CHANGE (6/25): ATIS, APP, RAD FREQ UPDATED.
AERO INFO DATE 24 MAR 25

ATIS*	129.580	ARRIVAL/DEPARTURE INFORMATION
APP	119.105	GLASGOW APPROACH
TWR	118.805*	GLASGOW TOWER
RAD	119.105, 128.755*, 125.255*	GLASGOW RADAR

* See EGPF AD 2.18 for full details

TRANSITION ALTITUDE
6000

TRANSITION LEVEL
ATC

AREA MNM ALT (x100)
53

WAYPOINTS
BRUCE : 561411.05N 0055028.09W
FYNER : 560256.12N 0050655.19W

005 30W
005 00W
004 30W
5600N

BRUCE
BRUCE 1G
116°
26.8
117°
297°
1MIN HOLDING
MAX 230KIAS
FL140
FL070
FYNER
MAX 230KIAS
FL090

5 0 5 10NM
Scale 1:400 000

51
52
53
45
40
42
36
33

D601
4000
SFC

P611
2200
SFC

WARNING
Do not proceed beyond **FYNER** without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
BRUCE 1G	L602, Y958, FRA	**BRUCE - FYNER**	**FYNER**	FL090

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below **FL100** unless authorised by ATC.
4 Aircraft may be instructed 'Direct to' (waypoint) following radar vectoring.

ADDITIONAL RNAV DATA
1 DME/DME only procedure: critical navaids are TRN and TIR DMEs.

VAR 1.6°W - 2022
N
Annual Rate of Change 0.22°E

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

GLASGOW
BRUCE 1G