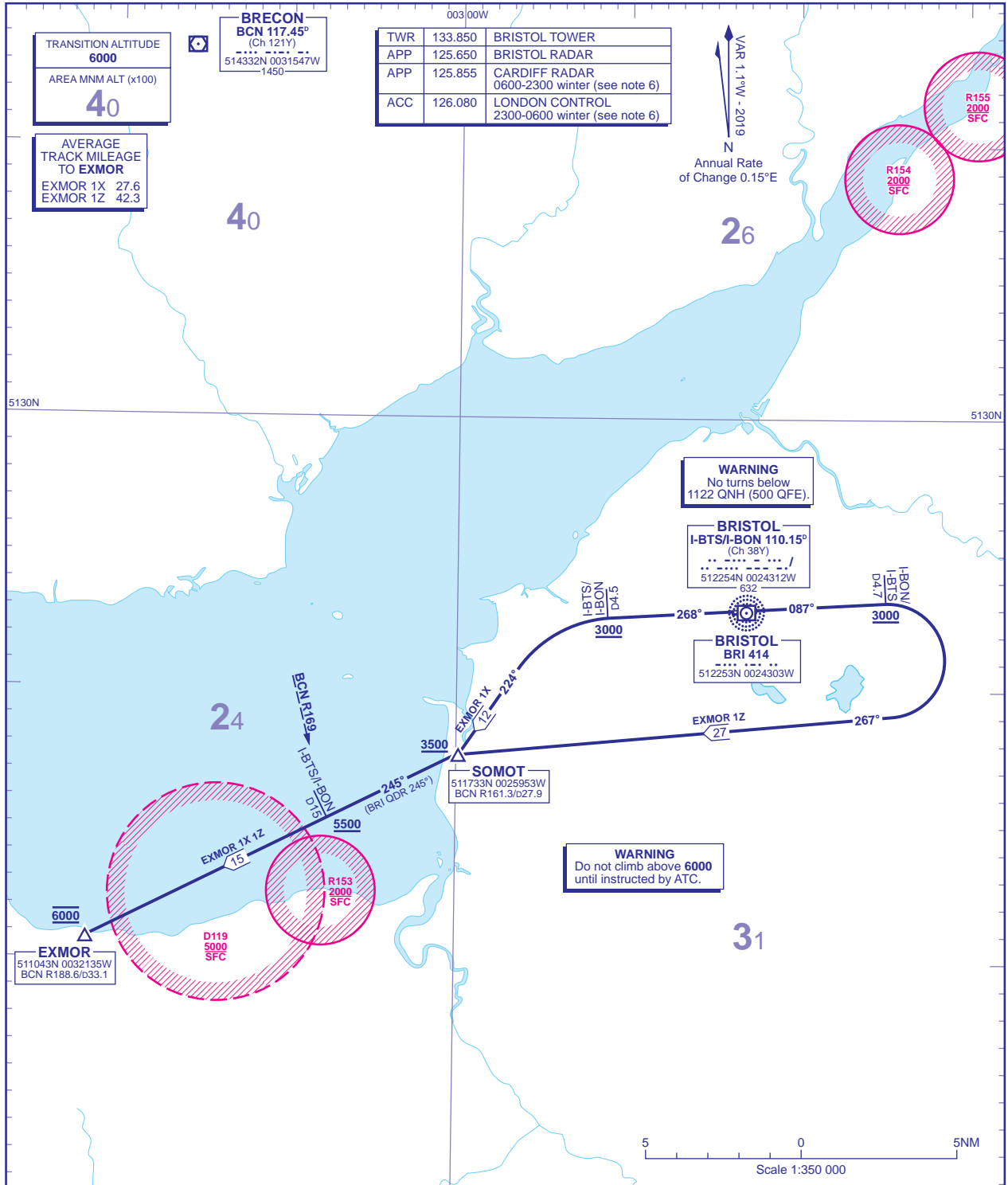


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BRISTOL EXMOR 1X 1Z



EXMOR 1X RWY 27	Climb straight ahead. At I-BTS/I-BON D4.5, at or above 3000 (8.2%), turn left onto track 224° towards SOMOT to intercept N864 southbound. BRI NDB(L) QDR 245° to EXMOR. Cross SOMOT above 3500, I-BTS/I-BON D15 above 5500, EXMOR at 6000.
EXMOR 1Z RWY 09	Climb straight ahead. At I-BON/I-BTS D4.7, at or above 3000 (7.9%), turn right onto track 267° towards SOMOT to intercept N864 southbound. BRI NDB(L) QDR 245° to EXMOR. Cross SOMOT above 3500, I-BTS/I-BON D15 above 5500, EXMOR at 6000.

GENERAL INFORMATION

- SIDs reflect Noise Preferential Routings. See EGGD AD 2.21 for Noise Abatement Procedures.
- Maximum 250KIAS below FL100 unless otherwise authorised.
- Cruising levels up to FL165 will be allocated by Cardiff Radar.
- Cruising levels above FL165 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.
- Summer 1 hour earlier.
- 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): CARDIFF RADAR FREQUENCY.

AERO INFO DATE 08 AUG 18