

Withdrawal of Anderson Procedure

User Groups: Heathrow ATC

EGLL Tower, TC LL

Effective:16/05/2019

Published In: Edition 2.19

Introduction

As of 16 May 2019, Captain Nick Anderson will retire from Virgin Atlantic Airways.

Heathrow ATC Manual of Air Traffic Services (MATS) Part 2 contains several procedures that are only ever enacted when Capt. Anderson is known to be operating to or from Heathrow.

Procedure

Remove the following from MATS Part 2 GEN 5

5 Anderson Procedure

When ATC is alerted to a flight, for which Capt. Nick Anderson is part of the flight crew, the following procedures must be used.

5.1 Outbound

5.1.1 VCR Supervisor

At least one hour before departure, the VCR Supervisor shall ensure the following;

- The Departure ATIS is switched to 'Update every five minutes' mode,
- The Departure ATIS is increased in length to at least 90 seconds by appending messages as required, and
- All controllers are made aware of the estimated off-blocks time and callsign of the Anderson flight.

5.1.2 Clearance Delivery

Clearance Delivery shall add 5 minutes to the departing flight's delay, without explanation.

(Note; if there is no way that the delay can be added in such a way as to ensure the flight crew remain unaware of the reason, Clearance Delivery may cite other reasons, such as 'ground controller handover', 'ground frequency suffering from a stuck mic' and 'aircraft behind you with a tech problem' etc.

5.1.3 Ground

Ground shall delay pushback by approximately 5 minutes over and above any delay that is unavoidable. As in 5.1.2 *Clearance Delivery* above, if there are enquiries about the reason for the delay, the Ground controller can provide a made up reason.

During outbound taxi, Ground shall ensure that the Anderson flight gives way to at least one British Airways aircraft before it reaches the runway holding area, and subsequently at least two British Airways aircraft before line up.

5.2 Inbound

5.2.1 VCR Supervisor

At least 90 minutes before arrival, the VCR Supervisor shall ensure the following;

- The Arrival ATIS is switched to 'update every five minutes' mode.
- The Arrival ATIS is increased in length to at least 90 seconds, by appending messages as required, and
- All controllers are made aware of the ETA and call sign of the Anderson flight.

5.2.2 TC LL INT

Heathrow Terminal Control Intermediate Director North or South, as appropriate, will, if possible, increase the delay experienced by at least 4 minutes by ensuring the Anderson flight undertakes one more circuit around the appropriate hold than any other aircraft. If there is no holding at all, then an extended downwind leg will be given, resulting in at least 3 minutes extra delay.

5.2.3 TC LL FIN

Heathrow Terminal Control Final Director will endeavour to ensure that the Anderson flight will follow an aircraft from the following list of airlines, in order to increase the chance of a missed approach:

REDACTED

REDACTED

REDACTED

5.2.4 Ground

Heathrow Ground will allocate a taxi route whose complexity should be proportional to the time of flight of the Anderson flight. The longer the flight, especially overnight, the longer and more complicated the route.

The VCR Supervisor shall alert Heathrow Stand Allocation, to ensure that, if possible, the stand allocated to the Anderson flight is occupied by another aircraft.

5.3 Background

Heathrow Air Traffic Control wishes to convey to Capt. Nick Anderson our very best wishes to him upon his retirement, it has been our great pleasure to provide him with a service during his career.

Originator:	Verifier	APSA No:	File Ref:
Heathrow ATC Operations: 16-May-19	Adam Spink ATCO2 Ops	LH/ATC/ 111	LHR/A340
Other information:			

The following SIs are current on date of publication:

001, 007, 012, 022, 023, 035, 036, 038, 039, 040, 041, 042, 043.