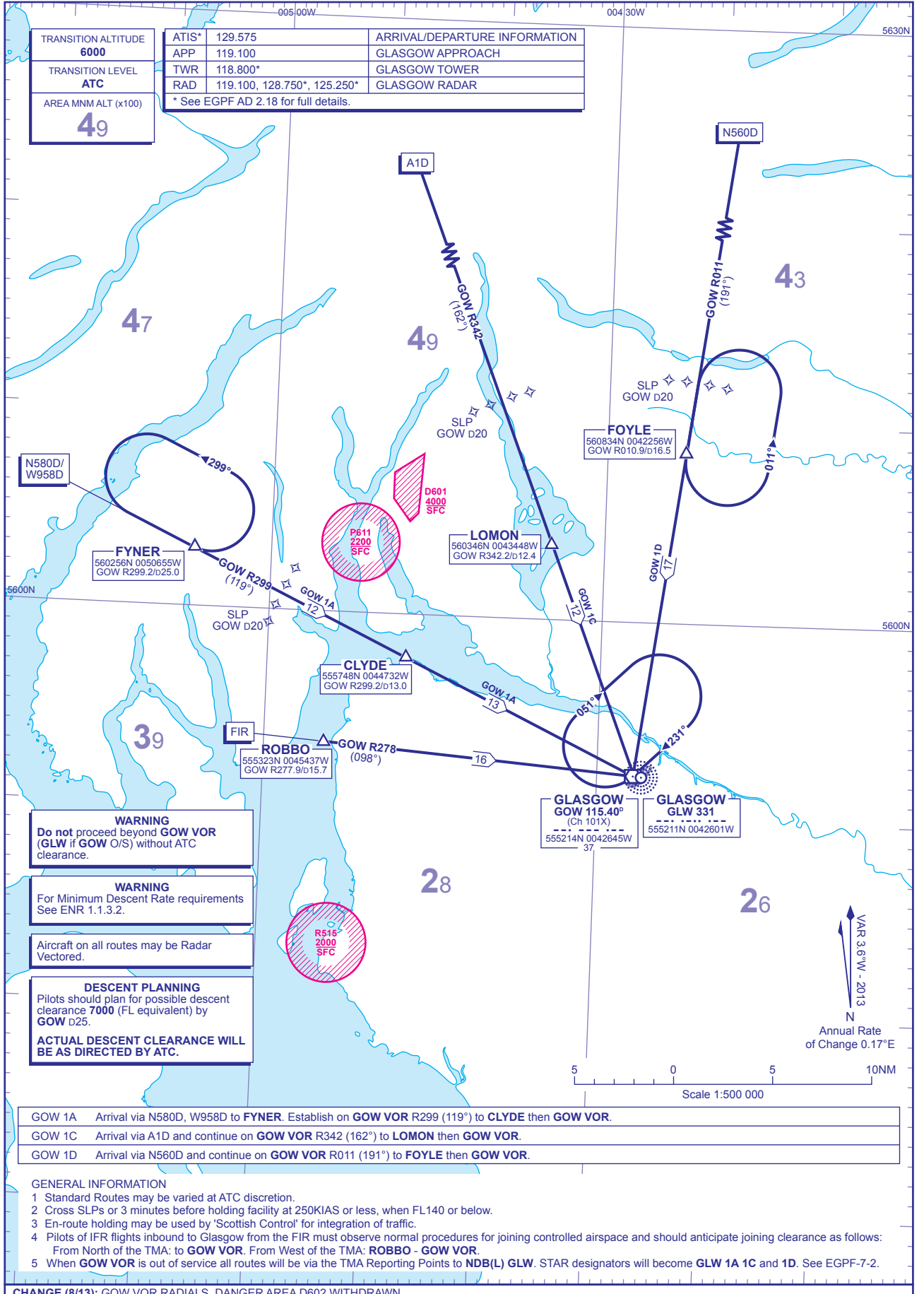


**STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES  
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

**GLASGOW via GOW VOR**



**WARNING**  
Do not proceed beyond GOW VOR (GLW if GOW O/S) without ATC clearance.

**WARNING**  
For Minimum Descent Rate requirements See ENR 1.1.3.2.

Aircraft on all routes may be Radar Vectored.

**DESCENT PLANNING**  
Pilots should plan for possible descent clearance 7000 (FL equivalent) by GOW D25.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

GOW 1A	Arrival via N580D, W958D to FYNER. Establish on GOW VOR R299 (119°) to CLYDE then GOW VOR.
GOW 1C	Arrival via A1D and continue on GOW VOR R342 (162°) to LOMON then GOW VOR.
GOW 1D	Arrival via N560D and continue on GOW VOR R011 (191°) to FOYLE then GOW VOR.

- GENERAL INFORMATION**
- Standard Routes may be varied at ATC discretion.
  - Cross SLPs or 3 minutes before holding facility at 250KIAS or less, when FL140 or below.
  - En-route holding may be used by 'Scottish Control' for integration of traffic.
  - Pilots of IFR flights inbound to Glasgow from the FIR must observe normal procedures for joining controlled airspace and should anticipate joining clearance as follows:  
From North of the TMA: to GOW VOR. From West of the TMA: ROBBO - GOW VOR.
  - When GOW VOR is out of service all routes will be via the TMA Reporting Points to NDB(L) GLW. STAR designators will become GLW 1A 1C and 1D. See EGPF-7-2.

**CHANGE (8/13): GOW VOR RADIALS. DANGER AREA D602 WITHDRAWN.**

AERO INFO DATE 29 APR 13