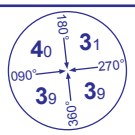
INSTRUMENT APPROACH CHART - ICAO

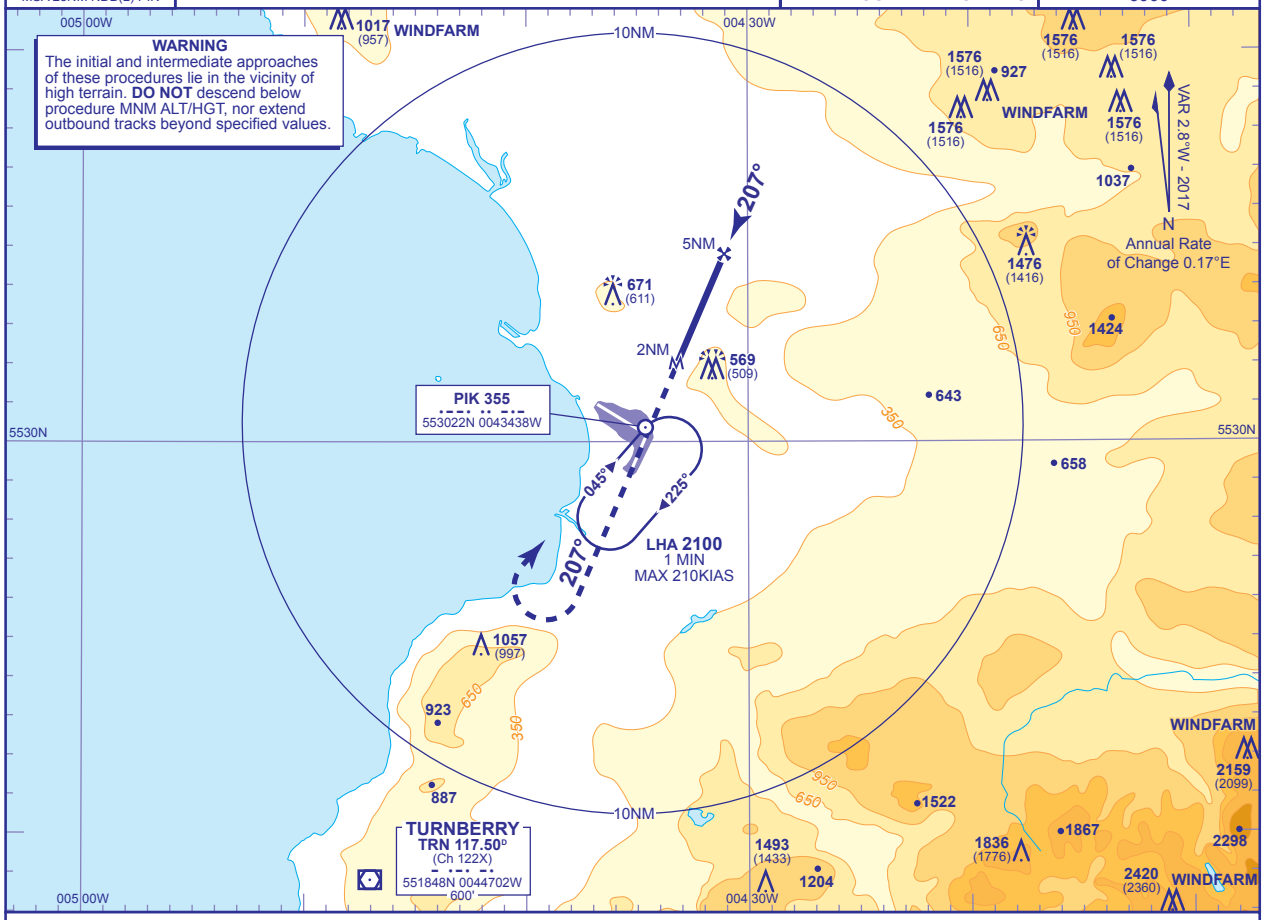
PRESTWICK SRA RTR 2NM RWY 21
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.150	PRESTWICK TOWER	THR ELEVATION	60
RAD	129.450, 124.625	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2360) (ABOVE THR)	
ATIS	121.125	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 6.39%, 390FT/NM

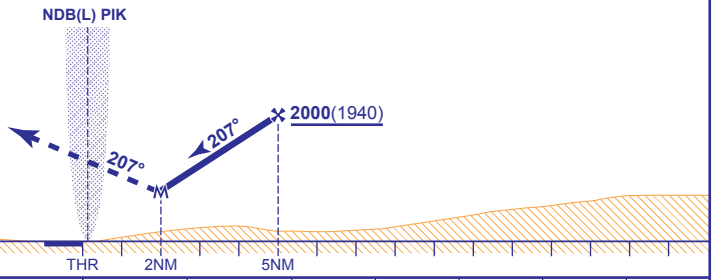
NM	5.0	4.0	3.0	2.0
ALT(HGT)	**2000**(1940)	**1610**(1550)	**1220**(1160)	**840**(780)

Initial and intermediate approach as directed by radar.

MAPt RTR 2NM

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:
Route direct to **VOR TRN** to **6000** to hold or as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**840**(780)	**840**(780)	**840**(780)	**840**(780)
VM(C)OCA (OCH AAL)	Total Area	**830**(765)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**830**(765)	**830**(765)	**1000**(935)	**1000**(935)

Rate of descent					
G/S KT	160	140	120	100	80
FT/MIN	1030	910	780	650	520

NOTE Portions of this procedure lie outside controlled airspace. Initial and intermediate approach will be conducted under De-confliction Service.

CHANGE (1/17): MAG VAR. OBSTACLES.

AERO INFO DATE 24 OCT 16