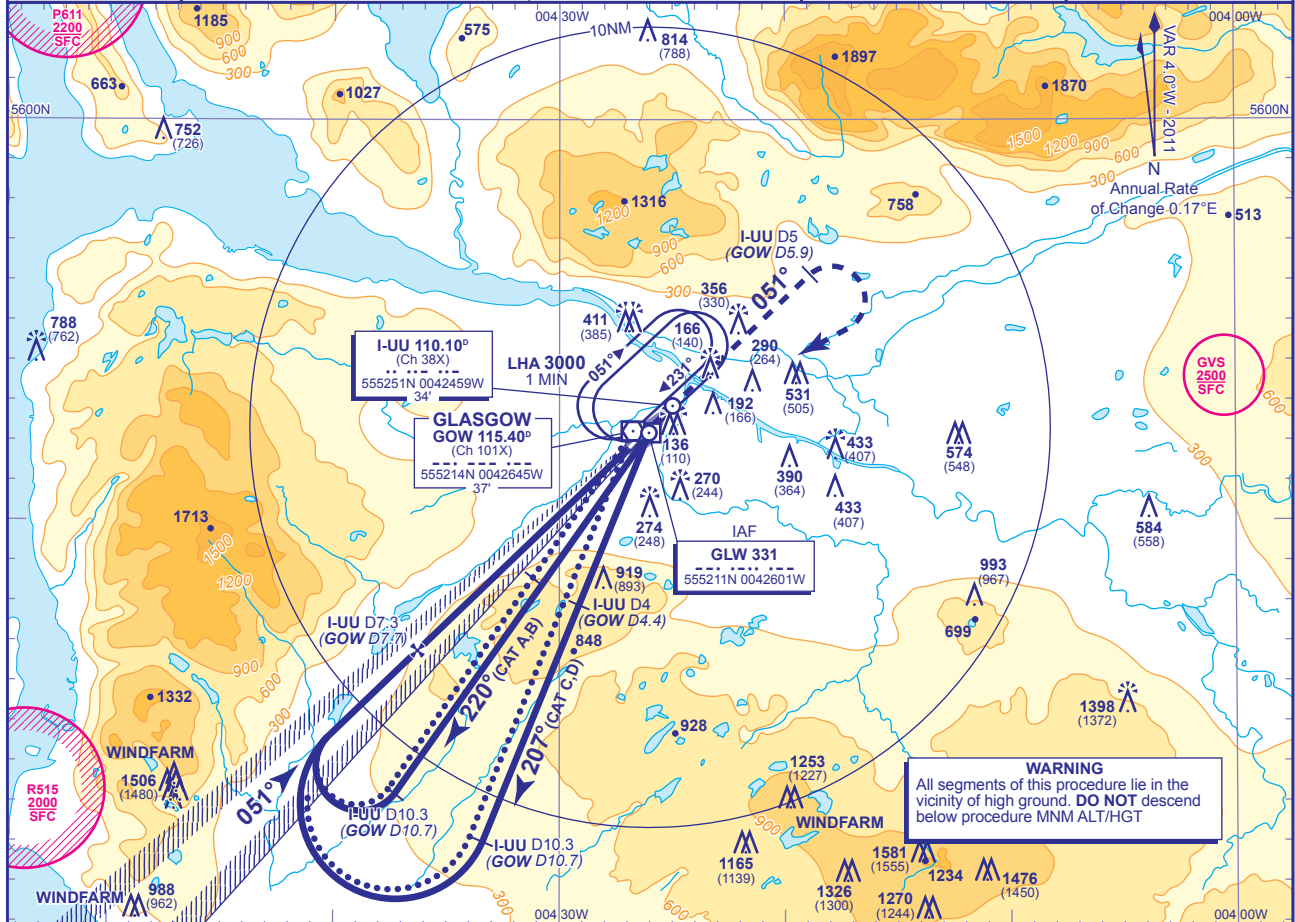


INSTRUMENT APPROACH CHART - ICAO

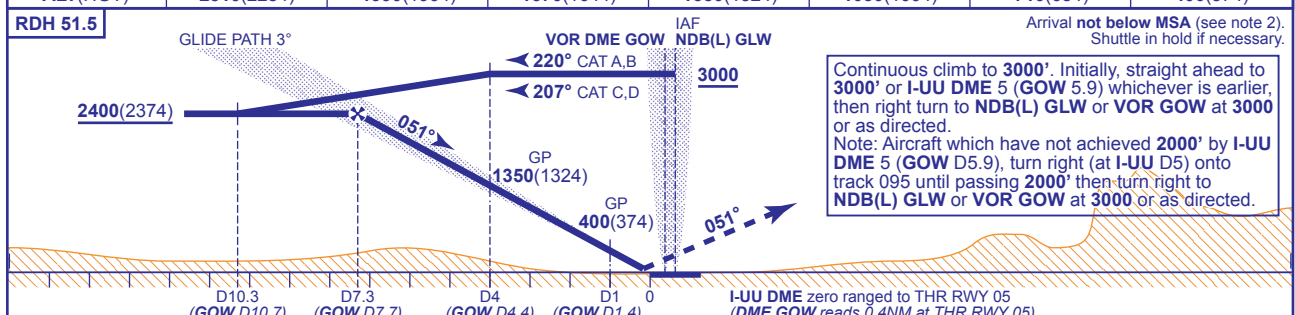
**GLASGOW
ILS/DME/
VOR or NDB(L)
RWY 05**
(ACFT CAT A,B,C,D)

MSA 25NM 	APP 119.100	GLASGOW APPROACH	AD ELEVATION 26
	TWR 118.800	GLASGOW TOWER	THR ELEVATION 26
	121.700	GLASGOW GROUND	OBSTACLE ELEVATIONS 814 AMSL (788) (ABOVE THR)
	RAD 119.100, 125.250, 128.750	GLASGOW RADAR	BEARINGS ARE MAGNETIC
	ATIS 129.575	GLASGOW INFORMATION	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-UU(GOW)	7(7.4)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	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)	CAT I	2.5% 253(227)	262(236)	272(246)	282(256)		FT/MIN	850	740	640	530	420
	CAT II	3.3% 173(147)	181(155)	190(164)	201(175)							
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 R220 (CAT A,B), R207 (CAT C,D).

AIRCRAFT UNABLE TO RECEIVE DME I-UU Advise ATC. Equivalent radar ranges will be provided at 10NM outbound and at 8NM and 4NM inbound.

- 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: COM. MAG VAR.