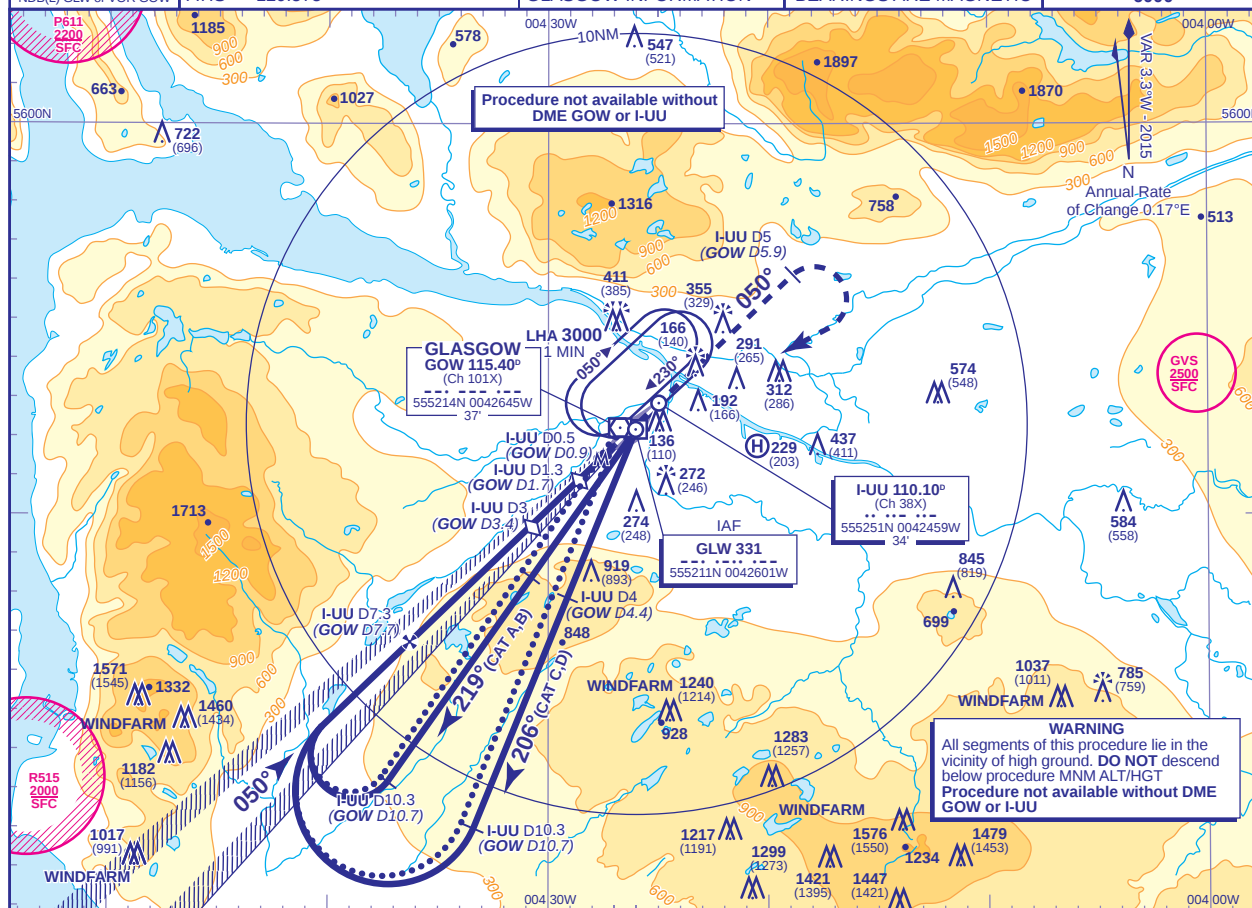


INSTRUMENT APPROACH CHART - ICAO

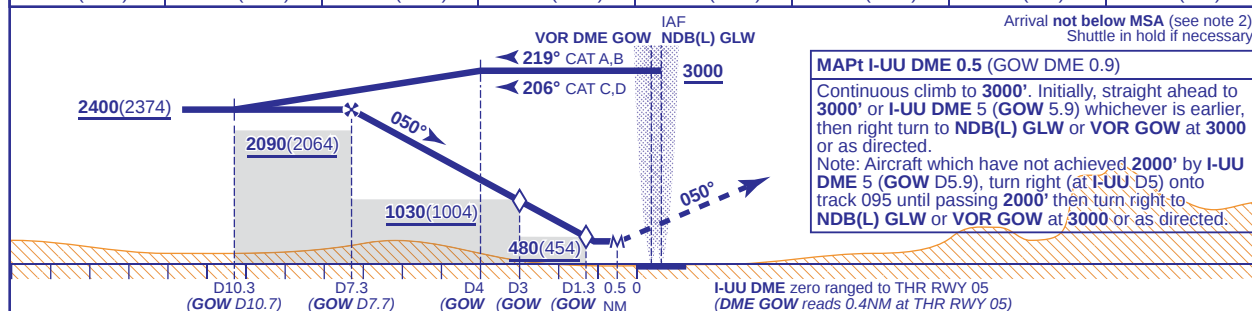
GLASGOW
LOC/DME/
VOR or NDB(L)
RWY 05
 (ACFT CAT A,B,C,D)

MSA 25NM	APP 119.100	GLASGOW APPROACH	AD ELEVATION 26
48 49 30	TWR 118.800	GLASGOW TOWER	THR ELEVATION 26
230 070	121.700	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1550) (ABOVE THR)
NDB(L) GLW or VOR GOW	RAD 119.100, 125.250, 128.750	GLASGOW RADAR	BEARINGS ARE MAGNETIC
	ATIS 129.575	GLASGOW INFORMATION	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-UU(GOW)	7(7.4)	6(6.4)	5(5.4)	4(4.4)	3(3.4) (SDF)	2(2.4)	1(1.4)
ALT(HGT)	2310(2284)	1990(1964)	1670(1644)	1350(1324)	1030(1004)	710(684)	400(374)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	370(344)	370(344)	370(344)	370(344)	FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)						

ALTERNATIVE PROCEDURE (FROM VOR GOW HOLD)

As for main procedure except fly outbound baseturn on GOW VOR R219 (CAT A,B), R206 (CAT C,D).

NOTE 1 Aircraft commencing the procedure from the hold will normally do so from not below 4000.

2 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is 7000. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.

3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (6/15): MAG VAR. PROCEDURE. OBSTACLES. ROOF TOP HOSP HEL OBSTACLE ADDED.

AERO INFO DATE 17 MAR 15