

ILS Z or LOC Z RWY 5
SOUTHWEST OREGON RGNL (OTH)

MISSED APPROACH: Climb to 500 then climbing left turn to 2600 on heading 340° and OTH VOR/DME R-301 to YICBU/OTH 8 DME and hold, continue climb-in-hold to 2600.

A5

MSA OTH 25 NM

2800 3900 4500

013° 173° 263°

W-93 NORTH

2600 NoPT OTH 16 Arc

2500 NoPT OTH 16 Arc

3000 to MITUE 233° (16)

LOCALIZER 108.5 I-OTH Chan 22

EMIRE I-OTH 3.7

OXVAK I-OTH 4.9

NORTH BEND 113.85 OTH Chan 85(Y)

YICBU OTH 8

121° 301° R-301

167° R-167

(IAF) RARES OTH 16

(IAF) LUPCI OTH 16

(IF/IAF) MITUE I-OTH 13.4 OTH 16

046° 1 min 226° 046°

HOLD 4500 1600

IR-240 1300 046° (8.5) IR-225

ELEV 17	TDZE 16
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Diagram illustrating the MIRA VORTAC instrument approach chart. The chart shows a 5.0 NM leg from the VORTAC station (AS) to a 3.1 NM leg, and a 4.0 NM leg from the 3.1 NM leg to the runway. The total distance is 9.1 NM. The chart also shows the runway layout with runways 13, 23, and 31. The VORTAC station is located 046 degrees from the runway. The chart includes a scale bar for 5.0 NM and a note for the MIRA VORTAC.

One Minute Holding Pattern 4500 ← 226° 1600 → 046° GS 3.00° TCH 51		MITUE I-OTH 13.4 OTH 16		Use I-OTH DME when on the localizer course. OXVAK I-OTH 4.9		500 ↑ 2600 hdg 340°		OTH R-301		YICBU OTH 8	
		046°		1300		EMIRE I-OTH 3.7		I-OTH 2.1		I-OTH 1	
		8.5 NM		1.3 NM		1.6 NM		1 NM			
CATEGORY	A		B		C		D				
S-ILS 5			216-½		200 (200-½)						
S-LOC 5	400-½		384 (400-½)		400-⅝		384 (400-⅝)				
CIRCLING	680-1 663 (700-1)		820-1 803 (900-1)		1080-3 1063 (1100-3)		1160-3 1143 (1200-3)				

NW-1, 03 SEP 2026 to 01 OCT 2026