

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.

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, SUMNIN 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.

PIK-EGPK

2-10

AGC
AFC

AFC

AFC

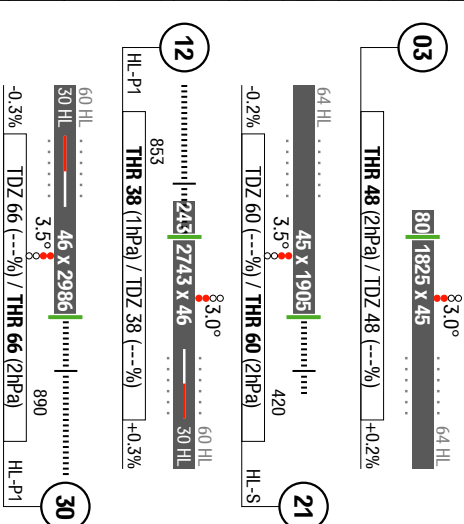
AGC
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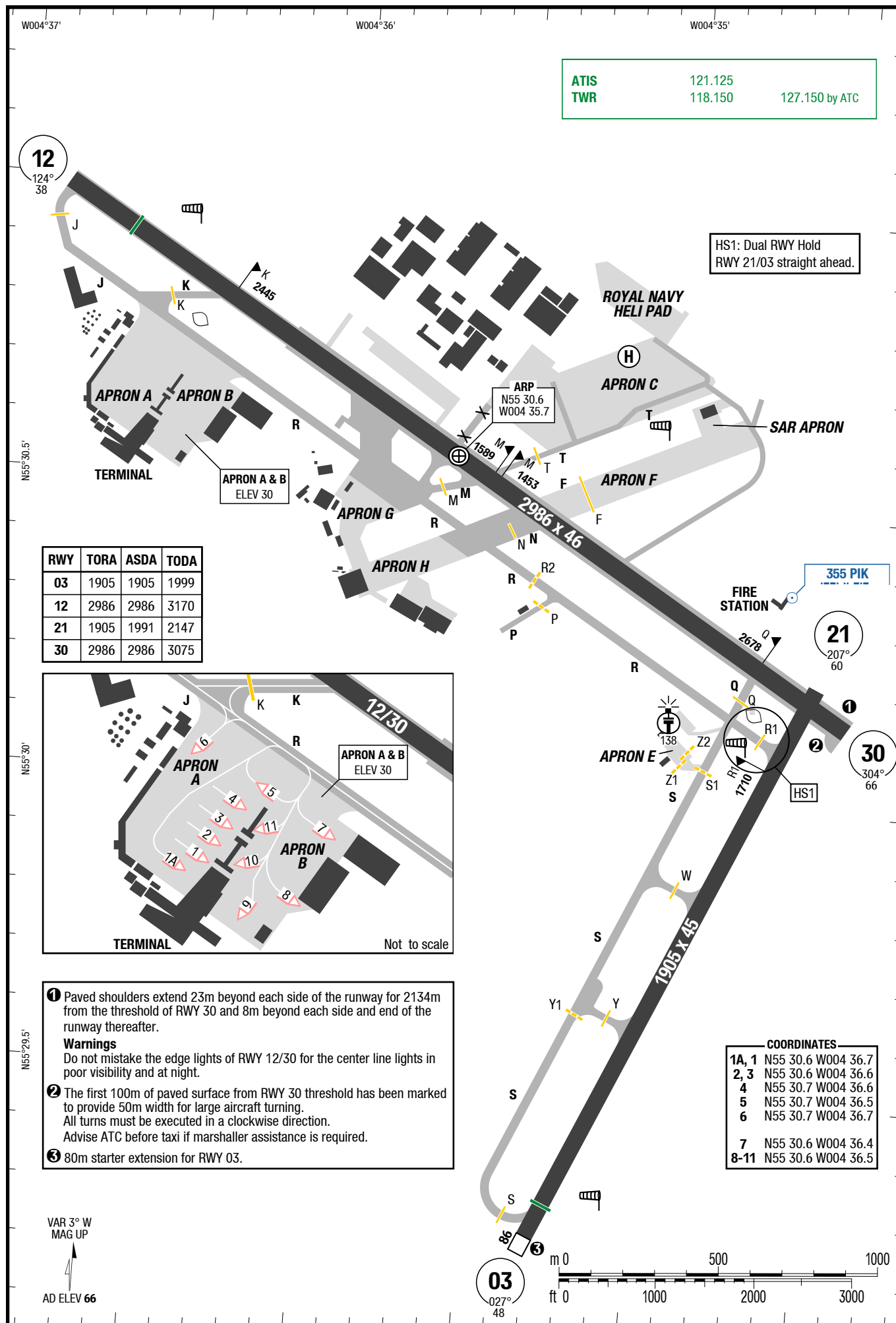
Prestwick United Kingdom



ATIS	121.125
RAD	129.450
	124.625 by ATC
Scottish CTL	124.825
APP	129.450
TWR	118.150
	127.150 by ATC

Landing RWY system:





PIK-EGPK

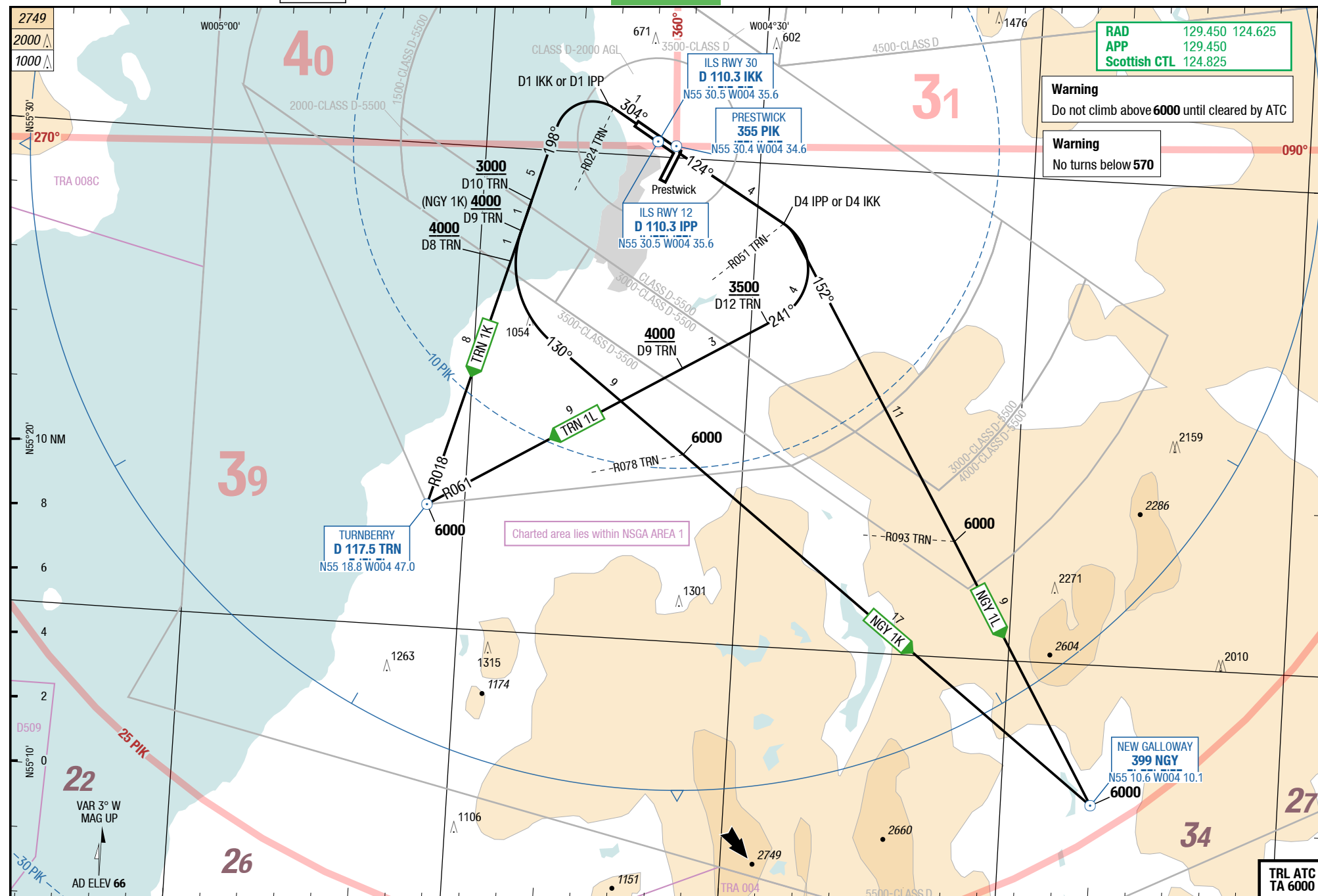
SIDs

SID

SID

SIDs

4-10



Changes: MGA, Track, Note

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NEW GALLOWAY 1K / NEW GALLOWAY 1L / TURNBERRY 1K / TURNBERRY 1L
 RWYs 12 (124°) / 30 (304°)

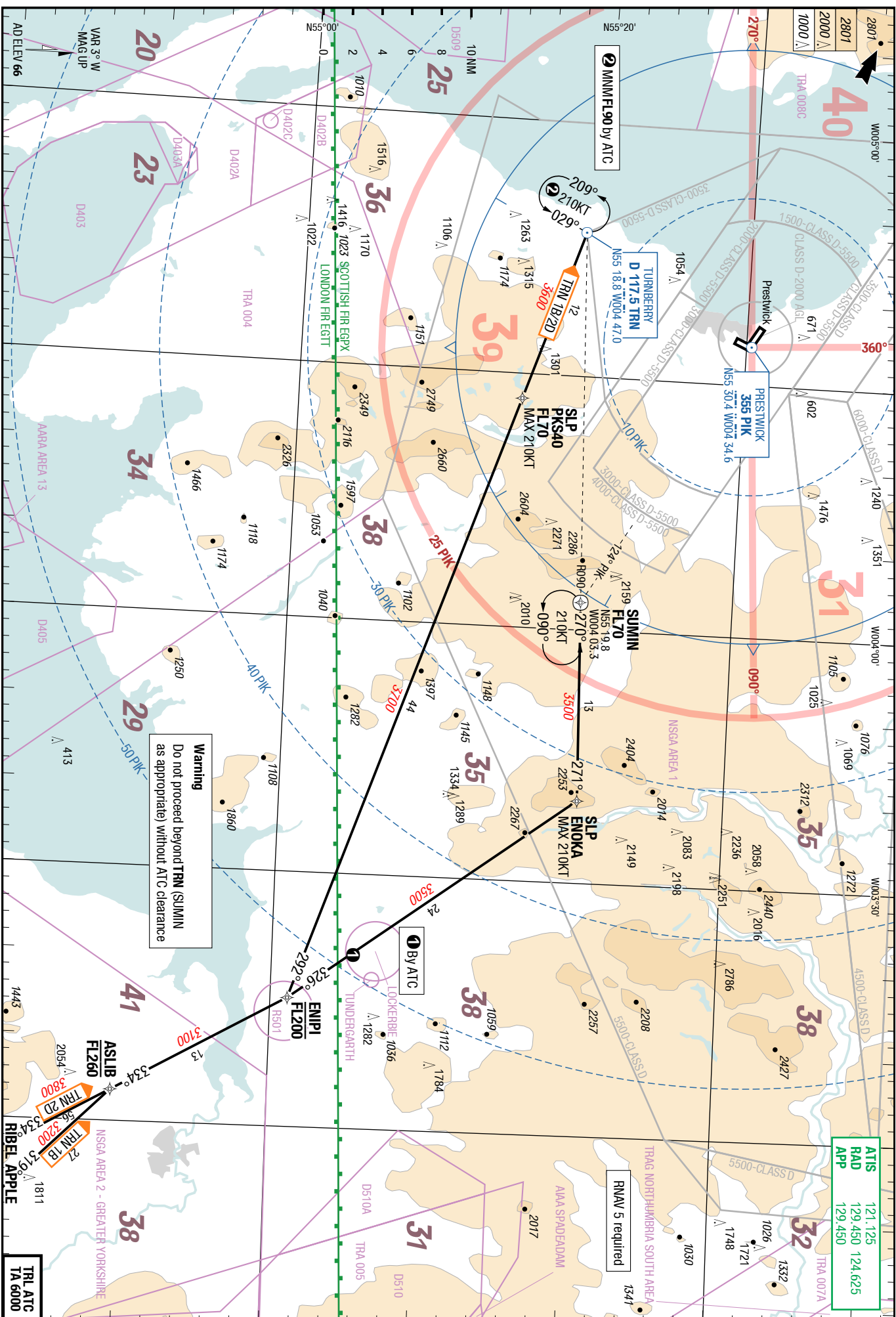
After take-off, contact Scottish Control.

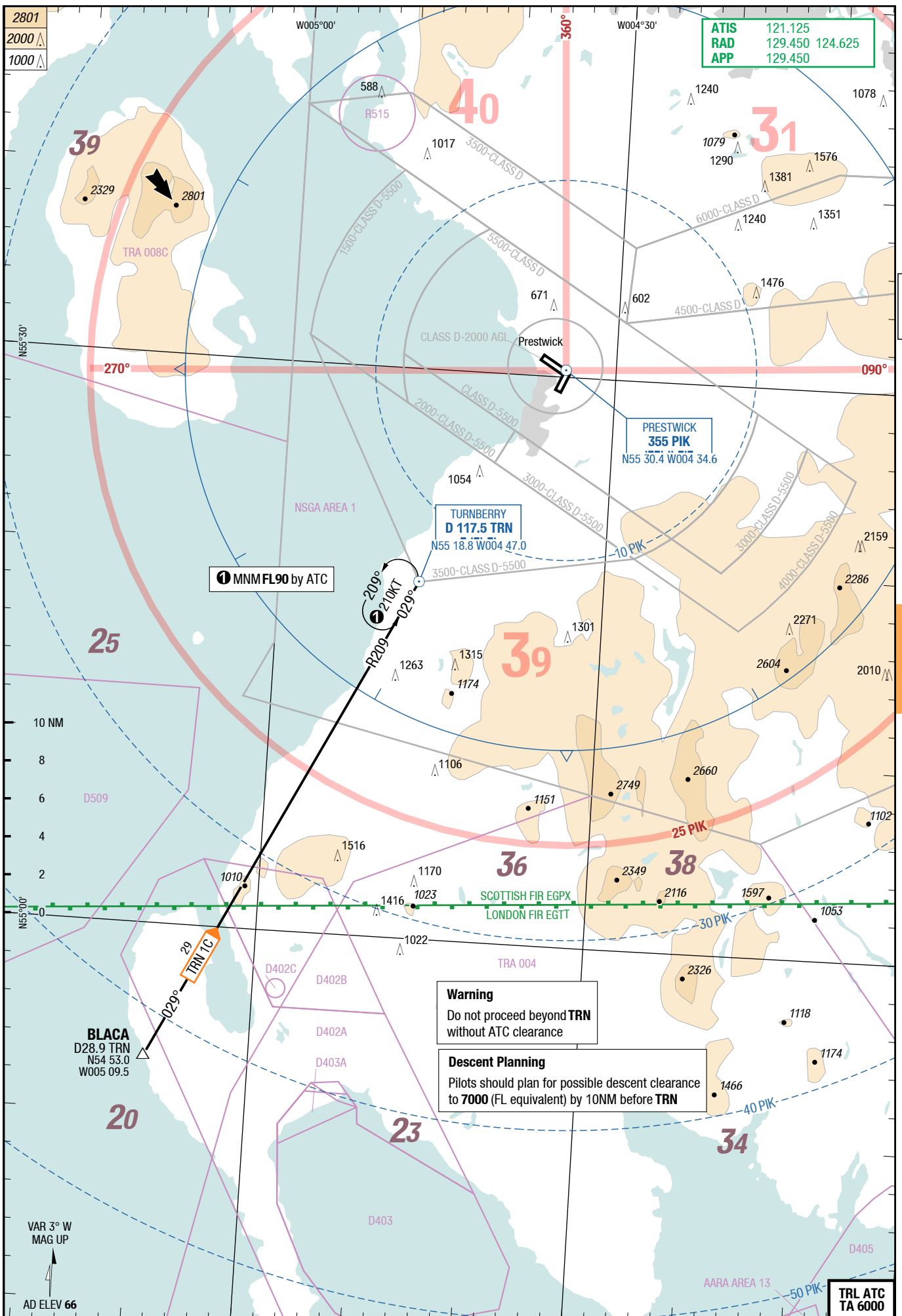
	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.9%	ft/MIN	900	1100	1300	1500	1700	1900
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

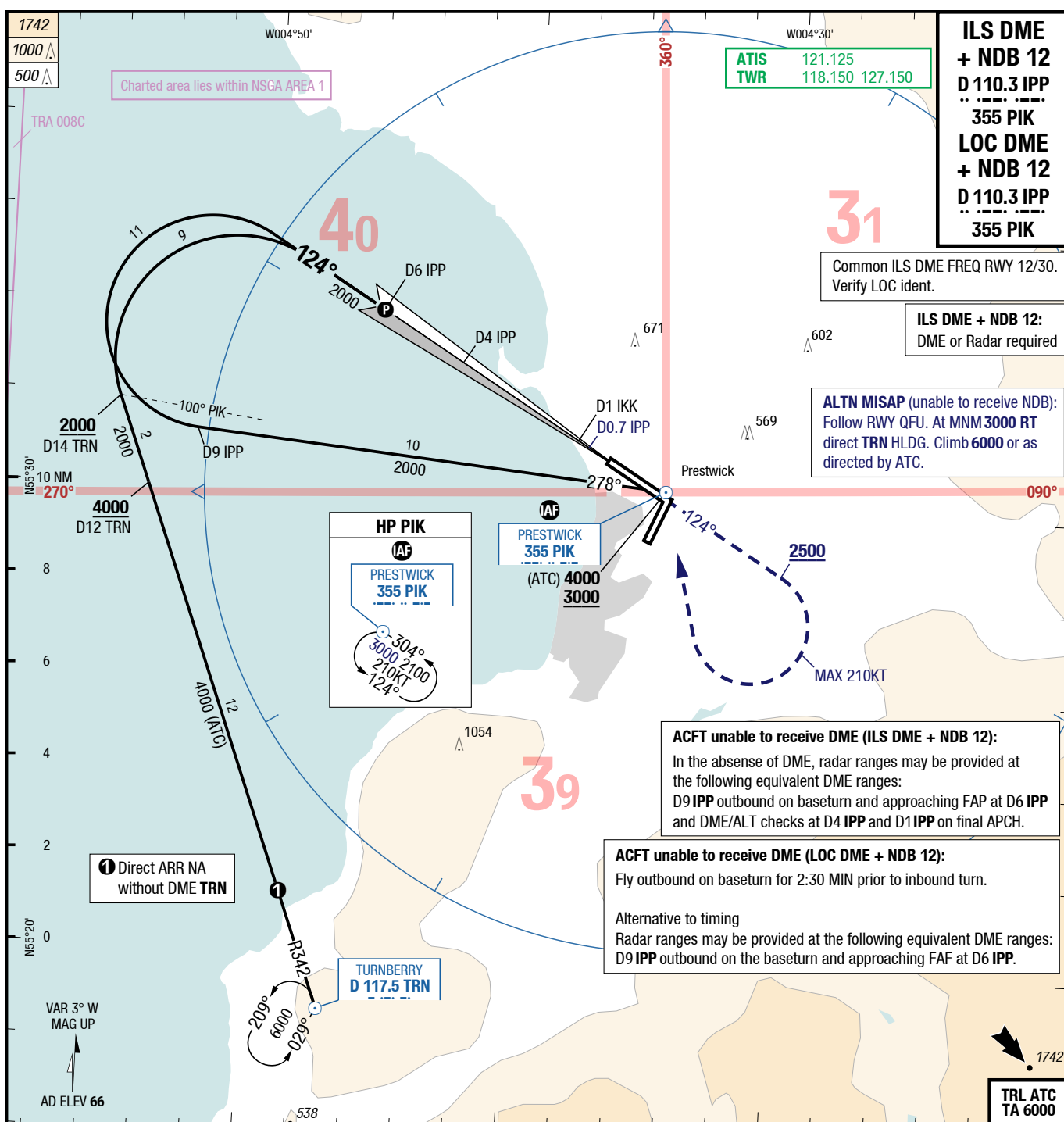
DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
NEW GALLOWAY 1L NGY 1L 6.5% to 6000 129.450 ③④⑤	at D4 IPP or D4 IKK RT intercept QDM 152 NGY to NGY	R093 TRN at 6000 NGY at 6000
TURNBERRY 1L TRN 1L 6.5% to 6000 129.450 ①③④⑤	at D4 IPP or D4 IKK RT intercept R061 TRN to TRN	D12 TRN MNM 3500 D9 TRN MNM 4000 TRN at 6000
	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 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.

ATIS	121.125
RAD	129.450
APP	129.450







LOC 3.00°
D IPP

	6	5	3	2	1
	2000	1670	1030	720	400

D9 IPP D6 D4 D1 D0.7 IPP

12 83.0° 60 HL
HL-P1 243 2743 x 46 30 HL

853
THR 38 (1hPa) / TDZ 38 (---%) +0.3%

124° - at MNM 2500 RT
(MAX 210KT) direct **PIK**
climb **3000**
ALTN MISAP (w/o NDB):
124° - at MNM 3000 RT
direct **TRN** HLDG
climb **6000**
or as directed by ATC
DME IPP reads zero at displ. THR

GS	120	140	160
D6 IPP	640	740	850
-MAPt	2:41	2:18	2:00

DIST to displaced THR

12		Cat 1 w/w/o DME	LOC w/w/o DME		Circling SW of RWY 12/30	Circling Total Area
C	ft - m/km ft	200 - 550 240	330 - 800 360		940 - 2.4V 1000	1040 - 2.4V 1100
D	ft - m/km ft	200 - 550 240	330 - 800 360		940 - 3.6V 1000	1040 - 3.6V 1100

ILS DME + NDB 30
D 110.3 IKK
355 PIK
LOC DME + NDB 30
D 110.3 IKK
355 PIK

ATIS TWR
121.125
118.150 127.150

Warning
The initial and intermediate approaches of these PROCs lie in the vicinity of high terrain.
DO NOT descent below procedure MNM ALTs nor extend outbound tracks beyond specified values.

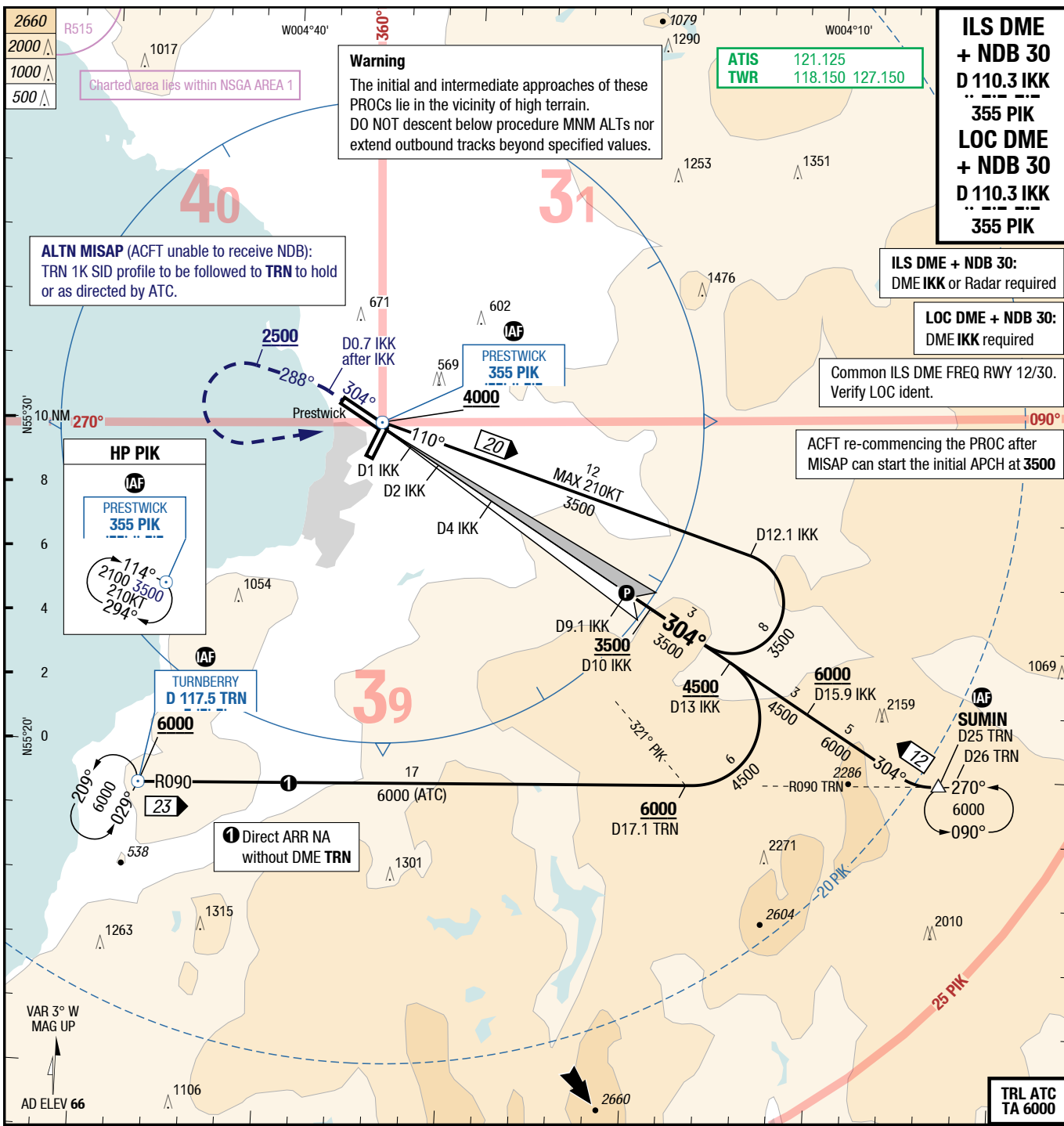
ALTN MISAP (ACFT unable to receive NDB):
TRN 1K SID profile to be followed to TRN to hold or as directed by ATC.

HP PIK
IAF
PRESTWICK 355 PIK
114°
2100 3500
210KT
294°

TURNBERRY D 117.5 TRN
IAF
6000

1 Direct ARR NA without DME TRN

TRL ATC TA 6000

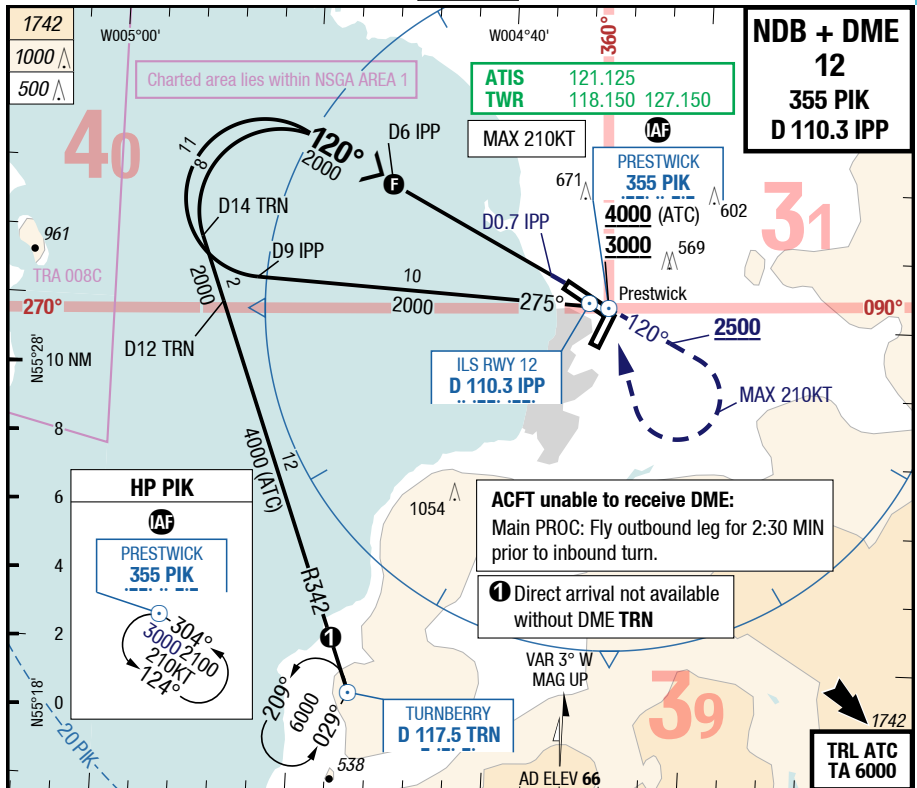


60 HL 30 HL 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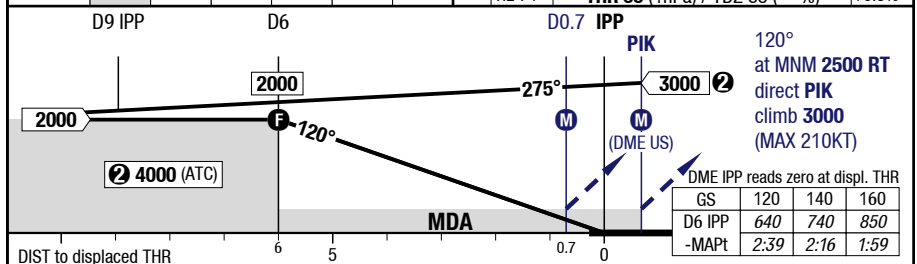
PIK-EGPK

7-30

NDB + DME 12



3.00°		6	5	4	3	2	
D IPP 120°							
RWY 124°		2000	1680	1360	1040	720	

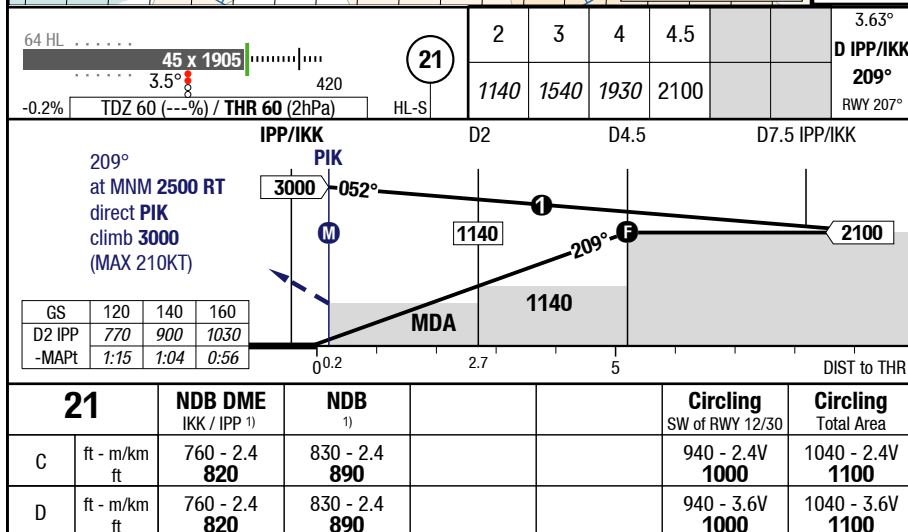
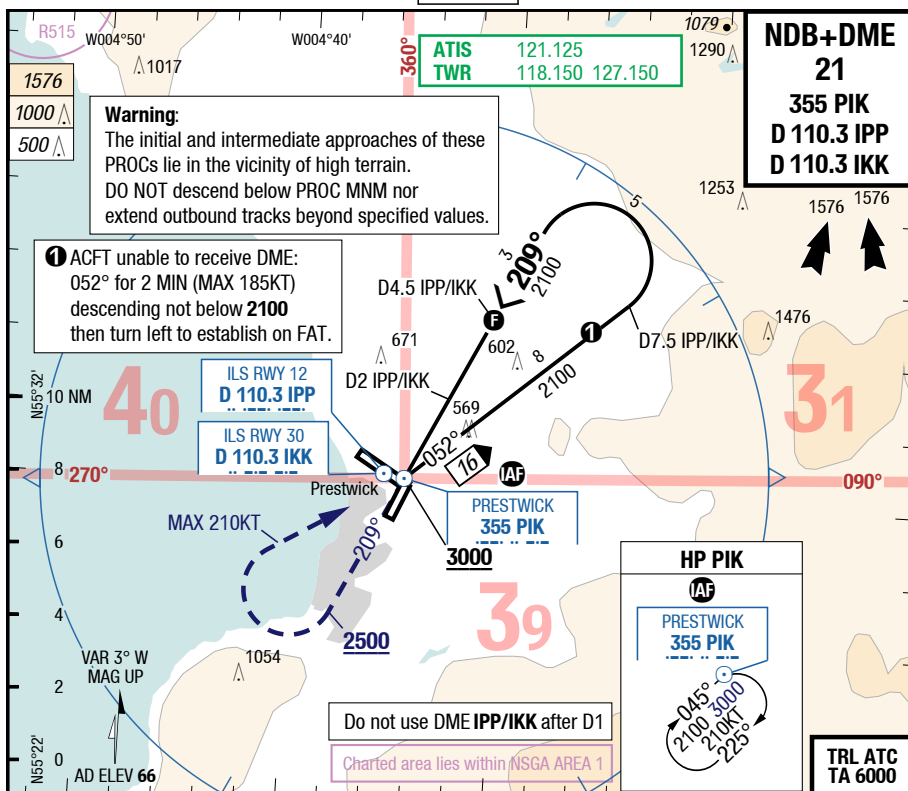


12		NDB DME IPP	NDB			Circling SW of RWY 12/30	Circling Total Area
C	ft - m/km ft	400 - 1.1 430	450 - 1.4 480			940 - 2.4V 1000	1040 - 2.4V 1100
D	ft - m/km ft	400 - 1.1 430	450 - 1.4 480			940 - 3.6V 1000	1040 - 3.6V 1100

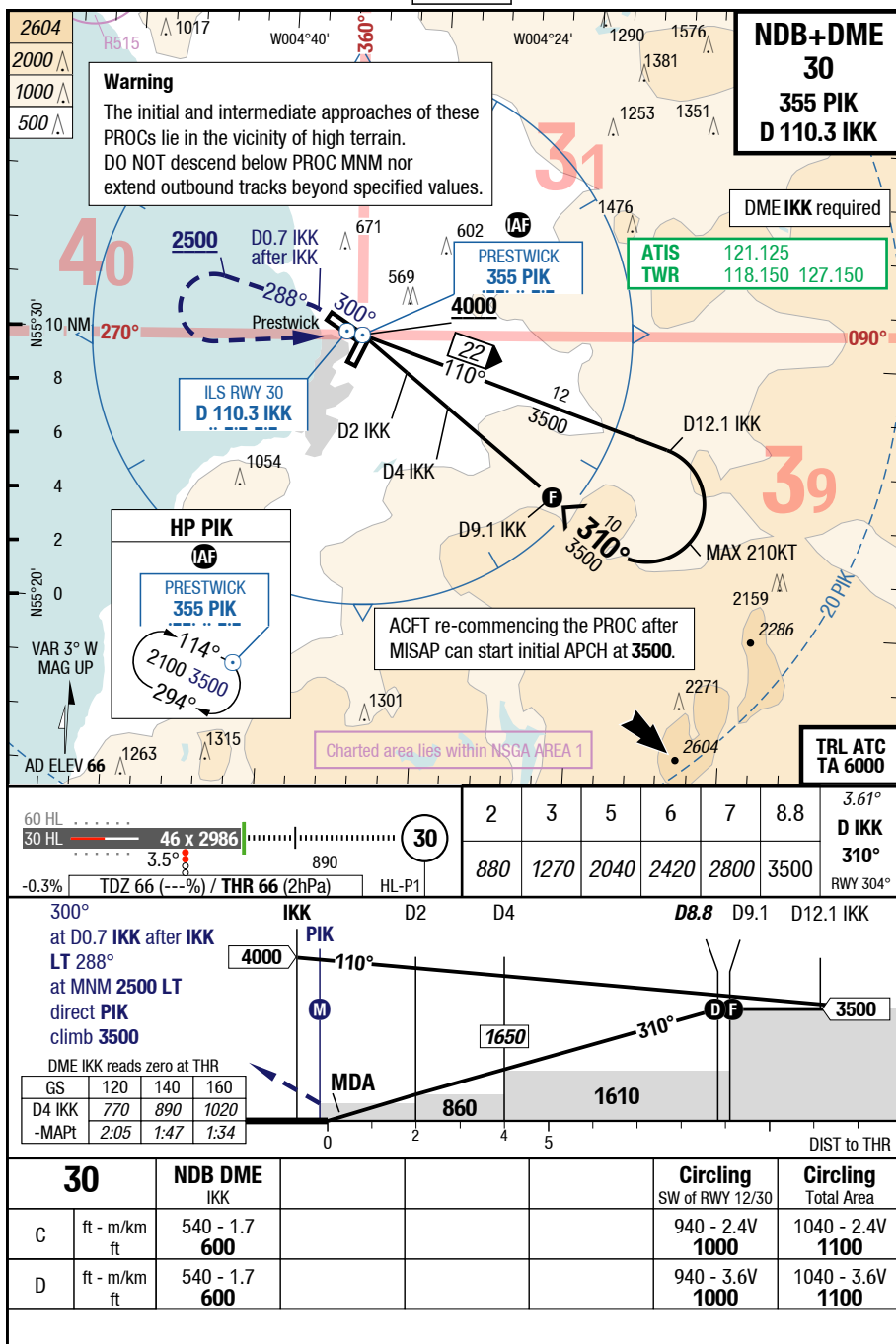
PIK-EGPK

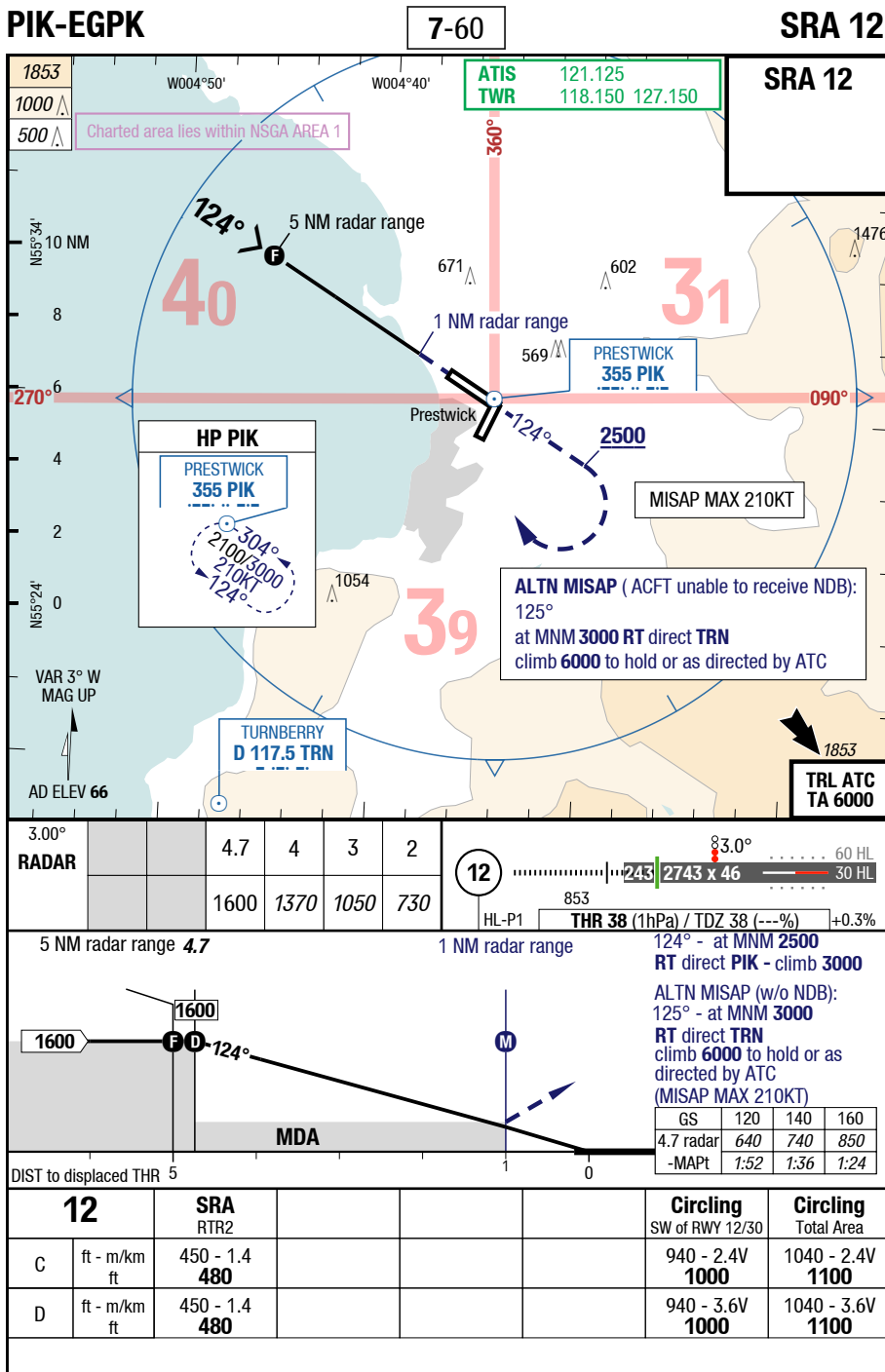
7-40

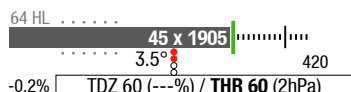
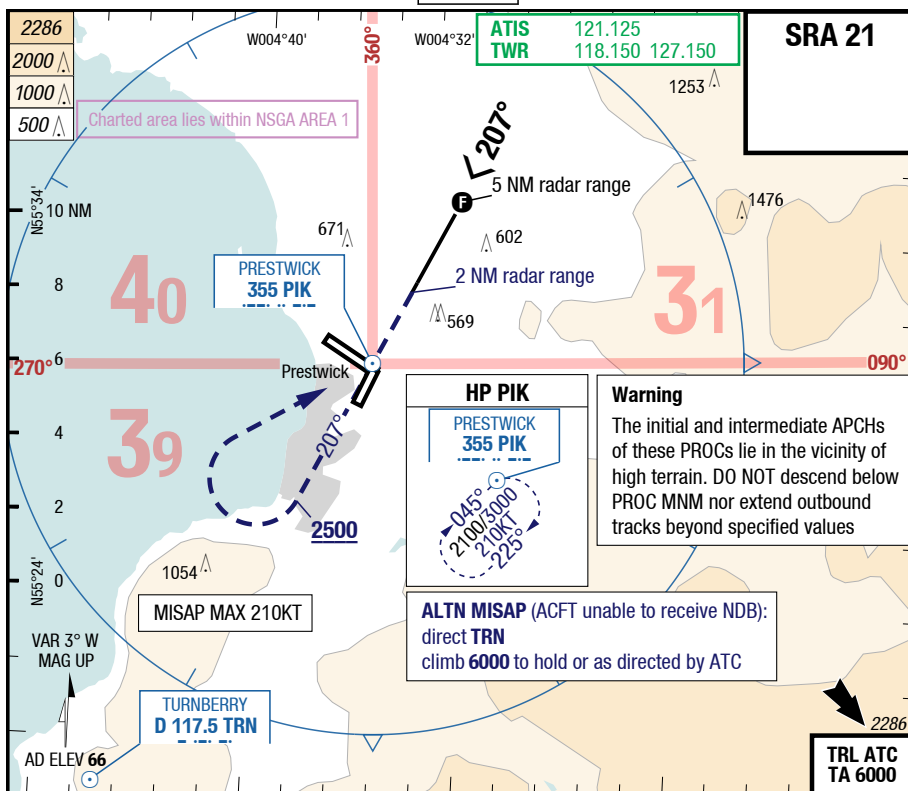
NDB + DME 21



1) PROC design rate of DES in APCH exceeds MAX permissible for STA. OCA therefore based on Circling values

PIK-EGPK**7-50****NDB + DME 30**



PIK-EGPK**7-70****SRA 21****21**

2	3	4	4.8				3.70°
900	1290	1680	2000				RADAR

207° - at MNM 2500

1 NM radar range

4.8 5 NM radar range

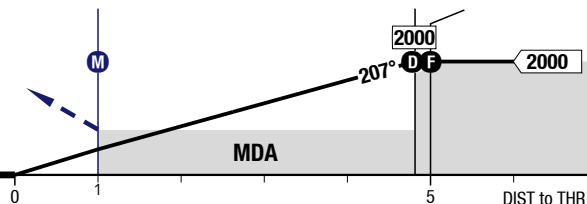
RT direct **PIK**climb **3000**

ALTN MISAP (w/o NDB):

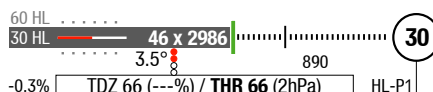
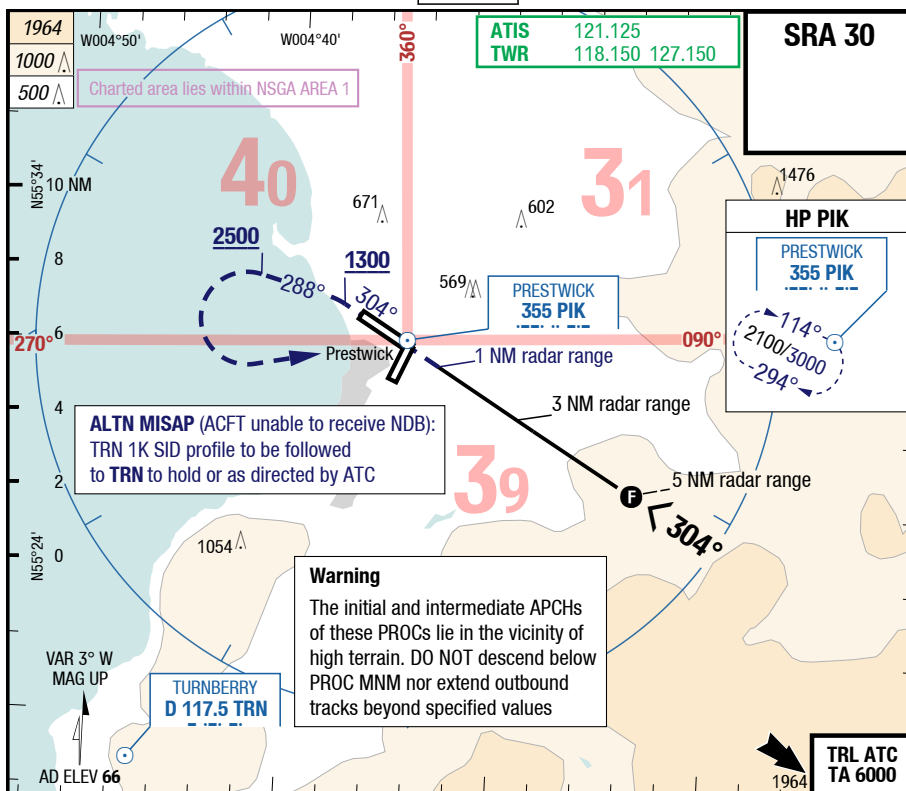
direct **TRN**climb **6000** to hold or as directed by ATC

(MISAP MAX 210KT)

GS	120	140	160
4.8 radar	770	900	1030
-MAPt	1:54	1:38	1:26



21		SRA RTR2				Circling SW of RWY 12/30	Circling Total Area
C	ft - m/km ft	780 - 2.4 840				940 - 2.4V 1000	1040 - 2.4V 1100
D	ft - m/km ft	780 - 2.4 840				940 - 3.6V 1000	1040 - 3.6V 1100

PIK-EGPK**7-80****SRA 30**

2	4	5				3.64°
890	1670	2000				RADAR

304° - at MNM 1300 1 NM radar range

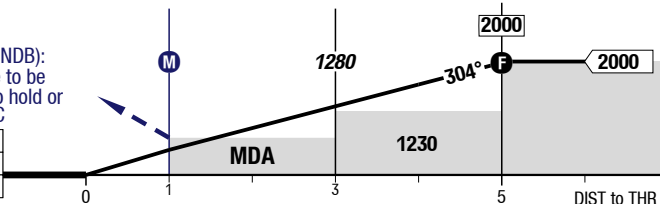
LT 288° - at MNM 2500

LT direct PIK

climb 3000

ALTN MISAP (w/o NDB):
TRN 1K SID profile to be
followed to TRN to hold or
as directed by ATC

GS	120	140	160
5 radar	770	900	1030
-MAPt	2:00	1:43	1:30



30		SRA				Circling	Circling
		RTR2				SW of RWY 12/30	Total Area
C	ft - m/km ft	640 - 2.2 700				940 - 2.4V 1000	1040 - 2.4V 1100
D	ft - m/km ft	640 - 2.2 700				940 - 3.6V 1000	1040 - 3.6V 1100

PIK-EGPK

NIL
MRC

MRC

MRC

NIL
MRC



Changes: MRVA, OBST