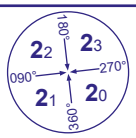
LONDON GATWICK
RNP
RWY 08R
(ACFT CAT A,B,C,D)

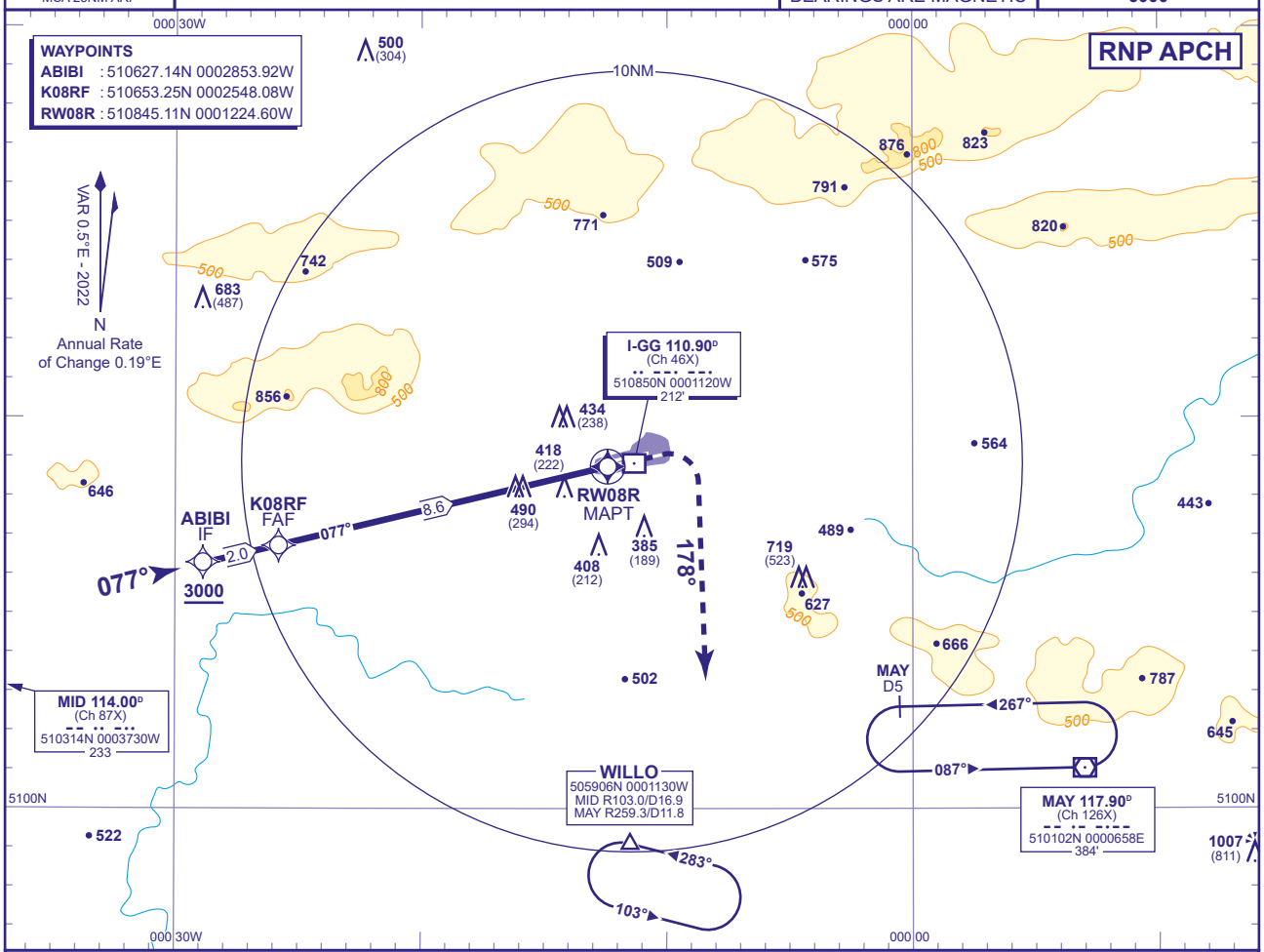


APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	
	121.805	GATWICK GROUND	
ATIS	136.525	GATWICK INFORMATION	

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

MIN TEMP **-10°C**

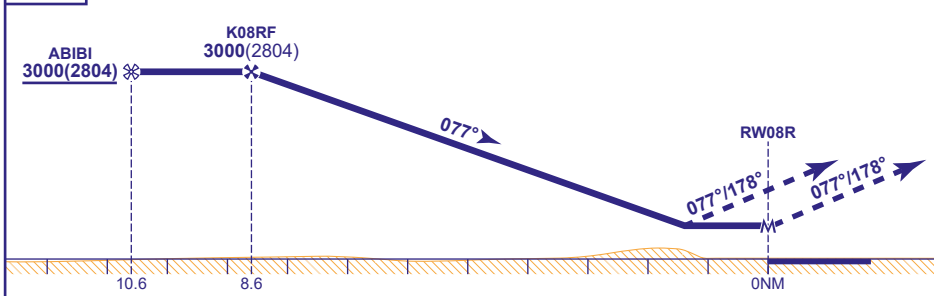
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

NM to RW08R	8	7	6	5	4	3	2
ALT(HGT)	**2800**(2604)	**2480**(2284)	**2160**(1964)	**1840**(1644)	**1520**(1324)	**1200**(1004)	**880**(684)

TCH 53



MAPt (LNAV): RW08R

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW08R** whichever is later, turn right heading 178° then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**700**(504)	**700**(504)	**700**(504)	**700**(504)
	LNAV	**740**(544)	**740**(544)	**740**(544)	**740**(544)
VM(C)OCA (OCH AAL)	Total Area	**800**(597)	**800**(597)	**1020**(817)	**1120**(917)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to ABIBI.
3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
4 See AD 2-EGKK-8-9 for data coding tables.
5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
6 The missed approach reverts to conventional navigation after passing **2000**.

CHANGE (8/25): MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.