

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW BROOKMANS PARK 7F 7G 6J 5K

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	23

TWR	118.505	HEATHROW TOWER
ACC	118.825	LONDON CONTROL
ATIS	121.935	DEPARTURE ATIS

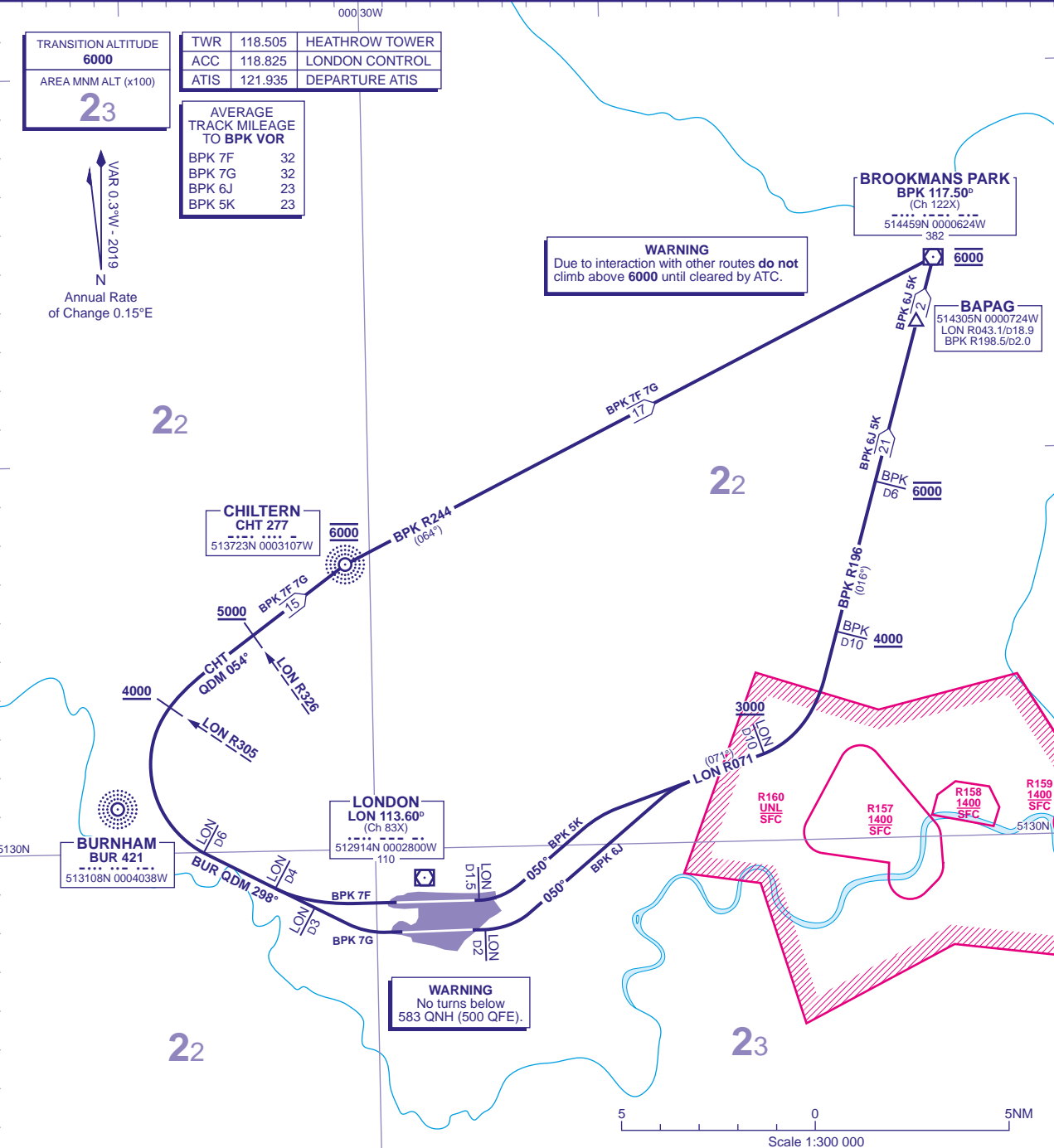
AVERAGE TRACK MILEAGE TO BPK VOR	
BPK 7F	32
BPK 7G	32
BPK 6J	23
BPK 5K	23

VAR 0.3°W - 2019
N
Annual Rate of Change 0.15°E

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

BROOKMANS PARK
BPK 117.50°
(Ch 122X)
514459N 0000624W
382

BAPAG
514305N 0000724W
LON R043.1/D18.9
BPK R198.5/D2.0



WARNING
No turns below 583 QNH (500 QFE).

BPK 7F RWY 27R	Climb straight ahead to be established on BUR NDB QDM 298° by LON D4 . At LON D6 turn right onto CHT NDB QDM 054° , crossing LON VOR R305 at or above 4000 and LON VOR R326 at or above 5000 to CHT NDB at 6000 . At CHT NDB turn right onto BPK VOR R244 to BPK VOR .	Via BPK VOR M185, L620 eastbound.
BPK 7G RWY 27L	Climb straight ahead to be established on BUR NDB QDM 298° by LON D3 . At LON D6 turn right onto CHT NDB QDM 054° , crossing LON VOR R305 at or above 4000 and LON VOR R326 at or above 5000 to CHT NDB at 6000 . At CHT NDB turn right onto BPK VOR R244 to BPK VOR .	
BPK 6J RWY 09R	Climb straight ahead to LON D2 , then turn left onto track 050° to intercept LON VOR R071 . Cross LON D10 at or above 3000 and turn left onto BPK VOR R196 . Cross BPK D10 at or above 4000 and BPK D6 at 6000 to BAPAG then BPK VOR .	
BPK 5K RWY 09L	Climb straight ahead to LON D1.5 , then turn left onto track 050° to intercept LON VOR R071 . Cross LON D10 at or above 3000 and turn left onto BPK VOR R196 . Cross BPK D10 at or above 4000 and BPK D6 at 6000 to BAPAG then BPK VOR .	

GENERAL INFORMATION

- 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** to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.3% are necessary for ATM purposes.)
- 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/SID altitudes are required to inform ATC prior to departure.

CHANGE (10/19): AREA MNM ALT REVIEW.