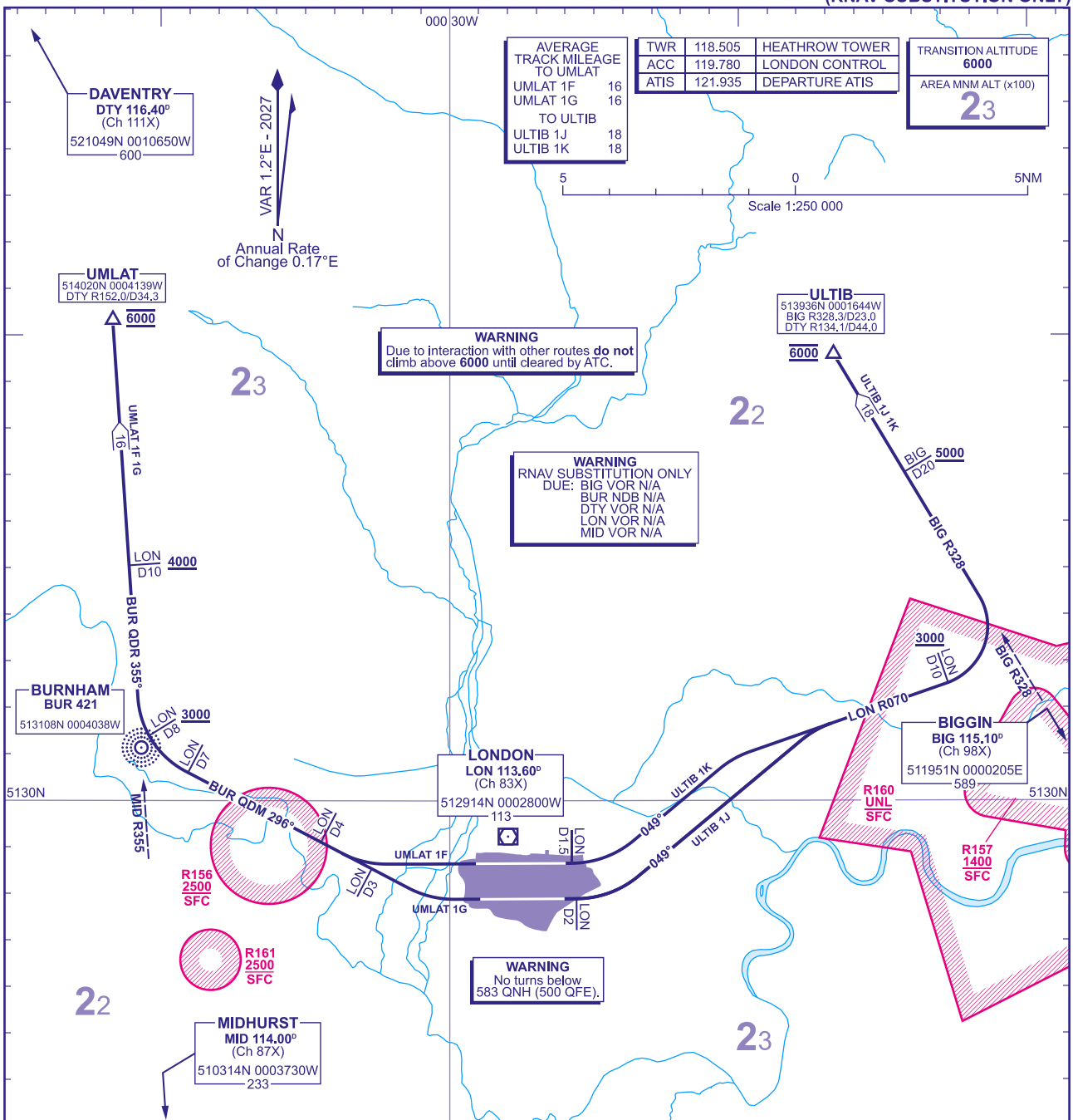
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
ULTIB 1J 1K UMLAT 1F 1G
(RNAV SUBSTITUTION ONLY)



ULTIB 1J RWY 09R	Climb straight ahead to **LON** D2, then turn left onto track 049° to intercept **LON VOR** R070, cross **LON** D10 at or above **3000** and turn left onto **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**.	Via T420 to **BUZAD**.
ULTIB 1K RWY 09L	Climb straight ahead to **LON** D1.5, then turn left onto track 049° to intercept **LON VOR** R070, cross **LON** D10 at or above **3000** and turn left onto **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**.	
UMLAT 1F RWY 27R	Climb straight ahead to be established on **BUR NDB** QDM 296° by **LON** D4. At **LON** D7 turn right onto **BUR NDB** QDR 355° (**MID VOR** R355), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**.	Via T418 to **WOBUN**.
UMLAT 1G RWY 27L	Climb straight ahead to be established on **BUR NDB** QDM 296° by **LON** D3. At **LON** D7 turn right onto **BUR NDB** QDR 355° (**MID VOR** R355), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.5% climb gradient to 793 QNH (710 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

GENERAL INFORMATION

1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
4 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'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.
7 For UMLAT 1F 1G RCF procedures see AD 2.22 6.

000 30W

CHANGE (1/26): RESTRICTED AREA EGR161 ADDED.