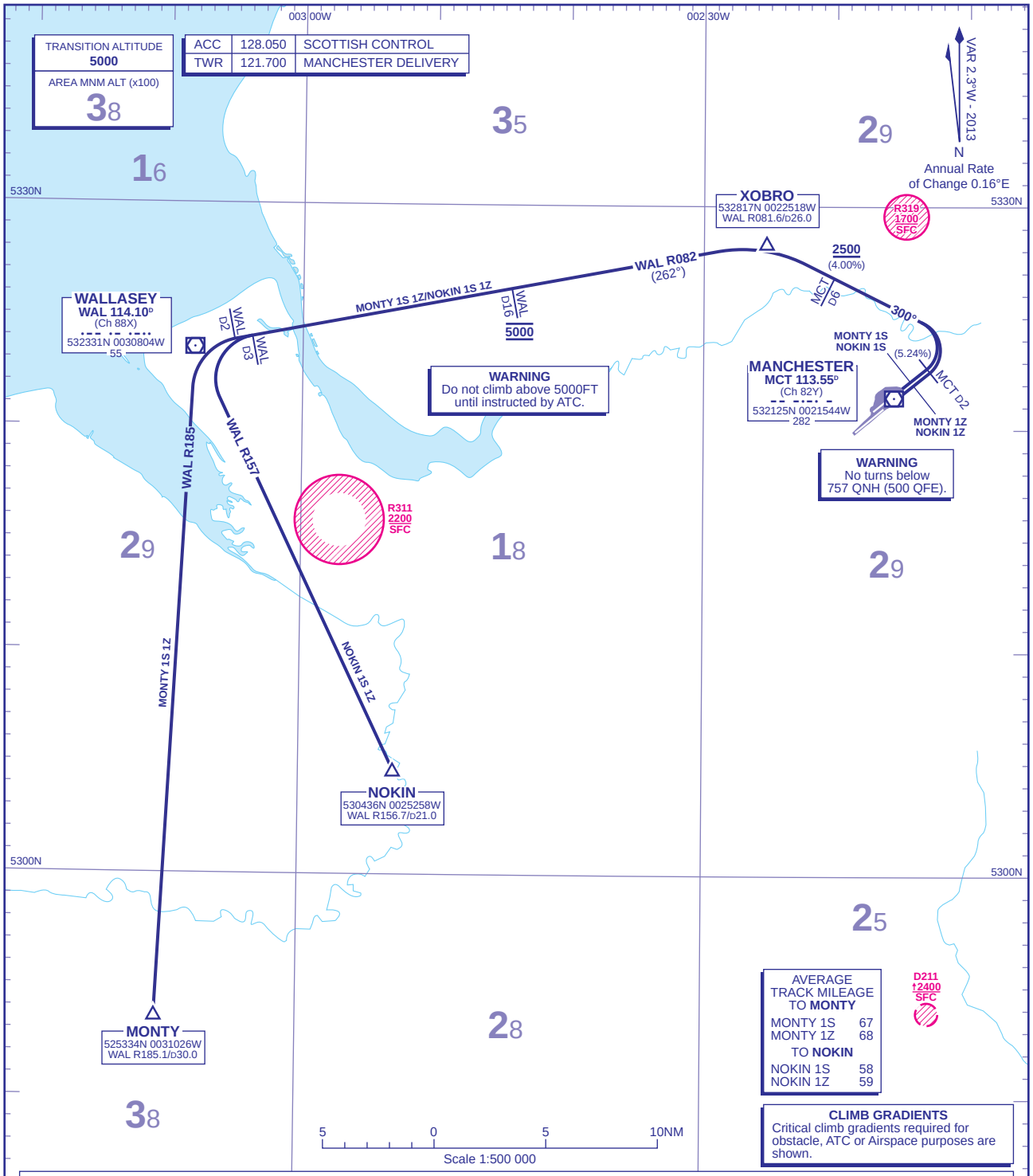
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER MONTY/NOKIN 1S 1Z



MONTY 1S MONTY 1Z RWY 05L†/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**
NOKIN 1S NOKIN 1Z RWY 05L†/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** D3 turn left onto **WAL VOR** R157 to **NOKIN**.	N862, UN862 southbound (FL245 and above)

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

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. 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 05L. In the event of a missed approach on runway 05R ATC may instruct aircraft which have departed from runway 05L to make a LEFT turn in order to establish separation.**
8 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (6/13): NOTE 8. WAYPOINT XOBRO WAL VOR RADIAL.

AERO INFO DATE 5 MAR 13