Aircraft Holding Stacks westerly

How and why aircraft enter When a plane begins its descent into a holding stack on their approach to Gatwick Gatwick they are There are no set positioned in sequence heights or noise limits by Air Traffic Control once arriving aircraft (ATC) depending on their have left the stack. This direction and point of Straight-in approach is because of the random origin. They all follow a pattern in which they arrive prescribed route known **Paddock** in the UK airspace and the as a Standard Arrival Wood need for ATC to separate Route (STAR). Sometimes **Tonbridge** that STAR will allow for a and sequence them safely **Gatwick** and efficiently on to the 'straight in' approach while Airport Royal Tunbridge Wells **Indicative Instrument Landing System** at other times they will **East Grinstead** STAR for the final approach. follow their STAR into a Crawley holding stack. Tenterden Crowborough Horsham Rotherfield Haywards Heath Robertsbridge Billingshurst • Uckfield TIMBA Aircraft enter a Burgess Hill holding stack usually during particularly Each aircraft in the busy periods or when there stack is separated Hastings is poor weather or visibility vertically by 1,000ft. meaning aircraft movement The lowest level of the stack rates decrease. is 7,000ft but aircraft in the Brighton vicinity can and do pass them at a lower altitude. Eastbourne Chichester **Indicative STAR** ndicative **Gatwick Airport has STAR** two holding stacks, known as WILLO and TIMBA and their location is Isle of White Aircraft kept in shown here. The stacks have holding stacks circle been in the same location at different heights since the 1960s and were around a central point before decreed by the Department being directed by ATC to for Transport. They cannot start their final approach. be moved without a public airspace change consultation.

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