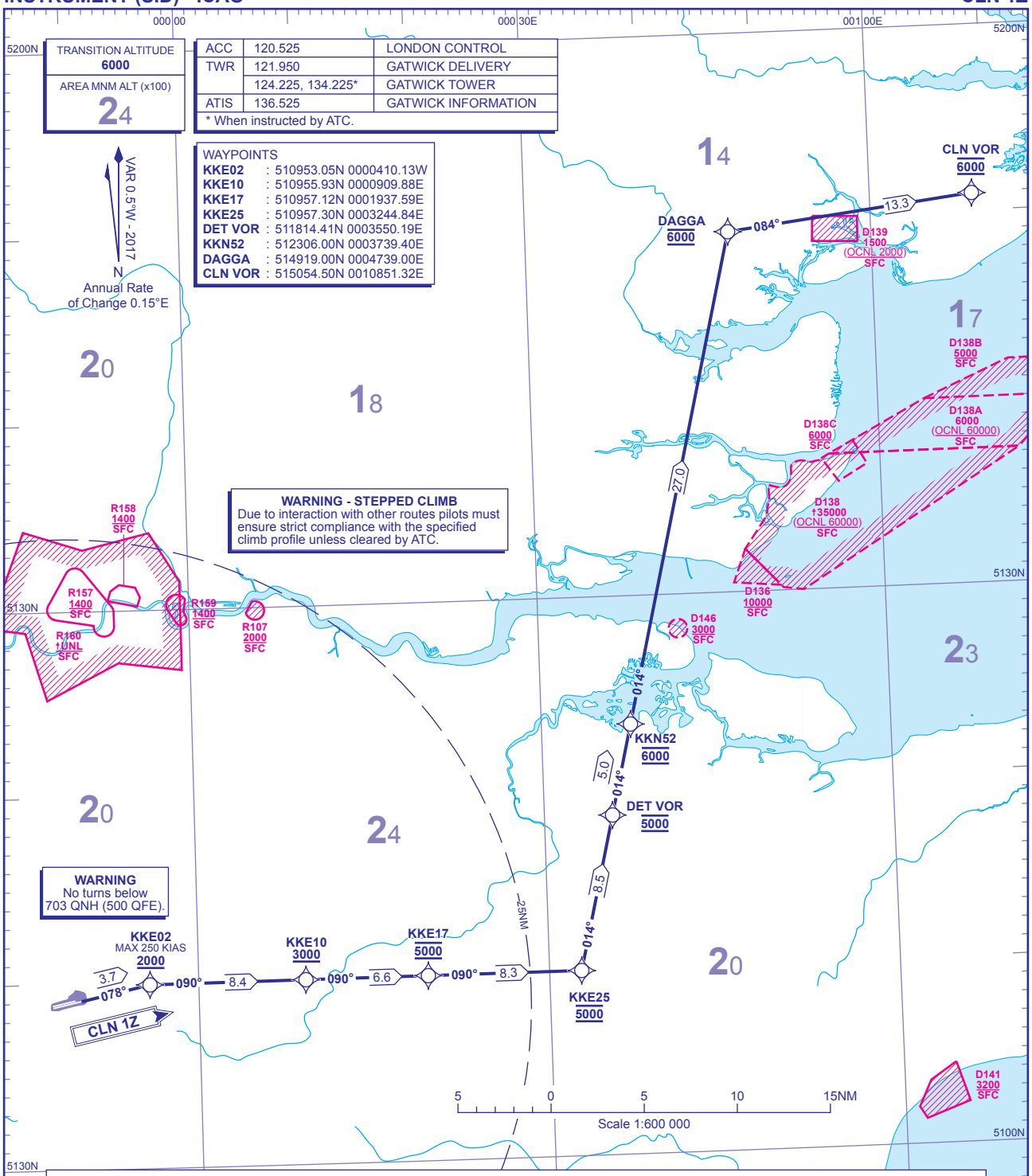
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
RWY 08R
CLN 1Z



CLN 1Z RWY 08R	Climb straight ahead to KKE02, right to KKE10 - KKE17 - KKE25, left to DET VOR - KKN52 - DAGGA, right to CLN VOR.	Via CLN VOR L620 eastbound.

NOTE 1. Close-in obstacles exist for RWY 08R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250 KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
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. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, 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.

CHANGE (1/17): AREA R156 REMOVED.