

RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

DISTANCES IN METRIC MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON CITY
RWY 09/27
ODUKU 1A 1H

TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
24

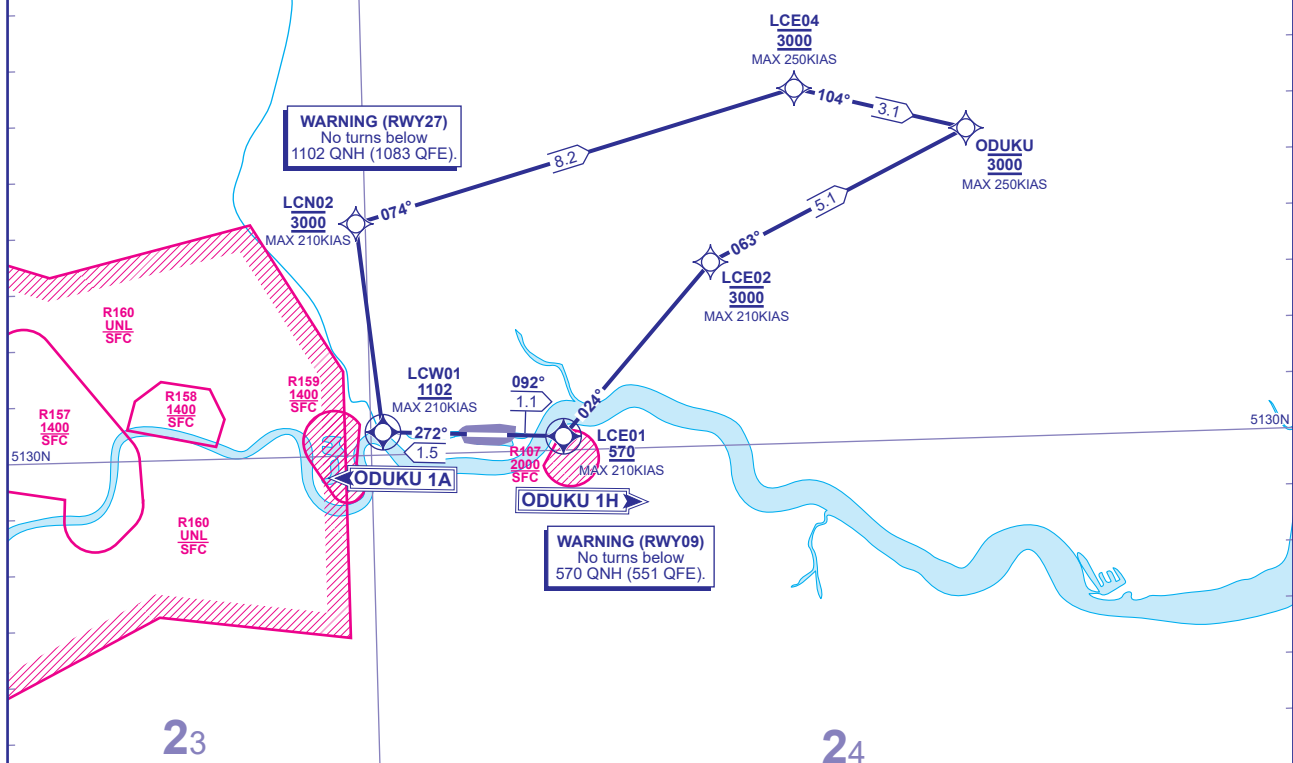
ATIS	136.355*	CITY INFORMATION
TWR	118.080, 129.455	CITY TOWER
RAD	128.025, 132.700, 133.455	THAMES DIRECTOR

* See EGLC AD 2.18 for full details.

WAYPOINTS	
LCE01	: 513014.67N 0000529.91E
LCE02	: 513316.42N 0000950.44E
LCW01	: 513024.40N 0000020.78E
LCN02	: 513408.09N 0000016.11W
LCE04	: 513619.70N 0001222.73E
ODUKU	: 513531.78N 0001715.47E

VAR 0.6°E - 2022
N
Annual Rate
of Change 0.19°E

5 0 5NM
Scale 1:250 000



ODUKU 1A RWY 27	Straight ahead to LCW01 , direct to LCN02 - LCE04 , right to ODUKU .	M84.
ODUKU 1H RWY 09	Straight ahead to LCE01 , left onto track 024° to LCE02 , right to ODUKU .	M84.
OBSTACLE CLEARANCE - RWY 09: Maintain minimum 8.00% climb gradient to 275 (256). RWY 27: Maintain minimum 7.20% climb gradient to 1102 (1083).		

NOTE 1. Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGLC AD 2.10 Aerodrome Obstacles.
NOTE 2. Gradients in excess of the minimum obstacle clearance climb gradients are required for airspace purposes.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. For RCF Procedure see AD 2.22, 3(c).

ADDITIONAL RNAV DATA

1. DME/DME only procedure: no critical nav aids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

CHANGE (11/23): RWY 09 MINIMUM CLIMB GRADIENT INCREASED.

AERO INFO DATE 11 AUG 23

AD 2-EGLC-6-