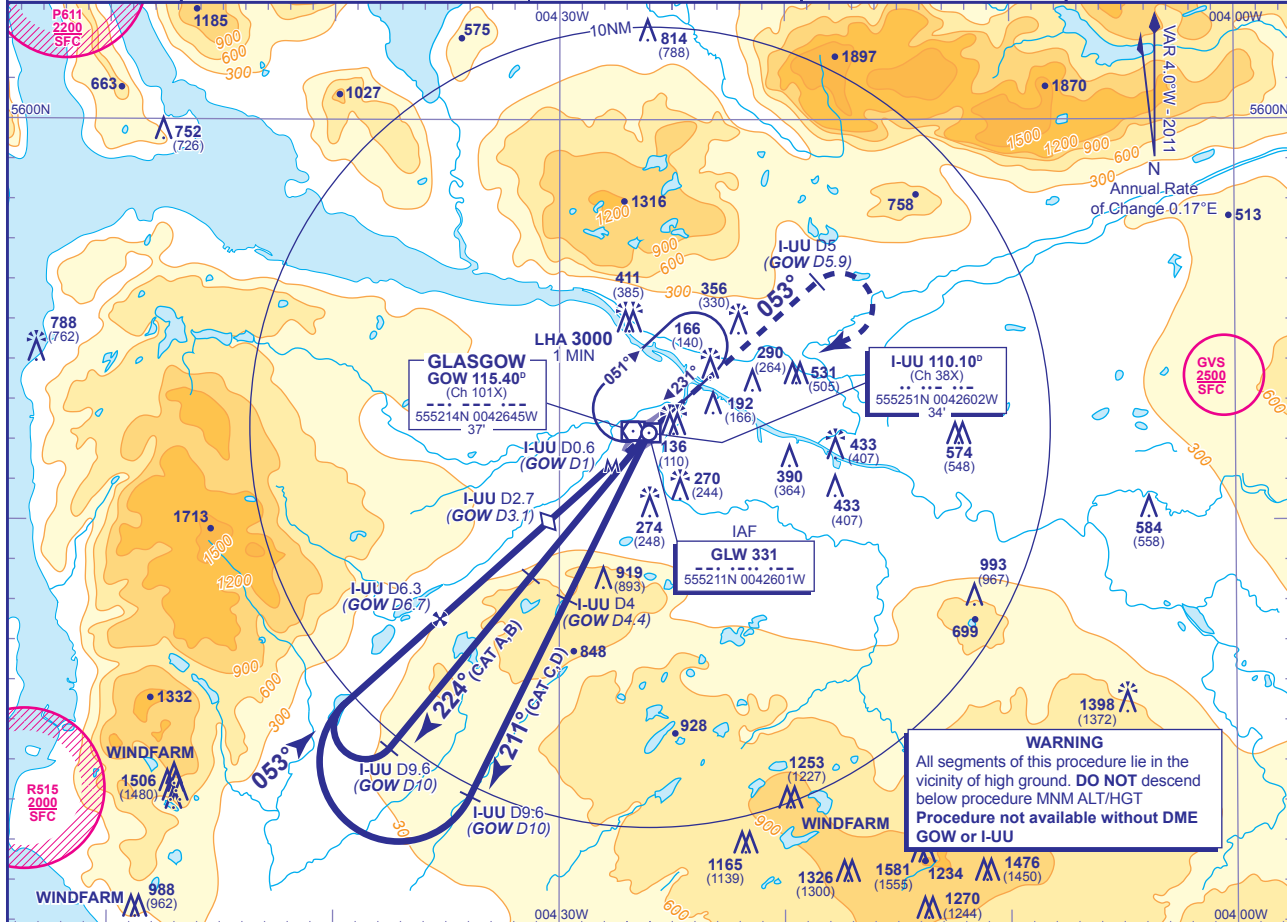


**INSTRUMENT APPROACH CHART - ICAO**

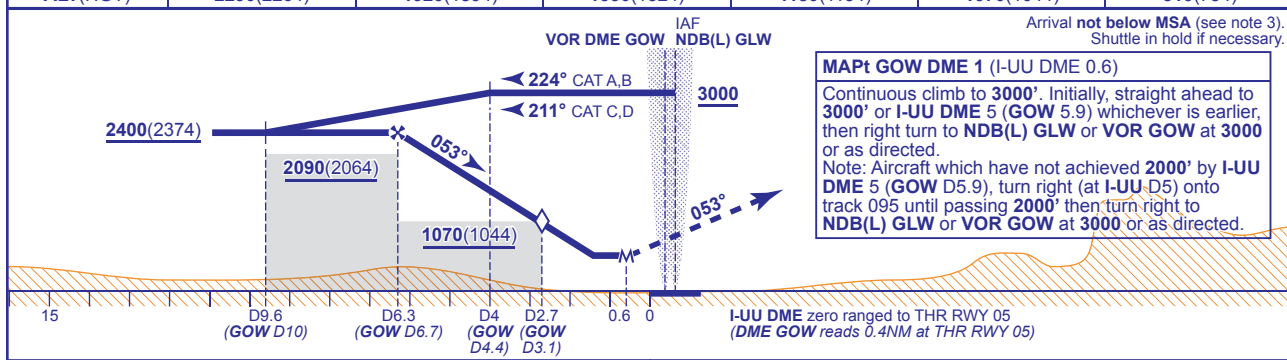
**GLASGOW  
NDB(L)/DME  
RWY 05**  
(ACFT CAT A,B,C,D)

	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	
	ATIS 129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



**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)



**MAPt GOW DME 1 (I-UU DME 0.6)**  
Continuous climb to 3000'. Initially, straight ahead to 3000' or I-UU DME 5 (GOW 5.9) whichever is earlier, then right turn to NDB(L) GLW or VOR GOW at 3000' or as directed.  
Note: Aircraft which have not achieved 2000' by I-UU DME 5 (GOW 5.9), turn right (at I-UU D5) onto track 095 until passing 2000' then turn right to NDB(L) GLW or VOR GOW at 3000' or as directed.

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: COM. MAG VAR. CAT A,B OUTBOUND.

AERO INFO DATE 4 NOV 10