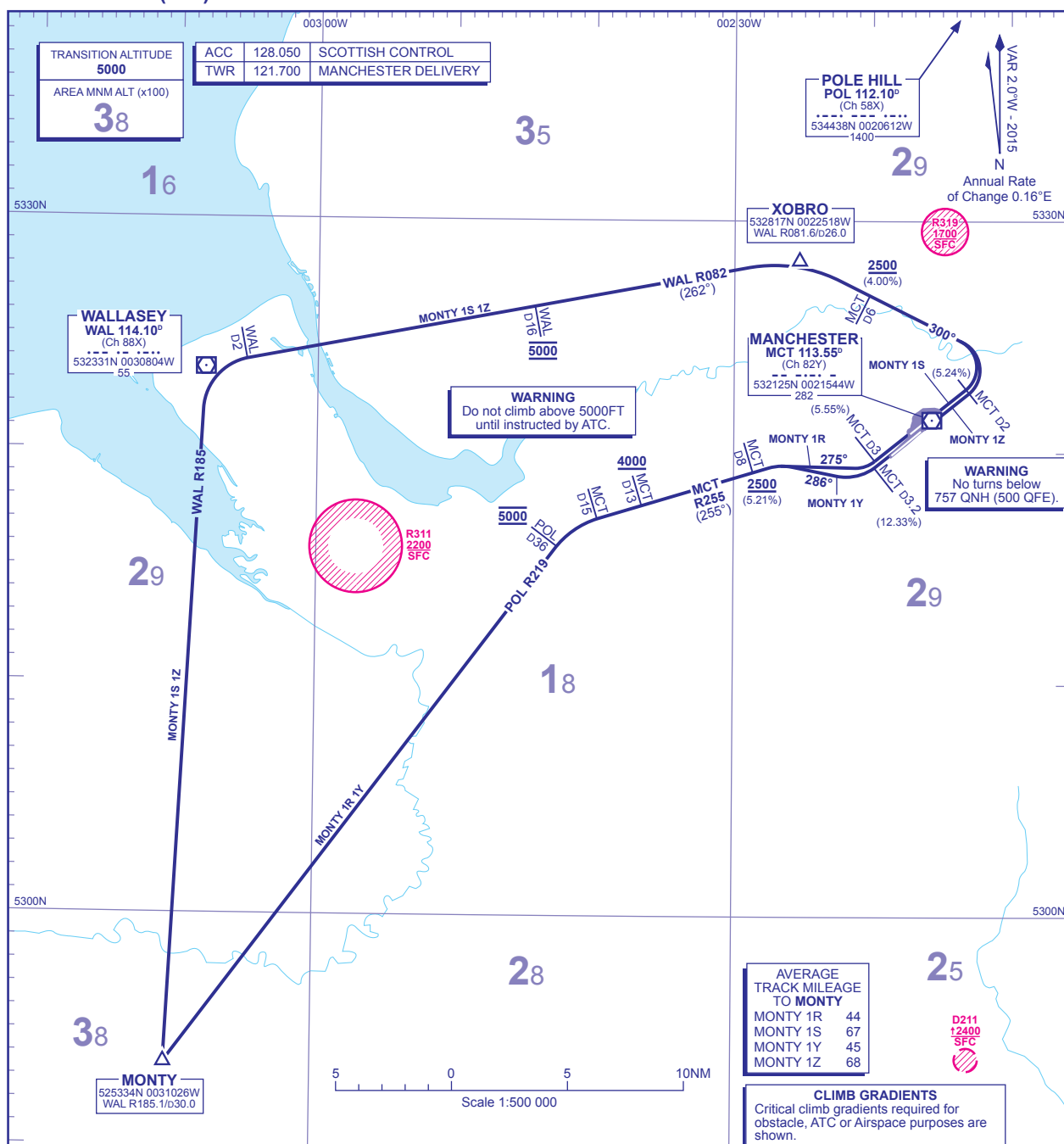


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

MANCHESTER
MONTY 1R 1S 1Y 1Z



| | | |
|--------------------------------------|--|--|
| MONTY 1S MONTY 1Z RWY 05Lp/05R | Climb straight ahead at 5.24% or above (See Note 7). At MCT D2 turn left onto track 300° towards XOBRO to intercept WAL VOR R082. Cross MCT D6 at 2500 or above (4.00%). After intercepting WAL VOR R082, cross WAL R082 D16 at 5000 . At WAL D2 turn left onto WAL VOR R185 to MONTY . | For aircraft leaving controlled airspace at MONTY |
| MONTY 1Y RWY 23L | Climb straight ahead at 12.33% or above (See Note 7). At MCT D32 turn right onto track 286° to intercept MCT VOR R255. Cross MCT D8 at 2500 or above (5.21%). Cross MCT D13 at 4000 or above . At MCT D15 turn left onto POL VOR R219 to MONTY . Cross POL D36 at 5000 . | For aircraft leaving Controlled Airspace at MONTY |
| MONTY 1R RWY 23R† | Climb straight ahead at 5.55% or above (See Note 7). At MCT D3 turn right onto track 275° to intercept MCT VOR R255. Cross MCT D8 at 2500 or above (5.21%). Cross MCT D13 at 4000 or above . At MCT D15 turn left onto POL VOR R219 to MONTY . Cross POL D36 at 5000 . | For aircraft leaving Controlled Airspace at MONTY |

OBSTACLE CLEARANCE - † RWY 23R/RWY 05L: Close in obstacles exist below 100 AAL and are not considered for procedure gradients.

GENERAL INFORMATION

- 1 SIDs reflect Noise Preferential Routings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 Cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Pilots are reminded that they must not climb above the SID upper limit (5000FT) until cleared by ATC and actual cleared levels will be allocated by ATC.
6 Aircraft requesting a cruising level of FL270 or above on UN862 can expect a clearance from 'London Control' to cross **AMRAL** at FL270 or above.
7 **WARNING: RUNWAY 23L/05L. In the event of a missed approach on runway 23R/05R ATC may instruct aircraft which have departed from runway 23L/05L to make a LEFT turn in order to establish separation.**
8 Expect first CPDLC Data Link Authority to be, EGTT.

CHANGE (3/16): MAG VAR. POL VOR RECALIBRATED. MONTY 1R 1Y POL VOR RADIAL AMENDED.

AERO INFO DATE 27 NOV 15