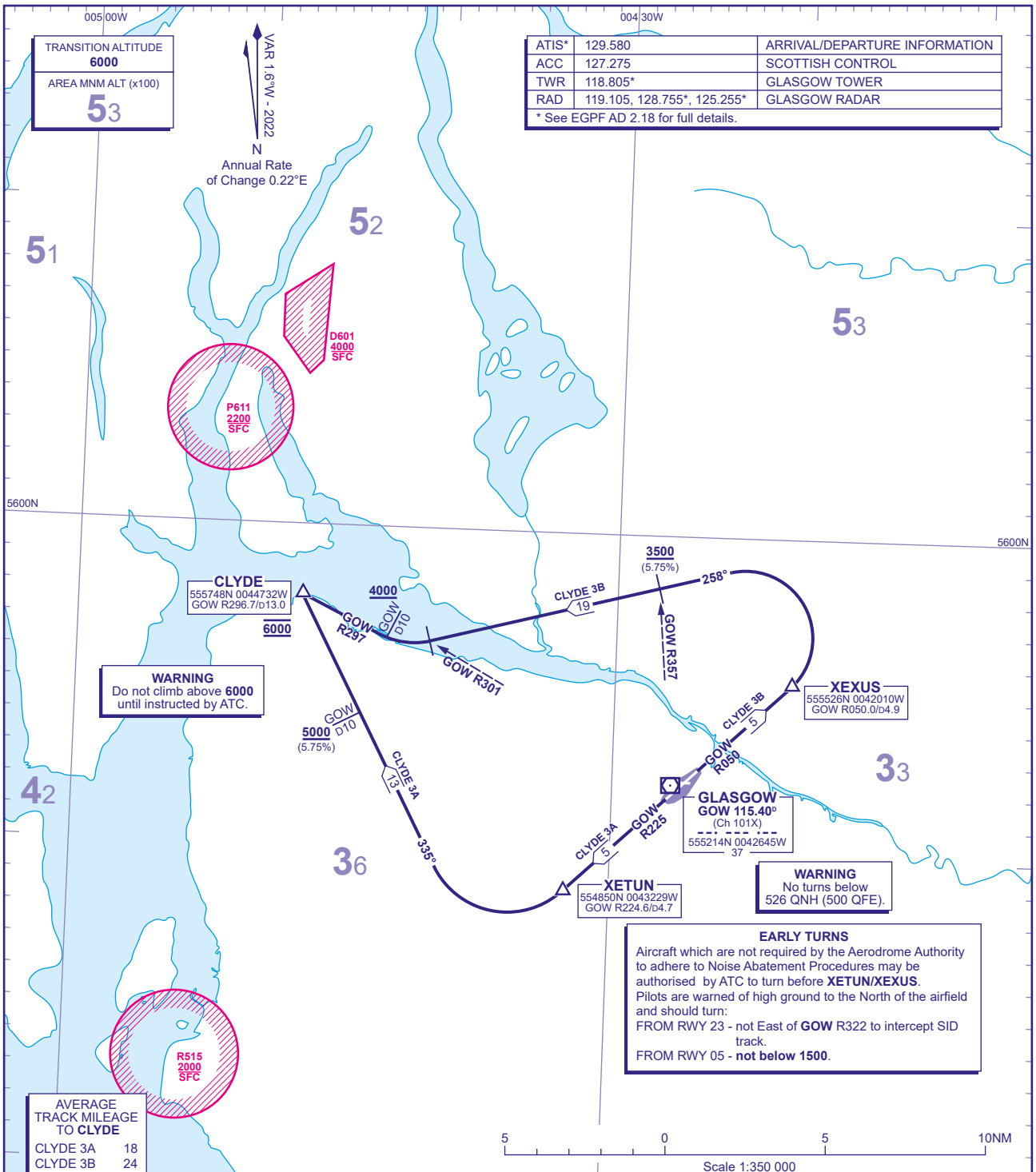
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW CLYDE



ATIS*	129.580	ARRIVAL/DEPARTURE INFORMATION
ACC	127.275	SCOTTISH CONTROL
TWR	118.805*	GLASGOW TOWER
RAD	119.105, 128.755*, 125.255*	GLASGOW RADAR

* See EGPF AD 2.18 for full details.

EARLY TURNS

Aircraft which are not required by the Aerodrome Authority 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**.

CLYDE 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R225. At **GOW** D4.7 (**XETUN**) turn right onto track 335º, crossing **GOW** D10 at **5000** or above (5.75%), to **CLYDE** at **6000**.	Q602.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
CLYDE 3B RWY 05	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**.	Q602.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

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.
5 Expect first CPDLC Data Link Authority to be EGPX.

CHANGE (3/26): AIRWAY REMARKS REVISED.