EGPF — GLASGOW

EGPF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPF — GLASGOW

EGPF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 555219N Long: 0042559W
2	Direction and distance from city	6 nm West of Glasgow.
3	Elevation / Reference temperature	26 ft / 16 C
4	Geoid undulation at AD ELEV PSN	178 FT
5	Magnetic Variation/ Annual Change	2.82°W (2017) / 0.17°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	GLASGOW AIRPORT LTD Post: Glasgow Airport, Paisley, Strathclyde PA3 2ST. Phone: 0141-887 1111 (Glasgow Airport Ltd) Phone: 0141-840 8029 (ATC) Phone: 0141-840 8000 (NATS Ltd) Phone: 0141-848 4141 (Airfield Operations) Fax: 0141-848 4354 (Glasgow Airport Ltd) Fax: 0141-840 8011 (NATS Ltd) AFS: GLAPB7X.
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPF AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	H24 See also AD 2.18
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AD use subject to approval and restriction refer to AD 2.20 item 1 and to AD 2.21.

EGPF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Normal facilities. Nearest railway siding: Paisley (Greenlaw) 1.5 nm.
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1 57, 80, 100, 120 Turbine 9
3	Fuelling facilities/capacity	Pentland Aviation and Signature Aviation Services, by bowser.
4	De-icing facilities	Available.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited by arrangement.
7	Remarks	All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all flights. The Business Aviation Centre is operated H24 by Signature Aviation Services who provide GA aircraft handling: Tel: 0141-887 8348. Fax: 0141-887 9099. SITA: GLAECXH. AFTN: EGPFXHAE RTF: 122.350 MHz.

EGPF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels on the airport and in the vicinity.
2	Restaurants	Restaurant, buffet and bars.
3	Transportation	Coaches, taxis and private car hire. Nearest railway station: Paisley (Gilmour Street) 1.25 nm.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Banking and tourist Information office available.

EGPF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A9
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Light aircraft only. Contact 0141-848 4535. Ext 4141 out of hours.
4	Remarks	

EGPF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: Snow clearance base 0141-848 4141 and 0141-848 4511/12.

EGPF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON Surface: Concrete.
2	Taxiway width, surface and strength	Taxiway : 23 m. Surface: Asphalt.
3	Altimeter checkpoint location and elevation	Apron 22 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft/Parking Docking chart.
6	Remarks	

EGPF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nose-in parking is in operation on all aprons except the General Aviation area and cargo stands which are marshalled. All nose-in stands have stand number, yellow centre-line and guidance in the form of either Visual Docking Guidance System or AGNIS and Ground Stop Arrow. Cross reference to the taxiway, stands and numerals against the stand designator on the face of the pier is recommended to avoid any confusion. The following stands are fitted with Visual Guidance Docking System (Safedoc): 3-5, 9, 10, 11, 14-29, 30, 30L, 30R, 32-39. The following stands are fitted with AGNIS and Ground Stop Arrow: 1, 1A, 2, 12, 31, 64, 65, 81, 82. The following stands are not fitted with Stand Entry Guidance. Marshalling is provided: 6, 6A, 7, 8, 61-63.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway threshold markings and runway designators. Centre-line and touchdown zone markings. Displaced threshold arrows on Runways 23. Runway width yellow chevrons, indicating that Runway 23 Stopway is not suitable for normal use by aircraft, extends 150 m west from Link G. **Taxiway marking aid(s):** : Taxiway - Green centre-line. Taxiway Alpha - Black and white chequered box adjacent to Charlie denoting helicopter FATO area to be kept clear. **Taxiway light(s):**

EGPF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

		: Colour coded alternate yellow/green centreline lights installed on exit taxiways at Links A, B, D, E, F and G to indicate when an aircraft has cleared the ILS LOC sensitive area. All taxiway directional signs and holding point signs are internally illuminated to the latest ICAO standard. Ground mounted alternately flashing yellow runway guard lights operating H24, are installed at the category I holding points on Links A,B,C,D,E,F,G & Y indicating to pilots that they are at the Category I holding points when taxiing for take off. Ground mounted alternately flashing yellow runway guard lights operating in Category II/III conditions, are installed at the category II/III holding points on Links A&G, indicating to pilots that they are at the Category II/III holding points when taxiing for take off.
3	Stop bars	Red stop bars signifying holding positions for ILS Category I protection for Links A, B, D, E, F and G. Red stop bars signifying holding positions of ILS CAT II/III protection for Links A and G.
4	Remarks	The apron is marked for nose-in/push-back parking only and operators should ensure that agents can supply tractor push-back facilities. Aircrew are to note that all illuminated azimuth and parallax parking stand and entry guidance systems are operated by their ground handling agent. The illumination of stand entry guidance systems should indicate that a safety check of the stand has been made by the handling agent prior to the aircraft arrival. However, it still remains the responsibility of the aircrew to satisfy themselves that the stand is safe for entry and parking. Pilots should not enter an aircraft stand unless the Stand Entry Guidance System is illuminated or a marshaller has signalled clearance to proceed. Yellow and blue reflective posts. Obstacle markings. Illuminated wind direction indicators.

EGPF AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
23/APPROACH 05/TAKE-OFF	Building	555440.17N 0042203.50W	356 ft		Yes	
23/APPROACH 05/TAKE-OFF	Building	555333.98N 0042318.91W	166 ft		Yes	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
23/APPROACH 05/TAKE-OFF	Building	555440.17N 0042203.50W	356 ft		Yes	
	Hills	555757.87N 0042705.79W	1316 ft		No	
	Pylon	555443.03N 0042654.48W	412 ft		Yes	
	Pylons	555434.32N 0042705.42W	409 ft		Yes	
	Building	555314.66N 0042126.50W	290 ft		No	
	Chimney	555032.24N 0042438.80W	270 ft		Yes	
	Chimney	555006.54N 0042559.87W	274 ft		Yes	
	Mast	554819.22N 0042803.08W	919 ft		No	

EGPF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ABERDEEN.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ABERDEEN. 24 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	GLASGOW.
10	Additional information (limitation of service, etc.)	A recording of the ATIS broadcast is available 24 hours on Tel: 0141-887 7449.

EGPF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	046.40°	2665 x 46 m	RWY surface: Asphalt, grooved. PCN 65/R/B/W/T	555148.53N 0042656.59W 178 ft	THR 26 ft
23	226.42°	2665 x 46 m	RWY surface: Asphalt, grooved. PCN 65/R/B/W/T	555241.07N 0042518.42W 178 ft	THR 21 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 05
					RWY 23

EGPF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	2658 m	2783 m	2658 m	2661 m	
23	2661 m	3090 m	2812 m	2356 m	
05	2360 m	2485 m	2360 m		Take-off from intersection with Link F.
05	2159 m	2284 m	2159 m		Take-off from intersection with Link E.
05	1661 m	1786 m	1661 m		Take-off from intersection with Link D.
23	2581 m	3010 m	2732 m		Take-off from intersection with Link A.
23	2303 m	2732 m	2454 m		Take-off from intersection with Link B.

EGPF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	914 m Light intensity high.	HI Green flush with elevated HI Green wingbars	PAPI Left/3° 60 ft	914 m HI	HI bi-directional Colour coded 15 m spacing	Elev HI bi-directional edge with LI omni-directional component	Red.		**Approach lighting:** Coded centre-line with five crossbars Supplementry lighting inner 300 m **PAPI Distance from THR:** 394 m
23	914 m Light intensity high.	HI Green flush with elevated HI Green wingbars	PAPI Left/3° 56 ft	914 m HI	HI bi-directional Colour coded 15 m spacing	Elev HI bi-directional edge with LI omni-directional component	Red.		**Approach lighting:** Coded centre-line with five crossbars Supplementry lighting inner 300 m **PAPI Distance from THR:** 346 m

EGPF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGPF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Refer to AD 2.20 item 5.

EGPF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
GLASGOW CTR 560400N 0042000W - 560130N 0040435W - 554434N 0040924W - 554132N 0042405W - 553700N 0042847W - 554428N 0045035W - 554600N 0044951W - 555500N 0045200W - 560400N 0042000W	Upper limit: 6000 ft ALT Lower limit: SFC	D	GLASGOW APPROACH English	6000 ft	

EGPF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
GLASGOW CTA 1 560700N 0034855W - 560700N 0040910W - 560400N 0042000W - 560130N 0040435W - 554434N 0040924W - 554349N 0034715W - 554806N 0035411W - 555724N 0035417W - 560700N 0034855W	Upper limit: 6000 ft ALT Lower limit: 3000 ft ALT	D	GLASGOW APPROACH English	6000 ft	
GLASGOW CTA 2 554349N 0034715W - 554434N 0040924W - 554132N 0042405W - 553700N 0042847W - 554125N 0041017W - 554125N 0034324W - 554349N 0034715W	Upper limit: 6000 ft ALT Lower limit: 3500 ft ALT	D	GLASGOW APPROACH English	6000 ft	
GLASGOW ATZ A circle, 2.5 nm radius centred at 555218N 0042601W on longest notified runway (05/23)	Upper limit: 2000 ft Lower limit: SFC	D	GLASGOW APPROACH English	6000 ft	

EGPF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	GLASGOW APPROACH	119.100 MHz DOC 42 nm/15,000 ft.	H24	ATZ hours coincident with Approach hours.
TWR	GLASGOW TOWER	118.800 MHz DOC 25 nm/5500 ft.	H24	
	GLASGOW GROUND	121.700 MHz DOC 5 nm/GND. Ground Movement Control.	Winter: 0630-2130. Summer: 0530-2030. May be closed tactically during quiet traffic periods within hours of operation. Closures will be broadcast on the ATIS.	
RAD	GLASGOW RADAR	119.100 MHz DOC 42 nm/15,000 ft.	H24	
		128.750 MHz As directed by ATC.	H24	
		125.250 MHz As directed by ATC.	H24	
ATIS	GLASGOW ARRIVAL/ DEPARTURE INFORMATION	129.575 MHz DOC 60 nm/25,000 ft.	H24	
Other	GLASGOW FIRE	121.600 MHz Non-ATS Frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IUU	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 ft	I UU (RWY 05) DME freq paired with ILS I UU and I OO. Zero Range is indicated at threshold of Runway 05 and Runway 23
NDB (L)	GLW	331.000 kHz	HO	555211.17N 0042601.06W		Range 25 nm.
ILS III 2.82°W (2017)	IUU	110.100 MHz	HO	555251.40N 0042459.13W		(RWY 05)
ILS/GP	IUU	334.400 MHz	HO	555159.68N 0042648.48W		3° ILS Ref Datum Hgt 51.5 ft. Glidepath flags may occur when below the glidepath and to the right of the centre-line.
ILS III 2.82°W (2017)	IOO	110.100 MHz	HO	555138.29N 0042715.71W		(RWY 23)
ILS/GP	IOO	334.400 MHz	HO	555238.29N 0042536.73W		3° ILS Ref Datum Hgt 50 ft.
DME/VOR	GOW	101X	Hours of operation for aerodrome purposes: HO	555213.81N 0042644.61W	37 ft	
DME	IOO	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 ft	I OO (RWY 23) DME freq paired with ILS I UU and I OO. Zero Range is indicated at threshold of Runway 05 and Runway 23.

EGPF AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use governed by regulations applicable to Glasgow CTR.

(b) All flights, including General Aviation and Military flights, subject to the prior approval of the Managing Director, Glasgow Airport Ltd and to prior notification to Airport Coordination Ltd acting as agent for Glasgow Airport Ltd. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to GLAL Duty Manager on Tel: +44 (0)141-848 4510/+44(0)7831-170676. Please note – the Out of Hours service will only deal with short term ad-hoc schedule changes and new requests. All other changes must be submitted to ACL during normal office hours. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com

(c) All pleasure, training and non-business General Aviation traffic is subject to prior notification to Air Traffic Control, Tel: +44(0)141-840 8029. The filing of a flight plan does not constitute permission to use Glasgow Airport.

(d) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to Customs and Immigration. Transport to and from the Customs Office will be provided by a handling agent.

(e) Airline operators are requested to note that stand availability in a diversion situation is extremely limited at Glasgow Airport, especially for widebodied aircraft.

(f) It is a requirement that every airline using Glasgow Airport must have local orders compatible with GLAL Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. GLAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.

(g) No aircraft are permitted to park on the ground for more than 24 hours without prior approval from GLAL.

(h) The A340-600 is not permitted at Glasgow Airport.

(i) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.

2 Ground Movement

(a) All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.

(b) Aircraft pushing/powering back must face the direction of taxi and be aligned on the taxiway centre-line before commencing taxi.

(c) Aircrew can request ATC clearance up to 15 minutes before EOBT. Departing aircraft on first contact with Glasgow ATC must state aircraft type, stand number and the code letter of the latest ATIS received.

(d) Crews should be in receipt of departure clearance prior to requesting push and start.

(e) Pre-departure clearance by 'Data Clearance Link' (DCL) is available at Glasgow for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available from EOBT -25 until EOBT +15 minutes.

DCL Clearances will not be issued if requested later than EOBT +15 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

If any data errors are detected by the system or the controller, a 'revert to voice' message will be received. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC Operations on +44 (0)141-840-8029.

(f) Particular attention is drawn to a roadway system that exists at the tail of all stands. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting and guidance markings are an aid to pilots when they are operating on the manoeuvring area . Notwithstanding the taxiway guidance markings, pilots continue to remain responsible for wing tip clearance.

(g) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow bar is available.

(h) Before the Aircraft Commander calls for push-back they must ensure that the tug driver is in the tug, ready to push. If ATC issue a non-standard or conditional push-back clearance, ATC must be advised if the Aircraft Commander is not in two-way headset communication with the tug crew. The tug driver must have heard and understood the push-back instruction from ATC to the aircrew, so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the push back instruction they must not push the aircraft and inform the flight deck to contact ATC for the instruction to be repeated.

(i) A black and white chequered box adjacent to Charlie denotes the FATO area. This area should be kept clear of aircraft and vehicles unless prior ATC approval has been granted.

EGPF AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

3 CAT II/III Operations

(a) Runways 05 and 23, subject to serviceability of the required facilities, are suitable for Category ll/lll operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category ll/lll operations special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in force by ATIS or by RTF.

(c) Departing Aircraft: ATC will require departing aircraft to use the Category ll/lll holding points at Links A2 and G2 as appropriate. Intermediate take-off points will not be used.

(d) Arriving Aircraft: Vacate Runway 05/23 at Link A or Link G, unless otherwise instructed. ATC may instruct pilots to use intermediate Links when Cat ll/lll operations are necessary because of a low cloud ceiling and not due to poor visibility. Pilots should delay the call 'runway vacated' until the aircraft is established on the taxiway and clear of the link.

4 Warnings

(a) Except for light signals ground signals will not be displayed

(b) Due to the soft nature of the grass verges, pilots should exercise due caution when taxiing.

(c) Large Whooper swans weighing up to 12 kg are present in the vicinity of the airport from September to April. Flocks of up to 100 birds may fly at heights up to 500 ft. The main flying activity of the swans is usually confined to short periods around dawn and dusk and ATC will endeavour to advise their presence when airborne.

5 Helicopter Operations

(a) Helicopters are not to move out of the alighting and parking area without obtaining taxi instructions from ATC.

(b) Inbound helicopters will be routed to the threshold of the runway in use before either ground or air taxiing to their alighting point ('H'). Exceptions will apply at ATC discrection (see paragraph d).

(c) Helicopters, inbound and outbound, are to avoid overflying airport buildings whenever possible.

(d) At ATC discrection, light helicopters may be routed directly to land on the helicopter alighting point ('H'). In addition, the AIR controller may depart a light helicopter from the helicopter alighting point ('H').

(e) CASEVAC helicopters will be directed by ATC to alight on the main apron taxiway, then to ground taxi to an aircraft stand.

(f) Helicopters operating to and from the Gama apron must follow the taxiway centre-lines unless specific approval is given for use of the Gama FATO. →

(g) Procedures for use of the Gama FATO are not published publicly and are restricted only to use by helicopters in operation of medical flights to and from the Gama apron.

(h) Helicopters using the Gama FATO are to avoid overflying any parked or stationary vehicles and aircraft wherever possible.

6 Use of Runways

(a) Aircraft requiring the full length of Runway 23 for take-off have to back-track the runway and turn for take-off within the extension of the runway which is 92 m long and 61 m wide. Aircraft should enter the runway at holding point B1 and taxi to the extension. Code E aircraft are not permitted to execute 180º turns on Runway 05/23.

(b) Pilots of departing aircraft wishing to turn right from Link A1 to use the full length of runway, should advise ATC before reaching the holding point on taxiway.

(c) Link Taxiway Restrictions

(i) Any aircraft (Code A to E inclusive) may exit Runway 05 via A1, B1 or E1, as the turn to vacate Runway 05 via D1 and F1 is extremely sharp and would require an aircraft to make a turn of almost 180°.

(ii) Any aircraft (Code A to E inclusive) may exit Runway 23 vi a A1, B1, D1, E1, F1 or G1. It should be noted, however, that only Code A to C (inclusive) aircraft are permitted to turn left from B1 to A1 or right turn from A1 to B1. Code D and E aircraft shall not be permitted to carry out this manoeuvre under any circumstances.

(iii) Only aircraft up to 30,000 kg MTWA can exit or enter Runway 05/23 via C1.

7 Training

(a) The use of the aerodrome for training purposes is subject to the permission of Airfield Operations, through ATC Tel: 0141-840 8029. No flying training, including training circuits of repeated approaches, go-arounds and landings, is permitted between 2200-1100 (local) and 1700-1900 (local), with the following exception: The single take-off or full stop landing of an aircraft on a training flight will be permitted between 0700-1100 (local) and 1700-1900 (local), subject to ATC's priorities.

(b) Visual training circuits are restricted to aircraft below 5700 kg. Aircraft above 5700 kg must carry out ILS instrument approaches and adhere to noise abatement procedures. No helicopter training is permitted

EGPF AD 2.21 NOISE ABATEMENT PROCEDURES

(a) Operators of all aircraft inbound or outbound from the aerodrome are required to conform to the following procedures notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger and for complying with the instructions of ATC.

(i) Operators of all aircraft should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that disturbance to the areas near the aerodrome is kept to a minimum.

(ii) After take-off all aircraft whether operating from Runway 05 or 23 by day or night should expedite their climb to 1500 ft QFE before reducing power to maintain a minimum rate of climb of 500 ft per minute until 3000 ft QFE.

(iii) For Runway 23, aircraft using the ILS shall not descend below 2000 ft QFE before intercepting the glidepath nor thereafter fly below it unless instructed by Radar. Aircraft 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° glidepath.

(iv) For Runway 05, jet aircraft using the ILS shall not descend below 2000 ft QFE before intercepting the glidepath. Propeller driven aircraft may, when instructed by Radar, be descended to 1600 ft QFE. Aircraft landing without the 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° glidepath.

(v) For visual approaches to Runways 05 or 23 the following limitations will apply: All aircraft whose MTWA exceeds 5700 kg must route via 5 nm from the runway threshold and maintain 1500 ft QFE until established on final approach.

(vi) All aircraft using the aerodrome shall, after take-off or 'go- around' be operated in such a way that it will not cause more than 94 dB(A) by day (0600-2330 local) or 87 dB (A) by night (2330-0600 local) at the relevant noise monitoring points; the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.

(vii) Jet aircraft failing to meet the standards specified in Part ll, Chapter 3, Volume 1 of Annex 16 to the convention on International Civil Aviation are not permitted to depart from Glasgow Airport between the hours of 2330-0559 local except in special circumstances. Such movements as may be permitted will be at the discretion of the Managing Director from whom specific written permission must be obtained in advance. The Managing Director also has discretion to permit the departure of delayed flights not meeting Chapter 3 standards in exceptional circumstances.

(b) Noise Abatement Procedures.

(i) The Noise Abatement Procedures specified below are compatible with ATC requirements and shall apply in both IMC and VMC.

(ii) The tracks to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 kg MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

(iii) The Noise Abatement Procedures are incorporated in ATC Standard Instrument Departure Clearances (SID) where appropriate. IFR jet aircraft operating on routes where the SID does not incorporate the Noise Abatement Procedures will be issued with a non-standard clearance by ATC.

Take-off Runway	Noise Abatement Procedure
05	Climb straight ahead to 5 DME. Note that for aircraft departing on the SID via LUSIV, the Noise Abatement Procedures terminate at 5 DME.
23	Climb straight ahead to 5 DME.

(c) For environmental reasons the use of reverse thrust/pitch should be avoided when possible.

EGPF AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) Inbound Aircraft other than on Airways

(i) Aircraft wishing to enter the CTR/CTA or TMA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the West a Reporting Point ROBBO (GOW RDL 281°/16 nm) is established at the TMA Boundary and pilots should anticipate joining clearance via this point.

(ii) Pilots inbound to Glasgow under VFR must contact Glasgow Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points. (See paragraph 8).

(b) Inbound Aircraft on Airways

(i) Aircraft flying in the Airways System will be cleared into the TMA/CTR/CTA without having to request a specific entry clearance.

(ii) The standard initial routes for inbound aircraft shown in the table below may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

(c) Arrival Routes

EGPF AD 2.22 FLIGHT PROCEDURES (continued)

Approach from	Via	Route
North	N560	FOYLE - GOW VOR **(Note 1)**
	FIR	INBAS - FOYLE
Northeast	P600	PTH VOR - GRICE - STIRA
East	FIR	(SAB VOR) - TMA Boundry - TLA - LANAK
Southeast	N601	ABEVI - TLA - LANAK
	FIR	TLA - LANAK
Southwest	P600	BLACA - TRN VOR **(Note 2)**
West	FIR	ROBBO - GOW VOR
Northwest	AWYs	TMA Boundary - GOW VOR **(Note 1)**

Note 1: *ATC may initiate en-route holding at FOYLE and/or FYNER to relieve congestion in the TMA*

Note 2: *Exceptionally aircraft may be routed onwards via LANAK for tactical ATC purposes.*

In order to increase ATC flexibility Speed Limit Points (SLP) are established for arrival routes to Glasgow Airport. Inbound aircraft at FL 140 or below should normally be flown at 250 kt or less when crossing the SLPs . In certain weather conditions, or for reasons of safety, pilots may not be able to comply with the Speed Limit quoted above. In these circumstances they should inform ATC immediately, stating the minimum speed acceptable. Tactical speed control additional to the Speed Limit detailed above may be applied by the Radar Controller as detailed at paragraph d v.

(d) Approach Procedures with Radar Control

(i) When Glasgow inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding Procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.

(ii) Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point.

(iii) When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.

(iv) Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.

(v) Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

(vi) GPWS: Special Procedure for Radar Vectoring to Runway 23

(1) In order to minimise the risk of nuisance GPWS warnings generated by the profile of the terrain in the vicinity of the Final Approach Track, a special procedure is in force for flights being radar vectored to Runway 23.

(2) An essential element of the special procedure is the Speed Limit detailed in paragraph 4. Pilots exceeding the Speed Limit can expect to receive GPWS terrain alerts during the turn onto final approach. Pilots who are unable to comply with the Speed Limit of 250 kt due to weather conditions or operational safety must inform ATC immediately, stating the minimum speed acceptable.

(3) Within the Radar Vectoring Area (RVA), and north of a line 105°/285° MAG through *555853N 0041340W (a point 9 nm from the runway 23 threshold on the extended centre-line) the minimum altitude allocated by ATC when radar vectoring aircraft will be 3500 ft

(4) ATC will not issue clearance for aircraft to descend below 3500 ft whilst they are north of the line described in paragraph d vi (2) unless the aircraft is established on the ILS localizer or on the Final Approach Track of a Surveillance Radar Approach or radar vectored VOR/ DME approach to Runway 23

(vii) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

(e) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via GOW VOR to carry out an Instrument Approach Procedure appropriate to the landing direction.

EGPF AD 2.22 FLIGHT PROCEDURES (continued)

2 Radio Communications Failure Procedures

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 with the exceptions detailed below:

(a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

(i) Fly to the appropriate holding point;

(ii) hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;

(iii) then commence descent for landing in accordance with the procedure detailed on the IAP charts and effect a landing within 30 minutes (or later if able to land visually).

(b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

(i) Maintain the last assigned holding level at the appropriate holding point until:

(1) ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or

(2) EAT when this has been received and acknowledged;

(ii) then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

(c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

(i) If the aircraft is receiving a radar service and is within the RVA of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the RVA information at AD 2-EGPF-5-1. Landing must be effected within 30 minutes (or later if able to land visually);

(ii) if the aircraft is either not receiving a radar service or is receiving a radar service but has not yet arrived within the RVA of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 ft whichever is higher. He will then adopt the procedures in paragraph's b and c.

(d) The routes and altitudes to be used when leaving the TMA and CTR/CTA in accordance with the procedures at ENR 1.1.3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR/CTA is made.

Position at time of decision	Route
Glasgow Airport GOW VOR	Track 035°T from facility at 3500 ft ALT until crossing the Glasgow CTR Boundary.

3 Procedures for Outbound Aircraft

(a) Non-Airways IFR departing flights from Glasgow routeing in the open FIR to the West should anticipate ATC clearance to leave Controlled Airspace at ROBBO (GOW RDL 281°/16 nm), normally at an altitude below 6000 ft.

(b) North Atlantic Departures

(i) Due to the proximity of the Shanwick Oceanic boundary to Glasgow, pilots must consider timescales for requesting Oceanic clearance. Refer to ENR 2-2-4-7 for details

(ii) Pilots are reminded that the Oceanic clearance (including level allocation) is valid only from the OCA Entry Point. **Domestic ATC clearance to the OCA entry point is issued separately**.

4 Speed Limit

(a) A speed limitation of 250 kt applies to all aircraft whilst flying below FL 100.

5 VFR Flights

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

(b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 8 or the routes detailed in paragraph 7.

(c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and Rules of the Air, and must advise ATC if at any time they are unable to comply with the instructions issued.

(d) For VFR flights at night, pilots should exercise caution and increased vigilance when identifying, and routing via, Ardmore Point and Inverkip VRPs.

EGPF AD 2.22 FLIGHT PROCEDURES (continued)

(e) **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 Glasgow Control Zone, on Special VFR clearance in accordance with the procedures for Special VFR flights).

6 Special VFR Clearance

(a) Clearance may be requested for Special VFR flight in IMC or at night within the Glasgow Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights.

(b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 8 of the Air Navigation Order 2005 and in the related notification at ENR 1-4-6, note 4, which may require them to request routeing via the notified Entry/Exit Lanes

(c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Glasgow Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.

(d) Pilots are reminded that a Special VFR 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.

(e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 kg MTWA.

7 Entry/Exit Lanes

(a) To permit aircraft to operate to and from Glasgow Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

(i) (1) A main lane 3 nm wide, with centre-line the middle of the River Clyde, extending from the northwestern boundary of the Glasgow Control Zone following the course of the River Clyde to the point at which it joins the Glasgow Aerodrome Traffic Zone;

(2) a branch lane, 3 nm wide, extending from 555954N 0043440W (a point on the northern boundary of the Glasgow Control Zone near Alexandria VRP), southwards, with centre-line based on the River Leven, to Dumbarton, thence to 555550N 0043345W (a point on the River Clyde where the main lane is joined);

(3) a lane 3 nm wide, centred on the A726 road extending from the Eastern edge of the Glasgow Control Zone at East Kilbride VRP to the Glasgow Aerodrome Traffic Zone.

(ii) use of the lanes is subject to clearance by Glasgow ATC and the carriage of the Glasgow Approach Control frequency;

(iii) aircraft using the lanes must remain clear of cloud and in sight of the ground, or water, not above 3000 ft (Glasgow QNH), and in flight visibility of not less than 3 km;

(iv) an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;

(v) aircraft using the lanes when the reported visibility at Glasgow Airport is in excess of 4 km may be instructed by ATC, dependant upon the runway-in-use at Glasgow Airport to fly:

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

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

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

(vi) pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

(b) 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 in paragraph 5.

8 Visual Reference Points (VRP)

(a) For the benefit of pilots of VFR flights who prefer to determine their position by radio-navigation aids rather than by visual pin-points, suitably defined VRPs for Glasgow are given below:

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Alexandria 555920N 0043435W	Glasgow RDL 332° Turnberry RDL 012°	Turnberry RDL 012° Glasgow GLW 329° MAG	Glasgow 332°/8 nm Turnberry 012°/41 nm
Ardmore Point 555817N 0044157W	Glasgow RDL 307° MAG Turnberry RDL 007°	Turnberry RDL 007° Glasgow GLW 307° MAG	Glasgow 307°/10 nm

EGPF AD 2.22 FLIGHT PROCEDURES (continued)

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Baillieston 555110N 0040522W	Talla RDL 313° Glasgow RDL 098°	Talla RDL 313° Glasgow GLW 098° MAG	Glasgow 098°/12 nm
Barrhead 554800N 0042330W	Turnberry RDL 027° Talla RDL 300°	Talla RDL 300° Glasgow GLW 164° MAG	Glasgow 160° /5 nm
Bishopton 555408N 0043006W	Glasgow RDL 313° MAG Turnberry RDL 018°	Turnberry RDL 018° Glasgow GLW 313° MAG	Glasgow 313°/3 nm
Dumbarton 555640N 0043406W	Glasgow RDL 321° MAG Turnberry RDL 013°	Turnberry RDL 013° Glasgow GLW 317° MAG	321°/6 nm
East Kilbride 554550N 0041020W	Turnberry RDL 040° Talla RDL 302°	Turnberry RDL 040° Glasgow GLW 128° MAG	Glasgow 128°/11 nm
Erskine Bridge 555513N 0042746W	Glasgow RDL 353° Turnberry RDL 019°	Turnberry RDL 019° Glasgow GLW 345° MAG	Glasgow 353°/3 nm
Greenock 555650N 0044505W	Glasgow RD 296° MAG Turnberry RDL 004°	Turnberry RDL 004° Glasgow GLW 296° MAG	Glasgow 296°/11 nm
Inverkip Power Station 555354N 0045312W	Glasgow RDL 279° MAG Turnberry RDL 357°	Turnberry RDL 357° Glasgow GLW 279° MAG	Glasgow 279°/15 nm
Kilmacolm 555340N 0043739W	Turnberry RDL 011° Glasgow RDL 287°	Turnberry RDL 011° Glasgow GLW 286° MAG	Glasgow 287°/6 nm Turnberry 011°/35 nm
Kilmarnock 553645N 0042954W	Glasgow RDL 190° Turnberry RDL 031°	Glasgow RDL 190° New Galloway NGY 339° MAG	Glasgow 190°/16 nm
Kingston Bridge 555122N 0041611W	Glasgow RDL 101° MAG Turnberry RDL 031°	Turnberry RDL 031° Glasgow GLW 102° MAG	Glasgow 101°/6 nm Turnberry 031°/37 nm

9 Microlight Operations in the Glasgow Control Zone/Control Areas

(a) Clearances for microlight aircraft to operate within the Glasgow CTR/CTA may be issued under the standard conditions for access to Class D Airspace under VFR.

(b) ATC Clearance must be requested from Glasgow Radar on 119.100 MHz. Non-radio operations are not permitted.

(c) Microlight pilots should plan their flights to remain at least 3 nm from the Runway 05/23 extended centre-line or, if crossing the extended centreline, to remain at or below 1000 ft ALT and at a range of not less than 7 nm from Glasgow Airport. More direct routings may be available subject to prevailing traffic conditions and controller workload.

EGPF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPF AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGPF-2-1

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2-EGPF-2-2

Figure: CONTROL ZONE AND CONTROL AREA - ENTRY/EXIT LANES AND VRPs CHART

AD 2-EGPF-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGPF-5-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGPF-5-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) NORBO (Jet aircraft only) - ICAO

AD 2-EGPF-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUSIV (Non-jet aircraft only) - ICAO

AD 2-EGPF-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA (Non-jet aircraft only) - ICAO

AD 2-EGPF-6-3

EGPF AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) TURNBERRY (Non-jet aircraft only) - ICAO

AD 2-EGPF-6-4

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) FOYLE - ICAO

AD 2-EGPF-6-5

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) LOMON - ICAO

AD 2-EGPF-6-6

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) ROBBO - ICAO

AD 2-EGPF-6-7

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLYDE - ICAO

AD 2-EGPF-6-8

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) PERTH - ICAO

AD 2-EGPF-6-9

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via GOW VOR - ICAO

AD 2-EGPF-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via GLW NDB(L) VOR GOW u/s - ICAO

AD 2-EGPF-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LANAK - ICAO

AD 2-EGPF-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via LIBBA VOR GOW u/s - ICAO

AD 2-EGPF-7-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via STIRA - ICAO

AD 2-EGPF-7-5

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via NDB(L) GLW VOR GOW u/s - ICAO

AD 2-EGPF-7-6

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via TURNBERRY - ICAO

AD 2-EGPF-7-7

Figure: RNAV5 STAR via LANAK CHART

AD 2-EGPF-7-8

Figure: RNAV5 STAR via LIBBA VOR GOW u/s CHART

AD 2-EGPF-7-9

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR or NDB(L) RWY 05 - ICAO

AD 2-EGPF-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR or NDB(L) RWY 05 - ICAO

AD 2-EGPF-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 05 - ICAO

AD 2-EGPF-8-3

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 05 - ICAO

AD 2-EGPF-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO

AD 2-EGPF-8-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR or NDB(L) RWY 23 - ICAO

AD 2-EGPF-8-6

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR or NDB(L) RWY 23 - ICAO

AD 2-EGPF-8-7

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 23 - ICAO

EGPF AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGPF-8-8

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 23 - ICAO

AD 2-EGPF-8-9

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO

AD 2-EGPF-8-10