

GLASGOW, UK **STAR**

<p>Alt: 57 129.57</p>	<p>Alt: 6000' Trans alt: 6000'</p>
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HOW.

less, when at or below FL140

SLP Speed Limit Point

CHANGES: MSA; RONAR repl by ORSUM; GLW/GOW availability. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

GLASGOW, UK
STAR

Alt Set: hPa Trans level: By ATC	Apr/Elev 26'
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↑the FBI must

ots should plan for possible de
7000' (equivalent FL) by D2;
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AR replaced by ORSUM; GOW availability. © JEPPESEN SANDE

EGPF/GLA
GLASGOW

JEPPESSEN
22 SEP 06 (10-2B)

GLASGOW, UK
STAR

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

LANAK ONE ALFA (LANAK 1A)/(LANA1A)
LANAK ONE DELTA (LANAK 1D)/(LANA1D)
WHEN GOW VOR OR DME UNSERVICEABLE REFER
TO STARS LIBBA 1A, 1D ON CHART 10-2C
STIRA ONE ALFA (STIRA 1A)/(STIRA1A)
WHEN GOW VOR UNSERVICEABLE REFER
TO STAR GLW 1E ON CHART 10-2C
WHEN GOW DME UNSERVICEABLE PROCEED TO GOW VOR
TURNBERRY ONE ALFA (TRN 1A)
ARRIVALS

ARRIVALS

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

STIRA
NS5 08.0
W003 50.0

STIRA
NS5 08.0
W003 50.0

STIRA
NS5 08.0
W003 50.0

STIRA
NS5 08.0
W003 50.0

STIRA
NS5 08.0
W003 50.0

STIRA
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STIRA
NS5 08.0
W003 50.0

STIRA
NS5 08.0
W003 50.0

STIRA
NS5 08.0
W003 50.0

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

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

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NOT TO SCALE

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

DESCENT PLANNING/ATC REQUIREMENTS
Pilots should plan for possible descent clear-
ance as follows:
LANAK 1A: At or below **FL260** by MARGO,
at or below **FL160** by D10 TLA,
7000' (equivalent FL) by LANAK.
LANAK 1D: At or below **FL260** by NEW,
at **FL220** by OTBUN,
7000' (equivalent FL) by LANAK.
STIRA 1A: **7000'** (equivalent FL) by STIRA,
at or below **FL150** by GIRVA,
7000' (equivalent FL) by TRN.
**ACTUAL DESCENT CLEARANCE WILL BE AS
DIRECTED BY ATC.**

BLACA
NS4 53.0
W005 09.5

BLACA
NS4 53.0
W005 09.5

BLACA
NS4 53.0
W005 09.5

BLACA
NS4 53.0
W005 09.5

BLACA
NS4 53.0
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NS4 53.0
W005 09.5

EGPF/GLA
GLASGOW

JEPPESSEN
22 SEP 06 (10-2C)

GLASGOW, UK
STAR

ATIS	Ap/ Elev	Alt Set: nPA	Trans level: By ATC	Trans alt: 6000'
129.57	26'	Aircraft on all routes may be radar vectored.		

GLASGOW ONE ECHO (GLW 1E)
TO BE USED WHEN GOW VOR UNSERVICEABLE
LIBBA ONE ALFA (LIBBA 1A)/(LIBA1A)
LIBBA ONE DELTA (LIBBA 1D)/(LIBA1D)
TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE
ARRIVALS

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

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

GLW
NS6 11.8 W003 41.1

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

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

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NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

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

DESCENT PLANNING/ATC REQUIREMENTS
Pilots should plan for possible descent clear-
ance as follows:
LIBBA 1A: At or below **FL260** by MARGO,
at or below **FL160** by D10 TLA,
7000' (equivalent FL) by LANAK.
LIBBA 1D: At or below **FL260** by NEW,
at **FL220** by OTBUN,
7000' (equivalent FL) by LANAK.
**ACTUAL DESCENT CLEARANCE WILL BE AS
DIRECTED BY ATC.**

MARGO
NS4 42.5
W002 46.5

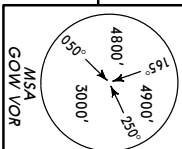
MARGO
NS4 42.5
W002 46.5

MARGO
NS4 42.5
W002 46.5

MARGO
NS4 42.5
W002 46.5

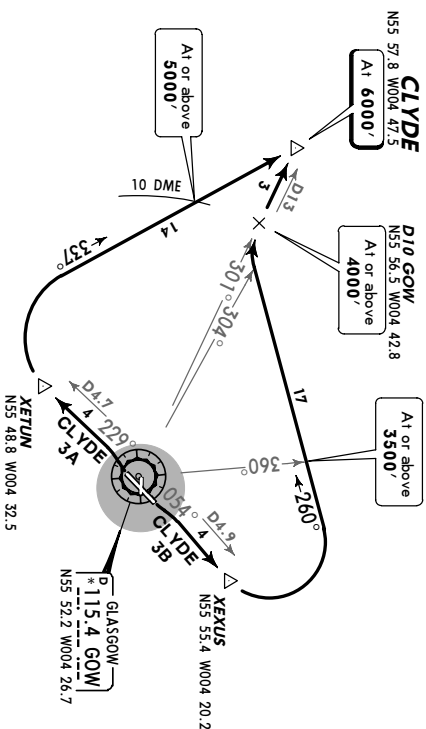
GLASGOW, UK **SID**

Apt Elev **Trans level:** By ATC **Trans alt:** 6000'
26' **1.** SIDs include noise preferential routes. **2.** Initial climb straight ahead to 530'. **3.** Cruising levels will be issued after take-off by SCOTTISH Control.



DEAN CROSS SIX ALFA (DCS 6A)
RWY 23 DEPARTURE
NON-JET AIRCRAFT ONLY
FOR SID FROM RWY 05 REFER TO CHART 10-3
SPEED MAX 250 KT BELOW FL100

WARNING: Do not climb above 6000' until cleared by ATC.



These SIDs require minimum climb gradients of

CLYDE 3A
231' per NM (3.8%) up to 2100' and
352' per NM (5.8%) up to 5000' due to ATC
and airspace restrictions.

CLYDE 3B
273' per NM (4.5%) up to 1500' and
352' per NM (5.8%) up to 3500' due to ATC
and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
352' per NM	4.41	5.87	8.81	11.75	14.68	17.62
273' per NM	3.42	4.56	6.84	9.11	11.39	13.67
231' per NM	2.89	3.85	5.77	7.70	9.62	11.55

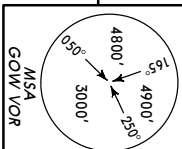
EARLY TURNS Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS. Pilots are warned of high ground to the North of the airfield and should turn: from runway 23: not East of GOW R-325 to intercept SID track.

ROUTING	
SID	RWY
CL YDE 3A	Intercept GOW R-229 to DA.7 GOW (XETJN), turn RIGHT, 337° track to CL YDE.
CL YDE 3B	Intercept GOW R-054 to DA.9 GOW (XEXUS), turn LEFT, 260° track, when passing GOW R-304 turn RIGHT, intercept GOW R-301 to CL YDE.

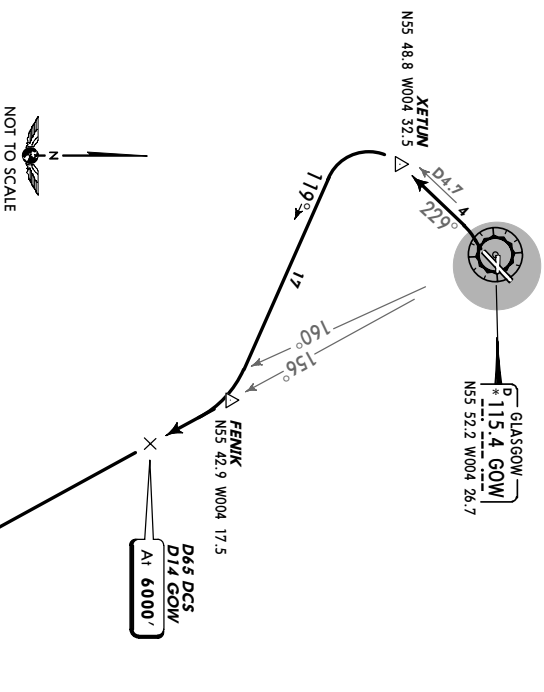
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GLASGOW, UK **SID**

Apt Elev **Trans level:** By ATC **Trans alt:** 6000'
26' **1.** SIDs include noise preferential routes. **2.** Initial climb straight ahead to 530'. **3.** Cruising levels will be issued after take-off by SCOTTISH Control.



DEAN CROSS SIX ALFA (DCS 6A)
RWY 23 DEPARTURE
NON-JET AIRCRAFT ONLY
FOR SID FROM RWY 05 REFER TO CHART 10-35
~~EXCEED~~ MAX 250 KT BELOW FL 100
UNLESS OTHERWISE AUTHORIZED



WARNING: Do not climb above 6000' until cleared by ATC.

This SID requires minimum climb gradients of **1200'** and **6000'** due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155
352' per NM	441	587	881	1175	1468	1762

Intercept GOW R-229 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R-160 turn RIGHT, intercept GOW R-156 (DCS R-336 inbound) to DCS.

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EGPF/GLA
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22 SEP 06 (10-3B)

GLASGOW, UK
SID

Trans level: By ATC Trans alt: 6000'
1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.

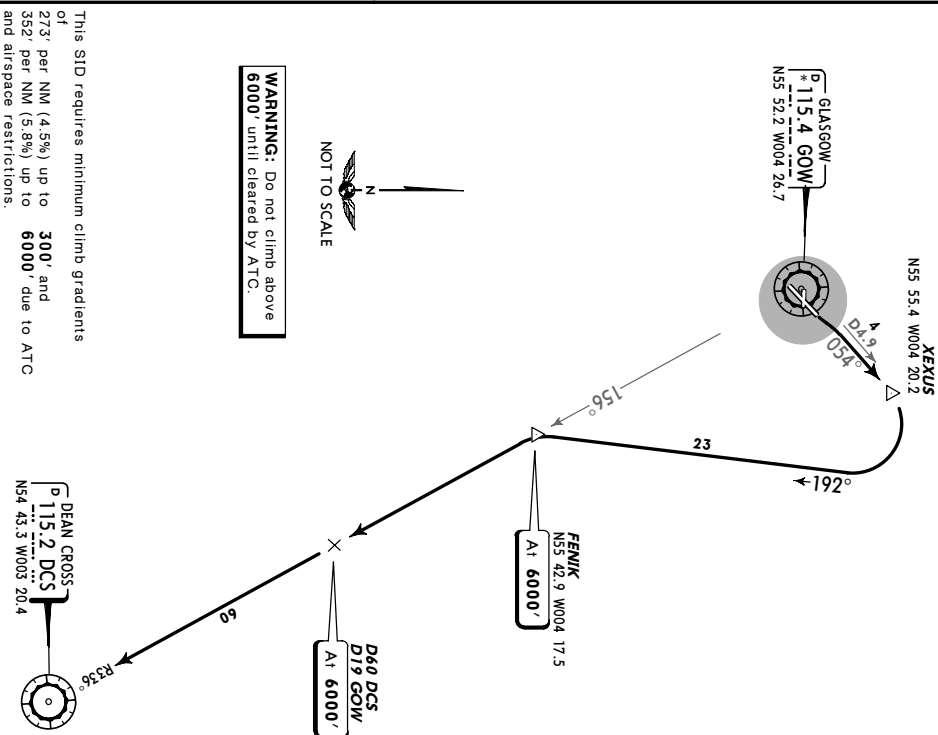
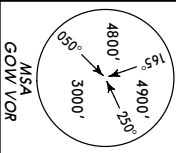
DEAN CROSS EIGHT BRAVO (DCS 8B)

RWY 05 DEPARTURE

NON-JET AIRCRAFT ONLY

SPEED MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED



Grnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367
352' per NM	441	587	881	1175	1468	1762

This SID requires minimum climb gradients of
273' per NM (4.5%) up to 3000' and
352' per NM (5.8%) up to 6000' due to ATC
and airspace restrictions.

WARNING: Do not climb above
6000' until cleared by ATC.

ROUTING

Intercept GOW R-054 to D4.9 GOW (XEXUS), turn RIGHT, 192° track towards FENIK, intercept
GOW R-156 (DCS R-336 inbound) to DCS.

EGPF/GLA
GLASGOW

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22 SEP 06 (10-3C)

GLASGOW, UK
SID

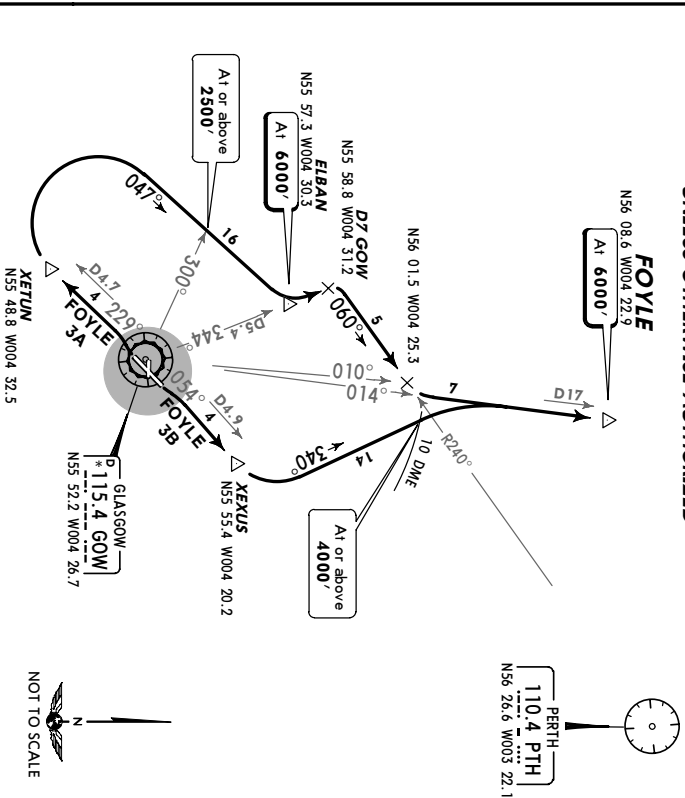
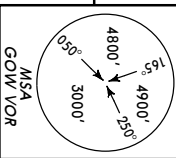
Trans level: By ATC Trans alt: 6000'
1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.

FOYLE THREE ALFA (FOYLE 3A) [FOYL3A]
FOYLE THREE BRAVO (FOYLE 3B) [FOYL3B]

RWYS 23, 05 DEPARTURES

SPEED MAX 250 KT BELOW FL100

UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of
FOYLE 3A
231' per NM (3.8%) up to 2100' and
352' per NM (5.8%) up to 6000' due to ATC
and airspace restrictions.
FOYLE 3B
273' per NM (4.5%) up to 1500' and
401' per NM (6.6%) up to 4000' due to ATC
and airspace restrictions.

Grnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
352' per NM	441	587	881	1175	1468	1762
273' per NM	342	456	684	911	1139	1367
231' per NM	289	386	577	770	962	1155

WARNING: Do not climb above
6000' until cleared by ATC.

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'.

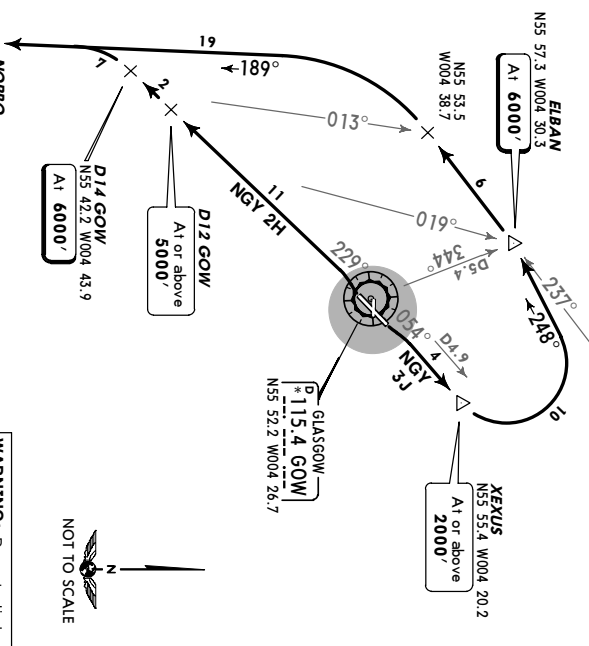
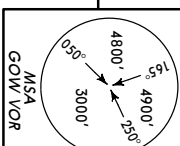
ROUTING

FOYLE 3A
Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 047° track
towards ELBAN, intercept GOW R-344, at D7 GOW turn RIGHT, inter-
cept PTH R-240 inbound, at GOW R-010 turn LEFT, intercept GOW
R-014 to FOYLE.

FOYLE 3B
Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 340° track,
intercept GOW R-014 to FOYLE.

Apt Elev Trans level: By ATC Trans alt: 6000'
26' 1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.

W GALLOWAY TWO HOTEL (NGY 2H)
/ GALLOWAY THREE JULIETT (NGY 3J)
RWYS 23, 05 DEPARTURES
JET AIRCRAFT ONLY
SPEED: MAX 250 KT BELOW FL100



WARNING: Do not climb above 6000' until cleared by ATC.

425' per NM (7%) up to 6000' due to ATC and airspace restrictions.

355 per NM	456	608	911	1215	1519	1823
352 ^a per NM	441	587	881	1175	1468	1762
273 ^b per NM	342	456	684	911	1139	1367
231 ^c per NM	289	385	577	770	962	1155

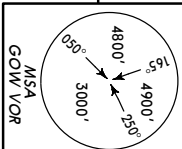
ROUTING					
273 ¹ per NM	342	456	684	911	1139 1367
231 ¹ per NM	289	385	577	770	962 1154

NGY 21	Intercept GOW R-054 to D4.9 GOW (XEXXS), turn LEFT, 248° track to-wards ELBAN, intercept PTH R-237, at TRN R-013 turn LEFT, intercept TRN R-009 inbound, at NORBO (D17 TRN) turn LEFT, intercept 146° bearing to NGY.
NGY 31	05 Intercept GOW R-054 to D4.9 GOW (XEXXS), turn LEFT, 248° track to-wards ELBAN, intercept PTH R-237, at TRN R-013 turn LEFT, intercept TRN R-009 inbound, at NORBO (D17 TRN) turn LEFT, intercept 146° bearing to NGY.

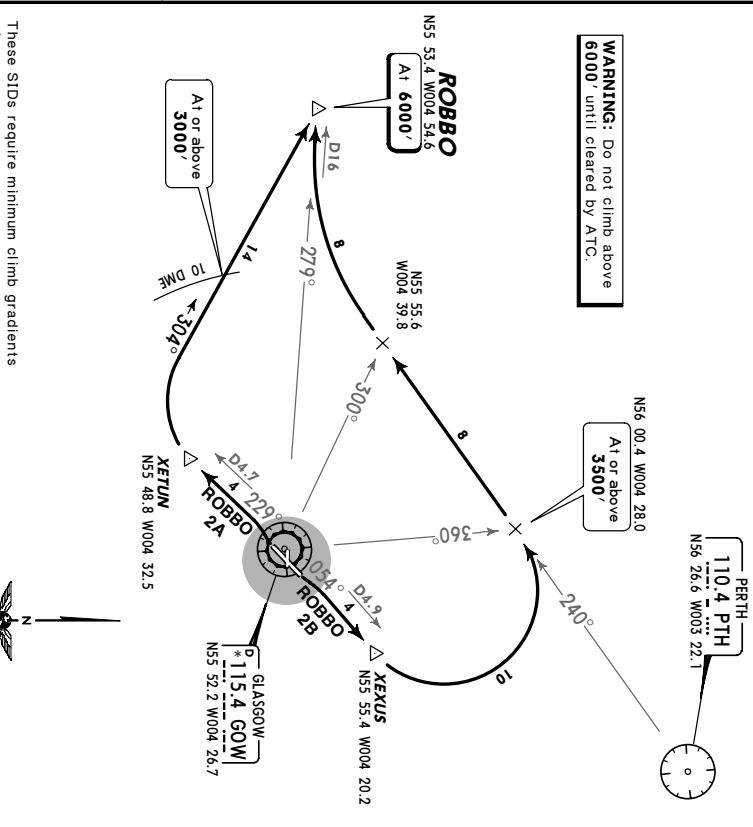
Apt/Elev
26'

Trans level: By ATC Trans alt: 6000'

1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.



ROBBO TWO ALFA (ROBBO 2A) [ROBO2A]
ROBBO TWO BRAVO (ROBBO 2B) [ROBO2B]
RWYS 23, 05 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

[illegible]

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/EXXS.

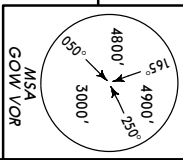
ROUTING

	ROUTING
SID	RWY
ROBBO 2A	23
ROBBO 2B	05

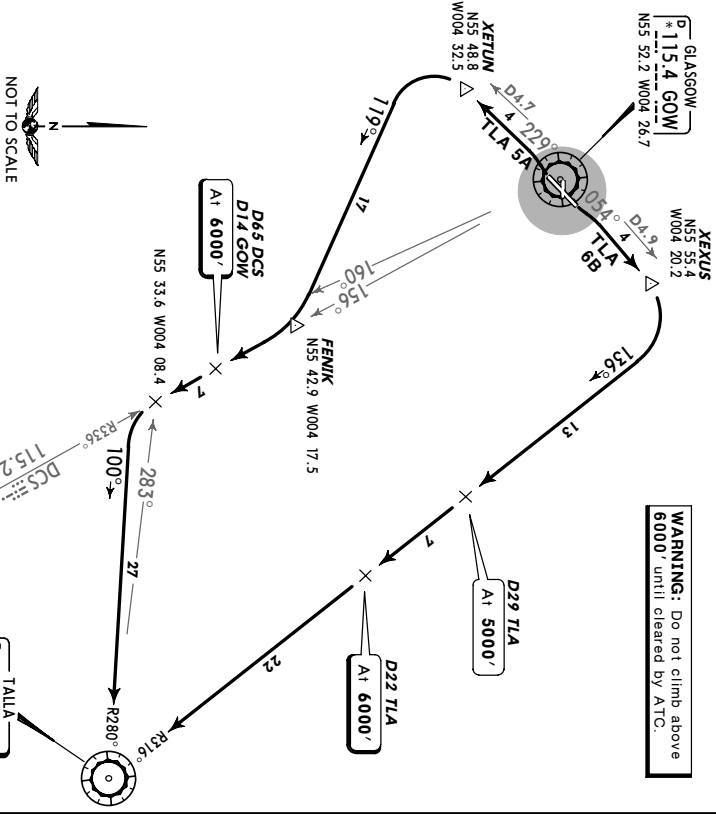
EGPF/GLA
GLASGOW
JEPPesen
22 SEP 06 (10-3H)
GLASGOW, UK
SID

Trans level: By ATC Trans alt: 6000'
Apt Elev 26'
1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.

TALLA FIVE ALFA (TLA 5A)
TALLA SIX BRAVO (TLA 6B)
RWYS 23, 05 DEPARTURES
NON-JET AIRCRAFT ONLY
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Do not climb above 6000' until cleared by ATC.



These SIDs require minimum climb gradients of

TLA 5A	TLA 6B
231' per NM (3.8%) up to 1200' and 425' per NM (7%) up to 6000' due to ATC and airspace restrictions.	273' per NM (4.5%) up to 300' and 425' per NM (7%) up to 5000' due to ATC and airspace restrictions.
Grnd speed-KT	Grnd speed-KT
75	75
100	100
150	150
200	200
250	250
300	300
441	441
587	587
881	881
1175	1175
1468	1468
1762	1762
342	342
456	456
684	684
911	911
1139	1139
1367	1367
289	289
385	385
577	577
770	770
962	962
1155	1155

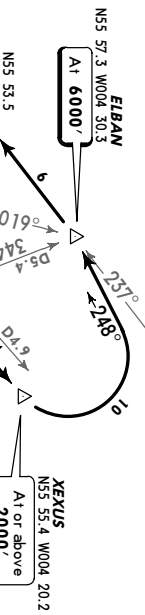
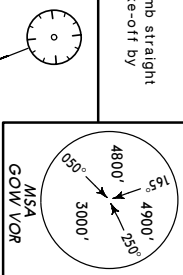
ROUTING

SID	RWY
TLA 5A	23
TLA 6B	05

EGPF/GLA
GLASGOW
JEPPesen
22 SEP 06 (10-3H)
GLASGOW, UK
SID

Trans level: By ATC Trans alt: 6000'
Apt Elev 26'
1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.

TALLA TWO HOTEL (TLA 2H)
TALLA THREE JULIETT (TLA 3J)
RWYS 23, 05 DEPARTURES
JET AIRCRAFT ONLY
SPEED MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



WARNING: Do not climb above 6000' until cleared by ATC.

These SIDs require minimum climb gradients of

TLA 2H	TLA 3J
231' per NM (3.8%) up to 1200' and 425' per NM (7%) up to 6000' due to ATC and airspace restrictions.	273' per NM (4.5%) up to 1500' and 425' per NM (7%) up to 6000' due to ATC and airspace restrictions.
Grnd speed-KT	Grnd speed-KT
75	75
100	100
150	150
200	200
250	250
300	300
452	452
532	532
709	709
1063	1063
1418	1418
1772	1772
2127	2127
342	342
456	456
684	684
911	911
1139	1139
1367	1367
289	289
385	385
577	577
770	770
962	962
1155	1155

ROUTING

SID	RWY
TLA 2H	23
TLA 3J	05

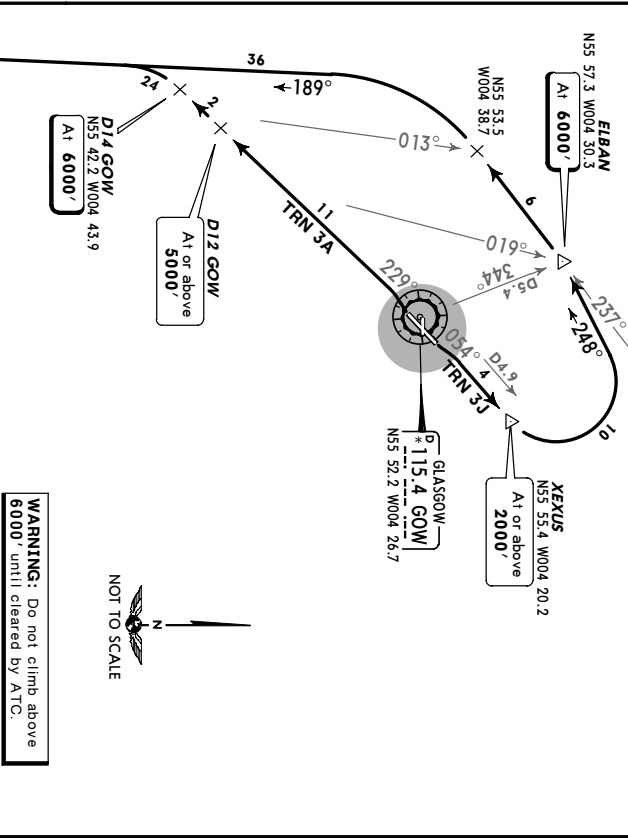
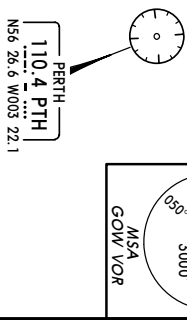
EGPf/GLA
 GLASGOW

22 SEP 06 (10-3K)

JEPPESEN
 GLASGOW, UK
 SID

Trans level: By ATC Trans alt: 6000'
 Apr Elev 26'
 1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.

TURNBERRY THREE ALFA (TRN 3A)
 TURNBERRY THREE JULIETT (TRN 3J)
 RWYS 23, 05 DEPARTURES
 SPEED MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

TRN 3A
231' per NM (3.8%) up to 1200' and 425' per NM (7%) up to 6000' due to ATC and airspace restrictions.

TRN 3J
273' per NM (4.5%) up to 1500' and 425' per NM (7%) up to 6000' due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
273' per NM	342	456	684	911	1139	1367
231' per NM	289	385	577	770	962	1155

SID	RWY
TRN 3A	23

ROUTING
Intercept GOW R-229 to D14 GOW, turn LEFT, Intercept TRN R-009 inbound to TRN.

TRN 3J	05
JET ACFT ONLY	

ROUTING
Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 248° track towards ELBAN, Intercept PTH R-237, at TRN R-013 turn LEFT, Intercept TRN R-009 inbound to TRN.

CHANGES: New chart.

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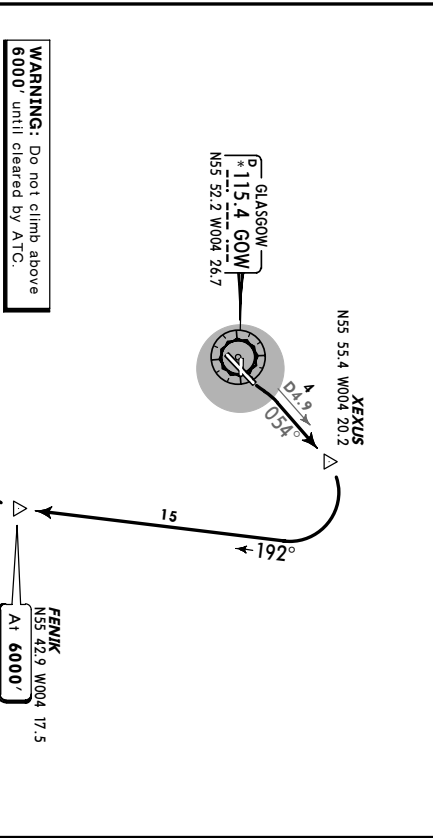
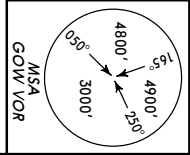
EGPf/GLA
 GLASGOW

22 SEP 06 (10-3L)

JEPPESEN
 GLASGOW, UK
 SID

Trans level: By ATC Trans alt: 6000'
 Apr Elev 26'
 1. SIDs include noise preferential routes. 2. Initial climb straight ahead to 530'. 3. Cruising levels will be issued after take-off by SCOTTISH Control.

TURNBERRY SIX BRAVO (TRN 6B)
 RWY 05 DEPARTURE
 NON-JET AIRCRAFT ONLY
 SPEED MAX 250 KT BELOW FL100
 UNLESS OTHERWISE AUTHORIZED



This SID requires minimum climb gradients of

TRN 6B
273' per NM (4.5%) up to 300' and 352' per NM (5.8%) up to 6000' due to A TC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
273' per NM	342	456	684	911	1139	1367
352' per NM	441	587	881	1175	1468	1762

ROUTING
Intercept GOW R-054 to D4.9 GOW (XEXUS), turn RIGHT, 192° track towards FENIK, Intercept TRN R-042 inbound to TRN.

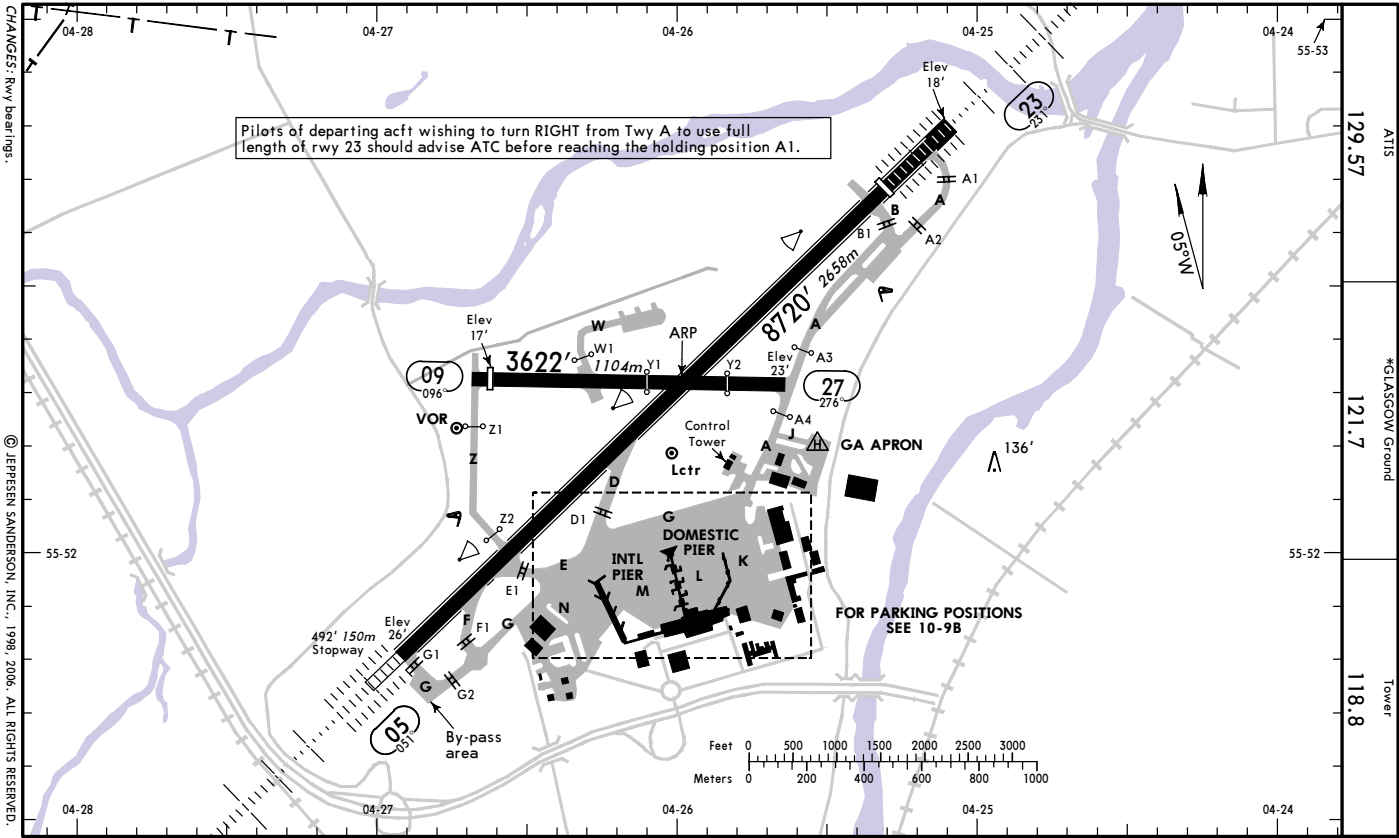
CHANGES: New chart.

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EGPF/GLA
Apt Elev 26'
NS5 52.3 W004 26.0

JEPPRESEN
25 AUG 06 (10-9) EFF 31 AUG

GLASGOW, UK
GLASGOW



EGPF/GLA
25 AUG 06 (10-9A) EFF 31 AUG

JEPPRESEN

GLASGOW, UK
GLASGOW

WARNING: Birds in vicinity of airport.

GENERAL
Rwys 05 & 23 approved for CAT II/III operations, special aircrew and aircraft certification required.
Hang gliding in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	LANDING BEYOND	Threshold	Glide Slope		
05	HIRL CL (15m) HIALS TDZ PAPI-L (3.0°)	RVR	7626' 2334m	2	151'
23	HIRL CL (15m) HIALS TDZ PAPI-L (3.0°)	RVR	7720' 2353m 6748' 2037m	2	46m
1 Acft larger than SH 36 and heavier than 12 mt AUW are not permitted to turn within the rwy width for backtracking. Rwy is grooved.					
2 TAKE-OFF RUN AVAILABLE					
RWY 05:					
From rwy head					
twy F Int					
twy E Int					
twy D Int					
RWY 23:					
From rwy head					
twy F Int					
twy B Int					
twy 27 Int					
3 Acft requiring full rwy length, have to back track to the end of rwy and turn within rwy extension. Acft should enter the rwy at holding position B1 and taxi to the extension.					
09	HIRL (60m) PAPI-L (angle 3.0°)	RVR	3419' 1042m		151'
27	HIRL (60m) PAPI-L (angle 3.0°)	RVR	3419' 1042m		46m
4 Rwy 09/27 NA for acft with more than 30 mt AUW. Rwy 09/27 may be used at NIGHT by acft up to ATP size but only when crosswind component on Rwy 05/23 is greater than that specified in the Aircraft Operations Data Manual.					

CATEGORY II/III OPERATIONS RWY 05/23

GENERAL

During Category II and III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in force by ATIS or by RTF. Rwy 09/27 is not available.

ARRIVAL

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

DEPARTURE

ATC will require departing acft to use the 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 Twy A thru G indicating CAT II/III holding positions when taxiing for take-off.

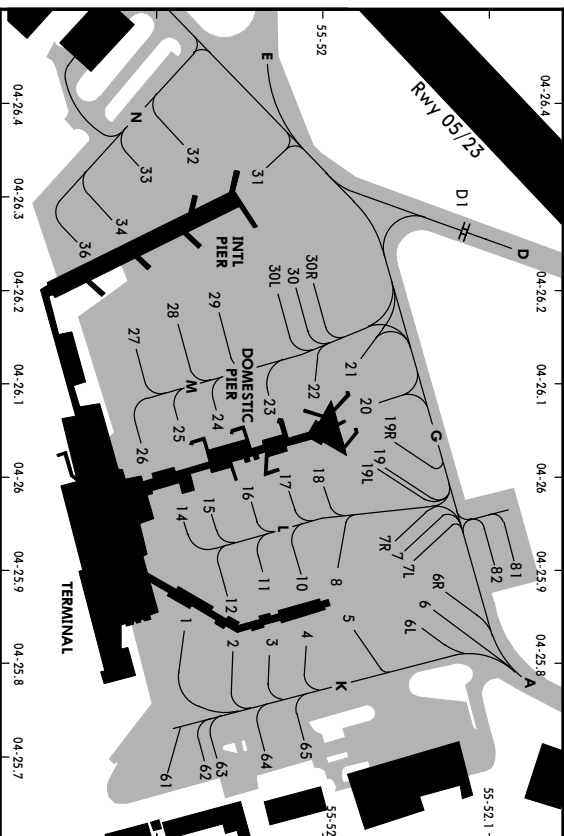
Color coded alternate yellow/green centreline lights installed on taxiways at Twy A thru G indicating Clear of ILS sensitive area.

JAR-OPS

TAKE-OFF 1

Rwy 05/23		All Rwys	
Approved Operators	LVP must be in Force	LVP must be in Force	
HIRL CL & mult. RVR req	RL CL & mult. RVR req	RCIM (DAY only) or RL	RCIM (DAY only) or RL
A	125m	150m	200m
B	125m	150m	200m
C	125m	150m	200m
D	150m	200m	250m
E	150m	200m	250m
F	150m	200m	250m
G	150m	200m	250m
H	150m	200m	250m
I	150m	200m	250m
J	150m	200m	250m
K	150m	200m	250m
L	150m	200m	250m
M	150m	200m	250m
N	150m	200m	250m
O	150m	200m	250m
P	150m	200m	250m
Q	150m	200m	250m
R	150m	200m	250m
S	150m	200m	250m
T	150m	200m	250m
U	150m	200m	250m
V	150m	200m	250m
W	150m	200m	250m
X	150m	200m	250m
Y	150m	200m	250m
Z	150m	200m	250m

GLASGOW, UK
GLASGOW



Nose-in parking in operation on all aprons except the GA area, which is marshalled. All nose-in stands have Stand Number, yellow centerline and guidance in the form of either AGN15, PAPA, Mirror or ground stop arrow.

Act as to note that the illumination of stand entry should indicate that a safety check of the stand has been completed. If the stand is not lit, the signaller must ensure that the signaller has signalled the stand unless the stand entry guidance system is illuminated or a marshaller has signalled clearance to proceed.

Acting crew B.767 or above which are allocated stand 36 will require to be pushed back and turned into the taxiway with the aircraft facing whichever row holding point as directed by ATC.

INS COORDINATES

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

		82	N55 52.1 W004 25.9

CHANGES: Note. Coordinates

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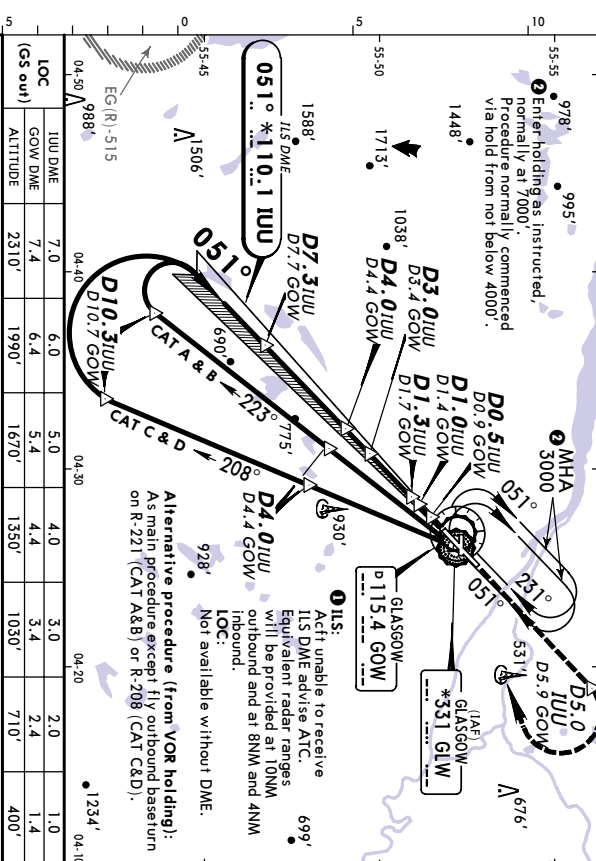
GLASGOW, UK
ILS DME Rwy 05

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7
LOC	Final	GS	ILS
IUU	Apch Crs	D4.0 IUU	DA(H)
*110.1	051°	1350' (1324')	Refer to Minimums
			Apf Elev 26'
			RWY 26'

BRIEFING ST
MISSED APCB: Climb **STRAIGHT AHEAD** to 3000' or D5.0 IUU whichever is earlier, then climbing turn **RIGHT** to reach **VOR** or **Lctr** at 3000', or as directed.
 Act unable to achieve 2000' by D5.0 IUU turn **RIGHT** onto 095° until passing 2000' then turn **RIGHT** to reach **VOR** or **Lctr** at 3000'.

Alt: Self: 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. ILSDME 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.



D10.3 *10.3* **D10.7** GOW
D7.3 *7.3* **D7.7** GOW
D3.0 *3.0* **D3.4** GOW
D1.3 *1.3* **D1.7** GOW
D0.5 *0.5* **D0.9** GOW

240°
2090'
***0.5'**
1030'
480'

CAT A & B ← 225° Lcfr
CAT C & D ← 208°
5000' ③

③ Arrival not below MSA. Descent in holding as necessary.

TCH 51'
RWY 05 26'

Grd speed/Kts	70	90	100	120	140	160	
115 GS 3,000' or LOC Descent Gradient 5.2%	377	484	538	646	754	861	
MAE at D0.5 IUU/D0.9 COW							

MAE at D0.5 IUU/D0.9 COW

MAE at D0.5 IUU/D0.9 COW

MAE at D0.5 IUU/D0.9 COW

MAE at D0.5 IUU/D0.9 COW

MAE at D0.5 IUU/D0.9 COW

MAE at D0.5 IUU/D0.9 COW

[illegible]

CHANGES: Procedure. MSA. Minimums

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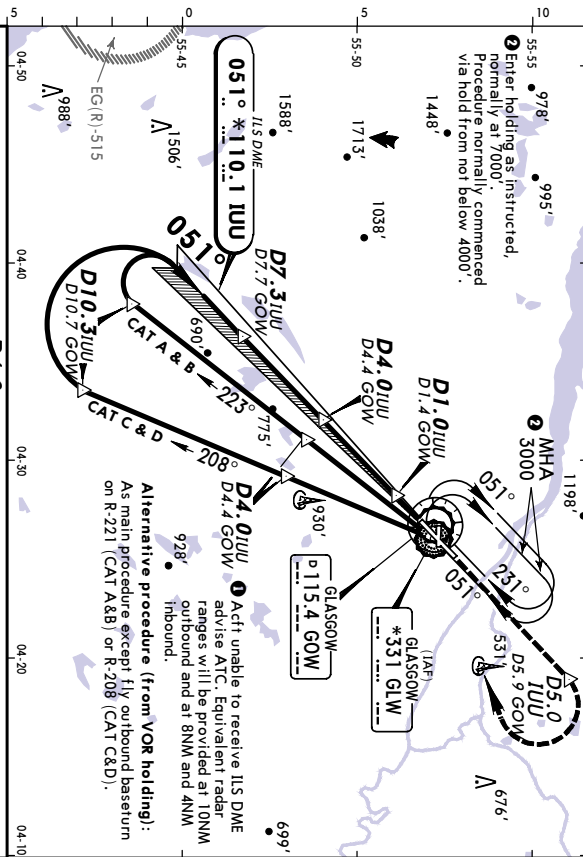
EGPF/GLA
GLASGOW

25 AUG 06
EFF 31 AUG

JEPPRESEN CAT II
VOR ILS DME or NDB ILS DME Rwy 05

GLASGOW, UK

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7
LOC	Final	GS	CAT II ILS
ILU	Apch Crs	D4.0 IUU	RA/DA(H)
*110.1	051°	1350' (1324')	Refer to Minimums Rwy 26'
MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D5.0 IUU whichever is earlier, then climbing turn RIGHT to reach VOR or Lctr at 3000', or as directed.			
Act unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000', then turn RIGHT to reach VOR or Lctr at 3000'.			
Alt Set: HPA	Rwy Elev: 1 HPA	Trans level: By ATC	Trans alt: 6000'
1. WARNING: All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Special Aircraft & Acti Certification Required.			



Grnd speed/Kts	70	90	100	120	140	160	HAAS
GS	3.00°	377	484	538	646	754	861
JAR OPS							HAAS
STRAIGHT-IN LANDING Rwy 05							3000' / 1000'
CAT II ILS							which ever
MISSED APCH climb gradient min 3.3%							earlier
ABCD							
RA 104'							
DA(H) 126' (100')							
RA 146'							
DA(H) 164' (138')							
RA 154'							
DA(H) 180' (154')							
RA 181'							
DA(H) 194' (168')							
RA 195'							
DA(H) 207' (181')							
RVR 300m							
RVR 400m							
RVR 450m							

PANS OPS 4
CHANGES: Procedure, MSA, Minimums.
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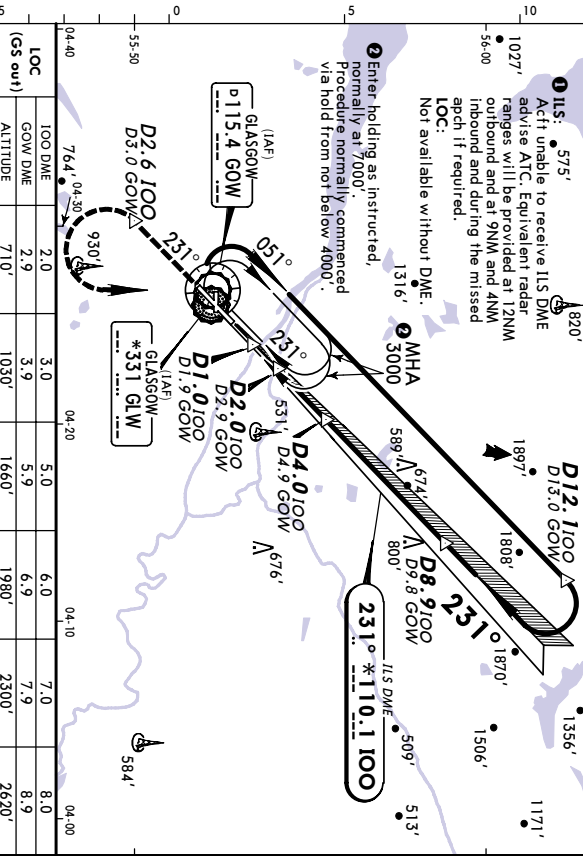
EGPF/GLA
GLASGOW

25 AUG 06
EFF 31 AUG

JEPPRESEN CAT II
VOR ILS DME or NDB ILS DME Rwy 23

GLASGOW, UK

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7
LOC	Final	GS	CAT II ILS
100	Apch Crs	D4.0 100	RA/DA(H)
*110.1	231°	1340' (1319')	Refer to Minimums Rwy 21'
MISSED APCH: Climb to 3000'. Initially STRAIGHT AHEAD to 2500' or D2.6 100 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.			



Grnd speed/Kts	70	90	100	120	140	160	HAAS
GS	3.00°	377	485	539	647	755	862
JAR OPS							HAAS
STRAIGHT-IN LANDING Rwy 23							3000' / 1000'
CAT II ILS							which ever
MISSED APCH climb gradient min 3.3%							earlier
ABCD							
RA 104'							
DA(H) 126' (100')							
RA 146'							
DA(H) 164' (138')							
RA 154'							
DA(H) 180' (154')							
RA 181'							
DA(H) 194' (168')							
RA 195'							
DA(H) 207' (181')							
RVR 300m							
RVR 400m							
RVR 450m							

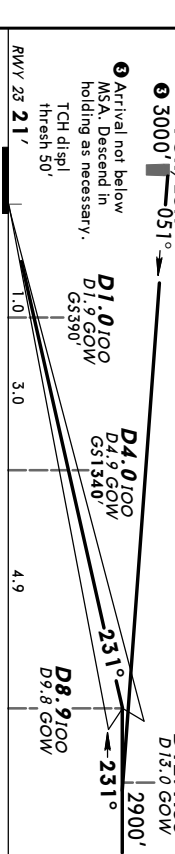
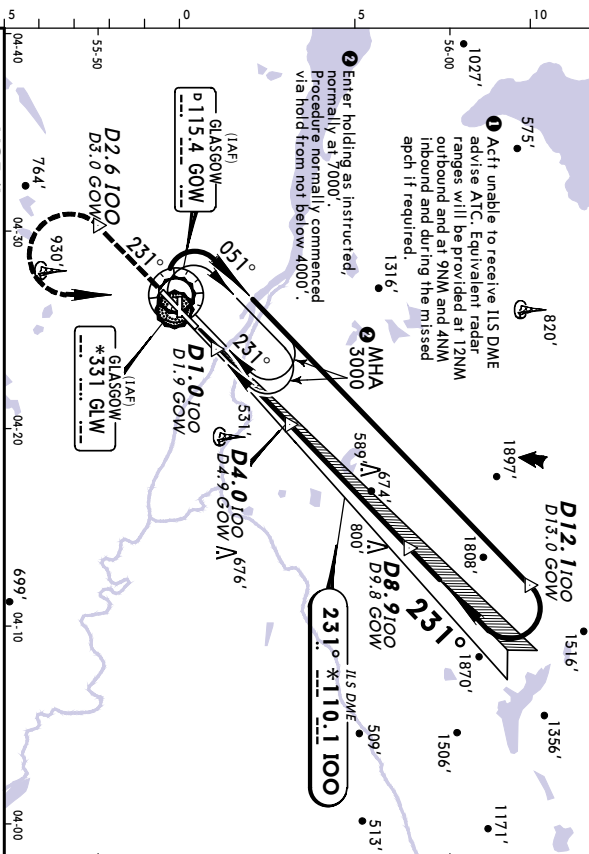
PANS OPS 4
CHANGES: Procedure, MSA, Minimums.
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GLASGOW

JEPPESSEN
25 AUG 06 (11-2A) EFF 31 AUG
VOR ILS DME or NDB ILS DME Rwy 23

GLASGOW, UK
GLASGOW, UK
GLASGOW, UK

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7
LOC	Final	GS	CAT II ILS
IOO	Apch Crs	D4.0 IOO	RA 103'
*110.1	231°	1340' (1319')	DA(H) 121' (100')
			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.			
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 & Acti Certification Required.			



Grnd speed/Kts	70	90	100	120	140	160	HAIS
GS	3.00°	377	485	539	647	755	862
							2500'
							D2.6 IOO

STRAIGHT-IN LANDING Rwy 23
CAT II ILS
ABCD
RA 103'
DA(H) 121' (100')

RVR 300m

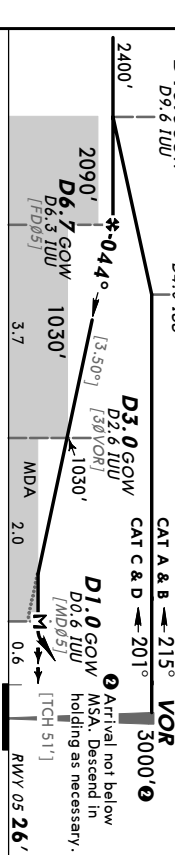
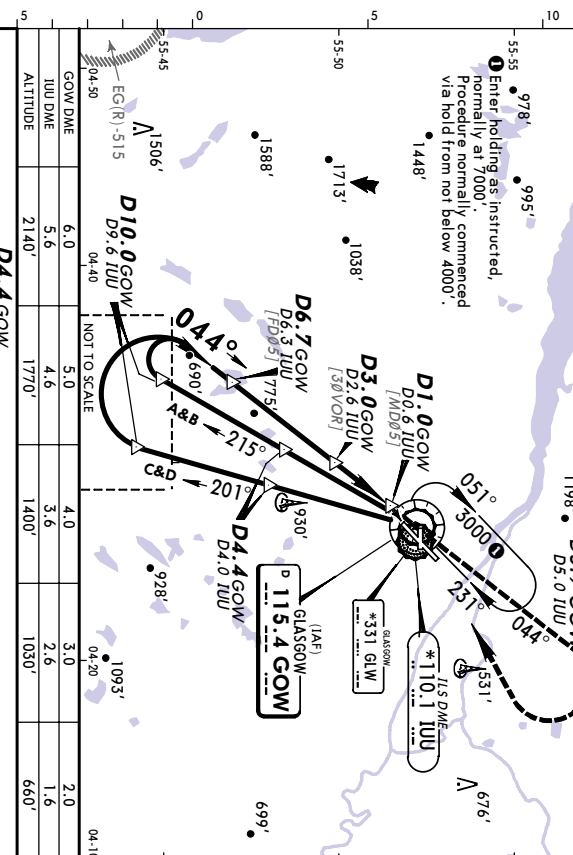
PANS OPS 4
CHANGES: Procedure, MSA.

EGPF/GLA
GLASGOW

JEPPESSEN
25 AUG 06 (13-1) EFF 31 AUG
VOR DME Rwy 05

GLASGOW, UK
GLASGOW, UK
GLASGOW, UK

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7
VOR	Final	Procedure Alt	MDA(H)
GOW	Apch Crs	D6.7 GOW	510' (484')
115.4	044°	2400' (2374')	Rwy 26'
MISSED APCH: Climb on R-044 to 3000' or D5.9 GOW whichever is earlier, then climbing turn RIGHT to reach VOR at 3000', or as directed.			
Trans level: By ATC			
Trans alt: 6000'			
1. WARNING: All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 7° from rwy centerline.			



Grnd speed/Kts	70	90	100	120	140	160	HAIS
GS	3.00°	377	485	539	647	755	862
							2500'
							D2.6 IOO

STRAIGHT-IN LANDING Rwy 05
CAT II ILS
ABCD
RA 103'
DA(H) 121' (100')

RVR 300m

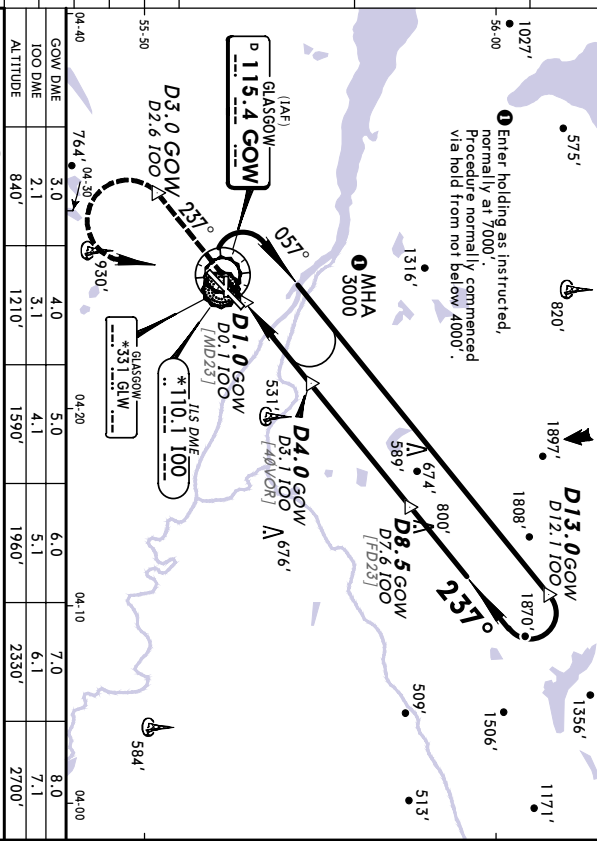
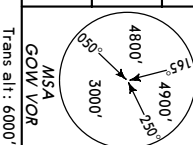
PANS OPS 4
CHANGES: MSA, Procedure, Minimums.

EGP/GLA
GLASGOW

JEPPRESEN
25 AUG 06 (13-2) EFF 31 AUG

GLASGOW, UK
VOR DME Rwy 23

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7
VOR	Final	Procedure Alt	MDA(H)
GOW	Apch Crs	D8.5 GOW	610' (589')
115.4	237°	2900' (2879')	Rwy 21'
MISSED APCH: Climb to 3000'. Initially on R-237 to 2500' or D3.0 GOW whichever is later, then climbing turn LEFT to VOR to hold at VOR at 3000', or as directed.			
Alt Set: RPA			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 disp threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 6° from rwy centerline.			
Rwy Elev: 1 RPA			Trans alt: 6000'
Trans level: By ATC			
MISSED APCH: Climb to 3000'. Initially on R-237 to 2500' or D3.0 GOW whichever is later, then climbing turn LEFT to VOR to hold at VOR at 3000', or as directed.			
Alt Set: RPA			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 disp threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 6° from rwy centerline.			
Rwy Elev: 1 RPA			Trans alt: 6000'
Trans level: By ATC			



Altitude	04-40	04-30	04-20	04-10	04-00
GOW DME	3.0	4.0	5.0	6.0	7.0
100 DME	2.1	3.1	4.1	5.1	6.1
Altitude	840'	1210'	1590'	1960'	2330'

Grid speed/Kts	70	90	100	120	140	160
Descent Gradient	6.15% or 436	561	623	748	872	997
Descent angle	[3.52°]					
MAP at D1.0 GOW/D0.1 GOW						

JAR OPS	STRAIGHT-IN LANDING Rwy 23	CIRCLE-TO-LAND
A	RVR 1000m	800' (774')
B	RVR 1200m	800' (774')
C	RVR 1600m	800' (774')
D	RVR 1600m	800' (774')

PANS OPS 4

CHANGES: MSA, Procedure, Minimums.

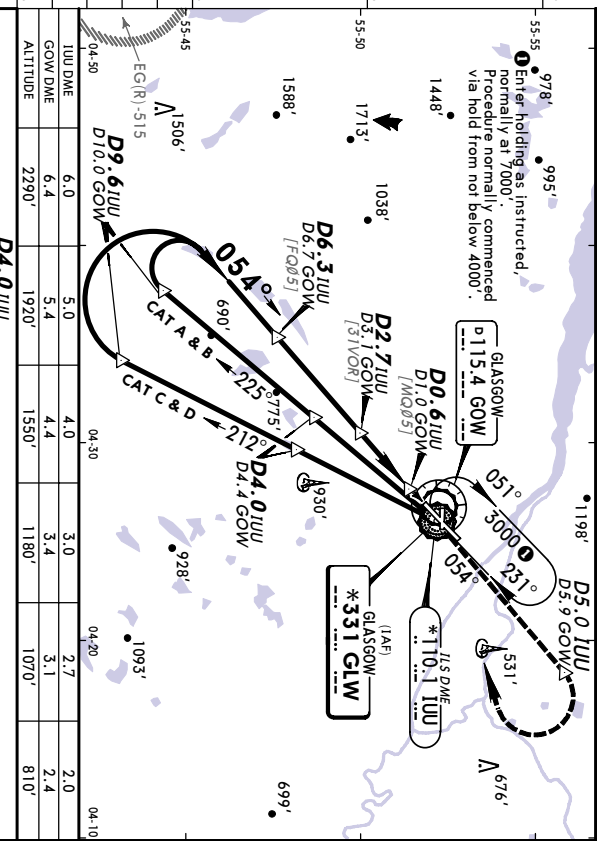
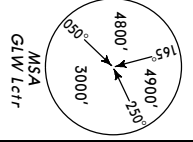
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EGP/GLA
GLASGOW

JEPPRESEN
25 AUG 06 (16-1) EFF 31 AUG

GLASGOW, UK
NDB DME Rwy 05

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.57	119.1	118.8	121.7
Lctr	Final	Procedure Alt	MDA(H)
GLW	Apch Crs	D6.3 IUU	540' (514')
*331	054°	2400' (2374')	Rwy 26'
MISSED APCH: Climb on 054° from Lctr to 3000' or D5.0 IUU whichever is earlier, then climbing turn RIGHT to reach Lctr at 3000', or as directed.			
Act unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000', then turn RIGHT to reach Lctr at 3000'.			
Alt Set: RPA			Trans alt: 6000'
1. WARNING: All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 3° from rwy centerline.			
Rwy Elev: 1 RPA			Trans alt: 6000'
Trans level: By ATC			



Altitude	04-40	04-30	04-20	04-10	04-00
IUU DME	6.0	5.0	4.0	3.0	2.0
GOW DME	6.4	5.4	4.4	3.4	2.4
Altitude	2290'	1920'	1550'	1180'	810'

Grid speed/Kts	70	90	100	120	140	160
Descent Gradient	6.07% or 431	554	616	739	862	985
Descent angle	[3.48°]					
MAP at D0.6 IUU/D1.0 GOW						

JAR OPS	STRAIGHT-IN LANDING Rwy 05	CIRCLE-TO-LAND
A	RVR 1000m	800' (774')
B	RVR 1200m	800' (774')
C	RVR 1600m	800' (774')
D	RVR 1600m	800' (774')

PANS OPS 4

CHANGES: MSA, Procedure, Minimums.

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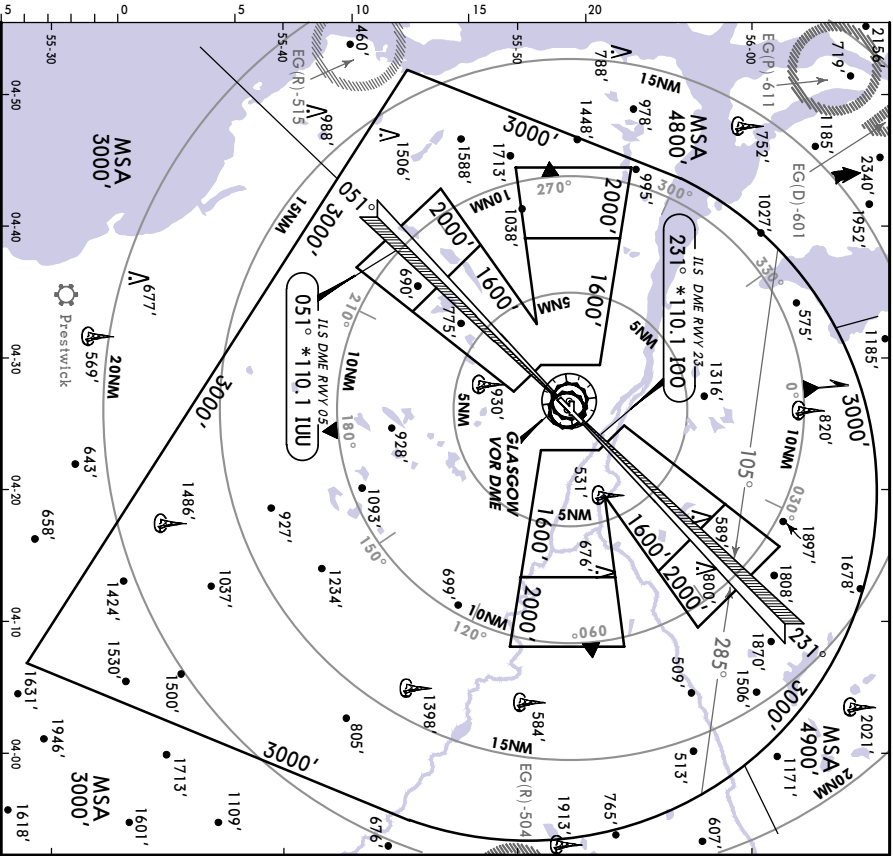
EGPF/GLA
GLASGOW

JEPPRESEN

25 AUG 06 18-2 EFF 31 AUG

GLASGOW, UK

RADAR VECTORING AREA



Within the Radar Vectoring Area the minimum initial altitude to be allocated by the radar controller is 3000'. Further descent to 2000'/1600' may be given within the approach areas shown when on 40° leg or final approach.

extended centreline unless the act is established on LOC or on the final approach track of a Surveillance Radar Approach or radar vectored VOR DME approach to rwy 23.

Special Procedure for Radar Vectoring to rwy 23.
A/C will not issue clearance to descend below 3500' whilst act are north of a line 105°/285° through a point 9 NM from rwy 23 threshold on

LOSS OF COMMUNICATION PROCEDURE

PROCEDURE	INITIAL APPROACH	INTERMEDIATE AND FINAL APPROACH
All Rwy's	Continue visually or by means of an appropriate final approach aid. If not possible proceed to GLASGOW VOR at 3500' or at last assigned level if higher.	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to GLASGOW VOR.