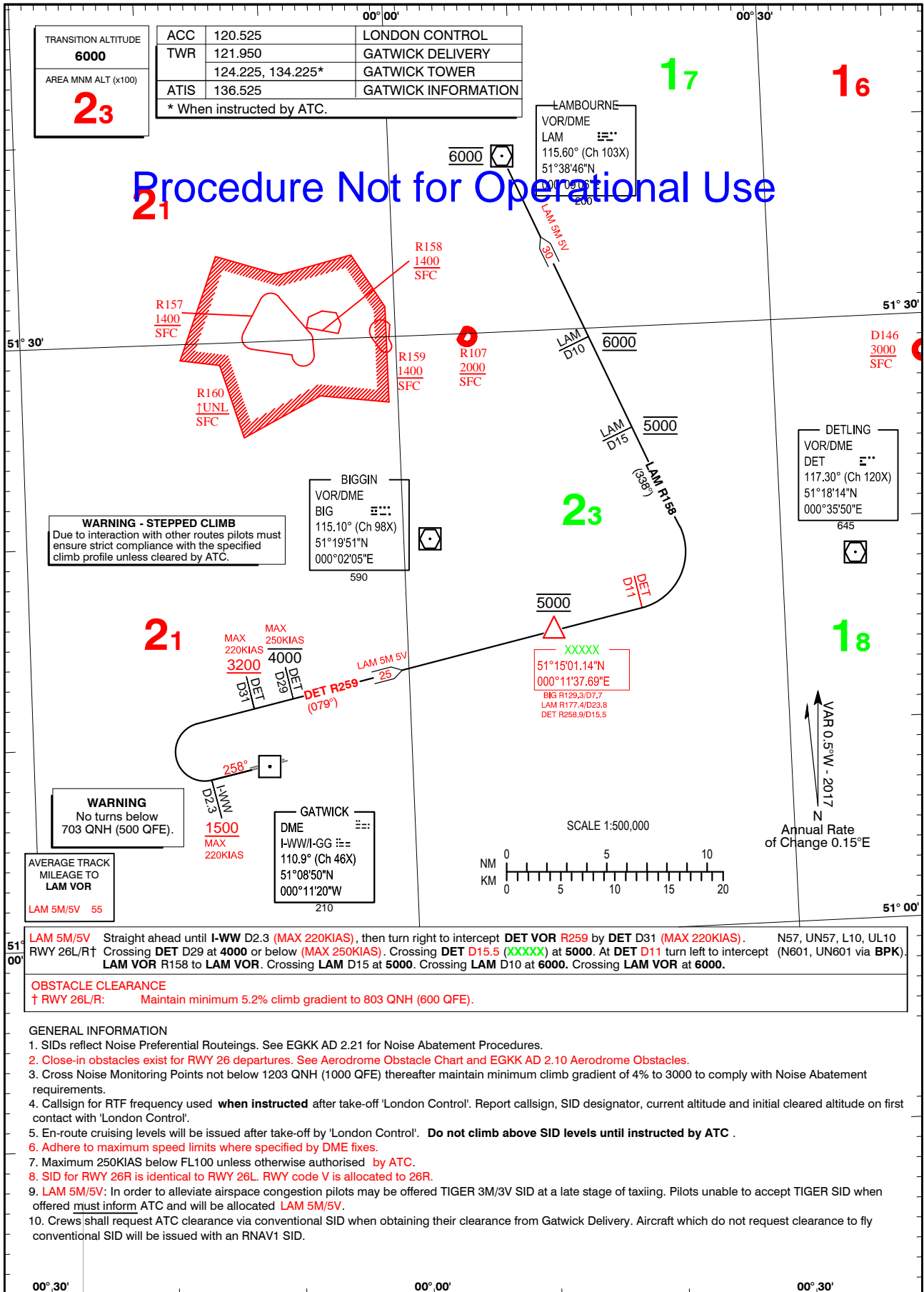


This is a Draft Interim Chart for Information Purposes Only

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

**LONDON GATWICK
RWY 26L/R
LAM 5M 5V**

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



TRANSITION ALTITUDE	ACC 120.525	LONDON CONTROL
6000	TWR 121.950	GATWICK DELIVERY
AREA MNM ALT (x100)	124.225, 134.225*	GATWICK TOWER
23	ATIS 136.525	GATWICK INFORMATION
	* When instructed by ATC.	

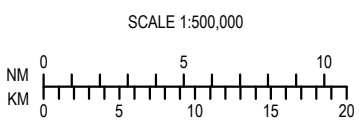
TRANSITION ALTITUDE	ACC 120.525	LONDON CONTROL
6000	TWR 121.950	GATWICK DELIVERY
AREA MNM ALT (x100)	124.225, 134.225*	GATWICK TOWER
23	ATIS 136.525	GATWICK INFORMATION
	* When instructed by ATC.	

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

WARNING
No turns below 703 QNH (500 QFE).

AVERAGE TRACK MILEAGE TO LAM VOR
LAM 5M/5V 55

GATWICK
DME I-WW/I-GG
110.9° (Ch 46X)
51°08'50"N
000°11'20"W
210



LAM 5M/5V Straight ahead until **I-WW D2.3 (MAX 220KIAS)**, then turn right to intercept **DET VOR R259** by **DET D31 (MAX 220KIAS)**. **N57, UN57, L10, UL10 RWY 26L/R** Crossing **DET D29** at **4000** or below (**MAX 250KIAS**). Crossing **DET D15.5 (XXXXX)** at **5000**. At **DET D11** turn left to intercept (**N601, UN601** via **BPK**). **LAM VOR R158** to **LAM VOR**. Crossing **LAM D15** at **5000**. Crossing **LAM D10** at **6000**. Crossing **LAM VOR** at **6000**.

OBSTACLE CLEARANCE
† RWY 26L/R: Maintain minimum 5.2% climb gradient to 803 QNH (600 QFE).

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routeings. 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 RWY 26L. RWY code V is allocated to 26R.
 - LAM 5M/5V**: 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 5M/5V**.
 - 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.