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:
Landing aircraft are to vacate expeditiously.
Arrivals are to ensure fully vacated before stopping.
Traffic vacating at **CR** to await onward clearance before entering taxiway Juliet due to conflicting ground traffic.
Traffic vacating at **BR** to route TWY Papa and hold before TWY Juliet to ensure tail clear of runway.
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:
Landing aircraft are to vacate expeditiously.
Arrivals are to ensure fully vacated before stopping.
Traffic vacating at **E** are to turn right on to Runway 08L without stopping on the runway exit.
Traffic vacating **FR** and **GR** to cross Runway 26R onto Taxiway Juliet.
When exiting Runway 26L aircraft do not have to call for clearance to cross Runway 26R as the runways cannot be used simultaneously.
Pilots of A380 must not stop until the aircraft is established on, or north of, 08L/26R.
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 (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 (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 (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 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.