

## GENERAL

### Operational Hours

**ATS Hours / AD Operator Hours:** H24

### Airport Information

**RFF:** CAT 9  
**Fire:** "Glasgow Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.  
**PCN:** RWY 05/23: 65/R/B/W/T

### Operation

#### Traffic Notes

All flights are subject to prior approval by AD Authority.  
 No A346 OPS permitted.

#### Low Visibility Procedures

ARR: Leave RWY 05/23 via TWY A or G. Report "RWY vacated" when established on TWY.  
 DEP: Use HLDG points A2, G2 as appropriate. Intermediate TKOFs will not be used. Note: Flashing guard of CAT II/III HLDG PSN.

#### RWY Restrictions

180° turns on RWY prohibited for code letter E ACFT.

#### DEP RWY 23

- If full RWY length required advise ATC before HLDG point. Enter RWY at HLDG point B1 and taxi to extension.
- If wishing to turn right from Link A1 to use full RWY length, advise ATC before reaching HLDG point.

#### TWY Restrictions

TWY C, T, Y, Z width 15m / 49ft.  
 TWY J width 12m / 39ft  
 TWY W width 7.5m / 25ft.

Only ACFT up to 30t / 66138lbs MTOM can exit/enter RWY 05/23 via HLDG PSN C1.

#### Taxi/Parking

SAFEDOCK AVBL at stands 3-5, 9-11, 14-29, 30, 30L/R, 32-37, 37L/R, 38-40.  
 AGNIS with GND stop arrow AVBL at stands 1, 1A, 2, 12, 31, 64, 65, 81, 82.  
 Stand 6, 6A, 7, 8, 61-63 has no entry guidance and will be marshalled.  
 In case of diversion, be aware that stand availability is extremely limited.

#### APU

Fixed electrical ground PWR must be used when AVBL. Use of GPU/APU must be reduced to a MNM.

### Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Particular attention is drawn to a roadway system that exists at the tail of all stands. Flight crews are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip CLR. TWY lighting and guidance markings are an aid to pilots when they are operating on the maneuvering area. Notwithstanding the TWY guidance markings, pilots continue to remain responsible for wing tip CLR.

Birds and large swans in vicinity of AD.

**GOW VOR/DME:** reduced coverage at low level in sectors:

- R347-R027
- R182-R202

## ARRIVAL

### Speed

MAX IAS 250KT below FL100.

### Communication

**COM Failure:** See CRAR and in addition;

**Failure before ETA or EAT when this has been received and acknowledged:** Fly to appropriate HLDG point; hold last assigned LVL until last acknowledged ETA plus 10min or EAT when this has been given; start descent in accordance with procedure detailed on IAC, effect LDG within 30min or later if able to land visually.

**Failure after reaching HLDG point:** Maintain last assigned HLDG LVL until: ATA over HLDG point plus 10min or 10min after last acknowledged COM with ATC; EAT when received and acknowledged; commence descent in accordance with PROC detailed on IAC chart, effect LDG within 30min or later if able to land visually.

### COM failure under radar vectoring

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 3500ft or last assigned LVL if higher to GOW VOR.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to GOW VOR.

## Arrival Procedure

### Noise Abatement Procedures

RWY 05/23: Do not descend below 2000ft before intercepting GP.

RWY 05: PROP ACFT may descent to 1600ft when instructed by Radar.

**Visual APCH:** Route via 5NM from RWY THR and maintain 1500ft until established on final APCH.

### GPWS

Special PROC for radar vectoring to RWY 23:

In order to minimize risk of GPWS warning generated by terrain profile in vicinity of final APCH track, a special PROC is in force for flights being radar vectored to RWY 23.

Pilots exceeding speed limits as detailed under section "Speed" above can expect GPWS terrain alert during turn onto final APCH. If unable to comply with speed restrictions advise ATC and state MNM speed acceptable.

Within Radar Vectoring Area (RVA) and North of line 105°/285° MAG through N55 58.9 W004 13.7 (a point 9NM from RWY 23 THR on extended CL) MNM ALT allocated by ATC will be 3500ft.

ATC will not issue clearance to descend below 3500ft while North of line above described, unless:

- being established on ILS LOC for RWY 23 or
- being established inbound on final APCH track of a SRE APCH or radar vectored for VOR/DME APCH.

**Reverse:** Do not use more than idle reverse if possible.

## Warnings

RWY 05:

- DME GOW reads 0.4NM at THR.
- GP flags may occur when below GP and right of RWY centerline .

PROCs lie in vicinity of high terrain. Do not descend below PROC MNM ALT.

**DEPARTURE****Take-off Minima**

RWY		05/23	
All ACFT	ft - m/km	0 - 75R	-

**Speed**

MAX IAS 250KT below FL100.

**Communication**

**COM Failure:** See CRAR and in addition;

Route to be followed when leaving TMA/CTR: GOW VOR T035° at 3500ft until crossing Glasgow CTR BDRY.

**Departure Procedure****Start-up/Push-back**

Inform ATC if COM with tug crew is not possible. Tug crew must know details of ATC clearance.

**Noise Abatement Procedure**

ICAO Standard: TKOF-PROC A

RWY 05: Climb straight ahead to D5. (NAP terminates at D5 for SIDs via LUSIV)

RWY 23: Climb straight ahead to D5.

**ATC Slot, Clearance**

Pilots may request ATC CLR up to 15min prior to EOBT. On first contact state:

- ACFT type
- Stand number
- Code letter of latest ATIS INFO received.

DCL is AVBL from EOBT-25min to EOBT+15min.

REQ CLR for push-back and taxi on GROUND.

**Oceanic clearance**

JET DEP

If flight planned to enter Shanwick at GOMUP, REQ oceanic CLR prior DEP.

If flight planned to enter Shanwick at all other entry points, REQ oceanic CLR when airborne.

NON-JET DEP: REQ oceanic CLR when airborne.

Oceanic CLR is valid only from entry point. CLR to entry point is issued separately by ATC.

**De-Icing**

AVBL.

Effective 19-JUL-2018

12-JUL-2018

GLA-EGPF

United Kingdom Glasgow

AGC  
AFC

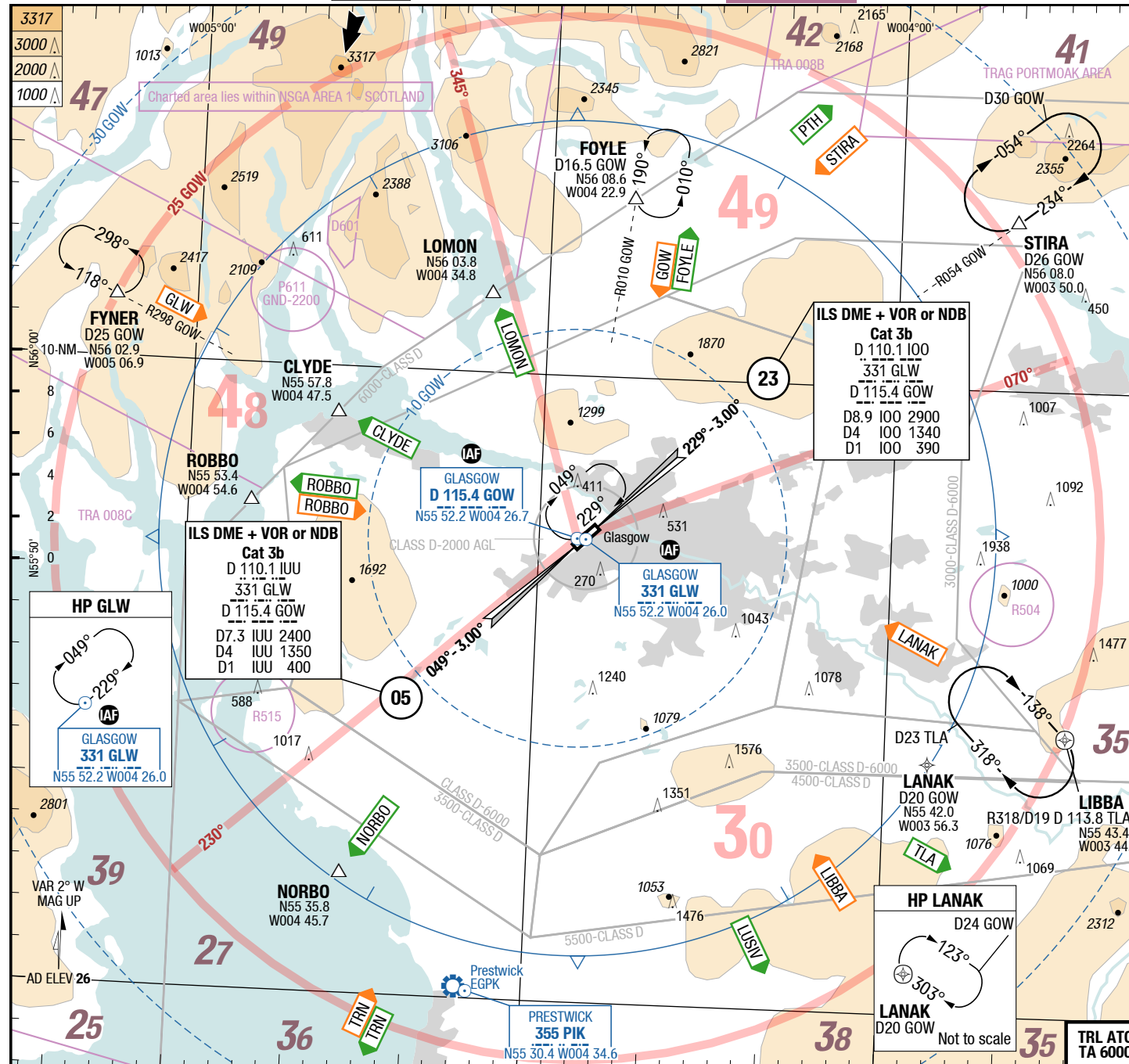
AFC

AFC

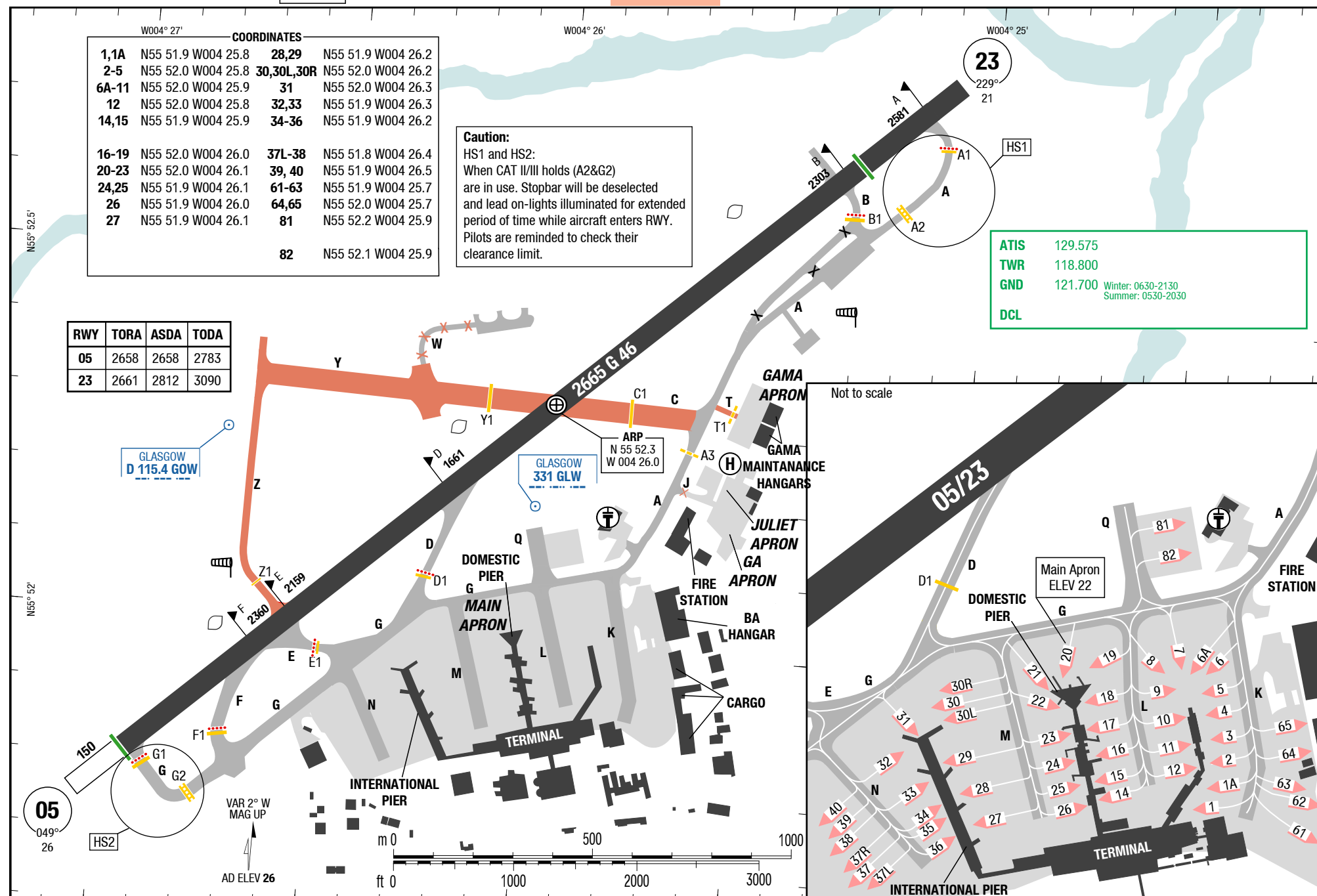
Glasgow United Kingdom

AGC  
AFC

2-10



Changes: Completely revised



## GLA-EGPF

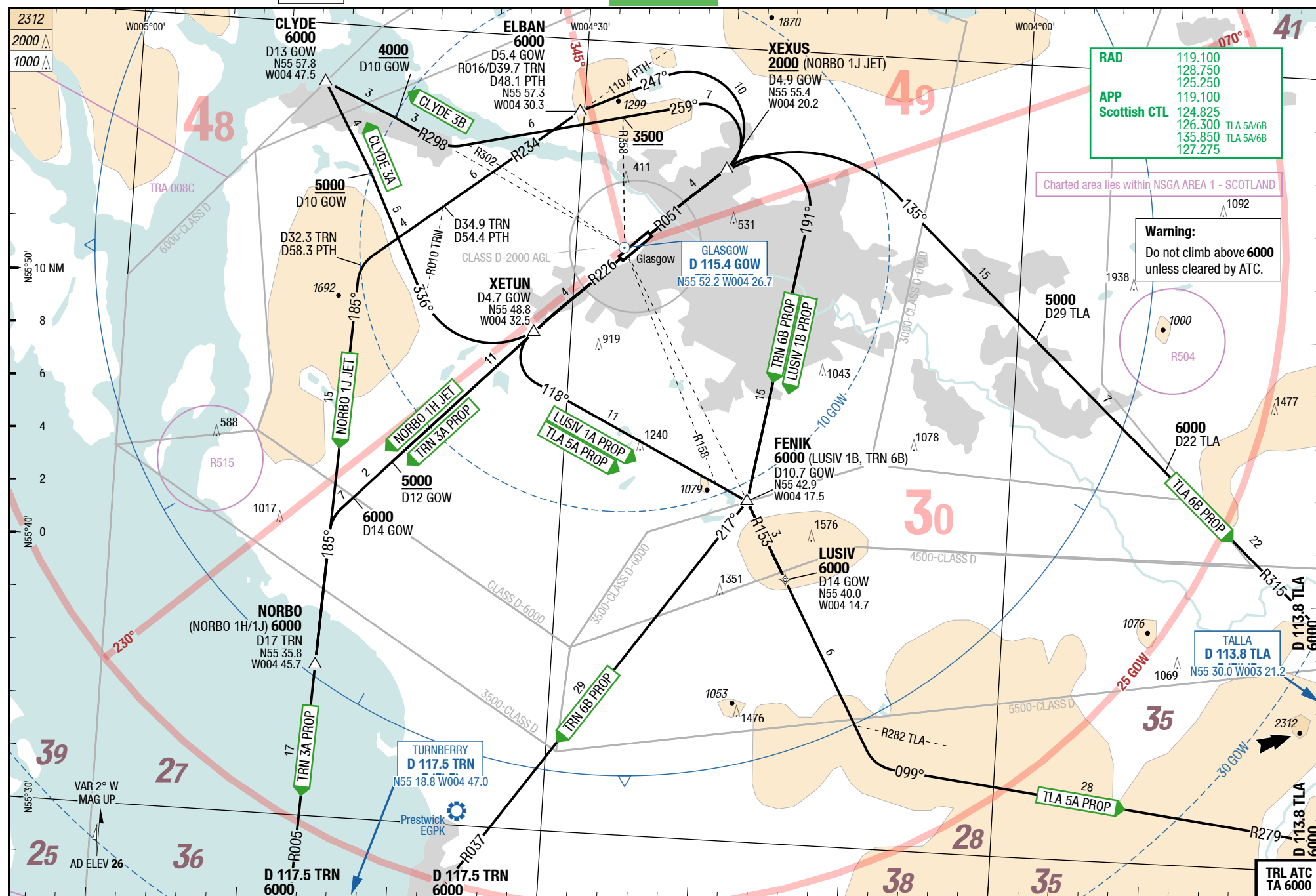
4-10

**CLYDE/LUSIV/NORBO/TLA/TRN**

SID

SID

**CLYDE/LUSIV/NORBO/TLA/TRN**



Changes: Track, DIST, VAR

© IJ-0010



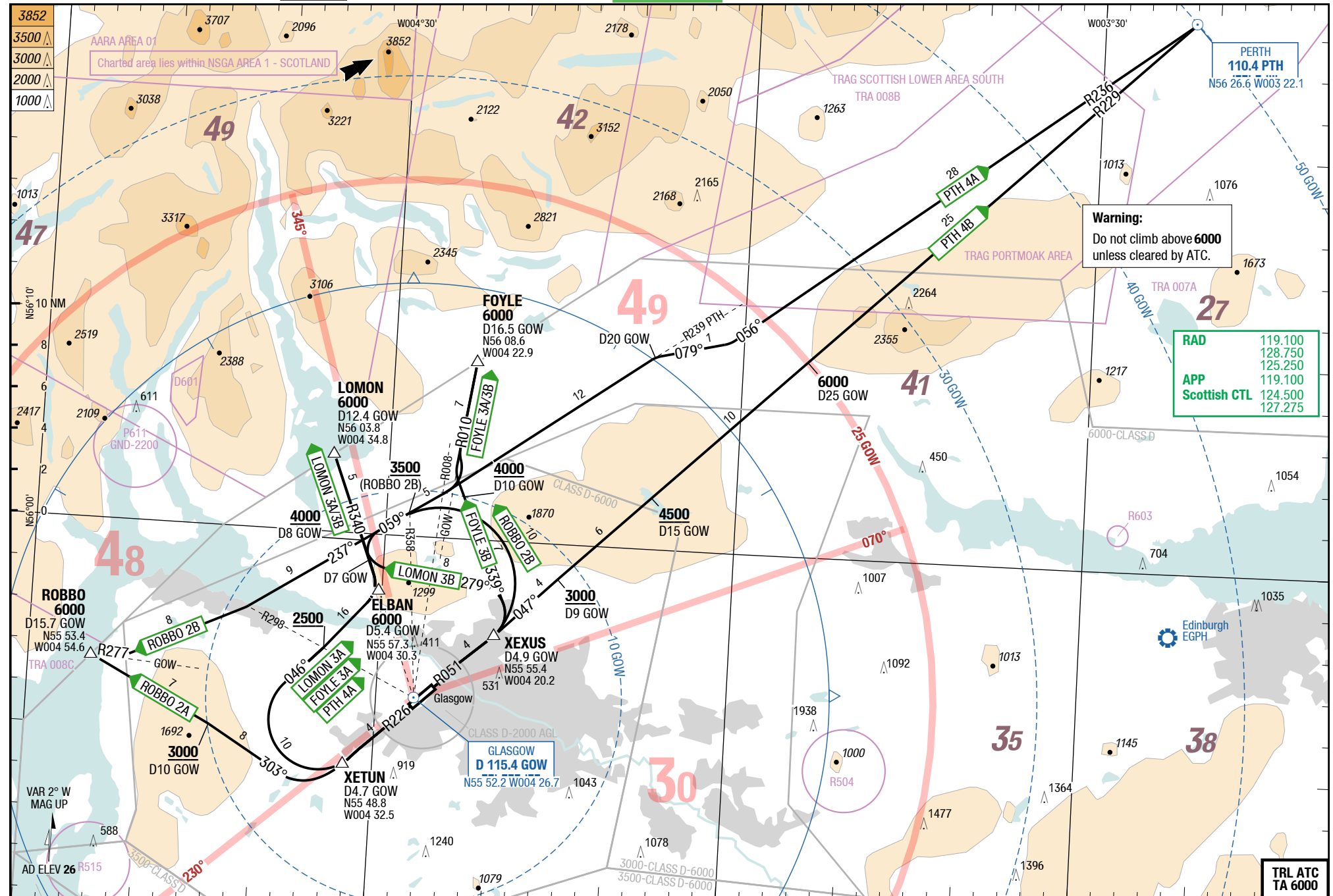
## GLA-EGPF

**4-20** **FOYLE/LOMON/PTH/ROBBO**

SID

SID

**FOYLE/LOMON/PTH/ROBBO**



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**CLYDE 3B / LUSIV 1B / NORBO 1J / TALLA 6B / TURNBERRY 6B**

RWY 05 (049°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>CLYDE 3B</b> 4.5% to 1500 5.8% to 3500 <b>119.100</b> ①②③	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) <b>LT</b> 259° - crossing R302 <b>GOW RT</b> intercept R298 <b>GOW</b> to CLYDE	R359 <b>GOW</b> MNM <b>3500</b> D10 <b>GOW</b> MNM <b>4000</b> CLYDE at <b>6000</b>  <b>initial climb 6000</b>
<b>LUSIV 1B</b> (Prop only) 4.5% to 300 5.8% to 6000 <b>119.100</b> ②	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) <b>RT</b> 191° to FENIK - <b>LT</b> to intercept R153 <b>GOW</b> to LUSIV	FENIK at <b>6000</b> LUSIV at <b>6000</b>  <b>initial climb 6000</b>
<b>NORBO 1J</b> (Jet only) 4.5% to 1500 7.0% to 6000 <b>119.100</b> ②③	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) <b>LT</b> 247° - crossing ELBAN (R016 <b>TRN</b> ) intercept R234 <b>PTH</b> - at R010 <b>TRN LT</b> intercept R005 <b>TRN</b> to NORBO	XEXUS (D4.9 <b>GOW</b> ) MNM <b>2000</b> ELBAN <b>6000</b> NORBO <b>6000</b>  <b>initial climb 6000</b>
<b>TALLA 6B</b> <b>TLA 6B</b> (Prop only) 4.5% to 300 5.8% to 5000 <b>119.100</b> ②	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) <b>RT</b> intercept R315 <b>TLA to TLA</b>	D29 <b>TLA</b> at <b>5000</b> D22 <b>TLA</b> at <b>6000</b> <b>TLA</b> at <b>6000</b>  <b>initial climb 6000</b>
<b>TURNBERRY 6B</b> <b>TRN 6B</b> (Prop only) 4.5% to 300 5.8% to 6000 <b>119.100</b> ②	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) <b>RT</b> 191° to FENIK - intercept R037 <b>TRN</b> to <b>TRN</b>	FENIK at <b>6000</b> <b>TRN</b> at <b>6000</b>  <b>initial climb 6000</b>

① Do not turn below 1500ft to intercept SID track due to high ground north of aerodrome.

② En-route cruising levels will be issued after take-off by Scottish Control. Report callsign, SID designator, current and cleared altitude on first contact.

③ Expect first CPDLC logon code EGPX



## CLYDE 3A / LUSIV 1A / NORBO 1H / TALLA 5A / TURNBERRY 3A

RWY 23 (229°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>CLYDE 3A</b> 3.8% to 2100 5.8% to 5000 <b>119.100</b> ①②③	intercept R226 <b>GOW</b> - at XETUN (D4.7 <b>GOW</b> ) <b>RT</b> 336° to CLYDE	D10 <b>GOW</b> MNM 5000 CLYDE at 6000  <b>initial climb 6000</b>
<b>LUSIV 1A</b> (Prop only) 3.8% to 1200 <b>119.100</b> ②	intercept R226 <b>GOW</b> - at XETUN (D4.7 <b>GOW</b> ) <b>LT</b> 118° toward FENIK - at R158 <b>GOW</b> <b>RT</b> to LUSIV	LUSIV 6000  <b>initial climb 6000</b>
<b>NORBO 1H</b> (Jet only) 3.8% to 1200 7.0% to 6000 <b>119.100</b> ②③	intercept R226 <b>GOW</b> - at D14 <b>GOW</b> <b>LT</b> intercept R005 <b>TRN</b> to NORBO	D12 <b>GOW</b> MNM 5000 D14 <b>GOW</b> 6000 NORBO 6000  <b>initial climb 6000</b>
<b>TALLA 5A</b> <b>TLA 5A</b> (Prop only) 3.8% to 1200 5.8% to 6000 <b>119.100</b> ②	intercept R226 <b>GOW</b> - at XETUN (D4.7 <b>GOW</b> ) <b>LT</b> 118° toward FENIK - crossing R158 <b>GOW</b> <b>RT</b> intercept R153 <b>GOW</b> - at R282 <b>TLA</b> <b>LT</b> intercept R279 <b>TLA</b> to <b>TLA</b>	D14 <b>GOW</b> at 6000 <b>TLA</b> at 6000  <b>initial climb 6000</b>
<b>TURNBERRY 3A</b> <b>TRN 3A</b> (Prop only) 3.8% to 1200 7.0% to 6000 <b>119.100</b> ②	intercept R226 <b>GOW</b> - at D14 <b>GOW</b> <b>LT</b> intercept R005 <b>TRN</b> to <b>TRN</b>	D12 <b>GOW</b> MNM 5000 D14 <b>GOW</b> at 6000 <b>TRN</b> at 6000  <b>initial climb 6000</b>

- ① Do not turn east of R325 **GOW** to intercept SID track due to high ground north of aerodrome.
- ② En-route cruising levels will be issued after take-off by Scottish Control. Report callsign, SID designator, current and cleared altitude on first contact.
- ③ Expect first CPDLC logon code EGPX

## FOYLE 3B / LOMON 3B / PERTH 4B / ROBBO 2B

RWY 05 (049°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>FOYLE 3B</b> 4.5% to 1500 6.6% to 4000 <b>119.100</b> ①②③	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) LT 339° intercept R010 <b>GOW</b> to FOYLE	D10 <b>GOW</b> MNM <b>4000</b> FOYLE at <b>6000</b>  <b>initial climb 6000</b>
<b>LOMON 3B</b> 4.5% to 1500 5.8% to 4000 6.0% to 6000 <b>119.100</b> ①②③	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) LT 279° intercept R340 <b>GOW</b> to LOMON	D8 <b>GOW</b> MNM <b>4000</b> LOMON at <b>6000</b>  <b>initial climb 6000</b>
<b>PERTH 4B</b> <b>PTH 4B</b> 4.5% to 2000 5.8% to 3000 <b>119.100</b> ②③	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) intercept R229 <b>PTH to PTH</b>	D9 <b>GOW</b> MNM <b>3000</b> D15 <b>GOW</b> MNM <b>4500</b> D25 <b>GOW</b> at <b>6000</b>  <b>initial climb 6000</b>
<b>ROBBO 2B</b> 4.5% to 1500 5.8% to 3500 <b>119.100</b> ①②③	intercept R051 <b>GOW</b> - at XEXUS (D4.9 <b>GOW</b> ) LT intercept R237 <b>PTH</b> - crossing R298 <b>GOW</b> RT intercept R277 <b>GOW</b> to ROBBO	R359 <b>GOW</b> MNM <b>3500</b> ROBBO at <b>6000</b>  <b>initial climb 6000</b>

① Do not turn below 1500ft to intercept SID track due to high ground north of aerodrome.

② En-route cruising levels will be issued after take-off by Scottish Control. Report callsign, SID designator, current and cleared altitude on first contact.

③ Expect first CPDLC logon code EGPX

## FOYLE 3A / LOMON 3A / PERTH 4A / ROBBO 2A

RWY 23 (229°)

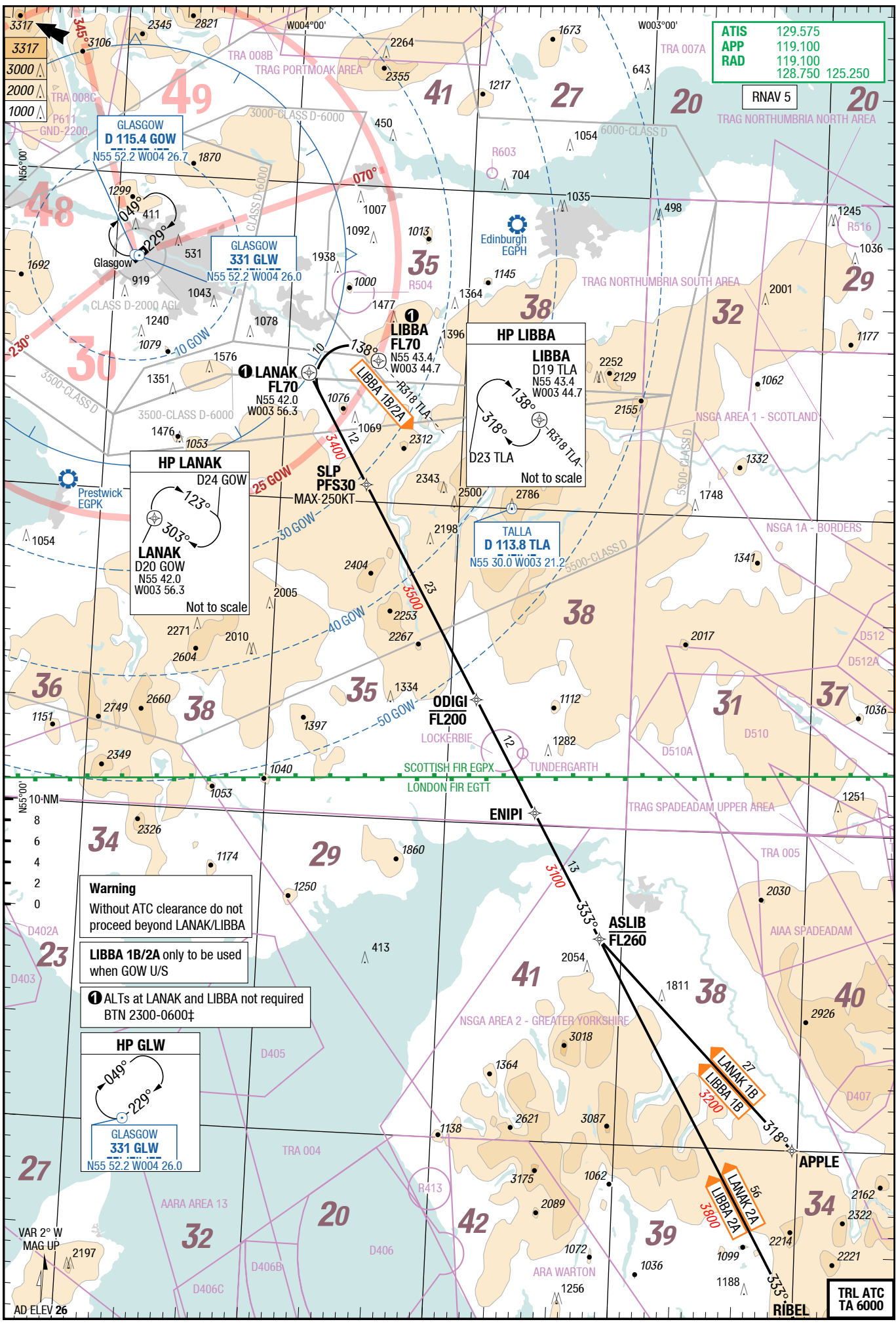
	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>FOYLE 3A</b> 3.8% to 2100 5.8% to 6000 <b>119.100</b> ①②③	intercept R226 <b>GOW</b> - at XETUN (D4.7 <b>GOW</b> ) RT 046° - at ELBAN intercept R340 <b>GOW</b> - at D7 <b>GOW</b> RT intercept R239 <b>PTH</b> inbound - crossing R008 <b>GOW</b> LT intercept R010 <b>GOW</b> to FOYLE	R299 <b>GOW</b> MNM 2500 ELBAN at 6000 FOYLE at 6000  <b>initial climb 6000</b>
<b>LOMON 3A</b> 3.8% to 2100 5.8% to 6000 <b>119.100</b> ①②③	intercept R226 <b>GOW</b> - at XETUN (D4.7 <b>GOW</b> ) RT 046° - at ELBAN intercept R340 <b>GOW</b> to LOMON	R299 <b>GOW</b> MNM 2500 ELBAN at 6000 LOMON at 6000  <b>initial climb 6000</b>
<b>PERTH 4A</b> <b>PTH 4A</b> 3.8% to 2100 5.8% to 6000 <b>119.100</b> ①②③	intercept R226 <b>GOW</b> - at XETUN (D4.7 <b>GOW</b> ) RT 046° - at ELBAN intercept R340 <b>GOW</b> - at D7 <b>GOW</b> RT intercept R239 <b>PTH</b> inbound - at D20 <b>GOW</b> RT 079° intercept R236 <b>PTH</b> to <b>PTH</b>	R299 <b>GOW</b> MNM 2500 ELBAN at 6000  <b>initial climb 6000</b>
<b>ROBBO 2A</b> 3.8% to 2100 5.8% to 3000 <b>119.100</b> ②③	intercept R226 <b>GOW</b> - at XETUN (D4.7 <b>GOW</b> ) RT 303° to ROBBO	D10 <b>GOW</b> MNM 3000 ROBBO at 6000  <b>initial climb 6000</b>

- ① Do not turn east of R325 GOW to intercept SID track due to high ground north of aerodrome.
- ② En-route cruising levels will be issued after take-off by Scottish Control. Report callsign, SID designator, current and cleared altitude on first contact.
- ③ Expect first CPDLC logon code EGPX

ATIS	129.575
APP	119.100
RAD	119.100
	128.750 125.250

RNAV 5



**Warning**  
Without ATC clearance do not proceed beyond LANAK/LIBBA

LIBBA 1B/2A only to be used when GOW U/S

① ALTs at LANAK and LIBBA not required BTN 2300-0600z

**HP GLW**

GLASGOW 331 GLW  
N55 52.2 W004 26.0







## GLA-EGPF

ILS DME + VOR or NDB 23

**7-10**

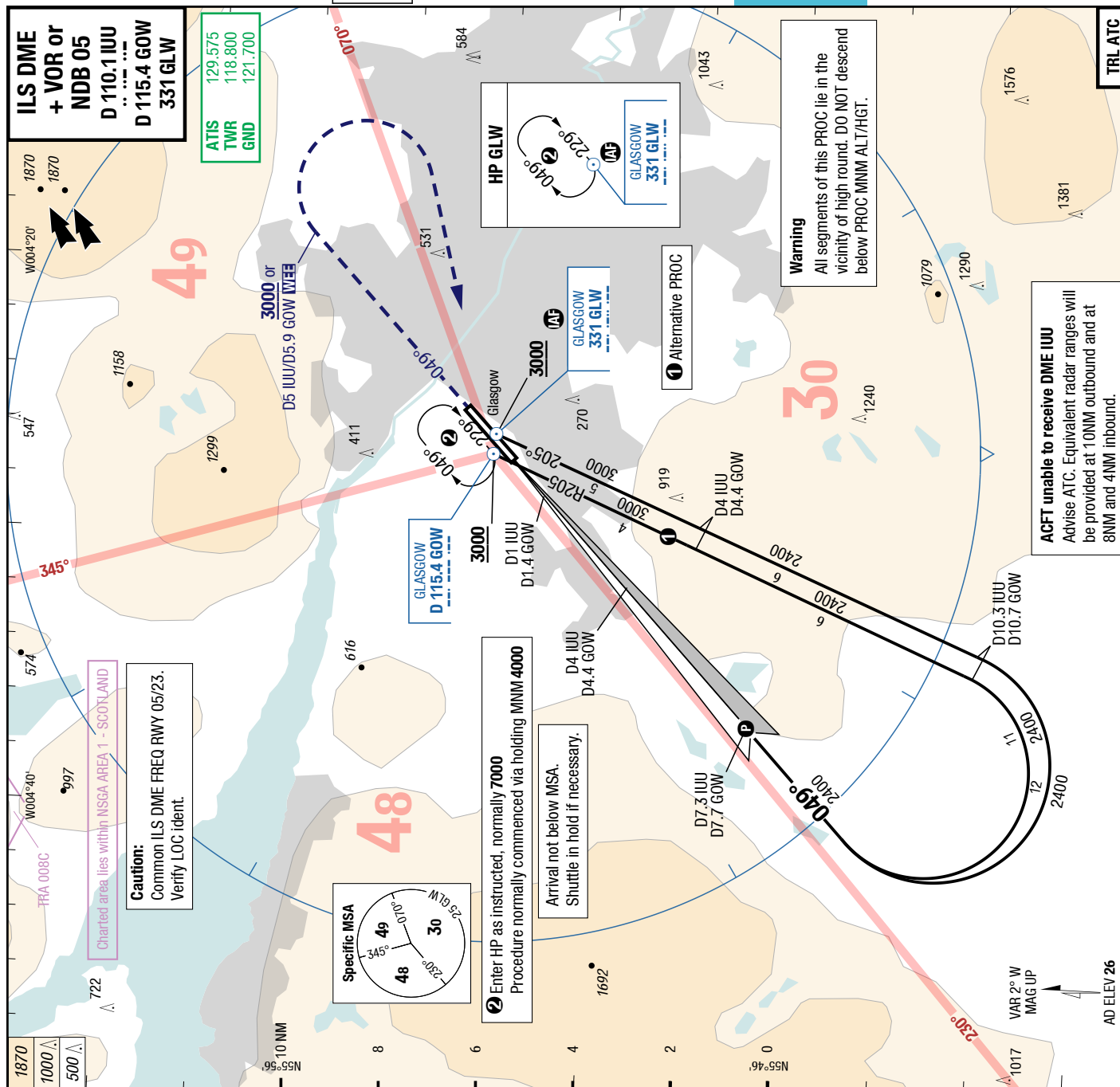
### ILS DME + VOR or NDB 05

# IAC

# IAC

ILS DME + VOR or NDB 23

### ILS DME + VOR or NDB 05

[illegible]

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Changes: MISAP text





## GLA-EGPF

LOC DME + VOR or NDB 23

**7-30**

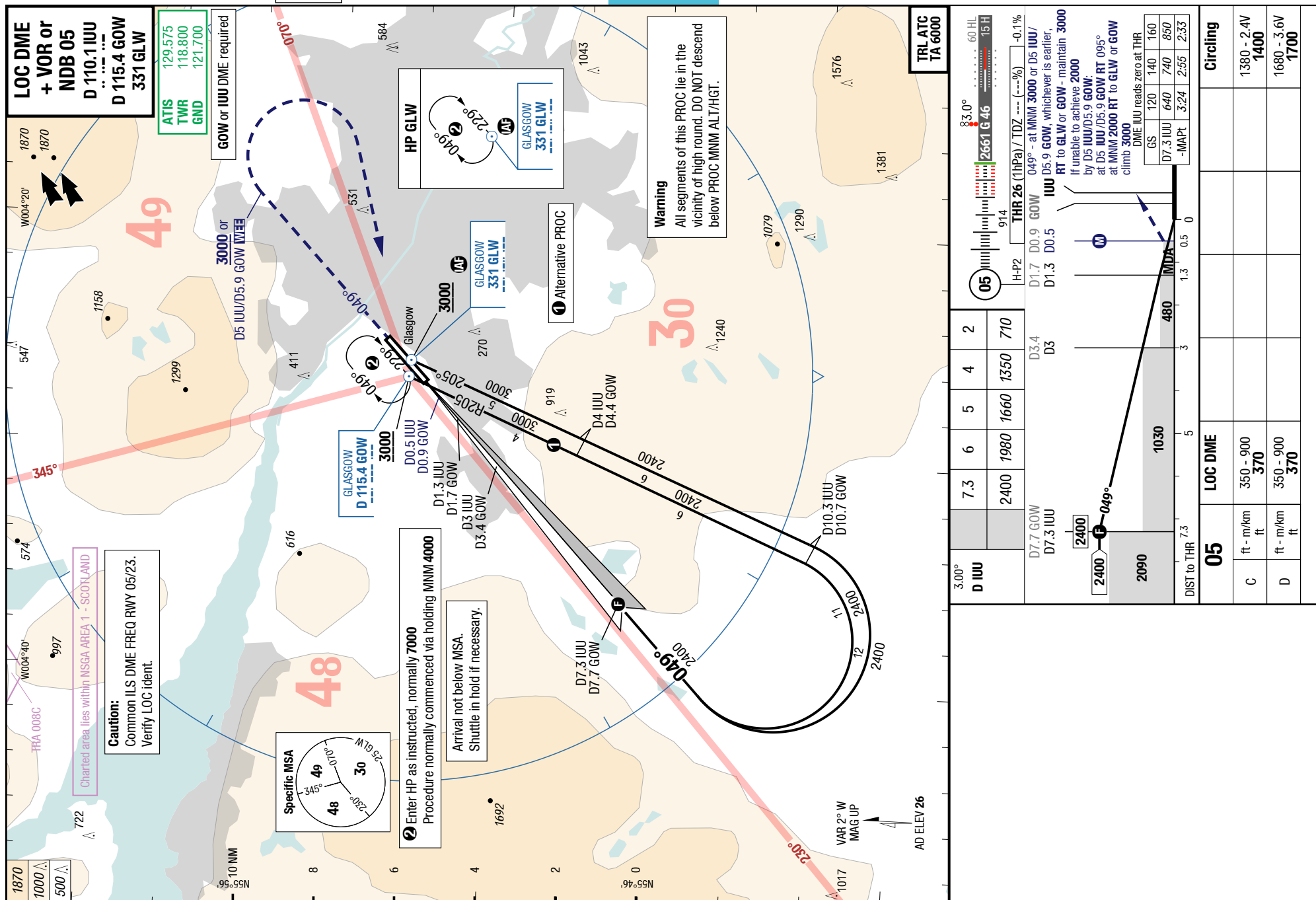
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# IAC

# IAC

LOC DME + VOR or NDB 23

## LOC DME + VOR or NDB 05



Changes: MISAP text

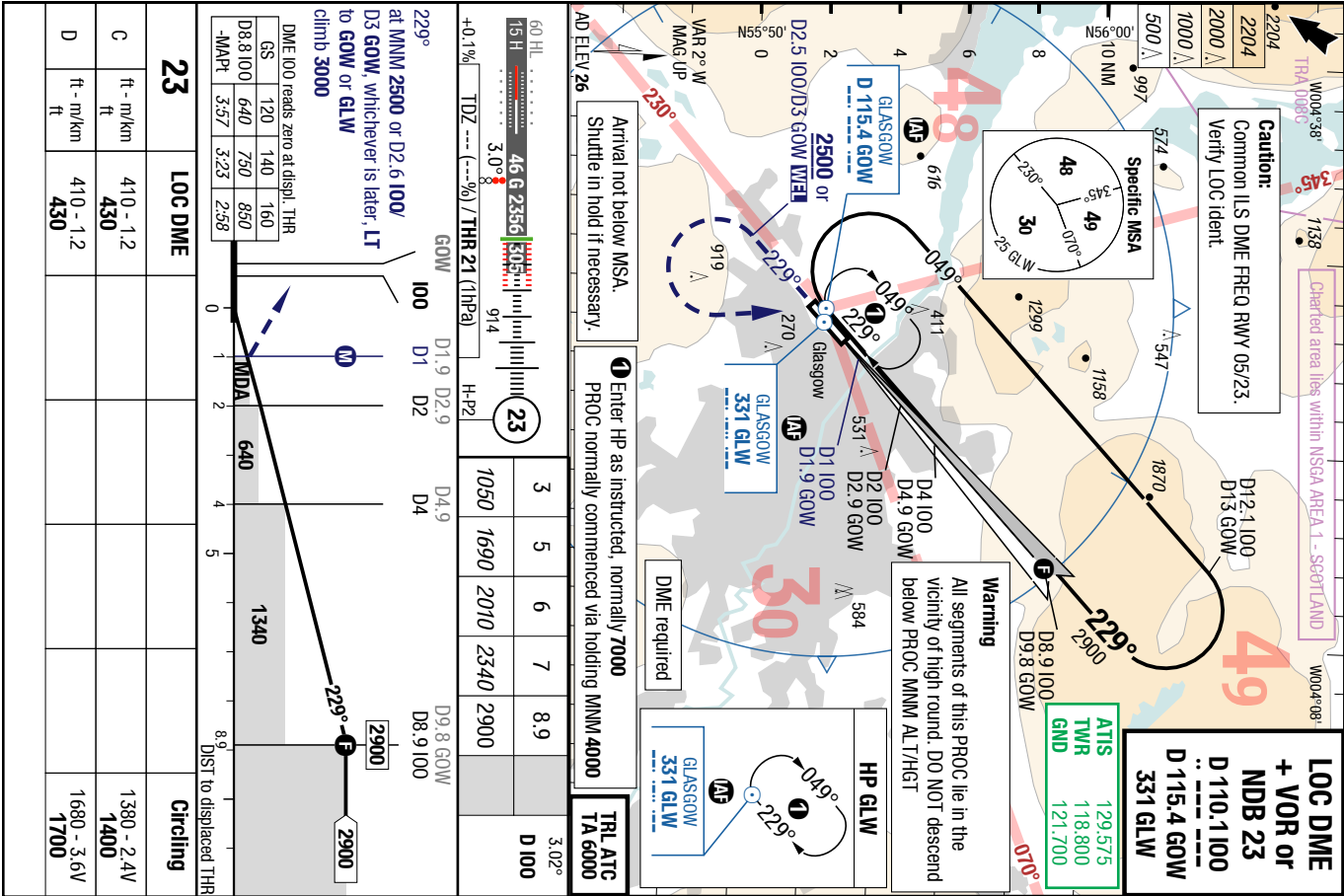
02-AUG-2018  
GLA-EGPF

United Kingdom Glasgow  
7-40 LOC DME + VOR or NDB 23

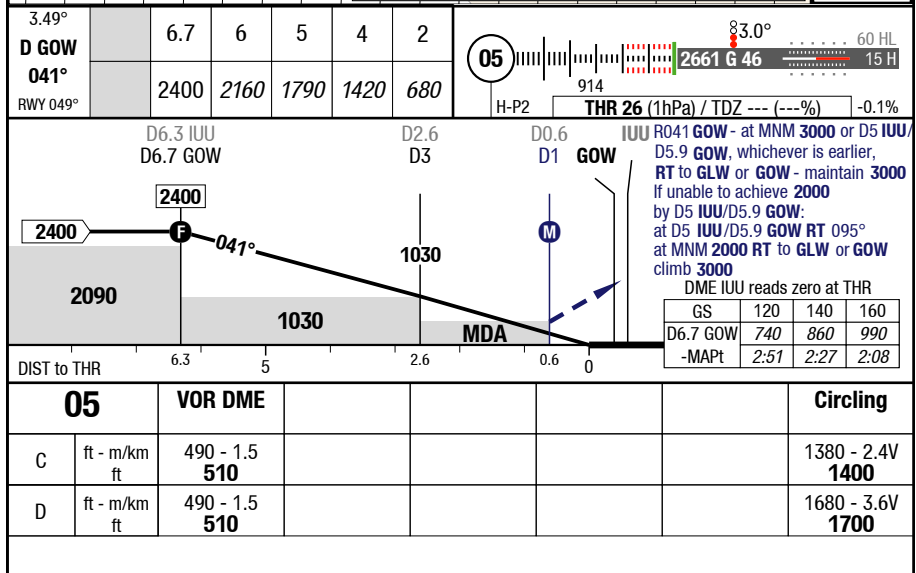
IAC

IAC

Glasgow United Kingdom  
LOC DME + VOR or NDB 23



## VOR DME 05



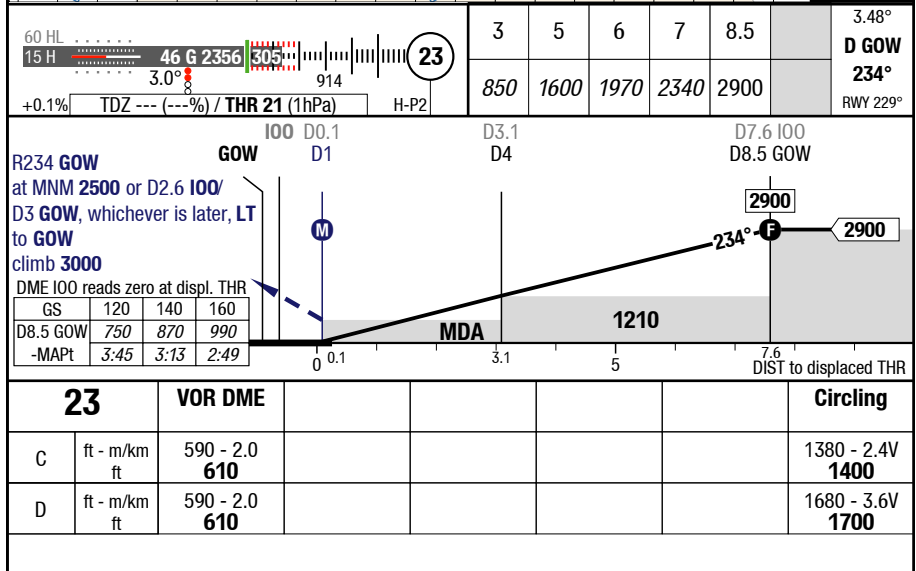
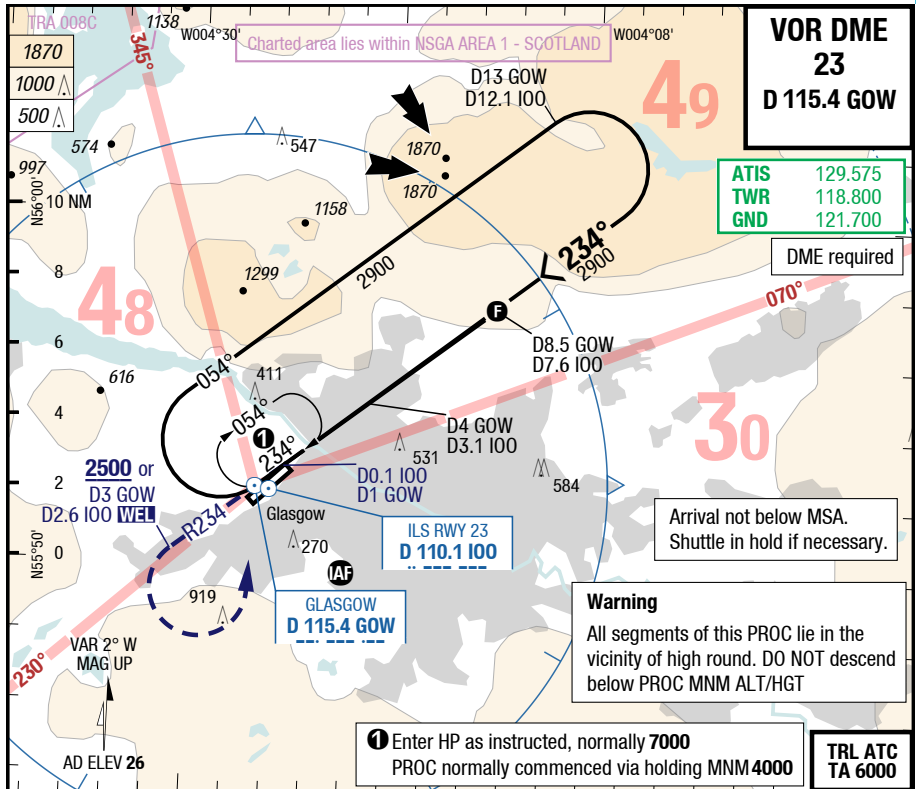
02-AUG-2018  
GLA-EGPF

United Kingdom Glasgow

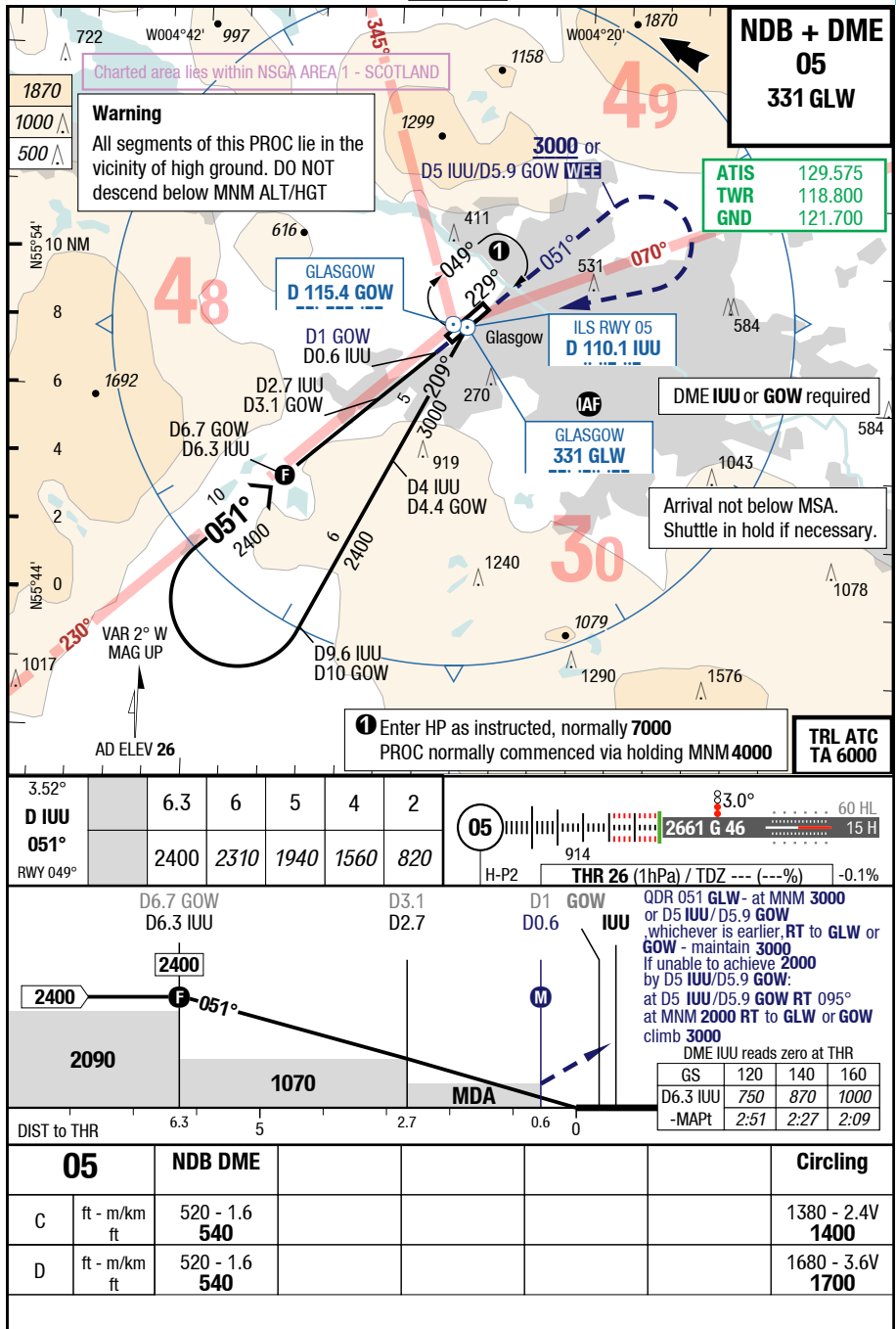
IAC

7-60

VOR DME 23



Changes: Nil



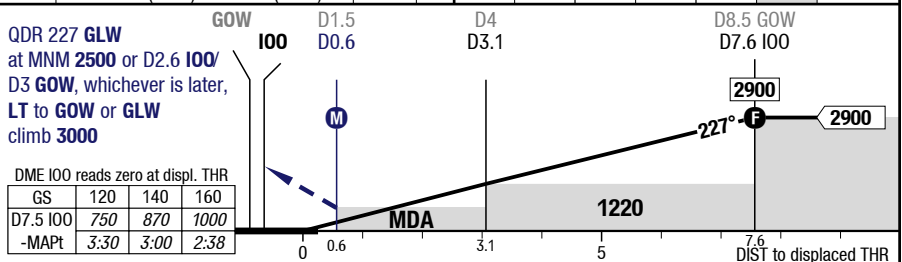
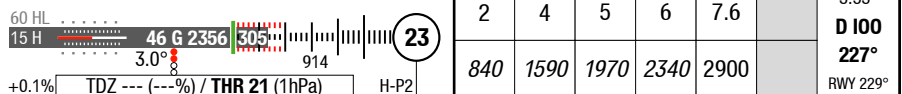
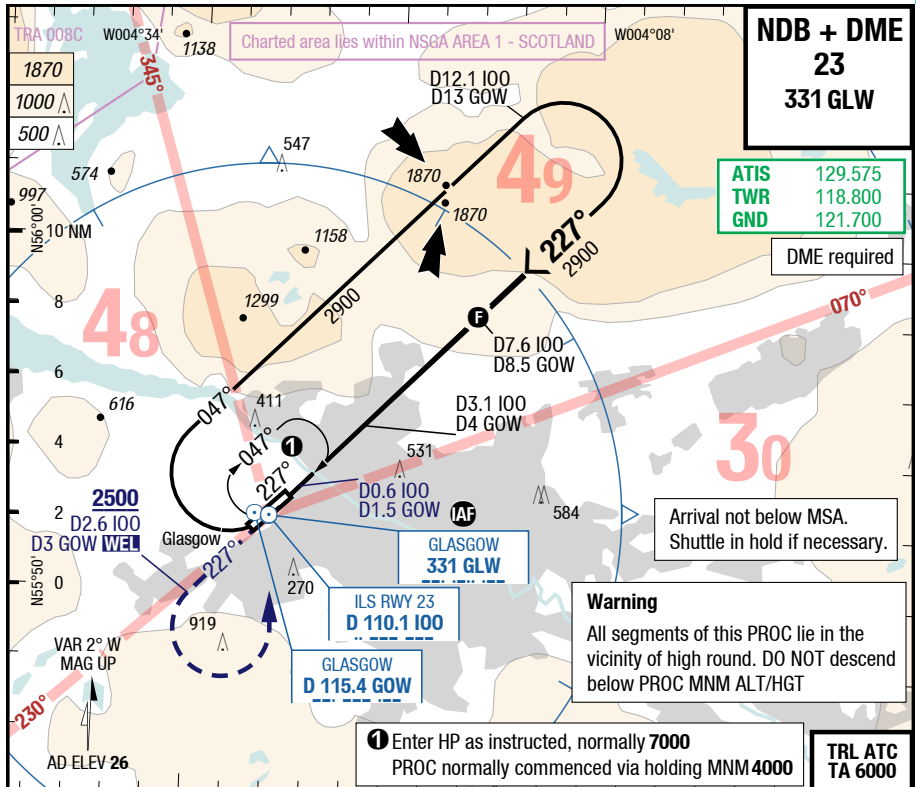
02-AUG-2018  
GLA-EGPF

United Kingdom Glasgow

IAC

7-80

NDB + DME 23



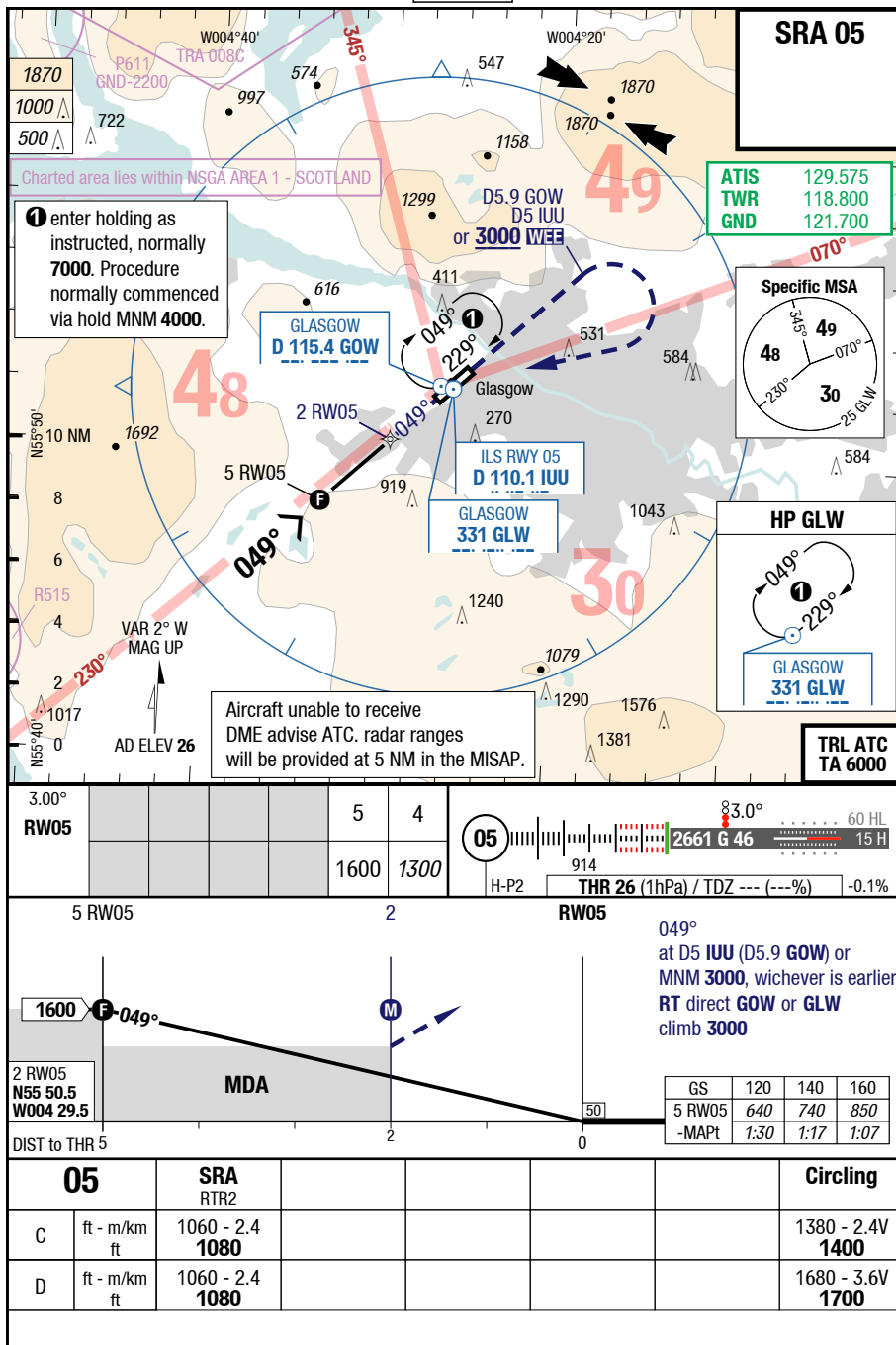
23	NDB DME					Circling
C	ft - m/km ft	590 - 2.0 610				1380 - 2.4V 1400
D	ft - m/km ft	590 - 2.0 610				1680 - 3.6V 1700

Changes: Nil



7-90

SRA 05

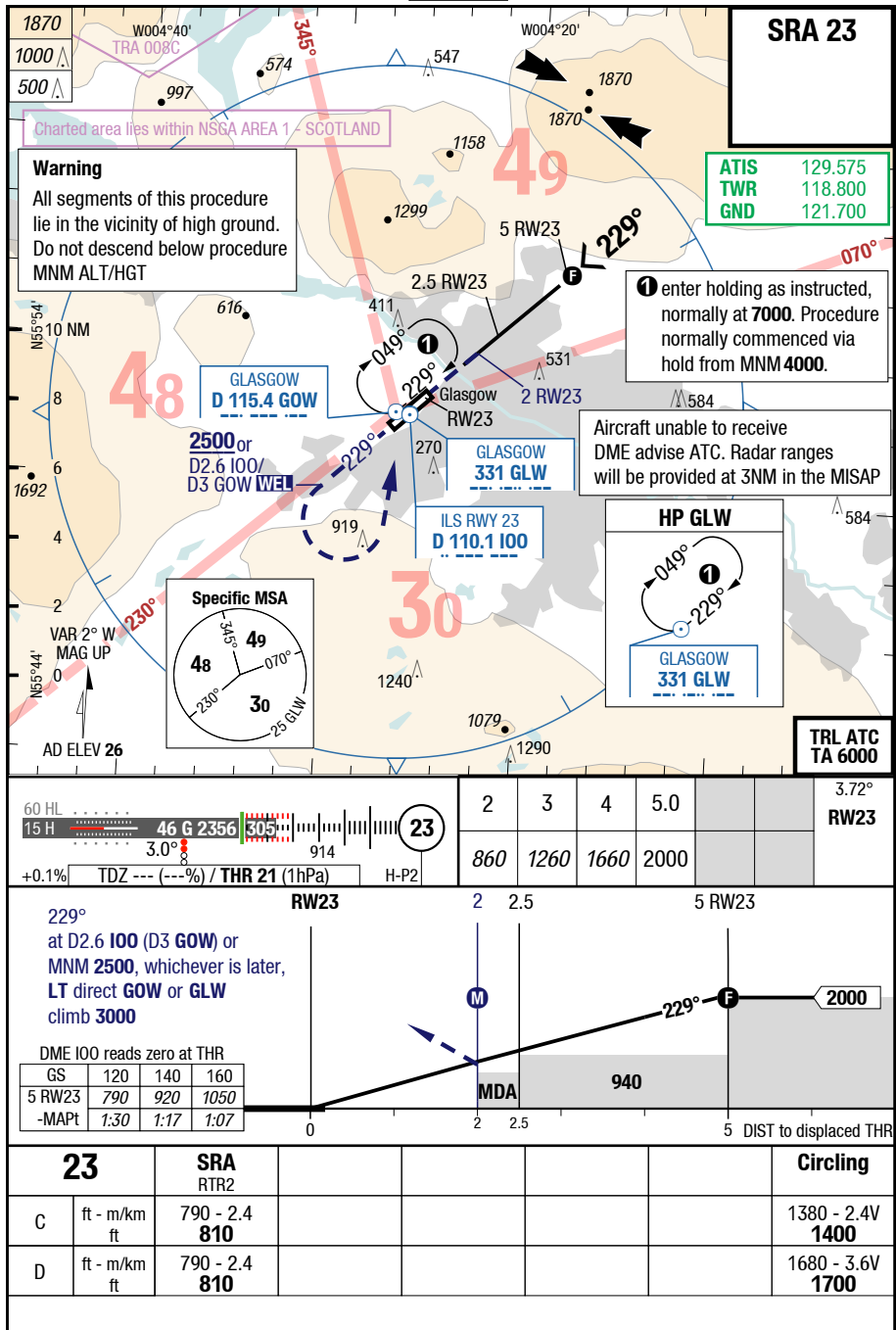


Changes: Track, OBST, VAR

## GLA-EGPF

7-100

SRA 23



12-JUL-2018  
GLA-EGPF

United Kingdom Glasgow

NIL  
MRC

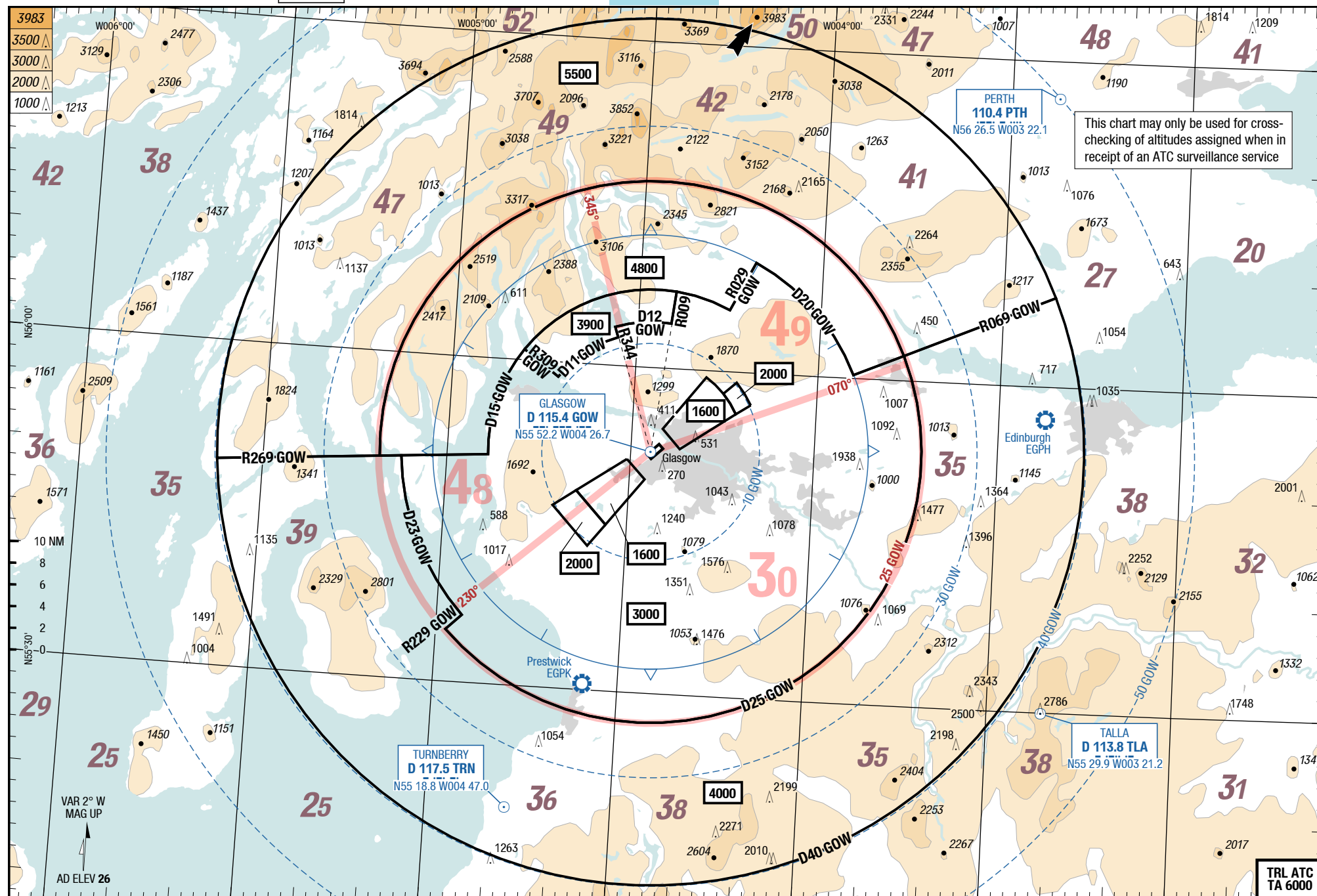
MRC

MRC

Glasgow United Kingdom

NIL  
MRC

8-10



Changes: VAR, OBST