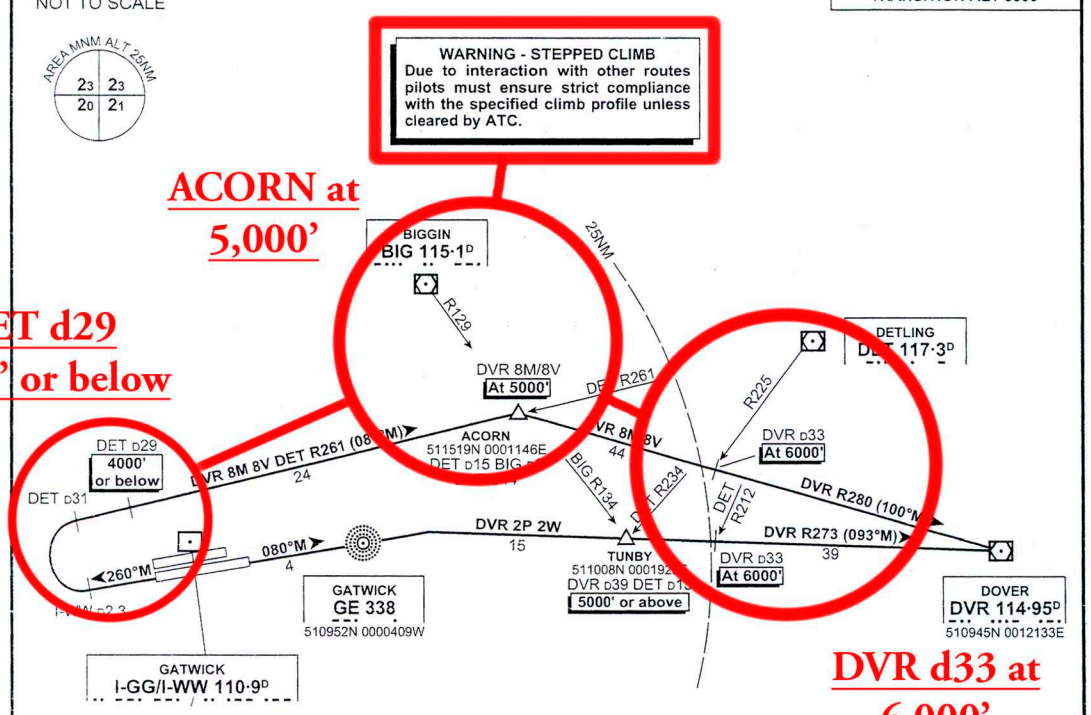
Gatwick
Dover 8M SID

DOVER 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 DVR 8M/8V in order to alleviate airspace congestion and improve ATC flexibility, pilots may be offered WIZAD 4M/4V SID at a late stage prior to departure. Pilots unable to accept WIZAD SID when offered must inform ATC and will be allocated DVR 8M/8V.

NOT TO SCALE

TRANSITION ALT 6000'



AVERAGE TRACK MILEAGE TO **DVR VOR**

DVR 8M/8V	68
DVR 2P/2W	58

SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
DVR 8M DVR 8V 120.525	26L 26R†	Straight ahead until **I-WW** D2·3, then turn right to intercept **DET VOR** R261 by **DET** D31. At **DET** D15 (**ACORN** intersection) turn right onto **DVR VOR** R280 to **DVR VOR**.	Cross **DET** D29 at 4000' or below **DET** D15 (**ACORN**) at 5000' **DVR** D33 (**DET VOR** R225) at 6000'.	Via **DVR** L9 L10 Eastbound W71
DVR 2P DVR 2W 120.525	08R 08L†	Straight ahead via **GE** maintain track 080°M to intercept **DVR VOR** R273 to **DVR VOR**.	Cross **DVR** D39 (**TUNBY**) at 5000' or above **DVR VOR** R273/D33 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 FOR RECALIBRATION OF DET VOR.

AERO INFO DATE 26 MAY 04

Civil Aviation Authority — AMDT 8/04

Since January 2003 there have been 28 Level Busts on departure from Gatwick.

Ensure that you understand the vertical profile.

On departure please report your callsign, SID designator, passing altitude and first step altitude

NATS

Chart © Civil Aviation Authority UK AIP

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This poster valid until :- 31 March 2006