

SOUTHAMPTON VMATS PART 2

EGHI

REVISION 2024/12 - EFFECTIVE 28 NOVEMBER 2024

DISTRIBUTION AND SCOPE

This manual is for controllers of Southampton Aerodrome and Approach Control positions, containing specific and local procedures relevant to these positions. Controllers must be familiar with controlling procedures in the UK; this manual should be read in conjunction with MATS Part 1 (CAP 493) and guidance on standard UK radiotelephony phraseology, detailed in CAP 413.

EXCLUSION OF LIABILITY

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ACKNOWLEDGEMENTS

This document has been written and proofread by a huge wealth of people, without which the development of this document would not have been possible. On behalf of all VATSIM UK's members, this acts as an acknowledgement and thanks for their work.

DEFINITIONS

The key words "SHALL", "IS TO", "ARE TO", "MUST", "SHOULD", "MAY" are to be interpreted as described in MATS Part 1 (CAP 493).

MARKED CHANGES

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. They are also described briefly in the table below.

AMENDMENT HISTORY

Revision	Effective Date	Notes
2024/12	28 November 2024	Updated 25MHz frequencies to 8.33 spacing; Updated noise abatement radial from SAM R217 to R215 (GEN 1.3.1); Updated holding axis for EAS and SAM (APC 4.3.7)
2023/07	13 July 2023	Correction of MSL table and addition of explanatory note (GEN 1.1.5); Updated VRP diagram (minor naming changes) and removal of VRP table (GEN 1.2.1); Corrected noise abatement procedures for both runways (GEN 1.3.1); Updated standard IFR departure routes (ADC 3.5.4.1 , APC 4.3.1 , APC 4.3.2); Updated hold axes (APC 4.3.7); Farnborough outbounds may now be climbed above 6000 ft once within Farnborough CTA-6 (previously CTA-8) (APC 4.3.9.2.1); References to 'airways' amended to 'ATS route network' throughout; Minor amendments and formatting corrections throughout.
2022/01	27 January 2022	PEPIS and SAM holds inbound courses updated (APC 4.3.7)
2021/05	12 June 2021	Full rewrite

INTRODUCTION AND STRUCTURE

The Southampton virtual Manual of Air Traffic Services (vMATS) Part 2 is complementary to the MATS Part 1 (CAP493). Together, these two documents provide comprehensive instructions and information for Southampton ATS staff within VATSIM UK.

Southampton APC staff shall also familiarise themselves with the procedures contained in the Bournemouth vMATS Part 2.

This vMATS has been divided into separate sections for ease of reference, each with its own three letter identification code.

This document is divided into sections as follows:

Page Abbreviation	Section
PRE	Preface
GEN	Section 1 - Unit General Operating Instructions
SEP	Section 2 - Local Separation Standards
ADC	Section 3 - Aerodrome Control
APC	Section 4 - Approach Control

TIME REFERENCES

All time references within this document are Coordinated Universal Time (UTC), or Zulu time, unless otherwise specified.

The UK observes daylight saving time in the summer months (British Summer Time, or BST), so the clocks shift forwards by one (1) hour. In summer therefore, UK local time is one hour ahead of UTC/Zulu time.

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SECTION 1 UNIT GENERAL OPERATING INSTRUCTIONS

1.1 Altimeter Setting Procedures

1.1.1 Departing Aircraft

Departing aircraft will be passed the QNH. Aircraft remaining in the visual circuit will be passed the QFE.

1.1.2 Arriving/Transit Aircraft

Arriving aircraft will be passed the QNH when first cleared to descent to an altitude or at another appropriate point. The QFE may be passed on request.

Transit aircraft will operate on the QNH.

1.1.3 QFE Threshold

The QFE threshold for all runways is 1 hPa less than the QNH.

1.1.4 Transition Altitude

The transition altitude is 6000 ft inside the Solent CTA and beneath the London TMA.

Outside the Solent CTA and London TMA, the transition altitude is 3000 ft.

1.1.5 Transition Level

Within the Solent CTA the transition level and minimum stack level are determined with reference to the Southampton QNH.

Southampton QNH (hPa)	Transition Level (TL)	Minimum Stack Level (MSL)
1050 - 1060	FL60	FL70
1032 - 1049	FL65	FL70
1013 - 1031	FL70	FL70
995 - 1012	FL75	FL80
977 - 994	FL80	FL80
959 - 976	FL85	FL90
940 - 958	FL90	FL90

Note 1: The classification of 1013 hPa as ‘high pressure’ in the above table differs from MATS Part 1.

Note 2: To protect against inadvertent descent to an altitude, the **MSL shall never be lower than FL70** even during periods of ‘very high pressure’ where FL60 would be separated against 6000 ft.

1.1.6 Altimeter Setting Region

The aerodrome is situated within the Portland ASR. The Chatham ASR lies to the north east. Aircraft operating outside controlled airspace and below the transition altitude should be given the appropriate Regional Pressure Setting (RPS). However, aircraft operating

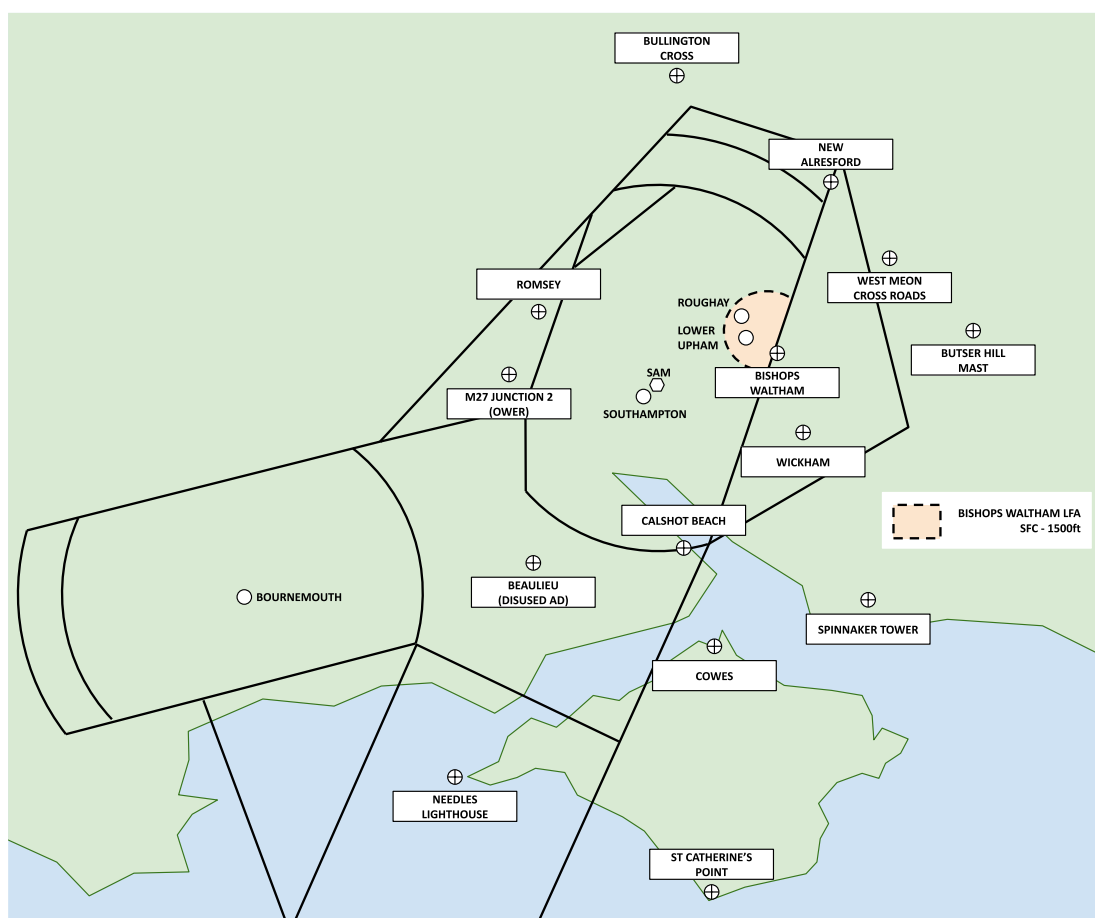
underneath, or close to, the Solent CTA or London TMA should remain on the Southampton QNH to avoid accidental airspace infringement.

1.2 Light Aircraft and Helicopter Procedures

1.2.1 Visual Reference Points

The following VRPs are established for the purpose of VFR/SVFR clearances and position reporting:

Figure 1 - Southampton Visual Reference Points



1.2.2 VFR Clearances

1.2.2.1 Departures

VFR departure clearances will be given by ADC to leave the CTR via a VRP not above altitude 1500 ft, aircraft may also be cleared via a cardinal point (north, south, east or west).

A release is not required for standard VFR departures, but they should be prenoted to APC prior to departure. Departing VFR aircraft operating below 1500 ft shall be allocated the Solent conspicuity SSR code 3666.

VFR departures routing directly north or south require a release from APC prior to departure due to the potential for confliction against inbound/outbound IFR flights. For traffic

requesting to operate above 1500 ft, a clearance and release must be sought from APC. APC shall allocate aircraft operating above 1500 ft a unique local SSR code.

Departing aircraft shall be transferred to APC before leaving the CTR.

1.2.2.2 Arrivals

VFR arrival clearances will be issued by APC. Typically, clearances shall be to join the CTR via a VFRP not above altitude 1500 ft. Once visual with the airfield, aircraft will then join downwind/base leg as appropriate to the runway in use and be transferred from APC to ADC. Traffic reporting visual with the field outside the CTR shall be retained by APC until the CTR boundary.

1.2.2.3 Transits

VFR transit clearances will be issued, subject to workload and prevailing traffic conditions, by APC. Aircraft can transit at any level VFR as deemed appropriate by APC. Traffic routing west-east shall be cleared via Bishops Waltham – VOR SAM – Romsey, and traffic routing west-east cleared via the same route in the reversed direction.

APC shall coordinate aircraft transiting through the ATZ with ADC

1.2.2.4 Special VFR Clearances

Special VFR clearances must be issued by APC and a unique local SSR code shall be allocated for the purpose of identification. Special VFR clearances will be given not above altitude 1500 ft either via a VFRP or via a cardinal point.

1.2.3 Solent Listening Squawk

The Solent frequency monitoring code (FMC) (listening squawk) is 7011 and shall be selected by aircraft flying in the vicinity of Southampton maintaining a listening watch on **Solent RAD frequency**. It does not imply the receipt of an ATC service. Caution should be exercised by controllers as Bournemouth have a similar FMC (0011).

1.2.4 Circuit Procedures

Circuits operate to the east of the airfield at 1000 ft QFE for aircraft with a MTOW up to and including 5700 kg, and 1500 ft QFE for aircraft with a MTOW greater than 5700 kg.

All circuits conducted after 2000z are at 1500 ft QFE.

ADC must inform APC when the circuit becomes, and ceases to become active, and must coordinate with APC when they wish to extend downwind beyond 4 NM.

Traffic operating in the visual circuit shall be assigned SSR code 7010.

1.2.5 Local Landing Sites

There are various landing sites both within and in the vicinity of the Southampton CTR with which controllers should familiarise themselves. These include Southampton Hospital, and Roughway and Lower Upham which are located inside the Bishops Waltham Local Flying Area (LFA).

Aircraft operating to any site inside the CTR should call APC for clearance, with the exception of aircraft arriving and departing Roughway and Lower Upham which remain inside the Bishops Waltham LFA which may operate within the confines of the LFA without reference to Southampton ATC.

The LFA is defined by a circle radius 1.75 NM centred on 505839.60N 0011331.92W and extends from the surface to 1500 ft QNH. It is active between sunrise and sunset provided the visibility at Southampton airport is 5000m or greater. The LFA is depicted in Figure 1.

1.3 Noise Abatement Procedures

All turbine or jet powered aircraft, and all aircraft with a MTOW of 5700 kg or greater must comply with the noise abatement procedures and preferential routings contained within this section unless there is an overriding safety reason which necessitates a deviation.

1.3.1 Departures

Departure Runway	Noise Preferential Routing
Runway 20	As soon as possible after passing 500 ft QNH turn right to intercept VOR SAM 215 radial. Maintain VOR SAM 215 radial until 2000 ft QNH before turning.
Runway 02	Climb straight ahead until 2.5 DME SAM before turning.

1.3.2 Arrivals

Arriving aircraft shall adhere to the following procedures:

- Aircraft flying an ILS approach shall not descend below 1700 ft before intercepting the glidepath
- Aircraft flying any other instrument approach shall not intercept the final approach at a distance closer than 5 NM
- Aircraft flying a visual approach shall not intercept the final approach at a distance closer than:
 - 2 NM for Runway 20
 - 4 NM for Runway 02
- Aircraft flying any instrument approach, including a visual approach should follow a descent profile equivalent to that which would be achieved by use of the glidepath.

1.4 All Weather Operations

Southampton is not equipped for CAT II/III operations. However, Low Visibility Procedures (LVP) are used to safeguard CAT I operations.

1.4.1 Runway Visual Range

IRVR is available for both runways and will be included in the METAR when appropriate.

1.4.2 Low Visibility Procedures

LVP shall commence when either:

- IRVR or meteorological visibility is less than 1100m and likely to deteriorate,
- Cloud ceiling is 500 ft or less and likely to deteriorate.

1.4.3 ATC Procedures

The following ATC Procedures apply during LVP:

- Spacing for inbound aircraft increases to 12 NM (8 NM if no departing aircraft pending)
- Inbound aircraft shall be vectored to establish the final approach track at a distance of no less than 5 NM from touchdown
- Only two aircraft will be permitted to move on the manoeuvring area at any one time
- Aircraft will not be permitted to line up or backtrack when an inbound aircraft has passed 6 NM from touchdown
- RVR values must be passed to arriving aircraft with the landing clearance, and to departing aircraft on start-up, taxi and take off clearance, any subsequent changes shall also be passed.

1.4.4 Termination of LVP

LVP may be terminated when either:

- IRVR or meteorological visibility is 1100m or greater and likely to improve
- Cloud ceiling is 600 ft or greater and likely to improve.

SECTION 2 LOCAL SEPARATION STANDARDS

2.1 Separation Standards - IFR

Except where described below, standard separation is to be provided as per MATS Part 1, Section 1, Chapter 3.

2.1.1 Horizontal Radar Separation

Southampton APC controllers may apply reduced radar separation of 3 NM between aircraft provided that:

- Both aircraft are identified, and
- Both aircraft are within 30 NM of Southampton, and
- If greater than 3 NM, the appropriate wake turbulence separation is applied, and
- If applied against an aircraft under the control of another agency, direct voice communication is available between the controllers, and the other agency must also be approved to apply reduced radar separation.

***Note:** AC Worthing, all London TC sectors, all London TMA APC units, Farnborough APC (within 40 NM of Farnborough) and Bournemouth APC (within 30 NM of Bournemouth) are authorised to apply 3 NM radar separation.*

2.1.2 Departing Aircraft

Southampton has no SIDs, and there are no prescribed tracks to be flown for the standard IFR ATS route network departures. Therefore, controllers must ensure separation on departing aircraft by use of headings or levels.

It is the responsibility of APC to pass releases that ensure adequate separation between departing aircraft and other aircraft. This may be achieved by passing a “released time XX” or “released subject [preceding departure] plus X minutes” restriction.

Caution should be exercised when using time-based departure separations when different aircraft either follow, or do not follow noise abatement. Controllers are reminded that 1-minute separation can only be used on departing aircraft, and not between an aircraft performing a go-around and a departing aircraft, or vice versa.

Alternatively, separation based on radar derived information may be applied between aircraft taking-off and a preceding departure or other aircraft in receipt of a surveillance service provided that there is reasonable assurance the departing aircraft will be identified within one mile from the end of the runway and at that time, the required separation will exist. Therefore, departing aircraft may be allocated the same/higher level than a previous departure provided the assigned heading will ensure radar separation from such other traffic (this form of separation must **not** be applied with aircraft on own navigation).

In the absence of an APC or top-down controller, ADC may depart IFR traffic with a 2-minute departure interval, reduced to 1-minute when the initial route immediately diverges by 45° or greater.

***Note:** Aircraft following the noise abatement procedures are not considered to immediately diverge by 45° or greater regardless of the subsequent direction of flight.*

2.1.3 Deemed Separations

2.1.3.1 Holding

Aircraft holding at SAM/EAS, NEDUL and BIA are deemed separated up to and including FL140.

Aircraft six minutes flying time from the SAM/EAS are deemed separated from the SAM/EAS holding patterns.

2.1.3.2 Deemed Separation for Arriving/Departing Aircraft

The Southampton CTR is split into an arrival and a departure sector by a line drawn through the Southampton overhead between 290 and 110 degrees. When Runway 20 is in use, the arrival sector is that area of the CTR which is north of the line and the departure sector is that area of the CTR south of the line. When Runway 02 is in use, the arrival and departure sectors are reversed.

Departing aircraft in the departure sector are deemed separated from arriving aircraft in the arrival sector.

2.2 Wake Turbulence Separation

Wake turbulence separation is to be provided as per MATS Part 1, Section 1, Chapter 3.

2.3 Separation Standards - SVFR

Except where described below, standard separation is to be provided as per MATS Part 1, Section 1, Chapter 3.

Only one aircraft may carry out SVFR circuits at any time and is subject to release from APC.

2.3.1 Deemed Separation between SVFR and IFR Aircraft

With reference to the arrival and departure sectors described in [Section 2.1.3.2](#): SVFR aircraft, including circuit traffic, are separated from IFR aircraft provided they are in different sectors.

Note: Care must be taken by controllers when this separation is applied to inbound IFR traffic against SVFR traffic in the departure sector. In the event of a missed approach an alternate form of separation must be applied as soon as possible.

SECTION 3 AERODROME CONTROL

3.1 General

3.1.1 General Responsibilities

Aerodrome control (ADC) is responsible for:

- Aircraft flying in and in the vicinity of the ATZ,
- Aircraft taking off and landing on the runway,
- Aircraft and other vehicles moving on the apron and other manoeuvring areas,
- Obtaining IFR, SVFR and VFR clearances and releases when required from APC.

3.1.2 Delegated Responsibilities

ADC is responsible for aircraft in the CTR at or below altitude 1500 ft operating with visual reference to the surface.

3.2 Selection of Runway in Use

In calm, changing or crosswind conditions, in addition to the surface wind, controllers should consider the TAF, 2000 ft wind and other operational factors in deciding runway in use.

Runway 20 is the preferred runway for operations, and the runway in use at Southampton does not depend on the runway in use at Bournemouth.

3.3 Departure Release Procedure

Prior to departing an IFR or SVFR aircraft ADC shall request a release from APC or the top-down unit in the following order:

1. Southampton APC (Solent RAD)
2. AC Worthing
3. AC South
4. AC South Central
5. AC Bantbox

If none of these controllers are online, Southampton ADC shall transfer the aircraft to Unicom once airborne.

3.4 Description of Airfield

3.4.1 Aerodrome Geographical Information

IATA/ICAO Codes	SOU/EGHI
Aerodrome Reference Point	Lat: 505701N Long: 0012124W
Location	3.5 NM NNE of Southampton
Elevation	44 feet
Runway Designator and Length	Runway 20/02 – 1723 m

3.4.2 ATC Communication Facilities

Aerodrome Control (ADC)

Position	Logon Callsign	Relief	RT Callsign	Frequency (MHz)
ATIS	EGHI_ATIS	-	Southampton Information	130.880
ADC	EGHI_TWR	EGHI__TWR	Southampton Tower	118.205

Approach Control (APC)

Position	Logon Callsign	Relief	RT Callsign	Frequency (MHz)
Solent RAD	SOLENT_APP	SOL_APP	Solent Radar	120.230
HI RAD	EGHI_APP	EGHI__APP	Southampton Radar	122.730

Note: The combined Solent RAD and HI RAD functions are referred to as APC.

3.4.3 Radio Navigation and Landing Aids

Type	Identifier	Frequency
NDB	EAS	391.5 kHz
ILS (DME) 20	I-SN	110.750 MHz
VOR	SAM	113.350 MHz

Note: Only Runway 20 is equipped with an ILS.

3.4.4 Taxiway Restrictions

Southampton has two taxiways, A and B, both have a width of 18 m. Taxiway A south of A2 is limited to aircraft with a wingspan of less than 40 m due to the proximity of the perimeter fence.

3.4.5 Stand Allocation and Parking of Aircraft

3.4.5.1 Apron Stands

There are 14 stands available for aircraft and these are all nose-in parking and, with the exception of Stands 1 and 5, suitable for aircraft of A320 size or smaller.

Stand 1 is only suitable for aircraft with a wingspan of 29 m or less (ie. E195 or smaller)

Stand 5 may accommodate aircraft up to a maximum size of A321 or B753 or equivalent.

3.4.5.2 Parking of Other Aircraft

Light aircraft shall park on the North Apron with overflow onto the aprons outside the Signature Hangars 1 and 2. Business jets will park on the Signature Apron, or on a stand when this is full.

3.5 Aerodrome Operations

3.5.1 Coordination with APC

ADC must coordinate the following with APC:

- Departing IFR and SVFR aircraft
- Departing VFR aircraft wishing to leave the CTR to the north/south or operate above 1500 ft
- Unplanned missed approaches
- Circuit aircraft extending downwind beyond a 4 NM final
- Circuit aircraft which are subject to noise abatement
- Congestion in the circuit requiring APC to hold aircraft outside the CTR
- Spacing on final approach.

APC will coordinate the following with ADC:

- Inbound VFR aircraft
- Inbound SVFR aircraft
- 10-mile checks for inbound IFR aircraft conducting a training approach
- Beacon outbound checks for inbound IFR aircraft conducting a procedural approach
- Relevant details for inbound IFR aircraft wishing to conduct a visual approach
- Alternative missed approach instructions when required
- Details on transit aircraft which constitute traffic information to ADC.

3.5.2 Helicopter Operations

There are no defined areas at Southampton from which helicopters are to depart or arrive. Therefore, all helicopters shall use the runway in use and ground/air taxi to parking. When air taxiing, ATC should choose a route which remains as clear as possible from other parked and taxiing aircraft and must consider the effects of wake turbulence.

3.5.3 Start-up and Pushback Clearances

From the aprons, aircraft will either be given push-back and start-up to face north or south, depending on the runway in use. Aircraft in the apron cul-de-sac do not need to be given a pushback direction.

Usually, there will only be one aircraft pushing back on the apron at a time, but if there are multiple aircraft request pushback, there should be at least one stand between the two aircraft.

Aircraft on the North Apron or Signature Apron will usually only request start-up, but pushback can be authorised onto Taxiway A depending on the situation on the ground.

3.5.4 Departure Clearances

Departure clearances will be issued by ADC prior to start, except when a non-standard clearance is required from APC, in which case the clearance can be issued during taxi/at the holding point. An aircraft must have a clearance before clearance to enter the runway is given.

3.5.4.1 Standard IFR Departures

There are no SIDs at Southampton, but the standard departures for flight joining the ATS route network are as follows:

Departing To	Route	Clearance
North	Q41 NORRY	<i>"(Callsign), cleared to (Destination) joining Q41 on track NORRY, climb to altitude 3000 ft, squawk (SSR Code)"</i>
North West	PEPIS Y321 NUBRI N14 HEKXA or PEPIS Y321 NUBRI DCT KENET	<i>"(Callsign), cleared to (Destination) joining Y321 on track NUBRI, climb to altitude 3000 ft, squawk (SSR Code)"</i>
East and North East	GWC	<i>"(Callsign), cleared to (Destination) via GWC, climb to altitude 3000 ft, squawk (SSR Code)"</i>
South	NEDUL Q41/Z171	<i>"(Callsign), cleared to (Destination) joining Q41/Z171 at NEDUL, climb to altitude 3000 ft, squawk (SSR Code)"</i>

If an aircraft's flight plan conforms to one of the above routings, ADC can issue the clearance as above to the aircraft without prior coordination. If the flight planned route does not conform to one of the above, ADC should check if a re-route is possible or request a non-standard clearance from Solent RAD.

3.5.4.2 Non-Standard IFR Departures

ADC shall request a clearance from Solent RAD for any non-standard IFR departure including for IFR traffic leaving controlled airspace to re-join the ATS route network to the west.

In the absence of APC, when a re-route is not possible, an aircraft can be given a clearance as follows:

"(Callsign), cleared to leave controlled airspace on track (Initial Fix), climb to altitude 3000 ft, squawk (SSR Code)"

3.5.4.3 Training at the SAM/EAS

Aircraft wishing to depart and route to the SAM/EAS for holds and procedural approaches will be given clearance as follows:

"(Callsign), cleared to the SAM/EAS, climb to altitude 3000 ft, squawk (SSR Code)"

ADC shall request this clearance from Solent RAD who will allocate an SSR code, but in their absence, may issue the clearance to aircraft as above allocating SSR code 3666.

On departure, unless alternative instructions have been issued by Solent RAD, the aircraft shall be told to fly the standard missed approach.

In the absence of APC, aircraft routing to the SAM/EAS, shall be told to monitor Unicom, and re-contact ADC once established on an approach.

3.5.5 Departure Releases

All IFR and SVFR departures require a release from Solent RAD, or the unit covering APC top-down as per [Section 3.3](#).

3.5.6 Transfer of Departures

All departures at Southampton will be transferred to Solent RAD once airborne.

In the absence of Southampton APC, the handoff order is as follows:

1. AC Worthing
2. AC South
3. AC South Central
4. AC Bandbox

3.5.7 Training Aircraft Missed Approaches

Training aircraft which are making a planned missed approach will have had missed approach instructions passed to them by APC before commencing the approach. APC will inform ADC of the inbound aircraft and the instructions it has been given before it reaches a 10 NM final.

ADC should be aware that sometimes it is necessary for APC to change these instructions and be prepared to pass new instructions to the aircraft. Except for an overriding safety reason, these instructions shall not be changed by ADC without first coordinating with APC.

3.5.8 Unplanned Missed Approaches

Any unplanned missed approach must be coordinated with Solent RAD as soon as possible.

Due to airspace limitations at Southampton, ADC are dissuaded from issuing any instructions to aircraft following an unplanned missed approach except when there is an overriding safety reason why an instruction must be given.

In the event that ADC must pass an instruction to an aircraft, coordination with Solent RAD shall be affected as soon as possible.

In all other cases, ADC shall instruct an aircraft to follow the standard missed approach.

3.5.9 Use of the Aerodrome Traffic Monitor

An Aerodrome Traffic Monitor (ATM) is available for basic use and the information derived from the ATM may be used by ADC controllers to:

- Determine the landing order, spacing and distance from touchdown of arriving aircraft
- Assist in applying longitudinal separation for departing aircraft
- Enable controllers to confirm that the initial track of departing aircraft conforms with the clearance issued
- Provide information to aircraft on the position of other aircraft in the circuit or carrying out an instrument approach.

SECTION 4 APPROACH CONTROL

4.1 General

4.1.1 General Responsibilities

Southampton APC shall provide approach and approach radar control services to aircraft from the time and place at which:

- Arriving aircraft are released by Area Control until control is transferred to ADC, or for aircraft inbound to Bournemouth, to Bournemouth APC
- Aircraft approaching from outside controlled airspace place themselves under the control of APC until control is transferred to ADC
- Overflying aircraft are within the Southampton CTR or Solent CTA or relevant delegated airspace
- Departing aircraft are transferred from ADC until control is transferred to Area Control, or they are clear of controlled airspace and are transferred to an appropriate agency.

APC can be divided into Solent Radar (Solent RAD) and Southampton Radar (HI RAD).

Solent Radar is responsible for:

- Executive coordination with other units
- Issuing clearances and releases to ADC as appropriate
- Receiving inbound releases from Area Control
- Ensuring inbound aircraft have the correct weather details and aerodrome information
- Confirming inbound aircraft type and approach type
- Vectoring of Southampton IFR inbounds to a downwind position, descending to altitude 4000 ft before transfer to Southampton Radar
- Providing an intermediate approach radar control service to Bournemouth IFR ATS route network inbounds before transfer to Bournemouth APC
- Obtaining releases for Bournemouth and Southampton IFR ATS route network outbounds from Area Control
- Control of aircraft departing from Southampton and aircraft conducting a missed approach
- When required, control of IFR aircraft departing from Bournemouth joining the ATS route network
- Issuing releases to Farnborough APC for and, when required, control of IFR aircraft departing from Farnborough which route via HAZEL
- Provision of top-down service for Bournemouth APC/ADC as required
- Provision of UK Flight Information Services subject to workload.

Southampton Radar is responsible for:

- Vectoring of Southampton IFR inbounds from a downwind position to final approach
- Provision of surveillance radar approaches to Southampton
- Coordination with ADC, including range checks and final approach spacing, regarding Southampton IFR inbounds under their control.

4.1.2 Coordination with ADC

APC must coordinate the following with ADC:

- Inbound VFR aircraft
- Inbound SVFR aircraft
- 10-mile checks for inbound IFR aircraft conducting a training approach
- Beacon outbound checks for inbound IFR aircraft conducting a procedural approach
- Relevant details for inbound IFR aircraft wishing to conduct a visual approach
- Alternative missed approach instructions when required
- Details on transit aircraft which constitute traffic information to ADC.

ADC will coordinate the following with APC:

- Departing IFR and SVFR aircraft
- Departing VFR aircraft wishing to leave the CTR to the north/south or operate above 1500 ft
- Unplanned missed approaches
- Circuit aircraft extending downwind beyond a 4 NM final
- Circuit aircraft which are subject to noise abatement
- Congestion in the circuit requiring APC to hold aircraft outside the CTR
- Spacing on final approach.

4.1.3 Solent Coordinator

During events, and subject to VATSIM UK Operations Department approval, a Solent Coordinator can be established with the following responsibilities:

- Passing clearance to ADC for aircraft other than standard IFR and VFR
- Obtaining releases for Bournemouth and Southampton IFR ATS route network departures
- Assisting the APC controller as requested by APC.

4.1.4 Area of Responsibility

APC is responsible for the Southampton CTR and Solent CTA, except for those portions of the Solent CTA delegated to Bournemouth APC as detailed in [Section 4.2.2](#). Additionally, Southampton APC is responsible for airspace above the Solent CTA delegated by Area Control as detailed in [Section 4.2.1](#).

4.1.5 Provision of UK Flight Information Services

Southampton is not a designated lower airspace radar service (LARS) provider but may provide UK Flight Information Services to aircraft within 20 NM of Southampton subject to controller workload and at the discretion of the controller.

During their hours of operation, traffic requesting a service outside controlled airspace should be directed towards the notified LARS providers within the vicinity of Southampton; Farnborough APC to the north-east, Bournemouth APC to the south-west and Boscombe Zone to the north-west.

When Solent RAD is covering Bournemouth APC top down, they are responsible for LARS provision as detailed in the Bournemouth vMATS Part 2.

4.1.6 Radar Procedures

All traffic under the control of Southampton APC must be identified, the assigned SSR code validated, and Mode C return verified. Southampton has the SSR code range 3660 to 3677 to allocate to aircraft, with 3666 being the conspicuity code.

The conspicuity code is not deemed validated or verified and is to be issued to traffic in receipt of a Basic Service below 2000 ft and to standard VFR departures operating below 1500 ft.

Southampton APC may apply reduced radar separation of 3 NM in accordance with the conditions set out in [Section 2.1.1](#).

4.1.7 Terrain Clearance and Minimum Safe Altitude

The minimum safe altitude for operations at Southampton is 2300 ft. Controllers may allocate levels below this level in accordance with the ATC Surveillance Minimum Altitude Chart (SMAC) to ensure terrain and obstacle clearance.

4.1.8 Vectoring for an Instrument Approach

Aircraft being vectored for an instrument approach will typically be vectored downwind to the east of Southampton, this is to deconflict against outbounds which will typically be routed to the west of Southampton after noise abatement.

Controllers should be aware that due to the high base of controlled airspace to the north of the Solent CTA, (Portsmouth CTA 12 – base FL65) inbound aircraft cannot be descended below FL70 until entering the Solent CTA. This means that for Runway 20 operations, aircraft inbound from the north must continue towards the SAM, either on own navigation or on a heading, until they can be positioned onto a left hand downwind and issued with descent.

Aircraft conducting an instrument approach shall not, except in an emergency or for an overriding safety reason, be vectored outside of controlled airspace.

4.1.8.1 Runway 02 Instrument Approaches

Runway 02 is not equipped with an ILS, the following approach types are available – RNP, VOR/DME, NDB/DME and surveillance radar approaches – and Solent RAD shall confirm the pilot's requested approach type on first contact.

Aircraft under radar vectors for VOR/DME, NDB/DME and surveillance radar approaches must be provided with timely descent from 2500 ft to the platform altitude of 1700 ft for these approaches once contained within both the Runway 02 final approach vectoring area (FAVA) and the Southampton CTR. Controllers must note that the 2000 ft base of the Solent CTA to the south of the CTR prevents descent to the platform altitude prior to entering the CTR.

Aircraft conducting procedural VOR/DME and NDB/DME approaches will leave controlled airspace during the base turn and shall be informed of this prior to leaving controlled airspace and provided an appropriate UK Flight Information Service.

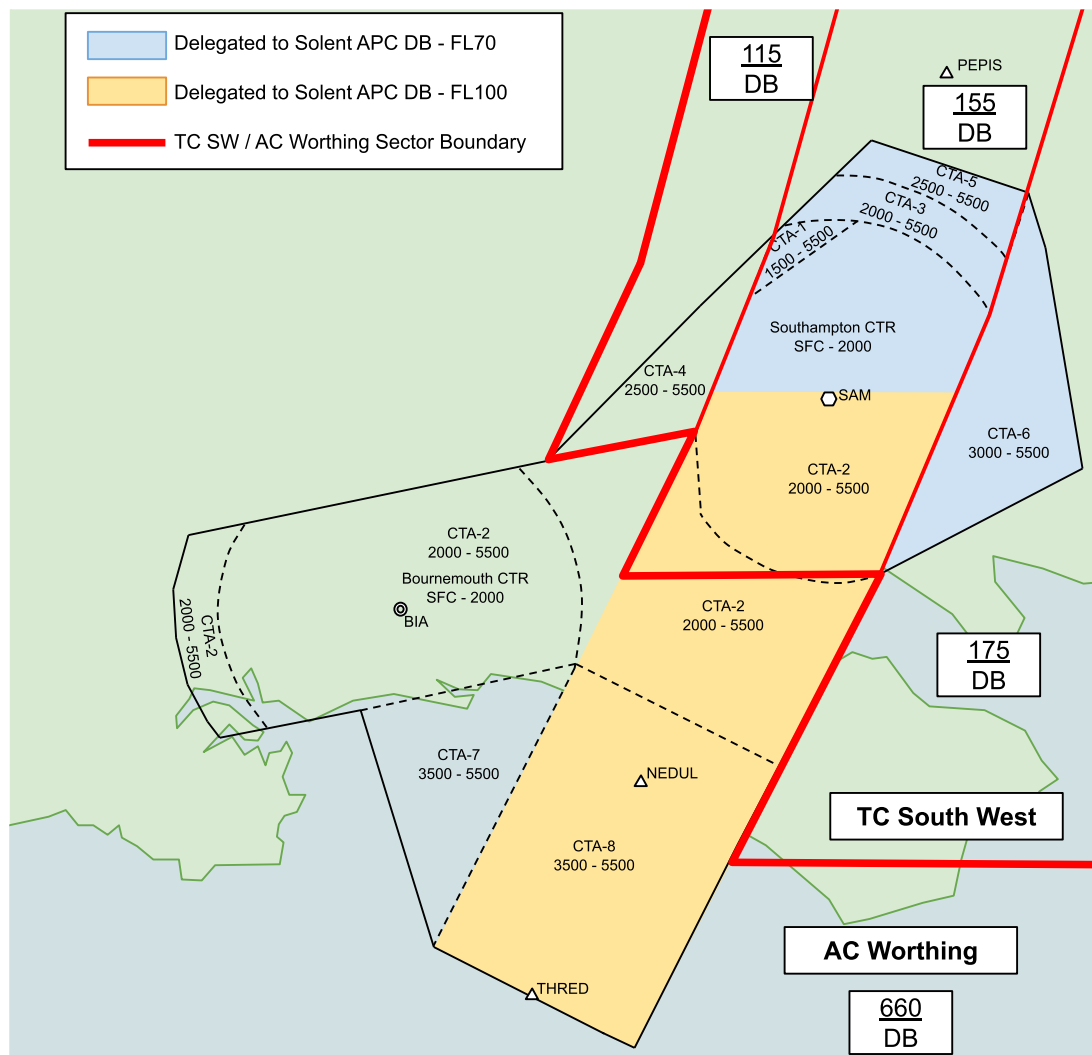
4.2 Agreements with Other Units

4.2.1 Agreements with Area Control

4.2.1.1 Delegated Airspace

Southampton APC is delegated by TC South West and AC Worthing those portions of airspace above the Solent CTA highlighted in Figure 2.

Figure 2 - Southampton APC Delegated Airspace



4.2.1.2 Silent Inbound Releases

Area Control shall, unless coordinated otherwise, transfer inbound IFR traffic from the ATS route network in accordance with the silent inbound releases described in [Section 4.3.5](#).

The following conditions shall apply to all silent inbound releases with Area Control:

- Area Control shall stream successive inbounds 10 NM in trail
- Inbounds shall be transferred on own navigation, free from confliction with traffic that is unknown to Southampton APC
- Traffic below the agreement level is subject to individual coordination.

4.2.1.3 Cancellation of Silent Releases

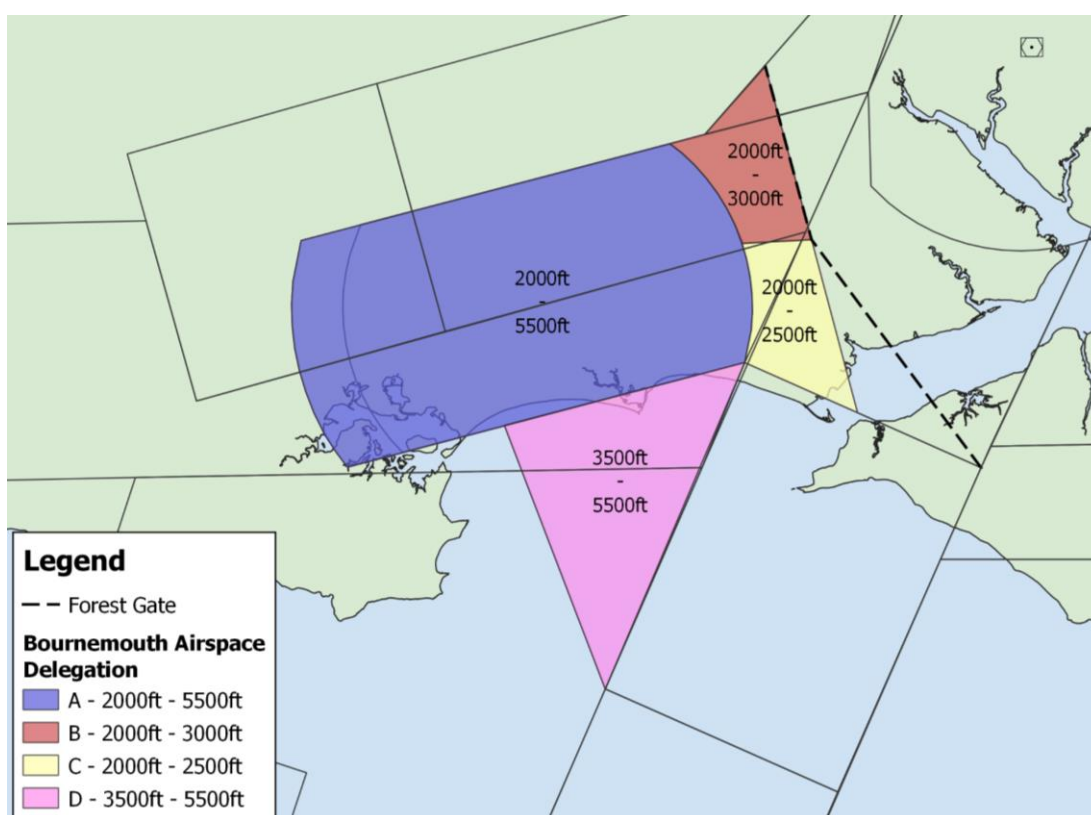
Southampton APC is responsible for cancelling silent releases with the relevant Area Control sector when unable to accept an inbound in accordance with the agreement. In this case, each inbound aircraft on the suspended route will be subject to a full inbound release.

4.2.2 Agreements with Bournemouth APC

4.2.2.1 Delegated Airspace

Southampton APC delegates to Bournemouth APC those portions of the Solent CTA highlighted in Figure 3.

Figure 3 - Bournemouth APC Delegated Airspace



4.2.2.2 Separation Minima

Subject to the conditions in [Section 2.1.1](#), the following radar separation minima can be applied:

- 3 NM between identified aircraft under the control of the same unit.
- 3 NM between identified aircraft under the control of different units, subject to coordination.

Note: Aircraft inbound to Bournemouth which are subject to a silent release are deemed coordinated. Additionally, traffic operating outside of delegated airspace under the control of Southampton APC in a manner consistent with the restrictions below is deemed coordinated against traffic operating inside delegated airspace under the control of Bournemouth APC.

- 5 NM between aircraft in all other cases.

Southampton APC shall ensure that traffic under its control maintains either standard vertical separation above, or when this is not achieved 3 NM horizontal separation against the boundaries of Bournemouth APC delegated airspace except that Southampton APC shall be permitted to operate to the eastern boundary of Areas B and C when no radar contacts are observed within 5 NM west of the eastern boundary of Areas B and C without prior coordination.

4.2.2.3 Silent Inbound Releases

Southampton APC shall, unless coordinated otherwise, transfer inbound IFR traffic from the ATS route network in accordance with the silent inbound releases described in [Section 4.3.6](#).

4.2.2.4 Speed Control

Unless coordinated, Southampton APC will not apply speed control to Bournemouth traffic.

4.2.2.5 Level Allocation

Southampton APC will provide vertical separation between successive IFR arrivals, descending subsequent inbounds as the agreed level is vacated by the previous inbound. When this is not possible to achieve by the transfer of communication point Southampton APC shall coordinate an alternate course of action.

4.2.2.6 Bournemouth Runway 26 Localiser

Subject to prior agreement with Bournemouth APC, Southampton APC may vector arriving aircraft to establish the Bournemouth Runway 26 localiser but will not instruct an aircraft to descend on the glidepath.

4.2.2.7 Cancellation of Silent Releases

Bournemouth APC is responsible for cancelling silent releases with Southampton APC when they are holding at the BIA at or above 5000 ft or when traffic is operating at this level in Area A. In this case, each inbound aircraft will be subject to a full inbound release.

4.3 Procedures for IFR Traffic

4.3.1 Standard Departure Routes – Southampton

IFR flights from Southampton joining the ATS route network shall route via the following standard routes:

Departing To	Route
North	Q41 NORRY
North West	PEPIS Y321 NUBRI N14 HEKXA Q63 or PEPIS Y321 NUBRI DCT KENET
North East	GWC DCT OCK
East	GWC to SFD/BENBO/DRAKE/BOGNA/OTSID
South	NEDUL Q41/Z171

4.3.2 Standard Departure Routes – Bournemouth

IFR flights from Bournemouth joining the ATS route network shall route via the following standard routes:

Departing To	Route
North	SAM Q41 NORRY
North West	SAM Q41 PEPIS Y321 NUBRI N14 HEKXA Q63 or SAM Q41 PEPIS DCT KENET
North East	SAM Y8 GWC DCT OCK
East	SAM Y8 GWC to SFD/BENBO/DRAKE/BOGNA/OTSID
South	THRED Q41/Z171

4.3.3 Departure Release Procedure

For aircraft departing Southampton on a standard IFR departure a release to ADC is required from Solent RAD who shall also obtain the joining clearance from Area Control.

For traffic leaving controlled airspace a release is only required from Solent RAD.

For aircraft departing Bournemouth, Bournemouth APC shall request a release from Solent RAD who shall also obtain the joining clearance from Area Control, passing it alongside any release restrictions to Bournemouth APC.

Joining clearances shall be obtained from the relevant Area Control sector in accordance with the table below:

Departing To	Joining Clearance From					
North / North West / East	TC SW	TC S	TC	LS	LSC	L
South	LS	LSC	L			

TC SW	- TC South West	LS	- AC South
TC S	- TC South	LSC	- AC South Central
TC	- TC Bandbox	L	- AC Bandbox

A set of standard joining clearances are defined with Area Control, with standard levels for Southampton and Bournemouth outbounds to climb to:

Departing To	Southampton Standard Level	Bournemouth Standard Level
North	Climbing to FL70	Climbing to FL100
North West		
North East	Climbing to FL80	Climbing to FL100
East		
South	Climbing to FL100	

All northbound departures shall be 15 NM or greater in trail before transfer to Area Control.

All standard clearances expire after 5 minutes.

4.3.3.1 Southampton Outbounds

It is normal procedure for aircraft to be vectored by Solent RAD after departure to deconflict against inbound traffic before joining the filed routing, climbing to the standard level. Pilots are expected to follow noise preferential routings and so headings should be given “*after noise abatement*”. When Runway 20 is in use, traffic routing north is typically turned right after noise abatement, and when Runway 02 is in use, traffic routing south is typically turned left after noise abatement.

If Solent RAD wishes an aircraft not to follow the noise preferential routing then it needs to be explicitly cancelled in the release to ADC with “*noise abatement cancelled*”.

When radar vectors are no longer required then aircraft will be instructed to resume own navigation to the required fix. If traffic levels prevent the aircraft from being able to resume navigation to their initial fix then they should be instructed to pass their heading to Area Control unless previously coordinated.

4.3.3.2 Bournemouth Outbounds

The standard agreed level with Area Control is FL100 for all directions of flight and this is passed to Bournemouth APC from Solent RAD in the format “(Callsign), standard (Direction) released, FL100, (Area Control Sector Frequency).”

Solent RAD may request to work Bournemouth outbounds to deconflict against their traffic and, if this is the case, will specify any restrictions including level in the release.

When Solent RAD does not request to work Bournemouth outbounds, Bournemouth APC is responsible for climbing traffic to the agreed level with Area Control. Outbound traffic must achieve 4000 ft before crossing the Forest Gate unless otherwise coordinated with Solent RAD.

4.3.4 Standard Arrival Routes (STARs)

The following STARs are established for both Southampton and Bournemouth ATS route network inbound traffic.

STAR	Via	Route	Descent Planning
BUGUP 1S	L8, Y322	BUGUP – RISIN – NUBRI – PEPIS – SAM	FL150 at BUGUP FL110 at RISIN FL90 at SAM
CPT 1S	Q63	CPT – PEPIS – SAM	FL120 15 NM before CPT FL120 at CPT FL90 at SAM
UMBUR 2S	M40	UMBUR – OCK – PEPIS – SAM	FL160 at OCK FL90 at SAM
COWLY 1S	Q41	COWLY – PEPIS – SAM	FL80 at COWLY FL80 at SAM
ELDAX 1S	N20, M8	ELDAX – NOTGI – EVEXU – GIVUN – RUDMO – MIVLA – SAM	FL180 5 NM before ELDAX FL90 at GIVUN FL90 at SAM

THRED 1S	Q41, Y110	THRED – NEDUL	FL70 at THRED FL70 at NEDUL
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4.3.5 Inbound Release Procedures

IFR ATS route network inbounds for both Southampton and Bournemouth are transferred by Area Control to Solent RAD in accordance with the following agreements:

From	Via	From	Agreement	Release Point
BUGUP 1S CPT 1S UMBUR 2S COWLY 1S	PEPIS	TC SW	Descending FL80	Passing FL90
ELDAX 1S	GIVUN	TC SW	FL90 level GIVUN	GIVUN
THRED 1S	THRED	AC Worthing	FL110 level THRED (see note)	15 NM before THRED

Note: Solent RAD shall ensure traffic is at or below FL100 by NEDUL.

4.3.5.1 Vectoring and Descent Before Release Point

From	Via	Vectoring Permitted
BUGUP 1S CPT 1S UMBUR 2S COWLY 1S	PEPIS	Passing FL90
ELDAX 1S	GIVUN	At GIVUN, remaining south of the SAM-GWC track until at or below 5000 ft - aircraft shall not be vectored into AC Worthing airspace
THRED 1S	THRED	After THRED, at FL100 or below

All inbounds are released for descent at the release point.

4.3.6 Bournemouth Inbounds Release Procedures

Solent RAD shall transfer ATS route network inbounds to Bournemouth APC via the following silent release procedures. The agreements vary with the Bournemouth runway in use.

Transfer shall be to Bournemouth Radar unless Solent APC is notified that Bournemouth APC is split, in which case inbounds shall be transferred to Bournemouth Director 118.650 MHz.

Inbounds shall be transferred clear of traffic unknown to Bournemouth APC.

All inbounds transferred by silent release at an altitude shall be operating on the Southampton QNH.

4.3.6.1 Bournemouth Runway 26

STAR	Release Point	Contact Point	Procedure
BUGUP 1S CPT 1S UMBUR 2S COWLY 1S	Release for descent abeam SAM	Abeam SAM	Descending to 5000 ft on a radar heading towards delegated airspace Note: Unless coordinated, no left turns until passing Forest Gate
ELDAX 1S	Eastern edge of Q41	Eastern edge of Q41	Descending to 5000 ft on a radar heading after MIVLA towards delegated airspace Area D Note: Unless coordinated, no turns until passing Forest Gate
THRED 1S	THRED	THRED	Descending FL70 routing THRED NEDUL; Solent RAD will have assigned a radar heading to leave NEDUL which tracks into delegated airspace Area C Note: Unless coordinated, no right turns until within Area C

4.3.6.2 Bournemouth Runway 08

STAR	Release Point	Contact Point	Procedure
BUGUP 1S CPT 1S UMBUR 2S COWLY 1S	Forest Gate	Abeam SAM	Descending to 5000 ft on a radar heading towards delegated airspace
ELDAX 1S	Forest Gate	Eastern edge of Q41	Descending to 5000 ft on a radar heading after MIVLA towards delegated airspace Area D
THRED 1S	THRED	THRED	Descending FL70 on a radar heading towards NEDUL Note: Unless coordinated, aircraft must be turned into Area D by Bournemouth APC before NEDUL

4.3.7 Holding Procedures

Aircraft can be held at SAM, EAS, or NEDUL in accordance with the tables below:

SAM	
Axis	029°
Direction	RIGHT hand
Holding Levels	2000 ft-FL100
Speed	Maximum 210kts IAS

EAS	
Axis	017°
Direction	RIGHT hand
Holding Levels	2000 ft-6000 ft
Speed	Maximum 185kts IAS

NEDUL	
Axis	024°
Direction	RIGHT hand
Holding Levels	4000 ft-FL150
Speed	Maximum 210kts IAS to FL140, 230kts IAS FL150

Note 1: Traffic holding above 6000 ft at SAM must be coordinated with TC South West.

Note 2: The EAS hold is typically only used for traffic that requires to hold following a missed approach.

Note 3: Traffic holding above FL100 at NEDUL must be coordinated with AC Worthing.

Although 2000 ft is the minimum holding level permitted at SAM/EAS, 4000 ft is the lowest level which should be routinely used as departing IFR aircraft will climb to 3000 ft initially.

4.3.7.1 Terminal Control Holds

Aircraft may also be held at PEPIS and RUDMO in accordance with the following details and subject to coordination with TC South West.

PEPIS	
Axis	003°
Direction	RIGHT hand
Holding Levels	FL70-FL100
Speed	Maximum 210kts IAS

RUDMO	
Axis	276°
Direction	LEFT hand
Holding Levels	FL80-FL110
Speed	Maximum 210kts IAS

Note: Both the PEPIS and RUDMO holds may be used by TC South West to hold traffic routing in inbound to Farnborough and the Wessex Group.

4.3.8 Non- ATS Route Network IFR Arrivals

Aircraft wishing to join controlled airspace should be given a full IFR joining clearance via SAM or NEDUL where possible, however, an aircraft may be vectored from outside controlled airspace and given a heading which will bring them into controlled airspace.

4.3.9 Farnborough and Wessex Group Traffic

4.3.9.1 Farnborough Class E Airspace and Transponder Mandatory Zones

Farnborough CTA 8 (4500 ft-5500 ft) and CTA 9 (5500 ft-FL65) are established as Class E airspace and notified as Transponder Mandatory Zones (TMZ). Farnborough outbounds will be routing through CTA 8 at 5000 ft upon transfer to Solent RAD. Additionally, Southampton APC is permitted to route traffic under its control through both CTA 8 and 9 without a specific clearance from Farnborough, however Southampton APC is responsible for separation against IFR traffic and initiating coordination with Farnborough APC as required.

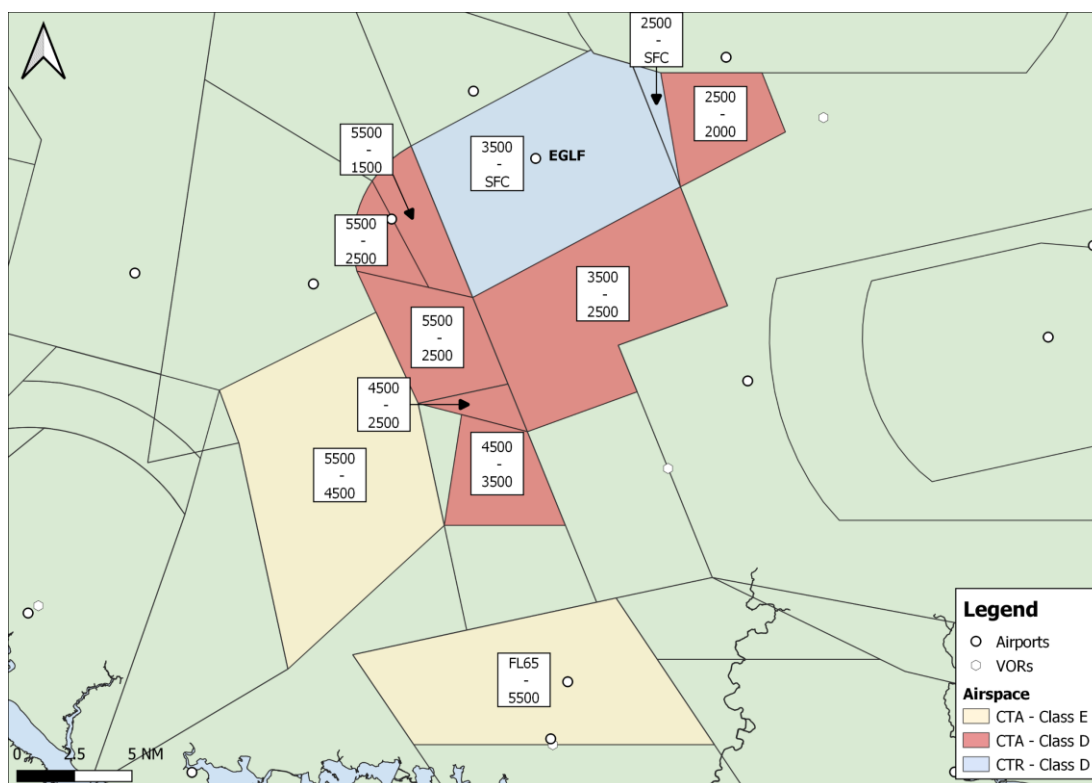
VFR traffic operating a transponder is permitted to enter the CTA without ATC clearance although pilots are encouraged to contact Farnborough for a UK Flight Information Service. IFR traffic is to be provided traffic information on relevant VFR traffic within Class E airspace but the pilot is responsible for separation. Controllers shall only provide deconfliction advice if specifically requested by the pilot or if the controller deems it necessary for safety.

VFR traffic under the control of Farnborough APC will squawk a code in the range 0430-0456 (Farnborough LARS) or 0460-0466 (Farnborough APC). Local IFR traffic under the control of Farnborough APC will squawk a code in the range 0421-0427 or exceptionally 1750-1757.

Unknown traffic squawking 7000, the Solent frequency monitoring code 7011 or the Farnborough frequency monitoring code 4572 shall be deemed as operating VFR.

Unknown traffic squawking any other code must be treated as operating IFR and be subject to separation standards for aircraft which have infringed controlled airspace.

Figure 4 - Farnborough Controlled Airspace



4.3.9.2 Farnborough and Wessex Group Outbounds

IFR outbounds from Farnborough and the Wessex Group (Blackbushe, Fair Oaks, Lasham and RAF Odiham) departing on HAZEL SIDs routing to the north-west, north and north-east via HEKXA/KENET, NORRY and OCK respectively are flight planned to route via HAZEL L620 SAM Q41 PEPIS. Aircraft routing to the south-west will route HAZEL L620 SAM. These routes take aircraft through the Southampton APC area of responsibility.

Traffic on these routes is subject to a release from TC South West to Farnborough APC. TC South West may vector and climb these outbounds to remain clear of Southampton delegated airspace. However, when, due to conflicting traffic or otherwise, TC South West anticipate they will not be able to remain clear of Solent delegated airspace they will issue Farnborough APC with a “*released subject Solent*” restriction.

When TC South West issues this restriction Farnborough APC will obtain a second release from Solent RAD. Farnborough APC will state either “*HAZEL Northbound*” or “*HAZEL Southbound*” to distinguish between the two routes after the HAZEL SID.

4.3.9.2.1 HAZEL Northbound

Once released by both TC South West and Solent RAD, Farnborough APC will transfer these departures to Solent RAD on a radar heading towards HANKY climbing to altitude 5000 ft.

Solent RAD is then responsible for integrating these outbounds with northbound traffic from Southampton before transfer to TC South West. Solent RAD shall vector the Farnborough/Wessex outbounds towards HANKY with a climb to FL70 (traffic must not be climbed above 6000 ft until within Farnborough CTA-6). Passing abeam HANKY traffic may then be turned north on either a radar heading or own navigation to PEPIS. Transfer is to TC South West, climbing or level at FL70, clear of traffic under the control of Solent APC.

Traffic must remain 5 NM north of the L620 (HAZEL – SAM) centreline. Right turn towards PEPIS prior to HANKY is subject to coordination with TC South West.

When Solent RAD does not have any conflicting traffic they may elect to skip the Farnborough outbound, in this case Farnborough will climb and vector to position the traffic for TC South West as described above. Solent RAD remains responsible for separation of the Farnborough outbound against all traffic within the Southampton APC area of responsibility as this is unknown traffic to Farnborough APC.

4.3.9.2.2 HAZEL Southbound

Once released by both TC South West and Solent RAD, Farnborough APC will transfer these departures to Solent RAD following the SID track or on an appropriate radar heading climbing to altitude 5000 ft.

Solent RAD shall climb the Farnborough outbound to FL100 subject to Southampton APC delegated airspace (traffic must not be climbed above 6000 ft until within Farnborough CTA-6 and not above FL70 until within Solent delegated airspace) with transfer to TC South West climbing to FL100 either following the flight planned route or on an appropriate radar heading. TC South West may provide Solent RAD an early release for climb to FL150.

When Solent RAD does not have any conflicting traffic they may elect to skip the Farnborough outbound, in this case Farnborough will transfer the outbound to TC South

West who may climb the aircraft through Southampton APC delegated airspace. TC South West will not vector the aircraft off route until it has climbed above FL70. Solent RAD is responsible for separation of the Farnborough outbound against any traffic not known to TC South West.

4.3.9.3 Farnborough and Wessex Group Inbounds

IFR inbounds to Farnborough and the Wessex Group will generally route via RNAV1 STARs routing clear of Solent delegated airspace. Transfer of the inbounds is from TC South West directly to Farnborough APC and Solent RAD will have no interactions with these inbounds.

Occasionally, traffic may route via RNAV5 STARs from the north and south which terminate at the PEPIS hold. When this situation arises, TC South West will typically radar vector these inbounds along the RNAV1 routes and, again, transfer them directly to Farnborough APC and avoid any interaction with Solent RAD or the Solent delegated airspace.

Exceptionally, when holding is required for Farnborough inbounds, traffic may route to PEPIS to hold. When this occurs TC South West will endeavour to hold traffic at FL90 and above, allowing Solent agreements to continue unaffected. Very exceptionally, TC South West may be required to individually coordinate Farnborough inbounds routing via PEPIS with Solent RAD.

4.4 Procedures for VFR/SVFR Traffic

4.4.1 VFR Departures

ADC will transfer VFR departures to Solent RAD once clear of any conflicting traffic within the vicinity of the aerodrome. Solent RAD shall instruct VFR departures to report leaving controlled airspace and confirm which UK FIS they require outside controlled airspace.

4.4.2 VFR Arrivals

Solent RAD will issue VFR arrivals with a clearance not above altitude 1500 ft and ask them to report the airfield in sight. Once within the Southampton CTR and with the field in sight, Solent RAD will issue joining instructions to the appropriate point in the circuit (typically downwind or base leg) and instruct the aircraft to contact ADC.

4.4.3 VFR Transits

VFR transits shall be integrated with the overall traffic flow and shall be subject to the Solent RAD controller's workload. Traffic transiting via the ATZ or which is likely to conflict with departing/arriving traffic shall be coordinated with ADC.

4.4.4 SVFR Traffic

ADC shall obtain a release from APC for all SVFR departures. Only one SVFR circuit is permitted at any one time. SVFR flights are not to hinder or delay IFR flights.

Solent RAD is responsible for applying standard separation against other IFR and SVFR traffic as per MATS Part 1. Controllers may apply deemed separation against IFR traffic within the Southampton CTR by use of the arrival and departure zones as described in [Section 2.3.1](#). However, controllers must apply caution when applying this separation against inbound IFR flights due to the potential loss of separation that may occur in the event of a missed approach.