DISTANCES IN NAUTICAL MILES STANDARD DEPARTURE CHART -**MANCHESTER** BEARINGS, TRACKS AND RADIALS ARE MAGNETIC **INSTRUMENT (SID) - ICAO** (RESTRICTED USE) LISTO 2R 2Y ALTITUDES AND ELEVATIONS ARE IN FEET 002 30W 002 20W 002 10W R319 ACC 134.430 SCOTTISH CONTROL TRANSITION ALTITUDE POLE HILL 5000 POL 112.10^t (Ch 58X) **TWR** 121.705 MANCHESTER DELIVERY AREA MNM ALT (x100) 534438N 0020612W **3**5 0 5NM Scale 1:250 000 /AR 0.4°W -N Annual Rate MANCHESTER of Change 0.21°E MCT 113.55^t (Ch 82Y) WARNING 532125N 0021544W No turns below 757 QNH (500 QFE) (14.6%)5320N 5320N (12.33% SPEED PROFILE Aircraft Speed Profile 250KIAS until FL100 280-290KIAS FL100-FL260 Jet Traffic MTOW > 35000KG Jet Traffic MTOW < 35000KG All Non-Jet Traffic 210-250KIAS until FL260 Note: Aircraft unable to conform to speed profile must inform ATC before obtaining departure clearance. NCT 3000 3000 HON R33T. 1157 5310N AVERAGE TRACK MILEAGE TO LISTO WARNING Do not climb above 5000FT LISTO LISTO 2R LISTO 2Y until instructed by ATC 530836N 0021157W HON R337.2/D51.1 POL R185.0/D36.2 5000 CLIMB GRADIENTS Critical climb gradients required for obstacle, ATC or Airspace purposes are **HONILEY** HON 113.65^o (Ch 83Y) PEDIG RESTRICTED AVAILABILITY 522124N 0013949W 524448N 0014310W MCT R151.5/D41.6 Available only to non-jet and the following jet aircraft: all aircraft up to 35000KG MTOW plus BAe 146 (Avro RJ series); Embraer E135, E145; Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD-700 Global Express; Gulfstream 5. 400 Pilots must ensure adherence to clearance as issued by ATC. L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via TNT VOR. Climb straight ahead at 14.6% or above (See Note 7). At MCT D2 turn left onto track 161° to establish on HON VOR R337 to LISTO (HON VOR R337 D51). Cross MCT D7 at 3000 or above. Cross LISTO at 5000. LISTO 2Rt **RWY 23R** L612, P18 (L151), L10, Y53 Southbound and for aircraft LISTO 2Y RWY 23L Climb straight ahead at 12.33% or above (See Note 7). At MCT D3.2 turn left onto track 154° to establish on HON VOR R337 to LISTO (HON VOR R337 D51). Cross MCT D7 at 3000 or above. Cross LISTO at 5000. leaving controlled airspace via TNT VOR. OBSTACLE CLEARANCE - † RWY 23R: 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. 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'.

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. Aircraft requesting cruising levels FL70 and below will be routed via PEDIG RWY 23L/R: In order to alleviate airspace congestion and improve ATC flexibility, pilots of jet aircraft allowed to fly the LISTO SID may be offered SANBA 1R/1Y SID at a late stage prior to departure. Pilots unable to accept a SANBA SID when offered must inform ATC.

WARNING: RUNWAY 23L. In the event of a missed approach on runway 23R ATC may instruct aircraft which have departed from runway 23L to make a LEFT turn in order to establish separation. Speed Profile applies to all aircraft following this SID unless cancelled by ATC. Expect first CPDLC Data Link Authority to be EGTT. CHANGE (2/24): POL VOR RECALIBRATED. RADIAL

AD 2-EGCC-6-3

AERO INFO DATE 28 NOV 23