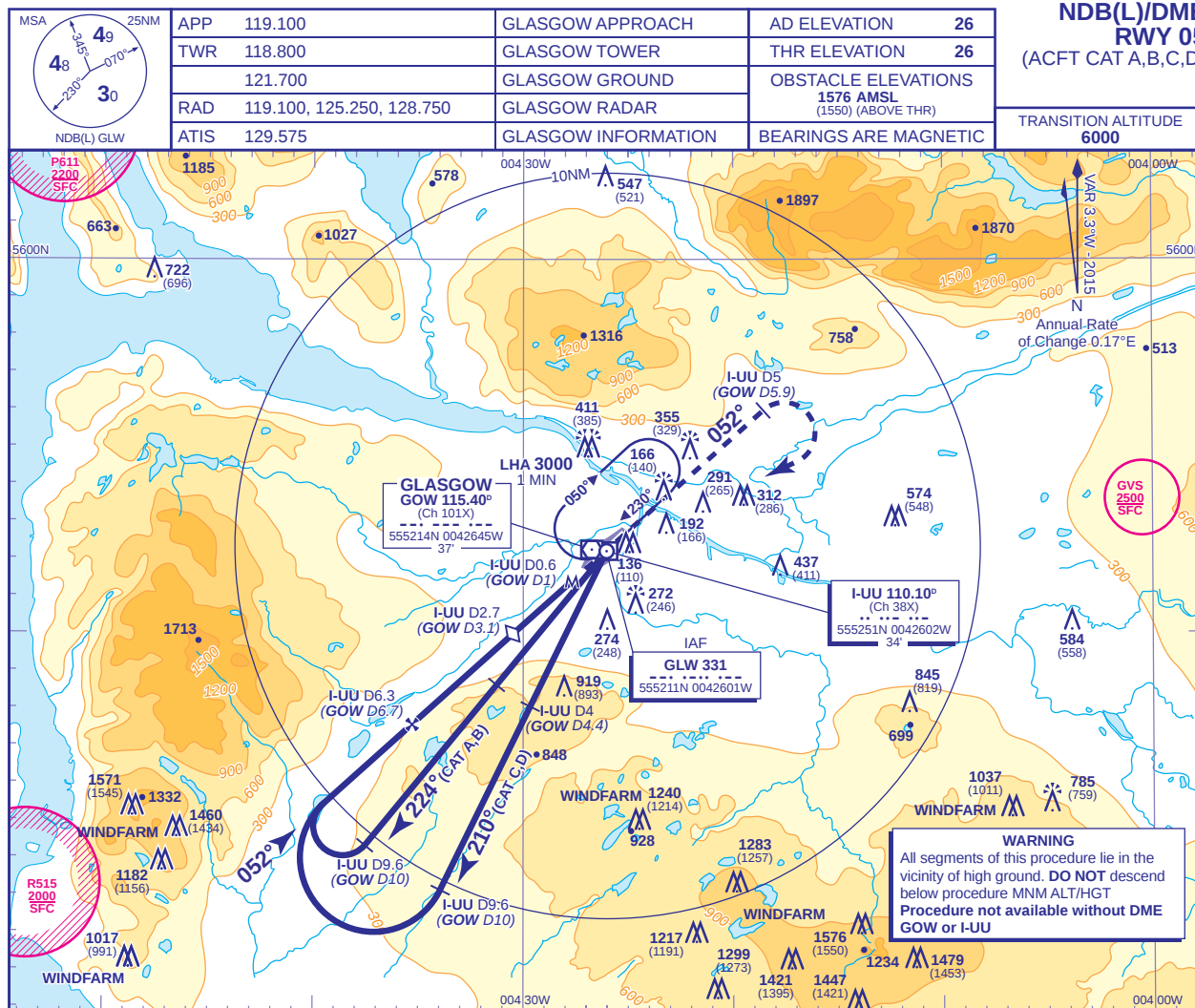
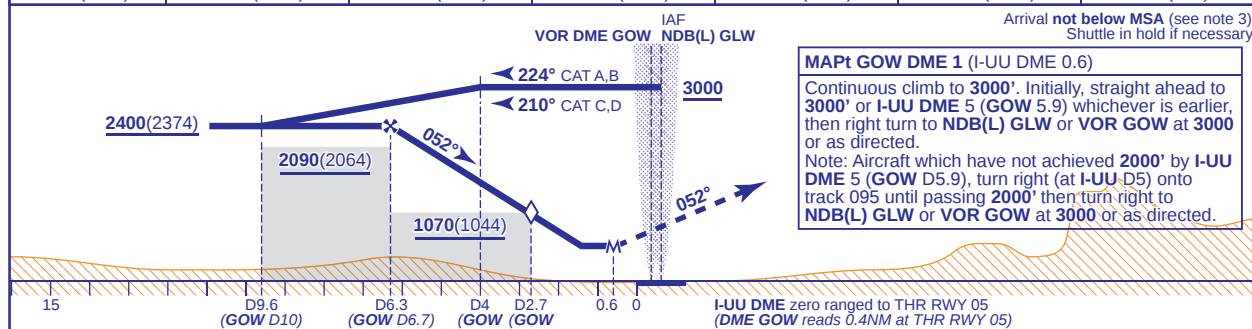


**GLASGOW
NDB(L)/DME
RWY 05**
(ACFT CAT A,B,C,D)



RECOMMENDED PROFILE Gradient 6.07%, 369FT/NM						
DME I-UU(GOW)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	2.7(3.1) (SDF)	2.0(2.4)
ALT(HGT)	2290(2264)	1920(1894)	1550(1524)	1180(1154)	1070(1044)	810(784)



D4.4) D3.1)												
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	540(514)	540(514)	540(514)	540(514)		FT/MIN	980	860	740	610	490
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)							

NOTE 1 FAT offset 2.5° north of extended RWY 05 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 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.
4 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