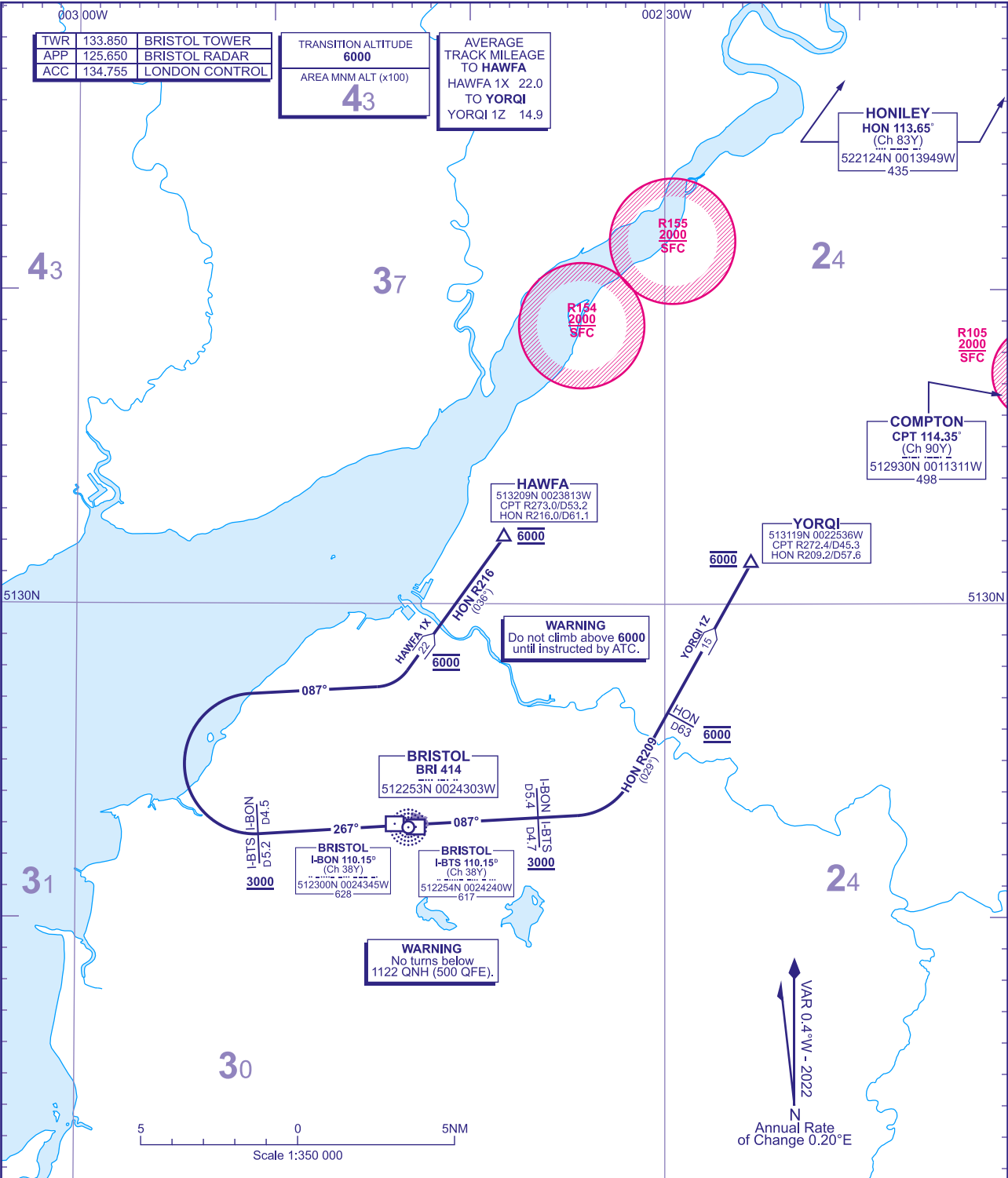


STANDARD DEPARTMENT CHART -
INSTRUMENT (SID) - ICAO

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

BRISTOL
HAWFA 1X YORQI 1Z



| | | |
|--------------------|--|------------|
| HAWFA 1X RWY 27 | Climb straight ahead. At I-BTS D5.2/I-BON D4.5, at or above 3000 (8.2%), turn right onto 087°, to intercept HON VOR R216 at 6000 to HAWFA (see Note 5). | L607. |
| YORQI 1Z RWY 09 | Climb straight ahead. At I-BON D5.4/I-BTS D4.7, at or above 3000 (7.9%), turn left to intercept HON VOR R209 to YORQI. Cross HON D63 at 6000 (see Note 5). | L607, N21. |

- GENERAL INFORMATION
- 1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGD AD 2.10 Aerodrome Obstacles.
 - 2 SIDs reflect Noise Preferential Routings. See EGGD AD 2.21 for Noise Abatement Procedures.
 - 3 Applicable to HAWFA 1X SID only: maximum 230KIAS below FL100 until established on track 087° or otherwise authorised by ATC. Applicable to YORQI 1Z SID only: maximum 250KIAS below FL100 unless otherwise authorised by ATC.
 - 4 Cruising levels above FL135 will be allocated en-route by 'London Control'.
 - 5 Flight crew of aircraft unable to meet SID climb restrictions must inform Bristol ATC prior to pushback. Restrictions/delays may apply.
 - 6 Aircraft departing from the opposite runway to the one in use for landing shall use the DME coded to the landing direction runway.