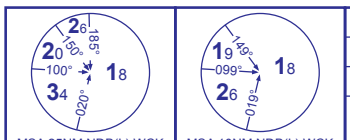
INSTRUMENT APPROACH CHART - ICAO

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



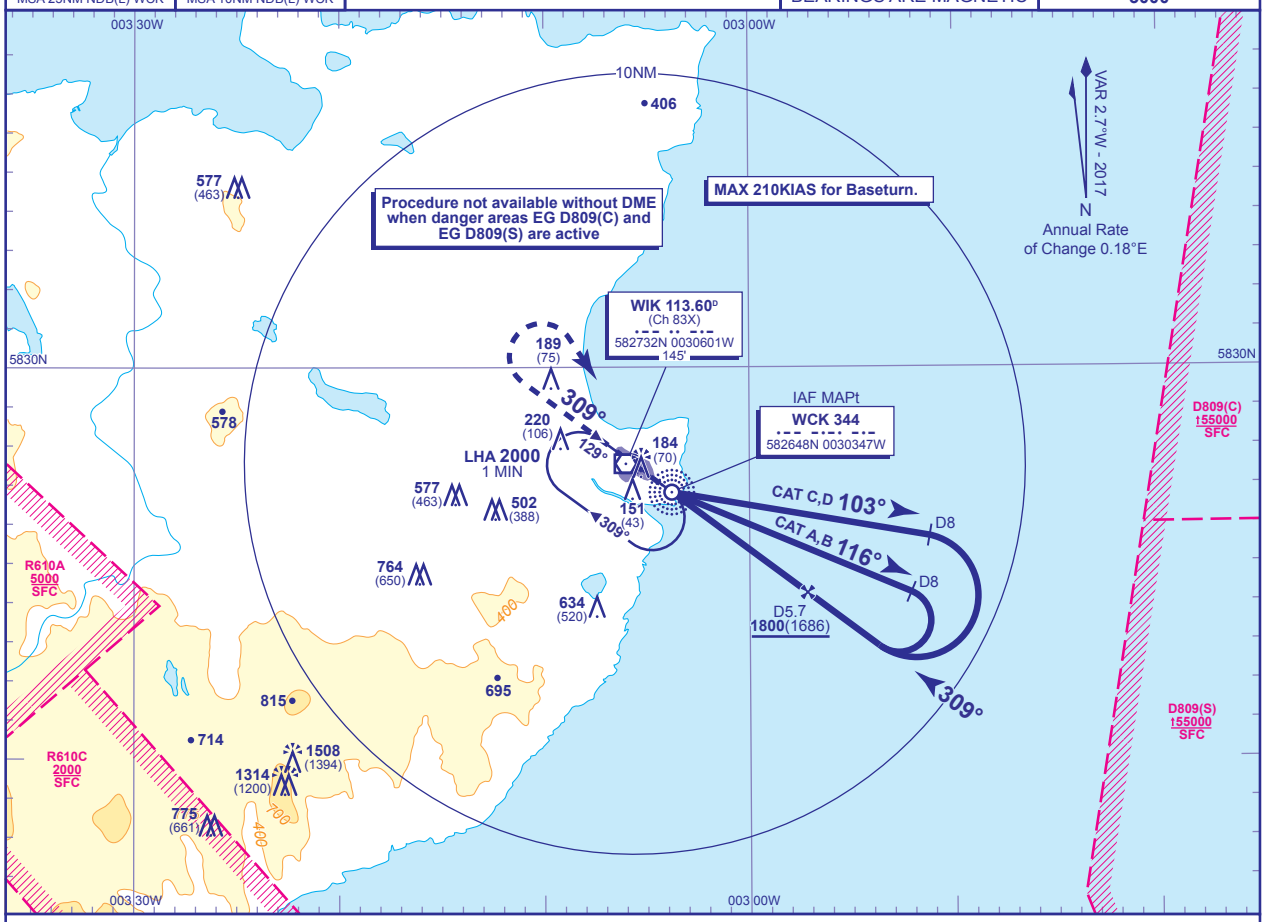
MSA 25NM NDB(L) WCK

MSA 10NM NDB(L) WCK

APP	119.700	WICK APPROACH	
TWR	119.700	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**

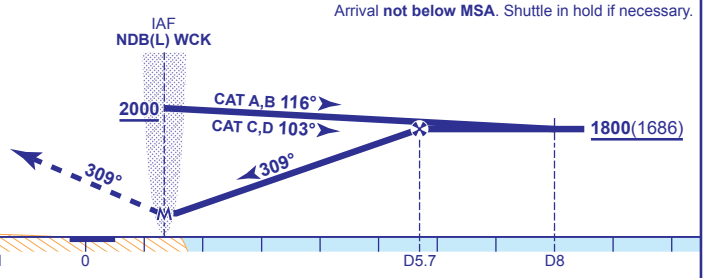


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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 NDB(L) WCK
Climb straight ahead to **2000** then turn right to **NDB(L) WCK** enter the hold at **2000**, or as directed.



DME WIK reads 0.5NM at THR RWY 31

Aircraft Category		A	B	C	D
OCA (OCH)	**WITH DME**	**440**(326)	**440**(326)	**440**(326)	**440**(326)
	NO DME	**490**(376)	**490**(376)	**490**(376)	**490**(376)
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), prior to inbound turn. When established descend to NO DME MDA(H).

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.

CHANGE (9/16): 10NM MSA DIAGRAM.

AERO INFO DATE 20 MAY 16