EGPK — PRESTWICK

EGPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPK — PRESTWICK

EGPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 553034N Long: 0043540W Mid point of Runway 12/30.
2	Direction and distance from city	1 nm NE of Prestwick.
3	Elevation / Reference temperature	65.5 ft / 16 C
4	Geoid undulation at AD ELEV PSN	180 FT
5	Magnetic Variation/ Annual Change	2.82°W (2017) / 0.17°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	GLASGOW PRESTWICK AIRPORT LTD. Post: Aviation House, Prestwick, Scotland KA9 2PL. Phone: 01292-511107 (ATC Operations) Phone: 01292-511108 (AFS) Phone: 0871-2230700 (Switchboard) Phone: 01292-511190 (Airfield Ops) Fax: 01292-511010 (Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24	
2	Customs and Immigration	H24	
3	Health and sanitation	H24	
4	AIS Briefing Office	Available via handling agent.	→
5	ATS Reporting Office (ARO)		
6	MET Briefing Office	Available via handling agent.	→
7	Air Traffic Service	H24 See also AD 2.18.	
8	Fuelling	H24	
9	Handling	H24	
10	Security	H24	
11	De-icing	H24	
12	Remarks		→

EGPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full mechanical facilities. (Single piece 30 tonnes, heavier loads by arrangement). Bonded storage facilities available. Nearest railway siding: Prestwick 0.8 nm.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL AL48 Available
3	Fuelling facilities/capacity	1400 lts per minute - AVTUR JET A-1, 3 million lts. AVGAS, 54,000 lts.
4	De-icing facilities	KILFROST Type 2 and Airfirst System on request.
5	Hangar space for visiting aircraft	Limited -Up to B747. Prior notification required
6	Repair facilities for visiting aircraft	Limited -Up to B747. Prior notification required.
7	Remarks	Oxygen and related servicing. Prior notification required. Handling is mandatory for all aircraft. Handling agent is: Prestwick Handling/Prestwick Aviation Services: Tel: 01292-511333 Fax: 01292-511259 SITA: PIKOWXH (All freight aircraft handling) SITA: PIKAPXH (Passenger Handling) e-mail: freighter_services@glasgowprestwick.com prestwick_handling@glasgowprestwick.com Frequency: 129.700 MHz Office open and manned H24.

EGPK AD 2.5 PASSENGER FACILITIES

1	Hotels	Available locally.
2	Restaurants	Restaurants and Bars.
3	Transportation	Buses, taxis and car hire. Nearest railway station: Prestwick Airport (Connected to passenger terminal).
4	Medical facilities	First Aid Treatment.
5	Bank and Post Office	Bureau de Change. Cash dispenser in terminal building.
6	Tourist Office	Ayr.
7	Remarks	Full disabled facilities for passenger handling.

EGPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	For higher categories contact ATC Operations, Tel: 01292-511107. Fax: 01292-475464. **RFF Category 8 and 9** available at short notice.

EGPK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical and anti-icing.
2	Clearance priorities	Runway 12/30, Taxiways, Aprons, Runway 03/21.
3	Remarks	Latest information from Clearance Programme Tel: 01292-511107.

EGPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	A Surface: Concrete and asphalt. PCN 100/R/C/W/T B Surface: Concrete and asphalt. PCN 100/R/C/W/T C Surface: Concrete and asphalt. PCN 50/R/A/X/U F Surface: Concrete and asphalt. PCN 50/R/A/X/U G Surface: Concrete and asphalt. PCN 30/R/B/X/U H Surface: Concrete and asphalt. PCN 50/R/A/X/U
2	Taxiway width, surface and strength	Taxiway J: 23 m. Surface: Concrete and asphalt. PCN 65/R/C/W/T Taxiway R: 23 m. Surface: Concrete and asphalt. PCN 65/R/C/W/T Taxiway S: 23 m. Surface: Asphalt. PCN 60/F/B/X/U
3	Altimeter checkpoint location and elevation	Apron 30 FT amsl
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	AGNIS, PAPA on stands 1A-4, 7 and 8. Stands 5, 6, 9, 10 and 11 under marshaller's instructions. Aircrews are to note that the Stand Entry Guidance (SEG) is activated by Airline and Handling Agent staff. Aircrew should not enter the stand unless the AGNIS is illuminated or if advised that it is unserviceable, under marshaller's guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated an electronic flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** 12/30: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings. 03/21: Runway 03: Runway designation, runway threshold, runway centre-line and strip markings. Runway 21: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings. **Runway light(s):** : 12/30: Runway guard lights (LED), colour coded runway centre-line, runway edge, threshold and wing bars, runway end (LED). : 03: Runway guard lights, runway edge, threshold and wing bars, runway end. : 21: Runway guard lights, runway edge, threshold and wing bars, runway end, stopway. **Taxiway marking aid(s):** : Yellow taxiway centre-line, taxiway holding position, runway ahead markings. Enhanced taxiway centre-line markings approaching Romeo 1.
3	Stop bars	At Holds; J, K, Q (LED), R1 (LED), S, W and Y.
4	Remarks	Illuminated wind direction indicators. Standard apron markings.

EGPK AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
12/APPROACH 30/TAKE-OFF	Runway Observation Post	553046.18N 0043629.87W	48 ft		Yes	
30/APPROACH 12/TAKE-OFF	Runway Observation Post	553009.19N 0043442.11W	65 ft		Yes	
03/APPROACH 21/TAKE-OFF	Fence	552908.15N 0043519.95W	60 ft		No	
21/APPROACH 03/TAKE-OFF	Fence	553012.80N 0043423.66W	81 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Mast	553331.01N 0043605.39W	671 ft		Yes	
	Radio Masts	553136.93N 0043137.28W	569 ft		Yes	
	Crane	552812N 0043821W	197 ft	197 ft	No	
	Radio Mast	552433.85N 0044202.47W	1054 ft		Yes	

EGPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ABERDEEN.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ABERDEEN. 24 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Via Handling Agent.
8	Supplementary equipment available for providing information	Via Handling Agent.
9	ATS units provided with information	PRESTWICK.
10	Additional information (limitation of service, etc.)	

EGPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
12	121.33°	2986 x 46 m	RWY surface: Concrete and asphalt. PCN 90/R/C/W/T	553054.82N 0043641.31W 180 ft	THR 37.8 ft
30	301.36°	2986 x 46 m	RWY surface: Concrete and asphalt. PCN 90/R/C/W/T	553008.68N 0043427.83W 180 ft	THR 65.5 ft
03	023.74°	1905 x 45 m	RWY surface: Asphalt. PCN 60/F/C/X/U	552918.17N 0043514.61W 180 ft	THR 48.2 ft
21	203.74°	1905 x 45 m	RWY surface: Asphalt. PCN 60/F/C/X/U	553012.19N 0043432.76W 180 ft	THR 60.4 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 12 Landing threshold displaced by 243 m. Paved shoulders extend 23 m beyond each side of the runway for 2134 m from the threshold of Runway 30 and for 8 m beyond each side and end of the runway thereafter.
					RWY 30 Paved shoulders extend 23 m beyond each side of the runway for 2134 m from the threshold of Runway 30 and for 8 m beyond each side and end of the runway thereafter. The downslope gradient over the first 400 m of LDA is: RWY 30 - 1.25%.
					RWY 03 Landing threshold displaced by 80 m.
	86 x 45 m				RWY 21 Stopway PCN: 35/F/C/X/T

EGPK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	2986 m	3170 m	2986 m	2743 m	
30	2986 m	3075 m	2986 m	2986 m	
12	2445 m	2629 m	2445 m		Take-off from intersection Kilo.
12	1453 m	1637 m	1453 m		Take-off from intersection Mike.
30	2678 m	2767 m	2678 m		Take-off from intersection Quebec.
30	1589 m	1678 m	1589 m		Take-off from intersection Mike.
03	1905 m	1999 m	1905 m	1825 m	
21	1905 m	2147 m	1991 m	1905 m	
21	1710 m	1951 m	1796 m		Take-off from intersection R1.

EGPK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	853 m Light intensity high.	HI Green with Green wingbars	PAPI Left/3° 57.5 ft		Colour coded 2987 m 30 m spacing HI	Elev HI bi-directional with LI omni-directional component 60 m spacing	Red.		**Approach Lighting:** Coded centre-line with five crossbars **PAPI Dist from Thr:** 420 m **Rwy Edge:** These show red in NW direction between NW end of the runway and the displaced 12 threshold.
30	890 m Light intensity high.	HI Green with Green wingbars	PAPI Left/3.5° 64 ft		Colour coded 2987 m 30 m spacing HI	Elev HI bi-directional with LI omni-directional component 60 m spacing	Red.		**Approach Lighting:** Coded centre-line with five crossbars **PAPI Dist from Thr:** 450 m **Rwy Edge:** These show red in NW direction between NW end of the runway and the displaced 12 threshold.
03		HI Green with Green wingbars	PAPI Left/3° 58 ft			HI bi-directional with LI omni-directional component 64 m spacing	Red.		**PAPI Dist from Thr:** 399 m
21	420 m Light intensity high.	HI Green with Green wingbars	PAPI Left/3.5° 57 ft			HI bi-directional with LI omni-directional component 64 m spacing	Red.	Red 175	**Approach Lighting:** Centre-line with one crossbar **PAPI Dist from Thr:** 341 m

EGPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Adjacent to both ILS glidepath aerials (Lgtd).
3	TWY edge and centre line lighting	Taxiway: . Green centre-line LED lights, blue edge lights on turns, blue retro/reflective edge markings/studs. Taxiway: . Edge. Blue edge lights.
4	Secondary power supply/switch-over time	During LVP operations changeover from Standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to Standby diesel takes maximum 15 seconds in event of full mains failure.
5	Remarks	Apron floodlights. Obstacle lighting.

EGPK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Refer to item AD 2.20, paragraph 5. A helicopter aiming point is marked on Runway 12/30 between Links Mike and November. Runway thresholds may also be used, at the discretion of ATC.

EGPK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
PRESTWICK CTR 553734N 0044227W - 552838N 0041639W - thence clockwise by the arc of a circle radius 11 nm centered on 553034N 0043540W to 552150N 0042400W - 553044N 0044945W - thence clockwise by the arc of a circle radius 8 nm centered on 553034N 0043540W to 553734N 0044227W	Upper limit: 5500 ft ALT Lower limit: SFC	D	PRESTWICK APPROACH English	6000 ft	
PRESTWICK CTA 1 554023N 0045040W - 553734N 0044227W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 553034N 0043540W to 552811N 0044906W - 553124N 0045830W - thence clockwise by the arc of a circle radius 13 nm centered on 553034N 0043540W to 554023N 0045040W	Upper limit: 5500 ft ALT Lower limit: 1500 ft ALT	D	PRESTWICK APPROACH English	6000 ft	
PRESTWICK CTA 2 553044N 0044945W - 552703N 0043902W - 552518N 0044044W - 552811N 0044906W - thence clockwise by the arc of a circle radius 8 nm centered on 553034N 0043540W to 553044N 0044945W	Upper limit: 5500 ft ALT Lower limit: 2000 ft ALT	D	PRESTWICK APPROACH English	6000 ft	
PRESTWICK CTA 3 552703N 0043902W - 552150N 0042400W - thence	Upper limit: 5500 ft ALT Lower limit: 3000 ft ALT	D	PRESTWICK APPROACH English	6000 ft	

EGPK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
clockwise by the arc of a circle radius 11 nm centered on 553034N 0043540W to 552040N 0042722W - 552518N 0044044W - 552703N 0043902W					
PRESTWICK CTA 4 552838N 0041639W - 552658N 0041154W - thence clockwise by the arc of a circle radius 14 nm centered on 553034N 0043540W to 552010N 0041916W - 552150N 0042400W - thence anti-clockwise by the arc of a circle radius 11 nm centered on 553034N 0043540W to 552838N 0041639W	Upper limit: 5500 ft ALT Lower limit: 3000 ft ALT	D	PRESTWICK APPROACH English	6000 ft	
PRESTWICK CTA 5 553124N 0045830W - 552040N 0042722W - 551848N 0044702W - 553124N 0045830W	Upper limit: 5500 ft ALT Lower limit: 3500 ft ALT	D	PRESTWICK APPROACH English	6000 ft	
PRESTWICK CTA 6 552658N 0041154W - 552521N 0040716W - thence clockwise by the arc of a circle radius 17 nm centered on 553034N 0043540W to 551710N 0041723W - 552040N 0042722W - thence anti-clockwise by the arc of a circle radius 11 nm centered on 553034N 0043540W to 552150N 0042400W - 552010N 0041916W - thence anti-clockwise by the arc of a circle radius 14 nm centered on 553034N 0043540W to 552658N 0041154W	Upper limit: 5500 ft ALT Lower limit: 4000 ft ALT	D	PRESTWICK APPROACH English	6000 ft	
PRESTWICK ATZ A circle, 2.5 nm radius centred at 553034N 0043540W on longest notified runway (12/30)	Upper limit: 2000 ft Lower limit: SFC	D	PRESTWICK APPROACH English	6000 ft	

EGPK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	PRESTWICK AP-PROACH	129.450 MHz DOC 40 nm/19,500 ft.	H24	ATZ hours coincident with Ap-proach hours.
		121.500 MHz Emergency frequency O/R.	H24	
TWR	PRESTWICK TOWER	118.150 MHz DOC 25 nm/6,000 ft.	H24	
		127.150 MHz As directed by ATC.	H24	
		121.500 MHz Emergency frequency O/R.	H24	
RAD	PRESTWICK RADAR	129.450 MHz DOC 40 nm/19,500 ft.	H24	
		124.625 MHz As directed by ATC.	H24	
		121.500 MHz Emergency frequency O/R.	H24	
ATIS	PRESTWICK INFOR-MATION	121.125 MHz	H24	

EGPK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES (continued)

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
Other	PRESTWICK FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

→

EGPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L)	PIK	355.000 kHz	H24	553021.92N 0043438.11W		Range 30 nm.
DME	IPP	40X 110.300 MHz	H24	553028.11N 0043538.48W	48 ft	(RWY 12) Range 25 nm. Zero range is indicated at THR of RWY 12 and 30.
ILS/DME I 2.82°W (2017)	IPP	110.300 MHz	H24	553000.19N 0043403.30W		
ILS/DME/GP	IPP	335.000 MHz	H24	553052.15N 0043621.68W		3° ILS Ref Datum Hgt 53 ft. The quality of the guidance provided does not permit the use of the facility for coupled approaches below 200 ft. Full scale flydown indications may not be maintained when high above the glide path sector. Caution is advised on approach.
ILS/DME I 2.82°W (2017)	IKK	110.300 MHz	H24	553101.73N 0043701.31W		A weak signal may be experienced below the glide path slope at 8° right of the centre-line.
ILS/DME/GP	IKK	335.000 MHz	H24	553018.01N 0043440.60W		3.5° ILS Ref Datum Hgt 56 ft.
DME	IKK	40X 110.300 MHz	H24	553028.11N 0043538.48W	48 ft	(RWY 30) Range 25 nm. Zero range is indicated at THR of RWY 12 and 30.

EGPK AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Pilots are to 'book-out' by telephoning ATC.

(b) Traffic flow management of inbound, outbound and local aircraft may be applied without notice.

(c) Microlights are not allowed to use the aerodrome unless in emergency.

(d) Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.

(e) The wearing of high visibility clothing is mandatory by all personnel working on airside areas.

(f) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.

(g) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to UK Border Force. Transport to and from the UK Border should be arranged with the Handling Agent.

EGPK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(h) Aprons A & B are subject to security restrictions and searches.

2 Ground Movement

(a) Holding positions are indicated at night by a row of red lights across the taxiway. Aircraft are not permitted to proceed on to the runway unless these lights have been extinguished or permission has been given by ATC.

(b) To prevent soil erosion by jet blast, an area contiguous with the beginning of Runway 30 has been concreted. This area is not load bearing and aircraft should not be taxied across it during line up for take-off. A hatched area separates this area from the runway.

(c) ATC taxiing instructions should be strictly observed.

(d) Due to surface integrity link N is available for use only when directed by ATC.

(e) Only marked taxiways to be used.

(f) The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.

(g) The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.

(h) Due to surface integrity link M is restricted to aircraft of maximum weight applicable to a B737-800 and should not be used at night or in low visibility unless provided with a follow me vehicle.

(i) The first 100 m of paved surface from Runway 30 threshold has been marked to provide 50 m width for large aircraft turning. All turns must be executed in a clockwise direction. Concrete outside the runway edge markings is unfit for the movement of aircraft. Any pilot who may require marshaller assistance is to advise ATC before taxi.

(j) Commanders of wide-bodied aircraft are reminded that minimum power only should be applied on Taxiway Juliet, particularly when entering the runway via holding point Juliet.

(k) Aircraft that require starting by manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.

(l) Link R1 is a dual holding point. Aircraft will be held parallel to Runway 30, when instructed by ATC access is via Runway 21.

3 CAT II/III Operations

Not Applicable

4 Warnings

(a) Except for light signals, ground signals are not displayed.

(b) Aircraft carrying out circuits on Runway 03/21 are warned of rising ground to the Northeast.

(c) Pilots are advised that bird numbers have been assessed as ‘severe’ during migratory periods (Oct/Nov and Mar/Apr). During Spring and Autumn, bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed within the Airport's boundaries. This will be the subject of a NOTAM.

(d) Because of the extreme width of the concrete/asphalt surface forming Runway 12/30 (92 m) paved shoulders extend 23 m beyond each side of the runway. In certain conditions (poor visibility and at night) the edge lights may be mistaken for the centre-line (albeit the edge lights are raised and the centre-line lights are flush mounted). Pilots of departing aircraft should exercise extreme caution when lining up on the centre-line of the runway in such circumstances.

(e) When visibility is less than 800 m, Low Visibility Procedures will be applied. Pilots will be informed by RTF or ATIS. Pilots are advised that these procedures can cause delays for inbound and outbound traffic.

(f) When RVR is less than 600 m, only one aircraft movement is permitted at a time on the manoeuvring area.

(g) The maximum reportable RVR value for Runway 30 is 1400 m.

(h) Caution Runway Incursion Prevention. Dual runway hold at Runway 21/03. Pilots are to adhere to ATC instructions / information and relevant ground markings at all times. See Aerodrome charts for hotspot location.

(i) Grass Cutting - Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:
Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runways 12/30 and 03/21.

(j) Deer hazard, aircrews to report any sightings to ATC.

5 Helicopter Operations

(a) Civil helicopters operating to Prestwick will normally be allocated to Apron G or H. Such helicopters are to operate to/from Aprons G and H by approaching to/from the aiming point marked on Runway 12/30 between Links M and N.

EGPK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(b) At ATC discretion, the thresholds of Runways 12/30 and 03/21 may also be used as aiming points.

(c) Helicopters may 'air' or 'ground' taxi between the aiming point and the designated parking area, including the military parking circles. Due to the surface condition of Apron C, only marked designated taxiway routes should be used.

6 Use of Runways

(a) During winter conditions when the runway is contaminated, estimated braking action will be provided in accordance with the CAA Estimated Braking Action Table.

7 Training

(a) Aircraft training slots are to be requested from ATC: 01292-511107.

(b) The use of the airport for circuit and instrument training purposes is subject to the prior arrangement with ATC operations, Tel: 01292-511107.

(c) ATC must be advised of any cancellations. Any training slot delayed by 30 minutes or more will be deemed to have been cancelled and the slot re-negotiated.

(d) Failure to cancel a booked slot may result in cancellation charges.

(e) The filing of a flight plan for a training slot does not imply acceptance.

(f) Asymmetric flight must not be carred out without ATC permission.

EGPK AD 2.21 NOISE ABATEMENT PROCEDURES

1 Noise Preferential Procedures

(a) Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

(b) These requirements may at any time be departed from, to the extent necessary, for avoiding immediate danger and for complying with the instructions of ATC.

(c) All aircraft using the aerodrome shall maintain as high an altitude as practicable.

(d) Aircraft using the ILS in IMC or VMC shall not descend below 2000 ft before intercepting the glidepath unless directed by radar, nor thereafter fly below it. An Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being lower than the approach path which would be followed by an aircraft using the ILS glidepath.

(e) All airline crew training circuits shall be flown at a height of at least 1500 ft aal. In other respects training aircraft shall comply with the procedures and routeings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.

(f) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

2 Noise Preferential Routes

(a) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.

(b) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 kg MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Departure Runway	NPR
12	Climb straight ahead until passing DME I-PP or I-KK 4, or until passing 3000 ft ALT.
30	Climb straight ahead and after passing DME I PP or I KK 1.0 turn left onto track not North of 289°M until passing 3000 ft ALT.

(c) The following NPR's will apply to circuit training as follows:

Departure Runway	NPR
12	Climb straight ahead until 1500 ft HGT / 1600 ft ALT before turning left or right into the circuit.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 289°M until 1500 ft HGT or 1600 ft ALT before turning left or right into the circuit.

EGPK AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

3 Visual Circuits

(a) Aircraft carrying out right hand visual circuits on Runway 30 should avoid overflying Troon.

EGPK AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) The Standard Arrival Routes for arrivals from the ATS route system are as follows, and are detailed at AD 2-EGPK-7-1

Approach from	Via	Route
Southeast and South	N601/UN601, UN590	ASLIB - ENIPI - direct TRN For Runway 30 arrivals, tactical routing to SUMIN may be given.
Southwest	P600	BLACA - P600 -TRN

(b) Arrival routes from all other directions are as follows:

Approach from	Via	Route
North and Northeast	P600	Direct to TRN VOR or SUMIN REP by Scottish ACC, or transferred to Glasgow Approach for transit of the Glasgow CTR/CTA and/or Scottish TMA.
East	Y96, L983	Tactical routing to TRN or SUMIN by Scottish ACC.
West and Northwest	N562	Routed direct to TRN VOR by Scottish ACC.

(c) Inbound aircraft other than from the Airways Route Structure:

(i) Aircraft wishing to enter the CTR or CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace.

(ii) Pilots inbound to Prestwick under VFR must contact Prestwick Approach Control and request clearance to enter the Prestwick CTR/CTA at least 10 minutes before reaching the CTR/CTA boundary. VFR and Special VFR aircraft will usually be instructed to route either via one of the designated VFR routes or via Visual Reference Points (see paragraphs 5 to 8).

(d) Aircraft routing inbound from other Scottish TMA airfields will be cleared the PIK NDB not below the MSA.

(e) Approach Procedures with Radar Control

(i) When Prestwick inbound traffic is being sequenced by radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.

(ii) Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.

(iii) When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.

(iv) Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.

(v) Speed Control may be applied on a tactical basis to aircraft whilst radar sequencing is in progress. Aircraft unable to comply with requested speeds should inform the radar controller immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

(vi) In the event of a radar failure, new instructions will be issued to aircraft under Radar Control and the procedures as defined for approach without Radar Control will be put in effect.

(f) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by radar, aircraft will normally be cleared to either TRN VOR, SUMIN REP or PIK NDB in order to carry out an Instrument Approach Procedure appropriate to the landing direction.

2 Radio Communications Failure Procedures

(a) In the event of complete radio communication failure, pilots are to adopt the appropriate national basic procedures notified at ENR 1.1.3.

EGPK AD 2.22 FLIGHT PROCEDURES (continued)

(b) When leaving the CTR in accordance with national basic procedures, aircraft are to track 180° TRUE from the PIK NDB at 4000 ft ALT until clear of the Prestwick CTR Boundary.

3 Procedures for Outbound Aircraft

(a) Standard Instrument Departures from Prestwick via TRN VOR and NGY NDB are as follows (see AD2-EGPK-6-1/2):

- P600 via TRN
- N560 via TRN to GOW
- L602 via TRN to GOW
- UL612 North via TRN to GOW
- T256/UT256 South via NGY
- Y96 via NGY to TLA
- L983 via NGY to SAB

(b) Aircraft outbound from Prestwick using the following routes should flight plan via the REP shown:

- N562 via HERON;
- FIR West via HERON.

(c) North Atlantic Departures.

(i) Due to the proximity of the Shanwick Oceanic boundary to Prestwick, pilots of jet aircraft planned to enter Shanwick airspace at GOMUP and ETILO should contact Ocean Delivery prior to departure. On all other oceanic routes this clearance can be obtained after the aircraft is airborne. ENR 2.2, paragraph 3.8.2 refers.

(ii) Pilots are reminded that the Oceanic clearance (including level allocation) is valid only from the OCA Entry Point. **Domestic ATC clearance to the OCA Entry Point is issued separately.**

(iii) When TRA 008 (ENR 5.2 and ENR 6-1-6-5) is active, aircraft entering Shanwick/Reykjavik airspace at ETILO, ERAKA, ADODO, BALIX, ORTAV, ATSIX, LUSEN or RATSU should file via TRN GOW.

4 Speed Limit

(a) A speed limitation of 250 kt applies to all departures whilst flying below FL 100 except when a request has been approved and exceptional circumstances require its removal.

5 VFR Flights

(a) VFR flights in the Control Zone will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.

(b) Pilots should anticipate routing instructions via the routes detailed in paragraph 7 or the Visual Reference Points detailed in paragraph 9.

(c) Pilots of VFR flights are required to remain in VMC at all times and to comply with the relevant Rules of the Air Regulations 2015, and must advise ATC if at any times they are unable to comply with the instructions given.

6 Special VFR Flights

(a) Clearance may be requested for Special VFR flight in IMC or at night within the Prestwick Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general provisions laid down for Special VFR flights.

(b) Special VFR clearances will include routing and maximum altitude instructions and may not necessarily be confined to the entry/exit lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4-6 note 4, which may require them to request routing via the notified Entry/Exit Lanes.

(c) Pilots are reminded that they must at all times, when operating on a Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Prestwick Airport, radar vectoring will not normally be applied to aircraft operating in accordance with a Special VFR clearance.

(d) Pilots are reminded that a Special VFR clearance applies only to flight within the Prestwick Control Zone and does not extend to flight within the surrounding airspace of the Prestwick Control Area or Scottish Terminal Control Area.

(e) Special VFR clearances will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 kg MTWA.

EGPK AD 2.22 FLIGHT PROCEDURES (continued)

7 Entry/Exit Lanes

(a) The following entry/exit lanes are notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) to permit aircraft to operate to and from Prestwick Airport in IMC under the conditions stated, as follows:

(i) (1) A lane 3 nm wide, with centreline from Irvine Harbour 553639N 0044155W (a point on the northern Prestwick CTR boundary), thence southeast along the coast to Barassie, then along the railway line to the point at which it joins the Prestwick Aerodrome Traffic Zone;

(2) A lane 3 nm wide, with centre-line from Doonfoot 552625N 0043903W (a point on the southern Prestwick CTR boundary), thence northeast along the coast to the point at which it joins the Prestwick Aerodrome Traffic Zone.

(ii) Use of the lanes is subject to clearance by Prestwick ATC and the carriage of the Prestwick Approach Control frequency

(iii) Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 3000 ft (Prestwick QNH), and in flight visibility of not less than 3 km

(iv) An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned.

(v) Pilots of aircraft are responsible for maintaining adequate clearance from the surface or other obstacles.

(b) Additionally, to permit the effective integration of traffic, flights operating under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

8 Microlight and Model Aircraft Operations in the Prestwick Control Zone

(a) Model aircraft operations take place at Auchens, 553455N 0043650W and Tarbolton, 55158.81N 0042900.98W, up to 400 ft during daylight hours. Operations above 400 ft will be advised by ATC.

9 Visual Reference Points (VRP)

(a) Visual Reference Points are established for use by aerodrome and en-route traffic as follows:

VRP	VOR/DME FIX/NOTES
Culzean Bay/Castle 552210N 0044605W	Culzean Bay/Castle follow coastline to Ayr Harbour to ATZ Boundary.
Cumnock 552720N 0041527W	
Dalmellington 551924N 0042350W	TRN 090°/13.3 nm
Dalrymple 552350N 0043533W	TRN 055°/8.3 nm
Doonfoot 552625N 0043903W	
Heads of Ayr 552558N 0044247W	
Irvine Harbour 553639N 0044155W	
Kilmarnock 553645N 0042954W	
Mauchline 553057N 0042245W	TRN 051°/18.4 nm
Pladda 552535N 0050704W	
West Kilbride 554108N 0045205W	West Kilbride follow coastline to Barassie to ATZ Boundary.

EGPK AD 2.23 ADDITIONAL INFORMATION

(a) Glasgow Prestwick Airport will only sanction the use of Remotely Piloted Aircraft Systems (RPAS) by professional licensed operators. All professional enquiries should be forwarded to ATC, Telephone: 01292-511107 or Email: atswatchmanager@glasgowprestwick.com.

EGPK AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGPK-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGPK-2-2

Figure: PRESTWICK CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGPK-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGPK-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRN 1K 1L - ICAO

AD 2-EGPK-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) NGY 1K 1L - ICAO

AD 2-EGPK-6-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PRESTWICK via TURNBERRY - ICAO

AD 2-EGPK-7-1

Figure: RNAV5 STAR via TRN VOR CHART

AD 2-EGPK-7-2

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO

AD 2-EGPK-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO

AD 2-EGPK-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 12 - ICAO

AD 2-EGPK-8-3

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO

AD 2-EGPK-8-4

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 21 - ICAO

AD 2-EGPK-8-5

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 21 - ICAO

AD 2-EGPK-8-6

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 - ICAO

AD 2-EGPK-8-7

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 (CAT A, B Short Proc) - ICAO

AD 2-EGPK-8-8

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 30 (CAT A,B,C,D) - ICAO

AD 2-EGPK-8-9

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 30 (CAT A, B Short Proc) - ICAO

AD 2-EGPK-8-10

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 30 (CAT A,B,C,D) - ICAO

AD 2-EGPK-8-11

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 30 (CAT A,B,C,D) - ICAO

AD 2-EGPK-8-12

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