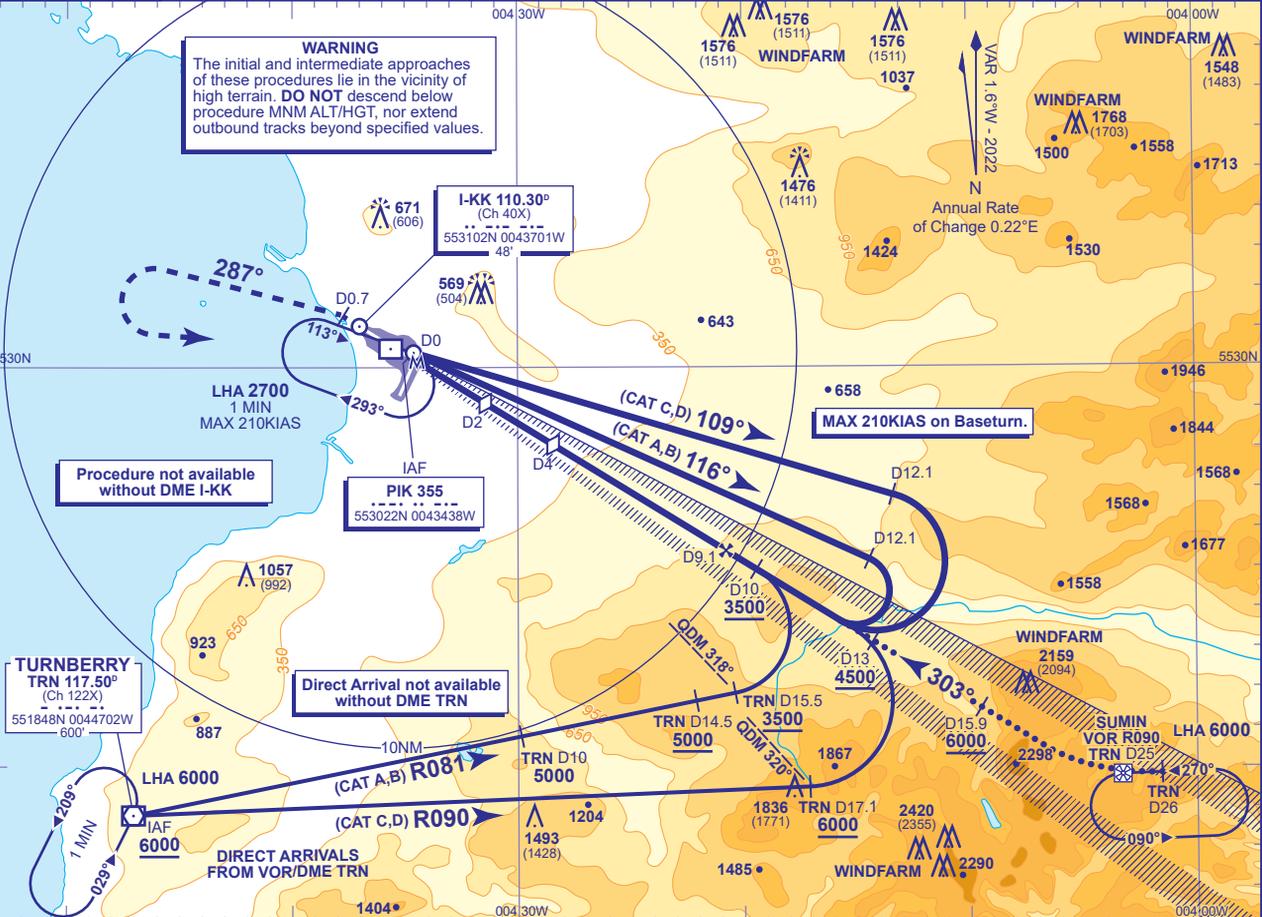


PRESTWICK APPROACH - ICAO

PRESTWICK
LOC/DME/NDB(L)
RWY 30
 (ACFT CAT A,B,C,D)



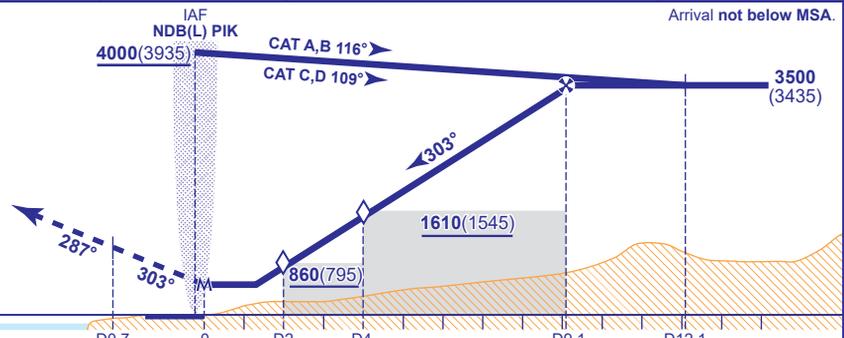
APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)	
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		
				TRANSITION ALTITUDE	6000



RECOMMENDED PROFILE Gradient 6.12%, 372FT/NM

DME I-KK	7	6	5	4 (SDF)	3	2 (SDF)
ALT(HGT)	2720(2665)	2350(2285)	1980(1915)	1610(1545)	1240(1175)	860(795)

MAPt I-KK DME ZERO
 (THR RWY 30)
 Continuous climb to 3500. Initially, straight ahead to I-KK D0.7 outbound, the climbing turn left onto track 287° continuing climb to 2500, then climbing turn left to NDB(L) PIK to hold at 3500 or as directed.



DME I-KK zero ranged to THR RWY 30

Aircraft Category		A	B	C	D	Rate of descent	160	140	120	100	80
OCA (OCH)	Procedure	540(475)	540(475)	540(475)	540(475)		G/S KT	990	870	740	620
VM(C)OCA (OCH AAL)	Total Area	800(735)	900(835)	1100(1035)	1100(1035)						
	SW of RWY 12/30	640(575)	710(645)	1000(935)	1070(1005)						

ALTERNATIVE PROCEDURE

Approach SUMIN (IAF) on the inbound track of the SUMIN hold **not below 6000**. At TRN DME 26 turn right to establish on the LOC. Once established, descend from I-KK DME 15.9 following the recommended profile to 3500(3435). From the nominal FAF (I-KK DME 9.1) **not below 3500(3435)** continue descent following recommended profile to MDA(H).

- NOTES**
- Alternative procedure from SUMIN is based on 6.1% gradient CDA from 6000 to the FAF. To ensure CAS containment aircraft must not descend below the following ALT/HGT: I-KK DME 13 - 4500(4435) I-KK DME 10 - 3500(3435).
 - Aircraft re-commencing the procedure after a missed approach can start the initial approach at 3500.

CHANGE (5/24): MINIMA.