

Gatwick Airport Directive

Title: USE OF TAXIWAY CROSSINGS BY AIRSIDE DRIVERS		Ref No: GAD/F:1/18
Issue Date: 03/01/2018	Effective Date: 21/12/2017	Expiry Date: 21/12/2019
It is the responsibility of all employers to ensure the relevant Airport Notice is brought to the attention of their staff. However individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or manager.		
Introduction:		
The purpose of this GAD is to describe to airside drivers the type, location and operation of taxiway crossings in use at Gatwick Airport.		
Programme:		
This directive is implemented with immediate effect		
Operational Impacts:		
<p>CONTROLLED TAXIWAY CROSSINGS Controlled Taxiway Crossings consist of:</p> <ul style="list-style-type: none"> • White pavement 'STOP' markings • Warning lights - two red lights flash alternately for 'STOP' • One steady green light 'Proceed with caution'. • Continuous black and white chequered lines along each side of the road. • Warning signs. • Red stop bar lights are installed in the taxiway either side of the crossing for the control of aircraft ground movements. • An audio warning sounds when the traffic lights are red to vehicles. <p><u>The 3 Controlled Taxiway Crossings are located at:</u></p> <ul style="list-style-type: none"> • Taxiway Lima East <ul style="list-style-type: none"> ◦ Located East of Stand 49 to give access to and from Stands 41 to 43. • Taxiway Quebec and Romeo <ul style="list-style-type: none"> ◦ Located between Control Tower Road and Stand 145. • Taxiways November and Papa <ul style="list-style-type: none"> ◦ Located at western end of Pier 2 across to Stands 130s and 140s. (Note: vehicles using this crossing must join and vacate on the eastern side using the Pier 2 Inner Road.) <p>SEMI-CONTROLLED TAXIWAY CROSSINGS Semi-Controlled Taxiway Crossings consist of:</p> <ul style="list-style-type: none"> • White pavement 'STOP' markings • Warning lights, 2 alternate flashing amber lights at each side of an illuminated sign 'Warning Give Way to Aircraft.' • Continuous black and white chequered lines along each side of the crossing. <p>Note: - Under certain operational conditions, i.e. Low Visibility procedures; semi-controlled crossings may revert to controlled crossings</p> <p><u>The 5 Semi-Controlled Taxiway Crossings are located at:</u></p> <ul style="list-style-type: none"> • Taxiway Lima West <ul style="list-style-type: none"> ◦ Located between Stands 551/54 at the North Terminal and Stands 113/101 on Pier 6. • Taxiway Kilo <ul style="list-style-type: none"> ◦ Located between Stands 105/106 at Pier 6 and Stands 131/132. • Taxiway Sierra <ul style="list-style-type: none"> ◦ Located north of Stand 177 and Stand 176. • Taxiway Tango <ul style="list-style-type: none"> ◦ Located on the airside road between Stand 170 and Stand 230 • Taxiway Victor <ul style="list-style-type: none"> ◦ Located at the Southern End of Pier 1 <p>USE OF TAXIWAY CROSSINGS</p> <ul style="list-style-type: none"> • All vehicles must stop when the crossing lights are at red. • At all taxiway crossings, even when the lights are green, drivers must stop and make a visual left and right check along the taxiway to ensure it is not in use by an aircraft under power, under tow, or pushing back from an adjacent stand. Drivers must also check there are no emergency vehicles responding to an incident on blue lights using the taxiway before entering the taxiway crossing. • Drivers must give way to aircraft and emergency vehicles responding to an incident on blue lights at all times. • Drivers must not cross immediately behind an aircraft. When passing behind taxiing aircraft, care must be taken with regard to jet blast. As a general rule the clearance given behind the aircraft should be least 2 lengths of the relevant aircraft. • Vehicles must remain within the black and white chequered line markings and keep to the left of approaching vehicles. • If having started to cross, you hear the audio warning start, continue to cross only if safe to do so. • Once on the crossing, vehicles must be driven directly across without stopping. 		

- The maximum speed limit on any taxiway crossings is 20 mph.
- Overtaking of vehicles or equipment whilst using any taxiway crossing is not permitted.
- All cargo, baggage and other articles must be secured to the carrying vehicle or trailer so they cannot fall off.
- Drivers must remove any item found on the crossing whether it has come from their vehicle or any other vehicle. GAL Airside Operations (01293 503090 or ext. 63090) must be informed immediately if an item is too big to move.
- Vehicles should ensure prior to crossing, that the exit route on the far side of the crossing is not blocked.
- Consideration should be given regarding following slow moving vehicles.
- In the event of any vehicle becoming unserviceable whilst using the crossing the driver must immediately contact GAL Airside Operations (01293 503090 or ext 63090).
- Manoeuvring Area vehicles (with the exception of emergency service vehicles proceeding to an emergency under blue lights), must give way to vehicles using any taxiway crossing
- Special care must be exercised when crossing in front of a pushing/ pushed aircraft. It may be possible to cross under certain circumstances, but it is the driver's responsibly to ensure that at no time is the movement of the aircraft impeded.
- Extra vigilance must be taken at taxiway Quebec / Romeo and November / Papa due to the crossing of two taxiways.
- Pedestrians are not permitted to use taxiway crossings under any circumstances.

COMPLIANCE

GAL Airside Operations will carry out apron patrols to ensure the actions required by this GAD are carried out. Any contravention of the conditions contained in this GAD may lead to action being taken against the driver.

Further Information:

Any questions concerning this Directive should be addressed to the Airside Operations Manager on 07803 120115 or via email AOM@gatwickairport.com

Signatory

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for and on behalf of the Chief Executive Officer of Gatwick Airport Limited

Consultation:

Has consultation on this Directive taken place? Yes - Consultation record held by author

Distribution:

FULL