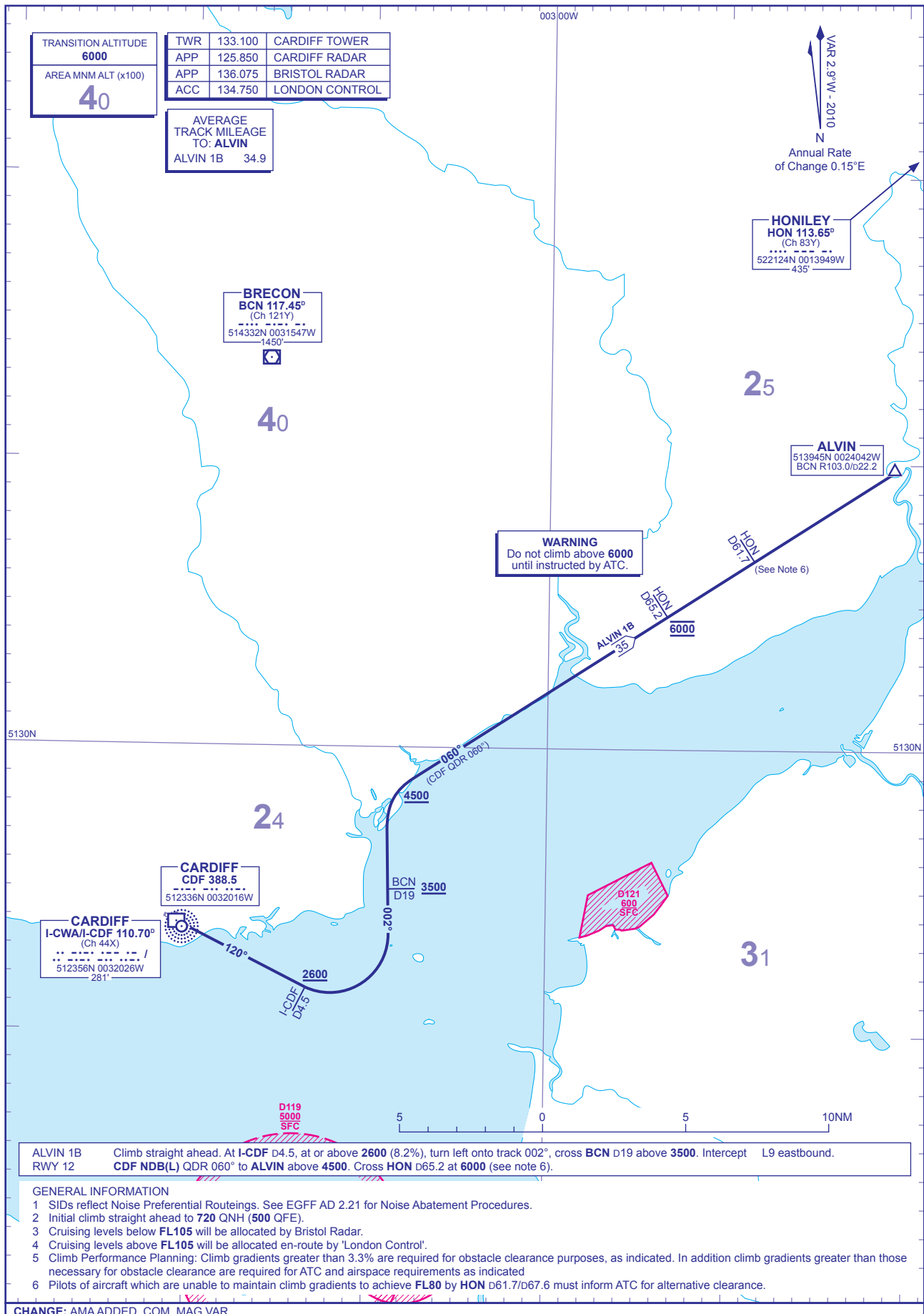


**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

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

**CARDIFF ALVIN 1B**



TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	40

TWR	133.100	CARDIFF TOWER
APP	125.850	CARDIFF RADAR
APP	136.075	BRISTOL RADAR
ACC	134.750	LONDON CONTROL

AVERAGE TRACK MILEAGE TO: ALVIN 1B	34.9
------------------------------------	------

**BRECON**  
BCN 117.45°  
(Ch 121Y)  
514332N 0031547W  
1450'

**HONILEY**  
HON 113.65°  
(Ch 83Y)  
522124N 0013949W  
435'

VAR 2 9'W - 2010  
N  
Annual Rate of Change 0.15°E

**WARNING**  
Do not climb above 6000 until instructed by ATC.

**CARDIFF**  
I-CWA/I-CDF 110.70°  
(Ch 44X)  
512356N 0032026W  
281'

**CARDIFF**  
CDF 388.5  
512336N 0032016W

BCN D19 3500

D121 600 SFC

ALVIN 1B Climb straight ahead. At I-CDF D4.5, at or above 2600 (8.2%), turn left onto track 002°, cross BCN D19 above 3500. Intercept L9 eastbound.  
RWY 12 CDF NDB(L) QDR 060° to ALVIN above 4500. Cross HON D65.2 at 6000 (see note 6).

- GENERAL INFORMATION**
- 1 SIDs reflect Noise Preferential Routings. See EGFF AD 2.21 for Noise Abatement Procedures.
  - 2 Initial climb straight ahead to 720 QNH (500 QFE).
  - 3 Cruising levels below FL105 will be allocated by Bristol Radar.
  - 4 Cruising levels above FL105 will be allocated en-route by 'London Control'.
  - 5 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
  - 6 Pilots of aircraft which are unable to maintain climb gradients to achieve FL80 by HON D61.7/D67.6 must inform ATC for alternative clearance.

CHANGE: AMA ADDED. COM. MAG VAR.

AERO INFO DATE 9 NOV 09