LONDON GATWICK STANDARD DEPARTURE CHART -DISTANCES IN NAUTICAL MILES **INSTRUMENT (SID) - ICAO** BEARINGS, TRACKS AND RADIALS ARE MAGNETIC RWY 26L/R ALTITUDES AND ELEVATIONS ARE IN FEET **TIGER 3M 3V DAGGA 1M 1V** 000 00 000 30E APP 118.950* GATWICK DIRECTOR TRANSITION ALTITUDE 5200N 6000 124.225. 134.225 TWR **GATWICK TOWER** ATIS 136.525 **GATWICK INFORMATION** AREA MNM ALT (x100) * When instructed by ATC CLACTON CLN 114.55° (Ch 92Y) DAGGA 514919N 0004739E CLN R263.4/p13.3 DET R013.9/p32.0 DAGGA 1M 1V 515055N 0010851E **2**0 VAR 0.5°W AMBOURNE LAM 115.60° (Ch 103X) 513846N 0000906E -2017 N 5000 Annual Rate of Change 0.15°E 5130N D146 DETLING **2**0 24 511814N 0003550E **2**0 GATWICK— I-GG/I-WW 110.9^D (Ch 46X) WARNING LAM R157 No turns below 703 QNH (500 QFE) 510850N 0001120W WARNING DET Due to interaction with other routes do not climb above **5000** unless cleared by ATC. DAGGA 1M 1V DAGGA 1M 1V TIGER 3M 3V 5000 TIGER 3M 3V **TIGER** 510402N 0002622E MAY R076.5/D12.6 MAY R284 5000 MAY 80 MAY R077 3000 5100N MAYFIELD MAY 117.90° (Ch 126X) **1**0 510102N 0000658E AVERAGE TRACK MILEAGE TO **TIGER** TIGER 3M/3V 35 DAGGA 1M/1V 35 10NM Scale 1:750 000 Straight ahead until I-WW D2.3, then turn left to intercept MAY VOR R284 by MAY D13. Crossing MAY D9 at 3000 or above. At MAY VOR turn left onto MAY VOR R077 to TIGER (MAY VOR R77/D13). Crossing MAY VOR at 5000. Crossing TIGER at 5000. At TIGER turn left onto LAM VOR R157 to LAM VOR. **LAM VOR**; N57/UN57, L10/UL10, N601/UN601. TIGER 3M/3V RWY 26L/Rt DAGGA 1M/1V Straight ahead until I-WW D2.3, then turn left to intercept MAY VOR R284 by MAY D13. Crossing MAY D9 RWY 26L/R† at 3000 or above. At MAY VOR turn left onto MAY VOR R077 to TIGER (MAY VOR R77/D13). Crossing MAY VOR at 5000. Crossing TIGER at 5000. At TIGER turn left onto DET VOR R194 to DET VOR - DAGGA - CLN VOR. CLN VOR; L620 eastbound. **OBSTACLE CLEARANCE** 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 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'. 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 RWY 26L and 26R are identical. RWY codes M and V are allocated respectively. 5030N 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. 5030N 8 TIGER and DAGGA SIDs are tactical routeings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or CLN SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or CLN SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes. 001|00E 000 30E CHANGE (3/17): LAM VOR RECALIBRATED. TIGER 3M/3V LAM VOR RADIAL AERO INFO DATE 01 DEC 16