

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 7, CAT 8 and 9 AVBL PN.**Fire:** 'Prestwick Fire' 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.**PCN:** RWY 12/30: 90/R/C/W/T

RWY 03/21: 60/F/C/X/U

Operation**Low Visibility Procedure**

LVP in force when RVR below 800m.

When RVR is below 600m, only 1 ACFT movement is permitted at a time on the manoeuvring area.

RWY Restriction

First 100m / 328ft of RWY 30 has been marked to provide 50m / 164ft width for large ACFT turning. Turns must be executed in clockwise direction. If marshaller required, advise ATC before taxi.

To prevent soil erosion by jet blast, an area contiguous with beginning of RWY 30 has been concreted. Do not overtaxi this area during line-up. A double yellow line separates this area from the RWY.

TWY Restrictions

TWY link N AVBL by ATC only.

Link M only usable when directed by ATC.

Link R1 is a dual HLDG point, ACFT will be held parallel to RWY 30, when instructed by ATC access is via RWY 21

DEP: Widebody ACFT use MNM PWR on TWY J when entering RWY via holding point J.

Taxi/Parking

Stands 1A-4, 7, 8 equipped with AGNIS, PAPA.

Stands 5, 6, 9-11 with marshaller guidance.

APU

Use of APU and GPU should be limited to minimise environmental impact. Fixed electrical ground power must be used wherever available and serviceable.

Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Rising ground NE of AD.

The MAX reportable RVR value for RWY 30 is 1400m.

Reported wind speed sometimes lower on short final for all RWYs than experienced due to turbulences.

Edge lights RWY 12/30 may be mistaken for CLL during night and/or poor VIS when line-up.

Microlight ACFT operations take place east of AD and north of RWY 30 final APCH track. IFR flights will be informed of any activity.

Model ACFT flying takes place within Prestwick CTR up to 400ft AGL and HJ only. Operations above 400ft AGL will be advised by ATC.

Deer hazard, report sightings to ATC.

Birds in vicinity of AD. Intense OCT/NOV and MAR/APR.

01-MAR-2018

PIK-EGPK

1-20

AOI

AOI

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

Under radar vectoring

Initial APCH: Continue visually or by final APCH aid. If not possible proceed at 4000ft, or last assigned LVL if higher, to PIK NDB for RWY 21 and RWY 30.

Intermediate and final APCH: Continue visually or by final APCH aid. If not possible follow MISAP to PIK NDB for RWY 21 and RWY 30.

Arrival Procedure**Alternative Procedures**

ILS/LOC/DME/NDB RWY 30: APCH SUMIN on inbound track of SUMIN hold not below 6000ft. At TRN D26 turn right to establish on LLZ. Once established, descend from IKK D15.9 to 3500ft. From IKK D9.1 not below 3500ft continue on GP.

ACFT routing inbound from other scottish TMA ADs will be cleared to PIK NDB not below the MSA.

APCH PROCs without radar control

When inbound traffic is not sequenced by radar, ACFT will normally be cleared to either TRN VOR/DME, SUMMIN REP or PIK NDB in order to carry out and INST APCH PROC appropriate to the landing direction.

Noise Abatement Procedure: Do not descent below 2000ft before intercepting GP.

Non-standard GP intercept position on RWY 12

GP intercepts RWY 12 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 2435m / 7988ft.

DEPARTURE**Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 200R/200V	-
RWY		03/21	
All ACFT	ft - m/km	0 - 300V	-

Speed

MAX IAS 250KT below FL100 unless otherwise authorized.

Communication**COM Failure**

See CRAR and in addition;

Leave CTR on 180° from PIK NDB at 4000ft until clear of Prestwick CTR boundary.

Departure Procedure**Noise Abatement Procedure****RWY 12**

Climb straight ahead until passing D4 IPP or IKK, or until passing 3000ft.

RWY 30

Climb straight ahead and after passing D1 IPP or IKK turn left onto track not north of 289°M until passing 3000ft.

DEPARTURE**ATC, Slot Clearance****Oceanic Clearance**

Due to proximity of Shanwick Oceanic boundary to Prestwick, pilots of jet ACFT 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 ACFT is airborne.

When TRA 008 is active, ACFT entering Shanwick/Reykjavik airspace at ETILO, ERAKA, ADODO, BALIX, ORTAV, ATSIX, LUSEN or RATSU should file via TRN GOW.

De-Icing

AVBL.

Warnings

Edge lights RWY 12/30 may be mistaken for CLL during night and/or poor VIS when line-up.

22-FEB-2018
RIV FORK
[]
United Kingdom Prestwick
AFC
AFC
Prestwick United Kingdom

**twick
AFC**

Prestwick United Kingdom
AFC

Charred area lies within NSGA AREA 1

ATIS	121.125
RAD	129.450
Scottish CTL	124.625 by ATC 124.825

NDB + DME
355 PIK
D 110 3 IPPKKK

6000 10000 14000 18000 20000

588 R588

R504

1240 1078

B515

39 40 35

Landing RWY system:	APP TWR
	129.450 18.150 127.150 by ATC

03

64HL
..... 45 x 1905 |.....|
..... 35 |.....|
..... 420

ILS DME + NDB
Cat 1
D 110.3 PPI

CLASS D-2000 AGL

600' AGL

Prestwick

671

602

PRESTWICK
355 PIK

1476

4500 CLASS D

1425

ILS DME + NDB

-0.2% | 1026.00 (---%) / **TMR 60** (2hPa) | HL-S

HL-P1 THR 38 (110Pa) / TDZ 38 (-0%) +0.3%

-0.3% TDZ 66 (---%) / THR 66 (2hPa) HL_P1

PRESTWICK
355 PIK
N55 30.4 W004 34.6

NEW GALLOWAY
2010

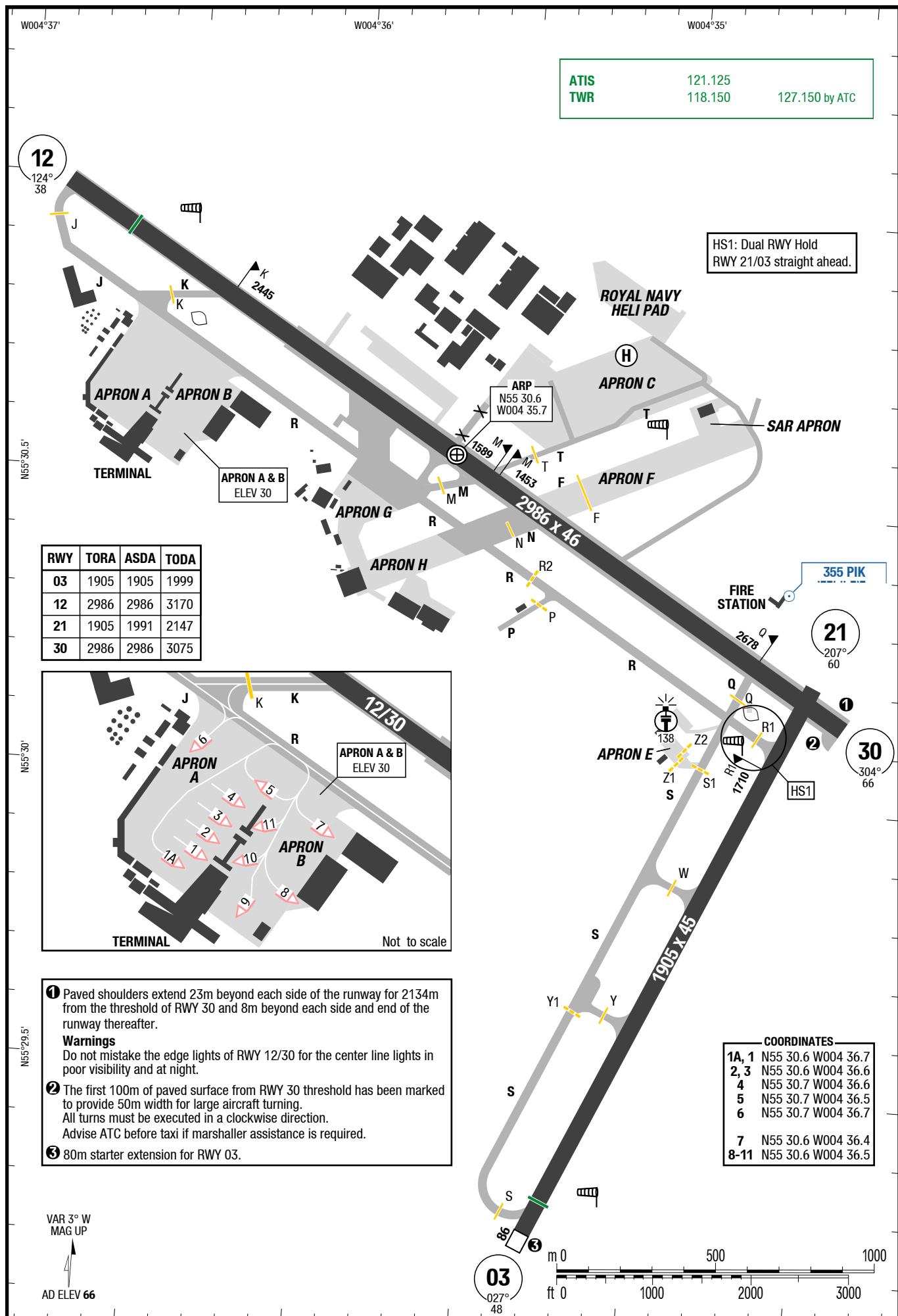
1263 1315
1174 2604
2010
1148

1

Map showing wind vectors (arrows) and pressure contours (isobars) for the Turnberry area. The map includes labels for VARD 70°W, N55°1' 0, D509, TURNBERRY D-17.5 TRN, HP TRN, SUMIN D25 TRN, and HP SUMIN. Wind vectors indicate a clockwise flow pattern around a low-pressure center. A red shaded area covers the southern part of the map.

AD ELEV 66
D402A
1010
D402B
27029
TRA 004
090°
35°
1597
TRL ATC TA 6000

ANSWER



Effective 27-APR-2017

20-APR-2017

PIK-EGPK

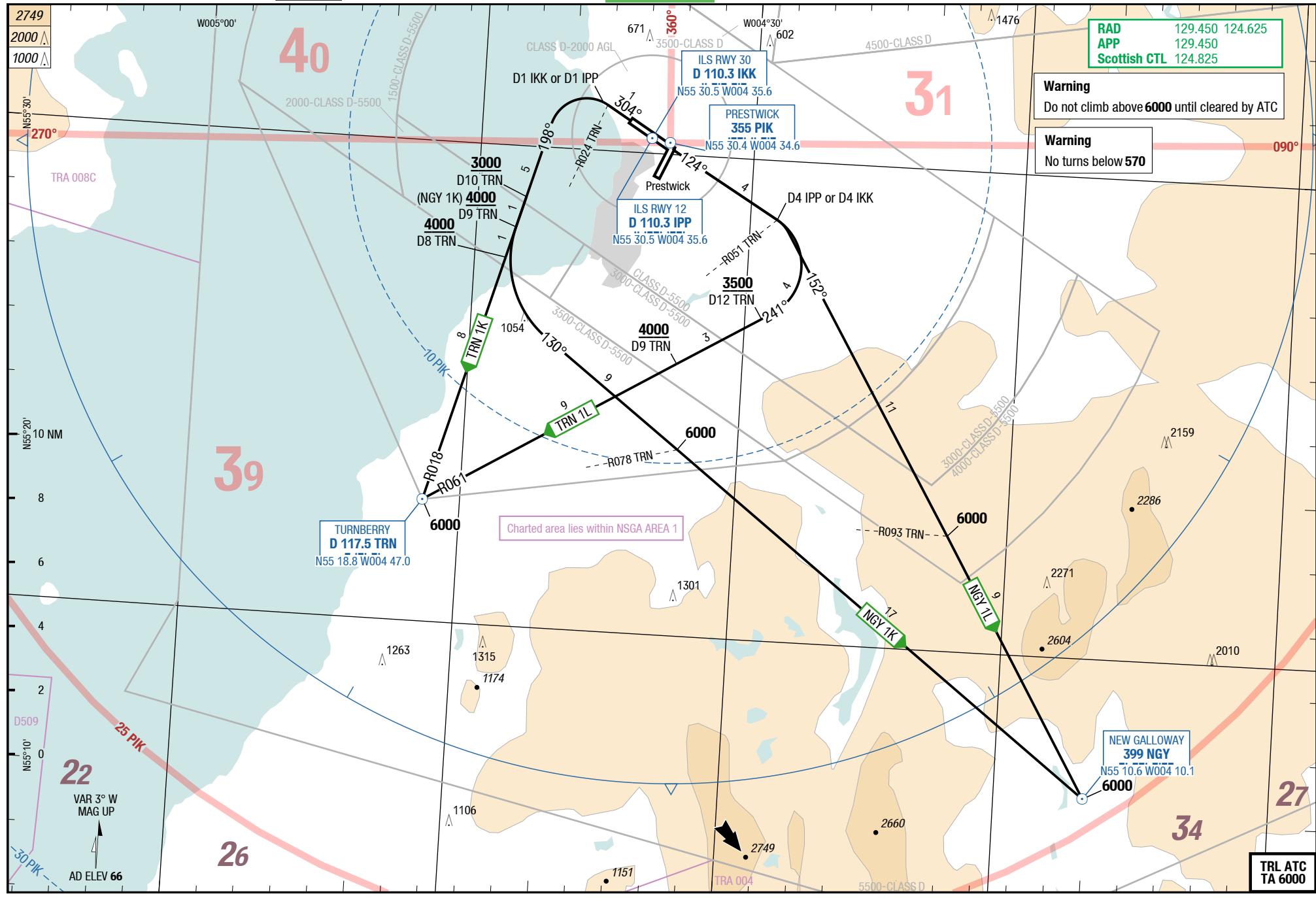
United Kingdom Prestwick

Prestwick United Kingdom

NIL
SIDs

SII

4-10



PIK-EGPK

5-10

SIDs

NEW GALLOWAY 1K / NEW GALLOWAY 1L / TURNBERRY 1K / TURNBERRY 1L

RWYs 12 (124°) / 30 (304°)

After take-off, contact Scottish Control.

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.9%	ft/MIN	900	1100	1300	1500	1700	1900
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
Runway 12		
NEW GALLOWAY 1L NGY 1L 6.5% to 6000 129.450 ③④⑤	at D4 IPP or D4 IKK RT intercept QDM 152 NGY to NGY	R093 TRN at 6000 NGY at 6000
Runway 30		
NEW GALLOWAY 1K NGY 1K 6.9% to 6000 129.450 ③④⑤	at D1 IKK or D1 IPP LT intercept R018 TRN inbound - at D9 TRN LT intercept QDM 130 NGY to NGY	D10 TRN MNM 3000 D9 TRN MNM 4000 R078 TRN at 6000 NGY at 6000
TURNBERRY 1K TRN 1L 6.5% to 6000 129.450 ①③④⑤	at D4 IPP or D4 IKK RT intercept R061 TRN to TRN	D12 TRN MNM 3500 D9 TRN MNM 4000 TRN at 6000
TURNBERRY 1K TRN 1K 8.0% to 6000 129.450 ②③④⑤	at D1 IKK or D1 IPP LT intercept R018 TRN to TRN	D10 TRN MNM 3000 D8 TRN MNM 4000 TRN at 6000

- ① Aircraft joining P600, N560 and L602 northbound: at TRN RT direct GOW.
- ② Aircraft joining P600, N560 and L602 northbound: at TRN LT direct GOW.
- ③ Close-in obstacles exist.
- ④ No turns below 570ft
- ⑤ Expect first CPDLC logon code EGPX.

Prestwick United Kingdom
STAR
RNAV STARS

STAR

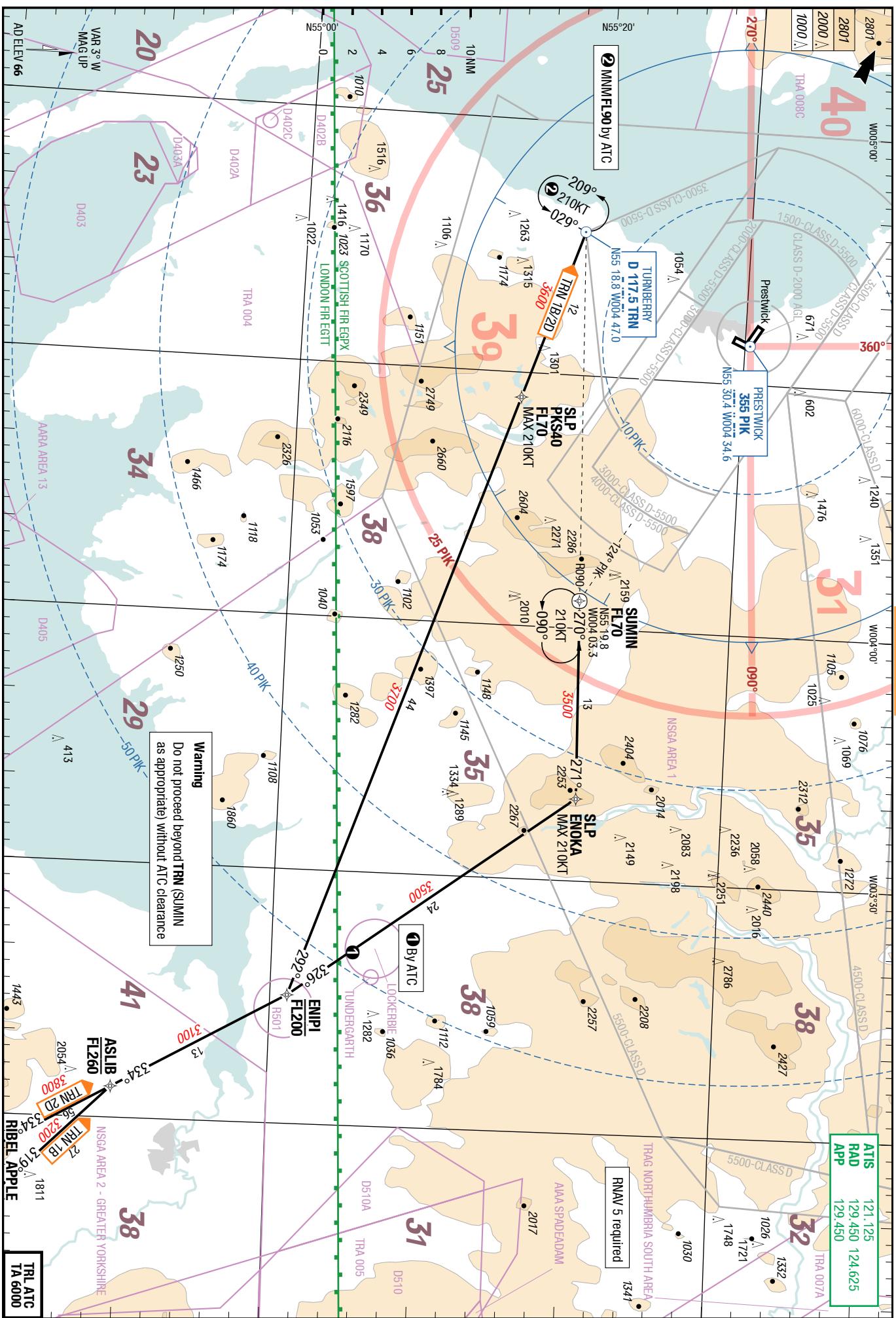
STAR

PIK-EGPK

6-10

RNAV STARS

RNAV STARS



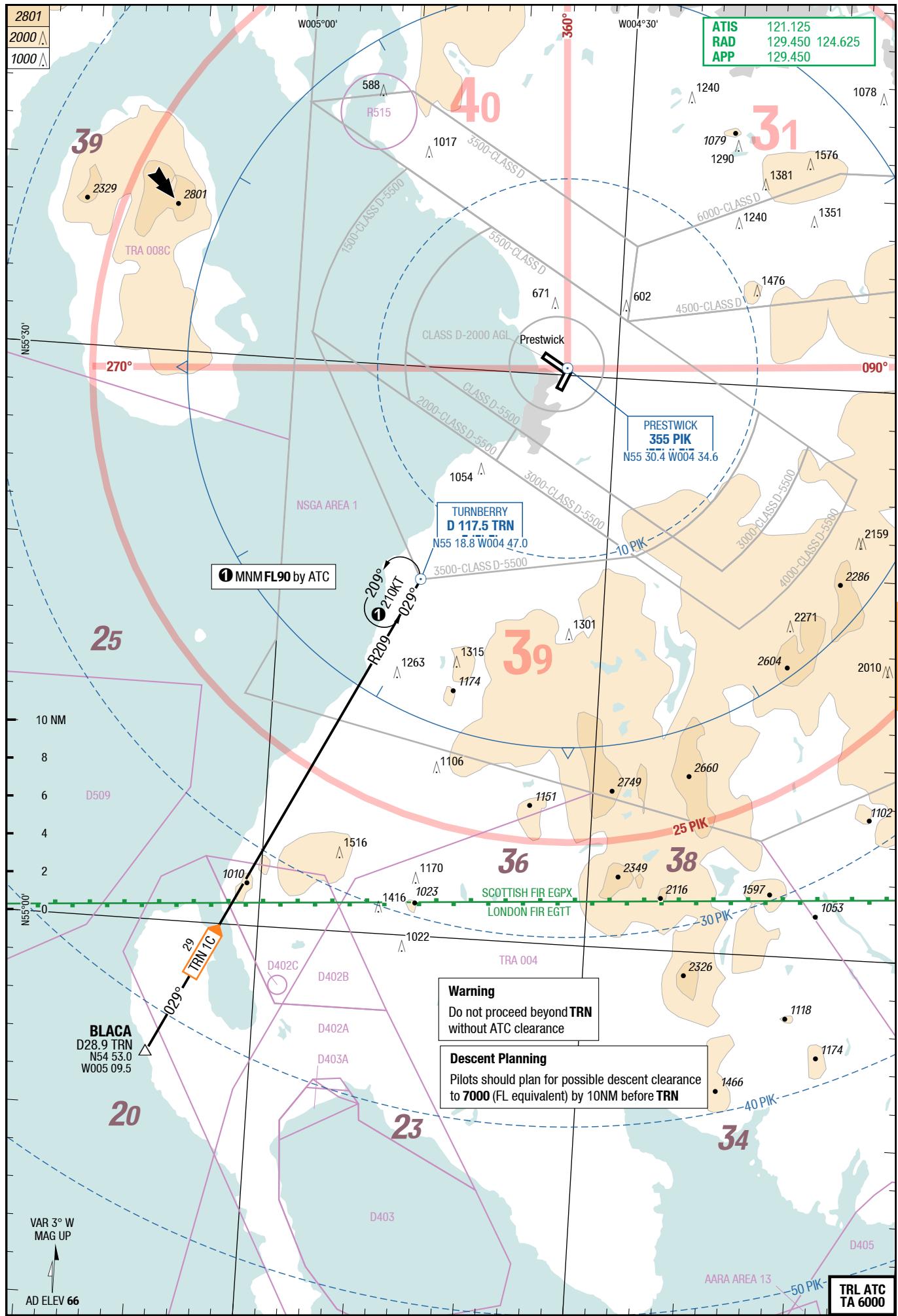
Effective 13-OCT-2016

PIK-EGPK

United Kingdom Prestwick

STAR
S
S

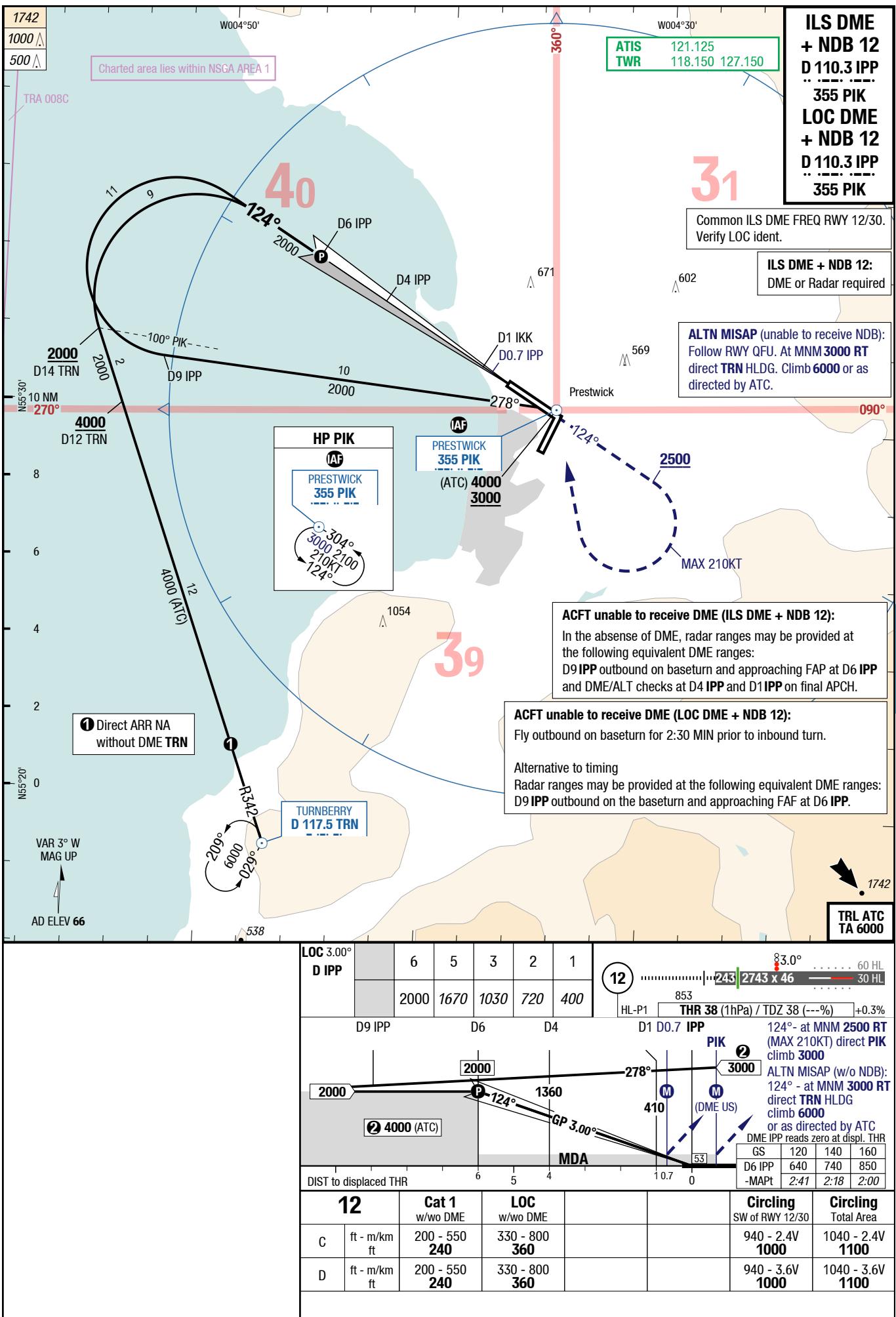
Prestwick United Kingdom



United Kingdom Prestwick

IAC
IAC

Prestwick United Kingdom
ILS DME + NDB 30 / LOC DME + NDB 30
ILS DME + NDB 12 / LOC DME + NDB 12



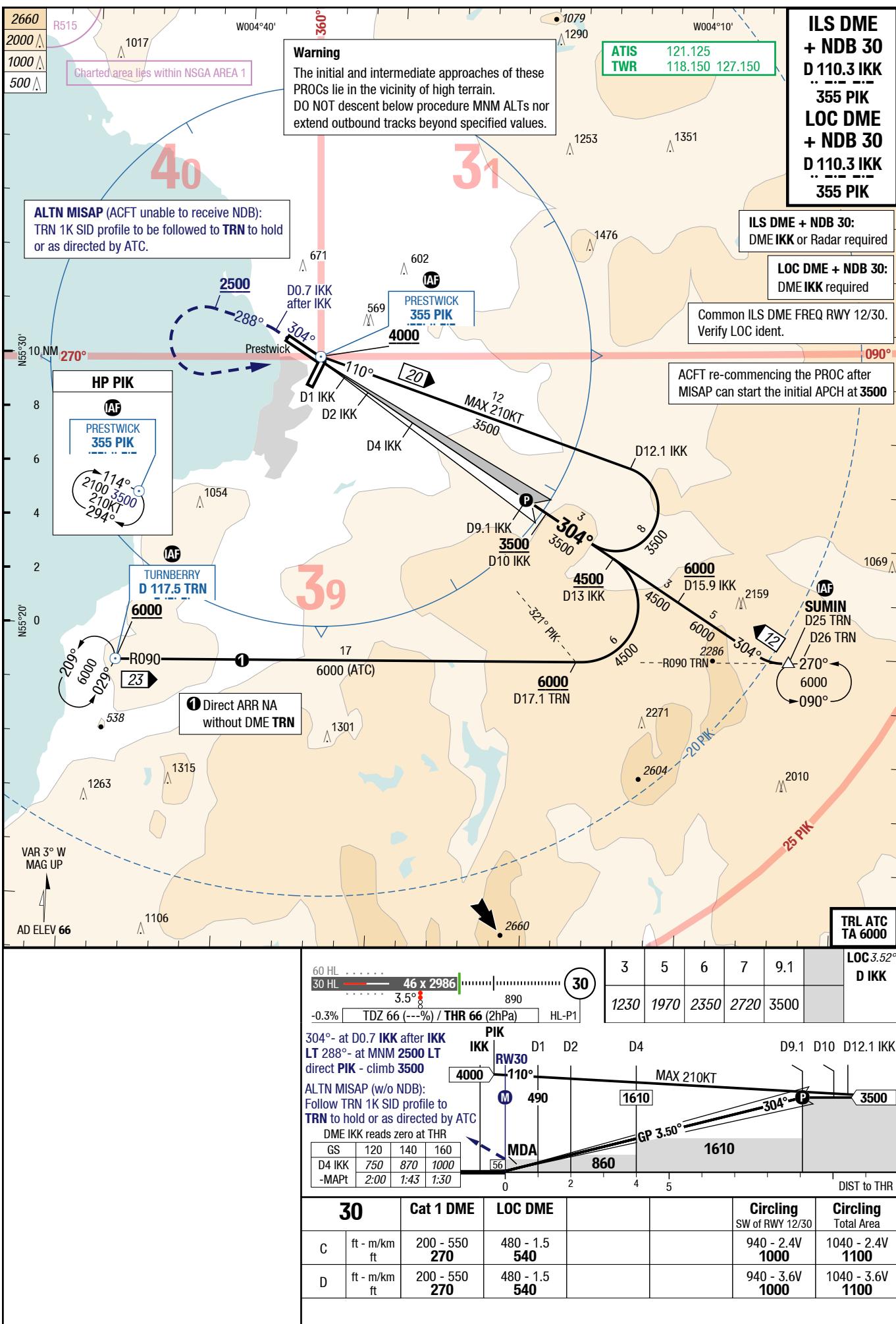
PIK-EGPK

7-20

ILS DME + NDB 30 / LOC DME + NDB 30

IAC
IACILS DME + NDB 30 / LOC DME + NDB 30
Prestwick United Kingdom

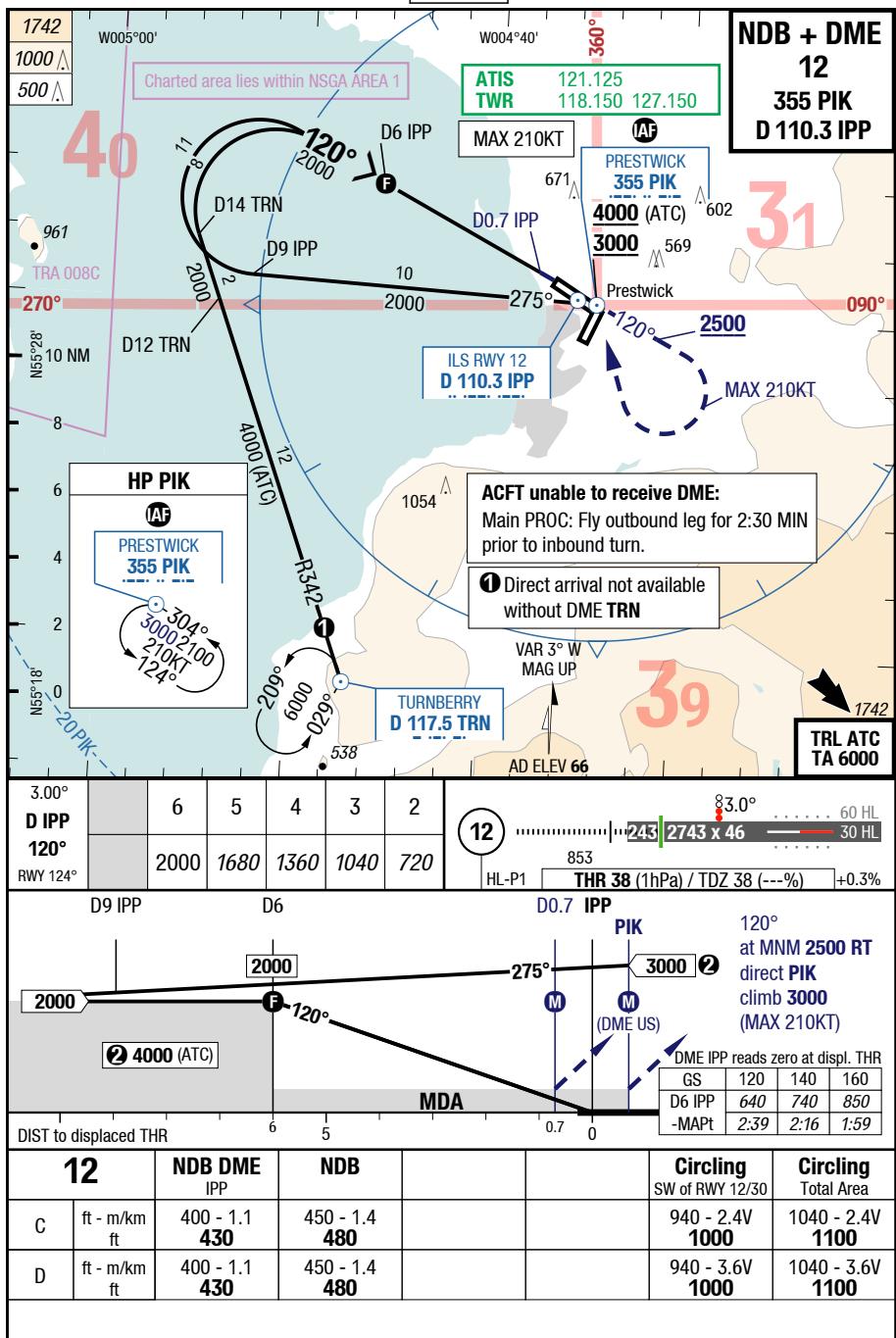
Changes: QFU



PIK-EGPK

7-30

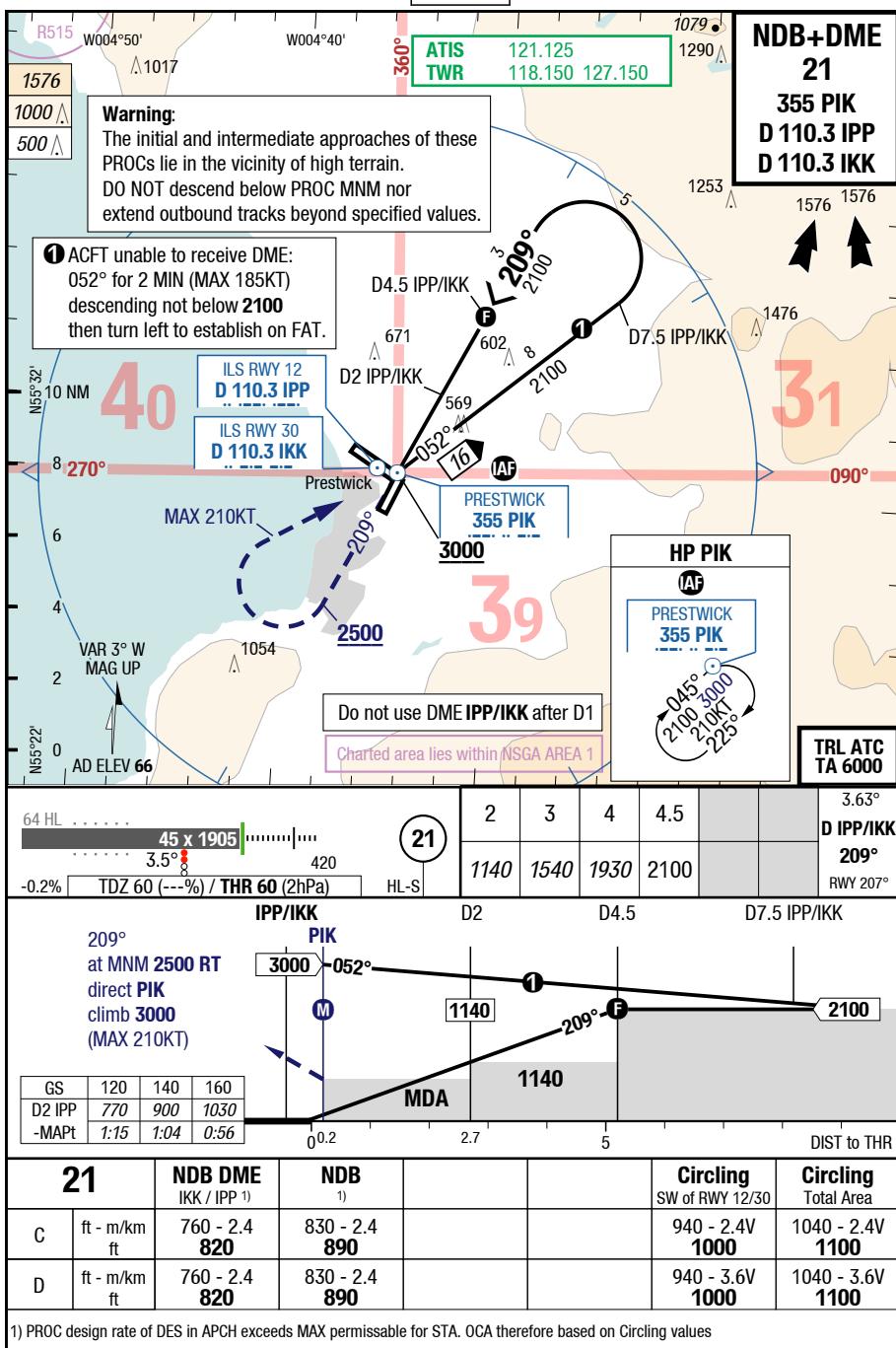
NDB + DME 12



PIK-EGPK

7-40

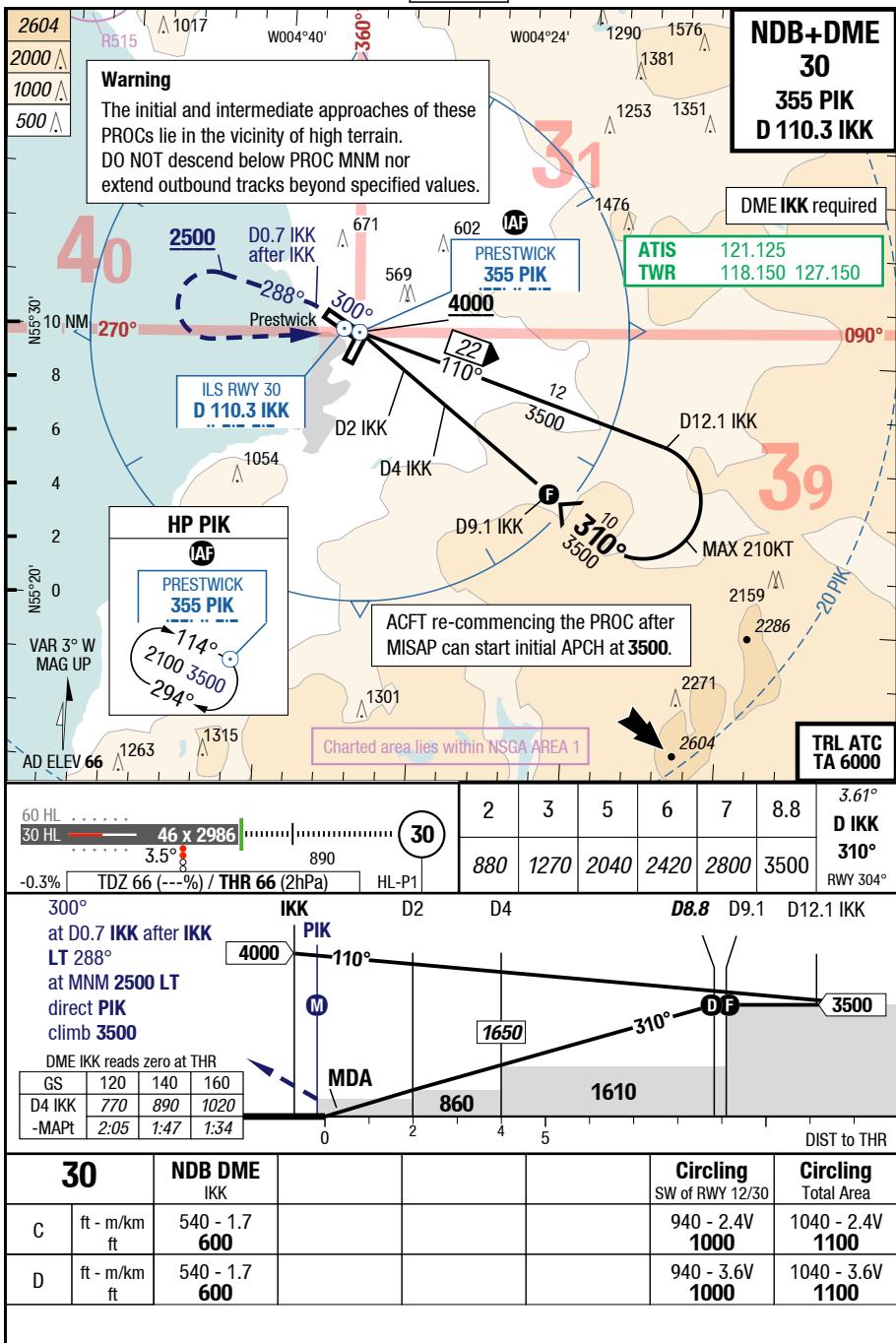
NDB + DME 21



PIK-EGPK

7-50

NDB + DME 30



Effective 02-FEB-2017

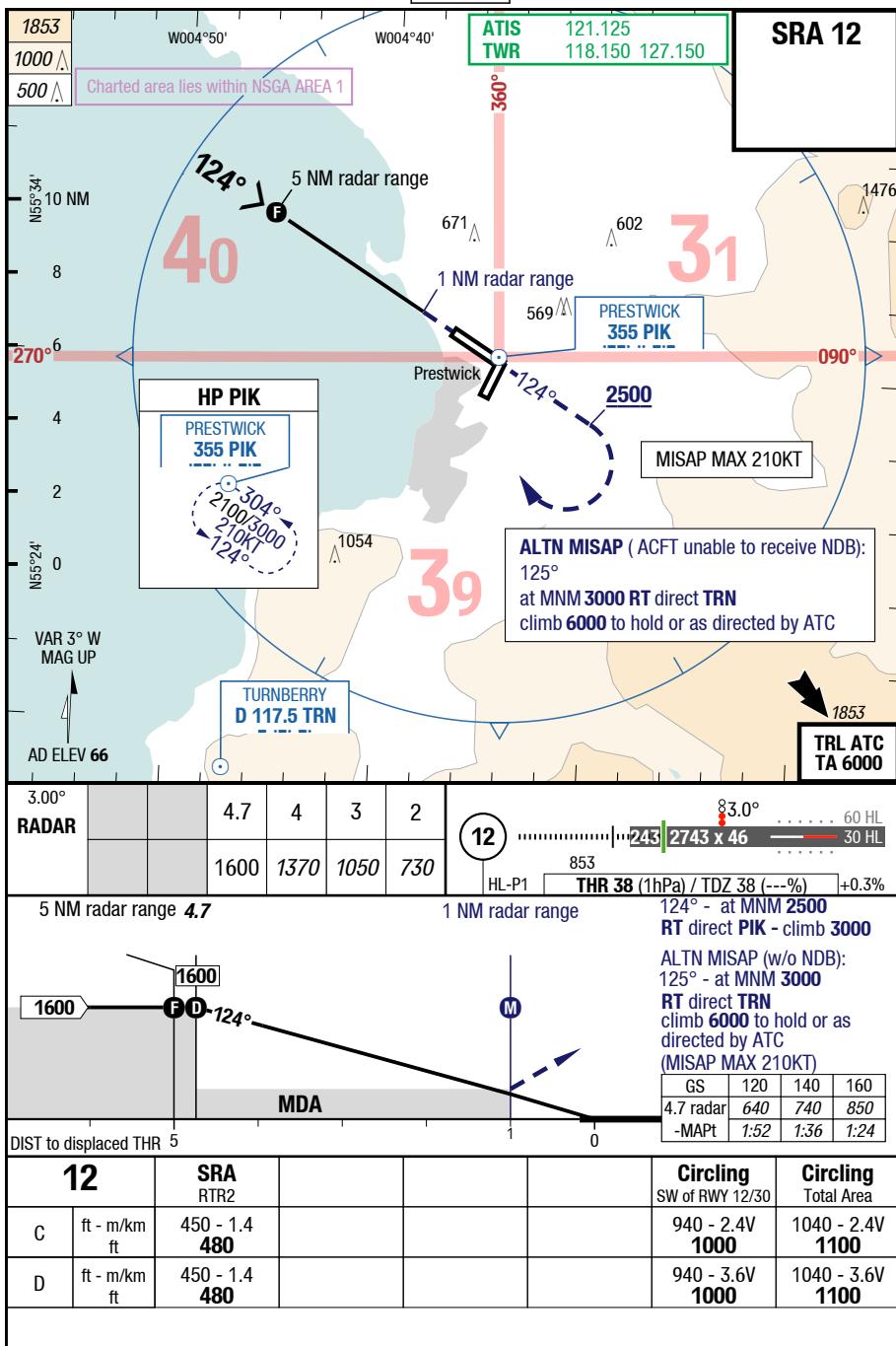
26-JAN-2017

United Kingdom Prestwick

PIK-EGPK

7-60

SRA 12



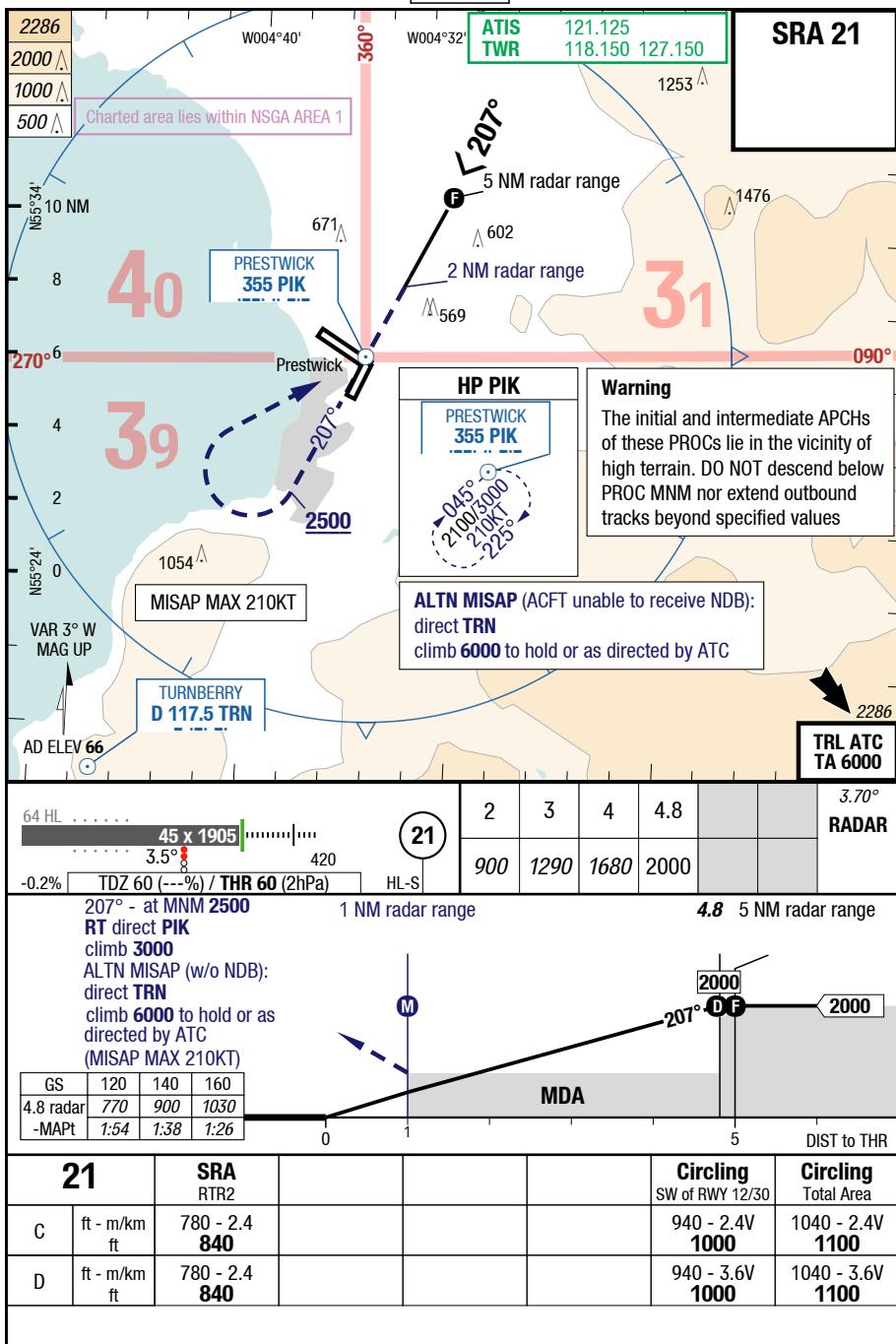
Changes: QFU

PIK-EGPK

7-70

SRA 21

IAC

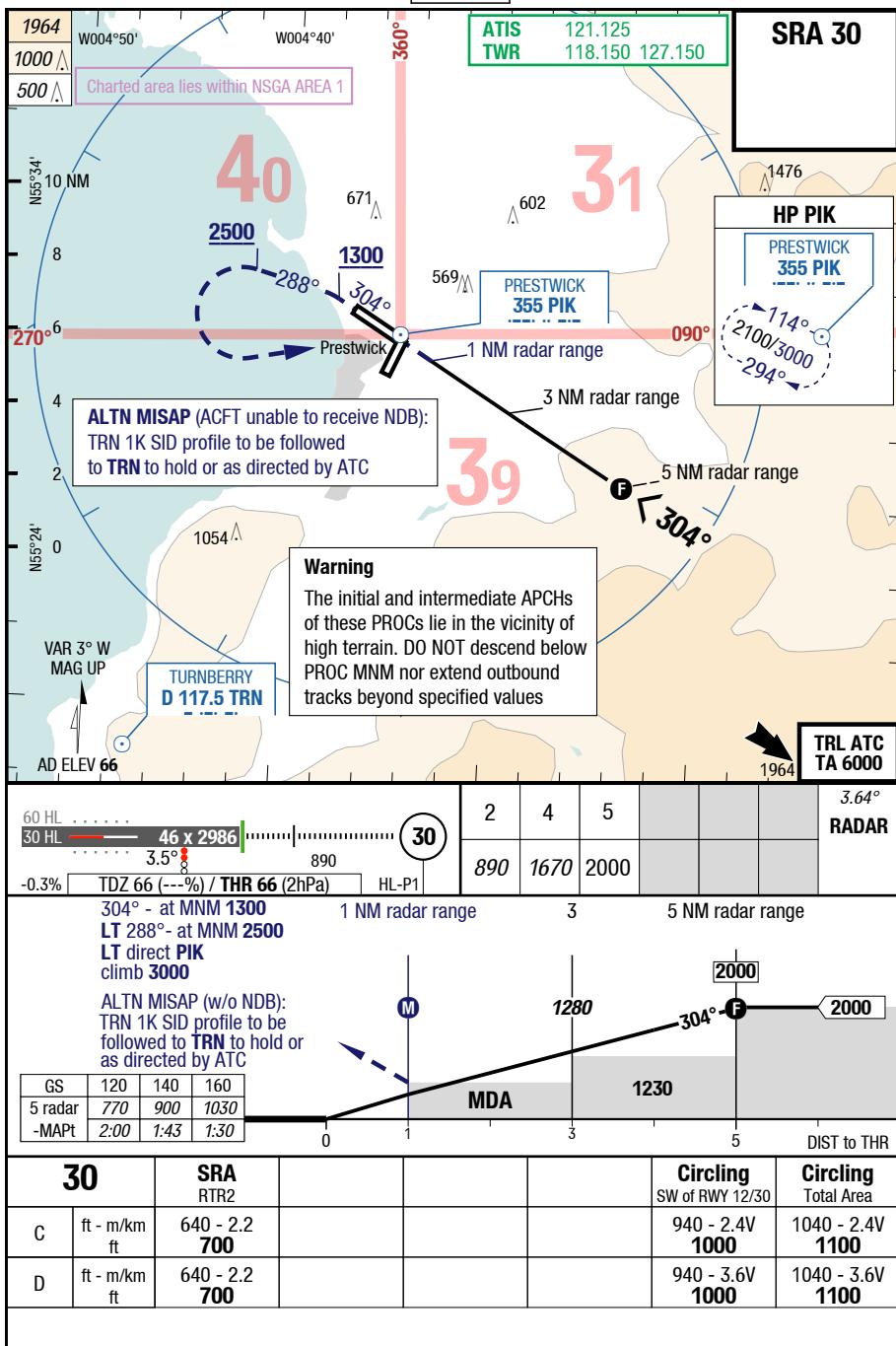


Changes: Nil

PIK-EGPK

7-80

SRA 30



Effective 28-MAY-2015

21-MAY-2015

PIK-EGPK

United Kingdom Prestwick

MRC
NIL

Prestwick United Kingdom

MRC
NIL

8-10

