

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 Old equivalent BADIM 1X Q63
YORQI		1Z 6000 ft	Odd FL Old equivalent WOTAN 1Z Q63

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		

Note: GMP and GMC operate on the same frequency and cannot be opened at the same time

Squawks		Departure		Prior Coord.	Pre-Note	Release
VFR Deps	5070	SID via HAWFA/YORQI	VFR Deps at or below 2000 ft		LW (by GMP)	RAD
VFR CCT	7010				RAD (by AIR)	
RAD Coord	5071 - 5076	Non-Standard IFR/SVFR		RAD		
RAD	5050 - 5067	Non-speed group AC				
Listening	5077	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 except : - Those in Group 3 - Concorde - Military fast jets	BAe 146 / Avro RJ variants CL35/CL60 CRJ1/2/7/9/X D328/J328/DH8D E135/145 E50P/55P P180 SB20 Citations except : C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 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 1B	TOJAQ - COXPE - 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.
TL/MSL agreed between both units.

Notes	
<p>Low Visibility Procedures During CATII/III operations, LVP are applied and broadcast via ATIS or RT. They are enforced either when: IRVR or Met. Visibility is 1200m or less OR cloud base is 200 ft or less. Holding points DX, FX and HX are NOT to be used during LVPs.</p>	
<p>Helicopter Ops All helicopter traffic MUST 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). Easterly departures to turn north and follow the A38 after crossing threshold. Westerly departures should not turn north until crossing the aerodrome boundary. 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>VFR VFR aircraft park south side. Taxiways H and J operate one-way depending on runway in use. 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. VFR fixed wing circuits operate to the South 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.

NOT FOR REAL WORLD USE		
Hold Fix	Details	Levels
BRI	090° L	3000 ft - FL100