



London Gatwick Operator Briefing Pack

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Purpose of document:

This briefing pack provides operators information regarding operations specific to Gatwick Airport (EGKK). It is supplemental information and does not replace or supersede the UK Aeronautical Information Publication (AIP). In the case of contradiction between this document and the AIP, the AIP shall be adhered to.

Overview and History:

Gatwick became an aerodrome in 1930, with just over 186,000 passengers passing through in the first year of operation. Today, Gatwick is open 24 hours a day, 365 days a year, and at peak operates the world's most efficient single runway. During normal operating conditions it serves more than 230 destinations in 74 countries for over 40 million passengers a year on short and long-haul point-to-point services and is the world's busiest single runway airport.

Summary of Key Information

ARRIVALS

APPROACH MANAGEMENT

Inbound aircraft can expect landing clearance late in the approach. Conditional landing clearances may be given subject to landing, vacating or departing aircraft.

When approaching behind a Code F aircraft, crews are advised to plan for an RNP approach and pilots can expect late notification of RNP-only approach availability in this case.

SPEED CONTROL

Standard speeds can be expected for different stages of approach and these are given in this document.

CONTINUOUS DESCENT ARRIVALS (CDA)

The descent clearance will include an estimate of track distance to touchdown to aid in descent planning.

A descent will be deemed continuous provided that no segment of level flight longer than 2.5NM occurs below 7,000 ft QNH. 'Level flight' is interpreted as any segment with a height change of not more than 50ft over a track distance of 2NM or more.

NOISE ABATEMENT

Minimise noise disturbance by utilising CDA and Low Power Low Drag (LPLD) operating procedures. Maintain a 'clean' aircraft configuration and land with reduced flap provided that safety is not compromised.

RUNWAY OCCUPANCY TIMES

Runway occupancy times after landing should be kept to a minimum in accordance with safety. In the approach brief, crews should plan their landing configuration and exit from the runway at the earliest convenient point preferably via a Rapid Exit Taxiway (RET).

Recommended exits are given in this document, but these are not mandatory.

DEPARTURES

DISPLACED LANDING THRESHOLDS

All runways at Gatwick have displaced landing thresholds. Crews are to ensure they are familiar with departure procedures, particularly start-of-roll, when operating from displaced threshold runways.

NOISE ABATEMENT

After take-off, noise limits are in place and the aircraft should be operated not to exceed these.

RUNWAY OCCUPANCY TIMES

It is essential that runway occupancy is kept to a minimum. Pilots should be ready for take-off as soon as the previous landing aircraft has vacated the runway, or the previous departure is airborne. This is especially significant during periods of peak movements.

AIRPORT-COLLABORATIVE DECISION MAKING (A-CDM)

Arrival/departure sequencing is critical for maximising runway capacity, reducing delays, improving the predictability of events during the progress of an aircraft turn and optimising resources.

When operating in network mode refer to the EGKK Aeronautical Information Publication (AIP) Section 2.20 for the latest information.

NORTHERN RUNWAY

The northern runway is designated as Runway 08L/26R. It will only be used when the main runway is non-operational and not at the same time as the main runway. The northern runway is not available on request by pilots. When it is being brought into planned use, both runways are unavailable to all traffic for a period of up to 15 minutes.

Entry onto Runway 26R is via Charlie taxiway. Departures are to commence take-off roll from this point and not taxi forward to the displaced landing threshold.

Introduction

1. Organisational Roles

Gatwick Airport

Gatwick Airport Limited (GAL) is responsible for the operation of the airport, and working with its partners, manages the safe and efficient operations of the aerodrome and the environmental impact of arriving and departing aircraft.

Air Traffic Control

Air Traffic Control (ATC) at Gatwick is provided by National Air Traffic Services (NATS)

Approach and Terminal Control

Approach and terminal area control for Gatwick Airport is provided by NATS from the London Terminal Control Centre at Swanwick, Hampshire.

2. Points of contact

Gatwick Tower Duty ATC Watch Manager	kk.tower@nats.co.uk
Terminal Control	Matthew Hadden Matthew.Hadden@nats.co.uk
Airspace Office	Kimberley Heather kimberley.heather@gatwickairport.com

3. Additional Information

- The AIP, including the Gatwick (EGKK) section is available here:
<https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>
- GAL has scheduled operator forums namely the Flight Operations Performance and Safety Committee (FLOPSC) and the Local Runway Safety Team (LRST). These committees meet on alternate months. To request an invitation to these committees, add agenda points or receive meeting outputs please contact Aerodrome Compliance via: AirsideCompliance@gatwickairport.com

Arrivals

INTRODUCTION

- 1 Inbound aircraft are controlled by Gatwick's approach and terminal area control provided by NATS from the London Terminal Control Centre (LTCC), at Swanwick.

HOLDING

- 2 There are two holds named WILLO and TIMBA.
- 3 During peak periods holding of up to 30 minutes may be required. Aircraft may be required to hold for up to 20 minutes before receiving an Expected Approach Time (EAT) from ATC. Operators should plan fuel accordingly.
- 4 Crews are to be aware of the busy Radiotelephony (RTF) communication and need to react efficiently to ATC.
- 5 In light traffic conditions, subject to noise requirements, aircraft may be routed direct to the Final Approach Fix (FAF).

APPROACH MANAGEMENT, SPEED CONTROL AND SPACING

- 6 Aircraft are normally vectored for an Instrument Landing System (ILS) approach, with a final approach of between 8 and 14NM from touchdown. An RNAV approach is also available.
- 7 To achieve maximum runway utilisation arriving aircraft can expect to be instructed to maintain the following speeds:
 - During intermediate approach before turning onto the ILS intercept heading, 210kts to 220kts as required.
 - Thereafter and until established on final approach, the highest possible speed within the band 160kts to 180kts.
 - 160kts when established on final approach, to be maintained until 4NM from touchdown.
 - **Note:** Inbound aircraft must be established at 160kts, on a stable approach at not less than 7NM from touchdown.
- 8 Speeds are applied for ATC separation purposes and are mandatory.

- 9 Aircraft unable to conform to speed instructions should inform ATC and state what speeds will be used.
- 10 Due to the intensity of operations, inbound aircraft can expect landing clearance late in the approach. Conditional landing clearances may be given subject to landing, vacating or departing aircraft. The phraseology used by the Controller is: *'After the departing (a/c type) Clear to land runway...'*
- 11 Strict rules apply to conditional landing clearances, and they are not available at night. Further information on Special Landing Clearances is available via the UK AIP Part 1 General (GEN) – GEN 3 Services – GEN 3.3 Air Traffic Services, Para 3.9.4.

NOISE ABATEMENT INFORMATION

- 12 Operating crews should maintain a 'clean' aircraft configuration and delay the extension of flaps and undercarriage until the final stages of the approach, subject to compliance with ATC speed control requirements and the safe operation of the aircraft
- 13 In particular, on Runway 26 the population of Lingfield (circa 3,500) live 5.5 to 6.2nm; and Dormansland (circa 2,000) live 6.0 to 6.5nm from the threshold and within 1.2nm south, of the extended runway centreline. Maintaining a 'clean' aircraft configuration will reduce noise impacts on these communities.

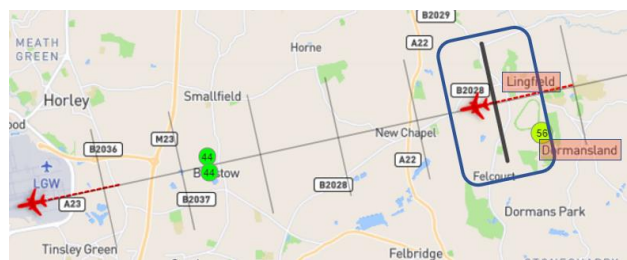


Fig 1. Noise abatement – Lingfield and Dormansland.

- 14 Approaching aircraft shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude below 3,000ft QNH nor over the congested area of Lingfield at an altitude below 2,000ft QNH.
- 15 During the hours of 2330 local (L) and 0600L aircraft should not join the centreline and intercept the ILS below 3,000ft or closer than 10NM from touchdown.

- 16 Between the hours of 0600L and 2330L it is also good practice not to intercept the ILS closer than 8NM from touchdown.

MISSED APPROACH (ATC AND PILOT INITIATED)

- 17 Missed approach procedures are detailed in the AIP, available via the [UK AIS website](#)
- 18 On final approach, there may be a conflicting departure ahead of a go-around. To de-conflict, go-around traffic may be given avoiding action and vectored to the south of the airfield and transferred back to Gatwick Director for repositioning.

HELICOPTERS

- 19 Helicopters under instruction from Terminal Control (TC) may transition over the airport. Traffic information will be given to arriving aircraft as necessary.

RNP/VISUAL OPERATION AFTER CODE F AIRCRAFT

- 20 Due to disruption to the ILS signal during some Code F operations, pilots can expect late notification of only RNP approach availability.

WAKE TURBULENCE SEPARATION

- 21 Where flights are operating visually, pilots are to be informed of the recommended wake turbulence separation minima.
- 22 When aircraft are being radar vectored, it is the radar controller's responsibility to provide the correct wake turbulence separation minima, or standard separation, whichever is greater.
- 23 The defined wake turbulence separation minima distance between a 'Super' aircraft and the following aircraft is as follows:

Leading Aircraft	Following Aircraft	Wake Turbulence (nm)
Super	Super	<i>Separation for wake turbulence reasons alone is not necessary</i>
Super	Heavy	5
Super	Upper & Lower Medium	7
Super	Small	7
Super	Light	8

Table 1. Wake turbulence separation minima distance between a 'Super' aircraft and the following aircraft

RUNWAY OCCUPANCY TIMES

- 24 In the approach brief, crews should plan their landing configuration and exit from the runway at the earliest convenient point, preferably via a RET.
- 25 Crews should target an exit consistent with the safe and efficient operation of their aircraft to achieve minimum runway occupancy time.
- 26 RET Indicator Lighting System (RETILS) indicate 300m, 200m 100m until the RET, and assist in targeting the best RET. RETILS are installed on Runway 08R at Delta and Charlie Romeo and on Runway 26L at Echo, Echo Romeo (see table 2 below) and Foxtrot Romeo.
- 27 RETs have a design speed (taken at the point of aircraft break-away from the runway centreline) according to their radius of turn. At LGW the RET design speeds are:

Rwy	Exit	ICAO Design Speed		Radius (m)	Dist from THR (m)
		(kts)	(km/h)		
08R	D	38	70	300	1376
	CR	49	91	500	1796
	BR	50	93	550	2251
26L	E	38	70	300	1321
	Exit E is due to be removed early 2024				
	ER	50	93	550	1483
	Exit ER is due to enter service early 2024				
	FR	50	93	550	1835
	GR	49	91	500	2126

Table 2. Runway Exit Taxiway design details.

- 28 Aircraft should be kept rolling until they are clear of the RET, unless otherwise instructed. When Runway 08R/26L is in use, pilots do not require clearance to enter or cross Runway 08L/26R after landing.

GROUND RTF AND MOVEMENT TO STAND

- 29 At night, or in reduced visibility, a system of 'follow the greens' taxiway guidance lighting is used. Pilots should follow the green centreline route selected for them and must STOP at any red stop-bars.
- 30 During normal day operations the taxiway centrelines are not lit but red stop-bars are used to protect controlled road crossings. If a pilot reaches one of these stop-bars they must STOP and request onward clearance from ATC. Aircraft may be

- required to hold at an intermediate holding position on the taxiway.
- 31 Parking stands are allocated by GAL and not by ATC.
- 32 Stands are adaptable, and pilots should be aware that they might be given a stand which is designated as either Left/Right or East/West.
- 33 Pilots routing East-bound on Taxiway Juliet should exercise caution at the junctions of Taxiways Papa and November, as the Taxiway deviates to the North.
- 34 Pilots are responsible for wing tip clearance.
- 35 Gatwick Airport is equipped with an advanced surface movement radar utilising Mode-S. Operators should ensure that Mode-S transponders are able to operate when the aircraft is on the ground. Further details on transponder operation can be found in the AIP.
- 36 Aircraft with a wingspan of <29m and a length <30m may be marshalled on stand to park facing 'nose outwards' in relation to the stand. When required to do so, a GAL marshaller will guide the aircraft from the taxiway centreline onto the stand area. **Note:** this may initially be offset in relation to the parking stand centreline, or by using space on an adjacent stand. The marshaller will then turn the aircraft using the available space so the aircraft is brought to a stop to park facing the desired direction as shown in Fig1.

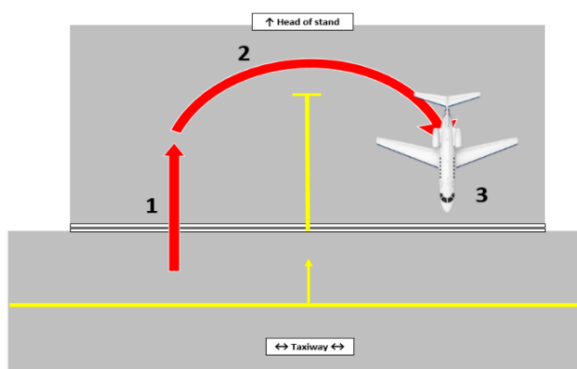


Fig 2. 'Nose out' parking procedure.

- 37 As detailed in the AIP, **pilots must not self-park, cross the taxiway double-white lines or enter the stand if there is no GAL marshaller or the SEGS is not activated.**

- 38 Depending on the dimensions of the aircraft, the aircraft may be stopped by the marshaller on the stand centreline before the stop marking.

Departures

INTRODUCTION

- 39 Arrival/departure sequencing is critical for maximising runway capacity.

AIRPORT-COLLABORATIVE DECISION MAKING (ACDM)

- 40 Ground handlers share when they expect an aircraft to be ready to start/pushback (Target Off Blocks Time (TOBT)) after they have engaged with key parties including the Pilot.
- 41 Pilots should call ATC for start at TOBT +/-5 mins. If pilots call after TOBT +5 mins this is not ACDM compliant and crews will be asked to contact their handling agent.
- 42 Air Traffic Control will typically approve start/pushback at TSAT +/-5 mins except in the event of remote hold or due to prevailing traffic situations.

PUSH & HOLD

- 43 Push & Hold is a tool available to Gatwick ATC, where Ground Movement Control (GMC) capacity allows, to support the flow of traffic by releasing occupied stands and assist in achieving On Time Departure (OTD). It will be assigned by ATC as required and all crews should be prepared to accept a start and taxi to a remote hold location. Except for stands 41 and 43, aircraft entering push and hold stands will be manoeuvred into position by a GAL marshaller. Minimum power is to be used in the turn. Aircraft parking on stands 41 and 43 should use the pavement STOP position arrows. Correct stop position is when the arrow is aligned with the cockpit.

DE-ICING

- 44 There are two remote de-icer pads for de-icing aircraft with engines running. These pads can only perform above wing de-icing with engines running. Engines must be left running on these pads.

- 45 During adverse weather conditions, Target Start Approval Times (TSATs) will be calculated by the Gatwick A-CDM system based upon 'on stand' or 'on remote pad' de-icing times as planned by the de-icing service providers.
- 46 De-icing prioritisation: TOBT is the time that the aircraft is expected to be ready to be de-iced on stand, or to leave the stand for departure/remote de-icing. When de-icing on stand, Actual Ready Time (ARDT) is treated as calling ready to the de-icing service provider. During heavy snow a de-icing rig will not be allocated until an aircraft has an ARDT.
- 47 Flight plans: TOBT should not be adjusted to incorporate de-icing activity. During changing weather conditions where pilots may cancel de-icing requests, the Auto EOBT Update Service cannot operate effectively. Therefore, flight plans should be managed manually instead of relying on the Auto EOBT Update Service during de-icing activity.
- 53 Datalink pre-departure ATC clearance (DCL) may be requested from EOBT -25/+10 minutes, however it won't be issued by the system until approximately EOBT -18 minutes. Once received, the clearance must be acknowledged within 5 minutes or the system will consider that an error has occurred. If the message "revert to voice" is received, it means the system hasn't been able to process the clearance and ATC must be contacted.
- 54 The aircraft operator is responsible for updating EOBT whilst still on-stand. If, for any reason, an aircraft is unable to make its CTOT, Gatwick Delivery should be informed as soon as possible. For Runway 26L operations crews should allow 20 minutes taxi time from pushback to take-off and 25 minutes for Runway 08R.
- 55 At peak periods ATC will refuse start clearance if it is clear the aircraft will not be airborne by the end of its CTOT tolerance. ATC may obtain the next available CTOT for the aircraft. Alternatively, ATC will advise the pilot to liaise directly with their Company.

ROLES AND ENGAGEMENT WITH GATWICK DELIVERY, GROUND AND TOWER

Callsign: 'Gatwick Delivery'

- 48 Hours of operation: 0630-2100L (Winter), or 0500-2100L (Summer), or as directed.
- 49 Initial contact should be made only when an ATC departure clearance is required, or when ready for departure. If Gatwick Delivery is closed ATIS will state which frequency to contact for clearance and start.
- 50 Pilots should advise that they have received the QNH, via the Automatic Terminal Information Service (ATIS), and state their stand number and aircraft type. Pilots will then receive their ATC clearance, special services request (SSR) code and any flow control restrictions. This information should be read back for confirmation.
- 51 The Calculated Take-Off Time (CTOT) tolerance is -5 minutes to +10 minutes. The taxi time is 20 minutes (26L) and 25 minutes (08R).
- 52 Once an aircraft has received a clearance the crew should maintain a listening watch on the frequency in case there are any revisions or new restrictions. Note that ATC clearances are not available more than 18 minutes prior to Estimate Off-Block Time (EOBT).
- 56 It is possible for an aircraft to be moved to a remote holding area to await the CTOT, subject to traffic conditions and aerodrome infrastructure works in progress.
- 57 Once the aircraft is ready with the doors closed and a tug attached, start clearance should be requested from Gatwick Delivery.

Callsign: 'Gatwick Ground' (GMC)

- 58 Hours of operation: 0530-2300L (Winter), or 0400-2300L (Summer), or as directed.
- 59 Aircraft must request clearance from GMC before pushing back from a parking stand.
- 60 Each stand at Gatwick has a published pushback procedure which tug drivers will follow. Occasionally a non-standard pushback clearance will be given, and it is important that the crew relay this to the pushback ground crew. Conditional clearances are used extensively at Gatwick during pushback procedures. Air and ground crews must maintain high levels of vigilance to prevent possible ground conflicts.

- 61 When Runway 08R/26L is in use, Runway 08L/26R is used as a taxiway.
- 62 The runway holding point given will depend on the traffic situation but will enable the full length of the runway to be used. Pilots should be aware that intermediate intersection holding points are available to be used tactically by ATC – pilots should inform ATC immediately if they are unable to accept less than a full-length departure if offered one. Crews should advise ATC if they require additional time on the runway whilst they wait in the queue for departure, and prior to commencing the take-off roll; not at the time they are given line-up clearance.
- 63 Taxiway Mike is only available as an access point for Runway 26L and is not available as an exit from Runway 08R.
- 64 Due to size restrictions, Code F aircraft will only be routed to holding points indicated in the AIP.
- 65 Aircraft must not cross any red stop-bars. If a stop bar cannot be suppressed, ATC will use the specific phraseology *'stop bar unserviceable, cross red stop bar'*.
- Callsign: 'Gatwick Tower'**
- 66 Hours of operation are: H24.
- 67 Both runways are installed with H24 holding point stop bars. Aircraft must stop at the runway holding point as instructed by Gatwick Ground unless instructed otherwise by the Gatwick Tower controller. The controller may instruct the aircraft to pull forwards to the CATI holding point.
- 68 Conditional line-up clearances are used extensively at Gatwick. Pilots should read-back line-up clearances in full. The phraseology used is; *"(callsign) behind the landing/departing (a/c type) line-up (runway designator eg.26L/08R) behind"*. AIRCRAFT MUST NOT CROSS ILLUMINATED RED-STOP BARS.
- 69 If for any reason an aircraft will be unable to take-off, they should not accept line-up clearance, and should inform the Gatwick Tower controller at once.
- 70 It is essential that runway occupancy be kept to a minimum. Pilots should be ready for take-off as soon as the previous landing aircraft has vacated the runway, or the previous departure is airborne.
- 71 Departure radar frequencies are published on the Standard Instrument Departure (SID) charts. Pilots must not change frequency until instructed to do so by the Gatwick Tower controller.

RUNWAY OCCUPANCY TIMES

- 72 On receipt of line-up clearance pilots should taxi and line up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
- 73 Pilots should ensure that they are able to commence take-off without delay once they have received take-off clearance. If they can't comply with these requirements, they should notify Gatwick Tower as soon as possible.
- 74 Once on the runway, ATC issue the take-off clearance to achieve suitable wake turbulence separation.

DEPARTURE RNAV

- 75 For the foreseeable future, Route 4 will only be flown using conventional navigation or RNAV overlay of the conventional routes.
- 76 Intersection departures are permitted for aircraft flying conventional and RNAV SIDs. Aircrew flying aircraft that are not Global Navigation Satellite System (GNSS) equipped and that are departing from an intersection shall ensure that the relevant actions have been taken on the flight deck so that the Flight Management System (FMS) has been updated.
- 77 Speed limits apply at specified waypoints for track containment purposes.

SID UTILISATION AND COORDINATION

- 78 During Runway 26L operation, the airport is limited by the choice of SIDs available, with NOVMA, BOGNA, MIMFO, FRANE and LAM being the main accessible SIDs.
- 79 In the departure-heavy morning hours, an imbalance in SID selection between Easterly and Westerly SIDs can result in sub-optimal runway utilisation and departure delay.

- 80 To alleviate the SID imbalance, when planning departures into South-Eastern sectors, airlines are encouraged to use the easterly SIDs (MIMFO, FRANE, LAM) for departures and to utilise the RINTI route through France which offers preferential routing for Gatwick originated flights.
- 81 Alternative SID procedures are available for tactical allocation by ATC to aircraft normally routing via MIMFO, FRANE and LAM SIDs from Runways 26L and 26R.
- 82 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.
- 83 At the discretion of ATC, WIZAD/TIGER/ DAGGA SIDs may be offered on Runway 26L operations. This is not to be requested or flight-planned by airlines.

NOISE ABATEMENT INFORMATION

- 89 After take-off, an aircraft should be operated in such a way that it will not cause more than the noise levels detailed below as measured at the five noise monitoring terminals specified in the AIP:
- 94 dBA L_{max} by day (from 0700L to 2300L); or
 - 89 dBA L_{max} by night (from 2300L to 0700L); or
 - 87 dBA L_{max} during the night quota period (from 2330L to 0600L time).
- 90 After taking off, aircraft should avoid flying over the areas of Horley and Crawley.

LAM 6M 6V / FRANE 1M 1V / MIMFO 1M 1V FMS CODING

- 84 GAL has arrangements and a supporting process in place with the Air Navigation Data Services Providers (or data houses) to ensure that the track-keeping performance on the runway 26L/R Route 4 SIDs (currently LAM 6M 6V, FRANE 1M 1V, MIMFO 1M 1V) achieves consistent track keeping performance.
- 85 The application of these arrangements supports a standard 2-minute separation on the LAM 6M 6V, FRANE 1M 1V, MIMFO 1M 1V. The purpose of the agreements with the data houses is to ensure the coding for the specified SIDs remains unchanged.
- 86 Airline operators are required to notify GAL (airspace.notifications@gatwickairport.com) if an FMS coding change to the specified SIDs is needed. Following notification GAL will engage directly with the airline concerned to understand the nature of the change.
- 87 Separately GAL will be notified by the relevant data house if a change to the existing coding of the specified SIDs is requested by an airline operator.
- 88 Airline operators are not to request FMS coding changes for the specified SIDs without prior agreement with GAL.

Northern Runway

INTRODUCTION

- 91 The Northern Runway is designated as 08L/26R. It will only be used when the main runway is non-operational (e.g. due to maintenance) and under no circumstances will Runway 08L/26R be used as a runway at the same time as the Main Runway, 08R/26L.
- 92 Runway 08L/26R is not available on request by pilots.
- 93 Details of planned maintenance, including runway opening and closure times, will be promulgated by GAL via a Notice to Aviation (NOTAM) which will be broadcast through ATIS operated by ATC. An annual forecast programme of Main Runway closures is issued and regularly updated by GAL. To be included on the distribution list for this programme contact Aerodrome Compliance via AirsideCompliance@gatwickairport.com
- 94 When the Main Runway is in use, Runway 08L/26R is available for use as a taxiway and will be referred to as 08L/26R even when operating as a taxiway.
- 95 The runway and approach lights are illuminated at all times when Runway 08L/26R is in use. Runway landing threshold identification light systems (RTILS) are installed on Runway 08L/26R.
- 96 Runway 08L/26R has its own set of holding points with their own designators. Crews are advised the hold points are relatively distant, north of the parallel Taxiway Juliet, and remote to the runway entry points. All are configured with runway guard bars, mandatory signs and amber flashing runway guard lights.
- 97 Runway 08L/26R does not have rapid exit taxiways.
- 98 Crews are advised larger aircraft operating on Taxiway Juliet will infringe Runway 08L/26R.
- 99 Runway 08L/26R has displaced thresholds for landing. Departing crews must ensure that prior to take-off, they pre-brief and positively identify the correct point at which to commence take-off roll. The Start of TODA for Runway 08L is depicted by this sign located at the beginning of the runway:

START OF TODA 3040M 08L

- 100 The Start of TODA for Runway 26R is 2657M calculated from the entry point at Charlie Taxiway.

ACTIVATION OF THE NORTHERN RUNWAY (08L/26R)

- 101 Notification that Northern Runway (08L/26R) operations are due to commence will be broadcast on ATIS one hour before planned opening time.
- 102 When Runway 08L/26R is being brought into planned use, all runways are unavailable to all traffic for a period of up to 15 minutes. The same will apply when Runway 08R/26L is brought back into use.
- 103 If Runway 08L/26R is activated due to an emergency on the Main Runway, the change to Northern Runway operations can be expected to take substantially longer.
- 104 During the time between the runway switchover, inbound aircraft will be placed in the holds (WILLO/TIMBA) and aircraft on the ground may be given push back clearance to hold at the designated runway.
- 105 At night, taxi clearance will not be given until the appropriate taxiway lighting system is displayed.

ADDITIONAL RULES

- 106 Runway 08L/26R has no instrument status. RNP and visual approaches are available.
- 107 Runway 08R/26L missed approach procedures also apply to Runway 08L/26R.
- 108 RNAV 1 SIDs are not available for use from Runway 08L/26R. Conventional Navigation is issued for departures.
- 109 All noise abatement rules for Runway 08R/26L apply to Runway 08L/26R.

Emergencies

DECLARING AN EMERGENCY

- 110 Gatwick ATC will initiate emergency action when in receipt of information that such action is necessary, from either the pilot of the aircraft involved or another agency.
- 111 All emergency action is categorised and published in the airports standardised emergency orders.
- 112 At Gatwick certain types of incident require mandatory alerting action. These include but are not limited to:
- hydraulic failure, either complete or partial
 - engine failure
 - aircraft evacuation

FIRE SERVICE INFORMATION

- 113 The Airport Fire Service (AFS) is operated by GAL and is available H24. The Rescue & Fire Fighting Service (RFFS) Category at Gatwick is A10 unless promulgated otherwise by NOTAM.
- 114 There are occasions, after an emergency has been declared, when it is necessary for the pilot of an aircraft to consult directly with the Fire Officer in charge. A discrete frequency is provided for this purpose:
- Callsign: 'Gatwick Fire 1'
 - Frequency: 121.600 MHz
- 115 This frequency must only be used once the aircraft is on the ground, and a listening watch should be kept on the appropriate ATC frequency.
- 116 The Rescue & Fire Fighting Service (RFFS) is located at the Junction of Taxiway Romeo and Taxiway Juliet.

SPECIFIC EMERGENCIES

Sick passengers

- 117 Once ATC are aware that an aircraft is in an emergency situation due to a sick passenger or crew member, the aircraft will be given priority handling.
- 118 When requesting medical assistance, crews should provide the following triage information to paramedics:
- age
 - sex
 - medical description of ailment
 - level of consciousness
 - whether the patient is on oxygen and is accompanied by a nurse or doctor.

General Information

TRAINING RESTRICTIONS

- 119 The use of the airport for circuit training purposes is prohibited.
- 120 The deliberate simulation of any failure scenario is not permitted whilst on approach to or departure from the airport.

REDUCED OR SINGLE ENGINE TAXIING

- 121 Where opportunities for fuel savings and minimising emissions through reduced engines or Single Engine Taxi arise - in accordance with company operating procedures and where operationally safe and feasible – crews are encouraged to operate with reduced engines during taxiing and holding to help reduce associated environmental impacts such as fuel burn, noise, etc.
- 122 When operating reduced or Single Engine Taxi, pilots are to use the minimum power necessary when manoeuvring on the taxiway system.
- 123 Where reduced engine taxiing techniques are employed, crews must ensure that all engines are ready and thermally stabilised before accepting the line-up clearance.

AUXILIARY POWER UNIT (APU) RESTRICTIONS

- 124 Fixed Electrical Ground Power is available on most aircraft stands and must be used.
- 125 APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Directives (GADs). Certain exemptions are permitted in accordance with GAD – “Limitations on the Use of Aircraft Auxiliary Power Units (APUs)”
- 126 If the FEGP is unserviceable, the airport will provide authorisation to use the APU or Ground Power Units (GPUs).

ENGINE TESTING

- 127 There are restrictions to the duration and location of engine ground testing. Additional information can be found in GAD – *Procedure for Aircraft Engine Testing* available on request via: AirsideCompliance@gatwickairport.com.

NIGHT JET LIMITS

- 128 GAL has restrictions on the maximum number of aircraft that can operate between 2330L and 0600L during the summer and winter seasons.
- 129 All movements in the night quota period will be closely monitored by GAL and Airport Coordination Limited (ACL) and subject to reporting to the UK Department for Transport (DfT).
- 130 In the summer season, when arrivals scheduled during the day are delayed into the night due to reasons outside of airline control (e.g. widespread and prolonged ATC disruption elsewhere caused by strike or weather), airlines are encouraged to report such flights to the Airspace Office the next day: flightperformanceteam@gatwickairport.com. The Airspace Office team will consider these flights for DfT dispensation.
- 131 Aircraft classified with an Effective Perceived Noise Level (EPNL) of 99 or more (Quota Count 8 and above) are not allowed to operate between 2330L and 0600L.
- 132 Aircraft classified with an EPNL of 96 or more (Quota Count 4 and above) may not be scheduled to operate between 2330L and 0600L.

CODE F OPERATIONS

- 133 Code F taxiway routing is restricted and available taxi routes are shown on the AIP Chart AD2 EGKK 2-5, marked in yellow.
- 134 Except where specifically stated in the AIP for use of Stand 41E when remote holding, pilots are to ensure that cockpit over centre-line (COCL) technique is used at all times when manoeuvring at Gatwick.
- 135 Pilots of Code F aircraft must not stop until the aircraft is established on, or north of, Runway 08L/26R when arriving on Runway 26L.

OCCURRENCE REPORTING

- 136 GAL requires to be notified of all incidents, accidents and near misses arising from all activities on the airfield, including those arising from the activities of third parties. GAD *Reporting of Accidents, Incidents and Near Misses on the Airfield* refers.

- 137 Actual or suspected bird and wildlife strikes should be reported as soon as possible to ATC, ground staff or GAL Airfield Operations.
- 138 If Aerodrome and/or ATC facilities and processes are a factor in airline air safety events, airlines are encouraged to send copies of air safety reports (ASR) as soon as possible to: AirsideCompliance@gatwickairport.com and kk.investigations@nats.co.uk Early receipt of ASRs will ensure ATC recordings and other time critical evidence is preserved.
- 139 Mandatory Occurrence Reports (MOR) should be submitted by all parties involved within 72 hours in accordance with UK Regulation (EU) 139/2014 and UK Regulation (EU) 376/2014.
- 140 Staff must not leave the scene of an incident, or remove vehicles/equipment involved, without the approval of GAL Airfield Operations.

ADVERSE WEATHER CONDITIONS

Turbulence/Wind Shear Warning

- 141 Turbulence or wind shear warnings are communicated to all pilots inbound and outbound until confirmation that the condition no longer exists.

Low Visibility Procedures

- 142 Low Visibility Procedures (LVPs) will be declared at the latest with cloud ceiling below 200ft AGL (about 400ft QNH), and visibility <550m. Any downgrades from ILS CAT III will be broadcast on the ATIS. The maximum capability is CAT IIIB.

Instrumented Runway Visual Range

- 143 The Instrumented Runway Visual Range (IRVR) is available for Runways 08R/26L and 08L/26R.
- 144 IRVR values will be passed to inbound and outbound aircraft. The mid-point reading may be provided if the system is part-serviceable.
- 145 IRVR values are not broadcast on ATIS.
- 146 If the IRVR system is unserviceable, no IRVR information will be provided.

Winter Operations

- 147 The Aerodrome Snow and Ice Plan is part of the Adverse Weather Plan and is effective from 1 November to 31 March annually. Remote de-icing facilities are published in the AIP.
- 148 ATC will broadcast braking action and windshear reports provided by pilots of previous aircraft movements. Caution must be exercised when using these advisory reports.
- 149 Runway condition reports are issued in accordance with the ICAO Global Reporting Format (GRF).

AIRCRAFT JET BLAST

- 150 Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.
- 151 Any circumstances where the flight deck need to exceed ground idle/breakaway power or execute an unorthodox manoeuvre (eg. 180° turn) GAL Airfield Operations will require prior notification and authorisation via ATC Ground Movement Control (GMC). Further information is available in *GAD - Aircraft Jet Blast*.

RADIOTELEPHONY (RTF)

- 152 The intensity of operations at the airport necessitates high quality RTF. Common issues identified during busy periods are:
- Wrong frequency selected.
 - Aircraft on the runway not talking to Gatwick Tower.
 - Not recognising call-signs.
 - Transferring between Gatwick Ground and Gatwick Air or between Gatwick Air and Gatwick Ground and transmitting before a previous call has ended.

Glossary

Acronym	Description
A-CDM	Airport-Collaborative Decision Making
ACL	Airport Coordination Limited
AFS	Airport Fire Service
AIP	Aeronautical Information Publication
APU	Auxiliary Power Unit
ARDT	Actual Ready Time
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
CDA	Continuous Descent Arrival
COCL	Cockpit Over Centre Line
CTOT	Calculated Take-Off Time
DCL	Data Link Departure Clearance
DfT	Department for Transport
EAT	Expected Approach Time
EOBT	Estimate Off-Block Time
EPNL	Effective Perceived Noise Level
FAF	Final Approach Fix
FEGP	Fixed Electrical Ground Power
FLOPSC	Flight Operations Performance and Safety Committee
FMS	Flight Management System
GAD	Gatwick Airport Directive
GAL	Gatwick Airport Limited
GHA	Ground Handling Agent

GMC	Ground Movement Control
GNSS	Global Navigation Satellite System
GPU	Ground Power Unit
GRF	Global Reporting Format
ILS	Instrument Landing System
IRVR	Instrument Runway Visual Range
LPLD	Low Power-Low Drag
LTCC	London Terminal Control Centre
LVO	Low Visibility Operations
MOR	Mandatory Occurrence Reporting
NATS	National Air Traffic Services
NOTAM	Notice to Aviation
OTD	On Time Departure
RET	Rapid Exit Taxiway
RETILS	Rapid Exit Taxiway Indicator Lighting System
RFFS	Rescue & Fire Fighting Service
RNAV	Area Navigation
RNP	Required Navigation Performance
RTF	Radiotelephony
SID	Standard Instrument Departure
SRA	Surveillance Radar Approach
SSR	Secondary Surveillance Radar
TOBT	Target Off-Block Time
TODA	Take-Off Distance Available
TSAT	Target Start Approval Time
VFR	Visual Flight Rules