



SID CHARTS EXPLANATION

1. Introduction

This document will explain the standard instrument departure charts named SID charts. These charts are used when performing an IFR departure from the considered airfield. This document will show you some commented examples.

Be aware that each country has its own chart presentation. You need to catch your information using a quick analysis of the chart.

2. Head of document

The head of document will tell you the type of chart, the name and ICAO code of the applicable airfield.

AIP SLOVENIA **LJLJ AD 2.24.5-3**

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO	TRANSITION ALTITUDE 10500	APP 135.275	Ljubljana/LJUBLJANA/BRNIK RWY 30 ILB 1W, DOL 1W, BERTA 1W
		APP 136.000	
		TOWER 118.000	
		TOWER 118.750	
		ATIS 128.175	

The applicable runway is given if all procedures are connected to this runway. If there is no runway given, the SID displayed can cover several runways.

AIP NETHERLANDS

SCHIPHOL RWY 18L STANDARD DEPARTURE CHART-INSTRUMENT	AD 2.EHAM-SID-18L 22 SEP 11
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You can find also:

- The list of departure routes depicted on the chart.
- The transition altitude

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		APP 136.000	
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		TOWER 118.750	
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- The list of frequencies available to reach air traffic controllers or ATIS information

Every chart also has an availability date. This date can be on top like on Jeppesen Charts:

ELLX/LUX LUXEMBOURG  **JEPPESEN LUXEMBOURG, LUXEMBOURG** **SID OVERVIEW**

27 MAY 11 **(10-1S)** Eff 2 Jun

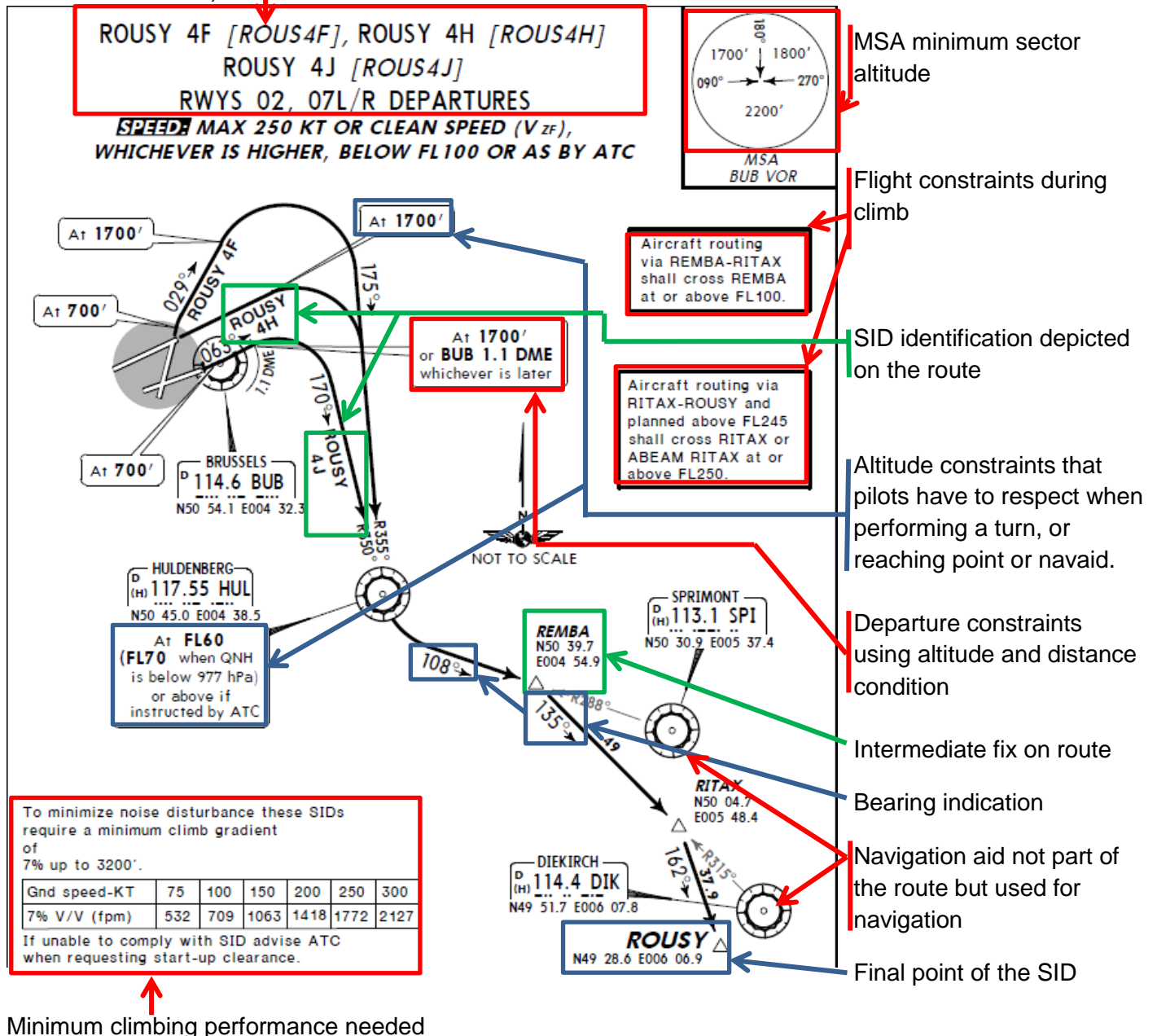
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3. Procedural charts: SID route and constraints

In the centre of the chart, there is the real SID route to follow.

The route to follow is depicted with black bold arrows starting from runway threshold to the first en-route point. A chart can contain one or several routes. The pilot has to select the right one to perform its flight.

The SID depicted is named and the runway available is written (on some charts, runway is found only on the document head).



3.1. Charted altitude/flight level restriction

Definition	Representation Altitude	Representation Flight Level
Altitude window	<u>17000</u> <u>10000</u>	<u>FL220</u> <u>FL100</u>
At or Above altitude	<u>5000</u>	<u>FL70</u>
At or Below altitude	<u>5000</u>	<u>FL200</u>
Mandatory Altitude	<u>3000</u>	<u>FL140</u>
Recommended procedure altitude	4000	FL90
Expected altitude	Expect 6000	Expect FL80

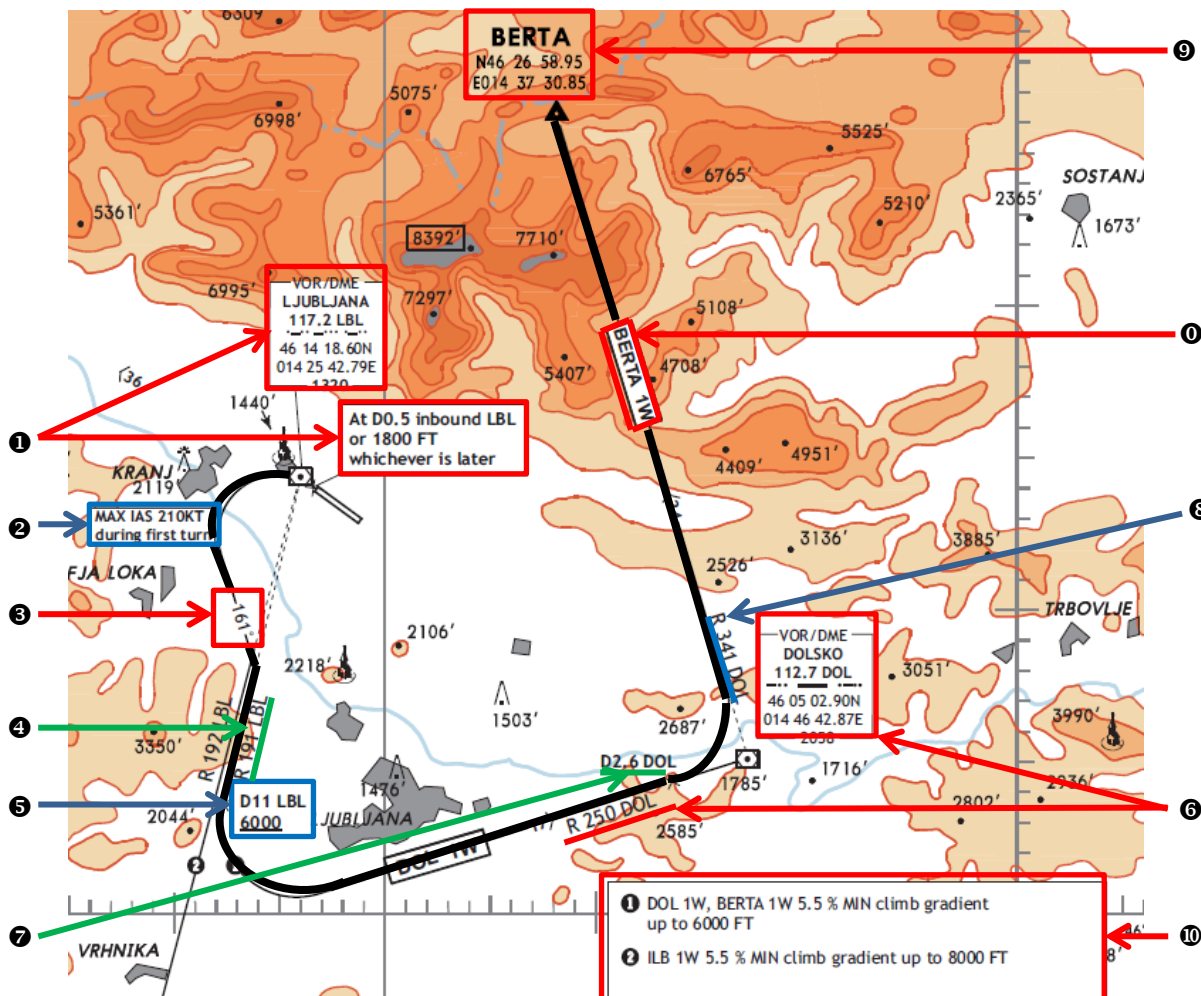
4. Practical example

Hereunder, you can see the extract of the SID chart of LJLJ airport.

The air controlling unit has given to the pilot the **BERTA1W** departure.

We show you the elements to take into account:

- ⑩ = the departure identification BERTA 1W is depicted on the route to be followed.
- ① = initial turn restriction with DME distance towards LBL VOR/DME
- ② = speed constraint during first turn after take-off
- ③ = the first turn will finish at heading 161° (magnetic) in order to intercept the radial 191° outbound of LBL.
- ④ = the pilot will maintain the radial 191° outbound LBL
- ⑤ = at 11NM (DME) of LBL VOR, aircraft must be at 6000ft minimum and pilot shall initiate a left turn
- ⑥ = during left turn, pilot must intercept the radial 250° inbound DOL VOR/DME.
- ⑦ = at 2.6NM (DME), pilot must initiate a left turn
- ⑧ = during left turn, pilot must intercept the radial 341° outbound DOL VOR/DME.
- ⑨ = the pilot shall continue until the fix BERTA: the end of the SID
- ⑩ = as a pilot, you must be aware of all restrictions depicted on the charts and you must follow the applicable ones.



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