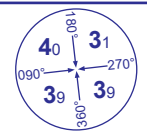


INSTRUMENT APPROACH CHART - ICAO

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



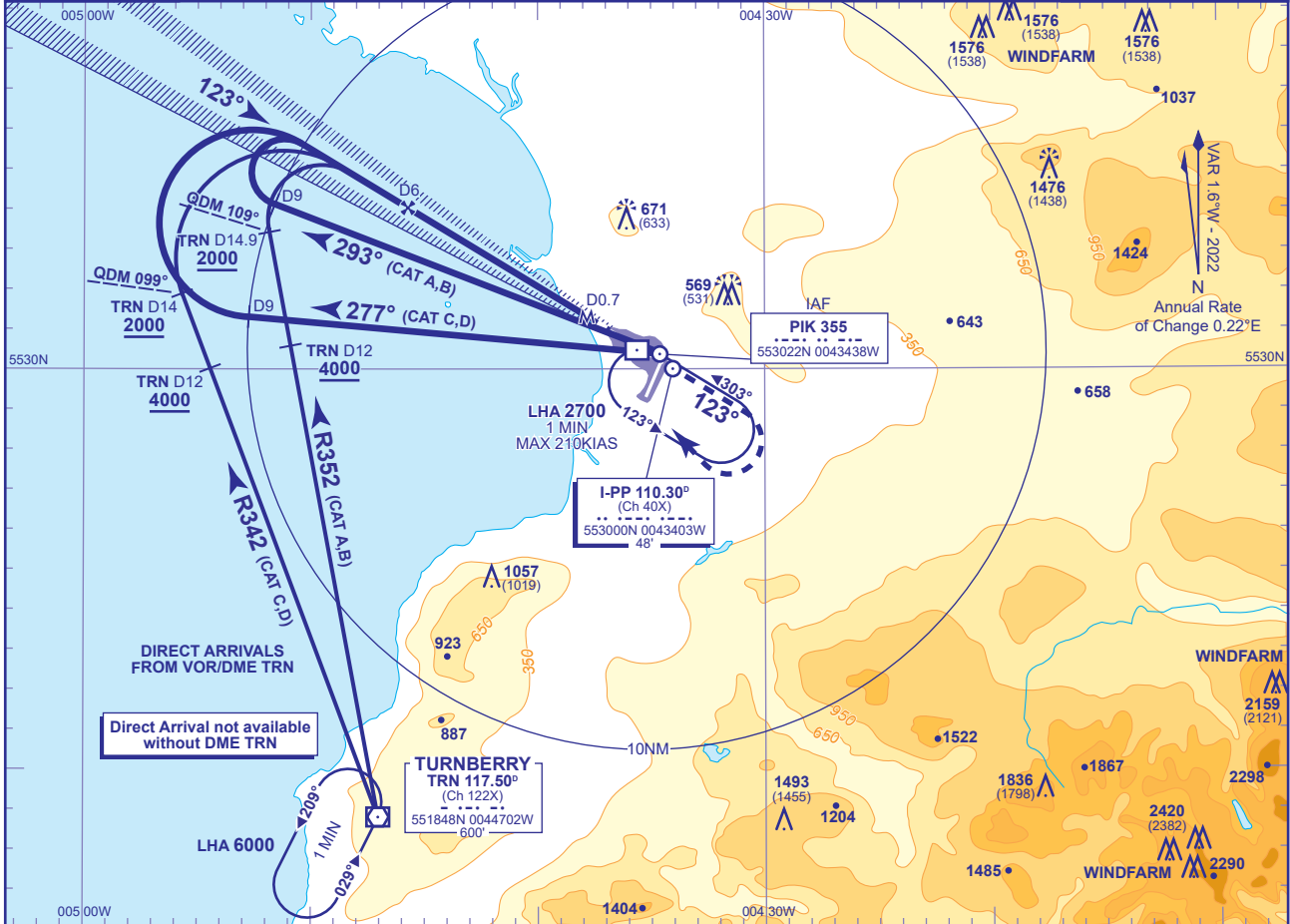
MSA 25NM NDB(L) PIK

APP	129.450
TWR	118.150, 127.155
RAD	129.450, 124.630
ATIS	121.130

PRESTWICK APPROACH
PRESTWICK TOWER
PRESTWICK RADAR
PRESTWICK INFORMATION

AD ELEVATION	65
THR ELEVATION	38
OBSTACLE ELEVATION	2420 AMSL (2382) (ABOVE THR)
BEARINGS ARE MAGNETIC	

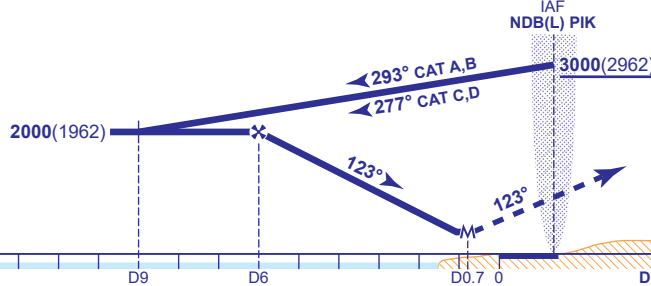
TRANSITION ALTITUDE	6000
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RECOMMENDED PROFILE Gradient 5.24, 320FT/NM

DME I-PP	6	5	4	3	2	1
ALT(HGT)	2000(1962)	1680(1642)	1360(1322)	1050(1012)	730(692)	410(372)

Arrival not below MSA.



MAPt I-PP DME 0.7
MAX 210KIAS.
Continuous climb to 3000:
Initially straight ahead to 2500,
then right turn to NDB(L) PIK
to hold at 3000 or as directed.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT				
OCA (OCH)	Procedure	370(332)	370(332)	370(332)	370(332)		160	140	120	100	80
VM(C)OCA (OCH AAL)	Total Area	800(735)	900(835)	1100(1035)	1100(1035)	FT/MIN	850	740	640	530	420
	SW of RWY 12/30	640(575)	710(645)	1000(935)	1070(1005)						

NOTE 1 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.
NOTE 2 Direct arrivals are subject to prior approval from ATC.

CHANGE (5/24): MAPT 2 REMOVED. MINIMA. AIRCRAFT UNABLE TO RECEIVE DME NOTES REMOVED.