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Airport Information For EGPF

Terminal Charts For EGPF

Revision Letter For Cycle 13-2016

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: 0331 Z
Sunset: 2106 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 Tower: 118.800
Glasgow Ground: 121.700
Glasgow Approach: 119.100
Scottish Control ACC: 124.825
Scottish Control ACC: 126.300
Scottish Control ACC: 127.275
Scottish Control ACC: 124.500
Glasgow Radar: 119.100
Glasgow Radar: 128.750



Glasgow Radar: 125.250

EGPF/GLA
GLASGOW

JEPPesen
20 MAY 16 10-1P

GLASGOW, UK
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 129.575

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.

1.2.3. AUXILIARY POWER UNITS (APUs)

Fixed ground power units must be used wherever available and serviceable. Use of GPU and APU should be limited.

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
GLASGOWJEPPesen
20 MAY 16 (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).

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.

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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.

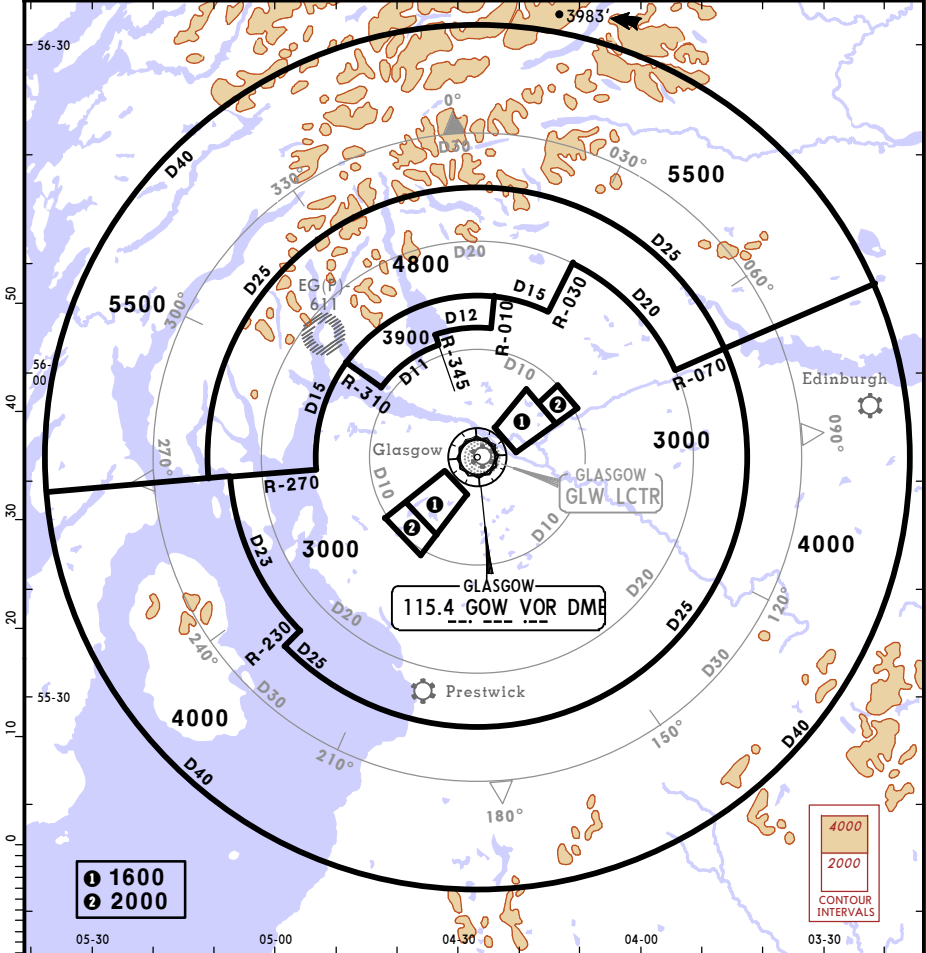
DCL clearances will not be issued if requested later than EOBT + 15 MIN. Successful clearances must be accepted within 5 MIN of receipt or a revert to voice message will be received.

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.

GLASGOW Radar (APP) 119.1	<i>Apt Elev</i> 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.
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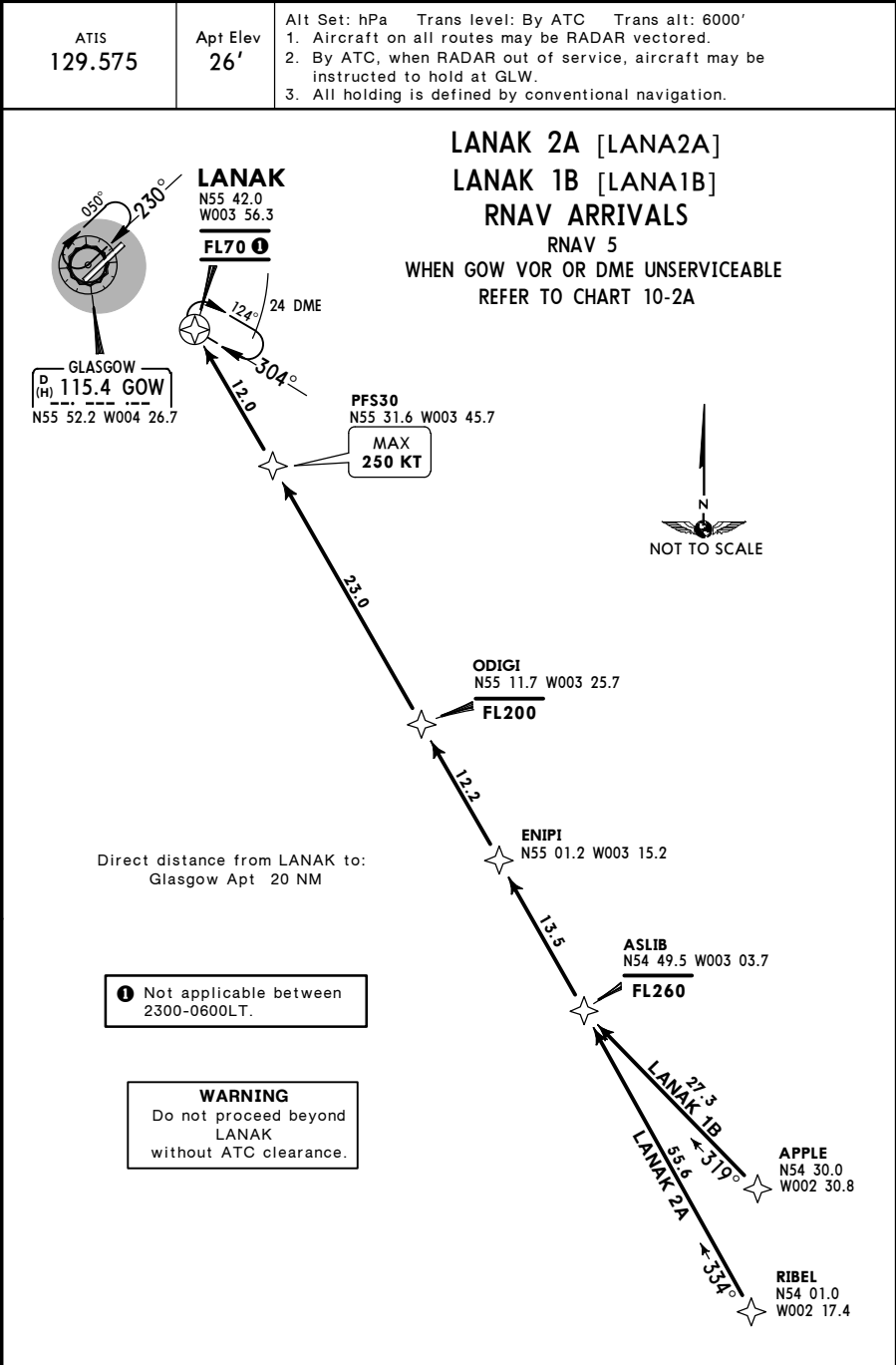


OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles: - within 5 NM ③ of the aircraft and - within the sector 15 NM ① ahead of and within 20° either side of the aircraft's track.	
3 NM ③ or 10 NM ① 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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20 MAR 15 (10-2) Eff 2 Apr

GLASGOW, UK
RNAV STAR



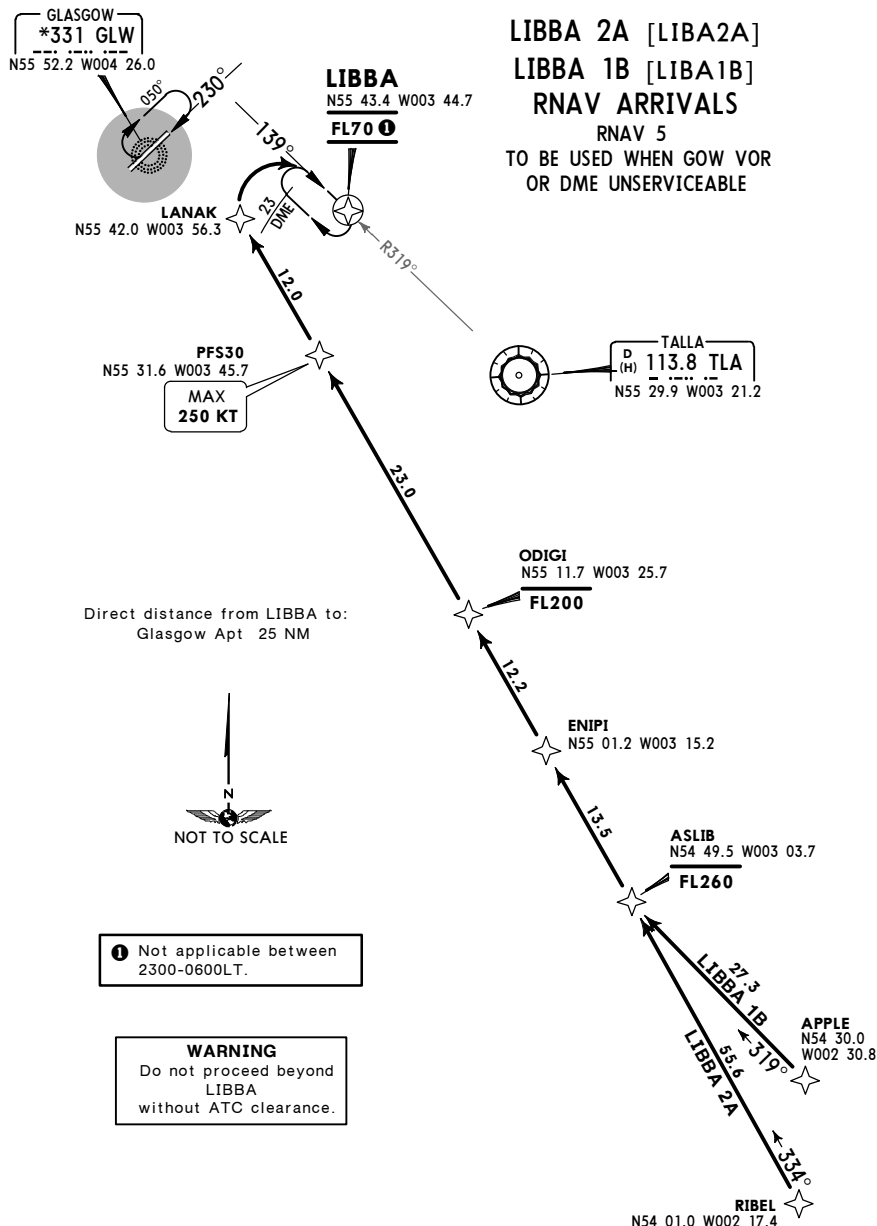
STAR	ROUTING
LANAK 2A	RIBEL - ASLIB (FL260-) - ENIPI - ODIGI (FL200-) - PFS30 (K250-) - LANAK (FL70 1).
LANAK 1B	APPLE - ASLIB (FL260-) - ENIPI - ODIGI (FL200-) - PFS30 (K250-) - LANAK (FL70 1).

EGPF/GLA
GLASGOW

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

GLASGOW, UK
RNAV 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 GLW. 3. All holding is defined by conventional navigation.
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STAR	ROUTING
LIBBA 2A	RIBEL - ASLIB (FL260-) - ENIPI - ODIGI (FL200-) - PFS30 (K250-) - LANAK - LIBBA (FL70) ①.
LIBBA 1B	APPLE - ASLIB (FL260-) - ENIPI - ODIGI (FL200-) - PFS30 (K250-) - LANAK - LIBBA (FL70) ①.

EGPF/GLA
GLASGOW

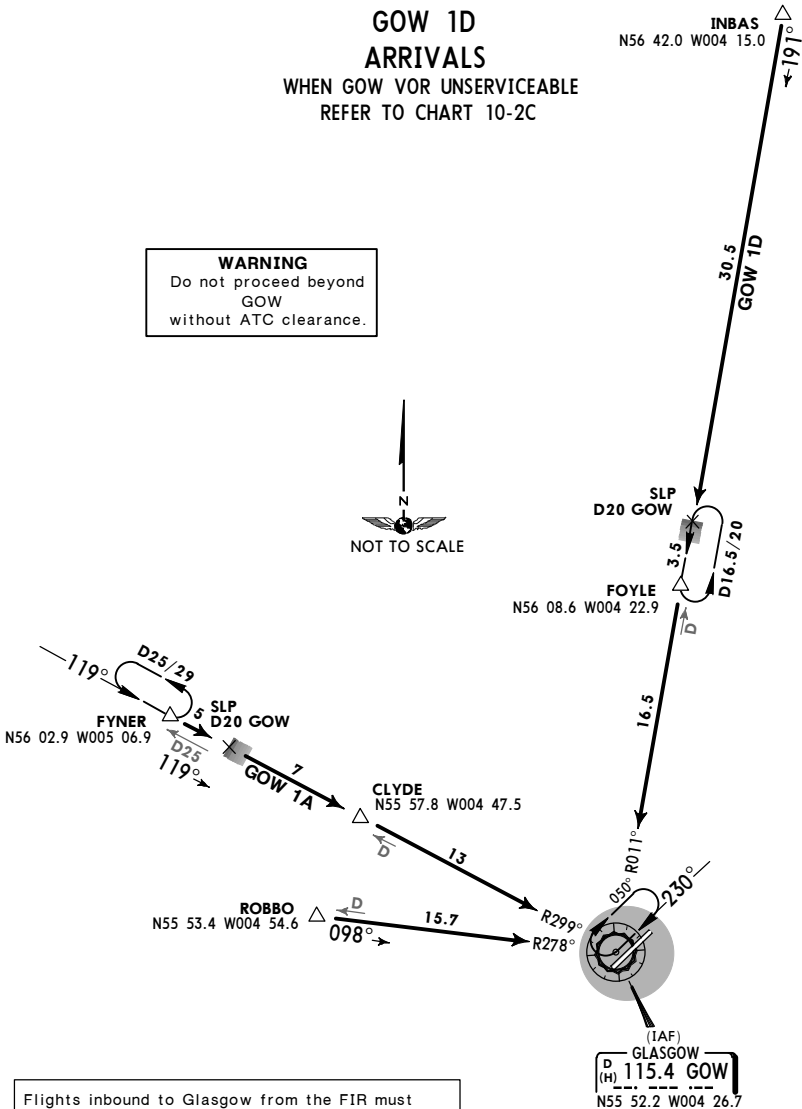
JEPPesen
17 JUL 15 (10-2B)

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.



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.

TO BE USED WHEN GOW VOR UNSERVICEABLE

Do not proceed beyond
GLW
without ATC clearance.



NOT TO SCALE

INBAS
N56 42.0 W004 15.0 

NBAS
4 15.0

34
GLW 1D

FOYLE
N56 08.6 W004 22.9
(GOW D16.5)

16.5/20

FYNER
05 06.9
OW D25)

~~12
GLW~~

CLYDE
N55 57.8 W004 47.5

ROBBO
N55 53.4 W004 54.6

0970 →

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: ROBO to GLW.

DESCENT PLANNING

Pilots should plan for possible descent clearance to **FL90** by 20 NM before GLW.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

DME
GLASGOW
D
(H) (115.4) GOW
N55 52.2 W004 26.7

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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GLASGOW

 **JEPPESSEN**
28 NOV 14 **(10-2E)** **Eff 11 Dec**

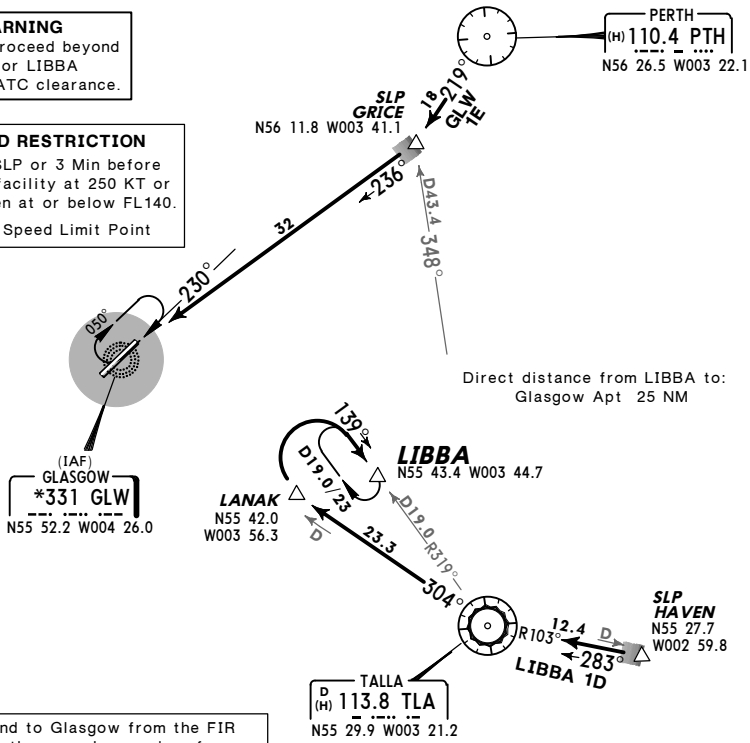
GLASGOW, UK
STAR

ATIS 129.575	<i>Apt Elev</i> 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 [LIBA 1D]
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.

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JEPPESSEN
28 NOV 14 (10-3) Eff 11 Dec

GLASGOW, UK
SID

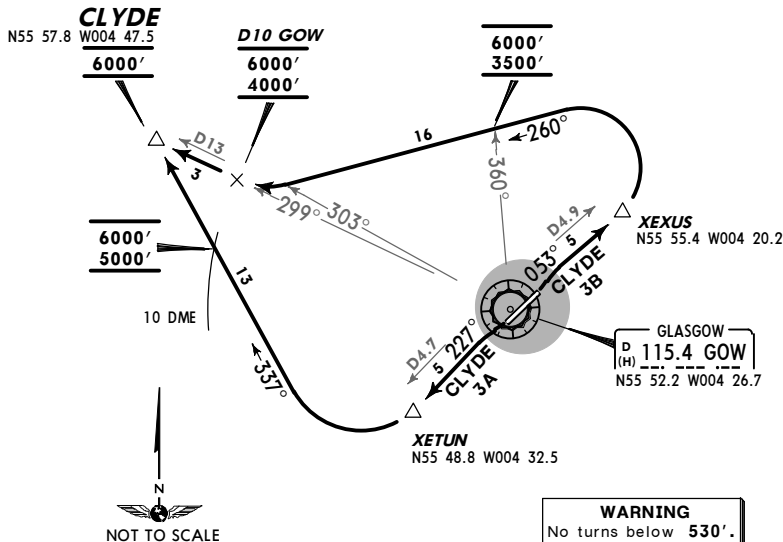
SCOTTISH
Control
127.275

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.

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.



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'.

CHANGES: None.

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JEPPesen
28 NOV 14 (10-3A) Eff 11 Dec

GLASGOW, UK
SID

SCOTTISH
Control
127.275

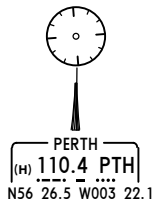
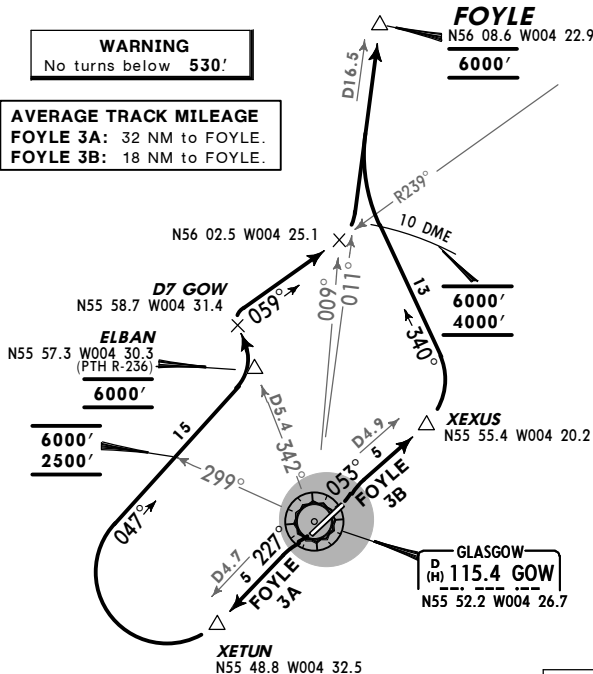
Apt Elev
26'

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.

FOYLE 3A [FOYL3A]
FOYLE 3B [FOYL3B]
RWYS 23, 05 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below 530'

AVERAGE TRACK MILEAGE
FOYLE 3A: 32 NM to FOYLE.
FOYLE 3B: 18 NM to FOYLE.



WARNING
Do not climb above 6000'
until instructed 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-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'.

EGPF/GLA
GLASGOW

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

GLASGOW, UK
SID

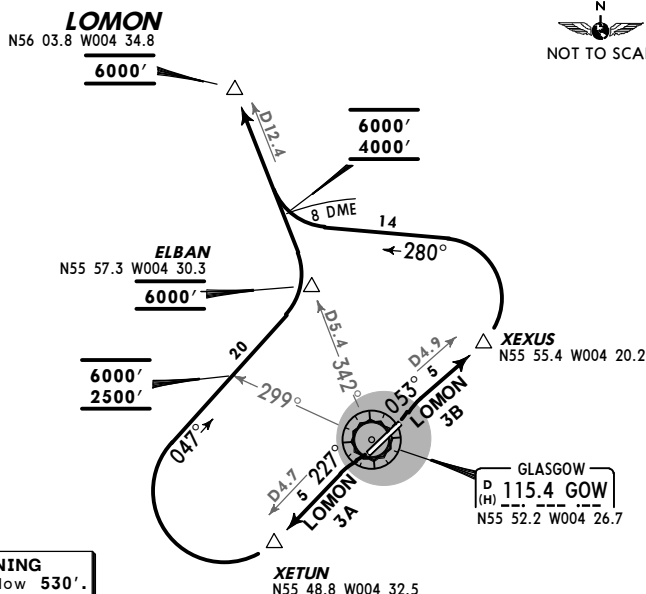
SCOTTISH
Control
127.275

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.

**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.



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
4.5% 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'.

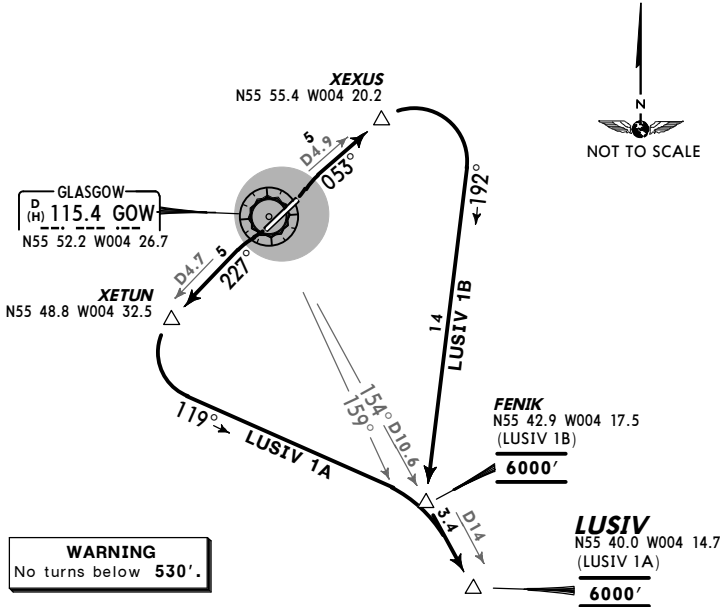
EGPF/GLA
GLASGOW

JEPPESSEN
28 NOV 14 (10-3C) 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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LUSIV 1A [LUS11A]
LUSIV 1B [LUS11B]
RWYS 23, 05 DEPARTURES
NON-JET AIRCRAFT ONLY
~~SPEED~~ MAX 250 KT BELOW FL100
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.

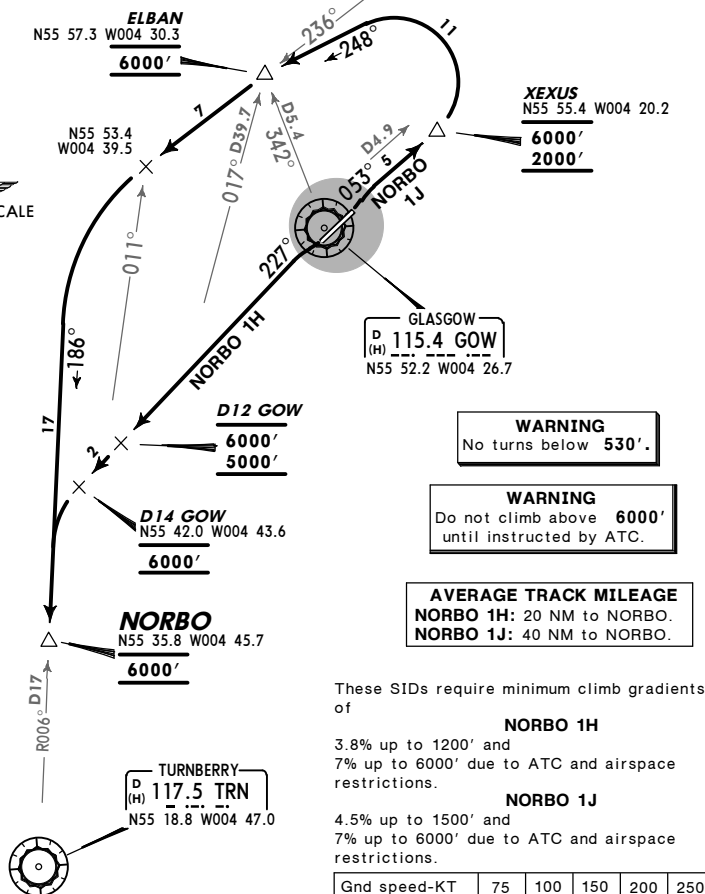
NORBO 1H [NORB1H]

NORBO 1J [NORB1J]

RWYS 23, 05 DEPARTURES

JET AIRCRAFT ONLY

SPEEDS MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



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.

EGPF/GLA
GLASGOW

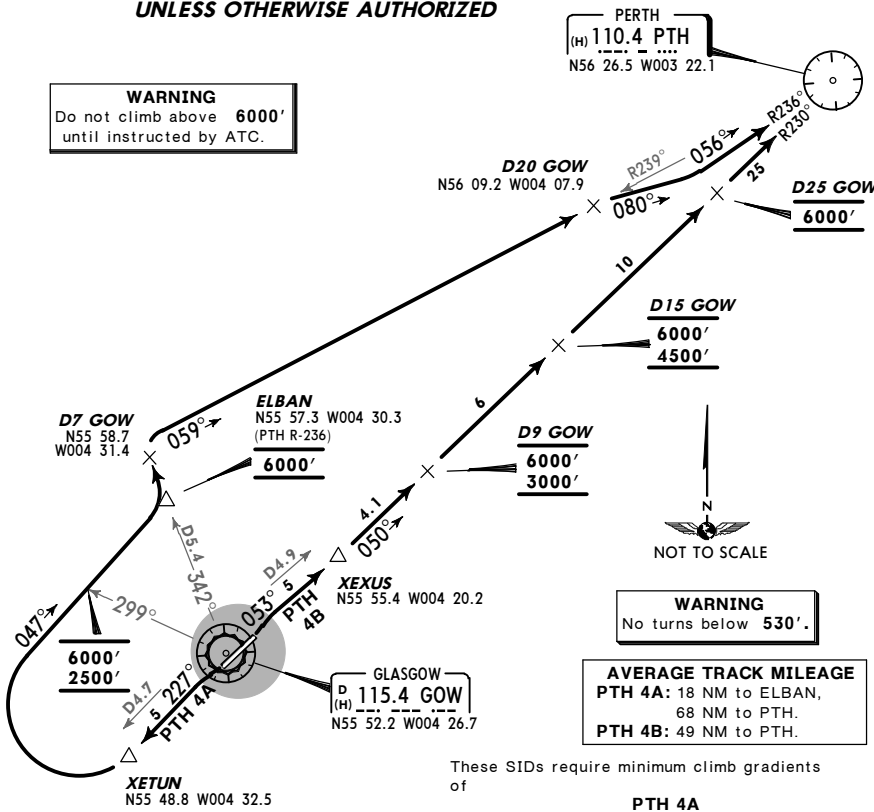
JEPPESEN
28 NOV 14 (10-3E) Eff 11 Dec

GLASGOW, UK
SID

SCOTTISH Control 124.500	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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PTH 4A
PTH 4B
RWYS 23, 05 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



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

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.

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	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, at D7 GOW turn RIGHT, intercept PTH R-239 inbound, at D20 GOW turn RIGHT, 080° track, intercept PTH R-236 inbound to PTH.
PTH 4B	05	Climb straight ahead, 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.

EGPF/GLA
GLASGOW



JEPPESSEN

28 NOV 14

(10-3F)

Eff 11 Dec

GLASGOW, UK

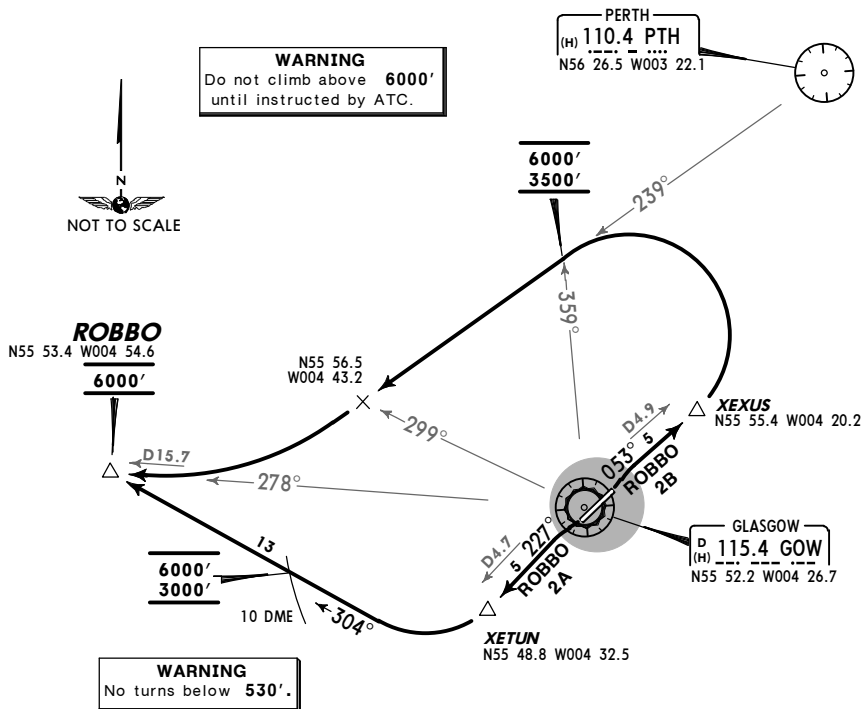
SID

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.

**ROBBO 2A [ROBO2A]
ROBBO 2B [ROBO2B]
RWYS 23, 05 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL 100
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.

AVERAGE TRACK MILEAGE

ROBBO 2A: 18 NM to ROBBO.
ROBBO 2B: 29 NM to ROBBO.

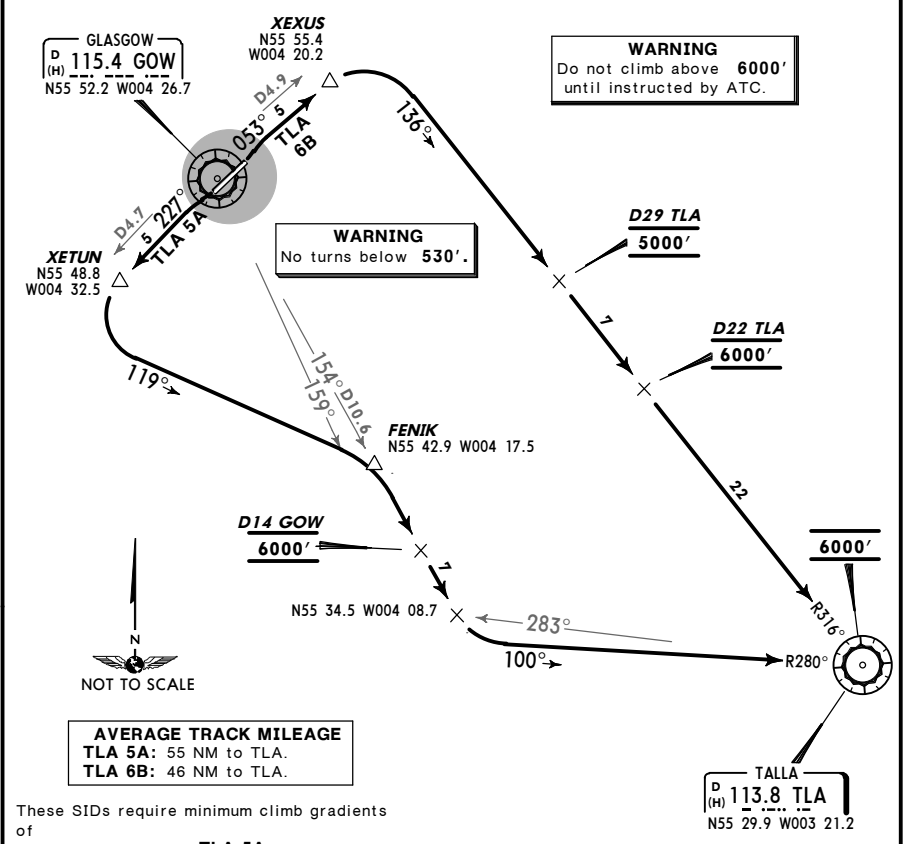
Gnd speed-KT	75	100	150	200	250	300
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

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	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'.

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'.

EGPF/GLA
GLASGOW

 **JEPPESSEN**
28 NOV 14 **(10-3H)** **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.

**TRN 3A, TRN 6B
RWYS 23, 05 DEPARTURES**

NON-JET AIRCRAFT ONLY

**~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**

WARNING
No turns below **530'**.



GLASGOW
D (H) **115.4 GOW**
N55 52.2 W004 26.7

XEXUS
N55 55.4 W004 20.2

D12 GOW
6000'
5000'

D14 GOW
N55 42.0 W004 43.6
6000'

FENIK
N55 42.9 W004 17.5
6000'

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

AVERAGE TRACK MILEAGE
TRN 3A: 37 NM to TRN.
TRN 6B: 50 NM to TRN.

These SIDs require minimum climb gradients of

TRN 3A

3.8% up to 1200' and
7.0% up to 6000' due to ATC and airspace
restrictions.

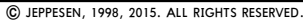
TRN 6B

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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

TURNBERRY
D (H) **117.5 TRN**
N55 18.8 W004 47.0

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'.



ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
05 ① 23	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR			8730' 2661m	7636' 2327m	②	151' 46m
				7730' 2356m	6758' 2060m		

① Rwy grooved.

2 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:

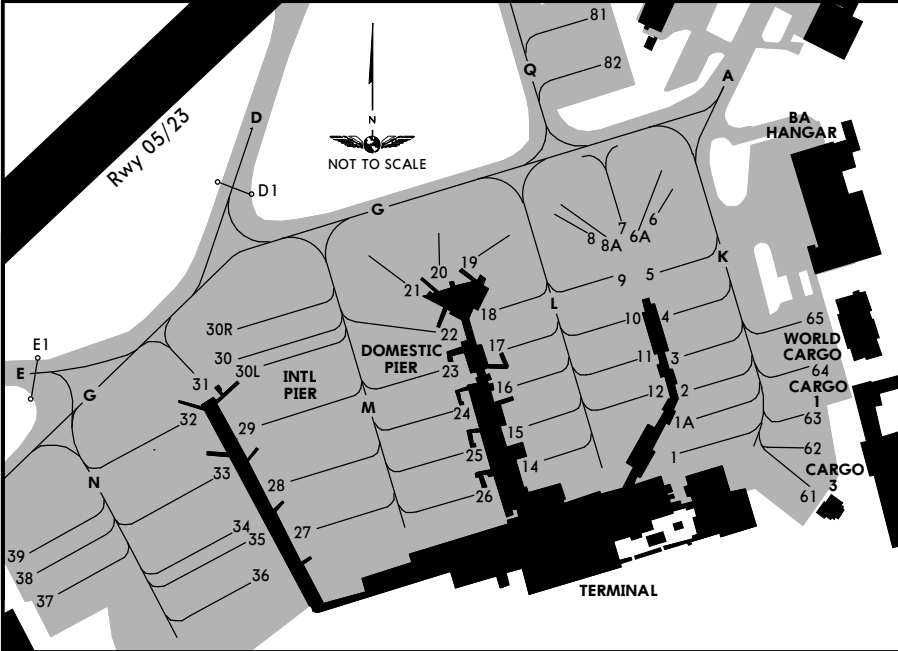
From rwy head	8730' (2661m)
twy A int	8468' (2581m)
twy B int	7556' (2303m)

Standard		TAKE-OFF 1					
		LVP must be in Force					
Approved Operators		RL, 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							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			
1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.							

EGPF/GLA

JEPPESEN
18 JUL 14 (10-9B)

GLASGOW, UK
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		

EGPF/GLA


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 ❶				
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 ❷	800m

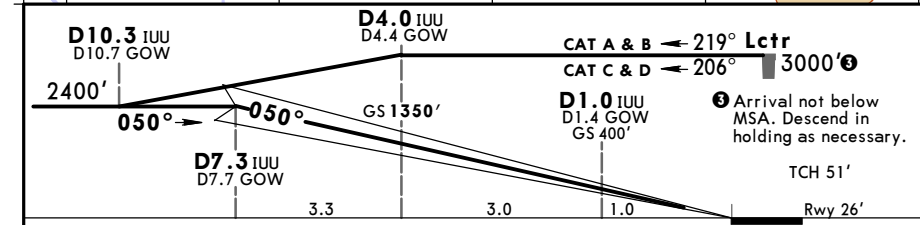
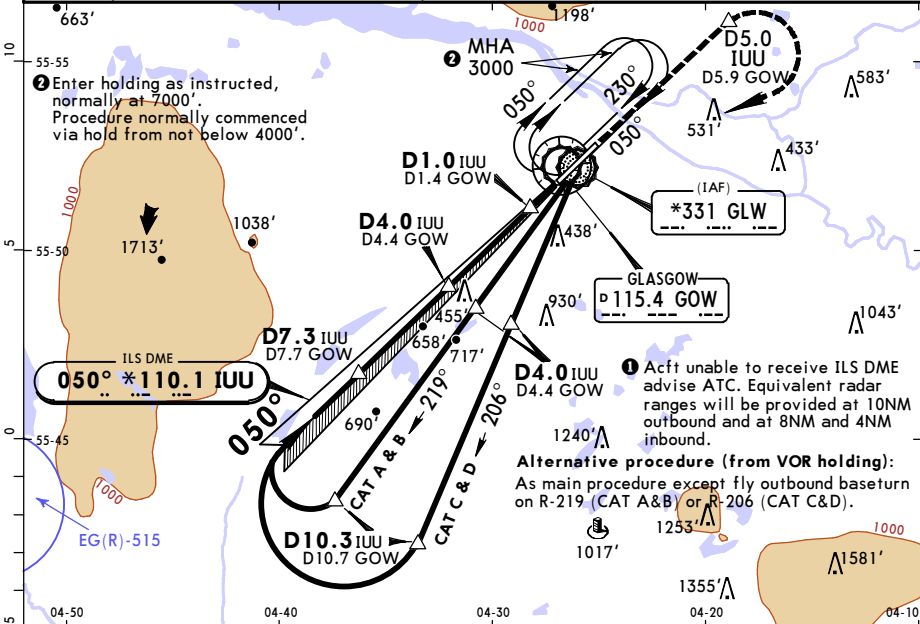
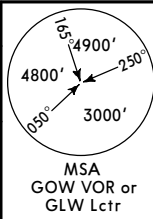
❶ Without LVP 400m are stipulated.

❷ Or rejected take-off distance whichever is the greater.

EGPF/GLA
GLASGOW

JEPPESEN CAT II/III
22 MAY 15 (11-1A) VOR ILS DME or NDB ILS DME Rwy 05
GLASGOW, UK

ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
LOC IUU *110.1	Final Appch Crs 050°	GS D4.0 IUU 1350' (1324')	CAT II & IIIA ILS 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.			
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	HIALS-II		3000'	D5.0
GS	3.00°	372	478	531	637	743	PAPI		↑	↑
									↑	↑

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 RA 104' DH 50'		DA(H) 126'(100')		A RA 146' DA(H) 164'(138')		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	

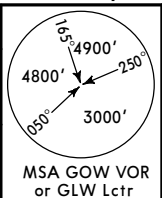
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: Bearings. © JEPPESEN, 2002, 2015. ALL RIGHTS RESERVED.

EGPF/GLA
GLASGOW

JEPPENSEN
22 MAY 15 **1-2** **1**VOR ILS DME or NDB ILS DME Rwy 23

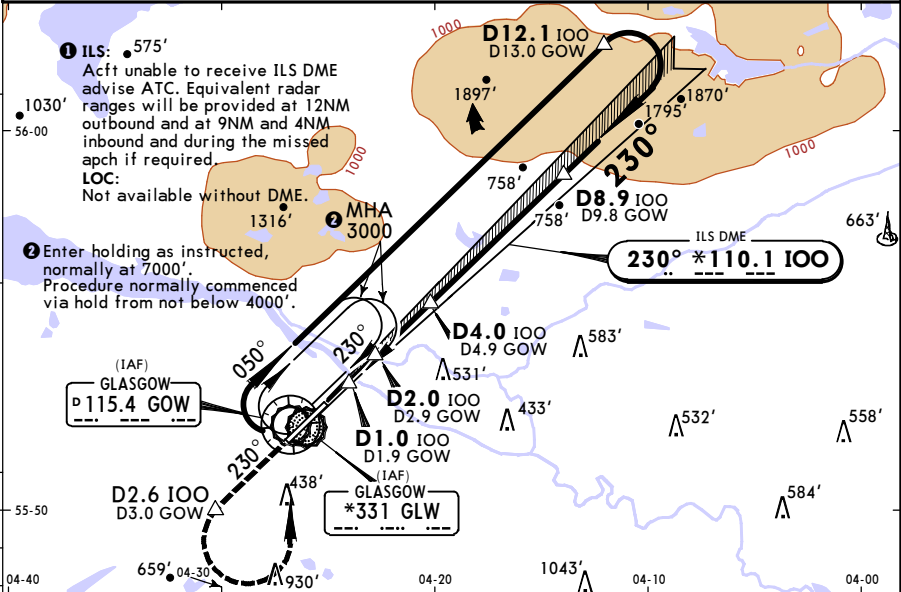
GLASGOW, UK
23

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'	

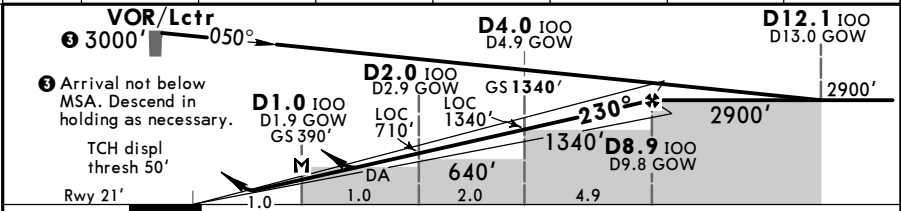


MISSED APCH: Climb to 3000'. Initially STRAIGHT AHEAD to 2500' or D2.6 IOO whichever is later, then climbing turn LEFT to hold at VOR or Lctr at 3000', or as directed.

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						

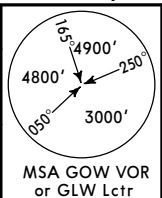
STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND	
ILS				CDFA	
DA(H) 221' (200')				DA/MDA(H) 430' (409')	
FULL Limited ALS out				ALS out	
A					
B					
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	
D					

EGPF/GLA
GLASGOW

JEPPesen CAT II/III
22 MAY 15 (11-2A)
VOR ILS DME or NDB ILS DME Rwy 23

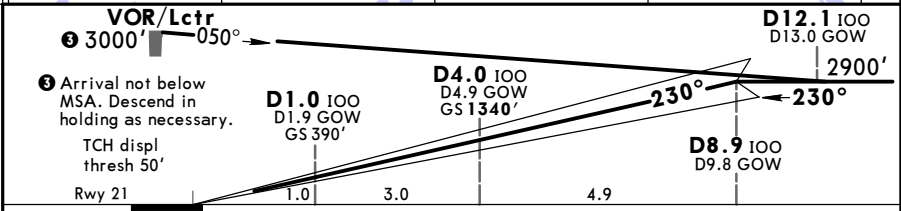
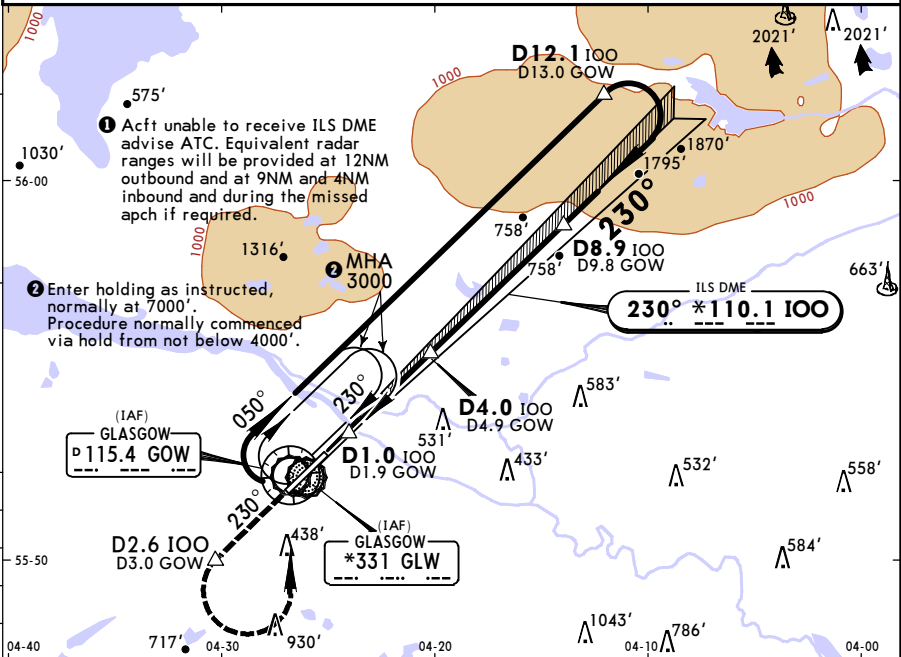
GLASGOW, UK

ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
LOC IOO *110.1	Final Appch Crs 230°	GS D4.0 IOO 1340' (1319')	CAT II & IIIA ILS Refer to Minimums 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. 4. Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
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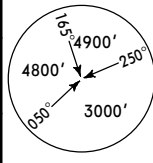
Standard	STRAIGHT-IN LANDING RWY 23	CAT II ILS ABCD RA 103' DA(H) 121'(100')
CAT IIIA ILS DH 50'	RVR 200m	RVR 300m

EGPF/GLA
GLASGOW

JEPPesen
22 MAY 15 **13-1**

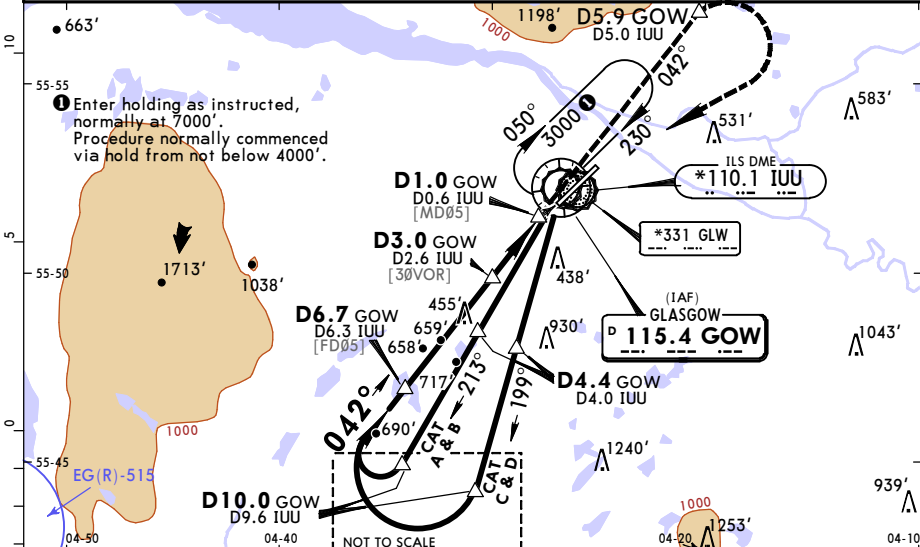
GLASGOW, UK
VOR DME Rwy 05

ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
VOR GOW 115.4	Final Aptch Crs 042°	Procedure Alt D6.7 GOW 2400' (2374')	DA/MDA(H) 510' (484')
Apt Elev 26' Rwy 26'			
MISSED APCH: Climb on R-042 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.			
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 8° from rwy centerline.			

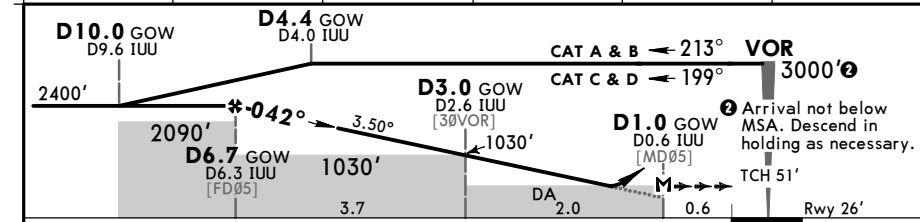


Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

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 8° from rwy centerline.



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'



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

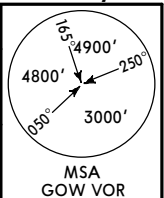
Standard STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) 510' (484')							
				Max Kts	MDA(H)	VIS	
				100	800' (774')	1500m	
				135	800' (774')	1600m	
				180	1400' (1374')	2400m	
				205	1700' (1674')	3600m	

EGPF/GLA
GLASGOW

JEPPesen
22 MAY 15 13-2

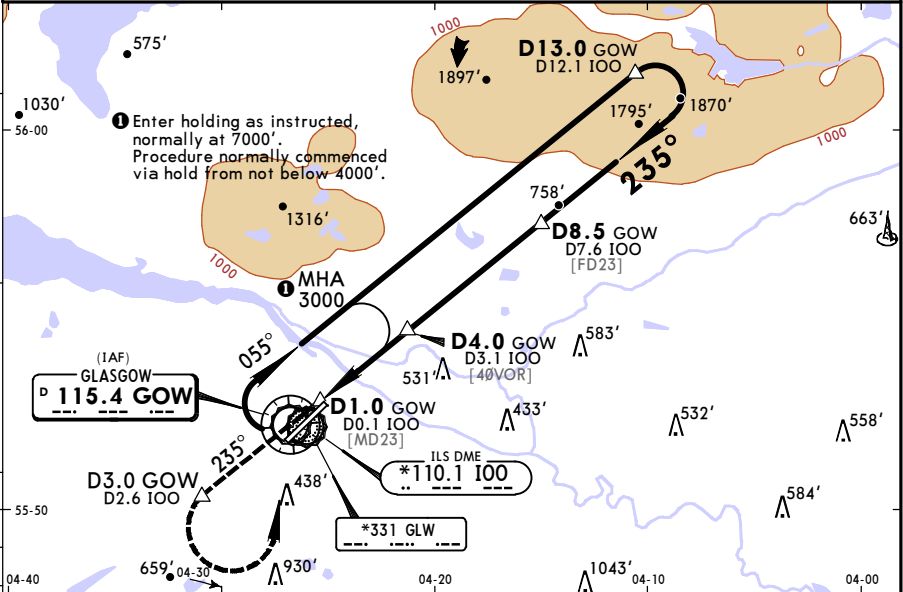
GLASGOW, UK
VOR DME Rwy 23

ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
VOR GOW 115.4	Final Appch Crs 235°	Procedure Alt D8.5 GOW 2900' (2879')	DA/MDA(H) 610' (589') Apt Elev 26' Rwy 21'

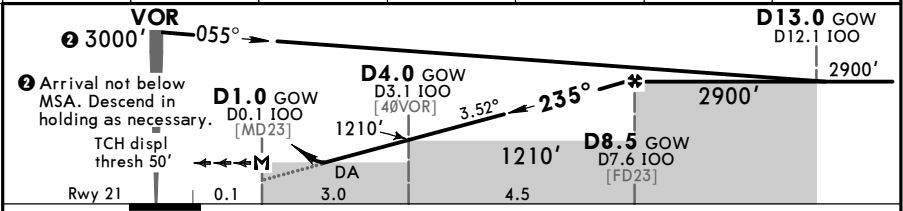


MISSED APCH: Climb to 3000'. Initially on R-235 to 2500' or D3.0 GOW whichever is later, then climbing turn LEFT to hold at VOR at 3000', or as directed.

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.



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

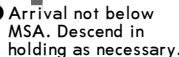
PAPI

</

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

BRIEFING STUDY TM

Trans alt: 6000'



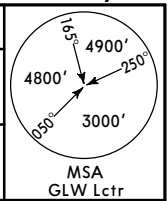
PANS OPS

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GLASGOW

JEPPesen
22 MAY 15 **16-2**

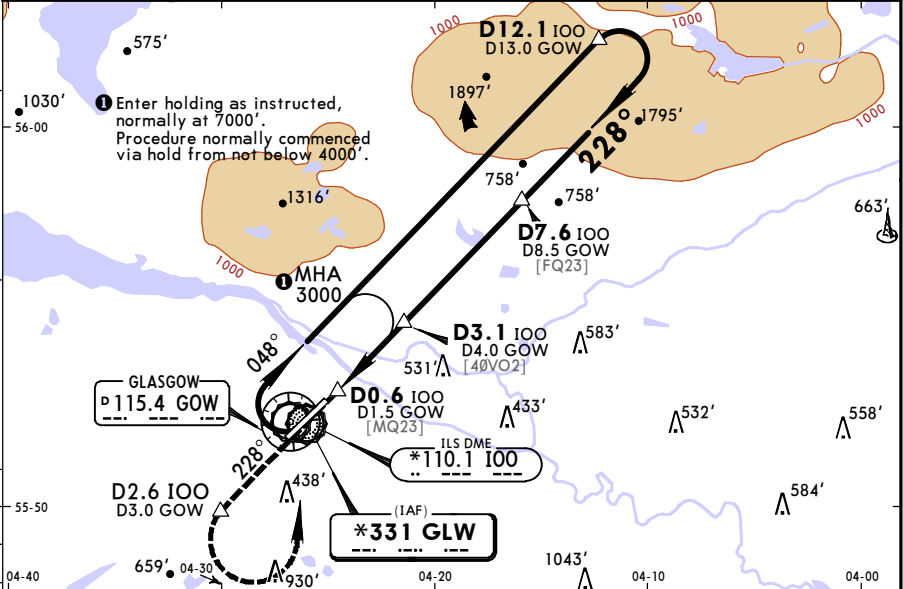
GLASGOW, UK
NDB DME Rwy 23

ATIS 129.575	GLASGOW Approach (R) 119.1	GLASGOW Tower 118.8	*Ground 121.7
Lctr GLW *331	Final Apch Crs 228°	Procedure Alt D7.6 100 2900' (2879')	DA/MDA(H) 610' (589')
		Apt Elev 26' Rwy 21'	

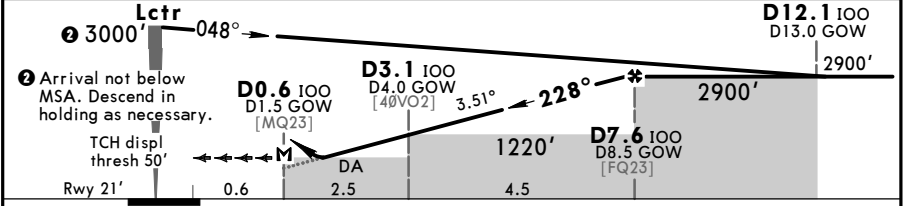


MISSED APCH: Climb to 3000'. Initially on 228° from Lctr to 2500' or D2.6 100 whichever is later, then climbing turn LEFT to hold at Lctr at 3000', or as directed.

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. 4. Final approach track offset 2° from rwy centerline.



100 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	HIALS-II PAPI	2500' D2.6 100 228° ↑ whichever later ↑ on GLW 331
Descent Angle	3.51°	435	559	621	745	870		
MAP at D0.6 100/D1.5 GOW								

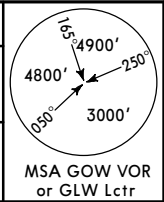
Standard STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) 610' (589')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	800' (774')	1500m	
B				135	800' (774')	1600m	
C	RVR 2000m			180	1400' (1374')	2400m	
D				205	1700' (1674')	3600m	

EGPF/GLA
GLASGOW

JEPPESSEN
22 MAY 15 (18-1)

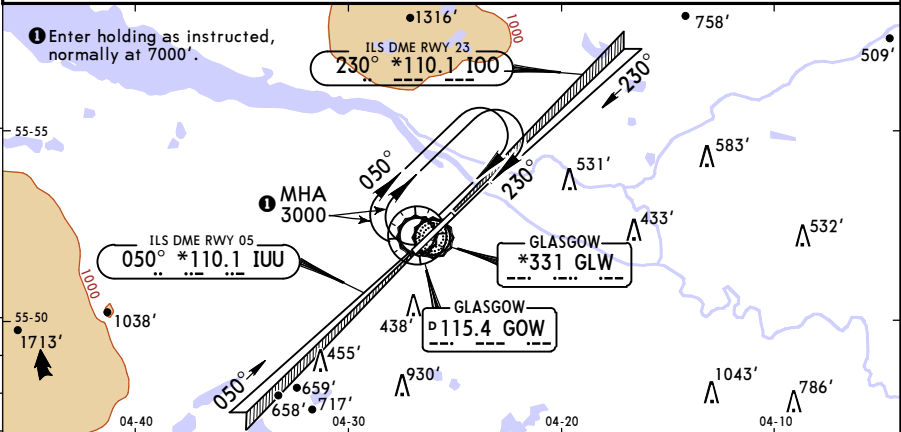
GLASGOW, UK
SRA All Rws

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

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

Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

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