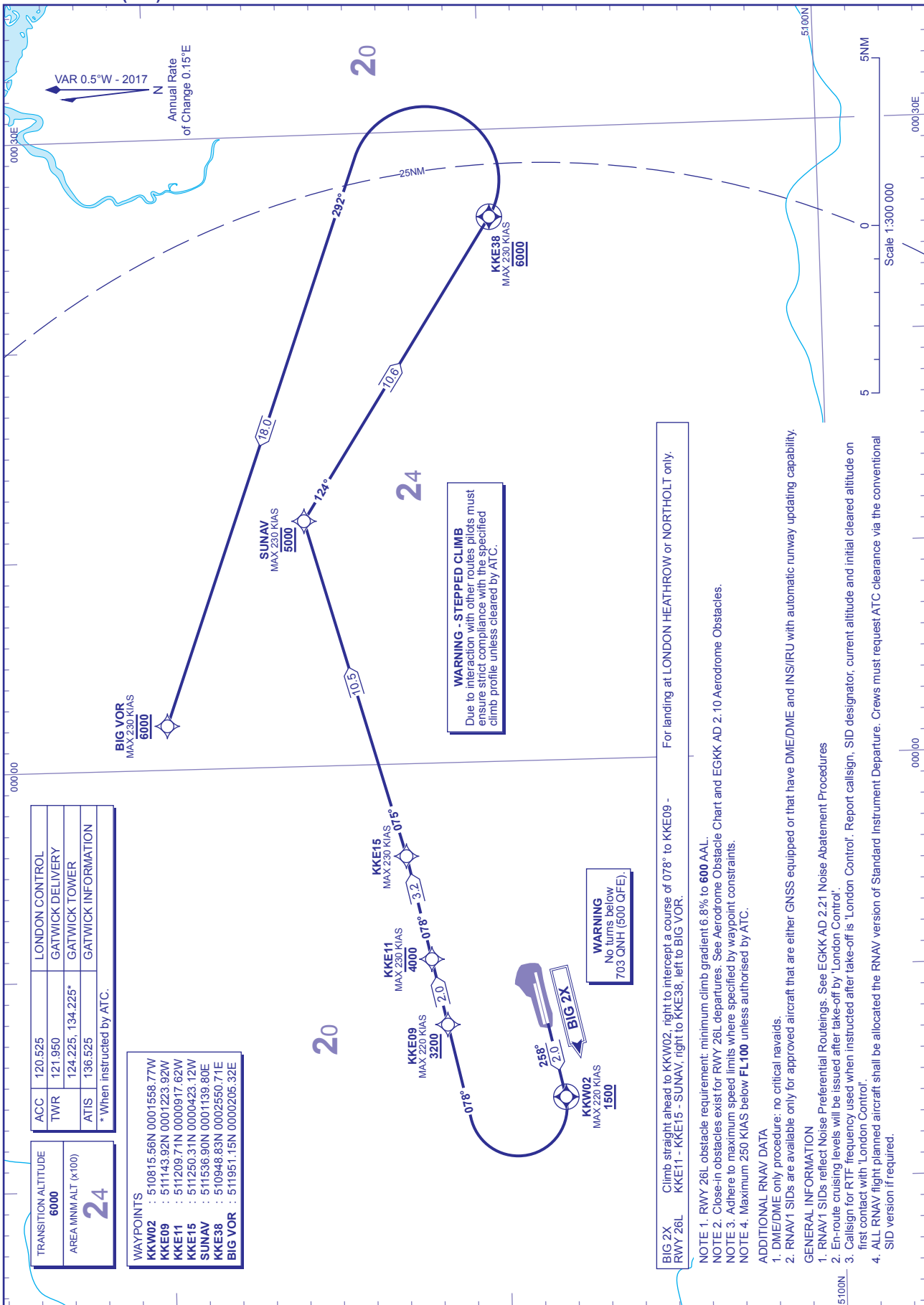




ACC	120.525	LONDON CONTROL
TWR	121.950	GATWICK DELIVERY
ATIS	124.225, 134.225*	GATWICK TOWER
	136.525	GATWICK INFORMATION

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	24

WAYPOINTS	
KKW02	: 510815.56N 0001558.77W
KKE09	: 511143.92N 0001223.92W
KKE11	: 511209.71N 0000917.62W
KKE15	: 511250.31N 0000423.12W
SUNAV	: 511536.90N 0001139.80E
KKE38	: 510948.83N 0002550.71E
BIG VOR	: 511951.15N 0000205.32E

BIG 2X Climb straight ahead to KKW02, right to intercept a course of 078° to KKE09 -
RWY 26L KKE11 - KKE15 - SUNAV, right to KKE38, left to BIG VOR.

- NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 6.8% to 600 AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250 KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical nav aids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Call sign for RTF frequency used when instructed after take-off is 'London Control'. Report call sign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. All RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.