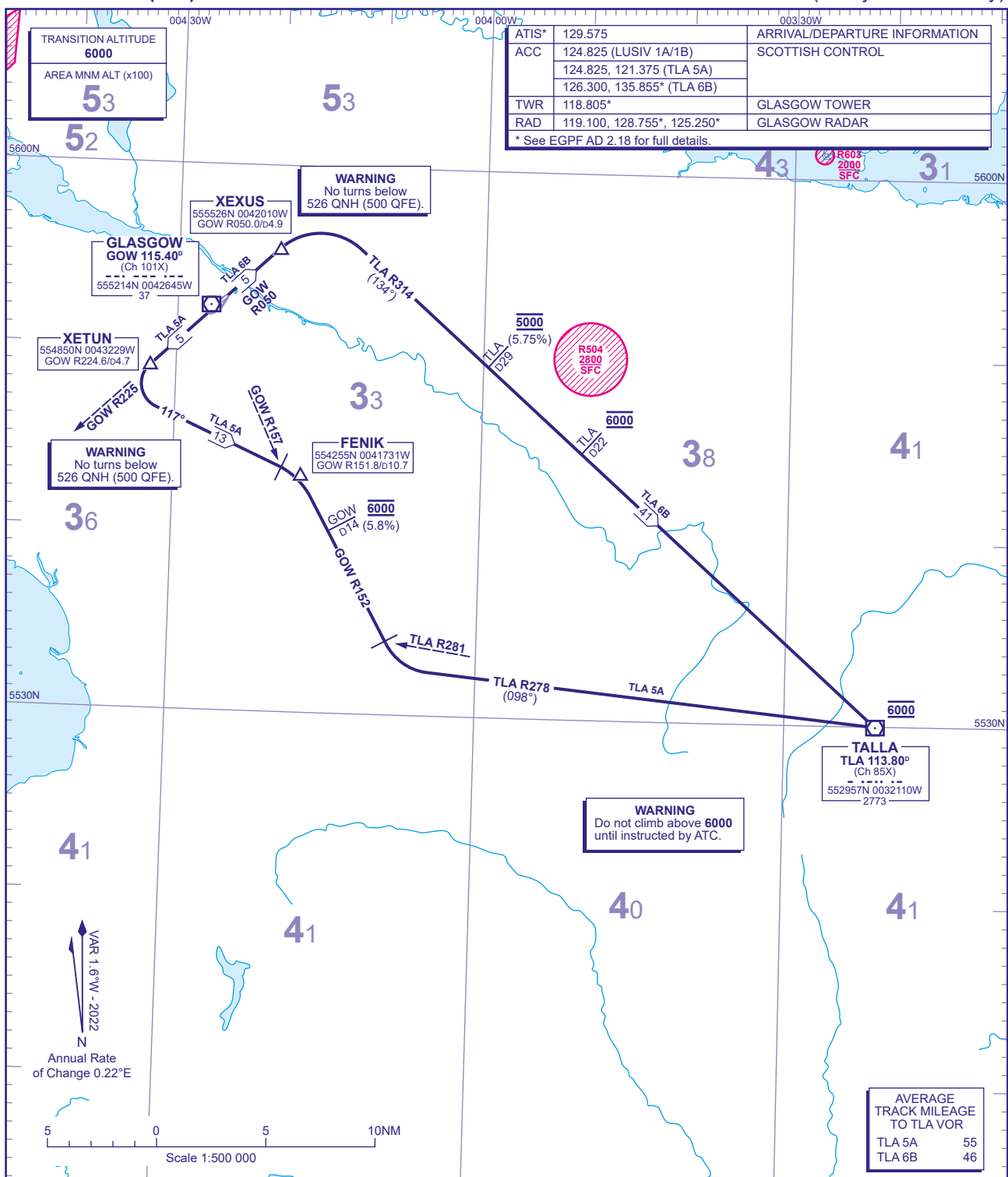


STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

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

TALLA (Non-jet aircraft only)



TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
53

ATIS*	129.575	ARRIVAL/DEPARTURE INFORMATION SCOTTISH CONTROL
ACC	124.825 (LUSIV 1A/1B)	
	124.825, 121.375 (TLA 5A) 126.300, 135.855* (TLA 6B)	
TWR	118.805*	GLASGOW TOWER
RAD	119.100, 128.755*, 125.250*	GLASGOW RADAR

* See EGPF AD 2.18 for full details.

AVERAGE TRACK MILEAGE TO TLA VOR	
TLA 5A	55
TLA 6B	46

TLA 5A RWY 23	Climb straight ahead to intercept GOW VOR R225. At GOW D4.7 (XETUN) turn left onto track 117° towards FENIK. At GOW VOR R157 turn right onto GOW VOR R152, crossing GOW D14 at 6000. At TLA VOR R281 turn left onto TLA VOR R278 to TLA VOR at 6000.	Y96 and aircraft leaving controlled airspace via TLA VOR.
TLA 6B RWY 05	Climb straight ahead to intercept GOW VOR R050. At GOW D4.9 (XEXUS) turn right onto TLA VOR R314, crossing TLA D29 at 5000, TLA D22 at 6000, to TLA VOR at 6000.	

OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to 300. RWY 23: Maintain minimum 3.8% climb to 1200.

- GENERAL INFORMATION
- 1) SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
 - 2) 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.
 - 3) En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
 - 4) Maximum 250KIAS below FL100 unless otherwise authorised.

CHANGE (10/23): TLA VOR/DME ELEVATION REVISED.