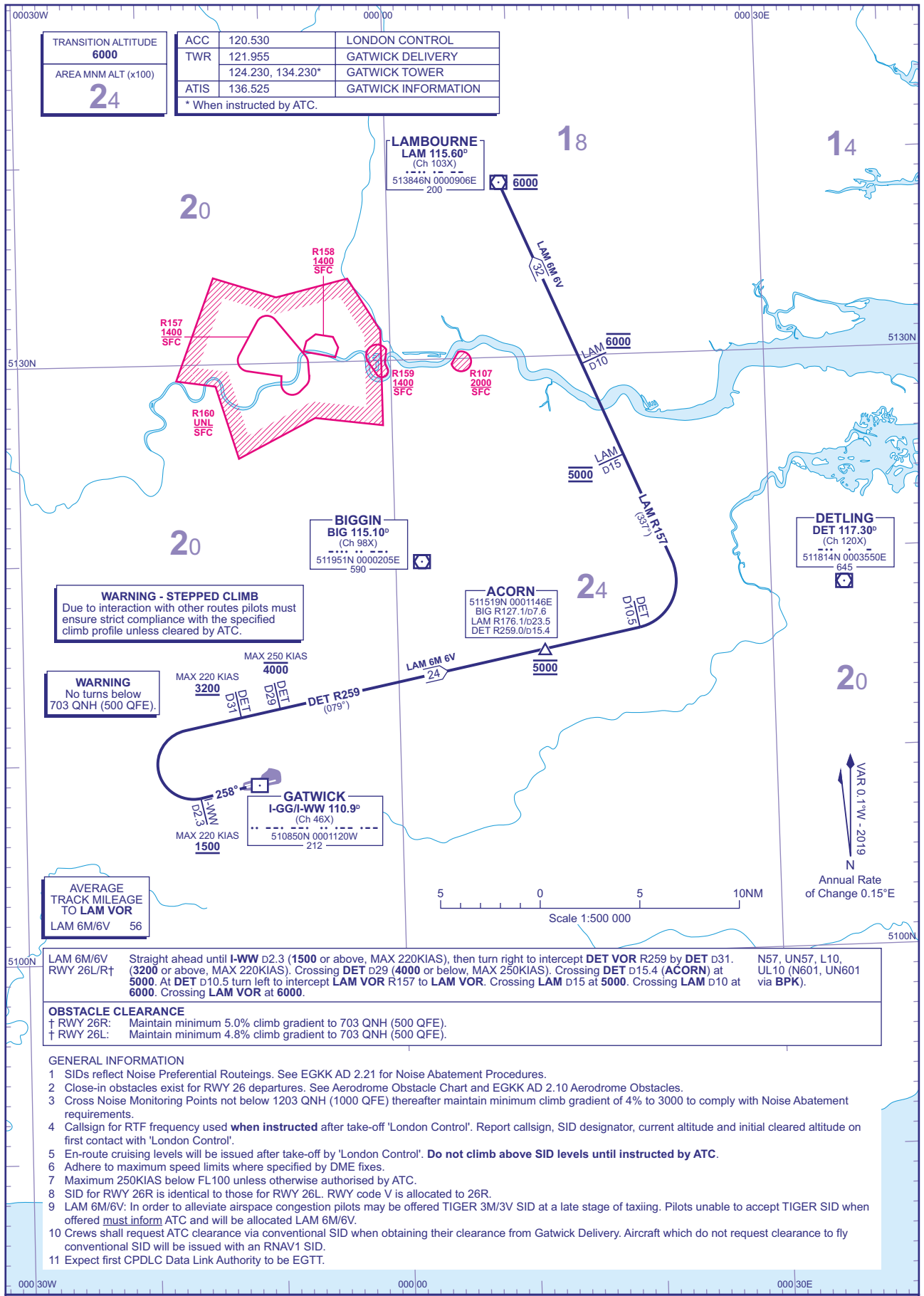


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

**LONDON GATWICK
RWY 26L/R
LAM 6M 6V**



TRANSITION ALTITUDE 6000	ACC 120.530	LONDON CONTROL
AREA MNM ALT (x100) 24	TWR 121.955	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
	ATIS 136.525	GATWICK INFORMATION

* When instructed by ATC.	
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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.

WARNING
No turns below 703 QNH (500 QFE).

AVERAGE TRACK MILEAGE TO LAM VOR
LAM 6M/6V 56

LAM 6M/6V RWY 26L/R† Straight ahead until I-WW D2.3 (1500 or above, MAX 220KIAS), then turn right to intercept DET VOR R259 by DET D31. N57, UN57, L10, UL10 (N601, UN601 via BPK).
 † RWY 26L: Maintain minimum 5.0% climb gradient to 703 QNH (500 QFE).
 † RWY 26L: Maintain minimum 4.8% climb gradient to 703 QNH (500 QFE).

OBSTACLE CLEARANCE
 † RWY 26R: Maintain minimum 5.0% climb gradient to 703 QNH (500 QFE).
 † RWY 26L: Maintain minimum 4.8% climb gradient to 703 QNH (500 QFE).

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 for Noise Abatement Procedures.
 - Close-in obstacles exist for RWY 26 departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
 - Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 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 initial cleared altitude on first contact with 'London Control'.
 - En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
 - Adhere to maximum speed limits where specified by DME fixes.
 - Maximum 250KIAS below FL100 unless otherwise authorised by ATC.
 - SID for RWY 26R is identical to those for RWY 26L. RWY code V is allocated to 26R.
 - LAM 6M/6V: In order to alleviate airspace congestion pilots may be offered TIGER 3M/3V SID at a late stage of taxiing. Pilots unable to accept TIGER SID when offered **must inform** ATC and will be allocated LAM 6M/6V.
 - Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
 - Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (10/19): LAM 5M/5V REDESIGNATED LAM 6M/6V. RWY 26L OBSTACLE CLEARANCE.

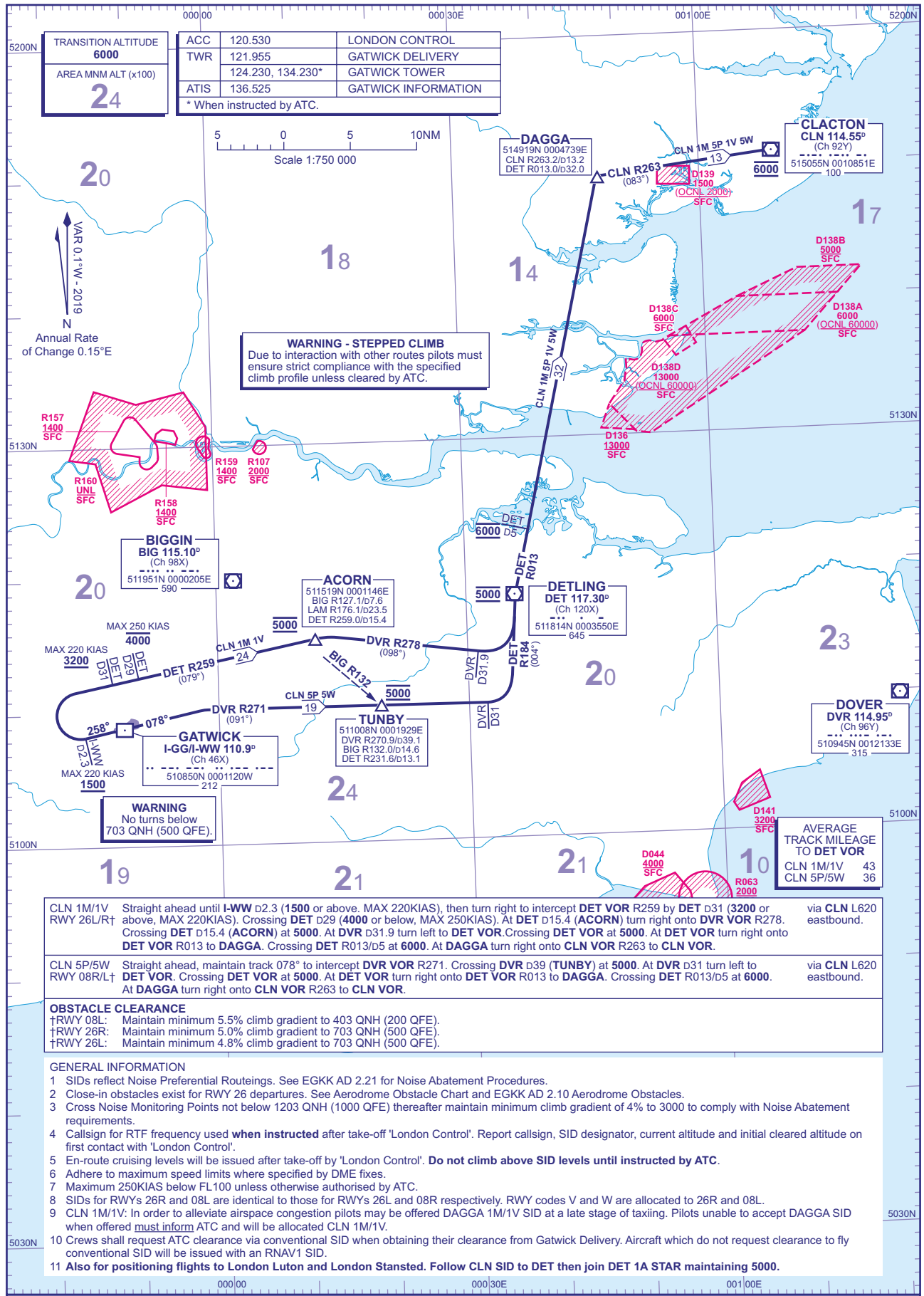
AERO INFO DATE 11 JUL 19

AD 2-EGKK-6-2

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 08R/L 26L/R
CLN 1M 1V 5P 5W



CHANGE (10/19): CLN 9M/9V REDESIGNATED CLN 1M/1V. OBSTACLE CLEARANCE.

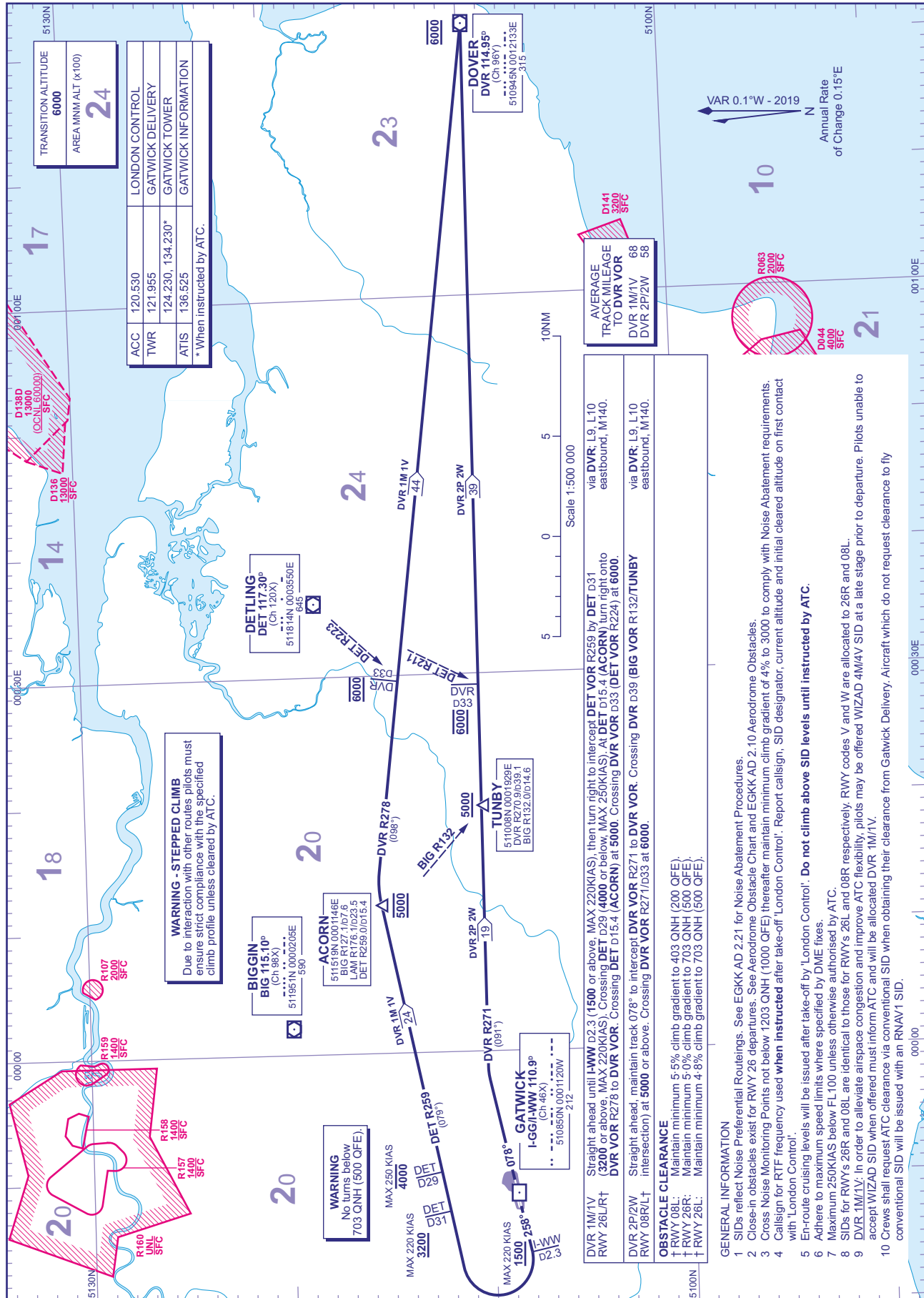
AERO INFO DATE 11 JUL 19

AD 2-EGKK-6-7

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

**LONDON GATWICK
RWY 08R/L 26L/R
DVR 1M 1V 2P 2W**



CHANGE (10/19): DVR 9M/9V REDESIGNATED DVR 1M/1V. RWY 26L/R OBSTACLE CLEARANCE.

AERO INFO DATE 11 JUL 19

AD 2.EGKK-6-18

DVR 1M/1V Straight ahead until I-WW D2.3 (1500 or above, MAX 220KIAS), then turn right to intercept DET VOR R259 by DET D31 (3200 or above, MAX 220KIAS). Crossing DET D29 (4000 or below, MAX 250KIAS). At DET D15.4 (ACORN) turn right onto DVR VOR R278 to DVR VOR. Crossing DET D15.4 (ACORN) at 5000. Crossing DVR VOR D33 (DET VOR R224) at 6000.

DVR 2P/2W Straight ahead, maintain track 078° to intercept DVR VOR R271 to DVR VOR. Crossing DVR D39 (BIG VOR R132/TUNBY intersection) at 5000 or above. Crossing DVR VOR R271/D33 at 6000.

OBSTACLE CLEARANCE
 † RWY 08L: Maintain minimum 5.5% climb gradient to 403 QNH (200 QFE).
 † RWY 26R: Maintain minimum 5.0% climb gradient to 703 QNH (500 QFE).
 † RWY 26L: Maintain minimum 4.8% climb gradient to 703 QNH (500 QFE).

GENERAL INFORMATION
 1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 for Noise Abatement Procedures.
 2 Close-in obstacles exist for RWY 26 departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
 3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
 4 Call sign for RTF frequency used when instructed after take-off 'London Control'. Report call sign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
 5 En-route cruising levels will be issued after take-off by 'London Control'. Do not climb above SID levels until instructed by ATC.
 6 Adhere to maximum speed limits where specified by DME fixes.
 7 Maximum 250KIAS below FL100 unless otherwise authorised by ATC.
 8 SIDs for RWYs 26R and 08L are identical to those for RWYs 26L and 08R respectively. RWY codes V and W are allocated to 26R and 08L.
 9 DVR 1M/1V: In order to alleviate airspace congestion and improve ATC flexibility, pilots may be offered WIZAD 4M/4V SID at a late stage prior to departure. Pilots unable to accept WIZAD SID when offered must inform ATC and will be allocated DVR 1M/1V.
 10 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.