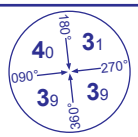
INSTRUMENT APPROACH CHART - ICAO

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

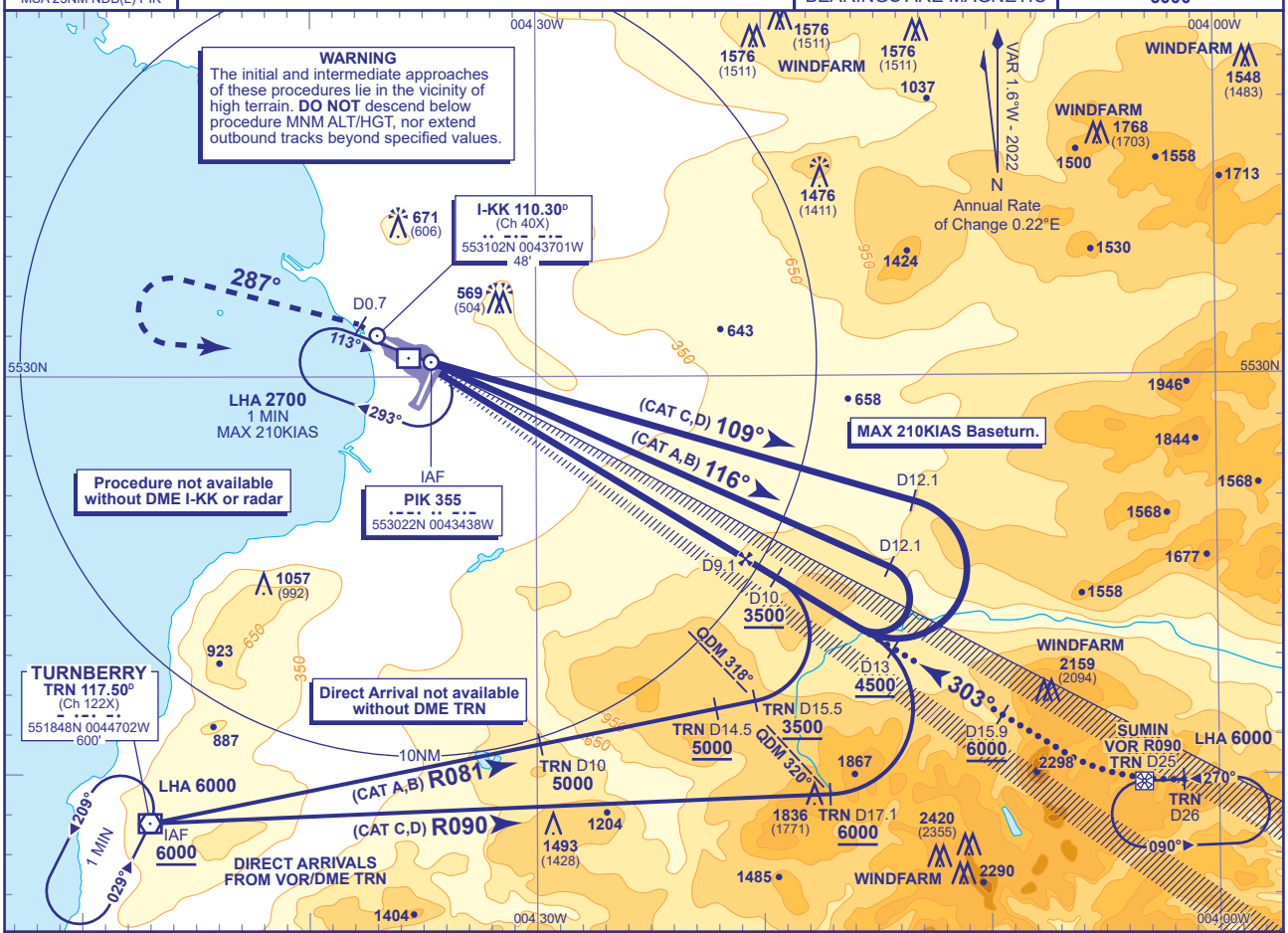


MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	
TWR	118.150, 127.155	PRESTWICK TOWER	
RAD	129.450, 124.630	PRESTWICK RADAR	
ATIS	121.130	PRESTWICK INFORMATION	

AD ELEVATION	65
THR ELEVATION	65
OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

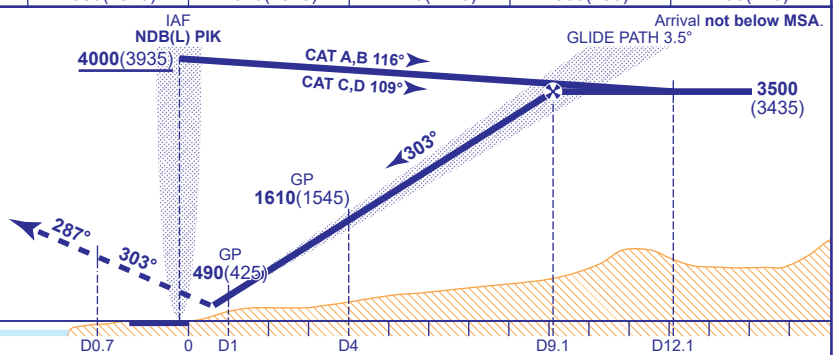


RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-KK	7	6	5	4	3	2	1
ALT(HGT)	**2720**(2655)	**2350**(2285)	**1980**(1915)	**1610**(1545)	**1240**(1175)	**860**(795)	**490**(425)

RDH 56

Continuous climb to **3500**. Initially, straight ahead to **I-KK** D0.7 outbound, then 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.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**296**(231)	**309**(244)	**322**(257)	**332**(267)
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)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	980	860	740	620	490

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 FAP (I-KK DME 9.1) **not below 3500**(3435) continue descent on the glide path to DA(H).

NOTES
1. Alternative procedure from SUMIN is based on 6.1% gradient CDA from **6000** to the FAP. 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).
2. Direct arrivals are subject to prior approval from ATC.
3. Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.

CHANGE (5/24): MINIMA.