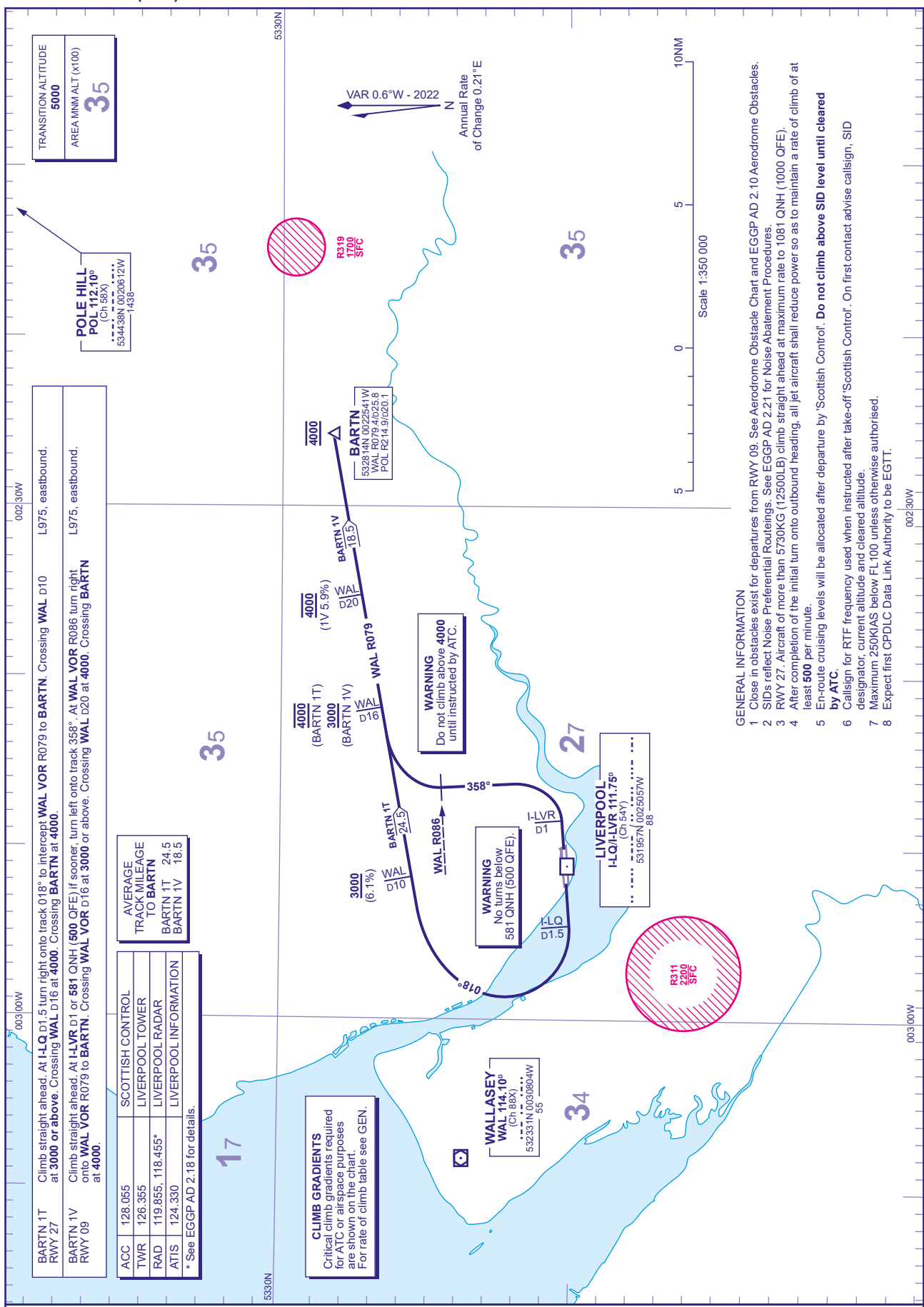


STANDARD CHART - CHART 17 INSTRUMENT (SID) - ICAO

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

LIVERPOOL BARTN 1T 1V



TRANSITION ALTITUDE	5000
AREA MNNM ALT (x100)	35

POLE HILL
POL 14.10°
Ch 158.1
534438N 0020612W
1438

BARTN 1T RWY 27	Climb straight ahead. At I-LQ D1.5 turn right onto track 018° to intercept WAL VOR R079 to BARTN. Crossing WAL D10 at 3000 or above. Crossing WAL D16 at 4000. Crossing BARTN at 4000.	L975, eastbound.
BARTN 1V RWY 09	Climb straight ahead. At I-LVR D1 or 581 QNH (500 QFE), if sooner, turn left onto track 358°. At WAL VOR R086 turn right onto WAL VOR R079 to BARTN. Crossing WAL D16 at 3000 or above. Crossing WAL D20 at 4000. Crossing BARTN at 4000.	L975, eastbound.

AVERAGE TRACK MILEAGE TO BARTN	
BARTN 1T	24.5
BARTN 1V	18.5

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

* See EGGP AD 2.18 for details.

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

WARNING
Do not climb above 4000 until instructed by ATC.

WARNING
No turns below 581 QNH (500 QFE).

WALLASEY
WAL 114.70°
Ch 86X
532331N 0030804W
55

LIVERPOOL
I-LQ/I-LVR 111.75°
(Ch 54Y)
531957N 0029557W
66

RS11
2200
SFC

RS19
3700
SFC

BARTN
532814N 0022541W
WAL R079 4/D25.8
POL R214.9/D20.1

Annual Rate of Change 0.21°E

GENERAL INFORMATION

- 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 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 FL 100 unless otherwise authorised.
- 8 Expect first CPDLC Data Link Authority to be EGGT.

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