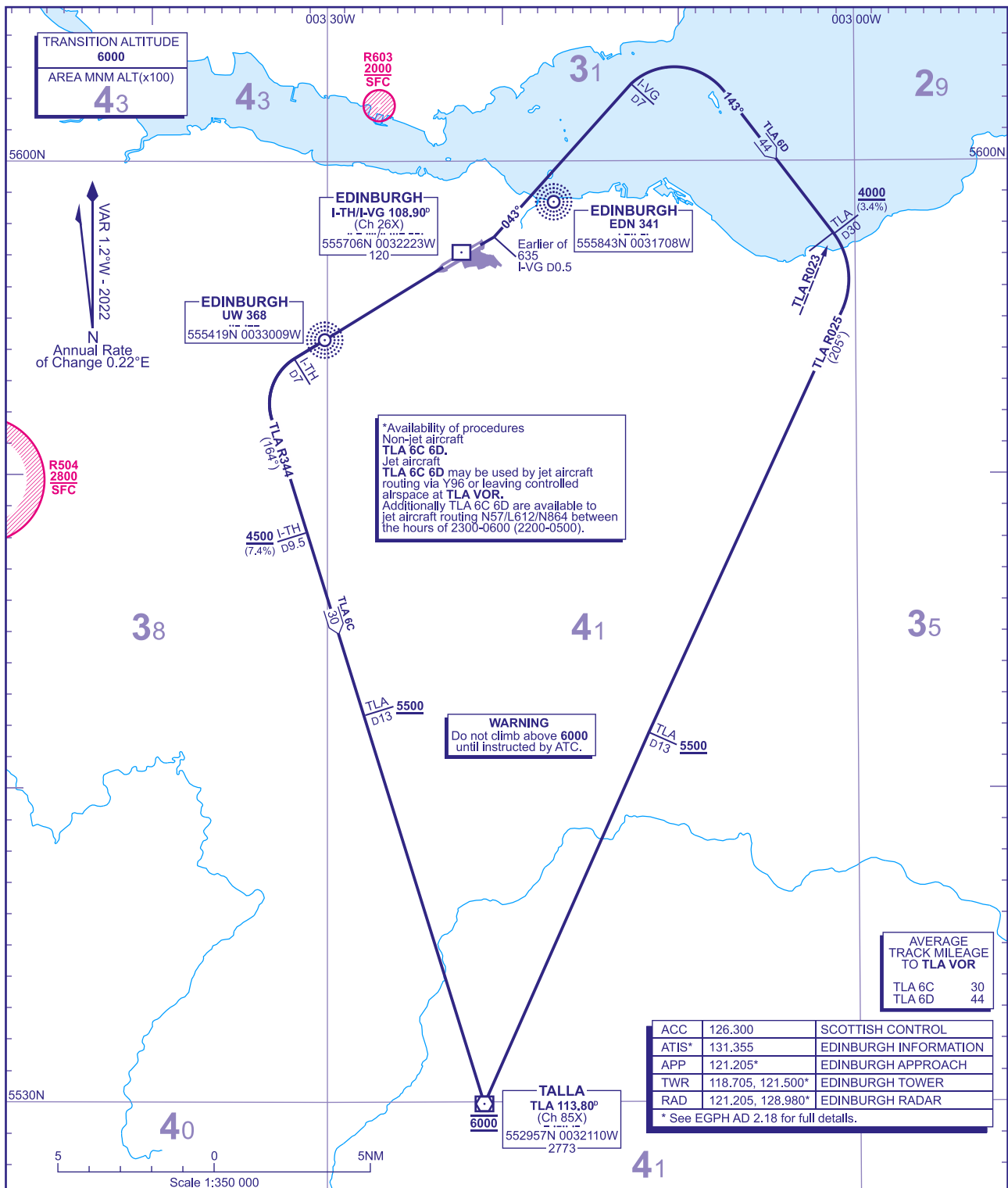


STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

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

EDINBURGH
TALLA



TLA 6C* RWY 24 Non-Jet A/C	Climb straight ahead over UW NDB . At I-TH D7 turn left onto TLA VOR R344 TO TLA VOR . Cross I-TH D9.5 at or above 4500 (7.4%) , then resume normal climb (3.3%). Cross TLA D13 above 5500 . Cross TLA VOR at 6000 .	*TLA 6C 6D, Jet aircraft. TLA 6C 6D may be used by jet aircraft routing via Y96 or leaving controlled airspace at TLA VOR . Additionally TLA 6C 6D are available to jet aircraft routing N57/L612/N864 between the hours of 2300-0600 (2200-0500).
TLA 6D* RWY 06 Non-Jet A/C	Climb straight ahead to I-VG D0.5 or 635 QNH whichever is earlier, then turn left to track 043° , then at I-VG D7 , turn right onto track 143° . At TLA VOR R023 (I-VG/I-TH D12) turn right to intercept TLA VOR R025 TO TLA VOR . Cross TLA VOR D30 at or above 4000 (3.4%) , then resume normal climb (3.3%). Cross TLA D13 above 5500 . Cross TLA VOR at 6000 .	

GENERAL INFORMATION

- SIDs reflect Noise Preferential Routeings. See EGPH AD 2.21 for Noise Abatement Procedures.
- Climb gradients greater than 3.3% are, where indicated, required for obstacle clearance, ATC and airspace requirements.
- Maximum 250KIAS below FL100 unless otherwise authorised.
- En route cruising levels will be allocated after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.