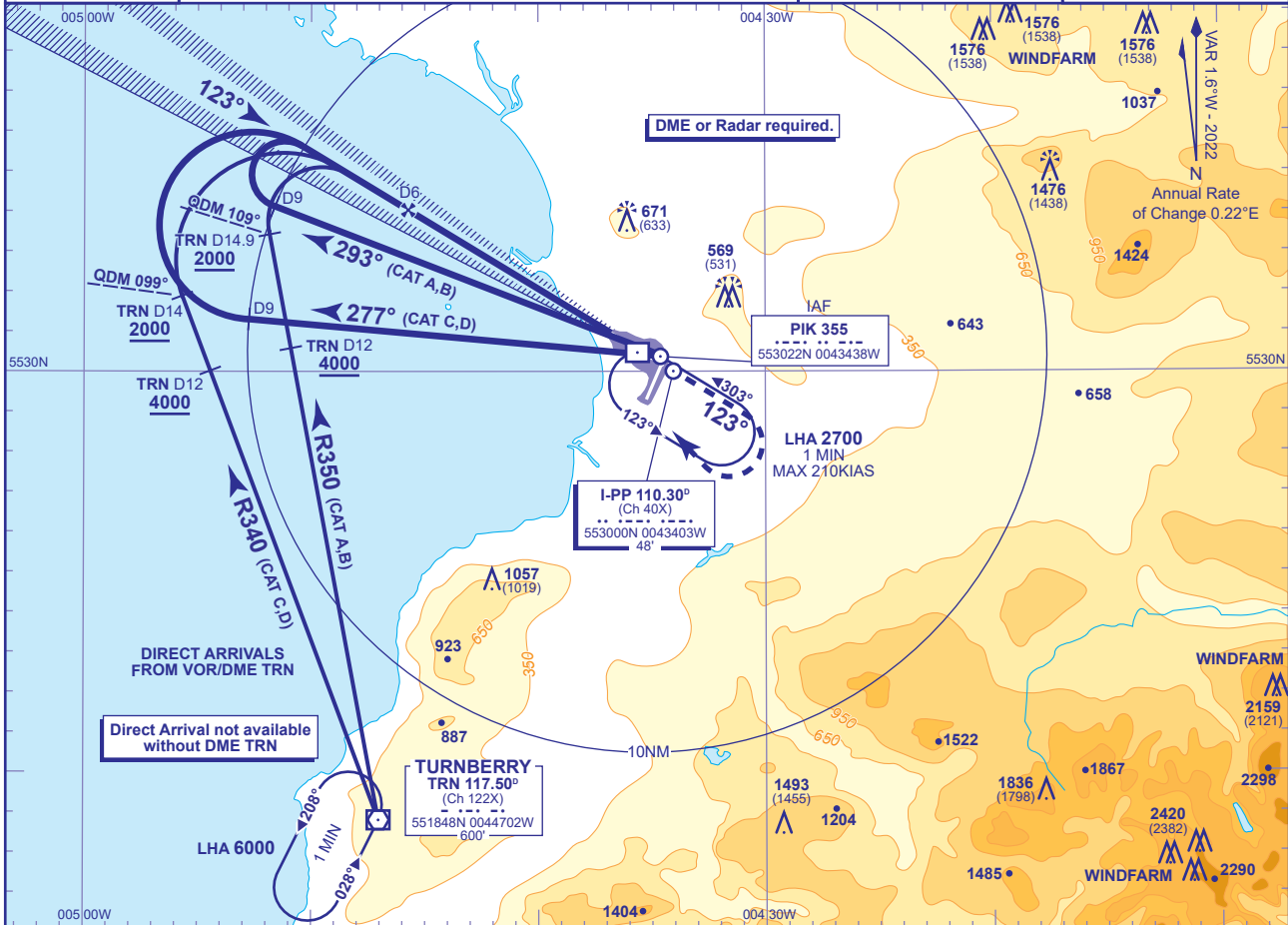


## INSTRUMENT APPROACH CHART - ICAO

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

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	38
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2382) (ABOVE THR)
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

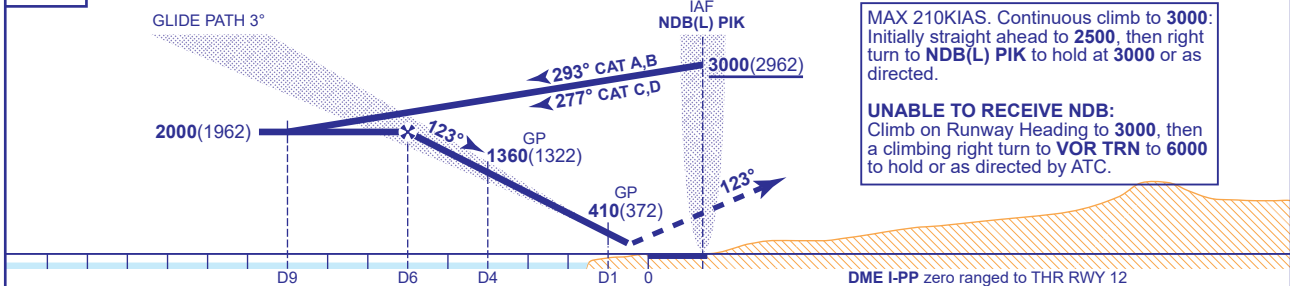
TRANSITION ALTITUDE  
6000

## RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-PP	6	5	4	3	2	1
ALT(HGT)	2000(1962)	1680(1642)	1360(1322)	1050(1012)	730(692)	410(372)

RDH 53

Arrival not below MSA.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	NO DME/ DME (CAT I)	220(182)	229(191)	239(201)	251(213)		FT/MIN	850	740	640	530	420
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)							

## AIRCRAFT UNABLE TO RECEIVE DME

In the absence of DME, radar ranges if available will be provided at the following equivalent DME ranges: D9 outbound on Baseturn, approaching FAP at DME 6 and GP checks at DME 4 and DME 1 on Final Approach.

**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 (8/25): TRN VOR RECALIBRATED.