

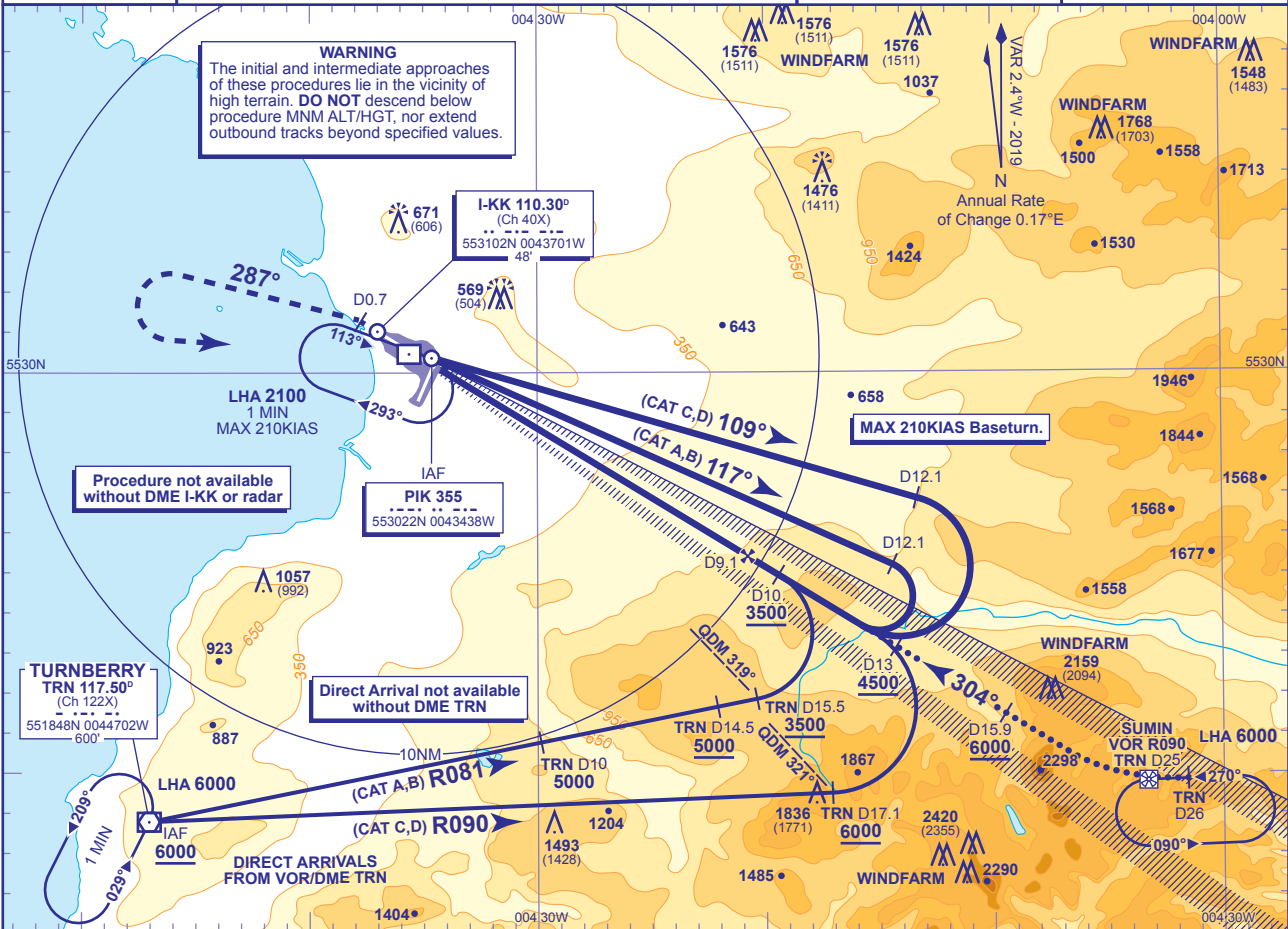
INSTRUMENT APPROACH CHART - ICAO

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



APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.150	PRESTWICK TOWER	THR ELEVATION	65
RAD	129.450, 124.625	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)
ATIS	121.125	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000



RDH 56

Continuous climb to 3500. Initially, straight ahead 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.

UNABLE TO RECEIVE NDB:
 TRN 1K SID profile is to be followed to VOR TRN to hold, or as directed by ATC.

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
						FT/MIN	980	860	740	620	490
OCA (OCH)	CAT I	212(147)	219(154)	229(164)	237(172)						
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)						

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**
- 1 Alternative procedure from SUMIN is based on 6.1% gradient CDA from 6000 to the FAP. To ensure CAS minimum aircraft must not descend below the following ALT/HGT: I-KK DME 13 - 4500(4435) I-KK DME 10 - 3500(3435).
 - 2 Direct arrivals are subject to prior approval from ATC.
 - 3 Aircraft re-commencing the procedure after a missed approach can start the initial approach at 3500.