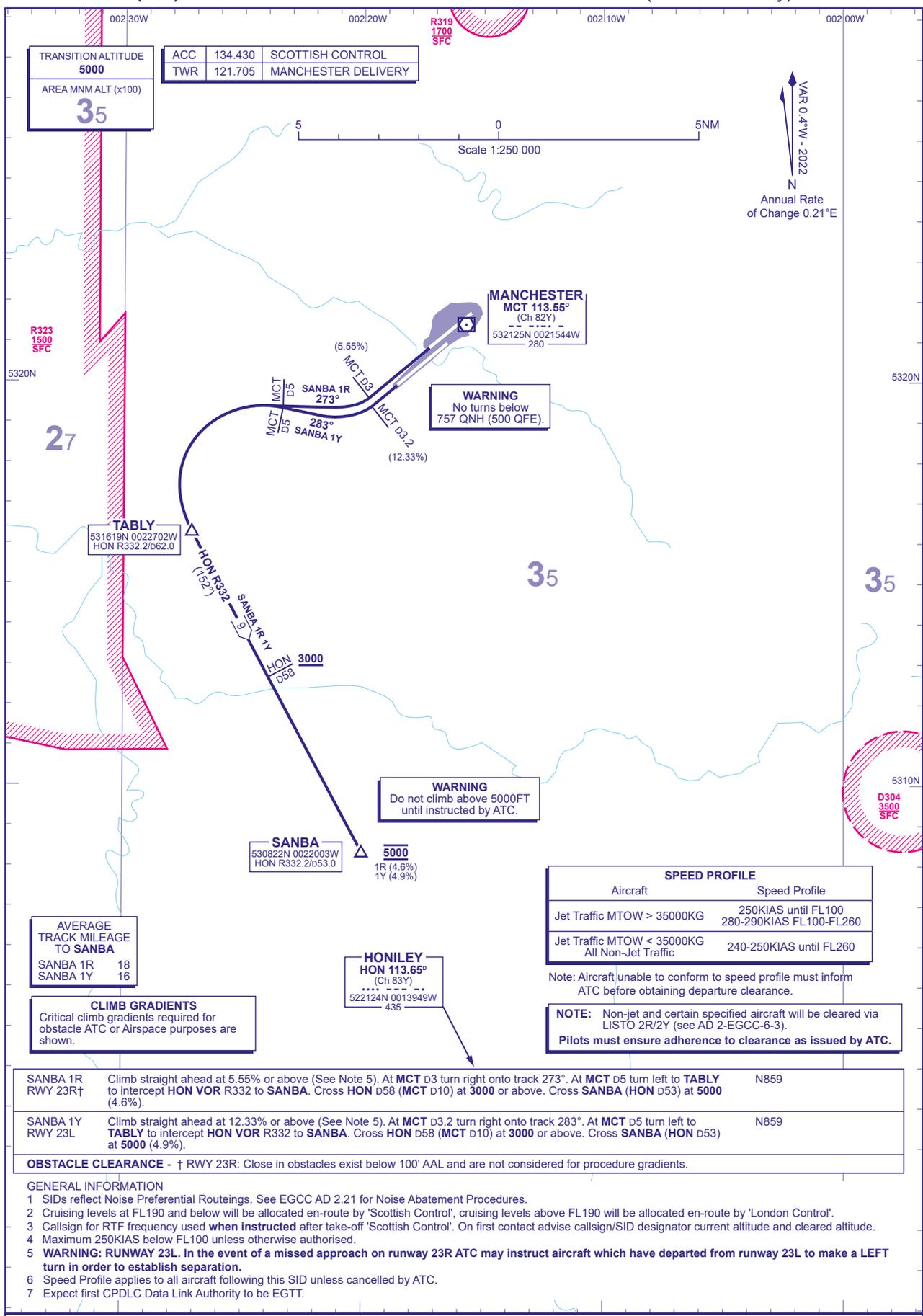


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER (Jet Aircraft Only) SANBA 1R 1Y



TRANSITION ALTITUDE
5000

AREA MNM ALT (x100)
35

ACC	134.430	SCOTTISH CONTROL
TWR	121.705	MANCHESTER DELIVERY

R319
1700
SFC

VAR 0.4°W - 2022
Annual Rate of Change 0.21°E

Scale 1:250 000

MANCHESTER
MCT 113.55°
(Ch 82Y)
532125N 0021544W
280

WARNING
No turns below
757 QNH (500 QFE).

WARNING
Do not climb above 5000FT
until instructed by ATC.

5310N
D304
3500
SFC

TABLY
531619N 0022702W
HON R332.2/D62.0

SANBA
530822N 0022003W
HON R332.2/D53.0

5000
1R (4.6%)
1Y (4.9%)

AVERAGE TRACK MILEAGE TO SANBA

SANBA 1R	18
SANBA 1Y	16

CLIMB GRADIENTS
Critical climb gradients required for obstacle ATC or Airspace purposes are shown.

HONILEY
HON 113.65°
(Ch 83Y)
522124N 0013949W
435

SPEED PROFILE	
Aircraft	Speed Profile
Jet Traffic MTOW > 35000KG	250KIAS until FL100 280-290KIAS FL100-FL260
Jet Traffic MTOW < 35000KG All Non-Jet Traffic	240-250KIAS until FL260

Note: Aircraft unable to conform to speed profile must inform ATC before obtaining departure clearance.

NOTE: Non-jet and certain specified aircraft will be cleared via LISTO 2R/2Y (see AD 2-EGCC-6-3).
Pilots must ensure adherence to clearance as issued by ATC.

SANBA 1R RWY 23R†	Climb straight ahead at 5.55% or above (See Note 5). At MCT D3 turn right onto track 273°. At MCT D5 turn left to TABLY to intercept HON VOR R332 to SANBA. Cross HON D58 (MCT D10) at 3000 or above. Cross SANBA (HON D53) at 5000 (4.6%).	N859
SANBA 1Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 5). At MCT D3.2 turn right onto track 283°. At MCT D5 turn left to TABLY to intercept HON VOR R332 to SANBA. Cross HON D58 (MCT D10) at 3000 or above. Cross SANBA (HON D53) at 5000 (4.9%).	N859

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

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
 - 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'.
 - Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
 - Maximum 250KIAS below FL100 unless otherwise authorised.
 - WARNING: RUNWAY 23L. In the event of a missed approach on runway 23R ATC may instruct aircraft which have departed from runway 23L to make a LEFT turn in order to establish separation.**
 - Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
 - Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (2/25): EGR323 ADDED.