

KENET SIDs

LONDON GATWICK

GENERAL INFORMATION

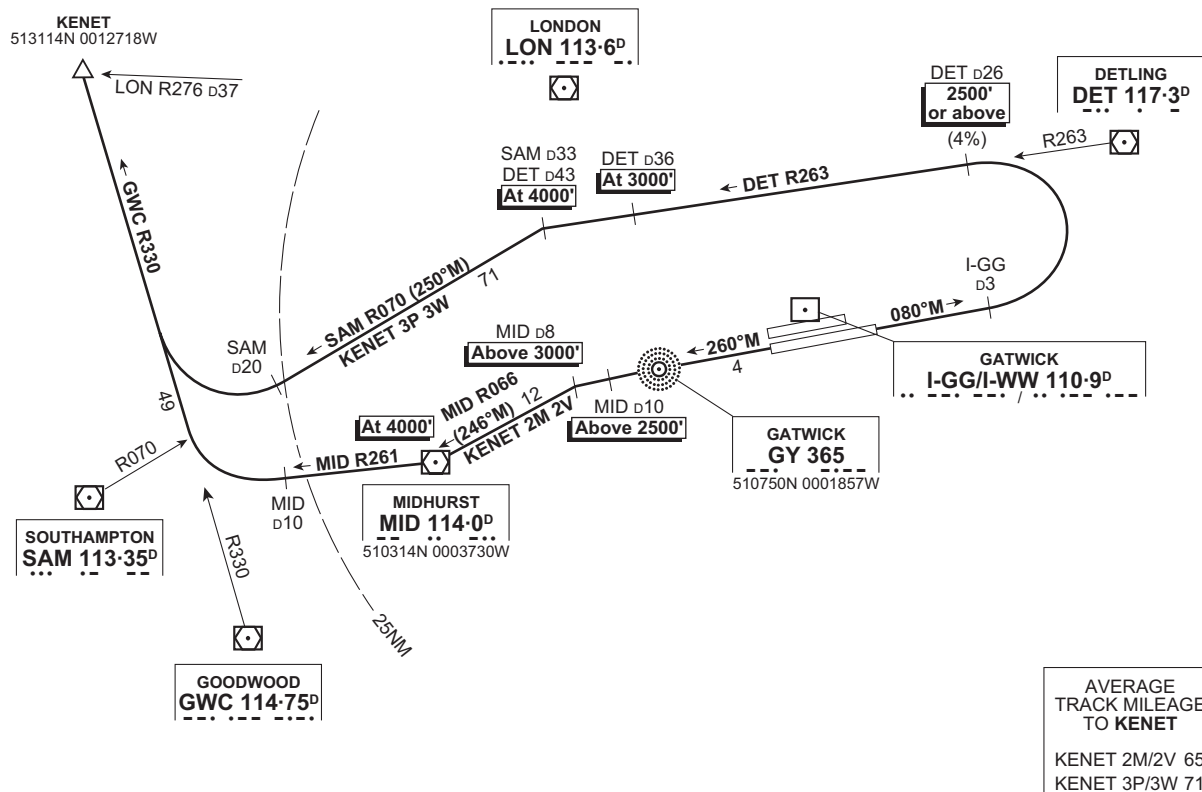
- 1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
- 2 Initial climb straight ahead to 696' QNH (500' QFE).
- 3 Cross Noise Monitoring Points not below 1196' QNH (1000' QFE) thereafter maintain minimum climb gradient of 4% to 3000' to comply with Noise Abatement 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 Restricted to traffic with destinations in UK or Eire.

NOT TO SCALE

TRANSITION ALT 6000'



WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.



SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
KENET 2M KENET 2V 134-125	26L 26R†	Straight ahead via GY , maintain track 260°M to intercept MID VOR R066 (MID D8) to MID VOR . Leave MID on R261 to MID D10 , then turn right to intercept GWC VOR R330 to KENET (LON VOR R276/D37) .	Cross MID D10 above 2500' MID VOR R066/D8 above 3000' MID VOR at 4000'.	Via KENET G1- Westbound.
KENET 3P KENET 3W 134-125	08R 08L†	Staight ahead until I-GG D3 , then turn left to intercept DET VOR R263 . Follow DET VOR R263 to intercept SAM VOR R070 . At SAM D20 turn right to intercept GWC VOR R330 to KENET (LON VOR R276/D37) .	Cross DET D26 at 2500' or above (4%) DET D36 at 3000' DET D43 (SAM D33) at 4000'	

OBSTACLES CLEARANCE

† RWY 08L: Maintain minimum 5.5% climb gradient to 396' QNH (200' QFE).

† 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.

CHANGE REVISED ROUTEING.

AERO INFO DATE 25 JUL 03