

GATWICK PIER 6

Added value

- Pioneering new process of standardisation, pre-assembly and mass production.
- The project solution of prefabricating the bridge landside, meant aircraft taxiway 4 was only closed for 1 week as opposed to 5 months and it also avoided the need to construct 5No additional decant stands at a cost of £10m.
- Design integration centre developed to achieve front end high level co-ordination of supply chain input and to capture design for future pier projects.
- Pre-assembly techniques being developed to minimise operational disruption and to maximise productivity, involved 1500 tonne structure being moved 1 mile from landside to airside.

Project Description

- IPM were appointed as Production leader on this prestigious project, which will be the first in the world to bridge a 747 taxiway. Pier 6 is a satellite pier approximately 180m long and 22m wide, designed to improve the pier serviced stands ratio.
- The satellite will be connected to existing Pier 4 by a 250m bridge link. The project will entail complex phasing with stand decants/reconfiguration and maximised pre-assembly opportunities to minimise disruption to airfield operations.



Cost: £87m

Programme:

Start on site – October 2000

Finish on site – April 2003

End Users:

British Airways
Aviance (was Gatwick Handling)
NATS
CAA
Terminal Operations/Engineers
Airfield Operations

IPM Roles:

Production Leader
Production Integrator
Admin Manager