

Concorde Westbound Oceanic Tracks

Track SM	5041N01500W 5050N02000W 5030N03000W 4916N04000W 4703N05000W
Track SO (Secondary)	4840N01500W 4848N02000W 4822N03000W 4704N04000W 4445N05000W
Track SP (Caribbean)	4849N01443W 4649N02000W 4500N02353W 4136N03000W 3422N04000W

Clearance Delivery Procedures via Track SM / SP / SO

Concorde will usually be cleared from the duty runway. Concorde does not require 09R / 27L specifically.

Initial call from Pilot	"Delivery, BAW Concorde 1, Request clearance to JFK, Information T, QNH 1024"
Clearance to Pilot	"BAW Concorde 1, Cleared to JFK, CPT3G Departure, Squawk 1234, Standard Track SM "
Pilot Readback	"BAW 1 is cleared to JFK, CPT3G, Squawk 1234, Standard Track SM"
Delivery ask for EOBT	"BAW 1, Readback correct, Advise your estimated start time"
Pilot	"Expecting start at 1100 Zulu, BAW 1"
GMP to Shanwick Delivery (Coordination)	Text: [BAW1, Concorde, Track SM, Estimating 15W at 1150Z] - 15W ETA is EOBT + 50 mins. (If multiple Concorde departures, + 10 mins per aircraft)

Note: If entry restriction given by Shanwick, calculate required start time. (Revised entry time - 50 mins = New Start Time)

Delivery to Pilot (If Rqrd)	"BAW1, Expect start at 1115 Zulu"
Pilot to Delivery	"BAW1, Ready for Start"
Delivery to Pilot	"BAW1, Hold Position, Contact Ground 121.7"

Note: As Concorde has no APU, the pilot will "Request Start" prior to pushback.

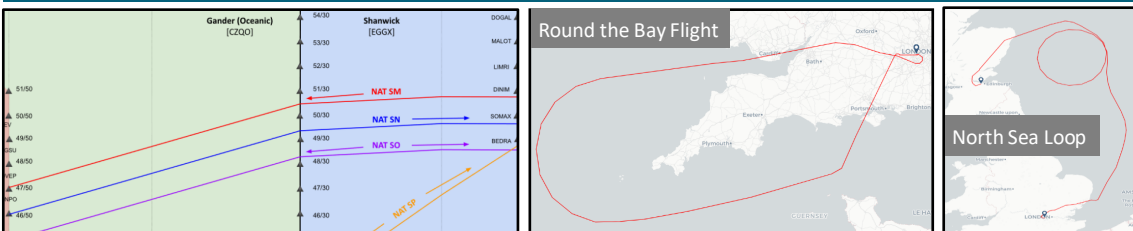
Note: On startup, GMP is to prenote via text **AC West** (Sector 23) - [BAW1, Concorde, Starting now, Standard Track SM] - **No response needed for a prenote.**

Tower Departure Procedures

Concorde is unable to perform an immediate or rolling take-off. The pilot will require 30 seconds on the runway to complete pre-departure checks.

Concorde shall be treated as a **Heavy/RECAT B** aircraft for wake turbulence purposes.

Departure separation of **10 minutes** must be applied for successive Concorde departures on the same route.



Terminal & Enroute Departure Procedures

- Concorde will fly 250 - 300 kts below FL100 as standard.
- After CONKO, Concorde will route 5124N00350W (Old UPGAS), Known as ACCELERATION POINT.

Controller to Pilot	"BAW1, Proceed direct acceleration point"
Pilot Readback	"Roger, Direct acceleration point, BAW 1"
Note: At least 3 minutes prior to the acceleration point, issue climb and acceleration clearance.	
Controller to Pilot	"BAW Concorde 1, At acceleration point, cleared supersonic acceleration and climb"
Pilot Readback	"Roger, at acceleration point, cleared for supersonic acceleration and climb, BAW Concorde 1"

- During supersonic climb, Concorde will struggle to comply with headings and other deviations from its filed route.

- In exceptional circumstances, Concorde may be levelled-off during the supersonic climb for a period of no more than **2 minutes**. Further level offs should be avoided, else Concorde is unlikely to be able to continue its flight to its destination.

Round The Bay Flight

- Concorde will route west of Land's End, perform a supersonic flight then land at another or the same airport.
- Concorde will always accelerate over the agreed acceleration point [Old UPGAS], over the Bristol channel.

Initial call from Pilot	"Delivery, BAW Concorde 1, Request clearance to Heathrow, Round the Bay Flight , Information T, QNH 1024"
Controller to Pilot	"BAW Concorde 1, Cleared to Heathrow, CPT3G Departure, Squawk 1234"

Note: On startup, GMP is to prenote **AC West** (Sector 23) - [BAW1, Concorde, Starting now, Round the Bay Flight, Destination Heathrow] - **No response needed for a prenote.**

The rest of the phraseology is the same as listed above for all supersonic flights.

North Sea Loop

- Concorde will route to the North Sea to perform a supersonic charter flight and land at another or the same airport.
- Concorde will always accelerate over the agreed acceleration point [PIXAM].

Initial call from Pilot	"Delivery, BAW Concorde 1, Request clearance to Edinburgh, North Sea Loop , Information T, QNH 1024"
Controller to Pilot	"BAW Concorde 1, Cleared to Edinburgh, BPKJ Departure, Squawk 1234"

Note: On startup, GMP is to prenote via text **AC Clacton, AC North Sea, Scottish East** - [BAW1, Concorde, Starting now for North Sea Loop, Destination Edinburgh] - **No response needed for a prenote.**

The rest of the phraseology is the same as listed above for all supersonic flights.

Concorde Eastbound Oceanic Tracks

Track SN	3952N06815W 4025N06700W 4307N06000W 4510N05230W 4554N05000W 4810N04000W 4926N03000W 4949N02000W 4941N01500W
Track SO (Secondary)	4445N05000W 4704N04000W 4822N03000W 4848N02000W 4840N01500W
Track SP (Caribbean)	3422N04000W 4136N03000W 4500N02353W 4649N02000W 4849N01443W

Concorde Track SN/SO Arrival Procedures

Concorde will route via **LULOX** from Track SN or Track SO.

Descent point is usually within SOTA, to an initial level of **FL370** or **FL350**. (Concorde can accept any level between FL330 - FL390 if required)

Concorde Track SP/SO Arrival Procedures

Concorde will route via **TAKAS** DCT **ORTAC** from Track SP or Track SO.

Descent point is usually 150 NM inbound ORTAC (Within AC West Airspace), to an initial level of **FL370** or **FL350**. (If these levels conflict with Southbound aircraft leaving AC West or depts from the Severn group, Concorde can accept any level between FL330 - FL390)

Enroute & Terminal Area Arrival Procedures

Initial Contact with Pilot	"BAW Concorde 2, SIRIC1H / HAZEL1H arrival for Heathrow"
If Concorde descent is within UK Domestic airspace:	
Controller to Pilot	"BAW2, Descend (when ready) FL370."
Pilot Readback	"Roger, Descend FL370"
Note: There is no specific Concorde phraseology during the descent.	
The usual descent speed for Concorde is .95 / 350 knots.	
Where delays are expected, Concorde can descend at 280 knots.	
It is possible for Concorde to enter a holding pattern, however where possible and in the event of delays in excessive of 10 minutes at Heathrow, Concorde should soak up the delay during the enroute phrase within AC West airspace as Concorde may not have sufficient fuel to hold for much longer than 10 minutes.	
<u>Concorde flights from the Caribbean will not sufficient fuel for any holding.</u>	
Controller to Pilot (If Rqrd)	"BAW Concorde 2, Delays at OCK are 10 minutes. Speed when able 280 knots. "

Concorde Standard Speed Profile

Initial Descent	Mach .95 / 350 knots
Approaching BIG/OCK	350 kts, reducing to 250 kts by the hold
Leaving the Hold	250 kts
Base Leg	250 kts, reducing to 210 kts
Intercept ILS	210 kts, reducing to 190 kts
Final Approach	190 kts until 800 ft, then reducing to 160 to 165 kts

Holding Procedures

Holding (FL150 & Above)	285 kts and 1.5 minute legs.
Holding (FL140 & Below)	250 kts and 1 minute legs. Concorde will adjust bank angle to remain within the protected area of the hold.

Intermediate & Final Approach Procedures

- Concorde will be much faster than other aircraft on final. We must allow for a significant amount of 'Catch up'.
- A spacing of **8 NM** should be applied **ahead** of a Concorde.
- Concorde shall be treated as a **Heavy** aircraft for wake turbulence purposes.
- If absolutely required, Concorde *can* reduce speed early to 160 kt to 165 kt, however, this should be used as a last resort.
- To prevent a missed approach, Concorde may be able to accept a visual switch if conditions allow.

Go Around

- Concorde will accelerate to 250 kt during a missed approach.
- Concorde **can** fly a standard missed approach like any other aircraft.
- Concorde **can** also accept any tactical headings given.
- It is likely that Concorde will be **very** low on fuel should a go around be flown.

Parking

Arrival Stands	408, 409, 410 & 411 - Taxiway Tango
Departure Stands	421 (Main), 420 & 419 (Secondary) - Taxiway Victor