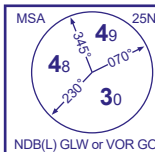
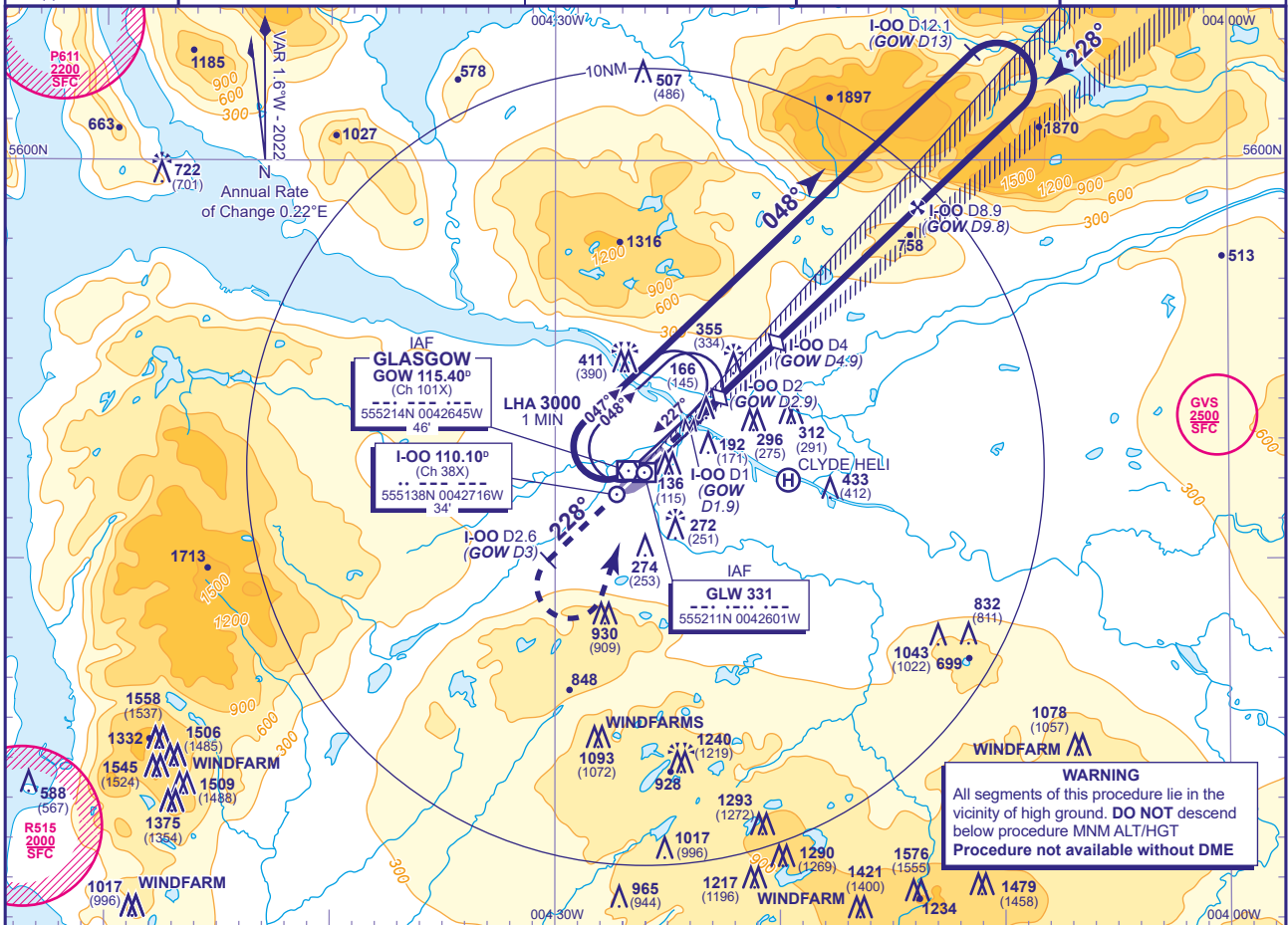


INSTRUMENT APPROACH CHART - ICAO

GLASGOW
LOC/DME/VOR
or NDB(L)
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

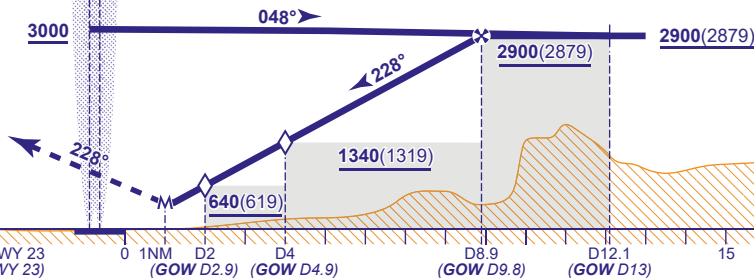
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-OO(GOW)	8(8.9)	7(7.9)	6(6.9)	5(5.9)	4(4.9) (SDF)	3(3.9)	2(2.9) (SDF)
ALT(HGT)	2620(2599)	2300(2279)	1980(1959)	1660(1639)	1340(1319)	1030(1009)	710(689)

Arrival not below MSA (see note 2).
Shuttle in hold if necessary.IAF IAF
VOR DME GOW NDB(L) GLW

MAPt I-OO DME 1 (GOW DME 1.9)

Continuous climb to 3000. Initially, straight ahead 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	100	80
OCA (OCH)	Procedure	430(409)	430(409)	430(409)	430(409)	FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)						

- NOTE 1** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
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 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.

AERO INFO DATE 19 APR 23

AD 2-EGPF-8-7