

| SIDs  | 27         | 09         | Notes                                      |
|-------|------------|------------|--|
| BCN   | 1X 6000 ft | 1Z 6000 ft | Even FL                                    |
| EXMOR | 1X 6000 ft | 1Z 6000 ft | Odd FL                                     |
| HAWFA | 1X 6000 ft |            | Odd FL   HAWFA DCT NUCHU L607 is permitted |
| YORQI |            | 1Z 6000 ft | Odd FL   YORQI DCT NUCHU L607 is permitted |

| Handoff Order | 27W         | 09W | NE  | Frequency List   |                 |          |              |
|---------------|-------------|-----|-----|--|-----------------|----------|--------------|
|               | FFR         | GDR | GDR | APC and AC   |                 | EGGD ADC |              |
|               | GDR         | LW  | LW  | GDR  | "RAD"           | 125.650  | ATIS 126.030 |
|               | LW          | L   | L   | GDF  | "DIR"           | 136.080  | GMP 121.930  |
|               | L           | FFR |     | FFR  | "Cardiff Radar" | 125.855  | GMC 121.930  |
|               |             |     |     | LW   | "AC West"       | 126.080  | AIR 133.850  |
|               |             |     |     | L  | "AC Bandbox"    | 127.830  |              |
| Squawks       |             |     |     | Note: GMP and GMC operate on the same frequency and cannot be opened at the same time. |                 |          |              |
| VFR Deps      | 5070        |     |     |  |                 |          |              |
| VFR CCT       | 7010        |     |     |  |                 |          |              |
| RAD Coord     | 5071 - 5076 |     |     |  |                 |          |              |
| Listening     | 5077        |     |     |  |                 |          |              |

| Departure   | Prior Coord. | Pre-Note     | Release |
|---|--------------|--------------|---------|
| SID via HAWFA/YORQI   |              | LW (by GMP)  |         |
| VFR Deps at or below 2000 ft  |              | RAD (by AIR) |         |
| VFR Deps above 2000 ft  |              |              | RAD     |
| Non-Standard IFR/SVFR   | RAD          |              |         |
| Aircraft not in a speed group   |              |              |         |
| Non Duty Runway departure   | RAD          |              |         |
| Following: a missed approach; Non-standard IFR/VFR dep; Non-speed group AC; Non Duty Runway dep.      |              |              |         |
| Note: When a controller requests a radar check, a departure release is required from that controller. |              |              |         |

| Speed Separation Groups (see vMATS for rules)  |  |   |  |
|--|--|---|--|
| 4  | 3  | 2   | 1                                      |
| All Jet aircraft <b>except</b> :<br>- Those in Group 3<br>- Concorde<br>- Military fast jets | BAe 146 / Avro RJ variants<br>CL35/CL60<br>CRJ1/2/7/9/X<br>D328/J328/DH8D<br>E135/145<br>E50P/55P<br>P180<br>SB20<br><br>Citations <b>except</b> :<br>C56X/680/68A/700/750 | ATR variants<br>DH8A/B/C<br>F50<br>JS31/32/41<br>King Air variants<br>PC12<br>SF34<br>SW3/4<br>TBM7/8/9 | BN2P/T<br>C208<br>DA62<br>DHC6<br>E110 |

| Wake Turbulence Arrival Separation (in NM) |   |   |    |    |   |
|--|---|---|----|----|---|
| Lead →                                     | J | H | UM | LM | S |
| J  | - | - | -  | -  | - |
| H  | 5 | 4 | -  | -  | - |
| UM   | 7 | 5 | 3  | -  | - |
| LM   | 7 | 5 | 4  | -  | - |
| S  | 7 | 6 | 4  | 3  | 3 |
| L  | 8 | 7 | 6  | 5  | 4 |

| STAR     | Routing                             | Descent                         | SLP   | Notes           |
|----------|-------------------------------------|---------------------------------|-------|-----------------|
| BAJJA 1B | BAJJA - FANFE - BCN - PEGZA - BRI   | FL180 by FANFE                  | PEGZA |                 |
| ICTAM 1B | ICTAM - SAWPE - ASHUM - POMAX - BRI | FL220 by ICTAM                  | POMAX |                 |
| TOJAQ 2B | TOJAQ - FARJO - IZLAW - EXMOR - BRI | ATC                             | COXPE |                 |
| WEVBE 1B | WEVBE - UBCAM - INGUR - BRI         | FL160 by WEVBE   FL150 by UBCAM | INGUR |                 |
| DAWLY 1B | DAWLY - EXMOR - BRI                 | ATC                             | EXMOR | <FL100 or RNAV5 |
| FIFAH 1B | FIFAH - AMMAN - BCN - PEGZA - BRI   | FL170 by FIFAH                  | PEGZA | RNAV5           |
| ADVED 1A | EXMOR - ADVED                       | ATC                             | EXMOR | RWY 09          |
| BAXUN 1A | EXMOR - ROTLU - BAXUN               | ATC                             | EXMOR | RWY 27          |

| RNP Approaches |       |       |       |
|----------------|-------|-------|-------|
| RWY            | IAF   | IF    | FAF   |
| 27             | BAXUN | ELROV | GD27F |
| 09             | ADVED | EMPAS | GD09F |

| Transition Level & MSL   |    |     |
|--|----|-----|
| QNH*   | TL | MSL |
| 1032-1049  | 65 | 70  |
| 1014-1031  | 70 | 70  |
| 995-1013   | 75 | 80  |
| 977-994  | 80 | 80  |
| 959-976  | 85 | 90  |
| 940-958  | 90 | 90  |
| *Lowest of EGGD and EGFF QNH.<br>TL/MSL agreed between both units. |    |     |

| Notes   |
|---|
| <p><b>Low Visibility Procedures</b><br/>During CATII/III operations, LVP are applied and broadcast via ATIS or RT. They are enforced either when: <b>IRVR or Met. Visibility is 1200m or less OR cloud base is 200 ft or less.</b><br/>Holding points DX, FX and HX are <b>NOT</b> to be used during LVP.</p> <p><b>Helicopter Ops</b><br/>All helicopter traffic <b>MUST</b> ground/air taxi to the runway for departure. Helicopter circuits will be conducted at height 700 ft AAL (QFE = QNH - 22)   altitude 1300 ft AMSL (QNH).<br/>Easterly departures to turn north and follow the A38 after crossing threshold. Westerly departures should not turn north until crossing the aerodrome boundary.<br/>Westerly arrivals from the north should approach following the A38 road and join on a right base for Runway 27, avoiding Felton village and the noise sensitive area to the north.</p> <p><b>VFR</b><br/>VFR aircraft park south side. Taxiways H and J operate one-way depending on runway in use.<br/>VFR arrivals/departures will be instructed to route to a published VRP, not above altitude 2000 ft QNH. The CTR below 2000 ft is delegated to AIR.<br/>VFR fixed wing circuits operate to the <b>South</b> not above altitude 1600 ft AMSL (QNH)   height 1000 ft AAL (QFE = QNH - 22).</p> |

| Missed Approaches            |  |
|------------------------------|--|
| ILS/LOC/RNP Runway 27 and 09 | Straight ahead to 3000 ft, then as directed. |

| <b>NOT FOR REAL WORLD USE</b> |         |                 |
|-------------------------------|---------|-----------------|
| Hold Fix                      | Details | Levels          |
| BRI                           | 090° L  | 3000 ft - FL100 |