STANDARD DEPARTURE CHART -DISTANCES IN NAUTICAL MILES **LONDON GATWICK INSTRUMENT (SID) - ICAO** BEARINGS, TRACKS AND RADIALS ARE MAGNETIC **RWY 08R/L 26L/R** ALTITUDES AND ELEVATIONS ARE IN FEET **SFD 5M 5V 9W 9P** 000 30W 000 00 LONDON CONTROL ACC 134.125 (RWY 26L/R) TRANSITION ALTITUDE 6000 118.950 (RWY 08R/L) **GATWICK DIRECTOR** APP 121.950 **GATWICK DELIVERY** AREA MNM ALT (x100) 124.225, 134.225* GATWICK TOWER 136.525 GATWICK INFORMATION ATIS * When instructed by ATC **2**0 WARNING - STEPPED CLIMB **GATWICK** Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC. I-GG/I-WW 110.9th (Ch 46X) 510850N 0001120W 210 2500 258° - € St DR319 WARNING SFD 2000 No turns below 703 QNH (500 QFE) MAYFIELD **MIDHURST** MAY 117.90° (Ch 126X) 510102N 0000658E MID 114.00^t (Ch 87X) MID R095 MAY R285 510314N 0003730W 3000 D 5100N 4000 5100N 5000 <u>5000</u> 6000 SFD 6000 19 SEAFORD SFD 117.00° (Ch 117X) 6000 504538N 0000719E /AR 0.5°W AVERAGE TRACK MILEAGE TO **SFD VOR** - 2017 10NM SFD 5M/5V SFD 9P/9W Annual Rate Scale 1:500 000 of Change 0.15°E Straight ahead, maintain track 258° until crossing SFD VOR R319 (I-WW p6.8), crossing SFD VOR R319 above 2500 then turn left to intercept SFD VOR R312 to SFD VOR. Crossing SFD VOR p325 at 4000. Crossing SFD VOR R312/p18 above 5000. Crossing SFD VOR R312/p16 at 6000. **SFD** to M605 or **SFD** Y47 for L612, L151, M189 southbound. SFD 5M/5V RWY 26L/R† Straight ahead until I-GG p2.5, turn right to intercept SFD VOR R344 to SFD VOR. Crossing SFD p21 above 2000. Crossing SFD p17 above 3000. Crossing SFD p13 above 5000. Crossing SFD p7 at 6000 **SFD** to M605 or **SFD** Y47 for L612, L151, M189 southbound. SFD 9W/9P§ RWY 08L/R† 5030N **OBSTACLE CLEARANCE** Maintain minimum 5:5% climb gradient to 403 QNH (200 QFE).

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. † RWY 08L: † RWY 26R: 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 Callsign for RTF frequency used when instructed after take-off 'London Control' or § 'Gatwick Director'. 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 of RWY 26L and 08R respectively. RWY codes V and W are allocated to 26R and 08L SEAFORD 5M/5V are not normally available between the hours of 0600-2300 winter and 0500-2200 summer. During these hours a BOGNA 1M/1V SID or a HARDY 5M/5V SID will be issued as appropriate. 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. 000 00 CHANGE (13/16): MAG VAR. ANNUAL RATE OF CHANGE. MAG TRACKS. AERO INFO DATE 22 SEP 16