

SIDs	27	09	NO LON	Notes
DTY	3N FL090	4P FL090	FL190	
POL		2P 6000ft	FL190	UK time 0700 - 2200   Alternate: TNT
TNT	2N 6000ft	3P 6000ft	FL190	

Route Separation			
↓ Follow	Lead →	TNT/POL	DTY
TNT/POL		2	1
DTY		1	2

Handoff / Release Orders	09 South	27 South	09 North	27 North	Top-Down*
	RAD 1	Top-Down*	RAD 1	PC SE	TCM
	Top-Down*	RAD 1	Top-Down*	PC E	LM
			PC E	PC	LC
			PC	LNW	LSC
			LNW	LN	L
			LN	L	
			L	RAD 1	
			Top-Down*		

Non-standard / non-airways departure = 09 South Order

Frequency List				
ADJACENT AREA CONTROL			EAST MIDLANDS	
PC SE	"PC South East"	134.430	ATIS	122.680
PC E	"PC East"	133.800	GMC	121.905
PC	"PC Bandbox"	133.200	AIR	124.005
TCM	"TC Midlands"	121.030	RAD 2 (FIN)	120.130
LM	"AC Daventry"	120.025	RAD 1 (INT)	126.180
LC	"AC Central"	127.105	BIRMINGHAM	
LSC	"AC South-Central"	132.605	BB RAD	123.980
LNW	"AC Lakes"	135.580		
LN	"AC North"	133.705		
L	"AC Bandbox"	127.830		

**Standard VFR/SVFR Departures**

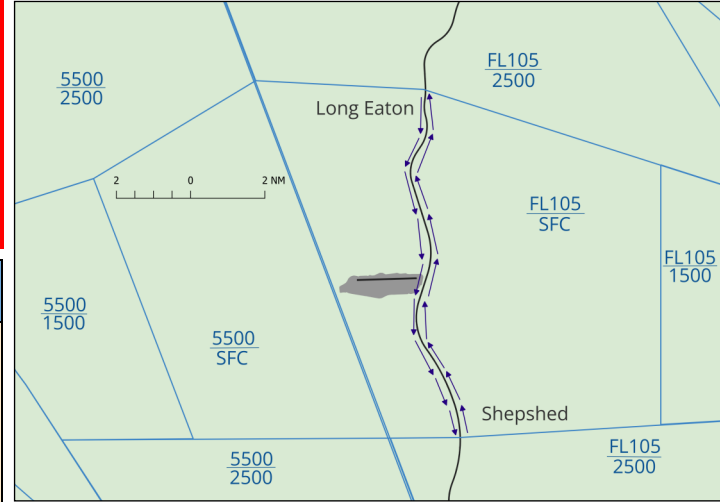
GMC may clear VFR/SVFR on standard routes without coordination. Non-standard routes are coordinated with RAD 1 (see Low Level Procedures):

Standard clearance VFR/SVFR via (see diagram below):

- Long Eaton Lane, remaining East of the M1 Motorway
- Shepshed Lane, remaining West of the M1 Motorway

Not above altitude 2000ft VFR, East Midlands QNH, local squawk (4550-4567).

**NOT FOR REAL WORLD USE**



Squawks	APC	4550-4567
	RYR100T	4570
	Conspicuity	4571
	Listening Squawk	4572
	Costock Helicopters (CTK)	4573

**Taxiway Restrictions**

- The maintenance areas and Kilo apron are uncontrolled aprons, i.e. movements beyond MA, M4, M5 and K1 are at the discretion of the pilot. Phraseology should be as follows:

- Inbound: "Taxi holding point MA/M4/M5/K1 via ..., then at your own discretion"

- Outbound: "Taxi at your own discretion holding point MA/M4/M5/K1, then taxi ..."

- **Code C:** Cannot use MA. Must hold on A abeam Q or T when an aircraft is parking on stand 24.

- **Code D:** Must hold at A4/A6 when aircraft are parking on stands 5,6,21,23,24 or 30. Cannot use taxiway C east of stand 20. Taxiway D only in use for arriving / departing east apron.

- **Code E:** Code E + MD11 cannot use M. Cannot use J south of holding point J. Twy N only in use for access to stand 42. No separation from other code E on east apron - can only use stands 73L / 83W on this apron.

- **Code F:** Cannot use A while another code F uses runway. Cannot use A between A3 and A4 while code E (or MD11) is on D. Cannot taxi past a runway holding point where another aircraft is holding.

- **AN225/A380:** See EGNX AN225/A380 Ground movement chart 2-3.

Speed Separation Groups			
4	3	2	1
All jet aircraft <b>except:</b> - 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 <b>except:</b> 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

Departure	Pre-Note (GMC)		Release (AIR)
All runway 09 departures			RAD 1
Non-Standard IFR/VFR/SVFR			
After runway change			
To EGBB/BE	RAD 1	BB RAD	RAD 1
To LTMA or EGHI/HH	TCM		TCM
To EGCC/GP/NM	PCSE		PCSE

**Note: When a controller requests a radar check, a departure release is required from that controller**

Missed Approaches	
ILS 09 LOC 09	Climb straight ahead to altitude 3000ft or I-EMW D4.6, whichever is earlier, then turn left to NDB(L) EMW at altitude 3000ft, or as directed.
NDB(L) 09	Climb straight ahead to altitude 3000ft or I-EMW D3.2, whichever is earlier, then turn left to NDB(L) EMW at altitude 3000ft, or as directed.
ILS 27 LOC 27 NDB(L) 27	Climb straight ahead to altitude 3000ft or I-EME D8.8, whichever is earlier, then turn right to NDB(L) EME at altitude 3000ft, or as directed.

Transition Level & MSL		
EGNX QNH	TL	MSL
1050 - 1060	60	70
1032 - 1049	65	
1013 - 1031	70	
995 - 1012	75	80
977 - 994	80	
959 - 976	85	90
940 - 958	90	

Holds		
Fix	Details	Levels
ROKUP	292° R	MSL - FL140
PIGOT	185° L	MSL ≥ FL80 - FL120
EME	268° L	3000ft - 6000ft
EMW	088° R	3000ft - 5000ft

25 NM Minimum Sector Altitude (MSA)			
NW	2700 ft	NE	2500 ft
SW	2500 ft	SE	2500 ft

STARs			
ROKUP	Routing	Descent	SLP
AMPIT 2E	AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO - ROKUP	FL200 by NOKIN   FL80 by ROKUP	VEGAR
BEGAM 1E	BEGAM - MCT - VEGAR - TNT - DIPSO - ROKUP	FL200 by MCT   FL80 by ROKUP	VEGAR
CROFT 1E	CROFT - MCT - VEGAR - TNT - DIPSO - ROKUP	FL200 by MCT   FL80 by ROKUP	VEGAR
DOLOP 1E	DOLOP - AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO - ROKUP	FL270 by DOLOP   FL200 by NOKIN   FL80 by ROKUP	VEGAR
LIBSO 1E	LIBSO - FIZED - GOLES - DESIG - MCT - VEGAR - TNT - DIPSO - ROKUP	FL290 by LIBSO   FL200 by MCT   FL80 by ROKUP	VEGAR
MAKUX 1E	MAKUX - SOSIM - GIGTO - MALUD - AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO - ROKUP	FL270 by MAKUX   FL200 by NOKIN   FL80 by ROKUP	VEGAR
MALUD 1E	MALUD - AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO - ROKUP	FL270 by MALUD   FL200 by NOKIN   FL80 by ROKUP	VEGAR
POL 1E	POL - MCT - VEGAR - TNT - DIPSO - ROKUP	FL80 by ROKUP	VEGAR
VEGUS 1E	VEGUS - GOLES - DESIG - MCT - VEGAR - TNT - DIPSO - ROKUP	FL290 by VEGUS   FL200 by MCT   FL80 by ROKUP	VEGAR
WAL 2E	WAL - NUGRA - VEGAR - TNT - DIPSO - ROKUP	FL80 by ROKUP	VEGAR
PIGOT	<b>Routing</b>	<b>Descent</b>	<b>SLP</b>
DTY 1E	DTY - VELAG - UPDUK - PIGOT	FL80 by DTY	VELAG
HEMEL 1E	HEMEL - WELIN - VELAG - UPDUK - PIGOT	FL220 by HEMEL   FL80 by PIGOT	VELAG

Level Capping (not exhaustive)	
Destination	Max RFL
EGBB/BE	80
EGLL/KK/SS/GW/WU	150
Rest of LTMA	190
EGAA/AC/AE	280
EGCC/GP/NR	100
EGNS	190
EGSH	190
EHRD	210
EIDW/CK/NN	280
LFPG/PB/PT/OB/OP	290
See vMATS for full capping list.	

Circuit Procedures			
Runway	Direction	Height (Altitude)	RYR100T Altitude
09	Left	1000ft (1300ft)	2000ft
27	Right	1000ft (1300ft)	2000ft

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

Low Level Procedures
RAD 1 (INT) is responsible for all VFR/SVFR traffic in the CTR/CTA, except in the ADC area of delegated responsibility. RAD 1 may offer UK FIS to within 30NM of East Midlands.
<b>VFR Arrivals</b>
RAD 1 coordinate with AIR. RAD 1 Issues a standard clearance to join via an appropriate route, not above 2000ft. RAD 1 should transfer the aircraft to AIR at or before the zone boundary.
<b>VFR/SVFR Departures</b>
GMC to issue standard exit clearance without coordination, else coordinate with RAD 1. AIR to issue 'departure warning' to RAD 1 prior to takeoff, but <u>no release is required</u> . SVFR traffic and non-standard VFR traffic require a release before departure.

Low Visibility Procedures
<b>Low Visibility Procedures</b>
During CATII or CATIII operations, LVPs are applied and broadcast via ATIS or via RT. They are enforced either when: <b>IRVR or Met. Visibility is 1500m or less OR cloud ceiling (BKN+) 300ft or less.</b>