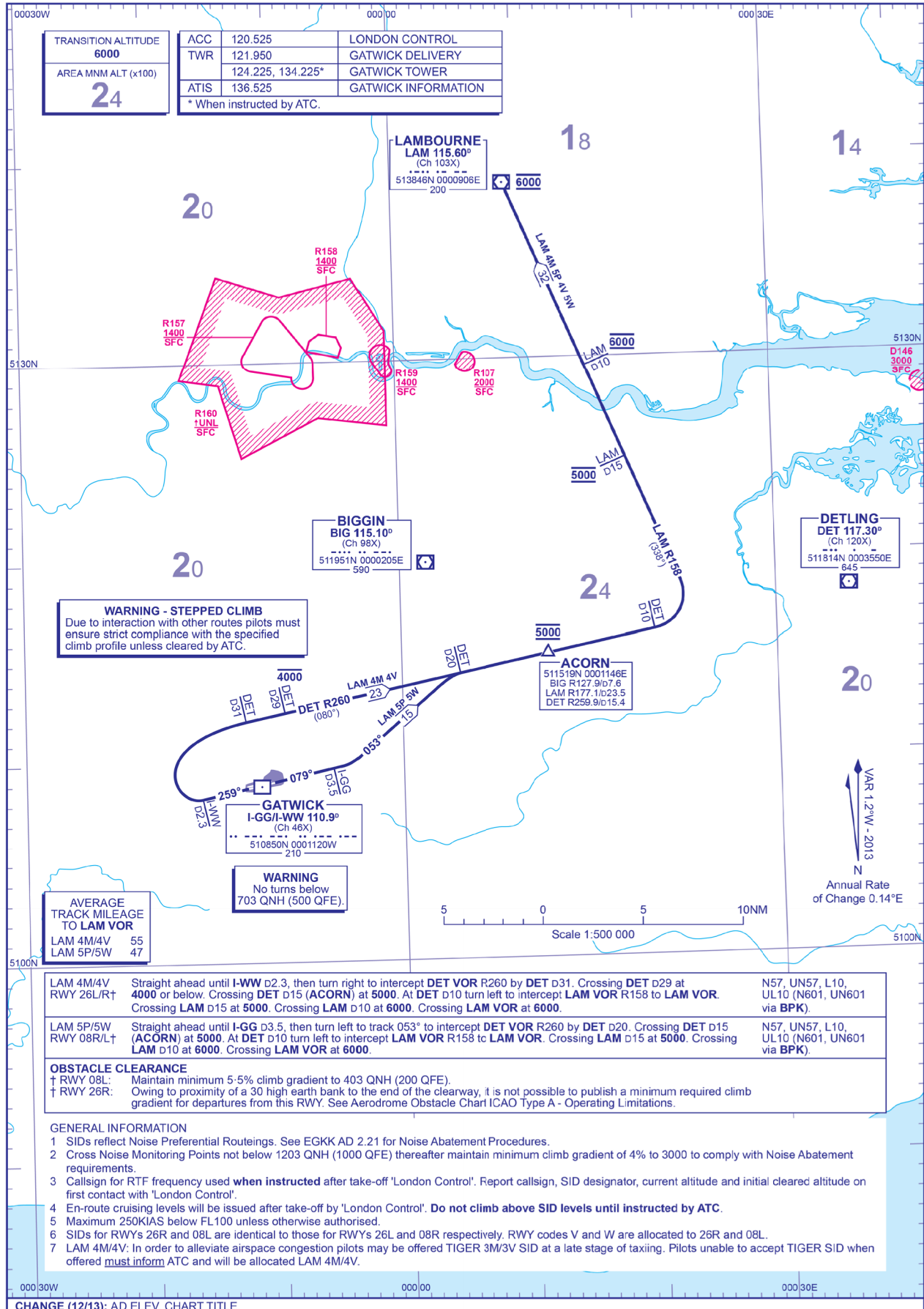


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

**LONDON GATWICK
RWY 08R/L 26L/R
LAM 4M 4V 5P 5W**

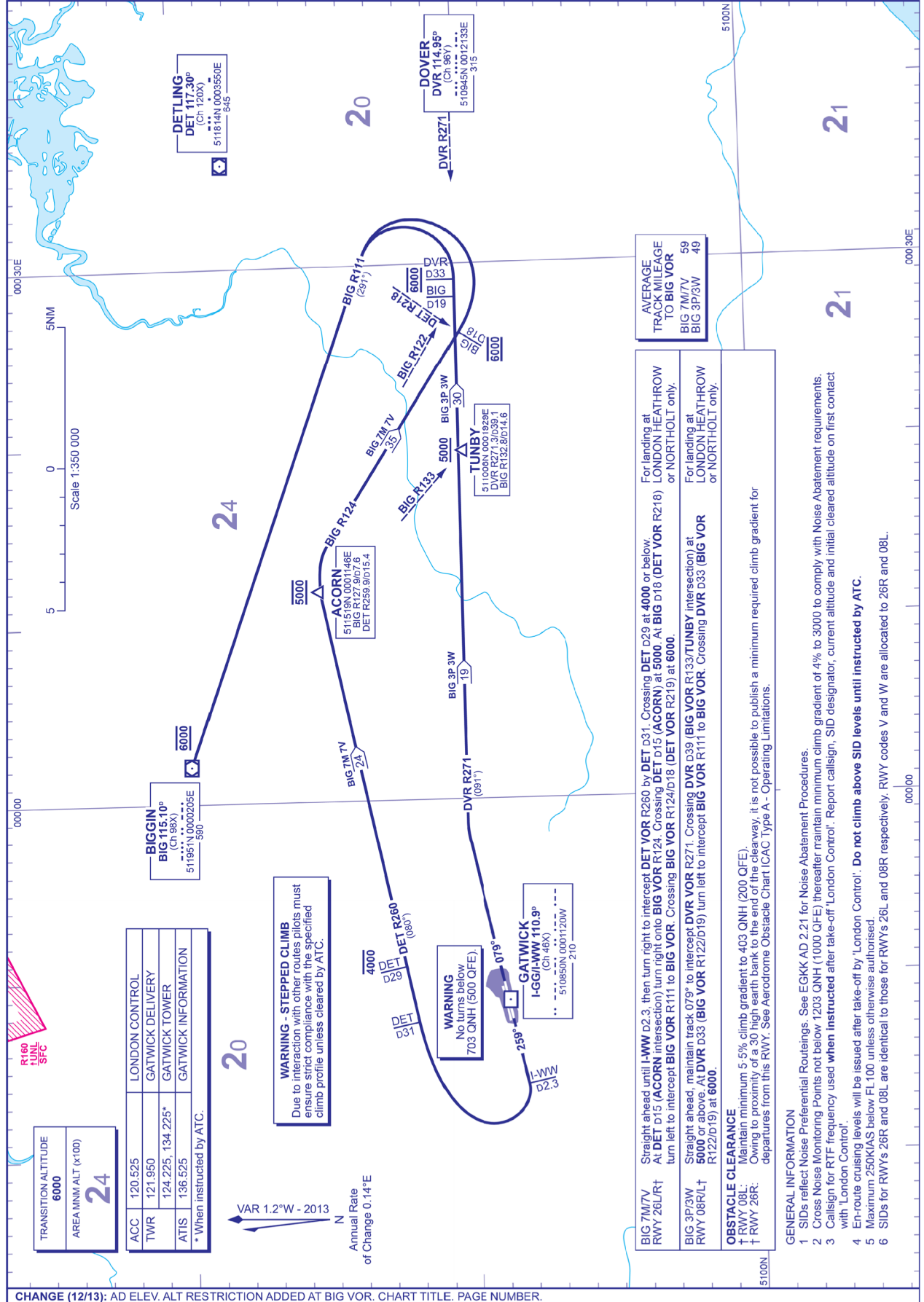


AERO INFO DATE 25 JUL 13

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
BIG 7M 7V 3P 3W



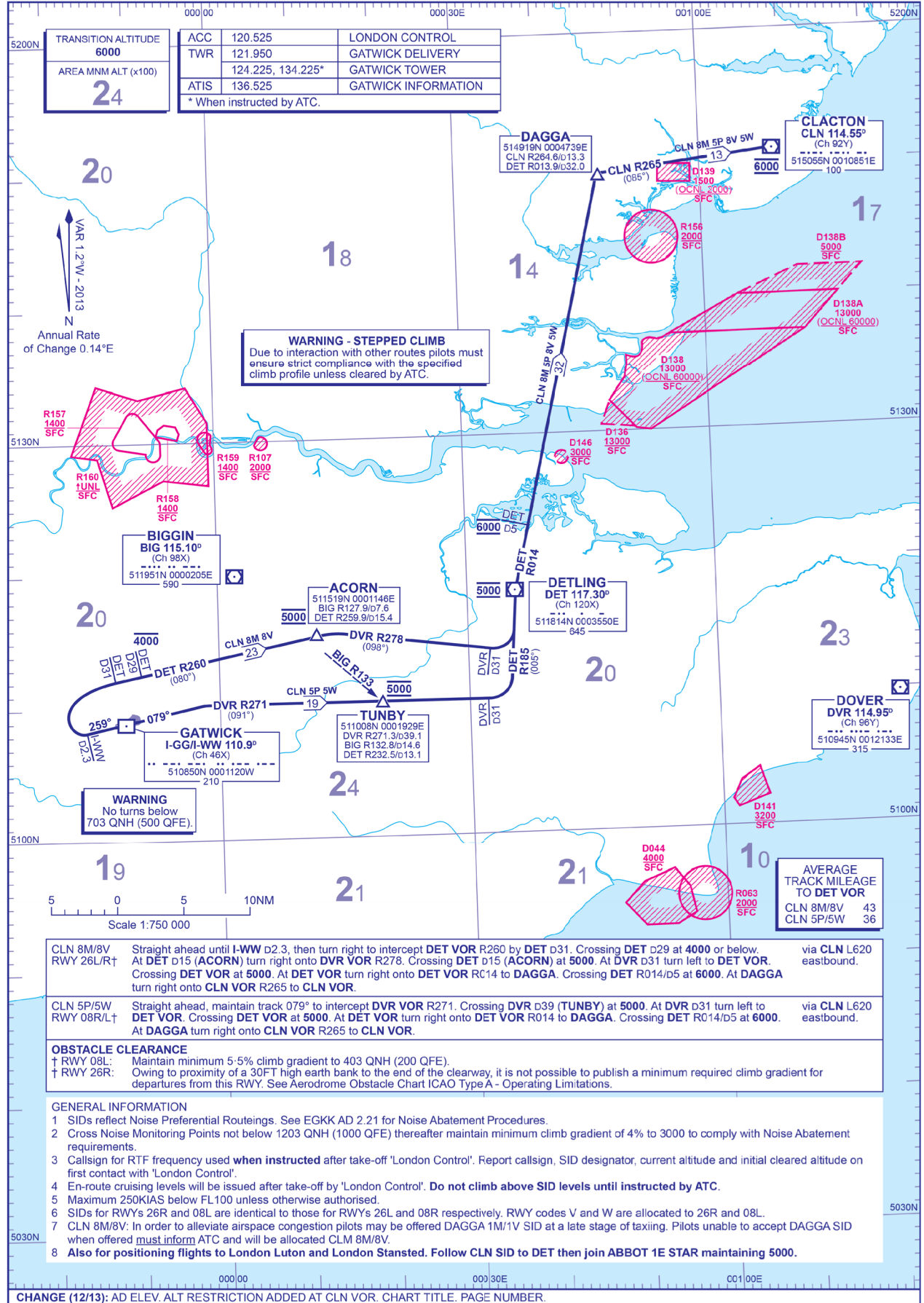
CHANGE (12/13): AD ELEV. ALT RESTRICTION ADDED AT BIG VOR. CHART TITLE. PAGE NUMBER.

AERO INFO DATE 25 JUL 13

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

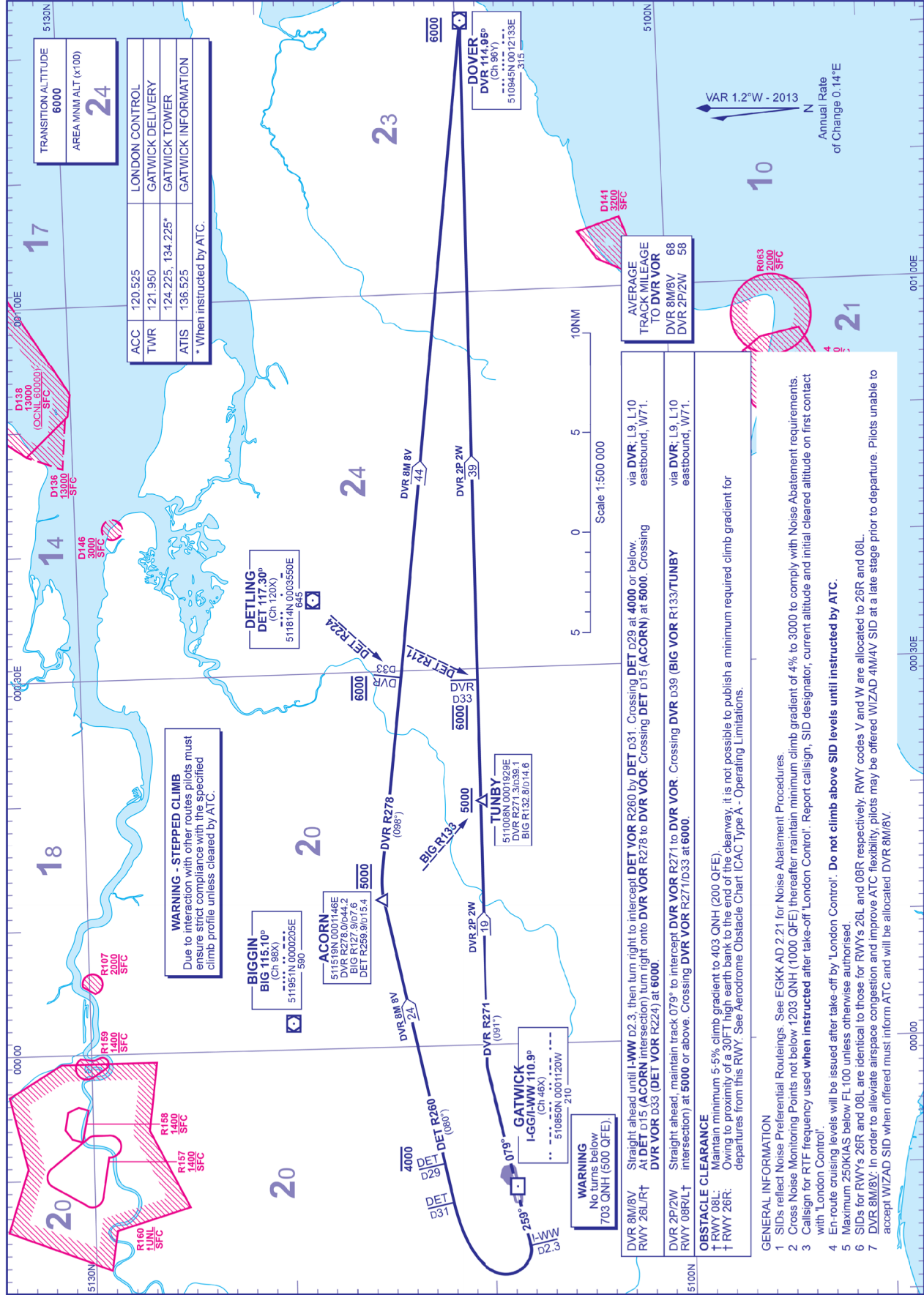
LONDON GATWICK
RWY 08R/L 26L/R
CLN 8M 8V 5W



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 8M 8V 2P 2W



CHANGE (12/13): AD ELEV. ALT RESTRICTION ADDED AT DVR VOR. CHART TITLE. PAGE NUM BER.
AERO INFO DATE 25 JUL 13

DVR 8M/8V RWY 26L/R†	Straight ahead until L-WW D2.3, then turn right to intercept DET VOR R260 by DET D29. Crossing DET D29 at 4000 or below. At DET D15 (ACORN intersection) turn right onto DVR VOR R278 to DVR VOR. Crossing DET D15 (ACORN) at 5000. Crossing DVR VOR D33 (DET VOR R224) at 6000.	via DVR: L9, L10 eastbound, W71.
DVR 2P/2W RWY 08R/L†	Straight ahead, maintain track 079° to intercept DVR VOR R271 to DVR VOR. Crossing DVR D39 (BIG VOR R133/TUNBY intersection) at 6000 or above. Crossing DVR VOR R271/D33 at 6000.	via DVR: L9, L10 eastbound, W71.

OBSTACLE CLEARANCE
 † RWY 08L: Maintain minimum 5.5% climb gradient to 403 QNH (200 QFE).
 † RWY 26R: Owing to proximity of a 30FT 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.

GENERAL INFORMATION
 1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 for Noise Abatement Procedures.
 2 Cross Noise Monitoring Points not below 1200 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
 3 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'.
 4 En-route cruising levels will be issued after take-off by 'London Control'. Do not climb above SID levels until instructed by ATC.
 5 Maximum 250KIAS below FL100 unless otherwise authorised.
 6 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.
 7 DVR 8M/8V: in order to alleviate airspace congestion and improve ATC flexibility, pilots may be offered WIZAD 4M/AV SID at a late stage prior to departure. Pilots unable to accept WIZAD SID when offered must inform ATC and will be allocated DVR 8M/8V.