OGDEN, UTAH VOR-A

A circling approach to a mountain getaway

BY JASON BLAIR

BILLED AS UTAH'S up-and-coming mountain destination perhaps for some skiing in the winter, hiking or mountain biking in warmer seasons, or some of the newer dining options in town, Ogden could be on your fly-to airport list. If it is, the VOR-A might be the approach you use to transition from the en route environment down to the airport, which means you will end up circling to one of the available runways.

O USE THE ARC

O NO STRAIGHT-INS

A VOR-A approach like

this indicates that the

final approach course

does not directly line

runway. It is designed

and, once the runway

to approach the airport

environment is in sight,

runway of their choice.

the pilot will circle to the

Expect some limitations.

Circling to Runway 17 is

not authorized at night.

21 and 35 is also not

C and D aircraft,

Circling east of Runways

authorized for categories

presumably because of

proximity to the terrain

circling path needed

Remember, a descent

below your applicable

circling minimum isn't

in a position to make a

approach such as this.

normal landing on an

allowed until you are

for faster aircraft.

to the east and the wider

up with a particular

With terrain to the east and west, pilots might take advantage of using the arc from the en route environment (both of these waypoints are on low altitude en route airways) to establish onto a segment of the approach, Both RACGO and JEMKU waypoints are initial approach fixes (IAFs) depicted from which the pilot could use a DME arc to then turn inbound on the 101-degree path to the VOR.

@ WORK THE DESCENTS

A pilot might establish onto a DME arc and descend from the en route environment at a higher altitude to a minimum of 7,200 feet msl along the arc. Once they turn

inbound, they can descend when established at 5,700 feet msl until they cross the VOR. After crossing the VOR, a descent to the appropriate circling minimum is allowed. With no glide slope, the pilot must keep track of when and where they descend along the segments of this approach.

O SHORT DISTANCE: FAF TO THE MAP

It is a mere 3.5 DME from the FAF at the OGD VOR to the missed approach point, and this distance can go by quickly. Timing is an option for determining the missed approach point but so is DME. When you reach the FAF, be ready to quickly find the airport or make a decision to go missed if necessary.

CLIMB AND TURN AND KEEP CLIMBING

Going missed on this approach has a pilot turn left to the OGD VORTAC and then following the 263-degree radial to the MOINT intersection, which is 15.1 DME from the OGD VOR. The instructions then note to "continue climbin-hold to 13,000." This is a good hint that unless you have some pretty spectacular climb performance from the circle-to-land minimums, if you go missed, you are going to have somewhere around 8,000 vertical feet of climbing to do before you are fully established in the hold. Expect to enter the hold and be climbing until you reach 13,000 feet msl.

OGDEN, UTAH JEPPESEN KOGD/OGD 23 MAR 18 (13-1) Eff 29 Mar VOR-A -HINCKLEY ATIS (ASOS when Twy intop) SALT LAKE CITY Approach (R) *OGDEN Tower #Ground 125.55 121.1 CTAF 118.7 121.7 MDA(H) Refer to Minimums Minimum Alt Apch Crs 101° Apt Elev 4473 115.7 5700'(1427') MISSED APCH: Climbing LEFT turn to 13000' direct OGD VOR and via OGD 11,000 VOR R-263 to MOINT/D15.1 and hold, continue climb-in-hold to 13000. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Circling to Rwy 17 not authorized at night. 2. Use local altimeter setting: if not received, use Hill AFB altimeter setting. 3. Rwy 17 and 35 helicopter visibility reduction below 1 SM not authorized.4. Pilot controlled lighting 118.7. MSA OGD VOR RACGO ZIXIV 115.7 OGD MOINT 6818'A 5037 4991 - 41:10 DME or Radar required. (For Procedure Entry from the Enroute Environment) JEMKU D10.0 ZIXIV D10.0 101° Only authorized operators may use VNAV DA(H) in Illeu of MDA(H). VOR 7200' 5700 RUYOS TCH 50" APT 4473" 70 90 100 120 140 160 Refer to Airport Chart LT OGD MAP at RUVOS or 115.7 3.5 3:00 2:20 2:06 1:45 1:30 1:19 CIRCLE-TO-LAND 4980 (5071 -1 5060 (587') - 1 B 5100 (627') - 1% ■ 5100 (627') -2 Not authorized east of Rwys 21 and 35. D JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED CHANGES: Procedure.

JASON BLAIR is a flight instructor, FAA examiner, and author in the general aviation and training communities.

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