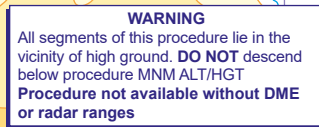


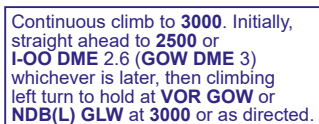
**GLASGOW  
ILS/DME/VOR  
or NDB(L)  
RWY 23  
(ACFT CAT A,B,C,D)**



<b>DME 1-OO</b> (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)
<b>ALT</b> (HGT)	<b>2620</b> (2599)	<b>2300</b> (2279)	<b>1980</b> (1959)	<b>1660</b> (1639)	<b>1340</b> (1319)	<b>1030</b> (1009)	<b>710</b> (689)	<b>390</b> (369)

IAF IAF  
VOR DME GOW NDB(L) GLW

GLIDE PATH 3°



I-OO DME zero ranged to THR RWY 23  
(DME GOW reads 0.9NM at THR RWY 23)

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	420
	CAT II	71(50)	81(60)	94(73)	109(88)							
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)							

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

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.
3. Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

AERO INFO DATE 25 MAR 25

AD 2-EGPF-8-6