

Gatwick Airport Directive

Title: STANDARD AIRCRAFT PUSHBACK PROCEDURES		Ref No: GAD/F:14/17
Issue Date: 02/02/2017	Effective Date: 27/01/2017	Expiry Date: 27/01/2019
<p>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.</p>		
Introduction:		
<p>This Directive provides details for tug drivers of the standard pushback procedures to be adopted by aircraft pushing back from stands at Gatwick Airport. These procedures have been agreed with ANS (ATC) Gatwick. The Standard Pushback list is attached to this Directive.</p>		
Programme:		
<p>Effective immediately.</p>		
Operational Impacts:		
<p>Every tug must carry the current airfield driving maps, complete with stand taxiway designations and the attached standard aircraft pushback document.</p> <p>The tug driver must ensure before any pushback is commenced that they have established which runway is in use.</p> <p>Initial contact with ATC should be made on the "Delivery" frequency 121.950MHz to request pushback. All aircraft pushbacks and subsequent movements are subject to positive ATC clearance on the "Ground" Frequency, 121.800MHz, cross-coupled to UHF Channel 1. When "Ground" is closed, contact should be made with "Tower" Frequency 124.225MHz.</p> <p>The tug driver must listen to the exchange between ATC and the flight crew, so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the pushback instruction they must not push the Aircraft. Request and clearance will be issued between the flight crew and ATC only.</p> <p>On receipt of pushback instruction, the flight crew shall report the instruction to the ground crew. Any clarification required from the tug driver shall, in the first instance, be directed to the flight crew. If further clarity is required then the tug driver should contact ATC.</p> <p>When requesting pushback for a towed movement, tug drivers will on initial contact with ATC give the prefix "TUG" followed by the last 3 letters or numbers of the aircraft registration, followed by the stand number that they wish to depart from. E.g.: "Gatwick Ground, tug foxtrot alpha bravo, stand 131".</p> <p>If for any reason the tug crew is unable to perform the standard pushback, the "Ground" Controller must be advised before the commencement of the pushback.</p> <p>Ground handling staff involved in pushback operations may enter the manoeuvring area on foot, adjacent to stands, to the extent necessary to provide position guidance.</p>		
Further Information:		
<p>Any enquiries concerning this directive should be directed to the Airside Operations Manager on 07803120115.</p>		
Signatory		
<p>Gary Cobb</p> <p><u>for and on behalf of the Chief Executive Officer of Gatwick Airport Limited</u></p>		
Consultation:		
<p>Has consultation on this Directive taken place? Yes - Consultation record held by author</p>		
Distribution:		
<p>FULL</p>		