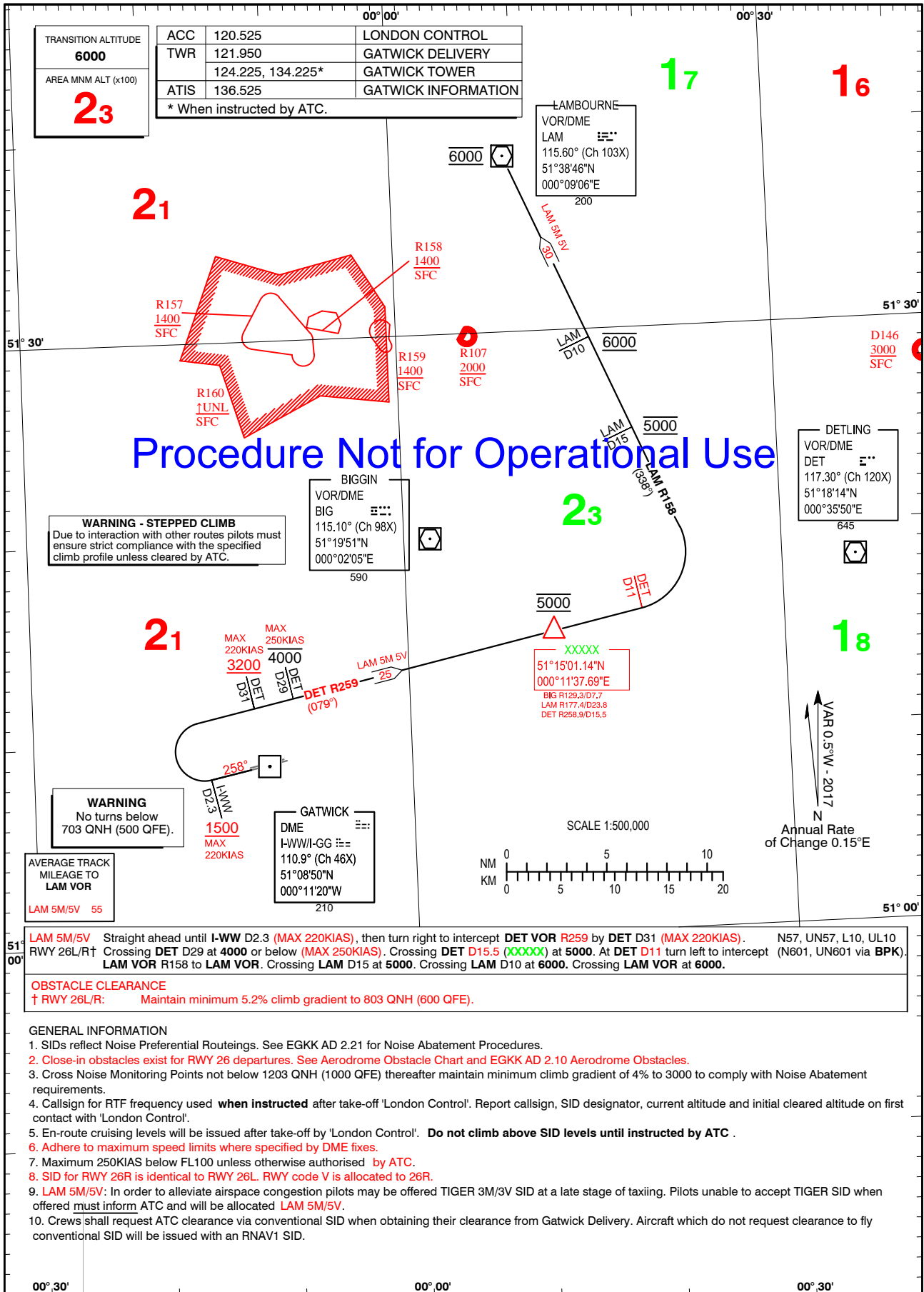


This is a Draft Interim Chart for Information Purposes Only

**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

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

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



**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.