AD 2-EGKK-6-1

**UNITED KINGDOM AIP** 2 Mar 2017 STANDARD DEPARTURE CHART -**LONDON GATWICK** DISTANCES IN NAUTICAL MILES **INSTRUMENT (SID) - ICAO** BEARINGS, TRACKS AND RADIALS ARE MAGNETIC RWY 08R/L 26L/R ALTITUDES AND ELEVATIONS ARE IN FEET **LAM 4M 4V 5P 5W** 000 00 ACC 120.525 LONDON CONTROL TRANSITION ALTITUDE 6000 TWR 121.950 **GATWICK DELIVERY** AREA MNM ALT (x100 124 225 134 225 **GATWICK TOWER GATWICK INFORMATION** ATIS 136 525 **2**4 When instructed by ATC **1**8 LAMBOURNE LAM 115.60° (Ch 103X) 513846N 0000906E 6000 **2**0 6000 5000 DETLING **BIGGIN** BIG 115.10° (Ch 98X) 511951N 0000205E **DET 117.30** 511814N 0003550E  $\odot$ WARNING - STEPPED CLIMB

Due to interaction with other routes pilots ressure strict compliance with the specified climb profile unless cleared by ATC. 5000 **ACORN** 4000 **2**0 LAM 4M 4V 13/15 D3.5G /AR 0.5°W GATWICK SIN I-GG/I-WW 110.9 2017 510850N 0001120W AVERAGE WARNING Annual Rate TRACK MILEAGE TO LAM VOR No turns below 703 QNH (500 QFE) of Change 0.15°E 10NM \_AM 4M/4V \_AM 5P/5W Scale 1:500 000 5100N Straight ahead until I-WW D2.3, then turn right to intercept DET VOR R260 by DET D31. Crossing DET D29 at 4000 or below. Crossing DET D15 (ACORN) at 5000. At DET D10 turn left to intercept LAM VOR R157 to LAM VOR N57, UN57, L10, UL10 (N601, UN601 LAM 4M/4V RWY 26L/R† Crossing LAM D15 at 5000. Crossing LAM D10 at 6000. Crossing LAM VOR at 6000. via BPK). Straight ahead until I-GG p3.5, then turn left to track 053° to intercept DET VOR R260 by DET p20. Crossing DET p15 (ACORN) at 5000. At DET p10 turn left to intercept LAM VOR R157 to LAM VOR. Crossing LAM p15 at 5000. Crossing LAM p10 at 6000. Crossing LAM VOR at 6000. N57, UN57, L10, UL10 (N601, UN601 via **BPK**). LAM 5P/5W RWY 08R/L† OBSTACLE CLEARANCE
† RWY 08L: Maintain minimum 5-5% climb gradient to 403 QNH (200 QFE).
† RWY 26R: Owing to proximity of a 30 high earth bank to the end of the clearway, it is not possible to publish a minimum required climb gradient for departures from this RWY. See Aerodrome Obstacle Chart ICAO Type A - Operating Limitations.

- SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.

  Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement
- 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**.

000 00

- Maximum 250KIAS below FL100 unless otherwise authorised.

  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.

  LAM 4M/4V: 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 <u>must inform ATC</u> and will be allocated LAM 4M/4V.

  Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly
- 8 conventional SID will be issued with an RNAV1 SID

CHANGE (3/17): LAM VOR RECALIBRATED. LAM VOR RADIAL. WAYPOINT ACORN LAM VOR RADIAL

AERO INFO DATE 06 DEC 16