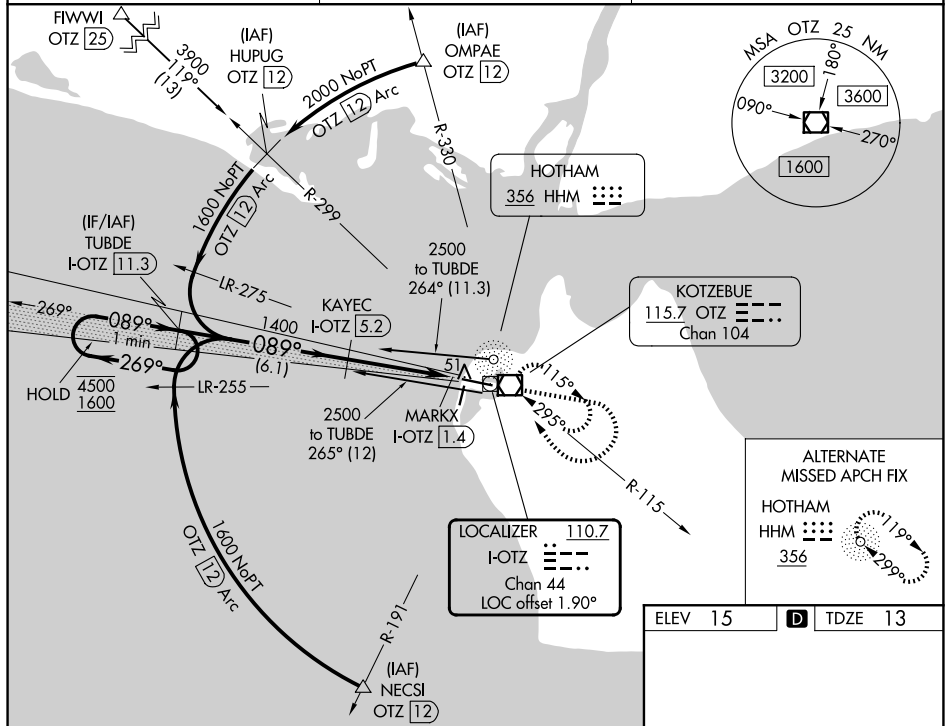


ILS or LOC RWY 9
RALPH WIEN MEML (OTZ) (PAOT)

T Circling Rwy 18, 36 NA at night, Circling Rwy 27 at night,
A operational VGSI required, remain on or above VGSI glidepath
until threshold. Rwy 9 helicopter visibility reduction below
RVR 4000 NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

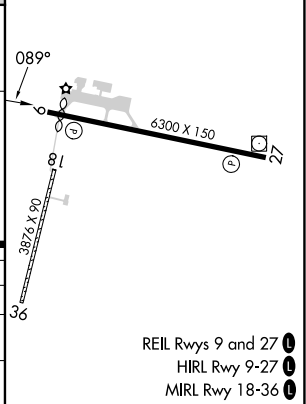
AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
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The diagram illustrates the ILS glidepath profile. Key features include:

- VGS and ILS glidepath not coincident** (VGS Angle 3.00/TCH 43).
- TUBDE** (Tributary DME) at 11.3 NM.
- KAYEC** (Kayec DME) at 5.2 NM.
- I-OTZ** (Intermediate Outer Turn Zone) at 1.8 NM.
- MARKX** (Marker X) at 1.4 NM.
- LOC only** (Localizer only) section starting from MARKX.
- Distances:** 6.1 NM between TUBDE and KAYEC; 3.4 NM between KAYEC and MARKX; 0.4 NM between MARKX and LOC only.
- Altitudes:** 4500 ft, 1600 ft, 1400 ft, 1700 ft, 2000 ft.
- Angles:** 269°, 089°, 089°.
- One Minute Holding Pattern** shown at 4500 ft.
- G/S 3.00° TCH 38** (Glide Slope 3.00 degrees Threshold 38).

CATEGORY	A	B	C	D
S-ILS 9		263/50	250 (300-1)	
S-LOC 9	320/55	307 (400-1)	320/50	307 (400-1)
CIRCLING	520-1	505 (600-1)	720-2 705 (800-2)	720-2¼ 705 (800-2¼)



AK, 22 JAN 2026 to 19 MAR 2026

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