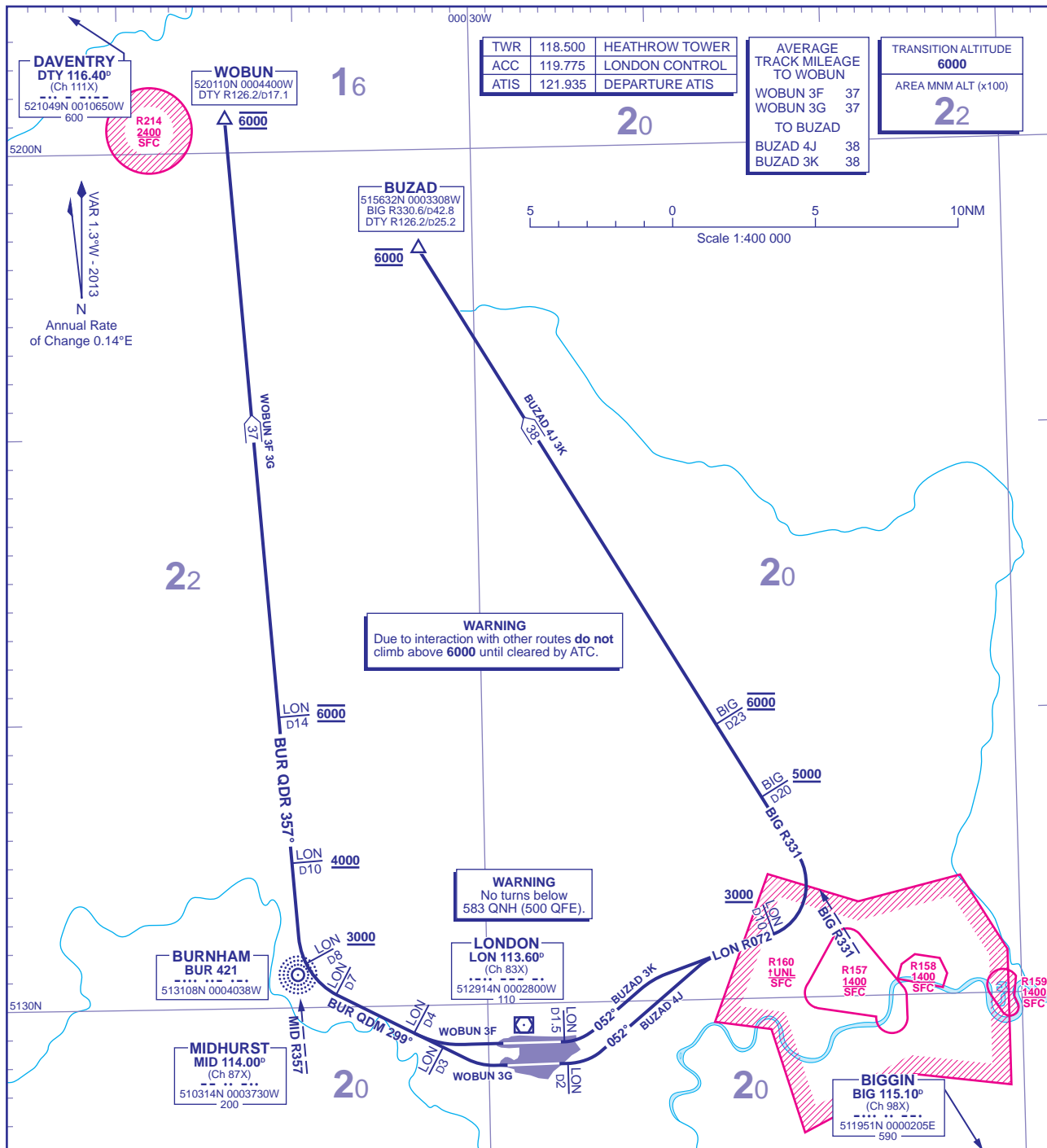


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

**LONDON HEATHROW
WOBUN 3F 3G BUZAD 4J 3K**



TWR	118.500	HEATHROW TOWER
ACC	119.775	LONDON CONTROL
ATIS	121.935	DEPARTURE ATIS

AVERAGE TRACK MILEAGE TO WOBUN	
WOBUN 3F	37
WOBUN 3G	37
TO BUZAD	
BUZAD 4J	38
BUZAD 3K	38

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	22

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

WARNING
No turns below 583 QNH (500 QFE).

WOBUN 3F RWY 27R	Climb straight ahead to be established on BUR NDB QDM 299° by LON D4 . At LON D7 turn right onto BUR NDB QDR 357° (MID VOR R357) , crossing LON D8 at or above 3000 , then continue to cross LON D10 at or above 4000 and LON D14 at 6000 to WOBUN .	M605 via DTY VOR L10, T420 via OLNEY - (N57) northbound.
WOBUN 3G RWY 27L	Climb straight ahead to be established on BUR NDB QDM 299° by LON D3 . At LON D7 turn right onto BUR NDB QDR 357° (MID VOR R357) , crossing LON D8 at or above 3000 , then continue to cross LON D10 at or above 4000 and LON D14 at 6000 to WOBUN .	
BUZAD 4J RWY 09R	Climb straight ahead to LON D2 , then turn left onto track 052° to intercept LON VOR R072 , cross LON D10 at or above 3000 and turn left onto BIG VOR R331 , cross BIG D20 at or above 5000 and BIG D23 at 6000 to BUZAD .	
BUZAD 3K RWY 09L	Climb straight ahead to LON D1.5 , then turn left onto track 052° to intercept LON VOR R072 , cross LON D10 at or above 3000 and turn left onto BIG VOR R331 , cross BIG D20 at or above 5000 and BIG D23 at 6000 to BUZAD .	

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routeings. 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