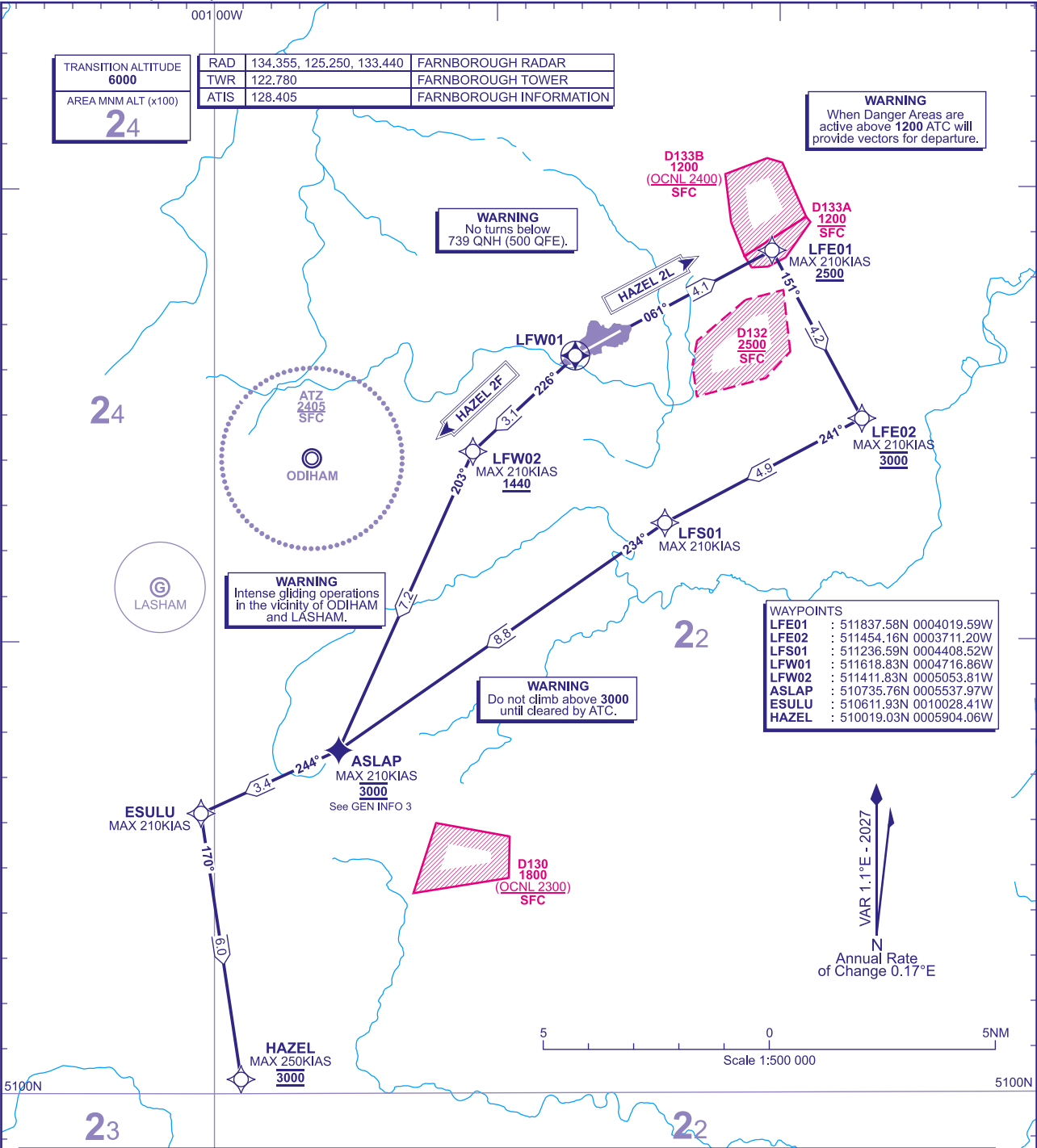


RNAV1 (DME/DME or GNSS)  
STANDARD DEPARTURE CHART -  
INSTRUMENT (STAR) - ICAO

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

FARNBOROUGH  
RWY 06/24  
HAZEL 2L 2F



HAZEL 2L  
RWY 06  
Climb straight ahead to LFE01, right to LFE02, right to LFS01 left to ASLAP, right to ESULU, left to HAZEL. L620

HAZEL 2F  
RWY 24  
Climb straight ahead to LFW01, left to LFW02 on course 226°, left to ASLAP, right to ESULU, left to HAZEL. L620

**NOTE 1.** RWY 24 obstacle requirement: minimum climb gradient 6.3% to 690 AAL.  
**NOTE 2.** Close-in obstacles exist for RWY 06/24 departures. See Aerodrome Obstacle Chart and EGLF AD 2.10 Aerodrome Obstacles.  
**NOTE 3.** Adhere to maximum speed limits where specified by waypoint constraints.  
**NOTE 4.** Maximum 250KIAS below **FL100** unless authorised by ATC.  
**NOTE 5.** Aircraft unable to achieve the published altitude/flight level restrictions must inform ATC prior to departure.

**ADDITIONAL RNAV DATA**

- DME/DME only procedure: No critical nav aids.
- 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**

- Due to airspace complexity, when instructed by ATC prompt execution of frequency changes is imperative.
- Due to proximity of controlled airspace boundaries, gliding and adjacent aerodrome operations strict adherence to published track is imperative.
- Compulsory ATC Reporting Point at ASLAP.
- Danger Area EGD132/EGD133B - Due to interaction with the SID, when EGD132 is active or EGD133B is active above 1200 ATC will provide heading on departure to avoid.
- Depending on aircraft performance early capture of SID 3000 altitude may occur.

**CHANGE (1/26):** MAG INFO REVISED. MAG HEADINGS.

**AERO INFO DATE** 11 NOV 25

**AD 2-EGLF-6-2**