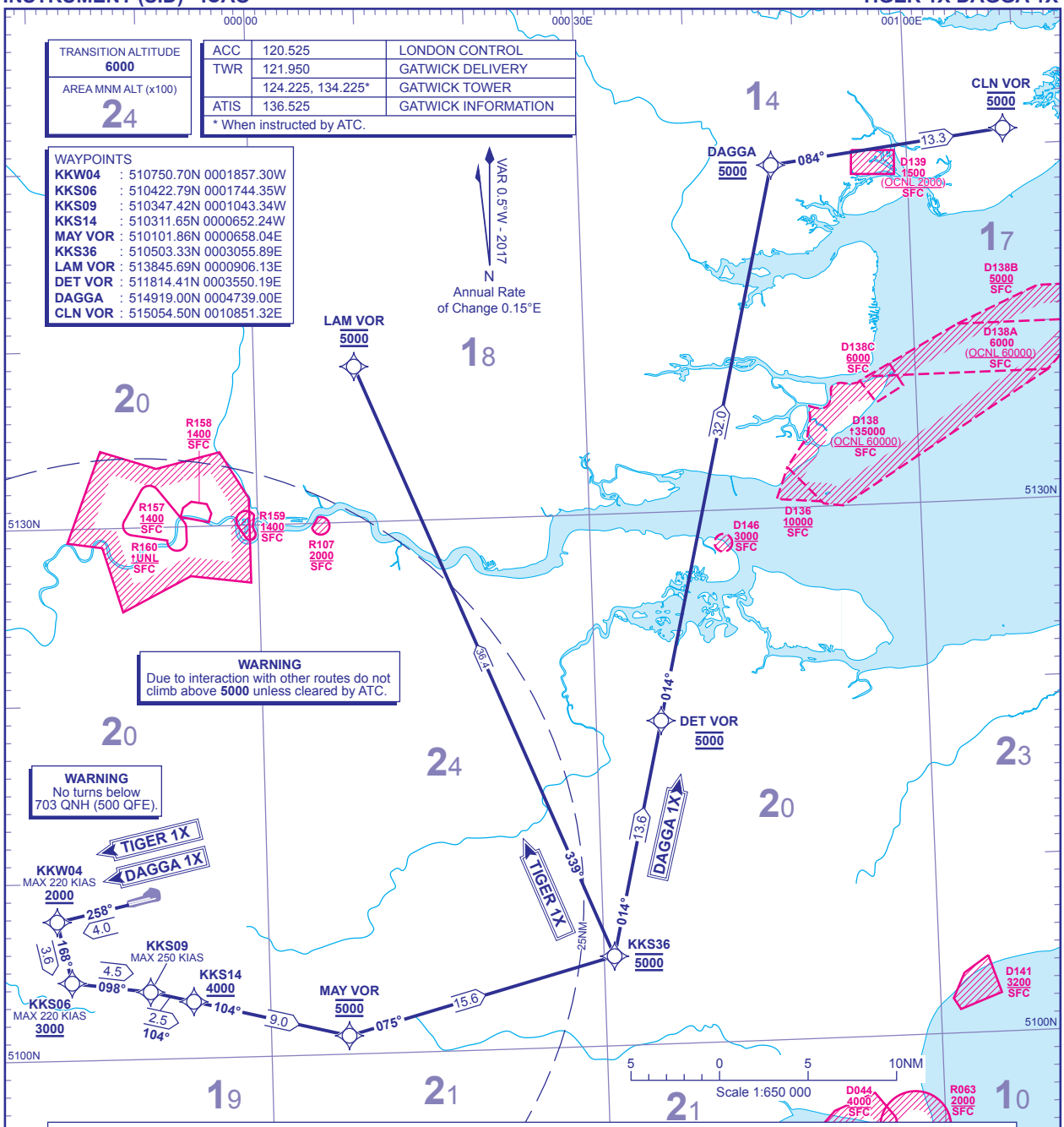
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK
RWY 26L
TIGER 1X DAGGA 1X



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
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.
5. **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.**

CHANGE (1/17): AREA R156 REMOVED.
AERO INFO DATE 11 OCT 16