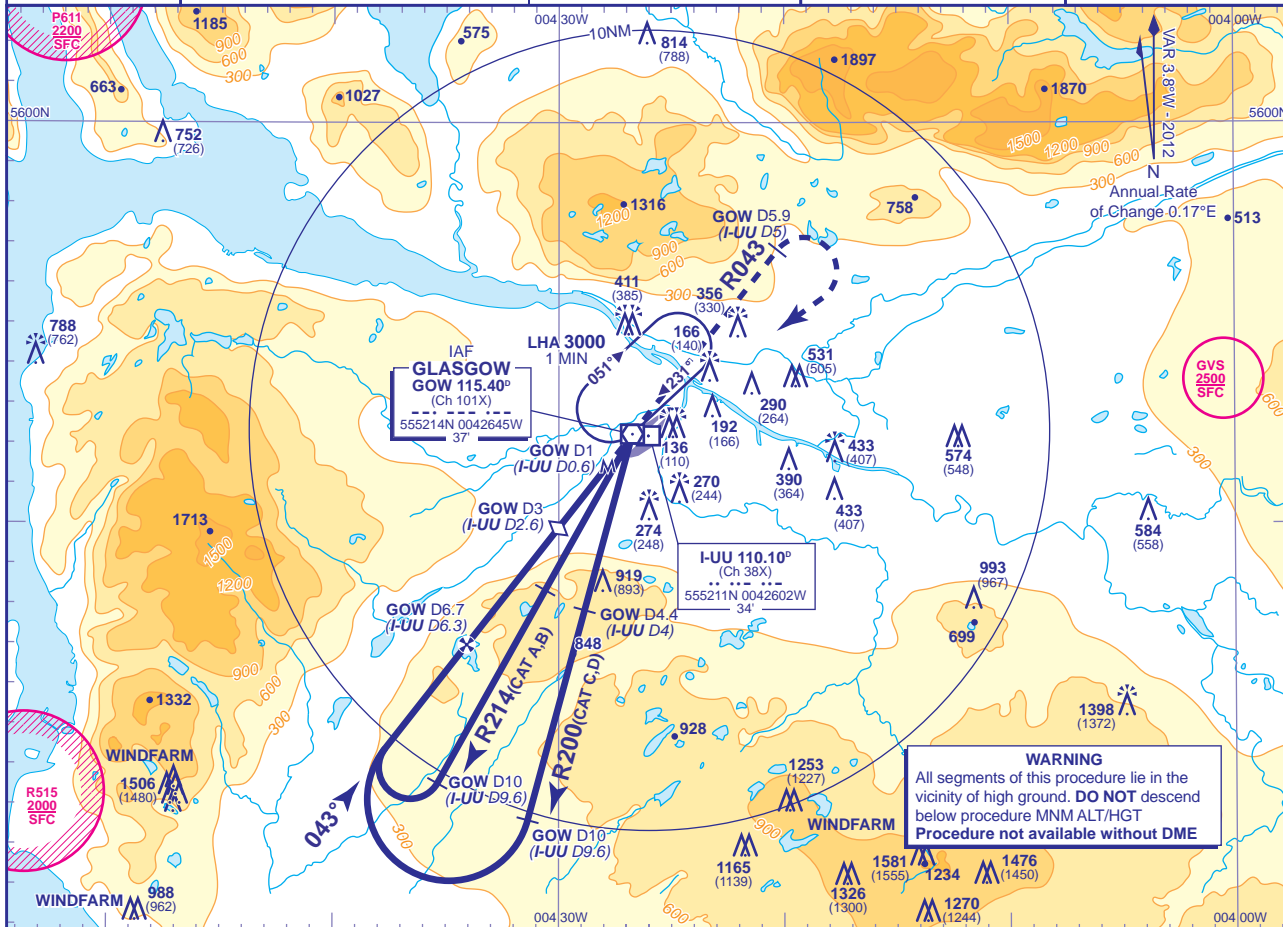


INSTRUMENT APPROACH CHART - ICAO

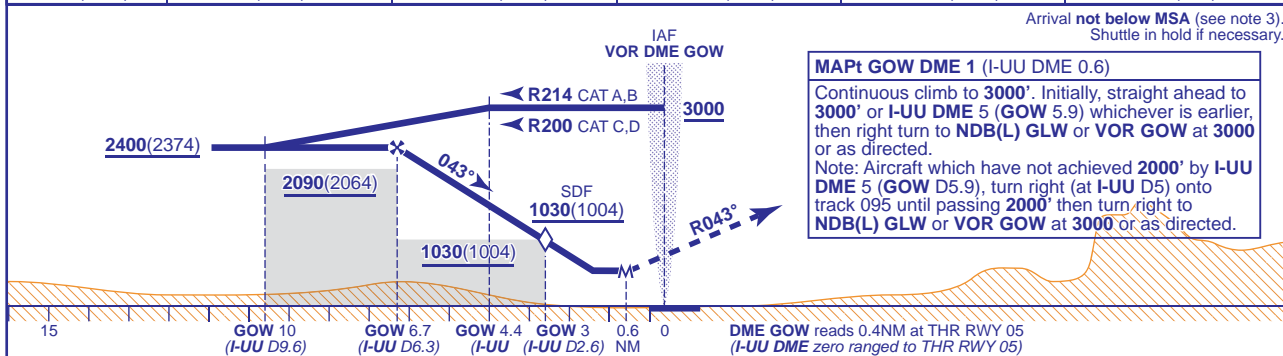
GLASGOW
VOR/DME
RWY 05
 (ACFT CAT A,B,C,D)

<p>VOR GOW</p>	APP 119.100	GLASGOW APPROACH	AD ELEVATION 26
	TWR 118.800	GLASGOW TOWER	THR ELEVATION 26
	121.700	GLASGOW GROUND	OBSTACLE ELEVATIONS
	RAD 119.100, 125.250, 128.750	GLASGOW RADAR	814 AMSL (788) (ABOVE THR)
	ATIS 129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 6.1%, 371FT/NM

DME GOW(I-UU)	6(5.6)	5(4.6)	4(3.6)	3(2.6) (SDF)	2(1.6)
ALT(HGT)	2140(2114)	1770(1744)	1400(1374)	1030(1004)	660(634)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH) Procedure	510(484)	510(484)	510(484)	510(484)		FT/MIN	990	870	740	620	490
VM(C)OCA (OCH AAL) Total Area	800(774)	800(774)	1400(1374)	1700(1674)							

NOTE 1 FAT offset 7.5° south of extended RWY 05 C/L.
NOTE 2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
NOTE 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.
NOTE 4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (6/12): MAG VAR. DME COORDINATE CORRECTION.

AERO INFO DATE 7 MAR 12