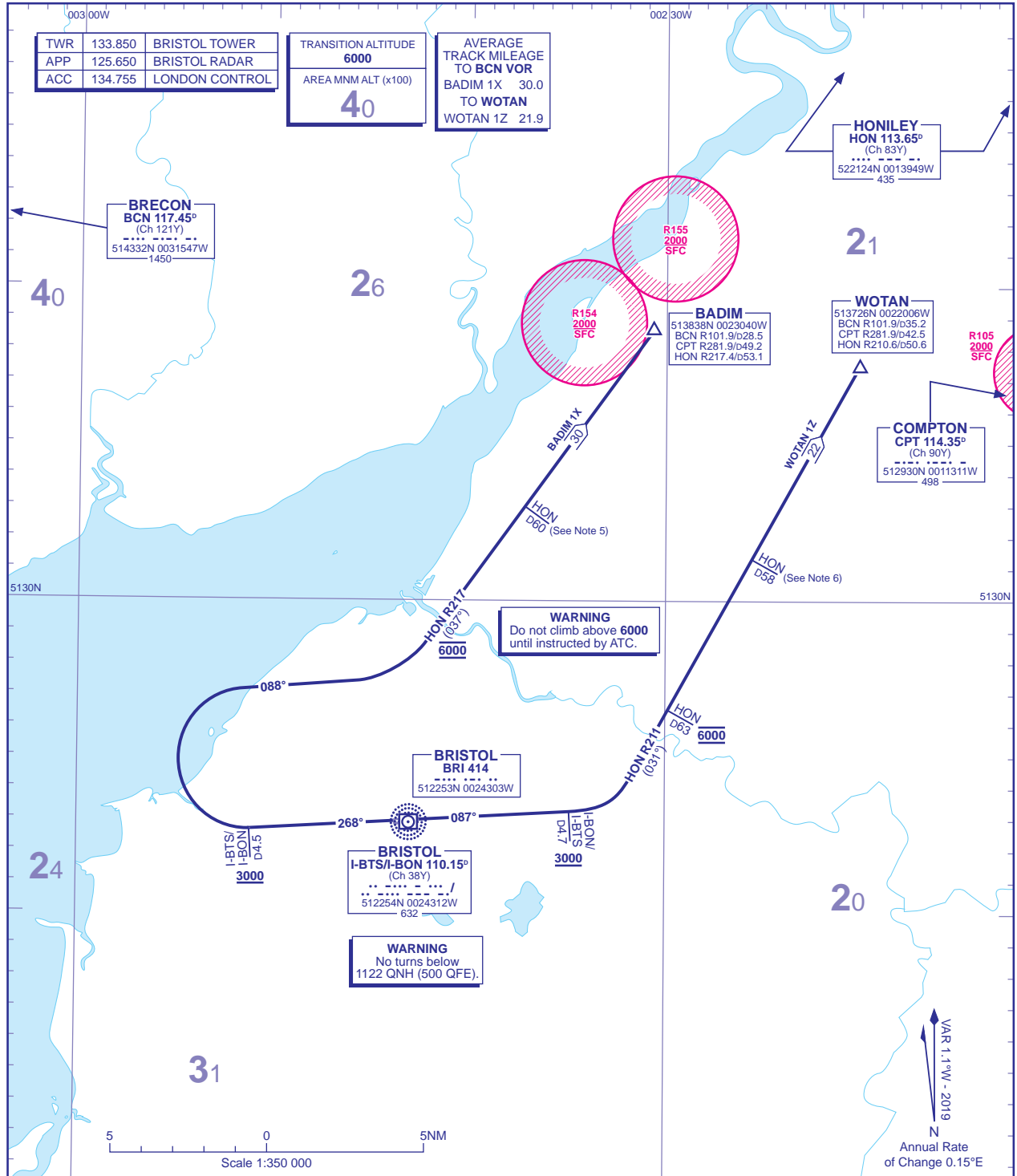


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

**BRISTOL
BADIM 1X WOTAN 1Z**



TWR	133.850	BRISTOL TOWER
APP	125.650	BRISTOL RADAR
ACC	134.755	LONDON CONTROL

TRANSITION ALTITUDE
6000
AREAMNM ALT (x100)
40

AVERAGE TRACK MILEAGE
TO BCN VOR
BADIM 1X 30.0
TO WOTAN
WOTAN 1Z 21.9

BADIM 1X RWY 27	Climb straight ahead. At I-BTS/I-BON D4.5, at or above 3000 (8.2%), turn right onto 088°, to intercept HON VOR R217 at 6000 to BADIM (see Note 5).	Q63.
WOTAN 1Z RWY 09	Climb straight ahead. At I-BON/I-BTS D4.7, at or above 3000 (7.9%), turn left to intercept HON VOR R211 to WOTAN. Cross HON D63 at 6000 (see Note 6).	Q63.

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routeings. See EGGD AD 2.21 for Noise Abatement Procedures.
 - Applicable to BADIM 1X SID only: maximum 230KIAS below FL100 until established on track 088° or otherwise authorised by ATC.
Applicable to WOTAN 1Z SID only: maximum 250KIAS below FL100 unless otherwise authorised by ATC.
 - Cruising levels above FL105 will be allocated en-route by London Control.
 - Climb Performance Planning: Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated
 - Pilots of aircraft which are unable to maintain climb gradients to achieve FL80 when crossing HON D60 towards BADIM must inform ATC for alternative clearance.
 - Pilots of aircraft which are unable to maintain climb gradients to achieve FL80 when crossing HON D58 towards WOTAN must inform ATC for alternative clearance.
 - Aircraft departing from the opposite runway to the one in use for landing may use either DME I-BTS or I-BON to define the first turn.

CHANGE (12/18): HON VOR RECALIBRATED. RADIALS.

AERO INFO DATE 16 AUG 18