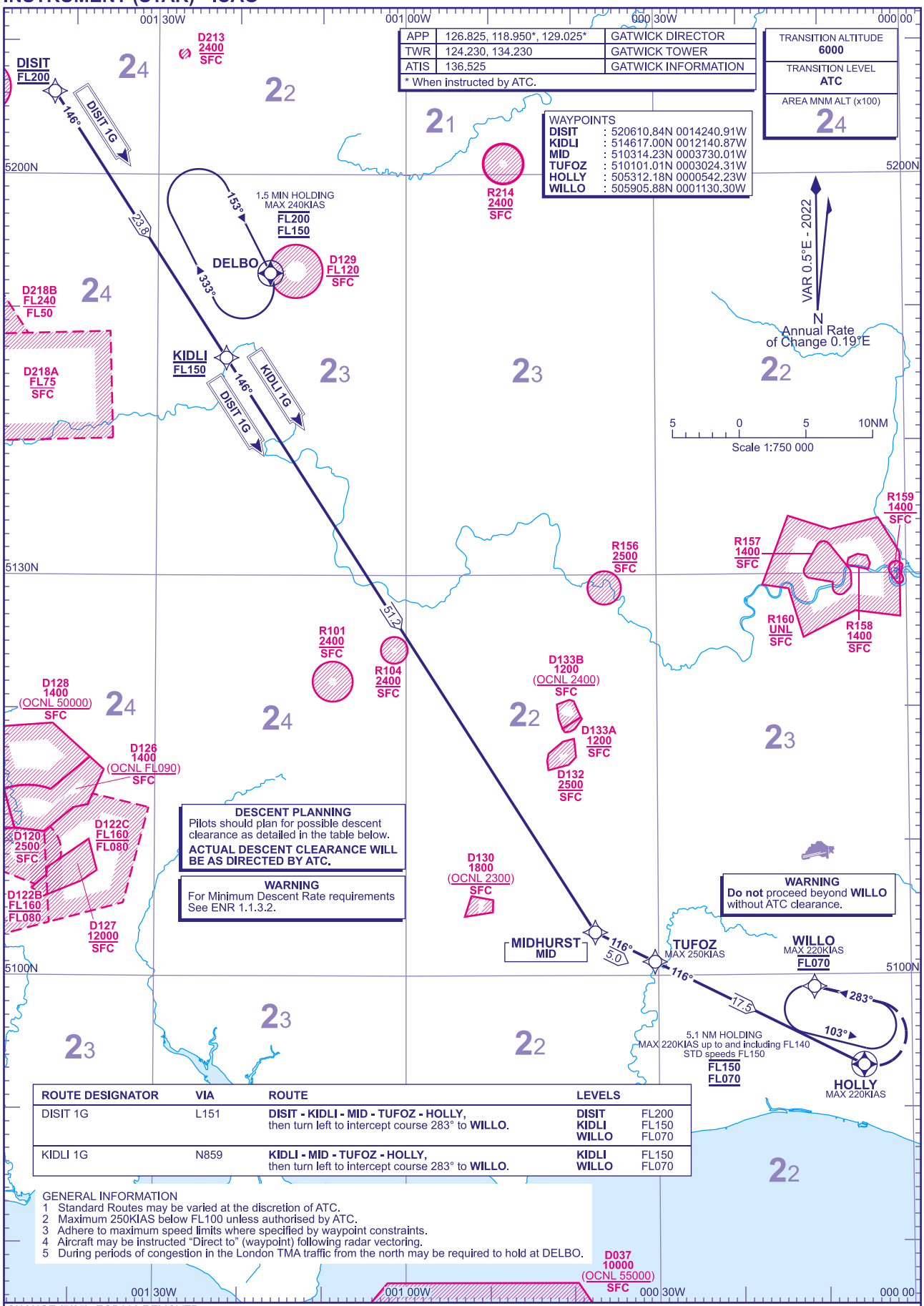
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
DISIT 1G KIDLI 1G



APP	126.825, 118.950*, 129.025*	GATWICK DIRECTOR
TWR	124.230, 134.230	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When instructed by ATC.

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

WAYPOINTS

DISIT	: 520610.84N 0014240.91W
KIDLI	: 514617.00N 0012140.87W
MID	: 510314.23N 0003730.01W
TUFOZ	: 510101.01N 0003024.31W
HOLLY	: 505312.18N 0000542.23W
WILLO	: 505905.88N 0001130.30W

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond **WILLO** without ATC clearance.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
DISIT 1G	L151	**DISIT - KIDLI - MID - TUFOZ - HOLLY,** then turn left to intercept course 283° to **WILLO.**	**DISIT** **KIDLI** **WILLO**	FL200 FL150 FL070
KIDLI 1G	N859	**KIDLI - MID - TUFOZ - HOLLY,** then turn left to intercept course 283° to **WILLO.**	**KIDLI** **WILLO**	FL150 FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 During periods of congestion in the London TMA traffic from the north may be required to hold at DELBO.

CHANGE (7/25): EGD206 REMOVED.