

SIDs	26L	08R	NO LON	Notes
BOGNA	1X (1M) 5000 ft		FL170	UK time 0600-2300 Alternative: SFD () = Non-RNAV
(CLN)	(FRANE 1M) 4000 ft	FRANE 1Z (CLN 5P) 5000 ft	FL130	Relief: DAGGA () = Non-RNAV
(DVR)	(MIMFO 1M) 4000 ft	ODVIK 2Z (DVR 2P) 6000 ft	FL180	Relief: WIZAD () = Non-RNAV
HARDY	1X 5000ft		FL170	UK time 0600-2300 Alternative: SFD () = Non-RNAV
KENET		3P 3000 ft	FL130	Non-RNAV RNAV 1 via NOVMA 1X or IMVUR 1Z
LAM	(6M) 4000 ft	1Z (5P) 5000 ft		Relief: TIGER () = Non-RNAV
(SAM)	NOVMA 1X/[1M] 4000 ft	IMVUR 1Z (SAM 3P) 3000 ft	FL150	[] = NOVMA Non-RNAV / () = SAM Non-RNAV
SFD	1X (5M) 4000 ft	4Z (9P) 6000 ft	FL170	26L: 5M (1X) UK time 2300-0600 Alt: HARDY for (U)M605, or BOGNA () = Non-RNAV
EGLL & EGWU	26L/R: "[Callsign], cleared to [Dest] via Biggin, after departure runway 26L/R climb straight ahead to I-WW 2.3 DME, then turn right heading 075, climb to altitude 4000 ft, speed 220 knots or less, squawk [Code]." 08R/L: "[Callsign], cleared to [Dest] via Biggin, after departure runway 08R/L climb straight ahead to I-GG 5 DME, then turn right heading 090 degrees, climb to altitude 6000 ft, squawk [Code]."			

Relief SIDs	TIGER {LAM}	DAGGA {CLN}	WIZAD {DVR}
26L	1X (3M) 5000ft	1X (1M) 5000ft	1X (4M) 6000ft
26R	3V 5000ft	1V 5000ft	4V 6000ft
NO LON	FL130	FL130	FL170
Handoff	FIN		
Notes	See release table for conditions of use		

During times of congestion in the London TMA - London may request that aircraft be allocated TIGER, DAGGA or WIZAD SIDs (with coordination with APC and ADC). These SIDs can be assigned in the late taxi stage.

	East	EGLL/EGWU	West	SFD 08R
26L	A3	A3	A2	-
08R	J4	J4	J7	J7
Handoff / Release Orders	TCSE	TCSE	TCSW	FIN
	TCS	TCS	TCS	INT
	TC	TC	TC	TCSW
	LD	LD	LS	TCS
	LS	LS	LSC	TC
	LSC	LSC	L	LS
	L	L	INT	LSC
	INT	LL INT S		L
	LL INT N			
	INT			

Frequency List			
LONDON		GATWICK	
TCSE	120.530	ATIS	136.525
TCSW	133.180	GMP	121.955
TCS	134.125	GMC	121.805
TC	135.805	AIR	124.230
LD	134.905	FIN	118.950
LS	129.430	INT	126.825
LSC	132.600	LL INT S	134.980
L	127.830	LL INT N	119.730

Runway 26L/R Route Separation					
↓ Follow	Lead →	East	West	SFD	Relief
East		2	1	1	1*
West		1	2	2	1
SFD		1	2	2	2
Relief		1	1	2	2

West = KENET, NOVMA, BOGNA, HARDY
East (incl. LAM) = MIMFO, FRANE, LAM
Relief = TIGER, DAGGA, WIZAD

* WIZAD then MIMFO - 3 minutes

Runway 08R/L Route Separation					
↓ Follow	Lead →	LAM	East	West	SFD
LAM		2	2	2	1
East		2	2	1	1
West		2	1	2	1
SFD		1	1	1	2

West = KENET, IMVUR
East = CLN, DVR, FRANE, ODVIK

Note: Following a EGLL/EGWU departure, FIN shall impose a minimum 3-minute interval before a following East (including LAM) SID.

Departure	GMP Coord.	Startup Pre-note	Prior Approval (AIR)		Release (AIR)	
TIGER/DAGGA			TCSE	FIN		
WIZAD			TCSE	FIN		
Non-SID IFR/SVFR	FIN				FIN	
SID following above						
After runway change						
To EGLL/EGWU/EGLC/EGMC/EGKB	TC SE	FIN	TCSE	FIN		
To Essex Group	TC SE*				TCSE*	
To EGLF/EGHI/EGHH	TC SW				TCSW	

* In absence of TC SE, release shall be requested from TC NE (TC NE, TC N, TC, TC E, LE, LC, LSC, L)

Speed Separation Groups (see vMATS for rules)			
4	3	2	1
All jet aircraft except: - Those in Group 3 - Concorde - Military fast jets	BAe 146 / Avro RJ variants CL35/CL60 CRJ1/2/7/9/X D328/J328/DH8D E135/145, E50P/55P P180 / SB20 Citations except C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34, SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

Squawks	APC	3750-3761	AIR	3764-3766
	Listening Squawk			7012

Transition Level & MSL		
EGLL QNH	TL	MSL
1032-1049	65	70
1013-1031	70	70
995-1012	75	80
977-994	80	80
959-976	85	90
940-958	90	90

Gatwick Holds		
Fix	Details	Levels
WILLO	283° L	MSL - FL150
TIMBA	308° R	MSL - FL150
MAY	087° L	3000 ft-6000 ft

RNP Approaches		
RWY	IF	FAF
26L	OLEVI	K26LF
08R	ABIBI	K08RF
26R	ARPIT	K26RF
08L	MEBIG	K08LF

STARs				
TIMBA	Routing	Descent	SLP	Notes
BARMI 1G	BARMI - SONOG - ODROB - TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	FL260 by BARMI FL220 by ODROB FL140 by ABTUM	KKE63	
KONAN 2G	KONAN - ARNUN - KKE63 - LARCK - TIMBA	ATC	KKE63	
KUNAV 1G	KUNAV - AMDUT - TIMBA	FL160 by AMDUT	KKE64	
MID 1X	MID - ZOPHI - MAY - LARCK - TIMBA	ATC	ZOPHI	1
NEVIL 1G	NEVIL - OSPOL - NETVU - ELDAX - AMDUT - TIMBA	FL220 by NEVIL FL140 by NETVU	KKE64	
TEBRA 2G	TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	FL220 by BLIXY/SUNUP FL140 by ABTUM	KKE63	
TELTU 1G	TELTU - SFD - TIMBA	ATC	TELTU	1
WILLO	Routing	Descent	SLP	Notes
ABSAV 1G	ABSAV - AVANT - GWC - HOLLY - WILLO	FL130 by GWC	GWC	
AMDUT 1G	AMDUT - SFD - WILLO	ATC		2
ARNUN 1G	ARNUN - HASTY - SFD - WILLO	ATC		2
DISIT 1G	DISIT - KIDLI - MID - TUFOZ - HOLLY - WILLO	FL200 by DISIT FL150 by KIDLI	TUFOZ	
GWC 1G	GWC - HOLLY - WILLO	FL130 by GWC	GWC	
KIDLI 1G	KIDLI - MID - TUFOZ - HOLLY - WILLO	FL150 by KIDLI	TUFOZ	3
OTMET 1G	OTMET - SOKDU - NEDUL - ELDER - TELTU - HOLLY - WILLO	FL270 by OTMET FL210 by NEDUL FL130 by TELTU	TELTU	
SIRIC 1G	SIRIC - NIGIT - MID - TUFOZ - HOLLY - WILLO	FL140 by SIRIC	TUFOZ	
VASUX 1G	VASUX - DISVO - TELTU - HOLLY - WILLO	FL130 by TELTU	TELTU	

1) Stack-swap WILLO>TIMBA 2) Stack-swap TIMBA>WILLO 3) DELBO hold: Routing DISIT - DELBO or HON - DELBO — FL200 by DISIT

Missed Approaches	
ILS 26L	RWY HDG to 3000 ft, passing 2000ft (or MAPt—whichever is later), left 178° then as directed (to FIN/INT)
ILS 08R	RWY HDG to 3000 ft, passing 2000ft (or MAPt—whichever is later), right 178° then as directed (to FIN/INT)
RNAV	RWY HDG to 3000 ft, passing 2000ft (or 1NM inbound MAPt whichever later) , left/right 178° then as directed (to FIN/INT)

Level Capping (not exhaustive)	
Destination	Max RFL
EGNX/BB/GD/FF/SY	180
EGCC/GP/NR	260
EGNH/NJ/NM/NO	240
EGNT/NV	340
EH** except EHAM and EHRD	230 290 210
EBBR/AW/CI/CV/MB	230
LFPG/PB/PT/OB/OP	250
LFRR FIR	290
LFBB FIR	350
LSZH/MD	290 (if via France)
EGJJ/JB/JA	
295 except max 180 via ORTAC/NEVIL Even levels only 120-200 Odd levels 210+	

25 NM Minimum Sector Altitude (MSA)			
NW	2200 ft	NE	2300 ft
SW	2100 ft	SE	2000 ft

Wake Turbulence Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

Special Operations
<p>Low Visibility Procedures During CATII or CATIII operations, LVPs are applied and broadcast via ATIS or via RT. They are enforced either when: IRVR or Met. Visibility is 600m or less OR cloud ceiling (BKN+) 200ft or less</p> <p>Safeguarding Initiated either when IRVR is 1000m and forecast to drop into LVPs OR cloud ceiling is 300ft and forecast to drop</p> <p>Departing aircraft will use CATIII holding points 26L: A3, C3, M3, Y2 08R: J3, H3, G3 (J4 & J7 remain available)</p> <p>Northern Runway Ops Alternate runway SID designators (08L = W, 26R = V) Westerly operation holds: J8, N1, P1, Q1, R1 Easterly operation holds: G2, H2, J2, J5, J6 Taxiway JULIET is limited to use by aircraft with wingspan of 36m or less during runway movements</p>

NOT FOR REAL WORLD USE