

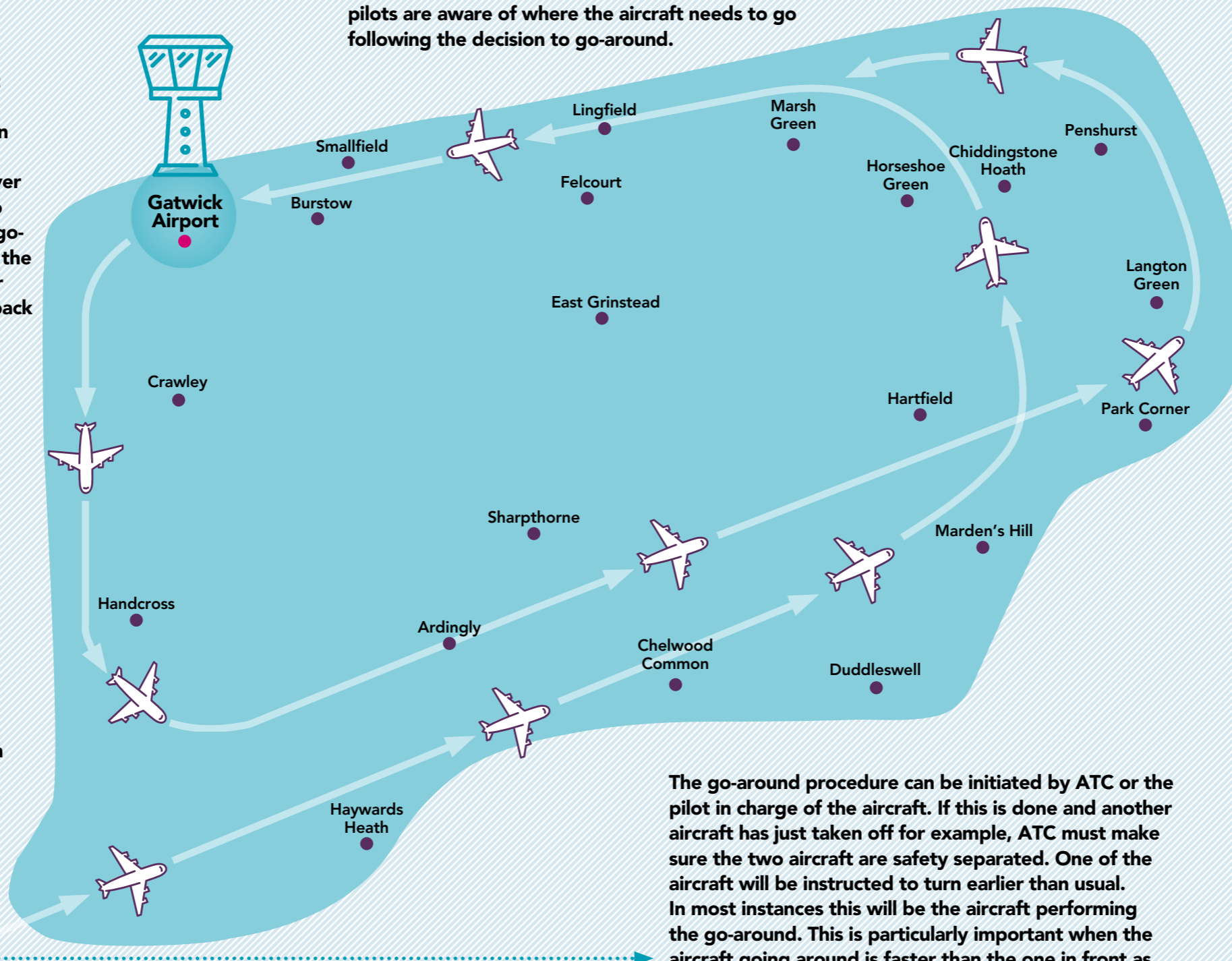
Go-arounds westerly operations

What happens when an aircraft performs a go-around

The standard missed approach procedure at Gatwick asks aircraft that are aborting their approach to climb straight ahead – and when they have reached either 2,000ft or one nautical mile away from the airport, whichever is sooner, to turn south before continuing to climb to 3,000ft. At this point it becomes a go-around and aircraft may or may not over-fly the town of Crawley or the outlying areas. After turning south ATC then directs the aircraft back to make a second approach.

Although there are set procedures for go-arounds for each direction of the runway, aircraft can be directed by ATC elsewhere in the interests of safety and separation from other aircraft. This may mean go-arounds overflying areas where aircraft wouldn't normally fly.

If you see or hear an aircraft close by the airport where you don't normally, chances are they are on a go-around. A go-around is a safety procedure followed by a flight crew when an aircraft has had to abort landing on final approach and instead applies take-off power and climbs away from the airport. The procedure is so that Air Traffic Control (ATC) and the pilots are aware of where the aircraft needs to go following the decision to go-around.



The go-around procedure can be initiated by ATC or the pilot in charge of the aircraft. If this is done and another aircraft has just taken off for example, ATC must make sure the two aircraft are safety separated. One of the aircraft will be instructed to turn earlier than usual. In most instances this will be the aircraft performing the go-around. This is particularly important when the aircraft going around is faster than the one in front as safe separation becomes increasingly challenging.

The go-around procedure is perfectly safe. It is well practised and designed to prevent a potentially dangerous situation from happening. However aircraft flying the second approach may well be lower than typical arrivals.

As a responsible operator Gatwick actively encourages airlines to fly to the best possible environmental standards. But safety must be our number one priority and it would be inappropriate to consider noise sanctions because of this procedure.

There are many reasons for a go-around. They include but are not limited to:

- On the ground, an arrival may be slow to leave the runway or a departure may be slow to take off
- Airfield Operations may have had to close the runway for inspection following reports of debris or a reported bird strike or bird activity in the vicinity
- In the air, a pilot may report a temporary technical problem which could prevent landing or passengers may not be seated and the cabin is deemed not secure
- Adverse weather such as cross winds or windshear can make the approach unstable and force a go-around
- Poor visibility, particularly when Gatwick has to use its standby runway, which is a visual runway without an Instrument Landing System.

Go-arounds easterly operations

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This map is a graphical representation, actual flight tracks may vary