

WIZAD 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 'Gatwick Director'. Report callsign, SID designator, current altitude and 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 26L and 26R are identical . RWY codes M and V are allocated respectively.

8 **WIZAD SID is a tactical routing allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated DVR SID. Pilots unable to accept WIZAD SID when offered must inform ATC and will be re-allocated DVR SID. WIZAD SID should not be used for flight planning purposes.**

NOT TO SCALE

TRANSITION ALT 6000'

WARNING

Due to interaction with other routes do NOT climb above 6000FT unless cleared by ATC.

AVERAGE TRACK MILEAGE TO WIZAD
WIZAD 4M/4V 55

SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
WIZAD 4M WIZAD 4V 118.950	26L 26R†	Straight ahead until I-WW d2:3, then turn left to intercept MAY VOR R286 by MAY d13. At MAY VOR turn left onto DVR VOR R262 to WIZAD .	Cross MAY d9 at 3000' or above MAY VOR 5000' or above DVR d35 at 6000' WIZAD at 6000'.	Via WIZAD G1 B3 Eastbound

OBSTACLE CLEARANCE

† 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