

Selecting the right SID, or Standard Instrument Departure, is not as complicated as many people think. The key is having a valid flight route. Being able to pick SIDs helps in 2 situations:

1. When there is no ATC to give you a SID
2. Being able to predict what your clearance will be thus reducing confusion and "say agains".

SIMPLE EXAMPLE: A flight from Stansted EGSS to Edinburgh EGPB via upper airways. The route is BUZAD T420 WELIN UN57 POL UN601 MARGO

The wind is 250 @ 10kts and we're flying a jet

Step 1:

The first waypoint on the route is BUZAD so we will need a SID that goes in the direction of BUZAD right? Easy!

Step 2:

Check the charts page of the AIS site for EGSS (see cheat sheet on finding charts). In the list of charts you'll find 2 labelled "Standard Departure Chart (SID)" which also mention BUZAD. There is one for runway 23 and one for Runway 05. Since the wind is 250@10 we'll obviously need the Runway 23 chart.

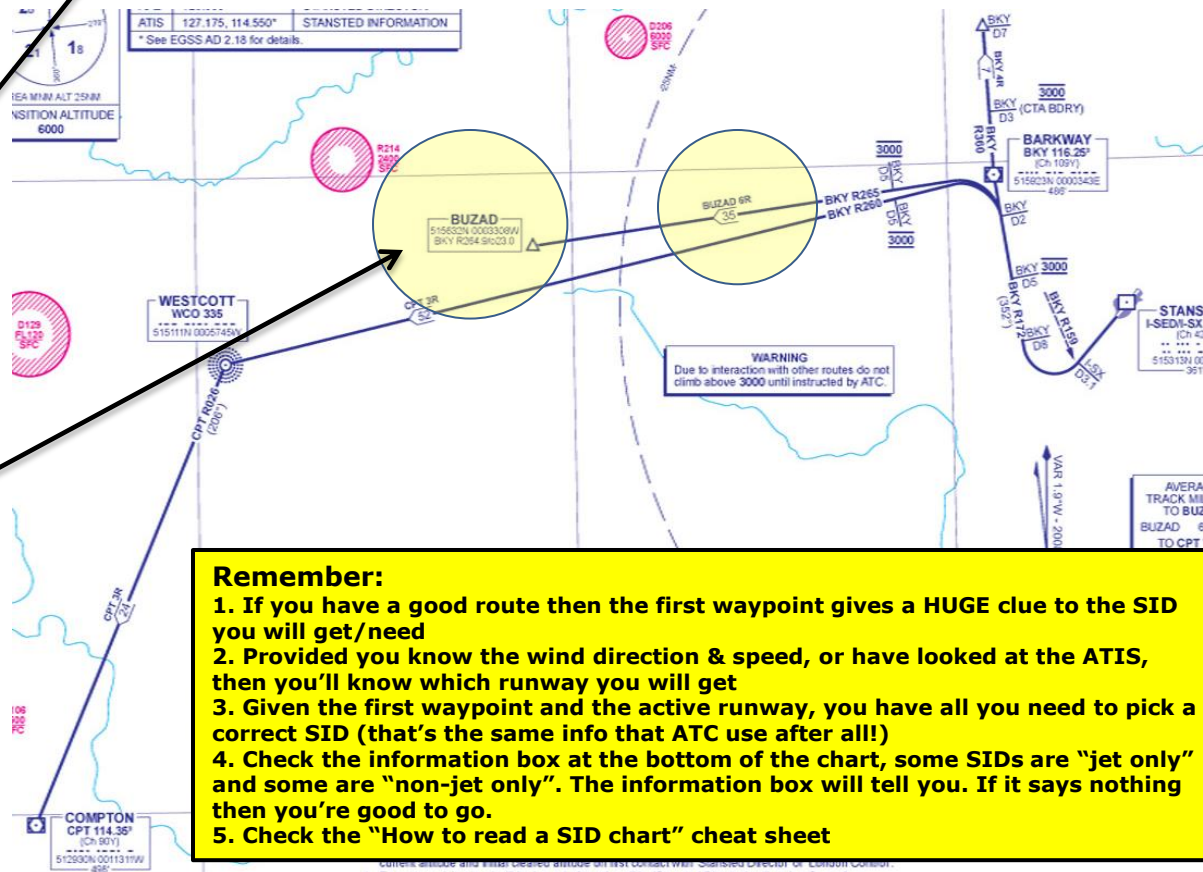
Step 3:

Look at the chart. There is only one SID marked that ends at BUZAD. The line heading for BUZAD is labelled BUZAD6R, that is the ONLY SID you could possibly get from Runway 23 to BUZAD. Job done. All you have to do now is fly it ;)

How to Select a SID (Standard Instrument Departure)

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- ATC Surveillance Minimum Altitude Chart - ICAO
- Standard Departure Chart Instrument (SID) London Stansted BUZAD/CPT/BKY - RWY 23
- Standard Departure Chart Instrument (SID) London Stansted Buzad/CPT/BKY - RWY 05
- Standard Departure Chart Instrument (SID) London Stansted Clacton
- Standard Departure Chart Instrument (SID) London Stansted Dover/Lydd
- Standard Departure Chart Instrument (SID) London Stansted Lambourne 3R 2S



Remember:

1. If you have a good route then the first waypoint gives a HUGE clue to the SID you will get/need
2. Provided you know the wind direction & speed, or have looked at the ATIS, then you'll know which runway you will get
3. Given the first waypoint and the active runway, you have all you need to pick a correct SID (that's the same info that ATC use after all!)
4. Check the information box at the bottom of the chart, some SIDs are "jet only" and some are "non-jet only". The information box will tell you. If it says nothing then you're good to go.
5. Check the "How to read a SID chart" cheat sheet



Simple!