1 / LPC 2 is mandatory in order to assure the standard separation between aircraft.

GCTS/TFS

REINA SOFIA

27 FEB 15

(10-3M)

.Eff.5.Mar.



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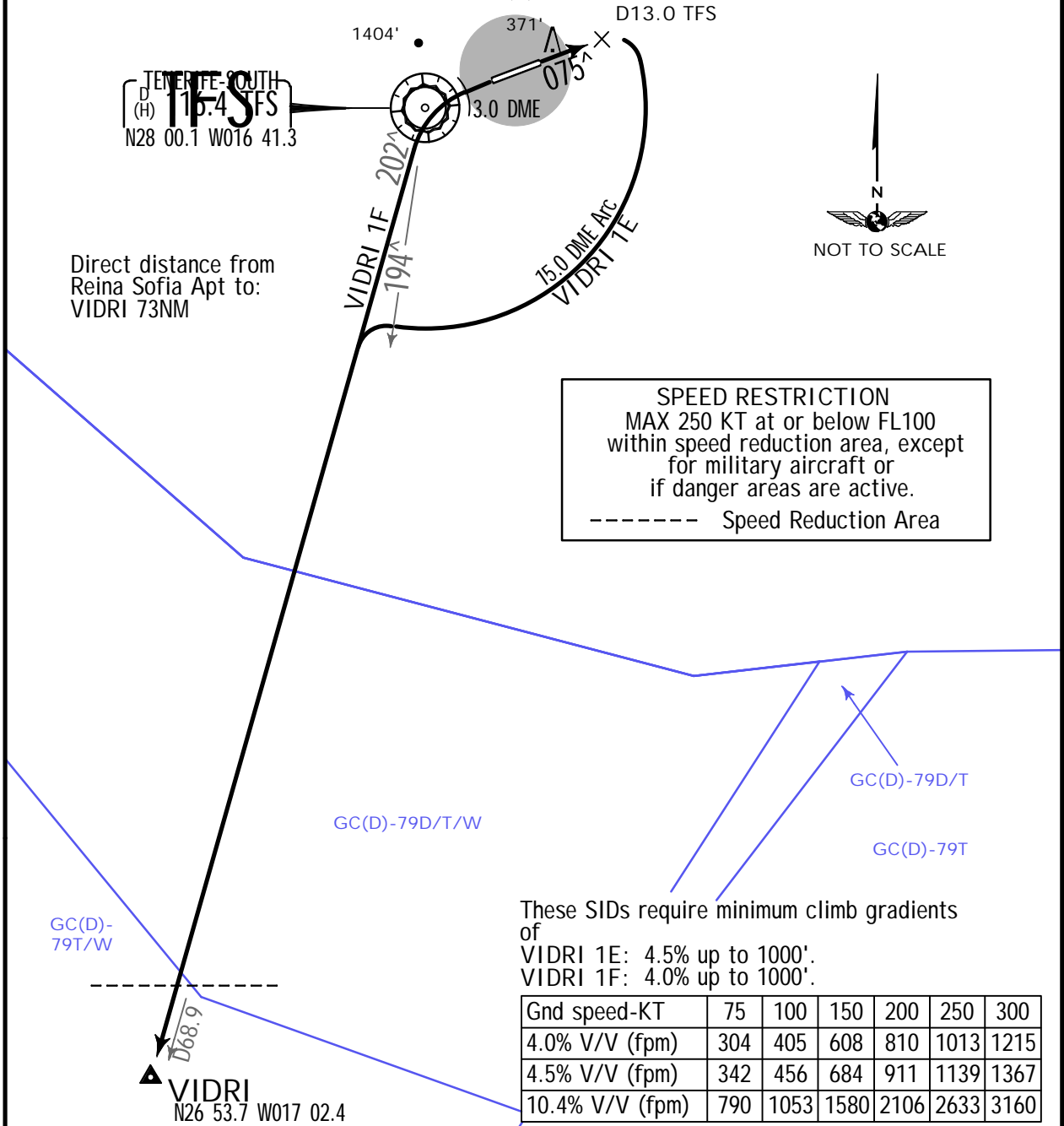
TENERIFE-SOUTH, CANARY IS

.SID.

Apt Elev
209'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

VIDRI ONE ECHO (VIDRI 1E)[VIDR1E]
VIDRI ONE FOXTROT (VIDRI 1F)[VIDR1F]
RWYS 08, 26 DEPARTURES
SUBJECT TO GC(D)-79D/T/W ACTIVITY



Initial climb clearance:
VIDRI 1E: Maintain FL70 , await further clearance.
VIDRI 1F: Maintain FL90 , await further clearance.

SID	RWY	ROUTING
VIDRI 1E	08	Climb on TFS R-075 to D13.0 TFS, turn RIGHT, along TFS 15.0 DME Arc, intercept TFS R-202 to VIDRI.
VIDRI 1F	26	Climb on runway heading to TFS 3.0 DME, turn LEFT, intercept TFS R-202 to VIDRI.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedures shall be carried out:
These SIDs require a minimum climb gradient of 10.4% up to FL70.
Climb on runway heading to FL90, turn by following ATC instructions. In case of turn LEFT (Rwy 08), or turn RIGHT (Rwy 26), special attention must be taken into account because of high minimum altitudes due to orography.

GCTS/TFS
REINA SOFIA

JEPPESEN
19 NOV 99
Eff. 2. Dec. 10-4

TENERIFE SOUTH, CANARY IS
.NOISE.

NOISE ABATEMENT

SUMMER: LT minus 1 HOUR = UTC(Z)
WINTER: LT = UTC(Z)

ARRIVALS

Landing and approach procedures on visual meteorological conditions will be performed with an angle equal to or higher than the ILS GP or PAPI of each runway.

At night time, visual approaches shall avoid overflying inhabited areas and visual approaches to runway 26 from west via Ganta Int or TFS VORDME shall not initiate the left turn before TFS 10 DME.

DEPARTURES

- Take-off Take-off power.
 Take-off flaps/slats.
 Climb at $V_2 + 10$ KT to 1500' AGL.
- At 1500' Reduce to power of ascent.
 Accelerate to zero flap minimum safe manoeuvring speed
 (VZF) + 10 KT maintaining minimum rate of climb 500'.
 Retract flaps/slats as needed.
- Up to FL60 Do not exceed 250 KT and continue SID in force, except ATC clearance.

Aircraft taking-off from runway 08 shall maintain runway heading until TFS 10 DME before initiating any right turn.

Aircraft taking-off from runway 26 and overflying TFS VORDME must not turn right before overflying this navigation facility.

RUN-UP TESTS

Engine tests higher than idle regime are forbidden between 0000-0600LT. Exceptions are allowed only, if it is essential for aircrafts return to the origin airport, or when the planned and cleared flight takes off between 0400-0600LT.

GCTS/TFS



JEPPESEN TENERIFE-SOUTH, CANARY IS

25 MAR 16

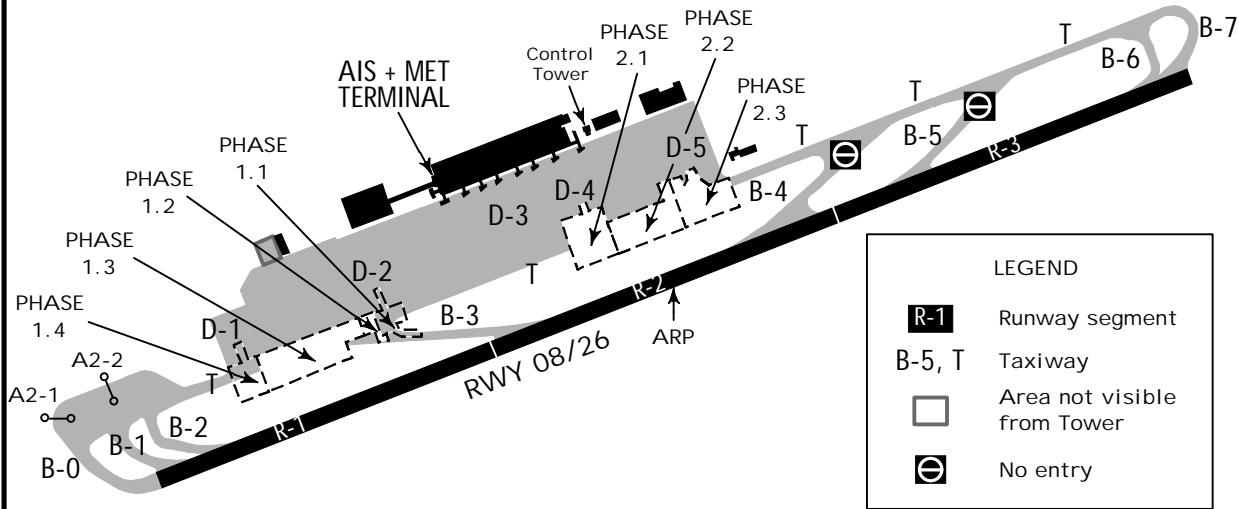
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.Eff.31.Mar.

REINA SOFIA

WORKS ON TWY T

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY



PHASE 1.1:

Gate D-2 and nearby TWY T unserviceable.
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-3, D-4 or D-5 and from there via TWY T to TWY B-6 or B-7

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-3, D-4 or D-5 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1 to access the apron.

PHASE 1.2:

HST B-3, nearby TWY T and parking stand E29 unserviceable.
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway until they exit the apron via Gate D-2, D-3, D-4 or D-5 and from there via TWY T to TWY B-6 or B-7

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5, D-4, D-3 or D-2 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1 or B-2 and taxi via TWY T to Gate D-1 to access the apron.

PHASE 1.3:

TWY T between HST B-3 and Gate D-1 as well as parking stands E29 thru E32 and J33 thru J36 unserviceable.
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway until they exit the apron via Gate D-2, D-3, D-4 or D-5 and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5, D-4, D-3 or D-2 to access the apron.

Landing RWY 26: ACFT shall vacate RWY either via TWY B-1 or B-2 and taxi via TWY T to Gate D-1 to access the apron, or via HST B-3 taxiing via TWY T to Gate D-2, D-3, D-4 or D-5 to access the apron.

GCTS/TFS



JEPPESSEN

TENERIFE-SOUTH, CANARY IS

25 MAR 16

10-8A

.Eff.31.Mar.

REINA SOFIA

WORKS ON TWY T

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY

PHASE 1.4:

Gate D-1 and nearby TWY T unserviceable.
The following taxi routes shall be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-2, D-3, D-4 or D-5, and from there via TWY T to access RWY via TWY B-3, carrying out backtrack manoeuvre on RWY until vacating it via TWY B-2 and access the RWY again via TWY B-1.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-2, D-3, D-4 or D-5, and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5, D-4, D-3 or D-2 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1 accessing the RWY again via TWY B-2, taxiing along the RWY until vacating it via HST B-3 and from there taxiing via TWY T to Gate D-2, D-3, D-4 or D-5 to access the apron.

PHASE 2.1:

Gate D-4 and nearby TWY T as well as parking stands H18 and T17 unserviceable.
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2 or D-3 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-5 and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1, D-2 or D-3 to access the apron.

PHASE 2.2:

TWY T between Gates D-4 and D-5 as well as parking stands E13, H14, H15, T16 and T17 unserviceable.
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2, D-3 or D-4 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-5, and from there via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-4, B-5, B-6 or B-7 and taxi via TWY T to Gate D-5 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1, D-2, D-3 or D-4 to access the apron.

PHASE 2.3:

Gate D-5 and nearby TWY T as well as stand E13 unserviceable.
Following taxi routes to be applied:

Take-off RWY 08: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2, D-3 or D-4 and from there via TWY T to TWY B-0, B-1 or B-2.

Take-off RWY 26: ACFT shall taxi via inner apron taxiway to Gate D-1, D-2, D-3 or D-4 and from there via TWY T to access the RWY via TWY B-3 taxiing along the RWY until vacating it via HST B-4, and from there, again via TWY T to TWY B-6 or B-7.

Landing RWY 08: ACFT shall vacate RWY via TWY B-5, B-6 or B-7 taxiing via TWY T to enter the RWY via TWY B-4 taxiing along the RWY until vacating it via HST B-3, and from there, again via TWY T to Gate D-1, D-2, D-3 or D-4 to access the apron.

Landing RWY 26: ACFT shall vacate RWY via TWY B-1, B-2 or B-3 and taxi via TWY T to Gate D-1, D-2, D-3 or D-4 to access the apron.

GCTS/TFS

Apt Elev 209'
N28 02.7 W016 34.4



JEPPESSEN

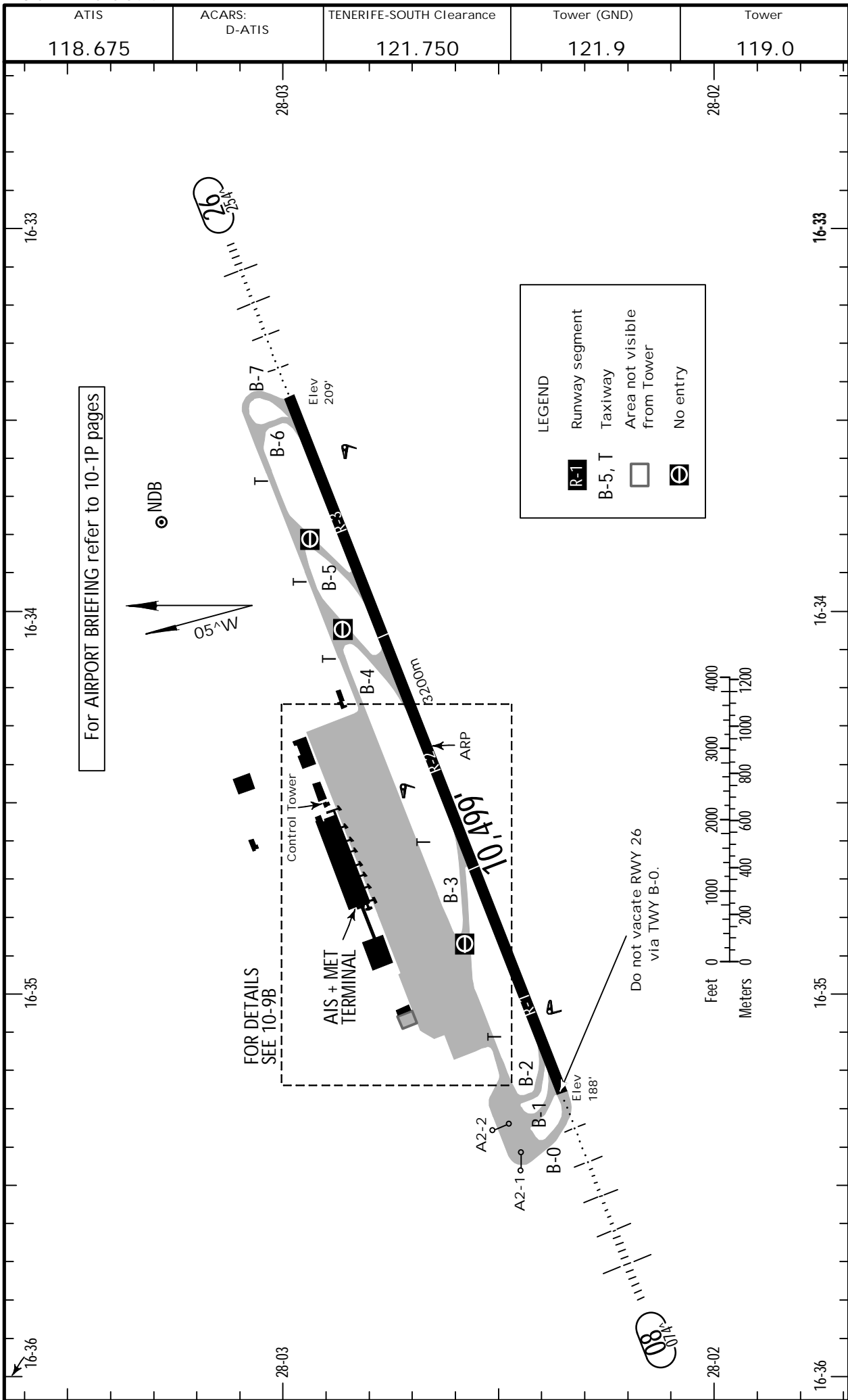
TENERIFE-SOUTH, CANARY IS

15 JUL 16

(10-9)

.Eff.21.Jul.

REINA SOFIA



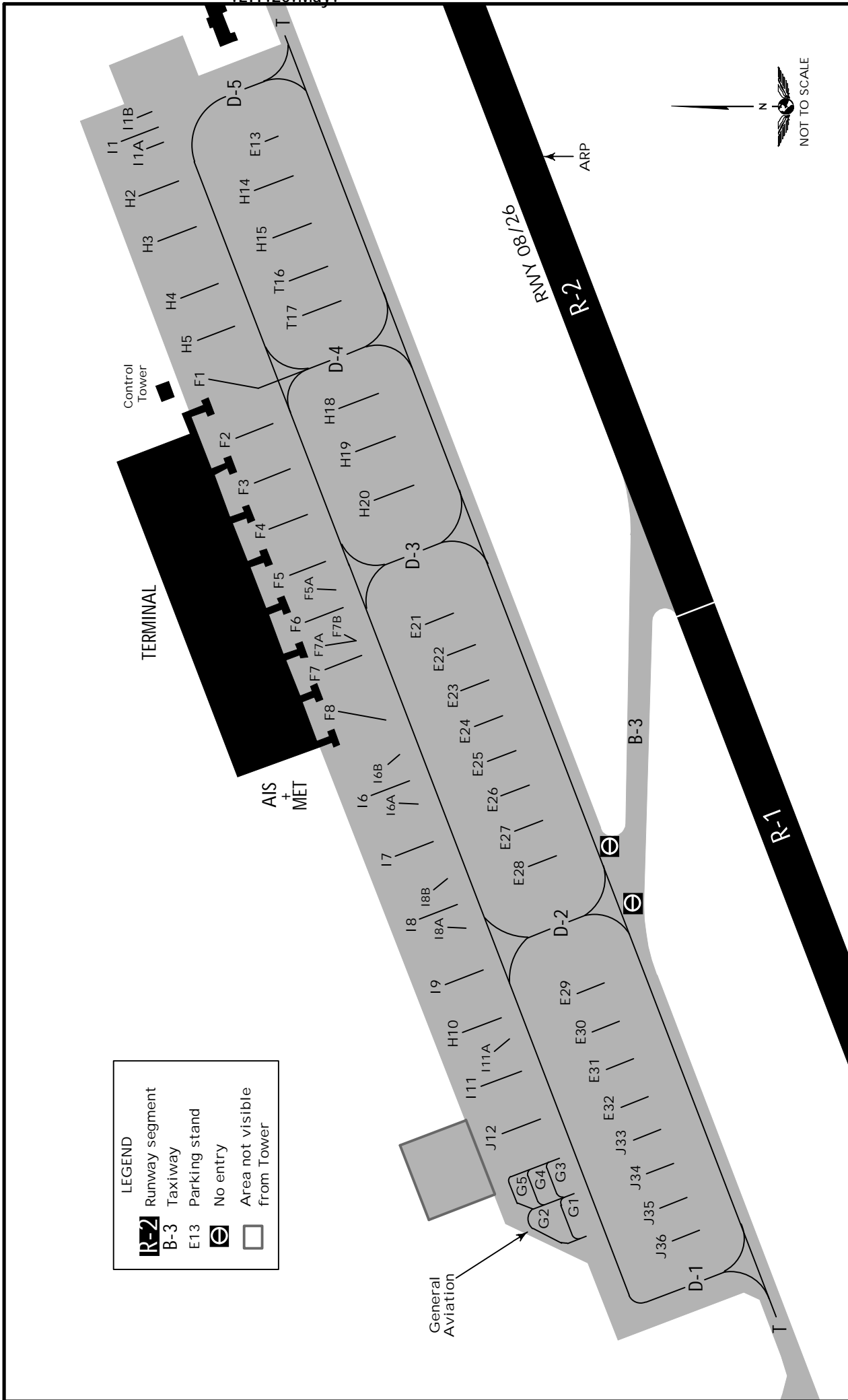
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JEPPESEN

TENERIFE-SOUTH, CANARY IS

REINA SOFIA

13 MAY 16
Eff. 26 May. 10-9B



GCTS/TFS

13 MAY 16
Eff. 26 May 10-9C
JEPPesen

TENERIFE-SOUTH, CANARY IS
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VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

This system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position, (based on a laser radar measurement), that is provided by a display unit, in front of the cockpit.

DISPLAY UNIT

Consists of:

1. One alphanumeric presentation line of 4 characters, composed by yellow LED, which can indicate several information: 'ACFT TYPE, STOP, OK, TOO FAR, SLOW DOWN, WAIT TEST, ID FAIL and DOWN GRADE'.
2. One line with a unit of yellow LED and 2 units of red/yellow LED for indication of acft azimuth and stop indication.
3. One column of 3 units of yellow LED in the center to indicate the distance to the stop position.

PILOT INSTRUCTIONS

GENERAL ADVICE

When the pilot is not sure about the information shown in the display unit, he must immediately stop the acft and obtain more information to proceed.

1. DOCKING START

When the system starts (manually operated by an operator in ground), it shows the flashing message: 'WAIT TEST'.

2. CAPTURE

When the system is working in capture way, looking for the approaching acft, the system shows vertical floating arrows. The first line of the display unit will show the 'ACFT TYPE'.

ADVICE: If the system does not show vertical arrows in movement and an acft type like the approaching acft, the pilot must not enter into the stand point area.

3. MONITORING

When the acft has been captured by the laser, the floating arrows are substituted by the yellow indicator in the centerline. A flashing red arrow shows the pilot the direction of turn in order to line-up along the stand edge. If the system does not show the direction arrows, it means the acft is over the centerline.

4. APPROACH RATE

When the acft is less than 52' / 16m from the stop point, the approach rate is shown by one LED line turn-off from the centerline each 2' / 0,7m covered when the acft moves until the stop position.

5. SPEED REDUCTION

When the acft exceeds the programmed approach speed, the display unit will show 'SLOW DOWN' such as advice to pilot.

6. REACHING STOP POINT

When the correct stop point is reached, the display unit shows STOP and red bar lights turn on.

7. DOCKING FINISHED

When the acft is parked, the display unit shows 'OK'.

8. EXCEEDED

When the acft exceeds the stop point, the display unit shows 'TOO FAR'.

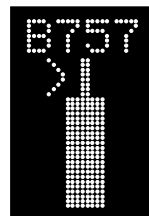
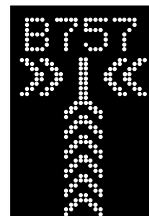
9. WAIT

When the detected acft is lost during the docking routine, 39' / 12m before the stop point, the display unit will show 'WAIT'. The routine will continue when the system detects the acft again.

10. ADVERSE METEOROLOGICAL CONDITIONS

When the system visibility is reduced due to any reason, the display unit will show 'DOWN GRADE'. As soon as the system identifies the acft, the display unit will show the rate approach bar in order to continue the docking routine.

ADVICE: The pilot must not exceed the boarding bridge unless the message 'DOWN GRADE' had been substituted by the rate approach bar.



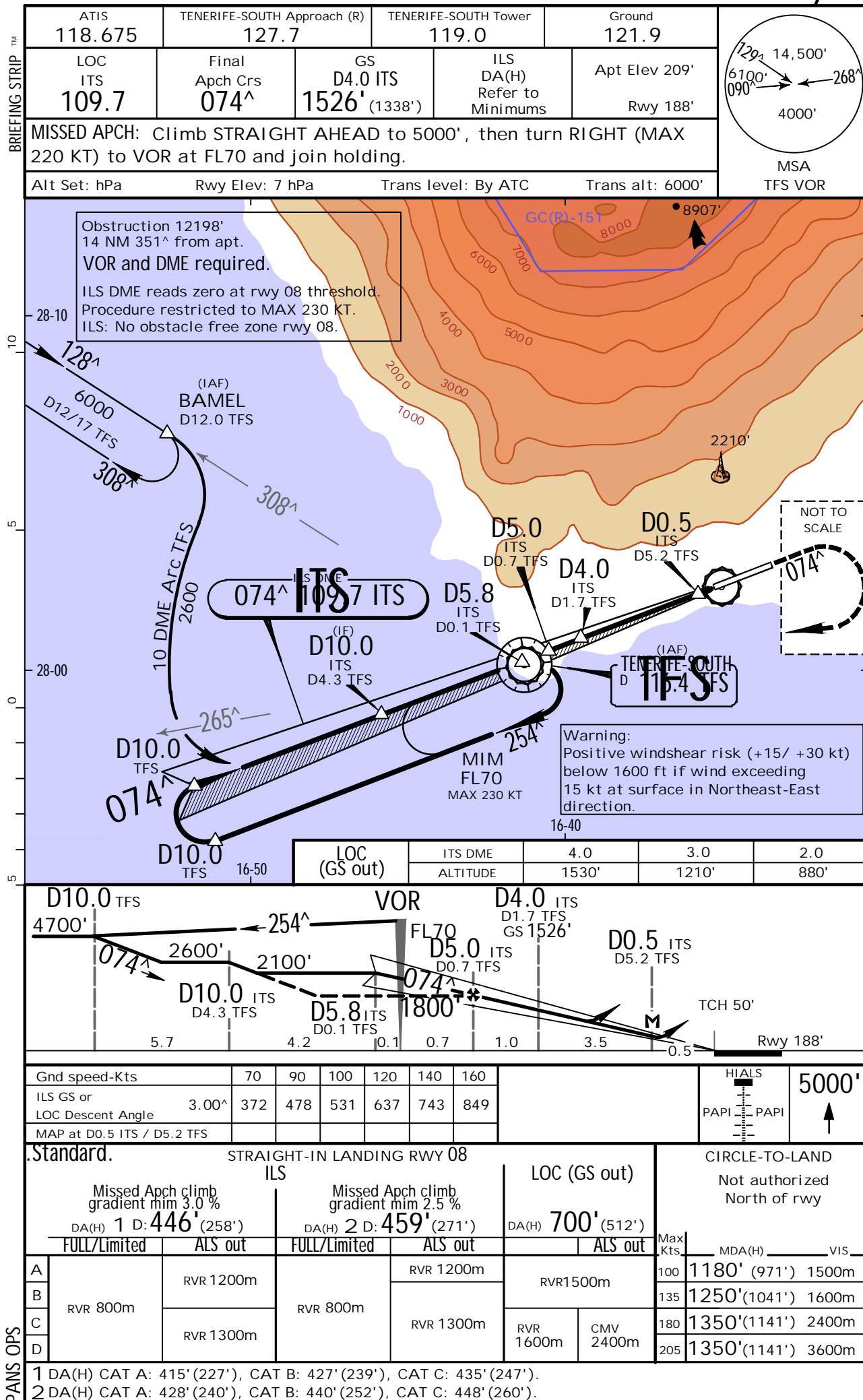
GCTS/TFS
REINA SOFIA

13 MAY 16

(11-1)

.Eff.26.May.

JEPPesen TENERIFE-SOUTH, CANARY IS
ILS Z or LOC Z Rwy 08



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REINA SOFIA

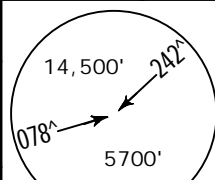
13 MAY 16

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ILS Y or LOC Y Rwy 08

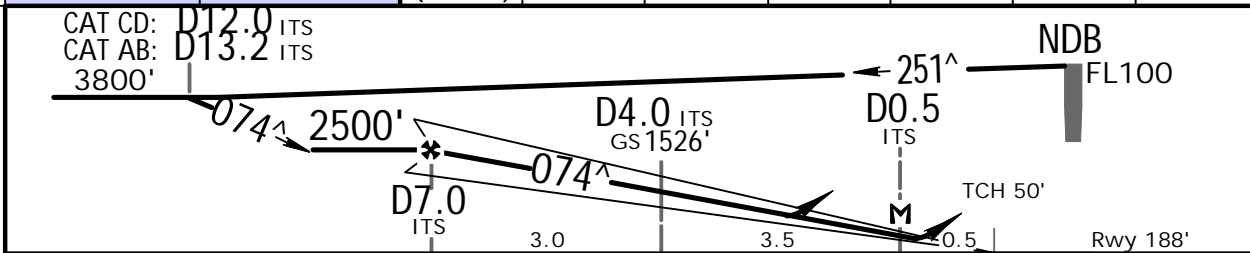
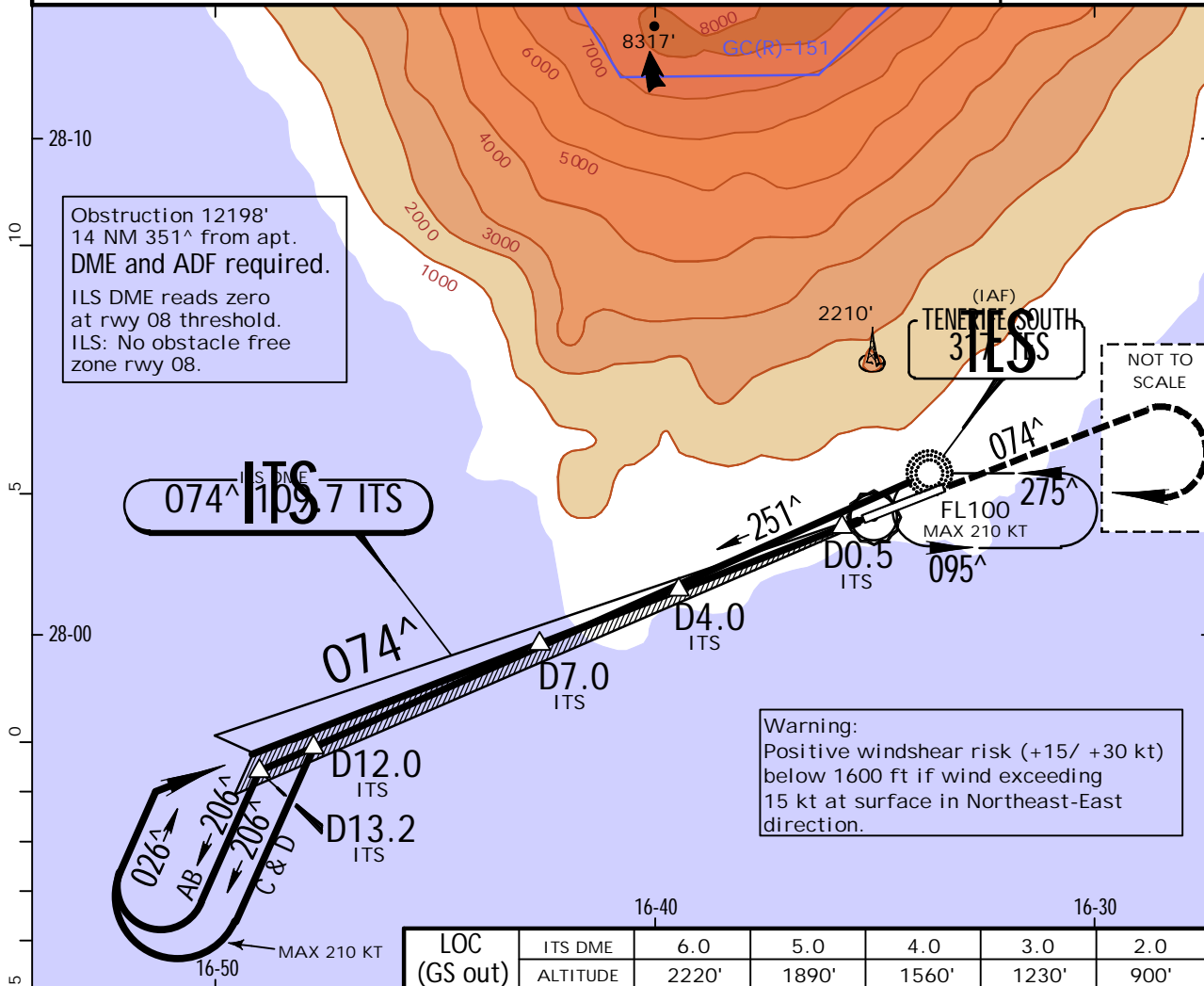
BRIEFING STRIP™

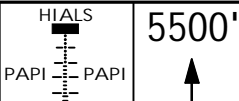
ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0	Ground 121.9	
LOC ITS 109.7	Final Apch Crs 074^	GS D4.0 ITS 1526' (1338')	ILS DA(H) Refer to Minimums	Apt Elev 209' Rwy 188'	
MISSED APCH: Climb STRAIGHT AHEAD to 5500', then turn RIGHT (MAX 220 KT) to NDB at FL100 and join holding.					
Alt Set: hPa		Rwy Elev: 7 hPa	Trans level: By ATC		Trans alt: 6000'



14,500'
142°
1078°
5700'

MSA
TES NDB



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00^	372	478	531	637	743	
LOC Desc Angle	3.10^	384	494	548	658	768	
MAP at D0.5 ITS							

Standard.		STRAIGHT-IN LANDING RWY 08				LOC (GS out)		CIRCLE-TO-LAND	
Missed Apch climb gradient min 3.0 %		ILS		Missed Apch climb gradient min 2.5 %				Not authorized North of rwy	
DA(H) 1 C: 435' (247') D: 446' (258')		DA(H) 2 C: 448' (260') D: 459' (271')				DA(H) 800' (612')			
FULL/Limited		ALS out		FULL/Limited		ALS out		Max Kts. MDA(H) VIS	
A	RVR 800m		RVR 1200m		RVR 1200m		RVR 1500m		100 1180' (971') 1500m
B			RVR 800m		RVR 1300m		RVR 1500m		135 1250' (1041') 1600m
C							RVR 1300m		180 1350' (1141') 2400m
D							RVR 1300m		205 1350' (1141') 3600m
1 DA(H) CAT A: 415' (227'), CAT B: 427' (239'). 2 DA(H) CAT A: 428' (240'), CAT B: 440' (252').									

GCTS/TFS
REINA SOFIA

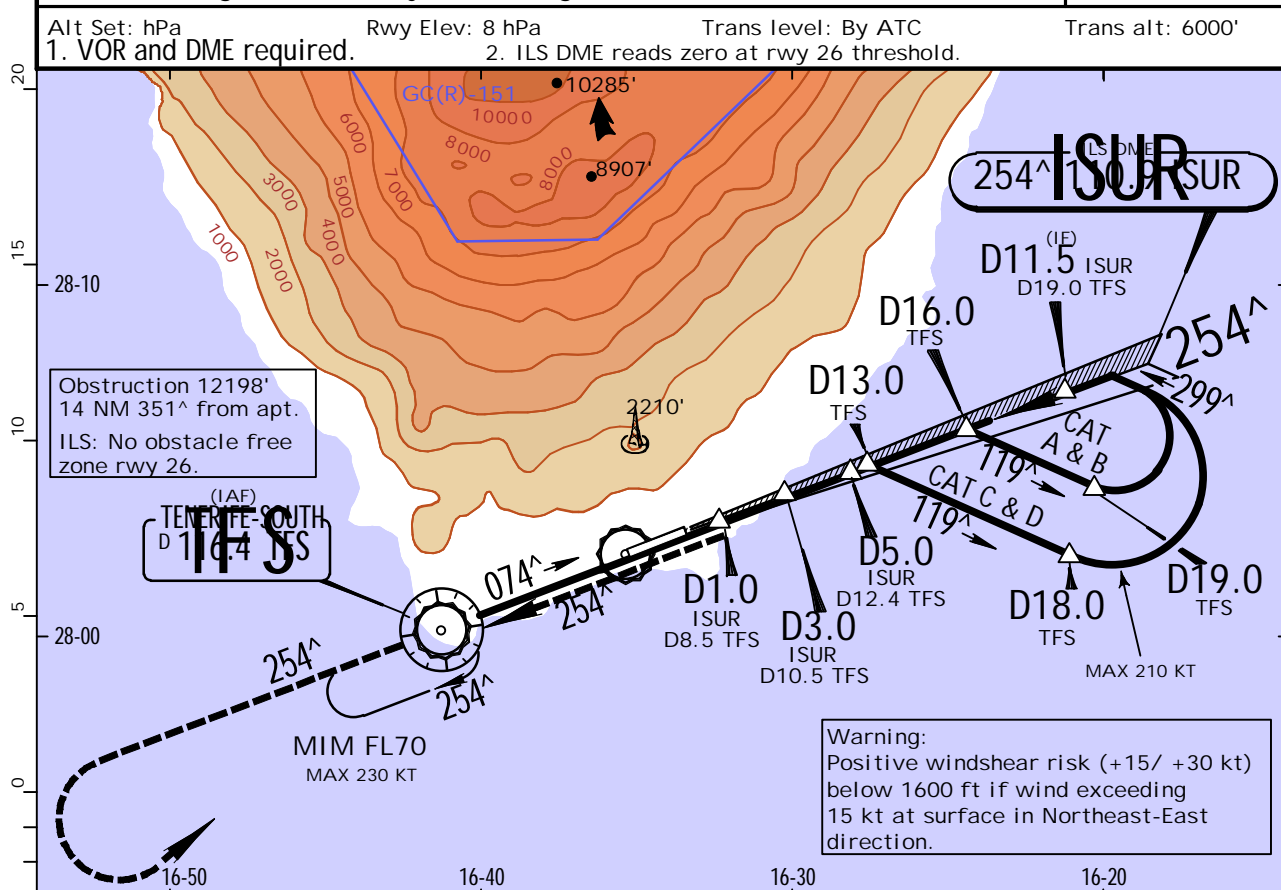
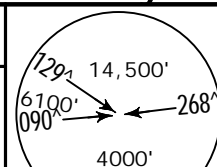
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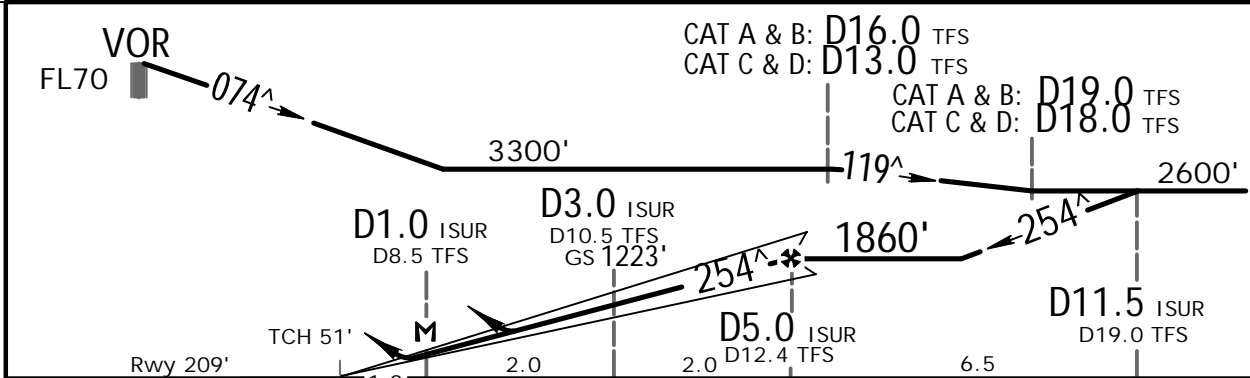
JEPPesen

TENERIFE-SOUTH, CANARY IS
ILS Y or LOC Y Rwy 26

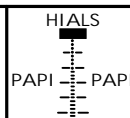
ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7	TENERIFE-SOUTH Tower 119.0	Ground 121.9
LOC ISUR 110.9	Final Apch Crs 254 [^]	GS D3.0 ISUR 1223' (1014')	ILS DA(H) Refer to Minimums
MISSED APCH: Climb on R-074 inbound to 5000', then turn LEFT direct to VOR climbing to FL70 and join holding.			Apt Elev 209' Rwy 209'
Alt Set: hPa 1. VOR and DME required.			Trans alt: 6000'



LOC (GS out)	ISUR DME	2.0	3.0	4.0
	ALTITUDE	920'	1250'	1580'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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5000' TFS
on 116.4
R-074

Standard.		STRAIGHT-IN LANDING RWY 26		LOC (GS out)		CIRCLE-TO-LAND	
ILS		DA(H)		720' (511')		Not authorized North of rwy	
A: 409' (200') C: 418' (209')		B: 410' (201') D: 428' (219')		FULL/Limited		Max Kts	
RVR 800m		RVR 1200m		RVR 1500m		MDA(H) VIS	
A		B		C		100	
B		C		D		135	
C		D		RVR 1600m		180	
D		CMV 2400m		205		1720' (1511') 3600m	

TENERIFE-SOUTH, CANARY IS
.Feb. VOR Rwy 08

JEPPESSEN, 2000, 2016. ALL RIGHTS RESERVED.

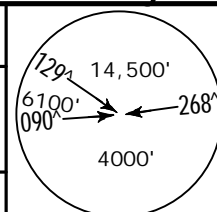
GCTS/TFS
REINA SOFIA

22 JAN 16

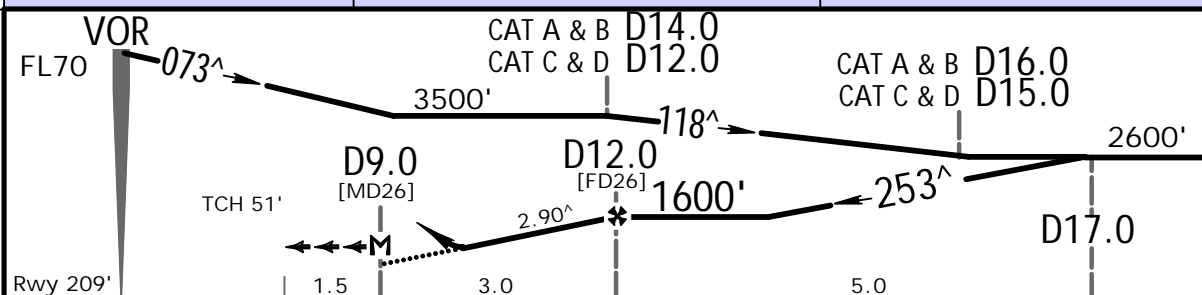
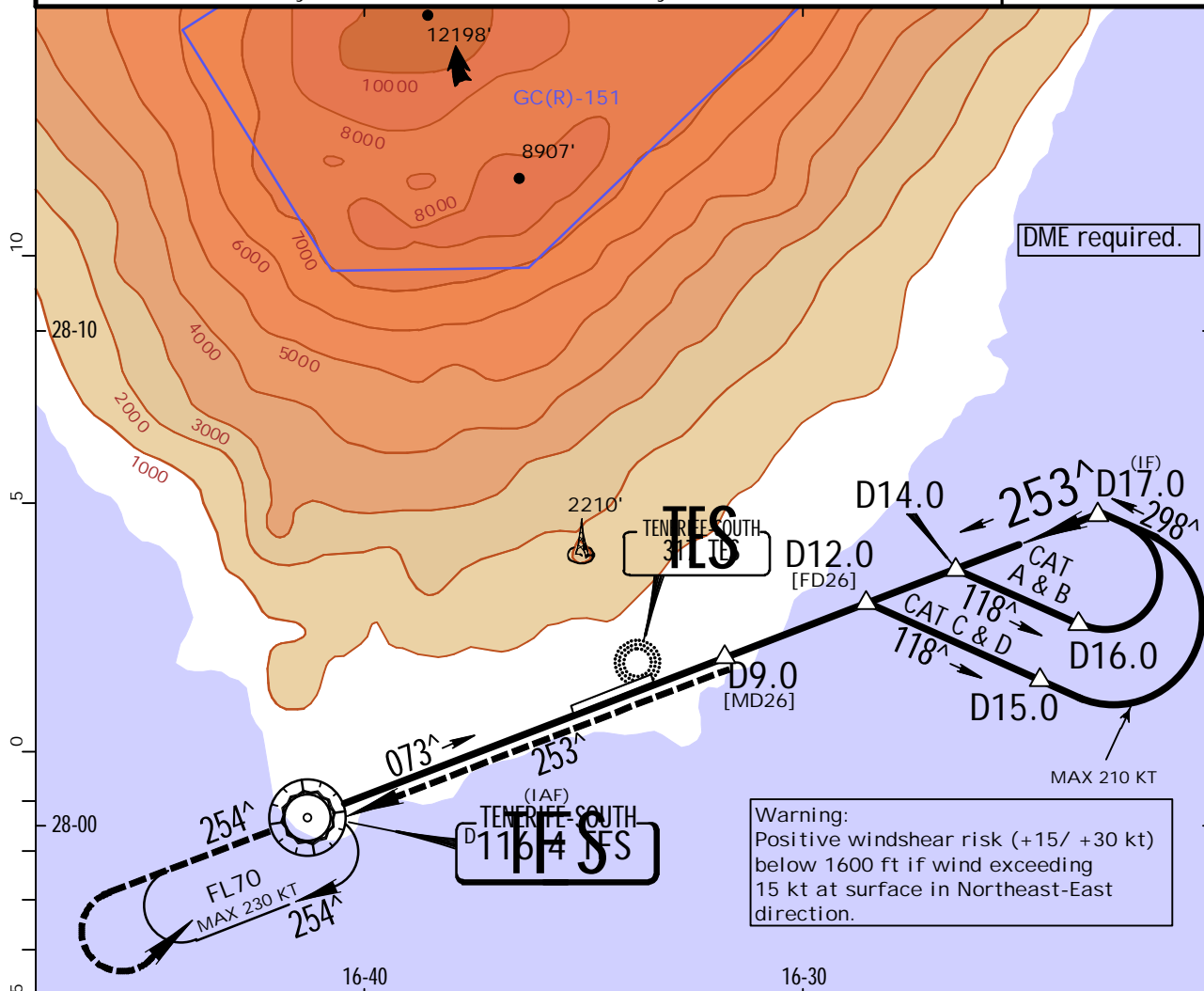
(13-2) .Eff.4.Feb.

JEPPESSEN TENERIFE-SOUTH, CANARY IS
VOR Rwy 26

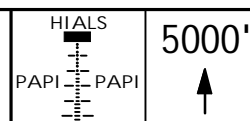
BRIEFING STRIP™	ATIS 118.675	TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0	Ground 121.9
	VOR TFS 116.4	Final Apch Crs 253 [^]	Minimum Alt D12.0 1600' (1391')	DA(H) 1330' (1121')	Apt Elev 209' Rwy 209'
	MISSED APCH: Climb on R-073 inbound to 5000', then direct to VOR at FL70 and join holding.				
Alt Set: hPa		Rwy Elev: 8 hPa	Trans level: By ATC		Trans alt: 6000'



MSA
TFS VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.90 [^]	359	462	513	616	821
MAP at D9.0						



Standard. STRAIGHT-IN LANDING RWY 26

DA(H) 1330' (1121')		ALS out	
A	RVR 1500m		Max Kts
B			100
C	CMV 2400m		135
D			180
			205

CIRCLE-TO-LAND

Not authorized North of rwy

MDA(H)	VIS
1620' (1411')	1500m
1620' (1411')	1600m
1720' (1511')	2400m
1720' (1511')	3600m

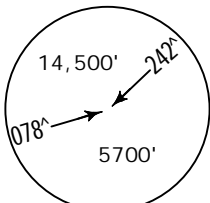
GCTS/TFS
REINA SOFIA

22 JAN 16 (16-1) .Eff.4.Feb.

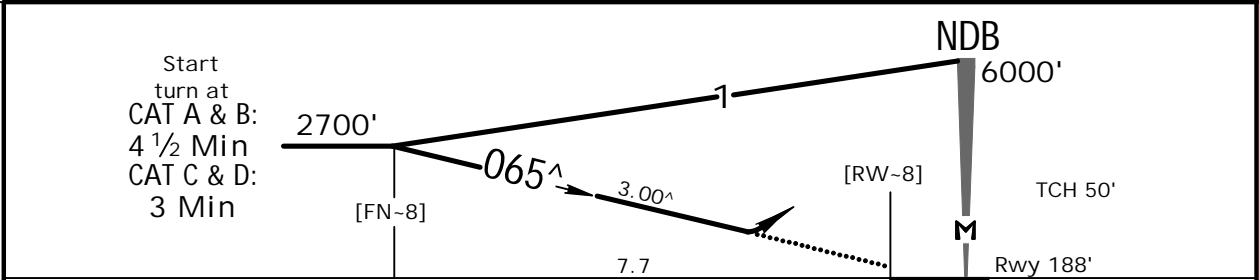
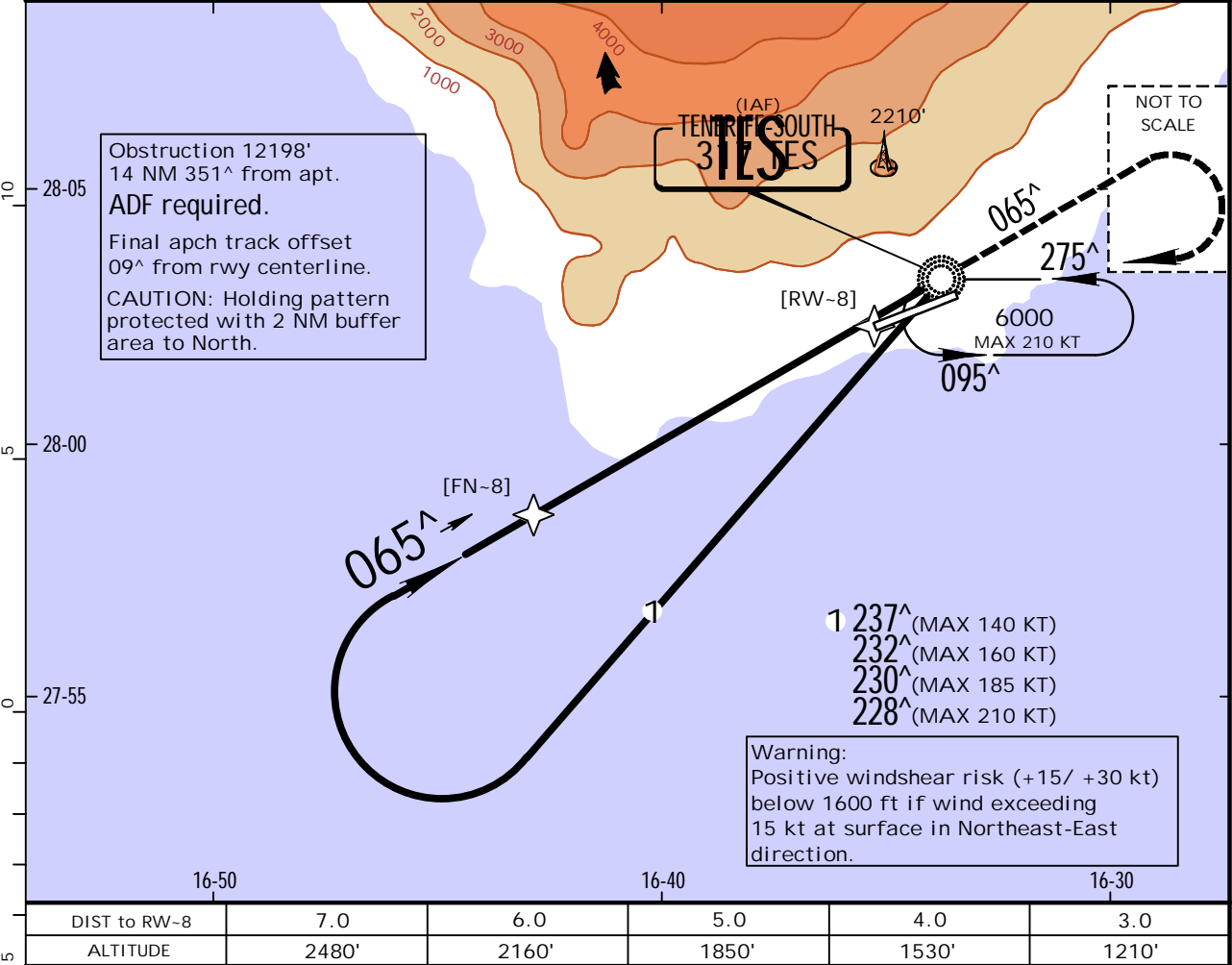
TENERIFE-SOUTH, CANARY IS
NDB Rwy 08

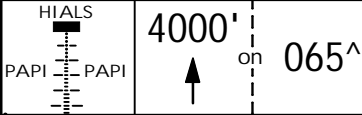
BRIEFING STRIP™

ATIS 118.675		TENERIFE-SOUTH Approach (R) 127.7		TENERIFE-SOUTH Tower 119.0		Ground 121.9			
NDB TES 317		Final Apch Crs 065^		Minimum Alt No FAF		CDFA DA(H) 1080' (892')		Apt Elev 209' Rwy 188'	
MISSED APCH: Climb on 065^ to 4000'. Turn RIGHT to NDB climbing to 6000' and join holding.									
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC				Trans alt: 6000'	



MSA
TES NDB

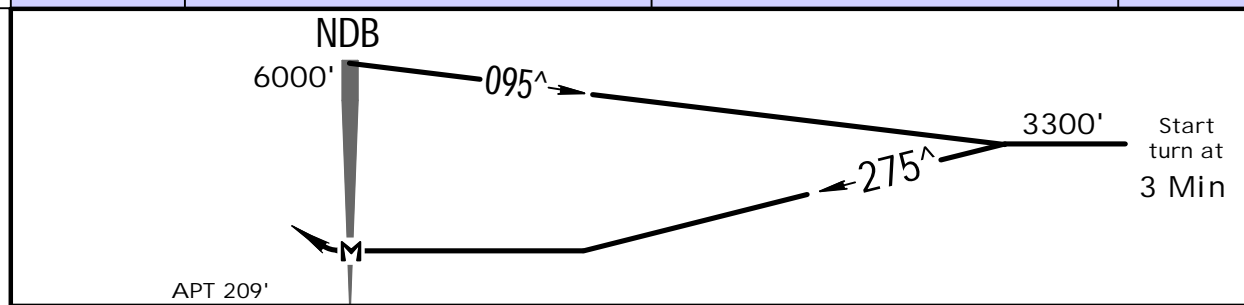
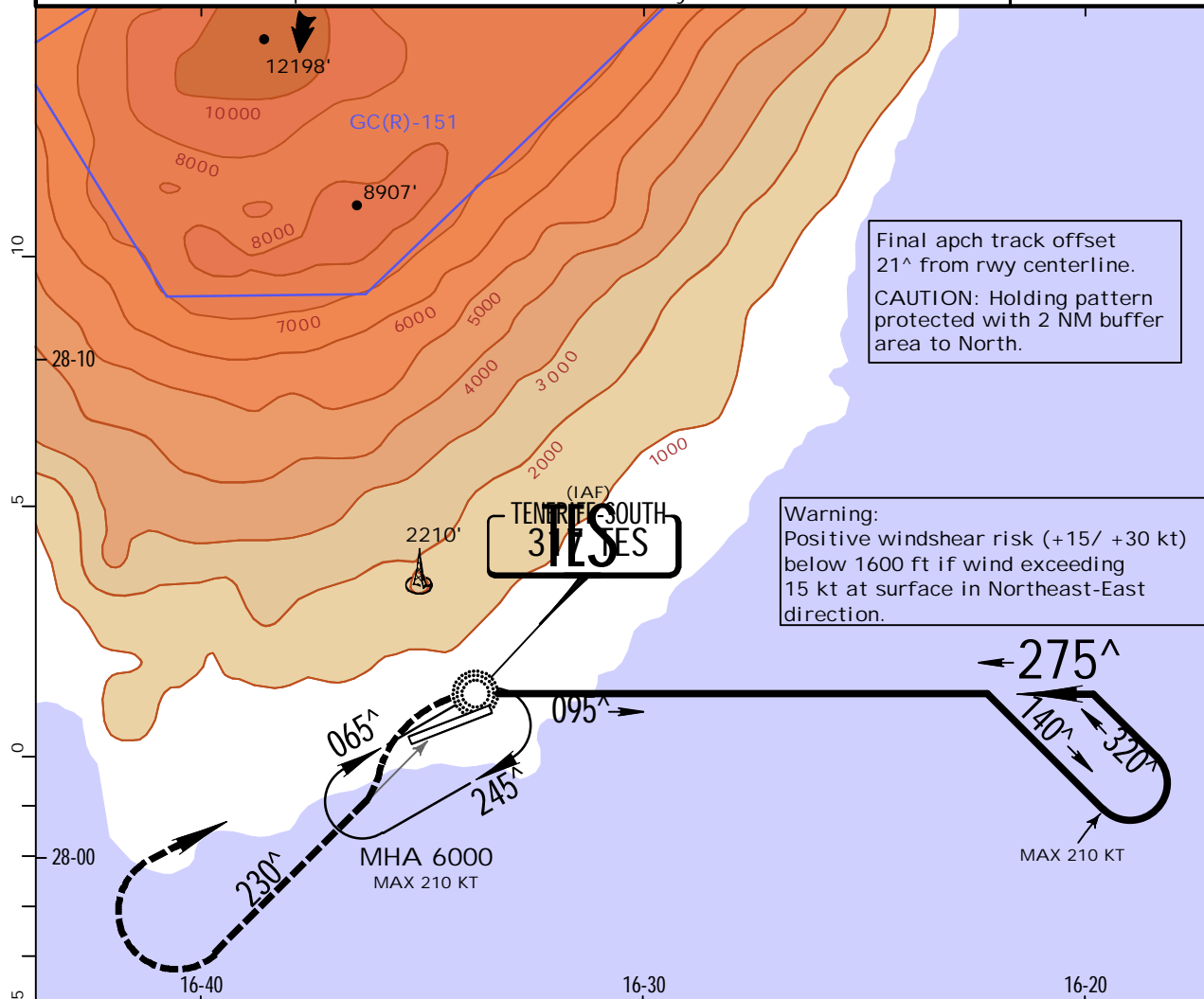
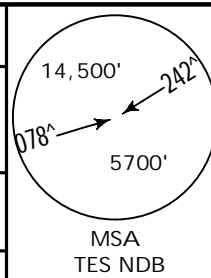


Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at NDB							

Standard.		STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND	
		CDFA		non-CDFA		Not authorized	
		DA(H) 1080' (892')		MDA(H) 1080' (892')		North of rwy	
		ALS out		ALS out		Max Kts.	MDA(H) _____ VIS _____
A	RVR 1500m			CMV 3500m	CMV 4200m	100	1620' (1411') 1 1500m
B						135	
C	CMV 3300m	CMV 4000m	CMV 3700m	CMV 4400m	180	1720' (1511') 1 4000m	
D					205		

1 After non-CDFA apch: CAT AB VIS 4200m, CAT CD VIS 4400m.

TENERIFE-SOUTH, CANARY IS
Feb. NDB

[illegible]

Standard.	CIRCLE-TO-LAND		
	Not authorized North of rwy		
	Max Kts	MDA(H)	VIS
	A 100	1460' (1251')	1500m
	B 135	1780' (1571')	1600m
	C 180	1880' (1671')	2400m
	D 205	1880' (1671')	3600m

General Information

Location: LONDON GBR
ICAO/IATA: EGKK / LGW
Lat/Long: N51° 08.88', W000° 11.42'
Elevation: 203 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0605 Z
Sunset: 1734 Z

Runway Information

Runway: 08L
Length x Width: 8415 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1056 ft

Runway: 08R
Length x Width: 10879 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1289 ft
Stopway: 243 ft

Runway: 26L
Length x Width: 10879 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 196 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1391 ft
Stopway: 200 ft

Runway: 26R
Length x Width: 8415 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 1368 ft

Communication Information

ATIS: 136.525
Gatwick Tower: 134.225
Gatwick Tower: 124.225
Gatwick Ground Ground: 121.800
Gatwick Delivery Clearance Delivery: 121.950
Gatwick Director Approach: 118.950
Gatwick Director Approach: 126.825
Gatwick Director Approach: 129.025
London Control ACC: 133.175
London Control ACC: 134.125
Gatwick Director Direct (Approach Control Radar): 129.025
Gatwick Director Direct (Approach Control Radar): 126.825
Gatwick Director Direct (Approach Control Radar): 118.950
London Control ACC: 120.525

EGKK/LGW

+JEPPESEN

LONDON, UK

GATWICK

11 DEC 15

20-1P

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 136.525

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. USE OF APU

Fixed Electrical Ground Power must be used whenever available and serviceable. Use of ACFT Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick APT Instructions and Directives. Regular audits take place to ensure compliance to the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations +44(0)1293 503090.

1.2.4. RUN-UP TESTS

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

1.2.5. NIGHTTIME RESTRICTIONS

Any ACFT which has a noise classification greater than 95.9 EPNdB may not be scheduled to take-off or land between 2300-0700LT.

Any ACFT which has a noise classification greater than 98.9 EPNdB may not take off between 2300-0700LT, except between 2300-2330LT when

- It was scheduled to take-off prior to 2300LT;
- Take-off was delayed for reasons beyond control of the ACFT operator;
- APT authority has not given notice to the ACFT operator precluding take-off.

Any ACFT may not take off or be scheduled to land between 2300-0700LT where the operator of that ACFT has not provided (prior to its take-off or prior to its scheduled landing times as appropriate) sufficient information to enable the APT authority to verify its noise classification.

None of the provisions of this notice shall apply to a take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

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.

1.3.2. ARRIVAL

Exits will be illuminated and pilots should select the first convenient exit. GMR (ground movement radar) is available to monitor pilot "RWY vacated" reports. When GMR is not available to ATC, report of ACFT vacating RWY (Localizer sensitive area) will be assessed by receipt of pilot report that the ACFT has passed the last of the alternate amber and green centerline lights. These lights denote the extent of the ILS Localizer sensitive area.

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11 DEC 15

20-1P1

.AIRPORT.BRIEFING.

1. GENERAL

1.3.3. DEPARTURE

1.3.3.1. RWY 08R

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

1.3.3.2. 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.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with an advanced surface movement radar utilising Mode S.

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STANDBY, and the assigned Mode A code from the request for push-back or taxiing, whichever is earlier or after landing, continuously until the ACFT is fully parked on stand.

After parking the Mode A code 2000 must be set before selecting OFF or STANDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT identification. This setting is the ACFT identification specified in item 7 of the ICAO flight plan. The ACFT identification should be entered from the request for push-back or taxiing, whichever is earlier, through the FMS or the transponder control panel.

Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.

1.5. RWY OPERATIONS

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

1.6. TAXI PROCEDURES

TWY M is available as an entry point to RWY 26L. TWY M can not be used as an exit point from RWY 08R.

On TWY Y ABEAM Pier 1 and Y4 to Y3, large ACFT must be under tow.

There is a positive but substandard obstacle clearance (minimum of 156' / 48m) on TWY J A380 routing. Pilots are to ensure that Cockpit over Centre-line (COCL) technique is used at all times when manoeuvring.

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

Sub-standard wing tip clearance for TWY L, between intersections with TWY R and S for ACFT with wingspan exceeding 171' / 52m.

TWY J, East of TWY N and TWY Z MAX wingspan less than 171' / 52m.

TWY Y between TWY M and ABEAM windsock MAX wingspan less than 118' / 36m.

When RWY 08L/26R is in use, parallel TWY J between TWY S and HP J5 MAX wingspan 164' / 50m and between TWY S and HP J8 MAX wingspan 98' / 30m.

1.7. PARKING INFORMATION

1.7.1. GENERAL

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

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20-1P2

.Eff.3.Mar.

.AIRPORT.BRIEFING.

1. GENERAL

1.7.2. STAND ENTRY GUIDANCE SYSTEMS

Activation of stand entry guidance systems should indicate that a safety check of the stand has been made by handling agent prior to ACFT arrival.

Pilots should not enter an ACFT stand unless system is illuminated or marshaller has signalled clearance to proceed.

The stand entry guidance system is provided by 'Safedock' Advanced Visual Docking Guidance System (A-VDGS), except stands 33R, 64L, 66L, 66R, 110L, 110R, 130 thru 136, 140 thru 145, 150L, 150R, 152L, 152R, 160L, 160R, 170L, 170R, 171R, 172R, 173L, 173R, 174L, 174R, 175R, 176R, 177L and 177R where marshaller is required.

2. ARRIVAL

2.1. 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 clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

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 fly below it. ACFT approaching without ILS assistance shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

Do not join final approach at a height of less than 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.

Where the use is not practicable, ACFT shall maintain an altitude as high as possible.

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20-1P3

.Eff.3.Mar.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

High Intensity RWY Operation requires all ACFT to exit RWY at fastest speed commensurate with safety. Extended RWY occupancy may result in following ACFT being sent around.

Pilots should pre-plan their landing and roll-out to target rapid exit TWYs that provides for a safe and expeditious exit from RWY to reduce delays and maximise utilisation at all times.

Landing ACFT are to vacate expeditiously.

Arrivals are to ensure fully vacated before stopping.

RWY 08R:

TWY D distance from THR 4324' /1318m, design exit speed 38 KT.

TWY CR distance from THR 5705' /1739m, design exit speed 49 KT.

TWY BR distance from THR 7198' /2194m, design exit speed 52 KT.

Traffic vacating at TWY CR have to await onward clearance before entering TWY J due to conflicting ground traffic.

Traffic vacating at TWY BR have to route TWY P and hold before TWY J to ensure tail clear of RWY.

Tactical requests to extend landing roll to reduce ground taxi/exit nearer to parking stand are not to be made to ATC.

RWY 26L:

TWY E distance from THR 4341' /1323m, design exit speed 38 KT.

TWY FR distance from THR 5817' /1773m, design exit speed 52 KT.

TWY GR distance from THR 6788' /2069m, design exit speed 49 KT.

Traffic vacating at TWY E have to turn RIGHT onto RWY 08L without stopping on RWY exit.

Traffic vacating TWY FR or GR have to cross RWY 26R onto TWY J. When exiting RWY 26L ACFT do not have to call for clearance to cross RWY 26R as RWYs cannot be used simultaneously.

Pilots of A380 must not stop until the ACFT is established on, or North of RWY 08L/26R.

TWY D is not available for vacating RWY 26L.

2.4.2. "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 sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use, providing:

- RWY is long enough;
- It is during daylight hours;
- The second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- The second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction "Landafter ... (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. OTHER INFORMATION

2.5.1. GENERAL

Warning: In low visibility at NIGHT the apron and car park floodlighting may be seen before the APCH lights on RWY 26L and 26R approaches. Strong Southerly/South westerly winds can cause building induced turbulence and windshear effects when landing on RWY 26L/R.

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2. ARRIVAL

2.5.2. 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/1.35NM from the THR of the RWY-in-use.
 - **Landing following departure** - The departing ACFT will be airborne and at least 2000m/1.1NM from the THR of the RWY-in-use, or if not airborne, will be at least 2500m/1.35NM 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 5700kg:
 - **Landing following landing** - The preceding ACFT will be clear of the RWY-in-use or will be at least 1500m/0.8NM from the THR of the RWY-in-use.
 - **Landing following departure** - The departing ACFT will be airborne or will be at least 1500m/0.8NM 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).

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6 FEB 15

(20-1P5)

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3. DEPARTURE

3.1. REMOTE DE-ICING - ACFT ENGINES RUNNING

DA 43 is located on Stand 43 and can accommodate Code C ACFT only. The holding point for this pad is Stand 41. ACFT will taxi to this location under NATS control.

DA S is located on TWY S abeam Stands 170/171 and can accommodate up to B747 size ACFT. The holding point for this pad is TWY L and the North of TWY S. ACFT will taxi to this location under NATS control.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. GENERAL

Call Delivery for clearance 15 min before start-up to allow for departure data to be processed.

Pilots should only request push-back when they actually ready to do so. Ensure that the tug driver is in the tug ready to push.

3.2.2. REMOTE HOLDING PROCEDURES

- Gatwick has remote holding capacity to help achieve on-time performance, free occupied stands and pushback crews. Pilots are encouraged to request remote holding where departure restrictions, e.g. CTOT, would delay an on-time push.
- Holding capacity is provided by drive-through stands 41 and 43 (when available), including the use of EAST and WEST centerlines dependant on ACFT size. A318, A319, A320, A321 with Sharklets and B737, B738, B739 cannot use stands 41 East, 41 West, 43 East and 43 West, due to wingspan size.
- To avoid increased RT loading, pilots are to liaise with their ground crew and advise ATC of how they wish to position the ACFT to the remote hold location, prior to making the request - pushback, push and tow, or push and taxi.

3.2.3. 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 GUARD BARS at RWY holding points.
- The RWY holding points, in addition to red GUARD BARS are marked by mandatory signs 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 the RWY from a holding position. In certain positions, amber flashing RWY guard lights, forward of the holding positions, denote the proximity of the RWY itself.

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise authorized.

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20 JUN 14

(20-1P6)

.AIRPORT.BRIEFING.

3. DEPARTURE**3.4. NOISE ABATEMENT PROCEDURES****3.4.1. 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 6.5km 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 (4%) to at least 3000' to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.

Noise preferential routing procedures applicable for all jet ACFT and other ACFT with MTWA of more than 5700kgs (between 0600-2330LT of more than 17000kgs and except any Dash 7 ACFT) are depicted on London Gatwick SID charts, and on page 20-4.

Do not overfly Horley and Crawley.

3.4.2. NOISE QUOTA SYSTEM DURING NIGHT (2300-0700LT)

Main restrictions are as follows:

- Night Period (2300-0700LT);
- Night Quota Period (2330-0600LT).

ACFT movements will score against the quota as follows:

Noise Level Band (EPNdB)	QUOTA Count
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

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20 JUN 14

20-1P7

.AIRPORT.BRIEFING.

3. DEPARTURE

3.5. RWY OPERATIONS

3.5.1. WAKE VORTEX SEPARATIONS

The following pairs of holding points for RWY 08R/26L are considered to be the same point for the purposes of departure wake vortex separation:

RWY 08R

Holding points J1/J3 and H1/H3;

Holding points J1/J3 and G1;

Holding points H1/H3 and G1.

RWY 26L

Holding points M1/M3 and A2/A3;

Holding points M1/M3 and B1;

Holding points A2/A3 and B1;

Holding points B1 and C1;

Holding points B1 and Y1/Y2.

3.5.2. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance pilots should ensure that they are able to taxi and line-up on the RWY as soon as the preceding ACFT has commenced its take-off roll or landing run.

On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.

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

3.6. OTHER INFORMATION

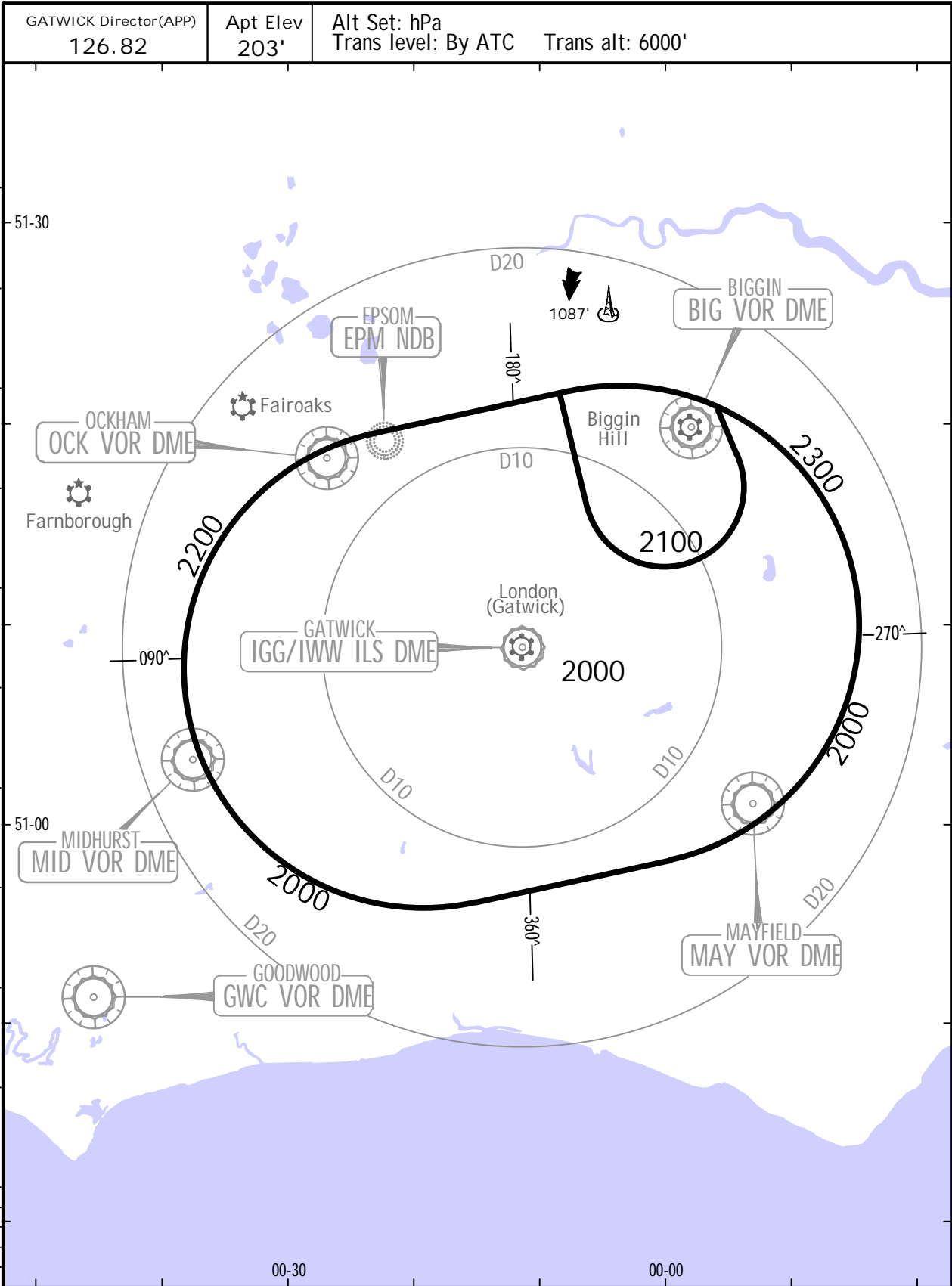
ACFT must not commence their take-off run from RWY 08L before reaching "START OF TODA" sign located 1401' /427m West of THR.

ACFT must not commence their take-off run from RWY 26R before reaching "START OF TODA" sign located 1368' /417m East of THR.

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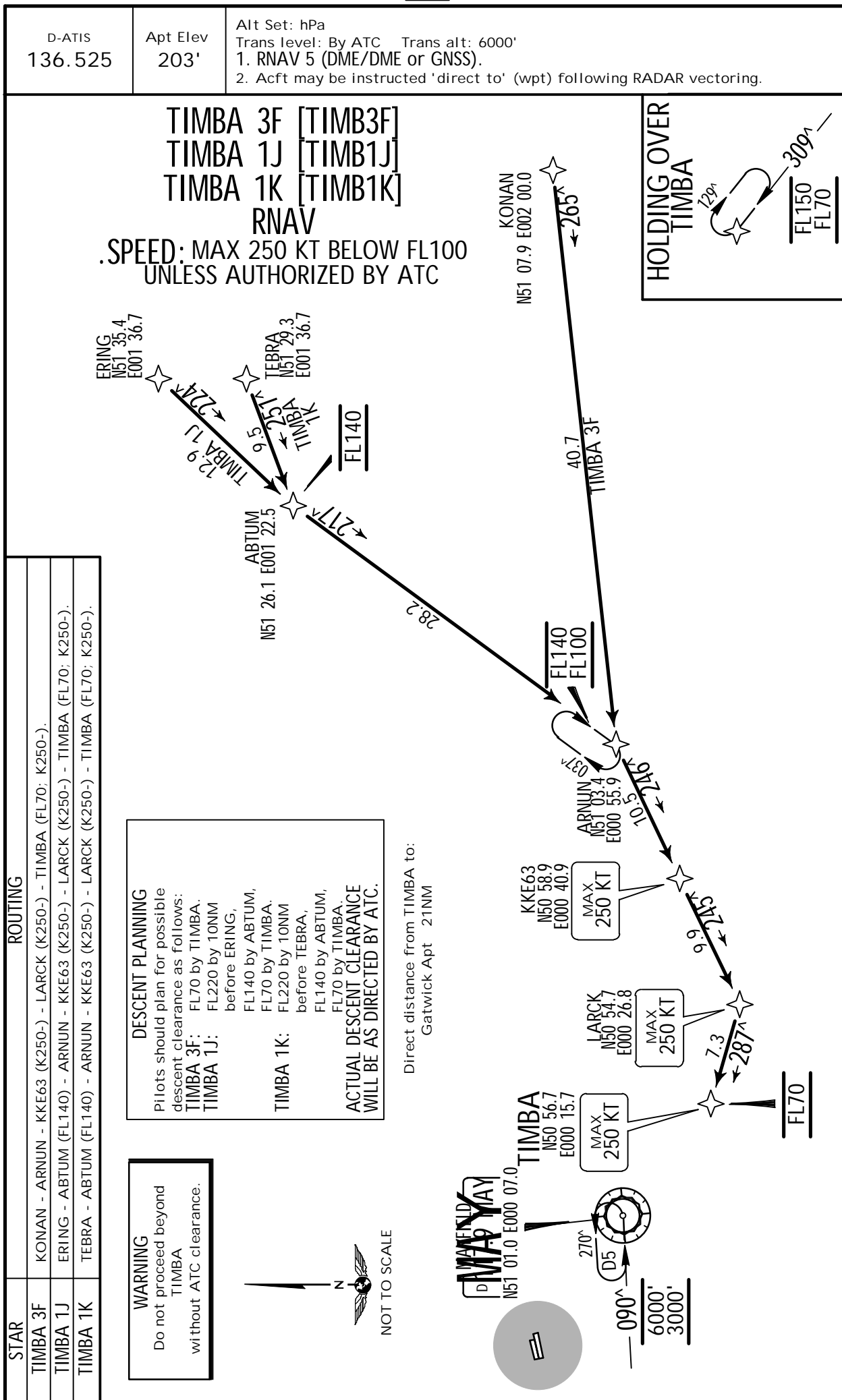
7 OCT 11 **20-1R**

LONDON, UK
.Eff.20.Oct..RADAR.MINIMUM.ALTITUDES.



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA	
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:	
- within 5 NM 1 of the aircraft and	
- within the sector 15 NM 2 ahead of and within 20^ either side of the aircraft's track.	
3 NM 1 or 10 NM 2 when the aircraft is within 15 NM of the radar antennae.	
PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to MAY at 3000' or last assigned level if higher.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to MAY.

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.RNAV.STAR.



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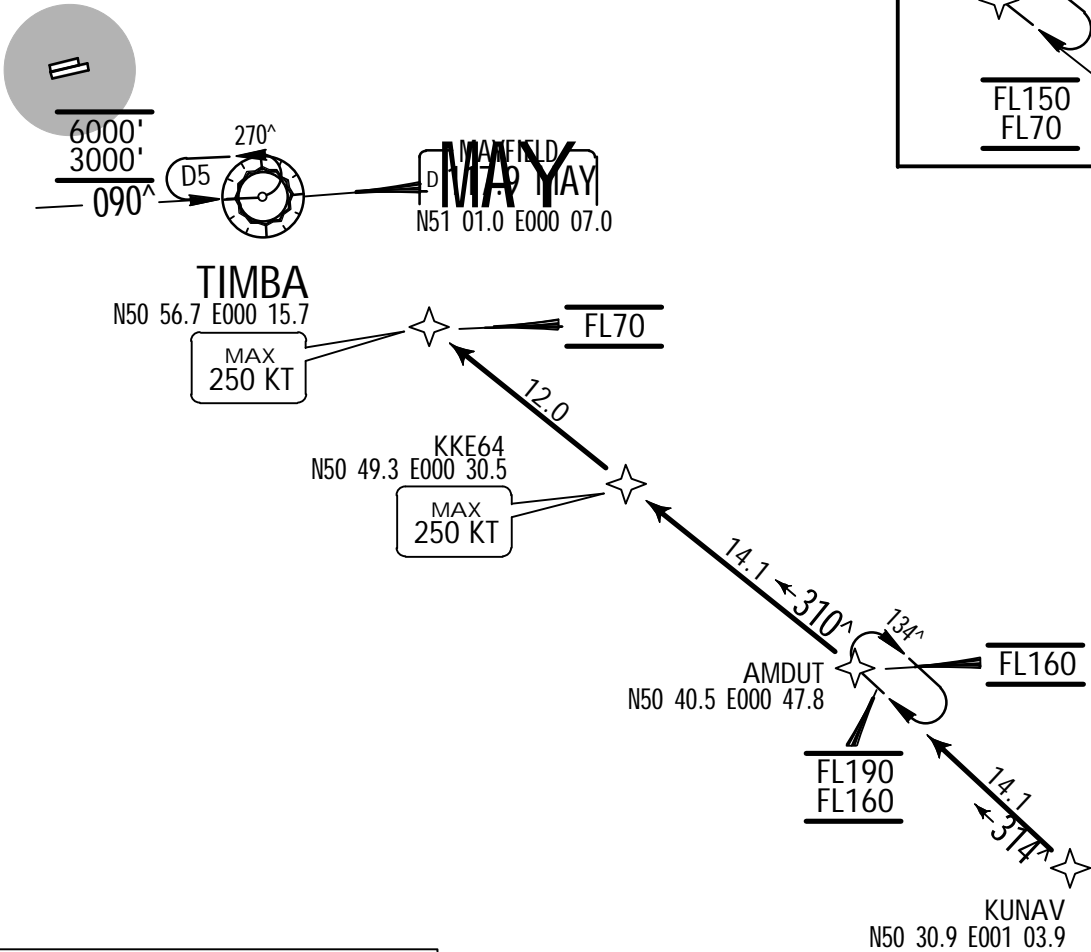
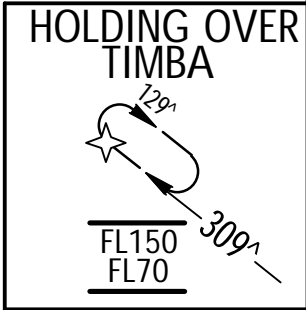
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29 JAN 16 (20-2A) .Eff.4.Feb.

LONDON, UK
.RNAV.STAR.

D-ATIS 136.525	Apt Elev 203'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. RNAV 5 (DME/DME or GNSS). 2. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.
-------------------	------------------	--

TIMBA 4B [TIMB4B]
RNAV
.SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC

WARNING
Do not proceed beyond
TIMBA
without ATC clearance.



DESSENT PLANNING
Pilots should plan for possible
descent clearance as follows:
FL160 by AMDUT,
FL70 by TIMBA.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.

Direct distance from TIMBA to:
Gatwick Apt 21NM

ROUTING	
KUNAV - AMDUT (FL160) - KKE64 (K250-) - TIMBA (FL70; K250-).	

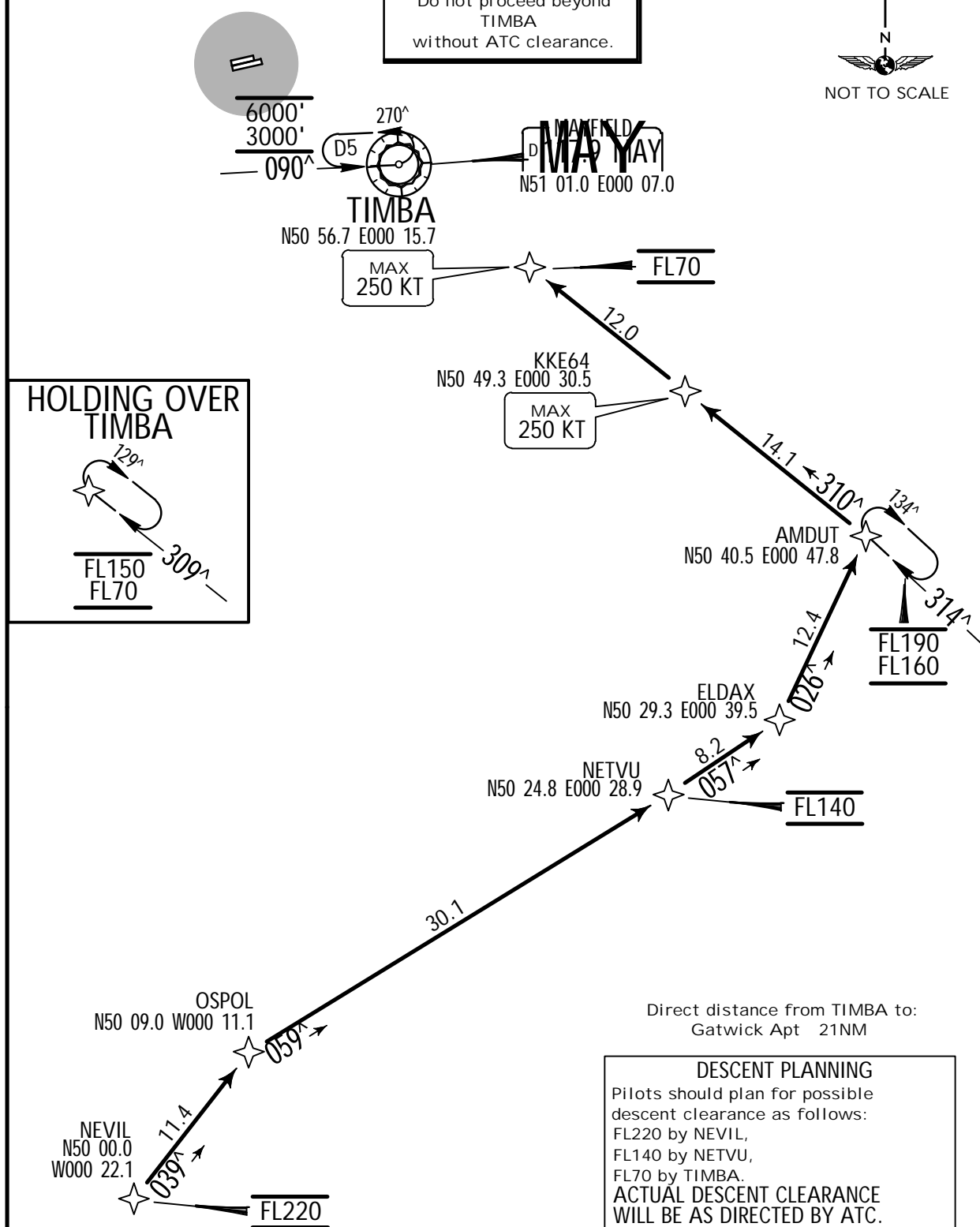
LONDON, UK
.RNAV.STAR.

D-ATIS 136.525	Apt Elev 203'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. RNAV 5 (DME/DME or GNSS). 2. Acft may be instructed 'direct to' (wpt) following RADAR vectoring.
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TIMBA 2G [TIMB2G]
RNAV
SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC

WARNING

Do not proceed beyond
TIMBA
without ATC clearance.



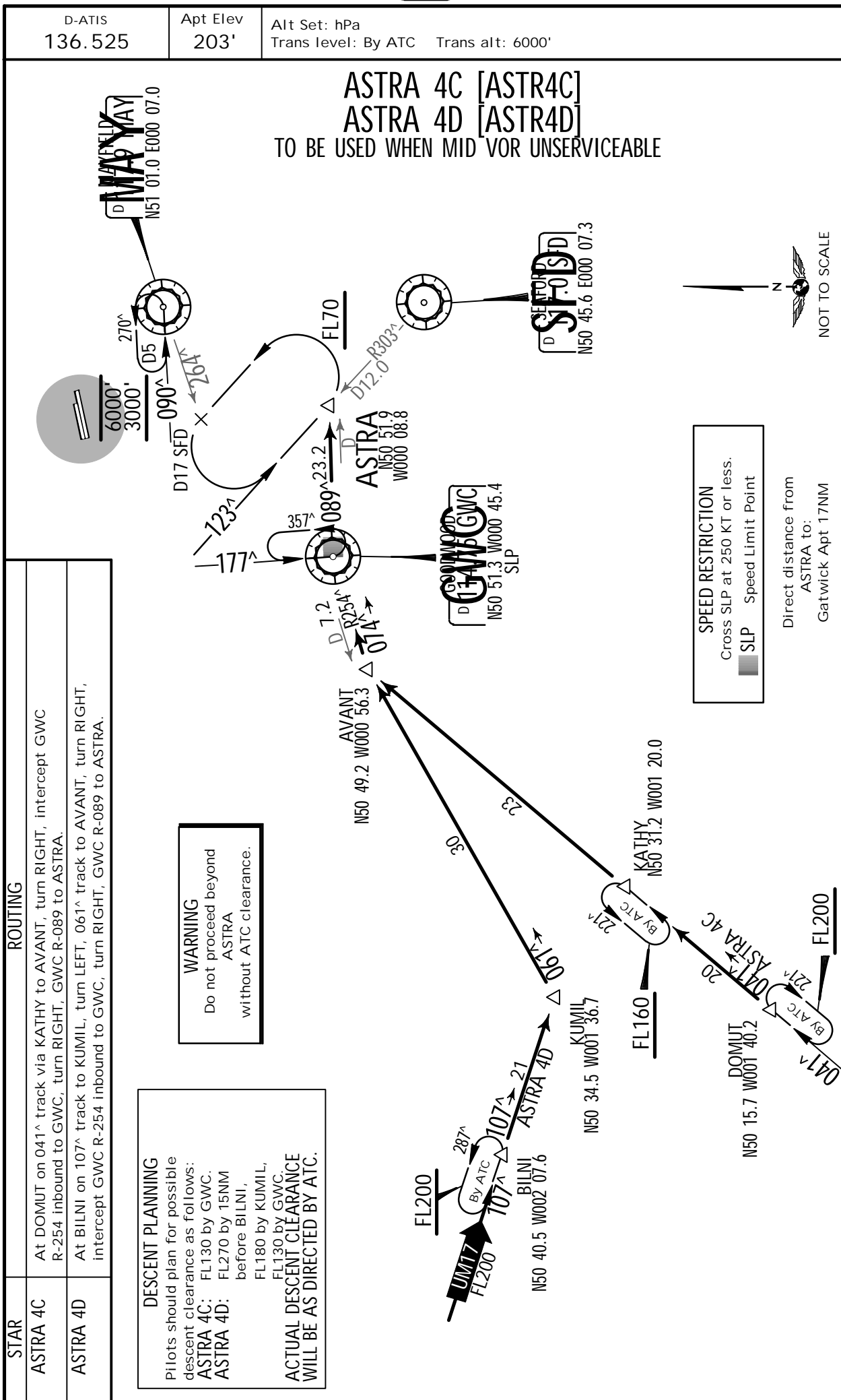
ROUTING

NEVIL (FL220) - OSPOL- NETVU (FL140) - ELDAX - AMDUT - KKE64 (K250-)- TIMBA (FL70; K250-).

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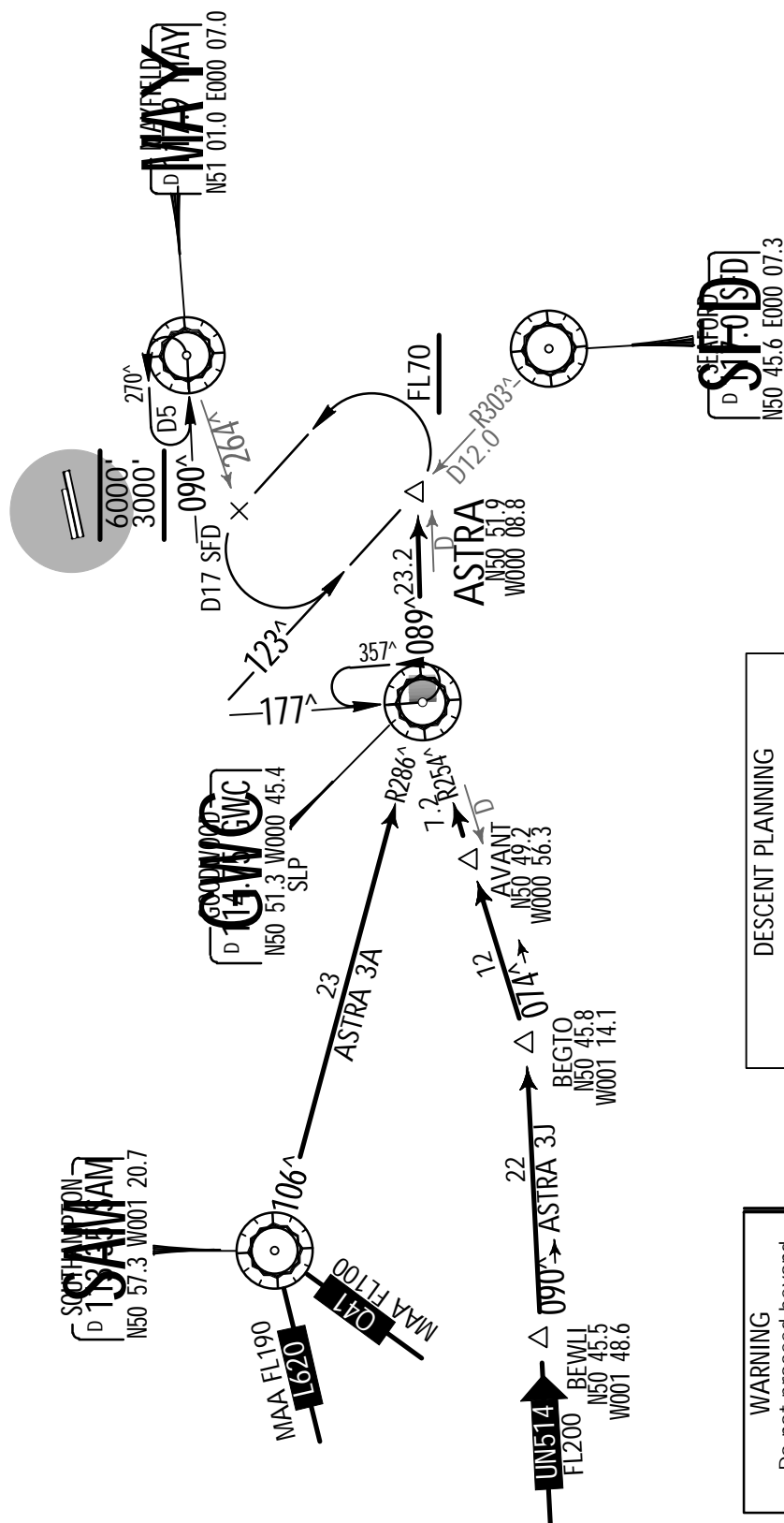
JEPPESSEN
25 MAR 16 20-2C

LONDON, UK
.STAR.



Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

NOT AVAILABLE FOR FLIGHT PLANNING BETWEEN 0600-2200LT
TO BE USED WHEN MID VOR UNSERVICEABLE



DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ASTRA 3A: FL130 by GWC.
ASTRA 3i: FL270 by 27NM before BEWLI, FL130 by GWC.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
Do not proceed beyond
ASTRA
without ATC clearance.

SPEED RESTRICTION
Cross SLP at 250 kT or less.

SLP	Speed Limit Point
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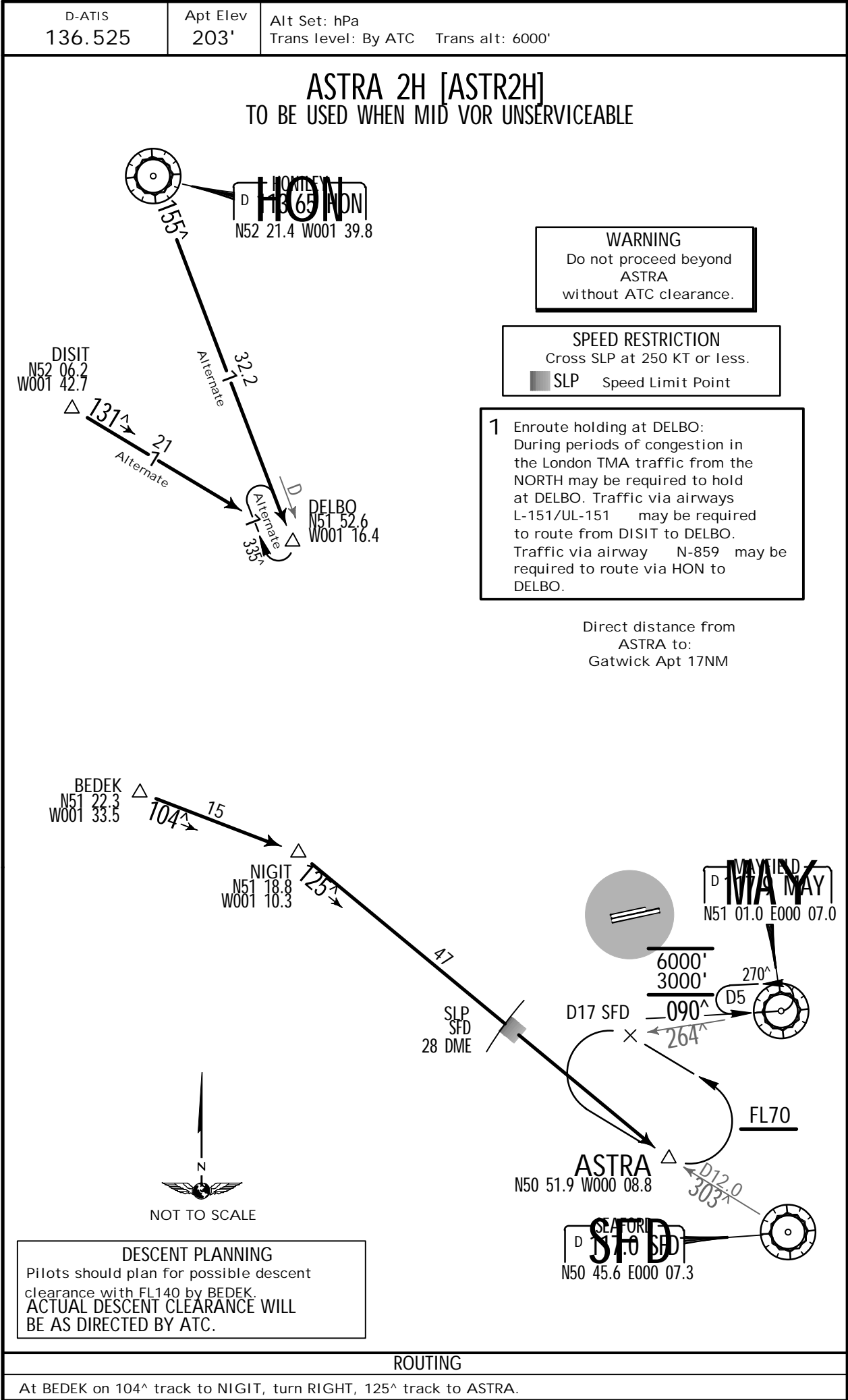
NOT TO SCALE
Direct distance from
ASTRA to:
Gatwick Apt 17NM

STAR	ROUTING
ASTRA 3A	At SAM intercept GWC R-286 inbound to GWC, turn LEFT, GWC R-089 to ASTRA.
ASTRA 3J	At BEWLI on 090° track to BEGTO, turn LEFT, 074° track to AVANT, turn RIGHT, intercept GWC R-254 inbound to GWC, turn RIGHT, GWC R-089 to ASTRA.

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29 JAN 16 (20-2E) .Eff.4.Feb.

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.STAR.



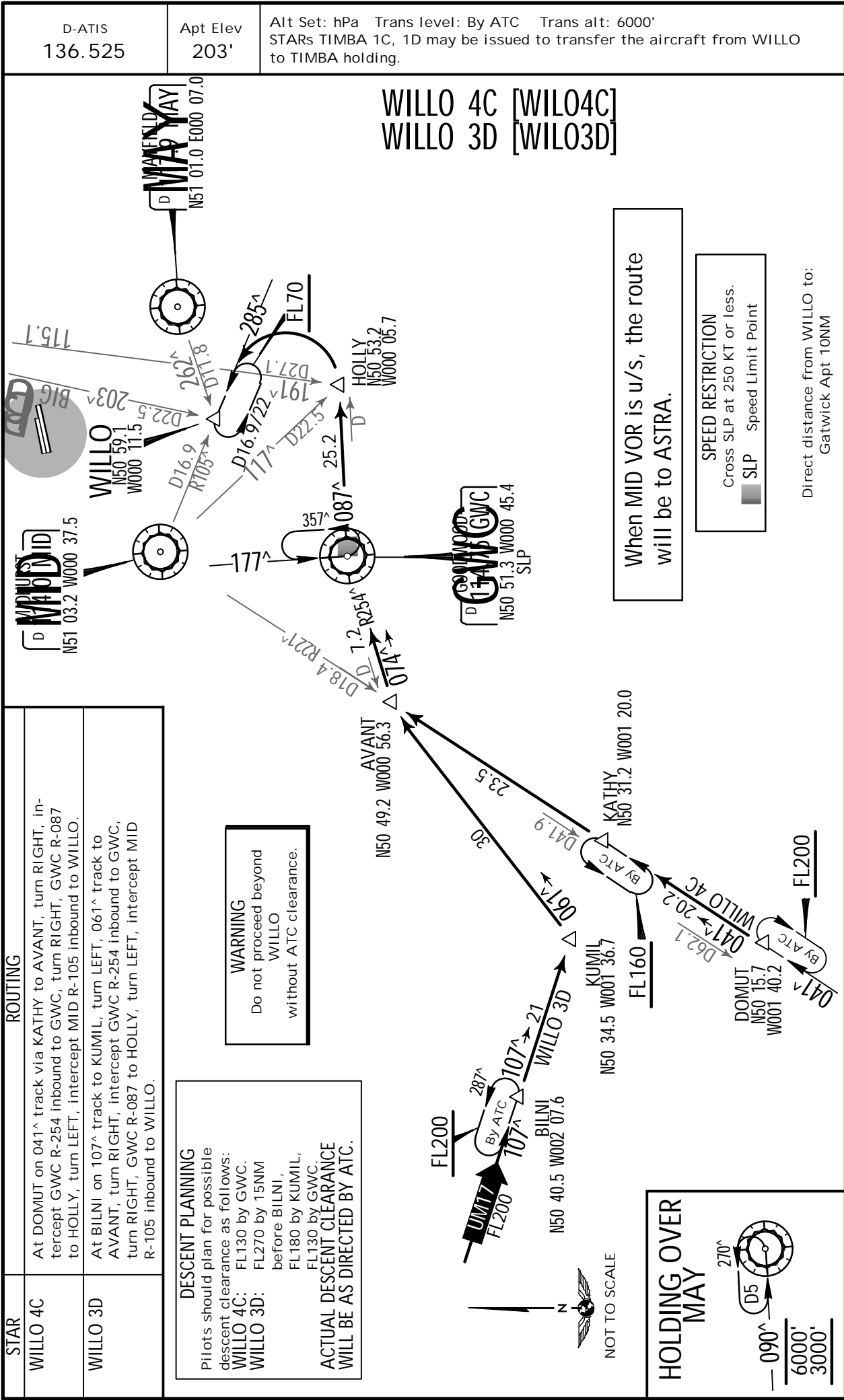
LONDON, UK
.STAR.

LONDON, UK
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JEPPesen
25 MAR 16 20-2J

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29 JAN 16 (20-2L) .Eff.4.Feb.

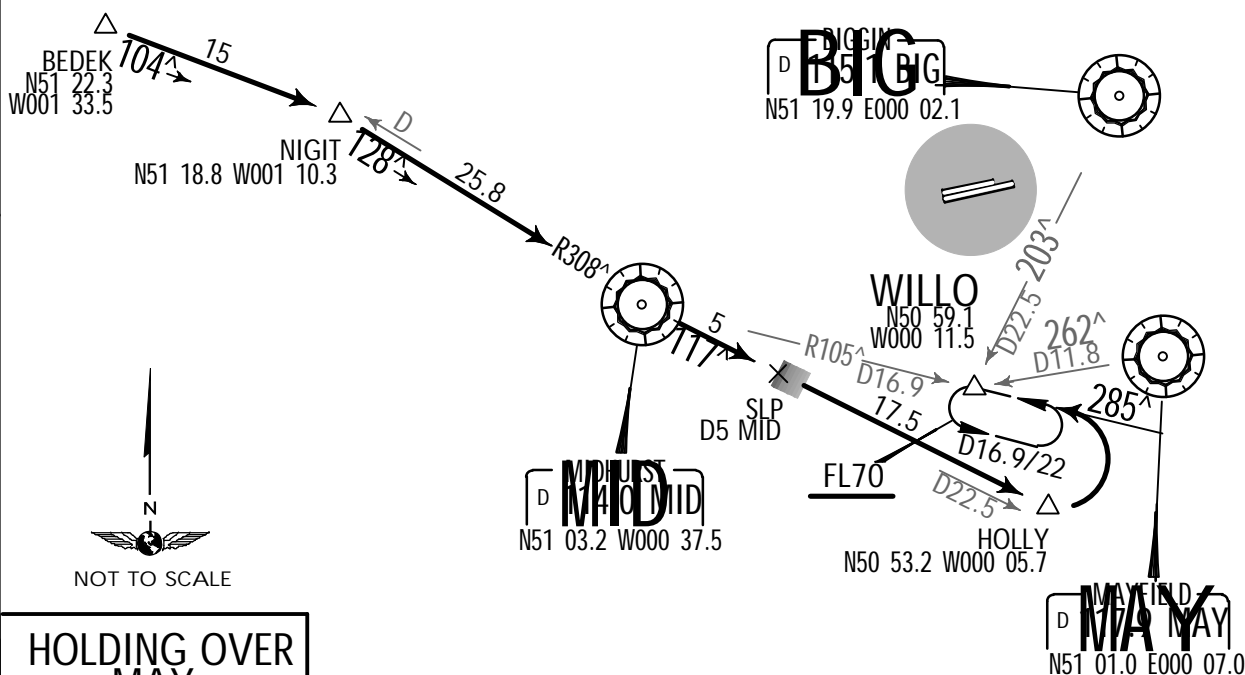
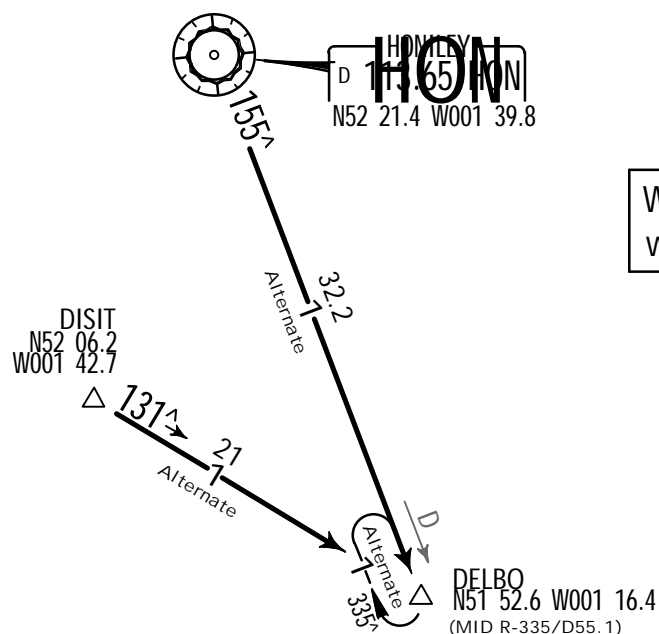
LONDON, UK
STAR.

D-ATIS
136.525

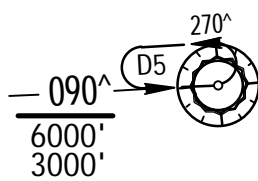
Apt Elev
203'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
STARs TIMBA 1C, 1D may be issued to transfer the aircraft from WILLO to TIMBA holding.

WILLO 2H [WILLO2H]



HOLDING OVER
MAY



Direct distance from WILLO to:
Gatwick Apt 10NM

DESCENT PLANNING

Pilots should plan for possible descent
clearance with FL140 by BEDEK.
ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.

ROUTING

At BEDEK on 104° track to NIGIT, turn RIGHT, intercept MID R-308 inbound to MID, turn LEFT, MID R-117 to HOLLY, turn LEFT, intercept MID R-105 inbound to WILLO.

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.STAR.

EGKK/LGW
GATWICK



13 MAY 16

20-3

.Eff.26.May.

LONDON, UK
.RNAV.SID.

RNAV SID DESIGNATION	REFER TO CHART
ADMAG 2X	20-3B
BIG 2X	20-3C
BIG 1Z	20-3D
BOGNA 1X	20-3E
CLN 4X	20-3F
CLN 1Z	20-3G
DAGGA 1X	20-3H
HARDY 1X	20-3J
KENET 1X	20-3K
KENET 1Z	20-3L
LAM 2X	20-3M
LAM 1Z	20-3N
ODVIK 1Z	20-3P
SAM 1X	20-3Q
SAM 3Z	20-3S
SFD 1X	20-3T
SFD 4Z	20-3T1
TIGER 1X	20-3T2
WIZAD 1X	20-3U

FOR SID DESIGNATION REFER TO PAGE 20-3A

EGKK/LGW
GATWICK



13 MAY 16

20-3A

.Eff.26.May.

LONDON, UK
.SID.

SID DESIGNATION	REFER TO CHART
BIG 7M, 7V	20-3V1
BIG 3P, 3W	20-3V2
BOGNA 1M, 1V	20-3V3
CLN 8M, 8V	20-3V4
CLN 5P, 5W	20-3V5
DVR 8M, 8V	20-3V6
DVR 2P, 2W	20-3V7
HARDY 5M, 5V	20-3V8
KENET 2M, 2V	20-3W
KENET 3P, 3W	20-3X
LAM 4M, 4V	20-3X1
LAM 5P, 5W	20-3X2
SAM 2M, 2V	20-3X3
SAM 3P, 3W	20-3X4
SFD 5M, 5V	20-3X5
SFD 9P, 9W	20-3X6
DAGGA 1M, 1V, TIGER 3M, 3V	20-3X7
WIZAD 4M, 4V	20-3X8

EGKK/LGW
GATWICK

JEPPESEN
13 MAY 16 (20-3B) .Eff.26.May.

LONDON, UK
.RNAV.SID.

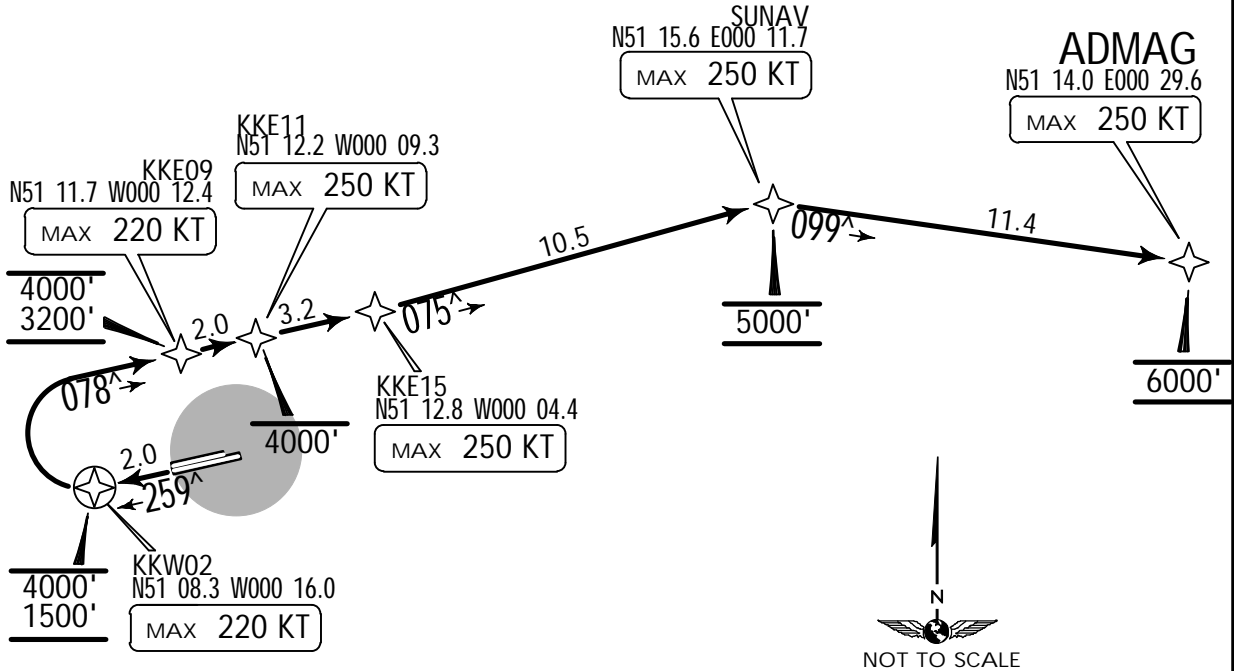
LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 (DME/DME or GNSS) 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 20-4). 5. Cruising levels will be issued after take-off by LONDON Control. 6. EXPECT close-in obstacles. 7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent. 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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ADMAG 2X [ADMA2X]
RNAV

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 710'.

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



This SID requires a minimum climb gradient of 6.8% to 810'.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

RWY	ROUTING
26L	Climb straight ahead to KKW02, turn RIGHT, 078° track to KKE09 - KKE11 - KKE15 - SUNAV, turn RIGHT to ADMAG.

EGKK/LGW
GATWICK

JEPPESEN
13 MAY 16 (20-3C) .Eff.26.May.

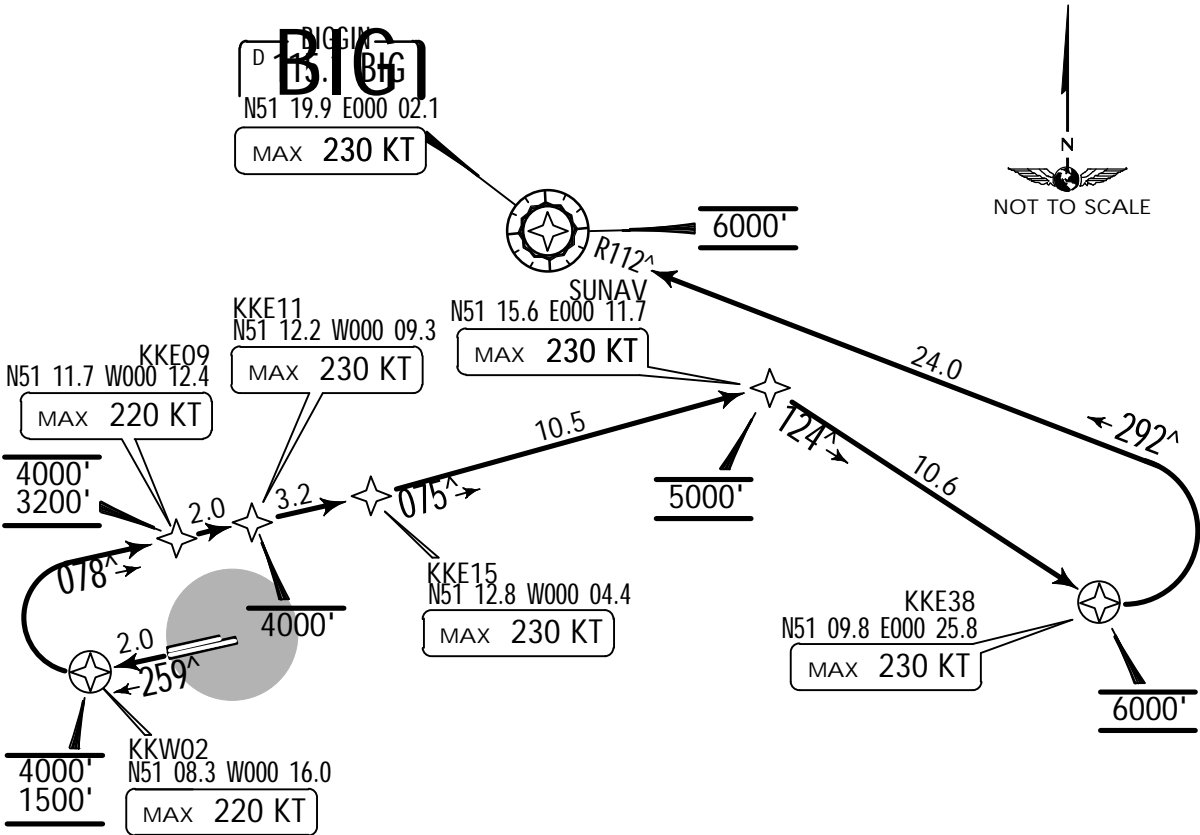
LONDON, UK
.RNAV.SID.

LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 (DME/DME or GNSS) 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 20-4). 5. Cruising levels will be issued after take-off by LONDON Control. 6. EXPECT close-in obstacles. 7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent. 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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BIG 2X
RNAV
TO EGLL & EGWU ONLY
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below 710'.



This SID requires a minimum climb gradient of 6.8% to 810'.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

RWY	ROUTING
26L	Climb straight ahead to KKW02, turn RIGHT, 078° track to KKE09 - KKE11 - KKE15 - SUNAV, turn RIGHT to KKE38, turn LEFT to BIG.

EGKK/LGW
GATWICK

JEPPESEN
20 FEB 15 (20-3D) .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

LONDON
Control
120.525

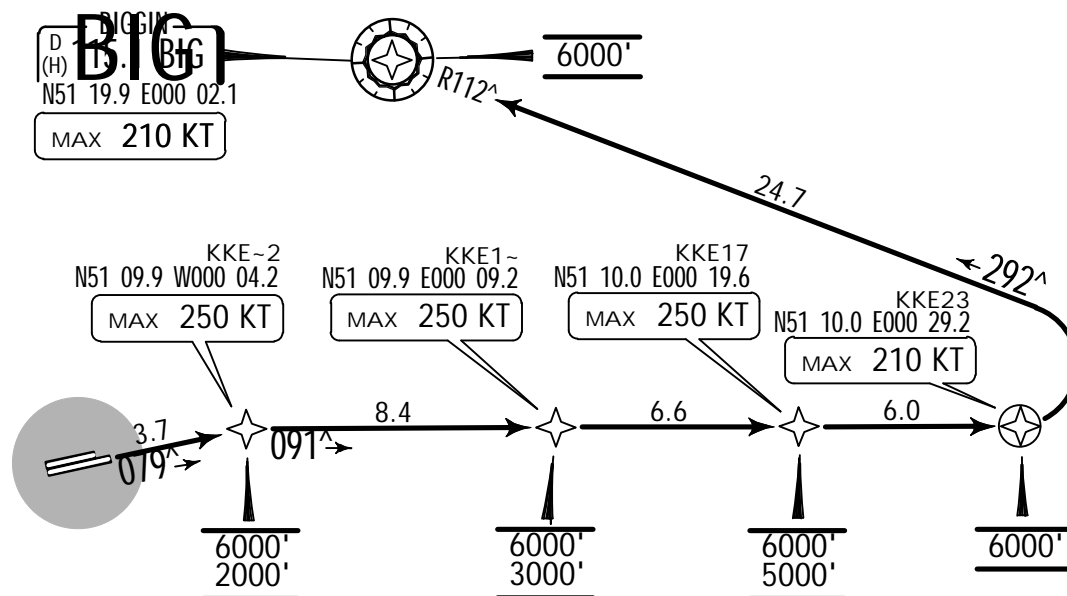
Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. EXPECT close-in obstacles.
 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

BIG 1Z
RWY 08R RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
TO EGLL & EGWU ONLY
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below 710'.



ROUTING

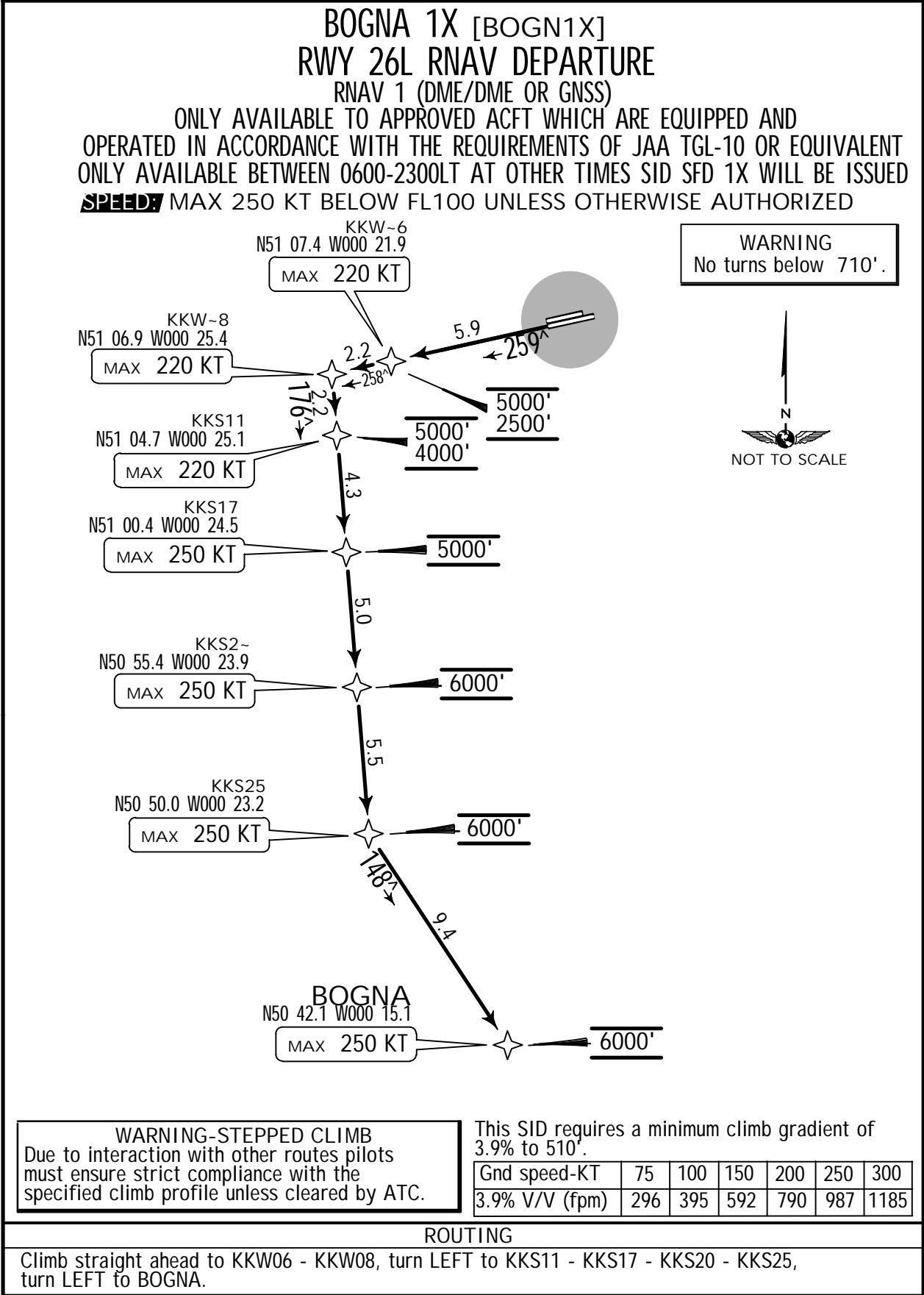
Climb straight ahead to KKE02, turn RIGHT to KKE10 - KKE17 - KKE23, turn LEFT to BIG.

EGKK/LGW
GATWICK

JEPPESSEN
20 FEB 15 20-3E .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

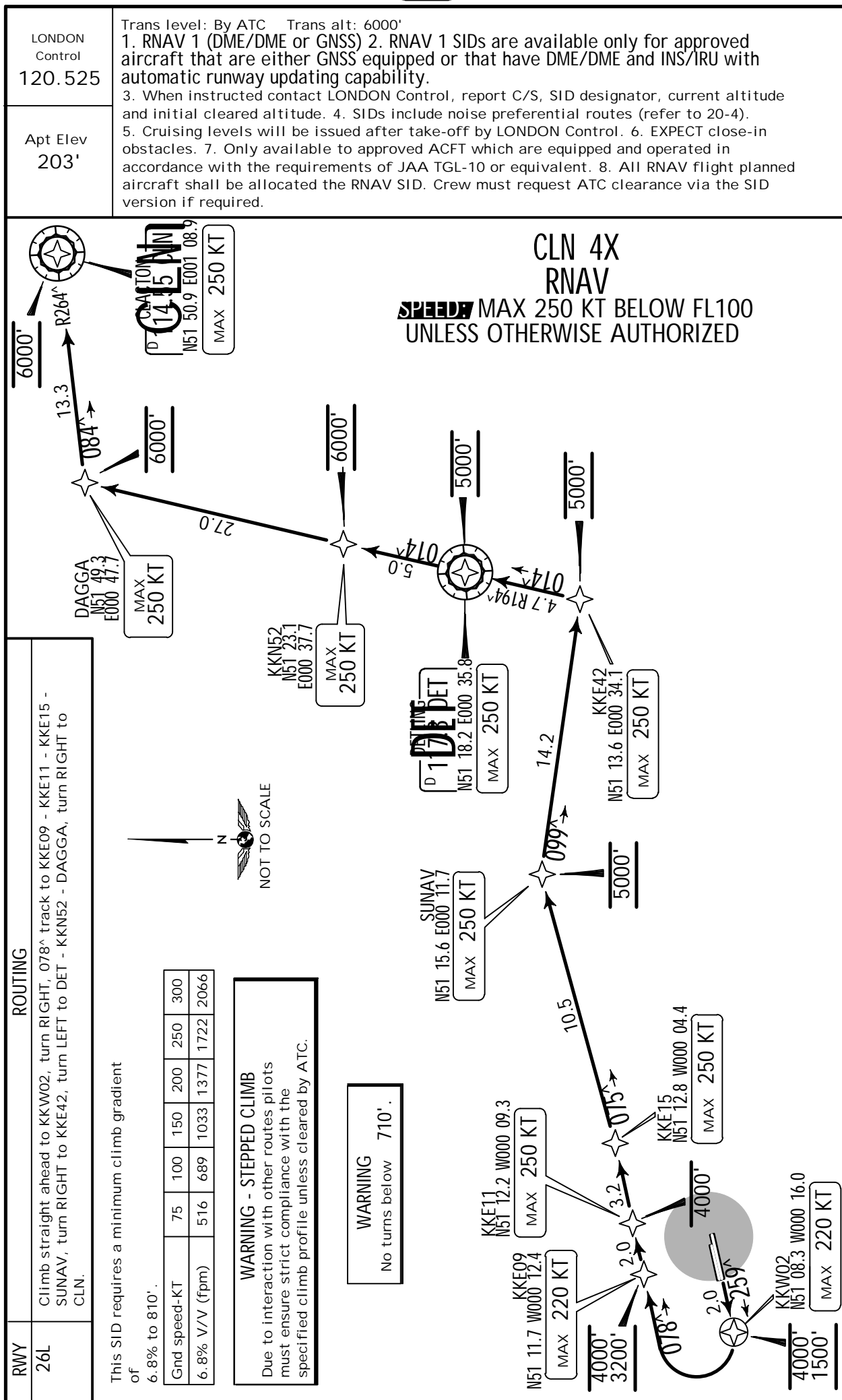
LONDON Control 133.175	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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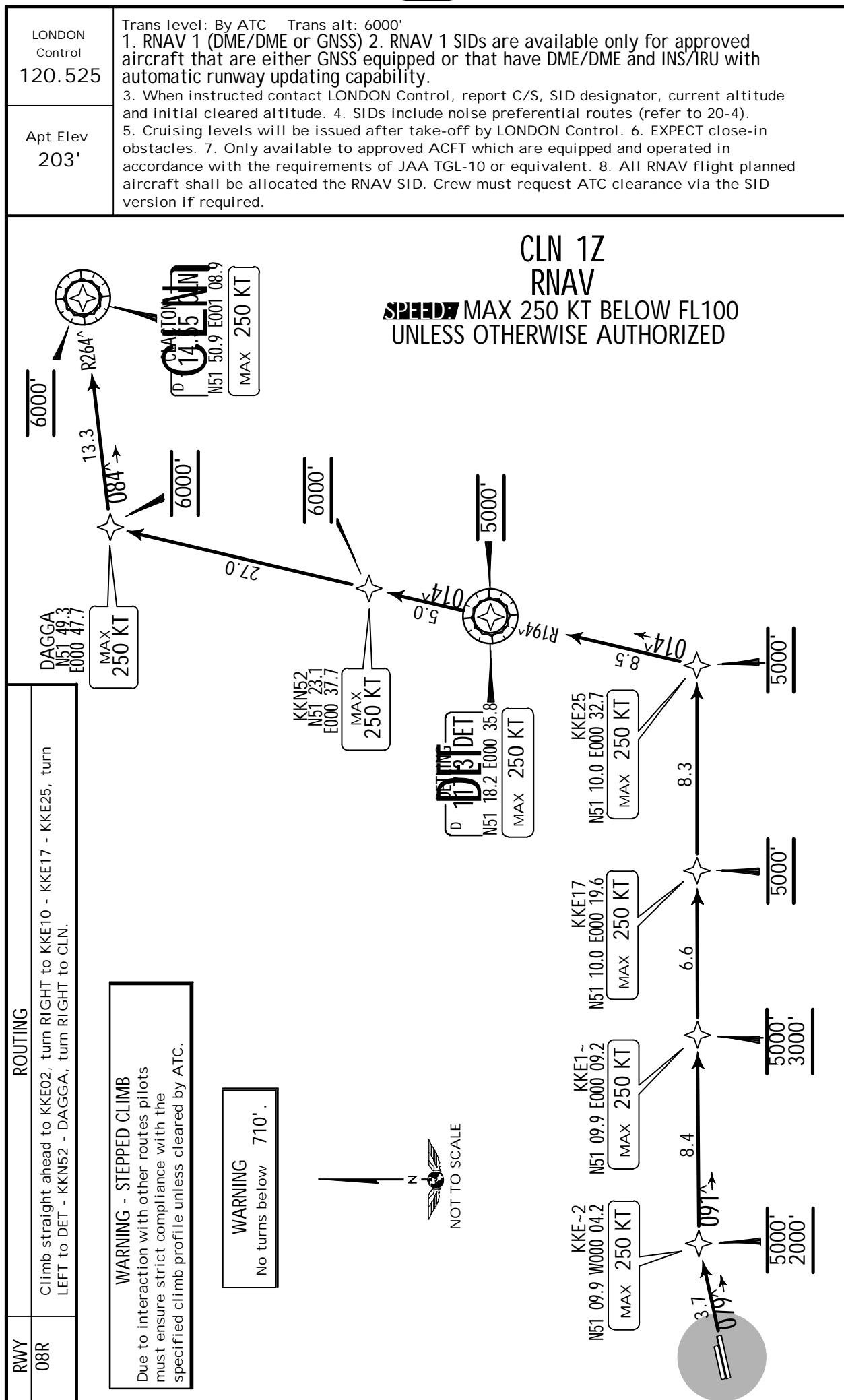
EGKK/LGW
GATWICK

JEPPESEN
13 MAY 16 (20-3F) .Eff.26.May.

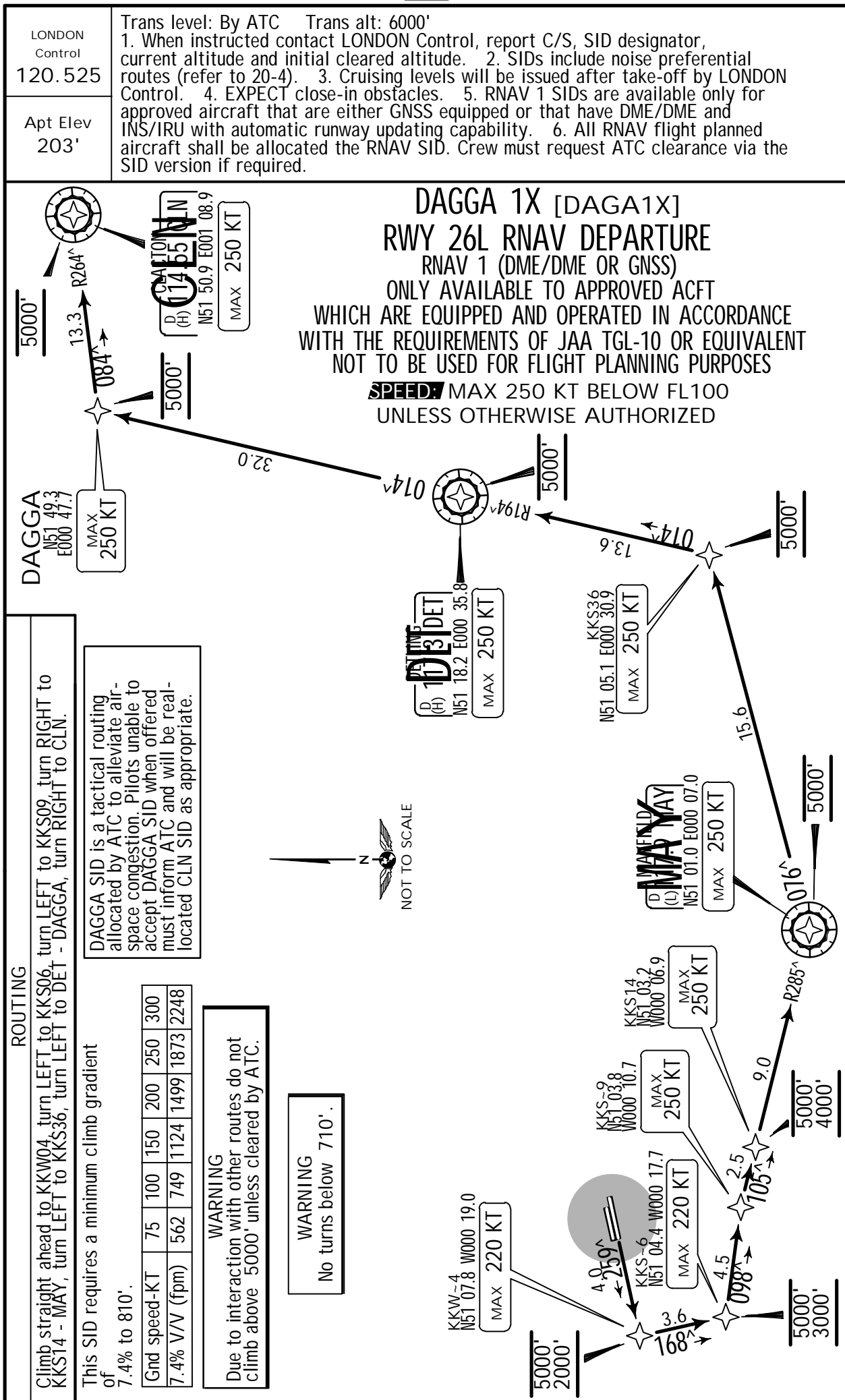
LONDON, UK
.RNAV.SID.



LONDON, UK
.RNAV.SID.



LONDON, UK
.RNAV.SID.



EGKK/LGW
GATWICK

JEPPesen
20 FEB 15 (20-3J) .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

LONDON
Control
133.175

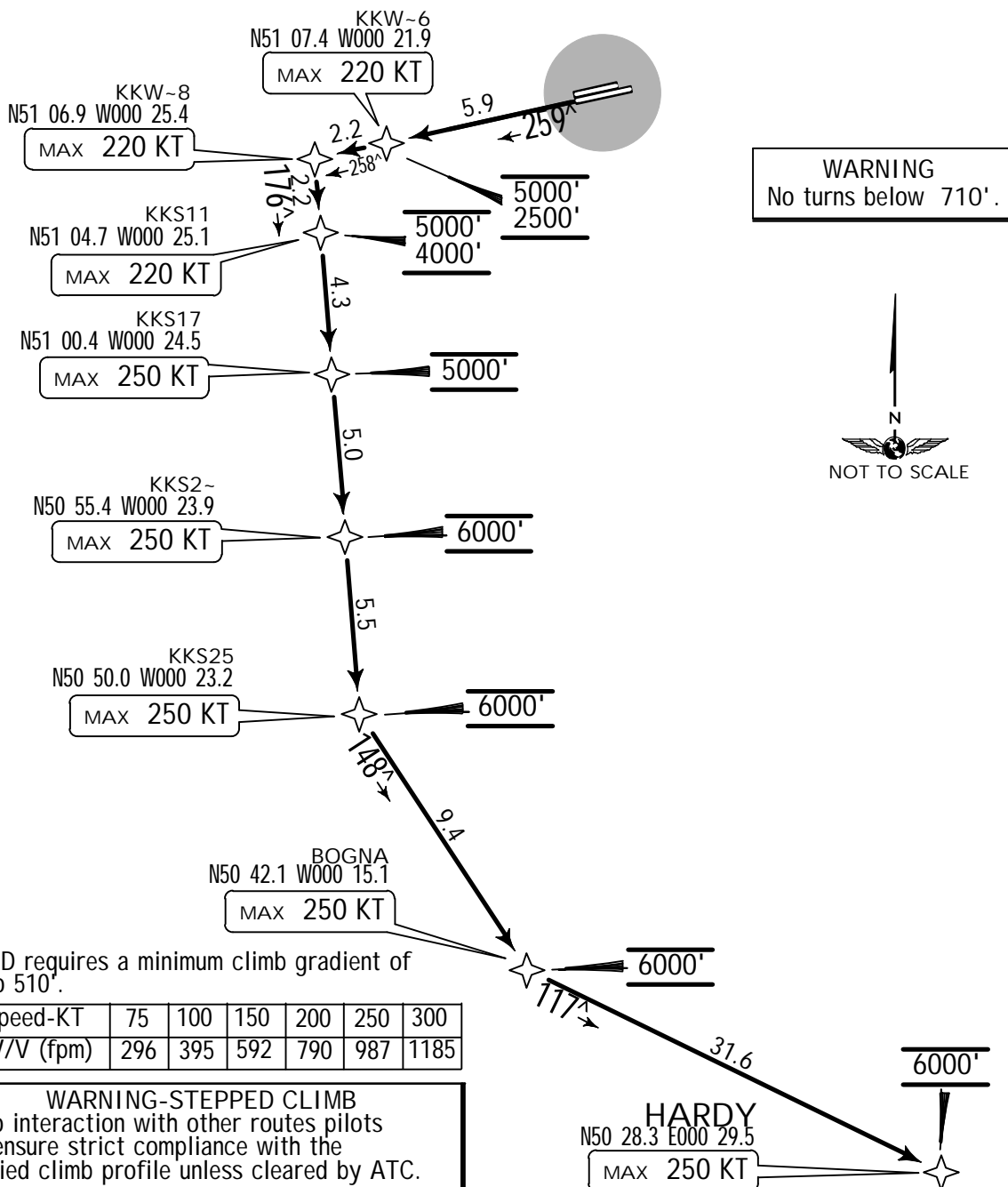
Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. EXPECT close-in obstacles.
 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

HARDY 1X [HARD1X] RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO APPROVED ACFT WHICH ARE EQUIPPED AND
OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
ONLY AVAILABLE BETWEEN 0600-2300LT AT OTHER TIMES SID SFD 1X WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of 3.9% to 510'.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

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

ROUTING

Climb straight ahead to KKW06 - KKW08, turn LEFT to KKS11 - KKS17 - KKS20 - KKS25, turn LEFT to BOGNA, turn LEFT to HARDY.

EGKK/LGW
GATWICK

JEPPESEN
20 FEB 15 (20-3L) .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

LONDON
Control
134.125

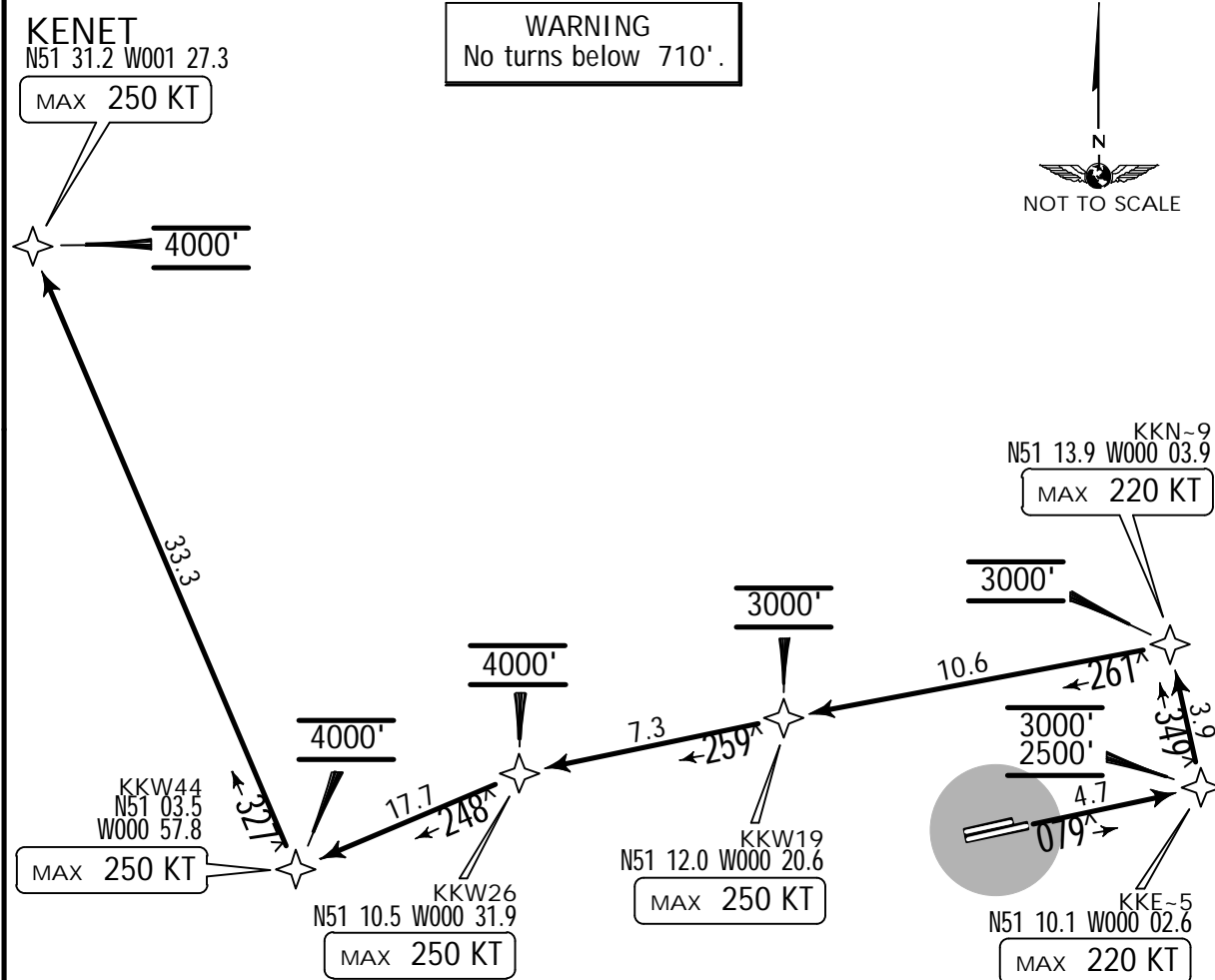
Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. EXPECT close-in obstacles.
 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

KENET 1Z [KENE1Z]
RWY 08R RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below 710'.



ROUTING

Climb straight ahead to KKE05, turn LEFT to KKN09, turn LEFT to KKW19 - KKW26, turn LEFT to KKW44, turn RIGHT to KENET.

EGKK/LGW
GATWICK

JEPPESSEN
13 MAY 16 (20-3M) .Eff.26.May.

LONDON, UK
.RNAV.SID.

LONDON
Control
120.525

Apt Elev
203'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1 (DME/DME or GNSS)
2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
4. SIDs include noise preferential routes (refer to 20-4).
5. Cruising levels will be issued after take-off by LONDON Control.
6. EXPECT close-in obstacles.
7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent.
8. All RNAV flight planned aircraft shall be allocated the RNAV SID.
Crew must request ATC clearance via the SID version if required.

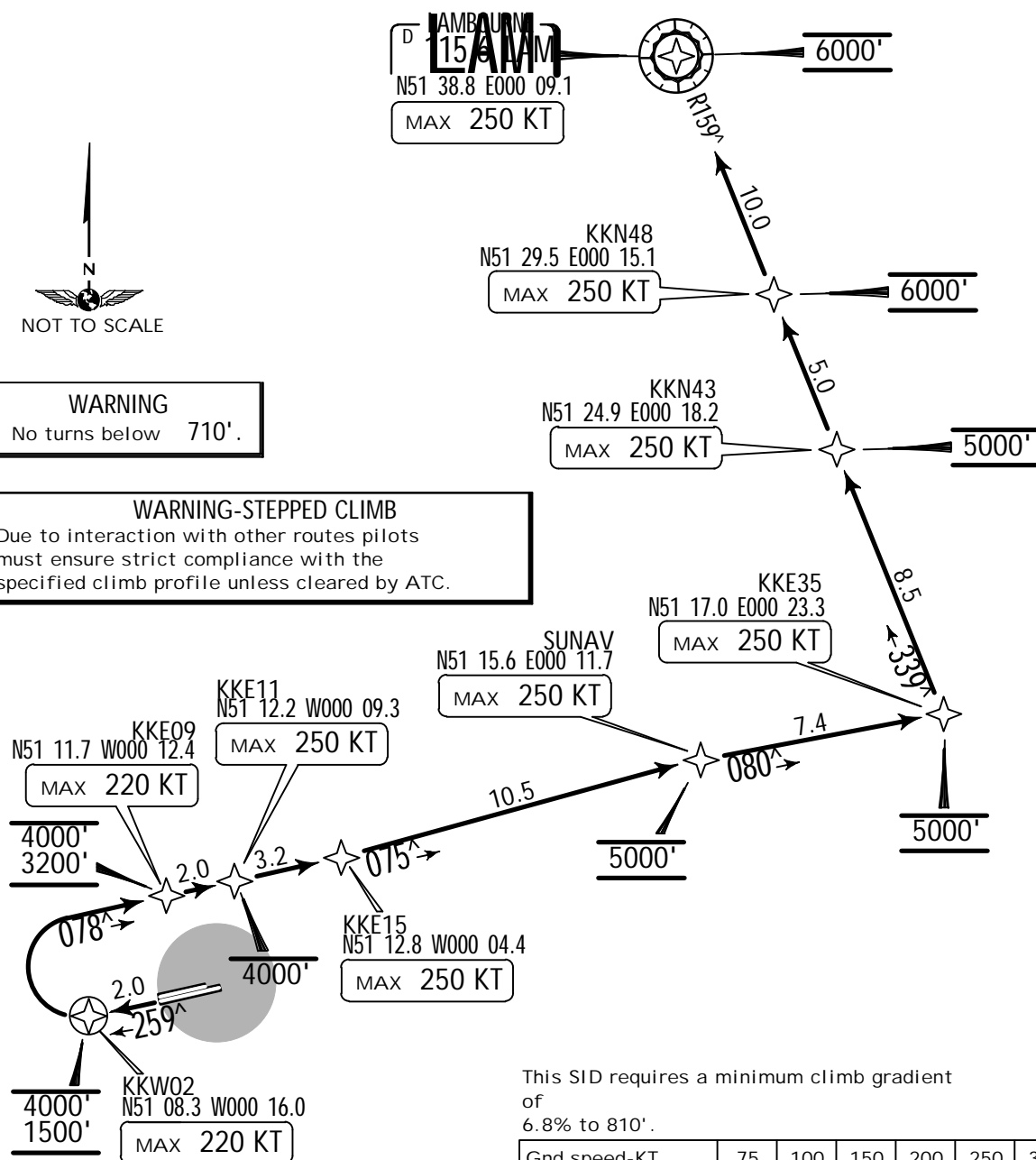
LAM 2X RNAV

SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below 710'.

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



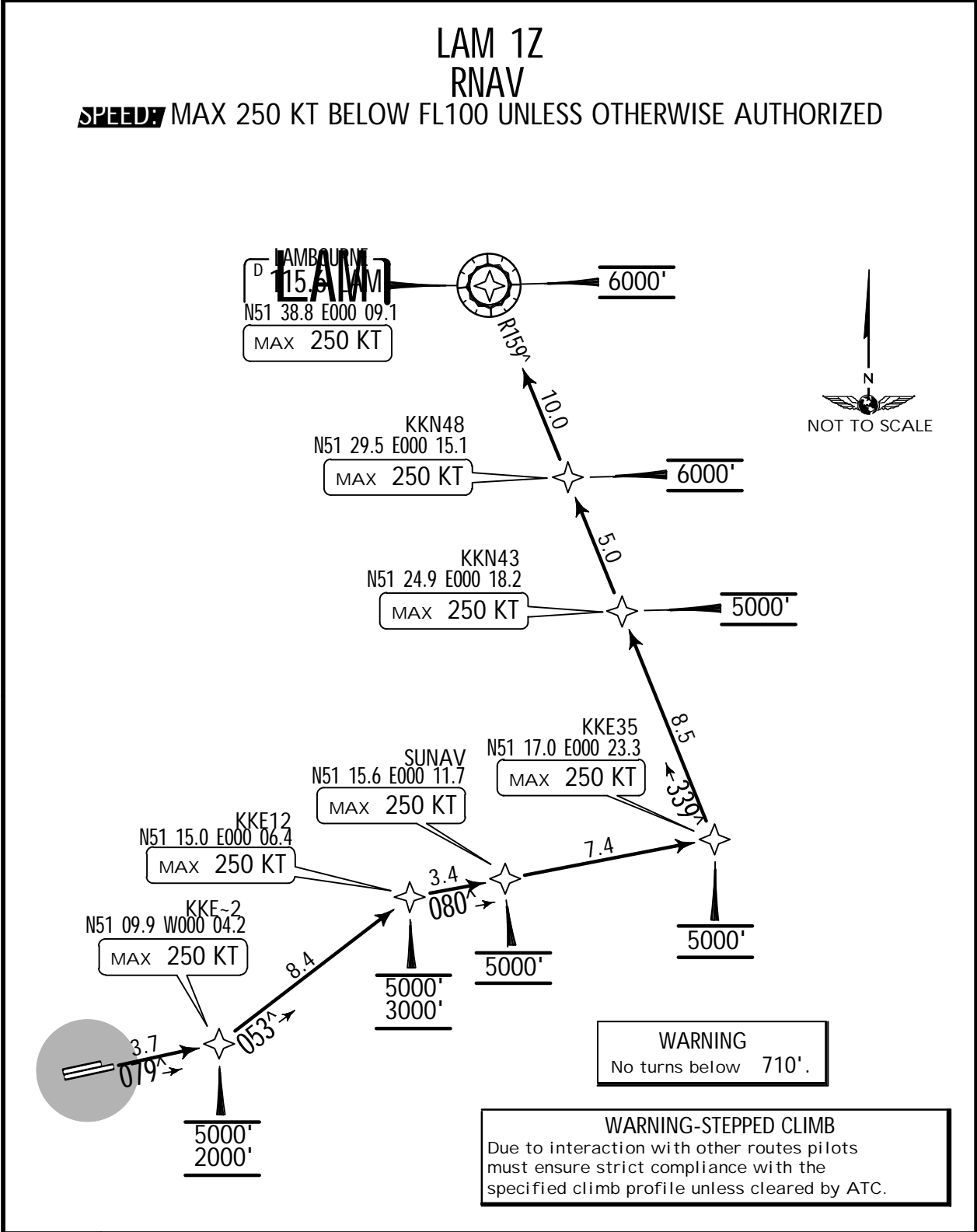
RWY	ROUTING
26L	Climb straight ahead to KKW02, turn RIGHT, 078° track to KKE09 - KKE11 - KKE15 - SUNAV - KKE35, turn LEFT to KKN43 - KKN48 - LAM.

EGKK/LGW
GATWICK

JEPPESEN
13 MAY 16 (20-3N) .Eff.26.May.

LONDON, UK
.RNAV.SID.

LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. RNAV 1 (DME/DME or GNSS) 2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 3. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 4. SIDs include noise preferential routes (refer to 20-4). 5. Cruising levels will be issued after take-off by LONDON Control. 6. EXPECT close-in obstacles. 7. Only available to approved ACFT which are equipped and operated in accordance with the requirements of JAA TGL-10 or equivalent. 8. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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RWY	ROUTING
08R	Climb straight ahead to KKE02, turn LEFT to KKE12, turn RIGHT to SUNAV - KKE35, turn LEFT to KKN43 - KKN48 - LAM.

EGKK/LGW
GATWICK

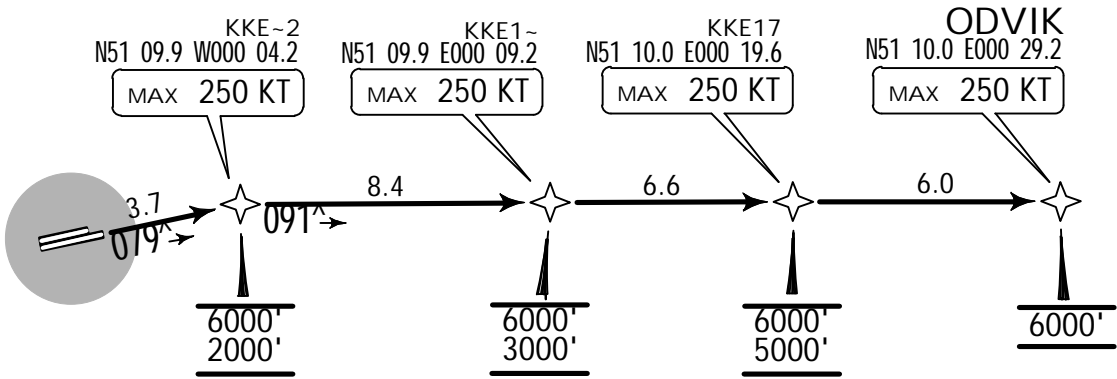
JEPPESSEN
20 FEB 15 (20-3P) .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

LONDON Control 120.525	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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ODVIK 1Z [ODVI1Z]
RWY 08R RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED
AND OPERATED IN ACCORDANCE WITH
THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 710'.



ROUTING
Climb straight ahead to KKE02, turn RIGHT to KKE10 - KKE17 - ODVIK.

EGKK/LGW
GATWICK

JEPPesen
20 FEB 15 (20-3S) .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

LONDON
Control
134.125

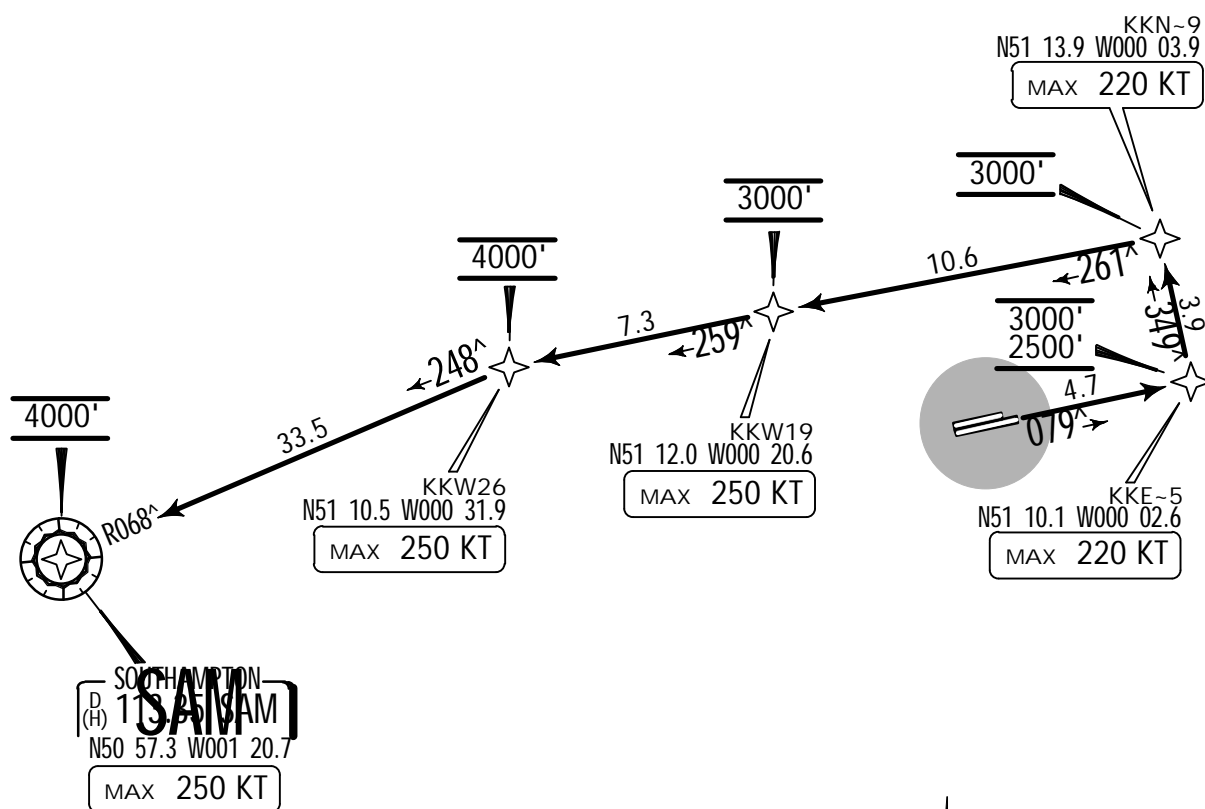
Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. EXPECT close-in obstacles.
 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

SAM 3Z
RWY 08R RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below 710'.



ROUTING

Climb straight ahead to KKE05, turn LEFT to KKN09, turn LEFT to KKW19 - KKW26, turn LEFT to SAM.

EGKK/LGW
GATWICK

JEPPESSEN
20 FEB 15 20-3T .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

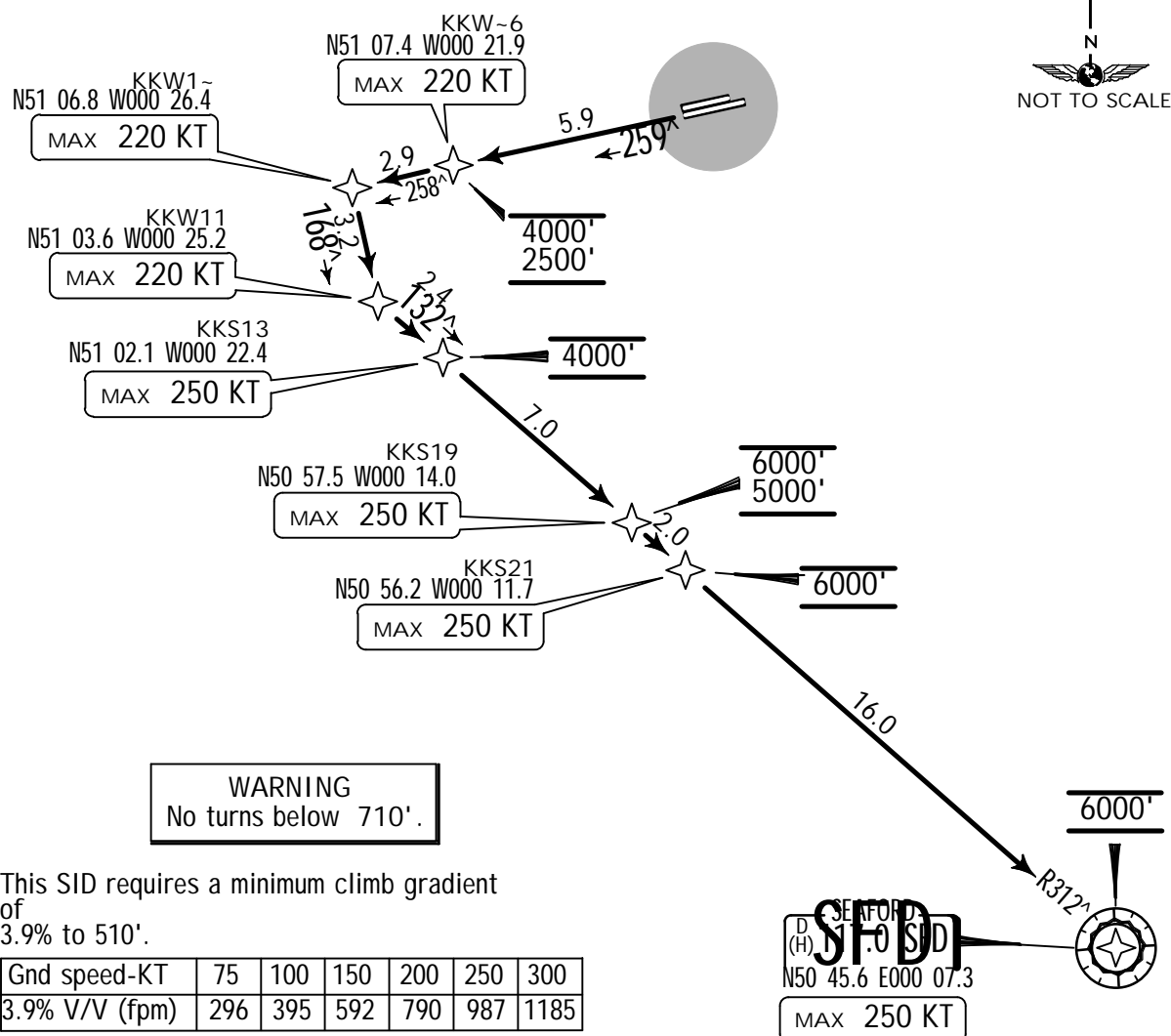
LONDON
Control
134.125

Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. EXPECT close-in obstacles.
 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

SFD 1X
RWY 26L RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NORMALLY AVAILABLE BETWEEN 2300-0600LT
AT OTHER TIMES SIDS BOGNA 1X OR HARDY 1X WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



EGKK/LGW
GATWICK

JEPPesen
20 FEB 15 (20-3T1) .Eff.5.Mar.

LONDON, UK
.RNAV.SID.

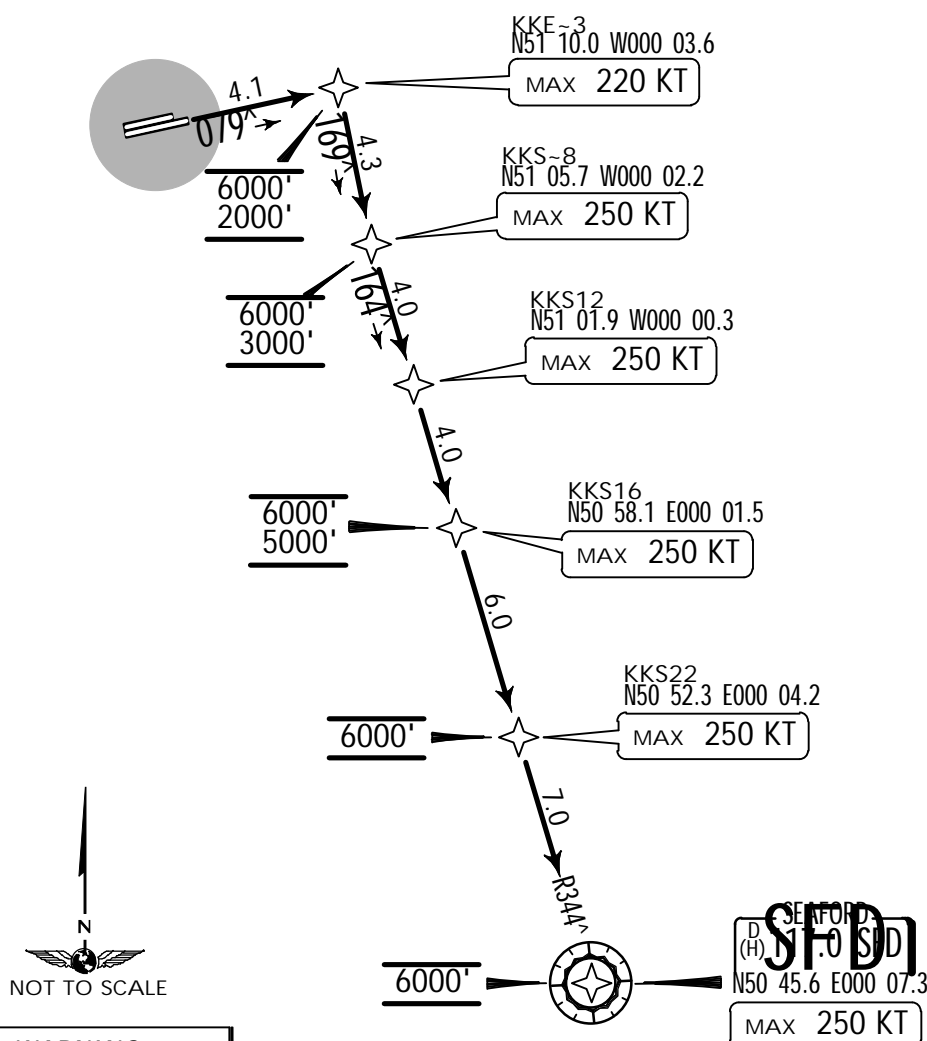
LONDON
Control
118.950

Apt Elev
203'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude.
 2. SIDs include noise preferential routes (refer to 20-4).
 3. Cruising levels will be issued after take-off by LONDON Control.
 4. EXPECT close-in obstacles.
 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.

SFD 4Z
RWY 08R RNAV DEPARTURE
RNAV 1 (DME/DME OR GNSS)
ONLY AVAILABLE TO APPROVED ACFT
WHICH ARE EQUIPPED AND OPERATED IN ACCORDANCE
WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



ROUTING

Climb straight ahead to KKE03, turn RIGHT to KKS08 - KKS12 -KKS16 - KKS22 - SFD.

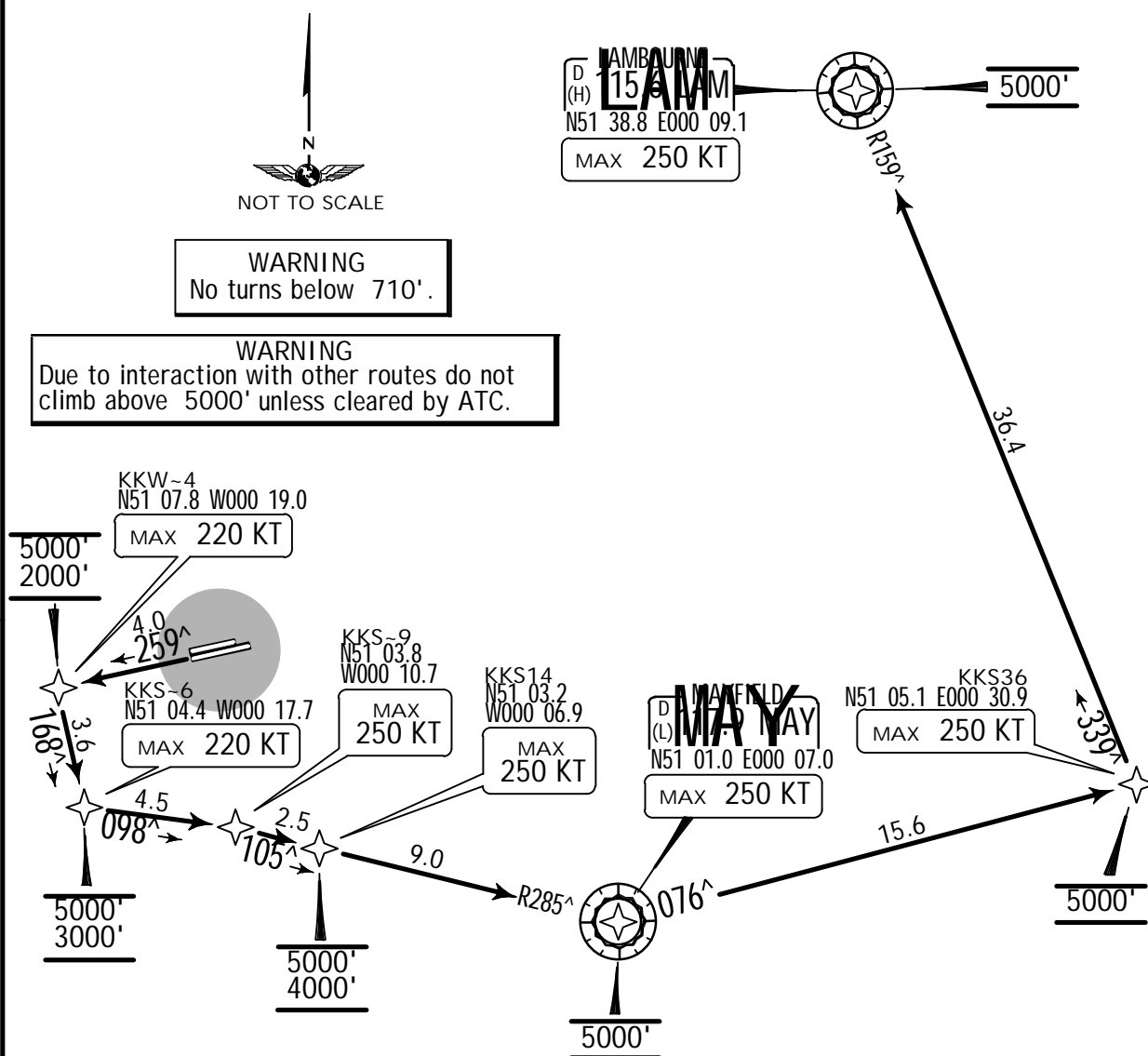
<p>LONDON Control 120.525</p>	<p>Apt Elev 203'</p>	<p>Trans level: By ATC Trans alt: 6000'</p> <ol style="list-style-type: none"> 1. When instructed contact LONDON Control, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 20-4). 3. Cruising levels will be issued after take-off by LONDON Control. 4. EXPECT close-in obstacles. 5. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability. 6. All RNAV flight planned aircraft shall be allocated the RNAV SID. Crew must request ATC clearance via the SID version if required.
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TIGER 1X [TIG1X]
RWY 26L RNAV DEPARTURE

RNAV 1 (DME/DME OR GNSS)

ONLY AVAILABLE TO APPROVED ACFT WHICH ARE EQUIPPED
AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF JAA TGL-10 OR EQUIVALENT
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



This SID requires a minimum climb gradient of 7.4% to 810'.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

TIGER SID is a tactical routing allocated by ATC to alleviate air-space congestion. Pilots unable to accept **TIGER SID** when offered must inform ATC and will be reallocated **LAM SID** as appropriate.

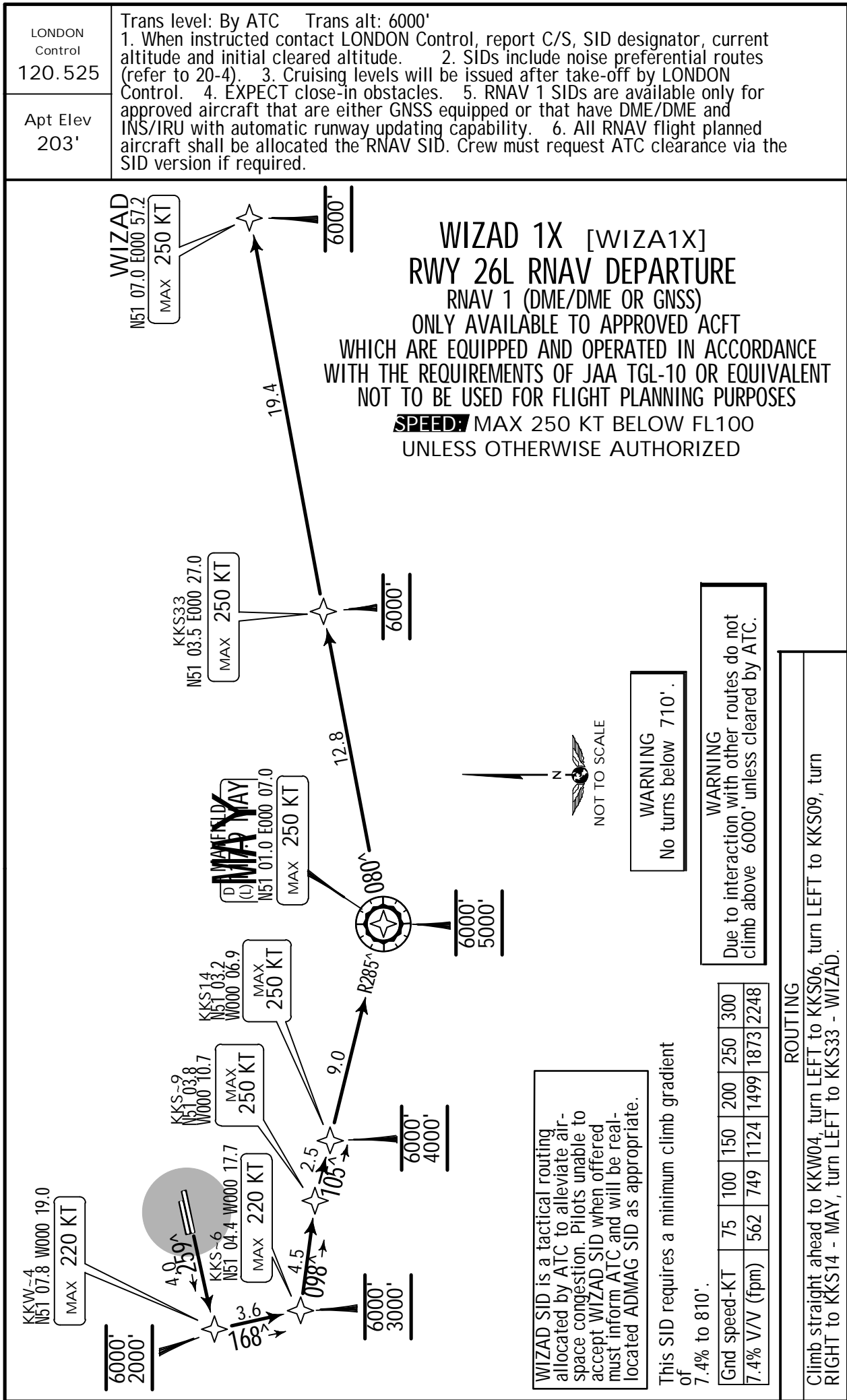
ROUTING

Climb straight ahead to KKW04, turn LEFT to KKS06, turn LEFT to KKS09, turn RIGHT to KKS14 - MAY, turn LEFT to KKS36, turn LEFT to LAM.

EGKK/LGW
GATWICK

JEPPesen
20 FEB 15 20-3U .Eff.5.Mar.

LONDON, UK
.RNAV.SID.



EGKK/LGW
GATWICK

JEPPesen
28 MAR 14 (20-3V1)

LONDON, UK
.SID.

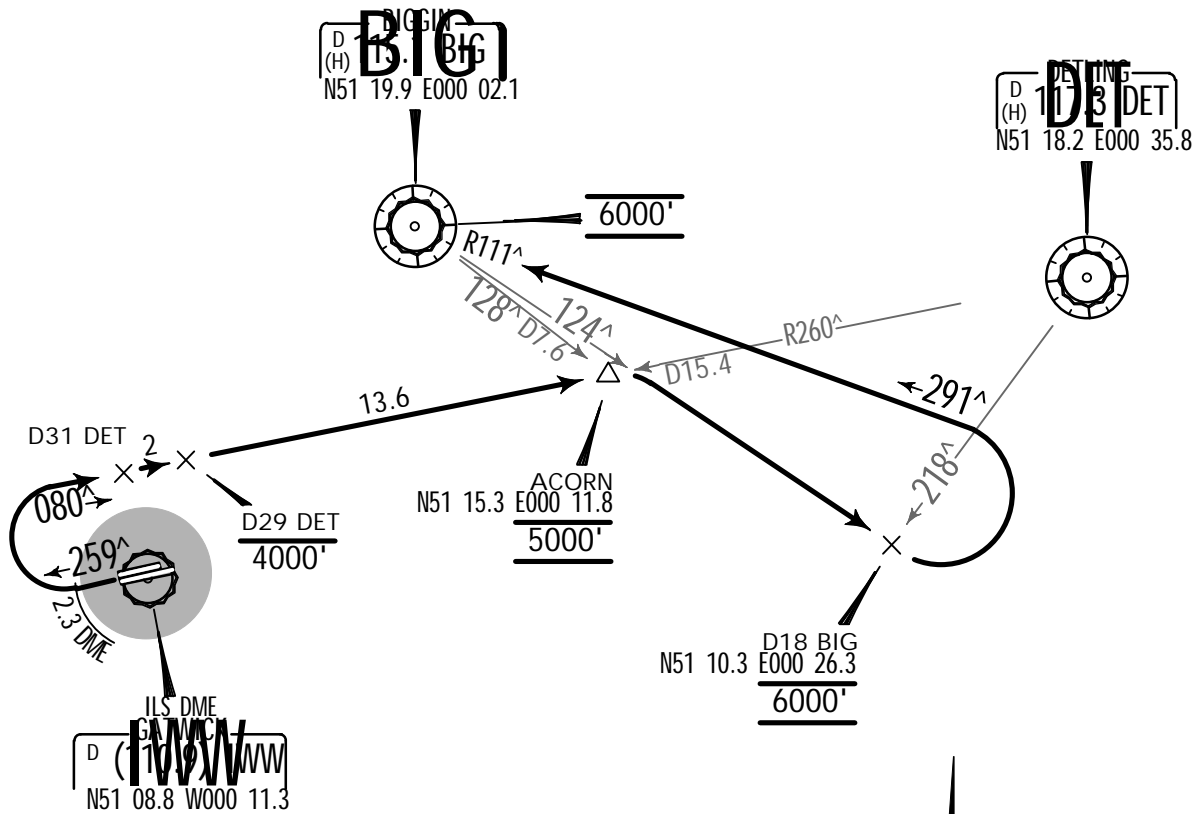
*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 120.52		

BIG 7M, BIG 7V
RWYS 26L/R DEPARTURES
TO EGLL & EGWU ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below 710'.



Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of
4% to 3000' due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
59 NM to BIG.

SID	RWY	ROUTING/ALTITUDE
BIG 7M	26L	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-260 inbound by D31 DET, cross D29 DET at or below 4000', to ACORN (D15.4 DET), cross at 5000', turn RIGHT, intercept BIG R-124 to D18 BIG (DET R-218), cross at 6000', turn LEFT, intercept BIG R-111 inbound to BIG.
BIG 7V	26R	

EGKK/LGW
GATWICK

JEPPESEN
28 MAR 14 (20-3V2)

LONDON, UK
.SID.

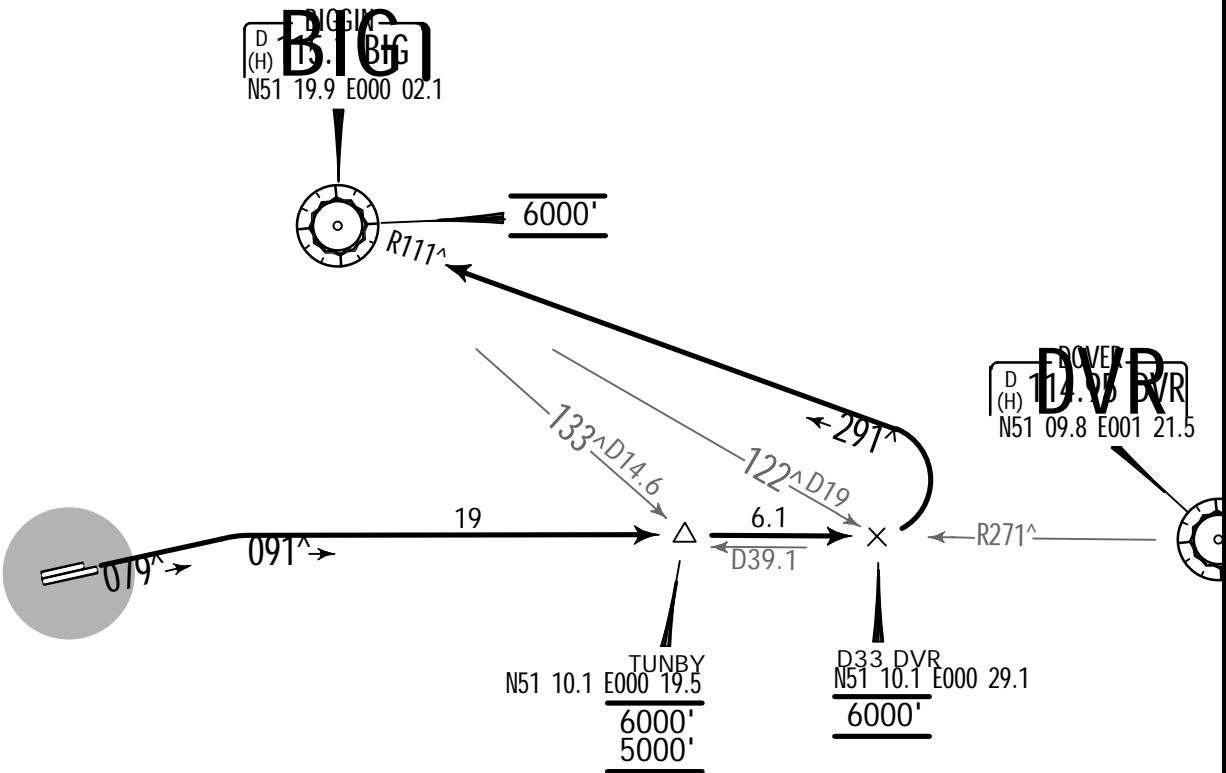
*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 120.52		

BIG 3P, BIG 3W
RWYS 08R/L DEPARTURES
TO EGLL & EGWU ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

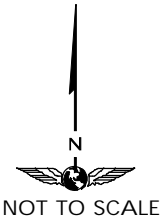
WARNING - STEPPED CLIMB
Due to interaction with other routes pilots
must ensure strict compliance with the
specified climb profile unless cleared by ATC.

WARNING
No turns below 710'.



Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of 4% to 3000' due to
Noise Abatement.
Additionally for runway 08L maintain a minimum
climb gradient of
5.5% to 410'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215



AVERAGE TRACK MILEAGE
49 NM to BIG.

SID	RWY	ROUTING/ALTITUDE
BIG 3P	08R	Straight ahead, maintain 079° track, intercept DVR R-271 inbound, cross TUNBY (D39.1 DVR) at or above 5000' (MAX 6000'), to D33 DVR (D19 BIG), cross at 6000', turn LEFT, intercept BIG R-111 inbound to BIG.
BIG 3W	08L	

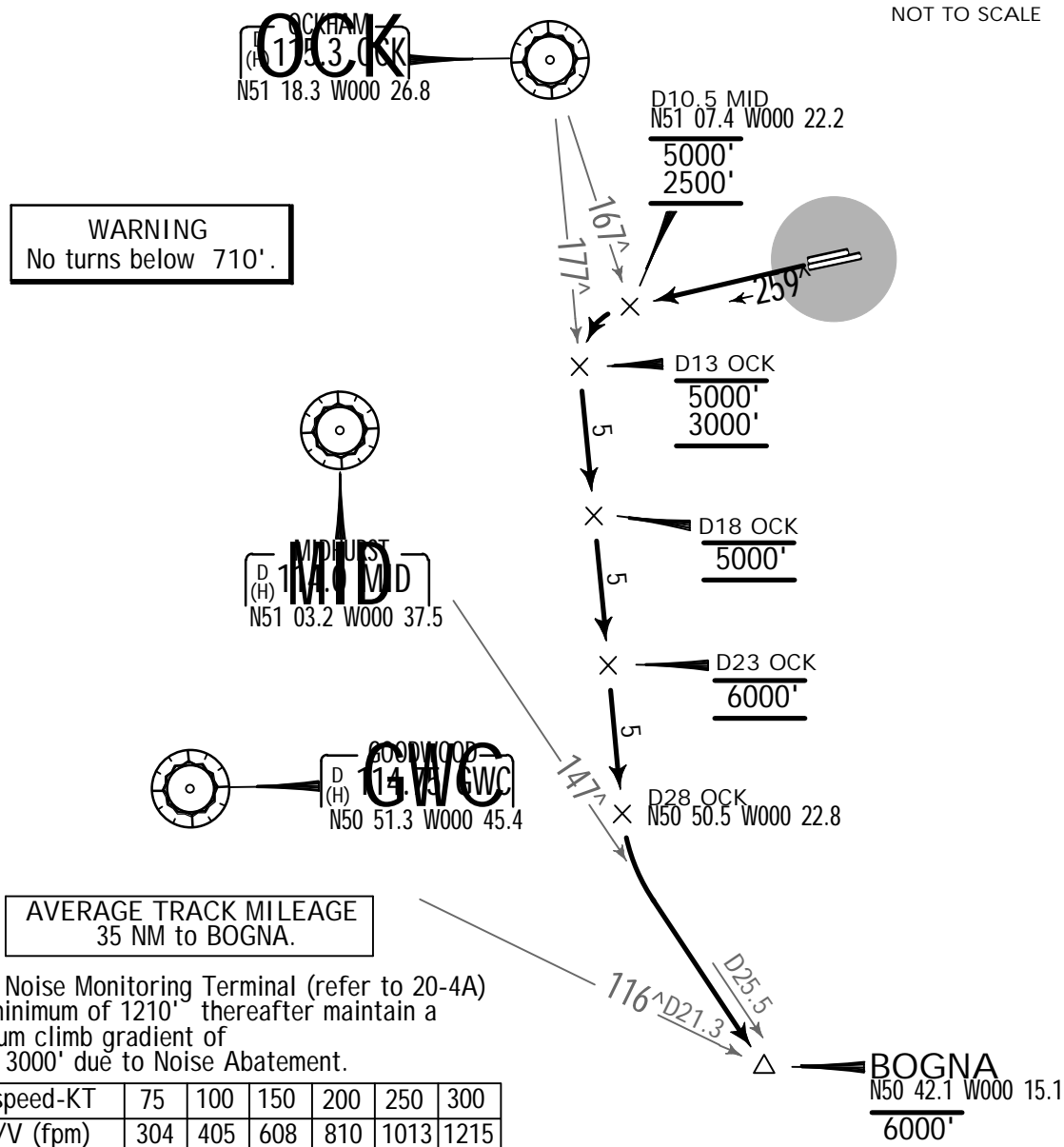
LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 133.17		

BOGNA 1M [BOGN1M]
BOGNA 1V [BOGN1V]
RWYS 26L/R DEPARTURES
ONLY AVAILABLE BETWEEN 0600-2300LT
AT OTHER TIMES SIDS SFD 4M & 4V WILL BE ISSUED

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
BOGNA 1M	26L	Straight ahead, maintain 259^ track to D10.5 MID, cross above 2500' (MAX 5000'), turn LEFT, intercept OCK R-177, cross D13 OCK above 3000' (MAX 5000'), D18 OCK at 5000', D23 OCK at 6000', to D28 OCK, turn LEFT, intercept MID R-147 to BOGNA.
BOGNA 1V	26R	

LONDON, UK
.SID.

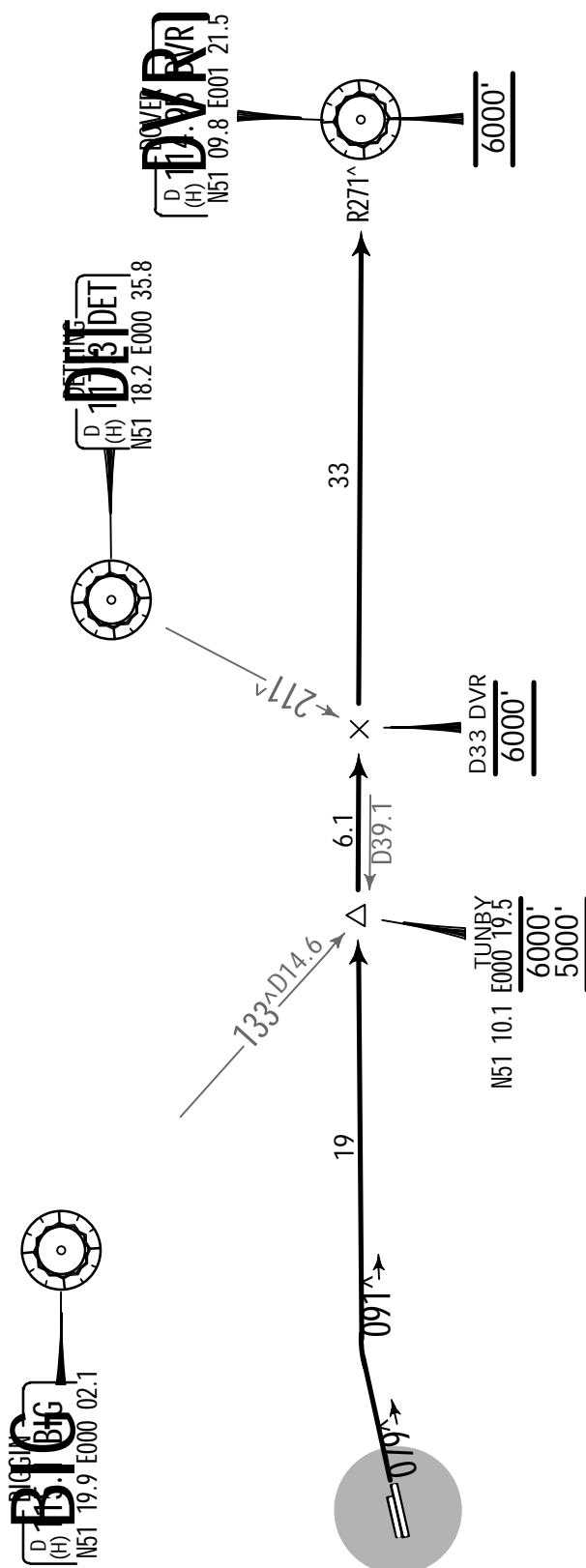
*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 120.52		

SID	RWY	ROUTING/ALTITUDE
CLN 5P	08R	Straight ahead, maintain 079 ⁺ track, intercept DVR R-271 inbound, cross TUNBY (D39.1 DVR) at 5000', to D31 DVR, turn LEFT to DET, cross at 5000', turn RIGHT, DET R-014, cross D5 DET at 6000', to DAGGA, turn RIGHT, intercept CLN R-265 inbound to CLN.
CLN 5W	08L	

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000'
LONDON Control 120.52		<ol style="list-style-type: none"> 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.

DVR 2P, DVR 2W
RWYS 08R/L DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below

Cross Noise Monitoring Terminal (refer to 20-4A) at a minimum of 1210' thereafter maintain a minimum climb gradient of 4% to 3000' due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
DVR 2P	08R	Straight ahead, maintain 079° track, intercept DVR R-271 inbound, cross TUNBY (D39.1 DVR) at or above 5000' (MAX 6000'), D33 DVR at 6000', to DVR.
DVR 2W	08L	

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

NOT TO SCALE

EGKK/LGW
GATWICK

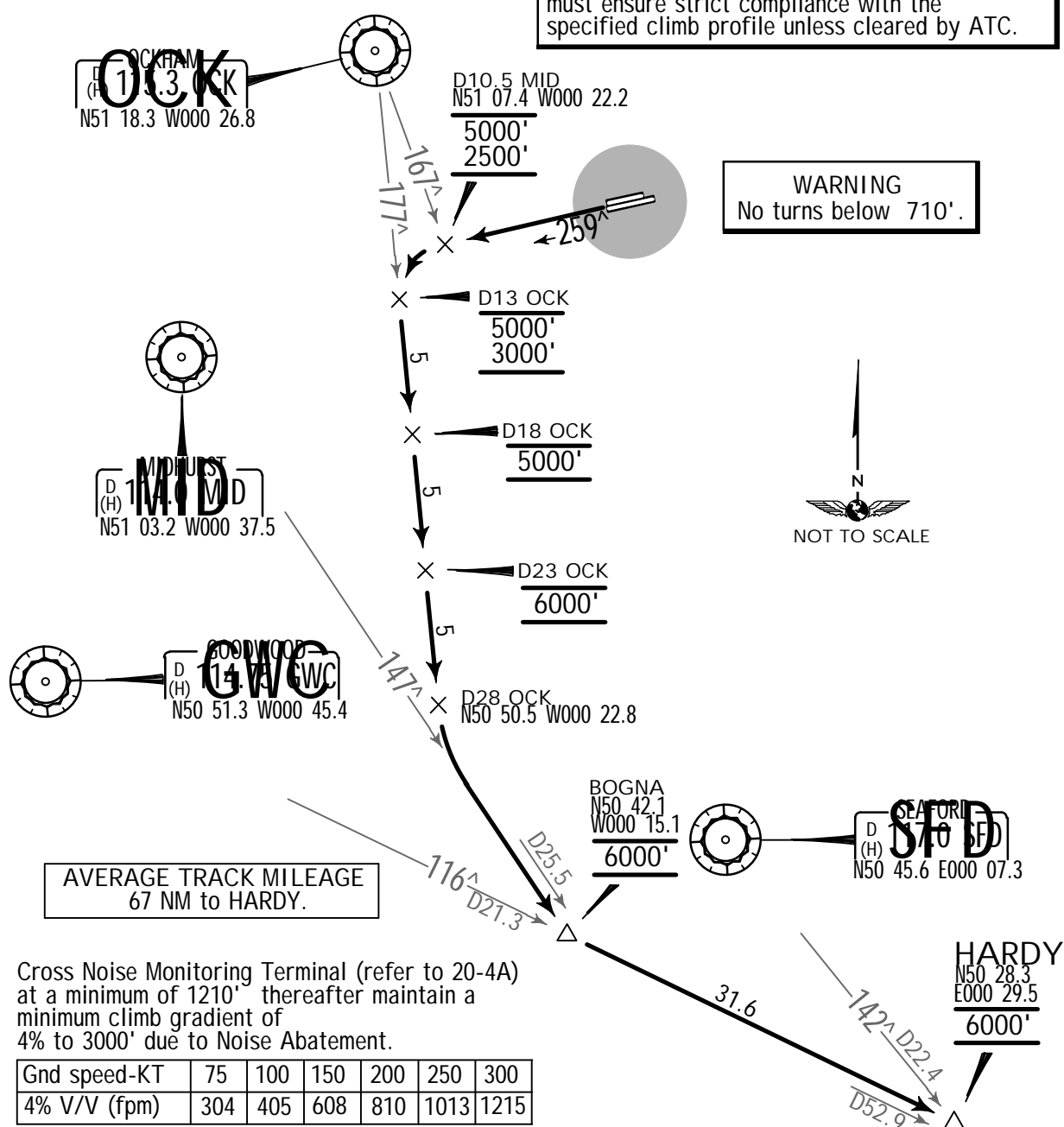
JEPPesen
28 MAR 14 (20-3V8)

LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 133.17		

HARDY 5M [HARD5M], HARDY 5V [HARD5V]
RWYS 26L/R DEPARTURES
ONLY AVAILABLE BETWEEN 0600-2300LT
AT OTHER TIMES SIDS SFD 5M & 5V WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



SID	RWY	ROUTING/ALTITUDE
HARDY 5M	26L	Straight ahead, maintain 259° track to D10.5 MID, cross above 2500' (MAX 5000'), turn LEFT, intercept OCK R-177, cross D13 OCK above 3000' (MAX 5000'), D18 OCK at 5000', D23 OCK at 6000', to D28 OCK, turn LEFT, intercept MID R-147 to BOGNA, intercept GWC R-116 to HARDY.
HARDY 5V	26R	

EGKK/LGW
GATWICK

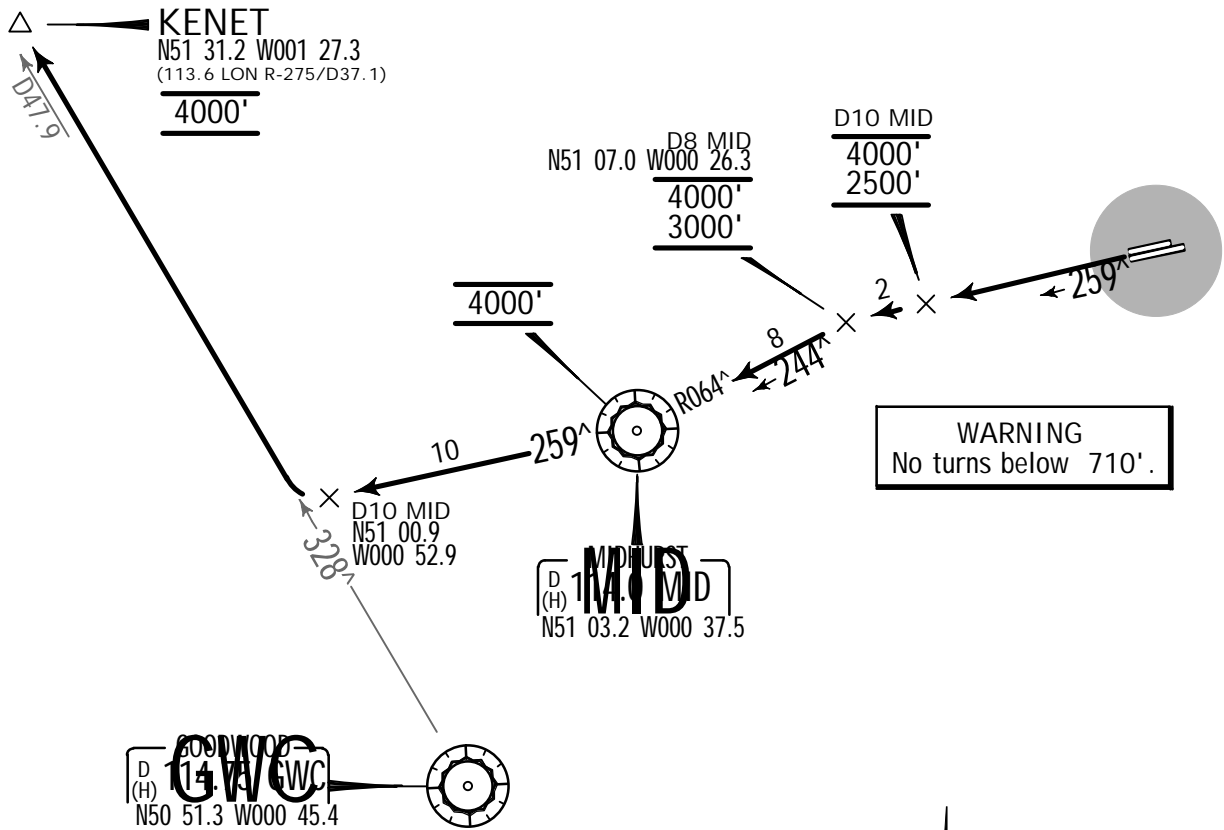
JEPPesen
28 MAR 14 20-3W

LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 134.12		

KENET 2M [KENE2M]
KENET 2V [KENE2V]
RWYS 26L/R DEPARTURES
RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of
4% to 3000' due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
65 NM to KENET.

SID	RWY	ROUTING/ALTITUDE
KENET 2M	26L	Straight ahead, maintain 259° track, cross D10 MID above 2500' (MAX 4000'), intercept MID R-064 inbound at D8 MID, cross above 3000' (MAX 4000'), to MID, cross at 4000', MID R-259 to D10 MID, turn RIGHT, intercept GWC R-328 to KENET.
KENET 2V	26R	

EGKK/LGW
GATWICK

JEPPESEN
28 MAR 14 (20-3X)

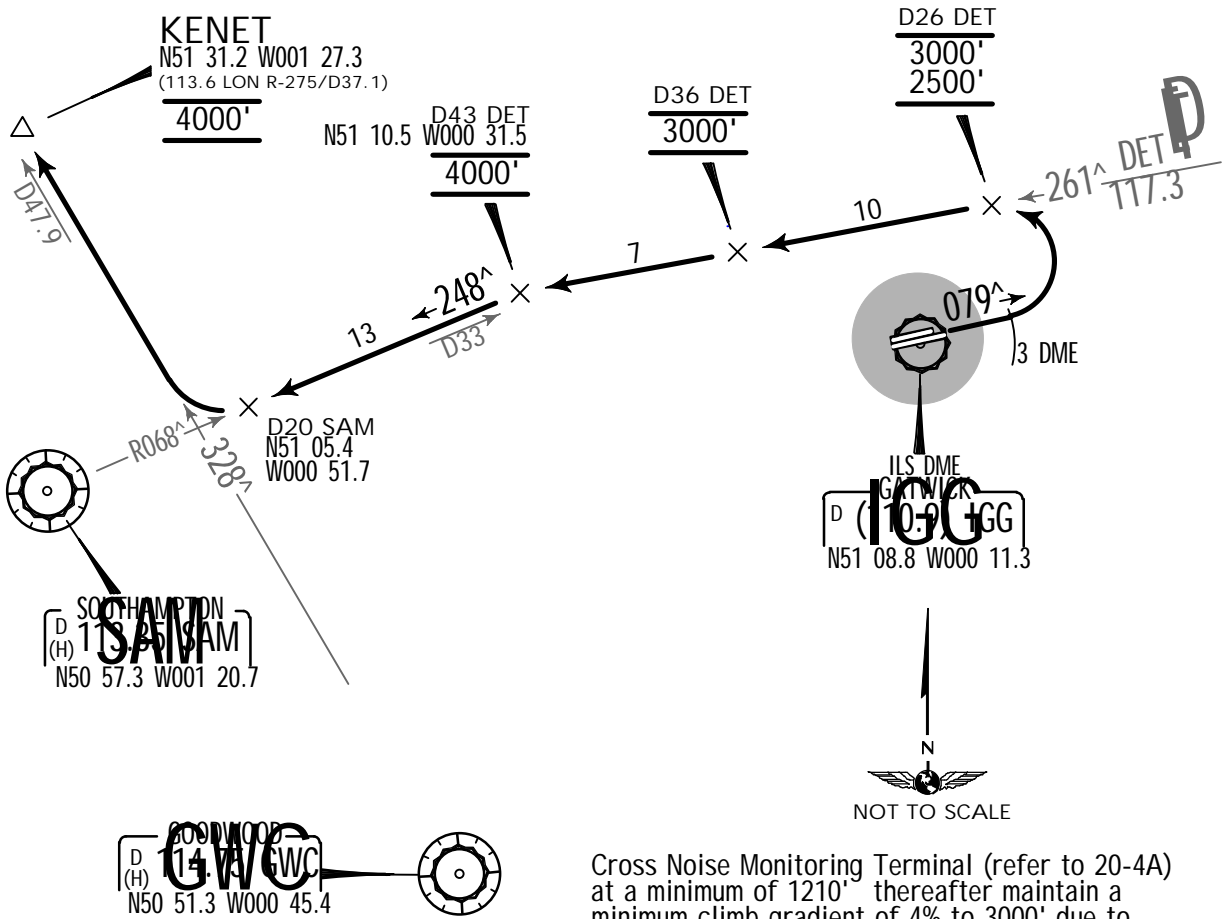
LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 134.12		

KENET 3P [KENE3P]
KENET 3W [KENE3W]
RWYS 08R/L DEPARTURES
RESTRICTED TO TRAFFIC WITH DESTINATIONS IN UK OR EIRE
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 710'.

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



Cross Noise Monitoring Terminal (refer to 20-4A) at a minimum of 1210' thereafter maintain a minimum climb gradient of 4% to 3000' due to Noise Abatement. Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410'.

AVERAGE TRACK MILEAGE
71 NM to KENET.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
KENET 3P	08R	Straight ahead to IGG 3 DME, turn LEFT, intercept DET R-261, cross D26 DET at or above 2500' (MAX 3000'), D36 DET at 3000', D43 DET (D33 SAM) at 4000', intercept SAM R-068 inbound to D20 SAM, turn RIGHT, intercept GWC R-328 to KENET.
KENET 3W	08L	

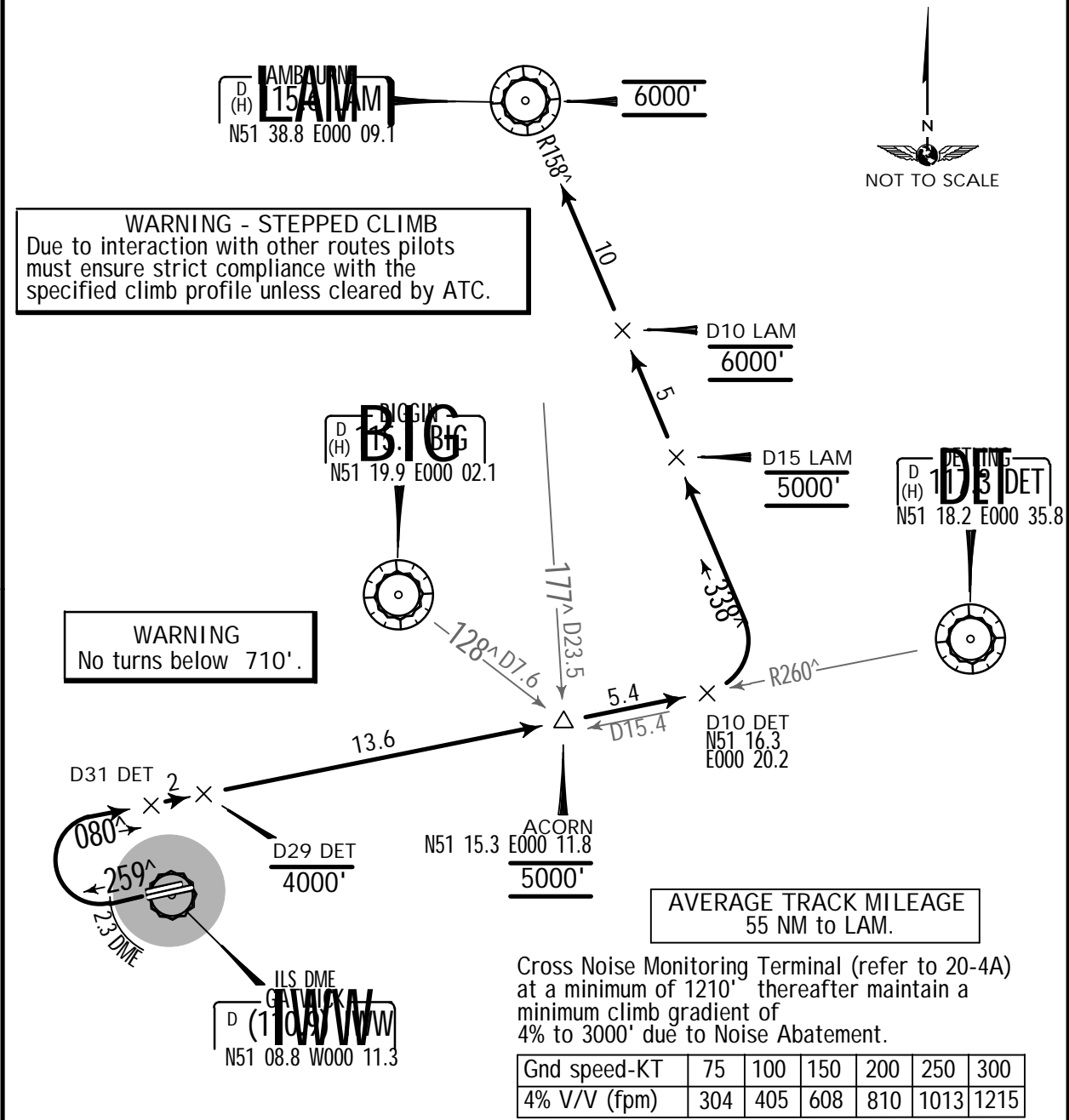
EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 (20-3X1)

LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 120.52		

LAM 4M, LAM 4V
RWYS 26L/R DEPARTURES
IN ORDER TO ALLEVIATE AIRSPACE CONGESTIONS PILOTS MAY BE
OFFERED SIDS TIGER 3M/3V AT A LATE STAGE OF TAXIING
PILOTS UNABLE TO ACCEPT MUST INFORM ATC
AND WILL BE ALLOCATED LAM 4M/4V
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
LAM 4M	26L	Straight ahead to IWW 2.3 DME, turn RIGHT, intercept DET R-260 inbound by D31 DET, cross D29 DET at or below 4000', ACORN (D15.4 DET) at 5000', at D10 DET turn LEFT, intercept LAM R-158 inbound, cross D15 LAM at 5000', D10 LAM at 6000', to LAM, cross at 6000'.
LAM 4V	26R	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 20-3X2

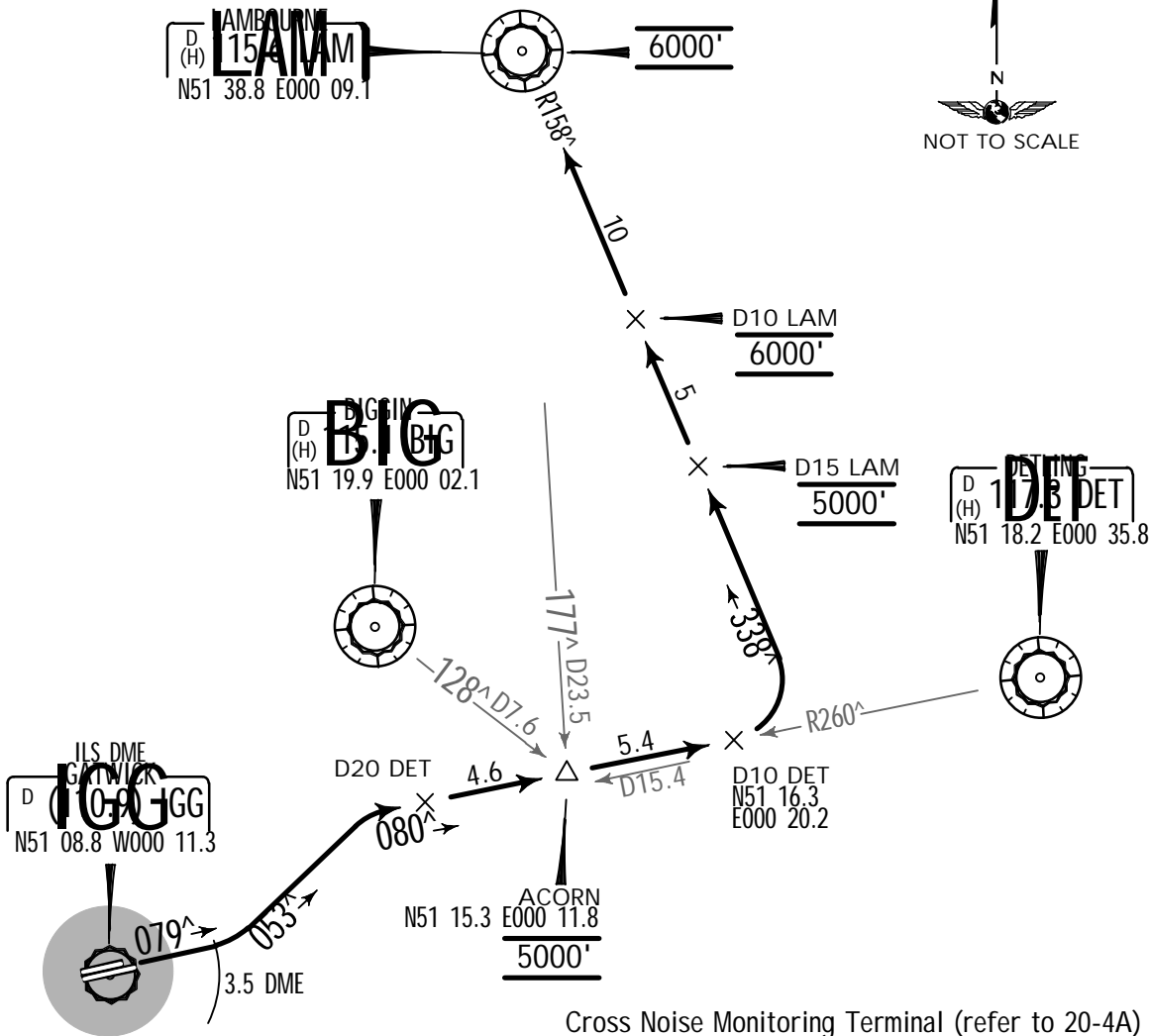
LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 120.52		

LAM 5P, LAM 5W
RWYS 08R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



WARNING
No turns below 710'.

AVERAGE TRACK MILEAGE
47 NM to LAM.

Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of 4% to 3000' due to
Noise Abatement.
Additionally for runway 08L maintain a minimum
climb gradient of 5.5% to 410'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	ROUTING/ALTITUDE
LAM 5P	08R	Straight ahead to IGG 3.5 DME, turn LEFT, 053° track, intercept DET R-260 inbound by D20 DET, cross ACORN (D15.4 DET) at 5000', at D10 DET turn LEFT, intercept LAM R-158 inbound, cross D15 LAM at 5000', D10 LAM at 6000', to LAM, cross at 6000'.
LAM 5W	08L	

EGKK/LGW
GATWICK

28 MAR 14 20-3X3

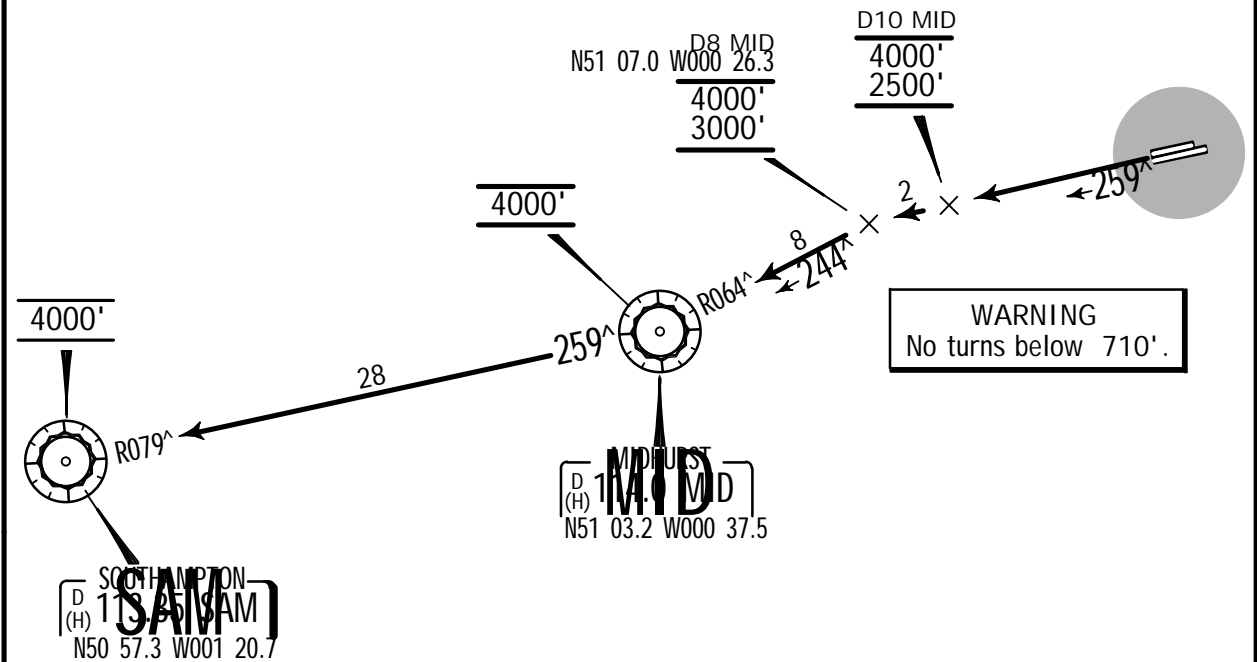
LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 134.12		

SAM 2M, SAM 2V
RWYS 26L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of
4% to 3000' due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
44 NM to SAM.

SID	RWY	ROUTING/ALTITUDE
SAM 2M	26L	Straight ahead, maintain 259° track, cross D10 MID above 2500' (MAX 4000'), intercept MID R-064 inbound at D8 MID, cross above 3000' (MAX 4000'), to MID, cross at 4000', MID R-259 to SAM.
SAM 2V	26R	

EGKK/LGW
GATWICK

JEPPESEN
28 MAR 14 (20-3X4)

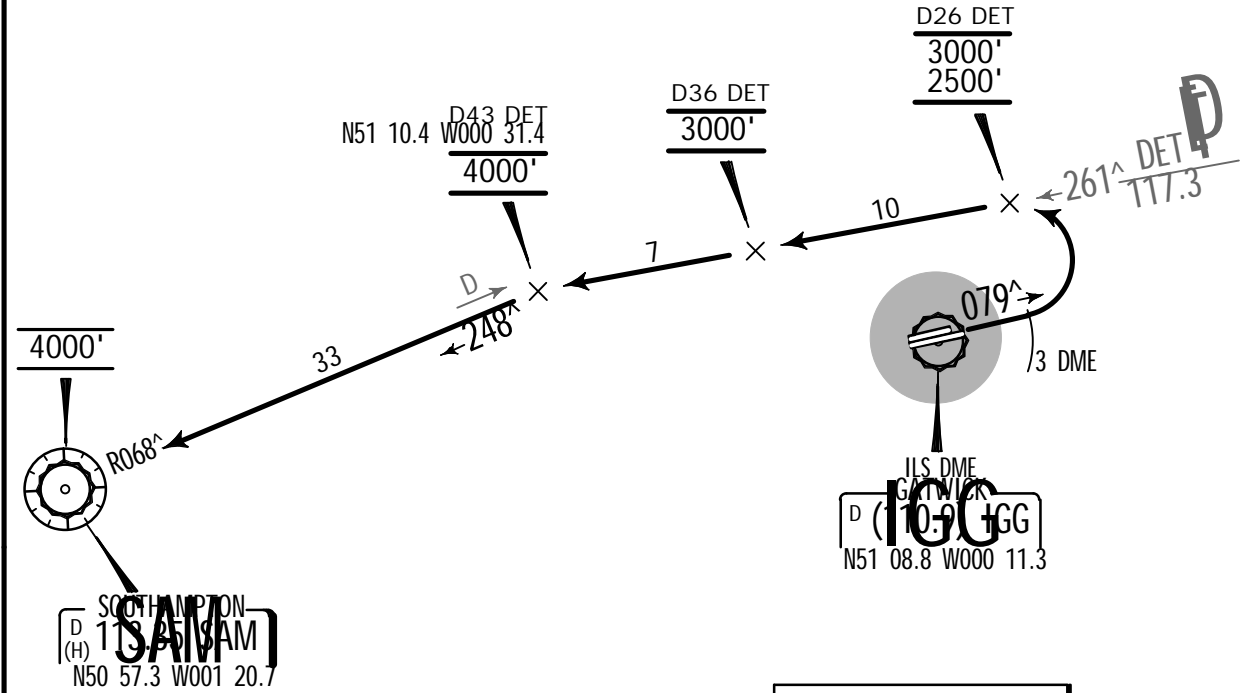
LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clear- ance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 134.12		

SAM 3P, SAM 3W
RWYS 08R/L DEPARTURES

SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



WARNING
No turns below 710'.

Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of 4% to 3000' due to
Noise Abatement.
Additionally for runway 08L maintain a minimum
climb gradient of
5.5% to 410'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215



AVERAGE TRACK MILEAGE
56 NM to SAM.

SID	RWY	ROUTING/ALTITUDE
SAM 3P	08R	Straight ahead to IGG 3 DME, turn LEFT, intercept DET R-261, cross D26 DET at or above 2500' (MAX 3000'), D36 DET at 3000', D43 DET (D33 SAM) at 4000', intercept SAM R-068 inbound to SAM.
SAM 3W	08L	

EGKK/LGW
GATWICK

JEPPESEN
28 MAR 14 20-3X5

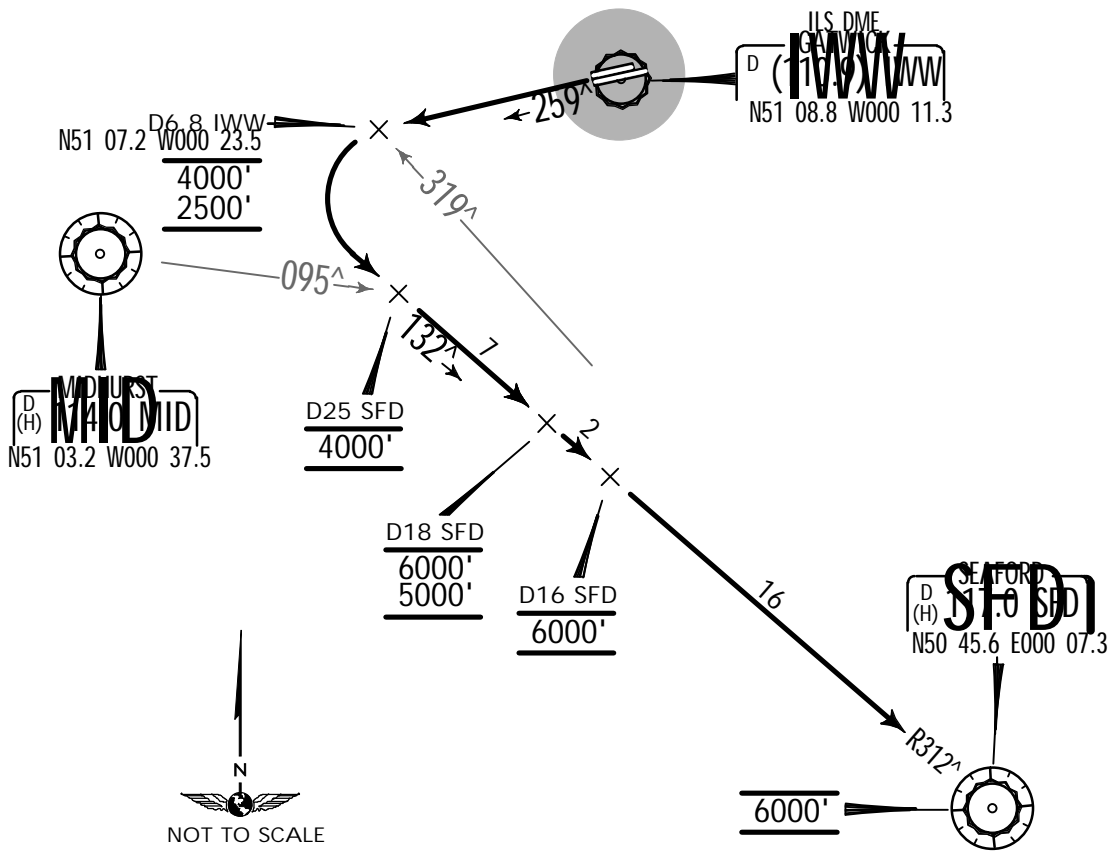
LONDON, UK
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*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 134.12		

SFD 5M, SFD 5V
RWYS 26L/R DEPARTURES
NORMALLY AVAILABLE BETWEEN 2300-0600LT
AT OTHER TIMES BOGNA OR HARDY SIDS WILL BE ISSUED
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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

WARNING
No turns below 710'.



Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of
4% to 3000' due to Noise Abatement.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
38 NM to SFD.

SID	RWY	ROUTING/ALTITUDE
SFD 5M	26L	Straight ahead, maintain 259° track until passing SFD R-319 (D6.8 IWW), cross above 2500' (MAX 4000'), turn LEFT, intercept SFD R-312 inbound, cross D25 SFD at 4000', D18 SFD above 5000' (MAX 6000'), D16 SFD at 6000', to SFD.
SFD 5V	26R	

EGKK/LGW
GATWICK

JEPPESSEN
28 MAR 14 20-3X6

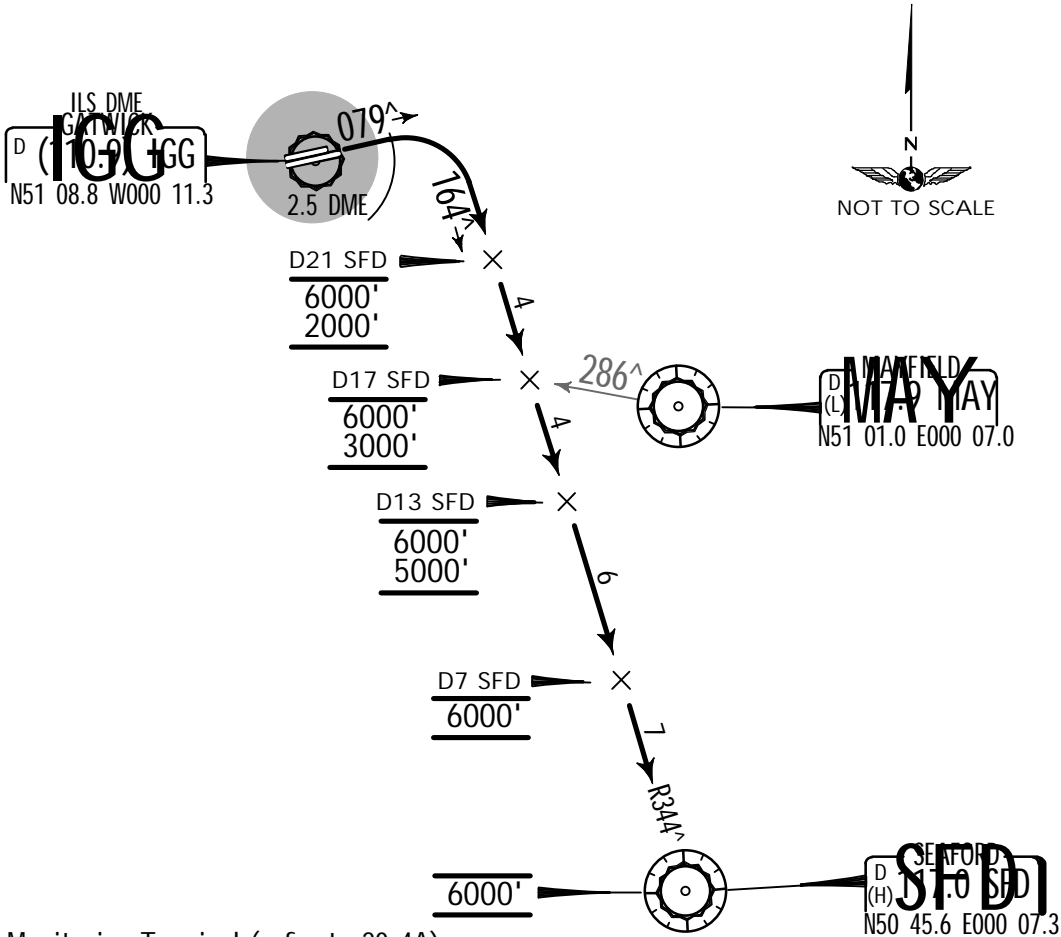
LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 118.95		

SFD 9P, SFD 9W
RWYS 08R/L DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 710'.

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



Cross Noise Monitoring Terminal (refer to 20-4A) at a minimum of 1210' thereafter maintain a minimum climb gradient of 4% to 3000' due to Noise Abatement.
Additionally for runway 08L maintain a minimum climb gradient of 5.5% to 410'.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
29 NM to SFD.

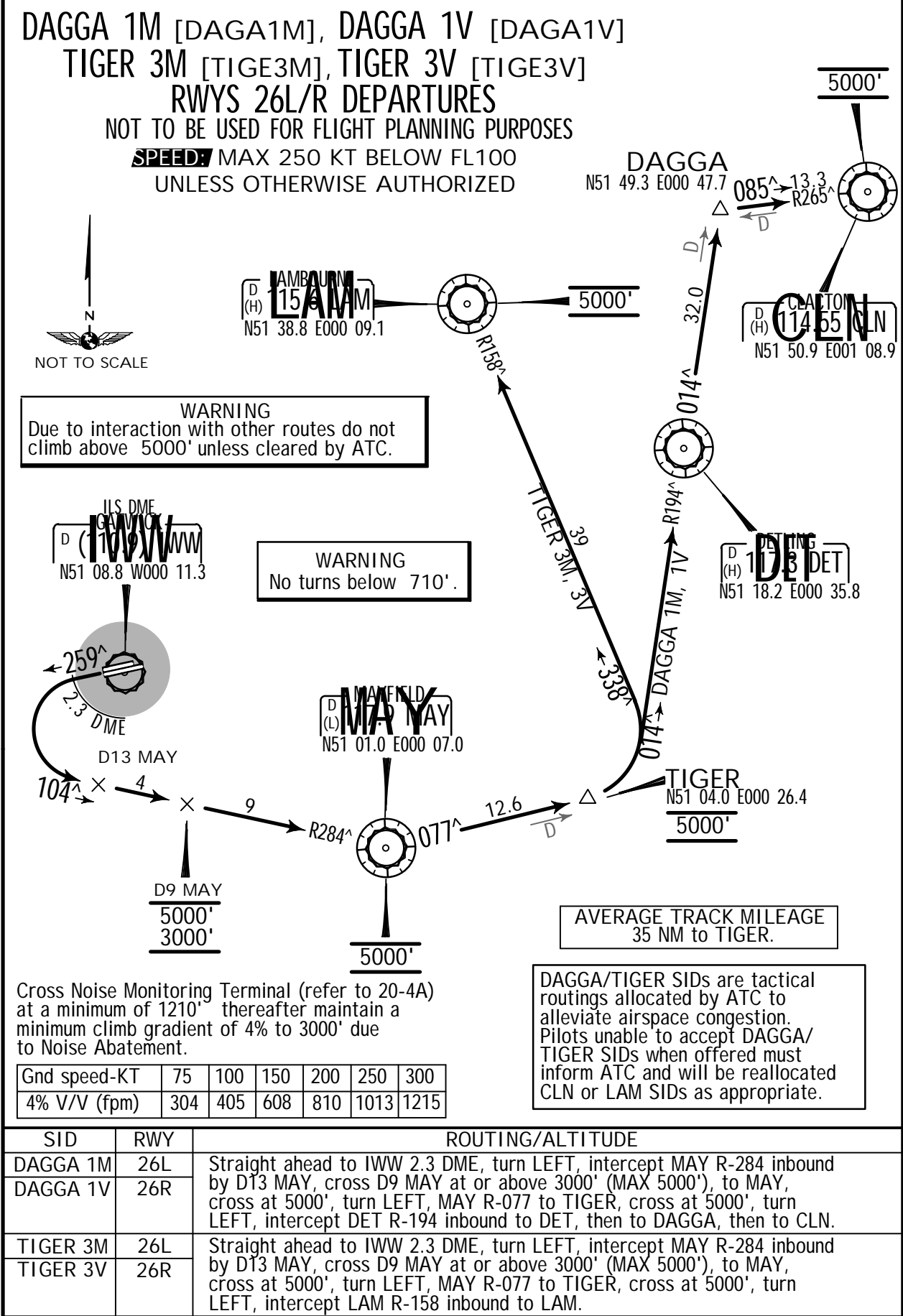
SID	RWY	ROUTING/ALTITUDE
SFD 9P	08R	Straight ahead to IGG 2.5 DME, turn RIGHT, intercept SFD R-344 in-bound, cross D21 SFD above 2000' (MAX 6000'), D17 SFD above 3000' (MAX 6000'), D13 SFD above 5000' (MAX 6000'), D7 SFD at 6000', to SFD.
SFD 9W	08L	

EGKK/LGW
GATWICK

JEPPesen
28 MAR 14 (20-3X7)

LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 120.52		



EGKK/LGW
GATWICK

JEPPesen
28 MAR 14 (20-3X8)

LONDON, UK
.SID.

*GATWICK Delivery 121.95	Apt Elev 203'	Trans level: By ATC Trans alt: 6000' 1. When instructed contact LONDON Control. 2. SIDs include noise preferential routes (refer to 20-4A). 3. Cruising levels will be issued after take-off by LONDON Control. 4. Do not climb above SID level until instructed by ATC. 5. Crew shall request ATC clearance via SID when obtaining their clearance from GATWICK Delivery. Aircraft which do not request clearance to fly SID will be issued with an RNAV 1 SID.
LONDON Control 118.95		

WIZAD 4M [WIZA4M]

WIZAD 4V [WIZA4V]

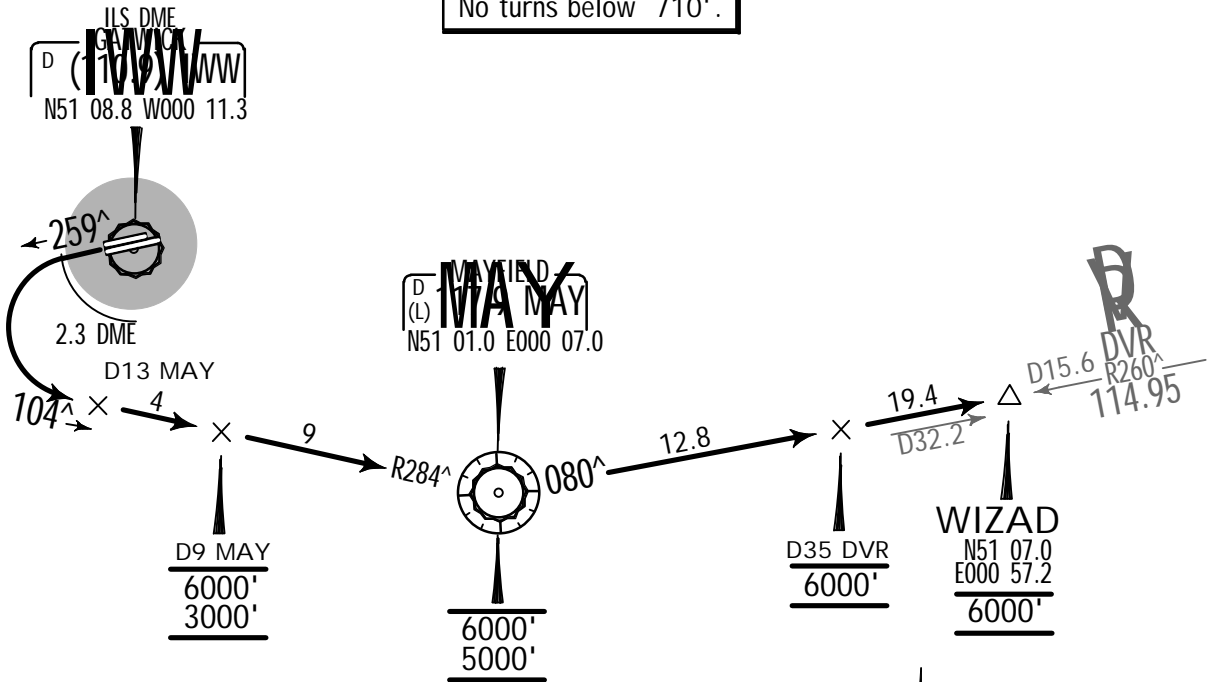
RWYS 26L/R DEPARTURES

WIZAD SIDS ARE TACTICAL ROUTINGS ALLOCATED
BY ATC TO ALLEVIATE AIRSPACE CONGESTION
PILOTS UNABLE TO ACCEPT WIZAD SIDS WHEN OFFERED
MUST INFORM ATC AND WILL BE REALLOCATED DVR SIDS
NOT TO BE USED FOR FLIGHT PLANNING PURPOSES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Due to interaction with other routes do not
climb above 6000' unless cleared by ATC.

WARNING
No turns below 710'.



Cross Noise Monitoring Terminal (refer to 20-4A)
at a minimum of 1210' thereafter maintain a
minimum climb gradient of 4% to 3000' due
to Noise Abatement.

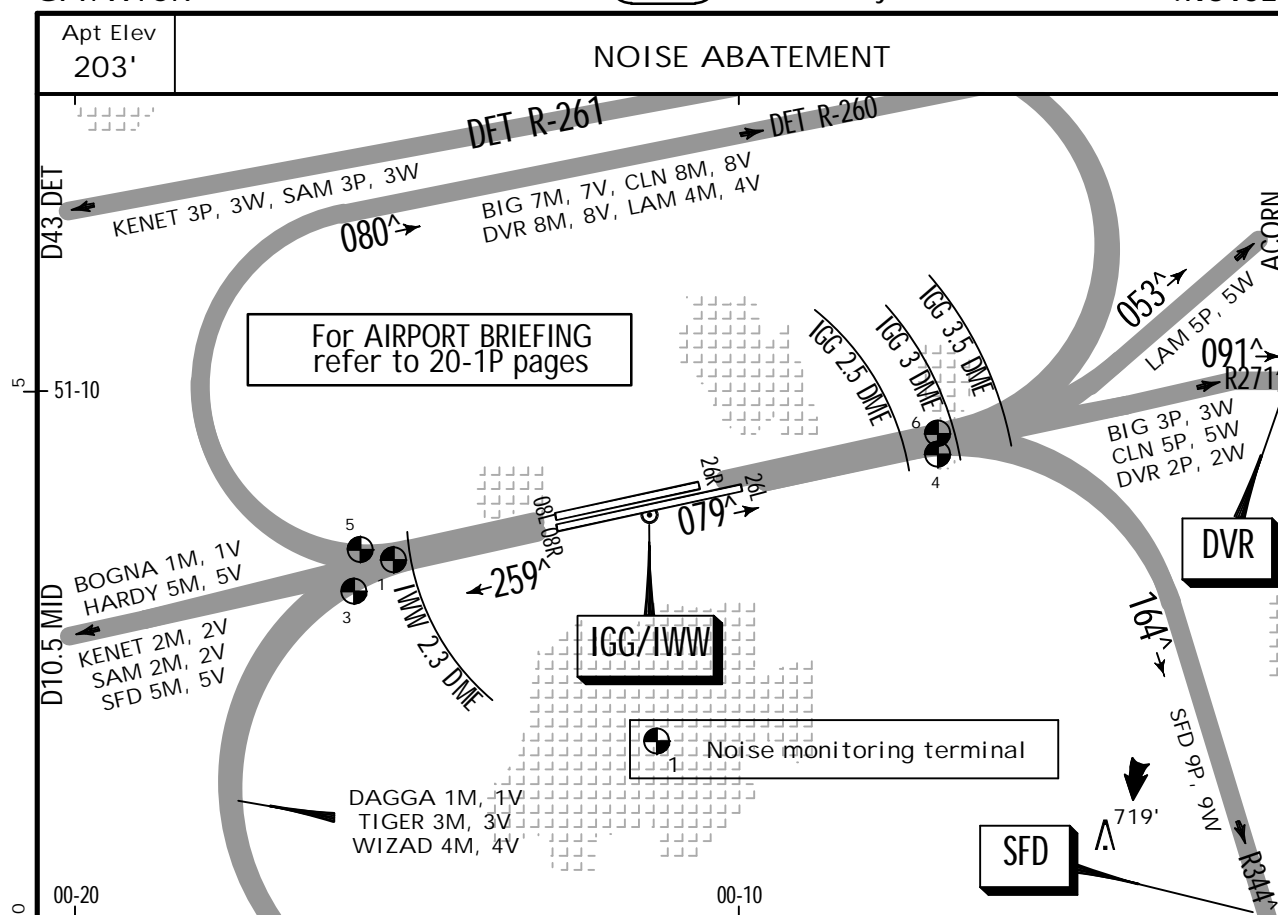
Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

AVERAGE TRACK MILEAGE
55 NM to WIZAD.

SID	RWY	ROUTING/ALTITUDE
WIZAD 4M	26L	Straight ahead to IWW 2.3 DME, turn LEFT, intercept MAY R-284 inbound by D13 MAY, cross D9 MAY at or above 3000' (MAX 6000'), to MAY, cross at or above 5000' (MAX 6000'), turn LEFT, intercept DVR R-260 inbound, cross D35 DVR at 6000', to WIZAD, cross at 6000'.
WIZAD 4V	26R	

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.NOISE.

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.NOISE.

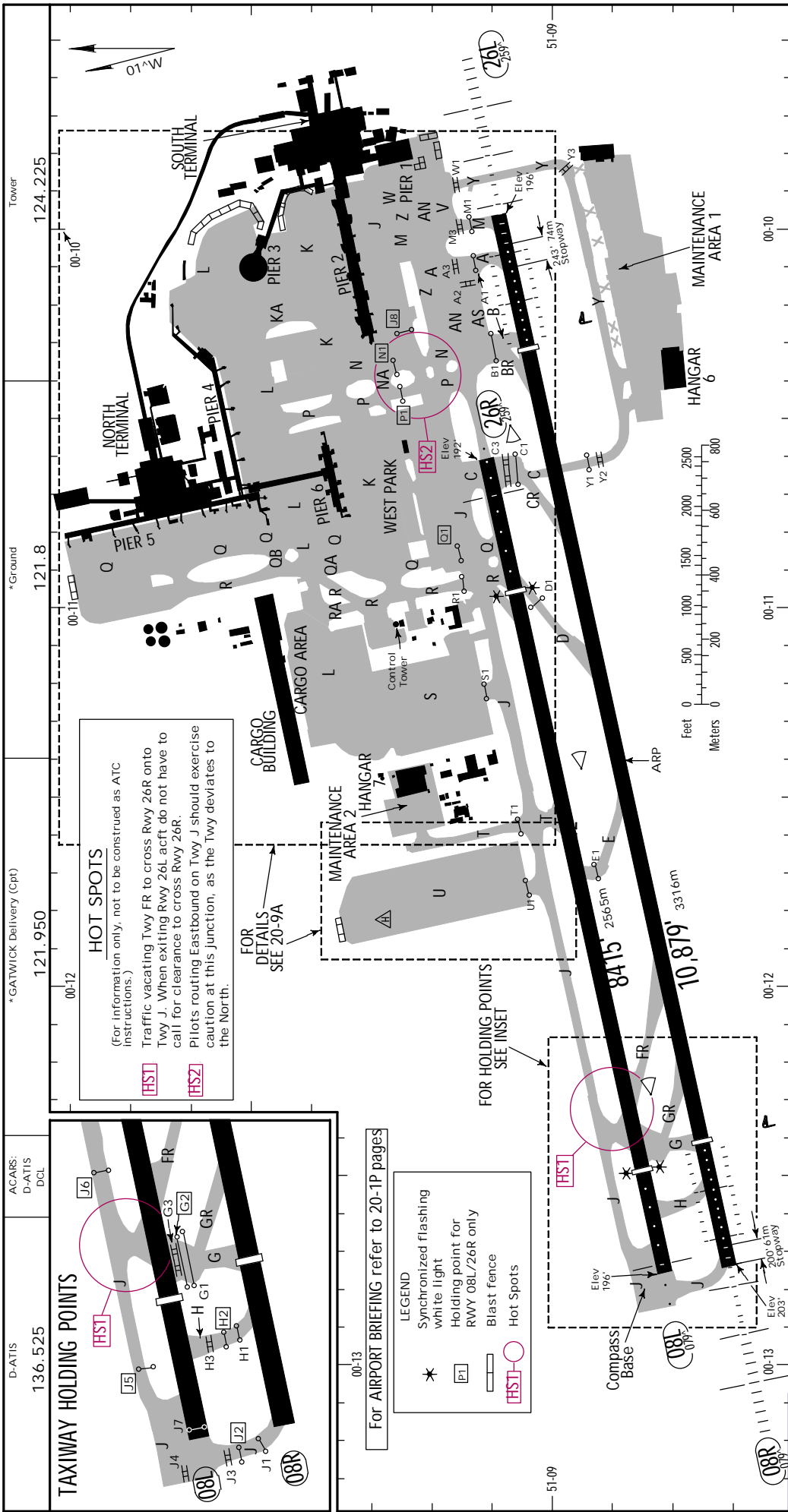


The operation limits as specified in para 3.3.1. (refer to Airport Briefing Page 20-1P5) shall be adjusted in respect of any noise monitoring terminal to take account of the location and its ground elevation relative to the aerodrome elevation as follows:

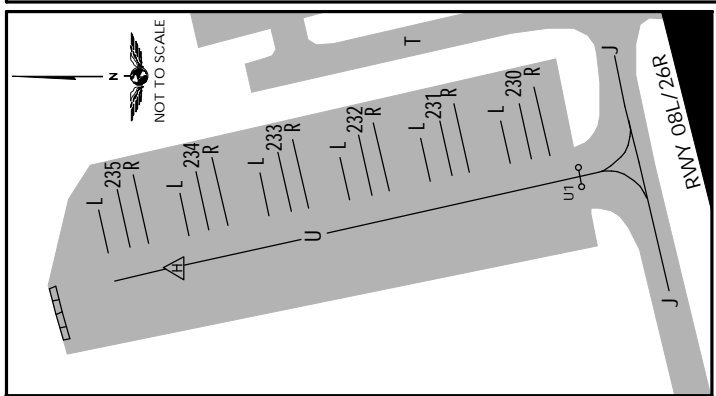
NOISE MONITORING TERMINAL/NAME/LOCATION			ELEVATION ABOVE AERODROME	ADJUSTMENT db(A)
1	Russ Hill	N51 08.4 W000 15.2	54m	+ 5.0
3	Orltons	N51 08.1 W000 15.8	57m	+ 1.9
4	Moat House	N51 09.4 W000 07.0	4m	0.0
5	Oaklands Park Farm	N51 08.5 W000 15.7	52m	+ 1.9
6	Bellwood	N51 09.6 W000 07.0	3m	- 0.2

If the aircraft was required to take-off with a tailwind an amount of the noise recorded at the noise monitor should be disregarded.

Tailwind component	≤ 1 KT	≤ 2 KT	≤ 3 KT	≤ 4 KT	> 4 KT
Amount to be disregarded	0.4 dB	0.8 dB	1.2 dB	1.6 dB	2.0 dB



ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS	
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08L	1 26R	HIRL HIALS REIL PAPI-L (3.0°)	RVR 7359' 2243m		148' 45m
08R	1 26L	HIRL CL (15m) HIALS-II TDZ PAPI-R (3.0°) HSTIL-D & CR	RVR 9075' 2766m	8042' 2451m	151' 45m
		HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) HSTIL-E & FR	RVR 9288' 2831m	8255' 2516m	
1 Runways grooved.					
2 TAKE-OFF RUN AVAILABLE					
RWY 08R:					
From rwy head 10,364' (3159m)					
Int hold posn H1 9616' (2931m)					
Int hold posn G1 9127' (2782m)					
RWY 26L:					
From rwy head 10,679' (3255m)					
Int hold posn A1 10,308' (3142m)					
Int hold posn B1 9505' (2897m)					
Int hold posn C1 8084' (2464m)					



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2 OCT 15

(20-9A1)

GATWICK

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N51 09.3 W000 09.8	130	N51 09.3 W000 10.5
4	N51 09.2 W000 09.8	131, 132	N51 09.3 W000 10.6
5	N51 09.2 W000 09.7	133, 134	N51 09.3 W000 10.7
10	N51 09.3 W000 09.9	135, 136	N51 09.3 W000 10.8
11, 12	N51 09.3 W000 10.0	140 thru 141	N51 09.2 W000 10.5
13	N51 09.4 W000 10.0	142, 142L, 142R	N51 09.2 W000 10.6
13L	N51 09.4 W000 09.9	143 thru 144R	N51 09.2 W000 10.7
13R	N51 09.4 W000 10.0	145, 145L, 145R	N51 09.2 W000 10.8
14	N51 09.3 W000 10.0	150, 150L	N51 09.4 W000 11.1
15	N51 09.4 W000 10.0	150R	N51 09.3 W000 11.1
16	N51 09.3 W000 10.1	151	N51 09.3 W000 11.2
17	N51 09.4 W000 10.1	152L thru 152R	N51 09.3 W000 11.2
18	N51 09.3 W000 10.1	153	N51 09.4 W000 11.0
19	N51 09.4 W000 10.1	154, 155	N51 09.4 W000 11.1
20	N51 09.3 W000 10.1	156, 157	N51 09.4 W000 11.2
21	N51 09.4 W000 10.2	158, 159	N51 09.4 W000 11.3
22	N51 09.3 W000 10.2	160, 160L, 160R	N51 09.3 W000 11.0
23	N51 09.4 W000 10.3	161	N51 09.2 W000 11.0
24	N51 09.3 W000 10.2	170, 170L, 170R	N51 09.1 W000 11.3
25 thru 27	N51 09.3 W000 10.3	171, 171R	N51 09.1 W000 11.2
28	N51 09.3 W000 10.2	172, 172R	N51 09.2 W000 11.3
31	N51 09.4 W000 10.0	173, 173L, 173R	N51 09.2 W000 11.2
31L	N51 09.4 W000 10.1	174, 174L, 174R	N51 09.2 W000 11.3
31R	N51 09.4 W000 10.0	175, 175R	N51 09.2 W000 11.2
32, 32L, 32R	N51 09.4 W000 10.1	176	N51 09.2 W000 11.3
33	N51 09.4 W000 10.2	176R	N51 09.3 W000 11.3
33L	N51 09.5 W000 10.2	177, 177L	N51 09.3 W000 11.2
33R	N51 09.4 W000 10.2	177R	N51 09.2 W000 11.2
34 thru 35R	N51 09.5 W000 10.2	178, 180	N51 09.3 W000 11.3
36, 36L, 36R	N51 09.6 W000 10.1	230 thru 231R	N51 09.1 W000 11.7
37	N51 09.6 W000 10.0	232, 232L, 232R	N51 09.2 W000 11.7
38	N51 09.5 W000 10.0	233, 233L, 233R	N51 09.2 W000 11.8
41, 41E, 41W	N51 09.4 W000 10.3	234, 234L	N51 09.3 W000 11.8
42 thru 43W	N51 09.4 W000 10.4	234R	N51 09.2 W000 11.8
46, 47	N51 09.6 W000 10.2	235, 235L, 235R	N51 09.3 W000 11.8
48	N51 09.6 W000 10.3	551, 552	N51 09.5 W000 10.7
48L	N51 09.5 W000 10.3	553	N51 09.4 W000 10.8
48R	N51 09.6 W000 10.2	554 thru 557	N51 09.5 W000 10.8
49, 49L, 49R	N51 09.5 W000 10.3	558 thru 564	N51 09.6 W000 10.8
50, 51	N51 09.5 W000 10.4	565 thru 571	N51 09.7 W000 10.9
51L	N51 09.5 W000 10.5	572 thru 574	N51 09.8 W000 10.9
51R	N51 09.5 W000 10.4		
52, 52L, 52R	N51 09.5 W000 10.5		
53, 53L	N51 09.5 W000 10.6		
53R	N51 09.5 W000 10.5		
54	N51 09.5 W000 10.6		
64, 64L, 64R	N51 09.8 W000 11.0		
65 thru 66R	N51 09.7 W000 11.0		
67, 68	N51 09.6 W000 11.0		
101, 102	N51 09.4 W000 10.6		
104 thru 106	N51 09.3 W000 10.6		
107, 109	N51 09.3 W000 10.7		
110	N51 09.3 W000 10.8		
111	N51 09.4 W000 10.8		
112, 113	N51 09.4 W000 10.7		

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15 JUN 07

(20-9B)

LONDON, UK

GATWICK

STAND ENTRY GUIDANCE SYSTEM

GENERAL

Pilot interpreted guidance systems for aircraft parking consist of two separate elements:

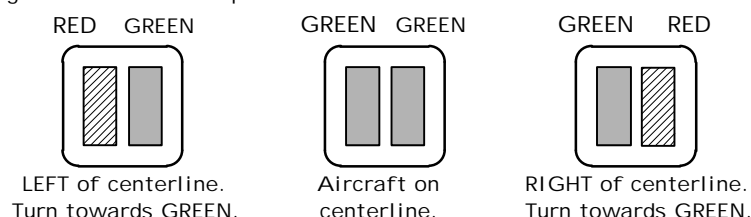
- Centerline Guidance -AGNIS (AZIMUTH GUIDANCE FOR NOSE-IN STANDS)
- Stopping Guidance -PAPA (PARALLAX AIRCRAFT PARKING AID),
 - Mirror or
 - Stop arrow

CAUTION: The systems are aligned with the LEFT hand pilots seat only.

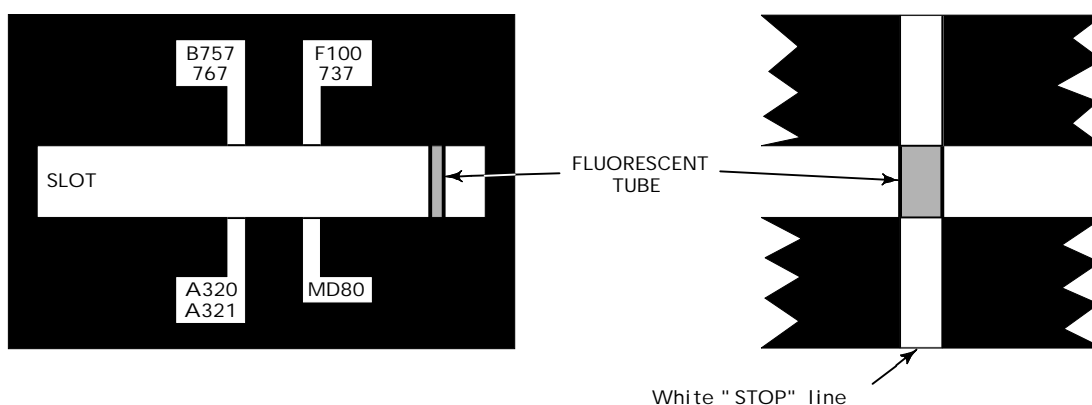
A. CENTERLINE GUIDANCE SYSTEM AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide a stopping signal.

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:



B. STOPPING GUIDANCE PAPA-PARALLAX AIRCRAFT PARKING AID



It consists of a reference board with a horizontal slot running across its center. This board is 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.

Taxiing into the stand, 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 line with the appropriate aircraft type "STOP" mark.

Accuracy of this system is very much dependent upon the accuracy of the alignment on the stand centerline. It has been set up for interpretation by the pilot occupying the left hand seat. Viewed from the right hand pilot's seat the aircraft will overshoot by 3 to 10 feet/1 to 3m depending upon acft type.

Mirror

The acft should be aligned on the stand centerline with the aid of AGNIS. The pilot in the left hand seat should then continue to taxi forward with the reference to mirror. The acft should be brought to a halt with the nosewheel on the relevant stop mark.

Stop arrow

A yellow painted STOP arrow is provided on the ground as a stopping guidance on some of the stands. The pilot in the left hand position must align his position with the yellow STOP arrow to find the correct parking position.

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LONDON, UK

15 JUN 07

20-9C

GATWICK

VISUAL DOCKING GUIDANCE SYSTEM

START OF DOCKING

The system is started by pressing one of the acft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

CAPTURE

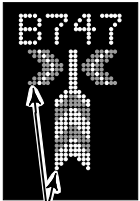
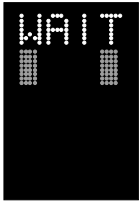
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching acft. It shall be checked that the correct acft type is displayed. The lead-in line shall be followed.

TRACKING

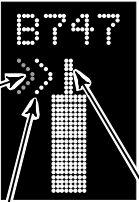
When the acft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator gives correct position and azimuth guidance.

CLOSING RATE

Display of digital countdown will start when the acft is 49'/15m from stop position. When the acft is less than 52'/16m from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 2' / 0.7m covered by the acft. Thus, when the last row is turned off, 2' / 0.7m remains to stop.

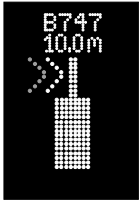


Floating arrows



Flashing red arrow

Yellow arrow



Yellow centre line

ALIGNED TO CENTRE

The acft is 26' / 8m from the stop position. The absence of any direction arrow indicates an acft on the centre line

SLOW DOWN

If the acft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.



AZIMUTH GUIDANCE

The acft is 13' / 4m from the stop-position. The yellow arrow indicates an acft to the right of the centre line, and the red flashing arrow indicates the direction to turn.

STOP POSITION REACHED

When the correct stop-position is reached, the display will show STOP and red lights will be lit.



DOCKING COMPLETED

When the acft has parked, OK will be displayed.

OVERSHOOT

If the acft has overshoot the stop-position, TOO FAR will be displayed.

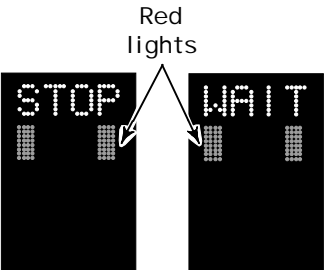


STOP SHORT

If the acft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

WAIT

If some object is blocking the view toward the approaching acft or the detected acft is lost during docking, before 39' / 12m to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the acft again.



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GATWICK

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

The displays on the Safedock Stand Entry Guidance System (SEGs) units will be used to show key times during an aircraft turn. The times of Actual In Blocks Time (AIBT), Target Off Blocks Time (TOBT) and Actual Off Blocks Time (AOBT) will be displayed.

The networking of SEGs will not change the process or display for the safe parking of aircraft onto a stand. Once the aircraft has stopped on stand the following information will be projected onto the SEG unit:

AIBT

In bound Flight Number (IATA) and AIBT (in Zulu) - this will be displayed for 1 minute.

Display at 'Block In' as seen at 08:51.

Activated: when current flight (arrival) has occupied the stand.
Duration: from AIBT plus one minute.

EZY5474		
	AIBT	
	08:51	

TOBT

Out bound Flight Number (IATA), TOBT (in Zulu) and countdown clock to the TOBT.

Display during 'Turn'.

Countdown will start to flash at TOBT - 15 minutes.

EZY5477		
	09:30	
	-014	

EZY5477		
	09:30	
	-014	

AOBT

AOBT (in Zulu) and a count of minutes over TOBT if this time has been missed.

Display at 'Off Block' as seen at 09:27.

Activated: when current flight (departure) has left the stand.
Duration: from AOBT for two minutes.

EZY5477		
	AOBT	
	09:27	

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2 APR 10

20-9Y

.Eff.8.Apr.

.JAA.COPTER MINIMUMS
LONDON, UK
GATWICK

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
08L	RNAV	850' (655')	1000m / 1000m
	SRA	830' (635')	1000m / 1000m
08R	CAT 2 ILS DME	296' (100')	RA 96' - 300m
	ILS DME	396' (200')	500m / 1000m
	LOC	740' (544')	1000m / 1000m
	RNAV (LNAV/VNAV)	700' (504')	1000m / 1000m
	RNAV (LNAV)	740' (544')	1000m / 1000m
	SRA	740' (544')	1000m / 1000m
26L	CAT 2 ILS DME	296' (100')	RA 102' - 300m
	ILS DME	396' (200')	500m / 1000m
	LOC	560' (364')	800m / 1000m
	RNAV (LNAV/VNAV)	580' (384')	800m / 1000m
	RNAV (LNAV)	590' (394')	800m / 1000m
	SRA	680' (484')	1000m / 1000m
26R	RNAV	850' (655')	1000m / 1000m
	SRA	830' (635')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	800' (597') 1	1000m

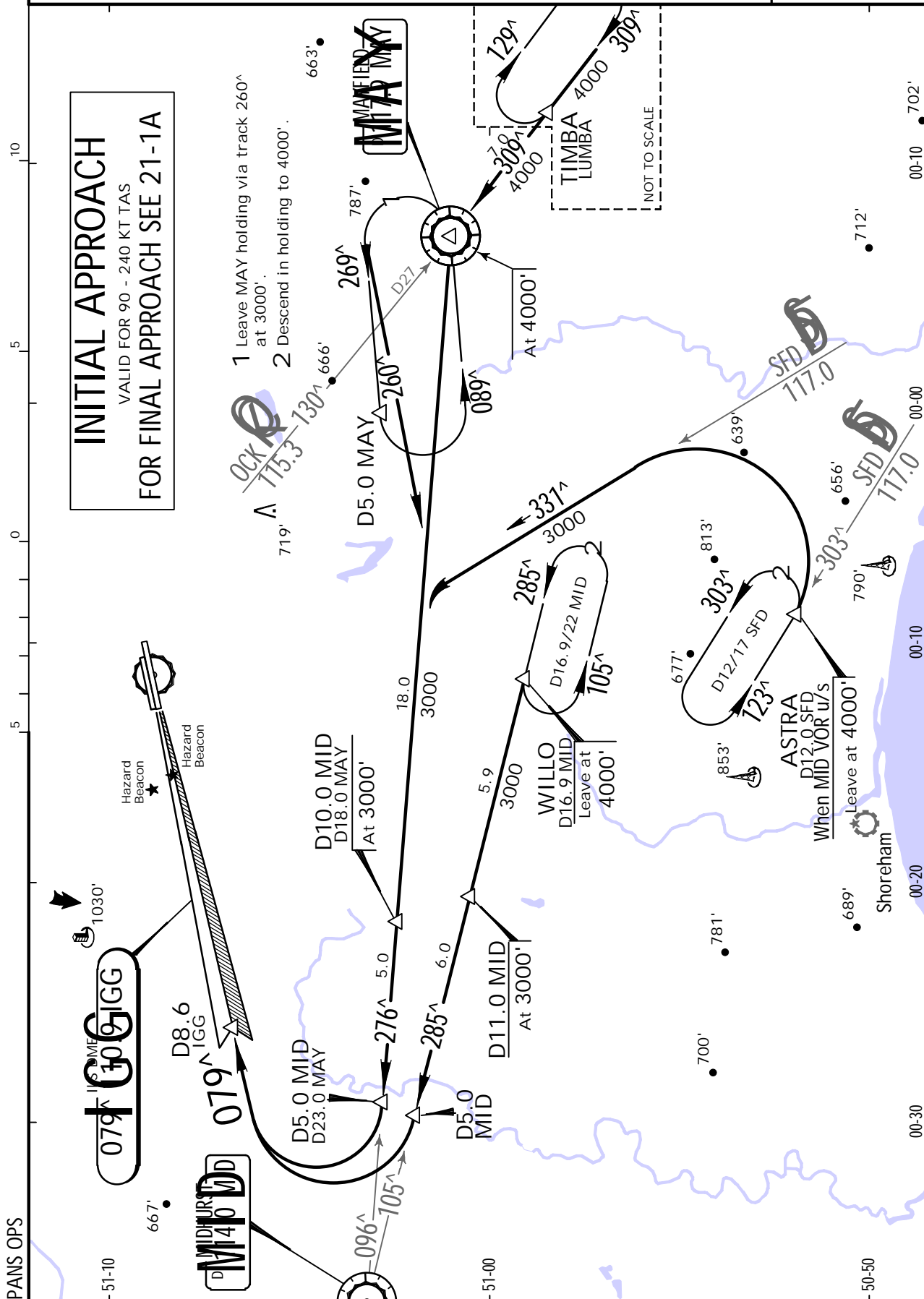
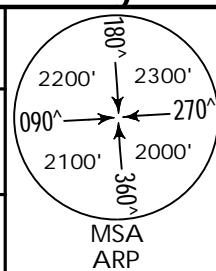
1 After RNAV 08L/26R: 850' (647').
After SRA 08L/26R: 830' (627').

TAKE-OFF RWY 08L/R, 26L/R				
LVP must be in Force 2				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m 3	800m

2 Without LVP 400m are stipulated.
3 Or rejected take-off distance whichever is the greater.

LONDON, UK
ILS DME Rwy 08R

D-ATIS	GATWICK Director (APP/R)		GATWICK Tower	*Ground
136.525	126.825		124.225	121.80
LOC IGG 110.9	Final Apch Crs 079^	GS Refer to chart 21-1A	ILS DA(H) Refer to chart 21-1A	Apt Elev 203' RWY 196'
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'				
1. ILS DME reads zero at rwy 08R displaced threshold. 2. Procedure to be used, when radar control not available.				

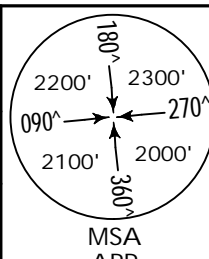


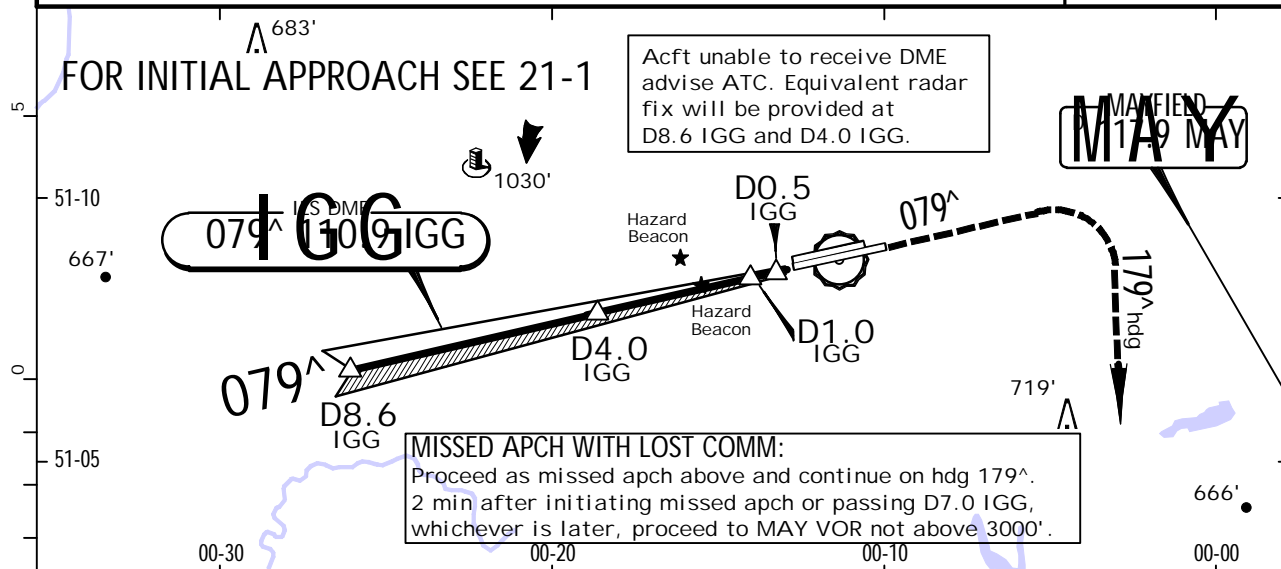
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19 SEP 14 (21-1A)

LONDON, UK
CAT I/II/III ILS DME Rwy 08R


BRIEFING STRIP™

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.225		* Ground 121.80
LOC IGG 110.9	Final Apch Crs 079^	GS D4.0 IGG 1520'(1324')	CAT II & IIIA ILS Refer to Minimums	ILS DA(H) 396'(200')	Apt Elev 203' RWY 196'	
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or D1.0 IGG inbound whichever is later, then turn RIGHT onto hdg 179^, then as directed.						
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000' 1. CAT II/III ILS: Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 08R displaced threshold. 3. Procedure to be used, when radar control not available.						



LOC (GS out)	IGG DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE		2800'	2480'	2160'	1840'	1520'	1200'	880'



Gnd speed-Kts	70	90	100	120	140	160		2000'
ILS GS or LOC Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D0.5 IGG								

Standard.		STRAIGHT-IN LANDING RWY 08R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 96'	
		DA(H) 296'(100')	
RVR 200m		RVR 300m 1	

Standard.		STRAIGHT-IN LANDING RWY 08R		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 396'(200')		CDFA 740'(544')			
FULL		Limited	ALS out	DA/MDA(H)	Max Kts
				ALS out	
A				RVR 1500m	100
B	RVR 550m	RVR 750m	RVR 1200m		135
C				RVR 1800m CMV 2400m	180
D					205

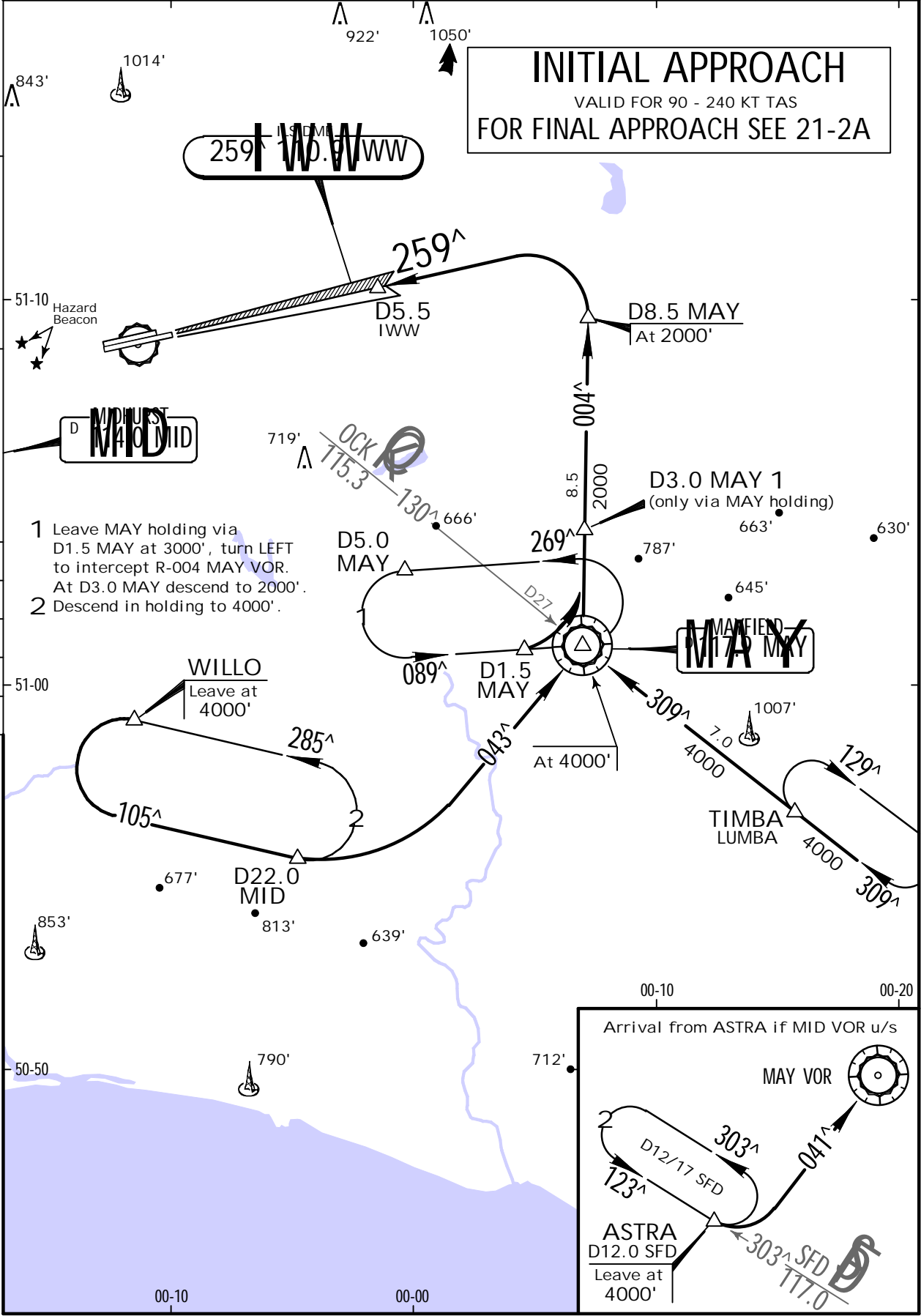
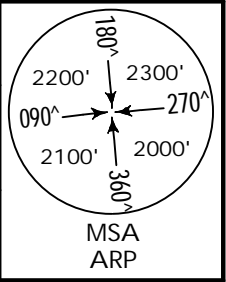
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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GATWICK

JEPPESSEN
19 SEP 14 (21-2)

LONDON, UK
ILS DME Rwy 26L

D-ATIS	GATWICK Director (APP/R)		GATWICK Tower	*Ground	
136.525	126.825		124.225	121.80	
LOC IWW 110.9	Final Apch Crs 259^	GS Refer to chart 21-2A	ILS DA(H) Refer to chart 21-2A	Apt Elev 203' RWY 196'	
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'					
1. ILS DME reads zero at rwy 26L displaced threshold.					
2. Procedure to be used, when radar control not available.					

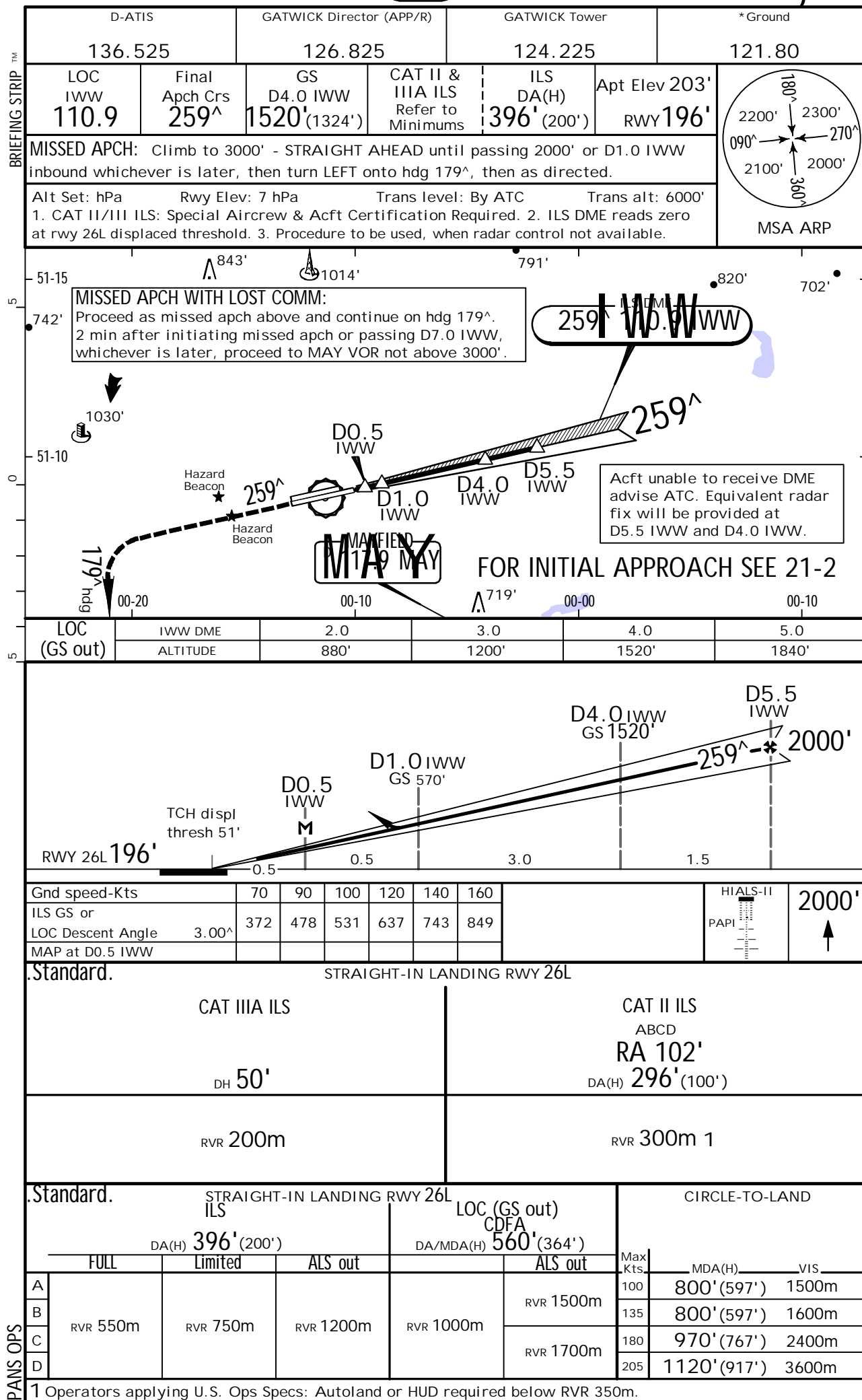


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19 SEP 14

21-2A

LONDON, UK
CAT I/II/III ILS DME Rwy 26L



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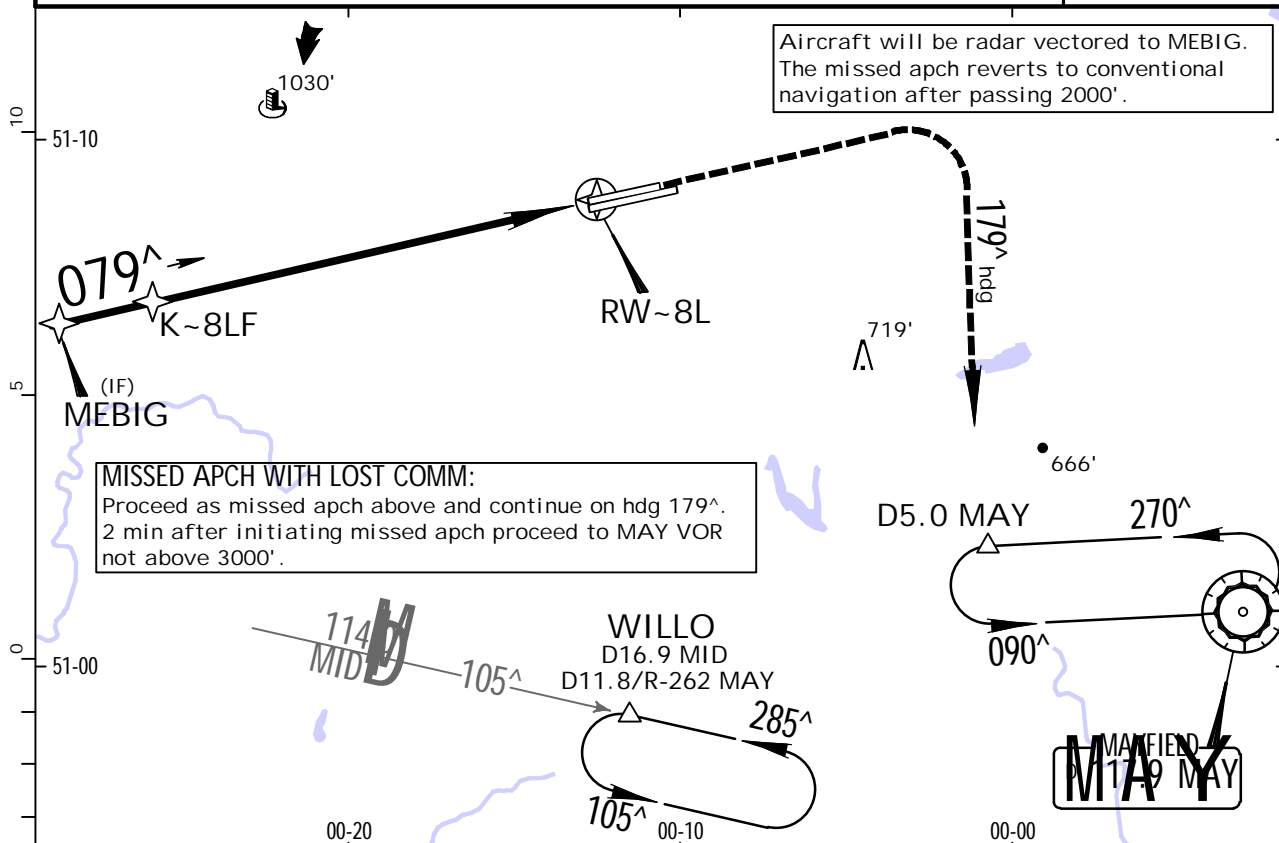
JEPPesen
19 SEP 14 (22-1)

LONDON, UK
RNAV (GNSS) Rwy 08L

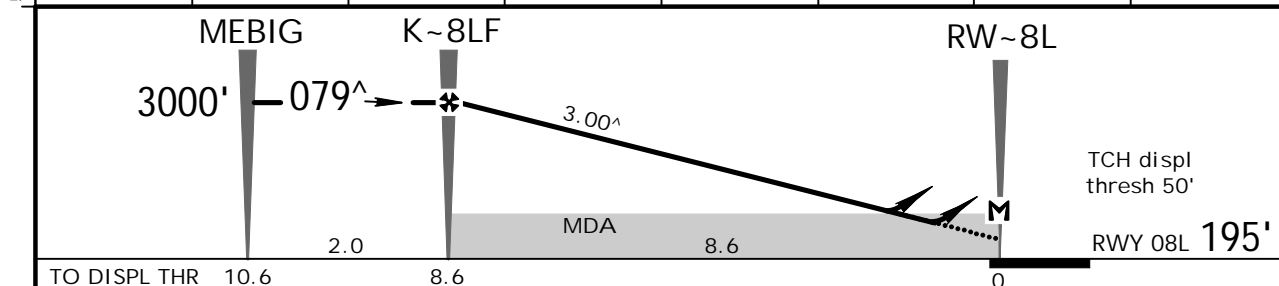
TM

BRIEFING STRIP

D-ATIS		GATWICK Director (APP/R)		GATWICK Tower		* Ground	
136.525		126.825		124.225		121.80	
RNAV	Final Apch Crs 079^	Minimum Alt K~8LF 3000' (2805')	LNAV/VNAV DA(H) 850' (655')	Apt Elev 203' RWY 195'		<div><div><div>180°</div><div>2200'</div><div>2300'</div><div>270°</div><div>2100'</div><div>2000'</div><div>360°</div><div>090°</div></div><div>MSA ARP</div></div>	
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW~8L whichever is later, then turn RIGHT onto hdg 179^, then as directed.							
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000' 1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temperature -10°C.							



DIST to RW~8L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2790'	2470'	2160'	1840'	1520'	1200'	880'



Gnd speed-Kts	70	90	100	120	140	160	<div>TO DISPL THR</div> <div>10.6</div> <div>8.6</div> <div>0</div>	<div>HIALS</div> <div>REIL</div> <div>PAPI</div>	<div>2000'</div> <div>↑</div>
Descent Angle 3.00^	372	478	531	637	743	849			
MAP at RW-8L									

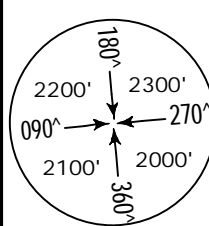
Standard.				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA		Max Kts			
DA(H) 850' (655')		DA/MDA(H) 850' (655')					
ALS out		ALS out					
A	RVR 1500m	RVR 1500m		100	860'(657')	1500m	
B				135	860'(657')	1600m	
C				180	970'(767')	2400m	
D	CMV 2400m	CMV 2400m		205	1120'(917')	3600m	

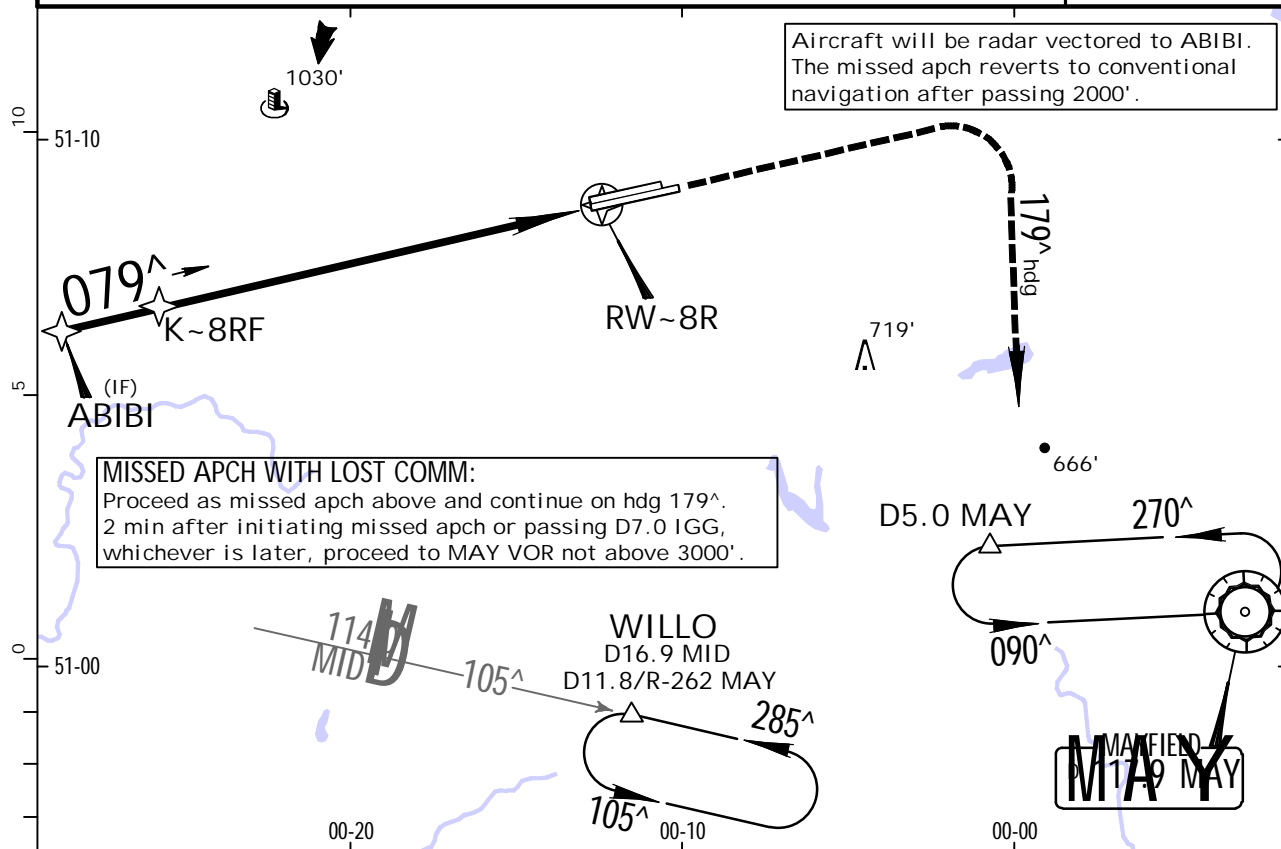
EGKK/LGW
GATWICK

JEPPESSEN
19 SEP 14 (22-2)

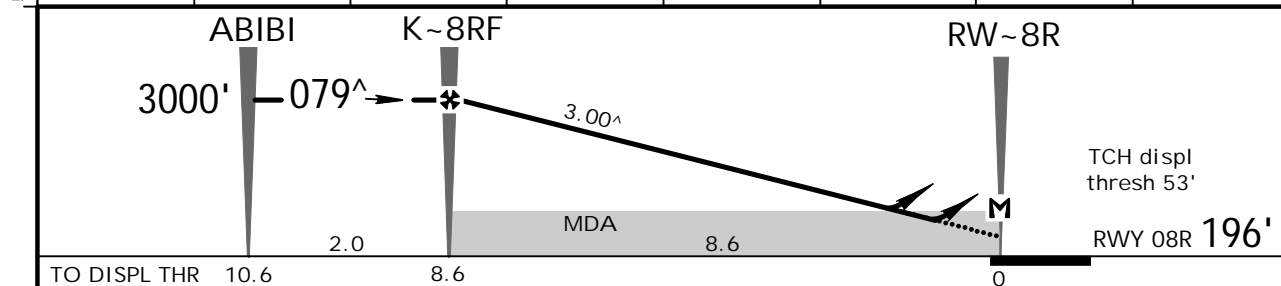
LONDON, UK
RNAV (GNSS) Rwy 08R

BRIEFING STRIP™

D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.225		* Ground 121.80	
RNAV	Final Apch Crs 079^	Minimum Alt K~8RF 3000' (2804')	LNAV/VNAV DA(H) 700' (504')	Apt Elev 203'	RWY 196'		
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW~8R whichever is later, then turn RIGHT onto hdg 179^, then as directed.						 MSA ARP	
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'							
1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temperature -10°C.							



DIST to RW-8R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2800'	2480'	2160'	1840'	1520'	1200'	880'



TO DISPL THR	10.6	8.6	0
Gnd speed-Kts	70	90	100
Descent Angle	3.00 [^]	372	478
MAP at RW-8R			

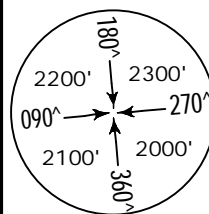
Standard.				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA		MDA(H)		VIS	
DA(H) 700'(504')		DA/MDA(H) 740'(544')		800'(597')		1500m	
ALS out		ALS out		800'(597')		1600m	
RVR 1500m		RVR 1500m		970'(767')		2400m	
RVR 1600m		CMV 2400m		1120'(917')		3600m	
RVR 1800m		CMV 2400m					

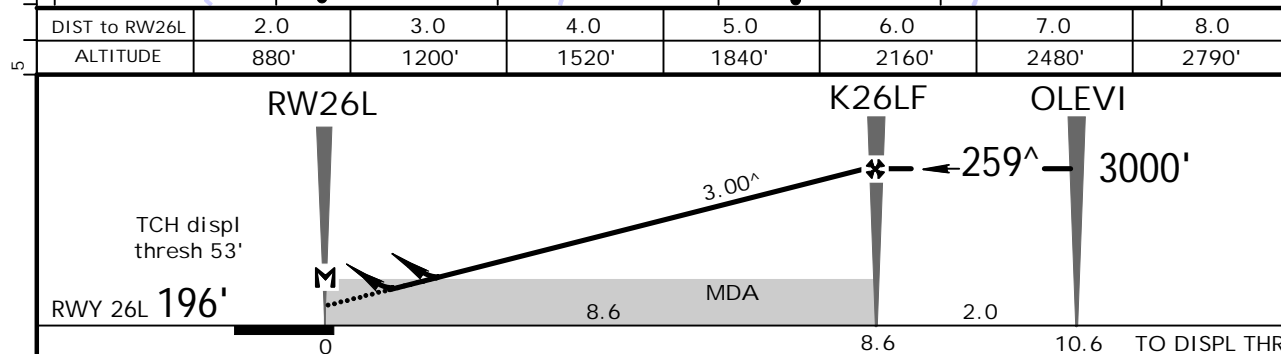
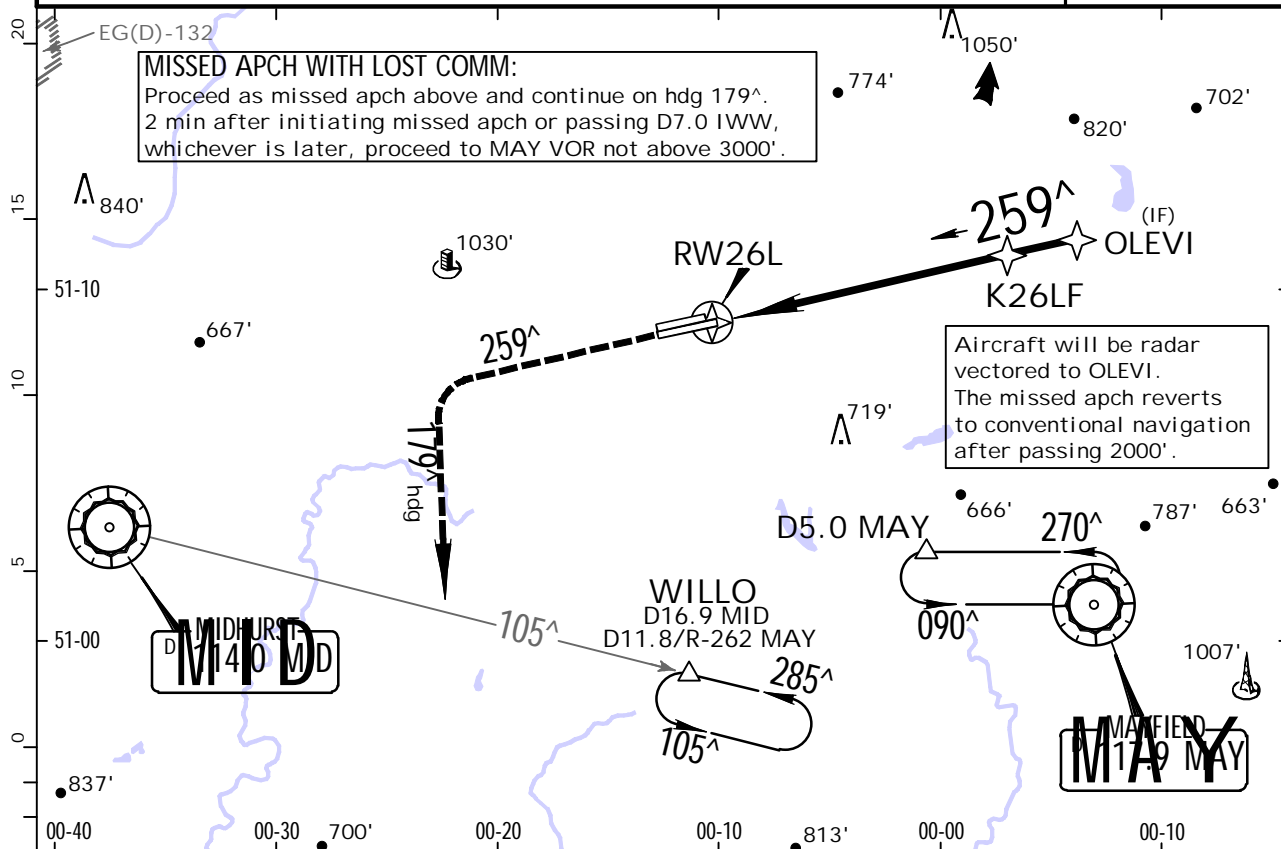
EGKK/LGW
GATWICK

JEPPESSEN
19 SEP 14 (22-3)

LONDON, UK
RNAV (GNSS) Rwy 26L

BRIEFING STRIP™

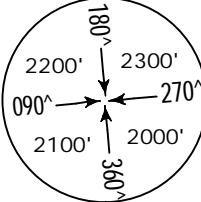
D-ATIS 136.525		GATWICK Director (APP/R) 126.825		GATWICK Tower 124.225		* Ground 121.80	
RNAV	Final Apch Crs 259^	Minimum Alt K26LF 3000' (2804')	LNAV/VNAV DA(H) 580' (384')	Apt Elev 203' RWY 196'			
MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26L whichever is later, then turn LEFT onto hdg 179^, then as directed.							
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'							
1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temperature -10^C.							

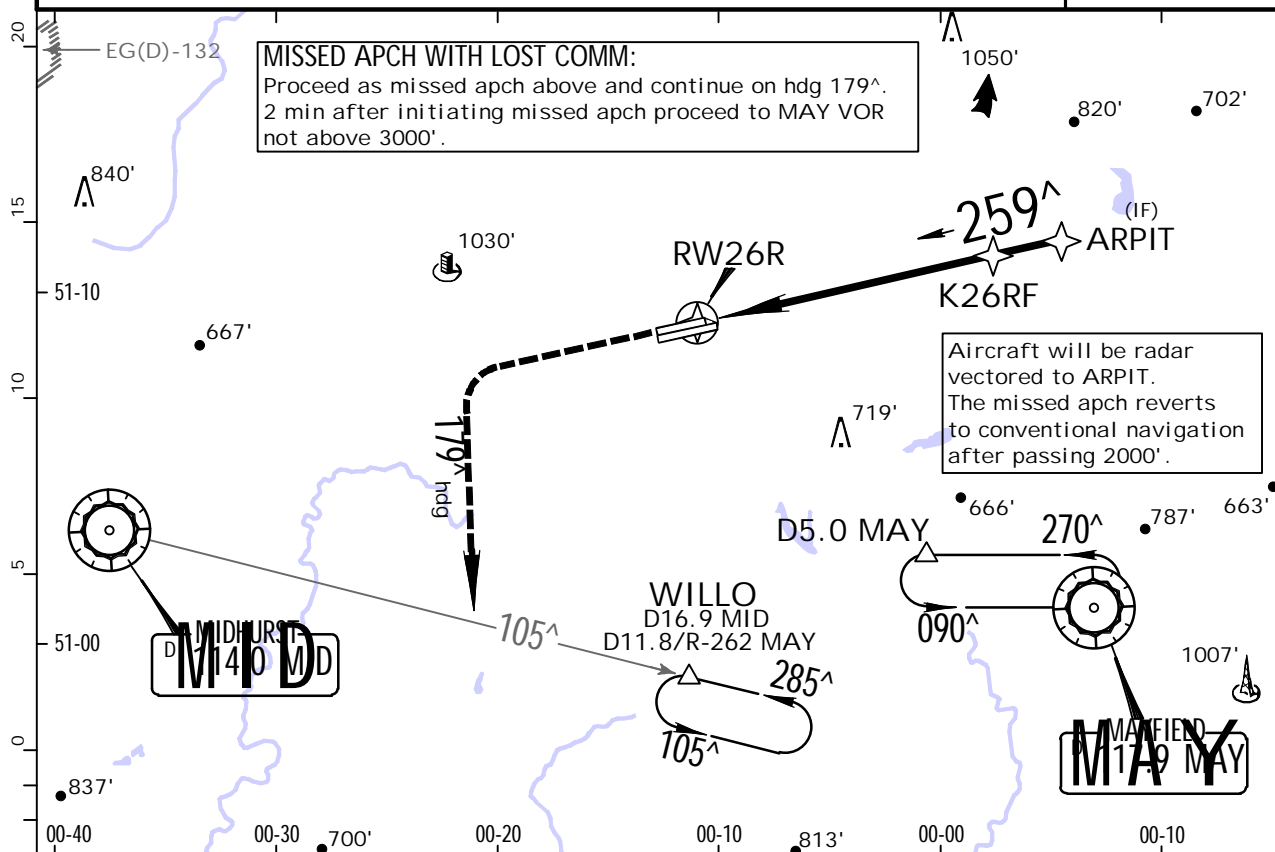


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		2000'
Descent Angle	3.00 [^]	372	478	531	637	743			
MAP at RW26L									

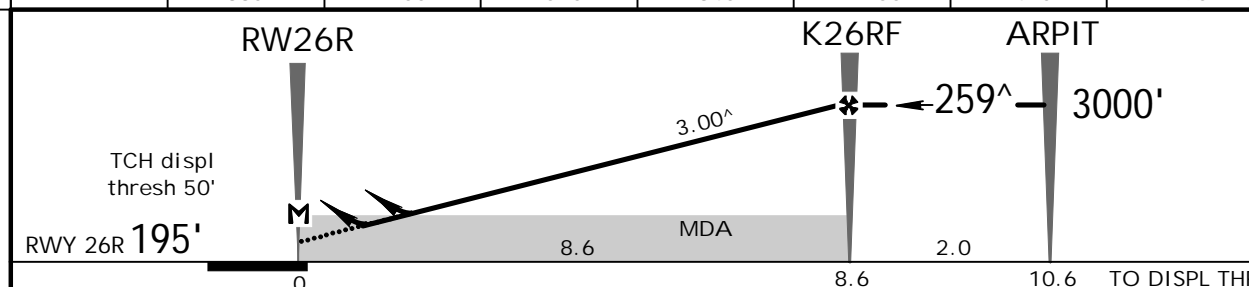
Standard.				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA					
DA(H) 580' (384')		DA/MDA(H) 590' (394')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
RVR 1500m		RVR 1500m		100	800'(597')	1500m	
RVR 1100m		RVR 1100m		135	800'(597')	1600m	
RVR 1800m		RVR 1800m		180	970'(767')	2400m	
RVR 1800m		RVR 1800m		205	1120'(917')	3600m	

RNAV (GNSS) Rwy 26R LONDON, UK

D-ATIS		GATWICK Director (APP/R)		GATWICK Tower		*Ground	
136.525		126.825		124.225		121.80	
RNAV	Final Apch Crs 259[^]	Minimum Alt K26RF 3000' (2805')	RNAV/VNAV DA(H) 850' (655')	Apt Elev 203' RWY 195'			
<p>MISSED APCH: Climb to 3000' - STRAIGHT AHEAD until passing 2000' or 1NM inbound RW26R whichever is later, then turn LEFT onto hdg 179[^], then as directed.</p>							
<p>Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 6000'</p> <p>1. In the event of radio communication failure follow conventional arrival procedures to establish on final approach course. 2. Pilots should request RNAV approach on first contact with Director. 3. Minimum temperature -10°C.</p>							
<p style="text-align: right;">MSA ARP</p>							



DIST to RW26R	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	880'	1200'	1520'	1840'	2160'	2470'	2790'



Gnd speed-Kts	70	90	100	120	140	160	<div> <div> <div>REIL</div> <div>PAPI</div> </div> <div> <div>HIALS</div> <div>2000'</div> <div>↑</div> </div> </div>
Descent Angle 3.00^	372	478	531	637	743	849	
MAP at RW26R							

Standard.			STRAIGHT-IN LANDING RWY 26R		CIRCLE-TO-LAND	
LNAV/VNAV			LNAV CDFA			
DA(H) 850'(655')			DA/MDA(H) 850'(655')			
ALS out			ALS out		Max Kts.	MDA(H) VIS
A	RVR 1500m		RVR 1500m		100	860'(657') 1500m
B					135	860'(657') 1600m
C	CMV 2400m		CMV 2400m		180	970'(767') 2400m
D					205	1120'(917') 3600m

EGKK/LGW
GATWICK

JEPPesen
19 SEP 14 (28-1)

LONDON, UK
SRA All Rwys

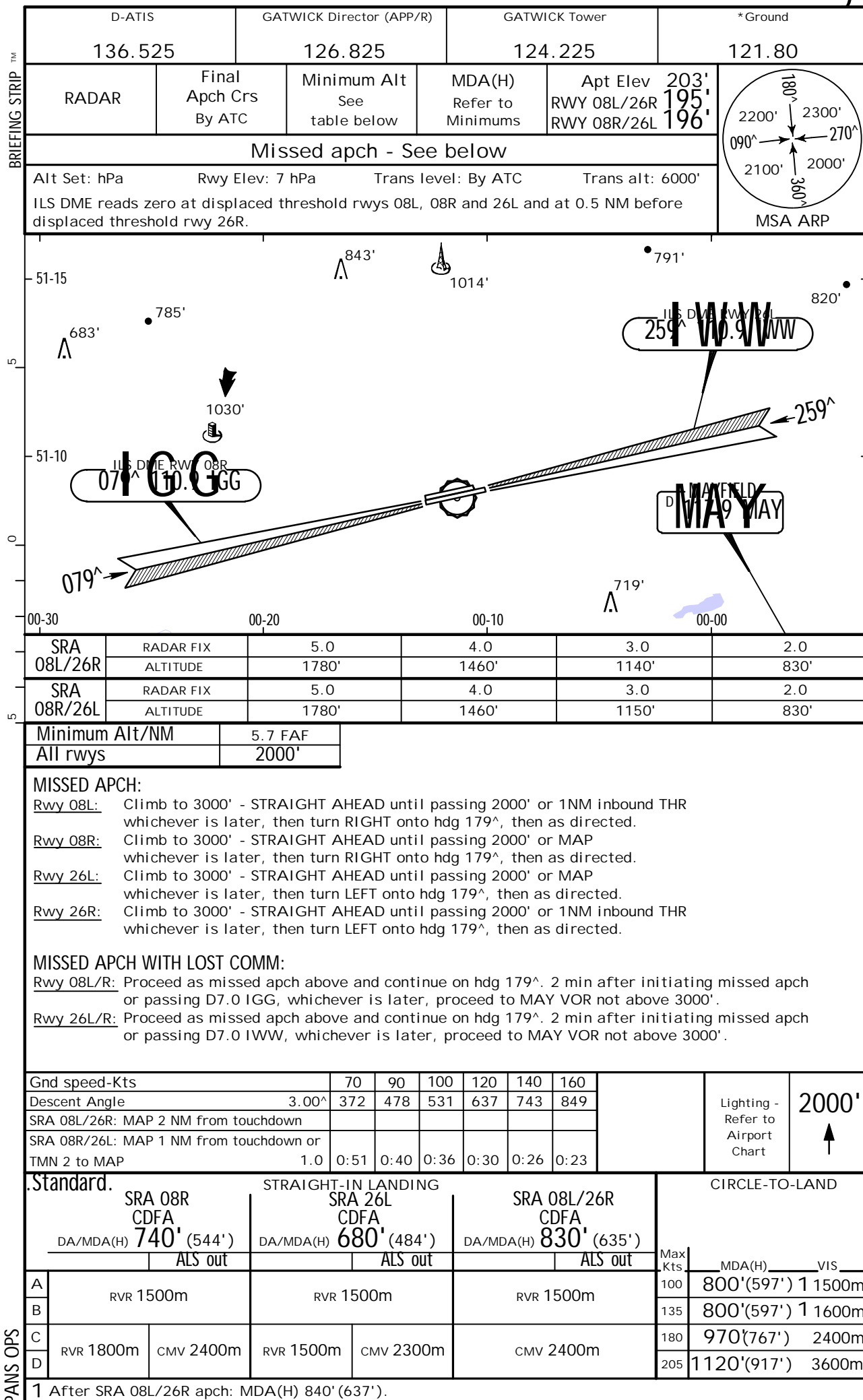


Chart changes since cycle 14-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TENERIFE-SOUTH, (REINA SOFIA - GCTS)				
REV	AIRPORT BRIEFING (GEN)	10-1P	15 Jul 2016	21 Jul 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	15 Jul 2016	21 Jul 2016
REV	AIRPORT BRIEFING (ARR)	10-1P2	15 Jul 2016	21 Jul 2016
ADD	AIRPORT BRIEFING (ARR CON...	10-1P3	15 Jul 2016	21 Jul 2016
DEL	AIRPORT BRIEFING (DEP)	10-1P3	15 Jul 2016	21 Jul 2016
ADD	AIRPORT BRIEFING (DEP)	10-1P4	15 Jul 2016	21 Jul 2016
ADD	AIRPORT BRIEFING (DEP CON...	10-1P5	15 Jul 2016	21 Jul 2016
REV	AIRPORT	10-9	15 Jul 2016	21 Jul 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	15 Jul 2016	21 Jul 2016

LONDON, (GATWICK - EGKK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGKK

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(all SIDs) Eff 8 Mar 12, when ATC removes MAX 250 KT speed restriction below FL100 by the phrase 'No ATC speed restriction', this must not be interpreted as removing the responsibility to adhere to any speed/power limitations due to noise abatement procedures. If a pilot can anticipate to be unable to comply with speed restriction, state minimum speed acceptable when requesting start-up.

Chart Change Notices for Airport GCTS

Type: Terminal

Effectivity: Temporary

Begin Date: 20160428

End Date: 20161110

Eff 28 APR 16 due to temporary unavailability of FTV VORME, STARs RUSIK 3DCG and RUSIK 4DCH not usable. Refer to temp charts and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20160331

End Date: 20161031

Works on TWY T (based on SUP 21-16). Refer to temp charts 10-8/10-8A and latest NOTAMs.

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Chart Change Notices for Country XJE

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20160428

End Date: 20161110

With eff 28 APR 16 FTV VORDME unserviceable. Temporary SIDs/STARs established. Refer to temp charts and latest NOTAMs.