

# NDB/DME RWY 15

NDB/DME EHM <b>385</b> Chan <b>18 (Y)</b>	APCH CRS <b>182°</b>	Rwy ldg TDZE <b>456</b> Arpt Elev <b>531</b>
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[USAF]

CAPE NEWENHAM LRRS (PAEH)

<p>▼ Night operations not authorized.</p>	<p>MISSED APPROACH: Climbing right turn to 4500, intercept EHM NDB 002° bearing to ELPEE and hold, continue climb in holding to 4500.</p>
<p>ANCHORAGE CENTER <b>124.2 251.1</b></p>	<p>CAPE NEWENHAM RADIO <b>126.2</b></p>

**MILITARY CERTIFIED  
AIRCREWS OR AUTHORIZED  
CONTRACT AIRCRAFT  
ONLY**

**NOT FOR CIVIL USE**

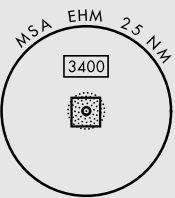
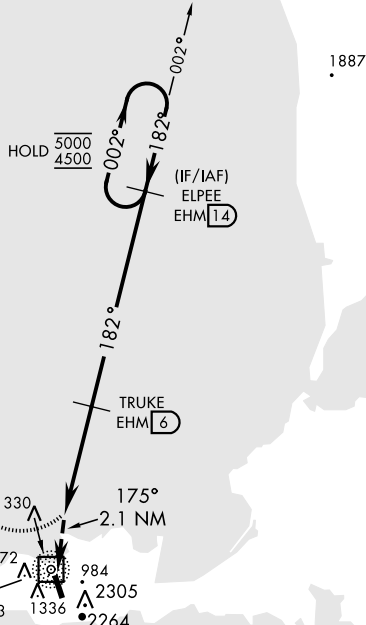
**CAUTION:**

1. Rwy located on slope of 2306' mountain. High terrain both sides and S end of Rwy.

2. Successful go-around improbable if initiated past the MAP.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Newenham airport.

Terrain, 235' MSL, 200' from threshold, 1611' left of course.



CAPE NEWENHAM 385 EHM Chan 18 (Y)
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EMERG SAFE ALT 100 NM 7100

<p>4500 brg 002°</p> <p>ELPEE EHM 14</p> <p>VGSI and descent angles not coincident (VGSI 3.00/TCH 45)</p> <p>ELPEE 14</p>	<p>ELEV 531</p> <p>TDZE 456</p>															
<p>NDB/DME Fly Visual 175° 2.1 NM</p> <p>CILAS 2</p> <p>TRUKE 6</p> <p>2200</p> <p>3.00° TCH 41</p> <p>2.1 NM</p> <p>4 NM</p> <p>5000</p> <p>182°</p> <p>4500</p> <p>182°</p> <p>4500</p>	<p>175°</p> <p>352</p> <p>7.7° UP</p> <p>3945 x 150</p> <p>33</p>															
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-15</td> <td>1240-2½</td> <td>784</td> <td>(800-2½)</td> <td>NOT AUTHORIZED</td> </tr> <tr> <td>CIRCLING</td> <td colspan="4">NOT AUTHORIZED</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	S-15	1240-2½	784	(800-2½)	NOT AUTHORIZED	CIRCLING	NOT AUTHORIZED				<p>REIL Rwy 15</p> <p>Land Rwy 15 tkof Rwy 33</p>
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AK, 16 MAY 2024 to 11 JUL 2024

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