

SIDs	33	15	Initial	AC Agreed Level	Notes (All SIDs RNAV1)
ADMEX	1M		6000 ft	6000ft -> LM	For Y321 (via Y321 EMKUK L612 to COWLY, Y321 to CPT)
COWLY		2Y			For Q70, L9 (min FL160) and N615, L151, M605
CPT		2Y			For N859, Q63, Y321
DTY		2Y			For L10 (max FL150) and P166, L608. Re-route M605 via COWLY
LUVUM	1M	1Y		↑ FL80 -> PC SE	Then DCT TNT/NANTI
UNGAP	1M			6000ft -> LM	For P155, L608 (via L608 to DTY)

When FUA **ACTIVE** (1700-0900 local Monday-Thursday and 1700 local Friday-0900 local Monday)

BRUMI 1M (Runway 33)	6000 ft	↑ FL120 -> LW	Clearance: "Callsign, cleared to Destination, <b>BRUMI 1M</b> , squawk XXXX"
LUXTO 15 Procedure			Clearance: "Callsign, cleared to Destination, <b>LUXTO 15 Procedure</b> , squawk XXXX"

When FUA **INACTIVE** (0900-1700 local Monday-Friday)

BRUMI 1M (Runway 33)	6000 ft	Reduced Radar Handover ↑ FL120 -> LW "MOSUN radar handover, [Callsign], [UK FIS type]."	Clearance: "Callsign, cleared <b>BRUMI 1M</b> departure leaving controlled airspace on track MOSUN, squawk XXXX"
MOSUN 15 Procedure			Clearance: "Callsign, <b>MOSUN 15 Procedure</b> , squawk XXXX"

Handoff Orders	
RAD Top-down	LUVUM
RAD	RAD
TC M	TC M
LM	LM
LC	LC
LSC	LSC
L	L
	PC SE
	PC E
	PC
	LNW
	LN

2 minutes standard route separation shall be applied between all departures

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

Departure	Pre-note (GMC)	Release (AIR)
BRUMI/MOSUN/LUXTO departures	RAD	RAD (and next departure)
Standard VFR (M42/J10, M6/J3, M40/42 and Frankley Rsvr)		RAD
Departures to East Midlands (EGNX)	RAD + LM	RAD + LM
LTMA/MTMA departures	RAD + LM/PC SE	RAD + LM/PC SE
Non-standard IFR & SVFR departures (Clearance from RAD)		RAD (and next departure)
Aircraft not on speed table		
Non-standard VFR (Clearance from RAD)		
Departure following missed approach		
Immediately prior/after runway change		
Following aircraft is 3 speed groups faster than the lead		RAD

Note: When a controller requests a radar check, a departure release is required from that controller

Frequency List			
AREA	BIRMINGHAM		
TC M	121.030	ATIS	136.030
LM	120.025	GMP	121.930
LC	127.105	GMC	121.805
LW	126.080	AIR	118.305
LSC	132.605	RAD	123.980
LN	133.705	FIN	131.005
PC SE	134.430	OTHER UNITS	
PC E	133.800		
PC	133.200	BE AFIS	123.830
LNW	135.580	NX RAD	134.180
L	127.830	WC APP	135.875

Wake Turbulence Departure Separation (in mins)				
Lead →	H	UM	LM	S
H	4 NM	-	-	-
UM	2	-	-	-
LM	2	-	-	-
S	2	-	-	-
L	2	2	2	2

Add 1 min when departing from an intermediate point on the same runway

Level Capping (not exhaustive)	
Destination	Max RFL
EGPX FIR (excl. EGPD)	280
EGCC /GP/NR	100
EGNS	180
EIDW	280
EGLL/KK/GW/SS/WU	150
Other LTMA & EGHI/HH	190
EGJJ/JB/JA	290 (via LELNA/ORTAC)
EGGD/FF/TE	160 (via N92)
LFPB/PG/PN/PO/PT/PV	290
EBAW/BR/CI/CV/MB EH**	290 (via VABIK)
EB**/EH**	290 (via KOK)
EHEH/RD	210

QFE	QNH-11 hPa
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**NOT FOR REAL WORLD USE**

Birmingham STARs (all RNAV1)		
CHASE	Routing	Descents
AMPIT 1B	AMPIT - NOKIN - CREWE - CHASE	FL200 by NOKIN
BEGAM 1B	BEGAM - MCT - VEGAR - ELEZE - CHASE	FL200 by MCT
CROFT 1B	CROFT - MCT - VEGAR - ELEZE - CHASE	FL200 by MCT
DOLOP 1B	DOLOB - AMPIT - NOKIN - CREWE - CHASE	FL270 by DOLOP FL200 by NOKIN
FIGZI 1B	FIGZI - BIFIN - GROVE	FL130 by BIFIN
LIBSO 1B	LISBO - FIZED - GOLES - DESIG - MCT - VEGAR - ELEZE - CHASE	FL290 by LIBSO FL200 by MCT
MAKUX 1B	MAKUX - SOSIM - GIGTO - MALUD - AMPIT - NOKIN - CREWE - CHASE	FL270 by MAKUX FL200 by NOKIN
MALUD 1B	MALUD - AMPIT - NOKIN - CREWE - CHASE	FL270 MALUD -15NM FL200 by NOKIN
POL 1B	POL - MCT - VEGAR - ELEZE - CHASE	
VEGUS 1B	VEGUS-GOLES-DESIG-MCT-VEGAR-ELEZE-CHASE	FL290 by VEGUS FL200 by MCT
WAL 1B	WAL - CREWE - CHASE	
<b>GROVE</b>	<b>Routing</b>	<b>Descents</b>
FIGZI 1B	FIGZI - BIFIN - GROVE	FL130 by BIFIN
HEMEL 1B	HEMEL - BUZAD - WELIN - PUFAX - HON - OSKOT - GROVE	FL220 by HEMEL FL90 by HON
SILVA 1B	SILVA - YOHA - HON - OSKOT - GROVE	FL170 by SILVA FL90 HON

Missed Approaches	
All RWY 33	Climb straight ahead to 3000 ft, then as directed by ATC.
All RWY 15	Climb straight ahead to 1000 ft, then turn right onto track 166° to 3000, then as directed by ATC.

Transition Level & MSL		
EGBB QNH	TL	MSL
1032-1049	65	70
1013-1031	70	70
995-1012	75	80
977-994	80	80
959-976	85	90
940-958	90	90

Birmingham Holds		
Fix	Details	Levels
GROVE	103° R	FL70 - FL140
CHASE	149° R	5000 ft - FL140
CEDAR	146° R	2500 ft - FL80
MAPLE	326° L	2500 ft - FL80

ILS Approaches		
RWY	ILS	Course
33	I-BM 110.10°	326°
15	I-BIR 110.10°	146°

RNP Approaches		
RWY	IF	FAF
33	OVD0V (2800ft)	BB33F (2000ft)
15	NODGU (3200ft)	BB15F (2500ft)

Inbound Release Levels		
Via	From	Agreement
CHASE	PC SE	↓ FL90
HON	TC M	FL90 lvl HON

When FUA ACTIVE		
BIFIN	LW	FL130 lvl BIFIN

When FUA INACTIVE

Reduced Radar Handover FL130 from LW "BIFIN radar handover, [Callsign], [UK FIS type]."

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

Squawks	
Circuit	7010
Listening Squawk	0010
Standard VFR Departures	From 0417 downwards
RAD	0401 - 0417

