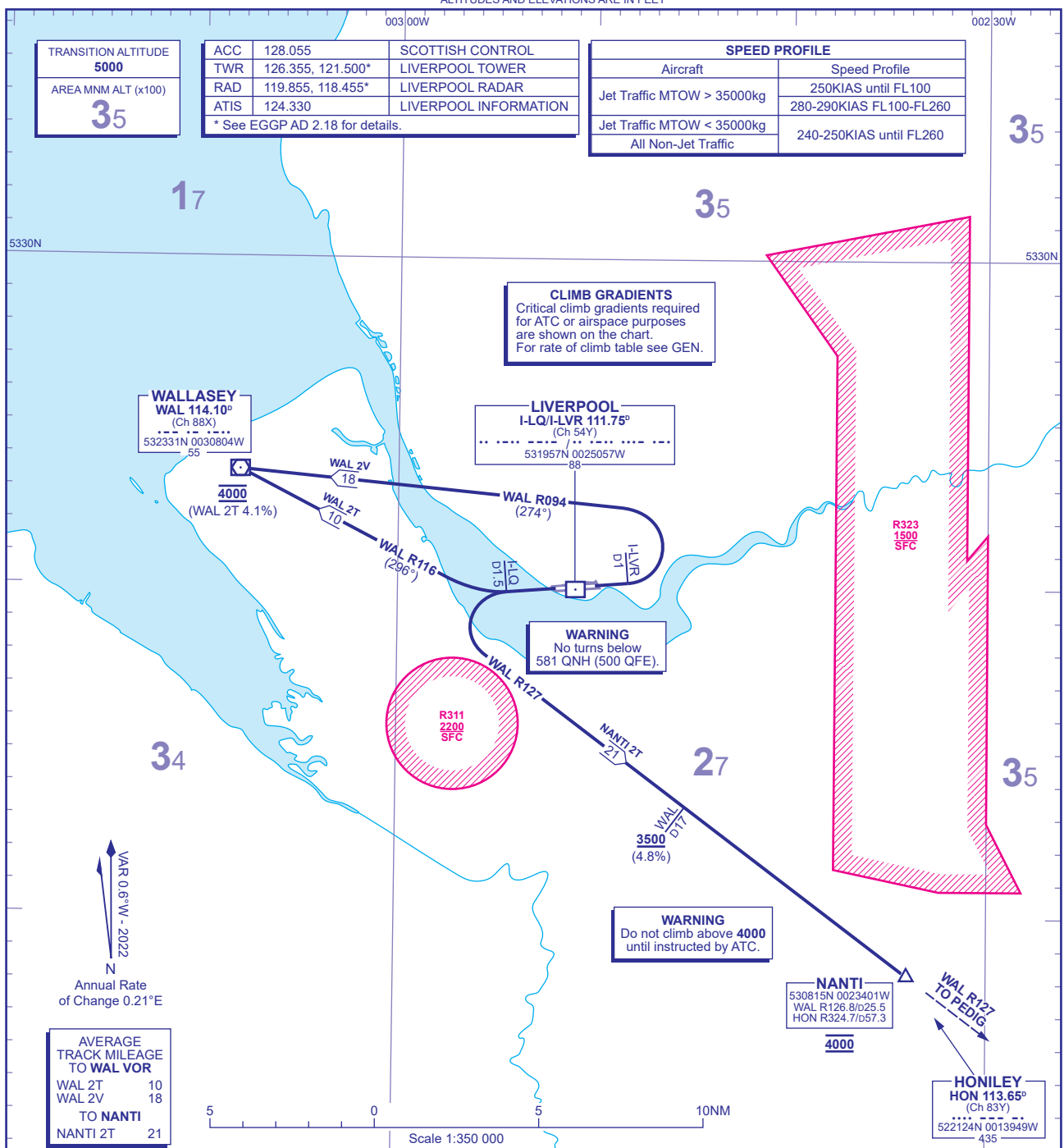


LIVERPOOL
WAL 2T 2V NANTI 2T

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



WAL 2T RWY 27	Climb straight ahead to intercept WAL VOR R116 to WAL VOR . Crossing WAL VOR at 4000 .	L10, (U)L70 (via L10/ PENIL) westbound.
WAL 2V RWY 09	Climb straight ahead. At I-LVR D1 or 581 QNH (500 QFE) if sooner, turn left onto WAL VOR R094 to WAL VOR . Crossing WAL VOR at 4000 .	L10, (U)L70 (via L10/ PENIL) westbound.
NANTI 2T RWY 27	Climb straight ahead. At I-LQ D1.5 turn left onto WAL VOR R127 to NANTI . Crossing WAL D17 at 3500 or above . Crossing NANTI at 4000 .	L8: (P18/L151), Y53, M605, L612 southbound.

- 1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGP AD 2.10 Aerodrome Obstacles.
- 2 SIDs reflect Noise Preferential Routings. See EGGP AD 2.21 for Noise Abatement Procedures.
- 3 RWY 27. Aircraft of more than 5730KG (12500LB) climb straight ahead at maximum rate to 1081 QNH (1000 QFE).
- 4 **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.**
- 5 Callsign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise callsign, SID designator, current altitude and cleared altitude.
- 6 Maximum 250KIAS below FL100 unless otherwise authorised.
- 7 Speed Profile applies to all aircraft following the NANTI SID unless cancelled by ATC.
- 8 Expect first CPDLC Data Link Authority to be NANTI (EGTT) / WAL Airway L10 (EGPX) / WAL Airway L70 (EISN).

AD 2-EGGP-6-4