



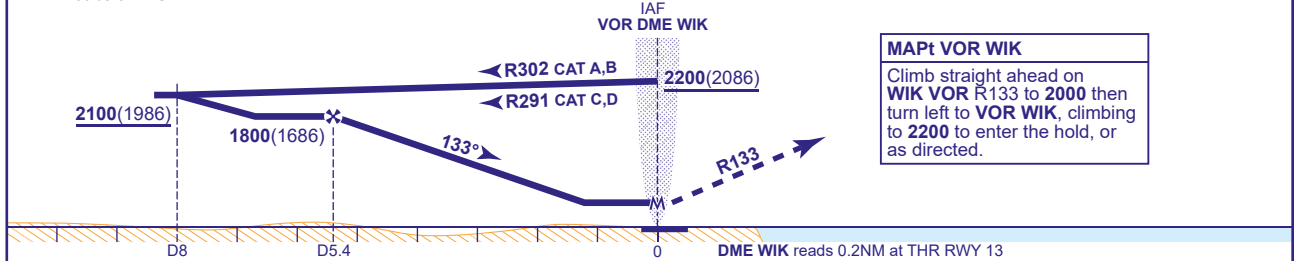
## INSTRUMENT APPROACH - ICAO

 MSA 25NM VOR WIK	APP 119.705	WICK APPROACH	AD ELEVATION 126	 MSA 10NM VOR WIK
	TWR 119.705	WICK TOWER	THR ELEVATION 114	
	ATIS 113.600	WICK INFORMATION	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)	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	1080(966)	1080(966)	1080(966)	1080(966)							
	Total Area	630(504)	630(504)	1090(964)	1090(964)							
VM(C)OCA (OCH AAL)		North of RWY 13/31	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 2100(1986)**. 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**
- FAT offset 5° north of the extended RWY C/L.
  - Lowest altitude to commence procedure from hold is **2200**.

**CHANGE (3/26):** MAG INFO REVISED. MSA REVISED. PROCEDURE ALTITUDES REVISED. MISSED APPROACH REVISED. OCA (OCH) NO DME MINIMA REVISED.