

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 CONTROL
RWY 26L
TIGER 1X DAGGA 1X

TRANSITION ALTITUDE 6000	ACC 120.525	LONDON CONTROL
AREA MNM ALT (x100) 24	TWR 121.950	GATWICK DELIVERY
	124.225, 134.225*	GATWICK TOWER
	ATIS 136.525	GATWICK INFORMATION
	* When instructed by ATC.	

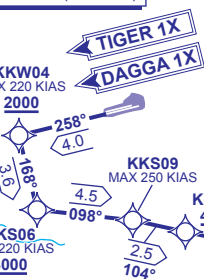
WAYPOINTS

KKW04 : 510750.70N 0001857.30W
KKS06 : 510422.79N 0001744.35W
KKS09 : 510347.42N 0001043.34W
KKS14 : 510311.65N 0000652.24W
MAY VOR : 510101.86N 0000658.04E
KKS36 : 510503.33N 0003055.89E
LAM VOR : 513845.69N 0000906.13E
DET VOR : 511814.41N 0003550.19E
DAGGA : 514919.00N 0004739.00E
CLN VOR : 515054.50N 0010851.32E

VAR 0.5°W - 2017
N
Annual Rate of Change 0.15°E

WARNING
Due to interaction with other routes do not climb above 5000 unless cleared by ATC.

WARNING
No turns below 703 QNH (500 QFE).



TIGER 1X RWY 26L	Climb straight ahead to KKW04, left to KKS06, left to KKS09, right to KKS14 - MAY VOR, left to KKS36, left to LAM VOR.	LAM VOR; N57/UN57, L10/UL10, N601/UN601.
DAGGA 1X RWY 26L	Climb straight ahead to KKW04, left to KKS06, left to KKS09, right to KKS14 - MAY VOR, left to KKS36, left to DET VOR - DAGGA, right to CLN VOR.	Via CLN VOR; L620 eastbound.

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 7.4% 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

- DME/DME only procedure: no critical nav aids.
- 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

- RNAV1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 Noise Abatement Procedures
- En-route cruising levels will be issued after take-off by 'London Control'.
- 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'.
- 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.
- TIGER and DAGGA SIDs are tactical routings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or CLN SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or CLN SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.