

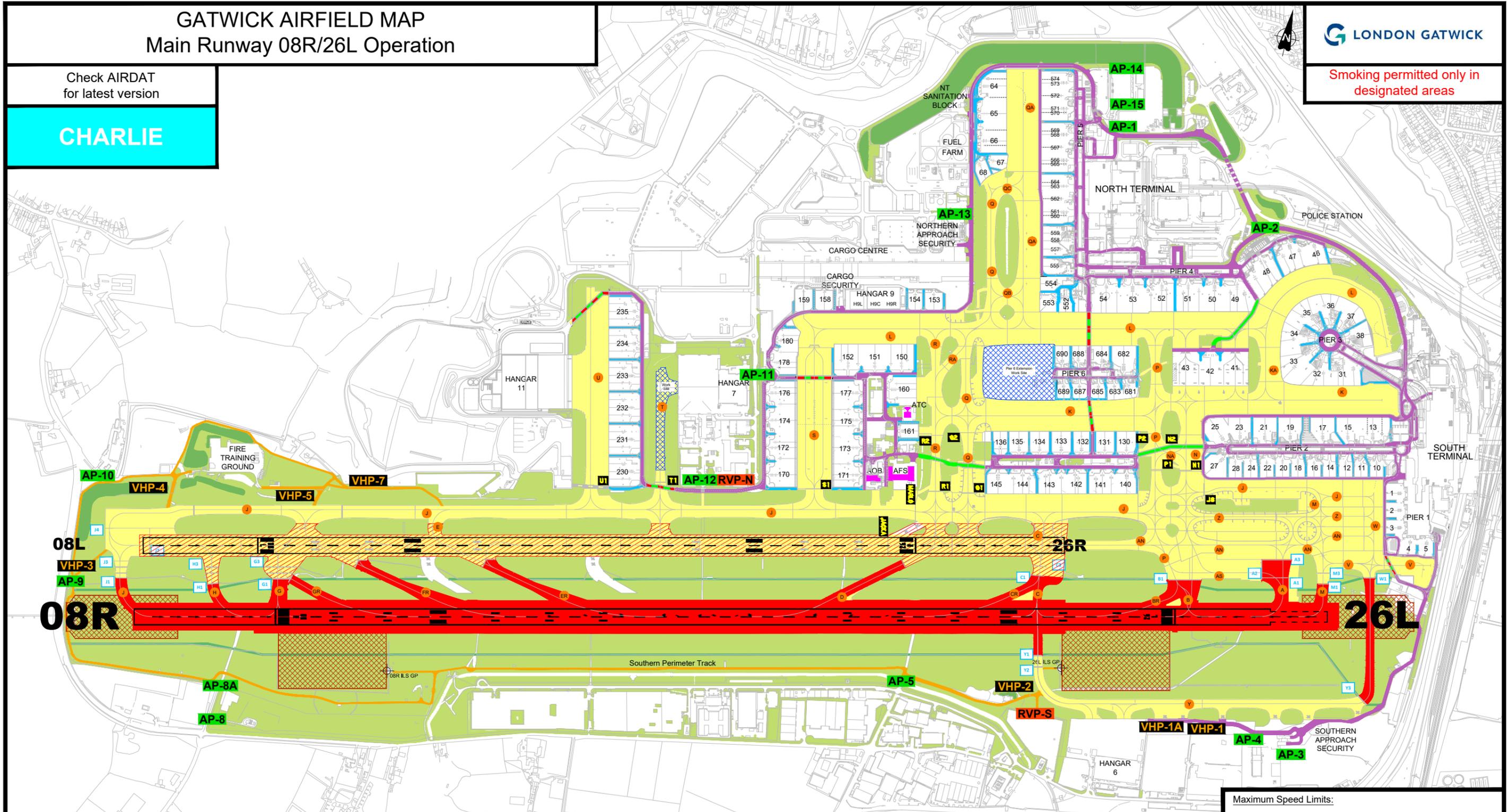
# GATWICK AIRFIELD MAP

## Main Runway 08R/26L Operation

Check AIRDAT for latest version

**CHARLIE**

Smoking permitted only in designated areas



Refer to Ground Movement Control (GMC) Map for GMC Areas and Frequency Change Boundary

Contact Telephone Numbers:

Emergency 222 (from Stand telephone)  
Emergency 01293 501222 (from a mobile)

ALL airside incidents must be reported via one of the above numbers

Airfield Operations 3090 (from Stand telephone)  
Airfield Operations 01293 503090 (from a mobile)  
ATC 01293 601031  
Engineering Faults 1111 (from Stand telephone)  
Engineering Faults 01293 501111 (from a mobile)

Key:

- ILS Critical Areas:  
Under no circumstances must anyone enter these Critical Areas without ATC permission
- Main Runway 08R/26L / Yankee Undershoot:  
No Free Ranging at any time - Controlled by ATC Tower
- Northern Runway 08L/26R:  
Only GAL approved vehicles can Free Range on 08L/26R - Controlled by ATC Ground
- Manoeuvring Area:  
Only drivers with a valid Manoeuvring Area licence are permitted to drive on the Manoeuvring Area
- Airfield Perimeter Track (Max. Speed 20mph) (Manoeuvring Area Licence Holders Only)

- Airside (Service) Road
- Interstand Clearway
- Taxiway Crossing - Controlled
- Taxiway Crossing - Semi-Controlled
- Taxiway Designation
- Rendezvous Point (RVP)

- U1 T1 G1 Intermediate Taxiway Holding Position (Outbound Aircraft)
- R2 Q2 P2 N2 Intermediate Taxiway Holding Position (Inbound Aircraft)
- J6 MARLO JACKA
- A1 Main Runway Holding Position
- AP5 Access Point (AP)
- VHP-1 Vehicle Holding Point (VHP)

Maximum Speed Limits:

- Airside Roads/Crossings 20 mph (or as locally signed)
- Interstand Clearways 5 mph
- Manoeuvring Area 40 mph

ATC Radio Frequencies

- GMC - North 121.540MHz
- GMC - South 121.805MHz
- Standby (As directed by ATC) 134.230MHz
- Tower 124.230MHz

All vehicles must maintain a Listening Watch with ATC whilst driving on the manoeuvring area

It is the responsibility of all 'M & R' permit drivers to ensure that they are fully conversant with the split GMC frequencies and boundaries as appropriate before entering the manoeuvring area