

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 SAM: GASGU N866 SAM
GOGSI	2F	2G	-	-	SW		Route to SAM: GOGSI N621 SAM
MAXIT	1F	1G	-	-	SW	FL170	Route to MID: MAXIT Y803 MID
MODMI	-	-	1J	1K	SW		Route to MID: MODMI M185 MID
ULTIB	-	-	1J	1K	NW	FL140	Route to TNT: ULTIB T420 TNT
UMLAT	1F	1G	-	-	NW		Route to TNT: UMLAT T418 WELIN T420 TNT

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 -> TC SW					

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.		

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)	124.480
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

Runway 27L 27R SID Route Separation							
↓ Follow	Lead →	North		West		MAXIT	DET
North		2*		2*	1*	1	1*
West		2*	1*	2*		2*	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*
CPT		1	1*	2*		3 ^α	2*	2*
GASGU		1		2*		2*	2	2*
MODMI		1		2*		3	2*	2*
DET		1	1*	2*		2*	2*	2*
North = BPK, ULTIB								
α May be reduced subject to coordination with TC Heathrow for a non-standard CPT heading								

RECAT-EU Wake Departure Separation (in seconds)							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.
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	

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 DHC6 E110 SH36

Squawks	7070-7076 (TC Thames allocates LC DIR: 7030-7046, TMS DIR: 7050-7056)					
Transition Level & MSL				Published Holds		
EGLL QNH	TL	MSL		Locator	Course & Direction	Levels
1032-1049	65	70		LAM	263° L	MSL+1 - FL170
1013-1031	70	70		BNN	116° R	MSL+1 - FL170
995-1012	75	80		OCK	328° R	MSL - FL150
977-994	80	80		BIG	302° R	MSL - FL150
959-976	85	90		CHT	290° L	3000 ft
940-958	90	90		EPM	271° L	3000 ft
ILS Details				RNP Approaches		
RWY	Course	Frequency		RWY	IF	FAF
09R	089°	109.50		27L	NEKSA	L27LF
27L	269°			27R	IVLAR	L27RF
09L	089°	110.30		09L	ABAVI	L09LF
27R	269°			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 2H	FITBO - SOPIT - WEZKO - BNN	FL180 by FITBO FL150 by SOPIT	Not for flight planning
HON 2H	HON - TOBID - SOPIT - WEZKO - BNN	FL150 by SOPIT	
LAM 1Z	LAM - DONNA - BNN		‘Stack swap’
NUGRA 2H	NUGRA - TOBID - SOPIT - WEZKO - 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)		Special Operations	
Destination	Max RFL	<div>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.</div> <div>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>.</div> <div>Logon Order GMC - <i>Westerlies</i> GMC 2 -> (GMP) -> 3 -> 1 <i>Easterlies</i> GMC 1 -> (GMP) -> 3 -> 2 AIR - AIR S -> (GMC) -> AIR N APP - INT N -> (AIR) -> FIN -> INT S</div>	
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)		
		<div>NOT FOR REAL WORLD USE</div>	