

# AIP SUPPLEMENT 051/2024

## UNITED KINGDOM



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### Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



## LONDON HEATHROW AIRPORT (EGLL) - TEMPORARY STANDARD INSTRUMENT DEPARTURES FOR FARNBOROUGH AIRSHOW 2024

### 1 Introduction

- 1.1 The Farnborough International (FI) Air Show 2024 Flying Display will take place from the **15 - 26 July 2024**.
- 1.2 Regulations have been made to restrict flying in the vicinity of Farnborough Aerodrome at specified periods from **15 - 26 July 2024**.
- 1.3 As a consequence of some of the display requirements, it is necessary to suspend some Heathrow SIDs and replace them with Temporary SIDs during notified times.

### 2 Heathrow Departures

- 2.1 During times notified by Heathrow ATC, the following SIDs will be suspended and replaced by temporary SIDs or alternative routings. Details of the Temporary SIDs are shown in the Annex to this Supplement.

#### Runways 27L and 27R

GOGSI 2F replaced by Temporary SID - TANGO 47

GOGSI 2G replaced by Temporary SID - TANGO 48

#### Runways 09R and 09L

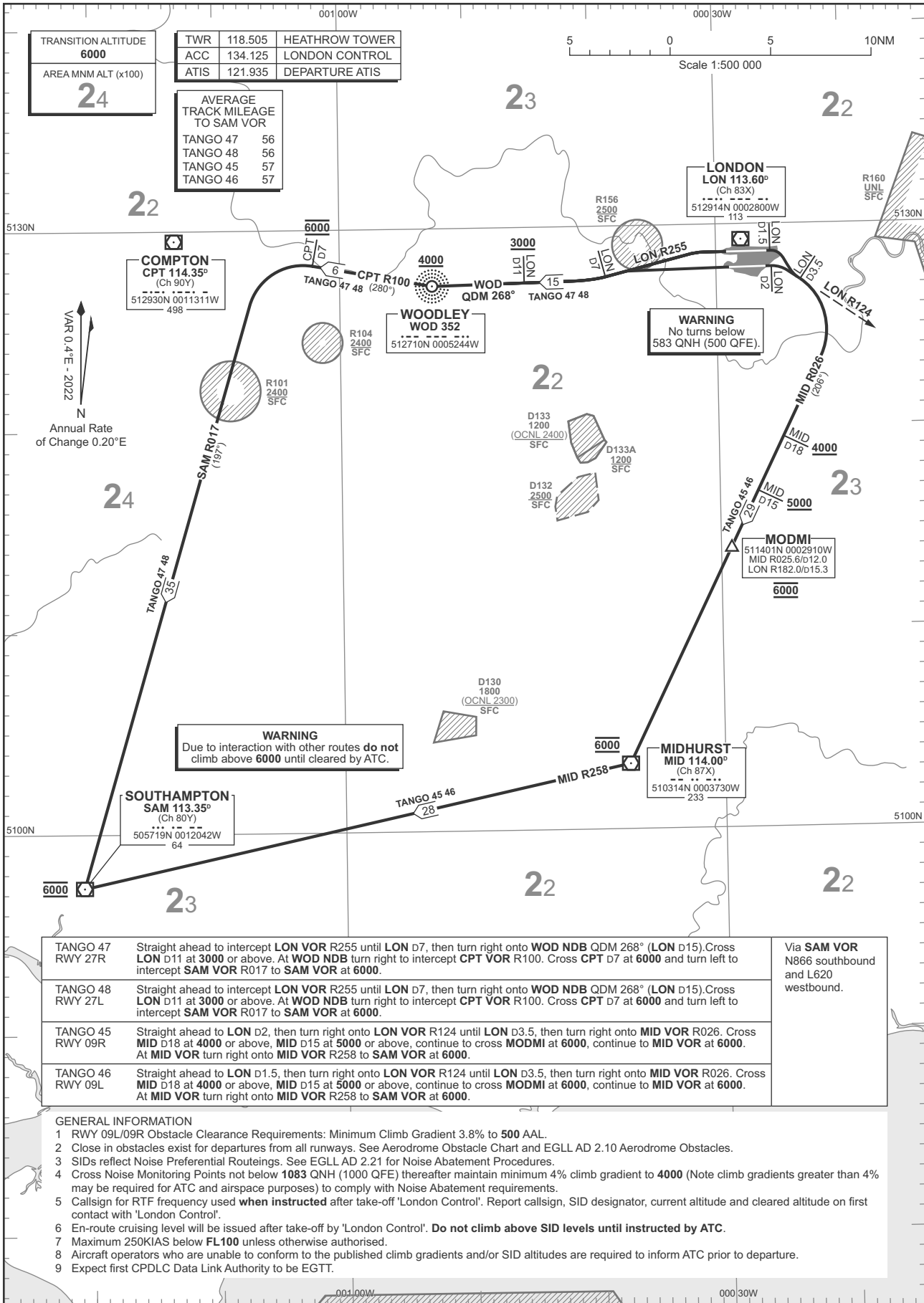
GASGU 2J replaced by Temporary SID - TANGO 45

GASGU 2K replaced by Temporary SID - TANGO 46

**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW TANGO SIDS**



TRANSITION ALTITUDE  
**6000**  
AREA MNM ALT (x100)  
**24**

TWR	118.505	HEATHROW TOWER
ACC	134.125	LONDON CONTROL
ATIS	121.935	DEPARTURE ATIS

AVERAGE TRACK MILEAGE TO SAM VOR

TANGO 47	56
TANGO 48	56
TANGO 45	57
TANGO 46	57

Scale 1:500 000  
5 0 5 10NM

VAR 0.4°E - 2022  
N  
Annual Rate of Change 0.20°E

**WARNING**  
No turns below 583 QNH (500 QFE).

**WARNING**  
Due to interaction with other routes do not climb above 6000 until cleared by ATC.

TANGO 47 RWY 27R	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268° (LON D15). Cross LON D11 at 3000 or above. At WOD NDB turn right to intercept CPT VOR R100. Cross CPT D7 at 6000 and turn left to intercept SAM VOR R017 to SAM VOR at 6000.	Via SAM VOR N866 southbound and L620 westbound.
TANGO 48 RWY 27L	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268° (LON D15). Cross LON D11 at 3000 or above. At WOD NDB turn right to intercept CPT VOR R100. Cross CPT D7 at 6000 and turn left to intercept SAM VOR R017 to SAM VOR at 6000.	
TANGO 45 RWY 09R	Straight ahead to LON D2, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R026. Cross MID D18 at 4000 or above, MID D15 at 5000 or above, continue to cross MODMI at 6000, continue to MID VOR at 6000. At MID VOR turn right onto MID VOR R258 to SAM VOR at 6000.	
TANGO 46 RWY 09L	Straight ahead to LON D1.5, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R026. Cross MID D18 at 4000 or above, MID D15 at 5000 or above, continue to cross MODMI at 6000, continue to MID VOR at 6000. At MID VOR turn right onto MID VOR R258 to SAM VOR at 6000.	

- GENERAL INFORMATION**
- RWY 09L/09R Obstacle Clearance Requirements: Minimum Climb Gradient 3.8% to 500 AAL.
  - Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL AD 2.10 Aerodrome Obstacles.
  - SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
  - Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
  - Callsign for RTF frequency used when instructed after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
  - En-route cruising level will be issued after take-off by 'London Control'. Do not climb above SID levels until instructed by ATC.
  - Maximum 250KIAS below FL100 unless otherwise authorised.
  - Aircraft operators who are unable to conform to the published climb gradients and/or SID altitudes are required to inform ATC prior to departure.
  - Expect first CPDLC Data Link Authority to be EGTT.

2024\_058\_CR08546 Farnborough TANGO SIDS 23 APR 24