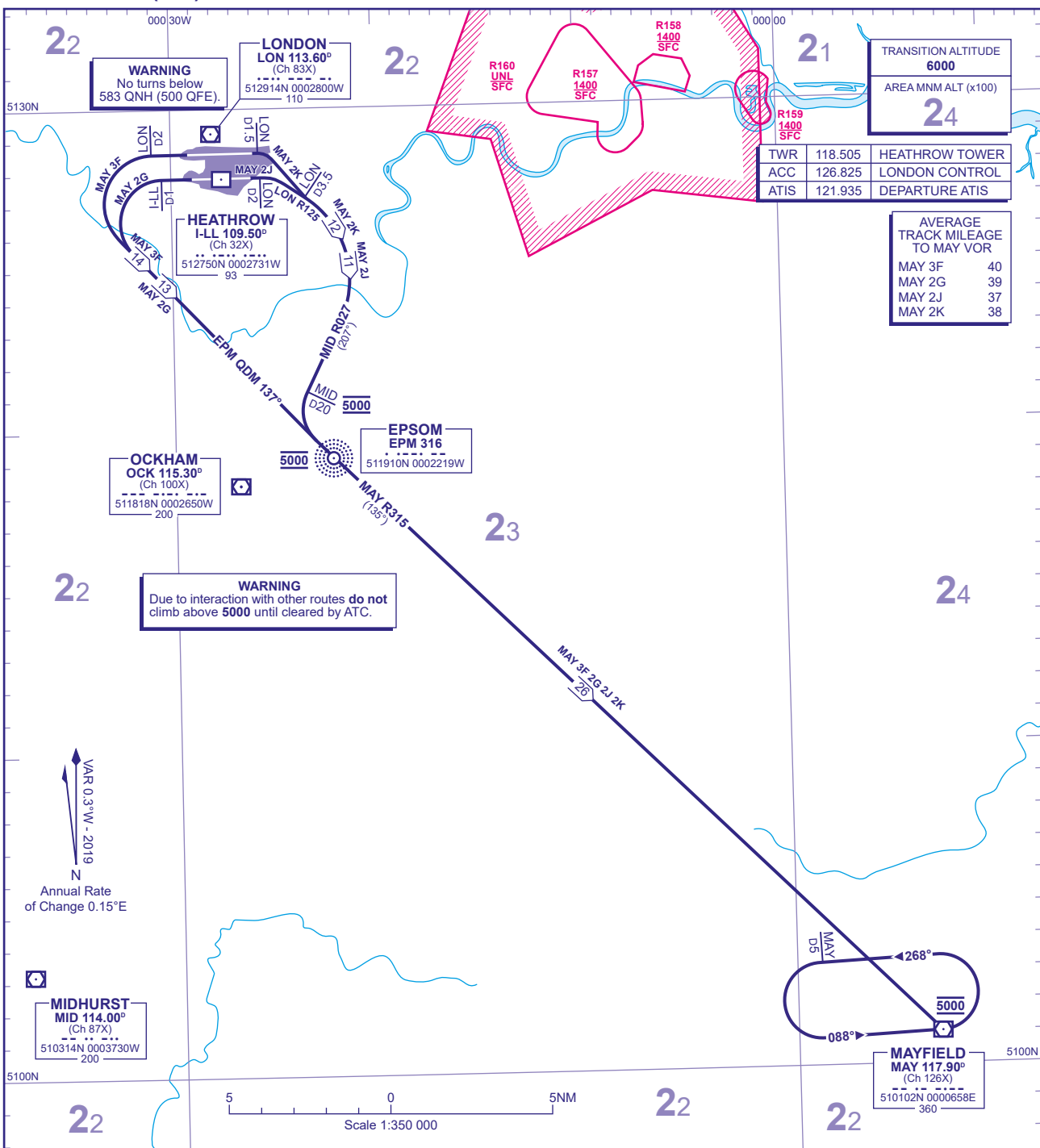


STANDARD CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW MAYFIELD 3F 2G 2J 2K



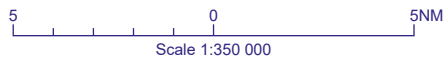
TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	24

TWR	118.505	HEATHROW TOWER
ACC	126.825	LONDON CONTROL
ATIS	121.935	DEPARTURE ATIS

AVERAGE TRACK MILEAGE TO MAY VOR	
MAY 3F	40
MAY 2G	39
MAY 2J	37
MAY 2K	38

WARNING
Due to interaction with other routes do not climb above 5000 until cleared by ATC.

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



MAY 3F RWY 27R	Straight ahead to LON D2, then turn left onto EPM NDB QDM 137° to EPM NDB at 5000, (then but not before LON D10) MAY VOR R315 to MAY VOR at 5000.	For landing at LONDON GATWICK airport only.
MAY 2G RWY 27L	Straight ahead to I-LL D1, then turn left onto EPM NDB QDM 137° to EPM NDB at 5000, (then but not before LON D10) MAY VOR R315 to MAY VOR at 5000.	
MAY 2J RWY 09R	Straight ahead to LON D2, then turn right onto LON VOR R125 until LON D3.5, then turn right onto MID VOR R027 until MID D20 at 5000 then turn left onto MAY VOR R315 to MAY VOR at 5000.	
MAY 2K RWY 09L	Straight ahead to LON D1.5, then turn right onto LON VOR R125 until LON D3.5, then turn right onto MID VOR R027 until MID D20 at 5000 then turn left onto MAY VOR R315 to MAY VOR at 5000.	

GENERAL INFORMATION

- SIDs reflect Noise Preferential Routings. See EGLAD 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'.
- Maximum 250KIAS en-route. MAY VOR at 220KIAS or less.
- Aircraft VOR or DME failure advise ATC and comply with ATC instructions.
- MAY 2G first turn point: when I-LL DME is out of service use LON D2.
- Aircraft operators who are unable to conform to the published climb gradients and/SID altitudes are required to inform ATC prior to departure.

CHANGE (6/20): DME I-LL ELEVATION.