

BRIZE NORTON SPECIAL PROCEDURES

BRIZE NORTON PLAN DEPARTURES

Acft should follow CHEDWORTH SID. Thereafter the following routes are available to Brize Norton based acft:

MTA

At CHEDWORTH SID, turn direct to NITON climbing to FL350 for handover to Swannick (Mil). Captains intending to operate within the NWMTA are to ensure that the details of their flights are notified to RAF Valley operations before take-off (95581 - 7582). Whenever possible they should also attempt to deconflict their flights from any anticipated Hawk flight tests in the NWMTA.

NITON

In order to reduce RT phraseology an abbreviated clearance will be passed to acft as follows:

"C/S Standard NITON departure squawk ". This clearance instructs an acft "on reaching CHEDWORTH SID turn right direct to NITON, climb FL185, squawk for handover to Swanwick (Mil). When airborne contact Brize Approach 127.25 unless otherwise instructed". When requesting taxi instructions, pilots should provide ATC with the flight level they can achieve before entering CAS en track NITON.

LICHFIELD

In order to reduce RT phraseology an abbreviated clearance will be passed to acft as follows:

"C/S Standard LICHFIELD departure squawk ". This clearance instructs an acft "on reaching CHEDWORTH SID turn right direct to LICHFIELD corridor West point, climbing to FL140 for handover to Swanwick (Mil). When airborne contact Brize Approach 127.25 unless otherwise instructed".

WALLASEY

In order to reduce RT phraseology an abbreviated clearance will be passed to acft as follows:

"C/S Standard WALLASEY departure squawk ". This clearance instructs an acft "on reaching CHEDWORTH SID turn right direct to WAL, climb FL240 to expect FL250, squawk for handover to Swanwick (Mil). When airborne contact Brize Approach 127.25 unless otherwise instructed". Acft are to be level FL250, 25nms south of WALLASEY.

DAVENTRY

In order to reduce RT phraseology an abbreviated clearance will be passed to acft as follows:

"C/S Standard DAVENTRY departure squawk ". This instructs an acft "to expect vectors on reaching CHEDWORTH SID to effect a DAV corridor crossing, climb FL100, squawk for handover to Swanwick (Mil). When airborne contact Brize Approach 127.25 unless otherwise instructed". Once transferred to Swanwick (Mil) the acft will be under radar control for crossing of CAS via DAVENTRY sector. Due to the complexity of CAS in the DAVENTRY sector, acft captains should expect heading changes to effect the crossing.

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SHAWBURY

In order to reduce RT phraseology an abbreviated clearance will be passed to acft as follows:

"C/S Standard SWB departure squawk ". This clearance instructs an acft "on reaching CHEDWORTH turn right direct GOS then SWB, climb FL210, squawk for handover to Swanwick (Mil). When airborne contact Brize Approach 127.25 unless otherwise instructed". When requesting taxi instructions, pilots should provide ATC of the flight level they can achieve or reaching SHAWBURY, FL200 is the minimum required level and FL280 the maximum level.

MALBY

In order to reduce RT phraseology an abbreviated clearance will be passed to acft as follows:

"C/S Standard MAL departure squawk ". This clearance instructs an acft to "depart MAL SID to join CAS 5nm north of MALBY level FL80 squawk Contacting London Control frequency 134.75 when instructed. When airborne contact Brize Approach 127.25 unless otherwise instructed".

NOTE For non-standard departures, crews are to pre-note a CHEDWORTH SID followed by the relevant required route.