General Info
Glasgow, GBR
N 55° 52.3' W 04° 26.0' Mag Var: 6.3°W
Elevation: 26'
Public, Control Tower, IFR, No Fee, Customs
Fuel: 100LL, Jet A-1
Repairs: Minor Airframe, Minor Engine
Time Zone Info: GMT uses DST

Runway Info
Runway 05-23 8720' x 151' asphalt
Runway 09-27 3622' x 151' asphalt

Runway 05 (51.0°M) TDZE 26'
Lights: Edge, ALS, Centerline, TDZ
Runway 09 (96.0°M) TDZE 17'
Lights: Edge
Displaced Threshold Distance 203'
Runway 23 (231.0°M) TDZE 21'
Lights: Edge, ALS, Centerline, TDZ
Displaced Threshold Distance 1000'
Stopway Distance 493'
Runway 27 (276.0°M) TDZE 23'
Lights: Edge

Communications Info
ATIS 129.575
Glasgow Tower 118.8
Glasgow Ground Control 121.7
Glasgow Approach Control 119.1
Glasgow Approach Control 362.30 Military
Glasgow Radar 121.3
Glasgow Radar 119.3
Glasgow Radar 119.1
Glasgow Radar 362.30 Military

Notebook Info
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or above any fixed obstacles:

1. within 5 NM of the aircraft or
2. within the sector 15 NM ahead of and within 20° either side of the aircraft’s track.

3 NM or 10 NM when the aircraft is within 15 NM of the radar antennae.

OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM of the aircraft or
- within the sector 15 NM ahead of and within 20° either side of the aircraft’s track.

PROCEDURE
LOSS OF COMMUNICATION PROCEDURE

INITIAL APPROACH
Continue visually or by means of an approved final approach aid. If not possible proceed to GOW at 3500' or last assigned level if higher.

INTERMEDIATE AND FINAL APPROACH
Continue visually or by means of an approved final approach aid. If not possible follow the Missed Approach Procedure to GOW.

ADM.

1. Aircraft on all routes may be radar vectored. Holdings may be used by SCOTTISH Control for integration of traffic.

2. Aircraft inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance as follows:
   - from north of the TMA to GOW.
   - from west of the TMA to GOW.

ALPS 611
APRS

WARNING
Do not proceed beyond GOW without ATC clearance.

ATIS
MSA; RONAR replaced by ORSUM; GOW availability.

Spd Limit Point

Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140.

AVAILABILITY

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED RESTRICTION

PROCEDURE

FLIGHTS INBOUND TO GLASGOW FROM THE FIR MUST OBSERVE THE NORMAL PROCEDURE FOR JOINING CONTROLLED AIRSPACE AND SHOULD ANTICIPATE JOINING CLEARANCE AS FOLLOWS:

- FROM NORTH OF THE TMA TO GOW.
- FROM WEST OF THE TMA TO GOW.

DESCRIPTIVE PROVISIONS

Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance as follows:

- From north of the TMA to GOW.
- From west of the TMA to GOW.

DECREASE PLANNING/ATC REQUIREMENTS
Pilots should plan for possible descent clearance to 7000' (equivalent FL) by D25 GOW. Actual descent clearance will be as directed by ATC.

GLASGOW ONE ALFA (GOW 1A)
GLASGOW ONE CHARLIE (GOW 1C)
GLASGOW ONE DELTA (GOW 1D)

ARRIVALS
WHEN GOW VOR UNSERVICEABLE
REFER TO CHART 10-2A

CHANGES:
New chart.

CHANGES:
MSA, RONAR replaced by ORSUM, GOW availability.
Flights inbound to Glasgow from the FIR must observe the normal procedure for joining controlled airspace and should anticipate joining clearance via:

**LANAK STARs:** TLA to LANAK at or below FL160.

**STIRA 1A:** STIRA in sector PTH - SAB. TRN 1A: ROBO to GOW.

**LANAK 1D:** At or below FL260 by MARGO, at or below FL160 by D10 TLA, 7000' (equivalent FL) by LANAK.

**STIRA 1A:** At or below FL160 by D10 TLA, 7000' (equivalent FL) by STIRA.

**LANAK 1A:** At or below FL260 by NEW, at FL220 by OTBUN.

**STIRA 1A:** At or below FL160 by GIRVA, 7000' (equivalent FL) by TRN.

**TRN 1A:** At or below FL150 by GIRVA, 7000' (equivalent FL) by TRN.

**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**
**GLASGOW ONE ECHO (GLW 1E)**
To be used when GOW VOR unserviceable

**LIBBA ONE ALFA** (LIBA 1A)
**LIBBA ONE DELTA** (LIBA 1D)
To be used when GOW VOR or DME unserviceable

**ARRIVALS**

**WARNING**
Do not proceed beyond GLW or LIBBA without ATC clearance.

---

**SPEED RESTRICTION**
Cross SLP or 3 Min before holding facility at 250 KT or less, when at or below FL140.

---

**DENZEL PLANNING/ATC REQUIREMENTS**
Pilots should plan for possible descent clearance as follows:

**LIBBA 1A**
At or below FL260 by MARGO,
at or below FL160 by D10 TLA,
7000’ (equivalent FL) by LANAK.

**LIBBA 1D**
At or below FL260 by NEW,
at FL220 by OTBUN,
7000’ (equivalent FL) by LANAK.

**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

---

**CLYDE THREE ALFA (CLYD 3A)**
CLYDE THREE BRAVO (CLYD 3B)
RWYS 23, 05 DEPARTURES
SPEED MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

**WARNING:** Do not climb above 6000’ until cleared by ATC.

---

These SIDs require minimum climb gradients of:

**CLYDE 3A**
231’ per NM (3.8%) up to 2100’
352’ per NM (5.8%) up to 5000’ due to ATC
and airspace restrictions.

**CLYDE 3B**
273’ per NM (4.5%) up to 1500’
359’ per NM (5.8%) up to 3500’ due to ATC
and airspace restrictions.

---

**EARLY TURNS:** Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.

---

**SPEED LIMIT POINTS**

- GLW or LIBBA at or below FL160 by D10 TLA,
- NEW at or below FL220 by OTBUN,
- LANAK at or below FL260 by MARGO,
- 7000’ (equivalent FL) by LANAK.

---

**NOT TO SCALE**

---

**CHANGES:** MSA; GLW/GOW availability.

---

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 01-2008
DEAN CROSS SIX ALFA (DCS 6A)
Rwy 23 Departure
Non-Jet Aircraft Only
For SID from Rwy 05 refer to Chart 10-3B

NOT TO SCALE

Warning: Do not climb above 6000' until cleared by ATC.

This SID requires minimum climb gradients of
231' per NM (3.8%) up to 1200' and
352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.

Gnd speed-KT: 75, 100, 150, 200, 250, 300
231' per NM: 289, 385, 577, 770, 962, 1155
352' per NM: 441, 587, 881, 1175, 1468, 1762

Intercept GOW R-229 to D4.7 GOW (XETUN), turn LEFT, 119° track towards FENIK, when passing GOW R-160 turn RIGHT, intercept GOW R-156 (DCS R-336 inbound) to DCS.

DEAN CROSS EIGHT BRAVO (DCS 8B)
Rwy 05 Departure
Non-Jet Aircraft Only

Speed: Max 250 KT below FL100

Warning: Do not climb above 6000' until cleared by ATC.

This SID requires minimum climb gradients of
231' per NM (3.8%) up to 1200' and
352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.

Gnd speed-KT: 75, 100, 150, 200, 250, 300
231' per NM: 289, 385, 577, 770, 962, 1155
352' per NM: 441, 587, 881, 1175, 1468, 1762

Intercept GOW R-054 to D6.0 GOW (XEXUS), turn RIGHT, 192° track towards FENIK, intercept GOW R-156 (DCS R-336 inbound) to DCS.
FOYLE THREE ALFA (FOYL3A) 
FOYLE THREE BRAVO (FOYL3B)

RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING: Do not climb above 6000' unless cleared by ATC.

These SIDs require minimum climb gradients of
- FOYLE 3A: 231' per NM (3.8%) up to 2100' and 352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.
- FOYLE 3B: 273' per NM (4.5%) up to 1500' and 401' per NM (6.6%) up to 4000' due to ATC and airspace restrictions.

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS. Pilots are warned of high ground to the North of the airfield and should turn:
- from runway 23: not East of GOW R-325 until above 1500',
- from runway 05: not below 1500'.

FOYLE 3A
- 23 Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, intercept GOW R-344, at D7 GOW turn RIGHT, intercept PTH R-240 inbound, at GOW R-010 turn LEFT, intercept GOW R-014 to FOYLE.

FOYLE 3B
- 05 Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 340° track, intercept GOW R-014 to FOYLE.

LOMON THREE ALFA (LOMO3A) 
LOMON THREE BRAVO (LOMO3B)

RWYS 23, 05 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING: Do not climb above 6000' unless cleared by ATC.

These SIDs require minimum climb gradients of
- LOMON 3A: 231' per NM (3.8%) up to 2100' and 352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.
- LOMON 3B: 273' per NM (4.5%) up to 1500' and 401' per NM (6.6%) up to 4000' due to ATC and airspace restrictions.

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS. Pilots are warned of high ground to the North of the airfield and should turn:
- from runway 23: not East of GOW R-325 until above 1500',
- from runway 05: not below 1500'.

LOMON 3A
- 23 Intercept GOW R-229 to D4.7 GOW (XETUN), turn RIGHT, 047° track towards ELBAN, intercept GOW R-344 to LOMON.

LOMON 3B
- 05 Intercept GOW R-054 to D4.9 GOW (XEXUS), turn LEFT, 280° track, intercept GOW R-344 to LOMON.
NEW GALLOWAY TWO HOTEL (NGY 2H)
NEW GALLOWAY THREE JULIET (NGY 3J)
RWYS 23, 05 DEPARTURES
JET AIRCRAFT ONLY

WARNING: Do not climb above 6000' until cleared by ATC.

These SIDs require minimum climb gradients of:

NGY 2H
231° per NM (3.8%) up to 1200' and 425° per NM (7%) up to 6000' due to ATC and airspace restrictions.

NGY 3J
233° per NM (4.5%) up to 1500' and 425° per NM (7%) up to 6000' due to ATC and airspace restrictions.

WARNING: Do not climb above 6000' until cleared by ATC.

These SIDs require minimum climb gradients of:

PHT 4A
231° per NM (3.8%) up to 2100' and 352° per NM (6.8%) up to 6000' due to ATC and airspace restrictions.

PHT 4B
233° per NM (4.5%) up to 352° per NM (6.8%) up to 6000' due to ATC and airspace restrictions.

EARLY TURNS: Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before KETUN. Pilots are warned of high ground to the North of the airfield. Aircraft departing from runway 23 should not turn East of GOW R-325 until above 1500'.

CHANGES: MSA, chart reindexed.
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EGPF/GLA  
GLASGOW, UK  
SID  

**ROBBO**  

**ROBBO TWO ALFA (ROBBO 2A) [ROBBO2A]**  
**ROBBO TWO BRAVO (ROBBO 2B) [ROBBO2B]**  

**RWYS 23, 05 DEPARTURES**  

**SPEED:** MAX 250 KT BELOW FL100  
**UNLESS OTHERWISE AUTHORIZED**

---

**WARNING:** Do not climb above 6000' until cleared by ATC.

---

These SIDs require minimum climb gradients of:

**ROBBO 2A**
- 231' per NM (3.8%) up to 2100' and 1000' due to ATC and airspace restrictions.
- 273' per NM (4.5%) up to 1500' and 500' due to ATC and airspace restrictions.

**ROBBO 2B**
- 352' per NM (5.8%) up to 3000' and 1000' due to ATC and airspace restrictions.
- 352' per NM (5.8%) up to 3500' and 1500' due to ATC and airspace restrictions.

**EARLY TURNS:** Aircraft which are not required by the Aerodrome Authority to adhere to noise preferential routes may be authorized by ATC to turn before XETUN/XEXUS.

---

**SPEED:**
- 231' per NM (3.8%) up to 1000' and 6000' due to ATC and airspace restrictions.
- 352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.

---

**TALLA FIVE ALFA (TLA 5A)**  
**TALLA SIX BRAVO (TLA 6B)**  

**RWYS 23, 05 DEPARTURES**  

**NON-JET AIRCRAFT ONLY**  

**SPEED:** MAX 250 KT BELOW FL100  
**UNLESS OTHERWISE AUTHORIZED**

---

**WARNING:** Do not climb above 6000' until cleared by ATC.

---

These SIDs require minimum climb gradients of:

**TLA 5A**
- 231' per NM (3.8%) up to 1000' and 6000' due to ATC and airspace restrictions.
- 352' per NM (5.8%) up to 6000' due to ATC and airspace restrictions.

**TLA 6B**
- 352' per NM (5.8%) up to 5000' due to ATC and airspace restrictions.
**GLASGOW, UK**

**SID**

**EGPF/GLA**

**JEPPESEN JeppView 3.5.2.0**

**22 SEP 06**

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**CHANGES:** MSA chart reindexed.

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**TRANS LEVEL: By ATC**

**TRANS ALT: 6000'**

**Notice:** Printed from an expired revision.

**Disc 01-2008**

**Licensed to max. Printed on 16 Feb 2008.**

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**EGPF/GLA**

**GLASGOW, UK**

**SID**

**JEPPESEN JeppView 3.5.2.0**

**22 SEP 06**

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**CHANGES:** New chart.

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**EGPF/GLA**

**GLASGOW, UK**

**SID**

**JEPPESEN JeppView 3.5.2.0**

**22 SEP 06**

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**CHANGES:** New chart.
**TURBERRY SIX BRAVO (TRN 6B)**

**RWY 05 DEPARTURE**

**NON-JET AIRCRAFT ONLY**

**SPEED**

**MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED**

**WARNING:** Do not climb above 6000' until cleared by ATC.

---

**NOISE ABATEMENT**

**GENERAL**

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to reduce the least disturbance practicable in areas surrounding the airport.

**ARRIVALS**

All aircraft shall, after take-off or 'go around' be operated in such a way that it will not cause more than 94 dBA at daytime (0600-2300LT) or 87 dBA at nighttime (2330-0600LT). From 1 April - 30 September no jet aircraft will take-off or land between 2330-0600LT without prior approval of the Managing Director, Glasgow Airport Ltd, through its agent, Airport Co-ordination Ltd, to ensure that the take-off or landing is within the limits determined by Glasgow Airport, from time to time.

**RUNWAY 23**

Aircraft using the ILS shall not descend below 2030' before intercepting the glide path nor thereafter fly below it unless instructed by Radar. Aircraft landing without assistance from the ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glide path.

**RUNWAY 05**

Jet aircraft using the ILS shall not descend below 2030' before intercepting the glide path. Propeller driven aircraft may, when instructed by Radar, be descended to 1630'. Aircraft landing without assistance of ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glide path.

**VISUAL APPROACHES (RUNWAYS 05/23)**

All aircraft whose MTWA exceeds 5700 KGS have to route via GOW 5 DME and maintain 1530' until established on final approach.

**DEPARTURES**

Minimum noise route elements and procedures as specified below and on Glasgow SID charts are compatible with ATC requirements and shall apply in both ICM and VMC. Minimum noise routing shall apply to jet aircraft and all other aircraft whose MTWA exceeds 5700 KGS unless otherwise instructed by ATC or deviations are required in the interest of safety.

Jet aircraft not licensed according ICAO Annex 16, VOL 1, Chapter 3, Part II are not permitted to depart from Glasgow Airport between 2330-0559 LT except in special circumstances. Specific written permission of the Managing Director must be obtained in advance.

**Non-Standard Instrument Departures:**

**RUNWAY 23:**

Climb straight ahead to GOW 5 DME.

**RUNWAY 05:**

Climb straight ahead to GOW 5 DME.

For aircraft departing on the SID via DCS the noise preferential route terminates at GOW 5 DME or 3000' whichever is later. The use of reverse thrust / pitch should be avoided as soon as feasible.

**REVERSE THRUST**

The use of reverse thrust / pitch should be avoided as soon as feasible.
**ADDITINAL RUNWAY INFORMATION**

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND USABLE LENGTHS</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>175' (53m) 151' (46m) 46m</td>
<td>RVR</td>
<td>131'</td>
</tr>
<tr>
<td>23</td>
<td>175' (53m) 151' (46m) 46m</td>
<td>RVR</td>
<td>131'</td>
</tr>
</tbody>
</table>

- **Acti larger than SH 36 and heavier than 12 mt AUW are not permitted to turn within the runway width for backtracking. Rwy is grooved.**
- **Acti requiring full rwy length, have to back track to the end of rwy and turn within rwy extension. Acti should enter the rwy at holding position B1 and taxi to the extension.**

**CATEGORY II/III OPERATIONS RWY 05/23**

**GENERAL**
During Category II and III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in force by ATIS or by RTF. Rwy 09/27 is not available.

**ARRIVAL**
Vacate Rwy 05/23 at Twy A or G, unless otherwise instructed. ATC may instruct pilots to use intermediate links when CAT II/III operations are necessary because of a low ceiling. Pilots should delay the call 'Runway vacated' until the act is established on the taxiway and clear of the link.

**DEPARTURE**
ATC will require departing acti to use the CAT II/III holding positions A2 and G2 as appropriate. Intermediate take-off points will not be used. Flashing yellow rwy guard lights installed on Twy A thru G indicating CAT II/III holding positions when taxiing for take-off.

Color coded alternate yellow/green centrelne lights installed on taxiways at Twy A thru G indicating 'Clear of ILS sensitive area.'
Nose-in parking is in operation on all aprons except the GA area, which is marshalled. All nose-in stands have Stand Number, yellow centerline and guidance in the form of either AGNIS, PAPA, Mirror or ground stop arrows. Acft are to note that the illumination of stand entry should indicate that a safety check of the stand has been made by the handling agent prior to the acft arrival. Pilots should not enter an acft stand unless the stand entry guidance system is illuminated or a marshaller has signaled clearance to proceed.

Acft size B-767 or above which are allocated stand 36 will require to be pushed back and turned into twy G with the acft nose facing whichever rwy holding point as directed by ATC.

**INS COORDINATES**

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N55 51.9 W004 25.8</td>
<td>27</td>
<td>N55 51.9 W004 26.1</td>
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<tr>
<td>2 thru 5</td>
<td>N55 52.0 W004 25.8</td>
<td>28, 29</td>
<td>N55 51.9 W004 26.2</td>
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<tr>
<td>6L, 7L</td>
<td>N55 52.1 W004 25.9</td>
<td>30, 30L, 30R</td>
<td>N55 52.0 W004 26.2</td>
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<tr>
<td>7R th 11</td>
<td>N55 52.0 W004 25.9</td>
<td>31</td>
<td>N55 52.0 W004 26.3</td>
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<tr>
<td>12 thru 15</td>
<td>N55 51.9 W004 25.9</td>
<td>32</td>
<td>N55 52.0 W004 26.4</td>
</tr>
<tr>
<td>16 thru 19R</td>
<td>N55 52.0 W004 26.0</td>
<td>33, 34</td>
<td>N55 51.9 W004 26.3</td>
</tr>
<tr>
<td>20 thru 23</td>
<td>N55 52.0 W004 26.1</td>
<td>35</td>
<td>N55 51.9 W004 26.2</td>
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<tr>
<td>24, 25</td>
<td>N55 51.9 W004 26.1</td>
<td>36</td>
<td>N55 51.9 W004 26.4</td>
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<td>37, 38, 39</td>
<td>N55 51.9 W004 26.5</td>
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<td>64, 65</td>
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<td>41 thru 63</td>
<td>N55 51.9 W004 26.7</td>
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<td>81</td>
<td>N55 52.2 W004 25.9</td>
<td>82</td>
<td>N55 52.1 W004 26.9</td>
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**Gnd speed-Kts**

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<th>70</th>
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<th>100</th>
<th>120</th>
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<th>160</th>
<th>180</th>
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<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>160</td>
<td>180</td>
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<tr>
<td>D0.5 IUU</td>
<td>377</td>
<td>484</td>
<td>538</td>
<td>646</td>
<td>754</td>
<td>861</td>
<td>970</td>
</tr>
<tr>
<td>D0.9 GOW</td>
<td>400</td>
<td>440</td>
<td>480</td>
<td>520</td>
<td>560</td>
<td>600</td>
<td>640</td>
</tr>
</tbody>
</table>

**Missed Approach**

- Climb STRAIGHT AHEAD to 3000' or D5.0 IUU whichever is earlier, then climbing turn RIGHT to reach VOR or Lctr at 3000', or as directed.
- Acft unable to achieve 2000' by D5.0 IUU turn RIGHT onto 095° until passing 2000', then turn RIGHT to reach VOR or Lctr at 3000'.
- Missed approach (from VOR holding): As main procedure except fly outbound base turn on R-221 (CAT A&B) or R-208 (CAT C&D).

**Minimums**

- Arrival not below MSA. Descend in holding as necessary.
- LOC: Not available without DME.
WARNING: All segments of this procedure lie in the vicinity of high ground. Do not descend below procedure minimum altitudes. 2. ILS DME reads zero at rwy 23 threshold. 3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into intermediate/final approach track. 4. Final approach track offset 3° from rwy centerline.

Enter holding as instructed, normally at 7000'. Procedure normally commenced via hold from not below 4000'.

Descent Gradient

Descent angle

PANS OPS 4

CHANGES: MSA. Procedure Minimums.