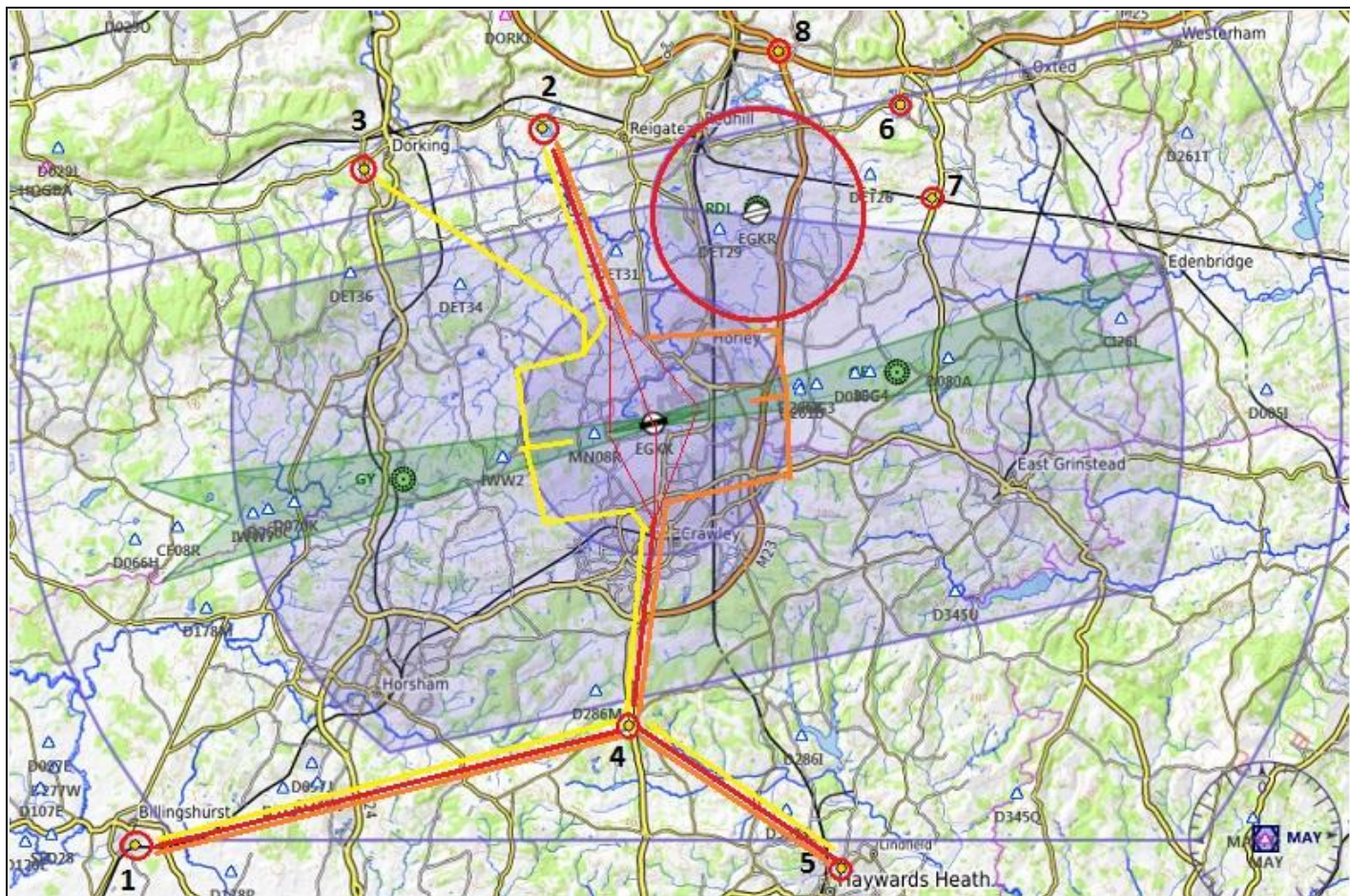


AIRFIELD NAME	November 23	LONDON GATWICK		EGKK	South
CALLSIGN RADIO	Gatwick Tower			124.230	
CALLSIGN ATC	EGKK_TWR			Ground. 121.805	
LOCATION	Lat N051.08.53.000	Long W000.11.25.000		Elev.203 ft	
LOCATION GEO.	2.7nm N of Crawley, 24.7nm S of London			Conspicuity 3750	
CHART SOURCE	NATS; VAT-UK	ILS/ IGG/IWW 110.900MHz	App./Dir.	QFE= QNH-6 HPscs	
METAR AIRPORT	EGKK 136.525	GE Outer marker 28L; 338 KHz		118.950	Del. 121.955
NAV AIDS	NDB/ GY, GE	GY Outer marker 28R; 365 KHz		126.825	Planner 134.230
RUNWAY	Headings		Dimension	Surface	
	08R / 26L		3316m x 45m	Grooved Asphalt + 15M paved edges	
	08L / 26R		2565m 45m	Grooved Asphalt + 7.5M paved edges	
AIRSPACE	CLASS D CTR	Transition level A6000ft	Airspace above is Class A, London TMA, A2500+		
CIRCUITS	1000ft QFE;	AS DIRECTED, Circuits as per zone entry, NO RUNWAY CROSSING or OHJs			
NO FLY	Any built up area below 1000ft, or as directed.				
LOCAL HAZARDS	IFR AIRCRAFT! Complicated taxiways – recommend request Southern Maintenance Area				
HELICOPTER OPERATIONS	ALL A/C Must ARRIVE/DEPART via the Runway, then taxi/air taxi to adjacent stand as instructed. NB you MAY be refused to Join. OR AS DIRECTED BY ATC. Normally (VFR) Main Runway.				
SPECIAL RULES	VFR A/C inbound (and transiting) Report to ATC at one of the VRPs below. CONTACT at LEAST 10-12dme Your approach, and join will be as INSTRUCTED BY ATC. LISTEN. Especially if BOTH runways are in use. VFR transits are dependent on traffic density at EGKK. See notes on last page Zone entry normally Not Above 1500ft QNH. NEVER above 2400ft QNH.				
REMARKS	Remember, IFR takes precedent over GA/VFR. Listen to instructions, ask for advice, if needed. 1. Gatwick now has 2 licensed runways. Both will be used in peak periods. IFR-Departures only (non-'Heavy' A/C) from 08L/26R. On VATSIM ATC Might (for convenience) depart and land A/C on either Runway. LISTEN CAREFULLY. 2. ALL A/C must report to Delivery for CLEARANCE AND STARTUP. STATE A/C type; Callsign; Location/stand number and ATIS code received. DO NOT START until cleared to do so. If wanting a non-standard departure hold, request it on first contact. DO NOT REQUEST TAXI UNLESS READY TO MOVE, WITHOUT DELAY. 3. YOU WILL NOT BE CLEARED TO DEPART SVFR if Visibility is less than 4Km or cloud base is less than A1000ft 4. Always load maximum fuel before departure, IFR Takes Precedent - You could be holding for a long time! 5. TAXIING. Make sure you know your route OR ASK FOR ASSISTANCE , any conflict, guess who will disconnect! When given take-off clearance MOVE AT ONCE, ATC may be using a very short gap! 6. Make sure your flight plan uses the nearest VRP for your route. You may be ONLY departed North or South. 7. ATC will enable VFR transits of EGKK, if traffic allows. see and use the notes below. 8. A/C flying within 10nm of EGKK - REMAINING OCAS. Tune Director on 126.825 (or EGKK_APP) and set Listening Squawk 7012. See Chart below for specific area involved. 9. Gatwick is one of VATSIM-UK's main ATC training A/Ps. If you are refused a service, don't argue. It could be the students first training session, or first really heavy traffic experience. 10. Finally, think ahead, expect the unexpected, ask for help if needed and enjoy the challenge.				
You will need to file (and receive clearance for) a Special VFR Flight (SVFR), within Gatwick Zone. You will be under RADAR control. Expect to leave the zone via one of the 5 VRPs listed below. OUTBOUND: Ask for clearance to Taxi or Take-off ONLY if ready to proceed at once. INBOUND: Make contact at least 10nm from the zone boundary. Expect to enter the zone via one of the VRPs below. ALSO, if Gatwick is busy expect to orbit inside or outside the zone. If entry refused, go around, maintaining OCAS MOST IMPORTANT: if you need help ASK. - If you cause a problem with IFR traffic, YOU will be asked to disconnect.					



VRPs. SEE CHART ABOVE

1. Billingshurst	13nm 233 .	510054N 0002700W	MID 110/290°; 7nm	MAY 272/092°; 21nm
2. Buckland	6nm 337 .	511425N 0001450W	BIG 245/065°; 12nm	LON 150/333°; 17nm
3. Dorking	7nm 308 .	511337N 0002006W	BIG 246/066°; 15nm	LON 163°; 16nm
4. Handcross	6nm 190 .	510310N 0001208W	MID 091/271°; 16nm	MAY 280°; 12nm
5. Haywards Heath	9nm 162 .	510027N 0000546W	MID 099/279°; 20nm	MAY 266°; 8nm

NOTE VRPs 6, 7 and 8 Normally used by Redhill.

6. Godstone –	7nm 040	7. Godstone Railway Station	6nm 053	8. M25/M23 Junction –	7nm 021
----------------------	---------	------------------------------------	---------	------------------------------	---------

Standard VFR routes. ATC may vary, dependant on traffic. Expect to orbit both outside and inside the CTA/CTZ.

Standard transit VFR; Standard arrival 08/departure 28; Standard arrival 28/departure 08.

Landing/departing EGKK VFR can be VERY daunting and time consuming, NEVER fly in or out VFR with LESS THAN 99.9% Fuel. You could wait 10-20 minutes at the hold, for departure. Great fun and experience though, also most Controllers will relish the challenge.


NOTES ON VFR TRANSITS OF GATWICK

On Vatsim, EGKK is usually very busy. Most EGKK controllers will give you a Zone Transit.

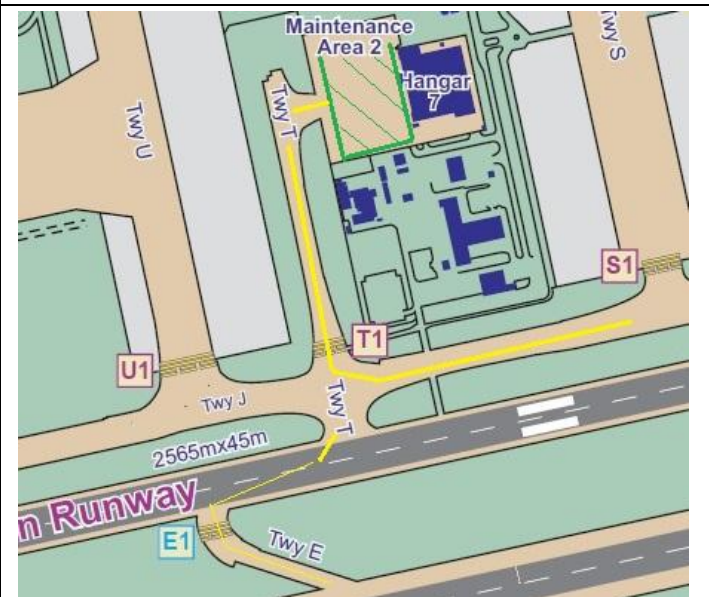
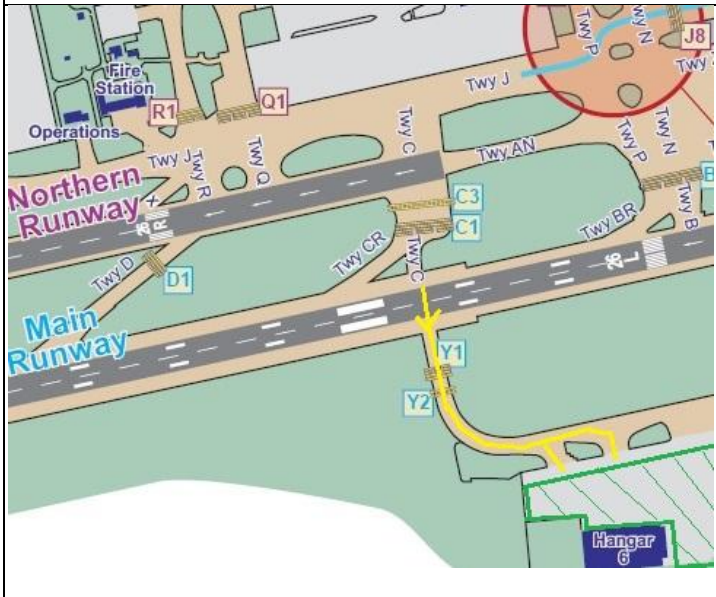
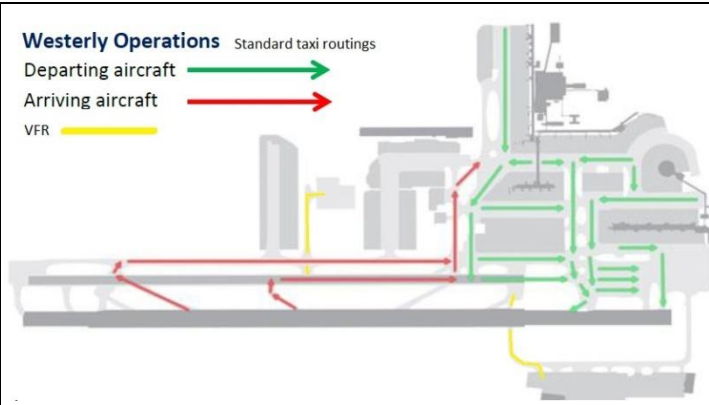
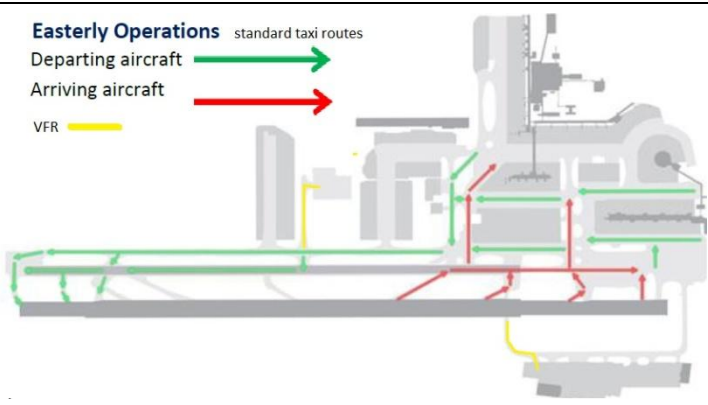
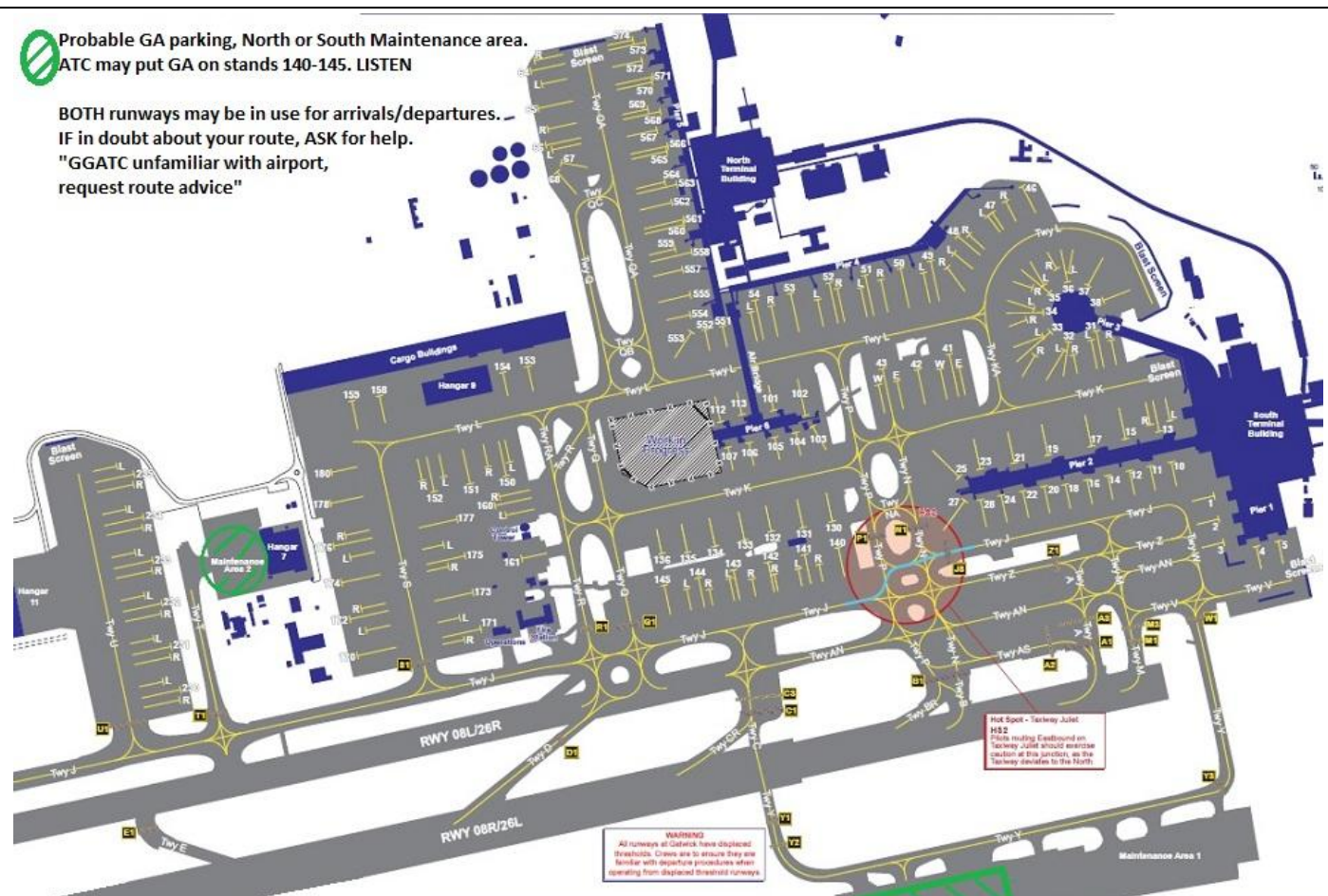
- Put in your flight plan (remarks) **EGKK ZONE Transit.**
- Tune EGKK_APP or TWR **as soon as able** and assess the traffic levels.
- MAKE EARLY CONTACT and REQUEST. AT LEAST 10nm from the CTA boundary.**
- Follow instructions.
- IF ATC says **'Negative, due workload/traffic'**. Pleasantries and route around, remaining clear of EGKK CTA.
- BE PREPARED TO EXECUTE** a Min. Of 3-6 orbits, anywhere! Most of all, ENJOY.

Finally, REMEMBER **YOU MAY NOT transit from the SOUTH direct to the Redhill ATZ.**

You MUST do a South to North EGKK transit and then join Redhill as per Redhill Data sheet.

 Probable GA parking, North or South Maintenance area.
 ATC may put GA on stands 140-145. LISTEN

BOTH runways may be in use for arrivals/departures.
 IF in doubt about your route, ASK for help.
 "GGATC unfamiliar with airport,
 request route advice"



The Northern Runway 26R/08L.
 Is now used during peak times :-
 Departures ONLY.
 NON-'Heavy' A/C. No simultaneous
 movements on both runways.
 Operations may be restricted due
 wide span A/C on taxi J.
 See charts below for holds.

If you are not sure of
 your taxi route, ask for
 assistance from ATC

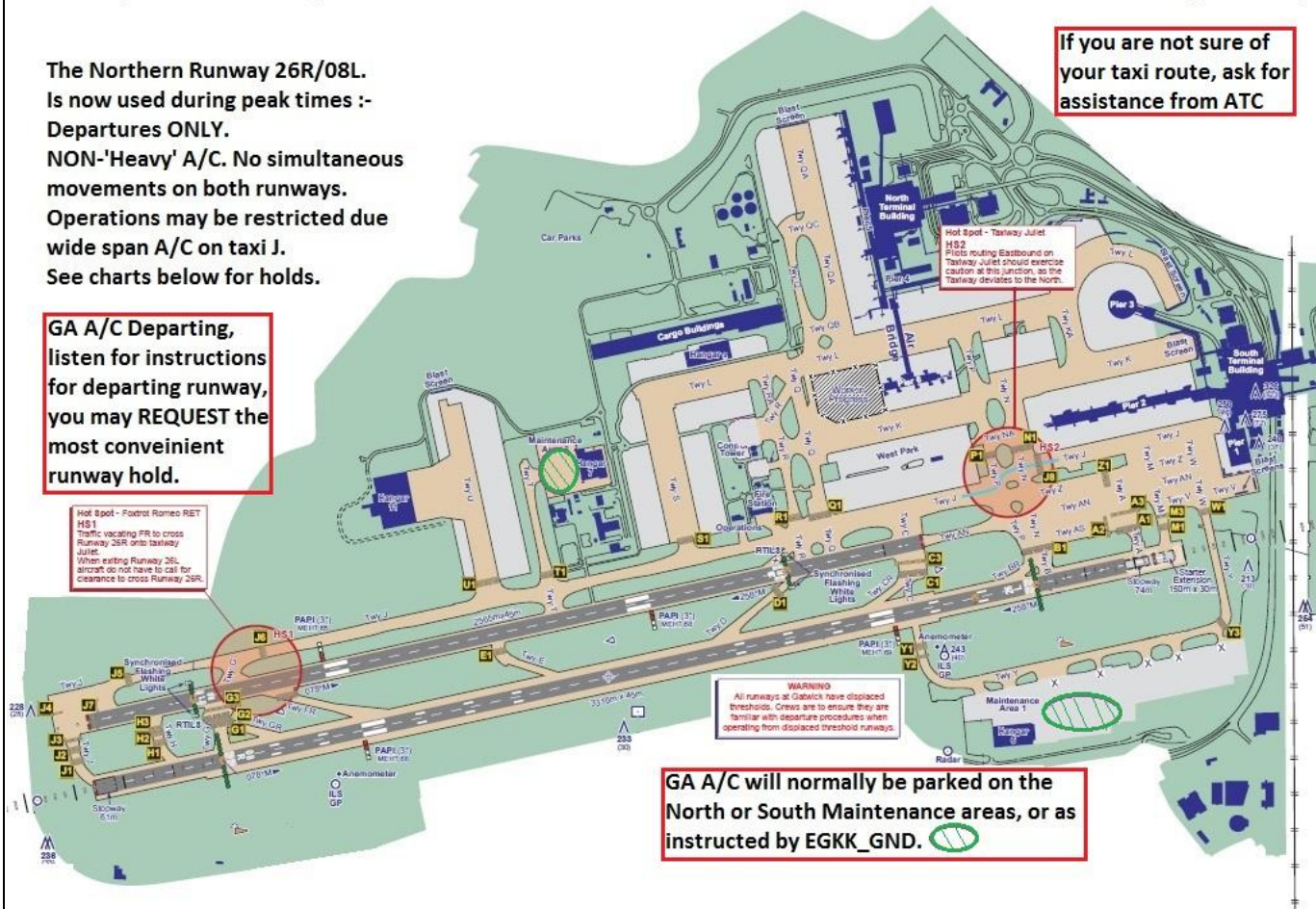
GA A/C Departing,
 listen for instructions
 for departing runway,
 you may REQUEST the
 most convenient
 runway hold.

Hot Spot - Fodrot Romeo RET
 HS1
 Traffic vacating PR to cross
 Runway 25R onto taxiway
 Juliet.
 When exiting Runway 26L
 aircraft do not have to call for
 clearance to cross Runway 25R.

Hot Spot - Taxiway Juliet
 HS2
 Pilots routing Eastbound on
 Taxiway Juliet should exercise
 caution at this junction, as the
 Taxiway deviates to the North.

WARNING
 All runways at Gatwick have displaced
 thresholds. Crews are to ensure they are
 familiar with departure procedures when
 operating from displaced threshold runways.

GA A/C will normally be parked on the
 North or South Maintenance areas, or as
 instructed by EGKK_GND.



Space for your notes

ALL PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.