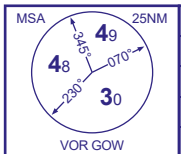


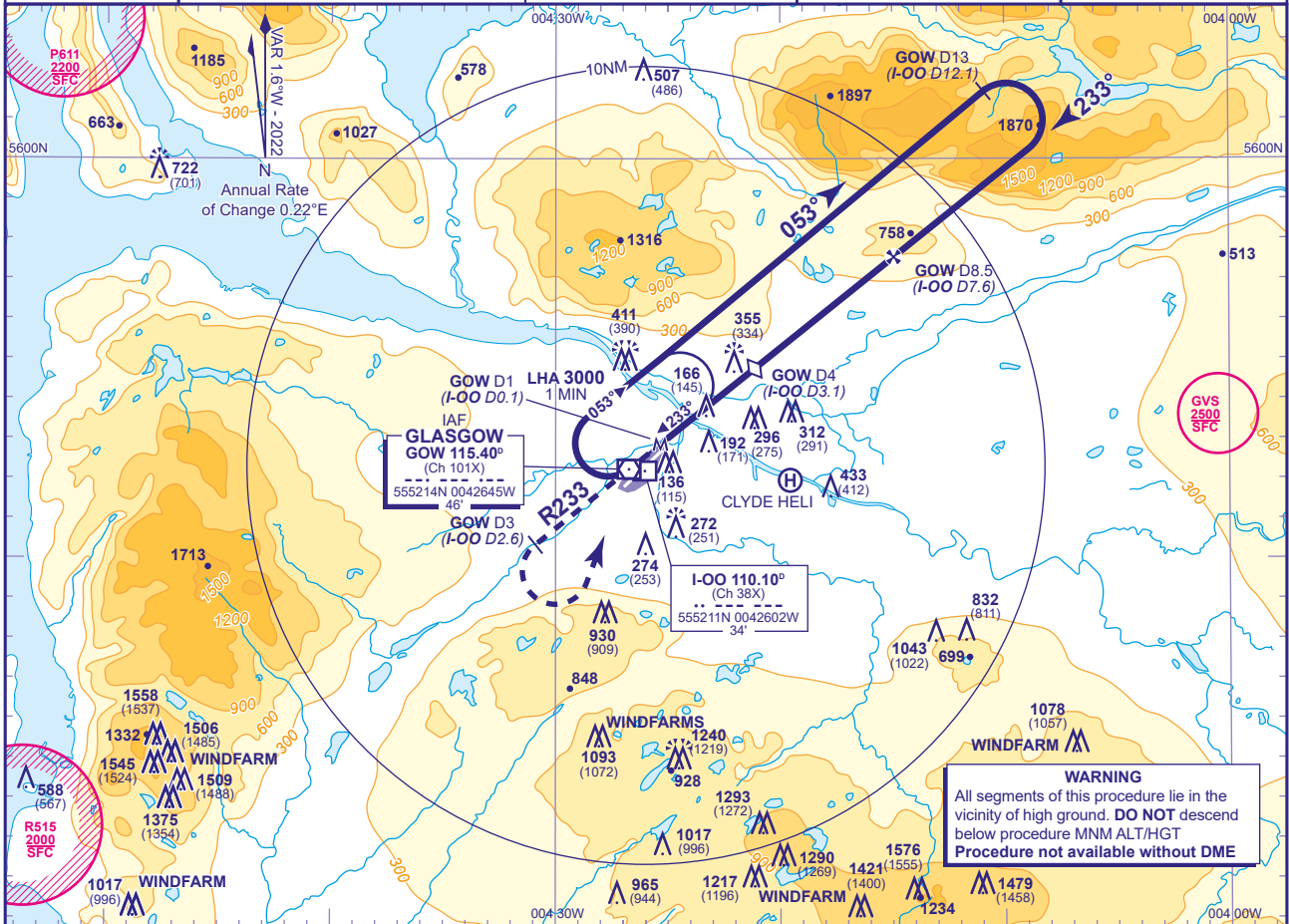
# INSTRUMENT APPROACH CHART - ICAO

**GLASGOW**  
**VOR/DME**  
**RWY 23**  
(ACFT CAT A,B,C,D)



APP	119.100	GLASGOW APPROACH	AD ELEVATION	26
TWR	118.805	GLASGOW TOWER	THR ELEVATION	21
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS	1576 AMSL (1555) (ABOVE THR)
RAD	119.100, 125.250, 128.755	GLASGOW RADAR		
ATIS	129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

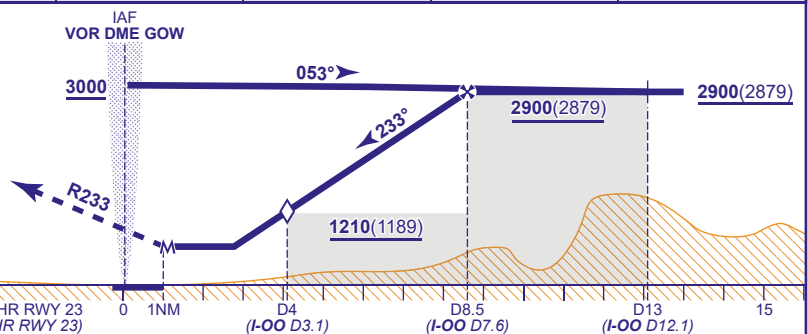
TRANSITION ALTITUDE  
**6000**



RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM						
DME GOW(I-OO)	8(7.1)	7(6.1)	6(5.1)	5(4.1)	4(3.1) (SDF)	3(2.1)
ALT(HGT)	2700(2679)	2330(2309)	1960(1939)	1590(1569)	1210(1189)	840(819)

Arrival not below MSA (see note 3).  
Shuttle in hold if necessary.

**MAPt GOW DME 1 (I-OO DME 0.1)**  
Continuous climb to 3000. Initially, on GOW R233 to 2500 or GOW DME 3 (I-OO DME 2.6) whichever is later, then climbing left turn to hold at 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	610(589)	610(589)	610(589)	610(589)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)							

**NOTE 1** FAT offset 5.5° south of extended RWY 23 C/L and intercepts 1.5NM from touchdown (GOW DME 2.4).  
**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 (7/23):** VOR GOW RECALIBRATED. VOR GOW HOLD. PROCEDURE RADIALS.