JEPPESEN
JeppView for Windows

General Information

Location: GLASGOW GBR
ICAO/IATA: EGPF / GLA
Lat/Long: N55° 52.32', W004° 25.98'
Elevation: 26 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 3.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0831 Z
Sunset: 1546 Z

Runway Information

Runway: 05
Length x Width: 8743 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23
Length x Width: 8743 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1001 ft
Stopway: 496 ft

Communication Information

ATIS: 129.575
Glasgow Tower: 118.800
Glasgow Ground: 121.700
Glasgow Approach: 119.100
Scottish Control ACC: 124.500
Scottish Control ACC: 124.825
Scottish Control ACC: 126.300
Scottish Control ACC: 127.275
Glasgow Radar: 125.250
Glasgow Radar: 119.100
Glasgow Radar: 128.750

1. GENERAL

1.1. ATIS

ATIS 129.575

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. REVERSE THRUST

The use of reverse thrust/pitch should be avoided when possible.

1.2.3. AUXILIARY POWER UNITS (APUs)

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

1.3. PARKING INFORMATION

Nose-in parking is in operation on all aprons except GA area and cargo stands, which are marshalled.

All nose-in stands have stand number, yellow centerline and guidance in the form of either Visual Guidance Docking System or AGNIS and ground stop arrow.

On stands 3 thru 5, 9 thru 11, 14 thru 30R and 32 thru 40 visual docking guidance system SAFEDOCK available.

On stands 1 thru 2, 12, 31, 64 thru 82 AGNIS and ground stop arrow available.

Illumination of stand entry should indicate that a safety check of the stand has been made by handling agent prior to ACFT arrival. Pilots should not enter an ACFT stand unless the stand entry guidance system is illuminated or a marshaller has signalled clearance to proceed.

1.4. OTHER INFORMATION

WARNING: Birds in vicinity of APT.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

All ACFT shall, after take-off or "go around" be operated in such a way that it will not cause more than 94 dB(A) at daytime (0600-2330LT) or 87 dB(A) at night-time (2330-0600LT).

RWY 23:
ACFT using the ILS shall not descend below 2030' before intercepting the GS nor thereafter fly below it unless instructed by Radar. ACFT landing without assistance from the ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° GS.

RWY 05:
Jet ACFT using the ILS shall not descend below 2030' before intercepting the GS.

Propeller-driven ACFT may, when instructed by Radar, be descended to 1630'. ACFT landing without assistance of ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° GS.

VISUAL APPROACHES (RWYS 05/23)
All ACFT whose MTWA exceeds 5700kgs must route via 5NM to RWY THR and maintain 1530' until established on final approach track.

2.2. RWY OPERATIONS

RWYs 05 and 23 approved for CATII/III operations, special aircrew and ACFT certification required.

ACFT may exit RWY 05 via A1, B1 or E1, as the turn to vacate RWY 05 via D1 and F1 is extremely sharp and would require an ACFT to make a turn of almost 180°. ACFT may exit RWY 23 via A1, B1, D1, E1, F1 or G1. It should be noted, however, that only Code A to C ACFT are permitted to turn LEFT from B1 to A1 or RIGHT turn from A1 to B1. Code D and E ACFT shall not be permitted to carry out this manoeuvre under any circumstances.

Only ACFT up to 30 tons can exit or enter RWY via TWY C1.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

Aircrew can request ATC clearance up to 15 MIN before EOBT. Departing ACFT on first contact with ATC must state ACFT type, stand number and code letter of latest ATIS received. Crews should be in receipt of departure clearance prior to requesting push and start.

3.2. NOISE ABATEMENT PROCEDURES

Minimum noise route elements and procedures as specified below and on Glasgow SID charts are compatible with ATC requirements and shall apply in both IMC and VMC.

Minimum noise routing shall apply to jet ACFT and all other ACFT whose MTWA exceeds 5700kgs unless otherwise instructed by ATC or deviations are required in the interest of safety.

Jet ACFT not licensed according to ICAO Annex 16, VOL I, Chapter 3, Part II are not permitted to depart from Glasgow APT between 2330-0559LT except in special circumstances. Specific written permission of the Managing Director must be obtained in advance.

Non-Standard Instrument Departures:

RWY 23:
Climb straight ahead to GOW 5 DME.

RWY 05:
Climb straight ahead to GOW 5 DME.

For ACFT departing on the SID via LUSIV the noise preferential route terminates at GOW 5 DME.

After take-off all ACFT whether operating from RWY 05 or 23 by day or night should expedite their climb to 1530' before reducing power to maintain a minimum rate of climb of 500' FPM until 3030'.

3.3. RWY OPERATIONS

Pilots of departing ACFT wishing to turn RIGHT from TWY A to use full length of RWY 23 should advise ATC before reaching the holding position A1.

ACFT requiring full length of RWY 23, have to back track to the end of RWY and turn within RWY extension.

ACFT should enter RWY at holding position B1 and taxi to the extension.

Code E ACFT are not permitted to execute 180° turns on RWYs 05/23.

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

Pre-departure clearance by DCL is available for suitably equipped ACFT.

DCL is available from EOBT - 25 until EOBT + 15 MIN.

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

If any data errors are detected by the system or controller, a revert to voice message will be received.

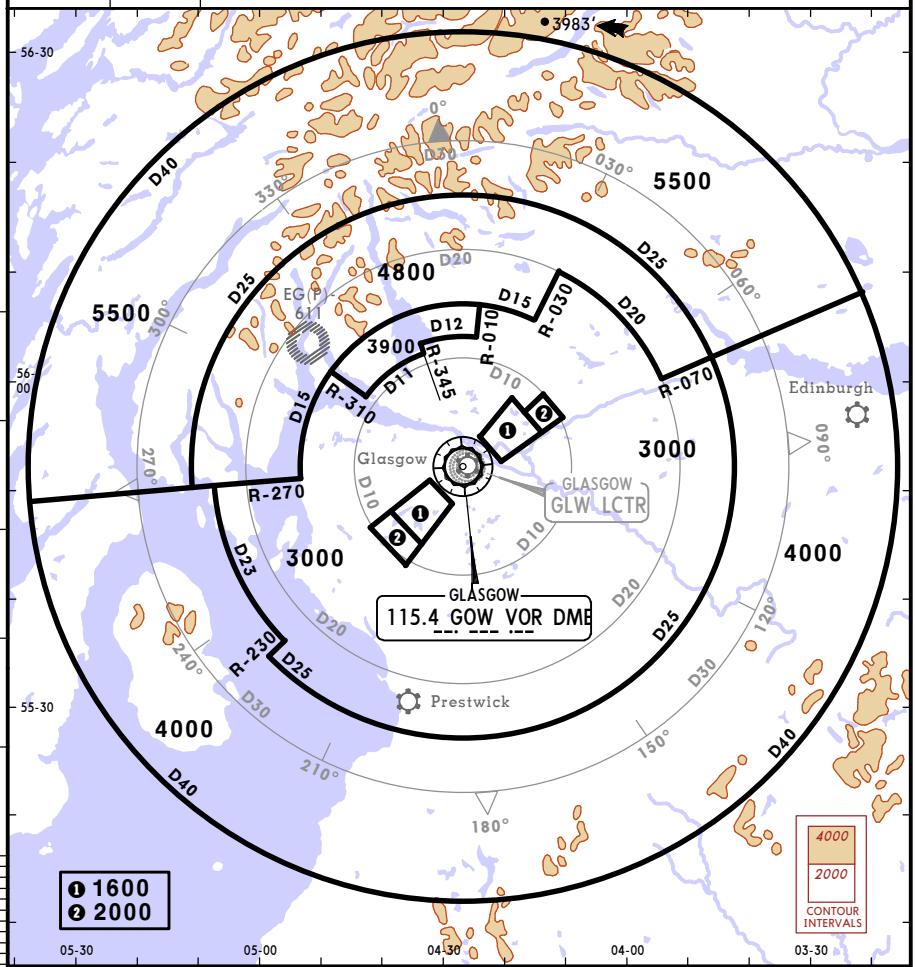
If the attempt to obtain a clearance is unsuccessful, revert to voice RTF.

Further details of DCL service may be obtained from ATC.

GLASGOW Radar (APP) 119.1	*Apt Elev* 26′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′

1. This chart may only be used for cross-checking of altitudes when in receipt of an ATC surveillance service.
2. RWY 05: Further descent to 2000′/1600′ may be given within the approach areas shown when aircraft is either established on final approach track or an intercept of 40° or less, and in case of instrument approaches other than SRA is cleared to intercept final approach track.
3. RWY 23: Pilots should not accept descent below 3000′ unless established on a 40° or less, closing heading to final approach track and within 9.5 NM to the RWY THR when closing from the south and 8 NM to the RWY THR when closing from the north and instructed to intercept ILS LOC or specified VOR approach radial.
4. RWY 23: Aircraft shall not be vectored to NDB approach.



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or 1000′ above any fixed obstacles:
- within 5 NM ❸ of the aircraft and
- within the sector 15 NM ❹ ahead of and within 20° either side of the aircraft's track.

3 NM ❸ or 10 NM ❹ when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 3500′, or last assigned level if higher, to GOW.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to GOW.

CHANGES: RWY 23 instructions.

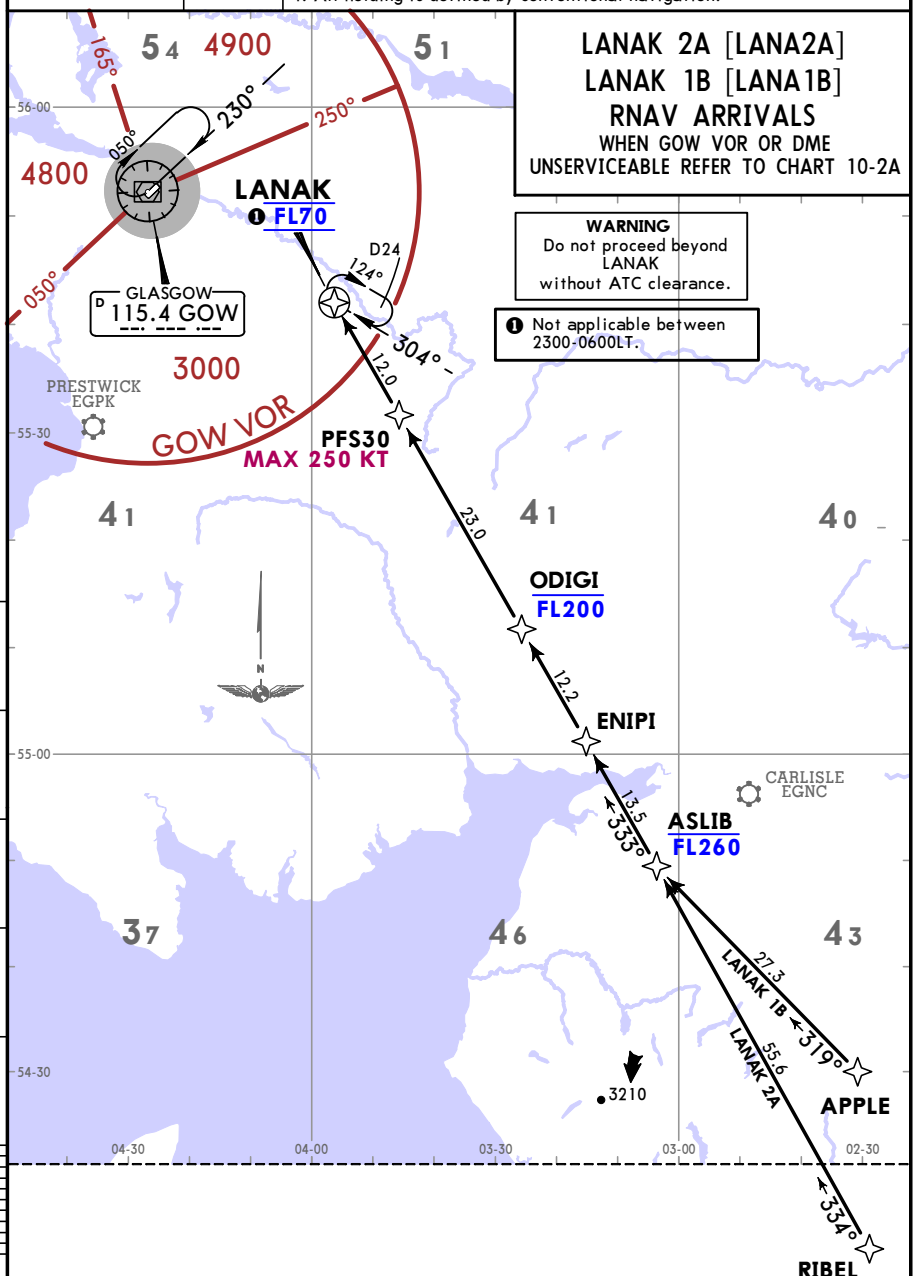
ATIS	Apt Elev
129.575	26

Alt Set: hPa Trans level: By ATC
1. **RNAV 5.**
2. Aircraft on all routes may be RADAR vectored.
3. By ATC, when RADAR out of service, aircraft may be instructed to hold at GLW.
4. All holding is defined by conventional navigation.

LANAK 2A [LANA2A]
LANAK 1B [LANA1B]
RNAV ARRIVALS
WHEN GOW VOR OR DME UNSERVICEABLE REFER TO CHART 10-2A

WARNING
Do not proceed beyond LANAK without ATC clearance.

❶ Not applicable between 2300-0600LT.



NOT TO SCALE

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

CHANGES: New format.

EGPF/GLA
GLASGOW

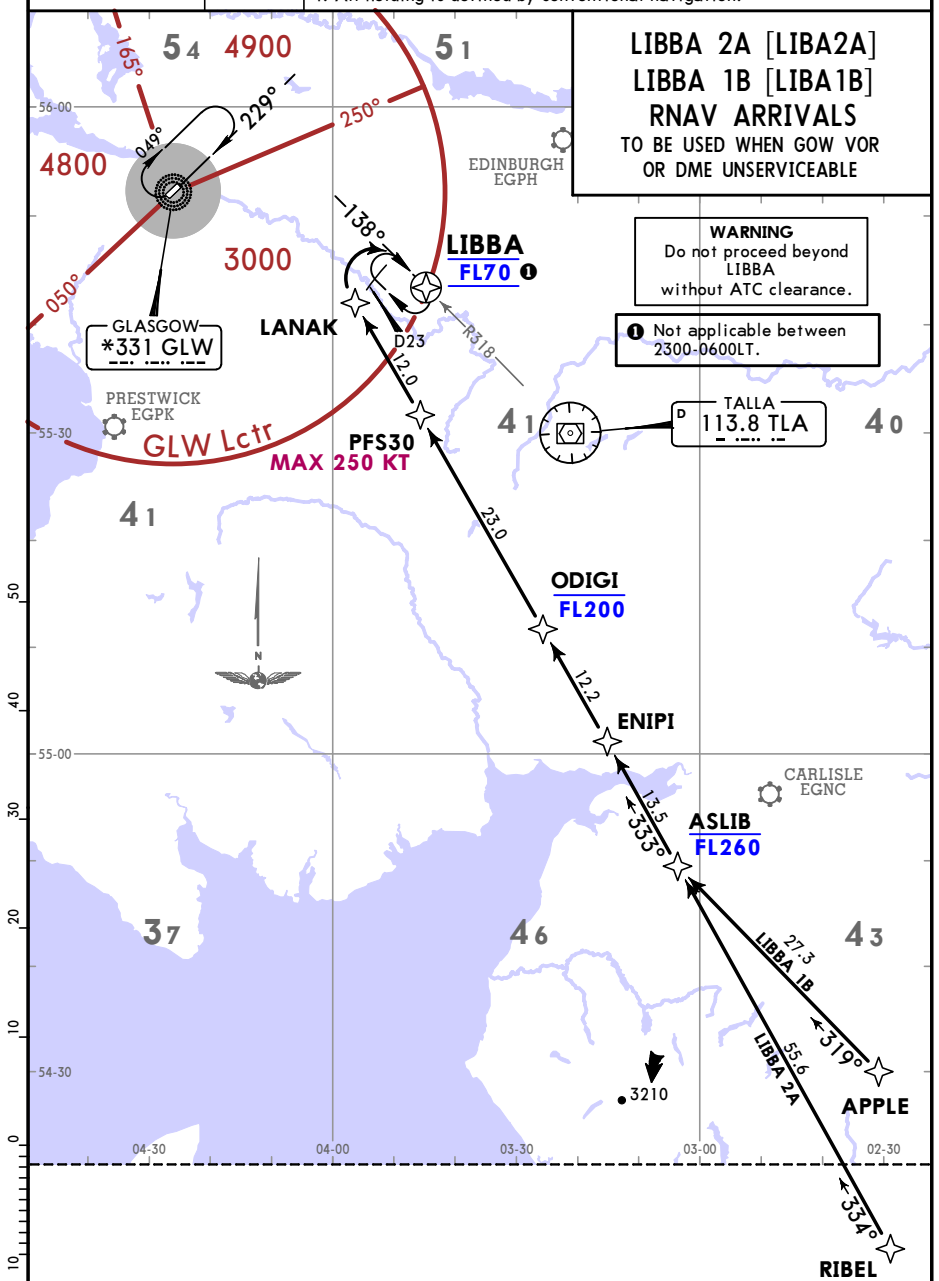
JEPPESEN
31 MAR 17 (10-2A)

GLASGOW, UK
RNAV STAR

ATIS	Apt Elev
129.575	26

Alt Set: hPa Trans level: By ATC
1. **RNAV 5.**
2. Aircraft on all routes may be RADAR vectored.
3. By ATC, when RADAR out of service, aircraft may be instructed to hold at GLW.
4. All holding is defined by conventional navigation.

LIBBA 2A [LIBA2A]
LIBBA 1B [LIBA1B]
RNAV ARRIVALS
TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE



WARNING
Do not proceed beyond LIBBA without ATC clearance.

❶ Not applicable between 2300-0600LT.

NOT TO SCALE

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

CHANGES: New format.

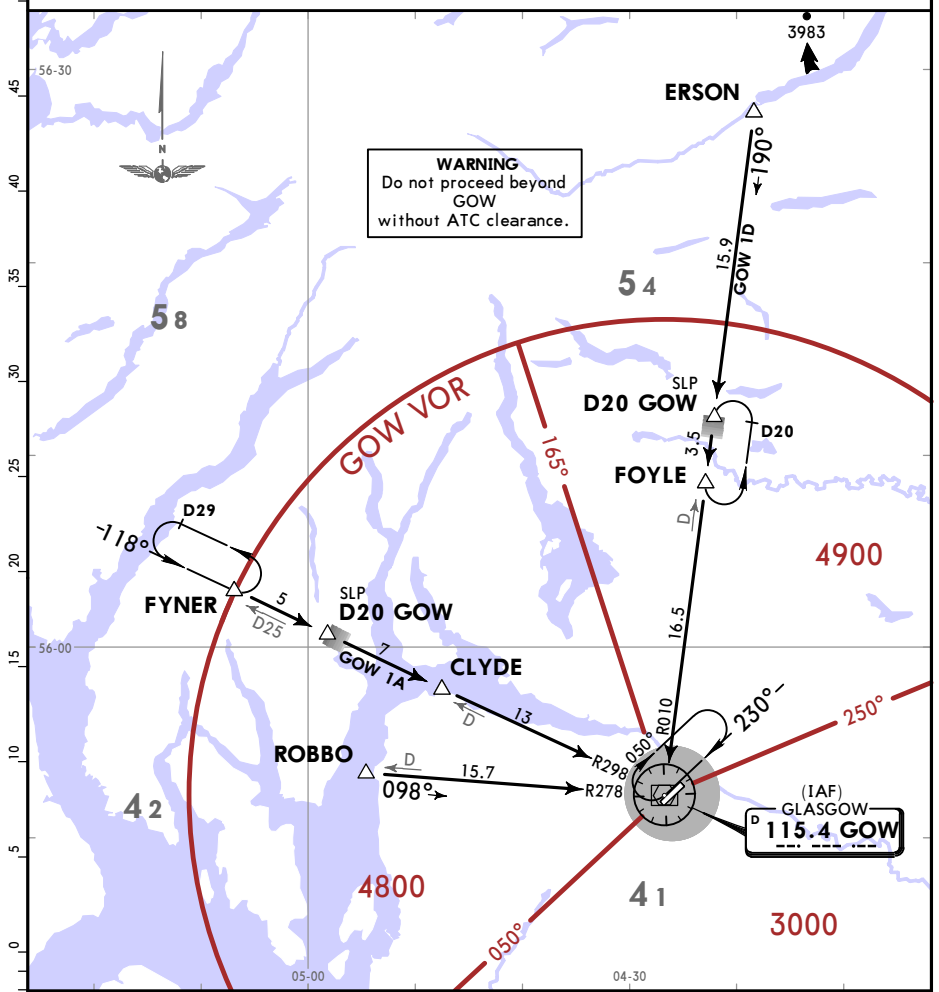
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
129.575	26	1. Aircraft on all routes may be RADAR vectored. 2. Holdings may be used by SCOTTISH Control for integration of traffic.

GOW 1A
GOW 1D
ARRIVALS

WHEN GOW VOR UNSERVICEABLE
REFER TO CHART 10-2C

SPEED: CROSS SLP OR 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS, WHEN AT OR BELOW FL140

SLP Speed Limit Point



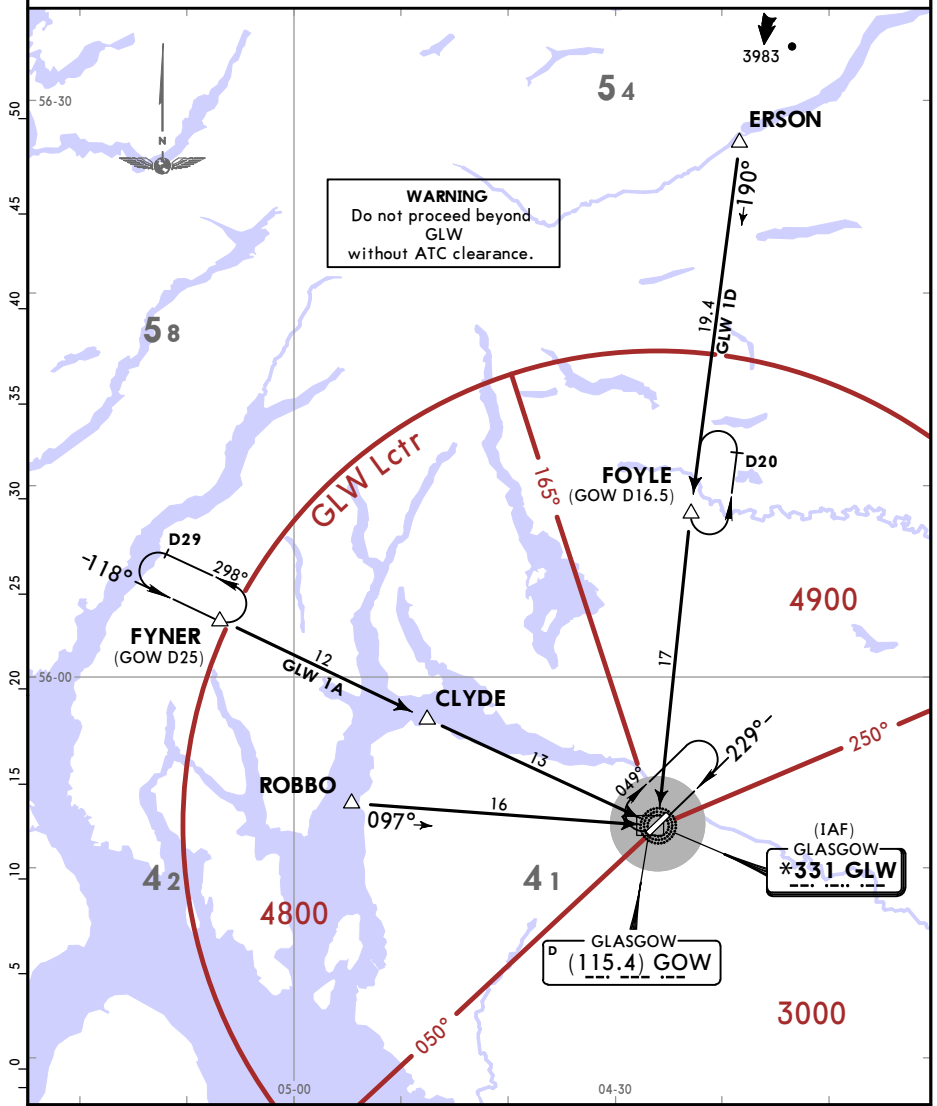
Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance as follows:
From NORTH of the TMA: to GOW.
From WEST of the TMA: ROBBO to GOW.

DESCENT PLANNING
Pilots should plan for possible descent clearance to **FL90** by D20 GOW.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

CHANGES: New format.

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
129.575	26	1. Aircraft on all routes may be RADAR vectored. 2. Holdings may be used by SCOTTISH Control for integration of traffic.

GLW 1A
GLW 1D
ARRIVALS
TO BE USED WHEN GOW VOR UNSERVICEABLE



Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance as follows:
From NORTH of the TMA: to GLW.
From WEST of the TMA: ROBBO to GLW.

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

CHANGES: New format.

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
129.575	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 2D) or LANAK (TRN 1A).

LANAK 2D [LANA2D]

WHEN GOW VOR OR DME UNSERVICEABLE REFER TO STAR LIBBA 1D ON CHART 10-2E

STIRA 1A [STIR1A]

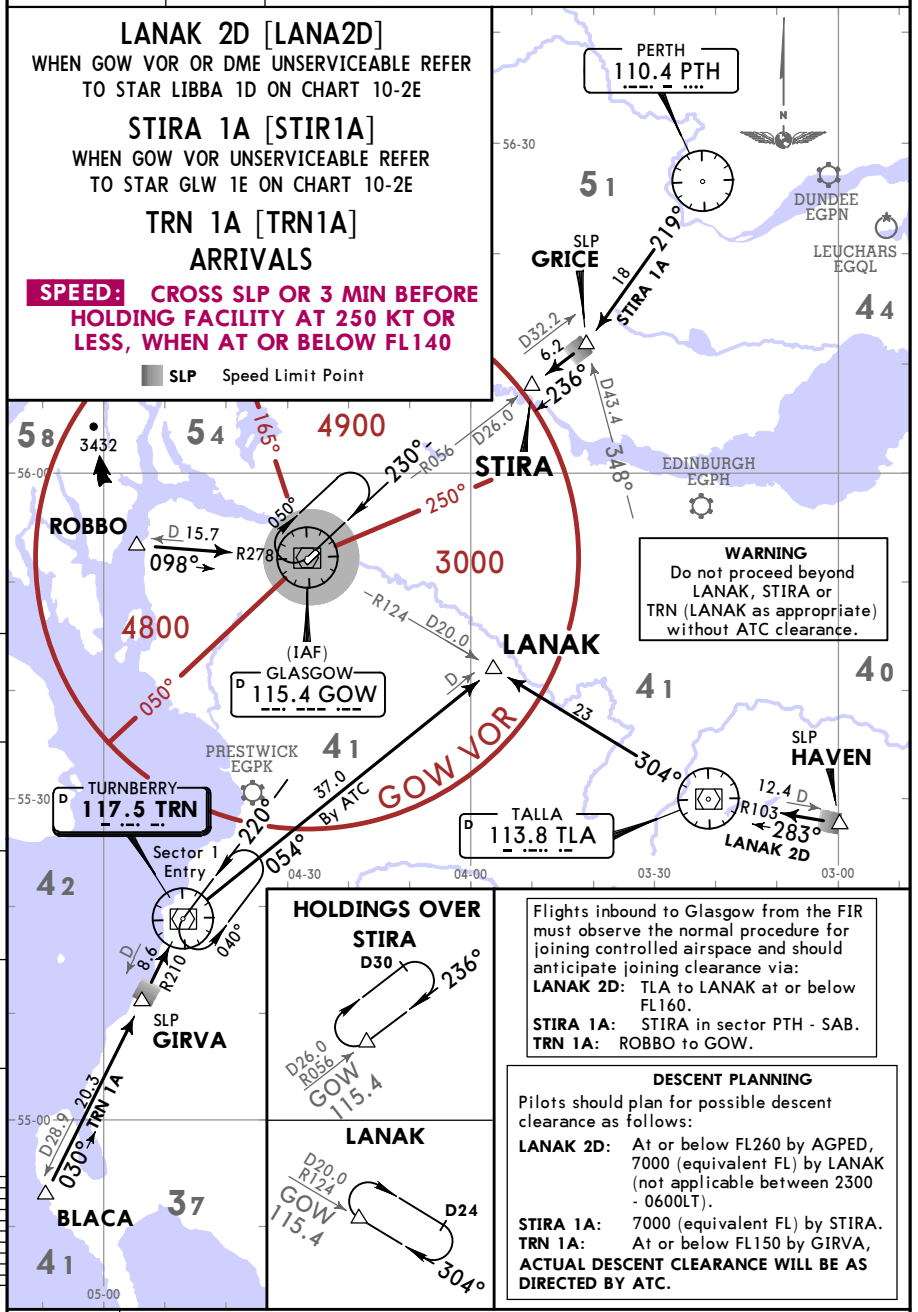
WHEN GOW VOR UNSERVICEABLE REFER TO STAR GLW 1E ON CHART 10-2E

TRN 1A [TRN1A]

ARRIVALS

SPEED: CROSS SLP OR 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS, WHEN AT OR BELOW FL140

SLP Speed Limit Point



Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance via:

LANAK 2D: TLA to LANAK at or below FL160.
STIRA 1A: STIRA in sector PTH - SAB.
TRN 1A: ROBBO to GOW.

DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

LANAK 2D: At or below FL260 by AGPED, 7000 (equivalent FL) by LANAK (not applicable between 2300 - 0600LT).
STIRA 1A: 7000 (equivalent FL) by STIRA.
TRN 1A: At or below FL150 by GIRVA,

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
LANAK 2D	At HAVEN, intercept TLA R103 inbound to TLA, turn RIGHT, TLA R304 to LANAK.
STIRA 1A	At PTH, PTH R219 to GRICE, turn RIGHT, intercept GOW R056 inbound to STIRA.
TRN 1A	At BLACA, intercept TRN R210 inbound to TRN.

CHANGES: New format.

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
129.575	26	1. Aircraft on all routes may be RADAR vectored. 2. LIBBA 1D: By ATC, when RADAR out of service, aircraft may be instructed to hold at GLW.

GLW 1E [GLW1E]

TO BE USED WHEN GOW VOR UNSERVICEABLE

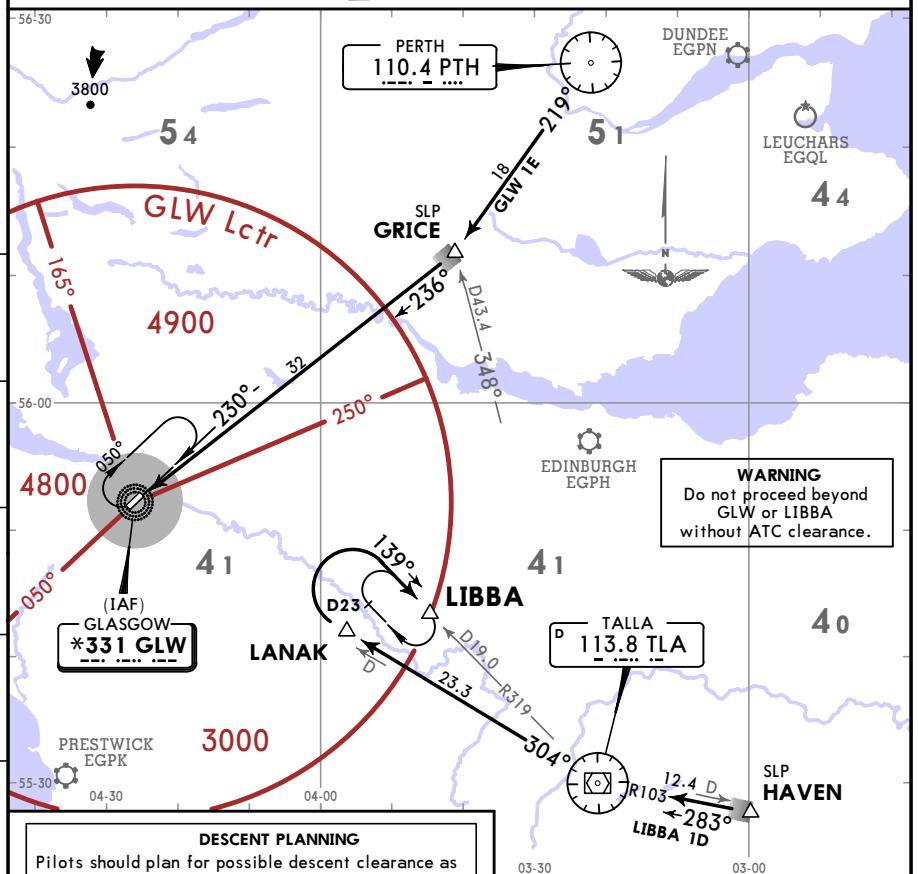
LIBBA 1D [LIBA1D]

TO BE USED WHEN GOW VOR OR DME UNSERVICEABLE

ARRIVALS

SPEED: CROSS SLP OR 3 MIN BEFORE HOLDING FACILITY AT 250 KT OR LESS, WHEN AT OR BELOW FL140

SLP Speed Limit Point



DESCENT PLANNING

Pilots should plan for possible descent clearance as follows:

GLW 1E: 7000 (equivalent FL) by GLW.

LIBBA 1D: At or below FL260 by AGPED, 7000 (equivalent FL) by LIBBA (not applicable between 2300 - 0600LT).

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance via:

GLW 1E: STIRA in sector PTH - SAB.

LIBBA 1D: TLA to LANAK at or below FL160.

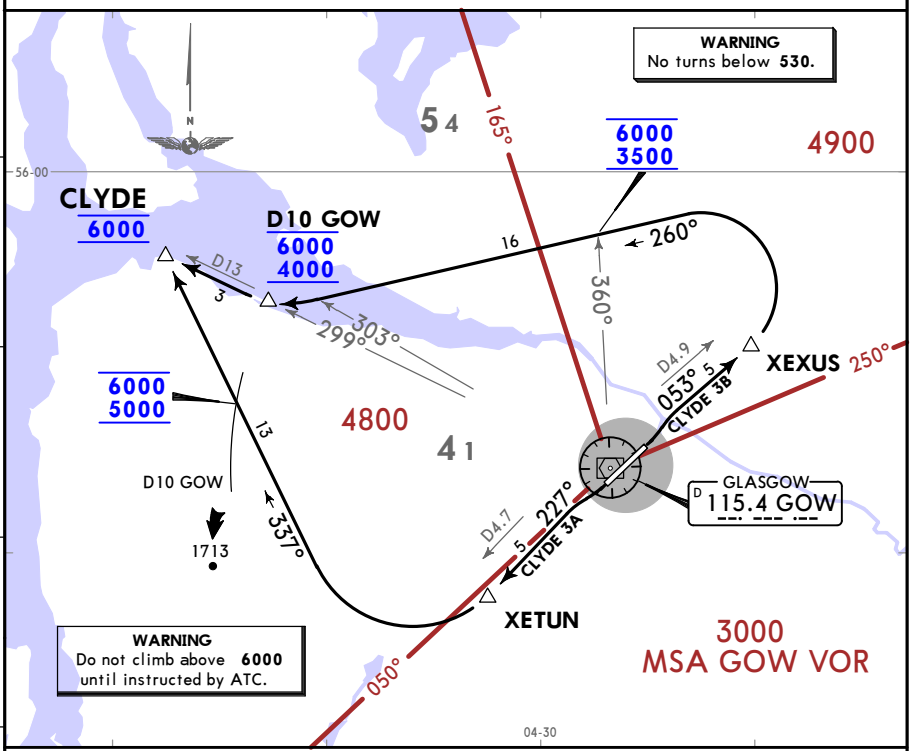
STAR	ROUTING
GLW 1E	At PTH, PTH R219 to GRICE, turn RIGHT, intercept 236° bearing to GLW.
LIBBA 1D	At HAVEN, intercept TLA R103 inbound to TLA, turn RIGHT, TLA R304 to LANAK, turn RIGHT, intercept TLA R319 inbound to LIBBA.

CHANGES: New format.

SCOTTISH Control 127.275	Apt Elev 26	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

CLYDE 3A [CLYD3A]
CLYDE 3B [CLYD3B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

CLYDE 3A

3.8% up to 2100 and
5.75% up to 5000 due to ATC and airspace restrictions.

CLYDE 3B

4.5% up to 1500 and
5.75% up to 3500 due to ATC and airspace restrictions.

AVERAGE TRACK MILEAGE
CLYDE 3A: 18 NM to CLYDE.
CLYDE 3B: 24 NM to CLYDE.

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

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.
Pilots are warned of high ground to the NORTH of the airfield and should turn:
- from runway 23: not EAST of GOW R325 to intercept SID track.
- from runway 05: not below 1500.

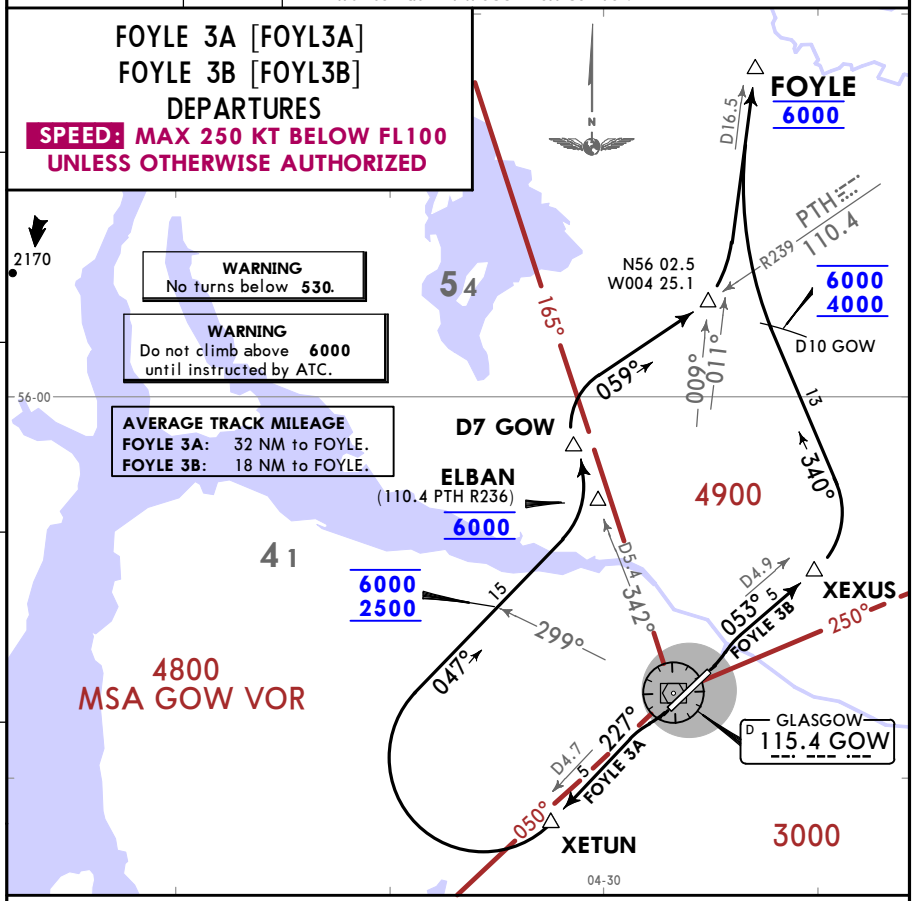
SID	RWY	ROUTING/ALTITUDE
CLYDE 3A	**23**	Climb straight ahead, intercept GOW R227 to D4.7 GOW (XETUN), turn RIGHT, 337° track, cross D10 GOW at or above 5000 (MAX 6000) to CLYDE at 6000.
CLYDE 3B	**05**	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), turn LEFT, 260° track, cross GOW R360 at or above 3500 (MAX 6000), when passing GOW R303 turn RIGHT, intercept GOW R299, cross D10 GOW at or above 4000 (MAX 6000), to CLYDE at 6000.

CHANGES: New format.

SCOTTISH Control 127.275	Apt Elev 26	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

FOYLE 3A [FOYL3A]
FOYLE 3B [FOYL3B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

FOYLE 3A

3.8% up to 2100 and
5.75% up to 6000 due to ATC and airspace restrictions.

FOYLE 3B

4.5% up to 1500 and
6.6% up to 4000 due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V(fpm)	501	668	1003	1337	1671	2005
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.
Pilots are warned of high ground to the NORTH of the airfield and should turn:
- from runway 23: not EAST of GOW R325 until above 1500.
- from runway 05: not below 1500.

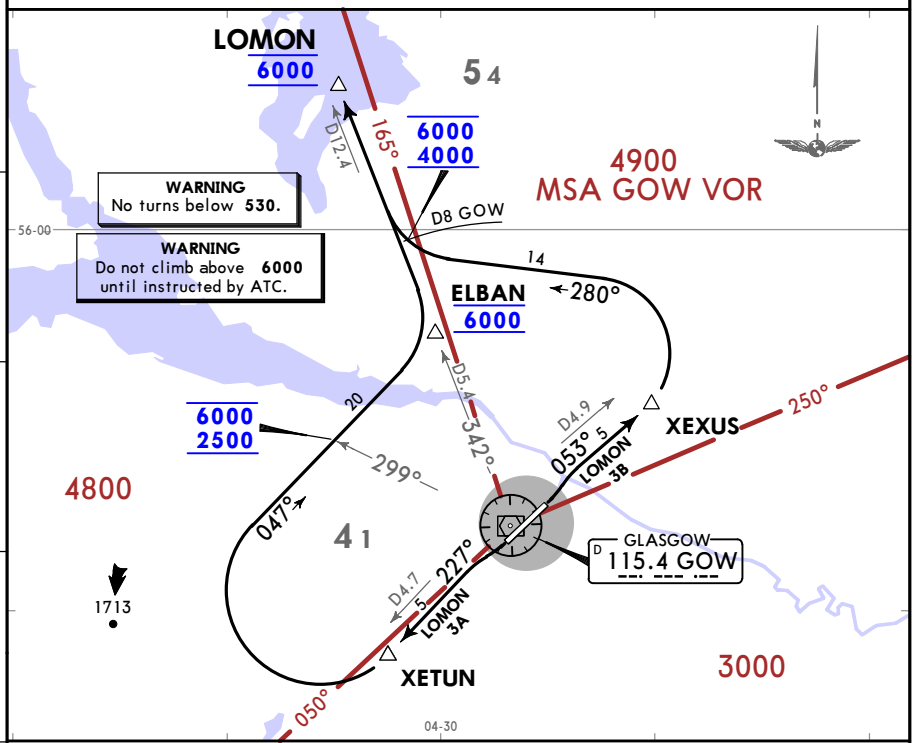
SID	RWY	ROUTING/ALTITUDE
FOYLE 3A	23	Climb straight ahead, intercept GOW R227 to D4.7 GOW (XETUN), turn RIGHT, 047° track, when passing GOW R299 cross at or above 2500 (MAX 6000), towards ELBAN at 6000, intercept GOW R342, at D7 GOW turn RIGHT, intercept PTH R239 inbound, at GOW R009 turn LEFT, intercept GOW R011 to FOYLE, at 6000.
FOYLE 3B	05	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), turn LEFT, 340° track, cross D10 GOW at or above 4000 (MAX 6000), intercept GOW R011 to FOYLE, at 6000.

CHANGES: New format.

SCOTTISH Control 127.275	Apt Elev 26	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

LOMON 3A [LOMO3A]
LOMON 3B [LOMO3B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

LOMON 3A

3.8% up to 2100 and
5.75% up to 6000 due to ATC and airspace restrictions.

LOMON 3B

4.5% up to 1500 and
5.75% up to 4000 and
6% up to 6000 due to ATC and airspace restrictions.

AVERAGE TRACK MILEAGE
LOMON 3A: 25 NM to LOMON.
LOMON 3B: 19 NM to LOMON.

Gnd speed-KT	75	100	150	200	250	300
6% V/V(fpm)	456	608	911	1215	1519	1823
5.75% V/V(fpm)	437	582	873	1165	1456	1747
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.8% V/V(fpm)	289	385	577	770	962	1155

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.
Pilots are warned of high ground to the NORTH of the airfield and should turn:
- from runway 23: not EAST of GOW R325 until above 1500.
- from runway 05: not below 1500.

SID	RWY	ROUTING/ALTITUDE
LOMON 3A	23	Climb straight ahead, intercept GOW R227 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, cross GOW R299 at or above 2500 (MAX 6000), ELBAN at 6000, intercept GOW R342 to LOMON at 6000.
LOMON 3B	05	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), turn LEFT, 280° track, cross D8 GOW at or above 4000 (MAX 6000), intercept GOW R342 to LOMON at 6000.

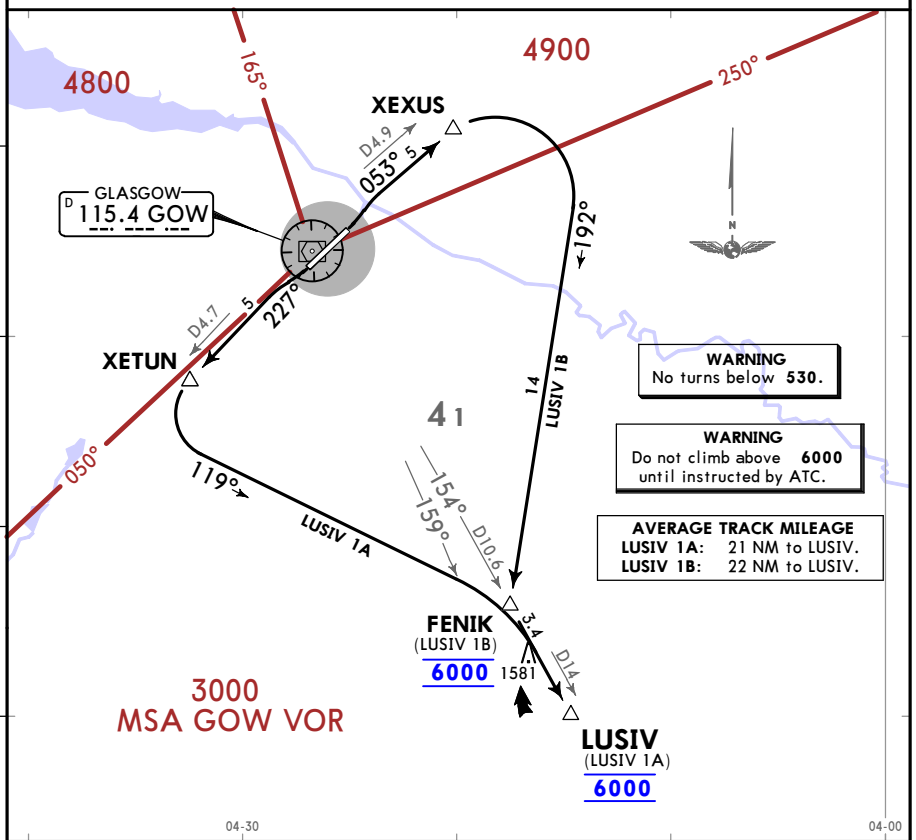
CHANGES: New format.

SCOTTISH Control 124.825	Apt Elev 26	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

LUSIV 1A [LUSI1A]
LUSIV 1B [LUSI1B]
DEPARTURES

NON-JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

LUSIV 1A

3.8% up to 1200 and
5.8% up to 6000 due to ATC and airspace restrictions.

LUSIV 1B

4.5% up to 300 and
5.75% up to 6000 due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.75% V/V (fpm)	437	582	873	1165	1456	1747
5.8% V/V (fpm)	441	587	881	1175	1468	1762

SID	RWY	ROUTING/ALTITUDE
LUSIV 1A	**23**	Climb straight ahead, intercept GOW R227 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R159 turn RIGHT towards LUSIV at 6000.
LUSIV 1B	**05**	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), turn RIGHT, 192° track towards FENIK, cross at 6000, intercept GOW R154 towards LUSIV.

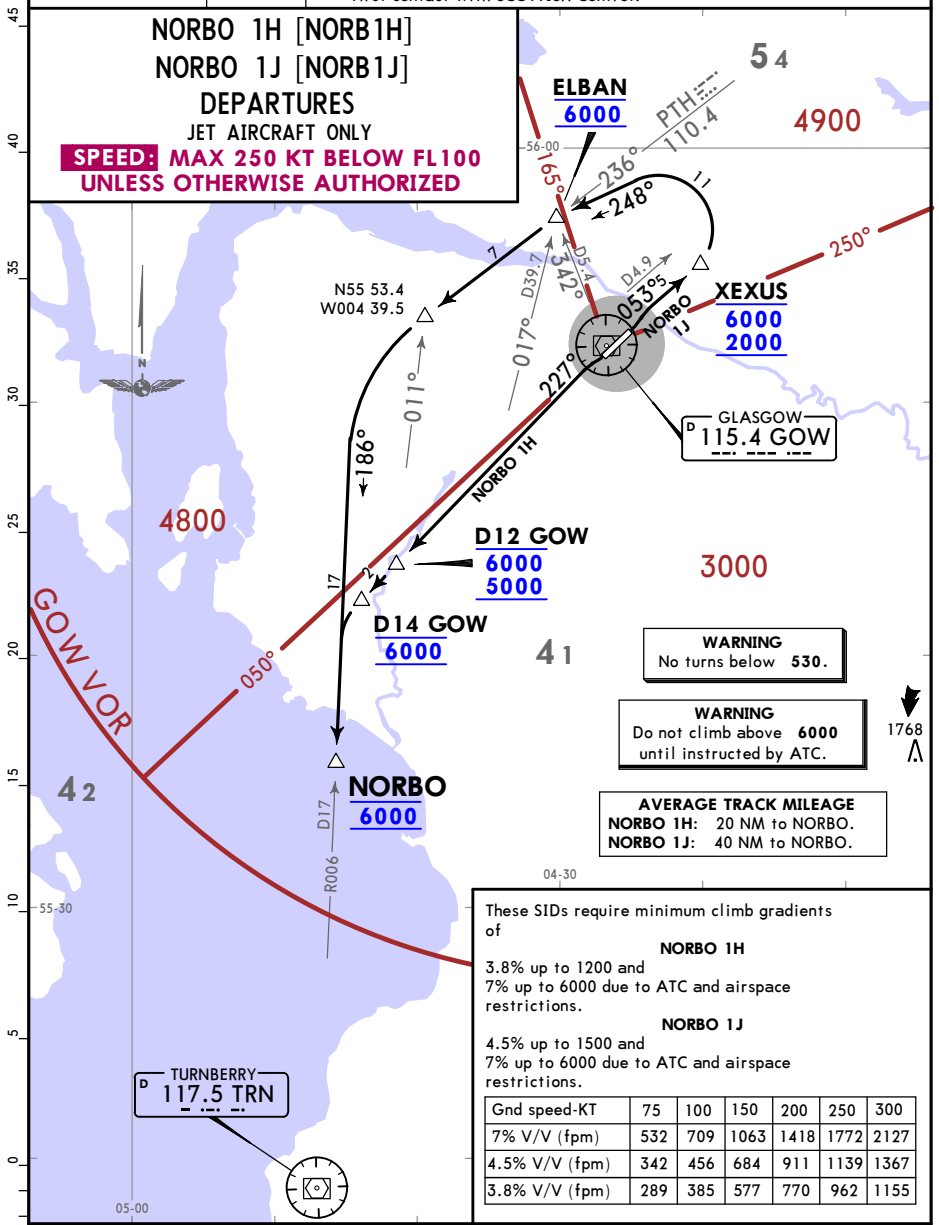
CHANGES: New format.

SCOTTISH Control	Apt Elev	Trans alt: 6000
124.825	26	1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

NORBO 1H [NORB1H]
NORBO 1J [NORB1J]
DEPARTURES

JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



AVERAGE TRACK MILEAGE
NORBO 1H: 20 NM to NORBO.
NORBO 1J: 40 NM to NORBO.

These SIDs require minimum climb gradients of

NORBO 1H

3.8% up to 1200 and
7% up to 6000 due to ATC and airspace restrictions.

NORBO 1J

4.5% up to 1500 and
7% up to 6000 due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127
4.5% V/V (fpm)	342	456	684	911	1139	1367
3.8% V/V (fpm)	289	385	577	770	962	1155

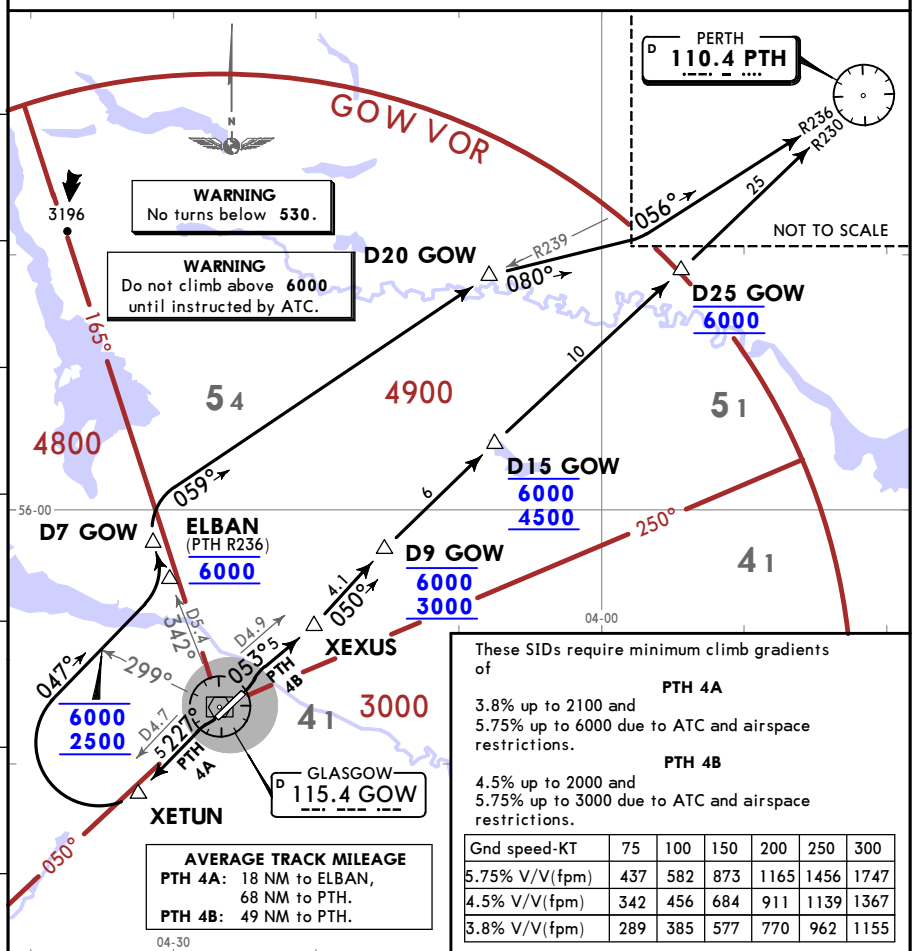
SID	RWY	ROUTING/ALTITUDE
NORBO 1H	**23**	Climb straight ahead, intercept GOW R227, cross D12 GOW at or above 5000 (MAX 6000) to D14 GOW at 6000, turn LEFT, intercept TRN R006 inbound to NORBO.
NORBO 1J	**05**	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), cross at or above 2000 (MAX 6000), turn LEFT, 248° track to ELBAN, cross at 6000, intercept PTH R236, at TRN R011 turn LEFT, intercept TRN R006 inbound, to NORBO.

CHANGES: New format.

SCOTTISH Control 124.500	Apt Elev 26	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

PTH 4A
PTH 4B
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

PTH 4A

3.8% up to 2100 and
5.75% up to 6000 due to ATC and airspace restrictions.

PTH 4B

4.5% up to 2000 and
5.75% up to 3000 due to ATC and airspace restrictions.

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

AVERAGE TRACK MILEAGE
PTH 4A: 18 NM to ELBAN,
68 NM to PTH.
PTH 4B: 49 NM to PTH.

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN.
Pilots are warned of high ground to the NORTH of the airfield. Aircraft departing from runway 23 should not turn EAST of GOW R325 until above 1500.

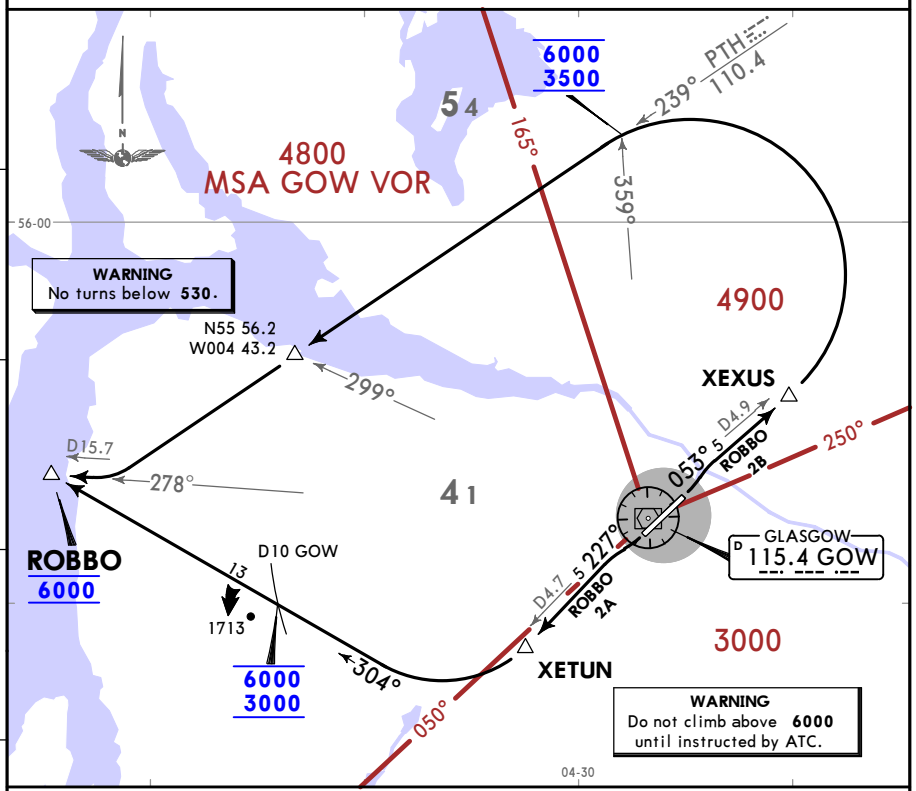
SID	RWY	ROUTING/ALTITUDE
PTH 4A	23	Climb straight ahead, intercept GOW R227 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, cross GOW R299 at or above 2500 (MAX 6000), ELBAN at 6000, intercept GOW R342, at D7 GOW turn RIGHT, intercept PTH R239 inbound, at D20 GOW turn RIGHT, 080° track, intercept PTH R236 inbound to PTH.
PTH 4B	05	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), intercept PTH R230 inbound, cross D9 GOW at or above 3000 (MAX 6000), D15 GOW at or above 4500 (MAX 6000), D25 GOW at 6000, to PTH.

CHANGES: New format.

SCOTTISH Control 127.275	Apt Elev 26	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

ROBBO 2A [ROBO2A]
ROBBO 2B [ROBO2B]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

ROBBO 2A

3.8% up to 2100 and
5.75% up to 3000 due to ATC and airspace restrictions.

ROBBO 2B

4.5% up to 1500 and
5.75% up to 3500 due to ATC and airspace restrictions.

AVERAGE TRACK MILEAGE
ROBBO 2A: 18 NM to ROBBO.
ROBBO 2B: 29 NM to ROBBO.

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

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS. Pilots are warned of high ground to the NORTH of the airfield. Aircraft departing from runway 05 should not turn below 1500.

SID	RWY	ROUTING/ALTITUDE
ROBBO 2A	**23**	Climb straight ahead, intercept GOW R227 to D4.7 GOW (XETUN), turn RIGHT, 304° track, cross D10 GOW at or above 3000 (MAX 6000), to ROBBO at 6000.
ROBBO 2B	**05**	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), turn LEFT, intercept PTH R239, cross GOW R359 at or above 3500 (MAX 6000), when passing GOW R299 turn RIGHT, intercept GOW R278 to ROBBO at 6000.

CHANGES: New format.

31 MAR 17
10-3G

GLASGOW, UK

SID

CHANGES: New format.

SCOTTISH Control	Apt Elev
126.300	26

Trans alt: 6000
1. SIDs include noise preferential routes.
2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

TLA 5A, TLA 6B DEPARTURES

NON-JET AIRCRAFT ONLY,
LEAVING CONTROLLED AIRSPACE VIA TLA

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING
No turns below **530**.

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

AVERAGE TRACK MILEAGE
TLA 5A: 55 NM to TLA.
TLA 6B: 46 NM to TLA.

GLASGOW
115.4 GOW

XEXUS
XETUN
FENIK
D29 TLA 5000
D22 TLA 6000
D14 GOW 6000
TALLA
113.8 TLA 6000

GOW VOR

4900
4800
3000
4 1

165°
250°
136°
053°
227°
119°
154°
159°
050°
283°
100°
D4.9
D4.7
D10.6
TLA 6B
TLA 5A
7
22

N55 34.5
W004 08.7

2756
R316
R280

05-00
04-30
04-00
03-30
55-30
56-00

These SIDs require minimum climb gradients of

TLA 5A

3.8% up to 1200 and
5.8% up to 6000 due to ATC and airspace restrictions.

TLA 6B

4.5% up to 300 and
5.75% up to 5000 due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.75% V/V (fpm)	437	582	873	1165	1456	1747
5.8% V/V (fpm)	441	587	881	1175	1468	1762

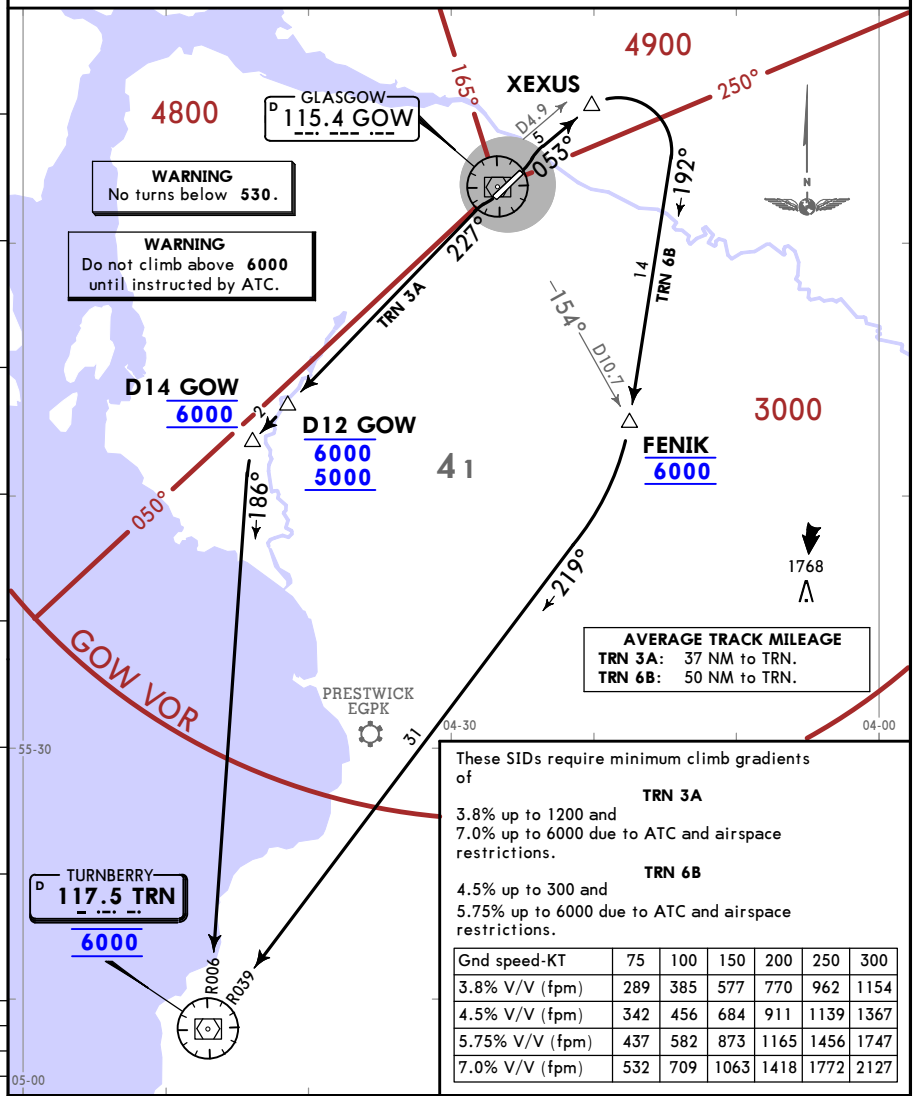
SID	RWY	ROUTING/ALTITUDE
TLA 5A	23	Climb straight ahead, intercept GOW R227 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R159 turn RIGHT, intercept GOW R154, cross D14 GOW at 6000, when passing TLA R283 turn LEFT, intercept TLA R280 inbound to TLA at 6000.
TLA 6B	05	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), turn RIGHT, intercept TLA R316 inbound, cross D29 TLA at 5000, D22 TLA at 6000, to TLA at 6000.

SCOTTISH Control 124.825	Apt Elev 26	Trans alt: 6000 1. SIDs include noise preferential routes. 2. Cruising levels will be issued after take-off by SCOTTISH Control. Report C/S, SID designator, current altitude and cleared altitude on first contact with SCOTTISH Control.

TRN 3A, TRN 6B DEPARTURES

NON-JET AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



These SIDs require minimum climb gradients of

TRN 3A

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

TRN 6B

4.5% up to 300 and
5.75% up to 6000 due to ATC and airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.75% V/V (fpm)	437	582	873	1165	1456	1747
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING/ALTITUDE
TRN 3A	23	Climb straight ahead, intercept GOW R227, cross D12 GOW at or above 5000 (MAX 6000) to D14 GOW at 6000, turn LEFT, intercept TRN R006 inbound to TRN at 6000.
TRN 6B	05	Climb straight ahead, intercept GOW R053 to D4.9 GOW (XEXUS), turn RIGHT, 192° track to FENIK, cross at 6000, intercept TRN R039 inbound to TRN at 6000.

CHANGES: New format.

EGPF/GLA

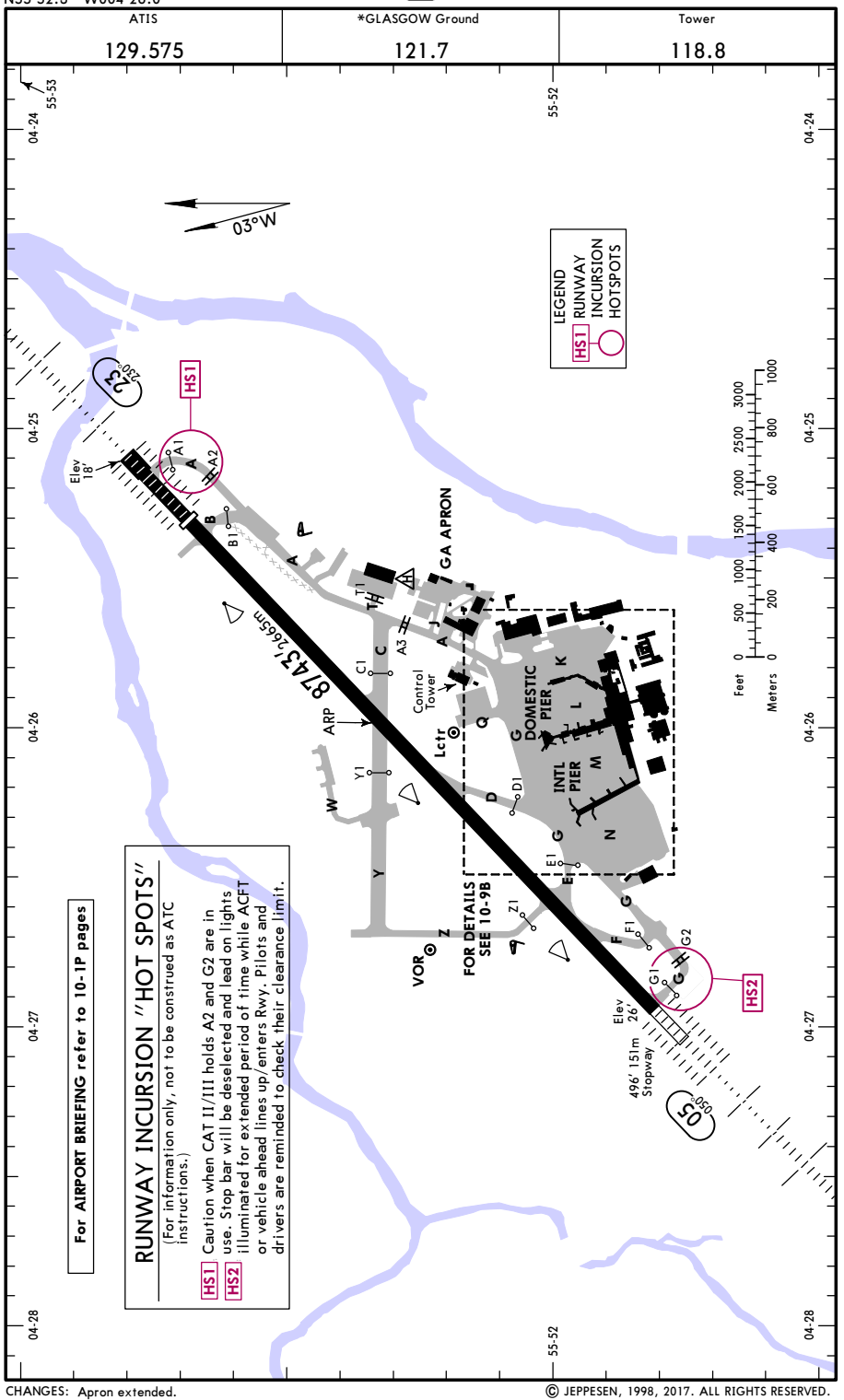
Apt Elev 26′
N55 52.3 W004 26.0

JEPPESEN
21 JUL 17 (10-9)

GLASGOW, UK

GLASGOW

ATIS	*GLASGOW Ground	Tower
129.575	121.7	118.8



For AIRPORT BRIEFING refer to 10-1P pages

RUNWAY INCURSION "HOT SPOTS"

(For information only, not to be construed as ATC instructions.)

HS1 HS2 Caution when CAT II/III holds A2 and G2 are in use. Stop bar will be deselected and lead on lights illuminated for extended period of time while ACFT or vehicle ahead lines up/enters Rwy. Pilots and drivers are reminded to check their clearance limit.

CHANGES: Apron extended.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶ 23	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	8730′ 2661m 7730′ 2356m	7636′ 2327m 6758′ 2060m	❷	151′ 46m

❶ Rwy grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 05:

From rwy head	8720′(2658m)
twy F int	7743′(2360m)
twy E int	7083′(2159m)
twy D int	5449′(1661m)

RWY 23:

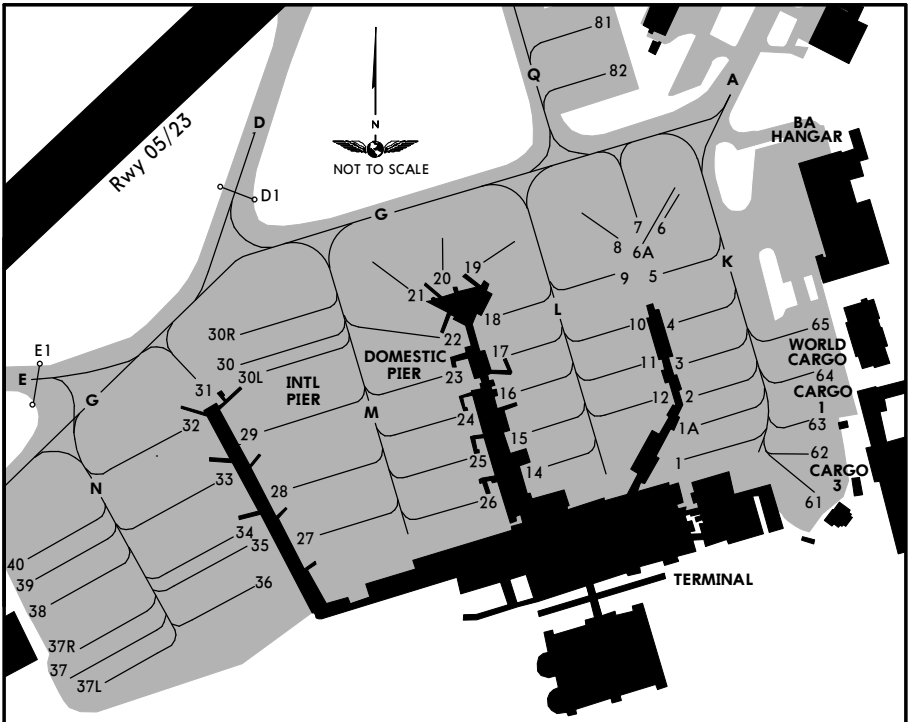
From rwy head	8730′(2661m)
twy A int	8468′(2581m)
twy B int	7556′(2303m)

Standard TAKE-OFF

	Low Visibility Take-off					
	❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 05, 23: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N55 51.9 W004 25.8	37 thru 38	N55 51.8 W004 26.4
2 thru 5	N55 52.0 W004 25.8	39, 40	N55 51.9 W004 26.5
6 thru 11	N55 52.0 W004 25.9	61 thru 63	N55 51.9 W004 25.7
12	N55 52.0 W004 25.8	64, 65	N55 52.0 W004 25.7
14, 15	N55 51.9 W004 25.9	81	N55 52.2 W004 25.9
16 thru 19	N55 52.0 W004 26.0	82	N55 52.1 W004 25.9
20 thru 23	N55 52.0 W004 26.1		
24, 25	N55 51.9 W004 26.1		
26	N55 51.9 W004 26.0		
27	N55 51.9 W004 26.1		
28, 29	N55 51.9 W004 26.2		
30, 30L, 30R	N55 52.0 W004 26.2		
31	N55 52.0 W004 26.3		
32, 33	N55 51.9 W004 26.3		
34 thru 36	N55 51.9 W004 26.2		

LOW VISIBILITY PROCEDURES (LVP)

During Category II/III operations, LVP will be applied. Pilots will be informed when these procedures are in force via ATIS or RTF.

ARRIVAL:
Vacate RWY 05/23 at TWY A or G, unless otherwise instructed. ATC may instruct pilots to use intermediate links when CAT II/III operations are necessary because of a low ceiling. Pilots should delay the call "RWY vacated" until the ACFT is established on the TWY and clear of the link. Color-coded alternate yellow/green TWY centerline lights installed on TWYs A, B and D thru G indicating when ACFT has cleared ILS sensitive area.

DEPARTURE:
ATC will require departing ACFT to use CAT II/III holding positions A2 and G2 as appropriate. Intermediate take-off points will not be used. Flashing yellow RWY guard lights installed on TWYs A and G indicating CAT II/III holding positions when taxiing for take-off.

CHANGES: Stands. LVP transferred from 10-1P.

GLASGOW, UK

GLASGOW

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05	CAT 2 ILS DME ❶	126′ (100′)	RA 104′ - 300m
	CAT 2 ILS DME ❷	164′ (138′)	RA 146′ - 400m
	ILS DME ❶	226′ (200′)	500m / 1000m
	ILS DME ❷	253′ (227′)	550m / 1000m
	LOC	370′ (344′)	800m / 1000m
	VOR DME	510′ (484′)	1000m / 1000m
	NDB DME	540′ (514′)	1000m / 1000m
	SRA	1080′ (1054′)	1000m / 1000m
23	CAT 2 ILS DME	121′ (100′)	RA 103′ - 300m
	ILS DME	221′ (200′)	500m / 1000m
	LOC	430′ (409′)	800m / 1000m
	VOR DME	610′ (589′)	1000m / 1000m
	NDB DME	610′ (589′)	1000m / 1000m
	SRA	810′ (789′)	1000m / 1000m

❶ Missed apch climb gradient mim 3.3%.
❷ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND	MDA(H)	VIS
	800′ (774′) ❸	1000m

❸ After SRA 05: 1080′ (1054′).
After SRA 23: 810′ (784′).

TAKE-OFF RWY 05, 23

LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.
❺ Or rejected take-off distance whichever is the greater.

CHANGES: Rwy 09/27 withdrawn. Minimums.

EGPF/GLA GLASGOW

JEPPESEN

22 MAY 15 (11-1) ❶VOR ILS DME or NDB ILS DME Rwy 05

GLASGOW, UK

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.8	121.7

LOC IUU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 26'
*110.1	050°	D4.0 IUU 1350'(1324')	Refer to Minimums	Rwy 26'

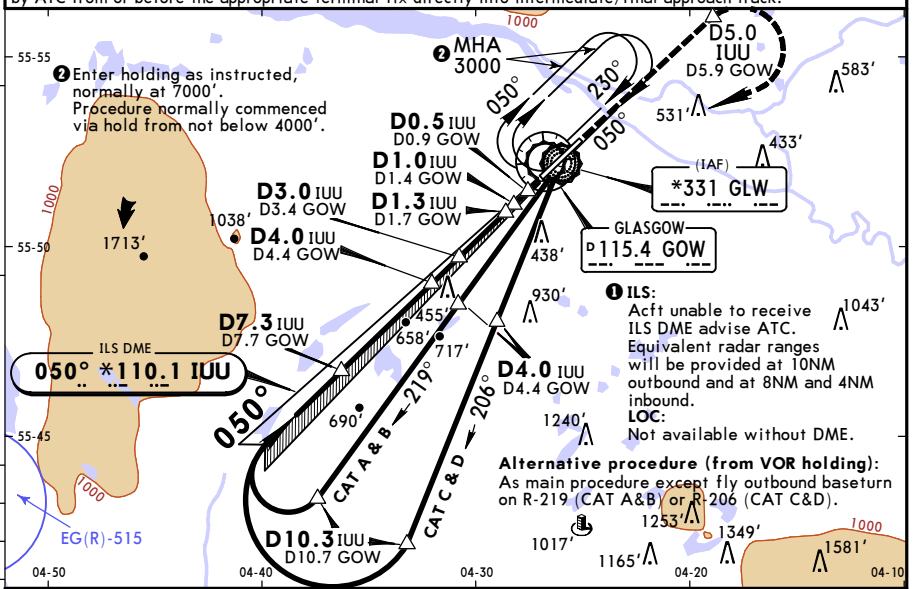
MSA: 165° 4900' 250° 4800' 050° 3000' — GOW VOR or GLW Lctr

BRIEFING STRIP

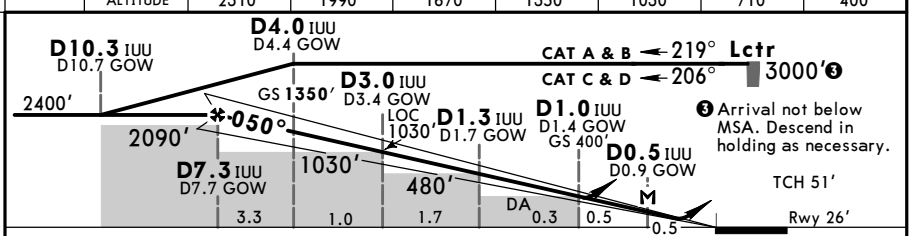
MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D5.0 IUU whichever is earlier, then turn RIGHT to reach VOR or Lctr at 3000', or as directed.
Acft unable to achieve 2000' by D5.0 IUU turn RIGHT at D5.0 IUU onto 095° until passing 2000', then turn RIGHT to reach VOR or Lctr at 3000', or as directed.

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track.



LOC (GS out)								
	IUU DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	GOW DME	7.4	6.4	5.4	4.4	3.4	2.4	1.4
	ALTITUDE	2310'	1990'	1670'	1350'	1030'	710'	400'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IUU/D0.9 GOW							

HIALS-II PAPI

3000' whichever earlier — D5.0 IUU

PANS OPS

Standard STRAIGHT-IN LANDING RWY 05

ILS — Missed apch climb gradient mim 3.3% 2.5%

DA(H) 226'(200')

DA(H) A:253'(227') C:272'(246') B:262'(236') D:282'(256')

LOC (GS out) CDFA

DA/MDA(H) 370'(344')

CIRCLE-TO-LAND

	FULL	Limited	ALS out	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B								
C			RVR 1200m			RVR 1300m		RVR 1600m
D				RVR 600m				

Max Kts	MDA(H)	VIS
100	800' (774')	1500m
135	800' (774')	1600m
180	1400' (1374')	2400m
205	1700' (1674')	3600m

CHANGES: Bearings.

EGPF/GLA GLASGOW

JEPPESEN ❶CAT II/III

22 MAY 15 (11-1A)

GLASGOW, UK

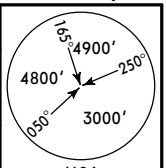
VOR ILS DME or NDB ILS DME Rwy 05

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.8	121.7

LOC IUU	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 26'
*110.1	050°	D4.0 IUU 1350'(1324')		Rwy 26'

BRIEFING STRIP ™

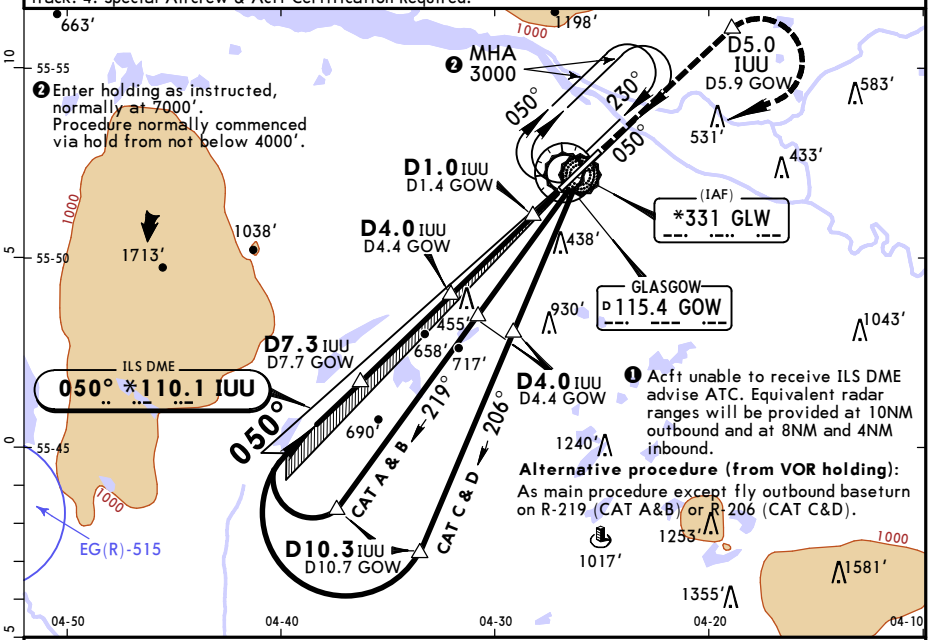
MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D5.0 IUU whichever is earlier, then turn RIGHT to reach VOR or Lctr at 3000', or as directed.
Acft unable to achieve 2000' by D5.0 IUU turn RIGHT at D5.0 IUU onto 095° until passing 2000', then turn RIGHT to reach VOR or Lctr at 3000', or as directed.

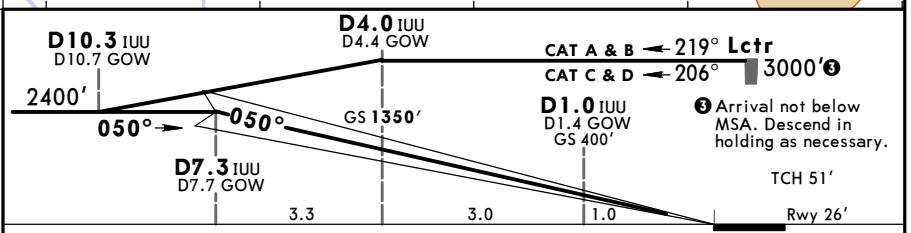


MSA
GOW VOR or
GLW Lctr

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

3000' whichever earlier
D5.0 IUU

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 05

CAT IIIA ILS	Missed apch climb gradient mim 3.3%	CAT II ILS	Missed apch climb gradient mim 2.5%	
	ABCD	A	B:	C:
DH 50'	RA 104' DA(H) 126'(100')	RA 146' DA(H) 164'(138')	RA 154' DA(H) 180'(154')	RA 181' DA(H) 194'(168') D: RA 195' DA(H) 207'(181')
RVR 200m	RVR 300m ❶	RVR 400m	RVR 450m	

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

EGPF/GLA
GLASGOW

JEPPESEN

22 MAY 15 (11-2)

GLASGOW, UK
❶VOR ILS DME or NDB ILS DME Rwy 23

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.8	121.7

LOC IOO	Final Apch Crs	GS D4.0 IOO	ILS DA(H)	Apt Elev 26'
*110.1	230°	1340'(1319')	221'(200')	Rwy 21'

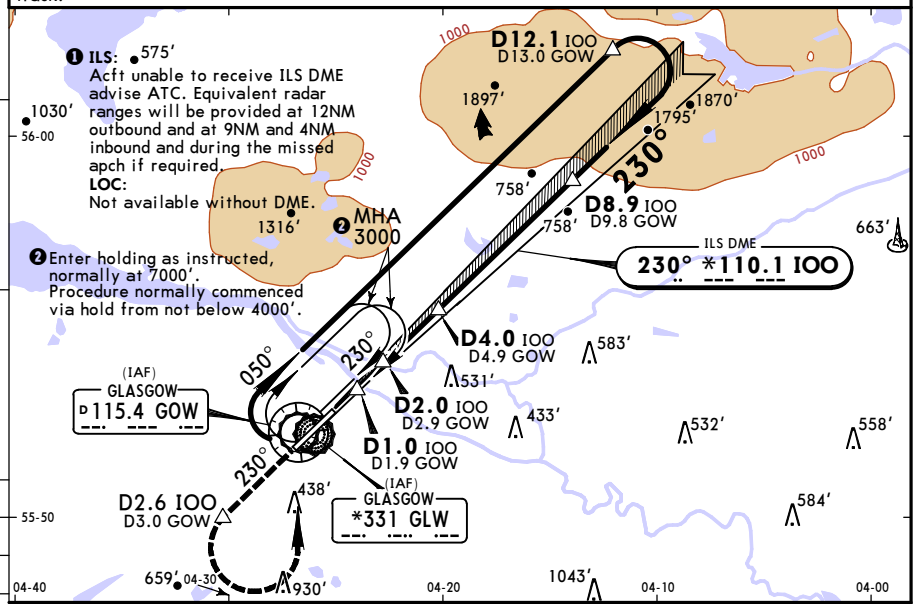
MSA GOW VOR or GLW Lctr
165° 4900' 250° 4800' 050° 3000'

BRIEFING STRIP ™

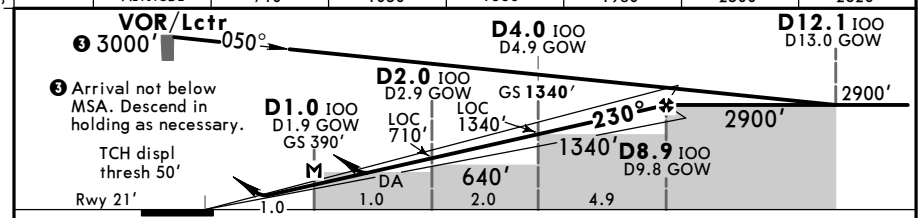
MISSED APCH: Climb to 3000'. Initially STRAIGHT AHEAD to 2500' or D2.6 IOO whichever is later, then climbing turn LEFT to hold at VOR or Lctr at 3000', or as directed.

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track.



LOC (GS out)	IOO DME	2.0	3.0	5.0	6.0	7.0	8.0
	GOW DME	2.9	3.9	5.9	6.9	7.9	8.9
	ALTITUDE	710'	1030'	1660'	1980'	2300'	2620'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IOO/D1.9 GOW							

HIALS-II
PAPI

2500' D2.6 IOO whichever later

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 221'(200') FULL	ILS DA(H) 221'(200') Limited	ILS DA(H) 221'(200') ALS out	LOC (GS out) CDFA DA/MDA(H) 430'(409')	LOC (GS out) CDFA DA/MDA(H) 430'(409') ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800' (774')	1500m
135	800' (774')	1600m
180	1400'(1374')	2400m
205	1700'(1674')	3600m

CHANGES: Bearings.

EGPF/GLA GLASGOW

JEPPESEN

22 MAY 15 (11-2A)

❶ CAT II/III VOR ILS DME or NDB ILS DME Rwy 23

GLASGOW, UK

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.8	121.7

LOC IOO	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 26'
*110.1	230°	D4.0 IOO 1340'(1319')		Rwy 21'

MSA GOW VOR or GLW Lctr

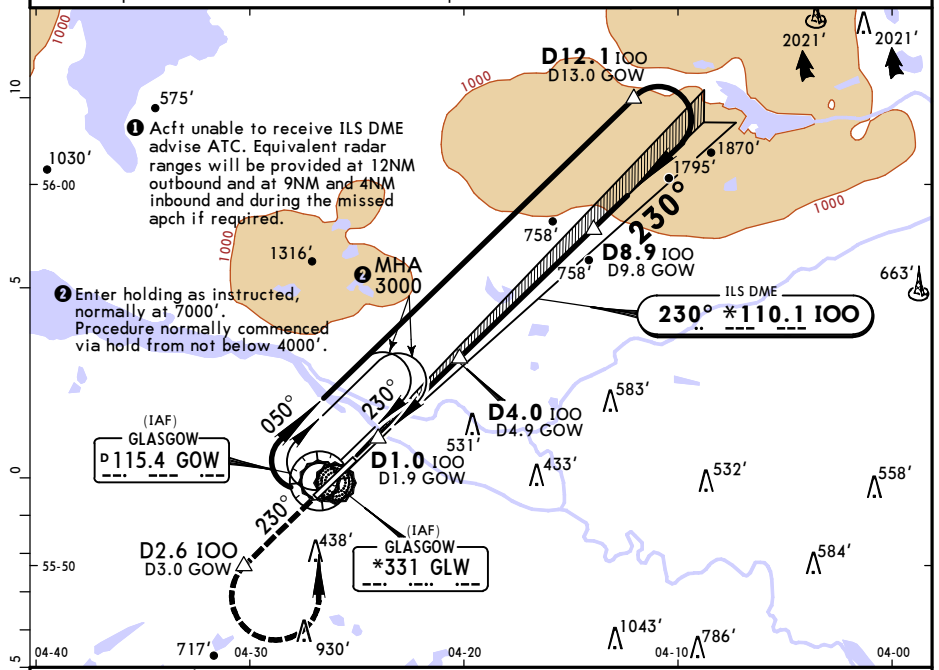
165° 4900' 250° 4800' 050° 3000'

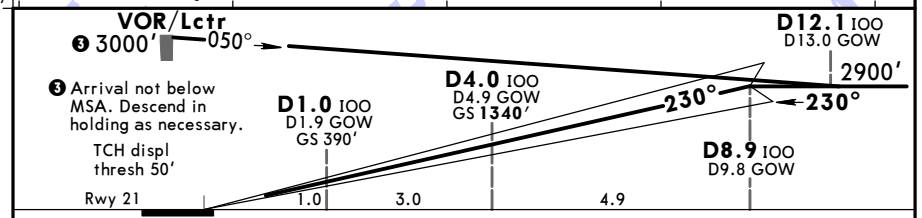
BRIEFING STRIP ™

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

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI

2500' whichever later | D2.6 IOO

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

CAT IIIA ILS	CAT II ILS
DH 50'	ABCD RA 103' DA(H) 121'(100')
RVR 200m	RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

EGPF/GLA
GLASGOW

JEPPESEN
22 MAY 15 (13-1)

GLASGOW, UK
VOR DME Rwy 05

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.8	121.7

VOR	Final	Procedure Alt	DA/MDA(H)	Apt Elev 26'
GOW	Apch Crs	D6.7 GOW	510'(484')	Rwy 26'
115.4	042°	2400'(2374')		

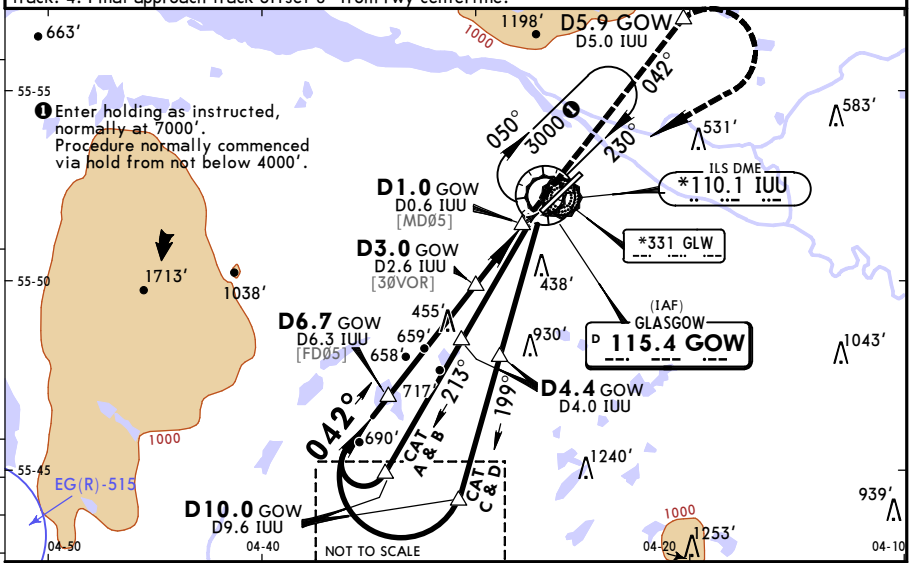
MSA
GOW VOR

BRIEFING STRIP

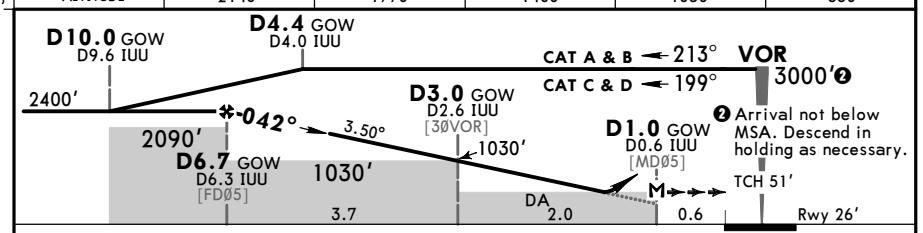
MISSED APCH: Climb on R-042 to 3000' or D5.9 GOW whichever is earlier, then turn RIGHT to reach VOR or Lctr at 3000', or as directed.
Acft unable to achieve 2000' by D5.9 GOW turn RIGHT at D5.0 IUU onto 095° until passing 2000', then turn RIGHT to reach VOR or Lctr at 3000', or as directed.

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 8° from rwy centerline.



GOW DME	6.0	5.0	4.0	3.0	2.0
IUU DME	5.6	4.6	3.6	2.6	1.6
ALTITUDE	2140'	1770'	1400'	1030'	660'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D1.0 GOW/D0.6 IUU							

HIALS-II
PAPI

3000' whichever earlier | D5.9 GOW on | GOW 115.4 R-042

PANS OPS

Standard STRAIGHT-IN LANDING RWY **05**
CDFA
DA/MDA(H) **510'**(484')
ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m	RVR 1500m	100	800' (774')	1500m
B			135	800' (774')	1600m
C		CMV 2300m	180	1400'(1374')	2400m
D			205	1700'(1674')	3600m

CIRCLE-TO-LAND

CHANGES: Bearings. Missed approach.

EGPF/GLA GLASGOW

JEPPESEN

22 MAY 15 (13-2)

GLASGOW, UK VOR DME Rwy 23

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.7	121.7

VOR GOW	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 26'
115.4	235°	D8.5 GOW 2900'(2879')	610'(589')	Rwy 21'

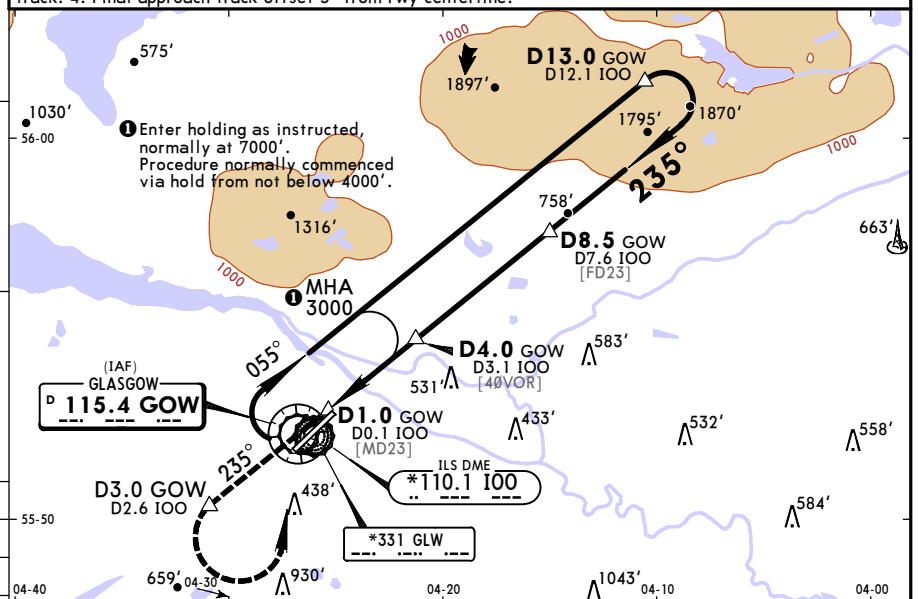
MSA GOW VOR: 4900' (165°–250°), 4800' (250°–050°), 3000' (050°–165°)

BRIEFING STRIP ™

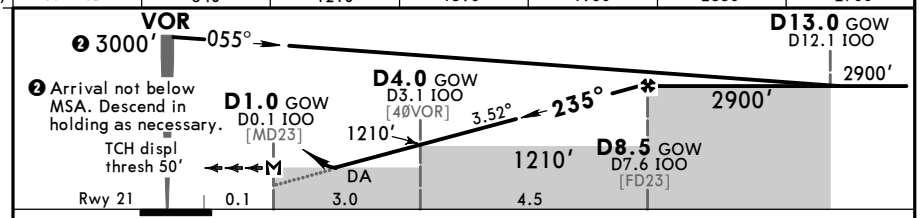
MISSED APCH: Climb to 3000'. Initially on R-235 to 2500' or D3.0 GOW whichever is later, then climbing turn LEFT to hold at VOR at 3000', or as directed.

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 5° from rwy centerline.



GOW DME	3.0	4.0	5.0	6.0	7.0	8.0
IOO DME	2.1	3.1	4.1	5.1	6.1	7.1
ALTITUDE	840'	1210'	1590'	1960'	2330'	2700'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.52°	436	561	623	748	872	997
MAP at D1.0 GOW/D0.1 IOO							

HIALS-II PAPI

2500' D3.0 GOW whichever later | GOW on 115.4 R-235

PANS OPS

Standard STRAIGHT-IN LANDING RWY **23**

CDFA

DA/MDA(H) **610'**(589')

ALS out

	RVR	CMV
A	RVR 1500m	
B		
C	RVR 2000m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800' (774')	1500m
135	800' (774')	1600m
180	1400'(1374')	2400m
205	1700'(1674')	3600m

CHANGES: Bearing. Missed approach.

EGPF/GLA
GLASGOW

JEPPESEN
22 MAY 15 (16-1)

GLASGOW, UK
NDB DME Rwy 05

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.8	121.7

Lctr GLW	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 26'
*331	052°	D6.3 IUU 2400'(2374')	540'(514')	Rwy 26'

MSA
GLW Lctr
165° 4900' 250° 4800' 050° 3000'

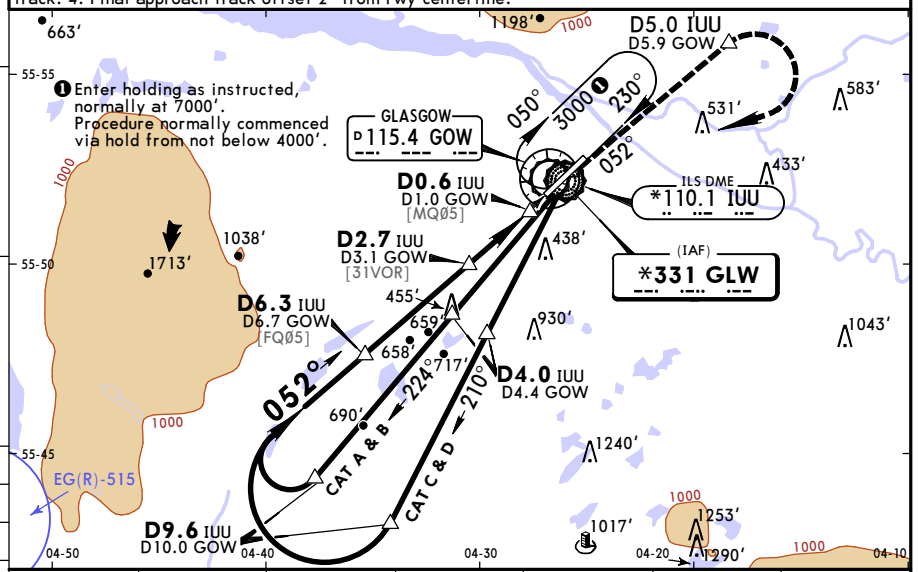
BRIEFING STRIP [M]

MISSED APCH: Climb on 052° from Lctr to 3000' or D5.0 IUU whichever is earlier, then turn RIGHT to reach Lctr or VOR at 3000', or as directed.

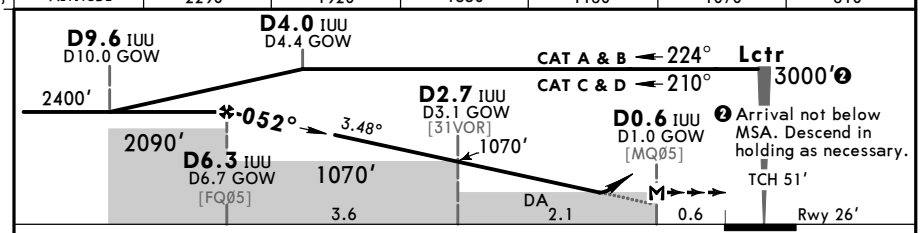
Acft unable to achieve 2000' by D5.0 IUU turn RIGHT at D5.0 IUU onto 095° until passing 2000', then turn RIGHT to reach Lctr or VOR at 3000', or as directed.

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 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 2° from rwy centerline.



IUU DME	6.0	5.0	4.0	3.0	2.7	2.0
GOW DME	6.4	5.4	4.4	3.4	3.1	2.4
ALTITUDE	2290'	1920'	1550'	1180'	1070'	810'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.48°	431	554	616	739	862	985
MAP at D0.6 IUU/D1.0 GOW							

HIALS-II
PAPI

3000' whichever earlier | D5.0 IUU | 052° on from GLW 331

PANS OPS

Standard STRAIGHT-IN LANDING RWY **05**

CDFA

DA/MDA(H) **540'**(514')

ALS out

			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	800' (774')	1500m
B			135	800' (774')	1600m
C	RVR 1600m	CMV 2400m	180	1400'(1374')	2400m
D			205	1700'(1674')	3600m

CIRCLE-TO-LAND

CHANGES: Bearings. Missed approach.

EGPF/GLA
GLASGOW

JEPPESEN
22 MAY 15 (16-2)

GLASGOW, UK
NDB DME Rwy 23

ATIS	GLASGOW Approach (R)	GLASGOW Tower	*Ground
129.575	119.1	118.8	121.7

Lctr GLW	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 26'
*331	228°	D7.6 IOO 2900'(2879')	610'(589')	Rwy 21'

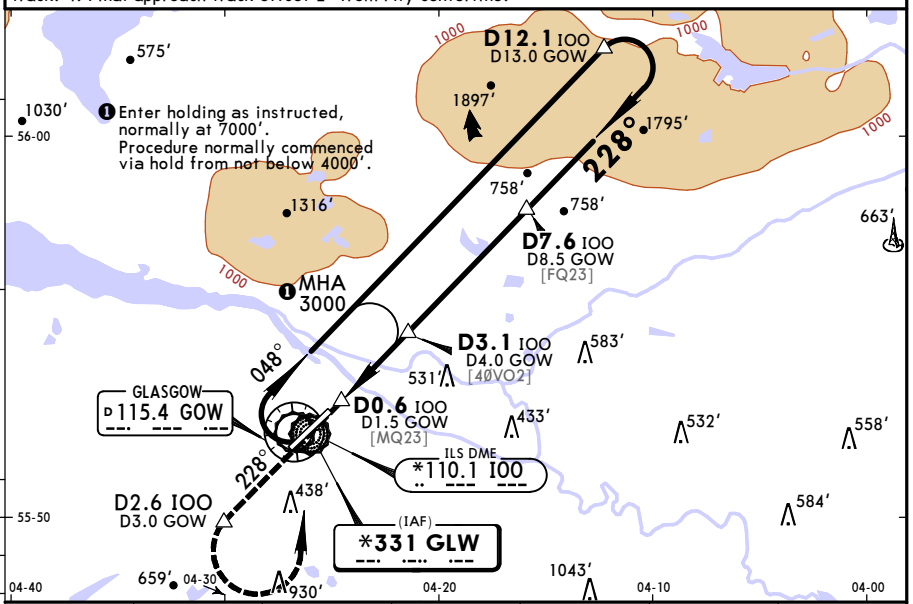
MSA GLW Lctr: 165° 4900' 250° 4800' 050° 3000'

BRIEFING STRIP [M]

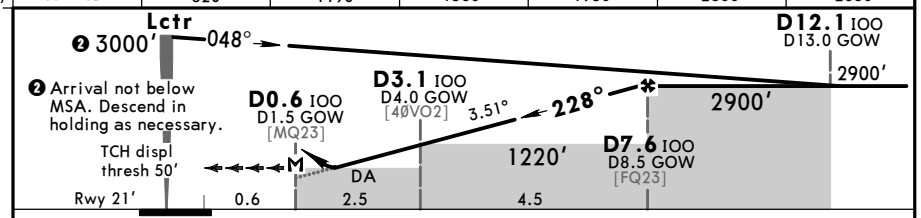
MISSED APCH: Climb to 3000'. Initially on 228° from Lctr to 2500' or D2.6 IOO whichever is later, then climbing turn LEFT to hold at Lctr at 3000', or as directed.

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

1. **WARNING:** All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 displ threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 2° from rwy centerline.



IOO DME	2.0	3.0	4.0	5.0	6.0	7.0
GOW DME	2.9	3.9	4.9	5.9	6.9	7.9
ALTITUDE	820'	1190'	1560'	1930'	2300'	2680'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.51°	435	559	621	745	870	994
MAP at D0.6 IOO/D1.5 GOW							

HIALS-II PAPI

2500' D2.6 IOO whichever later | 228° from GLW 331

PANS OPS

Standard STRAIGHT-IN LANDING RWY **23**

CDFA

DA/MDA(H) **610'**(589')

ALS out

A	RVR 1500m	
B		
C	RVR 2000m	CMV 2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800' (774')	1500m
135	800' (774')	1600m
180	1400'(1374')	2400m
205	1700'(1674')	3600m

CHANGES: Bearings. Missed approach.

EGPF/GLA GLASGOW

JEPPESEN

22 MAY 15 (18-1)

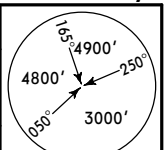
GLASGOW, UK SRA All Rwys

BRIEFING STRIP™

ATIS	GLASGOW Approach (R)	GLASGOW Radar	GLASGOW Tower	*Ground
129.575	119.1	119.1	118.8	121.7

RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 26′ Rwy 05 26′ Rwy 23 21′

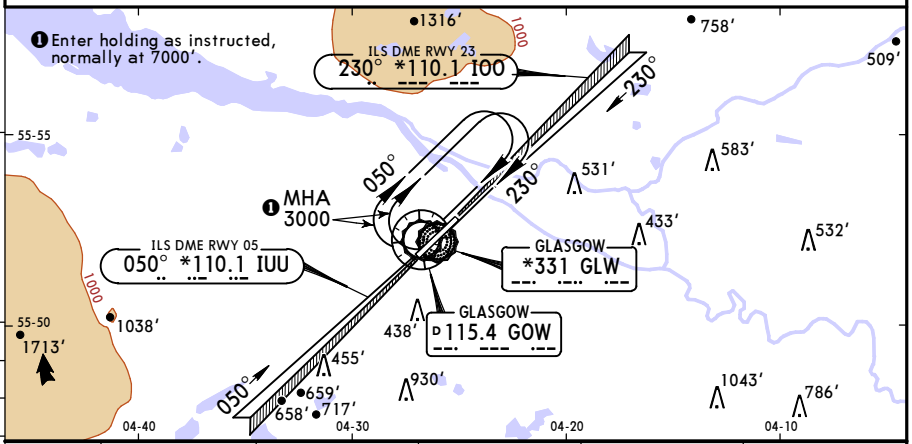
Missed Approach - See below



MSA GOW VOR or GLW Lctr

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

1. **WARNING**: All segments of these procedures lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 05 thresh & rwy 23 displ thresh.



	RADAR FIX	5.0	4.0	3.0	2.0
RWY 05	ALTITUDE	1600′	1290′	—	—
RWY 23	ALTITUDE	2000′	1600′	1210′	810′

Minimum Alt/NM	7.0	5.0 FAF	2.5
SRA 05 TMN 2.0 NM	2000′	**1600′**	—
SRA 23 TMN 2.0 NM	2000′	**2000′**	940′

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

Rwy 05: Climb STRAIGHT AHEAD to 3000′ or D5.0 IUU/D5.9 GOW whichever is earlier, then climbing turn RIGHT to reach VOR or Lctr at 3000′, or as directed.

Rwy 23: Climb to 3000′. Initially STRAIGHT AHEAD to 2500′ or D3.0 GOW/ D2.6 IOO whichever is later, then climbing turn LEFT to hold at VOR or Lctr at 3000′, or as directed.

Gnd speed-Kts		70	90	100	120	140	160
SRA 05: Descent Angle	2.97°	368	473	525	630	736	841
SRA 23: Descent Angle	3.72°	461	593	658	790	922	1053
MAP at termination points							

Lighting-Refer to Airport Chart

PANS OPS

Standard STRAIGHT-IN LANDING

	SRA 05 MDA(H) 1080′ (1054′)		SRA 23 MDA(H) 810′ (789′)	
		ALS out		ALS out
A	CMV 4300m	CMV 5000m	CMV 3100m	CMV 3800m
B				
C	CMV 4500m		CMV 3300m	CMV 4000m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	810′ (784′) 1	1500m
135	810′ (784′) 1	1600m
180	1400′ (1374′)	2400m
205	1700′ (1674′)	3600m

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

CHANGES: Bearings.