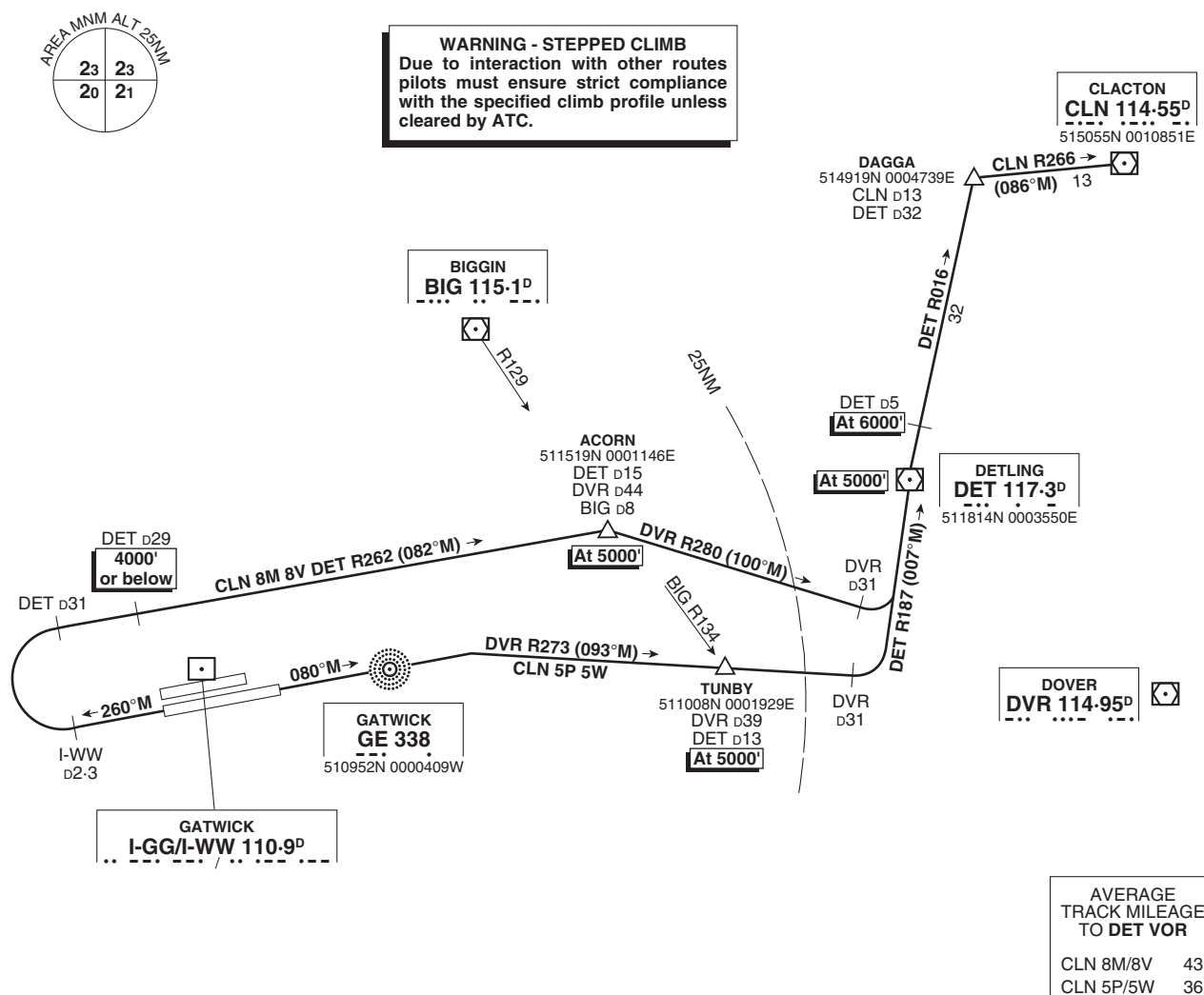


LONDON GATWICK

- 1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 for Noise Abatement Procedures.
- 2 Initial climb straight ahead to 696' QNH (500' QFE).
- 3 Cross Noise Monitoring Points not below 1196' QNH (1000' QFE) thereafter maintain minimum climb gradient of 4% to 3000' to comply with Noise Abatement requirements.
- 4 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'.
- 5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
- 6 Maximum IAS 250KT below FL100 unless otherwise authorised.
- 7 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.
- 8 **CLN 8M/8V:** In order to alleviate airspace congestion pilots may be offered TIGER 2M/2V SID at a late stage of taxiing. Pilots unable to accept TIGER SID when offered must inform ATC and will be allocated CLN 8M/8V.
- 9 **Also for positioning flights to London Luton and London Stansted. Follow CLN SID to DET then join ABBOT 1E STAR maintaining 5000'.**

TRANSITION ALT 6000'



SID	RWY	ROUTING (incl. Noise Preferential Routing)	ALTITUDES	AIRWAY ROUTE
CLN 8M CLN 8V 120-525	26L 26R†	Straight ahead until I-WW D2-3, then turn right to intercept DET VOR R262 by DET D31. At DET D15 (ACORN) turn right onto DVR VOR R280. At DVR D31 turn left to DET VOR . At DET VOR turn right onto DET VOR R016 to DAGGA , then to CLN VOR .	Cross DET D29 at 4000' or below DET D15 (ACORN) at 5000' DET VOR at 5000' DET R016/D5 at 6000'.	Via CLN L620 Eastbound.
CLN 5P CLN 5W 120-525	08R 08L†	Straight ahead via GE maintain track 080°M to intercept DVR VOR R273. At DVR D31 turn left to DET VOR . At DET VOR turn right onto DET VOR R016 to DAGGA , then to CLN VOR .	Cross DVR D39 (TUNBY) at 5000' DET VOR at 5000' DET R016/D5 at 6000'.	

† 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.

AEBO INFO DATE 3 MAY 02