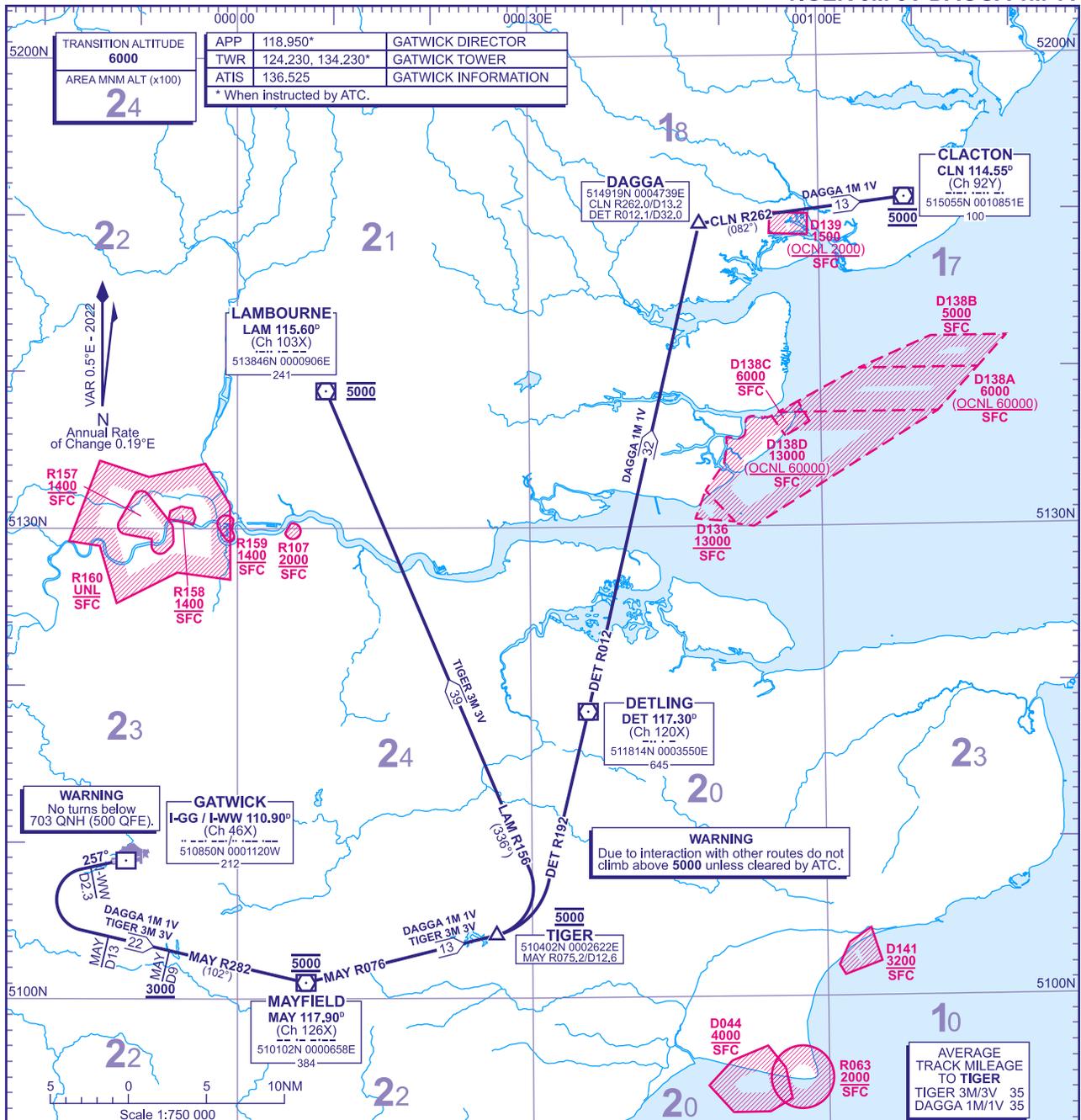


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L/R
TIGER 3M 3V DAGGA 1M 1V



TIGER 3M/3V RWY 26L/R† Straight ahead until I-WW D2.3, then turn left to intercept MAY VOR R282 by MAY D13. Crossing MAY D9 at 3000 or above. At MAY VOR turn left onto MAY VOR R076 to TIGER (MAY VOR R076/D13). Crossing MAY VOR at 5000. Crossing TIGER at 5000. At TIGER turn left onto LAM VOR R155 to LAM VOR.

LAM VOR: N57/UN57, L10, N601/UN601.

DAGGA 1M/1V RWY 26L/R† Straight ahead until I-WW D2.3, then turn left to intercept MAY VOR R282 by MAY D13. Crossing MAY D9 at 3000 or above. At MAY VOR turn left onto MAY VOR R076 to TIGER (MAY VOR R076/D13). Crossing MAY VOR at 5000. Crossing TIGER at 5000. At TIGER turn left onto DET VOR R192 to DET VOR - DAGGA - CLN VOR.

CLN VOR: L620 eastbound.

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 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.
 - 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'.
 - 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.
 - 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.
 - TIGER and DAGGA SIDs are tactical routings 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.
 - For TIGER 3M and 3V departures expect first CPDLC Data Link Authority to be EGTT.