

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

# LIVERPOOL WALLASEY/NANTI

003°00W

002°30W

TRANSITION ALTITUDE	5000
AREA MNM ALT (x100)	<b>35</b>

ACC	128.055	SCOTTISH CONTROL
TWR	126.355, 121.500*	LIVERPOOL TOWER
RAD	119.855, 118.455*	LIVERPOOL RADAR
ATIS	124.330	LIVERPOOL INFORMATION

\* See EGGP AD 2.18 for details.

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SPEED PROFILE	
Aircraft	Speed Profile
Jet Traffic MTOW > 35000kg	250KIAS until FL100 280-290KIAS FL100-FL260
Jet Traffic MTOW < 35000kg	240-250KIAS until FL260
All Non-Jet Traffic	240-250KIAS until FL260

5330N  
VAR 0.6°W - 2022  
Annual Rate of Change 0.21°E

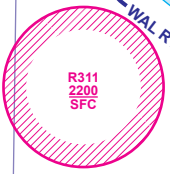
**WALLASEY**  
WAL 114.10°  
(Ch 88X)  
532331N 0030804W  
55

**LIVERPOOL**  
I-LQ/I-LVR 111.75°  
(Ch 54Y)  
531957N 0025057W  
88

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

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

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



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AVERAGE TRACK MILEAGE TO WAL VOR	
WAL 2T	10
WAL 2V	18
TO NANTI	
NANTI 2T	21
NANTI 2V	16



WAL 2T RWY 27	Climb straight ahead to intercept <b>WAL VOR</b> R117 to <b>WAL VOR</b> . Crossing <b>WAL VOR</b> at <b>4000</b> .	L10, (U)L70 (via L10/PENIL) westbound.
WAL 2V RWY 09	Climb straight ahead. At I-LVR D1 or <b>580 QNH (500 QFE)</b> if sooner, turn left onto <b>WAL VOR</b> R095 to <b>WAL VOR</b> . Crossing <b>WAL VOR</b> at <b>4000</b> .	L10, (U)L70 (via L10/PENIL) westbound.
NANTI 2T RWY 27	Climb straight ahead. At I-LQ D1.5 turn left onto <b>WAL VOR</b> R128 to <b>NANTI</b> . Crossing <b>WAL D17</b> at <b>3500</b> or above.	L8: (P18/L151), Y53, M605, L612 southbound.
NANTI 2V RWY 09	Climb straight ahead. At I-LVR D1 or <b>580 QNH (500 QFE)</b> if sooner, turn right to <b>WHI NDB</b> , crossing <b>WHI NDB</b> at <b>3500</b> or above. At <b>WHI NDB</b> turn onto <b>HON VOR</b> R326, <b>WAL VOR</b> R128 or as appropriate to <b>NANTI</b> . Crossing <b>NANTI</b> at <b>4000</b> .	L8: (P18/L151), Y53, M605, L612 southbound.

**GENERAL INFORMATION**

- SIDs reflect Noise Preferential Routings. See EGGP 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.
- Via **WAL** en-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC.**  
Via **NANTI** 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'. **Do not climb above SID level until cleared by ATC.**
- Call sign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise call sign, SID designator, current altitude and cleared altitude.
- Maximum 250KIAS below FL100 unless otherwise authorised.
- Speed Profile applies to all aircraft following the NANTI SID unless cancelled by ATC.
- Expect first CPDLC Data Link Authority to be NANTI (EGTT) / WAL Airway L10 (EGPX) / WAL Airway L70 (EISN).

CHANGE (1/21): MAG VAR.

AERO INFO DATE 06 NOV 20

AD 2-EGGP-6