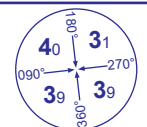


INSTRUMENT APPROACH CHART - ICAO

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



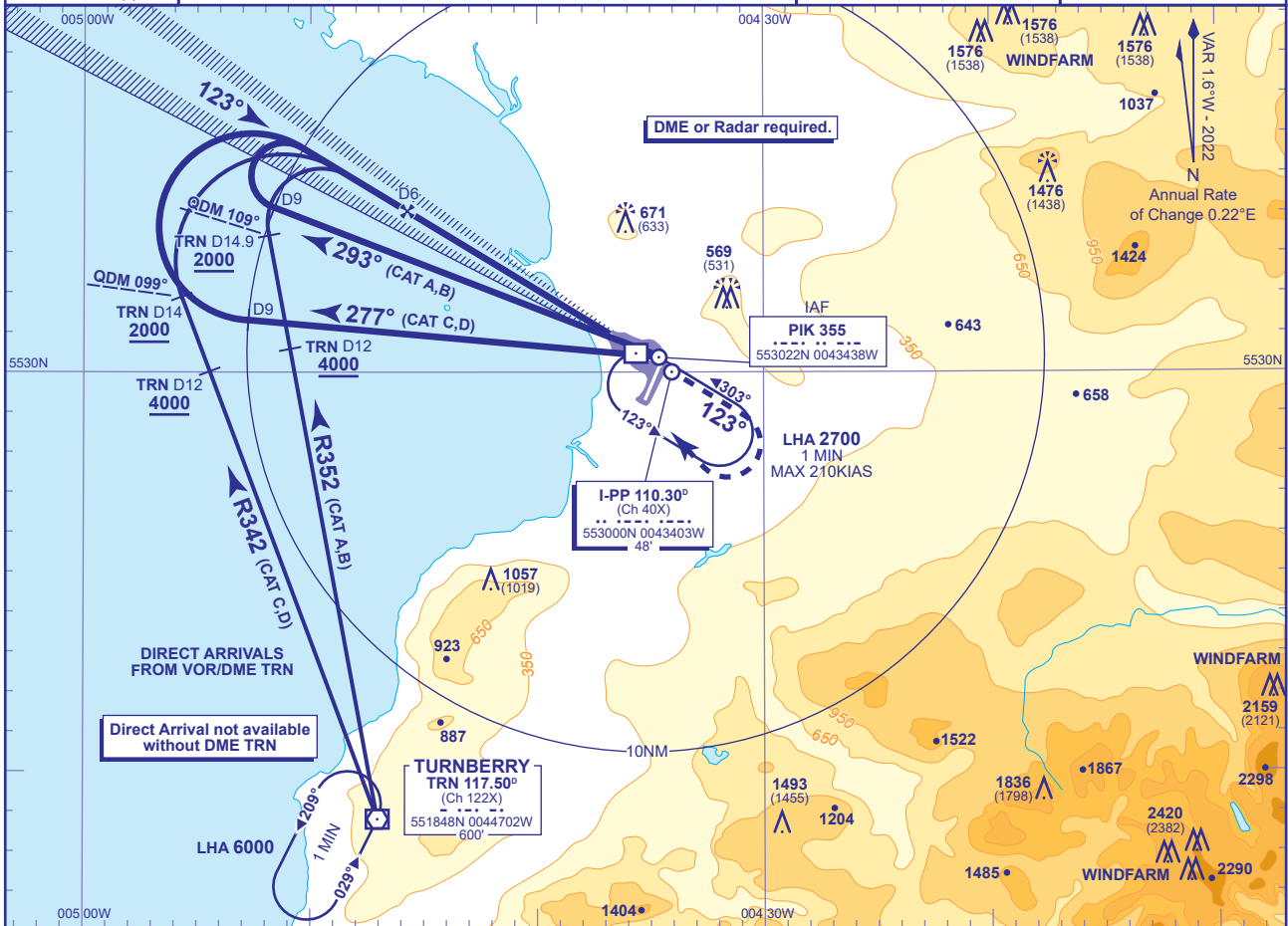
MSA 25NM NDB(L) PIK

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	

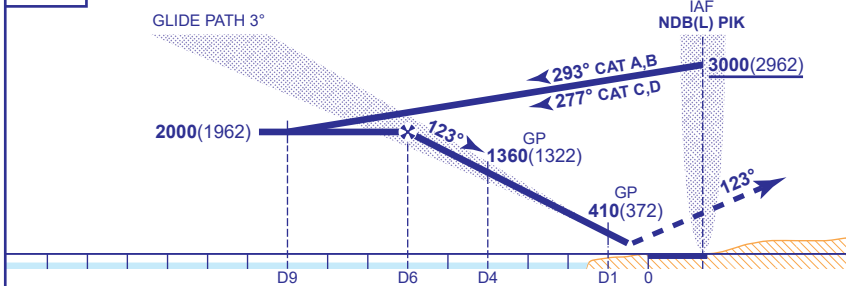
TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

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

RDH 53 Arrival not below MSA.



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.

UNABLE TO RECEIVE NDB: Climb on Runway Heading to **3000**, then a climbing right turn to **VOR TRN** to **6000** to hold or as directed by ATC.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	NO DME/DME (CAT I)	220(182)	229(191)	239(201)	251(213)		FT/MIN	850	740	640	530	420
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)							

AIRCRAFT UNABLE TO RECEIVE DME
In the absence of DME, radar ranges if available will be provided at the following equivalent DME ranges: D9 outbound on Baseturn, approaching FAP at DME 6 and GP checks at DME 4 and DME 1 on Final Approach.

- 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**.
- 2** Direct arrivals are subject to prior approval from ATC.

CHANGE (5/24): MINIMA.