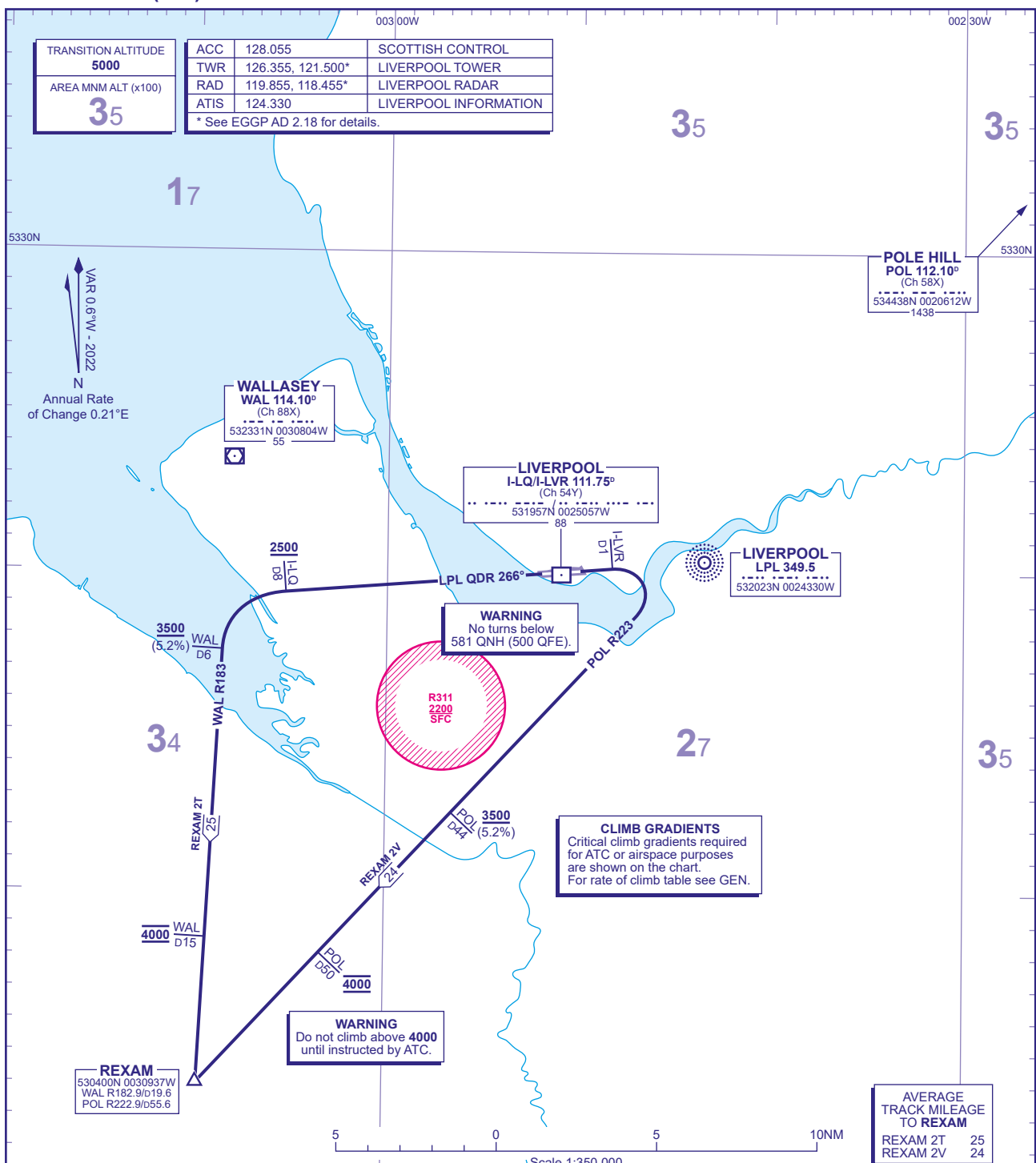


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LIVERPOOL
REXAM

TRANSITION ALTITUDE 5000	ACC 128.055	SCOTTISH CONTROL
AREA MNM ALT (x100) 35	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.		



REXAM 2T RWY 27	Climb straight ahead on LPL NDB QDR 266°. At I-LQ D8 turn left onto WAL VOR R183 to REXAM. Crossing I-LQ D8 at 2500 or above. Crossing WAL D6 at 3500 or above. Crossing WAL D15 at 4000.	N42.
REXAM 2V RWY 09	Climb straight ahead. At I-LVR D1 or 581 QNH (500 QFE) if sooner, turn right onto POL VOR R223 to REXAM. Crossing POL D44 at 3500 or above. Crossing POL D50 at 4000.	N42.

GENERAL INFORMATION

- 1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGPP AD 2.10 Aerodrome Obstacles.
- 2 SIDs reflect Noise Preferential Routeings. See EGPP 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 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.
- 5 En-route cruising levels will be allocated after departure by 'Scottish Control'. Do not climb above SID level until cleared by ATC.
- 6 Callsign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise callsign, SID designator, current altitude and cleared altitude.
- 7 Maximum 250KIAS below FL100 unless otherwise authorised.
- 8 Expect first CPDLC Data Link Authority to be EGTG.
- 9 Aircraft routing via P17 requesting a cruising level of FL270 or above can expect a clearance from 'London Control' to cross OSSEP FL270 or above. Traffic unable to comply must inform ATC.

CHANGE (2/24): POL VOR RECALIBRATED. RADIALS.