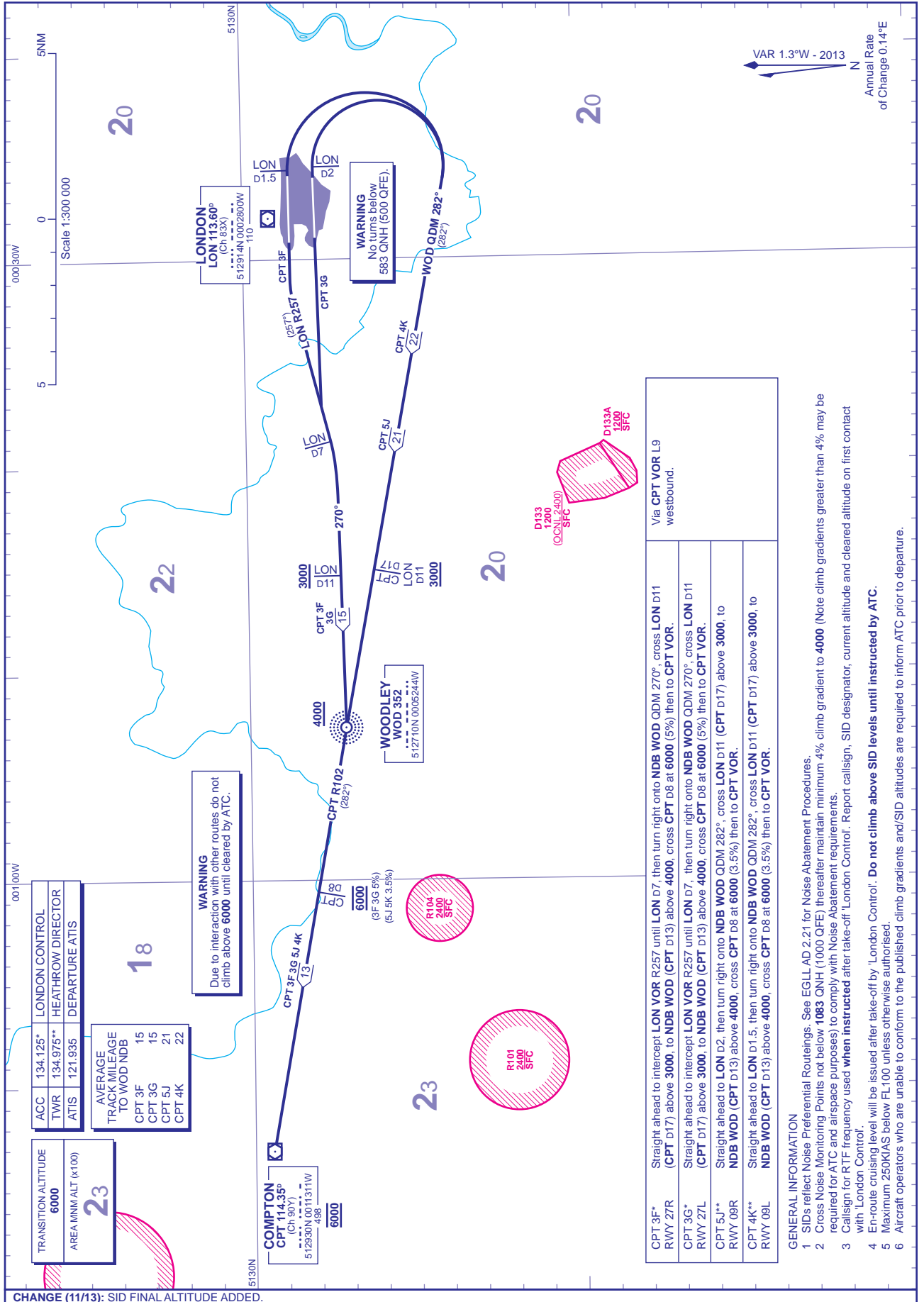


**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

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

**LONDON HEATHROW  
COMPTON 3F 3G 5J 4K**



ACC	134.125*	LONDON CONTROL
TWR	134.975**	HEATHROW DIRECTOR
ATIS	121.935	DEPARTURE ATIS

TRANSITION ALTITUDE	6000
AREA MIN ALT (x100)	23

AVERAGE TRACK MILEAGE TO WOD NDB	
CPT 3F	15
CPT 3G	15
CPT 5J	21
CPT 4K	22

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

CPT 3F*	Straight ahead to intercept LON VOR R257 until LON D7, then turn right onto NDB WOD QDM 270°, cross LON D11 (CPT D17) above 3000, to NDB WOD (CPT D13) above 4000, cross CPT D8 at 6000 (5%) then to CPT VOR.
CPT 3G*	Straight ahead to intercept LON VOR R257 until LON D7, then turn right onto NDB WOD QDM 270°, cross LON D11 (CPT D17) above 3000, to NDB WOD (CPT D13) above 4000, cross CPT D8 at 6000 (5%) then to CPT VOR.
CPT 5J**	Straight ahead to LON D2, then turn right onto NDB WOD QDM 282°, cross LON D11 (CPT D17) above 3000, to NDB WOD (CPT D13) above 4000, cross CPT D8 at 6000 (3.5%) then to CPT VOR.
CPT 4K**	Straight ahead to LON D1.5, then turn right onto NDB WOD QDM 282°, cross LON D11 (CPT D17) above 3000, to NDB WOD (CPT D13) above 4000, cross CPT D8 at 6000 (3.5%) then to CPT VOR.

Via CPT VOR L9 westbound.

**GENERAL INFORMATION**

- SIDs reflect Noise Preferential Routings. See EGLL AD 2.21 for Noise Abatement Procedures.
- Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
- Call sign for RTF frequency used when instructed after take-off London Control. Report call sign, SID designator, current altitude and cleared altitude on first contact with London Control.
- En-route cruising level will be issued after take-off by London Control. Do not climb above SID levels until instructed by ATC.
- Maximum 250KIAS below FL100 unless otherwise authorised.
- Aircraft operators who are unable to conform to the published climb gradients and/SID altitudes are required to inform ATC prior to departure.

CHANGE (11/13): SID FINAL ALTITUDE ADDED.

AERO INFO DATE 29 JUL 13