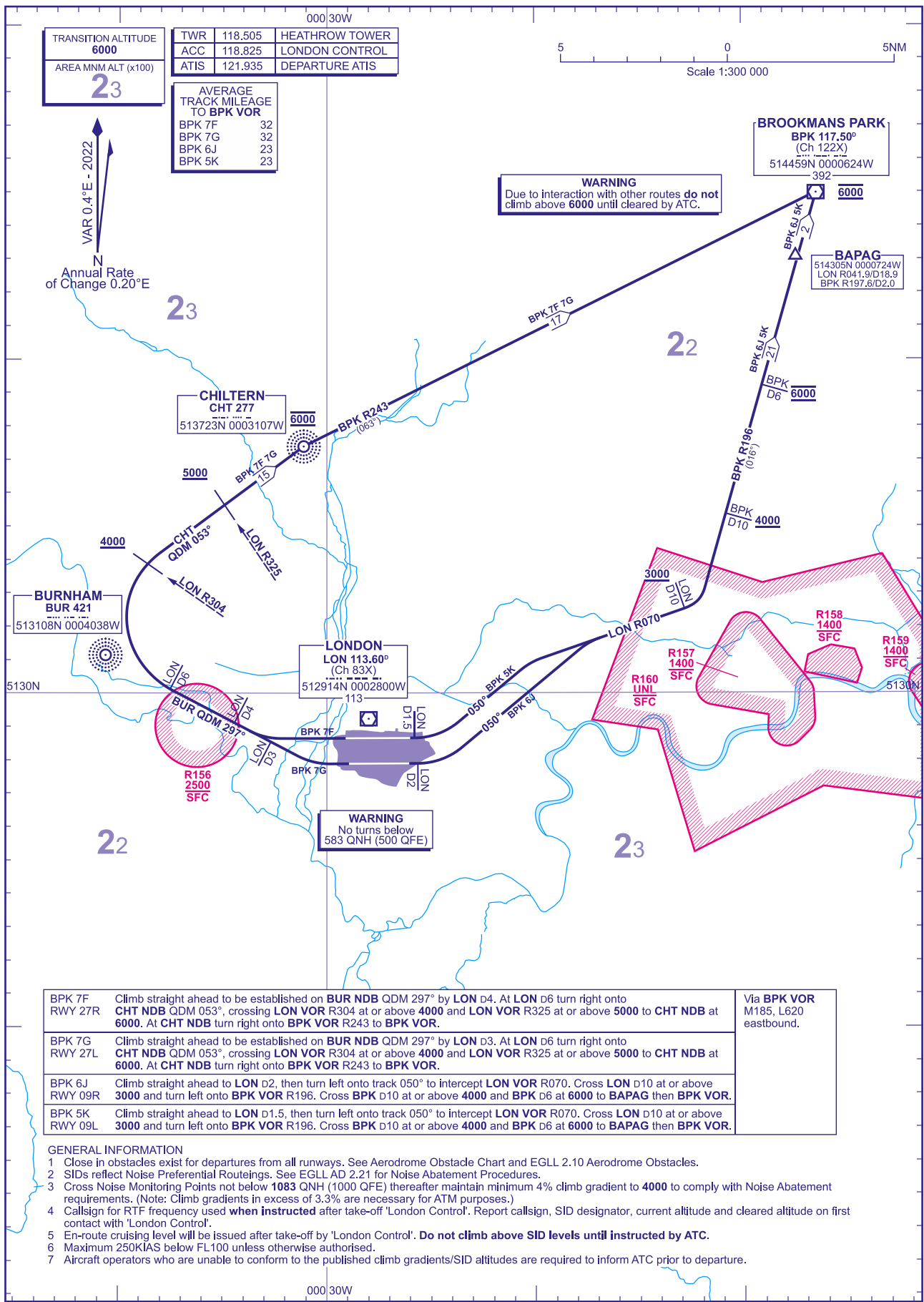


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW BROOKMANS PARK 7F 7G 6J 5K



TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	23

TWR	118.505	HEATHROW TOWER
ACC	118.825	LONDON CONTROL
ATIS	121.935	DEPARTURE ATIS

AVERAGE TRACK MILEAGE TO BPK VOR	
BPK 7F	32
BPK 7G	32
BPK 6J	23
BPK 5K	23

WARNING
Due to interaction with other routes do not climb above 6000 until cleared by ATC.

WARNING
No turns below 583 QNH (500 QFE)

BPK 7F RWY 27R	Climb straight ahead to be established on BUR NDB QDM 297° by LON D4 . At LON D6 turn right onto CHT NDB QDM 053° , crossing LON VOR R304 at or above 4000 and LON VOR R325 at or above 5000 to CHT NDB at 6000 . At CHT NDB turn right onto BPK VOR R243 to BPK VOR .	Via BPK VOR M185, L620 eastbound.
BPK 7G RWY 27L	Climb straight ahead to be established on BUR NDB QDM 297° by LON D3 . At LON D6 turn right onto CHT NDB QDM 053° , crossing LON VOR R304 at or above 4000 and LON VOR R325 at or above 5000 to CHT NDB at 6000 . At CHT NDB turn right onto BPK VOR R243 to BPK VOR .	
BPK 6J RWY 09R	Climb straight ahead to LON D2 , then turn left onto track 050° to intercept LON VOR R070 . Cross LON D10 at or above 3000 and turn left onto BPK VOR R196 . Cross BPK D10 at or above 4000 and BPK D6 at 6000 to BAPAG then BPK VOR .	
BPK 5K RWY 09L	Climb straight ahead to LON D1.5 , then turn left onto track 050° to intercept LON VOR R070 . Cross LON D10 at or above 3000 and turn left onto BPK VOR R196 . Cross BPK D10 at or above 4000 and BPK D6 at 6000 to BAPAG then BPK VOR .	

- 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 Routings. 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 3.3% 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 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
 - 6 Maximum 250KIAS below FL100 unless otherwise authorised.
 - 7 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform ATC prior to departure.