

**GLASGOW**

## VOR or NDB(L)

(ACFT CAT A,B,C,D)

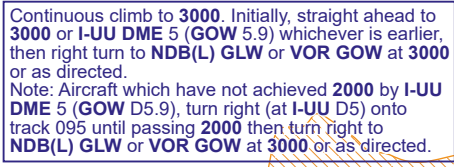
6000



<b>DME I-UU(GOW)</b>	7(7.4)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	2(2.4)	1(1.4)
<b>ALT(HGT)</b>	<b>2310(2284)</b>	<b>1990(1964)</b>	<b>1670(1644)</b>	<b>1350(1324)</b>	<b>1030(1004)</b>	<b>710(684)</b>	<b>400(374)</b>

Continuous climb to **3000**. Initially, straight ahead to 3000, then turn left 10° to 3000.

Note: Aircraft which have not achieved **2000** by I-UU DME 5 (GOW D5 0), turn right (at I-UU D5 0) onto



**ALTERNATIVE PROCEDURE (FROM VOR GOW HOLD)**  
As for main procedure except fly outbound baseturn on GOW VOR R217 (CAT A,B), R204 (CAT C,D).

**NOTE 1** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.

**CHANGE (7/23):** VOR GOW RECALIBRATED. VOR GOW HOLD. ALTERNATIVE PROCEDURE OUTBOUND RADIALS.

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