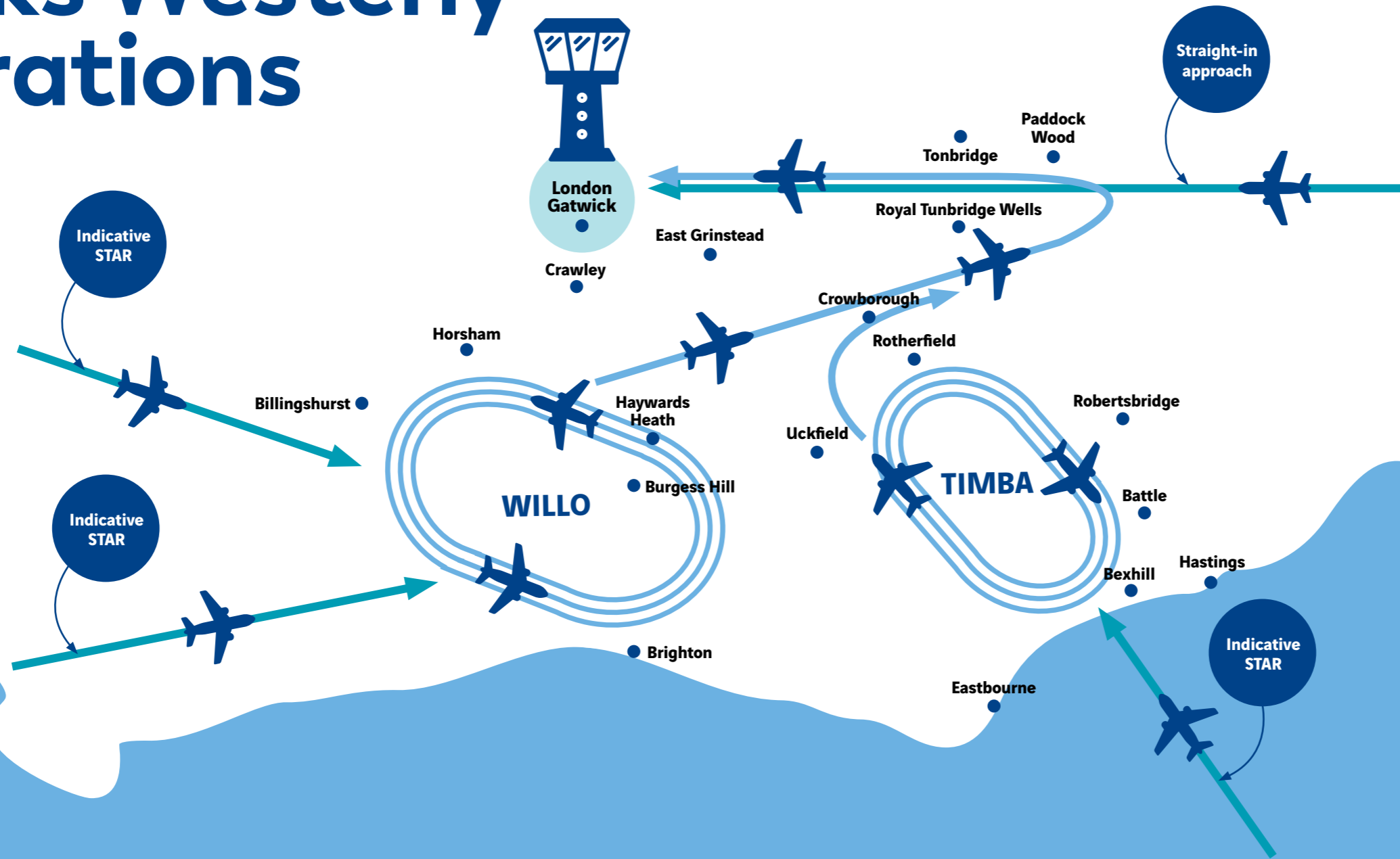


Aircraft Holding Stacks Westerly Operations

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



How and why aircraft enter a holding stack on approach to London Gatwick

When aircraft begin their descent into London Gatwick, they are positioned in sequence by Air Traffic Control (ATC) taking into account several factors, in particular their direction of arrival. They all follow a prescribed route known

as a Standard Arrival Route (STAR). As the aircraft approaches the end of the STAR, ATC will either direct the aircraft onto the instrument approach or to follow their STAR into a holding stack.

Aircraft enter a holding stack usually during particularly busy periods or, when there is poor weather or visibility, to increase the spacing between aircraft and allow a reduction of aircraft movement rates on the runway.

London Gatwick has two holding stacks, known as TIMBA and WILLO, shown on the map above. The stacks have been in the same location since the 1960s and NATS is responsible for their location.

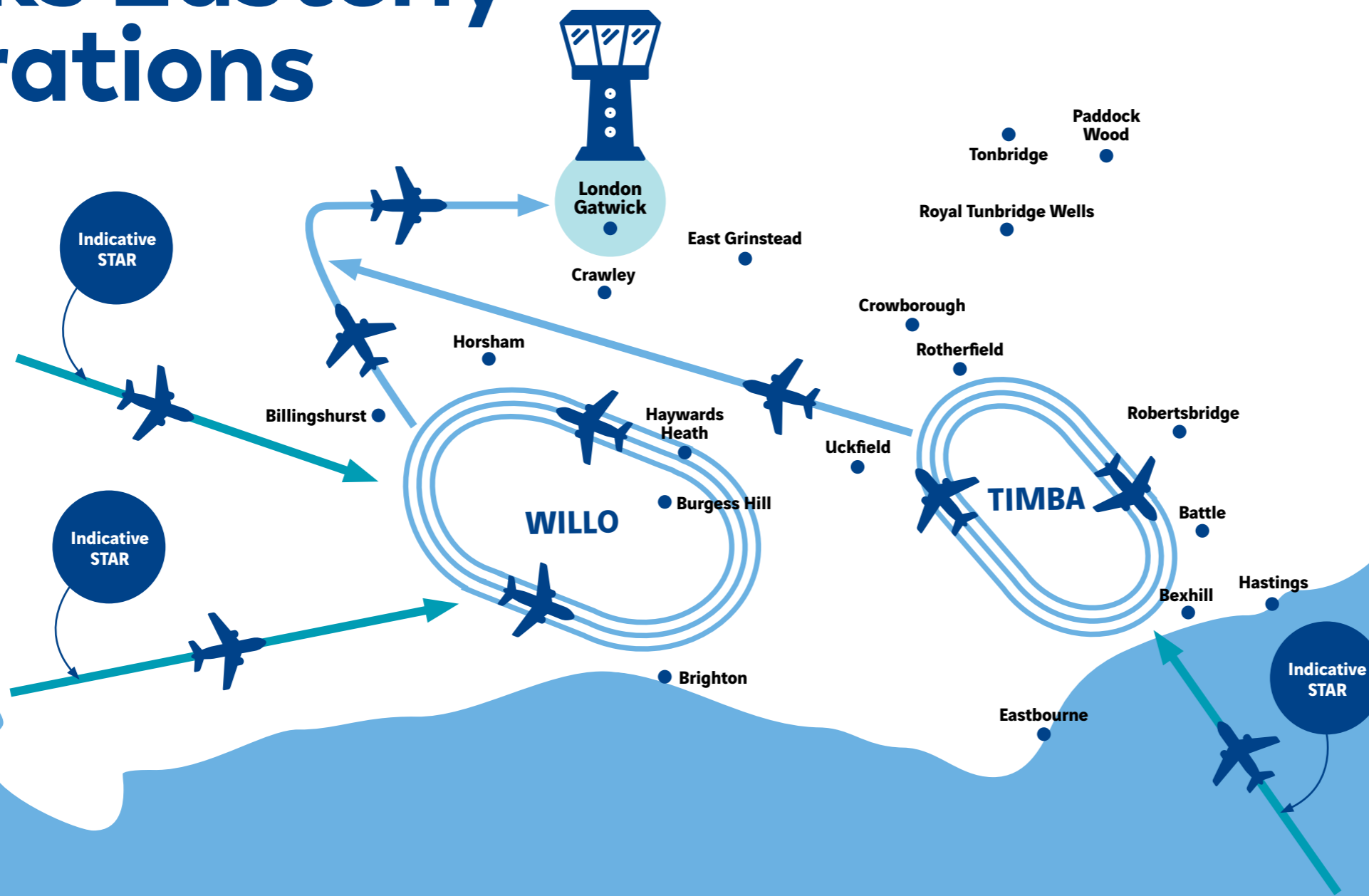
Aircraft in these defined holding stacks fly racetrack patterns, safely separated at different heights before being directed by ATC to start their final approach.

Each aircraft in the stack is separated vertically by 1,000ft. The minimum altitude of the stack is 7,000ft but aircraft in the vicinity can and do pass them at lower altitudes.

There are no set heights or noise limits once arriving aircraft have left the stack. This is because of the need for ATC to separate and sequence them safely and efficiently on to the Instrument Landing System for the final approach.

Aircraft Holding Stacks Easterly Operations

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



How and why aircraft enter a holding stack on approach to London Gatwick

When aircraft begin their descent into London Gatwick, they are positioned in sequence by Air Traffic Control (ATC) taking into account several factors, in particular their direction of arrival. They all follow a prescribed route known

as a Standard Arrival Route (STAR). As the aircraft approaches the end of the STAR, ATC will either direct the aircraft onto the instrument approach or to follow their STAR into a holding stack.

Aircraft enter a holding stack usually during particularly busy periods or, when there is poor weather or visibility, to increase the spacing between aircraft and allow a reduction of aircraft movement rates on the runway.

London Gatwick has two holding stacks, known as TIMBA and WILLO, shown on the map above. The stacks have been in the same location since the 1960s and NATS is responsible for their location.

Aircraft in these defined holding stacks fly racetrack patterns, safely separated at different heights before being directed by ATC to start their final approach.

Each aircraft in the stack is separated vertically by 1,000ft. The minimum altitude of the stack is 7,000ft but aircraft in the vicinity can and do pass them at lower altitudes.

There are no set heights or noise limits once arriving aircraft have left the stack. This is because of the need for ATC to separate and sequence them safely and efficiently on to the Instrument Landing System for the final approach.