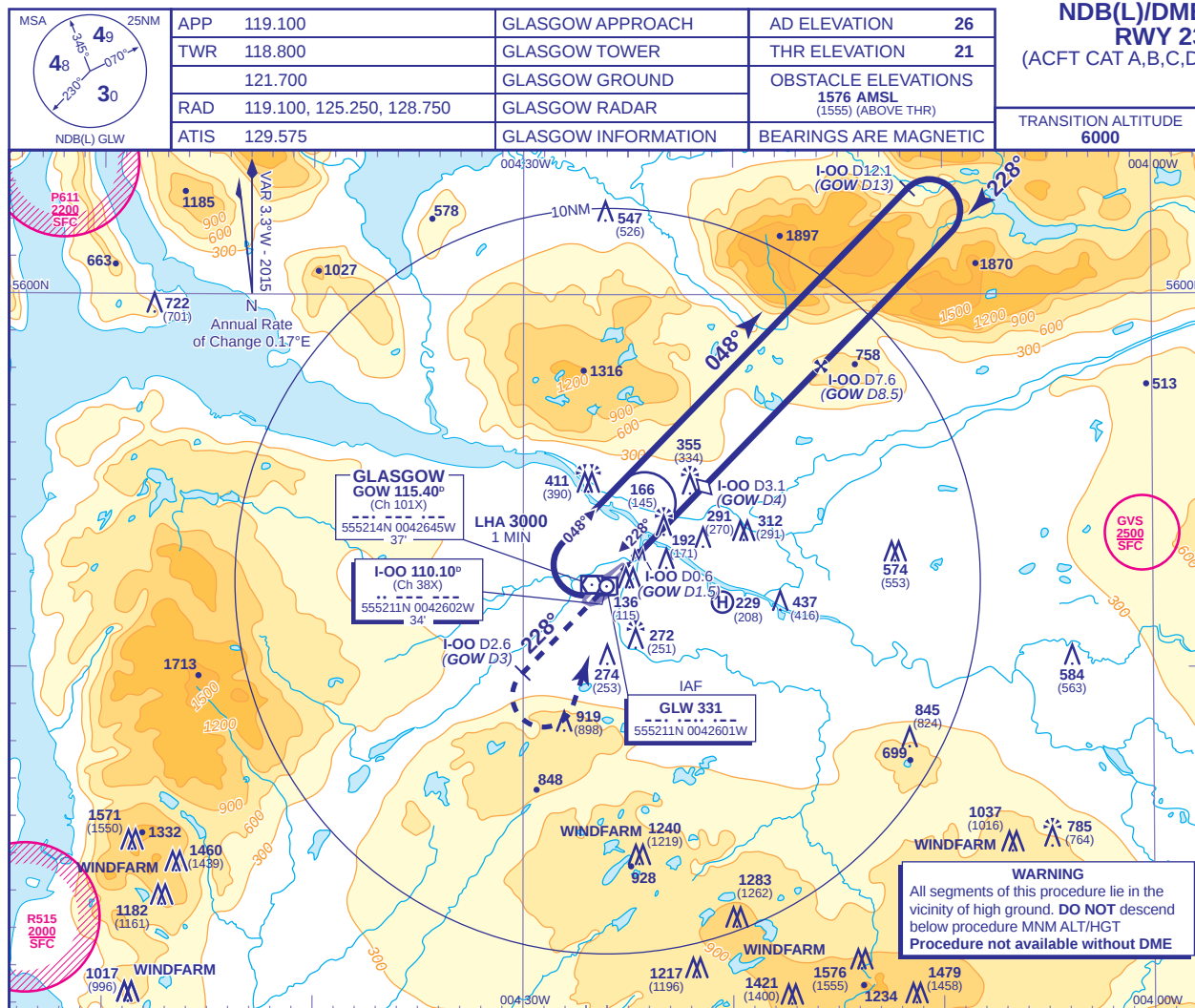


**GLASGOW
NDB(L)/DME
RWY 23**
(ACFT CAT A,B,C,D)

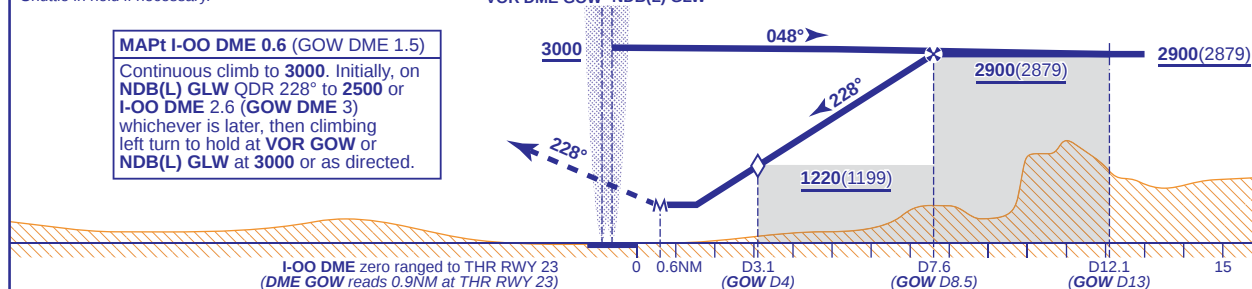


RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM						
DME I-00(GOW)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)
ALT(HGT)	2680(2659)	2300(2279)	1930(1909)	1560(1539)	1190(1169)	820(799)

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

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 228° 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.



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

NOTE 1 EAT offset 1.5° north of RWY 23 C/I

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 (6/15): MAG VAR. PROCEDURE. OBSTACLES. ROOF TOP HOSP HEL OBSTACLE ADDED.

AERO INFO DATE 17 MAR 15