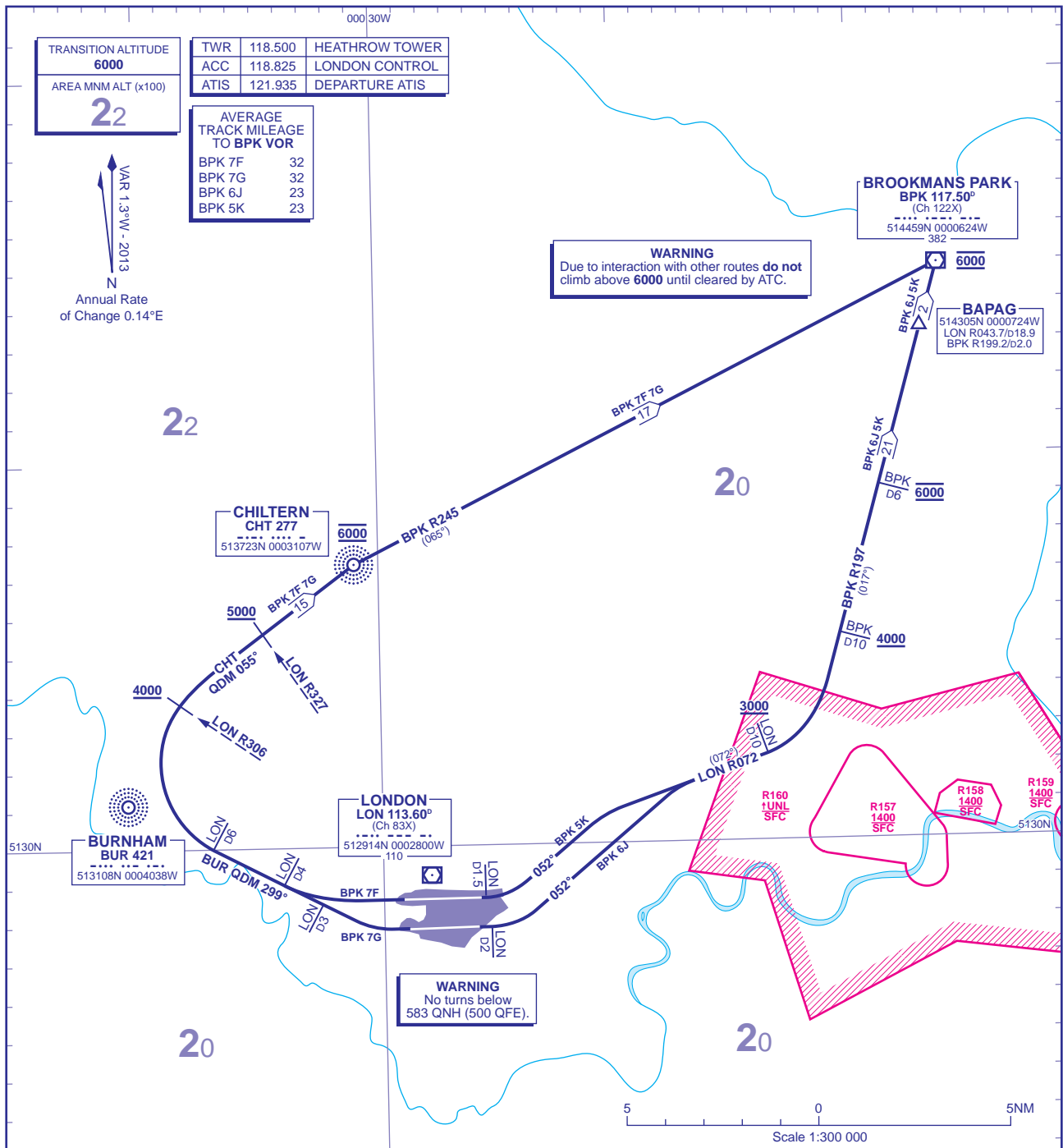


**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

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

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



BPK 7F RWY 27R	Climb straight ahead to be established on <b>BUR NDB QDM 299°</b> by <b>LON D4</b> . At <b>LON D6</b> turn right onto <b>CHT NDB QDM 056°</b> , crossing <b>LON VOR R306</b> at or above <b>4000</b> and <b>LON VOR R327</b> at or above <b>5000</b> to <b>CHT NDB</b> at <b>6000</b> . At <b>CHT NDB</b> turn right onto <b>BPK VOR R245</b> to <b>BPK VOR</b> .	Via <b>BPK VOR M185, L620</b> eastbound.
BPK 7G RWY 27L	Climb straight ahead to be established on <b>BUR NDB QDM 299°</b> by <b>LON D3</b> . At <b>LON D6</b> turn right onto <b>CHT NDB QDM 056°</b> , crossing <b>LON VOR R306</b> at or above <b>4000</b> and <b>LON VOR R327</b> at or above <b>5000</b> to <b>CHT NDB</b> at <b>6000</b> . At <b>CHT NDB</b> turn right onto <b>BPK VOR R245</b> to <b>BPK VOR</b> .	
BPK 6J RWY 09R	Climb straight ahead to <b>LON D2</b> , then turn left onto track <b>052°</b> to intercept <b>LON VOR R072</b> . Cross <b>LON D10</b> at or above <b>3000</b> and turn left onto <b>BPK VOR R197</b> . Cross <b>BPK D10</b> at or above <b>4000</b> and <b>BPK D6</b> at <b>6000</b> to <b>BAPAG</b> then <b>BPK VOR</b> .	
BPK 5K RWY 09L	Climb straight ahead to <b>LON D1.5</b> , then turn left onto track <b>052°</b> to intercept <b>LON VOR R072</b> . Cross <b>LON D10</b> at or above <b>3000</b> and turn left onto <b>BPK VOR R197</b> . Cross <b>BPK D10</b> at or above <b>4000</b> and <b>BPK D6</b> at <b>6000</b> to <b>BAPAG</b> then <b>BPK VOR</b> .	

- 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** to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.3% are necessary for ATM purposes.)
  - 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'.
  - 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/SID altitudes are required to inform ATC prior to departure.

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

AERO INFO DATE 29 JUL 13