

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON GATWICK
RWY 08R/L 26L/R
KENET 2M 2V 3P 3W

ACC	134.125	LONDON CONTROL	TRANSITION ALTITUDE
TWR	121.950	GATWICK DELIVERY	6000
	124.225, 134.225*	GATWICK TOWER	AREA MNM ALT (x100)
ATIS	136.525	GATWICK INFORMATION	24

* When instructed by ATC.

LONDON
LON 113.60°
(Ch 83X)
512914N 0002800W
110

Scale 1:500 000

WARNING - STEPPED CLIMB

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

VAR 1.0°W - 2014
N
Annual Rate of Change 0.14°E

GENERAL INFORMATION

- SIDs reflect Noise Preferential Routings. 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 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.**
- 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.
- Restricted to traffic with destinations in UK and Eire.
- 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.

KENET
513114N 0012718W
LON R274.5/b37.1
GWC R328.0/b47.9

18

21

20

23

20

24

SOUTHAMPTON
SAM 113.35°
(Ch 80Y)
505719N 0012042W
66

23

19

GOODWOOD
GWC 114.75°
(Ch 94Y)
505119N 0004524W
113

KENET 2M/2V RWY 26L/R† Straight ahead, maintain track 259° to intercept MID VOR R064 (MID d8) to MID VOR. Crossing MID d10 above 2500. Crossing MID VOR R064/d8 above 3000. Crossing MID VOR at 4000. Leave MID on R259 to MID d10, then turn right to intercept GWC VOR R328 to KENET (LON VOR R274/d37). Via KENET; L9 westbound.

KENET 3P/3W RWY 08R/L† Straight ahead until I-GG d3, then turn left to intercept DET VOR R261. Crossing DET d26 at 2500 or above (4%). Follow DET VOR R261 to intercept SAM VOR R068. Crossing DET d36 at 3000. Crossing DET d43 (SAM d33) at 4000. At SAM d20 turn right to intercept GWC VOR R328 to KENET (LON VOR R274/d37). Via KENET; L9 westbound.

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.

AVERAGE TRACK MILEAGE TO KENET
KENET 2M/2V 65
KENET 3P/3W 71

GATWICK
I-GG/I-WW 110.9°
(Ch 46X)
510850N 0001120W
210

WARNING
No turns below
703 QNH (500 QFE).

DET LING
DET 117.30°
(Ch 120X)
511814N 0003550E
645