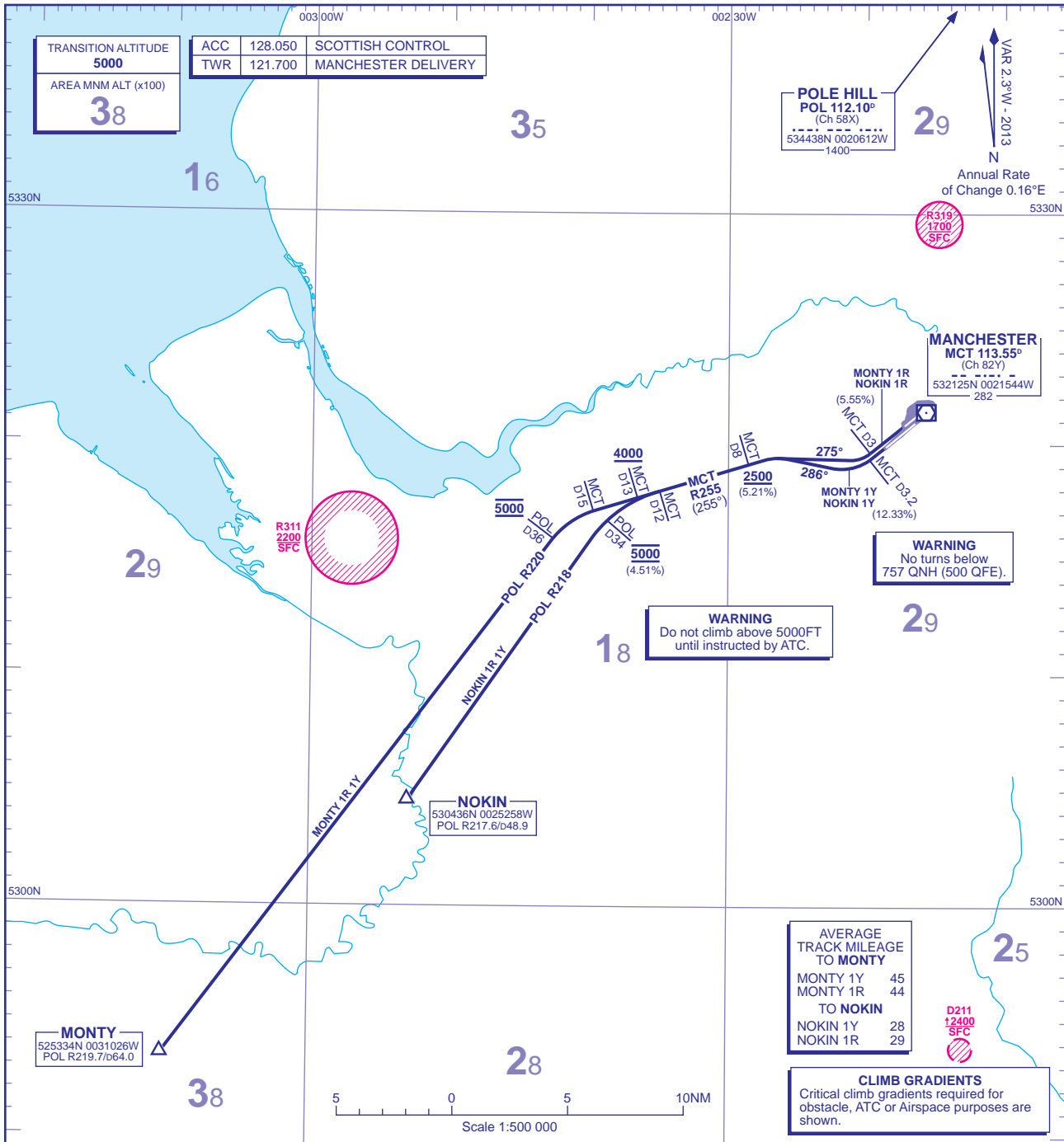


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER MONTY/NOKIN 1R 1Y



MONTY 1Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 7). At MCT D3.2 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 R220 to MONTY . Cross POL D36 at 5000 .	For aircraft leaving Controlled Airspace at MONTY
MONTY 1R RWY 23L†	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 R220 to MONTY . Cross POL D36 at 5000 .	For aircraft leaving Controlled Airspace at MONTY
NOKIN 1Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 7). At MCT D3.2 turn right onto track 286° to intercept MCT VOR R255 . Cross MCT D8 at 2500 or above (5.21%). At MCT D12 turn left onto POL VOR R218 to NOKIN . Cross POL D34 at 5000 .	N862, UN862 Southbound (FL245 and above)
NOKIN 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%). At MCT D12 turn left onto POL VOR R218 to NOKIN . Cross POL D34 at 5000 .	N862, UN862 Southbound (FL245 and above)

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

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routings. 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.
 - 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.
 - 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.
 - 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.**
 - Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (6/13): MAG VAR. NOTE 8. MCT VOR R255. WAYPOINTS MONTY, NOKIN POL VOR RADIALS. MONTY 1Y, NOKIN 1Y TRACK 286°.