

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

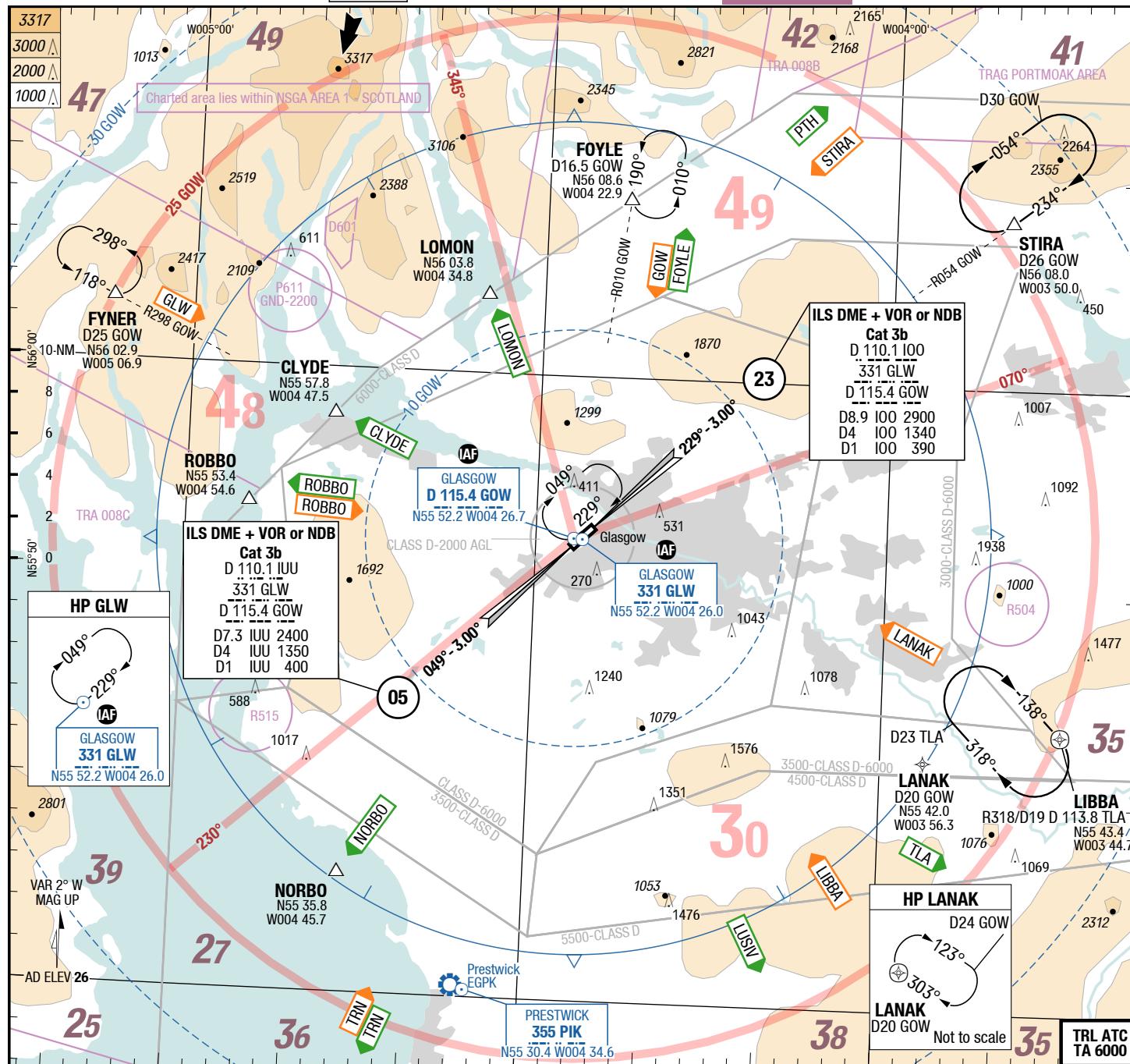
AFC

Glasgow United Kingdom

AGC

AFC

2-10



ATIS	129.575
RAD	119.100
Scottish CTL	128.750 ATC
APP	125.250 ATC
TWR	124.825
GND	135.850 TLA 5A/6B
DCL	126.300 TLA 5A/6B
	124.500
	127.275
	119.100
	118.800
	121.700 Winter: 0630-2130
	Summer: 0530-2030

COORDINATES					
1,1A	N55 51.9	W004 25.8	28,29	N55 51.9	W004 26.2
2-5	N55 52.0	W004 25.8	30,30L,30R	N55 52.0	W004 26.2
6A-11	N55 52.0	W004 25.9	31	N55 52.0	W004 26.3
12	N55 52.0	W004 25.8	32,33	N55 51.9	W004 26.3
14,15	N55 51.9	W004 25.9	34-36	N55 51.9	W004 26.2
16-19	N55 52.0	W004 26.0	37L-38	N55 51.8	W004 26.4
20-23	N55 52.0	W004 26.1	39, 40	N55 51.9	W004 26.5
24,25	N55 51.9	W004 26.1	61-63	N55 51.9	W004 25.7
26	N55 51.9	W004 26.0	64,65	N55 52.0	W004 25.7
27	N55 51.9	W004 26.1	81	N55 52.2	W004 25.9
			82	N55 52.1	W004 25.9

Caution:
HS1 and HS2:
When CAT II/III holds (A2&G2)
are in use. Stopbar will be deselected
and lead on-lights illuminated for extended
period of time while aircraft enters RWY.
Pilots are reminded to check their
clearance limit.

ATIS 129.575
TWR 118.800
GND 121.700 Winter: 0630-2130
Summer: 0530-2030

RWY	TORA	ASDA	TODA
05	2658	2658	2783
23	2661	2812	3090

N55° 52.5'

155° 52'

GLASGOW
D 115.4 GOW
THE UNIVERSITY

Not to scale

05/23

CE

D1

D

DOMESTIC PIER

81

82

A

FIRE STATION

81

82

Q

Main Apron ELEV 22

G

20

19

18

17

16

15

14

13

12

11

10

9

8

7

6A

6

5

4

3

2

1A

1

65

64

63

62

61

E

G

31

32

30R

30L

29

28

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31

32

33

34

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36

37

38

40

57R

57L

57L'

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30L

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32

33

34

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36

37

38

40

57R

57L

57L'

TERMINAL

INTERNATIONAL PIER

GLA-EGPF

United Kingdom Glasgow

FOYLE/LOMON/PTH/ROBBO

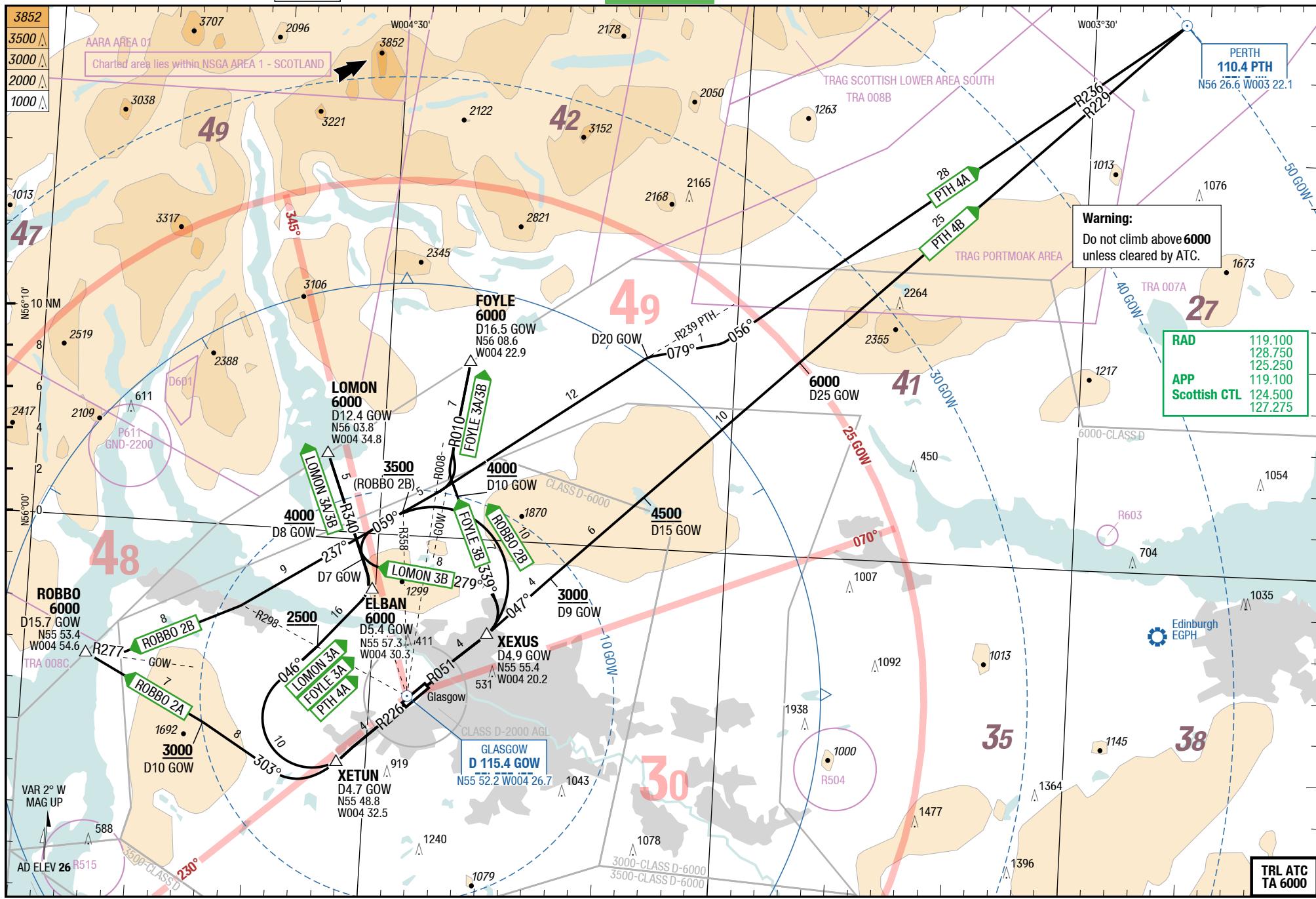
CLYDE/LUSIV/NORBO/TLA/TRN

Glasgow United Kingdom

FOYLE/LOMON/PTH/ROBBO

CLYDE/LUSIV/NORBO/TLA/TRM

4-10 |



GLA-EGPF

5-10

CLYDE/LUSIV/NORBO/TLA/TRN

SIDPT

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

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

GLA-EGPF

5-20

CLYDE/LUSIV/NORBO/TLA/TRN

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

- 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

GLA-EGPF

5-30

FOYLE/LOMON/PTH/ROBBO

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

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

GLA-EGPF

5-40

FOYLE/LOMON/PTH/ROBBO

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

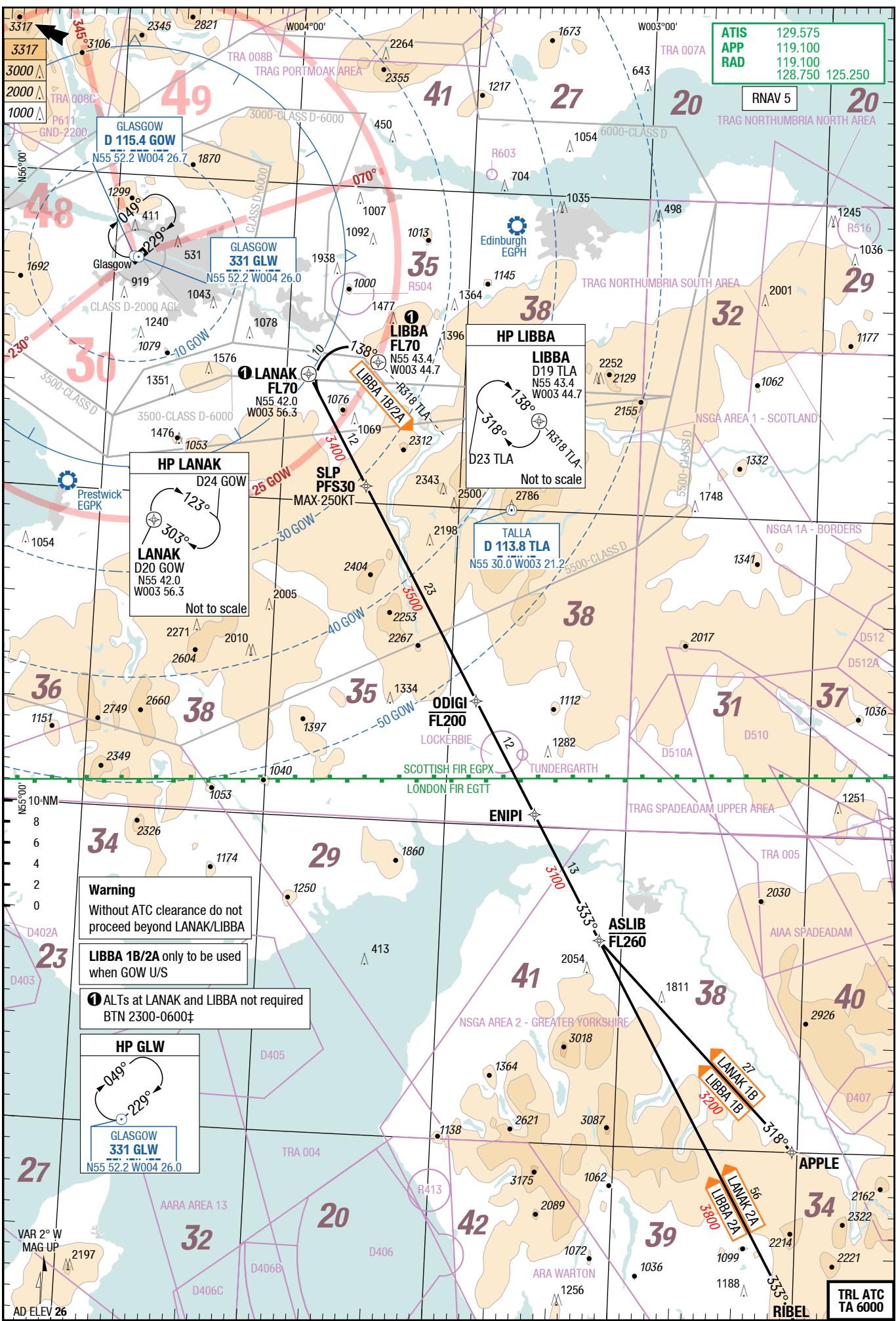
DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
FOYLE 3A 3.8% to 2100 5.8% to 6000 119.100 ①②③	intercept R226 GOW - at XETUN (D4.7 GOW) RT 046° - at ELBAN intercept R340 GOW - at D7 GOW RT intercept R239 PTH inbound - crossing R008 GOW LT intercept R010 GOW to FOYLE	R299 GOW MNM 2500 ELBAN at 6000 FOYLE at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

- 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

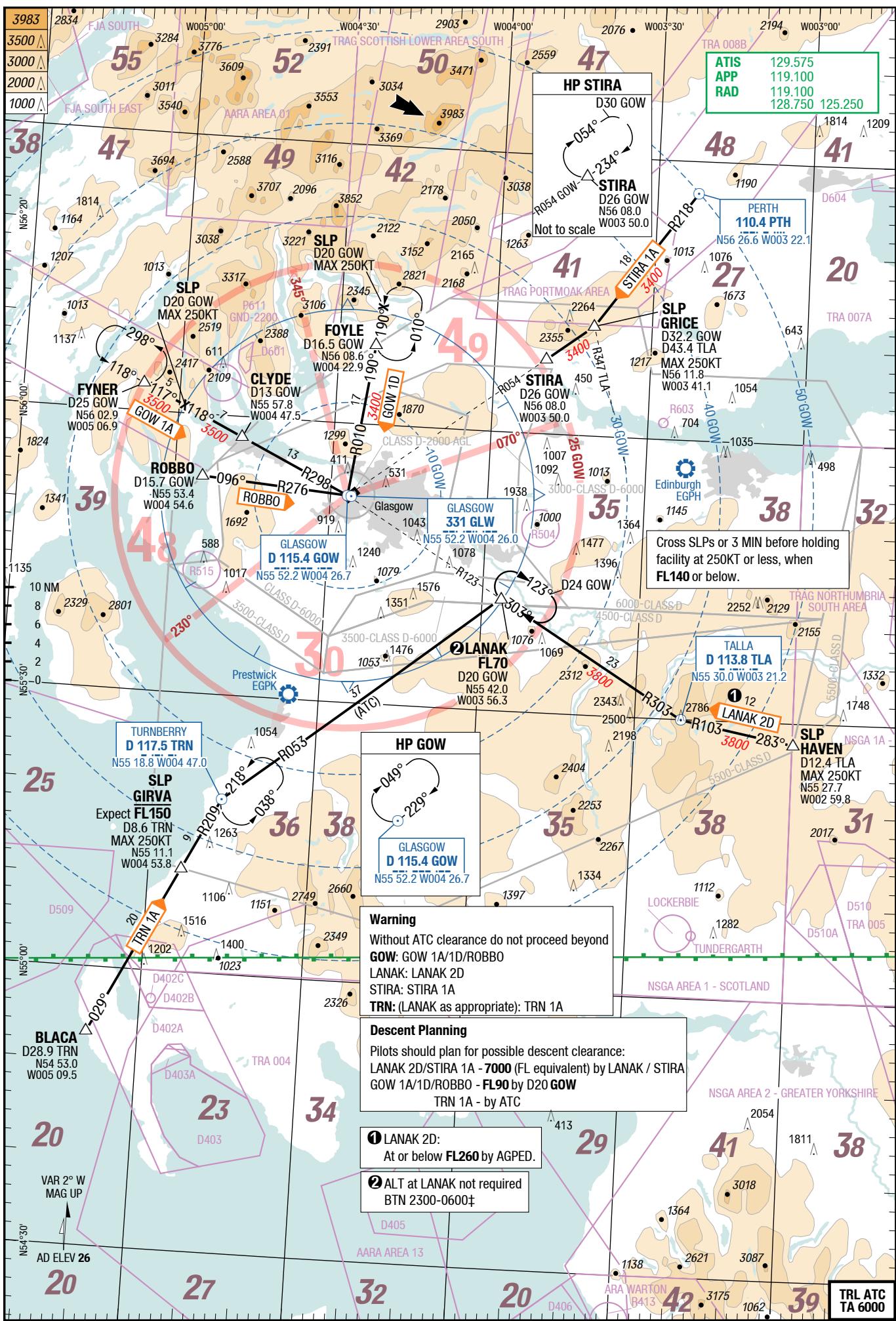
6-10

United Kingdom Glasgow
RNAV STARS
STAR
STAR

Glasgow United Kingdom
RNAV STARS
STAR
RNAV STARS



Changes: Track, HLDG, VAR



Effective 24-MAY-2018

17-MAY-2018

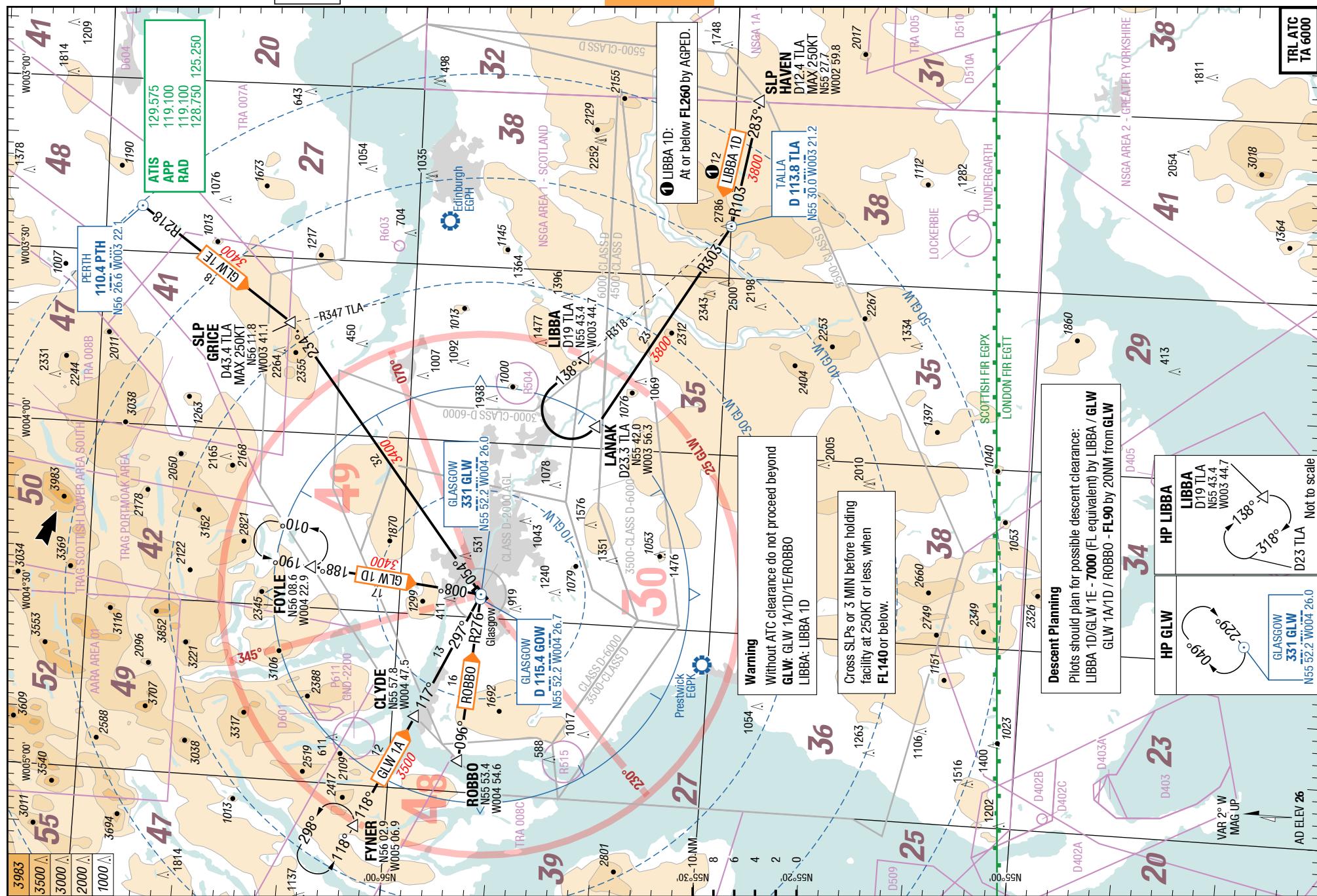
GLA-EGPF

6-30

STARs (GOW VOR or DME INOP)

Glasgow United Kingdom

STARs (GOW VOR or DME INOP)

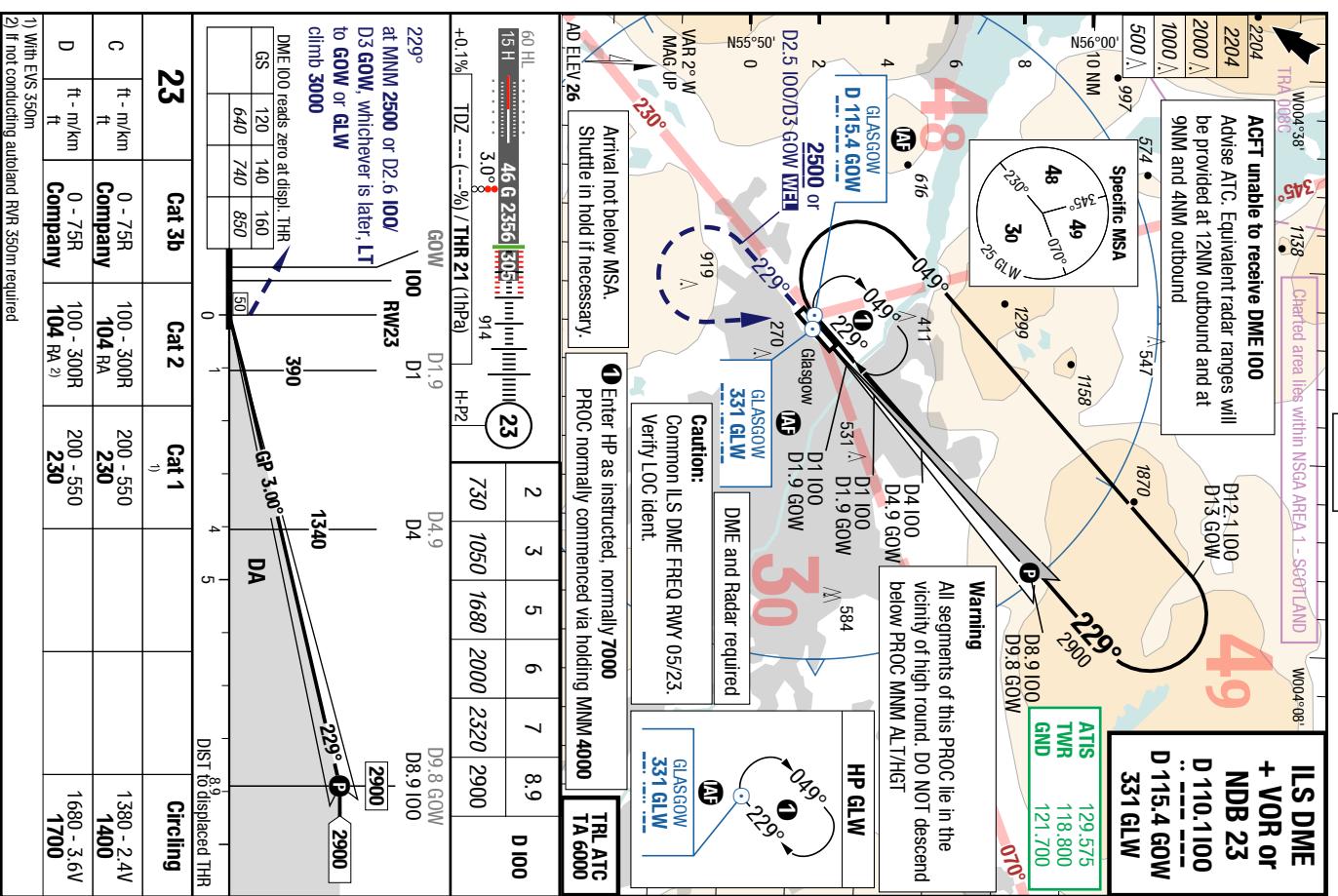


7-30 **|| \$ DME ± VOB or NDB 23**

GIA-EGPE

IAC

II S DME + VOR or NDB 23



02-AUG-2018

GLA-EGPF

United Kingdom Glasgow

LOC DME + VOR or NDB 23

7-30

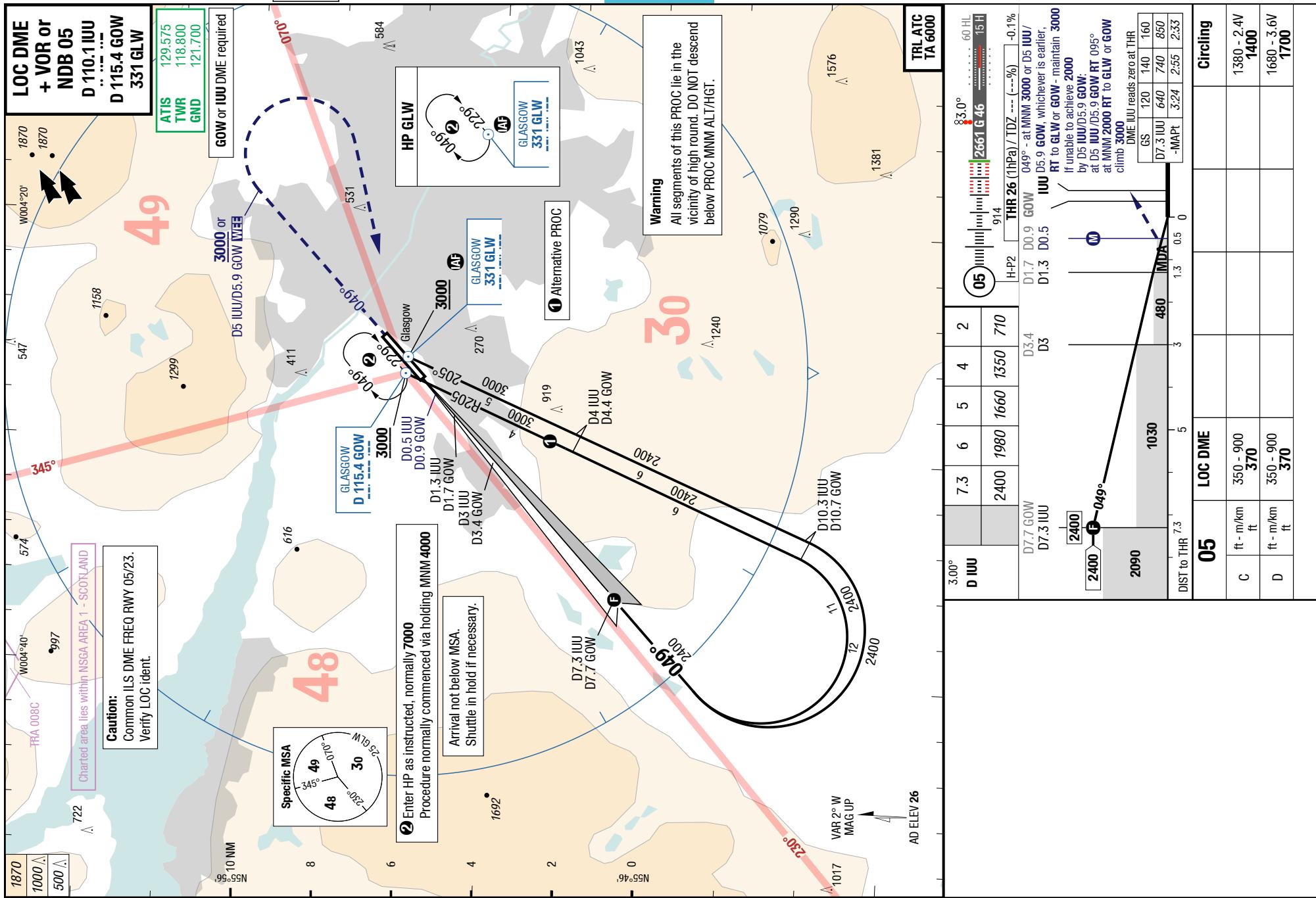
LOC DME + VOR or NDB 05

IAC

Glasgow United Kingdom

LOC DME + VOR or NDB 23

LOC DME + VOR or NDB 05



GLA-EGPF

IAC
IAC
LOC DME + VOR or NDB 23
Glasgow United Kingdom

• 2204
2204
2000 ▲

Caution:
Common ILS DME FREQ RWY 05/23.
Verify LOC ident.

TRA
W004°38'N
345°
138
Charted area lies within NSGA AREA 1 - SCOTLAND

49

D12-1100
D13 GOW

W004°08'N

LOC DME
+ VOR or
NDB 23
D 110-1100

02-AUG-2018

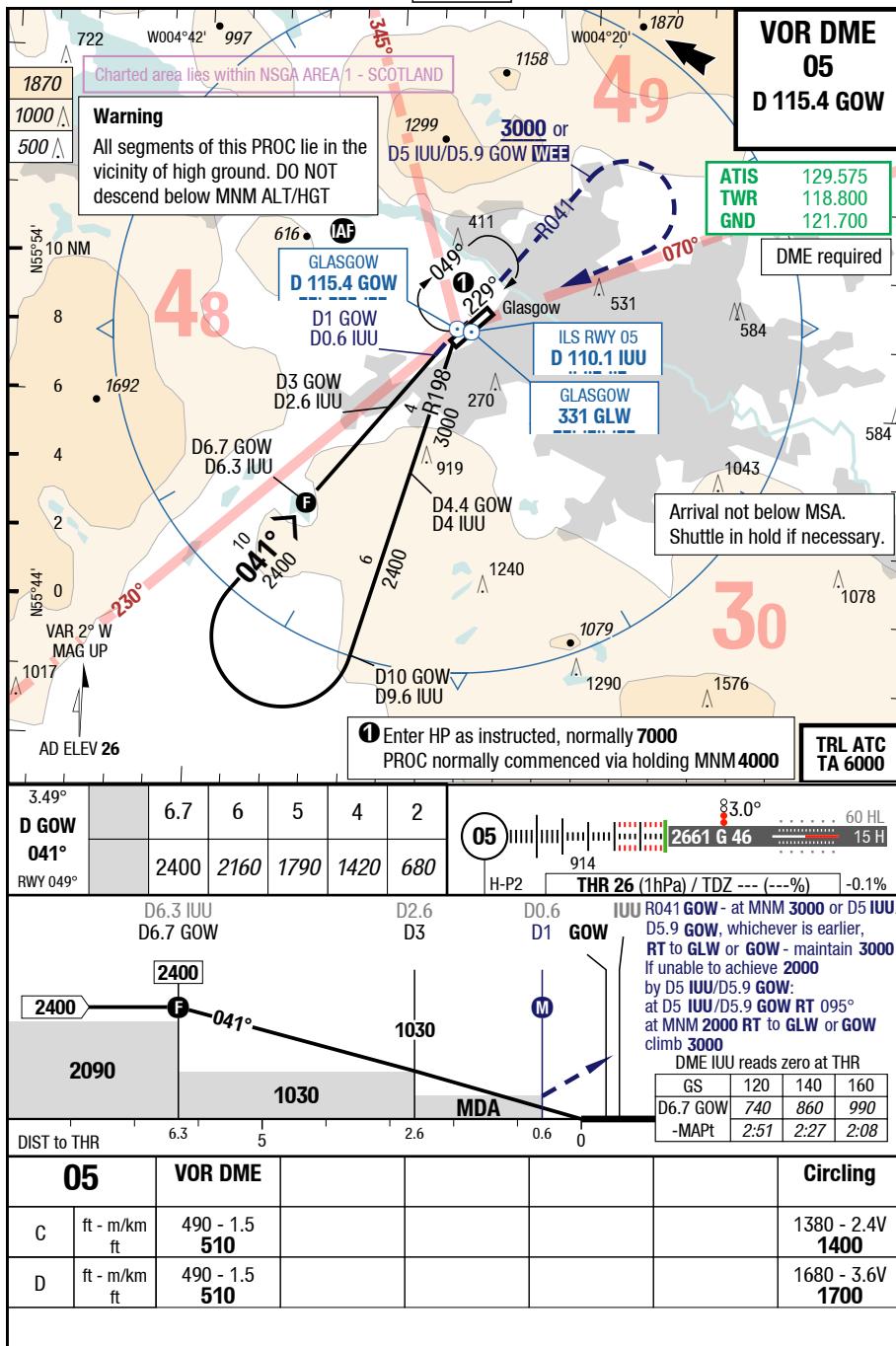
United Kingdom Glasgow

IAC

GLA-EGPF

7-50

VOR DME 05

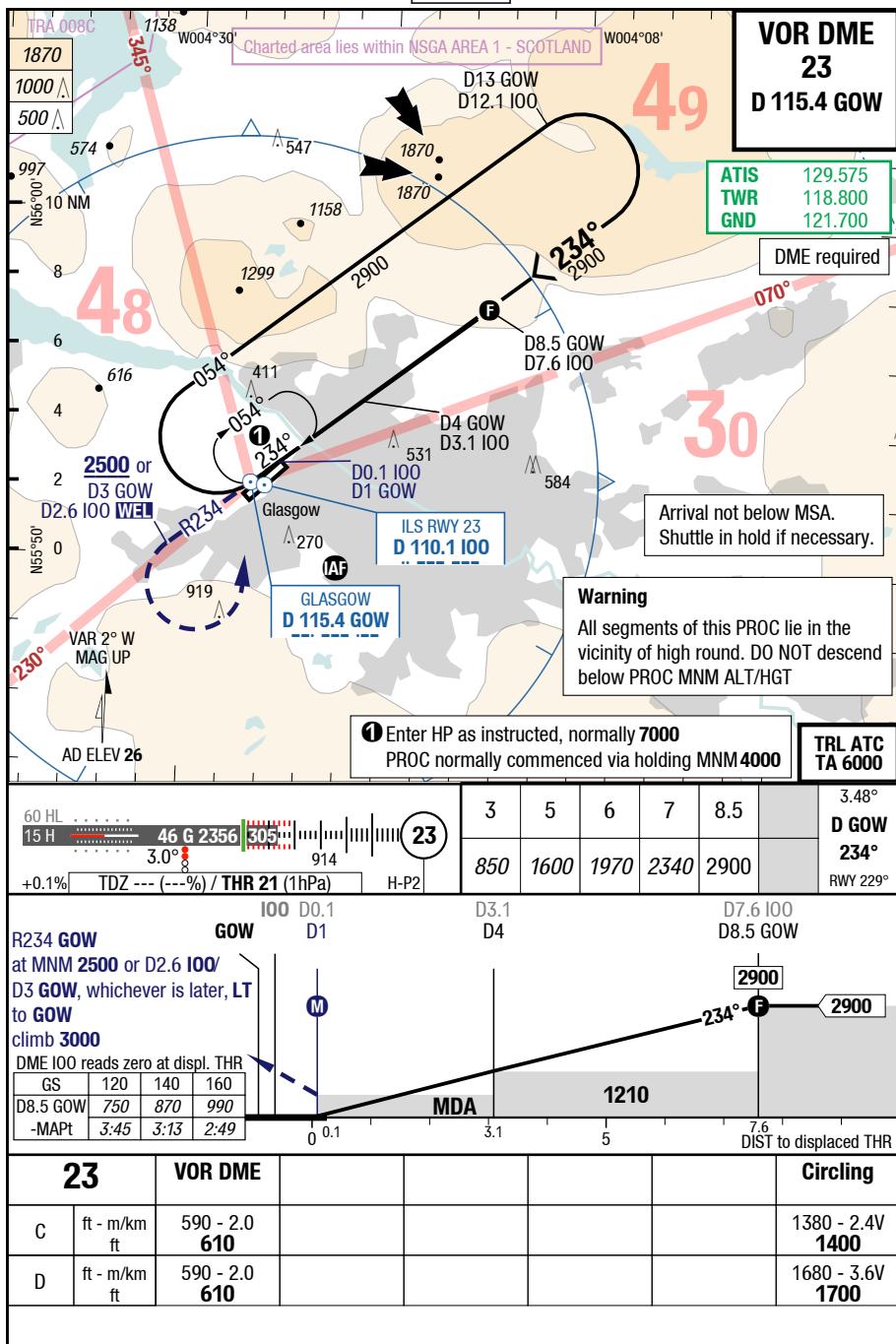


Changes: MISAP text

7-60

VOR DME 23

14



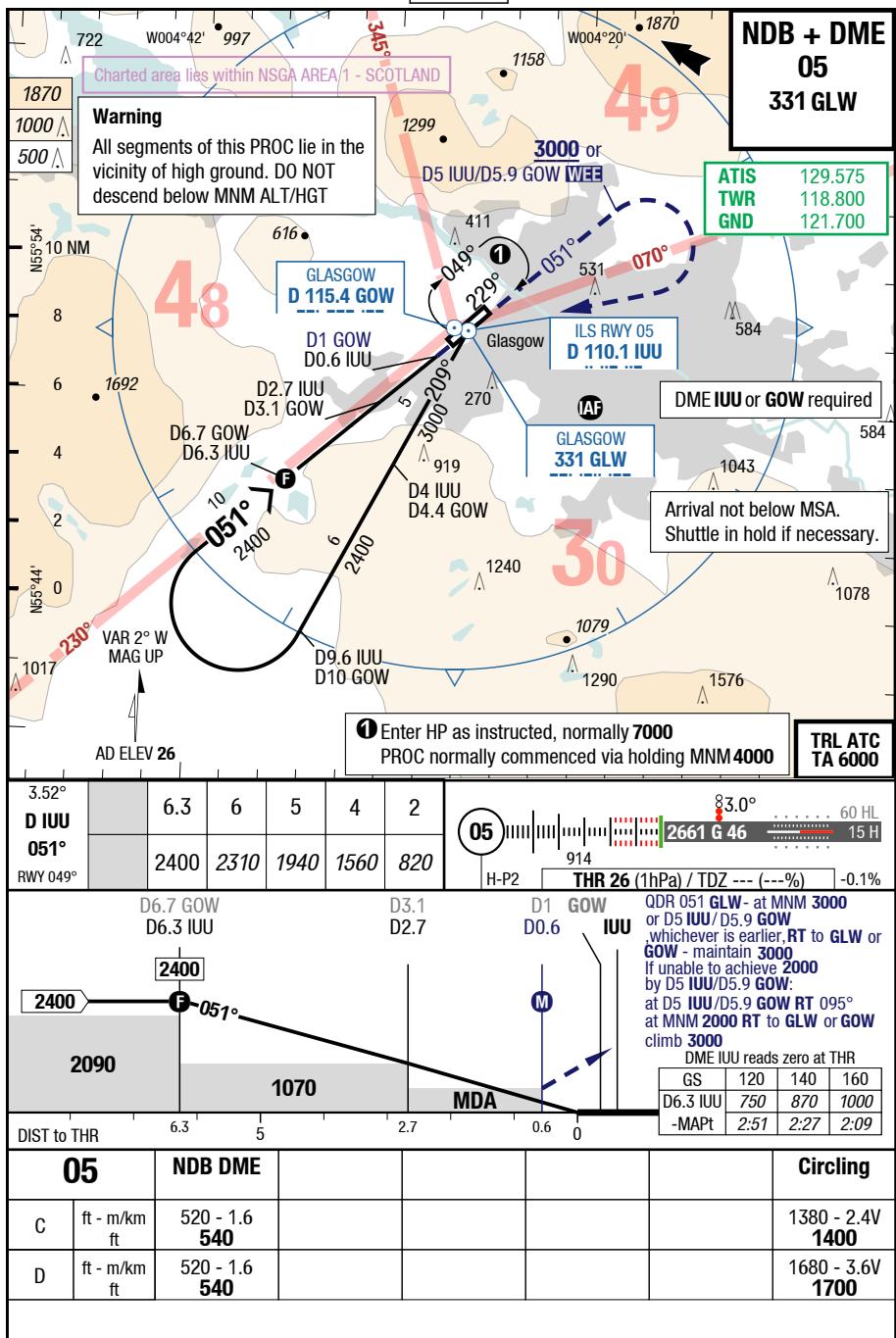
02-AUG-2018

GLA-EGPF

7-70

IAC

NDB + DME 05



Changes: MISAP text

02-AUG-2018

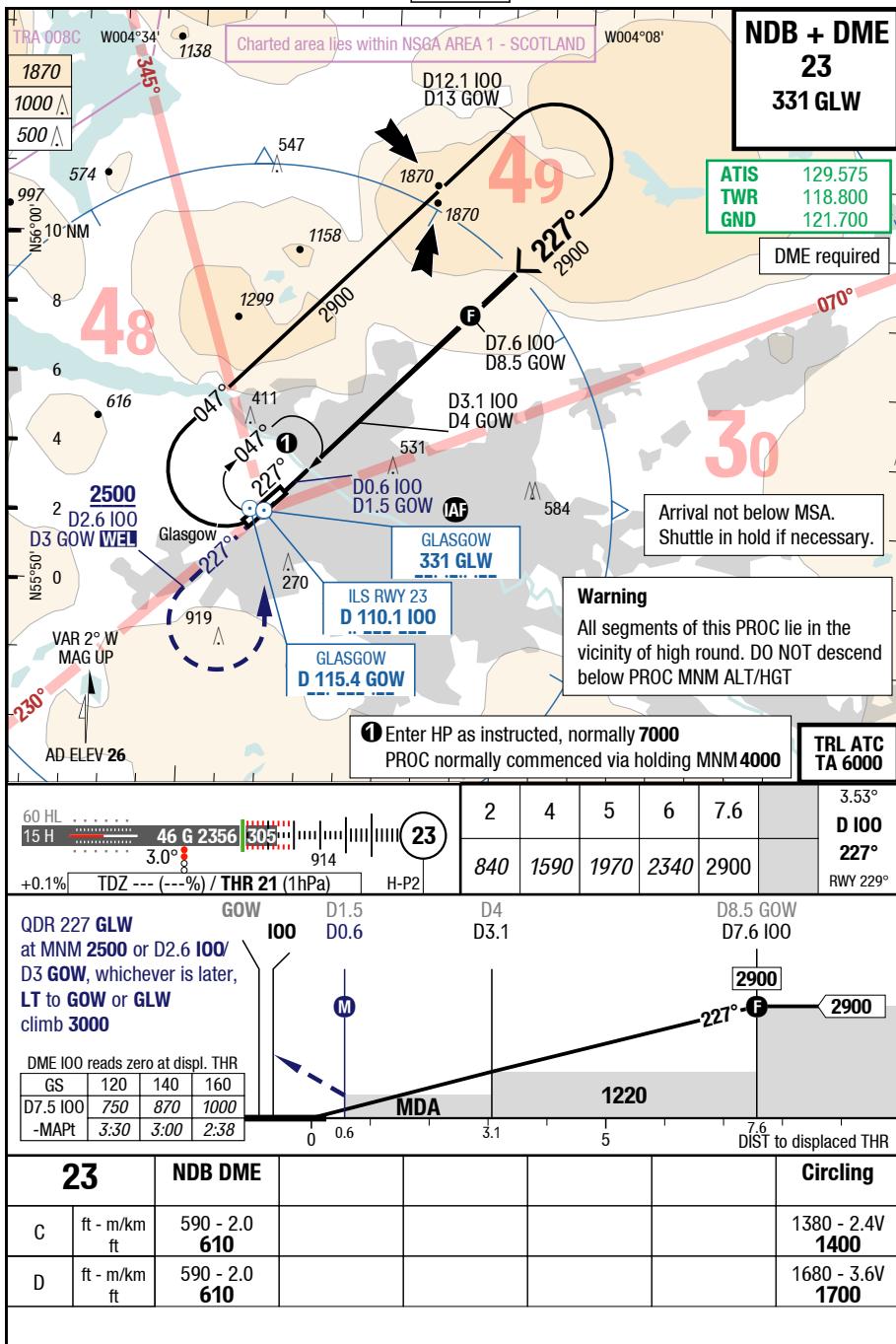
United Kingdom Glasgow

GLA-EGPF

IAC

7-80

NDB + DME 23



Changes: Nil

12-JUL-2018

GLA-EGPF

United Kingdom Glasgow

Glasgow United Kingdom

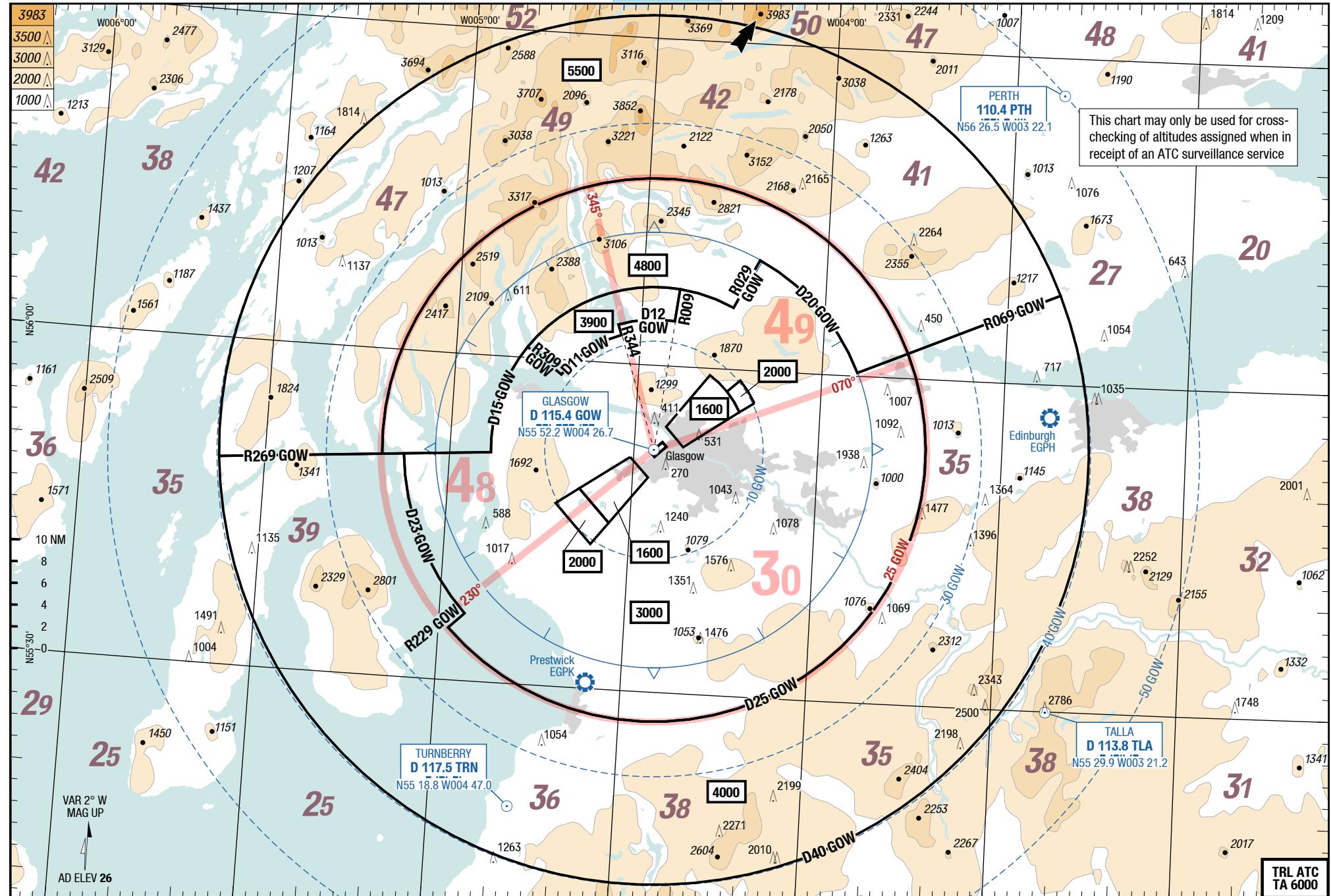
NIL
MRC

112

NIL
MRC

8-10

20



Changes: VAR, OBST