

Gatwick Airport Northern Runway Project Airspace Change Assigned Level Decision

CAP 1908

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Civil Aviation Authority,
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RH6 0YR.

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Enquiries regarding the content of this publication should be addressed to:
Airspace and ATM Aerodromes, Safety and Airspace Regulation Group, Aviation House,
Beehive Ring Road, Crawley, West Sussex, RH6 0YR.

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Chapter 1

Executive Summary

Background

1. Gatwick Airport currently operates in a single runway configuration, predominantly using the southern runway (08R/26L). The northern runway (08L/26R) is used when the southern runway is temporarily non-operational owing to maintenance or incident. Both runways share the same conventional Standard Instrument Departures (SIDs).
2. In July 2019 Gatwick Airport Ltd announced its intention to prepare a planning application (Development Consent Order (DCO)) to bring into operation the routine use of its existing northern runway (currently the standby / emergency runway) at the same time as its existing southern runway.
3. Whilst not a requirement of the CAP 1616 Process, owing to significant public interest surrounding any developments at Gatwick Airport and the unusual nature of the proposal the CAA has decided to publish its detailed reasons (this document) and the ACP Level assigned to the proposal after the Assessment Meeting. Details on Levels assigned to Airspace Change Proposals (ACPs) to scale the process can be found in Table 2 of CAP 1616 located [here](#).

Objective of the Proposal

4. The proposal seeks to amend Gatwick Airport's entry in the Aeronautical Information Publication (AIP) Part 3 – Aerodromes (AD) at 'EGKK AD 2.20 Local Aerodrome Regulations, 6. Use of Runways'. This entry currently states that the northern runway will only be used when the southern runway is non-operational for maintenance or incident. It also states that the northern runway cannot be used simultaneously with the southern runway due to insufficient separation between the two runways.
5. To achieve the required separation between the two runways and conform with runway certification regulations¹, the proposal seeks to move the runway centreline datum for the

¹ EASA Specification CS ADR-DSN.B.050