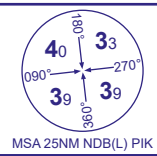
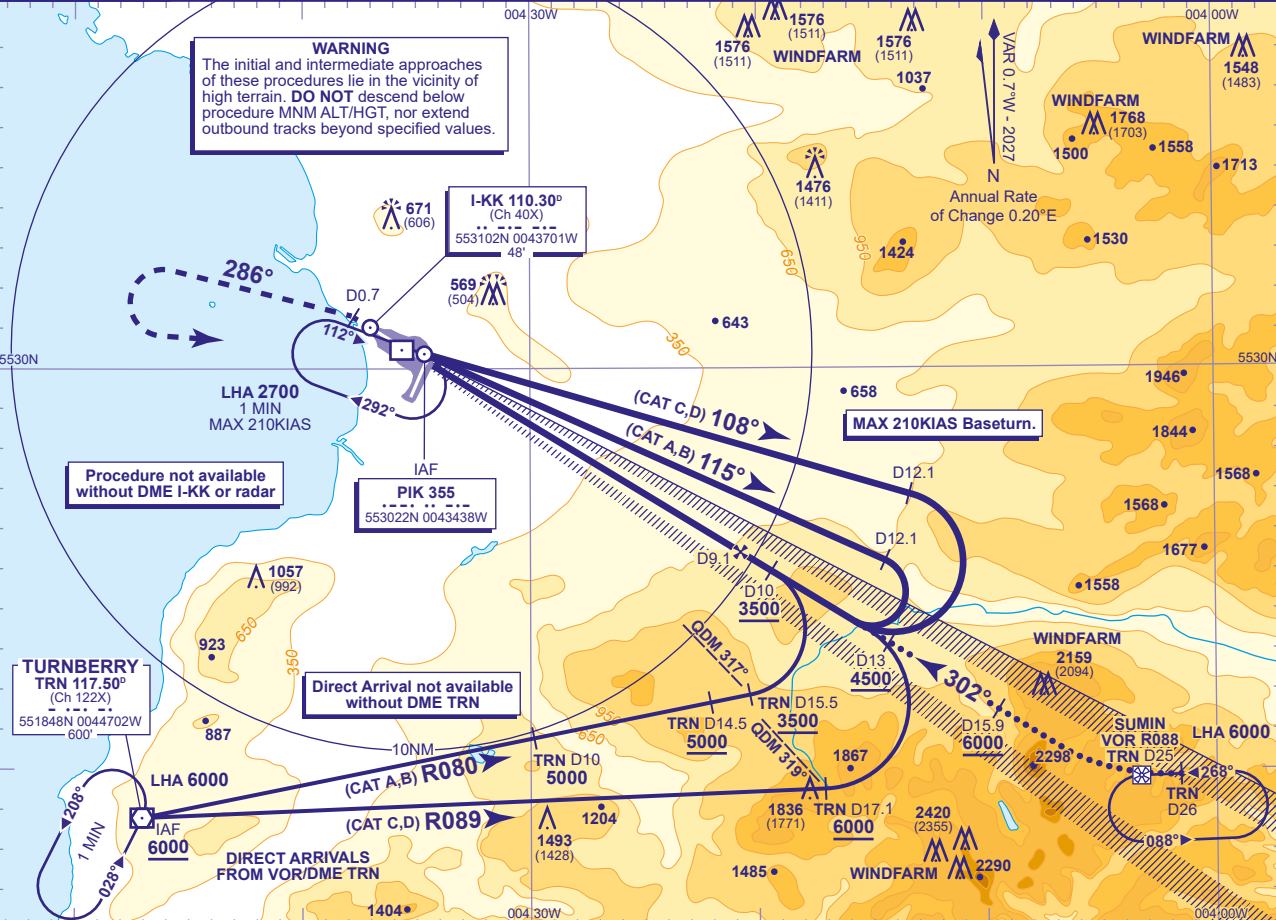


INSTRUMENT APPROACH CHART - ICAO

PRESTWICK  
ILS/DME/NDB(L)  
RWY 30  
(ACFT CAT A,B,C,D)

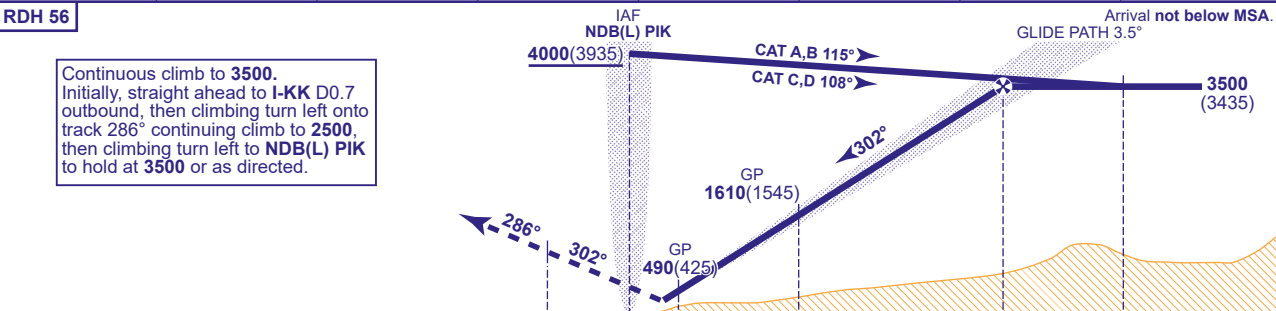


APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	TRANSITION ALTITUDE 6000
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)	
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		



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)



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**
- 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)**.
  - Direct arrivals are subject to prior approval from ATC.
  - Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.

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