GATWICK PILOT BRIEFING

EGKK

Aviation Sim UK
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Contents

Chapter 1 Scope

This document is designed for members flying into or out of Gatwick on a virtual network. This document should never be adopted for real world use. This document has been created using information from real world sources, however it is in no means intended as a real world replacement for any official procedures of documentation set out by any of these real word sources.

Chapter 2 Overview of Gatwick

London Gatwick Airport is located within Surrey and lies halfway between the River Thames and the English channel. Located near Gatwick are the towns of Horley (1NM to the north) and Crawley (3NM to the south) and are not to be overflown under any circumstances.

Chapter 3 ATC positions

3.1 Aerodrome

Callsign	Frequency
Gatwick Delivery	121.955
Gatwick Ground	121.805
Gatwick Tower	124.230

3.2 Approach

Callsign	Frequency
Gatwick Director (intermediate)	126.825
Gatwick Director (final)	118.950

When contacting Gatwick Driector, you will normally expect to initially contact the intermediate Gatwick director on 126.825 and is always staffed. The final director frequency is only open during busy times and as such you may not be handed over to the frequency of 118.950 and instead may be handed directly over to tower.

Chapter 4 Terminal allocation

London Gatwick is composed of two terminals, the north and the south terminal. Below is a table showing which airlines park at which terminals

North Terminal	South Terminal
Aeroflot (AFL)	Air Europa (AEA)
Easyjet (EZY)	Aegean Airlines (AEE)
Easyjet Switzerland (EZS)	AMC (AMC)
Tianjin Airlines (GCR)	Austrian Airlines (AUA)
Icelandair (ICE)	Ukraine International Airlines (AUI)
Meridiana (ISS)	Aurigny (AUR)
Royal Air Maroc (RAM)	Titan Airways (AWC)
Air Canada Rouge (ROU)	British Airways (BAW)
TUI Airways (TOM/TUI)	Flybe (BEE)
Emirates Airlines (UAE)	Belavia Belarusian Airline (BRU)
Virgin Atlantic (VIR)	Air Baltic (BTI)
Vueling Airlines (VLG)	Cathay Pacific (CPA)
WestJet (WJA)	Croatia Airlines (CTN)
	Aer Lingus (EIN)
	Enter Air (ENT)
	Germania (GMI)
	Iraqi Airways (IAW)
	Norwegian Air International (IBK)
	Iberia Express (IBS)
	Small Planet Airlines (LLC)
	Malta Air Charter (MAC)
	Montenegro Airlines (MGX)
	Monarch Airlines (MON)
	Norweigan Air Shuttle (NAX)
	Pegasus Airlines (PGT)
	Ryanair (RYR)
	British Airways Shuttle (SHT)
	Swiss International Airlines (SWR)
	TAP Portugal (TAP)
	Tunisair (TAR)
	Thomas Cook Airlines (TCX)
	Turkish Airlines (THY)
	Air Transat (TSC)
	Smartwings (TVS)
	WOW Air (WOW)
	Wizz Air (WZZ)

Chapter 5 Noise abatement procedures

Gatwick employs the use of continuous descent approach. Aircraft approaching to land shall, in accordance with it's ATC clearance, minimise noise disturbance through the use of continuous descent and low pow, low drag operating procedures. However, where this is not possible, aircraft shall maintain an altitude as high as possible.

Aircraft shall avoid overflying the areas of Crawley, East Grinstead, Horley and Horsham below an altitude of 3000 feet and the area of Lingfield below 2000 feet

Aircraft flying the ILS approach should not descend below altitude 2000 feet before intercepting the glide-slope and not fly below the glide-slope afterwards. Aircraft flying an approach other than an ILS approach shall follow a descent path which will not result in it, at any point, being below the height of the approach path as indicated by the PAPI

Aircraft shall not join the final approach course at a height of less than 1710 feet, with he exception of propeller driven aircraft of not more than 5700 kgs MTWA which shall join at a height of not below 1210 feet

Chapter 6 Low visibility procedures

Only runway 26L/08R is approved for CAT2/3 operations. Pilots will be informed by ATC when low visibility procedures come into force through the ATIS or on the ATC frequency.

6.1 Departing aircraft

Departing aircraft will be instructed by ATC to use the CAT 2/3 holding points to protect the localiser, these holding points are as follows, runway 26L: A3, C3 and M3, and for runway 08R these are J3, J4, J7, H3 and G3.

6.2 Arriving aircraft

Landing aircraft shall report when an aircraft has vacated the runway, this is defined as the point when the tail of the aircraft has passed the last of the alternate amber and green centre line lights

Chapter 7 Preferential runway

The preferential runway at Gatwick is runway 26L/08R, with runway 26L being the most preferential runway when the tailwind component is less than 5 knots and the runway surface is dry.

Chapter 8 Taxiways and taxiway restrictions

The northern and southern runways at Gatwick are unable to be used simultaneously together, as such when the southern runway is in use, the northern runway is only utilised as a taxiway, and as such does not require clearance to enter of taxi along.

Taxiway M is available as an entry point to runway 26L, however, it cannot be used as an exit point from runway 08R.

When northern runway operations are in force, taxiway AN is not to be used as an entry point to runway 26R

Chapter 9 Minimum runway occupancy time

Arriving aircraft at Gatwick can be separated by a distance not less than 2.5 miles, and as such there is a requirement for landing aircraft to vacate the runway at the fastest speed safely. Failure to vacate the runway in a suitable manner can result in following aircraft being sent around.

9.1 Rapid exit taxiways

9.1.1 Runway 08R:

Taxiway	Distance from threshold (feet)	Designed exit speed (knots)
D	4324	38
CR	5705	49
BR	7198	52

Traffic vacating at CR shall hold short of taxiway J

Traffic vacating at BR shall route onto taxiway P and hold short of taxiway J

Taxiway E is not available for aircraft vacating runway 08R

9.1.2 Runway 26L

Taxiway	Distance from threshold (feet)	Designed exit speed (knots)
E	4341	38
FR	5817	52
GR	6788	49

Traffic vacating at E shall turn right onto runway 08L without stopping on E

Traffic vacating at FR or GR shall cross runway 08L without clearance and taxi onto J

Taxiway D is not available for aircraft vacating runway 26L

Chapter 10 Types of approaches

10.1 RNP

All RNPs should be requested with Gatwick Director on first contact

All runways are RNP capable

Runway	Initial approach fix	Final approach fix
26L	OLEVI	K26LF
26R	ARPIT	K26RF
08L	MEBIG	K08LF
08R	ABIBI	K08RF

10.2 ILS

The ILS approach is the standard approach at Gatwick, and as such you will not be told that you are being vectored for the ILS approach, only which runway you will be landing on. ILS approaches are only available for runway's 26L and 08R

10.3 SRAs

Surveillance radar approaches are available for all runways, however, you must request this on first contact with Gatwick Director. It should be noted that an SRA may be denied if the controller is too busy, as it is a workload intensive approach type. The SRAs terminate 2 miles from touchdown.

Chapter 11Special landing clearances

11.1 Land after

Normally only one aircraft is allowed to land or take off from the urnway in use at any one time, however, when the order is two successive landing aircraft then the second aircraft may be allowed to land before the first aircraft has vacated providing the following conditions are met:

- It is daylight hours
- The second aircraft will be able to see the first aircraft clearly and continuously until the first aircraft is clear of the runway
- The second aircraft has been warned

This warning is performed through the use of the following phraseology "land after" in the place of "cleared to land". It is important to note that the separation between the aircraft is then the responsibility of the pilot of the second aircraft

11.2 Special landing procedures

Gatwick employs the use of special landing instructions which can be used under certain conditions.

These procedures are to be used when the runway in use is temporarily obstructed by other traffic. The landing clearance will be issued to the arriving aircraft provided that at the time this arriving aircraft passes the landing threshold the following separation standard will be present-

- Landing following a landing: the preceding landing aircraft will be clear of the runway in use or will be at least 2500 meters from the threshold of the runway in use
- Landing following a departure: the departing aircraft will airborne and at least 2000m from the threshold of the runway in use, or if not airborne, will be at least 2500 meters from the threshold of the runway in use

In the event that both the preceding and succeeding landing aircraft, or both the landing and departing aircraft are propeller driven with a maximum total weight not exceeding 5700kg then:

- Landing following a landing: the preceding aircraft will be clear of the runway in use or will be at least 1500 meters from the threshold of the runway in use
- Landing following a departure: the departing aircraft will be airborne or will be at least 1500 meters from the threshold of the runway in use

The special landing procedures will only be used:

- On runway 26L/08R
- During the hours of daylight
- When the controller is satisfied that the pilot of the next arriving aircraft will be able to observe the relevant traffic clearly and continuously
- When the pilot of the following aircraft is warned
- When there is no evidence that the braking action may be adversely affected
- When the controller is able to assess separation visually ot by radar derived information

The warning will be in the following phraseology:

(callsign) after landing/departing (aircraft type) cleared to land runway (…)

Chapter 12 SIDs

There are two types of SIDs available at Gatwick, the conventional SIDs, and for those able, RNAV1 SIDs are also available. If you are unable to fly the RNAV1 SIDs then you must make the controller aware on first contact by requesting the specified SID. When receiving clearance you will not usually be issued the departure runway, this is instead portrayed to you through the SID designator. RNAV1 SIDs are only available on runway 26L and 08R. The SID designators are as follows:

Runway 26L:

- Conventional: M
- RNAV: X

Runway 26R:

- Conventional: V

Runway 08R:

- Conventional: P
- RNAV: Z

Runway 08L:

- Conventional: W

For all of the SIDs there is a speed restriction of 250 knots or less below flight level 100, and there are additional speed restrictions of 220 knots on some departures to allow the aircraft to make tight turns. These speed restrictions remain in place unless you are advised by ATC by them saying no ATC speed restrictions. Any climb instructions issued by ATC removes any SID altitude restrictions and means you should ignore any altitude constraints and climb immediately to that level.

12.1 BOGNA

BOGNA departures are only available from runway 26's between the hours of 0600 and 2300 local time. There is a speed restriction of 220 knots or less until passing KKS17. The BOGNA departures are also step climbs, with an altitude restriction of 5000 feet at KKS17 and then 6000 feet at KKS20.

12.2 FRANE

If departing runway 26's there is a speed restriction of 220 knots or less until D29.0 DET, but no such speed restriction when departing runway 08's. The FRANE departures have stepped climbs, with an altitude restriction of 4000 feet or below by D29.0 DET, then 5000 feet level by ACRON, 5000 feet at DET and then 6000 feet at FRANE.

12.3 HARDY

HARDY departures are only available from runway 26's. The RNAV SID has a speed restriction of 220 knots or less until KKS17, whilst this does not exist for the non-RNAV departures. The RNAV departures is a stepped climb of 5000 feet at KKS17 and then 6000 feet at KKS20. The non-RNAV SID is a stepped climb with an altitude restriction of 5000 feet at OCK and then 6000 feet at D23.0 OCK.

12.4 IMVUR

IMVUR departures are only available from runways 08's. There is a speed restriction of 220 knots or less until KKW19. The IMVUR departure has a step climb with an altitude of 3000 feet at KKN09 and KKW19, then 4000 feet at IMVUR.

12.5 LAM (Lambourne)

LAM departures from runway's 26's have a speed restriction of 220 knots or less until D29.0 DET. The LAM departures have a step climb, when departing ruwnay's 26's there is an altitude restriction of 4000 feet or below at D29.0 DET, then for all runways there is an alttidue restriction of 5000 feet at ACORN and D15.0 LAM, and then 6000 feet at LAM.

12.6 NOVMA

NOVMA departures are only available from runway 26's and has an initial climb of 4000 feet.

12.7 ODVIK

ODVIK departures are only available from runway 08R and have an initial climb of 6000 feet.

12.8 SFD (Seaford)

SFD departures from runway 26's is only available between 2300 and 0600 local time, however, such a time restriction does not exist on departures from runway 08's. SFD departures from runway's 26's flying the RNAV SID have a speed restriction of 220 knots or less until KKW11, however, such a speed restriction does not exist for non-RNAV departures. The SFD departure (RNAV) from runway 26's have a step climb of 4000 feet at KKS13, between 5000 and 6000 feet at KKS19, then 6000 feet at KKS21, whilst the non-RNAV SID has a stepped climb of 4000 feet at D25.0 SFD, then between 5000 and 6000 feet at D18.0 SFD and then 6000 feet at D16.0 SFD. For departures from runway 08's have a speed restriction of 220 knots or less until KKS08 (RNAV only).

12.9 MIMFO

MIMFO departures are only available from runway 26's and have an initial speed restriction of 220 knots or less until D29.0 DET. The MIMFO departure has a step climb of 4000 feet or below at D29.0 DET, then 5000 feet at ACORN and then 6000 feet at MIMFO.

12.10 DVR (Dover)

DVR departures are only available from runways 08's and have an initial climb of 6000 feet.

12.11 KENET

KENET departures are only available from runways 08's and are to only be used by traffic going to a UK or EIRE airport. The KENET departures have a step climb of 3000 feet at D36.0 DET and then 4000 feet at D43.0 DET.

12.12 SAM (Southampton)

SAM departures are only available from runway's 08's and are to only be used by traffic going to a UK or EIRE airport. The SAM departures have a step climb of 3000 feet at D36.0 DET and then 4000 feet at D43.0 DET.

12.13 Relief SIDs

These are not be used for flight planning purposes, and will be allocated by ATC at a late phase of taxi. They are only used on runway 26's

12.13.1 DAGGA

The DAGGA departure is the relief SID for FRANE departures and have an initial climb of 5000 feet

12.13.2 TIGER

The TIGER departure is the relief SID for LAM departures and have an initial climb of 5000 feet

12.13.3 WIZAD

The WIZAD departure is the relief SID for MIMFO departures and have an initial climb of 6000 feet

Chapter 13 Flights to local aerodromes

13.1 Flights to Thames

Route: DET DCT GODLU DCT ELMIV DCT RAVSA

Will be cleared via FRANE terminating at DET

Filed a cruising level of MSL

13.2 Flights to Heathrow

Route: BIG

Expected clearance from runways 26L/R: cleared to Heathrow via Biggin, after departure runway 26L/R, climb straight ahead to I-WW 2.3 DME then turn right heading 075, climb to altitude 4000 feet, speed 220 knots or less

Expected clearance from runways 08L/R: Cleared to Heathrow via Biggin, after departure runway 08L/R climb straight ahead to I-GG 5 DME, then turn right heading 090 degrees, climb to altitude 6000 feet

Filed a cruising level of MSL

13.3 Flights to Essex

Route: DET

Will be cleared via FRANE terminating at DET

Filed a cruising level of MSL

13.4 Flights to Farnborough

Route: IMVUR/NOVMA DCT EVATA

Alternative route: SAM DCT RUDMO

13.5 Flights to Solent

Routes: IMVUR N63 SAM

NOVMA L620 SAM

SAM

13.6 Flights to Cardiff/Bristol

Route to Cardiff: [IMVUR N63 VOUGA N14/ NOVMA L620 NIBDA N14] KENET DCT ABDAL DCT BRI DCT CDF

Route to Bristol: Route to Cardiff: [IMVUR N63 VOUGA N14/ NOVMA L620 NIBDA N14] KENET DCT POMAX DCT BRI

Chapter 14 Flying VFR and VRPs

Gatwick has a listening squawk of 7012 which indicates that you are listening to one of the approach frequencies but intend to remain outside of controlled airspace. Several visual reference points (VRPs) exist for the purpose of making VFR flights easier for both the controller and the pilot. It is important that if entering or exiting the control zone to the north of Gatwick, then you must remain outside of the Redhill local flying area unless explicitly told that you are allowed through it by ATC.

VRP	VOR/DME Fix
Billingshurst	MID 110°/7 NM
Dorking	BIG 246°/15 NM LON 163°/16 NM
Guildford	MID 009°/11 NM
Handcross	MID 091°/16 NM MAY 280°/12 NM
Haywards Heath	MID 099°/20 NM MAY 266°/8 NM
Tunbridge Wells	BIG 144°/15 NM MAY 039°/9 NM

Sometimes Gatwick ATC may decide to clear you to enter the Gatwick control zone through the use of the Redhill VRPs which are detailed below:

VRP	VOR/DME
Buckland	OCK RDL 117°/9 NM BIG RDL 243°/12 NM
Godstone (Junction of A25 and B2236 roads)	OCK RDL 103°/15 NM BIG RDL 218°/6 NM
Godstone Railway Station	OCK RDL 109°/16 NM BIG RDL 206°/7 NM
Junction 7 M25/Junction 8 M23	OCK RDL 101°/12 NM BIG RDL 237°/7 NM

Chapter 15 STARs

All of the STARs into Gatwick have a speed restriction of 250 knots or less below flight level 100 unless explicitly told other wise by ATC. For flight planning purposes, the table below details the expected flight levels, however, it should be noted that these may be different to those that ATC will actually give.

STAR	Route	Expected Descent
BARMI1G	BARMI SONOG ODROB TEBRA ABTUM ARNUN KKE63 LARCK TIMBA	FL260 by BARMI FL220 by ODROB FL140 by ABTUM
KONAN2G	KONAN ARNUN KKE63 LARCK TIMBA	None planned
KUNAV1G	KUNAV AMDUT TIMBA	FL160 by AMDUT
MID1X	MID ZOPHI MAY LARCK TIMBA	None planned (used as a stack swap from WILLO to TIMBA)
NEVIL1G	NEVIL OSPOL NETVU ELDAX AMDUT TIMBA	FL220 by NEVIL FL140 by NETVU
TEBRA2G	TEBRA ABTUM ARNUN KKE63 LARCK TIMBA	FL220 by BLIXY/SUNUP FL140 by ABTUM
TELTU1G	TELTU SFD TIMBA	None planned (used as a stack swap from WILLO to TIMBA
ABSAV1G	ABSAV AVANT GWC HOLLY WILLO	FL130 by GWC
AMDUT1G	AMDUT SFD WILLO	None planned (used as a stack swap from TIMBA to WILLO)
ARNUN1G	ARNUN HASTY SFD WILLO	None planned (used as a stack swap from TIMBA to WILLO)
BEDEK1G	BEDEK NIGIT MID TUFOZ HOLLY WILLO	FL140 by BEDEK
DISIT1G	DISIT KIDLI MID TUFOZ HOLLY WILLO	FL200 by DISIT FL150 by KIDLI
GWC1G	GWC HOLLY WILLO	FL130 by GWC
KIDLI1G	KIDLI MID TUFOZ HOLLY WILLO	FL150 by KIDLI
OTMET1G	OTMET SOKDU NEDUL ELDER TELTU HOLLY WILLO	FL270 by OTMET FL210 by NEDUL FL130 by TELTU
VASUX1G	VASUX DISVO TELTU HOLLY WILLO	FL130 by TELTU

15.1 In air holds

During times of increased traffic it may be necessary for aircraft to hold. The table below details the instructions of the Gatwick approach holds

Hold	Inbound Course	Direction	Holding Levels	Holding Speeds
TIMBA	309°	Right	MSL-FL150	220 knots up to FL140
WILLO	284°	Left	MSL-FL150	220 knots up to FL140
MAY	088°	Left	3000-6000ft	220 knots

15.2 Expected track mileage

The track mileage is important to enable a continuous descent approach into Gatwick and to also be aware of holds that may have a short track mileage from the hold to the runway threshold.

Stack	Runway	Track mileage
WILLO	08	29 NM
WILLO	26	42 NM
TIMBA	08	47 NM
TIMBA	26	28 NM