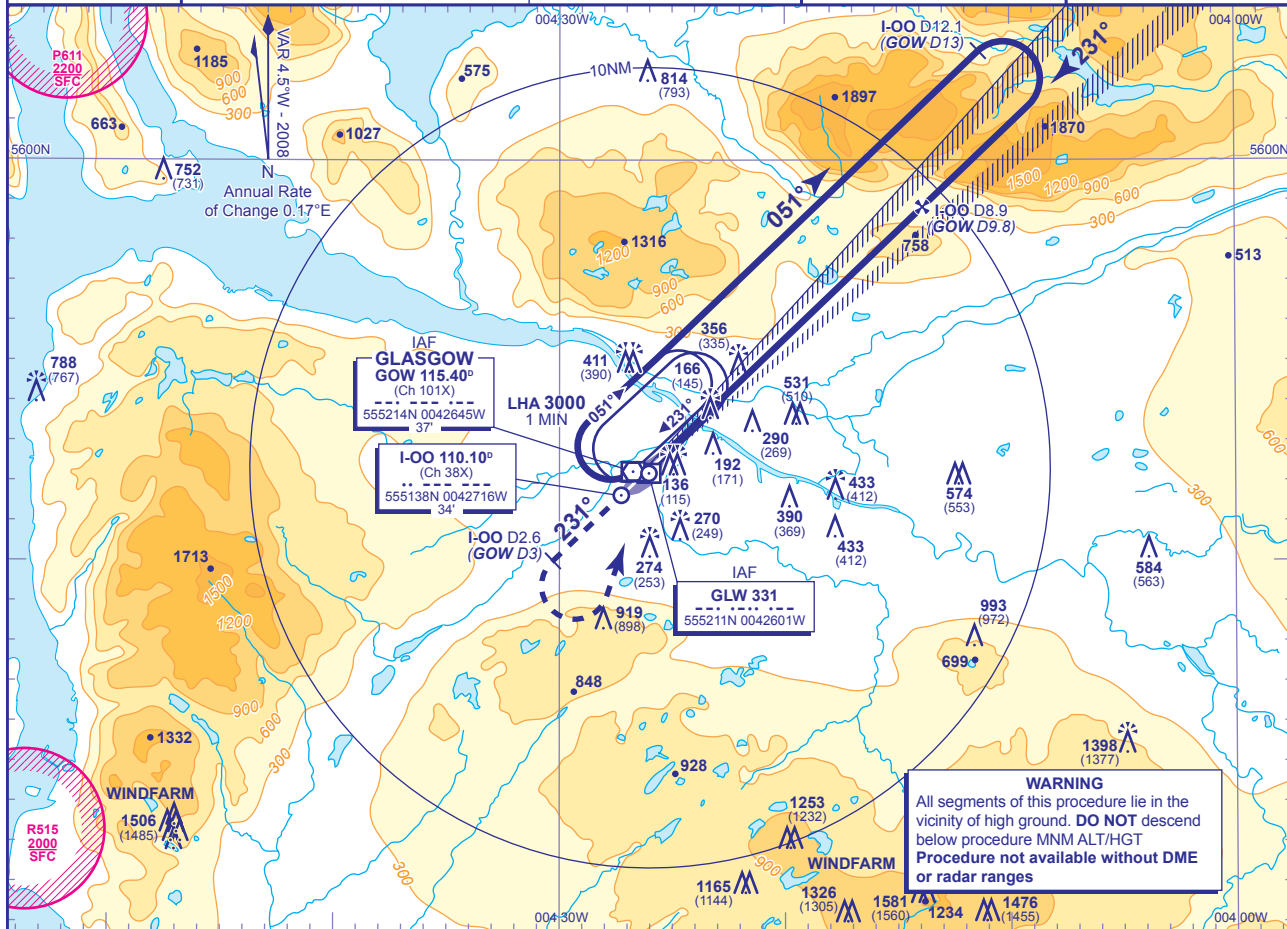


INSTRUMENT APPROACH CHART - ICAO

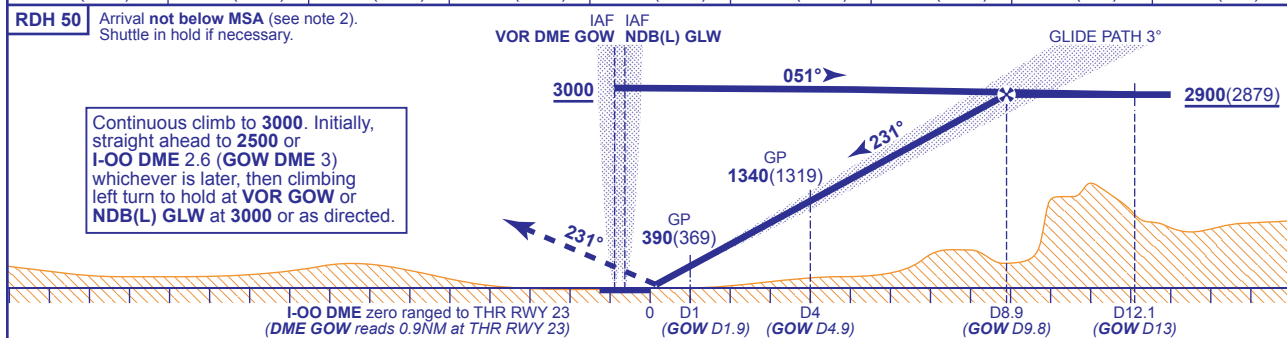
**GLASGOW
ILS/DME/VOR
or NDB(L)
RWY 23
(ACFT CAT A,B,C,D)**

	APP 119.100	GLASGOW APPROACH	AD ELEVATION 26
	TWR 118.800	GLASGOW TOWER	THR ELEVATION 21
	121.700	GLASGOW GROUND	OBSTACLE ELEVATIONS 814 AMSL (793) (ABOVE THR)
	RAD 119.100, 119.300, 121.300	GLASGOW RADAR	
	ATIS 129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC
NDB(L) GLW or VOR GOW			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-OO(GOW)	8(8.9)	7(7.9)	6(6.9)	5(5.9)	4(4.9)	3(3.9)	2(2.9)	1(1.9)
ALT(HGT)	2620(2599)	2300(2279)	1980(1959)	1660(1639)	1340(1319)	1030(1009)	710(689)	390(369)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	164(143)	173(152)	185(164)		198(177)	FT/MIN	850	740	640	530
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)						

AIRCRAFT UNABLE TO RECEIVE DME I-OO Advise ATC. Equivalent radar ranges will be provided at 12NM outbound and at 9NM and 4NM inbound and during the missed approach if required.

- NOTE 1** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
NOTE 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.
NOTE 3 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE: MAG VAR. OBSTACLES ADDED.

AERO INFO DATE 20 JUN 08