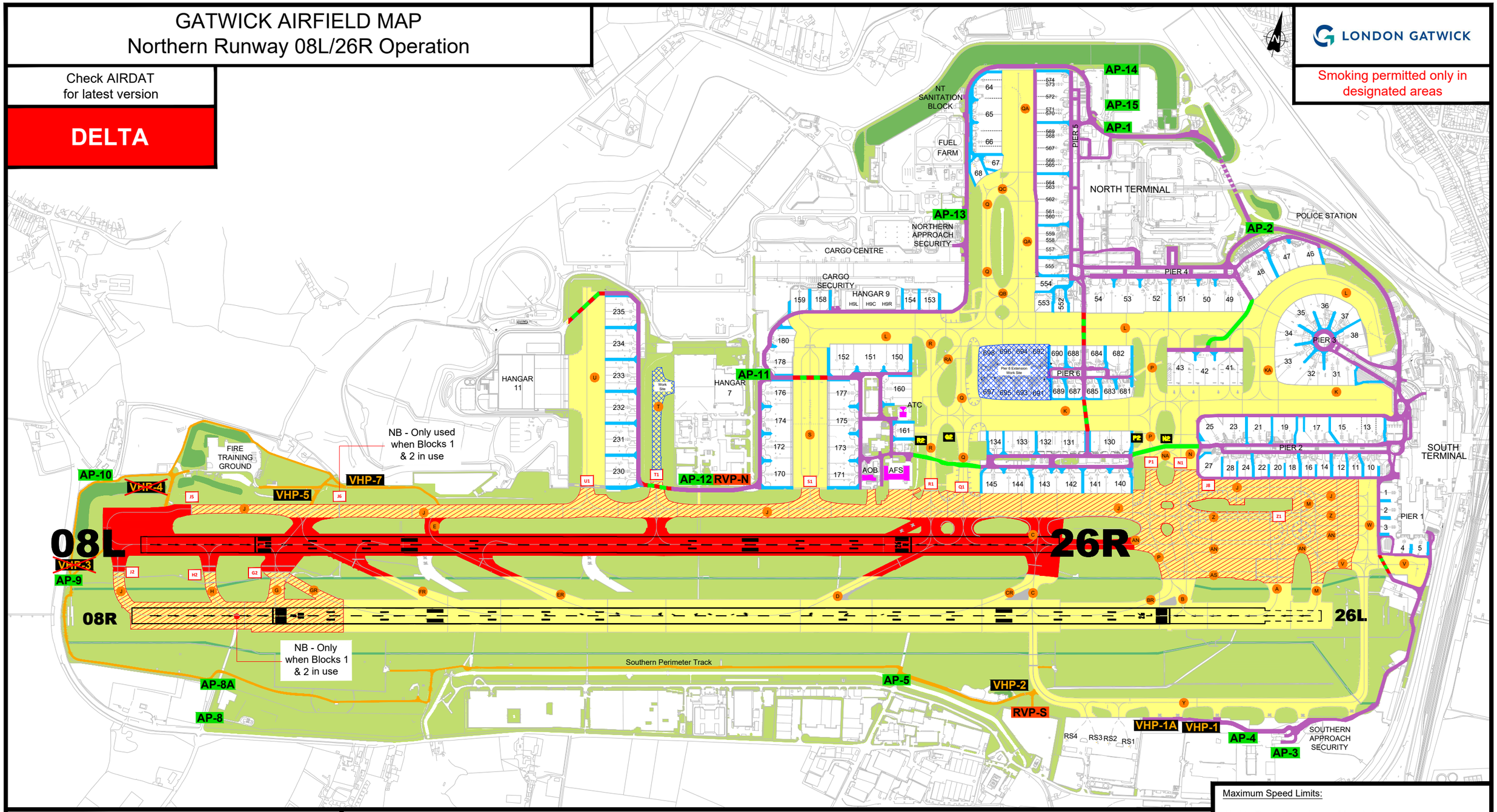
GATWICK AIRFIELD MAP
Northern Runway 08L/26R Operation

Check AIRDAT
for latest version

DELTA

LONDON GATWICK

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:

- Northern Runway 08L/26R: No Free Ranging at any time - Controlled by ATC Tower
- No Free Ranging at any time: Controlled by ATC Tower
- Manoeuvring Area: Only AirOps, AFS, AirEng and Tug 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 Crossing - Uncontrolled (Uniform South - Contractor Access Only)
- J — Taxiway Designation
- RVP-S — Rendezvous Point (RVP)
- R2 Q2 P2 N2 — Intermediate Taxiway Holding Position (Inbound Aircraft)
- N1 — Northern Runway Holding Position
- AP5 — Access Point (AP)
- VHP-1 — Vehicle Holding Point (VHP)
- VHP-3 — Vehicle Holding Point (VHP) Not Available During NR Operation
- E — Taxiway Echo (E) Not Available During NR Operation

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