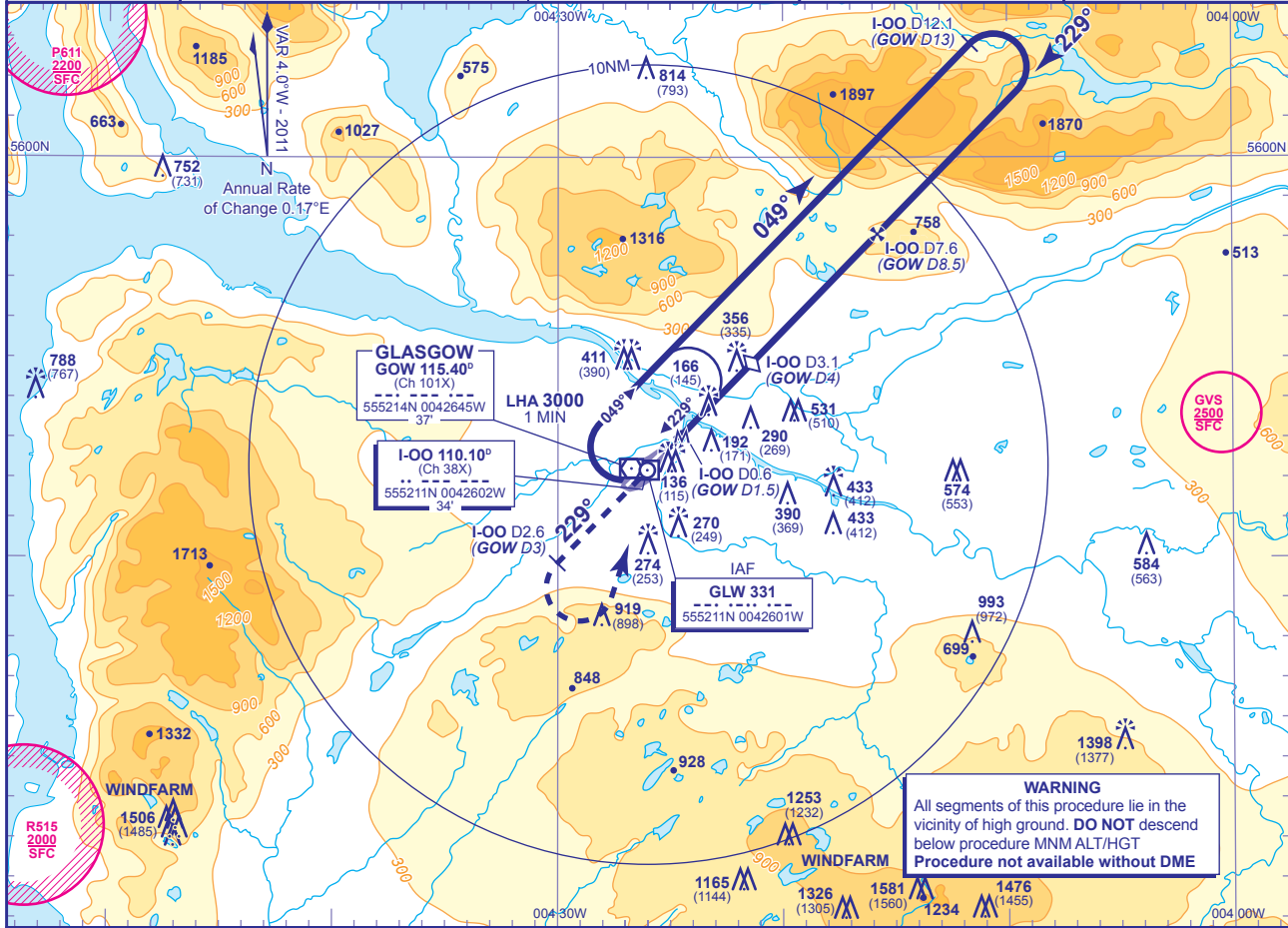


**INSTRUMENT APPROACH CHART - ICAO**

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

	APP 119.100	GLASGOW APPROACH	AD ELEVATION 26
	TWR 118.800	GLASGOW TOWER	THR ELEVATION 21
	121.700	GLASGOW GROUND	OBSTACLE ELEVATIONS
	RAD 119.100, 125.250, 128.750	GLASGOW RADAR	814 AMSL (793) (ABOVE THR)
	ATIS 129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



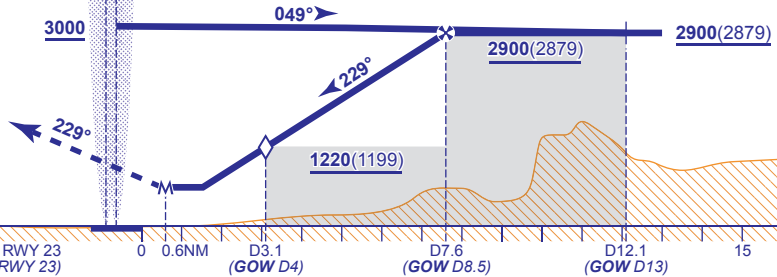
**RECOMMENDED PROFILE** Gradient 6.1%, 372FT/NM

<b>DME I-OO(GOW)</b>	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)
<b>ALT(HGT)</b>	2680(2659)	2300(2279)	1930(1909)	1560(1539)	1190(1169)	820(799)

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

VOR DME GOW IAF NDB(L) GLW

**MAPt I-OO DME 0.6 (GOW DME 1.5)**  
Continuous climb to 3000. Initially, on NDB(L) GLW QDR 229° to 2500 or I-OO 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-OO DME zero ranged to THR RWY 23 (DME GOW reads 0.9NM at THR RWY 23)

<b>Aircraft Category</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>Rate of descent</b>	<b>G/S KT</b>	160	140	120	100	80
<b>OCA (OCH)</b>	<b>Procedure</b>	610(589)	610(589)	610(589)		<b>FT/MIN</b>	990	870	740	620	500
<b>VM(C)OCA (OCH AAL)</b>	<b>Total Area</b>	800(774)	800(774)	1400(1374)	1700(1674)						

- NOTE 1** FAT offset 1.5° north of RWY 23 C/L.  
**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: COM. MAG VAR.

AERO INFO DATE 4 NOV 10