

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	084°	TDZE	13
Chan 104		Apt Elev	15

VOR RWY 9
RALPH WIEN MEMORIAL (OTZ) (PAOT)

DME required.	MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.
<p>⚠ Circling Rwy 18, 36 NA at night, Circling Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA.</p>	

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF)
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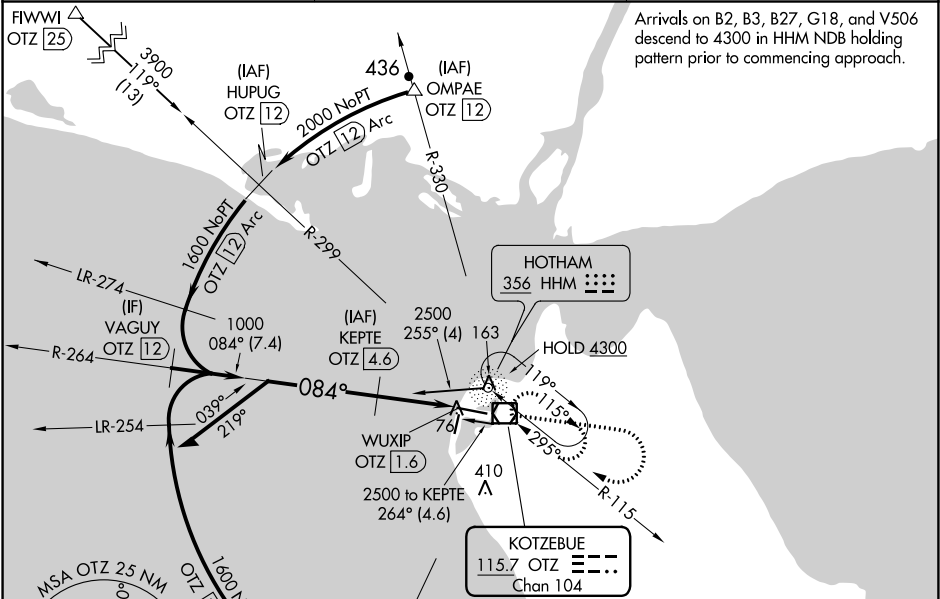


Diagram showing the initial approach and holding pattern. The holding pattern is centered on a 090° heading, with altitudes 3300, 3700, and 1600. The (IAF) NECSI OTZ is marked with a 120° turn.

Diagram showing the final approach and landing. The final approach is from 1500 feet, with a 264° heading. The final approach is 084° to the runway. The final approach is 1000 feet. The final approach is 3.00° TCH 42. The final approach is 2.1 NM. The final approach is 0.9 NM. The final approach is WUXIP OTZ 1.6. The final approach is OTZ 2.5. The final approach is KEPT OTZ 4.6. The final approach is 1500 2000 OTZ. The final approach is 6300 X 150. The final approach is 3876 X 90. The final approach is 36.

CATEGORY	A	B	C	D
S-9	340/55	327 (400-1)	340/50	327 (400-1)
C CIRCLING	520-1	505 (600-1)	720-2 705 (800-2)	720-2¼ 705 (800-2¼)

Diagram showing the runway and taxiway. The runway is 6300 X 150. The taxiway is 3876 X 90. The runway is 36. The taxiway is 81. The runway is 084° to VOR/DME. The runway is 27. The taxiway is 36.

REIL Rwy 9 and 27
HIRL Rwy 9-27
MIRL Rwy 18-36

AK, 05 NOV 2020 to 31 DEC 2020

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