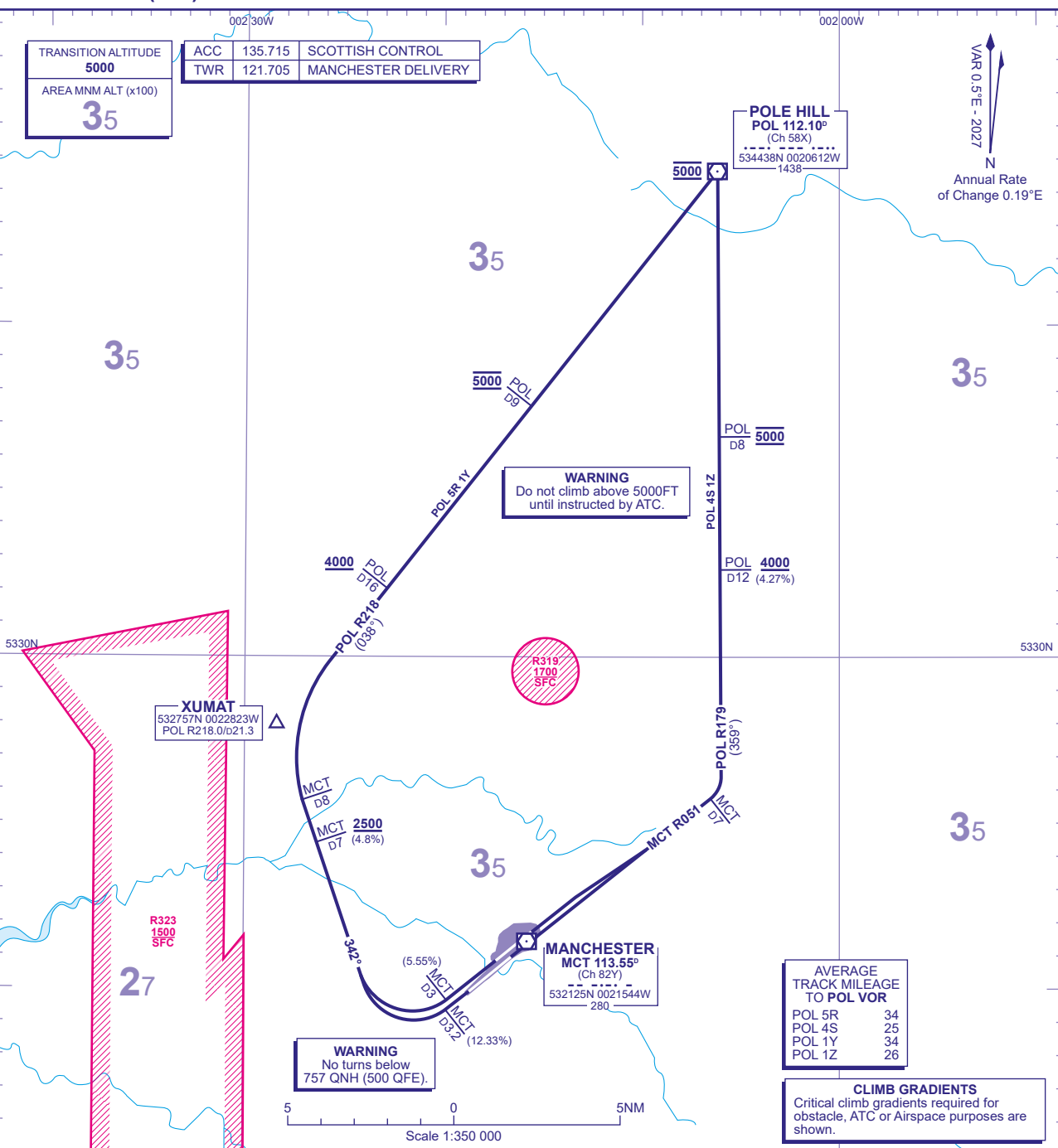


STANDARD CHART - CHART 1  
INSTRUMENT (SID) - ICAO

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

MANCHESTER  
POL 5R 4S 1Y 1Z



POL 5R RWY 23R†	Climb straight ahead at 5.55% or above (See Note 5). At MCT D3 turn right onto track 342° towards XUMAT. Cross MCT D7 at 2500 or above (4.8%). At MCT D8 turn right to intercept POL VOR R218 (038°) to POL VOR. Cross POL D16 at 4000 or above. Cross POL D9 at 5000. Cross POL VOR at 5000.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.
POL 1Y RWY 05L	Climb straight ahead at 12.33% or above (See Note 5). At MCT D3.2 turn right onto track 342° towards XUMAT. Cross MCT D7 at 2500 or above (4.8%). At MCT D8 turn right to intercept POL VOR R218 (038°) to POL VOR. Cross POL D16 at 4000 or above. Cross POL D9 at 5000. Cross POL VOR at 5000.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.
POL 4S RWY 05L†	Climb straight ahead. At not below 757 ALT (500 AAL), but not before DER, adjust track onto MCT VOR R051 (See Note 5). At MCT D7 turn left to intercept POL VOR R179 (359°) to POL VOR. Cross POL D12 at 4000 or above (4.27%). Cross POL D8 at 5000. Cross POL VOR at 5000.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.
POL 1Z RWY 05R	Climb straight ahead on MCT VOR R051 (See Note 5). At MCT D7 turn left to intercept POL VOR R179 (359°) to POL VOR. Cross POL D12 at 4000 or above. Cross POL D8 at 5000. Cross POL VOR at 5000.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.

**OBSTACLE CLEARANCE - † RWY 23R/RWY 05L:** Close in obstacles exist below 100 AAL and are not considered for procedure gradients.

**GENERAL INFORMATION**

- SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
- 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.
- WARNING: RUNWAY 23L/05L.** In the event of a missed approach on runway 23R/05R ATC may instruct aircraft which have departed from runway 23L/05L to make a LEFT turn in order to establish separation.
- Expect first CPDLC Data Link Authority to be EGPX.