

EGPF (GLA)

N55 52.32 W004 25.98

GLASGOW

26ft AMSL

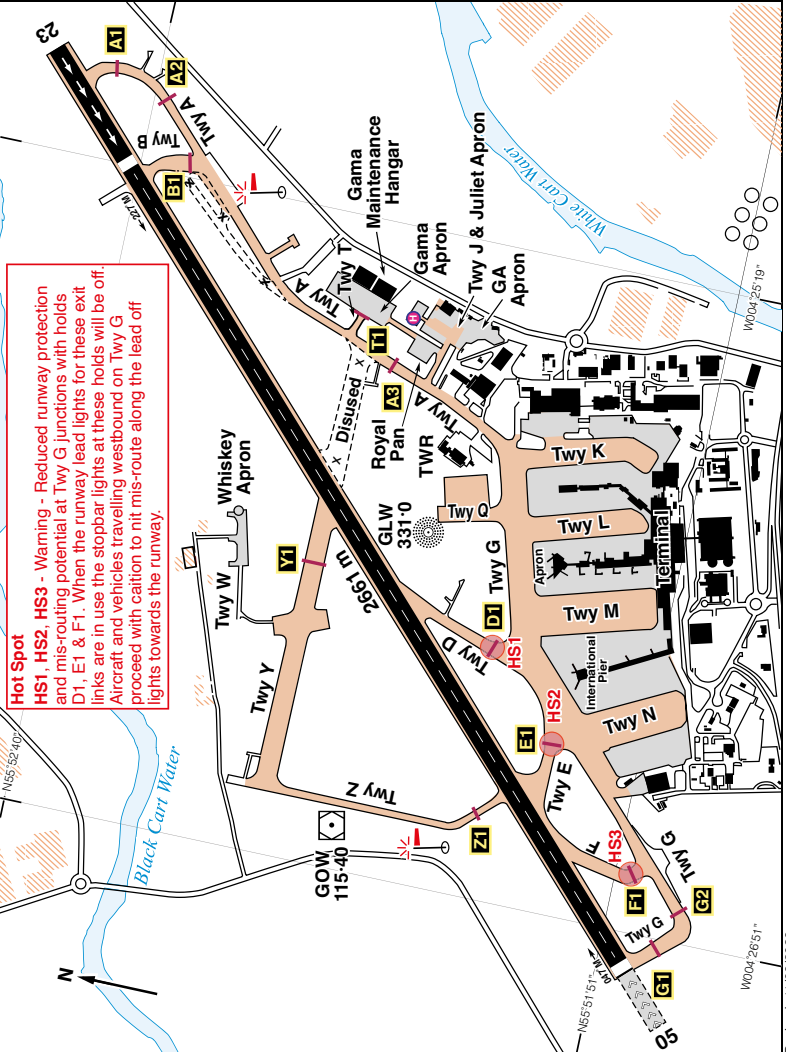
6 nm W of Glasgow. *///*panel.mimic.bless

c/s Glasgow APP 119•105 | TWR 118•805 | GND 121•705 0630-2130

RAD 119•105, 128•755 as directed, 125•255 as directed | ATIS 129•580

DME/VOR 'GOW' 115•40 (On A/D) | NDB 'GLW' 331•0 (On A/D)

ILS/DME Rwy 05 (048°M) I-UU 110•10 | ILS/DME Rwy 23 (228°M) I-OO 110•10



Hot Spot

HS1, HS2, HS3 - Warning - Reduced runway protection and mis-routing potential at Twy G junctions with holds D1, E1 & F1. When the runway lead lights for these exit links are in use the stopbar lights at these holds will be off. Aircraft and vehicles travelling westbound on Twy G proceed with caution to not mis-route along the lead off lights towards the runway.

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Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
05/23	2661x45	Asphalt	05-2658 † 23-2661 †	05-2661 23-2356	Ap Thr Rwy RCL PAPI Ap Thr Rwy RCL PAPI
† Take-off: Rwy 05 from intersection with Link F - TORA 2360m Rwy 05 from intersection with Link E - TORA 2163m Rwy 05 from intersection with Link D - TORA 1661m Rwy 23 from intersection with Link B - TORA 2304m Rwy 23 from intersection with Link A - TORA 2580m					

Op hrs: H24.**Landing Fee:** Private aircraft - no set charges, it is dependant on weight.**Hangarage:** Nil. **Maintenance:** Available. **Customs:** H24.**Remarks:** Operated by Glasgow Airport Ltd., Glasgow Airport, Paisley, Strathclyde PA3 2ST.

Use governed by the regulations applicable to Class D Controlled Airspace within the Glasgow CTR (D) and the Scottish TMA (D/E).

Pilots operating in the vicinity, but intending to remain outside Glasgow CAS and maintaining a listening watch only on Glasgow Radar frequency 119.105 are encouraged to select SSR code 2620. Whilst squawking 2620, pilots should be aware that Glasgow Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

Microlight Operations – see page 322.

All pleasure, training and non-business General Aviation traffic is subject to prior notification to ATC, preferably via AFPEX or alternative flight planning systems, the filing of a flight plan does not constitute permission to use Glasgow Airport.

Visiting General Aviation (GA) aircraft including International arrivals will be parked on the GA Area via taxiway Juliet.

All operators must make prior arrangements with a handling agent for ground handling.

Handling for GA aircraft is provided by Signature on 131.615 or telephone 0141 8878348; Fax: 0141 8879099.

Visiting helicopters will join and route to parking area as directed by ATC.

Microlights and gyrocopters are not allowed to use the aerodrome unless in an emergency.

Warnings: Bird hazard. Large bird population around the airport. Swans active September/October to March/April.

Be aware of activities of a dangerous nature between EGD702 Fort George and the Black Isle SFC-500ft during op hrs of EGD702.

Restaurant: Food and Refreshments available.**Car Hire:** Avis. Tel: 0141 8872261. Hertz. Tel: 0141 8871111 Ext 4244.
Swan National. Tel: 0141 8871111 Ext 4285.**Fuel:** Jet A1.
All major credit cards accepted.
Multi Service.**Tel:** 0870 0400008 Airport.
Tel: 0141 8408029 ATC / 8000 NATS.
Tel: 0141 8484141 Airfield Ops.
Tel: 0289 4417090 Met H24.
Tel: 0141 8877449 ATIS.
Fax: 0141 8484354 Airport.
Fax: 0141 8408011 NATS Ltd.
Website: www.glasgowairport.com

VFR OPERATIONS IN THE GLASGOW CONTROL ZONE

1. VFR Flights

1.1 VFR flights in the CTR/CTA will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.

1.2 Routeing will normally be via the Visual Reference Points or the Entry/Exit lanes detailed below.

1.3 Pilots are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of the Low Flying Rules, and must advise ATC if at any time they are unable to comply with the instructions issued.

1.4 Helicopters: Whenever possible helicopter flights in the Glasgow CTR/CTA will be cleared on direct routeings under VFR (or, when requested at night in the CTR, on SVFR clearance in accordance with the procedures for Special VFR flights).

2. Special VFR (SVFR) Clearance

2.1 Clearance may be requested for SVFR flight in IMC or at night within the Glasgow CTR and will be given whenever the traffic situation permits. Such flights are subject to the general conditions laid down for SVFR flights.

2.2 SVFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed below.

2.3 PPL (A) holders are reminded of the visibility requirements for SVFR flights as laid down in Schedule 8 of the ANO and the specified minimum visibility of 3 km for SVFR flights within the Glasgow CTR, which may require them to request routeing via the Entry/Exit Lanes.

2.4 Pilots are reminded that a SVFR clearance applies only to flight within the CTR and does not extend to flight within the Glasgow CTAs or the surrounding Airspace of the Scottish TMA.

2.5 SVFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 kg MTWA.

3. Entry/Exit Lanes

3.1 To permit aircraft to operate to and from Glasgow Airport in IMC but not under VFR, entry/exit lanes have been established for use, as depicted on the chart at page 323.

3.2 Use of these lanes is subject to the following conditions:

(a) Clearance must be obtained from Glasgow ATC and the carriage of Glasgow Approach Control frequency is mandatory.

(b) Aircraft using the lanes must remain clear of cloud and in sight of surface, not above 3000ft. (Glasgow QNH) and in flight visibility of not less than 3 km.

(c) An aircraft using a lane shall keep the centre-line on its left unless otherwise instructed by ATC, (it should be noted that the centre-line of the Clyde Lane is the middle of the River Clyde).

(d) Aircraft using the lanes when visibility at Glasgow Airport is better than 4 km may be instructed by ATC to fly:

(i) between Glasgow Airport and Greenock/Ardmore Point; north of the north bank or south of the south bank of the Clyde; or

(ii) between Glasgow Airport and Loch Lomond (Alexandria); north of the Clyde/east of the Leven or south of Clyde/west of the Leven;

(iii) between Glasgow Airport and East Kilbride, north of the A726 or south of the A726.

(e) Pilots are responsible for maintaining adequate clearance from the ground or other obstacles.

3.3 Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed at para 1.

MICROLIGHT OPERATIONS IN THE GLASGOW CTR/CTA

Microflight Operations

- a. Clearances for microlight aircraft to operate within the Glasgow CTR may be issued under the standard conditions for access to Class D Airspace under VFR.
- b. ATC clearance must be requested from Glasgow Radar. Non-radio operations are not permitted.
- c. Microlight pilots should plan to remain at least 3 nm from Rwy 05/23 extended centre-line or, if crossing the extended centre-line, to remain at or below 1000ft ALT and at a range of not less than 7nm from Glasgow Airport. More direct routings may be available subject to traffic and Controller workload.

Visual Reference Points

VRP

Co-ordinates

Alexandria	N55 59.33	W004 34.58
Ardmore Point	N55 58.28	W004 41.95
Baillieston	N55 51.17	W004 05.37
Barrhead	N55 48.00	W004 23.50
Bishopton	N55 54.13	W004 30.10
Dumbarton	N55 56.67	W004 34.10
East Kilbride	N55 45.83	W004 10.33
Erskine Bridge	N55 55.22	W004 27.77
Greenock	N55 56.83	W004 45.08
Inverkip Power Stn	N55 53.90	W004 53.20
Irvine Harbour	N55 36.65	W004 41.92 (Prestwick VRP)
Kilmacolm	N55 53.67	W004 37.65
Kilmarnock Railway Station	N55 36.75	W004 29.90
Kingston Bridge	N55 51.37	W004 16.18
West Kilbride Beach	N55 41.13	W004 52.08 (Prestwick VRP)

See Glasgow CTR and VAD/VRP Chart on next page.

GLASGOW CONTROL ZONE ENTRY/EXIT LANES and VRP

