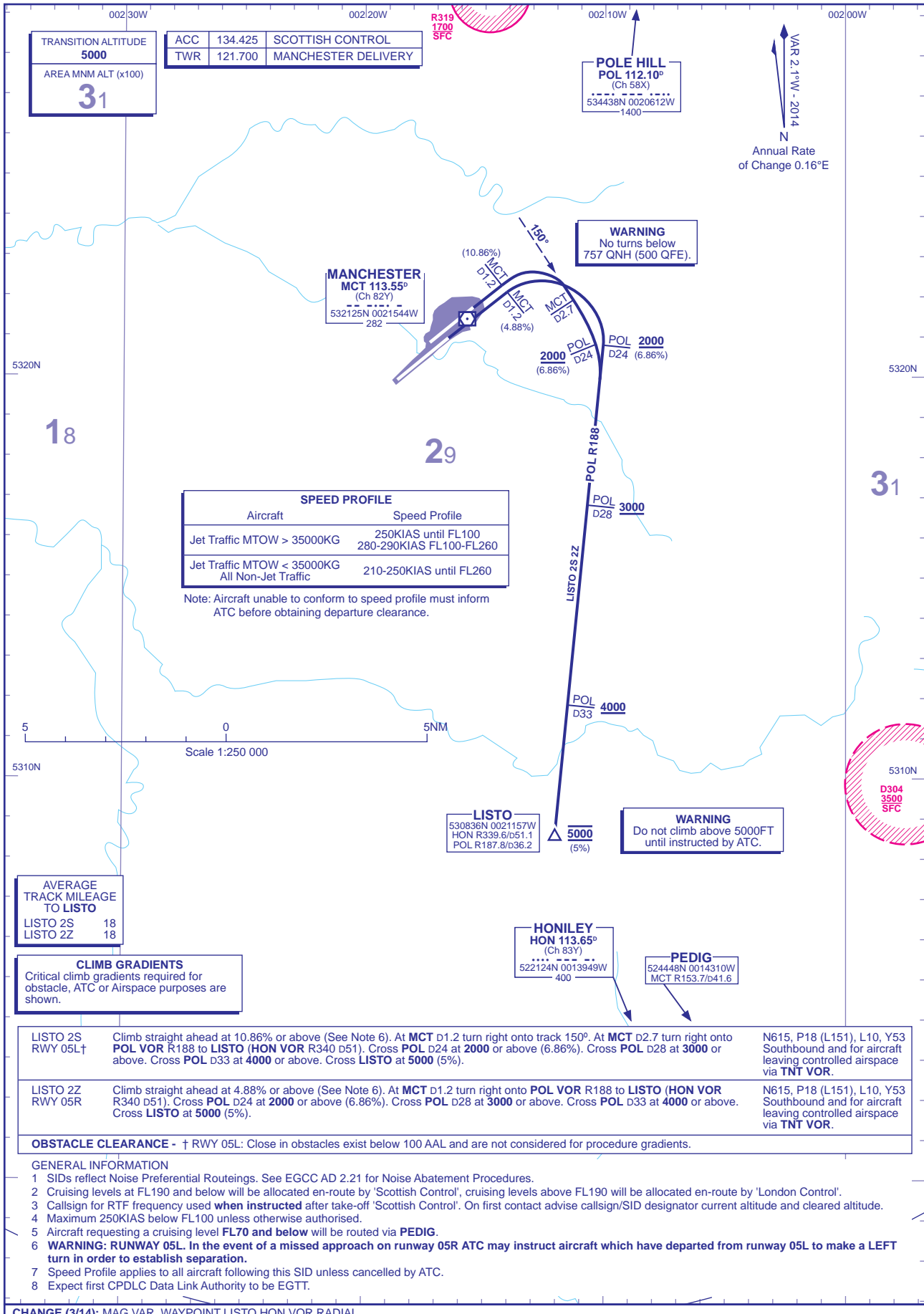


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER LISTO 2S 2Z



TRANSITION ALTITUDE
5000
AREA MNM ALT (x100)
31

ACC	134.425	SCOTTISH CONTROL
TWR	121.700	MANCHESTER DELIVERY

POLE HILL
POL 112.10°
(Ch 58X)
534438N 0020612W
1400

VAR 2.1°W - 2014
N
Annual Rate of Change 0.16°E

WARNING
No turns below
757 QNH (500 QFE).

MANCHESTER
MCT 113.55°
(Ch 82Y)
532125N 0021544W
282

SPEED PROFILE	
Aircraft	Speed Profile
Jet Traffic MTOW > 35000KG	250KIAS until FL100 280-290KIAS FL100-FL260
Jet Traffic MTOW < 35000KG All Non-Jet Traffic	210-250KIAS until FL260

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

Scale 1:250 000

AVERAGE TRACK MILEAGE TO LISTO	
LISTO 2S	18
LISTO 2Z	18

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

LISTO
530836N 0021157W
HON R339.6/d51.1
POL R187.8/d36.2

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

HONILEY
HON 113.65°
(Ch 83Y)
522124N 0013949W
400

PEDIG
524448N 0014310W
MCT R153.7/d41.6

LISTO 2S RWY 05L†	Climb straight ahead at 10.86% or above (See Note 6). At MCT D1.2 turn right onto track 150°. At MCT D2.7 turn right onto POL VOR R188 to LISTO (HON VOR R340 d51). Cross POL D24 at 2000 or above (6.86%). Cross POL D28 at 3000 or above. Cross POL D33 at 4000 or above. Cross LISTO at 5000 (5%).	N615, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via TNT VOR.
LISTO 2Z RWY 05R	Climb straight ahead at 4.88% or above (See Note 6). At MCT D1.2 turn right onto POL VOR R188 to LISTO (HON VOR R340 d51). Cross POL D24 at 2000 or above (6.86%). Cross POL D28 at 3000 or above. Cross POL D33 at 4000 or above. Cross LISTO at 5000 (5%).	N615, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via TNT VOR.

OBSTACLE CLEARANCE - † RWY 05L: 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.
- Aircraft requesting a cruising level FL70 and below will be routed via PEDIG.
- 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.
- Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
- Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (3/14): MAG VAR. WAYPOINT LISTO HON VOR RADIAL.