

# Gatwick

IATA/ICAO CODE: LGW/EGKK  
 CITY: London  
 COUNTRY: UK

## AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 202 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08L/26R	8415	26R/1368 08L/1057	-	148
08R/26L	10879	26L/1391 08R/1289	3	151
<p>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. Additionally, during weeks where planned maintenance does not take place, Runway 08L/26R will be in use on Thursday morning of each week from 0100 to 0400 (Winter) and 0001 to 0300 (Summer) for lighting checks, subject to weather and confirmation on ATIS</p> <p>Taxiway Juliet, between Juliet 8 and Sierra is limited to use by aircraft of wingspan of 99 ft 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 164 ft or below during actual take-offs or landings on runway 08L/26R.</p>				

## NOISE ABATEMENT PROCEDURES

See UK AIP EGKK AD 2.21 - on the EUROCONTROL website at:

<http://www.ead.eurocontrol.int/publicuser/public/pu/login.do>

Note: This requires that you set up an account in order to access the online information.

## CONTINUOUS DESCENT ARRIVAL (CDA)

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 AD 2-EGKK-1-17 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

AIRPORT CURFEWS

NOTE: Following an extensive consultation about proposed changes to the Night Flying Restrictions at London Airports (the "QC system"), the UK Secretary of State, Department for Transport has taken the following main decisions. They are applicable from 30 October 2006:

- The QC system as such has proven efficient and will be retained. The noise certification levels remain the basis for the QC classification.
- The definition of night (23:00 to 07:00) and night quota period (23:30 to 6:00) are maintained.
- The 9 EPNdB adjustment for arrivals is maintained.
- The exempt category is no longer determined by weight, but by noise levels (aircraft below 84 EPNdB are exempt from night restrictions).
- The QC/0.25 band is 84 to 86.9 EPNdB. Aircraft in this category account for 0.25 in the overall night quota (around 30 at LHR).
- QC/4 classified aircraft are subject to a scheduling ban within the night quota period (23:30 to 6:00). This is not an operating ban and would permit aircraft movements within this period exceptionally, when aircraft are severely delayed.

Furthermore, the objective is to progressively encourage the use of quieter aircraft (day and night for LHR and LGW; night only for STN), i .e. a progressive decrease in the overall night quota per season over the next years.

[Current Notam Supplement SUP: 006/2011 - March 24, 2011](#)

[29 October 2006 through Summer 2012 - Movement Limits and Noise Quota](#)

[Airport Charges from 1 April 2011-2012, revised 26 July 2011](#)

Certification noise levels (EPNLs) are used for determining the QC category.	
Takeoff = (Takeoff+Sideline)/2 for Chapter 3 or ((Takeoff+Sideline)/2)+1.75 for Chapter 2	
Approach = Approach - 9	
Certificated Noise Level (EPNdB)	Quota Count
Greater than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2

90-92.9	1
87-89.9	0.5
84-86.9	.25

## PREFERENTIAL RUNWAYS - [NONE](#)

### OPERATING QUOTA

See noise abatement above for this information.

### ENGINE RUN-UP RESTRICTIONS

Unless there are urgent operational reasons for engine testing to be carried out at night, ground running must be confined to the period 0700-2200 local time.

#### **Night Running (2200-0700) local time:**

High power testing will not be permitted in any circumstances except by high by-pass ratio engines with a low maximum thrust limited to one engine at a time

Engine testing at flight idle power of high by-pass ratio engines may be permitted exceptionally where there are urgent operational reasons

"Start-Stop" procedures may be permitted where required, but except in emergency and with the approval of the Airside Service Delivery Leader (ASDL), "Start-Stop" engine testing for maintenance purposes shall not be permitted between the hours of 2300 - 0700 (local time) on the taxiways and aircraft stands within the North Terminal site.

#### **Day Running (0700-2200) local time:**

Engine testing of high by-pass ratio engines will be permitted in specified locations.

There are no restrictions on "Start-Stop" procedures, providing authorisation has been granted by Airfield Operations

### PROPELLER AIRCRAFT

Engine testing by propeller aircraft is subject to the same conditions as jet aircraft.

However, permission may be given for engine testing to take place between 0600 - 0700 and 2200 - 2300 hours local time subject to operational needs and environmental considerations.

### CHRISTMAS DAY

Normally requests for an engine test on Christmas Day will not be granted with the following exception:- An aircraft that cannot otherwise depart and this non-departure would cause hardship to passengers.

### APU OPERATING RESTRICTIONS

When aircraft are parked on a stand which has a serviceable Fixed Electrical Ground Power (FEGP) installation, the APU must be shut down on arrival on stand as soon as FEGP is available and the passengers have disembarked.

The APU may not be restarted until 15 minutes before the planned departure time for narrow bodied aircraft and 50 minutes before the planned departure time for wide bodied aircraft except with the prior permission of the Airfield Duty Manager, in exceptional circumstances.

Except in an emergency, no APUs shall be operated between the hours of 2300-0700 local time on the taxiways and aircraft stands within the North Terminal site.

If it is necessary to use an APU to diagnose and rectify aircraft faults, prior permission must be obtained from the Airfield Duty Manager.

NOISE BUDGET RESTRICTIONS - [NONE](#)

**EMISSIONS SURCHARGE**

[Airport Charges from 1 April 2011-2012, revised 26 July 2011](#)

NOISE SURCHARGE

[Airport Charges from 1 April 2011-2012, revised 26 July 2011](#)

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

**NOISE MONITORING SYSTEM**

[Click for map on noise monitoring system](#)

[Noise Monitor Locations](#) - Also see UK AIP EGKK AD 2.21

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

**NOISE LEVEL LIMITS**

[Noise Limits Aircraft Departing from Heathrow, Gatwick and Stansted Airports: Decision of December 2000](#)

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Time	Take-Off Limit
0700-2300	94dBA
0600-0700	89dBA
2300-2330	89dBA
2330-0600	87dBA
There are penalties associated with these limits.	

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See airport curfews above for more information.