
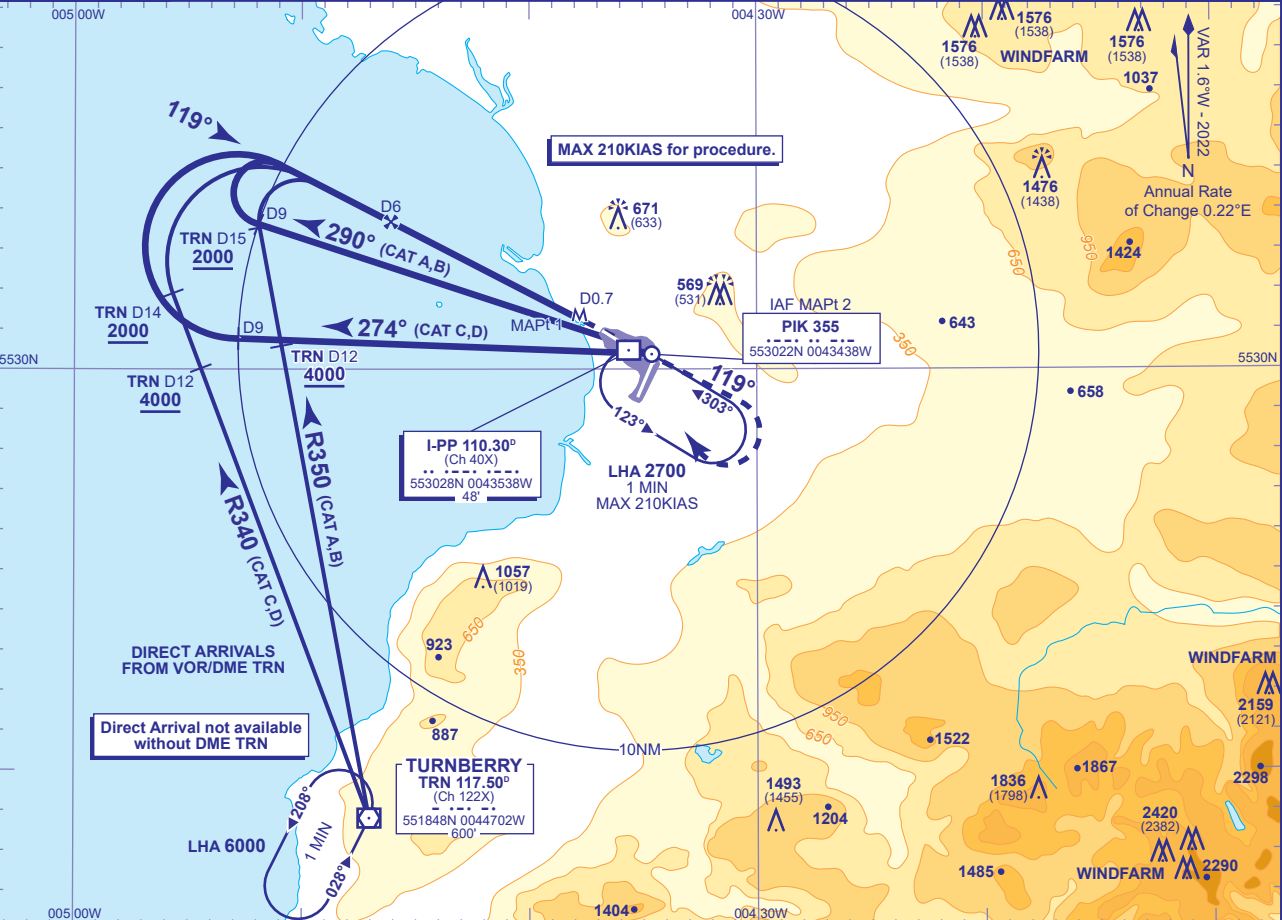


INSTRUMENT APPROACH CHART - ICAO

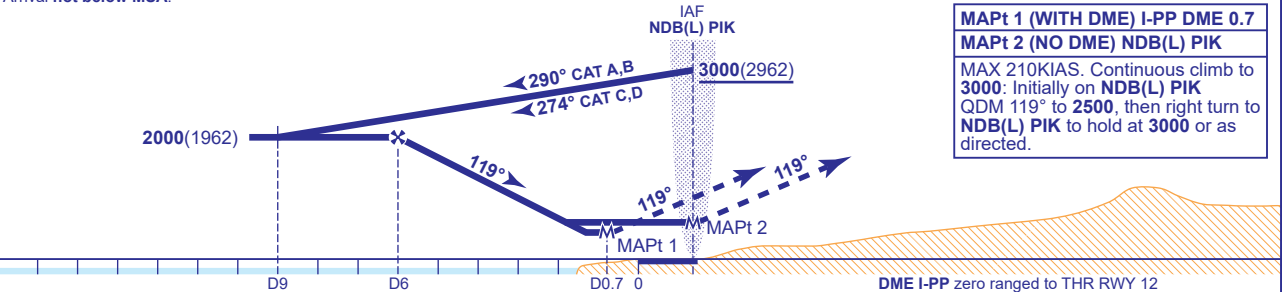
PRESTWICK
NDB(L)/DME
RWY 12
(ACFT CAT A,B,C,D)

 MSA 25NM NDB(L) PIK	APP 129.450	PRESTWICK APPROACH	AD ELEVATION 65	TRANSITION ALTITUDE 6000
	TWR 118.150, 127.155	PRESTWICK TOWER	THR ELEVATION 38	
	RAD 129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2382) (ABOVE THR)	
	ATIS 121.130	PRESTWICK INFORMATION		
			BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM					
DME I-PP	6	5	4	3	2
ALT(HGT)	2000(1962)	1680(1642)	1360(1322)	1050(1012)	730(692)

Arrival not below MSA.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	DME	450(412)	450(412)	450(412)	450(412)		FT/MIN	850	740	640	530	420
	NO DME	590(552)	590(552)	590(552)	590(552)							
VM(C)OCA (OCH AAL)	Total Area	800(735)	900(835)	1100(1035)	1100(1035)							
	SW of RWY 12/30	700(635)	810(745)	1000(935)	1070(1005)							

AIRCRAFT UNABLE TO RECEIVE DME
Main procedure: Fly outbound leg of racetrack for 3 MIN (CAT A,B) or 2.5 MIN (CAT C,D) prior to inbound turn.

NOTE 1 FAT is offset 3.8° south of RWY C/L and intercepts the extended C/L 0.75NM before the THR RWY 12.
NOTE 2 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.

CHANGE (8/25): TRN VOR RECALIBRATED.