# EGKK — LONDON GATWICK

## EGKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKK — LONDON GATWICK

## EGKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 510853N Long: 0001125W<br>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 | 203 ft / 20 C |
| 4 | Geoid undulation at AD ELEV PSN | 149 FT |
| 5 | Magnetic Variation/ Annual Change | 0.5°W (2017) / 0.15° |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | GATWICK AIRPORT LIMITED.<br>Post: London (Gatwick) Airport, West Sussex RH6 0NP<br>Phone: 0844-892 0322 (Gatwick Airport Ltd)<br>Phone: 01293-601031 (ATC)<br>Fax: 01293-601033 (ATC)<br>Fax: 01293-503203 (Gatwick Airport Ltd) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to ATC operational areas may be recorded. |

## EGKK AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Aerodrome Operator | H24 |
| 2 | Customs and Immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | Air Traffic Service | H24 |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 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 and oil types | AVTUR JET A-1<br>W80, W100<br>AFTO 100, 390, 555, 750<br>Skydroll 500B |
| 3 | Fuelling facilities/capacity | Hydrant refuelling. Very limited bowser capacity. |
| 4 | De-icing facilities | By arrangement with handling agent. |
| 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.<br>Operators are to make prior arrangements with one of the 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 A10 |
| 2 | Rescue equipment | High access vehicle. |
| 3 | Capability for removal of disabled aircraft | Airlines must have a confirmed contract for aircraft recovery. Aircraft recovery arrangements must be submitted to Gatwick Airport Ltd. |
| 4 | Remarks | |

## EGKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing, Gritting. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Under certain circumstances during adverse weather the Airport Disruption Cell may be established. |

## EGKK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | PARKING STANDS<br><br>Surface: Concrete and Concrete Block Paving. PCN: Concrete 89/R/C/W/T and Concrete Block Paving 100/F/C/W/T |
| 2 | Taxiway width, surface and strength | Taxiway : 23 m. Surface: Concrete.<br>PCN 89/R/C/W/T<br><br>Taxiway : 23 m. Surface: Asphalt.<br>PCN 100/F/C/W/T<br><br>Taxiway TANGO: 23 m. Surface: Concrete and asphalt.<br>PCN 55/R/C/W/T<br><br>Taxiway UNIFORM: 25 m. Surface: Concrete.<br>PCN 89/R/C/W/T<br><br>Taxiway VICTOR: 23 m. Surface: Concrete.<br>PCN 59/R/D/W/T<br><br>Taxiway WHISKEY: 23 m. Surface: Concrete.<br>PCN 59/R/D/W/T<br><br>Taxiway YANKEE: 23 m. Surface: Concrete and asphalt.<br>PCN 55/R/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 192 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Ground Movement/Parking/Docking Chart. |
| 6 | Remarks | |

## EGKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Azimuth and Stopping guidance is provided by 'Safedock' – Advanced Visual Docking Guidance System (A-VDGS) except as follows:<br>Marshaller Stands: 33R, 110L/R, 150L/R, 152L/R.<br>Safedock/Mirror Stands: 551-553.<br>With the exception of stands 41 and 43, all stands are designed for nose-in/push back operations. |
| 2 | Runway and taxiway markings and lighting | **Runway marking aid(s):**<br>08R/26L: Full ICAO runway designation, runway threshold, aiming point, touch-down zone and runway centre-line markings. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway.<br>08L/26R: Full ICAO runway designation, runway threshold aiming point and runway centre-line markings. Lead-offs from Runway 08L/26R are marked by a continuous yellow line from the centre of the runway.<br><br>**Runway light(s):**<br>: 08L/26R: Threshold - HI green lights. Edge - HI white lights. Stop end - HI red lights. Runway threshold identification lights - 2 synchronised flashing white lights, one at each end of the THR bar.<br><br>: 08R/26L: Threshold - HI green lights. Edge - HI white lights. Centre-line - HI colour coded white/red lights. TDZ - HI white lights. Stop end - HI red lights. Colour coded amber/green lights indicate the runway turn-off routes to the CAT III stop bars. 26L: Starter Extension - Blue edge lights.<br><br>**Taxiway marking aid(s):**<br>: Yellow painted centreline. |
| 3 | Stop bars | Illuminated red stop bars are provided where appropriate. |
| 4 | Remarks | The apron is marked for nose-in parking only and operators should ensure that agents can supply tractor push-back facilities.<br><br>Aircrew are to note that all stand entry guidance systems are activated by their ground handling agent. The activation 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.<br><br>**Pilots must not enter an aircraft stand unless the Stand Entry Guidance is activated and the correct aircraft type is displayed, or a GAL marshaller has signalled clearance to proceed.** In the event of there being no activated SEG displayed upon approach to the stand, flight crews must hold position on the taxiway and advise GMC of the non-activation of the SEG. Aircrew must not attempt to self park if the SEG is not activated.<br><br>ILS localizer Sensitive Area: Colour coded alternate amber and green lights are installed at all exits from Runway 08R/26L to denote the extent of the localizer sensitive area.<br>2 illuminated wind direction indicators |

## EGKK AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK2051) 08L/TAKE-OFF 26R/AP-PROACH | Building | 510919.43N 0000932.78W | 268 ft | | No | |
| (EGKK1839) 08L/TAKE-OFF 26R/AP-PROACH | Building | 510917.96N 0000946.59W | 275 ft | | No | |
| (EGKK1800) 08L/TAKE-OFF 26R/AP-PROACH | Light Tower | 510917.37N 0000949.81W | 250 ft | | No | |
| (EGKK2010) 08L/TAKE-OFF 26R/AP-PROACH | Chimney | 510915.65N 0000944.48W | 240 ft | | No | |
| (EGKK1381) 08L/APPROACH 26R/TAKE-OFF | Post on earth bank | 510849.33N 0001254.25W | 228 ft | | No | |
| (EGKK4573) 08L/APPROACH 26R/TAKE-OFF | Tree | 510837.65N 0001455.15W | 406 ft | | No | |
| (EGKK1444) 08R/APPROACH | Electrical Junction Box | 510837.49N 0001251.46W | 228 ft | | No | |
| (EGKK3435) 08R/APPROACH | Tree | 510836.84N 0001251.50W | 233 ft | | No | |

# EGKK AD 2.10 AERODROME OBSTACLES (continued)

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK5524) 08R/APPROACH | Bush | 510836.17N 0001251.86W | 228 ft | | No | |
| (EGKK3994) 08R/APPROACH | Tree | 510835.44N 0001251.10W | 232 ft | | No | |
| (EGKK4560) 08L/08R/APPROACH 26R/26L/TAKE-OFF | Tree | 510839.64N 0001459.49W | 429 ft | | No | |
| (EGKK5287) 08L/08R/APPROACH 26R/26L/TAKE-OFF | Tree | 510830.87N 0001452.30W | 395 ft | | No | |
| (EGKK1031) 08L/08R/APPROACH 26R/26L/TAKE-OFF | Tree | 510809.36N 0001601.37W | 476 ft | | No | |
| (EGKK4493) 08R/APPROACH 26L/TAKE-OFF | Aerial | 510835.63N 0001520.05W | 413 ft | | No | |
| (EGKK5863) 08R/TAKE-OFF 26L/AP-PROACH | Tree | 510906.13N 0000758.41W | 384 ft | | No | |
| (EGKK1909) 08R/TAKE-OFF 26L/AP-PROACH | Aerial | 510903.79N 0000946.14W | 213 ft | | No | |
| (EGKK3588) 26L/APPROACH | Tree | 510900.24N 0000937.38W | 241 ft | | No | |
| (EGKK3596) 26L/APPROACH | Tree | 510859.45N 0000930.19W | 269 ft | | No | |
| (EGKK4095) 26L/APPROACH | Tree | 510859.40N 0000936.91W | 254 ft | | No | |
| (EGKK3593) 26L/APPROACH | Tree | 510859.35N 0000933.49W | 261 ft | | No | |
| (EGKK1744) 26L/APPROACH | Glidepath Aerial | 510855.49N 0001033.04W | 243 ft | | No | |
| (EGKK3567) 26L/APPROACH | Tree | 510847.93N 0001122.57W | 232 ft | | No | |
| (EGKK3808) 26L/TAKE-OFF | Tree | 510802.32N 0001557.57W | 477 ft | | No | |
| (EGKK5736) 26R/APPROACH | Antenna | 510920.64N 0000945.04W | 326 ft | | No | |
| (EGKK3807) 26R/TAKE-OFF | Tree | 510811.07N 0001609.65W | 459 ft | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK4573) 08L/APPROACH 26R/TAKE-OFF | Tree | 510837.65N 0001455.15W | 406 ft | | No | |
| (EGKK4560) 08L/08R/APPROACH 26R/26L/TAKE-OFF | Tree | 510839.64N 0001459.49W | 429 ft | | No | |
| (EGKK5287) 08L/08R/APPROACH 26R/26L/TAKE-OFF | Tree | 510830.87N 0001452.30W | 395 ft | | No | |
| (EGKK1031) 08L/08R/APPROACH 26R/26L/TAKE-OFF | Tree | 510809.36N 0001601.37W | 476 ft | | No | |
| (EGKK4493) 08R/APPROACH 26L/TAKE-OFF | Aerial | 510835.63N 0001520.05W | 413 ft | | No | |
| (EGKK5863) 08R/TAKE-OFF 26L/AP-PROACH | Tree | 510906.13N 0000758.41W | 384 ft | | No | |
| (EGKK3808) 26L/TAKE-OFF | Tree | 510802.32N 0001557.57W | 477 ft | | No | |
| (EGKK3807) 26R/TAKE-OFF | Tree | 510811.07N 0001609.65W | 459 ft | | No | |
| (EGKK3425) | Tree | 511054.44N 0001248.55W | 363 ft | | No | |
| (EGKK2594) | Building | 511034.88N 0002216.72W | 1027 ft | | No | |
| (EGKK6069) | Trees | 511002.49N 0001423.52W | 436 ft | | No | |

## EGKK AD 2.10 AERODROME OBSTACLES (continued)

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK5396) | Tree | 510905.53N 0001401.30W | 502 ft | | No | |
| (EGKK6279) | Mast | 510759.47N 0001410.14W | 417 ft | | Yes | |
| (EGKK1629) | Building | 510659.14N 0001055.08W | 382 ft | | No | |
| (EGKK1284) | Mast | 510630.51N 0001246.09W | 419 ft | | No | |

## EGKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER. |
| 2 | Hours of service<br>MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER.<br>30 hours |
| 4 | Trend forecast<br>Interval of issuance | TREND.<br>30 Minutes. |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text.TAFs/METARs.<br>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** | **Surface of RWY/ SWY/ Strength (PCN)** | **THR 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 45 m | RWY surface: Asphalt, grooved.<br>PCN 100/F/C/W/T | 510845.10N 0001224.59W<br>149 ft | THR 196 ft |
| 26L | 257.65° | 3316 x 45 m | RWY surface: Asphalt, grooved.<br>PCN 100/F/C/W/T | 510902.43N 0001018.93W<br>149 ft | THR 196 ft |
| 08L | 077.62° | 2565 x 45 m | RWY surface: Asphalt, grooved.<br>PCN 100/F/C/W/T | 510851.04N 0001229.18W<br>149 ft | THR 195 ft |
| 26R | 257.64° | 2565 x 45 m | RWY surface: Asphalt, grooved.<br>PCN 100/F/C/W/T | 510903.69N 0001057.40W<br>149 ft | THR 195 ft |

| **Slope of RWY/ SWY** | **SWY dimensions** | **Clearway dimensions** | **Strip Dimensions** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|
| **7** | **8** | **9** | **10** | **11** | **12** |
| RWY 08R 0.06% down<br>RWY 26L 0.06% up | 74 x 45 m | 152 x m | 3436 x 300 m | | RWY 08R<br><br>Landing threshold displaced 393 m.<br><br>Paved shoulders extend 15 m beyond each side of Runway 08R/26L. |

## EGKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

| Slope of RWY/ SWY | SWY dimensions | Clearway dimensions | Strip Dimensions | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | A maximum weight limit of 562,000 kg applies to landings and take-offs on Runways 08R/26L and 08L/26R. |
| RWY 08R 0.06% down RWY 26L 0.06% up | 61 x 45 m | 144 x m | 3436 x 300 m | | RWY 26L<br><br>Landing threshold displaced by 424 m.<br><br>150 m starter extension.<br><br>Paved shoulders extend 15 m beyond each side of Runway 08R/26L.<br><br>A maximum weight limit of 562,000 kg applies to landings and take-offs on Runways 08R/26L and 08L/26R. |
| RWY 08L 0.04% down RWY 26R 0.04% up | | 475 x m | 2685 x 150 m | | RWY 08L<br><br>Landing threshold displaced by 427 m.<br><br>Paved shoulders extend 7.5 m beyond each side of Runway 08L/26R.<br><br>A maximum weight limit of 562,000 kg applies to landings and take-offs on Runways 08R/26L and 08L/26R. |
| RWY 08L 0.04% down RWY 26R 0.04% up | | 138 x m | 2685 x 150 m | | RWY 26R<br><br>Landing threshold displaced by 417 m.<br><br>Paved shoulders extend 7.5 m beyond each side of Runway 08L/26R.<br><br>A maximum weight limit of 562,000 kg applies to landings and take-offs on Runways 08R/26L and 08L/26R. |

## EGKK AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08L | 2565 m | 3040 m | 2565 m | 2243 m | |
| 26R | 2565 m | 2703 m | 2565 m | 2148 m | |
| 08R | 3159 m | 3311 m | 3233 m | 2766 m | |
| 26L | 3255 m | 3399 m | 3316 m | 2831 m | |
| 08R | 2782 m | 2934 m | 2856 m | | Take-off from intersection with Hold Golf 1. |
| 08R | 2931 m | 3083 m | 3005 m | | Take-off from intersection with Hold Hotel 1. |
| 26L | 3142 m | 3286 m | 3203 m | | Take-off from intersection with Hold Alpha 1. |
| 26L | 2897 m | 3041 m | 2958 m | | Take-off from intersection with Hold Bravo 1. |

## EGKK AD 2.13 DECLARED DISTANCES (continued)

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 26L | 2464 m | 2608 m | 2525 m | | Take-off from intersection with Hold Charlie 1. |

## EGKK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars | VASIS/ MEHT/ PAPI | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08R | 914 m Light intensity high. | HI Green with HI green wingbars | PAPI Right/3° 68 ft | 893 m HI | Colour coded 15 m spacing HI | HI flush bi-directional 60 m spacing, first 393 m from RWY end showing red to displaced landing THR | Red. | 74 m beyond RWY end lights<br><br>Red. | **Approach Lighting:** Coded centre-line with five cross-bars<br>Supplementary lighting inner 300 m<br><br>**PAPI dist from THR:** 430 m<br><br>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.<br><br>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 amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed. |
| 26L | 914 m Light intensity high. | HI Green with green wingbars | PAPI/3° 69 ft | 893 m HI | Colour coded 15 m spacing HI | HI flush bi-directional 60 m spacing, first 267 m from RWY end showing red to displaced landing THR | Red. | Red 61 m beyond RWY end lights | **Approach Lighting:** Coded centre-line with five cross-bars<br>Supplementary lighting inner 300 m<br><br>**PAPI dist from THR:** 440 m<br><br>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.<br><br>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 amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed. |
| 08L | 420 m Light intensity high. | HI Green with green wingbars | PAPI/3° 65 ft | | | HI flush bi-directional 60 m spacing, with LI omni-directional component | Red. | | **Approach Lighting:** Centre-line with one cross-bar<br>Runway threshold identification lights - 2 synchronised flashing white lights, one at each end of the THR |

## EGKK AD 2.14 APPROACH AND RUNWAY LIGHTING (continued)

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/ Wing bars | VASIS/ MEHT/ PAPI | TDZ lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | bar. Visible in the approach sector only.<br><br>**PAPI dist from THR:** 450 m<br><br>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. |
| 26R | 420 m Light intensity high. | HI Green with green wingbars | PAPI/3° 68 ft | | | HI flush bi-directional 60 m spacing, with LI omni-directional component | Red. | | **Approach Lighting:** Centre-line with one cross-bar<br>Runway threshold identification lights - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.<br><br>**PAPI dist from THR:** 425 m<br><br>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. |

## EGKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 510843.55N 0001206.91W 510854.68N 0001027.52W |
| 3 | TWY edge and centre line lighting | Taxiway: . Edge. Taxiway Yankee has blue edge lights.<br><br>Taxiway: . Centre line. Green centre-line lighting with selective switching on all taxiway routes except Taxiway Yankee.<br><br>Taxiway: . Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 m centres across the full width of the mouth of each RET/RAT adjacent to Runway 08R/26L and running parallel to the runway centre-line. |
| 4 | Secondary power supply/switch-over time | Yes - CAT I/II/III. 1 second. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGKK AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation | FATO : 510916.68N 0001149.56W |
| 2 | TLOF and/ or FATO elevation | FATO : 190 ft |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | FATO : |
| 4 | True bearing of FATO | 170.00° |
| 5 | Declared distance available | |
| 6 | Approach and FATO lighting | |
| 7 | Remarks | No Approach or FATO lighting.<br>9 m sided triangular aiming point.<br>See AD 2.20, section 5. |

## EGKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| LONDON GATWICK CTR<br>511258N 0001129W - 511200N 0000341E - thence clockwise by the arc of a circle radius 10 nm centered on 510853N 0001125W to 510550N 0000342E - 510240N 0001923W - thence clockwise by the arc of a circle radius 8 nm centered on 510853N 0001125W to 511118N 0002332W - 511258N 0001129W | Upper limit: 2500 ft ALT<br>Lower limit: SFC | D | GATWICK DIRECTOR<br>English | 6000 ft | See EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. |
| LONDON GATWICK CTA<br>510100N 0000458E - 510100N 0002545W - thence clockwise by the arc of a circle radius 12 nm centered on 510853N 0001125W to 511124N 0003003W - 511618N 0000533E - thence clockwise by the arc of a circle radius 13 nm centered on 510853N 0001125W to 510100N 0000458E but excluding the Gatwick CTR. | Upper limit: 2500 ft ALT<br>Lower limit: 1500 ft ALT | D | GATWICK DIRECTOR<br>English | 6000 ft | See EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. |
| LONDON GATWICK ATZ<br>A circle, 2.5 nm radius centred at 510853N 0001125W on longest notified runway (08R/26L) | Upper limit: 2000 ft<br>Lower limit: SFC | D | GATWICK DIRECTOR<br>English | 6000 ft | See EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. |

## EGKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel(s) | Hours of Operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | GATWICK DIRECTOR | 126.825 MHz<br>DOC 45 nm/24,500 ft. | H24 | ATZ hours coincident with Approach hours. |
| | GATWICK DIRECTOR | 118.950 MHz<br>When instructed by ATC.<br>DOC 25 nm/10,000 ft. | H24 | |
| | GATWICK DIRECTOR | 129.025 MHz<br>When instructed by ATC.<br>DOC 45 nm/24,500 ft. | H24 | |
| | GATWICK DIRECTOR | 121.500 MHz<br>Emergency frequency O/R. | H24 | |
| TWR | GATWICK TOWER | 124.225 MHz<br>DOC 25 nm/10,000 ft. | H24 | |

## EGKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES (continued)

| Service Designation | Callsign | Channel(s) | Hours of Operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| | GATWICK TOWER | 134.225 MHz<br>When instructed by ATC.<br>DOC 45 nm/15,000 ft. | H24 | |
| | GATWICK TOWER | 121.500 MHz<br>Emergency frequency O/R. | H24 | |
| | GATWICK DELIVERY | 121.950 MHz<br>Ground Movement Planning. Departing aircraft are to make initial call to 'Gatwick Delivery' on this frequency during hours of operation. At other times call 'Gatwick Ground'.<br>DOC 5 nm/GND. | Winter - 0630-2100 or as directed. Summer - 0500-2100 or as directed. | |
| | GATWICK GROUND | 121.800 MHz<br>Ground Movement Control.<br>DOC 5 nm/GND. | Winter - 0530-2300 Summer - 0400-2300 | |
| ATIS | GATWICK INFORMATION | 136.525 MHz<br>DOC 60 nm/20,000 ft. | H24 | |
| Other | GATWICK FIRE | 121.600 MHz<br>Non-ATS Frequency | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR) | Ident | Frequency | Hours of Operation | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | IGG | 46X<br>110.900 MHz | HO | 510849.97N<br>0001120.44W | 209.5 ft | DME I GG (RWY 08R)<br>On AD.<br>DME freq paired with ILS I GG and I WW.<br>Zero range is indicated at THR of Runway 08R/26L. |
| ILS<br>III<br>0.5°W (2017) | IGG | 110.900 MHz | HO | 510906.94N<br>0000946.15W | | RWY 08R |
| ILS/GP | IGG | 330.800 MHz | HO | 510842.54N<br>0001207.41W | | 3° ILS Ref Datum Hgt 51 ft. |
| ILS<br>III<br>0.5°W (2017) | IWW | 110.900 MHz | HO | 510841.15N<br>0001253.25W | | RWY 26L |
| ILS/GP | IWW | 330.800 MHz | HO | 510855.48N<br>0001033.05W | | 3° ILS Ref Datum Hgt 51 ft. |
| DME | IWW | 46X<br>110.900 MHz | HO | 510849.97N<br>0001120.44W | 209.5 ft | DME I WW (RWY 26L)<br>On AD.<br>DME freq paired with ILS I GG and I WW.<br>Zero range is indicated at THR of Runway 08R/26L. |

# 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) All flights operating at London Gatwick Airport are subject to prior approval of the Chief Executive Officer, Gatwick Airport Ltd, and require a slot allocated by Airport Coordination Ltd (ACL).

(f) Flights for aerobatic, recreational, commemorative, charity and record breaking purposes will not be permitted to use the airport, except with the prior approval of the Chief Executive Officer.

(g) 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.

(h) 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.

(i) This Airport may be used by Executive and Private Aircraft (general aviation) subject to the following conditions:

(i) Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, Fax: 0208-564 0691, or at all other times to Stand Allocation Tel: 01293-503089 or Fax: 01293-505149 (or to their nominated handling agent who will obtain prior permission from Airport Coordination Ltd or Stand Allocation). OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.

Prior Permission for General Aviation operators not more than 10 days and preferably not less than 24 hours before intended movement. The following details must be notified for each flight:

(1) Aircraft type, registration and operator;

(2) Point of origin and destination;

(3) Date/time of ETA and ETD Gatwick

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

(ii) General Aviation Terminal opening hours are: 0500-2300 (1 hr earlier in summer). Hours by appointment only: 2300-0500 (1 hr earlier in summer). →

(iii) All international passengers arriving on private and executive aircraft requiring HM Customs clearance, must proceed with their handling agent to the South Terminal.

(iv) 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 Atlantic House.

(v) 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 Atlantic House or arrange for their Handling Agent to collect the information on their behalf.

(j) 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 is available on the London Gatwick Airport website: www.gatwickairport.com

(k) Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.

(l) Fixed Electrical Ground Power must be used when available and serviceable. Use of aircraft Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Instructions and Directives. Regular audits take place to ensure compliance with the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations Tel: +44(0)1293 503090.

| | Before Scheduled Time of Departure | After Arrival on Stand |
|---|---|---|
| **Narrow Body Aircraft** | No more than 15 minutes † | 10 minutes † |

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

| | Before Scheduled Time of Departure | After Arrival on Stand |
|---|---|---|
| **Wide Body Aircraft** A300, A310, A330, A340, A380, B747, B767, B777, B787, MD11, etc. | No more than 50 minutes †<br>**Or** not more than 90 mins prior to departure when the FEGP has not been upgraded to provide enough power to support the FMS. | 10 minutes † |

† Exceptions to these restrictions are:

***Note 1:*** *When an aircraft is scheduled to be towed off to another location the APU may be restarted for safety reasons not in excess of 10 minutes prior to the planned movement.*

***Note 2:*** *When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.*

***Note 3:*** *When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Narrow body aircraft is extended to 40 minutes before STD.*

***Note 4:*** *When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Wide body aircraft is extended to 75 minutes before STD.*

## 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. 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.

(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. For further information contact ATC Operations on + 44 (0)1293-601026. Pilots requesting pre-departure clearance by datalink must when entering stand number ensure that:

(1) L/M/R stand designator as appropriate is entered (ie 140L, 554M, 34R);

(2) Ensure stand number is entered with at least 2 figures (ie 05M).

(viii) Taxiway Mike is available as an entry point to Runway 26L. Taxiway Mike can not be used as an exit point from Runway 08R.

(ix) Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.

(b) Gatwick Airport is equipped with an advanced surface movement radar utilising Mode-S.

(i) Aircraft operators intending to use London Gatwick Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground

(ii) Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code

(1) From the request for push back or taxi, whichever is earlier;

(2) After landing, continuously until the aircraft is fully parked on stand.

(iii) After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.

(iv) Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

(c) Aprons

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(i) Before the Aircraft Commander calls for pushback they must ensure that the tug driver is in the tug, ready to push. **If ATC issue a non-standard or conditional pushback clearance, ATC must be advised if the Aircraft Commander is not in two-way headset communication with the tug crew.** The tug driver must listen to the exchange between the aircraft crew and ATC so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the pushback instruction they must not push the aircraft. Request and clearance will be issued between the flight crew and ATC only. On receipt of pushback instruction, the flight crew shall report the instruction to the ground crew. Any clarification required from the tug driver shall, in the first instance, be directed to the flight crew. If further clarity is required then the tug driver should contact ATC.

(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 amber standard low level dual traffic lights, operating H24.

(6) Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 m centres across the full width of the mouth of each RET/RAT adjacent to the runway and running parallel to the runway centre-line. TUBS are installed at Alpha, Bravo, Bravo Romeo, Charlie, Charlie Romeo, Delta, Echo, Foxtrot Romeo, Golf, Golf Romeo, Hotel and Juliet, to prevent incursions onto taxiways which are unavailable due to operational issues such as Work in Progress.

(iii) Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in apron cul-de-sacs, where jet blast can affect adjacent stands.

(iv) Pilots pushing from Stands 11 and 12 are reminded not to start engines until the aircraft has been pulled forward abeam Stand 12, due to jet blast on the neighbouring airside road.

(d) Ground movement of large aircraft - Code E

(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 is restricted.

(3) Taxiway Zulu is restricted.

(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.

(iii) Taxiway Y from its junction with Taxiway W to abeam the windsleeve is a Code C taxiway restricted to aircraft with wing span less than 36 m.

(e) Ground movement of large aircraft - Code F

(i) A380 aircraft - Taxiway routes available to A380 are shown on aerodrome chart AD 2-EGKK-2-1, marked in yellow. There is a positive but substandard obstacle clearance (minimum of 47.5 m) on Taxiway Juliet A380 routing. Pilots are to ensure that Cockpit over Centre-line (COCL) technique is used at all times when manoeuvring at Gatwick.

(f) Remote De-icing – Aircraft Engines Running

(i) There are two identified locations (de-icer pads) to enable remote de-icing of aircraft with engines running. They are managed and coordinated by Airline Services for airlines which have had Risk Assessments and Method Statements signed off by Gatwick Airport Ltd. There is an agreed process in place for the operation of these pads.

(ii) The two locations are uniquely identified as DA 43 and DA Sierra. Both will have resource to coordinate the operations, communication with pilots and de-ice rigs operatives and an electronic signage board for visual communications.

(1) **DA 43**
Located on Stand 43 and can accommodate Code C aircraft only. The holding point for this pad is Stand 41. Aircraft will taxi to this location under NATS control.

(2) **DA Sierra**
Located on Taxiway Sierra abeam Stands 170/171 and can accommodate up to B747 size aircraft. The holding point for this pad is Taxiway Lima and the north of Taxiway Sierra. Aircraft will taxi to this location under NATS control.

(g) Use of Stands 41 East, 41 West, 43 East and 43 West

(i) Aircraft types max size 32B can use East and West centre-lines on Stands 41 and 43.

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(h) Remote Holding Procedures

(i) Gatwick has remote holding capacity to maintain flow of aircraft by releasing occupied stands and pushback crews. Pilots are encouraged to request remote holding where departure restrictions, e.g. CTOT would result in push back delay.

(ii) Holding capacity is provided by drive-through Stands 41 and 43 (when available), including the use of the East and West centre-lines dependent on aircraft size. Eastern centre-lines are painted orange and Western centre-lines are painted blue. When entering East and West remote hold from Taxiway Lima, aircraft should enter 41 or 43 centre-line and then follow the East or West centre-line as requested by ATC.

(iii) When approaching 41E from the east along Taxiway Kilo, flight crews are to use judgemental oversteer.

(iv) Additionally, subject to availability and traffic loading, tactical holding may be utilised on taxiways at the discretion of the Ground Controller.

(v) Tactical holding is also available on Stands 152R, 171L, 173L, 175L, 230L, 231L, 232L and 233L. Aircraft will be marshalled onto these tactical remote holding stands. Pilots must not enter the stands until a marshaller is present. Stand 152R only will require a marshaller to exit. Pilots should exit Stands 171L, 173L, 175L, 230L, 231L, 232L and 233L by turning directly towards the taxiway centre-line.

(vi) Default positioning to remote hold is push and taxi, unless otherwise directed by ATC (e.g. pushback or push and tow).

(i) Airport-Collaborative Decision Making (A-CDM)

(i) Definitions of Commonly Used A-CDM Terms

(1) **Calculated Take-Off Time (CTOT)** - Assigned by Eurocontrol's NMOC when flow restrictions are in place. Aircraft must depart within -5 to +10 minutes of its CTOT (as existing requirement).

(2) **Target Off-Blocks Time (TOBT)** - The time an aircraft is expected, and agreed by Ground Handler (GHA) and flight deck to be ready to leave the stand (in the case of normal operations), or ready for on stand de-icing to commence (where appropriate, in the case of winter operations). This must be updated to an accuracy of +/- 5 minutes by GHA. Accurate and stable TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.

(3) **Target Start Approval Time (TSAT)** - The time provided by ATC that an aircraft can expect to receive start approval. Pilots will be notified of their TSAT and any subsequent changes to it by their Operations/GHA or from Gatwick Delivery when they call ready. This should reduce queuing times at the runway hold, while maintaining a high runway utilisation. Calculated automatically by the Departure Sequencer by taking into account TOBT, CTOT, wake vortex, SID routing, VTT, demand and any capacity constraints e.g. Low Visibility Procedures.

(4) **Target Take-Off Time (TTOT)** - The time that an aircraft is expected to take off. TTOT is calculated by adding a variable taxi time (VTT) to the TSAT. TTOT is updated in line with any updates to the TSAT. Time is a target – the requirement for an aircraft to be airborne within a time window only applies to flights with a CTOT.

(ii) Flight Deck A-CDM Responsibilities

(1) You should ensure that your flight is ready to push at TOBT +/- 5 minutes.

(2) Maintain regular communication with the TCO/GHA. They are responsible for updating your TOBT.

(3) If you identify a delay to TOBT +5 or believe you will be ready to depart earlier than TOBT -5, notify the GHA right away.

(4) You must report ready with ATC (Gatwick Delivery) at TOBT +/- 5 minutes.

(5) You will either receive Start Approval or will be advised of your TSAT: '(Callsign) expect start at (TSAT time spoken in words)' and requested to call back at TSAT +/- 5.

(6) ATC will inform you of any changes to TSAT in excess of 5 minutes.

(7) If you call ready, but are delayed by ATC, DO NOT update your TOBT.

(8) If you have not reported ready for departure by TOBT +5, you will lose your TSAT and you must update your TOBT with your TCO/GHA.

(iii) A-CDM Process During Winter Operations

(1) During freezing conditions, TSATs will be calculated by the Gatwick A-CDM system on the basis of whether the individual aircraft has been planned to de-ice on stand or on a remote de-icing pad.

(2) Planned de-icing activity is fed into the Gatwick A-CDM system by Ground Handling Agent (GHA), who enters the intention to deice the aircraft and the de-icing Company, who allocate the flight with de-icing on stand or remote de-icing pad together with the estimated time for de-icing completion.

(3) Note: TOBT is the time that the aircraft will be ready to be de-iced on stand or to leave the stand for remote de-icing. TOBT must NOT be adjusted to incorporate de-icing activity as this may result in a delay to departure.

(4) Flight Crews shall contact ATC at TOBT (+/- 5 minutes) and report ready for on stand de-icing or pushback for remote de-icing (as advised to flight crew by GHA).

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(5) In the case of on stand de-icing; ATC will provide TSAT information, calculated to include the estimated time for on stand de-icing entered by the de-icing company and any subsequent start delay.

(6) In the case of remote de-icing, ATC will provide start clearance and taxi instructions to the remote de-icing pad.

### 3 CAT II/III Operations

(a) Runways 08R and 26L, subject to serviceability of the required facilities, are suitable for Category ll and lll operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category ll and lll 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 RTF.

(c) Departing Aircraft: ATC will require departing aircraft to use the following Category lll holding points:

- Runway 26L — Alpha 3, Charlie 3 or Mike 3;
- Runway 08R — Juliet 3, Juliet 4, Juliet 7, Hotel 3 or Golf 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 confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber 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:

- RVR (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 turbulance and windshear effects.

(d) There are trees on high ground to the west, under the approach to Runways 08L and 08R. The tops are up to 287 ft aal at ranges between 1.25 and 3 nm.

(e) A hazard beacon showing a steady red light is situated on the extended centre-line of Runway 08R on tree covered high ground, 1.8 nm from 08R threshold. Trees within 0.5 nm of the beacon rise up to 85 ft above it. Another beacon, showing a steady red light, 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 when the high intensity approach lights are in use.

(f) HT power line to the N, E and SE of airport; minimum distance 1.6 nm at 146 ft aal rising to the 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

### 5 Helicopter Operations

(a) Helicopter handling agents are to obtain slot allocation for all flights, whether using the runways or the HAP.

(b) **Helicopter Aiming Point**

(i) Performance Class1 helicopters, up to maximum size LOD 16.67 m (Maximum rotor diameter 12.63 m) may use the helicopter aiming point (HAP). Helicopters larger than LOD 16.67 m must use the runway and have PPR;

(ii) The HAP is located on taxiway Uniform abeam stands 234/235. It is marked with a white 9 m sided triangle with a conventional 'H';

(iii) The HAP is not illuminated and is only available for use during daylight hours and when recorded met visibility is 1500 m or more;

(iv) Caution must be exercised when using the HAP as it is on a live taxiway;

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(v) Arrival and departure procedures to/from the HAP are visual to/from the North Terminal only;

(vi) All departures wishing to route to the south will be instructed to depart to the north to hold at the North Terminal and then will be given onward clearance as appropriate.

(c) **Missed Approach**

(i) In the event of a missed approach to the HAP, helicopters, once stabilised, must immediately turn right and route north of the aerodrome boundary to hold at the North Terminal. ATC may instruct the helicopter to reposition directly for the HAP;

(ii) In the event that a helicopter loses visual contact with the surface or is unable to acquire visual contact with the HAP, the Air Traffic Controller will instruct the helicopter to route north, co-ordinate with Gatwick Radar and transfer the traffic back to Gatwick Radar.

(d) **Radio Failure procedure**

(i) Approaching From the North In the event of a radio failure the helicopter will squawk A7600 and may elect to continue its approach to land on the HAP or leave controlled airspace to the North;

(ii) Approaching From the South In the event of a radio failure, the helicopter will squawk A7600 and leave controlled airspace to the South, remaining South of the runways at all times. Should the radio failure occur after receiving clearance to cross overhead the Gatwick Airport runway the aircraft will continue as if approaching from the North.;

(iii) Departing to the North In the event of a radio failure, the helicopter will squawk A7600 and leave controlled airspace to the North.

(iv) Departing to the South In the event of a radio failure prior to crossing the runway the helicopter will squawk A7600 and leave controlled airspace to the North.

(v) Should the radio failure occur after receiving clearance to cross overhead the Gatwick Airport runway the aircraft will continue to leave controlled airspace to the South.

(e) **After Landing**

(i) After landing, helicopters will ground taxi or air taxi under Leader vehicle follow me escort to an allocated parking area (usually an adjacent stand);

(ii) While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip/ rotorblade clearance and turbulence.

(f) **Departure**

(i) GMC will position the aircraft to the HAP and instruct the pilot to contact Tower.

## 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 | Runway 08R |
|---|---|
| Holding points Mike 1/3 and Alpha 2/3 | Holding points Juliet 1/3 and Hotel 1/3 |
| Holding points Mike 1/3 and Bravo 1 | Holding points Juliet 1/3 and Golf 1 |
| Holding points Alpha 2/3 and Bravo 1 | Holding points Hotel 1/3 and Golf 1 |
| Holding points Bravo 1 and Charlie 1 | |
| Holding points Bravo 1 and Yankee 1/2 | |

(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 incident. Runway 08R/26L is closed regularly to allow maintenance to take place. Dates and times are subject to change, latest details are advised by NOTAM and airport notices.

(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) Taxiway Juliet, between Juliet 8 and Sierra is limited to use by aircraft of wingspan of 30 m or below during actual take-offs or landings on runway 08L/26R. Taxiway Juliet, between Sierra and Juliet 5 is limited to use by aircraft of wingspan of 50 m or below during actual take-offs or landings on runway 08L/26R.

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(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) **Navaids**

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

(i) Surveillance radar

(ii) DME.

(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 08L **MUST NOT** commence their take-off run before reaching the **START OF TODA** information sign. This sign is located to the right of the runway, 427 m before the marked runway threshold.

Aircraft taking-off from Runway 26R **MUST NOT** commence their take-off run before reaching the **START OF TODA** information sign. This sign is located to the left of the runway, 417 m before the marked runway threshold.

(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 GUARD BARS at runway holding points.

(iv) The runway holding points, in addition to red GUARD BARS, are marked by mandatory signs 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, amber flashing runway guard lights, forward of the holding positions, denote the proximity of the runway itself.

(h) **Minimum Runway Occupancy Time**

(i) **Departures**

(1) On receipt of line-up clearance pilots should ensure that they are able to taxi and line up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.

(2) On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.

(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) High Intensity Runway Operation requires all aircraft to exit the runway at the fastest speed commensurate with safety. Extended runway occupancy may result in the following aircraft being sent around.

(2) Pilots should pre-plan their landing and roll out to target the rapid exit taxiways that provides for a safe and expeditious exit from runway to reduce delays and maximise utilisation at all times.

## EGKK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

| 08R | D | CR | BR |
|---|---|---|---|
| Distance from threshold (m) | 1318 | 1739 | 2194 |
| Design Exit Speed (kts) | 38 | 49 | 52 |
| **Notes:**<br>Landing aircraft are to vacate expeditiously.<br>Arrivals are to ensure fully vacated before stopping.<br>Traffic vacating at **CR** to await onward clearance before entering taxiway Juliet due to conflicting ground traffic.<br>Traffic vacating at **BR** to route TWY Papa and hold before TWY Juliet to ensure tail clear of runway.<br>Tactical requests to extend the landing roll to reduce ground taxi/exit nearer to parking stand are not to be made to ATC. | | | |

| 26L | E | FR | GR |
|---|---|---|---|
| Distance from threshold (m) | 1323 | 1773 | 2069 |
| Design Exit Speed (kts) | 38 | 52 | 49 |
| **Notes:**<br>Landing aircraft are to vacate expeditiously.<br>Arrivals are to ensure fully vacated before stopping.<br>Traffic vacating at **E** are to turn right on to Runway 08L without stopping on the runway exit.<br>Traffic vacating **FR** and **GR** to cross Runway 26R onto Taxiway Juliet.<br>When exiting Runway 26L aircraft do not have to call for clearance to cross Runway 26R as the runways cannot be used simultaneously.<br>Pilots of A380 must not stop until the aircraft is established on, or north of, 08L/26R.<br>Taxiway Delta is not available for vacating Runway 26L. | | | |

(3) Rapid Exit Taxiway Indicator Lights (RETILs) and paint markings are provided on Runway 08R/26L to assist pilots in judging distances to Rapid Exit Taxiways and enable them to apply braking action for a more efficient roll-out and runway exit speed. RETILs are provided for exit at D and CR on 08R and E and FR on 26L.

The RETILs provide a 3-2-1 countdown pattern of amber lights together with 3 sets of painted count-down markings placed at 300 m, 200 m and 100 m from the intersection of the runway centre-line with the Rapid Exit Taxiway centre-line. Each set of markings consist of 3 white painted bars (at 300 m to go), 2 white bars (at 200 m to go) and 1 white bar (at 100 m to go). Bars are angled in the direction of the Rapid Exit Taxiway and positioned on the left hand side of the runway centre-line for 08R and the right hand side of the runway centre-line for 26L

### 7 Training

Not applicable

## 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:

## EGKK AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

| 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 | *510827N | 0001542W |
| Site 4: Moat House | TQ 3180 4140 | 4 m | 510924N | 0000700W |
| 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 |

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-airfield 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 Routing 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.

## EGKK AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

| Take-off Runway | ATC Clearance | Procedure |
|---|---|---|
| 26L/R | Via ACORN<br>(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 BOGNA | Straight ahead and maintain track 259°. At MID DME 10.5 turn left to intercept OCK VOR RDL177. At OCK DME 28 turn left to intercept MID VOR RDL147 to BOGNA. |
| | Via Midhurst | Straight ahead and maintain track 259° to intercept MID VOR RDL064 |
| | Via SFD<br>(This route to be used only from 2300 hours to 0600 hours local time) | Straight ahead and maintain track 259° until crossing SFD VOR R320 (I-WW DME 6.8) then turn left to intercept RDL313 to SFD VOR. |
| | Via Mayfield<br>(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 RDL285 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<br>R261 | Straight ahead until I-GG DME 3.5 turn left to intercept DET VOR RDL261 to DET DME 43. |
| | Via ACORN | Straight ahead until I-GG DME 3.5 then turn left to track 054°M to intercept DET VOR RDL261 by DET DME 20 to ACORN. |
| | Via TUNBY | Straight ahead and maintain track 079° to intercept DVR VOR RDL272 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. |

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 section EGKK AD 2.22 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 Aircraft which land at Gatwick Airport - London between the hours of 2330 (local) and 0600 (local), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre-line:

(a) below 3000; ft or

(b) 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.

## EGKK AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

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).

**K Jennings**

**Divisional Manager**

**Aviation Policy Implementation**

**30 January 2004** **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 turbofan 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

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 parellel 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 KENET or Southampton SIDs.

(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 KENET or Southampton SIDs 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-7-6

## 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, subsection 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-7-8 and AD 2-EGKK-7-9) 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-7-8 and AD 2-EGKK-7-9) 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-7-8 and AD 2-EGKK-7-9) 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, subsection 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 | Track 250°T at last assigned altitude |
| TIMBA, LUMBA | Track 090°T at last assigned level |
| WILLO | Track 230°T at last assigned level/altitude |
| ASTRA | Track 230°T at last assigned level/altitude |
| | |

# EGKK AD 2.22 FLIGHT PROCEDURES (continued)

## 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 7-6. 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.

## 4 Approach Procedures with Radar Control

(a) 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

(a) 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

(a) 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.

## 8 Radio Communications Failure at the Radar Unit

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

## EGKK AD 2.22 FLIGHT PROCEDURES (continued)

### 9 Approaches without Radar

(a) 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-7-8 and AD 2-EGKK-7-9.

### 10 Procedures for Outbound Aircraft

(a) In order to improve ATC flexibility and alleviate airspace congestion in the London TMA, alternative SID procedures area available for tactical allocation by ATC to aircraft normally routeing via DVR, ADMAG, CLN and LAM SIDs from Runway 26. The alternative SIDs are designated WIZAD (for DVR/ADMAG), TIGER (for LAM) and DAGGA (for CLN) and may be offered to aircraft at a late stage during taxiing dependent 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.

(b) RNAV SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of JAA TGL-10, or equivalent, and approved by their State of Registry for RNAV 1 operations.

(i) In addition, RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have **DME/DME and INS/IRU with an automatic runway update.**

(ii) Aircraft which are not capable/certified as detailed in (b) and (i) above shall fly the conventional navigation version of the SID as detailed in the appropriate charts in AD 6.

(iii) There are no critical navaids associated with the RNAV 1 SIDs assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000 ft. RNAV 1 SIDs are detailed in AD 6 together with appropriate navigation database coding tabulation.

(iv) RNAV 1 SIDs are available for use, at ATC discretion, on a 24 hour basis (H24), unless otherwise stated on the chart.

(v) RNAV 1 SIDs are clearly identified and distinguishable from conventional SIDs by the use of a specific suffix, which will be a 'Z' for 08R departures and an 'X' character for 26L departures. RNAV 1 SIDs are NOT available for use from Runway 26R/08L; Conventional Navigation SID will be issued by ATC for 26R/08L departures.

(vi) Crews will be issued with an RNAV1 SID if their flight plan includes information such that the aircraft is RNAV1 capable. Crews shall request an ATC clearance for conventional SID route if unable to comply with RNAV1. On first RTF call after airborne, crews are to advise London Control/Gatwick Radar of the full SID designator as part of the requirements for initial calls on departure, e.g. "London Control, Fastjet 123 CLN3X passing 2000 ft, climbing to altitude 4000 ft.

(vii) Intersection departures **are** permitted for aircraft flying the RNAV SIDs. Aircrew flying aircraft that are not 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 FMS has been updated and is informed that the aircraft will be departing from an intersection. This will ensure that the correct co-ordinates are used by the Inertial Navigation System / Inertial Reference Unit upon selection of TOGA and therefore reduce the risk of a map shift event on departure.

(viii) Speed limits apply at specified waypoints for track containment purposes.

(ix) Aircraft flying on RNAV 1 SIDs can expect to receive radar vectors from ATC as per the operating procedure for conventional SIDs.

(x) Conventional SIDs: Conventional SIDs will be used for those aircraft which do not specify a preference for RNAV SID clearance or for when an ATC clearance cannot be issued for the use of the RNAV SIDs.

### 11 Speed Limitation

(a) a Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 kt IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase ‘No ATC Speed Restriction’. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/ power limitation.

(b) If for any reason pilots are unable to comply with the 250 kt IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.

### 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 7 of the Air Navigation Order 2009 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:

# EGKK AD 2.22 FLIGHT PROCEDURES (continued)

(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 SERA and the Rules of the Air Regulations 2015, with particular regard to SERA.3105 Minimum Heights, 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.

## 13 Visual Reference Points (VRP)

(a) 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/DME FIX |
|---|---|---|
| Billingshurst<br>510054N 0002700W | MID RDL 110°<br>GWC RDL 051° | MID 110°/7 nm |
| Dorking<br>511337N 0002006W | BIG RDL 246°<br>LON RDL 163° | BIG 246°/15 nm<br>LON 163°/16 nm |
| Guildford<br>511422N 0003506W | MID RDL 009°<br>BIG RDL 257° | MID 009°/11 nm |
| Handcross<br>510310N 0001208W | MID RDL 091°<br>SFD RDL 326° | MID 091°/16 nm<br>MAY 281°/12 nm |
| Haywards Heath<br>510027N 0000546W | MID RDL 099°<br>SFD RDL 332° | MID 099°/20 nm<br>MAY 266°/8 nm |
| Tunbridge Wells<br>510800N 0001554E | BIG RDL 144°<br>DET RDL 232° | BIG 144°/15 nm<br>MAY 039°/9 nm |

# EGKK AD 2.23 ADDITIONAL INFORMATION

## 1 Mode S Barometric Pressure Setting Data

(a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

## EGKK AD 2.24 CHARTS RELATED TO AN AERODROME

*Figure: AERODROME CHART - ICAO*

AD 2-EGKK-2-1

*Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO*

AD 2-EGKK-2-2

*Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES*

AD 2-EGKK-2-3

*Figure: TAXIWAY HOLDING POINTS CHART*

AD 2-EGKK-2-4

*Figure: AERODROME CHART A380 GROUND MOVEMENT - ICAO*

AD 2-EGKK-2-5

*Figure: NOISE PREFERENTIAL ROUTINGS CHART*

AD 2-EGKK-3-1

*Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART*

AD 2-EGKK-5-1

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R LAM 4M 4V 5P 5W - ICAO*

AD 2-EGKK-6-1

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R LAM 1Z - ICAO*

AD 2-EGKK-6-2

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L LAM 2X - ICAO*

AD 2-EGKK-6-3

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R BIG 7M 7V 3P 3W - ICAO*

AD 2-EGKK-6-4

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R BIG 1Z - ICAO*

AD 2-EGKK-6-5

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BIG 2X - ICAO*

AD 2-EGKK-6-6

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R CLN 8M 8V 5P 5W - ICAO*

AD 2-EGKK-6-7

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R CLN 1Z - ICAO*

AD 2-EGKK-6-8

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L CLN 4X - ICAO*

AD 2-EGKK-6-9

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R HARDY 5M 5V BOGNA 1M 1V - ICAO*

AD 2-EGKK-6-10

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BOGNA 1X HARDY 1X - ICAO*

AD 2-EGKK-6-11

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R KENET 2M 2V 3P 3W - ICAO*

AD 2-EGKK-6-12

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R KENET 1Z - ICAO*

AD 2-EGKK-6-13

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L KENET 1X - ICAO*

AD 2-EGKK-6-14

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SAM 2M 2V 3P 3W - ICAO*

AD 2-EGKK-6-15

## EGKK AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SAM 3Z 1X - ICAO*

AD 2-EGKK-6-16

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SFD 5M 5V 9W 9P - ICAO*

AD 2-EGKK-6-17

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SFD 4Z 1X - ICAO*

AD 2-EGKK-6-18

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R WIZAD 4M 4V - ICAO*

AD 2-EGKK-6-19

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L WIZAD 1X - ICAO*

AD 2-EGKK-6-20

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R DVR 8M 8V 2P 2W - ICAO*

AD 2-EGKK-6-21

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R ODVIK 1Z - ICAO*

AD 2-EGKK-6-22

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L ADMAG 2X - ICAO*

AD 2-EGKK-6-23

*Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R TIGER 3M 3V DAGGA 1M 1V - ICAO*

AD 2-EGKK-6-24

*Figure: RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L TIGER 1X DAGGA 1X - ICAO*

AD 2-EGKK-6-25

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R LAM 1Z RWY 26L LAM 2X*

AD 2-EGKK-6-26

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R BIG 1Z RWY 26L BIG 2X*

AD 2-EGKK-6-27

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R CLN 1Z RWY 26L CLN 4X*

AD 2-EGKK-6-28

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L BOGNA 1X RWT 26L HARDY 1X*

AD 2-EGKK-6-29

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R KENET 1Z RWY 26L KENET 1X*

AD 2-EGKK-6-30

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R SAM 3Z RWY 26L SAM 1X*

AD 2-EGKK-6-31

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R SFD 4Z RWY 26L SFD 1X*

AD 2-EGKK-6-32

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L WIZAD 1X*

AD 2-EGKK-6-33

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08R ODVIK 1Z*

AD 2-EGKK-6-34

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L ADMAG 2X*

AD 2-EGKK-6-35

*Figure: STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26L TIGER 1X RWY 26L DAGGA 1X*

AD 2-EGKK-6-36

*Figure: RNAV5 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT TIMBA 1J, 1K, 3F - ICAO*

## EGKK AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGKK-7-1

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA TIMBA 1C, 1D - ICAO*

AD 2-EGKK-7-2

*Figure: RNAV5 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT TIMBA 2G, 4B - ICAO*

AD 2-EGKK-7-3

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA ASTRA 2B, 1F, 2H - ICAO*

AD 2-EGKK-7-4

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA ASTRA 3A, 4C, 4D, 3J- ICAO*

AD 2-EGKK-7-5

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA WILLO 3B, 1F, 2H - ICAO*

AD 2-EGKK-7-6

*Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) VIA WILLO 3A, 4C, 3D, 3J - ICAO*

AD 2-EGKK-7-7

*Figure: STANDARD INSTRUMENT ARRIVAL CODING TABLES TIMBA 1J, 1K, 3F*

AD 2-EGKK-7-8

*Figure: STANDARD INSTRUMENT ARRIVAL CODING TABLES TIMBA 2G, 4B*

AD 2-EGKK-7-9

*Figure: RNAV HOLD CODING TABLES TIMBA, ARNUN, AMDUT*

AD 2-EGKK-7-10

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 08R WITHOUT RADAR CONTROL*

AD 2-EGKK-7-11

*Figure: INITIAL APPROACH PROCEDURES ILS RWY 26L WITHOUT RADAR CONTROL*

AD 2-EGKK-7-12

*Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 08R - ICAO*

AD 2-EGKK-8-1

*Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 08R - ICAO*

AD 2-EGKK-8-2

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08R - ICAO*

AD 2-EGKK-8-3

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 08R - ICAO*

AD 2-EGKK-8-4

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08L - ICAO*

AD 2-EGKK-8-5

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 08L - ICAO*

AD 2-EGKK-8-6

*Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 26L - ICAO*

AD 2-EGKK-8-7

*Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 26L - ICAO*

AD 2-EGKK-8-8

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26L - ICAO*

AD 2-EGKK-8-9

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 26L - ICAO*

AD 2-EGKK-8-10

*Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26R - ICAO*

AD 2-EGKK-8-11

## EGKK AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

*Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 26R - ICAO*

AD 2-EGKK-8-12

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 08R/26L - RWY 08L/26R*

AD 2-EGKK-8-13

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