

## INSTRUMENT APPROACH CHART - ICAO

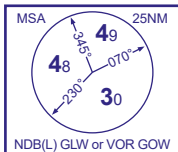
GLASGOW

ILS/DME/

VOR or NDB(L)

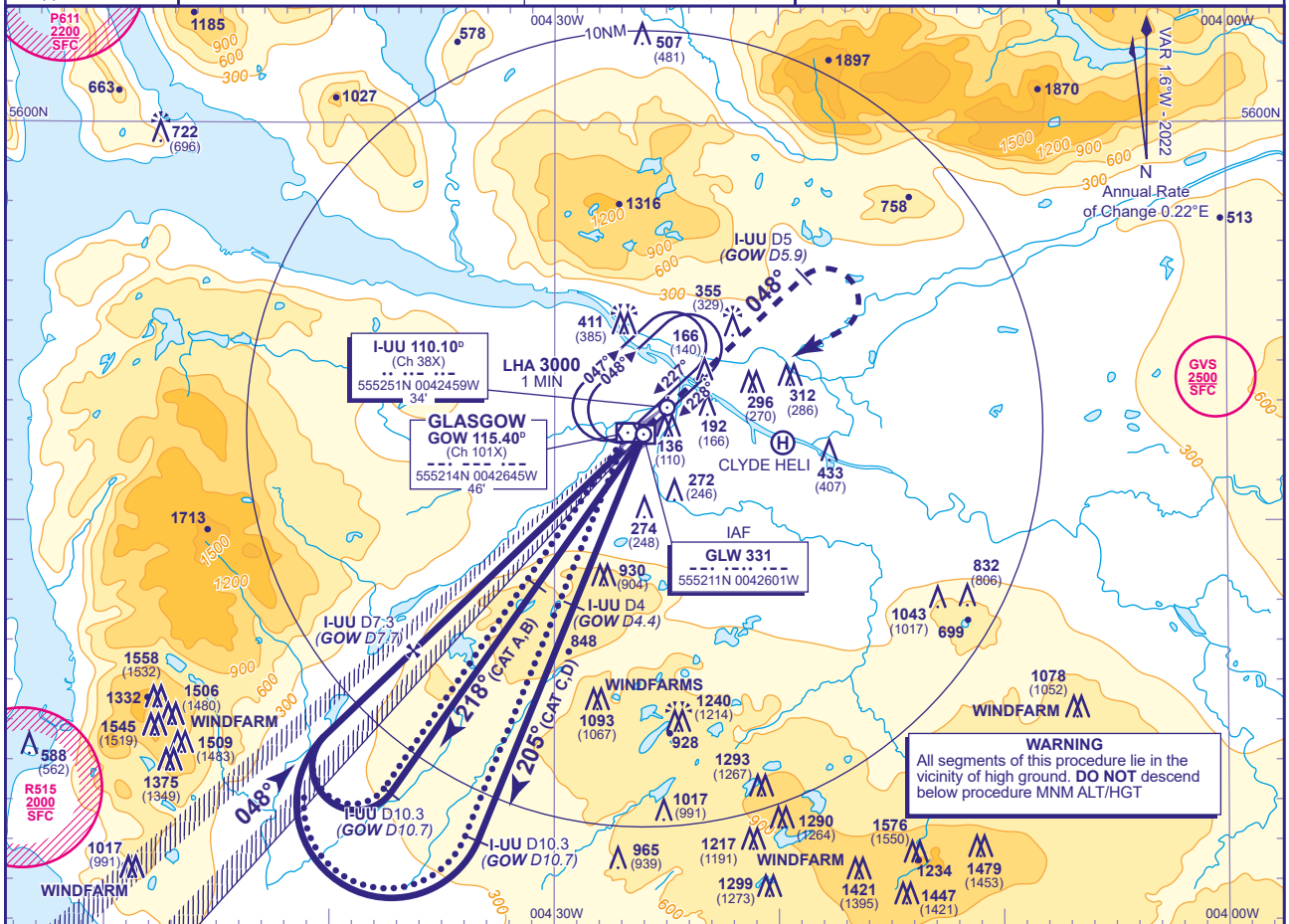
RWY 05

(ACFT CAT A,B,C,D)



NDB(L) GLW or VOR GOW

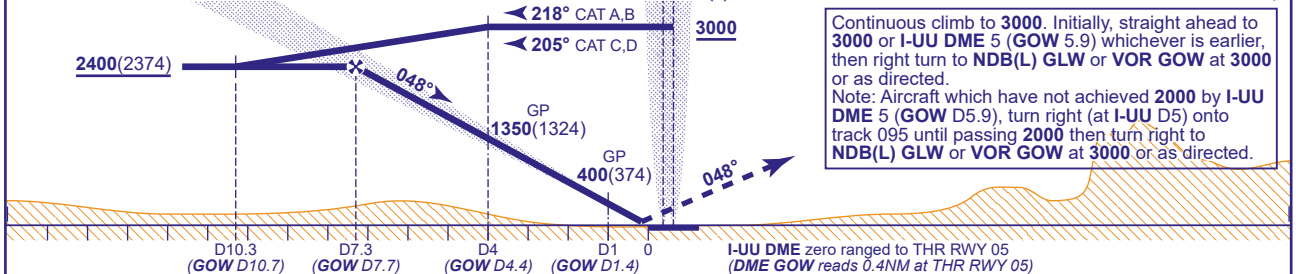
APP	119.105	GLASGOW APPROACH	AD ELEVATION	26
TWR	118.805	GLASGOW TOWER	THR ELEVATION	26
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS	1576 AMSL (1550) (ABOVE THR)
RAD	119.105, 125.255, 128.755	GLASGOW RADAR		
ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

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)

RDH 52	GLIDE PATH 3°	VOR DME GOW	NDB(L) GLW
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Arrival not below MSA (see note 2).  
Shuttle in hold if necessary.

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)						
	2.5%		164(138)	180(154)	194(168)	207(181)							
	3.3%		79(53)	88(62)	100(74)	112(86)							
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 R217 (CAT A,B), R204 (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**.
- NOTE 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.
- NOTE 3** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (6/25): APP, RAD, ATIS FREQUENCIES REVISED.