

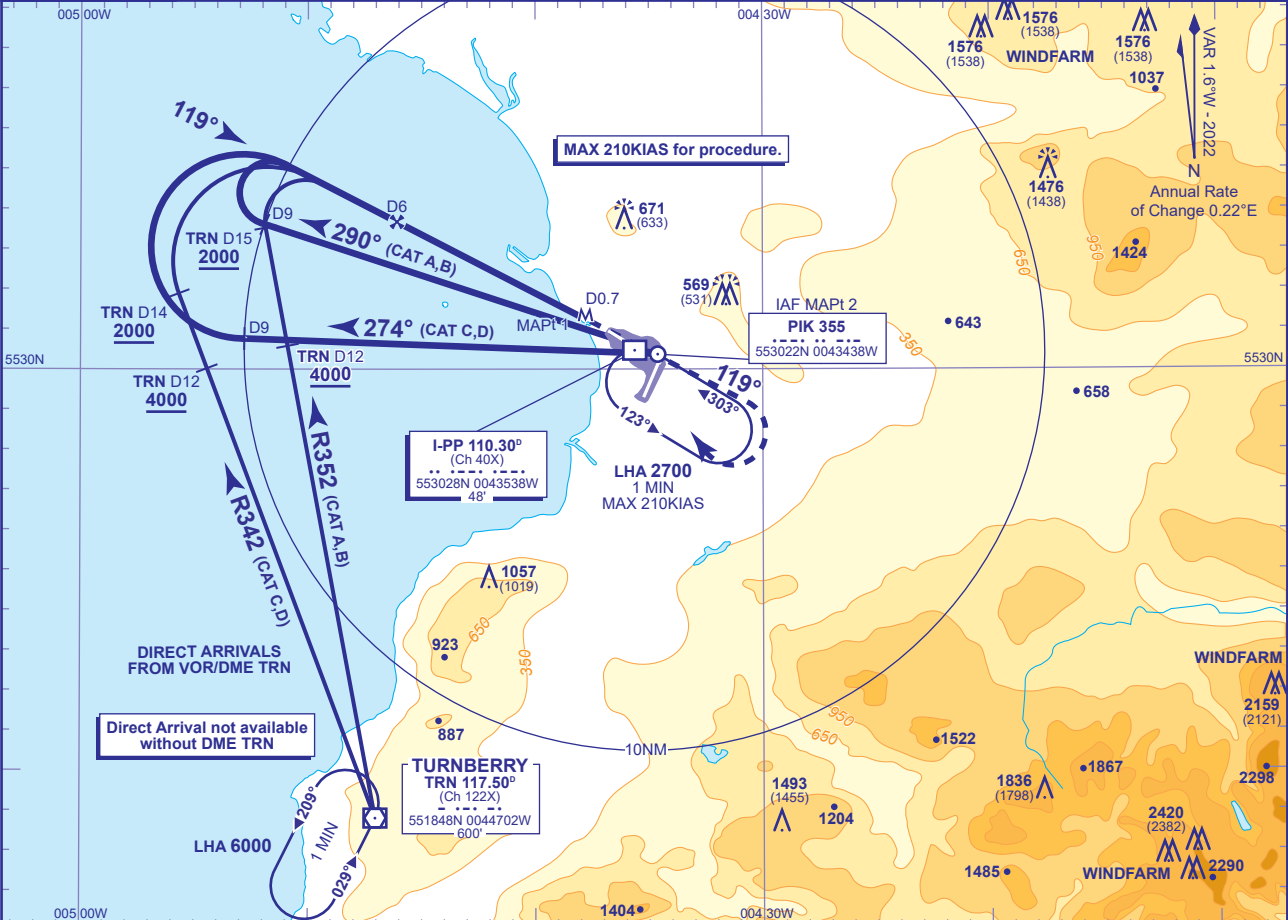
INSTRUMENT APPROACH CHART - ICAO

**PRESTWICK
NDB(L)/DME
RWY 12**
(ACFT CAT A,B,C,D)



APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	38
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2382) (ABOVE THR)
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

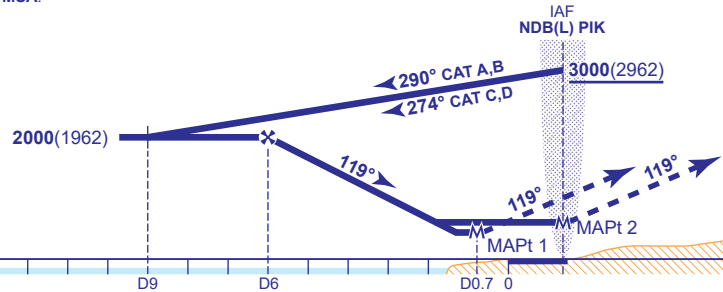
TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-PP	6	5	4	3	2
ALT(HGT)	2000(1962)	1680(1642)	1360(1322)	1050(1012)	730(692)

Arrival not below MSA.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT				
		DME	NO DME	Total Area	SW of RWY 12/30		160	140	120	100	80
OCA (OCH)	DME	450(412)	450(412)	450(412)	450(412)		850	740	640	530	420
	NO DME	590(552)	590(552)	590(552)	590(552)						
VM(C)OCA (OCH AAL)	Total Area	800(735)	900(835)	1100(1035)	1100(1035)						
	SW of RWY 12/30	700(635)	810(745)	1000(935)	1070(1005)						

AIRCRAFT UNABLE TO RECEIVE DME

Main procedure: Fly outbound leg of racetrack for 3 MIN (CAT A,B) or 2.5 MIN (CAT C,D) prior to inbound turn.

NOTE 1 FAT is offset 3.8° south of RWY C/L and intercepts the extended C/L 0.75NM before the THR RWY 12.

NOTE 2 To expedite the procedure, aircraft captains may, at their discretion and subject to ATC approval, commence the procedure from NDB(L) PIK at 4000 instead of the usual 3000.

CHANGE (5/24): MINIMA.