



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
KATHY 1S	L980	KATHY - BIDVA - EVE XU - SOXUX - OKVAP - AT SAP - ADVAS - GEGMU	FL130 FL90 FL70 6000
NEVL 1S	M189	NEVL - OSPOL - NETVU - SOXUX - OKVAP - AT SAP - ADVAS - GEGMU	FL220 FL140 FL90 FL70 6000
SAM 1S	L620	SAM - BIDVA - EVE XU - SOXUX - OKVAP - AT SAP - ADVAS - GEGMU	FL130 FL90 FL70 6000
SOVAT 1S	L613	SOVAT - ERKEX - OKVAP - AT SAP - ADVAS - GEGMU	FL120 FL90 FL70 6000

WAYPOINTS	SOXUX	SOVAT	ERKEX	OKVAP	AT SAP	ADVAS	GEGMU
SAM	: 503546.32N 0005545.48E	: 504645.67N 0012800.00E	: 504338.76N 0005839.48W	: 504411.78N 0003440.86W	: 512715.96N 0011955.98E	: 514053.03N 0012633.13E	: 514253.48N 0010633.89E
KATHY	: 503113.59N 0012000.23W	: 503240.62N 0011936.96E	: 504338.76N 0005839.48W	: 504411.78N 0003440.86W	: 512715.96N 0011955.98E	: 514053.03N 0012633.13E	: 514253.48N 0010633.89E
BIDVA	: 503113.59N 0012000.23W	: 503240.62N 0011936.96E	: 504338.76N 0005839.48W	: 504411.78N 0003440.86W	: 512715.96N 0011955.98E	: 514053.03N 0012633.13E	: 514253.48N 0010633.89E
EVE XU	: 504338.76N 0005839.48W	: 504411.78N 0003440.86W	: 504411.78N 0003440.86W	: 504411.78N 0003440.86W	: 512715.96N 0011955.98E	: 514053.03N 0012633.13E	: 514253.48N 0010633.89E
NETVU	: 500900.00N 0001107.84W	: 500900.00N 0001107.84W	: 500900.00N 0001107.84W	: 500900.00N 0001107.84W	: 512715.96N 0011955.98E	: 514053.03N 0012633.13E	: 514253.48N 0010633.89E
OSPOL	: 500900.00N 0001107.84W	: 500900.00N 0001107.84W	: 500900.00N 0001107.84W	: 500900.00N 0001107.84W	: 512715.96N 0011955.98E	: 514053.03N 0012633.13E	: 514253.48N 0010633.89E

TRANSITIONAL ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MIM ALT (x100)	24

ATIS	136.055*	SOUTHERN INFORMATION
APP	130.780*	SOUTHERN APPROACH
TWR	127.730	SOUTHERN TOWER
RAD	128.965	SOUTHERN DIRECTOR
* See EGMC AD 2.18 for full details.		

DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1, para 3.2.

NOTE 1 En route holding may be required at GODLU as directed by ATC.
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Pilots to report non-RNAV 1 status on first call with Thames Director.
6 For ATC purposes ADVAS is a Compulsory Reporting Point.