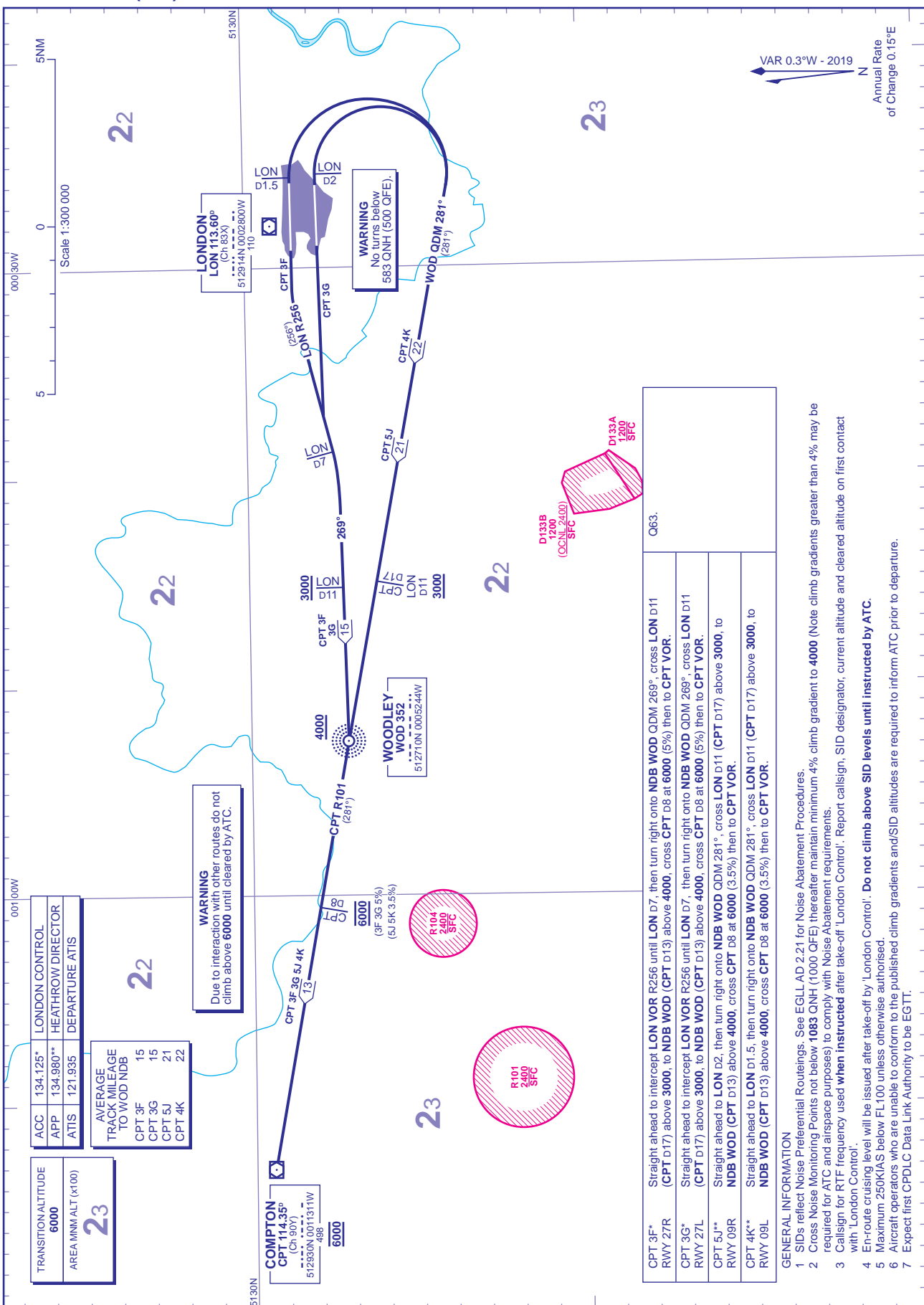


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW COMPTON 3F 3G 5J 4K



Annual Rate of Change 0.15°E

TRANSITION ALTITUDE 6000	LONDON CONTROL
AREA MNM ALT (x100)	HEATHROW DIRECTOR
	DEPARTURE ATIS

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 90V)
512930N 0011311W
488
6000

6000
(3F 3G 5%)
(5J 5K 3.5%)

WOODLEY
WOD 352
512710N 0005244W

D133B
1200
(OCNL 2400)
SFC

D133A
1200
SFC

R101
2400
SFC

R104
2400
SFC

CPT 3F* RWY 27R	Straight ahead to intercept LON VOR R256 until LON D7, then turn right onto NDB WOD QDM 269° , cross LON D11 (CPT D17) above 3000 , to NDB WOD (CPT D13) above 4000 , cross CPT D8 at 6000 (5%) then to CPT VOR.
CPT 3G* RWY 27L	Straight ahead to intercept LON VOR R256 until LON D7, then turn right onto NDB WOD QDM 269° , cross LON D11 (CPT D17) above 3000 , to NDB WOD (CPT D13) above 4000 , cross CPT D8 at 6000 (5%) then to CPT VOR.
CPT 5J** RWY 09R	Straight ahead to LON D2, 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.
CPT 4K** RWY 09L	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.

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** (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 SID altitudes are required to inform ATC prior to departure.
- Expect first CPDLC Data Link Authority to be EGTI.