

SID	23	05	Notes		
CLYDE	3A	3B			
FOYLE	3A	3B			
LOMON	3A	3B	SID leaves CAS		
LUSIV	1A	1B	Non-jet aircraft only, route from NORBO: LUSIV L612 DCS		
NORBO	1H	1J	Jet aircraft only, LUSIV reroute: NORBO T256 DCS, TRN reroute: NORBO L186 TRN, TLA reroute: NORBO Y96 TLA		
PTH	4A	4B			
ROBBO	2A	2B	SID leaves CAS		
TLA	5A	6B	Non-jet aircraft only		
TRN	3A	6B	Non-jet aircraft only		

Taxiway Restrictions	
See EGPF Chart 2-3 for Code F restrictions. Code F aircraft can only park on stand 30 (preferred), or stands 33, 35, 37 or 39.	
Taxiway Y is wide enough to allow light aircraft to taxi in both directions, the following phraseology should be used: "GABCD taxi via Y, right side, hold Y1. Caution Y in use in both directions, remain right"	
Clearance Format for SIDs leaving CAS	
"Cleared to leave controlled airspace, [SID] departure, squawk [code]"	

Frequency List				
SCOTTISH CONTROL			GLASGOW	
STW	"Galloway"	124.825	ATIS	129.580
STE	"Talla"	130.975	GMC	121.705
ST	"Scottish TMA"	126.300	AIR	118.805
SD	"Deancross"	135.855	FIN	128.755
SW	"Scottish West"	132.730	INT	119.105
SWD	"West-Deancross"	133.875	OTHERS	
SE	"Scottish East"	121.325	PH INT	121.205
SS	"Scottish South"	134.775	PK INT	129.450
S	"Scottish Bandbox"	135.530		

Handoff / Release Orders	STW	STE	SS	SW	INT
	STW	STE	SS	SW	INT
	ST	ST	SE	SWD	STW
	SD	SD	S	S	ST
	SWD	SWD	INT	INT	SD
	SS	SS			SWD
	S	S			SS
	INT	INT			S

Standard VFR Departures	
GMC may clear VFR traffic via the following VRPs without prior coordination: - Greenock (Runway 23) - Ardmore Point (Runway 05) - Alexandria - East Kilbride Not above altitude 2000 ft VFR, Glasgow QNH, GMC squawk (2615-2617). Each of these standard VFR routings have restrictions which must be specified with the clearance, see the table to the right. GMC shall then notify INT and AIR of the callsign, aircraft type, squawk and routing.	

Standard VFR Departure Restrictions		
VRP	Instruction (23)	Instruction (05)
Greenock (23) / Ardmore Point (05)	Remain south (of the south bank) of the River Clyde	Remain north (of the north bank) of the River Clyde
Alexandria	Remain south of the River Clyde until West of the River Leven	Remain north of the River Clyde and East of the River Leven
East Kilbride	Remain south of the A726/727	Remain north of the A726/727

Departure	Clearance (GMC)	Coord (GMC)		Release (AIR)
LUSIV/TRN/TLA (05)				INT
To EGPH	INT	STE		
To EGPK		STW		
To EGNT		STW		STW or STE *
Standard VFR		INT	AIR	INT
SVFR / Non-standard VFR/IFR	INT	AIR		
Departure following IFR/SVFR Missed Approach / Touch-and-go / Low approach				FIN

Speed Separation Groups (see vMATS for rules)			
4	3	2	1
All jet aircraft except : - Those in group 3 - Concorde - Military fast jets	Bae 146 / Avro RJ Variants CL35/CL60 CRJ1/2/7/9/X D328/J328/DH8D E135/145 E50P/55P P180 / SB20 Citations except : C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

NOT FOR REAL WORLD USE

Glasgow Crib Sheet 2025/09

vatsim.uk

Note: When a controller requests a radar check, a departure release is required from that controller.

* STW for NORBO or TLA (Runway 23), STE for TLA (Runway 05).

Missed Approaches	
ILS/LOC/ VOR/NDB 05	Continuous climb to 3000 ft. Initially, straight ahead to 3000 or I-UU DME 5 (GOW 5.9) whichever is <u>earlier</u> . Then right turn to GLW or GOW. <i>Aircraft that have not achieved 2000 ft by I-UU DME 5 (GOW 5.9) turn right on track 095 until 2000 ft then right to GLW or GOW.</i>
SRA 05	Continuous climb to 3000 ft. Initially straight ahead to 3000 or I-UU DME 5 (GOW 5.9) whichever is <u>earlier</u> . Then right turn to GLW or GOW.
ILS/LOC/SRA 23	Continuous climb to 3000 ft. Initially straight ahead to 2500 ft or I-OO DME 2.6 (GOW 3.0), whichever is <u>later</u> . Then left turn to hold at GOW or GLW.
NDB 23	Continuous climb to 3000 ft. Initially on QDR 227 to 2500 ft or I-OO DME 2.6 (GOW 3.0), whichever is <u>later</u> . Then left turn to hold at GOW or GLW.
VOR 23	Continuous climb to 3000 ft. Initially on GOW R233 2500 ft or I-OO DME 2.6 (GOW 3.0), whichever is <u>later</u> . Then left turn to hold at GOW or GLW.

STARs		
LANAK	Routing	Descent
AGPED 1G	AGPED - HAVEN - TLA - LANAK	FL260 by AGPED FL70 by LANAK
APPLE 1G	APPLE - ASLIB - ENIPI - ODIGI - VAPPI - LANAK	FL260 by ASLIB FL200 by ODIGI FL70 by LANAK
BLACA 1G	BLACA - GIRVA - TRN - LANAK	FL150 by GIRVA FL70 by LANAK
RIBEL 1G	RIBEL - NISKA - ASLIB - ENIPI - ODIGI - VAPPI - LANAK	FL260 by ASLIB FL200 by ODIGI FL70 by LANAK
FOYLE	Routing	Descent
ERSON 1G	ERSON - FOYLE	FL90 by FOYLE
FYNER	Routing	Descent
BRUCE 1G	BRUCE - FYNER	FL90 by FYNER
STIRA	Routing	Descent
PTH 1G	PTH - GRICE - STIRA	FL70 by STIRA

Transition Level & MSL		
EGPF QNH	TL	MSL
1032 - 1049	65	70
1014 - 1031	70	
995 - 1013	75	80
977 - 994	80	
959 - 976	85	90
940 - 958	90	

Squawks		
INT	GMC (Std. VFR)	Listening
2601-2617	2615-2617	2620
ILS Details		
RWY	Course	Frequency
23	228°	110.10 MHz
05	048°	
Threshold QFE		
Elevation		QFE
26 ft		QNH - 1

Inbound Release Levels		
Via	From	Agreement
LANAK	STE	MSL lvl LANAK
LOMON/FOYLE	SS	FL90 lvl 20NM before GOW
FYNER/ROBBO	SW	FL90 lvl 20NM before GOW
STIRA	SS	MSL lvl STIRA
P600/TRN	STW	Individually coordinated

Published Holds			
Locator	Course & Direction	Levels	Max Speed
LANAK	303° R	MSL - FL140	230 kts
STIRA	234° R	5000 ft - FL140	230 kts
FYNER	117° L	MSL - FL140	230 kts
FOYLE	189° L	MSL - FL140	230 kts
GOW	227° R	3000 ft - 6000 ft	Variable
GLW	228° R	3000 ft - 6000 ft	Variable

Level Capping (not exhaustive)	
Destination	Max RFL
EGAA/AC	240
EGBB/BE/NX	270
EGGD/FF/SY	330
EGCC/GP/NR	250
EGNT/PD	230
EGSH/TE/TK	330
EGVN/VA	330
EIDW/ME	240

Wake Turbulence Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

All Weather Operations
Low Visibility Procedures During CATII or CATIII operations, LVP are applied and broadcast via ATIS or via RT. They are enforced either when: IRVR or metrological visibility is 600m or less <u>OR</u> cloud ceiling (BKN+) is 200ft or less.
Safeguarding Initiated either when IRVR is 1000m and forecast to drop into LVP <u>OR</u> cloud ceiling is 300 ft and forecast to drop.
CAT II/III holding points: A2, A3 for A380, G2. When safeguarding only is initiated and the IRVR is still greater than 1000m, AIR may instruct aircraft to vacate at intermediate taxiways, else aircraft should vacate at full length (A and G).