

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

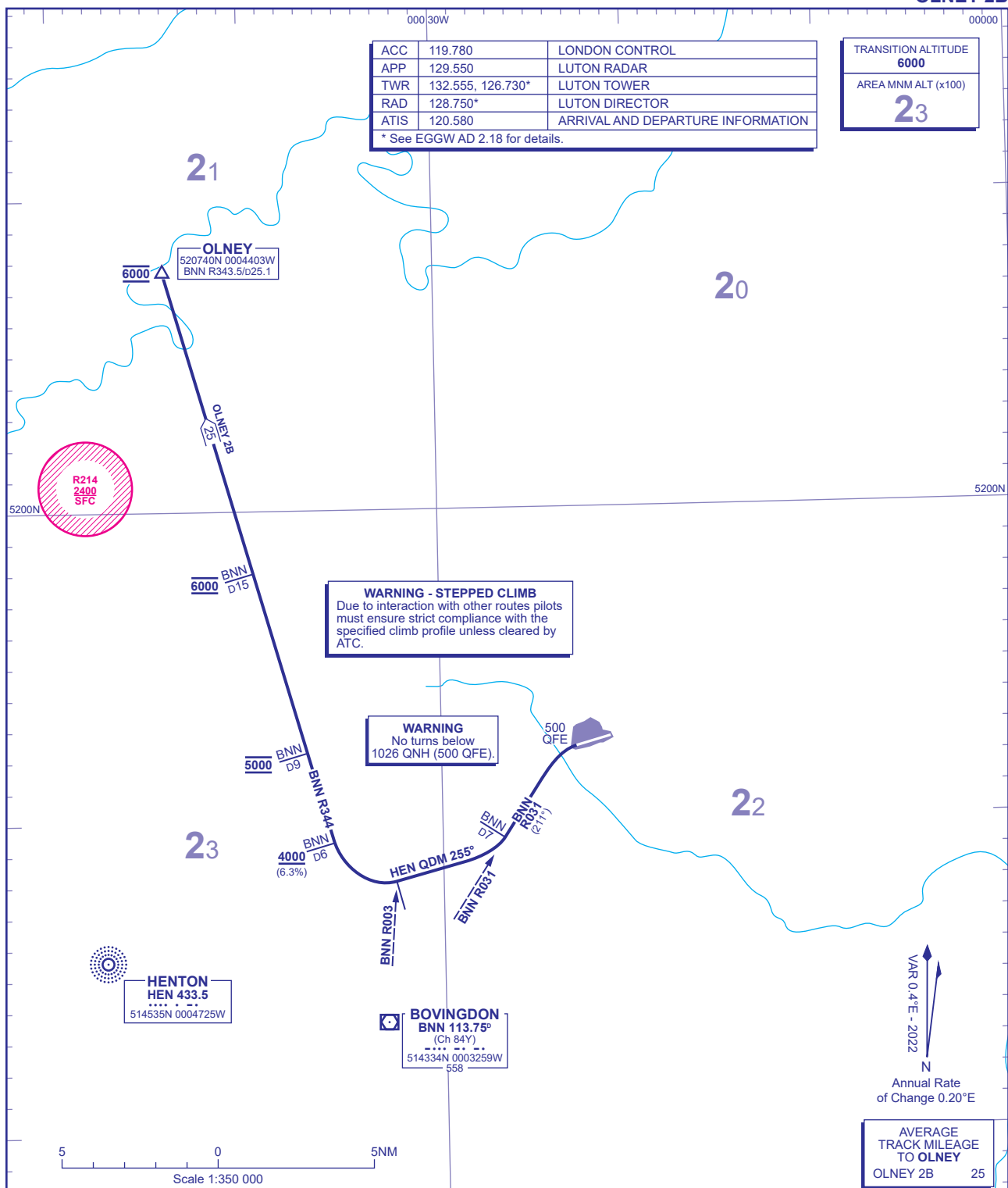
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON LUTON
RWY 25
OLNEY 2B

ACC	119.780	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)
23



OLNEY 2B RWY 25 Climb straight ahead to **500** (AAL) turn left to intercept **BNN VOR R031**. At **BNN D7** turn right onto **HEN NDB ODM 255°**. T420, N57 Northbound.
At **BNN VOR R003** turn right onto **BNN VOR R344** to **OLNEY**. Crossing **BNN R344/d6** at **4000** or above (6.3%).
Crossing **BNN D9** at **5000**. Crossing **BNN D15** at **6000**.

- GENERAL INFORMATION
- 1 SIDs reflect Noise Preferential Routings. See EGGW AD 2.21 for Noise Abatement Procedures.
 - 2 RWY 25 Obstacle Clearance Requirements: Minimum Climb Gradient 4.5% to 200 AAL.
 - 3 Climb gradients in excess of 3.3% are necessary for Airspace and ATC purposes.
 - 4 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.
 - 5 Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
 - 6 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
 - 7 Maximum 250KIAS below FL100 unless otherwise authorised.
 - 8 Expect first CPDLC Data Link Authority to be EGT.