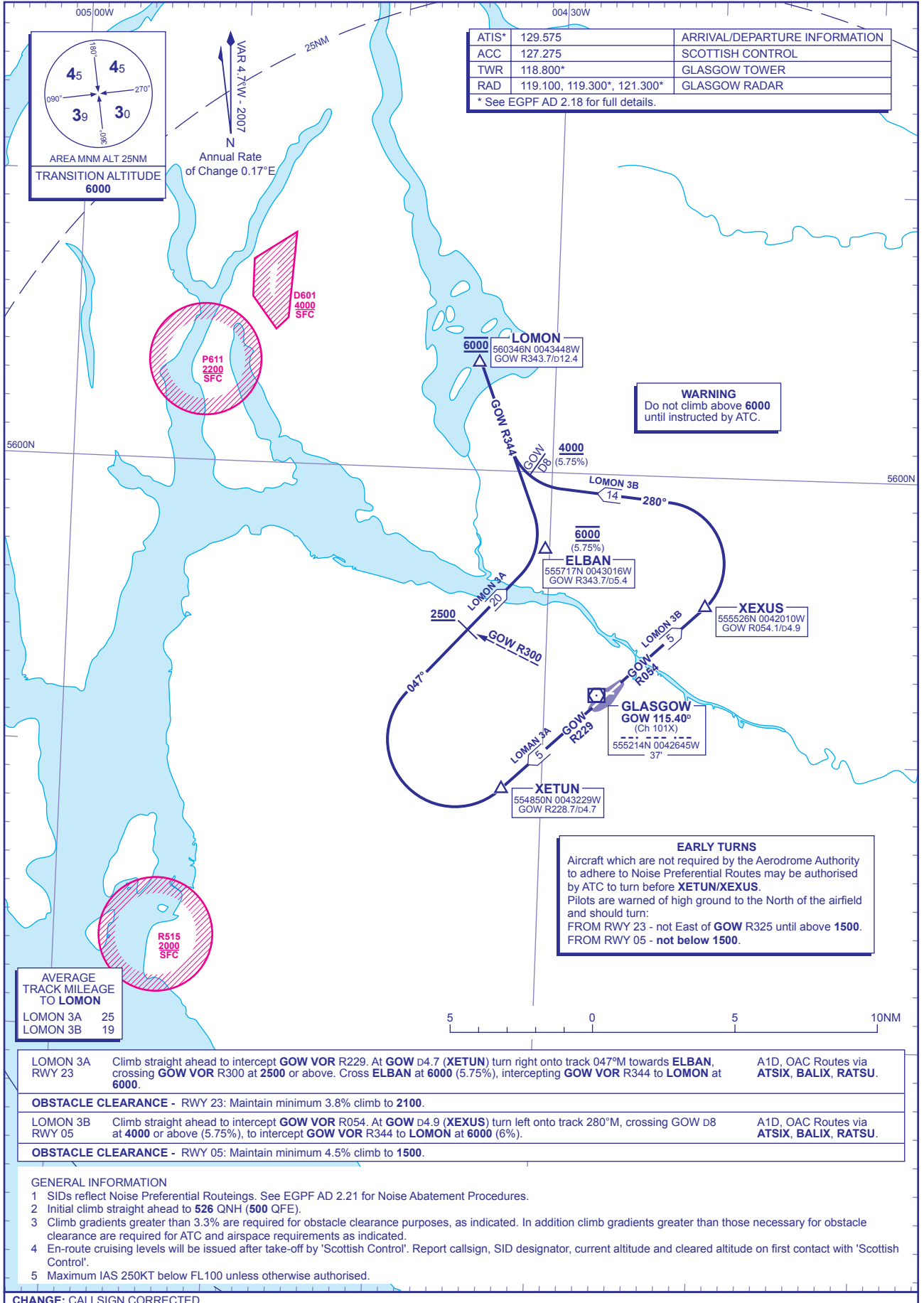


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW LOMON



ARRIVAL/DEPARTURE INFORMATION	
ATIS*	129.575
ACC	127.275
TWR	118.800*
RAD	119.100, 119.300*, 121.300*

* See EGPF AD 2.18 for full details.

VAR 4.7NM - 2007
Annual Rate of Change 0.17°E

AREA MNM ALT 25NM
TRANSITION ALTITUDE
6000

WARNING
Do not climb above **6000** until instructed by ATC.

EARLY TURNS
Aircraft which are not required by the Aerodrome Authority to adhere to Noise Preferential Routes may be authorised by ATC to turn before **XETUN/XEXUS**.
Pilots are warned of high ground to the North of the aerodrome and should turn:
FROM RWY 23 - not East of **GOW R325** until above **1500**.
FROM RWY 05 - not below **1500**.

AVERAGE TRACK MILEAGE TO LOMON

LOMON 3A	25
LOMON 3B	19

LOMON 3A RWY 23	Climb straight ahead to intercept GOW VOR R229 . At GOW D4.7 (XETUN) turn right onto track 047°M towards ELBAN , crossing GOW VOR R300 at 2500 or above. Cross ELBAN at 6000 (5.75%), intercepting GOW VOR R344 to LOMON at 6000 .	A1D, OAC Routes via ATSIX, BALIX, RATSU .
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to 2100.		
LOMON 3B RWY 05	Climb straight ahead to intercept GOW VOR R054 . At GOW D4.9 (XEXUS) turn left onto track 280°M, crossing GOW D8 at 6000 (6%), to intercept GOW VOR R344 to LOMON at 6000 (6%).	A1D, OAC Routes via ATSIX, BALIX, RATSU .
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to 1500.		

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routeings. See EGPF AD 2.21 for Noise Abatement Procedures.
 - Initial climb straight ahead to **526 QNH (500 QFE)**.
 - 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 IAS 250KT below FL100 unless otherwise authorised.

CHANGE: CALLSIGN CORRECTED.

AERO INFO DATE 30 OCT 07