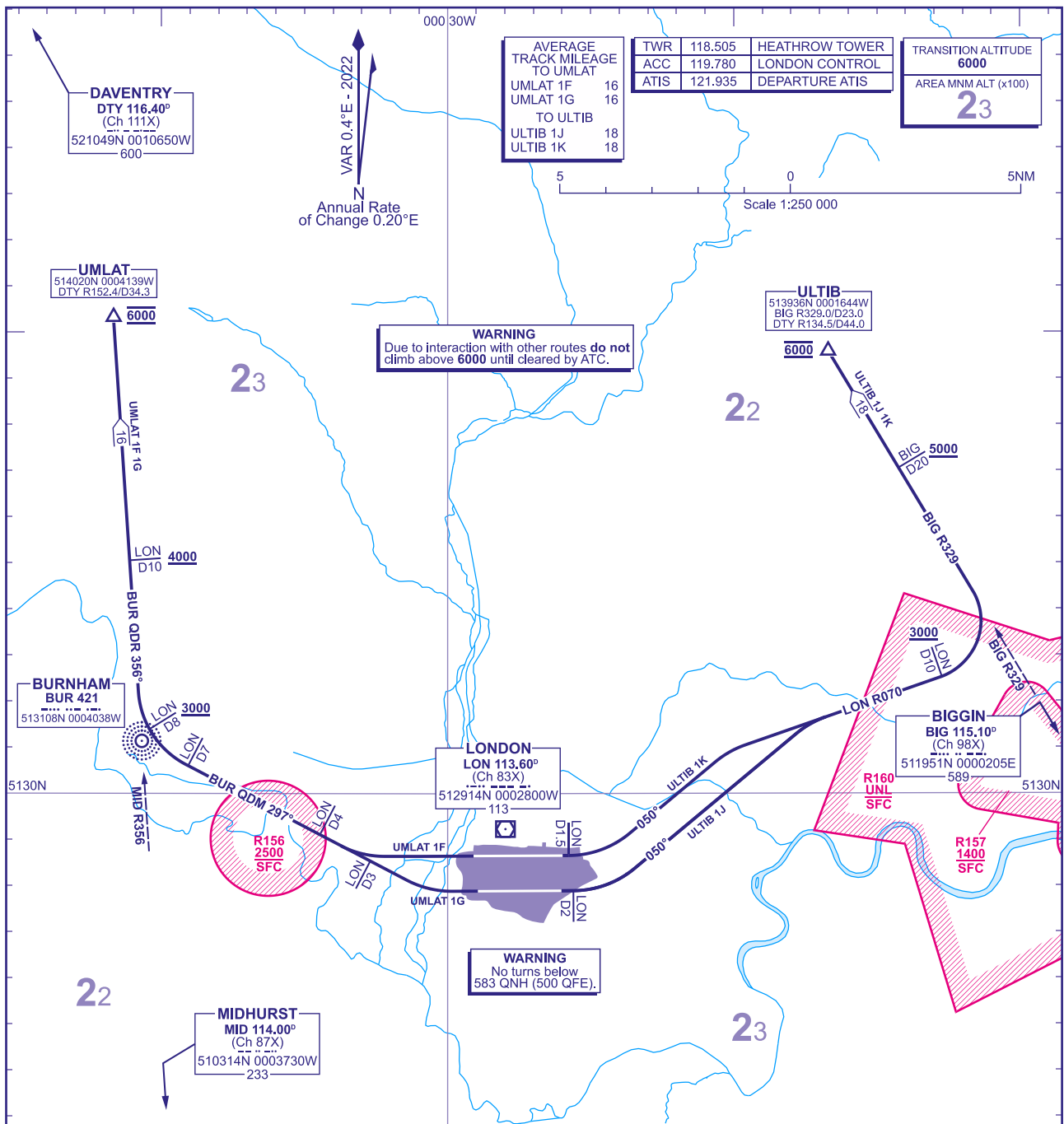


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
UMLAT 1F 1G ULTIB 1J 1K



UMLAT 1F RWY 27R	Climb straight ahead to be established on BUR NDB QDM 297° by LON D4 . At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R356), 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 297° by LON D3 . At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R356), crossing LON D8 at or above 3000 , then continue to cross LON D10 at or above 4000 and cross UMLAT at 6000 .	
ULTIB 1J 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 BIG VOR R329 , 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 050° to intercept LON VOR R070 , cross LON D10 at or above 3000 and turn left onto BIG VOR R329 , cross BIG D20 at or above 5000 and cross ULTIB at 6000 .	

GENERAL INFORMATION

- 1 Close to 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 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.
- 8 For UMLAT 1F 1G RCF procedures see AD 2.22 6.
- 9 Expect first CPDLC Data Link Authority to be EGTG.