SIDs	27	09	NO LON	Notes
SAPCO	1N FL090	1P FL090	FL190	Route to DTY: SAPCO DCT DTY / SAPCO Y53 DTY
POL		2P 6000 ft	FL190	Available 0700 - 2200 local | Alternative: TNT
TNT	2N 6000 ft	3P 6000 ft	FL190	

Handoff / Release Orders	09 South	27 South	09 North	27 North	Top-Down*
	RAD 1	Top-Down*	RAD 1	PC SE	TC M
	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

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

Departure	Pre-Note (GMC)		Release (AIR)
All runway 09 SID 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		TC M
To EGCC/GP/NM	PC SE		PC SE

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

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
TC M	"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		

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:** Twy MA max size B350. Must hold on A abeam Q/T when aircraft 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 Twy C (must push onto Twy Q). Twy D only in use for arriving / departing east apron.

- **Code E:** Code E + MD11 cannot use Twys M or U. Cannot use Twy J south of holding point J. Twy V max size B748. 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 Twy A while another code F uses runway. Cannot use Twy 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.

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

Route Separation

↓ Follow	Lead →	TNT/POL	SAPCO
TNT/POL		2	1
SAPCO		1	2

Standard VFR/SVFR Departures

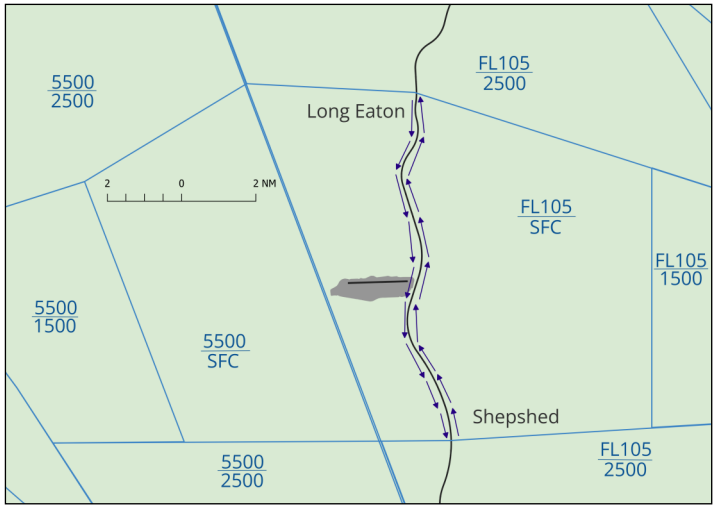
GMC may clear VFR/SVFR on standard routes without coordination. Non-standard routes are coordinated with RAD 1 (see Low Level Procedures):

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 2000 ft VFR, East Midlands QNH, local squawk (4550-4567).

NOT FOR REAL WORLD USE



Speed Separation Groups

4	3	2	1
All jet aircraft **except**: - 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 **except:** 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

Missed Approaches

ILS 09 LOC 09	Climb straight ahead to altitude 3000 ft or I-EMW D4.6, whichever is earlier, then turn left to NDB(L) EMW at altitude 3000 ft, or as directed.
NDB(L) 09	Climb straight ahead to altitude 3000 ft or I-EMW D3.2, whichever is earlier, then turn left to NDB(L) EMW at altitude 3000 ft, or as directed.
ILS 27 LOC 27 NDB(L) 27	Climb straight ahead to altitude 3000 ft or I-EME D8.8, whichever is earlier, then turn right to NDB(L) EME at altitude 3000 ft, 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	3000 ft - 6000 ft
EMW	088° R	3000 ft - 5000 ft

25 NM Minimum Sector Altitude (MSA)

NW	2600 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	Routing	Descent	SLP
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	1000 ft (1300 ft)	2000 ft
27	Right	1000 ft (1300 ft)	2000 ft

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 30 NM of East Midlands.

VFR Arrivals

RAD 1 coordinate with AIR. RAD 1 Issues a standard clearance to join via an appropriate route, not above 2000 ft. RAD 1 should transfer the aircraft to AIR at or before the zone boundary.

VFR/SVFR Departures

GMC to issue standard exit clearance without coordination, else coordinate with RAD 1. AIR to issue 'departure warning' to RAD 1 before takeoff, but no release is required. SVFR traffic and non-standard VFR traffic require a release before departure.

Low Visibility Procedures

Low Visibility Procedures

During CATII or CATIII operations, LVP are applied and broadcast via ATIS or via RT. They are enforced either when: **IRVR or Met. Visibility is 1500m or less OR cloud ceiling (BKN+) 300 ft or less.**