

Gatwick Airport Directive

Title: Use and Operation of Stands 41,42,43		Ref No: GAD/F:10/18
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Issue Date: 22/02/2018	Effective Date: 20/02/2018	Expiry Date: 20/02/2020
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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:

This directive describes procedures for the use of stands 41, 42 and 43 for Stand Mode Parking and Remote Holding (Drive Through) Operation. Stands 41 and 43 differ significantly from others at Gatwick as they may be used as normal nose in and pushback stands, remote holding stands with drive through capability or, during winter operations, be used as a remote de-icing facility. As there are distinct modes of operation, care must be exercised to minimize aircraft blast. The use of these stands for the mode of operation is at the discretion of the Airside Operations Manager (AOM) or the Airside Control Lead (ACL). The default mode for these stands is remote holding (drive through) configuration.

Programme:

This directive is implemented with immediate effect.

Operational Impacts:

PROCEDURES FOR USE OF STANDS 41 – 43 in Stand Mode

The maximum size aircraft which may use stands 41-43 in stand mode are:

STAND 43M		STAND 42M		STAND 41M
B744/A346		B75T		B744/A346

OR

43 WEST	43 EAST		Stand 42M		41 WEST	41 EAST
A32B	A32B		Not Available		A32B	A32B

Note: 42M cannot be used for aircraft parking when aircraft parked on 41W and 43E

Before stand mode is activated, GAL Airside Operations will inspect the area for obstructions and move mobile barriers to position them along the northern edge of Stands 41 and 43.

Ground service access to the stands will be via Taxiway Lima East crossing and the head of stand road. Aircraft will enter the stands from Taxiway Kilo and will leave the stands by pushing back to face West on Taxiway Kilo. Airside Operations will, in exceptional circumstances, upon request, remove the mobile barriers and allow aircraft to taxi forward onto Taxiway Lima.

Restrictions on Aircraft leaving the stand whilst stands 41-43 are in stand mode.

- **Aircraft Facing North**

The standard pushback for parked aircraft on Stands 41-43, when they wish to leave, is to push to face west onto Kilo. Should an aircraft be required to leave Stands 41 or 43 under their own power, the aircraft must leave by taxiing onto Taxiway Lima. To avoid blast effects on Stand 42M it is necessary for an aircraft larger than code C size leaving Stand 41 to turn West on Taxiway Lima and an aircraft larger than code C size leaving Stand 43 to turn East on Taxiway Lima. This must be under the direction of a GAL Airside Operations marshaller.

- **Aircraft Facing South**

In the exceptional circumstance(s) when an aircraft is facing south whilst parked on Stands 41 or 43 whilst in stand mode, aircraft must taxi onto Taxiway Kilo. To avoid blast effects on Stand 42M it is necessary for an aircraft larger than code C size leaving Stand 41 to turn West on Taxiway Kilo; an aircraft larger than code C size leaving Stand 43 must turn East on Taxiway K or proceed south on Taxiway November. This must be under the direction of a GAL Airside Operations marshaller.

- **Fuel Hydrant Provision and Electrical Power Supply**

Only stands 41M, 42M, & 43M are able to fuel from the hydrant system. Only stand 42M is equipped with fixed electrical power system (FEGP) all other stands to be powered by mobile ground power unit (GPU) with aircraft orientated nose north.

- **Aircraft Maintenance on Stands**

Only normal turn-around maintenance is permitted on the stands. No other maintenance may be undertaken without express permission from the Airside Operations Manager (AOM).

Procedures for use of Stands 41-43 in Remote Holding (Drive Through) Mode

The maximum size aircraft which may use the holding (drive through) mode are:

STAND 43M		STAND 42M		STAND 41M
B744/A346		Not Available		B744/A346

OR

43 WEST	43 EAST		Stand 42M		41 WEST	41 EAST
A32B	A32B		Not Available		A32B	A32B

Before this mode is entered, GAL Airside Operations will inspect the stands for obstructions and remove the barriers, and close the Lima east crossing with barriers. GAL Airside Operations will then advise Air Traffic Control (GMC).

Stand Access/Exit

In Remote Holding (drive through) mode, Stands 41M and 43M may be entered from either Taxiway Kilo or Taxiway Lima. Aircraft are not permitted to be pushed back onto stands 41E/W & 43E/W.

Restrictions on Aircraft leaving the stand whilst stands 41 and 43 are in drive-through mode

Aircraft Facing North

Aircraft will leave the stands by taxiing onto Taxiway Lima. To avoid blast effects on Stand 42M it is necessary for an aircraft larger than code C size leaving Stand 41 to turn West on Taxiway Lima and an aircraft larger than code C size leaving Stand 43 to turn East on Taxiway Lima.

Aircraft Facing South

To avoid blast effects on Stand 42M it is necessary for an aircraft larger than code C size leaving Stand 41 to turn West on Taxiway Kilo; an aircraft larger than code C size leaving Stand 43 must turn East on Taxiway K or proceed south on Taxiway November.

Aircraft Servicing

Ground services will not have access to aircraft on Stands 41-43.

Equipment Parking

Three equipment areas are provided at the head of Stand 42. Users of the stands are reminded that if the stands are not completely cleared after the departure of an aircraft, flexibility of operation will be impaired and delays will result.

Procedures for use of Stands 41-43 in Remote De-Icing Mode (DA43)

Restrictions on the use of Stand's 41-43 during remote De-Icing.

The following restrictions apply when remote de-icing is taking place on stand 41-43. Once authorised by the Airside Operations Manager (AOM)/Airside Control Lead (ACL) in coordination with the Air Traffic Watch Manager (ATCWM).

- Stand 41M can be used for A/C waiting to be de-iced
- All aircraft being de-iced will face south on stand 43M

- Stand 42M is closed for parking of de-icing equipment
- No other remote holding or centrelines are to be used within stands 41-43

Attached is a copy of the map of stands 41-43 showing the additional painted safe area for de-icer vehicle can safely hold when stand 43 is in use as a remote de-icing area, additionally vehicles involved in de-icing may also hold on stand 42M.

Other Restrictions

Whilst stand's 41-43 are being used in remote de-icing mode free ranging except in an emergency is suspended.

Further Information:

Any general queries regarding this Directive should be directed to Airside Operations, telephone 01293 503090 or Gatwick extension 63090.

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