

EGKK AD 2.1	EGKK	LONDON GATWICK
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EGKK AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	Lat: 510853N Long: 0001125W Mid point of Runway 08R/26L.
2	Direction and distance from city:	2.7 nm N of Crawley. 24.7 nm S of London.
3	Elevation/Reference temperature:	202 ft – 22°C.
4	Geoid undulation at AD ELEV PSN:	149 ft
5	Magnetic Variation/Annual Change:	W2.4° (2005) – 0.14° decreasing.
6	AD Administration:	Gatwick Airport Limited.
	Address:	London (Gatwick) Airport, West Sussex RH6 0NP.
	Telephone:	01293-535353 or 020-8668 4211 (Gatwick Airport Ltd). 01293-601040 (NATS Ltd - FBU).
	Fax:	01293-601033 (NATS Ltd). 01293-505093 (Gatwick Airport Ltd).
	Telex:	877725 Gatwick Airport Ltd.
7	Type of Traffic Permitted (IFR/VFR):	IFR/VFR.
8	Remarks:	Telephone calls to NATS Ltd operational areas may be recorded.

EGKK AD 2.3 – OPERATIONAL HOURS

1	AD:	H24.
2	Customs and Immigration:	H24.
3	Health and Sanitation:	
4	AIS Briefing Office:	
5	ATS Reporting Office (ARO):	
6	MET Briefing Office:	
7	ATS:	H24.
8	Fuelling:	
9	Handling:	
10	Security:	
11	De-icing:	
12	Remarks:	Refer to AD 2.20 item 1.

EGKK AD 2.4 – HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Full. Nearest railway siding: Crawley New Yard, approx 1 nm.
2	Fuel/oil types:	AVTUR JET A-1. Oil; W80, W100, AFTO 100, 390, 555, 750, Skydroll 500B.
3	Fuelling facilities/capacity:	
4	De-icing facilities:	
5	Hangar space for visiting aircraft:	Yes. By arrangement with local companies.
6	Repair facilities for visiting aircraft:	Maintenance and repair by arrangement with local operators.
7	Remarks:	Oxygen and related servicing by arrangement with local companies. Operators are to make prior arrangements with one of the three handling agents for ground handling of all flights.

EGKK AD 2.5 – PASSENGER FACILITIES

1	Hotels:	Hotels linked to the north and south terminals..	←
2	Restaurants:	Restaurant, buffet and bar.	
3	Transportation:	Trains, coaches, buses, taxis and hire cars. Nearest railway station, Gatwick Airport (South Terminal).	←
4	Medical facilities:	Limited first aid treatment and nursing staff available.	
5	Bank and Post Office:		
6	Tourist Office:		
7	Remarks:		

EGKK AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting:	RFF Category 9.
2	Rescue equipment:	
3	Capability for removal of disabled aircraft:	324000 kg MTWA. Contact: 01293-503085.
4	Remarks:	

EGKK AD 2.7 – SEASONAL AVAILABILITY – CLEARING

1	Type of clearing equipment:	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities:	Standard. See AD 1.2.2.
3	Remarks:	Braking action assessment by Grip Tester. Latest information from: FBU 01293-601040. Clearance Programme and Progress Cell (Snow Co-ordinator) 01293-535353, Ext 3311 or 3221.

EGKK AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA												
1 Apron surface and strength:				Surface: Concrete		Strength: 78						
2 Taxiway width, surface and strength:				Width minimum 23 m		Surface Concrete/Asphalt		Strength 78				
3 Altimeter checkpoint location and elevation:		Apron 192 ft amsl.										
4 VOR checkpoints:												
5 INS checkpoints:												
Stand No	Co-ordinates		Stand No	Co-ordinates		Stand No	Co-ordinates		Stand No	Co-ordinates		
1	510911.83N	0000948.96W	37L	510932.69N	0001001.77W	66	510940.99N	0001057.00W	160	510917.43N	0001102.01W	
2	510916.76N	0000950.99W	37R	510933.48N	0001003.79W	66L	510940.43N	0001056.80W	160L	510916.69N	0001101.75W	
3	510911.61N	0000950.21W	38	510931.15N	0000959.80W	66R	510941.55N	0001057.19W	160R	510917.95N	0001102.19W	
4	510916.38N	0000952.58W	38L	510930.60N	0000959.55W	67	510938.15N	0001057.35W	161	510913.81N	0001100.43W	
5	510912.03N	0000952.57W	38R	510931.76N	0001000.74W	68	510937.46N	0001058.69W	169	510907.91N	0001104.68W	
6	To be surveyed											
7	510911.83N	0000954.71W	41	510924.14N	0001017.64W	101	510924.83N	0001037.42W	170	510907.63N	0001116.08W	
9	510913.09N	0000959.41W	41W	510923.97N	0001018.84W	102	510925.25N	0001034.38W	171	510908.28N	0001111.31W	
10	To be surveyed											
11	510919.49N	0000953.24W	41E	510924.24N	0001016.94W	104	510920.28N	0001034.05W	172	510910.01N	0001116.91W	
12	To be surveyed											
13	510923.90N	0000957.42W	42	510923.66N	0001021.12W	105	510919.97N	0001036.23W	173	510910.67N	0001112.14W	
13L	510924.01N	0000956.12W	43	510923.18N	0001024.59W	106	510919.60N	0001038.91W	174	510912.40N	0001117.75W	
13R	510923.79N	0000958.19W	43W	510923.08N	0001025.30W	107	510919.30N	0001041.08W	175	510913.06N	0001112.97W	
14	510918.07N	0000959.07W	43E	510923.34N	0001023.39W	109	510919.00N	0001043.26W	176	510914.79N	0001118.58W	
14L	510917.89N	0000959.50W	46	510936.23N	0001009.60W	110	510918.70N	0001045.43W	177	510915.44N	0001113.80W	
14R	510918.68N	0000957.97W	47	510935.27N	0001012.65W	111	510923.65N	0001046.00W	178	510917.50N	0001119.52W	
15	510923.42N	0001000.94W	48	510933.51N	0001015.35W	111L	To be surveyed					
16	510917.40N	0001002.00W	48L	510932.55N	0001016.20W	111R	To be surveyed		180	510919.43N	0001120.19W	
17	510922.94N	0001004.46W	48R	510933.91N	0001014.90W	112	510924.07N	0001042.96W				
18	510916.98N	0001005.00W	49	510930.35N	0001019.82W	113	510924.38N	0001040.72W	551	510927.36N	0001041.72W	
19	510922.32N	0001008.98W	49L	510930.24N	0001020.69W					552	510927.11N	0001043.53W
19L	510922.44N	0001008.12W	49R	510930.80N	0001017.58W	130	510917.80N	0001031.37W	553	510926.61N	0001047.15W	
19R	510922.20N	0001009.87W	50	510929.92N	0001022.96W	131	510917.38N	0001034.41W	554	510929.10N	0001048.02W	
		51	510929.45N	0001026.37W	132	510916.93N	0001037.66W					
		51L	510929.36N	0001027.08W	133	510916.54N	0001040.51W					
20	510916.63N	0001007.58W	51R	510929.63N	0001025.07W	134	510916.12N	0001043.56W				
20L	510916.39N	0001009.31W	52	510928.94N	0001030.09W	135	510915.72N	0001046.44W				
20R	To be surveyed											
21	510921.84N	0001012.51W	52R	510928.82N	0001030.95W	136	510915.36N	0001049.00W				
21L	510921.96N	0001011.62W	53	510929.07N	0001029.15W	140	510912.06N	0001029.36W				
21R	510921.72N	0001013.39W	53L	510928.38N	0001034.17W	140L	510911.93N	0001030.32W				
22	510916.15N	0001011.05W	53R	510928.28N	0001034.87W	140R	510912.18N	0001028.54W				
23	510921.36N	0001016.03W	54	510928.56N	0001032.86W	141	510911.58N	0001032.83W				
24	510915.74N	0001014.07W	54L	510927.86N	0001037.85W	142	510911.11N	0001036.29W				
24L	To be surveyed											
24R	510915.82N	0001013.43W	54R	To be surveyed		142L	510910.95N	0001037.45W				
25	510920.60N	0001020.31W	56	510929.07N	0001029.15W	142R	510911.21N	0001035.56W				
25L	510920.85N	0001018.50W	56L	510930.98N	0001048.69W	143	510910.58N	0001040.13W				
25R	510919.09N	0001020.69W	56R	510931.53N	0001048.89W	143L	510910.42N	0001041.26W				
28	510915.30N	0001019.26W	57	510930.39N	0001048.49W	143R	510910.69N	0001039.34W				
28L	510916.33N	0001019.74W	57L	510933.19N	0001049.46W	144	510910.06N	0001043.88W				
28R	510915.51N	0001015.71W	57R	510933.70N	0001049.64W	144L	510909.92N	0001044.96W				
		58	510932.62N	0001049.26W	144R	510910.18N	0001043.03W					
		58L	510935.47N	0001050.26W	145	510909.56N	0001047.56W					
		58R	510935.96N	0001050.43W	145L	510909.44N	0001048.44W					
		59	510934.82N	0001050.03W	145R	510909.68N	0001046.69W					
		59L	510937.62N	0001051.00W								
		60	510939.89N	0001051.79W	150	510921.12N	0001105.46W					
		60L	510940.38N	0001051.97W	150L	510921.24N	0001104.52W					
		60R	510939.25N	0001051.57W	150R	510920.99N	0001106.40W					
		61	510942.00N	0001052.52W	151	510920.60N	0001109.21W					
		62	510944.16N	0001053.27W	151L	510920.73N	0001108.28W					
		62L	510944.56N	0001053.41W	151R	510920.47N	0001110.15W					
		62R	510943.42N	0001053.02W	152	510920.08N	0001112.97W					
		63	510946.67N	0001054.14W	152L	510920.21N	0001112.03W					
		63L	510947.11N	0001054.30W	152R	510919.95N	0001113.91W					
		63R	510945.84N	0001053.86W	153	510924.47N	0001101.88W					
		64	510945.82N	0001058.68W	154	510924.11N	0001104.50W					
		64L	510945.26N	0001058.48W	155	510923.74N	0001107.18W					
		64R	510946.44N	0001058.88W	156	510923.34N	0001110.09W					
		65	510943.40N	0001057.84W	157	510922.93N	0001113.01W					
		65L	510942.85N	0001057.64W	158	510922.35N	0001117.27W					
		65R	510942.85N	0001057.64W	159	510921.88N	0001120.10W					
		65L	510944.11N	0001058.09W								
		65R	510944.11N	0001058.09W								
6 Remarks:												

EGKK AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	
<p>1 Use of aircraft stand ID signs: Taxiway guide lines and visual docking/parking guidance system of aircraft stands:</p>	<p>Azimuth and Stopping guidance is provided as follows: AGNIS/PAPA; Stands 11-28, 31-38, 42, 46-54, 56-66, 101-113, 130-135, 140-142, 153, 154, 158-161, 169-180. AGNIS/Mirror; Stands 2-10, 551-553. AGNIS/Stop Arrow; 1, 13 L/R, 31L/R, 38 L/R, 48 L/R, 66 L/R, 67, 68, 136, 143-145, 160 L/R, 554. All remaining stands have painted centre-line and stop arrow.</p> <p>With the exception of Stands 41, 43 and 125 all stands are designed for nose-in/push back operations.</p>
<p>2 Runway and taxiway markings and lighting:</p>	<p>Runway: Runway 08R/26L – Full ICAO runway designation, runway threshold, touch-down zone and runway centre-line markings. Runway 08L/26R – Full ICAO runway designation, runway threshold and runway centre-line markings. Runway centre-lines between designation numerals marked by a broken white line. Lead-offs from Runway 08R/26L are marked by a continuous yellow line from the centre of the runway.</p> <p>Taxiway: Green centre-line lighting with selective switching on all taxiway routes except Taxiway Yankee. Reflective edge markers. Blue edge lighting on Taxiway Yankee. Lead-off green taxiway centre-line lights beyond Runway 08R end lights. Rapid exit taxiways (green) from Runway 26L at 1321 m and 1837 m from displaced landing threshold. Rapid exit taxiways (green) from Runway 08R at 1375 m and 1914 m from threshold. The eastern holding area has a dual parallel taxiway layout designated Alpha November and Alpha Sierra. Alpha November is the primary route. All turn-offs have alternate green and amber lights to the edge of the instrument strip.</p>
<p>3 Stop bars:</p>	
<p>4 Remarks:</p>	<p>The apron is marked for nose-in parking only and operators should ensure that agents can supply tractor push-back facilities. Aircrew are to note that all azimuth and parallax parking stand entry and guidance systems are operated by their ground handling agent. The illumination of stand entry guidance systems should indicate that a safety check of the stand has been made by the handling agent prior to the aircraft arrival. However, it still remains the responsibility of aircrew to satisfy themselves that the stand is safe for entry and parking. ILS localizer Sensitive Area: Colour coded alternate yellow and green lights are installed at all exits from CAT 3 Runway 26L/08R to denote the extent of the localizer sensitive area. Class 2 compass base on NE part of holding area Juliet 4, boundary marked green. 2 illuminated wind direction indicators.</p>

EGKK AD 2.10 – AERODROME OBSTACLES					
In Approach/Take-off areas			In circling area and at aerodrome		
1			2		
Runway/Area affected	Obstacle type Elevation Markings/lighting	Co-ordinates	Obstacle type Elevation Markings/lighting	Co-ordinates	
a	b	c	a	b	
	ft amsl		ft amsl		
			Reigate Radio Mast lighted at	995 900	511516.55N 0001202.98W ←
3 Remarks:			<p>Trees on high ground lying across approach to Runway 08L/26R, 1.5 to 3 nm west of airport up to 285 ft aal and trees on or near the extended centre-line of Runway 08R, 1.25 to 1.85 nm up to 207 ft aal. A hazard beacon showing 29 red flashes a minute, is situated on the extended centre-line of Runway 08R on tree covered high ground where a number of trees within 0.3 nm of the beacon rise up to 27 ft above it. Another, showing 36 red flashes a minute, is situated 0.66 nm NNW of the first. Together, they mark the line of high ground. The beacons are switched on at night and whenever meteorological conditions necessitate the use of high intensity approach lights. Belt of trees up to 100 ft aal between 0.1 nm to 0.23 nm S and parallel to Runway 08R/26L. HT power line round N, E and SE of airport; minimum distance 1.6 nm at 146 ft aal rising to S to 326 ft aal at 4 nm. High ground to SE and S rising to 406 ft aal is 3.5 nm from airport at its nearest point</p>		

EGKK AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED		
1	Associated MET Office:	MET Office Exeter.
2	Hours of service: MET Office outside hours:	H24.
3	Office responsible for TAF preparation: Periods of validity:	MET Office Exeter. 9, 18 hours.
4	Trend forecast: Interval of issuance:	
5	Briefing/consultation provided:	Self-briefing/Telephone.
6	Flight documentation: Language used:	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation:	
8	Supplementary equipment available for providing information:	
9	ATS units provided with information:	London Gatwick.
10	Additional Information (limitation of service etc):	26R TDZ IRVR is 470 m downwind of the threshold.

EGKK AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS					
Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08R	077.63°	3316 x 46 †	78/R/B/W/T Asphalt/Concrete	510845.11N 0001224.60W – GUND 149 ft	THR 196 ft
26L	257.65°	3316 x 46 †	78/R/B/W/T Asphalt/Concrete	510902.43N 0001018.94W – GUND 149 ft	THR 196 ft
08L	077.62°	2565 x 45 ‡	76/R/B/W/T Asphalt/Concrete	510851.05N 0001229.11W – GUND 149 ft	THR 195 ft
26R	257.64°	2565 x 45 ‡	76/R/B/W/T Asphalt/Concrete	510903.69N 0001057.48W – GUND 149 ft	THR 195 ft
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
12	Remarks:	26L has a 150 m starter extension The 26L landing threshold is displaced by 424 m. The 08R landing threshold is displaced 393 m. †Paved shoulders extend 74 m beyond the eastern end, 7.6 m beyond each side of the first 332 m of Runway 08R, 23 m beyond each side of the next 2134 m, and 7.6 m beyond each side of the remaining 632 m of the runway. ‡Paved shoulders extend 75 m beyond each side of Runway 08L/26R. The 08L landing threshold is displaced by 322 m. The 26R landing threshold is displaced 417 m.			

EGKK AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08R 26L	3159 3255	3311 3407	3233 3316	2766 2831	Take-off from intersection with Hold Alpha 1. Take-off from intersection with Hold Bravo 1. Take-off from intersection with Hold Golf 1.
08L 26R	2565 2565	3040 2703	2565 2565	2243 2148	
26L	3098	3250	3159	–	
26L	2894	3046	2955	–	
08R	2786	2938	2860	–	

EGKK AD 2.14 – APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
08R	Coded centre-line with five crossbars 914 m HI Supplementary lighting inner 300 m	HI Green with HI green wingbars	PAPI 3° RHS 430 m (68 ft)	914 m HI	Colour coded 15 m spacing HI	HI flush bi-directional edge, first 393 m from from RWY end showing red to displaced landing THR 46 m gauge	Red	Red 74 m beyond RWY end lights
26L	Coded centre-line with five crossbars 915 m HI Supplementary lighting inner 300 m	HI Green with HI green wingbars	PAPI 3° 440 m (69 ft)	914 m HI	Colour coded 15 m spacing HI	HI flush bi-directional edge, first 267 m from from RWY end showing red to displaced landing THR 46 m gauge	Red	Red 61 m beyond RWY end lights
08L	Centre-line with one crossbar 420 m HI 2 synchronised flashing white lights 400 m prior to THR, one either side of centre-line of variable brilliancy and visible in the approach sector only	HI Green with green wingbars	PAPI 3° 450 m (65 ft)			HI flush bi-directional edge with LI omni-component	Red	
26R	Centre-line with one crossbar 420 m HI 2 synchronised flashing white lights 400 m prior to THR, one either side of centre-line of variable brilliancy and visible in the approach sector only	HI Green with green wingbars	PAPI 3° 425 m (68 ft)			HI flush bi-directional edge with LI omni-component	Red	
10	Remarks:	During any runway change, pilots are warned that PAPI indicators are advisory only within the first 15 minutes of alteration and should be used with caution. Rapid Exit Taxiway Indicator Lights (RETILs) installed on the first and second Rapid Exit Taxiways (RETs) for Runway 08R/26L. They provide a 3-2-1 countdown pattern of yellow lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.						

EGKK AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY	
1	ABN/IBN location, characteristics and hours of operation:
2	LDI location and lighting: Anemometer location and lighting: 510843.55N 0001206.91W - 510854.68N 0001027.52W.
3	Taxiway edge and centre-line lighting:
4	Secondary power supply/switch-over time: Yes.
5	Remarks: Apron floodlighting. Obstacle lighting.

EGKK AD 2.16 – HELICOPTER LANDING AREA	
1	Co-ordinates TLOF or THR of FATO: Geoid undulation:
2	TLOF and/or FATO elevation (ft):
3	TLOF and FATO area dimensions: Surface, Strength, Markings:
4	True Bearing of FATO:
5	Declared distance available:
6	Approach and FATO lighting:
7	Remarks:

EGKK AD 2.17 – ATS AIRSPACE		
Designation and lateral limits:	Vertical limits	Airspace Classification
1	2	3
<p>London Gatwick Control Zone (CTR) 511258N 0001129W - 511200N 0000341E thence by an arc of a circle radius 10 nm centred on 510853N 0001125W south to 510550N 0000342E - 510240N 0001923W thence by an arc of a circle radius 8 nm centred on 510853N 0001125W north to 511118N 0002332W - 511258N 0001129W.</p> <p>London Gatwick Control Area (CTA) The airspace within the area defined by straight lines joining successively the following points: 510100N 0000458E - 510100N 0002545W thence clockwise by the arc of a circle radius 12 nm centred on 510853N 0001125W to 511124N 0003003W - 511618N 0000533E thence clockwise by the arc of a circle radius 13 nm centred on 510853N 0001125W to 510100N 0000458E, but excluding the Gatwick CTR.</p> <p>London Gatwick Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (08R/26L) 510853N 0001125W.</p>	<p>2500 ft ALT SFC</p> <p>2500 ft ALT 1500 ft ALT</p> <p>2000 ft aal SFC</p>	<p>D †</p> <p>D †</p> <p>D †</p>
4	ATS unit callsign: Languages:	Gatwick Director. English.
5	Transition Altitude:	6000 ft.
6	Remarks:	See EGKR AD 2.22, paragraph e for details of Redhill Local Flying Area. † Refer to Section ENR 1.4 for notifications. See AD 2.18 for ATZ hours.

EGKK AD 2.20 – LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- a Use governed by regulations applicable to Gatwick CTR.
- b Departing aircraft are to call Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.
- c Aircraft requiring to depart from Hold Mike 1 must advise Gatwick Delivery before start up.
- d Surface wind data is available for both ends of the duty runway. Normally, only the Touchdown surface wind will be passed. Stopend surface wind information is available on request.
- e H24, subject to the prior approval of the Managing Director, Gatwick Airport Ltd and to obtaining prior acceptance to the flight by Airport Co-ordination Ltd.
- f Planned Diversion Procedure – Airline and other operators are advised that before selecting Gatwick as an alternate, prior arrangements for ground handling should have been agreed with one of the nominated handling agents.
- g The use of this airport for training purposes is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
- h This Airport may be used by Executive and Private Aircraft (general aviation) subject to the following conditions:
 - i Prior Permission Required (Mandatory Requirement not more than 10 days and preferably not less than 24 hours before intended movement). General aviation operators must notify the following details of each flight in advance either to Airport Co-ordination Ltd (during office hours), Tel: 01293-569233 or Fax: 01293-516709, or at all other times to Apron Control Tel: 01293-503089, AFTN EGKKYDYX, or by Fax: 01293-505149 (or to their nominated handling agent who will obtain prior permission from Airport Co-ordination Ltd or Apron Control):
 - 1 Aircraft type, registration and operator;
 - 2 Point of origin and destination;
 - 3 Date/time of ETA and ETD Gatwick.
 - ii Nominated handling agent. (Mandatory for both domestic and international flights).
Due to increasing demand for runway slots, particularly at peak times of the day, General Aviation operators are advised that their requested slot time may not be available. In this case, the available runway slot times nearest to those requested will be offered by Airport Co-ordination Ltd. It is emphasised that runway slots are required for both arrivals at and departures from Gatwick. No runway slot is valid unless identified by a reference number in the form of a letter and five digits. The filing of a flight plan does not confer permission to use Gatwick Airport. Runway slots are required in addition to ATC slots. ATC clearance to approach/land or Taxi/take-off does not imply the existence of a valid runway slot.
 - iii General Aviation Terminal opening hours are 0800-2000 (winter), and 0700-1900 (summer).
 - iv All international passengers arriving on private and executive aircraft requiring HM Customs clearance, must proceed with their handling agent to the South Terminal.
 - v All commanders of private and executive aircraft arriving or departing on an international flight must obtain HM Customs clearance, via their handling agent from the Customs Report Office in Concorde House.
 - vi General Aviation Terminal – Meteorological Information
There are no comprehensive meteorological facilities at the General Aviation Terminal. Pilots requiring meteorological information must either self-brief at FBU in Concorde House or arrange for their Handling Agent to collect the information on their behalf.
 - vii Fixed-wing and rotary aircraft using London Gatwick Airport do so in accordance with the Gatwick Conditions of Use document. A copy of the document will be made available on request by Tel: 01293-503249.
 - viii Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.

2 Ground Movement

- a General
 - i Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority.
 - ii Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
 - iii Within the Manoeuvring Area, pilots will be cleared to proceed under general direction from GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed.
 - iv Departing aircraft on first contact with Gatwick ATC must state aircraft type, stand number and the code letter of the latest ATIS received and maintain a listening watch on the appropriate frequency.
 - v **It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for his type of aircraft.**
 - vi Pilots of departing aircraft are reminded to contact Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.
 - vii Pre-departure clearance by datalink is available at Gatwick for suitably equipped aircraft. Operators are required to register their intention to use datalink with NATS Gatwick. For further information contact ATC Operations on + 44 (0)1293-601021.

EGKK AD 2.20 – LOCAL TRAFFIC REGULATIONS

- b Aprons
- i **Pilots should only request push-back when they are actually ready to do so.**
- ii The Manoeuvring Area is equipped with the following forms of taxiway guidance:
- 1 Yellow painted taxiway centre-lines;
 - 2 Yellow painted holding position lines at the approach to runways;
 - 3 Green taxiway centre-line lights and red stop bars controlled from the Tower;
 - 4 An illuminated red stop bar means **STOP**. Aircraft must not proceed until the stop bar is extinguished or ATC permission is received;
 - 5 Runway Guard Lights are installed at all runway/taxiway intersections, comprising alternating flashing yellow standard low level dual traffic lights, operating H24.
- iii The blast generated by high positioned jet engines on some types of aircraft, such as DC-10 or Tristar, presents new problems because of the height of the source from the ground. To reduce the risk of damage by such jet blast the following operating procedure should be adopted where appropriate:
- 1 The high positioned engines may not be used for taxiing in the terminal area;
 - 2 There should be a minimum clearance of 400 ft behind the aircraft engines before the breakaway power is applied.
- c Ground movement of large aircraft
- i The following restrictions apply to aircraft with wingspan exceeding 52 m.
1. Operators of aircraft with wingspans of between 52 m and 65 m should note that there is sub-standard wingtip clearance along Taxiway Lima, between its junctions with Taxiways Romeo and Sierra. Clearance between the taxiway centre-line and nearest obstacle is 42.5 m.
 - 2 Taxiway Juliet, East of Taxiway November all large aircraft must be under tow.
 - 3 Taxiway Zulu all large aircraft must be under tow.
 - 4 Taxiway Yankee abeam Pier 1 and Yankee 4 to Yankee 3 all large aircraft must be under tow.
- ii Operators of aircraft with wingspans in excess of 61 m must not use Taxiway Lima beyond Stand 36 to access Stands 37 and 38.

3 CAT II/III Operations

- a Runways 08R and 26L, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b During Category II and III operations, Special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RT.
- c Departing Aircraft: ATC will require departing aircraft to use the following Category III holding points:
- Runway 26L — Alpha 3 or Mike 3;
Runway 08R — Juliet 3, Juliet 4, Juliet 7 and Hotel 3.
- Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC. Under these circumstances, due allowance will be made by ATC for the necessary ILS protection.
- d Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Ground Movement Radar (GMR) is normally available to monitor pilot 'runway vacated' reports.
- i When GMR is not available to ATC, runway (LSA) vacation will be assessed by receipt of a pilot report that the aircraft has passed the last of the alternate yellow and green centre-line lights. These lights denote the extent of the ILS Localizer Sensitive Area.
- e When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Expected Landing Rate
Greater than 1000	24
Between 1000 and 600	20
Between 550 and 350	15
Less than 300	12 or less

4 Warnings

- a In low visibility at night the apron and car park's floodlighting may be seen before approach lights on 26L and 26R approaches.
- b Except for light signals, ground signals are not displayed.
- c Pilots are warned, when landing on Runway 26L/R in strong southerly/south-westerly winds, of the possibility of building induced turbulence and windshear effects.

EGKK AD 2.20 – LOCAL TRAFFIC REGULATIONS

5 Helicopter Operations

- a There are no helicopter alighting areas at the airport. All inbound and outbound helicopters must use the runways.
- b Helicopter handling agents are to obtain slot allocation for all flights.
- c Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways.
- d After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). A leader vehicle will normally be in attendance.
- e While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip clearance and turbulence.

6 Use of Runways

- a Special runway utilisation procedures are detailed at GEN 3.3.5.

b Departure Wake Vortex Separations

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

Runway 26L

Holding points Mike 1/3 and Alpha 2/3
 Holding points Mike 1/3 and Bravo 1
 Holding points Alpha 2/3 and Bravo 1
 Holding points Bravo 1 and Charlie 1
 Holding points Bravo 1 and Yankee 1/2

Runway 08R

Holding points Juliet 1/3 and Hotel 1/3
 Holding points Juliet 1/3 and Golf 1
 Holding points Hotel 1/3 and Golf 1

- c Runway 08L/26R is a non-instrument runway and will only be used when Runway 08R/26L is temporarily non-operational by reason of maintenance or accident. Additionally, during months where planned maintenance does not take place, Runway 08L/26R will be in use on the first Tuesday morning of each month from 0100 to 0400 (Winter) and 0001 to 0300 (Summer) for lighting checks, subject to weather and confirmation on ATIS.

d Use of Runway 08L/26R

Runway 08L/26R cannot be used simultaneously with Runway 08R/26L because of insufficient separation between the two. For this reason also, extensive safeguarding procedures are required (see d ii) before Runway 08L/26R can be activated and the runway is not available on request by pilots.

Lighting for the closed runway and parallel taxiway will not be visible on approach.

e Restriction of Operation

- i During Runway 08L/26R operations, delays may occur to aircraft taxiing on the aerodrome due to the following:
 - 1 The parallel taxiway is limited to use by aircraft of wingspan 30 m or below during actual take-offs or landings on Runway 08L/26R.
 - 2 Additional restrictions when the Ground Movement Radar (GMR) is not available.
- ii When Runway 08L/26R is being brought into planned use the aerodrome will be closed for a period of up to 15 minutes to allow the necessary safeguarding procedures to be implemented. The same will apply when Runway 08R/26L is brought back into use. In an emergency situation, implementation of the change to Runway 08L/26R can be expected to take substantially longer.

f Nav aids

When Runway 08L/26R is in use the only navigational aids available are:

- i Surveillance radar
- ii DME
- iii GY and GE NDBs

g Runway and Approach Lights

- i Runway lights will be on at all times when runway 08L/26R is in use and approach lights will be on when the runway is available for landings. It is not possible for both Runway 08R/26L and 08L/26R or for their approach lighting systems to be illuminated at the same time.
- ii Aircraft taking-off from Runway 26R **MUST NOT** commence their take-off run before reaching the illuminated 'START OF ROLL' sign. This is positioned left of the runway and 417 m east of the threshold bar.
- iii When the taxiway lighting system is in use during Runway 08L/26R operation, limited selective switching of green centre-line lights is available in conjunction with red STOP BARS at runway holding points.
- iv The runway holding points, in addition to red STOP BARS, are marked by marker boards and amber flashing runway guard lights.
- v Because only limited taxiway centre-line light switching is available in conjunction with the use of Runway 08L/26R, pilots must exercise extreme caution to remain on the correct taxiway route when cleared to the runway from a holding position. In certain positions, red flashing runway guard lights, forward of the holding positions, denote the proximity of the runway itself.

EGKK AD 2.20 – LOCAL TRAFFIC REGULATIONS

h Minimum Runway Occupancy Time

i Departures

- 1 On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
- 2 Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
- 3 Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Gatwick Tower frequency.

ii Arrivals

- 1 Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
- 2 Additional paint markings are provided on Runway 08R and 26L to assist pilots in judging distances to Rapid Exit Taxiways. Markings will be provided for the 1st and 2nd 08R and 26L Rapid Exit Taxiways only and will consist of 3 sets of count-down markings placed at 300m, 200m and 100m from the intersection of the runway centre-line with the Rapid Exit Taxiway centre-line. Each set of markings will consist of 3 white painted bars (at 300m to go), 2 white bars (at 200m to go) and 1 white bar (at 100m to go). Bars are angled in direction of the Rapid Exit Taxiway and positioned on the right hand side of the runway centre-line.
- 3 The preferred exit points for Runway 26L are:
 - i Medium/Heavy aircraft: Rapid Exit Taxiway 'FR' (Distance from threshold 1837 m);
 - ii Light/Small aircraft: Rapid Exit Taxiway 'E' (Distance from threshold 1321 m).

Pilots of small and medium aircraft are requested to consider which Rapid Exit Taxiway offers the best opportunity for a safe and expeditious exit from the runway in order to reduce delays and maximise utilisation.

**When exiting the runway via Rapid Exit Taxiway 'FR' the standard routing will be:
To cross the Northern Runway without stopping on the Rapid Exit Taxiway and turn right onto Taxiway Juliet.**

When exiting the runway via Rapid Exit Taxiway 'E' the standard routing will be:
To turn right on to the Northern Runway without stopping on the Rapid Exit Taxiway.

Aircraft are not to stop on any Rapid Exit Taxiway awaiting instructions from Ground Movement Control.

- 4 Aircraft do not have to call for clearance to cross Runway 26R when exiting Runway 26L as the runways can not be used simultaneously.

EGKK AD 2.21 – NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Gatwick Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Gatwick Airport – London;

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Gatwick Airport – London (Noise Abatement Requirements) Notice 2004 and shall come into operation on 15 April 2004.

2 The Gatwick Airport – London (Noise Abatement Requirements) Notice 2002 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Gatwick Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

(1) After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 ft aal at 6.5 km from start of roll as measured along the departure track of that aircraft.

(2) The sites of the noise monitoring terminals relating to Gatwick Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 1: Russ Hill	TQ 2227 3923	54 m	*510821N	0001513W
Site 3: Orltons	TQ 2166 3878	57 m	*510807N	0001545W
Site 5: Oaklands Park Farm	TQ 2170 3939	52 m	*510924N	0000700W
Site 4: Moat House	TQ 3180 4140	4 m	*510827N	0001542W
Site 6: Bellwood	TQ 3176 4177	3 m	*510936N	0000702W

(3) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day (from 0700 hours to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(4) Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (from 2300 to 0700 hours local time) and that it will not cause more than 87 dBA Lmax during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

(5) The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Description	Adjustment dBA
Site 1: Russ Hill	plus 5.0
Site 3: Orltons	plus 1.9
Site 5: Oaklands Park Farm	plus 1.9
Site 4: Moat House	0.0
Site 6: Bellwood	minus 0.2

EGKK AD 2.21 – NOISE ABATEMENT PROCEDURES

(6) For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

- 0.4 dB for a tailwind of up to 1 knot
- 0.8 dB for a tailwind exceeding 1 knot but not exceeding 2 knots
- 1.2 dB for a tailwind exceeding 2 knots but not exceeding 3 knots
- 1.6 dB for a tailwind exceeding 3 knots but not exceeding 4 knots
- 2.0 dB for a tailwind exceeding 4 knots.

For this purpose, tailwind is to be calculated from the wind data measured in the on-air field anemometers and wind vanes according to the formula:
 (windspeed x cosine (runway heading minus wind direction)) x - 1.

(7) Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 ft. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

- (8) (a) This sub-paragraph (8) applies to aircraft other than:
- (i) any propeller driven aircraft whose MTWA does not exceed 5700 kg; or
 - (ii) during the period between 0600 hours and 2330 hours (local time), any propeller driven aircraft whose MTWA does not exceed 17000 kg or any Dash 7 aircraft.
- (b) Subject to sub-paragraph (8) (d) below, after any aircraft to which sub-paragraph (8) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.
- (c) The ATC clearance via Mayfield specified in the second column of the table will not be available between 2300 hours and 0700 hours local time. Aircraft following the Noise Preferential Routeing Procedure which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead.
- (d) Where any aircraft to which this sub-paragraph (8) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

Take-off Runway	ATC Clearance	Procedure
26L/R	Via ACORN (This route to be used only under Radar Control).	Straight ahead until I-WW DME 2.3 then turn right to intercept DET VOR RDL261 by DET DME 31 to ACORN.
	Via 'GY'/BOGNA	Straight ahead via 'GY' maintain track 260°. At MID DME 10.5 turn left to intercept OCK VOR RDL178. At OCK DME 28 turn left to intercept MID VOR RDL149 to BOGNA.
	Via 'GY' NDB	Straight ahead via 'GY' maintain track 260° to intercept MID VOR RDL066.
	Via 'GY'/SFD (This route to be used only from 2300 hours to 0600 hours local time)	Straight ahead via 'GY' maintain track 260° until crossing SFD VOR R320 (I-WW DME 6.8) then turn left to intercept RDL313 to SFD VOR.
	Via Mayfield (This route to be used only from 0700 hours to 2300 hours local time)	Straight ahead until I-WW DME 2.3 then turn left to intercept MAY VOR RDL286 by MAY DME 13 to MAY VOR.
	Circuit Flights	Straight ahead until I-WW DME 2.3 nm before turning across wind.
08L/R	Via DET VOR R262	Straight ahead until I-GG DME 3.5 turn left to intercept DET VOR RDL262 to DET DME 43.
	Via ACORN	Straight ahead until I-GG DME 3.5 then turn left to track 052°M to intercept DET VOR RDL262 by DET DME 20 to ACORN.
	Via TUNBY	Straight ahead via 'GE' maintain track 080° to intercept DVR VOR RDL273 to TUNBY.
	Via Seaford	Straight ahead until I-GG DME 2.5 then turn right to intercept SFD VOR RDL345 to SFD VOR.
	Circuit Flights	Straight ahead until I-GG DME 2.5 before turning across wind.



EGKK AD 2.21 – NOISE ABATEMENT PROCEDURES

- (9) After taking off the aircraft shall avoid flying over the congested areas of Horley and Crawley.
- (10) Where the aircraft is approaching the aerodrome to land it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2-EGKK-1-17 of the UK AIP). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
- (11) Before landing at the aerodrome the aircraft shall maintain as high an altitude as practicable and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000 ft (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000 ft (Gatwick QNH).
- (12) (a) Except where sub-paragraph (12) (b) applies, the aircraft shall not join the final approach to either runway at a height of less than 1500 ft aal.
- (b) where the aircraft is a propeller driven aircraft whose MTWA does not exceed 5700 kg, it shall not join the final approach to either runway at the aerodrome at a height of less than 1000 ft aal and 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.
- (13) (a) Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 ft (Gatwick QNH) before intercepting the glidepath, nor thereafter fly below the glidepath; and
- (b) an aircraft approaching without assistance from the ILS 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.
- (14) Between the hours of 2330 (local) and 0600 (local), inbound aircraft, whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre-line below 3,000 ft (Gatwick QNH) closer than 10 nm from touchdown.
- (15) Without prejudice to the provisions of sub-paragraphs (1)-(14) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- (16) The requirements set out in sub-paragraphs (1)-(15) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4 In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

'Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

30 January 2004

G Pendlebury
Divisional Manager
Aviation Environmental Division
Department for Transport

- (a) S.I. 1981/651.
 (b) 1982 c.16.
 (c) S.I. 1978/1303.
 (d) The Gatwick Airport – London (Noise Abatement Requirements) Notice 2002 signed by G Pendlebury on 30 January 2002.
 (e) 1972 c.6.

Notes

(These notes are not part of the notice)

- (1) The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbo-fan aircraft.
- (2) The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.
- (3) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Gatwick Airport Limited.
- (4) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330 hours and 0600 hours (local time).
- (5) Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.
- (6) For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles (nm) occurs below 6000 ft QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 ft over a track distance of 2 nm or more, as recorded in the airport Noise and track-keeping system.

EGKK AD 2.21 – NOISE ABATEMENT PROCEDURES

- (7) For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 8 below), it is properly recorded by the airports noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 m from start-of-roll: and (b) a pair of parallel lines representing a distance of 1.5 km either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.
- (8) Aircraft which have attained an altitude of 4000 ft (Gatwick QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:
- (a) between 2330 and 0600 hours (local time) to all take-offs, and
 - (b) between 0600 and 2330 hours (local time) to:
 - (i) all departures from Runway 26L/R, other than those cleared via 'GY' NDB to intercept MID VOR, and
 - (ii) take-offs from Runway 8L/R cleared via Seaford.

Between 0600 and 2330 hours (local time) aircraft which have taken off from Runway 26L/R cleared via 'GY' NDB to intercept MID VOR or from Runway 08L/R (other than those cleared via Seaford) and which have attained an altitude of 3000 ft (Gatwick QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

EGKK AD 2.22 – FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

- a Inbound other than Airways
 - i IFR aircraft inbound to London Gatwick direct from the London FIR will be required to use the procedure via Mayfield holding pattern detailed at paragraph 3,e.
 - ii Pilots inbound to London Gatwick under VFR call Gatwick Director at one of the VFR Reference Points (VRPs) listed at paragraph 13, where aircraft will either be given a route to follow or will be identified by radar and directed into the Approach sequence.
 - iii Except where required by the Instrument Approach Procedures, inbound aircraft to London Gatwick in both VMC and IMC should, whenever possible avoid flight below 3000 ft over towns and other populated areas within the Control Zone. Whenever possible aircraft under radar control will be directed to avoid flying over Crawley, East Grinstead, Horley and Horsham below 3000 ft. When a radar service is not being provided it will be the responsibility of captains of aircraft on VFR flight plans or on visual approaches to ensure compliance.
- b Inbound on Airways
 - i Aircraft inbound to London Gatwick via the Airways System will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGKK-7-1 to AD 2-EGKK-7-5.

2 Radio Communication Failure Procedures

- a Inbound Aircraft
 - i In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1.3, with the exception described below.
 - ii When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:
 - 1 fly to the appropriate holding point (TIMBA, LUMBA, WILLO, ASTRA or Mayfield);
 - 2 hold until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
 - 3 then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7-6 and AD 2-EGKK-7-8) and effect a landing within 30 minutes (or later if able to approach and land visually).
- b If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:
 - i hold at the last assigned level at TIMBA, LUMBA, WILLO, ASTRA or Mayfield until:
 - 1 ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
 - 2 EAT when this has been received and acknowledged.
 - ii then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7-7 and AD 2-EGKK-7-8) and effect a landing within 30 minutes (or later if able to approach and land visually).
- c When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGKK-5-1.
- d When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:
 - i fly the appropriate missed approach procedure to Mayfield VOR/DME;
 - ii complete at least one holding pattern at 3000 ft;
 - iii then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7-7 and AD 2-EGKK-7-8) and effect a landing within 30 minutes (or later if able to approach and land visually).
- e The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1.3 are shown in the table below, the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Zone is made.

Position at time of decision	Route
Mayfield TIMBA, LUMBA WILLO ASTRA NDB GE, NDB(L) GY	Track 250°T at last assigned altitude Track 090°T at last assigned level Track 230°T at last assigned level/altitude Track 230°T at last assigned level/altitude Track 230°T at 2000 ft QNH

EGKK AD 2.22 – FLIGHT PROCEDURES

3 Holding

- a Aircraft inbound to London Gatwick Airport using the Airways System will, after the initial Airways Routing, follow the appropriate STAR to the holding fixes TIMBA (LUMBA when MAY VOR or DME not available) or WILLO (ASTRA when MID VOR or DME not available). The STARs are illustrated at AD2-EGKK-7-1 to 7-5. For aircraft holding below 6000ft ALT, holding will be at Mayfield MAY VOR. (In light traffic conditions aircraft may be routed direct to MAY VOR above 6000 ft).
- b Pilots unable to comply with ATC clearance must notify ATC as soon as possible.
- c Aircraft may be radar-vectored off-route for the purpose of ATC separation. When separation has been achieved, ATC will give an approximate QDM to resume the STAR via the appropriate VOR radial or fix.
- d In the event of aircraft equipment failure, ATC must be advised and ATC instructions complied with.
- e Mayfield VOR/DME Holding Pattern
 - i This procedure will be used by aircraft inbound to London Gatwick from the FIR, after missed approach, via airways when instructed by London Control or when instructed by Gatwick Director.
 - ii Aircraft will hold on an axis of 090° MAG (RDL 270°) turning left at the facility, generally from 3000 ft ALT to 6000 ft ALT. The end of the outbound leg is at 5 DME MAY.
 - iii Altitudes at and below 6000 ft ALT will be allocated by Gatwick Director.
- f Emergency Holding Patterns
 - i Final Approach Runways 08 Left and 08 Right. A 1-minute race-track based on NDB(L) GY approaching on track 082° MAG turning right. Lowest Holding Altitude 2000 ft.
 - ii Final Approach Runways 26 Left and 26 Right. A 1-minute race-track based on NDB GE approaching on track 262° MAG turning left. Lowest Holding Altitude 2000 ft.

4 Approach Procedures with Radar Control

When inbound traffic is being sequenced by Surveillance Radar, that part of the approach between the holding fix and the Final Approach Track (FAT) will be flown under directions from the Radar Controller. Once the aircraft is under Radar Control, changes of heading or flight level/altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the radar unit.

5 Detailed Procedures

- a Headings and flight levels at which to leave the holding facility will be passed by ATC. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
- b 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 4 DME. These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg 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. Aircraft 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 aircraft performance reasons.
- c The system is designed to maximize arrival capacity at London Gatwick and to minimize noise disturbance in the areas overflown during the approach and aircraft commanders are requested to conform to low-power, low-drag procedures.
- d The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
- e Missed Approach Procedures are contained on the Instrument Approach charts.

6 Pressure Settings

When below the Transition Altitude, pilots are to fly on the aerodrome QNH until established on final approach, at which point QFE or any other desired setting may be used.

7 Radar Failure

In the event of radar failure, fresh instructions will be issued to each aircraft under radar control and the procedures in paragraph 9 will be brought into use.

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8 Radio Communication Failure at the Radar Unit

If radio communication completely fails at the radar unit when aircraft are under Radar Control, pilots will revert to Aerodrome Control for fresh instructions.

9 Approaches without Radar

When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding areas to carry out the appropriate approach procedure as outlined at AD 2-EGKK-7-7 and AD 2-EGKK-7-8.

10 Procedures for Outbound Aircraft

In order to improve ATC flexibility and alleviate airspace congestion in the London TMA, alternative SID procedures are available for tactical allocation by ATC to aircraft normally routeing via DVR, CLN and LAM SIDs from Runway 26. The alternative SIDs are designated WIZAD (for DVR) and TIGER (for CLN and LAM) and may be offered to aircraft at a late stage during taxiing dependant upon the overall traffic situation within the TMA. Pilots should be prepared to accept the alternative SID when offered, but if unable to do so must advise ATC in which case the normal SID clearance will be issued.

11 Speed Limitation

- a In order to improve the departure flow and at the same time maintain separation between aircraft, particularly those following the same routeing over the first 20 to 30 nautical miles of flight, a speed limit of 250 kt applies to all aircraft departing from London Gatwick.
- b This speed limitation of 250 kt applies to all departures from London Gatwick whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limit as soon as possible and will use the phrase 'No ATC Speed Restriction'. This phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedure which may include a speed/power limitation.
- c In certain weather conditions and perhaps for reasons of safety pilots may not be able to comply with the speed limit of 250 kt IAS. When such circumstances are anticipated, a pilot should inform ATC when requesting start-up clearance stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly should circumstances arise during flight the pilot should immediately advise ATC again stating the minimum speed acceptable.

12 Special VFR Flights

- a Special VFR clearances for flights within the Gatwick CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights and will normally be given only to aircraft which carry RTF including the appropriate frequencies.

Note: Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements for Special VFR flights laid down in Schedule 8 of the Air Navigation Order 2005 and the related notification in paragraph 1.2.

- b The use of Special VFR clearances is intended to be confined to the following types of flight:
 - i Light aircraft which cannot comply with full IFR requirements and wish to proceed to or from London Gatwick Airport;
 - ii light aircraft which cannot comply with full IFR requirements and wish to transit the Gatwick CTR.
- c Special VFR clearances to operate within the Gatwick CTR for the purpose of proceedings to or from London Gatwick Airport will not be granted to fixed-wing aircraft if the reported visibility at the Airport is less than 3 km or the reported cloud ceiling is less than 1000 ft.
- d Aircraft may be given a radar service whilst within the Zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with the relevant low flying restrictions of Rule 5 of the Rules of the Air Regulations 1996, with particular regard to Rule 5 (1) (a) (i) pilots must inform the Radar Controller if compliance entails a change of heading or height.
- e Special VFR flights may be subject to delay when parts of their route are outside radar cover or when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

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13 Visual Reference Points (VRP)

For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids, rather than by visual pin-points, suitably defined VRPs for London Gatwick are given below:

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Billingshurst 510054N 0002700W	MID RDL 112° GWC RDL 053°	MID RDL 112° GY 218° MAG	MID 112°/7 nm
Dorking 511337N 0002006W	BIG RDL 248° LON RDL 165°	BIG RDL 248° GY 355° MAG	BIG 248°/15 nm LON 165°/16 nm
Guildford 511422N 0003506W	MID RDL 010° BIG RDL 259°	MID RDL 010° GY 305° MAG	MID 010°/11 nm
Handcross 510310N 0001208W	MID RDL 093° SFD RDL 327°	MID RDL 093° GE 219° MAG	MID 093°/16 nm MAY 282°/12 nm
Haywards Heath 510027N 0000546W	MID RDL 101° SFD RDL 333°	MID RDL 101° GE 188° MAG	MID 101°/20 nm MAY 268°/8 nm
Tunbridge Wells 510800N 0001554E	BIG RDL 146° DET RDL 233°	BIG RDL 146° GE 100° MAG	BIG 146°/15 nm MAY 041°/9 nm



EGKK AD 2.23 – ADDITIONAL INFORMATION

Not applicable.

EGKK AD 2.24 – CHARTS RELATED TO THE AERODROME

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Aerodrome Chart – ICAO	AD 2-EGKK-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-EGKK-2-2
Taxiway Holding Points Chart	AD 2-EGKK-2-3
Area – Noise Preferential Routeings Chart	AD 2-EGKK-3-1
Radar Minimum Altitude Chart	AD 2-EGKK-5-1
Lambourne SIDs Chart	AD 2-EGKK-6-1
Biggin SIDs Chart	AD 2-EGKK-6-2
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HARDY/BOGNA SIDs Chart	AD 2-EGKK-6-4
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Dover SIDs Chart	AD 2-EGKK-6-9
TIGER SIDs Chart	AD 2-EGKK-6-10
STARs via TIMBA Chart	AD 2-EGKK-7-1
STARs via ASTRA (north) Chart	AD 2-EGKK-7-2
STARs via ASTRA (west) Chart	AD 2-EGKK-7-3
STARs via WILLO (north) Chart	AD 2-EGKK-7-4
STARs via WILLO (west) Chart	AD 2-EGKK-7-5
Approach procedures (ILS RWY 08R without radar control) Chart	AD 2-EGKK-7-7
Approach procedures (ILS RWY 26L without radar control) Chart	AD 2-EGKK-7-8
Instrument Approach Chart ILS DME RWY 08R – ICAO	AD 2-EGKK-8-1
Instrument Approach Chart LLZ DME RWY 08R – ICAO	AD 2-EGKK-8-2
Instrument Approach Chart SRA RTR 2 nm RWY 08R – ICAO	AD 2-EGKK-8-3
Instrument Approach Chart NDB(L) DME RWY 08R – ICAO	AD 2-EGKK-8-4
Instrument Approach Chart SRA RTR 2 nm RWY 08L – ICAO	AD 2-EGKK-8-5
Instrument Approach Chart ILS DME RWY 26L – ICAO	AD 2-EGKK-8-6
Instrument Approach Chart LLZ DME RWY 26L – ICAO	AD 2-EGKK-8-7
Instrument Approach Chart SRA RTR 2 nm RWY 26L – ICAO	AD 2-EGKK-8-8
Instrument Approach Chart SRA RTR 2 nm RWY 26R – ICAO	AD 2-EGKK-8-9

Aerodrome Obstacle Chart ICAO Type A and PATC charts are available for this aerodrome. For details refer to GEN 3.2.5.