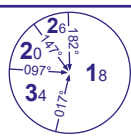
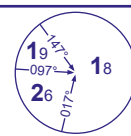
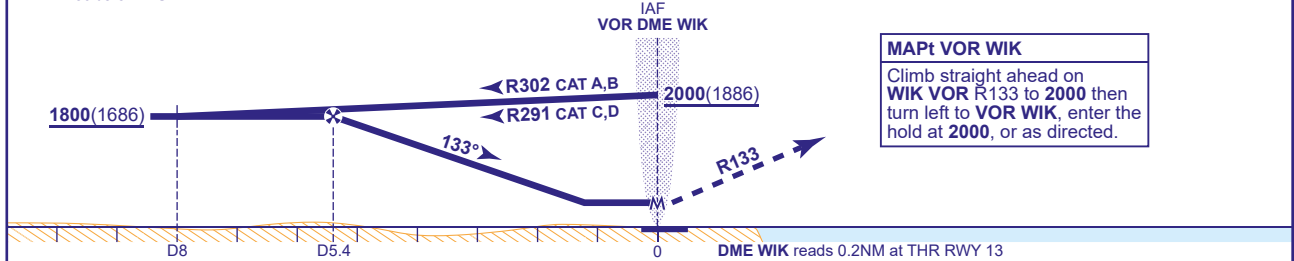


INSTRUMENT APPROACH CHART - ICAO				WICK VOR/DME RWY 13 (ACFT CAT A,B,C,D)	
 MSA 25NM VOR WIK	 MSA 10NM VOR WIK	APP 119.705	WICK APPROACH	AD ELEVATION 126	TRANSITION ALTITUDE 3000
		TWR 119.705	WICK TOWER	THR ELEVATION 114	
		ATIS 113.600	WICK INFORMATION	OBSTACLE ELEVATION 1508 AMSL (1394) (ABOVE THR)	
				BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME WIK	5	4	3	2
ALT(HGT)	1670(1556)	1360(1246)	1040(926)	730(616)

Arrival **not** below MSA.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	480(366)	480(366)	480(366)	480(366)		FT/MIN	840	740	630	530	420
	NO DME	1060(946)	1060(946)	1060(946)	1060(946)							
Total Area		630(504)	630(504)	1090(964)	1090(964)							
VM(C)OCA (OCH AAL)		530(404)	620(494)	720(594)	820(694)							

ALTERNATIVE PROCEDURE

Enter right hand racetrack procedure overhead WIK VOR (IAF) from the hold or from MSA then turn right onto 313° outbound for 3 MIN or at WIK DME 8 whichever is first descending to **not below 1800(1686)**. Turn right inbound to intercept the WIK R313. Once established on the FAT continue as for the basic procedure.

AIRCRAFT UNABLE TO RECEIVE DME WIK

Basic procedure fly outbound for 2.5 MIN (CAT A,B); 2MIN (CAT C,D), racetrack fly outbound for 3 MIN then continue as for basic procedure.

- NOTES** 1 FAT offset 5° north of the extended RWY C/L.
2 Lowest altitude to commence procedure from hold is 2000.

CHANGE (8/23): MSA UPDATED. WIK VOR RECALIBRATION.