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Airport Information For EGPF

Terminal Charts For EGPF

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: GLASGOW GBR
ICAO/IATA: EGPF / GLA
Lat/Long: N55° 52.32', W004° 25.98'
Elevation: 26 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 3.0° 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: 0844 Z
Sunset: 1607 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: 1001 ft
Stopway: 496 ft

Communication Information

ATIS: 129.575
Glasgow Ground Tower: 121.700
Glasgow Tower: 118.800
Glasgow Approach: 119.100
Glasgow Radar: 125.250
Glasgow Radar: 119.100

Glasgow Radar: 128.750

EGPF/GLA
GLASGOW

JEPPESEN
18 JUL 14 **10-1P**

GLASGOW, UK
AIRPORT BRIEFING

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 "RWY 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 3 thru 5, 9 thru 11, 14 thru 30R and 32 thru 39 visual docking guidance system SAFEDOCK available.

On stands 1 thru 2, 12, 31, 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.

EGPF/GLA
GLASGOW

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18 JUL 14

10-1P1

GLASGOW, UK

AIRPORT BRIEFING

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 night-time (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 5700kgs 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.

EGPF/GLA
GLASGOW**JEPPESEN**

28 NOV 14

10-1P2**Eff 11 Dec****GLASGOW, UK****AIRPORT BRIEFING**

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 5700kgs unless otherwise instructed by ATC or deviations are required in the interest of safety.

Jet ACFT not licensed according to ICAO Annex 16, VOL I, Chapter 3, Part II are not permitted to depart from Glasgow APT between 2330-0559LT 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 LUSIV 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.

Code E ACFT are not permitted to execute 180° turns on RWYs 05/23.

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. Successful 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 unsuccessful, revert to voice RTF.

Further details of DCL service may be obtained from ATC.

EGPF/GLA
GLASGOW

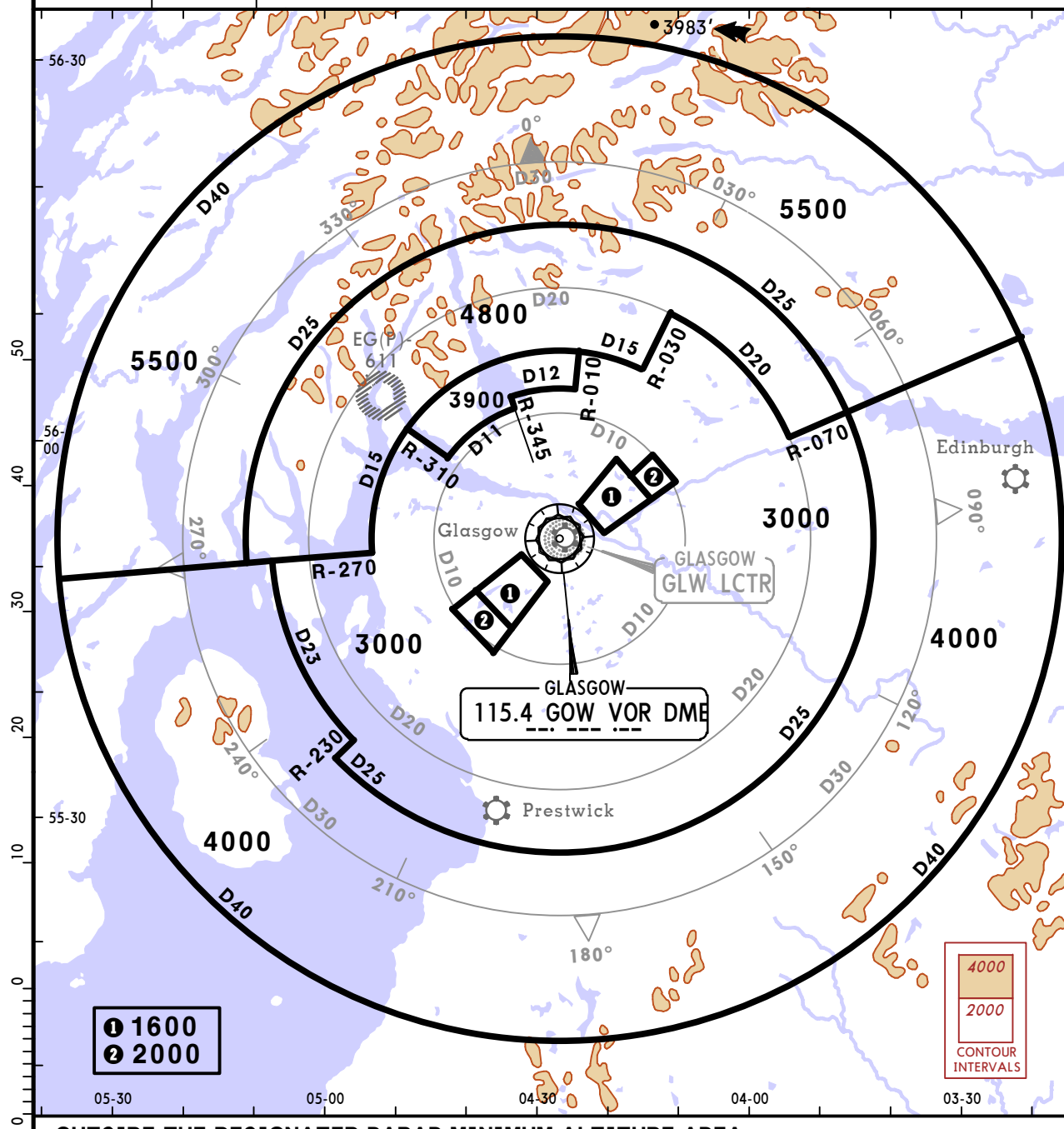
JEPPESSEN
19 OCT 12 (10-1R)

GLASGOW, UK
RADAR MINIMUM ALTITUDES

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 ③ of the aircraft and
- within the sector 15 NM ④ ahead of and within 20° either side of the aircraft's track.

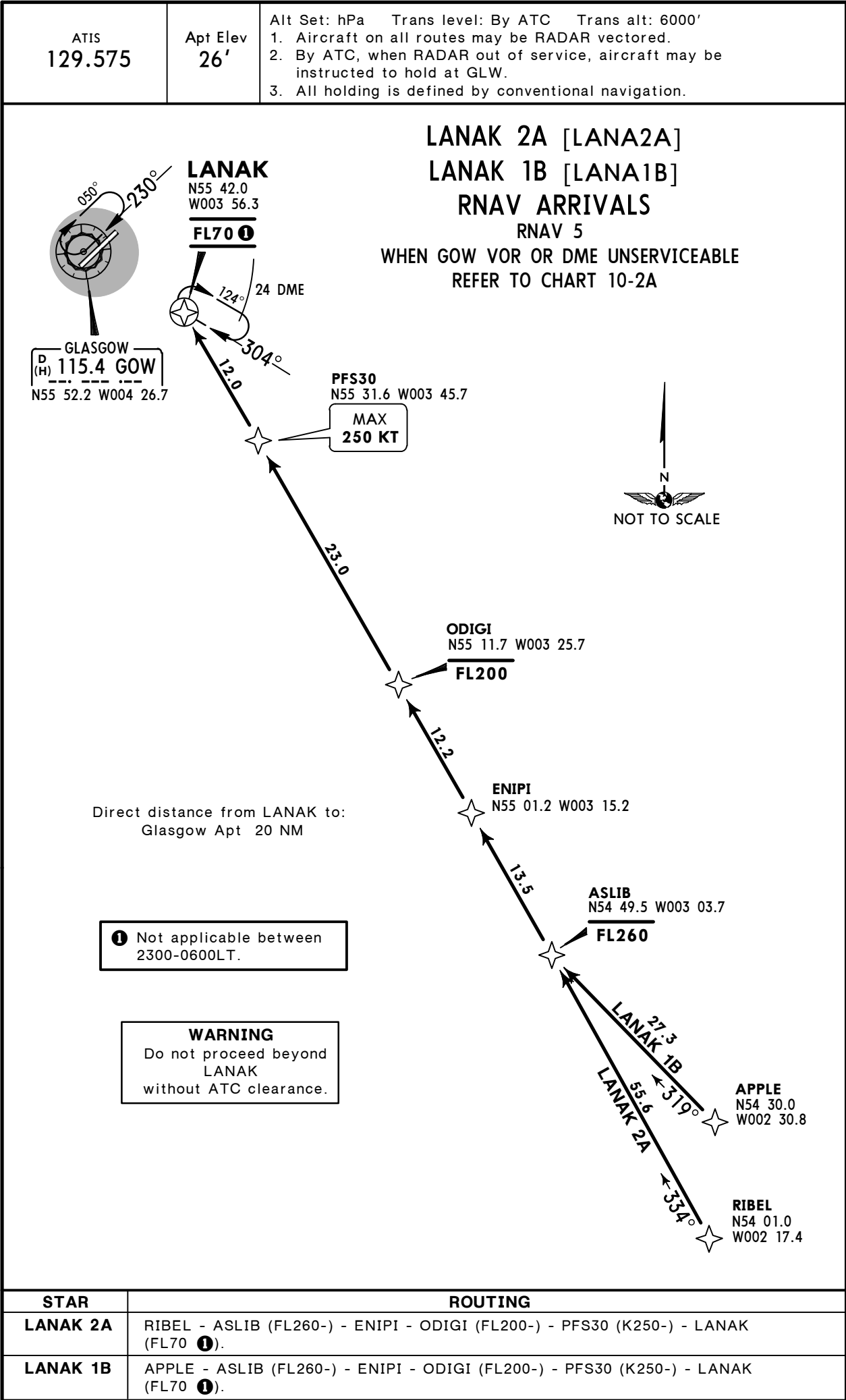
3 NM ③ or 10 NM ④ when the aircraft is within 15 NM of the radar antennae.

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.

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JEPPESSEN
20 MAR 15 10-2 Eff 2 Apr

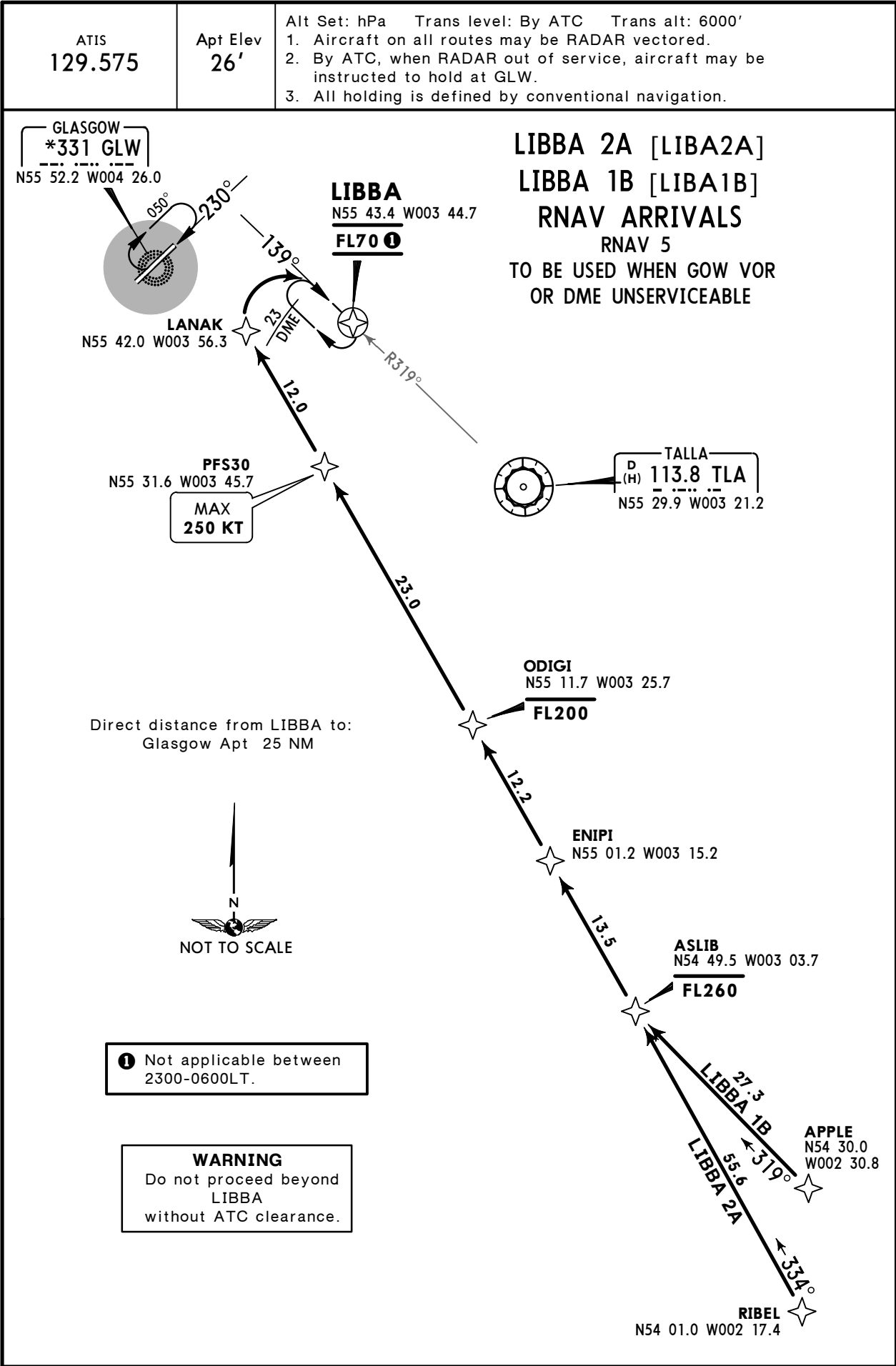
GLASGOW, UK
RNAV STAR



EGPF/GLA
GLASGOW

JEPPESEN
20 MAR 15 (10-2A) Eff 2 Apr

GLASGOW, UK
RNAV STAR



EGPF/GLA
GLASGOW

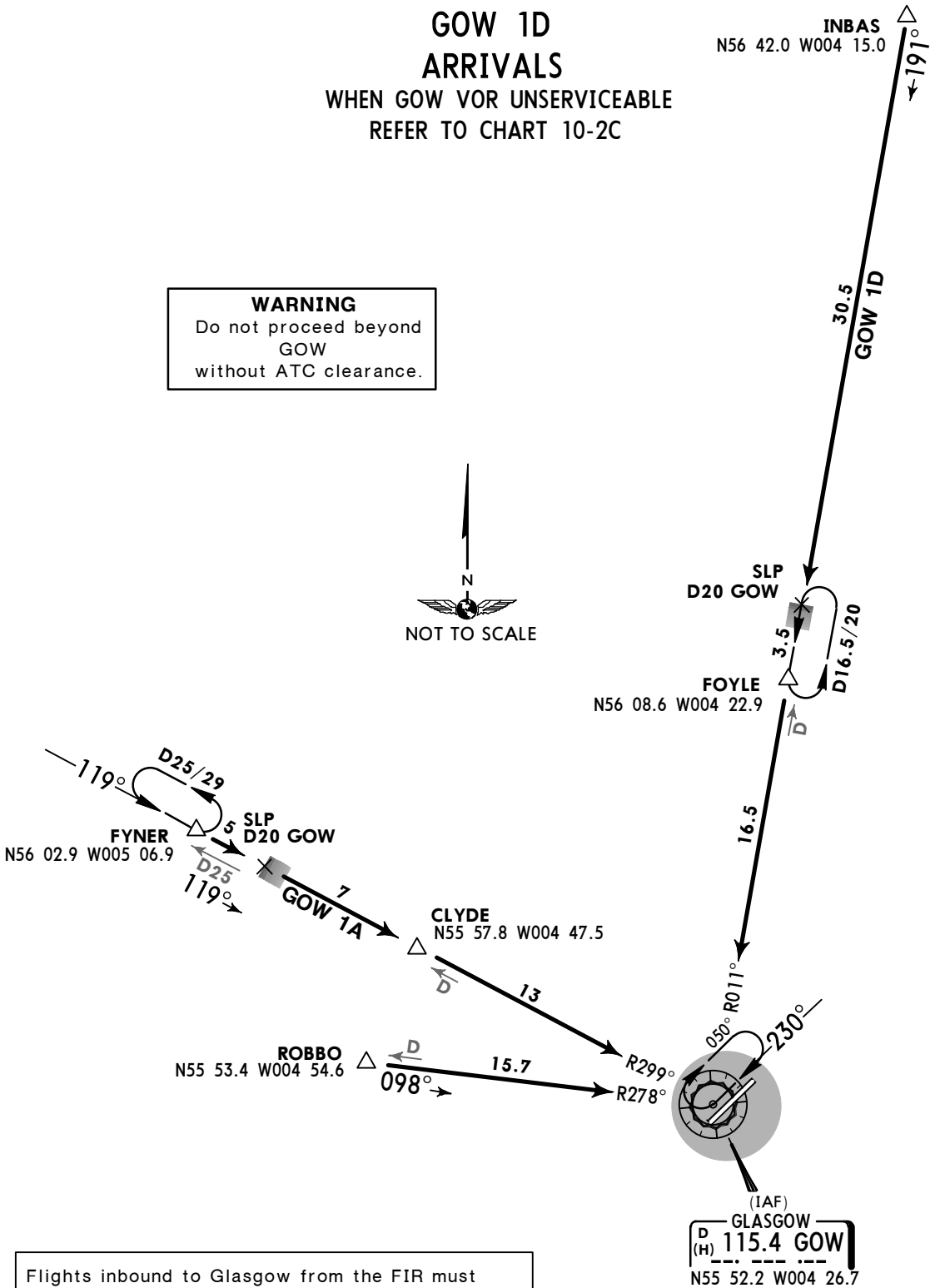
JEPPESSEN
17 JUL 15 (10-2B)

GLASGOW, UK
STAR

ATIS 129.575	Apt Elev 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.
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GOW 1A
GOW 1D
ARRIVALS
WHEN GOW VOR UNSERVICEABLE
REFER TO CHART 10-2C

WARNING
Do not proceed beyond
GOW
without ATC clearance.



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 **FL90** by D20 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

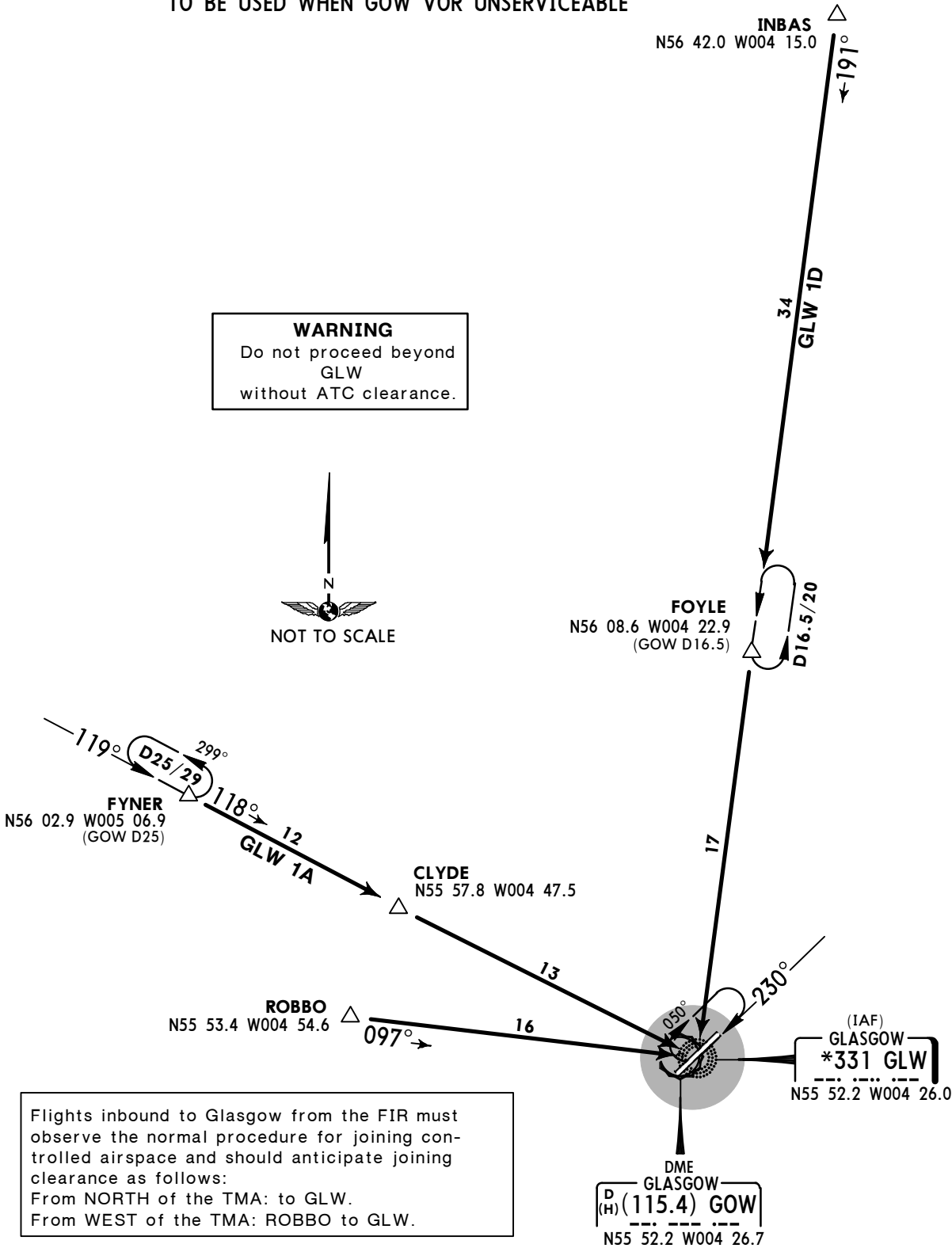
EGPF/GLA
GLASGOW

17 JUL 15 **10-2C**

GLASGOW, UK
STAR

ATIS 129.575	Apt Elev 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.
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GLW 1A
GLW 1D
ARRIVALS
TO BE USED WHEN GOW VOR UNSERVICEABLE

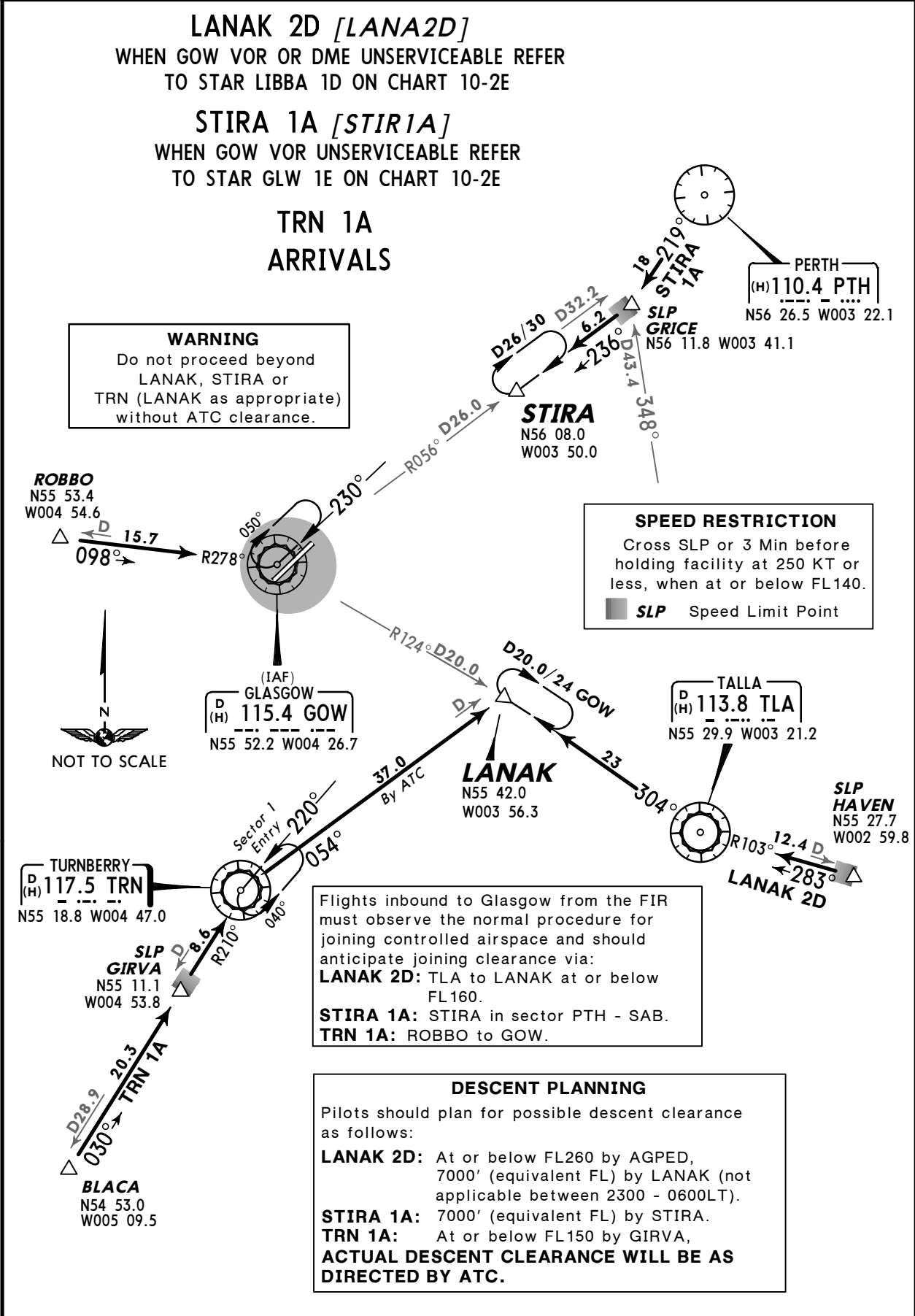


EGPF/GLA
GLASGOW

JEPPESEN
28 NOV 14 10-2D Eff 11 Dec

GLASGOW, UK
STAR

ATIS 129.575	Apt Elev 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 2D) or LANAK (TRN 1A).
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STAR	ROUTING
LANAK 2D	At HAVEN, intercept TLA R-103 inbound to TLA, turn RIGHT, TLA R-304 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-210 inbound to TRN.

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JEPPESEN
28 NOV 14 10-2E Eff 11 Dec

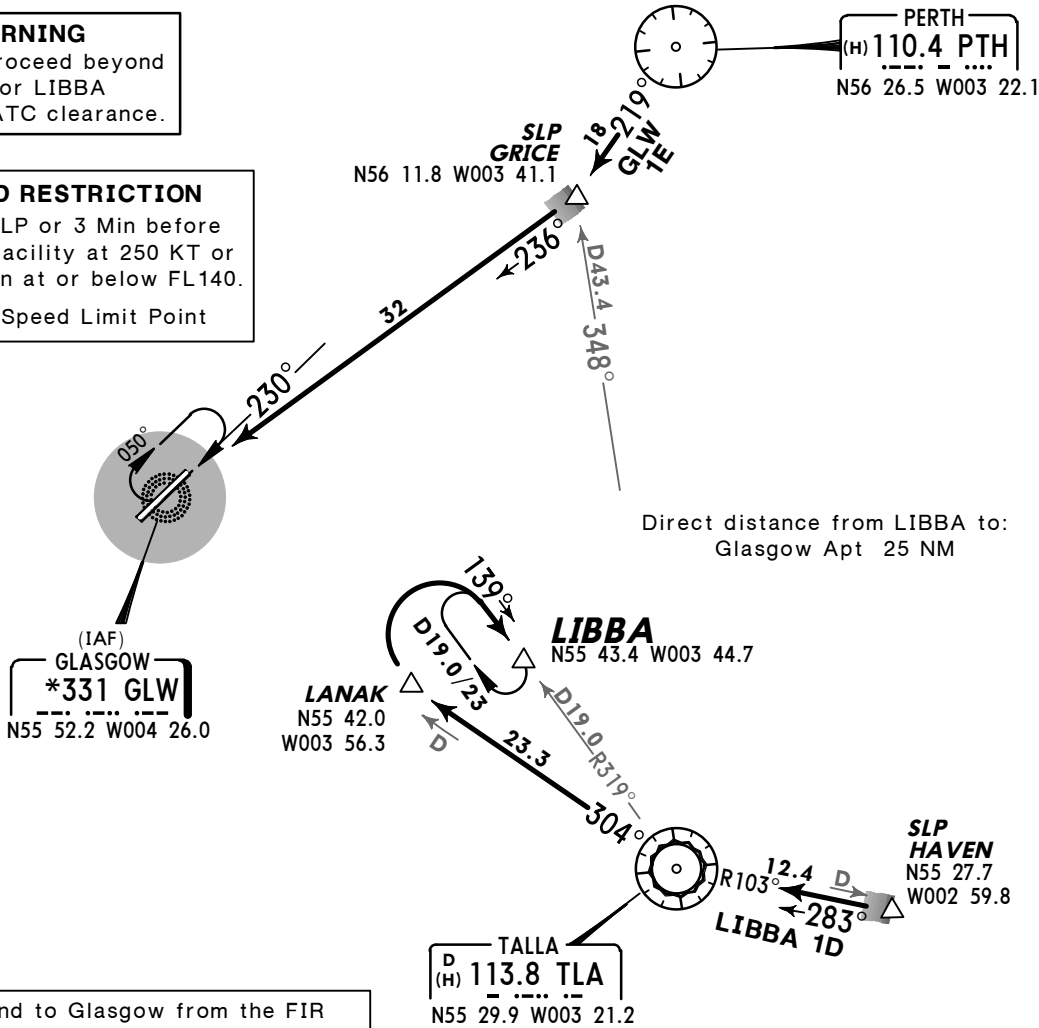
GLASGOW, UK
STAR

ATIS 129.575	Apt Elev 26'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' 1. Aircraft on all routes may be RADAR vectored. 2. LIBBA 1D: By ATC, when RADAR out of service, aircraft may be instructed to hold at GLW.
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GLW 1E
TO BE USED WHEN GOW VOR UNSERVICEABLE
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 1D: 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 1D: At or below FL260 by AGPED, 7000' (equivalent FL) by LIBBA (not applicable between 2300 - 0600LT).
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 1D	At HAVEN, intercept TLA R-103 inbound to TLA, turn RIGHT, TLA R-304 to LANAK, turn RIGHT, intercept TLA R-319 inbound to LIBBA.

EGPF/GLA
GLASGOW

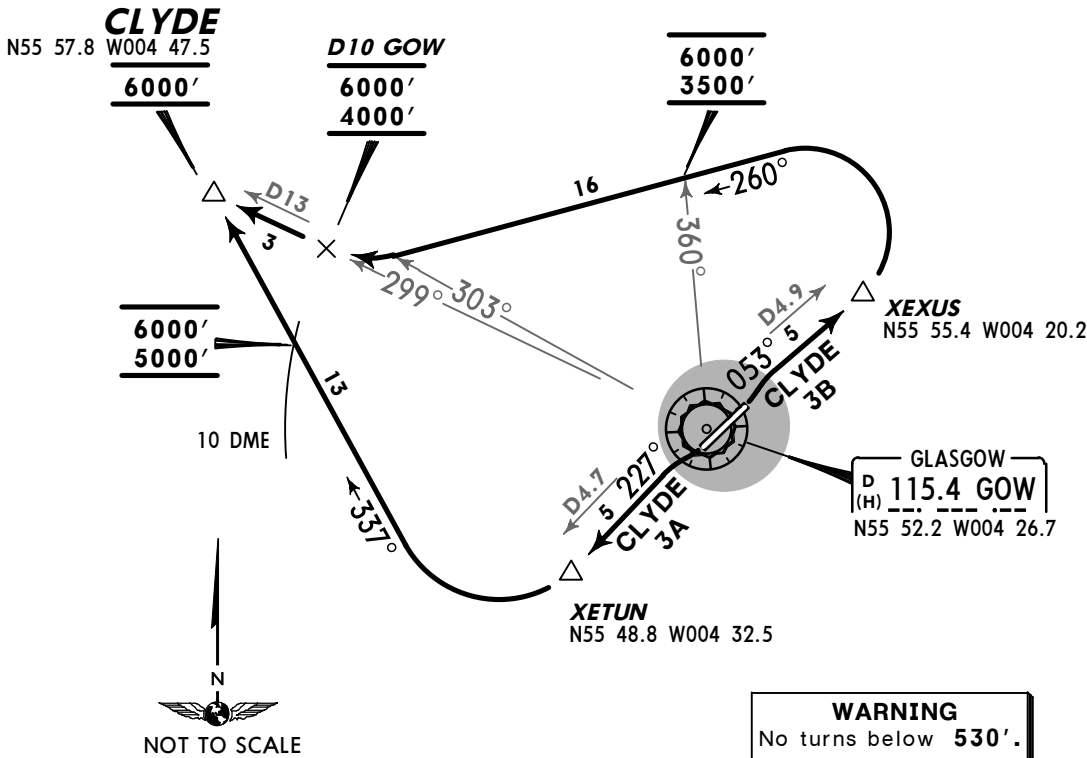
JEPPESEN
28 NOV 14 10-3 Eff 11 Dec

GLASGOW, UK
SID

SCOTTISH Control 127.275	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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
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CLYDE 3A [CLYD3A]
CLYDE 3B [CLYD3B]
RWYS 23, 05 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above 6000'
until instructed 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	Climb straight ahead, 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	Climb straight ahead, 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'.

GLASGOW, UK
SID

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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

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

- 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-299 cross at or above 2500' (MAX 6000'), towards ELBAN at 6000', intercept GOW R-342, at D7 GOW turn RIGHT, intercept PTH R-239 inbound, at GOW R-009 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'.

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GLASGOW

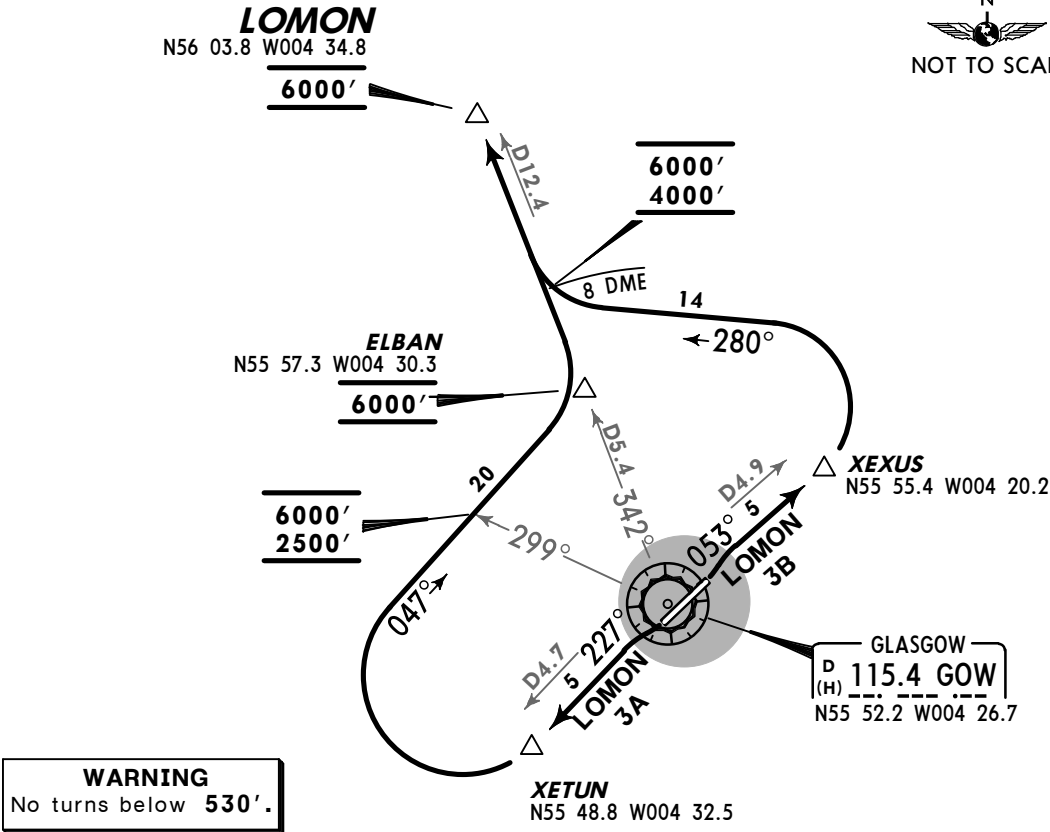
JEPPESSEN
28 NOV 14 **10-3B** **Eff 11 Dec**

GLASGOW, UK
SID

SCOTTISH Control 127.275	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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
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**LOMON 3A [LOMO3A]
LOMON 3B [LOMO3B]
RWYS 23, 05 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

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



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
4.5% 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
LOMON 3A	23	Climb straight ahead, 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	Climb straight ahead, 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'.

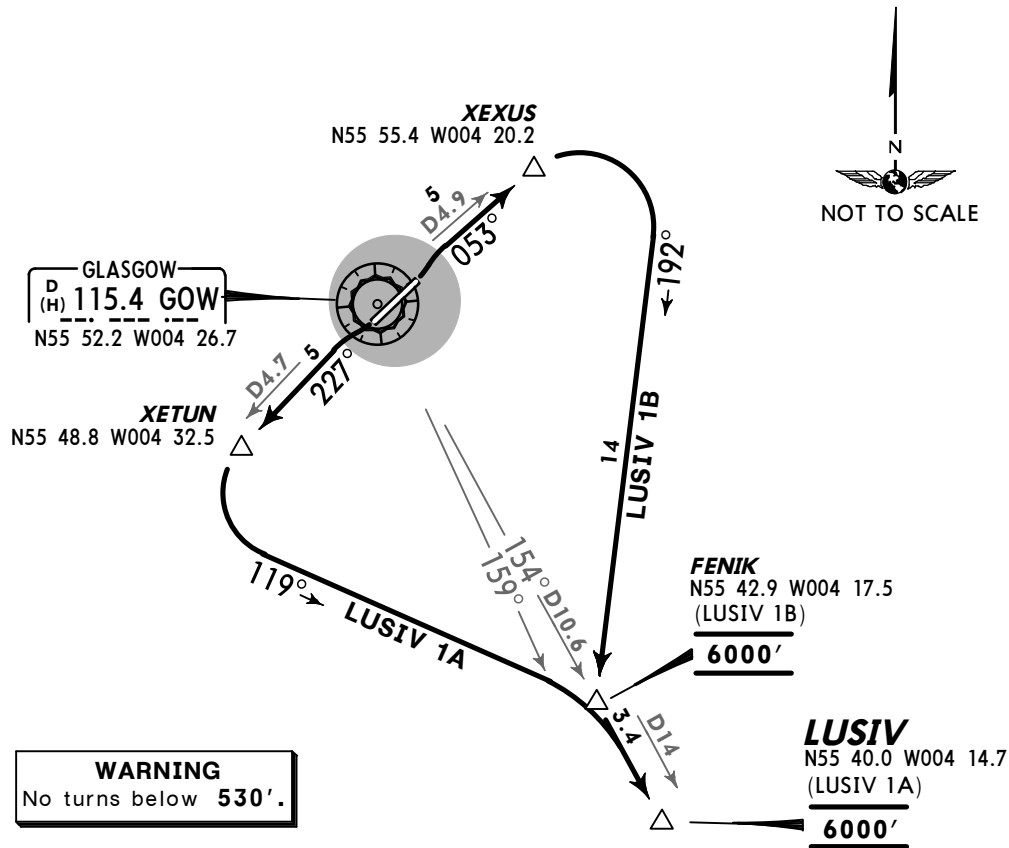
EGPF/GLA
GLASGOW

JEPPesen
28 NOV 14 **10-3C** **Eff 11 Dec**

GLASGOW, UK
SID

SCOTTISH Control 124.825	<i>Apt Elev</i> 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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
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LUSIV 1A [LUSI1A]
LUSIV 1B [LUSI1B]
RWYS 23, 05 DEPARTURES
NON-JET AIRCRAFT ONLY
~~SPEED~~ MAX 250 KT BELOW FL 100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

LUSIV 1A

3.8% up to 1200' and
5.8% up to 6000' due to ATC and airspace restrictions.

LUSIV 1B

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
3.8% V/V (fpm)	289	385	577	770	962	1154
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.75% V/V (fpm)	437	582	873	1165	1456	1747
5.8% V/V (fpm)	441	587	881	1175	1468	1762

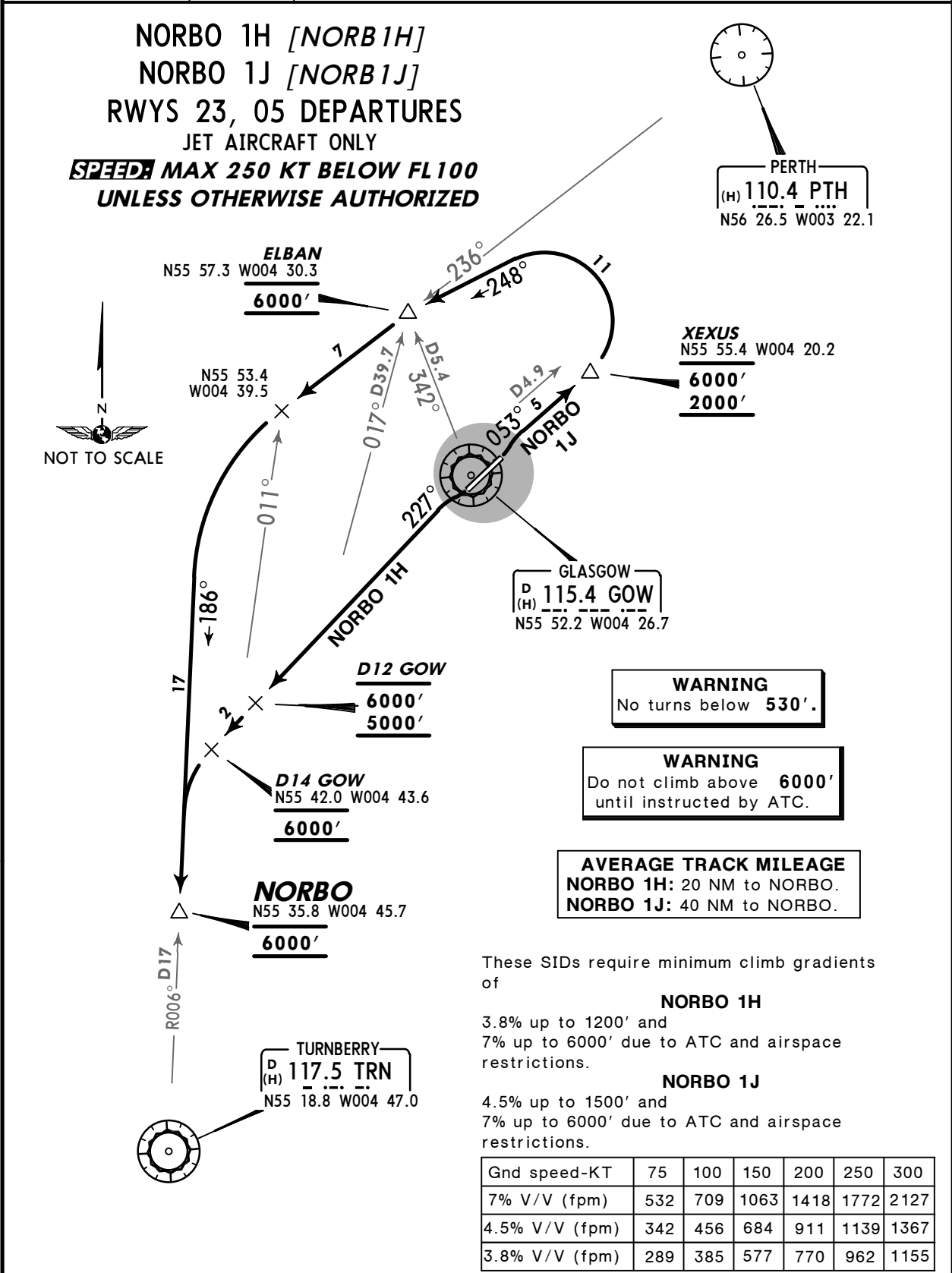
SID	RWY	ROUTING/ALTITUDE
LUSIV 1A	23	Climb straight ahead, intercept GOW R-227 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R-159 turn RIGHT towards LUSIV at 6000'.
LUSIV 1B	05	Climb straight ahead, intercept GOW R-053 to D4.9 GOW (XEXUS), turn RIGHT, 192° track towards FENIK, cross at 6000', intercept GOW R-154 towards LUSIV.

EGPF/GLA
GLASGOW

JEPPESSEN
28 NOV 14 10-3D Eff 11 Dec

GLASGOW, UK
SID

SCOTTISH Control 124.825	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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
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SID	RWY	ROUTING/ALTITUDE
NORBO 1H	23	Climb straight ahead, intercept GOW R-227, cross D12 GOW at or above 5000' (MAX 6000') to D14 GOW at 6000', turn LEFT, intercept TRN R-006 inbound to NORBO.
NORBO 1J	05	Climb straight ahead, 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-236, at TRN R-011 turn LEFT, intercept TRN R-006 inbound, to NORBO.

GLASGOW, UK

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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

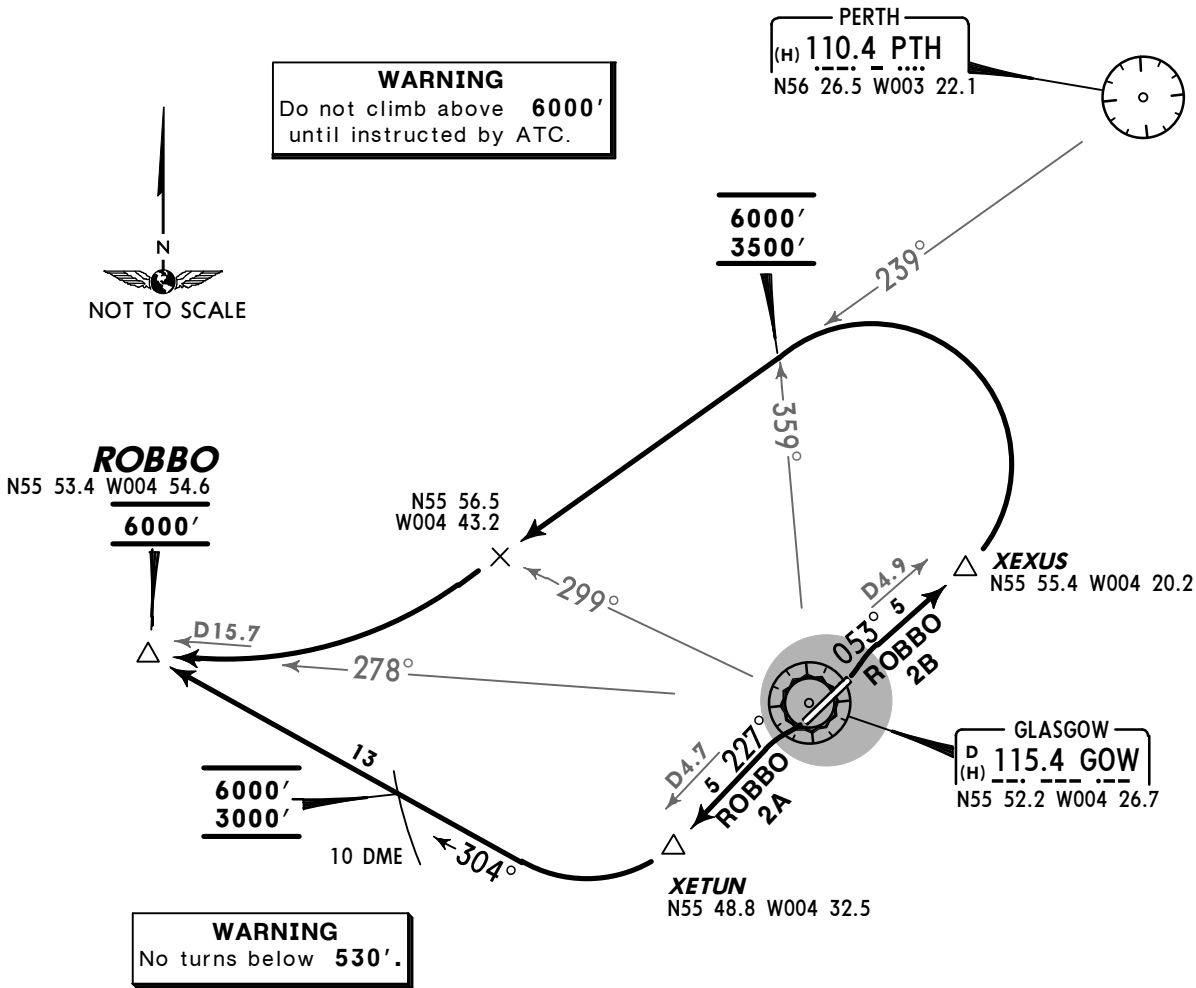
EGPF/GLA
GLASGOW

JEPPESEN
28 NOV 14 10-3F Eff 11 Dec

GLASGOW, UK
SID

SCOTTISH Control 127.275	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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
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ROBBO 2A [ROBO2A]
ROBBO 2B [ROBO2B]
RWYS 23, 05 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



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.

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	Climb straight ahead, 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	Climb straight ahead, intercept GOW R-053 to D4.9 GOW (XEXUS), turn LEFT, intercept PTH R-239, 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'.

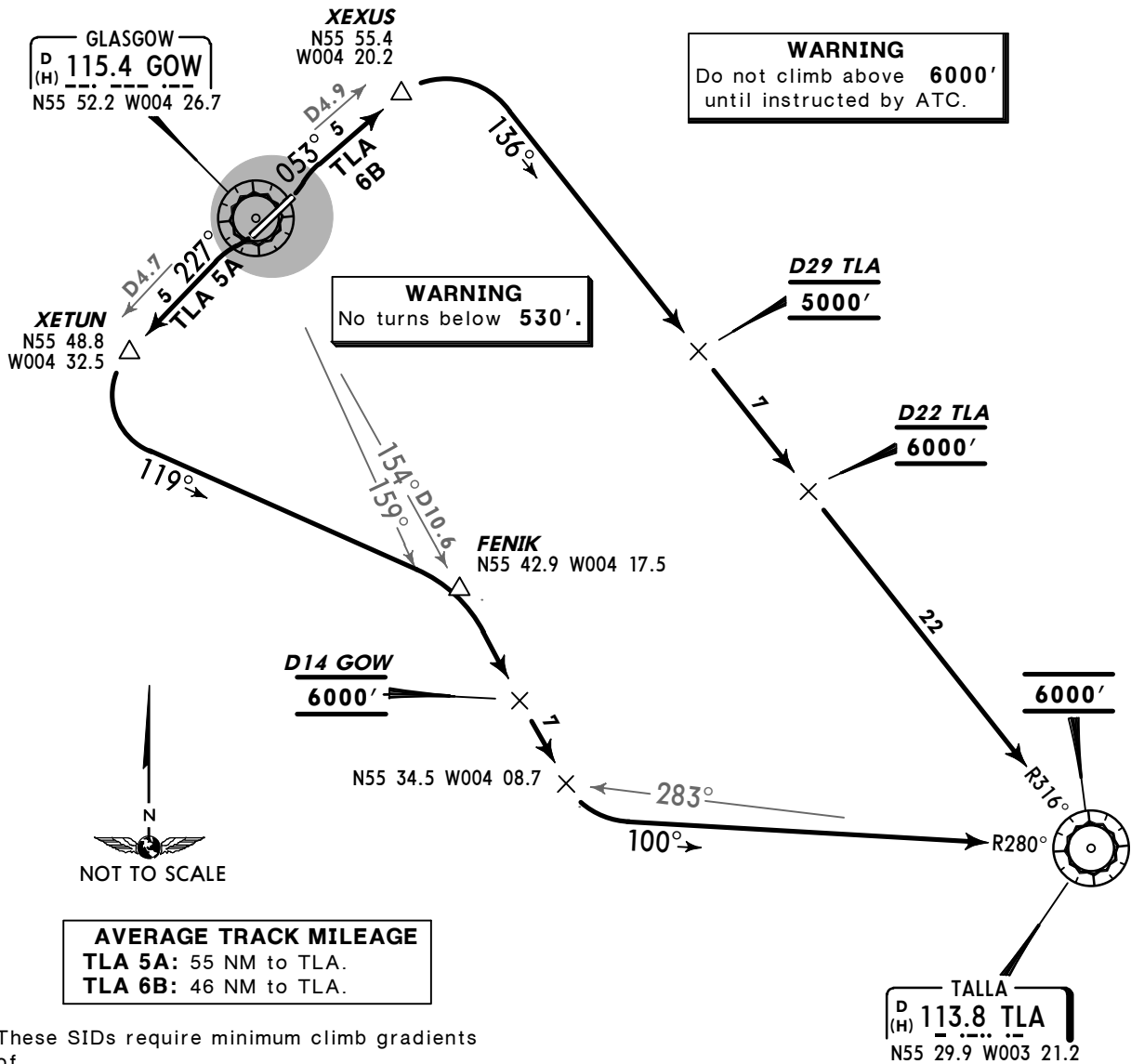
EGPF/GLA
GLASGOW

JEPPESEN
28 NOV 14 10-3G Eff 11 Dec

GLASGOW, UK
SID

SCOTTISH Control 126.300	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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
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TLA 5A, TLA 6B
RWYS 23, 05 DEPARTURES
NON-JET AIRCRAFT ONLY,
LEAVING CONTROLLED AIRSPACE VIA TLA
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

- TLA 5A**
3.8% up to 1200' and
5.8% 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
3.8% V/V (fpm)	289	385	577	770	962	1154
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.75% V/V (fpm)	437	582	873	1165	1456	1747
5.8% V/V (fpm)	441	587	881	1175	1468	1762

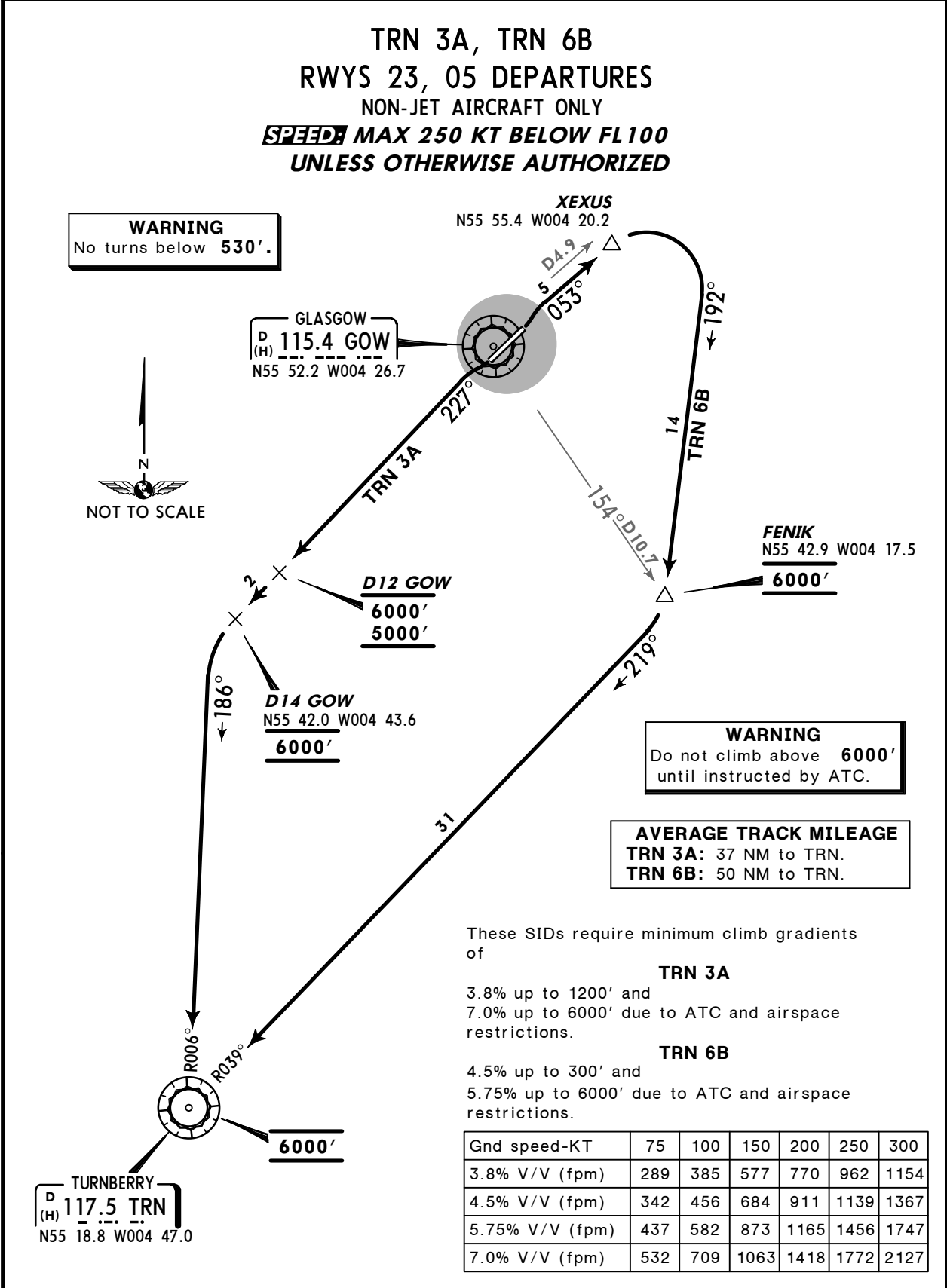
SID	RWY	ROUTING/ALTITUDE
TLA 5A	23	Climb straight ahead, intercept GOW R-227 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R-159 turn RIGHT, intercept GOW R-154, cross D14 GOW at 6000', when passing TLA R-283 turn LEFT, intercept TLA R-280 inbound to TLA at 6000'.
TLA 6B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

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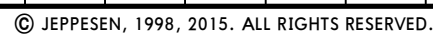
JEPPesen
28 NOV 14 **10-3H** **Eff 11 Dec**

GLASGOW, UK
SID

SCOTTISH Control 124.825	<i>Apt Elev</i> 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. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.
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SID	RWY	ROUTING/ALTITUDE
TRN 3A	23	Climb straight ahead, intercept GOW R-227, cross D12 GOW at or above 5000' (MAX 6000') to D14 GOW at 6000', turn LEFT, intercept TRN R-006 inbound to TRN at 6000'.
TRN 6B	05	Climb straight ahead, intercept GOW R-053 to D4.9 GOW (XEXUS), turn RIGHT, 192° track to FENIK, cross at 6000', intercept TRN R-039 inbound to TRN at 6000'.



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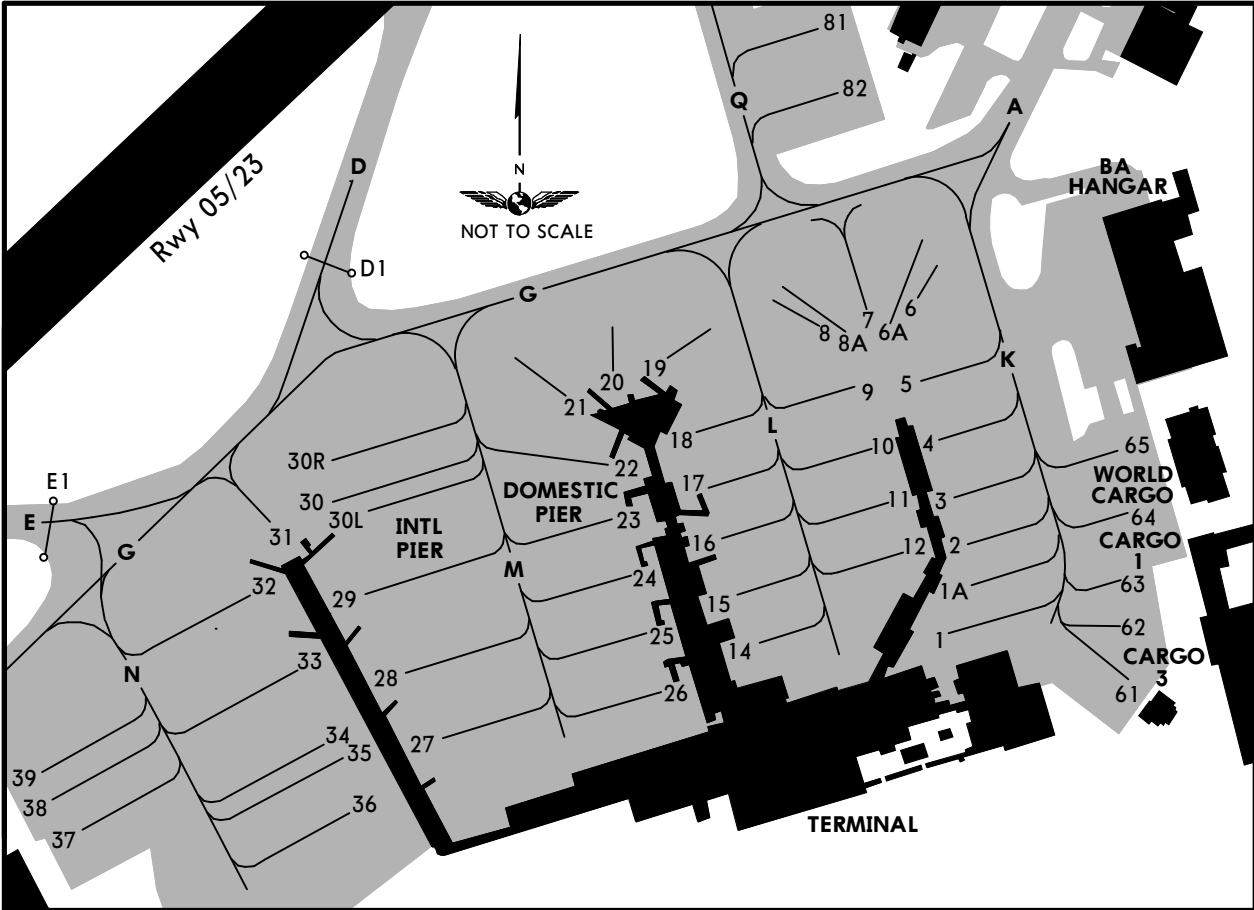
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GLASGOW, UK

18 JUL 14

10-9B

GLASGOW



INS COORDINATES

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

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JEPPesen
23 JAN 09 **(10-9Y)**
JAA COPTER MINIMUMS
GLASGOW, UK
GLASGOW

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.

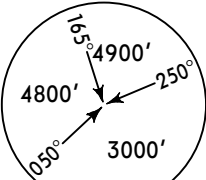
EGPF/GLA
GLASGOW

JEPPesen

GLASGOW, UK

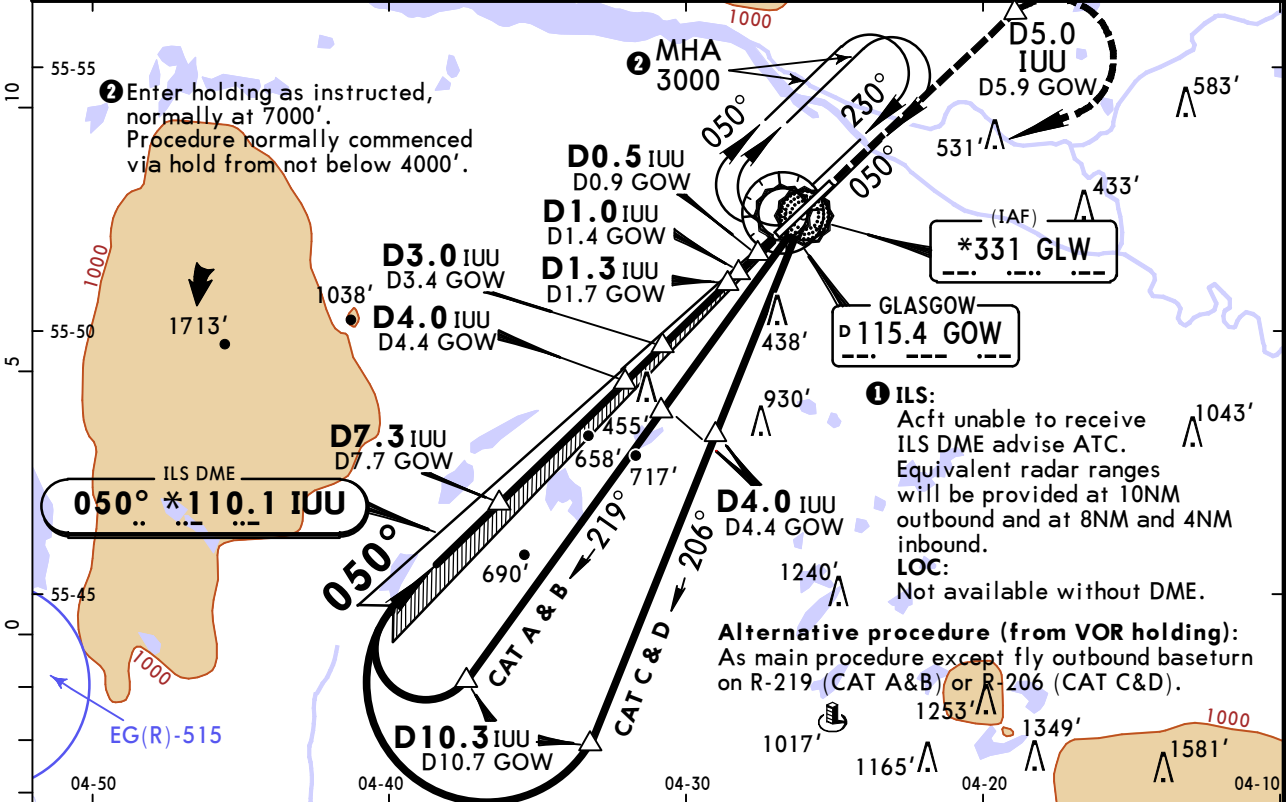
22 MAY 15 11-1 VOR ILS DME or NDB ILS DME Rwy 05

ATIS 129.575		GLASGOW Approach (R) 119.1		GLASGOW Tower 118.8		*Ground 121.7			
LOC IUU *110.1		Final Apch Crs 050°		GS D4.0 IUU 1350' (1324')		ILS DA(H) Refer to Minimums		Apt Elev 26' 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.									

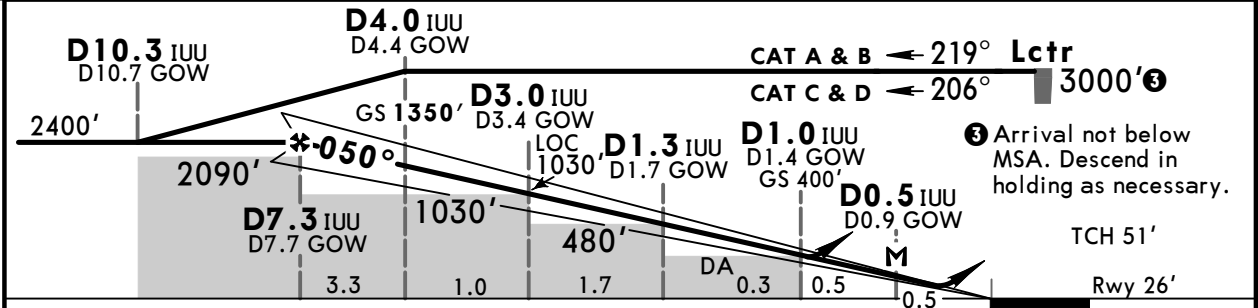


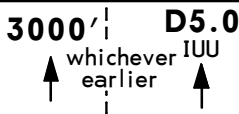
MSA
GOW VOR or
GLW Lctr

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.



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	 3000' D5.0 IUU ↑ whichever earlier ↑
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.5 IUU/D0.9 GOW							

Standard STRAIGHT-IN LANDING RWY 05						LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb gradient min 3.3%						ILS		CDFA	
DA(H) 226' (200')						DA(H) 253' (227') C: 272' (246') B: 262' (236') D: 282' (256')		DA/MDA(H) 370' (344')	
FULL Limited ALS out						FULL Limited ALS out		ALS out	
A RVR 550m RVR 750m RVR 1200m						A RVR 550m RVR 750m RVR 1200m		A RVR 1500m	
B RVR 550m RVR 750m RVR 1200m						B RVR 550m RVR 750m RVR 1200m		B RVR 1500m	
C RVR 550m RVR 750m RVR 1200m						C RVR 550m RVR 750m RVR 1200m		C RVR 1500m	
D RVR 550m RVR 750m RVR 1200m						D RVR 550m RVR 750m RVR 1200m		D RVR 1500m	

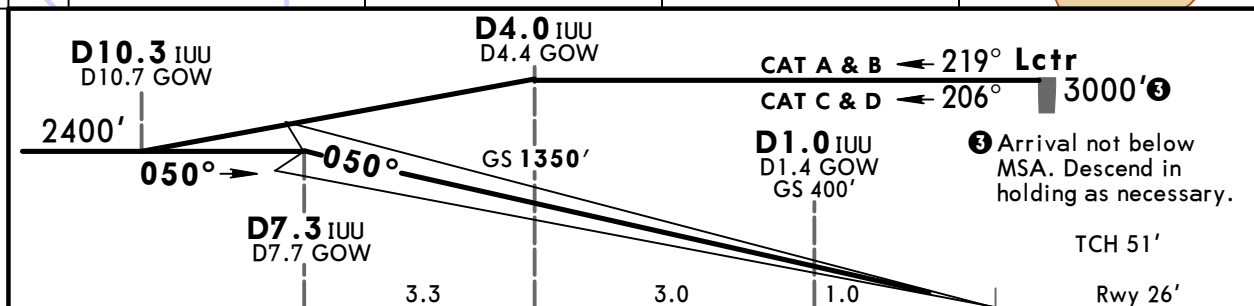
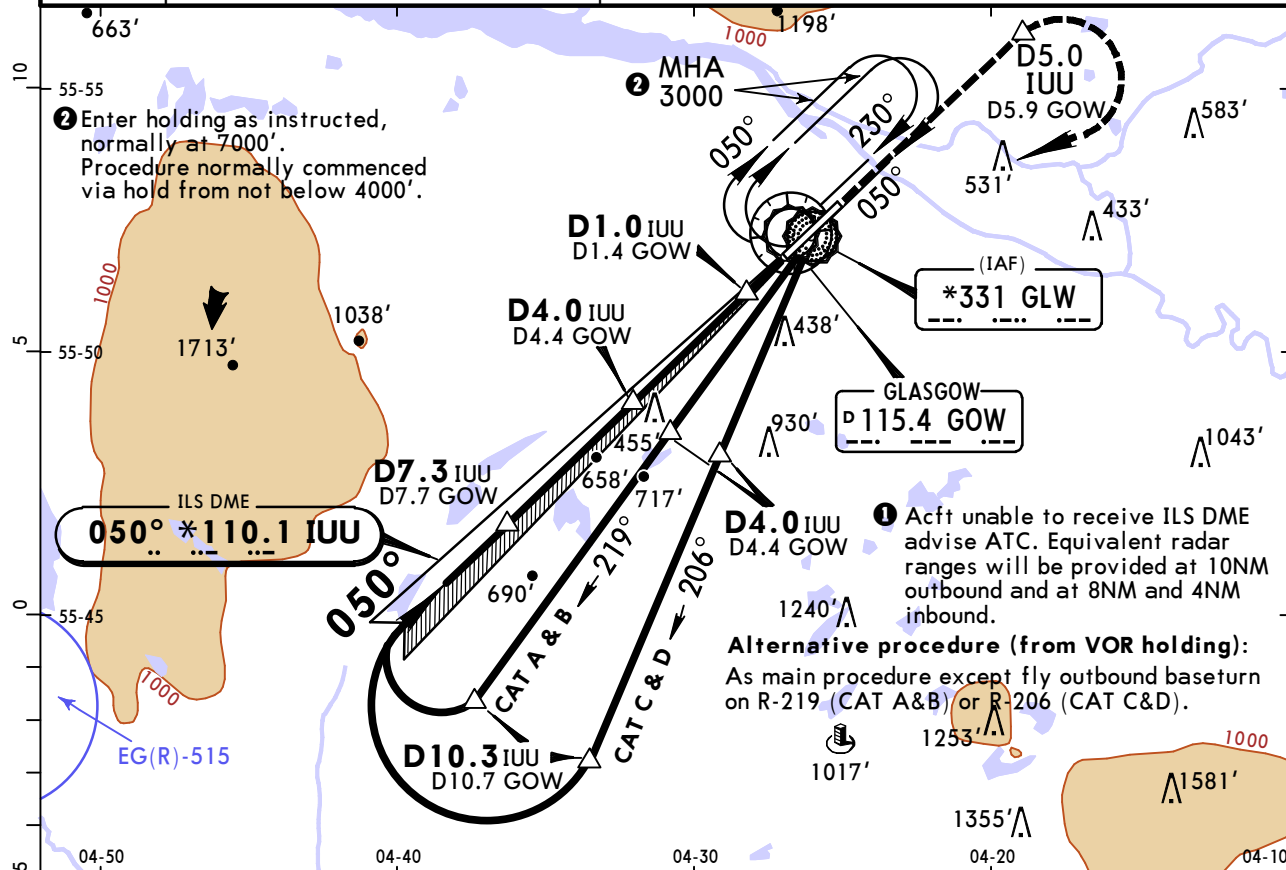
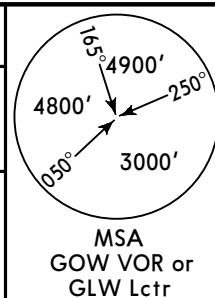
EGPF/GLA
GLASGOW

JEPPESSEN **CAT II/III**
22 MAY 15 **(11-1A)**

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

BRIEFING STRIP™

ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
LOC IUU *110.1	Final Apch Crs 050°	GS D4.0 IUU 1350' (1324')	CAT II & IIIA ILS Refer to Minimums
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.			Apt Elev 26' Rwy 26'
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.			
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°	372	478	531	637	743

Standard			
STRAIGHT-IN LANDING RWY 05			
CAT IIIA ILS	MISSED APCH CLIMB GRADIENT MIN 3.3%		CAT II ILS
ABCD	RA 104'		A
DA(H)	126' (100')		164' (138')
DH 50'			B: RA 154' DA(H) 180' (154')
			C: RA 181' DA(H) 194' (168')
			D: RA 195' DA(H) 207' (181')
RVR 200m	RVR 300m	RVR 400m	RVR 450m

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

CHANGES: Bearings.

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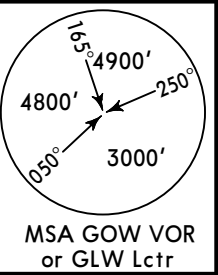
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GLASGOW

JEPPESSEN

GLASGOW, UK

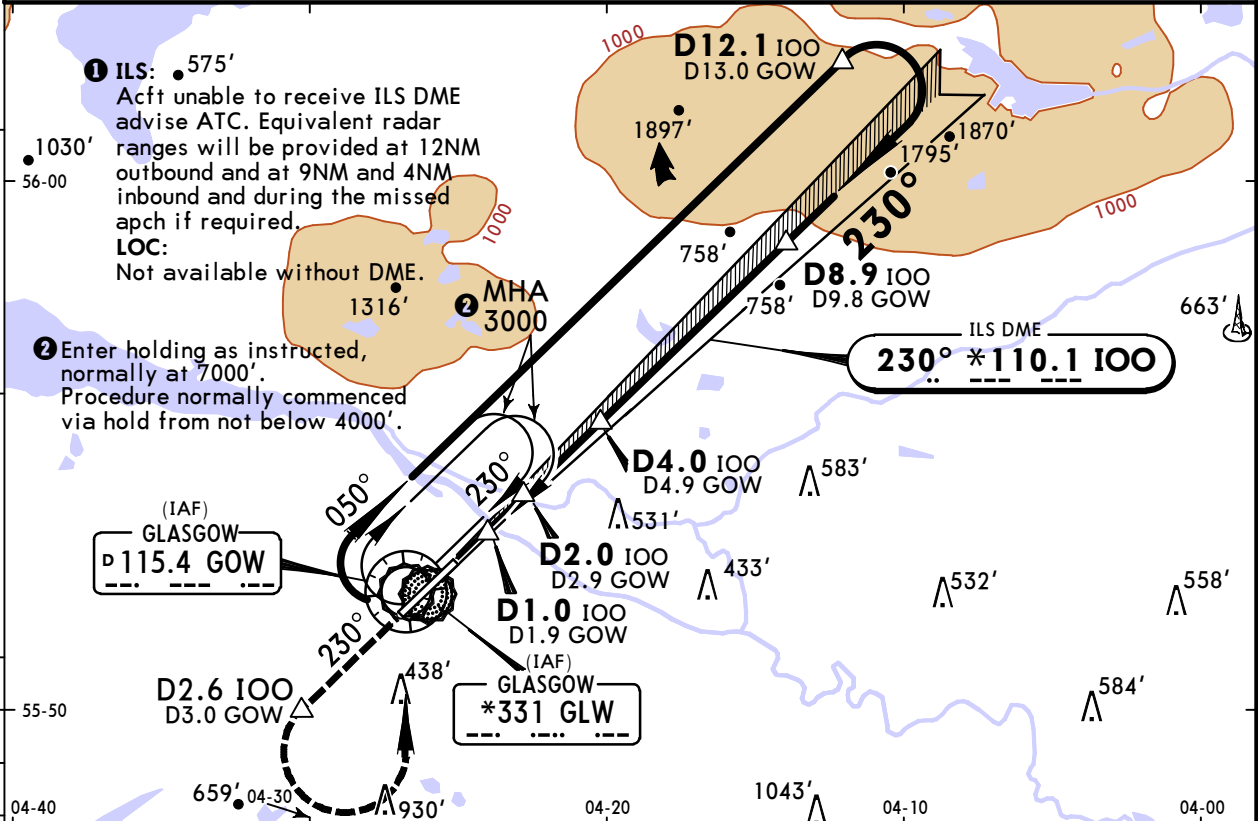
22 MAY 15 11-2 VOR ILS DME or NDB ILS DME Rwy 23

ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
LOC IOO *110.1	Final Apch Crs 230°	GS D4.0 IOO 1340' (1319')	ILS DA(H) 221' (200')
Apt Elev 26'		Rwy 21'	

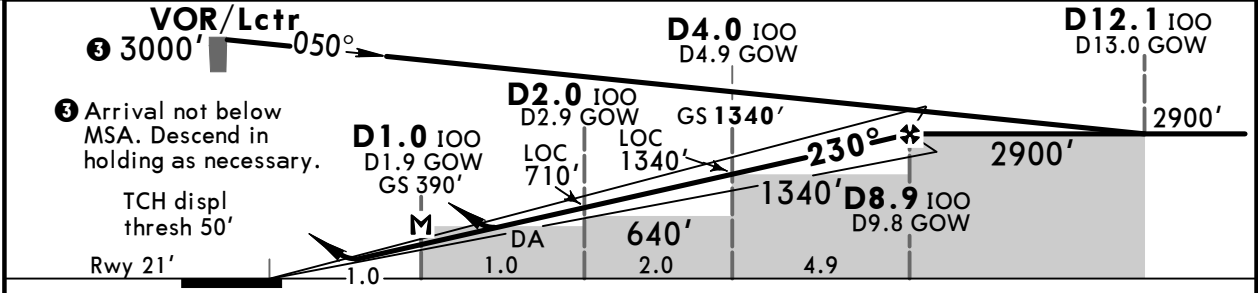


MISSED APCH: Climb to 3000'. Initially STRAIGHT AHEAD to 2500' or D2.6 IOO whichever is later, then climbing turn LEFT to hold at VOR or Lctr at 3000', or as directed.

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'

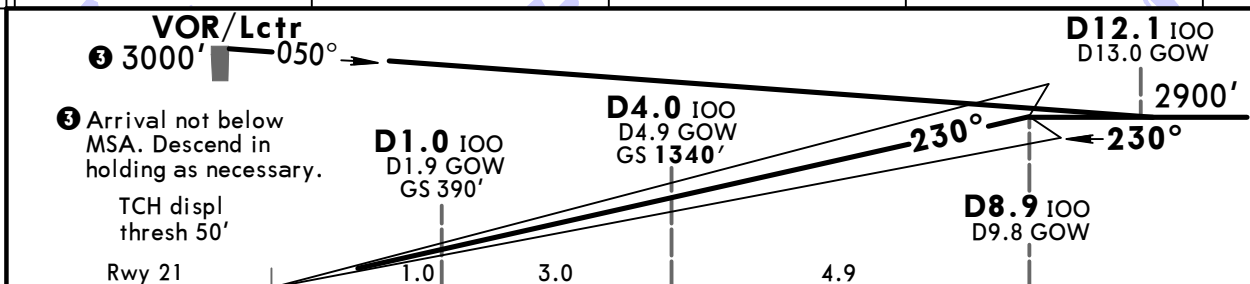
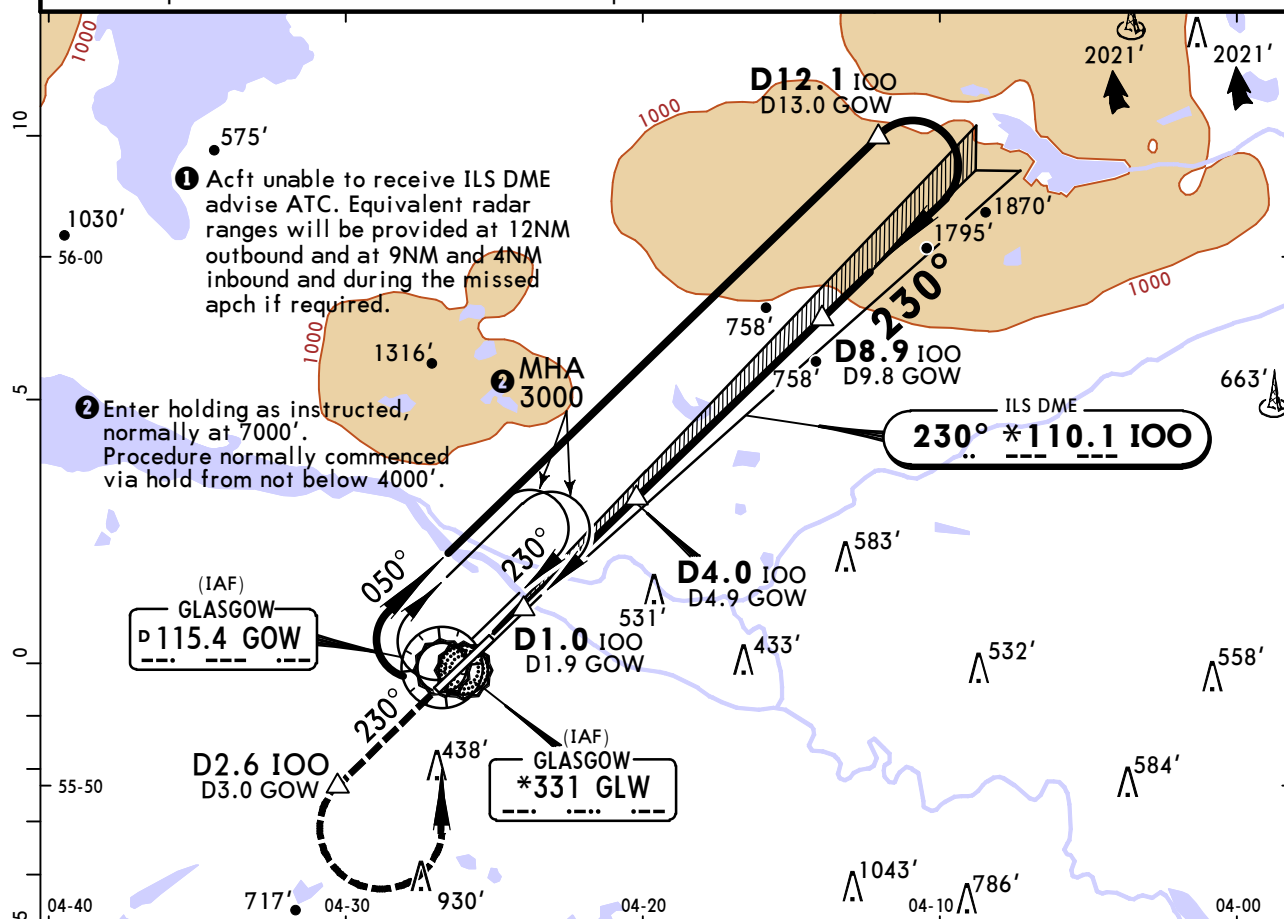


Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 IOO/D1.9 GOW							

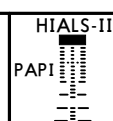
Standard STRAIGHT-IN LANDING RWY 23 ILS				CIRCLE-TO-LAND			
DA(H) 221' (200')		LOC (GS out) CDFA DA/MDA(H) 430' (409')		MDA(H)		VIS	
FULL	Limited	ALS out	ALS out	Max Kts			
A				100	800' (774')	1500m	
B				135	800' (774')	1600m	
C	RVR 550m	RVR 750m	RVR 1200m	180	1400' (1374')	2400m	
D				205	1700' (1674')	3600m	

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°	372	478	531	637	743	849



2500' D2.6
↑ 100 ↑
whichever later

Standard

STRAIGHT-IN LANDING RWY 23

CAT IIIA ILS

DH 50'

RVR 200m

CAT II ILS

ABCD
RA 103'

DA(H) 121'(100')

RVR 300m 1

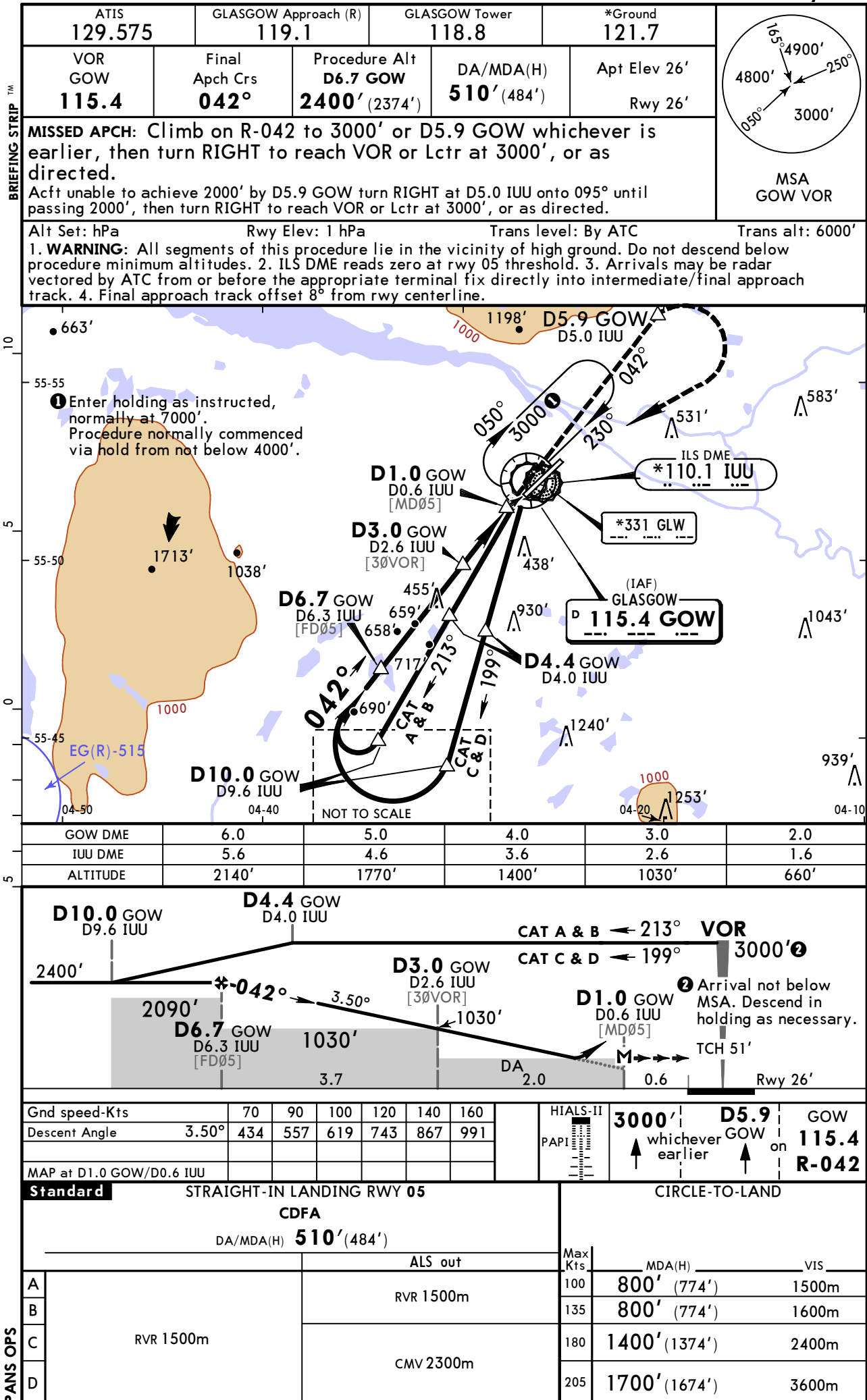
PANS OPS

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

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JEPPesen
22 MAY 15 **(13-1)**

GLASGOW, UK
VOR DME Rwy 05

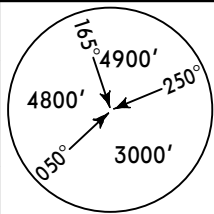


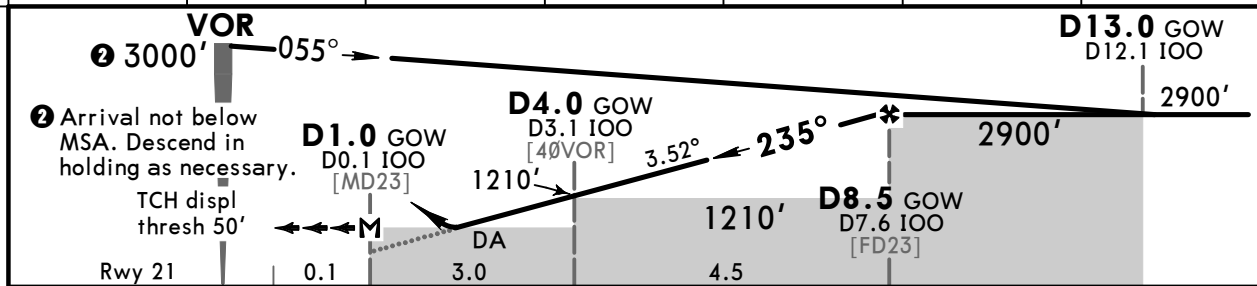
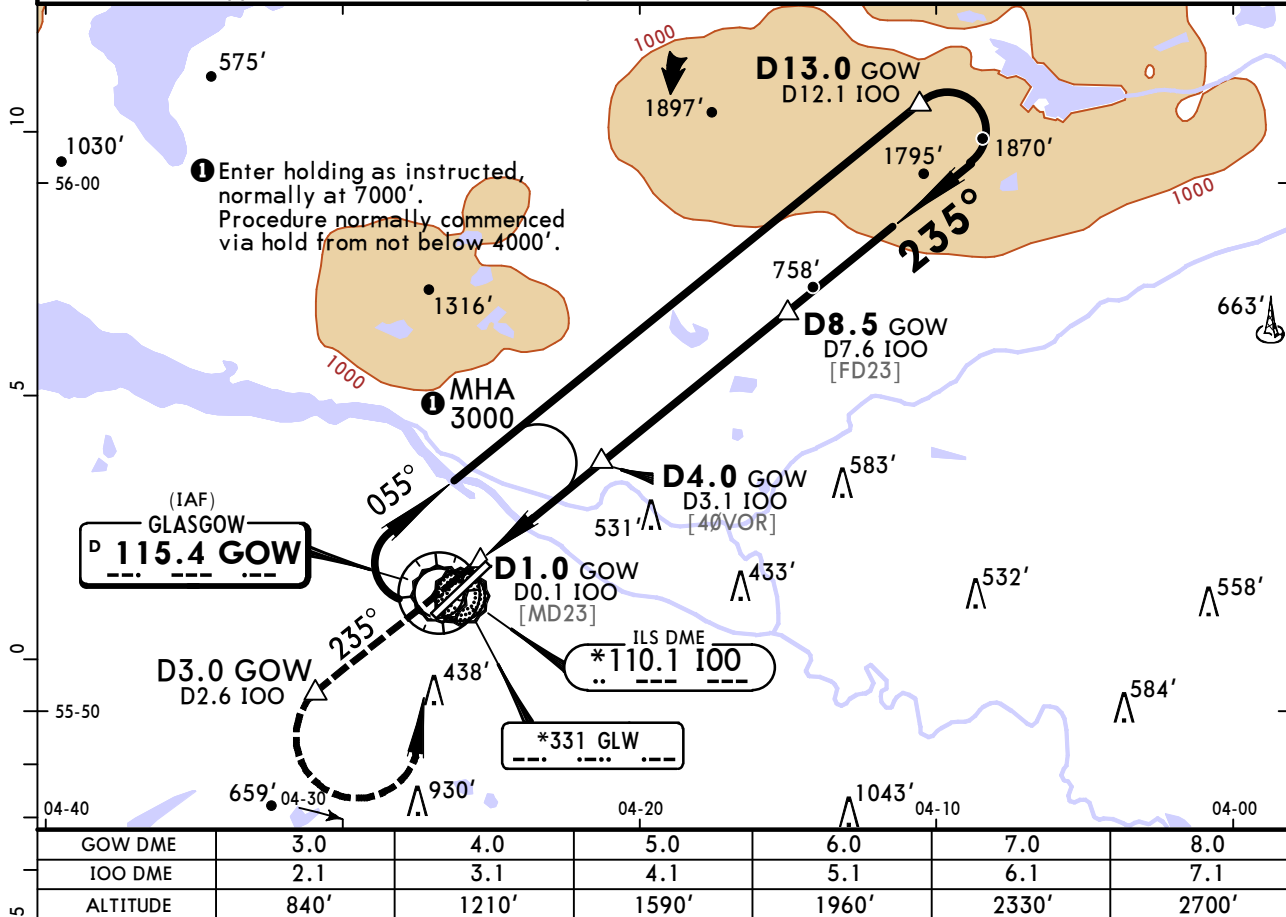
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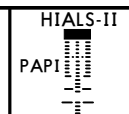
JEPPESSEN
22 MAY 15 **(13-2)**

GLASGOW, UK
VOR DME Rwy 23

BRIEFING STRIP™

ATIS 129.575		GLASGOW Approach (R) 119.1		GLASGOW Tower 118.8		*Ground 121.7		 MSA GOW VOR	
VOR GOW 115.4		Final Apch Crs 235°		Procedure Alt D8.5 GOW 2900' (2879')		DA/MDA(H) 610' (589')			Apt Elev 26' Rwy 21'
MISSED APCH: Climb to 3000'. Initially on R-235 to 2500' or D3.0 GOW whichever is later, then climbing turn LEFT to hold at VOR at 3000', or as directed.									
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 5° from rwy centerline.									



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

Standard				STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
				CDFA							
				DA/MDA(H) 610' (589')							
				ALS out							
A	RVR 1500m				Max Kts	MDA(H)		VIS			
B					100	800' (774')		1500m			
C	RVR 2000m				135	800' (774')		1600m			
D					180	1400' (1374')		2400m			
					205	1700' (1674')		3600m			

PANS OPS

CHANGES: Bearing. Missed approach.

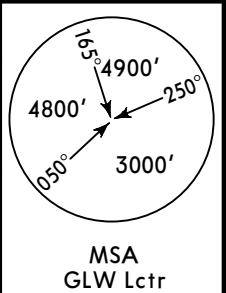
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EGPF/GLA
GLASGOW

JEPPESSEN
22 MAY 15 **(16-1)**

GLASGOW, UK
NDB DME Rwy 05

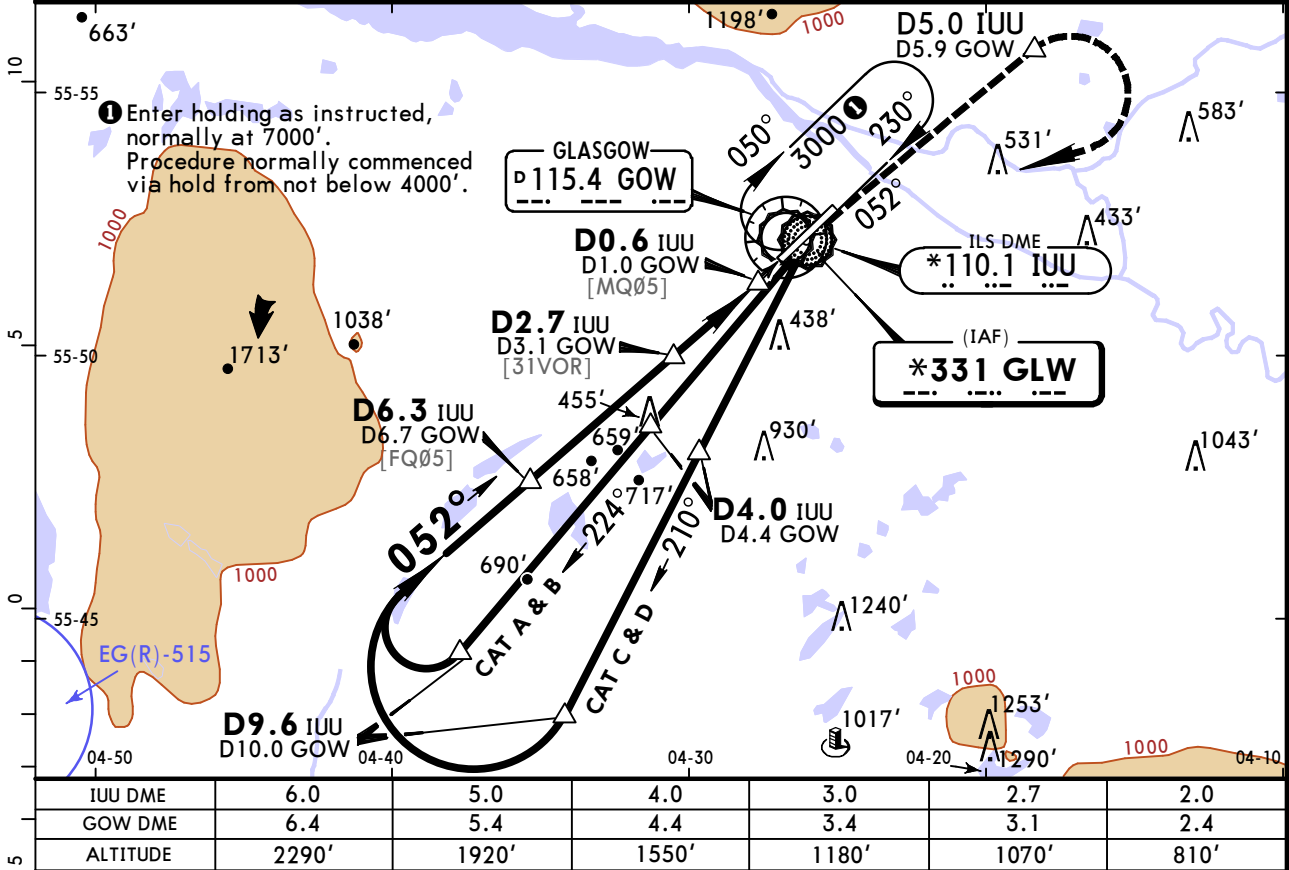
ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
Lctr GLW *331	Final Apch Crs 052°	Procedure Alt D6.3 IUU 2400' (2374')	DA/MDA(H) 540' (514')
			Apt Elev 26' Rwy 26'



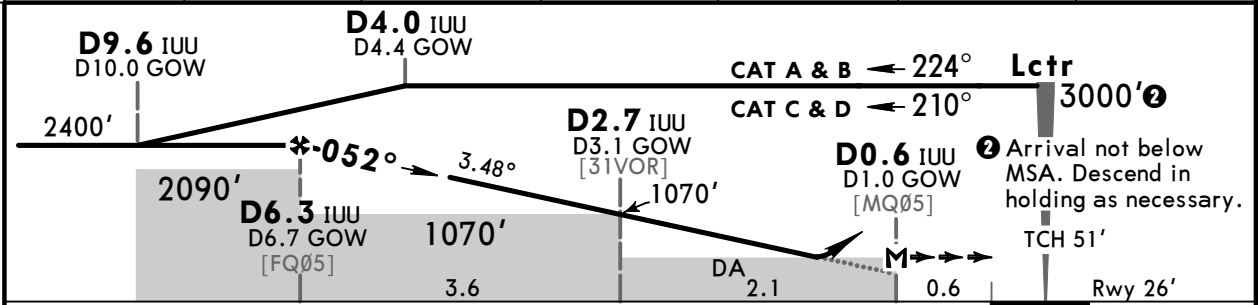
MISSED APCH: Climb on 052° from Lctr to 3000' or D5.0 IUU whichever is earlier, then turn RIGHT to reach Lctr or VOR at 3000', or as directed.

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.

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 2° 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	HIALS-II	3000'	D5.0 IUU	052° from GLW
Descent Angle	3.48°	431	554	616	739	862	PAPI	↑ whichever earlier	↑	331
MAP at D0.6 IUU/D1.0 GOW										

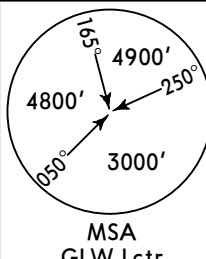
Standard				STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
				CDFA							
				DA/MDA(H) 540' (514')							
				ALS out							
				Max Kts							
				100				MDA(H) 800' (774')			
				135				VIS 1500m			
				180				1400' (1374')			
				205				1700' (1674')			
								3600m			

EGPF/GLA
GLASGOW

JEPPESSEN
22 MAY 15 (16-2)

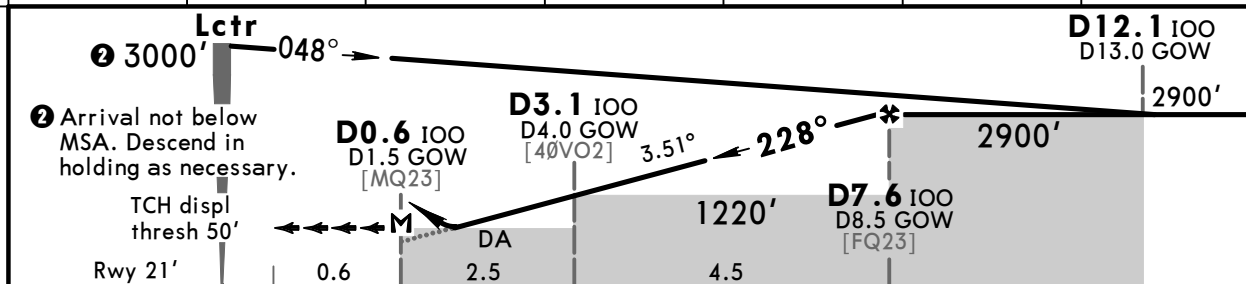
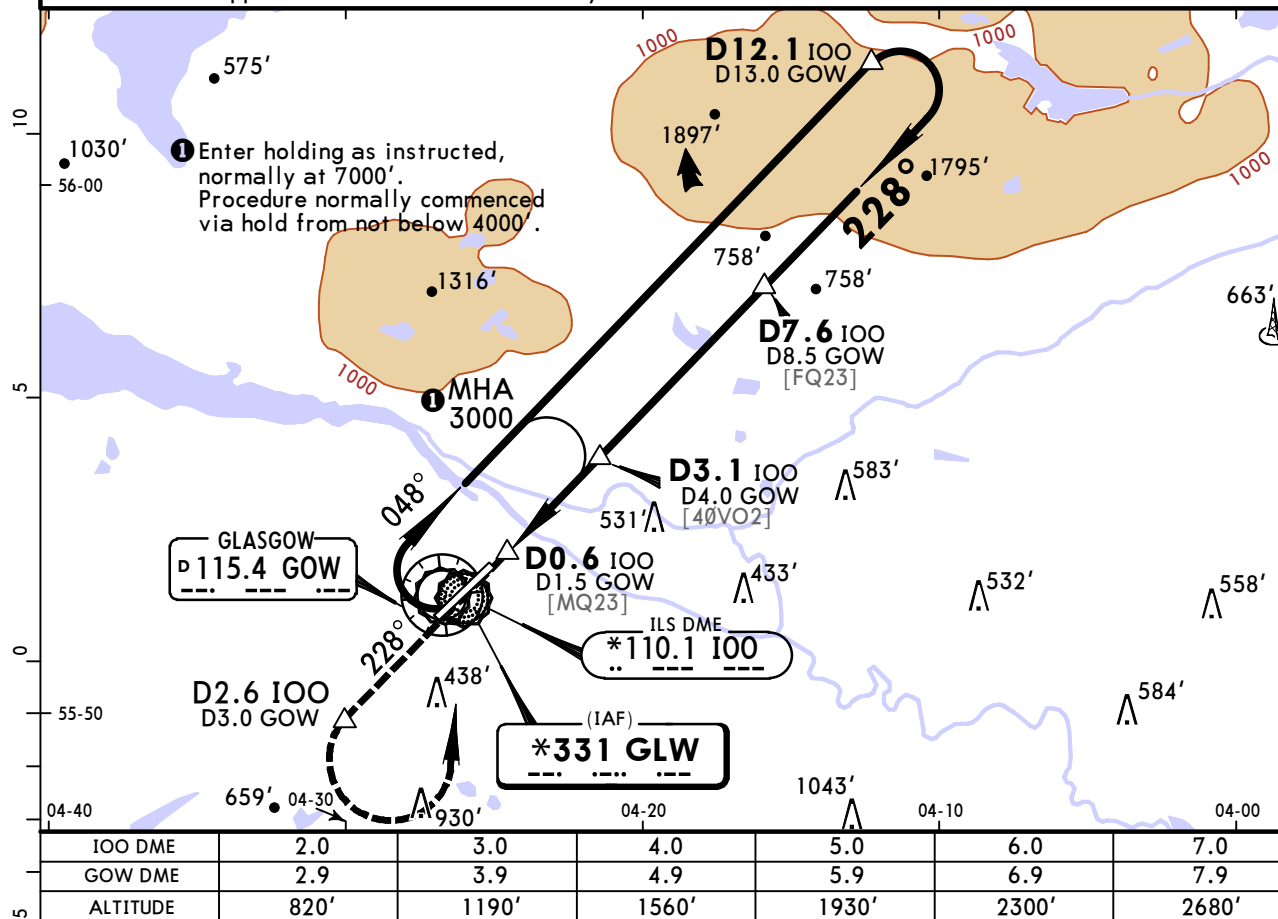
GLASGOW, UK
NDB DME Rwy 23

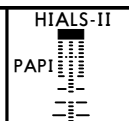
BRIEFING STRIP™

ATIS 129.575		GLASGOW Approach (R) 119.1		GLASGOW Tower 118.8		*Ground 121.7			
Lctr GLW *331		Final Apch Crs 228°		Procedure Alt D7.6 IOO 2900' (2879')		DA/MDA(H) 610' (589')			Apt Elev 26' Rwy 21'
MISSED APCH: Climb to 3000'. Initially on 228° 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									

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.



Gnd speed-Kts	70	90	100	120	140	160		2500' D2.6 IOO 228° ↑ whichever later ↑ on GLW 331
Descent Angle	3.51°	435	559	621	745	870		
MAP at D0.6 IOO/D1.5 GOW								

Standard				STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
CDFA				DA/MDA(H) 610' (589')				ALS out			
RVR 1500m				Max Kts				MDA(H) VIS			
A				100	800' (774')			1500m			
B				135	800' (774')			1600m			
C	RVR 2000m			180	1400' (1374')			2400m			
D				205	1700' (1674')			3600m			

CHANGES: Bearings. Missed approach.

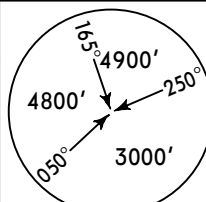
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EGPF/GLA
GLASGOW**JEPPesen**

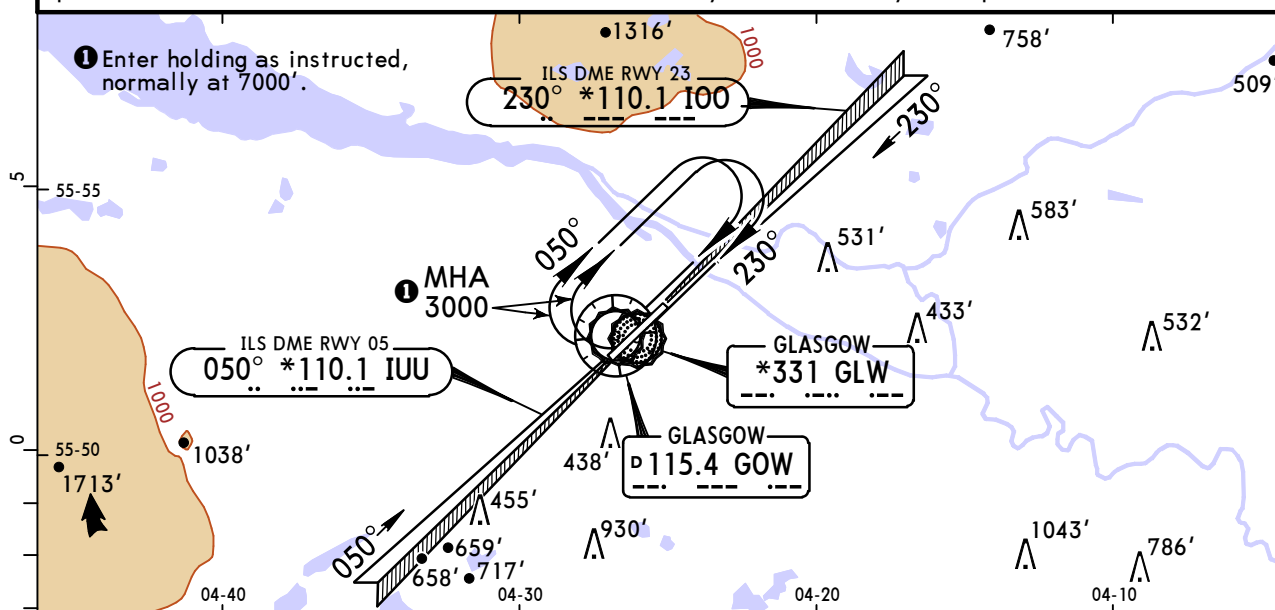
22 MAY 15 (18-1)

GLASGOW, UK
SRA All Rwys

BRIEFING STRIP

ATIS 129.575		GLASGOW Approach (R) 119.1		GLASGOW Radar 119.1		GLASGOW Tower 118.8		*Ground 121.7		
RADAR		Final Apch Crs By ATC		Minimum Alt See table below		MDA(H) Refer to Minimums		Apt Elev 26' Rwy 05 26' Rwy 23 21'		
Missed Approach - See below										

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	Lighting- Refer to Airport Chart
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							

Standard					CIRCLE-TO-LAND		
STRAIGHT-IN LANDING		SRA 05		SRA 23			
		MDA(H) 1080' (1054')		MDA(H) 810' (789')			
		ALS out		ALS out			
A	CMV 4300m	CMV 5000m		CMV 3100m	CMV 3800m	Max Kts 100	810' (784') 1 1500m
B						135	810' (784') 1 1600m
C	CMV 4500m			CMV 3300m	CMV 4000m	180	1400' (1374') 2400m
D						205	1700' (1674') 3600m

1 After SRA 05 apch: MDA(H) 1080' (1054').

CHANGES: Bearings.

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GLASGOW, (GLASGOW - EGPF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGPF

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m