

Glasgow Airport

IATA/ICAO CODE: GLA/EGPF
 CITY: Glasgow
 COUNTRY: Scotland, UK

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

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ELEVATION: 26 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
05/23	8720	-	-	151
9/27	3570	-	-	151
Runway 9/27 is not available for night take-offs and landings except for Glasgow based ambulance aircraft.				

NOISE ABATEMENT PROCEDURES

See UK AIP for details.

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 Runway 05 or 23 the following limitations will apply:

All aircraft whose MTWA exceeds 5700 kg must route to 5 DME 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 From 1 April-30 September no jet aircraft will take-off or land during the period 2330-0600 (local) without the prior approval of the Managing Director, Glasgow Airport Ltd, through its agent, Airport Coordination Ltd, to ensure that the take-off or landing is within the totals as determined by Glasgow Airport, from time to time.

viii Jet aircraft failing to meet the standards specified in Part II, 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 upon application through the Airport Duty Manager Tel: 0141-848 4510, Fax: 0141-848 4629.

b, Noise Preferential Routes (See UK AIP for details)

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

AIRPORT CURFEWS

See Noise Abatement Procedures for details.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA

The airport limits to 2000, the total of night jet aircraft movements which can take place

between the hours of 2330-0600 for the seven months April to October inclusive.

ENGINE RUN-UP RESTRICTIONS

Routine test runs carried out as part of a planned maintenance program will not be permitted between 2300-0600, and for jet aircraft will only be permitted between 0900-1600.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

[Conditions of Use as of January 1, 2011](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Details of the noise mitigation/land use planning can be found in the Master Plan on the [airport's web site](#)

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

A noise monitoring and track keeping system is installed at the airport. Monitors record all noise generated by departure or arrival aircraft and indicate whether or not an aircraft has exceeded the agreed maximum noise levels. See Noise Surcharge above for fines imposed for exceeding the noise limits.

A track keeping system is also installed with the possibility of additional fines for exceeding

allowable track deviations.

FLIGHT TRACK MONITORING SYSTEM

Yes - See information under Noise Monitoring System

NOISE LEVEL LIMITS

Surcharge for aircraft which exceed the noise thresholds

- | | |
|----------------------|-------------|
| - by up to 3 dB(A) | GBP 1000.00 |
| - by 3 dB(A) or more | GBP 2000.00 |

Noise thresholds are:

- | | |
|-----------------------|----------|
| - between 0600 - 2330 | 94 dB(A) |
| - between 2330 - 0600 | 87 dB(A) |

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)