

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: Orletons	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 L_{max} 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 L_{max} by night (from 2300 to 0700 hours local time) **and** that it will not cause more than 87 dBA L_{max} 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: Orletons	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:

$$(\text{windspeed} \times \cosine(\text{runway heading minus wind direction})) \times -1.$$

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.