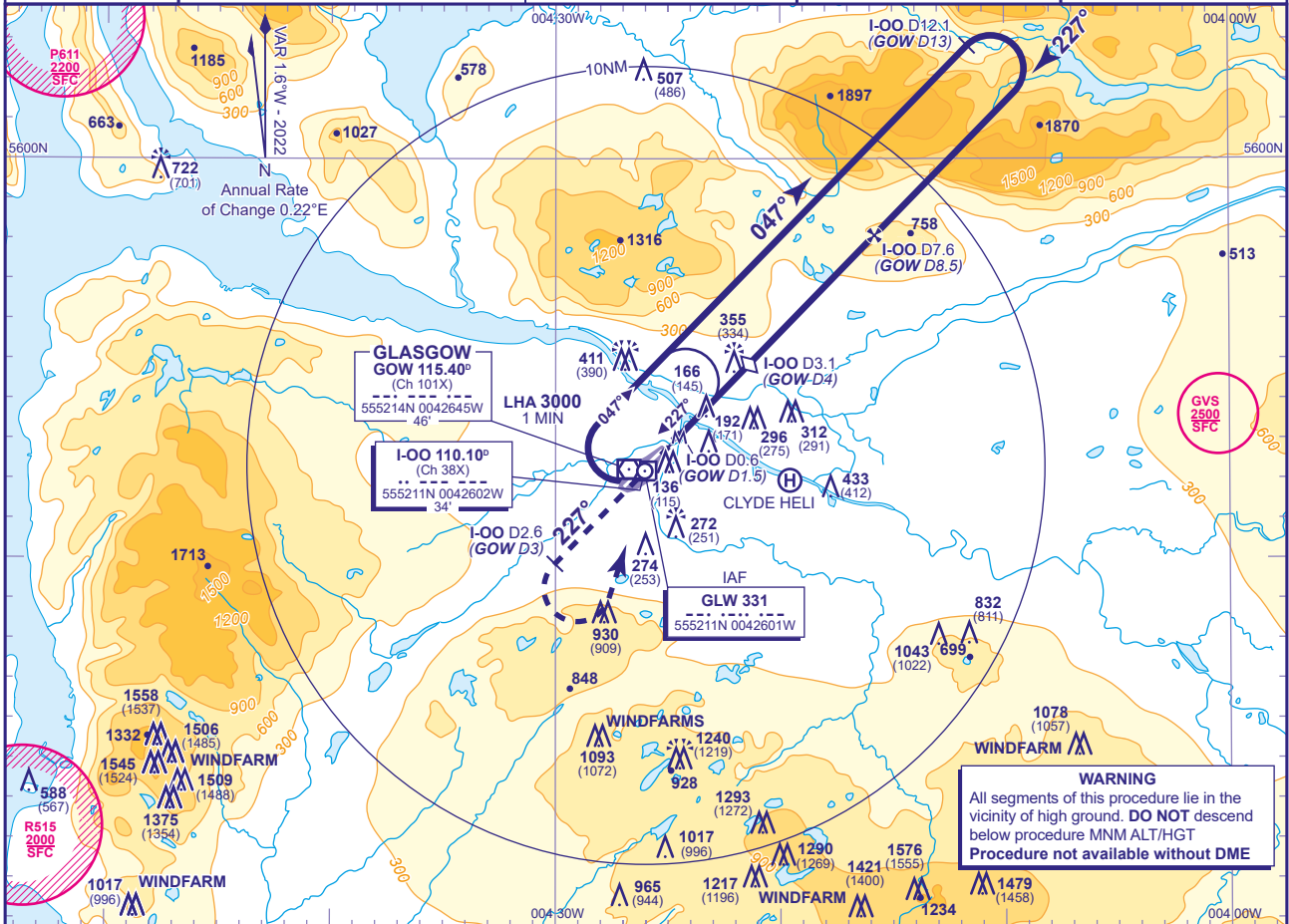


INSTRUMENT APPROACH CHART - ICAO

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

<div> <div>MSA</div> <div> <div>25NM</div> <div> <div>49</div> <div>48</div> <div>30</div> </div> </div> <div>NDB(L) GLW</div> </div>	APP 119.100	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 119.100, 125.250, 128.755	GLASGOW RADAR	BEARINGS ARE MAGNETIC	
	ATIS 129.575	GLASGOW INFORMATION		

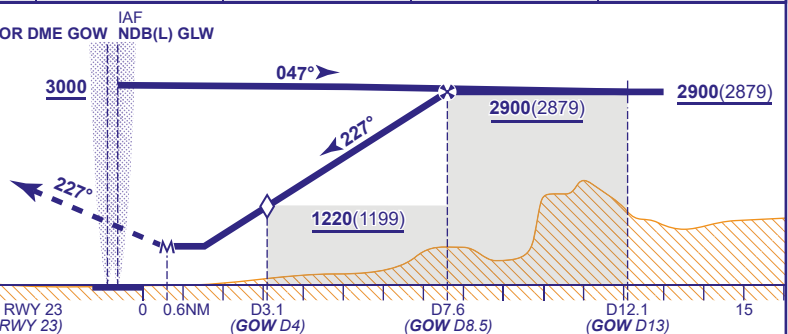


RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM						
DME I-OO(GOW)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)
ALT(HGT)	2680(2659)	2300(2279)	1930(1909)	1560(1539)	1190(1169)	820(799)

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

VOR DME GOW NDB(L) GLW

MAPt I-OO DME 0.6 (GOW DME 1.5)
Continuous climb to 3000. Initially, on NDB(L) GLW QDR 227° 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)										
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120
OCA (OCH)		Procedure	610(589)	610(589)	610(589)		FT/MIN	990	870	740
VM(C)OCA (OCH AAL)		Total Area	800(774)	800(774)	1400(1374)	1700(1674)	100	620	500	

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 (11/21): MAG VAR.

AERO INFO DATE 13 AUG 21

AD 2-EGPF-8-10