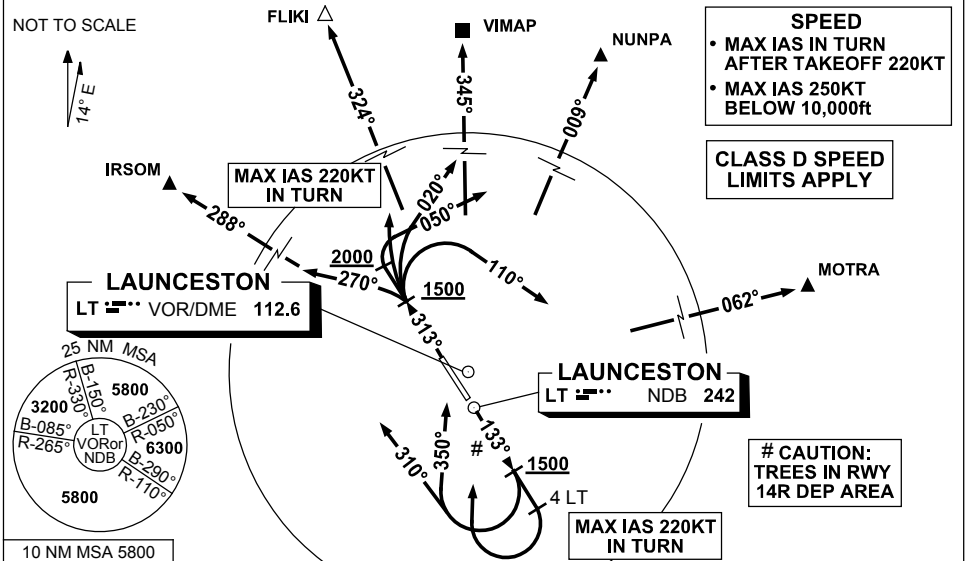


**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R/32L NORTH ALPHA
LAUNCESTON TAS (YMLT)**

28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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<p>IRSOM TWO ALPHA DEPARTURE</p> <p>NUNPA TWO ALPHA DEPARTURE</p> <p>VIMAP ONE ALPHA DEPARTURE</p> <p>RWY 14R</p> <ul style="list-style-type: none"> GRAD 4.6% to 6300ft, then 3.3% Track 133° <p>(MAX IAS 220KT IN TURN)</p> <p>FOR IRSOM</p> <ul style="list-style-type: none"> AT or ABV 1500ft turn RIGHT track 310° Intercept route as cleared <p>FOR FLIKI</p> <ul style="list-style-type: none"> AT or ABV 1500ft turn RIGHT track 350° Intercept route as cleared by 5 DME North of LT <p>FOR NUNPA, MOTRA and VIMAP</p> <ul style="list-style-type: none"> At 4 DME LT turn RIGHT track DCT to LT VOR or LT NDB After passing LT VOR or NDB intercept route as cleared 	<p>MOTRA TWO ALPHA DEPARTURE</p> <p>FLIKI ONE ALPHA DEPARTURE</p> <p>RWY 32L</p> <ul style="list-style-type: none"> Track 133° <p>(MAX IAS 220KT IN TURN)</p> <p>FOR IRSOM</p> <ul style="list-style-type: none"> GRAD 3.3% AT or ABV 1500ft turn LEFT track 270° Intercept route as cleared <p>FOR FLIKI</p> <ul style="list-style-type: none"> GRAD 3.6% to 1500ft then 3.3% AT or ABV 1500ft turn RIGHT Intercept route as cleared <p>FOR VIMAP</p> <ul style="list-style-type: none"> GRAD 4.3% to 3500ft then 3.3% AT or ABV 1500ft turn RIGHT track 020° Intercept route as cleared <p>FOR NUNPA</p> <ul style="list-style-type: none"> GRAD 4.6% to 5000ft then 3.3% AT or ABV 2000ft turn RIGHT track 050° Intercept route as cleared <p>FOR MOTRA</p> <ul style="list-style-type: none"> GRAD 4.3% to 5600ft then 3.3% AT or ABV 1500ft turn RIGHT track 110° Intercept route as cleared
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Changes: FLIKI ONE ALPHA SID.

MLTDP01-181