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JEPPESEN

GLASGOW,

듲

EGPF/GLA GLASGOW Pilots should plan for possible descent clearance to 7000 (equivalent FL) by D25 GOW.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. N56 02.9 W005 06.9 From north of the TMA: to GOW. From west of the TMA: ROBBO to GOW. Flights inbound to Glasgow from the FIR must observe the normal procedure for joining conclearance as follows: trolled airspace and should anticipate joining DESCENT PLANNING/ATC REQUIREMENTS ATIS 129.57 NOT TO SCALE GLASGOW ONE CHARLIE (GOW 1C) N55 53.4 W004 54.6 ○ 099° △ ORSUM N57 03.1 W005 17.7 GLASGOW ONE DELTA (GOW 1D) GLASGOW ONE ALFA (GOW 1A) SLP D20 GOW WHEN GOW VOR UNSERVICEABLE REFER TO CHART 10-2A 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. ARRIVALS D20 GOW 22 SEP 06 1 LEDDESEN GOW without ATC clearance. WARNING
Do not proceed beyond 10-2) **LOMON** N56 03.8 W004 34.8 ► R279 A301 Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140. **RANOK** N56 42.0 W004 15.0 D20 GOW SPEED RESTRICTION FOYLE N56 08.6 W004 22.9 D25 GOW Speed Limit Point GLASGOW, √193 W 1D \triangleright N55 52.2 W004 26.7 4800′ 115.4 GOV 4900' 3000' STAR

CHANGES: MSA; RONAR replaced by ORSUM; GOW availability.

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."HANGES: MSA; RONAR repl by ORSUM; GLW/GOW availability.

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EGPF/GLA GLASGOW FYNER N56 02.9 W005 06.9 (GOW D25) Pilots should plan for possible descent clearance to 7000' (equivalent FL) by D25 GOW.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC. Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining From north of the TMA: to GLW. From west of the TMA: ROBBO to GLW clearance as follows: ATIS 129.57 DESCENT PLANNING/ATC REQUIREMENTS NOT TO SCALE GLASGOW ONE CHARLIE (GLW 1C) N55 53.4 W004 54.6 099°→ TO BE USED WHEN GOW VOR UNSERVICEABLE GLASGOW ONE DELTA (GLW 1D) GLASGOW ONE ALFA (GLW 1A) 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 D25 GOW **ARRIVALS** D20 GOW 22 SEP 06 (10-2A)SLP Speed Limit Point Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140 Do not proceed beyond GLW SPEED RESTRICTION without ATC clearance. WARNING N56 03.8 W004 34.8 (GOW D12) GLASGOW *(115.4) GOW N55 52.2 W004 26.7 N56 08.6 W004 22.9 (GOW D17) D20 GOW D25 GOW X 25 -193 GLW 1D N55 52.2 W004 26.0 \triangleright **RANOK** N56 42.0 W004 15.0 4800′ +331 GLW 4900' STAR

EGPF/GLA GLASGOW ATIS 129.57 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). Alt Set: hPa 22 SEP 06 (10-2B) Nacabe Sev Trans level: By ATC Trans alt: 6000' GLASGOW, 4900'

STAR

LANAK ONE DELTA (LANAK 1D)[LANA1D] LANAK ONE ALFA (LANAK 1A)[LANA1A] WHEN GOW DME UNSERVICEABLE PROCEED TO GOW VOR STIRA ONE ALFA (STIRA 1A)(STIR1A) WHEN GOW VOR OR DME UNSERVICEABLE REFER TO STARS LIBBA 1A, 1D ON CHART 10-2C WHEN GOW VOR UNSERVICEABLE REFER TO STAR GLW 1E ON CHART 10-2C

TURNBERRY ONE ALFA (TRN 1A) SLP GRICE N56 11.8 W003 41.1 110.4 PTH N56 26.6 W003 22.1 4800′ MSA GOW VOR PERTH-3000'

joining controlled airspace and should Flights inbound to Glasgow from the FIR must observe the normal procedure for **STIRA** N56 08.0 W003 50.0

TRN (LANAK as appropriate)

Do not proceed beyond without ATC clearance

ARRIVALS

LANAK, STIRA or WARNING

anticipate joining clearance via:

LANAK STARS: TLA to LANAK at or

D

099° **→**

R279

STIRA 1A: STIRA in sector PTH - SAB.
TRN 1A: ROBBO to GOW.

A128° 030 030 34 GOW N55 30.0 1<u>1</u>3.8. TLA W003 21.2

Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140. SLP Speed Limit Point SPEED RESTRICTION LANAK 1D SLP D10 TLA

D 117.5 TRN N55 18.8 W004 47.0

NOT TO SCALE

B 115.4 GOW N55 52.2 W004 26.

7000' (equivalent FL) by LANAK LANAK 1D: At or below FL260 by NEW, ance as follows:

LANAK 1A: At or below FL260 by MARGO. TRN 1A: STIRA 1A: Pilots should plan for possible descent clear-DESCENT PLANNING/ATC REQUIREMENTS 7000' (equivalent FL) by LANAK.
7000' (equivalent FL) by STIRA. At or below FL150 by GIRVA, 7000' (equivalent FL) by TRN. at FL220 by OTBUN or below FL160 by D10 TLA

BLACA N54 53.0 W005 09.5

033

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

MARGO N54 42.5 N002 46.5

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THANGES: MSA; GOW availability

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JEPPESEN

(10-20)

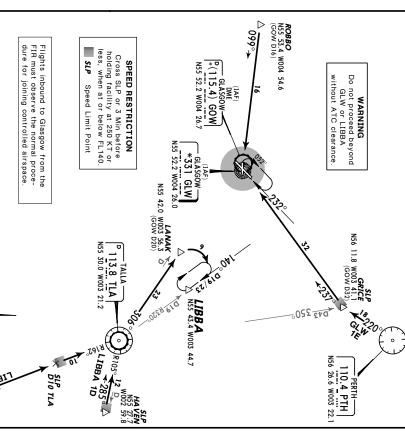
EGPF/GLA GLASGOW

129.57

ATIS

GLASGOW, STAR 듲

LIBBA ONE DELTA (LIBBA 1D)*[LIBA1D]* LIBBA ONE ALFA (LIBBA 1A)*[LIBA1A]* TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE TO BE USED WHEN GOW VOR UNSERVICEABLE GLASGOW ONE ECHO (GLW 1E) Apt Elev 26' Alt Set: hPa Trans level: By ATC Trans Aircraft on all routes may be radar vectored. ARRIVALS 22 SEP 06 alt: 6000' 4800′ MSA GLW Lctr 3000′ 4900' 7250°



ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

MARGO N54 42.5 W002 46.5

LIBBA 1A: At or below FL260 by MARGO, at or below FL160 by D10 TLA

NOT TO SCALE

242

ance as follows:

Pilots should plan for possible descent clear-

DESCENT PLANNING/ATC REQUIREMENTS

LIBBA 1D:

7000' (equivalent FL) by LANAK At or below **FL260** by NEW, at **FL220** by OTBUN,

EGPF/GLA GLASGOW

Apt Elev 26'

22 SEP 06 Masadar 10-3

GLASGOW, SID

Trans level: By ATC Trans alt: 6000'
 SIDs include noise preferential routes.
 Initial climb straight ahead to 550'.
 Cruising levels will be issued after take-off by SCOTTISH Control.

CLYDE THREE BRAVO (CLYDE 3B) CLYDE THREE ALFA (CLYDE 3A) [CLYD3A]

<u> Гійній МАХ 250 КТ ВЕГОЮ FL 100</u> UNLESS OTHERWISE AUTHORIZED RWYS 23, 05 DEPARTURES

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

CLYDE N55 57.8 W004 47.5 At 6000'

D10 GOW N55 56.5 W004 42.8

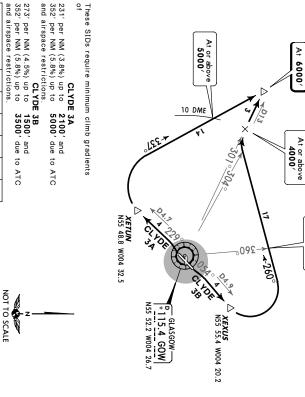
At or above **3500**′

XETUN N55 48.8 W004 32.5



[CLYD3B]





At or above **5000**′

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:

231' per NM 273' per NM 352' per NM Gnd speed-KT

342 456 684

911 1139 1367

75 100

150

200

250

300

from runway 23: not East of GOW R-325 to intercept SID track from runway 05: not below 1500'.

SID	RWΥ	ROUTING
CLYDE 3A	23	Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 337° track to
CLYDE 3B	05	Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 260° track,
		when passing GOW R-304 turn RIGHT, intercept GOW R-301 to CLYDE.

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22 SEP 06 (10-3A)

EGPF/GLA GLASGOW

Apt Elev

JEPPESEN

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. 4800′

DEAN CROSS SIX ALFA (DCS 6A) 3000′ 4900'

RWY 23 DEPARTURE

NON-JET AIRCRAFT ONLY

231' per NM (3.8%) up to 352' per NM (5.8%) up to and airspace restrictions. This SID requires minimum climb gradients **WARNING:** Do not climb above **6000'** until cleared by ATC. NOT TO SCALE
 289
 385
 577
 770
 962
 1155

 441
 587
 881
 1175
 1468
 1762
 75 100 FOR SID FROM RWY 05 REFER TO CHART 10-3B STATES MAX 250 KT BELOW FL 100 UNLESS OTHERWISE AUTHORIZED **1200'** and **6000'** due to ATC 150 200 250 300 ROUTING * 115.4 GOW * 125.4 SOW N55 52.2 W004 26.7 **FENIK** N55 42.9 W004 17.5 DEAN CROSS-115.2 DCS N54 43.3 W003 20.4 D14 GOW At 6000'

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.

352' per NM 231' per NM Gnd speed-KT

THANGES: MSA; SID DCS 8B transferred. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

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

GLASGOW,

SID

4800′ " * 250° \ 3000′ 4900′

DEAN CROSS EIGHT BRAVO (DCS <u> МЭЭЭЭ</u> МАХ 250 KT BELOW FL 100 UNLESS OTHERWISE AUTHORIZED **RWY 05 DEPARTURE** NON-JET AIRCRAFT ONLY **←**192 8B) **FENIK** N55 42.9 W004 17.5 At 6000' D19 GOW At 6000'

N55 52.2 W004 26.7

E GLASGOW * 115.4 GOW

XEXUS N55 55.4 W004 20.2

EGPF/GLA GLASGOW Apt Elev 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. 22 SEP 06 Nasaddar 1 (10-30)GLASGOW, UK

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FOYLE THREE BRAVO (FOYLE 3B) FOYLE THREE ALFA (FOYLE 3A) RWYS 23, 05 DEPARTURES [FOYL3A] [FOYL3B]

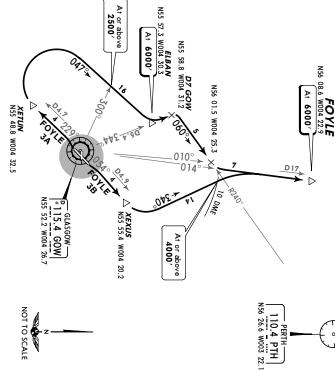
4800′

4900′

SID

3000′





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°. FOYLE 3A FOYLE 3B SID RWY 23 9 Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, intercept GOW R-344, at D7 GOW turn RIGHT, intercept PTH R-240 inbound, at GOW R-010 turn LEFT, intercept GOW Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 340° track, intercept GOW R-014 to FOYLE. R-014 to FOYLE ROUTING

231' per NM (3.8%) up to 2100' and 352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.

These SIDs require minimum climb gradients

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

FOYLE 3A

273' per NM (4.5%) up to **1500**' and 401' per NM (6.6%) up to **4000**' due to ATC

231' per NM 273' per NM 401' per NM 352' per NM Gnd speed-KT

684 881 150

441

587 100

501 | 668 | 1003 | 1337 | 1671 | 2005

200

250

300

FOYLE 3B

and airspace restrictions.

of 273' per NM (4.5%) up to 352' per NM (5.8%) up to and airspace restrictions.

300' and **6000**' due to ATC

DEAN CROSS N54 43.3 W003 20.4

273' per NM Gnd speed-KT

150 684

250 300

352' per NM

This SID requires minimum climb gradients

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

NOT TO SCALE

"HANGES: MSA; SID DCS 8B & FOYLE SIDs transferred.

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.

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ROUTING

"HANGES: MSA; chart reindexed © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

GLASGOW EGPF/GLA

Apt Elev 26'

SCOTTISH Control.

22 SEP 06 (10-3D) Nacabel 1

GLASGOW,

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

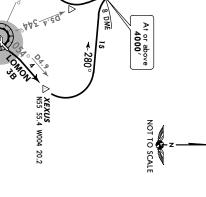
4800′ 3000′ 4900′

1, 4 250°

LOMON THREE BRAVO (LOMON 3B) LOMON THREE ALFA (LOMON 3A) [LOMO3A] RWYS 23, 05 DEPARTURES [LOMO3B]



<u> МЭЭЭЭ</u> МАХ 250 KT BELOW FL 100 JNLESS OTHERWISE AUTHORIZED



ELBAN N55 57.3 W004 30.3

At 6000'

N56 03.8

At 6000

These SIDs require minimum climb gradients of

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

XETUN N55 48.8 W004 32.5

B GLASGOW *115.4 GOW N55 52.2 W004 26.7

231' per NM (3.8%) up to **2100**' and 352' per NM (5.8%) up to **6000**' due to ATC and airspace restrictions. LOMON 3A

273' per NM (4.5%) up to 1500' and 352' per NM (5.8%) up to 4000' and 365' per NM (6%) up to 6000' due to ATC and airspace restrictions. LOMON 3B

365' per NM 352' per NM 231' per NM 273' per NM Gnd speed-KT 289 385 577 1215 1519 1823 1175 1468 1762 770 200 250 300 962 1155 1139 1367

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:

23: not East of GOW R-325 until above

from runway 23: not East o from runway 05: not below

LOMON 3B LOMON 3A RWY 23 Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 280° track, intercept GOW R-344 to LOMON. Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, intercept GOW R-344 to LOMON. ROUTING

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HANGES: MSA

EGPF/GLA GLASGOW 22 SEP 06 Nasaddar 1 (10-3E GLASGOW, SID 듲

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Apt Elev NEW GALLOWAY THREE JULIETT (NGY 3J) SID NEW GALLOWAY TWO HOTEL (NGY 2H) ELBAN N55 57.3 W004 30.3 D17 SI BELOW FL 100 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. N55 53.5 W004 38.7 UNLESS OTHERWISE AUTHORIZED RWYS 23, 05 DEPARTURES NORBO N55 35.8 W004 45.7 -√189 A† 6000 R₩Y N55 18.8 W004 47.0 D 117.5 TRN JET AIRCRAFT ONLY **D14 GOW** N55 42.2 W004 43.9 At 6000' 399 NGY N55 10.7 W004 1 019 At or above **5000**' D12 GOW 775 At 6000' GALLOWAY NGY 2H 231' per NM (3.8%) up to 1200' and 425' per NM (7%) up to 6000' due to ATC 으 airspace restrictions. These SIDs require minimum climb gradients airspace restrictions. 425' per NM (7%) up to 6000' due to ATC and 273' per NM (4.5%) up to 231' per NM 273' per NM 425' per NM | GLASGOW | *115.4 GOW | N55 52.2 W004 26.7 Gnd speed-KT ROUTING **WARNING:** Do not climb above **6000**' until cleared by ATC. **XEXUS** N55 55.4 W004 20.2 At or above **2000**′ 532 709 1063 1418 1772 2127 342 456 684 911 1139 1367 289 385 577 770 962 1155 75 100 PERTH | 110.4 PTH | N56 26.6 W003 22.1 NOT TO SCALE NGY 3J 150 **1500**' and 200 4800′ 250 300 3000′ 4900′ and

THANGES: MSA; chart reindexec pearing to NGY © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 248° track to-wards ELBAN, intercept PTH R-237, at TRN R-013 turn LEFT, intercept TRN R-090 inbound, at NORBO (D17 TRN) turn LEFT, intercept 146° Intercept GOW R-229 to D14 GOW, turn LEFT, intercept TRN R-009 inbound, at NORBO (D17 TRN) turn LEFT, intercept 146° bearing to NGY.

NGY 3J NGY 2H

05 23

GLASGOW EGPF/GLA

Apt Elev 26'

22 SEP 06 (10-3F) PEDDESEN

GLASGOW,

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.

4800′ 3000′ 4900′

SIZEEN MAX 250 KT BELOW FL 100

UNLESS OTHERWISE AUTHORIZED RWYS 23, 05 DEPARTURES PERTH FOUR BRAVO (PTH 4B) PERTH FOUR ALFA (PTH 4A)

D20 GOW N56 08.9 W004 07.0 D9 GOW At or above **3000**′ N56 26.6 W003 22. 110.4 PTH D15 GOW At or above **4500**′ At 6000' 025 GOW

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

At or above **2500**'

05)

XEXUS N55 55.4 W004 20.2

N55 58.8 W004 31.2

ELBAN N55 57.3 W004 30.3 At 6000'

XETUN N55 48.8 W004 32.5

These SIDs require minimum climb gradients of

|*115.4 GOW N55 52.2 W004 26.7

- GLASGOW —

NOT TO SCALE

231' per NM (3.8%) up to **2100'** and 352' per NM (5.8%) up to **6000'** due to ATC and airspace restrictions. 2000' and

3000' due to ATC

273' per NM (4.5%) up to 352' per NM (5.8%) up to 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 KETUN.
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. PTH 4A RWY 23 Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, intercept GOW R-344, at D7 GOW turn RIGHT, intercept PTH R-240 inbound, at D20 GOW turn RIGHT, 080° track, intercept PTH R-237 inbound to PTH. ROUTING

CHANGES: MSA; chart reindexed

PTH 4B

05

bound to PTH.

Intercept GOW R-054 to D4.9 GOW (XEXUS), intercept PTH R-231 in-

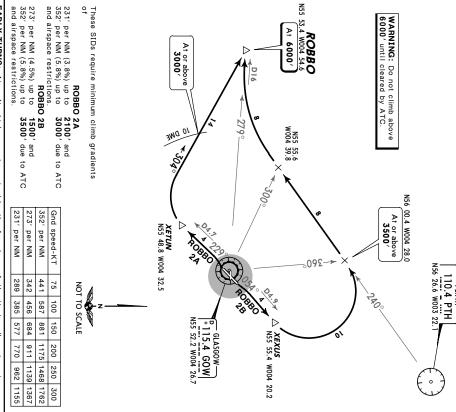
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EGPF/GLA GLASGOW Apt Elev ROBBO TWO BRAVO (ROBBO 2B) ROBBO TWO ALFA (ROBBO 2A) Trans level: By ATC Trans alt: 6000'

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. <u> МЭЭЭЭ</u> МАХ 250 KT BELOW FL 100 UNLESS OTHERWISE AUTHORIZED RWYS 23, 05 DEPARTURES 22 SEP 06 (10-3G) Nasaddar 1 [ROBO2A] [ROBO2B] GLASGOW, 4800′ 3000′ 4900' SID 듲



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'. 23 Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 304° track to ROBBO.

HANGES: MSA; chart reindexed © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, intercept PTH R-240, when passing GOW R-300 turn RIGHT, intercept GOW R-279 to

ROBBO 2B ROBBO 2A

05

ROBBO

EGPF/GLA GLASGOW 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. 22 SEP 06 (10-3H) 1 LEDDESEN GLASGOW,

SID

4800′ 3000′ 4900′

1, 4 250°

These SIDs require minimum climb gradients of NOT TO SCALE At 6000' N55 33.6 W004 08.4 X **FENIK** N55 42.9 W004 17.5 100°↓ 283° D29 TLA At 5000' D 113.8 TLA N55 30.0 W003 21.2 D22 TLA At 6000' **→**R280° ({(∘)

XETUN N55 48.8 W004 32.5

D

E GLASGOW *115.4 GOW *155 52.2 W004 26.

XEXUS N55 55.4 W004 20.2

*.9× △

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

<u> Біз ээй</u> мах 250 кт весоw fl 100

NON-JET AIRCRAFT ONLY

RWYS 23, 05 DEPARTURES TALLA SIX BRAVO (TLA 6B) TALLA FIVE ALFA (TLA 5A)

UNLESS OTHERWISE AUTHORIZED

EGPF/GLA GLASGOW Apt Elev 26' (TALLA THREE JULIETT (TLA 3J TALLA TWO HOTEL (TLA 2H) 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. 22 SEP 06 (10-3J)

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Nasaddar 1

GLASGOW,

SID 듲

273' per NM (4.5%) up to $\,$ 1500' and 425' per NM (7%) up to $\,$ 6000' due to ATC and 231' per NM (3.8%) up to **1200**' and 425' per NM (7%) up to **6000**' due to ATC and These SIDs require minimum climb gradients of airspace restrictions. airspace restrictions TLA 2H SIZI MAX 250 KT BELOW FL 100 <u>:≕ TRN</u> 117.5 **ELBAN** N55 57.3 W004 30.3 R009 UNLESS OTHERWISE AUTHORIZED RWYS 23, 05 DEPARTURES N55 53.5 W004 38.7 **NORBO** N55 35.8 W004 45.7 At 6000' RWY 100°+ 23 JET AIRCRAFT ONLY TLA 3J TLA 2H Intercept GOW R-229 to D14 GOW, turn LEFT, intercept TRN R-009 inbound, at NORBO (D17 TRN) turn LEFT, intercept TLA R-280 inbound to N55 42.2 W004 43.9

At 6000' At or above 5000' D12 GOW 0190 77° 90 231' per NM Gnd speed-KT 75 100 273' per NM * 115.4 GOW N55 52.2 W004 26.7 425' per NM GLASGOW — **WARNING:** Do not climb above **6000**' until cleared by ATC. XEXUS N55 55.4 W004 20.2 At or above **2000**' 289 385 577 770 962 1155 342 456 532 | 110.4 PTH | N56 26.6 W003 22.1 709 NOT TO SCALE 684 1063 150 200 250 300 -R280° (TALLA D 113.8 TLA N55 30.0 W003 2 3 1418 1772 2127 911 1139 1367 At 6000' 4800′ ٥ 3000′ 4900'

CHANGES: MSA; chart reindexed R-280 inbound to TLA. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

Intercept GOW R-054 to D4.9 GOW (XEXUS), 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 TLA

TLA 3J

05

CHANGES: MSA; chart reindexed

TLA 6B

273' per NM (4.5%) up to 352' per NM (5.8%) up to and airspace restrictions.

TLA 5A

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, when passing TLA R-283 turn LEFT, intercept TLA R-280 inbound

ROUTING

Intercept GOW R-054 to D4.9 GOW (XEXUS), turn RIGHT, intercept TLA R-316 inbound to TLA.

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SID

RWY 23

231' per NM (3.8%) up to 1200' and 352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.

TLA 6B

300' and **5000'** due to ATC

231' per NM 273' per NM 352' per NM Gnd speed-KT

289

385

577

770 962 1155

75

100

150

200 250 300

At 6000'

EGPF/GLA GLASGOW 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. 22 SEP 06 (10-3K) Nasaddar K GLASGOW, UK 4800′

SID

TURNBERRY THREE JULIETT (TRN 3J) TURNBERRY THREE ALFA (TRN 3A) SIZIATO MAX 250 KT BELOW FL 100 UNLESS OTHERWISE AUTHORIZED RWYS 23, 05 DEPARTURES

ELBAN N55 57.3 W004 30.3

At 6000'

N55 53.5 W004 38.7

0199 A45.00

←189

12500 3000′ 4900'

MSA GOW VOR

*115.4 GOW N55 52.2 W004 26.7 At or above 2000' **XEXUS** N55 55.4 W004 20.2 110.4 PTH N56 26.6 W003 22.1

GLASGOW *115.4 GOW N55 52.2 W004 26.7

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

NOT TO SCALE

D14 GOW N55 42.2 W004 43.9 At 6000'

At or above 5000' D12 GOW

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

1200' and

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

airspace restrictions.

D 117.5 TRN N55 18.8 W004 47 At 6000'

273' per NM (4.5%) up to 352' per NM (5.8%) up to and airspace restrictions.

300' and **6000**' due to ATC

Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300

456

684

911 1139

1367

532 | 709 | 1063 | 1418 | 1772 | 2127 75 | 100 | 150 | 200 250 300

TURNBERRY D 117.5 TRN N55 18.8 W004 47.0 At 6000'

342 | 456 | 684 | 911 | 1139 | 1367

231' per NM 273' per NM 425' per NM Gnd speed-KT 289 385 577 770 962 1155

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

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HANGES: New chart

TRN 3J JET ACFT ONLY

9 23

TRN 3A

SID

RWY

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GLASGOW, UK

SID

Apt Elev

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. TURNBERRY SIX BRAVO (TRN 6В 4800′

3000′ 4900′

SIZIAIN MAX 250 KT BELOW FL 100

RWY 05 DEPARTURE NON-JET AIRCRAFT ONLY

UNLESS OTHERWISE AUTHORIZED

XEXUS N55 55.4 W004 20.2 This SID requires minimum climb gradients of NOT TO SCALE **FENIK** N55 42.9 W004 17.5 At 6000'

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

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

352' per NM

273' per NM

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THANGES: New chart.

EGPF/GLA Apt Elev 26' N55 52.3 W004 26.0 CHANGES: Rwy bearings 55-53 04-27 04-26 04-25 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 A 129.57 05°W 25 AUG 06 (10-9) Eff 31 Aug 3622′ MIEDDESEN 09 *GLASGOW Ground 27 121.7 V₁₃₆, © JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED 55-52 55-52 PARKING POSITIONS SEE 10-9B GLASGOW, UK 118.8 GLASGOW 04-25 04-28 04-26 04-24

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EGPF/GLA

Nasaddar #

GLASGOW,

듲

25 AUG 06 (10-9A) Eff 31 Aug

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

5	the rwy widt	turn within	not permitted to	Acft larger than SH 36 and heavier than 12 mt AUW are not permitted to turn within the rwy width	a Act
46m	6	48' 2057m	7720' 2353m 6748' 2057m	23 HIKE CE (1911) HIMES TOZ FAFT-E (3.0) KYK	U ₂₃
151′	•	7626' 2324m	76	HIBI CI (15) HIAIS IDZ BABI I (Z 00) BAB	05
WIDTH	TAKE-OFF	lide Slope	Threshold Glide Slope TAKE-OFF WIDTH		RWY
		YOND —	LANDING BEYOND ——	-	
		USABLE LENGTHS	USA		
			NFORMATION	ADDITIONAL RUNWAY INFORMATION	

0 RWY 05: From rwy head TAKE-OFF RUN AVAILABLE

for backtracking. Rwy is grooved.

8720' (2658m) 7572' (2308m) 7047' (2148m) 5374' (1638m)

RWY 23: From rwy head twy B int rwy 27 int 8720'(2658m) 7539'(2298m) 4783'(1458m)

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. twy F int twy E int twy D int

O 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 HIRL (60m) PAPI-L (angle 3.0°) RVR 3419 1042m 151' 46m

Aircraft Operations Data Manual.

CATEGORY II/III OPERATIONS RWY 05/23

GENERAL

bility 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. During Category II and III operations, special ATC procedures (ATC Low Visi-

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.

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

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 taxing for take-off.

JAR-OPS HIRL, CL mult. RVR r Approved Operators 125m LVP must be in Force Rwy 05/23 RL, CL 150m RL & CL 200m TAKE-OFF RCLM (DAY only) or RL LVP must be in Force 250m RCLM (DAY only) or RL All Rwys 400m NIL (DAY only) 500m

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m

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HANGES: None

EGPF/GLA

11 AUG 06 (10-9B)

GLASGOW, UK

Pur OF PS 04-26.4 04-26.4 04-26.3 <u>D</u> 04-26.2 04-26.2 04-26.1 04-26.1 04-26 04-26 04-25.9 TERMINAL 04-25.8 04-25.8 GLASGOW 04-25.7 55-52.1 -

Nose in parking is 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 AGNIS, PAPA, Mirror or ground stop arrow.

PAPA, Mirror or ground stop arrow.

Acft are to note that the illumination of stand entry should indicate that a safety check of the stand has been made by the handling agent prior to the 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.

Acft size B-76 for above which are allocated stand 36 will require to be pushed back and turned into twy G with the acft nose facing whichever rwy holding point as directed by ATC.

	INS COO	INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
·	N55 51.9 W004 25.8	27	4 26
2 thru 5	52.0 W004 25.	28, 29	51.9 W004 26
6, 6L	52.1 W004 25.	30, 30L, 30R	52.0 W004
6R, 7, 7L	52.1 W004 25.	31	52.0 W004 26
7R thru 11	52.0 W004 25.	32	51.9 W004 26
at the	51.9 W004	33, 34	51.9 W004
20 thru 23	52.0 W004	61 thru 63	51.9 W004
24, 25 26	N55 51.9 W004 26.1 N55 51.9 W004 26.0	64, 65 81	N55 52.0 W004 25.7 N55 52.2 W004 25.9
		82	N55 52.1 W004 25.9

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CHANGES: Note. Coordinates.

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	5 0 5	10
PANS OPS 4		10 BRIEFING STRIP ™
2400' 2400' 20 20 20 20 20 20 20 20 20 20 20 20 20		EGPF/GLA 25 AIG 06 GLASGOW ATIS 129.57 CLOC Apch Crs 119.1 Classow Approach (R) Apt Elev *110.1 O51° Minimums **Ground Artis 121.7 Apt Elev **Interver is earlier, then climbing turn RIGHT to reach VOR or Lctr at 3000', or as directed. Lctr at 3000', or as directed. Acti vanable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000' then rum RIGHT to reach VOR or Lctr at 3000'. Alt Set: Irba Acti unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000' then rum RIGHT to reach VOR or Lctr at 3000'. Alt Set: Irba Acti unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000' then rum RIGHT or each VOR or Lctr at 3000'. Alt Set: Irba Acti unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000' then rum RIGHT or each VOR or Lctr at 3000'. Alt Set: Irba Acti unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000' then rum RIGHT or each VOR or Lctr at 3000'. Trans level: By ATC Att Set: Irba Acti unable to achieve 2000' by D5.0 IUU turn RIGHT onto intermediate/final app by ATC from or before the appropriate terminal fix directly into intermediate/final app action and the part of the procedure normally at 7000'. Procedure normally at 7000'. Procedure minimum altitudes. 2.1LS DME reads zero at rwy 05 threshold. 3. Arrivals me by ATC from or before the appropriate terminal fix directly into intermediate/final app action and the part of the procedure normally at 7000'. Procedure normally commenced via hold from not below 4000'. D0.9 GOW
90' 5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		ing: - 9 - 9 - 9 - 9 - 9 - 9 - 9 - 9 - 9 -
	1038' DD D77'	GLASGOW Approach (R) GLASGOW Approach (R) GS Apch Crs Apch Crs O510 Climb STRAIGHT AHEAD to commenced from not below 4000'. D0, 21 GS Apch Crs Apc
S. S	3.4.4.0.0 3.4.4.0.0 3.6.0 3.0 3.0	JANA PER CANADAM AND PRINT THE PRINT
GS 350' / 1030	D3. 0100 D4. 1. 0100 D4. 1. 0000 D7. 0000	the office of the control of the con
030'- 030'- 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	3.4.0100 3.4.0100 3.4.0100 3.4.00	ach (R) G: G: D4.0 G: D4.0 AHEA The and th
D3. J GC D3. J GC D4. J GC D5. J GC D5. J GC D6. J GC D7. J		GS G
	D1.3.00W	25 AUG 06 Eff SIAND SCOW Approach (R) SCOW Approach (R) SCOW Approach (R) 119.1 GS DA. O JUU O 1350' (J324') Apt Elev 26' Refer to Minimums PRAIGHT AHEAD to 3000' or D5.0 IUU then climbing turn RIGHT to reach VOR or lifected. Then climbing turn RIGHT to reach VOR or procedure lie in the vicinity of high ground. Do not descend below the procedure lie in the vicinity of high ground. Do not descend below 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold. A Arrivals may be radar vor 2. ILSDME reads zero at rwy 05 threshold.
1140 1140	115.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS GLASS On RI The via the vi
11.31 1.7 Ge 11.00 1.7 Ge 12.46 () 16.00	2080	UNSCOW TO THE RESULT OF THE RE
	° 9 <u>8</u> ≥ 00	IV Tower ILS DA(H) Refer to Community OD To D5. To To D5. To T
D1. 0 OW D1. 4 OW D1. 4 OS 40 OW D1. 4 OS 40 OS	930' DA.4 GOW DA.4 GOW As main proo on R-221 (CA 4.0 4.4 1350'	ILS DA
CAT (CAT) (C	928, 928, 1000 21 (C)	DME best til pas ch ill pas ch il
CAT C & B D C AT C		April 100 R
	GLASGOW DILS: Aft unable to receive ILS DME advise ATC. Equivalent radar ranges will be provided at 10NM and D4.4 GOW D4.4 GOW D5.5 A GOW D6.5 Aft unable to receive ILS DME advise ATC. Equivalent radar ranges will be provided at 10NM and outbound and at 8NM and incound. 10C: 928' Not available without DM Alternative procedure (from VOR hold As main procedure except fly outbound ba on R-221 (CAT A&B) or R-208 (CAT C&D). 4.0 3.0 4.0 3.0 2.0 1350' 1030' 710'	or ND *Ground 121.7 Apt Elev RWY OR or ing 2000' ing 2000' ing 2000' joint dispendent of the second of the sec
	5.4 GOW 5.4 GOW 11.5	NDB Ground 21.7 21.7 t Elev 20 RNWY 26 o not desso a la approa b a la approa b a la approa
5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	www.nable alent to re. (f Coppt 1 or R. 22	BB II
	LASGOW————————————————————————————————————	GLASGOW, ILS DME Rw ILS DME Rw 4800' 4800' 6' 4800' 6' 7' 4800' 7' 490' 6' 4800' 7' 490' 7' 490' 7' 490' 7' 490' 6' 490' 6' 490' 49
3000 ALL RIGHT	JAS60) 3.1 G	ASGC DME
Trival not below SA. Descend in Iding as necessary TCH 51' RWY 05 24 3000' D5 whichever IUI whichever IUI whichever IUI whichever IUI A waller TO-LAND RCLE-TO-LAND 00' (774') 150 00' (774') 160 00' (1374') 240 00. ALI RIGHTS RESERV	GCW GLW GLW GR GLW GR	
obelov dd in no obelov dd in n	69 M M M M I M I M M M M M M M M M M M M	3000' 3000' 3000' 3000' NSA W VOR red
FRVIS 500 100 100 100 100 100 100 100 100 100	699' Mnd 4NM nd 4NM ME 11ding): base turn 1.0 1.4 400'	
	L _i	05 S

PANS OPS 4 BRIEFING STRIP + 55-55 978 ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: Procedure, MSA, Minimums.
© JEPPESEN SANDERSON, INC. 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.

Acti 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'. EGPF/GLA - 55-50 ②Enter holding as instructed, normally at 7000'. Procedure normally commenced via hold from not below 4000'. Alt Set: Pta Rwy Elev: I hPa Trans level: By ATC
T. WARNING: All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum all itudes. 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 Alricave. & Acti Certification Required. Missed apch climb gradient mim 3.3% Gnd speed-Kts JAR-OPS 2400′ LASGOW 051° *110.1 IUU *110.1 **D10.** 31UU D10.7 GOW ~EG(R)-515 . 100 100 129.57 1588 DA(H) **126'**(100') RVR 300m ABCD **RA 104**′ $\Lambda^{1506'}$ 051°▼ ILS DME. 3.00° 995' 70 90 100 120 377 484 538 646 **D7.** 3100 D7. 7 GOW Apch Crs 05/ 1038′ 051% #JEPPESEN OCAT II 04-40 1350' (1324') 120 140 160 646 754 861 STRAIGHT-IN LANDING RWY 05

CAT II ILS

Missed apch climb gradient mim 2.5% D4.0 IUU **D4. 0** IUU D4. 4 GOW **D4.4** GOW GS1350 GS A RA 146' DA(H) 164'(138') **D1.**4 GOW RVR 400m 0 VOR ILS DME or NDB ILS DME Rwy 05 3000 A 04-30 D4.0IUU OAcft unable to receive ILS DME advise ATC. Equivalent radar ranges will be provided at 10NM outbound and at 8NM and 4NM CAT II ILS
RA/DA(H)
Refer to
Minimums 05%. A930' As main procedure except fly outbound baseturn on R-221 (CAT A&B) or R-208 (CAT C&D). Alternative procedure (from VOR holding): **D1.0**1UU D1.4 GOW GS,400' CAT C & D CAT A & B - 223° Lctr © 115.4 GOW Apt Elev 26' B: RA 154' DA(H) 180' (154') C: RA 181' DA(H) 194' (168') D: RA 195' DA(H) 207' (181') inbound. 121.7 PAPI GLASGOW *331 GLW D5.9 GON RWY 26' 04-20 3 Arrival not below MSA. Descend in RVR 450m holding as necessary. GLASGOW, UK 3000'0 3000 whichever IUU 4800′ MSA GOW VOR or GLW Letr TCH 51' RWY 05 26 Λ^{676'} 4900′ 3000′ D5.0 •99 04-

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CHANGES: Procedure. MSA. Minimums

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Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs. Apch Crs **231°** <u> बॉर्स डॉ Aug</u> (11-2) **⊕**VOR ILS DME or NDB 25 AUG 06 A. > D4.0 100 GS 118.8 DA(H) S11Apt Elev 26' ILS DME Rwy 23 GLASGOW, 4800′ 4900'

*110.1

1340′ (1319′)

221' (200')

RWY 21'

3000′

P	ANS	OPS												5	1	. 1	1		١0				5				- 1	0				IEFING STR
	D	C RVR 550m	В)	Δ , ΟΕ-	DA(H) 221 ′(200′)	JAR-OPS STI	MAP at D1.0 100/D1.9 GOW	ILS GS 3.00° or LOC Descent Gradient 5.2%	Cod speed Vts		holding as necessary. TCH displ	Arrival not below	9 3000' 0	(GS out) ALTITUDE	0 I	04-40 764, 04-30		-55-50 D3.0 G		□115.4 GOW	(IAF)	via noid from no	normally at 7000'. Procedure normally commenced	© Enter holding as	Not availak	- 56-00 outpound and durinbound and durinbound and during	7	Acft unable	,	procedure mininum altitudes. 2. ILS DME reads zero at rwy, 23 displ threshold. 3. Artivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track.	Alt Set: hPa	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.
		RVR 1000m		30	1'(200')	STRAIGHT-IN LANDING RWY 23	GOW	5.2% 377 485	+		Q		VOR/Lets 1°-	710′		04-30 C	930'	S IOO	3. (4)	T	(S).	of below 4000 .	0'. ally commenced			d during the missed uired.	be provided at 12	Acft unable to receive ILS DME		altitudes. 2. ILS D m or before the ap	Rwy Elev:	mb to 3000'. hichever is la Lctr at 3000
	RVR 1400m	RVR 1000m		BVB 900m	MDA(H) 430'(409')	IOC (GS out)		539 647 755	100 110	MDA	4 <u>6</u> 5)2.0 10 02.9 GC		1030′	3.9	04-20		*331 GIW	DI.9 GOW	D2.9 GOW	531			3000 58				m	820'	ME reads zero at propriate termin	1 hPa	Initially STR ster, then cl , or as dire
	RVR 2000m	RVR 1800m	RVR 1500m	3	Ĭ.	ou†)		862	7.0	640'	1340	GS1340'	D4.9 GOW	1660′	5.9	-		۔		کر گر	D4.9 GOW 1676'	D4.0100		589 1.1.			1897'	D13.0 GOW	D12 .1100	rwy 23 displ th al fix directly i	Trans leve	AIGHT AHE imbing turr cted.
L	205	180	135	100 5	Max				ш		- \ \ \ '	\		1980'	6.9			7			76') 1		3 0 ,		Ž		×	res	B .:	E≥
-	1700' (1674')	1400'(1374')	800' (774')	∠ ∠		CIRCLE		PAPI	HIAIS		1340' D8 .	0310			9 7.9	04-10	5	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \				1	23 7 71 10.	۷ I	D8.9 100	رن	1870) -	nold. 3. Arrival	y ATC) to 2500' EFT to
	(') 3600m	1') 2400m			Š.	CIRCLE-TO-LAND	T later	2500′ U I whichever	-	D9.8 GOW	9100	2900'	D12. 1100 D13.0 GOW		9 8.9		001	(2-								1506′	•		1356'	is may be raday	Trans alt: 6000'	MSA GOW VOR
	mOï	0m	1600m	2 2	•			P 100				8 ₍	₹0	Ŏ,	9 0	04-00		1						• 5	213,	\ .	•	1171′	Ī	,	6000,	ct VOR

PANS OPS 4 **110.1 231° | 1340′/1319′) | 121′/100′) | RWV 21′

kmussed APCH: Climb to 3000′. Initially STRAIGHT AHEAD to 2500′
g or D2.6 IOO whichever is later, then climbing turn LEFT to
hold at VOR or Letr at 3000′, or as directed.

RWV Flow: I hPa

RWV Flow: I hPa

Trans level: By ATC EGPF/GLA GLASGOW Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. 04-40 - 55-50 1027′ Alt Set: hPa

Trans level: By ATC

Trans alt: 6000'

I. 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 GS 3.00° 377 485 Denter holding as instructed, normally at 7000'.
Procedure normally commenced via hold from not below 4000'. RWY 23 21' S Arrival not below MSA. Descend in holding as necessary. 00 100 **VOR/Lctr ©** 3000' **1**051° **-**P115.4 GOW 129.57 Acft unable to receive ILS DME advise ATC. Equivalent radar ranges will be provided at 12NM outbound and during the missed anch it required. TCH displ thresh 50' 575' D2.6 100 D3.0 GOW apch if required. 764' Apch Crs 231° 90 100 485 539 930' 1316′ AUG 06 31 Aug (11-2A) **D1.9** GOW GS390' MJEDDESENOCAT II 120 140 160 647 755 862 9 MHA 3000 STRAIGHT-IN LANDING RWY 23
CAT II ILS D4.0 100 GLASGOW— *331 GLW **D1.0**100 D1.9 GOW GS ABCD **RA 103'** DA(H) **121'**(100') 3.0 RVR 300m 531 D4. 0100 N676' 118.8 04-20 VOR ILS DME or NDB ILS DME Rwy 23 D4.9 GOW GS1340' 589"-**D12.1**100 D13.0 GOW **D8.9**100 D9.8 GOW 4.9 699' 04-10 Apt Elev 26' 231° *110.1 100 RWY 21' PAPI III -231°-1516 **D8.9**100 D9.8 GOW ILS DME. GLASGOW, 2500′ 1506′ **~**-231° 509 1356′ whichever later **D12.1**100 D13.0 GOW 4800′ MSA GOW VOR 2900' 3000′ 4900′ •1171 04-00

CHANGES: Procedure. MSA

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Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs. PEPPESEN GLASGOW, UK

PANS	OPS	i 4					ı ⁵ ı	ĺ	1 1	L ⁰		ı ⁵			, ¹⁰		BRIEF	ING STR	IP TM		
D RVR	C	B RVR		Gnd speed-Kts Descent Gradient 6.12% or [3.50°] Descent angle [3.50°] MAP at D1.0 GOW/D0.6 10U JAR-OPS STRA	2400' 20	D10.0 GOW	ALTITUDE	04-50 GOW DME	1506'	1	1588′	- 55-50 • 1	via hold from 1	- 55-55 • 7/8 • Enter holding normally at Procedure no		Alt Set: hPa 1. WARNING : All procedure minimu vectored by ATC f track. 4. Final app	Acft unable to ach then turn RIGHT to	₽ X	GOW 115.4	129.57	GLASGOW
RVR 1600m	RVR 1200m	1000m	мра(н) 5 1	70 90 100 120 [3.50°] 434 557 619 743 [3.610U] 70.6 10U STRAIGHT-IN LANDING RWY	2090' D6.7 GOW D6.3 IUU [FDØ5]	D4.4 GOW	5.6 2140'	04-40 6.0	D10.0 60N			1713′ 1038′	n not below 4000'. 8'	Enter holding as instructed, normally at 7000'. Procedure normally commenced	0051	Rwy Elev: segments of this proma altitudes. 2. ILS DI rom or before the approach track offset 7	nieve 2000' by D5. o reach VOR at 300	Climb on R-044 climbing turn R	Apch Crs	GLASGOW Approach (R)	
RVR 2000m	2	RVR <i>15</i>	10'(484')	7 619 743 867 ANDING RWY 05	D3. (5.50°) [30] [30] [1030'	IUU	4.6 1770'	NOT TO SCALE	C	24 4 0 690. 88 27	D6.7GOW D6.3 IUU [FDØ5] 775	D3.0 GOW D2.6 IUU [3ØVOR]	D1.0 GOW D0.6 IUU [MD05]	_	7	ev: 1 hPa brocedure lie in the brocedure l	al TeCtled. Acft unable to achieve 2000' by D5.9 GOW turn RIGHT onto 095° until passing 2000' then turn RIGHT to reach VOR at 3000'.	Climb on R-044 to 3000' or D5.9 climbing turn RIGHT to reach VC	Procedure Alt D6.7 GOW 2400' (2374')	GLAS	25 AUG 06 (13
205	180	n	Ma×	991 PAPI	D3. 0 GOW CAT C & D2.6 IIU [38VOR] L 1030' L	→	3.6 1400'	4.0	C&D	201 D4.0 IUU				05%	1198'• D5.	Trans level: By vicinity of high grout trwy 05 threshold. 3. nal fix directly into inerline.	onto 095° until p	5.9 GOW whichever VOR at 3000', or as	MDA(H) 510′ (484′)	18.8	(13-1) Eff 31 Aug
5 1700' (1674')	0 1400' (1374')	6 800' (774') 5 800' (774')		S 3000 / 1 whicheve a earlier CIRCLE-1	0.6 JUU [MDØ5] MD.6 JUU [MDØ5]	→ 215°	1030′	04-20	928	IUU	GLASGOW 115.4 GOW	*331 GLW	*110.1 IU	531'	D5.9 GOW	Alt Set: IPa Rwy Elev: 1 hPa Trans level: By ATC Teans alt: 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.	assing 2000',	hever is or as	Apt Elev 26' RWY 26 '	*Ground 121.7	VOR
3600m	2400m	1	Vic	D5.9 GOW GOW 115.4 R-044	Arrival not below MSA. Descend in holding as necessary. [TCH 51'] RWY 05 26'	VOR 3000' 9	660′	04-10 2.0	•		699'	2	HE	A676'		Trans alt: 6000' end below be radar nal approach	MSA GOW VOR	oso 3000'	4800' 4900'	391	DME Rwy 05

PANS OPS 4 E MISSED APCH: Climb to 3000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 3000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000'. Initially on R-237 to 2500' or D3.0 S MISSED APCH: Climb to 4000' or D3.0 S MISSED APCH: Climb to 40 1027′ EGPF/GLA - 55-50 I 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 6° from rwy centerline. Descent Gradient 6.15% or Arrival not below MSA. Descend in Jescent angle RWY 23 21' AR-OPS -ASGOW ALTITUDE □ 115.4 GOW holding as necessary. IOO DME 115.4 GOW **3**000′ 129.57 D3.0 GON thresh 50'] TCH displ Enter holding as instructed, normally at 7000'. Procedure normally commenced via hold from not below 4000'. VOR 057° ... RVR 1600m RVR 1200m RVR 1000m Apch Crs **237**° STRAIGHT-IN LANDING RWY 23 840′ **D1.0** GOW 0.1 MDA(H) 610'(589' 436 1316′ **⊕** MHA 3000 ν Approach (R) | **19.1** 561 930' 90 **4**820′ **2900**′ (2879′) Procedure Alt 1210′ 3.0 D8.5 GOW 623 D1.0 GOW D0.1 IOO [MD23] 100 1210 25 AUG 06 (13-2) *331 GLW **D4. 0** GOW D3. 1 IOO [40 VOR] (3 MDA PLEDDESEN 748 120 *110.1 IOO 531/**A** R K RVR 1500m GLASGOW Tower 872 04-20 ALS out 140 2000m 1590' D4.0 GOW D3.1 100 140VOR 1 610' (589') 1897, 997 160 (3.52° MDA(H)Eff 31 Aug 1210′ 1808′ **D13.0**GOW D12.1 100∆ -237° PAPI Λ676' **D8.5** GOW D7.6 100 1960′ Max Kts 135 **D8.5** GOW D7.6 IOO Apt Elev 26' 1400' (1374') 121.7 1700' (1674') 800′ 800′ RWY 21' 1870 2500′ VOR DME Rwy MDA(H) whichever A CIRCLE-TO-LAND (774') (774') 2330 2900 GLASGOW, 509 1356′ GOW 60W 1506′ **D13.0** GOW D12.1 100 4800' **@** MSA GOW VOR 584 9 115.4 4900' 3600m 2400m 1600m 1500m R-237 2900′ 2700' •1171 VIS 04-00 •13[']

CHANGES: MSA. Procedure. Minimum:

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E Act unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000',

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E Act unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000' by D5.0 IUU turn RIGHT onto 095° until PANS OPS 4 EGPF/GLA GLASGOW Descent Gradient 6.07% or MISSED APCH: Climb on 054° from Letr to 3000' or D5.0 IUU whichever is earlier, then climbing turn RIGHT to reach Letr at 3000', or as Descent angle vectored by ATC from or before the appropriate terminal track. 4. Final approach track offset 3° from rwy centerl AR-OPS ... Jeer: nra
... ARNING: All segments of this procedure lie in the vicinity of high ground. Do not descend below rocedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar actored by ATC from or before the appropriate terminal fix directly into intermediate/final approach ack. 4. Final approach track offset 3° from rwy centerline. 978' 995'

Denter holding as instructed, normally at 7000'. Procedure normally commenced via hold from not below 4000'. 2400' #331 04-50 ALTITUDE GOW DME **D9.6**1UU D10.0 GOW IUU DME 129.57 1588′ RVR 1600m **D9.6**1UU D10.0 GOW RVR 1200m RVR 1000m 995′ 2290' STRAIGHT-IN LANDING RWY 05 Apch Crs 1038′ -*.054° Final мда(н) **540′** (514′) 431 70 90 100 120 140 160 **D4.** 4 GOW W Approach (R) 554 1030′ 2400'(2374') 5.4 1920' Procedure Alt [3.480] 616 3.6 **D2.7**IUU D3.1 GOW [31VOR] D6.3 IUU 25 AUG 06 (16-1) Eff 31 Aug P115.4 GOW N JEPPESEN 739 **D0.6**100 D1.0 GOW [MQØ5] **D2.7**IUU D3.1 GOW [31VOR] R R RVR 1500m 862 2000m 4.4 1550 118.8 04-30 540' (514') 985 1070 **D4.4** GOW MDA 05% MDA(H)A930' 1198′ PAPI 3.4 1180' 928′ 205 135 Kts. 180 **D0.6** 7110 **Q** Arrival not below D1.0 GOW MSA. Descend in [MQØ5] holding as necessary Apt Elev 26' *331 GLW 1400' (1374') 121.7 1700' (1674') 800₍ RWY 26' 3000′ NDB DME RWY 05 1093′ *I 10.1 IUU whichever A MDA(H) 04-20 ΪĄF (774') (774') 3.1 531 *Lctr* 3000′**⊙** D5.0 TCH 51'] 4800' Ξ MSA GLW Lctr RWY 05 26 Λ^{676'} 2.0 2.4 810' 3600m 3000' 4900' 2400m 1600m 1500m 699′

is misses Arch: Climb to 2500'. Initially on 230° from Letr to 2500's misses Arch: Climb to 2500'. Initially on 230° from Letr to 2500' por D2.6 IOO whichever is later, then climbing turn LEFT to blood at Letr at 3000', or as directed.

Bay Flevy 1 hPa Trans level: By ATC 1027′ + 56-00 EGPF/GLA - 55-50 Descent Gradient 6.13% or Trans level: By ATC

I. 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 1° from rwy centerline. Descent angle Arrival not below MSA. Descend in RWY 23 21' AR-OPS -ASGOW ALTITUDE GOW DME *331 holding as necessary. GLW **3**000′ 129.57 [TCH displ thresh 50' J e 115.4 GOW D2.6 IOO D3.0 GOW Enter holding as instructed, normally at 7000'. RVR 1600m RVR 1200m RVR 1000m Ctr 050° 764' 04-30 Procedure normally commenced via hold from not below 4000'. Apch Crs **230°** STRAIGHT-IN LANDING RWY 23 820′ MDA(H) 610'(589' 435 **D0.6** 100 D1.5 GOW 1316′ 19.1 **9** MHA 3000 559 **®**820′ 2900'(2879') Procedure Alt 3.9 621 190' 100 MDA 2.5 D7.6 100 25 AUG 06 (16-2) 1220 D1.5 GOW 531' *331 GLW PLEDDESEN 120 745 (*110.1 100 R ₩ RVR 1500m GLASGOW Tower 870 ALS out 140 04-20 2000m **(** 1560′ 4.9 D3. 1 100 D4.0 GOW [40VO2] 610' (589') 994 160 MDA(H) Eff 31 Aug 1220′ 230° **D7.6**100 D8.5 GOW [FQ23] PAPI > 1930′ Max Kts 676 ₹**%**0° Apt Elev 26' 1400' (1374') 2500' D2.6 100 76Found 121.7 1700' (1674') 800′ 800′ RWY 21' 1870′ whichever A NDB DME Rwy 23 MDA(H) 2300 (774') (774') 6.9 2900 GLASGOW, 509' 1506′ D12. 1100 4800' **@** GLW Lctr 584 3600m 2400m 4900' 1600m 1500m 2900′ 2680′ VIS •1171 •13[']

> EGPF/GLA GLASGOW 129.57 RADAR Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.
>
> Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs. Apch Crs
> By ATC W Approach Final Minimum Alt See 25 AUG 06 (18-1) 119.1 table below 118.8 Refer to Minimums MDA(H)SRA Rwy 09/27: CAT A, B & C RWY-See below Apt Elev 26' 121.7 SRA All Rwys GLASGOW, UK 4800′ 3000′ 4900

Alt Set: hPa

Apt Elev: 1 hPa

Trans level: By ATC

MSA GOW VOR or GLW Lctr

1250

Trans alt: 6000'

Missed Approach - See below

55-55
 SRA 09 TMN 2.0 NM
 2000'(1983')|1600'(1583')
 880'(863')
 —

 SRA 23 TMN 2.0 NM
 2000'(1979')|2000'(1979')
 —
 1010'(989')

 SRA 27 TMN 2.0 NM
 2000'(1977')|1700'(1577')
 —
 860'(837')

 SRA 27 TMN 2.0 NM
 2000'(1977')|1700'(1577')
 —
 860'(837')

 MISSED APCH: (Acft unable to receive DME advise ATC. Radar range will be provided (if required) at 5NM for rwy 05 or at 4NM for rwy 09 or at 3NM for rwy 23 and 27.)
 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.

3. QFE altimeter setting normally used on final approach. SRA 05 TMN 2.0 NM | 2000'(1974')|1600'(1574' Minimum Alt/NM RWY 27 ALTITUDE (HAT) RWY 23 RWY 09 RWY 05 Denter holding as instructed, normally at 7000'. ALTITUDE (HAT) 051° *110.1 IUU ALTITUDE (HAT) ALTITUDE (HAT) RADAR FIX 1700' (1677', 2000' (1979') 775' |600' *(1583')* 600′ 231° *110.1 100 930′ •1316' 1360' *(1337')* |600' *(1579')* 280' (1263') 280' (1254') *331 GLW 04-20 **∆** 531′ N. 685 1030' (1007') 1210′ 970' (953') 3.0 ELEV RWY (1189') Λ_{800′} ⊳ 26' 676 699' 17' 9 690′ 810′ 650' (633' (667) (789) 509

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 Lett at 3000', or as directed.

Rwy 09: Climb STRAIGHT AHEAD to 3000' or D4.0 GOW whichever is earlier, then climbing turn RIGHT to reach VOR or Lett 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 Lett at 3000', or as directed.

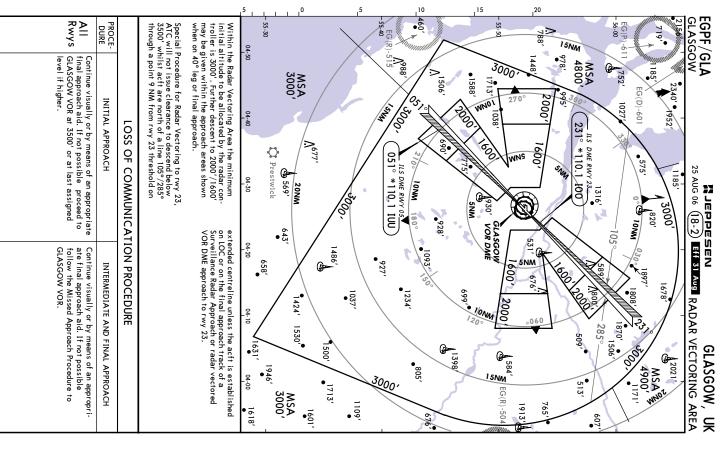
Rwy 27: Climb to 3000'. Initially STRAIGHT AHEAD to 2000' or D3.0 GOW whichever is later, then climbing turn LEFT to reach VOR or Lett at 3000', or as directed.

DANI	۰.											
PANS		ე 4	В	>	Г	>		_	S	S	S	ဂ
 After SRA 05 apch: MDA(H) 1080'(1054'), After SRA 09 & 27 apch: NOT APPLICABLE. 	D RVR 1800m	1400m	RVR	A RVR 1200m		иDA(H) 108 (SRA 05	JAR-OPS	SRA 27: Descent Gradient	SRA 23: Descent Gradient	SRA 05, 09: Descent Gradient 5.2% 369 474 527 632 737	Gnd speed-Kts
, 05 apch: 09 & 27 a	2000m	RVR	1500m	RVR	ALS out	0'(1054')	05		nt Gradien	nt Gradien	escent Gra	ts
MDA(H) 10	NOT APPLICABLE RVR 1800m	RVR 2000m	77	BVB 1500m		MDA(H) 57	SRA 09	STF		t 6.5% 461 592 658 790 922 1053	dient 5.2%	
)80'(10 APPLIC	LICABL	00m	00111	m00		0 1 553	9	STRAIGHT-IN LANDING	390	461	369	70
54'), ABLE	E RVR	1.	 ?	R K	H	S, MD.		-IN L	501	592	474	90
after	1800m	1400m	₹	RVR 1200m		A(H) 8	SR.	ANDI	557	658	527	100
SRA 2		R K	150		ALS	10/7	SRA 23	ବ	668	790	632	70 90 100 120 140 160
3 apc	2000m		1500m	·	ALS out	789′)			780	922		140
h: MD.	NOT	29		9		MDA(H)			891	1053	843	160
■ After SRA 05 apch: MDA(H) 1080′(1054′), after SRA 23 apch: MDA(H) 810′(784′). ■ After SRA 09 & 27 apch: NOT APPLICABLE.	NOT APPLICABLE 205 11700'(1674')3600m	RVR 2000m	100011	BVB 1500m		MDA(H) 1080′(1054′) MDA(H) 570′(553′) MDA(H) 810′(789′) MDA(H) 550′(527′)	SRA 27		5.5% 390 501 557 668 780 891 MAP at termination points			
÷,	205	180	135	100	X†S	V-1			natio			
	2170 0		1 800	1 800		-		CIRCL	n points			
	1'(167)′(137	(77	(77	MDA(H)			CIRCLE-TO-LAND		•		
	'4')3600m	1400'(1374')2400m	135 1 800' (774')1600m	100 1 800' (774') 1500m	VIS			LAND	Chart	Airport	Refer to	Liahtina-

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