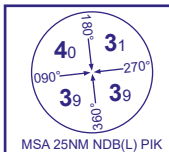
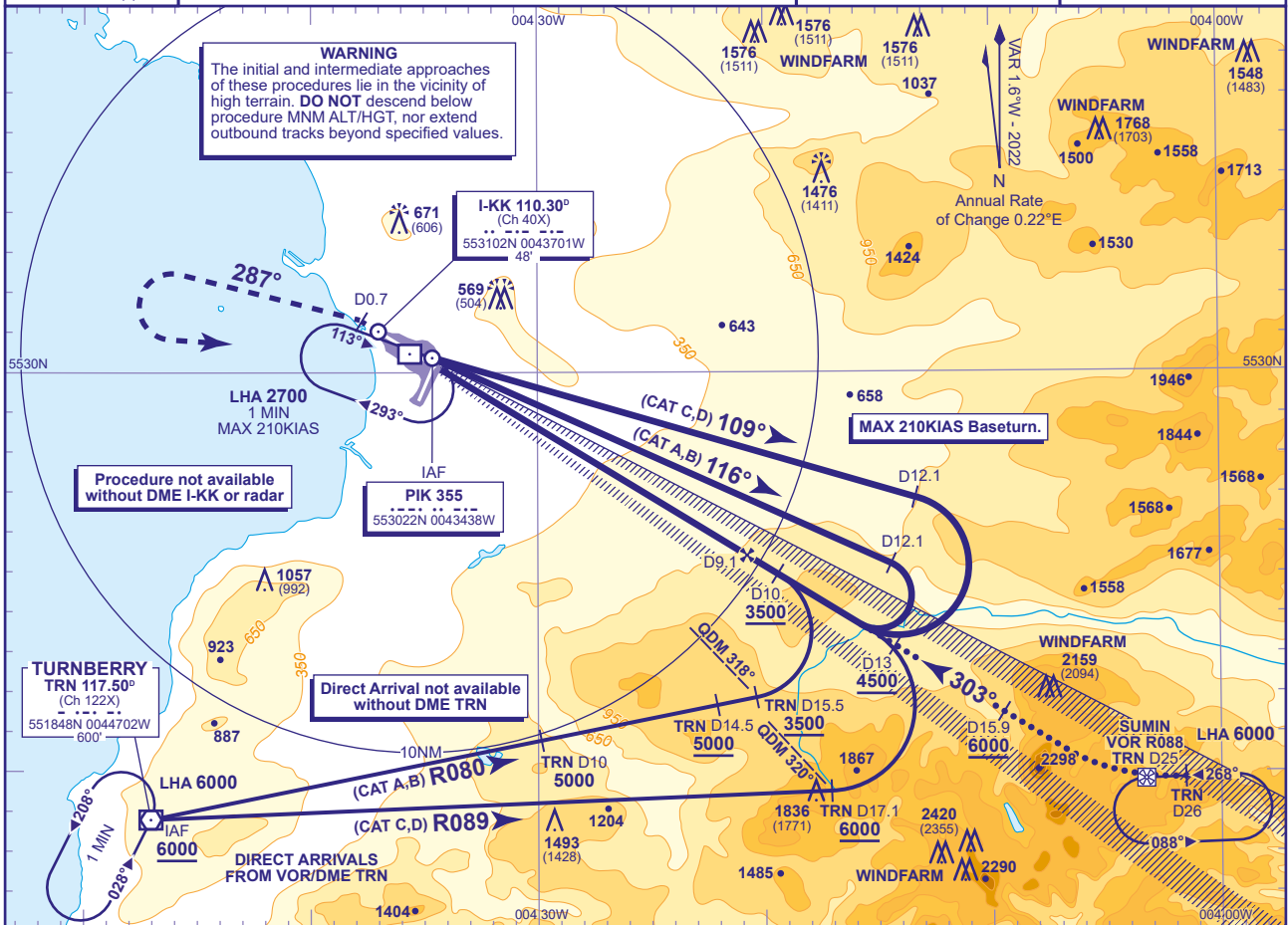


INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
ILS/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 | |

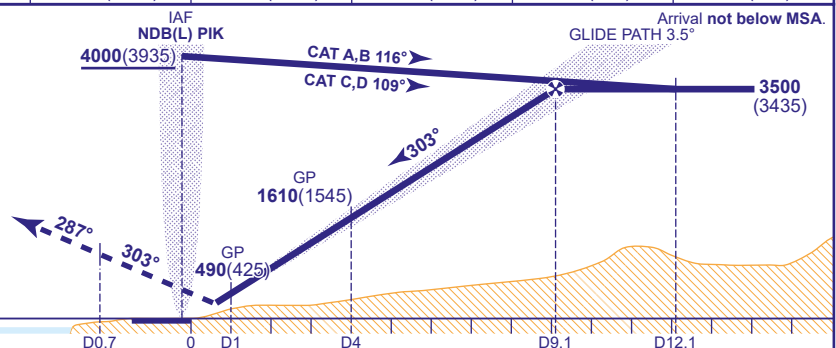
TRANSITION ALTITUDE
6000

RECOMMENDED PROFILE 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.



DME I-KK zero ranged to THR RWY 30

| Aircraft Category | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|--------------------|-----------------|----------|----------|------------|-----------------|--------|-----|-----|-----|-----|-----|
| OCA (OCH) | CAT I | 296(231) | 309(244) | 322(257) | 332(267) | FT/MIN | 980 | 860 | 740 | 620 | 490 |
| 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 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 (8/25): TRN VOR RECALIBRATED.