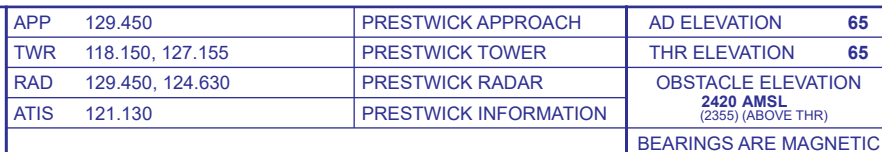
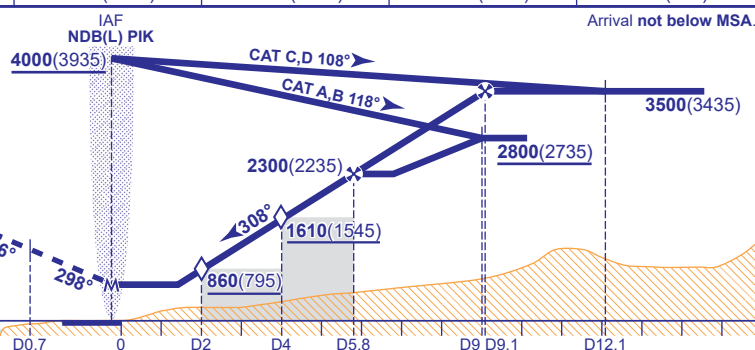


**PRESTWICK
NDB(L)/DME
RWY 30
(ACFT CAT A,B,C,D)**

[illegible]

DME I-KK	7	6	5	4 (SDF)	3	2 (SDF)
ALT(HGT)	2720(2655)	2350(2285)	1980(1915)	1610(1545)	1240(1175)	860(795)

Continuous climb to **3500**. Initially, on **NDB(L) PIK** QDM 298° to **I-KK** D0.7 outbound, then climbing turn left onto track 286° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3500** or as directed.



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
OCA (OCH)	Procedure	600(535)	600(535)	600(535)	600(535)		FT/MIN	990	860	740	620	490
VM(C)OCA (OCH AAL)	Total Area	800(735)	900(835)	1100(1035)	1100(1035)							
	SW of RWY 12/30	700(635)	810(745)	1000(935)	1070(1005)							

- NOTES**
- | | |
|---|--|
| 1 | FAT offset 5.8° south of extended RWY CL and intercepts the CL 1.1NM before THR. |
| 2 | Aircraft re-commencing the procedure after a missed approach can start the initial approach at 3500 . |
| 3 | No turns before MAPt. |

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