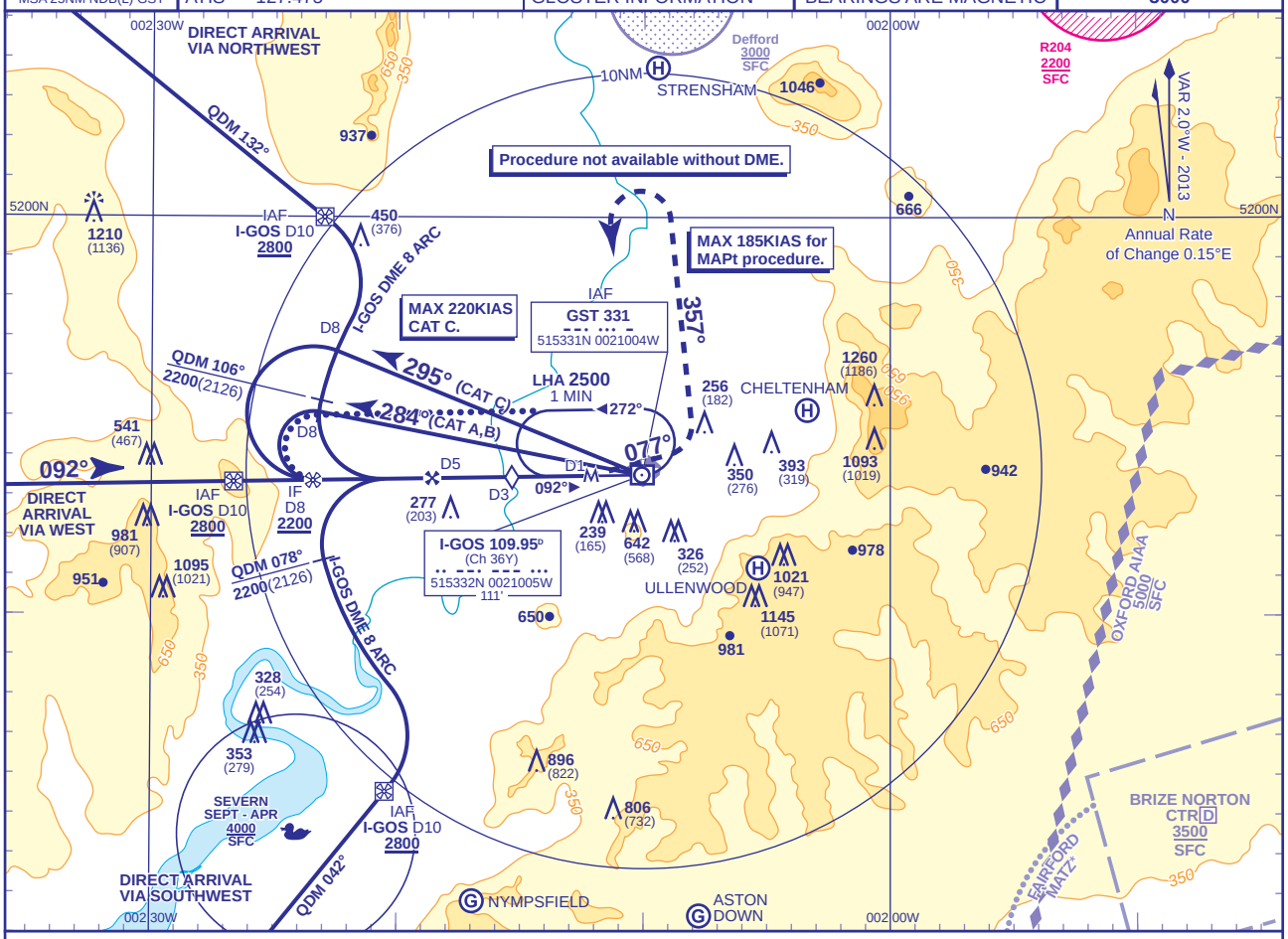
INSTRUMENT APPROACH CHART - ICAO

GLOUCESTERSHIRE NDB(L)/DME RWY 09

(ACFT CAT A,B,C)

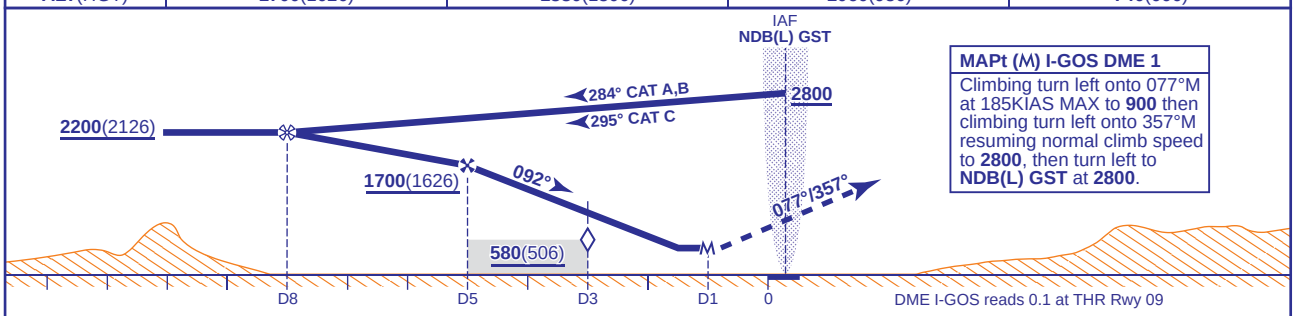
MSA 25NM NDB(L) GST	APP	128.550	GLOSTER APPROACH	AD ELEVATION	101
	TWR	122.900	GLOSTER TOWER	THR ELEVATION	74
	RAD	128.550, 120.975	GLOSTER RADAR	OBSTACLE ELEVATION 1260 AMSL (1186) (ABOVE THR)	
	RAD*	124.275	BRIZE RADAR*		
	ATIS	127.475	GLOSTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-GOS	5	4	3 **(SDF)**	2
ALT(HGT)	**1700**(1626)	**1380**(1306)	**1060**(986)	**740**(666)



MAPt (M) I-GOS DME 1
Climbing turn left onto 077°M at 185KIAS MAX to **900** then climbing turn left onto 357°M resuming normal climb speed to **2800**, then turn left to **NDB(L) GST** at **2800**.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**540**(466)	**540**(466)	**540**(466)
VM(C)OCA (OCH AAL)	**Total Area**	**1000**(899)	**1000**(899)	**1500**(1399)
	North of RWYs 04/22 and 09/27	**830**(729)	**830**(729)	

Rate of descent	G/S KT	160	140	120	100
	FT/MIN	850	740	640	530

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend the outbound leg of NDB(L) GST holding pattern descending to **2200**. At I-GOS DME 8 turn left to intercept FAT. When established continue as for Main Procedure.

NOTES **1** FAT offset 6.2° from RWY C/L. FAT intercepts C/L nominally 0.8NM before THR.
2 Aircraft will normally be required to hold not lower then **4000** or the equivalent FL.

CHANGE (6/13): DME I-GOS.

AERO INFO DATE 11 MAR 13