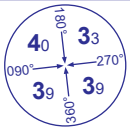
INSTRUMENT APPROACH CHART - ICAO

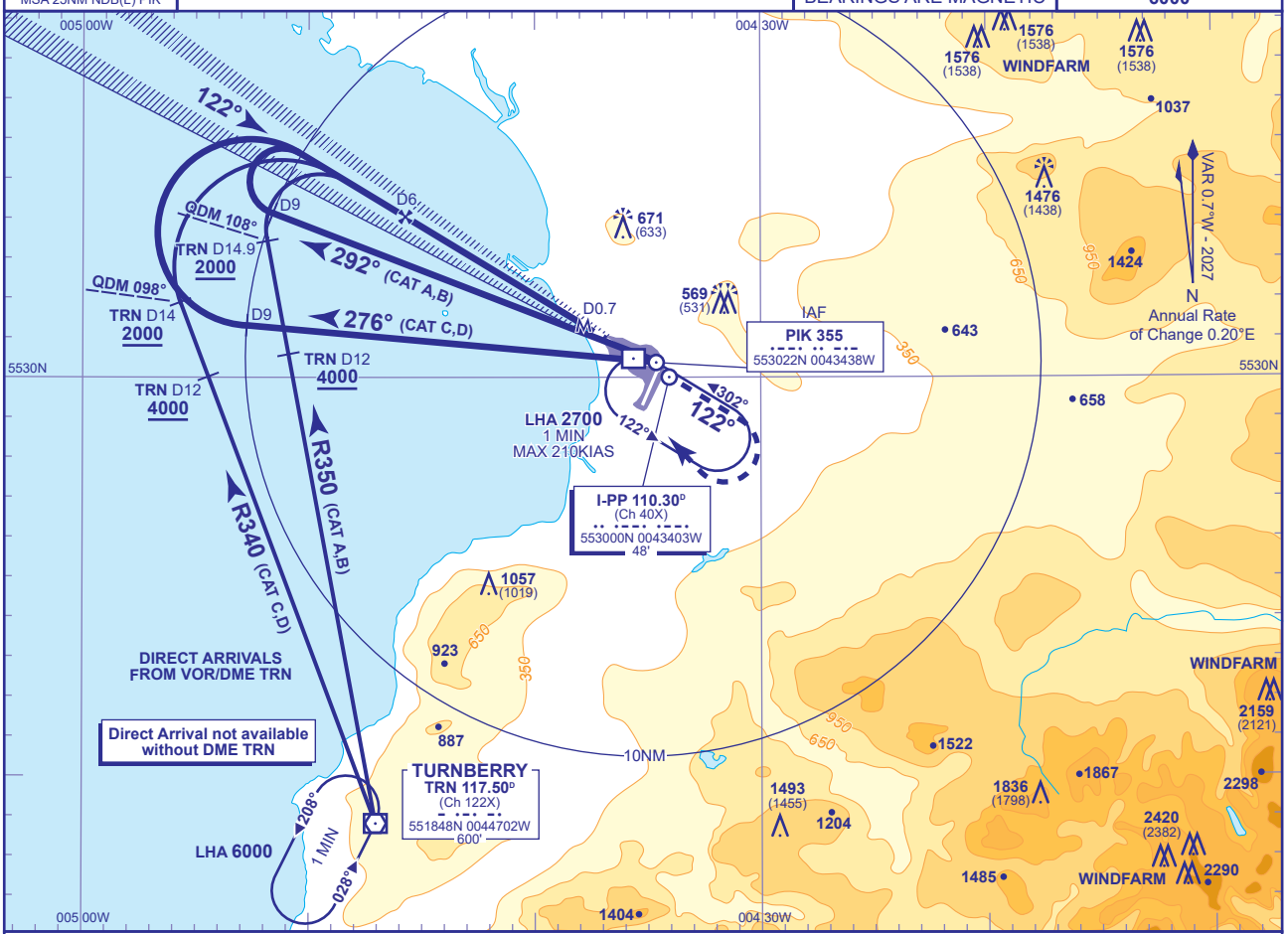
PRESTWICK LOC/DME/NDB(L) RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
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	

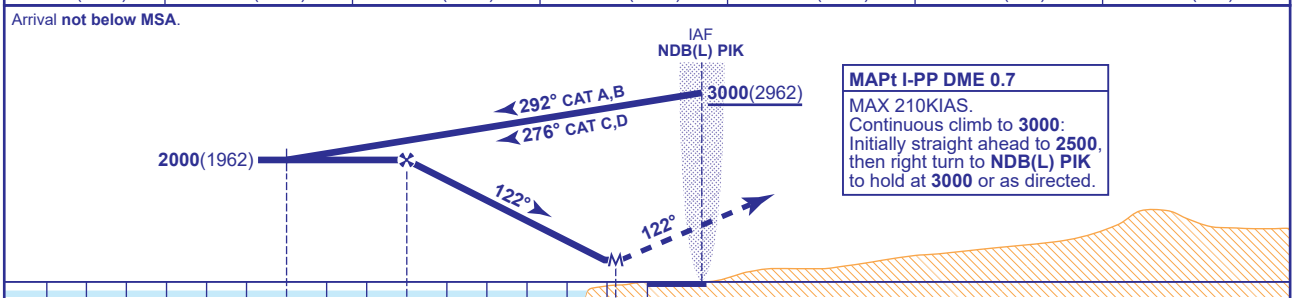
TRANSITION ALTITUDE **6000**



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.

DME I-PP zero ranged to THR RWY 12

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**370**(332)	**370**(332)	**370**(332)	**370**(332)
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	850	740	640	530	420

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 (12/25): NE MSA. MAG VAR. MAG HEADINGS.