

## Airport information:

Country: United Kingdom

City: PRESTWICK

Coordinates: N 55° 30.6', W 004° 35.7'

Elevation: 65

Customs: Customs

Fuel: 100LL, Jet A1

RFF: CAT 7. CAT 8 & 9 available at short notice.

hours: H24

## Runways:

Runway 03

Takeoff length: 1905, Landing length: 1825

Runway 13

Takeoff length: 2987, Landing length: 2743

Runway 21

Takeoff length: 1905, Landing length: 1905

Runway 31

Takeoff length: 2987, Landing length: 2987

WEF 12 MAR 09

10 - 1 16 FEB 09

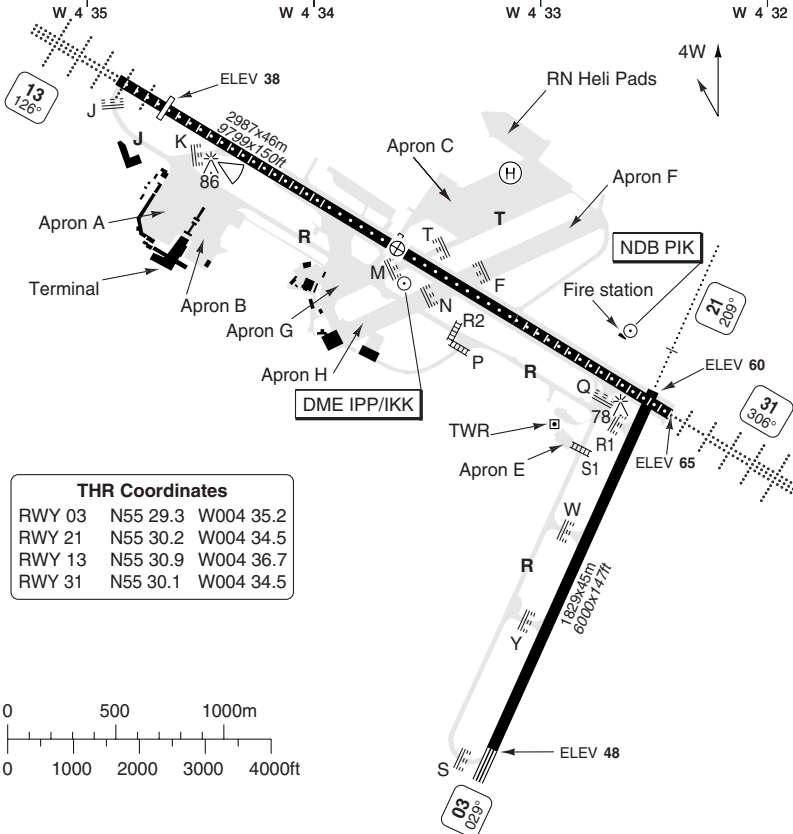
United Kingdom - EGPK / PIK

# AERODROME

# PRESTWICK

Prestwick TWR  
**118.15** **127.15**  
 By ATC  
 ATIS  
**121.125**

AD Elev **65** | ARP: N55 30.6 W004 35.7 | RFF: CAT 7. CAT 8 and 9 avbl at short notice | AD HR: H24



THR Coordinates			
RWY 03	N55 29.3	W004 35.2	
RWY 21	N55 30.2	W004 34.5	
RWY 13	N55 30.9	W004 36.7	
RWY 31	N55 30.1	W004 34.5	

RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
03	+0.2	1829 / 6000	1829 / 6000	-	H	-	P 3° (58)
21	-0.2	1829 / 6000	1829 / 6000	H-E ①	H	-	P 3.5° (57)
13	+0.3	2987 / 9799	2743 / 8999	H-C	H	30m	P 3° (58)
31	-0.3	2987 / 9799	2987 / 9799	H-C	H	30m	P 3.5° (64)

① 420m

EU OPS		TAKE OFF MINIMA			
RWY	Facilities	RVR			
		A B C	D		
All	RCL (day only) or RCL + REDL	400m		400m	
	NIL (day only)	500m		500m	

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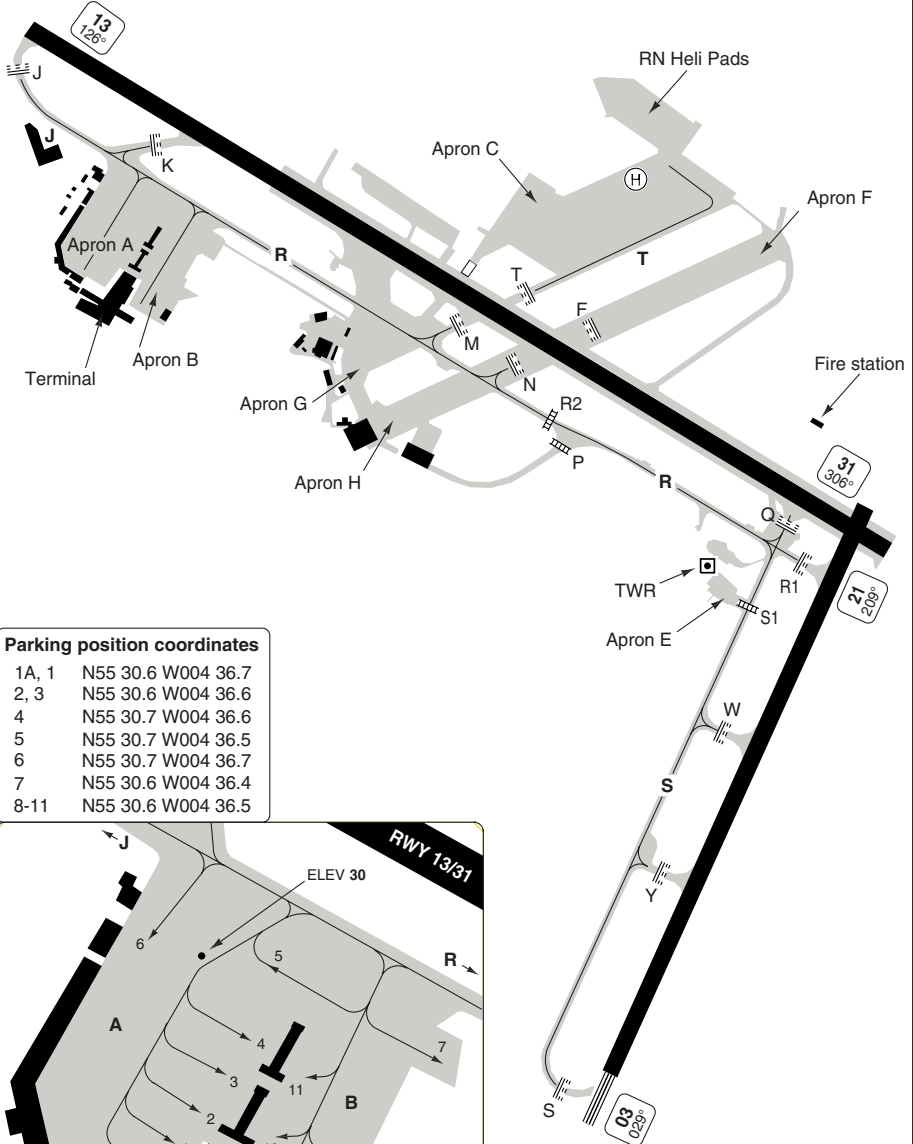
Change: Comm frequencies.

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# GROUND Overview

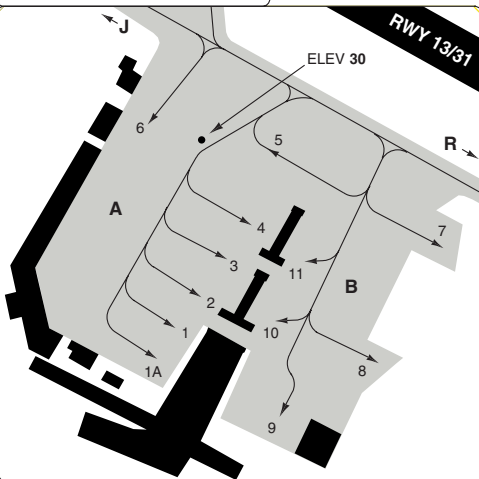
# PRESTWICK

Prestwick TWR	ATIS
118.15 127.15	121.125
By ATC	



### Parking position coordinates

1A, 1	N55 30.6 W004 36.7
2, 3	N55 30.6 W004 36.6
4	N55 30.7 W004 36.6
5	N55 30.7 W004 36.5
6	N55 30.7 W004 36.7
7	N55 30.6 W004 36.4
8-11	N55 30.6 W004 36.5



Change: Re-indexed.

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## GENERAL

## PRESTWICK

## GENERAL INFORMATION

## 1. WARNING

1.1 Bird Hazard assessed as 'severe' during migratory periods, (Oct/Nov and Mar/Apr). This will be subject of a NOTAM.

1.2 Due to 23m/75ft of paved shoulders on each side of RWY 13/31, exercise caution when lining up in extreme weather conditions or at night, as the RWY edge lights easily could be mistaken for RWY CLL.

## 2. TWY RESTRICTION

2.1 TWY J. Not available for HEL.

2.2 TWY J. Widebody aircraft to use minimum power only.

2.3 Link M, Only for use by B738 series or smaller.

2.4 Link N, Only for use by B738 series or smaller, and is not to be used at night or in low vis.

## 3. PARKING

AGNIS, PAPA on stands 1-4, 7 and 8.

Stands 5, 6 and 9-11 under marshaller's instruction.

## 4. NOISE ABATEMENT PROCEDURES

ILS approaches in IMC or VMC are to maintain MNM 2000ft before intercepting GP and are not to descend beneath the GP thereafter.

Non ILS or Radar approaches are to follow a descent path not lower than the ILS GP.

## 5. NOISE PREFERENTIAL ROUTINGS

5.1 RWY 13: Climb straight ahead until passing D4 I-PP or D4 I-KK.

RWY 31: Climb straight ahead and after passing D1 I-PP or D1 I-KK turn left onto track not North of Tr 289° until passing 3000ft.

5.2

## CIRCUIT NPR

RWY 13: Climb straight ahead until 1600ft before turning left or right into the circuit.

RWY 31: Climb straight ahead and after passing D1 I-PP or D1 IKK turn left on Tr 289° until 1600ft before turning left or right into the circuit.

## DEPARTURE

## 1. NORTH ATLANTIC DEPARTURES

1.1 Due to the proximity of the Shanwick Oceanic boundary if planning to enter Shanwick airspace at GOMUP contact Ocean Delivery prior to departure. On all other Oceanic routes clearance can be obtained when airborne.

1.2 Oceanic Clearance (including level allocation) is valid only from the OCA Entry Domestic ATC clearance to the OCA Entry Point is issued separately.

1.3 When TRA008 active and entering Shanwick airspace at ERAKA, BALIX, ATSIX or RATSU file via ~TRN GOW.

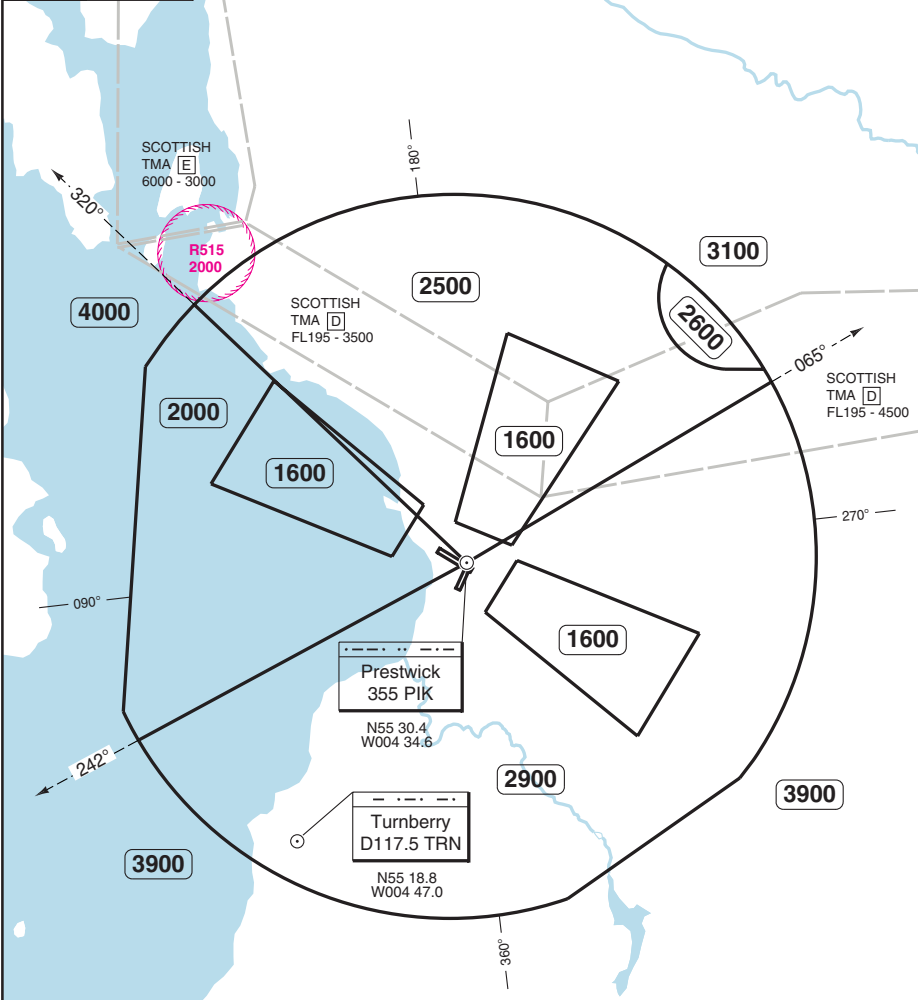
# RADAR Minimum Altitudes

# PRESTWICK

Prestwick TWR 118.15 127.15	APP 129.45	RAD 129.45	124.625 By ATC	ATIS 121.125
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TL ATC AD Elev 65



### COMMUNICATION FAILURE

#### Initial Approach:

Continue visually or by means of ILS final approach procedure. If not possible proceed at **4000**, or last assigned level if higher to NDB PIK.

#### Intermediate and Final Approach:

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the missed approach procedure to NDB PIK.

Note: In all cases where the ACFT returns to the holding facility the procedure to be adopted is the Basic Radio Failure Procedure.

## Additional Landing Minima

PRESTWICK

## NDB RWY 13 (Non CDFA)

ACFT	NDB	Circling <sup>a</sup>	Circling	
<b>EU OPS</b>	A	<b>480</b> (442)	<b>600</b> (535) 1.6km	<b>800</b> (735) 1.6km
	B	1600m	<b>700</b> (635) 1.6km	<b>900</b> (835) 1.6km
	C	<b>480</b> (442)	<b>1000</b> (935) 2.4km	<b>1100</b> (1035) 2.4km
	D	1800m	<b>1000</b> (935) 3.6km	<b>1100</b> (1035) 3.6km

<sup>a</sup> South of RWY 13/31

## NDB RWY 21 (Non CDFA)

ACFT	NDB	Circling <sup>a</sup>	Circling	
<b>EU OPS</b>	A	<b>890</b> (830)	<b>900</b> (830) 3.6km	<b>800</b> (830) 3.6km
	B	3600m		<b>900</b> (835) 3.6km
	C	<b>890</b> (830)	<b>1000</b> (935) 3.8km	<b>1100</b> (1035) 3.8km
	D	3800m		

<sup>a</sup> South of RWY 13/31

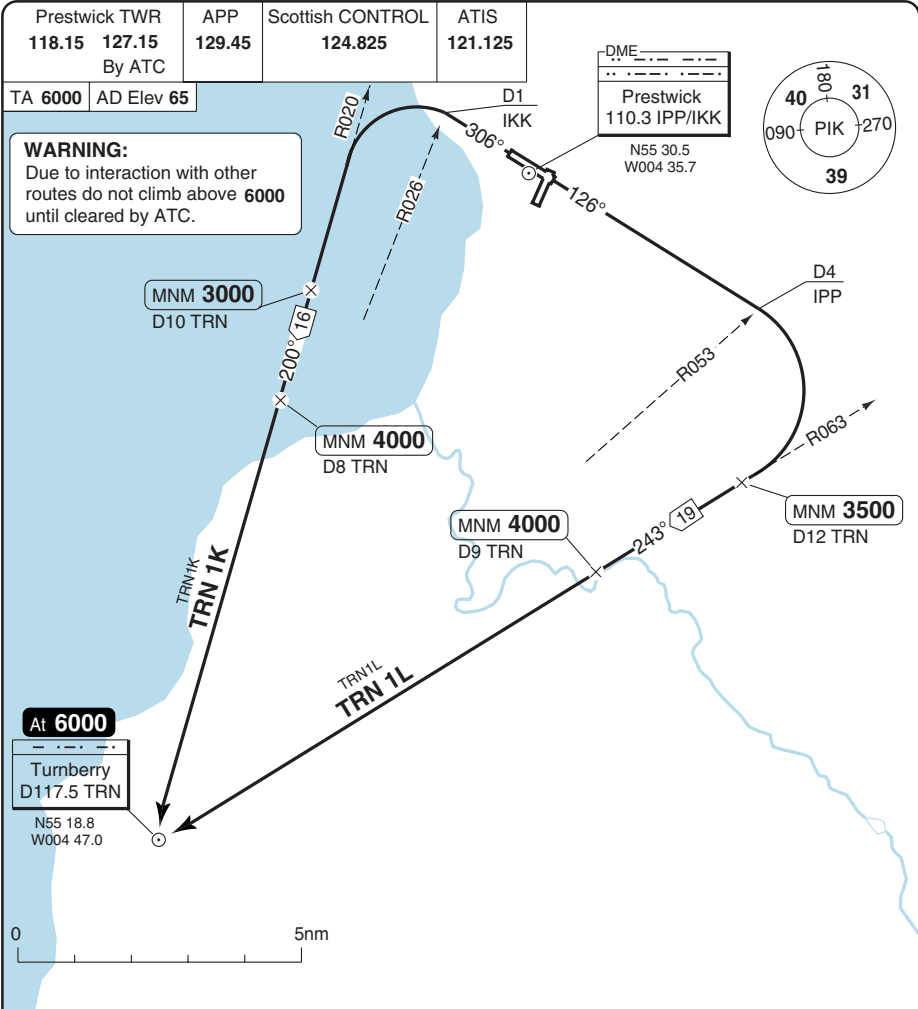
WEF 12 MAR 09

30 - 1 16 FEB 09

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SID RWY 13/31 TURNBERRY

PRESTWICK



**COM:** On first contact with Scottish Control report callsign, SID designator, current ALT and cleared ALT.

**SPEED:** MAX 250kt below FL100.

SID	RWY	MNM Climb	Routeing	Altitudes
TRN 1L	13	6.5% to 6000	Climb on 126° - at D4 IPP (R053 TRN) turn right - R063 TRN - TRN.	D12 TRN MNM <b>3500</b> D9 TRN MNM <b>4000</b> TRN At <b>6000</b> (6.5%)
If joining AWY P600, N560 and N580 northbound: After TRN turn right to D115.4 GOW.				
TRN 1K	31	8% to 6000	Climb on 306° - at D1 IKK (R026 TRN) turn left - R020 TRN - TRN.	D10 TRN MNM <b>3000</b> D8 TRN MNM <b>4000</b> TRN At <b>6000</b> (8%)
If joining AWY P600, N560 and N580 northbound: After TRN turn left to D115.4 GOW.				

Change: Comms frequencies.

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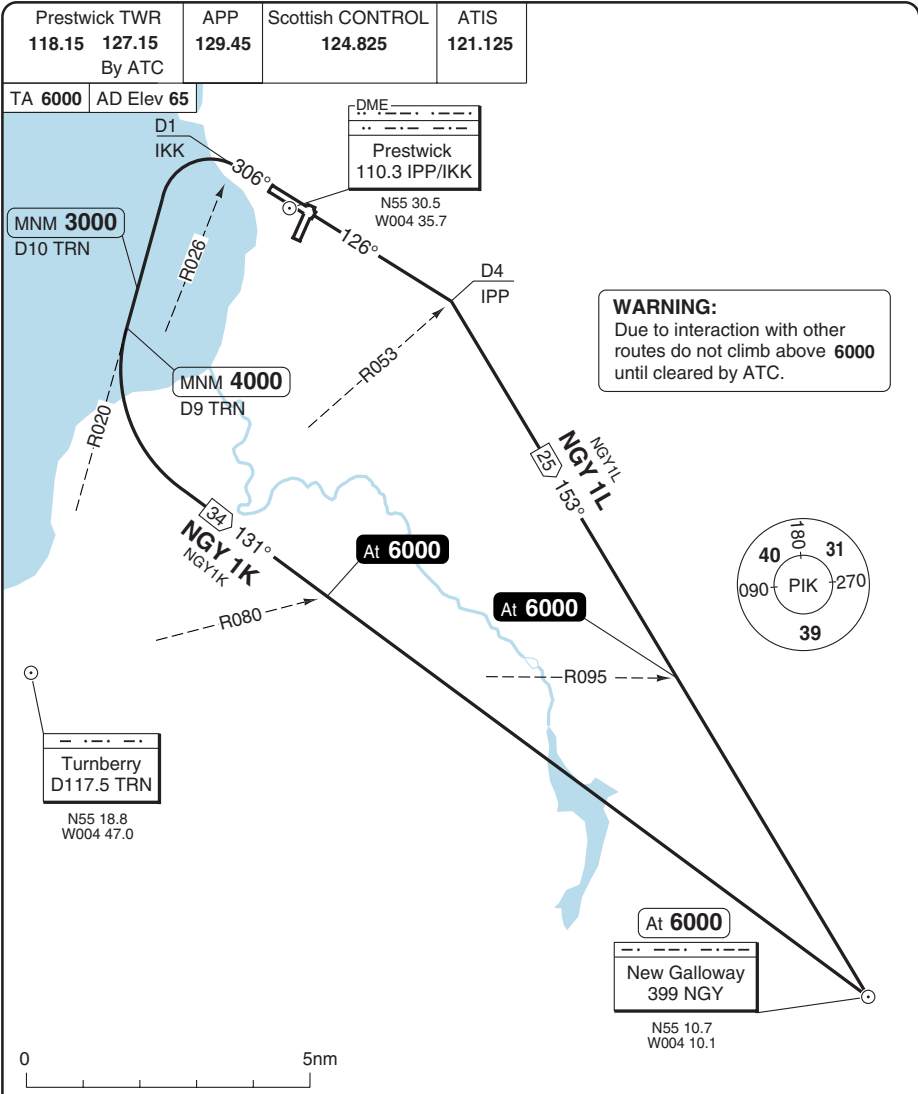
WEF 12 MAR 09

30 - 2 | 16 FEB 09

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SID RWY 13/31 NEW GALLOWAY

PRESTWICK



**COM:** On first contact with Scottish Control report callsign, SID designator, current ALT and cleared ALT.

**SPEED:** MAX 250kt below FL100.

SID	RWY	MNM Climb	Routeing	Altitudes
NGY 1L	13	6.5% to 6000	Climb on 126° - at D4 IPP (R053 TRN) turn right - 153° to NGY - NGY.	R095 TRN At <b>6000</b> (6.9%) NGY At <b>6000</b>
NGY 1K	31	6.9% to 6000	Climb on 306° - at D1 IKK (R026 TRN) turn left - R020 TRN - at D9 TRN turn left - 131° to NGY - NGY.	D10 TRN MNM <b>3000</b> D9 TRN MNM <b>4000</b> R080 TRN At <b>6000</b> (6.9%) NGY At <b>6000</b>

Change: Comm frequencies.

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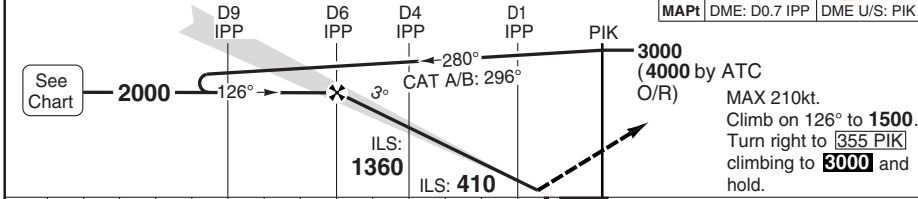
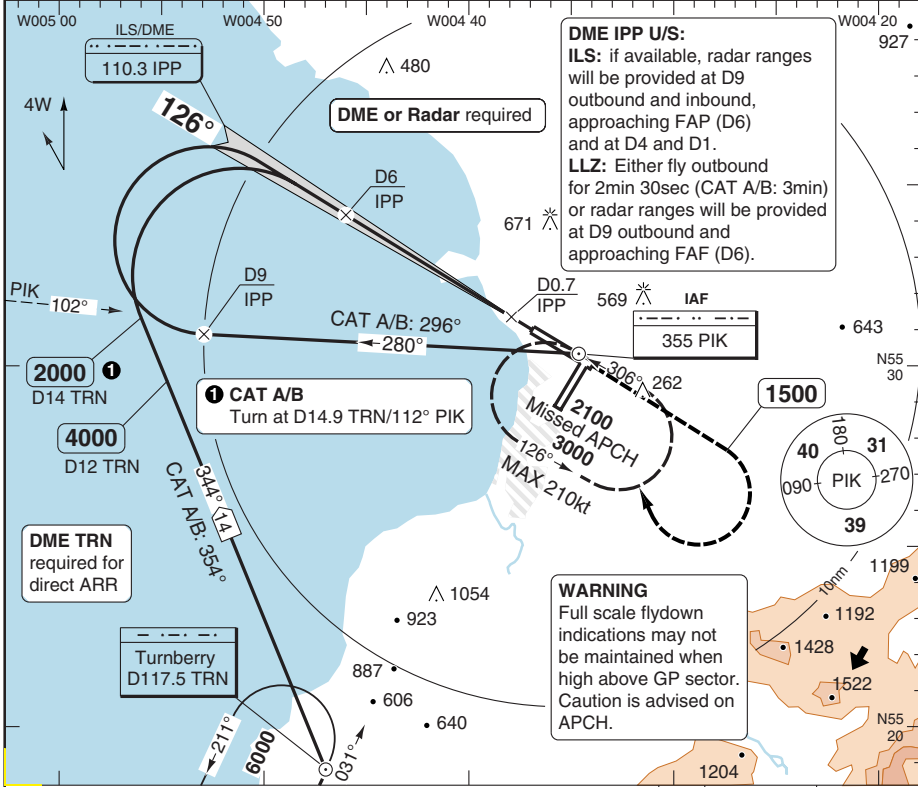
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# ILS RWY 13

# PRESTWICK

Prestwick APP 129.45	RAD 129.45	124.625 By ATC	TWR 118.15	127.15 By ATC	ATIS 121.125
ILS/DME 110.3 IPP	FAT 126°	DTHR Elev 38	AD Elev 65	TL ATC	TA 6000



ACFT	ILS+DME	LLZ+DME	LLZ+RAD	Circling Ⓟ	Circling	DME IPP	3.0° ALT	LDA 2743x46 8999x150ft P 3° (58)
A			360 (322) 800m	600 (535) 1.5km	800 (735) 1.5km	6	2000	
B	240 (200)	360 (322)		700 (635) 1.6km	900 (835) 1.6km	5	1680	
C	550m ⓐ	800m	360 (322) 800m	1000 (935) 2.4km	1100 (1035) 2.4km	4	1360	
D				1000 (935) 3.6km	1100 (1035) 3.6km	3	1050	
GS	80	100	120	140	160	2	730	
ROD 3.0°	420	530	640	740	850	1	410	
FAF-MAPt	Not Published							

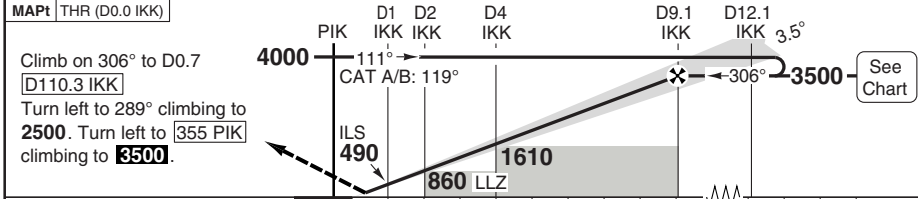
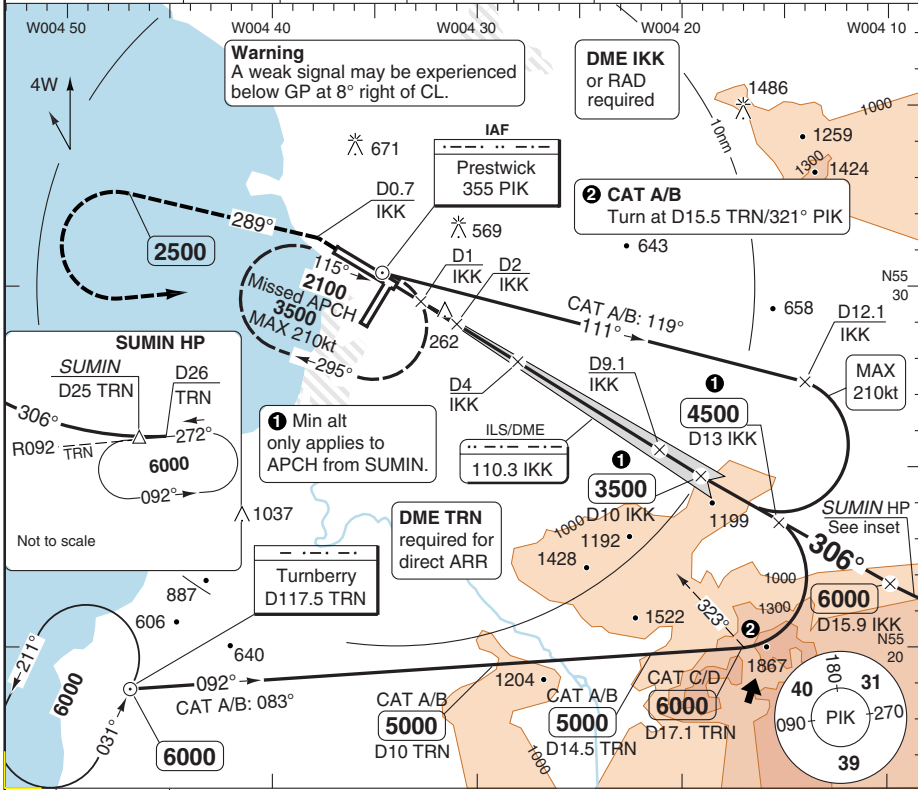
ⓐ HUDLS or FD or AP req.  
 ⓑ SW of RWY13/31

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# ILS RWY 31

# PRESTWICK

Prestwick APP 129.45	RAD 129.45 124.625 By ATC	TWR 118.15 127.15 By ATC	ATIS 121.125
ILS/DME 110.3 IKK	FAT 306°	THR Elev 65	AD Elev 65
TL ATC	TA 6000		



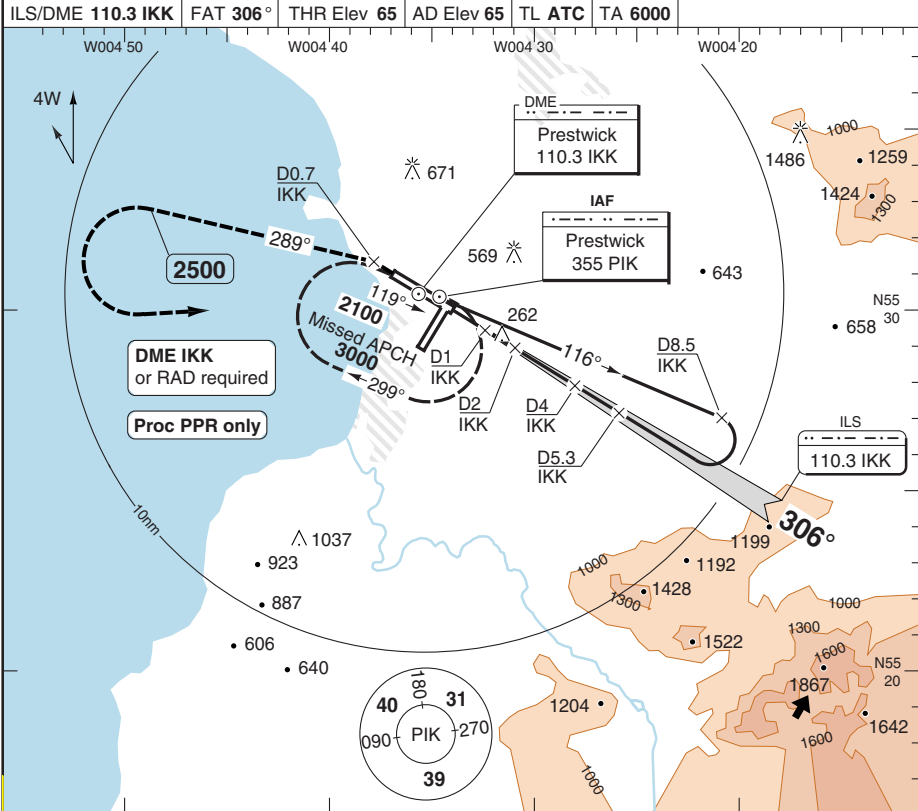
TCH 56		PIK		D1 IKK	D2 IKK	D4 IKK	D9.1 IKK	D12.1 IKK 3.5°	See Chart
Climb on 306° to D0.7 [D110.3 IKK]		4000		CAT A/B: 119°		3500			
Turn left to 289° climbing to 2500. Turn left to 355 PIK climbing to 3500.		ILS 490		860 LLZ		1610			
ACFT		ILS+DME	LLZ+DME	Circling (b)		Circling		DME 3.5°	LDA 2987x46
A				600 (535)	800 (735)			ALT	9799x150ft
B	270 (200)	540 (475)		1.5km	1.5km			7	2720
C	550m (a)	1500m		700 (635)	900 (835)			6	2350
D				1000 (935)	1100 (1035)			5	1980
				2.4km	2.4km			4	1610
				1000 (935)	1100 (1035)			3	1240
				3.6km	3.6km			2	860
GS	80	100	120	140	160	(a) HUDLS or FD or AP req.		FALS	
ROD 3.5°	490	620	740	860	980	(b) SW of RWY 13/31			
FAF-MAPt	Not Published								

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ILS RWY 31 SHORT PROC CAT A/B

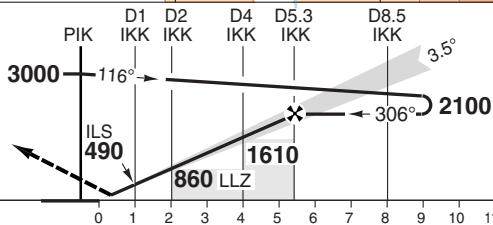
PRESTWICK

Prestwick APP 129.45	RAD 129.45 124.625 By ATC	TWR 118.15 127.15 By ATC	ATIS 121.125
ILS/DME 110.3 IKK	FAT 306°	THR Elev 65	AD Elev 65
TL ATC	TA 6000		



MAPt LLZ: THR (D0.0 IKK)

Climb on 306° to D0.7  
D110.3 IKK  
 Turn left to 289° climbing to **2500**. Turn left to 355 PIK climbing to **3000**.



TCH 56

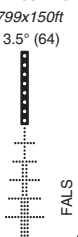
ACFT	ILS+DME	LLZ+DME	Circling <b>b</b>	Circling
A	270 (200) 550m <b>a</b>	540 (475) 1500m	600 (535) 1.5km	800 (735) 1.5km
B			700 (635) 1.6km	900 (835) 1.6km

DME IKK	3.5° ALT
5	1980
4	1610
3	1240
2	860

LDA 2987x46  
9799x150ft  
P 3.5° (64)

GS	80	100	120	140	160	<b>a</b> HUDLS or FD or AP req.
ROD 3.6°	500	620	740	870	990	<b>b</b> SW of RWY 13/31

FAF-MAPt Not Published



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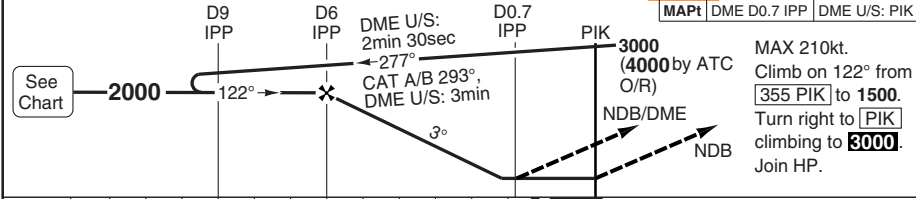
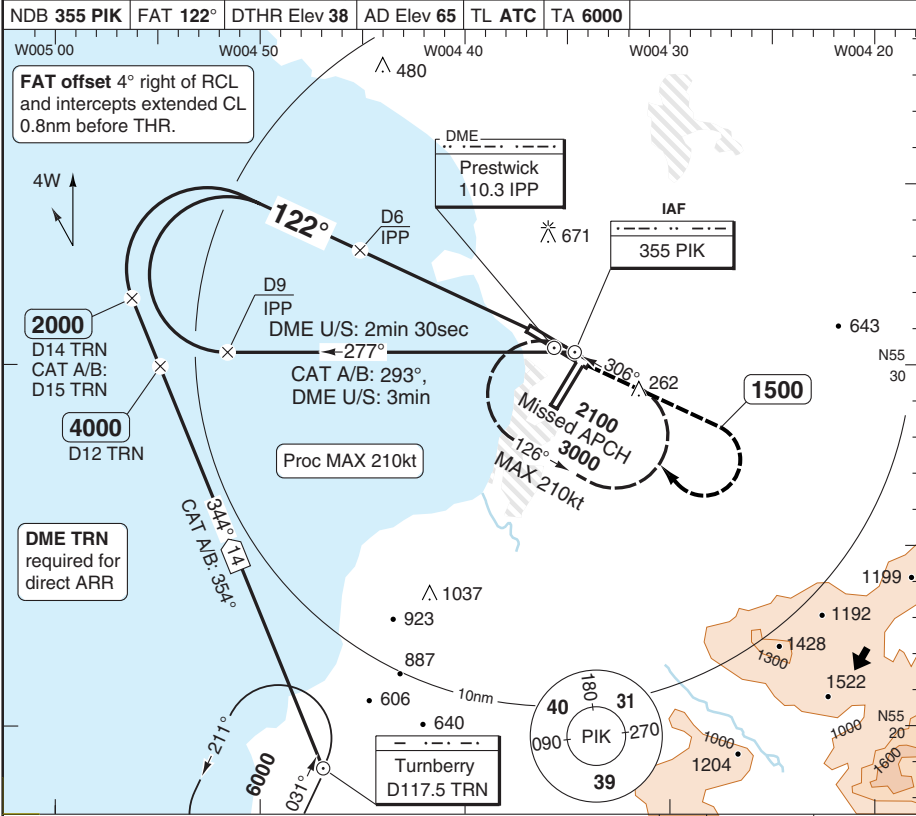
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# NDB RWY 13 NDB/DME or NDB

# PRESTWICK

Prestwick APP 129.45	RAD 129.45 124.625 By ATC	TWR 118.15 127.15 By ATC	ATIS 121.125
NDB 355 PIK	FAT 122°	DTHR Elev 38	AD Elev 65
		TL ATC	TA 6000



ACFT	NDB+DME	NDB	Circling <sup>a</sup>	Circling	DME IPP	3.0° ALT	LDA 2743x46 8999x150ft P 3° (58)	
A			<b>600</b> (535) 1.5km	<b>800</b> (735) 1.5km	6	<b>2000</b>		
B	<b>430</b> (392)	<b>480</b> (442)	<b>700</b> (635) 1.6km	<b>900</b> (835) 1.6km	5	<b>1680</b>		
C	1100m	1400m	<b>1000</b> (935) 2.4km	<b>1100</b> (1035) 2.4km	4	<b>1360</b>		
D			<b>1000</b> (935) 3.6km	<b>1100</b> (1035) 3.6km	3	<b>1050</b>		
GS	80	100	120	140	160			
ROD 3.0°	420	530	640	740	850			
FAF-MAPt	Not Published							

**EU OPS** © Navtech - egpk04iap00

<sup>a</sup> SW of RWY 13/31

Note: For Non-CDFA see 51-1

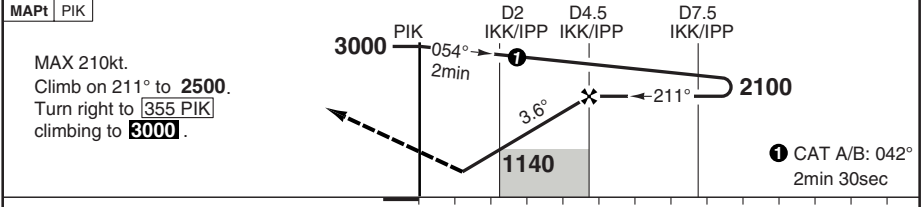
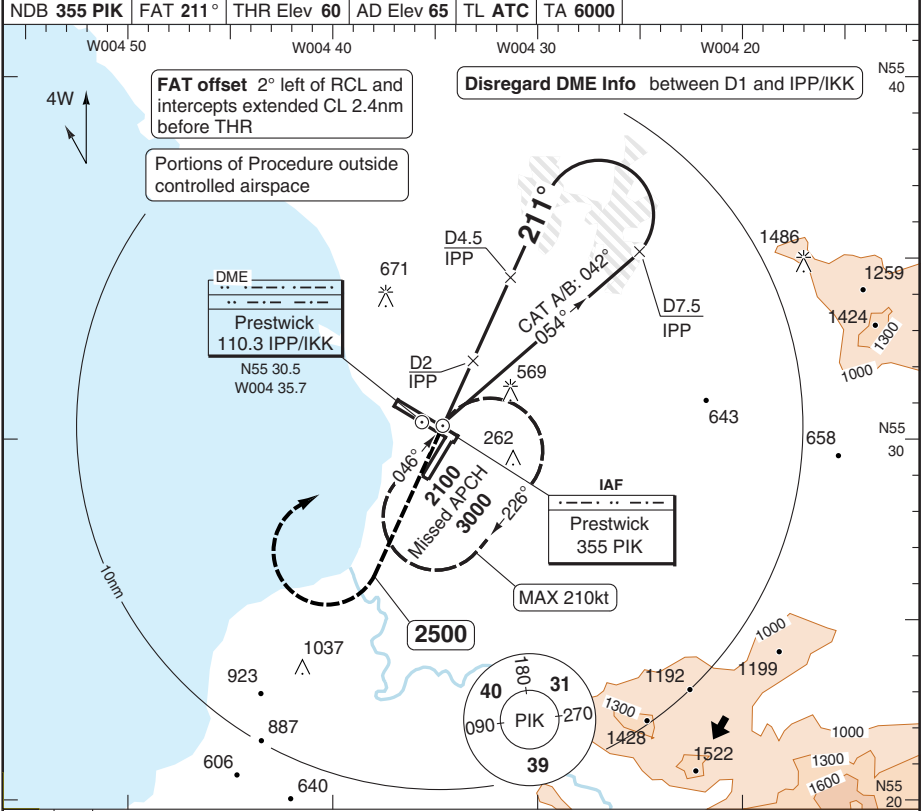
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# NDB RWY 21

# PRESTWICK

Prestwick APP <b>129.45</b>	RAD <b>129.45</b>	<b>124.625</b> By ATC	TWR <b>118.15</b>	<b>127.15</b> By ATC	ATIS <b>121.125</b>
NDB <b>355 PIK</b>		FAT <b>211°</b>	THR Elev <b>60</b>	AD Elev <b>65</b>	TL <b>ATC</b>
TA <b>6000</b>					

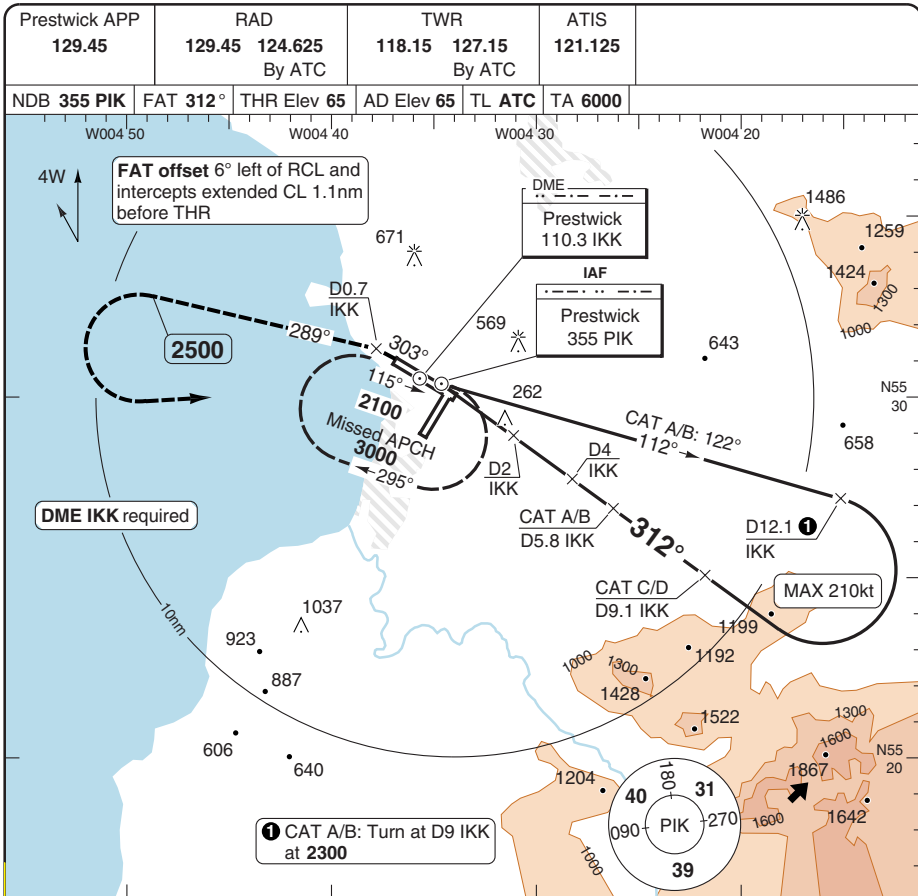


ACFT	NDB+DME	NDB	Circling ⓐ	Circling ⓐ	NDB Circling ⓐ	NDB Circling ⓐ	DME	3.6° ALT	LDA 1829x45 6000x147ft P 3.5° (57)
A	820 (760) 1500m	890 (830) 3400m	830 (760) 1.5km	830 (760) 1.5km	900 (830) 3.4km	900 (830) 3.4km	4	1910	
B			830 (760) 1.6km	900 (835) 1.6km	900 (830) 3.4km	900 (835) 3.4km	3	1530	
C	820 (760) 2400m		1000 (935) 2.4km	1100 (1035) 2.4km	1000 (935) 3.4km	1100 (1035) 3.4km	2	1140	
D			1000 (935) 3.6km	1100 (1035) 3.6km	1000 (935) 3.6km	1100 (1035) 3.6km	1	760	
GS	80	100	120	140	160	ⓐ SW of RWY 13/31		IALS 420	
ROD 3.6°	510	640	770	890	1020	Note: For Non-CDFA see 51-1			
FAF-MAPt	Not Published								

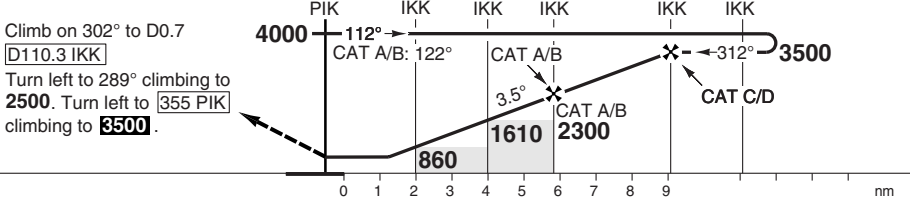
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# NDB RWY 31

# PRESTWICK



MAPt PIK



ACFT	NDB+DME	Circling <sup>a</sup>	Circling
A	600 (535) 1500m	600 (535) 1.5km	800 (735) 1.5km
B		700 (635) 1.6km	900 (835) 1.6km
C	600 (535) 1700m	1000 (935) 2.4km	1100 (1035) 2.4km
D		1000 (935) 3.6km	1100 (1035) 3.6km

<sup>a</sup> SW of RWY 13/31

DME IKK	3.5° ALT
7	2720
6	2350
5	1980
4	1610
3	1240
2	860

LDA 2987x46  
9799x150ft  
P 3.5° (64)



FALS

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GS	80	100	120	140	160
ROD 3.5°	490	620	740	860	990
FAF-MAPt	Not Published				

Change: MM withdrawn.

WEF 04 JUN 09

50 - 7 | 08 MAY 09

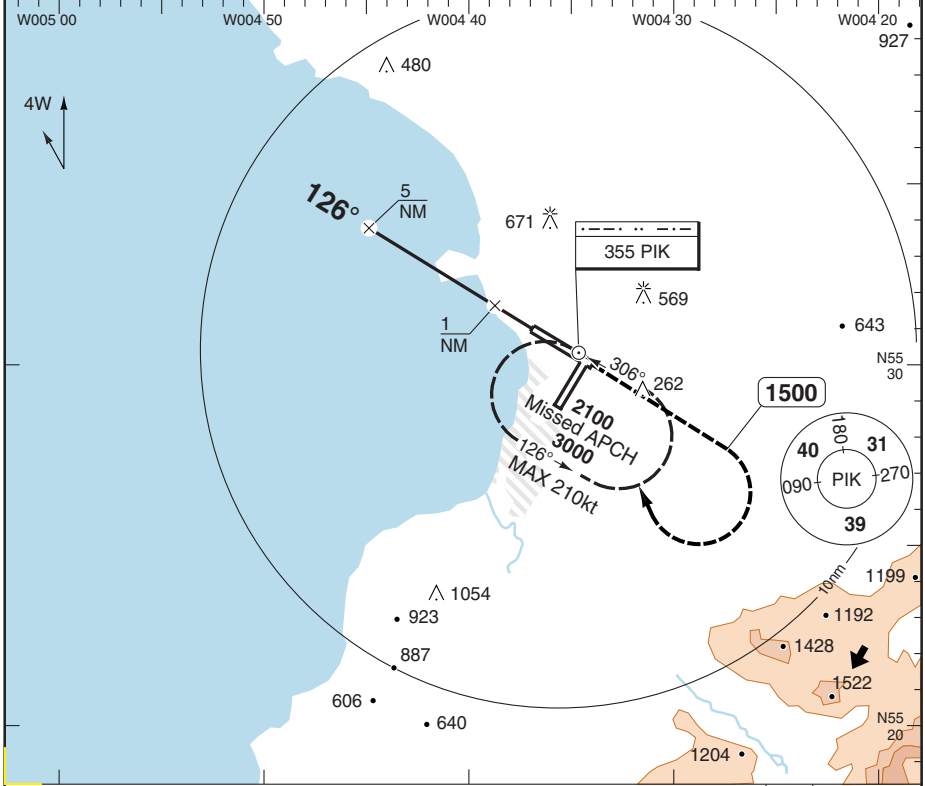
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# SRA RTR 2NM RWY 13

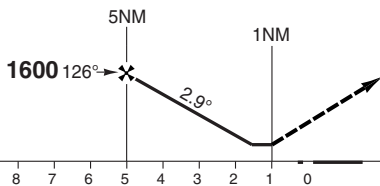
# PRESTWICK

Prestwick APP 129.45	RAD 129.45 124.625 By ATC	TWR 118.15 127.15 By ATC	ATIS 121.125
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-	FAT 126°	DTHR Elev 38	AD Elev 65	TL ATC	TA 6000
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MAPt 1NM after RTR



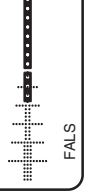
MAX 210kt.  
Climb on 126° to 1500.  
Turn right to 262°  
climbing to 3000 and hold.

nm 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 TCH 53

ACFT	SRA 2NM	Circling <sup>a</sup>	Circling
A	480 (442) 1400m	600 (535) 1.5km	800 (735) 1.5km
B		700 (635) 1.6km	900 (835) 1.6km
C		1000 (935) 2.4km	1100 (1035) 2.4km
D		1000 (935) 3.6km	1100 (1035) 3.6km

Dist	2.9°	LDA 2743x46
NM	ALT	8999x150ft
4	1290	P 3° (58)
3	980	
2	660	

GS	80	100	120	140	160	<sup>a</sup> SW of RWY13/31
ROD 3.0°	420	520	620	730	830	
FAF-MAPt	Not Published					



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Change: Procedure revised.

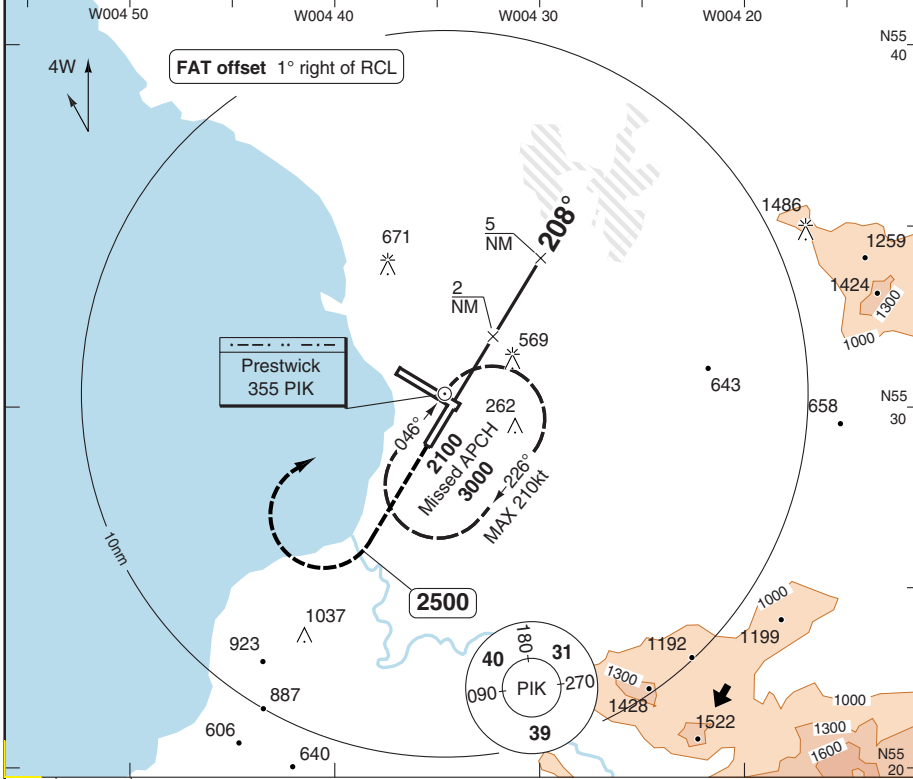
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# SRA RTR 2NM RWY 21

# PRESTWICK

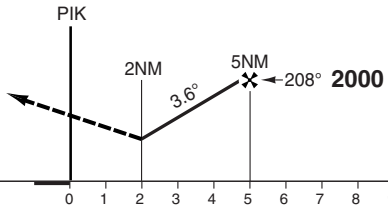
Prestwick APP <b>129.45</b>	RAD <b>129.45 124.625</b> By ATC	TWR <b>118.15 127.15</b> By ATC	ATIS <b>121.125</b>
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-	FAT 208°	THR Elev 60	AD Elev 65	TL ATC	TA 6000
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MAPt RTR 2NM

MAX 210kt.  
Climb on 208° to **2500**.  
Turn right to **355 PIK**  
climbing to **3000**.



ACFT	SRA 2NM	Circling <sup>a</sup>	Circling	Dist NM	3.6° ALT	LDA 1829x45 6000x147ft P 3.5° (57)
A	<b>840</b> (780) 1500m	<b>850</b> (780) 1.5km	<b>850</b> (780) 1.5km	5	<b>2000</b>	
B		<b>850</b> (780) 1.6km	<b>900</b> (835) 1.6km	4	<b>1610</b>	
C	<b>840</b> (780) 2400m	<b>1000</b> (935) 2.4km	<b>1100</b> (1035) 2.4km	3	<b>1220</b>	
D		<b>1000</b> (935) 3.6km	<b>1100</b> (1035) 3.6km	2	<b>840</b>	
GS	80	100	120	140	160	IALS 420
ROD 3.6°	520	650	780	910	1030	
FAF-MAPt	Not Published					

<sup>a</sup> SW of RWY 13/31

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Change: New chart.

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**



# JAR-OPS Landing Minima

# PRESTWICK

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH	DH/ MDH QFE	RVR	RVR	DA/ MDA QNH	DH/ MDH QFE	RVR	RVR
		ft	ft	m	m	ft	ft	m	m
13	ILS/DME or ILS	240	200	550	1000	240	200	550	1000
13	LLZ/DME or LLZ	360	330	1000	1800	360	330	1400	2000
13	SRA 2nm	480	450	1000	1800	480	450	1400	2000
13	NDB/DME	430	400	1000	1800	430	400	1400	2000
13	NDB	480	450	1000	1800	480	450	1400	2000
21	SRA 2nm	840	780	1800	2000	840	780	2000	2000
21	NDB/DME	820	760	1800	2000	820	760	2000	2000
21	NDB	890	830	1800	2000	890	830	2000	2000
31	ILS/DME	270	200	550	1000	270	200	550	1000
31	ILS/DME (1)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
31	LLZ/DME	540	480	1200	2000	540	480	1600	2000
31	LLZ/DME (1)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
31	SRA 2nm	700	640	1200	2000	700	640	1600	2000
31	NDB/DME	600	540	1200	2000	600	540	1600	2000

Notes:

(1) Cat A, B short procedure.

CIRCLING		C			D		
R/W	Procedure	MDA QNH	MDH QFE	Vis	MDA QNH	MDH QFE	Vis
		ft	ft	m	ft	ft	m
13	All Procs (3)	1100	1040	2400	1100	1040	3600
13	All Procs (1)	1000	940	2400	1000	940	3600
21	SRA (3)	1100	1040	2400	1100	1040	3600
21	SRA (1)	1000	940	2400	1000	940	3600
21	NDB/DME, NDB (3)	1100	1040	2400	1100	1040	3600
21	NDB/DME, NDB (1)	1000	940	2400	1000	940	3600
31	ILS/DME LLZ/DME, NDB/DME (3)	1100	1040	2400	1100	1040	3600
31	ILS/DME, LLZ/DME, NDB/DME (1)	1000	940	2400	1000	940	3600
31	ILS/DME, LLZ/DME (2)(3)	N/A	N/A	N/A	N/A	N/A	N/A
31	ILS/DME, LLZ/DME (1)(2)	N/A	N/A	N/A	N/A	N/A	N/A
31	SRA (3)	1100	1040	2400	1100	1040	3600
31	SRA (1)	1000	940	2400	1000	940	3600

Notes:

(1) Southwest of Rwy 13/31.

(2) Short Procedure.

(3) Total area.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	400	-	400	-
All	Nil (Day only)	500	-	500	-

Notes:

# JAR-OPS Landing Minima

# PRESTWICK

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH	DH/ MDH QFE	RVR	RVR	DA/ MDA QNH	DH/ MDH QFE	RVR	RVR
		ft	ft	m	m	ft	ft	m	m
13	ILS/DME or ILS	240	200	550	1000	240	200	550	1000
13	LLZ/DME or LLZ	360	330	900	1500	360	330	1000	1500
13	SRA 2nm	480	450	900	1500	480	450	1000	1500
13	NDB/DME	430	400	900	1500	430	400	1000	1500
13	NDB	480	450	900	1500	480	450	1000	1500
21	SRA 2nm	840	780	1500	1500	840	780	1500	1500
21	NDB/DME	820	760	1500	1500	820	760	1500	1500
21	NDB	890	830	1500	1500	890	830	1500	1500
31	ILS/DME	270	200	550	1000	270	200	550	1000
31	ILS/DME (1)	270	200	550	1000	270	200	550	1000
31	LLZ/DME	540	480	1000	1500	540	480	1200	1500
31	LLZ/DME (1)	540	480	1000	1500	540	480	1200	1500
31	SRA 2nm	700	640	1000	1500	700	640	1200	1500
31	NDB/DME	600	540	1000	1500	600	540	1200	1500

Notes:

(1) Cat A, B short procedure.

CIRCLING		A			B		
R/W	Procedure	MDA QNH	MDH QFE	Vis	MDA QNH	MDH QFE	Vis
		ft	ft	m	ft	ft	m
13	All Procs (3)	800	740	1500	900	840	1600
13	All Procs (1)	600	540	1500	700	640	1600
21	SRA (3)	830	770	1500	900	840	1600
21	SRA (1)	830	770	1500	830	770	1600
21	NDB/DME, NDB (3)	820	760	1500	900	840	1600
21	NDB/DME, NDB (1)	820	760	1500	820	760	1600
31	ILS/DME LLZ/DME, NDB/DME (3)	800	740	1500	900	840	1600
31	ILS/DME, LLZ/DME, NDB/DME (1)	600	540	1500	700	640	1600
31	ILS/DME, LLZ/DME (2)(3)	800	740	1500	900	840	1600
31	ILS/DME, LLZ/DME (1)(2)	600	540	1500	700	640	1600
31	SRA (3)	800	740	1500	900	840	1600
31	SRA (1)	700	640	1500	700	640	1600

Notes:

(1) Southwest of Rwy 13/31.

(2) Short Procedure.

(3) Total area.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
All	REDL and/or RCL	400	-	400	-
All	Nil (Day only)	500	-	500	-

Notes:

# HELICOPTER

# PRESTWICK

The following Minima is for Public Transport Helicopters and conforms to JAR-OPS3 regulations.

### STRAIGHT-IN APPROACH

R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Full >=720 RVR m	Inter 420-719 RVR m	Basic < 420 RVR m	No ALS RVR m
13	ILS/DME or ILS	240	200	500	600	700	1000
13	LLZ/DME or LLZ	360	330	800	1000	1000	1000
13	SRA 2nm	480	450	800	1000	1000	1000
13	NDB/DME	430	400	800	1000	1000	1000
13	NDB	480	450	800	1000	1000	1000
21	SRA 2nm	840	780	N/A	1000	1000	1000
21	NDB/DME	820	760	N/A	1000	1000	1000
21	NDB	890	830	N/A	1000	1000	1000
31	ILS/DME	270	200	500	600	700	1000
31	ILS/DME (1)	270	200	500	600	700	1000
31	LLZ/DME	540	480	1000	1000	1000	1000
31	LLZ/DME (1)	540	480	1000	1000	1000	1000
31	SRA 2nm	700	640	1000	1000	1000	1000
31	NDB/DME	600	540	1000	1000	1000	1000

Notes:

(1) Cat A, B short procedure.

### CIRCLING

R/W	Procedures	MDA QNH ft	MDH QFE ft	Vis m
13	All Procs (3)	800	740	800
13	All Procs (1)	600	540	800
21	SRA (3)	830	770	800
21	SRA (1)	830	770	800
21	NDB/DME, NDB (3)	820	760	800
21	NDB/DME, NDB (1)	820	760	800
31	ILS/DME LLZ/DME, NDB/DME (3)	800	740	800
31	ILS/DME, LLZ/DME, NDB/DME (1)	600	540	800
31	ILS/DME, LLZ/DME (2)(3)	800	740	800
31	ILS/DME, LLZ/DME (1)(2)	600	540	800
31	SRA (3)	800	740	800
31	SRA (1)	700	640	800

Notes:

(1) Southwest of Rwy 13/31.

(2) Short Procedure.

(3) Total area.