Future Airspace Strategy Implementation- ScTMA

Gateway Documentation:

Stage 3 Consultation Document Annex B: Glasgow Airport Interface Procedures

ACP-2019-74

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Roles

Action	Role	Date
Produced	Airspace Change Specialist Airspace Change Compliance & Delivery	August 2025
Reviewed Approved	Manager Airspace Change Compliance & Delivery Airspace Change Compliance & Delivery	August 2025
Reviewed Approved	Airspace Implementation Manager Airspace & Future Operations	August 2025
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Change History

Issue	Month/Year	Changes this issue (most recent first)
Version 4.0	January 2025	The reference to a 3% glidepath in the DOPEY 1G procedure has been updated to 3° (Highlighted)
Version 3.0	August 2025	Updated following Cluster Gateway July 2025 including: Change history Added.
Version 2.0	December 2024	Updated Document following Gateway Feedback. Updates include: • Standardisation of SID/STAR naming format • Typo corrections
Version 1.0	August 2024	Original submission to CAA for Gateway Assessment.

1. Glasgow Airport Interface Procedures

1.1 Introduction

1.1.1 The following pages provide information on the portion of the proposed Instrument Flight Procedures (IFPs) for Glasgow airport contained in the airspace above 7,000 ft.

1.1.2 Glasgow airport have provided points where they expect aircraft to reach 7,000 ft and these points are included in the figures below.

1.2 Glasgow Airport: STARs

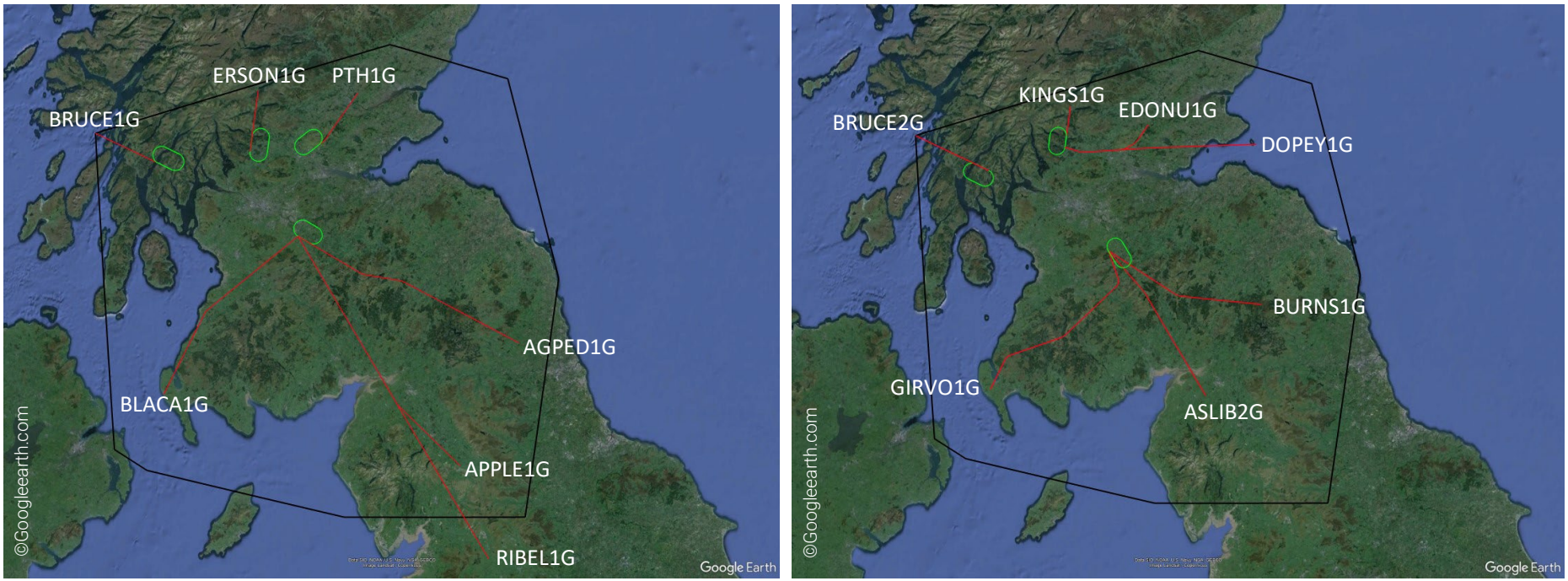

Figure 1: Existing STARs serving Glasgow Airport (left image) and proposed STARs serving Glasgow Airport (right image).

Existing			Proposed			Impact
IFP (Navigation Standard)	**Route (FL/Altitude)**	**Connectivity**	**IFP (Navigation Standard)**	**Route (FL/Altitude)**	**Connectivity**	
BRUCE 1G (RNAV5)	BRUCE – FYNER (FL90)	L602, Y958, FRA	BRUCE 2G (RNAV1)	BRUCE (FL260) – FYNER (FL90)	Q602, FRA	The BRUCE 2G STAR provides connectivity for aircraft arriving at Glasgow Airport from the northwest via Q602 and FRA. Previously this traffic would have used the BRUCE 1G STAR. The proposed STAR replicates the existing BRUCE 1G as an RNAV1 procedure. This is in line with the UK exceptions to PBN-IR. Glasgow Airport's traffic is predominantly RNAV1 compliant (>99.8% (2023)). The STAR will be named based on its new starting waypoint *BRUCE* and the 'G' designator used to denote the destination airport (Glasgow). The indicator will be updated to 2. FYNER, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL90, limiting the impact to ground-based stakeholders. The FYNER hold will be updated to a right-hand pattern from left-hand.
ERSON 1G (RNAV5)	ERSON – FOYLE (FL90)	N560	KINGS 1G (RNAV1)	KINGS (FL110) – COYLE (FL70)	N560	The KINGS 1G STAR provides connectivity for aircraft arriving at Glasgow Airport from the north via N560. Previously this traffic would have used the ERSON 1G STAR. The proposed STAR follows N560 to a new IAF, FOYLE. The new KINGS 1G STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Airport's traffic is predominantly RNAV1 compliant (>99.8% (2023)).

Existing			Proposed			Impact
IFP (Navigation Standard)	**Route (FL/Altitude)**	**Connectivity**	**IFP (Navigation Standard)**	**Route (FL/Altitude)**	**Connectivity**	
						This STAR route will predominantly serve low flying aircraft following N560, therefore a starting level of FL110 has been applied. The STAR will be named based on its new starting waypoint *KINGS* and the 'G' designator used to denote the destination airport (Glasgow). COYLE, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL70.
PTH 1G (RNAV5)	PTH – GRICE – STIRA (FL70)	P600	EDONU 1G (RNAV1)	EDONU (FL140) – GRICE – TMA96 – TMA98 (FL110) – TMA97 – COYLE (FL70)	P600	The EDONU 1G STAR provides connectivity for aircraft arriving at Glasgow Airport from the north via P600. Previously this traffic would have used the PTH 1G, however, this design proposes to remove the shared STIRA hold, making the PTH 1G STAR redundant. This STAR follows P600 to GRICE before routing west to the new COYLE IAF. The new EDONU 1G STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Airport's traffic is predominantly RNAV1 compliant (>99.8% (2023)). This STAR route will predominantly serve low flying aircraft arriving via P600, therefore a starting level of FL140 has been applied. The requirement to be above FL110 at TMA98 is to ensure correct descent profile and presentation of aircraft to Glasgow Airport.

Existing			Proposed			Impact
IFP (Navigation Standard)	**Route (FL/Altitude)**	**Connectivity**	**IFP (Navigation Standard)**	**Route (FL/Altitude)**	**Connectivity**	
						The STAR will be named based on its new starting waypoint *KINGS* and the 'G' designator used to denote the destination airport (Glasgow). COYLE, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL70.
			DOPEY 1G (RNAV1)	DOPEY (FL260) – DUCKK (FL200) – TMA99 (FL150) – TMA98 (FL110) – TMA97 – COYLE (FL70)	FRA	The DOPEY 1G STAR provides connectivity for aircraft arriving at Glasgow Airport from over the North Sea via the proposed Firth of Forth connectivity. Previously this traffic would have routed towards Newcastle (NATEB) and along Y96 to use the AGPED 1G STAR or via Aberdeen and P600 to use the PTH 1G STAR. This STAR is proposed to route across the north of the ScTMA to the IAF, COYLE. The new DOPEY 1G STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Airport's traffic is predominantly RNAV1 compliant (>99.8% (2023)). This STAR route will serve aircraft that have arrived from FRA, therefore a starting level of FL260 has been applied. The requirement to be FL200 at DUCKK is to ensure aircraft remain separated from Edinburgh Airport departures to the north and to facilitates the 3° glidepath through ScTMA6. The requirement to be FL150 at TMA99 is to ensure aircraft remain within CAS minimising the required CAS volume. The

Existing			Proposed			Impact
IFP (Navigation Standard)	**Route (FL/Altitude)**	**Connectivity**	**IFP (Navigation Standard)**	**Route (FL/Altitude)**	**Connectivity**	
						requirement to be above FL110 at TMA98 is to ensure correct descent profile and presentation of aircraft to Glasgow Airport. The STAR will be named based on its new starting waypoint *DOPEY* and the 'G' designator used to denote the destination airport (Glasgow). COYLE, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL70.
BLACA 1G (RNAV5)	BLACA – GIRVA (FL150) – TRN – LANAK (FL70)	P600	RYANN 1G (RNAV1)	RYANN (FL130-FL260) – GIRV0 – KIRKY (FL130-FL150) – SUMIN (FL110) – TAGAT – LESMA (FL90)	FRA P620	The RYANN 1G STAR provides connectivity for aircraft arriving at Glasgow Airport from the south-west via FRA and P620. Previously this traffic would have used the BLACA 1G STAR. The new RYANN 1G STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Airport's traffic is predominantly RNAV1 compliant (>99.8% (2023)). This STAR route will serve both low- and high-level aircraft arriving via FRA and P620, therefore a starting level is between FL130 and FL260 applies. The requirement to be below FL130 - FL150 at KIRKY and FL110 at SUMIN is to ensure aircraft are descending below Glasgow Airport's departing traffic. The STAR will be named based on its new starting waypoint *RYANN* and the 'G' designator used to denote the destination airport (Glasgow).

Existing			Proposed			Impact
IFP (Navigation Standard)	**Route (FL/Altitude)**	**Connectivity**	**IFP (Navigation Standard)**	**Route (FL/Altitude)**	**Connectivity**	
						LESMA, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL90, limiting the impact to ground-based stakeholders.
RIBEL 1G (RNAV5)	RIBEL – NISKA – ASLIB (FL260) – ENIPI – ODIGI (FL200) – VAPPI – LANAK (FL70)	(U)N601	ASLIB 2G (RNAV1)	ASLIB (FL260) – ENIPI – MBR18 (-FL180) – MOFAT – LESMA (FL90)	FRA T256	The ASLIB 2G STAR provides connectivity for aircraft arriving at Glasgow Airport from the south- via FRA and T256. Previously this traffic would have used the RIBEL 1G or APPLE 1G STARs which have been truncated to ASLIB. The new ASLIB 2G STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Airport's traffic is predominantly RNAV1 compliant (>99.8% (2023)). This STAR route will serve aircraft arriving via FRA and T256, therefore a starting level of between FL260 and FL130 has been applied. The requirement to be not above FL180 at MBR18 is to ensure traffic remain separated from the RANRA 1E and ARANN 1E STARs. The STAR will be named based on its new starting waypoint ASLIB and the 'G' designator used to denote the destination airport (Glasgow). The indicator will be updated to 2 from the ASLIB 1G expected in FRA. LESMA, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the
APPLE 1G (RNAV5)	APPLE – ASLIB (FL260) – ENIPI – ODIGI (FL200) – VAPPI – LANAK (FL70)	UN590				

Existing			Proposed			Impact
IFP (Navigation Standard)	**Route (FL/Altitude)**	**Connectivity**	**IFP (Navigation Standard)**	**Route (FL/Altitude)**	**Connectivity**	
						holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL90, limiting the impact to ground-based stakeholders.
AGPED 1G (RNAV5)	AGPED (FL260) – HAVEN - TLA – LANAK (FL70)	Y96, N110	BURNS 1G (RNAV1)	BURNS (FL260) – TEVVY (+FL200) – TANNA – LESMA (FL90)	FRA Y96 N110	The BURNS 1G STAR provides connectivity for aircraft arriving at Glasgow Airport from the east via Y96 and N110. Previously this traffic would have used the AGPED 1G STAR. The new BURNS 1G STAR is proposed to have a RNAV1 navigation standard in line with the UK exceptions to PBN-IR. Glasgow Airport's traffic is predominantly RNAV1 compliant (>99.8% (2023)). This STAR route will predominantly serve aircraft arriving via FRA and Y96, therefore a starting level of between FL260 and FL200 has been applied. The requirement to be at or above FL200 at TEVVY is to ensure the buffer policy is applied for EG510B and deconflicts traffic flying the INPIP1E. The STAR will be named based on its new starting waypoint *BURNS* and the 'G' designator used to denote the destination airport (Glasgow). LESMA, the associated hold, will have a 230 kt speed limit. Therefore, it is deemed that a speed limit point is not required for this procedure as aircraft will be required to be at the holding speed prior to entering the hold and will slow down at the optimal time for their aircraft. In line with the proposed hold the STAR terminates at FL90, limiting the impact to ground-based stakeholders.

Table 1: Description of the proposed STAR updates for Glasgow Airport arrivals.

1.3 Glasgow Airport: Holds

1.3.1 Revised FYNER hold

Figure 2: Location of proposed FYNER hold (green line) and arrival transitions for westerly and easterly arrivals above 7, 000 ft (yellow lines).

	Extant FYNER (2027)	**Extant FYNER (2036)**	**Proposed FYNER (2027)**	**Proposed FYNER (2036)**
Holding Fix Location	560256.12N 0050655.19W			
Inbound track	115.7			
Direction of PTN	Left		Right	
Speed (kts)	230			
Outbound Leg	1 min			
Levels	FL70 – FL140		FL90 – FL140	
Highest Terrain (overflight agl)	2,432 ft (4,568 ft)		1,972 ft (7,028 ft)	
Total Aircraft Holding	1344	1787	269	447
Average Daily holding	~4	~5	~1	~1
Average Hold duration	4 min 30 s	4 min 54 s	3 min 12 s	3 min 42 s
Population overflown by hold	655		304 (265 new)	
Highest population elevation	300 ft		314 ft	
National Landscape/National Park/ NSA area overflown	51.2 km^2		17.3 km^2	

Table 2: Impact comparison between extant FYNER and proposed FYNER hold.

1.3.2 Proposed COYLE hold

Figure 3: Location of proposed COYLE hold (green line) and arrival transition above 7, 000 ft (yellow line).

	FOYLE (2027)	FOYLE (2036)	COYLE (2027)	COYLE (2036)
Holding Fix Location	560834.13N 0042256.41W		561031.3900N 0042228.8900W	
Inbound track	187.5		187.52	
Direction of PTN	Left		Right	
Speed (kts)	230		230	
Outbound Leg	1 min		3.5 NM	
Levels	FL70 – FL140		FL70 – FL140	
Highest Terrain (overflight agl)	2,884 ft (4,116 ft)		2,694 ft (4,306 ft)	
Total Aircraft Holding	292	434	666	776
Average Daily holding	~1	~1	~2	~2
Average Hold duration	4 min 6 s	3 min 42 s	4 min 12 s	3 min 42 s
Population overflown by hold	2,971		1,600 (352 new)	
Highest population elevation	695 ft		689 ft	
National Landscape/National Park/NSA area overflown	121.8 km^2		201.8 km^2	

Table 3: Impact comparison between extant FOYLE and proposed COYLE hold.

1.3.3 Proposed LESMA hold

Figure 4: Location of proposed LESMA hold (green line) and arrival transitions for westerly and easterly arrivals above 7, 000 ft (yellow lines).

	LANAK (2027)	**LANAK (2036)**	**LESMA (2027)**	**LESMA (2036)**
Holding Fix Location	554200.87N 0035618.64W		553648.3800N 0035738.8500W	
Inbound track	301.00		330	
Direction of PTN	Right		Right	
Speed (kts)	230		230	
Outbound Leg	4 NM		1 min	
Levels	FL70 – FL140		FL90 – FL140	
Highest Terrain (overflight agl)	1,080 ft (5,920 ft)		1,601 ft (7,399 ft)	
Total Aircraft Holding	10,370	11,664	7,564	7,619
Average Daily holding	~28	~32	~21	~21
Average Hold duration	4 min 6 s	4 min 30 s	3 min 12 s	3 min 6 s
Population overflown by hold	76,084		14,274	
Highest population elevation	1,000 ft		1,023 ft	
National Landscape/National Park/ NSA area overflown	None			

Table 4: Impact comparison between extant LANAK and proposed LESMA hold.

1.4 Glasgow Airport: Transitions

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Hold	Description above 7,000 ft
COYLE 1Q RNAV1	05	COYLE (FL70) - PFN01 – ARVAN – WINNI (above 5,000 ft) – BLAIR - IFSOU	COYLE	The COYLE 1Q is an arrival transition to connect the COYLE hold to runway 05. FL70 is the base level of the COYLE hold. Above 5,000 ft at WINNI is to ensure the aircraft remain within CAS.
COYLE 1T RNAV1	23	COYLE (FL70) - PFN02 (above 5,000 ft) – CARON - IFNOR	COYLE	The COYLE 1T is an arrival transition to connect the COYLE hold to runway 23. FL70 is the base level of the COYLE hold. Above 5,000 ft at PFN02 is to ensure the aircraft remain within CAS whilst achieving a CDO.
FYNER 1Q RNAV1	05	FYNER (FL90) – WINNI above 5,000 ft) – BLAIR - IFSOU	FYNER	The FYNER 1Q is an arrival transition to connect the FYNER hold to runway 05. FL90 is the base level of the FYNER hold. Above 5,000ft at WINNI is to ensure the aircraft remain within CAS.
FYNER 1T RNAV1	23	FYNER (FL90) - PFW08 - PFW09 - PFN03 - PFN02 (above 5,000 ft) – CARON - IFNOR	FYNER	The FYNER 1T is an arrival transition to connect the FYNER hold to runway 23. FL90 is the base level of the FYNER hold. Above 5,000 ft at PFN02 is to ensure the procedure remains within CAS whilst achieving a CDO.
LESMA 1Q RNAV1	05	LESMA (FL90) - PFS07 – TAIBU (FL80) - PFS06 (above 5,000 ft) – OUCHY - IFSOU	LESMA	The LESMA 1Q is an arrival transition to connect the FYNER hold to runway 05. FL90 is the base level of the LESMA hold. FL80 at TAIBU is to provide separation from the BEEFY 1Y SID. Above 5,000ft at PFS06 is to ensure the aircraft remain within CAS.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Hold	Description above 7,000 ft
LESMA 1T RNAV1	23	LESMA (FL90) – LASFO (FL80) - PFE03 (above 5,000 ft) - PFE04 – ECHAR - IFNOR	LESMA	The LESMA 1T is an arrival transition to connect the FYNER hold to runway 23. FL90 is the base level of the LESMA hold. FL80 at LASFO is to provide separation from the STRAT 1A/B departures. Above 5,000 ft at PFE03 is to ensure the aircraft remain within CAS

Table 5: Description of the proposed Glasgow Airport transitions. (The portion of the transition above 7,000 ft is shown in green, below 7,000 in red. Only the levels which impact the above 7,000 ft description are included.)

1.5 Glasgow Airport: SIDs

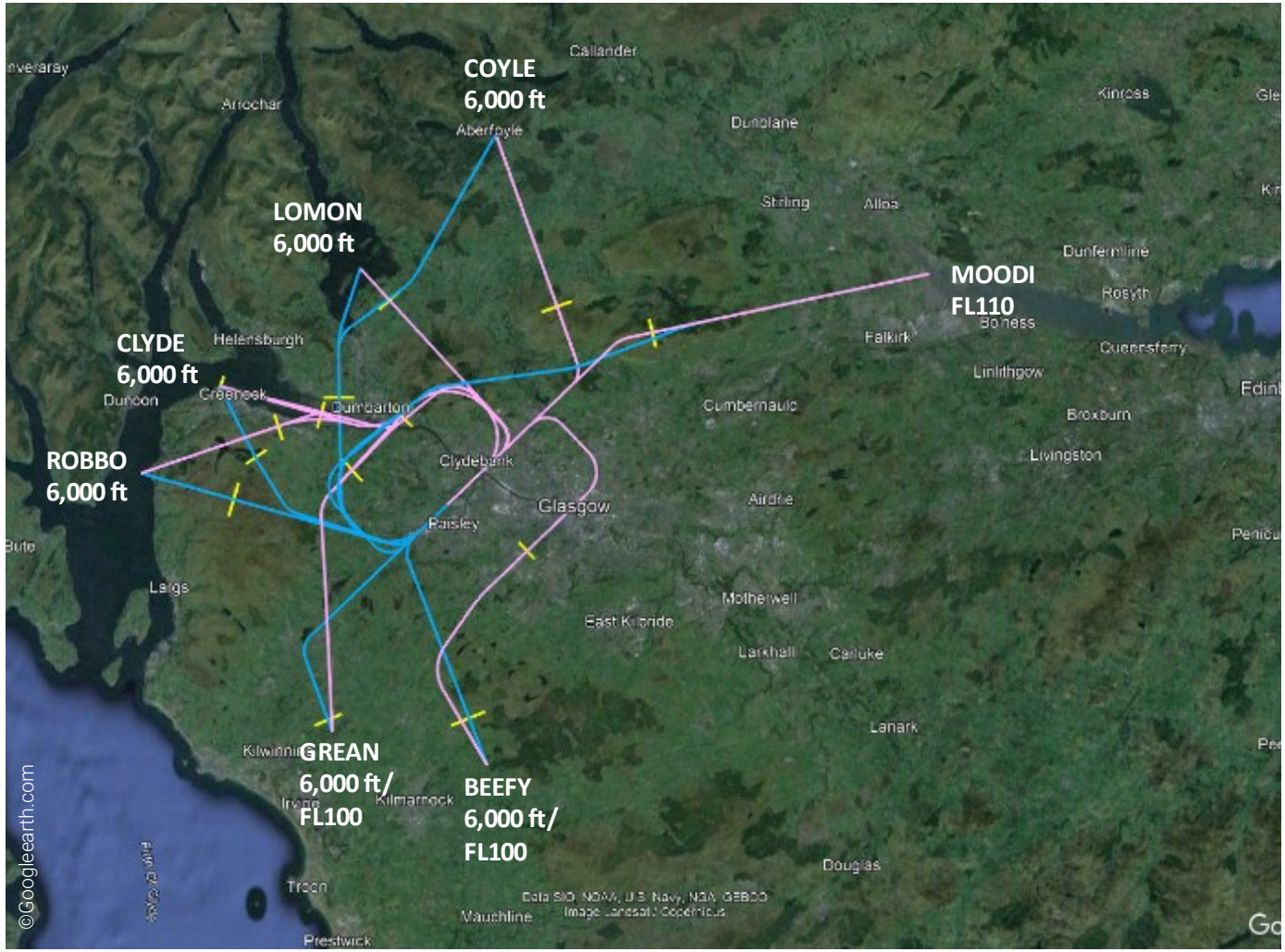

Figure 5: Proposed SID end levels where the Glasgow Airport departure procedures will join the ATS Network (Westerly departures are blue, Easterly departures are pink). The points where aircraft are expected to reach 7,000 ft are shown by the yellow lines.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Connectivity	Description above 7,000 ft
BEEFY 1W RNAV1	23	PFW55 - PFS56 - BEEFY	P600 L612 R13G	Procedure does not extend above 7,000 ft.
BEEFY 1Y RNAV1	05	PFE11 - PFE12 (above 4,000 ft) - PFS14 (above FL80) – COTTA (FL100) - BEEFY	P600 L612 R13G	The BEEFY 1Y SID provides connectivity for aircraft departing Glasgow airport, runway 05 to P600, L612 and R13G. Aircraft will reach 7,000 ft between PFE12 and PFS14. Above FL80 at PFS14 is to ensure aircraft achieve FL100 at COTTA. FL100 at COTTA is to provide separation from the LESMA 1Q transition. The procedure joins the network at FL100 at BEEFY which deconflicts the procedure from the STRAT departures.
CLYDE 1F RNP1	05	PFE15 - PFN16 - PFN18 - PFW20 - PFW22 - CLYDE		Procedure does not extend above 7,000 ft.
CLYDE 1W RNAV1	23	PFW55 - PFW57 - PFW58 - CLYDE		Procedure does not extend above 7,000 ft.
CLYDE 1Y RNAV1	05	PFE23 – PFN24 - PFW25 - PFW26 - CLYDE		Procedure does not extend above 7,000 ft.
COYLE 1W RNAV1	23	PFW59 - PFW60 - PFW61 - PFN62 - PFN63 - COYLE		Procedure does not extend above 7,000 ft.
COYLE 1Y RNAV1	05	PFE27 - PFN28 - COYLE		Procedure does not extend above 7,000 ft.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Connectivity	Description above 7,000 ft
GREAN 1F RNP1	05	PFE15 - PFN16 - PFN18 - PFW29 (above 6,000 ft) – NOOKY (above FL80) – GREAN (FL100)	Z246 L186 N560 N57	The GREAN 1F SID provides connectivity for aircraft departing Glasgow Airport, runway 05 to Z246, L186, N560 and N57. Aircraft will reach 7,000 ft between PFW29 and NOOKY. Above 6,000 ft at PFW29 is to ensure an appropriate climb gradient to achieve FL80 at NOOKY. FL80 at NOOKY is to provide separation from the FYNER, COYLE and LESMA 1Q transitions. The procedure joins the network at FL100 at GREAN.
GREAN 1W RNAV1	23	NORBY - GREAN	Z246 L186 N560 N57	Procedure does not extend above 7,000 ft.
GREAN 1Y RNAV1	05	PFE23 - PFN24 - PFW25 - PFW29 (above 6,000 ft) – NOOKY (above FL80) – GREAN (FL100)	Z246 L186 N560 N57	The GREAN 1Y SID provides connectivity for aircraft departing Glasgow Airport, runway 05 to Z246, L186, N560 and N57. Aircraft will reach 7,000 ft between PFW29 and NOOKY. Above 6,000 ft at PFW29 is to ensure an appropriate climb gradient to achieve FL80 at NOOKY. FL80 at NOOKY is to provide separation from the FYNER, COYLE and LESMA 1Q transitions. The procedure joins the network at FL100 at GREAN.
LOMON 1W RNAV1	23	PFW59 - PFW60 - PFW61 - PFN62 - LOMON	FIR	Procedure does not extend above 7,000 ft.
LOMON 1Y RNAV1	05	PFE23 - PFN30 - LOMON	FIR	Procedure does not extend above 7,000 ft.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Connectivity	Description above 7,000 ft
MOODI 1D RNP1	23	PFW64 – PFW65 - PFW67 - PFN69 (above 6,000 ft) - PFN70 (above FL80) – VALLY – MOODI (FL110)	R2G	The MOODI 1D SID provides connectivity for aircraft departing Glasgow Airport, runway 23 to R2G. Aircraft will reach 7,000 ft between PFN69 and PFN70. Above 6,000 ft at PFN69 is to provide separation from the COYLE 1T transition. Above FL80 at PFN70 is to provide separation from the COYLE, LESMA and FYNER 1T transitions. The procedure joins the network at FL110 at MOODI to remain separated from the STEPS 1A/B departures.
MOODI 1W RNAV1	23	PFW59 - PFW71 - PFN69 (above 6,000 ft) - PFN70 (above FL80) – VALLY – MOODI (FL110)	R2G	The MOODI 1W SID provides connectivity for aircraft departing Glasgow Airport, runway 23 to R2G. Aircraft will reach 7,000 ft between PFN69 and PFN70. Above 6,000 ft at PFN69 is to provide separation from the COYLE 1T transition. Above FL80 at PFN70 is to provide separation from the COYLE, LESMA and FYNER 1T transitions. The procedure joins the network at FL110 at MOODI to remain separated from the STEPS 1A/B departures.
MOODI 1Y RNAV1	05	IFNOR – VALLY (above 5,000 ft) – MOODI (FL110)	R2G	The MOODI 1Y SID provides connectivity for aircraft departing Glasgow Airport, runway 05 to R2G. Aircraft will reach 7,000 ft between VALLY and MOODI. Above 5,000 ft at VALLY is to ensure the aircraft remain within CAS. The procedure joins the network at FL110 at MOODI provides separation from the STEPS 1B.
ROBBO 1F RNP1	05	PFE15 - PFN16 - PFN18 - PFW20 - PFW32 - ROBBO	FIR	Procedure does not extend above 7,000 ft.

IFP (Navigation Standard)	Runway served	Route (FL/Altitude impacting above 7A only))	Connectivity	Description above 7,000 ft
ROBBO 1W RNAV1	23	PFW55 - PFW72 - ROBBO	FIR	Procedure does not extend above 7,000 ft.
ROBBO 1Y RNAV1	05	PFE23 - PFN16 - PFN24 - PFW25 - PFW34 - ROBBO	FIR	Procedure does not extend above 7,000 ft.

Table 6: Description of the proposed Glasgow Airport SIDs. (The portion of the SID below 7,000 ft is shown in red, above 7,000 in green. Only the levels which impact the above 7,000 ft description are included.)

End of Future Airspace Strategy Implementation- ScTMA Stage 3 Consultation Document Annex B: Glasgow Airport Interface Procedures