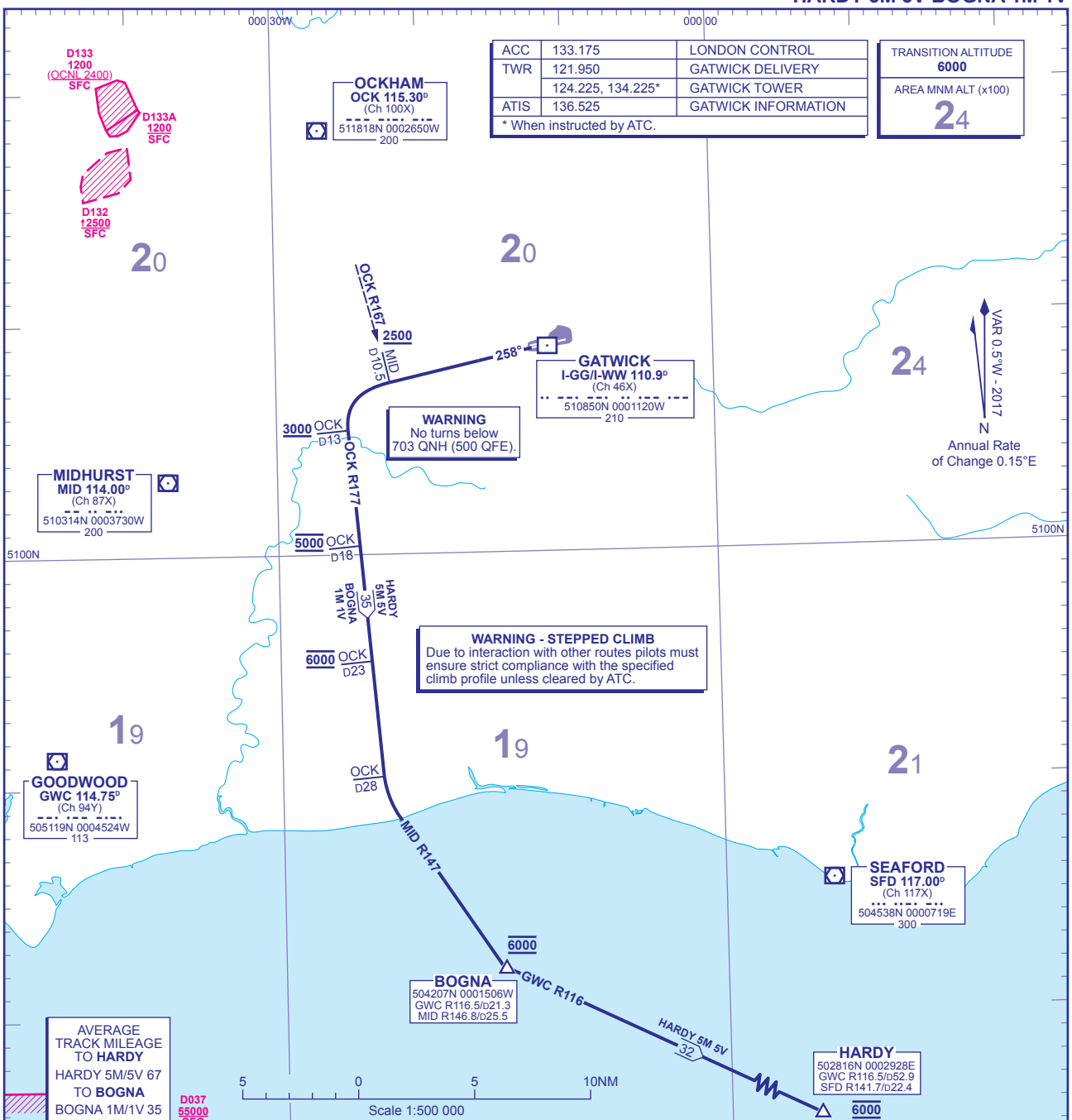


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R
HARDY 5M 5V BOGNA 1M 1V



HARDY 5M/5V RWY 26L/R† Straight ahead, maintain track 258°. At MID D10.5 turn left onto OCK VOR R177. Crossing MID D10.5 above 2500. Crossing OCK VOR R177/d13 above 3000. Crossing OCK D18 at 5000. Crossing OCK D23 at 6000. At OCK D28 turn left onto MID VOR R147 to BOGNA intersection. At BOGNA intercept GWC VOR R116 to HARDY.

HARDY to M605 southbound.

BOGNA 1M/1V RWY 26L/R† Straight ahead, maintain track 258°. At MID D10.5 turn left onto OCK VOR R177. Crossing MID D10.5 above 2500. Crossing OCK VOR R177/d13 above 3000. Crossing OCK D18 at 5000. Crossing OCK D23 at 6000. At OCK D28 turn left onto MID VOR R147 to BOGNA intersection.

BOGNA to L612 or BOGNA - L612 - Y47 for L151, M189 southbound.

OBSTACLE CLEARANCE
† 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**
- 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 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 26L and 26R are identical. RWY codes M and V are allocated respectively.
 - HARDY 5M/5V and BOGNA 1M/1V will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots will be issued with a SEAFORD 4M/4V SID.
 - 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.

CHANGE (9/16): MAG VAR. ANNUAL RATE OF CHANGE. INITIAL MAG TRACK. SFD VOR RECALIBRATED. HARDY SFD VOR RADIAL.