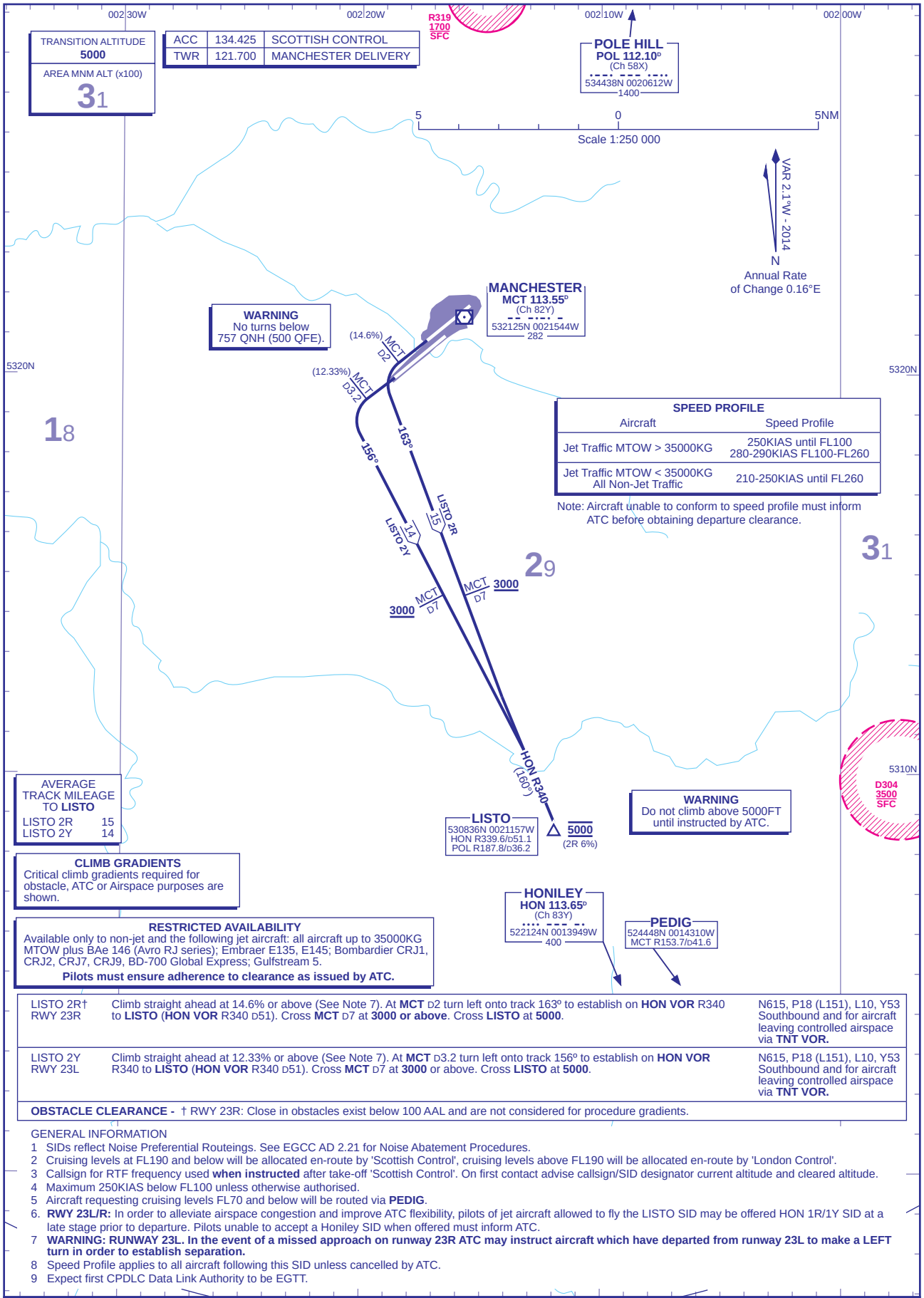
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER (RESTRICTED USE) LISTO 2R 2Y



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.

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

RESTRICTED AVAILABILITY
Available only to non-jet and the following jet aircraft: all aircraft up to 35000KG MTOW plus BAe 146 (Avro RJ series); Embraer E135, E145; Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD-700 Global Express; Gulfstream 5.
Pilots must ensure adherence to clearance as issued by ATC.

LISTO 2R† RWY 23R	Climb straight ahead at 14.6% or above (See Note 7). At **MCT** D2 turn left onto track 163° to establish on **HON VOR** R340 to **LISTO** (**HON VOR** R340 D51). Cross **MCT** D7 at **3000 or above**. Cross **LISTO** at **5000**.	N615, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR.**
LISTO 2Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 7). At **MCT** D3.2 turn left onto track 156° to establish on **HON VOR** R340 to **LISTO** (**HON VOR** R340 D51). Cross **MCT** D7 at **3000** or above. Cross **LISTO** at **5000**.	N615, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR.**

OBSTACLE CLEARANCE - † RWY 23R: 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 Aircraft requesting cruising levels FL70 and below will be routed via **PEDIG**.
6. **RWY 23L/R:** In order to alleviate airspace congestion and improve ATC flexibility, pilots of jet aircraft allowed to fly the LISTO SID may be offered HON 1R/1Y SID at a late stage prior to departure. Pilots unable to accept a Honiley SID when offered must inform ATC.
7 **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.**
8 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
9 Expect first CPDLC Data Link Authority to be EGTT.

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

AERO INFO DATE 5 DEC 13