

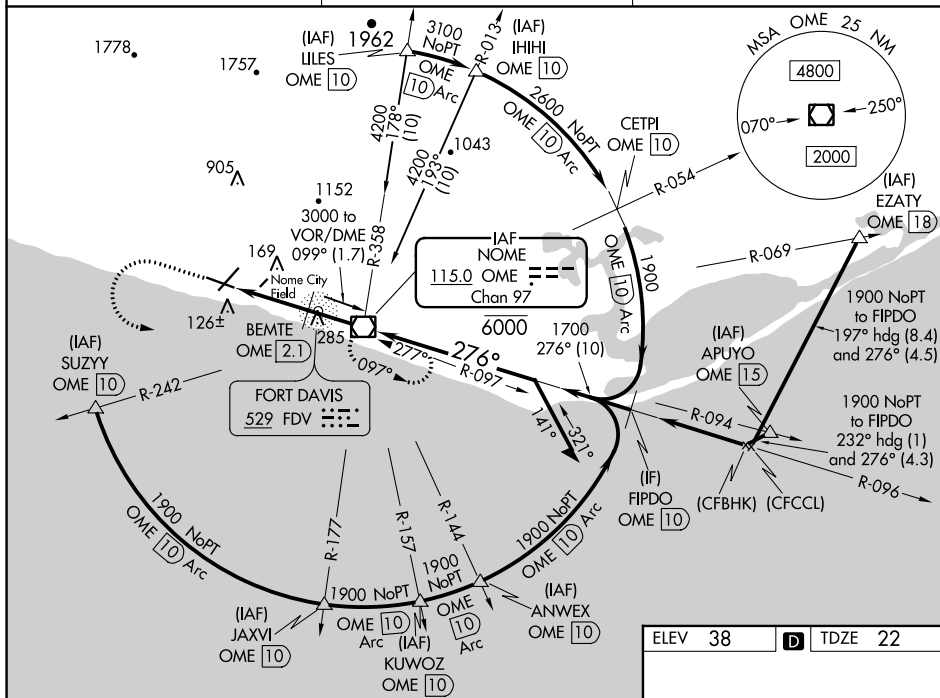
VOR/DME OME	APP CRS	Rwy Idg	6009
115.0	276°	TDZE	22
Chan 97		Apt Elev	38

# VOR RWY 28

## NOME (OME)(PAOM)

<p><b>⚠</b> For inoperative MALSR, increase S-28 BEMTE FIX minimums Cat A/B visibility to RVR 5000, Cat C/D visibility to 1½ mile.</p> <p><b>☄</b> -34°C</p> <p>Circling NA for Cats C and D north of Rwy 10-28. Night Landing: Rwy 21 NA. Helicopter visibility reduction below RVR 4000 NA.</p>	<p><b>MALSR</b></p> <p><b>A5</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1200 then climbing left turn to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.</p>
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<b>AFS</b> <b>119.925</b>	<b>ANCHORAGE CENTER</b> <b>133.3 290.4</b>	<b>NOME RADIO</b> <b>123.6 (CTAF) 1</b>
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1200	3000	OME	OME VOR/DME	Remain within 10 NM
↑	↪	☐		
OME 4.9	OME 3.4	BEMTE OME 2.1	096°	1900
1.5 NM	1.3 NM	2.1 NM	276°	1700
960	938 (1000-¾)	960-2	938 (1000-2)	
CIRCLING	960-1½	922 (1000-1½)	960-2¾	960-3
			922 (1000-2¾)	922 (1000-3)
BEMTE FIX MINIMUMS				
S-28	540/40	518 (600-¾)	540/55	518 (600-1)
CIRCLING	540-1	502 (600-1)	540-1½	700-2
			502 (600-1½)	662 (700-2)

ELEV	38	D	TDZE	22	
<p>Diagram illustrating the approach path for VOR RWY 28. The path is shown as a series of segments with altitudes and distances. Key points include: 6009 x 1.50, 6176 x 1.50, 276° 4.9 NM from FAF, and 276° 4.9 NM from FAF.</p>					
REIL Rwy 3 and 10 <b>1</b>					
HIRL Rwy 10-28 <b>1</b>					
MIRL Rwy 3-21 <b>1</b>					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38