

**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  
BIG 1X**

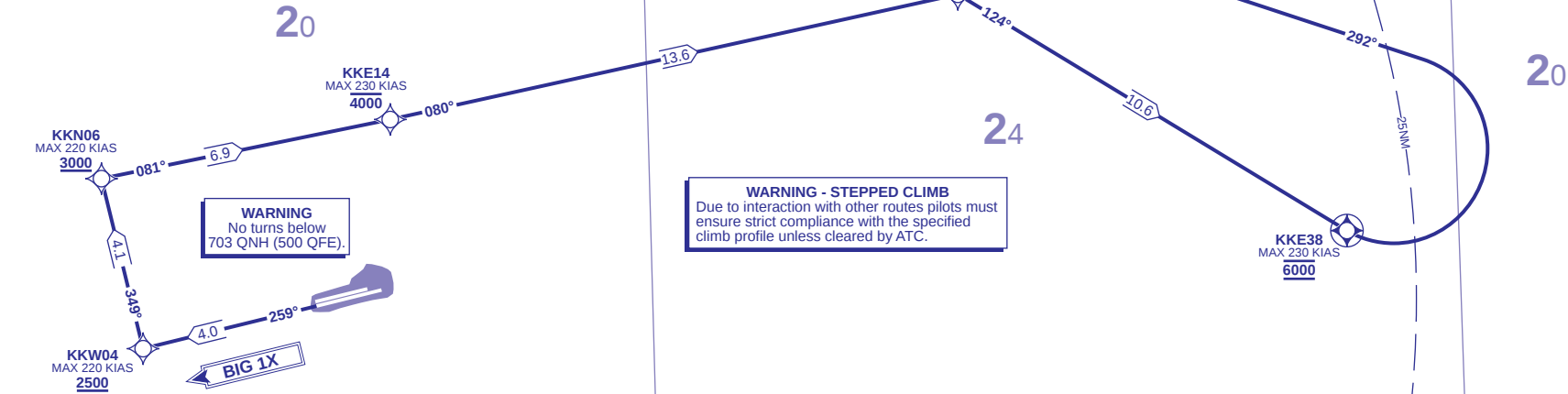
VAR 1.0°W - 2014  
Annual Rate  
of Change 0.14°E

TRANSITION ALTITUDE  
**6000**  
AREA MNM ALT (x100)  
**24**

|      |                   |                     |
|------|-------------------|---------------------|
| ACC  | 120.525           | LONDON CONTROL      |
| 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  
**KKN06** : 511150.20N 0002021.50W  
**KKE14** : 511303.40N 0000934.40W  
**SUNAV** : 511536.90N 0001139.80E  
**KKE38** : 510948.83N 0002550.71E  
**BIG VOR** : 511951.15N 0000205.32E



**BIG 1X** Climb straight ahead to KKW04, right to KKN06, right to KKE14 - SUNAV, right to KKE38, left to BIG VOR.  
 For landing at LONDON HEATHROW or NORTHOLT only.

**NOTE 1.** RWY 26L obstacle requirement: minimum climb gradient 7.9% 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. 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.

