

## LOCAL RULE 3

### GATWICK PROCEDURES FOR URGENT OR TIME CRITICAL OPERATIONS

1. By virtue of Article 2(g) of the Slot Regulation, the types of operation described in this paragraph may operate at a coordinated airport without a slot allocated by the Coordinator. With the exception of emergency landings, operators of such flights must apply to the Coordinator in advance and provide all necessary information to determine the flight's status. The Coordinator will allocate an available slot to these flights, where possible, to ensure that airport operations are not prejudiced.

- a) State Flights

The Queen's Flight and flights carrying Government Ministers or visiting Heads of State or dignitaries from abroad on an official visit, as confirmed by the Foreign and Commonwealth Office.

- b) Emergency Landings

Diversions or Quick Returns after takeoff and police emergencies. Emergency landings must be notified to the Coordinator as soon as possible after the event for monitoring purposes.

- c) Humanitarian Flights

Medical Emergencies, Donor Flights, Search and Rescue, Air Ambulance flights where the condition of the patient is urgent or acute.

2. In addition to the types of operation listed in paragraph 1, there are some types of operation that by their nature are urgent or time critical. All such flights require a slot allocated in advance by the Coordinator. To accommodate these types of operation the coordinator **may** 'overbook' the normal coordination parameters having taken into account the congestion likely to occur and the overall capacity situation. These types of operation are:

- a) Technical Flights

Radar and ILS calibration flights, Air Tests limited to daylight hours for technical reasons and where no feasible slots are available.

- b) Recovery Flights

Departures to continue a planned commercial service with passengers aboard on the same day following a Diversion or Quick Return.

Positioning flights to replace an unserviceable aircraft or other unforeseeable schedule disruption (eg, severe weather) and resume a planned commercial passenger service, limited to the following circumstances:

- Inbound positioning to recover a planned Gatwick departure service
- Outbound positioning to recover a Gatwick-based air carrier's own service
- The return of a Gatwick-based recovery aircraft to resume planned operations

Overbooking will **not** be considered in circumstances such as:

- Outbound positioning to recover another air carrier's service, ie, a sub-charter
- Positioning to replace an aircraft undergoing planned maintenance, including instances of a maintenance overrun
- Any planned positioning of an aircraft

3. Where flights are accommodated in accordance with paragraphs 1 or 2 of these procedures, the Coordinator may block a nearby vacant slot, if available, to ensure that airport operations are not prejudiced.

4. In the event of suspected abuse of these procedures, the Coordinator will contact the air carrier concerned for an explanation. If the explanation is inadequate, unacceptable, or not forthcoming then the Coordinator may suspend the operator from access to these overbooking arrangements for a set period of time. In the case of disagreement, the air carrier or Coordinator may request mediation by the Slot Performance Committee.
5. These procedures shall be subject to review within 12 months from their adoption.

## **Appendix 1**

### **INTERPRETATION OF GATWICK LOCAL RULE 3 – PART 2b**

This document sets out guidelines on how the Coordinator and GAL will interpret the definition of Gatwick Based, as used in part 2b of Local rule 3.

A Gatwick based carrier is defined as a carrier with aircraft and crew contractually based at Gatwick airport.

As of December 2014 carriers that meet this definition are:

British Airways  
EasyJet  
Monarch  
Thomsonfly  
Thomas Cook  
Virgin Atlantic  
Aer Lingus  
Norwegian  
Germania