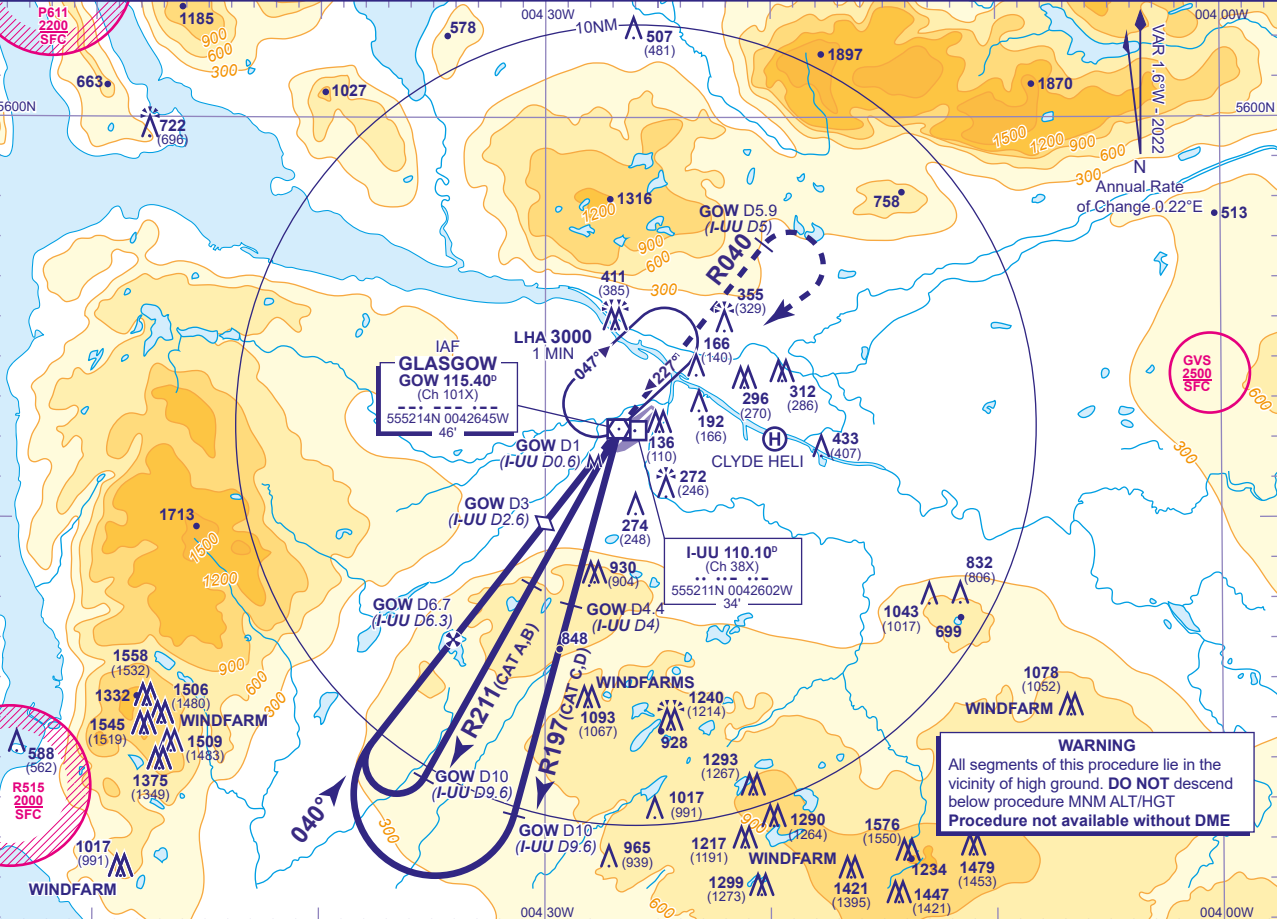


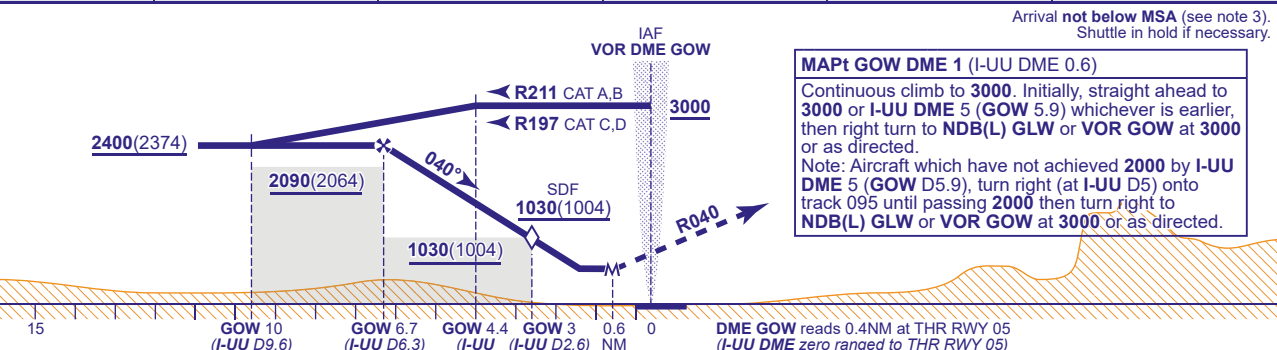
INSTRUMENT APPROACH CHART - ICAO

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

<div>MSA 25NM 49 48 30 200 VOR GOW</div>	APP 119.105	GLASGOW APPROACH	AD ELEVATION 26	TRANSITION ALTITUDE 6000
	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	BEARINGS ARE MAGNETIC	
	ATIS 129.580	GLASGOW INFORMATION		



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