

AIP SUPPLEMENT 006/2025

UNITED KINGDOM



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Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



LONDON GATWICK AIRPORT (EGKK) - INTRODUCTION OF TIME BASED SEPARATION (TBS) - ADVANCED MIXED MODE (AMM)

1 Introduction

The purpose of this AIP Supplement is to detail the introduction of Time Based Separation (TBS) - Advanced Mixed Mode (AMM) at London Gatwick. The introduction of TBS to a single mixed mode runway has been made on the basis of an extensive data collection campaign of measured wake vortex behaviour over a number of years at Gatwick, and monitoring of operational use of Time-Based Separation in the UK since 2015.

2 Programme

The introduction of Time Based Separation (TBS) – Advanced Mixed Mode (AMM) is expected to take place **from March 2025**. Exact timings will be confirmed in NOTAMs and Airport Notices as appropriate.

3 Operational Information

AMM at London Gatwick will comprise the following:

- EUROCONTROL, in consultation with its Stakeholders, has developed a re-categorisation of ICAO wake turbulence longitudinal separation minima on approach and departure, called “RECAT-EU”. AMM will introduce the RECAT-EU Wake Separation scheme for both arrivals and departures.
- Approach delivery using Time-Based RECAT-EU wake separation minima.
- Mixed Mode spacing optimised for the arrival aircraft type Runway Occupancy Time and generic departure information.

Arrivals: A system of using real time aircraft data to derive wind information has been proven using operational data. When in stronger headwind conditions, a moderate reduction in separation distances from lead and follower aircraft may be observed in comparison to RECAT-EU distance based wake turbulence minima (see below). For further details, refer to the AIC P 083/2020 www.nats.aero/ais.

Followers:	SUPER	HEAVY	UPPER	MEDIUM	SMALL	LIGHT
Leader:	J	H	U	M	S	L
SUPER	3 NM	4 NM	5 NM	5 NM	6 NM	8 NM
HEAVY	-	3 NM	4 NM	4 NM	5 NM	7 NM
UPPER	-	*	3 NM	3 NM	4 NM	6 NM
MEDIUM	-	-	-	-	-	5 NM
SMALL	-	-	-	-	-	4 NM
LIGHT	-	-	-	-	-	3 NM

* The re-categorisation has resulted in more efficient wake separation between A380-Heavy, A380-Medium, Heavy-Heavy and Heavy-Medium wake category pairs with respect to the UK wake categories and the associated UK wake separation minima.

Speed Control: Adherence to speeds assigned by ATC is mandatory. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the initial approach phase; 180 KT on base leg/closing heading to final approach; between 180 KT and 160 KT when established on final approach and thereafter 160 KT to 4 DME. These speeds are applied for ATC separation purposes. In the event of a new (non-speed related) ATC instruction being issued (e.g. an instruction to descend on ILS) pilots shall continue to maintain the previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds must inform ATC and state what speeds can be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints. Pilots should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons. Gatwick Director may transfer high speed traffic to Gatwick Tower without prior co-ordination provided that the pilot is instructed to report speed on initial contact. However, Gatwick Director must effect prior co-ordination if separation from a following aircraft is dependent on the leading aircraft maintaining a speed higher than 160 KT.

Departures: Wake turbulence separations are applied in accordance with the RECAT-EU departure separations. The separations applied are described in EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'. On departure, when in receipt of line up clearance, the pilot must inform ATC if greater wake turbulence separation than the minimum specified will be required behind the preceding aircraft. Failure to do so may result in additional delay.

Follower:	SUPER	HEAVY	UPPER	MEDIUM	SMALL	LIGHT
Leader:	J	H	U	M	S	L
SUPER	-	1 min 40 sec	2 min 00 sec	2 min 20 sec	2 min 40 sec	3 min 00 sec
HEAVY	-	-	*	1 min 40 sec	2 min 00 sec	2 min 20 sec
UPPER	-	-	-	1 min 20 sec	1 min 40 sec	2 min 00 sec
MEDIUM	-	-	-	-	-	2 min 00 sec
SMALL	-	-	-	-	-	1 min 40 sec
LIGHT	-	-	-	-	-	1 min 20 sec

* Where the Follower aircraft is a B757, a minimum 60 second wake separation must be applied (UK CAA requirement for RECAT-EU Ops).

The procedures in EGKK AD 2.20 Local Aerodrome Regulations 6 (b) 'Departure Wake Vortex Separations' remain unchanged.

Runway Occupancy: The spacing provided between aircraft will be designed to achieve maximum runway utilisation within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions. The procedures in EGKK AD 2.20 Local Aerodrome Regulations 6 (g) 'Minimum Runway Occupancy Time' remain unchanged.

4 Further Information

Further information will be contained in NOTAMs, Airport Notices and messages on ATIS as appropriate. The UK AIP will be amended in due course.

5 Enquiries

For any enquiries regarding Time Based Separation – Advanced Mixed Mode at London Gatwick Airport contact:

NATS Gatwick ATC Ops - Email: kk.ops@nats.co.uk.