

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

VOR RWY 9

RALPH WIEN MEML (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.
⚠ Circling Rwy 18, 36 NA at night, Circling Rwy 27 at night, operational VGSJ required, remain on or above VGSJ glidepath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA.	

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
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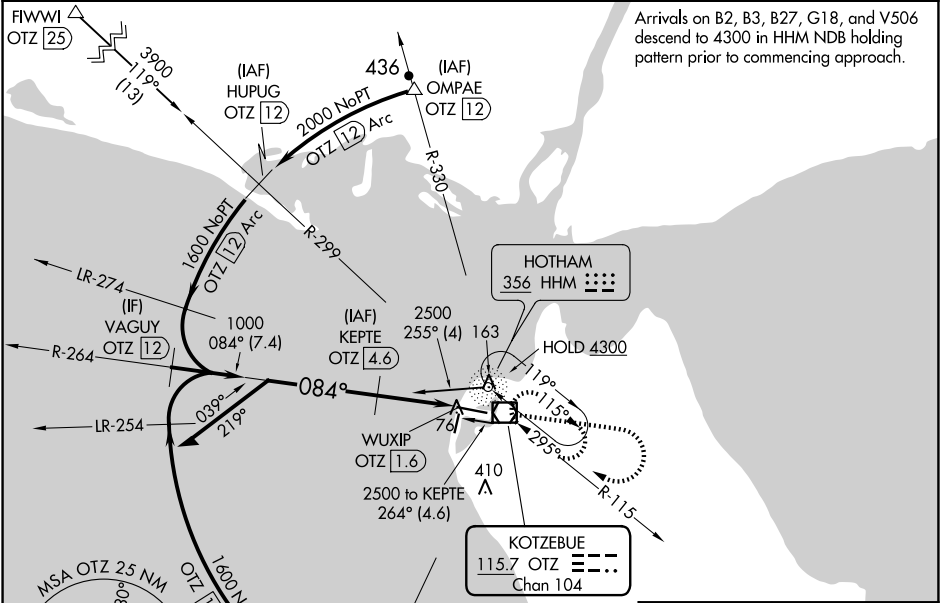


Diagram showing a 12 Arc approach. The approach is from the left, with a 1500 ft altitude. The approach is labeled "12 Arc" and "R-19". The approach is from the left, with a 1500 ft altitude. The approach is labeled "12 Arc" and "R-19". The approach is from the left, with a 1500 ft altitude. The approach is labeled "12 Arc" and "R-19".

Diagram showing a 3.00° TCH 42 approach. The approach is from the left, with a 1500 ft altitude. The approach is labeled "3.00° TCH 42". The approach is from the left, with a 1500 ft altitude. The approach is labeled "3.00° TCH 42". The approach is from the left, with a 1500 ft altitude. The approach is labeled "3.00° TCH 42".

CATEGORY	A	B	C	D
S-9	340/55 327 (400-1)		340/50 327 (400-1)	
CIRCLING	520-1 505 (600-1)		720-2 705 (800-2)	720-2 705 (800-2 1/4)

Diagram showing a 36° approach. The approach is from the left, with a 1500 ft altitude. The approach is labeled "36°". The approach is from the left, with a 1500 ft altitude. The approach is labeled "36°". The approach is from the left, with a 1500 ft altitude. The approach is labeled "36°".

ELEV 15	D	TDZE 13
REIL Rwy 9 and 27		
HIRL Rwy 9-27		
MIRL Rwy 18-36		

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