

EGKK - London - London Gatwick

Airport details

| | |
|-------------|--------------------|
| State | England |
| Country | United Kingdom |
| Region | EG |
| Elevation | 203ft (62m) |
| Timezone | GMT +0 |
| Coordinates | 51.14806, -0.19028 |
| Type | land |
| ICAO code | EGKK |
| IATA code | LGW |
| FAA code | n/a |

Runway info

| | |
|------------------------|-------------------------------|
| Runway 08R / 26L | |
| length | 3311m (10863ft) |
| bearing | 82° / 262° |
| width | 46m (150ft) |
| surface | asphalt |
| displacement threshold | 393m (1289ft) / 424m (1391ft) |
| blast zone | 0m (0ft) / 31m (102ft) |
| Runway 08L / 26R | |
| length | 2559m (8396ft) |
| bearing | 82° / 262° |
| width | 45m (148ft) |
| surface | asphalt |
| displacement threshold | 321m (1053ft) / 417m (1368ft) |

Communication

| | |
|---|---------|
| London Gatwick Gatwick ATIS | 136.525 |
| London Gatwick Gatwick ATIS | 136.525 |
| London Gatwick Gatwick ATIS | 136.525 |
| London Gatwick Gatwick ATIS | 136.525 |
| London Gatwick Gatwick Clearance Delivery | 121.955 |
| London Gatwick Gatwick Clearance Delivery | 121.955 |
| London Gatwick Gatwick Clearance Delivery | 121.955 |
| London Gatwick Gatwick Clearance Delivery | 121.955 |
| London Gatwick Gatwick Ground | 121.805 |
| London Gatwick Gatwick Ground | 121.805 |

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|---------------------------------|---------|
| London Gatwick Gatwick Ground | 121.805 |
| London Gatwick Gatwick Ground | 121.805 |
| London Gatwick Gatwick Tower | 124.230 |
| London Gatwick Gatwick Tower | 124.230 |
| London Gatwick Gatwick Tower | 124.230 |
| London Gatwick Gatwick Tower | 124.230 |
| London Gatwick Gatwick Approach | 118.950 |
| London Gatwick Gatwick Approach | 129.025 |
| London Gatwick Gatwick Approach | 126.825 |
| London Gatwick Gatwick Approach | 129.025 |
| London Gatwick Gatwick Approach | 126.825 |
| London Gatwick Gatwick Approach | 118.950 |
| London Gatwick Gatwick Approach | 129.025 |
| London Gatwick Gatwick Approach | 126.825 |
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| London Gatwick Gatwick Approach | 129.025 |
| London Gatwick Gatwick Approach | 126.825 |
| London Gatwick Gatwick Approach | 118.950 |

Approach frequencies

| | | | |
|-------------|-----|-------|---------|
| ILS-cat-III | 08R | 110.9 | 18.00mi |
| ILS-cat-III | 26L | 110.9 | 18.00mi |
| 3° GS | 08R | 110.9 | 18.00mi |
| 3° GS | 26L | 110.9 | 18.00mi |

Nearby beacons

| code | identifier | dist | bearing | frequency |
|-------------|--------------------------|-------------|----------------|------------------|
| EPM | EPSOM NDB | 12.3 | 313.3° | 316 |
| OCK | OCKHAM VOR/DME | 13.5 | 301.4° | 115.30 |
| BIG | BIGGIN VOR/DME | 13.8 | 50.9° | 115.10 |
| MAY | MAYFIELD VOR/DME | 13.9 | 113.1° | 117.90 |
| MID | MIDHURST VOR/DME | 17.3 | 257.7° | 114 |
| SHM | SHOREHAM NDB | 19.1 | 198.5° | 332 |
| SRH | DME-ILS | 19.1 | 198.3° | 109.95 |
| LON | LONDON VOR/DME | 22.8 | 320.8° | 113.60 |
| LCY | LONDON CITY NDB | 23.4 | 35.8° | 322 |
| SFD | SEAFORD VOR/DME | 26 | 141.1° | 117 |
| BLC | DME | 26.7 | 284.9° | 116.20 |
| BLK | BLACKBUSHE NDB | 26.7 | 284.9° | 328 |
| GWC | GOODWOOD VOR/DME | 27.7 | 242.6° | 114.75 |
| BUR | BURNHAM NDB | 28.8 | 307.3° | 421 |
| ODH | ODIHAM TACAN | 28.9 | 276.3° | 109.60 |
| CHT | CHILTERN NDB | 31 | 325.3° | 277 |
| DET | DETLING VOR/DME | 31 | 78.7° | 117.30 |
| HLS | DME | 31.6 | 89.5° | 115.95 |
| LSH | HEADCORN (LASHENDEN) NDB | 31.6 | 89.5° | 340 |

| | | | | |
|-----|------------------------|------|--------|--------|
| WOD | WOODLEY NDB | 31.6 | 293.8° | 352 |
| LAM | LAMBOURNE VOR/DME | 32.5 | 34.4° | 115.60 |
| BPK | BROOKMANS PARK VOR/DME | 36.2 | 7.9° | 117.50 |
| BNN | BOVINGDON VOR/DME | 37.2 | 328.1° | 113.75 |
| LYD | LYDD VOR/DME | 41.3 | 97.9° | 114.05 |
| SND | SOUTHEND NDB | 42.1 | 64.3° | 362 |
| HEN | HENTON NDB | 43 | 315.5° | 433 |
| BSO | BENSON TACAN | 44.1 | 297.1° | 110 |
| LZD | LYDD NDB | 44.1 | 99.5° | 397 |
| LUT | LUTON NDB | 44.8 | 355.2° | 345 |
| WCO | WESTCOTT NDB | 51.2 | 312.3° | 335 |
| BKY | BARKWAY VOR/DME | 51.4 | 16.6° | 116.25 |
| CIT | CRANFIELD NDB | 60.5 | 339.5° | 850 |
| CLN | CLACTON VOR/DME | 65.3 | 62.3° | 114.55 |
| WTZ | WATTISHAM TACAN | 72 | 49.2° | 109.30 |

Departure and arrival routes

| Transition altitude | 6000ft | | |
|-----------------------|--------|-----------------|---------------------------|
| SID end points | | distance | outbound direction |
| RW08L | | | |
| LAM5W | | 32.5 | 34° |
| FRAN1W | | 33.8 | 74° |
| DVR2W | | 58.3 | 89° |
| SFD9W | | 26.0 | 141° |
| SAM3W | | 45.1 | 261° |
| KENE3W | | 52.4 | 286° |
| RW08R | | | |
| LAM5P, LAM1Z | | 32.5 | 34° |
| FRAN1Z, FRAN1P | | 33.8 | 74° |
| ODVI2Z | | 25.4 | 88° |
| DVR2P | | 58.3 | 89° |
| SFD9P, SFD4Z | | 26.0 | 141° |
| SAM3P | | 45.1 | 261° |
| IMVU1Z | | 12.9 | 274° |
| KENE3P | | 52.4 | 286° |
| RW26L | | | |
| LAM6M, TIGE3M, TIGE1X | | 32.5 | 34° |
| DAGA1X, DAGA1M | | 65.3 | 62° |
| FRAN1M | | 33.8 | 74° |
| MIMF1M | | 26.1 | 83° |
| WIZA1X, WIZA4M | | 43.1 | 92° |
| HARD5M, HARD1X | | 48.1 | 135° |
| SFD5M, SFD1X | | 26.0 | 141° |
| BOGN1X, BOGN1M | | 26.8 | 188° |
| NOVM1X, NOVM1M | | 22.2 | 259° |
| RW26R | | | |
| TIGE3V, LAM6V | | 32.5 | 34° |

| | | |
|--------|------|------|
| DAGA1V | 65.3 | 62° |
| FRAN1V | 33.8 | 74° |
| MIMF1V | 26.1 | 83° |
| WIZA4V | 43.1 | 92° |
| HARD5V | 48.1 | 135° |
| SFD5V | 26.0 | 141° |
| BOGN1V | 26.8 | 188° |
| NOVM1V | 22.2 | 259° |

STAR starting points

ALL

| | distance | inbound direction |
|--------|----------|-------------------|
| NEVI1G | 69.2 | 9° |
| TELT1G | 29.4 | 59° |
| VASU1G | 55.9 | 59° |
| GWC1G | 27.7 | 63° |
| ABSA1G | 48.1 | 63° |
| MID1X | 17.3 | 78° |
| OTME1G | 92.3 | 79° |
| BEDE1G | 53.1 | 99° |
| KIDL1G | 57.6 | 118° |
| DISI1G | 80.6 | 122° |
| BARM1G | 129.9 | 244° |
| TEBR2G | 70.6 | 259° |
| KONA2G | 82.5 | 270° |
| ARNU1G | 42.6 | 275° |
| AMDU1G | 46.9 | 296° |
| KUNA1G | 60.9 | 297° |

Holding patterns

| STAR name | hold at | type | turn | heading* | altitude | leg | speed limit |
|-----------|---------|------|-------|------------|----------------------|-----------------|-------------|
| ABSA1G | GWC | NDB | left | 355 (175)° | 7000ft - 13000ft | 1.0min timed | 220 |
| ABSA1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |
| AMDU1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |
| ARNU1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |
| BARM1G | ARNUN | VHF | right | 36 (216)° | 10000ft - 14000ft | 1.0min timed | 220 |
| BARM1G | TIMBA | VHF | right | 128 (308)° | 7000ft - 14000ft | 1.0min timed | 220 |
| BEDE1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |
| DISI1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |

| | | | | | | | |
|--------|-------|-----|-------|------------|----------------------|-----------------|------------|
| GWC1G | GWC | NDB | left | 355 (175)° | 7000ft - 13000ft | 1.0min timed | 220 |
| GWC1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |
| KIDL1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |
| KONA2G | ARNUN | VHF | right | 36 (216)° | 10000ft - 14000ft | 1.0min timed | 220 |
| KONA2G | TIMBA | VHF | right | 128 (308)° | 7000ft - 14000ft | 1.0min timed | 220 |
| KUNA1G | AMDUT | VHF | right | 132 (312)° | 16000ft - 19000ft | 1.0min timed | ICAO rules |
| KUNA1G | TIMBA | VHF | right | 128 (308)° | 7000ft - 14000ft | 1.0min timed | 220 |
| MID1X | TIMBA | VHF | right | 128 (308)° | 7000ft - 14000ft | 1.0min timed | 220 |
| NEVI1G | AMDUT | VHF | right | 132 (312)° | 16000ft - 19000ft | 1.0min timed | ICAO rules |
| NEVI1G | TIMBA | VHF | right | 128 (308)° | 7000ft - 14000ft | 1.0min timed | 220 |
| OTME1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |
| TEBR2G | ARNUN | VHF | right | 36 (216)° | 10000ft - 14000ft | 1.0min timed | 220 |
| TEBR2G | TIMBA | VHF | right | 128 (308)° | 7000ft - 14000ft | 1.0min timed | 220 |
| TELT1G | TIMBA | VHF | right | 128 (308)° | 7000ft - 14000ft | 1.0min timed | 220 |
| VASU1G | WILLO | VHF | left | 103 (283)° | 7000ft - 14000ft | DME 5.1mi | 220 |

*) magnetic outbound (inbound) holding course

Disclaimer

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