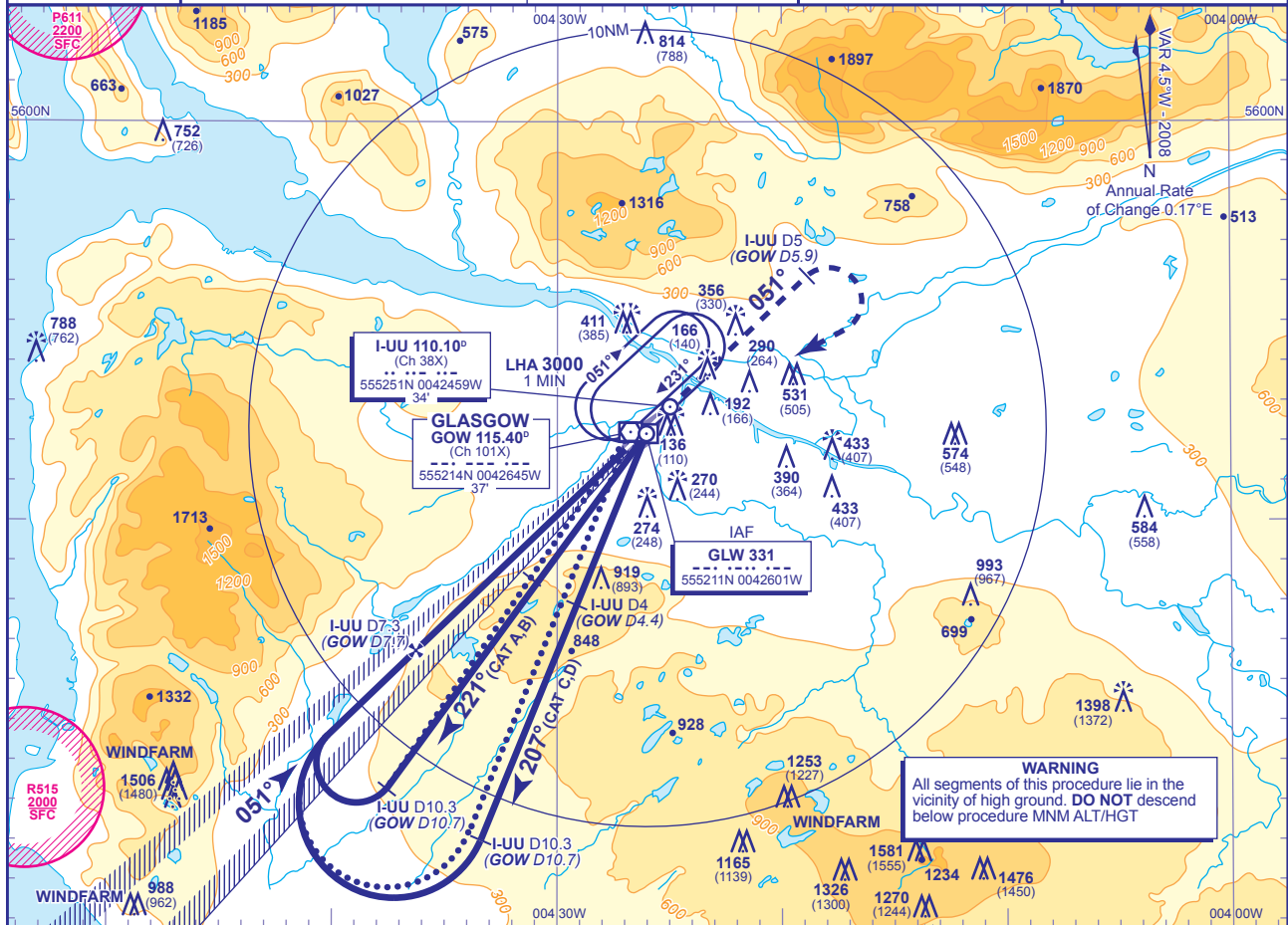


INSTRUMENT APPROACH CHART - ICAO

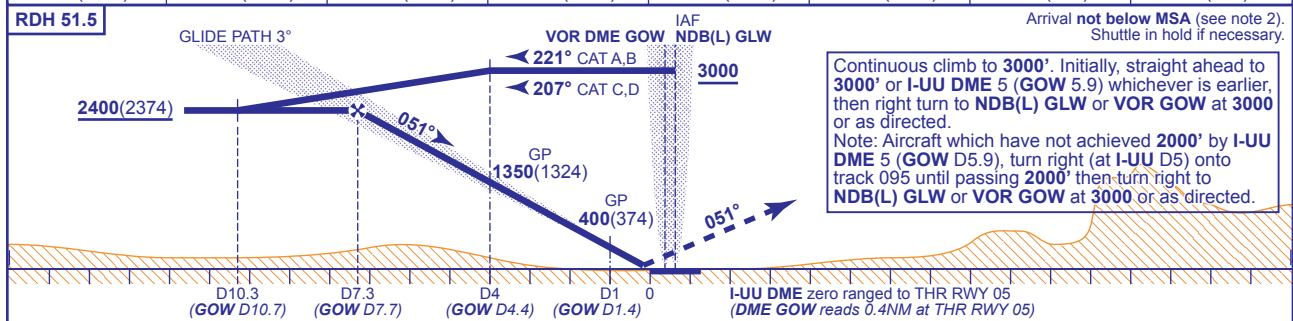
GLASGOW ILS/DME/VOR or NDB(L) RWY 05 (ACFT CAT A,B,C,D)

| | | | |
|-----------------------|-------------------------------|---------------------|--|
| 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, 119.300, 121.300 | GLASGOW RADAR | |
| | ATIS 129.575 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC |
| NDB(L) GLW or VOR GOW | | | 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) |



Arrival **not below MSA** (see note 2). Shuttle in hold if necessary.

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 | Aircraft Category | | | | Rate of descent | Rate of descent | | | | | |
|--------------------|-------------------|----------|----------|------------|-----------------|-----------------|-----|-----|-----|-----|-----|
| | A | B | C | D | | G/S KT | 160 | 140 | 120 | 100 | 80 |
| OCA (OCH) | CAT I | 253(227) | 262(236) | 272(246) | 282(256) | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | CAT II | 164(138) | 180(154) | 194(168) | 207(181) | | | | | | |
| 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: MISSED APPROACH PROCEDURE. MAG VAR. OBSTACLES ADDED. TRACKS UPDATED.