MIDHURST SIDs — LONDON HEATHROW

GENERAL INFORMATION

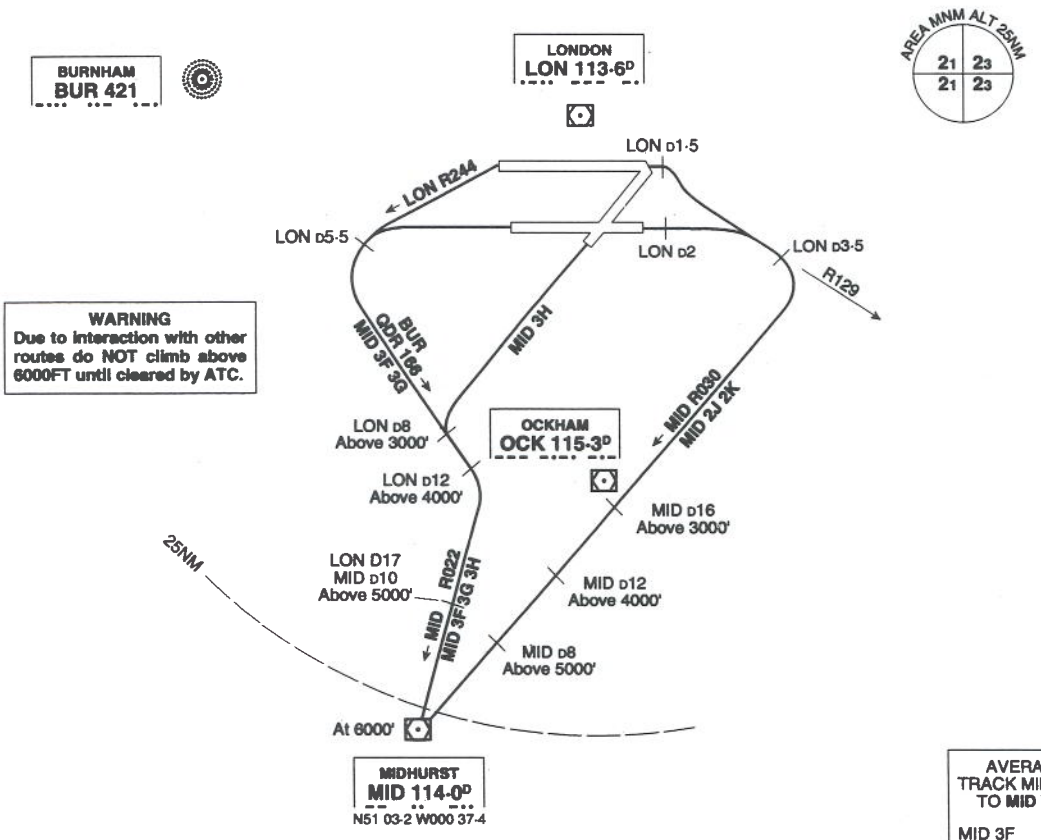
1 SIDs reflect Noise Preferential Routeings.
2 Initial climb straight ahead to 580' QNH (500' QFE).
3 Cross Noise Monitoring Points not below 1080' QNH (1000' QFE) thereafter maintain minimum climb gradient of 4% to 4000' to comply with Noise Abatement requirements.

Gnd Speed	KT	75	100	150	200	250	300
4·0% (244' per NM)	FT/MIN	305	407	610	813	1017	1220

4 Callsign for RTF frequency use when instructed after take-off 'London Control'.
5 En-route cruising level will be issued after take-off by 'London Control'.
6 Max IAS 250KT below FL100 unless otherwise authorised.

TRANSITION ALT 6000'

NOT TO SCALE



AVERAGE TRACK MILEAGE TO MID VOR

MID 3F	30
MID 3G	30
MID 3H	28
MID 2J	29
MID 2K	29

SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
MID 3F 120·475	27R	Straight ahead to intercept **LON VOR** R244 until **LON** D5·5, then turn left onto **BUR NDB** QDR 166°. At **LON** D12 turn right onto **MID VOR** R022 to **MID VOR.**	Cross **LON** D8 above 3000' **LON** D12 above 4000' **LON** D17 (**MID** D10) above 5000' **MID VOR** at 6000'.	Via **MID** A34 A1 (via **BOGNA-HARDY** to join A47) Southbound.
MID 3G 120·475	27L	Straight ahead to intercept **LON VOR** R244 until **LON** D5·5, then turn left onto **BUR NDB** QDR 166°. At **LON** D12 turn right onto **MID VOR** R022 to **MID VOR.**		
MID 3H 120·475	23	Straight ahead to intercept **BUR NDB** QDR 166°. At **LON** D12 turn right to **MID VOR** R022 to **MID VOR.**		
MID 2J 120·475	09R	Straight ahead to **LON** D2, then turn right onto **LON VOR** R129 until **LON** D3·5, then turn right onto **MID VOR** R030 to **MID VOR.**	Cross **MID** D16 (Abm **OCK**) above 3000' **MID VOR** R030/D12 above 4000' **MID VOR** R030/D8 above 5000' **MID VOR** at 6000'.	
MID 2K 120·475	09L	Straight ahead to **LON** D1·5, then turn right onto **LON VOR** R129 until **LON** D3·5, then turn right onto **MID VOR** R030 to **MID VOR.**		

CHANGE WARNING NOTE. NEW FORMAT. 507

BROOKMANS PARK SIDs — LONDON HEATHROW

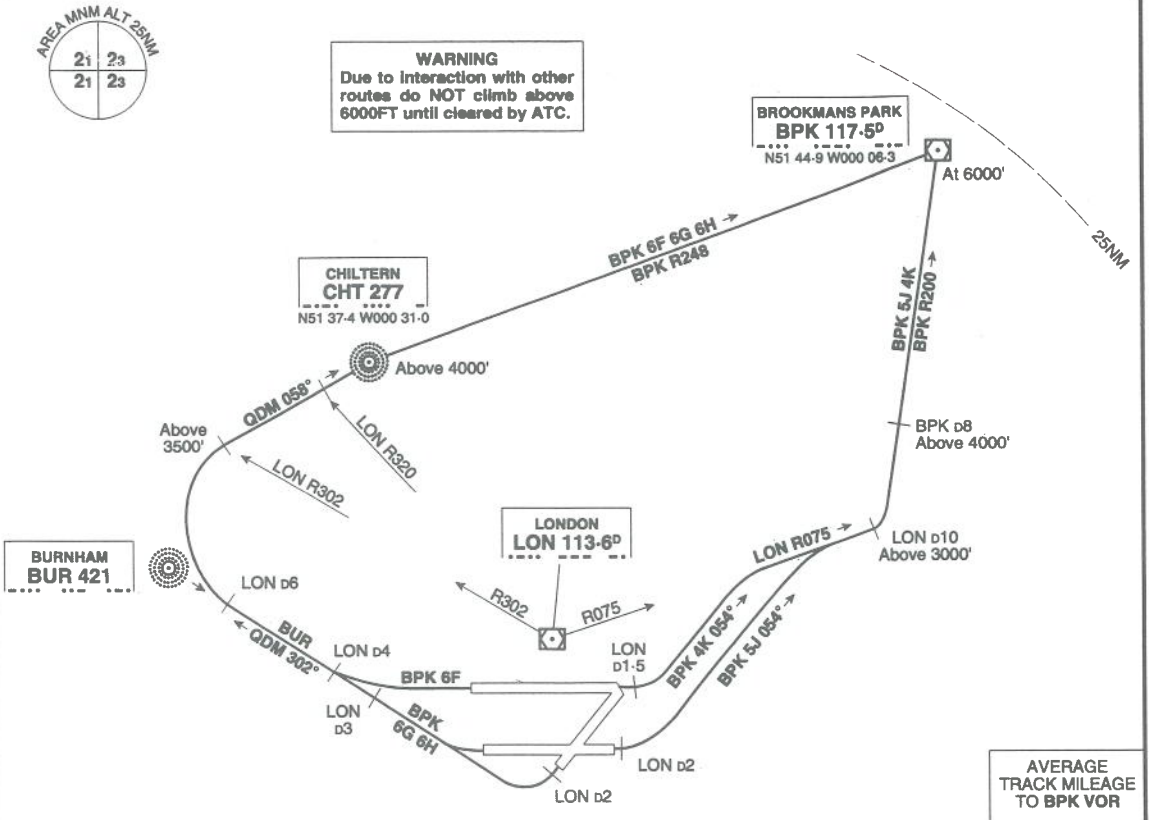
GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings.
2 Initial climb straight ahead to 580' QNH (500' QFE).
3 Cross Noise Monitoring Points not below 1080' QNH (1000' QFE) thereafter maintain minimum climb gradient of 4% to 4000' to comply with Noise Abatement requirements.

Gnd Speed	KT	75	100	150	200	250	300
4·0% (244' per NM)	FT/MIN	305	407	610	813	1017	1220

4 Callsign for RTF frequency use when instructed after take-off 'London Control'.
5 En-route cruising level will be issued after take-off by 'London Control'.
6 Max IAS 250KT below FL100 unless otherwise authorised.

TRANSITION ALT 6000'

NOT TO SCALE



AVERAGE TRACK MILEAGE TO BPK VOR

BPK 6F	32
BPK 6G	32
BPK 6H	33
BPK 5J	23
BPK 4K	23

SID	RWY	ROUTEING (Incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
BPK 6F 118·825	27R	Straight ahead to be established on **BUR NDB** QDM 302° by **LON** D4. At **LON** D6 turn right onto QDM 058° to **CHT NDB**, then turn right onto **BPK VOR** R248 to **BPK VOR**.	Cross **LON VOR** R302 above 3500' **LON VOR** R320 above 4000' **BPK VOR** at 6000'.	Via **BPK** R123 R12- Eastbound
BPK 6G 118·825	27L	Straight ahead to be established on **BUR NDB** QDM 302° by **LON** D3. At **LON** D6 turn right onto QDM 058° to **CHT NDB**, then turn right onto **BPK VOR** R248 to **BPK VOR**.		
BPK 6H 118·825	23	Straight ahead to **LON** D2, then turn right onto **BUR NDB** QDM 302°. At **LON** D6 turn right onto QDM 058° to **CHT NDB**, then turn right onto **BPK VOR** R248 to **BPK VOR**.		
BPK 5J 118·825	09R	Straight ahead to **LON** D2, then turn left onto track 054°M to intercept **LON VOR** R075. At **LON** D10 turn left onto **BPK VOR** R200 to **BPK VOR**.	Cross **LON** D10 above 3000' **BPK** D8 above 4000' **BPK VOR** at 6000'.	
BPK 4K 118·825	09L	Straight ahead to **LON** D1·5, then turn left bnto track 054°M to intercept **LON VOR** R075. At **LON** D10 turn left onto **BPK VOR** R200 to **BPK VOR**.		

CHANGE WARNING NOTE. NEW FORMAT. 508

CHAPTER 3

MISSED APPROACH PROCEDURES AND EMERGENCY HOLDING PATTERNS

1. INTRODUCTION

The following procedures apply to all aircraft (except those on a SVFR clearance) carrying out a missed approach at Heathrow whether pilot or controller initiated.

SVFR

It is absolutely essential that both the TC LL(FIN) Director and the Air Controller are aware that they are controlling a Special VFR flight, and to this end the ADC flight progress strip is to be adequately marked and the fact passed on verbal handover from the Radar Director to the Air Controller.

2. MISSED APPROACHES

The missed approach procedure for all Runways is:

Climb straight ahead to 3000ft then as directed by ATC.

NOTE: Normally missed approaches from Runways 27R/09L will be turned, after co-ordination, towards the North and from Runways 27L/09R towards the South. Missed approaches from Runway 23 will be turned after co-ordination to the left.

The aerodrome controller may issue a tactical heading to an aircraft executing a missed approach to solve an immediate confliction.

3. MISSED APPROACH HOLDING PATTERNS

If an aircraft is required to hold following a missed approach then it will do so in a 1 minute racetrack pattern turning left at the facility.

CHILTERN (CHT)	Inbound track to the NDB 293°(M). Minimum holding altitude 4000ft QNH.
EPSOM (EPM)	Inbound track to the NDB 274°(M). Minimum holding altitude 3000ft QNH.

4. MISSED APPROACH AND RADIO FAILURE

In the event of a missed approach and associated radio failure the aircraft will "climb straight ahead to 3000ft". At London (LON) DME range l0nms turn left/right for Epsom (EPM) NDB and enter the hold. The aircraft will then commence an approach as detailed in *RAC 3-2-5-l0 para 5.66*

5. AERODROME CONTROL ACTION

In no circumstances is any clearance at 3000ft or below at KILBA, or BURNHAM to be issued unless prior co-ordination has been effected with Northolt. This requirement exists to protect the Northolt missed approach and climb-out path.

Aircraft carrying out a missed approach shall not be instructed to make any turns below 1500ft QNH unless there are overriding safety reasons, in which case the SVFR Controller is to be informed immediately.

5.1 Air Departures Controller

On becoming aware of, or on being informed of a 'go-around' from any runway the Air Departures Controller is to:

a) Co-ordinate with Air Arrivals to establish separation between the 'go-around' and any conflicting departing traffic.

b) Suspend potentially conflicting departures until otherwise agreed with the appropriate Radar Director.

c) TC LL will inform the Air Departures Controller when normal departures can resume.

5.2 Air Arrivals Controller

On becoming aware of, or initiating, a 'go-around' the Air Arrivals Controller is to:

a) Activate the missed approach alarm.

b) Co-ordinate with Air Departures to establish separation between the 'go-around' and any conflicting departing traffic.

c) Pass details of the callsign, heading and any other action taken under *paragraph b)* above to TC LL(INT N) via the priority line. The reason for the missed approach should also be passed. The Air Arrivals Controller's preferred direction of turn may also be stated. INT N will issue a frequency for the aircraft to contact and any heading and/or altitude restrictions.

NOTE: If the missed approach traffic has had to turn south, then the above liaison should be conducted with TC LL(INT S) on the priority line.

5.3 Aerodrome Control Aural Alarm System

When the missed approach alarm is activated the bell situated above the ADC Supervisor's desk will be automatically triggered giving an intermittent ring. The alarm bell will automatically stop when the missed approach alarm button is de-activated.

It is possible to cancel the ring by pressing the 'Bell C/OFF' button situated on the Supervisor's desk.

5.4 Aerodrome Control Supervisor

Details of all missed approaches are to be recorded on the appropriate report form.

6. ACTION IN THE EVENT OF A MISSED APPROACH - HCS

In order to reduce Flight Plan loading in HCS, Flight Plan information on inbound aircraft is discarded after the track of the aircraft passes a parameter distance and level from Heathrow. If an aircraft executes a missed approach there is the danger that the Flight Plan and code/callsign pairing will be lost, unless action is taken to prevent it.

Procedure

To prevent SSR Code/Callsign conversion being lost when an aircraft carries out a missed approach an HCS Hold (HM) Message must be entered by the Tower ATSA. When the aircraft has landed a Remove Strips (RS) Message must be entered. The Air Arrivals Controller is responsible for ensuring that a HM Message is entered.

Flight Progress Strip Marking

The Air Arrivals Controller is to annotate Box M (Domestic) of the FPS with the letters "HM" contained in a circle. This action will draw attention to the need for an "RS" Message to be entered.

NATS HEATHROW

UNIT SUPPLEMENTARY INSTRUCTION 29/97

MISSED APPROACH PROCEDURES AND EMERGENCY HOLDING PATTERNS

The following text replaces entirely MATS Part 2 Section 1 Chapter 3.

1 INTRODUCTION

The following procedures apply to all aircraft (except those on a SVFR clearance) carrying out a missed approach at Heathrow whether pilot or controller initiated.

SVFR

As the published AIP Procedure does not apply to aircraft on a SVFR clearance the Arrivals FPS is to he appropriately annotated as a 'SVFR' arrival. An aircraft operating on a SVFR clearance, whilst willing to accept headings may need to continue to fly with visual reference to the ground and therefore may not wish to climb into cloud.

2. MISSED APPROACHES - AIP PUBLISHED PROCEDURE

The missed approach procedure for all Runways is:

Climb straight ahead to 3000ft then as directed by ATC.

NOTE: Normally missed approaches from Runways 27R/09L will be turned, after co-ordination, towards the North and from Runways 27L/09R towards the South. Missed approaches from Runway 23 will be turned after co-ordination to the left. It is stressed that if a decision is made to turn a missed approach aircraft towards the departure runway, the arrivals controller must ensure that specific authority is obtained from the departure controller and acknowledged.

The arrival controller may issue a tactical heading to an aircraft executing a missed approach to solve conflictions with departing traffic.

Air Arrivals and Air Departure Controller Actions are detailed in Paragraph 3.1 and 3.2 of this Chapter.

3. ACTION IN THE EVENT OF A MISSED APPROACH - AERODROME CONTROL

For the purposes of this procedure departing traffic is defined as an aircraft that

- has received take off clearance that cannot be safely cancelled or.
- has commenced its take off roll or
- is airborne and at or below 3000ft.

Aircraft carrying out a missed approach shall not be instructed to make any turns below 1500ft QNH unless there are overriding safety reasons, in which case the SVFR Controller is to be informed immediately.

In no circumstances is any clearance at 3000ft or below at KILBA, or BURNHAM to be issued unless prior co-ordination has been effected with Northolt. This requirement exists to protect the Northolt missed approach and climb-out path.

3.1 Air Arrivals Controller

On becoming aware of, or initiating, a 'go-around' the Air Arrivals Controller is to:

a) Activate the missed approach alarm.

b) Co-ordinate with Air Departures to establish separation between the 'go-around' and departing traffic. Air Departures is required to inform Air Arrivals of all departures and Air Arrivals is to acknowledge this information. Actions taken to establish separation between the missed approach aircraft and any departing aircraft, including details of any tactical radar headings that are being used must be confirmed with Air Departures and an acknowledgement obtained.

c) Pass details of the callsign, heading and all action taken under paragraph h) and c) above to TC LL(INT N) via the priority line. The reason for the missed approach should also be passed. INT N will issue a frequency for the aircraft to contact and any heading and/or altitude restrictions.

NOTE: If the missed approach traffic has had to turn south, then the above liaison should be conducted with TC LL(INT S) on the priority line.

3.2 Air Departures Controller

On becoming aware of, or on being informed of a 'go-around' from any runway the Air Departures controller is to:

a) Suspend departures until otherwise agreed with the appropriate Radar Director and Air Arrivals.

b) Co-ordinate with Air Arrivals to establish separation between the 'go-around' and all departing traffic. The Air Arrivals controller is to be informed of all departures as defined in para 3. Air Arrivals is to acknowledge this information. Actions taken to establish separation between departing aircraft and the missed approach aircraft, including details of any tactical radar headings that are being used must be confirmed with Air Arrivals and an acknowledgement obtained.

c) Inform the appropriate TC Outbound Radar Controller of any heading instructions given to departing aircraft.

d) TC LL and Air Arrivals will inform the Air Departures Controller when normal departures can resume.

3.3 Aerodrome Control Aural Alarm System

When the missed approach alarm is activated the bell situated above the ADC Supervisor's desk will be automatically triggered giving an intermittent ring. The alarm bell will automatically stop when the missed approach alarm button is dc-activated.

It is possible to cancel the ring by pressing the 'Bell C/OFF' button situated on the Supervisor's desk.

3.4 Aerodrome Control Supervisor

Details of all missed approaches are to be recorded on the appropriate report form.

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Flight Progress Strip Marking

The Air Arrivals Controller is to annotate Box M (Domestic) of the FPS with the letters "HM" contained in a circle. This action will draw attention to the need for an "RS" Message to be entered.

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If an aircraft is required to hold following a missed approach then it will do so in a 1 minute racetrack pattern turning left at the facility.

CHILTERN Inbound track to the NDB 293°(M).
(CHT) Minimum holding altitude 4000ft QNH.

EPSOM Inbound track to the NDB 274°(M).
(EPM) Minimum holding altitude 3000ft QNH.

6. MISSED APPROACH AND RADIO FAILURE

In the event of a missed approach and associated radio failure the aircraft will "climb straight ahead to 3000ft. At London (LON) DME range l0nms turn left/right for Epsom (EPM) NDB and enter the hold. The aircraft will then commence an approach as detailed in RAC 3-2-5-l0 para 5.6

Effective Date: 11 September 1997

The following USIs are still current: 24/97, 25/97, 26/97, 27/97, 28/97

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