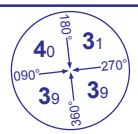
INSTRUMENT APPROACH CHART - ICAO

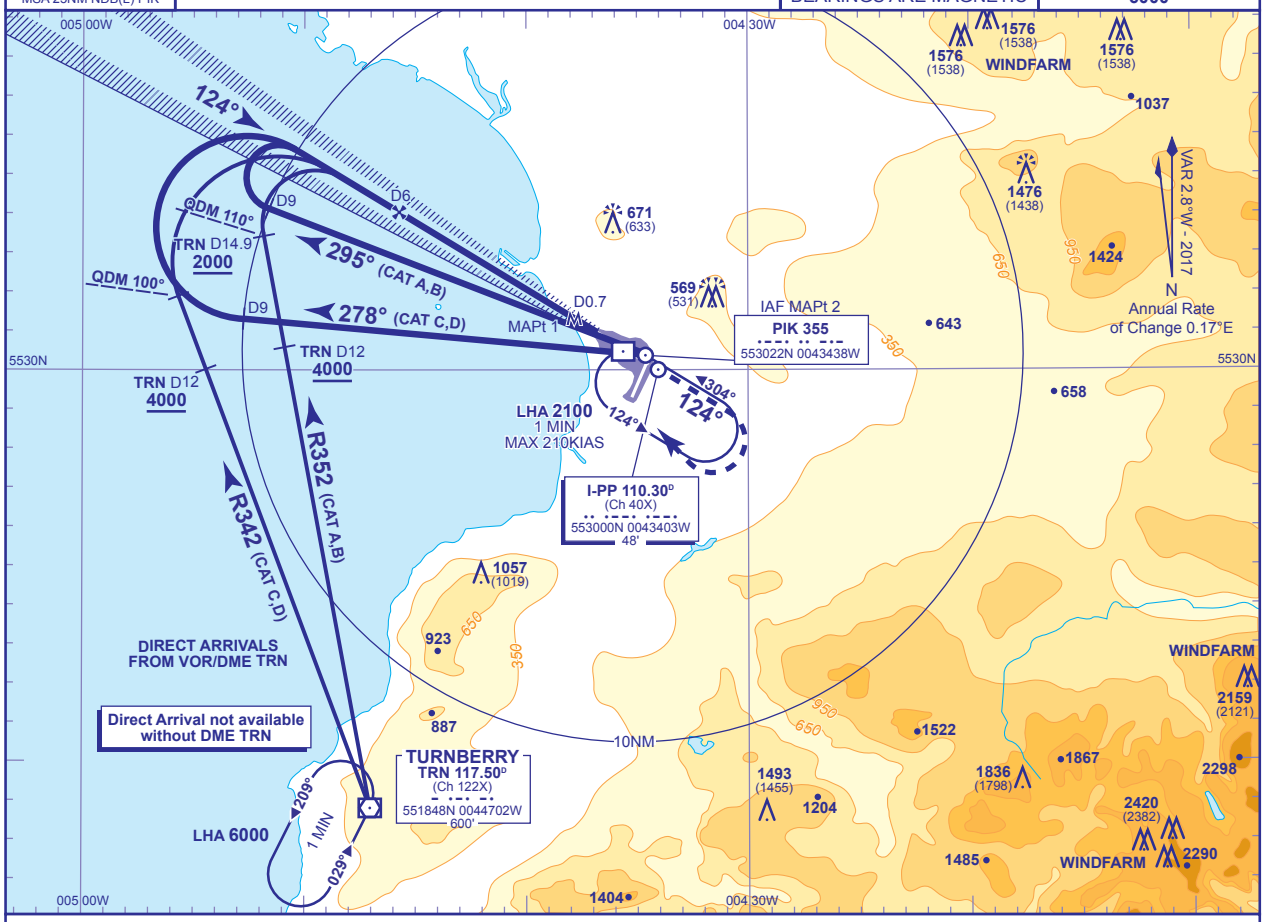
PRESTWICK LOC/DME/NDB(L) RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.150	PRESTWICK TOWER	THR ELEVATION	38
RAD	129.450, 124.625	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2382) (ABOVE THR)	
ATIS	121.125	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

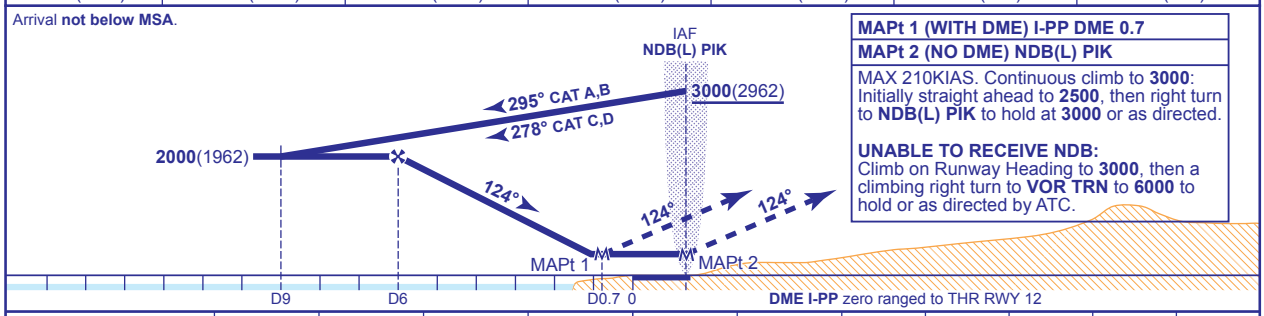
TRANSITION ALTITUDE **6000**



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 1 (WITH DME) I-PP DME 0.7

MAPt 2 (NO DME) NDB(L) PIK

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.

UNABLE TO RECEIVE NDB:
Climb on Runway Heading to **3000**, then a climbing right turn to **VOR TRN** to **6000** to hold or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	DME/ NO DME	**360**(322)	**360**(322)	**360**(322)	**360**(322)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**600**(535)	**700**(635)	**1000**(935)	**1000**(935)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME
Fly outbound on Baseturn for 3 MIN (CAT A,B) or 2.5 MIN (CAT C,D) prior to inbound turn. As an alternative to timing radar ranges may be provided at the following equivalent DME ranges: D9 outbound on the Baseturn and approaching FAF at DME 6.

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 (1/17): MAG VAR. MAG TRACKS. VOR TRN RADIALS. OBSTACLES.

AERO INFO DATE 24 OCT 16