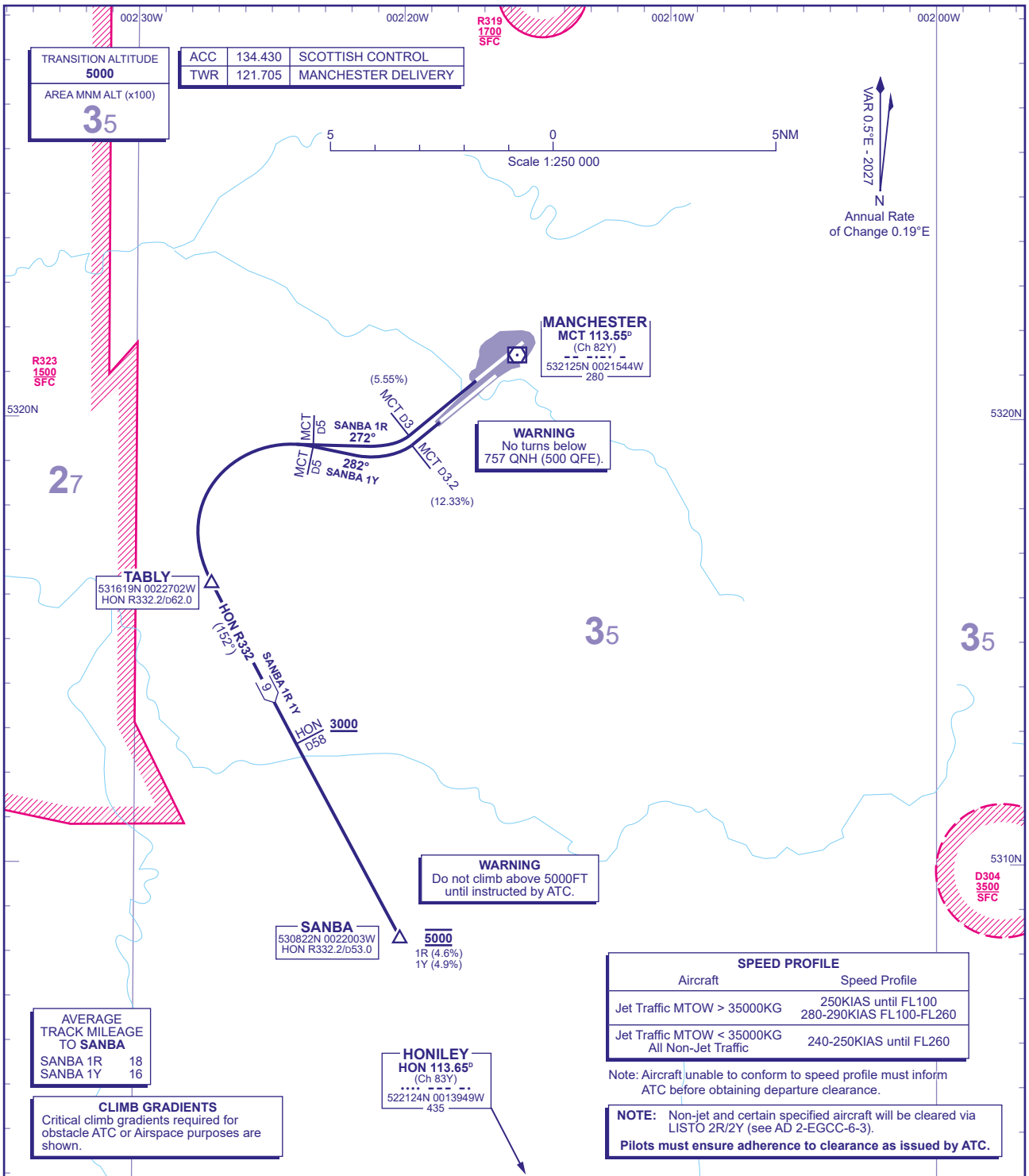
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER (JET AIRCRAFT ONLY) SANBA 1R 1Y



AVERAGE TRACK MILEAGE TO **SANBA**	
SANBA 1R	18
SANBA 1Y	16

CLIMB GRADIENTS
Critical climb gradients required for obstacle ATC or Airspace purposes are shown.

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

Note: Aircraft unable to conform to speed profile must inform ATC before obtaining departure clearance.

NOTE: Non-jet and certain specified aircraft will be cleared via LISTO 2R/2Y (see AD 2-EGCC-6-3).
Pilots must ensure adherence to clearance as issued by ATC.

SANBA 1R RWY 23R†	Climb straight ahead at 5.55% or above (See Note 5). At **MCT** D3 turn right onto track 272°. At **MCT** D5 turn left to **TABLY** to intercept **HON VOR** R332 to **SANBA**. Cross **HON** D58 (**MCT** D10) at **3000** or above. Cross **SANBA** (**HON** D53) at **5000** (4.6%).	N859
SANBA 1Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 5). At **MCT** D3.2 turn right onto track 282°. At **MCT** D5 turn left to **TABLY** to intercept **HON VOR** R332 to **SANBA**. Cross **HON** D58 (**MCT** D10) at **3000** or above. Cross **SANBA** (**HON** D53) at **5000** (4.9%).	N859

OBSTACLE CLEARANCE - † RWY 23R: Close in obstacles exist below 100' AAL and are not considered for procedure gradients.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 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'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **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.**
6 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
7 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS.