

SIDs	27R	27L	09R	09L	Handoff	NO LON	Notes
BPK	7F	7G	6J	5K	NE	FL150	
CPT (09)	-	-	5J	5K	CPT 09	FL150	CPT 09R Clearance: "Cleared to [DEST] via Compton, then flight planned route. After departure runway 09R, climb straight ahead to London DME 2, then turn right heading 220 degrees, climb to altitude 6000 ft. Squawk [CODE]." CPT 09L Clearance: As per 09R, except London DME 1.5.
CPT (27)	3F	3G	-	-	SW		
DET	2F	2G	1J	1K	SE	FL180	
GASGU	-	-	2J	2K	SW	FL150	Route to old SID: GASGU N866 SAM
GOGSI	2F	2G	-	-	SW	FL150	Route to old SID: GOGSI N621 SAM
MAXIT	1F	1G	-	-	SW	FL170	Route to old SID: MAXIT Y803 MID
MODMI	-	-	1J	1K	SW	FL170	Route to old SID: MODMI M185 MID
ULTIB	-	-	1J	1K	NW	FL140	Route to old SID: ULTIB T420 BUZAD
UMLAT	1F	1G	-	-	NW	FL140	Route to old SID: UMLAT T418 WOBUN

Runway 27L 27R SID Route Separation							
↓ Follow	Lead →	North		West		MAXIT	DET
North		2*		2*	1*	1	1 1*
West		2*	1*	2*		2*	1 1*
MAXIT		1		2*		2*	2*
DET		1	1*	1	1*	2*	2

West = CPT, GOGSI North = BPK, UMLAT

Runway 09L 09R SID Route Separation							
↓ Follow	Lead →	North		CPT	GASGU	MODMI	DET
North		2*		1 1*	1	1	1 1*
CPT		1 1*		2*	3 ^a	2*	2*
GASGU		1		2*	2*	2	2*
MODMI		1		2*	3	2*	2*
DET		1 1*		2*	2*	2*	2*

North = BPK, ULTIB

^a May be reduced subject to coordination with TC Heathrow for a non-standard CPT heading

Handoff / Release Orders	NE	NW	SE	SW	INT N Top-Down
	TC NE	TC NW	TC SE	TC SW	TC SE
	TC N	TC N	TC S	TC S	TC S
	TC	TC	TC	TC	TC
	TC E	TC M	LD	LS	LD
	LE	LM	LS	LSC	LS
	LC	LC	LSC	L	LSC
	LSC	LSC	LON	INT S	LON
	L	L	INT S	INT N	
	INT N	INT N	INT N		

CPT 09: INT S -> INT N -> INT N Top Down

Frequency List			
LONDON		HEATHROW	
TC NE	118.825	ATIS	128.080
TC NW	121.280		
TC N	119.780	GMP	121.980
TC SE	120.530	GMP (PLN)	124.475
TC SW	133.180		
TC S	134.125	GMC 1	121.905
TC	135.800	GMC 2	121.705
TC E	121.230	GMC 3	121.855
TC M	121.030		
LE	118.480	AIR N	118.705
LM	120.025	AIR S	118.505
LC	127.105		
		INT N	119.730
LD	134.905	INT S	134.980
LS	129.430	FIN	120.400
LSC	132.605	Thames	132.700
L	127.830	KK INT	126.825

RECAT-EU Wake Departure Separation (in seconds)						
Lead →	J	H	U	M	S	L
J						
H	100					
U	120					
M	140	100	80			
S	160	120	100			
L	180	140	120	120	100	80

Use of RSIVA can reduce the given time based separation, where diverging routes make it appropriate to do so.

Note 1: For separation shown with an *, when a fast aircraft follows a slow aircraft, add 1 min when there are 2 intervening groups in the table of aircraft speed groups. Exceptions to be found in the Heathrow vMATS ADC 3.12.

Note 2: Where there is a difference in separation provided when using different runways, this is shown as 27L | 27R or 09L | 09R.

Departure	Coord (GMP)	Release (AIR)
Non-Duty RWY		FIN
To EGKK/HI/HH/LF/LK/TD/TF/HL/VO	TC SW	TC SW
To EGSS/GW/SC	TC NE	TC NE
To EGLC/MC/KB/TO	TC SE	TC SE

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	0
CONC	All jet aircraft except: - Those in Group 2 - Concorde	BAe 146 / Avro RJ variants C501 C551 D328/J328 DH8D SB20	AT43/44 AT72 BE20/35 F27/50 SF34 DH8A/B/C JS31/32/41	BE9L DHCG E110 SH36

Squawks	7070-7076 (TC Thames allocates LC DIR: 7030-7046, TMS DIR: 7050-7056)
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Transition Level & MSL		
EGLL 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

Published Holds		
Locator	Course & Direction	Levels
LAM	263° L	MSL+1 - FL170
BNN	116° R	MSL+1 - FL170
OCK	328° R	MSL - FL150
BIG	302° R	MSL - FL150
CHT	290° L	3000 ft
EPM	271° L	3000 ft

ILS Details		
RWY	Course	Frequency
09R	089°	109.50
27L	269°	
09L	089°	110.30
27R	269°	

RNP Approaches		
RWY	IF	FAF
27L	NEKSA	L27LF
27R	IVLAR	L27RF
09L	ABAVI	L09LF
09R	BENPA	L09RF

Missed Approaches	
ILS 09L	Climb to 3000 feet, straight ahead until passing 1580 feet or I-AA DME 0, whichever is later. Turn left on track 036°, continue as directed.
ILS 09R	Climb straight ahead to 3000 feet, continue as directed.
ILS 27L	Climb to 2000 feet, straight ahead until passing 1080 feet or I-LL DME 0, whichever is later. Then turn left on track 147°. When established and passing LON DME 6 climb to 3000 feet without delay. Continue as directed.
ILS 27R	Climb to 3000 feet, straight ahead until passing 1580 feet or I-RR DME 0, whichever is later. Turn right on track 316°, continue as directed.

RECAT-EU Wake Separation on Final Approach (in NM)						
Lead →	J	H	U	M	S	L
J	4	3.5	3			
H	4	3.5	3			
U	5	4	3			
M	5	4	3			
S	6	5	4			
L	8	7	6	5	4	3

STARs			
BIG	Routing	Descent	Notes
ALESO 1H	ALESO - ROTNO - ETVAX - TIGER - LLE01 - BIG	FL180 by ETVAX	
LAM 1X	LAM - HILLY - BIG		'Stack swap'
OCK 1Z	OCK - DORKI - HILLY - BIG		'Stack swap'
TANET 1Z	TANET - DET - LLE02 - BIG		'Stack swap'
BNN	Routing	Descent	Notes
FITBO 1H	FITBO - SOPIT - WCO - BNN	FL180 by FITBO FL150 by SOPIT	Not for flight planning
HON 1H	HON - TOBID - SOPIT - WCO - BNN	FL150 by SOPIT	
LAM 1Z	LAM - DONNA - BNN		'Stack swap'
NUGRA 1H	NUGRA - TOBID - SOPIT - WCO - BNN	FL200 by TOBID FL150 by SOPIT	
SIRIC 1Z	SIRIC - CPT - BNN	FL140 by SIRIC	'Stack swap'
LAM	Routing	Descent	Notes
BARMI 1H	BARMI - SONOG - LOGAN - SABER - BRASO - WESUL - LAM	FL300 by BARMI FL250 by LOGAN FL160 by SABER	
LOGAN 2H	LOGAN - SABER - BRASO - WESUL - LAM	FL250 by LOGAN FL160 by SABER	
OCK	Routing	Descent	Notes
BIG 1Z	BIG - DORKI - OCK		'Stack swap'
HAZEL 1H	HAZEL - LLS01 - OCK	FL130 by HAZEL	
LAM 1Y	LAM - DORKI - OCK		'Stack swap'
OTMET 1H	OTMET - SOKDU - NEDUL - BEGTO - HAZEL - LLS01 - OCK	FL270 by OTMET FL210 by NEDUL FL130 by HAZEL	
ROXOG 1H	ROXOG - AMTOD - BEGTO - HAZEL - LLS01 - OCK	FL130 by HAZEL	
SIRIC 1H	SIRIC - NIGIT - LLW03 - OCK	FL140 by SIRIC	
TOBID 1X	TOBID - WOD - LLW02 - OCK		'Stack swap'

Level Capping (not exhaustive)	
Destination	Max RFL
MAN TMA & EGNX/BB	180
EGNT/NV	340
EH** except EHAM and EHRD	230 290 210
EBBR/AW/CI/CV/MB	230
LFPG/PB/PT/OB/OP	250
LFRR FIR	290
LFBB FIR	350
LSZH/MD	290 (if via France)

Special Operations
Low Visibility Procedures - LVP are enforced only when the IRVR or Met. Visibility is 600m or less. The cloud ceiling does not trigger LVP at Heathrow.
CPT 09s - Transfer Conditions from INT S to TC SW Aircraft should pass abeam WOD at or above 4000 ft and be able to reach MSL+1 by the western edge of the Easterly RMA. They should be transferred climbing to MSL+1 and positioned on a heading through the CPT gate . For full details, see <i>Heathrow vMATS APC 5.3.2</i> .
Logon Order GMC - Westerlies GMC 2 -> (GMP) -> 3 -> 1 Easterlies GMC 1 -> (GMP) -> 3 -> 2 AIR - AIR S -> (GMC) -> AIR N APP - INT N -> (AIR) -> FIN -> INT S

NOT FOR REAL WORLD USE