

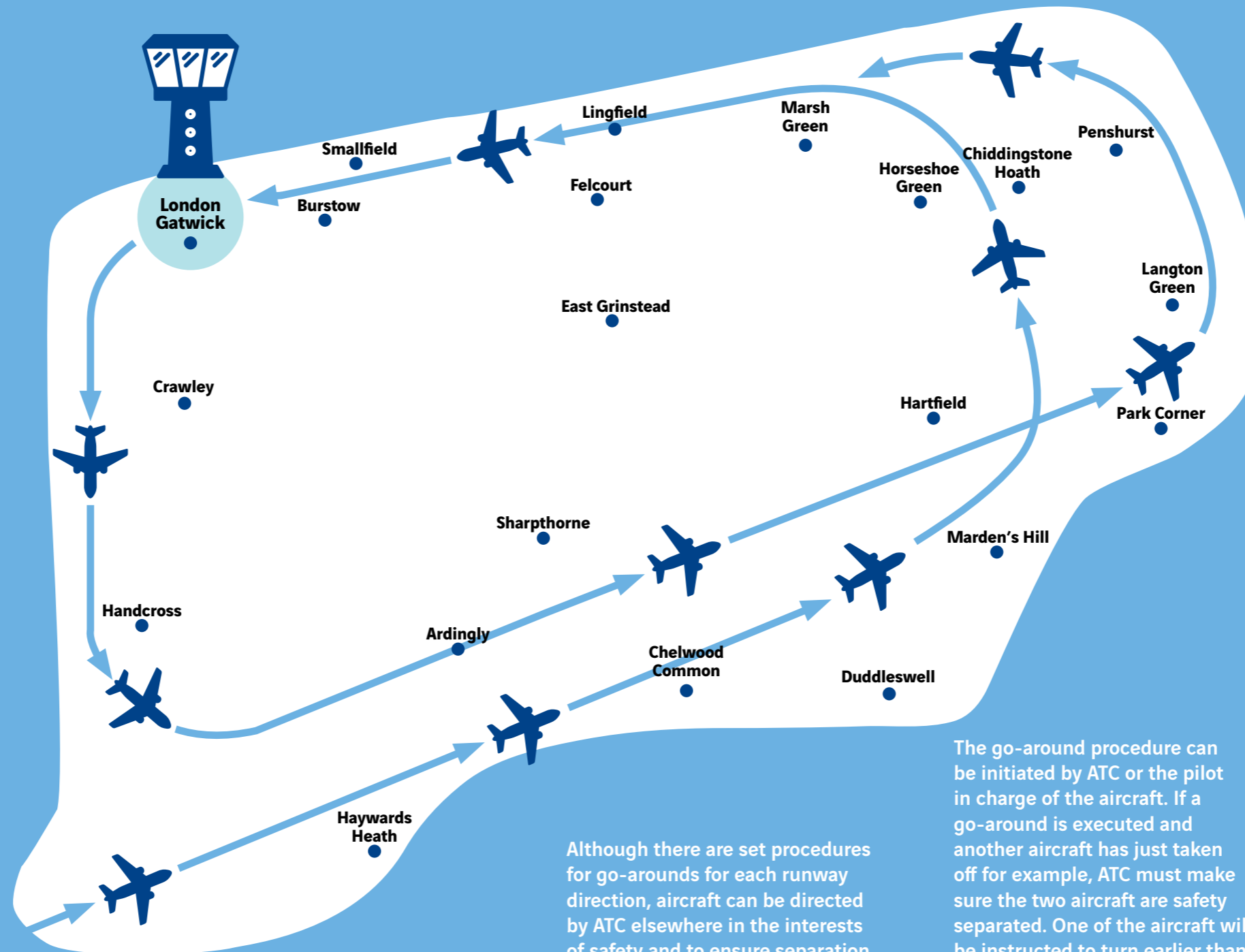
Go-Arounds Westerly Operations

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

What happens when an aircraft performs a go-around

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

The standard missed approach procedure at London Gatwick requires 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. Aircraft flying a go-around may or may not overfly 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 runway direction, aircraft can be directed by ATC elsewhere in the interests of safety and to ensure separation from other aircraft. This may mean go-arounds overflying areas where aircraft wouldn't normally fly.

The go-around procedure can be initiated by ATC or the pilot in charge of the aircraft. If a go-around is executed and another aircraft has just taken off for example, ATC must make sure the two aircraft are safely 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.

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 London Gatwick has to use its standby runway, which is a visual runway without an Instrument Landing System

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

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

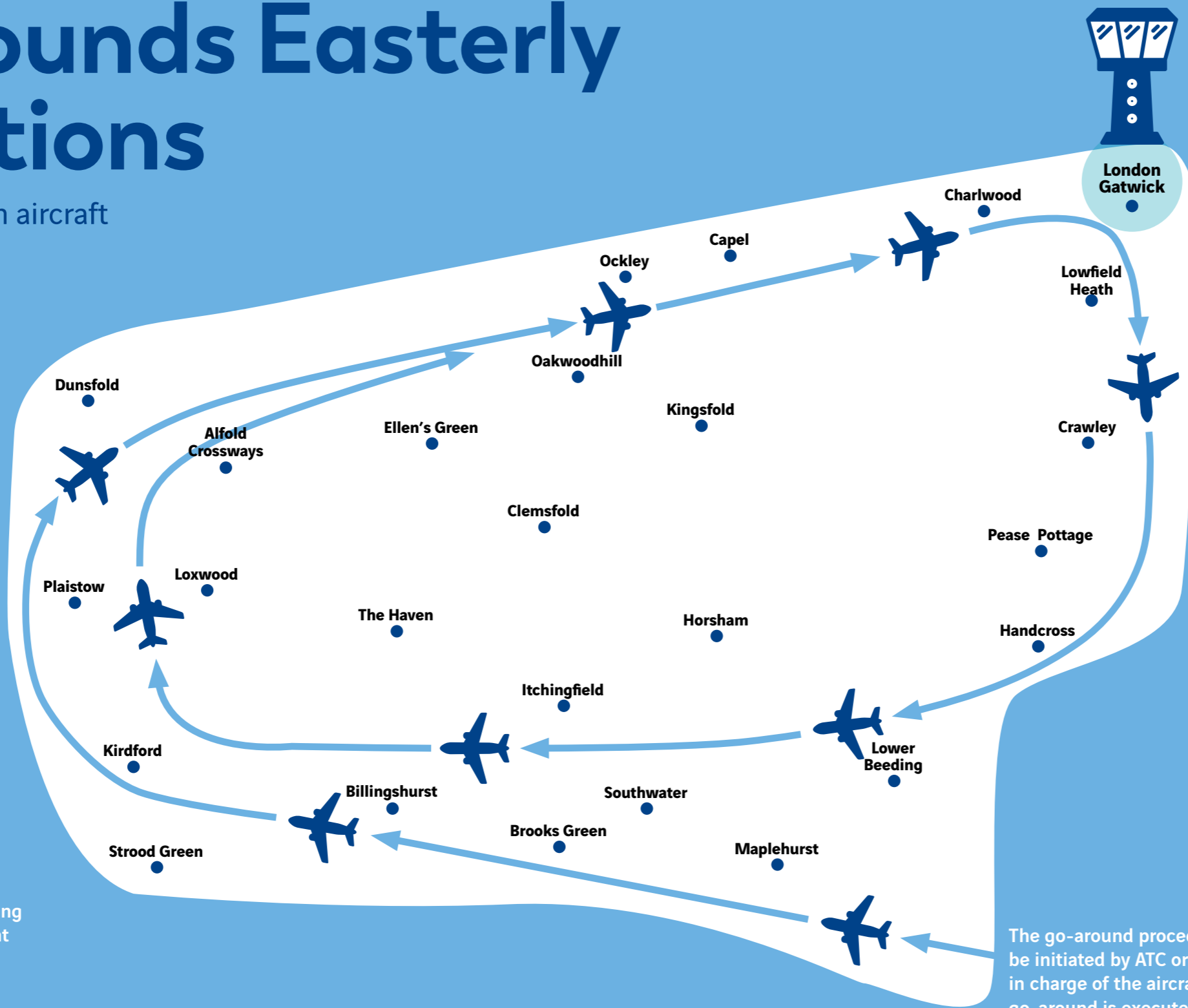
Go-Arounds Easterly Operations

What happens when an aircraft performs a go-around

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

The standard missed approach procedure at London Gatwick requires 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. Aircraft flying a go-around may or may not overfly 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 runway direction, aircraft can be directed by ATC elsewhere in the interests of safety and to ensure separation from other aircraft. This may mean go-arounds overflying areas where aircraft wouldn't normally fly.



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

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 London Gatwick has to use its standby runway, which is a visual runway without an Instrument Landing System

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

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

The go-around procedure can be initiated by ATC or the pilot in charge of the aircraft. If a go-around is executed and another aircraft has just taken off for example, ATC must make sure the two aircraft are safely 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.