AIRFIELD NAME	December 24	GLASGOW	EGPF	Scotland
CALLSIGN (A/C)	Glasgow Tower		118.805	
CALLSIGN (ES)	EGPF_TWR		Ground 121.705	
LOCATION	N055.52.19.000	W004.25.59.000	Elev. 26Ft.	
LOCATION GEO.	6NM West of Glasgow city		VFR Conspicuity	
CHART SOURCE	NATS	**NO NORDO; Microlights or Gyrocopters Permitted to LAND**	EGPF_APP (RDR) 119.100	

METAR	EGPF 129.575	EGPF ATZ is 2.5nm diamtr.	App. EGPF_F_APP 128.755	QFE=QNH
NAV AIDS	VOR; GOW;115.400; on A/F	NDB; GLW; 331.000; **Rnge. 25nm**; on A/F	ILS; 05/23; 110.100MHz	

RUNWAY	Name	Size	Surface	
	05/23	2661 x 45M	Grvd asphalt	Runway23: Starter extension; 429x150M. **Rwy. 05 NO** STARTER.
	Runway 23: Beyond Threshold 05, Arrester system; 125x150M.			

AIRSPACE	D/C	EGPF CTR Sfc-A6000ft, Class D (and C); Scottish TMA 3, Class D, FL60+. CTR large, see chart	
CIRCUITS	Visual A1000ft; ILS A2000ft. **VFR, See Special Rules**	Preferred circuits to NW. 05,LH; 23,RH; ATC may vary.	
NO FLY	Glasgow City, below A3000Ft, unless with Radar control. DO NOT ENTER THE CTR UNLESS CLEARED IN.		
LOCAL HAZARDS	Large numbers of Greylag/Canada Geese and Whooper Swans are present in the vicinity of the airport mainly from September to April. Flocks are regularly in excess of 100 birds up to 500 FT.		
HELICOPTER OPERATIONS	**When possible** all helicopter flits within the CTA will be cleared on direct routing, to/from EGPF. ALL visiting Helios must arrive/depart via the active runway, arrivals should use the active Numbers. From there they will be directed (taxi/hover taxi) to their 'Helio Parking'. CASEVAC A/C will be allocated a stand. Helios should avoid overflying all buildings and parked A/C. Expect to use the low level routes. The GAMA FATO, by taxi 'J' is for the use of A/C using the Gama Apron ONLY – Medical flights. ALL A/C should be kept clear. ATC will endeavour to facilitate arrival/departures direct to/from the FATO		
SPECIAL RULES	**ONLY A/C 5700Kg** or LESS permitted **VISUAL** circuits. ALL OTHER A/C (**VFR TWIN** A/C) must **use the ILS**. **ALL A/C, Remain at circuit height (or as advised) on FINAL until intercepting the PAPI / ILS Glide-path. ALL A/C will be under RADAR CONTROL WITHIN the CTR.; Maximum speed within the CTR is 250kts. Remember, IFR takes precedent over VFR, Police/Medical A/C take precedence over all A/C.**		

PROCEDURES If Glasgow is busy, VFR A/C will be vectored clear of conflicting traffic and may be required **to ORBIT, AT ONCE.** Practice. Orbits usually turn away from the centre-line. If needed, label your hands L and R.
All departing A/C, on first call should state A/C type; Location and request departure clearance.
Pilots should NOT request Start without a departure clearance.
The GA parking is via **Juliette**, **next to the GAMA APRON**, The taxiway in front of Juliette is designated **and marked (RW Checkerboard edging) as GAMA FATO**, for **MEDIVAC** helicopters resident on GAMA apron.
Be prepared to give way, **LOOK** and **listen to ATC** and **anticipate**. **Do not obstruct the FATO when in use.**
ALL GRASS AREAS are soft; unsuitable for all A/C.
GA A/C, LANDING/VACATING THE RUNWAY: 05: Vacate ONLY at E1 (500M); B1 (2500M); A1 (2600M).
Runway 23: (A1; B1 As instructed); D1; E1; F1; G1. GA A/c should vacate at E1 Unless advised by ATC
Either runway: Unless advised by ATC. Landing 23. Land long to touch down BEFORE Y, Vacate D1.
Landing 05. If you cannot vacate within 500M, Land long to touch down passing Y, to vacate B1.
ALL A/C: AFTER VACATING taxi to and hold (short) at the hold Point, Call Ground or report to Tower.
This Airport can accommodate up to A380 A/C who can use ALL main Taxiways. If not sure of your taxi-route ASK FOR HELP.
The Restriction on VISUAL Circuits ALLOWS ONLY Single Engine GA A/C; Twins MUST use the ILS.
GA A/C NOISE ABATEMENT: ALL A/C Climb out at best climb rate to A1500 Then at 500ft per minute.
Visual Approach: Do NOT descend below the PAPIs. ILS Do NOT descend below the Glide-Path.
Twin GA A/C must maintain a circuit Height, not less than A1500 and navigate for a 5nm final.

MICROLIGHT operations within the CTR: Clearances to operate within the CTA/CTR may be issued (dependant on traffic within the zone) Clearance should be obtained from Glasgow Radar 119.100 NORDO A/C NOT PERMITED. A/C must remain 3nm clear of the runway centre line. PERMITED CROSSING will be at 7nm from EGPH at LESS THAN A1000ft. More direct routing MAY be available if ATC traffic and controller loads permit.

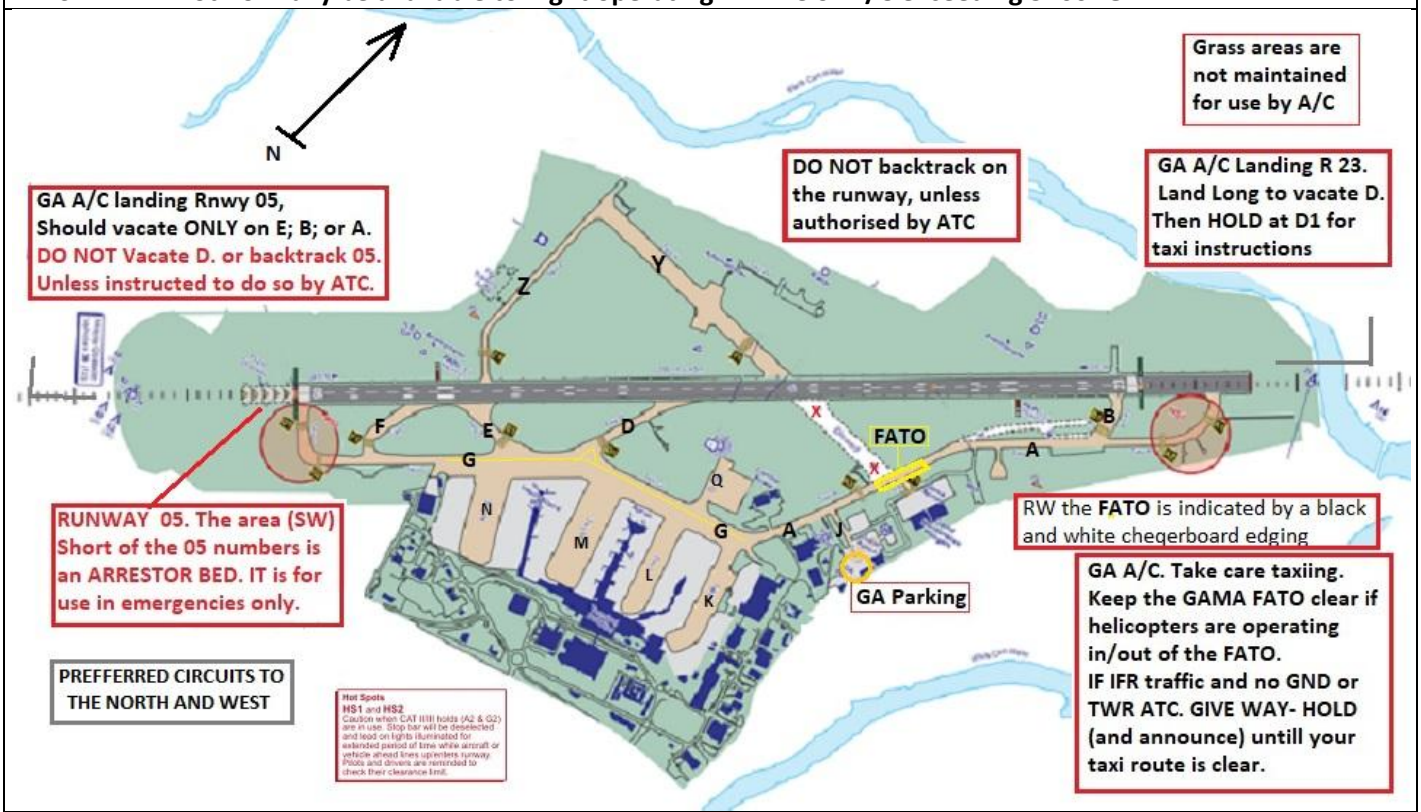
THE ENTRY EXIT LANES: To enable VFR A/C to enter/leave EGPH_ATZ during IMC conditions, a Low-Level corridor has been established, between The Clyde Estuary, EGPH and East Kilbride. MAXIMUM ALTITUDE A3000ft.
The Lane is **3nm wide**. To **the NW**, centred on **the River Clyde,** To the **SE** centred on **the A726 road. (see chart).**
The Lough Lomond branch is centred on the tributary, marked by the 2 VRPs, Alexandria and Dumbarton.
If Flight visibility is LESS THAN 3KM; Or Pilots cannot remain clear of cloud and in sight of ground / water, DIVERT.

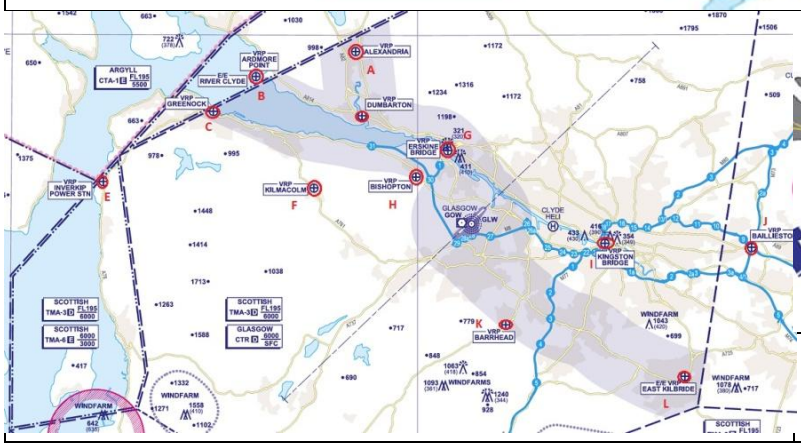
Use of the lanes requires ATC Clearance and contact with Glasgow Approach Control.
Normally, all A/C will follow the lane with the centre line on their LEFT, with sufficient clearance to avoid traffic coming the other way, Unless instructed by ATC for separation, ATC will pass traffic information.

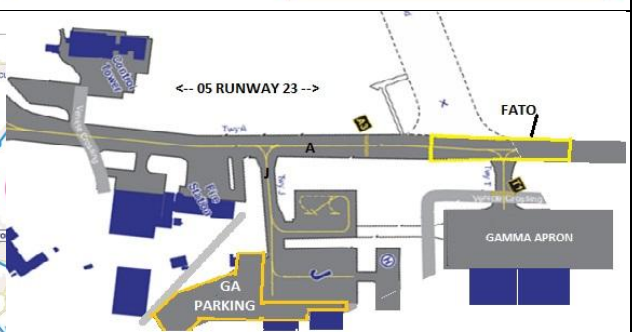
If visibility AT EGPH if GREATER than 4KM, ATC MAY (if a group?) instruct A/C to fly on the side of the lane, dependant on the runway in use:- Runway 05 in use, Both lanes: Inbound South side Outbound North Side. Runway 23 in use:- Both lanes: Inbound North side Outbound South Side.
ALL A/C should fly the close to the edge of the lane (about 1 mile from the centre line).
In this situation the 'left and right' VRPs will be used. (Greenock; Ardmore; Bishopton; Erskine Bridge; Barrhead.)
THIS IS AN ATC DECISION. Further, to facilitate traffic flow and avoidance ATC MAY use any of the VRPs shown.

Frequency Monitoring Code (FMC). Pilots flying within the FMC, but not intending to enter the CTR (see Chart). Should LISTEN to Glasgow Radar on 119.100MHz and Squawk 2620. This does NOT mean you will receive a service. It does mean that ATC, IF NEEDED can make a blind transmission to you to ascertain your intentions and/or pass required traffic information or instructions. DO NOT FORGET TO reset your transponder, on leaving the FMC. And change frequencies.

Special VFR Clearances (SVFR); May be requested by VFR A/C for flight within the Glasgow CTR at night or in IMC. SVFR Clearance will include routing and Altitude instructions, not necessarily confined to the Entry/Exit Lanes. An SVFR is NOT available within the CTA of the TMAs. Pilots MUST maintain flight Clear of cloud and in sight of ground. Radar Vectoring will not normally be applied, use of VRPs should be expected. An SVFR will not normally be available to flight operating in VMC or A/C exceeding 5700KG MTWA.







PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.

NOT TO BE USED FOR REAL WORLD OPERATIONS

EGPF VRPs		Map reference		PlanG	
A	Alexandria	N055.59.20	W004.34.35	55.9888888	-4.5763888
B	Ardmore Point	N055.58.17	W004.41.57	55.9713888	-4.6991666
C	Greenock	N055.56.50	W004.45.05	55.9472222	-4.7513888
D	Dumbarton	N055.56.40	W004.34.06	55.9444444	-4.5683333
E	Inverkip Power Station	N055.53.54	W004.53.12	55.8983333	-4.8866666
F	Kilmacolm	N055.53.40	W004.37.39	55.8944444	-4.6275000
G	Erskine Bridge	N055.55.13	W004.27.46	55.9202777	-4.4627777
H	Bishopton	N055.54.08	W004.30.06	55.9022222	-4.5016666
I	Kingston Bridge	N055.51.22	W004.16.11	55.8561111	-4.2697222
J	Bailieston	N055.51.10	W004.05.22	55.8527777	-4.0894444
K	Barrhead	N055.48.00	W004.23.30	55.8000000	-4.3916666
L	East Kilbride	N055.45.50	W004.10.20	55.7638888	-4.1722222
M	Kilmarnock Railway Station	N055.36.45	W004.29.54	55.6125000	-4.4983333