

LONDON Gatwick (LGW/EGKK)

Elevation 203ft

CATEGORY A

AV brief – not required

GENERAL

- Crews operating adhoc/positioning/familiarisation and other non-scheduled flights should operate as per the published schedule in FICO due arrival slot restrictions at LGW. Any deviation from this (either early or late) must be approved by Ops Control as fines of up to £2000 can be incurred without a revised arrival slot.
 - Arrival slots are a separate process from ATC clearance.
 - The LGW arrival slot allocated is a Rwy ARR Slot not an on blocks time.
- Runway 08L/26R is a non-instrument runway which is used when Runway 08R/26L is unavailable due to maintenance or incident.
 - Runway 08L/26R is only available when promulgated by Gatwick Airport Ltd (GAL) and is not available on request by pilots.
 - Extensive safeguarding procedures are required before Runway 08L/26R can be activated.

A380

- A380 cannot use Rwy 08L/26R.

ALL

ARRIVAL

Diversion Airports

LONDON Stansted	STN/EGSS	47 nm/019°T	CAT A
BOURNEMOUTH	BOH/EGHH	67 nm/250°T	CAT A
BIRMINGHAM	BHX/EGBB	98 nm/323°T	CAT A
LONDON LUTON	LTN/EGGW	45 nm/351°T	CAT A
MANCHESTER	MAN/EGCC	153 nm/330°T	CAT A

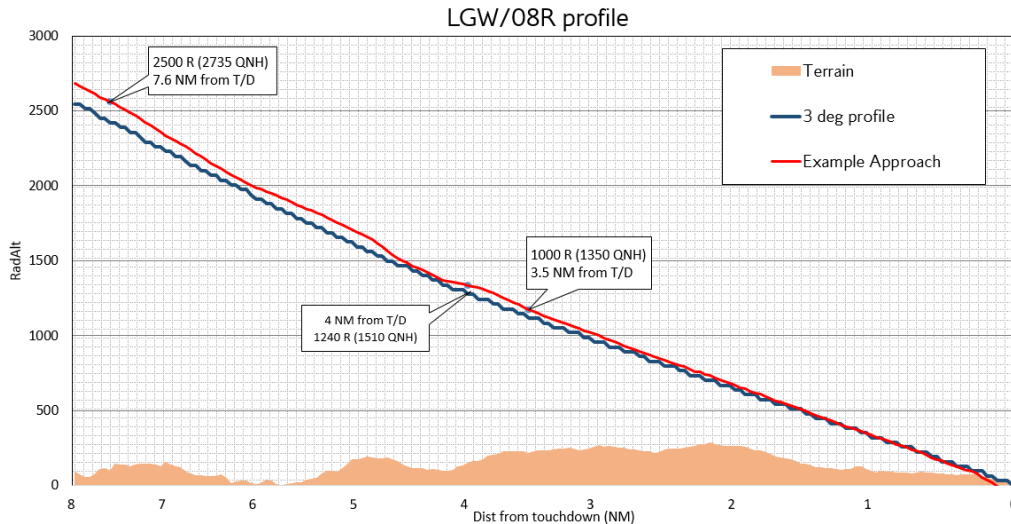
Others that may be used include Cardiff, Glasgow and Prestwick

- Crews should pass information of aircraft type and latest ATIS information letter received only once – when making first contact with Gatwick Director.
- Due to disruption to the ILS signal during A380 departures and arrivals, only RNAV approaches may be available for following aircraft, with late notification.

Approach

Runway 08R Terrain Profile

The vertical profile shown below was taken from a sample flight where an ILS to runway 08R was flown. It shows the rising terrain from 4 to 1 nm from touch down and the approximate locations for the radio altimeter becoming alive, 4 nm to touch down for ATC speed compliance and 1,000R auto-call out.



GROUND

A32N A350 B747 B777 B787

Not Applicable

A380

Taxiing

- All taxi instructions must be accurately followed.
- Note that the aircraft does not have suitable tail clearance to pass under the Pier 6 Air Bridge, which crosses Taxiway Lima. For a Westerly landing, a taxi routing to stand can be expected via 08L or Juliet, followed by Taxiway Quebec. For an Easterly landing, a follow-me vehicle will be provided.

Parking

- A380 parking can be expected on stand 110 at the Western end of Pier 6, or as directed by ATC. A SafeDock stand guidance system is available.

DEPARTURE

- Crews should pass information of aircraft type and latest ATIS information letter received, only once – when requesting start up clearance with Ground Movement Planning (GMP).

A350 B747 B777 B787

- Stand 38:
Due to stand architecture, the GHA will employ a non-standard pushback – along the dashed white line to the T bar.
On commencement of taxi, follow the curved white dashed line to the right towards the yellow taxiway centre line.



A380

- Westerly departures should expect a departure from A1 holding point 26L.

ALL

OPERATIONAL INFORMATION

Handling Agent	BA
Handling Agent VHF	131.480
Potable Water	Permitted