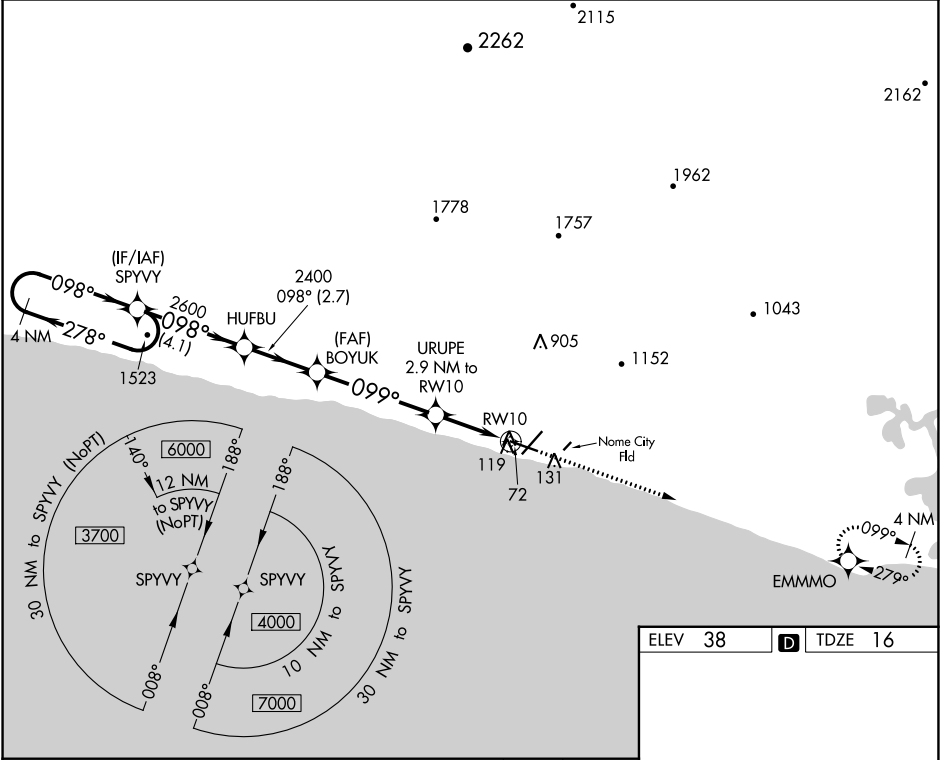


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40434</b><br><b>W10A</b> | APP CRS<br><b>099°</b> | Rwy Idg <b>6009</b><br>TDZE <b>16</b><br>Apt Elev <b>38</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 10

NOME (OME)(PAOM)

|  |  |  |
|--|--|--|
| <p><b>⚠</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 21 NA, Rwy 10 operational VGSI required, remain on or above VGSI glidepath until threshold. Circling NA for Cats C and D north of Rwy 10-28.</p> |  | <p>MISSED APPROACH: Climb to 3000 direct EMMMO and hold.</p> |
| AFIS<br><b>119.925</b>   | ANCHORAGE CENTER<br><b>133.3 290.4</b> | NOME RADIO<br><b>123.6 (CTAF) 1</b>                          |



AK, 25 JAN 2024 to 21 MAR 2024

AK, 25 JAN 2024 to 21 MAR 2024

|  |                  |
|--|------------------|
| ELEV 38  | <b>D</b> TDZE 16 |
| <p>Diagram showing the final approach segment from the start of the final approach to RWY 10. Key altitudes and distances are: 3000 ft (EMMMO), 2600 ft (HUFBU), 2400 ft (BOYUK), 2400 ft (URUPE), 960 ft (RWY 10). Distances from the start of the final approach: 4.1 NM to HUFBU, 2.7 NM to BOYUK, 4.5 NM to URUPE, 2.9 NM to RWY 10. Course is 099°.</p> |                  |
| <p>REIL Rwy 3 and 10 <b>1</b><br/>HIRL Rwy 10-28 <b>1</b><br/>MIRL Rwy 3-21 <b>1</b></p>   |                  |

|                      |            |             |                        |                        |            |
|----------------------|------------|-------------|------------------------|------------------------|------------|
| 4 NM Holding Pattern | SPYVY      | HUFBU       | BOYUK                  | URUPE 2.9 NM to RWY 10 | 3000 EMMMO |
| 3700 ← 278°          | ← 098° →   | 098°        | 2600                   | 3.00° TCH 38           | 960        |
|                      | ← 4.1 NM → | ← 2.7 NM →  | ← 4.5 NM →             | ← 2.9 NM →             |            |
| CATEGORY             | A          | B           | C                      | D                      |            |
| LP MDA               |            | 340-1       | 324 (400-1)            |                        |            |
| LNAV MDA             |            | 380-1       | 364 (400-1)            |                        |            |
| <b>C</b> CIRCLING    | 540-1      | 502 (600-1) | 540-1½<br>502 (600-1½) | 700-2<br>662 (700-2)   |            |