

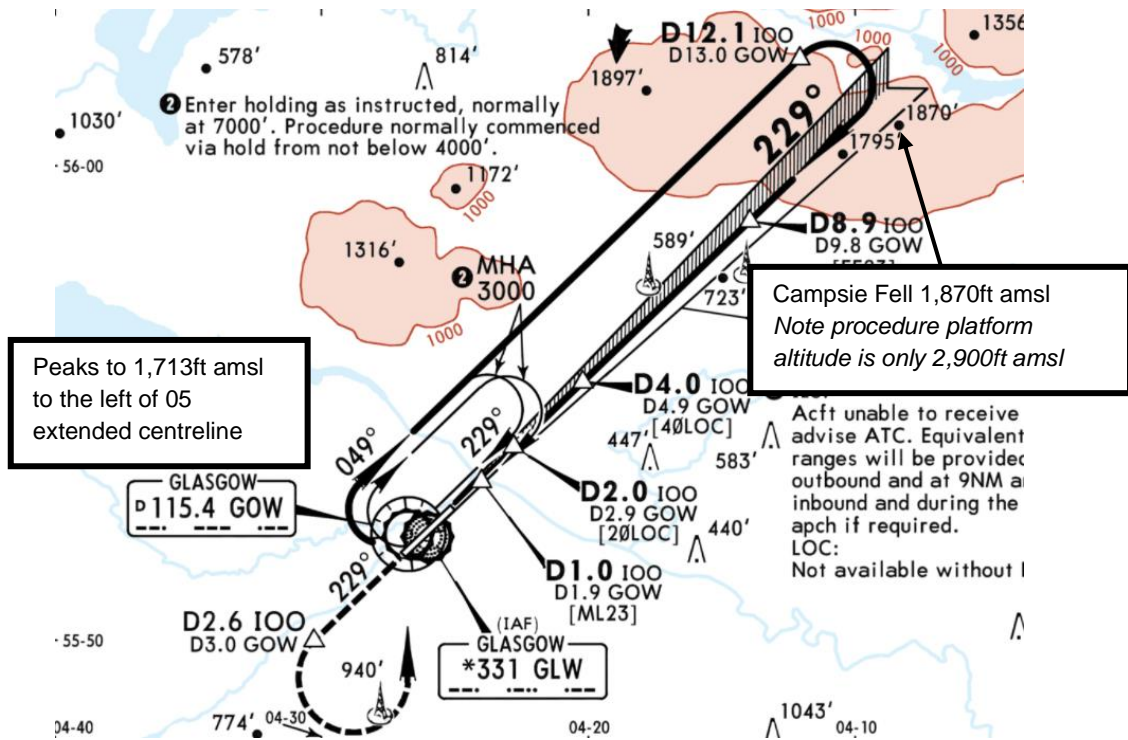
GLASGOW (GLA/EGPF)

Elevation 26ft

CATEGORY A

AV brief not required.

GENERAL



- Radar and Tower may be provided as a combined function with coupled frequencies

Threats

CFIT

- Terrain rises west of the airfield to above 2,000ft within 20 nm and above 4,000ft within 45 nm.
- Genuine GPWS warnings can occur if descended early on Rwy 23
- Pilots should not accept descent below 3,000ft unless established on a 40° or less closing heading to the Final Approach Track and within 9.5 NM from the runway threshold.
- Rwy 05: Due to possible GPWS warnings **do not** descend below 2,500ft until intercepting the ILS/non-precision glidepath
- Campsie Fell 10NM NE to 1,870ft amsl. Note that the procedure platform altitude is only 2,900ft amsl.
- Peaks rise to 1,713ft amsl to the left of the 05 extended centreline.

Runway Excursion

- Numerous SESMA events are recorded as a result of mitigation attempts with high energy. A large proportion of go arounds at GLA are due to Stable Approach Criteria not being met.
- Rwy 23: Early 1000R call due to rising terrain – the 1000R call occurs at approx. 4 DME (1,300ft QNH)

ARRIVAL
Diversion Airports

EDINBURGH	EDI/EGPH	085 nm/207°T	CAT A
PRESTWICK	PIK/EGPK	130 nm/218°T	CAT A
NEWCASTLE	NCL/EGNT	132 nm/173°T	CAT A

Approach

- ATC often vector you inside the FAF leading to a G/S capture from above scenario – be prepared to brief this
- Within the Radar Vectoring Area and north of a line 105°/285° magnetic through 555853N/0041340W (a point 9 nm from the Rwy 23 threshold on the extended centreline) the minimum altitude allocated by ATC when radar vectoring will be 3,500ft. ATC should not issue clearance for aircraft to descend below 3,500ft whilst north of this line unless the aircraft is established on the ILS localiser, or the Final Approach Track of a Surveillance Radar Approach or radar vectored VOR/DME approach to Rwy 23.

GROUND

- Twy C not authorised for BA aircraft due to weight limitation
- Stand 19 taxi route is difficult to see. Do not deviate from the centreline of Twys A, G and L before turning toward parking stand.
- Aircraft must not infringe adjacent stands and roadways, which may not be seen on charts
- Jet blast damage and risk of collision exist if aircraft cut the corner toward Stand 19
- In dark and inclement weather a follow-me will assist the aircraft on to the stand centreline from the taxiway. Once on the stand centreline the stand parking guidance should be used. (NB: the guidance system will correctly guide the aircraft on to stand but the board itself is offset to the right of the stand centreline)

OPERATIONAL INFORMATION

Handling Agent	Menzies
Handling Agent VHF	131.4
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times (If fixed ground power not available, use mobile GPU for 45 mins ONLY, then use APU)
If BOTH electrical power and air conditioning is required:	Use APU (keep GPU connected to reduce APU fuel burn)