

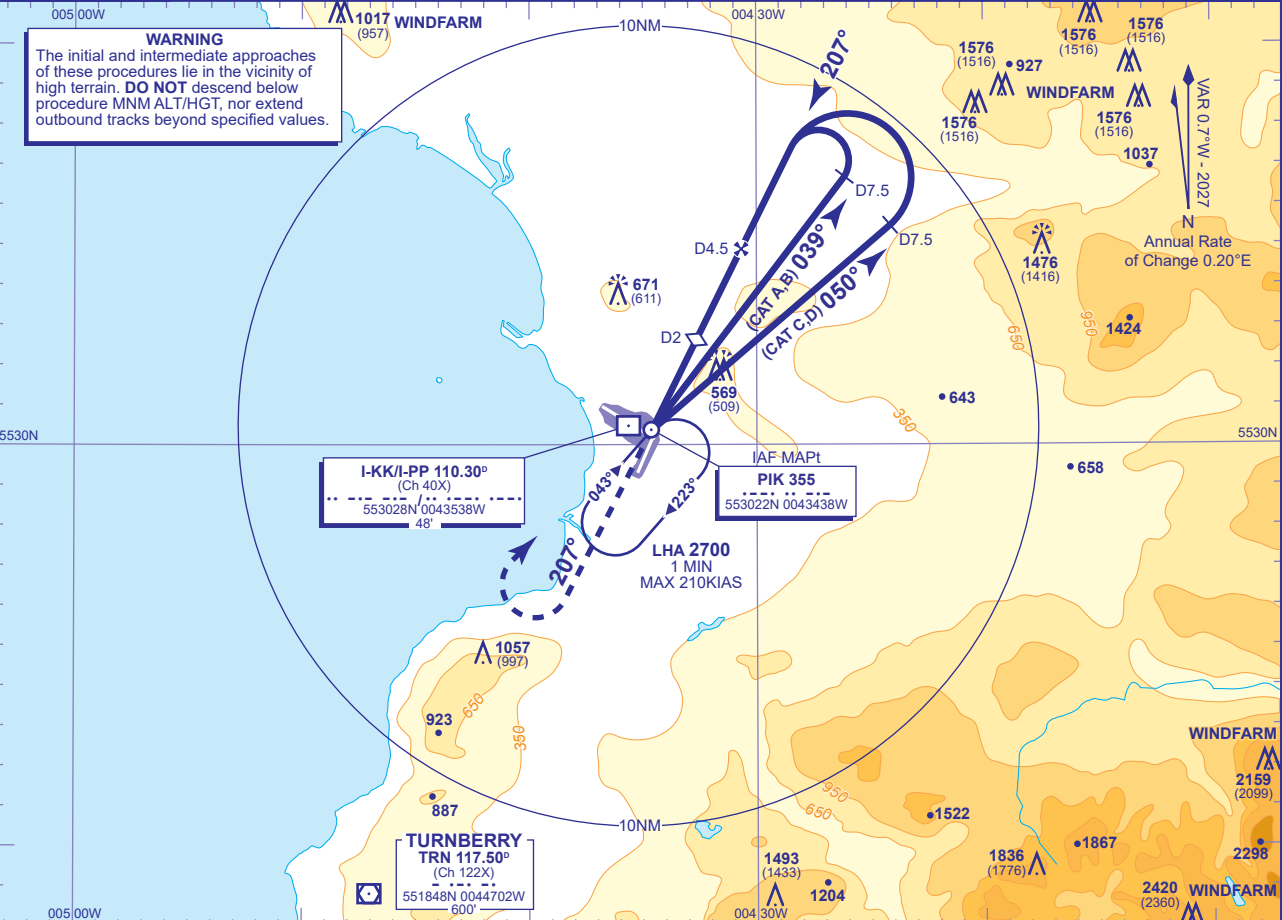
INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
NDB(L)/DME
RWY 20
(ACFT CAT A,B,C,D)

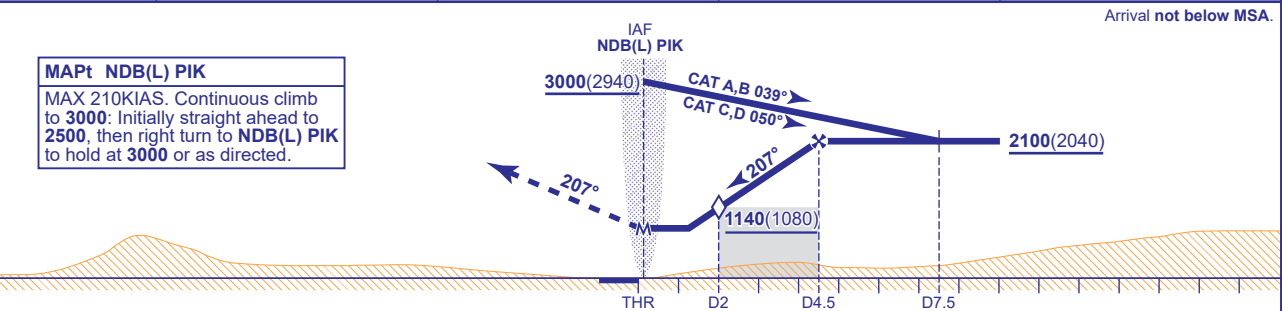


APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	60
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2360) (ABOVE THR)
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE Gradient 6.3%, 383FT/NM			
DME I-KK/I-PP	4	3	2 (SDF)
ALT(HGT)	1910(1850)	1530(1470)	1140(1080)
			760(700)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	820(760)	820(760)	870(810)	870(810)		1020	890	770	640	510
	NO DME	1500(1440)	1500(1440)	1500(1440)	1500(1440)						
VM(C)OCA (OCH AAL)	Total Area	1500(1435)	1500(1435)	1500(1435)	1500(1435)						
	SW of RWY 12/30	1500(1435)	1500(1435)	1500(1435)	1500(1435)						

AIRCRAFT UNABLE TO RECEIVE DME
From overhead NDB(L) PIK **not below 3000(2940)** fly outbound on track 039° for 2.5 MIN (CAT A,B); on track 050° for 2 MIN at MAX 185KIAS (CAT C,D) descending to **not below 2100(2040)** then turn left to establish on the FAT. Once established, descend to MDA(H).

- NOTE 1** FAT is offset 2.8° west of RWY CL and intercepts the extended CL 2.4NM (I-PP/I-KK DME 1.7) from the THR RWY 20.
2 Due to siting geometry of NDB(L) PIK and DME I-KK/I-PP, DME 1 occurs nominally 1.6NM before the THR RWY 20. DME arcs become tangential to FAT at short ranges so DME information should not be used after 1 DME.
3 The procedure design Rate of Descent in the final approach exceeds the maximum permissible for straight-in approaches. Published OCA(OCH) are therefore based on VM(C) values.
4 Portions of this procedure lie outside controlled airspace.

CHANGE (12/25): NE MSA, MAG VAR, MAG HEADINGS.