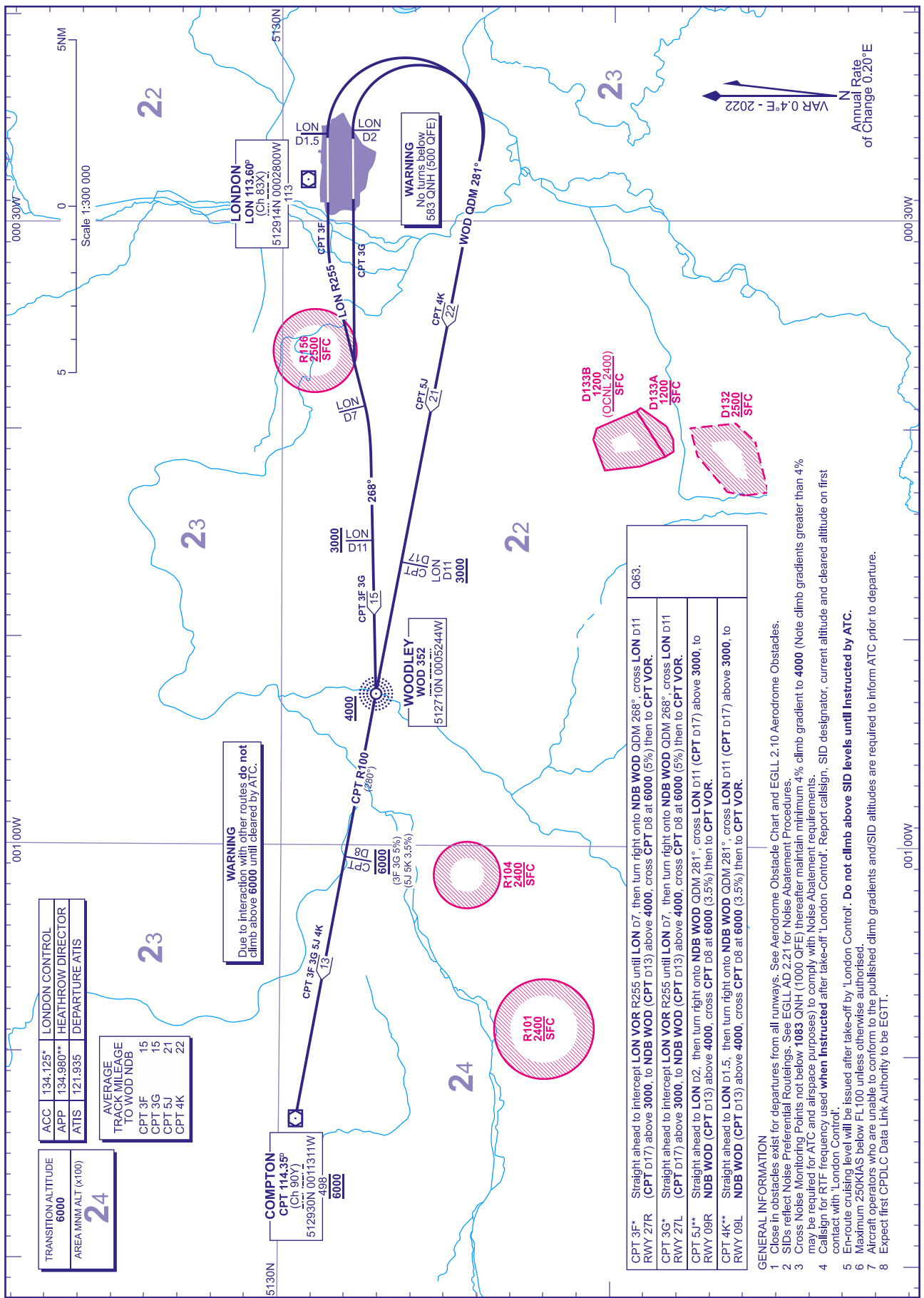


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
COMPTON 3F 3G 5J 4K



TRANSITION ALTITUDE	6000	LONDON CONTROL	134.125*
AREA MNM ALT (x100)	24	HEATHROW DIRECTOR	134.980**
		DEPARTURE ATIS	121.935

AVERAGE TRACK MILEAGE TO WOD NDB	
CPT 3F	15
CPT 3G	15
CPT 5J	21
CPT 4K	22

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

COMPTON
CPT 114.35°
(Ch 90Y)
512930N 0011311W
-498
6000

CPT 3F 3G 5J 4K
13
6000
(3F 3G 5%)
(5J 4K 3.5%)

WOODLEY
WOD 352
512710N 0005244W
3000

3000
LON D11

3000
LON D7

LONDON
LON 113.60°
(Ch 83X)
512914N 0002800W
113
D1.5

WARNING
No turns below
583 QNH (500 QFE)

CPT 3F*	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, cross LON D11 (CPT D17) above 3000, to NDB WOD (CPT D13) above 4000, cross CPT D8 at 6000 (5%), then to CPT VOR.	Q63.
RWY 27R		
CPT 3G*	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, cross LON D11 (CPT D17) above 3000, to NDB WOD (CPT D13) above 4000, cross CPT D8 at 6000 (5%), then to CPT VOR.	
RWY 27L		
CPT 5J**	Straight ahead to LON D2, then turn right onto NDB WOD QDM 281°, cross LON D11 (CPT D17) above 3000, to RWY 09R	
RWY 09R		
CPT 4K**	Straight ahead to LON D1.5, then turn right onto NDB WOD QDM 281°, cross LON D11 (CPT D17) above 3000, to NDB WOD (CPT D13) above 4000, cross CPT D8 at 6000 (3.5%), then to CPT VOR.	
RWY 09L		

- GENERAL INFORMATION**
- Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
 - SIDs reflect Noise Preferential Routings. 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.
 - Call sign for RTF frequency used when Instructed after take-off 'London Control'. Report call sign, 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 EGTI.