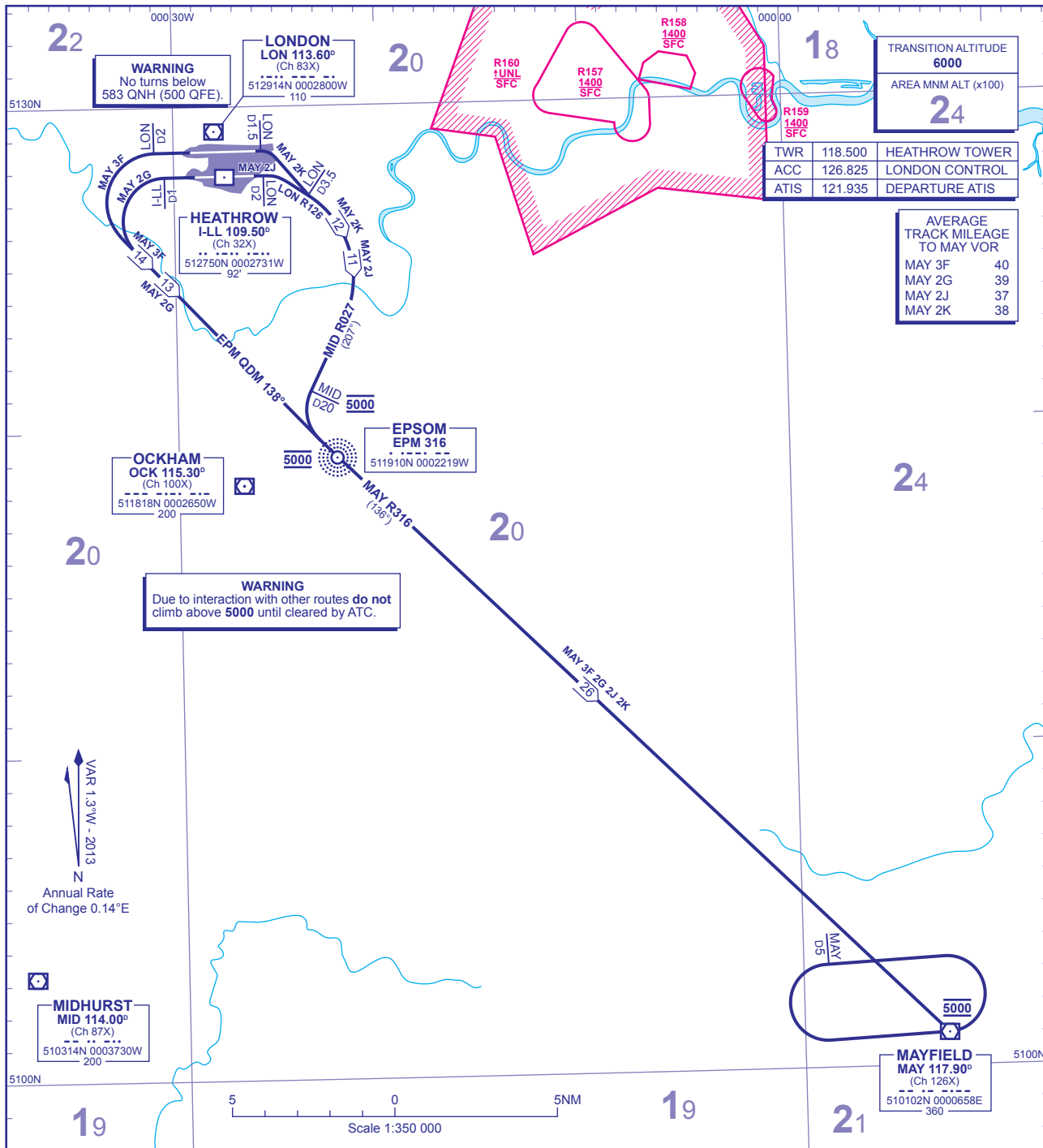


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

**LONDON HEATHROW
MAYFIELD 3F 2G 2J 2K**



MAY 3F RWY 27R	Straight ahead to LON D2 , then turn left onto EPM NDB QDM 138° to EPM NDB at 5000 , (then but not before LON D10) MAY VOR R316 to MAY VOR at 5000 .	For landing at LONDON GATWICK airport only.
MAY 2G RWY 27L	Straight ahead to I-LL D1 , then turn left onto EPM NDB QDM 138° to EPM NDB at 5000 , (then but not before LON D10) MAY VOR R316 to MAY VOR at 5000 .	
MAY 2J RWY 09R	Straight ahead to LON D2 , then turn right onto LON VOR R126 until LON D3.5 , then turn right onto MID VOR R027 until MID D20 at 5000 then turn left onto MAY VOR R316 to MAY VOR at 5000 .	
MAY 2K RWY 09L	Straight ahead to LON D1.5 , then turn right onto LON VOR R126 until LON D3.5 , then turn right onto MID VOR R027 until MID D20 at 5000 then turn left onto MAY VOR R316 to MAY VOR at 5000 .	

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.
- 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'.
- Maximum 250KIAS en-route. MAY VOR at 220KIAS or less.
- Aircraft VOR or DME failure advise ATC and comply with ATC instructions.
- MAY 2G first turn point: when **I-LL DME** is out of service use LON D2.
- Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to inform ATC prior to departure.

CHANGE (7/13): MAG VAR. RADIALS. TRACKS.

AERO INFO DATE 3 APR 13