CHANGE (9/25): TOWER FREQUENCY.

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

LONDON LUTON
RWY 25
MATCH 3Y

ACC	118.825	LONDON CONTROL
APP	129.550	LUTON RADAR
TWR	132.555, 126.730*	LUTON TOWER
RAD	128.750*	LUTON DIRECTOR
ATIS	120.580	ARRIVAL AND DEPARTURE INFORMATION

* See EGGW AD 2.18 for details.

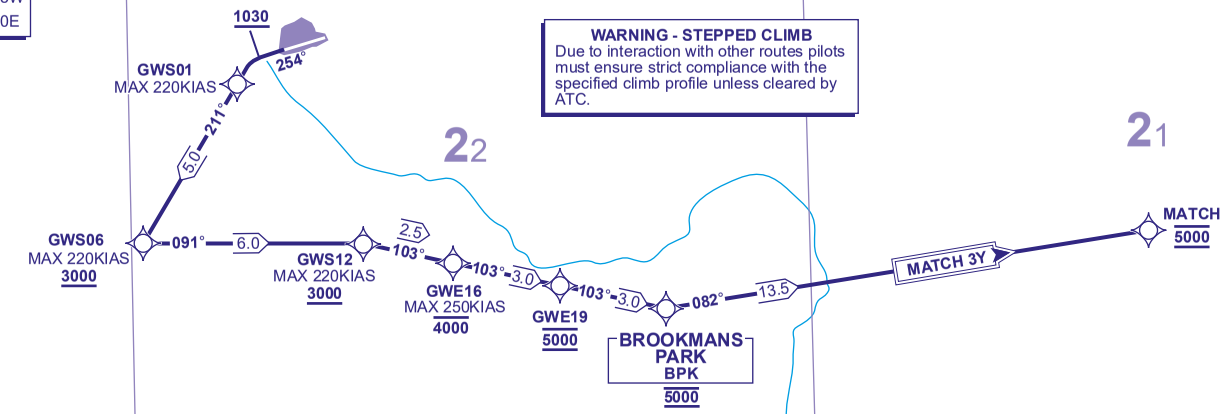
TRANSITION ALTITUDE
6000

AREA MNM ALT (x100)
24

WAYPOINTS
GWS01 : 515119.98N 0002514.51W
GWS06 : 514705.83N 0002928.41W
GWS12 : 514656.85N 0001944.38W
GWE16 : 514622.04N 0001546.78W
GWE19 : 514540.56N 0001104.88W
BPK : 514459.05N 0000624.25W
MATCH : 514645.20N 0001500.00E

WARNING
No turns below 1030 QNH (504 QFE).

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

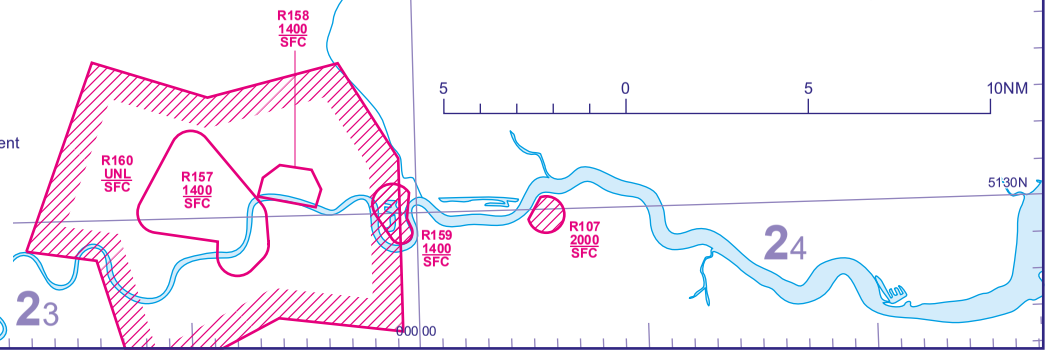


MATCH 3Y RWY 25	Climb straight ahead to **1030** (QNH), then turn left direct **GWS01**, then to **GWS06**, left to **GWS12**, right to **GWE16**, **GWE19**, **BPK**, left to **MATCH**.	Q295 and for landing at London/City or Biggin Hill.

NOTE 1 RWY 25 obstacle clearance requirement: minimum climb gradient 4.5% to **200** AAL.
NOTE 2 Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3 After GWS12, maximum 250KIAS below **FL100** unless otherwise authorised.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
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.

GENERAL INFORMATION
1. The RNAV1 SID reflects Noise Preferential Routeings. See EGGW AD 2.21 for Noise Abatement Procedures.
2. En-route cruising levels will be issued after take-off by London Control.
3. Callsign for RTF frequency used when instructed after take-off 'London Control'. Occasionally aircraft may be required to communicate with Luton 'Approach Control or Radar' as instructed by ATC.
4. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.



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