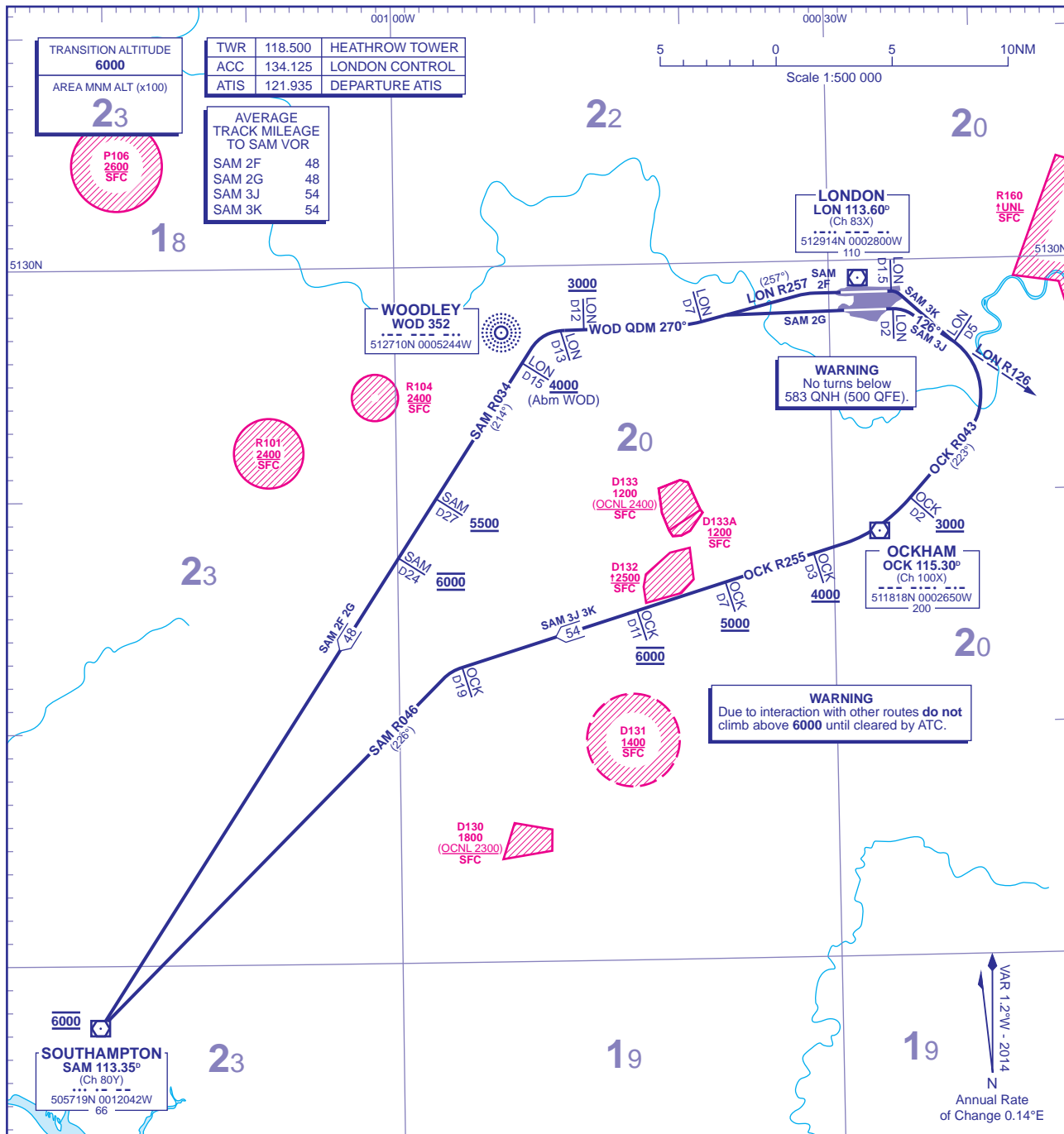


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW SOUTHAMPTON 2F 2G 3J 3K



SAM 2F RWY 27R	Straight ahead to intercept LON VOR R257 until LON D7, then turn right onto WOD NDB QDM 270°. Cross LON D12 above 3000. At LON D13 turn left to intercept SAM VOR R034, cross abeam WOD NDB (LON D15) above 4000, SAM D27 above 5500, SAM D24 at 6000 to SAM VOR.	Via SAM VOR Q41 southbound L620.
SAM 2G RWY 27L	Straight ahead to intercept LON VOR R257 until LON D7, then turn right onto WOD NDB QDM 270°. Cross LON D12 above 3000. At LON D13 turn left to intercept SAM VOR R034, cross abeam WOD NDB (LON D15) above 4000, SAM D27 above 5500, SAM D24 at 6000 to SAM VOR.	
SAM 3J RWY 09R	Straight ahead to LON D2, then turn right onto LON VOR R126 until LON D5, then turn right onto OCK VOR R043, cross OCK D2 above 3000 and turn right onto OCK VOR R255, cross OCK D3 above 4000, OCK D7 above 5000, OCK D11 at 6000. At OCK D19 turn left onto SAM VOR R046 to SAM VOR.	
SAM 3K RWY 09L	Straight ahead to LON D1.5, then turn right onto LON VOR R126 until LON D5, then turn right onto OCK VOR R043, cross OCK D2 above 3000 and turn right onto OCK VOR R255, cross OCK D3 above 4000, OCK D7 above 5000, OCK D11 at 6000. At OCK D19 turn left onto SAM VOR R046 to SAM VOR.	

- 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 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
 - 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 and/SID altitudes are required to inform ATC prior to departure.

CHANGE (2/14): MAG VAR. SAM 2F/2G SID TEXT CORRECTION SAM VOR RADIAL.