

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

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|---------------------------------------|----------------------------------|--|---|----------------------------|-----------------------|---------------------------|
| <u>AIRPORT</u> RALPH WIEN MEMORIAL | <u>AIRPORT ID</u> PAOT | <u>PROCEDURE NAME</u> VOR RWY 9 | <u>ORIGINAL/AMENDMENT</u> ORIG-D | <u>CITY</u> KOTZEBUE | <u>STATE</u> AK | |
| <u>AIRPORT ELEVATION</u> 15 | <u>TDZE</u> 13 | <u>SUPERSEDED</u> VOR RWY 9 | <u>ORIGINAL/AMENDMENT</u> ORIG-C | <u>DATED</u> 12/07/2017 | <u>MAG VAR</u> 15E | <u>EPOCH YEAR</u> 2010 |
| <u>FACILITY</u> OTZ | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> 3 JANUARY 2019 | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> | | |

TERMINAL ROUTES THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 18-25.

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>LEG TYPE</u> | <u>FO/FB</u> | <u>RNP</u> | <u>COURSE</u> | <u>DISTANCE</u> | <u>ALTITUDE</u> |
|----------------------|-----------------|-----------------|-----------------|-----------------|--------------|------------|----------------------------|-------------------|-----------------|
| FIWWI/25.00 DME | | HUPUG/12.00 DME | | | | | 118.90 | 13.00 (OTZ R-299) | 3900 |
| HHM NDB | | KEPTE/4.59 DME | IAF | | | | 255.48 | 3.97 | 2500 |
| OTZ VOR/DME | | KEPTE/4.59 DME | IAF | | | | 263.73 | 4.59 | 2500 |
| OMP AE/12.00 DME CCW | IAF | HUPUG/12.00 DME | NOPT | | | | 12.00 DME ARC | | 2000 |
| HUPUG/12.00 DME CCW | IAF | VAGUY/12.00 DME | NOPT | | | | 12.00 DME ARC (OTZ LR-274) | | 1600 |
| NECSI/12.00 DME CW | IAF | VAGUY/12.00 DME | NOPT | | | | 12.00 DME ARC (OTZ LR-254) | | 1600 |
| VAGUY/12.00 DME | IF | KEPTE/4.59 DME | | | | | 083.73 | 7.41 (OTZ R-264) | 1000 |

MISSED APPROACH

MAP:

WUXIP/1.62 DME FIX

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT OTZ VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000. ←

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 263.73 OUTBOUND 1500 FT WITHIN 10 MILES OF KEPTE/OTZ 4.59 DME (IAF)
- 2.
3. FAC: 083.73 FAF: KEPTE/4.59 DME DIST FAF TO MAP: DIST FAF TO THLD: 2.97
4. MIN ALT: KEPTE/4.59 DME 1000
8. MSA FROM: OTZ VOR/DME 360-090 3700, 090-270 1600, 270-360 3300



AIRPORT

RALPH WIEN MEMORIAL

AIRPORT ID

PAOT

PROCEDURE NAME

VOR RWY 9

ORIGINAL/AMENDMENT

ORIG-D

CITY

KOTZEBUE

STATE

AK

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED

NOTES:

CHART NOTE: CIRCLING RWY 18, 36 NA AT NIGHT, CIRCLING RWY 27 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. CHART PLANVIEW NOTE: ARRIVALS ON B2, B3, B27, G18, AND V506 DESCEND TO 4300 IN HHM NDB HOLDING PATTERN PRIOR TO COMMENCING APPROACH .

ADDITIONAL FLIGHT DATA:

CHART ARRIVAL HOLDING AT HHM NDB: HOLD SE, RT, 298.60 INBOUND, 4300
HOLD SE, RT, 294.60 INBOUND
CHART VDP AT 2.52 DME
DISTANCE VDP TO THLD 0.89 NM
CHART CIRCLING ICON.
KEPTE TO RW09: 3.00/42.
CHART OTZ R-330 AT OMPAE.
CHART OTZ R-299 AT HUPUG.
CHART OTZ R-191 AT NECSI.
CHART FAS OBST: 76 TOWER 665311N/1623644W.
FAC CROSSES RWY C/L EXTENDED 2994 FT FROM THLD.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE:

NA

☐

STANDARD - CAT D 800-2 1/4

| CATEGORY: | A | | | B | | | C | | | D | | | E | | |
|------------|--------|------|---------|--------|------|---------|--------|------|---------|--------|-------|---------|--------|-----|---------|
| FINAL TYPE | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| S-09 | 340 | 5500 | 327 | 340 | 5500 | 327 | 340 | 5000 | 327 | 340 | 5000 | 327 | | | |
| CIRCLING | 520 | 1 | 505 | 520 | 1 | 505 | 720 | 2 | 705 | 720 | 2 1/4 | 705 | | | |

CHANGES - REASONS

1. NOTES: ADDED CHART NOTE RWY 9 HELICOPTER VIS REDUCTION NOTE - 34:1 PENETRATIONS.
2. REPLACED CHART NOTE DME REQUIRED WITH EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED - CURRENT CRITERIA.

11 /07/18: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/28/18.
1. CHANGED MISSED APPROACH INSTRUCTIONS FROM CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT KOTZEBUE VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000 TO CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT OTZ VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000.
2. CHANGED CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED TO CHART NOTE: RWY 9 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
3. CHANGED CHART NOTE: STRAIGHT-IN RWY 9 NA AT NIGHT, CIRCLING RWY 9, 18, 36 NA AT NIGHT, CIRCLING RWY 27 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD TO CHART NOTE: CIRCLING RWY 18, 36 NA AT NIGHT, CIRCLING RWY 27 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.

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| <u>COORDINATED WITH:</u> A4A <input checked="" type="checkbox"/> ALPA <input checked="" type="checkbox"/> AOPA <input checked="" type="checkbox"/> APA <input type="checkbox"/> HAI <input type="checkbox"/> NBAA <input checked="" type="checkbox"/> <u>OTHER:</u> AMGR, ZAN, OTZ FSS | | | | | |
| <u>FLIGHT CHECKED BY</u> PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED | | | <u>OFFICE</u> | <u>DATE</u> | |
| <u>DEVELOPED BY</u> LONNIE EVERHART (JOSHUA DUGAN) | | | <i>Digitally signed by</i> DAVID DANNER Nov 23, 2018 | <u>OFFICE</u> AJV-5400 | <u>DATE</u> |
| <u>APPROVED BY</u> LONNIE EVERHART | <i>Digitally signed by</i> DAVID DANNER Nov 23, 2018 | | <u>OFFICE</u> AJV-5400 | <u>DATE</u> | <u>TITLE</u> MANAGER |

