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Revision Letter For Cycle 01-2014
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Notebook

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General Information

Location: Glasgow Gbr
IATA Code: GLA
Lat/Long: N55° 52.3' W004° 26.0'
Elevation: 26 ft

Airport Use: Public
Magnetic Variation: 3.5°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0846 Z
Sunset: 1601 Z,

Runway Information

Runway: 05
Length x Width: 8743 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23
Length x Width: 8743 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1003 ft
Stopway: 493 ft

Communication Information

ATIS 129.575
Glasgow Ground Tower 121.7
Glasgow Tower 118.8
Glasgow Approach Control 119.1
Glasgow Radar 128.75
Glasgow Radar 125.25
Glasgow Radar 119.1

1. GENERAL

1.1. ATIS

ATIS 129.57

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. REVERSE THRUST

The use of reverse thrust/pitch should be avoided when possible.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

During Category II/III operations, LVP will be applied. Pilots will be informed when these procedures are in force via ATIS or RTF.

1.3.2. ARRIVAL

Vacate RWY 05/23 at TWY A or G, unless otherwise instructed. ATC may instruct pilots to use intermediate links when CAT II/III operations are necessary because of a low ceiling. Pilots should delay the call "Runway vacated" until the ACFT is established on the TWY and clear of the link.

Color coded alternate yellow/green TWY centerline lights installed on TWYs A, B and D thru G indicating when ACFT has cleared ILS sensitive area.

1.3.3. DEPARTURE

ATC will require departing ACFT to use CAT II/III holding positions A2 and G2 as appropriate. Intermediate take-off points will not be used.

Flashing yellow RWY guard lights installed on TWYs A and G indicating CAT II/III holding positions when taxiing for take-off.

1.4. PARKING INFORMATION

Nose-in parking is in operation on all aprons except GA area and cargo stands, which are marshalled.
All nose-in stands have stand number, yellow centerline and guidance in the form of either Visual Guidance Docking System or AGNIS and ground stop arrow.
On stands 14 thru 30R and 32 thru 39 visual docking guidance system SAFEDOCK available.
On stands 1 thru 5, 8 thru 12, 31 and 64 thru 82 AGNIS and ground stop arrow available.
Illumination of stand entry should indicate that a safety check of the stand has been made by handling agent prior to ACFT arrival. Pilots should not enter an ACFT stand unless the stand entry guidance system is illuminated or a marshaller has signalled clearance to proceed.

1.5. OTHER INFORMATION

WARNING: Birds in vicinity of APT.

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2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

All ACFT shall, after take-off or "go around" be operated in such a way that it will not cause more than 94 dB(A) at daytime (0600-2330LT) or 87 dB(A) at nighttime (2330-0600LT).
From 1 April - 30 September no jet ACFT will take-off or land between 2330-0600LT without the prior approval of the Managing Director, Glasgow Airport Ltd, through its agent, Airport Co-ordination Ltd, to ensure that the take-off or landing is within the totals determined by Glasgow APT, from time to time.

RWY 23:
ACFT using the ILS shall not descend below 2030' before intercepting the GS nor thereafter fly below it unless instructed by Radar. ACFT landing without assistance from the ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° GS.

RWY 05:
Jet ACFT using the ILS shall not descend below 2030' before intercepting the GS. Propeller driven ACFT may, when instructed by Radar, be descended to 1630'. ACFT landing without assistance of ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° GS.

VISUAL APPROACHES (RWYS 05/23)
All ACFT whose MTWA exceeds 5700 KGS must route via 5NM to RWY THR and maintain 1530' until established on final approach track.

2.2. RWY OPERATIONS

RWYs 05 and 23 approved for CATII/III operations, special aircrew and ACFT certification required.
ACFT may exit rwy 05 via A1, B1 or E1, as the turn to vacate RWY 05 via D1 and F1 is extremely sharp and would require an ACFT to make a turn of almost 180°.
ACFT may exit RWY 23 via A1, B1, D1, E1, F1 or G1. It should be noted, however, that only Code A to C ACFT are permitted to turn LEFT from B1 to A1 or RIGHT turn from A1 to B1. Code D and E ACFT shall not be permitted to carry out this manoeuvre under any circumstances.
Only ACFT up to 30 tons can exit or enter RWY via TWY C1.

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3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

Aircrew can request ATC clearance up to 15 min before EOBT. Departing ACFT on first contact with ATC must state ACFT type, stand number and code letter of latest ATIS received. Crews should be in receipt of departure clearance prior to requesting push and start.

3.2. NOISE ABATEMENT PROCEDURES

Minimum noise route elements and procedures as specified below and on Glasgow SID charts are compatible with ATC requirements and shall apply in both IMC and VMC.
Minimum noise routing shall apply to jet ACFT and all other ACFT whose MTWA exceeds 5700 KGS unless otherwise instructed by ATC or deviations are required in the interest of safety.
Jet ACFT not licensed according ICAO Annex 16, VOL I, Chapter 3, Part II are not permitted to depart from Glasgow APT between 2330-0559 LT except in special circumstances. Specific written permission of the Managing Director must be obtained in advance.

Non-Standard Instrument Departures:

RWY 23:
Climb straight ahead to GOW 5 DME.

RWY 05:
Climb straight ahead to GOW 5 DME.
For ACFT departing on the SID via DCS the noise preferential route terminates at GOW 5 DME.
After take-off all ACFT whether operating from RWY 05 or 23 by day or night should expedite their climb to 1530' before reducing power to maintain a minimum rate of climb of 500' FPM until 3030'.

3.3. RWY OPERATIONS

Pilots of departing ACFT wishing to turn RIGHT from TWY A to use full length of RWY 23 should advise ATC before reaching the holding position A1.

ACFT requiring full length of RWY 23, have to back track to the end of RWY and turn within RWY extension.
ACFT should enter RWY at holding position B1 and taxi to the extension.

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

Pre-departure clearance by DCL is available for suitably equipped ACFT.
DCL is available from EOBT - 25 until EOBT + 15 min.
DCL clearances will not be issued if requested later than EOBT + 15 min. Sucessful clearances must be accepted within 5 min of receipt or a revert to voice message will be received.
If any data errors are detected by the system or controller, a revert to voice message will be received.
If the attempt to obtain a clearance is unsucessful, revert to voice RTF.
Further details of DCL service may be obtained from ATC.

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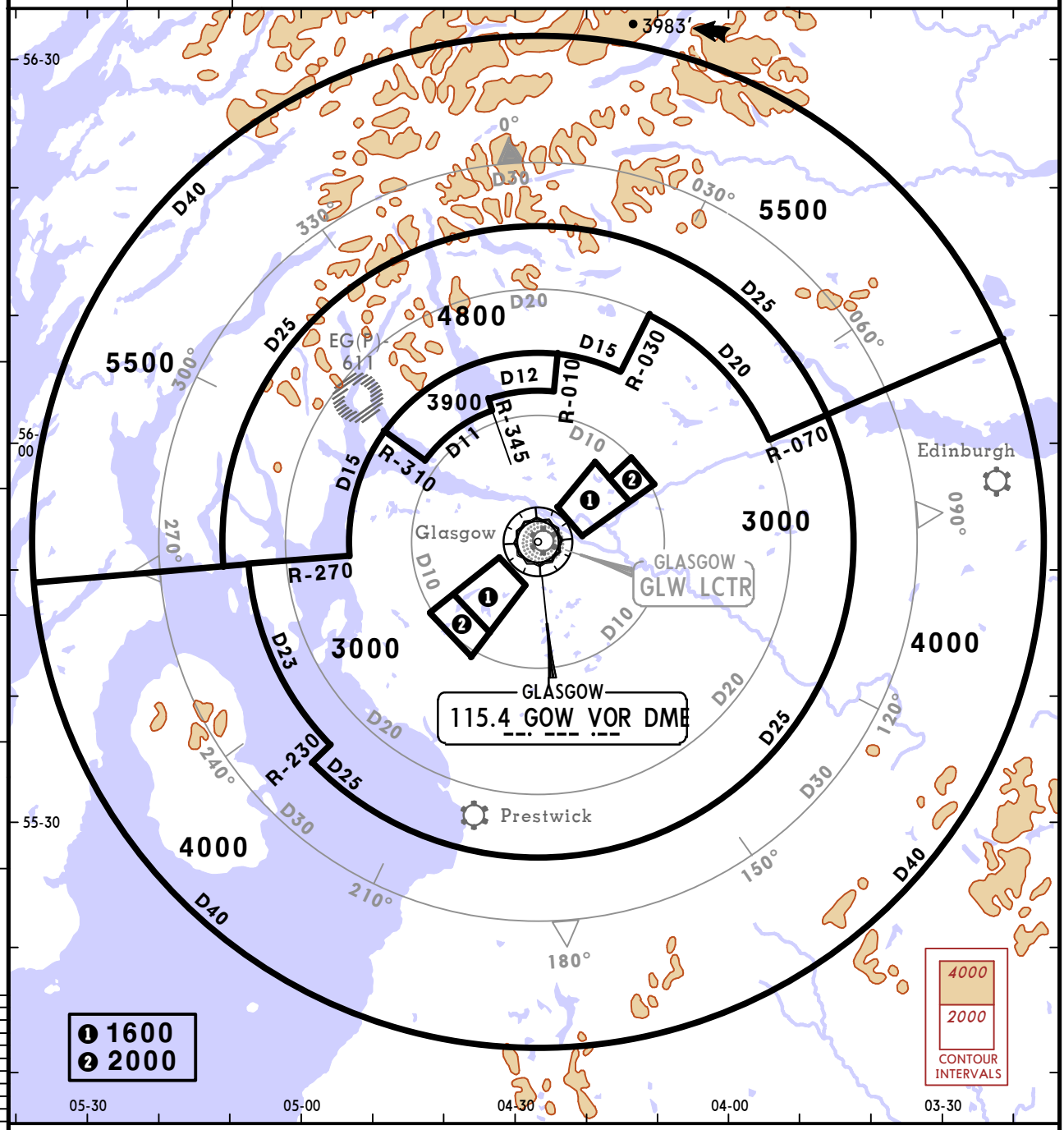
GLASGOW Radar (APP) 119.1	*Apt Elev* 26′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. This chart may only be used for cross-checking of altitudes when in receipt of an ATC surveillance service. 2. RWY 05: Further descent to 2000′/1600′ may be given within the approach areas shown when aircraft is either established on final approach track or an intercept of 40° or less, and in case of instrument approaches other than SRA is cleared to intercept final approach track. 3. RWY 23: Pilots should not accept descent below 3000′ unless established on a 40° or less, closing heading to final approach track and within 9.5 NM to the RWY THR when closing from the south and 8 NM to the RWY THR when closing from the north and instructed to intercept ILS LOC or specified VOR approach radial. 4. RWY 23: Aircraft shall not be vectored to NDB approach.



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or 1000′ above any fixed obstacles:
- within 5 NM ❸ of the aircraft and
- within the sector 15 NM ❹ ahead of and within 20° either side of the aircraft's track.

3 NM ❸ or 10 NM ❹ when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 3500′, or last assigned level if higher, to GOW.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to GOW.

CHANGES: RWY 23 instructions.

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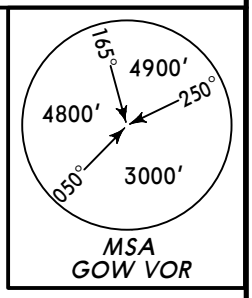
ATIS	Apt Elev	
129.57	26′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ **1.** Aircraft on all routes may be radar vectored. **2.** Holdings may be used by SCOTTISH Control for integration of traffic.

GLASGOW ONE ALFA (GOW 1A)
GLASGOW ONE CHARLIE (GOW 1C)
GLASGOW ONE DELTA (GOW 1D)
ARRIVALS

WHEN GOW VOR UNSERVICEABLE
REFER TO CHART 10-2A



WARNING
Do not proceed beyond GOW without ATC clearance.

ORSUM
N57 03.1 W005 17.7
163°
51
GOW 1C
D25 GOW
5
SLP
D20 GOW
7.6
LOMON
N56 03.8
W004 34.8
D
12.4
R343°
051° R011°
231°
R300°
R279°
13
CLYDE
N55 57.8
W004 47.5
D
7
GOW 1A
SLP
D20 GOW
5
FYNER
N56 02.9 W005 06.9
D25
120°
120°
D25/29
ROBBO
N55 53.4 W004 54.6
D
099°
15.7
RANOK
N56 42.0 W004 15.0
193°
25
GOW 1D
D25 GOW
5
SLP
D20 GOW
3.5
FOYLE
N56 08.6
W004 22.9
011°
D16.5/19.5
D
191°
16.5
(IAF)
GLASGOW
D
*115.4 GOW
N55 52.2 W004 26.7
N
NOT TO SCALE

Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance as follows:
From north of the TMA: to GOW.
From west of the TMA: ROBBO to GOW.

DESCENT PLANNING
Pilots should plan for possible descent clearance to **7000′** (equivalent **FL**) by D25 GOW.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED RESTRICTION
Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140.
SLP Speed Limit Point

CHANGES: None.

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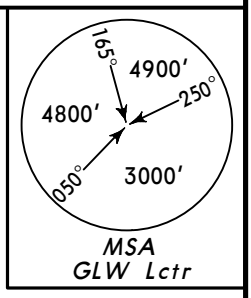
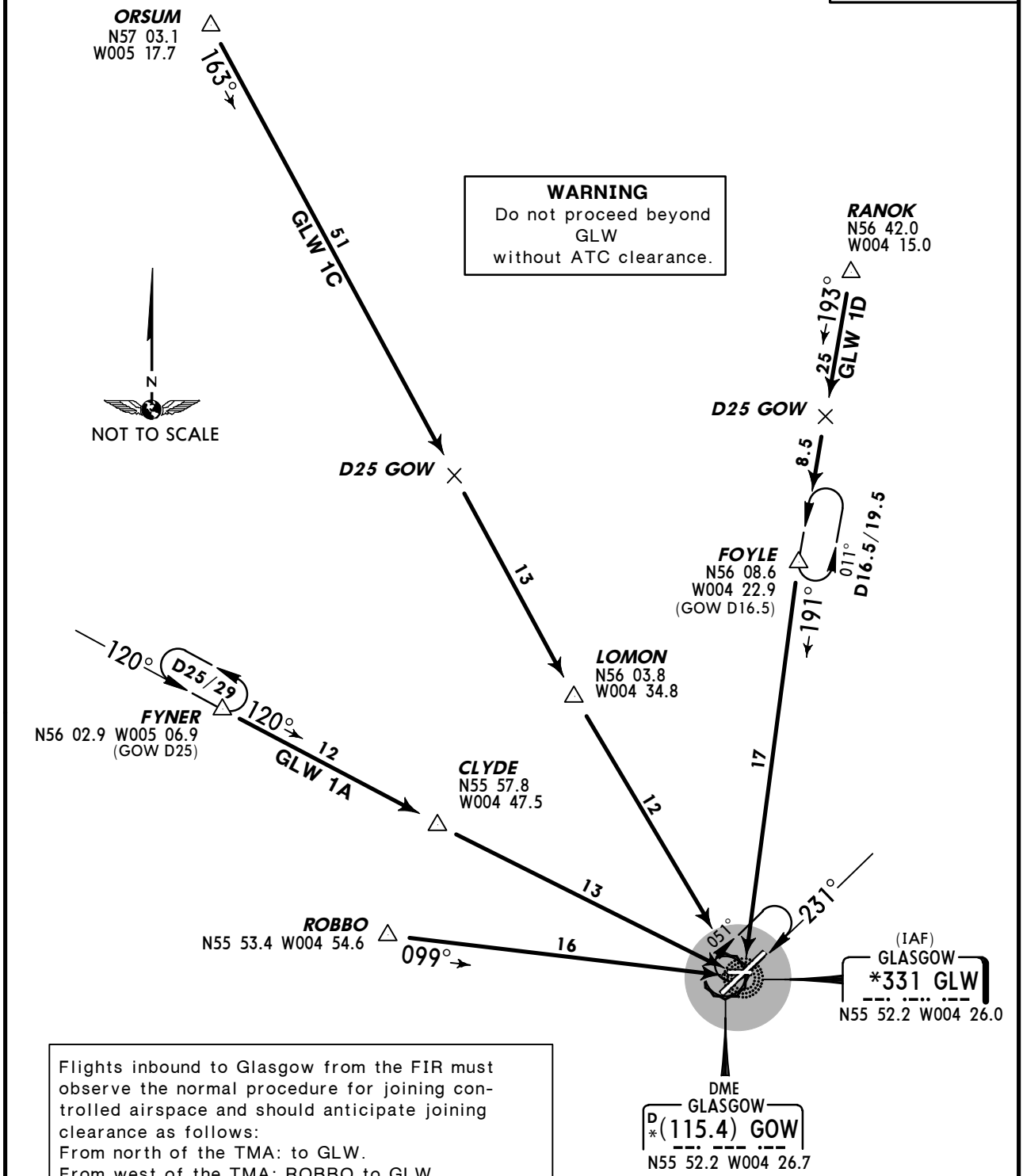
ATIS	Apt Elev	
129.57	26′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ **1.** Aircraft on all routes may be radar vectored. **2.** Holdings may be used by SCOTTISH Control for integration of traffic.

GLASGOW ONE ALFA (GLW 1A)
GLASGOW ONE CHARLIE (GLW 1C)
GLASGOW ONE DELTA (GLW 1D)
ARRIVALS

TO BE USED WHEN GOW VOR UNSERVICEABLE





Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance as follows:
From north of the TMA: to GLW.
From west of the TMA: ROBBO to GLW.

DESCENT PLANNING
Pilots should plan for possible descent clearance to **7000′** (equivalent **FL**) by D25 GOW.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: Speed limit points withdrawn.

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ATIS	Apt Elev	
129.57	26′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. Aircraft on all routes may be RADAR vectored. 2. By ATC, when RADAR out of service, aircraft may be instructed to hold at GOW (LANAK 1A, 2D) or LANAK (TRN 1A).

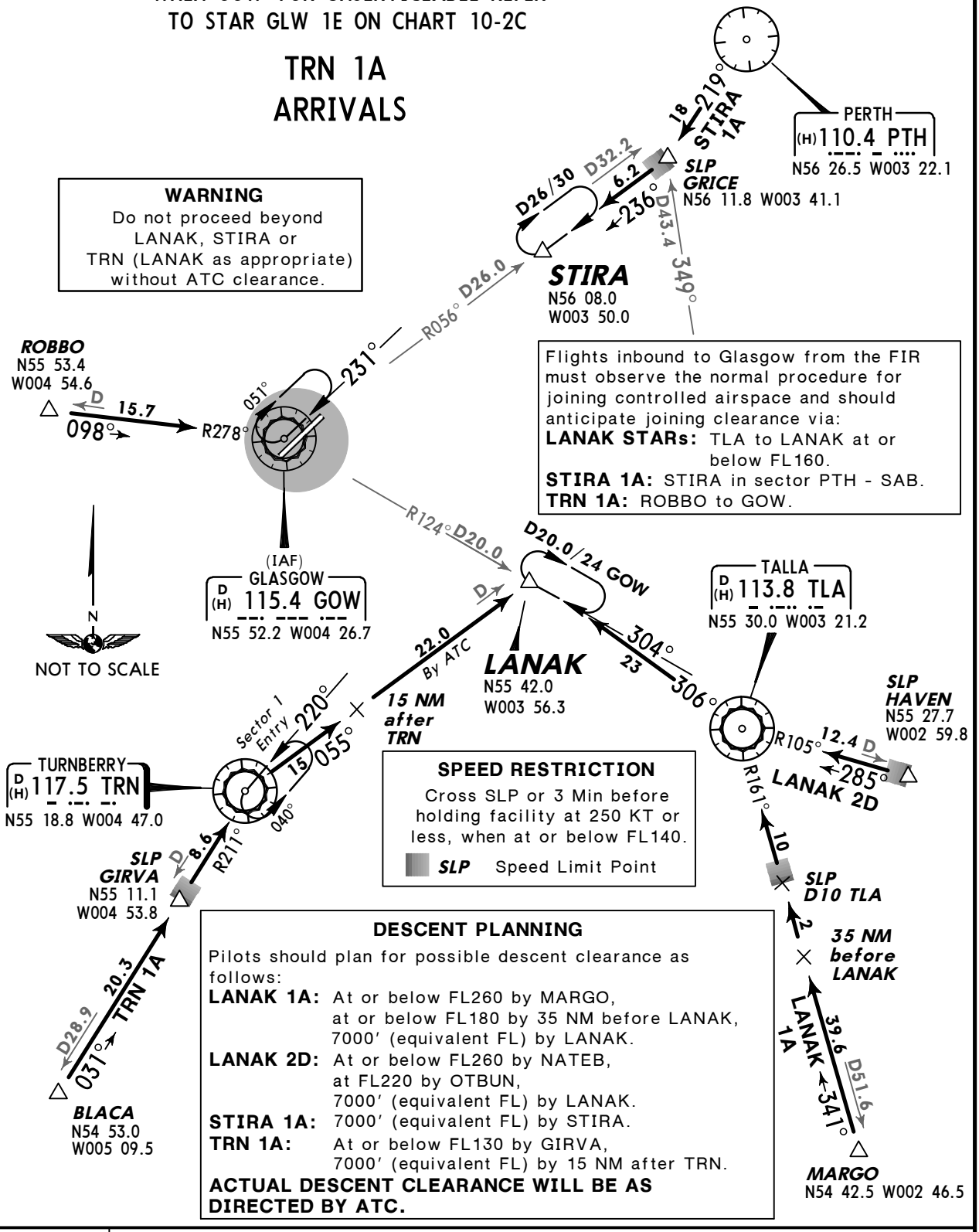
LANAK 1A *[LANA1A]*, LANAK 2D *[LANA2D]*

WHEN GOW VOR OR DME UNSERVICEABLE REFER
TO STARS LIBBA 1A, 1D ON CHART 10-2C

STIRA 1A *[STIR1A]*

WHEN GOW VOR UNSERVICEABLE REFER
TO STAR GLW 1E ON CHART 10-2C

TRN 1A
ARRIVALS



WARNING
Do not proceed beyond LANAK, STIRA or TRN (LANAK as appropriate) without ATC clearance.

Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance via:
LANAK STARs: TLA to LANAK at or below FL160.
STIRA 1A: STIRA in sector PTH - SAB.
TRN 1A: ROBBO to GOW.

SPEED RESTRICTION
Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140.
SLP Speed Limit Point

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LANAK 1A: At or below FL260 by MARGO, at or below FL180 by 35 NM before LANAK, 7000′ (equivalent FL) by LANAK.
LANAK 2D: At or below FL260 by NATEB, at FL220 by OTBUN, 7000′ (equivalent FL) by LANAK.
STIRA 1A: 7000′ (equivalent FL) by STIRA.
TRN 1A: At or below FL130 by GIRVA, 7000′ (equivalent FL) by 15 NM after TRN.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
LANAK 1A	At MARGO, intercept TLA R-161 inbound to TLA, turn LEFT, TLA R-306 to LANAK.
LANAK 2D	At HAVEN, intercept TLA R-105 inbound to TLA, turn RIGHT, TLA R-306 to LANAK.
STIRA 1A	At PTH, PTH R-219 to GRICE, turn RIGHT, intercept GOW R-056 inbound to STIRA.
TRN 1A	At BLACA, intercept TRN R-211 inbound to TRN.

CHANGES: Radial update; holding over LANAK revised.

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ATIS	Apt Elev	
129.57	26′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. Aircraft on all routes may be RADAR vectored. 2. LIBBA STARs: By ATC, when RADAR out of service, aircraft may be instructed to hold at GLW.

GLW 1E

TO BE USED WHEN GOW VOR UNSERVICEABLE

LIBBA 1A *[LIBA1A]*

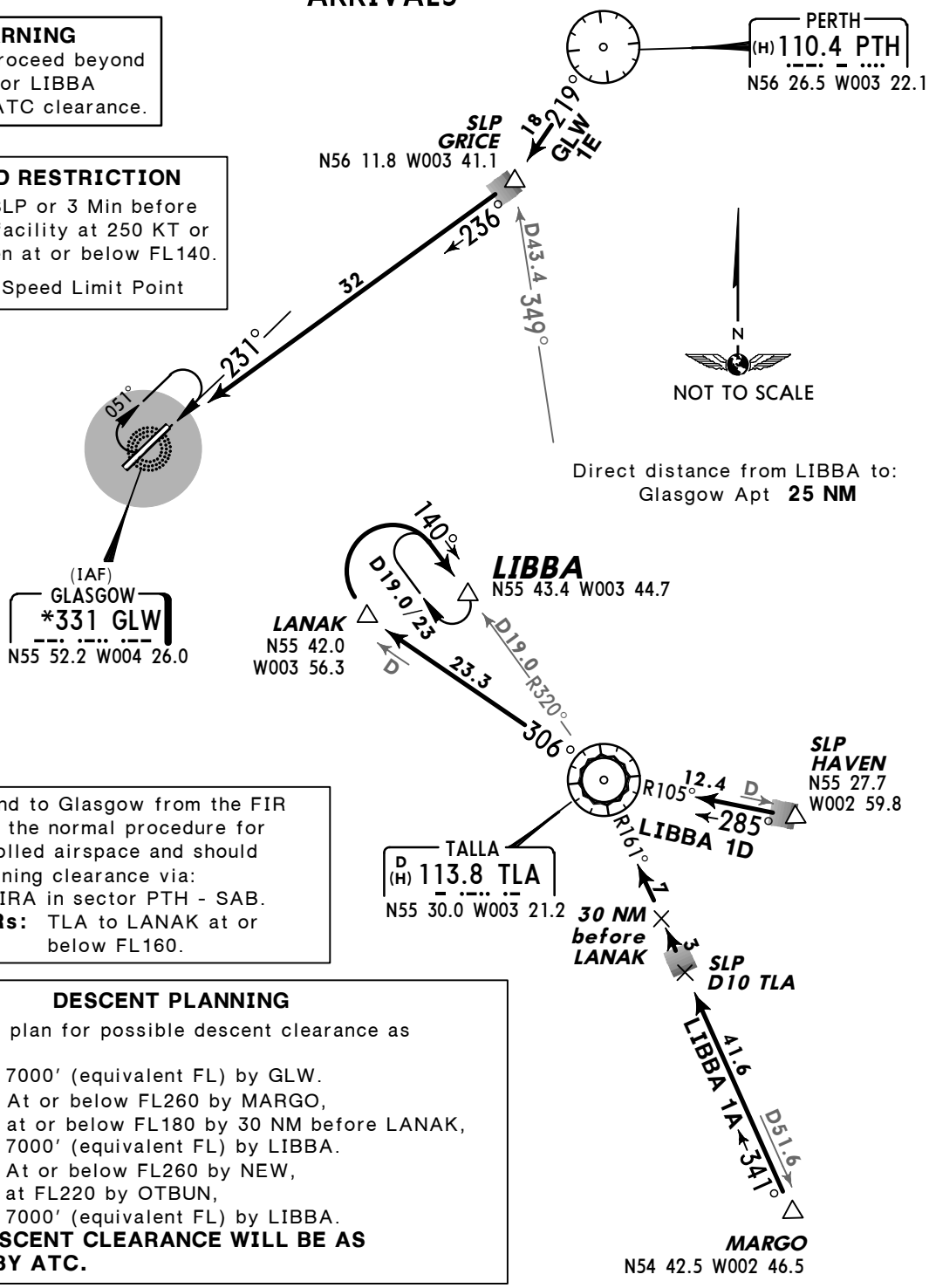
LIBBA 1D *[LIBA1D]*

TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE

ARRIVALS

WARNING
Do not proceed beyond GLW or LIBBA without ATC clearance.

SPEED RESTRICTION
Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140.
SLP Speed Limit Point



Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance via:
GLW 1E: STIRA in sector PTH - SAB.
LIBBA STARs: TLA to LANAK at or below FL160.

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:
GLW 1E: 7000′ (equivalent FL) by GLW.
LIBBA 1A: At or below FL260 by MARGO, at or below FL180 by 30 NM before LANAK, 7000′ (equivalent FL) by LIBBA.
LIBBA 1D: At or below FL260 by NEW, at FL220 by OTBUN, 7000′ (equivalent FL) by LIBBA.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
GLW 1E	At PTH, PTH R-219 to GRICE, turn RIGHT, intercept 236° bearing to GLW.
LIBBA 1A	At MARGO, intercept TLA R-161 inbound to TLA, turn LEFT, TLA R-306 to LANAK, turn RIGHT, intercept TLA R-320 inbound to LIBBA.
LIBBA 1D	At HAVEN, intercept TLA R-105 inbound to TLA, turn RIGHT, TLA R-306 to LANAK, turn RIGHT, intercept TLA R-320 inbound to LIBBA.

CHANGES: None.

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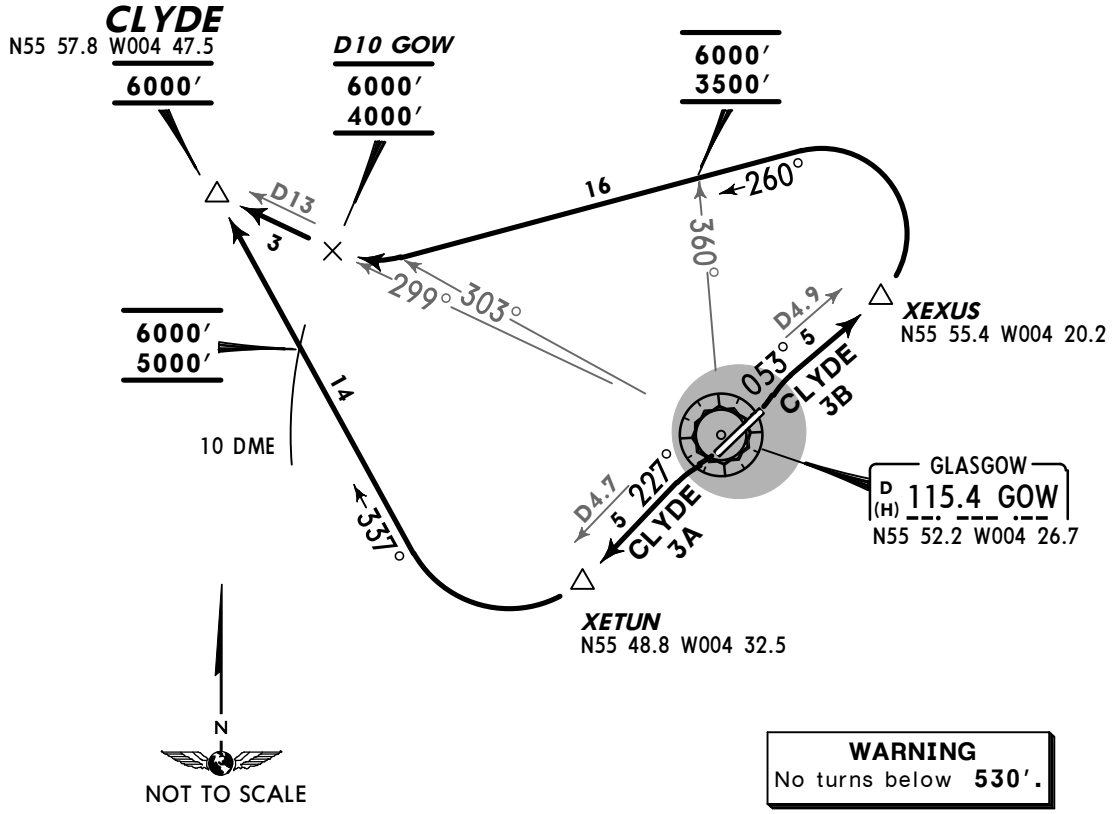
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

CLYDE THREE ALFA (CLYDE 3A) *[CLYD3A]*
CLYDE THREE BRAVO (CLYDE 3B) *[CLYD3B]*
RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above **6000′**
until cleared by ATC.



WARNING
No turns below **530′.**

These SIDs require minimum climb gradients of

CLYDE 3A
3.8% up to 2100′ and
5.75% up to 5000′ due to ATC and airspace restrictions.

CLYDE 3B
4.5% up to 1500′ and
5.75% up to 3500′ due to ATC and airspace restrictions.

AVERAGE TRACK MILEAGE
CLYDE 3A: 18 NM to CLYDE.
CLYDE 3B: 24 NM to CLYDE.

Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.
Pilots are warned of high ground to the NORTH of the airfield and should turn:
- from runway 23: not EAST of GOW R-325 to intercept SID track.
- from runway 05: not below 1500′.

SID	RWY	ROUTING/ALTITUDE
CLYDE 3A	**23**	Intercept GOW R-227 to D4.7 GOW (XETUN), turn RIGHT, 337° track, cross GOW 10 DME at or above 5000′ (MAX 6000′) to CLYDE at 6000′.
CLYDE 3B	**05**	Intercept GOW R-053 to D4.9 GOW (XEXUS), turn LEFT, 260° track, cross GOW R-360 at or above 3500′ (MAX 6000′), when passing GOW R-303 turn RIGHT, intercept GOW R-299, cross D10 GOW at or above 4000′ (MAX 6000′), to CLYDE at 6000′.

CHANGES: Turn restriction note improved.

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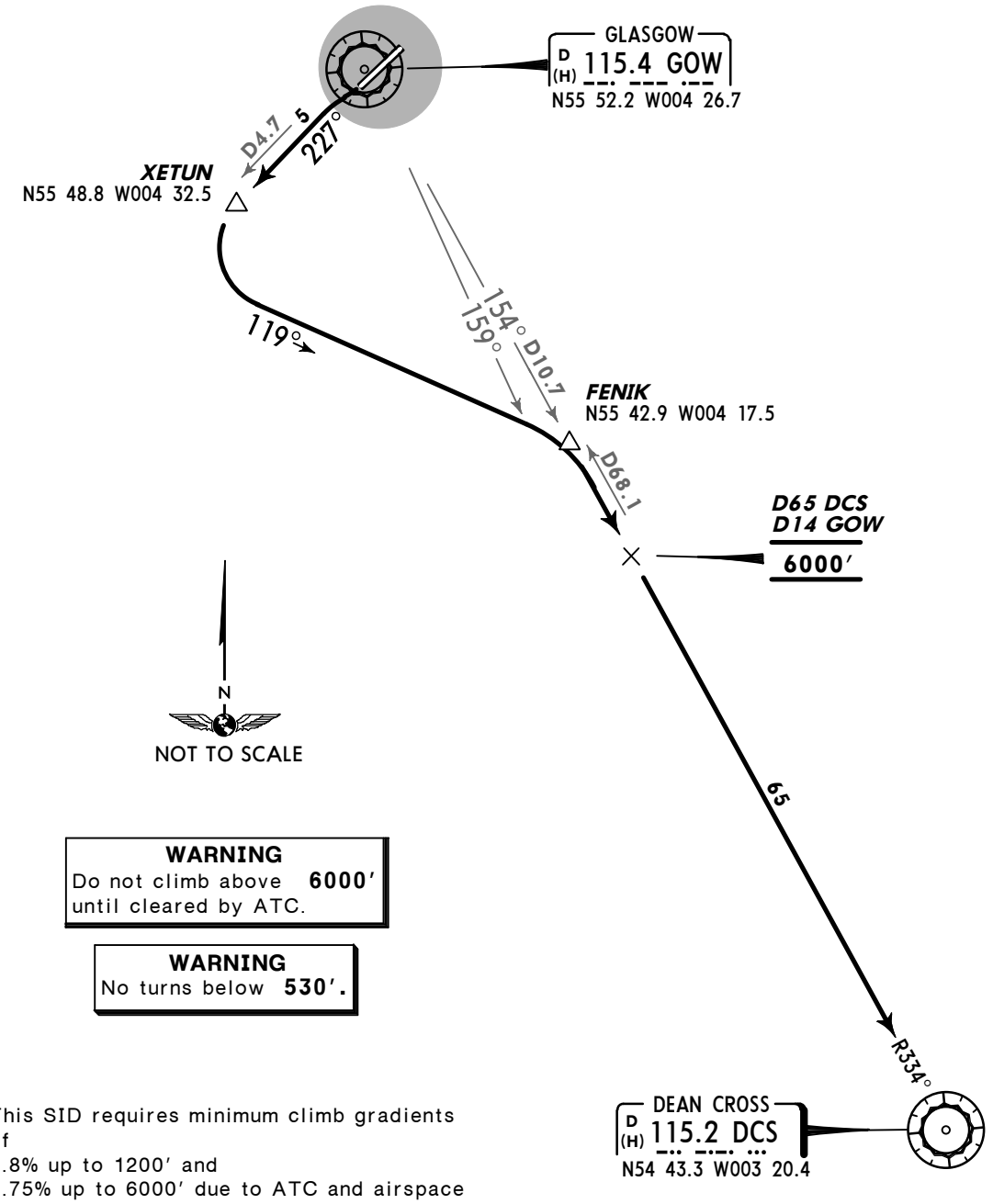
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

DEAN CROSS SIX ALFA (DCS 6A)
RWY 23 DEPARTURE
NON-JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
Do not climb above **6000′** until cleared by ATC.

WARNING
No turns below **530′.**

This SID requires minimum climb gradients of
3.8% up to 1200′ and
5.75% up to 6000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
3.8% V/V(fpm)	289	385	577	770	962	1155

AVERAGE TRACK MILEAGE
86 NM to DCS.

ROUTING/ALTITUDE

Intercept GOW R-227 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R-159 turn RIGHT, intercept GOW R-154 (DCS R-334 inbound), cross D65 DCS (D14 GOW) at 6000′, to DCS.

CHANGES: Turn restriction note improved.

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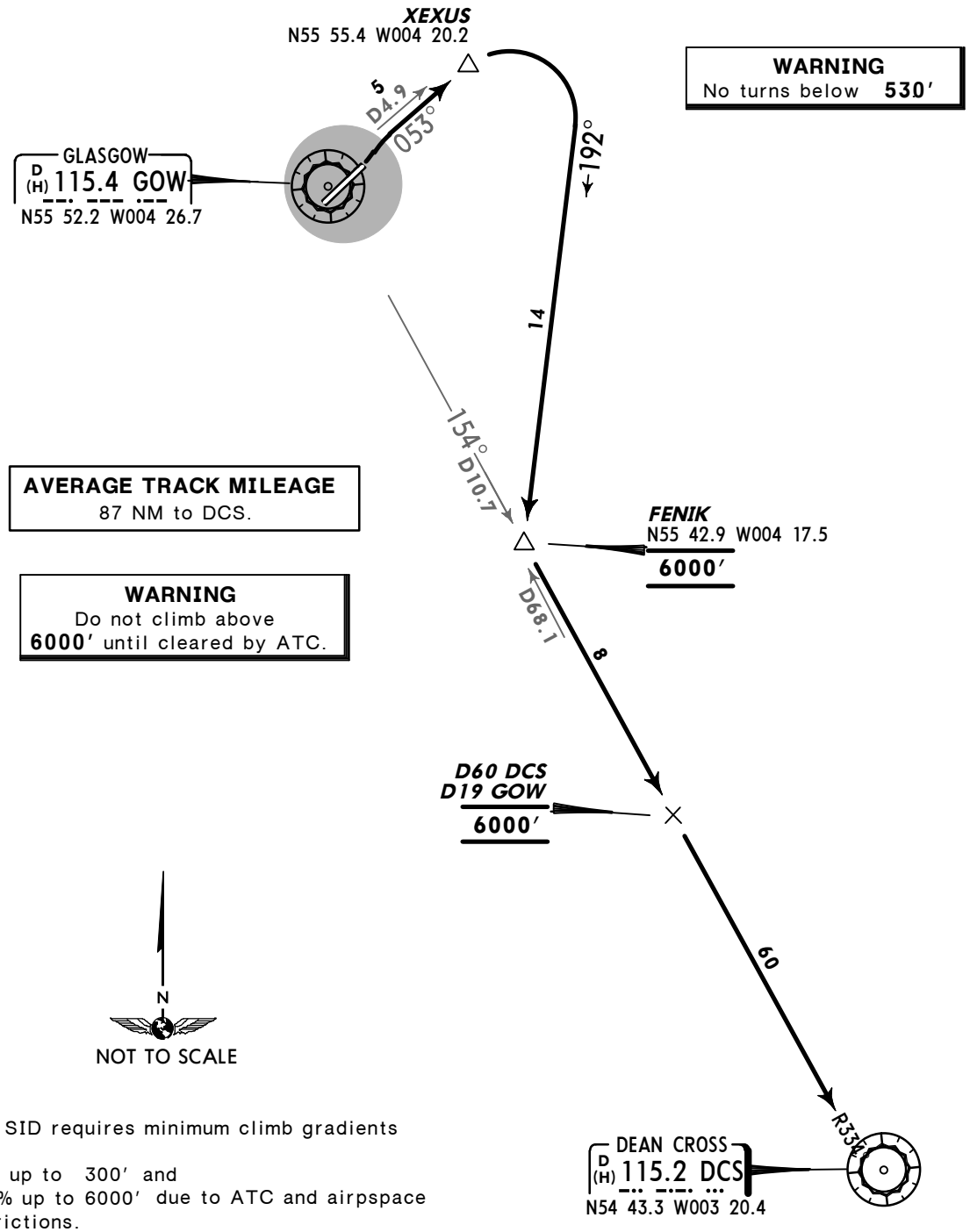
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

DEAN CROSS EIGHT BRAVO (DCS 8B)
RWY 05 DEPARTURE
NON-JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



This SID requires minimum climb gradients of
4.5% up to 300′ and
5.75% up to 6000′ due to ATC and airpspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367

ROUTING/ALTITUDE

Climb straight ahead, intercept GOW R-053 to D4.9 GOW (XEXUS), turn RIGHT, 192° track towards FENIK at 6000′, intercept GOW R-154 (DCS R-334 inbound), cross D60 DCS/D19 GOW at 6000′, then DCS.

CHANGES: Radial update.

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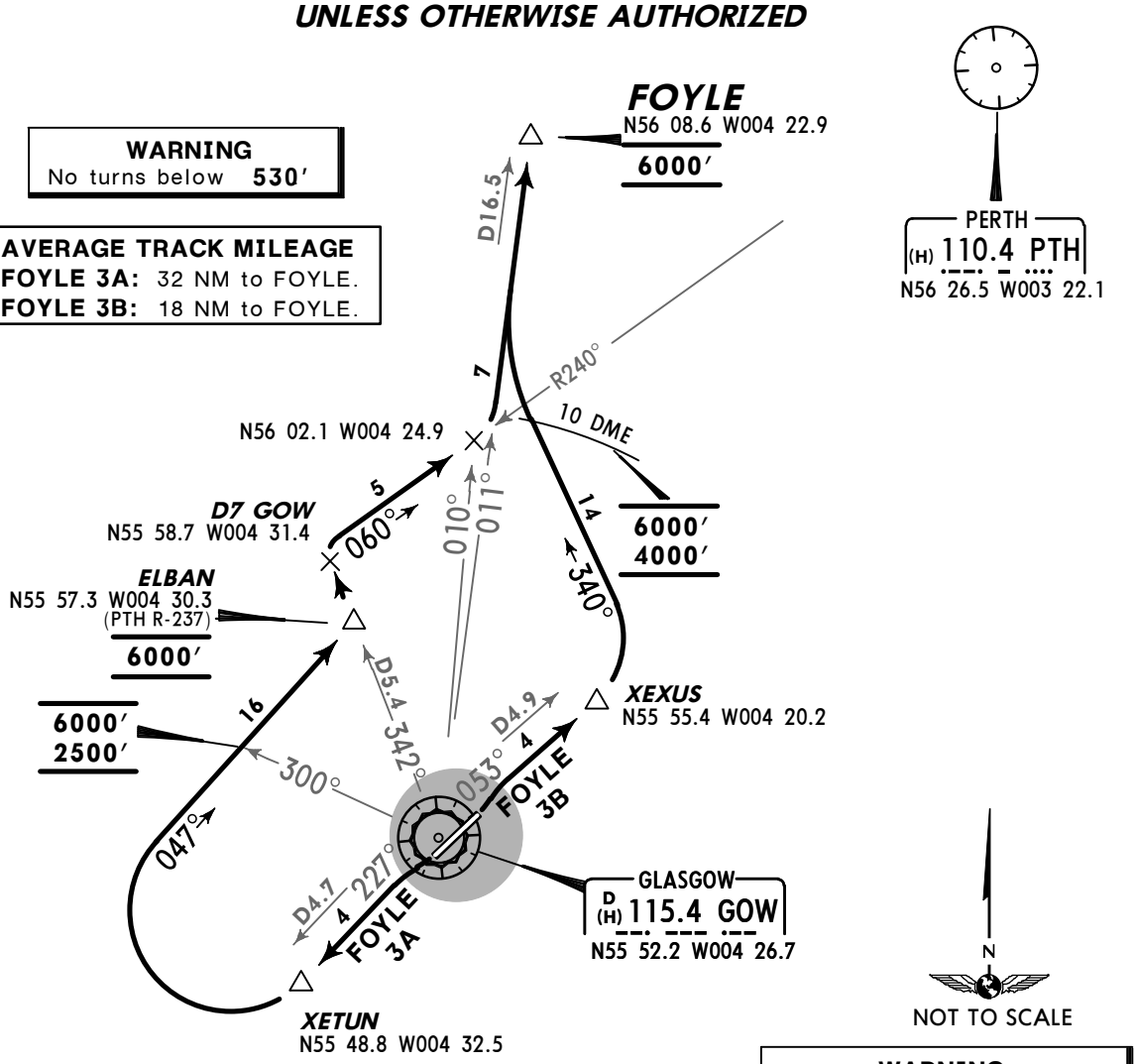
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

FOYLE THREE ALFA (FOYLE 3A) *[FOYL3A]*
FOYLE THREE BRAVO (FOYLE 3B) *[FOYL3B]*
RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
Do not climb above
6000′ until cleared by ATC.

These SIDs require minimum climb gradients of

FOYLE 3A

3.8% up to 2100′ and
5.75% up to 6000′ due to ATC and airspace restrictions.

FOYLE 3B

4.5% up to 1500′ and
6.6% up to 4000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V(fpm)	501	668	1003	1337	1671	2005
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.
Pilots are warned of high ground to the NORTH of the airfield and should turn:
- from runway 23: not EAST of GOW R-325 until above 1500′.
- from runway 05: not below 1500′.

SID	RWY	ROUTING/ALTITUDE
FOYLE 3A	**23**	Climb straight ahead, intercept GOW R-227 to D4.7 GOW (XETUN), turn RIGHT, 047° track, when passing GOW R-300 cross at or above 2500′ (MAX 6000′), towards ELBAN at 6000′, intercept GOW R-342, at D7 GOW turn RIGHT, intercept PTH R-240 inbound, at GOW R-010 turn LEFT, intercept GOW R-011 to FOYLE, at 6000′.
FOYLE 3B	**05**	Climb straight ahead, intercept GOW R-053 to D4.9 GOW (XEXUS), turn LEFT, 340° track, cross GOW 10 DME at or above 4000′ (MAX 6000′), intercept GOW R-011 to FOYLE, at 6000′.

CHANGES: Radial update.

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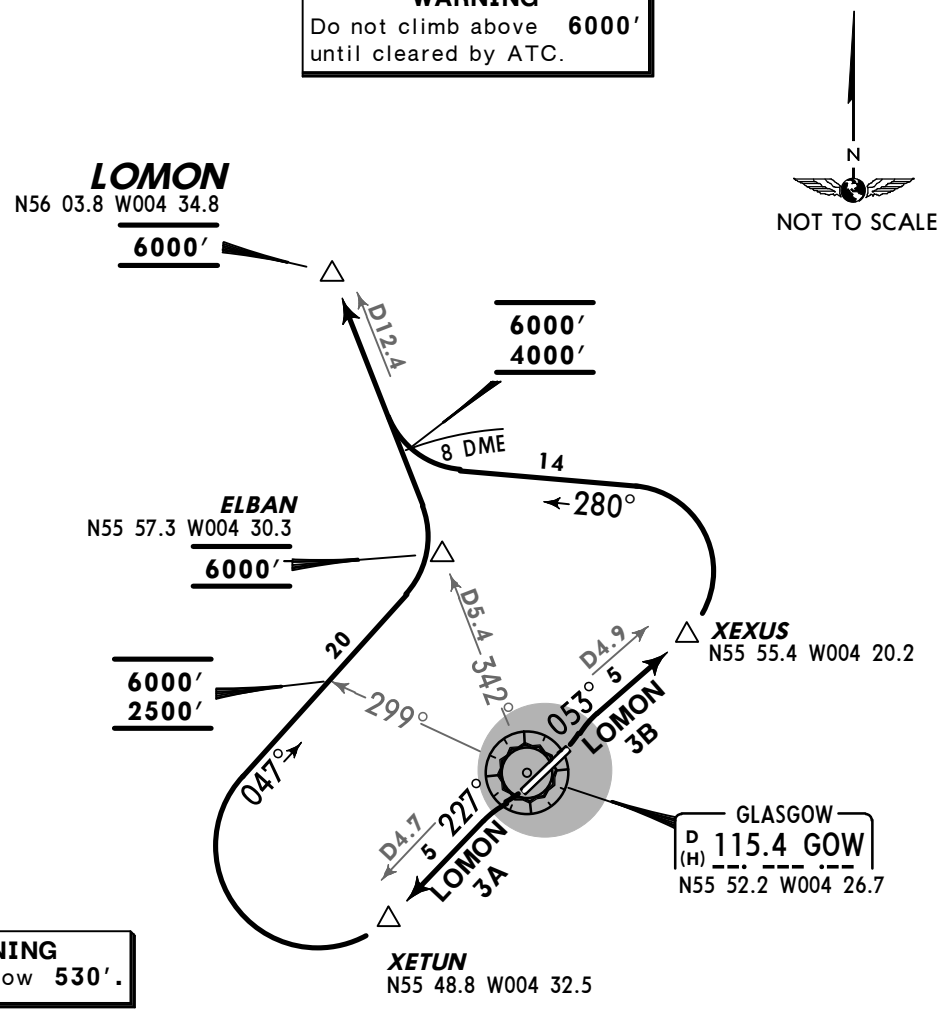
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

LOMON THREE ALFA (LOMON 3A) *[LOMO3A]*
LOMON THREE BRAVO (LOMON 3B) *[LOMO3B]*
RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above **6000′**
until cleared by ATC.



WARNING
No turns below **530′.**

These SIDs require minimum climb gradients of

LOMON 3A
3.8% up to 2100′ and
5.75% up to 6000′ due to ATC and airspace restrictions.

LOMON 3B
4.5% up to 1500′ and
5.75% up to 4000′ and
6% up to 6000′ due to ATC and airspace restrictions.

AVERAGE TRACK MILEAGE
LOMON 3A: 25 NM to LOMON.
LOMON 3B: 19 NM to LOMON.

Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.8% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.
Pilots are warned of high ground to the NORTH of the airfield and should turn:
- from runway 23: not EAST of GOW R-325 until above 1500′.
- from runway 05: not below 1500′.

SID	RWY	ROUTING/ALTITUDE
LOMON 3A	**23**	Intercept GOW R-227 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, cross GOW R-299 at or above 2500′ (MAX 6000′), ELBAN at 6000′, intercept GOW R-342 to LOMON at 6000′.
LOMON 3B	**05**	Intercept GOW R-053 to D4.9 GOW (XEXUS), turn LEFT, 280° track, cross GOW 8 DME at or above 4000′ (MAX 6000′), intercept GOW R-342 to LOMON at 6000′.

CHANGES: Turn restriction note improved.

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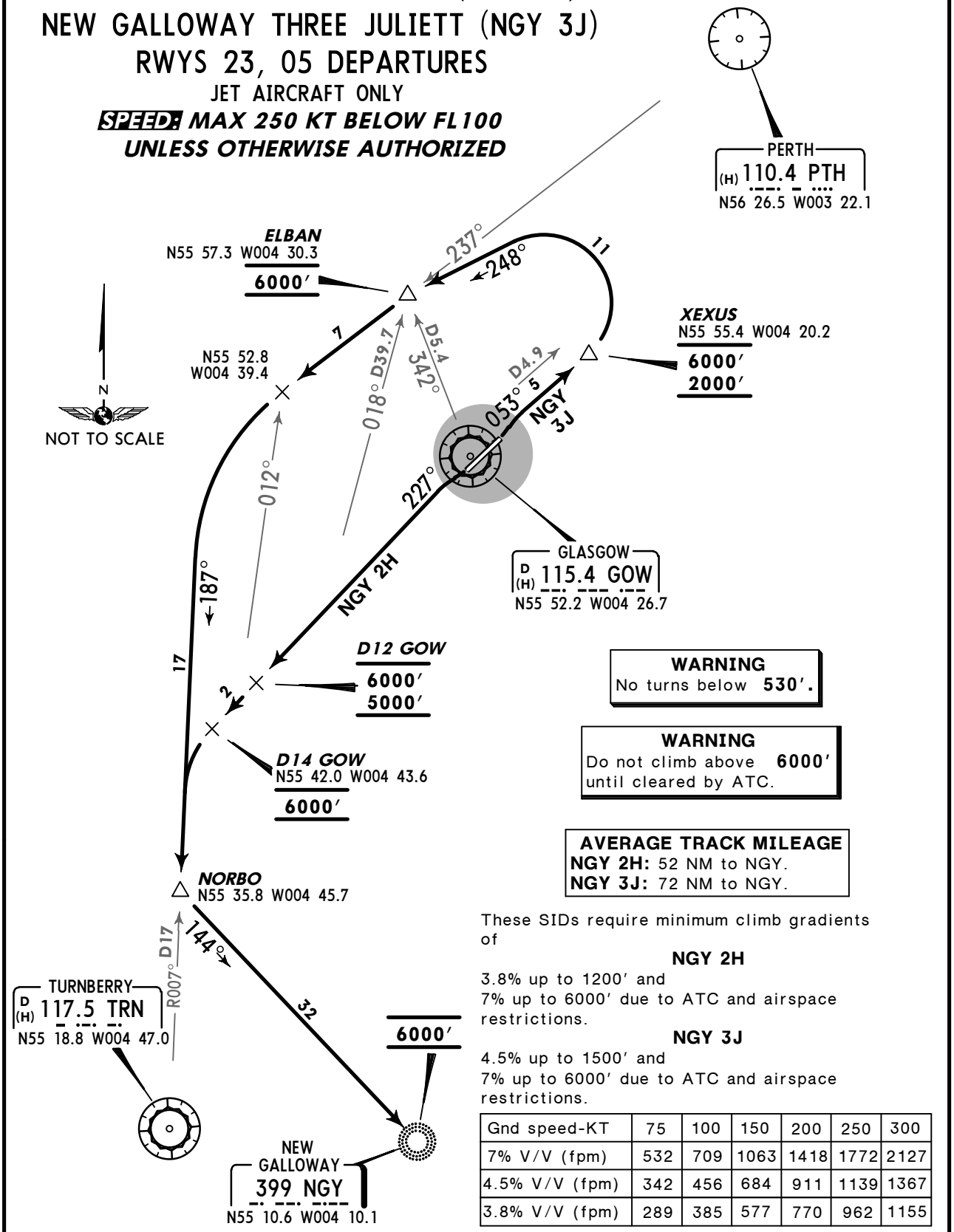
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

NEW GALLOWAY TWO HOTEL (NGY 2H)
NEW GALLOWAY THREE JULIETT (NGY 3J)
RWYS 23, 05 DEPARTURES

JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below **530′.**

WARNING
Do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
NGY 2H: 52 NM to NGY.
NGY 3J: 72 NM to NGY.

These SIDs require minimum climb gradients of

NGY 2H

3.8% up to 1200′ and
7% up to 6000′ due to ATC and airspace restrictions.

NGY 3J

4.5% up to 1500′ and
7% up to 6000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127
4.5% V/V (fpm)	342	456	684	911	1139	1367
3.8% V/V (fpm)	289	385	577	770	962	1155

SID	RWY	ROUTING/ALTITUDE
NGY 2H	**23**	Intercept GOW R-227, cross D12 GOW at or above 5000′ (MAX 6000′), D14 GOW at 6000′, turn LEFT, intercept TRN R-007 inbound, at NORBO (D17 TRN) turn LEFT, intercept 144° bearing to NGY at 6000′.
NGY 3J	**05**	Intercept GOW R-053 to D4.9 GOW (XEXUS), cross at or above 2000′ (MAX 6000′), turn LEFT, 248° track to ELBAN, cross at 6000′, intercept PTH R-237, at TRN R-012 turn LEFT, intercept TRN R-007 inbound, at NORBO (D17 TRN) turn LEFT, intercept 144° bearing to NGY at 6000′.

CHANGES: Turn restriction note improved.

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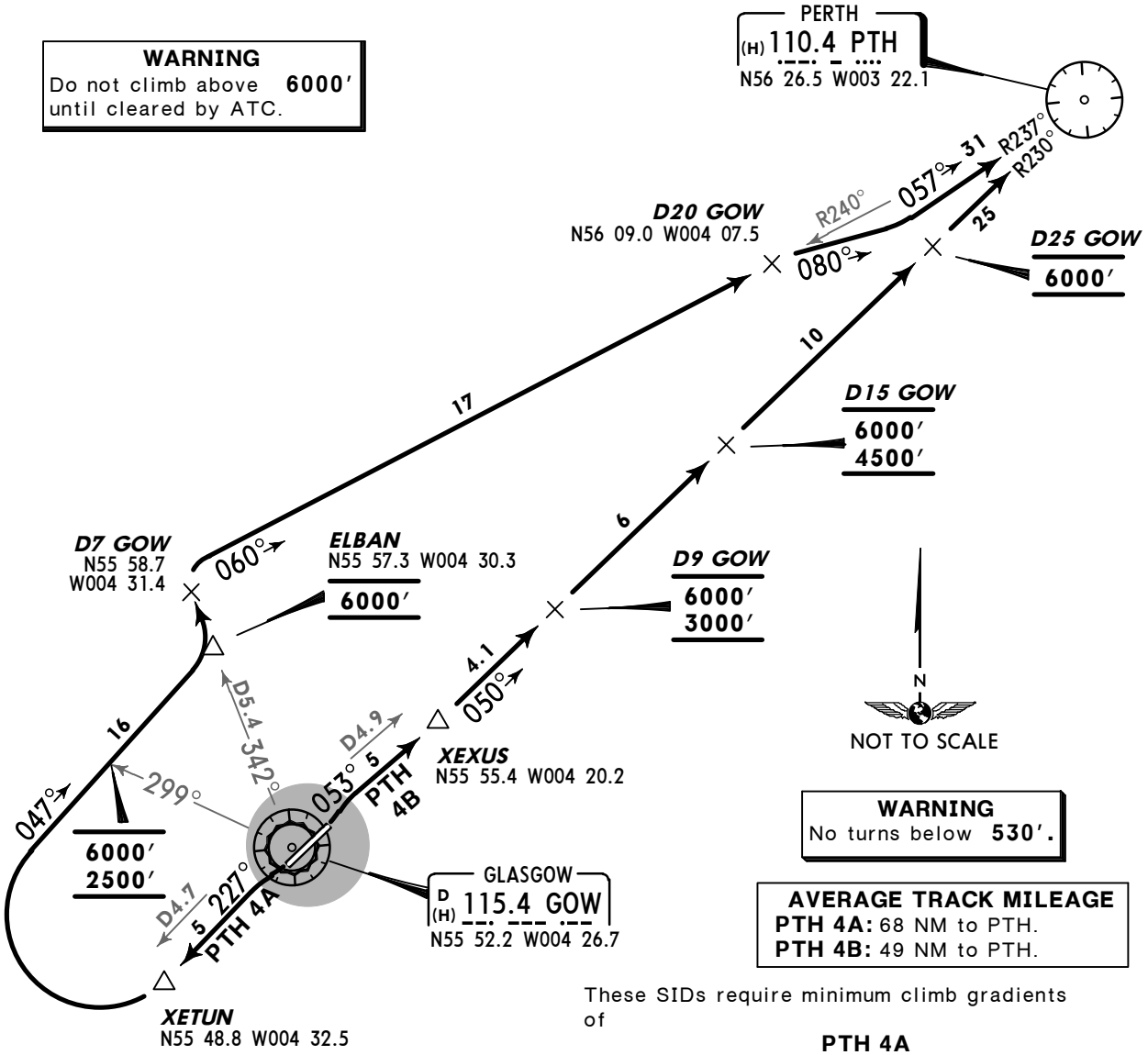
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

PERTH FOUR ALFA (PTH 4A)
PERTH FOUR BRAVO (PTH 4B)
RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



AVERAGE TRACK MILEAGE
PTH 4A: 68 NM to PTH.
PTH 4B: 49 NM to PTH.

These SIDs require minimum climb gradients of

PTH 4A

3.8% up to 2100′ and
5.75% up to 6000′ due to ATC and airspace restrictions.

PTH 4B

4.5% up to 2000′ and
5.75% up to 3000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN.
Pilots are warned of high ground to the NORTH of the airfield. Aircraft departing from runway 23 should not turn EAST of GOW R-325 until above 1500′.

SID	RWY	ROUTING/ALTITUDE
PTH 4A	**23**	Intercept GOW R-227 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, cross GOW R-299 at or above 2500′ (MAX 6000′), ELBAN at 6000′, intercept GOW R-342, at D7 GOW turn RIGHT, intercept PTH R-240 inbound, at D20 GOW turn RIGHT, 080° track, intercept PTH R-237 inbound to PTH.
PTH 4B	**05**	Intercept GOW R-053 to D4.9 GOW (XEXUS), intercept PTH R-230 inbound, cross D9 GOW at or above 3000′ (MAX 6000′), D15 GOW at or above 4500′ (MAX 6000′), D25 GOW at 6000′, to PTH.

CHANGES: Turn restriction note improved.

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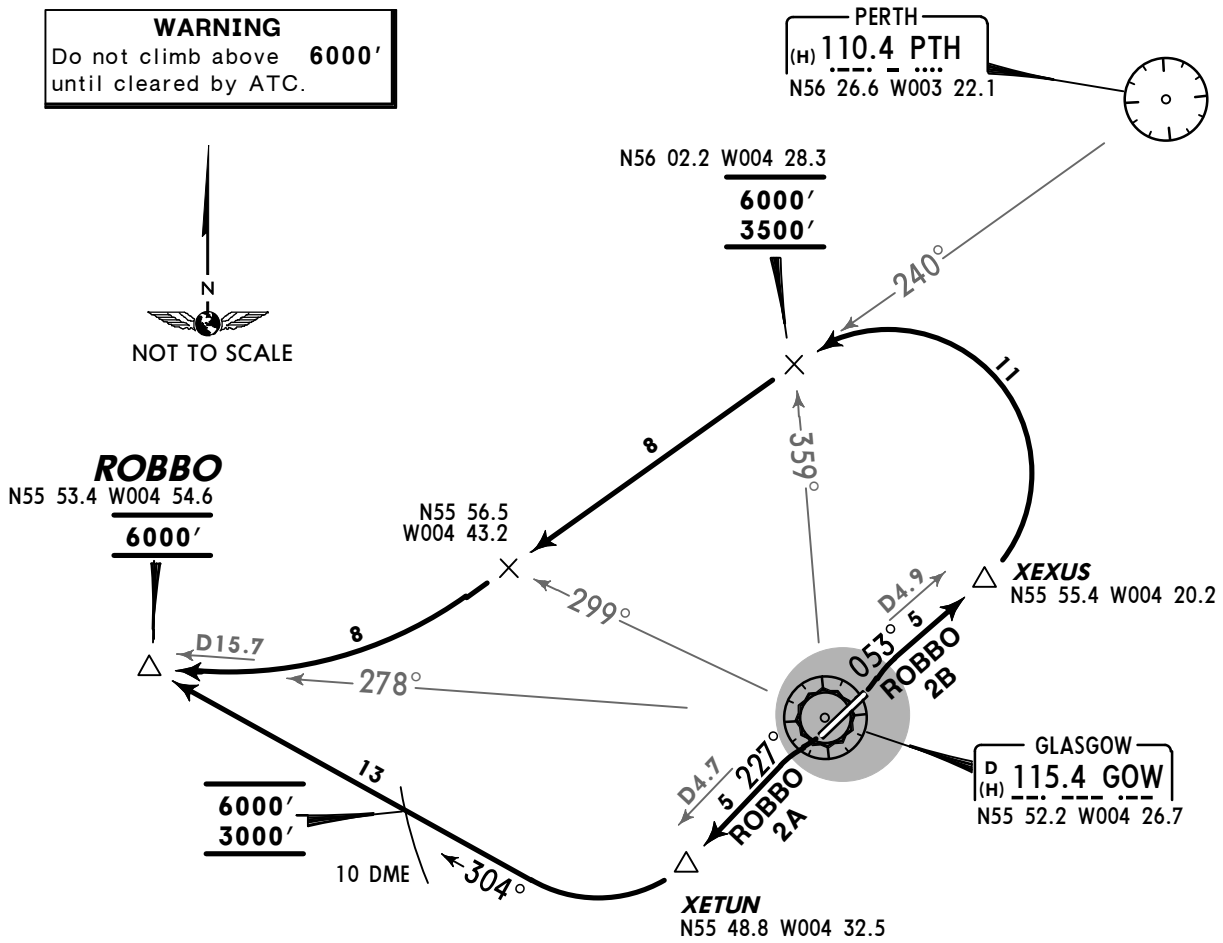
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

ROBBO TWO ALFA (ROBBO 2A) *[ROBO2A]*
ROBBO TWO BRAVO (ROBBO 2B) *[ROBO2B]*
RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below **530′.**

These SIDs require minimum climb gradients of

ROBBO 2A
3.8% up to 2100′ and
5.75% up to 3000′ due to ATC and airspace restrictions.

ROBBO 2B
4.5% up to 1500′ and
5.75% up to 3500′ due to ATC and airspace restrictions.

AVERAGE TRACK MILEAGE
ROBBO 2A: 18 NM to ROBBO.
ROBBO 2B: 29 NM to ROBBO.

Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.
Pilots are warned of high ground to the North of the airfield. Aircraft departing from runway 05 should not turn below 1500′.

SID	RWY	ROUTING/ALTITUDE
ROBBO 2A	**23**	Intercept GOW R-227 to D4.7 GOW (XETUN), turn RIGHT, 304° track, cross GOW 10 DME at or above 3000′ (MAX 6000′), to ROBBO at 6000′.
ROBBO 2B	**05**	Intercept GOW R-053 to D4.9 GOW (XEXUS), turn LEFT, intercept PTH R-240, cross GOW R-359 at or above 3500′ (MAX 6000′), when passing GOW R-299 turn RIGHT, intercept GOW R-278 to ROBBO at 6000′.

CHANGES: Turn restriction note improved; INS coordinates.

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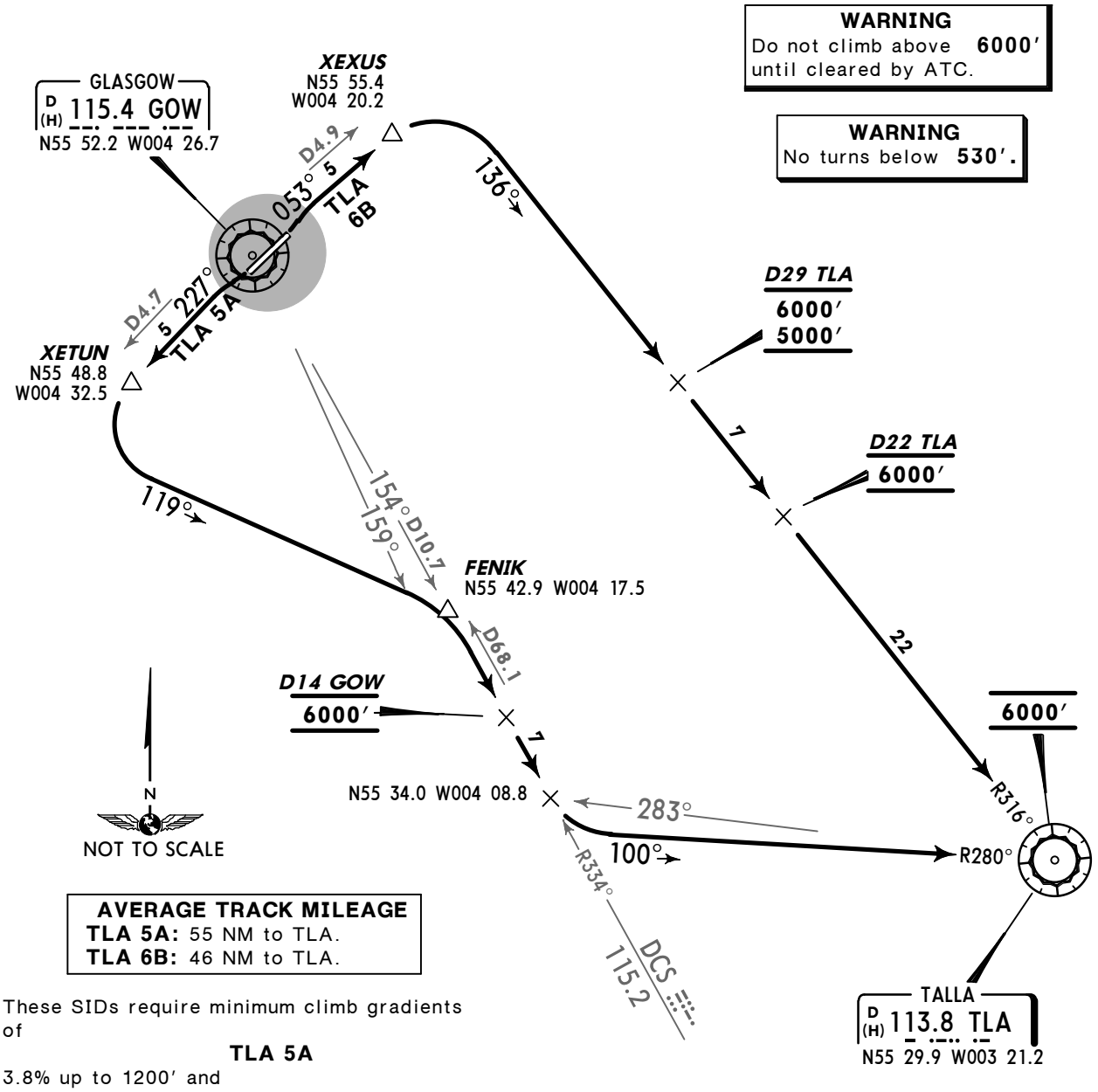
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

TALLA FIVE ALFA (TLA 5A)
TALLA SIX BRAVO (TLA 6B)
RWYS 23, 05 DEPARTURES

NON-JET AIRCRAFT ONLY,
LEAVING CONTROLLED AIRSPACE VIA TLA

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



AVERAGE TRACK MILEAGE
TLA 5A: 55 NM to TLA.
TLA 6B: 46 NM to TLA.

These SIDs require minimum climb gradients of

TLA 5A

3.8% up to 1200′ and
5.75% up to 6000′ due to ATC and airspace restrictions.

TLA 6B

4.5% up to 300′ and
5.75% up to 5000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

SID	RWY	ROUTING/ALTITUDE
TLA 5A	**23**	Intercept GOW R-227 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R-159 turn RIGHT, intercept GOW R-154, cross D14 GOW at 6000′, when passing TLA R-283 turn LEFT, intercept TLA R-280 inbound to TLA at 6000′.
TLA 6B	**05**	Intercept GOW R-053 to D4.9 GOW (XEXUS), turn RIGHT, intercept TLA R-316 inbound, cross D29 TLA at 5000′ (MAX 6000′), D22 TLA at 6000′, to TLA at 6000′.

CHANGES: Turn restriction note improved.

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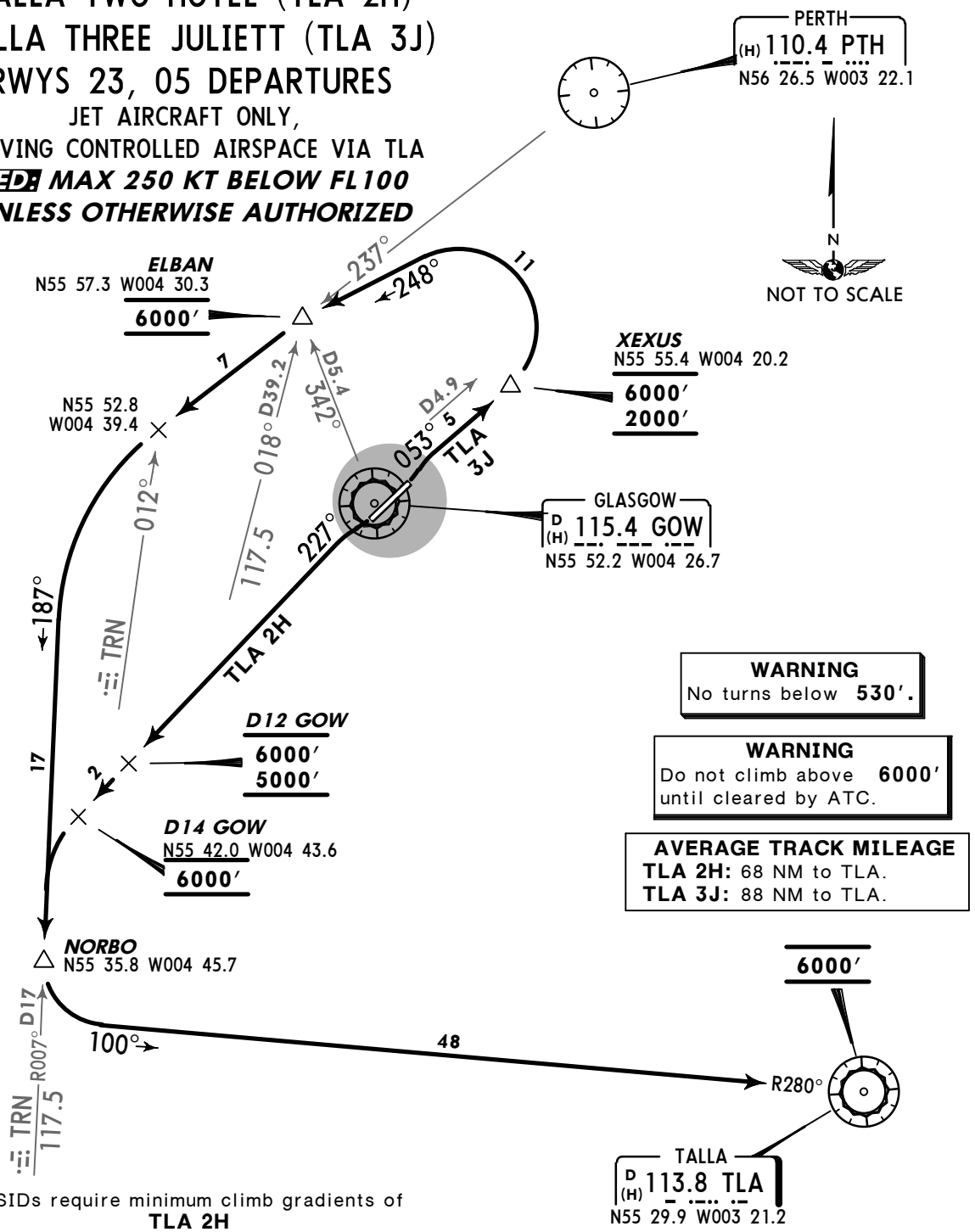
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

TALLA TWO HOTEL (TLA 2H)
TALLA THREE JULIETT (TLA 3J)
RWYS 23, 05 DEPARTURES

JET AIRCRAFT ONLY,
LEAVING CONTROLLED AIRSPACE VIA TLA

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below **530′.**

WARNING
Do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
TLA 2H: 68 NM to TLA.
TLA 3J: 88 NM to TLA.

These SIDs require minimum climb gradients of

TLA 2H

3.8% up to 1200′ and
7% up to 6000′ due to ATC and airspace restrictions.

TLA 3J

4.5% up to 1500′ and
7% up to 6000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127
4.5% V/V (fpm)	342	456	684	911	1139	1367
3.8% V/V (fpm)	289	385	577	770	962	1155

SID	RWY	ROUTING/ALTITUDE
TLA 2H	23	Intercept GOW R-227, cross D12 GOW at 5000′ (MAX 6000′), D14 GOW at 6000′, turn LEFT, intercept TRN R-007 inbound to NORBO (D17 TRN), turn LEFT, intercept TLA R-280 inbound to TLA at 6000′.
TLA 3J	05	Intercept GOW R-053, cross D4.9 GOW (XEXUS) at or above 2000′ (MAX 6000′), turn LEFT, 248° track to ELBAN, cross at 6000′, intercept PTH R-237, at TRN R-012 turn LEFT, intercept TRN R-007 inbound to NORBO (D17 TRN), turn LEFT, intercept TLA R-280 inbound to TLA at 6000′.

CHANGES: Turn restriction note improved.

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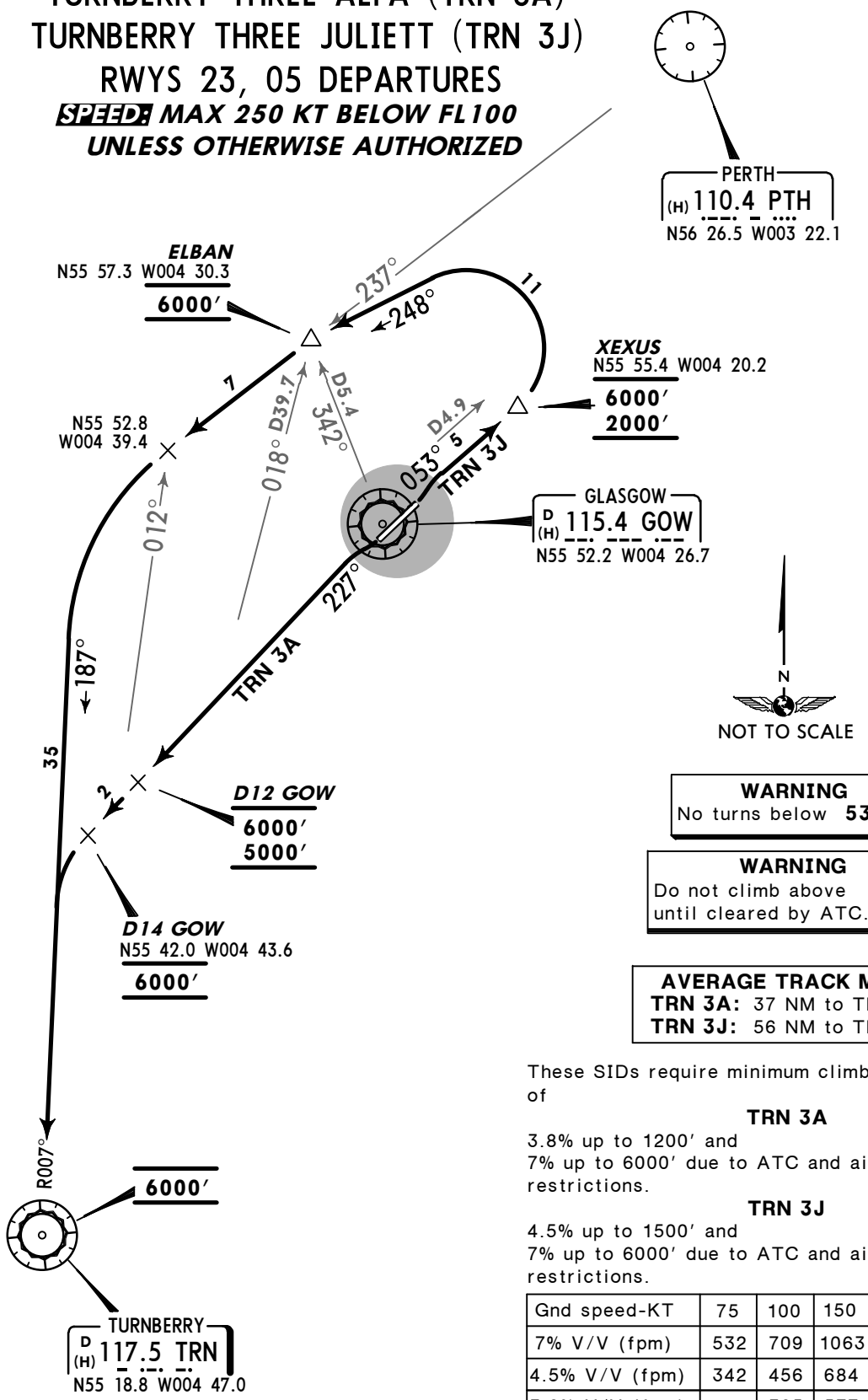
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

TURNBERRY THREE ALFA (TRN 3A)
TURNBERRY THREE JULIETT (TRN 3J)
RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



WARNING
No turns below **530′.**

WARNING
Do not climb above **6000′** until cleared by ATC.

AVERAGE TRACK MILEAGE
TRN 3A: 37 NM to TRN.
TRN 3J: 56 NM to TRN.

These SIDs require minimum climb gradients of

TRN 3A

3.8% up to 1200′ and
7% up to 6000′ due to ATC and airspace restrictions.

TRN 3J

4.5% up to 1500′ and
7% up to 6000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127
4.5% V/V (fpm)	342	456	684	911	1139	1367
3.8% V/V (fpm)	289	385	577	770	962	1155

SID	RWY	ROUTING/ALTITUDE
TRN 3A	**23**	Intercept GOW R-227, cross D12 GOW at or above 5000′ (MAX 6000′) to D14 GOW at 6000′, turn LEFT, intercept TRN R-007 inbound to TRN at 6000′.
TRN 3J JET ACFT ONLY	**05**	Intercept GOW R-053, cross D4.9 GOW (XEXUS) at or above 2000′ (MAX 6000′), turn LEFT, 248° track to ELBAN, cross at 6000′, intercept PTH R-237, at TRN R-012 turn LEFT, intercept TRN R-007 inbound to TRN at 6000′.

CHANGES: Turn restriction note improved.

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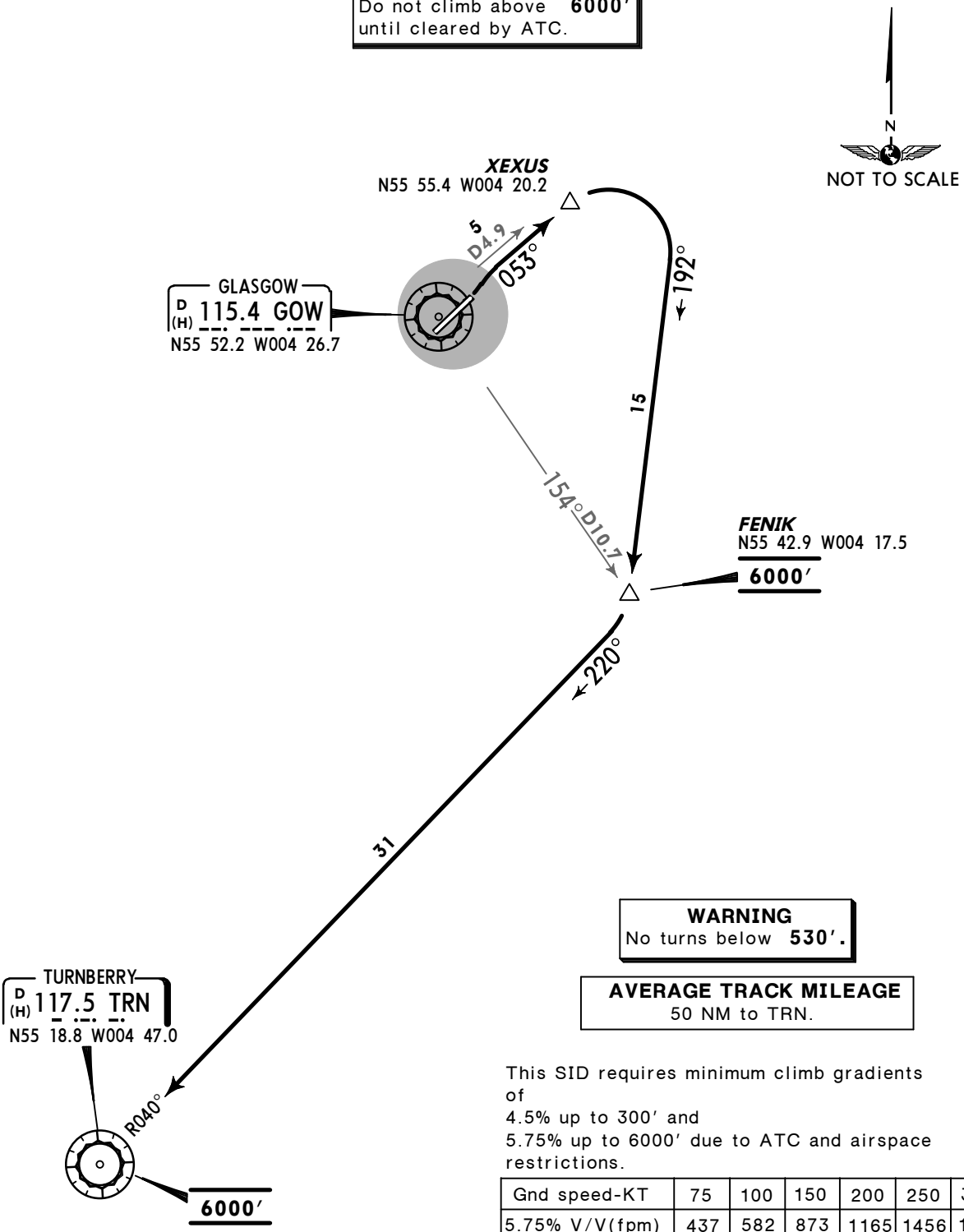
Apt Elev 26′	Trans level: By ATC Trans alt: 6000′ 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control.

TURNBERRY SIX BRAVO (TRN 6B)
RWY 05 DEPARTURE
NON-JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above **6000′** until cleared by ATC.



WARNING
No turns below **530′.**

AVERAGE TRACK MILEAGE
50 NM to TRN.

This SID requires minimum climb gradients of
4.5% up to 300′ and
5.75% up to 6000′ due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367

ROUTING/ALTITUDE

Intercept GOW R-053 to D4.9 GOW (XEXUS), turn RIGHT, 192° track to FENIK, cross at 6000′, intercept TRN R-040 inbound to TRN at 6000′.

CHANGES: Turn restriction note improved.

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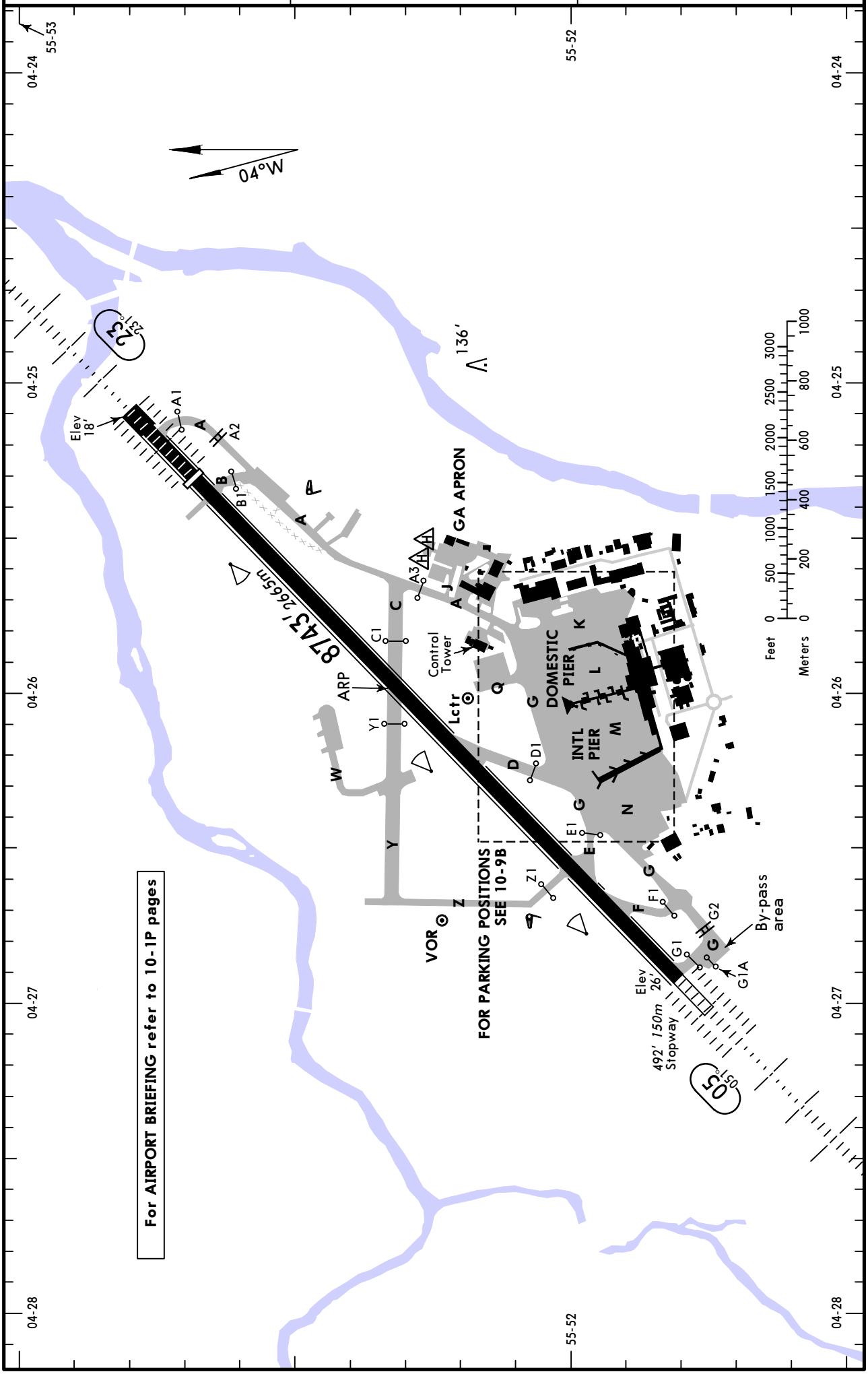
ATIS	*GLASGOW Ground	Tower
129.57	121.7	118.8



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶ 23	HIRL CL *(15m)* HIALS-II TDZ PAPI-L (3.0°) RVR	8730′ *2661m*	7636′ *2327m*	❷	151′ *46m*
		7730′ *2356m*	6758′ *2060m*		

❶ Rwy grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 05:

From rwy head	8720′(2658m)
twy F int	7743′(2360m)
twy E int	7083′(2159m)
twy D int	5449′(1661m)

RWY 23:

From rwy head	8730′(2661m)
twy A int	8468′(2581m)
twy B int	7556′(2303m)

Standard

TAKE-OFF 1

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Minimums.

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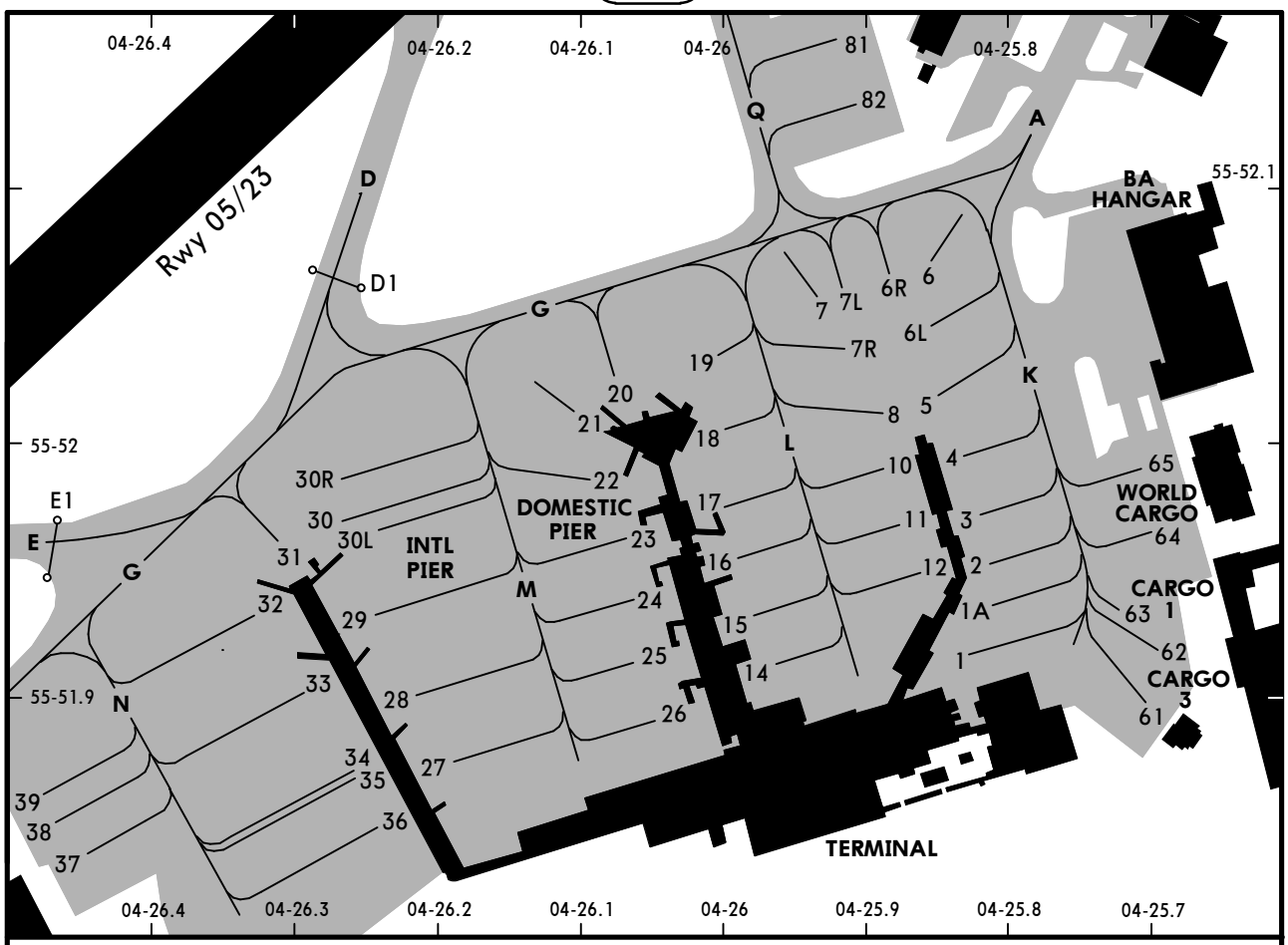

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N55 51.9 W004 25.8	26	N55 51.9 W004 26.0
2 thru 5	N55 52.0 W004 25.8	27	N55 51.9 W004 26.1
6, 6L	N55 52.1 W004 25.8	28, 29	N55 51.9 W004 26.2
6R, 7, 7L	N55 52.1 W004 25.9	30, 30L, 30R	N55 52.0 W004 26.2
7R thru 11	N55 52.0 W004 25.9	31	N55 52.0 W004 26.3
12	N55 52.0 W004 25.8	32, 33	N55 51.9 W004 26.3
14, 15	N55 51.9 W004 25.9	34 thru 36	N55 51.9 W004 26.2
16 thru 19	N55 52.0 W004 26.0	37	N55 51.8 W004 26.4
20 thru 23	N55 52.0 W004 26.1	38, 39	N55 51.9 W004 26.5
24, 25	N55 51.9 W004 26.1	61 thru 63	N55 51.9 W004 25.7
		64, 65	N55 52.0 W004 25.7
		81	N55 52.2 W004 25.9
		82	N55 52.1 W004 25.9

CHANGES: Notes transferred to 10-1P pages.

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05	CAT 2 ILS DME ❶	126′ (100′)	RA 104′ - 300m
	CAT 2 ILS DME ❷	164′ (138′)	RA 146′ - 400m
	ILS DME ❶	226′ (200′)	500m / 1000m
	ILS DME ❷	253′ (227′)	550m / 1000m
	LOC	370′ (344′)	800m / 1000m
	VOR DME	510′ (484′)	1000m / 1000m
	NDB DME	540′ (514′)	1000m / 1000m
	SRA	1080′ (1054′)	1000m / 1000m
23	CAT 2 ILS DME	121′ (100′)	RA 103′ - 300m
	ILS DME	221′ (200′)	500m / 1000m
	LOC	430′ (409′)	800m / 1000m
	VOR DME	610′ (589′)	1000m / 1000m
	NDB DME	610′ (589′)	1000m / 1000m
	SRA	810′ (789′)	1000m / 1000m

❶ Missed apch climb gradient mim 3.3%.
❷ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND	MDA(H)	VIS
	800′ (774′) ❸	1000m

❸ After SRA 05: 1080′ (1054′).
After SRA 23: 810′ (784′).

TAKE-OFF RWY 05, 23

LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.
❺ Or rejected take-off distance whichever is the greater.

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❶ VOR ILS DME or NDB ILS DME Rwy 05

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

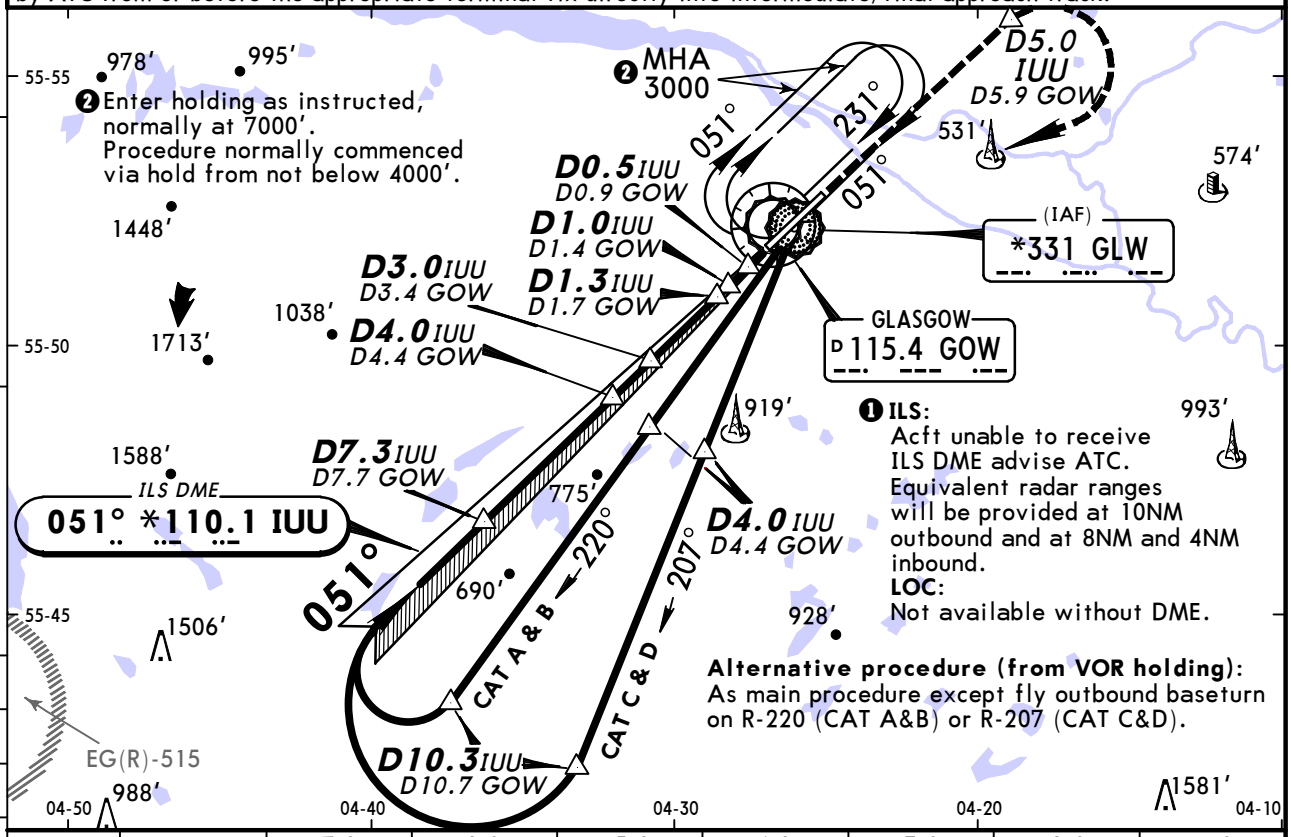
LOC IUU	Final Apch Crs	GS D4.0 IUU	ILS DA(H)	Apt Elev 26′
*110.1	051°	1350′ (1324′)	Refer to Minimums	RWY 26′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or D5.0 IUU whichever is earlier, then turn RIGHT to reach VOR or Lctr at 3000′, or as directed.
Acft unable to achieve 2000′ by D5.0 IUU turn RIGHT at D5.0 IUU onto 095° until passing 2000′, then turn RIGHT to reach VOR or Lctr at 3000′, or as directed.

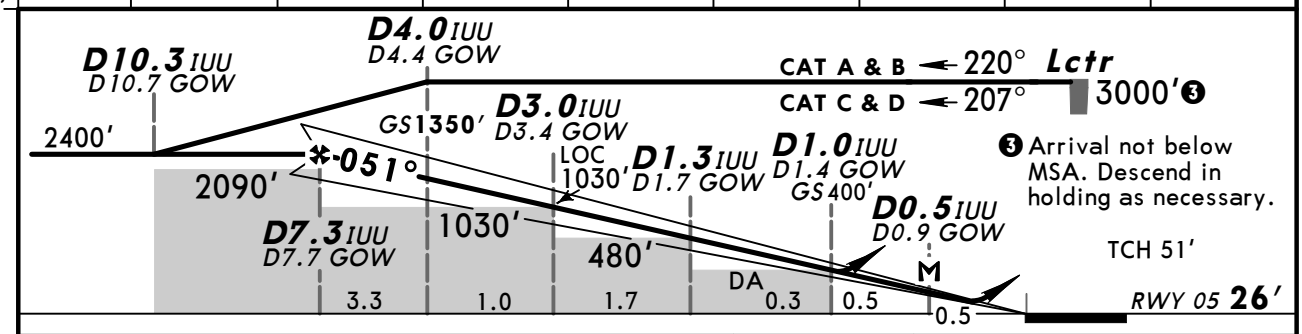
MSA GOW VOR or GLW Lctr: 195° 4900′; 250° 4800′; 050° 3000′

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track.



LOC (GS out)								
	IUU DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	GOW DME	7.4	6.4	5.4	4.4	3.4	2.4	1.4
	ALTITUDE	2310′	1990′	1670′	1350′	1030′	710′	400′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	754	861
MAP at D0.5 IUU/D0.9 GOW						

HIALS-II PAPI

3000′ whichever earlier — D5.0 IUU

Standard STRAIGHT-IN LANDING RWY 05

ILS — Missed apch climb gradient mim 3.3%
DA(H) 226′ (200′)

FULL	Limited	ALS out
RVR 550m	RVR 750m	RVR 1200m

DA(H) 2.5%
A: 253′ (227′) C: 272′ (246′)
B: 262′ (236′) D: 282′ (256′)

FULL	Limited	ALS out
RVR 550m	RVR 750m	RVR 1200m
RVR 600m		RVR 1300m

LOC (GS out) — CDFA
DA/MDA(H) 370′ (344′)

	ALS out
RVR 900m	RVR 1500m
	RVR 1600m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (774′)	1500m
135	800′ (774′)	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

PANS OPS 4

CHANGES: Minimums.

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EGPF/GLA
GLASGOW

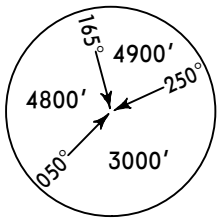
JEPPESEN ❶CAT II/III
3 JUN 11 (11-1A)

GLASGOW, UK
VOR ILS DME or NDB ILS DME Rwy 05

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

LOC IUU	Final Apch Crs	GS D4.0 IUU	CAT II & IIIA ILS	Apt Elev 26′
*110.1	051°	1350′ (1324′)	Refer to Minimums	RWY 26′

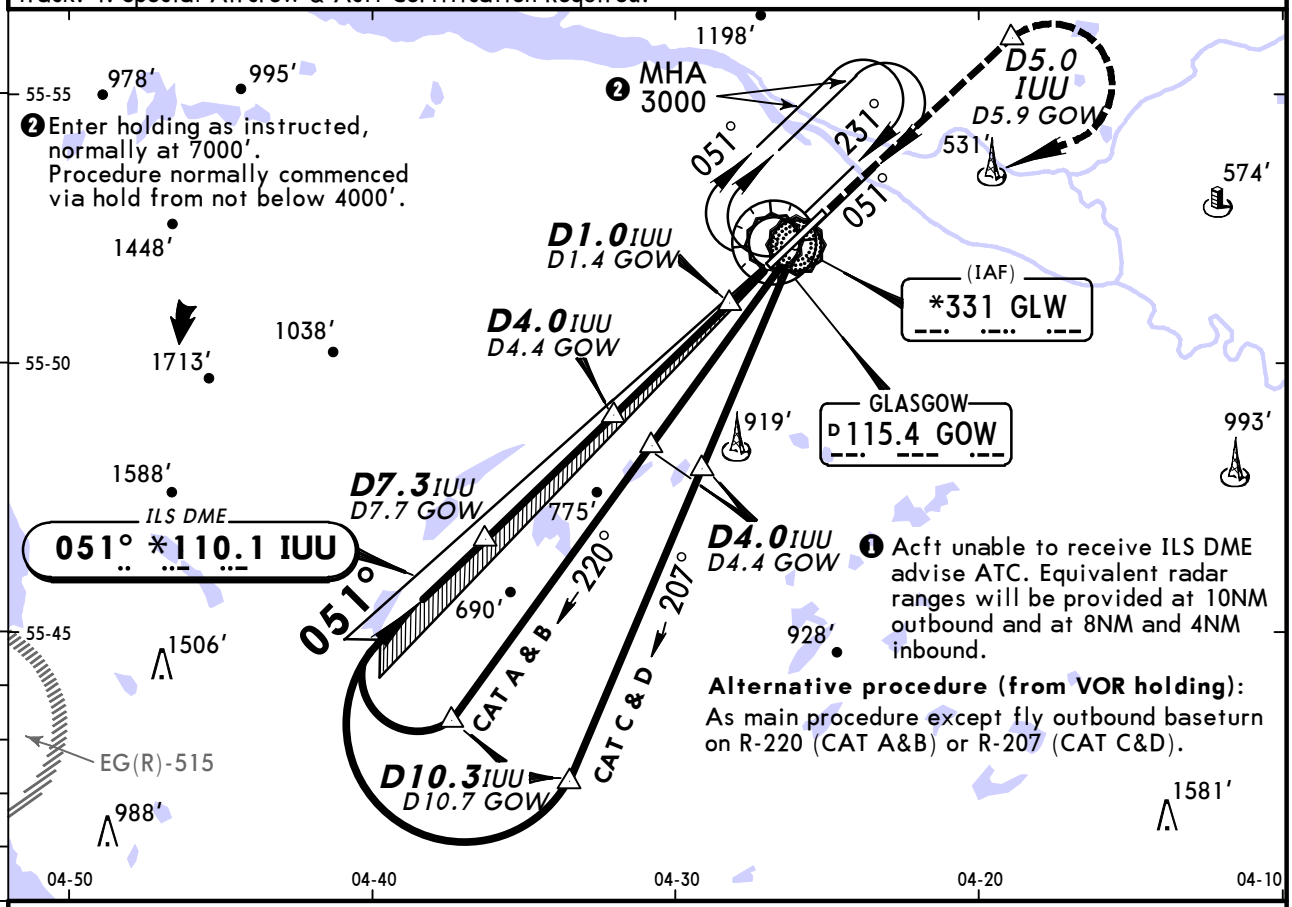
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or D5.0 IUU whichever is earlier, then turn RIGHT to reach VOR or Lctr at 3000′, or as directed.
Acft unable to achieve 2000′ by D5.0 IUU turn RIGHT at D5.0 IUU onto 095° until passing 2000′, then turn RIGHT to reach VOR or Lctr at 3000′, or as directed.

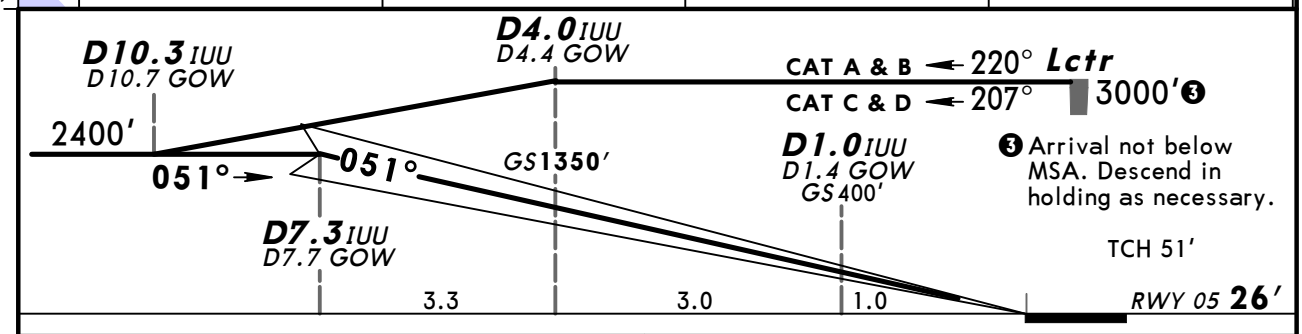


MSA
GOW VOR or GLW Lctr

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	754	861

HIALS-II
PAPI
3000′ whichever earlier
D5.0 IUU

Standard STRAIGHT-IN LANDING RWY 05

CAT IIIA ILS	Missed apch climb gradient mim 3.3%	CAT II ILS Missed apch climb gradient mim 2.5%	
	ABCD	A	B: RA 154′ DA(H) 180′ (154′)
	RA 104′	RA 146′	C: RA 181′ DA(H) 194′ (168′)
DH 50′	DA(H) 126′ (100′)	DA(H) 164′ (138′)	D: RA 195′ DA(H) 207′ (181′)
RVR 200m	RVR 300m ❶	RVR 400m	RVR 450m

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Minimums.

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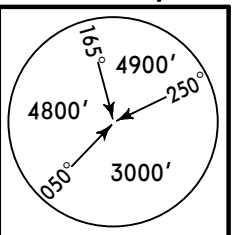
❶VOR ILS DME or NDB ILS DME Rwy 23

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

LOC IOO	Final Apch Crs	GS D4.0 IOO	ILS DA(H)	Apt Elev 26′
*110.1	231°	1340′ (1319′)	221′ (200′)	RWY 21′

MISSED APCH: Climb to 3000′. Initially STRAIGHT AHEAD to 2500′ or D2.6 IOO whichever is later, then climbing turn LEFT to hold at VOR or Lctr at 3000′, or as directed.

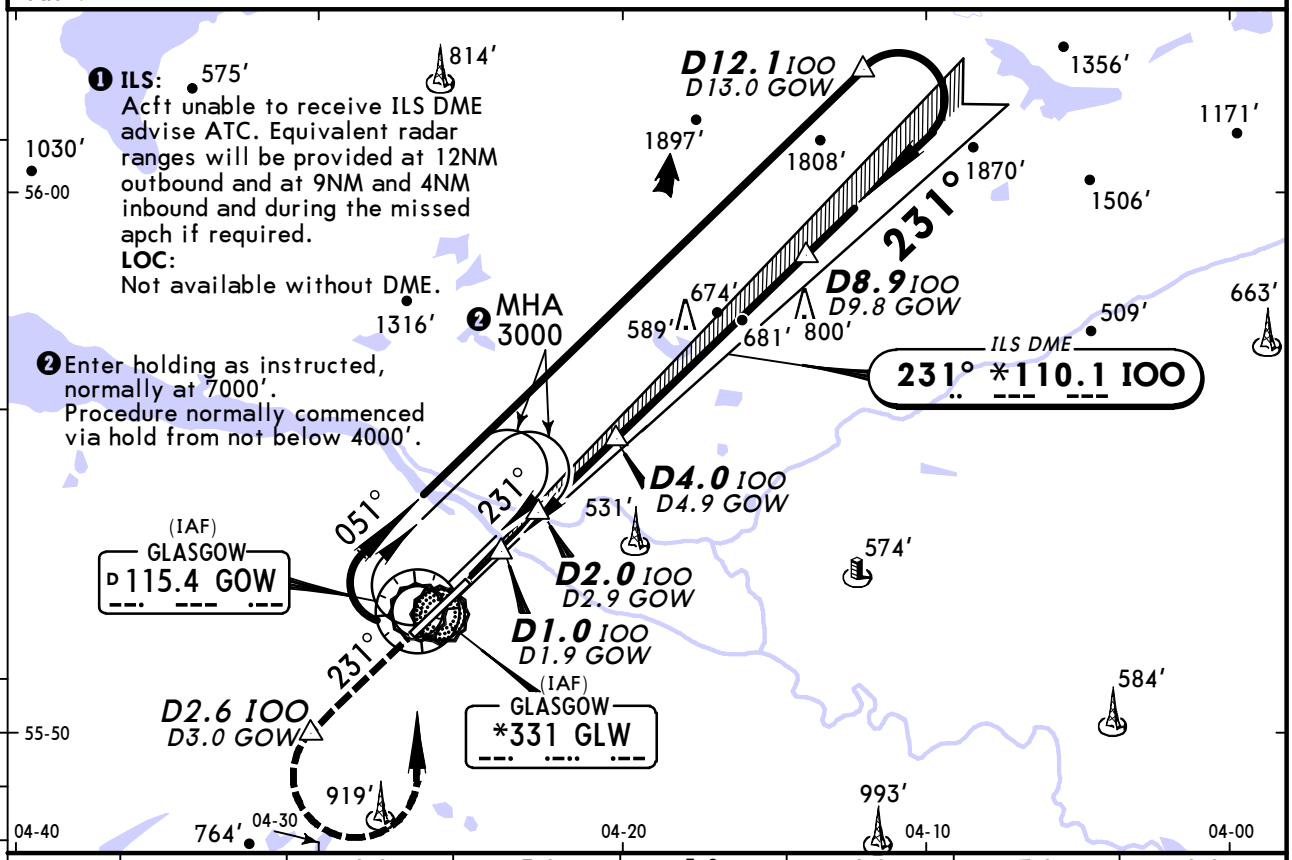


MSA GOW VOR or GLW Lctr

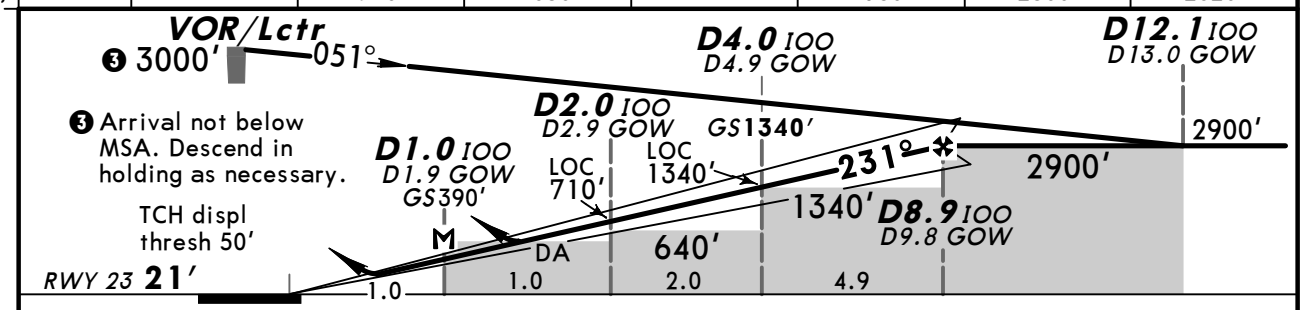
BRIEFING STRIP ™

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track.



LOC (GS out)						
IOO DME	2.0	3.0	5.0	6.0	7.0	8.0
GOW DME	2.9	3.9	5.9	6.9	7.9	8.9
ALTITUDE	710′	1030′	1660′	1980′	2300′	2620′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IOO/D1.9 GOW						

HIALS-II
PAPI

2500′ whichever later | D2.6 IOO

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 221′ (200′) FULL	Limited	ALS out	LOC (GS out) CDFA DA/MDA(H) 430′ (409′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (774′)	1500m
135	800′ (774′)	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

CHANGES: Minimums.

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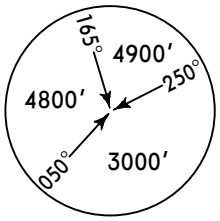
ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

LOC IOO	Final Apch Crs	GS D4.0 IOO	CAT II & IIIA ILS	Apt Elev 26′
*110.1	231°	1340′ (1319′)	Refer to Minimums	RWY 21′

MISSED APCH: Climb to 3000′. Initially STRAIGHT AHEAD to 2500′ or D2.6 IOO whichever is later, then climbing turn LEFT to hold at VOR or Lctr at 3000′, or as directed.

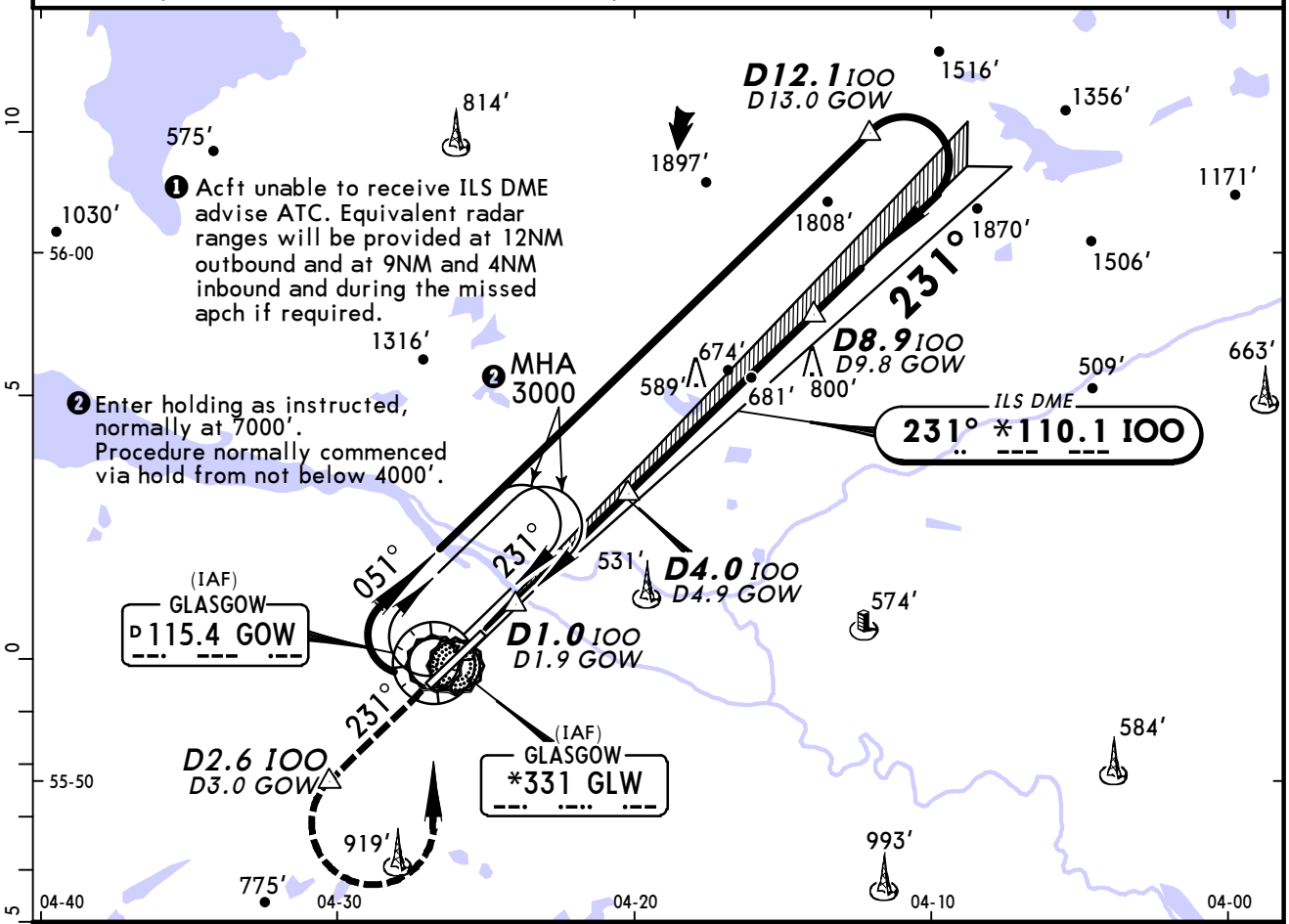


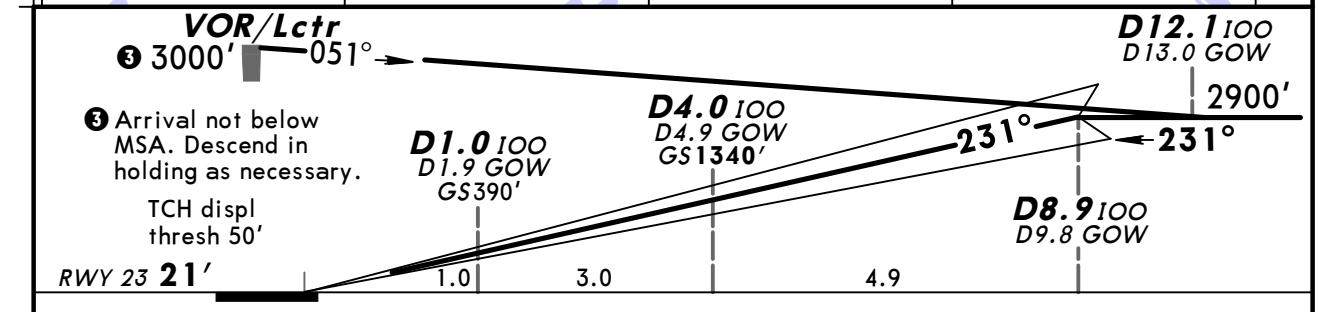
MSA GOW VOR or GLW Lctr

BRIEFING STRIP ™

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI

2500′ whichever later D2.6 IOO

Standard STRAIGHT-IN LANDING RWY 23

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 103′ DA(H) 121′ (100′)
RVR 200m	RVR 300m ❶

PANS OPS 4

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Minimums.

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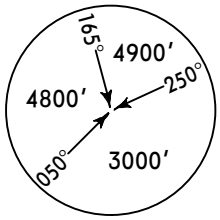
ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 26′
GOW 115.4	043°	D6.7 GOW 2400′ (2374′)	510′ (484′)	RWY 26′

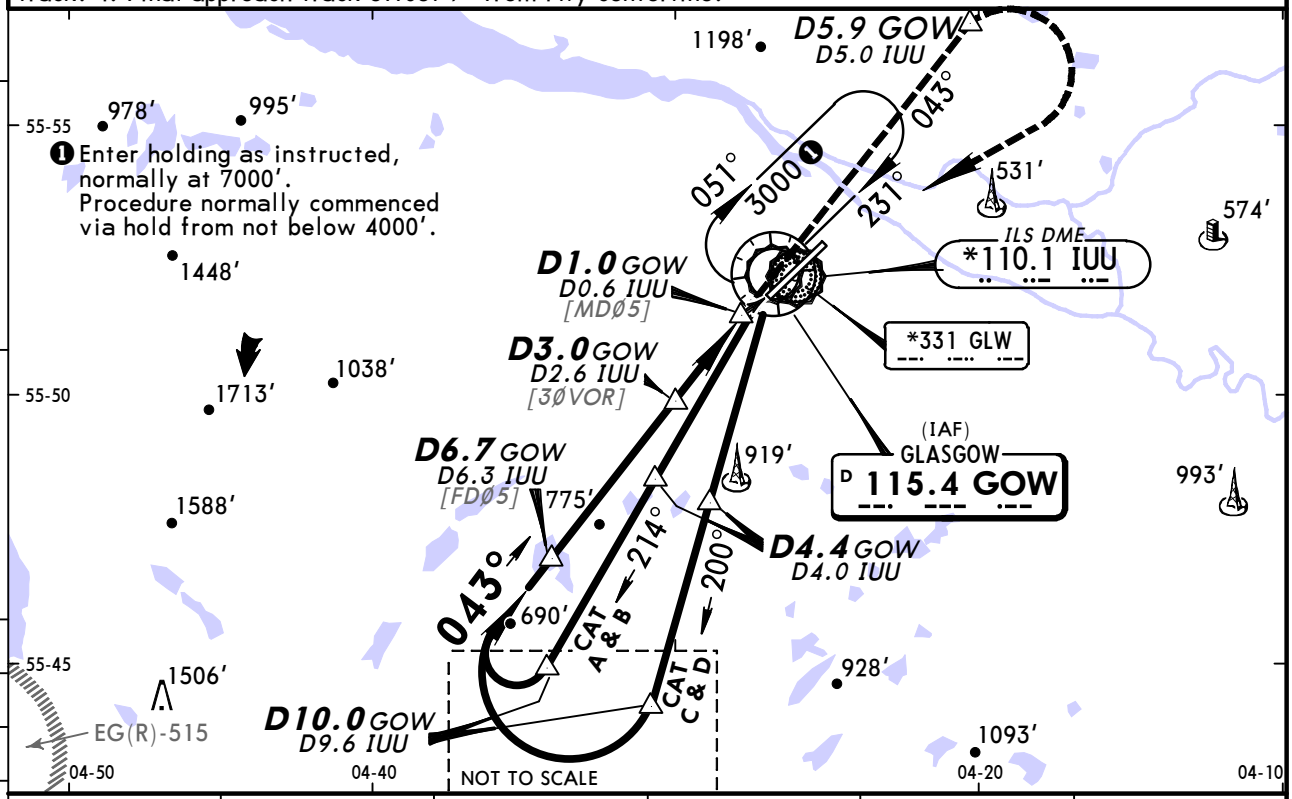
MISSED APCH: Climb on R-043 to 3000′ or D5.9 GOW whichever is earlier, then turn RIGHT to reach VOR or Lctr at 3000′, or as directed.
Acft unable to achieve 2000′ by D5.9 GOW turn RIGHT at D5.0 IUU onto 095° until passing 2000′, then turn RIGHT to reach VOR or Lctr at 3000′, or as directed.



MSA GOW VOR

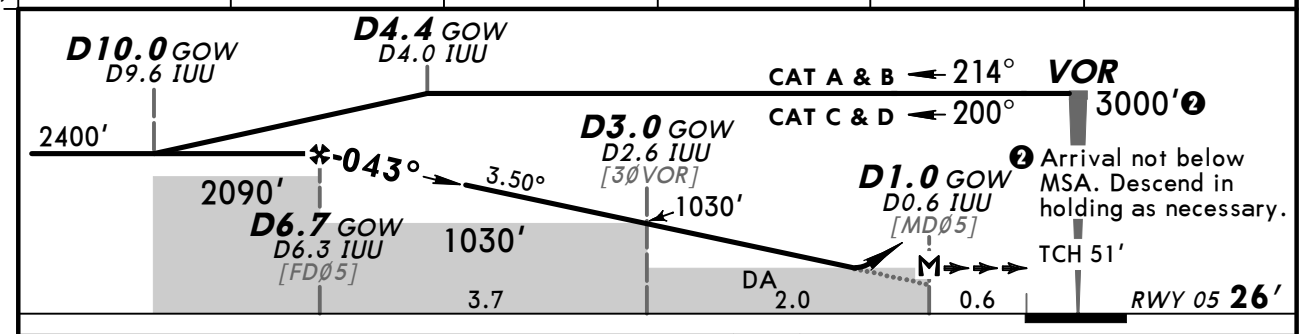
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 7° from rwy centerline.



1 Enter holding as instructed, normally at 7000′. Procedure normally commenced via hold from not below 4000′.

GOW DME	6.0	5.0	4.0	3.0	2.0
IUU DME	5.6	4.6	3.6	2.6	1.6
ALTITUDE	2140′	1770′	1400′	1030′	660′



2 Arrival not below MSA. Descend in holding as necessary.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D1.0 GOW/D0.6 IUU							

HIALS-II
PAPI

3000′ whichever earlier ↑ D5.9 GOW ↑ on GOW 115.4 R-043

Standard STRAIGHT-IN LANDING RWY 05

CDFA
DA/MDA(H) 510′ (484′)

		ALS out
A	RVR 1500m	RVR 1500m
B		
C		CMV 2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (774′)	1500m
135	800′ (774′)	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

PANS OPS 4

CHANGES: Minimums.

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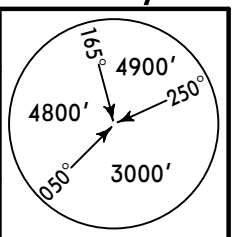
ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

VOR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 26′
GOW 115.4	236°	D8.5 GOW 2900′ (2879′)	610′ (589′)	RWY 21′

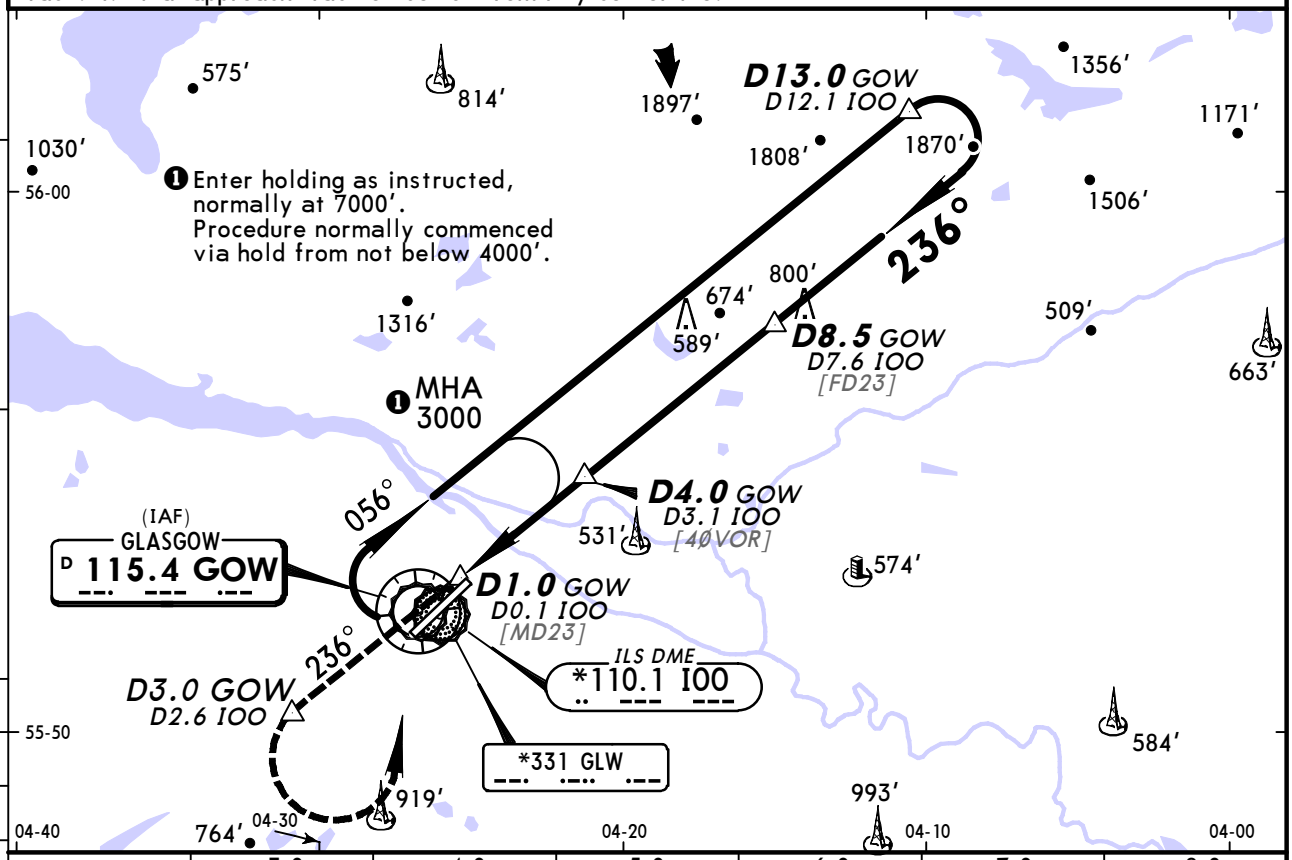
MISSED APCH: Climb to 3000′. Initially on R-236 to 2500′ or D3.0 GOW whichever is later, then climbing turn LEFT to hold at VOR at 3000′, or as directed.



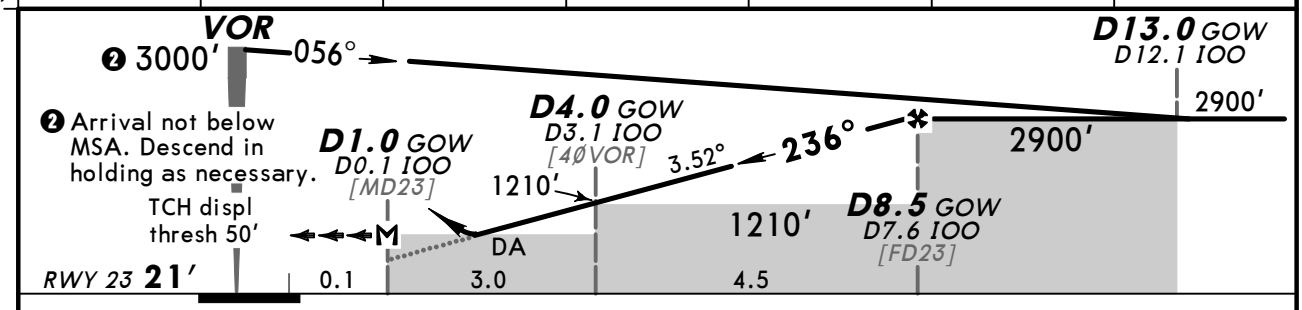
MSA GOW VOR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 6° from rwy centerline.



GOW DME	3.0	4.0	5.0	6.0	7.0	8.0
IOO DME	2.1	3.1	4.1	5.1	6.1	7.1
ALTITUDE	840′	1210′	1590′	1960′	2330′	2700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.52°	436	561	623	748	872	997
MAP at D1.0 GOW/D0.1 IOO							

HIALS-II
PAPI

2500′ whichever later ↑ D3.0 GOW ↑ on GOW 115.4 R-236

Standard STRAIGHT-IN LANDING RWY 23

CDFA

DA/MDA(H) 610′(589′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (774′)	1500m
135	800′ (774′)	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

PANS OPS 4

CHANGES: Minimums.

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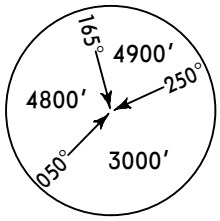
BRIEFING STRIP ™

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 26′
GLW *331	053°	D6.3 IUU 2400′ (2374′)	540′ (514′)	RWY 26′

MISSED APCH: Climb on 053° from Lctr to 3000′ or D5.0 IUU whichever is earlier, then turn RIGHT to reach Lctr or VOR at 3000′, or as directed.

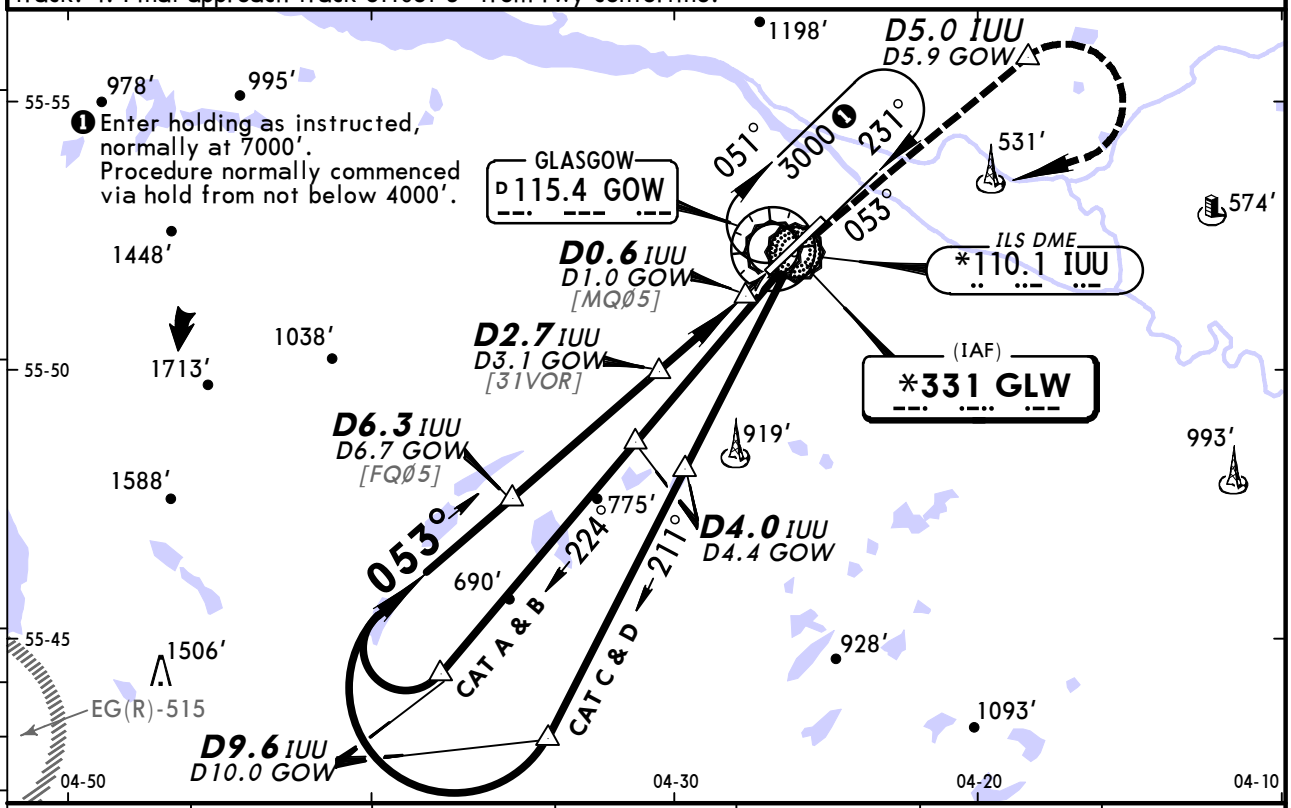
Acft unable to achieve 2000′ by D5.0 IUU turn RIGHT at D5.0 IUU onto 095° until passing 2000′, then turn RIGHT to reach Lctr or VOR at 3000′, or as directed.



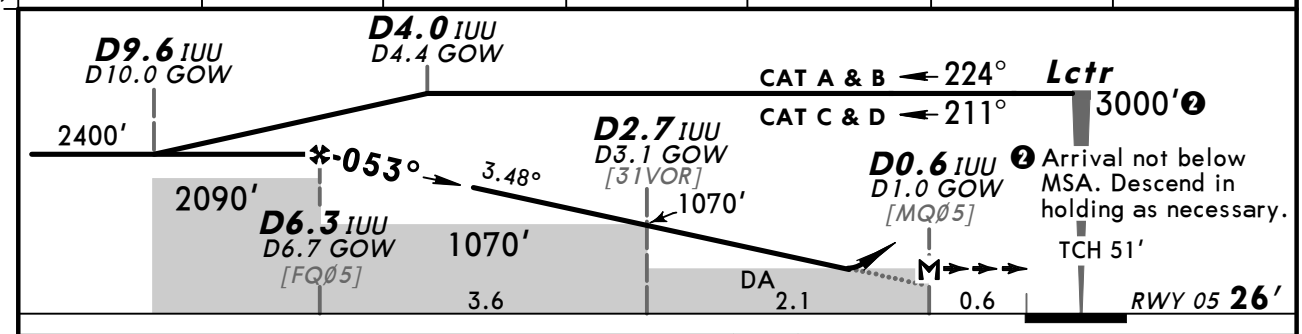
MSA
GLW Lctr

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 3° from rwy centerline.



IUU DME	6.0	5.0	4.0	3.0	2.7	2.0
GOW DME	6.4	5.4	4.4	3.4	3.1	2.4
ALTITUDE	2290′	1920′	1550′	1180′	1070′	810′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.48°	431	554	616	739	862	985
MAP at D0.6 IUU/D1.0 GOW							

HIALS-II
PAPI

3000′ whichever earlier | D5.0 IUU on 053° from GLW 331

Standard STRAIGHT-IN LANDING RWY 05

CDFA

DA/MDA(H) 540′ (514′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (774′)	1500m
135	800′ (774′)	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

PANS OPS 4

CHANGES: Bearing. Minimums.

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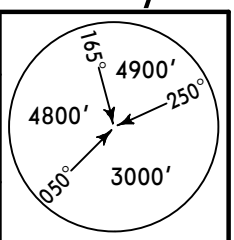
ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7

Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 26′
GLW *331	229°	D7.6 IOO 2900′ (2879′)	610′ (589′)	RWY 21′

MISSED APCH: Climb to 3000′. Initially on 229° from Lctr to 2500′ or D2.6 IOO whichever is later, then climbing turn LEFT to hold at Lctr at 3000′, or as directed.

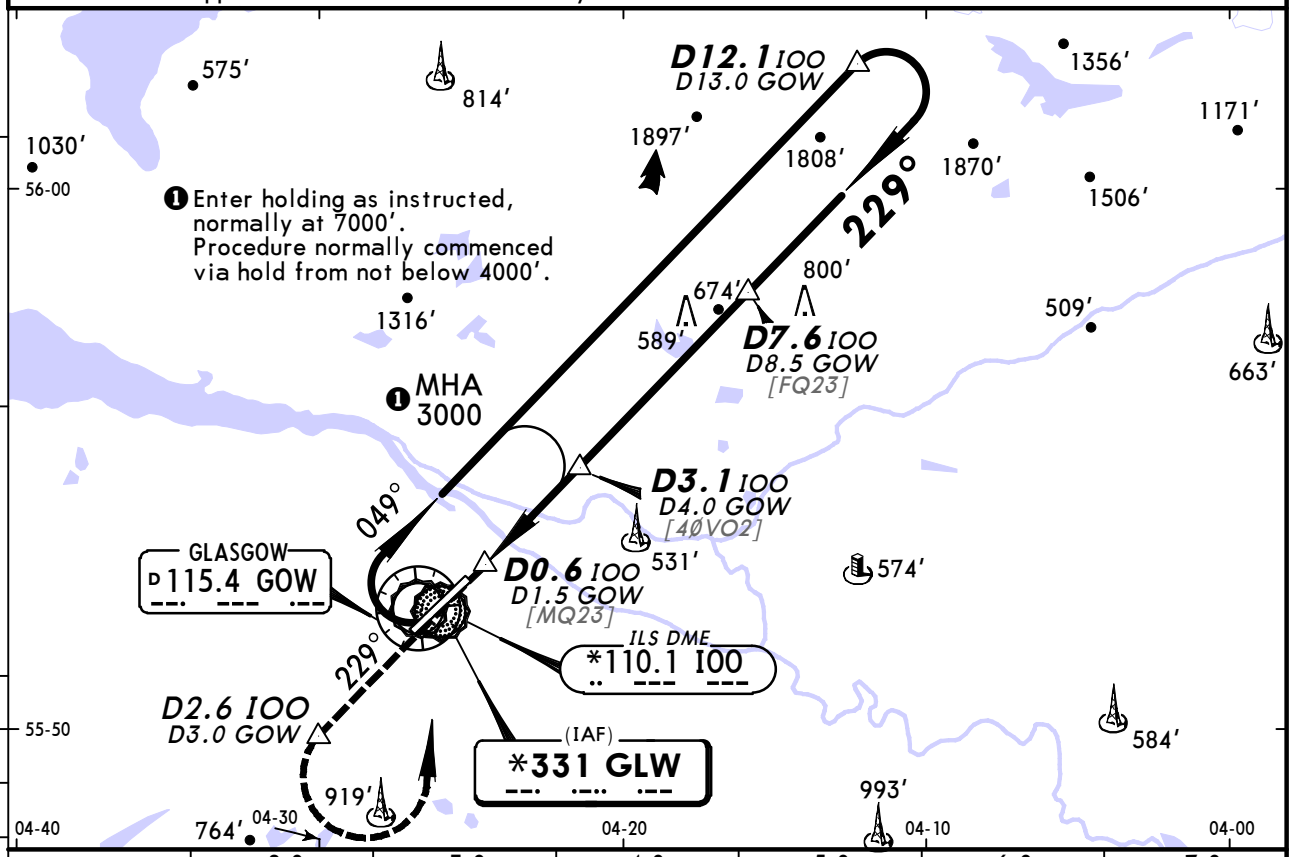


MSA
GLW Lctr

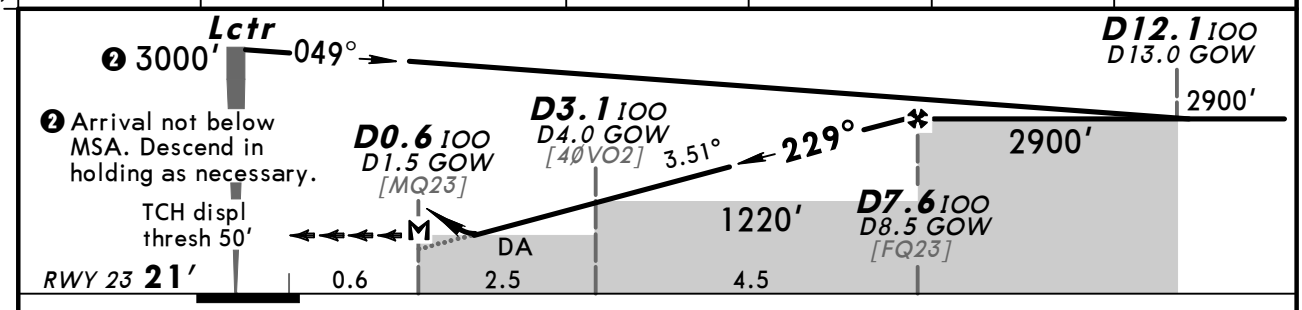
BRIEFING STRIP ™

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 2° from rwy centerline.



IOO DME	2.0	3.0	4.0	5.0	6.0	7.0
GOW DME	2.9	3.9	4.9	5.9	6.9	7.9
ALTITUDE	820′	1190′	1560′	1930′	2300′	2680′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.51°	435	559	621	745	870	994
MAP at D0.6 IOO/D1.5 GOW							

HIALS-II
PAPI

2500′ ↑ whichever later ↑ D2.6 IOO on 229° from GLW 331

Standard STRAIGHT-IN LANDING RWY 23

CDFA

DA/MDA(H) 610′ (589′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (774′)	1500m
135	800′ (774′)	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

PANS OPS 4

CHANGES: Minimums.

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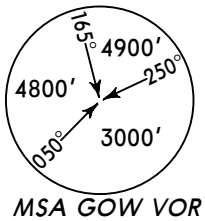
BRIEFING STRIP ™

ATIS	GLASGOW Approach (R)	GLASGOW Radar	GLASGOW Tower	*Ground
129.57	119.1	119.1	118.8	121.7

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 26′
	By ATC	See table below	Refer to Minimums	RWY 05 **26′** RWY 23 **21′**

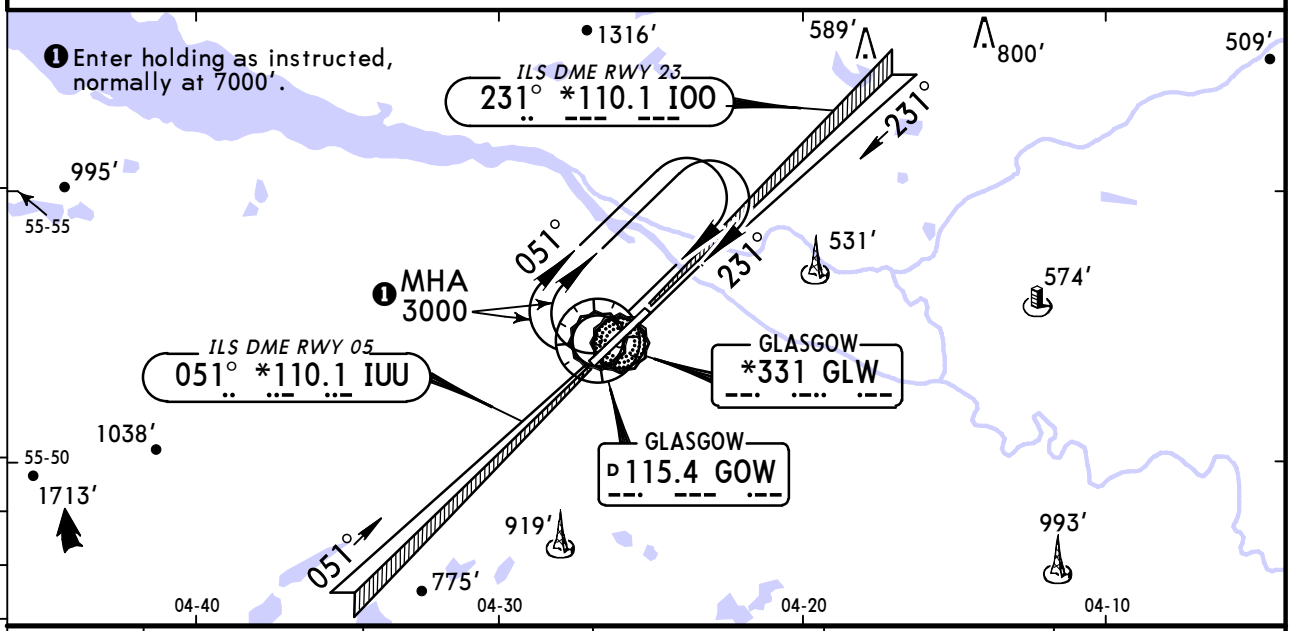
Missed Approach - See below



MSA GOW VOR or GLW Lctr

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000′

1. **WARNING:** All segments of these procedures lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 thresh & rwy 23 displ thresh.



	RADAR FIX	5.0	4.0	3.0	2.0
RWY 05	ALTITUDE	1600′	1290′	—	—
RWY 23	ALTITUDE	2000′	1600′	1210′	810′

Minimum Alt/NM	7.0	5.0 FAF	2.5
SRA 05 TMN 2.0 NM	2000′	**1600′**	—
SRA 23 TMN 2.0 NM	2000′	**2000′**	940′

MISSED APCH: (Acft unable to receive DME advise ATC. Radar range will be provided (if required) at 5NM for rwy 05 or at 3NM for rwy 23.)

Rwy 05: Climb STRAIGHT AHEAD to 3000′ or D5.0 IUU/D5.9 GOW whichever is earlier, then climbing turn RIGHT to reach VOR or Lctr at 3000′, or as directed.

Rwy 23: Climb to 3000′. Initially STRAIGHT AHEAD to 2500′ or D3.0 GOW/ D2.6 IOO whichever is later, then climbing turn LEFT to hold at VOR or Lctr at 3000′, or as directed.

Gnd speed-Kts		*70*	*90*	*100*	*120*	*140*	*160*
SRA 05: *Descent Angle*	2.97°	368	473	525	630	736	841
SRA 23: *Descent Angle*	3.72°	461	593	658	790	922	1053
MAP at termination points							

Lighting- Refer to Airport Chart

Standard STRAIGHT-IN LANDING

	SRA 05 MDA(H) **1080′** (1054′)		SRA 23 MDA(H) **810′** (789′)	
		ALS out		ALS out
A	CMV *4300m*	CMV *5000m*	CMV *3100m*	CMV *3800m*
B				
C	CMV *4500m*		CMV *3300m*	CMV *4000m*
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	810′ (784′) ❶	1500m
135	810′ (784′) ❶	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

❶ After SRA 05 apch: MDA(H) 1080′(1054′).

PANS OPS 4

CHANGES: Minimums.

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Chart changes since cycle 26-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

GLASGOW, (GLASGOW - EGPF)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGPF

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS rwy 05 conforms to CATIII, GS flags may occur when below GS and RIGHT of RCL.