

LAMBOURNE SIDs

LONDON GATWICK

GENERAL INFORMATION

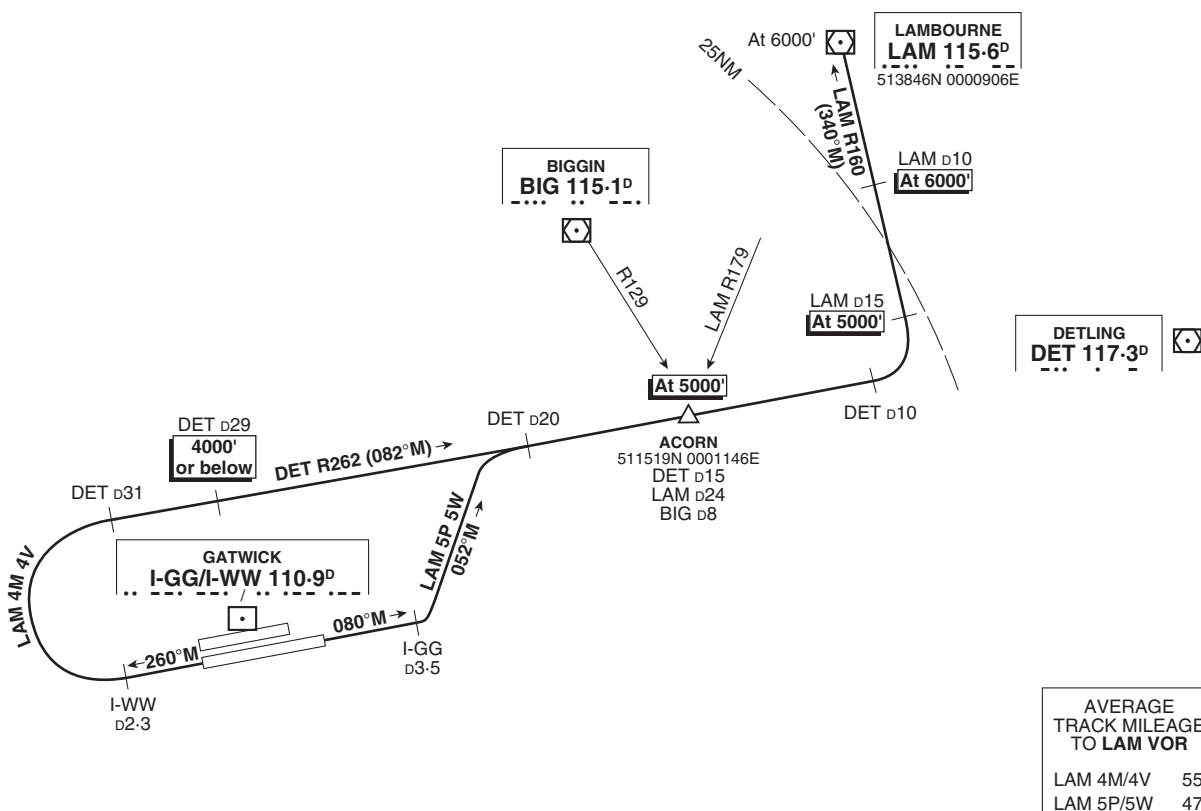
- 1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
- 2 Initial climb straight ahead to 696' QNH (500' QFE).
- 3 Cross Noise Monitoring Points not below 1196' QNH (1000' QFE) thereafter maintain minimum climb gradient of 4% to 3000' to comply with Noise Abatement 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 **LAM 4M/4V**: 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 LAM 4M/4V.

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.



AVERAGE TRACK MILEAGE TO LAM VOR	
LAM 4M/4V	55
LAM 5P/5W	47

SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
LAM 4M LAM 4V 120-525	26L 26R†	Straight ahead until I-WW d2-3, then turn right to intercept DET VOR R262 by DET d31. At DET d10 turn left to intercept LAM VOR R160 to LAM VOR .	Cross DET d29 at 4000' or below DET d15 (ACORN) at 5000' LAM d15 at 5000' LAM d10 at 6000' LAM VOR at 6000'.	A2 UA2 B3 UB3 (B4,UB4 via BPK).
LAM 5P LAM 5W 120-525	08R 08L†	Straight ahead until I-GG d3-5, then turn left to track 052°M to intercept DET VOR R262 by DET d20. At DET d10 turn left to intercept LAM VOR R160 to LAM VOR .	Cross DET d15 (ACORN) at 5000' LAM d15 at 5000' LAM d10 at 6000' LAM VOR at 6000'.	

OBSTACLE 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 RADIALS/TRACKS UPDATED.

AERO INFO DATE 30 APR 02