

INSTRUMENT APPROACH CHART - ICAO

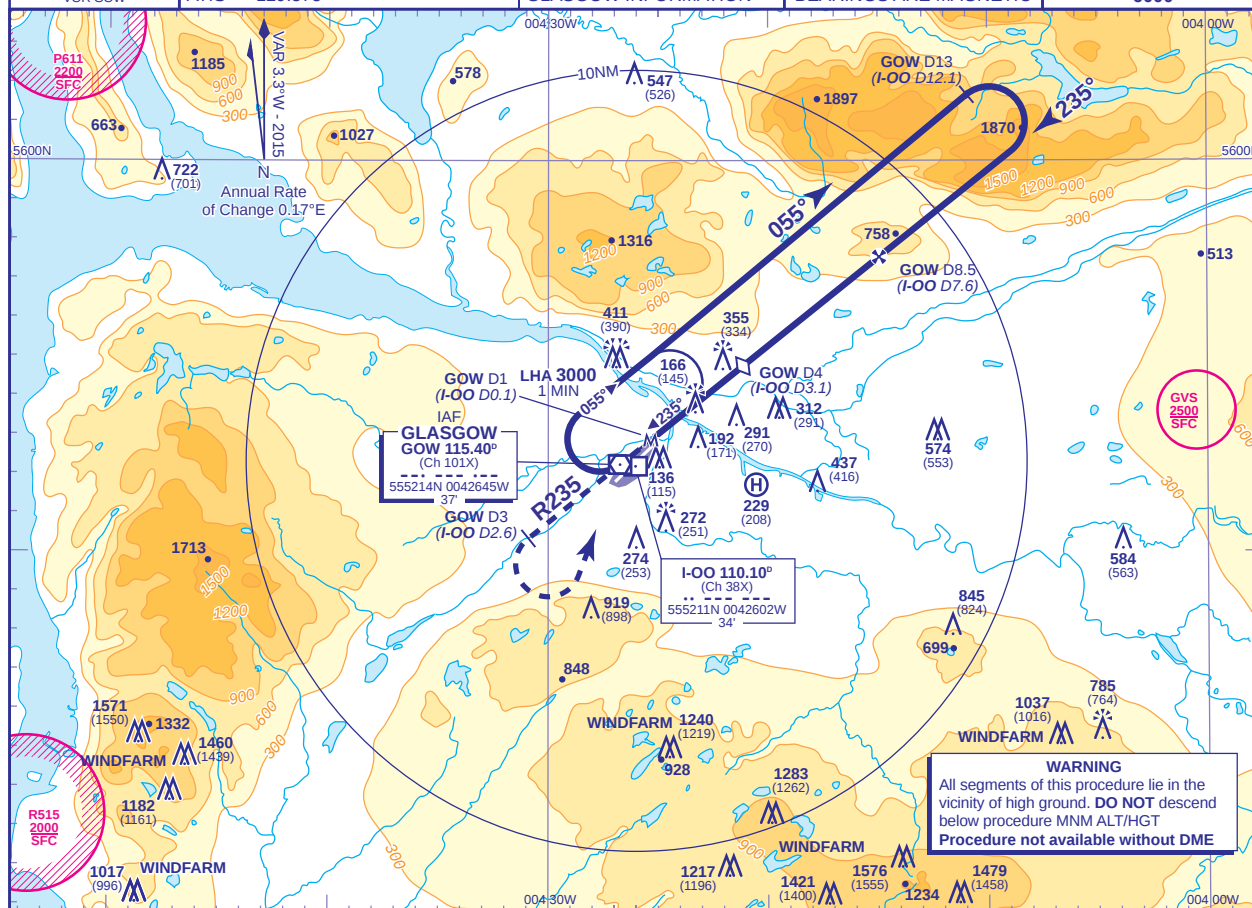
GLASGOW

VOR/DME

RWY 23

(ACFT CAT A,B,C,D)

MSA 49 48 30 25NM VOR GOW	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	1576 AMSL (1555) (ABOVE THR)
	ATIS 129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



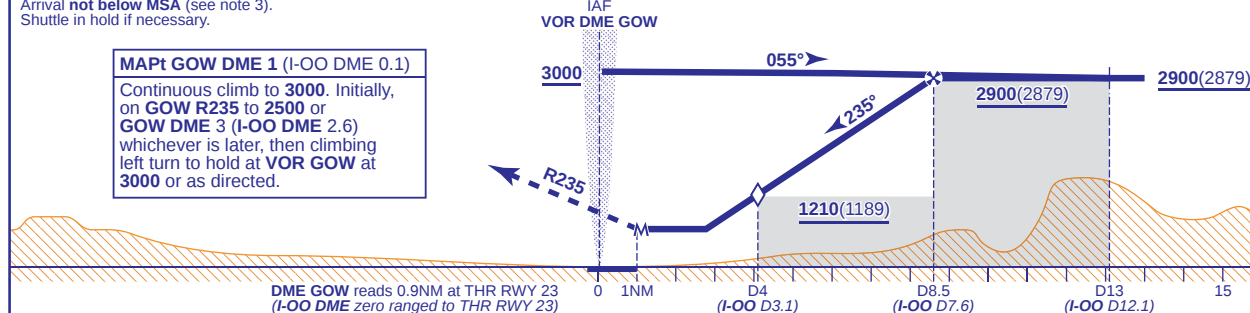
RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM

DME GOW(I-OO)	8(7.1)	7(6.1)	6(5.1)	5(4.1)	4(3.1) (SDF)	3(2.1)
ALT(HGT)	2700(2679)	2330(2309)	1960(1939)	1590(1569)	1210(1189)	840(819)

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

MAPt GOW DME 1 (I-OO DME 0.1)

Continuous climb to 3000. Initially, on GOW R235 to 2500 or GOW DME 3 (I-OO DME 2.6) whichever is later, then climbing left turn to hold at VOR GOW 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** FAT offset 5.5° south of extended RWY 23 C/L and intercepts 1.5NM from touchdown (GOW DME 2.4).
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