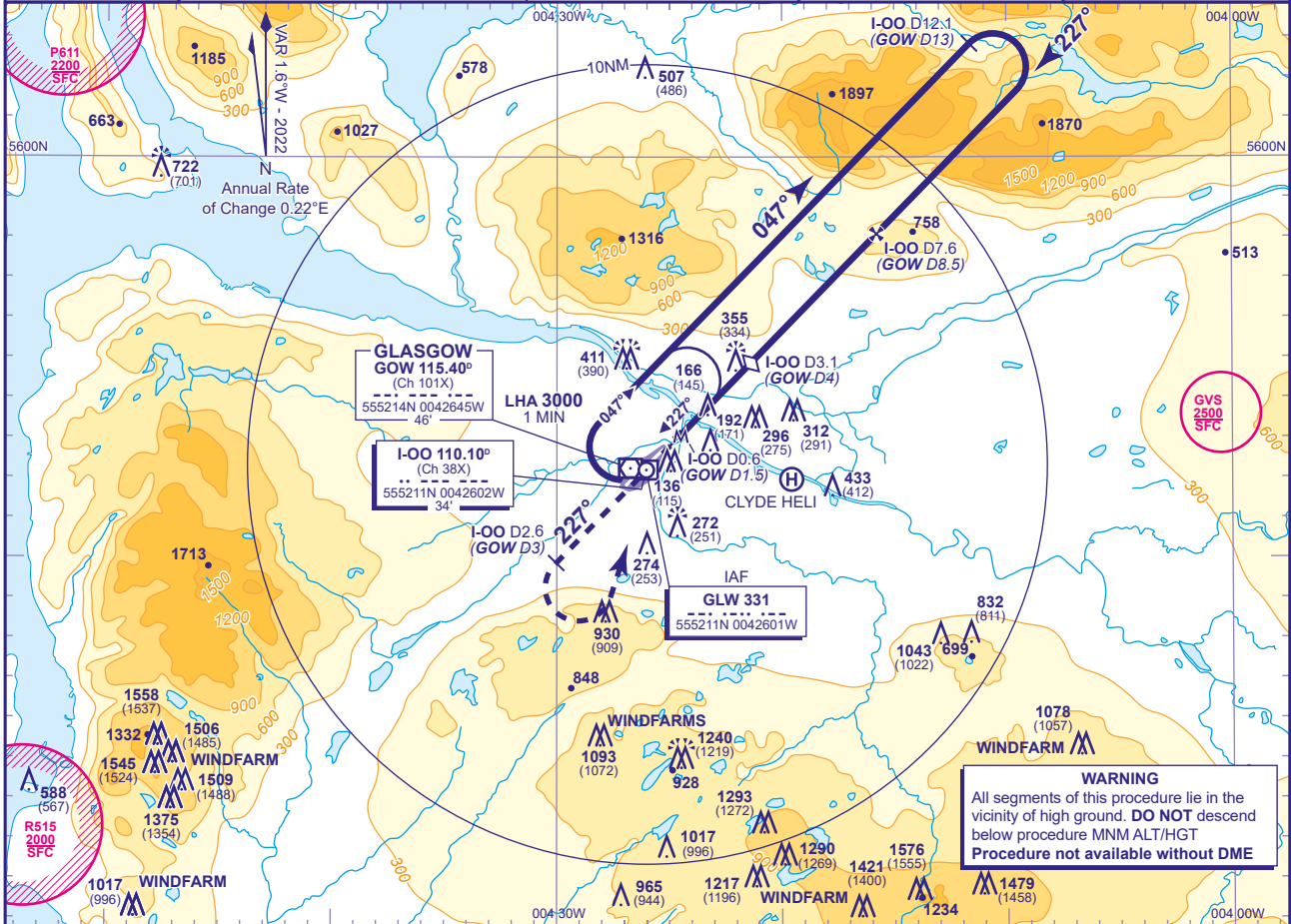


INSTRUMENT APPROACH CHART - ICAO

GLASGOW
NDB(L)/DME
RWY 23
(ACFT CAT A,B,C,D)

<div>MSA</div> <div>NDB(L) GLW</div>	APP	119.105	GLASGOW APPROACH	AD ELEVATION	26	TRANSITION ALTITUDE 6000
	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	BEARINGS ARE MAGNETIC		
	ATIS	129.580	GLASGOW INFORMATION			



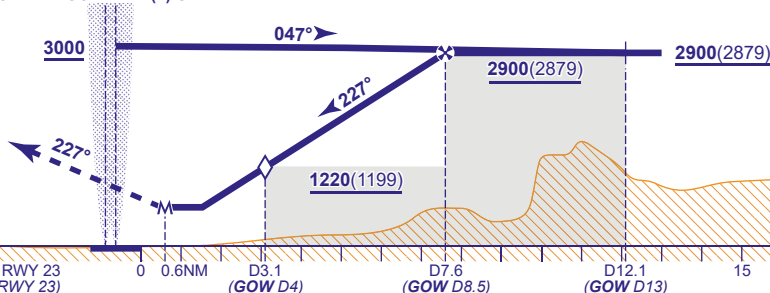
RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM						
DME I-00(GOW)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)
ALT(HGT)	2680(2659)	2300(2279)	1930(1909)	1560(1539)	1190(1169)	820(799)

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

IAF
VOR DME GOW NDB(L) GLW

MAPt I-00 DME 0.6 (GOW DME 1.5)

Continuous climb to 3000. Initially, on NDB(L) GLW QDR 227° to 2500 or I-00 DME 2.6 (GOW DME 3) 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)										
Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100
OCA (OCH)	Procedure	610(589)	610(589)	610(589)		FT/MIN	990	870	740	620
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)					

NOTE 1 FAT offset 1.5° north of RWY 23 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.