ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

When determining top of descent point, pilots should plan for possible intermediate descent clearance as follows:

- Do not proceed beyond ALKIN.
- Warning: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
**WARNING**
Do not proceed beyond ALKIN without ATC clearance.

**SPEED RESTRICTION**
Cross SLPs at 250 KT or less.

**DESIGN PLANNING/ATC REQUIREMENTS**
When determining top of descent point, pilots should anticipate possible intermediate descent clearance to FL140 by 15 NM before CPT, and for possible clearance to lowest holding level (3000') by ALKIN.

Pilots unable to comply must notify ATC as soon as possible. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

**WARNING**
Do not proceed beyond ALKIN without ATC clearance.

**SPEED RESTRICTION**
Cross SLPs at 250 KT or less.

**DESIGN PLANNING/ATC REQUIREMENTS**
When determining top of descent point, pilots should anticipate possible intermediate descent clearance to FL140 by 15 NM before CPT, and for possible clearance to lowest holding level (3000') by ALKIN.

Pilots unable to comply must notify ATC as soon as possible. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
Cruising levels will be issued after take-off by LONDON Control. Do not climb above SID levels until instructed by ATC.

Initial climb straight ahead to 520'.

Straight ahead to ILSR 1.5 DME, turn RIGHT, intercept LAM R-225 inbound, intercept BPK R-153 inbound to BPK.

Straight ahead to ILST 1 DME, turn LEFT, intercept BPK R-153 inbound to BPK.

For positioning flights to EGGW & EGSS follow BPK SIDs to BPK, then join STAR LOREL 2Q at altitudes by ATC.

**WARNING - STEPPED CLIMB:** Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

These SIDs require minimum climb gradients:

- **BPK 3T**
  - 450' per NM (7.4%) up to 1100',
  - 389' per NM (6.4%) up to 520',
  - 541' per NM (8.9%) until D23 LON.

- **BPK 3U**
  - 632' per NM (10.4%) until D23 LON,
  - 371' per NM (6.1%) until D23 LON.

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WARNING - STEPPED CLIMB:

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

These SIDs require minimum climb gradients of

- 389' per NM (6.4%) up to 2800' at N51 30.4 E000 03.3
- 450' per NM (7.4%) up to 371' per NM (6.1%) until D23 LON.
- 541' per NM (8.9%) until D12 BPK.

Initial climb straight ahead to 520'.

Cruising levels will be issued after take-off by LONDON Control.

TRANS LEVEL: By ATC
TRANS ALT: 6000'

Do not climb above SID levels until instructed by ATC.

Expected ATC clearance when Heathrow is reached:

- FL70
- FL80

QNH is below 1031 hPa)

RWYS 28, 10 DEPARTURES

RWYS 28, 10 DEPARTURES

DOVER THREE UNIFORM (DVR 3U)
COMPTON FOUR UNIFORM (CPT 4U)
COMPTON FOUR TANGO (CPT 4T)
LONDON CITY

Do not enter any airspace outside of the routes defined by JeppView.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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Radials updated; new format; chart redrawn.

**ROUTING**

**WARNING**: STEPPED CLIMB: Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

*These SIDs require minimum climb gradients of 632' per NM (10.4%) until D23 LON.*

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MISSED APCH CLIMB GRADIENT MIM 3.5%