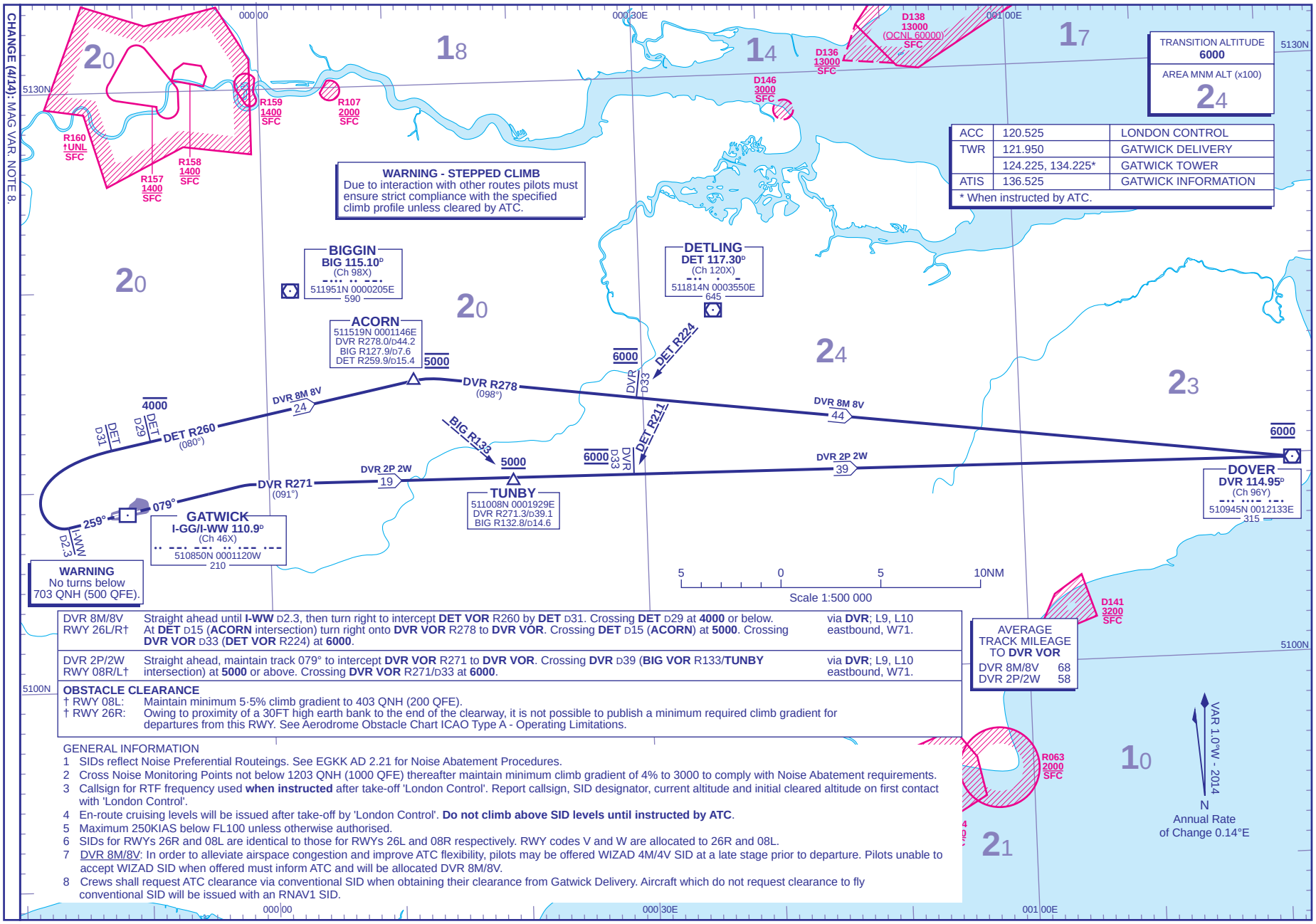
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

# LONDON GATWICK
RWY 08R/L 26L/R
**DVR 8M 8V 2P 2W**



DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**CHANGE (4/14):** MAG VAR. NOTE 8.
AERO INFO DATE 13 JAN 14

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|---|---|---|
| DVR 8M/8V<br>RWY 26L/R† | Straight ahead until **I-WW** D2.3, then turn right to intercept **DET VOR** R260 by **DET** D31. Crossing **DET** D29 at **4000** or below. At **DET** D15 (**ACORN** intersection) turn right onto **DVR VOR** R278 to **DVR VOR**. Crossing **DET** D15 (**ACORN**) at **5000**. Crossing **DVR VOR** D33 (**DET VOR** R224) at **6000**. | via **DVR**; L9, L10 eastbound, W71. |
| DVR 2P/2W<br>RWY 08R/L† | Straight ahead, maintain track 079° to intercept **DVR VOR** R271 to **DVR VOR**. Crossing **DVR** D39 (**BIG VOR** R133/**TUNBY** intersection) at **5000** or above. Crossing **DVR VOR** R271/D33 at **6000**. | via **DVR**; L9, L10 eastbound, W71. |

**OBSTACLE CLEARANCE**
† RWY 08L: Maintain minimum 5·5% climb gradient to 403 QNH (200 QFE).
† RWY 26R: Owing to proximity of a 30FT 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.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
2 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
3 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'.
4 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 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.
7 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.
8 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.