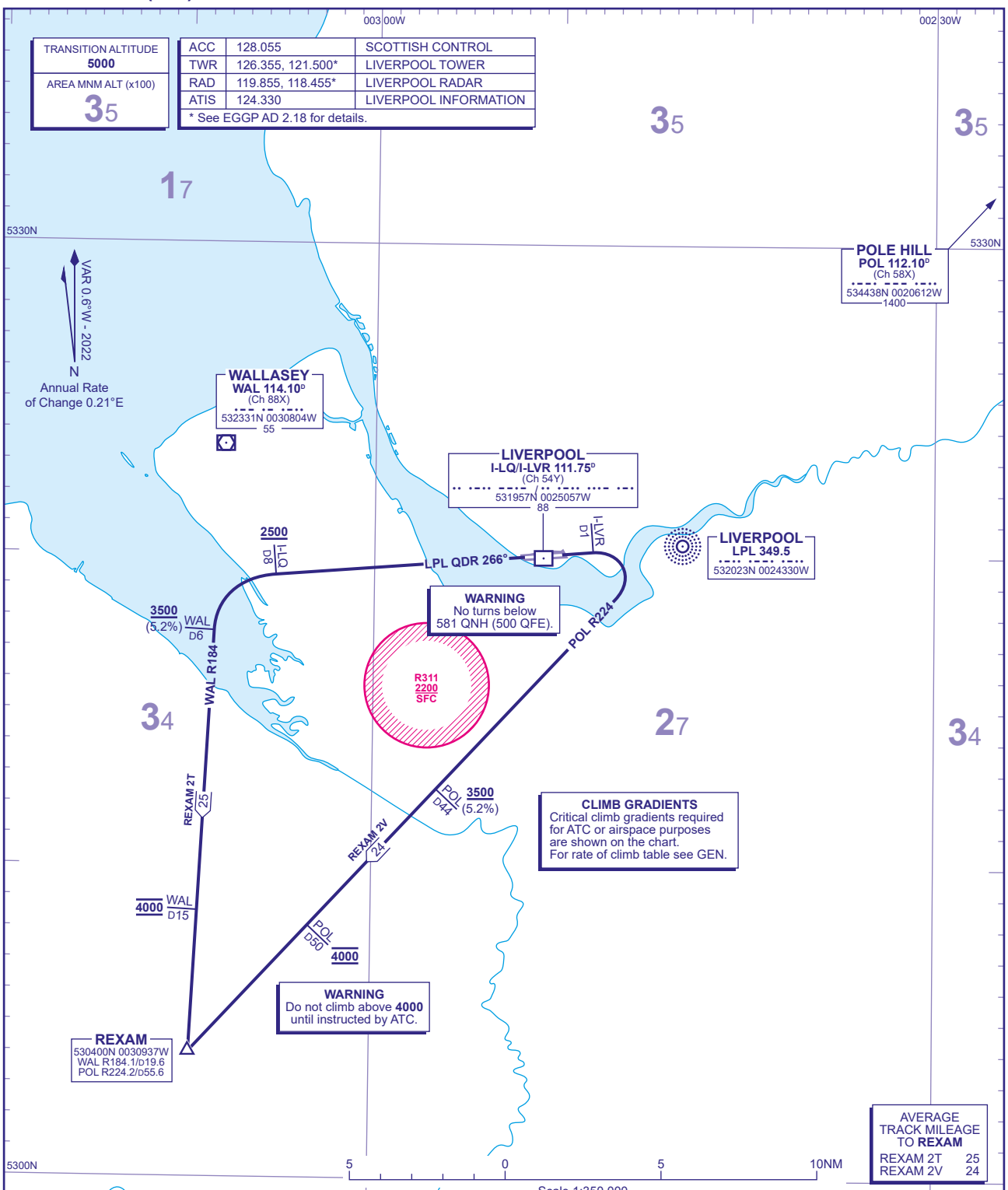


# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

# LIVERPOOL REXAM

TRANSITION ALTITUDE <b>5000</b>	ACC 128.055	SCOTTISH CONTROL
AREA MNM ALT (x100) <b>35</b>	TWR 126.355, 121.500*	LIVERPOOL TOWER
	RAD 119.855, 118.455*	LIVERPOOL RADAR
	ATIS 124.330	LIVERPOOL INFORMATION
* See EGPP AD 2.18 for details.		



**CLIMB GRADIENTS**  
Critical climb gradients required for ATC or airspace purposes are shown on the chart.  
For rate of climb table see GEN.

**WARNING**  
Do not climb above 4000 until instructed by ATC.

**WARNING**  
No turns below 581 QNH (500 QFE).

AVERAGE TRACK MILEAGE TO REXAM	
REXAM 2T	25
REXAM 2V	24

REXAM 2T RWY 27	Climb straight ahead on LPL NDB QDR 266°. At I-LQ D8 turn left onto WAL VOR R184 to REXAM. Crossing I-LQ D8 at 2500 or above. Crossing WAL D6 at 3500 or above. Crossing WAL D15 at 4000.	N864 southbound.
REXAM 2V RWY 09	Climb straight ahead. At I-LVR D1 or 580 QNH (500 QFE) if sooner, turn right onto POL VOR R224 to REXAM. Crossing POL D44 at 3500 or above. Crossing POL D50 at 4000.	N864 southbound.

**GENERAL INFORMATION**

- SIDs reflect Noise Preferential Routings. See EGPP AD 2.21 for Noise Abatement Procedures.
- RWY 27. Aircraft of more than 5730KG (12500LB) climb straight ahead at maximum rate to 1081 QNH (1000 QFE).
- After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least 500 per minute.
- En-route cruising levels will be allocated after departure by 'Scottish Control'. Do not climb above SID level until cleared by ATC.
- 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.
- Expect first CPDLC Data Link Authority to be EGGT.

CHANGE (1/21): MAG VAR. MAG TRACKS.