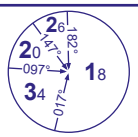
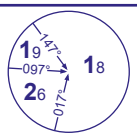
INSTRUMENT APPROACH CHART - ICAO

WICK VOR/DME RWY 31
(ACFT CAT A,B,C,D)



MSA 25NM VOR WIK

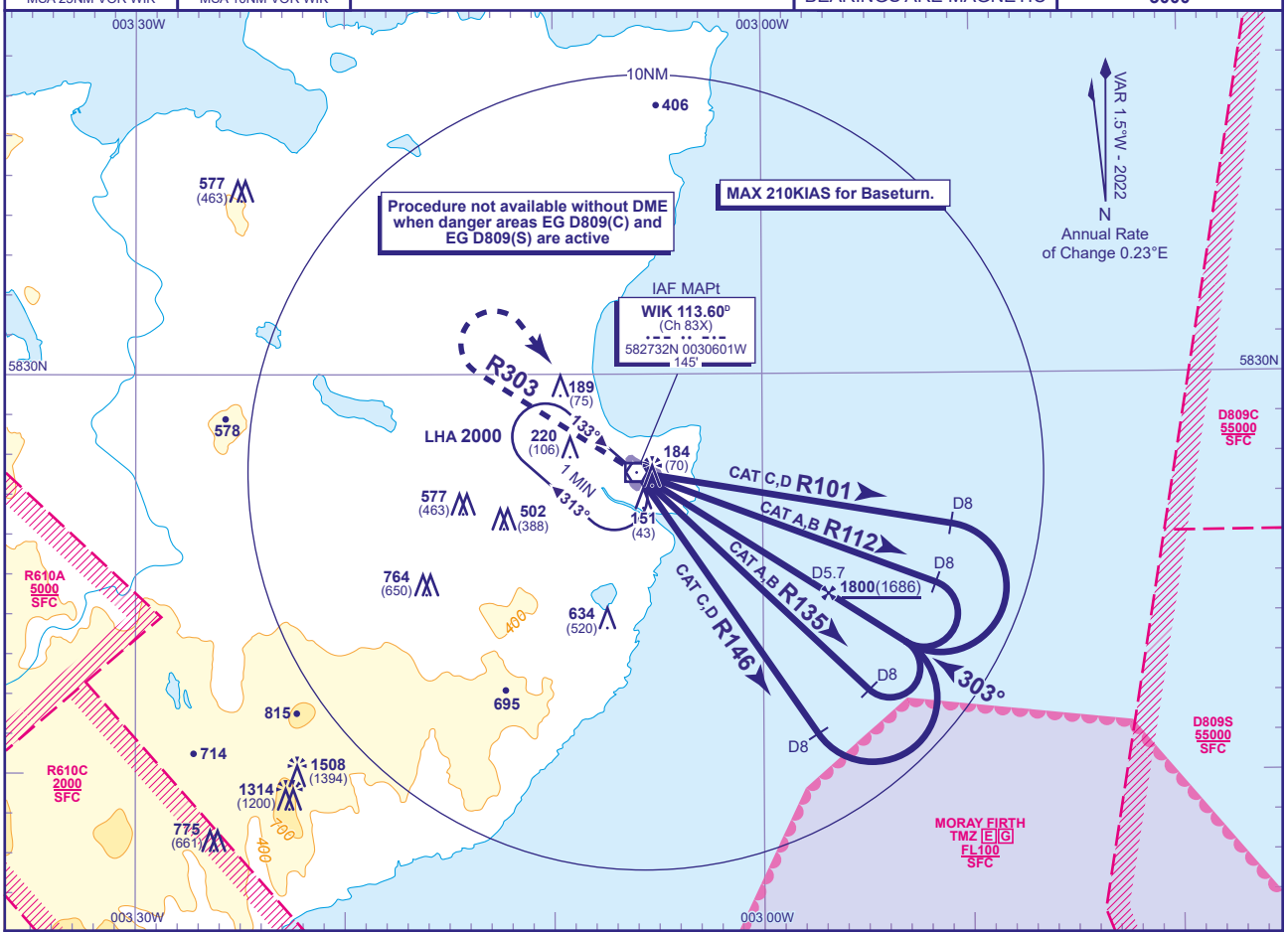


MSA 10NM VOR WIK

APP	119.705	WICK APPROACH	
TWR	119.705	WICK TOWER	
ATIS	113.600	WICK INFORMATION	

AD ELEVATION	**126**
THR ELEVATION	**114**
OBSTACLE ELEVATION	**1508 AMSL** (1394) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



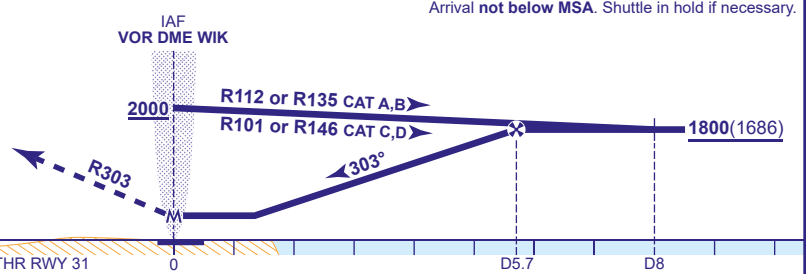
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME WIK	5	4	3	2
ALT(HGT)	**1580**(1466)	**1260**(1146)	**950**(836)	**630**(516)

Arrival **not below MSA**. Shuttle in hold if necessary.

MAPt VOR WIK

Climb straight ahead on **WIK VOR** R303 to **2000** then turn right to **VOR WIK** to enter the hold at **2000**, or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	**WITH DME**	**450**(336)	**460**(346)	**480**(366)	**500**(386)
	NO DME	**490**(376)	**490**(376)	**490**(376)	**500**(386)
VM(C)OCA (OCH AAL)	**Total Area**	**630**(504)	**630**(504)	**1090**(964)	**1090**(964)
	North of RWY 13/31	**530**(404)	**620**(494)	**720**(594)	**820**(694)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	840	740	630	530	420

AIRCRAFT UNABLE TO RECEIVE DME WIK (Only available when EG D809(S) and EG D809(C) are inactive)
As for basic procedure fly outbound for 2.5 MIN (CAT A,B); 2MIN (CAT C,D), then continue as for basic procedure descend to NO DME MDA(H).

NOTES 1 FAT offset 4° north of the extended RWY C/L.
2 Lowest altitude to commence procedure from hold is **2000**.

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