

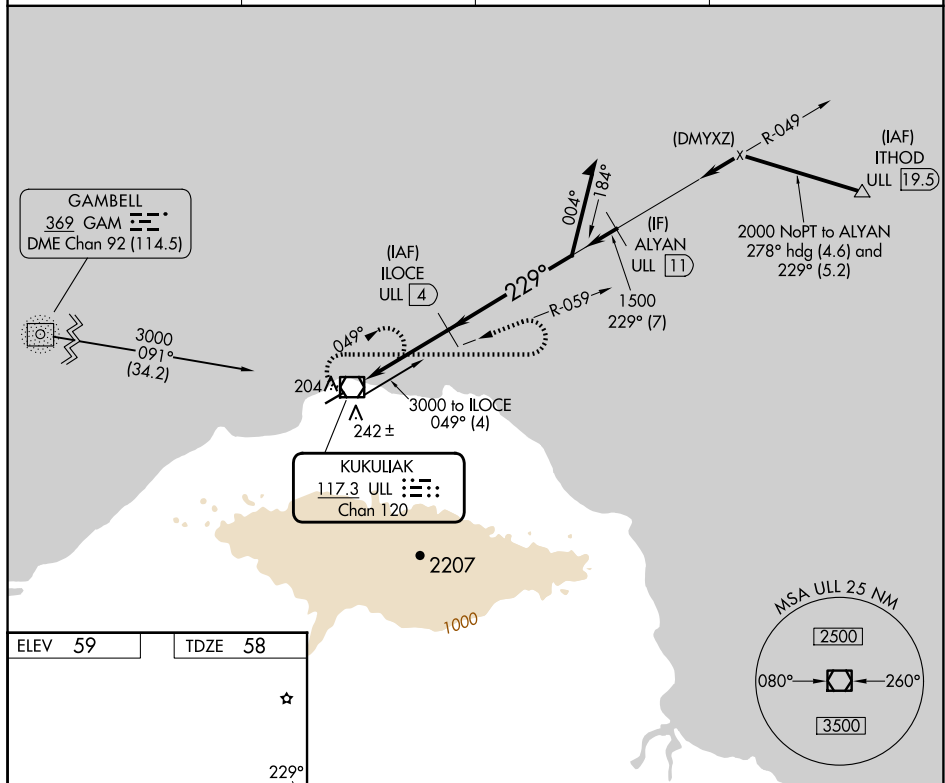
|                                                |                        |                                                             |
|------------------------------------------------|------------------------|-------------------------------------------------------------|
| VOR/DME ULL<br><b>117.3</b><br>Chan <b>120</b> | APP CRS<br><b>229°</b> | Rwy Idg <b>4400</b><br>TDZE <b>58</b><br>Apt Elev <b>59</b> |
|------------------------------------------------|------------------------|-------------------------------------------------------------|

VOR/DME RWY 23  
SAVOONGA (SVA) (PASA)

**T** Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDAs 100 feet; increase S-23 Cat C/D visibility  $\frac{1}{4}$  SM and Circling Cat C visibility  $\frac{1}{2}$  SM. VDP NA with Gambell altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3300 via heading 090° and via ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

|                         |                                        |                            |                      |
|-------------------------|----------------------------------------|----------------------------|----------------------|
| AWOS-3P<br><b>121.3</b> | ANCHORAGE CENTER<br><b>132.2 281.4</b> | NOME RADIO<br><b>122.3</b> | CTAF<br><b>122.7</b> |
|-------------------------|----------------------------------------|----------------------------|----------------------|



The diagram illustrates a runway approach procedure. Key elements include:

- Runway:** Labeled "4400 X 100".
- Heading:** "hdg R-090°".
- Obstacle Clearance Height (OCH):** Indicated by a circle with a cross.
- Visual Reference Point (VRP):** Indicated by a square with a circle.
- Final Approach Fix (FAF):** Indicated by a triangle.
- Decision Height (DH) / Obstacle Clearance Height (OCH):** Indicated by a circle with a cross.
- Distance Markers:** 0.5, 1.1 NM, and 2.9 NM are shown along the approach path.
- Angles:** "049°" and "229°" are indicated for different segments of the approach.
- Notes:** "VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 24)." and "Remain within 10 NM" are included.