DISTANCES IN NAUTICAL MILES STANDARD DEPARTURE CHART -**GLASGOW** BEARINGS, TRACKS AND RADIALS ARE MAGNETIC **INSTRUMENT (SID) - ICAO** CLYDE ALTITUDES AND ELEVATIONS ARE IN FEET 005 00W 004 30W ATIS\* 129,580 ARRIVAL/DEPARTURE INFORMATION TRANSITION ALTITUDE 6000 ACC 127.275 SCOTTISH CONTROL 1.6°W -TWR GLASGOW TOWER 118 805 AREA MNM ALT (x100) RAD 119.105, 128.755\*, 125.255\* **GLASGOW RADAR 5**3 \* See EGPF AD 2.18 for full details. N Annual Rate of Change 0.22°E **5**2 51 5600N 5600N 3500 (5.75%) CLYDE CLYDE 3B 4000 555748N 0044732W GOW R296.7/D13.0 19 6000 GOW R307 WARNING **XEXUS** Do not climb above **6000** until instructed by ATC. 555526N 0042010W GOW R050.0/p4.9 5000 **4**<sub>2</sub> GLASGOW GOW 115.40° (Ch 101X) 555214N 0042645W WARNING XETUN — 554850N 0043229W GOW R224.6/D4.7 No turns below 526 QNH (500 QFE) AVERAGE TRACK MILEAGE TO CLYDE **EARLY TURNS** CLYDE 3A Aircraft which are not required by the Aerodrome Authority CLYDE 3B 24 to adhere to Noise Abatement Procedures may be authorised by ATC to turn before XETUN/XEXUS. Pilots are warned of high ground to the North of the airfield and should turn: FROM RWY 23 - not East of GOW R322 to intercept SID track FROM RWY 05 - not below 1500 R515 10NM Scale 1:350 000 L602, Y958, OAC Routes via BARKU, ATSIX, ORTAV, BALIX, ADODO, ERAKA, ETILO, GOMUP, AGORI, SUNOT, BILTO, PIKIL, ETARI, RESNO. Climb straight ahead to intercept **GOW VOR** R225. At **GOW** p4.7 (**XETUN**) turn right onto track 335°, crossing **GOW** p10 at **5000** or above (5.75%), to **CLYDE** at **6000**. CLYDE 3A **RWY 23** OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to 2100. Climb straight ahead to intercept GOW VOR R050. At GOW D4.9 (XEXUS) turn left onto track 258°, crossing GOW VOR R357 at 3500 or above (5.75%). At GOW VOR R301 turn right onto GOW VOR R297, crossing GOW D10 at 4000 or above to CLYDE at 6000. L602, Y958, OAC Routes via BARKU, ATSIX, ORTAV, BALIX, ADODO, ERAKA, ETILO, GOMUP, AGORI, SUNOT, BILTO, PIKIL, ETARI, RESNO. CLYDE 3B **RWY 05** OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to 1500. GENERAL INFORMATION SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures 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 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'. Maximum 250KIAS below FL100 unless otherwise authorised. Expect first CPDLC Data Link Authority to be EGPX.