

had touched down that he realised that he had landed on taxiway 2 at which point he applied reverse thrust and braking.

A Boeing 737 had meanwhile been cleared to the Lima hold via taxiway 2. As this aircraft turned west onto the taxiway the crew observed the landing lights of an aircraft on short final approach and the commander slowed down when he became doubtful of the landing aircraft's track. He instructed his co-pilot to be ready to pull off the taxiway and, some seconds later, they steered the aircraft off the northern edge of the taxiway onto the grass at the same time as the air traffic controller was also instructing them to pull off to the side.

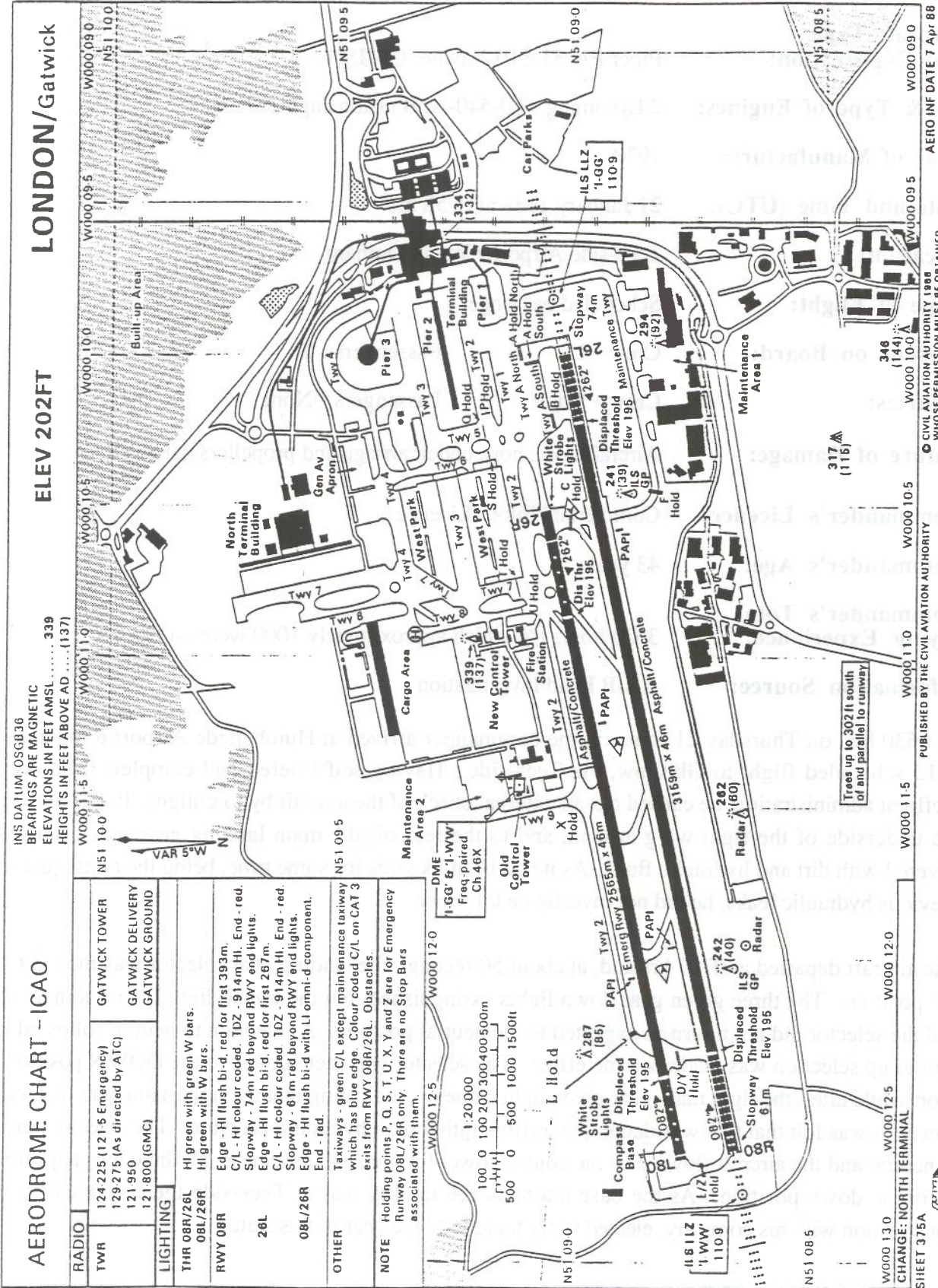
The nose and right main landing gear of the Boeing 737 went onto the grass but as soon as the left main landing gear left the paved surface the aircraft bogged down leaving the left wing and rear fuselage hanging over the taxiway. The BAC 1-11 was brought to a halt approximately 190 metres short of the Boeing 737. The BAC 1-11 was able to turn around and backtrack along the taxiway before entering runway 08L and taxiing to a stand. The Boeing 737 passengers were disembarked and the aircraft was later towed away.

On 25 April 1988 a recommendation was made to the CAA that the airfield lighting and the procedures for the use of runway 08L/26R should be re-examined.

The Chief Inspector of Accidents has ordered an Inspector's Investigation into this incident.

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LONDON/Gatwick



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ELEV 202FT

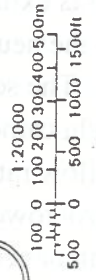
INS DATUM: OSGB36
BEARINGS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 339
HEIGHTS IN FEET ABOVE AD (137)

AERODROME CHART - ICAO

RADIO	
TWR	124.225 (121.5 Emergency) 129.275 (As directed by ATIS) 121.950 121.800 (GMC)
LIGHTING	
THR 08R/26L	Hl green with green W bars.
08L/26R	Hl green with W bars.
RWY 08R	Edge - Hl flush bi-d. red for first 393m. C/L - Hl colour coded. TDZ - 914m Hl. End - red. Stopway - 74m red beyond RWY end lights.
26L	Edge - Hl flush bi-d. red for first 267m. C/L - Hl colour coded. TDZ - 914m Hl. End - red. Stopway - 81m red beyond RWY end lights.
08L/26R	Edge - Hl flush bi-d with LI omni-d component. End - red.

OTHER
Taxiways - green C/L except maintenance taxiway which has blue edge. Colour coded C/L on CAT 3 exits from RWY 08R/26L. Obstacles.

NOTE Holding points P, Q, S, T, U, X, Y and Z are for Emergency Runway 08L/26R only. There are no Stop Bars associated with them.



AERO INF DATE 7 Apr 88

WHOSE PERMISSION MUST BE OBTAINED BEFORE THIS CHART IS REPRODUCED

PUBLISHED BY THE CIVIL AVIATION AUTHORITY

CHANGE: NORTH TERMINAL
SHEET 375A

EGTT
A 13/19

PTO: AIRCRAFT PARKING/DOCKING CHART