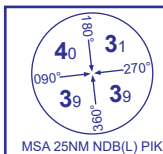
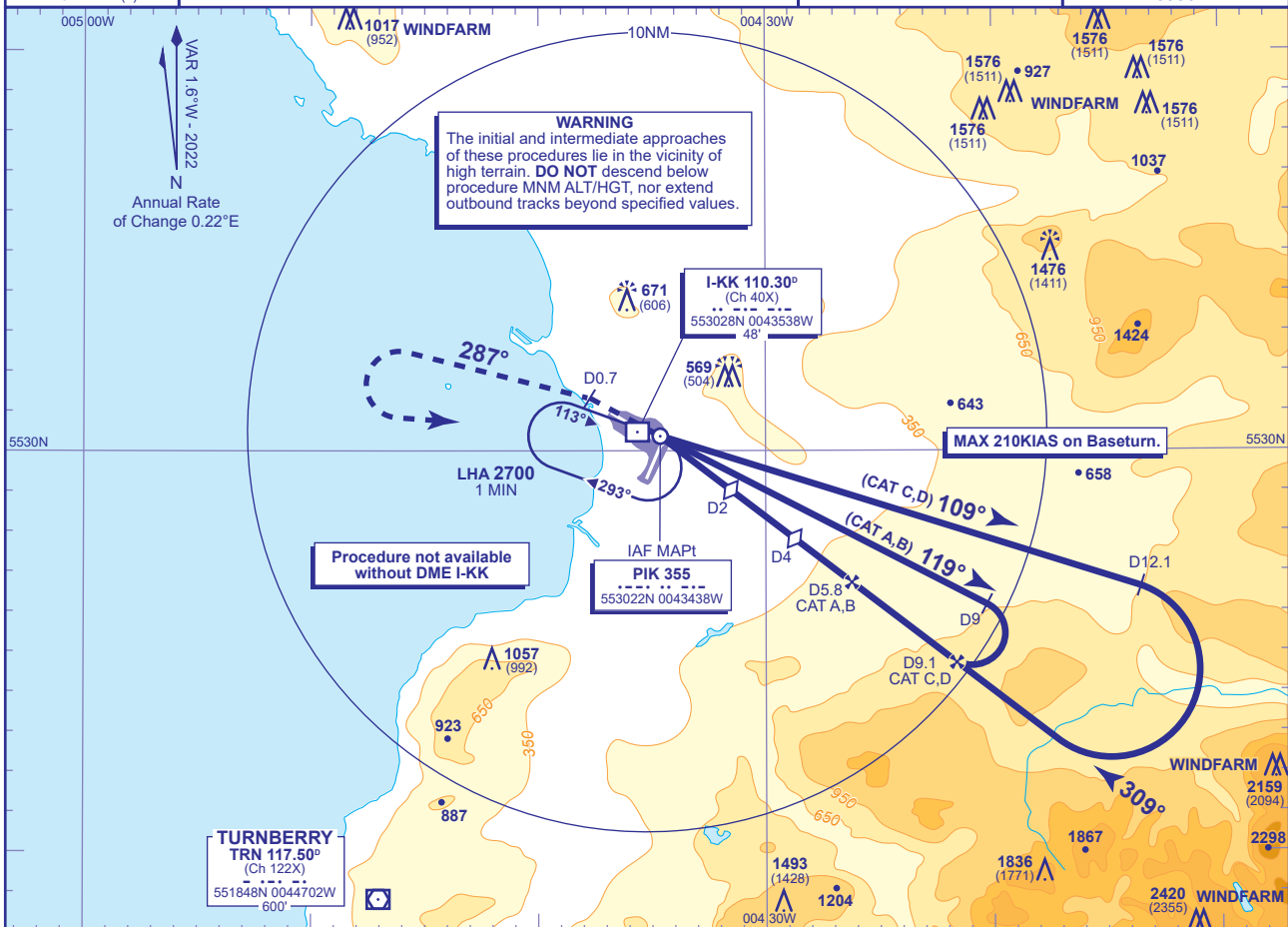


INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
NDB(L)/DME
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

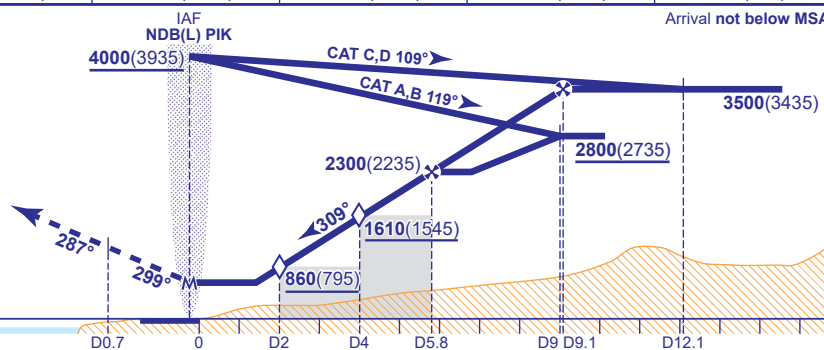
RECOMMENDED PROFILE Gradient 6.11%, 370FT/NM

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

MAPt NDB(L) PIK

Continuous climb to **3500**. Initially, on **NDB(L) PIK** QDM 299° 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.

Arrival not below MSA.



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)	Procedure	600(535)	600(535)	600(535)	600(535)		FT/MIN	990	860	740	620	490
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)						

- NOTES 1 FAT offset 5.8° south of extended RWY CL and intercepts the CL 1.1NM before THR.
2 Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.
3 No turns before MAPt.

CHANGE (5/24): CAT A/B PROFILE DESCENT IAF TO FAF. NOTE 3 ADDED. MINIMA.