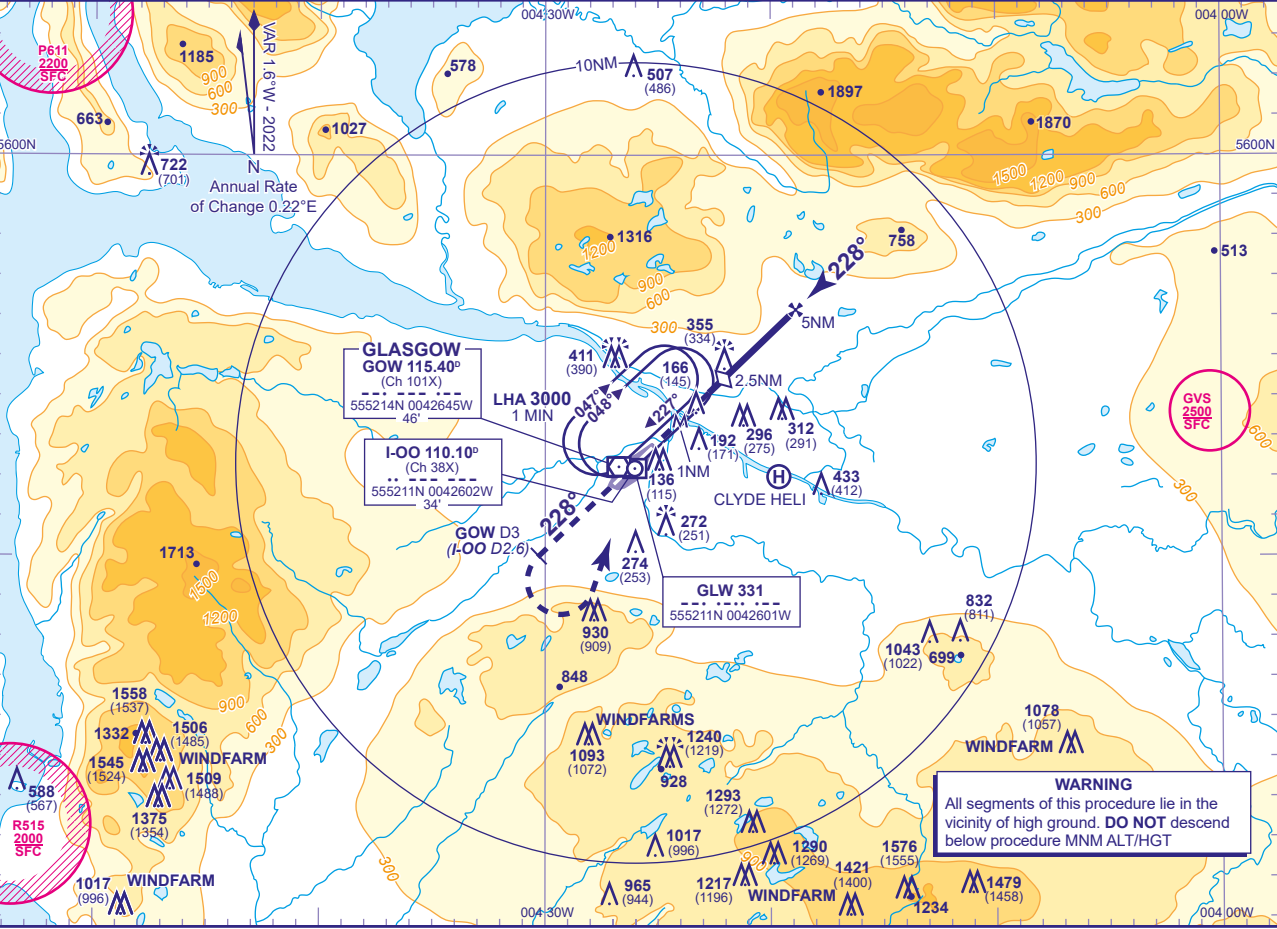


INSTRUMENT APPROACH CHART - ICAO

GLASGOW SRA RTR 2NM RWY 23 (ACFT CAT A,B,C,D)

<div>MSA</div> <div></div> <div>NDB(L) GLW or VOR GOW</div>	APP	119.105	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	119.105, 125.255, 128.755	GLASGOW RADAR		
	ATIS	129.580	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE	6000
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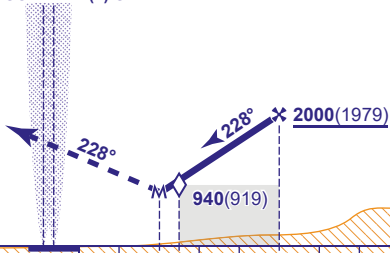


RADAR ADVISORY HEIGHTS Gradient 6.5%, 395FT/NM				
NM	5.0	4.0	3.0	2.0
ALT(HGT)	2000(1979)	1600(1579)	1210(1189)	810(789)

Initial and intermediate approach as directed by radar (see note 1).

VOR DME GOW NDB(L) GLW

MAPt RTR 2NM
Continuous climb to 3000. Initially, straight ahead to 2500 or GOW DME 3 (I-OO DME 2.6) whichever is later, then climbing left turn to hold at VOR GOW or NDB(L) GLW at 3000 or as directed.



I-00 DME zero ranged to THR RWY 23 (DME GOW reads 0.9NM at THR RWY 23)						THR	2NM	2.5NM	5NM	10NM	15NM	
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	810(789)	810(789)	810(789)	810(789)		FT/MIN	1060	930	790	660	530
VM(C)OCA (OCH AAL)	Total Area	810(784)	810(784)	1400(1374)	1700(1674)							

NOTE 1 Minimum descent in the intermediate approach area until within 7NM radar range to touchdown is 2000.
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 Aircraft unable to receive DME advise ATC. Radar ranges will be provided (if required) at 3NM in the missed approach