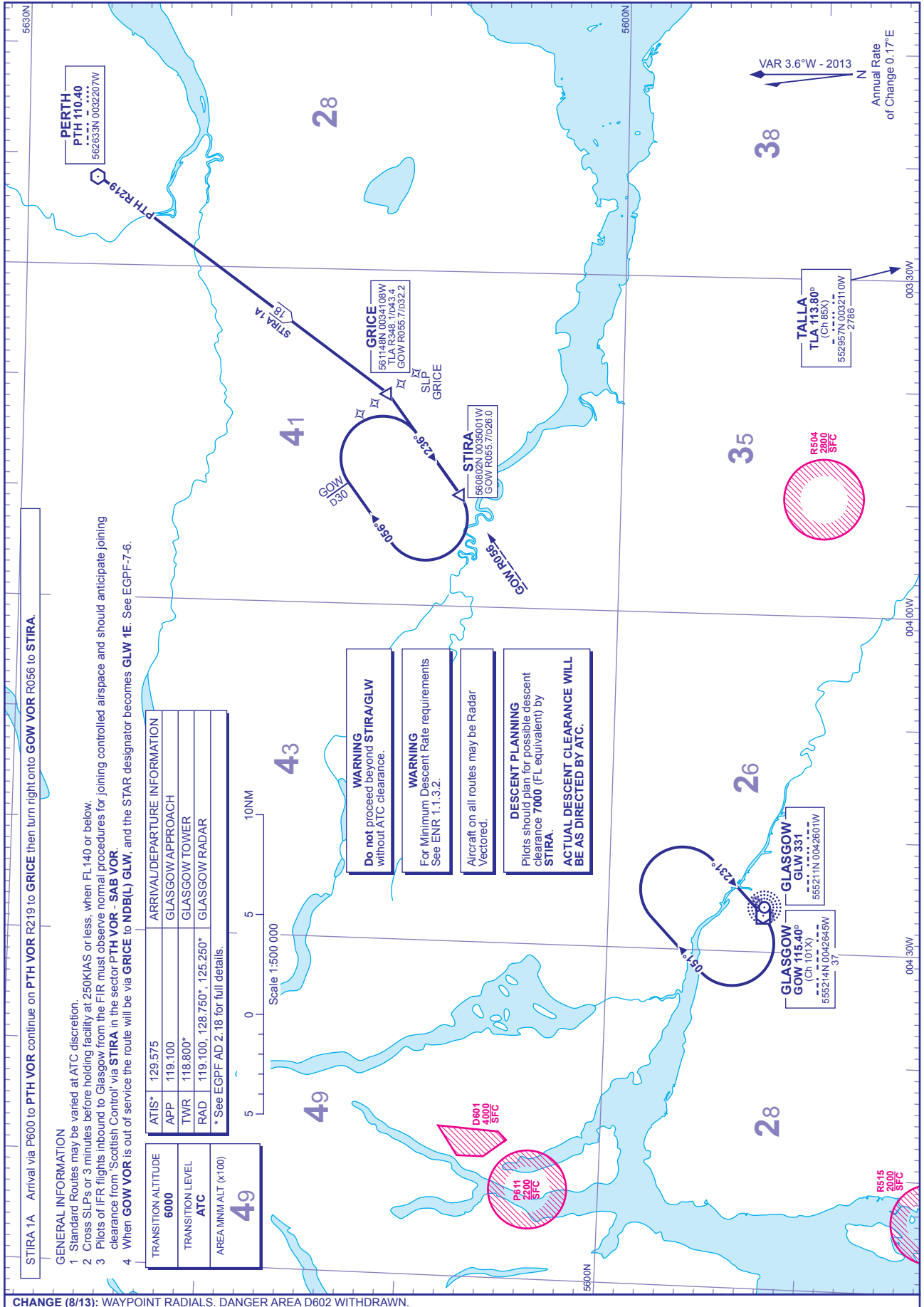


**STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO**

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

**GLASGOW via STIRA**



STIRA 1A Arrival via P600 to PTH VOR continue on PTH VOR R219 to GRICE then turn right onto GOW VOR R056 to STIRA.

**GENERAL INFORMATION**  
 1 Standard Routes may be varied at ATC discretion.  
 2 Cross SLPs or 3 minutes before holding facility at 250KIAS or less, when FL140 or below.  
 3 Pilots of IFR flights inbound to Glasgow from the FIR must observe normal procedures for joining controlled airspace and should anticipate joining clearance from 'Scottish Control' via STIRA in the sector PTH VOR - SAB VOR.  
 4 When GOW VOR is out of service the route will be via GRICE to NDB(L) GLW, and the STAR designator becomes GLW 1E. See EGPf-7-6.

| ARRIVAL/DEPARTURE INFORMATION        |                             |
|--------------------------------------|-----------------------------|
| ATIS*                                | 129.575                     |
| APP                                  | 119.100                     |
| TWR                                  | 118.800*                    |
| RAD                                  | 119.100, 128.750*, 125.250* |
| * See EGPf AD 2.18 for full details. |                             |

|                     |      |
|---------------------|------|
| TRANSITION ALTITUDE | 6000 |
| TRANSITION LEVEL    | ATC  |
| AREA MIM ALT (x100) | 49   |

**WARNING**  
Do not proceed beyond STIRA/GLW 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 STIRA.  
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

CHANGE (8/13): WAYPOINT RADIALS. DANGER AREA D602 WITHDRAWN.

AERO INFO DATE 29 APR 13