Federal Aviation Administration

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CHART SUPPLEMENT ALASKA

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GENERAL INFORMATION

This Chart Supplement is a joint Civil/Military Flight Information Publication (FLIP), updated every 8 weeks by the U.S. Department of Transportation, Federal Aviation Administration, Aeronautical Information Services, http://www.faa.gov/go/ais.
It is designed for use with the Flight Information Publication Enroute Charts, Alaska Terminal, USAF TACAN Charts covering Alaska, and Sectional Aeronautical Charts.

This Chart Supplement contains an Airport/Facility Directory of all airports shown on Enroute Charts, and those requested by appropriate agencies, communications data, navigational facilities, RADAR data, special notices and procedures applicable to the area of chart coverage. Military data of a more static or planning nature, is published in DoD Flight Information Publication AP/I Area Planning, North and South America.

The official ATC procedures for operating in the State of Alaska are the same as those in the conterminous United States, with a few exceptions, and are contained in the FAA Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT
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NOTICE: Changes must be received by the Aeronautical Information Management as soon as possible but not later than the "cut–off" dates listed below to assure publication on the desired effective date. Information cut–off dates that fall on a federal holiday must be received the previous work day.

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10 Jun 27	28 Apr 27	13 Apr 27

*Airspace Information includes changes to preferred routes and graphic depictions on charts.

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MILITARY

For Corrections Information, See Chapter 11 of General Planning (GP). For Procurement refer to DOD Catalog of Aeronautical Charts and Flight Information Publications.

THIS PUBLICATION COMPRISES PART OF THE FOLLOWING SECTIONS OF THE UNITED STATES AERONAUTICAL INFORMATION PUBLICATION (AIP): GEN, AGA 3, COM 2.

NOTE: AERONAUTICAL INFORMATION MANUAL, BASIC FLIGHT INFORMATION AND ATC PROCEDURES
Civil pilots are urged to use the FAA Aeronautical Information Manual (AIM), Basic Flight Information and ATC Procedures to complement the operational data contained in the Alaska Supplement. The AIM contains information on the basic fundamentals required to fly in the U.S. National Airspace System which are not necessarily repeated within this Supplement.
Representative of data contained consists of a Pilot/Controller Glossary; descriptions of Radio Aids to Navigation; Airspace, Air Traffic Control information involving services, rules, regulations, flight procedures, and emergency procedures; Safety of flight concerning weather, Medical Facts for Pilots and Good Operating Practices.

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CITY/MILITARY AIRPORT CROSS REFERENCE

Military airports are listed alphabetically by state and official airport name. The following city/military airport cross–reference listing provides alphabetical listing by state and city name for all military airport published in this directory.

STATE	CITY NAME	AIRPORT NAME
AK	ANCHORAGE	ELMENDORF AFB
AK	ANCHORAGE	ELMENDORF HOSPITAL HELIPORT
AK	ATTU	CASCO COVE CGS
AK	BIG MOUNTAIN	BIG MOUNTAIN
AK	CAPE LISBURNE	CAPE LISBURNE LRRS
AK	CAPE NEWENHAM	CAPE NEWENHAM LRRS
AK	CAPE ROMANZOF	CAPE ROMANZOF LRRS
AK	DELTA JUNCTION (FORT GREELY)	ALLEN AAF
AK	FAIRBANKS	EIELSON AFB
AK	FAIRBANKS/FT WAINWRIGHT	LADD AAF
AK	FORT RICHARDSON (ANCHORAGE)	BRYANT AAF
AK	GRANITE MOUNTAIN	GRANITE MOUNTAIN AS
AK	KAKTOVIK	BULLEN POINT AIR FORCE STATION
AK	KALAKAKET CREEK	KALAKAKET CREEK AS
AK	LONELY	LONELY AS
AK	PORT CLARENCE	PORT CLARENCE CGS
AK	SHEMYA	ERECKSON AS
AK	SPARREVOHN	SPARREVOHN LRRS
AK	TAKOTNA	TATALINA LRRS
AK	TIN CITY	TIN CITY LRRS
AK	UTOPIA CREEK	INDIAN MOUNTAIN LRRS
WA	FORT LEWIS/TACOMA	GRAY AAF (JOINT BASE LEWIS-MCCHORD)
WA	OAK HARBOR	WHIDBEY ISLAND NAS /AULT FIELD
WA	TACOMA	MCCHORD FIELD (JOINT BASE LEWIS-MCCHORD)

SEAPLANE LANDING AREAS

The following locations have Seaplane Landing Areas (Waterways). See alphabetical listing for complete data on these facilities.

STATE	CITY NAME	FACILITY NAME
AK	AKIACHAK	AKIACHAK SPB
AK	AKUTAN	AKUTAN SPB
AK	ALEKNAGIK	ALEKNAGIK SPB
AK	ANCHORAGE	CAMPBELL LAKE SPB
AK	ANCHORAGE	LAKE HOOD SPB
AK	ANCHORAGE	SIXMILE LAKE SPB
AK	ANGOON	ANGOON SPB
AK	ANIAK	ANIAK SPB
AK	ANNETTE	TAMGAS HARBOR SPB
AK	ANVIK	ANVIK SPB
AK	BARANOF	BARANOF WARM SPRINGS FLOAT AND SEAPLANE FLOAT SPB
AK	BARTLETT COVE	BARTLETT COVE SPB
AK	BELL ISLAND	BELL ISLAND HOT SPRINGS SPB
AK	BETHEL	BETHEL SPB
AK	BETHEL	HANGAR LAKE SPB
AK	BETTLES	VOR LAKE WATERLANE SPB
AK	BIG LAKE	BEAVER LAKE SPB
AK	BIG LAKE	BROCKER LAKE SPB
AK	BIG LAKE	JONES LANDING SPB
AK	CAPE POLE	CAPE POLE SPB
AK	CHIGNIK	CHIGNIK BAY SPB
AK	COFFMAN COVE	COFFMAN COVE SPB
AK	COLD BAY	BLINN LAKE SPB
AK	CORDOVA	CORDOVA MUNI SPB
AK	CRAIG	CRAIG SPB
AK	CRAIG	EL CAPITAN LODGE
AK	DILLINGHAM	SHANNONS POND SPB
AK	EAGLE RIVER	D&C FIRE LAKE FLYING CLUB
AK	ELFIN COVE	ELFIN COVE SPB
AK	ELLAMAR	ELLAMAR SPB
AK	EXCURSION INLET	EXCURSION INLET SPB
AK	FAIRBANKS	CHENA MARINA SPB
AK	FAIRBANKS	CHENA RIVER SPB
AK	FAIRBANKS	FAIRBANKS INTL SPB
AK	FAIRBANKS	LAKLOEY AIR PARK SPB
AK	FALSE ISLAND	FALSE ISLAND SPB
AK	FAREWELL LAKE	FAREWELL LAKE SPB
AK	FUNTER BAY	FUNTER BAY SPB
AK	GOLDEN HORN LODGE	GOLDEN HORN LODGE SPB
AK	HOLLIS	CLARK BAY SPB
AK	HOMER	HOMER
AK	HOMER	HOMER–BELUGA LAKE SPB
AK	HOONAH	HOONAH SPB
AK	HOUSTON	MORVRO LAKE SPB
AK	HYDABURG	HYDABURG SPB
AK	HYDER	HYDER SPB
AK	ILIAMNA	ILIAMNA
AK	JUNEAU	JUNEAU INTL SPB
AK	KAKE	KAKE SPB
AK	KARLUK LAKE	KARLUK LAKE SPB
AK	KASAAN	KASAAN SPB
AK	KASILOF	ENCELEWSKI LAKE SPB
AK	KATMAI NATIONAL PARK	LAKE BROOKS SPB
AK	KENAI	ISLAND LAKE SPB
AK	KENAI	KENAI MUNI

STATE	CITY NAME	FACILITY NAME
AK	KETCHIKAN	KETCHIKAN HARBOR SPB
AK	KETCHIKAN	KETCHIKAN INTL
AK	KETCHIKAN	KETCHIKAN
AK	KETCHIKAN	MURPHYS PULLOUT SPB
AK	KETCHIKAN	PENINSULA POINT PULLOUT SPB
AK	KING SALMON	KING SALMON SPB
AK	KITOI BAY	KITOI BAY SPB
AK	KODIAK	KODIAK (LILLY LAKE) SPB
AK	KODIAK	TRIDENT BASIN SPB
AK	KULIK	KULIK LAKE SPB
AK	LAKE LOUISE	LAKE LOUISE SPB
AK	LAZY BAY	ALITAK SPB
AK	LORING	LORING SPB
AK	METLAKATLA	METLAKATLA SPB
AK	MEYERS CHUCK	MEYERS CHUCK SPB
AK	MOOSE PASS	SUMMIT LAKE SPB
AK	MOSER BAY	MOSER BAY SPB
AK	NAKNEK	NAKNEK SPB
AK	NANCY LAKE	NANCY LAKE SPB
AK	NAPASKIAK	NAPASKIAK SPB
AK	NEWTOK	NEWTOK SPB
AK	NENANA	NENANA MUNICIPAL
AK	NUNAM IQUA	NUNAM IQUA
AK	NUNAPITCHUK	NUNAPITCHUK SPB
AK	OLGA BAY	OLGA BAY SPB
AK	PALMER	FINGER LAKE SPB
AK	PALMER	GOODING LAKE SPB
AK	PALMER	WOLF LAKE
AK	PELICAN	PELICAN SPB
AK	PERRY ISLAND	PERRY ISLAND SPB
AK	PETERSBURG	LLOYD R ROUNDTREE SEAPLANE FACILITY
AK	POINT BAKER	POINT BAKER SPB
AK	PORT ALEXANDER	PORT ALEXANDER SPB
AK	PORT ALICE	PORT ALICE SPB
AK	PORT BAILEY	PORT BAILEY SPB
AK	PORT PROTECTION	PORT PROTECTION SPB
AK	PORT WALTER	PORT WALTER SPB
AK	PORT WILLIAMS	PORT WILLIAMS
AK	RUSSIAN MISSION	RUSSIAN MISSION SPB
AK	SAGINAW BAY	SAGINAW SPB
AK	SAN JUAN	SAN JUAN/UGANIK SPB
AK	SELDOVIA	SELDOVIA SPB
AK	SHAGELUK	SHAGELUK
AK	SITKA	SITKA SPB
AK	SOLDOTNA	MACKEYS LAKES SPB
AK	SQUAW HARBOR	SQUAW HARBOR SPB
AK	STEAMBOAT BAY	STEAMBOAT BAY SPB
AK	TAKU HARBOR	TAKU HARBOR SPB
AK	TAKU LODGE	TAKU LODGE SPB
AK	TALKEETNA	CHRISTIANSEN LAKE SPB
AK	TATITLEK	TATITLEK SPB
AK	TAZLINA	TAZLINA/SMOKEY LAKE SPB
AK	TENAKEE SPRINGS	TENAKEE SPB
AK	THORNE BAY	THORNE BAY SPB
AK	TOKEEN	TOKEEN SPB
AK	TOLSONA LAKE	TOLSONA LAKE SPB
AK	TUNTUTULIAK	TUNTUTULIAK SPB
AK	TUXEKAN ISLAND	NAUKATI BAY SPB
AK	VALDEZ	ROBE LAKE SPB

STATE	CITY NAME	FACILITY NAME
AK	WASILLA	ANDERSON LAKE SPB
AK	WASILLA	BLODGETT LAKE SPB
AK	WASILLA	COTTONWOOD LAKE SPB
AK	WASILLA	ISLAND LAKE SPB
AK	WASILLA	LAKE LUCILLE SPB
AK	WASILLA	NIKLASON LAKE SPB
AK	WASILLA	SEYMOUR LAKE SPB
AK	WASILLA	UPPER WASILLA LAKE SPB
AK	WASILLA	VISNAW LAKE SPB
AK	WASILLA	WASILLA LAKE SPB
AK	WATERFALL	WATERFALL SPB
AK	WEST POINT VILLAGE	WEST POINT VILLAGE SPB
AK	WHALE PASS	WHALE PASS SEAPLANE FLOAT HARBOR
AK	WILLOW	KASHWITNA LAKE SPB
AK	WILLOW	MINUTEMAN LAKE SPB
AK	WILLOW	WILLOW SPB
AK	WRANGELL	WRANGELL SPB
AK	YAKUTAT	YAKUTAT SPB
AK	YES BAY LODGE	YES BAY LODGE SPB

ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example–"req" may mean "request", "requesting", "requested", or "requests").

For additional FAA approved abbreviations/acronyms please see FAA Order JO 7340.2 —Contractions

Abbreviation	Description
A/G	air/ground
AAF	Army Air Field
AAS	Airport Advisory Service
AB	Airbase
abm	abeam
ABn	Aerodrome Beacon
abv	above
ACC	Air Combat Command Area Control Center
acft	aircraft
ACLS	Automatic Carrier Landing System
ACN	Aircraft Classification Number
ACR	Air Carrier
act	activity
ACWS	Aircraft Control and Warning Squadron
ADA	Advisory Area
ADCC	Air Defense Control Center
ADCUS	Advise Customs
addn	addition
ADF	Automatic Direction Finder
adj	adjacent
admin	administration
ADR	Advisory Route
advs	advise
advsy	advisory
AEIS	Aeronautical Enroute Information Service
AER	approach end rwy
AFA	Army Flight Activity
AFB	Air Force Base
afct	affect
AFFF	Aqueous Film Forming Foam
AFHP	Air Force Heliport
AFIS	Automatic Flight Information Service
afld	airfield
AFOD	Army Flight Operations Detachment
AFR	Air Force Regulation
AFRC	Armed Forces Reserve Center/Air Force Reserve Command
AFRS	American Forces Radio Stations
AFS	Air Force Station
AFTN	Aeronautical Fixed Telecommunication Network
AG	Agriculture
A–G, A–GEAR	Arresting Gear
agcy	Agency
AGL	above ground level
AHP	Army heliport
AID	Airport Information Desk
AIS	Aeronautical Information Services
AL	Approach and Landing Chart
ALF	Auxiliary Landing Field
ALS	Approach Light System
ALSF–1	High Intensity ALS Category I configuration with sequenced Flashers (code)
ALSF–2	High Intensity ALS Category II configuration with sequenced Flashers (code)

Abbreviation	Description
alt	altitude
altn	alternate
AM	Amplitude Modulation, midnight til noon
AMC	Air Mobility Command
amdt	amendment
AMSL	Above Mean Sea Level
ANGS	Air National Guard Station
ant	antenna
AOE	Airport/Aerodrome of Entry
AP	Area Planning
APAPI	Abbreviated Precision Approach Path Indicator
apch	approach
apn	apron
APP	Approach Control
Apr	April
aprx	approximate
APU	Auxiliary Power Unit
apv, apvl	approve, approval
ARB	Air Reserve Base
ARFF	Aircraft Rescue and Fire Fighting
ARINC	Aeronautical Radio Inc
arng	arrange
arpt	airport
arr	arrive
ARS	Air Reserve Station
ARSA	Airport Radar Service Area
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
AS	Air Station
ASAP	as soon as possible
ASDA	Accelerate–Stop Distance Available
ASDE	Airport Surface Detection
ASDE–X	Airport Surface Detection Equipment–Model X
asgn	assign
ASL	Above Sea Level
ASOS	Automated Surface Observing System
ASR	Airport Surveillance Radar
ASSC	Airport Surface Surveillance Capability
ASU	Aircraft Starting Unit
ATA	Actual Time of Arrival
ATC	Air Traffic Control
ATCC	Air Traffic Control Center
ATCT	Airport Traffic Control Tower
ATD	Actual Time of Departure Along Track Distance
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Service
attn	attention
Aug	August
auth	authority
auto	automatic
AUW	All Up Weight (gross weight)
aux	auxiliary
AVASI	abbreviated VASI
avbl	available

Abbreviation	Description
AvGas	Aviation gasoline
avn	aviation
AvOil	aviation oil
AWOS	Automatic Weather Observing System
AWSS	Automated Weather Sensor System
awt	await
awy	airway
az	azimuth
BA	braking action
BASH	Bird Aircraft Strike Hazard
BC	back course
bcn	beacon
bcst	broadcast
bdry	boundary
bldg	building
blkd	blocked
blo, blw	below
BOQ	Bachelor Officers Quarters
brg	bearing
btn	between
bus	business
byd	beyond
C	Commercial Circuit (Telephone)
CAC	Centralized Approach Control
cap	capacity
cat	category
CAT	Clear Air Turbulence
CCW or cntclkws	counterclockwise
ceil	ceiling
CERAP	Center Radar Approach Control
CG	Coast Guard
CGAF	Coast Guard Air Facility
CGAS	Coast Guard Air Station
CH, chan	channel
CHAPI	Chase Helicopter Approach Path Indicator
chg	change
cht	chart
cir	circle, circling
CIV, civ	Civil, civil, civilian
ck	check
CL	Centerline Lighting System
cl	class
clnc	clearance
clsd	closed
CNATRA	Chief of Naval Air Training
cnl	cancel
cntr	center
cntrln	centerline
Co	Company, County
CO	Commanding Officer
com	communication
comd	command
Comdr	Commander
coml	commercial
compul	compulsory
comsn	commission
conc	concrete
cond	condition
const	construction
cont	continue
CONUS	Continental United States
convl	conventional
coord	coordinate
copter	helicopter
corr	correct
CPDLC	Controller Pilot Data Link Communication
crdr	corridor
cros	cross
CRP	Compulsory Reporting Point
crs	course
CS	call sign
CSTMS	Customs
CTA	Control Area
CTAF	Common Traffic Advisory Frequency
ctc	contact
ctl	control
ctn	caution
CTLZ	Control Zone
CVFR	Controlled Visual Flight Rules Areas
CW	Clockwise, Continuous Wave, Carrier Wave
dalgt	daylight
D–ATIS	Digital Automatic Terminal Information Service
daylt	daylight
db	decibel
DCL	Departure Clearance
Dec	December
decom	decommission
deg	degree
del	delivery
dep	depart
DEP	Departure Control
destn	destination
det	detachment
DF	Direction Finder
DH	Decision Height
DIAP	DoD Instrument Approach Procedure
direc	directional
disem	disseminate
displ	displace
dist	district, distance
div	division
DL	Direct Line to FSS
dlt	delete
dly	daily
DME	Distance Measuring Equipment (UHF standard, TACAN compatible)
DNVT	Digital Non–Secure Voice Telephone
DoD	Department of Defense
drct	direct
DSN	Defense Switching Network (Telephone)
DSN	Defense Switching Network
dsplcd	displaced
DT	Daylight Savings Time
dur	during
durn	duration
DV	Distinguished Visitor
E	East
ea	each
EAT	Expected Approach Time
ECN	Enroute Change Notice
eff	effective, effect
EFVS	Enhanced Flight Vision Systems
E–HA	Enroute High Altitude
E–LA	Enroute Low Altitude

Abbreviation	Description
elev	elevation
ELT	Emergency Locator Transmitter
EMAS	Engineered Material Arresting System
emerg	emergency
eng	engine
EOR	End of Runway
eqpt	equipment
ERDA	Energy Research and Development Administration
E–S	Enroute Supplement
est	estimate
estab	establish
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
ETS	European Telephone System
EUR	European (ICAO Region)
ev	every
evac	evacuate
exc	except
excld	exclude
exer	exercise
exm	exempt
exp	expect
extd	extend
extn	extension
extv	extensive
F/W	Fixed Wing
FAA	Federal Aviation Administration
fac	facility
FAWS	Flight Advisory Weather Service
fax	facsimile
FBO	Fixed Base Operator
FCC	Flight Control Center
FCG	Foreign Clearance Guide
FCLP	field carrier landing practice
fcst	forecast
Feb	February
FIC	Flight Information Center
FIH	Flight Information Handbook
FIR	Flight Information Region
FIS	Flight Information Service
FL	flight level
fld	field
flg	flashing
FLIP	Flight Information Publication
flt	flight
flw	follow
FM	Fan Marker, Frequency Modulation
FOC	Flight Operations Center
FOD	Foreign Object Damage
fone	telephone
FPL	Flight Plan
fpm	feet per minute
fr	from
freq	frequency, frequent
Fri	Friday
frng	firing
FSS	Flight Service Station
ft	foot
ftr	fighter

Abbreviation	Description
GA	Glide Angle
gal	gallon
GAT	General Air Traffic (Europe–Asia)
GCA	Ground Control Approach
GCO	Ground Communication Outlet
gldr	glider
GND	Ground Control
gnd	ground
govt	government
GP	Glide Path
Gp	Group
GPI	Ground Point of Intercept
grad	gradient
grd	guard
GS	glide slope
GWT	gross weight
H	Enroute High Altitude Chart (followed by identification)
H+	Hours or hours plus…minutes past the hour
H24	continuous operation
HAA	Height Above Airport/Aerodrome
HAL	Height Above Landing Area
HAR	Height Above Runway
HAT	Height Above Touchdown
haz	hazard
hdg	heading
HDTA	High Density Traffic Airport/Aerodrome
HF	High Frequency (3000 to 30,000 KHz)
hgr	hangar
hgt	height
hi	high
HIRL	High Intensity Runway Lights
HO	Service available to meet operational requirements
hol	holiday
HOLF	Helicopter Outlying Field
hosp	hospital
HQ	Headquarters
hr	hour
HS	Service available during hours of scheduled operations
hsg	housing
hvy	heavy
HW	Heavy Weight
hwy	highway
HX	station having no specific working hours
Hz	Hertz (cycles per second)
I	Island
IAP	Instrument Approach Procedure
IAS	Indicated Air Speed
IAW	in accordance with
ICAO	International Civil Aviation Organization
ident	identification
IFF	Identification, Friend or Foe
IFR	Instrument Flight Rules
IFR–S	FLIP IFR Supplement
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument Meteorological Conditions
IMG	Immigration

Abbreviation	Description
immed	immediate
inbd	inbound
Inc	Incorporated
incl	include
incr	increase
indef	indefinite
info	information
inop	inoperative
inst	instrument
instl	install
instr	instruction
int	intersection
intcntl	intercontinental
intcp	intercept
intl	international
intmt	intermittent
ints	intense, intensity
invof	in the vicinity of
irreg	Irregularly
Jan	January
JASU	Jet Aircraft Starting Unit
JATO	Jet Assisted Take–Off
JOAP	Joint Oil Analysis Program
JOSAC	Joint Operational Support Airlift Center
JRB	Joint Reserve Base
Jul	July
Jun	June
K or Kt	Knots
kHz	kilohertz
KIAS	Knots Indicated Airspeed
KLIZ	Korea Limited Identification Zone
km	Kilometer
kw	kilowatt
L	Compass locator (Component of ILS system) under 25 Watts, 15 NM, Enroute Low Altitude Chart (followed by identification)
L	Local Time
LAHSO	Land and Hold–Short Operations
L–AOE	Limited Airport of Entry
LAWRS	Limited Aviation Weather Reporting Station
lb, lbs	pound (weight)
LC	local call
lcl	local
LCP	French Peripheral Classification Line
lctd	located
lctn	location
lctr	locator
LCVASI	Low Cost Visual Approach Slope Indicator
lczr	localizer
LD	long distance
LDA	Landing Distance Available
ldg	landing
LDIN	Lead–in Lights
LDOCF	Long Distance Operations Control Facility
LED	Light Emitting Diode
len	length
lgt, lgtd, lgts	light, lighted, lights
LIRL	Low Intensity Runway Lights

Abbreviation	Description
LLWAS	Low–Level Wind Shear Alert System
LLZ	Localizer (Instrument Approach Procedures Identification only)
LMM	Compass locator at Middle Marker ILS
lo	low
LoALT or LA	Low Altitude
LOC	Localizer
LOM	Compass locator at Outer Marker ILS
LR	Long Range, Lead Radial
LRA	Landing Rights Airport
LRRS	Long Range RADAR Station
LSB	lower side band
ltd	limited
M	meters, magnetic (after a bearing), Military Circuit (Telephone)
MACC	Military Area Control Center
mag	magnetic
maint	maintain, maintenance
maj	major
MALS	Medium Intensity Approach Lighting System
MALSF	MALS with Sequenced Flashers
MALSR	MALS with Runway Alignment Indicator Lights
Mar	March
MARA	Military Activity Restricted Area
MATO	Military Air Traffic Operations
MATZ	Military Aerodrome Traffic Zone
max	maximum
mb	millibars
MCAC	Military Common Area Control
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Field
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCC	Military Climb Corridor
MCOLF	Marine Corps Outlying Field
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
med	medium
MEHT	Minimum Eye Height over Threshold
mem	memorial
MET	Meteorological, Meteorology
METAR	Aviation Routine Weather Report (in international MET figure code)
METRO	Pilot–to–Metro voice cell
MF	Medium Frequency (300 to 3000 KHz), Mandatory Frequency (Canada)
MFA	Minimum Flight Altitude
mgmt	Management
mgr	manager
MHz	Megahertz
mi	mile
MID/ASIA	Middle East/Asia (ICAO Region)
MIJI	Meaconing, Intrusion, Jamming, and Interference
Mil, mil	military
min	minimum, minute
MIRL	Medium Intensity Runway Lights
misl	missile
mkr	marker (beacon)
MM	Middle Marker of ILS
mnt	monitor
MOA	Military Operations Area

Abbreviation	Description
MOCA	Minimum Obstruction Clearance Altitude
mod	modify
MOG	Maximum (aircraft) on the Ground
MON	Minimum Operational Network
Mon	Monday
MP	Maintenance Period
MR	Medium Range
MRA	Minimum Reception Altitude
mrk	mark, marker
MSAW	minimum safe altitude warning
msg	message
MSL	Mean Sea Level
msn	Mission
mt	mount, mountain
MTAF	Mandatory Traffic Advisory Frequency
MTCA	Military Terminal Control Area
mthly	monthly
MUAC	Military Upper Area Control
muni	municipal
MWARA	Major World Air Route Area
N	North
N/A	Not Applicable
NA	Not Authorized
NAAS	Naval Auxiliary Air Station
NADC	Naval Air Development Center
NADEP	Naval Air Depot
NAEC	Naval Air Engineering Center
NAES	Naval Air Engineering Station
NAF	Naval Air Facility
NALCO	Naval Air Logistics Control Office
NALF	Naval Auxiliary Landing Field
NALO	Navy Air Logistics Office
NAS	Naval Air Station
NAT	North Atlantic (ICAO Region)
natl	national
nav	navigation
navaid	navigation aid
NAVMTO	Navy Material Transportation Office
NAWC	Naval Air Warfare Center
NAWS	Naval Air Weapons Station
NCRP	Non–Compulsory Reporting Point
NDB	Non–Directional Radio Beacon
NE	Northeast
nec	necessary
NEW	Net Explosives Weight
ngt	night
NM	nautical miles
nml	normal
NMR	nautical mile radius
No or Nr	number
NOLF	Naval Outlying Field
NORDO	Lost communications or no radio installed/available in aircraft
NOTAM	Notice to Airmen
Nov	November
npi	non precision instrument
Nr or No	number
NS	Naval Station
NS ABTMT	Noise Abatement
NSA	Naval Support Activity
NSF	Naval Support Facility

Abbreviation	Description
NSTD, nstd	nonstandard
ntc	notice
NVD	Night Vision Devices
NVG	Night Vision Goggles
NW	Northwest
NWC	Naval Weapons Center
O/A	On or about
O/S	out of service
O/R	On Request
OAT	Operational Air Traffic
obsn	observation
obst	obstruction
OCA	Oceanic Control Area
ocnl	occasional
Oct	October
ODALS	Omnidirectional Approach Lighting System
ODO	Operations Duty Officer
offl	official
OIC	Officer In Charge
OLF	Outlying Field
OLS	Optical Landing System
OM	Outer Marker, ILS
opr	operate, operator, operational
OPS, ops	operations
orig	original
OROCA	Off Route Obstruction Clearance Altitude
ORTCA	Off Route Terrain Clearance Altitude
OT	other times
OTS	out of service
outbd	outbound
ovft	overflight
ovrn	overrun
OX	oxygen
P/L	plain language
PAC	Pacific (ICAO Region)
PAEW	personnel and equipment working
PALS	Precision Approach and Landing System (NAVY)
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
para	paragraph
parl	parallel
pat	pattern
PAX	Passenger
PCL	pilot controlled lighting
PCN	Pavement Classification Number
PCR	Pavement Classification Rating
PDC	Pre–Departure Clearance
pent	penetrate
perm	permanent
perms	permission
pers	personnel
PFC	Porous Friction Courses
PJE	Parachuting Activities/Exercises
p–line	power line
PM	Post meridian, noon til midnight
PMRF	Pacific Missile Range Facility
PMSV	Pilot–to–Metro Service
PN	prior notice
POB	persons on board
POL	Petrol, Oils and Lubricants

Abbreviation	Description
posn	position
PPR	prior permission required
prcht	parachute
pref	prefer
prev	previous
prim	primary
prk	park
PRM	Precision Runway Monitor
pro	procedure
proh	prohibited
pt	point
PTD	Pilot to Dispatcher
pub	publication
publ	publish
PVASI	Pulsating Visual Approach Slope Indicator
pvt	private
pwr	power
QFE	Altimeter Setting above station
QNE	Altimeter Setting of 29.92 inches which provides height above standard datum plane
QNH	Altimeter Setting which provides height above mean sea level
qtrs	quarters
quad	quadrant
R/T	Radiotelephony
R/W	Rotary/Wing
RACON	Radar Beacon
rad	radius, radial
RAIL	Runway Alignment Indicator Lights
RAMCC	Regional Air Movement Control Center
R–AOE	Regular Airport of Entry
RAPCON	Radar Approach Control (USAF)
RATCF	Radar Air Traffic Control Facility (Navy)
RCAG	Remote Center Air to Ground Facility
RCAGL	Remote Center Air to Ground Facility Long Range
RCL	runway centerline
RCLS	Runway Centerline Light System
RCO	Remote Communications Outlet
rcpt	reception
RCR	Runway Condition Reading
rcv	receive
rcvr	receiver
rdo	radio
reconst	reconstruct
reful	refueling
reg	regulation, regular
REIL	Runway End Identifier Lights
rel	reliable
relctd	relocated
REP	Reporting Point
req	request
RETIL	Rapid Exit Taxiway Indicator Light
Rgn	Region
Rgnl	Regional
rgt	right
rgt tfc	right traffic
rlgd	realigned
RLLS	Runway Lead-in Light System
rmk	remark
rng	range, radio range

Abbreviation	Description
RNP	Required Navigation Performance
RON	Remain Overnight
Rot Lt or Bcn	Rotating Light or Beacon
RPI	Runway Point of Intercept
rpt	report
rqr	require
RR	Railroad
RRP	Runway Reference Point
RSC	Runway Surface Condition
RSDU	Radar Storm Detection Unit
RSE	Runway Starter Extension/Starter Strip
RSRS	Reduced Same Runway Separation
rstd	restricted
rte	route
ruf	rough
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minima
rwy	runway
S	South
S/D	Seadrome
SALS	Short Approach Lighting System
SAR	Search and Rescue
Sat	Saturday
SAVASI	Simplified Abbreviated Visual Approach Slope Indicator
SAWRS	Supplement Aviation Weather Reporting Station
sby	standby
Sched	scheduled services
sctr	sector
SDF	Simplified Directional Facility
SE	Southeast
sec	second, section
secd	secondary
SELCAL	Selective Calling System
SELF	Strategic Expeditionary Landing Field
SEng	Single Engine
Sep	September
SFA	Single Frequency Approach
SFB	Space Force Base
sfc	surface
SFL	Sequence Flashing Lights
SFRA	Special Flight Rules Area
SID	Standard Instrument Departure
SIDA	Secure Identification Display Area
SIF	Selective Identification Feature
sked	schedule
SM	statute miles
SOAP	Spectrometric Oil Analysis Program
SOF	Supervisor of Flying
SPB	Seaplane Base
SR	sunrise
SRE	Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)
SS	sunset
SSALS/R	Simplified Short Approach Lighting System/with RAIL
SSB	Single Sideband
SSR	Secondary Surveillance Radar
STA	Straight-in Approach
std	standard
stn	station
stor	storage

Abbreviation	Description
str–in	Straight–in
stu	student
subj	subject
survl	survival, surveillance
sum	summer
Sun	Sunday
sur	surround
suspd	suspended
sUAS	small Unmanned Aerial Systems
svc	service
svcg	servicing
SW	Southwest
sys	system
TA	Transition Altitude
TAC	Tactical Air Command
TAF	Aerodrome (terminal or alternate) forecast in abbreviated form
TALCE	Tanker Aircraft Control Element
TCA	Terminal Control Area
TCH	Threshold Crossing Height
TCTA	Transcontinental Control Area
TD	Touchdown
TDWR	Terminal Doppler Weather Radar
TDZ	Touchdown Zone
TDZL	Touchdown Zone Lights
tfc	traffic
thld	threshold
thou	thousand
thru	through
Thu	Thursday
til	until
tkf, tkof	take–off
TLv	Transition Level
tmpry	temporary
TODA	Take–Off Distance Available
TORA	Take–Off Run Available
TP	Tire Pressure
TPA	Traffic Pattern Altitude
TRACON	Terminal Radar Approach Control (FAA)
tran	transient
trans	transmit
trml	terminal
trng	training
trns	transition
TRSA	Terminal Radar Service Area
Tue	Tuesday
TV	Television
twr	tower
twy	taxiway
UACC	Upper Area Control Center (used outside US)
UAS	Unmanned Aerial Systems
UC	Under Construction
UCN	Urgent Change Notice
UDA	Upper Advisory Area
UDF	Ultra High Frequency Direction Finder
UFN	until further notice
UHF	Ultra High Frequency (300 to 3000 MHz)
UIR	Upper Flight Information Region
una	unable
unauthd	unauthorized
unavbl	unavailable
unctl	uncontrolled
unk	unknown
unlgtd	unlighted
unltd	unlimited
unmrk	unmarked
unmto	unmonitored
unrel	unreliable
unrstd	unrestricted
unsatfy	unsatisfactory
unsked	unscheduled
unsvc	unserviceable
unuse, unusbl	unusable
USA	United States Army
USAF	United States Air Force
USB	Upper Side Band
USCG	United States Coast Guard
USMC	United States Marine Corps
USSF	United States Space Force
USN	United States Navy
UTA	Upper Control Area
UTC	Coordinated Universal Time
V	Defense Switching Network (telephone, formerly AUTOVON)
V/STOL	Vertical and Short Take–off and Landing aircraft
VAL	Visiting Aircraft Line
var	variation (magnetic variation)
VASI	Visual Approach Slope Indicator
vcnty	vicinity
VDF	Very High Frequency Direction Finder
veh	vehicle
vert	vertical
VFR	Visual Flight Rules
VFR–S	FLIP VFR Supplement
VHF	Very High Frequency (30 to 300 MHz)
VIP	Very Important Person
vis	visibility
VMC	Visual Meteorological Conditions
VOIP	Voice Over Internet Protocol
VOT	VOR Receiver Testing Facility
W	Warning Area (followed by identification), Watts, West, White
WCH	Wheel Crossing Height
Wed	Wednesday
Wg	Wing
WIE	with immediate effect
win	winter
WIP	work in progress
WSO	Weather Service Office
WSFO	Weather Service Forecast Office
wk	week
wkd	weekday
wkly	weekly
wng	warning
wo	without
WSP	Weather System Processor
wt	weight
wx	weather
yd	yard
yr	year
Z	Greenwich Mean Time (time groups only)

INTENTIONALLY

LEFT

BLANK

SAMPLE

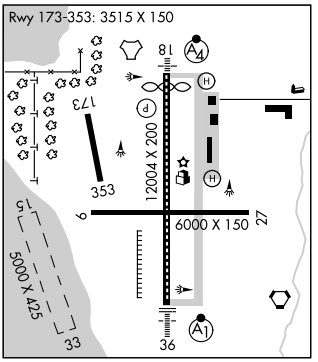
(1) **CITY NAME**

AIRPORT NAME (2) (ALTERNATE NAME) (3) (LTS)(KLTS) (4) CIV/MIL (5) 3 N (6) UTC–6(–5DT) (7) N34º41.93´ W99º20.20´ (8)

200 B (11) (12) TPA—1000(800) (13) AOE (14) LRA (15) Class IV, ARFF Index A (16) NOTAM FILE ORL (17) Not insp. (18) MON Airport

JACKSONVILLE
COPTER
H–4G, L–19C
IAP, DIAP, AD
(9)

(19) **RWY 18–36:** H12004X200 (ASPH–CONC–GRVD)
S–90, D–160, 2D–300 PCN 80 R/B/W/T HIRL CL
RWY 18: RLLS. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0º TCH 36´.
RVR–TMR. Thld dsplcd 300´. Trees. Rgt tfc. 0.3% up.
RWY 36: ALSF1. 0.4% down.
RWY 09–27: H6000X150 (ASPH) PCR 1234 R/B/W/T MIRL
RWY 173–353: H3515X150 (ASPH–PFC) AUW PCN 59 F/A/W/T



(10)

(20) **LAND AND HOLD–SHORT OPERATIONS**

LDG RWY	HOLD–SHORT POINT	AVBL LDG DIST
RWY 18	09–27	6500
RWY 36	09–27	5400

(21) **RUNWAY DECLARED DISTANCE INFORMATION**
RWY 18: TORA–12004 TODA–12004 ASDA–11704 LDA–11504
RWY 36: TORA–12004 TODA–12004 ASDA–12004 LDA–11704

(22) **ARRESTING GEAR/SYSTEM**
RWY 18 HOOK E5 (65´ OVRN) BAK–14 BAK–12B (1650´)
BAK–14 BAK–12B (1087´) HOOK E5 (74´ OVRN) **RWY 36**

(23) **SERVICE:** S4 **FUEL** 100LL, JET A **OX** 1, 3 **LGT** ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11–29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17–35—CTAF. **MILITARY— A–GEAR** E–5 connected on dep end, disconnected on apch end.
JASU 3(AM32A–60) 2(A/M32A–86) **FUEL** J8(Mil)(NC–100, A)
FLUID W SP PRESAIR LOX **OIL** O–128 **MAINT** S1 Mon–Fri 1000–2200Z‡
TRAN ALERT Avbl 1300–0200Z‡ svc limited weekends.

(24) **NOISE:** Noise abatement 3 miles from Rwy 18. Contact tower manager.

(25) **AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200–0300Z‡. Parachute Jumping. Deer invof arpt. Heavy jumbo jet training surface to 9000´. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

(26) **MILITARY REMARKS: ANG** PPR/Official Business Only. Base OPS DSN 638–4390, C503–335–4222. Ctc Base OPS 15 minutes prior to ldg and after dep. Limited tran parking.

(27) **AIRPORT MANAGER:** (580) 481–5739

(28) **WEATHER DATA SOURCES: AWOS–1** 120.3 (202) 426–8000. LAWRS.

(29) **COMMUNICATIONS: SFA CTAF** 122.8 **UNICOM** 122.95 **ATIS** 127.25 273.5 (202) 426–8003 **PTD** 372.2
NAME FSS (ORL) on arpt. 123.65 122.65 122.2
NAME RCO 112.2T 112.1R (NAME RADIO)
Ⓡ **NAME APP/DEP CON** 128.35 257.725 (1200–0400Z‡)
TOWER 119.65 255.6 (1200–0400Z‡) **GND CON** 121.7 **GCO** 135.075 (ORLANDO CLNC) **CLNC DEL** 125.55
CPDLC D–HZWXR, D–TAXI, DCL (LOGON KMEM)
NAME COMD POST (GERONIMO) 311.0 321.4 6761 **PMSV METRO** 239.8 **NAME OPS** 257.5

(30) **AIRSPACE: CLASS B** See VFR Terminal Area Chart.

(31) **VOR TEST FACILITY (VOT):** 116.7

(32) **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF ctc FSS.
(VH) (H) VORTAC 112.2 MCO Chan 59 N28º32.55´ W81º20.12´ at fld. 1110/8E.
(H) TACAN Chan 29 CBU (109.2) N28º32.65´ W81º21.12´ at fld. 1115/8E.
HERNY NDB (LOM) 221 OR N28º37.40´ W81º21.05´ 177º 5.4 NM to fld.
ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.
ASR/PAR (1200–0400Z‡)

(33) **COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)
HELIPAD H2: H60X60 (ASPH)
HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.
187 TPA 1000(813)

(1)

WATERWAY 15–33: 5000X425 (WATER)
SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

All bearings and radials are magnetic unless otherwise specified. All mileages are nautical unless otherwise noted.
All times are Coordinated Universal Time (UTC) except as noted. All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.
The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

19171

(10)

SKETCH LEGEND

RUNWAYS/LANDING AREAS

Hard Surface . . . . . .

Metal Surface . . . . . .

Other than Hard Surface Runways. . . .

Water Runway . . . . . .

Under Construction . . . . .

Closed Rwy . . . . . .

Closed Pavement . . . . . x x x x

Helicopter Landings Area . . . . . (H)

Displaced Threshold . . . . . .

Taxiway, Apron and Stopways . .

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings . . . . . .

Power Lines . . . . . —T——T—

Towers . . . . . .

Wind Turbine. . . . . .

Tanks . . . . . .

Oil Well . . . . . .

Smoke Stack . . . . . .

Obstruction 5812

Controlling Obstruction . . . . . +5812

Trees . . . . . .

Populated Places . . . . . .

Cuts and Fills . . . . . Cut Fill

Cliffs and Depressions . .

Ditch . . . . . .

Hill . . . . . .

RADIO AIDS TO NAVIGATION

VORTAC . . . VOR . . . . . .

VOR/DME . . NDB . . . . . .

TACAN . . . . NDB/DME . . . .

DME . . . .

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon . . . . . .

Wind Cone . . . . . .

Landing Tee . . . . . .

Tetrahedron . . . . . .

Control Tower . . . . . TWR

When control tower and rotating beacon are co-located beacon symbol will be used and further identified as TWR.

APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. (A1) Negative symbology, e.g., (A1) (V) indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting . . . . .

(A) Approach Lighting System ALSF-2 . .

(A1) Approach Lighting System ALSF-1 . .

(A2) Short Approach Lighting System SALS/SALSF . . . . . .

(A3) Simplified Short Approach Lighting System (SSALR) with RAIL . . . . .

(A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) . . . . . .

(A5) Medium Intensity Approach Lighting System (MALSR) and RAIL . . . . . .

Omnidirectional Approach Lighting System (ODALS) . . . . . .

(D) Navy Parallel Row and Cross Bar . . .

(‡) Air Force Overrun . . . . . .

(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided

(V2) Pulsating Visual Approach Slope Indicator (PVASI)

(V3) Visual Approach Slope Indicator with a threshold crossing height to accomodate long bodied or jumbo aircraft

(V4) Tri-color Visual Approach Slope Indicator (TRCV)

(V5) Approach Path Alignment Panel (APAP)

(P) Precision Approach Path Indicator (PAPI)

LEGEND

This directory is a listing of data on record with the FAA on public–use airports, military airports and selected private–use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross–referenced by airport name. Military airports and private–use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross–referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an airport as open to the public in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the airport conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military airports, private–use airports, and private–use (limited civil access) joint Military/Civil airports are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

① CITY/AIRPORT NAME

Civil and joint Civil/Military airports which are open to the public are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports and private–use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name.

② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

③ LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four–character ICAO code, when assigned, to airports. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

④ OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private–use airports. The operating agency is shown for military, private–use and joint use airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	MIL/CIV	Joint Use Military/Civil Limited Civil Access
AF	US Air Force	N	Navy
ANG	Air National Guard	NAF	Naval Air Facility
AR	US Army Reserve	NAS	Naval Air Station
ARNG	US Army National Guard	NASA	National Air and Space Administration
CG	US Coast Guard	P	US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military Open to the Public		
DND	Department of National Defense Canada	PVT	Private Use Only (Closed to the Public)
DOE	Department of Energy		

⑤ AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 3 N.

⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (–4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

⑦ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

⑧ CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is depicted. Pacific Enroute Chart will be indicated by P. Area Enroute Charts will be indicated by A. Helicopter Chart depictions will be indicated as COPTER. IFR Gulf of America West and IFR Gulf of America Central will be referenced as GOAW and GOAC.

⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each Chart Supplement volume alphabetically by associated city and airport name.

⑩ AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self–explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top.

⑪ ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "–" sign will precede the figure.

⑫ ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

⑬ TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. TPA will only be published if they differ from the recommended altitudes as described in the AIM, Traffic Patterns. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

⑭ AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

U.S. CUSTOMS AIR AND SEA PORTS, INSPECTORS AND AGENTS

Northeast Sector (New England and Atlantic States—ME to MD)	407–975–1740
Southeast Sector (Atlantic States—DC, WV, VA to FL)	407–975–1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA)	407–975–1760
Southwest East Sector (OK and eastern TX)	407–975–1840
Southwest West Sector (Western TX, NM and AZ)	407–975–1820
Southwest West Sector (Western TX, NM and AZ)	407–975–1820
Pacific Sector (WA, OR, CA, HI and AK)	407–975–1800

⑮ CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	Required No. Vehicles	Aircraft Length	Scheduled Departures	Agent + Water for Foam
A	1	<90´	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H_2O
B	1 or 2	≥90´, <126´ —————— ≥126´, <159´	≥5 —— <5	Index A + 1500 gal H_2O
C	2 or 3	≥126´, <159´ —————— ≥159´, <200´	≥5 —— <5	Index A + 3000 gal H_2O
D	3	≥159´, <200´ —————— >200´	—— <5	Index A + 4000 gal H_2O
E	3	≥200´	≥5	Index A + 6000 gal H_2O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H_2O–Water; DC–Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non–air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

⑯ NOTAM SERVICE

All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., "NOTAM FILE BNA". See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available from flight service stations at 1–800–WX–BRIEF (992–7433) or online through the FAA PilotWeb at https://pilotweb.nas.faa.gov. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at https://www.notams.faa.gov. Pilots flying to or from airports not available through the FAA PilotWeb or DINS can obtain assistance from Flight Service.

⑰ FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

⑱ MINIMUM OPERATIONAL NETWORK (MON) AIRPORT DESIGNATION

MON Airports have at least one VOR or ILS instrument approach procedure that can be flown without the need for GPS, WAAS, DME, NDB or RADAR. The primary purpose of the MON designation is for recovery in case of GPS outage.

⑲ RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea–lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

RUNWAY SURFACE AND SURFACE TREATMENT

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt–concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat
(AM2)—Temporary metal planks coated with nonskid material
(ASPH)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRVD)—Grooved
(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PEM)—Part concrete, part asphalt
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat
(SAND)—Sand
(TURF)—Turf
(TRTD)—Treated
(WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340–600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five–part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

NOTE: ICAO adopted the ACR/PCR System as the new standard method for reporting pavement strength in July 2020. The ACR/PCR System methodology remains unchanged from the ACN/PCN system described above. The Pavement Classification Rating (PCR) remains a five-part code (e.g. PCR 460 R/B/W/T) with the number being one order of magnitude higher than PCNs. The details of the code below are not changed with PCR. ICAO has established a four year transition period during which time a PCN or a PCR may be reported. Currently Aircraft Classification Rating (ACR) data may not be available for all aircraft.

NOTE: Prior permission from the airport controlling authority is required when the ACN/ACR of the aircraft exceeds the published PCN/PCR or aircraft tire pressure exceeds the published limits.

(1) The PCN/PCR NUMBER—The reported PCN/PCR indicates that an aircraft with an ACN/ACR equal or less than the reported PCN/PCR can operate on the pavement subject to any limitation on the tire pressure.

(2) The type of pavement:
R — Rigid
F — Flexible

(3) The pavement subgrade category:
A — High
B — Medium
C — Low
D — Ultra–low

(4) The maximum tire pressure authorized for the pavement:
W — Unlimited, no pressure limit
X — High, limited to 254 psi (1.75 MPa)
Y — Medium, limited to 181 psi (1.25MPa)
Z — Low, limited to 73 psi (0.50 MPa)

(5) Pavement evaluation method:
T — Technical evaluation
U — By experience of aircraft using the pavement

RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L–800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIRL—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZL—Touchdown Zone Lights.
ODALS—Omni Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000´ Standard Approach Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
RLLS—Runway Lead–in Light System
SALS—Short Approach Lighting System.
SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
SSALS—Simplified Short Approach Lighting System.
SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE–OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the “Remarks” portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint use airfields on which they are tenants.

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.
PNIL APAP on left side of runway
PNIR APAP on right side of runway

PAPI—Precision Approach Path Indicator
P2L 2–identical light units placed on left side of runway
P2R 2–identical light units placed on right side of runway
P4L 4–identical light units placed on left side of runway
P4R 4–identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.
PSIL PVASI on left side of runway
PSIR PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator
S2L 2–box SAVASI on left side of runway
S2R 2–box SAVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L	2–box SAVASI on left side of runway	S2R	2–box SAVASI on right side of runway

TRCV—Tri–color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL	TRCV on left side of runway	TRIR	TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L	2–box VASI on left side of runway	V6L	6–box VASI on left side of runway
V2R	2–box VASI on right side of runway	V6R	6–box VASI on right side of runway
V4L	4–box VASI on left side of runway	V12	12–box VASI on both sides of runway
V4R	4–box VASI on right side of runway	V16	16–box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5º TCH 37´.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL–Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL–Off)

Available systems will be indicated in the Service section, e.g., **LGT** ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Aeronautical Lighting and Other Airport Visual Aids," for a detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will be provided. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 31: Pole. Rgt tfc. 0.4% down.

PART 121/PART 380 OPERATIONS

Runway Not Available for Part 121/Part 380 Operations means the runway is not to be used by an air carrier aircraft for any air carrier operations (categorized as either a large air carrier aircraft if designed for at least 31 passenger seats or a small air carrier aircraft if designed for more than 9 passenger seats but less than 31 passenger seats, as determined by the aircraft type certificate issued by a competent civil aviation authority or equivalent foreign aviation authority).

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end. Runway Visual Range shall be shown as "RVR" appended with "T" for touchdown, "M" for midpoint, and "R" for rollout; e.g., RVR-TMR.

⑳ LAND AND HOLD–SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold–Short Operations" These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

㉑ RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take–off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.

TODA—Take–off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.

ASDA—Accelerate–Stop Distance Available. The length of the take–off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

㉒ ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI–DIRECTIONAL CABLE (B)

TYPE	DESCRIPTION
BAK–9	Rotary friction brake.
BAK–12A	Standard BAK–12 with 950 foot run out, 1–inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK–12B	Extended BAK–12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK–14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one–half seconds to fully raise the cable.)

UNI–DIRECTIONAL CABLE

TYPE	DESCRIPTION
MB60	Textile brake—an emergency one–time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5–1/E5–3	Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31L/R–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Service/Military/A-Gear in the entry.

FOREIGN CABLE

TYPE	DESCRIPTION	US EQUIVALENT
44B–3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E–5

UNI–DIRECTIONAL BARRIER

TYPE	DESCRIPTION
MA–1A	Web barrier between stanchions attached to a chain energy absorber.
BAK–15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK–15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

TYPE	DESCRIPTION
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

㉓ SERVICE

SERVICING—CIVIL

S1:	Minor airframe repairs.	S5:	Major airframe repairs.
S2:	Minor airframe and minor powerplant repairs.	S6:	Minor airframe and major powerplant repairs.
S3:	Major airframe and minor powerplant repairs.	S7:	Major powerplant repairs.
S4:	Major airframe and major powerplant repairs.	S8:	Minor powerplant repairs.

FUEL

CODE	FUEL	CODE	FUEL
100	Grade 100 gasoline (Green)	G100	Unleaded Grade G100 gasoline, "G100UL"
100LL	100LL gasoline (low lead) (Blue)	H	Hydrogen
100R	Unleaded Grade 100R gasoline, "100R"	J5 (JP5)	(JP–5 military specification) Kerosene with FS–II, FP** minus 46ºC.
A	Jet A, Kerosene, without FS–II*, FP** minus 40º C.	J8 (JP8)	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, CI/LI#, SDA##, FP** minus 47ºC.
A+	Jet A, Kerosene, with FS–II*, FP** minus 40ºC.	J8+100	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, CI/LI#, SDA##,FP** minus 47ºC, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
A++	Jet A, Kerosene, with FS–II*, CI/LI#, SDA##, FP** minus 40ºC.	J	(Jet Fuel Type Unknown)
A++100	Jet A, Kerosene, with FS–II*, CI/LI#, SDA##, FP** minus 40ºC, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1	Jet A–1, Kerosene, without FS–II*, FP** minus 47ºC.	UL91	Unleaded Grade 91 gasoline
A1+	Jet A–1, Kerosene with FS–II*, FP** minus 47º C.	UL94	Unleaded Grade 94 gasoline

*(Fuel System Icing Inhibitor) **(Freeze Point) # (Corrosion Inhibitors/Lubricity Improvers) ## (Static Dissipator Additive)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

OXYGEN—CIVIL

OX 1	High Pressure	OX 3	High Pressure—Replacement Bottles
OX 2	Low Pressure	OX 4	Low Pressure—Replacement Bottles

SERVICE—MILITARY

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

JET AIRCRAFT STARTING UNITS (JASU)—MILITARY

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non–availability. The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35–1–7.)

ELECTRICAL STARTING UNITS:

A/M32A–86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC–1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD–3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw
MD–4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire

AIR STARTING UNITS

AM32–95	150 +/– 5 lb/min (2055 +/– 68 cfm) at 51 +/– 2 psia
AM32A–95	150 +/– 5 lb/min @ 49 +/– 2 psia (35 +/– 2 psig)
LASS	150 +/– 5 lb/min @ 49 +/– 2 psia
MA–1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC–1	15 cfm, 3500 psia
MC–1A	15 cfm, 3500 psia
MC–2A	15 cfm, 200 psia
MC–11	8,000 cu in cap, 4000 psig, 15 cfm

COMBINED AIR AND ELECTRICAL STARTING UNITS:

AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A–60*	AIR: 120 +/– 4 lb/min (1644 +/– 55 cfm) at 49 +/– 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A–60A	AIR: 150 +/– 5 lb/min (2055 +/– 68 cfm at 51 +/– psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A–60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU

ELECTRICAL STARTING UNITS:

NC–8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC–10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.

AIR STARTING UNITS:

GTC–85/GTE–85	120 lbs/min @ 45 psi.
MSU–200NAV/A/U47A–5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

COMBINED AIR AND ELECTRICAL STARTING UNITS:

NCPP–105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

ARMY JASU

59B2–1B	28v, 7.5 kw, 280 amp.

OTHER JASU

ELECTRICAL STARTING UNITS (DND):

CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22–35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22–35v, 500 amp continuous 1100 amp intermittent soft start

AIR STARTING UNITS (DND):

CA2	ASA 45.5 psig, 116.4 lb/min

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)

CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig

ELECTRICAL STARTING UNITS (OTHER)

C–26	28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire
C–26–B, C–26–C	28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire
E3	DC 28v/10kw

AIR STARTING UNITS (OTHER):

A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA–1	150 Air HP, 115 lb/min 50 psia
MA–2	250 Air HP, 150 lb/min 75 psia

CARTRIDGE:

MXU–4A	USAF

FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at https://cis.energy.dla.mil/ip_cis/. See legend item 14 for fuel code and description.

SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE	
ADI	Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De–Ice	Anti–icing/De–icing/Defrosting Fluid (MIL–A–8243).

OXYGEN:

LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
OXRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX	Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:

LPNIT — Low pressure nitrogen servicing.

HPNIT — High pressure nitrogen servicing.

LHNIT — Low and high pressure nitrogen servicing.

OIL—MILITARY

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
O–113	1065, Reciprocating Engine Oil (MIL–L–6082)
O–117	1100, Reciprocating Engine Oil (MIL–L–6082)
O–117+	1100, O–117 plus cyclohexanone (MIL–L–6082)
O–123	1065, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type III)
O–128	1100, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type II)
O–132	1005, Jet Engine Oil (MIL–L–6081)
O–133	1010, Jet Engine Oil (MIL–L–6081)
O–147	None, MIL–L–6085A Lubricating Oil, Instrument, Synthetic
O–148	None, MIL–L–7808 (Synthetic Base) Turbine Engine Oil
O–149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O–155	None, MIL–L–6086C, Aircraft, Medium Grade
O–156	None, MIL–L–23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN–AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

㉔ NOISE

Remarks that indicate noise information and/or abatement measures that exist in the vicinity of the airport.

㉕ AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note “See Special Notices” shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non–revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

㉖ MILITARY REMARKS

Joint Civil/Military airports contain both Airport Remarks and Military Remarks. Military Remarks published for these airports are applicable only to the military. Military and joint Military/Civil airports contain only Military Remarks. Remarks contained in this section may not be applicable to civil users. When both sets of remarks exist, the first set is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/ immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non–operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non–US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11–204, AR 95–27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11–213, AR 95–11, OPNAVINST 3722–8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

㉗ AIRPORT MANAGER

The phone number of the airport manager.

㉘ WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence;

AWOS—Automated Weather Observing System

AWOS–A—reports altimeter setting (all other information is advisory only).

AWOS–AV—reports altimeter and visibility.

AWOS–1—reports altimeter setting, wind data and usually temperature, dew point and density altitude.

AWOS–2—reports the same as AWOS–1 plus visibility.

AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.

AWOS–3P reports the same as the AWOS–3 system, plus a precipitation identification sensor.

AWOS–3PT reports the same as the AWOS–3 system, plus precipitation identification sensor and a thunderstorm/lightning reporting capability.

AWOS–3T reports the same as AWOS–3 system and includes a thunderstorm/lightning reporting capability.

See AIM, Basic Flight Information and ATC Procedures for detailed description of Weather Data Sources.

AWOS–4—reports same as AWOS–3 system, plus precipitation occurrence, type and accumulation, freezing rain, thunderstorm and runway surface sensors.

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS or AWOS followed by the frequency, identifier and phone number, if available.

㉙ COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in ascending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Aeronautical Advisory Stations (UNICOM) or (AUNICOM), and Automatic Terminal Information Service (ATIS) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1–800–WX–BRIEF (1–800–992–7433). When the FSS is located on the field it will be indicated as "on arpt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available. FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non–tower airports or airports where the tower is not in operation.

(See AIM, Para 4–1–9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90–42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies–Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive–only on 122.1.

a. 122.2 is assigned as a common enroute frequency.

b. 123.6 is assigned as the airport advisory frequency at select non–tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.

c. 122.1 is the primary receive–only frequency at VOR's.

d. Some FSS's are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only. In cases where communications frequencies are annotated with (R) or (E), (R) indicates Radar Capability and (E) indicates Emergency Frequency.

TERMINAL SERVICES

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non–control information in selected terminal areas.

D–ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non–government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol Ⓡ indicates radar approach control.

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol Ⓡ indicates radar departure control.

CLNC DEL—Clearance Delivery.

CPDLC—Controller Pilot Data Link Communication. FANS ATC data communication capability from the aircraft to the ATC Data Link system.

PDC—Pre-Departure Clearance. ACARS-based clearance delivery capability from tower to gate printer or aircraft.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non–Radar Approach Control. Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot–to–Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as "Wx obsn svc 1900–0000Z‡" or "other times" may be used when no specific time is given. PMSV facilities manned by forecasters are considered "Full Service". PMSV facilities manned by weather observers are listed as "Limited Service".

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter "X" indicate frequency available on request.

㉚ AIRSPACE

Information concerning Class B, C, and part–time D and E surface area airspace shall be published with effective times, if available.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part–time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:
AIRSPACE: CLASS C svc "times" ctc **APP CON** other times CLASS E:
or
AIRSPACE: CLASS D svc "times" other times CLASS E.

When a part–time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700´ or 1200´ AGL and may be determined by consulting the relevant VFR Sectional or Terminal Area Charts. This will be formatted as:
AIRSPACE: CLASS C svc "times" ctc **APP CON** other times CLASS G
or
AIRSPACE: CLASS D svc "times" other times CLASS G
or
AIRSPACE: CLASS E svc "times" other times CLASS G

NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part–time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part–time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.
Class E 700´ AGL (shown as magenta vignette on sectional charts) and 1200´ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700´/1200´ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

㉛ VOR TEST FACILITY (VOT)

The VOT transmits a signal which provided users a convenient means to determine the operational status and accuracy of an aircraft VOR receiver while on the ground. Ground based VOTs and the associated frequency shall be shown when available. VOTs are also shown with identifier, frequency and referenced remarks in the VOR Receiver Check section in the back of this publication.

㉜ RADIO AIDS TO NAVIGATION

The Airport/Facility Directory section of the Chart Supplement lists, by facility name, all Radio Aids to Navigation that appear on FAA, Aeronautical Information Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. All VOR, VORTAC, TACAN and ILS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as "NOTAM FILE IAD" and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS) and Automated Weather Observing System (AWOS) will be shown when this service is broadcast over selected NAVAIDs.

NAVAID information is tabulated as indicated in the following sample:

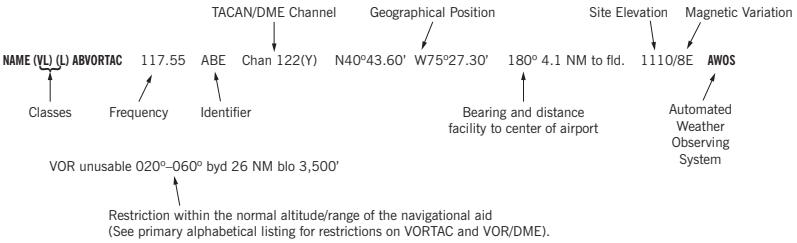
NAVAIDs with Single SSV (VOR, DME, TACAN, NDB, NDB/DME)

Class

NAME (L) VORW 117.55 ABE N40°43.60' W75°27.30' 180° 4.1 NM to fld. 1110/8E

NAVAIDs with Two SSVs (VOR/DME, VORTAC)

SSV for each component shown in paired parentheses with the VOR SSV shown first followed by the DME or TACAN SSV.



Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the "Y" mode to receive distance information.

ASR/PAR—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part–time hours of operation will be shown.

RADIO CLASS DESIGNATIONS

VOR/DME/TACAN Standard Service Volume (SSV) Classifications

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1000´ to 12,000´	25
(L) Low Altitude	1000´ to 18,000´	40
(H) High Altitude	1000´ to 14,500´	40
	14,500´ to 18,000´	100
	18,000´ to 45,000´	130
	45,000´ to 60,000´	100
(VL) VOR Low	1000´ to 5,000´	40
	5,000´ to 18,000´	70
(VH) VOR High	1000´ to 5,000´	40
	5,000´ to 14,500´	70
	14,500´ to 18,000´	100
	18,000´ to 45,000´	130
	45,000´ to 60,000´	100
(DL) DME Low & (DH) DME High*	1000´ to 12,900´	40 increasing to 130
(DL) DME Low	12,900´ to 18,000´	130
(DH) DME High	12,900´ to 45,000´	130
	45,000´ to 60,000´	100

*Between 1000´ to 12,900´, DME service volume follows a parabolic curve used by flight management computers.

NOTES: Additionally, High Altitude facilities provide Low Altitude and Terminal service volume and Low Altitude facilities provide Terminal service volume. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility. In some cases local conditions (terrain, buildings, trees, etc.) may require that the service volume be restricted. The public shall be informed of any such restriction by a remark in the NAVAID entry in this publication or by a Notice to Airmen (NOTAM).

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB	Automatic Weather Broadcast.
DF	Direction Finding Service.
DME	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y)	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME.
GS	Glide slope.
H	Non–directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH	Non–directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H–SAB	Non–directional radio beacons providing automatic transcribed weather service.
ILS	Instrument Landing System (voice, where available, on localizer channel).
IM	Inner marker.
LDA	Localizer Directional Aid.
LMM	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH	Non–directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MM	Middle marker.
OM	Outer marker.
S	Simultaneous range homing signal and/or voice.
SABH	Non–directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF	Simplified Direction Facility.
TACAN	UHF navigational facility–omnidirectional course and distance information.
VOR	VHF navigational facility–omnidirectional course only.
VOR/DME	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC	Collocated VOR and TACAN navigational facilities.
W	Without voice on radio facility frequency.
Z	VHF station location marker at a LF radio facility.

ILS FACILITY PERFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance Classification Code

FREQUENCY PAIRING TABLE

VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL
108.10	18X	108.55	22Y	111.05	47Y	114.85	95Y
108.30	20X	108.65	23Y	111.15	48Y	114.95	96Y
108.50	22X	108.75	24Y	111.25	49Y	115.05	97Y
108.70	24X	108.85	25Y	111.35	50Y	115.15	98Y
108.90	26X	108.95	26Y	111.45	51Y	115.25	99Y
109.10	28X	109.05	27Y	111.55	52Y	115.35	100Y
109.30	30X	109.15	28Y	111.65	53Y	115.45	101Y
109.50	32X	109.25	29Y	111.75	54Y	115.55	102Y
109.70	34X	109.35	30Y	111.85	55Y	115.65	103Y
109.90	36X	109.45	31Y	111.95	56Y	115.75	104Y
110.10	38X	109.55	32Y	113.35	80Y	115.85	105Y
110.30	40X	109.65	33Y	113.45	81Y	115.95	106Y
110.50	42X	109.75	34Y	113.55	82Y	116.05	107Y
110.70	44X	109.85	35Y	113.65	83Y	116.15	108Y
110.90	46X	109.95	36Y	113.75	84Y	116.25	109Y
111.10	48X	110.05	37Y	113.85	85Y	116.35	110Y
111.30	50X	110.15	38Y	113.95	86Y	116.45	111Y
111.50	52X	110.25	39Y	114.05	87Y	116.55	112Y
111.70	54X	110.35	40Y	114.15	88Y	116.65	113Y
111.90	56X	110.45	41Y	114.25	89Y	116.75	114Y
108.05	17Y	110.55	42Y	114.35	90Y	116.85	115Y
108.15	18Y	110.65	43Y	114.45	91Y	116.95	116Y
108.25	19Y	110.75	44Y	114.55	92Y	117.05	117Y
108.35	20Y	110.85	45Y	114.65	93Y	117.15	118Y
108.45	21Y	110.95	46Y	114.75	94Y	117.25	119Y

FREQUENCY PAIRING TABLE

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels.

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
2X	134.50	43X	110.60	72X	112.50	101X	115.40
2Y	134.55	43Y	110.65	72Y	112.55	101Y	115.45
11X	135.40	44X	110.70	73X	112.60	102X	115.50
11Y	135.45	44Y	110.75	73Y	112.65	102Y	115.55
12X	135.50	45X	110.80	74X	112.70	103X	115.60
12Y	135.55	45Y	110.85	74Y	112.75	103Y	115.65
17X	108.00	46X	110.90	75X	112.80	104X	115.70
17Y	108.05	46Y	110.95	75Y	112.85	104Y	115.75
18X	108.10	47X	111.00	76X	112.90	105X	115.80
18Y	108.15	47Y	111.05	76Y	112.95	105Y	115.85
19X	108.20	48X	111.10	77X	113.00	106X	115.90
19Y	108.25	48Y	111.15	77Y	113.05	106Y	115.95
20X	108.30	49X	111.20	78X	113.10	107X	116.00
20Y	108.35	49Y	111.25	78Y	113.15	107Y	116.05
21X	108.40	50X	111.30	79X	113.20	108X	116.10
21Y	108.45	50Y	111.35	79Y	113.25	108Y	116.15
22X	108.50	51X	111.40	80X	113.30	109X	116.20
22Y	108.55	51Y	111.45	80Y	113.35	109Y	116.25
23X	108.60	52X	111.50	81X	133.40	110X	116.30
23Y	108.65	52Y	111.55	81Y	113.45	110Y	116.35
24X	108.70	53X	111.60	82X	113.50	111X	116.40
24Y	108.75	53Y	111.65	82Y	113.55	111Y	116.45
25X	108.80	54X	111.70	83X	113.60	112X	116.50
25Y	108.85	54Y	111.75	83Y	113.65	112Y	116.55
26X	108.90	55X	111.80	84X	113.70	113X	116.60
26Y	108.95	55Y	111.85	84Y	113.75	113Y	116.65
27X	109.00	56X	111.90	85X	113.80	114X	116.70
27Y	109.05	56Y	111.95	85Y	113.85	114Y	116.75
28X	109.10	57X	112.00	86X	113.90	115X	116.80
28Y	109.15	57Y	112.05	86Y	113.95	115Y	116.85
29X	109.20	58X	112.10	87X	114.00	116X	116.90
29Y	109.25	58Y	112.15	87Y	114.05	116Y	116.95
30X	109.30	59X	112.20	88X	114.10	117X	117.00
30Y	109.35	59Y	112.25	88Y	114.15	117Y	117.05
31X	109.40	60X	133.30	89X	114.20	118X	117.10
31Y	109.45	60Y	133.35	89Y	114.25	118Y	117.15
32X	109.50	61X	133.40	90X	114.30	119X	117.20
32Y	109.55	61Y	133.45	90Y	114.35	119Y	117.25
33X	109.60	62X	133.50	91X	114.40	120X	117.30
33Y	109.65	62Y	133.55	91Y	114.45	120Y	117.35
34X	109.70	63X	133.60	92X	114.50	121X	117.40
34Y	109.75	63Y	133.65	92Y	114.55	121Y	117.45
35X	109.80	64X	133.70	93X	114.60	122X	117.50
35Y	109.85	64Y	133.75	93Y	114.65	122Y	117.55
36X	109.90	65X	133.80	94X	114.70	123X	117.60
36Y	109.95	65Y	133.85	94Y	114.75	123Y	117.65
37X	110.00	66X	133.90	95X	114.80	124X	117.70
37Y	110.05	66Y	133.95	95Y	114.85	124Y	117.75
38X	110.10	67X	134.00	96X	114.90	125X	117.80
38Y	110.15	67Y	134.05	96Y	114.95	125Y	117.85
39X	110.20	68X	134.10	97X	115.00	126X	117.90
39Y	110.25	68Y	134.15	97Y	115.05	126Y	117.95
40X	110.30	69X	134.20	98X	115.10		
40Y	110.35	69Y	134.25	98Y	115.15		
41X	110.40	70X	112.30	99X	115.20		
41Y	110.45	70Y	112.35	99Y	115.25		
42X	110.50	71X	112.40	100X	115.30		
42Y	110.55	71Y	112.45	100Y	115.35		

(33) **COMM/NAV/WEATHER REMARKS:** These remarks consist of pertinent information affecting the current status of communications, NAVAIDs, weather, and in the absence of air-ground radio outlets identified in the Communications section some approach control facilities will have a clearance delivery phone number listed here.

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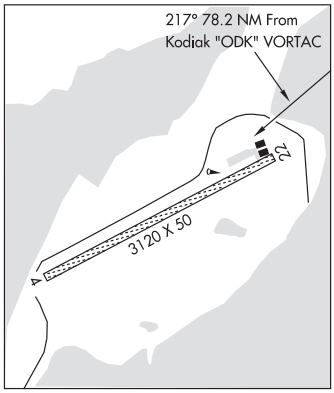
ABI (See PALMER on page 190)

ADAK (ADK)(PADK) 0 W UTC–10(–9DT) N51°53.01′ W176°38.55′ **W ALEUTIAN ISLS**
20 B ARFF Index—See Remarks NOTAM FILE ADK **H–2H, L–2H**
RWY 05–23: H7790X200 (ASPH–GRVD) S–80, D–145, 2D–325, 2D/2D2–770, C5–770 **IAP, AD**
PCR 630 F/B/X/T HIRL
RWY 05: RVR–R Thld dsplcd 600′. Hill. Rgt tfc.
RWY 23: MALS. REIL. PAPI(P4R)—GA 3.5° TCH 53′. RVR–T
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–7790 TODA–7790 ASDA–6790 LDA–6190
RWY 23: TORA–7790 TODA–7790 ASDA–6790 LDA–6790
SERVICE: **FUEL** JET A1 **LGT** ACTVT MALS Rwy 23, REIL Rwy 23, PAPI Rwy 23, HIRL Rwy 05–23—CTAF. Rwy 23 PAPI unusbl byd 7 deg right of cntrln. Rwy 23 MALS nonstd len 600 ft.
AIRPORT REMARKS: Attended Tue–Sat 1800–0200Z‡. Arpt CLOSED Oct 01–Apr 30 to non sked acft exc 2 hr PPR—907–572–9900. A1 fuel svc 1800–0300Z‡—907–592–8330. Aft hr PPR; svc fee aft hr—907–572–6070. Birds invof arpt. PAEW on rwy. Aft hr haz rprtg, snow and ice removal PPR in writing—Amgr. CAUTION: Exp wind shear. BE ALERT durg apch; mt trrn all quads. Rcmnd visual insp prior to use. Class I, ARFF Index B. ACR ops more than 30 pax seats PPR in writing—Amgr P.O. Box 1952, Adak AK 99546. Volcano 5710 ft MSL 22.3 NM brg 059 degs. Lock brake turns na. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-413-2230
WEATHER DATA SOURCES: AWOS–3P 134.5 (907) 621–7603.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE ADK.
MOUNT MOFFETT NDB/DME (HW) 530 ADK Chan 87 N51°52.31′ W176°40.56′ 054° 1.4 NM to fld. 329/7E.
DME channel 087x is paired with vhf freq 114.0
DME unusable:
080°–105° byd 27 NM
105°–115°
115°–155° byd 27 NM
155°–225°
225°–290° byd 27 NM
290°–340°
340°–055° byd 20 NM
ILS 108.9 I–BER Rwy 23. Class IE. LOC unusable byd 20° left and 25° right of course. Autopilot coupled apch NA blw 365′ MSL.
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

ADAK N51°52.27′ W176°40.45′ NOTAM FILE ADK. **W ALEUTIAN ISLS**
(H) TACAN 113.0 BER Chan 77 051° 1.4 NM to Adak. 408/7E. **H–2H, L–2H**
internal monitoring n/a

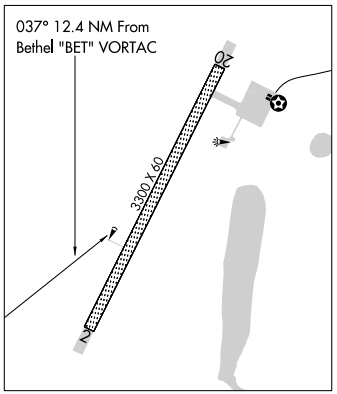
AIRWAY (See NORTH POLE on page 183)

AKHIOK (AKK)(PAKH) 1 SSW UTC–9(–8DT) N56°56.32′ W154°10.95′ **KODIAK**
44 NOTAM FILE AKK **L–2J**
RWY 04–22: 3120X50 (GRVL) **IAP**
RWY 04: Brush. Rgt tfc.
RWY 22: Brush.
AIRPORT REMARKS: Unattended. Rwy condition unmnt; recommend visual inspection bfr landing. Birds invof arpt. Rwy 04–22 NE 1040 ft has 2 in puddled water. Rwy 04–22 marked with orange cones. Thr has plastic reflective markers difficult to see on final apch.
AIRPORT MANAGER: 907-487-4952
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 560–7609. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 125.1
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 217° 78.2 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000′
DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



AKIACHAK

AKIACHAK (Z13)(PFZK) 2 W UTC–9(–8DT) N60°54.83′ W161°29.60′ **MC GRATH**
23 B NOTAM FILE ENA **L–3C**
RWY 02–20: 3300X60 (GRVL) MIRL **IAP**
SERVICE: **LGT** ACTVT MIRL Rwy 02–20; windsock—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to use. Rwy 02 and 20 lgts, reflective cones and thr markings. Rwy 02–20 heaves and dips full len.
AIRPORT MANAGER: 907-543-2498
WEATHER DATA SOURCES: AWOS–3P 118.0 (907) 269–2870. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 037° 12.4 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



AKIACHAK SPB (KKI) 0 S UTC–9(–8DT) N60°54.47′ W161°26.10′ **MC GRATH**

18 NOTAM FILE ENA

WATERWAY E–W: 5000X300 (WATER)

WATERWAY NW–SE: 5000X500 (WATER)

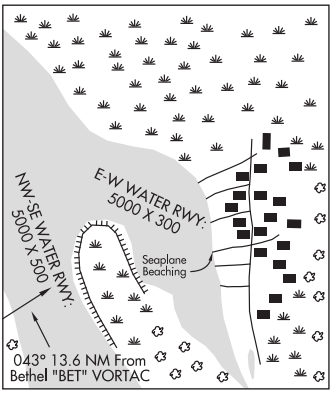
SEAPLANE REMARKS: Unattended. Dock or svcs unavbl; beaching area adj to village. Lnd NW–SE in lagoon, tkof E–W in river. 60 ft trees either end of water Indg area. Shoaling in Indg area. Be aware of poss shallow water. Arpt tfc NW. Alert: tidal river; tidal flats invof Indg and beach area; insp bfr Indg.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 043° 13.6 NM to fld. 105/14E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



AKIAK (AKI)(PFAK) 0 SW UTC–9(–8DT) N60°54.17′ W161°13.84′ **MC GRATH**

40 B NOTAM FILE ENA **L–3C**

RWY 03–21: 3200X76 (GRVL) MIRL **IAP**

RWY 03: Trees.

RWY 21: Trees.

SERVICE: **LGT** ACTIVATE MIRL Rwy 03–21—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr use. Waterfowl on and invof arpt. Nmrs ops invof arpt, req CTAF all ops; dep bfr tax on rwy; arr wi 10 NM and lv the rwy. Windsock unreliable. Rwy 03–21 mkd wi cones and reflective thr mkrs. Brush obscures rwy lgt.

AIRPORT MANAGER: (907) 543-2498

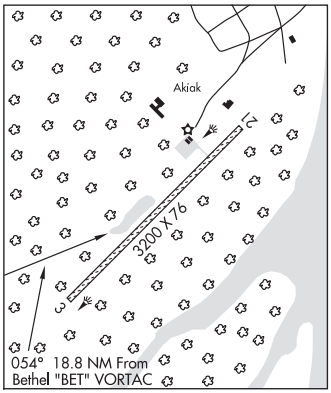
COMMUNICATIONS: CTAF 122.9

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

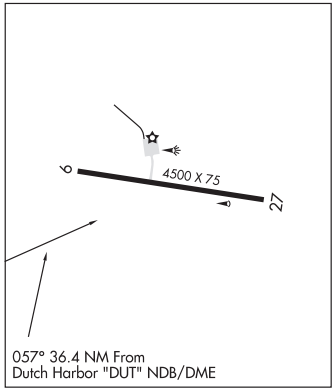
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 054° 18.8 NM to fld. 105/14E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



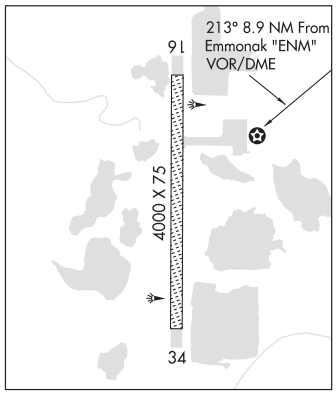
AKUTAN

AKUTAN (7AK)(PAUT) 6 E UTC–9(–8DT) N54°08.68′ W165°36.25′ **DUTCH HARBOR**
129 B NOTAM FILE 7AK **H–2I, L–2J**
RWY 09–27: H4500X75 (ASPH) S–120, D–250 MIRL 0.4% up E **IAP**
SERVICE: **LGT** ACTVT MIRL Rwy 09–27—CTAF.
AIRPORT REMARKS: Attended 1600–0400Z‡. Arpt on Akun Island; Akutan shuttle avbl. Pilots must provide own rope.
AIRPORT MANAGER: 907-784-3476
WEATHER DATA SOURCES: AWOS–3P 121.55 (907) 300–6012. Wx sensor type: AWOS–3c. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 121.4
GCO – 130.3; 5 CLICKS KENAI FSS; OCNL INOP)
RADIO AIDS TO NAVIGATION: NOTAM FILE DUT.
DUTCH HARBOR NDB/DME (HW) 283 DUT Chan 86 N53°54.31′ W166°32.87′ 057° 36.4 NM to fld. 272/9E.
DME portion unusable:
005°–080°
081°–330° byd 13 NM
331°–004° byd 15 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–866–478–7250.



AKUTAN SPB (KQA) 0 S UTC–9(–8DT) N54°08.03′ W165°46.70′ **DUTCH HARBOR**
00 NOTAM FILE CDB
WATERWAY E–W: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Ops area Akutan Harbor; drift wood and debris. Dly hel shuttle fm 7AK arpt. SPB ramp unusbl for seaplane ops all tides. Lrg cobble rock beach otr side of harbor unsat for float acft; firm and acptbl for lrg wheeled amphibian acft.
AIRPORT MANAGER: 907-698-2241
WEATHER DATA SOURCES: AWOS–3 121.550. Wx sensor type: AWOS–c
COMMUNICATIONS: CTAF 122.9

ALAKANUK (AUK)(PAUK) 2 S UTC–9(–8DT) N62°40.98′ W164°43.33′ **BETHEL**
22 B NOTAM FILE ENA **H–1A, 2J, L–3B**
RWY 16–34: 4000X75 (GRVL–DIRT) MIRL
RWY 16: Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 16–34 and Rot bcn–CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing.
AIRPORT MANAGER: (907) 625-1025
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) (H) VORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ 213° 8.9 NM to fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



ALASKA RGNL HOSPITAL HELIPORT (See ANCHORAGE on page 42)

ALEKNAGIK

ALEKNAGIK SPB (Z33) 0 NW UTC–9(–8DT) N59°16.44′ W158°37.42′ **KODIAK**

7 NOTAM FILE DLG

WATERWAY E–W: 10000X1000 (WATER)

SERVICE: **FUEL** 100LL, MOGAS

SEAPLANE REMARKS: Unattended. Seaplane base used during winter months when river is frozen. Fuel avbl at marina. Acft may not take off or land within 400′ of shore in an area commencing 400′ east of Mosquito and Moody Points and running west along both shores of Lake Aleknagik State Recreation Site. Slow taxi only (5 MPH or less) within 150′ of shore.

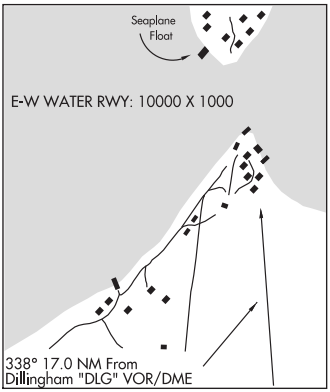
AIRPORT MANAGER: 907-842-5988

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 338° 17.0 NM to fld. 81/15E.

COMM/NAV/WEATHER REMARKS: Dillingham FSS Local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



ALEKNAGIK /NEW (5A8) 1 E UTC–9(–8DT) N59°16.95′ W158°37.07′ **KODIAK**

63 NOTAM FILE DLG

RWY 15–33: 2030X60 (GRVL) 0.5% up NW

RWY 15: Tree.

RWY 33: Brush.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to use. No snow removal. Be alert: rwy elevated above the surrounding terrain, no safety areas at either thld. The windsock is faded and below the tree line; may be unreliable. Segmented circle is overgrown and unuseable. Rwy 15–33 marked with orange 3′ cones. Be alert: float planes ldg and departing between north and south shores on the Aleknagik in the areas of Aleknagik Lodge and Mosquito Point. Trees on apch of Rwy 15, power lines on apch of Rwy 33. Loose rocks of rwy.

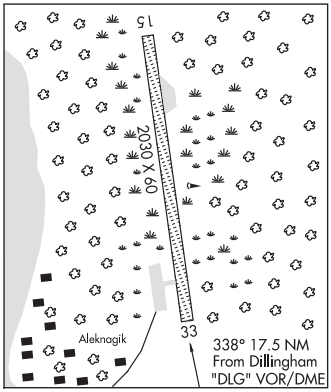
AIRPORT MANAGER: 907-842-5511

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 338° 17.5 NM to fld. 81/15E.

COMM/NAV/WEATHER REMARKS: Dillingham FSS Local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



ALEKNAGIK MISSION STRIP (4AK7) PVT 1 NE UTC–9(–8DT) N59°16.86′ W158°35.83′ **KODIAK**

150 NOTAM FILE

RWY 09–27: 1500X35 (GRVL)

RWY 09: Tree/bushes.

RWY 27: Tree/bushes.

RWY 03–21: 1400X25 (GRVL–DIRT)

RWY 21: Hill.

AIRPORT REMARKS: Unattended. No maintenance, unusable during winter months. Climb out from rwy very steep.

AIRPORT MANAGER: 907-242-4173

COMMUNICATIONS: CTAF 122.9

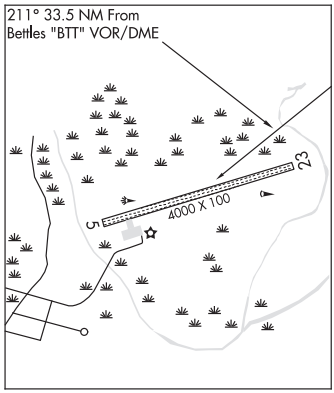
COMM/NAV/WEATHER REMARKS: Dillingham FSS Local call 842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

TRIPOD (Z25) 2 SE UTC–9(–8DT) N59°15.79′ W158°33.47′ **KODIAK**
225 NOTAM FILE DLG
RWY 11–29: 1250X50 (TURF–GRVL)
RWY 11: Trees.
RWY 29: Trees.
RWY 18–36: 850X40 (GRVL–DIRT)
RWY 18: Trees.
RWY 36: Trees.
AIRPORT REMARKS: Unatndd. Rwys not maintained; recommend prior inspection before use. Rwy 18–36 has 7′ trees growing in the center of the rwy midfield. Rwy unusable for fixed wing acft. Rwy 11 forest with 32′ trees 0′ from threshold. Rwy 36 forest across entire apch up to 0′ of threshold. No rwy markings either rwy. Rwy 11–29 is very rough and overgrown with brush and trees. Rwy 11–29 sfc consists of a narrow ATV trail and undulating tundra which slopes downhill towards north. Rwy 18–36 surface is very uneven and occasionally very soft. Rwy 18–36 used as an ATV camping site. Rwy 18–36 unusable only 10 ft wide with 6 –12 ft trees encroaching & rocks to 10 inches on sfc.
COMMUNICATIONS: CTAF 122.9

ALITAK SPB (See LAZY BAY on page 160)

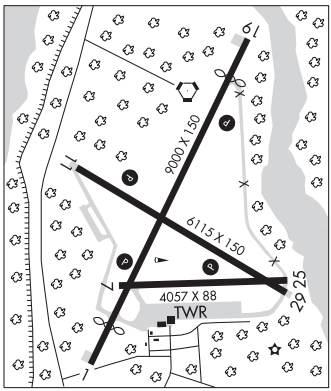
ALL WEST (See DELTA JUNCTION on page 91)

ALLAKAKET (6A8)(PFAL) 1 SSE UTC–9(–8DT) N66°33.11′ W152°37.33′ **FAIRBANKS**
441 B NOTAM FILE FAI **H–1A, L–4I**
RWY 05–23: 4000X100 (GRVL) MIRL **IAP**
RWY 05: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 05–23—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter, monitor CTAF. Rwy 05–23 marked with lgts and cones. Rot bcn may not be observed from northern quadrants at low altitudes. Cold temperature airport. Altitude correction required at or below –43C.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
BETTLES RCO 122.2 (FAIRBANKS RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 124.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
BETTLES (H) (H) VORW/DME 116.0 BTT Chan 107 N66°54.30′ W151°32.15′ 211° 33.5 NM to fld. 637/20E.
VOR AZIMUTH & DME unusable:
047°–077° byd 24 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



ALLEN AAF (BIG)(PABI) A 3 S UTC–9(–8DT) N63°59.71′ W145°43.20′ **ANCHORAGE**
1291 B NOTAM FILE BIG **H–1B, L–3B, 3E**
DIAP, AD

RWY 01–19: H9000X150 (ASPH) PCN 42 F/A/W/T HIRL
RWY 01: PAPI(P4L)—GA 3.0° TCH 74′. Thld dsplcd 1000′.
RWY 19: PAPI(P4L)—GA 3.0° TCH 73′. Thld dsplcd 1000′. Rgt tfc.
RWY 11–29: H6115X150 (ASPH) PCN 87 F/A/W/T HIRL
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 75′.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 73′.
RWY 07–25: H4057X88 (ASPH) PCN 42 F/A/W/T MIRL
RWY 25: Rgt tfc.



SERVICE: **FUEL** J8 **FUEL** J8: Civ fuel na. **LGT** ACTVT PAPI Rwy 01, 19, 11 and 29; HIRL Rwy 01–19 and 11–29; MIRL Rwy 07–25—CTAF. **JASU** CE 13, CA 1

MILITARY REMARKS: Attended Mon–Fri 1715–0100Z‡, clsd Fed hols. Flt ops Mon–Fri 1700–0100Z‡ exc fed hol. Arpt cond via NOTAM exc hol and wkend. Birds on and invof rwy. Authorized use only, violators will be prosecuted. All ops 24 hr PPR, no earlier than 5 days, D317–873–4170/4171/C907–873–4170/4171; Aft hr—Lve msg. Aft hr—Dispatch C907–873–3288. Mil ramp ops PPR. Wt rstrn in efct durg non winter months, no wt rstrn durg winter months. Rwy 01–19 intxn Twy A and portion S of Rwy 07–25 PCN 38; exc durg spring thaw PCN 3. Main apron PCN 31 F/A/W/T. Taxiway A PCN 57 F/A/W/T; Taxiway B PCN 42 F/A/W/T, Taxiway C PCN 68 F/A/W/T, Taxiway D PCN 44 F/A/W/T. Rwy 07–25 lrg and hvy tkof na. Rwy 19 lrg and hvy tkof and eng runups bfr dthr na. C130 or lrgr 180 deg turn around na exc conc portion of Rwy 01–19 1 May–1 Nov. 3 ctld firing ranges, 7 drop zones, and rstd area wi 35 NM, status avbl—Ft Greely Range Ctl D873–4714/4715/C907–873–4714/4715. Avoid overflight of Main Post area and ammunition storage area lctd 1.5 miles SE. Hover taxi over apron/ramp aces sodded area na. Rwy 01 gnd mnvr trng on hammerhead/keyhole na. Civ prkg avbl with CALP; W side of hngr. Civ acft req ldg permit. Obstn: 10 ft fence 119 ft fm tax line alg S edge of Twy D.

AIRPORT MANAGER: 907-873-4171

WEATHER DATA SOURCES: ASOS 135.65 (907) 869–3480. (WX CAM)

COMMUNICATIONS: CTAF 122.9 **ATIS** 132.075
BIG DELTA RCO 122.2(FAIRBANKS RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 135.3 322.5
TOWER 119.8 235.775 40.8 (1715–0100Z‡ Mon–Fri except Federal holidays)
GND CON 118.225 251.05
OPS 122.9 **FORT GREELY RANGE CONTROL** 38.3 FM 229.4 125.3

AIRSPACE: CLASS D svc 1715–0100Z‡ Mon–Fri except fed hols; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BIG.
BIG DELTA (H) (H) VORTACW 114.9 BIG Chan 96 N64°00.27′ W145°43.03′ at fld. 1230/23E.
VOR unusable:
055°–080° byd 15 NM blo 7,000′
260°–279° byd 10 NM
DELTA JUNCTION NDB (HW) 347 DJN N64°01.41′ W145°41.21′ 187° 1.9 NM to fld. 1338/20E.
ILS/DME 111.1 I–BIG Chan 48 Rwy 11. Class IT.

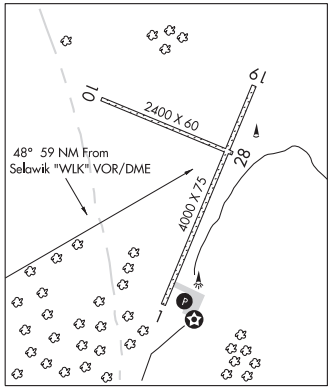
COMM/NAV/WEATHER REMARKS: For toll free call to Fairbanks FSS dial 1–866–248–6516. Lcl Wx Obs 1500–0630Z‡—Big Delta Wx C907–873–4401 or CTAF. Wx obs avbl otr times—17th OWS Joint Base Pearl Harbor–Hickam D315–449–8333/7950 C808–449–8333/7950. When ATCT clsd report psn—CTAF. Prior to arr, dep or spl reqs ctc Base Ops—CTAF.

ALPINE AIRSTRIP (See NUIQSUT on page 185)

ALSEK N59°19.55′ W138°53.10′ **JUNEAU**
RCO 121.4 (JUNEAU RADIO) **L–1B, 3E**

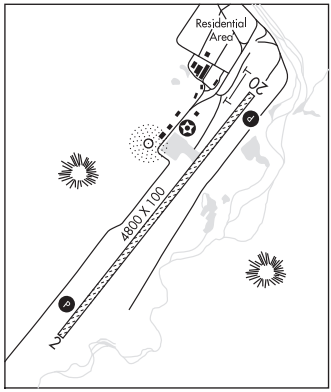
ALSEK RIVER (See YAKUTAT on page 265)

AMBLER (AFM)(PAFM) 1 N UTC–9(–8DT) N67°06.37′ W157°51.43′ **FAIRBANKS**
293 B NOTAM FILE AFM **H–1A, L–4I**
RWY 01–19: 4000X75 (GRVL–DIRT) MIRL 0.5% up N **IAP**
RWY 01: PAPI(P4R)—GA 3.0° TCH 25′. Trees.
RWY 19: Trees.
RWY 10–28: 2400X60 (GRVL–DIRT) MIRL 1.1% up W
SERVICE: **LGT** ACTIVATE PAPI Rwy 01; MIRL Rwy 01–19 and Rwy 10–28; windsock lgts—CTAF. ACTIVATE rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. Caribou invof rwys. Rwy 01–19 rwy surface is compacted gravel, rock and dirt. Rwy 10–28 rwy surface is compacted gravel, rock and dirt. Cold temperature airport. Altitude correction required at or below –36C. Rwy 01–19 crowns in center and no line of sight between rwy ends. Rwy 10–28 slopes uphill east to west approximately 80′.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 132.1 (907) 621–7610. (WX CAM)
COMMUNICATIONS: CTAF 122.7
RCO 122.0 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 072° 111.1 NM to fld. 121/9E.
COMM/NAV/WEATHER REMARKS: For a LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6515.



AMERICAN CREEK (8ØA) 0 N UTC–9(–8DT) N65°06.24′ W151°10.63′ **FAIRBANKS**
513 NOTAM FILE FAI
RWY 02–20: 1500X70 (TURF–GRVL) 1.3% up N
RWY 02: Tree.
RWY 20: Tree.
AIRPORT REMARKS: Unattended. Be alert winds erratic. Be alert, rwy used as road by mining equipment. Heavy equipment and drag line boom invof rwy, recommend flyby before ldg. No line of sight between rwy ends. Rocks up to 6" in diameter.
AIRPORT MANAGER: 907-451-2740
COMMUNICATIONS: CTAF 122.9

ANAKTUVUK PASS (AKP)(PAKP) 0 SE UTC–9(–8DT) N68°08.02′ W151°44.60′ **POINT BARROW**
2106 B NOTAM FILE AKP **H–1A, L–4I**
RWY 02–20: 4800X100 (GRVL) MIRL 1.1% up NE **IAP**
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 41′. Brush.
RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 02–20, REIL and PAPI Rwys 02 and 20, and rotating bcn—CTAF.
AIRPORT REMARKS: Attended continuously. Rwy 02–20 ALERT: Lctd in valley, high trrn all quads, exp turb wind, rcmd visual insp prior to use. Cold temperature airport. Altitude correction required at or below –31C.
AIRPORT MANAGER: (907) 852-0489
WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 661–3020. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
ANAKTUVUK PASS RCO 122.15 (FAIRBANKS RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.6 352.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
BETTLES (H) (H) VORW/DME 116.0 BTT Chan 107 N66°54.30′ W151°32.15′ 336° 74.1 NM to fld. 637/20E.
VOR AZIMUTH & DME unusable:
047°–077° byd 24 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



ANCHOR POINT

ANCHOR RIVER AIRPARK (AKØØ) PVT 1 NW UTC–9(–8DT) N59°46.98′ W151°51.18′ **KODIAK**
120 TPA—920(800) NOTAM FILE Not insp.
RWY 16–34: 2500X75 (GRVL)
RWY 16: Trees. Rgt tfc.
RWY 34: Trees.
AIRPORT REMARKS: Unattended. Dalgt VFR ops only. Rising trrn N. 100 ft trees surround rwy. Winter maint not available. Rwy cond unmnt; vis insp rcmdd prior to use.
AIRPORT MANAGER: 612-282-1978
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 275° 12.8 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.

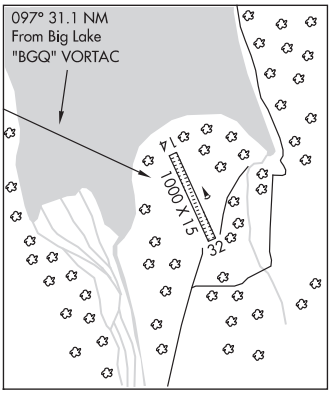


ANCHOR RIVER AIRPARK (See ANCHOR POINT on page 42)

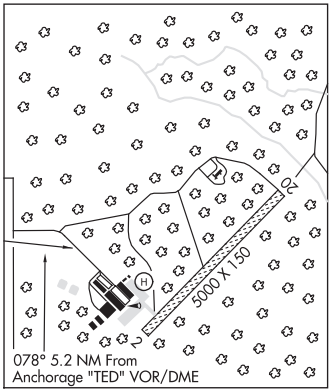
ANCHORAGE

ALASKA RGNL HOSPITAL HELIPORT (2OK) 2 E UTC–9(–8DT) N61°12.76′ W149°49.60′ **ANCHORAGE**
137 B NOTAM FILE ENA
HELIPAD H1: H175X175 (ASPH)
SERVICE: **FUEL** 100LL, JET A **LGT** No perimeter lights avbl.
HELIPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1630–0200Z‡. Heli on Merrill Field Arpt. Inbound Medevac 15 min prior to arr–130.45 or 907–258–3822/ 800–478–9111. Training invof heli; reqs time to secure area. Perimeter mkgs 115′ X 115′. Recommend approach from W–NE. Rwy H1 building E SW, 8′ fence W. Lgt poles 85′ SE and 110′ to NE.
AIRPORT MANAGER: 907-343-6301
COMMUNICATIONS: CTAF 126.0 **UNICOM** 122.95
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

BOLD (A13) 30 ENE UTC–9(–8DT) N61°20.48′ W148°59.93′ **ANCHORAGE**
900 NOTAM FILE ENA
RWY 14–32: 1000X15 (GRVL)
RWY 32: Trees.
AIRPORT REMARKS: Unattended. Airstrip located inside Chugach State Park. Sharply rising terrain E, S, W quadrants. Landings not allowed on lake. Hikers and vehicles in vcnty of airstrip. Brush up to 30" high on NE half of rwy, full length. Rwy 14–32 rutted and uneven. Trees encroaching on both sides of rwy. Rwy 14–32 slopes down toward lake. Rwy 14 gentle hump approach end. Trees growing up around windsock, wind indicator unreliable.
AIRPORT MANAGER: 907-688-0910
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 097° 31.1 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

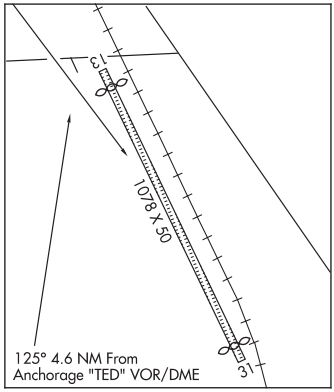


CAMPBELL AIRSTRIP (CSR) PVT 4 SE UTC–9(–8DT) N61º09.52´ W149º46.84´ **ANCHORAGE**
286 NOTAM FILE Not insp. **H–1B, 2K, L–1A, 3D, 4G**
RWY 02–20: 5000X150 (GRVL)
RWY 02: Trees. Rgt tfc.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Use permitted only with prior permission of BLM Anchorage field manager 267–1246, arpt manager 907–267–1357. All traffic patterns SE of fld. No winter maintenance. Rwy cond not monitored, recommend visual inspection prior to ldg. Drone use to 400´ AGL.
AIRPORT MANAGER: (907) 267-1357
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61º10.07´ W149º57.61´ 078º 5.2 NM to fld. 93/18E.
VOR unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
DME unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
196º–206º byd 25 NM blo 3,500´
206º–211º byd 25 NM blo 4,000´
211º–221º byd 25 NM blo 3,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

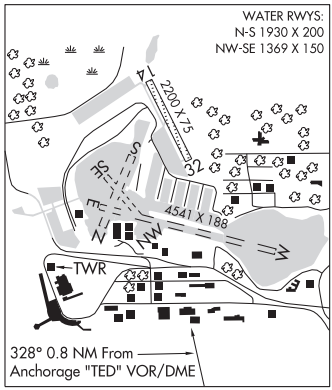


CAMPBELL LAKE SPB (ØA1) 3 SW UTC–9(–8DT) N61º07.98´ W149º56.51´ **ANCHORAGE**
20 NOTAM FILE ENA
WATERWAY 06W–24W: 4000X200 (WATER)
WATERWAY 06W: Rgt tfc.
SEAPLANE REMARKS: Unattended. Wind indicator: mult pvt windsocks around lake. Plan pattern to west, unless SE wind dictates E ops. Tsnt shoreline aces & svc NA.
AIRPORT MANAGER: 907-269-8503
COMMUNICATIONS: CTAF 122.9

FLYING CROWN (AK12) PVT 6 S UTC–9(–8DT) N61º06.36´ W149º51.83´ **ANCHORAGE**
144 NOTAM FILE Not insp.
RWY 15–33: 2000X75 (TURF)
RWY 15: Thld dsplcd 94´. Trees.
RWY 33: Thld dsplcd 352´. Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Ireg winter maint. Rwy cond unmnt; visual inspn rcmdd prior to use. Actv railroad parl to rwy; ops durg train tfc NA. Ctn: PAEW and sprinkler equip on & invof rwy. Rwy 15 first 80 ft slopes down.
AIRPORT MANAGER: 907-687-7488
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61º10.07´ W149º57.61´ 125º 4.7 NM to fld. 93/18E.
VOR unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
DME unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
196º–206º byd 25 NM blo 3,500´
206º–211º byd 25 NM blo 4,000´
211º–221º byd 25 NM blo 3,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



LAKE HOOD (LHD)(PALH) P (ANG) 3 SW UTC–9(–8DT) N61°11.20′ W149°57.92′ **ANCHORAGE AD**
79 TPA—See Remarks NOTAM FILE LHD
RWY 14–32: 2200X75 (GRVL–DIRT) MIRL
RWY 14: Tree.
RWY 32: Tree. Rgt tfc.
SERVICE: S4 **FUEL** 100, 100LL, JET A **LGT** SS–SR.
NOISE: Noise sensitive area in effect—Amgr for info.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. 100LL lctd Rwy 14–32 tsnt prkg & FBO. Waterfowl, nesting and lrg flocks of birds spring/fall invof arpt. TPA–673(600). Non–rdo ops PPR—907–271–5936; Req tsfr to ATCT; Rmn wi 15 min of ETA. Ngt non–rdo ops NA. Bfr lv slips adj to n/s water lane alg shoreline ctc ATCT–126.8 or 907–271–6549. CAUTION: PAEW; Twy/Road around Lake Hood multi use; Rcmd Indg lgt durg tax. Rwy 14–32 tfc pat overlaps seadrome pat. Rwy 14–32 ltd to 9000 lb or less. Public ramps on N and W shore of Lake Hood. Area NW and SW of Lake Spenard from canal eastward 1500 ft not vsbl from ATCT. Twy V PCL security gate east of Twy E, key 121.75 3 times. Twy H–2/Lakeshore twy gates PCL; Key 121.75 3 times. Arr/Dep routes; See Area Notices. See Notice in Section C for arpt layout graphic.



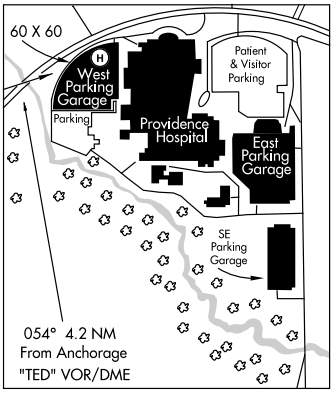
AIRPORT MANAGER: 907-266-2741
WEATHER DATA SOURCES: ASOS 125.6 (907) 245–5432. (WX CAM)
COMMUNICATIONS: CTAF 126.8 **ATIS** 125.6 (907–245–5432)
Ⓡ **ANCHORAGE APP/DEP CON** 119.1 363.2
TOWER 126.8
CLNC DEL 119.4
AIRSPACE: CLASS D.
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07′ W149°57.61′ 334° 1.1 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

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WATERWAY E–W: 4541X188 (WATER)
WATERWAY N–S: 1930X200 (WATER)
WATERWAY SE–NW: 1369X150 (WATER)
SEAPLANE REMARKS: Waterlanes to Lake Hood Seaplane Base elev 76′. N pothole dsgnd no wake area. Lake clsd to acft over 12,500 lbs freezeup—Dec 31, overflows into ice may ocr durg winter. For prior winter ski ops avblty—lcl NOTAMS and twr. Floating debris on lake.

MERRILL FLD (MRI)(PAMR) 2 E UTC–9(–8DT) N61°12.81´ W149°50.68´ **ANCHORAGE**
143 B TPA—See Remarks LRA NOTAM FILE MRI **H–1B, 2K, L–1A, 3D, 4G**
RWY 08–26: H4000X100 (ASPH) S–50, D–80 MIRL 0.3% up E **IAP, AD**
RWY 08: REIL. PAPI(P4R)—GA 3.5° TCH 29´. Pole. Rgt tfc.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 29´.
RWY 17–35: H2640X75 (ASPH) S–20 MIRL 0.3% up N
RWY 17: REIL. VASI(V2R)—GA 3.0° TCH 22´. Bldg. Rgt tfc.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 21´. Pole.
RWY 05–23: H2000X60 (ASPH–GRVL)
RWY 23: Fence.
SERVICE: S4 **FUEL** 100, JET A **OX** 2, 4 **LGT** ACTVT REIL Rwy 08, 17, 26, 35; MIRL Rwy 08–26 and 17–35—CTAF. PAPI Rwy 08, 26 and 35; VASI Rwy 17 opr consly. All rwy and twy lgts nonstd height.
NOISE: Noise abatement; TGL or pat work NA 0700–1600Z‡.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1630–0230Z‡. Rwy 05–23 first 60 ft paved; rmng grvl. Rwy 05–23 used seasonally as snow rwy. Rcmd ski equip acft use to minimize wheel rutting. Helipad locid 2OK. 1–8 ft snow berms adj to rwys and twys durg winter. Birds and seagulls on and invof arpt. Nonmovement area ctc gnd ctl bfr taxi. Ptns of Twy C btn Twy S and Twy N, and ptns of Twy Q not vis fm twr. Twy B south of Twy M, Twy G btn Twy N and Rwy 05–23, Twy Q east of Twy C and all sfcs south of Rwy 05–23 unctld. PPR ovr 12500 lb. TPA for acft 105 kts or less 900 ft MSL. Acft greater than 105 kts 1200 ft MSL. Otfc of arpt blo 300 ft NA. Compass rose avbl with prior cdn—ATCT. SAID in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Arr/Dep Routes—See Area Notices; Spl Notice Cartee Asp. Alaska Rgnl Hospital 2OK heli on arpt; See separate listing for info.
AIRPORT MANAGER: 907-343-6301
WEATHER DATA SOURCES: ASOS 124.25 (907) 271–5277. (WX CAM)
COMMUNICATIONS: CTAF 126.0 **UNICOM** 122.95 **ATIS** 124.25
RCO 122.2 (KENAI RADIO)
RCO 122.55 122.3 (KENAI RADIO)
Ⓡ **ANCHORAGE APP/DEP CON** 363.2 119.1
TOWER 126.0 127.55 (1600–0700Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1600–0700Z‡; other times CLASS E.
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07´ W149°57.61´ 033° 4.3 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000´
091°–096° byd 20 NM blo 15,000´
096°–121° byd 25 NM blo 12,500´
121°–146° byd 25 NM blo 9,000´
DME unusable:
041°–091° byd 25 NM blo 15,000´
091°–096° byd 20 NM blo 15,000´
096°–121° byd 25 NM blo 12,500´
121°–146° byd 25 NM blo 9,000´
196°–206° byd 25 NM blo 3,500´
206°–211° byd 25 NM blo 4,000´
211°–221° byd 25 NM blo 3,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. FM radio interference may be received on twr freqs in tfc patterns. When ATCT clsd ctc Merrill wx—CTAF or 271–4355. When twr clsd CTAF procedures are recommended. See Regulatory Notices Anchorage Terminal Area Merrill Segment this supplement. Use freq 122.55 (BCV RCO) for filing, activating and canceling flight plans in the Anchorage Bowl Area.

PROVIDENCE HOSPITAL HELIPORT (AK38) PVT 3 SE UTC–9(–8DT) N61°11.34′ W149°49.31′ **ANCHORAGE**
140 NOTAM FILE Not insp.
HELIPAD H1: H60X60 (ASPH) MIRL
SERVICE: **LGT** H1 flood lights.
HELIPORT REMARKS: Attended 24 hrs. Special Air Traffic Rules–Part 93 see Regulatory Notices. Heliport within Merrill Class D airspace, ctc Merrill twr freq 126.0. Be Alert; Hospital helicopter base on rooftop. Apch or departure NW or SE along Providence Drive. PPR for ldg helicopters, contact Lifeguard base telephone 907–261–3071 or 800–478–5433 15 minutes prior to arrival.
AIRPORT MANAGER: 907-212-2350
COMMUNICATIONS: CTAF 126.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07′ W149°57.61′ 054° 4.2 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′



COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Wx avbl on Merrill ATIS 124.25 or ctc FSS. Anchorage wx camera avbl on internet at http://avcams.faa.gov.

SIXMILE LAKE (AAØ6) PVT 2 NE UTC–9(–8DT) N61°17.38′ W149°48.37′ **ANCHORAGE**
85 NOTAM FILE Not insp.
RWY 06–24: 1600X35 (GRVL)
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-552-2107
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.
WATERWAY 07W–25W: 4000X50 (WATER)
SEAPLANE REMARKS: Unattended.

TED STEVENS ANCHORAGE INTL (ANC)(PANC) P (ANG) 4 SW UTC–9(–8DT) N61°10.45´ **ANCHORAGE**
W149°59.89´ **H–1B, 2K, L–1A, 3D, 4G**
151 B LRA Class I, ARFF Index E NOTAM FILE ANC **IAP, AD**

RWY 07R–25L: H12400X200 (ASPH–CONC–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D2–1120 PCR 663 F/A/W/T HIRL CL
RWY 07R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72´. RVR–TMR Rgt tfc.
RWY 25L: PAPI(P4L)—GA 3.0° TCH 75´. RVR–TMR 0.4% up.

RWY 15–33: H10865X200 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D2–1120 PCR 663 F/A/W/T HIRL CL
RWY 15: MALSF. PAPI(P4R)—GA 3.2° TCH 78´. RVR–TMR Rgt tfc. 0.5% down.
RWY 33: REIL. PAPI(P4R)—GA 3.0° TCH 60´. RVR–TMR Thld dsplcd 465´.

RWY 07L–25R: H10600X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D2–1120 PCR 663 F/A/W/T HIRL CL
RWY 07L: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 63´. RVR–TR Rgt tfc. 0.4% down.
RWY 25R: PAPI(P4L)—GA 3.0° TCH 60´. RVR–TR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L:	TORA–10600	TODA–10600	ASDA–10600	LDA–10600
RWY 07R:	TORA–10900	TODA–10900	ASDA–10900	LDA–12400
RWY 15:	TORA–10865	TODA–10865	ASDA–10000	LDA–10000
RWY 25L:	TORA–12400	TODA–12400	ASDA–12000	LDA–12000
RWY 25R:	TORA–10600	TODA–10600	ASDA–10600	LDA–10600
RWY 33:	TORA–10865	TODA–11965	ASDA–10865	LDA–10400

SERVICE: S4 **FUEL** 100, 100LL, JET A, A1 **OX** 1, 2, 3, 4

NOISE: Noise sensitive area S and E; Rwy 07R, 07L, 15 tbjt/turbofan dep employ FAA close–in NADP or ICAO Proc B NADP when safety permits; info—amgr.

AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. Birds invof arpt Spring–Fall. ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Non–radio night ops NA; Non–parrot ops 1 hr PPR; Non–radio ops PPR; must prvd ETA and remain wi 15 min–ATCT 907–271–2700 wkdays 1630–0100Z‡; aft hr and hol–FAA 907–271–5936. No nighttime non–radio acft ops permitted. Tsnt mil PPR. NOTE: Twy K is north of and parallel to Rwy 07R/L–25R/L. Use caution to avoid ldg on twy. When Rwy 07R–25L or Rwy 15–33 are CLOSED, Rwy 07L–25R open to all acft. FAA ramp PPR with ANC FIFO Mon–Fri 1500–2330Z‡—135.85 or 907–271–2414 or AVN 405–954–9780. R turn out of ramp prkg R–2 thru R–4 NA. General aviation ops be alert, jet blast all twys and parking ramp. Rwy 07R: back tax fm Twy J for dep NA. Rwy 15 blast pad and Twy J runup area S side ireg sfc. Compass clbr pad N/A. 489´ unlgtd twr 2.5 mi NE. Ptns of Twy K btn Twy H and Twy J not vis fm ATCT. Twy V, scty gate E of Twy E–PCL 121.75 5 times; Twy H–2, lakeshore twy gates–PCL 121.75 3 times; if inop allow 30 sec reset and notify LHD Ops–907–266–2600. Twy V rstrd to 12500 lbs or less; subject to jet blast W of Twy E. P Ramp prkg spots P1/2/3 jet blast haz, exit using min thrust req. Rwy 25L 200 ft blast pad. PPR for gnd time gtr than 4 hr at arpt ctl spots; apvl req 48 hr prior to dep for ANC–Gate Mgmt 907–266–2633 or email: dot.aia.ops.gatemanagement@alaska.gov. Cold temperature airport. Altitude correction required at or below –21C.

AIRPORT MANAGER: 907-266-2545

WEATHER DATA SOURCES: ASOS (907) 560–7681 (WX CAM)

COMMUNICATIONS: UNICOM 122.95 **D–ATIS** 135.5 907–243–2847
RCO 122.2 (KENAI FSS)
APP/DEP CON 119.1 363.2 (250°–330° TED 1500´ and blo) (331°–045° TED 2500´ and blo)
118.6 290.5 (250°–330° TED abv 1500´) (331°–045° TED abv 2500´)
126.4 270.25 (046°–205° TED) 123.8 270.25 (206°–249° TED)
TOWER 257.8 118.3 **GND CON** 338.25 121.9 **CLNC DEL** 323.1 119.4
INTERNATIONAL A/G FREQS 13273 11330 10048 8951 6655 5628 2932 (San Francisco ARINC)
PDC

AIRSPACE: CLASS C svc ctc **APP CON**.

VOR TEST FACILITY (VOT) 108.4

CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07′ W149°57.61′ 271° 1.2 NM to fld. 93/18E.

VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′

DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′

ILS/DME 109.9 I–TGN Chan 36 Rwy 07L. Class IID.

ILS/DME 111.3 I–ANC Chan 50 Rwy 07R. Class IIIE. LOC unusable byd 25° left of course. DME unusable byd 25° right of course.

ILS/DME 111.75 I–BSC Chan 54(Y) Rwy 15. Class IE.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. SELCAL facility on HF avbl, opr by San Francisco ARINC. WSO 907–266–5105. SSB (upper channel) capability. Avbl for all HF air/gnd freqs. VOT unusable east of Twy K, south of Twy M and Twy R. Use freq 122.55 (BCV RCO) for filing, activating and canceling flight plans in the Anchorage Bowl Area.

ANCHORAGE N61°10.07′ W149°57.61′ NOTAM FILE ANC. **ANCHORAGE**

(H) (H) VORW/DME 113.15 TED Chan 78(Y) 334° 1.1 NM to Lake Hood. 93/18E. **H–1B, 2K, L–1A, 3D, 4G**

VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′

DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′

RCO 122.2 (KENAI RADIO)

ANDERSON

TISCHNER AIR (2AN) 6 S UTC–9(–8DT) N64°15.27′ W149°11.52′ **FAIRBANKS**

647 NOTAM FILE Not insp.

RWY 02–20: 1520X70 (DIRT)

RWY 02: Rgt tfc.

AIRPORT REMARKS: CTN—ldg area also used as a road.

AIRPORT MANAGER: 907-354-4120

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ANDERSON LAKE (See WASILLA on page 254)

ANGOON SPB (AGN)(PAGN) 1 SE UTC–9(–8DT) N57°30.21′ W134°35.11′ **JUNEAU**

00 NOTAM FILE AGN

WATERWAY NW–SE: 10000X900 (WATER)

SEAPLANE REMARKS: Unattended. Exposed rocks in ldg area at low tide. Boats use seaplane float. Small boat traffic in landing area. Damaged and unreliable wind sock.

AIRPORT MANAGER: 907-465-4512

WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 205–5480. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (SITKA RADIO)

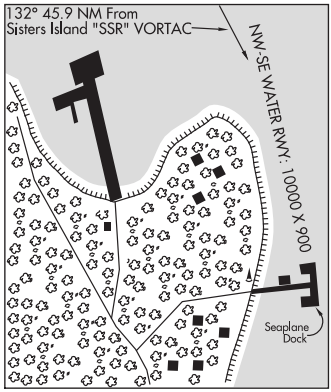
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87
N58°10.66′ W135°15.53′ 132° 45.9 NM to fld. 40/20E.

VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

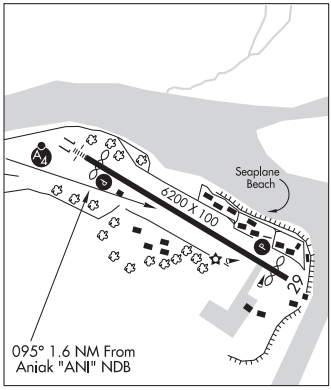
TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM



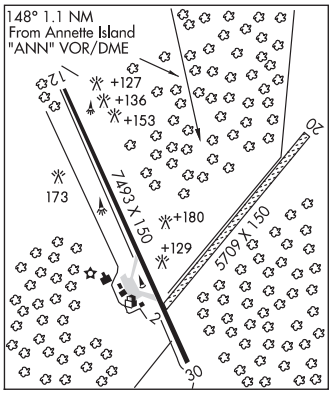
COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

ANIAK (ANI)(PANI) 0 S UTC–9(–8DT) N61°34.88′ W159°32.72′ **MC GRATH**
97 B NOTAM FILE ANI **H–1B, 2J, L–3C**
RWY 11–29: H6200X100 (ASPH–GRVD) S–30, D–120, 2D–126 **IAP**
PCR 405 F/A/X/T HIRL
RWY 11: MALSF. PAPI(P4R)—GA 3.0° TCH 35′. Thld dsplcd 400′. Road.
RWY 29: PAPI(P4R)—GA 3.0° TCH 40′. Thld dsplcd 400′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–5800 TODA–6200 ASDA–5800 LDA–5400
RWY 29: TORA–5800 TODA–6200 ASDA–5800 LDA–5400
SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTVT MALSF Rwy 11; PAPI Rwy 11 and Rwy 29; HIRL Rwy 11–29—CTAF.
AIRPORT REMARKS: Attended: 1 May–14 Oct Mon–Fri 1630–0130Z‡. 15 Oct–30 Apr Sun–Sat 1630–0130Z‡. PAEW on the rwy. Arpt maint duty hrs 1700–0130Z‡ Mon thru Fri. 100LL fuel avbl—CTAF or 907–675–4295. Fuel truck aces avbl slough beach E of ramp. Arpt sand lrgr gradation than FAA rcmdd/See AC150/5200–30. Cold temperature airport. Altitude correction required at or below –37C. Tsnt prkg avbl, mrkd with green cones. Lock wheel turns NA all sfcs.
AIRPORT MANAGER: 907-676-0505
WEATHER DATA SOURCES: AWOS–3P 124.3 (907) 621–7611. (WX CAM)
COMMUNICATIONS: CTAF 122.1
RCO 122.45 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 251.05 118.15
CLNC DEL 118.15
AIRSPACE: CLASS E svc 1500–0859Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ANI.
NDB (HW) 359 ANI N61°35.41′ W159°35.87′ 095° 1.6 NM to fld. 88/14E.
ILS/DME 109.7 I–ANI Chan 34 Rwy 11. Class IA.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Because of natural obstructions AWOS–3 wind may be unrepresentative of rwy wind conditions.



ANNETTE

ANNETTE ISLAND (ANN)(PANT) PVT 0 N UTC–9(–8DT) N55°02.54′ W131°34.25′ **KETCHIKAN**
119 NOTAM FILE ANN **H–1D, L–1C**
RWY 12–30: H7493X150 (ASPH)
RWY 12: Rgt tfc.
RWY 02–20: 5709X150 (GRVL)
RWY 02: Trees brush. Rgt tfc.
RWY 20: Trees brush.
AIRPORT REMARKS: Unattended. PPR–ops hrs 907–886–4441. Mts NE. Rwy maint and snow removal NA. Rwy 12–30 soft spots 1600 ft and 2400 ft fm Rwy 12 end. Vehicles, broken glass rock and debris on rwys. Airport use: Med evac and trng. Ltd small acft storage–amgr. Emerg–907–886–4011 Metlakatla pd.
AIRPORT MANAGER: 907-886-4441
COMMUNICATIONS: CTAF 122.9
RCO 122.4 (KETCHIKAN RADIO)

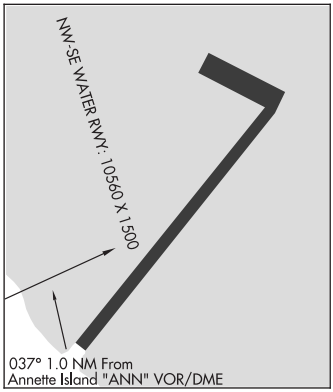


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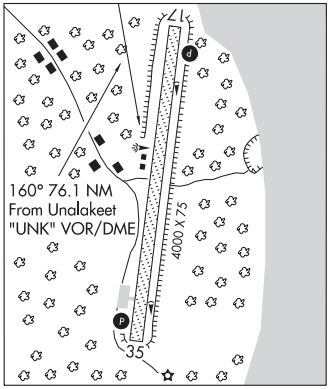
RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.
(H) (H) VORW/DME 117.1 ANN Chan 118 N55º03.62´ W131º34.70´ 146º 1.1 NM to fld. 184/21E.
VOR unusable:
000º–100º byd 11 NM blo 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500´
120º–130º byd 37 NM blo 6,000´
290º–320º byd 32 NM blo 7,000´
290º–320º byd 37 NM blo 9,000´
345º–000º byd 20 NM
DME unusable:
000º–100º byd 11 NM blo 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500´
120º–130º byd 37 NM blo 6,000´
290º–320º byd 32 NM blo 7,000´
290º–320º byd 37 NM blo 9,000´
345º–000º byd 20 NM
COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

TAMGAS HARBOR SPB (Z43) 2 NE UTC–9(–8DT) N55º04.08´ W131º33.42´ **KETCHIKAN**
00 NOTAM FILE KTN
WATERWAY NW–SE: 10560X1500 (WATER)
SEAPLANE REMARKS: Unattended. Rock jetty, dock available. Call police department at 907–886–4011 or VHF Channel 80 prior to landing at strip or SPB. Be alert many divers and boaters in the area.
AIRPORT MANAGER: (907) 886-4011
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.
ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55º03.62´ W131º34.70´ at fld. 184/21E.
VOR unusable:
000º–100º byd 11 NM blo 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500´
120º–130º byd 37 NM blo 6,000´
290º–320º byd 32 NM blo 7,000´
290º–320º byd 37 NM blo 9,000´
345º–000º byd 20 NM
DME unusable:
000º–100º byd 11 NM blo 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500´
120º–130º byd 37 NM blo 6,000´
290º–320º byd 32 NM blo 7,000´
290º–320º byd 37 NM blo 9,000´
345º–000º byd 20 NM
COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

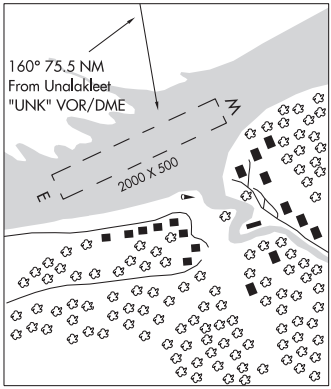


ANVIK

ANVIK (ANV)(PANV) 1 SE UTC–9(–8DT) N62°38.84′ W160°11.40′ **MC GRATH**
297 B NOTAM FILE ANV **H–1B, 2J, L–3C**
RWY 17–35: 4000X75 (GRVL) MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Brush.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 & 35, REIL Rwy 17 & 35—122.7.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 77′ trees 200′ east of windsock may result in erroneous wind indications.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 133.55 (907) 663–6353. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116
N63°53.52′ W160°41.06′ 155° 76.1 NM to fld. 436/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call Kenai FSS dial 1–866–864–1737.



ANVIK SPB (K4Ø) 0 NW UTC–9(–8DT) N62°39.37′ W160°12.33′ **MC GRATH**
52 NOTAM FILE ANV
WATERWAY E–W: 2000X500 (WATER)
SEAPLANE REMARKS: Unattended. No services or dock. Beaching area on shore near village. Boats park in beaching area. Operating area in Anvik River.
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116
N63°53.52′ W160°41.06′ 155° 75.5 NM to fld. 436/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call Kenai FSS dial 1–866–864–1737.



ARCTIC VILLAGE (ARC)(PARC) 1 SW UTC–9(–8DT) N68°06.88′ W145°34.76′ **POINT BARROW**
2092 B NOTAM FILE ARC **H–1B, L–4J**
IAP

RWY 02–20: 4500X75 (GRVL) MIRL 0.3% up NE
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Road.

SERVICE: **LGT** Dusk–Dawn: ACTVT REIL Rwy 20, PAPI Rwy 20; MIRL Rwy 02–20—CTAF. Arpt bcn OTS indefly.

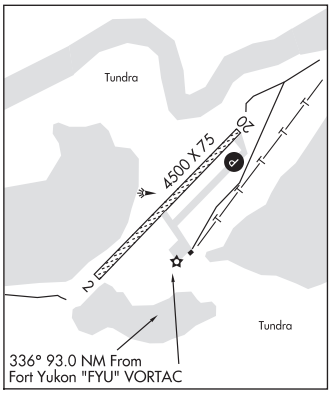
AIRPORT REMARKS: Unattended. Rwy unmnt rcmd visual insp prior to ldg. Line of sight btn rwy ends NA. Rwy slps downhill to SW. Cold temperature airport. Altitude correction required at or below –37C. Ldg fee.

AIRPORT MANAGER: 907-587-5523

WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 269–2758. (WX CAM)

COMMUNICATIONS: CTAF 122.9
FORT YUKON RCO 122.05 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 135.0 225.4

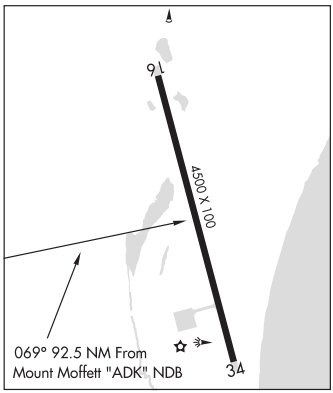
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ 336° 93.0 NM to fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′
DME unusable:
280°–300° byd 35 NM blo 2,500′



COMM/NAV/WEATHER REMARKS: For a toll free call Fairbanks FSS dial 1–866–248–6516.

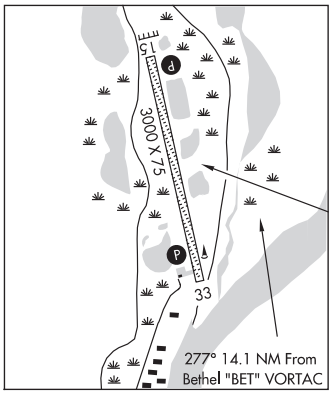
ATIGUN N68°09.01′ W149°24.39′ **POINT BARROW**
RCO 122.6 (FAIRBANKS RADIO) **L–4J**

ATKA (AKA)(PAAK) 2 N UTC–10(–9DT) N52°13.24′ W174°12.37′ **W ALEUTIAN ISLS**
55 B NOTAM FILE AKA **H–2I, L–2H**
RWY 16–34: H4500X100 (ASPH–GRVD) S–30, D–150 PCN 37 **IAP**
F/B/Y/T MIRL 0.5% up N
RWY 16: REIL. Road.
RWY 34: REIL. Road.
AIRPORT REMARKS: Unattended. Rwy cond not mnt, rcmd visual insp prior to use. Gulls & eagles alg Nazan Bay shoreline. Rwy 16–34 wash out E side outside of lgts. Rwy 16 mkg cond worn. Rwy 16 safety area 150 paved & 150 ft grvl. Rwy 34 mkg cond worn. Rwy 34 safety area 150 paved & 150 ft grvl. Rwy maint & snow removal – 907–839–2319.
AIRPORT MANAGER: 907-581-1786
WEATHER DATA SOURCES: AWOS–3P 135.55 (907) 560–7623.
COMMUNICATIONS: CTAF 122.9
COLD BAY FSS 123.6 (COLD BAY RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 126.4
GCO 122.15 (NTSD 4 CLICKS FOR KENAI FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE ADK.
MOUNT MOFFETT NDB/DME (HW) 530 ADK Chan 87 N51°52.31′ W176°40.56′ 069° 93.9 NM to fld. 329/7E.
DME channel 087x is paired with vhf freq 114.0
DME unusable:
080°–105° byd 27 NM
105°–115°
115°–155° byd 27 NM
155°–225°
225°–290° byd 27 NM
290°–340°
340°–055° byd 20 NM

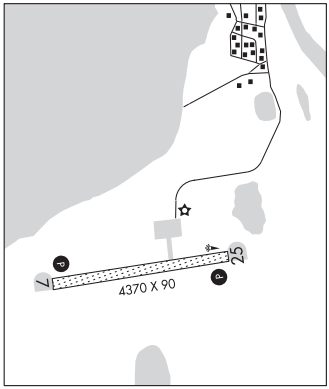


COMM/NAV/WEATHER REMARKS: For a toll free call Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Auto Wx — CTAF 4 clicks.

ATMAUTLUAK (4A2)(PAAB) 0 NE UTC–9(–8DT) N60°52.07′ W162°16.46′ **BETHEL**
19 B NOTAM FILE ENA **L–3C**
RWY 15–33: 3000X75 (GRVL) MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Brush.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Brush.
SERVICE: **LGT** ACTVT REIL Rwy 15 and 33; PAPI Rwy 15 and 33; MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Unattended. Birds invof rwy. Rwy cond unmnt; rcmd visual insp bfr use. Rwy, twy & ramp has 4–6 in dips & ruts. Rwy sinks & sloped E.
AIRPORT MANAGER: 907-543-2498
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 277° 14.1 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

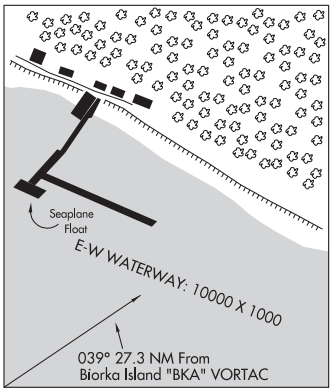


ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ) 1 S UTC–9(–8DT) N70°28.03´ W157°26.14´ **CAPE LISBURNE**
H–1A, L–4I
IAP
101 B NOTAM FILE ATK
RWY 07–25: 4370X90 (GRVL) MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 30´.
RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 30´.
SERVICE: **LGT** ACTVT REIL Rwy 07 and 25; PAPI Rwy 07 and 25; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. Abnd rwy vsb N side of community. Rwy 25, 6 in ruts 1800 ft fm thr. Rwy cond unmtr, rcmd visual insp prior to use. Rwy surface 90–110 ft btn lgts.
AIRPORT MANAGER: 907-852-0489
WEATHER DATA SOURCES: AWOS–3P 119.925 (907) 560–7617.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 135.3
RADIO AIDS TO NAVIGATION: NOTAM FILE BRW.
BARROW (H) (H) VORW/DME 116.2 BRW Chan 109 N71°16.41´ W156°47.29´ 185° 50.2 NM to fld. 57/10E.
COMM/NAV/WEATHER REMARKS: Barrow FSS 1–800–779–7709. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BADAMI (See DEADHORSE on page 89)

BARANOF WARM SPRINGS FLOAT AND SEAPLANE FLOAT SPB (BNF) 0 SE UTC–9(–8DT) N57°05.33´ W134°49.99´ **JUNEAU**
00 NOTAM FILE SIT
WATERWAY E–W: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Dock. High trrn srndg lndg zone. Ocnl turb wind shear low elev. Ops area in Warm Springs Bay. Hvy waterfall current shoves planes into float; hazus durg certain tide. Gangway prvds lnd slide aces Apr–Nov. Boats may be tied to SPB float dock.
AIRPORT MANAGER: (907) 747-3439
COMMUNICATIONS: CTAF/UNICOM 122.8



CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85 N56°51.56′ W135°33.08′ 039° 27.3 NM to fld. 260/20E.

VOR unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–330° byd 36 NM blo 9,000′

TACAN AZIMUTH unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–329° byd 36 NM blo 10,000′
330°–335° byd 27 NM blo 8,000′

DME unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
330°–335° byd 27 NM blo 8,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS call 1–907–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

BARROW

N71°16.41′ W156°47.29′ NOTAM FILE BRW.

POINT BARROW
H–1A, L–4I

(H) (H) VORW/DME 116.2 BRW Chan 109 57/10E.

RCO 122.2 122.6 123.6 (FAIRBANKS RADIO)

BARTER ISLAND

(BTI)(PABA) 1 NNE UTC–9(–8DT) N70°06.79′ W143°39.22′

POINT BARROW
H–1A, L–4J
IAP

55 B NOTAM FILE BTI

RWY 07–25: 4500X100 (GRVL) MIRL

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 31′. Road.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 30′.

SERVICE: **LGT** ACTVT MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25—CTAF. PAPI Rwy 07 and Rwy 25 opr consly.

AIRPORT REMARKS: Attended 1500–0900Z‡. Gulls, waterfowl and bears invof arpt Spring–Fall. Rwy unmnt; rcmd visual insp prior to lndg.

AIRPORT MANAGER: (907) 852-0489

WEATHER DATA SOURCES: AWOS–3P 121.450 (907) 640–2124.

COMMUNICATIONS: CTAF 122.8

BARTER ISLAND RCO 122.0 (DEADHORSE RADIO)

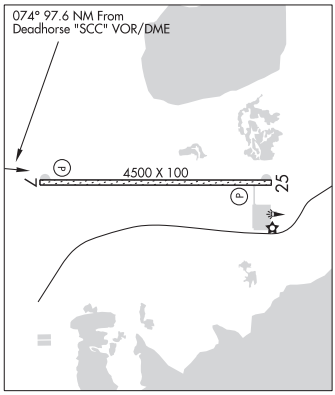
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 120.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

DEADHORSE (H) (H) VORW/DME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 074° 97.6 NM to fld. 54/17E.

DME unusable:
143°–190° blo 2,300′
143°–190° byd 16 NM

VOR unusable:
145°–158° blo 3,000′
145°–158° byd 15 NM blo 4,000′
145°–158° byd 20 NM blo 5,000′
145°–158° byd 25 NM blo 6,000′
145°–158° byd 30 NM blo 10,000′



COMM/NAV/WEATHER REMARKS: Deadhorse FSS—907–659–2401 lcl;. Fairbanks FSS 1–866–248–6516.

BARTLETT COVE SPB (BQV) 0 NW UTC–9(–8DT) N58°27.31′ W135°53.11′ **JUNEAU**

00 NOTAM FILE JNU

WATERWAY NW–SE: 10000X4000 (WATER)

SEAPLANE REMARKS: Unattended. 1 May–16 Sept, 3 hr docking limit, 17 Sept–30 Apr, 10 day docking limit. Wind indicator located on ferry terminal. Seaplane float exposed to westerly seas.

AIRPORT MANAGER: 907-697-2230

COMMUNICATIONS: CTAF 122.5

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

BASIN CREEK

ENGSTROM FLD (Z47) 0 W UTC–9(–8DT) N64°40.75′ W165°17.95′ **NOME**

143 NOTAM FILE OME

RWY 16–34: 2000X60 (GRVL–DIRT) 0.3% up N

RWY 16: Brush.

RWY 34: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy soft during rainy season. Tall grass on rwy.

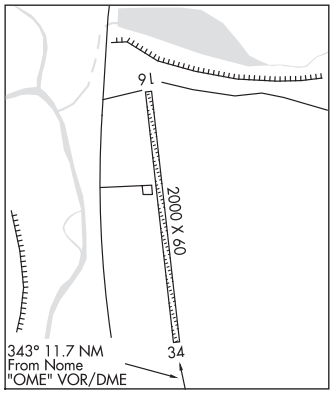
AIRPORT MANAGER: 907-443-2586

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 343° 11.7 NM to fld. 95/11E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BEAR CREEK 3 (Z48) 3 W UTC–9(–8DT) N63°34.30′ W156°08.64′ **MC GRATH**

740 NOTAM FILE ENA

RWY 15–33: 1800X25 (TURF–DIRT)

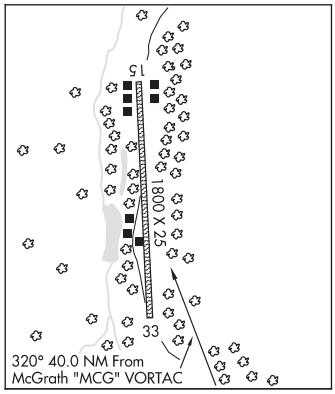
RWY 15: Trees.

RWY 33: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Unmonitored, recommend visual inspection prior to use. Moose invof rwy. 8′ trees and 4′ grass alg undulating sfc. Land Rwy 15, takeoff Rwy 33 E side used as road; 5" ruts. S end doglegs to E. Additional 17′ either side has brush and softer sfc.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



BEAR LAKE

JOHNSONS LANDING (Z52) 1 S UTC–9(–8DT) N56°02.20´ W160°15.97´ **KODIAK**

130 NOTAM FILE CDB

RWY 09–27: 1325X30 (GRVL)

RWY 27: Brush.

RWY 18–36: 820X20 (GRVL–DIRT)

RWY 18: Brush.

RWY 36: Brush.

AIRPORT REMARKS: Unattended. Bears on and invof arpt. Rwy 18–36, loose gravel up to 4 in on rwy surface. Ruts and dips entire length. Rwy 18–36 brush up to 10 ft high encroaching on rwy edges, rwy is appx 6 ft wide at narrowest point. Not recommended for any acft ops. Rwy 09–27 loose gvl, soft undulating surface with swales up to 18 inches and rocks to 8 inches. Arpt partially on private land. Private property line runs down C/L of Rwy 09–27. Private land S of Rwy 09–27.

AIRPORT MANAGER: 907-283-4117

COMMUNICATIONS: CTAF 122.9

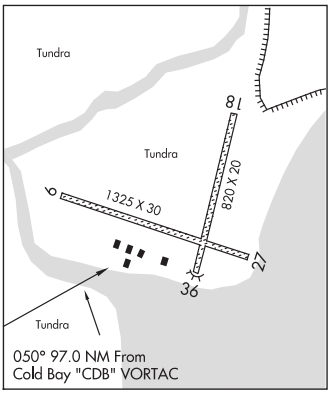
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04´ W162°46.44´ 050° 97.0 NM to fld. 99/10E.

VOR unusable:
094°–129° byd 30 NM blo 9,000´
164°–199° byd 20 NM blo 14,000´
164°–199° byd 35 NM
349°–009° blo 10,000´
349°–009° byd 15 NM

TACAN AZIMUTH unusable:
094°–129° byd 30 NM blo 9,000´
164°–199° byd 20 NM blo 14,000´
164°–199° byd 35 NM
269°–279° byd 20 NM

DME unusable:
094°–129° byd 30 NM blo 9,000´
164°–199° byd 20 NM blo 14,000´
164°–199° byd 35 NM
269°–279° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7245. For a toll free call to Kenai FSS dial 1–866–864–1737.

BEAVER (WBQ)(PAWB) 0 N UTC–9(–8DT) N66°21.73´ W147°24.39´ **FAIRBANKS**

365 B NOTAM FILE FAI **L–4J**

RWY 05–23: 3934X75 (GRVL–DIRT) MIRL **IAP**

RWY 05: Trees.

RWY 23: Trees.

SERVICE: **LGT** ACTIVATE MIRL Rwy 05–23 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter–monitor CTAF. Active road transits rwy 1000´ from Rwy 05 thld.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

FORT YUKON RCO 122.05 (FAIRBANKS RADIO)

YUKON RIVER BRIDGE RCO 122.15 (FAIRBANKS RADIO)

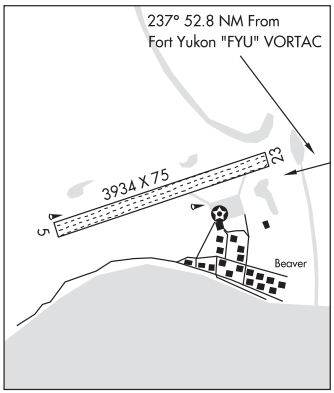
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46´ W145°16.60´ 237° 52.8 NM to fld. 449/20E.

VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900´

TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500´

DME unusable:
280°–300° byd 35 NM blo 2,500´



COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

BEAVER LAKE SPB (See BIG LAKE on page 61)

BELUGA (BLG)(PABG) PVT UTC–9(–8DT) N61°10.38´ W151°02.72´ **ANCHORAGE**
87 NOTAM FILE Not insp. **H–1B, 2K, L–1A, 3D, 4F**

RWY 01–19: 5002X100 (GRVL) MIRL
RWY 01: Trees.
RWY 19: Trees.

RWY 09–27: 2505X60 (GRVL) MIRL 0.5% up W

SERVICE: **LGT** ACTVT MIRL Rwy 01–19 and Rwy 09–27—CTAF.

AIRPORT REMARKS: Attended continuously. Wildlife on and invof airport. Rwy 09–27 not mntnd in winter. Gtr than 20,000 lb and all ldg ops PPR—907–263–3930/907–263–3910. Rwys not visible by psnl. Unctld vehicle ops on road alg E side of rwys. W side of twy shoulder na byd rwy edge lights. Shoulder area on W and N side of rwys soggy. Rwy 19 first 200 ft soft and unstable. Road Xs adj to N end Rwy 19. Brush hinders vehicles fm seeing arr on apch end Rwy 19. Located 8 SM NE Tyonek.

AIRPORT MANAGER: 907-777-8300

COMMUNICATIONS: CTAF/UNICOM 122.7

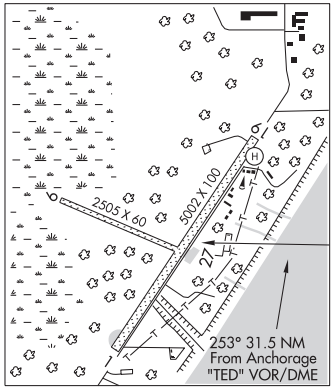
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07´ W149°57.61´ 253° 31.5 NM to fld. 93/18E.

VOR unusable:
041°–091° byd 25 NM blo 15,000´
091°–096° byd 20 NM blo 15,000´
096°–121° byd 25 NM blo 12,500´
121°–146° byd 25 NM blo 9,000´

DME unusable:
041°–091° byd 25 NM blo 15,000´
091°–096° byd 20 NM blo 15,000´
096°–121° byd 25 NM blo 12,500´
121°–146° byd 25 NM blo 9,000´
196°–206° byd 25 NM blo 3,500´
206°–211° byd 25 NM blo 4,000´
211°–221° byd 25 NM blo 3,500´

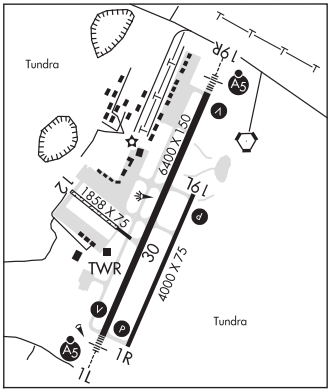
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



HELIPAD H1: H60X60 (CONC)

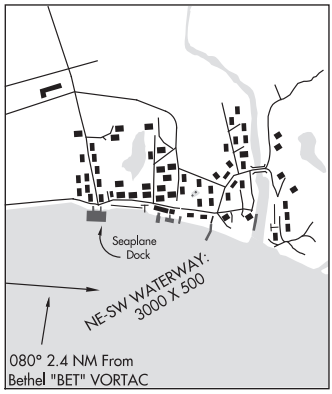
BETHEL

BETHEL (BET)(PABE) 3 SW UTC–9(–8DT) N60°46.71′ W161°50.23′ **MC GRATH**
129 B ARFF Index—See Remarks NOTAM FILE BET **H–1B, 2J, L–3C**
RWY 01L–19R: H6400X150 (ASPH–GRVD) S–120, D–190, 2D–281 **IAP, AD**
PCR 514 F/C/X/T HIRL 0.4% up SW
RWY 01L: MALSR. VASI(V4L)—GA 3.0° TCH 39′. RVR–T
RWY 19R: MALSR. VASI(V4L)—GA 3.0° TCH 52′. RVR–T
RWY 01R–19L: H4000X75 (ASPH) S–90, D–134, 2D–203
PCR 361 F/C/X/T HIRL
RWY 01R: REIL. PAPI(P4L)—GA 3.0° TCH 31′.
RWY 19L: REIL. PAPI(P4L)—GA 3.0° TCH 32′.
RWY 12–30: 1858X75 (GRVL) PCN PCN/31/F/C/Y/T HIRL No Part 121/Part 380 Ops
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01L:TORA–6400 TODA–6400 ASDA–6400 LDA–6400
RWY 19R:TORA–6400 TODA–6400 ASDA–6400 LDA–6400

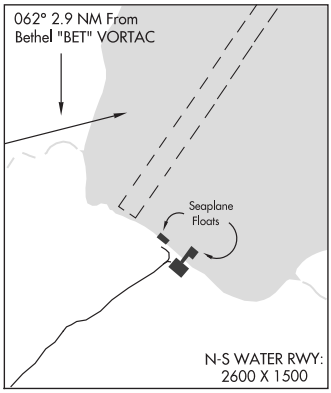


SERVICE: S2 **FUEL** 100, 100LL, JET A, A1 **LGT** When ATCT clsd ACTVT HIRL Rwy 01L–19R, 01R–19L, Rwy 12–30; twy lights—CTAF. ACTVT MALSR Rwy 01L and 19R; REIL Rwy 01R and 19L; VASI Rwy 01L and 19R; PAPI Rwy 01R and 19L—CTAF.
AIRPORT REMARKS: Attended May–Oct Mon–Fri 1600–0600Z‡, May–Oct Sat–Sun 1600–0700Z‡, Nov–Apr Mon–Fri 1400–0600Z‡, Nov–Apr Sat–Sun 1600–0600Z‡. TSA reg; see 49 CFR 1542. Ptarmigan and waterfowl invof arpt. PAEW may be on rwys. Self svc fuel NA; fee aft 0300Z‡. Gates and doors secured at all times. Unfam tsnt—amgr. Cond rprtg and otr maint svc avbl durg maint duty hr. Aft hr svc PPR in writing—amgr. Rwy 12–30 495 ft asph Rwy 30 end; rmng grvl. Class I, ARFF Index B. Clsd to ACR ops more than 30 pax seats or apvd written PPR—amgr Box 505, Bethel, AK 99559. Rwy 12–30, W 1200 ft clsd ovr 12500 lbs GWT Apr–Nov. Arpt sand smaller gradation than FAA rcmdd/See AC150/5200–30. Tsnt prkg W end of the S ramp mrkd by green cones. Rwy 01L and Rwy 19R touchdown RVR avbl 1600–0500Z‡ 1 Nov–30 Mar; 1 Apr–31 Oct 1600–0700Z‡. NWS bln launch fac on arpt—see inside back cvr for ops dtls. Lock wheel turns NA all sfcs.
AIRPORT MANAGER: 907-543-2498
WEATHER DATA SOURCES: ASOS 135.45 (907) 560–7632. (WX CAM)
COMMUNICATIONS: CTAF 118.7 **ATIS** 119.8
RCO 118.7 122.2 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 125.2
TOWER 118.7 (1600–0700Z‡ 1 Apr–31 Oct; 1600–0500Z‡ 1 Nov–31 Mar)
GND CON 121.7
AIRSPACE: CLASS D svc 1600–0700Z‡ 1 Apr– 31 Oct; 1600–0500Z‡ 1 Nov–31 Mar; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
(H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ at fld. 105/14E.
ILS/DME 111.5 I–BET Chan 52 Rwy 19R. Class IE.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

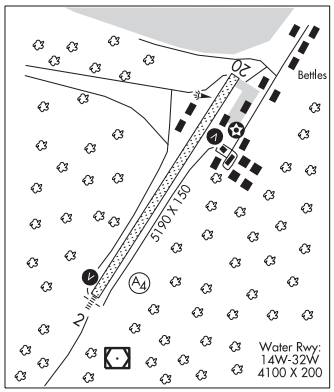
BETHEL SPB (Z59) 0 S UTC–9(–8DT) N60°46.92′ W161°44.59′ **MC GRATH**
15 NOTAM FILE ENA
WATERWAY NE–SW: 3000X500 (WATER)
SERVICE: S2 **FUEL** 100, 100LL
SEAPLANE REMARKS: Unattended. Fuel located at Bethel arpt 907–543–4001. Airframe repairs located at Bethel arpt. Wind indicator located downstream at bulk fuel storage area. Operating area in Kuskokwim River. River used by acft, boats and swimmers.
COMMUNICATIONS: CTAF 118.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
(H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 080° 2.4 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



HANGAR LAKE SPB (Z58) 1 NE UTC–9(–8DT) N60°48.27′ W161°43.24′ **MC GRATH**
23 NOTAM FILE ENA
WATERWAY N–S: 2600X1500 (WATER)
SERVICE: S2 **FUEL** 100, 100LL, JET A
SEAPLANE REMARKS: Unattended. Fuel located at Bethel arpt 907–543–4001. Airframe repairs located at Bethel arpt. Operating area in Hangar Lake. Lake partially surrounded by 12′ brush.
COMMUNICATIONS: CTAF 118.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 055° 3.3 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



BETTLES (BTT)(PABT) 0 N UTC–9(–8DT) N66°54.84′ W151°31.74′ **FAIRBANKS**
647 B NOTAM FILE BTT **H–1A, L–4J**
RWY 02–20: 5190X150 (GRVL) MIRL **IAP**
RWY 02: MALS. VASI(V4L)—GA 3.0° TCH 36′. Road.
RWY 20: VASI(V4L)—GA 3.0° TCH 52′. Road.
SERVICE: **FUEL** 100LL, JET A1+ **LGT** ACTVT MALS Rwy 02; VASI Rwy 02 and 20; MIRL Rwy 02–20—CTAF. ACTVT bcn SR–SS—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to Indg. Float plane ops 2 mi SE. Winter snow removal—CTAF. Fuel H24; Unleaded avbl—121.7/ 130.1/ 907–692–5111/ 907–692–5444. Cold temperature airport. Altitude correction required at or below –44C.
AIRPORT MANAGER: (907) 451-5280
WEATHER DATA SOURCES: ASOS 135.45 (907) 692–5900. (WX CAM)
COMMUNICATIONS: CTAF 122.9
BETTLES RCO 122.2(FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 124.6 352.0
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
(H) (H) VORW/DME 116.0 BTT Chan 107 N66°54.30′ W151°32.15′ at fld. 637/20E.
VOR AZIMUTH & DME unusable:
047°–077° byd 24 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx obs avbl–Bettles wx on CTAF or 907–692–5533.



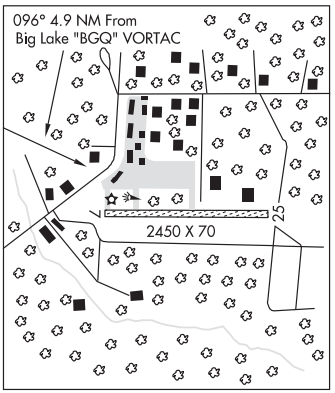
WATERWAY 14W–32W: 4100X200 (WATER)

BIG DELTA N64°00.27′ W145°43.03′ NOTAM FILE BIG. **FAIRBANKS**
(H) (H) VORTACW 114.9 BIG Chan 96 165° 28.5 NM to Black Rapids. 1230/23E. **H–1B, L–3B, 3E**
VOR unusable:
055°–080° byd 15 NM blo 7,000′
260°–279° byd 10 NM
RCO 122.2 (FAIRBANKS RADIO)

BIG LAKE

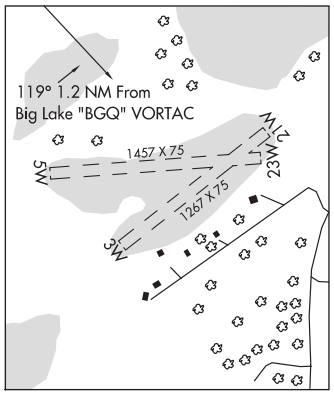
BEAVER LAKE SPB (D71) 4 NE UTC–9(–8DT) N61°34.51′ W149°50.86′ **ANCHORAGE**
150 NOTAM FILE ENA
WATERWAY 01W–19W: 5000X400 (WATER)
SEAPLANE REMARKS: Unattended. Ctn for psnl watercraft. Pub access to SW shore. Lmtd pub aces to NW shore. Tsnt svc unavbl.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

BIG LAKE (BGQ)(PAGQ) 1 SE UTC–9(–8DT) N61°32.08′ W149°48.75′ **ANCHORAGE**
162 B NOTAM FILE ENA **L–1A, 3D, 4G**
RWY 07–25: 2450X70 (GRVL) MIRL **IAP**
RWY 07: Trees.
RWY 25: Trees.
SERVICE: S4 **LGT** ACTIVATE MIRL Rwy 07–25—122.8.
AIRPORT REMARKS: Unattended. Rwy soft on both ends. Rwy cond not monitored recommend visual inspection prior to use. Be alert: Occasional ultra–light tfc. Be alert: Frost heave on rwy approximately 2200′. 190′ AGL lgtd twr 2 NM NE of arpt. Low flying aircraft in vcnty of approach to Big Lake VOR. Updraft off of rising hill on apch to Rwy 25. Rwy 07 +15′ road parallel to rwy end. Arpt has designated transient acft parking avbl. Transient acft parking is designated with green cones.
AIRPORT MANAGER: 907-745-2159
COMMUNICATIONS: CTAF 122.8
Ⓡ **ANCHORAGE APP/DEP CON** 118.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
(H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 096° 4.9 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



BROCKER LAKE SPB (6A7) 3 SE UTC–9(–8DT) N61°28.91′ W149°46.39′ **ANCHORAGE**
100 NOTAM FILE ENA
WATERWAY ALL–WAY: 1200X100 (WATER)
SEAPLANE REMARKS: Unattended. Pub aces N end. Dsgnd tsnt area not avbl.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

JONES LANDING SPB (L95) 3 E UTC–9(–8DT) N61°33.29′ W149°56.36′ **ANCHORAGE**
180 NOTAM FILE ENA
WATERWAY 05W–23W: 1457X75 (WATER)
WATERWAY 03W–21W: 1267X75 (WATER)
SEAPLANE REMARKS: Unattended. Waterlanes 03–21 and 05–23 mkd with buoys.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 119° 1.2 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



BIG LAKE N61°34.17′ W149°58.03′ NOTAM FILE ENA. **ANCHORAGE**
(H) (H) VORTACW 112.5 BGQ Chan 72 119° 1.2 NM to Jones Landing. 179/19E. **H–1B, 2K, L–1A, 3D, 4G**
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′

BIG MOUNTAIN (37AK)(PABM) AF 3 SW UTC–9(–8DT) N59°21.67′ W155°15.53′ **KODIAK**
663 NOTAM FILE ILI Not insp. **H–1B, 2J, L–2J, 3C**

RWY 07–25: 4200X145 (GRVL)

RWY 07: Rgt tfc.

AIRPORT REMARKS: Unattended. OFFL BUS ONLY; CLSD TO PUB. USAF fac. Civil ops 30 day PPR; civ acft lndg pmt rqrd–D317–552–5282 or amgr; email: 611asus.ao.landingpermits@us.af.mil. Mail CALP: 11 af amgr 10471 20th St, Suite 206, JBER AFB, AK 99506. Failure to have CALP fined & rptd to FSDO & U.S. attorneys ofc IAW 32 CFR855. Rwy 07–25 cond unmnt; rcmd visual insp bfr lndg.

AIRPORT MANAGER: 907-552-5282

COMM/NAV/WEATHER REMARKS: For a toll free call to Iliamna FSS dial 1–800–476–6950. For a toll free call to Kenai FSS dial 1–866–864–1737.

BIORKA ISLAND N56°51.56′ W135°33.08′ NOTAM FILE SIT. **JUNEAU**
(H) (H) VORTACW 113.8 BKA Chan 85 009° 12.9 NM to Sitka Rocky Gutierrez. 260/20E. **H–1C, L–1C**

VOR unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–330° byd 36 NM blo 9,000′

TACAN AZIMUTH unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–329° byd 36 NM blo 10,000′
330°–335° byd 27 NM blo 8,000′

DME unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
330°–335° byd 27 NM blo 8,000′

RCO 122.3 (SITKA RADIO)

BIRCH CREEK (Z91)(PAAR) 1 NNW UTC–9(–8DT) N66°16.47′ W145°49.09′ **FAIRBANKS**
440 B NOTAM FILE FAI **H–1B, L–4J**

RWY 16–34: 4000X75 (GRVL) MIRL

RWY 16: Brush.

RWY 34: Trees.

SERVICE: **LGT** ACTVT MIRL Rwy 16–34—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. Snow removal ops—CTAF.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

SUAIS 125.3 (1–800–758–8723)

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

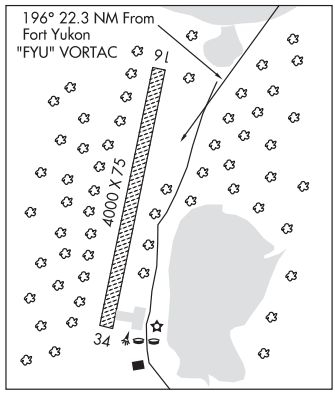
FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ 196° 22.3 NM to fld. 449/20E.

VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′

TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′

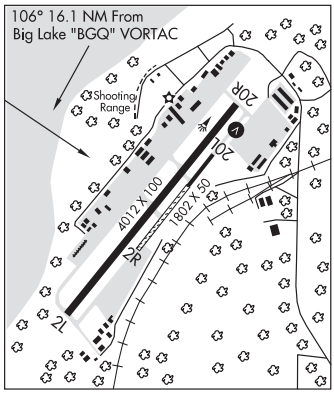
DME unusable:
280°–300° byd 35 NM blo 2,500′

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

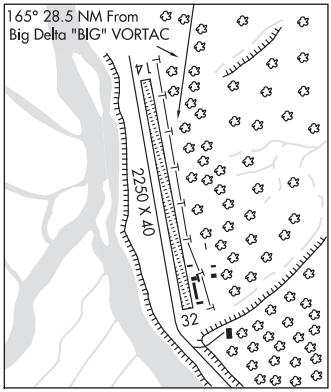


BIRCH CREEK LANDING (See TALKEETNA on page 232)

BIRCHWOOD (BCV)(PABV) 2 NW UTC–9(–8DT) N61°24.97′ W149°30.50′ **ANCHORAGE**
83 B NOTAM FILE BCV **H–1B, 2K, L–1A, 3D, 4G**
RWY 02L–20R: H4012X100 (ASPH) MIRL 0.4% up S
RWY 02L: Trees.
RWY 20R: VASI(V4L). TCH 48′. Trees. Rgt tfc.
RWY 02R–20L: H1802X50 (ASPH–GRVL) 0.3% up S
RWY 20L: Rgt tfc.
SERVICE: S4 **FUEL** 100LL **LGT** ACTVT VASI Rwy 20R; MIRL Rwy 02L–20R—CTAF. ACTVT VASI Rwy 20R —7 clicks.
AIRPORT REMARKS: Unattended. Winter maint na. Rwy cond unmnt; rcmnd vis inspn bfr lndg. CTN: Sailplane ops. Hel avoid fixed wing and ultralight tfc pat. Rwy 02R–20L 600 ft asph on Rwy 20L end, rmndr grvl. Mid 1500 ft of Twy A dsgnd ultralight and ski/tundra tire equip rwy; parl ops na—seq on CTAF. Rwy 20L and Rwy 20R, rgt tfc, exc ultralight; use L tfc E away fm rwys. Rwy 02R–20L ski/tundra tire rwy. Tsnt prkg avbl; fee aft 24 hr.
AIRPORT MANAGER: 907-338-1466
WEATHER DATA SOURCES: AWOS–3P 135.55 (907) 621–7605. (WX CAM)
COMMUNICATIONS: CTAF 123.0
RCO 122.3 122.55 (KENAI RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 106° 16.1 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



BLACK RAPIDS (5BK) 0 N UTC–9(–8DT) N63°32.11′ W145°51.65′ **ANCHORAGE**
2125 NOTAM FILE FAI
RWY 14–32: 2250X40 (TURF–GRVL)
RWY 14: Trees.
RWY 32: Trees.
AIRPORT REMARKS: Unattended. Rwy 14–32 unmntnd. CAUTION: Hel ops, hwy runs parl to rwy. Rwy 14–32 5" rocks, 1.5′ brush, ruts and potholes.
AIRPORT MANAGER: 907-822-3217
COMMUNICATIONS: CTAF 122.9
RCO 122.4 (FAIRBANKS RADIO)
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE BIG.
BIG DELTA (H) (H) VORTACW 114.9 BIG Chan 96 N64°00.27′ W145°43.03′ 165° 28.5 NM to fld. 1230/23E.
VOR unusable:
055°–080° byd 15 NM blo 7,000′
260°–279° byd 10 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



BLINN LAKE SPB (See COLD BAY on page 83)

BLODGETT LAKE SPB (See WASILLA on page 254)

BLUFF PARK FARM (See WASILLA on page 255)

BOB BAKER MEML (See KIANA on page 143)

BOLD (See ANCHORAGE on page 42)

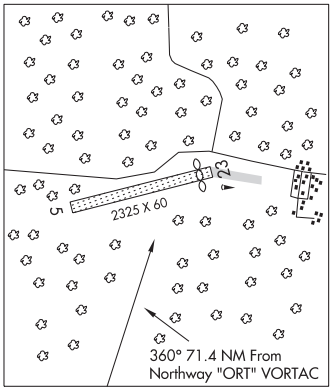
BOOTLEGGERS COVE (See HOMER on page 121)

BORLAND N55°18.94′ W160°31.10′ NOTAM FILE SDP. **COLD BAY H–2J, L–2J**

NDB/DME (HW) 390 HBT Chan 79 at Sand Point. 130/11E.
NDB unusable:
304°–354° byd 16NM
DME unusable:
034°–134° byd 6NM
184°–264° byd 27 NM blo 14,000′
184°–264° byd 6 NM blo 10,000′
354°–034° byd 22 NM blo 18,000′
354°–034° byd 27NM
354°–034° byd 6 NM blo 10,000′

BOSWELL BAY (AK97) PVT 1 E UTC–9(–8DT) N60°25.38′ W146°08.75′ **ANCHORAGE**
230 NOTAM FILE
RWY 04–22: 2612X100 (GRVL)
RWY 04: Hill.
RWY 22: Trees.
AIRPORT REMARKS: CLOSED TO THE PUBLIC. Unattended. PPR required from ALASCOM. Turbulence likely when wind greater than 10 kts from any direction. Daylight operations only.
COMMUNICATIONS: CTAF 122.7
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

BOUNDARY (BYA) 0 W UTC–9(–8DT) N64°04.70′ W141°06.80′ **DAWSON**
2940 NOTAM FILE ORT
RWY 05–23: 2325X60 (GRVL–DIRT)
RWY 05: Brush.
RWY 23: Thld dsplcd 200′. Brush.
AIRPORT REMARKS: Unattended. Soft when wet. No winter maint, ski equipped acft only. Rwy condition not monitored, recommend visual inspection prior to landing. Weeds and grass up to 12" on rwy sfc. Rwy 05 23 slopes uphill 1% at both ends. Rwy 05 23 has slight dip in middle. Rwy 05 23 thlds marked with reflective panels and cones. Rwy 23 thld dsplcd 200′.
AIRPORT MANAGER: 907-883-5128
COMMUNICATIONS: CTAF 122.9
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.76′ 000° 71.4 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500′
DME unusable:
342°–037° byd 30 NM blo 10,500′
COMM/NAV/WEATHER REMARKS: Northway FSS toll free number 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–800–248–6516.



BRADLEY SKY–RANCH (See NORTH POLE on page 183)

BREEDEN (See STERLING on page 229)

BREVIG MISSION (KTS)(PFKT) 0 E UTC–9(–8DT) N65°19.88′ W166°27.94′ **NOME L–4H IAP**

38 B NOTAM FILE KTS

RWY 12–30: 2990X100 (GRVL) MIRL

RWY 30: Pole.

RWY 05–23: 2110X75 (GRVL) MIRL

RWY 23: Hill.

SERVICE: **LGT** ACTIVATE MIRL Rwy 05–23 and Rwy 12–30—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy 05–23 marked with lgts and plastic markers. Rwy 12–30 nstd markings, marked with lgts and plastic markers.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: AWOS–3P 121.550 (907) 642–2166.

COMMUNICATIONS: CTAF 123.0

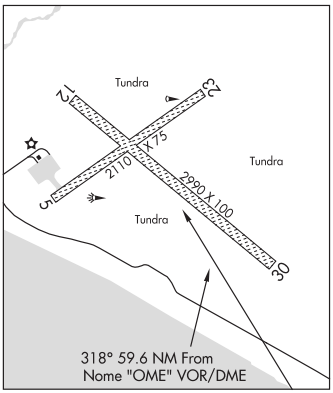
BREVIG MISSION RCO 135.6 (NOME RADIO)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 133.3 290.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 318° 59.6 NM to fld. 95/11E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–800–248–6516.



BROCKER LAKE SPB (See BIG LAKE on page 62)

BRYANT AAF (FRN)(PAFR) ARNG 5 NE UTC–9(–8DT) N61°15.95′ W149°39.20′ **ANCHORAGE H–1B, 2K, L–1A, 3D, 4G AD**

387 B TPA—See Remarks NOTAM FILE FRN Not insp.

RWY 18–36: H4088X100 (ASPH) S–38, D–54 PCN 66 F/A/W/T MIRL 0.5% up North

RWY 36: PAPI(P4L)—GA 3.5° TCH 27′. Thld dsplcd 670′. P–line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA–4088 TODA–4088 ASDA–4088 LDA–4088

RWY 36: TORA–4088 TODA–4088 ASDA–4088 LDA–3418

SERVICE: **LGT** Rwy 36 PAPI does not prvd obstn clnc byd 2.0 nm fm thr due to mtus trrn east of cntlrn.

MILITARY REMARKS: Attended Mon–Fri 1630–0230Z‡ exc hols. Wildlife on or invof rwy. Rcmd visual insp of rwy bfr use. Army Aviation Support Fac – 907–428–6333. 96 hr PPR for svcs. Lgtd 180′ antennas at NG Armory East of rwy. **TPA** Rwy 18–36 tfc pat R/W 1100′ MSL; fixed wing 1900′ MSL. Rwy 18–36 West tfc pat only. Bryant Twr–907–428–6850.

AIRPORT MANAGER: 907-428-6447

WEATHER DATA SOURCES: ASOS 134.25.

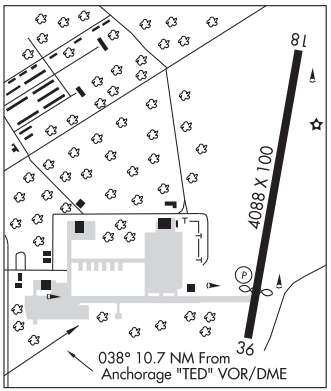
COMMUNICATIONS: CTAF 125.0 **ATIS** 134.25

Ⓡ **ANCHORAGE APP/DEP CON** 290.5 118.6

TOWER 125.0 254.35 (1500–0700Z‡ Mon–Fri except fed hols)

GND CON 121.25 239.25 **CLNC DEL** 119.1 363.2

PMSV METRO 346.6 **AASF OPS** 40.8



AIRSPACE: CLASS D svc Mon–Fri 1500–0700Z‡ except fed hols or as NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07′ W149°57.61′ 038° 10.7 NM to fld. 93/18E.

VOR unusable:

041°–091° byd 25 NM blo 15,000′

091°–096° byd 20 NM blo 15,000′

096°–121° byd 25 NM blo 12,500′

121°–146° byd 25 NM blo 9,000′

DME unusable:

041°–091° byd 25 NM blo 15,000′

091°–096° byd 20 NM blo 15,000′

096°–121° byd 25 NM blo 12,500′

121°–146° byd 25 NM blo 9,000′

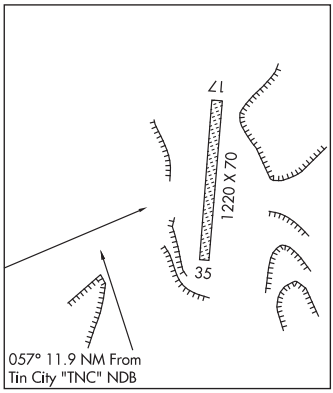
196°–206° byd 25 NM blo 3,500′

206°–211° byd 25 NM blo 4,000′

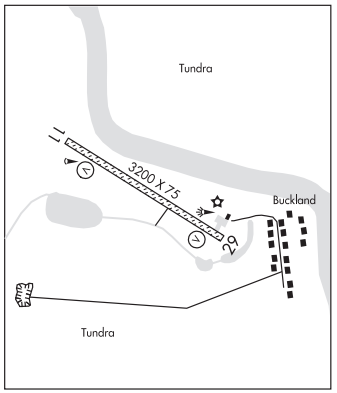
211°–221° byd 25 NM blo 3,500′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Bryant Twr —907–428–6850 (during operating hours).

BUCK CREEK (AK98) PVT 1 N UTC–9(–8DT) N65°38.32′ W167°29.15′ **NOME**
560 NOTAM FILE
RWY 17–35: 1220X70 (GRVL)
AIRPORT REMARKS: Unattended. Land at own risk, arpt inactive, not maintained. Rwy marked by barrels. Arpt 1/2 mile N of abandoned mining camp. Arpt located on top of hill.
RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.
TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70′ W167°55.49′ 057° 11.9 NM to fld. 248/10E.
NDB unusable:
200°–240° byd 20 NM
240°–330° byd 10 NM
DME unusable:
040°–050° byd 20 NM blo 6,000′
050°–080° byd 20 NM blo 9,000′
080°–090° byd 20 NM blo 8,500′
090°–095° byd 20 NM blo 5,500′
095°–110° byd 20 NM blo 4,400′
200°–240° byd 20 NM
240°–290° byd 5 NM
290°–320° byd 10 NM
320°–340° byd 20 NM
COMM/NAV/WEATHER REMARKS: LD call to Nome FSS 907–443–2291. For a toll free call to Nome FSS 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–800–248–6516.



BUCKLAND (BVK)(PABL) 1 SW UTC–9(–8DT) N65°58.89′ W161°08.95′ **NOME**
29 B NOTAM FILE BVK **L–4I**
RWY 11–29: 3200X75 (GRVL) MIRL **IAP**
RWY 11: VASI(V4R)—GA 3.0° TCH 25′. Brush.
RWY 29: VASI(V4L)—GA 3.5° TCH 29′. Antenna.
SERVICE: **LGT** ACTVT MIRL Rwy 11–29—CTAF. VASI Rwy 11 and 29 oper consly.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr use. Rwy turb X winds summer months. Waterfowl invof arpt spring–fall.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 135.15 (907) 494–2180. (WX CAM)
COMMUNICATIONS: CTAF 122.9
BUCKLAND RCO 122.3 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0
RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.
SELAWIK (H) (H) VORW/DME 114.2 WLK Chan 89 N66°35.97′ W159°59.45′ 202° 46.6 NM to fld. 11/16E.
COMM/NAV/WEATHER REMARKS: For a LC call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzube FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–248–6516.



BULLEN POINT AIR FORCE STATION (8AK7)(PABU) AF 64 E UTC–9(–8DT) N70°10.37′ **POINT BARROW**
W146°50.17′ **L–4J**
18 NOTAM FILE Not insp.
RWY 15–33: 3520X100 (GRVL)
MILITARY REMARKS: Unattended. OFFL BUS ONLY, CLSD TO PUB. All ops 24 hr PPR. USAF fac. Civil ops 30 day ppr, civ acft lndg pmt rqrd– D317–552–5282 or amgr; email: 611asus.ao.landingpermits@us.af.mil. Mail CALP: 11 AF amgr 10471 20th Street, Suite 206, JBER AFB, AK 99506. Failure to have CALP fined & rptd to FSDO & US attorneys ofc IAW 32 CFR855. Rwy & heli cond unmnt; rcmd visual insp bfr lndg.
AIRPORT MANAGER: 907-552-5282
COMM/NAV/WEATHER REMARKS: For a LC to Deadhorse FSS dial (907) 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

HELIPAD H1: 160X150 (GRVL) PERIMETER LGTS

BUTTE MUNI (See PALMER on page 190)

CAIRN MOUNTAIN N61°06.11′ W155°34.12′ NOTAM FILE SVW. **MC GRATH**
H–1B, 2J, L–3C

NDB (HW) 281 CRN 1737/15E.
NDB has no standby transmitter, May be shutdown without prior notice

CAMPBELL AIRSTRIP (See ANCHORAGE on page 43)

CAMPBELL LAKE SPB (See ANCHORAGE on page 43)

CANDLE 2 (AK75) PVT 0 NE UTC–9(–8DT) N65°54.46′ W161°55.58′ **NOME**
15 NOTAM FILE **L–4I**

RWY 02–20: 3880X90 (GRVL)
RWY 02: Hill.
RWY 20: Ridge.

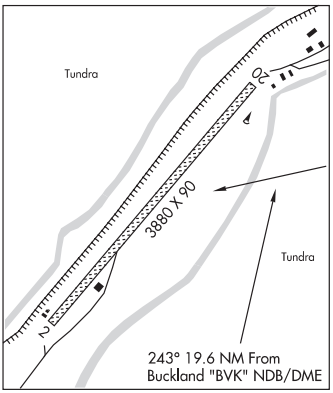
AIRPORT REMARKS: Unattended. PPR to land call 435–487–9252 or 801–455–5200. Fuel farm located within 20′ of left edge Rwy 20. Dumpster lctd within 20′ of rwy edge Rwy 02 200′ fm thld. Ridges 30–50′ run along both sides of Rwy 02–20. Rwy 02–20 portions of rwy muddy after heavy rain. Rwy has shallow ruts and slight frost heaving.

AIRPORT MANAGER: 801-455-5200

RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.

SELAWIK (H) (H) VORW/DME 114.2 WLK Chan 89 N66°35.97′ W159°59.45′ 213° 62.8 NM to fld. 11/16E.

COMM/NAV/WEATHER REMARKS: For a LC call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzube FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–248–6516



CANTWELL (TTW)(PATW) 0 N UTC–9(–8DT) N63°23.47′ W148°57.34′ **ANCHORAGE**
2190 NOTAM FILE TTW

RWY 04–22: 2080X30 (TURF–DIRT) 2% up N
RWY 04: Trees. Rgt tfc.
RWY 22: Road.

SERVICE: **FUEL** 100LL

AIRPORT REMARKS: Unattended. Rwy cond monitored irregularly, recommend visual inspection prior to ldg. Fuel for emerg use only. Wind sock lctd off arpt 100+ yards NW side atop a pvt hangar. Rwy subj to turbulent winds, high terrain to the NE, SW apch favored. Rwy 04 rqrs dog–leg apch due to mountainous terrain. Alaska Railroad parallels rwy along south side. Acft reqd to taxi on rwy and avoid use of subdivision road parallel to rwy. Rwy 04 edges and thld marked with orange reflective cones. Rwy 22 left side slopes down hill and sfc is uneven.

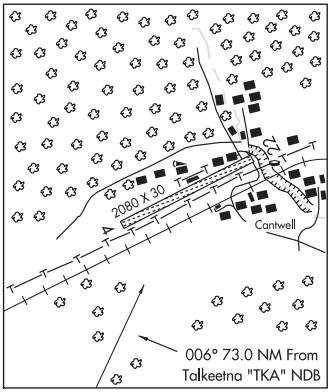
AIRPORT MANAGER: 907-768-2143

COMMUNICATIONS: CTAF 122.9
CANTWELL RCO 122.5 (KENAI RADIO)

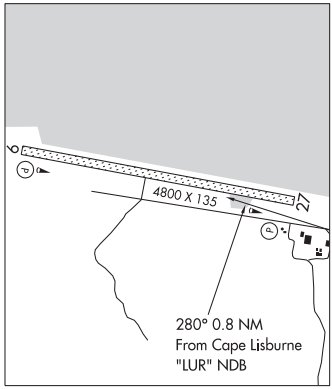
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

TALKEETNA (H) (H) VORW/DME 116.2 TKA Chan 109 N62°17.90′ W150°06.32′ 006° 73.0 NM to fld. 568/19E.
VOR unusable:
277°–297° byd 30 NM blo 12,000′
DME unusable:
057°–087° byd 30 NM blo 13,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl wx reports hourly only. Wx camera at Summit aprx 10 miles SW.



CAPE LISBURNE LRRS (LUR)(PALU) AF 0 N UTC–9(–8DT) N68°52.51´ W166°06.66´ **CAPE LISBURNE**
14 B NOTAM FILE LUR Not insp. **H–1A, L–4H**
RWY 09–27: 4800X135 (GRVL) **DIAP, AD**
RWY 09: REIL. PAPI(P2R)—GA 3.0° TCH 24´. Mtn.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 24´. Mtn. Rgt tfc.



SERVICE: **LGT** REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27 opr consly.
MILITARY REMARKS: CLOSED to pub; Offl bus only. Clsd wkend and fed hol. Attended Mon–Fri 1700–0200Z‡. All ops 24 hr PPR; mnm 1 hr prior to dep for site – D317–552–9730/9637/ C907–552–9730/9637. Pax must coord bfr non emerg travel to site – D317–552–4935/1089 or C907–552–4935/1089. USAF fac; civ acft lndg pmt rqrd bfr PPR issued and mnm of 30 days to first lndg. Pmt rqrd on board; violators fined and rptd to FAA FSDO and U.S. Attorney´s Office IAW 32CFR855 and USAF Oprg Instrns – D317–552–5282/C907–552–5282 or mail Attn: 11 AF amgr 10471 20th Street Suite 218, Elmendorf, AK 99506 . Estab RDO ctc ASAP bfr ldg. CAUTION: Rwy at base of mt. Mt slps in apch zone both ends. Cntrln mkd with dye in winter. CAUTION: sfc winds ovr 10 kt may produce svr turb. Bird nests in cliff invof arpt.
AIRPORT MANAGER: 907-552-9730
WEATHER DATA SOURCES: AWOS–3 (907) 552–9730
COMMUNICATIONS: CTAF 126.2
CAPE LISBURNE RCO 122.3 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.65 363.25
RADIO AIDS TO NAVIGATION: NOTAM FILE LUR.
NDB/DME (HW) 385 LUR Chan 20(Y) N68°52.28´ W166°04.56´ at fld. 61/7E.
NDB has no standby transmitter, May be shutdown without prior notice
NDB unusable:
141°–169° byd 20 NM
DME unusable:
004°–129° byd 20 NM
129°–291° byd 5 NM blo 9,000´
COMM/NAV/WEATHER REMARKS: For a LC call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzube FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–248–6516. NDB has no standby transmitter, may be shutdown without PN. DME channel 20(Y) paired with VHF freq 108.35.

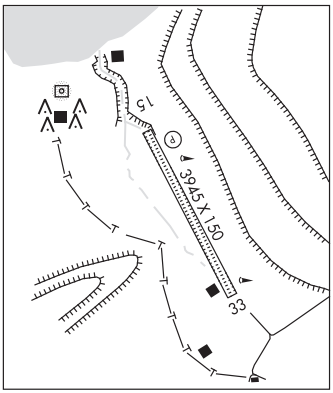
CAPE NEWENHAM LRRS (EHM)(PAEH) AF 1 SE UTC–9(–8DT) N58°38.89´ W162°03.83´ **KODIAK**
L–2I, 3C
DIAP, AD

531 NOTAM FILE EHM Not insp.

RWY 15–33: 3945X150 (GRVL) 7.7% up SE

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 44´.

RWY 33: Mtn.



SERVICE: **LGT** RDO req on 126.2.

MILITARY REMARKS: OFFL BUS ONLY; CLOSED to the pub. Attended dalgt hrs. Afld is clsd wkends and all fed hol. Arr 24 hr PPR and no ltr than 1 hr prior to dep–D317–552–9419/9370/9370/C907–552–9419/9370. Pax req coord bfr non emerg travel to site – D317–552–4935/1089/C907–552–4935/1089. USAF fac; civ opr must have Civ Acft Lndg Pmt bfr PPR; 30 days prior to lndg – C907–552–5282/D317–552–5282 or mail to attn: 11 AF amgr 10471 20th street Suite 218, JBER, AK 99506. Failure to obtain and have onboard will result in fine and rptd to FAA FSDO and U.S. Attorney´s OFC IAW 32 CFR 855 and USAF operg instr. CTN: Rwy 15–33 on slp of 2305´ mt. high trrn both sides and S end. Successful go–around improbable. Rwy and parking apron on 7.9% grade. Estab rdo ctc on 126.2 or 121.5 asap bfr lndg; exp 30 min dly for fld cond. Rwy 15 last 200´ may have prkd acft.

AIRPORT MANAGER: 907-552-5105

WEATHER DATA SOURCES: AWOS–3 (907) 552–9419 additional number 907–552–9370 ext 8.

COMMUNICATIONS: CTAF 126.2

RCO 122.3 (KENAI RADIO)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.2 251.1

RADIO AIDS TO NAVIGATION: NOTAM FILE EHM.

NDB/DME (HW) 385 EHM Chan 18(Y) N58°39.36´ W162°04.42´ at fld. 212/12E.
NDB has no standby transmitter
DME portion unusable:
050°–169° byd 10 NM blo 7,000´
170°–224°
225°–293° byd 10 NM blo 7,000´
294°–320° byd 30 NM

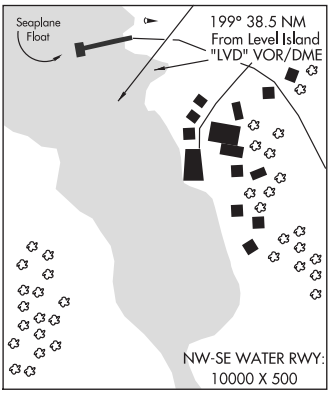
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–800–864–1737. DME channel 18(Y) paired with VHF freq 108.15.

CAPE POLE SPB (Z71) 0 W UTC–9(–8DT) N55°57.98´ W133°47.80´ **KETCHIKAN**

00 NOTAM FILE SIT

WATERWAY NW–SE: 10000X500 (WATER)

SEAPLANE REMARKS: Unattended. No longer used as logging/seaplane operations. There is line across inlet at float. Operating area in Fishermans Harbor. Rocks in entrance. Beach contains large rocks unsafe for seaplane floats. Heavy seas are frequent.



COMMUNICATIONS: CTAF 122.9

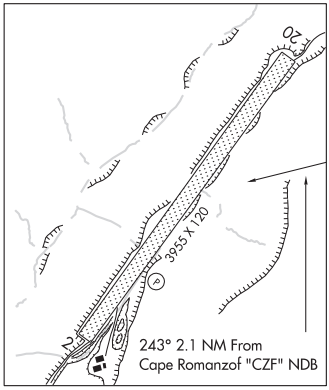
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112
N56°28.06´ W133°04.99´ 199° 38.5 NM to fld. 98/20E.
VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000´
193°–201° byd 32 NM blo 6,000´
270°–324° byd 20 NM blo 10,100´
337°–356° byd 25 NM blo 8,000´
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020°–050° byd 25 NM blo 11,000´
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000´
193°–201° byd 25 NM blo 5,000´
193°–201° byd 32 NM blo 6,000´
270°–324° byd 20 NM blo 10,100´
337°–356° byd 25 NM blo 8,000´

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

CAPE ROMANZOF LRRS (CZF)(PACZ) AF 6 SE UTC–9(–8DT) N61°46.86′ W166°02.37′ **BETHEL**
467 NOTAM FILE CZF Not insp. **L–3B**
RWY 02–20: 3955X120 (GRVL) 2.4% up N **DIAP, AD**
RWY 02: REIL. PAPI(P2R)—GA 3.0° TCH 44′.
RWY 20: Ridge.

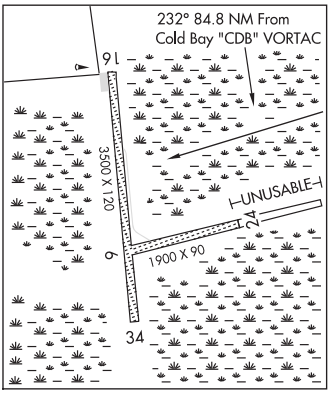
MILITARY REMARKS: CLOSED to public; OFFL BUS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED fed hol. PPR all ops; 24 hr bfr sked arr and no later than 1 hr prior to dep for site – D317–552–9419/9370/C907–552–9419/9370. Pax must coord bfr non emerg travel to site – D317–552–4935/1089/C907–552–4935/1089. USAF fac; civ acft lndg pmt rqrd bfr 30 day PPR issued; non CALP ops fined and rptd to USAF operg instrn – D317–552–5282/C907–552–5282 or mail attn: 11 AF amgr 10471 20th street Suite 218, Elmendorf, AK 99506. Rwy 02–20: Rwy on side of 2100 ft mt; apch fm SW; lnd Rwy 02 & tkof Rwy 20; high trrn both sides & N rwy end. Successful go around improbable. CAUTION: winds fm 070°–150° may be stronger than rprtd. Wind ovr 20 kts psbl svr turb. Dalgt ops only. ALERT: Incrd risk in addn to wildlife risk analysis haz; gulls invof arpt June; geese and swans Aug–Sep; durg herring fishery act gulls on beach blw apch to rwy. Diligence rcmnd. CAUTION: Sharp dropoff W side of rwy; rstr 180 deg turns to N end apron area. Establish radio ctc as soon as possible prior to ldg. Aft ctc on 126.2 or 121.5 exp 30 min dla for FICON.



AIRPORT MANAGER: 907-552-7610
WEATHER DATA SOURCES: AWOS–3 (907) 552–2869
COMMUNICATIONS: CTAF 126.2
RCO 122.1 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.5 266.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CZF.
(H) DME 116.75 CZF Chan 114(Y) N61°46.56′ W166°02.61′ at fld. 428.
DME unusable:
161°–210° byd 10 NM blo 9,000′
265°–160°
NDB (HW) 275 CZF N61°47.42′ W165°58.20′ 246° 2.1 NM to fld. 1434/8E.
NDB unusable:
065°–095° byd 35 NM blo 4,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Freq 116.75 is paired with DME Chan 114(Y). Wx measuring equip apch end Rwy 02 R side. Mkrs 250 ft apart full len.

CAPE SARICHEF (26AK)(PACS) PVT 0 N UTC–9(–8DT) N54°34.95′ W164°54.87′ **DUTCH HARBOR**
291 NOTAM FILE CDB Not insp. **L–2J**

RWY 16–34: 3500X120 (GRVL)
RWY 16: Rgt tfc.
RWY 06–24: 1900X90 (GRVL)
RWY 24: Mtn.

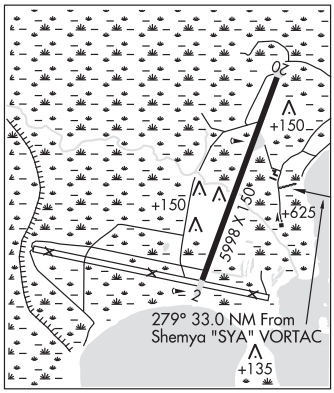


AIRPORT REMARKS: Unattended. Rwy not maintained, recommend visual inspection prior to using. Rwy 06–24 east 1100′ of rwy closed and unusable.
AIRPORT MANAGER: 907-532-2445
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.
COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04′ W162°46.44′ 232° 84.8 NM to fld. 99/10E.
VOR unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
349°–009° blo 10,000′
349°–009° byd 15 NM
TACAN AZIMUTH unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
DME unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

CAPE SPENCER N58°11.98′ W136°38.41′ **JUNEAU**
RCO 122.6 (JUNEAU RADIO) **L–1B**

CASCO COVE CGS (ATU)(PAAT) CG 0 N UTC–10(–9DT) N52°49.95′ E173°10.53′ **W ALEUTIAN ISLS**
88 NOTAM FILE CDB **H–2H, L–2H**

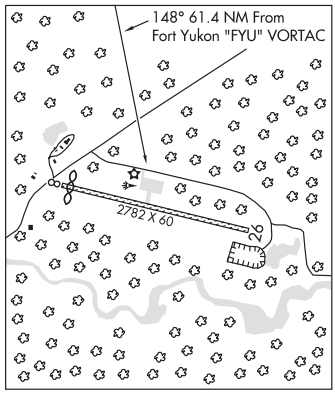
RWY 02–20: H5998X150 (ASPH) S–32, D–110, 2S–140, 2D–150
0.6% up N
RWY 02: REIL. Hill.
RWY 20: Hill.



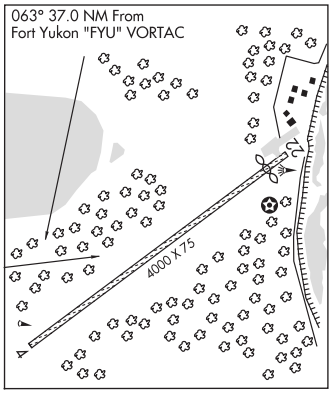
SERVICE: **LGT** ACTVT REIL Rwy 02 – 907–292–3315.
MILITARY REMARKS: Attended continuously. PPR for use exc emerg. Snow removal for sked ops; unsked opn pn. 625 ft twr 1.5 NM NNE of intxn of rwys.
AIRPORT MANAGER: 907-463-2970
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SYA.
SHEMYA (H) (H) VORTACW 109.0 SYA Chan 27 N52°43.10′ E174°03.73′ 075° 33.0 NM to fld. 67/3E. VORTAC unmonitored 0300–1100Z‡ Mon–Sat; all day Sun & hol.
TACAN AZIMUTH unusable:
289°–029°
VOR unusable:
289°–029°
DME unusable:
035°–045°
057°–085° byd 35 NM
289°–029°
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

CASTLE MOUNTAIN AIRSTRIP (See CHICKALOON on page 76)

CENTRAL (CEM)(PACE) 0 NNE UTC–9(–8DT) N65°34.44′ W144°46.85′ **DAWSON**
937 B NOTAM FILE FAI **L–4J**
RWY 08–26: 2782X60 (GRVL–DIRT) MIRL 0.7% up W **IAP**
RWY 08: Thld dsplcd 121′. Brush.
RWY 26: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr lndg. Rwy 08–26 12 in sfc grass. Snow removal mnt CTAF. Rwy 08 dthr mkd with blue lgts and reflectors.
AIRPORT MANAGER: 907-451-5280
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 135.0
SUAIS 125.3 126.3 (1–800–758–8723)
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ 148° 61.4 NM to fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′
DME unusable:
280°–300° byd 35 NM blo 2,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHALKYITSIK (CIK)(PACI) 0 SW UTC–9(–8DT) N66°38.70′ W143°44.39′ **DAWSON**
549 B NOTAM FILE FAI **H–1B, L–4J**
RWY 04–22: 4000X75 (GRVL–DIRT) MIRL **IAP**
RWY 04: Trees.
RWY 22: Thld dsplcd 500′. Trees.
SERVICE: **LGT** ACTIVATE beacon—CTAF. ACTVT MIRL Rwy 04–22—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond not monitored; recommend visual inspection prior to landing. Rwy 04–22 soft when wet. East ramp entrance unlit. East ramp entrance reflectors 36 inches tall. Snow removal ops dur winter, monitor CTAF. Rwy 22 dsplcd thld marked with lgts and reflectors.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 135.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ 063° 37.0 NM to fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′
DME unusable:
280°–300° byd 35 NM blo 2,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHANDALAR CAMP

CHANDALAR SHELF (5CD)(PAAG) 0 W UTC–9(–8DT) N68°03.93´ W149°34.78´ **FAIRBANKS**

3222 NOTAM FILE FAI

RWY 01–19: 2529X70 (GRVL)

RWY 01: Brush.

RWY 19: Brush.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Bear on and invof rwy. Lctd in mt valley; high trrn all quads; exp turb winds. Rwy 01–19 grass in edges.

AIRPORT MANAGER: 907-451-2207

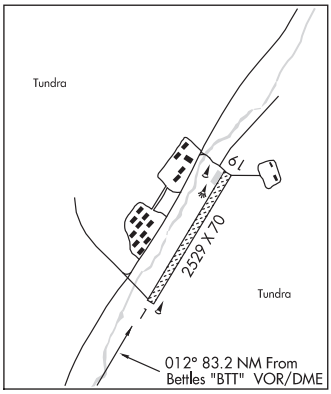
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.

BETTLES (H) (H) VORW/DME 116.0 BTT Chan 107 N66°54.30´ W151°32.15´ 012° 83.2 NM to fld. 637/20E.

VOR AZIMUTH & DME unusable:
047°–077° byd 24 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHANDALAR LAKE (WCR)(PALR) 0 N UTC–9(–8DT) N67°30.27´ W148°28.99´ **FAIRBANKS**
L–4J

1920 NOTAM FILE WCR

RWY 03–21: 3000X60 (GRVL–DIRT)

RWY 03: Brush.

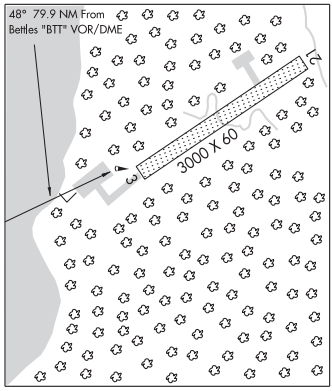
RWY 21: Brush.

AIRPORT REMARKS: Unattended. No winter maintenance, ski equipped acft only. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 03 and Rwy 21 NSTD markings, thlds marked with reflective boards, no edge markers. Rwy 03–21 slopes down hill 4% from N to S.

AIRPORT MANAGER: 907-452-2207

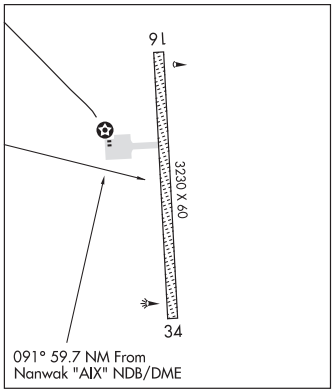
COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHANDALAR SHELF (See CHANDALAR CAMP on page 74)

CHEFORNAK (CFK)(PACK) 1 S UTC–9(–8DT) N60°08.21′ W164°16.74′ **BETHEL**
54 B NOTAM FILE ENA
RWY 16–34: 3230X60 (GRVL) MIRL 0.4% up S
SERVICE: **LGT** ACTVT beacon and MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Birds on and invof arpt. Rwy 16–34 soft when wet. 6–8 in dips ireg sfc full len. Rwy 16 and Rwy 34 mrkd with cones. Announce on CTAF 10 NM on apch and bfr lndg.
AIRPORT MANAGER: 907-543-2495
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 229° 82.7 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



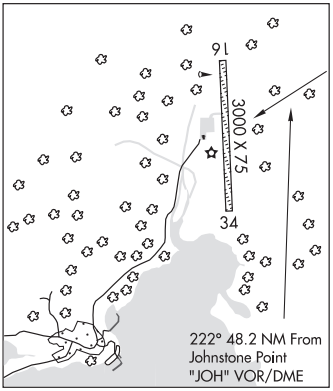
CHENA HOT SPRINGS (AK13) PVT 0 E UTC–9(–8DT) N65°03.11′ W146°02.85′ **FAIRBANKS**
1195 NOTAM FILE Not insp. **L–3B, 4J**
RWY 08–26: 3000X60 (GRVL)
RWY 08: Hill.
RWY 26: Tree.
AIRPORT REMARKS: Unattended. PPR call 907–451–8104 extn 1909 or 1905. Be alert strong crosswinds. Rwy not maintained and condition not monitored. Loose 3" rocks on sfc and some 12" ruts along rwy. Windsock may be unreliable. Recommend visual inspection prior to use. Rapidly rising terrain all quadrants surrounding arpt. Animals and machinery on rwy. Ultralights prohibited, arpt not for commercial use; no hunting and no passenger pickup or drop off allowed. Rwy 08 26 slopes downhill 3% from E to W. Rwy 08 thlds marked with orange cones. Rwy 08 26 ends marked with orange panels.
AIRPORT MANAGER: (907) 451-8104
COMMUNICATIONS: CTAF 122.9
SUAIS 125.3 126.3 (1–800–758–8723)
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

CHENA MARINA (See FAIRBANKS on page 104)

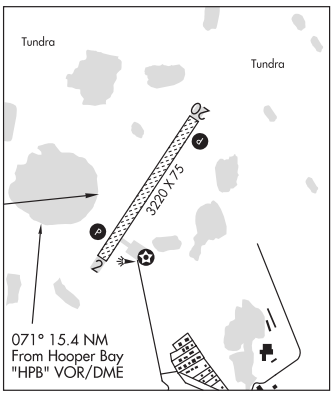
CHENA RIVER SPB (See FAIRBANKS on page 105)

CHENA N64°50.32′ W147°29.70′ NOTAM FILE FAI. **FAIRBANKS**
NDB (HW) 257 CUN 245° 9.4 NM to Fairbanks Intl. 462/17E. **H–1B, L–3A, 3D, 4J**

CHENEGA BAY (CØ5)(PFCB) 1 NE UTC–9(–8DT) N60°04.71′ W147°59.68′ **SEWARD**
69 B NOTAM FILE JNU **L–1A, 3D, 4G**
RWY 16–34: 3000X75 (GRVL) MIRL
RWY 16: Brush.
RWY 34: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 16–34—CTAF. Bcn rdo ctl.
AIRPORT REMARKS: Unattended. Rapidly rising trrn N, E and W quad. Rwy 16–34 shoulders and safety areas soft when wet; water ponds in safety areas at both ends. Rwy 16–34 marked with reflective cones and lgts.
AIRPORT MANAGER: 907-262-1187
WEATHER DATA SOURCES: AWOS–3P 129.05 (907) 573–5002.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
JOHNSTONE POINT (H) (H) VORW/DME 116.7 JOH Chan 114
N60°28.86′ W146°35.96′ 222° 48.2 NM to fld. 48/18E.
wx cam
VOR unusable:
090°–124° byd 23 NM blo 8,000′
125°–188° byd 10 NM
DME unusable:
090°–124° byd 23 NM blo 12,000′
125°–191° byd 10 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



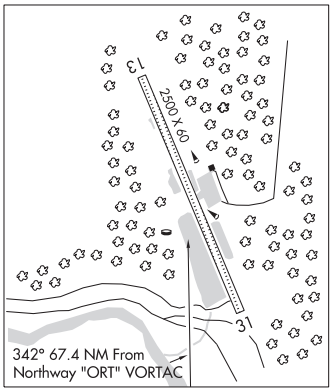
CHEVAK (VAK)(PAVA) 1 N UTC–9(–8DT) N61°32.45′ W165°36.05′ **BETHEL**
61 B NOTAM FILE VAK **L–3B**
RWY 02–20: 3220X75 (GRVL) MIRL 0.4% up N **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
SERVICE: **LGT** ACTVT MIRL Rwy 02–20—122.8. ACTVT REIL Rwy 02 and Rwy 20, PAPI Rwy 02 and Rwy 20 and rot bcn—CTAF. Nstd flashing bcn.
AIRPORT REMARKS: Unattended. Birds on and invof arpt. Rwy cond unmnt, rcmnd visual insp prior to use. Exp crosswinds. Rwy 02–20 used as road. First 200 ft of Rwy 02 rough.
AIRPORT MANAGER: 907-543-2498
WEATHER DATA SOURCES: AWOS–3P 120.625 (907) 600–3038. (WX CAM)
COMMUNICATIONS: CTAF 123.0 **UNICOM** 122.8
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.
HOOPER BAY (H) (H) VORW/DME 115.2 HPB Chan 99 N61°30.86′ W166°08.07′ 071° 15.4 NM to fld. 15/13E.
VOR unusable:
358°–013° byd 22 NM blo 3,500′
DME unusable:
358°–013° byd 22 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



CHICKALOON

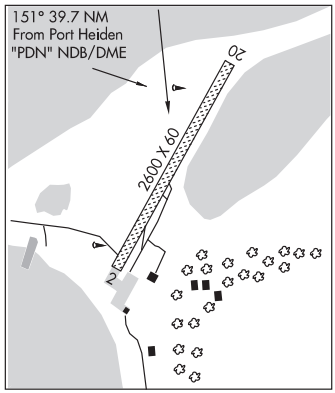
CASTLE MOUNTAIN AIRSTRIP (48AK) PVT 3 E UTC–9(–8DT) N61°47.59′ W148°29.55′ **ANCHORAGE**
1010 NOTAM FILE Not insp.
RWY 05–23: 1200X45 (TURF)
AIRPORT REMARKS: Unattended. Contact arpt mgr prior to landing. Arpt has gusty intermittent crosswinds. Rwy 12–30 is rutted sod.
AIRPORT MANAGER: 907-745-7818
COMMUNICATIONS: CTAF 122.9
CHICKALOON RCO 126.45 (PALMER RADIO)
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

CHICKEN (CKX)(PAAY) 0 SW UTC–9(–8DT) N64°04.01´ W141°57.08´ **DAWSON**
1640 NOTAM FILE ORT
RWY 13–31: 2500X60 (GRVL–DIRT)
RWY 13: Brush.
RWY 31: Brush.
SERVICE: **FUEL** MOGAS
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Waterfowl on and invof rwy in summer. Exp turb durg apch. Ctn: Fire crews and hel durg summer. Rwy 13 and Rwy 31 thr panels and cones. Rwy 13–31 dip in cntr; upslope to both ends. Snow removal ops–mnt CTAF.
AIRPORT MANAGER: 907-883-5128
COMMUNICATIONS: CTAF/UNICOM 122.8
SUAIS 125.3 126.3 (1–800–758–8723).
RCO 121.35 (NORTHWAY RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83´ W141°54.76´ 342° 67.4 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500´
DME unusable:
342°–037° byd 30 NM blo 10,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHIGNIK

CHIGNIK (AJC)(PAJC) 2 NE UTC–9(–8DT) N56°18.69´ W158°22.39´ **KODIAK**
18 NOTAM FILE AJC
RWY 02–20: 2600X60 (GRVL)
RWY 02: Brush.
RWY 20: Berm.
AIRPORT REMARKS: Unattended. Rwy condition not maintained, recommend visual inspection prior to use. Seabirds on and in vicinity of arpt. Mountains SW of arpt create frequent severe turbulence. Seaplane operating area in lake east of arpt. Rwy 02–20 marked with orange reflective cones.
AIRPORT MANAGER: 907-246-3325
WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 749–2402. (WX CAM)
COMMUNICATIONS: CTAF 122.8
RCO 122.05 (KENAI RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.
PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26´ W158°38.85´ 151° 39.7 NM to fld. 56/16E.
DME unusable:
050°–110° byd 32 NM blo 6,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



CHIGNIK BAY SPB (Z78) 1 NE UTC–9(–8DT) N56°17.74′ W158°24.09′ **KODIAK**

00 NOTAM FILE ENA

WATERWAY NE–SW: 10000X4000 (WATER)

WATERWAY E–W: 6000X4000 (WATER)

SEAPLANE REMARKS: Unattended. Beach used for acft pull–up. Lake adjacent to Chignik rwy is often used as a SPB, with a beach at the south end of the lake.

COMMUNICATIONS: CTAF 122.8

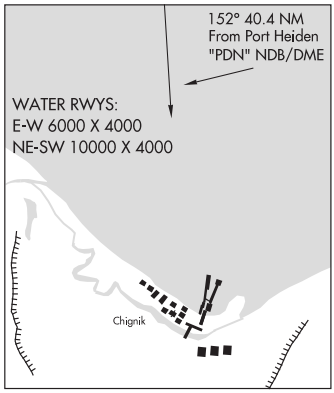
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26′ W158°38.85′ 152° 40.4 NM to fld. 56/16E.

DME unusable:

050°–110° byd 32 NM blo 6,500′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



CHIGNIK LAGOON (KCL) 0 S UTC–9(–8DT) N56°18.66′ W158°32.07′ **KODIAK**

28 NOTAM FILE ENA

RWY 04–22: 2200X90 (GRVL–DIRT)

RWY 04: Trees.

RWY 22: Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Seabirds on and invof arpt. Vehicle and pedestrians frequently use numerous roads and trails that cross rwy. Loose rocks on rwy sfc up to 6". Rwy 04–22 sfc contains numerous rocks and puddles. Several roads and trails cross Rwy 04–22. Rwy 04 thlds marked with orange reflective cones.

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.8

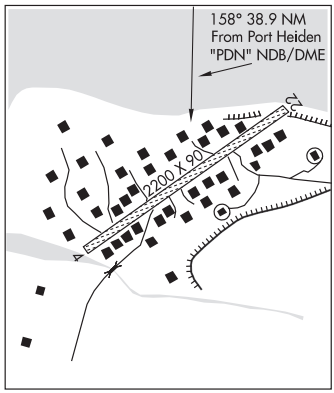
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26′ W158°38.85′ 158° 38.9 NM to fld. 56/16E.

DME unusable:

050°–110° byd 32 NM blo 6,500′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



CHIGNIK LAKE (A79) 0 WSW UTC–9(–8DT) N56°15.33′ W158°46.67′ **COLD BAY**

50 NOTAM FILE ENA

RWY 08–26: 2800X60 (GRVL) 0.3% up E

RWY 08: Brush.

RWY 26: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy safety areas rough, rutted, and uneven. Rwy slopes down toward the west. Hill South of Rwy 08–26 150′ high, runs parallel to rwy. Rwy 08–26 rutted and uneven sfc with no crown, entire length, loose rocks up to 4" on sfc. Rwy 08–26 brush up to 15′ along entire rwy length.

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.8

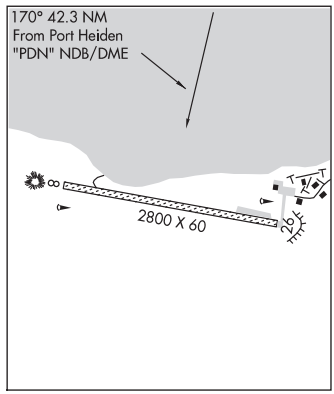
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26′ W158°38.85′ 170° 42.2 NM to fld. 56/16E.

DME unusable:

050°–110° byd 32 NM blo 6,500′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



CHISANA (CZN) 0 N UTC–9(–8DT) N62°04.31´ W142°02.96´ **ANCHORAGE**
3348 NOTAM FILE ORT **L–1A, 3E**

RWY 12–30: 3000X50 (TURF–GRVL) 2.5% up SE
RWY 12: Trees.
RWY 30: Trees.

AIRPORT REMARKS: Unattended. Wildlife invof rwy. Rwy cond unmnt; rcmnd visual insp bfr lndg. Vehicle trail on W side of rwy. Skis only winter. Alert: two pvt airstrips perpendicular to Rwy 12 and 30 apch. Rwy 12–30 surface has 24" in brush, 5" in loose rock, ruts and depressions. Rwy 12 and 30 thr and edge cones. Windsock psbly unreliable due to trees.

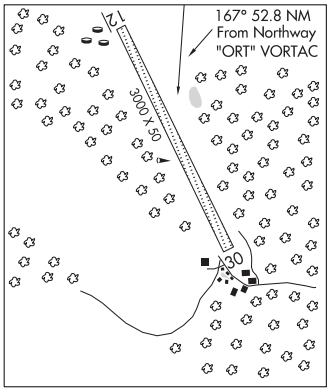
AIRPORT MANAGER: 907-822-3222

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83´ W141°54.76´ 167° 52.8 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500´
DME unusable:
342°–037° byd 30 NM blo 10,500´

COMM/NAV/WEATHER REMARKS: Northway FSS toll free number 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CHISTOCHINA (CZO) 0 SW UTC–9(–8DT) N62°33.74´ W144°40.35´ **ANCHORAGE**
1861 NOTAM FILE ENA

RWY 02–20: 2060X60 (TURF–GRVL) 0.4% up NE
RWY 02: Trees.
RWY 20: Tree.

AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmnd visual insp bfr lndg. 3 ft grass & brush. Soft when wet. Rwy 02 and Rwy 20 unmntnd. Hwy parl w edge. Rwy 02 and Rwy 20 marked with reflective orange cones.

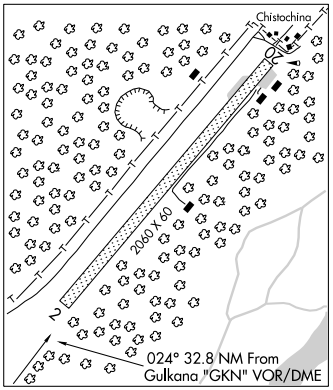
AIRPORT MANAGER: 907-822-3222

COMMUNICATIONS: CTAF 122.9

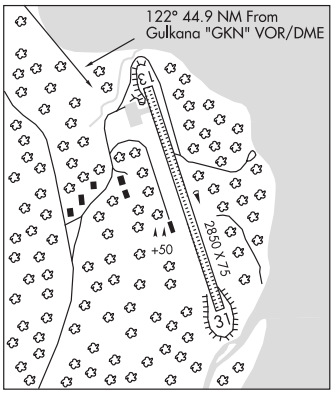
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23´ W145°26.84´ 024° 32.8 NM to fld. 1549/17E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

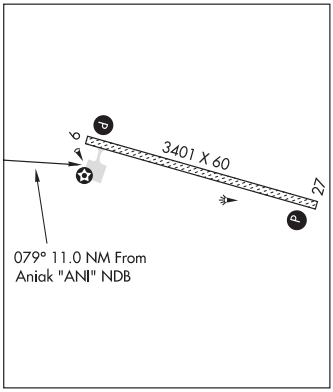


CHITINA (CXC)(PAAX) 4 N UTC–9(–8DT) N61°34.99′ W144°25.79′ **ANCHORAGE**
556 NOTAM FILE ENA
RWY 13–31: 2850X75 (GRVL–DIRT)
RWY 13: Brush.
RWY 31: Brush. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy cond umnt; rcmd visual insp bfr ldg. Rwy 13–31 shoulders slope off both sides. 20 ft grvl ridge W side of rwy. Rwy 31 downhill slope to the NE. Line of sight btn rwy ends NA. Rwy 13–31 3 ft brush to 20 ft both sides of cntrln.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 122° 44.9 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



CHRISTIANSEN LAKE SPB (See TALKEETNA on page 233)

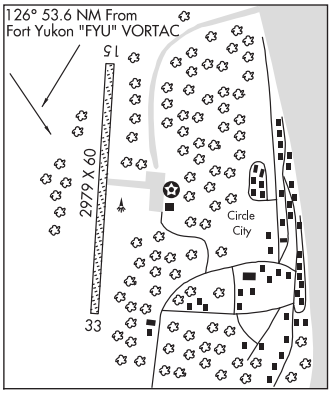
CHUATHBALUK (9A3)(PACH) 1 NE UTC–9(–8DT) N61°34.74′ W159°12.94′ **MC GRATH**
244 B NOTAM FILE ENA **L–3C**
RWY 09–27: 3401X60 (GRVL–DIRT) MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Berm.
RWY 27: REIL. PAPI(P4L)—GA 4.0° TCH 25′. Brush.
SERVICE: **LGT** ACTVT REIL Rwy 09 and 27; PAPI Rwy 09 and 27; MIRL Rwy 09–27—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Rwy 09–27 frost heaves and sink holes rwy ends and ramp. Cold temperature airport. Altitude correction required at or below –31C.
AIRPORT MANAGER: 907-676-0505
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE ANI.
ANIAK NDB (HW) 359 ANI N61°35.41′ W159°35.87′ 079° 11.0 NM to fld. 88/14E.



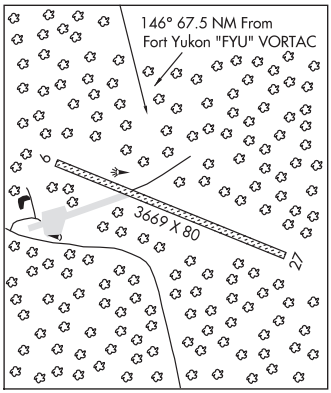
CHUGIAK

HILLTOP (AK24) PVT 3 N UTC–9(–8DT) N61°25.07′ W149°26.37′ **ANCHORAGE**
420 NOTAM FILE Not insp.
RWY 03–21: 1400X22 (GRVL)
RWY 03: Trees.
RWY 21: Trees.
AIRPORT REMARKS: Unattended. Prior approval required before ldg—ctc owner. Rwy 03–21 narrow with bldgs, trees and activity close to the rwy. Rwy not plowed in winter. Visually inspect prior to ldng. Land at your own risk. STOL acft only.
AIRPORT MANAGER: 907-244-7820
COMMUNICATIONS: CTAF/UNICOM 123.0
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

CIRCLE CITY (CRC)(PACR) 0 W UTC–9(–8DT) N65°49.68′ W144°04.57′ **DAWSON**
613 B NOTAM FILE FAI
RWY 15–33: 2979X60 (GRVL–DIRT) MIRL
RWY 15: Brush.
RWY 33: Brush.
SERVICE: **FUEL** 100LL **LGT** ACTIVATE beacon—CTAF. ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. 100LL avbl off arpt at store in town. Taxi via arpt access road. Snow removal ops dur winter–monitor CTAF. Rwy 15–33 thlds marked with reflective panels. Segmented circle overgrown.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ 126° 53.6 NM to fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′
DME unusable:
280°–300° byd 35 NM blo 2,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–864–1737.



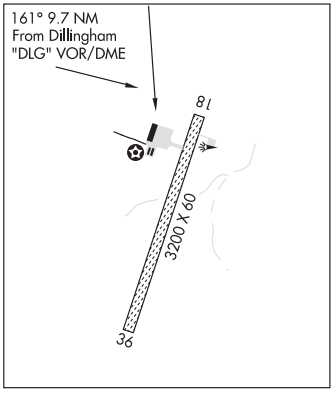
CIRCLE HOT SPRINGS (CHP) 1 E UTC–9(–8DT) N65°29.15′ W144°36.70′ **DAWSON**
870 NOTAM FILE FAI **L–4J**
RWY 09–27: 3669X80 (GRVL) 1.1% up E
RWY 09: Brush.
RWY 27: Brush.
AIRPORT REMARKS: Unattended. Rwy maint & snow removal NA. Rwy cond unmnt; rcmd visual insp bfr lndg. Psbl summer retardant acft ops. Rwy 27 first 1000 ft unusbl; sfc heaves & 10 ft brush on rwy.
AIRPORT MANAGER: 907-451-5280
COMMUNICATIONS: CTAF 122.8
SUAIS 125.3 126.3 –1–800–758–8723.
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ 146° 67.5 NM to fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′
DME unusable:
280°–300° byd 35 NM blo 2,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–864–1737.



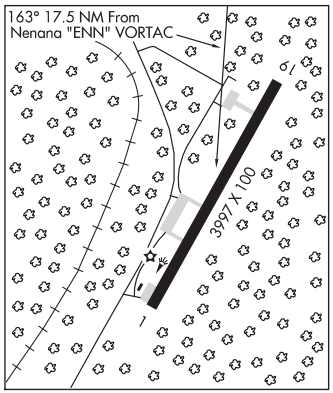
CLAM COVE N55°20.53′ W131°41.45′ NOTAM FILE KTN. **KETCHIKAN**
NDB (HW) 396 CMJ 295° 1.0 NM to Ketchikan Intl. 46/21E. **L–1C**
NDB unusable:
Byd 15 NM

CLARK BAY SPB (See HOLLIS on page 120)

CLARKS POINT (CLP)(PFCL) 1 E UTC–9(–8DT) N58°50.02´ W158°31.76´ **KODIAK**
80 B NOTAM FILE CLP **L–2J, 3C**
RWY 18–36: 3200X60 (GRVL) MIRL **IAP**
RWY 18: Brush.
RWY 36: Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 18–36, windsock; and rot bcn—CTAF.
AIRPORT REMARKS: Unattended. Birds and moose invof rwy. Rwy condition not monitored, recommend visual inspection prior to Indg. ATV cross Rwy 18 from twy to thld.
AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 121.45 (907) 868–7311. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111
N58°59.65´ W158°33.13´ 161° 9.7 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737



CLEAR (Z84)(PACL) 3 SE UTC–9(–8DT) N64°18.02´ W149°06.99´ **FAIRBANKS**
559 B NOTAM FILE FAI **H–1B, 2K, L–3A, 3D, 4J**
RWY 01–19: H3997X100 (ASPH) MIRL 0.4% up S
RWY 01: Trees. Rgt tfc.
RWY 19: Trees.
SERVICE: **LGT** ACTVT MIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Unattended. Alert: avoid rstrd area 1 NM W & pvt arpt 3 NM SW. 253 ft ant 4000 ft E. Glider act Apr–Sep on & invof arpt. Rwy cond not mnt; rcmd visual insp prior to Indg. Rwy 01–19 safety area; 300 ft ovrn at each end. Rwy 01 has thld mkrs. Rwy 19 has thld mkrs. Twy C clsd durg winter.
AIRPORT MANAGER: 907-451-5280
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.
NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40´ W149°04.37´ 163° 17.5 NM to fld. 1601/21E.
VOR unusable:
086°–096° byd 34 NM blo 5,000´
097°–105°
310°–335° byd 33 NM blo 5,000´
336°–360° byd 33 NM blo 4,000´
TAC AZM unusable:
097°–105°
DME unusable:
097°–105°
COMM/NAV/WEATHER REMARKS: Ctn: high level radio energy; psbl airborne elec sys dmg. Rmn clear of R–2206 when actv; mnt 133.25 for status.



CLEAR CREEK (See FAIRBANKS (FT WAINWRIGHT) on page 107)

COAL CREEK (See YUKON CHARLEY RIVERS on page 269)

COFFMAN COVE SPB (KCC)(PAKC) 0 W UTC–9(–8DT) N56°00.89′ W132°50.04′ **JUNEAU**

00 NOTAM FILE KTN

WATERWAY N–S: 5000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Nrw chnl at low tide. SPB float/ramp btn ferry trml and harbor.

AIRPORT MANAGER: 907-755-2622

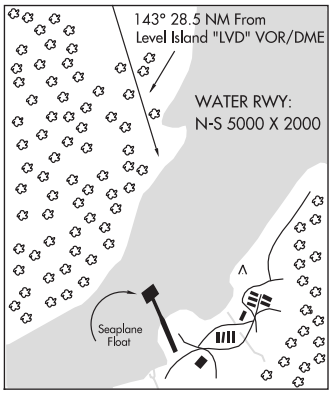
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 143° 28.5 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′



COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.

COGHLAN ISLAND N58°21.56′ W134°41.97′ NOTAM FILE JNU. **JUNEAU**

NDB (HWZ) 212 CGL 074° 3.8 NM to Juneau Intl. 58/20E. **L–1B, 1C**

NDB unusable:
325°–050° byd 30 NM
270°–324° byd 35 NM
220°–270° byd 24 NM blo 13,000′

COLD BAY

BLINN LAKE SPB (Z87) 3 N UTC–9(–8DT) N55°15.10′ W162°45.20′ **COLD BAY**

50 NOTAM FILE CDB

WATERWAY E–W: 2500X1000 (WATER)

WATERWAY N–S: 2000X1000 (WATER)

SERVICE: **FUEL** 100LL, JET A **LGT** Rotating bcn adj on Cold Bay Arpt.

AIRPORT REMARKS: Unattended. Considerable seabird activity—nest on islands. Fuel avbl from Cold Bay Arpt. No delivery avbl. Must have own truck and cans. Call 907–532–2467 Mon–Fri 9–5 lcl.

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04′ W162°46.44′ 133° 1.2 NM to fld. 99/10E.

VOR unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
349°–009° blo 10,000′
349°–009° byd 15 NM

TACAN AZIMUTH unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM

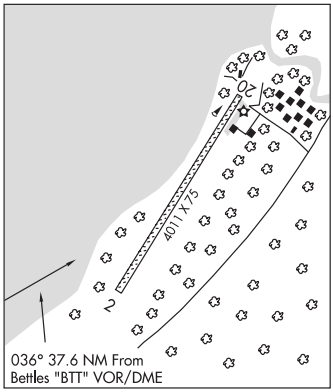
DME unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM

COMM/NAV/WEATHER REMARKS: Wx and tfc advisories avbl from Cold Bay FSS—123.6.

COLD BAY (CDB)(PACD) 0 N UTC–9(–8DT) N55°12.36′ W162°43.58′ **COLD BAY**
100 B ARFF Index—See Remarks NOTAM FILE CDB **H–2J, L–2I**
RWY 15–33: H10179X150 (ASPH–GRVD) S–120, D–246, 2D–433, 2D/2D2–970 PCR 620 F/B/X/T HIRL **IAP, DIAP, AD**
RWY 15: MALSR. RVR–T
RWY 33: PAPI(P4L)—GA 3.0° TCH 36′. RVR–R Rgt tfc.
RWY 08–26: H4900X150 (ASPH–GRVD) S–120, D–250, 2D–431, 2D/2D2–966 PCR 620 F/B/X/T HIRL
RWY 08: PAPI(P4L)—GA 3.5° TCH 38′.
RWY 26: PAPI(P4L)—GA 3.0° TCH 36′. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–4900 TODA–4900 ASDA–4900 LDA–4900
RWY 15: TORA–10179 TODA–10179 ASDA–10179 LDA–10179
RWY 26: TORA–4900 TODA–4900 ASDA–4900 LDA–4900
RWY 33: TORA–10179 TODA–10179 ASDA–10179 LDA–10179
SERVICE: **FUEL** 100LL, JET A **LGT** ACTVT MALSR Rwy 15; PAPI Rwy 08, 26 and 33; HIRL Rwy 08–26 and 15–33—CTAF. Rotg bcn photocell ops. Rwy 08 PAPI unusbl byd 5 deg rgt of cntrln.
AIRPORT REMARKS: Attended Mon–Sat 1600–0300Z‡. Birds invof arpt. Deicing and fuel M–F 1700–0200Z‡ – 907–532–2467; aft hr PPR and fee – 907–532–7055. Snow, ice removal and arpt haz rprtg durg duty hr unless prior arngmt in writing—Amgr. Class I, ARFF Index B. Clsd to ACR ops more than 30 pax seats exc written PPR—amgr Box 97 Cold Bay AK 99571. ARFF avbl for Part 121 ETOPS ACR with 30 min notice. Paew on rwys . Unlgtd twr 0.4 NM N, 0.9 NM S & 4.8 NM NW. Arpt sand lrgr grade than FAA rcmdd/see AC150/5200–30. Locked wheel NA. Cust unavbl. Foreign rflg arr 24–48 written PPR–FAX 907–271–2684 or 907–271–2686.
AIRPORT MANAGER: 907-532-5000
WEATHER DATA SOURCES: ASOS 135.75 (907) 532–2639. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **FSS** CDB (COLD BAY) 1700–0245Z‡, OT ctc Kenai FSS.
COLD BAY RADIO 121.5 122.2 123.6 (LAA 123.6)
RCO 121.5 122.2 123.6 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 118.5 278.3
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.
(H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04′ W162°46.44′ 146° 4.0 NM to fld. 99/10E.
VOR unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
349°–009° blo 10,000′
349°–009° byd 15 NM
TACAN AZIMUTH unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
DME unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
ELFEE NDB (HW) 341 ELF N55°17.77′ W162°47.35′ 148° 5.8 NM to fld. 32/10E.
ILS 110.3 I–CDB Rwy 15. Class IE. Localizer backcourse unusable within 6.2 DME; byd 20° left of course; byd 25° right of course.
COMM/NAV/WEATHER REMARKS: For a LC to Cold Bay FSS dial 532–2454. For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Telephone 532–2448 for WSO.

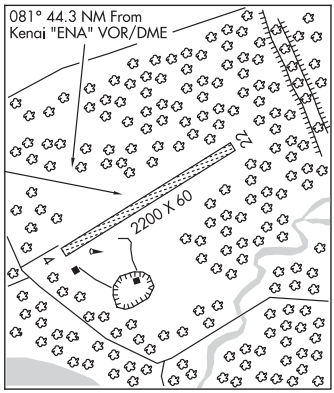
PORT MOLLER (1AK3)(PAAL) PVT 87 NE UTC–9(–8DT) N56°00.36′ W160°33.65′ **COLD BAY**
20 NOTAM FILE Not insp. **L–2I**
RWY 01–19: 3500X100 (GRVL)
AIRPORT REMARKS: Unattended. No svc avbl. Recommend visual inspection prior to ldg.
AIRPORT MANAGER: 907-267-1252

COLDFOOT (CXF)(PACX) 0 WSW UTC–9(–8DT) N67°15.13′ W150°12.23′ **FAIRBANKS**
1049 B NOTAM FILE FAI **H–1A, L–4J**
RWY 02–20: 4011X75 (GRVL) MIRL 0.4% up N **IAP**
RWY 02: Brush.
RWY 20: Trees.
SERVICE: **LGT** ACTIVATE MIRL Rwy 02–20 and twy lgts—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Cold temperature airport. Altitude correction required at or below –18C.
AIRPORT MANAGER: 907-451-2207
WEATHER DATA SOURCES: AWOS–3P 118.0 (907) 269–2771. (WX CAM)
COMMUNICATIONS: CTAF 122.9
COLDFOOT RCO 122.0 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 124.6 352.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
BETTLES (H) (H) VORW/DME 116.0 BTT Chan 107 N66°54.30′ W151°32.15′ 036° 37.6 NM to fld. 637/20E.
VOR AZIMUTH & DME unusable:
047°–077° byd 24 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



COOPER LANDING

QUARTZ CREEK (JLA) 3 E UTC–9(–8DT) N60°29.06′ W149°43.37′ **ANCHORAGE**
466 NOTAM FILE ENA
RWY 04–22: 2200X60 (GRVL–DIRT) 0.3% UP NE
RWY 04: Trees.
RWY 22: Brush.
AIRPORT REMARKS: Unattended. Ireg state maint, rcmd visual insp bfr lndg. Rwy 04–22 edges not mkd. Windsock blw treeline, may be unreliable.
AIRPORT MANAGER: 907-262-1187
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 081° 44.3 NM to fld. 115/19E.
VOR unusable:
348°–015° byd 20 NM
DME unusable:
355°–041° byd 35 NM blo 2,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



COPPER CENTER 2 (Z93) 1 S UTC–9(–8DT) N61°56.47′ W145°17.64′ **ANCHORAGE**

1150 NOTAM FILE ENA

RWY 13–31: 2200X55 (GRVL–DIRT)

RWY 13: Tree.

RWY 31: Tree.

AIRPORT REMARKS: Unattended. Road runs parallel to rwy 2′ from E edge. Road crosses 405′ from Rwy 13 thld. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. No winter maintenance. Residential property with free roaming guard dogs on east side of rwy. Rwy soft during breakup. Rwy 13–31 safety area 600′ South end and 400′ north end. Rwy 13 and Rwy 31 NSTD markings, thlds and rwy edges marked with cones. Rwy 31 thld cones damaged/missing, not visible when taxiing on rwy. Grass and brush up to 4 ft high on runway surface during summer months.

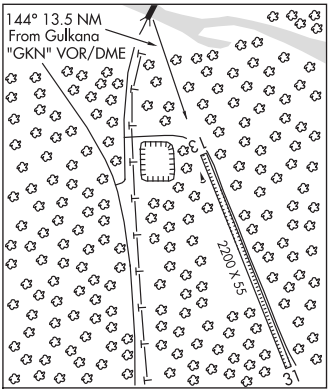
AIRPORT MANAGER: 907-822-3222

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 144° 13.5 NM to fld. 1549/17E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



CORDOVA

CORDOVA MUNI (CKU) 1 E UTC–9(–8DT) N60°32.62′ W145°43.55′ **ANCHORAGE**

59 NOTAM FILE JNU

RWY 06–24: 1800X60 (GRVL) 0.5% up SW

RWY 06: Trees. Rgt tfc.

RWY 24: Road.

SERVICE: S4

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Birds invof arpt during summer months. Snow removal on irregular basis. Steep ridge and hill along North edge, strong East winds, rwy subj to strong downdrafts. Birds roost on South side, mountains 3 miles from AER 24. Busy residential road borders northside and parallels rwy. Larger grvl at AER24. Seaplane oprs in apch to Rwy 24. Rwy 06–24 marked with reflective cones. Rwy edge cones removed for winter 15 Oct thru 1 May.

AIRPORT MANAGER: 907-424-3202

COMMUNICATIONS: CTAF 122.5

RCO 123.6 122.2 (JUNEAU FSS)

MOUNT EYAK RCO 122.5 (JUNEAU FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

JOHNSTONE POINT (H) (H) VORW/DME 116.7 JOH Chan 114 N60°28.86′ W146°35.96′ 063° 26.2 NM to fld. 48/18E.

wx cam

VOR unusable:

090°–124° byd 23 NM blo 8,000′

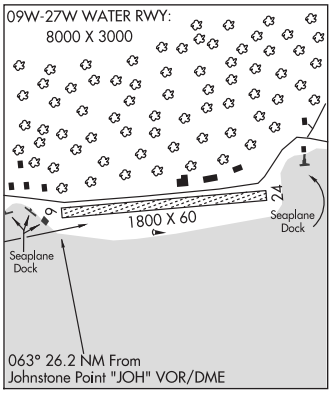
125°–188° byd 10 NM

DME unusable:

090°–124° byd 23 NM blo 12,000′

125°–191° byd 10 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



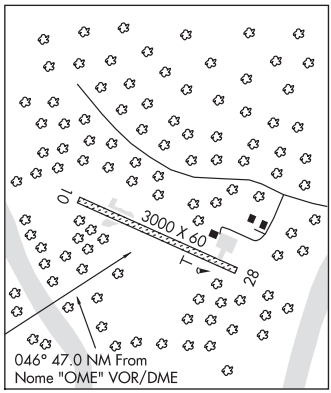
WATERWAY 09W–27W: 8000X3000 (WATER)

SEAPLANE REMARKS: Unattended. No public seaplane dock. Public seaplane facilities at small boat harbor. Freeze up in winter; Tidewater remains open. Operates in Eyak Lake.

MERLE K (MUDHOLE) SMITH (CDV)(PACV) 11 SE UTC–9(–8DT) N60°29.50′ W145°28.65′ **ANCHORAGE**
53 B ARFF Index—See Remarks NOTAM FILE CDV **H–1B, L–1A, 3E, 4H**
RWY 09–27: H7500X150 (ASPH–GRVD) S–90, D–153, 2D–280 PCR 977 F/A/X/T HIRL **IAP, AD**
RWY 09: ODALS. VASI(V4L)—GA 3.0° TCH 41′. RVR–TR Antenna. Rgt tfc.
RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 57′. RVR–TR Pole.
RWY 16–34: 1934X30 (GRVL) 0.6% up N
RWY 34: Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–7500 TODA–7500 ASDA–7500 LDA–7500
RWY 27: TORA–7500 TODA–7500 ASDA–7500 LDA–7500
ARRESTING GEAR/SYSTEM
RWY 27: EMAS
SERVICE: **LGT** ACTIVATE MALSR Rwy 27, ODALS Rwy 09, VASI Rwys 09 and 27, HIRL Rwy 09–27—CTAF. Rwy 09 VASI unusbl byd 4 NM, due to obsts.
AIRPORT REMARKS: Attended 1500–0130Z‡. Moose and birds invof arpt and rwys. Erratic winds. Class I, ARFF Index B. Clsd to ACR ops more than 30 pax seats exc 24 hr PPR in writing —Amgr Box 598 Cordova, AK 99574. Arpt svcs and cond rptg avbl only durg maint duty hr. Aft hr—Amgr. Btn 0100—1600Z‡ snow removal and deice NA. Rwy cond rpt reflects day opns only. Rwy 16–34 36 in orange cones May 1—Oct 25. ARFF eqpt durg ACR act only. Arpt sand larger gradation than FAA rcmdd/see AC150/5200–30. TSA regulated arpt. See 49 CFR 1542. Gates and doors must be secured at all times; Info—Amgr.
AIRPORT MANAGER: 907-424-3202
WEATHER DATA SOURCES: ASOS 134.8 (907) 424–5900. (WX CAM)
COMMUNICATIONS: CTAF 123.6
CORDOVA RCO 122.2 123.6 (JUNEAU RADIO)
ANCHORAGE CENTER APP/DEP CON 269.4 133.6 119.3
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDV.
GLACIER RIVER NDB (HW) 404 GCR N60°29.93′ W145°28.47′ at fld. 58/17E.
ORCA BAY NDB (HW) 233 ALJ N60°28.79′ W146°35.25′ 070° 33.0 NM to fld. 31/18E.
NDB unusable:
321°–341° byd 40NM blo 7,400′
ILS/DME 110.7 I–CDV Chan 44 Rwy 27. Class IE. LOC unusable beyond 10° north of course.
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236. Cordova Wx–424–7614 OR 122.65

COTTONWOOD LAKE SPB (See WASILLA on page 255)

COUNCIL (K29) 1 N UTC–9(–8DT) N64°53.80′ W163°42.21′ **NOME**
100 NOTAM FILE OME **L–3A, 3C, 4H**
RWY 10–28: 3000X60 (TURF) 0.4% up W
RWY 10: Brush.
RWY 28: Brush.
AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy not maintained dur winter. Rwy 10–28 nstd markings, marked with cones and thld panels. Thld panels faded to white. Tall grass on rwy and ramp.
AIRPORT MANAGER: 907-443-2500
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 046° 47.0 NM to fld. 95/11E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



CRAIG

CRAIG SPB (CGA) 0 N UTC–9(–8DT) N55°28.73′ W133°08.87′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY N–S: 10000X2000 (WATER)

SEAPLANE REMARKS: Attended daylight hrs. Seaplane trml bldg top of ramp. Float; one tsnt ramp.

AIRPORT MANAGER: 907-826-3275

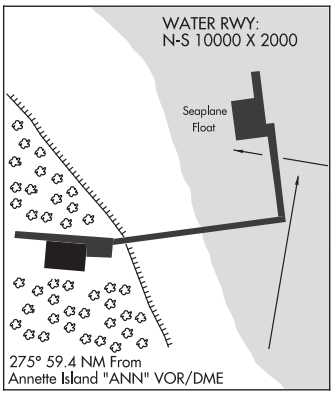
COMMUNICATIONS: CTAF 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 275° 59.4 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.

EL CAPITAN LODGE SPB (5C5) 29 N UTC–9(–8DT) N55°57.52′ W133°15.20′ **KETCHIKAN**

14 NOTAM FILE KTN

WATERWAY 15W–33W: 7205X150 (WATER)

AIRPORT REMARKS: Unattended. Located at fishing lodge; caution for boating act invof seaplane base.

AIRPORT MANAGER: 800-770-5464

COMMUNICATIONS: CTAF 122.9

CROOKED CREEK (CJX)(PACJ) 2 S UTC–9(–8DT) N61°52.27′ W158°08.28′ **MC GRATH**
IAP

183 B NOTAM FILE ENA

RWY 14–32: 3300X75 (GRVL) MIRL 0.4% up SE

SERVICE: FUEL MOGAS

AIRPORT REMARKS: Unattended. Rwy 32, first 100 ft clsd indefly. Rwy cond unmnt; rcmd visual insp bfr use. Rwy 14–32 slopes down to S. Line of sight btn ends NA.

AIRPORT MANAGER: 907-676-0505

WEATHER DATA SOURCES: AWOS–3PT 118.4 (907) 269–2726.

COMMUNICATIONS: CTAF 122.8

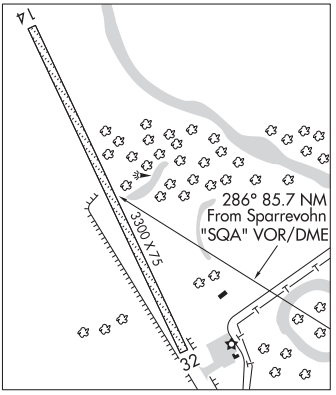
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.

SPARREVOHN (H) (H) VORW/DME 117.2 SQA Chan 119
N61°05.91′ W155°38.07′ 286° 85.7 NM to fld. 2501/18E.

DME unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′

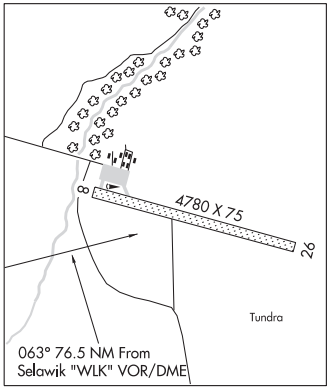
VOR unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′



COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

D&C FIRE LAKE FLYING CLUB SPB (See EAGLE RIVER on page 94)

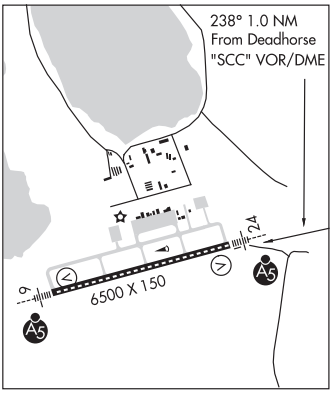
DAHL CREEK (DCK)(PODC) 10 SE UTC–9(–8DT) N66°56.55′ W156°53.48′ **FAIRBANKS**
260 NOTAM FILE OTZ **H–1A, L–4I**
RWY 08–26: 4780X75 (GRVL)
RWY 08: Brush. Rgt tfc.
RWY 26: Brush.
AIRPORT REMARKS: Unattended. Arpt not maintained, no snow removal, rwy cond not monitored. Recommend visual inspection prior to ldg. Caribou may be on rwy. Rwy 08–26 grass growing on rwy, dip forming aprx 250′ from Rwy 26 thld and 2" wide erosion channels developing from cntrln to south edge, rwy no longer maintained. Rwy 08–26 also used as a road. Wind sock damaged and not reliable, segmented circle and wind sock are overgrown with brush and trees.
AIRPORT MANAGER: 907-442-3147
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 077° 133.5 NM to fld. 121/9E.
COMM/NAV/WEATHER REMARKS: For a LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



DEADHORSE

BADAMI (AK78)(PABP) PVT 29 E UTC–9(–8DT) N70°08.25′ W147°01.83′ **POINT BARROW**
26 NOTAM FILE FDC Not insp. **H–1A, L–4J**
RWY 04–22: 5100X75 (GRVL) MIRL
RWY 04: PVASI(PSIL)—GA 3.0° TCH 50′.
RWY 22: PVASI(PSIL)—GA 3.0° TCH 50′.
SERVICE: **LGT** Rwy 04 VGSI unusable beyond 5° left or right of rwy centerline. Rwy 22 VGSI unusable beyond 5° left or right of rwy centerline.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-433-3808
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a LC to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DEADHORSE (SCC)(PASC) 0 SE UTC–9(–8DT) N70°11.69′ W148°27.91′ **POINT BARROW**
67 B ARFF Index—See Remarks NOTAM FILE SCC **H–1A, L–4J**
RWY 06–24: H6500X150 (ASPH–GRVD) S–120, D–250, 2D–550 **IAP**
PCR 801 F/A/X/T HIRL CL
RWY 06: MALSR. VASI(V4L)—GA 3.0° TCH 50′. RVR–T Rgt tfc.
RWY 24: MALSR. VASI(V4L)—GA 3.0° TCH 54′. RVR–T
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 24: TORA–6500 TODA–6500 ASDA–6500 LDA–6500

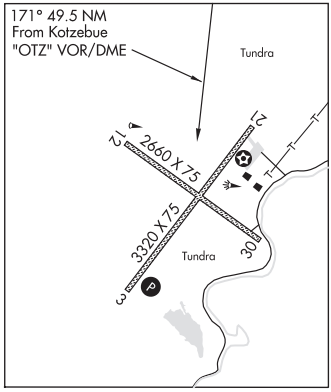


SERVICE: **FUEL** 100, JET A **LGT** When FSS clsd ACTVT MALSR Rwy 06 & 24; HIRL Rwy 06–24—CTAF. HIRL Rwy 06–24 preset low intst; incr intst—CTAF.
AIRPORT REMARKS: Attended 1500–0330Z‡. Waterfowl invof arpt; caribou on rwy & mov areas. Fuel A: 1500–0300Z‡—122.85 or 907–659–6215. Arpt maint 1500–0330Z‡; aft hr—amgr. Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arpt maint duty hrs. Colville ramp csld. Ctc arpt mgmt for any after—hours req for airfield services. Class I, ARFF Index B. Clsd to ACR ops more than 30 pax seats exc PPR in writing—amgr, PO Box 340002, Prudhoe Bay, AK 99734. ARFF svc PPR in writing—amgr. TSA regulated; see 49 CFR 1542. All gates & doors must be secured at all times. Tsnt or unfamiliar pilots—amgr for info. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-328-7130
WEATHER DATA SOURCES: ASOS 118.4 (907) 659–2591. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 118.4 (1500–0630Z‡ OT ctc Fairbanks FSS) **UNICOM** 123.0
FSS SCC (DEADHORSE RCO) 1500–0630Z‡OT CTC FAIRBANKS FAI)
DEADHORSE RADIO 121.5 122.2 123.6 (LAA 123.6)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 134.4
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.
(H) (H) VORW/DME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 238° 1.0 NM to fld. 54/17E.
DME unusable:
143°–190° blo 2,300′
143°–190° byd 16 NM
VOR unusable:
145°–158° blo 3,000′
145°–158° byd 15 NM blo 4,000′
145°–158° byd 20 NM blo 5,000′
145°–158° byd 25 NM blo 6,000′
145°–158° byd 30 NM blo 10,000′
ILS/DME 109.3 I–SCC Chan 30 Rwy 06. Class IT. Auto pilot cpd apch NA blw 350′.
COMM/NAV/WEATHER REMARKS: Local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx obs when Deadhorse FSS clsd – 133.55 or 907–659–2401. AFIS operd by SCC FSS when open, OT Fairbanks FSS.

INIGOK (4AK1) PVT 96 W UTC–9(–8DT) N70°00.23′ W153°04.65′ **POINT BARROW**
191 B NOTAM FILE FDC Not insp. **H–1A, L–4I**
RWY 02–20: 5000X150 (GRVL) 0.6% up S
AIRPORT REMARKS: Unattended. Closed to the public. Bureau of Land Management (BLM) installation. All acft oprs shall obtain a permit prior to intended ldg. Ctc the BLM Arctic Fld Office, 1150 University Avenue, Fairbanks, AK 99709 (http://www.blm.gov/ak/st/en/fo/fdo/arctic_field_office.html) or call 907–474–2200 to apply for a permit 45 days prior to intended ldg. Failure to obtain and have onboard an apvd permit will result in trespass violations and possibly criminal and civ actions. Rwy not maintained, recommend visual inspection prior to ldg. Rwy 02 multiple soft spots last 2000′. 25′ antenna 650′ NW of Rwy 02.
AIRPORT MANAGER: 907-474-2200
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For a local call to Barrow FSS dial 852–2511. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DEADHORSE PTZ N70°08.36′ W146°16.66′/56 **POINT BARROW**
AWOS–3P 125.125 (907) 685–3590 AWOS–3P associated with Point Thomson airstrip 37AA.

DEERING (DEE)(PADE) 2 SW UTC–9(–8DT) N66°04.15′ W162°46.02′ **NOME**
30 B NOTAM FILE DEE **L–4H**
RWY 03–21: 3320X75 (GRVL) MIRL **IAP**
RWY 03: REIL. PAPI(P4R)—GA 3.0° TCH 25′.
RWY 12–30: 2660X75 (GRVL) MIRL 0.4% up NW
SERVICE: **LGT** ACTIVATE MIRL Rwy 03–21 and Rwy 12–30; REIL Rwy 03 and PAPI Rwy 03 —CTAF. ACTIVATE rotating bcn —CTAF.
AIRPORT REMARKS: Unattended. Migratory birds as well as musk oxen and other large animals on and invof of rwys. Rwy cond not monitored, recommend visual inspection prior to ldg. Cold temperature airport. Altitude correction required at or below –39C. Rwy 03–21 plowed in winter. Windsock missing at Rwy 12. Rwy 03–21 NSTD markings, marked with lgts and plastic markers. Rwy 12–30 NSTD markings, marked with lgts and plastic markers.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: ASOS 135.5 (907) 621–7973. (WX CAM)
COMMUNICATIONS: CTAF 122.9
DEERING RCO 122.25 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 177° 49.5 NM to fld. 121/9E.



COMM/NAV/WEATHER REMARKS: For a LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DELTA DAVES (See DELTA JUNCTION on page 91)

DELTA JUNCTION

ALL WEST (AK77) PVT 11 E UTC–9(–8DT) N63°56.49′ W145°25.33′ **ANCHORAGE**
1275 NOTAM FILE Not insp. **H–1B, L–1A, 3B, 3E**
RWY 09–27: 5500X75 (TURF–GRVL)
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-895-9800
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DELTA DAVES (AA22) PVT 7 NW UTC–9(–8DT) N64°07.78′ W145°48.38′ **FAIRBANKS**
1050 NOTAM FILE Not insp.
RWY 15–33: 2350X60 (TURF)
RWY 33: Rgt tfc.
RWY 06–24: 1800X100 (TURF–DIRT)
RWY 06: Trees.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-895-4887
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DELTA JUNCTION (D66) 1 N UTC–9(–8DT) N64°03.01′ W145°43.35′ **FAIRBANKS**
1150 NOTAM FILE FAI
RWY 07–25: 2500X60 (GRVL)
RWY 07: Trees.
RWY 25: Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy condition unmonitored, recommend visual inspection before use. Allen AAF within 5 miles. Rwy 07 p–line marked with orange balls. Clnc slope to p–line 33:1. 335′ twr lgtd 1 mi S. Use fee–amgr. Rwy 07–25 NSTD markings. Rwy 07–25 rwy ends marked with reflective cones. Transient parking on East end; South of Rwy 07. Personnel and eqpt on the rwy.
AIRPORT MANAGER: 907-460-0066
COMMUNICATIONS: CTAF 122.9
SUAIS 125.3 126.3; 1–800–758–8723.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ROCKING T RANCH (11AK) PVT 6 E UTC–9(–8DT) N63°59.98´ W145°30.14´ **ANCHORAGE**
1190 NOTAM FILE Not insp.
RWY 08–26: 2200X30 (GRVL)
RWY 15–33: 1000X30 (GRVL)
RWY 15: Trees.
RWY 33: Trees.
AIRPORT REMARKS: Unattended. PPR bfr lndg. Rwy 08–26 not mntnd. Rwy 15–33 not mntnd. Rwy 15–33 lrg rocks and loose grvl.
AIRPORT MANAGER: 907-321-2708
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

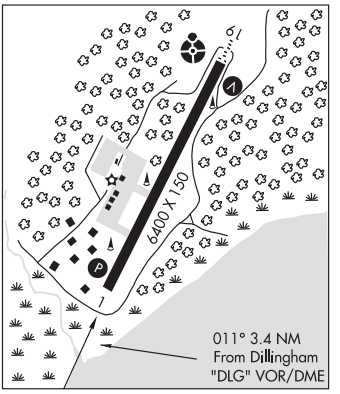
WINGSONG ESTATES (AKØ9) PVT 7 N UTC–9(–8DT) N64°02.98´ W145°30.14´ **FAIRBANKS**
1100 NOTAM FILE Not insp.
RWY 15–33: 2380X100 (TURF)
RWY 15: Thld dsplcd 590´. P–lines. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. No winter maint. Dalgt use only. Trees close in east, west and south of rwy. Recommend Rwy 33 for dep.
AIRPORT MANAGER: (907) 895-5331
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516

DELTA JUNCTION N64°01.41´ W145°41.21´ NOTAM FILE BIG. **ANCHORAGE**
NDB (HW) 347 DJN 1338/20E. **H–1B, L–3B, 3E**

DENALI (See MCKINLEY PARK on page 167)

DILLINGHAM

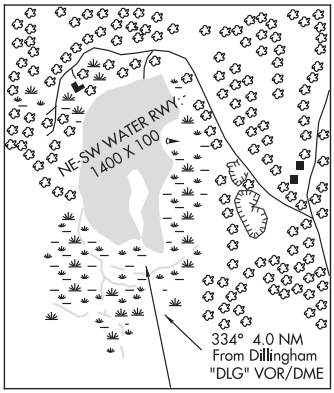
DILLINGHAM (DLG)(PADL) 2 W UTC–9(–8DT) N59°02.68´ W158°30.33´ **KODIAK**
82 B ARFF Index—See Remarks NOTAM FILE DLG **H–1B, 2J, L–2J, 3C**
RWY 01–19: H6400X150 (ASPH–GRVD) S–120, D–219, 2D–324 **IAP**
PCR 600 F/C/X/T HIRL
RWY 01: PAPI(P4L)—GA 3.0° TCH 45´.
RWY 19: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 57´. Trees. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–6400 TODA–6400 ASDA–6400 LDA–6400
RWY 19: TORA–6400 TODA–6400 ASDA–6400 LDA–6400
SERVICE: S2 **FUEL** 100LL, JET A **LGT** When DLG FSS clsd ACTVT ODALS Rwy 19; PAPI Rwy 01; VASI Rwy 19; HIRL Rwy 01–19—CTAF. Bcn lgt on twr at ARFF bldg; ops unmnt when DLG FSS clsd. Rwy 01–19 lgts 30" high.
AIRPORT REMARKS: Attended 1600–0230Z‡. Aft hr arpt/maint svc, wildlife ctl, sn removal, cond rprtg PPR—amgr. TSA regulated arpt. See 49 CFR 1542. Gates and doors must be secured all times. Tsnt or unfamiliar pilot info—amgr. Incrd bird act spring and fall. Fuel—907–842–1234/2400. Aft hr—907–843–1590/907–252–7625. PPR for haz rprtg rwy, twy or ramp snow ctl. Class I, ARFF Index B. CLOSED to ACR ops more than 30 pax seats exc PPR in writing—amgr Box 250 Dillingham AK 99576. Twy, ramp or RSA tkof or ldg NA. ARFF equip avbl durg ACR act only. PAEW psbl any time. Tsnt prkg mkd with green cones. Rwy safety area S 3600 ft X 300 ft; N 3289 ft X 200 ft. Arpt sand lrgr gradation than FAA rcmdd/see AC150/5200–30. Lock wheeled turns NA.



AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 125.0 (907) 842–2137. AWOS–3P avbl when DLG FSS clsd. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 125.0 (1645–0645Z‡ OT ctc Kenai FSS)
FSS DLG (DILLINGHAM) 1645–0645Z‡ OT ctc Kenai FSS.
DILLINGHAM RADIO 121.5 122.3 (LAA 123.6)
RCO 121.5 122.3 123.6 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 132.75 282.35
AIRSPACE: CLASS E svc 1645–0845Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
(H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65´ W158°33.13´ 011° 3.4 NM to fld. 81/15E.
LOC/DME 111.9 I–DLG Chan 56 Rwy 19. LOC unusable within 0.7 NM (1.8 DME) inbound.
COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737. AFIS operd by DLF FSS when open, OT Kenai FSS.

NUSHAGAK (AK21) PVT 22 N UTC–9(–8DT) N59°07.96′ W157°46.63′ **KODIAK**
40 NOTAM FILE Not insp.
RWY 16–34: 1000X50 (TURF)
AIRPORT REMARKS: Unattended. Rwy 16–34 soft during break–up and when wet.
AIRPORT MANAGER: 907-688-2084
COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.

SHANNONS POND SPB (AA15) PVT 3 W UTC–9(–8DT) N59°03.54′ W158°34.63′ **KODIAK**
80 NOTAM FILE
WATERWAY NE–SW: 1400X100 (WATER)
SERVICE: **FUEL** 100LL
SEAPLANE REMARKS: Unattended. Fuel avbl 24 hrs with credit card. SW side of lake shallow.
AIRPORT MANAGER: 907-842-2735
COMMUNICATIONS: CTAF 123.6
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 334° 4.0 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



DIOMEDE HELIPORT (DM2)(PPDM) 0 N UTC–9(–8DT) N65°45.50′ W168°57.23′ **NOME**
21 NOTAM FILE OME
HELIPAD H1: H64X64 (CONC)
SERVICE: **LGT** H1 perimeter lights. Emerg Indg lgts PPR—907–686–3071/907–684–3311/AMGR.
HELIPORT REMARKS: Unattended. ALERT: Diomede in close proximity to Russian ASP; incursion is a civil violation.
AIRPORT MANAGER: 907-443-2500
COMMUNICATIONS: CTAF 123.0
COMM/NAV/WEATHER REMARKS: For a local call to Nome FSS dial 443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

DRIFT RIVER (See KENAI on page 139)

DRY BAY (See YAKUTAT on page 265)

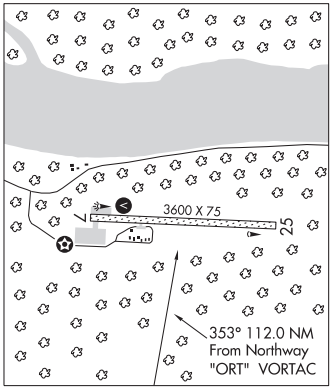
DUFFYS TAVERN (See SLANA on page 225)

DUNCAN CANAL N56°45.33′ W133°10.45′ **JUNEAU**
RCO 122.1 (JUNEAU RADIO) **L–1C**

DUTCH HARBOR N53°54.31′ W166°32.87′ NOTAM FILE DUT. **DUTCH HARBOR**
NDB/DME (HW) 283 DUT Chan 86 at Unalaska. 272/9E. **H–2I, L–2J**
DME portion unusable:
005°–080°
081°–330° byd 13 NM
331°–004° byd 15 NM

DUTCH LANDING STRIP (See STERLING on page 230)

EAGLE (EAA)(PAEG) 2 E UTC–9(–8DT) N64°46.69′ W141°08.98′ **DAWSON**
907 B NOTAM FILE EAA **L–4K**
RWY 07–25: 3600X75 (GRVL) MIRL **IAP**
RWY 07: VASI(V4L)—GA 3.75° TCH 39′. Hill.
RWY 25: Trees.
SERVICE: **LGT** ACTIVATE MIRL Rwy 07–25, VASI Rwy 07 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. 100LL and Jet A avbl by calling 907–547–2220. Helicopter ops from south ramp dur summer months. Rwys 07 and 25 marked with reflective thld panels and cones. Report on arr. Cstms unavbl ctc 907–774–2252 for info. Cold temperature airport. Altitude correction required at or below –12C.
AIRPORT MANAGER: 907-883-5128
WEATHER DATA SOURCES: ASOS 135.55 (907) 621–7606. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (NORTHWAY RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 135.3
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.76′ 353° 112.0 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500′
DME unusable:
342°–037° byd 30 NM blo 10,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



EAGLE RIVER

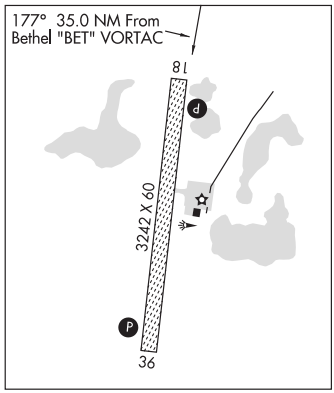
D&C FIRE LAKE FLYING CLUB SPB (D72) 2 N UTC–9(–8DT) N61°21.15′ W149°32.78′ **ANCHORAGE**
295 NOTAM FILE ENA
WATERWAY N–S: 3500X200 (WATER)
SEAPLANE REMARKS: Unattended. Public beaching area in SW corner of lake. No dock. Beach is steeply sloped, rocks on beach up to 4". Road within 15′ of shoreline at beaching area. All other property on lake is private/non commercial. Transient overnight parking avbl. Call before arrival 907–250–7834.
AIRPORT MANAGER: 907-250-7834
COMMUNICATIONS: CTAF/UNICOM 123.0
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

EARECKSON AS (SYA)(PASY) AF 0 S UTC–10(–9DT) N52°42.74′ E174°06.82′ **W ALEUTIAN ISLS**
98 B NOTAM FILE SYA Not insp. **H–2H, L–2H**
RWY 10–28: H10004X150 (ASPH–GRVD) PCN 38 F/A/W/T HIRL **DIAP, AD**
RWY 10: ALSF1. PAPI(P4L)—GA 2.5° TCH 45′. Rgt tfc.
RWY 28: SALSF. PAPI(P4L)—GA 2.5° TCH 49′.
ARRESTING GEAR/SYSTEM
RWY 10 MB100 (B) 1850 FT UNUSBL. BAK12(B) 4450 FT. **RWY 28**
SERVICE: **LGT** Arpt has rglr & LED obstn lgt; LED lgt may not be vsb to ngt vision devices. ACTVT ALSF1 Rwy 10; SALSF Rwy 28, HIRL Rwy 10–28—CTAF. PAPI Rwy 10 and Rwy 28 oprs consly.
MILITARY REMARKS: Attended Mon–Fri 1800–0300Z‡ (0800–1700 local), clsd wkend and hol. USAF installation; clsd to civ ops. Mil/civ declared emerg & in distress will be honored. RCR/RSC same as atndd hr. FICON and rwy cond code not rprtd. ARFF Index 7C. 7 day site arr or 45 day foreign natnl req—D317–552–5020/5107/C907–552–5020/5107 and PPR—D317–392–3505/3606/4005/C907–392–3505/3606/4005. Svc fee rqrd. Tran svc Mon–Fri 1800–0300Z‡; clsd wkend and hol. Aft hr may incur O/T and svc fee. Mandatory and info signs not installed. Hvy goose actvt Apr–Jun and Aug–Oct; Gulls & ravens invof arpt. Rpt bird/wildlife strikes on or invof Eareckson—EAS Afld Ops/twr D317–392–3505/C907–392–3505 & 3WG/SEF & USDA–WS D317–552–4798/4128 or C907–552–4798/4128. Flts originating outside the United States refer to AK section of USAF—Foreign Clnc Guide. 30 min PN for barrier svc. C–130/L–100 wt rstrd max 137 kps arr or dep via Twy B; gtr than 137 kips use Twy C and M. **CAUTION:** Illusion of hgt & usbl rwy wid psbl lndg durg low vsby & at ngt. Non std VFR pat Rwy 10. Twy A, D and pri HCP clsd. Alt HCP 72 hr PPR. Hills 8 NM west 662′ MSL. Rwy 10–28 with 25′ shoulders. CAUTION: Rwy 10–28 150′ turn radius max; tow bar and psnl for lrg coml acft rqrg gtr than 150′ turnaround NA; 25′ shoulders emerg only wi group index and gross loads. No overrun; sheer drop offs. Coord ETOP or afld criteria—D317–392–3362/C907–392–3362. Unctld arpt; prac apch, fleet svc, customs and acft maint NA deicer SAE AMS 1424P Type 1 avbl with 1 hr PN. Civil acft lndg permit req 30 days bfr ldg—D317–552–5282/C907–552–5282. NOTE: See General Notices—Radiation Areas.
AIRPORT MANAGER: 907-392-3362
COMMUNICATIONS: CTAF 127.2
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 119.1 339.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SYA.
SHEMYA (H) (H) VORTACW 109.0 SYA Chan 27 N52°43.10′ E174°03.73′ 256° 1.9 NM to fld. 67/3E. VORTAC unmonitored 0300–1100Z‡ Mon–Sat; all day Sun & hol.
TACAN AZIMUTH unusable:
289°–029°
VOR unusable:
289°–029°
DME unusable:
035°–045°
057°–085° byd 35 NM
289°–029°
ILS 110.1 I–SYA Rwy 28. Glideslope unusable for autopilot cpd apchs blw 300′. Unmonitored 0300–1100Z‡ Mon–Sat; all day Sun and hol.
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Preventive maint schedule, VOR Fri 1800–2000Z‡. Wx for all MP is (600/1.5 +1). TACAN Mon 1800–2000Z‡. ILS Tue 1800–2000Z‡. CTAF advsy 352.05 unavbl 0300–1100Z‡ Mon–Sat, Sun and hol. Aft sked arr CTAF advsy 352.05 avbl one hr prior. PMSV METRO remote wx briefings avbl H24—15 OWS D312–576–9755/C618–256–9755; 2 hr PN. PMSV METRO—Mil tran acft remote briefing avbl from 3 OSS weather Flt Elmendorf Metro DSN 552–4903. Manned obs supplemented by ASOS 1000–0200Z‡, Mon–Sat, no Sun or hol. RDO nav fac unmnt 0001–1400Z‡ dly; cons wkend and hol. Airborne acft declaring acft emerg into Eareckson Air Stn—Eareckson Metro 127.2 or 352.05 durg ops hr; if no answer—Eareckson Radio on CTAF & call 907–392–3505/3606; ensure Anchorage ATC is aware of emerg. As backup Anchorage ATC durg non ops hr shall notify Eareckson Radio on 907–392–3505/3606 of all acft emerg. Dur non ops hr Eareckson Air Stn rqr 30 min PN when psbl. Wx/Afld Ops—D317–392–4005/C907–392–4005.

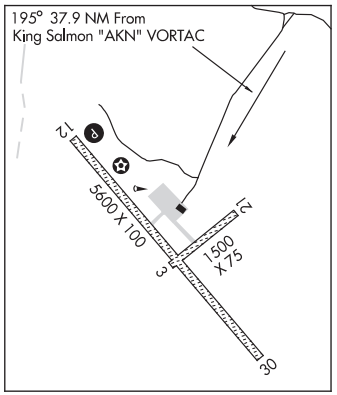
EAST ALSEK RIVER (See YAKUTAT on page 265)

EDWARD G PITKA SR (See GALENA on page 113)

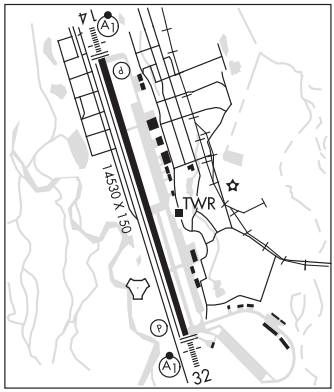
EEK (EEK)(PAEE) 1 W UTC–9(–8DT) N60°12.82′ W162°02.63′ **BETHEL**
27 B NOTAM FILE ENA **L–3C**
RWY 18–36: 3242X60 (GRVL) MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Brush.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Brush.
SERVICE: **LGT** ACTIVATE REIL Rwy 18 and Rwy 36, PAPI Rwy 18 and Rwy 36 and MIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Birds invof arpt. 300′ twr approximately 1.1 miles east of arpt. Rwy 18–36 grass and brush surrounds rwy lgts. 6–8" dips in rwy full len.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.8
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 177° 35.0 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



EGEGIK (EII)(PAII) 2 S UTC–9(–8DT) N58°11.13′ W157°22.53′ **KODIAK**
92 B NOTAM FILE EII **H–2J, L–2J, 3C**
RWY 12–30: 5600X100 (GRVL) MIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Brush.
RWY 30: Brush.
RWY 03–21: 1500X75 (GRVL–DIRT) MIRL
RWY 03: Brush.
RWY 21: Brush.
SERVICE: **LGT** ACTIVATE REIL Rwy 12; PAPI Rwy 12; MIRL Rwy 03–21 and Rwy 12–30 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy 03–21 surface soft after rains. Safety areas byd thlds and rwy edges very soft. Rwy 12–30 surface soft when wet. Water ponding after rain. Safety areas byd thlds and rwy edges very soft. Ramp and twys soft when wet.
AIRPORT MANAGER: 907-233-2400
WEATHER DATA SOURCES: AWOS–3P 135.65 (907) 233–2288. (WX CAM)
COMMUNICATIONS: CTAF 122.8
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 195° 37.9 NM to fld. 95/16E.
TACAN antenna offset 150′ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000′
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000′
DME unusable:
332°–348° byd 19 NM blo 5,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



EIELSON AFB (EIL)(PAEI) AF 17 SE UTC–9(–8DT) N64°39.94′ W147°06.09′ **FAIRBANKS**
548 B NOTAM FILE EIL **H–1B, L–3A, 3D, 4J**
RWY 14–32: H14530X150 (CONC–GRVD) PCN 61 R/C/W/T **DIAP, AD**
HIRL(NSTD)
RWY 14: ALSF1. PAPI(P4L)—GA 2.7° TCH 54′. RVR–T Rgt tfc.
RWY 32: ALSF1. PAPI(P4L)—GA 2.7° TCH 44′. RVR–T Trees.
ARRESTING GEAR/SYSTEM
RWY 14 BAK–12B (1104 FT) (3338 FT). BAK–12B (1248 FT). **RWY 32**
SERVICE: **MILITARY—LGT** NSTD; N 11314 ft 300 ft wide; S 3200 ft 150 ft wide. Lgt at Twy A entrance E side of rwy; gap btn lgts 446 ft. Lgt at Twy C entrance E side of rwy; gap btn lgt 400 ft. CTN: NSTD lgt; 2000 ft rwy edge lgt btn D–C twy; 12 ft fm rwy edge. **A–GEAR** Rwy 14–32 BAK–12 dep end cables in raised position; BAK–12 AER 14–32 avbl with 20 min prior notice. North barrier runout reduced to 950 FT, hook equipped acft be alert. BAK–12(B) Rwy 14 lctd 1104′ from apch end, BAK–12(B) Rwy 14 lctd 3338′ from apch end, BAK–12(B) Rwy 32 lctd 1248′ from apch end. **FLUID**— De–ice Type 1 avbl, anti–ice Type 4 unavbl. **TRAN ALERT** Svc avbl H24. Tsnt maint ltd to F16 svcg upon aircrew req. F16 thru flight/BPO/preflight insp not authorized.
NOISE: Quiet hr 0800–1500Z‡; unctld tkof/ldg NA; exceptions rqr OG/CC apvl.



MILITARY REMARKS: Attended continuously. Afld mgmt opr H24; OBO 0800–1600Z‡. Exp svcs dla durg hol. All contingency ops ctc Afld Mgr for coord ASAP. Ctc airfield management DSN 317–377–1861, C907–377–1861 for PPR number no earlier than 5 days and no later than 24 hr prior to arr. PPR good for +/– 30 min of PPR time. Coord of PPR outside of time by phone is req or PPR nr will be considered cnl. Exp arr time restriction for all acft exc air evac and DV code 7 or higher. Tnst ctc ptd at least 30 min priot to arr. Eielson AFB is a 1 MOG station. BASH Phase II Apr, May, Aug & Sep. Gulls, ducks & geese pose hazard when standing water on fld. Rpt bird & animal strikes invof arpt to Afld Mgmnt—DSN 317–377–1861, PTD or 354 FW/SE DSN 317–377–4110. Moose have been spotted on or near the rwy environment all hrs of the day. Dur bird watch cond moderate lcl pattern work ltd to minimum rqr with OG/CC apvl, no touch and go ldg, formation tkf/ldg prohibited and low apch ltd to 300′ AGL. Dur bird watch cond severe, tkf, pattern and lndg prohibited without OG/CC apvl, exc for emerg. PAEW on Rwy 14–32 when twr unmanned. Aircrew be advs fld cond NOTAM (FICON) and rwy cond code (RWYCC) not reported by AMOPS. Load/off load eng run NA. ERO svc avbl for AMC acft. Rwy 300 ft wide entire length, ctr 150 ft usable. dep acft remain at or blw 1500′ til dep end of rwy. Ovhd tfc pat alt 2000 ft MSL; rectangular tfc pat alt 1500 ft MSL. All PACAF ftr acft on arr expect reduced rwy separation; similar ftr type/day—3000 ft; dissimilar ftr type and/or ngt wet rwy or RCR rpt less than 17—6000 ft; behind formation lndg—6000 ft; ftr type ldg behind non–ftr type—9000 ft; RCR validated as conditions warrant. Avoid small arms range 2.5 NM E of Rwy 32 end; wkend 1700–0100Z‡; sfc–3500 ft AGL. Maint ops cntr PPR 48 hr fm ETA—D317–377–1205. UHF pref pattern freq. VHF PTD freq is unmonitored. Prime Knight not avbl. See AP1 Supplementary arpt rmks. Limited secret and COMSEC storage avbl at afld management. Afld mgnt does not have COMSEC responsibilities. For Top Secret and COMSEC issue/storage ctc Command Post DSN 317–377–1500. Caution, fire hydrants lctd 64′ NE of Twy H cntrln. Loop twy east of corrosion/hangar 1348 through the 4/8 Bay area rstd to acft with wingspan of 45′ or smaller. Portions of apron Oscar row and south ramp not visible from twr. Cargo & ACR ctc Command Post 3 hr prior & 30 min prior to ldg. Crypto mtrl tsnt crew not avbl. VIP 30 min PPR with chock time – afld mgnt. Ltd fleet svc. No potable water. Trans billeting extremely ltd/extv fuel delays possible dur RED FLAG ALASKA EXERCISE (Apr–Oct). Alaska ANG 168th AREFS OPS DSN (317–377–8800, C 907–377–8800) ANG opr 24 hrs. Afld Mgnt DSN 317–377–1861/3201. File flt plan 2 hr bfr dep. Arr rqr customs 1.5 hr PPR—Command Post. U.S. immigration svc not avbl. Acft rqrg terminal and gnd handling svc are rqrd to provide advance ntc or delays in svc may be experienced. Acft rqrg svc should make prior coord with Afld Mgnt. Lcl or deploying acft rqr maint psnl to complete ops; incl de–ice psnl durg cold wx. Trans alert NA byd initial block in. Rwy 14 and Rwy 32 PAPI GS not coincidental with ILS GS. ARFF status Critical Level of Svc (CLS) 62% for USAF Cat 10; and Reduced Level of Svc (RLS) 81% for USAF CAT 9. No pallet trains longer than T3 with overhang will be acptd due to 25K loader support.

AIRPORT MANAGER: 907-377-3201
COMMUNICATIONS: **SFA** 259.1 **ATIS** 119.9 273.5 **PTD** 139.3 372.2
Ⓡ **FAIRBANKS APP CON** 125.35 363.2 (180°–359°) 127.1 251.1 (360°–179°)
TOWER 127.2 352.05 (1600–0800Z‡) **GND CON** 121.8 275.8 **CLNC DEL** 343.7
Ⓡ **FAIRBANKS DEP CON** 127.1 251.1
COMD POST (IGLOO) 259.5
168 ANG OPS 238.8 293.6

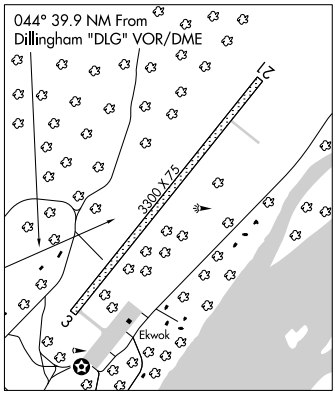
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AIRSPACE: CLASS D svc 1600–0800Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE EIL.
(H) TACAN Chan 98 EIL (115.1) N64°39.23′ W147°05.64′ at fld. 542/14E. TACAN unmonitored when twr clsd.
roughness May be expected on all radials
DME unlocks May occur within 4 nm, unlocking is only likely when interrogation is made by high powered /11 kw or greater/ airborne equipment
no NOTAM preventive maint schedule Tue 0700–1000Z‡
TACAN AZIMUTH unusable:
015°–145° byd 30 NM blo 9,000′
205°–230° byd 20 NM blo 4,400′
210°–220° byd 10 NM blo 2,500′
210°–259° byd 30 NM blo 10,000′
260°–265° byd 20 NM
266°–315° byd 30 NM blo 10,000′
DME unusable:
205°–230° byd 20 NM blo 4,400′
ILS 110.5 I–EIL Rwy 14. Unmonitored when twr clsd. No NOTAM preventive maint schedule Mon, Wed and Thu 0700–1000Z‡. Opr 1600–0800Z‡ daily.
ILS 109.9 I–EAF Rwy 32.
COMM/NAV/WEATHER REMARKS: Fairbanks FSS LC 474–0137. For flt advisories or status of rstd and mil opr areas, ctc Eielson Range Control on SUAIS radio 125.3 or telephone 1–800–758–8723. Wx svc avbl H24 exc dur afld/twr closure. D377–1160/3140, C907–377–1160/3140; AN/FMQ–19 automated obs sys augmented by human obsn. FMQ19 907–377–5846. Tsnt wx brief when afld clsd; 3 hr PN—D576–9755/C618–256–9755.

EKUK (KKU) PVT 0 S UTC–9(–8DT) N58°48.67′ W158°33.53′ **KODIAK**
30 NOTAM FILE Not insp.
RWY 01–19: 1200X40 (GRVL–DIRT)
RWY 01: Road.
RWY 19: Bluff.
AIRPORT REMARKS: Unattended. Rwy condition not monitored. Recommend fly over. Rwys not maintained. Rwys soft when wet.
AIRPORT MANAGER: 907-842-3842
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

EKWOK (KEK)(PAAV) 0 NNW UTC–9(–8DT) N59°21.41′ W157°28.27′ **KODIAK**
142 B NOTAM FILE DLG **L–2J, 3C**
RWY 03–21: 3300X75 (GRVL) MIRL 0.6% up NE
RWY 03: Brush.
RWY 21: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 03–21 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. CTN: vehicles X rwy.
AIRPORT MANAGER: 907-842-5511
COMMUNICATIONS: CTAF 122.9
KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr 1645–0845Z‡, other times ctc Kenai FSS.
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111
N58°59.65′ W158°33.13′ 041° 39.9 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



EL CAPITAN LODGE SPB (See CRAIG on page 88)

ELEPHANT N58°10.26′ W135°15.48′ NOTAM FILE JNU. **JUNEAU**
NDB (HW) 391 EEF 22/20E. **L–1C**

ELFEE N55°17.77′ W162°47.35′ NOTAM FILE CDB. **COLD BAY**
NDB (HW) 341 ELF 148° 5.8 NM to Cold Bay. 32/10E. **H–2J, L–2I**

ELFIN COVE SPB (ELV)(PAEL) 0 SE UTC–9(–8DT) N58°11.71′ W136°20.84′ **JUNEAU**

00 NOTAM FILE ELV

WATERWAY NW–SE: 10000X1500 (WATER)

SEAPLANE REMARKS: Unattended. Narrow entrance. Althorp Rock light flashes clear every 6 seconds. Dock. Sea swells often in ldg area. Boats may be tied to SPB float.

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

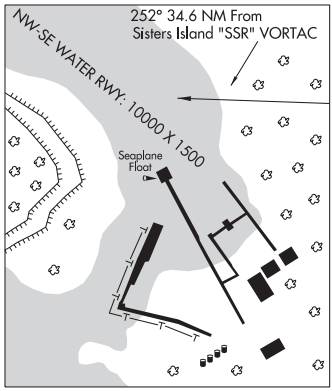
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87
N58°10.66′ W135°15.53′ 252° 34.6 NM to fld. 40/20E.

VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236. When avbl, wx reports hourly only.

ELIM (ELI)(PFEL) 3 SW UTC–9(–8DT) N64°36.90′ W162°16.23′ **NOME**
162 B NOTAM FILE ELI **L–3C, 4H**
RWY 01–19: 3401X60 (GRVL–DIRT) MIRL 1.1% up S **IAP**

RWY 01: Tree. Rgt tfc.

RWY 19: Hill.

SERVICE: **LGT** ACTVT MIRL Rwy 01–19 —CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. +744′ hill 8700′ from rwy end 500′ R. Rwy 19 slopes uphill 0.5% to S end. Sinking area midfield west side of rwy 10′ inside lights 20′ outside. Rwy 01–19 marked with lights and plastic markers. Cold temperature airport. Altitude correction required at or below –34C.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS–3P 121.425 (907) 890–2014. (WX CAM)

COMMUNICATIONS: CTAF 122.8

ELIM RCO 122.15 (NOME RADIO)

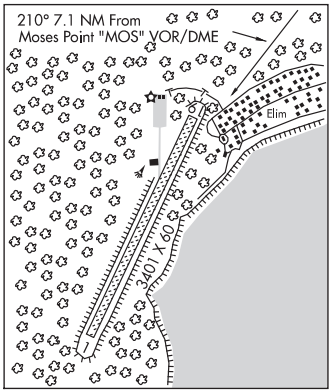
ANCHORAGE CENTER APP/DEP CON 133.3 290.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

MOSES POINT (L) (L) VORW/DME 116.3 MOS Chan 110 N64°41.79′ W162°04.28′ 210° 7.1 NM to fld. 15/16E.

DME unusable:
215°–253° byd 25 NM blo 5,500′
253°–288° byd 20 NM blo 5,500′
288°–313° byd 25 NM blo 5,500′
313°–333° byd 27 NM blo 5,500′

VOR unusable:
280°–325° byd 32 NM blo 8,000′



COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ELLAMAR SPB (1Z9) 0 NE UTC–9(–8DT) N60°53.63′ W146°42.22′ **ANCHORAGE**

00 NOTAM FILE JNU

WATERWAY NW–SE: 8000X4000 (WATER)

AIRPORT REMARKS: Unattended. Pilings in area of beaching. Use caution. Docks and cannery are no longer in existence. Seaplane facility is no longer used. No services of any kind. Beach is covered with large rocks up to 12".

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.

MINERAL CREEK NDB (MHW) 524 MNL N61°07.45′ W146°21.13′ 198° 17.2 NM to fld. 21/19E.

NDB unusable:

320°–010° byd 15 NM

ELMENDORF AFB (EDF)(PAED) AF 3 NE UTC–9(–8DT) N61°15.08′ W149°48.39′ **ANCHORAGE**

213 B TPA—See Remarks NOTAM FILE EDF Not insp. **H–1B, 2K, L–1A, 3D, 4G**

RWY 06–24: H10000X200 (ASPH–GRVD) PCN 71 F/A/W/T HIRL CL **DIAP, AD**

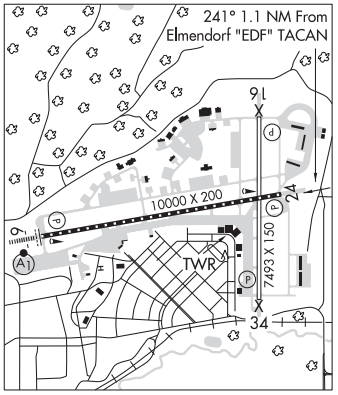
RWY 06: ALSF1. TDZL. PAPI(P4L)—GA 3.0° TCH 77′. RVR–T

RWY 24: PAPI(P4L)—GA 3.0° TCH 63′. RVR–T P–line pole. Rgt tfc.

RWY 16–34: H7493X150 (ASPH) PCN 55 F/A/W/T HIRL 0.4% up N

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees hill.

RWY 34: PAPI(P4L)—GA 3.0° TCH 53′. P–line tree. Rgt tfc.



ARRESTING GEAR/SYSTEM

RWY 06 BAK–12B (1770 FT) (7366 FT) (9420 FT)

BAK–12B (8218 FT) (2622 FT) (568 FT) **RWY 24**

RWY 16 BAK–12B (1498 FT) (6004 FT)

BAK–12B (1488 FT) (5994 FT) **RWY 34**

SERVICE: FUEL J8 **LGT** Rwy 06 PAPI unusbl byd 8° either side of cntrln. Rwy 06 PAPI not coincidental with ILS/PAR. Rwy 24 PAPI unusbl byd 7° right of cntrln. **MILITARY— FUEL** J8. **JASU** Change Jet Acft Starting Units (JASU) to, (A/M32A–86), (MC–1A), (MC–2A), (AM32A–60A). (AM32–95)150 +/–5 lbs/min (2055 +/–68CFM) at 51 +/–02 PSIA. LASS 150 +/–5 lbs/min @ 49 +/– PSIA. **FLUID** PRESAIR, NITROGEN–LHNIT. **OIL** O–123, O–128, O–133, O–148, O–156, JOAP. JOAP (Joint Oil Analysis Program) avbl. LHNIT (Low and High pressure Nitrogen) svcg avbl. JOAP and low and high pressure nitrogran svc durg duty hours, aft hr on req. De–ice, Type 1 de–ice liftoff P–88, Type 4 anti–ice MP–launch.

NOISE: Quiet hr 0630–1400Z‡ wkday, 0630–1600Z‡ wkend and hol, AMC acft exempt.

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MILITARY REMARKS: Attended continuously. Spec ATC rules FAR PART 93, see Regulatory Notices in Suppl. Rwy 16–34 CLOSED indefly. Dist rmng signs RDR nonstd lctn, Rwy 16—2 RDR 2487´ rmng. Rwy 16—1 RDR 1487´ rmng. Lmtd wkend maint svc. ARFF FAA Index D/CAT 8/10. RCR/RSC and fld RCR—ATCT. Rwy cond code and FICON not rptd. Elbow end of rwy and Twy R rstrd to fighters only when fighters staged on elbow end of rwy. Cust and AG insp rqr to ctc base ops at least 90 min prior to arr. All tsnt PPR –amgr C907–552–2107/D552–2107. Submit PPR form in the PAED Giant Report STIF to BaseOps3@us.af.mil no earlier than 30 days and no later than 48 hours prior to arr. PPR issued no earlier than 7 days prior to arr. Hgr space and warm storage lmtd Oct–May. Normal barrier configuration durg ftr fly window leaves 5675´ btw cables on Rwy 06–24, outside of ftr fly windows there is 7658´ btw cables. Acft req cables de–rigged ctc base ops 24 hrs prior to arr or req prior to PPR issued. Non–AMC rqrg 732 AMS maint svc exp psbl delay. AMC asgnd msn acft exp maint svc by 732 AMS. Lcl sorties or deploying to, or out of Elmendorf AFB have maint psnl req to cmplt ops; inclg de–ice psnl durg cold wx. Deployed acft trans alert support NA byd initial block in. Exc Elmendorf MAJCOM exer, deployed or staged units ctc 3 WG sked D317–552–2406 or C907–552–2406 ASAP for lcl area briefing, maint sponsorship and visiting unit smtn req form for 3 OG/CC apvl prior to lcl ops. Tran alert acft svc lmtd to pol svc, intake, magnetic chip detector and EOR insp. DV spots 1 and 3 lmtd to wingspans of 136´ or less. Twy N2 and N5 CLOSED. Afld Mgmt COMSEC storage NA, COMSEC storage Command Post DSN 317–552–3000. NVD ops on Rwy 06–24 Mon–Fri 0400–1000Z‡. Fqt act in R2203, when una to avoid ctc ATCT. TPA–Ovhd 1700´ MSL, conventional 1200´ MSL, hel/lgt 800´ MSL. During VMC dep/missed apchs/go arounds, acft shall mntn at or blw 1200´ MSL until dep end of Rwy 06. Ftr arr exp rdcd sepn; same type acft and dalgt 3000´, dissimilar acft and/or night 6000´, ahd/bhnd frmn ldg 6000´. Mntn idle power on outboard engine durg tax. Hold short line signs na on intersecting rwys. Una to meet R2203 dep rstrns advise ATC prior; csdr dep Rwy 24. See ATC notes in Giant Report. **CAUTION** Ridge extdg fm 260–020 deg 1–2 mi fm twr prevents fog obs over Knik Arm. Vis may drop rapidly as fog pours over ridge. 3/4 in cntrln sfc depression 19 ft long 487 ft fm Rwy 24 end. 180 deg turns btn Twy D & Rwy intxn NA. IFR ops btw 1500–2000´ MSL fm BGQ 092/10 into R2203–EDF 320/07 invof Big Lake, Palmer, Birchwood, Goosebay and Wasilla AK; Mon–Sat 0300–0800Z‡ and Tues–Thurs 1800–2200Z‡. Unlgt trrn 0 ft AGL/341 ft MSL 1909 ft prior to thr 1914 ft R of course.

AIRPORT MANAGER: 907-552-2107

COMMUNICATIONS: SFA PTD 372.2 134.8 **ATIS** 273.5 124.3 (1400–0800Z‡) (TIE IN FSS KENAI ENA–NOTAM PAED)

Ⓡ **ANCHORAGE APP/DEP CON** 290.5 118.6

ELMENDORF TOWER 352.05 127.2 (E) **GND CON** 275.8 121.8 **CLNC DEL** 306.925 278.8 128.8

A/G See USAF HF/SBB listing

ARCTIC WARRIOR OPS 381.0

11AF COMD CENTER (ELMENDORF ACC CENTER) 381.0

11AF RESCUE COORDINATION CENTER (RCC) 282.8 123.1 5710

PMSV METRO 346.6

AIRSPACE: CLASS D.

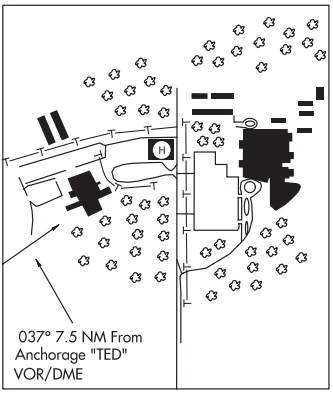
RADIO AIDS TO NAVIGATION: NOTAM FILE EDF.

(H) TACAN Chan 81 EDF (113.4) N61°15.30´ W149°46.15´ 244° 1.1 NM to fld. 226/15E.
No NOTAM MP Thurs 0800–1500Z‡
TACAN AZIMUTH unusable:
038°–163° byd 15 NM
218°–228° byd 30 NM
DME unusable:
038°–163° byd 15 NM
218°–228° byd 30 NM

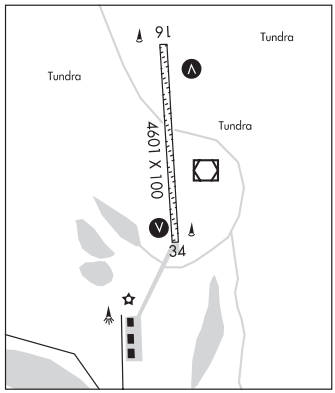
ILS 110.3 I–EDF Rwy 06. Class IE. No NOTAM MP Tues 0800–1500Z‡ . Autopilot cpd apch NA blw 395´.
PAR

COMM/NAV/WEATHER REMARKS: IFF SVC AVBL. Radar see Terminal FLIP for Radar Minima. PAR opr hours avbl by NOTAM. RADAR minimums maintenance period daily 1300–1500Z‡, Wed 0800–1500Z‡. For a toll free call to Kenai FSS 1–866–864–1737. H24 WX—D317–552–4903/4397/C907–552–4903/4397. Augmented sfc vis rstd E–SW by bldg.

ELMENDORF HOSPITAL HELIPORT (AK91) AF 3 E UTC–9(–8DT) N61°14.12′ W149°44.96′ **ANCHORAGE**
228 NOTAM FILE Not insp. **L–1A, 3D, 4G**
HELIPAD H1: H50X50 (ASPH) PERIMETER LGTS
SERVICE: **LGT** Rqr helipad lgts with Elmendorf AFB twr—255.6 or 127.2.
MILITARY REMARKS: CLOSED TO THE PUBLIC. Monitor Elmendorf ATIS 124.3/273.5, ctc Base ops 372.2 for lcl advisory.
AIRPORT MANAGER: 907-552-2107
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07′ W149°57.61′ 038° 7.3 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



EMMONAK (ENM)(PAEM) 1 W UTC–9(–8DT) N62°47.17′ W164°29.45′ **BETHEL**
16 B NOTAM FILE ENM **H–1A, 2J, L–3B**
RWY 16–34: 4601X100 (GRVL) MIRL **IAP**
RWY 16: VASI(V4L)—GA 3.0° TCH 32′.
RWY 34: REIL. VASI(V4L)—GA 3.0° TCH 32′.
SERVICE: **LGT** ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Ravens and gulls on and invof arpt.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 135.35 (907) 269–2755. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.55 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 124.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
(H) (H) VORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ at fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



ENCELEWSKI LAKE SPB (See KASILOF on page 137)

ENGSTROM FLD (See BASIN CREEK on page 57)

ERA CHULITNA RIVER HELIPORT (See TRAPPER CREEK/TALKEETNA on page 245)

EUREKA AZK N61°56.22′ W147°10.13′/3297 **ANCHORAGE**
AWOS–3P 134.95 (907) 621–9261

EUREKA CREEK (2Z2) 0 S UTC–9(–8DT) N65°10.55′ W150°13.23′ **FAIRBANKS**

700 NOTAM FILE FAI

RWY 16–34: 1500X35 (DIRT)

RWY 16: Trees.

RWY 34: Trees.

AIRPORT REMARKS: Unattended. Rwy not monitored, recommend visual inspection prior to ldg. Rwy unsuitable for all acft. Rwy 16–34 not maintained, hazardous nor recommend for emerg use. Dur emerg ldgs use Elliott Highway or Manley Hot Springs arpt. Rwy 16–34 soft, wet, and rutted. 15′ trees growing on rwy. Vehicle erosion has deteriorated entire sfc into deep rut. Sfc narrow uneven and rough. Rwy used as narrow road and campground by vehicles. 2′ deep fire pit Rwy 34. 3′ berm each side of rwy within 40′ of cntrln. Trees and brush to 15′ tall within 8′ each side of rwy cntrln. Rwy slope 2% downhill South.

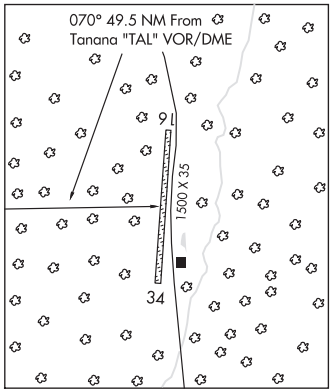
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.

TANANA (H) (H) VORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 070° 49.5 NM to fld. 394/19E.

VOR AZIMUTH & DME portion unusable:
280°–050° byd 20 NM blo 9,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



EVA CREEK (2Z3) 7 E UTC–9(–8DT) N64°02.53′ W148°51.79′ **FAIRBANKS**

2817 NOTAM FILE FAI

RWY 08–26: 950X40 (GRVL)

RWY 08: Brush.

RWY 26: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Emerg fld for lgt planes only, knowledge of strip recommended prior to use, severe turbulence at all times. Rwy 08–26 loose rocks on rwy sfc. Up to 4 inch turf & brush growing on rwy sfc up to 30 inches tall. Brush and trees up to 20 ft tall growing on rwy sfc. 15 degree dogleg to the south on west end. Terrain drops off sharply on east side of rwy. Located 8 SM E of Ferry.

AIRPORT MANAGER: 907-451-2740

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

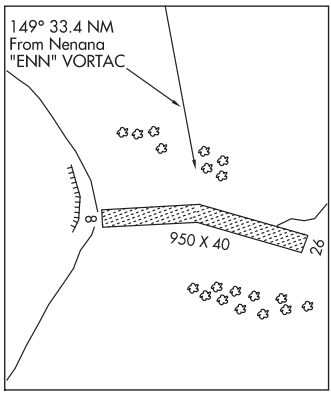
NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 149° 33.4 NM to fld. 1601/21E.

VOR unusable:
086°–096° byd 34 NM blo 5,000′
097°–105°
310°–335° byd 33 NM blo 5,000′
336°–360° byd 33 NM blo 4,000′

TAC AZM unusable:
097°–105°

DME unusable:
097°–105°

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



EXCURSION INLET SPB (EXI) 0 NE UTC–9(–8DT) N58°25.23′ W135°26.94′ **JUNEAU**

00 NOTAM FILE JNU

WATERWAY NW–SE: 1000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Be alert, strong SE winds. Boats may be tied to or near SPB float. Float littered with foreign object debris.

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.5

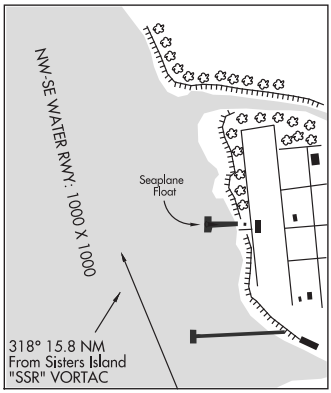
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 318° 15.8 NM to fld. 40/20E.

VOR unusable:
- 050°–070° byd 12 NM blo 10,000′
- 115°–130° byd 32 NM blo 8,000′
- 131°–175° byd 25 NM blo 13,000′
- 176°–189° byd 35 NM blo 14,000′
- 190°–245° byd 30 NM blo 12,000′
- 246°–260° byd 18 NM blo 7,000′
- 306°–360° byd 21 NM

TAC AZM unusable:
- 050°–070° byd 12 NM blo 10,000′
- 115°–130° byd 32 NM blo 8,000′
- 131°–175° byd 25 NM blo 13,000′
- 176°–189° byd 28 NM blo 14,000′
- 190°–245° byd 30 NM blo 12,000′
- 246°–260° byd 18 NM blo 7,000′
- 306°–360° byd 21 NM

DME unusable:
- 050°–070° byd 12 NM blo 10,000′
- 115°–130° byd 32 NM blo 8,000′
- 131°–175° byd 25 NM blo 13,000′
- 176°–189° byd 28 NM blo 14,000′
- 190°–245° byd 30 NM blo 12,000′
- 246°–260° byd 18 NM blo 7,000′
- 306°–360° byd 21 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

FAIRBANKS

CHENA MARINA (AK28) PVT 5 SW UTC–9(–8DT) N64°48.84′ W147°55.11′ **FAIRBANKS**

427 TPA—See Remarks NOTAM FILE Not insp. **H–1B, 2K, L–3A, 3D, 4J**

RWY 18–36: 4700X60 (GRVL)

RWY 18: Rgt tfc.

SERVICE: **FUEL** 100LL

AIRPORT REMARKS: Unattended. Use at own risk. Chena Marina is in FAI class D airspace, all arriving/departing acft must ctc FAI tower (118.3) prior to operating in their airspace. TFC pattern is on the west side of rwys, with Chena Ridge being the westside boundary. TPA is 1000′ MSL, and in no case to be above 1200′ MSL, to allow for separation with other FAI tfc. Fuel avbl 24 hrs credit card pump midfield on rwy. Rwy closely bordered by trees, acft, and floatpond. Occasional vehicles, people, and dogs on rwy. Air taxi operations and at times heavy tfc on field. Be aware all tfc may not be in same direction as FAI. Hard packed snow maintained on rwy during winter months. Wheeled acft advised to call a local, on site FBO, for conditions. Flight training with multiple tkofs and landings not allowed. No student pilot solo flights allowed. Please consider other acft when doing run–ups, as summer months very dusty. No designated transient parking area, all property bordering runway is privately owned. Transients need to ctc one of the numerous FBO′s or property owners for arrangements before parking. NOTE: See Notices—Procedures.

AIRPORT MANAGER: 907-479-2141

COMMUNICATIONS: CTAF 118.3

SUAIS 125.3 126.3 (1–800–758–8723).

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for local call to Fairbanks FSS dial 907–474–0137.

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WATERWAY 18W–36W: 4000X200 (WATER)

WATERWAY 18W: Rgt tfc.

SEAPLANE REMARKS: Unattended. Floatpond for use by members only. Floatpond is unattended, all landings at your own risk. Numerous air taxi operations and at times heavy tfc on floatpond. No designated transient tiedown area, all property bordering floatpond is privately owned. Transients need to ctc one of the numerous FBO′s or property owners for arrangements before tiedown/mooring.

CHENA RIVER SPB (2Z5) 3 W UTC–9(–8DT) N64°49.97′ W147°50.90′ **FAIRBANKS**
440 TPA—1000(560) NOTAM FILE FAI
WATERWAY N–S: 5000X300 (WATER)
WATERWAY E–W: 3000X300 (WATER)
SEAPLANE REMARKS: Unattended. Operating area in Chena River north and west of Fairbanks Intl arpt. PVT 900′ X 50′ grass strip adjacent river. All property along river bank is privately owned. Public access to river consists of one small gravel ramp. Public access ramp is at north end of Ravenwood Ave. N64–49.9′ W147–52.5′
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for local call to Fairbanks FSS dial 907–474–0137.

FAIRBANKS INTL (FAI)(PAFA) 3 SW UTC–9(–8DT) N64°48.92′ W147°51.40′ **FAIRBANKS**
439 B LRA Class I, ARFF Index C NOTAM FILE FAI **H–1B, 2K, L–3A, 3D, 4J**
RWY 02L–20R: H11800X150 (ASPH–GRVD) S–75, D–220, 2D–580, 2D/2D2–1100 **IAP, DIAP, AD**
PCR 780 F/B/X/T HIRL CL
RWY 02L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. RVR–TMR Thld dsplcd 750′. Tree.
RWY 20R: MALSR. PAPI(P4L)—GA 3.0° TCH 74′. RVR–TMR Thld dsplcd 750′. Tree.
RWY 02R–20L: H4510X75 (ASPH) S–21, D–40 PCR 46 F/B/X/T MIRL
RWY 02R: PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 20L: REIL. PAPI(P4L)—GA 3.0° TCH 42′.
RWY 02–20: 2900X75 (GRVL)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02L: TORA–11800 TODA–12800 ASDA–11800 LDA–11050
RWY 20R: TORA–11800 TODA–12800 ASDA–11800 LDA–11050
SERVICE: S4 **FUEL** 100LL, JET A1 **OX** 1, 2 **LGT** Rwy 20R PAPI unusable byd 8° right of centerline.
NOISE: Noise abatement procedures in efct 0700–1700Z‡; lrg, turbine & hvy arr Rwy 02L; dep Rwy 20R based on wind. Eng runup lct –arpt ops.
AIRPORT REMARKS: Attended continuously. See additional pages under notices for TRSA and Fairbanks area information. Ctn: Avoid lndg on twy; N/S twy parl to Rwy 02L/20R w side. Transient parking wingspan less than 79 ft E ramp. Tsnt prkg w ramp NA. Ltd tsnt float plane prkg—907–455–4571. Medivac & tsnt hel prkg or info—907–451–2300. Ctn: Snow removal equip Oct 1 to May 15. Mil contr fuel avbl. Birds invof Spring–Fall. Tfc pat alt (single engine reciprocating acft) 1500′ MSL. Tfc pat alt (all multi–engine, large and turbine–powered acft) 2000′ MSL. Cold temperature airport. Altitude correction required at or below –29C. Rwy 02R–20L is limited for use by acft design Group B II, acft or smaller. Rwy 02–20 summer and ski strip winter use; avbl lcl NOTAM and ATCT bfr arr or dep. Rwy 02W/20W ctld; apreq—ATCT 118.3. Ctc CD asap aft eng start. Frozen in winter; sfc unmnt. Thr buoys 500 ft fm N & S shore mark waterlane. Step tax outside of waterlane NA. E of waterlane unctld; tax at pilot discretion. PPR mil ops hvy cargo or trml apn –arpt ops. Twy B security gate—ACTVT 121.75 OR 907–451–2300. Compass rose not calibrated. SAID in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces.
AIRPORT MANAGER: 907-474-2500
WEATHER DATA SOURCES: ASOS 124.4 (907) 621–7609. (WX CAM)
COMMUNICATIONS: SFA ATIS 124.4 907–456–1244) (TIE–IN FSS FAIRBANKS FAI–NOTAM FAI)
RADIO 122.2 124.1 132.65 (E)
Ⓡ **APP CON** 125.35 363.2 (180°–359°) 127.1 251.1 (360°–179°) 119.85 (E)
TOWER 118.3 257.8 (E) **GND CON** 121.9 **CLNC DEL** 127.6
Ⓡ **DEP CON** 125.35 363.2 (180°–359°) 127.1 251.1 (360°–179°) 327.1 (E)
SUAIS (Eielson Range Control) 125.3.
AIRSPACE: CLASS D.
TRSA svc ctc **APP CON**

CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

(H) (H) VORTACW 108.6 FAI Chan 23 N64º48.00´ W148º00.72´ 056º 4.1 NM to fld. 1526/21E.

TACAN AZIMUTH unusable:
065º–100º byd 30 NM
270º–330º byd 10 NM blo 10,000´
270º–330º byd 30 NM

CHENA NDB (HW) 257 CUN N64º50.32´ W147º29.70´ 245º 9.4 NM to fld. 462/17E.

ILS/DME 109.1 I–CNA Chan 28 Rwy 02L. Class IIIE. DME unusable byd 025º left of course.

ILS/DME 110.3 I–FAI Chan 40 Rwy 20R. Class IIE.

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for a local call to Fairbanks FSS dial (907) 474–0137. TACAN located N64º48.01´ W148º00.81´. (Although colocated facilities antennae are at different positions). Ops in MOA´s e of Fairbanks– Eielson Range Control 125.3/126.3 or 1–800–758–8723. NWS weather balloon launch site 2000 feet west of midfield Runway 02L–20R. Launches are twice daily at 1100 and 2300 UTC.

• • • • • • • • • • • • • • • • • • •

WATERWAY 02W–20W: 5400X100 (WATER)

WATERWAY 02W: Fence.

WATERWAY 20W: Fence.

SEAPLANE REMARKS: Waterlane is controlled; ctc ATCT on freq 118.3 for approval. Waterlane threshold buoys are 500 from N and S shores and mark waterlane. Step taxi prohibited outside of waterlane. East of waterlane is uncontrolled; aircraft may taxi in this area at pilot discretion. Recommend ctc clnc del as soon as practical after eng start. Sfc frozen in winter, not monitored. Limited transient float plane parking avbl ctc 907–455–4571. Migratory birds in the vicinity of arpt during Spring thru Fall.

GOLD KING CREEK (AK7)(PAAN) 39 SE UTC–9(–8DT) N64º11.88´ W147º55.72´ FAIRBANKS

1720 NOTAM FILE FAI

RWY 09–27: 2558X17 (GRVL–DIRT)

RWY 09: Trees.

RWY 27: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 20´ trees on both sides of rwy within 60–70´ of centerline. Rwy 09–27 rocks up to 6" on sfc. No services avbl.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for local call to Fairbanks FSS dial 907–474–0137.

LAKLOEY AIR PARK (AK22) PVT 6 E UTC–9(–8DT) N64º49.30´ W147º31.30´ FAIRBANKS

475 NOTAM FILE Not insp. H–1B, L–3A, 3D, 4J

RWY 06–24: 4000X50 (GRVL)

RWY 06: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwys not maintained or monitored, recommend visual inspection prior to using. No facilities. Unusable for wheels in the fall, winter, spring. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

AIRPORT MANAGER: 907-488-1724

COMMUNICATIONS: CTAF 125.0

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for local call to Fairbanks FSS dial 907–474–0137.

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WATERWAY 06W–24W: 3400X100 (WATER)

WATERWAY 06W: Trees. Rgt tfc.

METRO FLD (MTF) PVT 2 S UTC–9(–8DT) N64º48.41´ W147º45.75´ FAIRBANKS

432 TPA—1000(568) NOTAM FILE H–1B, L–3A, 3D, 4J

RWY 06–24: H4600X80 (ASPH–GRVL)

RWY 06: Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 06–24 2600 ft x 30 ft paved on Rwy 06 end. Pavement very rough. Rwy condition not monitored, recommend visual inspection prior to use. 140´ crane btn rwy and float pond summer months. Ditch and berm 40´ from Rwy 06.

AIRPORT MANAGER: 907-388-3053

WEATHER DATA SOURCES: SAWRS.

COMMUNICATIONS: CTAF 118.3

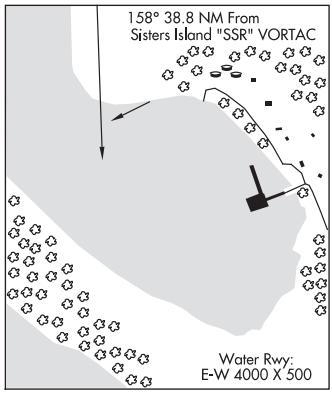
SUAIS 125.3 126.3 (1–800–758–8723).

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for local call to Fairbanks FSS dial 907–474–0137.

FAIRBANKS (FT WAINWRIGHT)

CLEAR CREEK (2AK2) PVT 23 SE UTC–9(–8DT) N64°27.21′ W147°33.81′ **FAIRBANKS**
660 NOTAM FILE **H–1B, L–3A, 3D, 4J**
RWY 13–31: 3988X190 (TURF)
RWY 13: Trees.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Rwy 13–31 soft with ruts.
AIRPORT MANAGER: 907-353-6320
COMMUNICATIONS: SUAIS 125.3 (1–800–758–8723).
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

FALSE ISLAND SPB (2Z6) 0 E UTC–9(–8DT) N57°31.93′ W135°12.81′ **JUNEAU**
00 NOTAM FILE SIT
WATERWAY E–W: 4000X500 (WATER)
SEAPLANE REMARKS: Unattended. Reefs stick into bay. Windsock missing.
AIRPORT MANAGER: 907-747-4217
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 158° 38.8 NM to fld. 40/20E.
VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.



FALSE PASS (KFP)(PAKF) 0 ESE UTC–9(–8DT) N54°50.87′ W163°24.43′ **COLD BAY**

18 NOTAM FILE KFP

RWY 14–32: 2150X60 (GRVL–DIRT) 0.5% up NW

RWY 14: REIL. Hill.

RWY 32: REIL. Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. Fqt turb & high winds invof arpt. Bears & lrg birds alg beach adj to rwy. Psbl soft & unusbl rwy sfc durg spring & hvy rain. Rwy cond unmnt; rcmnd visual insp bfr use. CAUTION: Vehicles use rwy to access beach. Rwy 14–32 no edge mkrs. Rwy 14–32 mtus trrn near rwy.

AIRPORT MANAGER: 907-532-5000

WEATHER DATA SOURCES: AWOS–3P 121.45 (907) 548–2221. (WX CAM)

COMMUNICATIONS: CTAF 122.9

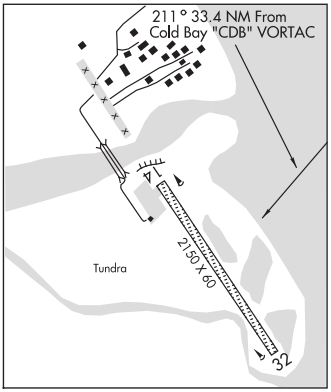
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04′ W162°46.44′ 211° 33.4 NM to fld. 99/10E.

VOR unusable:
- 094°–129° byd 30 NM blo 9,000′
- 164°–199° byd 20 NM blo 14,000′
- 164°–199° byd 35 NM
- 349°–009° blo 10,000′
- 349°–009° byd 15 NM

TACAN AZIMUTH unusable:
- 094°–129° byd 30 NM blo 9,000′
- 164°–199° byd 20 NM blo 14,000′
- 164°–199° byd 35 NM
- 269°–279° byd 20 NM

DME unusable:
- 094°–129° byd 30 NM blo 9,000′
- 164°–199° byd 20 NM blo 14,000′
- 164°–199° byd 35 NM
- 269°–279° byd 20 NM



FAREWELL (ØAA4) PVT UTC–9(–8DT) N62°30.55′ W153°53.44′ **MC GRATH**

H–1B, 2K, L–3D

1535 NOTAM FILE

RWY 08–26: 4600X30 (GRVL–DIRT)

RWY 08: Brush.

RWY 26: Trees.

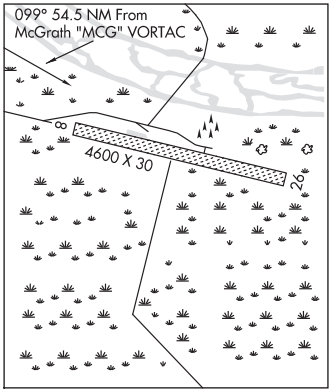
AIRPORT REMARKS: Unattended. Rwy 08–26 not maintained, rwy conditions not monitored, recommend visual inspection prior to use. Gravel surface may be soft and unusable. No snow removal. Large rock on rwy midfield. 2–5" rocks on rwy and some ruts up to 6". Brush 3′–7′ tall along sides of rwy.

AIRPORT MANAGER: 907-271-3201

COMMUNICATIONS: CTAF 122.9

RCO 122.1 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 128.1



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RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62º57.06´ W155º36.68´ 099º 54.4 NM to fld. 344/19E.

TACAN AZIMUTH unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

DME unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

VOR unusable:
171º–260º byd 6 NM
171º–260º within 6 NM blo 4,000´
261º–170º byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

FAREWELL LAKE

FAREWELL LAKE SPB (FKK)(PAFK) 1 NW UTC–9(–8DT) N62º32.55´ W153º37.35´ **MC GRATH**

1052 NOTAM FILE ENA

WATERWAY NW–SE: 5000X500 (WATER)

SEAPLANE REMARKS: Unattended. Opr area in Farewell Lake.

AIRPORT MANAGER: 907-783-2636

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

TIN CREEK (TNW)(PAFL) 1 S UTC–9(–8DT) N62º31.93´ W153º36.77´ **MC GRATH**

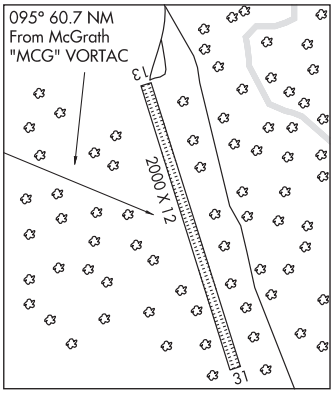
1185 NOTAM FILE ENA

RWY 13–31: 2000X12 (GRVL) 0.3% up SE

RWY 13: Tree.

RWY 31: Tree.

AIRPORT REMARKS: Unattended. Wildlife on and invof rwy. CAUTION: Burn area, burnt trees or snags difficult to see on or near rwy. Rwy 13–31 sfc ireg, 10" loose rock; sfc uneven entire len. Rwy 13–31 not mntnd; 8´ trees and brush both sides wi 6´ of cntrln.



AIRPORT MANAGER: 907-783-2636

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62º57.06´ W155º36.68´ 095º 60.7 NM to fld. 344/19E.

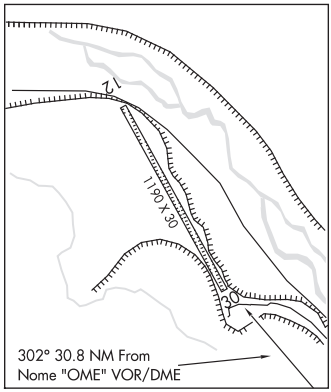
TACAN AZIMUTH unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

DME unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

VOR unusable:
171º–260º byd 6 NM
171º–260º within 6 NM blo 4,000´
261º–170º byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

FEATHER RIVER (3Z1) 1 W UTC–9(–8DT) N64°49.90′ W166°07.89′ **NOME**
325 NOTAM FILE OME
RWY 12–30: 1190X30 (GRVL)
RWY 12: Brush.
RWY 30: Road.
AIRPORT REMARKS: Unattended. Rwy 12–30 not maintained; recommend visual inspection prior to landing. Higher gravel terrain/ridge E side Rwy 12–30; difficult to see from air. Rwy 12–30 surface numerous small rock piles 24 in dia x 12 in high obscured by 18 in grass on rwy lndg sfc. Rwy 12–30 rwy is very rough with loose rocks up to 14 in diameter on the rwy surface. Brush up to 3 ft high growing on the rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 302° 30.8 NM to fld. 95/11E.
COMM/NAV/WEATHER REMARKS: LD call to Nome FSS dial 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

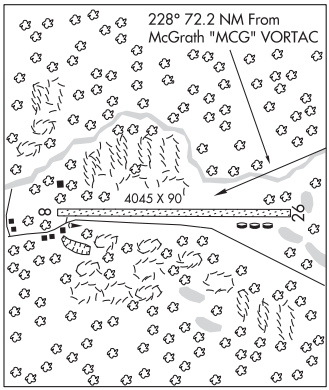


FINGER LAKE SPB (See PALMER on page 190)

FINGER MOUNTAIN N57°41.18′ W135°31.71′ **JUNEAU**
RCO 120.4 (SITKA RADIO) **H–1C, L–1B**

FISH N66°31.64′ W150°25.39′ **FAIRBANKS**
RCO 122.1 (FAIRBANKS RADIO) **L–4J**

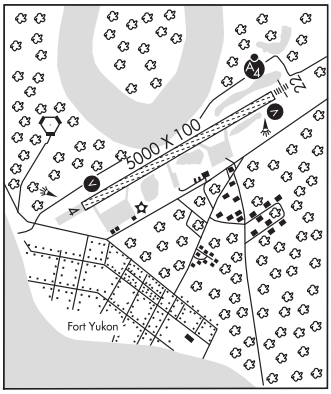
FLAT (FLT) 0 E UTC–9(–8DT) N62°27.17′ W157°59.20′ **MC GRATH**
343 NOTAM FILE ENA **H–1B, 2J, L–3C**
RWY 08–26: 4045X90 (TURF–GRVL) 0.5% up E
RWY 08: Trees.
RWY 26: Trees.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Rwy 08–26, 12—30 in grass and brush. Soft when wet. Rwy 08–26, north 150 ft unusable. Trees, grass and shrubs alg rwy. Rwy not mntnd. Rwy 08, 3 ft orange cones and thr panels; overgrown may not be visible. Rwy 26, 3 ft orange cones and thr panels; overgrown may not be visible.
AIRPORT MANAGER: 907-524-3241
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.
MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.68′ 228° 72.2 NM to fld. 344/19E.
TACAN AZIMUTH unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
DME unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
VOR unusable:
171°–260° byd 6 NM
171°–260° within 6 NM blo 4,000′
261°–170° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to KENAI FSS dial 1–866–864–1737.



FLYING CROWN (See ANCHORAGE on page 43)

FORT JENSEN (See JENSENS on page 131)

FORT YUKON (FYU)(PFYU) 0 N UTC–9(–8DT) N66°34.35′ W145°14.78′ **FAIRBANKS**
447 B NOTAM FILE FYU **H–1B, L–4J**
RWY 04–22: 5000X100 (GRVL–DIRT) MIRL **IAP**
RWY 04: VASI(V4L)—GA 3.0° TCH 26′. Brush.
RWY 22: MALSF. VASI(V4L)—GA 3.0° TCH 27′. Brush.
SERVICE: **LGT** ACTVT MALSF Rwy 22; VASI Rwys 04 and 22; MIRL Rwy 04–22—CTAF.
AIRPORT REMARKS: Unattended. Birds invof landfill 1/4 mi NW of rwy. Rwy cond unmnt, rcmd visual inspection insp bfr lndg. Rwy 04 dep commence at dthr. Snow removal ops mnt CTAF. Twy C reflectors 36 in, unlgt, clsd durg winter. Float plane ops do not cross Rwy 04–22. Tfc pat for hospital lake rmn NW of arpt. Line of sight btn rwy thrs and waterlane NA, mon CTAF spcly bfr dep.
AIRPORT MANAGER: 907-451-5280
WEATHER DATA SOURCES: AWOS–3P 125.8 (907) 621–7612. (WX CAM)
COMMUNICATIONS: CTAF 122.5
RCO 122.05 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 135.0
SUAIS 125.3 126.3 (1–800–758–8723).
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
(H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ at fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′
DME unusable:
280°–300° byd 35 NM blo 2,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx obs callsign Fort Yukon Wx—CTAF or 907–662–2948 fm 1600–0400Z‡.



FROZEN CALF N66°47.48′ W143°00.33′ **DAWSON**
RCO 121.1 (FAIRBANKS RADIO) **L–4J**

FUNTER BAY SPB (FNR)(PANR) 0 N UTC–9(–8DT) N58°15.26′ W134°53.87′ **JUNEAU**

00 NOTAM FILE JNU

WATERWAY NE–SW: 10500X500 (WATER)

SEAPLANE REMARKS: Unattended. Boats may be tied to or near float; float in poor cond. Dock in disrepair and unsafe; Dock exposed to SE wind. Reef off point east of float. Gangway sinking into ocean. Anti–slip grates rusted away and planks slippery.

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

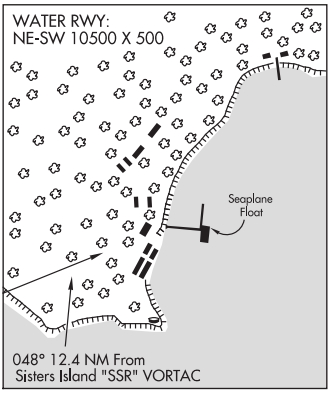
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 048° 12.3 NM to fld. 40/20E.

VOR unusable:
- 050°–070° byd 12 NM blo 10,000′
- 115°–130° byd 32 NM blo 8,000′
- 131°–175° byd 25 NM blo 13,000′
- 176°–189° byd 35 NM blo 14,000′
- 190°–245° byd 30 NM blo 12,000′
- 246°–260° byd 18 NM blo 7,000′
- 306°–360° byd 21 NM

TAC AZM unusable:
- 050°–070° byd 12 NM blo 10,000′
- 115°–130° byd 32 NM blo 8,000′
- 131°–175° byd 25 NM blo 13,000′
- 176°–189° byd 28 NM blo 14,000′
- 190°–245° byd 30 NM blo 12,000′
- 246°–260° byd 18 NM blo 7,000′
- 306°–360° byd 21 NM

DME unusable:
- 050°–070° byd 12 NM blo 10,000′
- 115°–130° byd 32 NM blo 8,000′
- 131°–175° byd 25 NM blo 13,000′
- 176°–189° byd 28 NM blo 14,000′
- 190°–245° byd 30 NM blo 12,000′
- 246°–260° byd 18 NM blo 7,000′
- 306°–360° byd 21 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

GALBRAITH LAKE (GBH)(PAGB) 2 N UTC–9(–8DT) N68°28.78′ W149°29.40′ **POINT BARROW H–1A, L–4J**

2663 B NOTAM FILE GBH

RWY 14–32: 5182X150 (GRVL) MIRL

RWY 14: ODALS. PAPI(P2L)—GA 3.0° TCH 31′.

RWY 32: PAPI(P2L)—GA 4.0° TCH 45′. Road.

SERVICE: **LGT** ACTVT ODALS Rwy 14; PAPI Rwy 14 and 32—CTAF.

AIRPORT REMARKS: Unattended. Lmtd snow removal. Rwy 14–32 cond monitored; Rcmd visual insp prior to use. Rwy 14–32 100 ft overruns. Cold temperature airport. Altitude correction required at or below –32C.

AIRPORT MANAGER: 907-787-8959

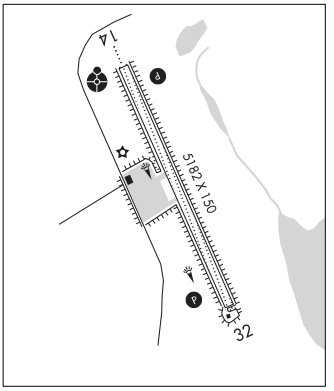
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

DEADHORSE (H) (H) VORW/DME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 176° 106.1 NM to fld. 54/17E.

DME unusable:
- 143°–190° blo 2,300′
- 143°–190° byd 16 NM

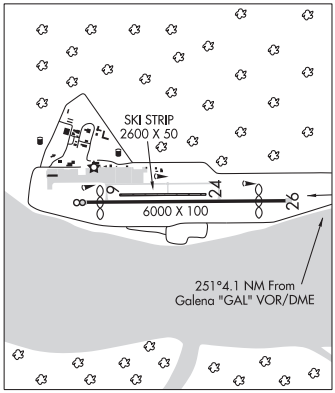
VOR unusable:
- 145°–158° blo 3,000′
- 145°–158° byd 15 NM blo 4,000′
- 145°–158° byd 20 NM blo 5,000′
- 145°–158° byd 25 NM blo 6,000′
- 145°–158° byd 30 NM blo 10,000′



COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

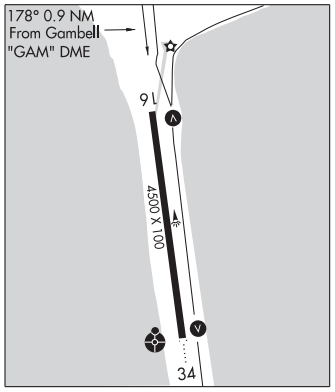
GALENA

EDWARD G PITKA SR (GAL)(PAGA) 0 NW UTC–9(–8DT) N64°44.17′ W156°56.07′ **FAIRBANKS**
154 B NOTAM FILE GAL **H–1A, 2J, L–3C, 4I**
RWY 08–26: H6000X100 (ASPH) S–110, D–144, 2D–240 **IAP, DIAP, AD**
PCN PCN/62/F/C/X/T MIRL
RWY 08: Thld dsplcd 400′.
RWY 26: Thld dsplcd 800′. Road.
RWY 06–24: 2600X50 (GRVL)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–6000 TODA–6000 ASDA–6000 LDA–5600
RWY 26: TORA–6000 TODA–6000 ASDA–6000 LDA–5200
SERVICE: **FUEL** 100LL, JET A **LGT** ACTVT MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended Oct–Apr, Mon–Fri 1500–0200Z‡. Fuel avbl Mon–Fri 1700–0200Z‡; aft hr call out fee – 907–656–1852. Ultralights on and invof arpt. Acft may be closer to lndg sfc than it appears. Rwy 08–26 windshear psbl blw 2000 ft on fnl. Snow removal ops—monitor CTAF. Maint hrs Mon–Fri 1700–0100Z‡ excp hols. Hazus rprtg durg duty hr unless prior arngmt in writing— Amgr, P.O. Box 09, Galena AK 99741.
AIRPORT MANAGER: 907-451-5280
WEATHER DATA SOURCES: AWOS–3P 132.525 (907) 656–2483. (WX CAM)
COMMUNICATIONS: CTAF 123.0
GALENA RCO 122.2 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 127.0 290.2
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.
GALENA (H) (H) VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 256° 4.1 NM to fld. 183/12E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



GALENA N64°44.29′ W156°46.63′ NOTAM FILE GAL. **FAIRBANKS**
(H) (H) VORW/DME 114.8 GAL Chan 95 256° 4.1 NM to Edward G Pitka Sr. 183/12E. **H–1A, 2J, L–3C, 4I**
RCO 122.2 (FAIRBANKS RADIO)

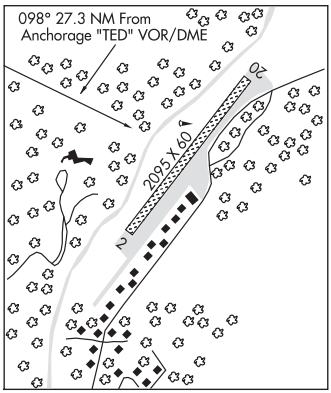
GAMBELL (GAM)(PAGM) 0 SW UTC–9(–8DT) N63°46.00′ W171°43.97′ **BETHEL**
30 B NOTAM FILE GAM **H–1A, L–4G**
RWY 16–34: H4500X100 (ASPH–CONC) S–22 MIRL **IAP**
RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 37′. Antenna. Rgt tfc.
RWY 34: ODALS. VASI(V4R)—GA 3.0° TCH 39′.
SERVICE: **LGT** ACTVT ODALS Rwy 34; REIL Rwy 16; VASI Rwy 16 and 34; MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below –26C. Rwy cond unmnt; rcmd visual insp bfr lndg. Rwy 16 98′ lgtd twr 3400′ fm apch end. Rwy 16–34 safety areas soft and loose grvl.
AIRPORT MANAGER: 907-443-2500
WEATHER DATA SOURCES: AWOS–3P 125.9 (907) 560–7605. (WX CAM)
COMMUNICATIONS: CTAF 122.7
RCO 122.0 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 132.2
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. DME chan 92 paired with VHF freq 114.5.



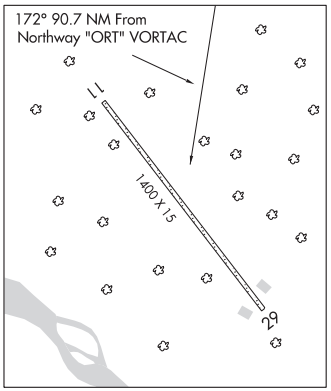
GANNON'S LANDING (See WASILLA on page 255)

GATTIS STRIP (See WASILLA on page 255)

GIRDWOOD (AQY) 3 NE UTC–9(–8DT) N60°58.14′ W149°07.16′ **ANCHORAGE**
164 NOTAM FILE ENA
RWY 02–20: 2095X60 (GRVL) 1.4% up N
RWY 02: Brush.
RWY 20: Brush.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr ldng. Dalgt hang glider and parasail act 2 NM NE and on arpt. 100′ cable fm hotel to roundhouse. Rwy 02–20 200′ safety area both ends. Rwy 02–20 thr refelctors, edge mkr NA.
AIRPORT MANAGER: 907-783-2232
COMMUNICATIONS: CTAF 122.9
RCO 122.15 (KENAI RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07′ W149°57.61′ 098° 27.3 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



GLACIER CREEK (KGZ) 0 N UTC–9(–8DT) N61°27.31′ W142°22.86′ **ANCHORAGE**
2380 NOTAM FILE ENA
RWY 11–29: 1400X15 (GRVL)
RWY 11: Trees.
RWY 29: Tree.
AIRPORT REMARKS: Unattended. Rwy condition not monitored. Recommend visual inspection prior to ldg. Rwy 11–29 in steep mountain canyon and subject to turbulent winds. Rwy 11–29 sfc rough with rocks to 8" diameter ruts down rwy center, rwy undulates. Rwy 15′ wide gvl path. Brush to 36" both sides. Rwy 11–29 not recommended for tri–cycle general acft.
AIRPORT MANAGER: 907-822-7240
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.76′ 172° 90.7 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500′
DME unusable:
342°–037° byd 30 NM blo 10,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

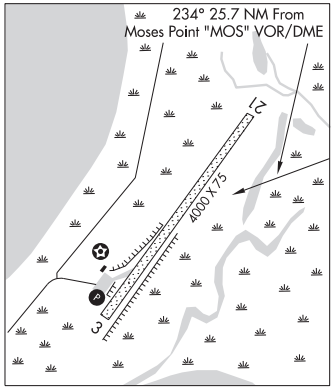


GLACIER RIVER N60°29.93′ W145°28.47′ NOTAM FILE CDV. **ANCHORAGE**
NDB (HW) 404 GCR at Merle K (Mudhole) Smith. 58/17E. **L–1A, 3E, 4H**

GOLD KING CREEK (See FAIRBANKS on page 106)

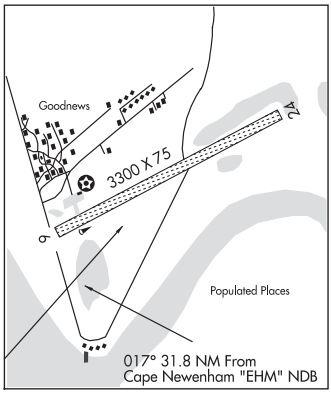
GOLDEN HORN LODGE SPB (3Z8) 1 NW UTC–9(–8DT) N59°44.82′ W158°52.48′ **KODIAK**
91 NOTAM FILE DLG
WATERWAY NW–SE: 5000X1500 (WATER)
AIRPORT REMARKS: Attended Jun–Oct.
AIRPORT MANAGER: 907-842-8260
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 333° 46.4 NM to fld. 81/15E.

GOLOVIN (GLV)(PAGL) 0 N UTC–9(–8DT) N64°33.03´ W163°00.43´ **NOME**
65 B NOTAM FILE GLV **H–1A, 2J, L–3C, 4H**
RWY 03–21: 4000X75 (GRVL) MIRL 0.6% up NE **IAP**
RWY 03: PAPI(P4L)—GA 3.0° TCH 26´.
SERVICE: **LGT** ACTIVATE PAPI Rwy 03; MIRL Rwy 03–21 and rot bcn—CTAF. Rwy 03 PAPI unusbl byd 4 NM due to trrn.
AIRPORT REMARKS: Unattended. Rwy cond not mntd; rcmd visual insp prior to ldg. Rwy 03–21 depressed area 2 ft W side midfield; 10 ft inside and 20 ft outside lgts.
AIRPORT MANAGER: 907-443-2500
WEATHER DATA SOURCES: AWOS–3P 135.750 (907) 779–2228. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.05 (NOME RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
MOSES POINT (L) (L) VORW/DME 116.3 MOS Chan 110
N64°41.79´ W162°04.28´ 234° 25.7 NM to fld. 15/16E.
DME unusable:
215°–253° byd 25 NM blo 5,500´
253°–288° byd 20 NM blo 5,500´
288°–313° byd 25 NM blo 5,500´
313°–333° byd 27 NM blo 5,500´
VOR unusable:
280°–325° byd 32 NM blo 8,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

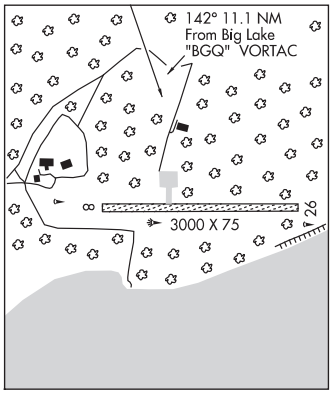


GOODING LAKE SPB (See PALMER on page 191)

GOODNEWS (GNU) 0 SE UTC–9(–8DT) N59°07.07´ W161°34.42´ **KODIAK**
18 B NOTAM FILE ENA
RWY 06–24: 3300X75 (GRVL) MIRL
RWY 06: Road.
SERVICE: **LGT** ACTIVATE MIRL Rwy 06–24 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Waterfowl in vicinity of arpt.
AIRPORT MANAGER: 907-543-2495
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE EHM.
CAPE NEWENHAM NDB/DME (HW) 385 EHM Chan 18(Y)
N58°39.36´ W162°04.42´ 017° 31.8 NM to fld. 212/12E.
NDB has no standby transmitter
DME portion unusable:
050°–169° byd 10 NM blo 7,000´
170°–224°
225°–293° byd 10 NM blo 7,000´
294°–320° byd 30 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

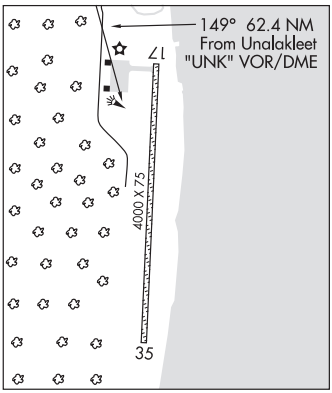


GOOSE BAY (Z4Ø) 0 E UTC–9(–8DT) N61°23.68′ W149°50.54′ **ANCHORAGE**
78 NOTAM FILE ENA **L–1A, 3D, 4G**
RWY 08–26: 3000X75 (GRVL)
RWY 08: Road. Rgt tfc.
RWY 26: Road.
AIRPORT REMARKS: Unattended. Rwy cond unmntd; rcmd visual insp bfr use. 808 ft lgtd twr 11700 ft NNW of rwy. Lrg mil low alt ops invof R–2203, Goose Bay, Birchwood, Big Lake arpts. Mil acft mnt mult CTAF freq. See current Anchorage VFR TAC insert and Cntr NOTAMS. Rwy 08 and Rwy 26 rwy ends thr panel.
AIRPORT MANAGER: 907-246-3325
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 142° 11.1 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



GRANITE MOUNTAIN AS (GSZ)(PAGZ) AF 0 E UTC–9(–8DT) N65°24.13′ W161°16.89′ **NOME**
1313 NOTAM FILE **L–4I**
RWY 17–35: 3873X111 (GRVL)
RWY 35: Hill.
MILITARY REMARKS: Unattended. OFFL BUS ONLY; CLSD TO PUB. USAF fac. Civil ops 30 day PPR; civ acft lndg pmt rqrd–D317–552–5282 or amgr; email: 611asus.ao.landingpermits@us.af.mil. Mail CALP: 11 AF amgr 10471 20th Street, Suite 206, JBER AFB, AK 99506. Failure to have CALP fined and rptd to FSDO & US attorneys ofc IAW 32 CFR855. CAUTION: 2,844 ft mtus trrn N, E & W; apch fm S. Rwy cond unmnt; rcmd visual insp bfr lndg. Lnd Rwy 35; tkof Rwy 17.
AIRPORT MANAGER: 907-552-5282
COMMUNICATIONS: CTAF 122.1
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

GRAYLING (KGX)(PAGX) 1 S UTC–9(–8DT) N62°53.53′ W160°03.98′ **MC GRATH**
138 B NOTAM FILE ENA **H–1A, 2J, L–3C**
RWY 17–35: 4000X75 (GRVL) MIRL 1.1% up S **IAP**
RWY 17: Brush.
RWY 35: Brush. Rgt tfc.
SERVICE: **LGT** ACTIVATE MIRL Rwy 17–35—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Cold temperature airport. Altitude correction required at or below –23C. Wind sock and segmented circle and overgrown with brush and may be unreliable.
AIRPORT MANAGER: (907) 438-2416
COMMUNICATIONS: CTAF 122.9
ANVIK RCO 122.4 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116
N63°53.52′ W160°41.06′ 149° 62.4 NM to fld. 436/15E.



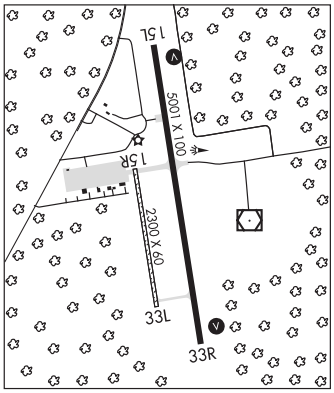
GREEN'S STRIP (See WASILLA on page 255)

GREG'N SAGE (See NORTH POLE on page 183)

GROUSE RIDGE (See PALMER on page 191)

GULKANA (GKN)(PAGK) 4 NE UTC–9(–8DT) N62°09.26′ W145°27.32′ **ANCHORAGE**
1586 B NOTAM FILE GKN **H–1B, L–1A, 3E**
IAP

RWY 15L–33R: H5001X100 (ASPH) MIRL
RWY 15L: VASI(V4L)—GA 3.0° TCH 49′. Trees.
RWY 33R: VASI(V4R)—GA 3.0° TCH 29′. Trees.
RWY 15R–33L: 2300X60 (GRVL)
RWY 15R: Tower.
RWY 33L: Trees.

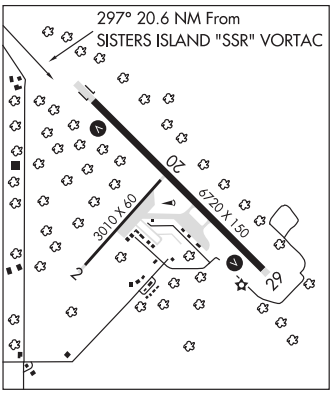


SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTVT VASI Rwy 15L and Rwy 33R; MIRL Rwy 15L–33R—CTAF.
AIRPORT REMARKS: Attended Jun–Sep Mon–Fri 1800–0200Z‡, Oct–May Mon–Fri 1900–0000Z‡. Fuel avbl 24 hours with credit card or call 907–822–4331. Migratory birds on and in vcnty of arpt dur spring. Rwy conds unmnt, rcmd visual bfr lndg. Rwy 15R–33L obst and bcn twr N apch end. Ski strip durg winter, otr times grvl strip.
AIRPORT MANAGER: 907-822-3222
WEATHER DATA SOURCES: ASOS 134.85 (907) 205–4569. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.2 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 119.5
SUAIS 125.3 126.3 (1–800–758–8723).
AIRSPACE: CLASS E svc 1500–0630Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
(H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ at fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

GUNNUK MOUNTAIN N56°58.87′ W133°48.35′ **JUNEAU**
RCO 122.175 (SITKA RADIO) **L–1C**

GUSTAVUS (GST)(PAGS) 0 NE UTC–9(–8DT) N58°25.52′ W135°42.45′ **JUNEAU**
36 B ARFF Index—See Remarks NOTAM FILE GST **H–1C, L–1B**
IAP

RWY 11–29: H6720X150 (ASPH–GRVD) S–60, D–100
PCR 280 F/B/X/T MIRL
RWY 11: REIL. VASI(V4R)—GA 3.0° TCH 35′.
RWY 29: REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 02–20: H3010X60 (ASPH) S–40 PCR 237 F/B/X/T
RWY 02: Trees.
RWY 20: Trees.



SERVICE: **FUEL** JET A **LGT** ACTIVATE REIL Rwy 11 and 29; VASI Rwy 11 and 29; MIRL Rwy 11–29—CTAF.
AIRPORT REMARKS: Attended 15 May–1 Sep Fri–Mon 1830–0300Z‡, 15 May–1 Sep Tue–Thu 1500–0300Z‡, 1 Sep–15 May 1500–2330Z‡. Paja on rwy, twy or prkg apron not authorized. Wildlife on & invof rwy. Fuel: cfm avbl— 907–209–0305. 24 hr PPR for cargo ops ovr 100,000 lbs—amgr. Class I, ARFF Index B. ARFF svc avbl durg sked ACR ops. Clsd to ACR ops more than 30 pax seats exc PPR in writing—Rgnl Dir DOT & Pub Fac SE Rgn 6860 Glacier Highway, Juneau, AK 99801–7999. Rwy 02–20 mntnd winter months; rcmd daylight ops. 9 ft fence 554 ft S. Ltd arpt maint svc avbl: 1 Sep–14 May 1500–2330Z‡; 15 May–1 Sep Fri–Mon 1900–0330Z‡, Tue–Thu 1500–0330Z‡. Tsnt prkg E side of Rwy 02–20; asph sfc soft; acft ovr 12,500 lbs ctc amgr 24 hr prior Mon–Fri 1500–2330Z‡. Tsnt prkg avbl GA ramp aces via Twy F. Arpt sand lrgr gradation than FAA rcmdd/see AC150/5200–30. Cold temperature airport. Altitude correction required at or below –13C. Be Alert: See General Notices—Enroute CTAF freqs.
AIRPORT MANAGER: 907-697-2251

CONTINUED ON NEXT PAGE

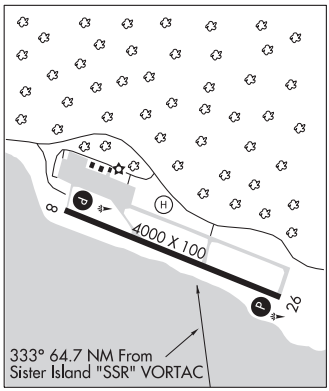
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: AWOS–3P 125.9 (907) 697–2447. (WX CAM)
COMMUNICATIONS: CTAF 122.5
RCO 122.65 (JUNEAU RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 133.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 297° 20.6 NM to fld. 40/20E.
VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

HAINES (HNS)(PAHN) 3 W UTC–9(–8DT) N59°14.63′ W135°31.41′

JUNEAU
H–1C, L–1B

29 B LRA NOTAM FILE HNS
RWY 08–26: H4000X100 (ASPH) PCR 40 F/B/X/U MIRL
RWY 08: REIL. PAPI(P4L)—GA 4.0° TCH 57′. Brush. Rgt tfc.
RWY 26: REIL. PAPI(P4L)—GA 4.0° TCH 56′. Brush.
SERVICE: FUEL 100LL, JET A **LGT** ACTVT REIL Rwys 08 and 26; PAPI Rwy 08 and 26; MIRL Rwy 08–26—CTAF. Rwy 08 PAPI unusbl byd 5 degs left of cntrln.
AIRPORT REMARKS: Unattended. Fuel svc avbl 907–766–3190. Arpt cond not mnt; arpt maint on ireg basis; visual insp rcmdd. Rcmd dalgt ops only. Birds, bears, and moose on and invof arpt. Paja onto rwy. Twy and prkg apron NA. Turbulence on NW apch. Clsd to ACR ops with more than 30 pax seats. Arpt clsd to acft over 12500 lbs or more exc PPR–Arpt Safety and Scty; DOT and Pub Fac; P.O. Box 112506; Juneau, AK 99811–2506–907–465–1786. Bluff NW. Narrow apch fm NW. Mtns both sides; turbc on NW apch, Bluff NW. Twy D not mntnd 15 Oct–30 Apr. Rwy 08–26 sand to enhance rwy friction may not meet FAA spec. Safety area 4600 ft x 150 ft; 300 ft gravel safety area each end. Rwy 26 50 ft trees 1000 ft SE. Cold temperature airport. Altitude correction required at or below –18C. Alert: See Genots—ENROUTE CTAF FREQS.
AIRPORT MANAGER: 907-766-2340
WEATHER DATA SOURCES: ASOS 135.7 (907) 766–2519. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.6 (JUNEAU RADIO)



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 333° 64.7 NM to fld. 40/20E.

VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

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HELIPAD H1: H40X40 (ASPH–CONC)

HANGAR LAKE SPB (See BETHEL on page 61)

HARLEQUIN LAKE (See YAKUTAT on page 266)

HEALY RIVER (HRR)(PAHV) 0 N UTC–9(–8DT) N63°52.06′ W148°58.13′

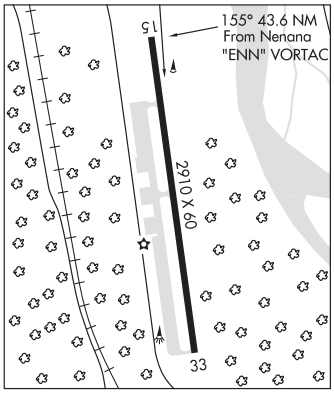
ANCHORAGE
H–1B, 2K, L–3D
IAP

1275 B NOTAM FILE FAI

RWY 15–33: H2910X60 (ASPH) MIRL 0.6% up SE

RWY 15: Trees. Rgt tfc.

RWY 33: Trees.



SERVICE: **FUEL** 100LL, JET A **LGT** ACTVT MIRL Rwy 15–33—CTAF.

AIRPORT REMARKS: Unattended. Full service Av Gas and Jet A fuel available during normal business hours May to September and by call out year round and after hours. Call out fee may apply, call 907–683–2359. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 15–33 numerous cracks in asph with weeds and grass growing through sfc up to 12" tall. Turbulent winds invof arpt. RR tracks 700′ fm thld 20′ above rwy elev. Arpt 2 SM southwest of Usibelli Mine. Segmented circle 400′ from Rwy 33 thld 200′ left of centerline. Rwy 15–33 nstd markings: thld marked with panels, cones and lgts. Cold temperature airport. Altitude correction required at or below –14C.

AIRPORT MANAGER: 907-451-5280

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (FAIRBANKS RADIO)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 155° 43.6 NM to fld. 1601/21E.

VOR unusable:
086°–096° byd 34 NM blo 5,000′
097°–105°
310°–335° byd 33 NM blo 5,000′
336°–360° byd 33 NM blo 4,000′

TAC AZM unusable:
097°–105°

DME unusable:
097°–105°

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

HERENDEEN BAY (AK33) PVT 0 W UTC–9(–8DT) N55°48.08′ W160°53.96′ **COLD BAY**

20 NOTAM FILE

RWY 12–30: 1090X35 (GRVL–TURF)

RWY 30: Rgt tfc.

RWY 07–25: 970X50 (GRVL–TURF)

RWY 07: Hill.

AIRPORT REMARKS: Unattended. Rwy 07–25 and 12–30 rough, uneven covered with grass. Soft when wet. Rwy 07–25 and 12–30 thlds and intersections marked with orange cones.

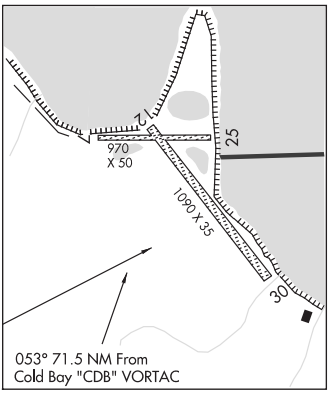
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04′ W162°46.44′ 053° 71.5 NM to fld. 99/10E.

VOR unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
349°–009° blo 10,000′
349°–009° byd 15 NM

TACAN AZIMUTH unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM

DME unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

HIGH MOUNTAIN N55°21.48′ W131°47.74′ **KETCHIKAN**
RCO 121.2 (KETCHIKAN RADIO) **L–1C**

HILLTOP (See CHUGIAK on page 80)

HOLLIS

CLARK BAY SPB (HYL) 1 NE UTC–9(–8DT) N55°29.43′ W132°37.41′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY E–W: 10000X500 (WATER)

SEAPLANE REMARKS: Unattended. Opr area in Clark Bay.

AIRPORT MANAGER: 907-755-2229

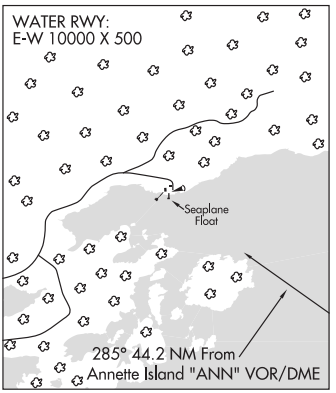
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118 N55°03.62′ W131°34.70′ 285° 44.2 NM to fld. 184/21E.

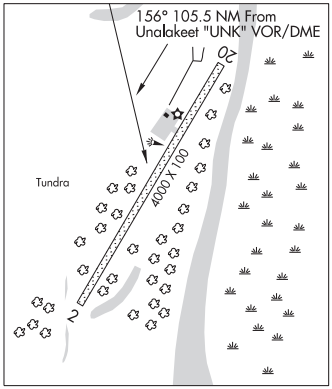
VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



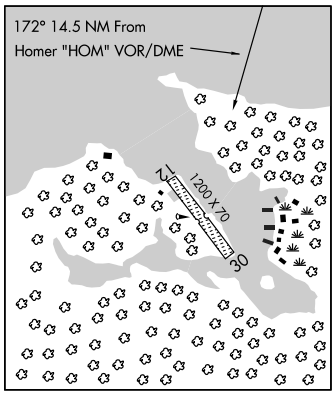
COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.

HOLY CROSS (HCA)(PAHC) 1 S UTC–9(–8DT) N62°11.30′ W159°46.50′ **MC GRATH**
75 B NOTAM FILE HCA **H–1B, 2J, L–3C**
RWY 02–20: 4000X100 (GRVL) MIRL **IAP**
RWY 02: Trees.
RWY 20: Trees.
SERVICE: S4 **LGT** ACTVT MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. Moose on and invof arpt. Cold temperature airport. Altitude correction required at or below –28C. Rwy condition not monitored; recommend visual inspection prior to landing. Rwy 02–20 shallow ponding at twy after rain.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 621–7974. (WX CAM)
COMMUNICATIONS: CTAF 122.8
ANIAK RCO 122.45 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116
N63°53.52′ W160°41.06′ 151° 105.5 NM to fld. 436/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



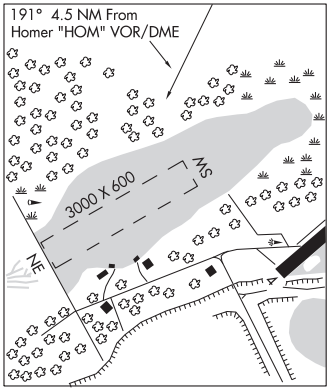
HOMER

BOOTLEGGERS COVE (2AK4) PVT 11 NW UTC–9(–8DT) N59°28.20′ W151°30.75′ **SEWARD**
45 NOTAM FILE Not insp. **L–1A, 2J, 3D, 4F**
RWY 12–30: 1200X70 (GRVL)
RWY 30: Hill. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 12, light on shore breeze creates 4 to 5 knot tailwind most summer days.
AIRPORT MANAGER: 907-235-7771
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 172° 14.5 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737



HOMER (HOM)(PAHO) 2 E UTC–9(–8DT) N59°38.73′ W151°28.60′ **SEWARD**
84 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE HOM **H–1B, 2K, L–1A, 2J, 3D, 4F**
RWY 04–22: H6701X100 (ASPH–GRVD) S–62, D–70, 2D–189 PCR 511 F/A/X/T HIRL **IAP, AD**
RWY 04: MALSF. PAPI(P4L)—GA 3.0° TCH 56′. Antenna. Rgt tfc.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 56′. Tree.
SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTVT MALSF Rwy 04; MALSR Rwy 22; PAPI Rwy 04 and 22; HIRL Rwy 04–22—CTAF.
NOISE: Noise abatement in efct H24; turns bfr dep end Rwy 04–22 NA at Homer and SPB; rprt obs dev to FAA safety hotline.
AIRPORT REMARKS: Attended Nov–Mar 1300–0600Z‡, April–Oct 1500–0600Z‡. Class I, ARFF Index A. PPR for ACR ops more than 30 pax seats in writing–AMGR: 2320 Kachemak Dr., Homer, AK 99603. Durg ACR ops only. Sea birds and water fowl on invof arpt durg spring and summer. PAEW may be on the rwy H24. Lgtd helipad ctc 123.05. Rwy cond, snow/ice rprt and removal, wildlife ctl or otr svc avbl durg sked maint hr; aft hr svc—AMGR. Line of site btn rwy ends NA. Twy D clsd; Twy A, B south and E clsd to acft over 12,500 lb. Grvl road S side of rwy clsd to acft; tax NA. Transient general aviation parking on south side of rwy. GA tsnt prkg S side of rwy. 365 ft unlgt twr 9 NM W. TPA 800′ AGL for fixed wing acft, 600′ AGL and below for rotary acft. Sand gradation lrgr than FAA rcmdd; see AC150/5200–30.
AIRPORT MANAGER: 907-235-4394
WEATHER DATA SOURCES: ASOS 135.65 (907) 202–8234. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 135.65 (1500–0630Z‡ OT ctc Kenai FSS)
FSS HOM (HOMER) 1500–0630Z‡ OT ctc Kenai FSS.
HOMER RADIO 121.5 122.2 123.6 243.0 (LAA 123.6)
RCO 121.5 122.2 123.6 243.0 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.9 270.3
AIRSPACE: CLASS E svc 1500–0630Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
(H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 174° 3.9 NM to fld. 1626/15E.
LOC/DME 109.3 I–HOM Chan 30 Rwy 04. DME back course unusable byd 15° right of course. LOC back course unusable byd 15° right of course; byd 10 NM blo 2,700′; byd 12.8 NM blo 3,600′.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Local call to Homer FSS dial 235–8588. Addn UNICOM freqs: 122.700 or 123.050. AFIS operds by HOM FSS when open, OT Kenai FSS.

HOMER–BELUGA LAKE SPB (5BL) 1 E UTC–9(–8DT) N59°38.49′ W151°31.27′ **KODIAK**
25 NOTAM FILE HOM
WATERWAY NE–SW: 3000X600 (WATER)
WATERWAY SW: Rgt tfc.
SERVICE: **FUEL** 100LL
SEAPLANE REMARKS: Unattended. Sfc cond unmnt; rcmd visual insp prior to use. Waterfowl invof arpt. Fuel, avbl May–Sep, 907–299–5494. Wind indicator: NW corner of lake. TPA 1000 ft AGL for fixed wing acft; TPA 600 ft AGL and below for rotary acft. Public dock at NW corner of lake; loading/unloading only; tsnt tie downs not authorized. Old piling beside public dock near shore. Fqt recreation use.
AIRPORT MANAGER: 907-235-5217
COMMUNICATIONS: CTAF 123.6
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
(H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 191° 4.5 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: Local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.

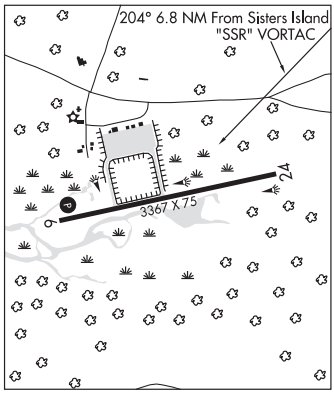


HONEYBEE LAKE AERO PARK (See WILLOW on page 261)

HOONAH

HOONAH (HNH)(PAOH) 1 SE UTC–9(–8DT) N58º05.77´ W135º24.53´ **JUNEAU**
22 B NOTAM FILE HNH **L–1B**

RWY 06–24: H3367X75 (ASPH) PCN 12 F/C/Y/T MIRL
RWY 06: REIL. PAPI(P4L)—GA 4.0º TCH 35´. Trees. Rgt tfc.
RWY 24: REIL. Trees.



SERVICE: **LGT** ACTVT REIL Rwy 06 and 24; PAPI Rwy 06; MIRL Rwy 06–24—CTAF. Rwy 06 PAPI unusbl byd 2º R of cntrln; PAPI unusbl byd 5.8 NM; PAPI does not prvd obstn clnc byd 5.8 NM.

AIRPORT REMARKS: Unattended. Arpt cond not mnt; arpt maint on ireg basis; dalgt ops and prior visual inspn rcmdd. Rwy safety area 150´ x 3600´. Rwy 06–24 NSTD; ireg spaced rwy edge lgts. Wildlife invof rwy. High trrn all quads. Paja onto rwy; twy and acft prkg apron prohibited. Alert: unlgtd 6 cable zipline 2 NM NW fm 200–1600 ft. Clsd to ACR ops over 30 pax seats. Clsd to acft over 12,500 lbs GWT, exc PPR–AMGR. See General Notices—ENROUTE CTAF FREQS. NOTE: See Special Notices—Hoonah, Alaska Icy Strait "Zip Line".

AIRPORT MANAGER: 907-945-3426

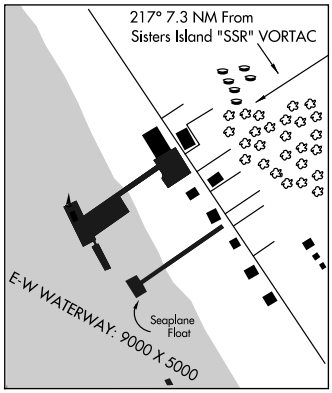
WEATHER DATA SOURCES: AWOS–3P 132.05 (907) 202–8236. (WX CAM)

COMMUNICATIONS: CTAF 122.7
RCO 122.35 (JUNEAU RADIO)

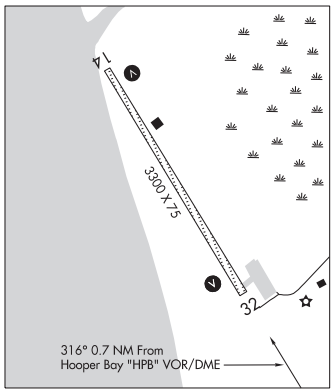
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87
N58º10.66´ W135º15.53´ 204º 6.8 NM to fld. 40/20E.
VOR unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 35 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
TAC AZM unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 28 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
DME unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 28 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

HOONAH SPB (OOH)(POOH) 0 W UTC–9(–8DT) N58°06.73′ W135°27.11′ **JUNEAU**
00 NOTAM FILE JNU
WATERWAY E–W: 9000X5000 (WATER)
SEAPLANE REMARKS: Unattended. Dock. Be alert: Zip–line 6 cables 1 NM north of SPB from 200′–1600′ uncharted and unlgtd. NOTE: See Special Notices–Hoonah, Alaska Icy Strait "Zip Line".
AIRPORT MANAGER: 907-945-3426
WEATHER DATA SOURCES: AWOS–3 132.05 (907) 945–3687. (WX CAM)
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 217° 7.3 NM to fld. 40/20E.
VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

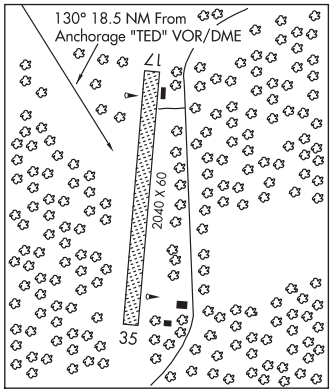


HOOPER BAY (HPB)(PAHP) 2 SW UTC–9(–8DT) N61°31.43′ W166°08.80′ **BETHEL**
20 B NOTAM FILE HPB **L–3B**
RWY 14–32: 3300X75 (GRVL) MIRL **IAP**
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 28′. Hill.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 28′. Road.
SERVICE: **LGT** ACTVT REIL Rwy 14 and 32; VASI Rwy 14 and 32; MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; visual insp rcmdd prior to use. Rwy 32 has 35 ft VOR 1750 ft S.
AIRPORT MANAGER: 907-543-2498
WEATHER DATA SOURCES: AWOS–3P 135.1 (907) 621–7971. (WX CAM)
COMMUNICATIONS: CTAF 123.0
RCO 122.4 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.
(H) (H) VORW/DME 115.2 HPB Chan 99 N61°30.86′ W166°08.07′ at fld. 15/13E.
VOR unusable:
358°–013° byd 22 NM blo 3,500′
DME unusable:
358°–013° byd 22 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



HOOPER BAY N61°30.86′ W166°08.07′ NOTAM FILE HPB. **BETHEL**
(H) (H) VORW/DME 115.2 HPB Chan 99 at Hooper Bay. 15/13E. **H–2J, L–3B**
VOR unusable:
358°–013° byd 22 NM blo 3,500′
DME unusable:
358°–013° byd 22 NM blo 3,500′
RCO 122.4 (KENAI RADIO)

HOPE (5HO) 1 SE UTC–9(–8DT) N60°54.44′ W149°37.37′ **ANCHORAGE**
194 NOTAM FILE ENA
RWY 17–35: 2040X60 (GRVL) 1.7% up S
RWY 17: Trees.
RWY 35: Trees.
AIRPORT REMARKS: Unattended. Be alert rwy condition not monitored. Recommend visual inspection prior to landing. Windsocks located at both ends of Rwy 17–35. NSTD markings Rwy 17 and Rwy 35; rwy thlds marked with plastic markers.
AIRPORT MANAGER: 907-288-2428
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07′ W149°57.61′ 130° 18.5 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

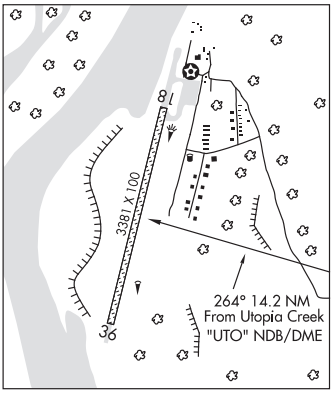


HORSFELD (4Z5) 28 SSE UTC–9(–8DT) N62°00.43′ W141°10.93′ **ANCHORAGE**
3620 NOTAM FILE ORT
RWY 03–21: 900X12 (DIRT)
RWY 21: Hill.
AIRPORT REMARKS: Unatndd. Wind indicator nstd; pole with colored streamers. Lctd in bowl; mountain peaks immediate vcnty; exp unpredictable gusty wind. Rwy 03–21 narrow, rough brush slopes down; encroaches ends. 4 ft brush alg edges. Rwy 03–21 sfc alert: rutted slippery mud hinders braking action.
COMMUNICATIONS: CTAF 122.9

HOUSTON

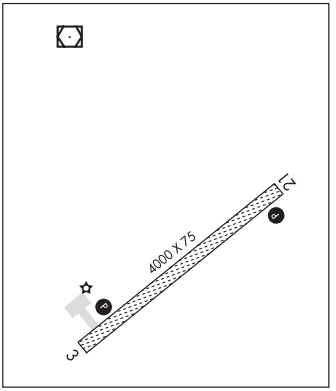
MORVRO LAKE SPB (8ØAK) PVT 2 E UTC–9(–8DT) N61°36.12′ W149°47.05′ **ANCHORAGE**
300 NOTAM FILE
WATERWAY N–S: 4000X1500 (WATER)
SEAPLANE REMARKS: Unattended. All property on this lake shore is pvt/non–commercial except the north end. North end is city park land. Park land consists only undeveloped wet lands. No access by road system. No beaching area.
AIRPORT MANAGER: 907-892-3608
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

HUGHES (HUS)(PAHU) 1 SW UTC–9(–8DT) N66°02.35′ W154°15.88′ **FAIRBANKS**
299 B NOTAM FILE FAI **L–4I**
RWY 18–36: 3381X100 (GRVL) MIRL **IAP**
RWY 18: Trees.
RWY 36: Trees.
SERVICE: **LGT** ACTVT MIRL Rwy 18–36—CTAF. ACTVT rotating beacon—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to landing. Twy A unlit. Twy A reflectors 36 inches tall. Snow removal operations during winter—monitor CTAF. South safety area soft and rutted. 150 ft x 100 ft turn around north side of rwy.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.6
RADIO AIDS TO NAVIGATION: NOTAM FILE UTO.
UTOPIA CREEK NDB/DME (HW) 272 UTO Chan 22(Y) N65°59.71′ W153°41.63′ 264° 14.2 NM to fld. 983/17E.
NDB unusable:
210°–240°
340°–355°
NDB/DME unusable:
45–105 byd 25 NM
105–45°
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



HUNT STRIP (See WASILLA on page 256)

HUSLIA (HLA)(PAHL) 1 E UTC–9(–8DT) N65°41.87′ W156°21.08′ **FAIRBANKS**
220 B NOTAM FILE HLA **H–1A, L–4I**
RWY 03–21: 4000X75 (GRVL) MIRL 0.3% up SW **IAP**
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
SERVICE: **LGT** ACTIVATE MIRL Rwy 03–21, PAPI and REIL Rwy 03 and Rwy 21—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition unmonitored, recommend visual inspection prior to ldg. Snow removal during winter months–monitor CTAF. Rwy 03–21 soft when wet.
AIRPORT MANAGER: (907) 451-5280
WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 829–2282. (WX CAM)
COMMUNICATIONS: CTAF 122.8
HUSLIA RCO 122.4 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 127.0 290.2
RADIO AIDS TO NAVIGATION: NOTAM FILE HLA.
(H) (H) VORW/DME 117.4 HSL Chan 121 N65°42.47′ W156°21.79′ at fld. 187/19E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



HYDABURG SPB (HYG)(PAHY) 0 SW UTC–9(–8DT) N55°12.38′ W132°49.70′ **KETCHIKAN**

00 NOTAM FILE HYG

WATERWAY E–W: 5000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Dock. Boat tfc in harbor. Boats may be tied to SPB dock/float.

AIRPORT MANAGER: 907-755-2229

WEATHER DATA SOURCES: AWOS–3P 135.65 (907) 560–7602. (WX CAM)

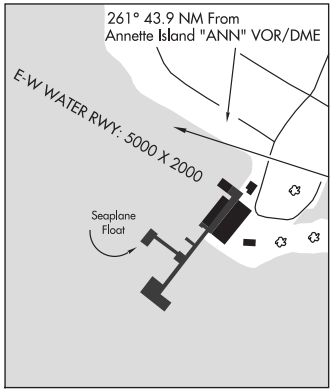
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 261° 43.9 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800–478–3500.

HYDER SPB (4Z7) 1 SE UTC–9(–8DT) N55°54.20′ W130°00.40′ **KETCHIKAN**

00 LRA NOTAM FILE KTN

WATERWAY N–S: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Boats may be tied to SPB float/ramp. Be alert: During low tide, shallow milky glacial water covers obstructions east of float. Caution advised with tides blo 0′. May cause insufficient water depths and prevent use of this facility.

AIRPORT MANAGER: (907) 465-4512

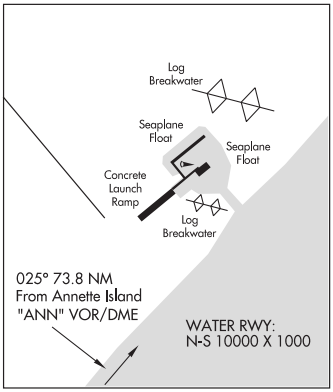
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 025° 73.8 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.

ICE POOL N64°32.74′ W149°04.61′ NOTAM FILE ENN. **FAIRBANKS**

NDB (HW) 525 ICW at Nenana Muni. 365/13E. **L–3A, 3D, 4J**

ICY BAY (19AK) PVT 73 NW UTC–9(–8DT) N59°58.14′ W141°39.71′ **SEWARD**
50 NOTAM FILE JNU **L–1B, 3E**

RWY 05–23: 3430X55 (GRVL)
RWY 05: Trees.
RWY 23: Trees.

AIRPORT REMARKS: Unattended. Not maintained. 50′ trees, 60′ to 100′ each side of rwy centerline entire length of rwy. 8′ berms 500′ east of AER 23. Bulk fuel storage tanks on trailers parked on turnout within 40′ of rwy centerline. Uncontrolled vehicular tfc on rwy. Rwy 05–23 first 1000′ of Rwy 05 soft when wet, ruts along edges and divots in vicinity of thld. Land owned by Alaska Mental Health Trust Authority. Use by permit or license only. Contact 907–269–8658.

AIRPORT MANAGER: 907-269-8658

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ 275° 67.1 NM to fld. 41/20E.
VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



IGIUGIG (IGG)(PAIG) 0 S UTC–9(–8DT) N59°19.44′ W155°54.11′ **KODIAK**
90 B NOTAM FILE IGG **L–2J, 3C**
RWY 05–23: 3000X75 (GRVL–DIRT) MIRL 0.6% up SW **IAP**
RWY 05: Trees.
RWY 23: Brush.

SERVICE: **FUEL** 100LL **LGT** ACTIVATE MIRL Rwy 05–23, rotating bcn and windcone lgts—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Fuel avbl 1800–0200Z‡. Ctc 907–720–8716 for pricing and availability after hrs and hol. Rwy soft during spring breakup and after heavy rain. Rwy 05–23 up to 6" deep circular ruts near thld Rwy 23. Soft sfc near Rwy 23 thld. Fuel sales and restroom fac offered.

AIRPORT MANAGER: 907-571-1261

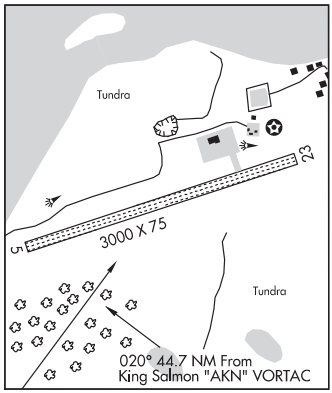
WEATHER DATA SOURCES: AWOS–3P 119.925 (907) 533–3350. (WX CAM)

COMMUNICATIONS: CTAF 122.8
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 118.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

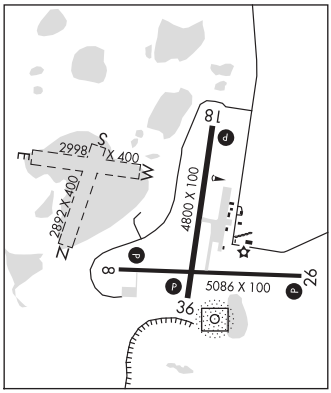
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 020° 44.7 NM to fld. 95/16E.
TACAN antenna offset 150′ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000′
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000′
DME unusable:
332°–348° byd 19 NM blo 5,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



ILIAMNA (ILI)(PAIL) 2 NW UTC–9(–8DT) N59°45.33′ W154°55.07′ **KODIAK**
192 B NOTAM FILE ILI **H–1B, 2J, L–3D**
IAP

RWY 08–26: H5086X100 (ASPH–GRVD) MIRL
RWY 08: PAPI(P4L)—GA 3.0° TCH 35′. Brush.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Brush.
RWY 18–36: H4800X100 (ASPH–GRVD) MIRL
RWY 18: PAPI(P4L)—GA 3.0° TCH 30′. Brush.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 32′. Brush.



SERVICE: **FUEL** 100LL, JET A **LGT** When FSS clsd ACTVT REIL Rwy 26 and 36; PAPI Rwy 18, 36, 08 and 26; MIRL Rwy 08–26; 18–36—CTAF.

AIRPORT REMARKS: Attended Oct–May Mon–Fri 1700–0130Z‡, Jun–Sep Mon–Wed 1500–0130Z‡, Jun–Sep Thurs 1500–2300Z‡. PsnI and eqpt may be on rwy. BE ALERT: No line of sight btn Iliamna, Pike Lake and East Wind Lake/Strip; tfc pat and VFR arr and dep proc see Section C Notice. Snow and ice removal and haz rprtng durg duty hr; exc PPR in writing—Amgr. Cold temperature airport. Altitude correction required at or below –26C. Taxi on active rwys; locked brake turns on rwy NA. There are no locked brake turns allowed on rwys. Multiple airstrips and float plane basins invof arpt; low–level hel sling load ops wi 25 NM W–NW; mnt CTAF and self announce upon entry. Safety areas soft. Rwy 08–26 tundra wheel grvl sfc 275 ft prior to asph both end; dalgt ops only. Tsnt prkg mkd with green cones. Arpt sand lrgr than FAA rcmdd/see AC150/5200–30. NOTE: See Special Notices—Traffic Patterns, Communications and Aircraft Operations.

AIRPORT MANAGER: 907-571-1261

WEATHER DATA SOURCES: ASOS 134.95 (907) 621–7977. ASOS prvdd when Iliamna FSS clsd. (WX CAM)

COMMUNICATIONS: CTAF 123.6 **AFIS** 134.95 (15 May–15 Oct 1445–0645Z‡; OT ctc Kenai FSS)
FSS ILI (ILIAMNA) 15 May–15 Oct, 1445–0645Z‡; OT ctc Kenai FSS.
ILIAMNA RADIO 121.5 122.2 123.6 (LAA 123.6)
RCO 121.5 122.2 123.6 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 118.8

AIRSPACE: CLASS E svc 1445–0645Z‡; other times CLASS G.

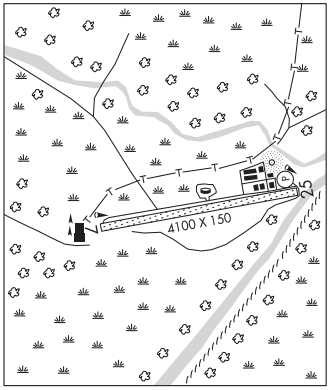
RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.
NDB/DME (HW) 411 ILI Chan 91 N59°44.88′ W154°54.58′ at fld. 168/14E.
DME unusable:
010°–020° byd 20 NM blo 12,000′
020°–050° byd 25 NM blo 13,000′
270°–300° byd 25 NM blo 7,000′
300°–320° byd 25 NM blo 8,000′

COMM/NAV/WEATHER REMARKS: Iliamna FSS telephone 571–1240. For a toll free call to Kenai FSS, dial 1–866–864–1737. WX obs 16 Oct–14 May 1445–0645Z‡—Iliamna wx 133.75 or 907–571–1240. DME located at 59°45.0′N 154°54.4′W. DME channel 91 paired with VHF freq 114.4. AFIS 134.95 when Iliamna FSS closed. AFIS operd by ILI FSS when open, OT Kenai FSS.

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WATERWAY E–W: 2998X400 (WATER)
WATERWAY N–S: 2892X400 (WATER)
WATERWAY S: Rgt tfc.

INDIAN MOUNTAIN LRRS (UTO)(PAIM) AF 0 S UTC–9(–8DT) N65°59.57′ W153°42.21′ **FAIRBANKS**
1261 NOTAM FILE UTO Not insp. **H–1A, L–4I**
RWY 07–25: 4100X150 (GRVL) **DIAP, AD**
RWY 07: Pole hill.
RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 47′. Hill.
SERVICE: **LGT** REIL Rwy 25; PAPI Rwy 25; opr consly. Rwy 25 PAPI byd 8 degs right of cntrln.
MILITARY REMARKS: CLOSED to the public. OFFL BUS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED wkends and fed hol. PPR all ops; mnm 1 hr prior to dep for site and no earlier than day travel – DSN 317–552–3211/4310, C907–552–3211/4310. CAUTION: Wind 20 kts or gtr may produce svr turb. Pax must coord bfr non emerg travel to site – D317–552–4935/1089/C907–552–4935/1089). USAF fac; civ acft lndg pmt rqrd bfr arr; pmt rqrd on board; violators fined and rptd to FAA FSDOS IAW 32CFR855 and USAF oprg instrns – D 317–552–5282/C907–552–5282 or mail attn: 11 AF amgr 10471 20th street Suite 218 Elmendorf, AFB, AK 99506. Land Rwy 25, tkof Rwy 07. Vis Indg zone mkr panels IAW AF IR Instrn 13–217, marking pat –1. Aft initial rdo ctc on 126.2 or 121.5 exp 30 min dla for cond rprt.



AIRPORT MANAGER: 907-552-7610
WEATHER DATA SOURCES: AWOS–3 (907) 552–3211
COMMUNICATIONS: CTAF 126.2
RCO 122.6 (FAIRBANKS RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.6 352.0
RADIO AIDS TO NAVIGATION: NOTAM FILE UTO.
UTOPIA CREEK NDB/DME (HW) 272 UTO Chan 22(Y) N65°59.71′ W153°41.63′ at fld. 983/17E.
NDB unusable:
210°–240°
340°–355°
NDB/DME unusable:
45°–105° byd 25 NM
105°–45°
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

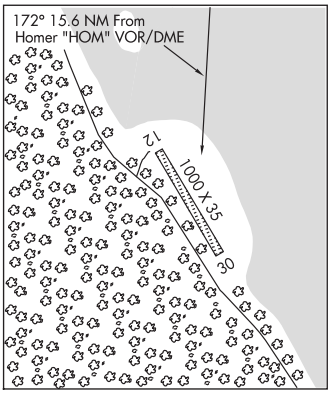
INIGOK (See DEADHORSE on page 90)

ISLAND LAKE SPB (See WASILLA on page 256)

ISLAND LAKE SPB (See KENAI on page 139)

JAKES BAR (See MCCARTHY on page 166)

JAKOLOF BAY (4Z9) 0 N UTC–9(–8DT) N59°27.13′ W151°31.34′ **KODIAK**
5 NOTAM FILE HOM
RWY 12–30: 1000X35 (GRVL)
RWY 12: Hill.
RWY 30: Hill. Rgt tfc.
AIRPORT REMARKS: Unattended. Area subject to tidal flooding and debris; under water at + 18 ft tide, possible logs during high tide. Rwy 12–30 doglegs. Rwy 12–30 loose rocks 3" X 6". High terrain south of arpt, recommend left turn Rwy 12 dep and rgt turn Rwy 30 dep. Shrubbery and grass growing 30′ off centerline west side of rwy. Rwy 30, first 60′ rough and soft. Rwy used as access and staging area for kayakers. Rwy 12 30 narrows to 10′ at SE end.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 172° 15.6 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



JENSENS

FORT JENSEN (AK6Ø) PVT 0 NE UTC–9(–8DT) N57°53.11′ W157°05.81′ **KODIAK**
240 NOTAM FILE **H–2J, L–2J, 3C**
RWY 06–24: 4700X125 (GRVL)
RWY 24: Brush.
AIRPORT REMARKS: Unattended. Rwy not maintained. Soft during spring thaw.
AIRPORT MANAGER: 907-243-6667
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

JOHNSONS LANDING (See BEAR LAKE on page 58)

JOHNSTONE POINT N60°28.86′ W146°35.96′ NOTAM FILE JNU. **ANCHORAGE**
(H) (H) VORW/DME 116.7 JOH Chan 114 335° 23.7 NM to Tatitlek. 48/18E. **H–1B, L–1A, 3E, 4H**
wx cam
VOR unusable:
090°–124° byd 23 NM blo 8,000′
125°–188° byd 10 NM
DME unusable:
090°–124° byd 23 NM blo 12,000′
125°–191° byd 10 NM
RCO 122.1 (JUNEAU RADIO)

JONES LANDING SPB (See BIG LAKE on page 62)

JUNEAU INTL (JNU)(PAJN) 7 NW UTC–9(–8DT) N58°21.28′ W134°34.71′ **JUNEAU**
25 B TPA—See Remarks AOE Class I, ARFF Index C NOTAM FILE JNU **H–1C, L–1B**
RWY 08–26: H8857X150 (ASPH–GRVD) S–120, D–250, 2D–550 PCR 892 F/A/X/T HIRL CL **IAP, AD**
RWY 08: MALSF. VASI(V2L)—GA 3.5° TCH 38′. RVR–TR Tower. Rgt tfc.
RWY 26: MALS. REIL. PAPI(P4L)—GA 3.5° TCH 46′. RVR–TR
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–8857 TODA–8857 ASDA–8457 LDA–8457
RWY 26: TORA–8857 TODA–8857 ASDA–8457 LDA–8457
SERVICE: S4 **FUEL** 100LL, JET A1+ **LGT** When ATCT clsd ACTVT MALSF Rwy 08; REIL Rwy 26; HIRL Rwy 08–26—CTAF. VASI Rwy 08; PAPI Rwy 26 opr consly. Rwy 26 PAPI unusbl byd 2 NM due to terrain. Rwy 08 VASI unusbl byd 06 degs left of cntrln. Rwy 08 VASI aligned 13 deg R of cntrln; not vis on cntrln. Rwy 08 RLLS lgts. Rwy 26 rwy end nstd; length 800 ft.
AIRPORT REMARKS: Attended continuously. Fuel svc – UNICOM or 907–789–0055/5622. Wildlife and birds on and invof arpt. Hvy hel and acft act Apr 15–Oct 1; full len Gastineau Channel and within 5 miles. Paragliding activity 3 miles North; invof Thunder Mtn and over Gastineau Channel nears downtown Apr 15–Oct 1; 6000′ and blw. Airframe repairs: single/twin propeller engine; turbine and avionics. Mil contract fuel avbl. National Guard 24 hr PPR—C907–789–3366. Weekday 1630–0100Z‡ ctc National Guard Ops 10 minutes bfr Indg—124.65. Mountainous background restricts controllers visibility of apch Rwy 26. Rwy visibility value Rwy 08 and Rwy 26 avbl. Apron terminal ramp clsd to rotorcraft. CUSTOMS ramp clsd to wingspan gtr than 79′. Intl rotorcraft use E–1 National Guard ramp. TPA 1500′AGL for large turbine acft, 1000′AGL for fixed wing acft and 500′AGL for helicopters. Rwy 08–26 sand used for friction may not meet FAA specs. SAID in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Cold temperature airport. Altitude correction required at or below 1C. Ldg fee. See Special Notices and General Notices for additional information on ops in Juneau area.
AIRPORT MANAGER: 907-789-7821
WEATHER DATA SOURCES: ASOS (907) 789–1243 LLWAS. (WX CAM)
COMMUNICATIONS: CTAF 118.7 **UNICOM** 122.95 **ATIS** 135.2
FSS JNU (JUNEAU)
JUNEAU RADIO 118.7 121.5 122.2 243.0
JUNEAU DOWNTOWN RCO 122.15 (JUNEAU FSS)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 133.9
TOWER 278.3 118.7 120.7 (Apr 1–Sep 30 1500–0800Z‡. Oct 1–Mar 31 1600–0500Z‡) **GND CON** 121.9
NG OPS 124.65 64.70
AIRSPACE: CLASS D svc 1 Apr – Sep 30 1500–0800Z‡, 1 Oct–Mar 31 1600–0500Z‡; other times CLASS E.

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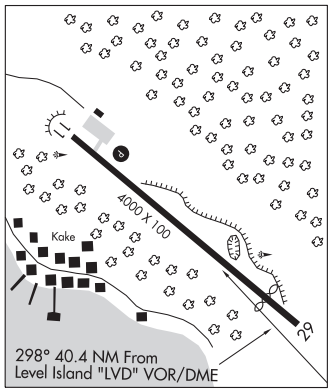
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58º10.66´ W135º15.53´ 043º 24.0 NM to fld. 40/20E.
VOR unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 35 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
TAC AZM unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 28 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
DME unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 28 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
COGHLAN ISLAND NDB (HWZ) 212 CGL N58º21.56´ W134º41.97´ 074º 3.8 NM to fld. 58/20E.
NDB unusable:
325º–050º byd 30 NM
270º–324º byd 35 NM
220º–270º byd 24 NM blo 13,000´
LDA/DME 109.9 I–JDL Chan 36 Rwy 08. LOC unusable byd 30º left of inbound course.
COMM/NAV/WEATHER REMARKS: When ATCT clsd arpt adzy svc – CTAF. For a toll free call to Juneau FSS dial 1–866–297–2236. Juneau FSS – lcl 907–789–7380. Between May and Sep an additional twr freq of 120.7 will be in use. Its use will be announced via the ATIS. All other times use 118.7. Juneau Intl Seaplane Basin contact Juneau Tower on freq 118.7 for taxi, take–off and landing instructions. Waterlane controlled by Juneau Tower. Taxiing acft should taxi clockwise around the outer edge of float pond.

WATERWAY 08W–26W: 4800X150 (WATER)
SEAPLANE REMARKS: Attended continuously. Wildlife and birds on and in vicinity of seaplane base. Transient public dock SW corner.

KAARUK N67º40.04´ W149º49.50´ **FAIRBANKS**
RCO 122.4 (FAIRBANKS RADIO) **L–4J**

KAKE

KAKE (AFE)(PAFE) 1 SE UTC–9(–8DT) N56º57.68´ W133º54.62´ **JUNEAU**
172 NOTAM FILE AFE **H–1C, L–1C**
RWY 11–29: H4000X100 (ASPH) MIRL 0.5% up SE **IAP**
RWY 11: REIL. PAPI(P4L)—GA 3.0º TCH 41´. Brush. Rgt tfc.
RWY 29: Thld dsplcd 1000´. Hill.
SERVICE: **LGT** ACTVT REIL Rwy 11, PAPI Rwy 11; MIRL Rwy 11–29—CTAF.
AIRPORT REMARKS: Unattended. CLSD to acft ovr 12,500 lbs GWT, exc PPR – safety and scty 907–465–1786 or by mail – DOT and pub fac P.O. Box 112506, Juneau, AK 99811–2506. Ph: 907–465–1786. Wildlife on and invof rwy. Cond unmnt; maint ireg; rcmd visual bfr use. Rcmd dalgt ops. High trrn N, E, and S. PAJA onto rwy; NA onto twy and apron. Unlit 191 ft twr 6300 ft N of thr.
AIRPORT MANAGER: 907-966-2960

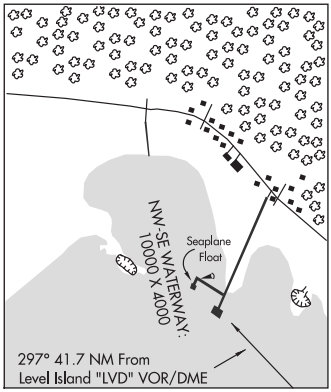


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WEATHER DATA SOURCES: AWOS–3P 135.25 (907) 782–4981. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.65 (SITKA RADIO)
KUIU RCO 121.3 (SITKA RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 132.175
COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF. DME Chan 91 paired with VHF freq 114.4.

KAKE SPB (KAE) 0 S UTC–9(–8DT) N56°58.38′ W133°56.74′ **JUNEAU**
00 NOTAM FILE SIT
WATERWAY NW–SE: 10000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Boats ops in Indg area; rocks and shoals bdrg channel; debris in water. Boats may be tied to SPB float.
AIRPORT MANAGER: 907-785-3804
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 297° 41.7 NM to fld. 98/20E.
VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′

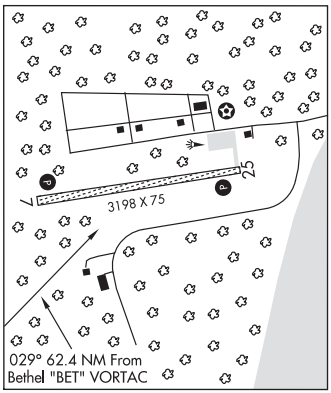


COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS call 800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

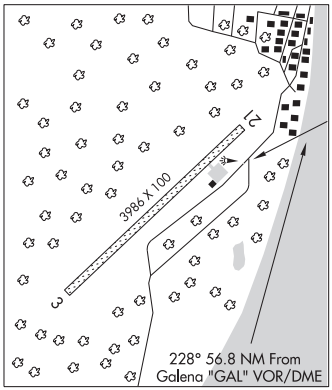
KAKO (See RUSSIAN MISSION on page 211)

KALAKAKET CREEK AS (1KC) AF UTC–9(–8DT) N64°25.47′ W156°50.60′ **FAIRBANKS**
1598 NOTAM FILE Not insp. **H–1B, 2J, L–3C, 4I**
RWY 09–27: 4000X140 (GRVL)
MILITARY REMARKS: Unattended. CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e–publishing.af.mil/shared/media/epubs/afi10–1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney′s Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 ASUS/LRAM at DSN 317–552–1448/4176 or COM: 907–552–1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, JBER, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907–552–1448/4176, e–mail: aklandingpermits@us.af.mil. CAUTION: Rwy rstd to helicopter ops only. 1980′ mountain 3000′ northwest of rwy. Winds in excess of 10 kts from 300′–360′ may produce severe turbulence. Rwy not maintained, condition unknown. Recommend visual inspection prior to ldg.
AIRPORT MANAGER: 907-552-8757
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

KALSKAG (KLG)(PALG) 1 W UTC–9(–8DT) N61°32.16′ W160°20.74′ **MC GRATH**
63 B NOTAM FILE KLG **L–3C**
RWY 07–25: 3198X75 (GRVL) MIRL **IAP**
RWY 07: PAPI(P4L)—GA 3.0° TCH 25′. Tree. Rgt tfc.
RWY 25: PAPI(P4L)—GA 3.0° TCH 25′. Tree.
SERVICE: **LGT** ACTVT rotg bcn—CTAF. ACTVT PAPI Rwy 07 & 25; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition unmnt; rcmd visual inspection bfr use. Wildlife on or invof rwy.
AIRPORT MANAGER: 907-676-0505
WEATHER DATA SOURCES: AWOS–3P 119.025 (907) 471–2434. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 029° 62.4 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



KALTAG (KAL)(PAKV) 1 SW UTC–9(–8DT) N64°19.14′ W158°44.48′ **NOME**
181 NOTAM FILE KAL **L–3C, 4I**
RWY 03–21: 3986X100 (GRVL) MIRL 0.3% up SW **IAP**
RWY 03: Brush.
RWY 21: Road.
SERVICE: **LGT** ACTVT MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp prior to lndg. Snow removal ops—CTAF. Rwy 03–21 surface soft when wet. Rwy 03–21 north 3900′ lgt and mkd with cones. Cold temperature airport. Altitude correction required at or below –31C.
AIRPORT MANAGER: 907-451-5280
WEATHER DATA SOURCES: AWOS–3 135.25 (907) 621–7604. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.
GALENA (H) (H) VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 233° 56.8 NM to fld. 183/12E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



KANTISHNA

KANTISHNA (5Z5)(PAAH) 2 NW UTC–9(–8DT) N63°32.46′ W150°59.70′ **ANCHORAGE**

1578 NOTAM FILE FAI

RWY 10–28: 1887X45 (GRVL–DIRT) 1.3% up E

RWY 10: Trees.

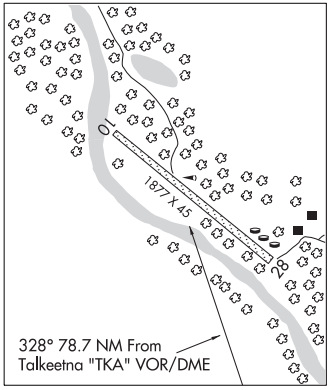
RWY 28: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Pvt rotorwing NA exc emerg. Road E of rwy. Canyon rwy; exp wind sheer. Lmtd tsnt prkg.

AIRPORT MANAGER: 907-451-5280

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



STAMPEDE (Z9Ø) 25 NE UTC–9(–8DT) N63°45.07′ W150°19.82′ **ANCHORAGE**

1852 NOTAM FILE FAI

RWY 15–33: 1960X40 (TURF) 1.0% up S

RWY 15: Tree.

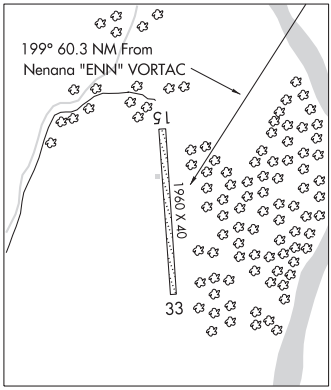
RWY 33: Tree.

AIRPORT REMARKS: Unattended. Rwy not maintained and unmonitored. Commercial or business use of this airstrip is prohibited except under permit with the National Park Service. Private rotorwing use prohibited, except in case of emergencies. Wildlife invof rwy. Rwy 15–33 surface covered with grass, and small shrubs. Trees and brush along both sides of rwy. Rwy 15–33 length 1960′ from trees to trees.

AIRPORT MANAGER: 907-683-9581

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516



KARLUK (KYK)(PAKY) 1 WNW UTC–9(–8DT) N57°33.96´ W154°27.23´ **KODIAK**

142 NOTAM FILE ENA

RWY 10–28: 2000X60 (GRVL)

RWY 10: Brush.

RWY 28: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Mountains on south side of rwy and hills +2 miles SE of Rwy 28 thld. During summer ops embankments and safety areas soft. Rwy 10–28 marked with orange reflective cones. Rwy 28 partially overgrown.

AIRPORT MANAGER: 907-487-4952

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50´ W152°20.39´ 246° 69.3 NM to fld. 133/14E.

VOR unusable:

190°–310° byd 15 NM blo 12,000´

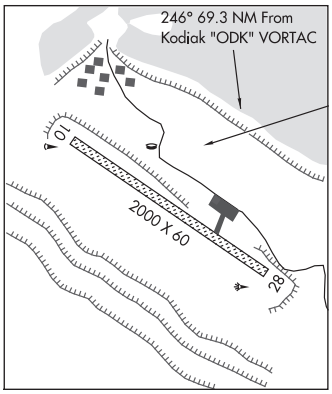
DME unusable:

154°–265° byd 15 NM blo 12,000´

266°–305°

306°–341° byd 15 NM blo 12,000´

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



KARLUK LAKE SPB (KKL) 0 W UTC–9(–8DT) N57°22.02´ W154°01.66´ **KODIAK**

368 NOTAM FILE ENA

WATERWAY NW–SE: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. N–S prevailing winds; good beaching area in front of main building. Rocks on beach ldg area. Lake often very still and clear. Deceptive idea of the actual sfc.

AIRPORT MANAGER: (907) 487-2600

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50´ W152°20.39´ 232° 59.8 NM to fld. 133/14E.

VOR unusable:

190°–310° byd 15 NM blo 12,000´

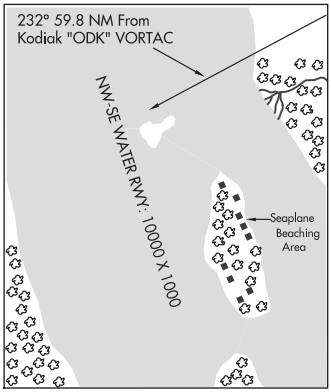
DME unusable:

154°–265° byd 15 NM blo 12,000´

266°–305°

306°–341° byd 15 NM blo 12,000´

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



KASAAN SPB (KXA) 0 SE UTC–9(–8DT) N55°32.24′ W132°23.85′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY N–S: 2000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Gulls invof SPB & float. Be alert apchg float fm SW to prevent right wing fm ctc with boat float pilings; float exposed to SE, SW & NW winds; boats may be tied to float; slippery when wet. Swells lkly with SE, SW or NW winds.

AIRPORT MANAGER: 907-755-2229

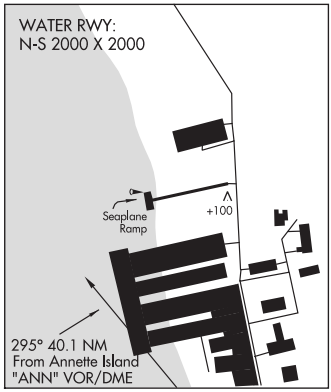
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 295° 40.1 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.

KASHWITNA LAKE SPB (See WILLOW on page 261)

KASIGLUK (ZØ9)(PFKA) 2 S UTC–9(–8DT) N60°52.40′ W162°31.46′ **BETHEL**

48 B NOTAM FILE ENA **L–3C**

RWY 17–35: 3000X60 (GRVL–DIRT) MIRL 0.7% up S **IAP**

SERVICE: **LGT** ACTVT MIRL Rwy 17–35—CTAF. Apt bcn sked: ctc AMGR.

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Rwy condition not monitored, recommend visual inspection prior to using. Wind turbines within the tfc pat. Lgts at top of twr, not blades. Rwy 17–35 slopes up to S end 1% grade. Rwy 17 first 200 ft soft when wet.

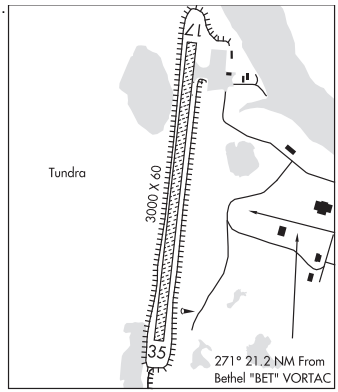
AIRPORT MANAGER: 907-543-2498

COMMUNICATIONS: CTAF 122.9

Ⓡ**ANCHORAGE CENTER APP/DEP CON** 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 271° 21.2 NM to fld. 105/14E.



KASILOF

ENCELEWSKI LAKE SPB (AK5) 5 S UTC–9(–8DT) N60°15.33′ W151°18.18′ **MC GRATH**

230 NOTAM FILE ENA

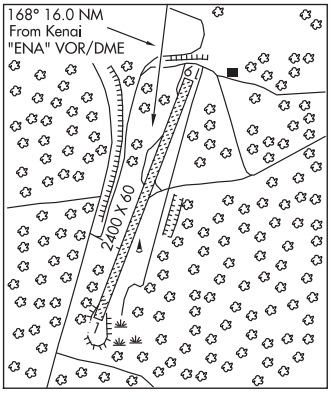
WATERWAY 09W–27W: 3500X500 (WATER)

SEAPLANE REMARKS: Unattended. Public aces N end of lake. Windsock midlake W side.

AIRPORT MANAGER: 907-269-8400

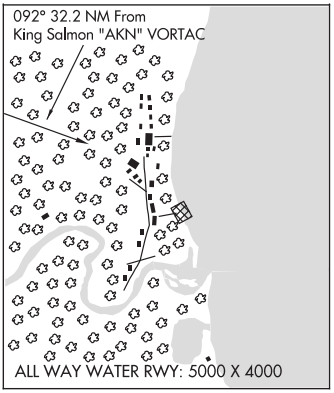
COMMUNICATIONS: CTAF 122.5

KASILOF (5KS) 2 N UTC–9(–8DT) N60°21.03′ W151°15.77′ **ANCHORAGE**
125 NOTAM FILE ENA
RWY 01–19: 2400X60 (GRVL)
RWY 01: Trees.
RWY 19: Brush.
AIRPORT REMARKS: Unattended. Maint ireg. Rwy cond unmnt, rcmnd visual insp prior to use. ATV tfc on rwy. Rwy 01–19 3 in ruts. Rwy 01 edge not mkd. Windsock blw tree line and may be unrel. Prkg area S end.
AIRPORT MANAGER: 907-953-6733
COMMUNICATIONS: CTAF 122.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 168° 16.0 NM to fld. 115/19E.
VOR unusable:
348°–015° byd 20 NM
DME unusable:
355°–041° byd 35 NM blo 2,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Kenai FSS—283–7211.



KATMAI NATIONAL PARK

LAKE BROOKS SPB (5Z9) 0 W UTC–9(–8DT) N58°33.29′ W155°46.64′ **KODIAK**
36 NOTAM FILE ENA
WATERWAY ALL–WAY: 5000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Fuel available at AKN on the river. 907–246–3079 or 130.10. Acft maint 1,000′ AGL in vicinity of Brooks Camp. Heavy bear and human concentration. Landing and takeoffs or taxiing within 50 yards of bears is prohibited. Surface ops are limited to idle maneuvers within 200 yards of Brooks Camp Beach on Naknek Lake. Step taxi ops, initiation of takeoffs and landings within this zone is prohibited. Buoys note no–wake area. Large white buoys 4′ tall in waterway are a hazard to navigation and difficult to see.
AIRPORT MANAGER: 907-246-3305
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 092° 32.2 NM to fld. 95/16E.
TACAN antenna offset 150′ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000′
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000′
DME unusable:
332°–348° byd 19 NM blo 5,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



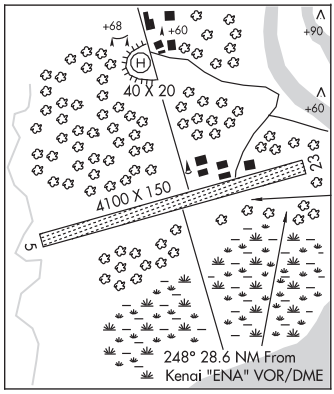
KAVIK RIVER

KAVIK STRIP (RK1) 60 W UTC–9(–8DT) N69°40.61′ W146°54.00′ **POINT BARROW**
668 NOTAM FILE SCC **H–1A, L–4J**
RWY 08–26: 5500X150 (GRVL–DIRT)
RWY 08: Road.
RWY 26: Brush.
SERVICE: **FUEL** 100LL, JET A
AIRPORT REMARKS: Attended continuously. Rwy sfc is loose grvl and rocks, mid section of rwy is fairly smooth, first 1500 ft of both rwy ends are rough due to frost heaves. Rwy 08–26 thr markers non standard, barrels and reflective cones.
AIRPORT MANAGER: 404-857-4707
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

KAVIK STRIP (See KAVIK RIVER on page 138)

KENAI

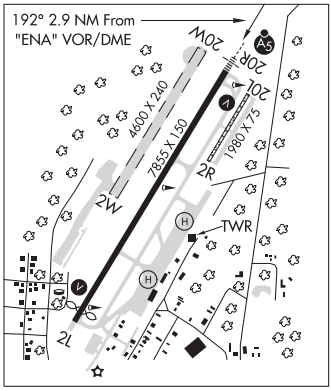
DRIFT RIVER (3AK5) PVT 26 W UTC–9(–8DT) N60°35.33′ W152°09.72′ **MC GRATH**
30 NOTAM FILE **H–1B, 2K, L–1A, 3D, 4F**
RWY 05–23: 4100X150 (GRVL) MIRL
RWY 05: Trees.
RWY 23: Trees.
AIRPORT REMARKS: Unattended. Not mntnd. Tank farm and fac unatndd and non–opnl.
AIRPORT MANAGER: 907-283-6108
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 248° 28.6 NM to fld. 115/19E.
VOR unusable:
348°–015° byd 20 NM
DME unusable:
355°–041° byd 35 NM blo 2,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



HELIPAD H1: 40X20 (GRVL)

ISLAND LAKE SPB (2R3) 9 N UTC–9(–8DT) N60°42.27′ W151°18.68′ **ANCHORAGE**
140 NOTAM FILE ENA
WATERWAY 06W–24W: 5000X500 (WATER)
SEAPLANE REMARKS: Attended Mon–Fri 1700–0200Z‡. No trans svcs avbl. Public access/boat ramp at north end of lake. Dock in disrepair.
AIRPORT MANAGER: 907-903-3355
COMMUNICATIONS: CTAF 122.7
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

KENAI MUNI (ENA)(PAEN) 0 N UTC–9(–8DT) N60°34.40′ W151°14.69′ **ANCHORAGE**
100 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE ENA **H–1B, 2K, L–1A, 3D, 4F**
RWY 02L–20R: H7855X150 (ASPH–GRVD) S–75, D–150, 2D–250 **IAP, DIAP, AD**
PCR 461 F/B/X/U HIRL
RWY 02L: REIL. VASI(V4L)—GA 3.0° TCH 53′. RVR–R Thld dsplcd 280′. Rgt tfc.
RWY 20R: MALSR. VASI(V4L)—GA 3.0° TCH 51′. RVR–T
RWY 02R–20L: 1980X75 (GRVL) No Part 121/Part 380 Ops
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02L:TORA–7855 TODA–7855 ASDA–7855 LDA–7575
RWY 20R:TORA–7855 TODA–7855 ASDA–7575 LDA–7575
SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTVT REIL Rwy 02L; VASI Rwy 02L & 20R—CTAF. When twr clsd ACTVT and incr intst HIRL Rwy 02L–20R—Kenai FSS. When twr clsd ACTVT MALSR Rwy 20R—CTAF.
NOISE: Noise abatement proc in efct—amgr. Rwy 02W arr and Rwy 20W dep make fnl apch and cross wind turns S of beachline unless auth by ATC.
AIRPORT REMARKS: Attended Mon–Fri 1700–0200Z‡. Birds 10 NM radius spring–fall. Exc wx dvrsn unsked acft over 12,500 lbs 48 hr PPR. TPA: Rwy 02R–20L and Rwy 02W/20W 500′ AGL. Ptns of trml ramp, Twy G and H not vsb fm ATCT. Rwy 02R outlined with cones. Rwy 20L outlined with cones. Tsnt and coml tie down slips avbl end of water canal. Tsnt prkg S trml ramp; hel prkg N trml ramp. Lndg fee ovr 4000 lb. Twy A, B & E PCN 48; Twy C PCN 59; Twy F PCN 43; Twy D, J, K & L PCN 34. Arpt sand gradation lrgr than FAA rcmdd see AC150/5200–30.



AIRPORT MANAGER: 907-283-7951
WEATHER DATA SOURCES: ASOS 133.35 (907) 283–6513. LAWRS. (WX CAM)
COMMUNICATIONS: CTAF 121.3 **ATIS** 133.35
FSS ENA (KENAI)
KENAI RADIO 121.3 121.5 122.65 243.0 (LAA 121.3 when twr clsd)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.7 379.1
TOWER 121.3 (1500–0700Z‡ May 1–Sep 30; 1600–0600Z‡ Oct 1–Apr 30) **GND CON** 118.75
AIRSPACE: CLASS D svc 1500–0700Z‡ May 1–Sept 30, 1600–0600Z‡ Oct 1–Apr 30; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
(H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 192° 2.9 NM to fld. 115/19E.
VOR unusable:
348°–015° byd 20 NM
DME unusable:
355°–041° byd 35 NM blo 2,000′
ILS/DME 108.9 I–ENA Chan 26 Rwy 20R. Class IE.
COMM/NAV/WEATHER REMARKS: Kenai FSS lcl 283–7211. For a toll free call to Kenai FSS dial 1–866–864–1737. Wx avbl from Kenai twr ATIS or from FSS when Kenai twr clsd.

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WATERWAY 02W–20W: 4600X240 (WATER)
WATERWAY 20W: Rgt tfc.
SEAPLANE REMARKS: Waterway 02W–20W clsd to ops Nov–Apr. SPB ctld by Kenai ATCT durg ops hrs. When Kenai ATCT clsd wx avbl fm Kenai ATIS or Kenai FSS. Water ldg area and twy chnl not vsb fm ATCT.

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HELIPAD H1: H55X55 (ASPH)
HELIPAD H2: H55X55 (ASPH)

TREASURE CHEST (AA16) PVT 5 NNW UTC–9(–8DT) N60°37.49′ W151°17.67′ **SEWARD**
125 TPA—825(700) NOTAM FILE Not insp.
RWY 16–34: 2700X100 (GRVL)
RWY 34: Rgt tfc.
RWY 02–20: 1370X100 (GRVL)
AIRPORT REMARKS: Unattended. Rwy 16–34 not mntnd. Ski ops at your own risk. Cond rprt—amgr.
AIRPORT MANAGER: 907-394-3579
COMMUNICATIONS: CTAF 121.3
COMM/NAV/WEATHER REMARKS: Ops annc intns to Salamatoff/Arness tfc—122.7. Ops in Class D/E asp trsn to Treasure Chest—Kenai ATCT CTAF.

KENAI RIVER AIRPARK (See SOLDOTNA on page 226)

KETCHIKAN

KETCHIKAN (TEMSCO H) HELIPORT (17AK) PVT 4 NW UTC–9(–8DT) N55°22.98′ W131°44.20′ **KETCHIKAN**

5 NOTAM FILE

HELIPAD H1: H150X50 (CONC) S–6

SERVICE: S2

HELIPORT REMARKS: Unattended. Private exc emerg; ppr– 130.30 or 907–225–5141. Ldg, tkof & ops in seaplane tiedown & pullout area na. Ldg and tkof of wheeled acft na. Located NE corner of Peninsula Point Pullout.

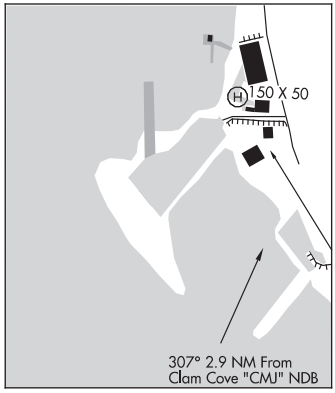
AIRPORT MANAGER: 907-225-5141

RADIO AIDS TO NAVIGATION: NOTAM FILE KTN.

CLAM COVE NDB (HW) 396 CMJ N55°20.53′ W131°41.45′ 306° 2.9 NM to fld. 46/21E.

NDB unusable:
Byd 15 NM

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



KETCHIKAN HARBOR SPB (5KE) 0 W UTC–9(–8DT) N55°20.67′ W131°39.81′ **KETCHIKAN**

00 AOE NOTAM FILE KTN

WATERWAY E–W: 3893X1000 (WATER)

SEAPLANE REMARKS: Attended daylight hrs. Special Air Traffic Rules–Part 93 and Standard VFR arr and dep procedures and pattern information, see Regulatory Notices. Numerous air taxi ops in harbor. Ctc Ketchikan Radio 123.6 prior to arriving for traffic advisories. Boats, ships and log debris in harbor. One small public dock avbl.

COMMUNICATIONS: CTAF 123.6

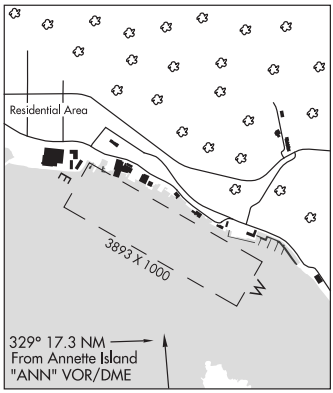
RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118 N55°03.62′ W131°34.70′ 329° 17.3 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225–9481. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.



KETCHIKAN INTL (KTN)(PAKT) 1 W UTC–9(–8DT) N55º21.25´ W131º42.67´ **KETCHIKAN**
92 B LRA ARFF Index—See Remarks NOTAM FILE KTN **H–1D, L–1C**
RWY 11–29: H7500X150 (ASPH–GRVD) S–120, D–207, 2D–350 PCR 510 F/B/X/T HIRL **IAP, AD**
RWY 11: MALSR. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TR Trees. Rgt tfc.
RWY 29: MALSR. PAPI(P4L)—GA 3.0º TCH 49´. RVR–TR
SERVICE: **FUEL** 100LL, JET A **LGT** When KTN FSS clsd ACTVT MALSR Rwy 11 and 29; HIRL Rwy 11–29—CTAF. PAPI Rwy 11 and 29 opr consly. Rwy 11 PAPI unusbl byd 5 deg left and right of cntrln. Rwy 29 PAPI unusbl byd 6 NM. Arpt bcn: when KTN FSS clsd opr consly. Twy C lgts OTS indef.
AIRPORT REMARKS: Alert: Spl ATC rules part 93, and std VFR arr and dep proc and pat info–see Reg Notice. Attended 1500–0630Z‡. 100LL fuel 1530–0530Z‡ – 122.95 or 907–531–9891. PPR for ldg durg unatndd hrs–FBO 907–531–9891 for arngmt and call out charge. Class I, ARFF Index B. ACR ops more than 30 pax NA in excess of 15 min bfr or aft sked arr or dep wo PPR with AMGR and cfrm ARFF svc avbl bfr ldg or tkof. USCG heli lctd at N55º–21´–27.6" W131º–42´–19.8" invof Ketchikan Intl arpt and Seaplane Base; MED–VAC missions only–POC Commander CG District 17, 709 W 9th St, RM 661. Box 25517 Juneau, AK 99802, 907–463–2247/2000. Trrn causes turb on arr and dep routes. Snow and ice removal NA when arpt unattnd. Sfc cond reports reflect conditions while arpt attended only. Ctn air taxi and boat tfc in harbor; floating debris psbl. Dock W of arpt clsd Nov 1–Apr 1; PPR ovngt–AMGR; Ferry btw arpt and city opr consly when arpt atndd. Birds on and invof arpt. Deer invof arpt. Prior to ops on apron/twy all acft ctc KTN FSS and adz intns. Rwy 11–29 sand used to enhance friction may not meet FAA specs. GA apron; Twy C; NE section of main apron PCN 21/F/B/X/T. Lndg fee for GA acft under 6000 lb and float plane use of spb float. Rwy 11 Rtg tfc: Wx pmtg for light single/twim eng.
AIRPORT MANAGER: 907-225-6800
WEATHER DATA SOURCES: ASOS 134.45 (907) 247–8801. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 134.45 (1515–0615Z‡; OT ctc Juneau FSS)
FSS (KETCHIKAN RCO) 1515–0615Z‡; OT ctc Juneau FSS.
KETCHIKAN RADIO 121.5 122.2 123.6 243.0 (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 118.5 284.6
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE KTN.
CLAM COVE NDB (HW) 396 CMJ N55º20.53´ W131º41.45´ 295º 1.0 NM to fld. 46/21E.
NDB unusable:
Byd 15 NM
ILS/DME 109.3 I–ECH Chan 30 Rwy 11. Class IT. DME unusable byd 25º left of course, byd 15º right of course. LOC unusable beyond 15º right of rcl. LOC unusable beyond 25º left of rcl.
COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380. AFIS operd by KTN FSS when open, OT Juneau FSS.

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WATERWAY WNW–ESE: 9500X1500 (WATER)

MURPHYS PULLOUT SPB (8K9) 5 NW UTC–9(–8DT) N55º23.38´ W131º44.28´ **KETCHIKAN**
00 NOTAM FILE KTN
WATERWAY NE–SW: 10000X2000 (WATER)
SEAPLANE REMARKS: Unattended. No public float plane parking avbl. Auto dial phone for FSS ATIS Hospital USCG and spill response avbl.
AIRPORT MANAGER: 907-225-6800
COMMUNICATIONS: CTAF 123.6
COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

PENINSULA POINT PULLOUT SPB (9CØ) 4 NW UTC–9(–8DT) N55°23.08′ W131°44.30′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY NE–SW: 9000X2000 (WATER)

SERVICE: S4 **FUEL** 100LL

SEAPLANE REMARKS: Unattended. Landing and tkof of wheeled airplanes prohibited. TEMSCO Helicopter landing pads adj to basin, helicopters in vicinity at low altitudes. For fuel, maint and parking ctc 907–225–0337.

AIRPORT MANAGER: 907-225-2513

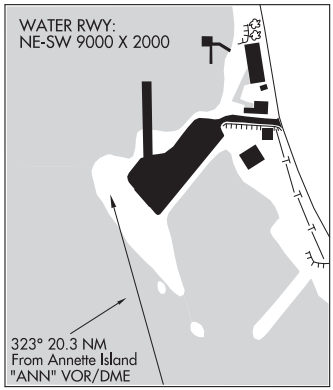
COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 323° 20.3 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

KIANA

BOB BAKER MEML (IAN)(PAIK) 1 N UTC–9(–8DT) N66°58.57′ W160°26.32′ **NOME**
179 B NOTAM FILE IAN **H–1A, L–4I**
RWY 07–25: 4000X75 (GRVL) MIRL 0.8% up W **IAP**
RWY 25: REIL. PAPI(P4R)—GA 3.0° TCH 29′. Brush.

SERVICE: **LGT** ACTVT REIL Rwy 25; PAPI Rwy 25; MIRL Rwy 07–25 and rot bcn—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below –28C. Rwy condition not monitored; recommend visual inspection prior to landing. Rwy 07–25 marked with lights and plastic markers. Rwy plowed in winter. Rwy slopes down from 07 to 25, grade 1%.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS–3P 119.025 (907) 475–2004. (WX CAM)

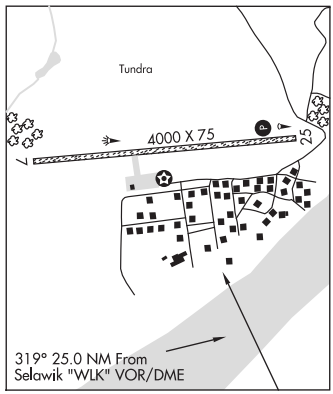
COMMUNICATIONS: CTAF 122.7

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 119.2

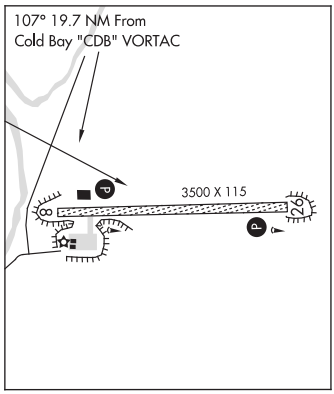
RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.

SELAWIK (H) (H) VORW/DME 114.2 WLK Chan 89 N66°35.97′ W159°59.45′ 319° 25.1 NM to fld. 11/16E.

COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



KING COVE (KVC)(PAVC) 4 NE UTC–9(–8DT) N55°06.98′ W162°15.99′ **COLD BAY L–2J IAP**
149 B NOTAM FILE KVC
RWY 08–26: 3500X115 (GRVL) MIRL
RWY 08: REIL. PAPI(P4L)—GA 4.0° TCH 33′. Road.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Hill.
SERVICE: **LGT** ACTVT REIL Rwy 08, 26; PAPI Rwy 08, 26; MIRL Rwy 08–26—CTAF. Rwy 08 PAPI unusable byd 5° left and right centerline. Arpt bcn opr SS–SR.
AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to using. Rwy 08–26 soft during spring breakup and after hvy rain. 16+ kts winds in NE, E, NW quadts. Wind funnels down canyon west of Rwy 08. FBO service phone 907–497–2683. Cold temperature airport. Altitude correction required at or below –8C.
AIRPORT MANAGER: 907-532-5000
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 497–4279. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.25 (COLD BAY RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.5
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.
COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04′ W162°46.44′ 107° 19.7 NM to fld. 99/10E.
VOR unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
349°–009° blo 10,000′
349°–009° byd 15 NM
TACAN AZIMUTH unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
DME unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

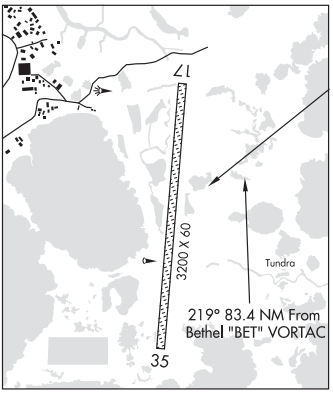


KING SALMON (AKN)(PAKN) P (AF) 0 SE UTC–9(–8DT) N58°40.59´ W156°38.92´ **KODIAK**
73 B ARFF Index—See Remarks NOTAM FILE AKN **H–1B, 2J, L–2J, 3C**
RWY 12–30: H8900X150 (ASPH–GRVD) S–120, D–175, 2S–175, 2D–250, 2D/2D2–400 **IAP, DIAP, AD**
PCR 543 F/B/X/T HIRL
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 66´. RVR–T
RWY 30: PAPI(P4L)—GA 3.0° TCH 45´. RVR–R
RWY 18–36: H4017X100 (ASPH–GRVD) S–30, D–50 PCR 543 F/B/X/T MIRL
RWY 18: Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–8900 TODA–8900 ASDA–8500 LDA–8500
RWY 30: TORA–8900 TODA–8900 ASDA–8500 LDA–8500
ARRESTING GEAR/SYSTEM
RWY 12 BAK–12 1190 FT FM THR; RWY 12 BAK–12 REQ 30 MIN NOTICE 950 FT RUNOUT.
BAK–12 1340 FT FM THR; BAK–12 REQ 30 MIN NOTICE 1200 FT RUNOUT. **RWY 30**
SERVICE: S4 **FUEL** 100LL, JET A **LGT** When ATCT clsd ACTVT MALSR Rwy 12; PAPI Rwy 12 and 30; MIRL Rwy 18–36; HIRL Rwy 12–30—CTAF.
AIRPORT REMARKS: Attended 1600–0200Z‡. TSA reg arpt; See 49 CFR 1542. All gates and doors rmn secure at all times. Tsnt or unfamiliar pilots—Amgrfor info. Class I, ARFF Index B. Clsd to ACR ops with more than 30 pax seats exc PPR in writing—Amgr PO Box 65, King Salmon, AK 99613. ARFF equip staffed durg ACR act only. ARFF is avbl for part 121 ACR involved in ETOPS with 30 min notice. Rwy 18–36, not inspd for mil ops. 1 in dip on cntrln 1850 ft fm AER 36 extds to 3 in dip 25 ft wide on W edge. GA apron pavement crumbling, psbl fod haz. Jet acft be alert durg run up to avoid jet wash dmg. Arpt hazard reporting only performed for 30 pax seat acft. Snow/ice removal and arpt haz cond rprtd durg atnd hr. 600´ safety area AER 12. Flocks of large migratory birds in vicinity during season. Locked wheel turn NA all sfcs. Off pavement ops by acft and hel NA at ACR Apron. Lndg, tkof or prkg fm dirt or grass NA. No ldg, parking or tkfs permitted from dirt or grass. Twy P clsd. Apron slots 4–7 N of mil hangar clsd exc prop acft. Civ tsnt prkg on SE ramp only; otr prkg gtr than 48 hrs rqrs permit. Pvt jets prkg on the SE section of E Ramp–AMGR for info. No cstms avbl. USAF fac civ oprd with ltd support; Call 24 hr prior to arr for ops hr; Mil confirm fuel rqmnts 24–48 hr prior. Mil fighter/emerg dvrsn ctc Warrior/Elmendorf SOF 395.15; Non fighter/emerg ctc King Salmon Ops. 24 hr point mnts CTAF durg ops hr. Fighter acft exp rdcd sepn; similar apch charcs and dalgt 3000´; dissimilar apch charccs and ngt 6000´; ahd/bhnd frmn lndg 6000´. Rwy 12 touchdown RVR avbl Aug 1–Jun 14 1700–0500Z‡ 15 Jun–31 Jul 1700–0700Z‡. RCR durg 11th AF ftr flying window. Coord RCR checks with King Salmon Ops 907–439–3001/907–439–6000. Ops rstrd to low apch apch/FSL only. Flgts orig outside AK refer to USAF FCG; cstms not avbl. NWS bln launch fac on arpt; see inside back cover for ops detail. Business jet prkg gtr than 1 hr 48 hr PPR.
AIRPORT MANAGER: 907-246-3325
WEATHER DATA SOURCES: ASOS 128.8 (907) 300–7084. (WX CAM)
COMMUNICATIONS: CTAF 352.05 121.9 **UNICOM** 122.95 **ATIS** 128.8
RCO 122.2 121.9 Freq 121.9 avbl when twr clsd. (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 354.0 124.8
TOWER 279.5 118.3 (1 Aug–14 Jun 1700–0500Z‡, 15 Jun–31 Jul 1700–0700Z‡). **GND CON** 121.9
PTD 372.2
AIRSPACE: CLASS D svc 1700–0500Z‡ Aug 1–Jun 14, 1700–0700Z‡ Jun 15–Jul 31; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
(H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48´ W156°45.14´ 116° 4.4 NM to fld. 95/16E.
TACAN antenna offset 150´ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000´
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000´
DME unusable:
332°–348° byd 19 NM blo 5,000´
ILS/DME 110.3 I–AKN Chan 40 Rwy 12. Class IE. Glideslope autopilot coupled apch NA blw 700´ MSL. Radar mnt not avbl for ILS GS. Localizer backcourse unusable byd 20° right of course.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. CTAF frequency 121.9 simulcast with 352.05. Freq 118.3 unavbl when twr clsd.

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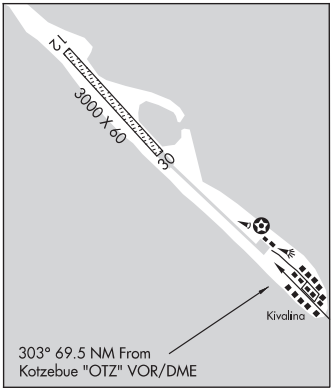
WATERWAY NW–SE: 4000X500 (WATER)
SEAPLANE REMARKS: Attended Mon–Fri 1700–0100Z‡. Deployed/transient Air Defense Alert FTRS may scramble at any time. Flocks of lrg birds invof durg season. 100LL and Jet A avbl at seaplane base fm fuel truck or UNICOM 122.95. Rwy NW–SE also used by boats.

KIPNUK (IIK)(PAKI) 0 SE UTC–9(–8DT) N59°55.90′ W164°01.69′ **BETHEL**
20 NOTAM FILE IIK **L–3B**
RWY 17–35: 3200X60 (GRVL) MIRL **IAP**
RWY 35: Rgt tfc.
SERVICE: **LGT** ACTIVATE MIRL RWY 17–35—CTAF. Emerg lgt: 907–896–5515.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr use. Birds invof of rwy. Exp freq crosswinds. Windsock unrelbl. Twy has dips and ponding. Unlgtd wind turbines 0.5 NM NW.
AIRPORT MANAGER: 907-543-2495
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 621–7976.
COMMUNICATIONS: CTAF 122.7
RCO 122.6 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 219° 83.4 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

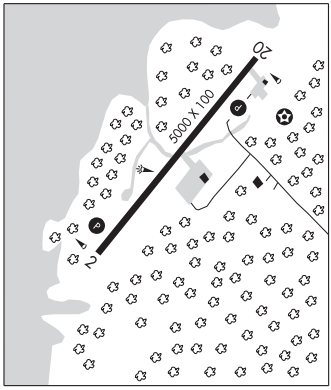


KITOI BAY SPB (KKB) 0 NE UTC–9(–8DT) N58°11.46′ W152°22.23′ **KODIAK**
00 NOTAM FILE ADQ
WATERWAY E–W: 4000X1000 (WATER)
AIRPORT REMARKS: Unattended. E–W prevailing winds. Gravel beaching area next to dock with rocks up to 12". Heavy bird act invof ldg area. Ctc mgr alternate number: 907–486–6555.
AIRPORT MANAGER: 877-628-4449
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
WOODY ISLAND NDB (HW) 394 RWO N57°46.49′ W152°19.48′ 343° 25.1 NM to fld. 24/14E.

KIVALINA (KVL)(PAVL) 0 NW UTC–9(–8DT) N67°44.17′ W164°33.81′ **NOME**
18 B NOTAM FILE KVL **L–4H**
RWY 12–30: 3000X60 (GRVL) MIRL **IAP**
SERVICE: **LGT** ACTIVATE MIRL Rwy 12–30 and rotating bcn—122.8.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Be alert Rwy 12–30 has numerous soft spots May thru Oct. Approach to Rwy 30 over town. Birds invof dump on apch to Rwy 12. Acft parking apron located 1500′ S of Rwy 30 thld, old rwy used as twy to parking apron. Rwy 12–30 marked with reflective cones.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: ASOS 135.8 (907) 645–2160. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
KIVALINA RCO 122.55 (KOTZEBUE RADIO) (1600–0900Z‡) other times ctc Fairbanks FSS.
ANCHORAGE CENTER APP/DEP CON 119.2 263.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 309° 69.5 NM to fld. 121/9E.
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

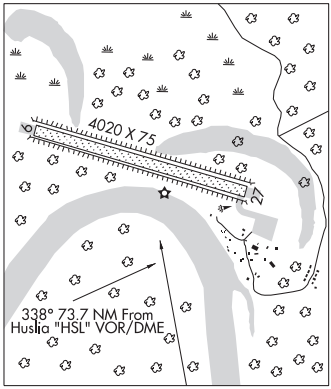


KLAWOCK (AKW)(PAKW) 2 NE UTC–9(–8DT) N55°34.75′ W133°04.56′ **KETCHIKAN**
80 B NOTAM FILE AKW **H–1D, L–1C**
RWY 02–20: H5000X100 (ASPH–GRVD) D–100 MIRL 0.8% up NE **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Road.
RWY 20: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Road. Rgt tfc.



SERVICE: **LGT** ACTVT PAPI Rwys 02 and 20, MIRL Rwy 02–20, windsock, apron lgts—122.25. ACTVT rotating bcn—CTAF. Rwy 20 PAPI unusbl byd 3 degs left of cntrln.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Rpt bird act to Amgr or FSS. High trrn all quads. Rcmd daylight ops only. Rwy 02–20 slopes down 55–65 ft fm thrs to cntr. Exp downdraft and turb invof Rwy 02 TDZ. Irregular wind conditions. CLOSED to acft over 12500 lbs GWT, exc PPR—Amgr. CLOSED to ACR ops more than 30 pax seats. Cond unmnt, maint ireg, rcmd visual insp bfr use. PAJA on rwy, twy and parking apron NA. Rwy 20 700 ft hill 2 mi NE of thr. Cold temperature airport. Altitude correction required at or below –10C.
AIRPORT MANAGER: 907-755-2622
WEATHER DATA SOURCES: ASOS 135.45 (907) 755–2641. (WX CAM)
COMMUNICATIONS: CTAF 120.9
RCO 122.25 (KETCHIKAN RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 160° 53.4 NM to fld. 98/20E.
VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
(T) DME 115.8 AKW Chan 105 N55°34.12′ W133°04.88′ at fld. 52. NOTAM FILE AKW.
DME unusable:
034°–189° blo 8,000′
304°–354° blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.

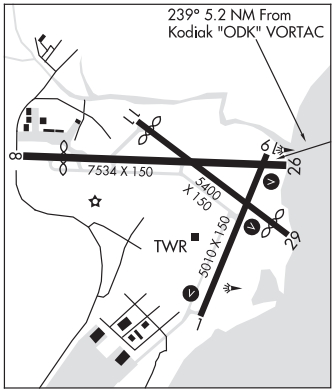
KOBUK (OBU)(PAOB) 0 N UTC–9(–8DT) N66°54.74′ W156°53.84′
142 B NOTAM FILE OTZ
RWY 09–27: 4020X75 (GRVL) MIRL
RWY 09: Brush.
RWY 27: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 09–27—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Float plane ops on lake. Parl pwr line n. Rwy 09 dip abeam slough. Cold temperature airport. Altitude correction required at or below –37C.
AIRPORT MANAGER: 907-442-3147
COMMUNICATIONS: CTAF 122.7
AMBLER RCO 122.0 (KOTZEBUE RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 078° 133.4 NM to fld. 121/9E.
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



KODIAK

KODIAK (ADQ)(PADQ) P (CG) 4 SW UTC–9(–8DT) N57°44.99′ W152°29.64′ **KODIAK**
79 B ARFF Index—See Remarks NOTAM FILE ADQ **H–1B, 2K, L–2J, 3D**
IAP, AD

RWY 08–26: H7534X150 (ASPH–GRVD) S–53, D–110, 2D–150
PCR 480 F/C/X/T HIRL 0.8% up W
RWY 08: Thld dsplcd 1138′. Hill.
RWY 26: REIL. VASI(V2L)—GA 2.05° TCH 54′. Rgt tfc.
RWY 11–29: H5400X150 (ASPH–GRVD) S–53, D–110, 2D–150
PCR 480 F/C/X/T HIRL
RWY 11: Thld dsplcd 440′. Trees.
RWY 29: VASI(V2L). Thld dsplcd 556′. Rgt tfc.
RWY 01–19: H5010X150 (ASPH–GRVD) S–53, D–110, 2D–150
PCR 480 F/C/X/T HIRL 0.3% up S
RWY 01: REIL. VASI(V2L)—GA 3.75° TCH 57′. Trees. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–7534 TODA–7534 ASDA–7534 LDA–6396
RWY 11: TORA–4960 TODA–4960 ASDA–4960 LDA–4402
RWY 26: TORA–7534 TODA–7534 ASDA–7534 LDA–7534
RWY 29: TORA–4844 TODA–4844 ASDA–4844 LDA–4402
ARRESTING GEAR/SYSTEM
RWY 01: EMAS
RWY 08: EMAS

SERVICE: S2 **FUEL** 100LL, JET A1 **LGT** ACTVT REIL Rwy 01 and 26; VASI Rwy 01, 26, 29; HIRL Rwy 01–19, 08–26, 11–29; twy lgts—CTAF. Rwy 01 REIL omni drctnl. Rwy 01 VASI does not prvd obs clnc byd 2.0 NM fm thr; unusbl byd 2.0 NM.

AIRPORT REMARKS: Attended same as arpt maint hrs. Aprt info – 907–487–4952 Mon–Fri 1600–0130Z‡. Birds, waterfowl and wildlife on an invof arpt. Personnel and eqpt may be working on the rwy at any time. TSA regulated arpt. See 49 CFR 1542. All gates and doors must be secured at all times. Tsnt or unfamiliar pilots – amgr with questions. JASU fuel avbl for USCG only. Class I, ARFF Index B. CLOSED to air carrier ops with more than 30 pax seats exc PPR in writing – Amgr, P.O. Box 1500 Anton Larson Road, Kodiak, AK 99615. No snow removal and deicing NA 0330–1400Z‡. Unlgt high trrn all quads. First 3000′ Rwy 08, first 2000′ Rwy 01 and ptns of all twys not vis fm ATCT. Fld surrounded by mountains exc east. Rwy 08 mtus trrn on apch; rcmd use only by pilots familiar. Heavy lift cargo rstrd fm full pwr tkoff wo PPR – amgr. Lndg Rwy 08 and Rwy 11; tkof Rwy 26 and Rwy 29 not rcmdd durg darkness or when mt peaks obscd. Pilots are cautioned to thoroughly understand standard instrument apch, and missing apch procedures. For Rwy 08–26 when ATCT; lndg Rwy 26 or dep Rwy 08 psbl tall vessels xng Twy 26 apch 3200–5000′ fm apch end. 120′ ships x chnl btn Puffin Island/ADQ; all hrs. Road wi 50 ft of thr all rwys. Clsd to Part 121 unscheduled pax carrying ops with over 30 pax seats installed unless 24 hr written notice to arpt mgr and prior apvl received. Tsnt mil ctc maint – 164.55 or Kodiak Air 345.0 for Marshaller. 72 hr PPR for aces to CG ramp. Tsnt must prvd own svc and maint crew. Exp dla otr time exc SAR and Medevac – V487–5889/C907–487–5889. Arr ctc Kodiak Air on 345.0 or 164.55 for clrnc on CG ramp, Marshaller prkg svc. Twy to CG ramp xs two roads; ACTVT crossing lights 122.8; on 5 clicks; off 7 clicks. Nonstd tax line obs clnc on CG ramp. Lifeflight/Medvac use ramp area in or adj to tsnt prkg E side of coml ramp; outside of SIDA markings. CG ramp clsd to wingspan gtr than 132.5′. Arpt sand lrg grad than FAA recmdd/see AC150/5200–30. Locked wheel turns NA all sfcs. Wx bln launch fac on arpt; see inside back cvr for ops dtls. PPR all ops gtr than 200,000 lbs gross tkof and lndg wt.

AIRPORT MANAGER: 907-487-4952

WEATHER DATA SOURCES: ASOS (907) 621–4189 (WX CAM)

COMMUNICATIONS: CTAF 119.8 **UNICOM** 122.8 **ATIS** 134.45
RCO 119.8 (KENAI FSS)
WOODY ISLAND RCO 122.2 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 281.4 125.1
TOWER 239.0 119.8 (Oct 1–Mar 31 1530–0500Z‡, Apr 1–Sep 30 1600–0700Z‡) **GND CON** 121.9
COAST GUARD AIR OPERATIONS (KODIAK AIR) 345.0 156.8 2182 2678

AIRSPACE: CLASS D svc 1530–0500Z‡ 1 Oct–31 Mar, 1600–0700Z‡ 1 Apr–30 Sep; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
(H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 239° 5.2 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000′
DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′
WOODY ISLAND NDB (HW) 394 RWO N57°46.49′ W152°19.48′ 241° 5.6 NM to fld. 24/14E.
ILS/DME 110.9 I–ADQ Chan 46 Rwy 26. Class IA. Front unusable within 2.0 DME (0.7 NM from thld). LOC unusable byd 30° r of course.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. RCO available when twr closed.

KODIAK MUNI (KDK)(PAKD) 2 NE UTC–9(–8DT) N57°48.36′ W152°22.43′ **KODIAK**

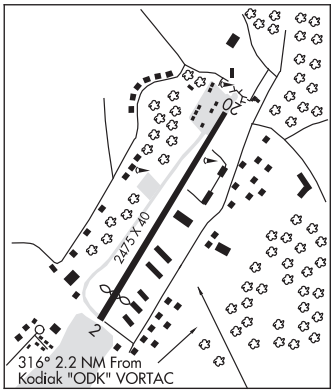
139 NOTAM FILE ENA

RWY 02–20: H2475X40 (ASPH–TRTD)

RWY 02: Thld dsplcd 240′. Road. Rgt tfc.

RWY 20: Trees.

AIRPORT REMARKS: Attended daylight hrs. CLOSED for ngt ops; unlgtd. Arpt CLOSED High/Low wing except 49ft/under. Unlgtd obstns invof. Conflicting traffic with Lilly Lake Trident Basin and Kodiak Arpt. Rwy 02–20 nmrs businesses close, srnds rwy. Rwy slps uphill 67 ft fm Rwy 02 dthr to Rwy 20, line of sight btn rwy ends NA. Rwy 02–20 wid varies fm 20 ft Rwy 20 end to 30 ft Rwy 02 end, cracked entire leg. Rwy 02 steel posts and electric panel obstns wi 50 ft of cntrln. First 350 ft of rwy slps 5 pct uphill. Rwy 20 road Xs apch 15 ft blw thr elev 200 ft fm rwy end.



AIRPORT MANAGER: 907-486-8060

COMMUNICATIONS: CTAF 119.8 **UNICOM** 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

(H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 316° 2.2 NM to fld. 133/14E.

VOR unusable:

190°–310° byd 15 NM blo 12,000′

DME unusable:

154°–265° byd 15 NM blo 12,000′

266°–305°

306°–341° byd 15 NM blo 12,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Tfc advzy Kodiak twr—119.8.

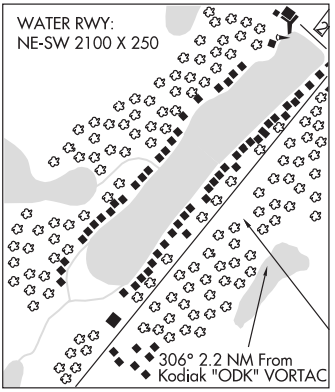
KODIAK/LILLY LAKE SPB (9Z3) 1 NE UTC–9(–8DT) N57°48.16′ W152°22.96′ **KODIAK**

130 LRA NOTAM FILE ENA

WATERWAY NE–SW: 2100X250 (WATER)

WATERWAY NE: Rgt tfc.

SEAPLANE REMARKS: Unattended. Arpt clsd at ngt. Arpt CLOSED High/Low wing except 49 ft and under. Windsock lctd at Kodiak Muni. Numerous unlit obstns invof. ALERT: psbl conflicting tfc with NE ops and lake ops. Steel posts and electric panel obstns wi 100 ft N end of lake near cntrln. Lake docks, ramps and property pvt—Amgr.



AIRPORT MANAGER: 907-486-8060

COMMUNICATIONS: CTAF 119.8 **UNICOM** 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

(H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 306° 2.2 NM to fld. 133/14E.

VOR unusable:

190°–310° byd 15 NM blo 12,000′

DME unusable:

154°–265° byd 15 NM blo 12,000′

266°–305°

306°–341° byd 15 NM blo 12,000′

COMM/NAV/WEATHER REMARKS: For toll free call to Kenai FSS dial 1–866–864–1737. Tfc adzy: Kodiak ATCT—119.8.

TRIDENT BASIN SPB (T44) 0 N UTC–9(–8DT) N57°46.85′ W152°23.48′ **KODIAK**

00 NOTAM FILE ENA

WATERWAY 02W–20W: 4400X200 (WATER)

SERVICE: FUEL 100LL

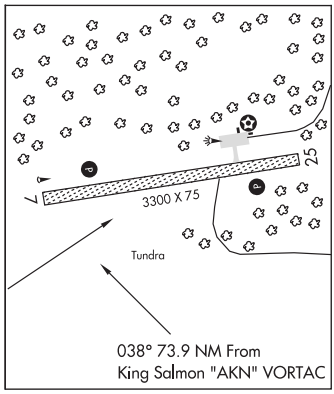
SEAPLANE REMARKS: Attended continuously. Fuel avbl with credit card. Reef exposed at both ends of waterway on low tides. Birds invof ldg basin. Boats occasionally use spb waterlane. Pilots arriving/departing Trident Basin must ctc Kodiak twr for tfc advisories and/or special VFR clearance. When twr clsd pilots will self announce on CTAF.

AIRPORT MANAGER: 907-486-8060

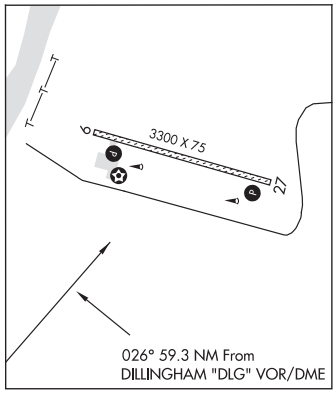
COMMUNICATIONS: CTAF 119.8 **UNICOM** 122.8

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

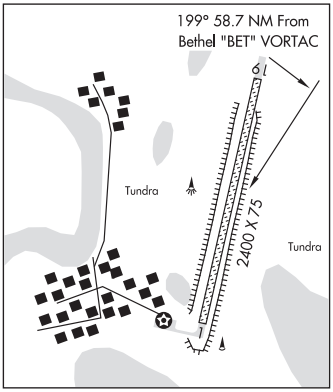
KOKHANOK (9K2)(PFKK) 2 SW UTC–9(–8DT) N59°26.00′ W154°48.16′ **KODIAK**
115 B NOTAM FILE ILI **L–2J, 3D**
RWY 07–25: 3300X75 (GRVL) MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Brush.
RWY 25: REIL. PAPI(P4L)—GA 4.0° TCH 23′. Brush.
SERVICE: **LGT** ACTIVATE REIL Rwys 07 and 25; PAPI Rwy 07 and Rwy 25; MIRL Rwy 07–25, windcone—CTAF.
AIRPORT REMARKS: Unattended. Rwy unmnt, rcmd visual insp bfr use. Horses on or invof rwy. 30 ft. unlgt twr 300 ft. N.
AIRPORT MANAGER: 907-571-1261
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 118.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 038° 73.9 NM to fld. 95/16E.
TACAN antenna offset 150′ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000′
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000′
DME unusable:
332°–348° byd 19 NM blo 5,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



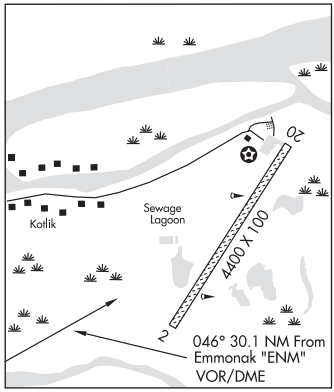
KOLIGANEK (JZZ)(PAJZ) 1 E UTC–9(–8DT) N59°43.61′ W157°15.62′ **KODIAK**
272 B NOTAM FILE JZZ **L–3C**
RWY 09–27: 3300X75 (GRVL) MIRL 1.0% up E **IAP**
RWY 09: PAPI(P4R)—GA 3.5° TCH 39′. Brush.
RWY 27: PAPI(P4L)—GA 3.5° TCH 27′. Brush.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–3300 TODA–3300 ASDA–3300 LDA–3300
RWY 27: TORA–3300 TODA–3300 ASDA–3300 LDA–3300
SERVICE: **LGT** ACTVT MIRL Rwy 09–27; PAPI Rwy 09 and 27—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to use. Rwy 09–27 heaves and humps; rwy sloughing off into tundra. Rwy slopes down toward W end. Rwy 09 and 27 thr mkd with lgts.
AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 118.525 (907) 621–7978. (WX CAM)
COMMUNICATIONS: CTAF 122.9
KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr 1645–0845Z‡, other times ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON 282.35 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 026° 59.3 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a LD call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



KONGIGANAK (DUY)(PADY) 1 NE UTC–9(–8DT) N59°57.70′ W162°52.84′ **BETHEL**
40 B NOTAM FILE ENA
RWY 01–19: 2400X75 (GRVL–DIRT) MIRL
SERVICE: **LGT** ACTVT MIRL Rwy 01–19—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr use. Wildlife invof rwy. ALERT: 235 ft twr E; wind generators E. Rwy 01–19 S 500 ft ireg sfc varns and ponding.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 199° 58.7 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

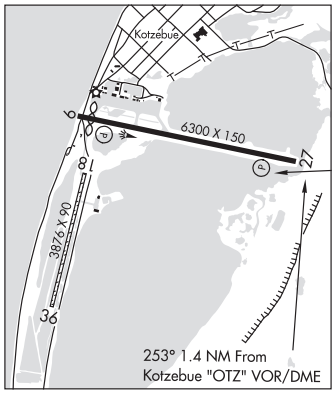


KOTLIK (2A9)(PFKO) 1 W UTC–9(–8DT) N63°01.84′ W163°31.96′ **BETHEL**
14 B NOTAM FILE ENA **H–1A, 2J, L–3C**
RWY 02–20: 4400X100 (GRVL) MIRL **IAP**
SERVICE: **LGT** ACTVT rotg bcn—CTAF. ACTVT MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 118.1 (907) 269–2701. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) (H) VORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ 046° 30.1 NM to fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



KOTZEBUE

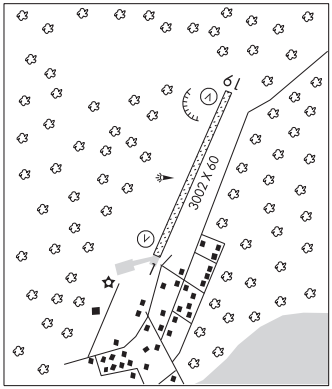
RALPH WIEN MEML (OTZ)(PAOT) 1 S UTC–9(–8DT) N66°53.09´ W162°35.89´ **NOME**
15 B ARFF Index—See Remarks NOTAM FILE OTZ **H–1A, L–4H**
RWY 09–27: H6300X150 (ASPH–GRVD) S–100, D–128, 2S–162, 2D–240 PCR 713 F/B/X/T HIRL **IAP**
RWY 09: REIL. PAPI(P4R)—GA 3.0° TCH 43´. RVR–T Thld dsplcd 400´. Road.
RWY 27: REIL. PAPI(P4L)—GA 3.3° TCH 46´. RVR–R Hill.
RWY 18–36: 3876X90 (GRVL) MIRL
RWY 18: Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6300 TODA–6300 ASDA–6300 LDA–5900
RWY 27: TORA–5900 TODA–5900 ASDA–5900 LDA–5900
SERVICE: S2 **FUEL** 100, JET A **LGT** ACTVT REIL Rwy 09 & 27—CTAF. HIRL Rwy 09–27; MIRL Rwy 18–36 on 1600–0900Z‡; otr time—CTAF. PAPI Rwy 09 & 27 on consly.



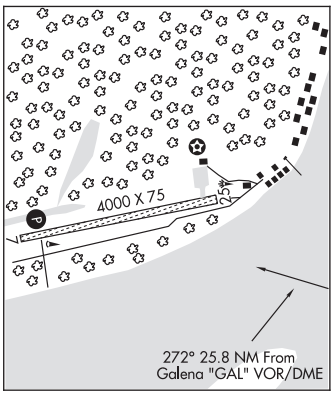
AIRPORT REMARKS: Attended Wed–Mon 1600–0400Z‡. Birds and waterfowl invof arpt. Nmrs 330 ft wind turbine twrs 3.5 mi SE. Arpt svcs avbl 1600–0500Z‡; aft hr – amgr. Fuel svc – 907–412–0775. Class I, ARFF Index B. Clsd to ACR ops more than 30 pax seats exc PPR in writing – amgr, Box 55, Kotzebue, AK 99752. Rwy 18–36 ACR ops more than 30 pax seats NA. Wingspan gtr than 49 ft PPR – amgr. Unctld vehicle aces. Prkg area unlgtd. Tsnt prkg – Flt Svc. Rwy 09–27 safety area non std. Locked wheel turns NA. Rwy end 09: Road 430 ft fm thr; vehicle hgt ltd to 13 ft. Rwy end 09: Ireg sfc 1175 ft E of thr. Twys & ramps have nmrs dips & rough sfcs. Rwys, twys, and ramps edge lgts extd 30 in abv gnd. Twy Ireg sfc Twy E 175 ft SW. Sand Irgr gradation than FAA rcmdd /see AC150/5200–30. TSA regulated: See 49 CFR 1542; all gates & doors secured all times; info—amgr. See Area Notices—Vehicle Control Procedures.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: ASOS 135.45 (907) 931–5182. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 135.45 (1600–0900Z‡; OT Fairbanks FSS) **UNICOM** 122.8
FSS OTZ (KOTZEBUE RCO) 1600–0900Z‡; OT ctc Fairbanks FSS.
KOTZEBUE RADIO 120.3 121.5 122.2 123.6 (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14´ W162°32.40´ 259° 1.4 NM to fld. 121/9E.
ILS/DME 110.7 I–OTZ Chan 44 Rwy 09.
COMM/NAV/WEATHER REMARKS: For local call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516. WSO telephone 442–3231.

KOTZEBUE N66°53.14´ W162°32.40´ NOTAM FILE OTZ. **NOME**
(H) (H) VORW/DME 115.7 OTZ Chan 104 259° 1.4 NM to Ralph Wien Meml. 121/9E. **H–1A, L–4F**
RCO 120.3 122.2 123.6 (FAIRBANKS RADIO)

KOYUK ALFRED ADAMS (KKA)(PAKK) 0 NE UTC–9(–8DT) N64°56.37′ W161°09.26′ **NOME**
162 B NOTAM FILE KKA **L–3C, 4I**
RWY 01–19: 3002X60 (GRVL) MIRL **IAP**
RWY 01: VASI(V4L)—GA 3.0° TCH 25′. Brush.
RWY 19: VASI(V4R)—GA 4.0° TCH 32′. Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 01–19—CTAF. VASI Rwy 01 and 19 on consly.
AIRPORT REMARKS: Unattended. Turb on apch when wind fm NW. Rwy cond unmnt; rcmd visual insp prior to lndg. Rwy 01 NSTD markings, lgts, cones and thr panels. Rwy 19 NSTD markings, lgts, cones and thr panels.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 134.95 (907) 963–4000. (WX CAM)
COMMUNICATIONS: CTAF 122.8
KOYUK RCO 122.35 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 135.7 335.5
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
MOSES POINT (L) (L) VORW/DME 116.3 MOS Chan 110
N64°41.79′ W162°04.28′ 042° 27.7 NM to fld. 15/16E.
DME unusable:
215°–253° byd 25 NM blo 5,500′
253°–288° byd 20 NM blo 5,500′
288°–313° byd 25 NM blo 5,500′
313°–333° byd 27 NM blo 5,500′
VOR unusable:
280°–325° byd 32 NM blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



KOYUKUK (KYU)(PFKU) 0 W UTC–9(–8DT) N64°52.55′ W157°43.83′ **FAIRBANKS**
149 B NOTAM FILE FAI **H–1A, L–3C, 4I**
RWY 07–25: 4000X75 (GRVL) MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 29′. Trees.
RWY 25: Trees.
SERVICE: **LGT** ACTVT PAPI Rwy 07; REIL Rwy 07; MIRL Rwy 07–25 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmon; rcmnd visual insp prior to lndg. Rwy 07–25 soft when wet, ruts and grass entire len. Snow removal ops mnt CTAF. Cold temperature airport. Altitude correction required at or below –47C.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
GALENA RCO 122.2 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 127.0 290.2
RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.
GALENA (H) (H) VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 277° 25.8 NM to fld. 183/12E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



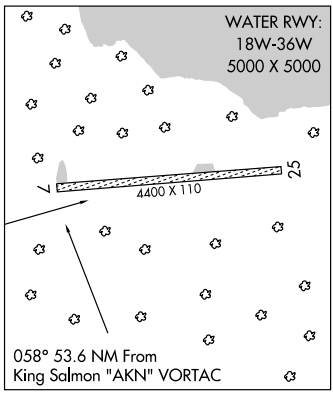
KRUZOF N57°17.00′ W135°43.76′ **JUNEAU**
RCO 122.05 (SITKA RADIO) **L–1B**

KUIU N56°36.98′ W134°03.11′ **JUNEAU**
RCO 121.3 (SITKA RADIO) **L–1C**

KUKULIAK N63°41.54′ W170°28.19′ NOTAM FILE SVA. **BETHEL**
(H) (H) VORW/DME 117.3 ULL Chan 120 at Savoonga. 42/10E. **L–3B, 4H**
VOR/DME unusable:
090°–110° byd 30 NM blo 5,000′
110°–140° byd 14 NM blo 8,000′
140°–180° byd 14 NM blo 11,500′
180°–225° byd 20 NM blo 8,500′

KULIK LAKE (LKK)(PAKL) 1 S UTC–9(–8DT) N58°57.90′ W155°05.74′ **KODIAK**
717 NOTAM FILE ILI **H–1B, 2J, L–2J, 3D**

RWY 07–25: 4400X110 (GRVL–DIRT) 0.3% up E
RWY 07: Brush.
RWY 25: Brush.



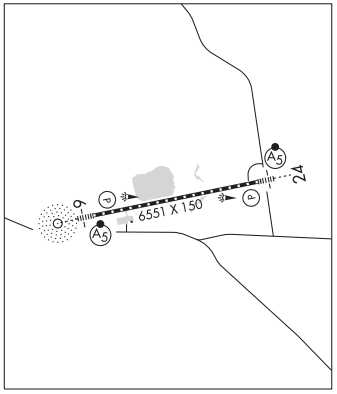
AIRPORT REMARKS: Unattended. Use extreme ctn in high and gusty wind. Heavy bear concentration, bears frequently on rwy during summer. Ramp on west end of rwy privately owned. Yellow barrels mark property line. Rwy 07–25 covered uniformly with loose 2" to 5" stones. East 2000′ of rwy on National Park land and open to public. West 2600′ of rwy on private land and CLOSED to the public. Ctc Raymond Peterson, 4700 Aircraft Drive, Anchorage AK 99502 or call 907 243 5448. Ldg fee.
AIRPORT MANAGER: 907-246-3305
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 058° 53.6 NM to fld. 95/16E.
TACAN antenna offset 150′ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000′
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000′
DME unusable:
332°–348° byd 19 NM blo 5,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Iliamna FSS dial LC 571–1240. For a toll free call to Kenai FSS dial 1–866–864–1737.

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WATERWAY 18W–36W: 5000X5000 (WATER)
SEAPLANE REMARKS: Attended dalgt hrs May–Sep. SPB is pvt property, no svcs or facilities.

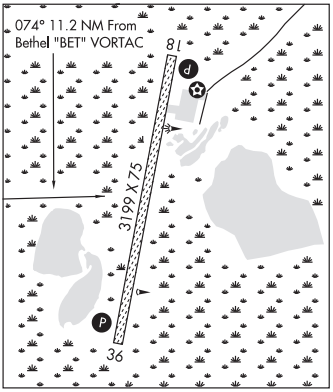
KUPARUK

UGNU–KUPARUK (UBW)(PAKU) PVT 0 N UTC–9(–8DT) N70°19.84′ W149°35.88′ **POINT BARROW**
75 B NOTAM FILE SCC **H–1A, L–4J**
RWY 06–24: H6551X150 (ASPH) HIRL CL **IAP**
RWY 06: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 45′. RVR–TR
RWY 24: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 45′. RVR–TR

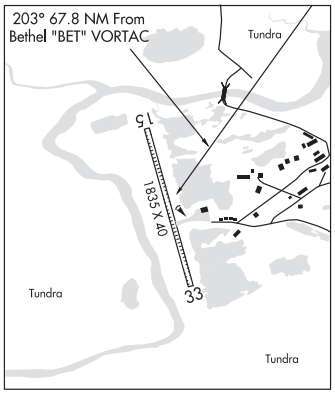


SERVICE: **FUEL** JET A
AIRPORT REMARKS: Unattended. Ops H24 PPR bfr Indg–907–659–2821. All arr rpt 10 mi final on CTAF. Navaids, lgtg, and sfc mov ctld H24 by ATAC psnl. Ops NA wo ATAC psnl present. NOTAM info—Arpt opr.
AIRPORT MANAGER: 907-263-3512
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 134.4
RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.
DEADHORSE (H) (H) VORW/DME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 272° 25.3 NM to fld. 54/17E.
DME unusable:
143°–190° blo 2,300′
143°–190° byd 16 NM
VOR unusable:
145°–158° blo 3,000′
145°–158° byd 15 NM blo 4,000′
145°–158° byd 20 NM blo 5,000′
145°–158° byd 25 NM blo 6,000′
145°–158° byd 30 NM blo 10,000′
ILS/DME 111.9 I–RHF Chan 56 Rwy 06. Class IT.
ILS/DME 110.7 I–RGN Chan 44 Rwy 24. Class IT.
COMM/NAV/WEATHER REMARKS: For a local call to Deadhorse FSS dial (907) 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

KWETHLUK (KWT)(PFKW) 1 SSW UTC–9(–8DT) N60°47.42′ W161°26.62′ **MC GRATH**
25 B NOTAM FILE KWT **L–3C**
RWY 18–36: 3199X75 (GRVL) MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Brush.
RWY 36: REIL. PAPI(P4L)—GA 3.2° TCH 28′. Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Numerous arpts in the vicinity. Rwy 18–36 lgts partially obscured by brush and grass. Rwy 18–36 ruts at rwy ends. Rwy 18–36 heaves, ruts and erosion channels along rwy sfc. Weeds in front of both PAPI indicators. Windsock may be unreliable.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 120.000 (907) 868–7313. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 074° 11.2 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



KWIGILLINGOK (GGV)(PAGG) 0 S UTC–9(–8DT) N59°52.54′ W163°10.09′ **BETHEL**
21 NOTAM FILE ENA
RWY 15–33: 1835X40 (GRVL–DIRT)
AIRPORT REMARKS: Unattended. Waterfowl invof arpt. Windsock unreliable. Rwy cond unmnt; rcmd visual insp prior to use. Safety areas narrow, uneven & undulates. Mult wind turbine twrs E. Rwy end 15: mkd with cones. Rwy end 33: mkd with cones. Rwy 15–33: rwy used as road; holes & dips in rwy & ramp. Portable rwy lgts avbl for emerg use – ctc village police safety ofcr. Rwy 15–33, 1 pct upslope to S.
AIRPORT MANAGER: 907-543-2498
COMMUNICATIONS: CTAF 122.7
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.2
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



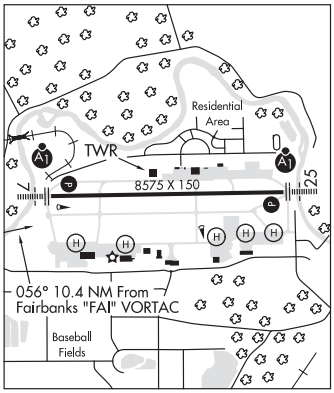
LADD AAF (FBK)(PAFB) A 2 E UTC–9(–8DT) N64°50.26′ W147°36.87′ **FAIRBANKS**
449 B TPA—See Remarks NOTAM FILE FBK **H–1B, L–3A, 3D, 4J**
RWY 07–25: H8575X150 (ASPH–CONC) D–38 HIRL **DIAP, AD**

RWY 07: ALSF1. REIL. PAPI(P4L)—GA 3.0° TCH 67′. Trees road. Rgt tfc.

RWY 25: ALSF1. REIL. PAPI(P4L)—GA 3.3° TCH 67′. Trees/road.

SERVICE: **FUEL** J8 **LGT** When twr clsd ACTVT afld lgts—CTAF. Rwy 25 PAPI not coincident with PAR. Rwy 07–25 apch lgts nstd. PAPI maint the last Wed of the month 0900–1200/1800Z–2100Z‡. PAPI na during this time.

MILITARY REMARKS: Opr Mon–Fri 1700–0800Z‡. CTN: Lgtd hwy parl to and N of Rwy 07–25 can be confused with rwy. CAUTION: Road apch end of Rwy 07 and Rwy 25. No ovrns. Bird act invof arpt. ALERT: Nmrs night device acft ops invof Ladd AAF; exp nmrs dimly lit acft in Tannana Flats and Yukon trng areas durg hr of darkness and wkday Sep–Apr. Unlgtd twr 150′ AGL 1/2 NM North of arpt. CTN: 100 ft mkd lgt pole 3/4 NM SE. North tfc pat R/W and MQ–1 gray eagle only; Lrg acft—ramp prkg; small acft tie down not avbl. De–ice svcs not avbl. TPA R/W 1200 ft, F/W Piston 1500 ft, F/W Turbine 2000 ft. Firing ranges S of fld for adzy ctc ATCT or ops. Range Control freq 38.30. Med evac pad for F/W at ops ramp, R/W evac pad at hospital, 15 min notice rqrd. 24 hr PPR for tsnt—D317–353–7212/6514/C907–353–7212/6514. Twys A, B, C, D, E, F, G sections of N and S do not have shoulders. Rwy 07–25 seasonal climatic cond effects weight brg capacity. All hop day VMC only. Special VFR minimum Day—R/W 300–1/2, F/W 500–1. Night—R/W 500–1, F/W N/A. GCA 121.3, 118.05, 276.4 (Mon–Fri 1700–0100Z‡ exc hol). Rwy 07–25 PCN (Jun–Feb) 111/F/B/W/T; PCN (Mar–May) 69/F/D/W/T. US customs and intl trash not avbl. Rapid hot refueling points ops clsd Sat, Sun, hol; otr times by NOTAM. Avn units ctc their for cold fuel. Edge lgts Twy H and ptns of Twy N and S greater than 10 ft fm twy side stripes. CTN: Unlgt twrs in Alpha sod cntr inop. Rwy 07 actv railroad 556 ft fm DER runs thru clear zone perpendicular to cntrln; when railroad actv ATCT will advise lndg and dep NA. 15 ft road 387 ft E of DER 349 ft fm DER runs thru clear zone perpendicular to extdd cntrln; river 556 ft fm DER runs thru clear zone perpendicular to extdd cntrln. Rwy 25 15 ft road 349 ft W of DER; 23 ft railroad tracks 556 ft W of DER; 25 ft trees 556 ft W of DER. Road 387 ft fm DER runs thru clear zone perpendicular to extdd cntrln; river 477 ft fm DER runs thru clear zone perpendicular to extdd cntrln. Road tfc is ctld by ATCT when opn.



AIRPORT MANAGER: 907-353-7022

COMMUNICATIONS: **CTAF** 125.0 **ATIS** 134.25 907–353–5233 (TIE–IN FSS FAIRBANKS FAI–DL–NOTAM PAFB)

FAIRBANKS RADIO 122.2 (E) 122.6

Ⓡ **FAIRBANKS APP CON** 125.35 363.2 (180°–359°) 127.1 251.1 (360°–179°) (E)

TOWER 40.80 FM 125.0 (E) 284.6 Class D svc (1700–0800Z‡ Mon–Fri exc hols; otr times by NOTAM; otr times Class G)

GND CON 121.7 263.15

Ⓡ **FAIRBANKS DEP CON** 125.35 363.2 327.1

BASE OPS 139.3 (Mon–Fri 1700–0200Z‡)

PMSV METRO 142.1381.375

AIRSPACE: **CLASS D** svc 1700–0800Z‡ Mon–Fri exc hols, other times by NOTAM; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) (H) VORTACW 108.6 FAI Chan 23 N64°48.00′ W148°00.72′ 056° 10.4 NM to fld. 1526/21E.
TACAN AZIMUTH unusable:
065°–100° byd 30 NM
270°–330° byd 10 NM blo 10,000′
270°–330° byd 30 NM

CHENA NDB (HW) 257 CUN N64°50.32′ W147°29.70′ 252° 3.1 NM to fld. 462/17E.

ASR/PAR

COMM/NAV/WEATHER REMARKS: ASOS 119.275 assocd with R–2205 Yukon Training Range. ASOS freq 118.525 is assocd with R–2211 Blair Lake Training Range. PMSV lmtd to line of sight; reception blw 5000 ft MSL lmtd fm 210°–100° wi 100 NM by trrn, no lmt abv 5,000 ft wi 50 NM; reception 3,500–12,000 ft lmtd fm 100°–210° fm 50–100 NM by trrn, no lmt abv 12,000 ft wi 100 NM. PMSV unmonitored when FBK twr clsd. Sfc vis restricted fm 020°–050° due to Hangar 1 and fm 250°–350° due to ctl twr and bldgs. PMSV Metro 142.1 or 381.375 or D317–353–7111/C907–353–7111. Wx Mon–Sat 0900Z–0900Z‡ exc hol or by NOTAM. Medevac aft hr—(907) 382–6518. Durg wx station evac (907) 382–6518. Mins based on FBK wx obs.

• • • • • • • • • • • • • • • • • • • •

HELIPAD H1: H50X50 (ASPH–CONC)
HELIPAD H4: H50X50 (ASPH–CONC)
HELIPAD H5: H50X50 (ASPH–CONC)
HELIPAD H6: H50X50 (ASPH–CONC)
HELIPAD H7: H50X50 (ASPH–CONC)
HELIPORT REMARKS: H1 designated: Helipad S.

LAKE BROOKS SPB (See KATMAI NATIONAL PARK on page 138)

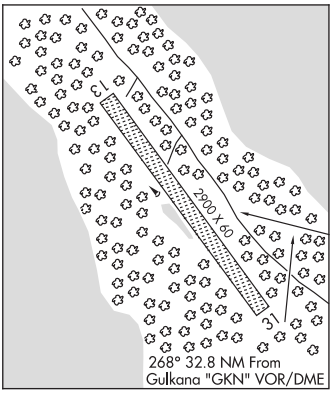
LAKE CLARK PASS EAST N60°51.43′ W152°38.63′ **McGRATH**
RCO 121.1 (KENAI RADIO) **L–3D**

LAKE CLARK PASS WEST N60°07.49′ W154°44.72′ **McGRATH**
RCO 121.2 (KENAI RADIO) **L–3D**

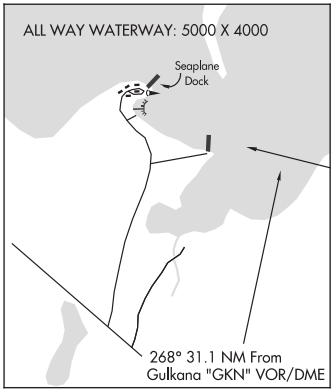
LAKE HOOD (See ANCHORAGE on page 44)

LAKE LOUISE

LAKE LOUISE (Z55)(PAAO) 1 NE UTC–9(–8DT) N62°17.50′ W146°34.64′ **ANCHORAGE**
2480 NOTAM FILE ENA
RWY 13–31: 2900X60 (GRVL)
RWY 13: Brush. Rgt tfc.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Radio unavbl to close FP. Winter maint NA. Caribou invof rwy. Rwy 13 and Rwy 31 red and green thr reflectors; reflective white mkrs full len; reflective blue mrkrs on twy. Ctn: Lake float plane act.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 268° 32.8 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



LAKE LOUISE SPB (13S) 0 E UTC–9(–8DT) N62°16.97′ W146°31.13′ **ANCHORAGE**
2362 NOTAM FILE ENA
WATERWAY ALL–WAY: 5000X4000 (WATER)
SERVICE: **FUEL** MOGAS
SEAPLANE REMARKS: Attended daylight hours summer. No winter maint. Fuel 100LL avbl for emerg use.
AIRPORT MANAGER: 907-822-3250
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 268° 31.1 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



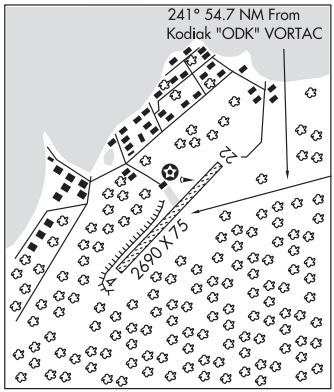
LAKE LUCILLE SPB (See WASILLA on page 256)

LAKEWOOD (See NORTH POLE on page 183)

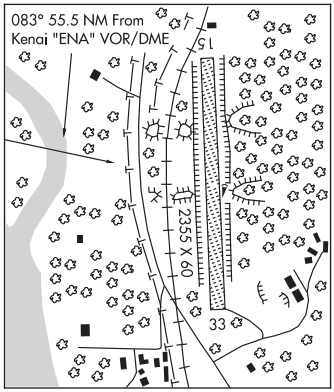
LAKEWOOD AIRSTRIP (See STERLING on page 230)

LAKLOEY AIR PARK (See FAIRBANKS on page 106)

LARSEN BAY (2A3)(PALB) 0 SE UTC–9(–8DT) N57°32.11′ W153°58.60′ **KODIAK**
87 B NOTAM FILE ENA
RWY 04–22: 2690X75 (GRVL) MIRL 0.5% up SW
RWY 04: Brush.
RWY 22: Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 04–22 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Loose 3′ to 6′ rocks on Southeast rwy edge full length. Rwy 04 ovrn soft with deep ruts. Rwy 04–22 slopes down toward midpoint. Rwy 04 and Rwy 22 thld marked with lgts, plastic reflectors and thld panels.
AIRPORT MANAGER: 907-487-4952
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 241° 54.7 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000′
DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



LAWING (9Z9) 1 N UTC–9(–8DT) N60°24.71′ W149°22.16′ **ANCHORAGE**
484 NOTAM FILE ENA
RWY 15–33: 2355X60 (GRVL) 0.6% up NW
RWY 15: Trees.
RWY 33: Tree.
AIRPORT REMARKS: Unattended. Maintenance ireg. Rwy cond unmon, rcmnd visual insp bfr use. Ovrn downslope 5%. Vehicles on rwy. Rwy 15–33 thr panels dmgd, undulates, soft durg spring, ruts E side. Rwy 15–33 edge not mkd. Windsock blw treeline, may be unreliable.
AIRPORT MANAGER: 907-288-2428
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 083° 55.5 NM to fld. 115/19E.
VOR unusable:
348°–015° byd 20 NM
DME unusable:
355°–041° byd 35 NM blo 2,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



LAWRENCE AIRSTRIP (See WASILLA on page 256)

LAZY BAY

ALITAK SPB (ALZ) 0 S UTC–9(–8DT) N56°53.77´ W154°14.81´ **KODIAK**

00 NOTAM FILE ENA

WATERWAY 12W–30W: 6000X150 (WATER)

WATERWAY 17W–35W: 4000X150 (WATER)

SEAPLANE REMARKS: Unattended. Bird act invof arpt. E–W pvlg winds, E winds subject to swells. Grvl beaching area E of cannery. Beaching area dock, hazus. Ltd summer para gldr act.

AIRPORT MANAGER: 907-771-4800

COMMUNICATIONS: CTAF 122.8

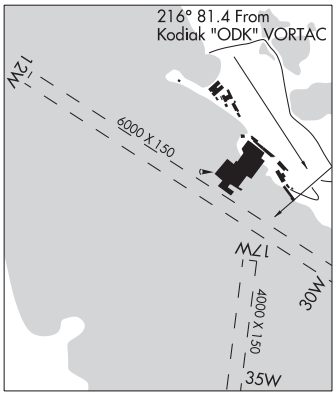
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50´ W152°20.39´ 216° 81.5 NM to fld. 133/14E.

VOR unusable:
190°–310° byd 15 NM blo 12,000´

DME unusable:
154°–265° byd 15 NM blo 12,000´
266°–305°
306°–341° byd 15 NM blo 12,000´

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



LEVEL ISLAND N56°28.06´ W133°04.99´ NOTAM FILE SIT. **JUNEAU**

(H) (H) VORW/DME 116.5 LVD Chan 112 229° 19.3 NM to Point Baker. 98/20E. **H–1C, L–1C**

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000´
193°–201° byd 32 NM blo 6,000´
270°–324° byd 20 NM blo 10,100´
337°–356° byd 25 NM blo 8,000´
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000´
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000´
193°–201° byd 25 NM blo 5,000´
193°–201° byd 32 NM blo 6,000´
270°–324° byd 20 NM blo 10,100´
337°–356° byd 25 NM blo 8,000´

RCO 122.3 (SITKA RADIO)

LEVELOCK (9Z8)(PAAI) 1 NNW UTC–9(–8DT) N59°07.63´ W156°51.59´ **KODIAK**

56 B NOTAM FILE ENA **L–2J, 3C**

RWY 01–19: 3284X60 (GRVL–DIRT) MIRL

RWY 01: Brush.

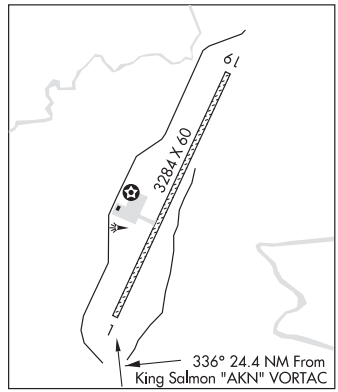
RWY 19: Brush.

SERVICE: **LGT** ACTVT MIRL Rwy 01–19 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Rwy 01–19 sfc and shoulders soft and muddy when wet. Mult 2–4 in ruts on edges and crc ruts near thrs. Windsock may be unrelbl. Safety areas byd thrs soft sinking sand; use only as emerg ovrn.

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.9 **UNICOM** 122.95



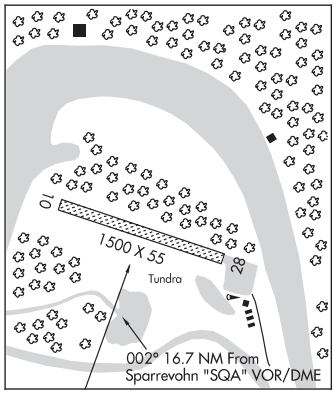
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RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58º43.48´ W156º45.14´ 336º 24.4 NM to fld. 95/16E.
TACAN antenna offset 150´ se
TACAN AZIMUTH unusable:
130º–140º byd 13 NM blo 4,000´
130º–140º byd 30 NM
332º–348º byd 19 NM blo 5,000´
DME unusable:
332º–348º byd 19 NM blo 5,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

LIME VILLAGE (2AK) 0 N UTC–9(–8DT) N61º21.55´ W155º26.42´ MC GRATH

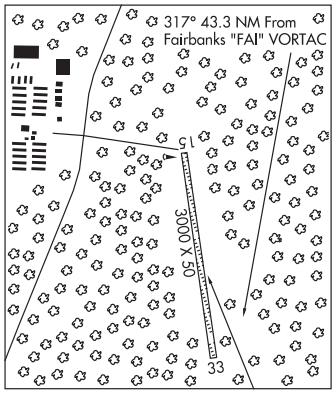
545 NOTAM FILE ENA
RWY 10–28: 1500X55 (GRVL–DIRT) 0.3% up E
RWY 10: Brush.
RWY 28: Brush.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. NW rwy end floods dur break–up. Thld panel Rwy 10 only. Rwy 10–28 marked with orange 3´ cones. Rwy 10–28 irregular sfc loose rocks up to 12 in may be present length of runway. Windsock unreliable.
AIRPORT MANAGER: 907-524-3241
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VORW/DME 117.2 SQA Chan 119 N61º05.91´ W155º38.07´ 002º 16.7 NM to fld. 2501/18E.
DME unusable:
009º–018º byd 25 NM blo 12,500´
019º–029º byd 16 NM
030º–039º byd 25 NM blo 12,500´
VOR unusable:
009º–018º byd 25 NM blo 12,500´
019º–029º byd 16 NM
030º–039º byd 25 NM blo 12,500´
COMM/NAV/WEATHER REMARKS: or a toll free call to Kenai FSS dial 1–866–864–1737.



LINCOLN VILLAGE AIRPARK (See WASILLA on page 256)

LIVENGOOD CAMP (4AK) 0 E UTC–9(–8DT) N65º28.04´ W148º39.22´ FAIRBANKS L–4J

428 NOTAM FILE FAI
RWY 15–33: 3000X50 (GRVL) 0.3% up NW
RWY 15: Trees.
RWY 33: Trees.
AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 15 and Rwy 33 NSTD markings, rwy edges marked with cones. Be alert: Watch for frequent helicopter tfc from adjacent work camp.
AIRPORT MANAGER: 907-451-2207
COMMUNICATIONS: CTAF 122.9
ANCHORAGE CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.
FAIRBANKS (H) (H) VORTACW 108.6 FAI Chan 23 N64º48.00´ W148º00.72´ 317º 43.3 NM to fld. 1526/21E.
TACAN AZIMUTH unusable:
065º–100º byd 30 NM
270º–330º byd 10 NM blo 10,000´
270º–330º byd 30 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



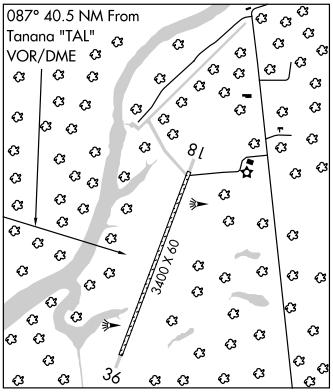
LLOYD R ROUNDTREE SEAPLANE FACILITY SPB (See PETERSBURG on page 196)

LONELY AS (AK71) AF 0 N UTC–9(–8DT) N70°54.64′ W153°14.53′ **POINT BARROW**
17 B NOTAM FILE BRW **H–1A, L–4I**
RWY 07–25: 5000X100 (GRVL)
MILITARY REMARKS: Unattended. PVT USE ONLY; Bur of Land Mgmt fac. All op written PPR bfr lndg—BLM Arctic Field Office, 1150 University Ave Fairbanks AK 99709; 45 day PPR—907–474–2200. Failure to have OB auth may result in violation and criminal action. CTN: Rwy not mntnd rcmnd visual insp prior to ldg. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-552-4400
COMMUNICATIONS: CTAF 126.2
COMM/NAV/WEATHER REMARKS: Local call to Barrow FSS dial 852–2511.

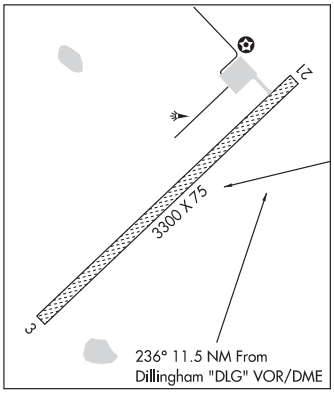
LORING SPB (13Z) 0 S UTC–9(–8DT) N55°36.08′ W131°38.20′ **KETCHIKAN**
00 NOTAM FILE KTN
WATERWAY E–W: 10000X2000 (WATER)
SEAPLANE REMARKS: Unattended. Transient acft can dock. No facilities avbl. No wind sock. Dock unsuitable for acft use.
AIRPORT MANAGER: 907-225-5859
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial (907) 225–9481. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

MACKEYS LAKES SPB (See SOLDOTNA on page 226)

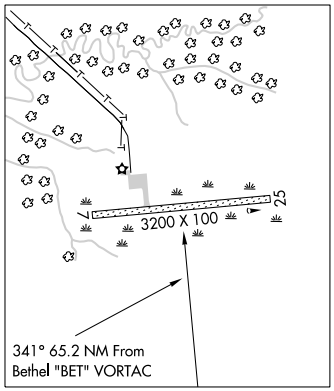
MANLEY HOT SPRINGS (MLY)(PAML) 0 SW UTC–9(–8DT) N64°59.28′ W150°38.86′ **FAIRBANKS**
275 B NOTAM FILE FAI **L–3D, 4J**
RWY 18–36: 3400X60 (GRVL) MIRL **IAP**
RWY 18: Road.
RWY 36: Brush.
SERVICE: S2 **LGT** ACTIVATE MIRL Rwy 18–36 and windsock—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Maintained winter for wheel acft. Ski strip parallel and west of Rwy 18–36 clsd, not usable. Rwy treated with dust palliative. Cold temperature airport. Altitude correction required at or below –21C.
AIRPORT MANAGER: 907-451-2207
COMMUNICATIONS: CTAF/UNICOM 122.8
TANANA RCO 122.65 (FAIRBANKS RADIO)
MURPHY DOME RCO 122.3 (FAIRBANKS RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 120.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.
TANANA (H) (H) VORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 087° 40.5 NM to fld. 394/19E.
VOR AZIMUTH & DME portion unusable:
280°–050° byd 20 NM blo 9,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



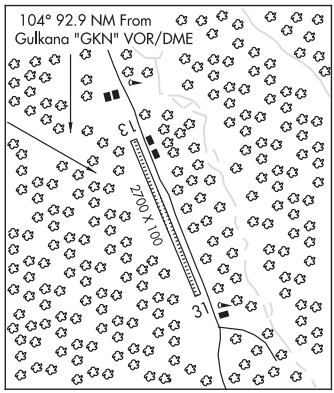
MANOKOTAK (MBA)(PAMB) 6 ESE UTC–9(–8DT) N58°55.92′ W158°54.11′ **KODIAK**
107 B NOTAM FILE MBA **L–2J, 3C**
RWY 03–21: 3300X75 (GRVL) MIRL **IAP**
RWY 03: Tree.
RWY 21: Tree.
SERVICE: **LGT** ACTIVATE MIRL Rwy 03–21, windsock lgt—CTAF.
AIRPORT REMARKS: Unattended. Rcmd visual insp bfr use. Wildlife on and invof arpt. Rwy 03–21 edge lights white full length of rwy. Rwy 03–21 safety area 3900′ x 150′.
AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 120.625 (907) 621–7983. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 236° 11.5 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



MARSHALL DON HUNTER SR (MDM)(PADM) 2 SE UTC–9(–8DT) N61°51.85′ W162°01.57′ **BETHEL**
115 B NOTAM FILE MDM **L–3C**
RWY 07–25: 3200X100 (GRVL) MIRL **IAP**
RWY 07: REIL. Brush.
RWY 25: Brush.
SERVICE: **LGT** ACTVT REIL Rwy 07; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr use. Cold temperature airport. Altitude correction required at or below –26C. Winter snow removal ops— mnt CTAF. Rwy 07–25 sfc cracking alg edges.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 119.675 (907) 621–7985. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 341° 65.2 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

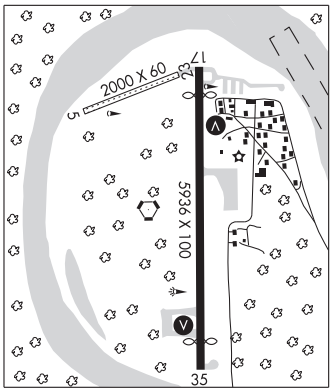


MAY CREEK (MYK) 1 S UTC–9(–8DT) N61°20.17′ W142°41.15′ **ANCHORAGE**
1681 NOTAM FILE ENA
RWY 13–31: 2700X100 (TURF–GRVL)
RWY 13: Trees.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 13–31 slopes up from Rwy 13 end to Rwy 31 end. Rwy 31 thld about 100′ higher. Grass up to 1′ high during summer months. Rwy 13 and Rwy 31 NSTD markings, thlds marked with cones and panels, panels faded. Road adjacent and on East side of rwy. Rwy 13 mountain 3 miles from threshold.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 104° 92.9 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



MC GRATH

MC GRATH (MCG)(PAMC) 0 W UTC–9(–8DT) N62°57.17′ W155°36.42′ **MC GRATH**
343 B NOTAM FILE MCG **H–1B, 2J, L–3C**
RWY 17–35: H5936X100 (ASPH–GRVD) S–32, D–80, 2D–120 **IAP**
PCR 450 F/C/W/T MIRL
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 38′. Thld dsplcd 546′.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 33′. Thld dsplcd 547′. Tree.
RWY 05–23: 2000X60 (GRVL) MIRL
RWY 05: Brush.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–5936 TODA–5936 ASDA–5389 LDA–4843
RWY 35: TORA–5936 TODA–5936 ASDA–5390 LDA–4843
SERVICE: S2 **FUEL** 100LL, JET A1+ **LGT** ACTVT REIL Rwy 17 and 35; VASI Rwy 17 and 35; MIRL Rwy 05–23 and Rwy 17–35—CTAF.
AIRPORT REMARKS: Attended May–Sept Mon–Wed 1600–0230Z‡, Thurs 1600–0000Z‡, Oct–Apr Mon–Fri 1700–0130Z‡. Rwy cond unmnt, rcmd visual insp bfr lndg. Waterfowl on and invof arpt spring–fall; moose invof arpt. Maint svc avbl May–Sept Mon–Thu 1600–0230Z‡, Oct–Apr Mon–Fri 1700–0200Z‡, aft hr—Amgr. Fuel svc fee aft 0200Z‡ daily and on Sundays. CLOSED to ACR gtr than 30 pax seats. PAEW on rwy. Fire attack ops durg summer months. Arpt has designated tran acft parking avbl. Apron tsnt prkg mkd by green cones. Wx bln fac on arpt, see inside back cover for ops details. Lock wheeled turns NA. Arpt sand lrgr gradation than FAA rcmdd/See AC150/5200–30. Cold temperature airport. Altitude correction required at or below –45C.
AIRPORT MANAGER: 907-524-3241
WEATHER DATA SOURCES: ASOS 135.65 (907) 524–3850. (WX CAM)
COMMUNICATIONS: CTAF 123.6
FSS (MCG) 1 May–30 Sep, 1800–0345Z‡; OT ctc Kenai FSS.
MCGRATH RADIO 121.5 122.2 122.65 123.6 (LAA 123.6)
MCGRATH RCO 121.5 122.2 122.65 123.6 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 128.1 353.8



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

(H) (H) VORTACW 115.5 MCG Chan 102 N62º57.06´ W155º36.68´ at fld. 344/19E.

TACAN AZIMUTH unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

DME unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

VOR unusable:
171º–260º byd 6 NM
171º–260º within 6 NM blo 4,000´
261º–170º byd 20 NM

LOC/DME 108.5 I–MCG Chan 22 Rwy 17. LOC unusable byd 25º right of course; byd 25º left of course. DME unusable byd 25º left of course.

COMM/NAV/WEATHER REMARKS: For a local call to McGrath FSS dial (907) 524–3611. For a toll free call to Kenai FSS dial 1–866–864–1737.

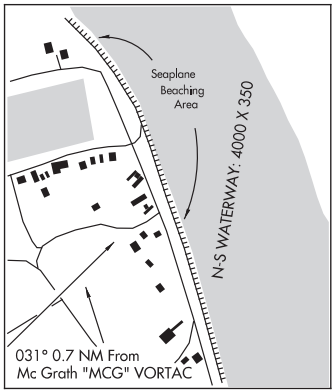
MC GRATH SPB (16Z) 0 E UTC–9(–8DT) N62º57.48´ W155º35.59´ **MC GRATH**

325 NOTAM FILE MCG

WATERWAY N–S: 4000X350 (WATER)

SERVICE: S2 **FUEL** 100

SEAPLANE REMARKS: Unattended. Fuel avbl Mon–Sat 1700–0300Z‡. Ldg and beaching area not marked. Be alert when ldg due to seasonal changes in sandbar locations. Large rocks and debris submerged in river along landing and beaching area.



COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

(H) (H) VORTACW 115.5 MCG Chan 102 N62º57.06´ W155º36.68´ at fld. 344/19E.

TACAN AZIMUTH unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

DME unusable:
014º–019º byd 19 NM blo 7,000´
040º–050º byd 21 NM blo 5,000´
144º–194º byd 6 NM blo 9,000´
195º–223º byd 28 NM blo 6,000´
224º–261º byd 12 NM blo 10,000´
262º–294º byd 25 NM blo 7,000´
295º–314º byd 21 NM blo 8,000´

VOR unusable:
171º–260º byd 6 NM
171º–260º within 6 NM blo 4,000´
261º–170º byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. For a local call to McGrath FSS 524–3611.

NIXON FORK MINE (AK4Ø) PVT 28 NE UTC–9(–8DT) N63º13.75´ W154º45.62´ **MC GRATH**
H–1B, 2J, L–3D

1510 NOTAM FILE Not insp.

RWY 16–34: 4200X100 (GRVL)

RWY 16: Rgt tfc.

RWY 34: Rgt tfc.

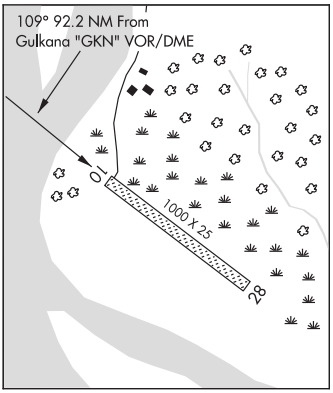
AIRPORT REMARKS: Attended continuously. Rwy 16–34 marked with fluorescent cones marking end and approach.

AIRPORT MANAGER: 907-267-1246

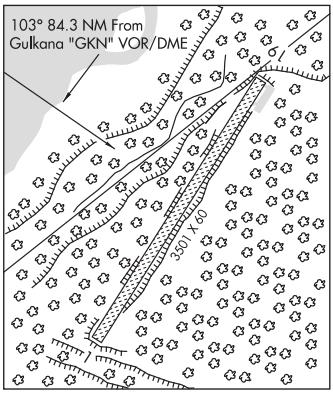
MC KINLEY NTL PARK (See MCKINLEY PARK on page 167)

MCCARTHY

JAKES BAR (AKØ) 13 SE UTC–9(–8DT) N61°13.13′ W142°53.47′ **ANCHORAGE**
1074 NOTAM FILE ENA
RWY 10–28: 1000X25 (GRVL) 0.7% up SE
RWY 10: Tree.
RWY 28: Tree.
AIRPORT REMARKS: Unattended. Rwy suitable only for conventional geared acft. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy is an unimproved river gravel bar. Subject to turbulence in any wind. Rwy surface very rough. Rocks up to 15" in diameter. Grass up to 12" over entire surface.
AIRPORT MANAGER: 907-822-7240
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 109° 92.2 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



MCCARTHY (15Z)(PAMX) 1 NE UTC–9(–8DT) N61°26.27′ W142°54.15′ **ANCHORAGE**
1533 NOTAM FILE MXY **L–1A, 3E**
RWY 01–19: 3501X60 (GRVL–DIRT) 0.3% up S
RWY 01: Brush.
RWY 19: Brush.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. Wildlife invof rwy. Rwy 01 apch ovr old McCarthy Arpt.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 103° 84.3 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



SWIFT CREEK (AK31) PVT 3 SW UTC–9(–8DT) N61°24.67′ W143°00.07′ **ANCHORAGE**
1225 NOTAM FILE Not insp.
RWY 16–34: 2000X35 (TURF)
RWY 16: Trees.
RWY 34: Trees.
AIRPORT REMARKS: Unattended. Creek and ditches close to rwy; 1/2 mi S.
AIRPORT MANAGER: 907-521-0178
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

MCKINLEY PARK

DENALI (AKØ6) PVT 4 SW UTC–9(–8DT) N63°38.42′ W148°47.52′ **ANCHORAGE**
2050 NOTAM FILE FAI **H–1B, 2K, L–3D**

RWY 12–30: 4000X50 (GRVL)

RWY 12: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. CLOSED to the public. All tfc patterns to the West. Windy pass tfc should be alert for high volume of tfc from May 15 to Sep 15. Phone is primary contact method. Email for auxiliary contact.

AIRPORT MANAGER: 907-748-2800

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

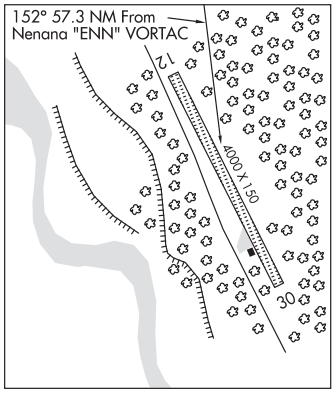
NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 152° 57.6 NM to fld. 1601/21E.

VOR unusable:
086°–096° byd 34 NM blo 5,000′
097°–105°
310°–335° byd 33 NM blo 5,000′
336°–360° byd 33 NM blo 4,000′

TAC AZM unusable:
097°–105°

DME unusable:
097°–105°

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



MC KINLEY NTL PARK (INR)(PAIN) 2 NE UTC–9(–8DT) N63°43.96′ W148°54.64′ **ANCHORAGE**
1720 NOTAM FILE INR **L–3D**

RWY 16–34: 3000X68 (GRVL) RWY LGTS(NSTD)

RWY 16: Trees.

RWY 34: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Freq pedestrian and wildlife tfc on rwy. Mt 10,500′ fm Rwy 34 end. Canyon S & W, subject to strong downdrafts. Winter maintenance. Coml or bus use NA, exc National Park Service permit. Pvt rotorwing emerg use only. All tfc pats to E, trrn clnc. CAUTION: Acft prkg alg Rwy 16–34 edges, overns NA. Rwy 16–34 damaged faded cones. Grass encroachment on both sides of Rwy 16–34.

AIRPORT MANAGER: 907-683-9581

WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 202–8243. (WX CAM)

COMMUNICATIONS: CTAF 122.9

MCKINLEY PARK RCO 122.1 (FAIRBANKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

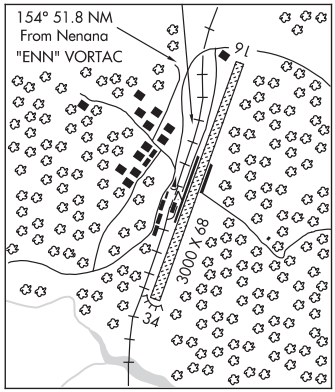
NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 154° 51.8 NM to fld. 1601/21E.

VOR unusable:
086°–096° byd 34 NM blo 5,000′
097°–105°
310°–335° byd 33 NM blo 5,000′
336°–360° byd 33 NM blo 4,000′

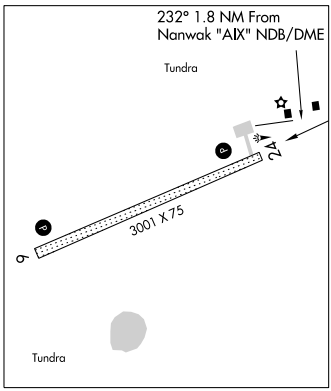
TAC AZM unusable:
097°–105°

DME unusable:
097°–105°

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. 122.725 N, 123.65 S is dsgnd acft com in Denali Natl Park.



MEKORYUK (MYU)(PAMY) 3 W UTC–9(–8DT) N60°22.34′ W166°16.21′ **BETHEL**
53 B NOTAM FILE MYU **L–3B**
RWY 06–24: 3001X75 (GRVL) MIRL **IAP**
RWY 06: PAPI(P4L)—GA 3.0° TCH 30′. Road.
RWY 24: PAPI(P4R)—GA 3.0° TCH 30′. Road.
SERVICE: **LGT** ACTVT PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp prior to use. Wildlife on rwy. Rwy 06–24 shallow ruts with ponding aft rain. Windsock unreliable. Rwy 06–24 reflective cones and thr panels.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 123.9 (907) 621–7972. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.0 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 247° 133.9 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

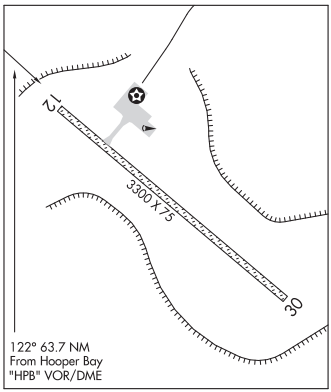


MENTASTA N62°52.81′ W143°35.53′ **ANCHORAGE**
RCO 121.4 (NORTHWAY RADIO) **L–1A, 3E**

MERLE K (MUDHOLE) SMITH (See CORDOVA on page 87)

MERRILL FLD (See ANCHORAGE on page 45)

MERTARVIK (EWU)(PAEW) 1 W UTC–9(–8DT) N60°48.62′ W164°29.97′ **BETHEL**
345 B NOTAM FILE ENA **L–3B**
RWY 12–30: 3300X75 (GRVL) MIRL 0.3% up NW
SERVICE: **LGT** ACTVT rotg bcn—CTAF. ACTVT MIRL Rwy 12–30—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to use.
AIRPORT MANAGER: 907-543-2498
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.
HOOPER BAY (H) (H) VORW/DME 115.2 HPB Chan 99 N61°30.86′ W166°08.07′ 118° 63.7 NM to fld. 15/13E.
VOR unusable:
358°–013° byd 22 NM blo 3,500′
DME unusable:
358°–013° byd 22 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



METLAKATLA SPB (MTM)(PAMM) 0 N UTC–9(–8DT) N55°07.85′ W131°34.46′ **KETCHIKAN**

00 NOTAM FILE MTM

WATERWAY E–W: 5000X5000 (WATER)

WATERWAY N–S: 5000X5000 (WATER)

SEAPLANE REMARKS: Unattended. Boats tied to SPB float. Unfavorable apch to float due to prevailing wind creating swells.

AIRPORT MANAGER: (907) 465-4512

WEATHER DATA SOURCES: AWOS–3P 135.55 (907) 560–7608. (WX CAM)

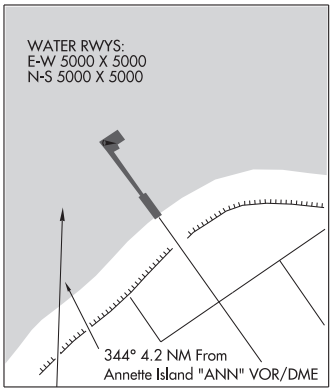
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 341° 4.2 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

METRO FLD (See FAIRBANKS on page 106)

MEYERS CHUCK SPB (84K) 0 W UTC–9(–8DT) N55°44.38′ W132°15.30′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY NW–SE: 7000X200 (WATER)

SEAPLANE REMARKS: Unattended. Small protected landing area in main chuck, back channel narrow. Large rocks above water in touchdown zone during low tides. Approximately 2,500′ from SPB float. Entire SPB/boat float in poor condition and sinking. Small SPB float. Dock. Boats may be tied to SPB float. Large rock 100′ N of SPB float. Small harbor. Large rocks/reefs at entrance, swells on northerly, SE winds require takeoff to head of bay.

AIRPORT MANAGER: (907) 874-3736

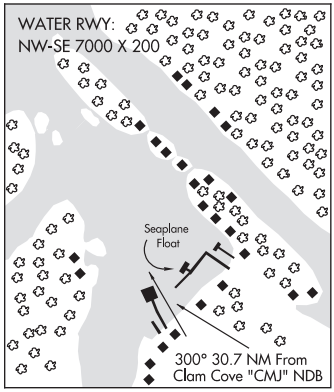
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE KTN.

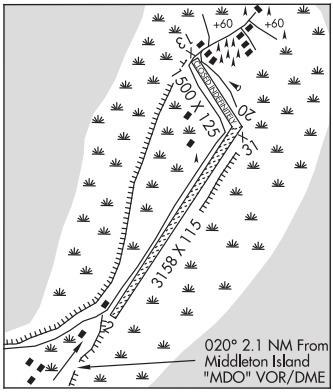
CLAM COVE NDB (HW) 396 CMJ N55°20.53′
W131°41.45′ 300° 30.7 NM to fld. 46/21E.

NDB unusable:
Byd 15 NM

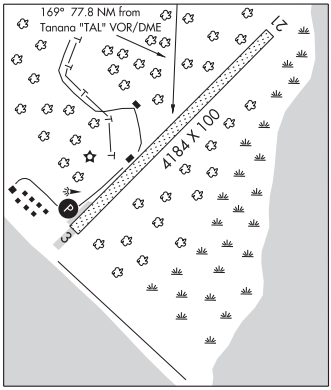
COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.



MIDDLETON ISLAND (MDO)(PAMD) 1 S UTC–9(–8DT) N59°27.00′ W146°18.43′ **SEWARD**
100 NOTAM FILE MDO **L–1A, 2J, 3E**
RWY 02–20: 3158X115 (GRVL) **IAP**
RWY 02: Road.
RWY 20: Road.
RWY 13–31: 1500X125 (TURF–DIRT)
RWY 13: Road.
RWY 31: Road.
AIRPORT REMARKS: Unattended. Rwy 13–31 CLOSED indefly. Maint NA. Grass and rocks on rwy. Waterfowl and wildlife invof rwys. CAUTION: Eagle nest on apch. Elec transformer wi safety area apch end. Rwy 31 2′ brush apch end. Wx camera located on rwy edge. Rwy 02–20 and Rwy 13–31 marked with rwy cones. Rwy 02–20 slopes down toward S end. Safety areas soft.
AIRPORT MANAGER: 907-283-4526
WEATHER DATA SOURCES: AWOS–3P 135.725 (907) 269–2855. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.05 (JUNEAU RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MDO.
(H) (H) VORW/DME 115.3 MDO Chan 100 N59°25.31′ W146°21.00′ 020° 2.1 NM to fld. 133/18E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



MINCHUMINA (MHM)(PAMH) 0 SE UTC–9(–8DT) N63°53.16′ W152°18.11′ **MC GRATH**
682 B NOTAM FILE MHM **H–1B, 2K, L–3D**
RWY 03–21: 4184X100 (GRVL) MIRL **IAP**
RWY 03: PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 21: Trees.
SERVICE: **LGT** ACTVT PAPI Rwy 03; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond not mnt; rcmd vsb insp prior to lndg. Cold temperature airport. Altitude correction required at or below –36C. Wind indicator: inaccurate; surrounded by trees. Alert: clsd cross rwy with faded markings W of Rwy 03 thr. Snow removal ops—CTAF. BLM fire fighting equip & acft opr durg summer months.
AIRPORT MANAGER: (907) 451-5280
WEATHER DATA SOURCES: AWOS–3P 135.55 (907) 621–7607. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.2 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 120.9 319.2
RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.
TANANA (H) (H) VORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 163° 77.8 NM to fld. 394/19E.
VOR AZIMUTH & DME portion unusable:
280°–050° byd 20 NM blo 9,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



MINERAL CREEK N61°07.45′ W146°21.13′ NOTAM FILE VDZ. **ANCHORAGE**
NDB (MHW) 524 MNL 060° 3.2 NM to Valdez Pioneer Fld. 21/19E. **L–1A, 3E, 4H**
NDB unusable:
320°–010° byd 15 NM

MINTO AL WRIGHT (51Z)(PAAF) 1 E UTC–9(–8DT) N65°08.89′ W149°22.12′ **FAIRBANKS**
500 B NOTAM FILE FAI **L–3A, 3D, 4J**

RWY 02–20: 3400X75 (GRVL) MIRL 0.8% up S
RWY 02: TDZL. REIL. PAPI(P4L)—GA 3.0° TCH 26′.
RWY 20: TDZL. REIL. PAPI(P4L)—GA 3.0° TCH 26′.

SERVICE: **LGT** ACTVT MIRL Rwy 02–20; PAPI and REIL Rwy 02 and Rwy 20 and rotating bcn—CTAF.

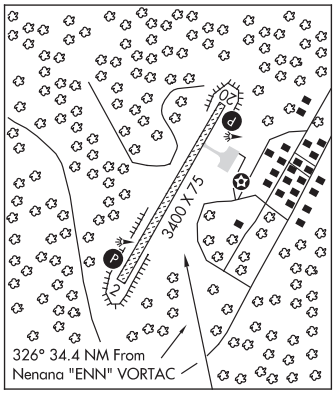
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior bfr lndg. Exp ireg winds. Waterfowl invof rwy apchs. Winter snow removal ops–mnt CTAF.

AIRPORT MANAGER: 907-451-2207

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 326° 34.4 NM to fld. 1601/21E.
VOR unusable:
086°–096° byd 34 NM blo 5,000′
097°–105°
310°–335° byd 33 NM blo 5,000′
336°–360° byd 33 NM blo 4,000′
TAC AZM unusable:
097°–105°
DME unusable:
097°–105°



COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

MINUTEMAN LAKE SPB (See WILLOW on page 261)

MOOSE PASS

SUMMIT LAKE SPB (52Z) 10 NW UTC–9(–8DT) N60°38.46′ W149°29.83′ **ANCHORAGE**
1300 NOTAM FILE ENA

WATERWAY N–S: 5000X1000 (WATER)

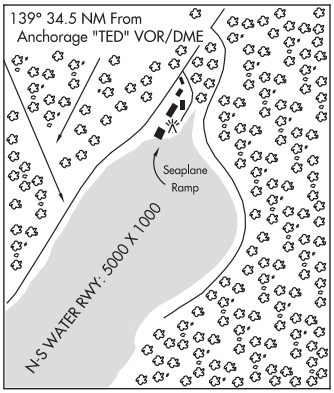
SEAPLANE REMARKS: Attended daylight hrs. Seaplane base adj to Summit Lake Lodge. No dock, floatplanes heel–up on beach.

AIRPORT MANAGER: 907-244-2031

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07′ W149°57.61′ 139° 34.5 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′



COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737

MORVRO LAKE SPB (See HOUSTON on page 125)

MOSER BAY SPB (KMY) 0 E UTC–9(–8DT) N57°01.54′ W154°08.76′ **KODIAK**

00 NOTAM FILE ENA

WATERWAY N–S: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Waterfowl invof of arpt. Recommend land from south; rocky at low tide; 18" rocks. Cannery in cove. Skiffs, buoys and nets near beach and dock; Haul lines from buoys to beach.

AIRPORT MANAGER: 907-258-0604

COMMUNICATIONS: CTAF 122.9

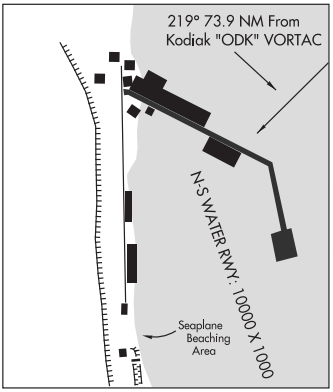
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 219° 73.9 NM to fld. 133/14E.

VOR unusable:
190°–310° byd 15 NM blo 12,000′

DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



MOSES POINT N64°41.79′ W162°04.28′ NOTAM FILE OME.

(L) (L) VORW/DME 116.3 MOS Chan 110 15/16E.

DME unusable:
215°–253° byd 25 NM blo 5,500′
253°–288° byd 20 NM blo 5,500′
288°–313° byd 25 NM blo 5,500′
313°–333° byd 27 NM blo 5,500′

VOR unusable:
280°–325° byd 32 NM blo 8,000′

MOUNT EYAK N60°32.99′ W145°44.50′ **WHITEHORSE**

RCO 122.5 (JUNEAU RADIO) **L–1A, 3E, 4H**

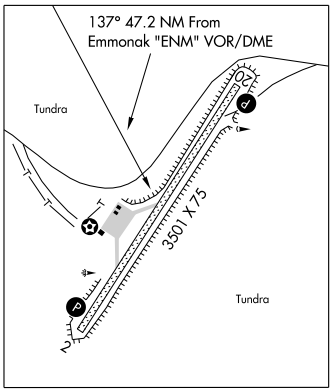
MOUNT MOFFETT N51°52.31′ W176°40.56′ NOTAM FILE ADK. **W ALEUTIAN ISLS**

NDB/DME (HW) 530 ADK Chan 87 054° 1.4 NM to Adak. 329/7E. **H–2H, L–2H**

DME channel 087x is paired with vhf freq 114.0

DME unusable:
080°–105° byd 27 NM
105°–115°
115°–155° byd 27 NM
155°–225°
225°–290° byd 27 NM
290°–340°
340°–055° byd 20 NM

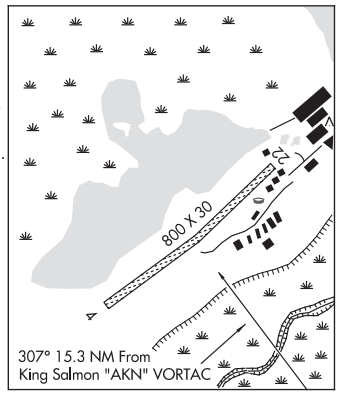
MOUNTAIN VILLAGE (MOU)(PAMO) 2 NE UTC–9(–8DT) N62°05.69′ W163°40.97′ **BETHEL**
339 B NOTAM FILE MOU **L–3C**
RWY 02–20: 3501X75 (GRVL–DIRT) MIRL 1.2% up N **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
SERVICE: **LGT** ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and Rwy 20 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy is under construction. Only the east side is usable. There is a 48′ high mound of rocks the length of the rwy immediately to the west side of the rwy and a 15′ drop off immediately to the east side of the rwy. The rwy sfc has some rocks greater than 3′ in diameter. Due to construction, most of the lighting along the sides of the rwy is either damaged or missing. Dip in Rwy 2 near PAPI.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 118.35 (907) 560–7618. (WX CAM)
COMMUNICATIONS: CTAF 122.9
ST MARYS RCO 122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 124.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) (H) VORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ 137° 47.2 NM to fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



MURPHYS PULLOUT SPB (See KETCHIKAN on page 142)

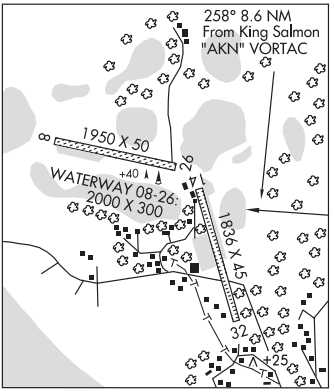
NAKED ISLAND N60°38.78′ W147°20.72′ **ANCHORAGE**
RCO 133.15 (JUNEAU RADIO) **L–3A, 3D, 4G**

NAKEEN (76Z) 0 NE UTC–9(–8DT) N58°55.66′ W157°02.83′ **KODIAK**
50 NOTAM FILE ENA
RWY 04–22: 800X30 (DIRT)
RWY 04: Trees.
RWY 22: Tree.
AIRPORT REMARKS: Unattended. Rwy not maintained, recommend visual inspection prior to use. Moose, bear and waterfowl invof rwy. Rwy 04–22 sfc soft sand, undulating, overgrown with brush and grass. Rwy 04–22 sfc soft and muddy when wet, 24 in grass growing on rwy sfc with 24 in dips and humps on southeast half of rwy vicinity thld Rwy 22.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 307° 15.3 NM to fld. 95/16E.
TACAN antenna offset 150′ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000′
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000′
DME unusable:
332°–348° byd 19 NM blo 5,000′
COMM/NAV/WEATHER REMARKS: For a toll–free call to Kenai FSS dial 1–888–864–1737.



NAKNEK

NAKNEK (5NK) 1 N UTC–9(–8DT) N58°44.08´ W157°01.51´ **KODIAK**
70 NOTAM FILE ENA
RWY 08–26: 1950X50 (GRVL)
RWY 08: Brush.
RWY 26: Brush.
RWY 14–32: 1836X45 (GRVL) 3.0% up SE
RWY 14: Brush.
RWY 32: Brush.
SERVICE: S3 **FUEL** 100LL **LGT** Airport unlit.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Windsock unreliable. Acft on east side of Rwy 14–32 tied down in safety area. Road parallel to and 45´ east of Rwy 32 centerline. Uncontrolled vehicular tfc on rwys. No line of sight between rwys or waterways. Float acft departing northwest lake to East, cross arpt at low alt. Acft not visible until airborne. Rwy 08–26 rocks exceeding 2" diameter and ruts 6". Rwy 08 slopes downhill to east. Rwy 14–32 rocks exceeding 2"–3" in diameter and 3" ruts. First 200´ Rwy 32 soft when wet. First 400´ Rwy 32 slopes downhill.
AIRPORT MANAGER: 907-246-3325
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.



KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48´ W156°45.14´ 258° 8.6 NM to fld. 95/16E.
TACAN antenna offset 150´ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000´
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000´
DME unusable:
332°–348° byd 19 NM blo 5,000´
COMM/NAV/WEATHER REMARKS: For a toll–free call to Kenai FSS dial 1–888–864–1737.

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WATERWAY 08W–26W: 2000X300 (WATER)
SEAPLANE REMARKS: Unattended. E apch to lake over Rwy 14–32 Naknek arpt and Tibbetts arpt. Ramp. No line of sight between rwys or waterways. Rwy 08W–26W not on arpt property and is not owned or opr by the state of Alaska.

TIBBETTS (4AK9) PVT 0 SE UTC–9(–8DT) N58°44.06´ W157°00.43´ **KODIAK**
50 NOTAM FILE
RWY 16–34: 1700X60 (GRVL–DIRT)
RWY 16: Trees.
RWY 34: Wire.
SERVICE: S2
AIRPORT REMARKS: Attended daylight. Co equip only. Rwy 16–34 midfield hump. Rwy 16–34 sfc soft durg spring.
AIRPORT MANAGER: (907) 439-3853
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll–free call to Kenai FSS dial 1–866–864–1737.

NANCY LAKE SPB (78Z) 0 NW UTC–9(–8DT) N61°42.20´ W150°00.43´ **ANCHORAGE**
214 NOTAM FILE ENA
WATERWAY N–S: 6000X600 (WATER)
SEAPLANE REMARKS: Unattended. Acft svcs NA. Nancy Lake State Recreation Site has public access and camping facilities. Dock, pub aces and camping fac avbl. Dock mooring NA, heel up away fm pub ramp and beach pmtd. Otr docks pvt.
AIRPORT MANAGER: 907-745-3975
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

NANWALEK (KEB)(PAAW) 0 SW UTC–9(–8DT) N59°21.13´ W151°55.51´ **KODIAK**

27 NOTAM FILE HOM

RWY 01–19: 1850X50 (GRVL)

RWY 01: Brush.

RWY 19: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Day VFR only. Rwy 01–19 N 1000 ft CLOSED indefly; rmndr 850 ft soft. Rwy 01–19 vrbl btn 75–80 ft full len. Rwy 01–19 exp turb; vrbl winds and close in high trrn both ends. Arc shaped rwy; mag hdg 10 degs one end and hdg 190 degs otr end. Be alert durg E crosswind; exp downdrafts and gusty conds. Rwy 01–19 soft aft rain; ruts and loose rock. Rwy 01 apch rstrd by mt face 0.21 NM fm end. Rwy 19 apch rstrd by village on hillside. No ovrn. ATV tfc on rwy. Rwy 01 wind sock NA. Lmtd tnst prkg. Rwy 19 rising trrn and trees E side.

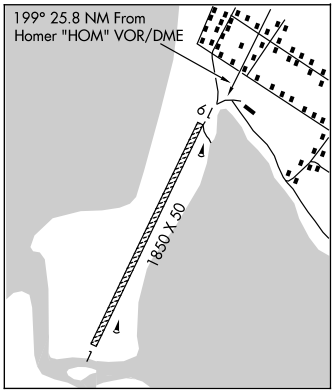
AIRPORT MANAGER: 907-235-5217

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57´ W151°27.40´ 199° 25.8 NM to fld. 1626/15E.

COMM/NAV/WEATHER REMARKS: For a toll–free call to Kenai FSS dial 1–866–864–1737. LD call to Homer FSS dial 907–235–8588.



NAPAKIAK (WNA)(PANA) 0 W UTC–9(–8DT) N60°41.42´ W161°58.71´ **BETHEL**

L–3C

IAP

17 B NOTAM FILE WNA

RWY 16–34: 3248X60 (GRVL) MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 26´. Brush.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 25´. Brush.

SERVICE: **LGT** ACTVT rotg bcn—CTAF. ACTVT REIL Rwy 16 & Rwy 34; PAPI Rwy 16 & Rwy 34; MIRL Rwy 16–34—CTAF. Rwy 16–34 rwy lgts obsc by brush.

AIRPORT REMARKS: Unattended. Rwy cond not mnt; rcmd visual insp prior to use. Nmrs arpts invof Napakiak. Windsock unrelbl. Rwy 16–34 sfc ruts each end. 6 in dips S 1500 ft. Deep sfc ruts S side of ramp. Rough spots in parking area. Rwy 16 mkgs: lgts, cones & thr panels. Rwy 34 mkgs: lgts, cones & thr panels.

AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS–3P 121.425 (907) 868–7317. (WX CAM)

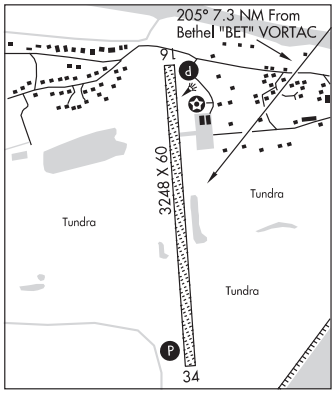
COMMUNICATIONS: CTAF 122.9

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.2

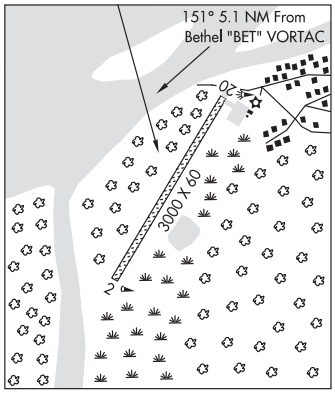
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09´ W161°49.46´ 205° 7.3 NM to fld. 105/14E.

COMM/NAV/WEATHER REMARKS: For a toll–free call to Kenai FSS dial 1–866–864–1737.

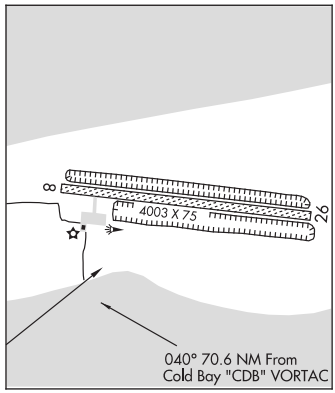


NAPASKIAK (PKA)(PAPK) 1 SW UTC–9(–8DT) N60°42.17′ W161°46.70′ **BETHEL**
11 B NOTAM FILE ENA **L–3C**
RWY 02–20: 3000X60 (GRVL) MIRL **IAP**
RWY 02: Brush.
RWY 20: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. Rwy 02–20 floods in spring. Rwy cond not mnt; rcmd visual inspn prior to use. Ctn: area in front of village unusbl for float plane. Soft muddy beach. Boats and nets in river. Barges N end of rwy; machinery and supply obstns in area. Windsocks unrelbl.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 151° 5.1 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll–free call to Kenai FSS dial 1–866–864–1737.

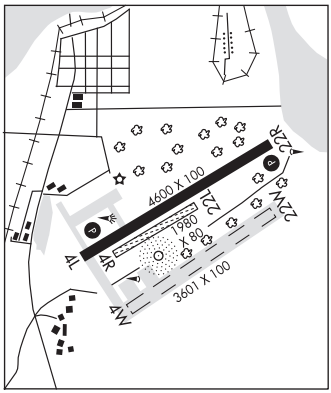


NAUKATI BAY SPB (See TUXEKAN ISLAND on page 247)

NELSON LAGOON (OUL)(PAOU) 2 E UTC–9(–8DT) N56°00.45′ W161°09.62′ **KODIAK**
14 B NOTAM FILE OUL **H–2J, L–2I**
RWY 08–26: 4003X75 (GRVL–DIRT) MIRL **IAP**
RWY 08: Brush.
RWY 26: Brush.
SERVICE: **FUEL** 100LL **LGT** ACTIVATE MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Large seabirds along beach adjacent to rwy. Rwy 8–26, first 300′ of Rwy 8 soft in middle.
AIRPORT MANAGER: (907) 532-2579
WEATHER DATA SOURCES: AWOS–3P 119.025 (907) 989–2227. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.4 (COLD BAY RADIO)
ANCHORAGE CENTER APP/DEP CON 118.5
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.
COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55°16.04′ W162°46.44′ 040° 70.6 NM to fld. 99/10E.
VOR unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
349°–009° blo 10,000′
349°–009° byd 15 NM
TACAN AZIMUTH unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
DME unusable:
094°–129° byd 30 NM blo 9,000′
164°–199° byd 20 NM blo 14,000′
164°–199° byd 35 NM
269°–279° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll–free call to Kenai FSS dial 1–866–864–1737.



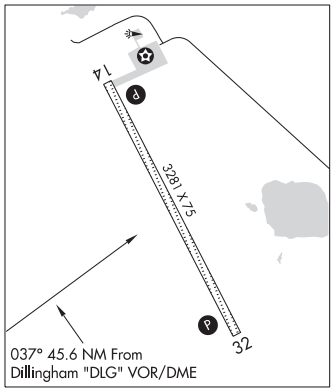
NENANA MUNI (ENN)(PANN) 1 S UTC–9(–8DT) N64°32.84′ W149°04.44′ **FAIRBANKS**
368 B NOTAM FILE ENN **H–1B, 2K, L–3A, 3D, 4J**
RWY 04L–22R: H4600X100 (ASPH) S–160 MIRL **IAP**
RWY 04L: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees. Rgt tfc.
RWY 22R: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 04R–22L: 1980X80 (TURF) MIRL
RWY 04R: Trees. Rgt tfc.
RWY 22L: Trees.
SERVICE: **FUEL** 100LL, JET A **LGT** ACTVT REIL Rwy 04L and 22R; PAPI Rwy 04L and 22R; MIRL Rwy 04L–22R—CTAF. Rwy 04L–22R and Rwy 04R–22L lights OTS indef.
AIRPORT REMARKS: Unattended. Self svc fuel H24 with credit card. Rwy 04R–22L full length may be unavbl durg summer. Ski use when frozen. Rwy cond unmnt; rcmd visual insp bfr use. Shallow water near float pond ramp area.
AIRPORT MANAGER: 907-888-9065
WEATHER DATA SOURCES: ASOS 125.2 (907) 600–3104. (WX CAM)
COMMUNICATIONS: CTAF 122.1
NENANA RCO 122.5 (FAIRBANKS RADIO)
FAIRBANKS APP/DEP CON 125.35 363.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.
(H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 160° 2.6 NM to fld. 1601/21E.
VOR unusable:
086°–096° byd 34 NM blo 5,000′
097°–105°
310°–335° byd 33 NM blo 5,000′
336°–360° byd 33 NM blo 4,000′
TAC AZM unusable:
097°–105°
DME unusable:
097°–105°
ICE POOL NDB (HW) 525 ICW N64°32.74′ W149°04.61′ at fld. 365/13E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



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WATERWAY 04W–22W: 3601X100 (WATER)
WATERWAY 04W: Rgt tfc.

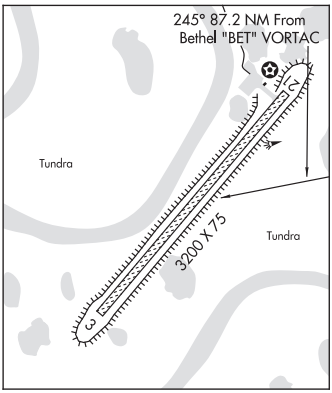
NEW STUYAHOK (KNW)(PANW) 1 W UTC–9(–8DT) N59°27.09′ W157°22.39′ **KODIAK**
371 B NOTAM FILE KNW **L–3C**
RWY 14–32: 3281X75 (GRVL) MIRL 1.3% up NW **IAP**
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
SERVICE: **LGT** ACTIVATE REIL Rwy 14 and Rwy 32, PAPI Rwy 14 and Rwy 32, MIRL Rwy 14–32—CTAF
AIRPORT REMARKS: Unattended. Bank erosion at ramp, txy and ovrns. Rwy 14–32 down slope towards SE. Soft when wet. Nmrs dips midfield. Tie down ropes not avbl.
AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 120.275 (907) 621–7980. (WX CAM)
COMMUNICATIONS: CTAF 122.9
KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr 1645–0845Z‡, other times ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON 132.75 282.35
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 037° 45.6 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a toll–free call to Kenai FSS dial 1–866–864–1737.



NEWTOK SPB (WWT) 0 S UTC–9(–8DT) N60°55.42′ W164°39.37′ **BETHEL**
6 NOTAM FILE ENA
WATERWAY E–W: 5000X400 (WATER)
SEAPLANE REMARKS: Unattended. Landing area and dock in river. Lake avbl behind village for fall and winter. Be alert: Multiple boats along landing area. Be alert: water in ldg area very shallow. Be alert of waterbirds in and around the ldg area.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

NEWTON PEAK N64°33.39′ W165°19.16′ **NOME**
RCO 122.5 (NOME RADIO) **L–3A, 3B, 4H**

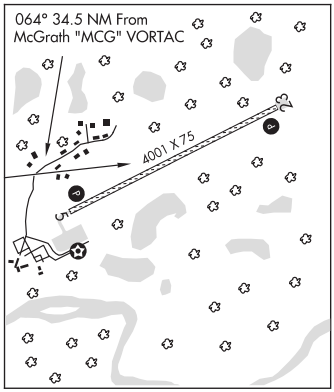
NIGHTMUTE (IGT)(PAGT) 1 N UTC–9(–8DT) N60°28.15′ W164°42.24′ **BETHEL**
7 B NOTAM FILE ENA
RWY 03–21: 3200X75 (GRVL–DIRT) MIRL
RWY 21: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 03–21, and rotating beacon—CTAF.
AIRPORT REMARKS: Unattended. Bird activity invof arpt. Rwy condition not monitored, recommend visual inspection prior to using. Windsock unreliable. Rwy 03–21 NSTD markings, rwy marked with reflective cones and flexible markers. Rwy 03–21 dips in rwy sfc; irregular sfcs full length. Rwy surface is soft gravel, caution surface can be very soft when wet. Loose gravel along rwy edge can be very soft.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 245° 87.2 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



NIKISHKA N60°43.18′ W151°21.99′ **ANCHORAGE**
RCO 122.0 (KENAI RADIO) **L–1A, 3D, 4F**

NIKLASON LAKE SPB (See WASILLA on page 256)

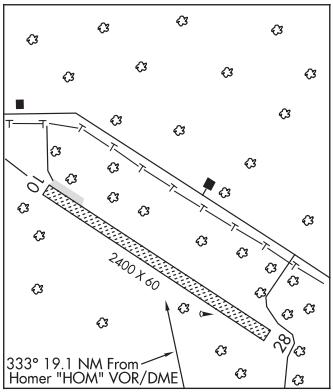
NIKOLAI (FSP)(PAFS) 1 NE UTC–9(–8DT) N63°01.11′ W154°21.51′ **MC GRATH**
447 B NOTAM FILE FSP **H–1B, 2K, L–3D**
RWY 05–23: 4001X75 (GRVL) MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.2° TCH 26′. Brush.
RWY 23: REIL. PAPI(P4L)—GA 3.2° TCH 28′. Brush.
SERVICE: **LGT** ACTVT REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIRL Rwy 05–23—CTAF. ACTIVATE rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Rwy 05–23 multiple lgts broken entire len. Brush and grass obsc lgts. Brush inside of segmented circle.
AIRPORT MANAGER: 907-524-3241
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 560–7606. (WX CAM)
COMMUNICATIONS: CTAF 122.8
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 128.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.
MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.68′ 064° 34.5 NM to fld. 344/19E.
TACAN AZIMUTH unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
DME unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
VOR unusable:
171°–260° byd 6 NM
171°–260° within 6 NM blo 4,000′
261°–170° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



NIKOLAI CREEK (See TYONEK on page 248)

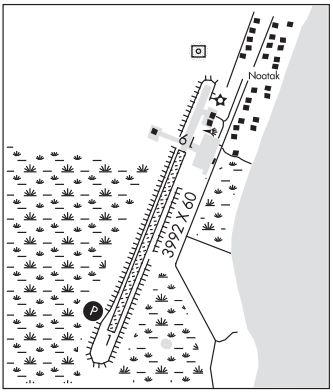
NIKOLSKI AS (IKO)(PAKO) 0 NE UTC–9(–8DT) N52°56.49′ W168°50.94′ **DUTCH HARBOR**
77 NOTAM FILE CDB **L–2J**
RWY 08–26: 3512X135 (GRVL)
RWY 26: Hill.
AIRPORT REMARKS: Unattended. Winds in excess of 10 kts from 330–045 deg may produce severe turbulence. Field rolling, acft at one end of rwy cannot see acft at other end. Rwy 08–26 not maintained. Runway may be very soft with ponding during heavy precipitation.
AIRPORT MANAGER: 907-576-2203
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.0
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll–free call to Kenai FSS dial 1–866–864–1737.

NINILCHIK (NIN) 3 SE UTC–9(–8DT) N60°01.21′ W151°35.37′ **MC GRATH**
276 NOTAM FILE HOM
RWY 10–28: 2400X60 (GRVL)
RWY 10: Road.
RWY 28: Trees.
AIRPORT REMARKS: Unattended. State maintained on irregular basis. Rwy condition not monitored. Recommend visual inspection prior to use. Ultralight activity invof arpt. Rwy 10 edges not marked. Safety areas at both rwy ends soft.
AIRPORT MANAGER: 907-262-1187
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 333° 19.1 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: For a long distance call to Homer FSS dial 907–235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



NIXON FORK MINE (See MC GRATH on page 165)

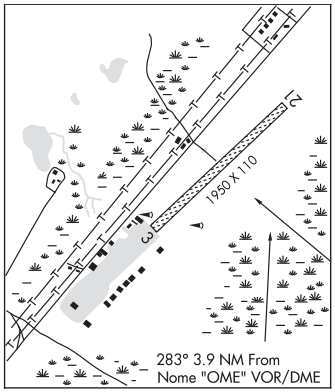
NOATAK (WTK)(PAWN) 1 SW UTC–9(–8DT) N67°33.67′ W162°58.83′ **NOME**
92 B NOTAM FILE WTK **H–1A, L–4H**
RWY 01–19: 3992X60 (GRVL) MIRL **IAP**
RWY 01: PAPI(P4L)—GA 3.0° TCH 30′.
RWY 19: Brush.
SERVICE: **LGT** ACTVT PAPI Rwy 01; MIRL 01–19—CTAF. Rwy 01 PAPI unusbl byd 5 degs left of cntrln.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 485–2203. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
NOATAK RCO 122.4 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0
RADIO AIDS TO NAVIGATION: NOTAM FILE WTK.
NDB/DME (MHW) 414 OQK Chan 39 N67°34.21′ W162°58.36′ at fld. 85/11E.
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



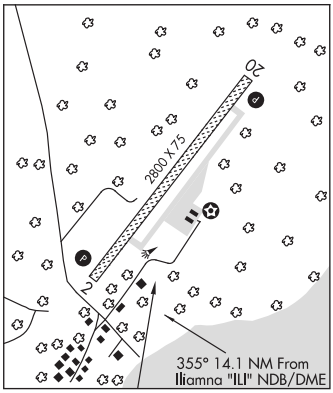
NOME

NOME (OME)(PAOM) 2 W UTC–9(–8DT) N64º30.75´ W165º26.66´ **NOME**
41 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE OME **H–1A, 2J, L–3A, 3B, 4H**
RWY 03–21: H6176X150 (ASPH–GRVD) S–120, D–250, 2D–550 PCR 719 F/A/X/T MIRL **IAP, AD**
0.4% up NE
RWY 03: REIL. PAPI(P4L)—GA 3.0º TCH 29´. Thld dsplcd 600´. Road.
RWY 21: PAPI(P4L)—GA 3.0º TCH 32´. Thld dsplcd 601´. Pole.
RWY 10–28: H6009X150 (ASPH–GRVD) S–150, D–250, 2D–550 PCR 719 F/A/X/T HIRL
RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 38´. RVR–R Hill.
RWY 28: MALSR. PAPI(P4L)—GA 3.0º TCH 51´. RVR–T Hill.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6176 TODA–6176 ASDA–6176 LDA–5576
RWY 10: TORA–6009 TODA–6009 ASDA–6009 LDA–6009
RWY 21: TORA–5576 TODA–5576 ASDA–5576 LDA–5576
RWY 28: TORA–6009 TODA–6009 ASDA–6009 LDA–6009
ARRESTING GEAR/SYSTEM
RWY 28: EMAS
SERVICE: S2 **FUEL** 100LL, JET A, A1+ **LGT** ACTVT MALSR Rwy 28; REIL Rwy 03 and 10; PAPI Rwy 03, 10, and 28; HIRL Rwy 10–28; MIRL Rwy 03–21—CTAF. Rwy 21 PAPI opr consly. PAPI unusbl byd 2 NM fm thr due to rapidly rising terrain. Rwy 03–21 and Rwy 10–28 edge intens rwy lgts 30 in abv gnd.
AIRPORT REMARKS: Attended 1600–0330Z‡. Birds invof arpt Sep–Oct and May–Jun. Class I, ARFF Index B. ARFF svc durg ACR ops only; ACR ops more than 30 pax seats PPR in writing– AMGR PO Box 1048, Nome AK 99762. Numerous wind turbine twrs 820´ MSL (130´ AGL) 4 NM NNW lgtd. Rwy 21 and 28 maintain TPA until final. 100LL hrs vrb–aft hr AMGR. Airfield maint svcs avbl 1600–1730Z‡; aft hr–AMGR. (ANG) Aviation Operating Facility—ANG Hngr 907–387–1800. Ops 1700–0100Z‡; ltd maintenance and svcs avbl. Arpt sand larger gradation than FAA recommended/see AC150/5200–30. Rwy 03 apch slope 26:1 due to 35 ft road 1128 ft from dthr. Rwy 21 apch slope 34:1 due to 69 ft pole 1550 ft from dthr. TSA reg; see 49 CFR 1542. Gates and doors must be secured H24. Info–AMGR. Transient or unfamiliar pilots contact airport manager with questions.
AIRPORT MANAGER: 907-443-2500
WEATHER DATA SOURCES: ASOS 119.925 (907) 443–4818. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 119.925 (1615–0745Z‡; OT ctc Fairbanks FSS)
FSS OME (NOME) 1615–0745Z‡; OT ctc Fairbanks FSS.
NOME RADIO 121.5 122.2 122.45 123.6 243.0 (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 133.3 290.4
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
(H) (H) VORW/DME 115.0 OME Chan 97 N64º29.11´ W165º15.19´ 278º 5.2 NM to fld. 95/11E.
ILS/DME 108.7 I–OME Chan 24 Rwy 28. Localizer backcourse unusable within 1.0 DME.
COMM/NAV/WEATHER REMARKS: For a LC to Nome FSS dial 907–443–2291. For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516. AFIS operd by OME FSS when open, OT Fairbanks FSS.

NOME CITY FLD (94Z) 1 N UTC–9(–8DT) N64º30.69´ W165º23.41´ **NOME**
69 TPA—See Remarks NOTAM FILE OME
RWY 03–21: 1950X110 (GRVL)
RWY 03: Road. Rgt tfc.
RWY 21: Road.
SERVICE: S2 **FUEL** 100LL
AIRPORT REMARKS: Unattended. No winter maintenance or snow removal, rwy condition not monitored recommend visual inspection prior to landing. Rwy 03–21 6" deep recycled asphalt chunks up to 4" diameter. TPA 600´ AGL until clear of Nome arpt tfc pattern. TPA at Nome arpt 1100´ AGL. Recommend landing Rwy 21 and departing Rwy 03 to avoid large acft transitioning to Nome. Use of CTAF strongly recommended. Remain north of final for Rwy 28 at Nome arpt. Rwy 03–21 nstd markings, marked with cones and thld panels.
AIRPORT MANAGER: 907-443-2500
COMMUNICATIONS: CTAF 123.6
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
(H) (H) VORW/DME 115.0 OME Chan 97 N64º29.11´ W165º15.19´ 283º 3.9 NM to fld. 95/11E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

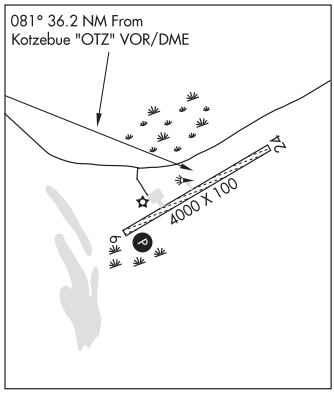


NONDALTON (5NN)(PANO) 1 NNE UTC–9(–8DT) N59°58.81′ W154°50.35′ **KODIAK**
314 B NOTAM FILE ILI **L–3D**
RWY 02–20: 2800X75 (GRVL) MIRL 0.3% up NE **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.5° TCH 30′. Brush. Rgt tfc.
RWY 20: REIL. PAPI(P4L)—GA 3.5° TCH 28′. Brush.
SERVICE: **LGT** ACTIVATE REIL Rwy 02 and Rwy 20, PAPI Rwy 02 and Rwy 20, MIRL Rwy 02–20, windsock lgt—CTAF. PAPI unusbl byd 4 deg left of cntrln.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual bfr use. Exp strong vrbl Xwinds at or near sfc. 55′ water tank and 45′ twr 2030—2130′ fm Rwy 20 dep end 395—420′ R of cntrln. Rwy 02–20 edge marked with reflective cones. Thlds marked with reflective cones and thld panels. Rwy 02–20 intnst lgts white full len. Rwy 02–20 edge reflective cones, thr reflective cones and panels. Cold temperature airport. Altitude correction required at or below –13C.
AIRPORT MANAGER: 907-571-1261
COMMUNICATIONS: CTAF 122.9
ILIAMNA RCO 122.2 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.
ILIAMNA NDB/DME (HW) 411 ILI Chan 91 N59°44.88′ W154°54.58′ 355° 14.1 NM to fld. 168/14E.
DME unusable:
010°–020° byd 20 NM blo 12,000′
020°–050° byd 25 NM blo 13,000′
270°–300° byd 25 NM blo 7,000′
300°–320° byd 25 NM blo 8,000′
COMM/NAV/WEATHER REMARKS: For LC to Iliamna FSS dial 907–571–1240. For a toll free call to Kenai FSS dial 1–866–864–1737.



NOORVIK

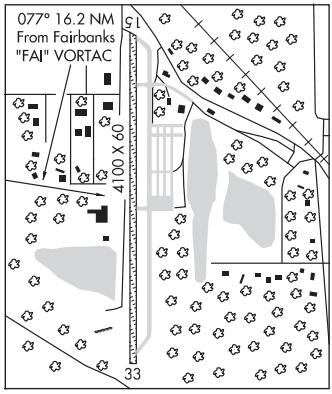
ROBERT/BOB/CURTIS MEML (D76)(PFNO) 1 SE UTC–9(–8DT) N66°49.05′ W161°01.34′ **NOME**
55 B NOTAM FILE D76 **H–1A, L–4I**
RWY 06–24: 4000X100 (GRVL–DIRT) MIRL **IAP**
RWY 06: PAPI(P4R)—GA 3.0° TCH 25′.
SERVICE: **LGT** ACTVT PAPI Rwy 06; MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmntd; rcmd visual insp bfr lndg. Rwy 06–24 mkd with lgts and plastic mkrs. Winter snow removal—mnt CTAF. Cold temperature airport. Altitude correction required at or below –22C.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 120.00 (907) 636–2010.
COMMUNICATIONS: CTAF 122.7
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 087° 36.2 NM to fld. 121/9E.
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–866–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516



NORTH POLE

AIRWAY (5AK3) PVT 2 NE UTC–9(–8DT) N64°46.39′ W147°20.03′ **FAIRBANKS**
480 NOTAM FILE
RWY 15–33: 2550X45 (GRVL)
RWY 15: Road.
RWY 33: Trees.
AIRPORT REMARKS: Unattended. Pvt arpt; ops members only. Lnd at your own risk. Tsnt PPR—Amgr or property owner. Not mntnd; fac na. Rwy cond unmnt; rcmd visual insp bfr use. CTN: Ops fm adj gravel pit, pond and timber trails rwy. Ski eqpt ops durg fall, winter and spring. Rwy 15–33 packed snow winter months. Turnaround N and S end; midfield turnaround NA. Wind indicator: Rwy 33 apch end.
AIRPORT MANAGER: 907-347-1460
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for a local call to Fairbanks FSS dial 907–474–0137.

BRADLEY SKY–RANCH (95Z) 1 NW UTC–9(–8DT) N64°45.55′ W147°23.26′ **FAIRBANKS**
483 NOTAM FILE FAI **L–3A, 3D, 4J**
RWY 15–33: 4100X60 (GRVL–DIRT)
RWY 15: Road.
RWY 33: Road. Rgt tfc.
NOISE: Rwy 15 arr mntn max alt.
AIRPORT REMARKS: Attended daylight hours. Rcmd visual insp bfr lndg. Rwy 15–33 roads x apchs both ends. Sfc snow mntnd Nov–Apr. Ultralight and glider activity on and invof arpt. Rwy 15–33 edge markings NA.
AIRPORT MANAGER: 907-302-0261
COMMUNICATIONS: CTAF/UNICOM 122.8
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.
FAIRBANKS (H) (H) VORTACW 108.6 FAI Chan 23 N64°48.00′ W148°00.72′ 077° 16.2 NM to fld. 1526/21E.
TACAN AZIMUTH unusable:
065°–100° byd 30 NM
270°–330° byd 10 NM blo 10,000′
270°–330° byd 30 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for a local call to Fairbanks FSS dial 907–474–0137.



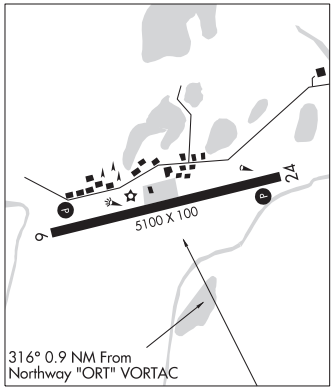
GREG'N SAGE (AK41) PVT 19 SE UTC–9(–8DT) N64°32.63′ W146°50.65′ **FAIRBANKS**
925 NOTAM FILE Not insp.
RWY 07–25: 1800X70 (TURF)
RWY 07: Trees.
RWY 25: Tower.
AIRPORT REMARKS: Attended irregularly. Land Rwy 07 depart Rwy 25. Tall trees along rwy sides. Wind shear and turbulence when windy. Animals and migratory waterfowl invof rwy.
AIRPORT MANAGER: 907-488-1593
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for a local call to Fairbanks FSS dial 907–474–0137.

LAKEWOOD (78AA) PVT 5 E UTC–9(–8DT) N64°46.31′ W147°14.80′ **FAIRBANKS**
540 NOTAM FILE Not insp.
RWY 06–24: 1600X100 (TURF)
RWY 06: Trees. Rgt tfc.
RWY 24: Trees.
AIRPORT REMARKS: Unattended. Prvdd pvt use only; all acft comply with assigned tfc pat. Rcmd otfc bfr lndg. All ops PPR–amgr or in writing: Lakewood Loop amgr, 3978 Lakewood Loop, Northpole, AK 99705. Tkofs 1600–0800Z‡ only. Wildlife on and invof rwy. Exp x wind turb. Ctn: Unctld vehicles; road xs rwy E end. Windsock unreliable.
AIRPORT MANAGER: 276-698-5787
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for a local call to Fairbanks FSS dial 907–474–0137.

SCOTTS (ØAKØ) PVT 26 NE UTC–9(–8DT) N64°23.55′ W146°51.73′ **FAIRBANKS**
800 NOTAM FILE Not insp.
RWY 08–26: 1050X70 (TURF)
RWY 08: Trees.
RWY 26: Thld dsplcd 250′. Trees.
AIRPORT REMARKS: Unattended. Rwy not monitored, recmd vis inspection prior to lnd. Use at own risk. Mowed 3 in summer/packed snow in winter. Nov to Apr, winter—packed 30 ft center. Ski operation only when snow on ground. Use extreme caution because of down–hill slope. Wildlife on and invof rwy. Wind condition from NE, turbulence present at tree tops. Lnd Rwy 26. Rwy 26 has sun blind cond Jun–Sep at sunset. PPR for transient acft call 907–488–5352. No facilities. Rwy 08–26 east end has 8°–10° uphill grade and 2° right to left sideslope. Rwy 26 end marked by four cones and flags.
AIRPORT MANAGER: (907) 488-9228
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516, for a local call to Fairbanks FSS dial 907–474–0137.

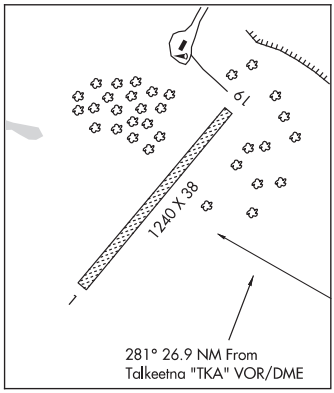
NORTHSTAR HELIPORT (See PRUDHOE BAY/DEADHORSE on page 207)

NORTHWAY (ORT)(PAOR) 0 S UTC–9(–8DT) N62°57.67′ W141°55.69′ **ANCHORAGE**
1720 B LRA NOTAM FILE ORT **H–1B, L–1A, 3E**
RWY 06–24: H5100X100 (ASPH–GRVD) MIRL **IAP**
RWY 06: PAPI(P4L)—GA 3.0° TCH 39′. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
SERVICE: **LGT** ACTVT REIL Rwy 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmn; rcmd visual insp prior to lndg. Foreign arr ORT/PAOR or Yarger Lake +2 hr PPR; nmlly 1800Z–0000Z—U.S. Customs 907–774–2242/2252. Elec filed EAPIS manifest req prior to dep. Floatplane cust svc avbl Yarger Lake 8 NM E. Cold temperature airport. Altitude correction required at or below –48C. Winter snow removal ops—CTAF. Rwy 06–24 fqt vrb strong crosswind. Rwy 24 ski strip parl and adj thr NW side.
AIRPORT MANAGER: 907-883-5128
WEATHER DATA SOURCES: ASOS 135.4 (907) 778–2282. (WX CAM)
COMMUNICATIONS: CTAF 123.6
FSS ORT (NORTHWAY) May 1–Sep 30, 1715–0245Z‡; aft hr–FAI FSS.
NORTHWAY RADIO 121.5 122.2 122.65 123.6 243.0 (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 126.55 323.0
SUAIS 125.3 126.3 (1–800–758–8723)



AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
(H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.76′ at fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500′
DME unusable:
342°–037° byd 30 NM blo 10,500′
COMM/NAV/WEATHER REMARKS: LC to Northway FSS dial 778–2219. Northway FSS toll free number 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Contract Wx observation is avbl when ORT FSS clsd on 133.55 or phone 907–778–2240. Northway & Knob Ridge wx cameras avbl at https://weathercams.faa.gov/.

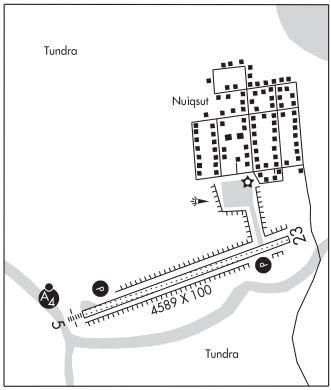
NUGGET BENCH (33AK) PVT 1 SE UTC–9(–8DT) N62°31.04′ W150°56.72′ **ANCHORAGE**
2010 NOTAM FILE
RWY 01–19: 1240X38 (GRVL)
RWY 01: Brush.
RWY 19: Brush.
AIRPORT REMARKS: Unattended. Rwy 01–19 width varies 38 to 81′. 5′ high brush 20′ from approach end of Rwy 19.
AIRPORT MANAGER: 907-279-1560
COMMUNICATIONS: CTAF 123.65
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.
TALKEETNA (H) (H) VORW/DME 116.2 TKA Chan 109 N62°17.90′ W150°06.32′ 281° 26.9 NM to fld. 568/19E.
VOR unusable:
277°–297° byd 30 NM blo 12,000′
DME unusable:
057°–087° byd 30 NM blo 13,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–800–864–1737.



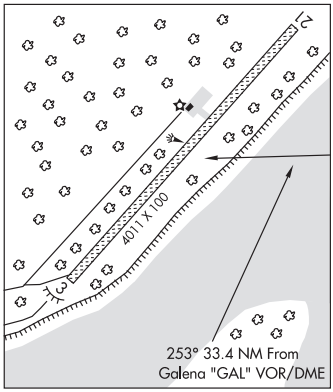
NUIQSUT

ALPINE AIRSTRIP (AK15)(PALP) PVT 8 N UTC–9(–8DT) N70°20.66′ W150°56.69′ **POINT BARROW H–1A, L–4J**
21 NOTAM FILE FDC Not insp.
RWY 04–22: 5005X100 (GRVL) MIRL
RWY 04: ODALS. PAPI(P4L)—GA 3.15° TCH 50′. Tower.
RWY 22: ODALS. PAPI(P4L)—GA 3.16° TCH 50′.
SERVICE: **LGT** ACTVT ODALS Rwy 04 and Rwy 22; MIRL Rwy 04 and Rwy 22—CTAF. PAPI Rwy 04 and Rwy 22 by req—907–670–4005.
AIRPORT REMARKS: Arpt unattended. Status, cond and grd ops—907–670–4005. 24 hr PPR bfr lndg—907–670–4002. All arr rpt 10 mi final on CTAF. Rwy 04–22 40 x 80 ft runup pad 153 ft fm thr both ends. Rwy ops PPR; rwy used as aces road; psbl PAEW on rwy. Cold temperature airport. Altitude correction required at or below –33C.
AIRPORT MANAGER: 907-263-3512
WEATHER DATA SOURCES: SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 134.4
COMM/NAV/WEATHER REMARKS: For a LC to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Lcl wx use AQT ASOS.

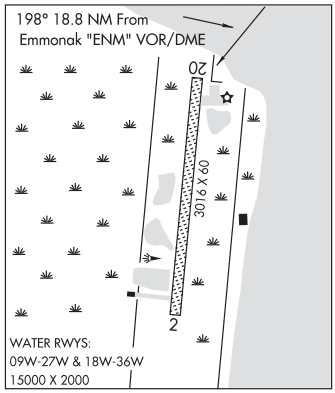
NUIQSUT (AQT)(PAQT) 0 S UTC–9(–8DT) N70°12.59′ W151°00.39′ **POINT BARROW**
45 B NOTAM FILE AQT **H–1A, L–4J**
RWY 05–23: 4589X100 (GRVL) MIRL **IAP**
RWY 05: MALSF. PAPI(P2L)—GA 3.0° TCH 33′. Rgt tfc.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 33′.
SERVICE: **LGT** ACTVT MALSF Rwy 05, REIL Rwy 23; PAPI Rwy 05, 23; MIRL Rwy 05–23—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. Birds and caribou on and invof arpt. Rwy 23, 100 ft lgtd twr 847 ft N of thr.
AIRPORT MANAGER: 907-852-0489
WEATHER DATA SOURCES: ASOS 135.35 (907) 480–5577. (WX CAM)
COMMUNICATIONS: CTAF 122.8
NUIQSUT RCO 122.5 (DEADHORSE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.4 134.4 370.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.
DEADHORSE (H) (H) VORW/DME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 255° 52.9 NM to fld. 54/17E.
DME unusable:
143°–190° blo 2,300′
143°–190° byd 16 NM
VOR unusable:
145°–158° blo 3,000′
145°–158° byd 15 NM blo 4,000′
145°–158° byd 20 NM blo 5,000′
145°–158° byd 25 NM blo 6,000′
145°–158° byd 30 NM blo 10,000′
COMM/NAV/WEATHER REMARKS: Deadhorse FSS lcl—907–659–2401; Fairbanks FSS—1–866–248–6516.



NULATO (NUL)(PANU) 1 NE UTC–9(–8DT) N64°43.76′ W158°04.45′ **NOME**
406 B NOTAM FILE FAI **H–1A, 2J, L–3C, 4I**
RWY 03–21: 4011X100 (GRVL) MIRL 1.1% up NE **IAP**
RWY 03: Brush.
RWY 21: Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 03–21 —CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter–monitor CTAF.
AIRPORT MANAGER: (907) 451-5280
WEATHER DATA SOURCES: AWOS–3P 118.0 (907) 269–2774. (WX CAM)
COMMUNICATIONS: CTAF 122.9
GALENA RCO 121.5 122.2 (FAIRBANKS RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 127.0 290.2
RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.
GALENA (H) (H) VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 258° 33.4 NM to fld. 183/12E.
COMM/NAV/WEATHER REMARKS: For a toll free call to FAIRBANKS FSS dial 1–866–248–6516.

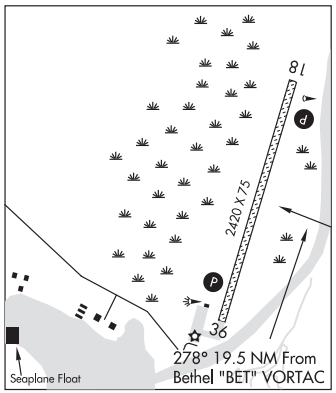


NUNAM IQUA (SXP)(PAAU) 0 S UTC–9(–8DT) N62°31.22′ W164°50.86′ **BETHEL**
18 B NOTAM FILE ENA **L–3B**
RWY 02–20: 3016X60 (GRVL) MIRL
RWY 02: Brush.
RWY 20: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 02–20—CTAF. Rotg bcn on consly.
AIRPORT REMARKS: Unattended. Rwy 02–20 cond unmnt; rcmd visual insp bfr lndg. Rwy 02–20 soft durg rain and spring breakup. Ctn: Floatplane tfc uses river N of arpt.
AIRPORT MANAGER: 907-625-1025
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) (H) VORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ 198° 18.8 NM to fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



WATERWAY 18W–36W: 15000X2000 (WATER)
WATERWAY 09W–27W: 15000X2000 (WATER)
SEAPLANE REMARKS: Unattended. Water lanes elev 0.0 ft; unmnt or mntnd; exp strong winds when lndg.

NUNAPITCHUK (16A)(PPIT) 1 NE UTC–9(–8DT) N60°54.36′ W162°26.44′ **BETHEL**
22 B NOTAM FILE 16A
RWY 18–36: 2420X75 (GRVL–DIRT) MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 19′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 20′.
SERVICE: **LGT** ACTVT REIL Rwy 18 & 36; PAPI Rwy 18 & 36; MIRL Rwy 18–36—CTAF. Rwy 36 PAPI unusbl byd 6 degs left & right of cntrln.
AIRPORT REMARKS: Unattended. Rwy cond not mnt; rcmd visual insp prior to use. Birds invof arpt. Boats in beaching area.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 121.550 (907) 868–7319. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 278° 19.5 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–800–864–1737.



NUSHAGAK (See DILLINGHAM on page 93)

OCEAN CAPE N59°32.62′ W139°43.69′ NOTAM FILE YAK. **JUNEAU**
NDB (HW) 385 OCC 119° 3.2 NM to Yakutat. 20E. **H–1C, L–1B, 3E**

OLD HARBOR (6R7) 2 NNE UTC–9(–8DT) N57°13.10′ W153°16.19′ **KODIAK**

55 NOTAM FILE ENA

RWY 03–21: 2750X60 (GRVL)

RWY 03: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmnd visual insp bfr use. Rwy 03–21 cuts thru hill midpt. Wind unpredictable and gusty.

AIRPORT MANAGER: 907-487-4952

COMMUNICATIONS: CTAF 122.8

OLD HARBOR RCO 122.5 (KENAI FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 208° 45.0 NM to fld. 133/14E.

VOR unusable:

190°–310° byd 15 NM blo 12,000′

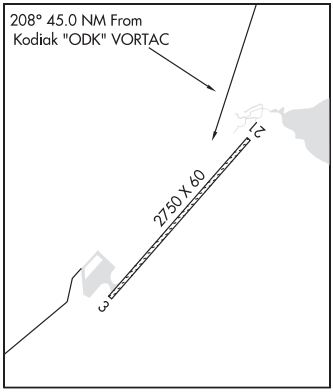
DME unusable:

154°–265° byd 15 NM blo 12,000′

266°–305°

306°–341° byd 15 NM blo 12,000′

COMM/NAV/WEATHER REMARKS: Toll free call to Kenai FSS dial 1–866–864–1737.



OLGA BAY SPB (KOY) 0 S UTC–9(–8DT) N57°09.69′ W154°13.79′ **KODIAK**

00 NOTAM FILE ADQ

WATERWAY ALL–WAY: 10000X1000 (WATER)

AIRPORT REMARKS: Unattended. Bay occupied dur summer months; beach sfc smooth sand and gravel. Be alert, set–nets invof float plane beaching area; underwater reefs marked with bouys in front of beach. Recommended ldg West side of beach. Water fowl invof arpt. Docks and facilities are falling apart, debris in water creating navigational hazard, especially at low tide.

AIRPORT MANAGER: 907- 258 0604

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 226° 71.5 NM to fld. 133/14E.

VOR unusable:

190°–310° byd 15 NM blo 12,000′

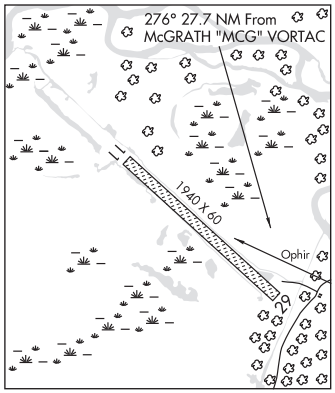
DME unusable:

154°–265° byd 15 NM blo 12,000′

266°–305°

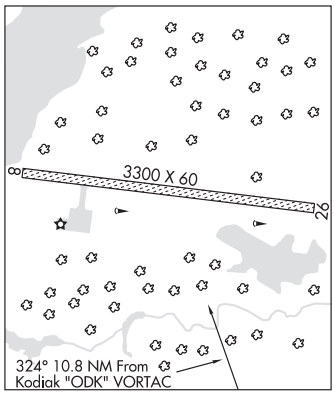
306°–341° byd 15 NM blo 12,000′

OPHIR (Z17) 0 NW UTC–9(–8DT) N63°08.76′ W156°31.73′ **MC GRATH**
595 NOTAM FILE ENA
RWY 11–29: 1940X60 (GRVL–DIRT) 0.4% up E
RWY 11: Trees.
RWY 29: Trees.
AIRPORT REMARKS: Unattended. Rwy not maintained on a regular schedule; rcmd inspection prior to use. Windsock missing – west end. Sharp rocks 2 in X 6 in on rwy sfc. Ridges, ruts, & equip tracks on rwy sfc, 2 in X 4 in deep. Standing water on rwy sfc after rain. Safety areas on rwy edges very rough. West 500 ft of rwy under water due to flooding. Puddles, trees, & shrubs on rwy. First 300 ft of west end flooded.
AIRPORT MANAGER: 907-524-3241
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.
MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.68′ 276° 27.7 NM to fld. 344/19E.
TACAN AZIMUTH unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
DME unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
VOR unusable:
171°–260° byd 6 NM
171°–260° within 6 NM blo 4,000′
261°–170° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



ORCA BAY N60°28.79′ W146°35.25′ NOTAM FILE CDV. **ANCHORAGE**
NDB (HW) 233 ALJ 070° 33.0 NM to Merle K (Mudhole) Smith. 31/18E. **L–1A, 3E, 4H**
NDB unusable:
321°–341° byd 40NM blo 7,400′

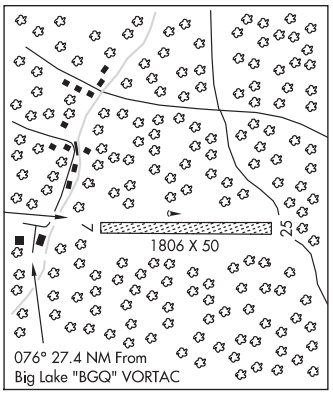
OUZINKIE (4K5)(PAAE) 3 NNE UTC–9(–8DT) N57°56.53′ W152°27.90′ **KODIAK**
100 B NOTAM FILE ENA **L–2J, 3D**
RWY 08–26: 3300X60 (GRVL) MIRL
RWY 08: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Birds invof rwy.
AIRPORT MANAGER: 907-487-4952
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 324° 10.8 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000′
DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737



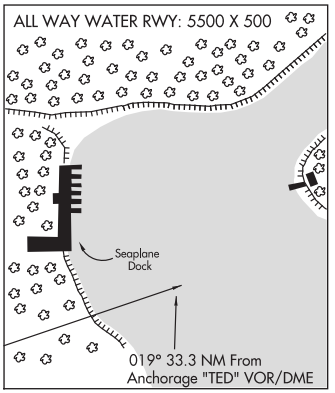
PALMER

ABI (AK46) PVT 2 N UTC–9(–8DT) N61°37.73′ W149°02.59′ **ANCHORAGE**
750 NOTAM FILE Not insp.
RWY 07–25: 1000X40 (GRVL)
RWY 25: P–line.
AIRPORT REMARKS: Attended continuously. Rwy 25 road xs 750 ft fm thr.
AIRPORT MANAGER: 907-745-3124
COMMUNICATIONS: CTAF 123.6
COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

BUTTE MUNI (AK1) 5 SE UTC–9(–8DT) N61°31.82′ W149°01.06′ **ANCHORAGE**
64 NOTAM FILE ENA
RWY 07–25: 1806X50 (GRVL–DIRT)
RWY 07: Trees.
RWY 25: Tree.
AIRPORT REMARKS: Unattended. Road alg N and S side of rwy. Rwy 07–25 safety area clr 1800′ X 200′. Rwy 07 end, 400′ safety area. Rwy 07–25 dips and 3" rocks. Nstd windsock, yellow, unrelbl. Rwy cond unmnt, visual inspn recmdd bfr lndg.
AIRPORT MANAGER: 907-745-4557
COMMUNICATIONS: CTAF 123.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 076° 27.4 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.



FINGER LAKE SPB (99Z) 5 W UTC–9(–8DT) N61°36.55′ W149°15.81′ **ANCHORAGE**
337 NOTAM FILE ENA
WATERWAY ALL–WAY: 5500X500 (WATER)
SEAPLANE REMARKS: Unattended. Elks Lodge dock is pvt. Public dock NE shore at State Recreation site. Dock mooring NA, heel up away fm boat launch pmtd. Camping fee. Motor ops NA 0800–1700Z‡. No wake zones wi 100′ of shore. Tsnt svc NA.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07′ W149°57.61′ 019° 33.3 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.



GOODING LAKE SPB (2D3) 4 W UTC–9(–8DT) N61°37.66′ W149°14.34′ **ANCHORAGE**
500 NOTAM FILE ENA
WATERWAY 01W–19W: 3000X20 (WATER)
SEAPLANE REMARKS: Unattended. Stormy Hill pvt seaplane base E shoreline. Shoreline pvt; pub aces NA.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

GROUSE RIDGE (AK93) PVT 6 NW UTC–9(–8DT) N61°39.31′ W149°16.41′ **ANCHORAGE**
535 NOTAM FILE Not insp.
RWY 02–20: 1600X35 (GRVL)
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-885-7947
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

SKY RANCH AT PIONEER PEAK (AK5Ø) PVT 3 SE UTC–9(–8DT) N61°33.28′ W149°08.49′ **ANCHORAGE**
120 NOTAM FILE Not insp.
RWY 07–25: H2000X26 (ASPH)
RWY 07: Rgt tfc.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-373-8444
COMMUNICATIONS: CTAF 123.6
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

WARREN "BUD" WOODS PALMER MUNI (PAQ)(PAAQ) 1 SE UTC–9(–8DT) N61°35.70´ W149°05.32´ **ANCHORAGE** **H–1B, 2K, L–1A, 3D, 4G** **IAP, AD**

249 B NOTAM FILE PAQ

RWY 16–34: H6006X100 (ASPH) S–180 PCN 34 F/B/X/U MIRL 0.5% up N

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 43´. Thld dsplcd 503´. Trees.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 52´. Trees.

RWY 10–28: H3616X75 (ASPH) PCN 7 F/B/X/U MIRL

RWY 10: PAPI(P2L)—GA 3.0° TCH 27´. Road.

RWY 28: PAPI(P2L)—GA 3.0° TCH 26´. Hill.

RWY 16S–34S: 1560X60 (GRVL) 0.5% up N

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–6006 TODA–6006 ASDA–6006 LDA–5506

RWY 34: TORA–6006 TODA–6006 ASDA–6006 LDA–6006

SERVICE: S4 **FUEL** 100LL, JET A1 **LGT** When FSS clsd ACTVT REIL Rwy 16 and 34; PAPI Rwy 10, 28, 16 and 34; MIRL Rwy 16–34 and Rwy 10–28—CTAF. PAPI Rwy 28 unusbl byd 3.0 NM; does not prvd obstn clnc byd 3 NM fm thr. PAPI Rwy 34 unusbl byd 5.4 NM; does not prvd obstn clnc byd 5.4 NM fm thr.

AIRPORT REMARKS: Attended 1700–0200Z‡ Mon–Fri. Parachute Jumping. Waterfowl and birds on arpt; spcly spring and fall. Sky diving and glider act on and invof arpt Apr–Sep; Banner towing ops May–Oct Thu–Sun. Rwy cond avbl 1900Z‡ Mon–Fri; wkend and hol NA. Rwy 10–28 CLOSED to acft over 12,500 lb. A1: Fuel avbl N and S ramp H24 with credit card. Rwy 16S–34S avbl W side and parl to Rwy 16–34; simul parl ops NA; thr and edge mkd with cones; winter maint NA; seq—CTAF. Rwy 10, 7 ft fence 435 ft W of thld. Winter maintenance not avbl. Tsnt prkg N ramp spaces T1–T9 adj FSS: lrg acft tsnt prkg S ramp spaces T10, T11, and T12. Fire tanker base N end; mult lrg acft flts act May–Sep; use dsgnd runup area and give way to emerg acft; info—FSS 907–745–2495 or 122.4.

AIRPORT MANAGER: 907-761-1334

WEATHER DATA SOURCES: ASOS 134.75 (907) 560–7680. (WX CAM)

COMMUNICATIONS: CTAF 123.6 **AFIS** 134.75

FSS PAQ (PALMER) 134.75 1700–0300Z‡ OT ctc Kenai FSS.

PALMER RADIO 122.4 123.6 (LAA 123.6)

RCO 122.4 123.6 (KENAI RADIO)

Ⓡ **ANCHORAGE APP/DEP CON** 118.6 290.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17´ W149°58.03´ 067° 25.2 NM to fld. 179/19E.

TACAN AZIMUTH unusable:

230°–245° byd 38 blo 8,000´

DME unusable:

230°–245° byd 38 blo 8,000´

COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745–2495. AFIS avbl on 134.75. AFIS operd by Palmer FSS when open.

• • • • • • • • • • • • • • • • • • •

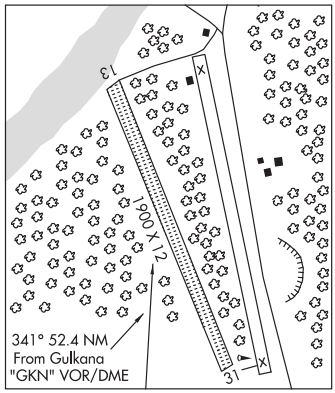
HELIPAD H1: H50X50 (ASPH)

WASILLA CREEK AIRPARK (Ø5AK) PVT 5 NW UTC–9(–8DT) N61°40.12´ W149°11.24´ **ANCHORAGE**
645 NOTAM FILE Not insp.
RWY 01–19: 2000X100 (TURF–GRVL)
RWY 01: Trees.
RWY 19: Trees. Rgt tfc.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-841-4072
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: LC to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.

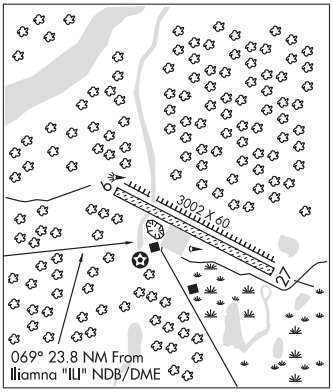
WOLF LAKE (4AK6) PVT 6 W UTC–9(–8DT) N61°38.36´ W149°17.04´ **ANCHORAGE**
540 B NOTAM FILE Not insp. **L–1A, 3D, 4G**
RWY 08–26: H3800X40 (ASPH) MIRL
RWY 08: Trees. Rgt tfc.
RWY 18–36: 2600X100 (GRVL)
RWY 18: Rgt tfc.
SERVICE: **LGT** ACTVT MIRL Rwy 08–26—123.025.
AIRPORT REMARKS: Unattended. Snow removal durg winter.
AIRPORT MANAGER: 907-746-1880
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial –866–864–1737. Wx avbl—122.850 4 clicks.

WATERWAY E–W: 2800X100 (WATER)
WATERWAY W: Rgt tfc.
SEAPLANE REMARKS: Rwy end E rgt tfc, rcmnd seaplane ops to and fm Wolf Lake remain N of lake. Rwy E–W dep turn R to avoid rwy tfc.

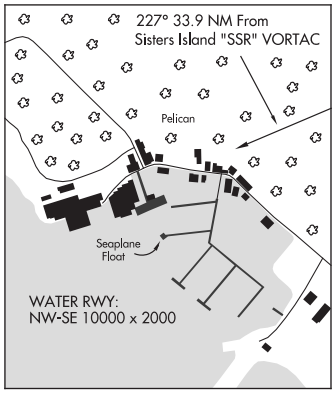
PAXSON (PXK)(PAXK) 0 S UTC–9(–8DT) N63°01.47´ W145°30.03´ **ANCHORAGE**
2653 NOTAM FILE ENA
RWY 13–31: 1900X12 (TURF–GRVL)
RWY 13: Trees.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Rwy also used as road. No winter maintenance. Ski equipped aircraft only. Rwy sfc is not maintained. Width between willows 60´.
AIRPORT MANAGER: 907-822-3217
COMMUNICATIONS: CTAF 122.9
PAXSON RCO 122.3 (KENAI FSS)
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23´ W145°26.84´ 341° 52.4 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



PEDRO BAY (4KØ) 1 W UTC–9(–8DT) N59°47.82′ W154°07.80′ **KODIAK**
84 B NOTAM FILE ILI **L–3D**
RWY 09–27: 3002X60 (GRVL–DIRT) MIRL 0.6% up W
RWY 09: Brush. Rgt tfc.
RWY 27: Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 09–27, rotating bcn, and windsock light—CTAF.
AIRPORT REMARKS: Unattended. High mountainous terrain N of arpt. Strong winds create severe turbulence and possible wind shear at arpt. Rwy soft during break–up and freeze–up, also after rainy periods. Rwy 09–27 marked with reflective cones and thld panels, some panels damaged.
AIRPORT MANAGER: 907-571-1261
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.
ILIAMNA NDB/DME (HW) 411 ILI Chan 91 N59°44.88′ W154°54.58′ 069° 23.8 NM to fld. 168/14E.
DME unusable:
010°–020° byd 20 NM blo 12,000′
020°–050° byd 25 NM blo 13,000′
270°–300° byd 25 NM blo 7,000′
300°–320° byd 25 NM blo 8,000′



PELICAN SPB (PEC)(PPEC) 0 S UTC–9(–8DT) N57°57.31′ W136°14.18′ **JUNEAU**
00 NOTAM FILE JNU
WATERWAY NW–SE: 10000X2000 (WATER)
SEAPLANE REMARKS: Unattended. Ops area Listanski Inlet; boat act durg summer; boats may be tied to float ramp. Strong NW and SE winds.
AIRPORT MANAGER: 907-735-2212
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66′ W135°15.53′ 227° 33.9 NM to fld. 40/20E.
VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



PENINSULA POINT PULLOUT SPB (See KETCHIKAN on page 143)

PERRY ISLAND SPB (PYL) 0 S UTC–9(–8DT) N60°41.12′ W147°55.12′ **ANCHORAGE**

00 NOTAM FILE JNU

WATERWAY N–S: 10000X2000 (WATER)

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

JOHNSTONE POINT (H) (H) VORW/DME 116.7 JOH Chan 114 N60°28.86′ W146°35.96′ 270° 40.9 NM to fld. 48/18E.

wx cam

VOR unusable:

090°–124° byd 23 NM blo 8,000′

125°–188° byd 10 NM

DME unusable:

090°–124° byd 23 NM blo 12,000′

125°–191° byd 10 NM

PERRYVILLE (PEV)(PAPE) 1 SSW UTC–9(–8DT) N55°54.40′ W159°09.65′ **COLD BAY**

30 B NOTAM FILE ENA **L–2K**

RWY 02–20: 3300X75 (GRVL) MIRL **IAP**

RWY 02: REIL. PAPI(P4L)—GA 3.4° TCH 28′. Hill.

RWY 20: Hill.

SERVICE: **LGT** ACTVT REIL Rwy 02; PAPI Rwy 02; MIRL Rwy 02–20 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to using. Rwy 02–20 several ruts.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS–3P 118.1 (907) 269–2843. (WX CAM)

COMMUNICATIONS: CTAF 122.9

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.

BORLAND NDB/DME (HW) 390 HBT Chan 79 N55°18.94′ W160°31.10′ 041° 58.3 NM to fld. 130/11E.

NDB unusable:

304°–354° byd 16NM

DME unusable:

034°–134° byd 6NM

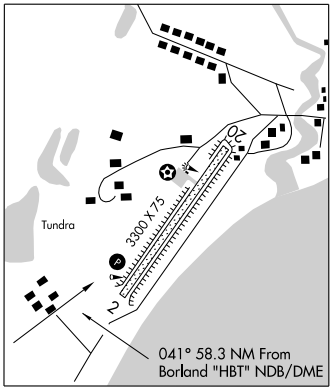
184°–264° byd 27 NM blo 14,000′

184°–264° byd 6 NM blo 10,000′

354°–034° byd 22 NM blo 18,000′

354°–034° byd 27NM

354°–034° byd 6 NM blo 10,000′



COMM/NAV/WEATHER REMARKS: For a local call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

PETERSBURG

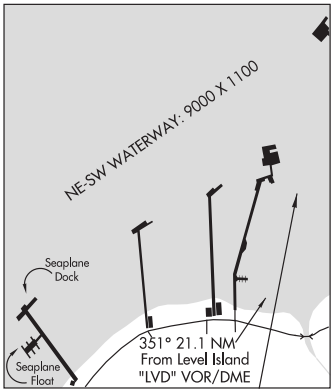
LLOYD R ROUNDTREE SEAPLANE FACILITY SPB (63A) 0 SW UTC–9(–8DT) N56°48.68′ W132°57.60′ **JUNEAU**

00 NOTAM FILE PSG

WATERWAY NE–SW: 9000X1100 (WATER)

SERVICE: S2

SEAPLANE REMARKS: Unattended. Ultralight acft in and near vicinity of seaplane facility. Dock. Ramp. Ldg and seaplane ops located in congested area btn boat harbor and fuel dock; caution for boat tfc in seaplane ops area.



AIRPORT MANAGER: (907) 772-4624

COMMUNICATIONS: CTAF 122.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112
N56°28.06′ W133°04.99′ 351° 21.1 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

PETERSBURG JAMES A JOHNSON (PSG)(PAPG) 1 SE UTC–9(–8DT) N56°48.09′ W132°56.77′ **JUNEAU**

113 B ARFF Index—See Remarks NOTAM FILE PSG **H–1C, L–1C**

RWY 05–23: H6400X150 (ASPH–GRVD) S–75, D–160 PCR 418 F/B/X/T HIRL **IAP, AD**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 23: MALSF. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 400′. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–6400 TODA–6400 ASDA–6000 LDA–6000

RWY 23: TORA–6400 TODA–6400 ASDA–6400 LDA–6000

SERVICE: S2 **FUEL** 100, JET A **LGT** ACTVT MALSF Rwy 23; REIL Rwy 05; PAPI Rwy 05 and 23; HIRL Rwy 05–23—CTAF. Rwy 05 PAPI does not prvd obstn clnc byd 2 NM fm thld.

AIRPORT REMARKS: Attended Apr–Sep 1530–0130Z‡, Oct–Mar 1400–0100Z‡. Class I, ARFF Index B. ARFF svc avbl durg sked ACR ops. CLSD to ACR ops more than 30 pax seats; exc PPR in writing; amgr DOT/PF P.O. Box 1108 Petersburg, Alaska 99833. Birds and wildlife on and invof arpt. Fuel 100LL 907–772–4780, for Jet–A 907–772–4780 or 907–518–0651. Maint duty hr; Oct–Mar 1400–0100Z‡, Apr–Sep 1500–0130Z‡. Cargo ops over 100,000 lb 24 hr PPR—Amgr. PAJA on rwy, twy or prkg apron NA. PAEW on rwy. Rcmnd visual insp bfr use. Ctc FSS for NOTAM. Rwy 23 road 1500 ft fm thr; clsd to tax. Arpt sand lrgr gradation than FAA rcmdd/see AC150/5200–30. Cold temperature airport. Altitude correction required at or below –10C.

AIRPORT MANAGER: 907-772-4624

WEATHER DATA SOURCES: AWOS–3P 125.8 (907) 772–4504. (WX CAM)

COMMUNICATIONS: CTAF 122.5

RCO 122.35 (SITKA RADIO)

Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.0

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 353° 20.6 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′

LDA/DME 110.5 I–PSG Chan 42 Rwy 23. LOC unusable byd 25° left of course; byd 20° right of course.

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300.

PILOT POINT

PILOT POINT (PNP)(PAPN) 0 NNE UTC–9(–8D) N57°34.82′ W157°34.32′ **KODIAK**
57 B NOTAM FILE PNP **L–2J, 3C**
RWY 07–25: 3280X75 (GRVL) MIRL 0.6% up E **IAP**
RWY 25: PAPI(P4L)—GA 3.0° TCH 25′.

SERVICE: **LGT** ACTVT PAPI Rwy 25; MIRL Rwy 07–25—CTAF.

AIRPORT REMARKS: Unattended. Rwy conditions not monitored. Recommend visual inspection prior to use.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS–3P 118.375 (907) 797–2296. (WX CAM)

COMMUNICATIONS: CTAF 122.9

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

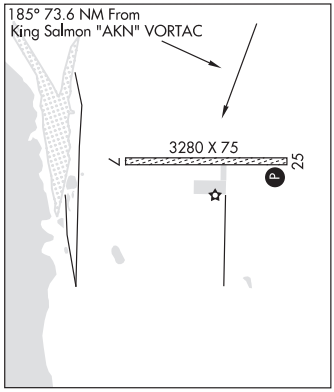
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 185° 73.6 NM to fld. 95/16E.

TACAN antenna offset 150′ se

TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000′
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000′

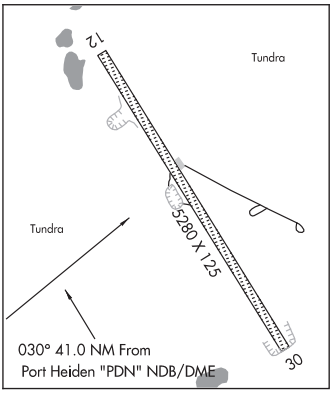
DME unusable:
332°–348° byd 19 NM blo 5,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



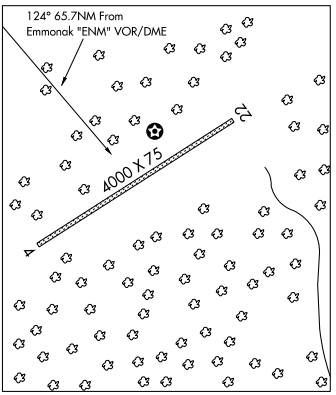
UGASHIK BAY (UGB) 10 SSW UTC–9(–8DT) N57°25.52′ W157°44.39′ **KODIAK**
132 NOTAM FILE ENA **H–2J, L–2J, 3C**

RWY 12–30: 5280X125 (GRVL–DIRT)
RWY 12: Brush.
RWY 30: Brush.
AIRPORT REMARKS: Unattended. Emerg use only. Brush growing on rwy. Rwy not suitable for tricycle ldg gear acft.
AIRPORT MANAGER: 907-267-1248
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.
PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26′ W158°38.85′ 030° 41.0 NM to fld. 56/16E.
DME unusable:
050°–110° byd 32 NM blo 6,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 800–478–6300.



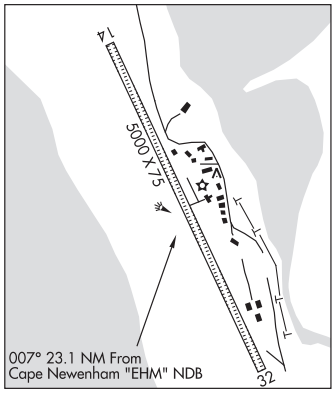
PILOT STATION (ØAK)(PAAC) 3 NW UTC–9(–8DT) N61°57.69′ W162°56.54′ **BETHEL**
473 B NOTAM FILE ENA **H–1A, 2J, L–3C**

RWY 04–22: 4000X75 (GRVL–DIRT) MIRL 0.5% up NE
SERVICE: **LGT** ACTVT MIRL Rwy 04–22 and rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg.
AIRPORT MANAGER: 907-438-2416
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) (H) VORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ 124° 65.7 NM to fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

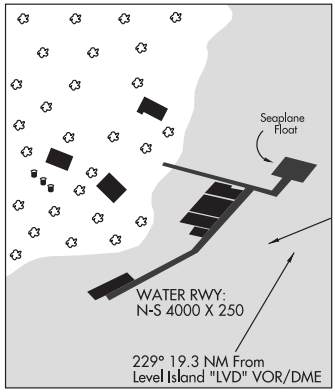


PIPER LANDING (See WASILLA on page 256)

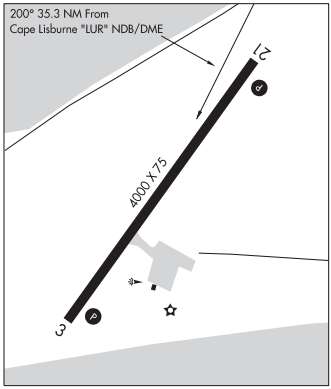
PLATINUM (PTU)(PAPM) 0 W UTC–9(–8DT) N59°01.07´ W161°49.63´ **KODIAK**
18 B NOTAM FILE PTU **H–2I, L–3C**
RWY 14–32: 5000X75 (GRVL–DIRT) MIRL **IAP**
SERVICE: **LGT** ACTIVATE MIRL Rwy 14–32—CTAF.
AIRPORT REMARKS: Unattended. Recommend visual inspection prior to use, rwy condition not monitored. Massive migrating waterfowl staging area.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 118.375 (907) 979–8800.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE EHM.
CAPE NEWENHAM NDB/DME (HW) 385 EHM Chan 18(Y)
N58°39.36´ W162°04.42´ 007° 23.1 NM to fld. 212/12E.
NDB has no standby transmitter
DME portion unusable:
050°–169° byd 10 NM blo 7,000´
170°–224°
225°–293° byd 10 NM blo 7,000´
294°–320° byd 30 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



POINT BAKER SPB (KPB)(PFKP) 0 SE UTC–9(–8DT) N56°21.11´ W133°37.36´ **JUNEAU**
00 NOTAM FILE SIT
WATERWAY N–S: 4000X250 (WATER)
SEAPLANE REMARKS: Attended daylt. Narrow and congested opr area, small islands both entrances to core. Boats tied to SPB/helicopter float/ramp. Seaplane float designed to support 22,000 lbs maximum GWT helicopters. Float deteriorated, be alert when loading near capacity.
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112
N56°28.06´ W133°04.99´ 229° 19.3 NM to fld. 98/20E.
VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000´
193°–201° byd 32 NM blo 6,000´
270°–324° byd 20 NM blo 10,100´
337°–356° byd 25 NM blo 8,000´
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020°–050° byd 25 NM blo 11,000´
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000´
193°–201° byd 25 NM blo 5,000´
193°–201° byd 32 NM blo 6,000´
270°–324° byd 20 NM blo 10,100´
337°–356° byd 25 NM blo 8,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300.

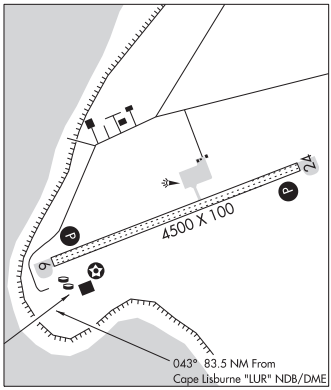


POINT HOPE (PHO)(PAPO) 2 SW UTC–9(–8DT) N68°20.89′ W166°47.95′ **CAPE LISBURNE**
21 B NOTAM FILE PHO **H–1A, L–4H**
RWY 03–21: H4000X75 (ASPH) MIRL **IAP**
RWY 03: PAPI(P4R)—GA 3.0° TCH 21′.
RWY 21: PAPI(P4L)—GA 3.0° TCH 21′.
SERVICE: **LGT** ACTVT PAPI Rwy 03–21; MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmnd visual insp prior to lndg. Fuel avbl emerg only. 1–3 in cracks acrs width spaced 200–500 ft entr length. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 368–2128. (WX CAM)
COMMUNICATIONS: CTAF 122.8
POINT HOPE RCO 122.25 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.65 363.25
RADIO AIDS TO NAVIGATION: NOTAM FILE LUR.
CAPE LISBURNE NDB/DME (HW) 385 LUR Chan 20(Y) N68°52.28′ W166°04.56′ 200° 35.3 NM to fld. 61/7E.
NDB has no standby transmitter, May be shutdown without prior notice
NDB unusable:
141°–169° byd 20 NM
DME unusable:
004°–129° byd 20 NM
129°–291° byd 5 NM blo 9,000′



COMM/NAV/WEATHER REMARKS: For a LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

POINT LAY LRRS (PIZ)(PPIZ) P (AF) 1 S UTC–9(–8DT) N69°43.97′ W163°00.32′ **CAPE LISBURNE**
29 B NOTAM FILE PIZ **H–1A, L–4I**
RWY 06–24: 4500X100 (GRVL) MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Road.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
SERVICE: **LGT** ACTVT REIL Rwy 06 and 24, PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below –33C. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: (907) 852-0489
WEATHER DATA SOURCES: AWOS–3P 135.65 (907) 833–3112. (WX CAM)
COMMUNICATIONS: CTAF 122.8
POINT LAY RCO 122.4 (BARROW RADIO)
ANCHORAGE CENTER APP/DEP CON 119.65 363.25
COMM/NAV/WEATHER REMARKS: Barrow FSS—1–800–779–7709 or 907–852–2511. For a toll free call to Fairbanks FSS call 1–866–248–6516.



PORT ALEXANDER SPB (AHP)(PAAP) 0 NE UTC–9(–8DT) N56°14.81′ W134°38.89′ **JUNEAU**

00 NOTAM FILE AHP

WATERWAY N–S: 3000X300 (WATER)

SEAPLANE REMARKS: Unattended. Boats may be tied to SPB float. Watch for logs in landing area.

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

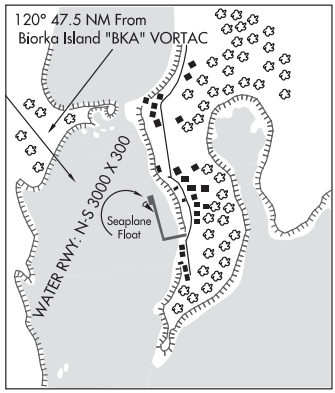
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85 N56°51.56′ W135°33.08′ 120° 47.5 NM to fld. 260/20E.

VOR unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–330° byd 36 NM blo 9,000′

TACAN AZIMUTH unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–329° byd 36 NM blo 10,000′
330°–335° byd 27 NM blo 8,000′

DME unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
330°–335° byd 27 NM blo 8,000′



COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF. When avbl wx reports every two hrs.

PORT ALICE SPB (16K) 0 S UTC–9(–8DT) N55°47.09′ W133°35.65′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY NW–SE: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Mountains east and west funnel erratic winds into bay. Bay filled with several commercial fishing vesels.

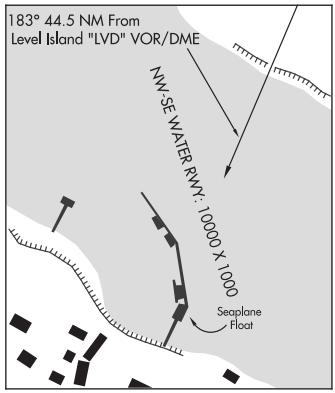
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 183° 44.5 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′

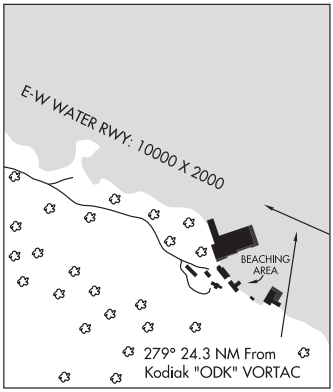


COMM/NAV/WEATHER REMARKS: For a LC to Juneau FSS dial 789–7380.

PORT ALSWORTH

WILDER RUNWAY (Ø5K)(PAKX) 0 N UTC–9(–8DT) N60°11.91′ W154°19.38′ **MC GRATH**
288 NOTAM FILE 05K **L–3D**
RWY 06R–24L: 3849X100 (GRVL) 0.4% up SW **IAP**
RWY 06R: Trees. Rgt tfc.
RWY 24L: Trees.
SERVICE: **FUEL** 100LL, JET A
AIRPORT REMARKS: Unattended. Rwy unatndd—rcmdd visual insp prior to lndg. 3000 ft dirt–grvl rwy seperate owned and opr 1/4 mi N and parallel to Rwy 06R–24L. Rwy 06R–24L soft durg spring. Minimal winter maint. Vehicle tfc xs apch end of Rwy 24L; not vsb fm otr end. Rwy 06R reflective cones outline one side; ends unmkd. Rwy 06R–24L surface: gravel–dirt. All ops mnt CTAF. Cold temperature airport. Altitude correction required at or below –18C.
AIRPORT MANAGER: 907-351-0493
WEATHER DATA SOURCES: AWOS–3P 118.025 (336) 837–4290. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 118.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.
ILIAMNA NDB/DME (HW) 411 ILI Chan 91 N59°44.88′ W154°54.58′ 019° 32.4 NM to fld. 168/14E.
DME unusable:
010°–020° byd 20 NM blo 12,000′
020°–050° byd 25 NM blo 13,000′
270°–300° byd 25 NM blo 7,000′
300°–320° byd 25 NM blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

PORT BAILEY SPB (KPY) 0 NE UTC–9(–8DT) N57°55.81′ W153°02.43′ **KODIAK**
00 NOTAM FILE ENA
WATERWAY E–W: 10000X2000 (WATER)
SEAPLANE REMARKS: Unattended. Subject to heavy swells in NE, W winds. Operating area in Dry Spruce Bay. Beaching area is between bldgs, offering some wind protection. However, it is a very confined location. Waterfowl invof ldg area.
AIRPORT MANAGER: 808-264-8265
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 279° 24.3 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000′
DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



PORT CLARENCE CGS (KPC)(PAPC) CG 1 NE UTC–9(–8DT) N65°15.21′ W166°51.46′ **NOME**
10 NOTAM FILE Not insp. **H–1A, L–3A, 4H**

RWY 16–34: H4497X120 (ASPH) S–48, D–96, 2D–155 MIRL
RWY 34: REIL. VASI(V2L)—GA 3.0°. Rgt tfc.

SERVICE: **LGT** MIRL marked by 36"X1.5" diameter yellow plastic tubes in win cond.

MILITARY REMARKS: CLOSED TO THE PUBLIC. Avbl PPR only. Ctc Comdr at 907–642–3844 or on 122.8. 1500 ft X 120 ft gravel overrun N end. N–S prevailing winds. No tran svc and maintenance avbl.

AIRPORT MANAGER: 907-642-3844

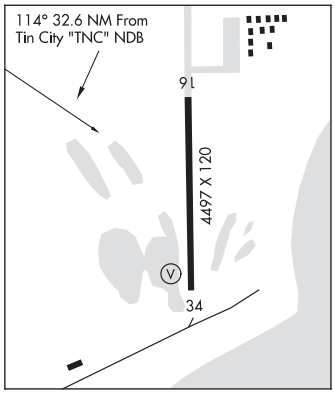
COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.

TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70′ W167°55.49′ 114° 32.6 NM to fld. 248/10E.

NDB unusable:
200°–240° byd 20 NM
240°–330° byd 10 NM

DME unusable:
040°–050° byd 20 NM blo 6,000′
050°–080° byd 20 NM blo 9,000′
080°–090° byd 20 NM blo 8,500′
090°–095° byd 20 NM blo 5,500′
095°–110° byd 20 NM blo 4,400′
200°–240° byd 20 NM
240°–290° byd 5 NM
290°–320° byd 10 NM
320°–340° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

PORT GRAHAM (PGM) 0 W UTC–9(–8DT) N59°20.91′ W151°49.82′ **KODIAK**
93 NOTAM FILE HOM

RWY 12–30: 1975X45 (GRVL–DIRT)
RWY 12: Road.
RWY 30: Brush.

AIRPORT REMARKS: Unattended. Rwy not regularly attended by maint psnl, recommend visual inspection prior to use. Watch for children and dogs on rwy. Rwy 12–30 scattered sharp edge rocks to 3 inches on rwy. Rwy dips in center and rwy edges soft during spring months. Rwy edges soft during breakup. Rwy 30 develops frost heaves first 300 ft and Rwy 12 first 500 ft durg winter. Road 150 ft from apch end of Rwy 12. Rwy 12–30 mkd with reflective cones. Twr .04 NM NE of arpt unlighted. Trees penetrate Part–77 transitional and apch surfaces.

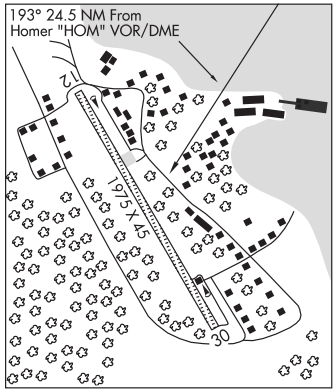
AIRPORT MANAGER: 907-235-5217

COMMUNICATIONS: CTAF 122.9

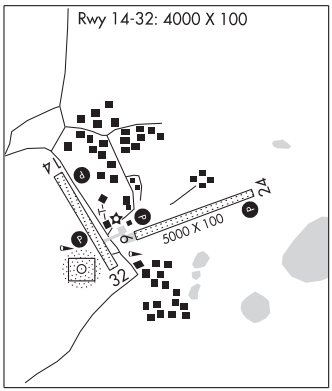
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 193° 24.5 NM to fld. 1626/15E.

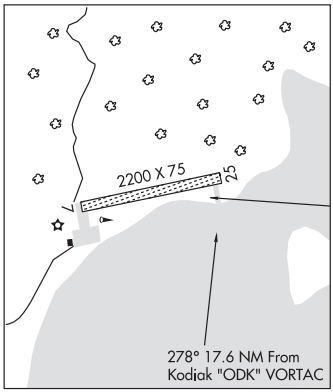
COMM/NAV/WEATHER REMARKS: For a long distance call to Homer FSS dial 1–907–235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



PORT HEIDEN (PTH)(PAPH) 6 NE UTC–9(–8DT) N56°57.55′ W158°38.00′ **KODIAK**
95 B NOTAM FILE PTH **H–2J, L–2J**
RWY 06–24: 5000X100 (GRVL) MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 31′.
RWY 24: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 14–32: 4000X100 (GRVL) MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 28′.
RWY 32: PAPI(P4L)—GA 3.0° TCH 39′.
SERVICE: **FUEL** 100LL **LGT** ACTVT REIL Rwy 14; PAPI Rwy 06, 14, 24 and 32; MIRL Rwy 06–24 and Rwy 14–32—CTAF.
AIRPORT REMARKS: Unattended. Maint duty hr 1700–0200Z‡. Caribou invof arpt durg winter. Rwy soft when wet spcly durg spring. Safety areas and twys prone to rutting during runoff aft rain.
AIRPORT MANAGER: 907-246-3325
WEATHER DATA SOURCES: AWOS–3P 135.4 (907) 837–2406. (WX CAM)
COMMUNICATIONS: CTAF 122.8
RCO 122.0 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.
NDB/DME (HW) 371 PDN Chan 32 N56°57.26′ W158°38.85′ at fld. 56/16E.
DME unusable:
050°–110° byd 32 NM blo 6,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



PORT LIONS (ORI)(PORI) 2 NNE UTC–9(–8DT) N57°53.10′ W152°50.85′ **KODIAK**
42 B NOTAM FILE ENA
RWY 07–25: 2200X75 (GRVL) MIRL
RWY 07: Tree. Rgt tfc.
RWY 25: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Exp downdrafts durg NE wind. Vehicles x rwy NE end; safety areas used as roads. Rwy 07 and Rwy 25 reflective cones and lgts. Rwy 07–25 overgrown grasses and alders.
AIRPORT MANAGER: 907-487-4952
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 278° 17.6 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000′
DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′



PORT MOLLER (See COLD BAY on page 84)

PORT PROTECTION SPB (19P) 0 E UTC–9(–8DT) N56°19.73′ W133°36.61′ **JUNEAU**
00 NOTAM FILE SIT
WATERWAY NW–SE: 4000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Crab pot buoys in opsr areas. Ops area Wooden Wheel Cove. Pull up on beach or store float. Skiffs tied to AKDOT SPB float.
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

PORT WALTER SPB (PWR)(PPWR) 0 N UTC–9(–8DT) N56°22.86′ W134°39.06′ **JUNEAU**

00 NOTAM FILE SIT

WATERWAY NE–SW: 3000X400 (WATER)

SEAPLANE REMARKS: Unattended. Year round ops. Bay freezes over in winter occasionally. Bay exposed to northerly swells at high tides. Rocks near shore in NE channel. Float low in water at Little Port Walter.

AIRPORT MANAGER: 907-723-4457

COMMUNICATIONS: CTAF 122.9

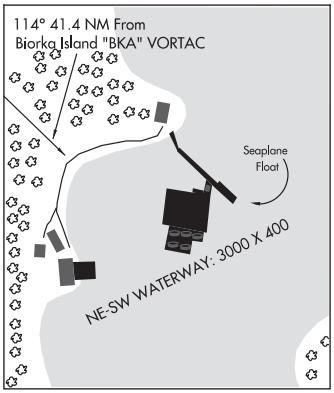
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85 N56°51.56′ W135°33.08′ 114° 41.4 NM to fld. 260/20E.

VOR unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–330° byd 36 NM blo 9,000′

TACAN AZIMUTH unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–329° byd 36 NM blo 10,000′
330°–335° byd 27 NM blo 8,000′

DME unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
330°–335° byd 27 NM blo 8,000′



COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

PORT WILLIAMS SPB (KPR) 0 S UTC–9(–8DT) N58°29.41′ W152°34.93′ **KODIAK**

00 NOTAM FILE ADQ

WATERWAY E–W: 10000X4000 (WATER)

AIRPORT REMARKS: Unattended. Operating area in Port William Sound. Heavy swells dur South and West winds. Planes heel up on beach next to former cannery. Beach contains rocks over 12" in diameter, can disappear dur high tides. Water fowl invof ldg area.

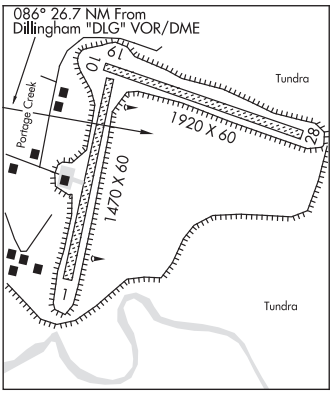
AIRPORT MANAGER: 907-688-7623

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

WOODY ISLAND NDB (HW) 394 RWO N57°46.49′ W152°19.48′ 335° 43.8 NM to fld. 24/14E.

PORTAGE CREEK (A14)(PAOC) 0 E UTC–9(–8DT) N58°54.39′ W157°42.67′ **KODIAK**
129 NOTAM FILE DLG
RWY 10–28: 1920X60 (GRVL–DIRT) 1.5% up E
RWY 10: Brush.
RWY 28: Brush.
RWY 01–19: 1470X60 (GRVL–DIRT) 1.4% up N
RWY 01: Trees.
RWY 19: Brush.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using; no maint on arpt. No snow removal Rwy 10–28. Rwy 01–19 sfc ruts 4" to 6" deep, 300′ from thld Rwy 01 where acft turn around for tkf. Rwy 10–28 very soft with deep loose grvl. First 200′ of Rwy 28 CLOSED with brush growing on edges. Brush and trees encroaching on all rwy sfcs. Rwys very soft, deep ruts may develop when sfc wet. Rwy 01–19 marked with reflective orange cones. Rwy 10 marked with reflective orange cones. Slopes up to E end 1.5%. No line of sight btn rwy ends. Rwy 10 and Rwy 01 safety areas soft, may be unusable. Rwy 28 safety area eroding near bluff.
AIRPORT MANAGER: 907-842-5511
COMMUNICATIONS: CTAF 122.9
KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr 1645–0845Z‡, other times ctc Kenai FSS.
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 086° 26.7 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

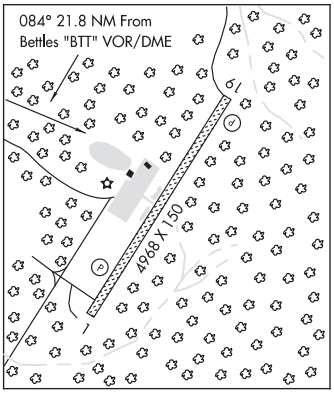


PORTAGE GLACIER – PORTAGE VISITOR CENTER POR N60°47.07′ W148°50.47′/103 **ANCHORAGE**
ASOS 135.45 (907) 560–7691 **L–1A, 3D, 4G**

POTATO POINT N61°03.80′ W146°42.12′ **ANCHORAGE**
RCO 122.4 (JUNEAU RADIO) **L–1A, 3D, 4G**

PRIBILOF N56°34.31′ W169°38.85′ NOTAM FILE PBV. **DUTCH HARBOR**
NDB/DME (HW) 399 SRI Chan 96 at St George. 95/7E. **H–2I, L–2I, 3B**
DME unusable:
000°–090° byd 12 NM blo 18,000′
090°–180° byd 10 NM blo 8,000′
280°–300° byd 18 NM blo 8,000′
300°–000° byd 10 NM blo 3,000′
300°–000° byd 14 NM blo 18,000′
RCO 122.5 (KENAI RADIO)

PROSPECT CREEK (PPC)(PAPR) 3 NE UTC–9(–8DT) N66°48.84′ W150°38.62′ **FAIRBANKS**
1095 B NOTAM FILE PPC **H–1B, L–4J**
RWY 01–19: 4968X150 (GRVL) MIRL
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Brush.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
SERVICE: **LGT** ACTVT REIL Rwy 01 and Rwy 19, MIRL Rwy 01–19—CTAF. Bcn lctd on Alyeska Flt Adzy bldg: On when manned.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp prior to use. Ltd snow removal. Cold temperature airport. Altitude correction required at or below –27C.
AIRPORT MANAGER: 907-787-8959
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 124.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
BETTLES (H) (H) VORW/DME 116.0 BTT Chan 107 N66°54.30′ W151°32.15′ 084° 21.8 NM to fld. 637/20E.
VOR AZIMUTH & DME unusable:
047°–077° byd 24 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. Fairbanks FSS available on 122.2. Pilots can not reach ATC until approximately 5000ft–6000ft—Going into and out of Prospect Creek (PPC).



PROVIDENCE HOSPITAL HELIPORT (See ANCHORAGE on page 46)

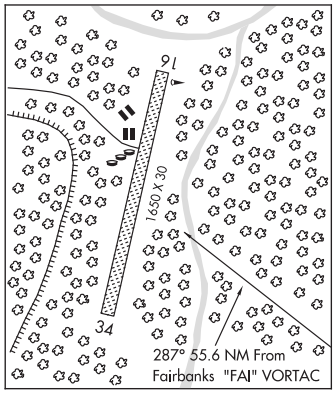
PROVIDENCE SEWARD MEDICAL CENTER HELIPORT (See SEWARD on page 217)

PRUDHOE BAY/DEADHORSE

NORTHSTAR HELIPORT (9ØAK) PVT 22 NW UTC–9(–8DT) N70°29.40′ W148°41.92′ **POINT BARROW**
10 NOTAM FILE Not insp.
HELIPAD H1: 56X56 (WOOD)
HELIPORT REMARKS: Attended continuously.
AIRPORT MANAGER: 907-685-1200
COMM/NAV/WEATHER REMARKS: For LC to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

PURKEYPILE (Ø1A) 10 SW UTC–9(–8DT) N62°56.45′ W152°16.18′ **MC GRATH**
2041 NOTAM FILE FAI
RWY 05–23: 1176X50 (GRVL)
RWY 05: Brush.
RWY 23: Trees.
AIRPORT REMARKS: Attended May–Sep daylight only. Rwy 05–23 not mntnd. Alert: river changes course and may flood or damage strip. Rwy 23 apch has 42′ trees each side with cut outs for wing width. Rwy 05–23 sfc soft sand with river rocks to 5" diameter.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

QUAIL CREEK (2ØK) 1 S UTC–9(–8DT) N65°21.28′ W149°45.68′ **FAIRBANKS**
1576 NOTAM FILE FAI
RWY 16–34: 1650X30 (TURF–GRVL) 0.7% up S
RWY 16: Trees.
RWY 34: Trees.
AIRPORT REMARKS: Unattended. Rwy not maintained recommend visual inspection prior to ldg. Rwy 16–34 located in mountain ravine, expect turbulent winds. Steep turning approach required either direction. Rwy 16–34 soft when wet; trees up to 60", brush and 36" grass on entire sfc. Rwy suitable only for high wing, conventional geared acft, due to brush encroachment. No line of sight between rwy ends. Road along the east side of runway.
AIRPORT MANAGER: 907-451-2740
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.
FAIRBANKS (H) (H) VORTACW 108.6 FAI Chan 23 N64°48.00′ W148°00.72′ 287° 55.6 NM to fld. 1526/21E.
TACAN AZIMUTH unusable:
065°–100° byd 30 NM
270°–330° byd 10 NM blo 10,000′
270°–330° byd 30 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



QUARTZ CREEK (See COOPER LANDING on page 85)

QUARTZ CREEK / KOUGAROK (5QC) 2 S UTC–9(–8DT) N65°24.36′ W164°39.34′ **NOME**

416 NOTAM FILE OME

RWY 12–30: 2960X64 (GRVL–DIRT)

RWY 12: Brush.

RWY 30: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Washouts 350 ft from Rwy 12 thld N half of rwy has humps and dips with rocks to 4 inches, N 1000 ft grown over with grass to 12 inches, rwy not maintained. Rwy 12–30 edge and thld marked by 30" orange cones. Thld panels broken and faded. No line of sight between ends of rwy. Rwy 12–30 has several heaves and swales along the full length of rwy. Has loose gravel and rocks up to 7 in diameter on the rwy surface.

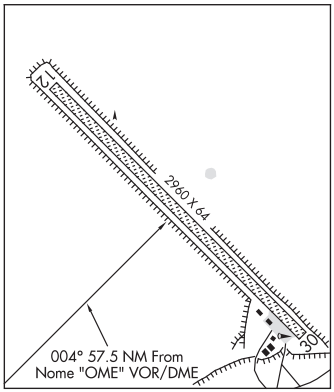
AIRPORT MANAGER: 907-443-2500

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 004° 57.5 NM to fld. 95/11E.

COMM/NAV/WEATHER REMARKS: For a toll free to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



QUINHAGAK (AQH)(PAQH) 2 E UTC–9(–8DT) N59°45.31′ W161°50.72′ **KODIAK**

43 B NOTAM FILE AQH **H–2J, L–3C**

RWY 12–30: 4000X75 (GRVL) MIRL **IAP**

SERVICE: **LGT** ACTVT MIRL Rwy 12–30—CTAF. ACTVT rotating beacon—CTAF.

AIRPORT REMARKS: Unattended. Rwy 12–30 lg swells acrs rwy and extdg alg the majority of rwy len; heaves and dips entire len. For landing fees contact the Village Airport Manager at 907–556–2375.

AIRPORT MANAGER: 907-556-2375

WEATHER DATA SOURCES: AWOS–3P 121.575 (907) 560–7607. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

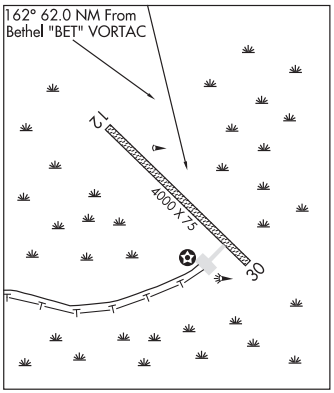
QUINHAGAK RCO 122.1 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.2 372.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 167° 62.0 NM to fld. 105/14E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



RAINY PASS LODGE (6AK) 2 E UTC–9(–8DT) N62°05.05′ W152°43.05′ **MC GRATH**

1900 NOTAM FILE ENA

RWY 11–29: 2100X25 (DIRT)

RWY 11: Tree.

RWY 29: Tree. Rgt tfc.

AIRPORT REMARKS: Attended May–Sep dalgt only. Rcmd visual insp bfr use. Horses on and invof rwy. Rwy 11 const mtrls adj to thr edge S side. All ops annc intentions—CTAF. Rwy winter main NA. Rwy 11–29 has 25′ wide dirt path, 5′ brush both sides. Rwy 11–29 sfc ruts and dips entire length. Lrg boulders protrude sfc 3"–6". Soft durg ice breakup and rain. Rwy 11–29 doglegs NE near Rwy 11 thr. Middle ptn soft and slippery. Mult trails X rwy.

AIRPORT MANAGER: 907-269-8400

COMMUNICATIONS: CTAF 122.9

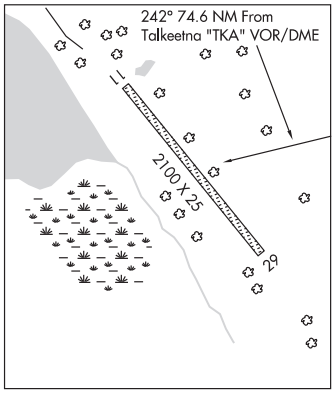
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

TALKEETNA (H) (H) VORW/DME 116.2 TKA Chan 109 N62°17.90′ W150°06.32′ 242° 74.6 NM to fld. 568/19E.

VOR unusable:
277°–297° byd 30 NM blo 12,000′

DME unusable:
057°–087° byd 30 NM blo 13,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



RALPH M CALHOUN MEML (See TANANA on page 235)

RALPH WIEN MEML (See KOTZEBUE on page 153)

RAMPART (RMP)(PFMP) 1 E UTC–9(–8DT) N65°30.47′ W150°08.45′ **FAIRBANKS**

307 B NOTAM FILE FAI **L–4J**

RWY 11–29: 3520X75 (GRVL) MIRL 0.8% up SE

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.

RWY 29: Brush.

SERVICE: **LGT** ACTIVATE MIRL Rwy 11–29, REIL Rwy 11, PAPI Rwy 11 and rotating beacon—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to landing. Frequent crosswinds and turbulence fm each rwy end. Rwy slopes gradually uphill from river. Snow removal ops during winter—monitor CTAF.

AIRPORT MANAGER: (907) 451-5280

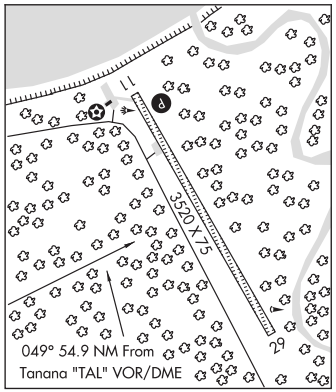
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.

TANANA (H) (H) VORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 049° 54.9 NM to fld. 394/19E.

VOR AZIMUTH & DME portion unusable:
280°–050° byd 20 NM blo 9,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



RATZ MOUNTAIN N55°48.97′ W132°41.17′ **KETCHIKAN**

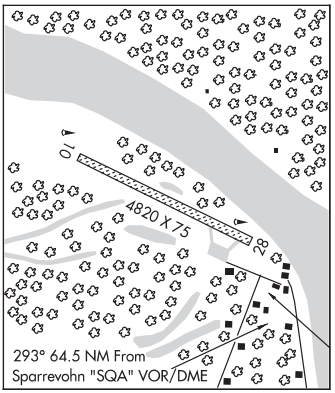
RCO 122.15 (KETCHIKAN RADIO) **L–1C**

RED DEVIL (RDV) 1 NW UTC–9(–8DT) N61°47.28′ W157°21.02′ **MC GRATH**
181 NOTAM FILE ENA **H–1B, 2J, L–3C**

RWY 10–28: 4820X75 (GRVL)

RWY 10: Trees.

RWY 28: Road.



AIRPORT REMARKS: Unattended. Ngt ops NA exc rotary wing. Rwy cond unmnt; recommend visual inspection before use. Sleetmute airstrip 8 mi SE. Birds and wildlife on Rwy and invof arpt. Rwy 10–28, ptns washboarded and rough; 3 in ridges and 2 in depressions. Rwy 10–28 thld marked by 30 in reflective orange cones.

AIRPORT MANAGER: 907-676-0505

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.

SPARREVOHN (H) (H) VORW/DME 117.2 SQA Chan 119 N61°05.91′ W155°38.07′ 293° 64.5 NM to fld. 2501/18E.

DME unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′

VOR unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

RED DOG (DGG)(PADG) PVT 1 S UTC–9(–8DT) N68°01.93′ W162°53.95′ **NOME**
969 B ARFF Index—See Remarks NOTAM FILE OTZ **H–1A, L–4H**

RWY 03–21: H6312X100 (ASPH–GRVD) PCR 400 F/A/X/T HIRL

RWY 03: REIL. PAPI(P2R)—GA 3.25° TCH 44′. Thld dsplcd 279′.

RWY 21: REIL. PAPI(P2L)—GA 3.25° TCH 44′. Thld dsplcd 279′. Hill. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–6312 TODA–6312 ASDA–6033 LDA–5754

RWY 21: TORA–6312 TODA–6312 ASDA–6033 LDA–5754

SERVICE: **LGT** ACTVT PAPI Rwy 03 and 21; HIRL Rwy 03–21—123.0 ACTVT rotg bcn—123.0. Rwy 21 PAPI offset 12.5 degs.

AIRPORT REMARKS: Attended irregularly. 279 ft safety area N end and 279 ft safety area S end. Class IV, ARFF Index B. ARFF Index B ops supported. Clsd to ACR ops with more than 30 pax seats excp PPR—AMGR. Cold temperature airport. Altitude correction required at or below –14C.

AIRPORT MANAGER: 907-754-5445

WEATHER DATA SOURCES: AWOS–3P 131.05 (907) 754–5000. (WX CAM)

COMMUNICATIONS: UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE WTK.

NOATAK NDB/DME (MHW) 414 OQK Chan 39 N67°34.21′ W162°58.36′ 352° 27.9 NM to fld. 85/11E.

COMM/NAV/WEATHER REMARKS: For a local call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

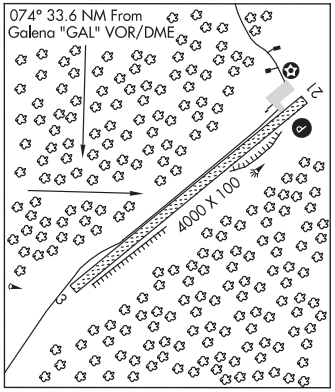
ROBE LAKE SPB (See VALDEZ on page 251)

ROBERT/BOB/CURTIS MEML (See NOORVIK on page 182)

ROCKING T RANCH (See DELTA JUNCTION on page 92)

ROLAND NORTON MEML AIRSTRIP (See SELAWIK on page 216)

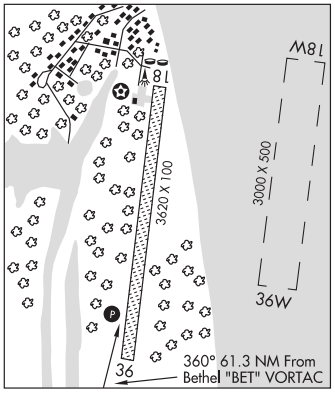
RUBY (RBY)(PARY) 1 SE UTC–9(–8DT) N64°43.63′ W155°28.19′ **FAIRBANKS**
658 B NOTAM FILE RBY **H–1B, 2J, L–3C, 4I**
RWY 03–21: 4000X100 (GRVL) MIRL **IAP**
RWY 03: Trees.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Brush.
SERVICE: **LGT** ACTIVATE REIL Rwy 21, PAPI Rwy 21, MIRL Rwy 03–21—CTAF.
AIRPORT REMARKS: Unattended. Birds invof landfill 1 mi SW of rwy. Rwy 03–21 slopes down to mid. Rwy 21 down slope 2 pct grade. Rwy cond unmn, rcmnd visual insp bfr ldng. Cold temperature airport. Altitude correction required at or below –39C.
AIRPORT MANAGER: (907) 451-5280
WEATHER DATA SOURCES: AWOS–3P 118.25 (907) 468–4605. (WX CAM)
COMMUNICATIONS: CTAF 122.8
GALENA RCO 122.2 (FAIRBANKS RADIO)
RUBY RCO 122.25 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 127.0 290.2
RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.
GALENA (H) (H) VORW/DME 114.8 GAL Chan 95 N64°44.29′ W156°46.63′ 079° 33.6 NM to fld. 183/12E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



RUSSIAN MISSION

KAKO (9AK2) PVT 8 NW UTC–9(–8DT) N61°53.94′ W161°26.38′ **MC GRATH**
300 NOTAM FILE Not insp.
RWY 09–27: 2600X75 (GRVL)
SERVICE: **FUEL** 100LL
AIRPORT REMARKS: Attended continuously.
AIRPORT MANAGER: 907-584-5200
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial1–866–864–1737

RUSSIAN MISSION (RSH)(PARS) 0 SE UTC–9(–8DT) N61°46.49′ W161°19.16′ **MC GRATH**
58 B NOTAM FILE RSH **L–3C**
RWY 18–36: 3620X100 (GRVL) MIRL **IAP**
RWY 18: REIL. Trees.
RWY 36: REIL. PAPI(P4L)—GA 4.25° TCH 35′. Trees.
SERVICE: **LGT** ACTIVATE REIL Rwy 18 and Rwy 36; PAPI Rwy 36; MIRL Rwy 18–36, rotating bcn and windsock—CTAF. Rwy 36 PAPI unusbl byd 9° rgt of cntrln.
AIRPORT REMARKS: Unattended. Rwy condition not monitored–recommend visual inspection prior to ldg. Cold temperature airport. Altitude correction required at or below –30C.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 118.375 (907) 560–7678. (WX CAM)
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 360° 61.3 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



WATERWAY 18W–36W: 3000X500 (WATER)
SEAPLANE REMARKS: Seaplanes opr N–S in Yukon River and E–W in Nunvotchuk Lake. Watch for fish nets close to shore.

SAGINAW SPB (A23) 0 NE UTC–9(–8DT) N56°53.18′ W134°09.50′ **JUNEAU**

00 NOTAM FILE SIT

WATERWAY NW–SE: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. No float or svc exist. Rock and shallow water near area of former float.

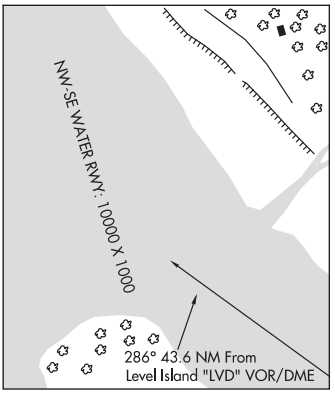
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112
N56°28.06′ W133°04.99′ 286° 43.6 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′



COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS call 1–800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

ST GEORGE (PBV)(PAPB) 4 SW UTC–9(–8DT) N56°34.64′ W169°39.82′ **DUTCH HARBOR H–2I, L–2I, 3B IAP**

128 B NOTAM FILE PBV

RWY 11–29: H4982X150 (ASPH–GRVD) HIRL

RWY 11: MALSF. PAPI(P4L)—GA 3.6° TCH 56′. Road. Rgt tfc.

RWY 29: REIL. Hill.

SERVICE: **LGT** ACTVT MALSF Rwy 11; REIL Rwy 29; PAPI Rwy 11; HIRL Rwy 11–29; rotg bcn and windsock—CTAF.

AIRPORT REMARKS: Unattended. Seabird concentrations and wildlife invof arpt. Avoid flt blw 1000 ft May 14–Dec 14 invof St. George Island with actv bird populations and coastal seal rookeries.

AIRPORT MANAGER: 907-581-1786

WEATHER DATA SOURCES: ASOS 135.45 (907) 560–7610.

COMMUNICATIONS: CTAF 122.8

PRIBILOF RCO 122.5 (KENAI RADIO)

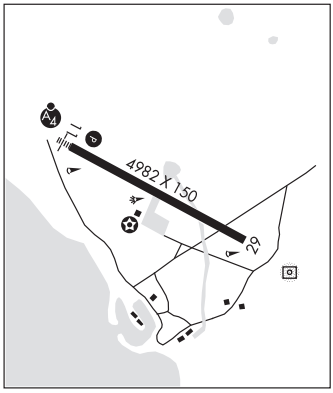
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE PBV.

PRIBILOF NDB/DME (HW) 399 SRI Chan 96 N56°34.31′ W169°38.85′ at fld. 95/7E.

DME unusable:
000°–090° byd 12 NM blo 18,000′
090°–180° byd 10 NM blo 8,000′
280°–300° byd 18 NM blo 8,000′
300°–000° byd 10 NM blo 3,000′
300°–000° byd 14 NM blo 18,000′

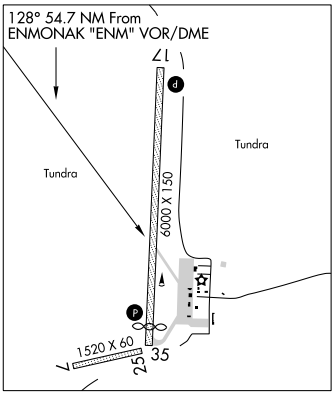
ILS 110.1 I–PBV Rwy 11. Class IT. LOC unusable byd 15° left of course. Glideslope unusable byd 7 NM.



COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

ST MARY'S (KSM)(PASM) 4 W UTC–9(–8DT) N62°03.65′ W163°18.11′ **BETHEL**
315 B NOTAM FILE KSM **H–1A, 2J, L–3C**
IAP

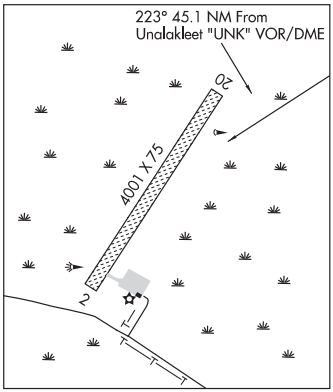
RWY 17–35: 6000X150 (GRVL) HIRL 0.3% up S
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 51′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Thld dsplcd 400′.
RWY 07–25: 1520X60 (GRVL) MIRL 0.4% up W
RWY 07: Hill.
RWY 25: Hill.



SERVICE: **LGT** ACTVT REIL Rwy 17 and 35; PAPI Rwy 17 and 35; HIRL Rwy 17–35; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Attended Winter 1600–0030Z‡, Summer Mon–Fri 1600–0030Z‡. Snow and ice removal and haz rprtg durg during duty hr; aft hr PPR in writing–AMGR. CLSD to ops rqrg pax screening. Psbl rwy drifting snow and poor braking; cond rprt dalgt ops only.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 128.7 (907) 438–2135. (WX CAM)
COMMUNICATIONS: CTAF 122.3
RCO 122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 124.0
AIRSPACE: CLASS E svc 1500–0859Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) (H) VORW/DME 117.8 ENM Chan 125 N62°47.08′ W164°29.25′ 128° 54.7 NM to fld. 17/14E.
LOC/DME 109.1 I–SMA Chan 28 Rwy 17.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

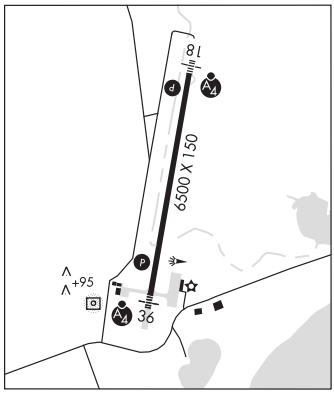
ST MICHAEL (SMK)(PAMK) 2 W UTC–9(–8DT) N63°29.40′ W162°06.62′ **BETHEL**
98 B NOTAM FILE OME **H–1A, 2J, L–3C**
IAP

RWY 02–20: 4001X75 (GRVL) MIRL 0.8% up SW
SERVICE: **LGT** ACTVT MIRL Rwy 02–20—CTAF.

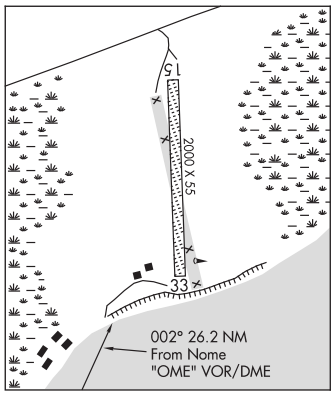


AIRPORT REMARKS: Unattended. Condition not monitored, recommend visual inspection prior to use. Reindeer herds invof arpt Jun–Oct. Rwy 02–20 slopes up 32 ft NE to SW.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 119.275 (907) 923–6480. (WX CAM)
COMMUNICATIONS: CTAF 122.8
UNALAKLEET RCO 122.3 (NOME RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116 N63°53.52′ W160°41.06′ 223° 45.1 NM to fld. 436/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

ST PAUL ISLAND (SNP)(PASN) 3 NE UTC–9(–8DT) N57°09.98′ W170°13.35′ **DUTCH HARBOR**
66 B NOTAM FILE SNP **H–2I, L–2I, 3B**
RWY 18–36: H6500X150 (ASPH–GRVD) HIRL **IAP**
RWY 18: MALSF. PAPI(P4R)—GA 3.0° TCH 46′. Road.
RWY 36: MALSF. PAPI(P4L)—GA 3.0° TCH 52′. Fence. Rgt tfc.
SERVICE: **FUEL** JET A **LGT** ACTVT MALSF Rwy 18 and Rwy 36; PAPI Rwy 18 and Rwy 36; HIRL Rwy 18–36—CTAF.
AIRPORT REMARKS: Unattended. Rwy 36 rwy end three 100′ wind turbines 1/4 mi SW of apch end. 45′ twr 350′ W and 1000′ N. 625′ lgtd twr one mi SW. Rwy 18–36 1000′ safety area on N and S end. Avoid flt blw 1000′ May 14 – Sep 14 in areas with active bird populations and otr times in areas with coastal seal rookeries. Wx bln launch fac on arpt, see inside back cover for oprn details.
AIRPORT MANAGER: 907-581-1786
WEATHER DATA SOURCES: ASOS 135.75 (907) 560–7613. (WX CAM)
COMMUNICATIONS: CTAF 122.3
RCO 122.45 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 119.1 339.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SNP.
NDB/DME (HW) 314 SPY Chan 36 N57°09.42′ W170°13.98′ at fld. 31/10E. range 150 mi
DME portion unusable:
015°–035° byd 15 NM blo 9,000′
215°–280° byd 25 NM blo 8,000′ and 280–015 byd 20 NM blo 9,000′
ILS 109.9 I–PAU Rwy 36. Class IE. LOC Rwy 36 unusable byd 25° left and right of course.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



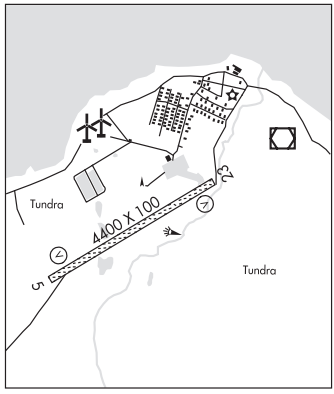
SALMON LAKE (Z81) 0 NW UTC–9(–8DT) N64°54.54′ W165°00.88′ **NOME**
509 NOTAM FILE OME
RWY 15–33: 2000X55 (GRVL) 1.7% up N
RWY 15: Brush.
RWY 33: Road.
AIRPORT REMARKS: Unattended. Rwy maint NA. Rwy cond unmnt, rcmd visual insp bfr use. High trrn all quads. Rwy 15 and Rwy 33 marked with cones and thr panels. Rwy 15–33 slopes 40 ft uphill SE to NW. Rwy 15–33 soft when wet. Rwy 15–33 nmrs 6 in rocks. Rwy 33 rwy end rocky.
AIRPORT MANAGER: 907-443-3431
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 002° 26.2 NM to fld. 95/11E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



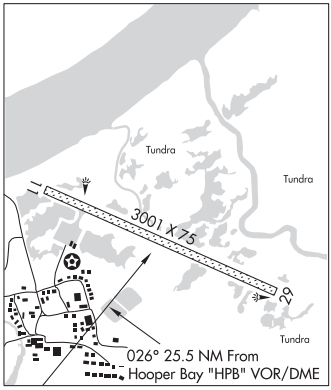
SAN JUAN (UGANIK) SPB (WSJ) 0 W UTC–9(–8DT) N57°43.82′ W153°19.24′ **KODIAK**
00 NOTAM FILE ADQ
WATERWAY N–S: 10000X2000 (WATER)
SEAPLANE REMARKS: Unattended. Waterfowl invof lndg area. Dock or shore line near the cannery suitable for safe seaplane ops. Seaplane dock has been destroyed, boat dock is not safe for seaplane docking. Heavy swells during NW winds.
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 252° 31.6 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000′
DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′

SAND POINT (SDP)(PASD) 2 SW UTC–9(–8DT) N55°18.82′ W160°31.29′ **COLD BAY**
24 B ARFF Index—See Remarks NOTAM FILE SDP **H–2J, L–2J**
RWY 14–32: H5213X150 (ASPH–GRVD) S–120, D–250 PCR 1018 F/A/X/T MIRL **IAP, AD**
RWY 14: REIL. PAPI(P4L)—GA 3.6° TCH 31′. Thld dsplcd 538′. Rgt tfc.
RWY 32: REIL. PAPI(P4R)—GA 3.6° TCH 36′. Thld dsplcd 576′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–4637 TODA–5213 ASDA–4637 LDA–4099
RWY 32: TORA–4675 TODA–5213 ASDA–4675 LDA–4099
SERVICE: **FUEL** JET A **LGT** ACTVT REIL Rwy 14 and 32; PAPI Rwy 14 and 32; MIRL Rwy 14–32—CTAF. Bcn on consly.
AIRPORT REMARKS: Attended Jan–Dec Mon–Sat 1700–0200Z‡. Birds invof arpt. Fuel: A: 1700–0500Z‡–907–383–2026; aft hr call out fee. Class I, ARFF Index A. ARFF Index: clsd ACR more than 30 pax seats exc PPR in writing–AMGR. 80–320 ft cliff on E side of rwy; exp turb on apch Rwy 32. Sand lrgr gradation than recmd/see AC150/5200–30. Landing fee ovr 6000 lbs.
AIRPORT MANAGER: 907-386-6106
WEATHER DATA SOURCES: AWOS–3P 134.85 (907) 560–7611.
COMMUNICATIONS: CTAF 122.3 **UNICOM** 122.8
RCO 122.3 (COLD BAY RADIO)
ANCHORAGE CENTER APP/DEP CON 125.35 **CLNC DEL** 122.3
RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.
BORLAND NDB/DME (HW) 390 HBT Chan 79 N55°18.94′ W160°31.10′ at fld. 130/11E.
NDB unusable:
304°–354° byd 16NM
DME unusable:
034°–134° byd 6NM
184°–264° byd 27 NM blo 14,000′
184°–264° byd 6 NM blo 10,000′
354°–034° byd 22 NM blo 18,000′
354°–034° byd 27NM
354°–034° byd 6 NM blo 10,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Sand Point Wx 1700–0300Z‡—132.05 or 907–383–2403. DME channel 79 paired with VHF freq 113.2.

SAVOONGA (SVA)(PASA) 1 SW UTC–9(–8DT) N63°41.18′ W170°29.59′ **BETHEL**
59 B NOTAM FILE SVA **H–1A, 2I, L–3B, 4H**
RWY 05–23: 4400X100 (GRVL) MIRL **IAP**
RWY 05: VASI(V4L)—GA 3.0° TCH 33′. Road.
RWY 23: VASI(V4L)—GA 3.0° TCH 24′. Road. Rgt tfc.
SERVICE: **LGT** ACTVT MIRL Rwy 05–23—CTAF. VASI Rwy 05 and 23 opr consly.
AIRPORT REMARKS: Unattended. Rwy cond not unmnt; rcmd visual insp bfr lndg. Rwy 5–23 5" rocks alg both edges. South edge safety area used as a road. Wind turbines 200′(MSL) 148′(AGL) lctd .34 mile NNW. Rwy 05 and 23 marked with orange drums; aligned with cntrln; extd 2,500′ SW. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-443-2500
WEATHER DATA SOURCES: AWOS–3P 121.3 (907) 560–7600. (WX CAM)
COMMUNICATIONS: CTAF 122.7
SAVOONGA RCO 122.3 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 132.2 281.4
RADIO AIDS TO NAVIGATION: NOTAM FILE SVA.
KUKULIAK (H) (H) VORW/DME 117.3 ULL Chan 120 N63°41.54′ W170°28.19′ at fld. 42/10E.
VOR/DME unusable:
090°–110° byd 30 NM blo 5,000′
110°–140° byd 14 NM blo 8,000′
140°–180° byd 14 NM blo 11,500′
180°–225° byd 20 NM blo 8,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



SCAMMON BAY (SCM)(PACM) 0 N UTC–9(–8DT) N61°50.67′ W165°34.43′ **BETHEL**
22 B NOTAM FILE SCM **L–3B**
RWY 11–29: 3001X75 (DIRT) MIRL **IAP**
RWY 29: Brush. Rgt tfc.
SERVICE: **LGT** ACTVT MIRL Rwy 11–29—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition unmnt, rcmd visual insp prior to use. Psbl gusty crosswind. Birds on rwy. Cold temperature airport. Altitude correction required at or below –20C. Road used to cross rwy to river. Rwy 11–29 soft durg spring breakup, after rain and high tide. Rwy 11–29 edges soft and sloughing twd tundra, Road Xs rwy. Rwy 29 safety area soft and contains lrg rock; only 75 ft usbl. Wind indicators unreliable. Rwy 29 mkd with cones and reflective thr panels. Rwy 11 cones and thr panels, panels damaged or missing.
AIRPORT MANAGER: 907-543-2498
WEATHER DATA SOURCES: AWOS–3P 118.425 (907) 600–3004. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.
HOOPER BAY (H) (H) VORW/DME 115.2 HPB Chan 99 N61°30.86′ W166°08.07′ 026° 25.5 NM to fld. 15/13E.
VOR unusable:
358°–013° byd 22 NM blo 3,500′
DME unusable:
358°–013° byd 22 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



SCOOTERS LANDING STRIP (See STERLING on page 230)

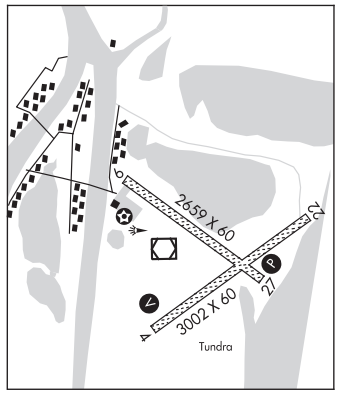
SCOTTS (See NORTH POLE on page 184)

SECLUDED LAKE (See TALKEETNA on page 233)

SELAWIK

ROLAND NORTON MEML AIRSTRIP (8AK3) PVT 12 S UTC–9(–8DT) N66°45.96′ W160°09.17′ **NOME**
360 NOTAM FILE **L–4I**
RWY 02–20: 3000X70 (GRVL)
RWY 20: Mtn.
AIRPORT REMARKS: Unattended. Rwy 02–20 slopes downhill 3 deg toward W. Rwy cond unmnt, rcmd visual insp bfr lndg. Rwy 02–20 mkd with red & white drums.
COMMUNICATIONS: CTAF 122.7
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

SELAWIK (WLK)(PASK) 0 E UTC–9(–8DT) N66°36.01′ W159°59.15′ **NOME**
17 B NOTAM FILE WLK **L–4I**
RWY 04–22: 3002X60 (GRVL) MIRL **IAP**
RWY 04: VASI(V4L)—GA 3.0° TCH 25′. Brush.
RWY 22: Brush.
RWY 09–27: 2659X60 (GRVL) MIRL
RWY 09: Brush.
RWY 27: PAPI(P4R)—GA 3.0° TCH 25′. Brush.
SERVICE: **LGT** ACTVT VASI Rwy 04; PAPI Rwy 27; MIRL Rwy 09–27 and Rwy 04–22, and rot bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmdd visual insp prior to use.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 135.65 (907) 484–2107. (WX CAM)
COMMUNICATIONS: CTAF 122.7
SELAWIK RCO 122.5 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0



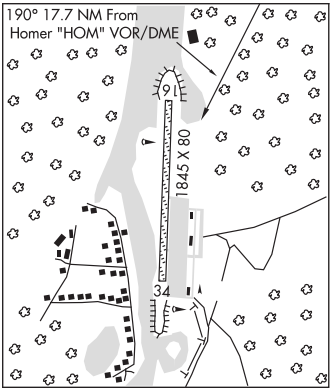
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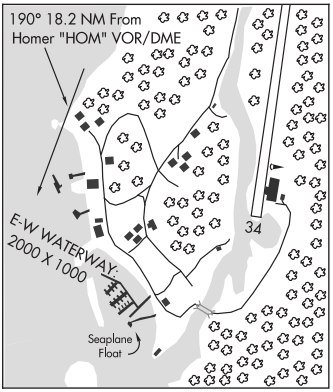
RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.
(H) (H) VORW/DME 114.2 WLK Chan 89 N66°35.97′ W159°59.45′ at fld. 11/16E.
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

SELDOVIA

SELDOVIA (SOV)(PASO) 1 E UTC–9(–8DT) N59°26.63′ W151°42.30′ **KODIAK**
29 NOTAM FILE SOV
RWY 16–34: 1845X80 (GRVL)
RWY 16: Trees. Rgt tfc.
RWY 34: Tree.
AIRPORT REMARKS: Attended Apr 16–Oct 14 Mon–Thu 1500–0130Z‡, Oct 15–Apr 15 Mon–Fri 1400–2230Z‡. Self announce on CTAF 5 NM fm arpt, tkof or clearing rwy. Cond rprtg, snow and ice removal atndnc hr only. 500 ft safety area Rwy 16; 230 ft safety area Rwy 34. Exp turb with SE or SW wind. Ry 16, exp wind shear on apch. Ngt ops NA. Cond unmnt; rcmd visual insp prior to lndg. Rwy 16 and Rwy 34 mkd with cones.
AIRPORT MANAGER: 907-234-7818
WEATHER DATA SOURCES: ASOS 135.4 (907) 234–7407.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 190° 17.7 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: For a local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



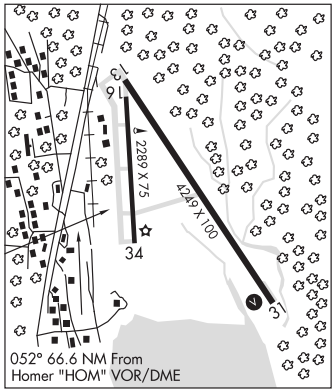
SELDOVIA SPB (A27) 0 S UTC–9(–8DT) N59°26.05′ W151°42.46′ **KODIAK**
00 NOTAM FILE HOM
WATERWAY E–W: 2000X1000 (WATER)
SEAPLANE REMARKS: Attended Sep–May 1900–2300Z‡, Jun–Aug 1700–0600Z‡. Ngt ops prohibited, exc for rotary wing acft. Must check in with harbor master upon ldg. Tkf and ldg ops in harbor prohibited. Recommend North entrance, shallow water near South harbor. Seaplane ramp may be covered with small boats. Overnight parking fee.
AIRPORT MANAGER: 907-234-7886
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 190° 18.2 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: For a local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.



SEWARD

PROVIDENCE SEWARD MEDICAL CENTER HELIPORT (Ø1AK) PVT 1 SW UTC–9(–8DT) N60°06.35′ W149°26.78′ **ANCHORAGE**
120 NOTAM FILE Not insp.
HELIPAD H1: H40X40 (CONC) PERIMETER LGTS
SERVICE: **LGT** ACTVT perimeter lgt – 907–224–5205.
HELIPORT REMARKS: Attended continuously. Rwy H1, 30 ft trees 60 ft E; 5000 ft mt 300 ft W.
AIRPORT MANAGER: 907-224-5205
COMM/NAV/WEATHER REMARKS: Toll free call to Kenai FSS dial 1–866–864–1737.

SEWARD (SWD)(PAWD) 2 NE UTC–9(–8DT) N60°07.79′ W149°25.00′ **SEWARD**
28 B TPA—See Remarks NOTAM FILE SWD **H–1B, 2K, L–1A, 3D, 4G**
RWY 13–31: H4249X100 (ASPH) MIRL **IAP**
RWY 13: Bridge.
RWY 31: VASI(V4L)—GA 3.0° TCH 26′. Brush.
RWY 16–34: H2289X75 (ASPH) 0.3% up N
RWY 16: Trees.
SERVICE: **FUEL** 100LL, JET A **LGT** ACTVT VASI Rwy 31; MIRL Rwy 13–31—CTAF. Rwy 31 VASI unusbl byd 5 deg right of cntrln; offset 5 deg clkws fm cntrln. Rwy 31 VASI unusbl byd 3 NM; obstn clnc byd 3 NM NA.
AIRPORT REMARKS: Unattended. Rcmd visual insp prior to tkoff or lndg; mntnd on ireg basis. Birds wi 10 NM Spring–Fall. Fixed wing ops ovr 12,500 lb NA. Rwy 16–34 durg winter 4 in dip 15 in wide fm north thr. Hvy acft rstrd to N twy and N 400 ft of apron. Rcmdd proc in efct 1 May–15 Sep to avoid seasonal use heli 1 NM SSW. TPA—fixed wing 1000 ft AGL. Rwys 31 and 34 arrivals maintain at least 800 ft AGL until turning final. Rwys 13 and 16 departures climb straight ahead to at least 800 ft AGL before turning westbound. Cold temperature airport. Altitude correction required at or below –3C.
AIRPORT MANAGER: 907-262-1187
WEATHER DATA SOURCES: ASOS 135.2 (907) 224–2440. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.6 (KENAI RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59°42.57′ W151°27.40′ 052° 66.6 NM to fld. 1626/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

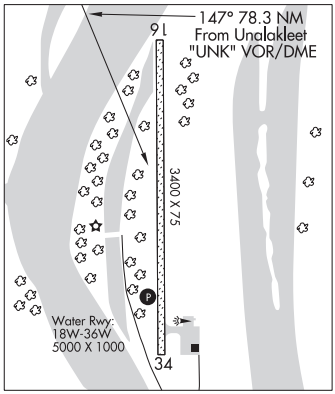


SEYMOUR LAKE SPB (See WASILLA on page 257)

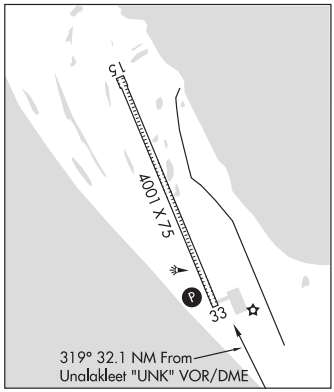
SHAGELUK (SHX)(PAHX) 1 N UTC–9(–8DT) N62°41.54′ W159°34.15′ **MC GRATH**
79 B NOTAM FILE SHX **L–3C**
RWY 16–34: 3400X75 (GRVL–DIRT) MIRL **IAP**
RWY 16: Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Brush.
SERVICE: **LGT** ACTVT REIL Rwy 34; PAPI Rwy 34; MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr lndg. Floods durg breakup, soft aft hvy rain.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 121.575 (907) 621–7970. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
ANVIK RCO 122.4 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116
N63°53.52′ W160°41.06′ 142° 78.3 NM to fld. 436/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

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WATERWAY 18W–36W: 5000X1000 (WATER)
SEAPLANE REMARKS: Unattended. SPB ops in Innoko River adj to village.

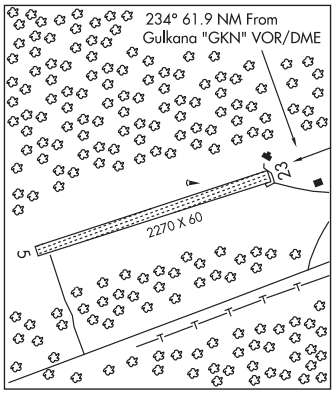


SHAKTOOLIK (2C7)(PFSH) 1 NW UTC–9(–8DT) N64°22.27′ W161°13.44′ **NOME**
24 B NOTAM FILE 2C7 **H–1A, 2J, L–3C, 4I**
RWY 15–33: 4001X75 (GRVL) MIRL **IAP**
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
SERVICE: **LGT** ACTIVATE REIL Rwy 33, PAPI Rwy 33, MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Unattended. CAUTION: Closed abandoned rwy unmkd. Rwy cond unmnt, rcmd visual insp bfr lndg. Rwy 15–33 ponding and slippery when wet. Rwy 15–33 mkd with lgts and cones.
AIRPORT MANAGER: 907-625-1025
WEATHER DATA SOURCES: AWOS–3P 124.175 (907) 955–3896. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
UNALAKLEET RCO 122.30 (NOME RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116 N63°53.52′ W160°41.06′ 319° 32.1 NM to fld. 436/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a lcl call to Nome FSS dial 443–2291. CTAF 122.8 monitored by local airline agents during daylight hours, no response to non–scheduled aircraft.

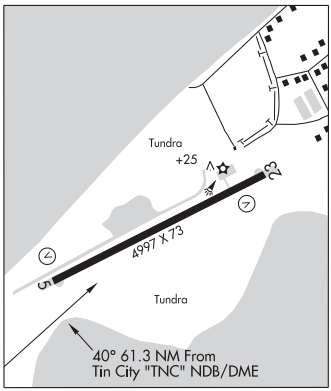


SHANNONS POND SPB (See DILLINGHAM on page 93)

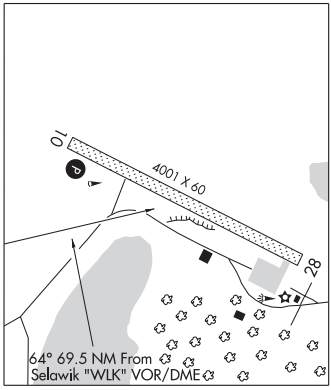
SHEEP MOUNTAIN (SMU)(PASP) 0 W UTC–9(–8DT) N61°48.68′ W147°30.54′ **ANCHORAGE**
2750 NOTAM FILE ENA
RWY 05–23: 2270X60 (GRVL–DIRT) 1.0% up SW
RWY 05: Trees.
RWY 23: Road.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 05–23 emerg use only. Exp turb winds. Vehicles on rwy. Maint NA. Crosswise sliope N to S up to 9%. Vehicle trail alg both sides. Rwy 05–23 overgrown with 3′ weeds and brush. Rwy 05–23 large loose rocks on rwy, all terrain vehicle trail along both sides of rwy. Rwy 23 end 1% upslope. Wind sock unreliable.
AIRPORT MANAGER: 745-5116
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 234° 61.9 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



SHISHMAREF (SHH)(PASH) 1 S UTC–9(–8DT) N66°14.98′ W166°05.36′ **NOME**
14 B NOTAM FILE SHH **H–1A, L–4H**
RWY 05–23: H4997X73 (ASPH) S–12.5 MIRL **IAP**
RWY 05: VASI(V4L)—GA 3.0° TCH 25′.
RWY 23: VASI(V4L)—GA 3.0° TCH 25′. Antenna.
SERVICE: **LGT** ACTVT MIRL Rwy 05–23—CTAF. VASI Rwy 05 and 23; on consly.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. NW–SE pvlg winds. Hvy acft sink in ramp blacktop on hot days. Max acft wgt; no lmt when frozen. Birds on and invof arpt 1 May–31 Oct. Rwy 05 markings faded. Rwy 23 markings faded.
AIRPORT MANAGER: 907-443-2500
WEATHER DATA SOURCES: AWOS–3P 121.1 (907) 217–1279. (WX CAM)
COMMUNICATIONS: CTAF 123.0
ANCHORAGE CENTER APP/DEP CON 119.2 263.0
RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.
TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70′ W167°55.49′ 037° 61.3 NM to fld. 248/10E.
NDB unusable:
200°–240° byd 20 NM
240°–330° byd 10 NM
DME unusable:
040°–050° byd 20 NM blo 6,000′
050°–080° byd 20 NM blo 9,000′
080°–090° byd 20 NM blo 8,500′
090°–095° byd 20 NM blo 5,500′
095°–110° byd 20 NM blo 4,400′
200°–240° byd 20 NM
240°–290° byd 5 NM
290°–320° byd 10 NM
320°–340° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



SHUNGNAK (SHG)(PAGH) 0 NW UTC–9(–8DT) N66°53.29′ W157°09.75′ **FAIRBANKS**
205 B NOTAM FILE SHG **H–1A, L–4I**
RWY 10–28: 4001X60 (GRVL) MIRL **IAP**
RWY 10: PAPI(P4R)—GA 3.0° TCH 35′. Brush.
RWY 28: Brush.
SERVICE: **LGT** ACTVT PAPI Rwy 10; MIRL Rwy 10–28—CTAF.
AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below–32C. Rwy cond unmnt; rcmd visual insp bfr lndg. Rwy 10 uphill slope bfr apron entry. Rwy 10–28 water ponding durg rain. Rwy 10 and Rwy 28 mkd with lgts and plastic mkrs.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 118.525 (907) 560–7612. (WX CAM)
COMMUNICATIONS: CTAF 122.7
AMBLER RCO 122.0 (KOTZEBUE RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14′ W162°32.40′ 078° 127.2 NM to fld. 121/9E.
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



SISTERS ISLAND N58°10.66′ W135°15.53′ NOTAM FILE JNU. **JUNEAU**
H–1C, L–1B, 1C

(H) (H) VORTACW 114.0 SSR Chan 87 204° 6.8 NM to Hoonah. 40/20E.

VOR unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 35 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

TAC AZM unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

DME unusable:
050°–070° byd 12 NM blo 10,000′
115°–130° byd 32 NM blo 8,000′
131°–175° byd 25 NM blo 13,000′
176°–189° byd 28 NM blo 14,000′
190°–245° byd 30 NM blo 12,000′
246°–260° byd 18 NM blo 7,000′
306°–360° byd 21 NM

SITKA

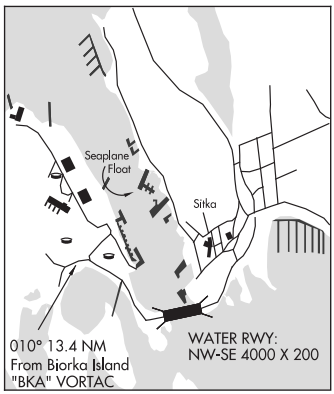
SITKA SPB (A29) 0 NW UTC–9(–8DT) N57°03.13′ W135°20.77′ **JUNEAU**
00 B NOTAM FILE SIT

WATERWAY NW–SE: 4000X200 (WATER)

SEAPLANE REMARKS: Unattended. Be alert: float is very slippery and in poor condition. Be alert: numerous boats, seagulls, and other birds on and invof SPB. One ramp avbl for tran tie–down. One stall avbl for transient parking; all others leased; contact arpt mgr for info. Boats may be tied to SPB dock/float ramp.

AIRPORT MANAGER: 907-747-3439

COMMUNICATIONS: CTAF 123.6



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RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85 N56°51.56′ W135°33.08′ 010° 13.4 NM to fld. 260/20E.

VOR unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–330° byd 36 NM blo 9,000′

TACAN AZIMUTH unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
300°–329° byd 36 NM blo 10,000′
330°–335° byd 27 NM blo 8,000′

DME unusable:
010°–085° byd 30 NM blo 12,000′
133°–175° blo 9,000′
133°–175° byd 10 NM
210°–245° blo 2,000′
210°–245° byd 15 NM blo 5,000′
210°–245° byd 25 NM blo 7,000′
210°–245° byd 30 NM blo 9,000′
210°–245° byd 35 NM
330°–335° byd 27 NM blo 8,000′

COMM/NAV/WEATHER REMARKS: For local wx call Sitka FSS 907–966–2221. Toll free call to Juneau FSS dial 1–833–AK–BRIEF.

SITKA ROCKY GUTIERREZ (SIT)(PASI) P (CG) 0 W UTC–9(–8DT) N57°02.81′ W135°21.66′ **JUNEAU**
27 B LRA ARFF Index—See Remarks NOTAM FILE SIT **H–1C, L–1C**
RWY 11–29: H7200X150 (ASPH–GRVD) S–114, D–190, 2S–175, 2D–321 PCR 461 F/B/X/T HIRL **IAP, AD**
RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 50′. Thld dsplcd 200′. Tree. Rgt tfc.
RWY 29: REIL. VASI(V4R)—GA 3.0° TCH 52′. Thld dsplcd 180′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA–7200 TODA–7200 ASDA–6720 LDA–6500
RWY 29: TORA–7200 TODA–7200 ASDA–6700 LDA–6500

SERVICE: S4 **FUEL** 100, JET A1+ **LGT** ACTVT REIL Rwy 11 and Rwy 29, HIRL Rwy 11–29—Sitka FSS or 907–966–2221. When Sitka FSS clsd ACTVT REIL Rwy 11 and Rwy 29, HIRL Rwy 11–29—CTAF. VASI Rwy 11 and Rwy 29 opr consly. Rwy 29 VASI does not prvd obstn clnc byd 3.0 NM fm thr.

AIRPORT REMARKS: Attended 1400–0800Z‡. Maint duty hr 1400–0800Z‡; Snow removal, wildlife ctl, cond rprt, and otr maint avbl; aft hr—amgr. Class I, ARFF Index B. ARFF avbl durg sked ACR ops. CLOSED to ACR ops more than 30 pax seats exc 24 hr PPR in writing—amgr 605 Airport Rd, Sitka, AK 99835. Birds on and invof arpt. PAJA to rwy, twy or prkg apron NA. Aft hr fuel—122.95 or 907–747–7222. Rwy 11–29 locked wheel turns NA. Safety area armor rock middle 1600 ft S side. Tsnt prkg W side of apron only. Arr ctc Sitka Air 10 min prior to Indg—121.05, 345.0 or FSS. Arpt sand lrgr gradation than FAA rcmdd/see AC150/5200–30. GA portion PCN 13 F/B/Y/T, N most section of fac.

AIRPORT MANAGER: 907-966-2960

WEATHER DATA SOURCES: ASOS 135.9 (907) 966–2209. (WX CAM)

COMMUNICATIONS: CTAF 123.6 **AFIS** 135.9 **UNICOM** 122.95
FSS SIT (SITKA) 1500–0645Z‡ OT ctc Juneau FSS.
SITKA RADIO 121.5 122.2 123.6 243.0 (LAA 123.6)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 126.1 335.5
COAST GUARD AIR OPERATIONS (SITKA AIR) VHF FM–21A 121.05 or maintance control 345.0 other CG freqs avbl O/R.

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AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85 N56º51.56´ W135º33.08´ 009º 12.9 NM to fld. 260/20E.

VOR unusable:
- 010º–085º byd 30 NM blo 12,000´
- 133º–175º blo 9,000´
- 133º–175º byd 10 NM
- 210º–245º blo 2,000´
- 210º–245º byd 15 NM blo 5,000´
- 210º–245º byd 25 NM blo 7,000´
- 210º–245º byd 30 NM blo 9,000´
- 210º–245º byd 35 NM
- 300º–330º byd 36 NM blo 9,000´

TACAN AZIMUTH unusable:
- 010º–085º byd 30 NM blo 12,000´
- 133º–175º blo 9,000´
- 133º–175º byd 10 NM
- 210º–245º blo 2,000´
- 210º–245º byd 15 NM blo 5,000´
- 210º–245º byd 25 NM blo 7,000´
- 210º–245º byd 30 NM blo 9,000´
- 210º–245º byd 35 NM
- 300º–329º byd 36 NM blo 10,000´
- 330º–335º byd 27 NM blo 8,000´

DME unusable:
- 010º–085º byd 30 NM blo 12,000´
- 133º–175º blo 9,000´
- 133º–175º byd 10 NM
- 210º–245º blo 2,000´
- 210º–245º byd 15 NM blo 5,000´
- 210º–245º byd 25 NM blo 7,000´
- 210º–245º byd 30 NM blo 9,000´
- 210º–245º byd 35 NM
- 330º–335º byd 27 NM blo 8,000´

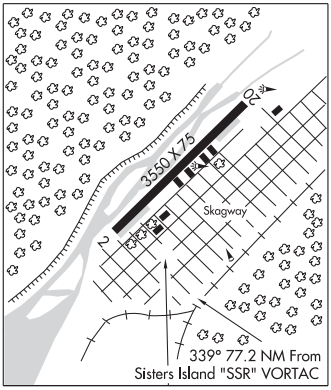
LDA/DME 108.9 I–SIT Chan 26 Rwy 11.

COMM/NAV/WEATHER REMARKS: LC call to Sitka FSS dial 966–2221. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF. Sitka Wx 0700–1500Z‡—966–2913 or 122.45. AFIS operated by Sitka FSS when open.

SITUK (See YAKUTAT on page 266)

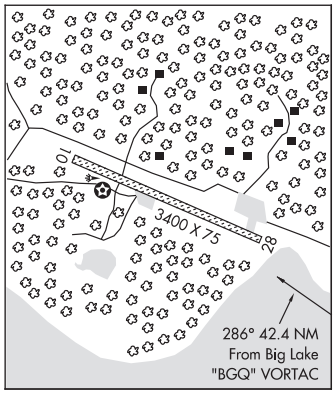
SIXMILE LAKE (See ANCHORAGE on page 46)

SKAGWAY (SGY)(PAGY) 0 NW UTC–9(–8DT) N59°27.61´ W135°19.01´ **JUNEAU**
44 LRA NOTAM FILE SGY **L–1B**
RWY 02–20: H3550X75 (ASPH) MIRL 0.4% N
RWY 02: REIL. Trees.
RWY 20: REIL. Trees. Rgt tfc.



SERVICE: **FUEL** 100LL **LGT** ACTIVATE REIL Rwy 02 and Rwy 20, MIRL Rwy 02–20—CTAF. Rwy 02–20 REIL NSTD omnidirectional.
AIRPORT REMARKS: Unattended. Fuel 100LL: Mon–Fri 1700–0200Z‡ — 907–983–2259; aft hr — 907–612–0049. Arpt cond unmnt; maint ireg; rcmnd visual insp prior to use. Birds and bears invof arpt. Rcmd dalgt ops only. Acft ovr 12,500 lb GWT not authorized exc PPR in writing – amgr. ACR ops over 30 pax seats not authorized. Rwy end 20: Apch in nrw canyon; turb & high obstns. School & playgroungd invof apch end. Rwy end 02: Alert: see genot for Rwy 02 dep info & enr CTAF freqs. Dep req high per climb due to trrn. Dep may dogleg east bfr turn crosswind to incr alt; mntn rwy hdg at least 1/2 mi bfr dogleg to avoid school & playground. Paja to rwy, twy & prkg apron not authorized. Light acft & hel tfc Jun 1–Sep 15—info amgr. See notice in Section C for recommended VFR departure procedure.
AIRPORT MANAGER: 907-983-2323
WEATHER DATA SOURCES: ASOS 135.8 (907) 983–3194. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.4 (JUNEAU RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66´ W135°15.53´ 339° 77.2 NM to fld. 40/20E.
VOR unusable:
050°–070° byd 12 NM blo 10,000´
115°–130° byd 32 NM blo 8,000´
131°–175° byd 25 NM blo 13,000´
176°–189° byd 35 NM blo 14,000´
190°–245° byd 30 NM blo 12,000´
246°–260° byd 18 NM blo 7,000´
306°–360° byd 21 NM
TAC AZM unusable:
050°–070° byd 12 NM blo 10,000´
115°–130° byd 32 NM blo 8,000´
131°–175° byd 25 NM blo 13,000´
176°–189° byd 28 NM blo 14,000´
190°–245° byd 30 NM blo 12,000´
246°–260° byd 18 NM blo 7,000´
306°–360° byd 21 NM
DME unusable:
050°–070° byd 12 NM blo 10,000´
115°–130° byd 32 NM blo 8,000´
131°–175° byd 25 NM blo 13,000´
176°–189° byd 28 NM blo 14,000´
190°–245° byd 30 NM blo 12,000´
246°–260° byd 18 NM blo 7,000´
306°–360° byd 21 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236. Juneau FSS fone in fuel area.

SKWENTNA (SKW)(PASW) 1 NE UTC–9(–8DT) N61°57.97′ W151°11.72′ **ANCHORAGE**
148 B NOTAM FILE SKW **L–3D, 4F**
RWY 10–28: 3400X75 (GRVL) MIRL
RWY 10: Brush.
RWY 28: Brush.
SERVICE: **LGT** ACTVT rotg bcn—CTAF. ACTVT MIRL Rwy 10–28; windsock—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. ATV road xs rwy 900 ft fm thr. Two 100 ft twrs 1.5 NM W. Soft durg spring. Rwy 10 and Rwy 28 reflective cones; thrs reflective panels.
AIRPORT MANAGER: 907-745-2159
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 286° 42.4 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

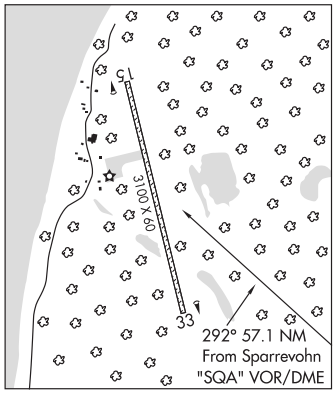


SKY RANCH AT PIONEER PEAK (See PALMER on page 191)

SLANA

DUFFYS TAVERN (DDT) PVT 2 NE UTC–9(–8DT) N62°43.48′ W143°55.23′ **ANCHORAGE**
2420 NOTAM FILE
RWY 05–23: 1200X100 (GRVL)
RWY 05: Trees.
RWY 23: Trees/pline.
AIRPORT REMARKS: Unattended. Rwy 05–23 exp turb winds fm S and SE. Rwy 05–23 rolling and soft in spring.
AIRPORT MANAGER: 907-822-4653
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

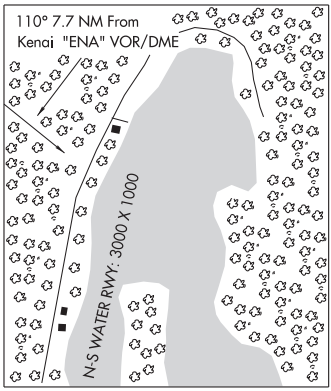
SLEETMUTE (SLQ)(PASL) 0 E UTC–9(–8DT) N61°42.03′ W157°09.95′ **MC GRATH**
192 B NOTAM FILE SLQ **L–3C**
RWY 15–33: 3100X60 (GRVL) MIRL **IAP**
RWY 15: Brush.
RWY 33: Tree.
SERVICE: **FUEL** 100LL **LGT** ACTVT MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Unattended. Fuel: 100LL:—CTAF or 907–449–4227. Rwy cond unmnt; rcmd visual insp bfr use. Red Devil Arpt 8 miles NW. ATVs on or invof rwy. Rwy 15–33 N 500 ft soft; rmndr soft spots. Rwy 15 and Rwy 33 marked with end lgts. Cold temperature airport. Altitude correction required at or below –36C.
AIRPORT MANAGER: 907-676-0505
WEATHER DATA SOURCES: AWOS–3P 134.85 (907) 449–4226. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
ANCHORAGE CENTER APP/DEP CON 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VORW/DME 117.2 SQA Chan 119
N61°05.91′ W155°38.07′ 292° 57.1 NM to fld. 2501/18E.
DME unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′
VOR unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



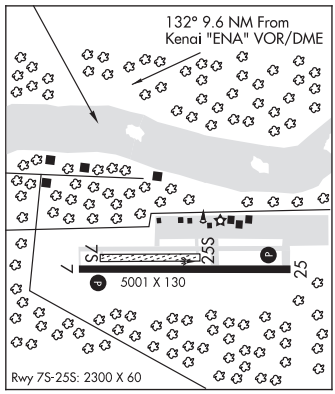
SOLDOTNA

KENAI RIVER AIRPARK (1AK4) PVT 11 NE UTC–9(–8DT) N60°31.45′ W150°45.13′ **ANCHORAGE**
200 NOTAM FILE Not insp.
RWY 07–25: 2100X60 (GRVL)
RWY 07: Trees.
RWY 25: Trees.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-227-2149
COMMUNICATIONS: CTAF 122.5
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

MACKEYS LAKES SPB (L85) 3 NE UTC–9(–8DT) N60°32.02′ W150°59.73′ **ANCHORAGE**
175 NOTAM FILE ENA
WATERWAY N–S: 3000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Lake SW corner pink buoys mkd underwater obstns. Mult pvt docks on lake. Tsnt tie–down areas NA.
COMMUNICATIONS: CTAF 122.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 110° 7.7 NM to fld. 115/19E.
VOR unusable:
348°–015° byd 20 NM
DME unusable:
355°–041° byd 35 NM blo 2,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Kenai FSS lcl—907–283–7211.



SOLDOTNA (SXQ)(PASX) 1 SE UTC–9(–8DT) N60°28.51′ W151°02.38′ **ANCHORAGE**
113 B TPA—906(793) NOTAM FILE SXQ **H–1B, 2K, L–1A, 3D, 4F**
RWY 07–25: H5001X130 (ASPH) S–12 MIRL 0.3% up E **IAP**
RWY 07: PAPI(P4R)—GA 3.0° TCH 45′. Trees. Rgt tfc.
RWY 25: PAPI(P4R)—GA 3.0° TCH 43′. Trees.
RWY 07S–25S: 2300X60 (GRVL–DIRT)
SERVICE: S4 **FUEL** 100LL, JET A **LGT** ACTVT PAPI Rwys 07 and 25; MIRL Rwy 07–25; windsocks—CTAF.
AIRPORT REMARKS: Attended 1600–0100Z‡. 100LL fuel avbl 24 hr with credit card. For Jet A 1600–0100Z‡—907–262–5388; call out fee aft hr—907–420–7153. Rwy cond unmnt, rcmd visual insp bfr lndg. Ultralight acft invof arpt, no ultralight strip. Grvl lndg area N side and parl to Rwy 07–25, mrkd by cones, not mntnd in winter. Simul/parl ops NA, seq—CTAF. Lrg cargo acft use E ramp for prkg/unloading. Tsnt prkg S of trml bldg; Rows 26–28 and 40–44. W apron not mntnd. Ldg fee 12500 lbs and ovr.
AIRPORT MANAGER: 907-398-1440
WEATHER DATA SOURCES: AWOS–3P 135.45 (907) 262–8431. (WX CAM)
COMMUNICATIONS: CTAF 122.5
RCO 122.35 (KENAI RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 132° 9.6 NM to fld. 115/19E.
VOR unusable:
348°–015° byd 20 NM
DME unusable:
355°–041° byd 35 NM blo 2,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Communications prvdd by Kenai on freq 122.35.



SOLDOTNA HOSPITAL HELIPORT (SD1) 1 NW UTC–9(–8DT) N60°29.56′ W151°04.74′ **ANCHORAGE**

99 NOTAM FILE ENA

HELIPAD H1: H80X80 (ASPH) PERIMETER LGTS

SERVICE: **LGT** Helipad H1 perimeter lgts.

HELIPORT REMARKS: Attended continuously. Ops ovr hospital na.

AIRPORT MANAGER: 907-714-4404

COMMUNICATIONS: CTAF 122.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60°36.88′ W151°11.71′ 136° 8.1 NM to fld. 115/19E.

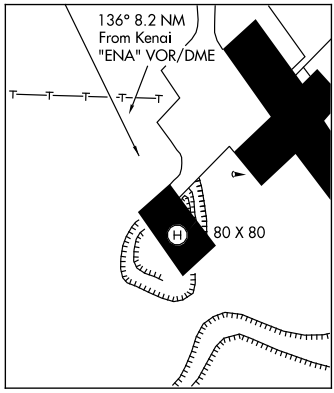
VOR unusable:

348°–015° byd 20 NM

DME unusable:

355°–041° byd 35 NM blo 2,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



SOLOY STRIP (See WASILLA on page 257)

SONGLO VISTA (See TALKEETNA on page 233)

SOUTH NAKNEK NR 2 (WSN)(PFWS) 1 SSW UTC–9(–8DT) N58°42.13′ W157°00.16′ **KODIAK L–2J, 3C IAP**

162 B NOTAM FILE WSN

RWY 13–31: 3314X60 (GRVL–DIRT) HIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 25′. Brush.

RWY 31: Thld dsplcd 559′. Brush.

RWY 05–23: 2264X60 (GRVL–DIRT) HIRL 1.5% up SW

RWY 05: Brush.

RWY 23: Brush.

SERVICE: **LGT** ACTVT VASI Rwy 13; HIRL Rwy 05–23 and 13–31—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmnd visual insp prior to use. Vehicles, moose and bears on and invof rwys. Hvy tfc btn S Naknek and Naknek arpts less than two mi apart. Twy slps downhill to NW; no line of sight btn end of twy and Rwy 13–31. Rwy 31 marked short cones and lights.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS–3P 121.575 (907) 868–7348. (WX CAM)

COMMUNICATIONS: CTAF 122.9

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48′ W156°45.14′ 244° 7.9 NM to fld. 95/16E.

TACAN antenna offset 150′ se

TACAN AZIMUTH unusable:

130°–140° byd 13 NM blo 4,000′

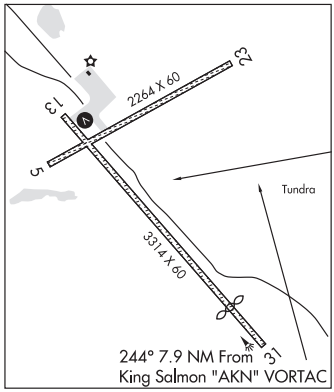
130°–140° byd 30 NM

332°–348° byd 19 NM blo 5,000′

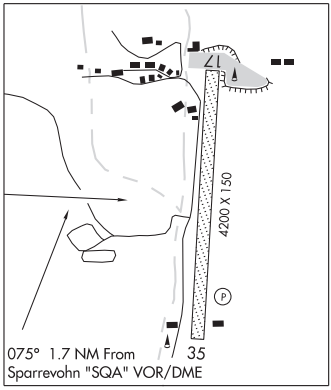
DME unusable:

332°–348° byd 19 NM blo 5,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

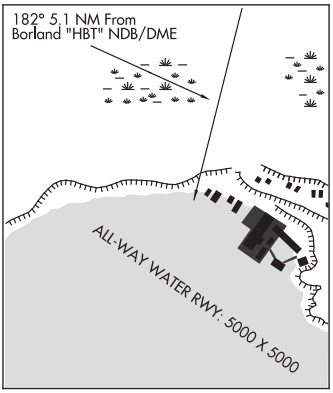


SPARREVOHN LRRS (SVW)(PASV) AF 0 S UTC–9(–8DT) N61º05.83´ W155º34.49´ **MC GRATH**
1565 NOTAM FILE SVW Not insp. **H–1B, 2J, L–3C**
RWY 17–35: 4200X150 (GRVL) 4.8% up N **DIAP, AD**
RWY 17: Hill.
RWY 35: REIL. PAPI(P2R)—GA 4.0º TCH 52´. Hill.



MILITARY REMARKS: CLOSED to the pub; OFFL BUS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED hols. PPR all ops; mnm 1 hr prior to dep for site and no earlier than day travel – D317–552–1244/1157/C907–552–1244/1157. Pax must coord bfr non emerg travel to site D317–552–4935/1089/C907–552–4935/1089. USAF fac; civ acft lndg pmt rqrd bfr arr; pmt rqrd on board; violators fined and rprt to FAA FSDOS IAW 32CFR855 and USAF oprg instrns – D317–552–5282/C907–552–5282 mail attn: 11 AF amgr 10471 20th St Suite 218, Elmendorf AFB, AK 99506. Mts all quads; rwy on slp of 3200´ mt. Apch fm S; lnd Rwy 35 only; tkof Rwy 17 only; dalgt ops only. Successful go around improbable. Rwy 17 and Rwy 35, 4 ft orange mkrs–thr mrd on rwy end. Gtr than 20 kt wind/25 kt radome wind may produce svr turb; radome wind not always avbl. Rwy 17–35 60´ ovrn S end. Aft initial rdo ctc on 126.2 or 121.5 exp 30 min dla for cond rprt.
AIRPORT MANAGER: 907-552-4400
WEATHER DATA SOURCES: AWOS–3 (907) 731–9001 ext 229.
COMMUNICATIONS: CTAF 126.2
RCO 122.5 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 134.3 351.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
(H) (H) VORW/DME 117.2 SQA Chan 119 N61º05.91´ W155º38.07´ 075º 1.7 NM to fld. 2501/18E.
DME unusable:
009º–018º byd 25 NM blo 12,500´
019º–029º byd 16 NM
030º–039º byd 25 NM blo 12,500´
VOR unusable:
009º–018º byd 25 NM blo 12,500´
019º–029º byd 16 NM
030º–039º byd 25 NM blo 12,500´
CAIRN MOUNTAIN NDB (HW) 281 CRN N61º06.11´ W155º34.12´ at fld. 1737/15E.
NDB has no standby transmitter, May be shutdown without prior notice
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

SQUAW HARBOR SPB (36H) 0 S UTC–9(–8DT) N55º14.00´ W160º33.12´ **COLD BAY**
00 NOTAM FILE CDB
WATERWAY ALL–WAY: 5000X5000 (WATER)
SEAPLANE REMARKS: Unattended. Operating area in Baralof Bay; unable to beach due to large rocks. Dock used for boat docking. Dock unsuitable for aircraft use.



COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.
BORLAND NDB/DME (HW) 390 HBT Chan 79 N55º18.94´ W160º31.10´ 182º 5.1 NM to fld. 130/11E.
NDB unusable:
304º–354º byd 16NM
DME unusable:
034º–134º byd 6NM
184º–264º byd 27 NM blo 14,000´
184º–264º byd 6 NM blo 10,000´
354º–034º byd 22 NM blo 18,000´
354º–034º byd 27NM
354º–034º byd 6 NM blo 10,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.

STAMPEDE (See KANTISHNA on page 135)

STEAMBOAT BAY SPB (WSB)(POWS) 0 NE UTC–9(–8DT) N55°31.78′ W133°38.50′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY N–S: 6000X2000 (WATER)

SEAPLANE REMARKS: Unattended. High mountains all sides except entrance: one way ops, no south ops, subject to heavy swells and squirrely winds. No facilities. Large ocean swells common in bay, exposed to north wind.

AIRPORT MANAGER: 253-225-4256

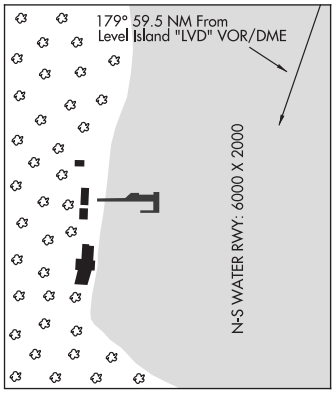
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 179° 59.5 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′



COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

STEBBINS (WBB)(PAAS) 0 NW UTC–9(–8DT) N63°30.96′ W162°16.68′ **BETHEL**
L–3C

19 B NOTAM FILE OME

RWY 05–23: 3000X60 (GRVL) MIRL

RWY 05: Hill. Rgt tfc.

SERVICE: **LGT** ACTVT MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Rwy 05–23 floods durg breakup.

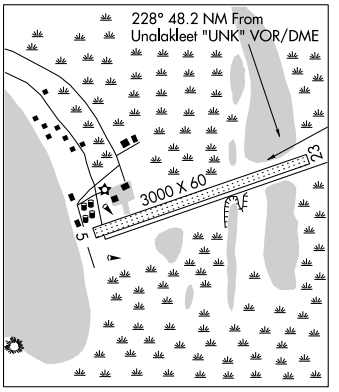
AIRPORT MANAGER: 907-625-1025

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.

UNALAKLEET (H) (H) VORW/DME 116.9 UNK Chan 116 N63°53.52′ W160°41.06′ 228° 48.2 NM to fld. 436/15E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



STERLING

BREEDEN (AKØ5) PVT 6 E UTC–9(–8DT) N60°32.46′ W150°35.95′ **ANCHORAGE**

365 NOTAM FILE Not insp.

RWY 17–35: 800X50 (GRVL)

RWY 35: Rgt tfc.

AIRPORT REMARKS: Irregular attendance, PPR—Amgr. 250 ft twr 0.5 NM NW. 250 ft twr 1 NM SE, 200 ft twr 1 NM W. All ops mnt CTAF.

AIRPORT MANAGER: 907-912-0046

COMMUNICATIONS: CTAF 122.5

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

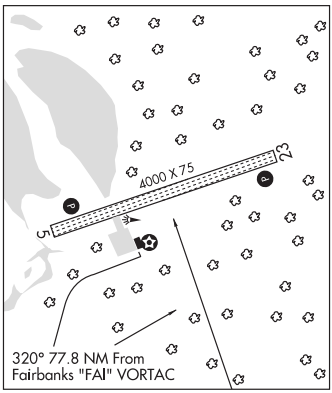
DUTCH LANDING STRIP (88AK) PVT 0 N UTC–9(–8DT) N60°32.42′ W150°52.08′ **ANCHORAGE**
300 NOTAM FILE Not insp.
RWY 07–25: 1300X100 (GRVL)
RWY 07: Trees.
RWY 25: Trees. Rgt tfc.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-398-8999
COMMUNICATIONS: CTAF 122.5
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

LAKEWOOD AIRSTRIP (53AK) PVT 5 NE UTC–9(–8DT) N60°32.03′ W150°51.39′ **ANCHORAGE**
299 NOTAM FILE Not insp.
RWY 02–20: 1200X60 (GRVL)
RWY 02: Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 02–20 not plowed durg winter, silty sand base unusbl durg breakup. Rwy 02–20 sand/gravel.
AIRPORT MANAGER: 936-443-9072
COMMUNICATIONS: CTAF 122.5
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

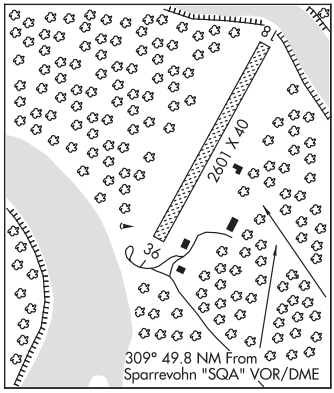
SCOOTERS LANDING STRIP (AK84) PVT 2 W UTC–9(–8DT) N60°31.77′ W150°49.85′ **ANCHORAGE**
259 NOTAM FILE Not insp.
RWY 08–26: 2400X80 (GRVL)
AIRPORT REMARKS: Unattended. PPR arpt rstd to owner or owner invited guests. No acft svcs avbl. Rwy conditions not monitored. Fly pat south of E–W rwy, twrs north. Pilots to conduct rwy visual inspection prior to use. Maintenance personnel and equipment have right of way. Wildlife invof rwy. Be alert, dsplcd thlds exist. Trees and p–lines penetrate apch sfcs. Arpt not fenced.
AIRPORT MANAGER: 907-398-9849
COMMUNICATIONS: CTAF 122.5
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Advisory frequency: 122.5.

STERLING AIR PARK (4ØAK) PVT 2 NW UTC–9(–8DT) N60°33.45′ W150°50.61′ **ANCHORAGE**
333 NOTAM FILE Not insp.
RWY 08–26: 1809X60 (GRVL)
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-262-5100
COMMUNICATIONS: CTAF 122.5
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

STEVENS VILLAGE (SVS)(PFSV) 1 NNE UTC–9(–8DT) N66°01.03′ W149°03.26′ **FAIRBANKS**
328 B NOTAM FILE FAI **H–1B, L–4J**
RWY 05–23: 4000X75 (GRVL–DIRT) MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees.
SERVICE: **LGT** ACTVT REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIRL Rwy 05–23—CTAF. ACTVT Rotg beacon—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr lndg. Clsd rwy 1 NM W. Snow removal ops—CTAF. Rwy 05–23 marked with lgts & cones.
AIRPORT MANAGER: 907-451-5280
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.
FAIRBANKS (H) (H) VORTACW 108.6 FAI Chan 23 N64°48.00′ W148°00.72′ 320° 77.8 NM to fld. 1526/21E.
TACAN AZIMUTH unusable:
065°–100° byd 30 NM
270°–330° byd 10 NM blo 10,000′
270°–330° byd 30 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

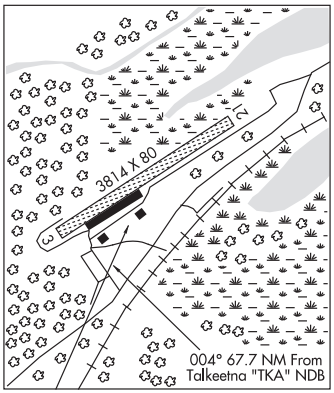


STONY RIVER 2 (SRV) 0 N UTC–9(–8DT) N61°47.39′ W156°35.31′ **MC GRATH**
230 NOTAM FILE ENA
RWY 18–36: 2601X40 (GRVL–DIRT)
RWY 18: Trees.
RWY 36: Trees.
AIRPORT REMARKS: Unattended. Rwy condition unmnt, rcmd visual insp bfr use. Rwy 18–36 50 ft trees 50 ft fm cntrln both sides. Rwy 18–36 marked with orange reflective cones alg edges. Boats stored near south end of rwy.
AIRPORT MANAGER: 907-676-0505
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VORW/DME 117.2 SQA Chan 119 N61°05.91′ W155°38.07′ 309° 49.8 NM to fld. 2501/18E.
DME unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′
VOR unusable:
009°–018° byd 25 NM blo 12,500′
019°–029° byd 16 NM
030°–039° byd 25 NM blo 12,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



STUCK N61°46.98′ W145°15.13′ **ANCHORAGE**
RCO 122.1 (KENAI RADIO) **L–1A, 3E, 4H**

SUMMIT (UMM)(PAST) 0 N UTC–9(–8DT) N63°19.86′ W149°07.73′ **ANCHORAGE**
2409 NOTAM FILE ENA **L–3D**
RWY 03–21: 3814X80 (GRVL)
RWY 03: Brush.
RWY 21: Road.
AIRPORT REMARKS: Unattended. Rcmnd visual insp prior to lndg. Winter maint NA. Rwy 03–21 subj to crosswinds.
AIRPORT MANAGER: 907-451-5280
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.
TALKEETNA (H) (H) VORW/DME 116.2 TKA Chan 109 N62°17.90′ W150°06.32′ 004° 67.7 NM to fld. 568/19E.
VOR unusable:
277°–297° byd 30 NM blo 12,000′
DME unusable:
057°–087° byd 30 NM blo 13,000′
COMM/NAV/WEATHER REMARKS: VHF communication unreliable 15 NM north at MEA due to terrain. For a toll free call to Kenai FSS dial 1–866–864–1737.



SUMMIT LAKE SPB (See MOOSE PASS on page 171)

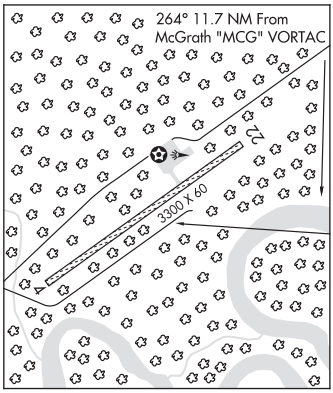
SUMNER STRAIT N56°27.87′ W133°05.84′ NOTAM FILE SIT. **JUNEAU**
NDB (HW) 529 SQM 23/20E. **H–1C, L–1C**

SUNNY HAY MOUNTAIN N55°27.73′ W133°04.85′ **KETCHIKAN**
RCO 120.9 (KETCHIKAN RADIO) **L–1C**

SWIFT CREEK (See MCCARTHY on page 166)

TAHNETA PASS N61°49.95′ W147°19.67′ **ANCHORAGE**
RCO 122.4 (KENAI RADIO) **L–1A, 3D**

TAKOTNA (TCT)(PPCT) 1 E UTC–9(–8DT) N62°59.58′ W156°01.78′ **MC GRATH**
423 B NOTAM FILE ENA **L–3C**
RWY 04–22: 3300X60 (GRVL) MIRL
SERVICE: **LGT** ACTIVATE MIRL Rwy 04–22 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection before using. Rwy 04–22 multiple lateral cracks full length and width of rwy. Uneven surface, dips, heaves and humps full length and width of rwy. Rwy 04–22 NSTD mkgs: Rwy mkd with reflective cones and markers.
AIRPORT MANAGER: 907-524-3241
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.
MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.68′ 264° 11.7 NM to fld. 344/19E.
TACAN AZIMUTH unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
DME unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
VOR unusable:
171°–260° byd 6 NM
171°–260° within 6 NM blo 4,000′
261°–170° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



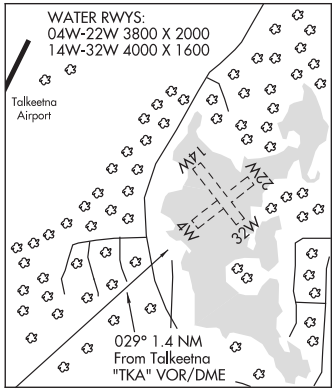
TAKU HARBOR SPB (A43) 0 N UTC–9(–8DT) N58°04.15′ W134°00.92′ **JUNEAU**
00 NOTAM FILE JNU
WATERWAY NE–SW: 3000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Float space lmtd or NA due to boats. CAUTION: Wing and tail clnc to dock and pier.
AIRPORT MANAGER: (907)586-5255
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

TAKU LODGE SPB (TKL)(PFTK) 0 E UTC–9(–8DT) N58°29.38′ W133°56.61′ **JUNEAU**
00 NOTAM FILE JNU
WATERWAY NE–SW: 5000X500 (WATER)
SEAPLANE REMARKS: Attended summer months dalgt hrs. Otters occupy lodge float arr & dep 15 min intervals. Pub dock & safe shoreline aces NA. Mountains northwest and southeast. Shallow at low tide; rcmd river chnl lndg. Summer ops only. land in river channel; summer oprs only.
AIRPORT MANAGER: 907-586-6275
COMMUNICATIONS: CTAF/UNICOM 123.05
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

TALKEETNA

BIRCH CREEK LANDING (51AK) PVT 6 SSE UTC–9(–8DT) N62°14.54′ W150°03.95′ **ANCHORAGE**
400 NOTAM FILE Not insp.
RWY 16–34: 2500X75 (TURF)
AIRPORT REMARKS: Unattended. PPR before landing. All acft monitor and announce intentions on freq 123.6. Wind indicator SW of rwy. 200′ cell 1/2 mile NW of rwy with white flashing lgts simultaneously. SPB ops on fish lake 1/2 mile N of rwy.
AIRPORT MANAGER: 907-355-4808
COMMUNICATIONS: CTAF 123.6
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

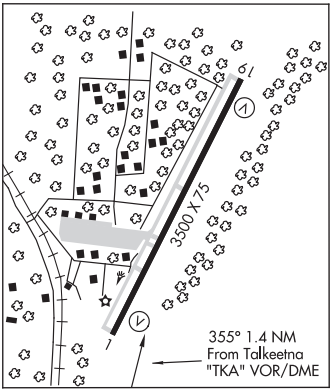
CHRISTIANSEN LAKE SPB (AK8) 1 SE UTC–9(–8DT) N62°18.80′ W150°04.16′ **ANCHORAGE**
400 NOTAM FILE TKA
WATERWAY 14W–32W: 4000X1600 (WATER)
WATERWAY 04W–22W: 3800X2000 (WATER)
SERVICE: FUEL 100LL
SEAPLANE REMARKS: Attended continuously. All tfc remain east of SPB and over the lake. All traffic must use CTAF. Public docks located at north west end of lake, not at flight school.
AIRPORT MANAGER: 907-355-1067
COMMUNICATIONS: CTAF 123.6
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.
TALKEETNA (H) (H) VORW/DME 116.2 TKA Chan 109 N62°17.90′ W150°06.32′ 029° 1.4 NM to fld. 568/19E.
VOR unusable:
277°–297° byd 30 NM blo 12,000′
DME unusable:
057°–087° byd 30 NM blo 13,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



SECLUDED LAKE (49AK) PVT 20 S UTC–9(–8DT) N62°01.47′ W149°58.63′ **ANCHORAGE**
300 NOTAM FILE Not insp.
RWY 06–24: 2800X60 (GRVL)
AIRPORT REMARKS: Unattended. Rwy 06–24 CLOSED indefly. 60 ft trees N & S of cntrln. All ops PPR.
AIRPORT MANAGER: 601-209-0534
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

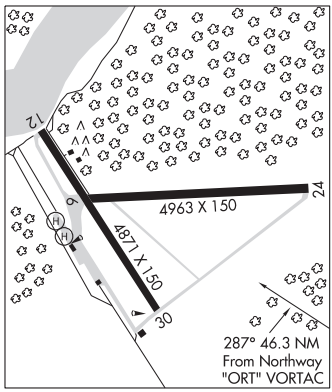
SONGLO VISTA (3AK3) PVT 15 NW UTC–9(–8DT) N62°33.83′ W150°13.23′ **ANCHORAGE**
825 NOTAM FILE Not insp.
RWY 15–33: 2100X30 (GRVL)
AIRPORT REMARKS: Unattended. Irregular snow removal, recommend visual inspection prior to use. Surface could be soft during spring breakup. Rwy center is lower than rwy ends. Bear and moose occasionally on and invof arpt.
AIRPORT MANAGER: 907-733-8000
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

TALKEETNA (TKA)(PATK) 1 E UTC–9(–8DT) N62°19.28′ W150°05.56′ **ANCHORAGE**
365 B NOTAM FILE TKA **L–3D, 4F**
RWY 01–19: H3500X75 (CONC) MIRL **IAP**
RWY 01: VASI(V4R)—GA 3.0° TCH 23′. Trees.
RWY 19: VASI(V4L)—GA 3.0° TCH 23′. Rgt tfc.
SERVICE: S4 **FUEL** 100LL, JET A, A+ **LGT** ACTVT MIRL Rwy 01–19—CTAF. VASI Rwy 01 and Rwy 19 opr consly.
AIRPORT REMARKS: Attended Apr–Nov, Mon–Thu 0000–1030Z‡, Dec–Mar, Sun–Sat 0000–1030Z‡. Fuel avbl H24. After hr PPR. Jet A fuel off arpt; Mon–Fri 1600–0200Z‡; PPR – 907–733–2620. Walking actv twy/apron NA. Hel ops N ramp. Hel ops to and fm hel ramps avoid ramp otfc and rmn clear of comm ramp and GA ramp. Rwy 01–19 clsd ovr 12,500 lbs – amgr. Rwy cond unmnt; rcmd visual insp bfr use. SPB ops 3/4 mi SE; ops to and fm Christiansen Lake remain E of lake. All ops mnt CTAF. Tsnt prkg avbl. Cold temperature airport. Altitude correction required at below –28C. Tfc pat info: See C Notice.
AIRPORT MANAGER: 907-733-2278
WEATHER DATA SOURCES: ASOS 135.2 (907) 621–7601. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 135.2 (Sep 15–Apr 14 1700–0245Z‡; Apr 15–Sep 14 1700–0500Z‡; OT ctc Kenai FSS)
UNICOM 123.0
FSS TKA (TALKEETNA) Sep 15–Apr 14 1700–0245Z‡, Apr 15–Sep 14 1700–0500Z‡; OT ctc Kenai FSS.
TALKEETNA RADIO 121.5 122.2 123.6 (LAA 123.6)
RCO 121.5 122.2 123.6 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.55 254.3
AIRSPACE: CLASS E svc 1700–0500Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.
(H) (H) VORW/DME 116.2 TKA Chan 109 N62°17.90′ W150°06.32′ 355° 1.4 NM to fld. 568/19E.
VOR unusable:
277°–297° byd 30 NM blo 12,000′
DME unusable:
057°–087° byd 30 NM blo 13,000′
COMM/NAV/WEATHER REMARKS: Talkeetna FSS telephone 733–2277. AFIS operd by TKA FSS, OT Kenai FSS.



TAMGAS HARBOR SPB (See ANNETTE on page 51)

TANACROSS (TSG) 1 S UTC–9(–8DT) N63°22.44′ W143°19.74′ **ANCHORAGE**
1559 NOTAM FILE ORT **H–1B, L–1A, 3E**
RWY 06–24: H4963X150 (ASPH)
RWY 06: Trees.
RWY 24: Trees.
RWY 12–30: H4871X150 (ASPH) 0.3% up SE
RWY 12: Trees.
RWY 30: Trees.
AIRPORT REMARKS: Unattended. Air ops and fire support summer months. Rwy maint na in winter. Rwy 06–24 sfc cracked with vegetation. Rwy 12–30 sfc cracked with vegetation. Rwy 06 yellow nrs and cntrln. Rwy 12 yellow nrs and cntrln. Rwy 24 yellow nrs and cntrln. Rwy 30 yellow nrs and cntrln. Rwy 24 apch—300 ft wide swath cut thru trees. Rwy 30 apch—280 ft wide swath cut thru trees.
AIRPORT MANAGER: 907-474-2320
COMMUNICATIONS: CTAF 122.8
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.76′ 287° 46.3 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500′
DME unusable:
342°–037° byd 30 NM blo 10,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

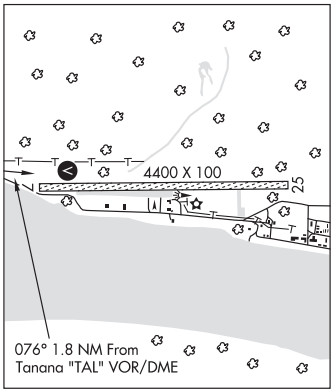


HELIPAD H1: H90X95 (ASPH)
HELIPAD H2: H90X95 (ASPH)

TANANA

RALPH M CALHOUN MEML (TAL)(PATA) 1 WNW UTC–9(–8DT) N65°10.46′ W152°06.49′ **FAIRBANKS**
242 B NOTAM FILE TAL **H–1B, 2K, L–3D, 4I**
IAP

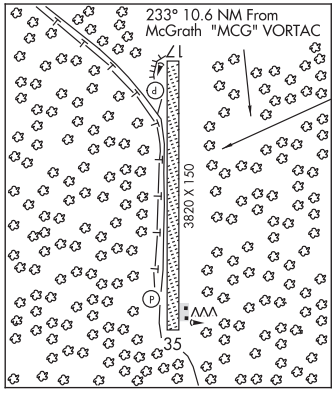
RWY 07–25: 4400X100 (GRVL) MIRL 0.3% up E
RWY 07: VASI(V4L)—GA 3.0° TCH 24′. Brush. Rgt tfc.
RWY 25: Brush.
SERVICE: **LGT** ACTVT VASI Rwy 07; MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Snow removal ops—CTAF. Twy B unlit; 36 in reflectors; clsd in winter. Adj river floatplane tfc.
AIRPORT MANAGER: 907-451-5280
WEATHER DATA SOURCES: ASOS 135.1 (907) 366–7266. (WX CAM)
COMMUNICATIONS: CTAF 122.9
TANANA RCO 122.65(FAIRBANKS RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 120.9 285.4
AIRSPACE: CLASS E svc 1500–0630Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.
TANANA (H) (H) VORW/DME 116.6 TAL Chan 113 N65°10.63′ W152°10.65′ 076° 1.8 NM to fld. 394/19E.
VOR AZIMUTH & DME portion unusable:
280°–050° byd 20 NM blo 9,000′
COMM/NAV/WEATHER REMARKS: For toll free call to Fairbanks FSS dial 1–866–248–6516. Lcl Tanana wx obs 1500–0630Z‡ — CTAF or 907–366–7288.



TANANA N65°10.63′ W152°10.65′ NOTAM FILE TAL. **FAIRBANKS**
(H) (H) VORW/DME 116.6 TAL Chan 113 076° 1.8 NM to Ralph M Calhoun Meml. 394/19E. **H–1B, 2K, L–3D, 4I**
VOR AZIMUTH & DME portion unusable:
280°–050° byd 20 NM blo 9,000′
RCO 122.65 (FAIRBANKS RADIO)

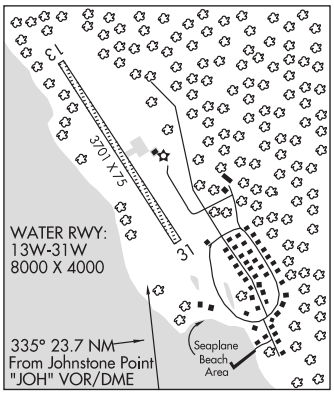
TANIS MESA (See YAKUTAT on page 267)

TATALINA LRRS (TLJ)(PATL) AF 7 S UTC–9(–8DT) N62°53.69′ W155°58.68′ **MC GRATH**
933 NOTAM FILE TLJ Not insp. **L–3C**
RWY 17–35: 3820X150 (GRVL) 1.1% up N **DIAP, AD**
RWY 17: REIL. PAPI(P2R)—GA 5.0° TCH 52′. Hill.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′.



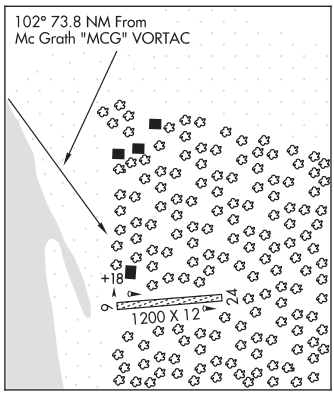
SERVICE: **MILITARY— LGT** Opr consly. PAPI Rwy 17 baffled and unusbl byd 5° right of cntrln.
MILITARY REMARKS: Attended Mon–Fri 1700–0200Z‡, CLOSED wkend and hols. Rwy 17 and 35 2 X 3 ft orange mkrs. Rwy 17–35 lateral slope; W edge higher than E edge. Exp turb both ends. Prkg fac rstrd to two C123. Aft initial ctc exp 30 min dla cond rprt. USAF fac; civ acft lndg pmt rqrd bfr arr D907–552–5282/C907–552–5282 or mail attn: 11 AF amgr 10471 20th Street Suite 218 Elmendorf AFD, AK, 99506. PPR all ops; mnm 1hr prior to dep for sit and no earlier than day travel D317–552–1106/1040/C907–552–1106/1040. Pax req coord bfr non emerg travel to site – D317–552–4935/1089/C907–552–4935/1089.
AIRPORT MANAGER: 907-552-7610
WEATHER DATA SOURCES: AWOS–3 (907) 552–1106 (WX CAM)
COMMUNICATIONS: CTAF 126.2
RCO 122.3 (KENAI RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.
MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.68′ 233° 10.6 NM to fld. 344/19E.
TACAN AZIMUTH unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
DME unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
VOR unusable:
171°–260° byd 6 NM
171°–260° within 6 NM blo 4,000′
261°–170° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

TATITLEK (7KA)(PAKA) 0 NW UTC–9(–8DT) N60°52.34′ W146°41.47′ **ANCHORAGE**
62 B NOTAM FILE JNU **L–1A, 3D, 4G**
RWY 13–31: 3701X75 (GRVL) MIRL 0.6% up NW **IAP**
RWY 13: Brush.
RWY 31: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 13–31—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond not mntd; rcmd visual insp prior to lndg. High trrn NW–SE. Rwy 31 sfc slopes up. Rwy 13 thr 45 ft hyr. Rwy 13–31, safety area 150 by 4300 ft; all sides rough with pot holes and lrg rocks. Segmented circles overgrown.
AIRPORT MANAGER: 907-835-5658
COMMUNICATIONS: CTAF 122.7
VALDEZ RCO 122.2 (JUNEAU RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 119.3
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
JOHNSTONE POINT (H) (H) VORW/DME 116.7 JOH Chan 114
N60°28.86′ W146°35.96′ 335° 23.7 NM to fld. 48/18E.
wx cam
VOR unusable:
090°–124° byd 23 NM blo 8,000′
125°–188° byd 10 NM
DME unusable:
090°–124° byd 23 NM blo 12,000′
125°–191° byd 10 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



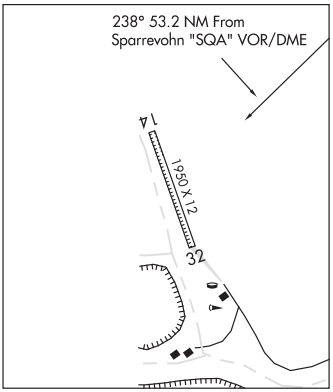
WATERWAY 13W–31W: 8000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Waterway condition not monitored, recommend visual inspection prior to using. Be alert: rocks in water area low tide.

TATITNA (8KA) 1 S UTC–9(–8DT) N62°17.60′ W153°21.72′ **MC GRATH**
1490 NOTAM FILE ENA
RWY 06–24: 1200X12 (TURF–GRVL)
RWY 06: Trees.
RWY 24: Trees.
AIRPORT REMARKS: Unattended. CTN: wind sheer and/or wind drctn change; two mt invof arpt. Rwy 24 windsock unrelbl. 10" sfc rocks; dips; uneven grade. Arpt Iditarod ck point;. hvy Feb–Mar. Also known as Rhon River and Short Cut Strip. Pvt and unmntnd.
AIRPORT MANAGER: 907-267-1246
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.
MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62°57.06′
W155°36.68′ 102° 73.8 NM to fld. 344/19E.
TACAN AZIMUTH unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
DME unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′
VOR unusable:
171°–260° byd 6 NM
171°–260° within 6 NM blo 4,000′
261°–170° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



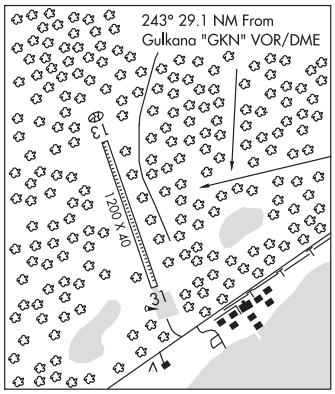
TAYLOR (AK49) PVT 3 SE UTC–9(–8DT) N65º40.76´ W164º47.93´ **NOME**
440 NOTAM FILE Not insp.
RWY 16–34: 2200X45 (GRVL)
RWY 16: Hill.
AIRPORT REMARKS: Unattended. Mine use only. Lndg PPR; exc emerg. All ops at own risk. Rwy 16–34 has undulations. Rwy 16–34 CLSD in winter. Exp turb and low level windshear. Len and cond vrb. Nrws in places, lrg rocks.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

TAYLOR MOUNTAIN (ATM)(PATM) 0 N UTC–9(–8DT) N60º52.07´ W157º23.52´ **MC GRATH**
1000 NOTAM FILE ENA
RWY 14–32: 1950X12 (GRVL–DIRT)
RWY 14: Brush.
RWY 32: Brush.
AIRPORT REMARKS: Unattended. Rwy in canyon. Lndg Rwy 32 slps uphill into canyon. Rwy 32 successful go around unlikely. Rwy 14–32 rwy edge lrg rocks and 16 in dirt clumps; sfc byd rwy even and soft; ops close or byd edge at your own risk. PAEW parked on or invof rwy. Rwy 14–32 thr mkd with metal drums and tanks; edges mkd with cones. Rwy not mntnd: visual insp of rwy and trrn rcmdd bfr lndg.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VORW/DME 117.2 SQA Chan 119 N61º05.91´ W155º38.07´ 238º 53.2 NM to fld. 2501/18E.
DME unusable:
009º–018º byd 25 NM blo 12,500´
019º–029º byd 16 NM
030º–039º byd 25 NM blo 12,500´
VOR unusable:
009º–018º byd 25 NM blo 12,500´
019º–029º byd 16 NM
030º–039º byd 25 NM blo 12,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

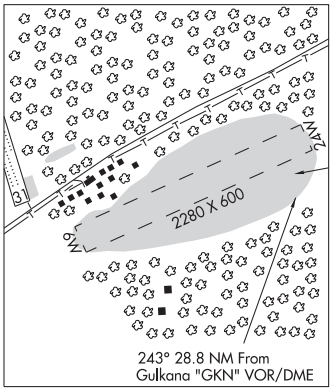


TAZLINA

TAZLINA (Z14) 0 SE UTC–9(–8DT) N62º03.89´ W146º27.63´ **ANCHORAGE**
2450 NOTAM FILE ENA
RWY 13–31: 1200X40 (GRVL)
RWY 13: Trees.
RWY 31: Brush.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. Rwy 13–31 not mntnd. Rwy 13 and Rwy 31 thrs and edges reflective orange cones.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62º09.23´ W145º26.84´ 243º 29.1 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

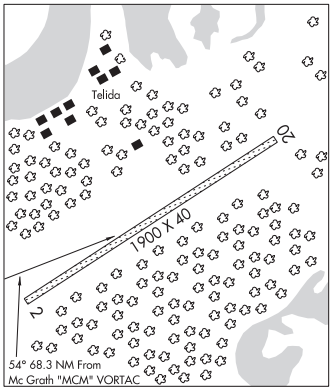


TAZLINA/SMOKEY LAKE SPB (5AK) 0 E UTC–9(–8DT) N62°03.81´ W146°26.97´ **ANCHORAGE**
2415 NOTAM FILE ENA
WATERWAY 06W–24W: 2280X600 (WATER)
SEAPLANE REMARKS: Attended daylight. Lodge clsd; Docks NA; Pvt ramp and hangar SW of lodge.
AIRPORT MANAGER: 907-822-3061
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23´ W145°26.84´ 243° 28.8 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

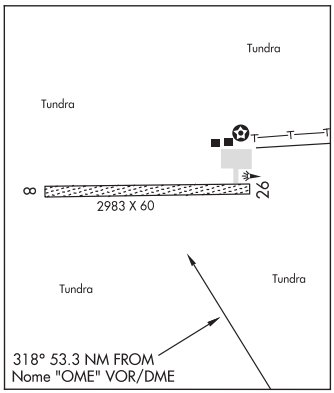


TED STEVENS ANCHORAGE INTL (See ANCHORAGE on page 47)

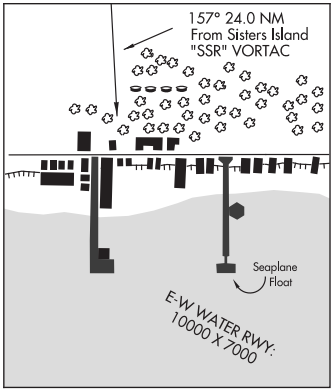
TELIDA (2K5) 0 S UTC–9(–8DT) N63°22.74´ W153°17.05´ **MC GRATH**
650 NOTAM FILE ENA
RWY 02–20: 1900X40 (TURF–DIRT) 0.5% up NE
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof rwy. Rwy cond unmnt; rcmd visual insp bfr use. Blowing dust alg rwy. Rwy 02–20 vrbl btn turf, dirt and sand. Rwy 02–20 150´ SW end unusbl due to brush, trees, dips, humps and +2´ dunes. 900´ NE end soft. Rwy 02–20 ireg, rutted. Soft and unstbl due to shifting snd.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



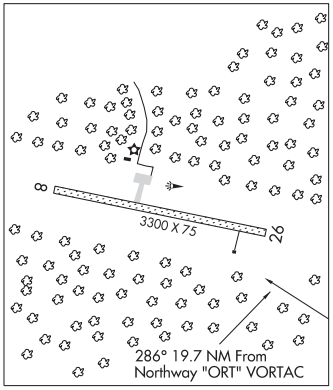
TELLER (TER)(PATE) 2 S UTC–9(–8DT) N65°14.42´ W166°20.36´ **NOME**
299 B NOTAM FILE TER **L–3A, 4H**
RWY 08–26: 2983X60 (GRVL–DIRT) MIRL **IAP**
SERVICE: **LGT** ACTVT MIRL Rwy 08–26 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. Rwy 08 and Rwy 26 marked with lights and cones. Cold temperature airport. Altitude correction required at or below –35C.
AIRPORT MANAGER: 907-443-3431
WEATHER DATA SOURCES: AWOS–3P 118.375 (907) 642–2301. (WX CAM)
COMMUNICATIONS: CTAF 123.0
BREVIG MISSION RCO 135.6 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 133.3 290.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11´ W165°15.19´ 318° 53.3 NM to fld. 95/11E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TENAKEE SPB (TKE)(PAJJ) 0 N UTC–9(–8DT) N57°46.78´ W135°13.11´ **JUNEAU**
00 NOTAM FILE JNU
WATERWAY E–W: 10000X7000 (WATER)
SEAPLANE REMARKS: Attended daylight. Prevailing wind from east, float is not protected and subject to large swells. Boats may be tied to SPB float/ramp. One ramp available on float.
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0 SSR Chan 87 N58°10.66´ W135°15.53´ 157° 24.0 NM to fld. 40/20E.
VOR unusable:
050°–070° byd 12 NM blo 10,000´
115°–130° byd 32 NM blo 8,000´
131°–175° byd 25 NM blo 13,000´
176°–189° byd 35 NM blo 14,000´
190°–245° byd 30 NM blo 12,000´
246°–260° byd 18 NM blo 7,000´
306°–360° byd 21 NM
TAC AZM unusable:
050°–070° byd 12 NM blo 10,000´
115°–130° byd 32 NM blo 8,000´
131°–175° byd 25 NM blo 13,000´
176°–189° byd 28 NM blo 14,000´
190°–245° byd 30 NM blo 12,000´
246°–260° byd 18 NM blo 7,000´
306°–360° byd 21 NM
DME unusable:
050°–070° byd 12 NM blo 10,000´
115°–130° byd 32 NM blo 8,000´
131°–175° byd 25 NM blo 13,000´
176°–189° byd 28 NM blo 14,000´
190°–245° byd 30 NM blo 12,000´
246°–260° byd 18 NM blo 7,000´
306°–360° byd 21 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

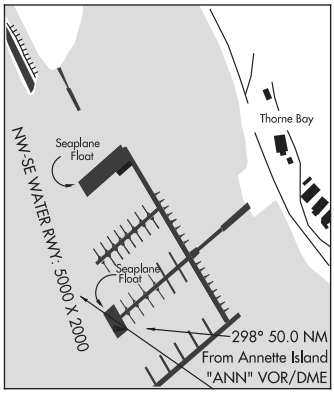


TETLIN (3T4) 1 S UTC–9(–8DT) N63°07.48′ W142°31.11′ ANCHORAGE
1671 B NOTAM FILE ORT L–1A, 3E
RWY 08–26: 3300X75 (GRVL) MIRL
RWY 08: Brush.
RWY 26: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 08–26 —CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr use. Skis not rcmdd.
AIRPORT MANAGER: 907-883-5128
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83′ W141°54.76′ 286° 19.7 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500′
DME unusable:
342°–037° byd 30 NM blo 10,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial 1–800–478–6611.



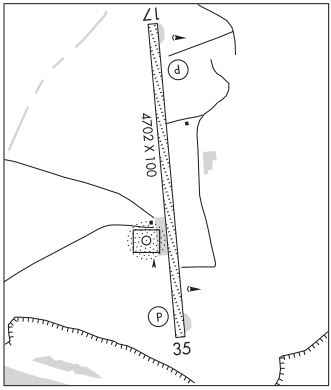
THOMPSON PASS (See VALDEZ on page 252)

THORNE BAY SPB (KTB) 0 NW UTC–9(–8DT) N55°41.28′ W132°32.20′ KETCHIKAN
00 NOTAM FILE KTN
WATERWAY NW–SE: 5000X2000 (WATER)
AIRPORT REMARKS: Unattended. Opr area in Thorne Bay. Be alert: sea otters also use SPB ramp/tie–down area.
AIRPORT MANAGER: 907-204-0815
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.
ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 298° 50.0 NM to fld. 184/21E.
VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM
DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.



TIBBETTS (See NAKNEK on page 174)

TIN CITY LRRS (TNC)(PATC) AF 1 E UTC–9(–8DT) N65°33.84′ W167°55.35′ **NOME**
273 NOTAM FILE TNC Not insp. **H–1A, L–4F**
RWY 17–35: 4702X100 (GRVL) **DIAP, AD**
RWY 17: REIL. PAPI(P2L)—GA 4.0° TCH 51′.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′.

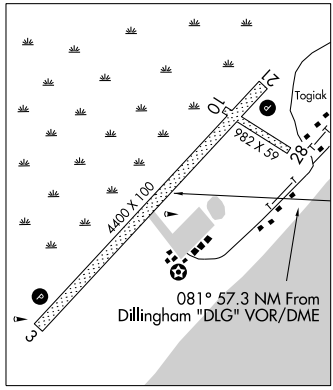


SERVICE: **LGT** Rwy 17 PAPI unusbl byd 5 degs right of cntrln.
MILITARY REMARKS: CLOSED to public. OFF BUS ONLY. Attended Mon–Fri 1700–0200Z‡, CLOSED wkend and hols. PPR all ops; mnm 1 hr prior to dep and no earlier than day travel — D317–552–9403/9283/C907–552–9403/9283. Pax must coord bfr non emerg travel to site – DSN 317–552–4400/9630/ C907–552–4400/9630. USAF fac; civ acft lndg pmt rqrd bfr ARR; pmt rqrd on board; violators fined and rptd to FAA FSDOS IAW 32CFR855 and USAF Oprg Instrns. Civ acft lndg pmt – D317–552–5282/C907–552–5282 or mail attn: 11 AF amgr 10471 20th street Suite 218, Elmendorf AFB, AK 99506. CAUTION: turb on apch; radome wind not always avbl; sfc wind fm 260–310 deg +15 kt may produce svr turb. Dalgt ops only. ALERT: Incrd threat of lrg flocks of sandhill cranes invof arpt durg mid May; incrd risk in addn to act; diligence rcmdd thrut season. Lctd on high bluff; rwy cntr hyr than ends; line of sight NA. Establish radio ctc as soon as possible prior to ldg. After initial rdo ctc on 126.2 or 121.5 expc 30 min dla for rwy cond.
AIRPORT MANAGER: 907-552-7610
WEATHER DATA SOURCES: AWOS–3 For weather call 907–552–9283 ext 229. (WX CAM)
COMMUNICATIONS: CTAF 126.2
TIN CITY RCO 122.6 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 133.3 290.4
RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.
NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70′ W167°55.49′ at fld. 248/10E.
NDB unusable:
200°–240° byd 20 NM
240°–330° byd 10 NM
DME unusable:
040°–050° byd 20 NM blo 6,000′
050°–080° byd 20 NM blo 9,000′
080°–090° byd 20 NM blo 8,500′
090°–095° byd 20 NM blo 5,500′
095°–110° byd 20 NM blo 4,400′
200°–240° byd 20 NM
240°–290° byd 5 NM
290°–320° byd 10 NM
320°–340° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

TIN CREEK (See FAREWELL LAKE on page 109)

TISCHNER AIR (See ANDERSON on page 48)

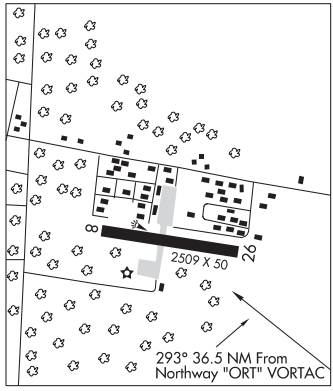
TOGIAK (TOG)(PATG) 0 SW UTC–9(–8DT) N59°03.21′ W160°23.81′ **KODIAK**
19 B NOTAM FILE TOG **H–2J, L–2J, 3C**
RWY 03–21: 4400X100 (GRVL–DIRT) MIRL **IAP**
RWY 03: PAPI(P4L)—GA 3.0° TCH 25′. Road.
RWY 21: PAPI(P4L)—GA 3.0° TCH 31′.
RWY 10–28: 982X59 (GRVL)
RWY 28: Bldg.
SERVICE: **LGT** ACTVT PAPI Rwy 03 and Rwy 21, MIRL Rwy 03–21 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp prior bfr use. Waterfowl invof arpt. Rwy 10 and Rwy 28 thr mkrs dmgd or misg.
AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 119.3 (907) 560–7601. (WX CAM)
COMMUNICATIONS: CTAF 122.5
RCO 122.25 (KENAI RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111
N58°59.65′ W158°33.13′ 259° 57.3 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



TOK

TOK 2 (8AK9) PVT 2 S UTC–9(–8DT) N63°18.00′ W143°01.40′ **ANCHORAGE**
1630 NOTAM FILE
RWY 10–28: 2035X80 (GRVL)
RWY 10: Trees.
RWY 28: Trees.
AIRPORT REMARKS: Unattended. Approach to Rwy 28 overflys abandoned arpt.
COMMUNICATIONS: CTAF 122.8
SUAIS 125.3 126.3 (1–800–758–8723)
COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.

TOK JUNCTION (6K8)(PFTO) 1 E UTC–9(–8DT) N63°19.77′ W142°57.22′ **ANCHORAGE**
1643 B NOTAM FILE ORT **L–1A, 3E**
RWY 08–26: H2509X50 (ASPH) MIRL **IAP**
RWY 08: Trees.
RWY 26: Trees.
SERVICE: **FUEL** 100LL, JET A **LGT** Dusk–Dawn. ACTIVATE MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1700–0300Z‡. 100LL: self svc H24 with credit card. Fuel: A: For svc –907–883–5191. Rcmd visual insp bfr lndg; rwy plowed in winter. Rwy 08–26 198 ft twr 4603 ft NW Rwy 08 thr. Rwy 08–26 mkg nr bfr thr. Mkd with cones and lgts.
AIRPORT MANAGER: 907-883-5128
WEATHER DATA SOURCES: AWOS–3P 118.1 (907) 269–2706. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
TOK RCO 122.4 (NORTHWAY RADIO)
ANCHORAGE CENTER APP/DEP CON 126.55
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62°56.83′
W141°54.76′ 293° 36.5 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
342°–037° byd 30 NM blo 10,500′
DME unusable:
342°–037° byd 30 NM blo 10,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial 1–800–478–6611. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TOKEEN SPB (57A) 0 W UTC–9(–8DT) N55°56.23′ W133°19.60′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY NE–SW: 6000X400 (WATER)

SEAPLANE REMARKS: Unattended. Boats active in harbor vicinity, no seaplane float. Float pilings may damage seaplane wings. Kelp bed southeast of boat float.

AIRPORT MANAGER: 907-247-1201

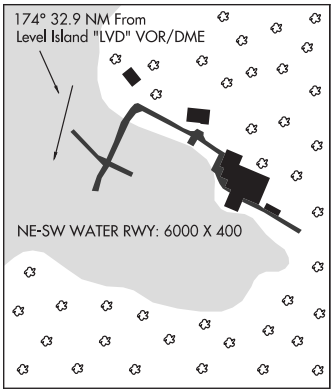
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 174° 32.9 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′



COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 255–9481. For a LC to Juneau FSS dial 789–7380.

TOKSOOK BAY (OOK)(PAOO) 1 NE UTC–9(–8DT) N60°32.48′ W165°05.23′ **BETHEL**
L–3B
IAP

71 B NOTAM FILE OOK

RWY 16–34: 3200X75 (GRVL–DIRT) MIRL 0.7% up N

RWY 16: REIL. PAPI(P4L)—GA 4.0° TCH 37′.

RWY 34: REIL. PAPI(P4R)—GA 3.0° TCH 30′.

SERVICE: **LGT** ACTVT REIL Rwy 16 and Rwy 34; PAPI Rwy 16 and Rwy 34; MIRL Rwy 16–34, and rotating bcn—CTAF. Rwy 16 PAPI unusbl byd 9 deg left of cntrln.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmnd visual insp prior to use. Birds on and invof arpt. Vehicle and ATV tfc on rwy and ramp. Exp random turbulent winds.

AIRPORT MANAGER: 907-543-2498

WEATHER DATA SOURCES: AWOS–3P 119.275 (907) 560–7620. (WX CAM)

COMMUNICATIONS: CTAF 122.9

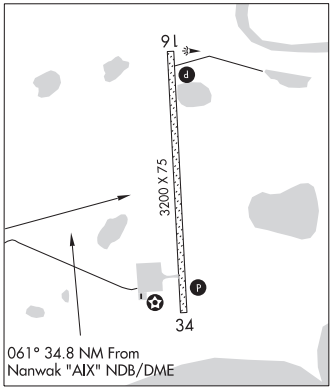
KIPNUK RCO 122.6 (KENAI RADIO)

Ⓡ**ANCHORAGE CENTER APP/DEP CON** 125.2

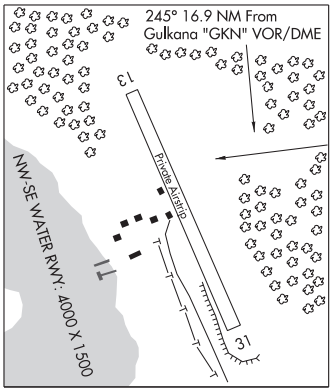
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 249° 97.4 NM to fld. 105/14E.

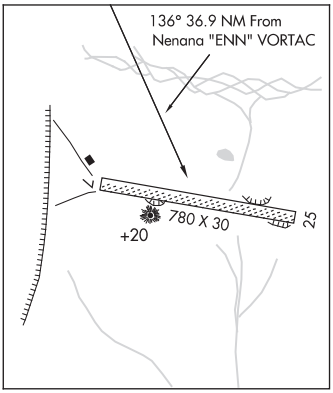
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



TOLSONA LAKE SPB (58A) 0 N UTC–9(–8DT) N62°06.80′ W146°02.46′ **ANCHORAGE**
2000 NOTAM FILE ENA
WATERWAY NW–SE: 4000X1500 (WATER)
SEAPLANE REMARKS: Unattended. SPB ops. Lndg strip E side of lake is pvt. Use pub easement to aces Tolsona Lake.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62°09.23′ W145°26.84′ 245° 16.9 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



TOTATLANIKA RIVER (9AK) 2 SW UTC–9(–8DT) N64°01.54′ W148°31.34′ **FAIRBANKS**
2717 NOTAM FILE FAI
RWY 07–25: 780X30 (GRVL)
RWY 07: Brush.
RWY 25: Brush.
AIRPORT REMARKS: Unattended. Emerg use only; 50 ft rise and falls; extremely hazus. Lnd Rwy 25, dep Rwy 07; downhill slope W to E. Lctd on hill; exp svr turb. Brush E end. Rwy 07–25 4 in rough rock. Wind sock inop.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.
NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 136° 36.9 NM to fld. 1601/21E.
VOR unusable:
086°–096° byd 34 NM blo 5,000′
097°–105°
310°–335° byd 33 NM blo 5,000′
336°–360° byd 33 NM blo 4,000′
TAC AZM unusable:
097°–105°
DME unusable:
097°–105°
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



TRAPPER CREEK/TALKEETNA

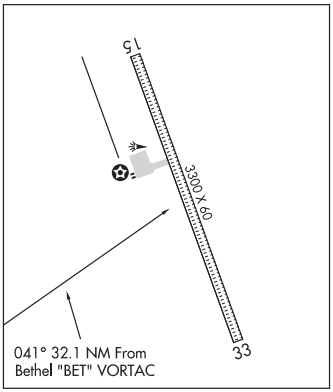
ERA CHULITNA RIVER HELIPORT (61AK) PVT 19 N UTC–9(–8DT) N62°34.05′ W150°14.15′ **ANCHORAGE**
960 NOTAM FILE Not insp.
HELIPAD H1: 20X20 (TURF)
HELIPAD H2: 20X20 (TURF)
HELIPORT REMARKS: Attended May–Sep 1700–0500Z‡.
AIRPORT MANAGER: 907-550-8600
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

TREASURE CHEST (See KENAI on page 140)

TRIDENT BASIN SPB (See KODIAK on page 150)

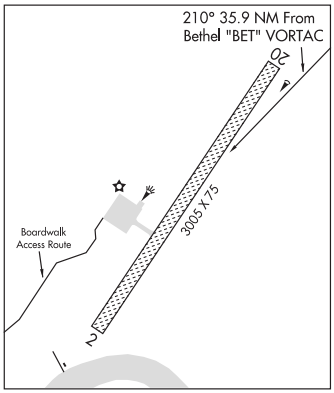
TRIPOD (See ALEKNAGIK on page 39)

TULUKSAK (TLT)(PALT) 0 SSW UTC–9(–8DT) N61°05.26′ W160°55.40′ **MC GRATH**
36 B NOTAM FILE ENA
RWY 15–33: 3300X60 (GRVL–DIRT) MIRL
RWY 15: REIL. Brush.
RWY 33: REIL. Trees.
SERVICE: **LGT** ACTVT MIRL Rwy 15–33 and rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmn; rcmd visual insp bfr use.
AIRPORT MANAGER: 907-543-2498
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 041° 32.1 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

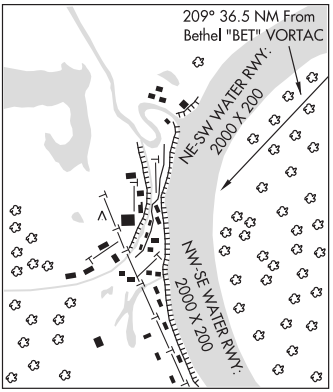


TUNTUTULIAK

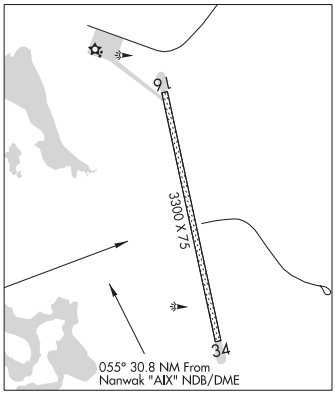
TUNTUTULIAK (A61)(PAAJ) 1 NE UTC–9(–8DT) N60°21.07′ W162°39.28′ **BETHEL**
16 B NOTAM FILE ENA **L–3C**
RWY 02–20: 3005X75 (GRVL) MIRL
RWY 02: REIL. Brush.
RWY 20: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr use. Rwy 02 and Rwy 20 cones and reflective mkrs. Mult 120 ft unlgtd wind generators near river. Birds on and invof arpt. Wind indicator: unrelbl.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 210° 35.9 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



TUNTUTULIAK SPB (Z2Ø) 0 E UTC–9(–8DT) N60°20.49′ W162°39.94′ **BETHEL**
15 NOTAM FILE ENA
WATERWAY NE–SW: 2000X200 (WATER)
WATERWAY NW–SE: 2000X200 (WATER)
SEAPLANE REMARKS: Unattended. No dock or facilities of any kind, beaching area on bank of river adjacent to village. Waterfowl invof SPB. Multiple unlit windmills surrounding river, some as tall as 120′.
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 209° 36.5 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



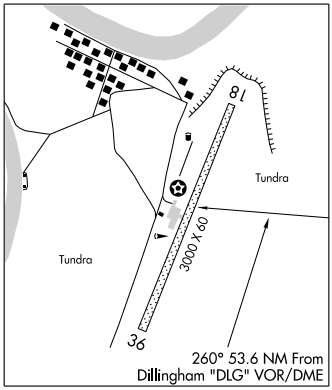
TUNUNAK (4KA)(POKA) 1 SW UTC–9(–8DT) N60°34.17′ W165°14.78′ **BETHEL**
62 B NOTAM FILE ENA **L–3B**
RWY 16–34: 3300X75 (GRVL) MIRL 0.3% up S **IAP**
RWY 34: Hill.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Rwy cond unmnt; rcmd visual insp bfr use. Heaves and dips full len.
AIRPORT MANAGER: 907-543-2495
WEATHER DATA SOURCES: AWOS–3P 118.25 (907) 269–2788.
COMMUNICATIONS: CTAF 122.9
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′ W161°49.46′ 250° 101.8 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



TUXEKAN ISLAND

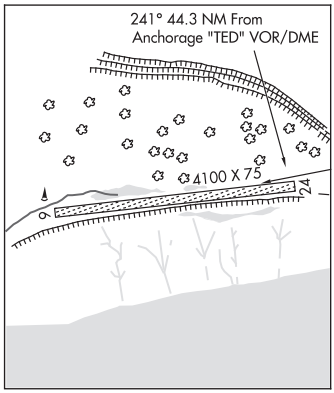
NAUKATI BAY SPB (AK62) PVT 0 N UTC–9(–8DT) N55°50.98′ W133°13.67′ **KETCHIKAN**
00 NOTAM FILE KTN
WATERWAY N–S: 10000X1000 (WATER)
WATERWAY NE–SW: 10000X300 (WATER)
SEAPLANE REMARKS: Unattended. Ctc arpt mgr 1700–0300Z‡. Small float with boats moored in close proximity.
AIRPORT MANAGER: 907-629-4104
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a local call to Ketchikan FSS dial 907–225–9481. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

TWIN HILLS (A63) 0 E UTC–9(–8DT) N59°04.47′ W160°16.50′ **KODIAK**
82 B NOTAM FILE ENA **L–2J, 3C**
RWY 18–36: 3000X60 (GRVL) MIRL 1.3% up N
RWY 18: Rgt tfc.
RWY 36: Brush.
SERVICE: **LGT** ACTVT MIRL Rwy 18–36 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp bfr to use. Turb psbl when lndg S due to N bluff. Rwy 18–36 slopes 2% uphill to north end.
AIRPORT MANAGER: 907-842-5511
COMMUNICATIONS: CTAF 122.5
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111
N58°59.65′ W158°33.13′ 261° 53.6 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



TYONEK

NIKOLAI CREEK (9AK3) PVT 10 SW UTC–9(–8DT) N61°00.83′ W151°26.93′ **ANCHORAGE**
30 NOTAM FILE **H–1B, 2K, L–1A, 3D, 4F**
RWY 06–24: 4100X75 (GRVL)
RWY 06: Wind cone.
RWY 24: Trees.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-269-8658
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07′ W149°57.61′ 241° 44.3 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



TYONEK (TYE) PVT 1 NE UTC–9(–8DT) N61°04.60′ W151°08.28′ **ANCHORAGE**
110 NOTAM FILE **L–1A, 3D, 4F**
RWY 18–36: 3000X90 (GRVL) LIRL
RWY 18: Trees.
RWY 36: Trees. Rgt tfc.
AIRPORT REMARKS: Attended continuously. Vehicle tfc on and invof rwy. Severe turbulence when wind from east. Village charges ldg and tie–down fees. For LIRL call 907–583–2201.
AIRPORT MANAGER: 907-583-2201
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.8
COMM/NAV/WEATHER REMARKS: For a local call to Kenai FSS dial 1–866–864–1737.

UGASHIK (9A8) 1 N UTC–9(–8DT) N57°31.41´ W157°23.76´ **KODIAK**
44 NOTAM FILE ENA **L–2J, 3C**

RWY 06–24: 3100X60 (GRVL) 0.6% up NE
RWY 06: Brush.
RWY 24: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Ctn: pvt rwy 2500 ft SSE. Rwy cond unmnt, rcmd visual insp bfr lndg. Rwy 06–24 brush alg both sides and near thrs. Rwy 06 and Rwy 24 reflective orange cones and thr panels. Rwy 06–24 soft when wet, water pond mid fld 3 ft x 5 ftx 3 in deep.

AIRPORT MANAGER: 907-246-3325

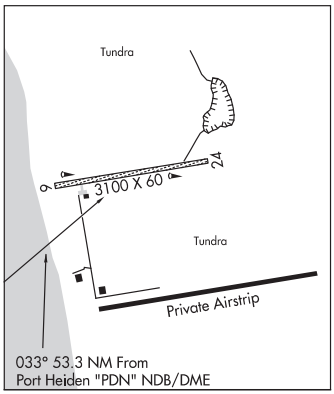
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26´ W158°38.85´ 033° 53.3 NM to fld. 56/16E.

DME unusable:
050°–110° byd 32 NM blo 6,500´

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



UGASHIK BAY (See PILOT POINT on page 198)

UGNU–KUPARUK (See KUPARUK on page 155)

UMIAT (UMT)(PAUM) 0 N UTC–9(–8DT) N69°22.27´ W152°08.10´ **POINT BARROW**
268 B NOTAM FILE FAI **H–1A, L–4I**

RWY 06–24: 5583X100 (GRVL–DIRT)
RWY 06: Brush.
RWY 24: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. No winter maintenance or snow removal. Wildlife and birds on and invof rwy. Mountain ridges North and South. Rwy 06–24 grass and weeds growing on rwy sfc with ruts up to 4", rwy soft when wet.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF/UNICOM 122.8

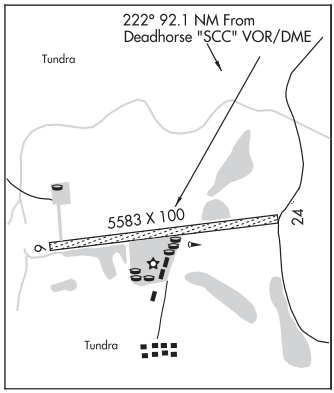
RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

DEADHORSE (H) (H) VORW/DME 113.9 SCC Chan 86 N70°11.95´ W148°24.97´ 222° 92.1 NM to fld. 54/17E.

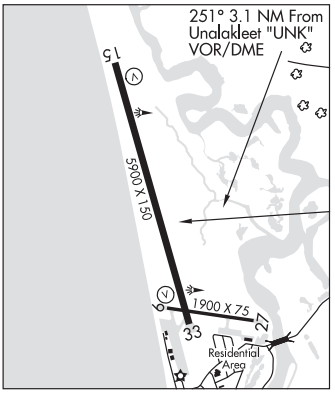
DME unusable:
143°–190° blo 2,300´
143°–190° byd 16 NM

VOR unusable:
145°–158° blo 3,000´
145°–158° byd 15 NM blo 4,000´
145°–158° byd 20 NM blo 5,000´
145°–158° byd 25 NM blo 6,000´
145°–158° byd 30 NM blo 10,000´

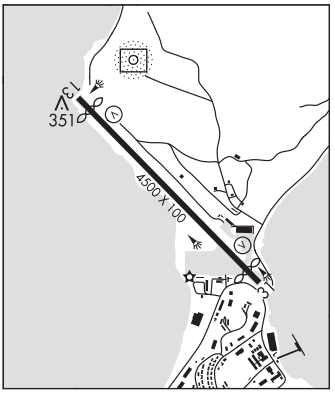
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl wx reports hourly only.



UNALAKLEET (UNK)(PAUN) 1 N UTC–9(–8DT) N63°53.31′ W160°47.95′ **MC GRATH**
27 B NOTAM FILE UNK **H–1A, H–2J, L–3C**
RWY 15–33: H5900X150 (ASPH–GRVD) HIRL **IAP**
RWY 15: VASI(V4L)—GA 3.0° TCH 39′. Road. Rgt tfc.
RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 48′. Bldg.
RWY 09–27: H1900X75 (ASPH–GRVD) PCN 59 F/B/X/T MIRL
RWY 27: Bridge.
SERVICE: **FUEL** 100LL, JET A **LGT** ACTVT REIL Rwy 33; HIRL Rwy 15–33; MIRL Rwy 09–27—CTAF. VASI Rwy 15 and Rwy 33 on consly.
AIRPORT REMARKS: Attended Mon–Fri 1700–0100Z‡. 299 ft twr 2.4 NM E. Snow removal and de–icing NA 0100–1700Z‡. Rwy cond unmnt; rcmd visual insp prior to lndg. Airframe rprs emerg only. Pwr plant rprs emerg only. Tsnt prkg near DOT maint bldg and Rwy 27 thr. Rwy 15 100 ft unlgt twr 0.4 NM N of thr.
AIRPORT MANAGER: 907-625-1025
WEATHER DATA SOURCES: AWOS–3P 132.25 (907) 624–3051. (WX CAM)
COMMUNICATIONS: CTAF 123.0
UNALAKLEET RCO 122.3(NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 135.7 335.5
AIRSPACE: CLASS E svc 1500–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
(H) (H) VORW/DME 116.9 UNK Chan 116 N63°53.52′ W160°41.06′ 251° 3.1 NM to fld. 436/15E.
LOC/DME 111.3 I–UNK Chan 50 Rwy 15.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



UNALASKA (DUT)(PADU) 1 N UTC–9(–8DT) N53°53.94′ W166°32.70′ **DUTCH HARBOR**
23 B TPA—2101(2078) LRA ARFF Index—See Remarks NOTAM FILE DUT **H–2I, L–2J**
RWY 13–31: H4500X100 (ASPH–GRVD) S–60, 2D–210 **IAP**
PCR 860 F/B/X/T MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 38′. Thld dsplcd 300′. Boat.
RWY 31: REIL. VASI(V4R)—GA 3.0° TCH 32′. Thld dsplcd 300′. Boat. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–4337 TODA–4500 ASDA–4200 LDA–3900
RWY 31: TORA–4500 TODA–4500 ASDA–4200 LDA–3900
SERVICE: **FUEL** JET A **LGT** For REIL Rwy 13 and 31; MIRL Rwy 13–31; Rwy 31 thr veh Xg tfc lgt—CTAF 7 clicks on & 3 clicks for Xg tfc lgt and REIL off. VASI Rwy 13 and Rwy 31 opr consly. VASI Rwy 31 usable +1.4 mi due to Mt, skewed 5 deg S of rwy hdg.
AIRPORT REMARKS: Attended 1700–0130Z‡. Class I, ARFF Index A. CLOSED to ACR ops more than 30 pax seats exc PPR in writing; amgr P.O. Box 920525, Dutch Harbor, AK 99692. ARFF equip staffed durg lrg ACR ops PDS. Hvy bird concentrations on and invof arpt. PAEW on Rwy 13–31. Locked wheel turns NA. Arpt maint duty hrs 1700–0130Z‡ Mon thru Sun. Haz rprtg durg atndnc hr and acft ovr 30 pax seat. Snow removal and deicing of rwy, twy and ramps durg duty hr. Tfc pat around Mt. Tsnt prkg Ramp B. CAUTION: Vessel tfc wi 1500′ Rwy 13. Vessel dock wi 1300 ft Rwy 31. Rwy 31 jet blast area clsd to tax exc when road vehicle and pedestrian tfc ctld by opr rep, clkws turn reqd. SPB gate ops—CTAF, 7 clicks open, 3 clicks close. See Section "C" notice for gate proc.
AIRPORT MANAGER: 907-581-1786
WEATHER DATA SOURCES: AWOS–3P 125.8 (907) 581–2803. (WX CAM)
COMMUNICATIONS: CTAF 122.6
RCO 122.6 (COLD BAY RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 121.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DUT.
DUTCH HARBOR NDB/DME (HW) 283 DUT Chan 86 N53°54.31′ W166°32.87′ at fld. 272/9E.
DME portion unusable:
005°–080°
081°–330° byd 13 NM
331°–004° byd 15 NM
COMM/NAV/WEATHER REMARKS: Cold Bay FSS 1700–0300Z‡, aft hrs Kenai FSS. For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Wx info 1645–0345—Dutch Wx 129.5 OR 907–581–1256.

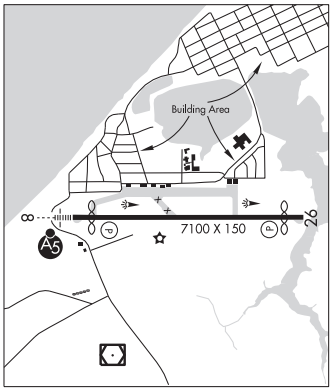


UPPER WASILLA LAKE SPB (See WASILLA on page 257)

UTOPIA CREEK N65º59.71´ W153º41.63´ NOTAM FILE UTO. **FAIRBANKS**
NDB/DME (HW) 272 UTO Chan 22(Y) 264º 14.2 NM to Hughes. 983/17E. **L–4I**
NDB unusable:
210º–240º
340º–355º
NDB/DME unusable:
45º–105º byd 25 NM
105º–45º

UTQIAGVIK

WILEY POST–WILL ROGERS MEML (BRW)(PABR) 0 SE UTC–9(–8DT) N71º17.09´ W156º46.12´ **POINT BARROW**
49 B ARFF Index—See Remarks NOTAM FILE BRW **H–1A, L–4I**
RWY 08–26: H7100X150 (ASPH–GRVD) S–75, D–160, 2D–300 **IAP**
PCR 458 F/C/X/U HIRL
RWY 08: MALSR. PAPI(P4R)—GA 3.0º TCH 51´. RVR–TR Thld dsplcd 600´. Rgt tfc.
RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 50´. RVR–TR Thld dsplcd 600´. Antenna.

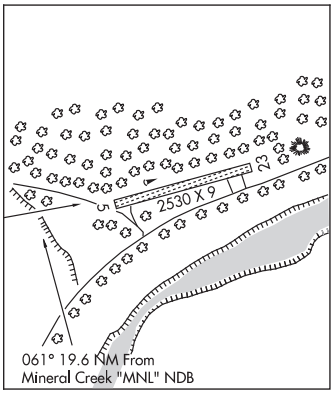


RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–7100 TODA–7100 ASDA–6500 LDA–5900
RWY 26: TORA–7100 TODA–7100 ASDA–6500 LDA–5900
SERVICE: S2 **FUEL** 100LL, JET A1 **LGT** ACTVT MALSR Rwy 08; REIL Rwy 26—CTAF. HIRL Rwy 08–26 preset low intst—incr intst BRW FSS 1500–0700Z‡; aft hr—CTAF. PAPI Rwy 08 & 26 on consly. Rotg bcn on consly.
AIRPORT REMARKS: Attended 1500–0530Z‡. Waterfowl invof arpt Spring–Fall. Class I, ARFF Index B. Clsd to ACR ops more than 30 pax seats excp PPR in writing – Airport Manager P. O. Box 367 Barrow, AK 99723. Rcmd lrgr acft use elephant ear to turn around. Main ramp txl non std wingtip clnc; rwy back taxi when lrg acft prkd on main ramp. Snow removal, wildlife ctl, cond rprtg & arpt maint svc avbl durg maint duty hr 1500–0530Z‡; aft hr—AMGR. Arpt sand lrgr gradation than FAA rcmdd/see AC150/5200–30. TSA reg arpt; See 49 CFR 1542. Gates & doors must be secured at all times. Tsnt – AMGR or BRW FSS for info. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-852-5851
WEATHER DATA SOURCES: ASOS 132.150 (907) 931–6017. (WX CAM)
COMMUNICATIONS: CTAF 123.6 **AFIS** 132.15 (1500–0700Z‡; OT ctc Fairbanks FSS)
FSS BRW (BARROW) 1500–0700Z‡; OT ctc Fairbanks FSS.
BARROW RADIO 121.5 122.2 122.6 123.6 (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 135.3
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE UTO.
ILS/DME 110.5 I–BRW Chan 42 Rwy 08. Class IE. Localizer backcourse unusable 2.2 DME abv 2,050´ and at 1.0 DME abv 1,050´. Autopilot coupled apchs not applicable blw 290´ MSL.
COMM/NAV/WEATHER REMARKS: For local call to Barrow FSS call 907–852–2511. For a toll free call to Fairbanks FSS call 1–866–248–6516. WSO 907–852–6484. AFIS operd by BRW FSS when open, OT Fairbanks FSS.

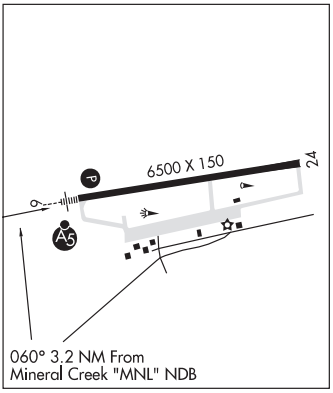
VALDEZ

ROBE LAKE SPB (L93) 6 W UTC–9(–8DT) N61º05.23´ W146º08.64´ **ANCHORAGE**
39 NOTAM FILE JNU
WATERWAY E–W: 4000X200 (WATER)
WATERWAY N–S: 2000X200 (WATER)
SERVICE: FUEL JET A
SEAPLANE REMARKS: Unattended. Caution: beaching area used by boats and swimmers; Dock NA. Steel bars protruding fm water near the shore line.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

THOMPSON PASS (K55) 17 E UTC–9(–8DT) N61°10.64´ W145°41.31´ **ANCHORAGE**
2080 NOTAM FILE JNU
RWY 05–23: 2530X9 (TURF–GRVL)
RWY 05: Brush.
RWY 23: Brush.
AIRPORT REMARKS: Unattended. All ops PPR—amgr. Rwy 05–23 unsafe for lndg, tkof or TGL due to debris on rwy – amgr. Rwy cond unmnt: rcmd visual insp prior to use. High trrn all quads. Exp turbulent wind. Unctld vehicle tfc on rwy. Rwy end 23: Pwr line crosses hill on apch end. Rwy end 05: first 300 ft soft & rutted. 1 ft grass & brush first 1200 ft; remainder 10 ft brush. Rwy 05–23: E side 9 ft unusbl; rmng overgrown with 4 ft brush. Rwy 05–23: east half of rwy overgrown 10 ft brush; strip 10 x 2270 ft unusable. West half of rwy loose gravel and small brush to 6 in. Rwy 05–23 soft aft rain, rises slightly at each end.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.9
RCO 122.55 (JUNEAU RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.
MINERAL CREEK NDB (MHW) 524 MNL N61°07.45´ W146°21.13´ 061° 19.6 NM to fld. 21/19E.
NDB unusable:
320°–010° byd 15 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

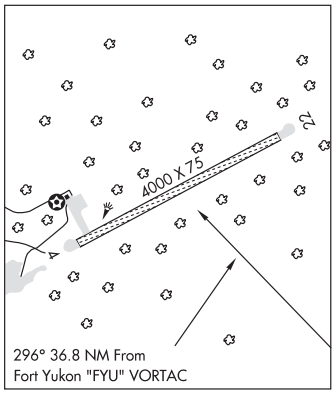


VALDEZ PIONEER FLD (VDZ)(PAVD) 3 E UTC–9(–8DT) N61°08.05´ W146°14.69´ **ANCHORAGE**
128 B LRA ARFF Index—See Remarks NOTAM FILE VDZ **H–1B, L–1A, 3E, 4H**
RWY 06–24: H6500X150 (ASPH–GRVD) S–107, D–187, 2D–346 **IAP**
PCR 407 F/A/X/T HIRL 1.1% up E
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 29´. Trees. Rgt tfc.
RWY 24: REIL. Trees.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 24: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTVT MALSR Rwy 06; REIL Rwy 24; PAPI Rwy 06; HIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–0330Z‡, Sat–Sun 1700–0330Z‡. Fuel A: PPR – 907–834–6933. Maint hrs Mon–Fri 1500–0330Z‡; Sat–Sun 1700–0330Z‡. Alert: durg strong N wind; midfld and E end rwy wind may be much hyr than AWOS indcd. Class I, ARFF Index: clsd to ACR ops more than 30 pax seats exc 24 hr PPR in writing–AMGR PO Box 507 Valdez, AK 99686; FAX 907–835–5849. Arpt sand lrgr than FAA rcmdd/see AC 150/5200–30. 1675 x 200 ft SW ptn of ramp not mntnd Nov 1 to Apr 15. Cold temperature airport. Altitude correction required at or below –10C. Alert: See Special Notices—Port Valdez Area.
AIRPORT MANAGER: 907-835-5658
WEATHER DATA SOURCES: AWOS–3P 118.8 (907) 560–7614. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.2 (JUNEAU RADIO)
ANCHORAGE CENTER APP/DEP CON 119.3 269.4
RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.
MINERAL CREEK NDB (MHW) 524 MNL N61°07.45´ W146°21.13´ 060° 3.2 NM to fld. 21/19E.
NDB unusable:
320°–010° byd 15 NM
LDA/DME 109.5 I–VDZ Chan 32 Rwy 06. LOC unusable byd 10° left of course; unusable byd 25° rgt of course; byd 11.2 NM blw 4,635´. DME unusable byd 10° left of course; unusable byd 20° rgt of course; byd 11.2 NM blw 4,635´.
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



VALLEY FLYING CROWN (See WASILLA on page 257)

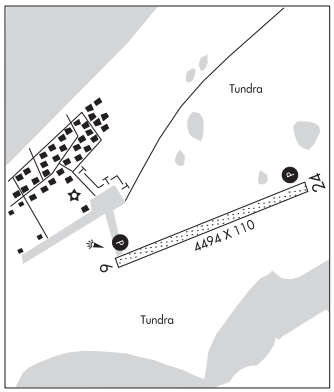
VENETIE (VEE)(PAVE) 1 E UTC–9(–8DT) N67°00.52′ W146°21.98′ **FAIRBANKS**
574 B NOTAM FILE FAI **H–1B, L–4J**
RWY 04–22: 4000X75 (GRVL) MIRL **IAP**
RWY 04: Road.
RWY 22: Trees.
SERVICE: **LGT** ACTIVATE MIRL Rwy 04–22 and rot bcn—CTAF. Rotating bcn OTS indef. Twy lgts OTS indef.
AIRPORT REMARKS: Unattended. Maint in winter variable. Rwy 04–22 sfc slippery when wet, sfc uneven and sparsely graveled. Rwy 04 road transits rwy approximately 300′ from thld. PPR before landing phone 907–849–8165. Construction equipment and persons operating on and invof rwy.
AIRPORT MANAGER: 907-849-8165
COMMUNICATIONS: CTAF 122.9
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 135.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46′ W145°16.60′ 296° 36.8 NM to fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blo 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blo 2,500′
DME unusable:
280°–300° byd 35 NM blo 2,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.



VISNAW LAKE SPB (See WASILLA on page 257)

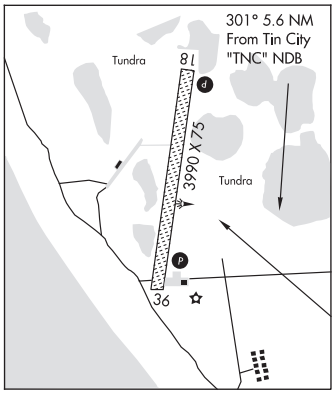
WAINWRIGHT

WAINWRIGHT (AWI)(PAWI) 1 SE UTC–9(–8DT) N70°38.28′ W159°59.69′ **CAPE LISBURNE**
45 B NOTAM FILE AWI **H–1A, L–4I**
RWY 06–24: 4494X110 (GRVL) MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Antenna.
RWY 24: REIL. PAPI(P4R)—GA 3.0° TCH 30′.
SERVICE: **LGT** ACTVT REIL Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to use. Rwy 06–24, 40 ft twr 500 ft N of rwy. Birds on and invof arpt. Ramp and twy sfc soft; ruts and ponding psbl. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-852-0489
WEATHER DATA SOURCES: ASOS 132.25 (907) 217–1305. (WX CAM)
COMMUNICATIONS: CTAF 122.8
WAINWRIGHT RCO 122.5 (BARROW RADIO)
ANCHORAGE CENTER APP/DEP CON 135.3
RADIO AIDS TO NAVIGATION: NOTAM FILE BRW.
BARROW (H) (H) VORW/DME 116.2 BRW Chan 109 N71°16.41′ W156°47.29′ 230° 73.8 NM to fld. 57/10E.
COMM/NAV/WEATHER REMARKS: Barrow FSS—1–800–779–7709. Local call to Barrow FSS dial 907–852–2511. For a toll free call to Fairbanks dial 1–866–248–6516.



WAINWRIGHT AS (AKØ3)(PAWT) PVT 0 N UTC–9(–8DT) N70°36.80′ W159°51.62′ **CAPE LISBURNE**
35 B NOTAM FILE BRW Not insp. **L–4I**
RWY 03–21: 3000X100 (GRVL) MIRL
RWY 03: REIL. Rgt tfc.
RWY 21: REIL.
SERVICE: **LGT** Bcn on consly.
AIRPORT REMARKS: CLOSED to public; Bureau of Land Management (BLM) facility. Caution: Rwy not mntnd; rcmd visual insp prior to ldg. Mult soft spots; dirt & grvl on rwy.
AIRPORT MANAGER: (907) 382-4199
COMMUNICATIONS: CTAF 126.2

WALES (IWK)(PAIW) 1 NW UTC–9(–8DT) N65°37.35´ W168°05.70´ **NOME**
26 B NOTAM FILE IWK **L–4H**
RWY 18–36: 3990X75 (GRVL) MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 26´.
RWY 36: REIL. PAPI(P4R)—GA 3.0° TCH 26´. Road.
SERVICE: **LGT** ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36—CTAF. Several rwy lights broken. Windsock lighting inoperative, wind sock may be missing.
AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below –26C. Easterly winds may cause severe turbulence invof rwy. Rwy conditions not monitored, recommend visual inspection prior to ldg. High terrain southeast thru east. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-443-3431
WEATHER DATA SOURCES: AWOS–3P 118.525 (907) 664–3907. (WX CAM)
COMMUNICATIONS: CTAF 123.0
TIN CITY RCO 122.6 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.
TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70´ W167°55.49´ 301° 5.6 NM to fld. 248/10E.
NDB unusable:
200°–240° byd 20 NM
240°–330° byd 10 NM
DME unusable:
040°–050° byd 20 NM blo 6,000´
050°–080° byd 20 NM blo 9,000´
080°–090° byd 20 NM blo 8,500´
090°–095° byd 20 NM blo 5,500´
095°–110° byd 20 NM blo 4,400´
200°–240° byd 20 NM
240°–290° byd 5 NM
290°–320° byd 10 NM
320°–340° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



WARREN "BUD" WOODS PALMER MUNI (See PALMER on page 192)

WASILLA

ANDERSON LAKE (ØAK1) PVT 4 NE UTC–9(–8DT) N61°37.01´ W149°19.29´ **ANCHORAGE**
463 NOTAM FILE Not insp.
RWY 08–26: 1800X40 (GRVL)
RWY 08: Thld dsplcd 300´. Road.
RWY 26: Tree.
SERVICE: S4
AIRPORT REMARKS: Unattended. Be alert: floatplane ops on Anderson Lake, overlapping flt patterns. Be alert: Wolflake (4AK6) 2 miles NE. Be alert: Cottonwood Lake Seaplane ops, 1 mile SE. Touch and go or stop and go ldgs not authorized. Snow removal ops during winter months. Public road invof Rwy 08. Trees and chain link fence invof Rwy 26.
AIRPORT MANAGER: 907-373-4640
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

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WATERWAY 06W–24W: 2800X500 (WATER)
SEAPLANE REMARKS: Unattended. Touch and go or stop and go landings not authorized.

BLODGETT LAKE SPB (D75) 8 W UTC–9(–8DT) N61°34.56´ W149°40.53´ **ANCHORAGE**
242 NOTAM FILE ENA
WATERWAY ALL–WAY: 3800X3800 (WATER)
SEAPLANE REMARKS: Unattended. Pub aces to shoreline NA. Tsnt facs NA; Pvt lake non–coml. Trees surround lake.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

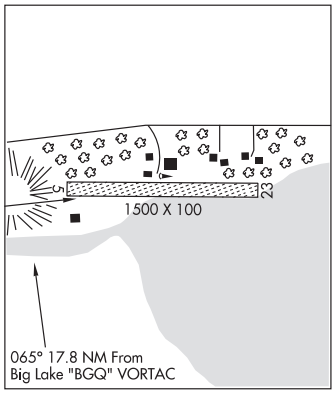
BLUFF PARK FARM (71AK) PVT 4 NE UTC–9(–8DT) N61°31.66′ W149°29.78′ **ANCHORAGE**
110 NOTAM FILE Not insp.
RWY 03–21: 2000X100 (TURF)
RWY 03: Thld dsplcd 250′. Rgt tfc.
AIRPORT REMARKS: Unattended. Operations NW of arpt are prohibited. Aircraft are to remain well clear of Snowshoe Elementary School at all times. Arrivals/departures to remain south of Fairview Loop Road until well clear of the Jackfish Landing Airstrip traffic pattern.
AIRPORT MANAGER: 907-357-4257
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

COTTONWOOD LAKE SPB (3H3) 3 E UTC–9(–8DT) N61°35.86′ W149°18.98′ **ANCHORAGE**
300 NOTAM FILE ENA
WATERWAY 06W–24W: 4000X800 (WATER)
SEAPLANE REMARKS: Unattended. Trees on all sides of landing area, 50′ on waterway. Rcmd visual insp bfr lndg. Lndg area not mntnd. Public access N shore. Beaching area only, no dock. Rmndr pvt/non coml. Tsnt svc NA. CAUTION: Boats and swimming invof.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

GANNON'S LANDING (AK83) PVT 6 W UTC–9(–8DT) N61°37.64′ W149°36.56′ **ANCHORAGE**
380 NOTAM FILE Not insp.
RWY 18–36: 2100X175 (TURF)
RWY 18: Thld dsplcd 900′.
RWY 36: Thld dsplcd 300′. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 18–36 slippery when wet. Rwy muddy in the spring.
AIRPORT MANAGER: 907-376-8069
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

GATTIS STRIP (16AK) PVT 3 NE UTC–9(–8DT) N61°35.95′ W149°20.82′ **ANCHORAGE**
320 NOTAM FILE Not insp.
RWY 04–22: H1200X60 (ASPH)
RWY 04: Hill. Rgt tfc.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-841-0507
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

GREEN'S STRIP (AK65) PVT 3 NE UTC–9(–8DT) N61°35.88′ W149°21.03′ **ANCHORAGE**
300 NOTAM FILE Not insp.
RWY 05–23: 1500X100 (TURF)
RWY 05: Trees.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: (907) 671-8885
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 065° 17.8 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



HUNT STRIP (1ØAK) PVT 10 W UTC–9(–8DT) N61°35.51′ W149°40.67′ **ANCHORAGE**
200 NOTAM FILE Not insp.
RWY 07–25: 800X80 (GRVL)
RWY 25: P–line.
AIRPORT REMARKS: Unattended. Approaches shall be made over the lake. Left or right hand patterns okay.
AIRPORT MANAGER: 907-373-3062
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

ISLAND LAKE SPB (29A) 5 SW UTC–9(–8DT) N61°37.73′ W149°37.07′ **ANCHORAGE**
370 NOTAM FILE ENA
WATERWAY 18W–36W: 4000X200 (WATER)
SEAPLANE REMARKS: Unattended. Rwy frozen in winter. Be alert for island at south end. 100′ twr approximately 1 NM northwest of lake.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

LAKE LUCILLE SPB (4A3) 0 N UTC–9(–8DT) N61°34.50′ W149°28.54′ **ANCHORAGE**
300 NOTAM FILE ENA
WATERWAY 09W–27W: 5000X2500 (WATER)
SEAPLANE REMARKS: Unattended. Be Alert: Boaters, water skiers, snow machine act and floating debris. Apch ovr city. Small pub dock NE shore. Short term mooring—907–373–1776.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

LAWRENCE AIRSTRIP (55AK) PVT 10 SW UTC–9(–8DT) N61°29.75′ W149°41.96′ **ANCHORAGE**
200 NOTAM FILE Not insp.
RWY 04–22: 1700X25 (TURF)
RWY 04: Trees.
RWY 22: Trees.
AIRPORT REMARKS: Unattended. Rwy soft during spring breakup.
AIRPORT MANAGER: 907-354-6770
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

LINCOLN VILLAGE AIRPARK (89AK) PVT 8 SW UTC–9(–8DT) N61°33.56′ W149°42.33′ **ANCHORAGE**
250 NOTAM FILE Not insp.
RWY 16–34: 2000X200 (GRVL)
AIRPORT REMARKS: Unattended. Rwy 16–34 slopes up to the middle of the fld from both ends. Rwy 16–34 soft when wet.
AIRPORT MANAGER: (907) 841-4933
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

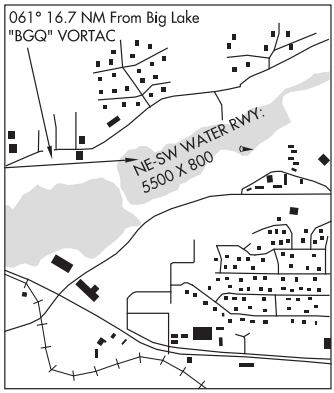
NIKLASON LAKE SPB (4AKØ) 6 W UTC–9(–8DT) N61°37.75′ W149°16.26′ **ANCHORAGE**
380 NOTAM FILE ENA
WATERWAY E–W: 2700X75 (WATER)
SEAPLANE REMARKS: Unattended. Pub beaching aces SW shore, no dock. Rmndr pvt/non coml. CAUTION: Trees & hill E shore, year round recreational act NW lake end, boat act SW pub beach. Tsnt svc NA.
AIRPORT MANAGER: 907-230-7943
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

PIPER LANDING (AK25) PVT 5 NW UTC–9(–8DT) N61°37.05′ W149°36.88′ **ANCHORAGE**
350 NOTAM FILE Not insp.
RWY 06–24: 1200X50 (TURF)
RWY 06: Rgt tfc.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-250-9767
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

SEYMOUR LAKE SPB (3A3) 6 NW UTC–9(–8DT) N61°36.81′ W149°39.93′ **ANCHORAGE**
320 NOTAM FILE ENA
WATERWAY N–S: 6000X400 (WATER)
SERVICE: S4
NOISE: Ops subject to annoying noise reg 0800–1700Z‡.
SEAPLANE REMARKS: Unattended. Pub aces & use W side of lake NA, rocks and trees invof. Ops close to shore NA.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

SOLOY STRIP (87AK) PVT 10 NE UTC–9(–8DT) N61°39.09′ W149°17.31′ **ANCHORAGE**
545 NOTAM FILE Not insp.
RWY 07–25: 1100X50 (GRVL)
RWY 07: Trees.
RWY 25: Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1700–0200Z‡.
AIRPORT MANAGER: (907) 315-5300
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

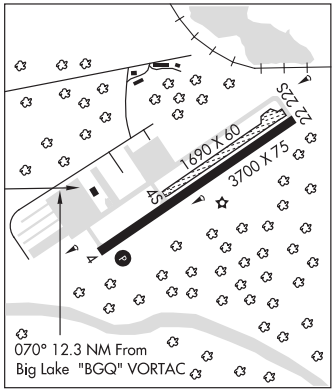
UPPER WASILLA LAKE SPB (3K9) 2 E UTC–9(–8DT) N61°35.33′ W149°23.10′ **ANCHORAGE**
330 NOTAM FILE ENA
WATERWAY NE–SW: 5500X800 (WATER)
SEAPLANE REMARKS: Unattended. unmnt, rcmd visual insp bfr use. Transient parking avbl on south shore. Pub shore aces NA. Docks & shoreline pvt. Privately maintained windsock on south side of lake. Winter cond vary, hvy snow drifts and NE wind +60 mph psbl. Avoid thin ice at inlet and outlet. CAUTION: boats, water skiers, snow machine act and floating debris.
AIRPORT MANAGER: 406-223-7785
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 067° 16.7 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



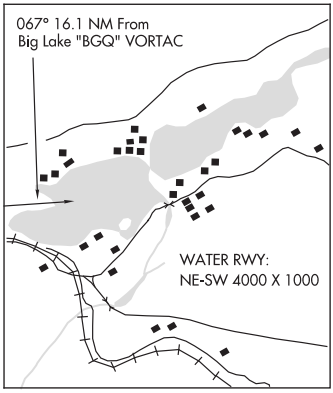
VALLEY FLYING CROWN (AK27) PVT 5 NW UTC–9(–8DT) N61°38.55′ W149°37.47′ **ANCHORAGE**
400 NOTAM FILE Not insp.
RWY 06–24: 1800X30 (GRVL)
RWY 24: Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 06–24 pwr line alg S side of rwy. Winter maint NA. Rwy 06–24 soft durg spring breakup.
AIRPORT MANAGER: 907-232-3930
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

VISNAW LAKE SPB (T66) 7 NW UTC–9(–8DT) N61°37.14′ W149°40.71′ **ANCHORAGE**
300 NOTAM FILE ENA
WATERWAY N–S: 4000X200 (WATER)
WATERWAY S: Rgt tfc.
SEAPLANE REMARKS: Unattended. Tsnt svc not authorized. Ctn: Hvy tfc area; nmrs SPBs & arpts invof. Recreation boats invof of lake. Waterway N–S: more than two TGL not autorizied. Mntn tfc pat W of lake. Grvl ramp E shore.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

WASILLA (IYS)(PAWS) 3 W UTC–9(–8DT) N61°34.32´ W149°32.37´ **ANCHORAGE**
354 B NOTAM FILE IYS **L–1A, 3D, 4G**
RWY 04–22: H3700X75 (ASPH) MIRL 0.5% up NE **IAP**
RWY 04: REIL. PAPI(P4R)—GA 3.0° TCH 25´. Trees. Rgt tfc.
RWY 22: REIL. Trees.
RWY 04S–22S: 1690X60 (TURF–GRVL) 0.4% up NE
RWY 04S: Hill.
SERVICE: S4 **FUEL** 100LL, JET A **LGT** ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04, MIRL Rwy 04–22—CTAF.
AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs. Rwy cond not monitored, recommend visual inspection prior to use. No winter maintenance Rwy 04S–22S. Rwy 04S–22S for ski/tundra tire equipped acft. No simultaneous ops on Rwy 04–22 and Rwy 04S–22S. Ultralights on and invof arpt. Numerous pvt arpts and lakes invof., arpt rstd to acft with apch speeds less than 121 kt. Rwy 04–22 NSTD markings, marked with thld panels. Rwy 04S and Rwy 22S marked with cones and reflective thld markers.
AIRPORT MANAGER: 907-373-9018
WEATHER DATA SOURCES: AWOS–3P 135.25 (907) 373–3801. (WX CAM)
COMMUNICATIONS: CTAF 122.8
APP/DEP CON 119.1 363.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17´ W149°58.03´ 070° 12.3 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000´
DME unusable:
230°–245° byd 38 blo 8,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



WASILLA LAKE SPB (5L6) 1 E UTC–9(–8DT) N61°35.18´ W149°24.45´ **ANCHORAGE**
330 NOTAM FILE ENA
WATERWAY NE–SW: 4000X1000 (WATER)
SEAPLANE REMARKS: Unattended. CAUTION: Swimming and watercraft invof. Tsnt svc na. Dock NE shore.
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17´ W149°58.03´ 067° 16.1 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000´
DME unusable:
230°–245° byd 38 blo 8,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



WASILLA CREEK AIRPARK (See PALMER on page 193)

WATERFALL SPB (KWF)(POKW) 0 SW UTC–9(–8DT) N55°17.78′ W133°14.60′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY NW–SE: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Float removed in winter months, Oct–Mar.

AIRPORT MANAGER: 907-265-9650

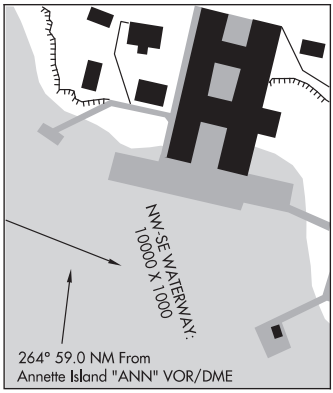
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VORW/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 264° 59.0 NM to fld. 184/21E.

VOR unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM

DME unusable:
000°–100° byd 11 NM blo 12,000′
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500′
120°–130° byd 37 NM blo 6,000′
290°–320° byd 32 NM blo 7,000′
290°–320° byd 37 NM blo 9,000′
345°–000° byd 20 NM



COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.

WEST POINT VILLAGE SPB (KWP) 0 E UTC–9(–8DT) N57°46.21′ W153°32.94′ **KODIAK**

00 NOTAM FILE ENA

WATERWAY E–W: 10000X500 (WATER)

SEAPLANE REMARKS: Unattended. Waterfowl and fishing nets invof ldg area. Subject to strong down drafts during NW winds, north–south winds cause heavy swells. Operating area in Uganik Bay, rocky islands near beach where seaplanes heel–up.

COMMUNICATIONS: CTAF 122.8

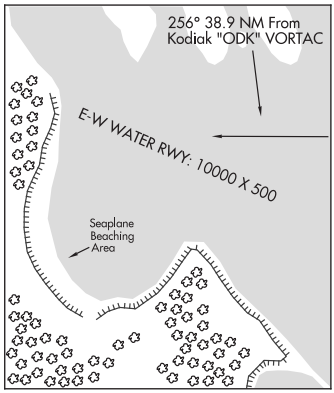
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VORW/DME 117.1 ODK Chan 118 N57°46.50′ W152°20.39′ 256° 38.9 NM to fld. 133/14E.

VOR unusable:
190°–310° byd 15 NM blo 12,000′

DME unusable:
154°–265° byd 15 NM blo 12,000′
266°–305°
306°–341° byd 15 NM blo 12,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



WHALE PASS SEAPLANE FLOAT HARBOR FACILITY SPB (96Z) 1 SSE UTC–9(–8DT) N56°06.59′ W133°07.42′ **JUNEAU**

00 NOTAM FILE SIT

WATERWAY 16–34: 3000X150 (WATER)

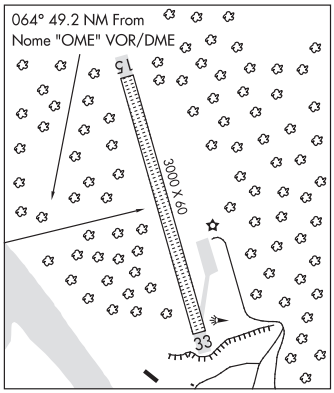
SEAPLANE REMARKS: Unattended. Congestion btn boat and seaplane tfc poss.

AIRPORT MANAGER: (907-846-5211

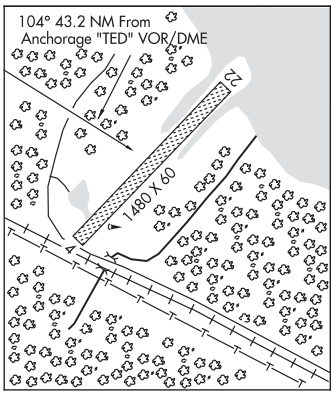
COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–833–AK–BRIEF.

WHITE MOUNTAIN (WMO)(PAWM) 1 N UTC–9(–8DT) N64°41.35′ W163°24.77′ **NOME**
267 B NOTAM FILE WMO **L–3A, 3C, 4H**
RWY 15–33: 3000X60 (GRVL) MIRL 1.5% up SE **IAP**
RWY 15: Brush.
RWY 33: Brush.
SERVICE: **LGT** ACTIVATE MIRL Rwy 15–33—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition unmnt; recommend visual inspection prior to ldg. Rwy 15–33 slopes down at Rwy 33 thld NW to SE, south end is 45′ higher. Rwy 15–33 marked with cones, lgts and reflective thld panels. Tall brush invof wind sock. Rwy 33 exp turb durg apch.
AIRPORT MANAGER: 907-443-2500
WEATHER DATA SOURCES: AWOS–3P 121.45 (907) 560–7686. (WX CAM)
COMMUNICATIONS: CTAF 122.9
GOLOVIN RCO 122.05 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 290.4 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 064° 49.2 NM to fld. 95/11E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.



WHITTIER (IEM)(PAWR) 1 NW UTC–9(–8DT) N60°46.63′ W148°43.18′ **ANCHORAGE**
39 NOTAM FILE ENA
RWY 04–22: 1480X60 (GRVL) 1.4% up SW
RWY 04: Road.
RWY 22: Brush.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. No scheduled maint., no winter maint., clsd from first snowfall till after breakup. Birds on and invof arpt. Apch to Rwy 22 over water, distance from water to thld panels 205′. For tkf use Rwy 04 only first 130′ of Rwy 04 unusable. Pile of large rocks lctd apch end Rwy 04. For ldgs use Rwy 22 only, go around unlikely. Wind indicator may be unreliable. Rwy 22 slopes up 2% from water. 30′ trees, 45′ each side of rwy cntrln, full length.
AIRPORT MANAGER: 907-783-2232
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07′ W149°57.61′ 104° 43.2 NM to fld. 93/18E.
VOR unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
DME unusable:
041°–091° byd 25 NM blo 15,000′
091°–096° byd 20 NM blo 15,000′
096°–121° byd 25 NM blo 12,500′
121°–146° byd 25 NM blo 9,000′
196°–206° byd 25 NM blo 3,500′
206°–211° byd 25 NM blo 4,000′
211°–221° byd 25 NM blo 3,500′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl hourly wx reports from Portage Visitor Ctr 135.45, lctd west side of Portage Pass.



WILDER RUNWAY (See PORT ALSWORTH on page 202)

WILEY POST–WILL ROGERS MEML (See UTQIAGVIK on page 251)

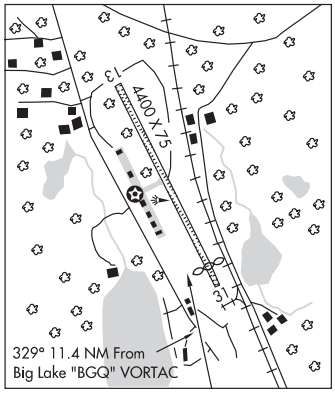
WILLOW

HONEYBEE LAKE AERO PARK (25AK) PVT 1 N UTC–9(–8DT) N61°42.73′ W150°03.80′ **ANCHORAGE**
200 NOTAM FILE Not insp.
RWY 04–22: 2000X30 (GRVL)
RWY 04: Rgt tfc.
RWY 15–33: 1200X30 (GRVL)
RWY 33: Rgt tfc.
AIRPORT REMARKS: Unattended. Traffic pattern shall remain west of the parks highway.
AIRPORT MANAGER: 937-776-0458
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

KASHWITNA LAKE SPB (AK34) PVT 6 N UTC–9(–8DT) N61°50.12′ W150°04.78′ **ANCHORAGE**
186 NOTAM FILE ENA Not insp.
WATERWAY NW–SE: 4000X500 (WATER)
WATERWAY NW: P–line.
SEAPLANE REMARKS: Unattended.
AIRPORT MANAGER: 907-495-3475
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

MINUTEMAN LAKE SPB (MFN) 1 N UTC–9(–8DT) N61°43.28′ W150°02.81′ **ANCHORAGE**
295 NOTAM FILE ENA
WATERWAY 07W–25W: 1500X50 (WATER)
SEAPLANE REMARKS: Unattended. No svc of any type avbl to tran acft. Seaplane base condition not monitored, recommend visual inspection prior to use. Caution for trees on east end of lake.
AIRPORT MANAGER: 907-355-5310
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

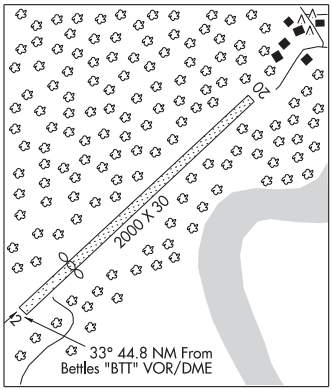
WILLOW (UUO)(PAUO) 1 NW UTC–9(–8DT) N61°45.25′ W150°03.10′ **ANCHORAGE**
215 B NOTAM FILE ENA **H–1B, 2K, L–1A, 3D, 4F**
RWY 13–31: 4400X75 (GRVL) MIRL 0.3% up SE **IAP**
RWY 13: Road.
RWY 31: Thld dsplcd 400′. Trees. Rgt tfc.
SERVICE: S4 **FUEL** 100LL **LGT** ACTVT MIRL Rwy 13–31—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. 100LL credit card self svc H24. Rwy 13 thr mkd with flexible reflective mkrs and cones. Rwy 31 dthr mkd with reflective flexible mkrs and cones. Twy markings thru dthr. Float planes on Willow Lake acrs road.
AIRPORT MANAGER: 907-495-6286
COMMUNICATIONS: CTAF 122.8
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 133.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17′ W149°58.03′ 329° 11.4 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000′
DME unusable:
230°–245° byd 38 blo 8,000′
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Wx rprt hrly when avbl.



WILLOW SPB (2X2) 1 NW UTC–9(–8DT) N61°44.61´ W150°03.58´ **ANCHORAGE**
200 NOTAM FILE ENA
WATERWAY 13W–31W: 3600X400 (WATER)
SERVICE: S7
SEAPLANE REMARKS: Unattended. Acft run–up area at the NE end of lake is marked by buoys seasonally. No public dock avbl. Grvl public ramp lctd on NE shore of lake. No public parking avbl. Major power plant repairs avbl. No winter maintenance be alert during ldg/tkf. A buoy has been placed aprx 200´ from the most southern point of land on the southeast end of the lake. Acft opr are not allowed inside the 200´ marker unless taxiing to or from the shore, or taxiing to the acft run–up area. Pilots should be aware of watercraft and recreational activities on the lake. A visual inspection prior to ldg is recommended. Wind indicator avbl at Willow Arpt across the road. Buoys are removed from lake prior to freeze–up and replaced when lake thaws. It is recommended that all acft tkf toward the south, weather conditions permitting. No east/west tkf or ldg are permitted.
AIRPORT MANAGER: 907-495-6286
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.

WINGSONG ESTATES (See DELTA JUNCTION on page 92)

WISEMAN (WSM) 1 SSW UTC–9(–8DT) N67°24.31´ W150°07.25´ **FAIRBANKS**
1195 NOTAM FILE FAI
RWY 02–20: 2000X30 (TURF–DIRT) 0.7% up NE
RWY 02: Thld dsplcd 500´. Trees.
RWY 20: Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy maint NA; cond unmnt; rcmnd visual insp bfr Indg. Be Alert: Rwy in Mt Valley; high trrn all quads. 35´ trees wi 75´ L and R of centerline. Rcmd dogleg apch due to hill. 48" saplings in safety area. Windsock unrelbl. 6" rocks and 24" grass alg sfc. Rwy 02–20 reflective mkrs and cones. Ski plane ops winter only; snow removal NA.
AIRPORT MANAGER: 907-451-2207
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

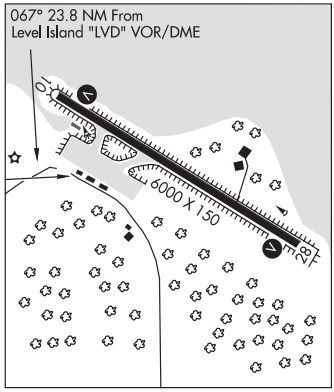


WOLF LAKE (See PALMER on page 193)

WOODY ISLAND N57°46.49´ W152°19.48´ NOTAM FILE ADQ. **KODIAK**
NDB (HW) 394 RWO 241° 5.6 NM to Kodiak. 24/14E. **H–1B, 2K, L–2J, 3D**
RCO 122.2 (KENAI RADIO)

WRANGELL

WRANGELL (WRG)(PAWG) 1 NE UTC–9(–8DT) N56°29.06′ W132°22.19′ **JUNEAU**
44 B AOE ARFF Index—See Remarks NOTAM FILE WRG **H–1D, L–1C**
RWY 10–28: H6000X150 (ASPH–GRVD) S–120, D–217, 2D–217 **IAP**
PCR 490 F/A/X/T HIRL 0.3% up SE
RWY 10: REIL. VASI(V4L)—GA 3.0° TCH 52′. Hill.
RWY 28: REIL. VASI(V4L)—GA 3.0° TCH 52′. Rgt tfc.



SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTVT REIL Rwy 10 and Rwy 28, VASI Rwy 10 and Rwy 28; HIRL Rwy 10–28—CTAF. Rwy 10 VASI unusable byd 2.5 NM, does not provide obstruction clearance byd 2.5 NM.

AIRPORT REMARKS: Attended 1500–0200Z‡. Fuel avbl—907–874–3276. Class I, ARFF Index B. ARFF svc avbl durg sked ACR ops only. High terrain immediately S of rwy. Solid waste processing 2000 ft SW of Rwy 10 thr. Wildlife on and invof arpt. PAEW on rwy. Rcmd visual insp bfr use. Ctc FSS for NOTAMs. PAJA on rwy, twy and prkg apron NA. Snow removal, wildlife ctl, cond rprtg and maint svc avbl durg duty hr; Aft hr or req—Amgr. CLOSED to ops more than 30 pax seats exc PPR. 24 hour PPR req for cargo ops over 100k—Amgr. 24 hr PPR for seaplane aces gate entry durg atndd hr. Twy B under 12500 lbs max gross tkf weight. Rwy 10 calm wind rwy. Arpt sand lrgr gradation than FAA rcmdd/see AC150/5200–30.Cold temperature airport. Altitude correction required at or below –4C.

AIRPORT MANAGER: 907-874-3107

WEATHER DATA SOURCES: AWOS–3P 128.5 (907) 874–2458. (WX CAM)

COMMUNICATIONS: CTAF 122.6
RCO 122.45 (SITKA RADIO)
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 118.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 067° 23.8 NM to fld. 98/20E.
VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
LDA/DME 108.5 I–RGL Chan 22 Rwy 10.

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF. AWOS–3 wind may be unrepresentative of rwy wind conditions because of local topography.

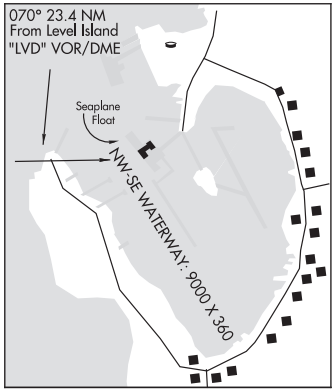
WRANGELL SPB (68A) 0 S UTC–9(–8DT) N56°27.98′ W132°22.80′ **JUNEAU**

00 AOE NOTAM FILE WRG

WATERWAY NW–SE: 9000X360 (WATER)

SERVICE: S2 **FUEL** 100LL

SEAPLANE REMARKS: Unattended. Prior to lndg in harbor ctc harbor master—(907) 874–3736. Av gas avbl across harbor at (907) 874–2388. Be alert for heavy boat tfc in harbor, do not land in harbor. Flashing light end of breakwater. Boats may be tied to SPB float ramp. Exposed to west wind causing waves in harbor, recommend not leaving plane tied to face of float unattended.



AIRPORT MANAGER: 907-874-3736

COMMUNICATIONS: CTAF 122.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VORW/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 070° 23.4 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 30 NM
105°–123° byd 28 NM
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 30 NM
083°–089° byd 35 NM
105°–123° byd 28 NM
121°–135° byd 35 NM blo 7,000′
193°–201° byd 25 NM blo 5,000′
193°–201° byd 32 NM blo 6,000′
270°–324° byd 20 NM blo 10,100′
337°–356° byd 25 NM blo 8,000′

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS call 1–800–478–6300. For a toll free call to Juneau FSS dial 1–833–AK–BRIEF.

YAKATAGA (ØAA1) PVT 0 S UTC–9(–8DT) N60°04.85′ W142°29.73′ **ANCHORAGE**
H–1C, L–1A, 3E

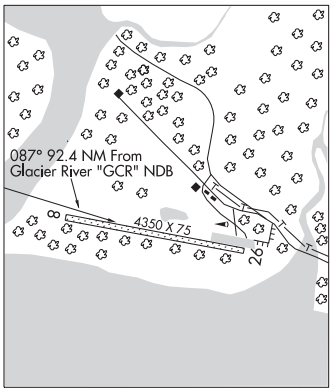
16 NOTAM FILE

RWY 08–26: 4350X75 (TURF)

RWY 08: Tree. Rgt tfc.

RWY 26: Tree.

AIRPORT REMARKS: Unattended. Mtns N–NE to ESE; 2258 ft hill 3 mi E. Rwy 08–26 soft when wet; 3 in puddles 25x25 ft NW side midpt. 3 in ruts full len. 12 in grass. Rwy 08–26 exp ireg winds durg fnl apch. All ops PPR in writing. Ovr 5600 lbs gross and non high flotation tire acft NA Aug 15–May 15. Eagles near streams invof both thrs. Rwy 08 and Rwy 26 worn thr panels. Wind indicator on twr N of prkg ramp; unrelbl.



AIRPORT MANAGER: 907-424-3252

COMMUNICATIONS: CTAF 122.9

RCO 122.5 (JUNEAU RADIO)

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

YAKUTAT

ALSEK RIVER (A57) 44 SE UTC–9(–8DT) N59°11.95′ W138°26.75′ **JUNEAU**

53 NOTAM FILE JNU

RWY 07–25: 1860X12 (TURF)

RWY 07: Tree.

RWY 25: Tree.

AIRPORT REMARKS: Unattended. Wildlife invof rwy. Erratic winds off mt range E of rwy. Rwy 07–25 uneven both sides; +12 in dips. Mntn cntrln ctr durg lndg and tkof. Rwy 07 thr gully; rcmd touch down in front of USFS cabin. Rwy 07–25 soft and wet in spring and aft hvy rain. Rwy 07 and Rwy 25 thr mkd with yellow pipes.

AIRPORT MANAGER: 907-784-3359

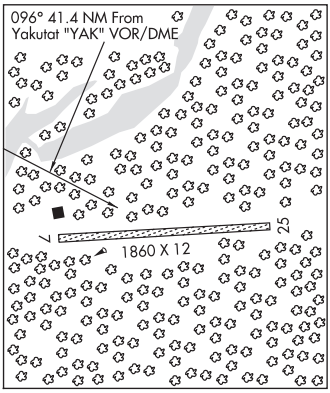
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ 096° 41.4 NM to fld. 41/20E.

VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



DRY BAY (3AK) 44 SE UTC–9(–8DT) N59°09.86′ W138°29.33′ **JUNEAU**
L–1B

33 NOTAM FILE JNU

RWY 05–23: 3600X170 (GRVL)

RWY 05: Trees.

RWY 23: Trees.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior bfr use. Wildlife invof rwy. Rwy 05–23, SW end byd thr soft sand. Windsock 0.2 mi N at the processing plant. Coml oprs may rqr auth and hop PPR–907–697–2230.

AIRPORT MANAGER: 907-784-3295

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.

EAST ALSEK RIVER (AK76) 49 SE UTC–9(–8DT) N59°07.58′ W138°24.53′ **JUNEAU**

39 NOTAM FILE YAK

RWY 02–20: 1500X10 (TURF) 0.3% up N

RWY 02: Trees.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Rwy 02–20 soft in spring or durg hvy rain. Rwy safety area sfc rises and falls over +12 in; mntn ctrln ctl. Bears and ATVs invof rwy. Cabin Forest Svc mntnd. Rwy 02–20 tree path cut 80 ft. Windsock fair cond; tree mounted and partially obsc.

AIRPORT MANAGER: 907-784-3295

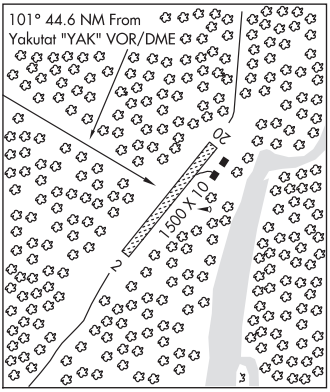
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ 101° 44.6 NM to fld. 41/20E.

VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



HARLEQUIN LAKE (A67) 19 E UTC–9(–8DT) N59°24.86′ W139°02.02′ **JUNEAU**

113 NOTAM FILE JNU

RWY 05–23: 2100X35 (TURF)

RWY 05: Tree.

RWY 23: Tree.

AIRPORT REMARKS: Unattended. 70 ft trees wi 50 ft of cntrln both sides. Off road vehicles on and invof of rwy. Rwy 05–23 3–6 in. Rwy 05 and Rwy 23 mkd with yellow pipes.

AIRPORT MANAGER: 907-789-3359

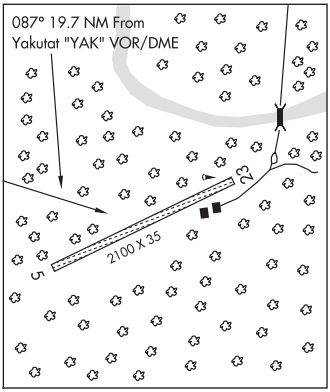
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ 087° 19.7 NM to fld. 41/20E.

VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



SITUK (A68) 7 NE UTC–9(–8DT) N59°33.17′ W139°30.61′ **JUNEAU**

60 NOTAM FILE YAK

RWY 13–31: 2150X10 (TURF)

RWY 13: Tree.

RWY 31: Tree.

AIRPORT REMARKS: Unattended. Numerous Bald Eagles fish and mate abv rwy. Trees between 50′–120′ border airstrip safety area. Rwy safety area 75′ wide full length with ground rising and falling over 12". Maintain centerline ctl. 7′ level along each side of rwy centerline. Remainder 4" higher, soft and uneven. Some ruts over 12", standing water after rain. Rwy 13–31 20′ usable 10′ either side of centerline, remainder either side soft. Rwy 13–31 NSTD markings, thld marked with yellow plastic pipes.

AIRPORT MANAGER: 907-784-3359

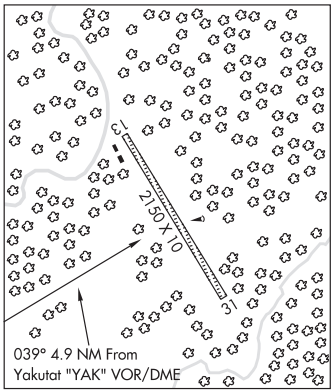
COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

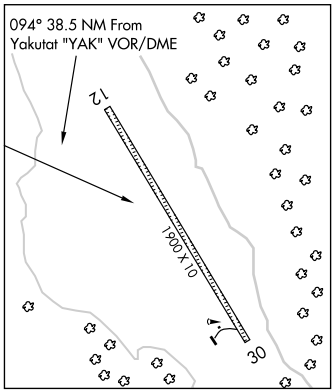
YAKUTAT (H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ 039° 4.9 NM to fld. 41/20E.

VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



TANIS MESA (A69) 42 E UTC–9(–8DT) N59°14.98′ W138°30.25′ **JUNEAU**
183 NOTAM FILE YAK
RWY 12–30: 1900X10 (TURF) 0.8% up NW
RWY 12: Tree.
RWY 30: Brush.
AIRPORT REMARKS: Unattended. Mts 1 mi N; 500 ft hill 750 ft S. Rwy 12–30 3 ft borrow pts alg edges of rwy. Rwy 12–30 3–6 in turf grass. Rwy 12 and Rwy 30 thr mkd with yellow pipes.
AIRPORT MANAGER: 907-784-3359
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.
YAKUTAT (H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ 094° 38.5 NM to fld. 41/20E.
VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



YAKUTAT (YAK)(PAYA) 3 SE UTC–9(–8DT) N59°30.20′ W139°39.62′ **JUNEAU**
40 B ARFF Index—See Remarks NOTAM FILE YAK **H–1C, L–1B, 3E**
RWY 11–29: H7732X150 (ASPH–GRVD) S–120, D–203, 2D–271 PCR 632 F/D/X/T HIRL **IAP, AD**
RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 56′. RVR–T
RWY 29: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. RVR–R Trees. Rgt tfc.
RWY 02–20: H6475X150 (CONC) S–38, D–107, 2D–200 PCR 574 R/C/X/T HIRL
RWY 02: REIL. PAPI(P4R)—GA 3.0° TCH 27′. Thld dsplcd 1388′. Brush. Rgt tfc.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 29′. Brush.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6475 TODA–6475 ASDA–6475 LDA–5087
RWY 20: TORA–5087 TODA–5087 ASDA–6475 LDA–6475
SERVICE: **FUEL** 100, JET A1+ **LGT** ACTVT MALSR Rwy 11 & Rwy 29; REIL Rwy 02–20; PAPI Rwy 11–29 & Rwy 02–20; HIRL Rwy 02–20 and Rwy 11–29; twy lights—CTAF. PAPI Rwy 02, Rwy 11, and Rwy 29; HIRL Rwy 02–20; REIL Rwy 02–20 OTS May 1 Oct–1. Twy lgts Twy B, Twy C, and Twy D OTS 1 Oct–1 May. Rwy 11–29 also Rwy 02–20 rwy lgts raised 30 in.
AIRPORT REMARKS: Attended 1530–0230Z‡. Fuel avbl H24 with credit card—907–784–3311. Birds and wildlife on and invof rwy. PAJA NA. SN piles and berms on ramp and twy edges 1 Oct–1 May. Class I, ARFF Index B. ARFF Index B svc avbl durg air carrier ops. Clsd to air carrier ops gtr than 30 pax seats exc 24 hr PPR in writing—amgr PO Box 186 Yakutat AK 99689. PAEW on rwy; rcmd visual insp bfr use; ctc FSS for NOTAM. Twy A1, Twy D & Apron B clsd to 12,500 lb and ovr. Cargo ops ovr 100,000 lbs 24 hr PPR—907–784–3476. Arpt and rwy cond rprt, snow removal, wildlife and ctl durg maint duty hr 1530–0230Z‡; aft hr amgr. Twy C and Twy A1 clsd during air carrier ops 15 min aft for jet blast. Road angles 100′ to 230′ from Rwy 02 thld. Rwy 02–20, unmntnd and unmnt 1 Oct–1 May. PAEW on rwy; rcmd visual insp bfr use—ctc FSS for NOTAM. Twy B, Twy C, & Twy D unmntd, unmnt and lgts ots 1 Oct–1 May. Sand grad lrgr than FAA rcmdd/see AC150/5200–30. TSA reg; see 49 CFR 1542. All gates and doors secured all times. Tsnt or unfam acft – amgr. Wx bln launch fac on arpt, see inside back cover for ops details.
AIRPORT MANAGER: 907-784-3293
WEATHER DATA SOURCES: ASOS 135.75 (907) 560–7615. (WX CAM)
COMMUNICATIONS: CTAF 123.6
RCO 122.2 123.6 (JUNEAU RADIO)
Ⓡ**ANCHORAGE CENTER APP/DEP CON** 119.0
AIRSPACE: CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.
(H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ at fld. 41/20E.
VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM
OCEAN CAPE NDB (HW) 385 OCC N59°32.62′ W139°43.69′ 119° 3.2 NM to fld. 20E.
ILS 111.1 I–YAK Rwy 11. Class IA. LOC unusable fm 0.2 NM to thr.
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236. WSO telephone 784–3322.

YAKUTAT SPB (2Y3) 1 NW UTC–9(–8DT) N59°34.66′ W139°45.00′ **JUNEAU**

00 NOTAM FILE JNU

WATERWAY NE–SW: 7500X2000 (WATER)

WATERWAY NW–SE: 7500X2000 (WATER)

SEAPLANE REMARKS: Unattended. Report presence of boats to Harbormaster 907–784–3323. Boats may be tied to SPB dock/float ramp. Prevailing winds from west May to Aug and southeast from Sep to May.

AIRPORT MANAGER: 907-784-3323

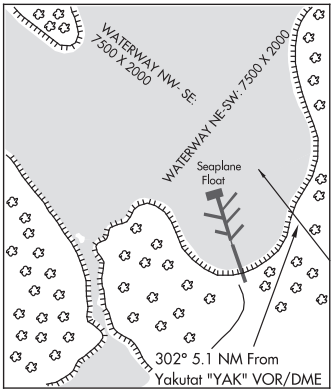
COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

(H) (H) VORW/DME 113.3 YAK Chan 80 N59°30.65′ W139°38.89′ 302° 5.1 NM to fld. 41/20E.

VOR unusable:
114°–124° byd 17 NM blo 9,000′
125°–245° blo 4,000′
246°–256° byd 11 NM blo 3,000′
270°–289° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–866–297–2236.



YANKEE CREEK 2 (A77) 1 S UTC–9(–8DT) N63°00.11′ W156°22.04′ **MC GRATH**

1120 NOTAM FILE ENA

RWY 13–31: 1560X16 (TURF–DIRT)

RWY 13: Trees.

RWY 31: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Downhill dep rqrs sharp R turn; Mt NW of rwy. Ctn: avoid rwy use; spcly in windy conds. Rwy 13–31 not mntnd; soft, spongy, and rutted; 6 ft brush alg full len and wid; 15:1 downhill slope SE–NW. Rwy 13–31 narrows to 7 ft due to trees and brush. Visual sight btn rwy ends NA.

AIRPORT MANAGER: 907-524-3640

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

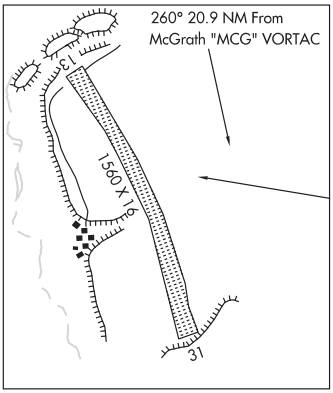
MC GRATH (H) (H) VORTACW 115.5 MCG Chan 102 N62°57.06′ W155°36.68′ 260° 20.9 NM to fld. 344/19E.

TACAN AZIMUTH unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′

DME unusable:
014°–019° byd 19 NM blo 7,000′
040°–050° byd 21 NM blo 5,000′
144°–194° byd 6 NM blo 9,000′
195°–223° byd 28 NM blo 6,000′
224°–261° byd 12 NM blo 10,000′
262°–294° byd 25 NM blo 7,000′
295°–314° byd 21 NM blo 8,000′

VOR unusable:
171°–260° byd 6 NM
171°–260° within 6 NM blo 4,000′
261°–170° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737.



YES BAY LODGE SPB (78K) 0 N UTC–9(–8DT) N55°54.98′ W131°48.07′ **KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY E–W: 5000X2000 (WATER)

SEAPLANE REMARKS: Summer ops, boats tied at float. Stream current acft tax. CTN: Logs and debris in water; reef and islands middle of inlet.

AIRPORT MANAGER: 907-225-7906

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.

YUKON CHARLEY RIVERS

COAL CREEK (L2Ø) 1 W UTC–9(–8DT) N65º18.69´ W143º08.05´ **DAWSON**
867 NOTAM FILE FAI **L–4J**
RWY 01–19: 3900X80 (GRVL) 0.3% up S
RWY 01: Road.
RWY 19: Road.
AIRPORT REMARKS: Unattended. Rwy not mntnd winter and early spring. CAUTION: PAEW E edge of rwy. Rwy cond unmnt. Rcmd visual insp bfr use. 18" rocks in ramp and prkg area. Prkg ltd W side rwy S end. Rwy in valley, rapidly rising trrn W & E. Rwy 01–19 rough, 6" rocks. Rwy 01–19 ireg winds psbl. Rwy is dredged creek, slopes uphill to S, 8´ dredge tailings both sides full len. Rwy 01–19 thr mkd with cones and reflective panels.
AIRPORT MANAGER: 907-455-0646
COMMUNICATIONS: CTAF 122.8
SUAIS 125.3 126.3 (1–800–758–8723)
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516.

YUKON RIVER BRIDGE N66º00.55´ W149º48.52´ **FAIRBANKS**
RCO 122.15 (FAIRBANKS RADIO) **L–4J**

LAKE HOOD (LHD) AIRCRAFT OPERATIONS

This Operational Order applies to all general aviation and air taxi pilots operating on Lake Hood, Spenard Lake, and Runway 14/32. The purpose of this operational order is to improve operating procedures and lake safety, reduce aircraft noise impacts on surrounding neighborhoods, and minimize shoreline erosion.

Taxi Operations

- Slow taxi operations shall be conducted when operating within 200 feet of the shoreline except for the water lanes.
- Pilots shall contact the Air Control Tower (ATCT) before taxiing more than 50 feet from shore in Lake Hood and Spenard Lake due to congestion and water lane boundaries.
- Pilots must have ATCT clearance to taxi or operate in the areas known as the North Pothole and South Cove.
- Pilots who require access to Floatplane Point must have ATCT clearance to taxi and advise ATCT of the destination prior to landing.
- No magneto/engine checks shall be conducted while taxiing in the Slow Taxi Canal. To reduce bank erosion and noise problems engine checks should be completed as quickly as practical. The preferred area for magneto/engine checks is in Spenard Lake.
- Step taxiing is not authorized outside of the water lanes.
- No step taxiing is permitted in the Slow Taxi Canal.
- Step taxi may be approved by the ATCT in the takeoff/landing channel upon request. However, pilots shall minimize these requests.
- Upon landing pilots should remain on step until clear of the water lane.

Buoys

- Buoys highlight areas for heighten vigilance, such as proximity to the shoreline or waterlanes. Exercise caution and transit at no greater than slow taxi.
- Do not take-off, land or step taxi between buoys and the shoreline. Exercise caution for potential opposite taxiing aircraft and clear to the right IAW 14CFR91.115.

Departure Procedures

- Aircraft may come up on step for takeoffs only in the designated departure areas and waterlanes.
- A pilot must taxi out of the canals and be on the lake prior to asking ATCT for departure clearance.

The Spenard Lake extended departure procedure

- All westbound departures that commence from the uncontrolled departure area must advise the ATCT that they will be departing from the uncontrolled departure area. It is the pilot's responsibility to ensure separation from other aircraft while in the uncontrolled departure.
- The extended departure may commence no closer than 300 feet south of the North Shore.

Note: All areas on Lake Hood and Spenard Lake are uncontrolled except for the designated water lanes. Use caution when taxiing. Aircraft may use the uncontrolled area designated "uncontrolled departure area" to come up on the step for takeoffs to the west. Use extreme caution in this area. ATCT separation services are only provided in the controlled water lanes.

Preferential Water Lane Use

- Preferential water lanes for departures are to the north, west, northwest, or south. Departures to the east should be requested only when required by strong wind or sun conditions and designated by the ATCT as the active waterlane.
- During nighttime hours, pilots are encouraged to avoid departures to and arrivals from east and southeast. Nighttime procedures are in effect from 9:00 PM to 7:00 AM. The ATCT will provide noise sensitive advisory notices to all pilots requesting an east departure during nighttime hours.
- Do not takeoff or land in the North Pothole due to congestion and wake.

Note: The identified preferential departure and arrival water lanes for departures and arrivals are advisory. Under FAA regulations (FAR 91.3) the pilot in command is solely responsible for aircraft safety and the final decision on runway selection. However, voluntary compliance will significantly reduce noise complaints and public pressure to formalize more stringent polices.

INTERTIE POWER LINE

Civil/Military

Caution advised between Kashwitna River 61º 50´N/150º 02´W and Cantwell 63º 22´N/148º 50´W along the Intertie Power Line. They are not marked with the international orange marker balls.

POLLUTION REPORT (POLREP) FORMAT

Civil/Military

1. Pilots are requested to volunteer reports of water pollutants (oil, chemicals, dye etc.) including size, source of pollutant, on–scene weather and other significant information. The POLREP should be transmitted to the U.S. Coast Guard National Response Center (NRC), telephone 800–424–8802, via communications with either the parent command, USAF Global Command Control System Station or any U.S. Coast Guard Air Station.
2. Pollution reports should be made any time pollution is sighted within 50 nautical miles of the U.S. shoreline, on the Great Lakes, or on the navigable rivers of the United States.
3. POLREP FORMAT:
   a. Pollution substance (oil, dye, etc.)
   b. Location (latitude–longitude or radial/DME)
   c. Size of slick/polluted area (meters, yards, miles)
   d. Time discovered (UTC)
   e. Direction of movement
   f. Source (course, speed, name, if vessel)
   g. Condition of pollutant (breaking up, heavy dark streaks, pancake shape, etc.)
   h. On–scene weather (wind speed, wind direction, sea state, visibility, percent cloud cover)
   i. Identification and parent command of reporting source.

(23 Mar 1978)

PORT VALDEZ AREA

Civil/Military

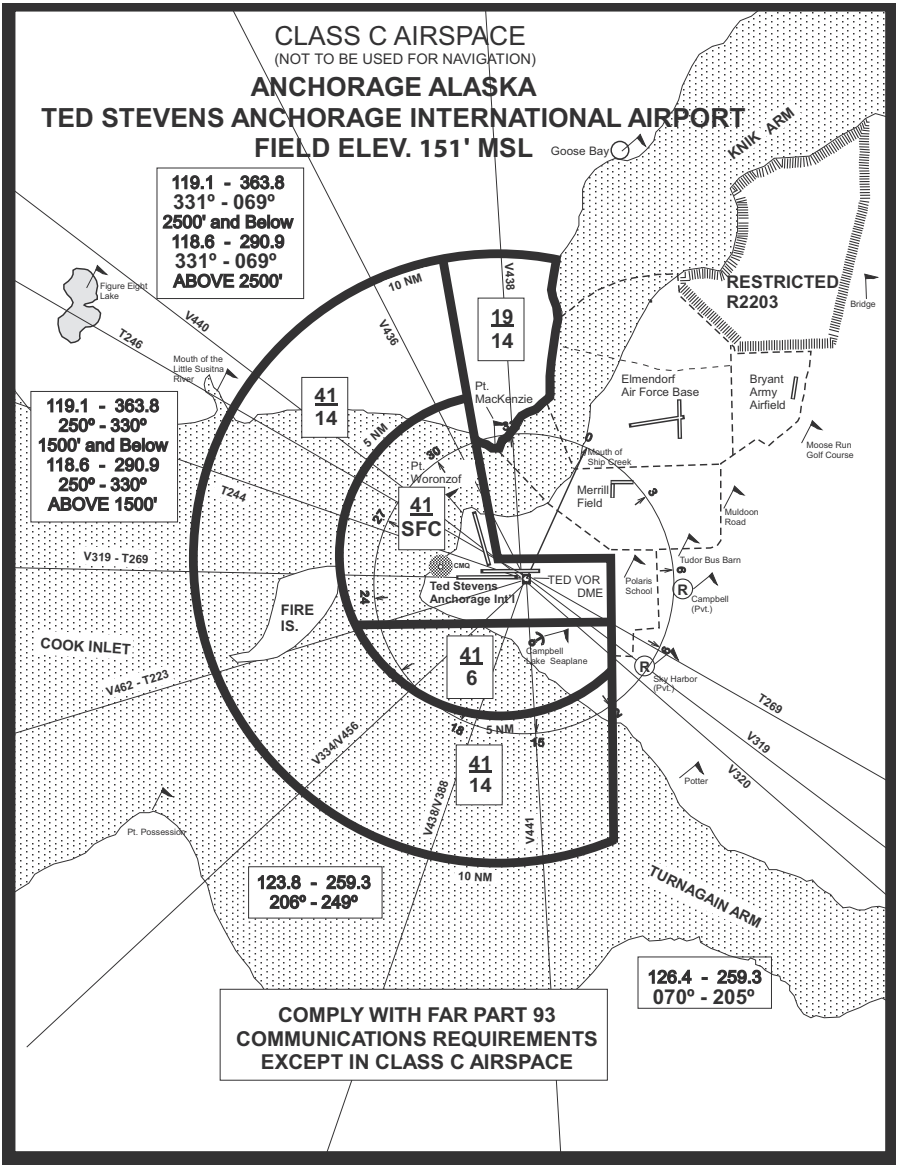
Aircraft operating outside of controlled airspace below 600 feet mean sea level in the Valdez Arm, Valdez Narrows and Port Valdez are advised to avoid flight over or near tankers in compliance with FAR 91.119C, Juneau is the coordinating Flight Service Station.

(6 Oct 1977)

AVIATION FUEL

Civil

Responsibility for assuring availability of aviation fuel at enroute stops rests solely with the pilot. Confirmation of availability of fuel should be made directly with fuel dispensers at locations where refueling is planned.


CLASS C AIRSPACE
(NOT TO BE USED FOR NAVIGATION)
ANCHORAGE ALASKA
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT
FIELD ELEV. 151' MSL
119.1 - 363.8
331° - 069°
2500' and Below
118.6 - 290.9
331° - 069°
ABOVE 2500'
119.1 - 363.8
250° - 330°
1500' and Below
118.6 - 290.9
250° - 330°
ABOVE 1500'
123.8 - 259.3
206° - 249°
126.4 - 259.3
070° - 205°
COMPLY WITH FAR PART 93
COMMUNICATIONS REQUIREMENTS
EXCEPT IN CLASS C AIRSPACE
10 NM
5 NM
19
14
41
14
41
SFC
41
6
RESTRICTED
R2203
Goose Bay
KNIK ARM
Figure Eight Lake
Mouth of the Little Susitna River
Pt. MacKenzie
Pt. Woronzof
Elmendorf Air Force Base
Bryant Army Airfield
Moose Run Golf Course
Mouth of Ship Creek
Merrill Field
Muldoon Road
Tudor Bus Barn
Polaris School
Campbell (Pvt.)
Ted Stevens Anchorage Int'l
TED VOR DME
CMQ
Campbell Lake Seaplane
Sky Harbor (Pvt.)
FIRE IS.
COOK INLET
Potter
Pt. Possession
TURNAGAIN ARM
Bridge
V438
V436
V440
T246
T244
V319 - T269
V462 - T223
V334/V456
V438/V388
V441
T269
V319
V320

Anchorage, Alaska **CARTEE AIRSPACE**
Elmendorf Air Force Base

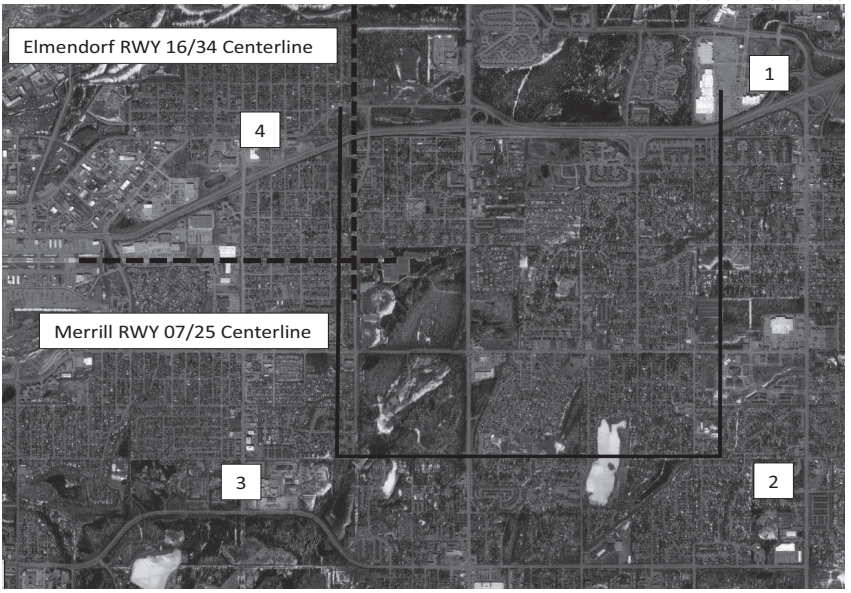


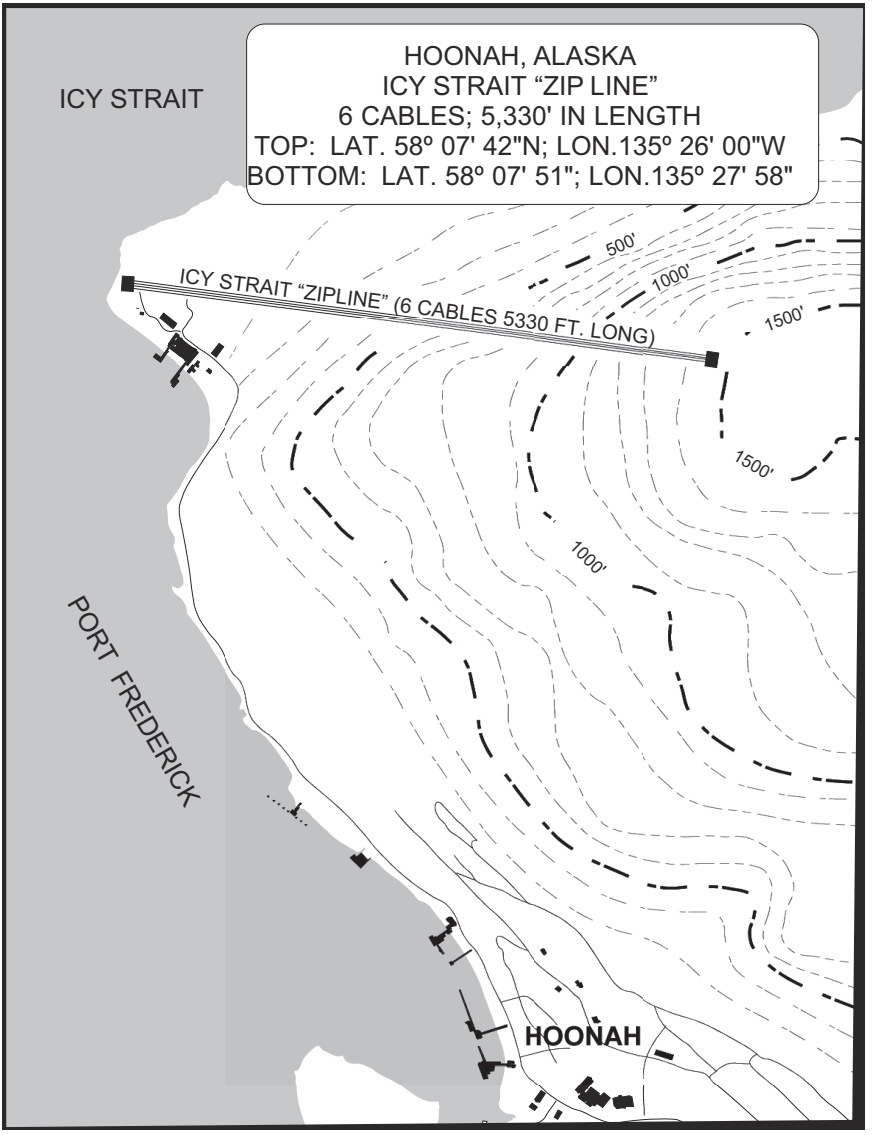
CHART NOT TO BE USED FOR NAVIGATION

The CARTEE Airspace is sanitized airspace within the Merrill Field Class D surface area that can be released to Elmendorf AFB for Runway 16/34 operations. Upon release, Elmendorf has approval for control purposes of this area. The CARTEE Airspace begins at the surface and extends to 2,500 feet MSL. Its lateral dimensions are defined by Points 1, 2, 3, and 4 below. When given clearance for the CARTEE Airspace crews should use caution to not fly east of the Tikahtnu Commons parking lot (Point 1), south of the middle of Cheney Lake (on the line defined by Point 2 and Point 3), and west of the extended centerline for Elmendorf Runway 16/34. Expect extensive civil aircraft activity operating into Merrill Field west of Runway 16/34 extended centerline. CARTEE procedures and protections are only available during the hours Merrill tower is manned and controlling their Class D airspace. After MRI tower operating hours, CARTEE operations and protections cease and are unavailable for request, as MRI reverts to Class E airspace. See Merrill Airfield Remarks in Chart Sup AK for daily hours.

See Anchorage/Merrill Field notices section of this supplement for additional CARTEE information.

Point 1: N 61° 13′ 38.95″ W 149° 44′ 41.28″
Point 2: N 61° 12′ 09.24″ W 149° 44′ 41.58″
Point 3: N 61° 12′ 09.19″ W 149° 47′ 42.74″
Point 4: N 61° 13′ 34.57″ W 149° 47′ 42.98″

ALASKAMILITARYAIRSPACE@us.af.mil


HOONAH, ALASKA
ICY STRAIT "ZIP LINE"
6 CABLES; 5,330' IN LENGTH
TOP: LAT. 58º 07' 42"N; LON.135º 26' 00"W
BOTTOM: LAT. 58º 07' 51"; LON.135º 27' 58"
ICY STRAIT
ICY STRAIT "ZIPLINE" (6 CABLES 5330 FT. LONG)
500'
1000'
1500'
1500'
1000'
PORT FREDERICK
HOONAH

REPORTABLE AVIATION ACCIDENTS OR INCIDENTS

The National Transportation Safety Board (NTSB) is the federal agency charged with investigating all civil and most government aviation accidents. If you are involved in an aviation accident, or reportable incident, you may fulfill your immediate reporting obligation by calling the NTSB field office in Anchorage. This office is responsible for investigating all aviation accidents that occur in Alaska. Their daytime telephone number is: (907) 271–5001. After normal duty hours, please call (907) 271–5936, and ask to speak with an NTSB investigator. Should questions arise regarding what constitutes an accident or incident, or if you have any other questions about the NTSB, please call the NTSB.

Alaska State Statute 02.35.110. Emergency rations and equipment.

(a) An airman may not make a flight inside the state with an aircraft unless emergency equipment is carried as follows:
  (1) the following minimum equipment must be carried during the summer months:
    (A) rations for each occupant sufficient to sustain life for one week;
    (B) one axe or hatchet;
    (C) one first aid kit;
    (D) an assortment of tackle such as hooks, flies, lines, and sinkers;
    (E) one knife;
    (F) fire starter;
    (G) one mosquito head net for each occupant;
    (H) two small signalling devices such as colored smoke bombs, railroad fuses, or Very pistol shells, in sealed metal containers;
  (2) in addition to the equipment required under (1) of this subsection, the following must be carried as minimum equipment from October 15 to April 1 of each year:
    (A) one pair of snowshoes;
    (B) one sleeping bag;
    (C) one wool blanket or equivalent for each occupant over four.

(b) Notwithstanding (a) of this section, operators of multi–engine aircraft licensed to carry more than 15 passengers need carry only the food, mosquito nets, and signalling equipment at all times other than the period from October 15 to April 1 of each year, when two sleeping bags, and one blanket for every two passengers shall also be carried.

(c) All of the above requirements as to emergency rations and equipment are considered to be minimum requirements which are to remain in full force and effect, except as further safety measures may be from time to time imposed by the department.

OPR: Alaskan Region Flight Standards **Date: March 2013**

CIVIL USE OF MILITARY FIELDS

LANDING AT AIR FORCE AIRFIELDS —Except for emergencies prior permission is required for use of Air Force airfields. Information relevant to the submission of the requests, insurance requirements, landing fees, etc. may be obtained from Headquarters, 611th Air Support Squadron, 10471 20th St, Suite 201, Elmendorf AFB, AK 99506, telephone 907–552–1448, email: AKLandingPermits@us.af.mil. Civil aircraft landing permit applications for Air Force airfields in Alaska must be submitted to the above address a minimum of 15 days prior to first intended landing to ensure timely return of the landing permit if approved (permit must be on board aircraft for presentation upon landing). Civil aircraft landing applications for Air Force airfields outside the state of Alaska must be submitted to HQ USAF/XOO–CA, 1480 Airforce Pentagon RM 4D1010, Washington, DC 20330–1480, telephone 703–697–5967, fax 703–695–7004 a minimum of 30 days prior to first intended landing. Civil aircraft landing without prior authorization may experience extensive delays in departure and will be assessed special landing fees.

LANDING AT U.S. ARMY AIRFIELDS —Except for emergencies, prior permission is required and should be requested from the installation commander via the operations officer of the airfield concerned.

For Navy and Marine Corps Installations, prior permission should be requested at least 30 days prior to first intended landing, either from the Chief of Naval Operations (OP–513E) or the Commanding Officer of the field concerned (who has the authority to approve landing rights for certain categories of civil aircraft). An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

PARACHUTE JUMPS ONTO AIRPORTS

Pilots of jump aircraft and parachutists are reminded that Federal Aviation Regulations, Part 105, requires prior approval from airport management to parachute jump onto airports. Written approval to jump onto state–owned airports must be obtained 72 hours in advance from the Director, Division of Aviation, 4111 Aviation Ave. Anchorage, Alaska 99502.

MAGNETIC COMPASS DEVIATIONS

Extreme variations in compass deviations may be experienced due to magnetic storms at geographic latitudes greater than 60º N. The variations may have duration of several minutes to several hours and cause compass swings of 5–10º. The National Oceanic and Atmospheric Administration's Environmental Research Lab high latitude monitoring station at Elmendorf AFB provides present and forecast conditions daily. This information summary may be obtained by calling 566–1819.

RADIATION AREAS

Aircraft should avoid the following areas:

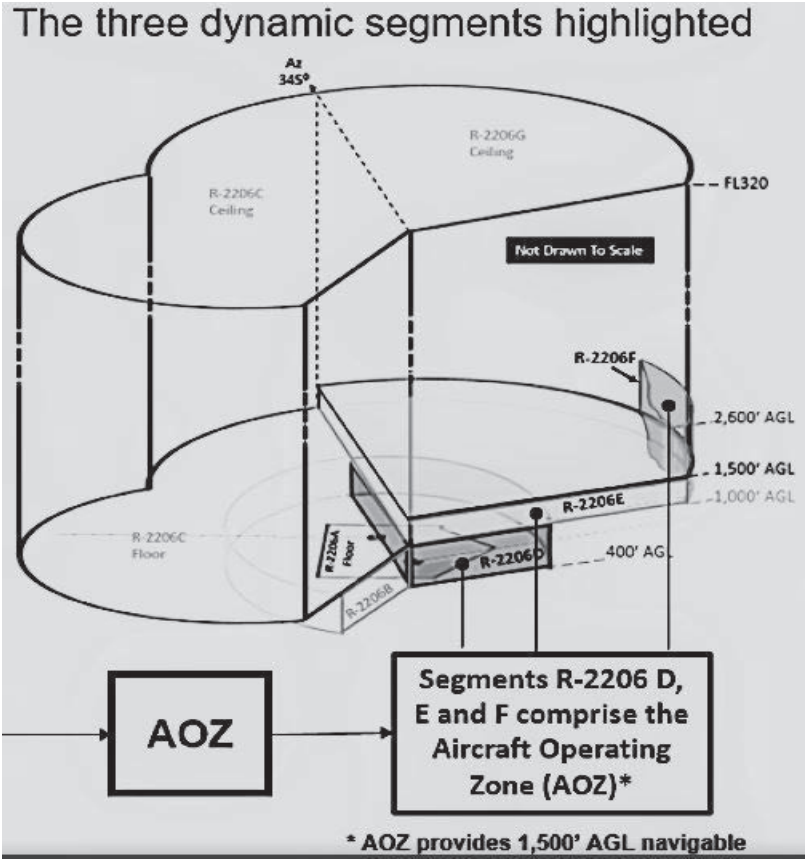
Radiation hazard area from SFC to 16,000´ MSL for aircraft out to 3 NM with externally mounted electro explosive devices (EED). Possible interference with electronic equipment for aircraft above 200 feet MSL out to 3 NM (military) or 62 NM (civilian) from a phased array antenna on NW corner of Shemya Island (52º44´N 174º05´E) on a bearing of 250º thru 028ºT. These are parameters for information only.

RF radiation area from 100 feet AGL to 5000 feet MSL within a 5000 feet radius of Clear BMEW radar site.

Clear, Alaska

Possible damage and/or interference to airborne electrical systems due to high level radio energy in the vicinity of R-2206. Monitor frequency 133.25 MHz for status of restricted area. An Aircraft Operating Zone (R-2206 Segments D, E, F; depicted below) is established within 3 NM of Clear Airport at and below 1,500’ AGL, but does not include the airspace within R-2206A. Navigable airspace is available within 1/2 NM east and west along Parks Highway below 2,600' AGL when Segment F is not active.

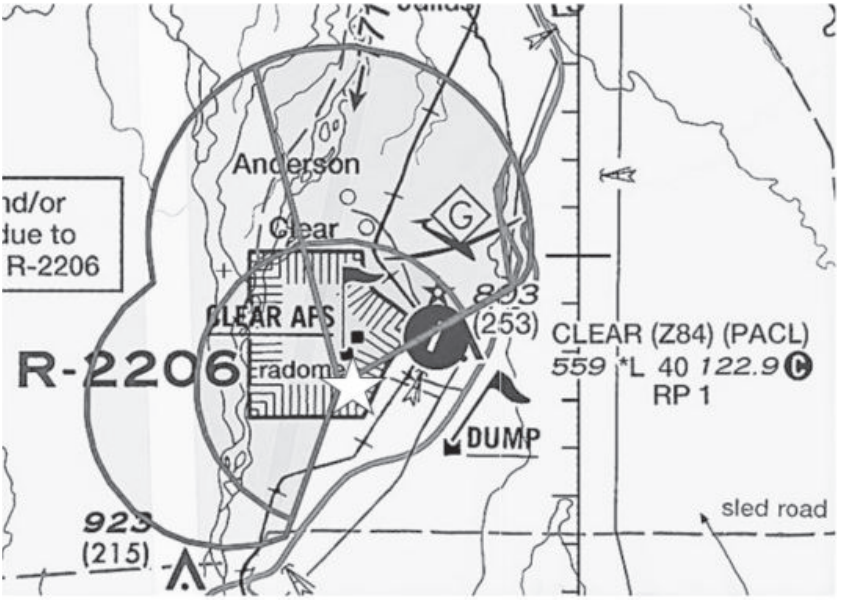
A beacon will provide visual (flashing white during daytime, flashing white/red alternating at night) warnings when the AOZ airspace is unsafe for aircraft operations. The beacon is located 2.45 NM southwest of Clear airport (64° 17' 13"N/149° 11' 16"W), mounted on a building rooftop (location depicted below). The light beacon is baffled and only visible on radials 345CW200 from its location, or is visible, day and night, while flying southbound from PANN airport between 1,000 feet and 2,600 feet AGL and along the Parks Highway. The light beacon is not visible from Clear Airport ramps or other surfaces; monitor frequency 133.25 MHz for current status. Severe weather will affect the visibility of the beacon; use extreme caution during periods of low visibility.



Office of Primary Responsibility (OPR): Operations Support Group, Western Service Area
Contact Information: (206) 231-2241
Original: April 2023

Clear, Alaska

Warning Beacon Location



Beacon Location

Office of Primary Responsibility (OPR): Operations Support Group, Western Service Area
Contact Information: (206) 231-2241
Original: April 2023

SAN FRANCISCO RADIO

(Services available for aircraft engaged in international flight)

San Francisco Radio using Pacific common air/ground ATC frequency networks shared with other ground stations are listed below. The frequencies in use will depend on the time and conditions which affect radio propagation. International flights on the ground at ANC or within VHF range of the SEA—ANC network that are entering the NOPAC Route System within Anchorage Centers FIR boundary should contact San Francisco Radio on VHF 129.4 to obtain primary/secondary HF frequencies and verify SELCAL before entering NOPAC. If unable 129.4, primary/secondary HF frequencies may be obtained from Anchorage ARTCC, but no SELCAL is available.

NORTH PACIFIC (NP) NETWORK FREQUENCIES

San Francisco

MWARA —5628, 6655, 8951, 10048, 13339, 17946 and 21925 kHz

LDOCF ⓒ —3494, 6640, 8933, 11342, 13348, 17925 and 21964 kHz

CENTRAL EAST PACIFIC (CEP) NETWORK FREQUENCIES

San Francisco

Extended Range VHF ⓐ —131.95

MWARA —2869, 3413, 3452, 5547, 5574, 6673, 8843, 8915, 10057, 11282, 13288, 13354 kHz

LDOCF ⓒ —3494, 6640, 8933, 11342, 13348, 17925, and 21964 kHz

Seattle

Pre–flight checks ⓑ —129.4 (SEA–ANC) 131.80 (North West)/131.95 (Central, CA)/128.9 (Southern, CA)

SSB capability available on all HF freqs. ⓐ Extended Range VHF Coverage 131.95 includes area within approximately 200 NM of the Hawaiian Islands and along the Hawaii–Mainland US tracks extending outward approximately 250 NM from the HNL, SFO and LAX areas. ⓑ Call ARINC on VHF to arrange HF checks: 129.40 available for enroute communications on SEA—ANC routes. 131.80 available SEA/MFR. ⓒ Users are reminded that all transmissions on the San Francisco Radio HF SSB LDOCF must be in the single side and mode (upper sideband only). Phone patch service will be available as a normal part of the service. Communications are limited to aircraft operational control matters. Public correspondence (personal messages) to/from crew or passengers cannot be accepted. Refer questions to San Francisco Radio operations at 1–800–621–0140.

Aircraft operating in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ARTCC, shall maintain communications with Gander Radio and a listening or SELCAL watch on HF frequencies of the North Atlantic D (NAT D) network (2971 kHz, 4675 kHz, 8891 kHz and 11279 kHz). Additionally, Gander Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM:

San Francisco Radio has operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air communications between San Francisco Radio Communications Center and enroute oceanic aircraft. Aircraft desiring to air–ground–contact San Francisco Radio Communications Center should use the following SATCOM Short Code Number:

Oceanic Area	Center	SATCOM Short Code Number
Pacific	SFO	436625

San Francisco Radio will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground–to–air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications.

Direct SATCOM Voice communications is available with Anchorage Center for distress and urgency situations only. Information regarding SATCOM Voice is contained in Communications and Position Reporting, below.

Office of Primary Responsibility (OPR): Anchorage Center – FAA/AJE-ZAN-IAP
Contact Information: 907-269-1801; email: AJE-EW-ZAN-Airspace-Staff@faa.gov
Amended: June 2023

THE NOPAC ROUTE SYSTEM

I. GENERAL

NOPAC traffic flows are predictable due to consumer demand, time zone differences, winds aloft and airport noise restrictions. Eastbound air traffic is heavy between 0700Z and 2100Z. Westbound air traffic is heavy between 1200Z and 1900Z, and between 2200Z and 0700Z. When the NOPAC Route System is selected as the preferred routing due to winds aloft, route saturation can occur. The most critical altitudes are flight levels 310 through 390.

II. NOPAC SYSTEM

The NOPAC Route System is comprised of four Air Traffic Service (ATS) routes between Alaska and Japan. The two northern routes are used for Southwest bound traffic. The two southern routes are used for Northeast bound traffic.

III. ROUTES

R220: One–Way Southwest bound, FL180 - FL400 or FL410 and above, FL340 - FL400 require aircraft have approvals for Required Communications Performance 240 (RCP240), Required Surveillance Performance 180 (RSP180) and Required Navigation Performance 4 (RNP4).
M523: One-Way Southwest bound, FL340-FL400 only, for those aircraft equipped with RCP240, RSP180, and RNP4.
R580: One–Way Northeast bound, FL180-FL330 or FL410 and above, FL340-FL400 require aircraft have approvals for RCP240, RSP180, and RNP4.
A590: One–Way Northeast bound, Odd Altitudes FL190 to FL410, also FL300, FL320, FL340, and FL450

NOTE: Radial/DME cross checks are available as follows:

for	NATES	on	R220:	SYA	329R/152DME
for	ONEIL	on	R580:	SYA	329R/102DME
for	PINSO	on	A590:	SYA	329R/052DME

for CHIPT on G344: SYA 148R/100DME

IV. TRANSITION ROUTES

Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System. Within the Anchorage FIR, certain ATS routes are used for the same purpose. These routes include: **G583, B757, R341, G469, A342, G215, R330, R338 and G349.**

V. NOPAC REROUTES

Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce both coordination time and coordination errors, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit. **Example 1:** aircraft ABC101 is routed via M523 to RJTT but can not be accommodated on M523. The aircraft may be re–cleared as follows: "ABC101 cleared to NANAC via R220, expect further clearance from ATMC after NANAC."

VI. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in the Anchorage Domestic, Oceanic and Arctic FIRs. RVSM aircraft are separated by 1000 feet vertical spacing within this stratum. Non–RVSM aircraft are separated from all other aircraft, both RVSM and Non–RVSM, by 2000 feet within this stratum.

LATERAL – Between FL340-FL400 the primary form of lateral separation within the NOPAC Route System is 23 NM for aircraft equipped with RCP240, RSP180 and RNP4. Between FL180 to FL330, or FL410 and above, on R220 and R580, the lateral separation is 50 NM for aircraft equipped with RNP4 or RNP10 (RNAV10). (See FAA AC 90-105A for the aircraft RNP-10 approval process.) Non-RNP10 aircraft are provided standard oceanic separation (50 NM either side of the aircraft's centerline). Non-RNP10 aircraft may flight plan a route at least 75 NM south of A590.

A combination of 50 NM lateral, based on RNP-10, and standard oceanic separation may be also be applied between aircraft pairs where one aircraft has RNP-10 approval and the other does not. The minimum lateral separation between aircraft on adjacent flight paths in this case is 75 NM-one half the lateral protected airspace for each aircraft. Additionally within the Anchorage Oceanic and Domestic FIRs, Anchorage ARTCC applies Automatic Dependent Surveillance - Contact (ADS-C) 23 NM lateral separation for suitably equipped aircraft.

As noted above, standard oceanic separation will be applied between non-RNP 10 aircraft at any altitude and may be applied between all aircraft operating below FL180 unless radar service is being provided or the aircraft is within domestic control areas, as in Control 1234.

LONGITUDINAL – Within the Anchorage Oceanic and Domestic FIRs, Anchorage ARTCC applies Automatic Dependent Surveillance – Contract (ADS–C) 50 NM and 30 NM longitudinal separation for suitably equipped aircraft. ADS–C 50 is accomplished with a 14 minute aircraft reporting rate. ADS–C 30 is accomplished with a 9.6-minute aircraft reporting rate. Aircraft not equipped/certified for ADS–C separation will be provided standard oceanic longitudinal separation, i.e. 15 minutes "in trail." This standard separation may be reduced to 5 minutes when the ICAO recognized "MACH Number Technique" is utilized. Additionally, Anchorage ARTCC has been authorized to conduct a trial of the "10 minute longitudinal standard" within its Oceanic FIR. This last standard is applied regardless of the application of MACH Number Technique. Within the Anchorage Domestic FIR, which includes Control Areas 1234H, 1487H and the Norton Sound High Control Area, Anchorage Center utilizes the standard domestic separation minima of 10 minutes between aircraft. This separation may be reduced via other standard or special procedures. For example, with the ADS-C Climb Descent Procedure CDP and ADS-B in Trail Procedure (ITP), aircraft may be climbed or descended through the altitude of another aircraft with 15 NM Longitudinal separation. Anchorage ARTCC has been authorized to utilize reduced DME/RNAV longitudinal separation for brief periods when aircraft are beyond normal VHF coverage. This procedure permits the separation of aircraft by 30 DME or 40 RNAV miles for periods beyond VHF coverage (i.e. beyond direct pilot/controller communications) for 90 minutes or less.

Office of Primary Responsibility (OPR): Anchorage ARTCC TMU
Contact Information: 907-269-1108
Amended: March 2024

FLIGHT PLANS and PREFERRED ROUTES

I. Flight Plans

All operators planning IFR flight operations in the Anchorage Oceanic and Domestic Flight Information Regions west of 165º west longitude and south of 63º north latitude must file flight plans with both PAZAZQZX and PAZNZQZX. Failure to file with both system addresses may result in delay of ATC services.

Operators shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM operations, in accordance with ICAO Doc 4444. Aircraft not approved for RVSM operations shall not enter "W" in item 10.

Operators shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP operations in accordance with ICAO Doc 4444 for the route of flight. Aircraft not approved for RNP operations shall not enter "R" in item 10.

All aircraft flight planned to cross the Anchorage/Fukuoka FIR on or north of waypoints PASRO shall be established on a NOPAC route at or prior to the FIR. Aircraft operating beneath the NOPAC (at or below 17,000 MSL) may flight plan via random routes. To provide Control Centers with information on intended route of flight, all operators are requested to include the following data in the route definition portion of random flight plans involving flight in the Pacific Flight Information Regions under the jurisdiction of the U.S. Federal Aviation Administration.

A. Names, where applicable, or coordinates of points associated with transition from oceanic control areas to airways or areas where national procedures apply
B. Names of airways or descriptions of routes within such national airspace
C. Coordinates for each 5º or 10º of latitude, or for each 5º or 10º of longitude, depending on the predominant direction of flight. 10º increments should only be used when the speed of the aircraft is such that 10º will be traversed within 1 hour 20 minutes.

Operators in the NOPAC Route System are reminded that flight plans must be filed in accordance with ICAO procedures and formats. This will allow for automatic flight data processing at oceanic control centers and oceanic radio stations along the route.

Flights originating outside of Anchorage or Fukuoka FIRs and entering oceanic airspace without intermediate stops should submit flight plans as early as possible.

In addition to the normal requirement of addressing the flight plan to all control centers en route, associated oceanic radio stations should also be addressed. This will provide those stations with information such as flight identification, SELCAL, aircraft registration, destination, and ETA, which is necessary to handle the traffic. A properly addressed flight plan, formulated in accordance with ICAO standards, will be processed automatically by oceanic centers.

When flight planning via transition tracks and/or ATS routes, list the point of entry, followed by the route designator, and finally the point of exit, e.g., KATCH – B757 – NULUK –R220 – NANAC.

To minimize flight crew and controller workload, information should be carried for routes other than the one being flown. This material should include route data, reporting points, fuel burn, winds aloft, time enroute, etc., for those routes compatible with the direction of flight. Data for routes R591 and G344 should also be carried regardless of the direction of flight as they are used for both eastbound and westbound traffic. Carrying this information will avoid unnecessary delays in the event a route or flight level other than that filed in the original flight plan is assigned by ATC. Readily available material will facilitate timely crew decisions as to their preference of alternate routes or altitudes.

II. Preferred Routes

Anchorage ARTCC will periodically issue International NOTAMs specifying the preferential routes to be flown within the Anchorage FIR. Each NOTAM will individually denote, during specified time periods, either the westbound or eastbound tracks. Flights filed contrary to these NOTAM's or preferred routes may expect reroutes, sequencing delays, and/or severe altitude restrictions for same direction, crossing, or opposite direction traffic. Aircraft must have RVSM and RNP 10 (RNAV 10) or RNP 4 approval from the appropriate State authority to operate in the NOPAC between FL290 and FL410 inclusive. Additionally, aircraft operating on ATS Routes R220, M523 and R580 from FL340 through FL400 must have RCP240, RSP180 and RNP4 approval from the appropriate State authority. Operators who do not have approval should see section E, "Exceptions," below.

A. SOUTHWEST BOUND

1. Aircraft entering the NOPAC Route System may use:
   a. R220 at all times utilizing even cardinal altitudes from FL180 to FL400 and FL330, FL350, FL370, FL390, FL410, and FL430 with the following guidelines:
      (1) Flights departing PANC or PAED shall flight plan NODLE thence R220.
      (2) Flights departing from all other airports within the Anchorage FIR and flights crossing the Edmonton/Anchorage, Vancouver/Anchorage, or Oakland/Anchorage FIR boundary shall flight plan via the current daily Westbound PACOTS track message or via the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM and Fukuoka UPR Guidance Material.
   b. M523 at all times utilizing even cardinal altitudes from FL340 to FL400 flight planned via the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM Fukuoka UPR Guidance Material.
2. Due to route crossing in a non–radar environment, westbound arrivals destined for RJCC (Sapporo/New Chitose), RJCH (Kakodate), or RJSM (Misawa), as well as other westbound aircraft leaving the NOPAC Route System via V51, must file via R220.

B. NORTHEAST BOUND

1. Aircraft transitioning the NOPAC Route System eastbound to North America or Europe may use:
   a. A580 at all times utilizing odd cardinal altitudes from FL180 to FL400 and FL340, FL360, FL380 and FL400 with the following guidelines:.
      (1) Flights crossing the Fukuoka/Anchorage FIR boundary shall flight plan via the current daily Eastbound PACOTS track message or the current Fukuoka UPR Guidance material and Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.
   b. A590 at all times utilizing odd cardinal altitudes from FL190 to FL410 and FL300, FL320 and FL340. Above FL410, altitudes are assigned as per ICAO Annex 2, Appendix 3b.
   c. Flights south of A590 shall flight plan via daily Eastbound PACOTS track message or the current Fukuoka UPR Guidance material and Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.

C. ACCOMMODATION OF NON-RVSM AIRCRAFT

1. Subject to approval and clearance, the following categories of non-RVSM aircraft may operate in domestic U.S. RVSM airspace provided they have an operational transponder:
   a) Active air ambulance flights using a "MEDEVAC" call sign.
   b) Aircraft climbing/descending through RVSM flight levels (without intermediate level off).
   c) State Aircraft. (military (DOD), customs, police service, etc.).
   Note: State Aircraft may also flight plan at RVSM flight levels in oceanic and offshore airspace of the Anchorage FIRs without prior coordination. State aircraft should include the statement "STS/Military NON-RVSM" in field 18 of the ICAO flight plan.

2. The following non-RVSM civil aircraft may be accommodated when operating within the Anchorage oceanic and offshore airspace:
   a. Aircraft being initially delivered to the State of Registry or Operator.
   b. Aircraft that were formerly RVSM-approved but have experienced an equipment failure and are being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval.
   c. Aircraft being utilized for mercy or humanitarian purposes.
   d. Aircraft transporting a spare engine mounted under the wing.
   e. When requesting and of these accommodations operators shall:
      (1) if departing within the Anchorage FIR, or if Anchorage ARTCC is the first Oceanic control facility along the route of flight, obtain approval from Anchorage ARTCC Traffic Management Unit (TMU) normally not more than 12 hours and not less than 4 hours prior to the intended departure time; or
      (2) if entering the Anchorage FIR from another Oceanic FIR, notify the Anchorage ARTCC TMU after approval is received from the first affected Oceanic Center and prior to departure (Note: Filing the flight plan is not appropriate notification) and
      (3) include the remarks "APVD non-RVSM" in Field 18 of the ICAO Flight Plan.

   Contact details for approval request or notification are as follows:

   Anchorage ARTCC TMU
   Tel: 1–907–269–1108
   Fax: 1–907–269–1343
   AFTN: PAZAZQZX

3. Operators of Non-RVSM aircraft shall not file "W" in item 10 of the flight plan.

D. NON-RVSM VOICE PROCEDURES

1. During operations in, or vertical transit through, reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
   a. at initial call on any channel within RVSM airspace;
   b. in all requests for level changes; and
   c. in all readbacks of level clearances

E. ACCOMMODATION OF NON-RNP10 AIRCRAFT

1. Aircraft not approved for RNP10 (RNAV 10) operations are restricted to flight planning one of the following NOPAC routings:
   a) Southwest bound at least 75 NM south of A590 at all times;
   b) Northeast bound on A590 at all times;

The altitudes available on the above routes are at or below FL280 and at or above FL430. ATC may reroute non–RNP 10 aircraft to other than the above routes due to traffic.

COMMUNICATIONS and POSITION REPORTING

I. General

ICAO Annex 6 Part II contains standards and recommended practices adopted as the minimum standards for all airplanes engaged in general aviation international air navigation. It requires that those airplanes, operated in accordance with Instrument Flight Rules, on a controlled VFR flight plan, or at night, have installed and approved radio stations and monitor such frequencies as may be prescribed by the appropriate authority.

II. High Frequency (HF) Communications

Most North Pacific area communications are conducted on HF single sideband. Pilots communicate with control centers via oceanic radio stations. Aircraft reports, requests, and messages are relayed by the station to the appropriate air traffic control center by interphone, computer display, or teletype message. The relay function, coupled with the need for intercenter coordination, may cause delays in the handling of routine aircraft requests. There are priority message handling procedures for processing urgent messages which reduce any time lag; however, flight crews should take possible delays into consideration when requesting step climbs, reroutes, or other routine requests requiring ATC action. Delays can be reduced through advanced planning of such requests.

Due to the inherent "line of sight" limitations of VHF radio equipment when used for communications in international oceanic airspace, those aircraft operating on an IFR or VFR controlled flight plan beyond the communications capability of VHF will be required as per ICAO Annex 2, to maintain a continuous listening watch and communications capability on the assigned HF frequencies. An operable SELCAL unit or similar automatic signaling device fulfills this requirement. The applicable HF frequencies are listed earlier in this Supplement as part of the general purpose communication facilities operated by San Francisco Radio. These facilities will be responsible for the relay of position reports and other pertinent information between the aircraft and Air Traffic Control or their respective operators.

Aircraft should establish communications with the appropriate oceanic radio station upon entering the FIR. The station will advise the aircraft of the primary and secondary HF channels in use. If possible, aircraft should monitor both of these frequencies. If the aircraft has only single HF capability, the primary should be guarded with the secondary being the first frequency checked in the event of lost communications. If the SELCAL unit is working at the time of the initial contact, the aircraft may maintain a SELCAL watch on the appropriate frequency(ies). If the SELCAL unit is inoperative or if the radio station has a malfunctioning SELCAL transmitter, the aircraft shall maintain a listening watch on the appropriate North Pacific frequency.

III. Guard Station

Pilots are reminded that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over–water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to FIR boundaries, (route R220 between Anchorage and Fukuoka, for example) since it serves to facilitate communications with regard to aircraft which may experience inflight emergencies, communications, or navigation difficulties.

The oceanic radio station guarding for flight operations will normally be the station associated with the air traffic control center responsible for the FIR, i.e., San Francisco Radio for the Anchorage FIR and Tokyo Radio for the Fukuoka FIR. At the FIR boundary the responsibility for the guard will, under normal signal conditions, be changed to the station associated with each new FIR. The flight crew must ensure that they have established communications with the new guard facility.

Normally, each oceanic radio station continuously monitors all assigned frequencies. If en route HF communications fail, every effort should be made by the flight crew to relay progress reports through other aircraft. The VHF frequency 123.45 MHz is for exclusive use as an air–to–air communications channel (see paragraph IV.B. below). In emergencies, however, initial contact for such relays may be established on 121.5 MHz (the emergency frequency guarded by all aircraft operating in the oceanic airspace) and transferred as necessary to 123.45. In normal HF propagation conditions, appropriate overdue action procedures will be taken by ATC in the absence of position reports or relays. In case of communications failure in the Anchorage Oceanic FIR, the pilot should follow the oceanic lost communication procedures published in ICAO Doc 7030 Pacific Regional Supplementary Procedures.

IV. VHF Communications

A. Air–to–ground:
Oceanic radio stations will normally have VHF capability within 200 nautical miles of their geographic location. The frequency is listed in the appropriate publications. This frequency may be used prior to departure from the adjacent international airport to establish communications with the radio station, or for aircraft operating within range, to relay progress reports or other messages to their company's operations.

B. Air–to–air:
Frequency 123.45 MHz has been designated for use in air–to–air communications between aircraft operating in the Pacific area out of range of VHF ground stations to exchange operational information and facilitate resolution of operational problems. (See paragraph III. above.)

C. The normal VHF (119.1 MHz) initial contact points with Anchorage ARTCC for eastbound flights established in the NOPAC are:
1. On A590, 150NM west of PINSO.
2. South of A590, 150NM west of Shemya (SYA) or 150NM west of waypoint CHIPT.
NOTE: Initial contact may be attempted on 128.2 MHz as a backup to 119.1.

D. Westbound PACOTS flights will be advised of the appropriate Anchorage ARTCC VHF frequency by San Francisco Radio.

V. Satellite Voice System

Satellite Voice System (SATVOICE) is available at Anchorage Center via either INMARSAT or Iridium. Direct SATVOICE contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations, or other exceptional circumstances. Routine communications will be conducted via VHF (when available) or via relay through San Francisco Radio by either HF or SATVOICE. (Consult the section on San Francisco Radio for further information about SATVOICE with them.)

Flight crews should ensure their aircraft SATVOICE capability is enabled and ready to receive calls from ATC when operating in the Oakland and Anchorage FIRs. FAA procedures for the use of SATVOICE are contained in the US AIP ENR 7.1

The Anchorage Center SATVOICE SHORT CODE Number is 436602.

Direct SATVOICE calls to ATC should have one of the following ICAO priority levels:

1. Highest, distress or urgent situations.
2. Second highest, flight safety situations.

All other levels should be conducted through San Francisco Radio.

VI. Controller/Pilot Data Link Communications

Controller/Pilot Data Link Communications (CPDLC) is operational throughout the Anchorage Oceanic, Domestic and Arctic Flight Information Regions (FIRs). Anchorage ARTCC utilizes two separate En Route automation systems each having a different CPDLC (FANS) logon address. Use logon address PAZN for all CPDLC communications in the Anchorage Oceanic FIR and in the Anchorage Arctic FIR between the North Pole and 73N. Also use PAZN for all CPDLC communications in the Anchorage Domestic FIR west of 165W and south of 63N. Use logon address PAZA for all CPDLC communications in the Anchorage Domestic and Arctic FIRs south of 73N and east of 165W. Aircraft entering Anchorage FIR airspace from the Magadan Edmonton, Vancouver, Oakland or Fukuoka FIRs should be provided automatic FANS addressing forwarding by the ATSU ground system. Aircraft departing Alaskan airports are requested to logon after departure, but before leaving Flight Level 180. Flight crews are reminded that use of CPDLC does not remove requirements to monitor VHF/HF frequencies. Aircraft within VHF coverage may make position reports via CPDLC. West of 165W, all requests to ATC may be made via CPDLC. East of 165W, requests to ATC should be made via VHF if within VHF coverage. After logon, Anchorage ARTCC automation will provide automatic FANS address forwarding for flights entering the Magadan, Edmonton, Vancouver, Oakland, and Fukuoka FIRs.

VII. CPDLC Uplink message Latency Monitor Function

A. Anchorage ARTCC (PAZN/PAZA) request flight crews activate the CPDLC uplink message latency monitor function to help prevent flight crews from acting on a CPDLC uplink message that has been delayed in the network. When flights enter the Anchorage PAZN data link airspace, or initiate AFN logon within PAZN data link airspace (see reference map below), flight crews will receive a message advising to set the latency timer. "SET MAX UPLINK DELAY VALUE TO 300 SEC" (this message will not be received when entering or logging on in PAZA datalink airspace)

B. When flight crews receive the uplink CPDLC message "SET MAX UPLINK DELAY VAULE 300 SEC", they must send a positive CPDLC response to ATC as prompted by the avionics "ROGER" regardless of whether the aircraft supports the latency monitor.

NOTE:

I. It is important for flight crews to respond to the "SET MAX UPLINK DELAY VALUE TO 300 SEC" uplink message to avoid having open unanswered CPDLC messages in the system. This also applies to aircraft that have deficient message latency monitor functionality or no such functionality at all.

II. Flight crews are not to send CPDLC position report to confirm CDA when entering Anchorage Oceanic, Arctic or Domestic FIRs since the CPDLC connection can be confirmed by the exchange of the CPDLC messages, "SET MAX UPLINK DELAY VAULE TO 300 SEC" and "ROGER".

C. If the aircraft is equipped with a correctly functioning message latency monitor, enter the specified uplink delay into the avionics in accordance with the aircraft procedures. Some avionics will automatically set the delay value in accordance with the uplink message and do not allow for a manual input.

NOTE:

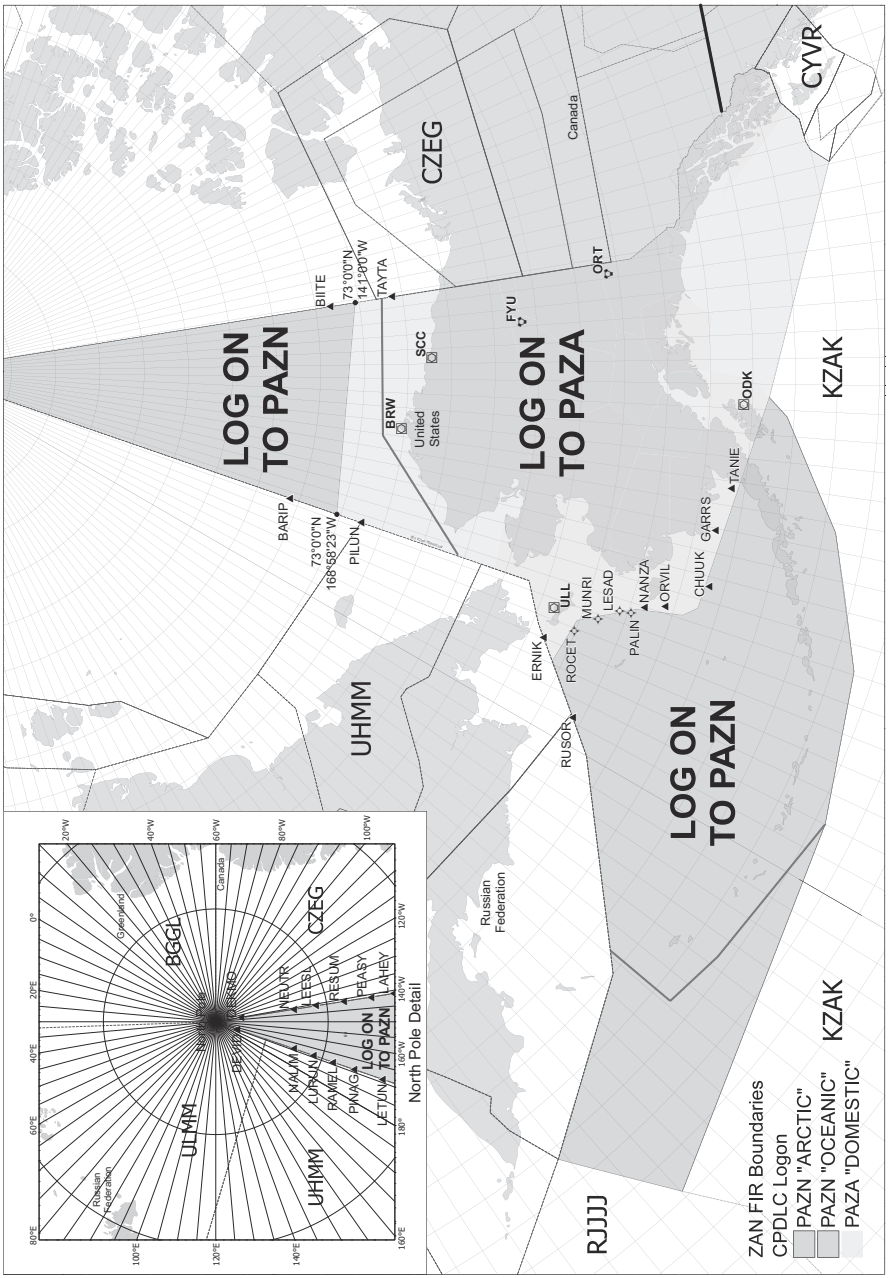
I. If an aircraft initiates another AFN logon in mid-flight, ATC may send the message "SET MAX UPLINK DELAY VALUE TO 300 SEC" again once the logon is completed.

D. When flight crews receive a CPDLC uplink message with an indication that the message has been delayed, the flight crews shall:

(1) Revert to voice communications to notify the ATSU of the delayed CPDLC uplink message received and to request clarification of the intent of the message.

(2) Respond appropriately to close the message as per the instructions of the controller.

(3) The flight crew must not act on the delayed uplink message until clarification has been received from the controller.


LOG ON TO PAZN
LOG ON TO PAZA
LOG ON TO PAZN
LOG ON TO PAZN
UHMM
CZEG
KZAK
RJJJJ
Russian Federation
United States
Canada
CYVR
BIITE
73°00'N 141°00'W
TAYTA
BARIP
73°00'N 168°58'23"W
PILUN
BRW
SCC
FYU
ORT
ODK
ULL
ERNIK
ROCET
RUSOR
MUNRI
LESAD
PALIN
ANANZA
ORVIL
CHUUK
GARRS
TANIE
North Pole Detail
BGGL
UHMM
CZEG
KZAK
NAUMA
LUPUN
RAMEL
PIMAG
LETUN
INEUTR
LEESL
RESUM
PEASY
LAHEY
ZAN FIR Boundaries
CPDLC Logon
PAZN "ARCTIC"
PAZN "OCEANIC"
PAZA "DOMESTIC"

VIII. Time and Place of Position Reports

A. When operating on a fixed route with designated compulsory reporting points: flight crews shall make standard position reports for those points.

B. When operating on a flexible route without designated reporting points:
1. flight crews navigating a generally east/west routing shall report over each 5º or 10º longitude (10º will be used if the speed of the aircraft is such that 10º will be traversed within 1 hour and 20 minutes or less).
2. flight crews navigating a generally north/south routing shall report over each 5º or 10º of latitude (based on aircraft speed as in B.1. above).

C. For flights operating in the Anchorage Oceanic and/or Anchorage Domestic FIR west of 165º west longitude.
1. All waypoints filed in Item 15 of the ICAO flight plan (route field) must be reported as a standard position report.
2. Within this airspace position reports are to be made via ADS, CPDLC or voice communication in that order of preference.
3. In the event of VHF/HF or CPDLC position reporting, position reports are to be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

D. Anchorage cannot accept position reports containing latitude and longitude (Lat/Long) in the ARINC 424 format, which is limited to five characters (e,g. 40N50). Position reports in the PAZN CPDLC service area containing Lat/Long waypoints will be accepted in complete latitude and longitude format only. Flights unable to send position reports in complete latitude and longitude format must accomplish position reporting via HF voice communications.

IX. Position Reports Prefix

When reporting to oceanic radio stations, the prefix “POSITION” should be used on initial call–up or prior to the text of the message. Keep in mind that the operator is typing the report into a teletype or computer terminal. It is imperative that the person transmitting the report speak slowly and distinctly, so that the message can be correctly copied on the first attempt.

X. Position Report Contents

Position reports made to oceanic radio stations or on VHF directly to the ATC control facility shall be comprised of information on present position, estimated next position, and the next subsequent position in sequence as indicated below.

A. “Present Position” shall include:
1. The word “position.”
2. Aircraft identification.
3. Reporting point name or, if not named:
   a. Latitude, in degrees and minutes, and
   b. Longitude, in degrees and minutes.
4. Time over reporting point in four digits.
5. Altitude (flight level at which the aircraft is currently operating, plus the assigned altitude if other than the present altitude).
6. Mach number being flown if assigned by ATC.

B. “Estimated Next Position” shall include:
1. Name of the next compulsory reporting point or, if not named, latitude and longitude (as in A.above) and,
2. Estimated time over the next reporting point. If the estimated time at the next point is found to be in error by 3 minutes or more from that notified to ATC, a revised estimate should be forwarded to Fukuoka or Anchorage Center, as applicable, as soon as possible.

C. “Next Subsequent Position” shall include the name (only) of the ensuing significant point along the route of flight after the “estimated next position” whether compulsory or not, or, if not named, latitude and longitude (as in A.above).

XI. Altitude Reports

Report reaching any assigned altitude within RVSM airspace unless radar identified.

XII. Weather Reporting Procedures

To minimize radio frequency congestion, routine weather reports such as winds and temperature, and fuel remaining information should not be included in position reports made directly to Anchorage ARTCC unless specifically requested. Weather reports shall be included as provided from weather reporting by the Weather Service and/or Air Traffic Service.

XIII. Radar Coverage

The vast majority of the NOPAC Route System within the Anchorage FIR extends beyond the coverage of ATC radar.

Present radar capability is limited to sites at St. Paul Island, Cold Bay and Shemya Island, each with an approximate range of 200NM.

The radar sites at St. Paul and Shemya Islands are secondary only. Unlike primary radar, secondary radar can only receive information on aircraft with an operating transponder; it cannot “paint” a target based on a radar echo from the aircraft's skin. Therefore, aircraft transitioning through the radar environment with an inoperable transponder may expect severe altitude restrictions until established on their cleared NOPAC Route.

Office of Primary Responsibility (OPR): Anchorage ARTCC TMU
Contact Information: 907-269-1360
Amended: April 2026

GENERAL PROCEDURES

I. Peak Traffic Constraints

Peak traffic periods are:
Eastbound – 0700Z to 2100Z
Westbound – 1200Z to 1900Z and
Westbound – 2200Z to 0800Z

Due to traffic volume, especially westbound, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels.

If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. Westbound flights can expect less than optimum flight levels at most times due to route saturation. This will reduce congestion and expedite traffic.

II. Transponder Codes

For eastbound flights, Anchorage ARTCC will assign a discrete code upon initial direct communications. The normal contact points are 150NM west of PINSO, 150NM west of SHEMYA (SYA) and 150NM west of CHIPT, depending on the route of flight (see Section 3, paragraph IV.C.). If no discrete code is assigned, transponders should be set to Code 2000. For westbounds, Anchorage ARTCC will normally assign the Mode 3/A Code 2000 at the Anchorage/Fukuoka FIR boundary. If the pilot has not been given a position at which to squawk 2000, the transponder should be changed to 2000 when crossing 164E longitude.

In general, transponders should be set to Mode 3/A Code 2000 when operating between 145E and 170E when eastbound, and between 164E and 145E when westbound. This requirement is to prevent target swapping, upon entry into the new FIR's radar coverage, of discrete beacon codes with aircraft assigned the same codes.

MACH NUMBER TECHNIQUE

I. General

The term "MACH number technique" is used to describe the technique of clearing turbojet aircraft operating along the same route to maintain specified MACH numbers in order to maintain adequate longitudinal separation between successive aircraft at, climbing to, or descending to, the same flight level.

Information on the planned MACH number must be included in the flight plan by pilots intending to operate turbojet aircraft in oceanic airspace. For all flights, the planned true MACH number shall be specified in item 15 of ICAO flight plans (Example, M084).

II. Background

The principle objective of the use of MACH number technique is to achieve improved utilization of the airspace, generally through reduced longitudinal standards. On certain long oceanic route segments ATC has no means, other than position reports, of ensuring that the longitudinal separation between successive aircraft is not reduced below the established minima. Practical experience has shown that two or more turbojet aircraft, operating along the same route at the same flight level, and flying the same MACH number, are more likely to maintain a constant time interval between each other than when using other methods. This is due to the fact that the aircraft concerned are normally subject to approximately the same wind and air temperature conditions and minor variations in speed, which might increase or decrease the spacing between them, tend to be neutralized over long periods of flight.

III. Application Procedures

When Mach number technique is applied, the normal requirement for ATC to calculate estimated times for the passage of significant points by the aircraft along its track still remains. This is necessary for both the provision of longitudinal separation between aircraft and for coordination with adjacent ATC units. ATC must be provided with the necessary data to complete this task. Thereafter, intervention by ATC should normally not be necessary unless position reports indicate that longitudinal spacing may be deteriorating to the extent that it threatens the minimum being applied, or there is conflicting traffic.

In the application of MACH Number Technique, it is imperative that pilots adhere strictly to their assigned cruise MACH number at all times, including during any climbs and descents; unless a specific reclearance is obtained from the appropriate ATC unit. If an immediate temporary change in the MACH number is essential before a revised clearance can be obtained, due to turbulence, e.g., ATC must be notified as soon as possible that a change has been made.

RVSM

I. PROCEDURES WITHIN RVSM AIRSPACE.

A. Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix B of FAA AC 91-85B) The following equipment should be operating normally:
   1. two primary altimetry systems;
   2. one automatic altitude-keeping device; and
   3. one altitude-alerting device.

B. The pilot must notify ATC whenever the aircraft is no longer able to comply with RVSM requirements (See Aeronautical Information Manual (AIM) Chapter 4, Section 6. Operational Policy/Procedures for RVSM in the Domestic U.S., Alaska, Offshore Airspace and San Juan FIR, for contingency procedures in RVSM airspace)

C. During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft (45 m).

D. Pilot Level Call. Except in an ADS or radar environment, pilots shall report reaching any assigned altitude within RVSM airspace.

II. SUSPENSION OF RVSM

Air traffic services will consider suspending RVSM procedures within affected areas of the Anchorage FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2000 ft.

NAVIGATION PERFORMANCE

Any operation which is conducted in international oceanic airspace on an IFR flight plan, a VFR controlled flight plan, or at night, and is continued beyond the published range of normal airways navigation facilities (VOR/DME, NDB) is considered to be a long range navigation operation. Long–range navigation in controlled airspace (CTA) requires the aircraft to be navigated within the degree of accuracy required for air traffic control (ATC), meaning the aircraft must make every effort to follow the centerline of the assigned route, the assigned altitude, as well as the speed filed or assigned. Accurate navigational performance is required to support the separation minima ATC units apply. To sustain or refine the separation minima, adherence to the cleared route must be demonstrated. The best available measurement of such adherence is obtained by radar observation of each aircraft's proximity to centerline prior to its coming into coverage of short range navigation aids at the end of the oceanic navigated portion of the flight. If an observation indicates that an aircraft was not reasonably within the airspace normally protected, the reasons for apparent deviation from centerline must be determined and steps taken to prevent recurrence and to improve overall navigation performance.
When radar is available to monitor organized oceanic route systems, Mandatory Occurrence Reports (MOR) will be recorded on observed lateral deviations, which will be investigated to determine casual factors. Pilots should understand that these reports are intended to provide data for analytically detecting any significant changes in navigational environment which may require corrective action.
The above–mentioned separation standards can be found in the International Civil Aviation Organization (ICAO) Regional Supplementary Procedures Document 7030. For flight conducted in international airspace under the jurisdiction of the United States, Air Traffic Control Handbook Chapter 8 (FAA Order 7110.65) provides a simplified version of these separation minima.
Federal Aviation Regulation (FAR) 91.703 requires that civil aircraft must comply with ICAO Annex 2 when operating over the high seas. Annex 2 states that “Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route being flown.” In addition, ICAO Annex 6, Part II, stipulates that an aircraft operated in international airspace be provided with the navigation equipment which will enable it to proceed in accordance with its operational flight plan; with prescribed RNP types; and with the requirements of air traffic services. This means that the navigation equipment, installed and approved, should be capable of providing the pilot with the ability to navigate the aircraft with the required accuracy.
Annex 2 further requires that an aircraft adhere to the current flight plan unless a request for a change has been made and clearance obtained from the appropriate ATC facility. Annex 2 also mandates that unless otherwise authorized and directed by the appropriate ATC unit, controlled flights shall, insofar as practicable: a) when on an established ATS route, operate along the centerline of that route, or b) when on any other route, operate directly between the navigation facilities and/or points defining that route. The exception is that aircraft may utilize SLOP to offset the flown route up to 2 NM to the right where SLOP is authorized.
All of the aforementioned requirements contained in Annex 2 (as supplemented by Regional Supplementary Procedures Document 7030 and Annex 6) are incorporated in Section 91.1 and 91.703 of the FARs for those aircraft operating under United States civil certification in international oceanic airspace.

For questions about or update suggestions to this notice contact:
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NAVIGATION PROCEDURES

I. Use of Non–Directional Beacon (NDB) For Navigation

The use of an NDB as the "primary" source of navigation for long range oceanic flight presents the operator with numerous limitations and restrictions that are inherent in low frequency radio equipment and the low frequency signals they receive. These include:

A. NDB navigation aids of the highest power (2000 or more watts) which are maintained and flight–checked as suitable for air navigation are limited in their usable service and/or reception range to no more than 75 nautical miles from the facility at any altitude.
B. Although the operator may be able to receive standard (AM/amplitude modulation) broadcasts with NDB equipment, primary dependence on these facilities for navigation is discouraged because of the inherent problems associated with these stations.

II. The Use of a Master Document

The navigational procedures must include the establishment of some form of master working document to be used on the flight deck. This document may be based upon the flight plan, navigation log, or other suitable document which lists sequentially the waypoints defining the routes and distances between each waypoint, and other information relevant to navigation along the cleared route. When mentioned subsequently in this section, this document will be referred to as the "master document".
Misuse of the master document can result in gross navigation errors being made and for this reason strict procedures regarding its use should be established. These procedures should include the following:

A. Only one copy of the master document should be used in the cockpit. (If more than one copy is provided, one may be altered to reflect reclearance and/or other relevant amendments but the other may not. Subsequently, the unaltered copy may be used to extract navigational data which results in an unintentional deviation from the current cleared route.)
B. A waypoint numbering sequence should be established from the outset of the flight and entered on the master document. The identical numbering sequence should be used in storing waypoints in the navigation computer(s).
C. An appropriate symbology should be adopted to indicate the status of each waypoint listed on the master document. Following is a typical example routing:
    1. The waypoint number is entered against the relevant waypoint coordinates to indicate that the waypoint has been inserted in the navigation computer(s);
    2. The waypoint number is circled to signify that insertion of the correct coordinates in the navigation computer(s) has been double–checked independently by another crew member;
    3. The circled waypoint number is ticked to signify that the relevant route distance information has been double–checked; and,
    4. The circled waypoint number is crossed out to signify that the aircraft has overflown the waypoint concerned.

All navigational information appearing on the master document must be checked against the best available prime source data. If an ATS route change is received or the ATC clearance is otherwise updated, the master document must be updated accordingly. Old waypoints should be clearly crossed out and the updated ones entered in their place.

When ATC clearances or reclearances are being obtained, headsets should be worn, because the inferior clarity of loud speakers has been known to result in mistakes. Two qualified crew members should monitor such clearances, one of them recording the clearance on the master document as it is received, the other checking the receipt and read–back. All waypoint coordinates should be read back in detail (except where approved local procedures make this unnecessary under the circumstances that the cleared route coincides with the filed ATS route, in which case each detail of this must be cross–checked with the master document).

III. Position Plotting

It is very helpful for crews to use a simple plotting chart to provide themselves with a visual presentation of the intended route. Merely plotting the intended route on such a chart may reveal errors and discrepancies in the navigational coordinates which can then be corrected immediately, before they reveal themselves in terms of a deviation from the ATC–cleared route. As the flight progresses, plotting the aircraft's position on this chart approximately 10 minutes after passing each waypoint will also serve the purpose of navigation cross–check, provided that the graticule is legible.

As the flight progresses in oceanic airspace, plotting the aircraft's position on this chart will help confirm (when it falls precisely on the route) that the flight is proceeding in accordance with its clearance. But if the plotted position is laterally offset, the flight may be deviating unintentionally and this possibility should be investigated at once.

IV. Relief Crew Members

Flight crews conducting very long range operations may include an extra relief pilot. In such cases, it is necessary to ensure that the navigational procedures are such that the continuity of the operation is not interrupted, particularly in respect of the handling and treatment of the navigational information.

V. System Alignment

The alignment of INS must be completed and the equipment switched to the NAV mode prior to releasing the parking brake at the ramp for push back. This takes approximately 15 minutes, but can be longer. There are various ways of ensuring that there is adequate time for this including, for example, the following:

A. Have the first crew member on the flight deck (often the crew member responsible for aircraft fueling) place the system(s) in the align mode as soon as practicable;
B. At short transit stops, leave the equipment in NAV provided that system (radial) errors are not so large as to require INS realignment. The decision to realign may depend on the size of the error as well as the length and nature of the next leg;
C. Note that INS batteries usually have a limited life (15 minutes in typical cases) and cannot be recharged on board if allowed to run down. If the INS is left in NAV during a transit stop, or if the INS has been switched on for alignment, it is imperative that an individual be responsible for monitoring ground power interruptions. Note also that some INS provide overheat protection in STBY and ALIGN but not in other modes, so that during transits at tropical terminals with this equipment, the mode selector should be put directly (i.e., not through STBY because that would initiate realignment) to ALIGN.

VI. Initial Insertion of Latitude and Longitude

Early in the course of the preflight checking procedures, the aircraft's present position (POS) should be loaded into the INS. This position must be checked against an authoritative reference source before insertion. Any latitude error in the initial position will introduce a systematic error into the calculations and cannot be removed in flight by updating the resulting erroneous indications of POS. Correct insertion of POS must therefore be checked before the ALIGN mode is selected and the inserted POS recorded in the Flight Log or master document. Subsequently, silent checks of POS should be carried out independently by both pilots during an early stage of their preflight checks.

With regard to the insertion (while on the ramp) of the initial coordinates, the following points should be taken into account:

A. In the case of some INS, insertion errors exceeding about one degree of latitude will illuminate a malfunction light. It should be noted that very few systems provide similar protection against longitude insertion errors;
B. At all times, but particularly in the vicinity of 180° longitude, care should be taken to ensure that the coordinates previously inserted are correct.

VII. Loading of Initial Waypoints

The entry of waypoint data into the navigation systems must be a coordinated operation by two persons working in sequence and independently. One should key in and insert the data and subsequently, the other should recall it and confirm it against source information. It is not sufficient for one crew member just to observe another crew member inserting the data.

Waypoint 1 should be used for the ramp position of the aircraft. At least two additional waypoints, and if possible all the waypoints relevant to the flight, should be loaded while the aircraft is at the ramp. It is, however, most important to ensure that the second waypoint is inserted accurately, rather than to endeavor to load the maximum number of waypoints. In this regard, the second waypoint should be associated with the first significant position along the route (approximately 100NM from the departure point) and positions associated with ATC SID's should not normally be used for this purpose.

During flight, at least two current waypoints beyond the sector being navigated should be maintained in the CDU until the destination ramp coordinates are loaded. The two pilots should be responsible for loading, recalling, and checking the accuracy of the inserted waypoints, one loading and the other recalling and checking them independently. Where remote loading of the units is possible, this permits one pilot to cross–check, additionally, that the data inserted by the other is accurate. In neither case, however, should this process be permitted to engage the attention of both pilots simultaneously during the flight. An alternative and acceptable procedure is for the two pilots silently and independently to load their own initial waypoints and then cross–check them. The pilot responsible for carrying out the document rather than in the opposite direction. This may lessen the risk of his “seeing what he expects to see”, rather than what is actually displayed.

After the initial waypoints have been loaded, the initial route (between waypoints 1 and 2) and AUTO track change should be selected.

VIII. Flight Plan Check

The purpose of this check is to ensure complete compatibility between the master document and the programming of the self–contained navigation systems.

A. DIS/TIME should be selected to check that the correct distance from the ramp position to waypoint 2 is indicated. An appropriate allowance may have to be considered at this point since the great circle distance shown on the CDU's may be less than the flight plan as a consequence of the additional mileage involved in ATC SID's. However, if there is significant disagreement, POS and waypoint 2 coordinates should be rechecked.
B. Select REMOTE and track change 1–2 and check the accuracy of the indicated distance against that listed in the master document.
C. Select DSRTK and check that the desired track indicated on the CDU is as listed in the master document. This track check will reveal any errors made in the latitude or longitude designators, i.e., north/south or east/west, of the aircraft's ramp position.
D. Similar track and distance checks should be carried out for subsequent pairs of waypoints and any discrepancies between the master document and the CDU indications checked for possible waypoint insertion errors. These checks can be coordinated between the two pilots against the information in the master document.
E. When each leg of the flight has been checked in this manner, it should be annotated on the master document by means of a suitable symbology as previously suggested.

IX. Leaving the Ramp

If the aircraft is moved prior to the NAV mode being initiated, inertial navigation systems must be realigned. In this event, the aircraft should be relocated where it will not block the gate position or otherwise interfere with airport traffic while the realignment is being carried out. After leaving the ramp, INS groundspeeds should be checked, (a significantly erroneous reading may indicate a faulty or less reliable unit). A check should be made of the malfunction codes while the aircraft is stopped but after it has taxied at least part of the way to the takeoff position. Any significant groundspeed indication while stationary may indicate a faulty unit, such as a titled platform.

X. In Flight

If the initial part of the flight is conducted along airways, the airways facilities should be used as the primary navigational aids and the aircraft navigation systems monitored in order to ascertain which system is giving the most accurate performance.

XI. Approaching the Ocean

Prior to entering the oceanic area, the aircraft's position should be checked as accurately as possible by means of external navigational aids in order to ascertain the preferred aircraft navigation system to be used for the ocean crossing. This may perhaps necessitate DME/DME, DME/VOR checks at which stage navigation system errors can be determined by comparison of displayed and actual position. There are other means of carrying out such a check, e.g., flying directly over a VOR or NDB. In the event of a significant discrepancy, e.g., greater than 6NM, the question of whether or not the affected navigation system should be updated may be given cautious consideration. Updating is not normally recommended where the discrepancy is less than 6NM. If it is decided to update the system, the proper procedures should be carried out in accordance with a prepared checklist. The duration of the flight prior to the oceanic boundary and the accuracy of the external navigational facility should be taken into consideration when determining the advisability of updating the aircraft's navigation system. For example, an NDB would not be considered advisable for this purpose, unless care is taken to track directly overhead the facility.

The navigation system which has performed most accurately since departure should be selected for autocoupling.

In view of the importance of following the correct track in oceanic airspace, some operators advise that at this stage of flight the third pilot or equivalent crew member should check the clearance waypoints which have been inserted into the CDU, using appropriate source information.

XII. Oceanic Boundary Position Report

Just prior to the oceanic boundary and just before any waypoint, the present position coordinates should be monitored, recorded and verified, and the coordinates for the next waypoint monitored and verified. Thus, when the CDU alert light comes on, the crew should proceed to note and record the aircraft's present position on the master document. This should be verified against the current effective clearance on the master document. The waypoint number on the master document should be annotated with the appropriate symbol to indicate that it has been verified.
If the oceanic boundary position report is made over a VOR facility, the appropriate radial to the first oceanic waypoint should be selected as a further check that the aircraft navigation system is tracking in accordance with the current effective clearance. If DME is also available, a distance check can be carried out as well.

XIII. At an Oceanic Waypoint

Coordinates of the next two waypoints should be verified against the master document, as suggested earlier. When sending the ATC position report, the coordinates should be copied from the master document or, alternatively, the present position and the next two forward positions can be read from the CDU. As soon as the waypoint alert light illuminates, the present position coordinates of each navigation system should be checked against the current clearance to ensure that the intended aircraft position report to ATC coincides with the actual position of the aircraft and the ATC clearance. Overhead the waypoint, the pilots should observe that the aircraft turns in the correct direction and takes up a new heading appropriate to the leg to the next waypoint. The coordinates of the next waypoint should be verified against the master document as previously described. After the ATC position report has been sent, the present position of the aircraft should be plotted on the pilot chart to ensure that it is tracking as intended. At this stage also, the crew should be particularly alert in maintaining SELCAL watch, in view of possible ATC follow–up of the position report.

XIV. Routine Monitoring

It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode; therefore, regular checks of correct engagement should be made. Although it is common practice to display DIS/TIME, it is recommended that the navigation system coupled to the autopilot should display the present position coordinates throughout the flight. If these are then plotted on the pilot chart at approximately 20–minute intervals, they will provide confirmation at regular intervals that the aircraft is tracking in accordance with its ATC clearance. Distance–to–go information should be available on the instrument panel as previously mentioned, while the waypoint alert light provides a reminder of the imminence of the waypoint. If as an alternative, position check and verification is being made both at each waypoint and 10 minutes after each waypoint, then an additional plot 20 minutes later may perhaps to be considered counter–productive as a normal routine. Even so there may be circumstances, e.g., when the flight is down to one system only, justifying the procedure. The navigation system not being used to steer the aircraft should display cross track distance (XTK) and track angle error (TKE). These should be monitored with XTK being displayed on the HSI where feasible.
Where there is a discrepancy between the information provided by two navigation systems, the procedures detailed in paragraph XXIV. below should be applied.

XV. Use of Radar

Aircraft equipped with airborne weather radar capable of ground mapping should use it to observe any land masses as an aid in assessing the accuracy of their navigation.

NOTE: Aircraft conducting NOPAC operations under U.S. civil certification are required to be equipped with functioning weather radar approved for day and night operation and their flight crews must use it on a full time basis for monitoring navigation system accuracy.

XVI. Approaching Landfall

When the aircraft is approaching the first landfall navaid, it should acquire the appropriate inbound radial as soon as the flight crew is confident that the landfall navaid is providing reliable navigation information. The aircraft should then be flown to track, by means of radio navigation, overhead the facility, which thus becomes the primary navigational guidance after leaving the oceanic area, e.g., for direct clearance over land. Consideration should be given to updating the navigation system overhead the landfall fix, utilizing the appropriate procedures from the checklist.

XVII. Navigation System Accuracy Check

At the end of each flight, an evaluation of accuracy of the aircraft's navigation systems should be carried out in order to facilitate correction of out–of–tolerance performance. One such accuracy check, carried out when the aircraft has reached its parking position, is to remove any update s which may have been made during the flight and then determine the radial error at the ramp position. Radial errors in excess of 2NM per hour are generally considered excessive.
Records should be kept of aircraft navigation systems performance.

XVIII. Monitoring During Distractions from Routine

Training and drills should ensure that minor emergencies or interruptions to normal routine are not allowed to distract the crew to the extent that the navigation system is mishandled. If during flight the autopilot is disconnected (because of turbulence, e.g.), care must be taken when it is reengaged to ensure that the correct procedure is followed (if the system in use sets a specific value on the boundary of automatic capture, the across–track indications should be monitored to ensure recapture of the programmed flight path). It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode.

XIX. Avoiding Confusion Between Magnetic and True

To cover all navigation requirements, some airlines now produce flight plans giving both magnetic and/or true tracks (courses). If crews are changing to a new system, however, there is a risk that at some stage (e.g., partial system failure, reclearances, etc.), confusion may arise in selecting the correct values. Operators should therefore devise drills which will reduce this risk, as well as ensuring that the subject is covered during training.
Crews who decide to check or update their long range navigation systems by reference to VOR's located in the Canadian Northern Control Area should remember that they are not aligned with reference to magnetic north.

XX. Navigation in the Area of Compass Unreliability

NOTE: Full coverage of this subject, including, for example, the possible provision of runway headings in grid is beyond the scope of this section. The following should therefore be considered as general guidance only.

In an area of compass unreliability, basic INS operation requires no special procedures, but most operators feel it is desirable to retain an independent heading reference in case INS failure occurs. There are various possible ways of doing this, dependent on the instrument fit.

XXI. Deliberate Deviation from Route

Deliberate temporary deviations from route centerline are sometimes necessary, usually to avoid severe weather, but prior ATC approval should be obtained. Such deviations have often been the source of gross errors as a consequence of failing to reengage the autopilot with the navigation system. It should also be noted that selection of the "turbulence" mode of the autopilot will also have the effect of disengaging it from the aircraft navigation system. After use of the turbulence mode, therefore, the aircraft must be flown back to the desired route before reengaging the autopilot with the navigation system.

The following procedures have been found effective in ensuring that gross navigational errors do not result from diversions around severe weather:

A. The autopilot turn control knob is used to turn the aircraft in the desired direction;
B. The "autopilot engage" switch will automatically move from "command" to "manual". (The altitude mode switch will either remain in "altitude hold" or if in the "altitude select" mode will trip to "off".);
C. The steering CDU data selector is set to XTK TKE in order to provide a continuous display of crosstrack data;
D. If turbulence is encountered, the "TURB" setting on the speed mode selector may be used in which case the altitude mode switch will automatically position to "off";
E. Both RADIO INS switches remain in the INS position. This provides another visual display of the navigation situation on the HSI. Even when more than 8NM off track the pegged needle on the HSI is a reminder of that fact, in addition to which it will confirm whether the aircraft is tracking towards, away from, or parallel to the desired track;
F. The turn control knob should be used to maneuver the aircraft as necessary;
G. When clear of the severe weather, the aircraft should be steered back to the desired track, guidance being obtained from the steering CDU to zero the XTK indication;
H. When the aircraft has been returned to the desired route, the autopilot engage switch is selected to "command" and the altitude mode switch to "altitude hold". (The navigation mode selector should still be in the INS position.);
I. It is desirable that the entire crew, but at least the Captain and First Officer, monitor the diversion maneuver to ensure that the aircraft has been returned to the desired route and the autopilot properly reengaged for command INS operation; and
J. After return to route has been completed, check assigned MACH number and advise ATC.

XXII. ATC Reclearance

Experience suggests that when ATC issues a reclearance involving rerouting and new waypoints, there is an increase in the risk of errors being made. This situation should, therefore, be treated virtually as the start of a new flight, and the procedures employed with respect of copying the ATC reclearance, amending the master document, loading and checking waypoints, extracting and verifying flight plan information, routes and distances, etc., and the preparation of a new plotting chart should be identical to the procedures employed at the beginning of a flight. When an in–flight reclearance is involved, however, the procedures should be sure that one pilot is designated at all times to be responsible for flying the aircraft while the reprogramming of all navigation systems and other amendments to the cockpit documentation are being carried out.

In the event that the reclearance involves a direct routing, it may be advisable to retain data relevant to the original route.

XXIII. Detection of Failures

INS installations normally include comparator and/or warning devices, but it is still necessary for the crew to make frequent comparison checks. With three systems on board, the identification of a defective system should be straightforward.

With only two systems on board, experience indicates that if nothing is done by the crew until significant divergent indications become apparent, the possibility of identifying the defective unit will be very much reduced. If such a situation does in fact arise in oceanic airspace, it may be possible to contact nearby aircraft on 123.45 MHz (see Section 3, paragraph IV.B.) and obtain the read–out of spot wind (or if the aircraft are going in the same direction, drift and ground speed) making use of this information to identify the defective system.

In many cases, however, the above may be impractical. For that reason, it is recommended that a regular record of INS performance should be maintained and kept available on board for operating crews, in line with the following suggestions:

A. Before takeoff and while stationary, note the INS ground speed and POS indications. These may give some indication of relative system accuracy;
B. The accuracy of each INS unit should be noted before reaching oceanic airspace, preferably when passing some convenient short range facility. A further record should be made at destination in terms of terminal error, first taking care to cancel any inflight update which may have been made;
C. Compass deviation checks can be made to obtain deviation values for the magnetic compass systems, so that, if necessary later in the flight, the relative accuracy of INS heading outputs (and navigation data) can be checked. Though slightly complex to write up, the method is simple and potentially valuable in practice, and it has the additional advantage of reminding crews of some basic elements of navigation. Prior to entering oceanic airspace, simultaneously read both INS true heading and both magnetic compass indications. To the mean of the INS readings, apply the local variation value to give magnetic heading. Compare this value with the magnetic heading compass readings to obtain the deviation on each and retain for possible use in the "heading method" of determining which system is faulty (paragraph XXIV.E.).

XXIV. Determining the Faulty System

A. Check malfunction codes for indications of unserviceability.
B. Refer to the records suggested under subparagraphs XXIII.A. and B., above. These give a fairly positive clue as to which system is faulty.
C. Obtain a fix. It may be possible to use the weather radar (range marks and relative bearing lines) to determine the position relative to an identifiable landmark such as an island or the ADF to obtain bearings from a suitable NDB, in which case the variation at the position of the aircraft should be used to convert the RMI bearings to true; or if within range, the VOR, in which case the variation of the VOR location should be used to convert the radial to true heading (except when flying in the Canadian Northern Control area). (See paragraph XIX.)
D. Call some nearby aircraft on air–to–air VHF, and compare information on spot wind, or ground speed and drift. If such assistance is not available, the wind speed and direction for the DR position of the aircraft may be extracted from the

prognostic chart for comparison with the readout of INS. It is emphasized, however, that the latter comparison should only be used as a last resort and preferably in conjunction with another method to confirm the result.

E. Use the heading method. Simultaneously read both INS and both magnetic compass indications. Apply the respective deviation and the local variation value to each compass reading and obtain the mean (to the nearest degree). This should give an acceptably accurate true heading value to compare with the INS readings and to establish whether one of the INS units is defective. The following format, with typical values inserted, may assist flight crews with limited navigation experience:

Before Entering Oceanic Airspace

	#1 INS	#2 INS	#1 Comp	#2 Comp
Heading	285.7º	286.1º	290º	293º
Mean True Heading (nearest degree)	286º			
(E–) Variation (W+)	6ºW			
	292º		Dev'n 2º	1ºW

If INS performance check required later in flight

	#1 INS	#2 INS	#1 Comp	#2 Comp
Heading	254º	259º	265º	266º
(E+) Deviation (W–)			2ºE	1ºW
			267º&65	265º
(E+) Variation (W–)			12ºW	12ºW
Mean TH			255º	253º
		254º		

The above indicates that the navigation information provided by #1 INS is likely to be more accurate.

XXV. What to do if the Faulty System Cannot be Identified

Despite application of the methods in paragraph XXIV. above, the occasion may still arise when distance or across track differences develop between two INS systems, but the crew cannot determine which system is at fault. The majority of airlines feel that the procedure most likely to limit gross tracking errors under such circumstances is to fly the aircraft halfway between the cross track differences as long as uncertainty exists. In such instances, ATC must be advised that the flight is experiencing navigation difficulties so that appropriate clearance(s) can be issued as necessary.

XXVI. Guidance on what Constitutes a Failed System

Crews also require guidelines on how to decide when an INS should be considered to have failed, e.g., failure of INS may be indicated by the red warning light, or by self–diagnosis indications, or by an error over a known position exceeding the value agreed between an operator and its certifying authority. In general, if there is a difference greater than 15NM between the two aircraft's navigation systems (or between the three systems if it is possible to detect which are the more reliable) it is advisable to split the difference between the readings when determining the aircraft's position. If, however, the disparity exceeds 20NM, one or more of the navigation systems should be regarded as having failed, in which case ATC must be notified.

XXVII. Partial or Complete Loss of Navigation Capability

There are two navigational requirements for aircraft planning to fly through NOPAC oceanic airspace. One refers to the navigation performance which should be achieved and the other to the need to carry standby equipment with comparable performance characteristics (as stipulated in ICAO Annex 6, Part 1, Chapter 7).

Some aircraft carry triplex equipment (e.g., 3 INS) and if one system fails even before takeoff, the two basic requirements may still be satisfied and the flight can proceed normally. For aircraft with only two operational systems the following guidance is offered in respect of these general areas of failure:

A. If one system fails before takeoff, the pilot should consider delaying departure if timely repair is possible or obtaining a clearance below FL280, if practicable.

B. If one system fails before the oceanic boundary is reached, the pilot will have to consider landing at a suitable airport before the boundary, returning to the airport of departure, or obtaining a reclearance below FL280.

C. If one system fails after the aircraft has entered oceanic airspace, the pilot should normally continue to operate the aircraft in accordance with the oceanic clearance already received, appreciating that the reliability of the total navigation system has been significantly reduced. The pilot should also, however, take the following action:
   1. Assess the prevailing circumstances (e.g., performance of the second system);
   2. Prepare a proposal to ATC with respect to the prevailing circumstances (e.g., request clearance below FL280, turnback);

3. Consult with ATC as to the most suitable action; and
4. Obtain appropriate ATC reclearance prior to any deviation from existing clearance.

D. When, after entering oceanic airspace and one system has failed, the flight continues in accordance with its original clearance (especially if the distance ahead within oceanic airspace is considerable), the pilot should begin a special monitoring program as follows:
1. Take special care on the operation of the remaining system, accounting for the fact that the routine method of error checking is no longer available.
2. Check the main and standby compass system against the information available.
3. Check the performance record of the remaining equipment and, if doubt arises regarding the performance and/or reliability, consider the following:
   a. Attempt visual sighting of other aircraft or their contrails which may provide a track indication;
   b. Call the appropriate ATC facility to obtain information on aircraft adjacent to the estimated position; and/or
   c. Call on 123.45 (see Section 3, paragraph IV.B.) to establish contact with such aircraft (preferably same track/level) to obtain information which could be useful (drift, magnetic heading, wind details).

E. If the remaining system fails after entering oceanic airspace, or the remaining system gives an indication of degradation of performance, or neither system fails completely but the system indications diverge widely and the defective system cannot be determined, the pilot should take the following action:
1. Notify ATC;
2. Make best use of procedures specified in XXVII.D.3. above to obtain useful information;
3. Keep a special look out for possible conflicting aircraft and make maximum possible use of outside lights; and
4. If no instructions are received from ATC within a reasonable period, consider use of contingency procedures in Section 6.

NAVIGATION ERRORS

Monitoring procedures employed in regard to traffic operating in oceanic areas have given a good indication of the frequency of occurrence and the causes of navigation errors. Errors actually occur very infrequently considering the thousands of flights that are made. Navigation systems are generally so reliable now that there is some concern that this may lead to overconfidence. Aircrews, therefore, must guard against complacency.

I. Common Causes of Errors

Following are some of the more common causes of gross errors:

A. A mistake of one degree of latitude was made in inserting a forward waypoint.
B. The INS system was not reprogrammed after reclearance by ATC.
C. The autopilot was inadvertently left in the heading OR decoupled position after avoiding clouds or left in the VOR position after leaving the last domestic airspace VOR. In some cases, the mistake arose during distraction caused by SELCAL or by some flight deck warning indication.
D. The controller and the crew had different understandings of the clearance. The pilot read back not what was said, but what he wanted to hear, and the controller failed to catch the discrepancy.

II. Rare Causes of Errors

Following are examples of some rare faults which have actually occurred:

A. The lat/long coordinates displayed near the gate position at one international airport were wrong.
B. Because of a defective chip in one of the INS systems on an aircraft, although the correct forward latitude was inserted by the crew, it subsequently "jumped" by one degree.
C. The aircraft was equipped with an advanced system with all the coordinates of the waypoints on the intended route already on tape; the crew assumed that these coordinates were correct, but one was not.
D. The flight crew had available to them the correct coordinates for their cleared route, but unfortunately the data which they inserted into the navigation computer was from the company flight plan, in which an error had been made.

III. Lessons to be Learned

A. Never relax or be casual regarding the cross–check procedure, this is especially important towards the end of a long night flight.
B. Avoid casual radiotelephony procedures. Errors have resulted from a misunderstanding between pilot and controller as to the cleared route. Adhere strictly to proper phraseology and do not be tempted to clip or abbreviate details of waypoint coordinates.
C. Make an independent check on the gate position. Do not assume that the gate coordinates are correct without cross–checking with an authoritative source. Normally, coordinates are to the nearest tenth of a minute, but make sure that your display is not to the nearest hundredth, or in minutes and seconds. And, if you are near 180º longitude, remember the risk of confusing east and west.
D. Before entering oceanic airspace make a careful check the INS System position at or near to the last radio facility or the next to last one.
E. Do not assume that you are at a waypoint merely because the alert annunciator indicates it. Cross–check by reading present position.
F. Flight deck drills. Some tasks on a flight deck can safely be delegated to one member of the crew, but navigation, using automated systems, is emphatically not one of them. The Captain should participate in all navigation cross–check procedures.
G. Initialization errors. Always return to the ramp and reinitialize INS if the aircraft is moved before the INS NAV mode is selected. If, after getting airborne, it is found that during initialization a longitude insertion error has been made, unless you thoroughly understand drills on how to achieve the objective, you should probably turn back or make an en route stop if practicable.
H. Waypoint loading. Before departure, check to see that the computer flight plan and ICAO flight plan agree. In flight, involve two different sources in the cross–checking if possible. Do not be so hurried in loading waypoints that mistakes become likely and always check waypoints against the current ATC clearance.
I. Use a Pilot–Chart on the flight deck. Make periodic plots of position on a suitable chart and compare with current cleared track. This helps to pick up errors before getting too far from track.
J. Consider making a simple use of basic DR Navigation as a backup. Outside Polar Regions, provided that the magnetic course (track) is available on the flight log, a check against the magnetic heading being flown, plus or minus drift, will likely indicate any gross tracking error.

K. Always remember that something unusual may have happened in the last half– hour. Be continuously cognizant. There are often ways in which an overall awareness of directional progress can be maintained; e.g., the position of the sun or stars, disposition of contrails, islands or coastlines which can be seen directly or by using radar, radio navaids, and so forth. This is obvious, perhaps, but some of the errors which have occurred could have been prevented had the crew shown more of this kind of alertness.

L. If you suspect that equipment failure may be leading to divergence from cleared route, it is better to advise ATC early rather than late.

M. Because aircraft navigational equipment varies greatly between operators, some of the above lessons may not apply in your case. But remember that they may help to prevent someone else making a mistake, and may stimulate you to avoid mistakes of similar nature.

PILOT CHECKLIST

To assist pilots who are less familiar with the NOPAC Route System, the following informal checklist is provided:

1. Do you have the recommended information for each NOPAC route?
2. Do you have a reliable timepiece aboard for reference and have you had a recent accurate time check?
3. Are you sure of the serviceability of your long range navigational system?
4. Are you familiar with the MACH number technique?
5. Did you conduct a check of your airborne weather radar, if so equipped?
6. Have you preplanned your actions in case one of your long–range navigational systems fails?
7. After departure, did you conduct an HF communications check and pass your departure time to aeronautical radio?
8. Did you give ATC your climb times?
9. If eastbound between 145°E and 170°E, or westbound between 164°E and 145°E, did you set your transponder on Mode A Code 2000? If east of 170°E or west of 145°E, is your transponder set on the discrete code assigned by ATC?

ANCHORAGE ARCTIC FIR

I. DESCRIPTION

The Anchorage Arctic FIR generally consists of that airspace lying between 141º west longitude and 168º 58.38´ west longitude south of the geographic North Pole running approximately to 72º north latitude. The material which follows also incorporates that portion of the Anchorage Domestic FIR which overlies the north coast of the Alaskan land mass.

Traffic flows in this airspace consist of: 1. a generally east/west flow for flights transiting between North American and Asian airports via the Russian Polar airspace (commonly referred to as "Cross Polar" flights) and, 2. an east/west flow of flights transiting between northern European and Alaskan airports (commonly referred to as "Trans Polar" flights). In the Anchorage Arctic FIR, airspace users can expect to receive ATC services associated with the following types of airspace areas and associated altitudes: Class G – below FL12; Class E – FL12 to but not including FL180; Class A - FL180 to FL600 inclusive; Class E – above FL600.

II. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in all of the Anchorage FIRs, i.e. Anchorage Domestic, Oceanic and Arctic Flight Information Regions. RVSM aircraft are separated by 1000 foot vertical spacing within this stratum. Non–RVSM aircraft are separated from all other aircraft, both RVSM and Non–RVSM, by 2000 feet within this stratum. Aircraft within the Edmonton, Murmansk and Magadan FIRs are also separated via RVSM procedures and minima.

LATERAL – Anchorage ARTCC utilizes the RNP–10 minima (25 miles either side of centerline) for aircraft with RNP–10 approval. Other aircraft are separated with a 90 nautical mile separation standard (90 NM between tracks). RNP–10 is also used in the Edmonton FIR and separation in the Murmansk and Magadan FIRs is accomplished using a 60 kilometer lateral separation standard.

LONGITUDINAL – Within the Anchorage Arctic FIR the longitudinal separation standard between turbo jet aircraft is 15 minutes. This minima may be reduced thru application of the ICAO recognized MACH Number Technique. This standard, and MACH Technique, is also applied in the Edmonton, Murmansk and Magadan FIRs.

III. FLIGHT PLANS and PREFERRED ROUTES

A. Flight Plans

All operators planning IFR flight operations in the Anchorage Arctic and Domestic Flight Information Regions north of 70º north latitude must file flight plans with both PAZAZQZX and PAZNZQZX. Failure to file with both system addresses may result in delay of ATC services.

B. Cross Polar

All flight planned routes must conform to the requirements of the current Anchorage (PAZA) Arctic FIR NOTAM.

C. Trans Polar

1. Operators shall flight plan through the Anchorage Arctic and Domestic FIRs via the following KARLL-COALL, ARBEZ-JESRU, or HARVZ-TAYTA. This requirement applies to both westbound and eastbound flights.
2. Flights filing between FYU and 141º west longitude shall flight plan via ADREW J160 or POTAT J167.
3. Preferred routes connecting with the PANC terminal area are as follows:

Northbound:

TED J115 FAI direct KARLL direct COALL
TED J115 FAI direct ARBEZ direct JESRU
TED J115 FAI direct HARVZ direct TAYTA
TED J115 FAI J120 FYU J160 ADREW
TED J115 FAI J120 FYU J167 POTAT

Southbound:

COALL direct KARLL direct TKA J125 TED
JESRU direct ARBEZ direct ENN J125 TED
TAYTA direct HARVZ direct ENN J125 TED
ADREW J160 FYU J120 FAI direct ENN J125 TED
POTAT J167 FYU J120 FAI direct ENN J125 TED

IV. COMMUNICATIONS and REPORTING

A. POSITION REPORTING – All flights, regardless of CPDLC status, shall make mandatory position reports, upon entering or exiting the CTA/FIR, via the appropriate HF En–Route Radio. Examples: An aircraft progressing 141ºW westbound will make a position report thru "Gander Radio," an aircraft progressing 141ºW eastbound will also make a position report thru "Gander Radio." An aircraft progressing ORVIT eastbound will make a position report thru "Gander Radio" and an aircraft progressing ORVIT westbound will make a position report thru "Magadan Radio."

B. COMMUNICATION VIA CPDLC – Controller/Pilot Data Link Communications service is operational in the Anchorage Arctic Flight Information Region. Usability is dependent upon transmission medium: INMARSAT satellite coverage exists approximately below 80º North, Iridium satellite coverage exists globally. Anchorage ARTCC's logon address for this airspace is PAZN. Currently, aircraft entering the Anchorage Arctic FIR from Russian airspace must perform a manual logon. Aircraft logged on to Anchorage's system and transitioning either to the Edmonton, or to the Magadan, CPDLC systems will be provided auto address forwarding service. Due to the high latitude and satellite coverage "foot print," flight crews of CPDLC equipped aircraft are requested to logon on via CPDLC but must maintain a listening watch on appropriate HF en–route frequencies.

C. COMMUNICATION VIA HF VOICE – High Frequency Voice Communications capability exists within the Anchorage Arctic FIR via "GANDER RADIO," "MURMANSK CONTROL," "MAGADAN CONTROL" and "SAN FRANCISCO RADIO." Utilize these services as follows:

1. "GANDER RADIO" on frequencies of the North Atlantic NAT D network, viz. 2971, 4675, 8891, and 11279 kHZ. Make all East or Westbound position reports along 141º west longitude in the Arctic FIR thru "GANDER RADIO." Make all Eastbound position reports over the Murmansk/Anchorage or Magadan/Anchorage FIR boundary via "GANDER RADIO". Use "GANDER RADIO" for all ATC communications while within the Anchorage Arctic FIR.
2. "MURMANSK CONTROL" on frequencies 11390, 8950, 5694 or 4672 kHz. Make all Westbound position reports over the Anchorage/Murmansk FIR boundary via "MURMANSK CONTROL." (example DEVID)
3. "MAGADAN CONTROL" on frequencies 15030, 13265, 11390, 8837, 6585 or 4712 kHz. Make all Westbound position reports over the Anchorage/ Magadan FIR boundary via "MAGADAN CONTROL." (examples NALIM, LURUN, RAMEL, PINAG, NIKIN, ORVIT, AMATI)
4. "SAN FRANCISCO RADIO" on frequencies 21964, 17925, 13348, 11342, 6640 and 3013 kHz. Antenna located at Barrow, Alaska. Use for LDOC (long distance operational control). SFO ARINC's Barrow LDOC site does not provide routine ATC communications, but may be used for relays when other methods fail.

D. SATELLITE VOICE SYSTEM – Satellite Voice System (SATCOM Voice) equipment is available at Anchorage Center and SATCOM voice contact may be possible with aircraft in the Arctic FIR depending upon satellite availability and service provider. Direct SATCOM Voice contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations or other exceptional circumstances such as HF blackout. Under normal conditions routine communications should be conducted via VHF/CPDLC or HF Voice. Flight crews utilizing INMARSAT should log onto the INMARSAT Pacific Ocean Satellite. Aircraft satellite data units may be preprogrammed with the INMARSAT six digit code for easy call set–up. The INMARSAT code for Anchorage Center is 436602. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating air/ground communications. To receive SATCOM Voice service, the aircraft must already be logged onto an INMARSAT communication satellite. Flight crews utilizing Iridium should follow company procedures.

Direct SATCOM Voice calls to ATC should have one of the following ICAO priority levels:

1. Highest distress or urgent situations.
2. Second highest, flight safety situations.

AREA NOTICES

Landing at National Parks, Monuments, Preserves, and Wildlife Refuges

1. Prior authorization by the Superintendent is required for all helicopter landings. The National Park Service requests that pilots maintain a minimum distance of 2,000 feet from the nearest ground mass to minimize wildlife disturbance.

2. Glacier Bay National Park: Restricted from landings in non–motorized waters. Restrictions change seasonally, contact Glacier Bay staff for current restrictions (907–697–2230). Landings and takeoffs shall not be made on beaches or tidal flats or within one nautical mile of any tidewater glacier in the national park. If authorized by the Superintendent, helicopters may land at selected sites where deemed essential in the conduct of prospecting and mining activities.

3. Contact Information:

Denali National Park & Preserve	907–683–2294
Gates of the Artic National Park & Preserve	907–692–5494/907–457–5752
Glacier Bay National Park and Preserve	907–697–2230
Katmai National Park and Preserve (includes)	907–246–3305
includes Aniakchak National Monument	
Kenai Fjords National Park	907–224–2132
Klondike Gold Rush National Historic Park	907–983–2921
Lake Clark National Park and Preserve	907–781–2218/907–271–3751
Tongass National Forest (includes)	907–228–6202
includes Admiralty Island National Monument, Kuiu Wilderness, Tebenkof Bay Wilderness, Chuck River Wilderness, Maurelle Island Wilderness, Tracy Arm Fords Terror Wilderness, Cornation Island Wilderness, Peters Creek Duncan Salt Chuck Wilderness, Warren Island Wilderness, Misty Fjords National Monument, Pleasant–Lemesurier–Inian Island Wilderness, West Chicagof Yakobi Wilderness, Karta River Wilderness, South Etolin Wilderness, Young Lake Wilderness, Kootznoowoo Wilderness, and South Prince of Wales Wilderness.	
Western Arctic National Parklands: (includes)	907–442–8300
includes Noatak National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve.	
Wrangell—St. Elias National Park and Preserve	907–822–5234
Yukon—Charlie Rivers National Preserve	907–547–2234/907–457–5752

4. Internet websites:
Forest Service: http://www.fs.fed.us/r10/
Fish and Wildlife website: http://alaska.fws.gov
National Park Service website: http://www.nps.gov/carto/AKPAA.html

Kenai National Wildlife Refuge:

1. The operation of aircraft on the Kenai NWR, except in an amergency, is permitted only as authorized in designated areas as described below. These areas are also depicted on a map available from the refuge manager: Kenai NWR Manager, P.O. Box 2139, Soldotna, Alaska 99669, telephone (907) 262–7021.
   (a) within the Canoe Lakes unit, Andy Simons unit, and Mystery Creek units of the Kenai Wilderness, ONLY the following lakes are designated for airplane operations:

Canoe Lake Unit

Scenic Lake, Nekutak Lake, Shoepac Lake, Norak Lake, Bird Lake, Grouse Lake, King Lake, Bedlam Lake, Taiga Lake, Vogel Lake, Cook Lake, Showshoe Lake, Wilderness Lake, Mull Lake, Tangerra Lake, and Sandpiper Lake.
Pepper Lake, Gene Lake, and Swanson Lake are ONLY open for sports icefishing.

Andy Simons Unit

Upper Russian Lake, Twin Lakes, Emerald Lake, High Lake, Lower Russian Lake, Iceburg Lake, Green Lake, Kolomin Lake, Pothole Lake, Harvey Lake, Martin Lake, Windy Lake, Dinglestad Glacier terminus lake, Wusnesenski Glacier terminus lake, Tustumena Lake, all wilderness lakes within one mile from the shoreline of Tustumena Lake and all unmanned lakes in sections 1 & 2, T.1S., R.10W, and section 4, 5, 8, & 9, T.1.S., R.9W, Seward Mountain, AK.

Mystery Creek Unit

All unmanned lakes in section 11, T.6N, R.5W., Seward Mountain, AK.
(b) Airplanes my operate on all lakes outside of the Kenai Wilderness, except those lakes with recreational developments, including, but not limited to, campgrounds, campsites, and public hiking trails connected to road waysids. The non–wilderness lakes CLOSED to aircraft operations are as follows:

North Sterling Highway

Cashka Lake, Dolly Varden Lake, West Lake, Mosquito Lake, Watson Lake, Rainbow Lake, Dabbler Lake, Lili Lake, Forest Lake, Afonasi Lake, Upper Jean Lake, Anertz Lake, Weed Lake, Silver Lake, Breeze Lake, and Imeri Lake.
All lakes in the Skilak Loop Area (south of Sterling Highway and north of Skilak Lake) are closed to aircraft except that airplanes may land on Bottenintnim Lake, which is open year–round and Hidden Lake, which is open only for sport ice fishing.

South Sterling Highway

Headquarters Lake is restricted to administrative use only.

2. Notwithstanding any other provision of these regulations, the operation of aircraft is prohibited between May 1 and September 30, inclusive, on any lake where nesting trumpeter swans and/or their broods are present, except Windy and Lonesome Lakes where the closure is between May 1 and September 10, inclusive.
3. The operation of wheeled aircraft, at the pilot's own risk, is only authorized on the unmaintained Big Indian Creek Airstrip, on gravel areas with $^{1}/_{2}$ mile of Wusnesenski Glacier terminus lake, and within the SE $^{1}/_{4}$, section 16 and SW $^{1}/_{4}$, section 15, T.4S, R.8W., Seward Mountain.
4. Airplanes may operate only within designated areas on the Chickaloon Flats, as depicted on a map available from the refuge manager, (907) 262–7021.
5. Airplane operation is permitted on the Kasilof River, the Chickaloon River outlet, and the Kenai River below Skilak Lake from June 15 through March 14. All other rivers on the NWR are closed to aircraft.
6. Internet website: http://akaska.fws.gov/nwr/kenai/index.html

National Wildlife Refuge Contact Information:
1. Alaska Maritime NWR — Homer, AK — (907) 235–6546
2. Alaska Peninsula NWR — King Salmon, AK — (907) 246–3339
3. Arctic NWR—Fairbanks, AK — (907) 456–0250
4. Becharof NWR—King Salmon, AK — (907) 246–3339
5. Innoko NWR—McGrath, AK — (907) 524–3251
6. Izembek NWR—Cold Bay, AK — (907) 532–2445
7. Kanuti NWR—Fairbanks, AK — (907) 456–0329
8. Kenai NWR—Soldotna, AK — (907) 262–7021
9. Kodiak NWR—Kodiak, AK — (907) 487–2600
10. Koyukuk NWR—Galena, AK — (907) 656–1231
11. Nowitna NWR—Galena, AK — (907) 656–1231
12. Selawik NWR—Kotzebue, AK — (907) 442–3799
13. Tetlin NWR—Tok, AK — (907) 883–5312
14. Togiak NWR—Dillingham, AK — (907) 842–1063
15. Yukon Delta NWR—Bethel, AK — (907) 543–3151
16. Yukon Flats NWR—Fairbanks, AK — (907) 456–0440

Landing at State Refuges, Critical Habitat Areas, and Sanctuaries

State of Alaska, Department of Fish and Game (ADF&G) website:
http://www.state.ak.us/adfg/habitat/geninfo/refuges/refuges.htm

Alaska Department of Fish and Game, Juneau (907) 465–6160 phone, (907) 465–2772 fax

Region 1—Southeast Alaska, (907) 267–2342 phone, (907) 267–2464 fax
Mendenhall Wetlands Refuge, Yakataga Refuge, Stan Price (Admiralty Island) Sanctuary, Chilkat River Critical Habitat Area, Dude Creek Critical Habitat Area

Region 2—Southcentral and Western Alaska, (907) 267–2342 phone, (907) 267–2464 fax
Anchorage Coastal Refuge, Cape Newenham Refuge, Goose Bay Refuge, Izembek Refuge, McNeil River Refuge, Palmer Hay Flats Refuge, Susitna Flats Refuge, Trading Bay Refuge, Walrus Islands Sanctuary, McNeil River Sanctuary, Anchor River/Fritz Creek Critical Habitat Area, Chilkat River Critical Habitat Area, Cinder River Critical Habitat Area, Clam Gulch Critical Habitat Area, Copper River Delta Critical Habitat Area, Dude Creek Critical Habitat Area, Egegik Critical Habitat Area, Fox River Flats Critical Habitat Area, Homer Airport Critical Habitat Area, Kalgin Island Critical Habitat Area, Kachemak Bay Critical Habitat Area, Pilot Point Critical Habitat Area, Port Heiden Critical Habitat Area, Port Moller Critical Habitat Area, Redoubt Bay Critical Habitat Area, Tugidak Island Critical Habitat Area, and Willow Mountain Critical Habitat Area

Walrus Islands Sanctuary—Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58º36´N, 159º58´W.). Access to Round Island or adjacent waters requires written permission from ADF&G. Flight less than 2,000 feet above ground level and than 1 mile may violate the Marine Mammal Protection Act and/or the Federal Airbourne Hunting Act, regardless of their level of impact on wildlife.

McNeil River Sanctuary—Pilots are requested to maintain a minimum altitude of 1,000 feet above ground level within a 2 mile radius of McNeil River Falls located 1 mile upstream from the mouth of McNeil River in order to minimize disturbance to concentrations of brown bears during the period June 15 through September 15. The State has established a permit program which regulates human activities in the sanctuary and limits the number of persons allowed at the Falls each day.

Region 3—Northern and Interior Alaska, (907) 459–7279 phone, (907) 456–2259 fax
Creamer's Field Refuge and Minto Flats Refuge

LANDING AT STATE PARKS AND RECREATION SITES

Civil/Military

The landing of aircraft in Chugach State Park is prohibited except on Bold Airstrip. Practice landings and the dropping or pickup of objects or persons using aircraft are prohibited everywhere in the park without written permission of the Director, Alaska State Parks.

The use of aircraft is allowed in the following areas except for the purpose of practice landing:
(1) Alaska Marine Parks
(2) Bonnie Lake State Recreation Site
(3) Captain Cook State Recreation Area
(4) Denali State Park
(5) Johnson Lake State Recreation Area
(6) Kachemak Bay State Park
(7) Kenai River Special Management Area
(8) Long Lake State Recreation Area
(9) Rocky Lake State Recreation Area
(10) Wood–Tikchik State Park
(11) Kachemak Bay State Wilderness Park (on saltwater and saltwater beaches)
(12) Chilkat State Park (on saltwater).

NANCY LAKE STATE RECREATION AREA: Except as indicated below, the use of aircraft is allowed except for the purpose of practice landing. The use of float–equipped aircraft is prohibited on:
(1) South Rolly Lake
(2) Bald Lake
(3) Tanaina Lake
(4) Milo Lake
(5) Ardaw Lake
(6) Jacknife Pond
(7) Frazer Lake
(8) Little Frazer Lake
(9) Charr Lake
(10) Owl Lake
(11) James Lake
(12) Chicken Lake
(13) Big Noluck Lake
(14) Little Noluck Lake
(15) Milo Pond
(16) the Echo Ponds
(17) Candlestick Lake
(18) Buckley Lake and
(19) Skeetna Lake.

LANDING AT MOUTH OF THE DESHKA RIVER

Extensive Use May 15 to July 15
CTAF Frequency 122.8

Civil/Military

This area is located at approximately 61º40´N 150º19´W (Big Lake VORTAC 275º11.6NM). It is a very high use seasonal recreation area which is reached by float plane, wheel planes and boats. A large portion of these recreation area users are boaters. There are frequent conflicts between aircraft and boats within this area. The conflict occurs when aircraft utilize the river to drop off and pick up users.

OPR: AAL-200 Date: 3/9/15

SCIENTIFIC LASER OPERATIONS

Chatanika, AK

Aug thru Apr. Laser research will be conducted intermittently within 4 NM of 65° 07' 00"N, 147° 27' 50" W, Poker Flat Research Range at an angle of 70° to 90°, from the sfc, projecting up to unlimited. The beam will be terminated if acft enter the affected area. This beam is injurious to pilots/aircrews and passengers' eyes. Cockpit illumination-flash blindness may occur beyond these distances. Anchorage/ZAN/ARTCC facility (907-269-1103) is the FAA coordination facility.
Contact AJV-W23 Date: 10/27/2020

Barrow, AK

Civil/Military

Scientific laser lgt ops near the Barrow Arpt, Barrow, AK, within an area defined as 71° 19' 22" N 156° 36' 57" W or the Barrow/BRW/VOR 029° radial at 4.5 NM. Sfc -5220'. Anchorage Center/ZAN/ARTCC telephone number 907-269-1108 is the FAA CDN facility.

DENALI FLIGHT ADVISORY

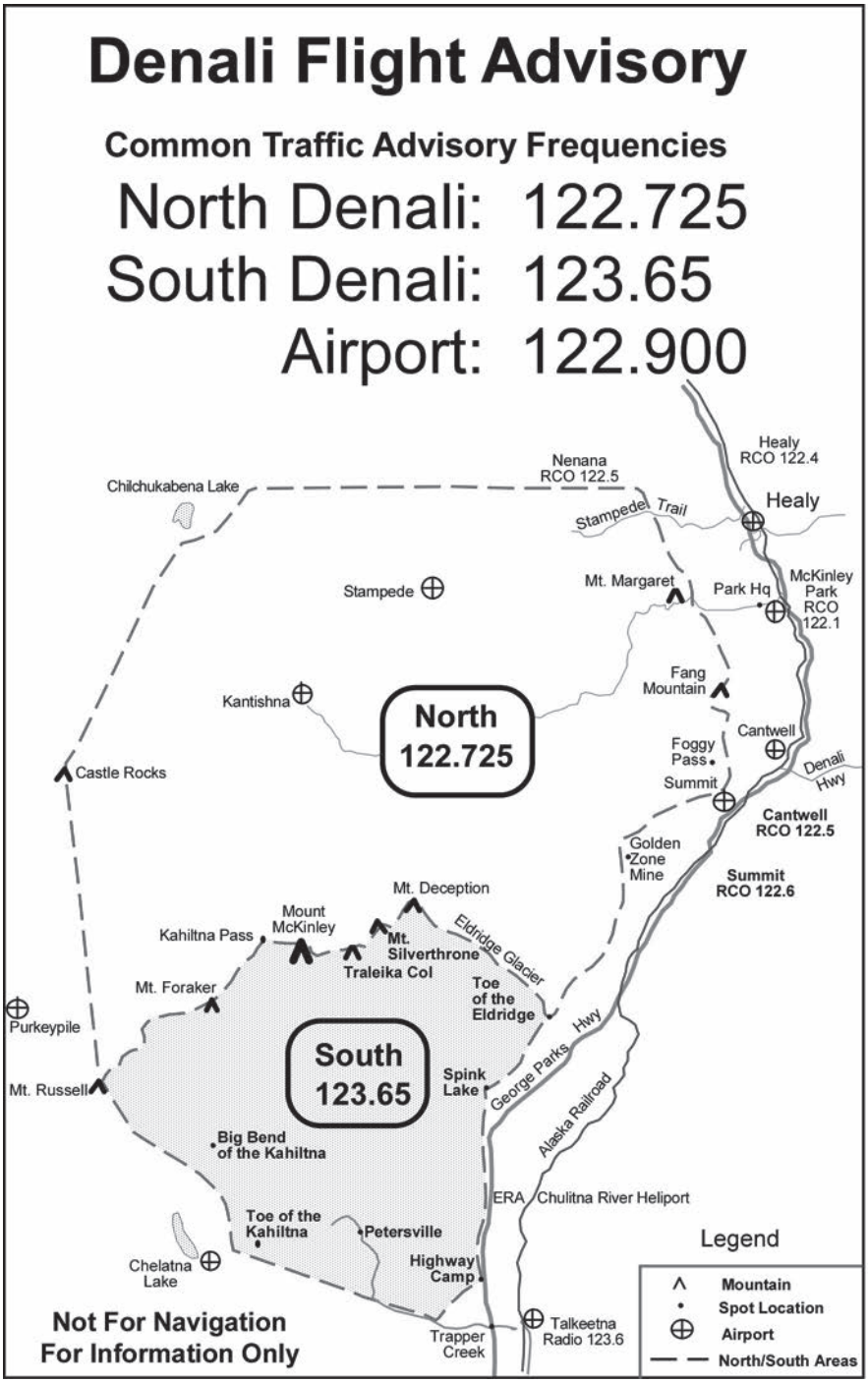
1. The Denali National Park/Wilderness/National Preserve areas are divided into two sectors, North and South, for Common Traffic Advisory Frequency (CTAF) deconfliction. The South area will use 123.65 and the North Area will use 122.725. The surrounding airports will use CTAF 122.9. A detailed map, Denali Flight Advisory, depicts the local checkpoints and is available through the National Park Service, PO Box 9, Denali National Park, AK 99755 or call 683–2294.
2. The NPS chart depicts the reporting points. When making a position report, give location, altitude, destination and/or direction of flight. Example: "Mountain Traffic, Cessna 1234, Ruth Icefall, 8000 feet, up glacier for the Amphitheater."
3. ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON.
4. BE ALERT! Climb early, stay high, especially over areas where landings and departures take place. Be sure your aircraft has the performance capability to operate in a high altitude mountainous environment. Stay to the right in the valleys and canyons. All turns should be to the left if possible. Obtain a current altimeter setting from the nearest facility.
5. Remember, Mt. Mckinley makes its own weather. If the weather begins to deteriorate, leave immediately.
6. Tour aircraft may have their radios turned down to talk to their passengers and therefore may miss a report. ALWAYS presume that other aircraft may be in your area and might have missed your call.
7. Be sure you report the correct altitude you are flying in order to maximize separation and minimize the mid–air potential.
8. The National Park Service at Denali National Park and Preserve performs numerous rescues along the Alaska Range and on Mt. McKinley. Rescues are often performed using the high altitude Lama helicopter, fixed wing, and military aircraft. Please stay well away from rescue sites. Listen and obey airspace closures around rescue operations.
9. Be sure to brush up on your mountain flying techniques before flying in the Denali Park Area. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.
10. Alert: Triple Lakes has the largest volume of traffic in July with an estimated aircraft crossings of 200 per day.

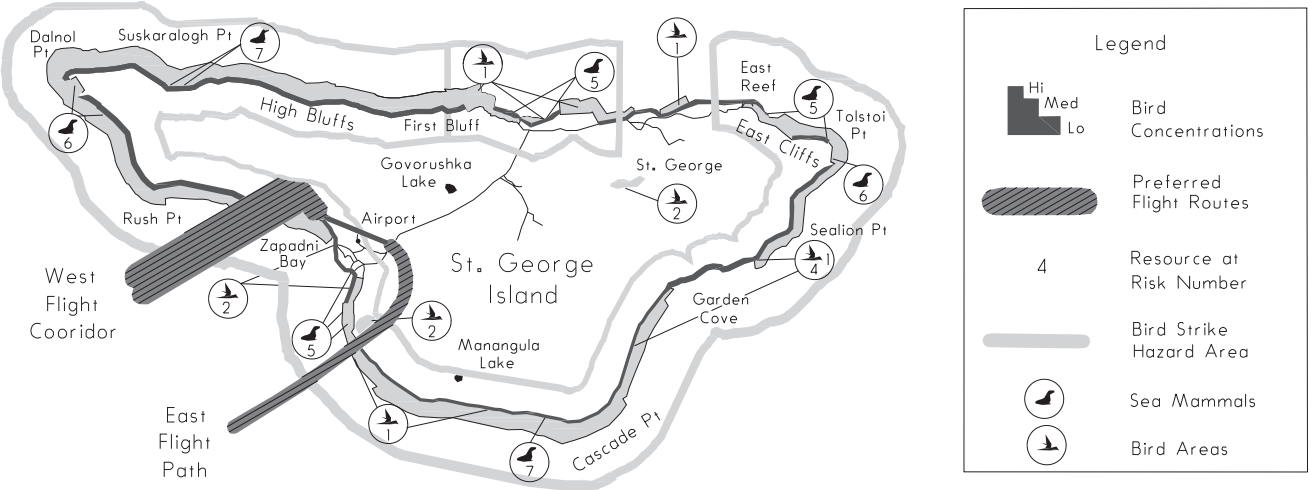
DENALI STATE PARK

Denali State Park borders the national park on its southeast corner between the Dutch Hills to the west and to the Susitna River on the east. The George Park Highway runs through the middle of the park. State requirements for aviators operating within the state park.

1. Landings of fixed wing aircraft in DSP are permitted west of the Parks Hwy and on Blair and Ermine Lakes. Landings are not permitted on Byers Lake and on Kesugi and Curry Ridges, which are all east of the highway.
2. Practice landings are not permitted.
3. Helicopters landings are restricted to five specific sites west of the highway.
4. For detailed information on these sites for planning purposes, please phone (907) 745–3975.

WAYPOINTS	LAT	LONG	WAYPOINTS	LAT	LONG
Alder Gap	62.46.21	150.31.34	North Hunter Pass	62.57.54	151.05.08
Alder Point	62.44.23	150.23.02	North Peters Hills	62.34.40	150.42.58
Anderson Pass	63.17.25	150.14.02	One Shot Gap	62.48.33	151.07.42
Backside Lake	62.51.27	150.41.08	Peters Basin	63.06.43	151.11.18
Base Camp	62.58.00	151.09.55	Peters Gap	62.31.27	150.48.13
Bend of the Muldrow	63.17.34	150.21.16	Pika Glacier/Little Switzerland	62.42.00	151.11.55
Bend of the Peters	63.12.01	150.57.59	Polychrome Glaciers	63.30.52	149.56.12
Between the Rivers	62.26.03	150.11.15	Polychrome Pass	63.30.52	149.56.12
Big Bend, Kahiltna	62.40.18	151.23.35	Refuge Valley	63.30.44	149.20.18
Big Bend of the Ruth	62.46.18	150.38.32	Round Top	63.31.45	149.39.57
Bunco Bump	62.31.22	150.26.14	Ruth Amphitheater	62.59.58	150.42.08
Bunco Lake	62.32.14	150.30.40	Ruth Icefall	62.52.46	150.36.41
Byers Lake	62.44.21	150.06.48	Saddle, Tokositna/ Ruth	62.46.18	150.43.04
Cathedral Mountain	63.34.36	149.34.23	Safari Lake	62.27.39	150.34.11
Chelatna Lake	62.29.01	151.27.36	Scott Peak	63.20.40	150.07.33
Denai Creek	62.37.30	149.06.40	South Hunter Pass	62.51.52	151.06.28
Divide Mountain	63.29.38	150.00.08	South Peters Hills	62.26.50	150.56.24
Easy Pass	63.22.08	149.43.01	Spink Lake	62.46.51	150.14.28
Era Chulitna Heliport	62.34.05	150.14.01	Swan Lake	62.31.21	150.23.43
Foggy Pass	63.24.46	149.14.00	Tluna Icefall	63.08.17	151.07.32
Golden Zone Mine	63.13.06	149.38.31	Toe of the Eldridge	62.55.16	149.56.48
Gunsight Pass	63.12.19	150.51.04	Toe of the Kahiltna	62.28.53	151.11.58
Highway Camp	62.24.16	150.15.31	Toe of the Muldrow	63.24.27	150.32.45
Hillside	62.38.42	150.31.01	Toe of the Peters	63.15.52	151.00.14
Home Lake	62.37.13	150.37.44	Toe of the Ruth	62.40.08	150.25.08
Igloo	63.11.33	149.20.41	Toe of the Tokositna	62.40.18	150.46.53
Kahiltna Ice Falls	62.54.05	151.13.14	Tokosha Mountains	62.42.01	150.37.59
Kahiltna Pass	63.04.45	151.10.26	Traleika Col	63.03.56	150.46.12
Lower Tokat	63.38.19	150.06.54	Triple Crown	62.45.15	151.08.54
Moose Meadows	62.35.14	150.30.56	Triple Lakes	63.39.29	148.52.34
Moose's Tooth	62.58.09	150.36.48	Upper Riley	63.31.43	149.12.45
Mountain House	62.58.50	150.48.08	West Ridge of Hunter	62.56.23	151.11.50
Myrtle Pass	63.34.20	150.37.25	Wickersham Wall	63.06.43	151.03.42

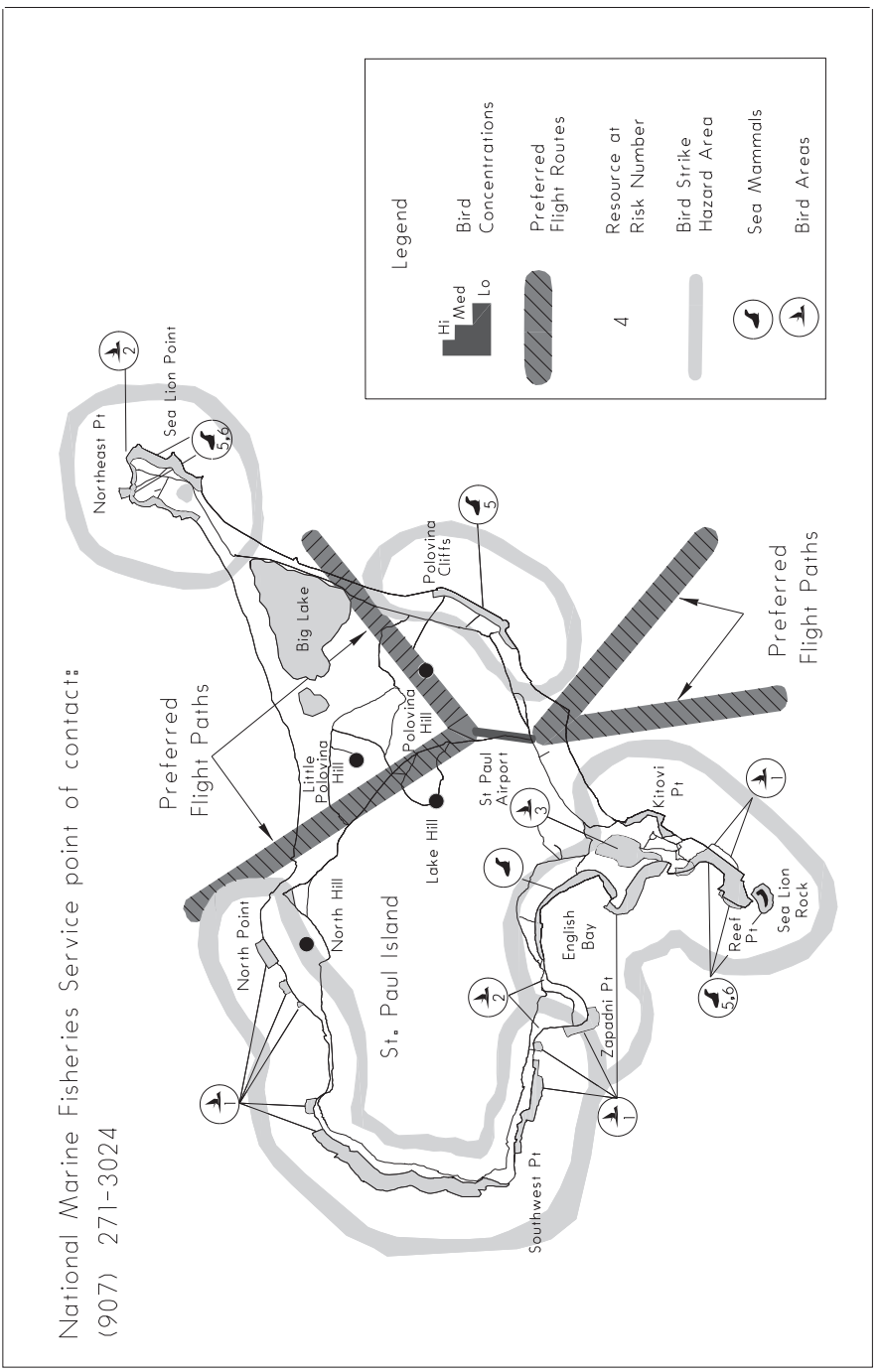

Denali Flight Advisory
Common Traffic Advisory Frequencies
North Denali: 122.725
South Denali: 123.65
Airport: 122.900
Healy RCO 122.4
Nenana RCO 122.5
Chilchukabena Lake
Stampede Trail
Healy
Stampede
Mt. Margaret
Park Hq
McKinley Park RCO 122.1
Fang Mountain
Kantishna
North 122.725
Cantwell
Foggy Pass
Castle Rocks
Summit
Denali Hwy
Cantwell RCO 122.5
Golden Zone Mine
Summit RCO 122.6
Mt. Deception
Mount McKinley
Kahiltna Pass
Mt. Silverthrone
Traleika Col
Eldridge Glacier
Toe of the Eldridge
Mt. Foraker
Purkeypile
South 123.65
Spink Lake
George Parks Hwy
Mt. Russell
Alaska Railroad
Big Bend of the Kahiltna
ERA Chulitna River Heliport
Toe of the Kahiltna
Petersville
Chelatna Lake
Highway Camp
Talkeetna Radio 123.6
Trapper Creek
Not For Navigation
For Information Only
Legend
Mountain
Spot Location
Airport
North/South Areas



Preferred Arrival and Departure Routes into St. George and St. Paul Islands

The National Marine Fisheries Service and the U.S. Fish and Wildlife Service requests pilots maintain a minimum altitude of 1,000 feet above ground level (AGL) within a 1 mile radius of any of the coastline of the Pribilof Islands (St. Paul, St. George, Sea Lion Rock, Walrus, and Otter Islands) from 14 May until 14 December. Flights less than 1,000 feet AGL and less than 1 mile seaward or ½ mile leandward may harass marine mammals and seabirds. Harassment of wildlife may increase the incidence of bird strikes and violate the Marine Mammal Protection Act.

During approach and takeoff from St. George to the east a right bank turn is recommended between ½ mile and 1 mile from the end of the runway to heading 060°T or 240°T. During approach and takeoff from St. Paul follow aircraft advisory corridors to the north and south. Inter-island flights along heading 138°T or 318°T should avoid the aircraft advisory zones if less than 1,000′ AGL and within 1 mile of any coastline except as recommended above.


National Marine Fisheries Service point of contact:
(907) 271-3024
Preferred Flight Paths
St. Paul Island
Northeast Pt
Sea Lion Point
Big Lake
Polovina Cliffs
Little Polovina Hill
Polovina Hill
North Point
North Hill
Lake Hill
St Paul Airport
Kitovi Pt
English Bay
Zapadni Pt
Reef Pt
Sea Lion Rock
Southwest Pt
Preferred Flight Paths
Legend
Hi
Med
Lo
Bird Concentrations
Preferred Flight Routes
4
Resource at Risk Number
Bird Strike Hazard Area
Sea Mammals
Bird Areas

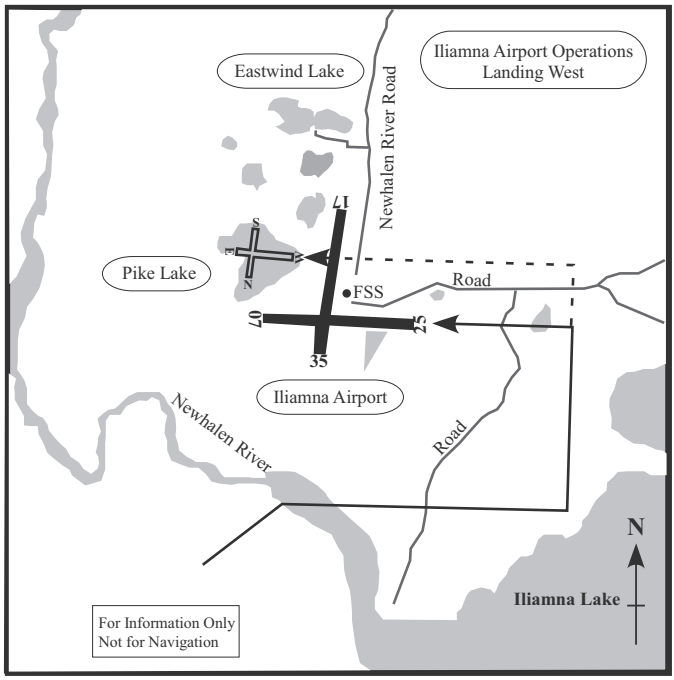
Iliamna Airport
Traffic Patterns, Communications and Aircraft Operations

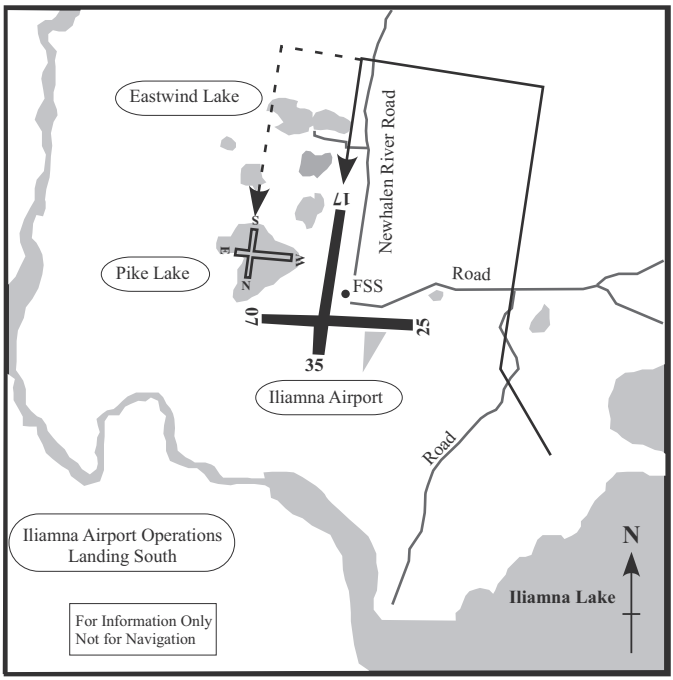
When winds allow, float equipped aircraft should land in a direction that will not place them over the airport or in conflict with the airport traffic patterns. For Pike Lake this generally means landing to the East. When winds require an approach over the airport, the float aircraft shall give right of way to wheeled aircraft on approach to the airport. When winds are such velocity that aircraft cannot land as described above, float aircraft can fly the pattern with wheel–equipped aircraft and sidestep to a landing on the lake.

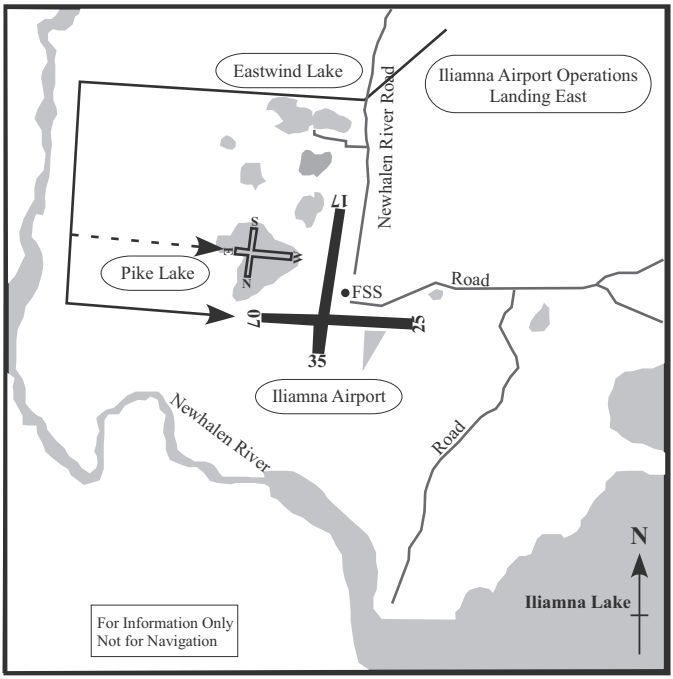
Departure Procedures
Aircraft departing the Iliamna airport VFR will make standard departures as described in the Aeronautical Information Manual. Aircraft departing Pike Lake should either depart away from the main airport, or sequence their departures using radio communication so they are departing behind the wheel–equipped aircraft.

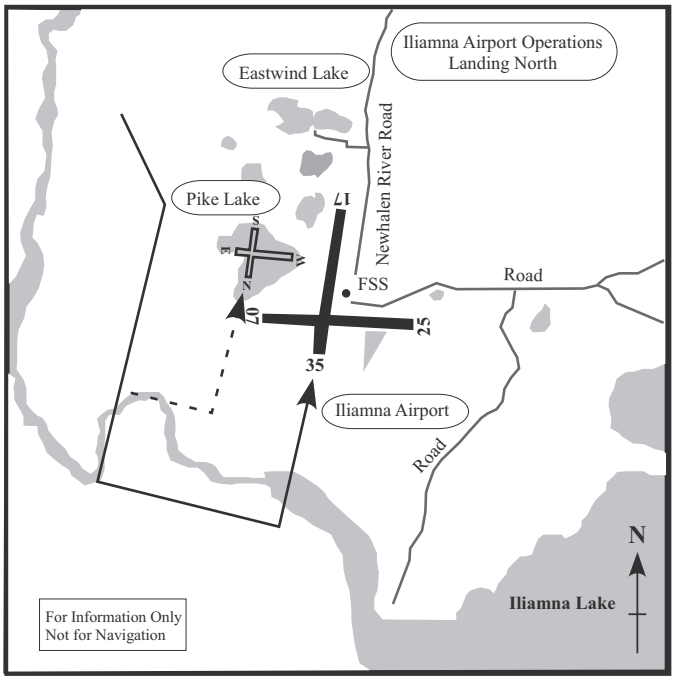
When arriving Iliamna Runways 17 and S or departing Runways 35 and N caution is advised for occasional, float and wheel–equipped, operations in the vicinity of Eastwind Lake.

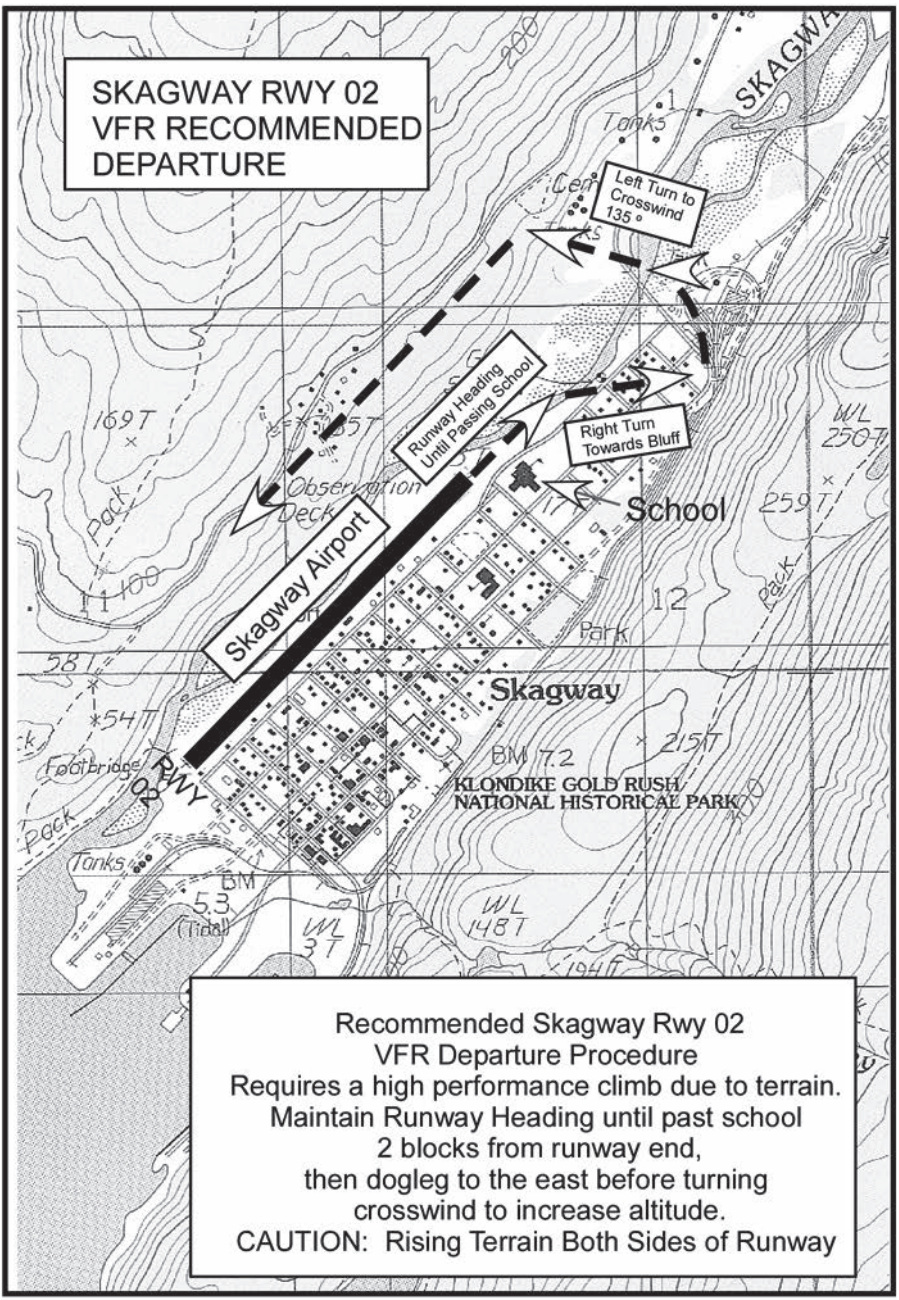
It is strongly recommended that all aircraft utilize the CTAF on 123.6

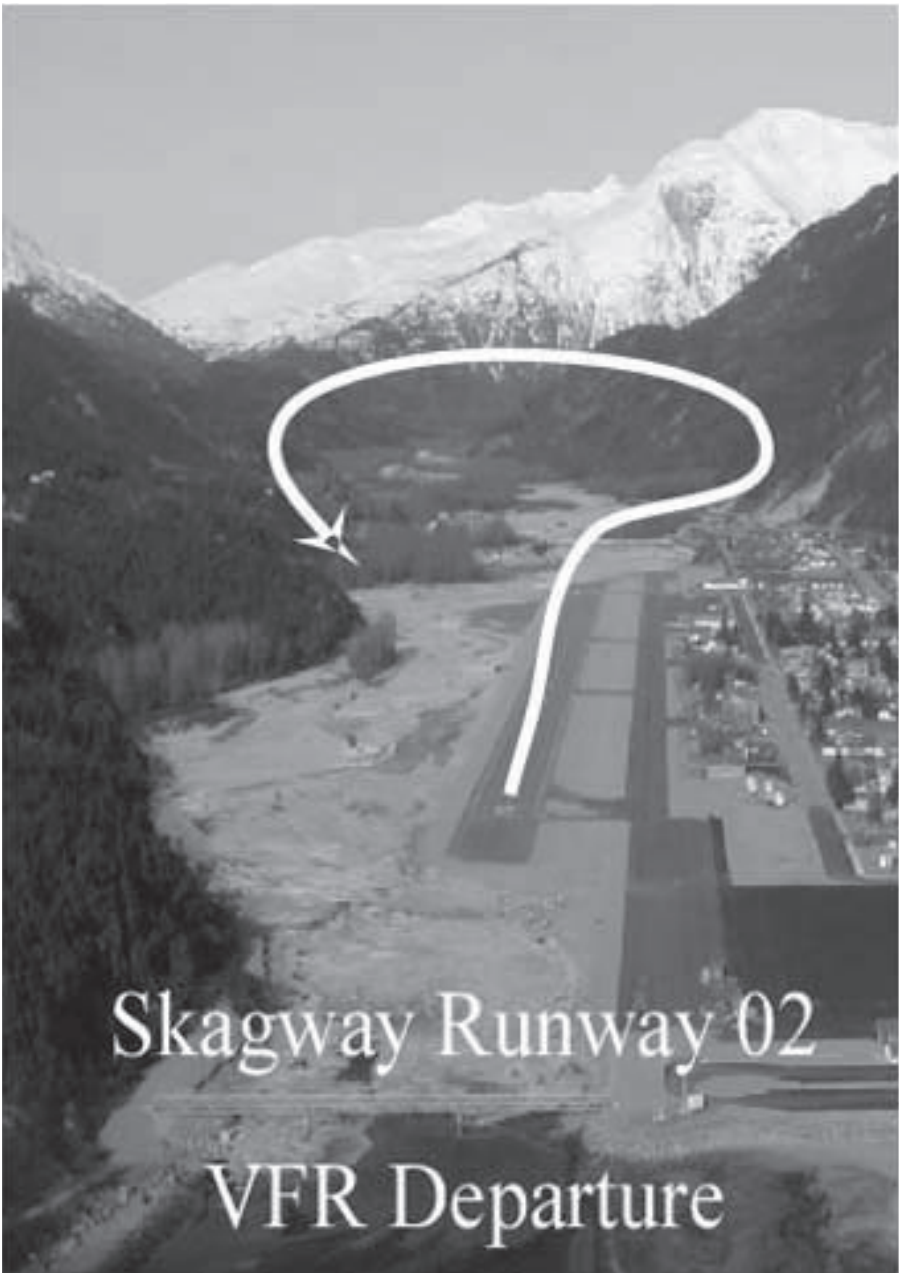

Eastwind Lake
Iliamna Airport Operations
Landing West
Newhalen River Road
17
35
07
25
Pike Lake
FSS
Road
Iliamna Airport
Newhalen River
Road
N
Iliamna Lake
For Information Only
Not for Navigation

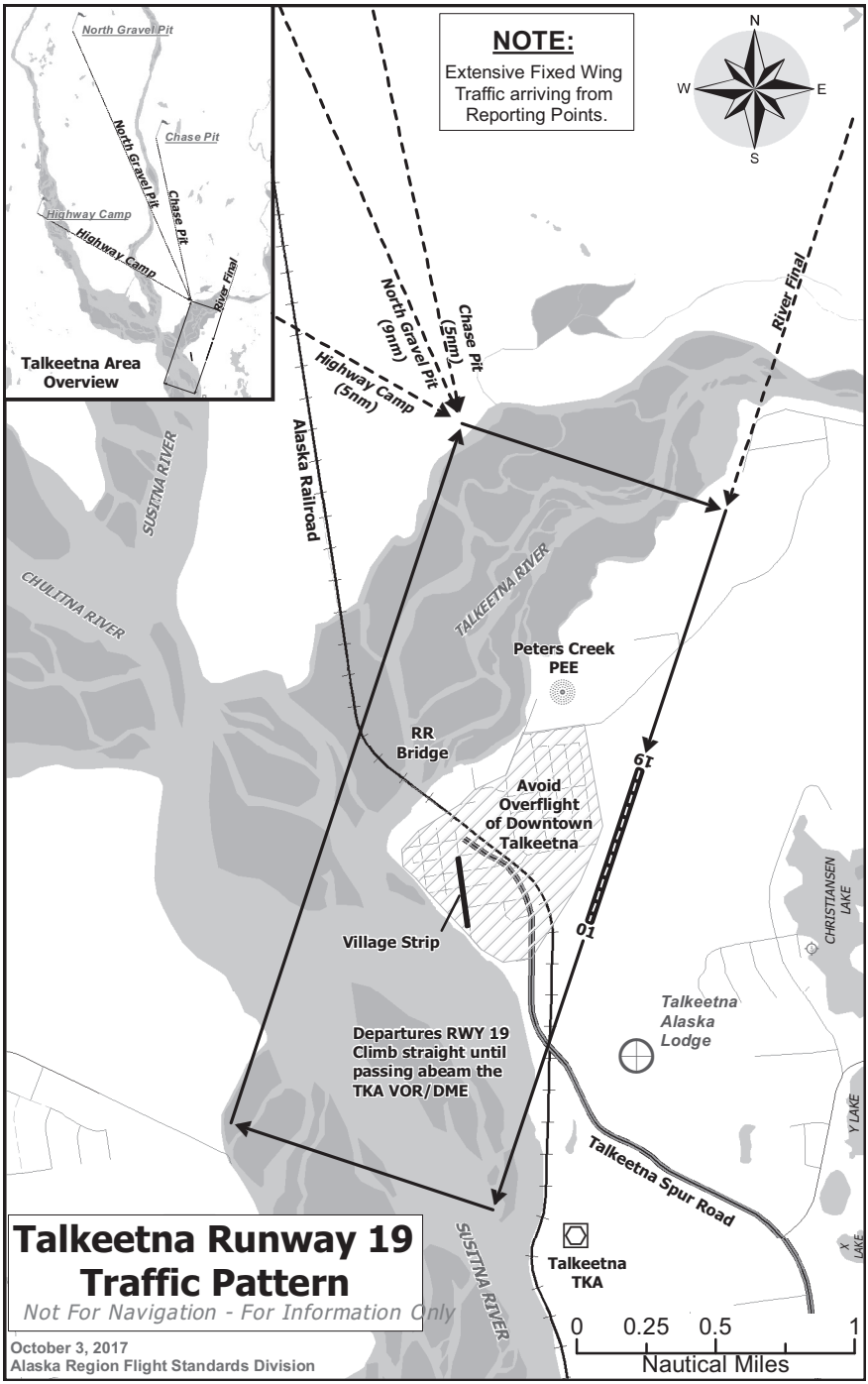

Eastwind Lake
Newhalen River Road
17
35
07
25
Pike Lake
FSS
Road
Iliamna Airport
Road
Iliamna Airport Operations
Landing South
N
Iliamna Lake
For Information Only
Not for Navigation

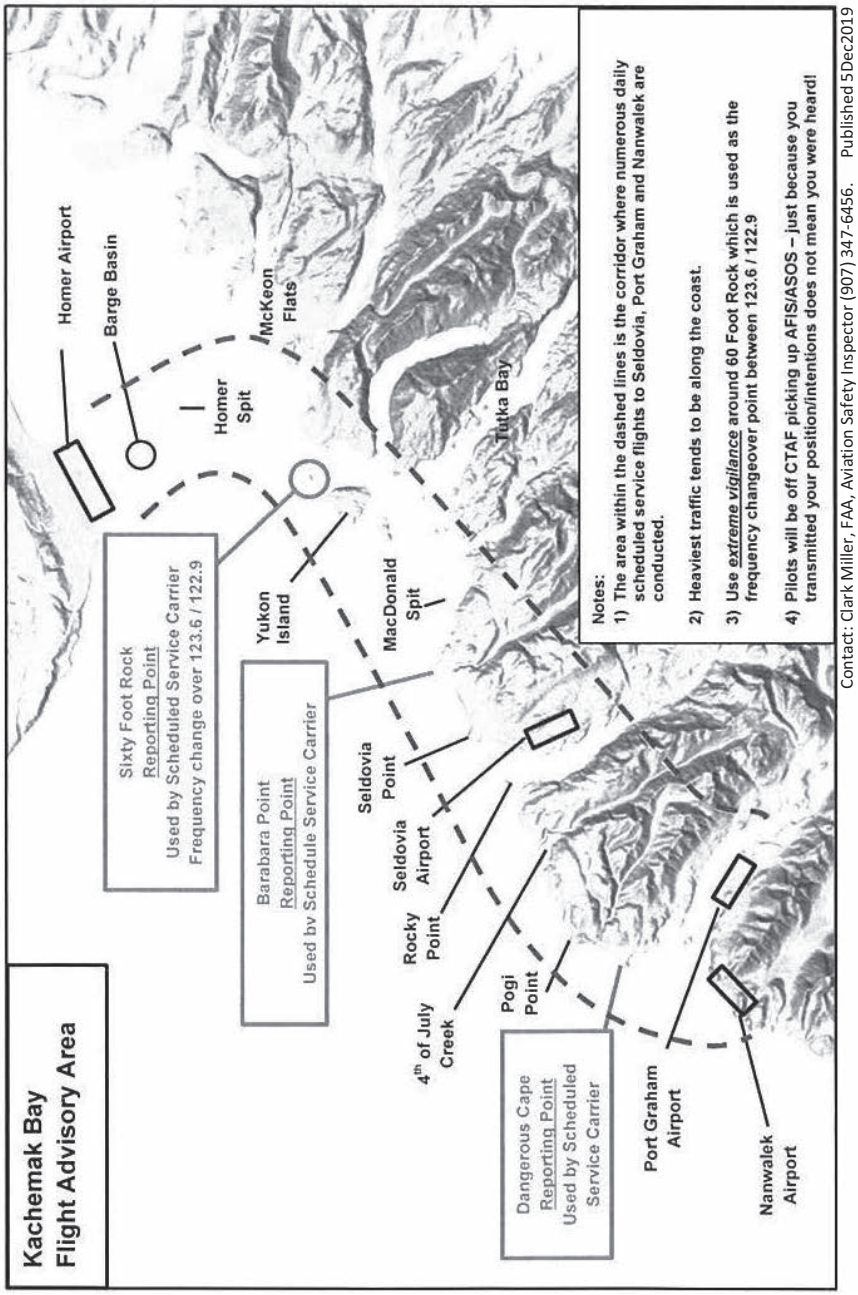

Eastwind Lake
Iliamna Airport Operations
Landing East
Newhalen River Road
17
Pike Lake
S
E
W
N
FSS
Road
07
25
35
Iliamna Airport
Newhalen River
Road
N
Iliamna Lake
For Information Only
Not for Navigation


Iliamna Airport Operations
Landing North
Eastwind Lake
Newhalen River Road
Pike Lake
17
S
E
W
N
FSS
Road
07
25
35
Iliamna Airport
Road
N
Iliamna Lake
For Information Only
Not for Navigation


SKAGWAY RWY 02
VFR RECOMMENDED
DEPARTURE
Left Turn to Crosswind 135°
Runway Heading Until Passing School
Right Turn Towards Bluff
Skagway Airport
School
Skagway
Observation Deck
KLONDIKE GOLD RUSH NATIONAL HISTORICAL PARK
Tanks
Footbridge
RWY 02
Recommended Skagway Rwy 02
VFR Departure Procedure
Requires a high performance climb due to terrain.
Maintain Runway Heading until past school
2 blocks from runway end,
then dogleg to the east before turning
crosswind to increase altitude.
CAUTION: Rising Terrain Both Sides of Runway


Skagway Runway 02
VFR Departure


NOTE:
Extensive Fixed Wing Traffic arriving from Reporting Points.
N
W
E
S
North Gravel Pit
Chase Pit
Highway Camp
River Final
Talkeetna Area Overview
North Gravel Pit (9nm)
Chase Pit (5nm)
Highway Camp (5nm)
Alaska Railroad
SUSITNA RIVER
CHULITNA RIVER
TALKEETNA RIVER
Peters Creek PEE
RR Bridge
Avoid Overflight of Downtown Talkeetna
19
01
Village Strip
CHRISTIANSEN LAKE
Talkeetna Alaska Lodge
Departures RWY 19 Climb straight until passing abeam the TKA VOR/DME
Talkeetna Spur Road
Y LAKE
X LAKE
Talkeetna TKA
Talkeetna Runway 19 Traffic Pattern
Not For Navigation - For Information Only
October 3, 2017
Alaska Region Flight Standards Division
0 0.25 0.5 1
Nautical Miles

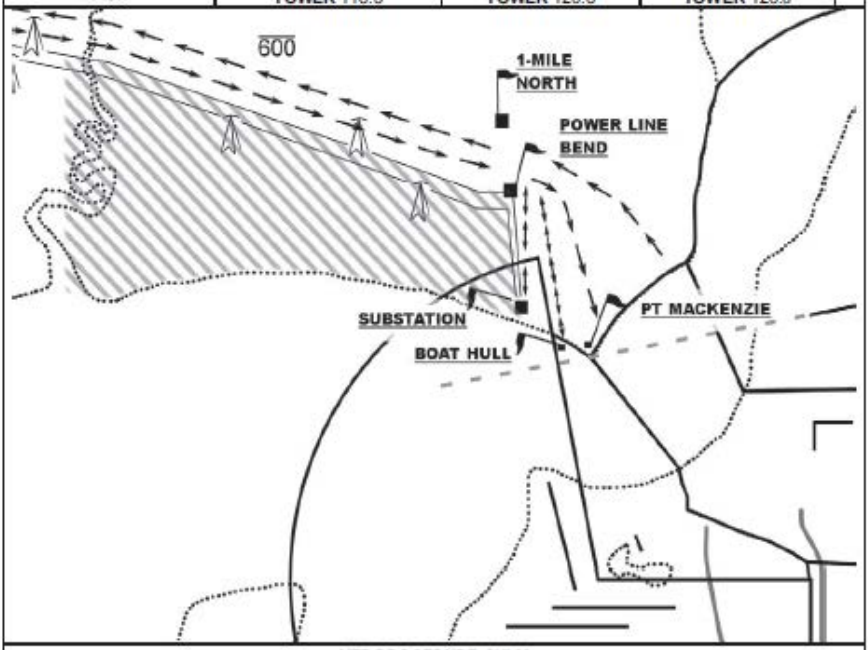


Contact: Clark Miller, FAA, Aviation Safety Inspector (907) 347-6456. Published 5Dec2019

ANCHORAGE, ALASKA	VFR TRANSITION ROUTE	POWER LINE TRANSITION ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES

ROUTE PURPOSE:
The POWER LINE TRANSITION is for VFR aircraft whose route of flight follows the north shoreline of Cook Inlet. This route enhances wake turbulence separation from aircraft using Ted Stevens Anchorage International Airport and Elmendorf AFB.

ANCHORAGE APP CON 119.1	ANCHORAGE ATIS 135.5 TOWER 118.3	LAKE HOOD ATIS 125.6 TOWER 126.8	MERRIL ATIS 124.25 TOWER 126.0



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ARRIVING AIRCRAFT: Fly along the power lines on the north side. Maintain at or below 600' MSL until Power Line Bend.

DEPARTING AIRCRAFT: Fly one mile north of the power lines. Maintain at or below 600' MSL until crossing the Little Susitna River.

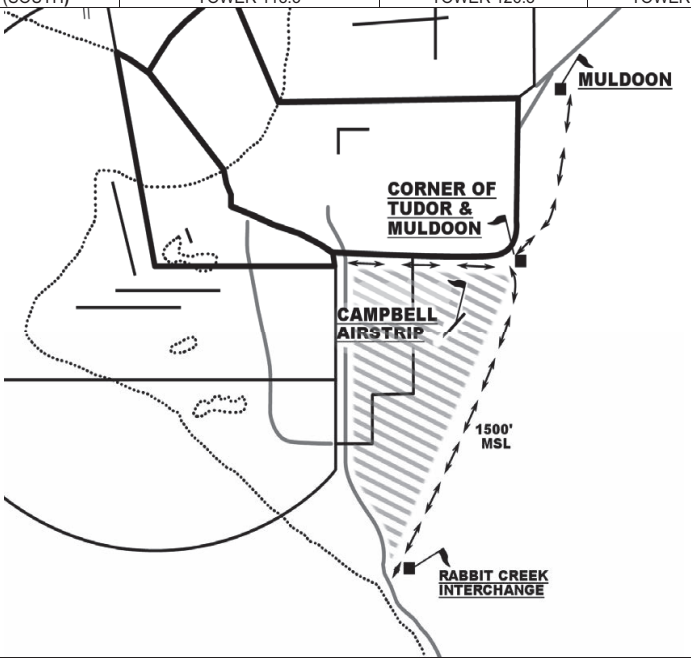
NOTE: Flight in or above CLASS C airspace requires operating ADS-B Out, and operating MODE C transponder.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR TRANSITION ROUTE	CHUGACH TRANSITION ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES

ROUTE PURPOSE:
VFR aircraft transiting the area east of Ted Stevens Anchorage International Airport may use the CHUGACH TRANSITION. This route avoids the Seward Highway Segment (as defined in CFR 14 Part 93) and significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.

ANCHORAGE APP CON	ANCHORAGE	LAKE HOOD	MERRILL
119.1 (NORTH) 126.4 (SOUTH)	ATIS 135.5 TOWER 118.3	ATIS 125.6 TOWER 126.8	ATIS 124.25 TOWER 126.0



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

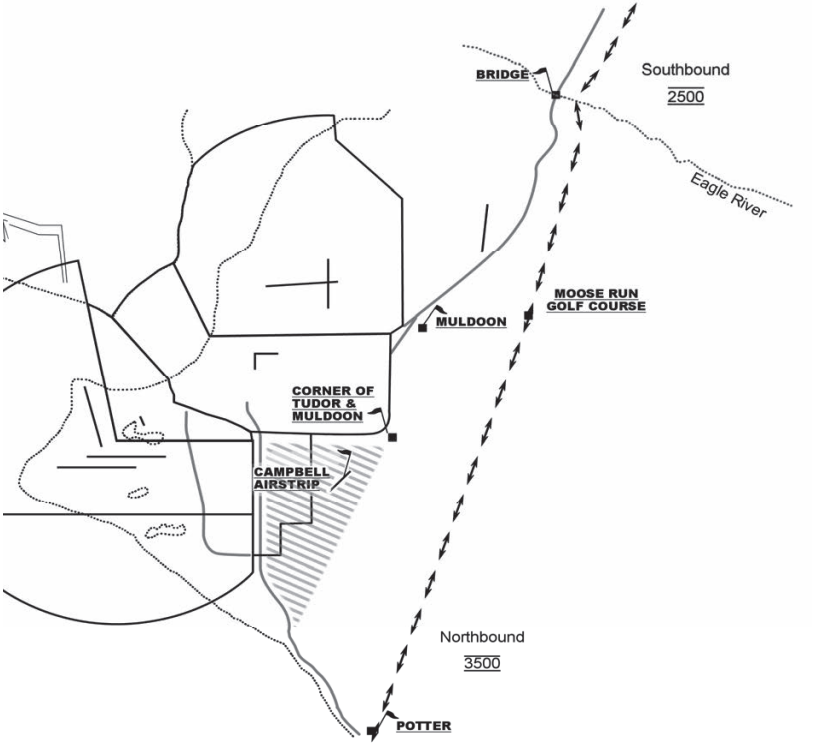
ALL AIRCRAFT: Remain east of a line from the corner of Tudor and Muldoon roads to Rabbit Creek Interchange and maintain 1,500 MSL, then proceed as required.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

ANCHORAGE, ALASKA	VFR OVERFLIGHT ROUTE	EASTSIDE OVERFLIGHT

ROUTE PURPOSE:
The EASTSIDE OVERFLIGHT provides an orderly route for transiting the Anchorage bowl while avoiding Class C/D airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.

ENA FSS	ANCHORAGE APP CON	ANCHORAGE APP CON
122.3	119.1 (NORTH)	126.4 (SOUTH)



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

NORTH TO SOUTH: Fly southbound along the Glenn Highway to the Eagle River Bridge, then direct Moose Run Golf Course, direct Potter, maintain 2,500 MSL.

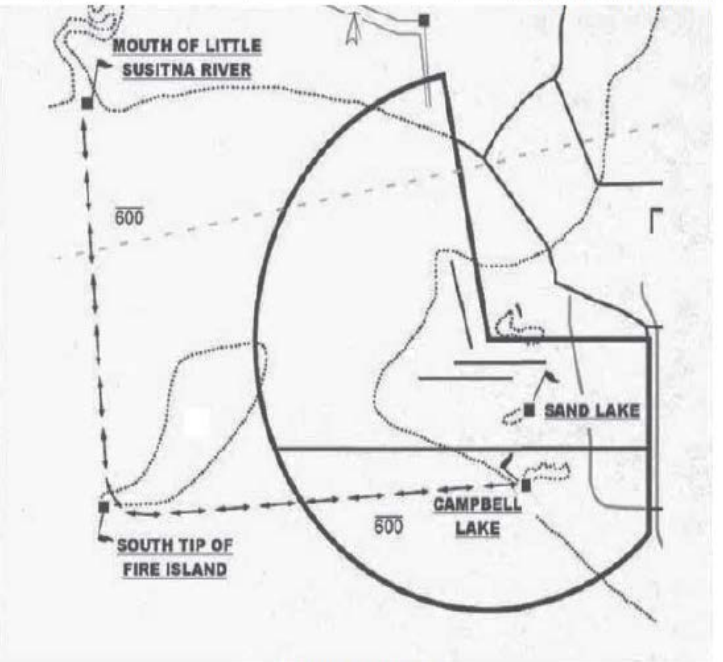
SOUTH TO NORTH: Proceed from Potter direct to Moose Run Golf Course, direct Eagle River Bridge, then northbound along the Glenn Highway, maintain 3,500 MSL.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

ANCHORAGE, ALASKA	VFR TRANSITION ROUTE	FIRE ISLAND ROUTE CAMPBELL LAKE SAND LAKE

ROUTE PURPOSE: The FIRE ISLAND ROUTE is a recommended route for use by aircraft operating to or from Campbell Lake or Sand Lake when overflight of Ted Stevens Anchorage International Airport is not desired.

ATIS	CLNC DEL	ANCHORAGE TOWER	ANCHORAGE APP CON
135.5	119.4	118.3	119.1 (NORTH OF FIRE ISLAND) 126.4 (SOUTH OF FIRE ISLAND)



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Maintain at or below 600' MSL. Campbell Lake aircraft proceed as depicted. Sand Lake departures contact Anchorage Clearance Delivery on 119.4/128.65 or Anchorage Tower prior to departure.

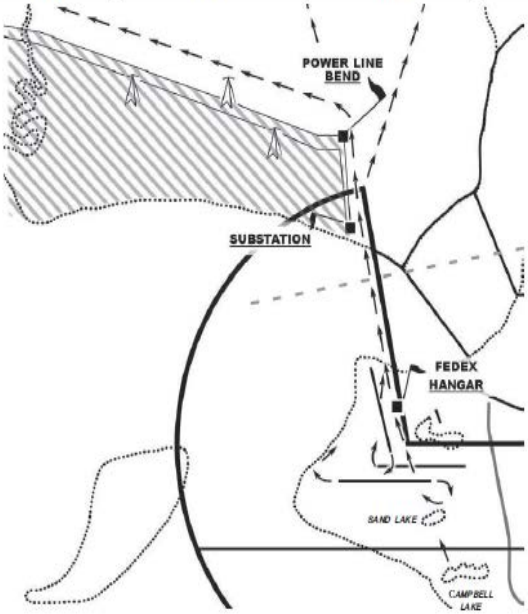
NOTE: Flight in or above CLASS C airspace requires operating ADS-B Out, and operating MODE C transponder.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	NORTH SHORE DEPARTURE TED STEVENS ANCHORAGE INTL CAMPBELL LAKE SAND LAKE

ROUTE PURPOSE: The NORTH SHORE DEPARTURE will be issued to aircraft departing Anchorage westbound through northeast bound. Contact Anchorage Clearance Delivery and advise of destination and request the NORTH SHORE DEPARTURE.

ATIS	CLNC DEL	ANC GROUND	ANCHORAGE TOWER	ANCHORAGE DEP
135.5	119.4	121.9	118.3	119.1



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS: All aircraft cross Knik Arm at or below 1100' MSL or, at or above 2,200' MSL until clear of Class C Surface Area.

DEPARTING ANC RUNWAY 33: After departure, offset to the east of Runway 33 to overfly North Airpark then proceed direct to the Power Line Bend as depicted.

DEPARATING ANC ALL OTHER RUNWAYS: After departure turn right; proceed direct to the FedEx hangar then direct to the Power Line Bend as depicted.

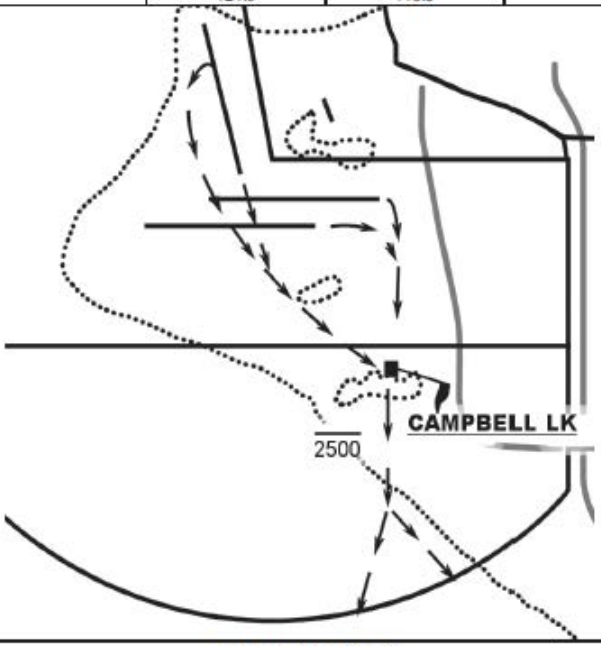
DEPARTING CAMPBELL LAKE / SAND LAKE: After departure, remain south of runway 7R until advised by ATC. Proceed direct to the FedEx hangar then direct to the Power Line Bend as depicted.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEEDURE	CHICKALOON DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request the CHICKALOON DEPARTURE.

ATIS 135.5	CLNC DEL 119.4	ANCHORAGE GROUND 121.9	ANCHORAGE TOWER 118.3	ANCHORAGE DEPARTURE 126.4



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

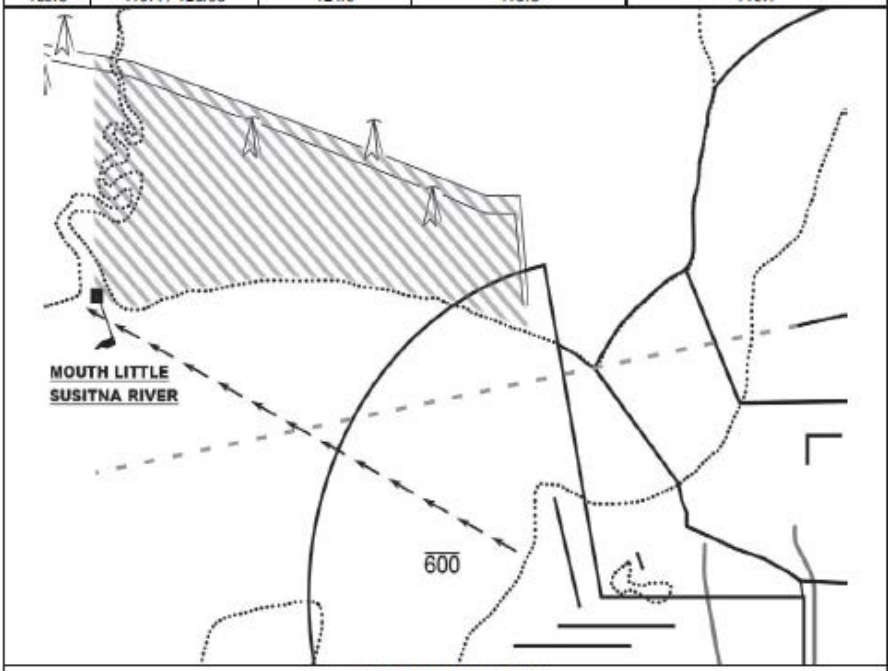
Depart the traffic pattern as depicted or as assigned by ATC, direct to Campbell Lake, then via heading 160°.
Maintain at or below 2,500' MSL until crossing the north shore of Turnagain Arm or advised by ATC.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	LITTLE SU DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4 / 128.65 and request the LITTLE SU DEPARTURE.

ATIS	CLNC DEL	ANC GND	ANCHORAGE TOWER	ANCHORAGE DEPARTURE
135.5	119.4 / 128.65	121.9	118.3	119.1



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

Depart the traffic pattern as assigned by ATC. Proceed direct to the mouth of the Little Susitna River. Maintain at or below 600' MSL.

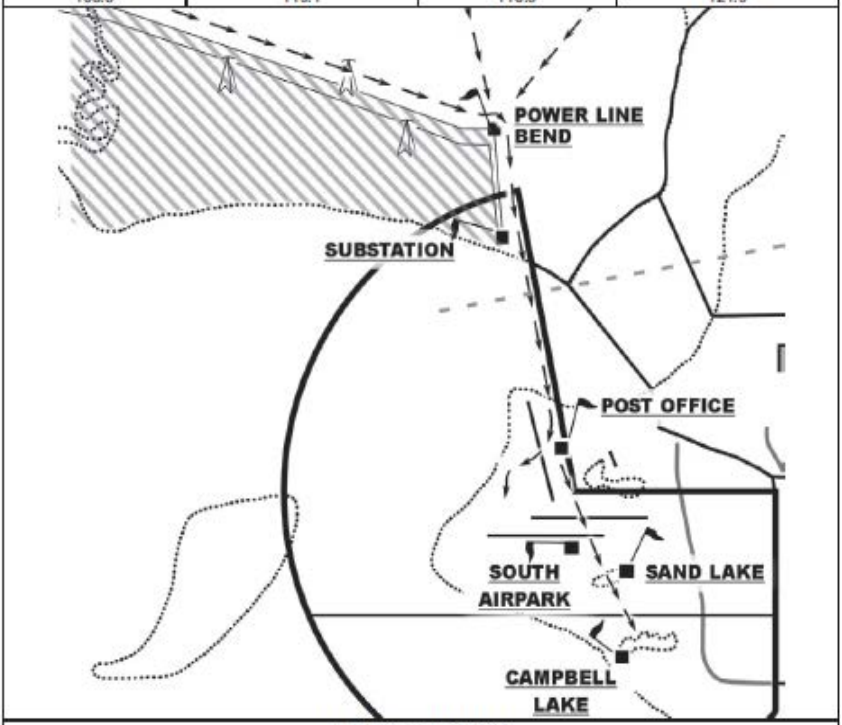
Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR ARRIVAL PROCEDURE	MACKENZIE ARRIVAL TED STEVENS ANCHORAGE INTL CAMPBELL LAKE SAND LAKE

ROUTE PURPOSE:

The MACKENZIE ARRIVAL will be issued to aircraft arriving from the north of Anchorage. Contact Anchorage Approach Control at least 15 miles north of the airport. On initial contact request MACKENZIE ARRIVAL.

ATIS	ANCHORAGE APPROACH	ANCHORAGE TOWER	ANCHORAGE GROUND
135.5	119.1	118.3	121.9



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS :

From over the Power Line Bend, proceed direct to the Post Office. Cross the south shore of Knik Arm at or below 1100' MSL or at or above 2,200' MSL, then ...

LANDING ANC: At the Post Office turn right, cross Runway 15/33 at midfield then as assigned by ATC.

HELICOPTERS LANDING SOUTH AIRPARK OR KULIS: After passing the Post Office, proceed to the South Airpark or Kulis or as assigned by ATC. Do not over fly the ATC tower.

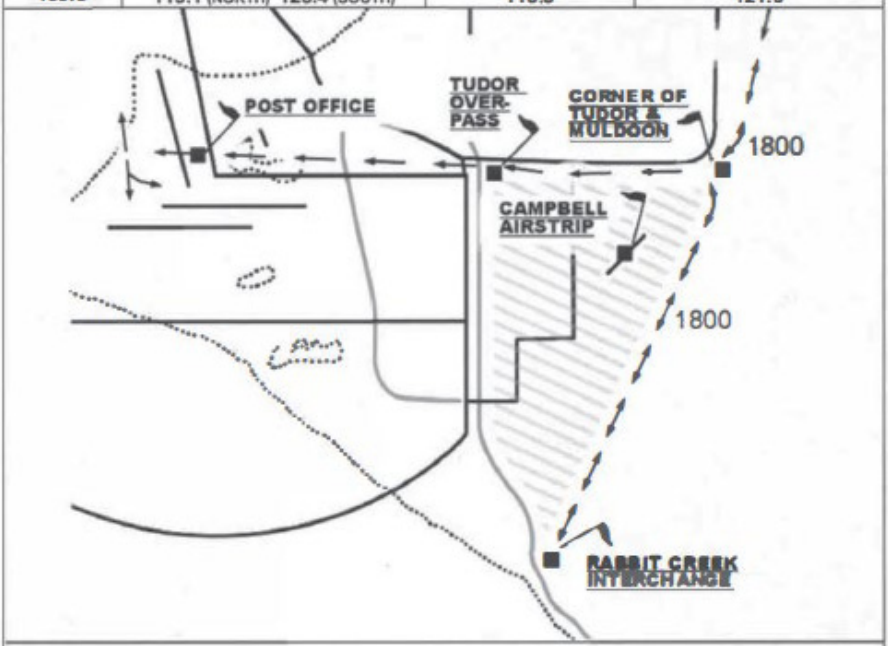
LANDING CAMPBELL LAKE OR SAND LAKE: After passing the Post Office, proceed over South Airpark or as assigned by ATC.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR ARRIVAL PROCEDURE	MIDTOWN ARRIVAL TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The MIDTOWN ARRIVAL will be issued to aircraft arriving from northeast or south of Ted Stevens Anchorage International Airport. Contact Anchorage Approach Control at least 15 miles from the airport as appropriate. On initial contact request the MIDTOWN ARRIVAL.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON
135.5	119.1 (NORTH) 126.4 (SOUTH)	118.3	121.9



VFR PROCEDURE ONLY
CHART NOT TO SCALE – NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND **MODE C TRANSPONDER REQUIRED**

ROUTE INSTRUCTIONS:

EAST ARRIVALS: Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,800' MSL, direct to the Post Office, cross Runway 33 at midfield, then as assigned by ATC.

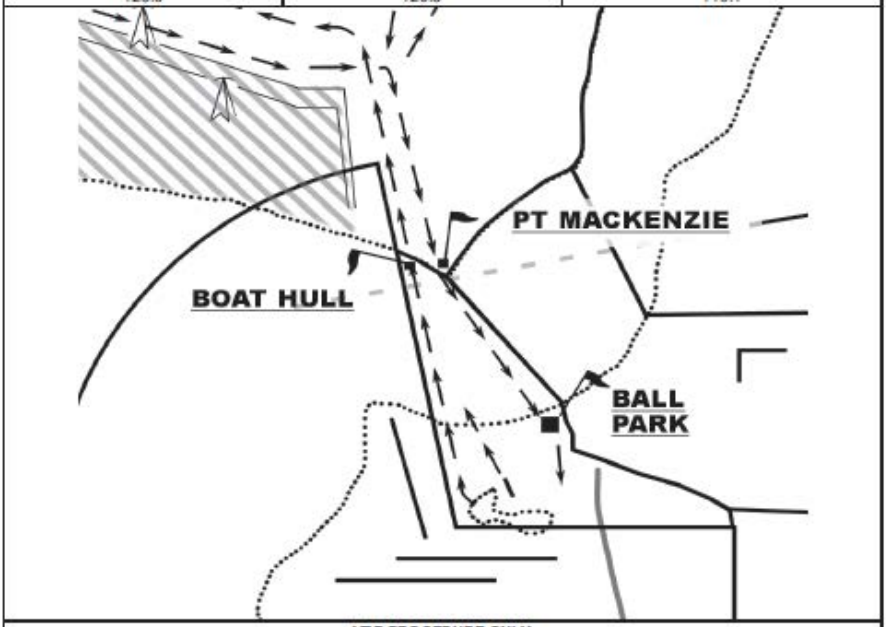
SOUTH ARRIVALS: Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon, then direct to the Tudor and New Seward Overpass at 1,800' MSL, direct to the to the Post Office, cross Runway 33 at midfield, then as assigned by ATC.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE ROUTE	WEST ROUTE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The WEST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in a "west flow", i.e. landing and departing the West, North or Northwest waterlanes and Runway 32.

LAKE HOOD ATIS 125.6	LAKE HOOD TOWER 126.8	ANCHORAGE APP CON 119.1



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTING AIRCRAFT: Proceed northbound to the Boat Hull as depicted. Climb to 900' MSL as rapidly as practical. Cross mid-channel of Knik Arm either at or below 900' MSL or above 2,200' MSL, except maintain at or below 2,500' MSL until authorized by ATC.

ARRIVING AIRCRAFT: Proceed inbound from Point Mackenzie as depicted. Cross mid-channel of Knik Arm either at 1,200' MSL or at or above 2,200' MSL.

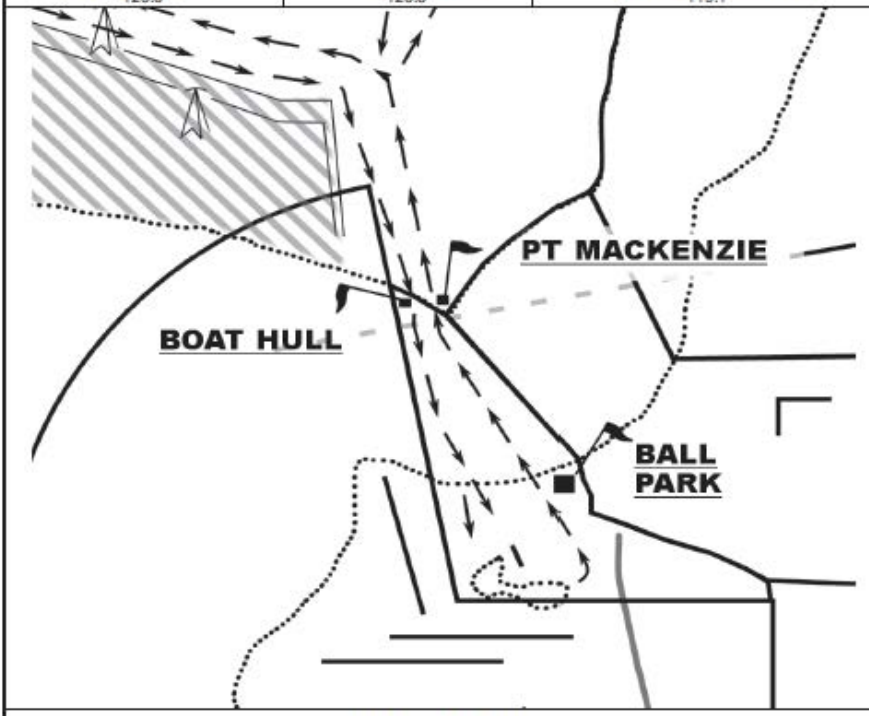
NOTE: Flight in or above CLASS C airspace requires operating ADS-B Out, and operating MODE C transponder.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE ROUTE	EAST ROUTE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The EAST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in an "east flow", ie. landing and departing the East, South or Southeast waterlanes and Runway 14.

LAKE HOOD ATIS 125.6	LAKE HOOD TOWER 126.8	ANCHORAGE APP CON 119.1



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTING AIRCRAFT: Proceed northbound to Point Mackenzie as depicted. Climb to 900' MSL as as practical. Cross mid-channel of Knik Arm either at or below 900' MSL or above 2,200' MSL, except maintain at or below 2,500' MSL until authorized by ATC.

ARRIVING AIRCRAFT: Proceed inbound from the Boat Hull as depicted. Cross mid-channel of Knik Arm either at 1,200' MSL or at or above 2,200' MSL.

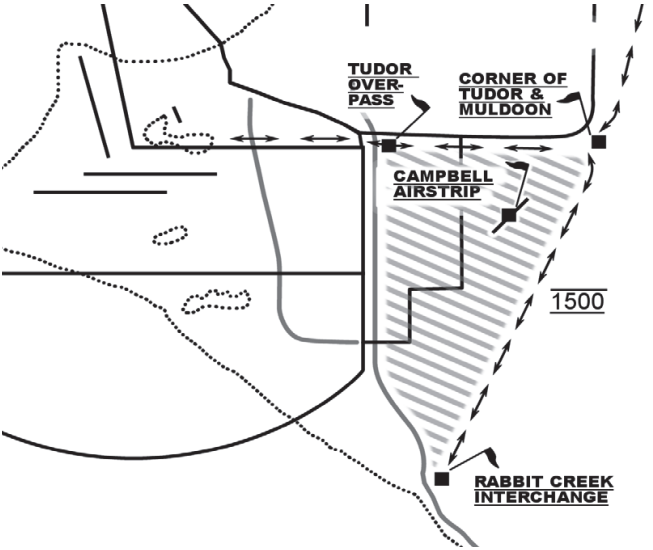
NOTE: Flight in or above CLASS C airspace requires operating ADS-B Out, and operating MODE C transponder.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE ROUTE	TUDOR OVERPASS ARRIVAL / DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The TUDOR OVERPASS ARRIVAL / DEPARTURE provides an orderly route for entering and exiting the Lake Hood Class D airspace east of Lake Hood while avoiding Class C airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.

LAKE HOOD ATIS 125.6	ANCHORAGE APP CON 119.1 (north)	ANCHORAGE APP CON 126.4 (south)	LAKE HOOD TOWER 126.8



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTURES: Depart the traffic pattern as assigned by ATC. Proceed eastbound just south of Tudor and New Seward overpass. Remain at or below 900' MSL until east of the corner of Tudor and Muldoon.

EAST ARRIVALS: Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,500' MSL.

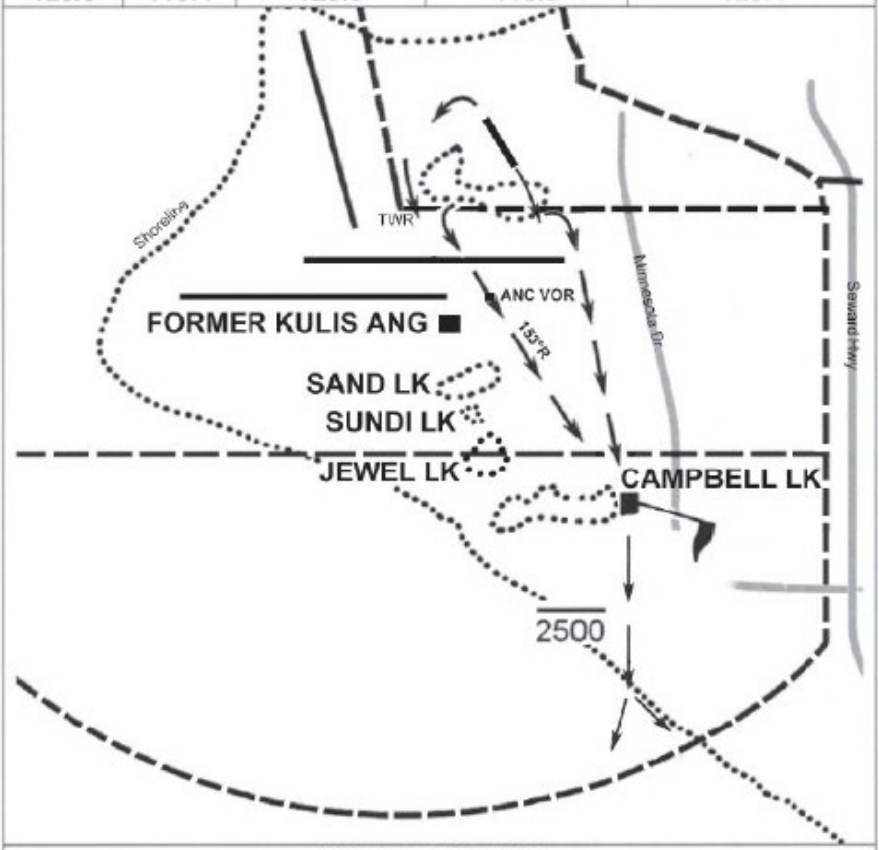
SOUTH ARRIVALS: Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon then direct to the Tudor and New Seward Overpass at 1,500' MSL.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CHICKALOON DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request CHICKALOON DEPARTURE.

ATIS	CLNC DEL	LAKE HOOD TOWER	ANCHORAGE TOWER	ANCHORAGE DEP CON
125.6	119.4	126.8	118.3	126.4



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

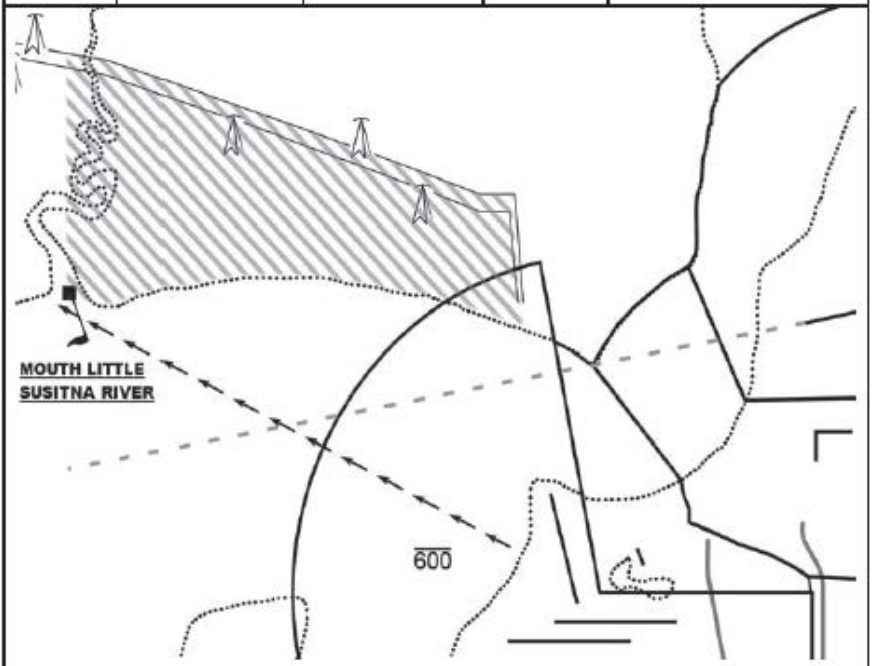
ROUTE INSTRUCTIONS:
Departing west/northwest, expect left traffic or departing east/southeast, expect right traffic, then direct to the east shore of Campbell Lake, then via heading 160. Maintain at or below 2,500' MSL until crossing the north shore of Turnagain Arm or as advised by ATC.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	LITTLE SU DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4/128.65 and request the **LITTLE SU DEPARTURE**.

ATIS	CLNC DEL	LAKE HOOD TOWER	ANC TOWER	ANCHORAGE DEP CON
125.6	119.4/128.65	126.8	118.3	119.1



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

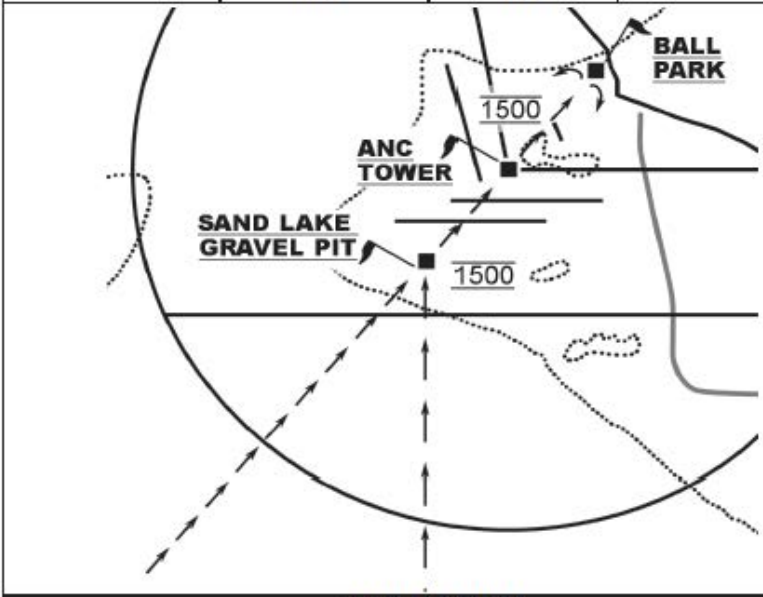
ROUTE INSTRUCTIONS:
Depart the traffic pattern as assigned by Lake Hood Tower. Proceed direct to the Mouth of the Little Susitna River. Maintain at or below 600' MSL.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR ARRIVAL ROUTE	GRAVEL PIT ARRIVAL LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP

ROUTE PURPOSE:
The GRAVEL PIT ARRIVAL will provide direct routing to Lake Hood from the south for Class C participating aircraft. Pilots may expect this route except during times when Ted Stevens Anchorage International Airport is departing Runway 15. Contact Anchorage Approach Control at least 15 miles from Lake Hood and request the GRAVEL PIT ARRIVAL.

LAKE HOOD ATIS 125.6	ANCHORAGE APP CON 126.4	ANCHORAGE TOWER 118.3	LAKE HOOD TOWER 126.8



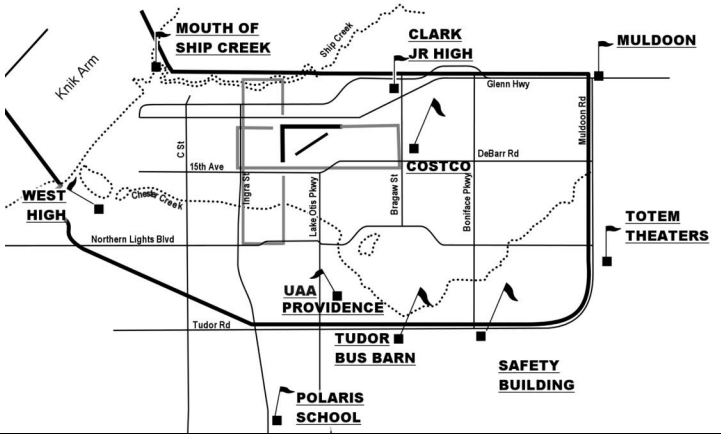
VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
Proceed via the Sand Lake gravel pit direct to the Control Tower then direct to the Ball Park. Cross the gravel pit and the Anchorage Control Tower at 1,500' MSL, begin descent after the Control Tower. Expect traffic pattern entry instructions and runway assignment prior to the Ball Park. Expect frequency change to 126.8 over Anchorage Control Tower.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: May 2025

ANCHORAGE, ALASKA	VFR REPORTING POINTS	REPORTING POINTS TRAFFIC PATTERNS MERRILL FIELD

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE APPROACH / DEPARTURE
124.25	**121.7**	**126.0**	Northwest / East **119.1** South **126.4**



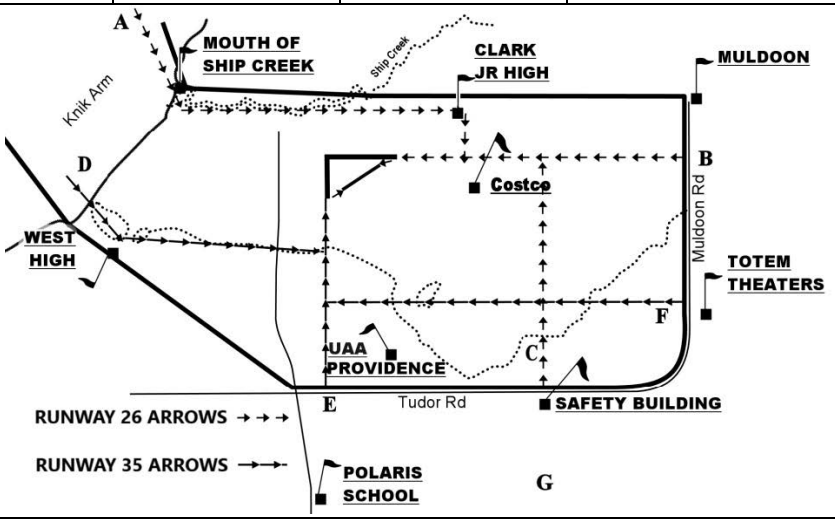
VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Clark Junior High	61°13'21"N 149°48'41"W	Providence Hospital	61°11'19"N 149°49'11"W
Costco	61°12'40"N 149°48'18"W	Safety Building	61°10'47"N 149°46'33"W
Mouth of Ship Creek	61°13'37"N 149°54'08"W	Totem Theater	61°11'32"N 149°43'50"W
Muldoon Interchange	61°13'37"N 149°44'00"W	Tudor Bus Barn	61°10'45"N 149°48'38"W
Polaris School	61°09'53"N 149°51'15"W	UAA Campus	61°11'26"N 149°49'17"W
		West High	61°12'04"N 149°54'59"W

ALL AIRCRAFT: Use these reporting points to reference common geographic locations routinely referenced in the Merrill Field vicinity. Fly traffic patterns as depicted unless otherwise instructed by ATC to reduce noise complaints.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR INBOUND PROCEDURE	COMMON PATTERN ENTRY RUNWAYS 26, 35 & 5/23 MERRILL FIELD	
ATIS **124.25**	GROUND CONTROL **121.7**	MERRILL TOWER **126.0**	ANCHORAGE APPROACH Northwest / East **119.1** South **126.4**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

COMMON ENTRY INSTRUCTIONS:

RUNWAY 26:	**A) "**Make right traffic.**"**	Stay to the right of the Mouth of Ship Creek.
	B) "Make straight-in.**"**	Established on final at Muldoon Road.
	C) "Enter left base.**"**	Fly your base over the Safety Building.
RUNWAY 35:	**C) "**Enter right base.**"**	Enter right base over Northern Lights Blvd.
	D) "Enter left base.**"**	Fly over West High and the green belt.
	E) "Make straight-in.**"**	Established on final at Tudor Road.
	F) "Enter right base.**"**	Fly over Northern Lights Blvd.

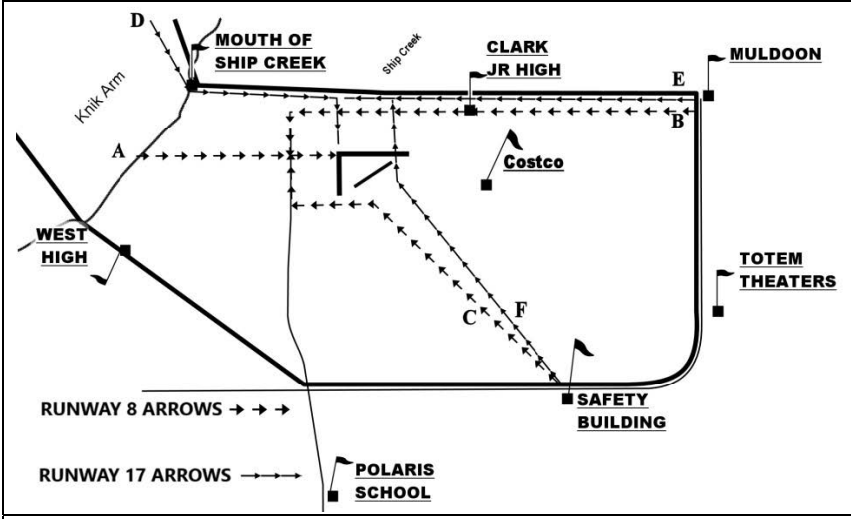
All aircraft inbound from the south:

G) "Fly the Campbell Arrival.**"** Fly the procedure in this supplement, then follow pattern entry instruction for the assigned runway or as instructed by the controller.

RUNWAY 5/23: Fly standard pattern for RWY 26/35 until intercepting short final of assigned runway.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR INBOUND PROCEDURE	COMMON PATTERN ENTRY RUNWAYS 8/17 MERRILL FIELD	
ATIS **124.25**	GROUND CONTROL **121.7**	MERRILL TOWER **126.0**	ANCHORAGE APPROACH Northwest / East **119.1** South **126.4**



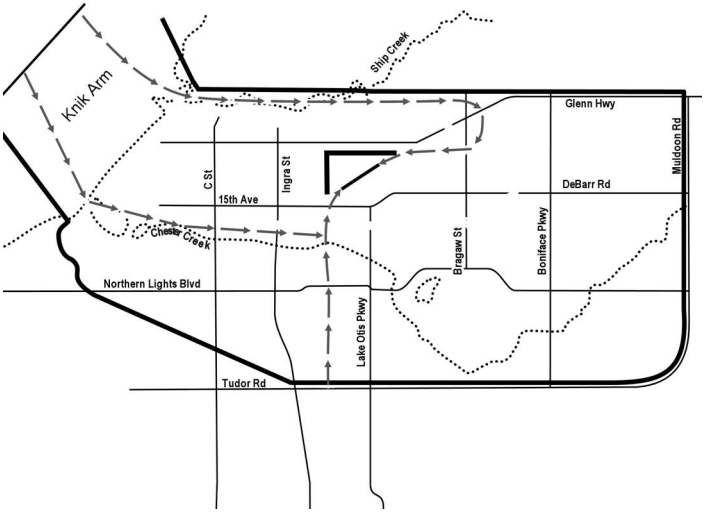
VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

COMMON ENTRY INSTRUCTIONS:

RUNWAY 8:	**A) "**Make straight in.**"**	Established on final over the downtown shoreline.
	B) "Make left traffic.**"**	Established on downwind leg at Muldoon.
	C) "Make right traffic.**"**	From the Safety Building, enter midfield downwind.
RUNWAY 17:	**D) "**Enter right base.**"**	Stay to the right of the Mouth of Ship Creek.
	E) "Enter left base.**"**	Established on left base at Muldoon.
	F) "Make left traffic.**"**	From the Safety Building, enter midfield downwind.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR TRAFFIC PATTERN	TRAFFIC PATTERN ENTRY RUNWAYS 5/23 MERRILL FIELD	
ATIS **124.25**	GROUND CONTROL **121.7**	MERRILL TOWER **126.0**	ANCHORAGE APPROACH Northwest / East **119.1** South **126.4**



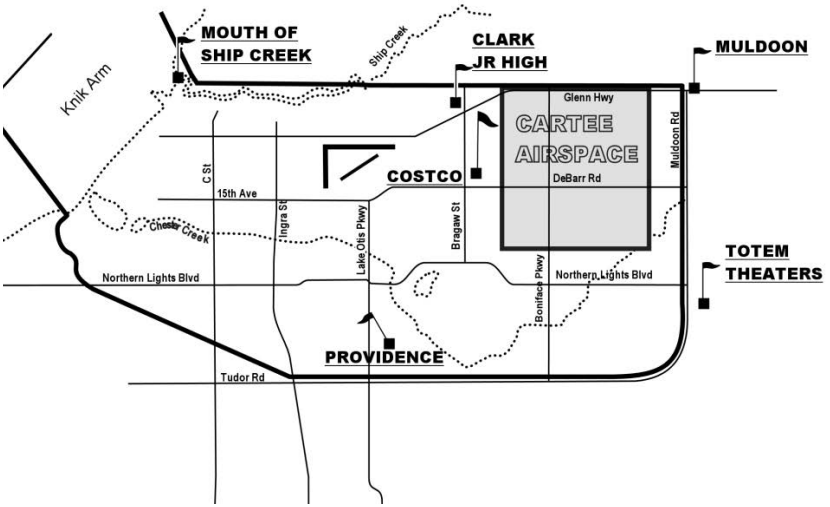
VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

PATTERN INSTRUCTIONS:

ALL AIRCRAFT: Fly standard pattern for RWY 26 / 35 until intercepting short final of assigned runway.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA			CARTEE AIRSPACE MERRILL FIELD
ATIS **124.25**	GROUND CONTROL **121.7**	MERRILL TOWER **126.0**	ANCHORAGE APPROACH Northwest / East **119.1** South **126.4**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

CARTEE AIRSPACE:
A portion of the Merrill Segment has been designated CARTEE Airspace for use by the military when utilizing Runway 16/34 at Elmendorf. Aircraft remaining east of Muldoon, south of Northern Lights, and west of Bragaw should not be a factor for Elmendorf traffic.

Elmendorf will utilize the CARTEE airspace for a variety of aircraft operations, which may include HEAVY JET aircraft. Be alert and use caution for wake turbulence when flying in the vicinity of the CARTEE airspace when it is advertised as active.

See Joint Base Elmendorf Richardson notices section of this supplement for additional CARTEE information.

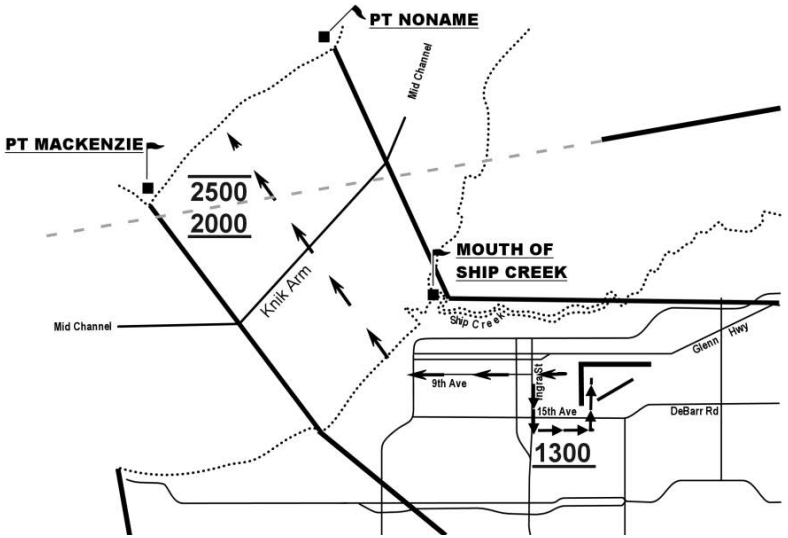
NE Point:	N 61° 13' 38.95" W 149° 44' 41.28"	IVO	Tikahtnu Commons parking lot
SE Point:	N 61° 12' 09.24" W 149° 44' 41.58"	IVO	E. 20th Ave at South Fork of Chester Creek
SW Point:	N 61° 12' 09.19" W 149° 47' 42.74"	IVO	E. 20th Ave at Russian Jack Elementary
NW Point:	N 61° 13' 34.57" W 149° 47' 42.98"	IVO	Mountain View/Bliss Street intersection

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	INLET DEPARTURE RUNWAY 26 MERRILL FIELD

ROUTE PURPOSE:
The INLET DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or above 2000' from runway 26.

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE DEPARTURE
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
ADS-B OUT REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2000' and below 2500'
(If unable 2000' by mid-channel, advise ATC).

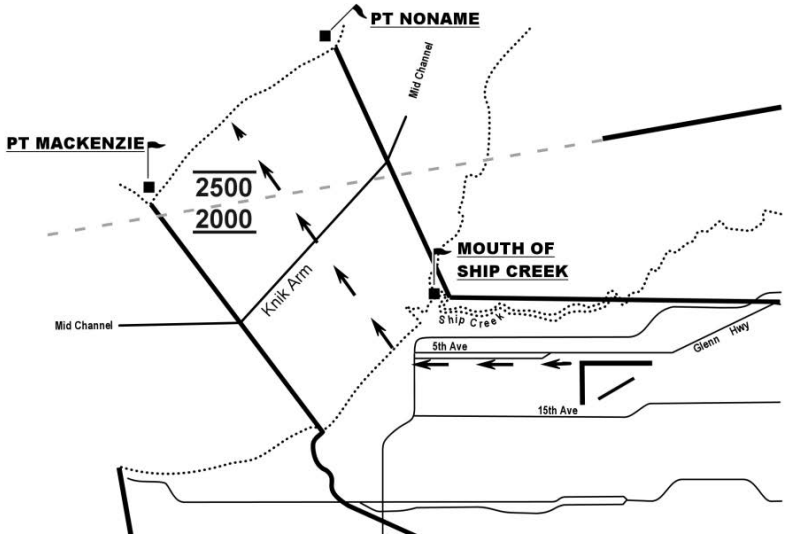
RUNWAY 26: Climb in the left traffic pattern, at 1300' turn northbound (if unable 1300' by south abeam control tower, advise ATC) then turn westbound to overfly 9th Avenue Delaney Park Strip while remaining south of Runway 26 until reaching the downtown shoreline, then turn right on course to the northwest shoreline.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	SHORELINE DEPARTURE RUNWAY 26 MERRILL FIELD

ROUTE PURPOSE:
The SHORELINE DEPARTURE is for aircraft departing Merrill Field to the west and northwest above 2000' from runway 26.

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE DEPARTURE
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
ADS-B OUT REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2000' (If unable 2000' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

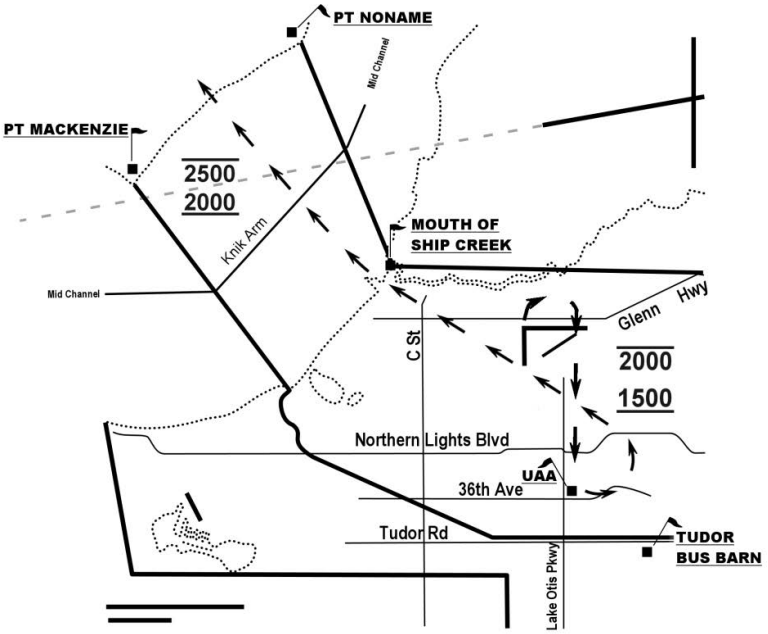
RUNWAY 26: Climb straight out to the downtown shoreline, then turn right on course to the northwest shoreline.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CITY HIGH DEPARTURE RUNWAY 35 MERRILL FIELD

ROUTE PURPOSE:
The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2000'.

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE DEPARTURE
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
ADS-B OUT REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2000' (If unable 2000' by mid-channel, advise ATC). Remain below 2500' until advised by ATC.

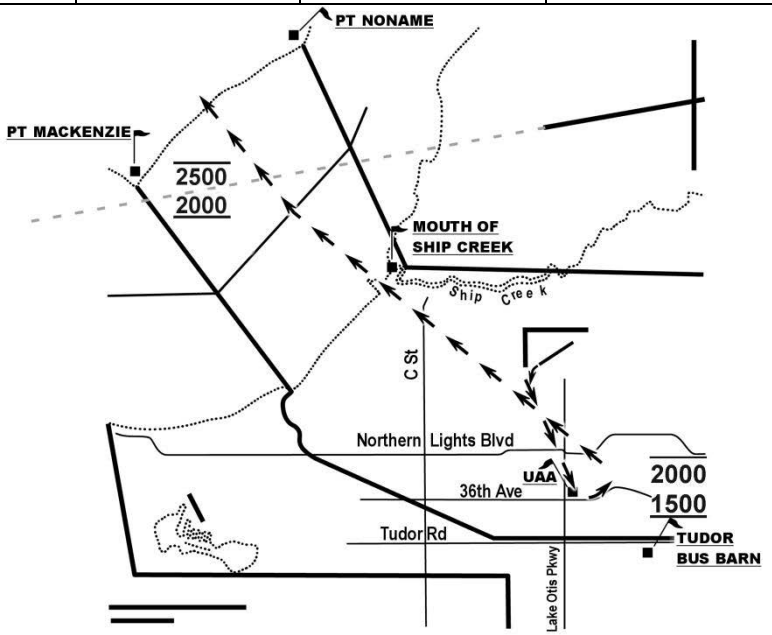
RUNWAY 35: Depart via right downwind. Climb southbound along Lake Otis Pkwy to the University of Alaska (UAA). After UAA, turn left northwest bound. Cross Northern Lights Blvd northwest bound between 1500' and 2000'. Proceed toward Ship Creek, stay to the left of the Mouth of Ship Creek and climb so as to cross mid-channel above 2000'.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CITY HIGH DEPARTURE RUNWAYS 17 & 23 MERRILL FIELD

ROUTE PURPOSE:
The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2000' from runways 17 and 23.

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE DEPARTURE
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
ADS-B OUT REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2000' (If unable 2000' by mid-channel, advise ATC). Remain below 2500' until advised by ATC.

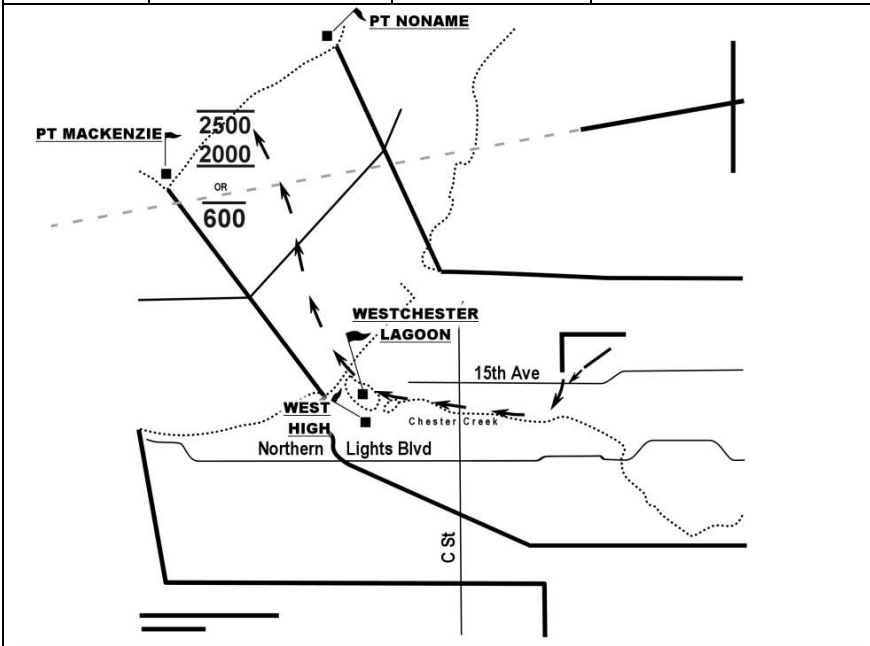
RUNWAY 17 or 23: Turn left and proceed direct to the University of Alaska (UAA) remaining below 600' until south of 15th avenue. After UAA, turn left northwest bound. Cross Northern Lights Blvd northwest bound between 1500' and 2000'. Proceed toward Ship Creek, stay to the left of the Mouth of Ship Creek and climb so as to cross mid-channel above 2000'.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CHESTER CREEK DEPARTURE RUNWAYS 17 & 23 MERRILL FIELD

ROUTE PURPOSE:
The Chester Creek Departure is for aircraft departing Merrill Field to the west and northwest.

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE DEPARTURE
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
ADS-B OUT REQUIRED IF AT OR ABOVE 1,400' MSL

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm below 600' or at or above 2000' and below 2500' (If unable 2000' by mid channel, advise ATC).

RUNWAY 17: Proceed to and turn right over Chester Creek. Follow the creek to Westchester Lagoon.

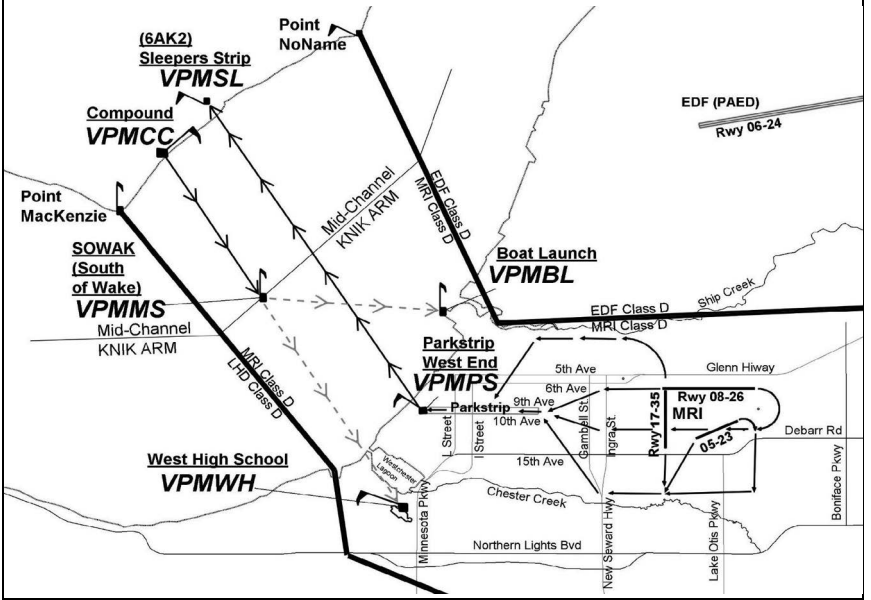
RUNWAY 23: Turn left to Chester Creek. Follow the creek to Westchester Lagoon.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA MRI (PAMR)	VFR ARRIVAL/DEPARTURE	KNIK-ARM-LOW CROSSING FAR PART 93 COMPLIANT

ROUTE PURPOSE: For aircraft departing MRI to the west/northwest or arriving MRI from the west/northwest, flying low to comply with FAR part 93. It routes aircraft to an area where Elmendorf arrivals are higher, allowing greater vertical separation between the MRI and EDF traffic.

ATIS	GND CON	MERRILL TOWER	ANCHORAGE DEP CON
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY - NOT TO BE USED FOR NAVIGATION-NOT TO SCALE

ROUTE INSTRUCTIONS: All aircraft must be at or below six-hundred feet (600') MSL while north of mid-channel of Knik Arm. Maximum speed, 120 knots IAS.

Arrival: Fly from the Compound *(VPMCC)* directly toward West High School (*VPMWH)* , at SOWAK *(VPMMS)* proceed either to West High School *(VPMWH)* or Boat Launch *(VPMBL)* , as instructed by ATC for pattern entry.

Departure: Follow the Parkstrip (between 9th and 10th Avenues) to the West End *(VPMPS)* , then fly directly to Sleepers Strip *(VPMSL)* .

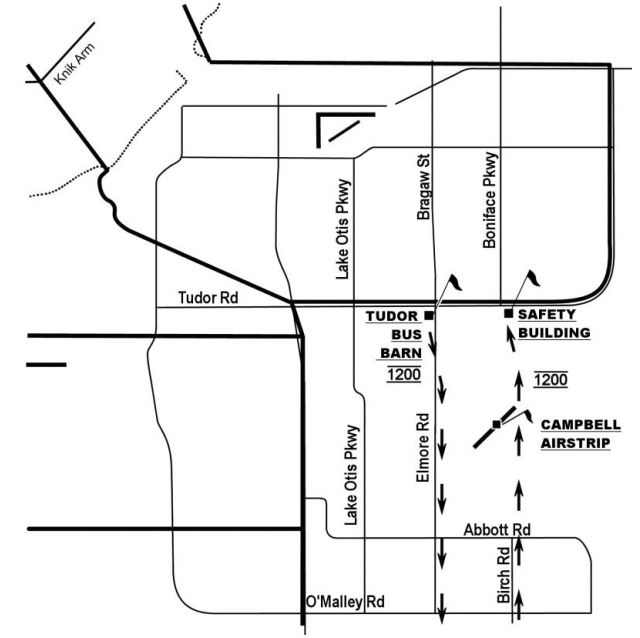
POINTS	VFR Waypoint	Latitude	Longitude
Compound	**VPMCC**	**N61° 14' 43.17"**	**W149° 58' 30.39"**
SOWAK (South of Wake)	**VPMMS**	**N61° 13' 37.91"**	**W149° 57' 04.61"**
Parkstrip West End	**VPMPS**	**N61° 12' 47.36"**	**W149° 54' 41.98"**
Boat Launch	**VPMBL**	**N61° 13' 32.40"**	**W149° 53'48.17"**
Sleepers Strip (6AK2)	**VPMSL**	**N61° 15' 06.04"**	**W149° 57' 52.06"**
West High School	**VPMWH**	**N61° 12' 04.17"**	**W149° 55' 01.60"**

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE PROCEDURE	CAMPBELL ARRIVAL/DEPARTURE MERRILL FIELD

ROUTE PURPOSE:
The Campbell Departure is for aircraft inbound from / departing to the south. This route significantly reduces the potential for wake turbulence encounters from aircraft using the east/west runways at Ted Stevens Anchorage International Airport. This route also deconflicts from traffic arriving/departing Lake Hood Airport.

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE DEPARTURE
124.25	**121.7**	**126.0**	**126.4**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Maintain 1200' between Tudor Rd and Campbell Airstrip.
USE CAUTION: LHD traffic departs at or below 900' and arrives at 1500' south of Tudor Rd.

RUNWAY 8 or 5: Climb straight out to Bragaw St turn right (southbound) and follow Bragaw St to the Tudor Bus Barn then…

RUNWAY 26: Depart via left downwind to midfield; proceed direct to the Tudor Bus Barn then…

RUNWAY 35: Depart via right downwind along Bragaw St to the Tudor Bus Barn then…

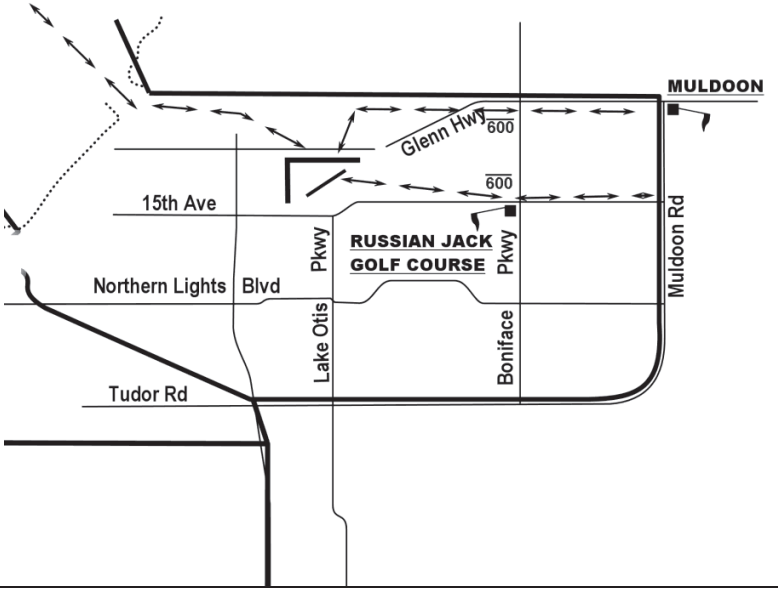
RUNWAY 17 or 23: Depart southeast bound direct to the Tudor Bus Barn then…

FROM THE TUDOR BUS BARN: Overfly Elmore Rd until south of O'Malley Rd.

INBOUNDS: North of O'Malley Rd fly along the extended track of Boniface Pkwy to the Safety Building, then follow common pattern entry instructions in this supplement or as directed by ATC.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA		VFR DEPARTURE PROCEDURE	HELICOPTER ROUTES MERRILL FIELD
ATIS **124.25**	MERRILL TOWER **126.0**	DEPARTURE CONTROL NORTHWEST/EAST **119.1**	DEPARTURE CONTROL SOUTH **126.4**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL HELICOPTERS: Westbound helicopters cross Knik Arm in accordance with 14 CFR Part 93. Remain below fixed wing traffic pattern altitude until clear of the traffic pattern. Arrival routings are the reverse of the departure routings.

Departing South of Runway 7/25:

Ship Creek South: Remain north of Runway 5/23. Cross Runway 7/25 midfield at 600' then proceed westbound along Ship Creek.

Golf Course: Proceed direct to Russian Jack Golf Course, maintain below 600' west of Boniface Parkway, then east to Muldoon Road.

Departing North of Runway 7/25:

Ship Creek: Proceed north to then west along Ship Creek.

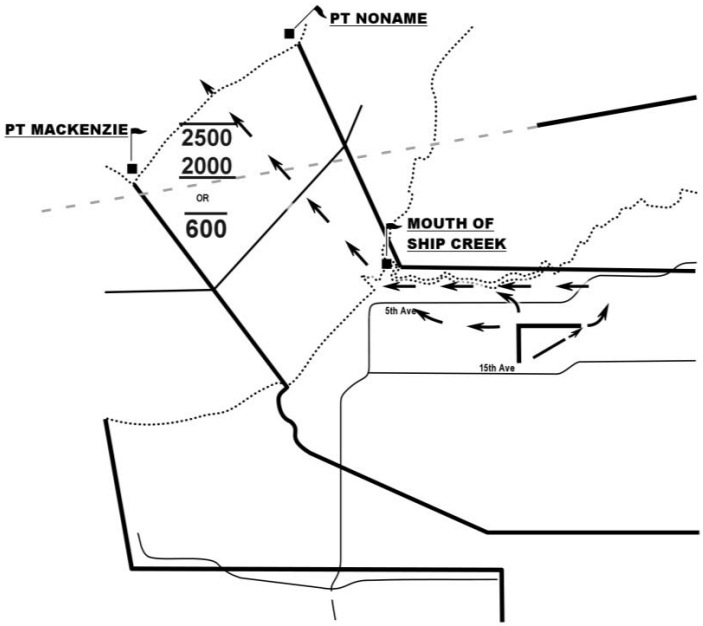
Highway: Proceed eastbound along the Glenn Highway, maintain below 600' west of Boniface Parkway, then east to Muldoon Road.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: 907-269-1415, AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	**SHIP CREEK DEPARTURE** MERRILL FIELD

ROUTE PURPOSE:
The SHIP CREEK DEPARTURE is for aircraft departing Merrill Field to the west and northwest.

ATIS	GROUND CONTROL	MERRILL TOWER	ANCHORAGE DEPARTURE
124.25	**121.7**	**126.0**	**119.1**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
ADS-B OUT REQUIRED IF AT OR ABOVE 1,400' MSL

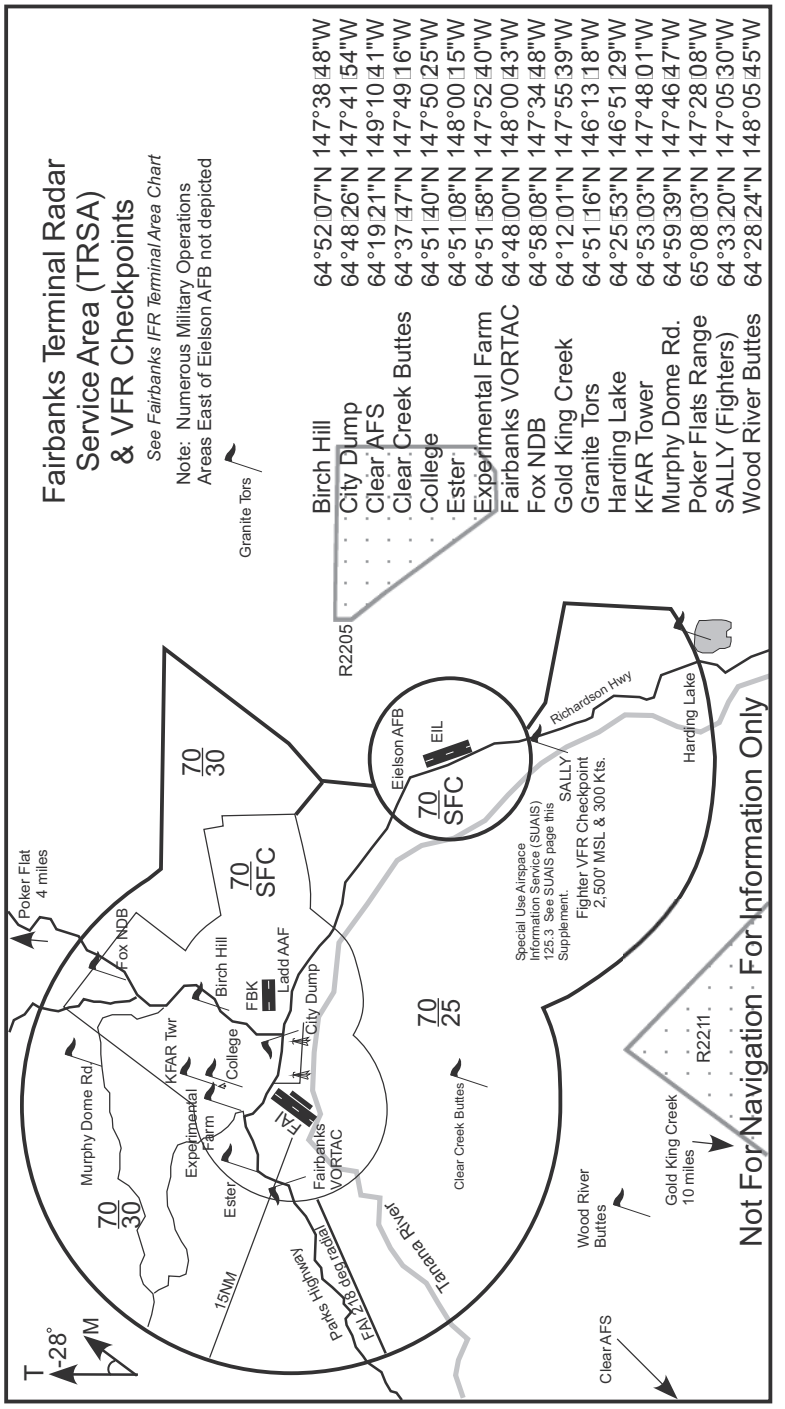
ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm below 600' or at or above 2000' and below 2500' (If unable 2000' by mid-channel, advise ATC). Stay to the left of the Mouth of Ship Creek.

RUNWAY 26: Once past the departure end of runway 26, turn right towards the Mouth of Ship Creek then northwest bound.

RUNWAY 5 or 8 or 35: Turn left, follow Ship Creek to the Mouth of Ship Creek then northwest bound.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: July 2026


Fairbanks Terminal Radar
Service Area (TRSA)
& VFR Checkpoints
See Fairbanks IFR Terminal Area Chart
Note: Numerous Military Operations
Areas East of Eielson AFB not depicted
Granite Tors
Birch Hill 64°52'07"N 147°38'48"W
City Dump 64°48'26"N 147°41'54"W
Clear AFS 64°19'21"N 149°10'41"W
Clear Creek Buttes 64°37'47"N 147°49'16"W
College 64°51'40"N 147°50'25"W
Ester 64°51'08"N 148°00'15"W
Experimental Farm 64°51'58"N 147°52'40"W
Fairbanks VORTAC 64°48'00"N 148°00'43"W
Fox NDB 64°58'08"N 147°34'48"W
Gold King Creek 64°12'01"N 147°55'39"W
Granite Tors 64°51'16"N 146°13'18"W
Harding Lake 64°25'53"N 146°51'29"W
KFAR Tower 64°53'03"N 147°48'01"W
Murphy Dome Rd. 64°59'39"N 147°46'47"W
Poker Flats Range 65°08'03"N 147°28'08"W
SALLY (Fighters) 64°33'20"N 147°05'30"W
Wood River Buttes 64°28'24"N 148°05'45"W
R2205
R2211
Poker Flat
4 miles
Fox NDB
Murphy Dome Rd.
KFAR Twr
Experimental
Farm
College
Birch Hill
FBK
Ladd AAF
City Dump
Ester
Fairbanks
VORTAC
Clear Creek Buttes
Eielson AFB
EIL
Richardson Hwy
Harding Lake
Special Use Airspace
Information Service (SUAIS)
125.3 See SUAIS page this
Supplement.
SALLY
Fighter VFR Checkpoint
2,500' MSL & 300 Kts.
Wood River
Buttes
Gold King Creek
10 miles
Clear AFS
15NM
Tanana River
Parks Highway
FAI 218
70/30
70/SFC
70/25
T
-28°
M
Not For Navigation For Information Only

Notes for the Fairbanks Area

Fairbanks General Guidelines

1. Each person operating an aircraft within the Fairbanks Terminal Radar Service Area (TRSA) should operate that aircraft according to the rules set forth in this section unless otherwise authorized or required by ATC.

2. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.

3. All aircraft while in the Fairbanks Surface Area should fly with their lights on at all times.

4. Arriving aircraft should contact Fairbanks Approach at least 20 miles from the airport of arrival destination. Arriving traffic northeast through east through southeast of Fairbanks International Airport should contact Fairbanks Approach on 127.1. All other arrivals should contact Fairbanks Approach on 125.35.

5. All aircraft arriving Fairbanks International Airport on downwind from the north or south remain at least 1 mile east or west of the extended runway centerlines for Fairbanks International RWYs 2/20.

Fairbanks Traffic Pattern Altitudes

Aircraft arrival/departure altitudes may vary from these listed:

Single engine reciprocating	1,500 MSL
Multi-, large and turbine powered aircraft	2,000 MSL

Chena Marina procedures

1. Arrival/departure/pattern traffic for Chena Marina contact Fairbanks Tower on 118.3.

2. Chena Marina traffic will observe a ceiling of 1,200 MSL while in the pattern.

3. Traffic patterns will be to the west of the Chena Marina runway and float pond with Chena Ridge being the western boundary.

4. All Chena Marina traffic will remain west of Chena Pump Road at or below 1200 MSL and will advise Fairbanks Tower prior to crossing Chena Pump Road eastbound.

5. Departure traffic remains west of Fairbanks International Airport at all times unless otherwise authorized or required by ATC.

6. In the interest of safety, please utilize Fairbanks Radar Services whenever departing Chena Marina.

TRSA Services

A. Standard TRSA departure instructions

Departing aircraft should monitor the ATIS, then contact Fairbanks Clearance Delivery on the appropriate frequency being broadcast on the ATIS prior to taxi. Pilots are expected to inform the controller of an intended destination and/or initial heading and desired cruising altitude. All departing aircraft will be given TRSA services unless the pilot states "negative TRSA service" or makes a similar comment.

B. TRSA departure (VFR departing aircraft)

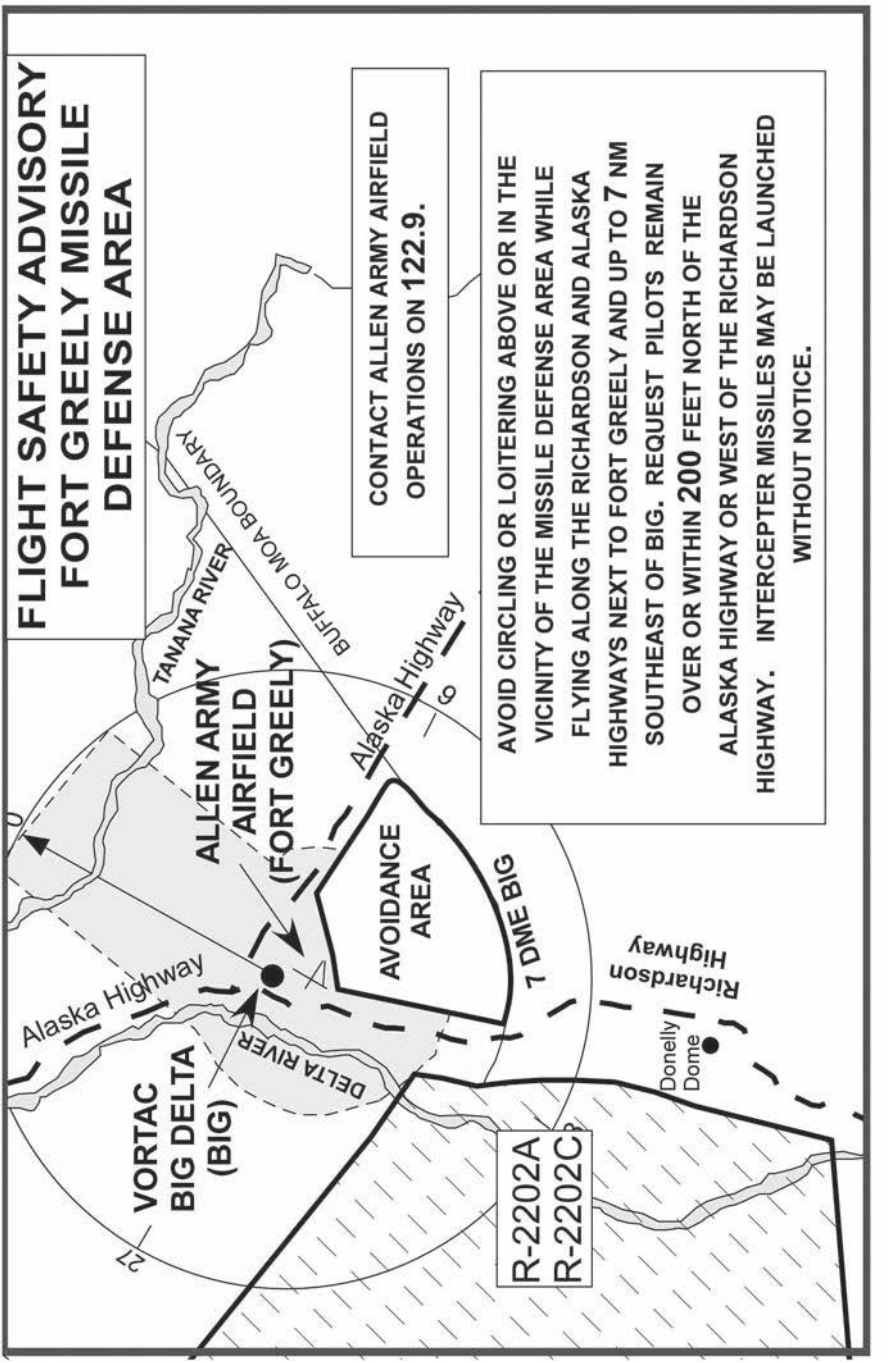
The standard TRSA departure for Fairbanks International Airport will be to fly runway heading for the runway assigned, departure frequency on 125.35. This will be referred to as the "TRSA departure". Fairbanks Clearance Delivery will issue to each aircraft: "TRSA departure, squawk (code)".

C. TRSA service from Float Pond

Clearance Delivery frequency stated on ATIS. Aircraft departing the Float Pond at Fairbanks International Airport should monitor the ATIS, then contact Fairbanks Clearance Delivery for services. Those departing aircraft should then contact Fairbanks Tower 118.3 directly for taxi clearance.

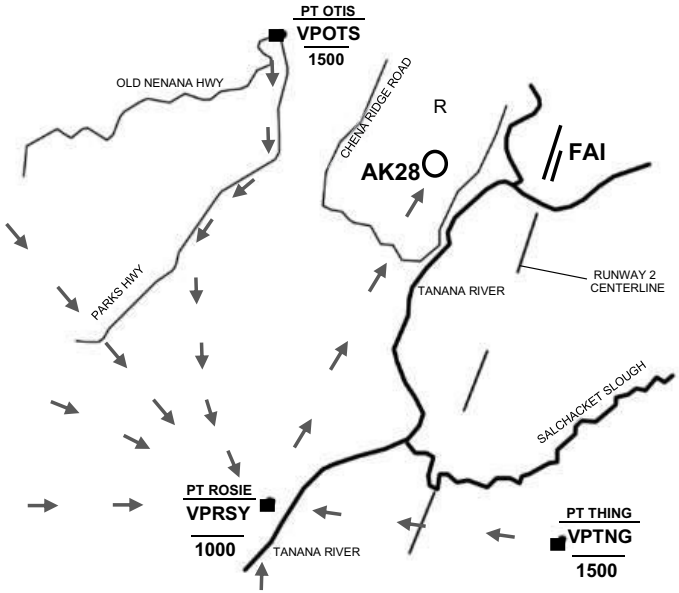
D. TRSA service from satellite airports

Clearance Delivery frequency stated on ATIS. Aircraft departing satellite airports, inside the Fairbanks Class D surface area, such as Chena Marina, Chena River, Metro Field, and Peger Pond, and requesting TRSA services should monitor the ATIS, then contact Fairbanks Clearance Delivery for TRSA services. Those departing aircraft should then contact Fairbanks Tower directly on 118.3.


FLIGHT SAFETY ADVISORY
FORT GREELY MISSILE
DEFENSE AREA
CONTACT ALLEN ARMY AIRFIELD
OPERATIONS ON 122.9.
AVOID CIRCLING OR LOITERING ABOVE OR IN THE
VICINITY OF THE MISSILE DEFENSE AREA WHILE
FLYING ALONG THE RICHARDSON AND ALASKA
HIGHWAYS NEXT TO FORT GREELY AND UP TO 7 NM
SOUTHEAST OF BIG. REQUEST PILOTS REMAIN
OVER OR WITHIN 200 FEET NORTH OF THE
ALASKA HIGHWAY OR WEST OF THE RICHARDSON
HIGHWAY. INTERCEPTER MISSILES MAY BE LAUNCHED
WITHOUT NOTICE.
TANANA RIVER
BUFFALO MOA BOUNDARY
ALLEN ARMY
AIRFIELD
(FORT GREELY)
Alaska Highway
AVOIDANCE
AREA
7 DME BIG
Richardson
Highway
Donelly
Dome
Alaska Highway
DELTA RIVER
VORTAC
BIG DELTA
(BIG)
R-2202A
R-2202C
27

FAIRBANKS, ALASKA	VFR INBOUND PROCEDURE	COMMON PATTERN ENTRY RUNWAY 36 CHENA MARINA

ATIS	FAIRBANKS APPROACH	FAIRBANKS TOWER
124.4	**125.35**	**118.3**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point OTIS 64°50'39.75"N 148°00'26.43"W Point ROSIE 64°44'47.57"N 148°05'07.58"W
Point THING 64°43'08.41"N 147°56'51.30"W

UNLESS OTHERWISE DIRECTED BY FAI ATC
COMMON ENTRY INSTRUCTIONS:
ALL DIRECTIONS CLOCKWISE

(OTIS)Aircraft inbound from northwest through north: Depart OTIS, circumnavigate terrain, to ROSIE. Cross ROSIE at or below 1000', remain one mile west of FAI RWY 2L centerline, and proceed to AK28.

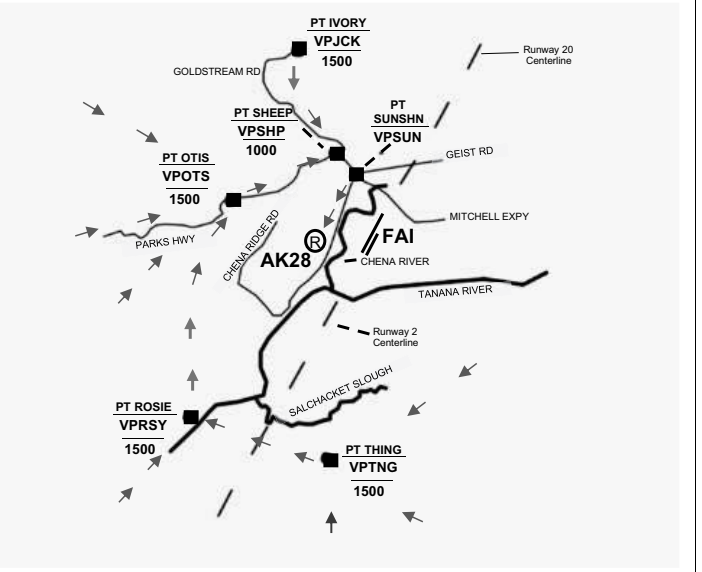
(ROSIE)Aircraft inbound from southwest through west (west of FAI centerline): Cross ROSIE at or below 1000', remain one mile west of FAI RWY 2L centerline, and proceed to AK28.

(THING)Aircraft inbound from northeast through south (east of FAI centerline): Cross THING at or below1500', then direct ROSIE. Cross ROSIE at or below 1000', remain one mile west of FAI RWY 2L centerline, and proceed to AK28.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR INBOUND PROCEDURE	SOUTHEAST-NORTHWEST ARR RUNWAY 18 CHENA MARINA

ATIS	FAIRBANKS APPORACH	FAIRBANKS TOWER
124.4	**125.35**	**118.3**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point OTIS	64°50'39.75"N	148°00'26.43"W	Point ROSIE	64°44'47.57"N	148°05'07.58"W
Point THING	64°43'08.41"N	147°56'51.30"W	Point IVORY	64°54'47.62"N	147°54'20.76"W
Point SUNSHN	64°50'54.37"N	147°51'51.56"W	Point SHEEP	64°51'37.10"N	147°53'00.43"W

UNLESS OTHERWISE DIRECTED BY FAI ATC
COMMON ENTRY INSTRUCTIONS:
ALL DIRECTIONS CLOCKWISE

(IVORY)Aircraft inbound from northwest through north: Cross IVORY at or below 1500', circumnavigate terrain, then descend to cross SHEEP at or below 1000'. Proceed to SUNSHN. Cross SUNSHN at or below 1000', remain 1 mile west of FAI's RWY 20R extended centerline, and proceed to AK28.

(OTIS)Aircraft inbound from southwest through northwest: Cross OTIS at or below 1500' then eastbound over the Parks Highway descending to cross SHEEP at or below 1000'. Proceed to SUNSHN. Cross SUNSHN at or below 1000', remain 1 mile west of FAI's RWY 20R extended centerline, and proceed to AK28.

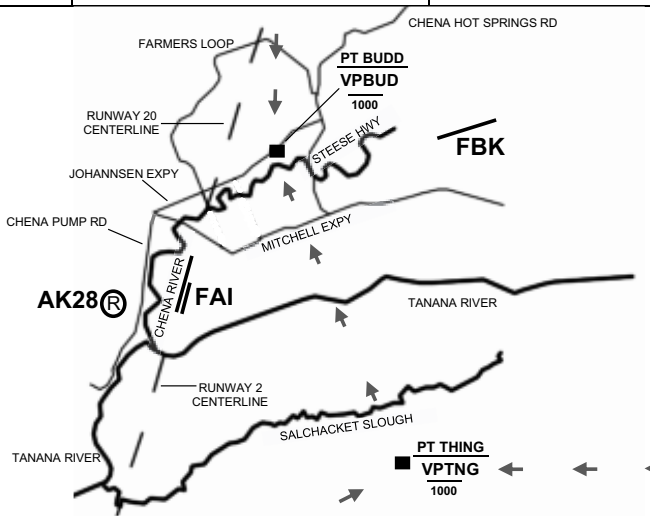
(ROSIE)Aircraft inbound from southwest through south (west of FAI centerline): Cross ROSIE at or below1500'. Depart ROSIE, circumnavigate terrain, to OTIS. Cross OTIS at or below 1500' then eastbound over the Parks Highway descending to cross SHEEP at or below 1000'. Proceed to SUNSHN. Cross SUNSHN at or below 1000', remain 1 mile west of FAI's RWY 20R extended centerline, and proceed to AK28.

(THING)Aircraft inbound from east through southeast (east of FAI centerline): Cross THING at or below 1500'. Depart THING direct ROSIE. Cross ROSIE at or below1500'. Depart ROSIE, circumnavigate terrain, to OTIS. Cross OTIS at or below 1500' then eastbound over the Parks Highway descending to cross SHEEP at or below 1000'. Proceed to SUNSHN. Cross SUNSHN at or below 1000', remain 1 mile west of FAI's RWY 20R extended centerline, and proceed to AK28.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR INBOUND PROCEDURE	NORTH-SOUTH ARR (East of FAI Extended Centerlines) RUNWAY 18 CHENA MARINA

ATIS	FAIRBANKS APPROACH	FAIRBANKS TOWER
124.4	**125.35**	**118.3**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

UNLESS OTHERWISE ADVISED, REMAIN OUTSIDE OF FBK CLASS D SURFACE AREA

Point BUDD 64°51'13.00"N 147°43'59.00"W Point THING 64°43'08.41"N 147°56'51.30"W

UNLESS OTHERWISE DIRECTED BY FAI ATC
COMMON ENTRY INSTRUCTIONS:

Aircraft inbound from north through northeast: Depart BUDD at or below 1000 and heading 200 to remain east of FAI. Expect instructions with FAI Tower for transition to AK28.

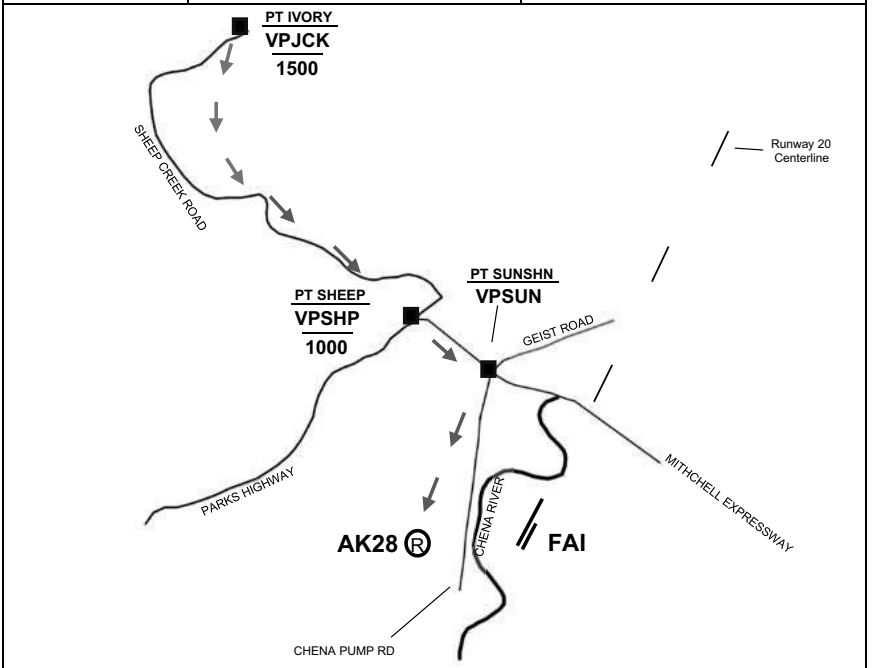
Aircraft inbound from east through south (east of FAI extended centerlines): Depart Thing at or below 1000 direct BUDD. Expect instructions with FAI Tower for transition to AK28.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR ARRIVAL PROCEDURE	IVORY ARRIVAL RUNWAY 18 CHENA MARINA

ROUTE PURPOSE:
The IVORY ARRIVAL is for aircraft landing Chena Marina clockwise northwest through north.

ATIS	FAIRBANKS APPROACH	FAIRBANKS TOWER
124.4	**125.35**	**118.3**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point IVORY 64°54'47.62"N 147°54'20.76"W
Point SHEEP 64°51'37.10"N 147°53'00.43"W
Point SUNSHN 64°50'54.37"N 147°51'51.56"W

ROUTE INSTRUCTIONS:

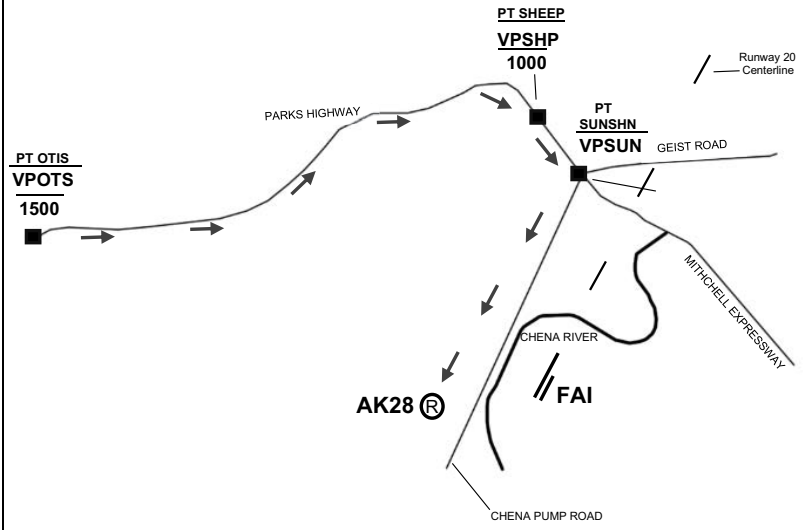
ALL AIRCRAFT: Cross IVORY at or below 1500', circumnavigate terrain, then descend to cross SHEEP at or below 1000'. Proceed to SUNSHN. Cross SUNSHN at or below 1000', remain one mile west of FAI RWY 20R extended centerline and proceed to AK28.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures\
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR ARRIVAL PROCEDURE	OTIS ARRIVAL RUNWAY 18 CHENA MARINA

ROUTE PURPOSE:
The OTIS ARRIVAL is for aircraft landing Chena Marina from the southwest through northwest.

ATIS	FAIRBANKS APPROACH	FAIRBANKS TOWER
124.4	**125.35**	**118.3**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point OTIS 64°50'39.75"N 148°00'26.43"W
Point SUNSHN 64°50'54.37"N 147°51'51.56"W
Point SHEEP 64°51'37.10"N 147°53'00.43"W

ROUTE INSTRUCTIONS:

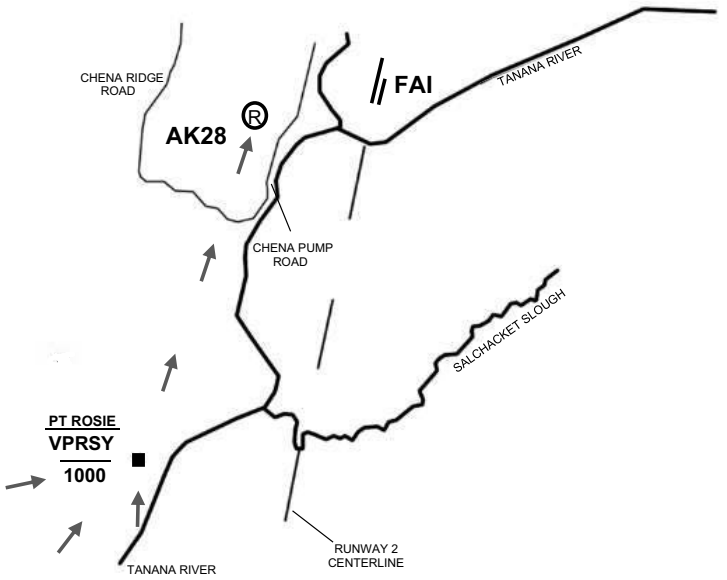
ALL AIRCRAFT: Cross OTIS at or below 1500' then eastbound over the Parks Highway descending to cross SHEEP at or below 1000'. Proceed to SUNSHN. Cross SUNSHN at or below 1000', remain one mile west of FAI RWY 20R extended centerline and proceed to AK28.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures\
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR ARRIVAL PROCEDURE	ROSIE ARRIVAL RUNWAY 36 CHENA MARINA

ROUTE PURPOSE:
The ROSIE ARRIVAL is for aircraft landing Chena Marina clockwise south through southwest (west of FAI centerline).

ATIS	FAIRBANKS APPROACH	FAIRBANKS TOWER
124.4	**125.35**	**118.3**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point ROSIE 64°44'47.57"N 148°05'07.58"W

ROUTE INSTRUCTIONS:

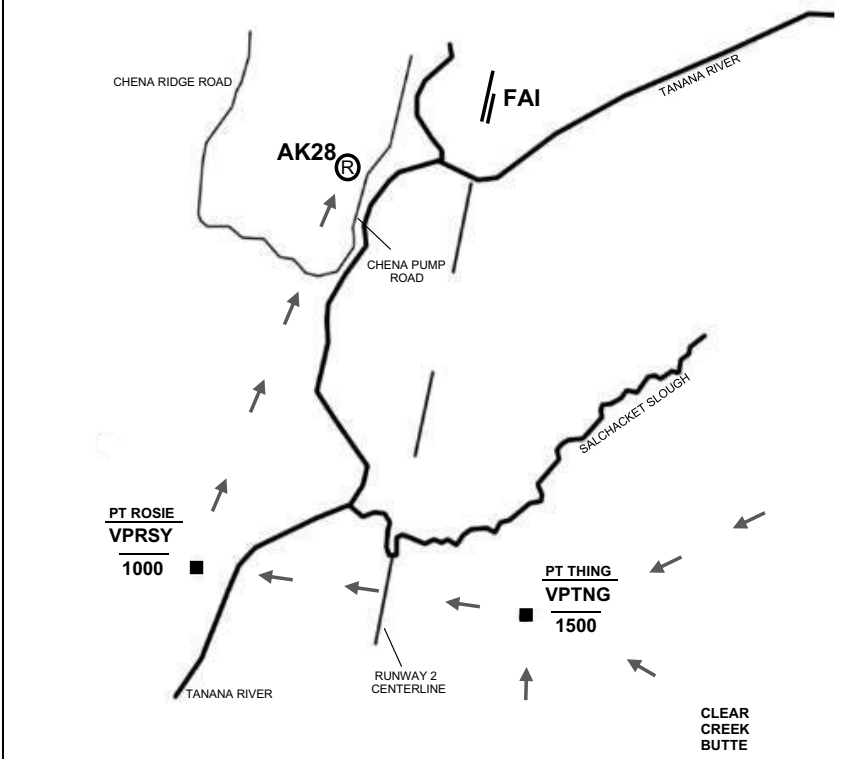
ALL AIRCRAFT: Cross ROSIE at or below 1000', remain 1 mile west of FAI RWY 2L extended centerline, and proceed to AK28.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR ARRIVAL PROCEDURE	THING ARRIVAL RUNWAY 36 CHENA MARINA

ROUTE PURPOSE:
The THING ARRIVAL is for aircraft landing Chena Marina clockwise east through south (east of FAI centerline).

ATIS	FAIRBANKS APPROACH	FAIRBANKS TOWER
124.4	**125.35**	**118.3**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point THING 64°43'08.41"N 147°56'51.30"W Point ROSIE 64°44'47.57"N 148°05'07.58"W

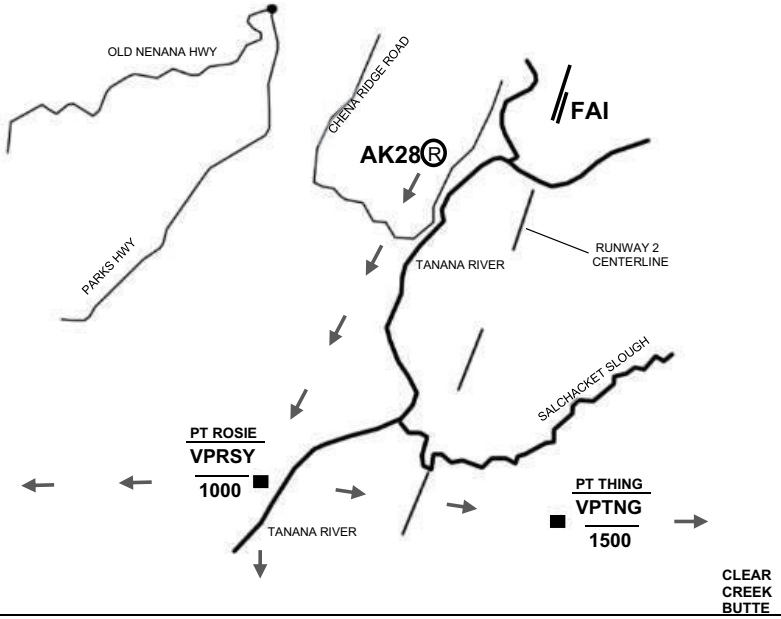
ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross THING at or below1500', then direct ROSIE. Cross ROSIE at or below 1000', remain 1 mile west of FAI RWY 2L extended centerline, and proceed to AK28.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR DEPARTURE PROCEDURE	SOUTH DEPARTURE ROUTE RUNWAY 18 CHENA MARINA

ATIS	FAIRBANKS TOWER	FAIRBANKS APPROACH
124.4	**118.3**	**125.35**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point ROSIE 64°44'47.57"N 148°05'07.58"W

Point THING 64°43'08.41"N 147°56'51.30"W

DEPARTURE INSTRUCTIONS:
UNLESS OTHERWISE DIRECTED BY FAI ATC

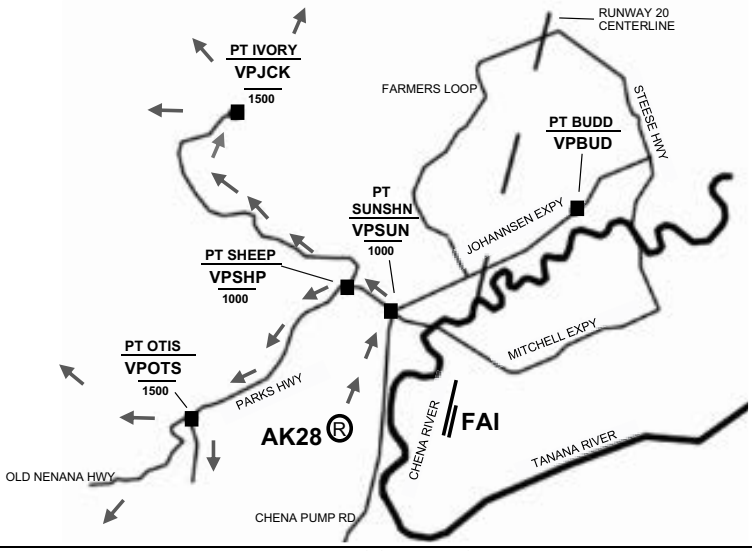
Aircraft departing AK28 heading south through north clockwise heading: Remain 1 mile west of FAI RWY 20R extended centerline and proceed to ROSIE at or below 1000'. Remain outside of FAI Class Delta airspace and resume own navigation, altitude your discretion.

Aircraft departing AK28 heading southeast through northeast counterclockwise heading: Remain 1 mile west of FAI RWY 20R extended centerline and proceed to ROSIE at or below 1000'. Then direct THING at or below 1500'. Remain outside of FAI Class Delta airspace and resume own navigation, altitude your discretion.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

FAIRBANKS, ALASKA	VFR DEPARTURE PROCEDURE	NORTH DEPARTURE ROUTE RUNWAY 36 CHENA MARINA

ATIS	FAIRBANKS TOWER	FAIRBANKS APPROACH
124.4	**118.3**	**125.35**



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

Point OTIS	64°50'39.75"N	148°00'26.43"W	Point IVORY	64°54'47.62"N	147°54'20.76"W
Point BUDD	64°51'13.00"N	147°43'59.00"W	Point SUNSHN	64°50'54.37"N	147°51'51.56"W
Point SHEEP	64°51'37.10"N	147°53'00.43"W			

UNLESS OTHERWISE DIRECTED BY FAI ATC
COMMON ENTRY INSTRUCTIONS:

Aircraft departing AK28 heading south through west clockwise heading: Remain 1 mile west of FAI RWY 2L extended centerline and proceed to SUNSHN at or below 1000' then overfly Parks Highway to cross SHEEP at or below 1000'. Depart SHEEP and overfly the Parks Highway at or below 1500 until OTIS. At OTIS resume own navigation, altitude your discretion.

Aircraft departing AK28 heading west through northwest clockwise heading: Remain 1 mile west of FAI RWY 2L extended centerline and proceed to SUNSHN at or below 1000' then overfly Parks Highway to cross SHEEP at or below 1000'. Depart SHEEP, circumnavigate terrain, to IVORY at or below 1500'. At IVORY resume own navigation, altitude your discretion.

Aircraft departing AK28 heading north through northeast clockwise heading: Remain 1 mile west of FAI RWY 2L extended centerline and proceed to SUNSHN at or below 1000'. Expect ATC instruction prior to reaching SUNSHN.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov, 907-269-1415
Original: May 2026

Flight Advisory for Pacific Walrus

Bristol Bay and the Chukchi Sea Coast

The U.S. Fish and Wildlife Service seeks your support and cooperation in minimizing disturbances to walrus herds resting in Bristol Bay and along the Chukchi Sea coast of Alaska.

HAULOUT LOCATIONS

Bristol Bay

Regularly used walrus haulout locations in Bristol Bay include Cape Newenham, Cape Peirce, Cape Greig, Cape Senievain, Hagemeister Island, and Round Island. Intermittently used haulout locations include Izembek Lagoon (Cape Glaznap and Neuman Island), Amak Island, and Cape Sarichef and Oksenof Point on Unimak Island. Walrus may be sporadically encountered anywhere along the Alaska Peninsula. See graphics on the following pages.

Chukchi Sea Coast

Walruses are known to congregate on isolated beaches and barrier islands along Alaska's Chukchi Sea coast in late summer and early fall (July – October) when concentrations of sea-ice are low. Known haulout areas include: Cape Lisburne, Point Lay barrier islands, and Icy Cape. See graphics depicted on following pages. Walrus may be sporadically encountered anywhere along the coast between Cape Lisburne and Icy Cape including Corwin Bluff. See graphics on the following pages.

THESE ARE IMPORTANT RESTING AREAS FOR PACIFIC WALRUSES

Each summer, thousands of male walruses migrate into Bristol Bay to feed on rich beds of clams and other marine organisms. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed throughout Bristol Bay.

With the loss of summer sea ice over the continental shelf observed in recent years walruses are being forced to use land based haulouts rather than sea ice which is their preferred habitat. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed along the Chukchi Sea coast.

WALRUSES ARE SENSITIVE TO HUMAN DISTURBANCES

Although responses to human activities are variable, walruses will often flee haulouts in response to the sight, sound, or odor of humans or their machines. Trampling deaths associated with haulout disturbance is one of the largest known sources of natural mortality for walrus. Frequent or prolonged disturbances may even result in haulout abandonment.

HARASSING OR DISTURBING WALRUSES IS AGAINST THE LAW

Any human activity, including operating an aircraft, vehicle, or boat, or approaching on foot, in a manner which results in harassing walruses is prohibited under provisions of the Marine Mammal Protection Act of 1972. Harassment includes any act which has the potential to injure or disturb walruses and includes acts which disrupt behavioral patterns including, but not limited to migration, breathing, nursing, breeding, feeding, or sheltering.

YOU CAN HELP MINIMIZE DISTURBANCE TO RESTING WALRUSES Walrus are particularly sensitive to changes in engine noise and are more likely to stampede off beaches when planes turn or fly low overhead. Aerial photography and/or circling aircraft within the vicinity of a walrus haulout pose a high potential for disturbance and is specifically discouraged. In an effort to prevent disturbances, please follow these general guidelines when operating aircraft near walrus herds.

Pilots of single engine aircraft should not knowingly fly over or fly within 1/2 mile of walruses hauled out on land or ice to avoid causing a disturbance. If weather or aircraft safety require flight operations within 1/2 mile of walruses, small single engine aircraft should maintain a 2000' minimum altitude.

Pilots of helicopters and multi-engine aircraft should not knowingly fly over or fly within 1 mile of walruses hauled out on land or ice to avoid causing a disturbance. If aircraft safety requires flight operations within 1 mile of walruses, helicopters and multi-engine aircraft should maintain a 3000' minimum altitude.

If aircraft safety requires flight operations below these recommended altitudes, please pass inland or seaward (within safe gliding distance to shore) of the haulout site at the greatest lateral distance manageable for safe operation of the aircraft (1 mile if possible).

Please be aware that some locations (such as Round Island within the Walrus Islands State Game Sanctuary, in Bristol Bay) have more strict recommendations. Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58° 36' N. 159° 58' W.). Access to Round Island or adjacent waters requires written permission from the Alaska Department of Fish and Game. Please check with ADF&G for additional restrictions.

Please note these are only guidelines, and may not prevent disturbances in all situations. You are responsible for operating your aircraft in a manner which does not cause disturbance or violate the Marine Mammal Protection Act.

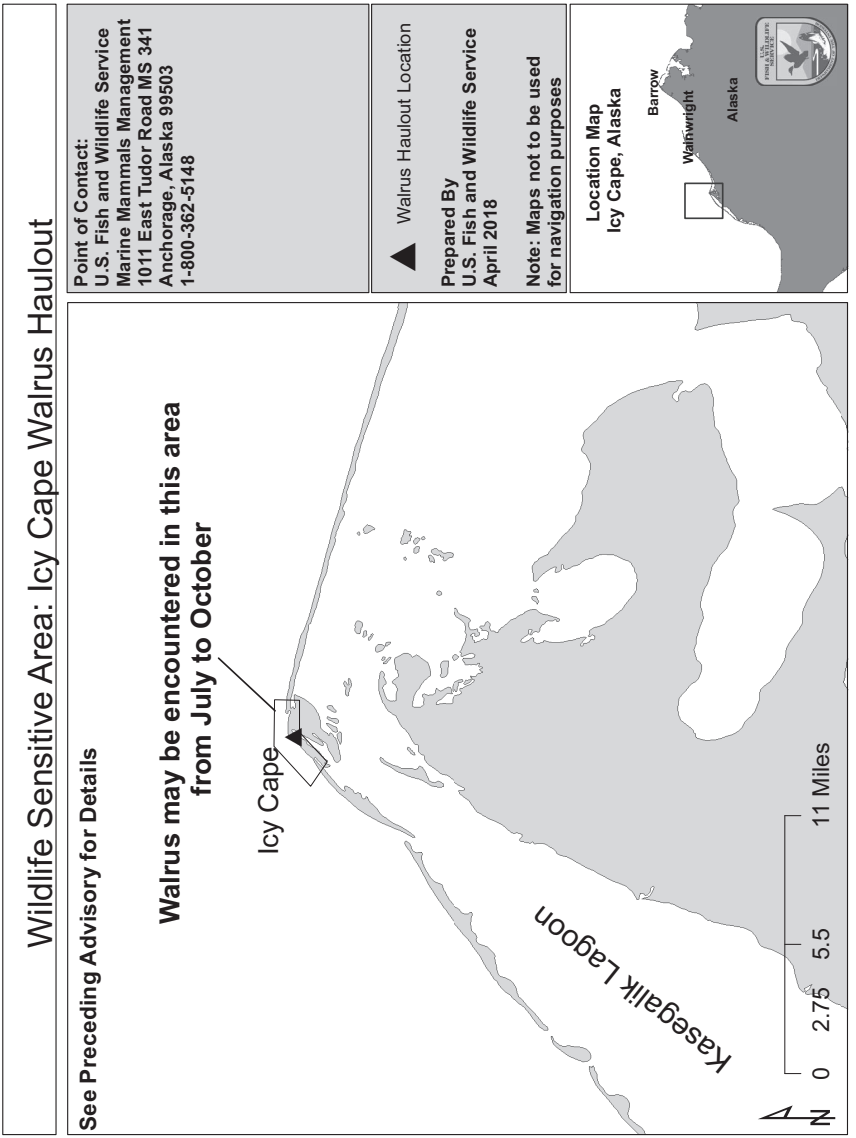
THANK YOU FOR YOUR HELP AND COOPERATION

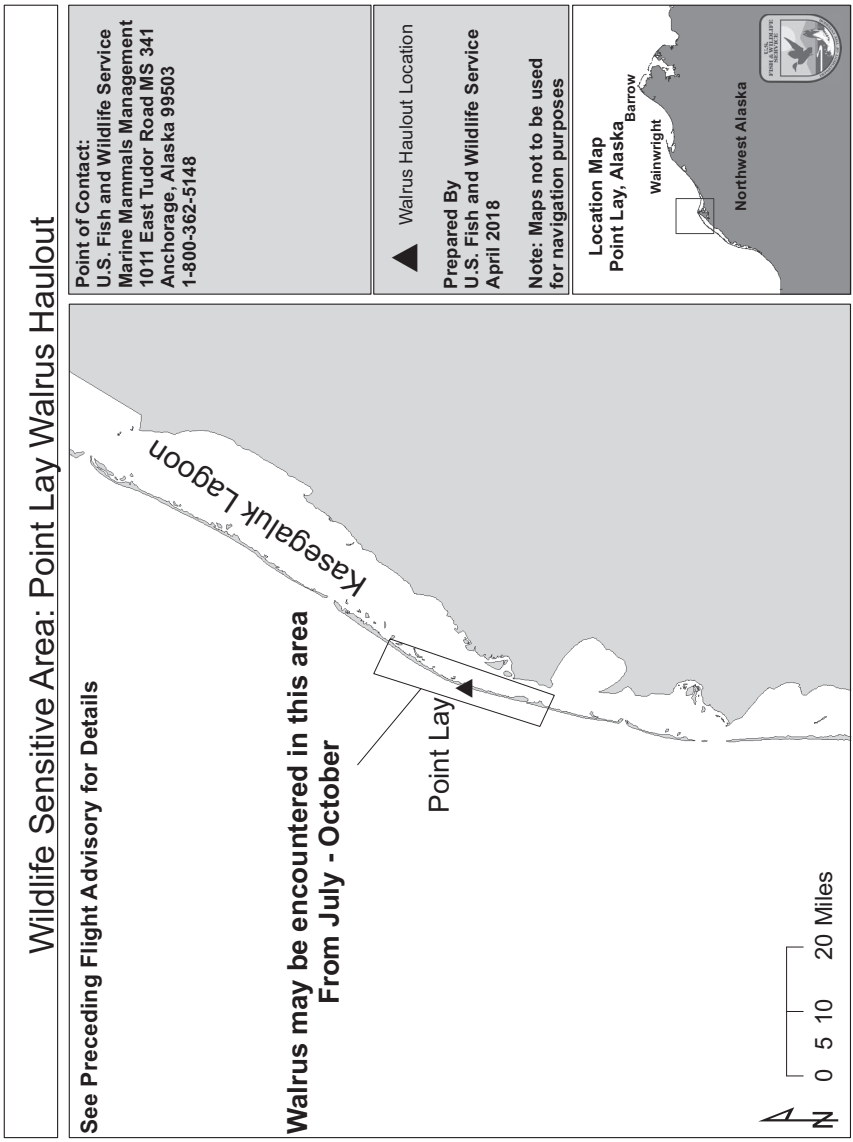
To report incidences of disturbance or harassment please contact:

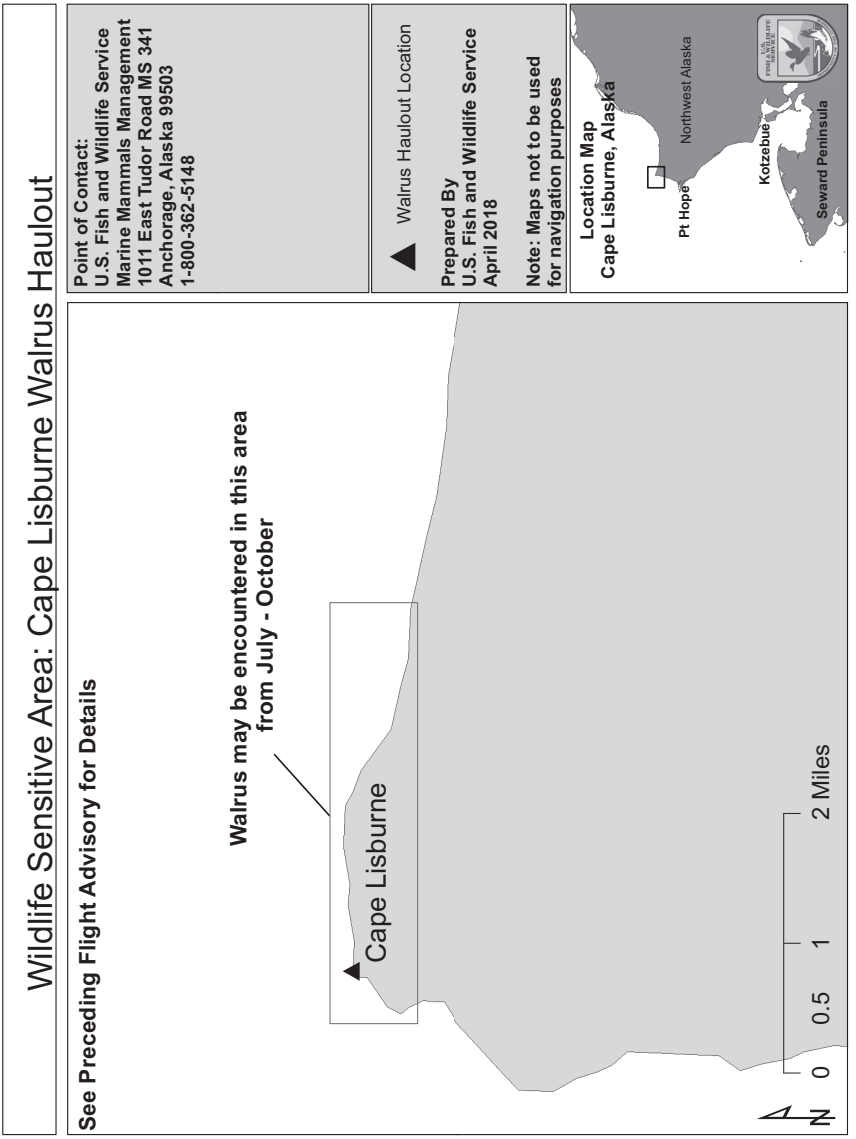
U.S Fish and Wildlife Service
Division of Law Enforcement:
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-858-7621

For questions about walruses please contact:

U.S. Fish and Wildlife Service
Marine Mammals Management Field Office
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-362-5148
http://www.fws.gov/alaska/fisheries/mmm/

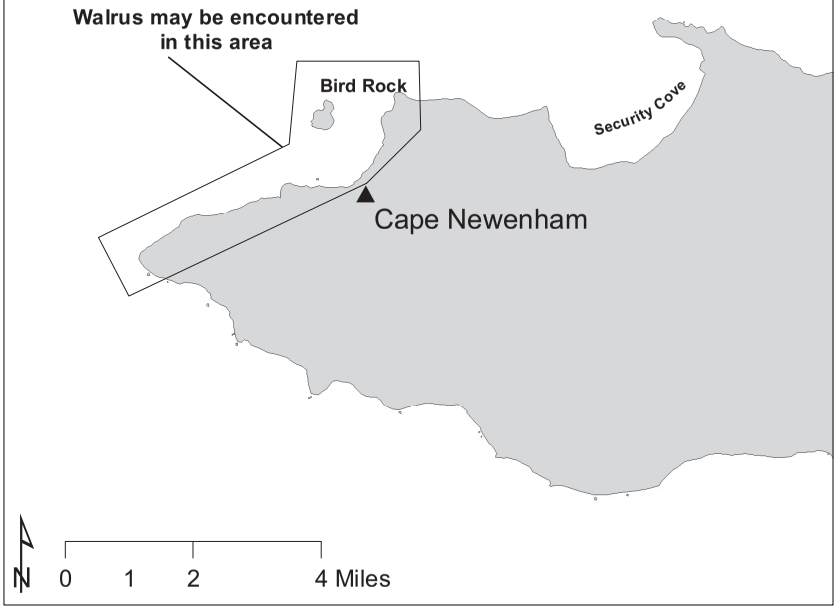

Wildlife Sensitive Area: Icy Cape Walrus Haulout
See Preceding Advisory for Details
Walrus may be encountered in this area from July to October
Icy Cape
Kasegaliik Lagoon
N
0 2.75 5.5 11 Miles
Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148
Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used for navigation purposes
Location Map
Icy Cape, Alaska
Barrow
Wainwright
Alaska


Wildlife Sensitive Area: Point Lay Walrus Haulout
See Preceding Flight Advisory for Details
Walrus may be encountered in this area
From July - October
Kasegaluk Lagoon
Point Lay
N
0 5 10 20 Miles
Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148
Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used
for navigation purposes
Location Map
Point Lay, Alaska
Barrow
Wainwright
Northwest Alaska


Wildlife Sensitive Area: Cape Lisburne Walrus Haulout
See Preceding Flight Advisory for Details
Walrus may be encountered in this area from July - October
Cape Lisburne
N
0
0.5
1
2 Miles
Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148
Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used for navigation purposes
Location Map
Cape Lisburne, Alaska
Pt Hope
Northwest Alaska
Kotzebue
Seward Peninsula

Wildlife Sensitive Area: Cape Newenham Walrus Haulout

See Preceding Flight Advisory for Details

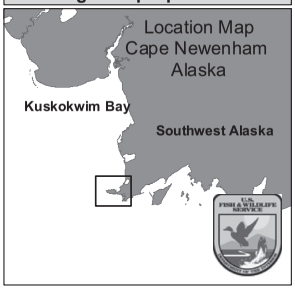


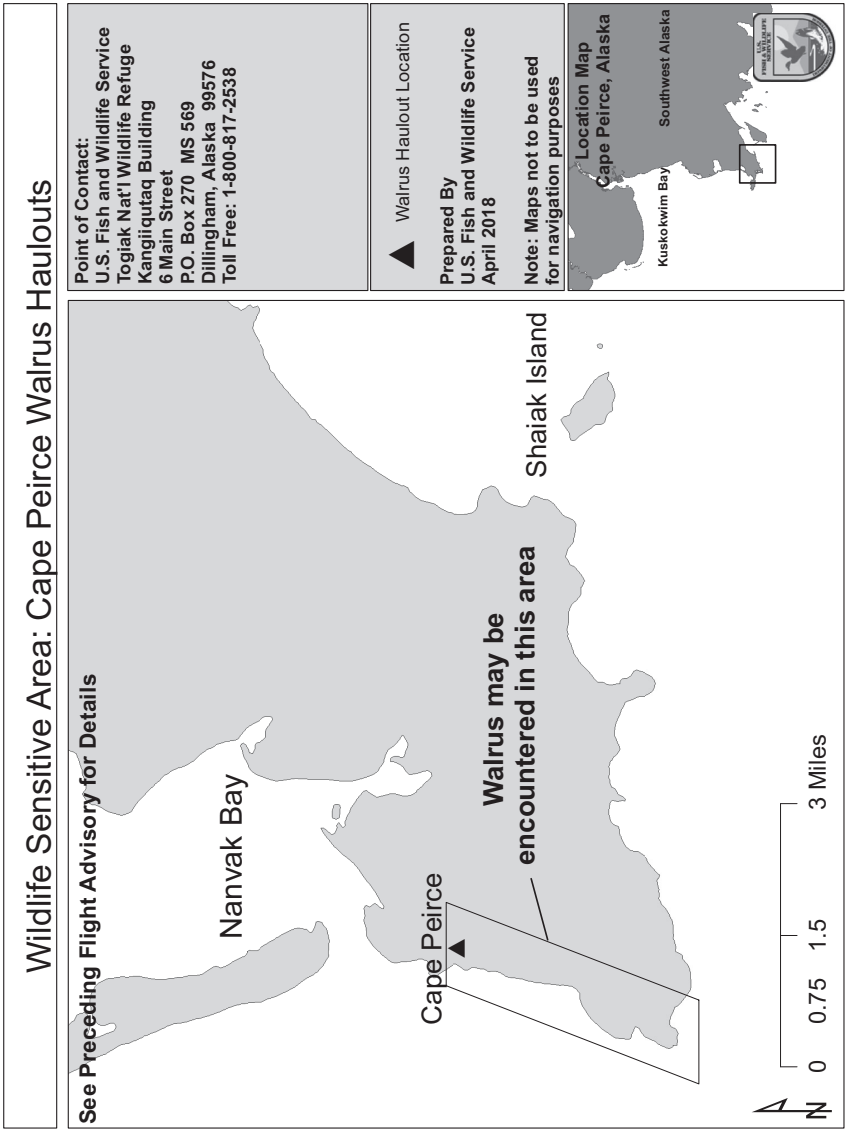
Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat'l Wildlife Refuge
6 Main Street
Kangiiqutaq Building
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538

▲ Walrus Haulout Location

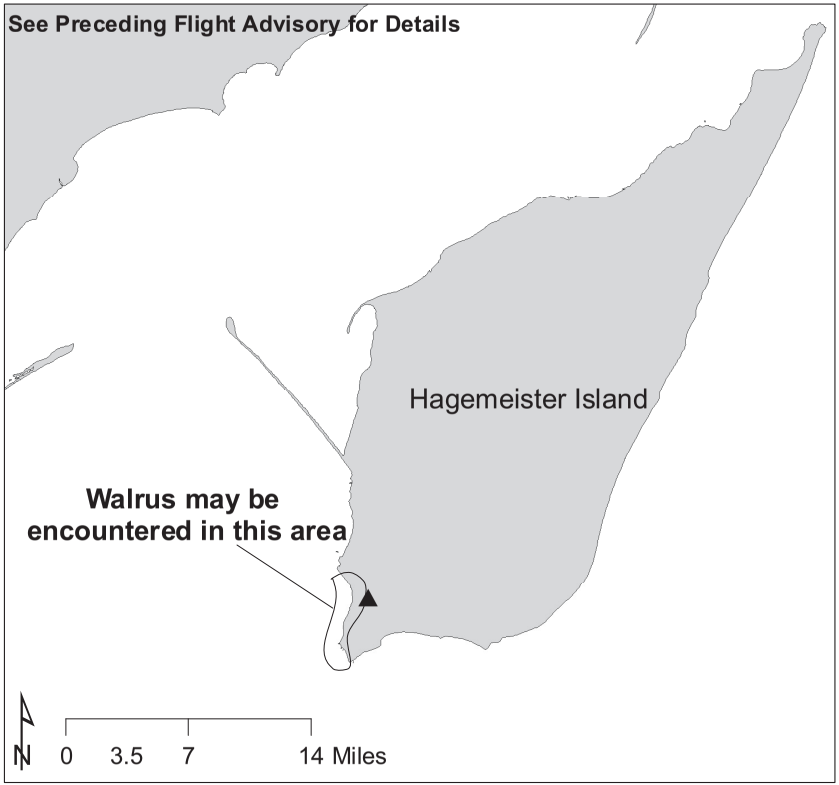
Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes




Wildlife Sensitive Area: Cape Peirce Walrus Haulouts
See Preceding Flight Advisory for Details
Nanvak Bay
Cape Peirce
Walrus may be encountered in this area
Shaiak Island
N
0 0.75 1.5 3 Miles
Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat'l Wildlife Refuge
Kangiqutaq Building
6 Main Street
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538
Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used for navigation purposes
Location Map
Cape Peirce, Alaska
Kuskokwim Bay
Southwest Alaska

Wildlife Sensitive Area: Hagemeister Island Walrus Haulout



Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat'll Wildlife Refuge
6 Main Street
Kangiiqutaq Building
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538

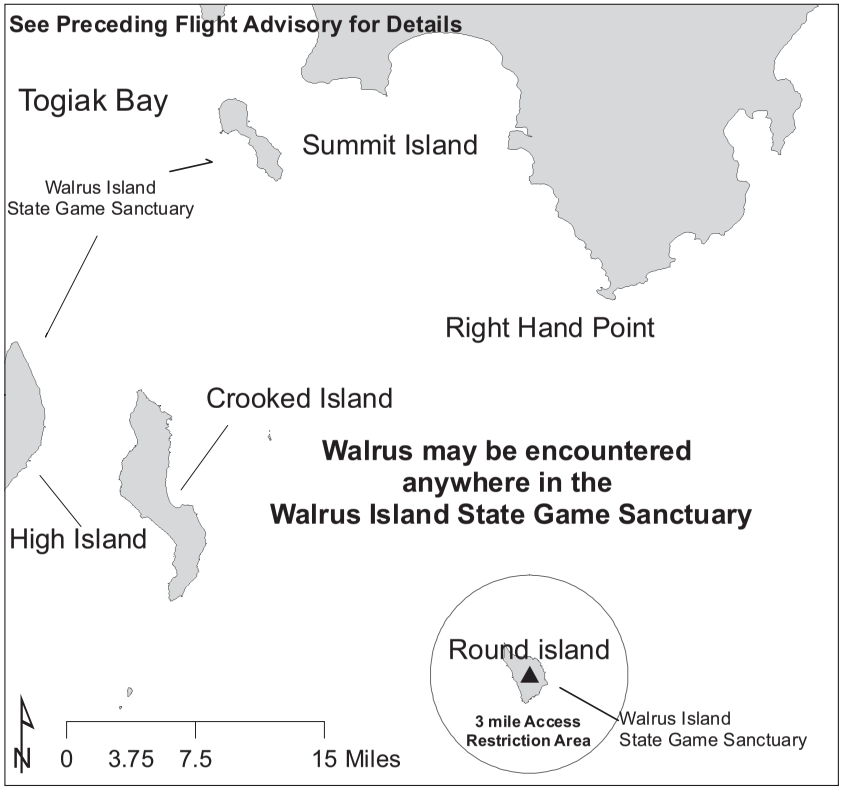
▲ Walrus Haulout Location

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes



Wildlife Sensitive Area: Round Island Walrus Haulout



For Walrus Islands State Game Sanctuary Questions contact:
AK Dept of Fish and Game
Div of Wildlife Conservation
333 Raspberry Road
Anchorage, AK 99518-1599
1-907-267-2257

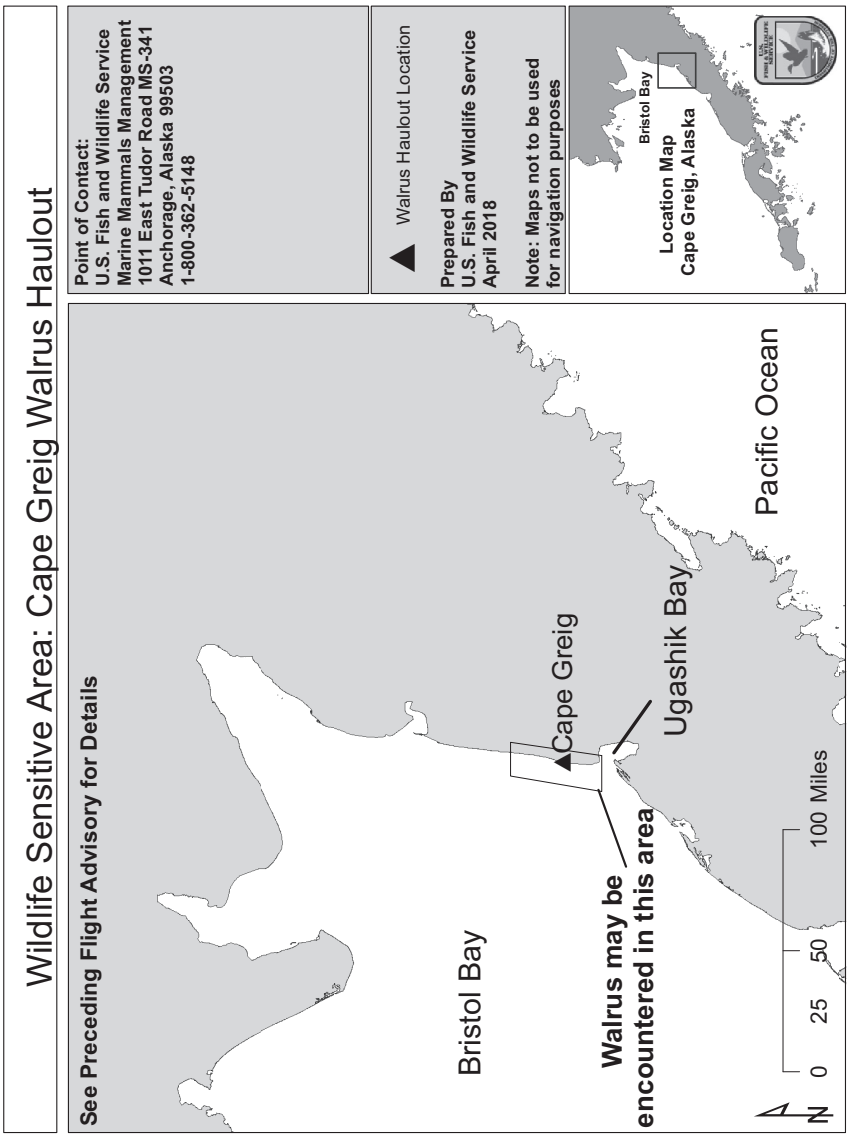
Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148

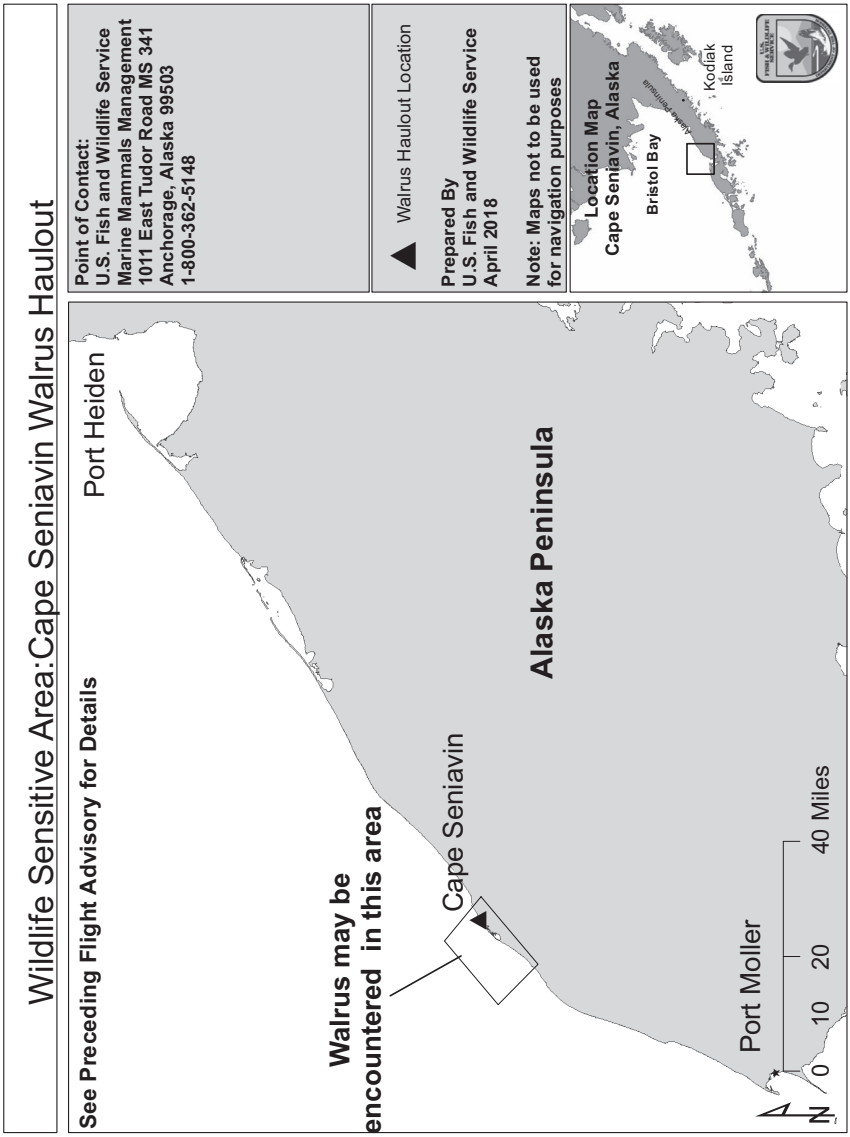
▲ Walrus Haulout Location

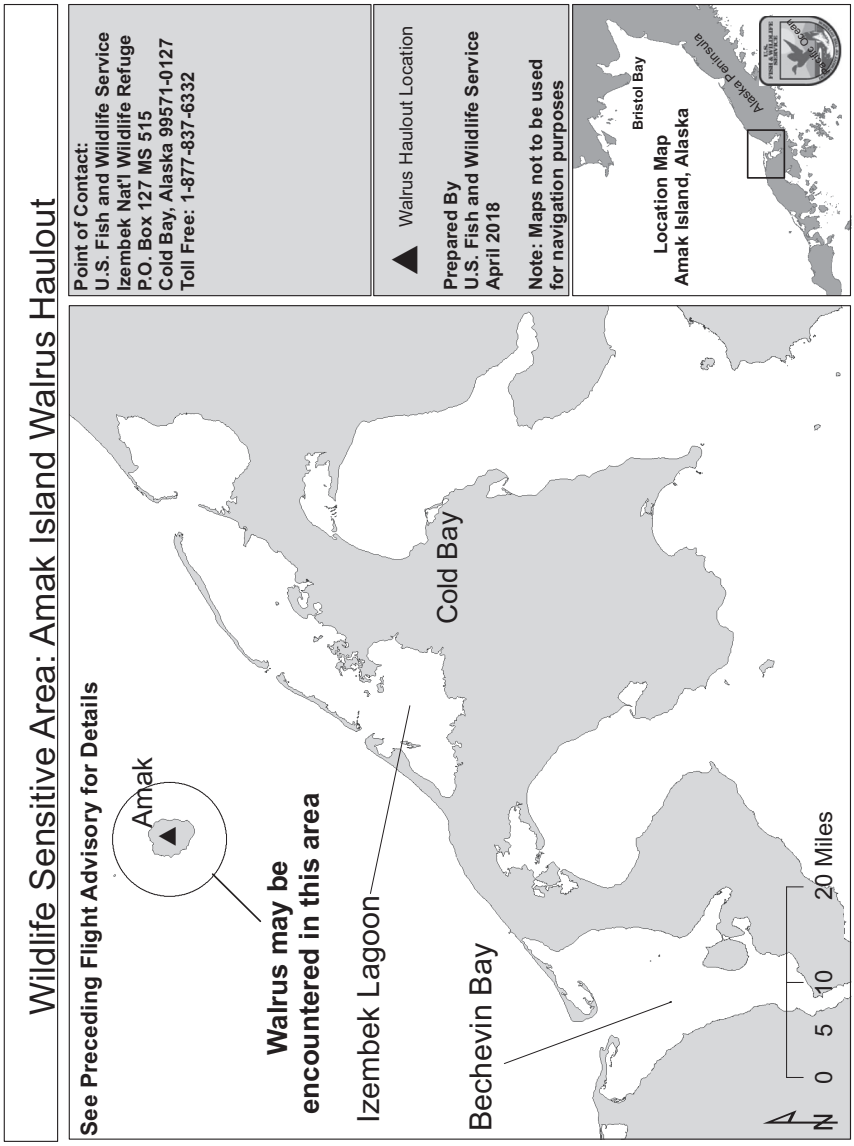
Prepared By
U.S. Fish and Wildlife Service
April 2018

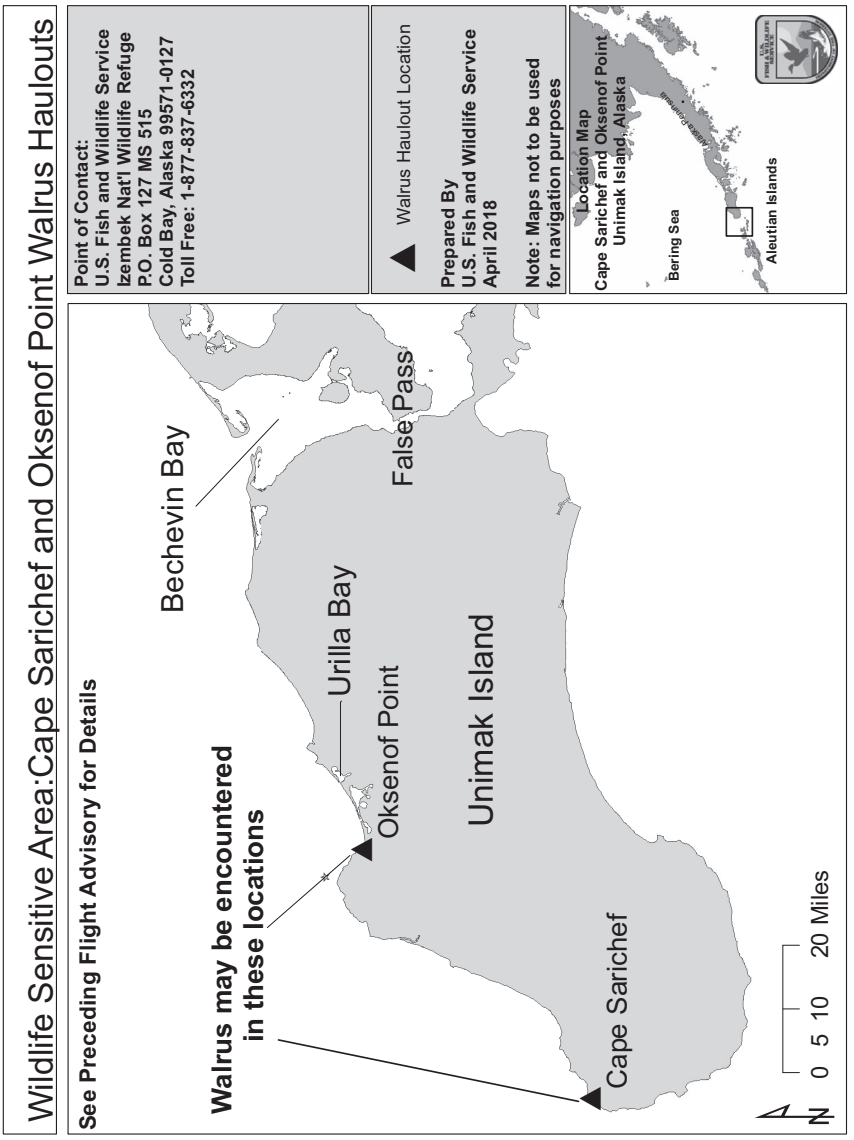
Note: Maps not to be used for navigation purposes



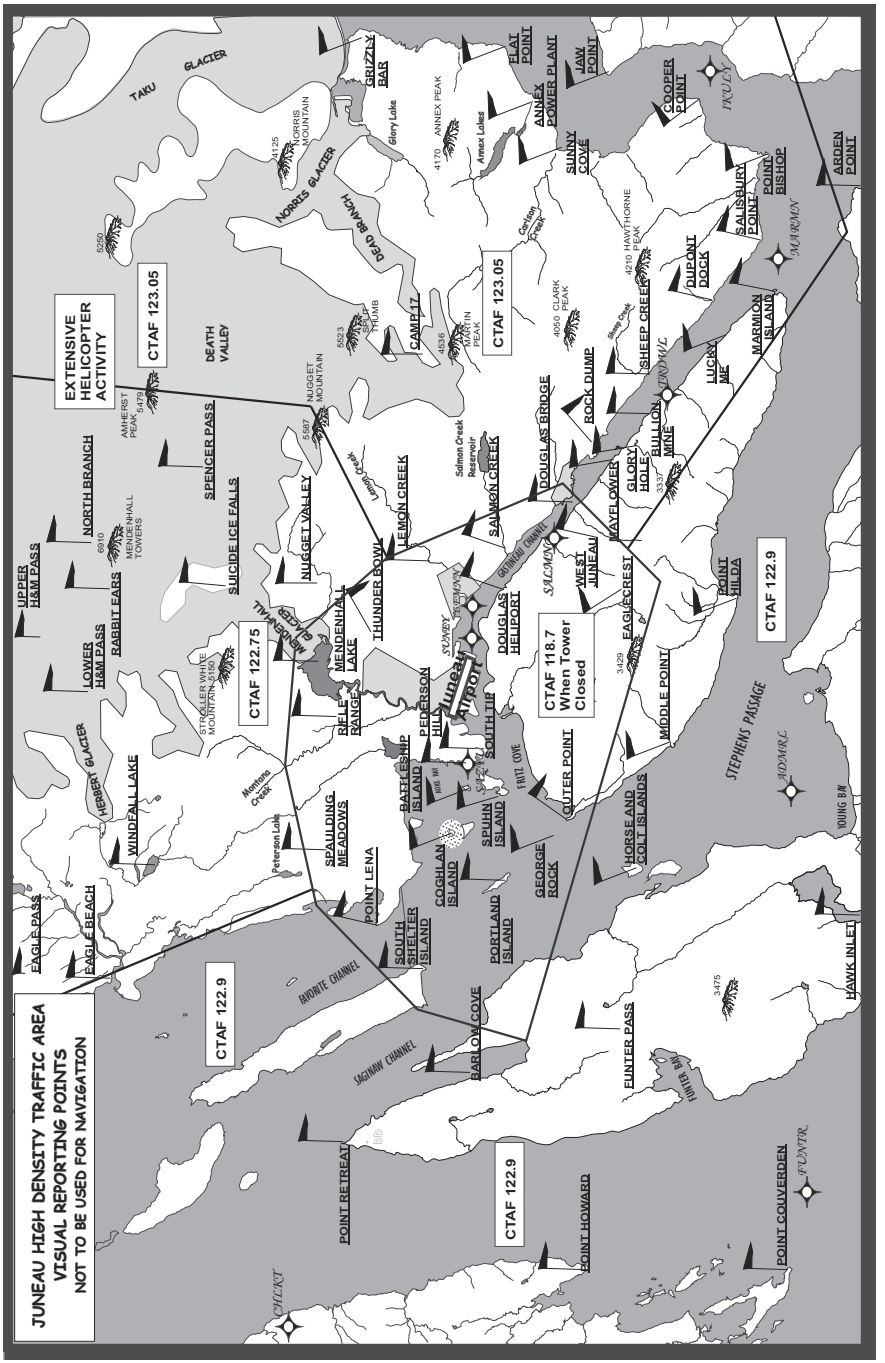

Wildlife Sensitive Area: Cape Greig Walrus Haulout
See Preceding Flight Advisory for Details
Bristol Bay
Cape Greig
Ugashik Bay
Pacific Ocean
Walrus may be encountered in this area
N
0 25 50 100 Miles
Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS-341
Anchorage, Alaska 99503
1-800-362-5148
Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used for navigation purposes
Bristol Bay
Location Map
Cape Greig, Alaska


Wildlife Sensitive Area:Cape Seniavin Walrus Haulout
See Preceding Flight Advisory for Details
Port Heiden
Walrus may be encountered in this area
Cape Seniavin
Alaska Peninsula
Port Moller
0 10 20 40 Miles
N
Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148
Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used for navigation purposes
Location Map
Cape Seniavin, Alaska
Bristol Bay
Kodiak Island


Wildlife Sensitive Area: Amak Island Walrus Haulout
See Preceding Flight Advisory for Details
Amak
Walrus may be encountered in this area
Izembek Lagoon
Cold Bay
Bechevin Bay
N
0 5 10 20 Miles
Point of Contact:
U.S. Fish and Wildlife Service
Izembek Nat'l Wildlife Refuge
P.O. Box 127 MS 515
Cold Bay, Alaska 99571-0127
Toll Free: 1-877-837-6332
Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used for navigation purposes
Location Map
Amak Island, Alaska
Bristol Bay
Alaska Peninsula
Pacific Ocean



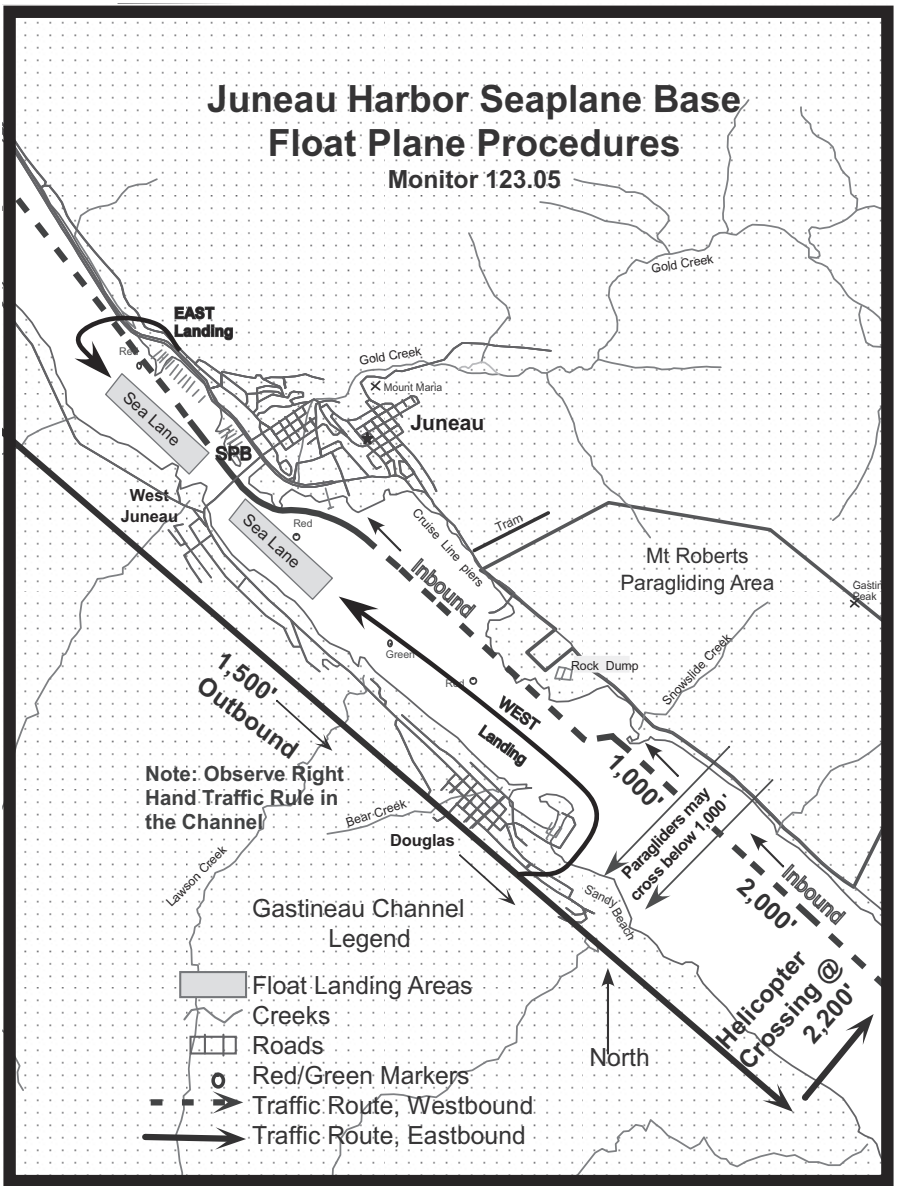
Office of Primary Responsibility (OPR): Marine Mammals Management, U.S. Fish & Wildlife Service
Contact Information:1-800-362-5148, or FW7_MMM@fws.gov
Amended: July 2023

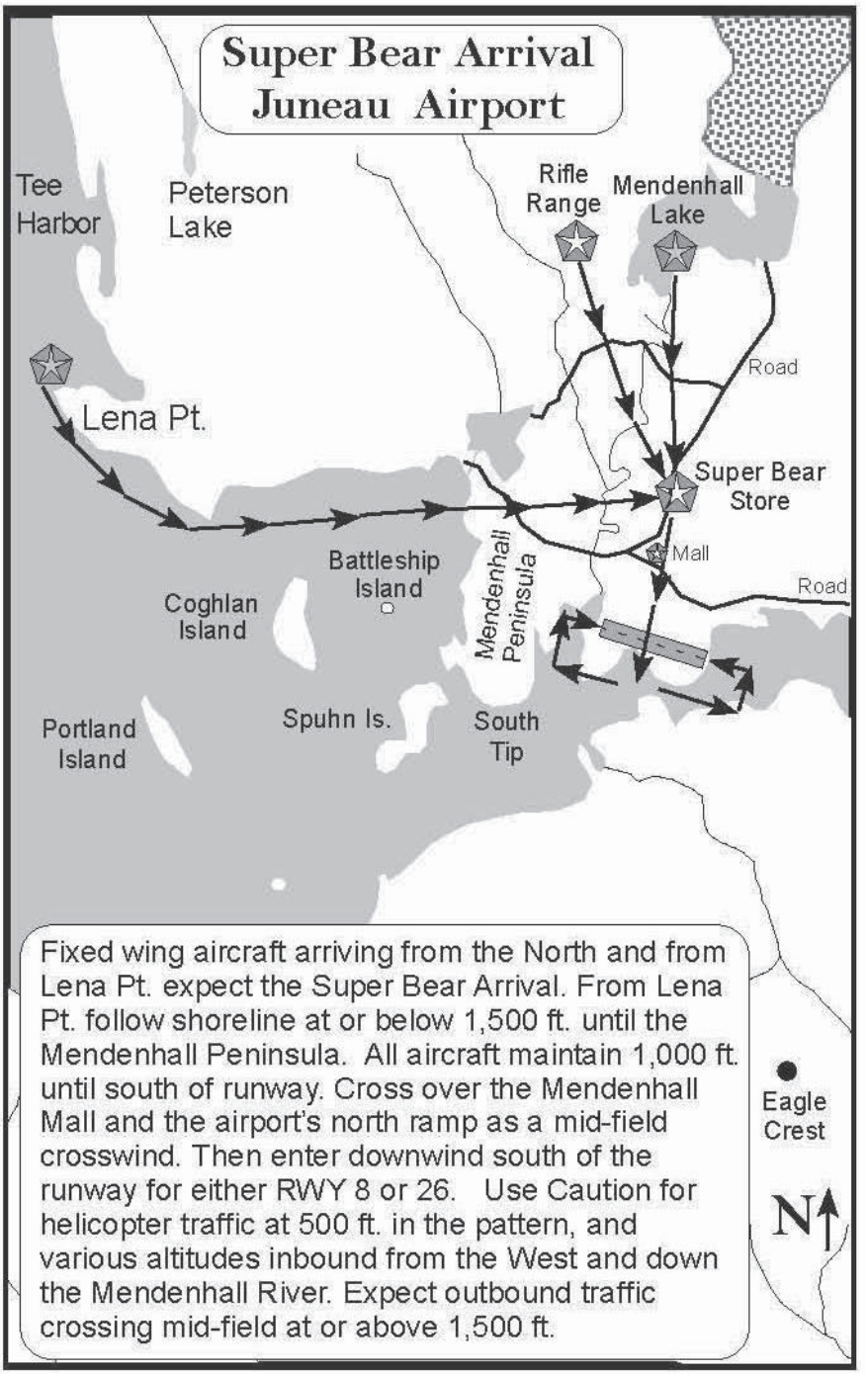

JUNEAU HIGH DENSITY TRAFFIC AREA
VISUAL REPORTING POINTS
NOT TO BE USED FOR NAVIGATION
CTAF 122.9
CTAF 122.75
CTAF 123.05
CTAF 118.7
When Tower
Closed
CTAF 122.9
CTAF 123.05
CTAF 122.9
EXTENSIVE
HELICOPTER
ACTIVITY
Juneau
Airport
TAKU GLACIER
NORRIS GLACIER
DEAD BRANCH
DEATH VALLEY
SPENCER PASS
SUICIDE ICE FALLS
NUGGET VALLEY
LEMON CREEK
THUNDER BOWL
MENDENHALL GLACIER
MENDENHALL LAKE
BELL ISLAND
BATTLESHIP ISLAND
PEDERSON HILL
DOUGLAS HELIPORT
SALMON CREEK
DOUGLAS BRIDGE
ROCK DUMP
GLORY HOLE
BULLION MINE
WEST JUNEAU
MAYFLOWER
EAGLECREST
OUTER POINT
MIDDLE POINT
POINT HILDA
STEPHENS PASSAGE
SHEEP CREEK
DUPONT DOCK
LUCKY ME
MARMION ISLAND
SALISBURY POINT
POINT BISHOP
ARDEN POINT
COOPER POINT
SUNNY COVE
ANNEX POWER PLANT
JAW POINT
FLAT POINT
GRIZZLY BAR
ANNEX PEAK
HAWTHORNE PEAK
CLARK PEAK
CAMP 17
THUMB
NUGGET MOUNTAIN
AMHERST PEAK
MENDENHALL TOWERS
STROLLER WHITE MOUNTAIN
UPPER H&M PASS
LOWER H&M PASS
NORTH BRANCH
RABBIT EARS
EAGLE PASS
EAGLE BEACH
HERBERT GLACIER
WINDFALL LAKE
SPAULDING MEADOWS
POINT LENA
SOUTH SHELTER ISLAND
COGHLAN ISLAND
SPUHN ISLAND
PORTLAND ISLAND
GEORGE ROCK
HORSE AND COLT ISLANDS
BARLOW COVE
FUNTER PASS
FUNTER BAY
HAWK INLET
POINT RETREAT
POINT HOWARD
POINT COUVERDEN
SAGINAW CHANNEL
BRIDGE CHANNEL
GASTINEAU CHANNEL
FRITZ COVE
SOUTH TIP
Peterson Lake
Montana Creek
Lemon Creek
Salmon Creek Reservoir
Glory Cole
Annex Lakes
Carlson Creek
Sheep Creek
5250
5479
6910
6190
5597
5523
4616
4170
4125
4050
4210
3337
3429
3475
5427
SKAGWAY
HAINES
JUNEAU
SITKA
WRANGELL
PETERSBURG
KETCHIKAN

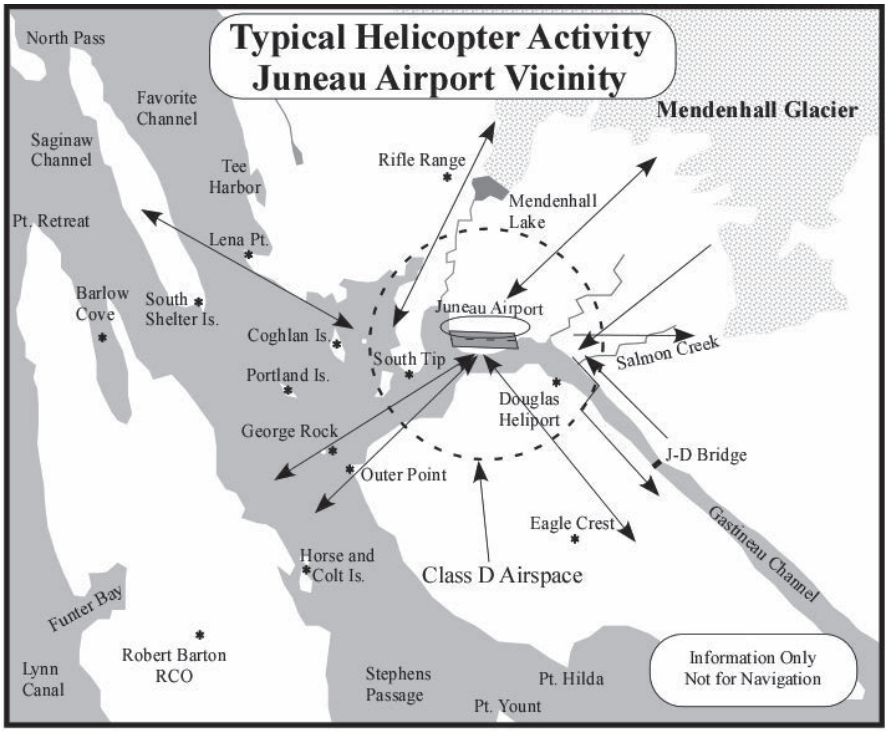
Juneau Visual Check Points	Latitude (NAD 83)	Longitude (NAD 83)
Annex Power	N 58° 19' 03"	W 134° 06' 01"
Arden Point	N 58° 09' 30"	W 134° 10' 37"
Barlow Cove	N 58° 21' 38"	W 134° 53' 26"
Battleship Island	N 58° 21' 34"	W 134° 39' 53"
Bullion Mine	N 58° 15' 08.05"	W 134° 21' 30.32"
Camp 17	N 58° 22' 03"	W 134° 21' 56"
Coghlan Island	N 58° 23' 13"	W 134° 42' 04"
Cooper Point	N 58° 14' 09"	W 134° 06' 12"
Douglas Heliport	N 58° 19' 56"	W 134° 29' 50"
Dupont Dock	N 58° 13' 40.67"	W 134° 15' 59.24"
Eagle Beach	N 38° 31' 40"	W 134° 49' 35"
Eaglecrest	N 58° 16' 27"	W 134° 30' 46"
Flat Point	N 58° 20' 10"	W 134° 03' 23"
Funter Pass	N 58° 16' 24.25"	W 134° 51' 34.85"
George Rock	N 58° 18' 54"	W 134° 42' 04"
Glory Hole	N 58° 16' 04.45"	W 134° 22' 54.81"
Grizzly Bar	N 58° 23' 28"	W 134° 03' 43"
Hawk Inlet	N 58° 09' 13"	W 134° 45' 59"
Horse and Colt Islands	N 58° 15' 45"	W 134° 43' 56"
Douglas Bridge	N 58° 17' 56"	W 134° 25' 46"
Jaw Point	N 58° 16' 48"	W 134° 04' 52"
Lemon Creek	N 58° 22' 17.35"	W 134° 28' 05.90"
Lower H&M Pass	N 58° 32' 21.55"	W 134° 34' 34.49"
Lucky Me	N 58° 13' 28.05"	W 134° 17' 40.07"
Marmion Island	N 58° 11' 55"	W 134° 15' 25"
Mayflower	N 58° 16' 35.00"	W 134° 23' 04.24"
Mendenhall Lake	N 58° 25' 22"	W 134° 33' 57"
Middle Point	N 58° 14' 54.13"	W 134° 37' 43.35"
North Branch	N 58° 32' 45.76"	W 134° 28' 07.40"
Nugget Valley	N 58° 25' 28.81"	W 134° 29' 56.39"
Outer Point	N 58° 18' 07"	W 134° 41' 18"
Pederson Hill	N 58° 22' 25"	W 134° 38' 00"
Point Bishop	N 58° 12' 03"	W 134° 09' 00"
Point Couverden	N 58° 11' 26"	W 135° 03' 20"
Point Hilda	N 58° 13' 02.34"	W 134° 30' 04.93"
Point Howard	N 58° 17' 22"	W 135° 03' 20"
Point Lena	N 58° 23' 45"	W 134° 46' 39"
Point Retreat	N 58° 24' 41"	W 134° 57' 18"
Portland Island	N 58° 21' 07"	W 134° 45' 31"
Rabbit Ears	N 58° 32' 21.45"	W 134° 30' 13.21"
Rifle Range	N 58° 24' 54"	W 134° 36' 23"
Rock Dump	N 58° 17' 14.05"	W 134° 23' 32.71"
Salisbury Point	N 58° 12' 18.28"	W 134° 13' 06.43"
Salmon Creek	N 58° 19' 49"	W 134° 28' 28"
Sharks Fin	N 58° 28' 41.49"	W 134° 29' 31.17"
Sheep Creek	N 58° 15' 36.77"	W 134° 19' 49.44"
South Shelter Island	N 58° 22' 30"	W 134° 48' 31"
South Tip	N 58° 20' 30"	W 134° 37' 51"
Spaulding Meadows	N 58° 25' 13.67"	W 134° 42' 30.71"
Spencer Pass	N 58° 29' 05.27"	W 134° 26' 01.64"
Spuhn Island	N 58° 20' 05"	W 134° 39' 37"
Suicide Ice Falls	N 58° 27' 51"	W 134° 29' 02"
Sunny Cove	N 58° 18' 12"	W 134° 08' 25"
Thunder Bowl	N 58° 23' 40.25"	W 134° 31' 05.90"
Upper H&M Pass	N 58° 34' 22"	W 134° 32' 02"
West Juneau	N 58° 17' 27.73"	W 134° 26' 56.09"
Windfall Lake	N 58° 30' 22.25"	W 134° 43' 32.00"

Frequencies

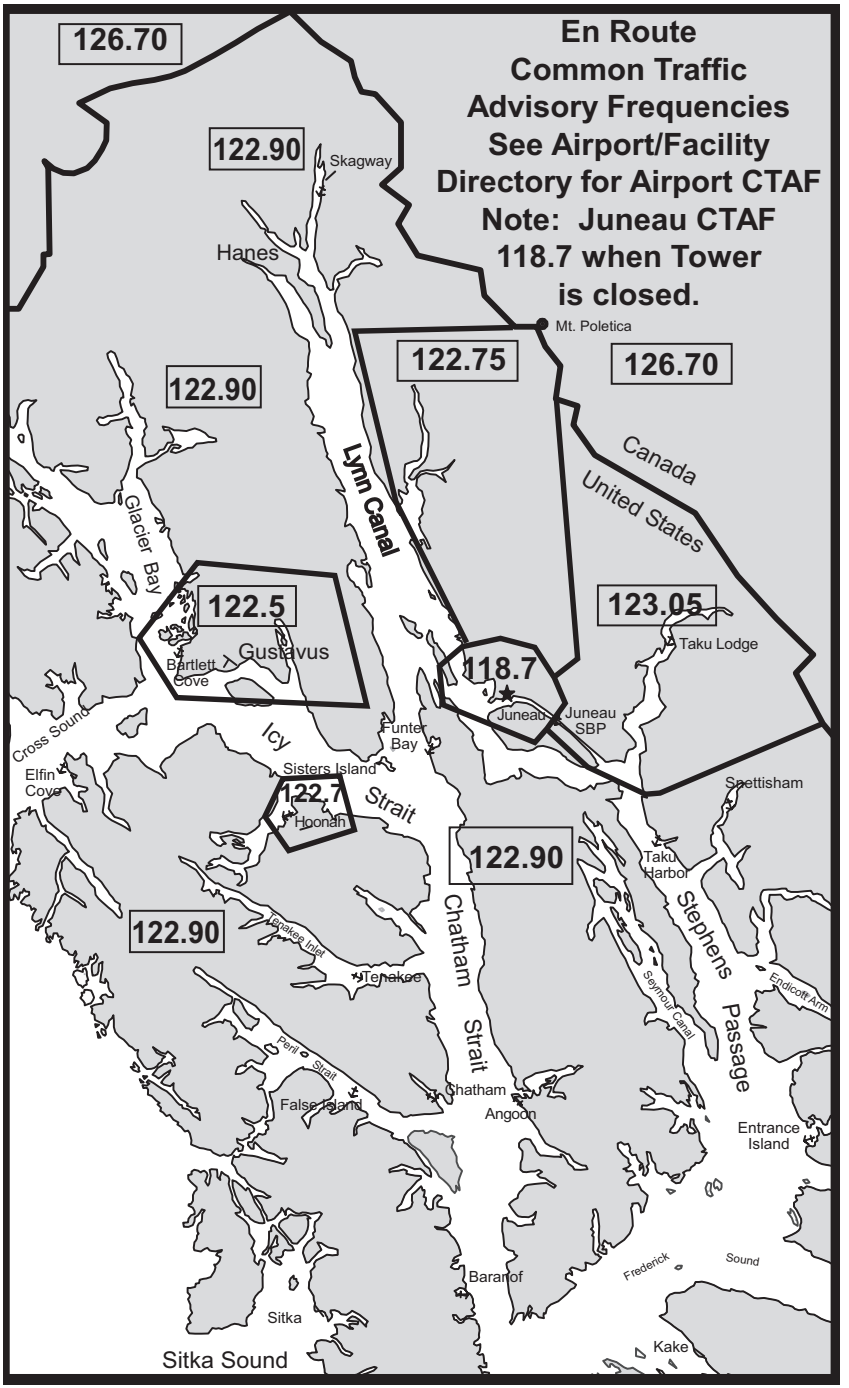
Juneau RCO	118.7		
Robert Barron RCO	121.1		
Juneau Downtown RCO	122.15		
Juneau FSS	122.2	118.7	
Juneau CTAF	118.7		
Juneau ASOS/ATIS	135.2		
Juneau Tower	278.3	118.7	120.7
Juneau Ground Control	121.9		
National Guard Operations	124.65		
Anchorage Center	133.9		


Juneau Harbor Seaplane Base
Float Plane Procedures
Monitor 123.05
EAST Landing
Red
Sea Lane
SPB
Gold Creek
Mount Maria
Juneau
West Juneau
Red
Sea Lane
Cruise Line piers
Tram
Inbound
Mt Roberts Paragliding Area
Gastin Peak
Green
Rock Dump
Stripslide Creek
WEST Landing
1,500' Outbound
1,000'
Note: Observe Right Hand Traffic Rule in the Channel
Bear Creek
Douglas
Lawson Creek
Paragliders may cross below 1,000'
Inbound 2,000'
Sandy Beach
Helicopter Crossing @ 2,200'
Gastineau Channel
Legend
Float Landing Areas
Creeks
Roads
Red/Green Markers
Traffic Route, Westbound
Traffic Route, Eastbound
North

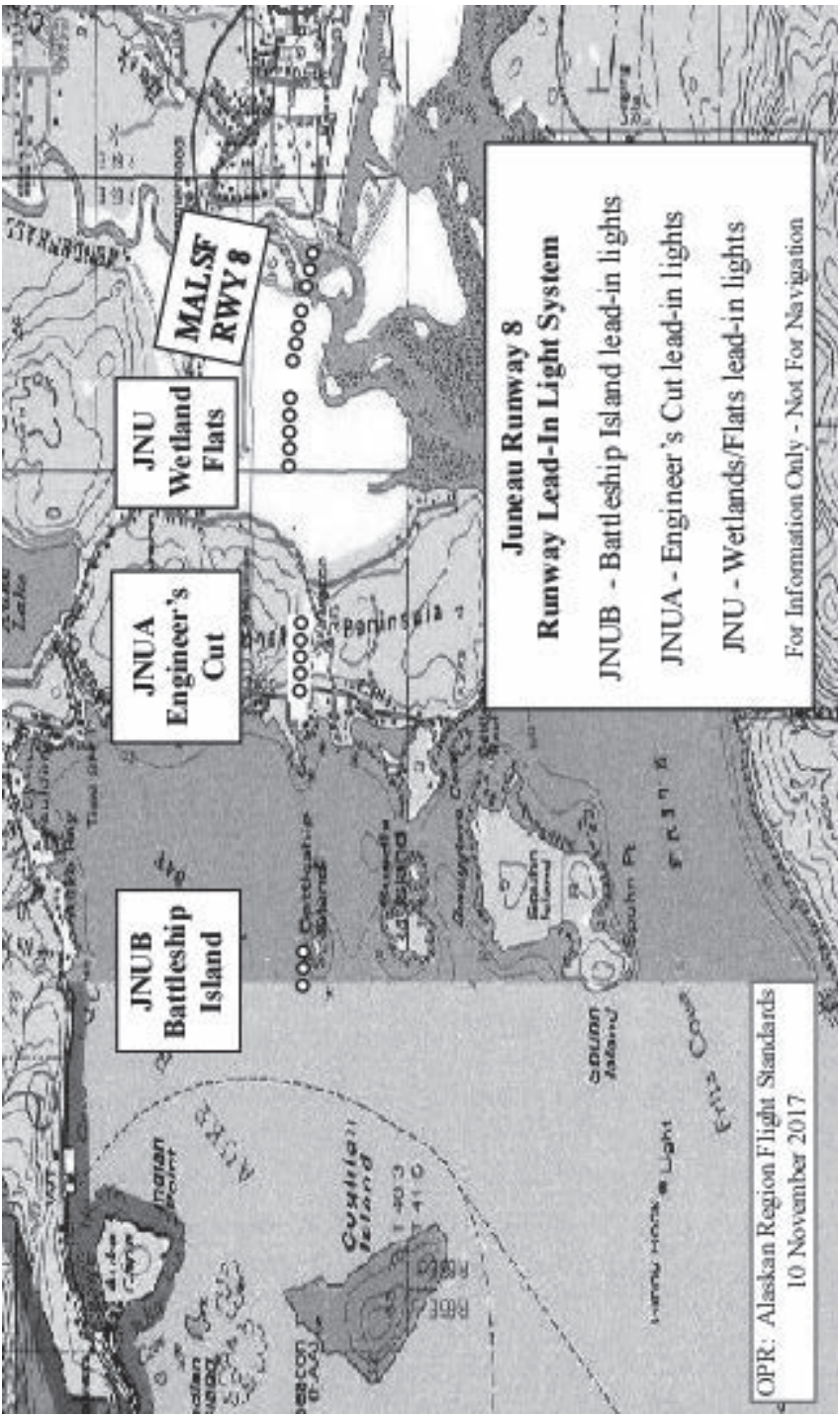

Super Bear Arrival
Juneau Airport
Tee Harbor
Peterson Lake
Rifle Range
Mendenhall Lake
Road
Lena Pt.
Super Bear Store
Mall
Road
Battleship Island
Coghlan Island
Mendenhall Peninsula
Portland Island
Spuhn Is.
South Tip
Eagle Crest
N
Fixed wing aircraft arriving from the North and from Lena Pt. expect the Super Bear Arrival. From Lena Pt. follow shoreline at or below 1,500 ft. until the Mendenhall Peninsula. All aircraft maintain 1,000 ft. until south of runway. Cross over the Mendenhall Mall and the airport's north ramp as a mid-field crosswind. Then enter downwind south of the runway for either RWY 8 or 26. Use Caution for helicopter traffic at 500 ft. in the pattern, and various altitudes inbound from the West and down the Mendenhall River. Expect outbound traffic crossing mid-field at or above 1,500 ft.



This graphic depicts typical VFR helicopter routing in the Juneau area. Helicopters use a traffic pattern just north of the runway. Use caution, high intensity flight activity occurs during the summer months. Flights of multiple helicopters in trail are common. See other pages in this section for additional Juneau information.



En Route
Common Traffic
Advisory Frequencies
See Airport/Facility
Directory for Airport CTAF
Note: Juneau CTAF
118.7 when Tower
is closed.


JNUB
Battleship
Island
JNUA
Engineer's
Cut
JNU
Wetland
Flats
MALSF
RWY 8
Juneau Runway 8
Runway Lead-In Light System
JNUB - Battleship Island lead-in lights
JNUA - Engineer's Cut lead-in lights
JNU - Wetlands/Flats lead-in lights
For Information Only - Not For Navigation
OPR: Alaskan Region Flight Standards
10 November 2017

Ralph Wien Memorial Airport
Kotzebue, Alaska
Vehicle Control
Procedures for
Aircraft landing on Runway 9
Effective
November 24, 2009

******CAUTION****** A road with frequent commercial vehicle traffic crosses the extended centerline of Runway 9 just west of the approach end. The State of Alaska has installed crossing control gates that are pilot activated to block vehicle access while aircraft are on final approach to Runway 9.

GATE OPERATING PROCEDURES:

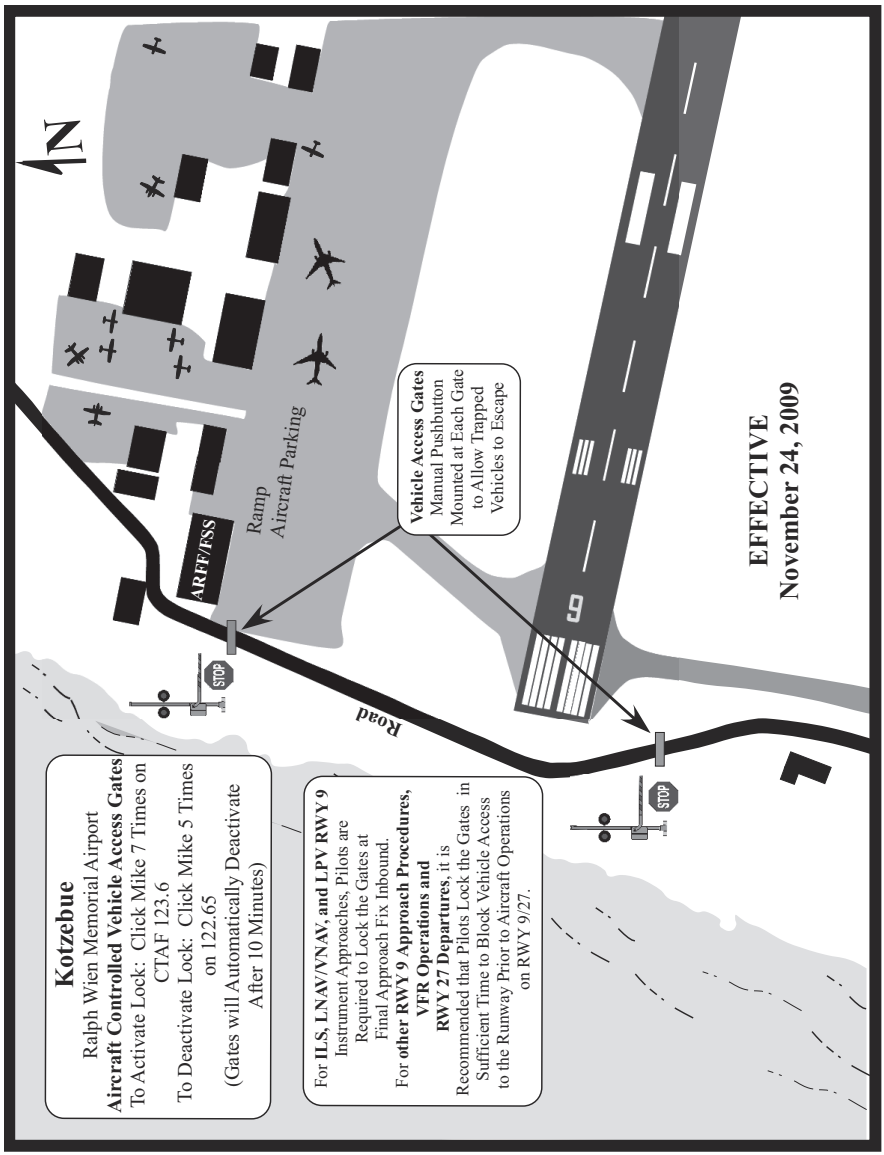
Drivers of vehicles activate gate opening by driving through a sensor that opens 2 gates on either side of the approach end of Runway 9 for 15 seconds. After 15 seconds, gates close again.

Pilots are able to lock gates for 10 minutes by 7 mike clicks on CTAF 123.6 Mhz. Pilots may unlock gates prior to 10 minutes with 5 mike clicks on CTAF 122.65 Mhz.

PILOT REQUIREMENTS:

For ILS, LNAV/VNAV, and LPV RWY 9 Standard Instrument Approach Procedure (SIAP): Pilots are required to lock the vehicle access gates not later than the final approach fix (FAF) inbound.

For other SIAPs to Rwy 9, all VFR operations and Rwy 27 departures: It is recommended that pilots lock the vehicle access gates in sufficient time to block vehicle access to the runway prior to aircraft operations on Rwy 09-27.


Kotzebue
Ralph Wien Memorial Airport
Aircraft Controlled Vehicle Access Gates
To Activate Lock: Click Mike 7 Times on CTAF 123.6
To Deactivate Lock: Click Mike 5 Times on 122.65
(Gates will Automatically Deactivate After 10 Minutes)
For ILS, LNAV/VNAV, and LPV RWY 9 Instrument Approaches, Pilots are Required to Lock the Gates at Final Approach Fix Inbound.
For other RWY 9 Approach Procedures, VFR Operations and RWY 27 Departures, it is Recommended that Pilots Lock the Gates in Sufficient Time to Block Vehicle Access to the Runway Prior to Aircraft Operations on RWY 9/27.
STOP
STOP
Road
ARFF/FSS
Ramp
Aircraft Parking
Vehicle Access Gates
Manual Pushbutton
Mounted at Each Gate
to Allow Trapped
Vehicles to Escape
9
N
EFFECTIVE
November 24, 2009

Procedures for Operations at Unalaska Airport

****DANGER**** There is a road crossing the approach of RWY 30. Warning System and Gates must be activated. The gates are controlled by Pilot Controlled Lighting (PCL) on frequency 122.6 (CTAF). This frequency controls the REILS, MIRLS, and the gates.

TWO WAY RADIO COMMUNICATIONS ARE STRONGLY RECOMMENDED FOR ALL AIRCRAFT OPERATING AT UNALASKA AIRPORT.

For all departures and arrivals the pilot can turn on the runway lighting with 7 'clicks' on the microphone on frequency 122.6. This action will 1) Turn on the flashing red stop lights on either side of the runway 30 approach, 2) Turn on the MIRLS at high level, 3) Activate the REILS, and 4) Lower the three gates depicted on the adjoining graphic. **Warning:** Once the system is on, 3 'clicks' on the microphone will deactivate it. So, do not lower the intensity of the runway lights, unless safety of flight dictates.

****If the REILS are not flashing, the gates and warning system are not active.****

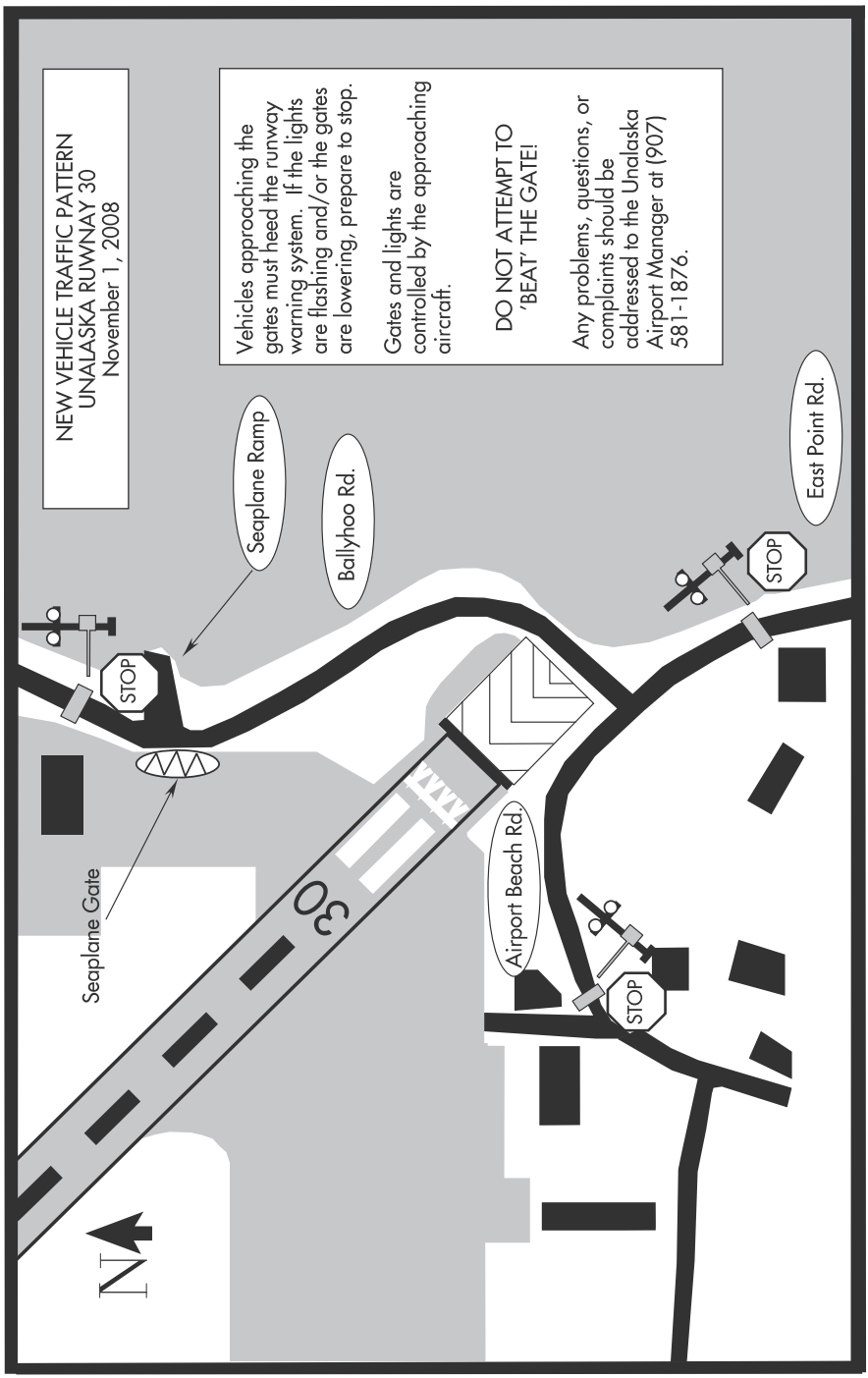
Prior to arrival, pilots are recommended to contact a company that performs ground handling operations at the airport. When the service is available, these companies will have a 'Mobile One' operator designated to physically place a vehicle and driver with an aircraft radio close to the approach end of RWY 30. 'Mobile One' will monitor CTAF and advise the aircraft that the gates have lowered, that there are no vehicles on the road inside the gates, and that it is safe to land.

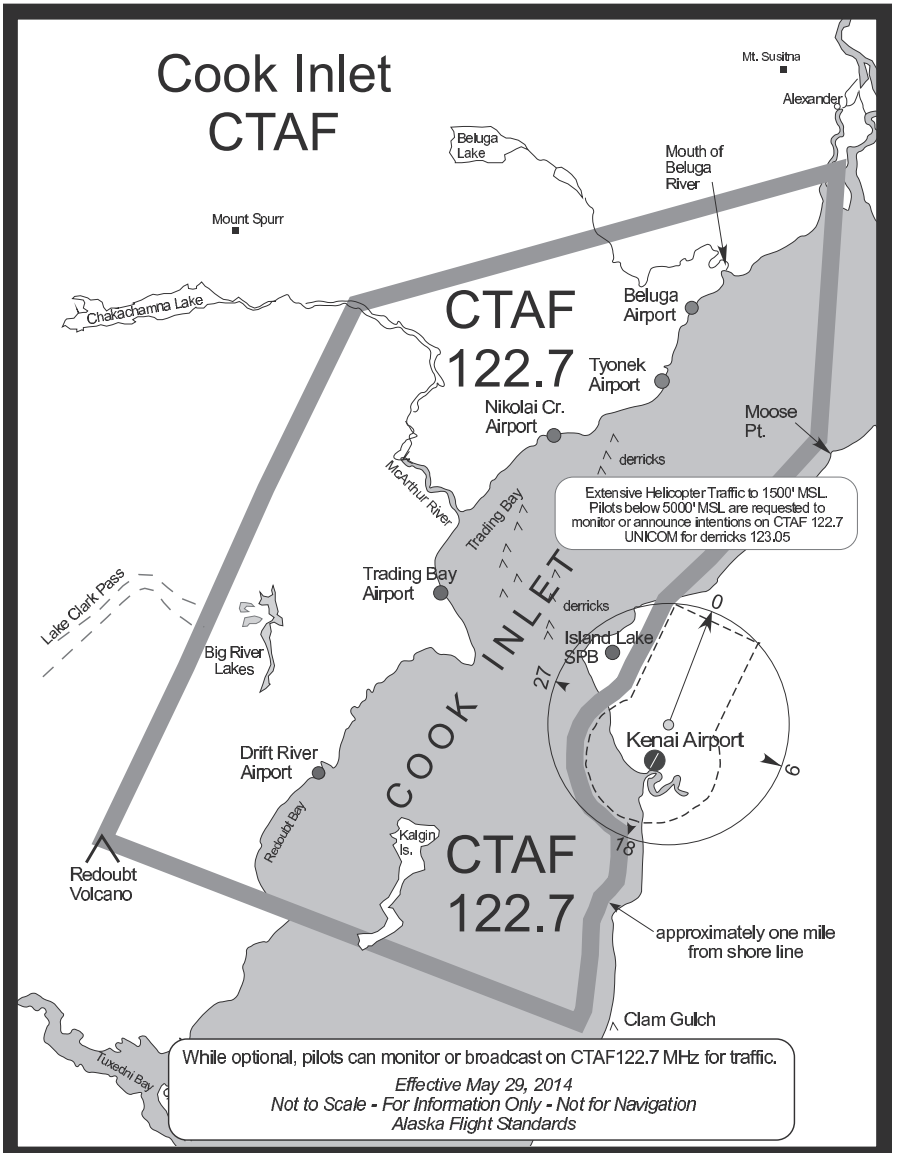
Once you land or depart, please turn off the REILS and open the gates by 3 'clicks' of the mic on 122.6. Using 3 'clicks' on the microphone will deactivate the warning system.

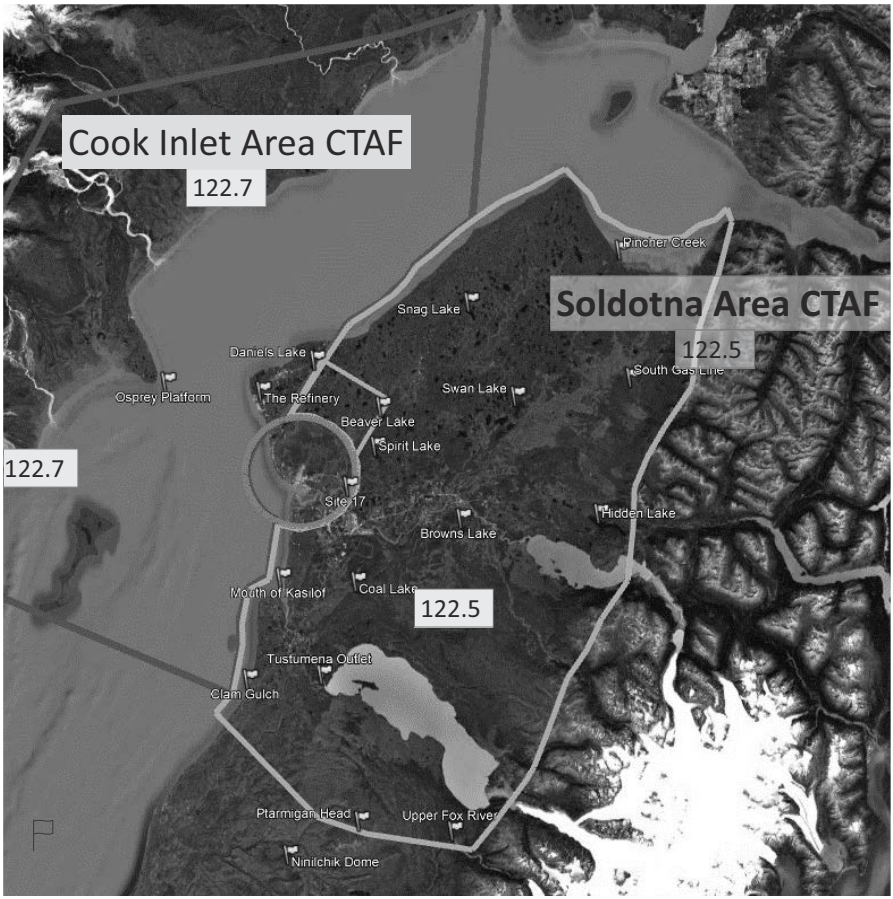
WARNING: If vehicular traffic is on the road at the approach end of RWY 30, flying the VASI does NOT ensure vehicle clearance as you pass over the road.

Comments about these operations may be directed to:

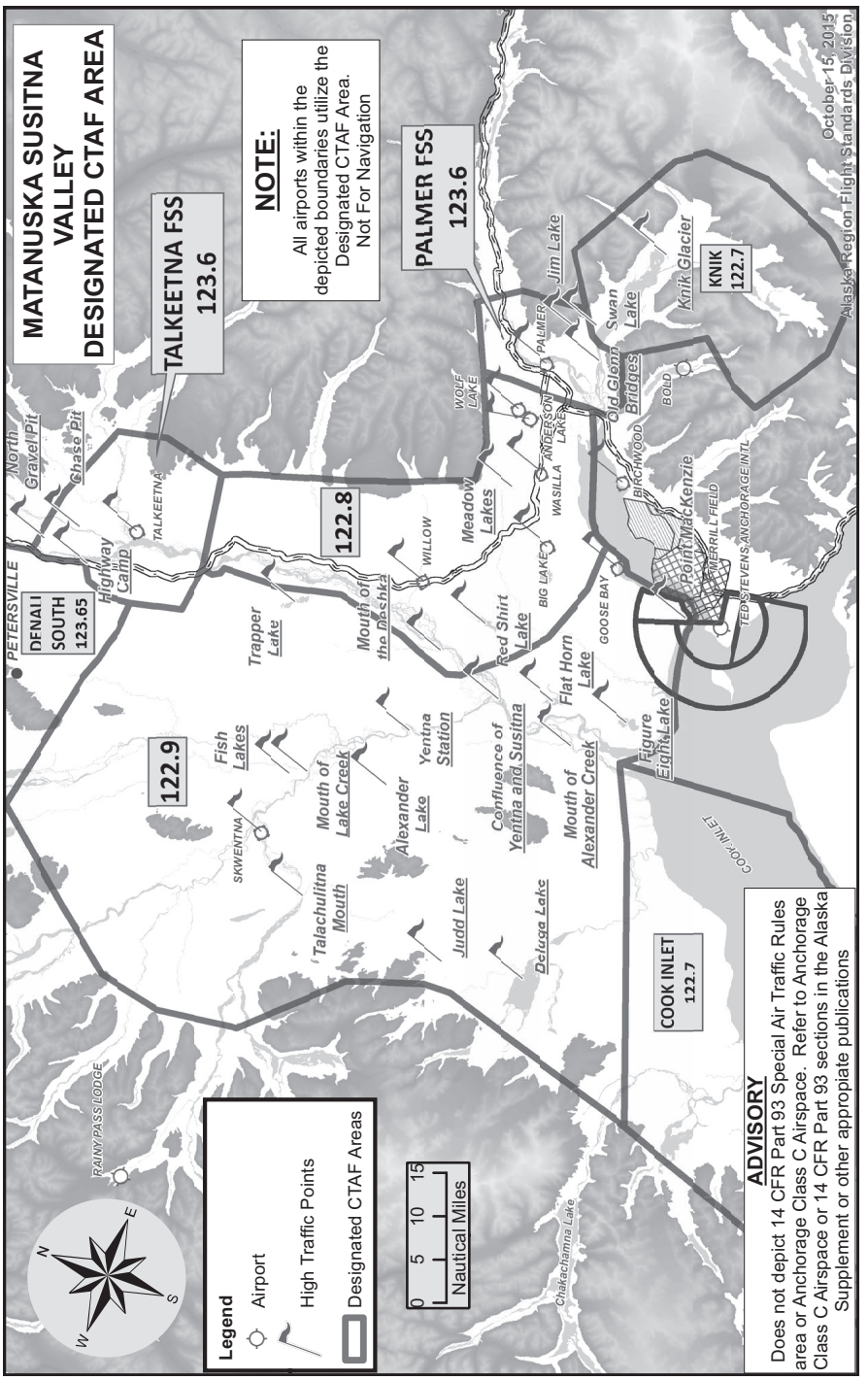
Unalaska Airport Manager
P.O. Box 920565
Dutch Harbor, AK 99692
(907) 581-1786


NEW VEHICLE TRAFFIC PATTERN
UNALASKA RUWNAY 30
November 1, 2008
Vehicles approaching the gates must heed the runway warning system. If the lights are flashing and/or the gates are lowering, prepare to stop.
Gates and lights are controlled by the approaching aircraft.
DO NOT ATTEMPT TO 'BEAT' THE GATE!
Any problems, questions, or complaints should be addressed to the Unalaska Airport Manager at (907) 581-1876.
Seaplane Ramp
Ballyhoo Rd.
East Point Rd.
Airport Beach Rd.
Seaplane Gate
STOP
STOP
STOP
30
N


Cook Inlet
CTAF
Mt. Susitna
Alexander
Beluga Lake
Mouth of Beluga River
Mount Spurr
Chakachamna Lake
CTAF
122.7
Beluga Airport
Tyonek Airport
Nikolai Cr. Airport
Moose Pt.
derricks
McArthur River
Trading Bay
Extensive Helicopter Traffic to 1500' MSL. Pilots below 5000' MSL are requested to monitor or announce intentions on CTAF 122.7 UNICOM for derricks 123.05
Trading Bay Airport
COOK INLET
derricks
Lake Clark Pass
Big River Lakes
Island Lake SPB
27
0
Kenai Airport
6
Drift River Airport
Redoubt Bay
Kalgin Is.
78
Redoubt Volcano
CTAF
122.7
approximately one mile from shore line
Clam Gulch
Tuxedni Bay
While optional, pilots can monitor or broadcast on CTAF122.7 MHz for traffic.
Effective May 29, 2014
Not to Scale - For Information Only - Not for Navigation
Alaska Flight Standards



Office of Primary Responsibility (OPR): AJR - Balaena
Contact Information: (907) 283-1222
Original: January 2024


MATANUSKA SUSITNA VALLEY DESIGNATED CTAF AREA
NOTE:
All airports within the depicted boundaries utilize the Designated CTAF Area. Not For Navigation
TALKEETNA FSS 123.6
PALMER FSS 123.6
122.8
122.9
COOK INLET 122.7
KNIK 122.7
DENALI SOUTH 123.65
PETERSVILLE
TALKEETNA
North Gravel Pit
Chase Pit
Highway Camp
Trapper Lake
Mouth of the Deshka
WILLOW
Meadow Lakes
WOLF LAKE
ANDERSON LAKE
WASILLA
PALMER
Jim Lake
Swan Lake
Old Glenn Bridges
BIRCHWOOD
BOLD
Knik Glacier
Red Shirt Lake
BIG LAKE
Flat Horn Lake
GOOSE BAY
Point MacKenzie
MERRILL FIELD
TED STEVENS ANCHORAGE INTL
COOK INLET
Figure Eight Lake
Mouth of Alexander Creek
Confluence of Yentna and Susitna
Deluge Lake
Judd Lake
Alexander Lake
Yentna Station
Mouth of Lake Creek
Talachulitna Mouth
SKWENTNA
Fish Lakes
RAINY PASS LODGE
Chakachamna Lake
Legend
Airport
High Traffic Points
Designated CTAF Areas
0 5 10 15
Nautical Miles
ADVISORY
Does not depict 14 CFR Part 93 Special Air Traffic Rules area or Anchorage Class C Airspace. Refer to Anchorage Class C Airspace or 14 CFR Part 93 sections in the Alaska Supplement or other appropiate publications
October 15, 2015
Alaska Region Flight Standards Division

Standard North Slope Oilfield Aviation Operations

1. Monitor the appropriate Common Traffic Advisory Frequency at or below 2,000 feet for receiving and transmitting concise traffic advisories. Operational messages should be kept to a bare minimum or else transmitted on another frequency. CTAF for Kuparuk-Alpine- Nuiqsut is 122.8; 122.85 for Prudhoe-West Dock-North Star Corridor; 122.9 for Badami and Kavik.

2. Make position reports within five (5) miles of Kuparuk, Alpine, North Star, and West Dock Helipad.

3. Position reports should include azimuth, distance from an identified location, altitude, and direction of flight.

4. All aircraft, including helicopters, will operate with landing lights on, when at or below 2,000 feet.

5. Helicopters arriving and departing Kuparuk and Alpine will avoid the approach ends of runways by transiting the airport area via an arrival or departure fix as depicted on the North Slope graphics.

6. Fixed-wing aircraft flying the Kuparuk -Alpine corridor will fly offset one and a half (1½) miles to the right of center line until five (5) miles from destination then enter the pattern.

7. Helicopters flying the Kuparuk-Alpine corridor will fly one half mile (1½) offset right of center line until five miles from destination then proceed to helicopter arrival gate and then to the pad so as to avoid the final approach extended centerline of the runway.

8. On departure from Kuparuk or Alpine, announce route and altitude.

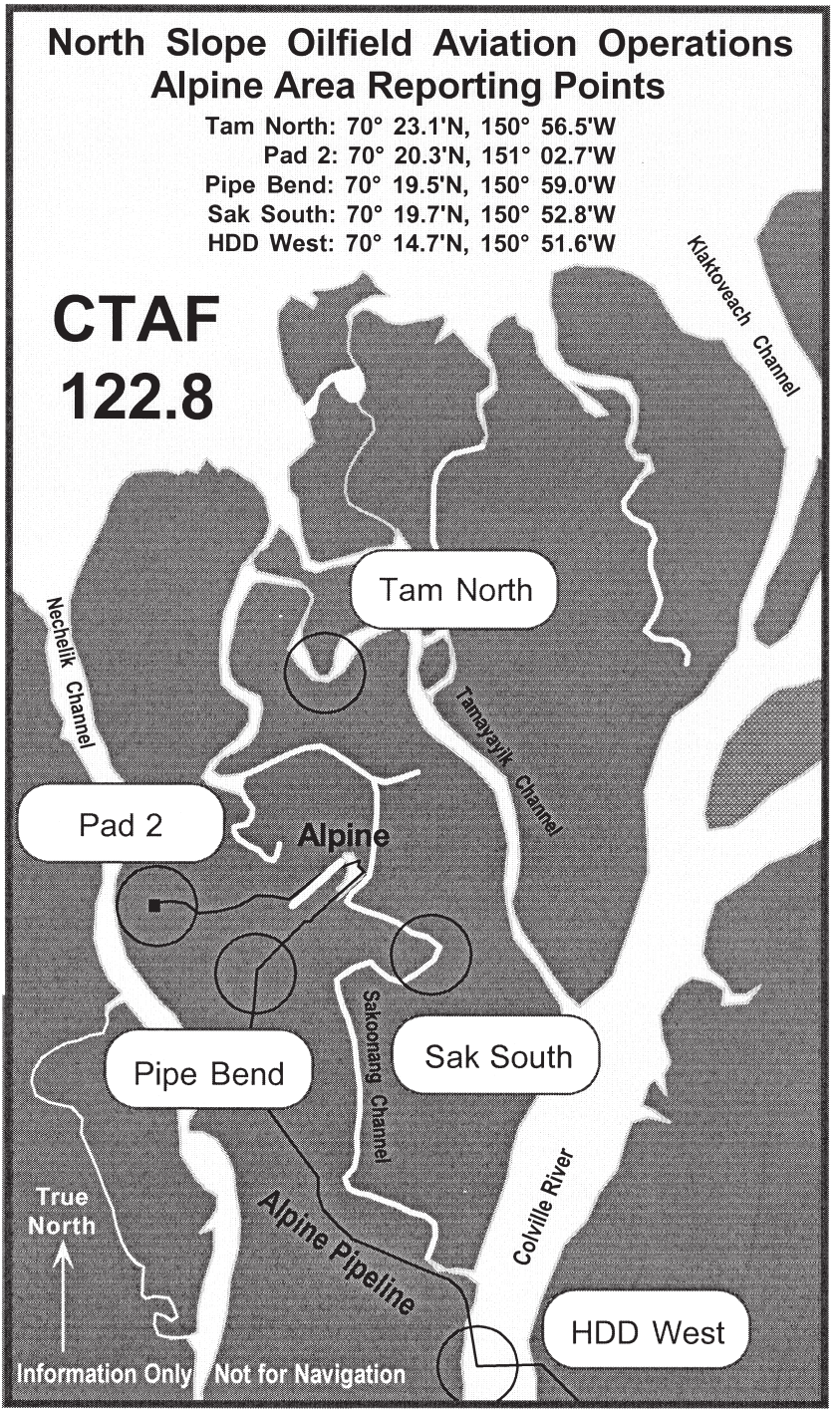
9. Aircraft with transponders will operate with them turned on.

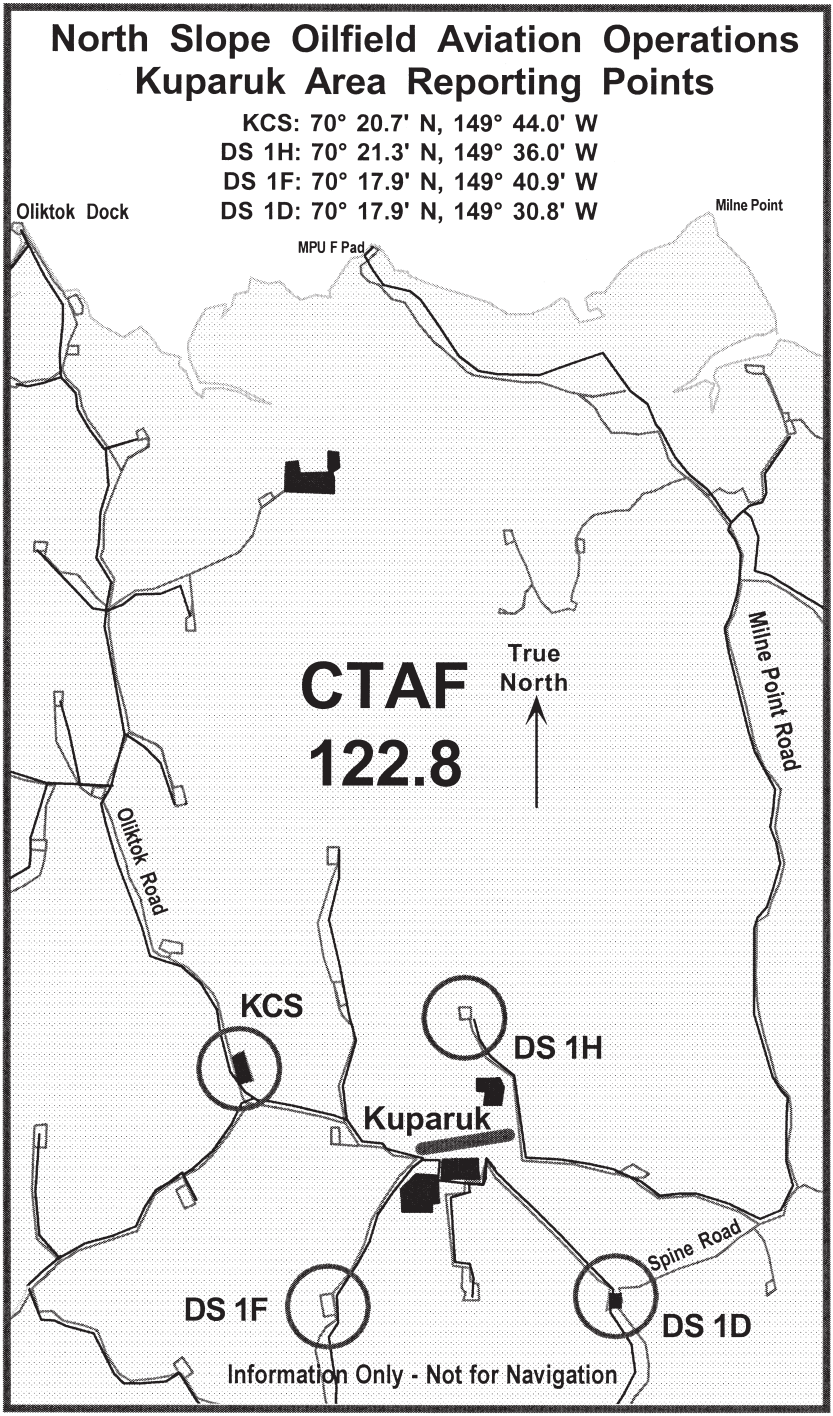
10. Avoid overflight of the Helmrick homestead (N 70° 25' 56" W 150° 23' 19" NAD 83).

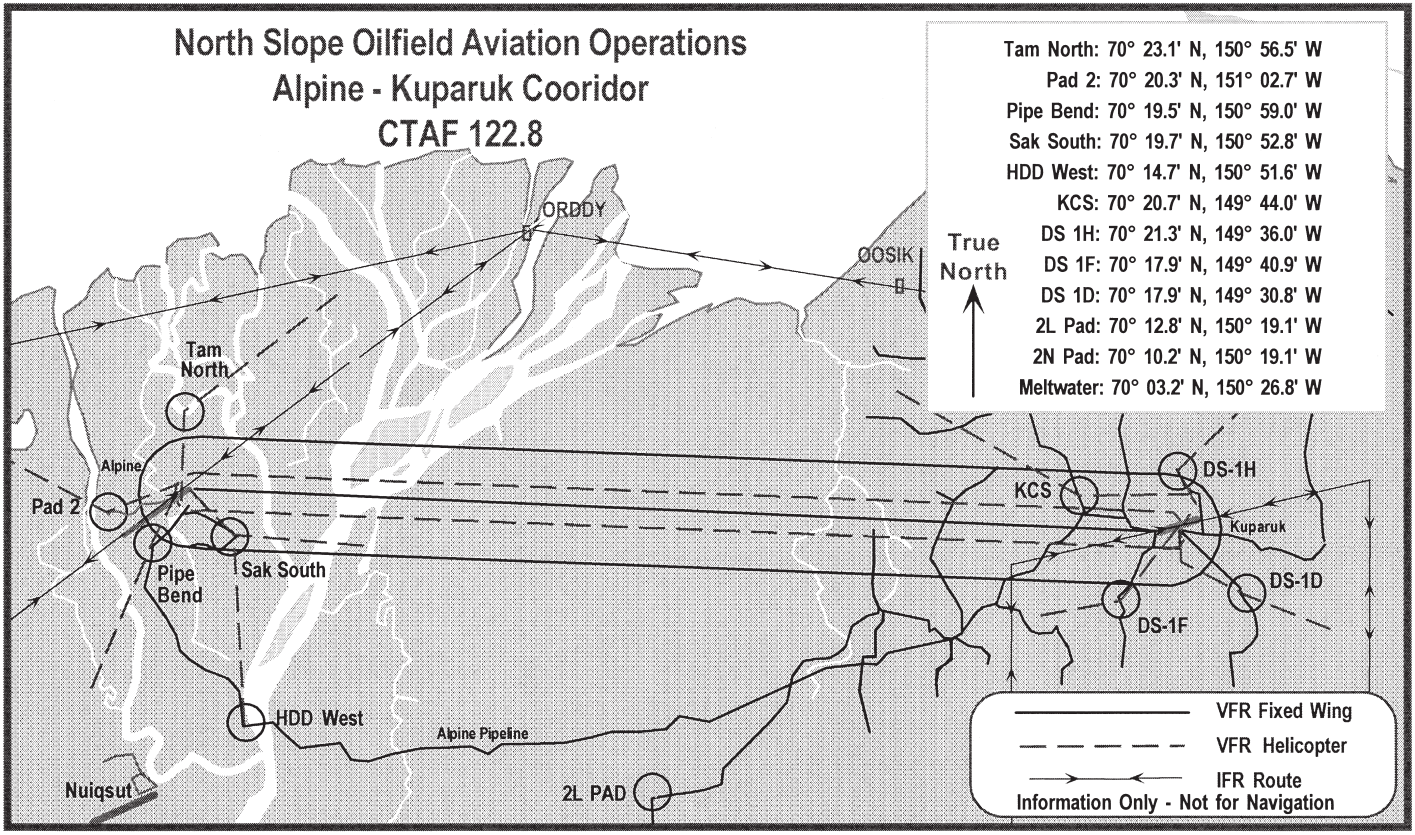
11. Contracted air service companies will insure that all crew members dispatched to the North Slope are briefed on these procedures.

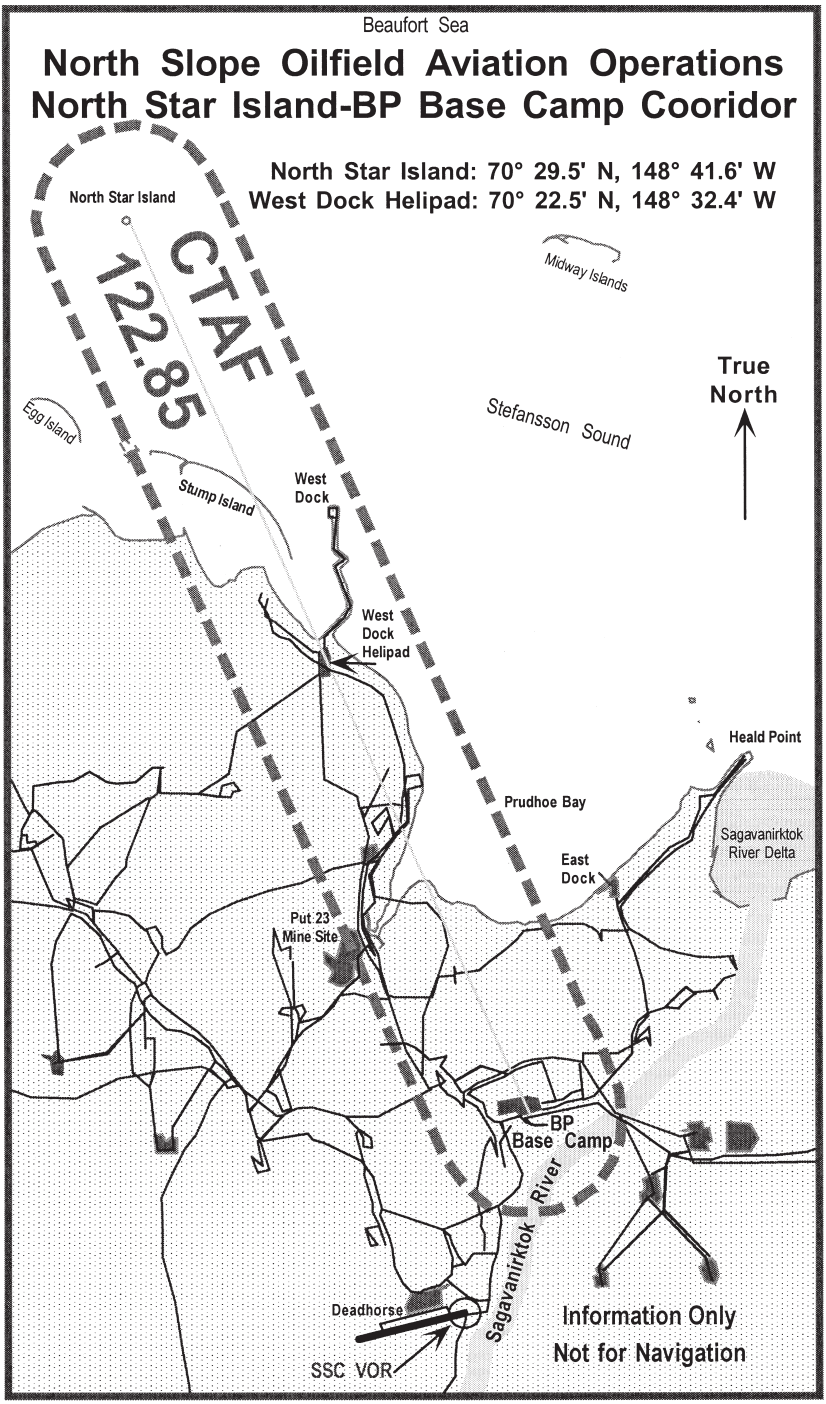
12. Other operators in the area will be informed of our procedures and encouraged to participate for our mutual safety.

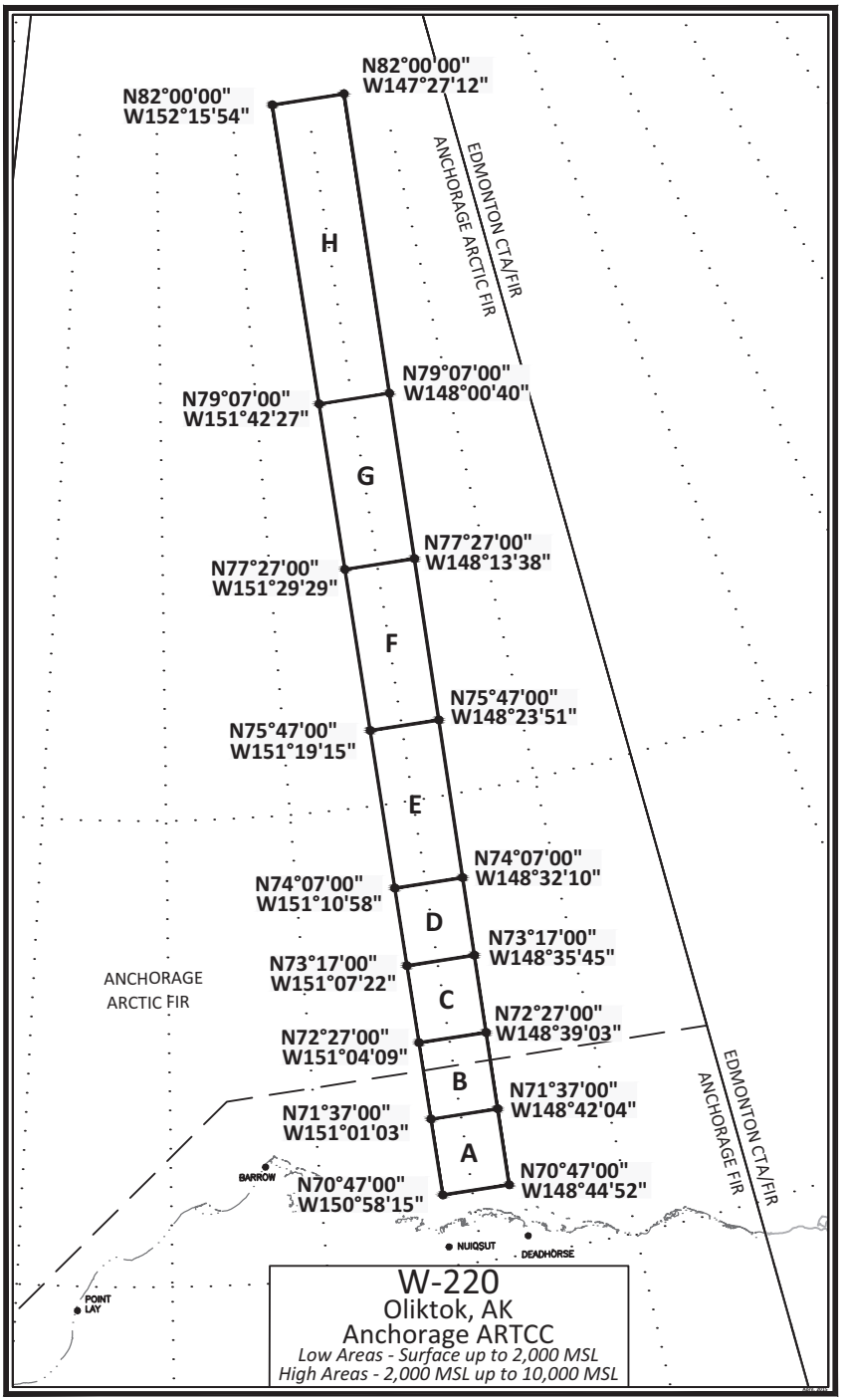
Alaskan Region FAA website at http://www.alaska.faa.gov/at

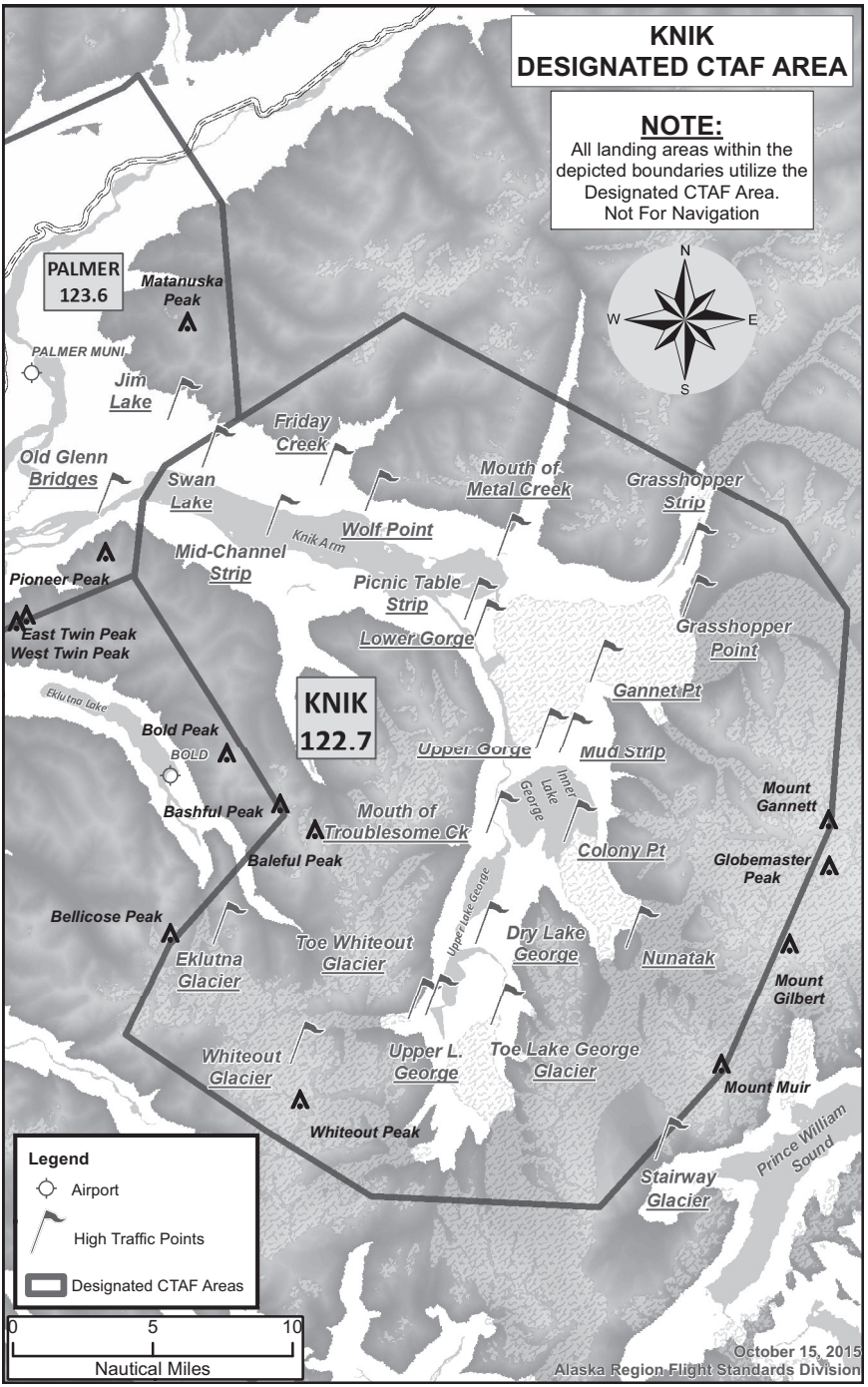

North Slope Oilfield Aviation Operations
Alpine Area Reporting Points
Tam North: 70° 23.1'N, 150° 56.5'W
Pad 2: 70° 20.3'N, 151° 02.7'W
Pipe Bend: 70° 19.5'N, 150° 59.0'W
Sak South: 70° 19.7'N, 150° 52.8'W
HDD West: 70° 14.7'N, 150° 51.6'W
CTAF
122.8
Kiaktoveach Channel
Tam North
Nechelik Channel
Tamayayik Channel
Pad 2
Alpine
Sakoonang Channel
Pipe Bend
Sak South
Colville River
True North
Alpine Pipeline
HDD West
Information Only Not for Navigation

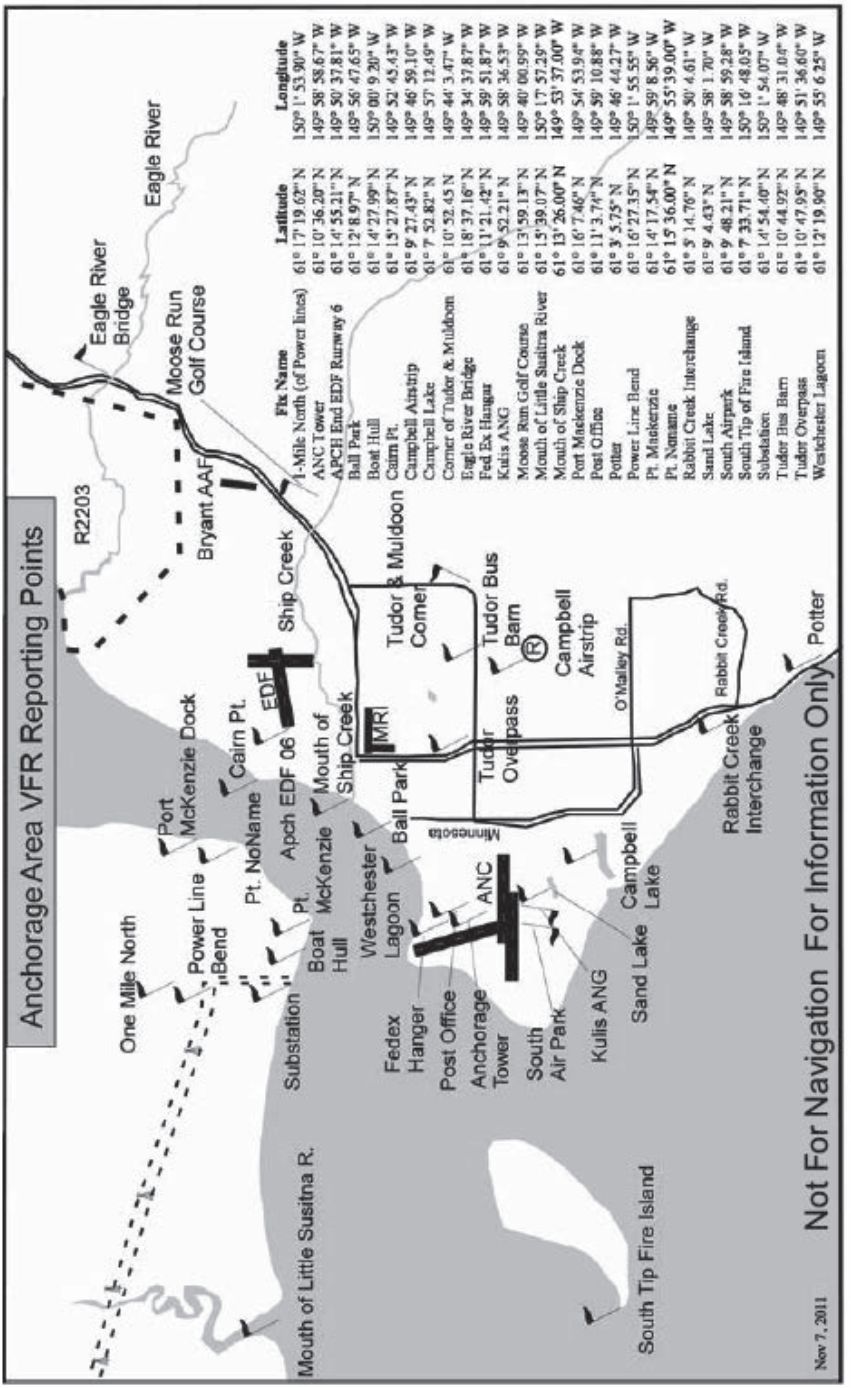

North Slope Oilfield Aviation Operations
Kuparuk Area Reporting Points
KCS: 70° 20.7' N, 149° 44.0' W
DS 1H: 70° 21.3' N, 149° 36.0' W
DS 1F: 70° 17.9' N, 149° 40.9' W
DS 1D: 70° 17.9' N, 149° 30.8' W
Oliktok Dock
MPU F Pad
Milne Point
CTAF
122.8
True
North
Milne Point Road
Oliktok Road
KCS
DS 1H
Kuparuk
Spine Road
DS 1F
DS 1D
Information Only - Not for Navigation

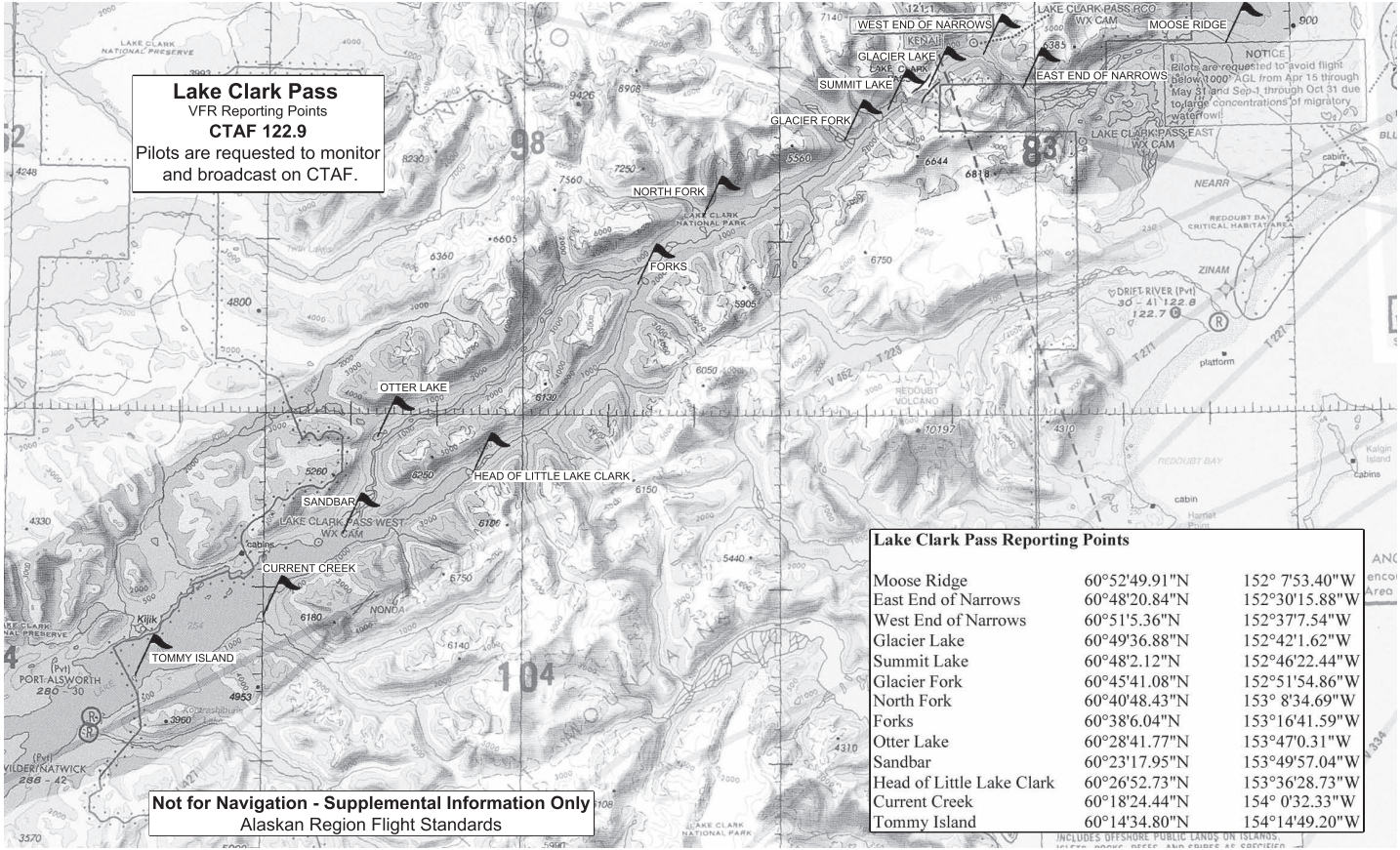

North Slope Oilfield Aviation Operations
Alpine - Kuparuk Cooridor
CTAF 122.8
Tam North: 70° 23.1' N, 150° 56.5' W
Pad 2: 70° 20.3' N, 151° 02.7' W
Pipe Bend: 70° 19.5' N, 150° 59.0' W
Sak South: 70° 19.7' N, 150° 52.8' W
HDD West: 70° 14.7' N, 150° 51.6' W
KCS: 70° 20.7' N, 149° 44.0' W
DS 1H: 70° 21.3' N, 149° 36.0' W
DS 1F: 70° 17.9' N, 149° 40.9' W
DS 1D: 70° 17.9' N, 149° 30.8' W
2L Pad: 70° 12.8' N, 150° 19.1' W
2N Pad: 70° 10.2' N, 150° 19.1' W
Meltwater: 70° 03.2' N, 150° 26.8' W
True North
ORDDY
OOSIK
Tam North
Alpine
Pad 2
Pipe Bend
Sak South
HDD West
Nuiqsut
Alpine Pipeline
2L PAD
KCS
DS-1H
Kuparuk
DS-1D
DS-1F
VFR Fixed Wing
VFR Helicopter
IFR Route
Information Only - Not for Navigation


Beaufort Sea
North Slope Oilfield Aviation Operations
North Star Island-BP Base Camp Cooridor
North Star Island: 70° 29.5' N, 148° 41.6' W
West Dock Helipad: 70° 22.5' N, 148° 32.4' W
North Star Island
CTAF
122.85
Midway Islands
True
North
Egg Island
Stefansson Sound
Stump Island
West
Dock
West
Dock
Helipad
Heald Point
Prudhoe Bay
Sagavanirktok
River Delta
East
Dock
Put 23
Mine Site
BP
Base Camp
Sagavanirktok River
Deadhorse
SSC VOR
Information Only
Not for Navigation


N82°00'00"
W147°27'12"
N82°00'00"
W152°15'54"
EDMONTON CTA/FIR
ANCHORAGE ARCTIC FIR
H
N79°07'00"
W148°00'40"
N79°07'00"
W151°42'27"
G
N77°27'00"
W148°13'38"
N77°27'00"
W151°29'29"
F
N75°47'00"
W148°23'51"
N75°47'00"
W151°19'15"
E
N74°07'00"
W148°32'10"
N74°07'00"
W151°10'58"
D
N73°17'00"
W148°35'45"
N73°17'00"
W151°07'22"
C
N72°27'00"
W148°39'03"
N72°27'00"
W151°04'09"
B
N71°37'00"
W148°42'04"
N71°37'00"
W151°01'03"
A
N70°47'00"
W148°44'52"
N70°47'00"
W150°58'15"
ANCHORAGE
ARCTIC FIR
EDMONTON CTA/FIR
ANCHORAGE FIR
BARROW
NUIQSUT
DEADHORSE
POINT LAY
W-220
Oliktok, AK
Anchorage ARTCC
Low Areas - Surface up to 2,000 MSL
High Areas - 2,000 MSL up to 10,000 MSL


KNIK
DESIGNATED CTAF AREA
NOTE:
All landing areas within the depicted boundaries utilize the Designated CTAF Area.
Not For Navigation
N
W
E
S
PALMER
123.6
Matanuska Peak
PALMER MUNI
Jim Lake
Friday Creek
Old Glenn Bridges
Swan Lake
Mouth of Metal Creek
Grasshopper Strip
Wolf Point
Knik Arm
Mid-Channel Strip
Pioneer Peak
Picnic Table Strip
Lower Gorge
Grasshopper Point
East Twin Peak
West Twin Peak
Eklutna Lake
KNIK
122.7
Gannet Pt
Bold Peak
BOLD
Upper Gorge
Mud Strip
Inner George Lake
Mount Gannett
Bashful Peak
Mouth of Troublesome Ck
Colony Pt
Globemaster Peak
Baleful Peak
Upper Lake George
Bellicose Peak
Toe Whiteout Glacier
Dry Lake George
Nunatak
Eklutna Glacier
Mount Gilbert
Whiteout Glacier
Upper L. George
Toe Lake George Glacier
Mount Muir
Whiteout Peak
Prince William Sound
Stairway Glacier
Legend
Airport
High Traffic Points
Designated CTAF Areas
0
5
10
Nautical Miles
October 15, 2015
Alaska Region Flight Standards Division


Anchorage Area VFR Reporting Points
Not For Navigation For Information Only
Nov 7, 2011
Mouth of Little Susitna R.
South Tip Fire Island
One Mile North
Power Line Bend
Pt. NoName
Pt. Boat Hull
Substation
Westchester Lagoon
Ball Park
Apch EDF 06
Cairn Pt.
Port McKenzie Dock
Mouth of Ship Creek
EDF
MRI
Ship Creek
R2203
Bryant AAF
Eagle River Bridge
Moose Run Golf Course
Eagle River
Tudor & Muldoon Corner
Tudor Overpass
Tudor Bus Barn
Campbell Airstrip
O'Malley Rd.
Rabbit Creek Rd.
Rabbit Creek Interchange
Potter
Minnesota
ANC
Fedex Hanger
Post Office
Anchorage Tower
South Air Park
Kulis ANG
Sand Lake
Campbell Lake
Pt. McKenzie
Mouth of Little Susitna River
Mouth of Ship Creek
Port Mackenzie Dock
Post Office
Potter
Power Line Bend
Pt. Mackenzie
Pt. Nonname
Rabbit Creek Interchange
Sand Lake
South Airpark
South Tip of Fire Island
Substation
Tudor Bus Barn
Tudor Overpass
Westchester Lagoon
1-Mile North (of Power lines)
ANC Tower
APCH End EDF Runway 6
Ball Park
Boat Hull
Cairn Pt.
Campbell Airstrip
Campbell Lake
Corner of Tudor & Muldoon
Eagle River Bridge
Fed Ex Hangar
Kulis ANG
Moose Run Golf Course
Fix Name
Latitude
61° 17' 19.62" N
61° 10' 36.20" N
61° 14' 55.21" N
61° 12' 8.97" N
61° 14' 27.99" N
61° 15' 27.87" N
61° 9' 27.43" N
61° 7' 52.82" N
61° 10' 52.45 N
61° 18' 37.16" N
61° 11' 21.42" N
61° 9' 52.21" N
61° 13' 59.13" N
61° 15' 39.07" N
61° 13' 26.00" N
61° 16' 7.46" N
61° 11' 3.74" N
61° 3' 5.75" N
61° 16' 27.35" N
61° 14' 17.54" N
61° 15' 36.00" N
61° 5' 14.76" N
61° 9' 4.43" N
61° 9' 48.21" N
61° 7' 33.71" N
61° 14' 54.40" N
61° 10' 44.92" N
61° 10' 47.95" N
61° 12' 19.90" N
Longitude
150° 1' 53.90" W
149° 58' 58.67" W
149° 50' 37.81" W
149° 56' 47.65" W
150° 00' 9.20" W
149° 52' 45.43" W
149° 46' 59.10" W
149° 57' 12.49" W
149° 44' 3.47" W
149° 34' 37.87" W
149° 59' 51.87" W
149° 58' 36.53" W
149° 40' 00.99" W
150° 1' 57.29" W
149° 53' 37.00" W
149° 54' 53.94" W
149° 59' 10.88" W
149° 46' 44.27" W
150° 1' 55.55" W
149° 59' 8.56" W
149° 55' 39.00" W
149° 50' 4.61" W
149° 58' 1.70" W
149° 58' 59.28" W
150° 1' 6' 48.05" W
150° 1' 54.07" W
149° 48' 31.04" W
149° 51' 36.60" W
149° 55' 6.25" W



Lake Clark Pass Reporting Points

Moose Ridge	60°52'49.91"N	152° 7'53.40"W
East End of Narrows	60°48'20.84"N	152°30'15.88"W
West End of Narrows	60°51'5.36"N	152°37'7.54"W
Glacier Lake	60°49'36.88"N	152°42'1.62"W
Summit Lake	60°48'2.12"N	152°46'22.44"W
Glacier Fork	60°45'41.08"N	152°51'54.86"W
North Fork	60°40'48.43"N	153° 8'34.69"W
Forks	60°38'6.04"N	153°16'41.59"W
Otter Lake	60°28'41.77"N	153°47'0.31"W
Sandbar	60°23'17.95"N	153°49'57.04"W
Head of Little Lake Clark	60°26'52.73"N	153°36'28.73"W
Current Creek	60°18'24.44"N	154° 0'32.33"W
Tommy Island	60°14'34.80"N	154°14'49.20"W

REGULATORY NOTICES

ANCHORAGE, ALASKA, TERMINAL AREA RULES (see 14 CFR Part 93)

I. General rule: All segments.

(a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward segments unless otherwise authorized or required by ATC.

(b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.

(c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.

(d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.

(e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules; Lake Hood segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

(a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at last 900 feet MSL until maneuvering for a safe landing requires further descent.

(d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

(a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or departing from Elmendorf AFB; may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or departing from Elmendorf AFB, may" operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

(f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. 149º43´08"W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

VI. General rules: Bryant segment.

(a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General rules: Seward Highway segment.

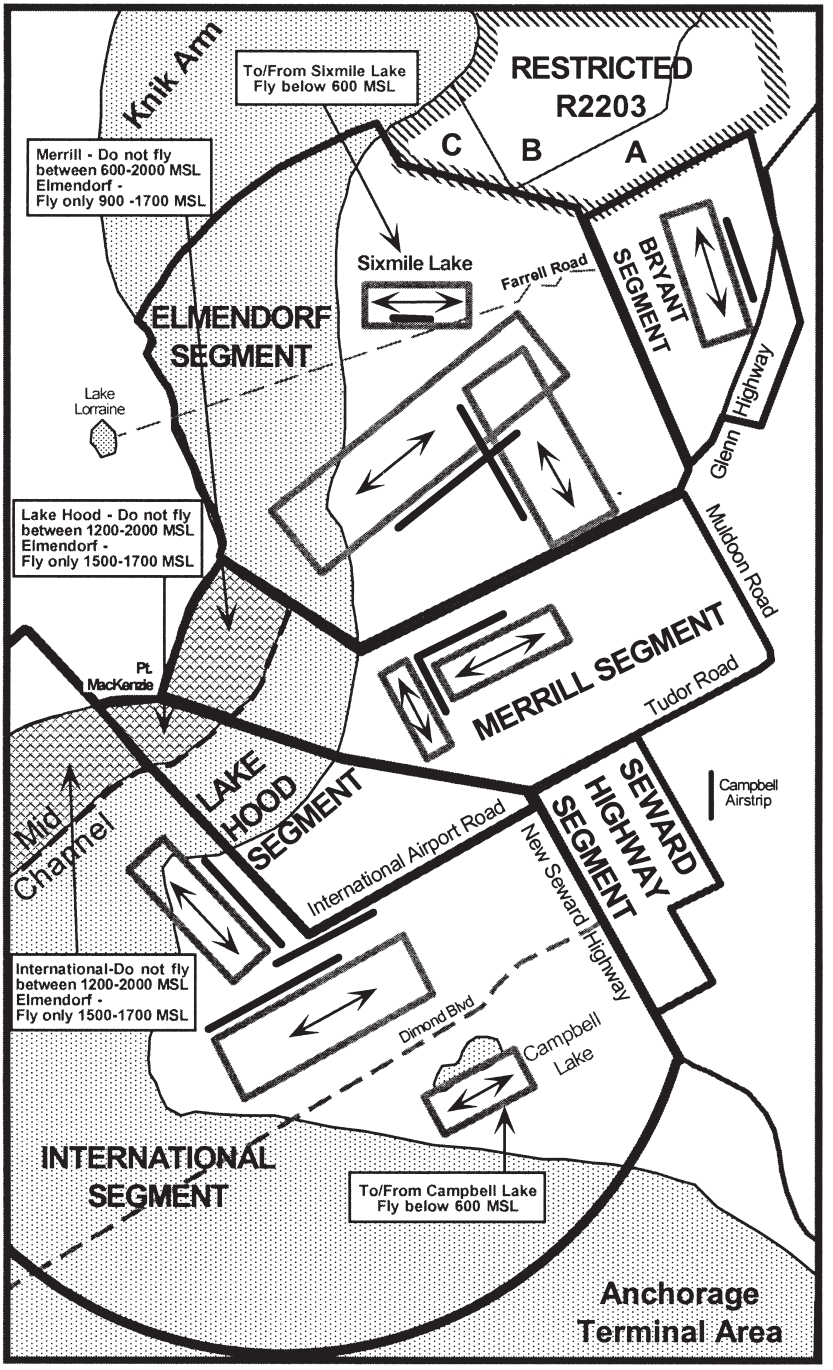
(a) Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1,000 feet MSL unless maneuvering for a safe landing requires further descent.

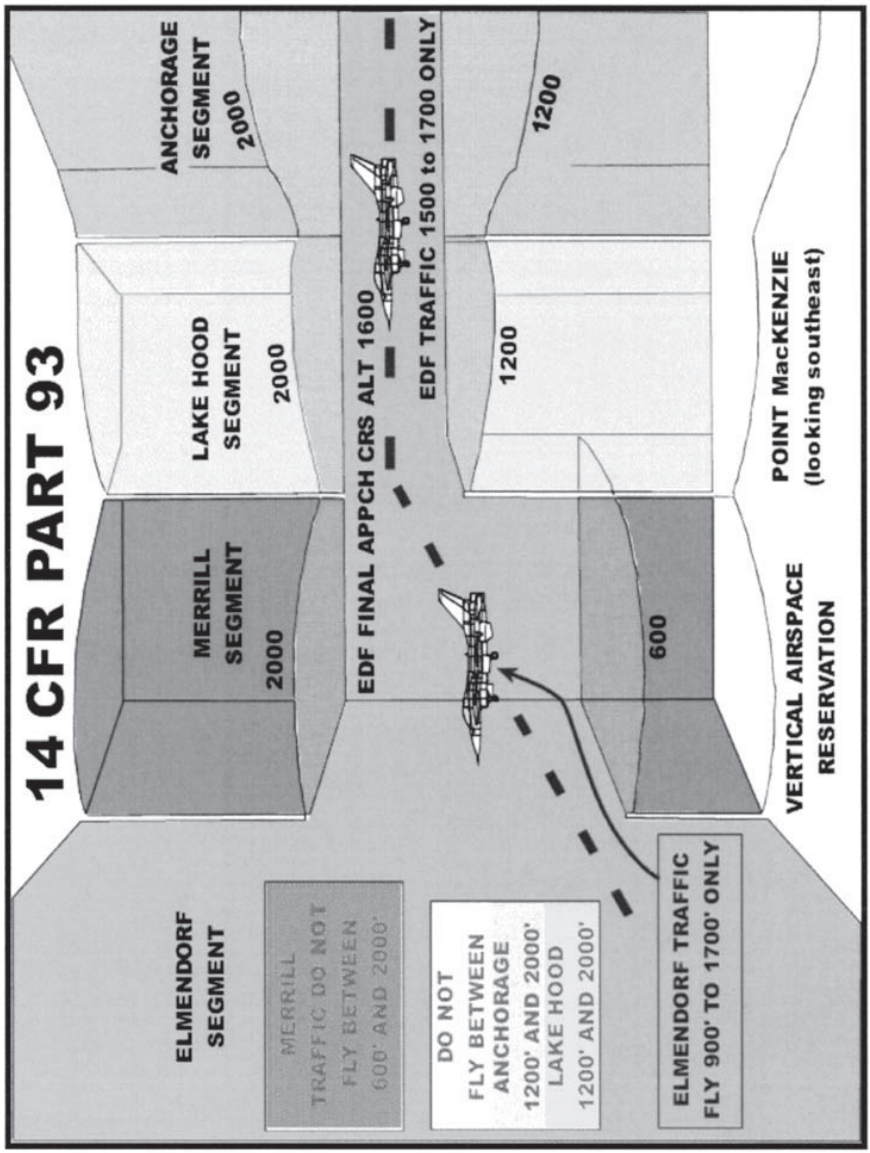
(b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage Approach Control.

(c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Lake Campbell and Sixmile Lake Airports.

(a) Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.


Knik Arm
To/From Sixmile Lake
Fly below 600 MSL
RESTRICTED
R2203
C
B
A
Merrill - Do not fly
between 600-2000 MSL
Elmendorf -
Fly only 900 -1700 MSL
Sixmile Lake
Farrell Road
BRYANT
SEGMENT
ELMENDORF
SEGMENT
Lake
Lorraine
Glenn Highway
Muldoon Road
Lake Hood - Do not fly
between 1200-2000 MSL
Elmendorf -
Fly only 1500-1700 MSL
Pt.
MacKenzie
MERRILL SEGMENT
Tudor Road
Mid
Channel
LAKE
HOOD
SEGMENT
International Airport Road
SEWARD
HIGHWAY
SEGMENT
Campbell
Airstrip
New Seward Highway
International-Do not fly
between 1200-2000 MSL
Elmendorf -
Fly only 1500-1700 MSL
Dimond Blvd
Campbell
Lake
INTERNATIONAL
SEGMENT
To/From Campbell Lake
Fly below 600 MSL
Anchorage
Terminal Area



Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202)267-8783
Amended: August 2023

KETCHIKAN INTERNATIONAL AIRPORT
SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS (14 CFR Part 93)

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under Visual Flight Rules (VFR), to, from, or in the vicinity of the Ketchikan International Airport or Ketchikan Harbor. These procedures are in effect below 3,000 feet MSL with the perimeter defined as the Ketchikan Class E surface area regardless of whether the Class E surface area is in effect.

Communications

When the Ketchikan Flight Service Station (FSS) is in operation, no person may operate an aircraft within the airspace specified above, or taxi onto the runway at Ketchikan International Airport, unless that person has established two-way radio communications with the Ketchikan FSS for the purpose of receiving traffic advisories and continues to monitor the advisory frequency at all times while operating within the specified airspace.

When the Ketchikan FSS is not in operation, each pilot must continuously monitor and communicate, as appropriate, on the designated common traffic advisory frequency (CTAF) as follows:

For inbound flights. Announce position and intentions when no less than 10 miles from Ketchikan International Airport, and monitor the designated frequency until clear of the movement area on the airport or Ketchikan Harbor.

For departing flights. Announce position and intentions prior to taxiing onto the active runway on the airport or onto the movement area of Ketchikan Harbor and monitor the designated frequency until outside the airspace described above, and announce position and intentions upon departing that airspace.

If two-way radio communications failure occurs in flight, a person may operate the aircraft to a landing.

Aircraft Operation

When a pilot receives an advisory from the Ketchikan FSS that an aircraft is on final approach to the Ketchikan International Airport, that pilot must remain clear of the runway until the approaching aircraft has landed and has cleared the runway. Unless otherwise authorized by ATC, each person operating a large airplane or a turbine engine powered airplane shall—(1) When approaching to land at the Ketchikan International Airport, maintain an altitude of at least 900 feet MSL until within three miles of the airport; and (2) After takeoff from the International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

Recommended VFR Arrival and Departure Procedures and Traffic Patterns

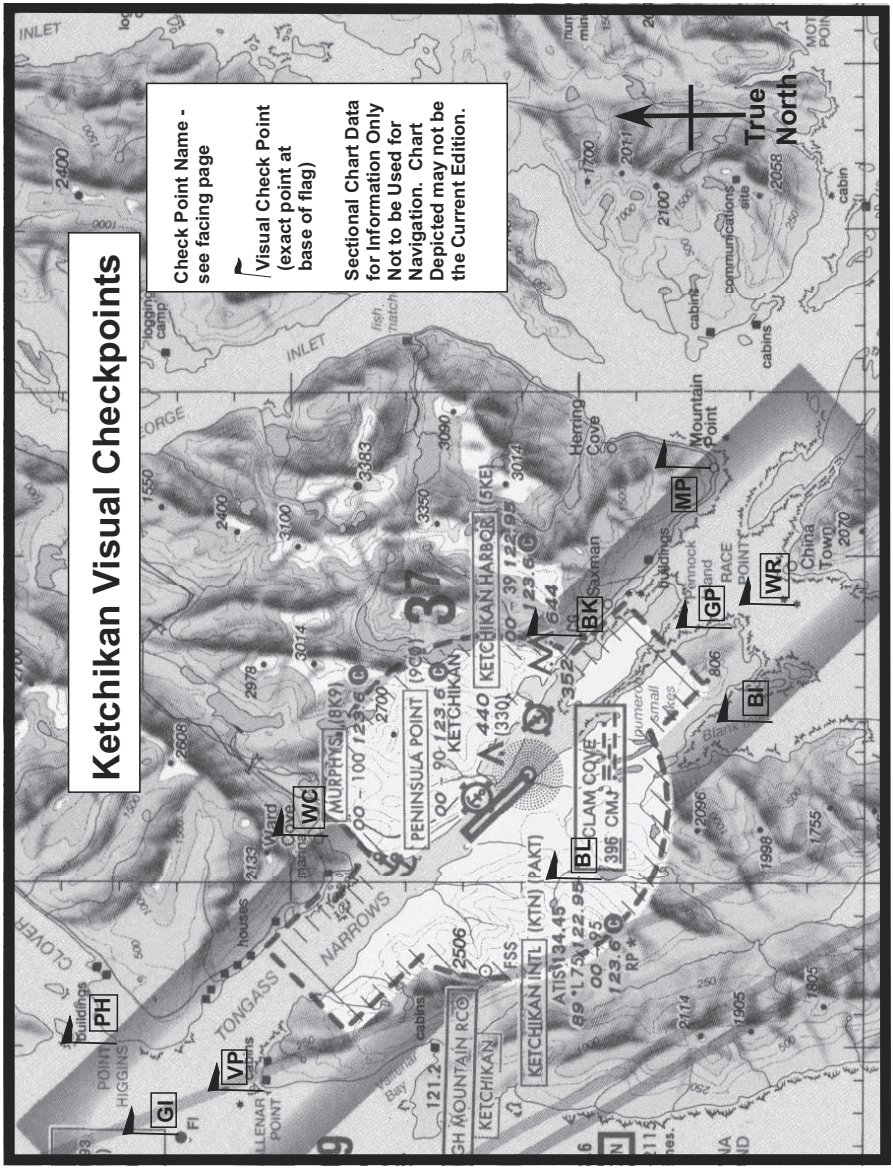
Aircraft normally arrive and depart the Ketchikan Class E airspace via the Tongass Narrows. This results in aircraft passing very close in an area with very little maneuvering room. In response to the higher-than-normal risks and to ensure an acceptable margin of aviation safety, special VFR arrival and departure procedures/patterns for floatplanes, helicopters, and single-engine wheeled aircraft are in use for all VFR operations in the Ketchikan and Tongass narrows area. Copies of these procedures and patterns can be obtained from: Ketchikan FSS, 1800 Airport Terminal Building, Ketchikan, AK 99901; Juneau FSS, 9230 Cessna Drive, Juneau, AK 99801, or Sitka FSS, 800 Airport Road, Sitka, AK 99835.

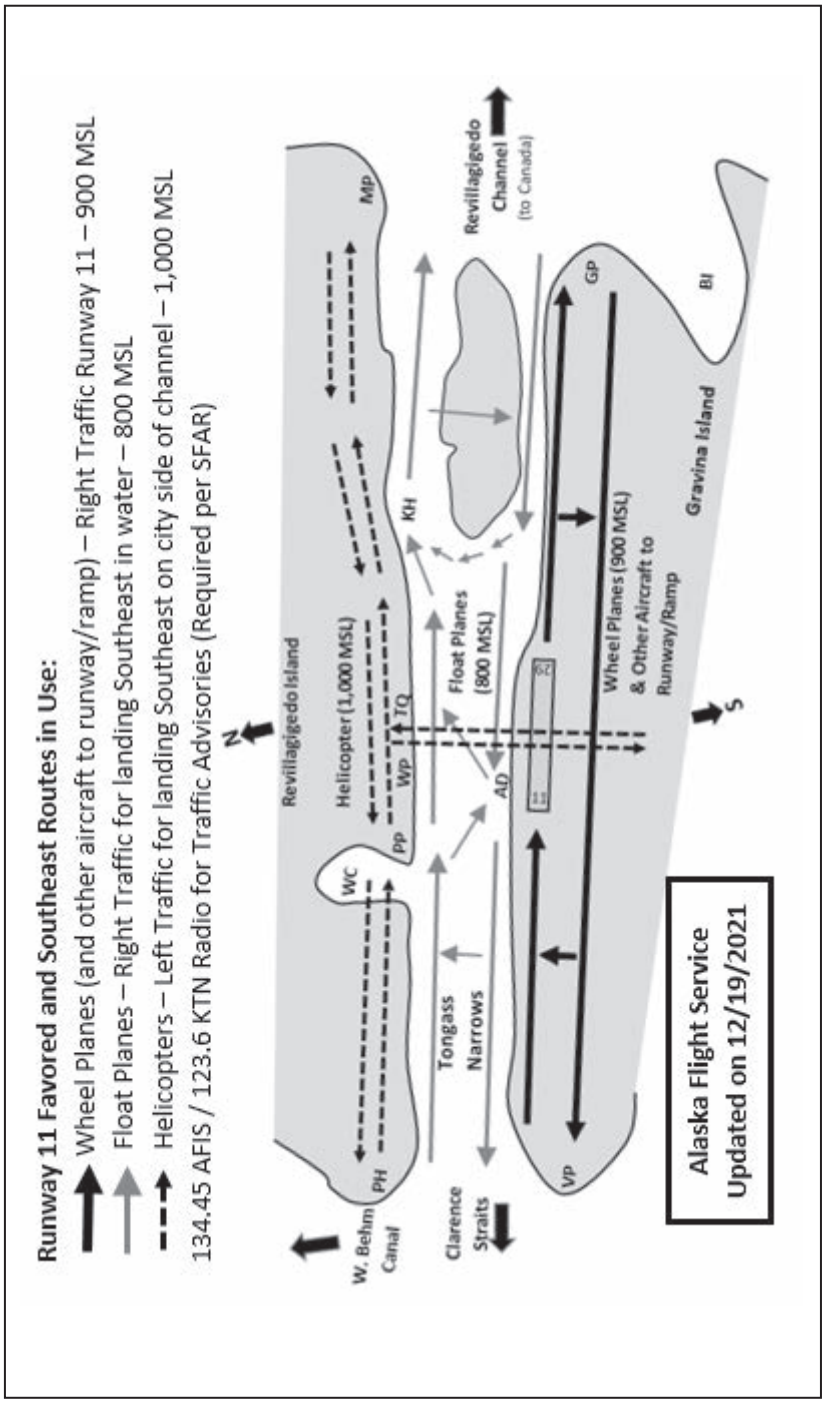
The recommended pattern in use at the Ketchikan Harbor and Airport will be broadcast on the Ketchikan AFIS, 134.45 MHz. If the AFIS is out of service, Ketchikan FSS will provide recommended pattern information on 123.6 MHz.

The Ketchikan Visual Checkpoint Table below is in NAD 83 (formatted in degrees, minutes, seconds) and is to be used with the picture on the next page. Alaskan Region FAA Internet Website located at: http://www.alaska.faa.gov/at

Code	Checkpoint	NAD 83	Code	Checkpoint	NAD 83	
BI	Blank Inlet	N 55°16´45"W 131°40´02"	MP	Mountain Point	N 55°17´33"W	131°32´23"
BK	Base KTN USCG	N 55°19´54"W 131°37´32"	PH	Point Higgins	N 55°27´26"W	131°50´02"
BL	Bostwick Lake	N 55°19´30"W 131°44´40"	VP	Vallenar Point	N 55°25´34"W	131°51´06"
GI	Guard Island	N 55°26´46"W 131°52´54"	WC	Ward Cove	N 55°23´45"W	131°44´21"
GP	Gravina Point	N 55°17´10"W 131°37´06"	WR	Walden Rocks	N 55°16´13"W	131°36´32"

Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202)267-8783
Amended: August 2023


Ketchikan Visual Checkpoints
Check Point Name - see facing page
Visual Check Point (exact point at base of flag)
Sectional Chart Data for Information Only Not to be Used for Navigation. Chart Depicted may not be the Current Edition.
True North
PH
GI
VP
WC
BL
BK
GP
MP
WR
BI
KETCHIKAN INTL (KTNJ) (PAKT)
KETCHIKAN HARBOR (5KE)
PENINSULA POINT (9G9)
MURPHYS (8K9)
CLAM COVE
NARROWS
TONGASS
Mountain Point
RACE POINT
Herring Cove
Ward Cove
Saxman
KETCHIKAN
GH MOUNTAIN RCO
HIGGINS POINT
INLET


Runway 11 Favored and Southeast Routes in Use:
Wheel Planes (and other aircraft to runway/ramp) – Right Traffic Runway 11 – 900 MSL
Float Planes – Right Traffic for landing Southeast in water – 800 MSL
Helicopters – Left Traffic for landing Southeast on city side of channel – 1,000 MSL
134.45 AFIS / 123.6 KTN Radio for Traffic Advisories (Required per SFAR)
N
S
Revillagigedo Island
Helicopter (1,000 MSL)
Float Planes (800 MSL)
Wheel Planes (900 MSL) & Other Aircraft to Runway/Ramp
Tongass Narrows
Clarence Straits
W. Behm Canal
Revillagigedo Channel
(to Canada)
Gravina Island
WC
PH
PP
WP
TQ
AD
KH
MP
GP
VP
BI
Alaska Flight Service
Updated on 12/19/2021

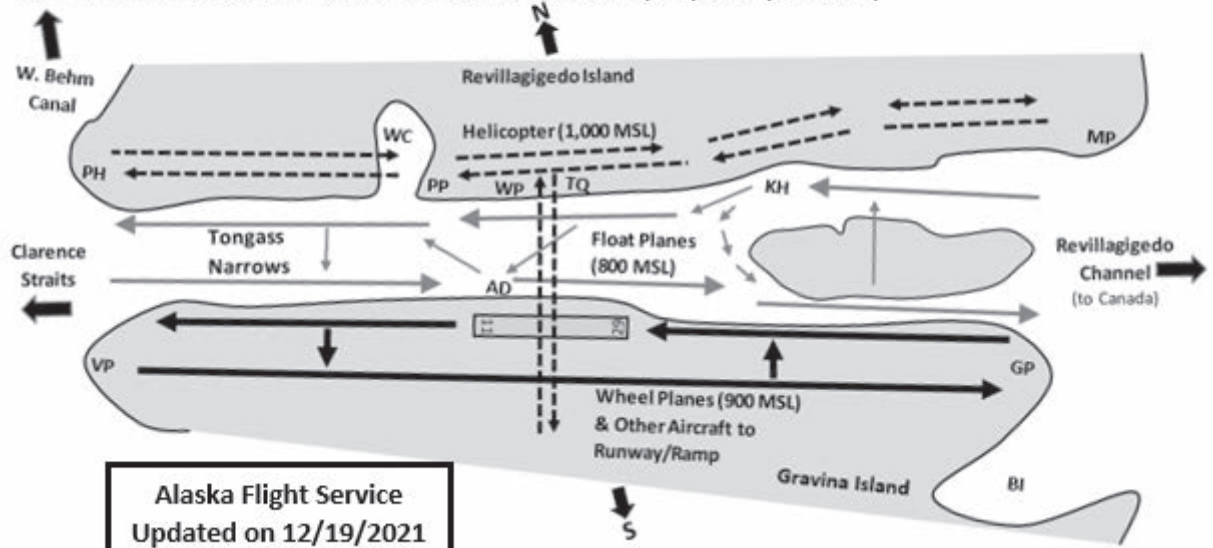
Runway 29 Favored and West Routes in Use:

Wheel Planes (and other aircraft to runway/ramp) – Left Traffic Runway 29 – 900 MSL

Float Planes – Left Traffic for landing West in water – 800 MSL

Helicopters – Right Traffic for landing West on city side of channel – 1,000 MSL

134.45 AFIS / 123.6 KTN Radio for Traffic Advisories (Required per SFAR)



Alaska Flight Service
Updated on 12/19/2021

FSS
TELEPHONE NUMBERS

Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part–time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

ALASKA FSS TELEPHONE NUMBER

Pilot Weather Briefings..... 1–833–AK–BRIEF (1–833–252–7433)

OTHER FSS TELEPHONE NUMBERS

Telephone numbers for individual FSSs in Alaska may be found in the Weather-FAA and NWS Pilot Weather Briefing Numbers section of this directory.

NATIONAL FSS TELEPHONE NUMBER (EXCLUDING ALASKA)

Pilot Weather Briefings..... 1–800–WX–BRIEF (1–800–992–7433)

Air Traffic Control System Command Center

Main Number.....540–422–4100

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #	**CLEARANCE DELIVERY TELEPHONE #
Albuquerque	817–222–5006	7:30 a.m.–4:00 p.m.	505–856–4300	505–856–4561
Anchorage	907–269–1103	7:30 a.m.–4:00 p.m.	907–269–1137	
Atlanta	404–305–5180	7:30 a.m.–5:00 p.m.	770–210–7601	770–210–7692
Boston	404–305–5156	7:30 a.m.–4:00 p.m.	603–879–6633	603–879–6859
Chicago	817–222–5006	8:00 a.m.–4:00 p.m.	630–906–8221	630–906–8921
Cleveland	817–222–5006	8:00 a.m.–4:00 p.m.	440–774–0310	440–774–0490
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–651–4100	303–651–4257
Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	817–858–7500	817–858–7584
Honolulu	310–725–3300	7:30 a.m.–4:00 p.m.	808–840–6100	808–840–6201
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–5300	281–230–5622
Indianapolis	817–222–5006	8:00 a.m.–4:00 p.m.	317–247–2231	317–247–2411
Jacksonville	404–305–5180	8:00 a.m.–4:30 p.m.	904–549–1501	904–845–1592
Kansas City	817–222–5006	7:30 a.m.–4:00 p.m.	913–254–8500	913–254–8508
Los Angeles	661–265–8200	7:30 a.m.–4:00 p.m.	661–265–8200	661–575–2079
Memphis	404–305–5180	7:30 a.m.–4:00 p.m.	901–368–8103	901–368–8453
Miami	404–305–5180	7:00 a.m.–3:30 p.m.	305–716–1500	305–716–1731
Minneapolis	817–222–5006	8:00 a.m.–4:00 p.m.	651–463–5580	651–463–5588
New York	718–995–5426	8:00 a.m.–4:40 p.m.	631–468–1001	631–468–1425
Oakland	310–725–3300	6:30 a.m.–3:00 p.m.	510–745–3331	
Salt Lake City	425–227–1389	7:30 a.m.–4:00 p.m.	801–320–2500	801–320–2568
San Juan	404–305–5180	7:30 a.m.–4:00 p.m.	787–253–8663	787–253–8664
Seattle	425–227–1389	7:30 a.m.–4:00 p.m.	253–351–3500	253–351–3694
Washington	718–995–5426	8:00 a.m.–4:30 p.m.	703–771–3401	703–771–3587

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
**For use when numbers or frequencies are not listed in the airport listing

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Chicago	817–222–5006	8:00 a.m.–4:00 p.m.	847–608–5509
Dallas–Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	972–615–2500
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1500
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–8400
New York	718–995–5426	8:00 a.m.–4:30 p.m.	516–683–2901
Northern CA	310–725–3300	7:00 a.m.–3:30 p.m.	916–366–4001
Potomac	718–995–5426	8:00 a.m.–4:30 p.m.	540–349–7500
Southern CA	310–725–3300	7:30 a.m.–4:00 p.m.	858–537–5800

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

FAA TELEPHONE NUMBERS
KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817–222–5006	8:00 a.m.–5:00 p.m.	505–842–4366
Andrews AFB, MD	718–995–5426	8:00 a.m.–4:30 p.m.	301–735–2380
Baltimore/Washington Intl Thurgood Marshall, MD	718–995–5426	8:00 a.m.–4:30 p.m.	410–962–3555
Boston Logan Intl, MA	404–305–5156	7:30 a.m.–4:00 p.m.	617–455–3100
Bradley Intl, CT	404–305–5156	7:30 a.m.–4:00 p.m.	203–627–3428
Burbank/Bob Hope, CA	310–725–3300	7:00 a.m.–5:30 p.m.	818–567–4806
Charlotte Douglas Intl, NC	404–305–5180	8:00 a.m.–4:30 p.m.	704–344–6487
Chicago Midway, IL	817–222–5006	8:00 a.m.–4:00 p.m.	773–884–3670
Chicago O'Hare Intl, IL	817–222–5006	8:00 a.m.–4:00 p.m.	773–601–7600
Cleveland Hopkins Intl, OH	817–222–5006	8:00 a.m.–4:00 p.m.	216–352–2000
Covington/Cincinnati, OH	708–294–7401	8:00 a.m.–4:30 p.m.	606–767–1006
Dallas–Ft. Worth Intl, TX	817–222–5006	8:30 a.m.–5:00 p.m.	972–615–2531
Dayton Cox Intl, OH	817–222–5006	7:30 a.m.–4:00 p.m.	937–454–7300
Denver Intl, CO	206–231–2099	7:30 a.m.–4:00 p.m.	303–651–4257
Detroit Metro, MI	817–222–5006	8:00 a.m.–4:00 p.m.	734–955–5000
Fairbanks Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–474–0050
Fort Lauderdale Intl, FL	404–305–5180	7:00 a.m.–3:30 p.m.	305–356–7932
George Bush Intercontinental/Houston, TX	817–222–5006	7:30 a.m.–4:00 p.m.	713–230–8400
Hartsfield–Jackson Atlanta Intl, GA	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Honolulu Intl, HI	310–725–3300	7:30 a.m.–4:00 p.m.	808–840–6100
Houston Hobby, TX	817–222–5006	8:00 a.m.–5:00 p.m.	713–847–1400
Indianapolis Intl, IN	817–222–5006	8:00 a.m.–4:00 p.m.	317–484–6600
Kahului/Maui, HI	310–725–3300	7:30 a.m.–4:00 p.m.	808–877–0725
Kansas City Intl, MO	817–222–5006	7:30 a.m.–4:00 p.m.	816–329–2700
Las Vegas McCarran, NV	310–725–3300	7:30 a.m.–4:00 p.m.	702–262–5978
Los Angeles Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	310–342–4900
Louis Armstrong New Orleans Intl, LA	817–222–5006	7:00 a.m.–4:30 p.m.	504–471–4300
Memphis Intl, TN	404–305–5180	7:30 a.m.–4:00 p.m.	901–322–3350
Miami Intl, FL	404–305–5180	7:00 a.m.–4:00 p.m.	305–869–5400
Minneapolis/St. Paul, MN	817–222–5006	8:00 a.m.–4:00p.m.	612–713–4000
Nashville Intl, TN	404–305–5180	7:00 a.m.–3:30 p.m.	615–781–5460
New York Kennedy Intl, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–656–0335
New York La Guardia, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–335–5461
Newark Liberty Intl, NJ	718–995–5426	7:30 a.m.–4:00 p.m.	973–565–5000
Norman Y. Mineta San Jose Intl, CA	310–725–3300	7:30 a.m.–4:00 p.m.	408–982–0750
Ontario Intl, CA	310–725–3300	7:30 a.m.–4:00 p.m.	909–983–7518
Orlando Intl, FL	404–305–5180	7:30 a.m.–5:00 p.m.	407–850–7000
Philadelphia Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	215–492–4100
Phoenix Sky Harbor Intl, AZ	310–725–3300	7:30 a.m.–4:00 p.m.	602–379–4226
Pittsburgh Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	412–269–9237
Portland Intl, OR	425–227–1389	7:30 a.m.–4:00 p.m.	503–493–7500
Raleigh–Durham, NC	404–305–5180	8:00 a.m.–4:30 p.m.	919–380–3125
Ronald Reagan Washington National, DC	718–995–5426	8:00 a.m.–4:30 p.m.	703–413–0330
Salt Lake City, UT	206–231–2099	7:30 a.m.–4:00 p.m.	801–325–9600
San Antonio Intl, TX	817–222–5006	8:00 a.m.–4:30 p.m.	210–805–5507
San Diego Lindbergh Intl, CA	310–725–3300	8:00 a.m.–4:30 p.m.	619–299–0677
San Francisco Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	650–876–2883
San Juan Intl, PR	404–305–5180	7:30 a.m.–5:00 p.m.	787–253–8663
Seattle–Tacoma Intl, WA	206–231–2099	7:30 a.m.–4:00 p.m.	206–768–2900
St. Louis Lambert, MO	817–222–5006	7:30 a.m.–4:00 p.m.	314–890–1000
Tampa Intl, FL	404–305–5180	7:30 a.m.–4:00 p.m.	813–371–7700
Ted Stevens Anchorage Intl, AK	907–269–1103	7:30 a.m.–4:00 p.m.	907–271–2700
Teterboro, NJ	718–995–5426	8:00 a.m.–4:30 p.m.	201–288–1889
Washington Dulles Intl, DC	718–995–5426	8:00 a.m.–4:30 p.m.	571–323–6375
West Palm Beach, FL	404–305–5180	8:00 a.m.–4:30 p.m.	561–683–1867
Westchester Co, NY	718–995–5426	8:00 a.m.–4:30 p.m.	914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.

FAA PILOT WEATHER BRIEFING NUMBERS

STATION		AREA CODE	PHONE NUMBER
Cold Bay	FSS	907	532–2454
Dillingham	FSS	907	842–5275
Fairbanks	FSS	907	474–0137 or 1–866–248–6516
Barrow	FSS	907	852–2511
Deadhorse	FSS	907	659–2401
Homer	FSS	907	235–8588
Juneau	FSS	907	789–7380 or 1–833–AK–BRIEF
Kenai	FSS	907	283–7211 or 1–866–864–1737
Ketchikan	FSS	907	225–9481
Iliamna	FSS	907	571–1240
Kotzebue	FSS	907	442–3310
McGrath	FSS	907	524–3611
Nome	FSS	907	443–2291
Northway	FSS	907	778–2219
Palmer	FSS	907	745–2495
Sitka	FSS	907	966–2221
Talkeetna	FSS	907	733–2277

DOD AUTOMATED WEATHER OBSERVING SYSTEM

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER	EXTENSION
Adak NAF	ADK	N/A	907/592–8062	
Allen AAF	BIG	135.65	907/869–3480	
Cape Lisburne	LUR	N/A	907/552–9730/9637	229
Cape Newenham	EHM	N/A	907/552–9419/9370	8
Cape Romanzof	CZF	N/A	907/552–2869/2372	229
Indian Mountain	UTO	N/A	907/552–3211/4310	229
Ladd AAF①	FBK	119.275		
Ladd AAF②	FBK	118.525		
Sparrevohn	SVW	N/A	907/731–900	229
Tatalina	TLJ	N/A	907/552–1106/1040	229
Tin City	TNC	N/A	907/552–4466/9283	229

①ASOS is associated with R–2205 Yukon Test Range.
②ASOS is associated with R–2211 Blair Lake Range.

NOTE: When the Air Force observer is on duty, the DOD AWOS unit will be disconnected. The telephone number will connect you with the Air Force weather observer.

FAA AUTOMATED WEATHER OBSERVING SYSTEM (AWOS/ASOS)

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER
Adak Island	ADK	134.5	907/592–8207
AJ Eisenberg	OKH	132.775	360/675–8431
Akhiok	AKK	118.325	907/836–2207
Akiachak	Z13	118.0	907/269–2870
Akutan	7AK	121.55	907/300–6012
Ambler	AFM	132.1	907/621–7610
Anaktuvuk Pass	AKP	135.75	907/661–3020
Angoon	AGN	118.325	907/205–5480
Aniak	ANI	124.3	907/621–7611
Anvik	ANV	133.55	907/663–6353
Arctic Village	ARC	135.75	907/587–5654
Atka	AKA	135.55	907/560–7623
Atqasuk	ATK	119.925	907/633–2012
Barter Island	BTI	121.450	907/640–2124
Bethel	BET	135.45	907/543–5475
Bettles	BTT	135.45	907/692–5900
Birchwood	BCV	135.55	907/621–7605
Brevig Mission	KTS	121.55	907/642–2166
Bryant AAF	FRN	134.25	—

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER
Buckland	BVK	135.15	907/494–2180
Chevak	VAK	120.625	907/600–3038
Chignik	AJC	135.75	907/749–2402
Clarks Point	CLP	121.45	907/868–7311
Cold Bay	CDB	135.75	907/532–2639
Coldfoot	CXF	118.0	907/269–2771
Cordova	CDV	134.8	907/424–5900
Crooked Creek	CJX	118.4	907/269–2726
Deadhorse	SCC	118.4	907/659–2591
Deadhorse	PTZ	125.125	907-685-3590
Deering	DEE	135.5	907/621–7973
Dillingham	DLG	125.0	907/842–2137
Eagle	EAA	135.55	907/547–2351
Edward G Pitka Sr	GAL	132.525	907/446–3835
Egegik	EII	135.65	907/233–2288
Elim	ELI	121.425	907/890–2014
Emmonak	ENM	135.35	907/269–2755
Eureka	AZK	134.95	907/621–9261
Fairbanks Intl	FAI	124.4	907/621–7609
Fort Yukon	FYU	125.8	907/621–7612
Gambell	GAM	125.9	907/985–5733
Golovin	GLV	135.75	907/779–2228
Gulkana	GKN	134.85	907/205–4569
Gustavus	GST	125.9	907/697–2447
Haines	HNS	135.7	907/766–2519
Holy Cross	HCA	118.325	907/621–7974
Homer	HOM	135.65	907/202–8234
Hoonah	HNH	132.05	907/202–8236
Hooper Bay	HPB	135.1	907/621–7971
Huslia	HLA	135.75	907/829–2282
Hydaburg	HYG	135.65	907/560–7602
Iguigig	IGG	119.925	907/533–3350
Iliamna	ILI	134.95	907/621–7977
Juneau	JNU	—	907/789–1243
Kake	AFE	135.25	907/782–4981
Kalskag	KLG	119.025	907/471–2434
Kaltag	KAL	135.25	907/534–2272
Kenai Muni	ENA	133.35	907/283–6513
Ketchikan Intl	KTN	134.45	907/247–8801
Kiana	IAN	119.025	907/475–2004
King Cove	KVC	118.325	907/497–4279
King Salmon	AKN	128.8	907/300–7084
Kipnuk	IIK	118.325	907/621–7976
Kivalina	KVL	135.8	907/645–2160
Klawock	AKW	135.45	907/755–2641
Kodiak	ADQ	—	907/487–2442
Koliganek	JZZ	118.525	907/621–7978
Kotlik	2A9	118.1	907/269–2701
Koyuk Alfred Adams	KKA	134.95	907/963–4000
Kwethluk	KWT	120.000	907/868–7313
Lake Hood	LHD	—	907/271–2700
Manokotak	MBA	120.625	907/621–7983
Marshall Don Hunter Sr.	MDM	119.675	907/621–7985
Mc Grath	MCG	135.65	907/524–3850
McKinley National Park	INR	135.75	907/202–8243
Mekoryuk	MYU	123.9	907/621–7972
Merrill Fld	MRI	124.25	907/271–5277
Metlakatla	MTM	135.55	907/560–7608
Middleton Island	MDO	135.725	907/269–2855

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER
Minchumina	MHM	135.55	907/674–3315
Mountain Village	MOU	118.350	907/591–2511
Napakiak	WNA	121.425	907/868–7317
Nelson Lagoon	OUL	119.025	907/989–2227
Nenana	ENN	125.2	907/600–3104
New Stuyahok	KNW	120.275	907/621–7980
Nikolai	FSP	118.325	907/293–2002
Noatak	WTK	135.75	907–485–2203
Nome	OME	119.925	907/443–4818
Noorvik	D76	120.0	907/636–2010
North Slope	SXO	118.65	281/560-8580
Northway	ORT	135.4	907/778–2282
Nuiqsut	AQT	135.35	907/480–5577
Nulato	NUL	118.0	907/269–2774
Nunapitchuk	16A	121.550	907/868–7319
Palmer Muni	PAQ	134.75	907/560–7680
Perryville	PEV	118.1	907/269–2843
Petersburg	PSG	125.8	907/772–4504
Pilot Point	PNP	118.375	907/837–2406
Platinum	PTU	118.375	907/979–8800
Point Hope	PHO	118.325	907/368–2128
Point Lay LRRS	PIZ	135.65	907/833–3112
Portage Visitor Center	POR	135.45	907/560–7691
Port Heiden	PTH	135.4	907/837–2406
Quinhagak	AQH	121.575	907/560–7607
Ralph M Calhoun Mem	TAL	135.1	907/366–7266
Ralph Wien Mem	OTZ	135.45	907/442–2279
Red Dog	DGG	131.05	907/754-5000
Robert (Bob) Curtus Mem	D76	120.0	907/636–2010
Ruby	RBY	118.25	907/468–4605
Russian Mission	RSH	118.375	907/560–7678
St George	PBV	135.45	907/859–2700
St. Mary's	KSM	128.7	907/438–2135
St Michael	SMK	119.275	907/923–6480
St Paul Island	SNP	135.75	907/546–2324
Sand Point	SDP	134.85	907/383–5387
Savoonga	SVA	121.3	907/984–6429
Selawik	WLK	135.65	907/484–2107
Scammon Bay	SCM	118.425	907/600–3004
Seldovia	SOV	135.4	907/234–7407
Seward	SWD	135.2	907/224–2440
Shageluk	SHX	121.575	907/621–7970
Shaktoolik	2C7	124.175	907/955–3896
Shishmaref/New	SHH	121.1	907/217–1279
Shungnak	SHG	118.25	907/437–2024
Sitka	SIT	135.9	907/966–2209
Skagway	SGY	135.8	907/983–3194
Sleetmute	SLQ	134.85	907/449–4226
Soldotna	SXQ	135.45	907/262–8431
South Nanknek	WSN	121.575	907/868–7348
Talkeetna	TKA	135.2	907/733–1637
Ted Stevens Anchorage Intl	ANC	—	907/560-7681
Teller	TER	118.375	907/642–2301
Togiak	TOG	119.3	907/560–7601
Tok Junction	6K8	118.1	907/269–2706
Toksook Bay	OOK	119.275	907/427–7004
Tununak	4KA	118.25	907/269–2788
Unalakleet	UNK	132.25	907/624–3051
Unalaska	DUT	125.8	907/581–2803

STATION NAME	IDENT	FREQUENCY	TELEPHONE NUMBER
Valdez Pioneer Field	VDZ	118.8	907/835–5578
Wainwright	AWI	132.25	907/217–1305
Wales	IWK	118.525	907/664–3907
Wasilla	IYS	135.25	907/373–3801
White Mountain	WMO	121.45	907/560–7686
Wilder Runway LLC	05K	118.025	336/837–4290
Wiley Post/Will Rogers Mem	BRW	132.150	907/852–3112
Wrangell	WRG	128.5	907/874–2458
Yakutat	YAK	135.75	907/560–7615

SUPPLEMENTAL WEATHER SOURCES

In addition to FAA, NWS, DOD and private certified weather sources there are other private and federal non–certified automated weather reports available. These automated weather sources are not part of the National Airspace System and therefore will not have NOTAMs issued to indicate any unreliable or unusable elements of the device. These weather reports are considered to be "supplemental weather."

There are three NWS Meteorological Automated Weather Systems (MAWS) located near Circle Hot Springs, Healy and Whittier. The MAWS weather reports are available on the NWS Alaska Aviation Weather website or by request through a FAA Pilot Weather Briefer. There are private AWOS's located in the vicinity of Oliktok:

NAME	IDENT	FREQUENCY	TELPHONE NUMBER
Nikaitchuq Ops	AA38	121.275	907/685–1481
Spy Island	AA51	121.325	907/685–1482

OPR: FAA, Alaska Flight Services, 907–271–5464 **Date:** April 2013

A-PAID and MAWS Weather Observation Locations

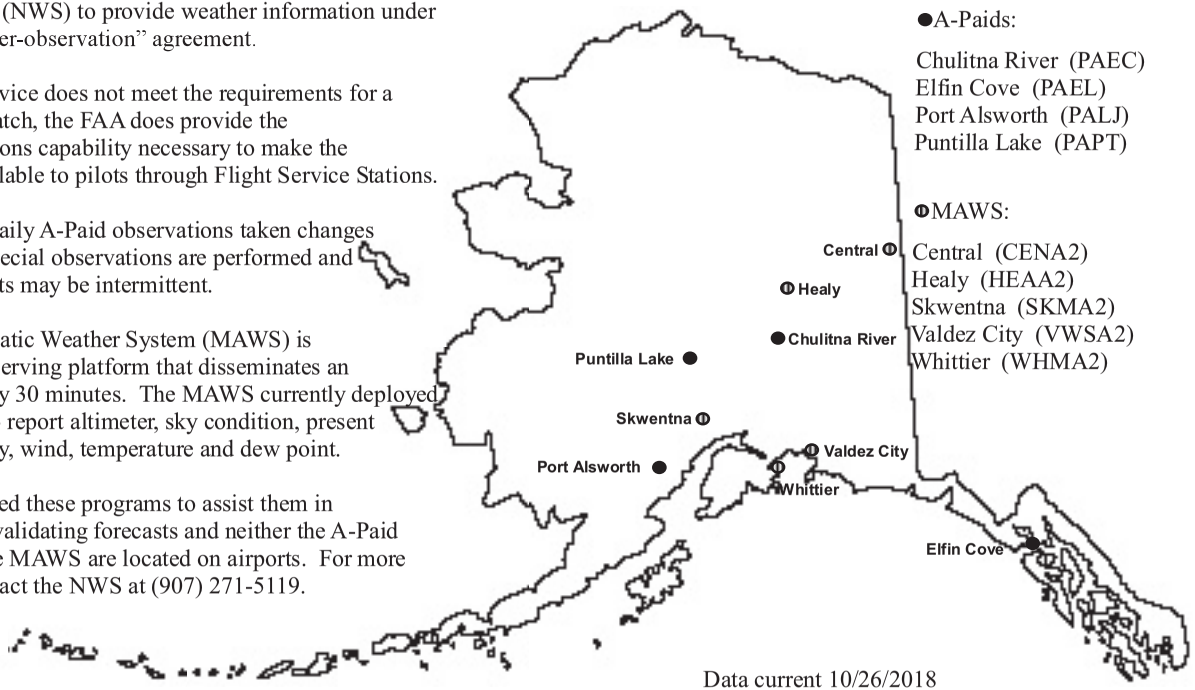
An A-Paid Observer is a person certified by the National Weather Service (NWS) to provide weather information under the terms of a "per-observation" agreement.

Although the service does not meet the requirements for a basic weather watch, the FAA does provide the telecommunications capability necessary to make the information available to pilots through Flight Service Stations.

The number of daily A-Paid observations taken changes seasonally, no special observations are performed and the hourly reports may be intermittent.

The Mini Automatic Weather System (MAWS) is an electronic observing platform that disseminates an observation every 30 minutes. The MAWS currently deployed are configured to report altimeter, sky condition, present weather, visibility, wind, temperature and dew point.

The NWS initiated these programs to assist them in developing and validating forecasts and neither the A-Paid observers nor the MAWS are located on airports. For more information contact the NWS at (907) 271-5119.



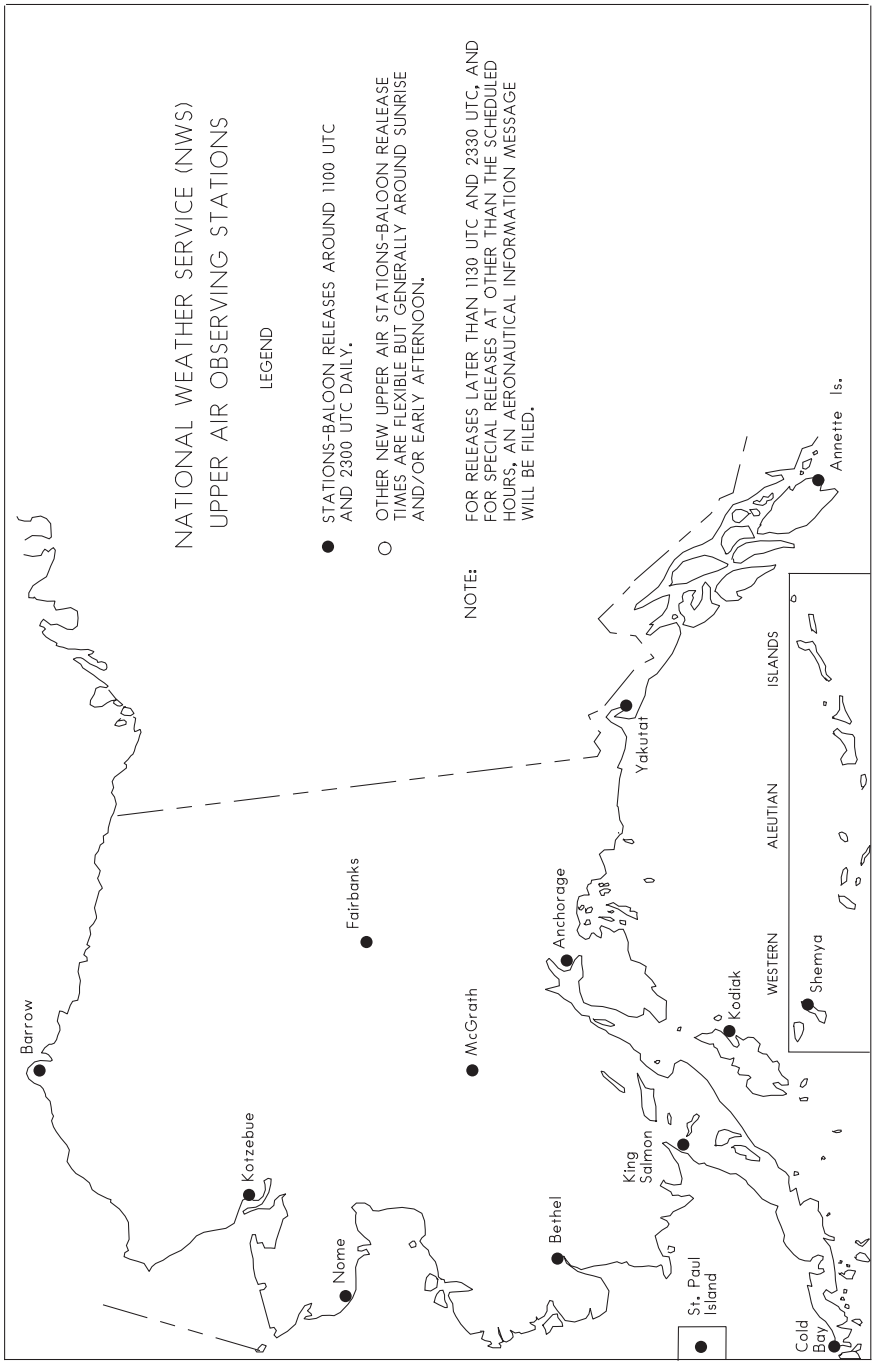
●A-Paids:

Chulitna River (PAEC)
Elfin Cove (PAEL)
Port Alsworth (PALJ)
Puntilla Lake (PAPT)

◐MAWS:

Central (CENA2)
Healy (HEAA2)
Skwentna (SKMA2)
Valdez City (VWSA2)
Whittier (WHMA2)

Data current 10/26/2018


NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS
LEGEND
STATIONS-BALOON RELEASES AROUND 1100 UTC AND 2300 UTC DAILY.
OTHER NEW UPPER AIR STATIONS-BALOON REALEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON.
NOTE:
FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.
Barrow
Kotzebue
Nome
Fairbanks
McGrath
Bethel
King Salmon
St. Paul Island
Cold Bay
Anchorage
Kodiak
Yakutat
Annette Is.
WESTERN ALEUTIAN ISLANDS
Shemya

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

Ⓡ**ANCHORAGE CENTER** – 121.5 **121.5** 132.3 **132.3** 243.0 **243.0** 306.2 **306.2**

Adak – 126.4 **126.4** 254.3 **254.3** **(KZAN)**
Aniak – 118.15 **118.15** 251.05 **251.05**
Annette Island – 127.3 **127.3** 118.5 **118.5** 284.6 **284.6** 256.7 **256.7**
Barrow – 135.3 **135.3** 239.25 **239.25**
Barter Island – 120.6 **120.6**
Bethel – 127.5 **127.5** 125.2 **125.2** 372.0 **372.0** 351.85 **351.85**
Bettles – 124.6 **124.6** 352.0 **352.0**
Big Delta – 135.3 **135.3** 322.5 **322.5**
Big Lake – 133.7 **133.7** 279.6 **279.6**
Biorka Island – 126.1 **126.1** 120.55 **120.55** 335.5 **335.5** 323.25 **323.25**
Cape Lisburne – 119.65 **119.65** 363.25 **363.25**
Cape Newenham – 127.6 **127.6** 124.2 **124.2** 273.6 **273.6** 251.1 **251.1**
Cape Romanzof – 132.5 **132.5** 124.5 **124.5** 266.8 **266.8**
Cold Bay – 125.45 **125.45** 118.5 **118.5** 322.4 **322.4** 278.3 **278.3**
Deadhorse – 134.4 **134.4** 370.9 **370.9**
Dillingham – 132.75 **132.75** (KING SALMON RCAG IS BACKUP WHEN DILLINGHAM RCAG OTS.) 282.35 **282.35** (KING SALMON RCAG IS BACKUP WHEN DILLINGHAM RCAG OTS.)
Dutch Harbor – 132.15 **132.15** 121.4 **121.4** 268.7 **268.7**
Fort Yukon – 135.0 **135.0** 132.7 **132.7** 284.7 **284.7** 225.4 **225.4**
Galbraith – 134.6 **134.6**
Galena – 134.55 **134.55** 127.0 **127.0** 290.2 **290.2** 278.8 **278.8**
Gambell – 132.2 **132.2** 281.4 **281.4**
Gulkana – 127.9 **127.9** 119.5 **119.5** 360.8 **360.8** 317.5 **317.5**
Gunnuk Mountain – 132.175 **132.175** 285.5 **285.5**
Gustavus – 133.2 **133.2** 360.65 **360.65**
Hill 3265 – 135.6 **135.6** 233.7 **233.7**
Homer – 133.8 **133.8** 125.9 **125.9** 316.1 **316.1** 270.3 **270.3**
Iliamna – 118.8 **118.8**
Johnstone Point – 119.3 **119.3**
Kenai – 125.7 **125.7** 123.9 **123.9** 119.7 **119.7** 379.1 **379.1** 273.45 **273.45** 269.0 **269.0**
King Salmon – 132.85 **132.85** 124.8 **124.8** (DILLINGHAM RCAG IS BACKUP WHEN KING SALMON RCAG OTS.) 354.0 **354.0** (DILLINGHAM RCAG IS BACKUP WHEN KING SALMON RCAG OTS.) 322.35 **322.35**
Kodiak – 132.65 **132.65** 125.1 **125.1** 281.4 **281.4** 273.55 **273.55**
Kotzebue – 132.35 **132.35** 119.2 **119.2** 281.5 **281.5** 263.0 **263.0**
Level Island – 118.0 **118.0**
Mc Grath – 133.05 **133.05** 128.1 **128.1** 353.8 **353.8** 319.15 **319.15**
Middleton Island – 133.6 **133.6** 124.05 **124.05** 279.55 **279.55** 269.4 **269.4**
Mount Robert Barron – 133.9 **133.9**
Murphy Dome – 133.1 **133.1** 120.9 **120.9** 319.2 **319.2** 285.4 **285.4**
Nikolski – 118.0 **118.0**
Nome – 133.3 **133.3** 125.95 **125.95** 290.4 **290.4** 269.2 **269.2**
Northway – 126.55 **126.55** 323.0 **323.0**
Nuiqsut – 119.4 **119.4**
Port Heiden – 132.9 **132.9** 288.3 **288.3**
Saint Marys – 124.0 **124.0**
Saint Paul Island – 128.2 **128.2** 119.1 **119.1** 339.8 **339.8** 338.3 **338.3**
Sand Point – 125.35 **125.35** 346.3 **346.3**
Shemya – 128.2 **128.2** 119.1 **119.1** 339.8 **339.8** 338.3 **338.3**
Sparrevohn – 134.3 **134.3** 128.5 **128.5** 379.9 **379.9** 351.8 **351.8**
Talkeetna – 125.55 **125.55** 254.3 **254.3**
Unalakleet – 135.7 **135.7** 335.5 **335.5**
Yakutat – 119.0 **119.0** 263.1 **263.1**
CENTER REMARKS: DEADHORSE AREA ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 0600–0800 SUN. PRIMARY/SECONDARY RADAR 150 NM RADIUS FAI VOR UNAVBL 0330–0630 SAT & MON AND 1930–2330 SUN. KING SALMON AREA ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 1200–1400. MURPHY DOME (FAIRBANKS AREA) ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 1730–2130 SUN. MIDDLETON ISLAND ENROUTE RADAR NO MAINTENANCE PERIOD 0300–0500 SUNDAY. FAIRBANKS TERMINAL RADAR ALPHA–NUMERICS NO NOTAM MAINTENANCE PERIOD 0700–0800 WED. ANCHORAGE CENTER ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 0330–0630 SAT/SUN/MON. ENROUTE RADAR CONTROL PROVIDED TO TRANSPONDER EQUIPPED ACFT WITHIN 150 NM RADIUS OF DEADHORSE 1400 TO 1100Z/DT 1300 TO 1000Z/. EXCEPT FOR BOSWELL BAY; ALL FREQS ARE FOR HIGH AND LOW ALTITUDE USE. BOSWELL BAY IS LOW ONLY.

VHF frequencies available at remote communication outlets (RCO's) are listed below for the coverage of this volume. 'T' indicates transmit only and 'R' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

BARROW RADIO 121.5 122.2 122.6 123.6 (LAA) (0600–2200; OT CTC FAIRBANKS FSS.)(AFIS FREQUENCY 132.15.)
POINT LAY RCO 122.4
WAINWRIGHT RCO 122.5

COLD BAY RADIO 121.5 122.2 123.6 (LAA) (0800–1745; OT CTC KENAI FSS.)
KING COVE RCO 122.25
NELSON LAGOON RCO 122.4
SAND POINT RCO 122.3
UNALASKA RCO 122.6

DEADHORSE RADIO 121.5 122.2 123.6 (LAA) (0600–2130)(AFIS FREQUENCY 118.4.)
BARTER ISLAND RCO 122.0
NUIQSUT RCO 122.5

DILLINGHAM RADIO 121.5 122.3 123.6 (LAA) (0745–2145; OT CTC KENAI FSS.)(LAA FREQUENCY 123.6. AFIS FREQUENCY 125.0.)
KEMUK MOUNTAIN RCO 122.55 (122.55 MONITORED BY ENA FSS WHEN DLG FSS CLSD.)

FAIRBANKS RADIO 121.5 122.2 124.1 132.65 243.0
ANAKTUVUK PASS RCO 122.15
ATIGUN RCO 122.6
BARROW RCO 121.5 122.2 122.6 123.6 (OPN HRS BARROW FSS CLSD.)
BETTLES RCO 121.5 122.2
BIG DELTA VORTAC 121.5 122.2 243.0
BLACK RAPIDS RCO 122.4
COLDFOOT RCO 122.0
DEADHORSE RCO 121.5 122.2 123.6 (OPN HRS DEADHORSE FSS CLSD.)
FISH RCO 122.1
FORT YUKON RCO 122.05
FRANKLIN BLUFFS RCO 122.1
FROZEN CALF RCO 121.1
GALENA RCO 121.5 122.2
HEALY RCO 122.4
HUSLIA VOR/DME 122.4
INDIAN MOUNTAIN RCO 122.6
KAARUK RCO 122.4
KOTZEBUE RCO 120.3 121.5 122.2 123.6 (OPN HRS KOTZEBUE FSS CLSD)
MCKINLEY PARK RCO 122.1
MINCHUMINA RCO 122.2
MURPHY DOME RCO 122.3
NENANA VORTAC 121.5 122.5
NOME RCO 121.5 122.2 122.45 123.6 243.0 (OPN HRS NOME FSS CLSD.)
NORTHWAY RCO 121.5 122.2 122.65 123.6 243.0 (OPN HRS NORTHWAY FSS CLSD)
RUBY RCO 122.25
TANANA RCO 121.5 122.65
YUKON RIVER BRIDGE RCO 122.15

HOMER RADIO 121.5 122.2 123.6 (LAA) 243.0 (0600–2130; OT CTC KENAI FSS.)(AFIS FREQUENCY 135.65.)

ILIAMNA RADIO 121.5 122.2 123.6 (0545–2145; 15 MAY–15 OCT; OTR TIMES CTC KENAI FSS.)(LAA FREQUENCY 123.6. AFIS FREQUENCY 134.95.)

JUNEAU RADIO 121.5 122.2 243.0

ALSEK RCO 121.4
CAPE SPENCER RCO 122.6
CORDOVA RCO 121.5 122.2 123.6 243.0 (FREQS 123.6 & 122.2 ALSO AVBL AT MERLE K MUDHOLE SMITH.)
DUNCAN CANAL RCO 122.1
GUSTAVUS RCO 121.5 122.65
HAINES RCO 121.5 122.6
HOONAH RCO 122.35
JOHNSTONE POINT VOR/DME 122.1
JUNEAU DOWNTOWN RCO 122.15
KETCHIKAN RCO 121.5 122.2 123.6 243.0 (OPN HRS KETCHIKAN FSS CLSD.)
LENA POINT RCO 122.25 (WX CAM)
MIDDLETON ISLAND RCO 121.5 122.05 243.0
MOUNT EYAK RCO 122.5 (FREQ 122.5 ALSO AVBL AT CORDOVA MUNI & CORDOVA MUNI SEAPLANE.)
NAKED ISLAND RCO 133.15
POTATO POINT RCO 122.4 (WX CAM)
ROBERT BARRON RCO 121.1
SITKA RCO 121.5 122.2 123.6 243.0 (OPN HRS SITKA FSS CLSD.)
SKAGWAY RCO 122.4
THOMPSON PASS RCO 122.55
VALDEZ RCO 121.5 122.2
YAKATAGA RCO 122.5
YAKUTAT VOR/DME 121.5 122.2 123.6 243.0

KENAI RADIO 121.5 122.65 243.0 (LAA FREQUENCY 121.3 WHEN ATCT CLSD.)
AKHIOK RCO 122.6
ANCHORAGE RCO 122.2
ANIAK RCO 121.5 122.45 243.0
ANVIK RCO 122.4
BETHEL RCO 118.7 121.5 122.2 243.0
BIRCHWOOD RCO 121.5 122.3 122.55
CANTWELL RCO 122.5
CAPE NEWENHAM RCO 122.3
CAPE ROMANZOF RCO 122.1
CHIGNIK RCO 122.05
COLD BAY RCO 121.5 122.2 123.6 (OPN HRS COLD BAY FSS CLSD.)
DILLINGHAM RCO 121.5 122.3 123.6 (OPN HRS DILLINGHAM FSS CLSD.)
EMMONAK VOR/DME 122.55
FAREWELL RCO 122.1
GIRDWOOD RCO 122.15
GULKANA VOR/DME 121.5 122.2
HOMER VOR/DME 121.5 122.2 123.6 243.0 (OPERS HRS HOM FSS CLSD.)
HOOPER BAY VOR/DME 122.4
ILIAMNA NDB/DME 121.5 122.2 123.6 (OPN HRS ILIAMNA FSS CLSD.)
KING SALMON RCO 121.5 121.9 122.2 243.0 (FREQ 121.9 AVBL WHEN ATCT CLSD.)
KIPNUK RCO 122.6
KODIAK RCO 119.8 (AVBL WHEN ATCT CLSD) (119.8 AVBL WHEN ATCT CLSD.)
LAKE CLARK PASS EAST RCO 121.1
LAKE CLARK PASS WEST RCO 121.2
MCGRATH RCO 121.5 122.2 122.65 123.6 (OPN HRS MCGRATH FSS*)
MEKORYUK RCO 122.0
NIKISHKA RCO 122.0
OLD HARBOR RCO 122.5
PALMER RCO 122.4 123.6 (OPERS HRS FSS CLSD)
PAXSON RCO 122.3
PILLAR MOUNTAIN RCO 122.1
PLATINUM RCO 122.5
PORT HEIDEN RCO 122.0
PRIBILOF RCO 122.5
QUINHAGAK RCO 122.1
SEWARD RCO 122.6
SOLDOTNA RCO 122.35
SPARREVOHN RCO 122.5
ST PAUL ISLAND NDB/DME 122.45
STUCK RCO 122.1
TAHNETA PASS RCO 122.4
TALKEETNA RCO 121.5 122.2 123.6 (WHEN TKA FSS CLSD)
TATALINA RCO 122.3
TOGIAK RCO 122.25
WOODY ISLAND RCO 121.5 122.2 (122.2 122.2 ALSO AVBL AT THE FOLLOWING AIRPORT: KODIAK.)

KETCHIKAN RADIO 121.5 122.2 123.6 243.0 (0615–2115; OT CTC JUNEAU FSS)(LAA FREQUENCY 123.6. AFIS FREQUENCY 134.45.)
ANNETTE ISLAND RCO 122.4
BOCA DE QUADRA RCO 119.3
HIGH MOUNTAIN RCO 121.2 121.5 243.0
KLAWOCK RCO 122.25
RATZ MOUNTAIN RCO 122.15
SUNNY HAY MOUNTAIN RCO 120.9

KOTZEBUE RADIO 120.3 121.5 122.2 123.6 (LAA) (0700–0000; OT CTC FAIRBANKS FSS.)(AFIS FREQUENCY 135.45.)
AMBLER RCO 122.0
BUCKLAND RCO 122.3
CAPE LISBURNE RCO 122.3
DEERING RCO 122.25
KIVALINA RCO 122.55 (0700–0000 OT CTC FAIRBANKS FSS.)
NOATAK NDB/DME 122.4
POINT HOPE RCO 122.25
SELAWIK VOR/DME 122.5

MCGRATH RADIO 121.5 122.2 122.65 123.6 (LAA) (0900–1845; 1 MAY–30 SEPT; OT CTC KENAI FSS.)

NOME RADIO 121.5 122.2 122.45 123.6 (LAA) 243.0 (0715–2245; OT CTC FAIRBANKS FSS.)(AFIS FREQUENCY 119.925.)
BREVIG MISSION RCO 135.6
ELIM RCO 122.15
GAMBELL RCO 122.0
GOLOVIN RCO 122.05
KOYUK RCO 122.35
NEWTON PEAK RCO 122.5
SAVOONGA RCO 122.3
SHISHMAREF RCO 122.4
TIN CITY RCO 122.6
UNALAKLEET RCO 121.5 122.3

NORTHWAY RADIO 121.5 122.2 122.65 123.6 (LAA) 243.0 (0815–1745; 1 MAY–30 SEP; OT CTC FAIRBANKS FSS)
EAGLE RCO 122.3
KNOB RIDGE RCO 122.6 (WX CAM)
MENTASTA RCO 121.4
TAYLOR MOUNTAIN RCO 121.35
TOK RCO 122.4

PALMER RADIO 122.4 123.6 (LAA) 134.75 (LAA) (0800–1800; OT CTC KENAI FSS.)(AFIS FREQUENCY 134.75.)
CHICKALOON RCO 126.45

SITKA RADIO 121.5 122.2 123.6 (LAA) 243.0 (0600–2145 OT CTC JUNEAU FSS)(AFIS FREQUENCY 135.9.)
ANGOON RCO 122.4
BIORKA ISLAND VORTAC 122.3
FINGER MOUNTAIN RCO 120.4
GUNNUK MOUNTAIN RCO 122.175
KAKE RCO 122.65 (0600–2145 OTR HRS C*)
KRUZOF RCO 122.05
KUIU RCO 121.3
LEVEL ISLAND VOR/DME 122.3
PETERSBURG RCO 122.35
WRANGELL RCO 122.45

TALKEETNA RADIO 121.5 122.2 123.6 (LAA) (15 SEP–14 APR 0800–1745;15 APR–14 SEP 0800–2000; OT CTC KENAI FSS)(AFIS FREQUENCY 135.2.)

Checkpoints consist of certified radials that should be received at specific points on the airport surface.

Should an error in excess of ±4° be indicated through use of the ground check, IFR flight should not be attempted without first correcting the source of the error. CAUTION: No correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks.
CAUTION: No correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks.

VOR RECEIVER CHECKPOINTS

Station	Radial	Distance	Location
Eareckson AS	096°	1.8 NM	Twy in front of twr.
Ladd AAF	058°	10.8 NM	South ramp adj to Rwy 25 touchdown.

VOR TEST FACILITIES (VOT)

City/Facility Name (Ident)	Freq.	Remarks
Anchorage/Anchorage (ANC)	108.4	Unusbl east of Twy K South of Twy M to Twy R.
Anchorage/Merrill (MRI)	111.0	
Juneau/Juneau (JNU)	111.0	
Ketchikan/Ketchikan (ECH)	111.0	

PARACHUTE JUMPING AREAS

The following tabulation lists all known Parachute Jump sites in Alaska. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. NOTAM D's may be issued to advise users of specific dates and times if outside the times/altitudes that are published. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Parachute jumping areas within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.
Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.
Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.
Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower, or ARTCC.
Qualified parachute jumping areas will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jumping area is charted.

To qualify for charting, a jump area must meet the following criteria:
(1) Been in operation for at least 1 year.
(2) Log 1,000 or more jumps each year.

In addition, parachute jumping areas can be nominated by FAA Regions if special circumstances require charting.

ALASKA

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES	MAXIMUM ALTITUDE	REMARKS
Anchorage	14.4 NM; 034° Anchorage	12,500	SR–SS; weekends. Jumps over Pippel Field.
Anchorage, Campbell Airstrip	4.8 NM; 077° Anchorage	2,000	SR–SS; Unscheduled. **Ted Stevens Anchorage Intl Twr 126.4**.
(c) Anchorage, Girdwood	27.8 NM; 098° Anchorage	12,500	1 NM radius. Fri–Sun. **Ted Stevens Anchorage Intl Twr 126.4**.
Anchorage, Malemute	14.1 NM; 021° Anchorage	5,000	USAF.
Fairbanks, Birch Hill	10 NM; 042° Fairbanks	6,000	3 NM radius. Apr 1–Oct 31 SR–SS.
Fairbanks, Chena Lake Flood Plain	20 NM; 070° Fairbanks	5,000	5 NM radius. SR–SS Apr 1–Oct 31.
Fairbanks, Firebird	36 NM; 079° Fairbanks	3,000	Unscheduled.
(c) Fairbanks, Husky Drop Zone	27 NM; 067° Fairbanks	3,500	Continuous. Active Army & USAF. **Fairbanks Intl Twr 126.5**.
Fairbanks, Leslie's Field	13 NM; 039° Fairbanks	5,000	Unscheduled.
Fairbanks, Nordale Jumpspot/Little Chewa Bridge	15 NM; 056° Fairbanks	5,000	5 NM radius. Apr 1–Oct 31 SR–SS.
Fairbanks, Quartz Creek/Nome Creek Road	47 NM; 020° Fairbanks	6,000	5 NM radius. Apr 1–Oct 31 SR–SS.
McGrath	0 NM; 341° McGrath	5,000	Jun–Sep; Irregular hrs. Jumping over McGrath VORTAC.
(c) Palmer	61-35-41.7000 N 149-05-19.4000 W	10,000	2 NM radius. Apr-Oct SR-SS. CTAF 123.6. **Anchorage Apch Ctrl TRACON 118.6**
Palmer, Fairgrounds	25 NM; 067° Big Delta	12,500	SR–SS; During State Fair.
(c) Wasille/Adventure	17 NM; 067° Big Lake	14,000	1 NM radius. Apr–Dec SR–SS. **Ted Stevens Anchorage Intl Twr 118.6**.

RADIO NAVIGATIONAL AIDS BY IDENT

IDENT	NAME
ADK	Mount Moffet (NDB/DME)
AFE	Kake (NDB)
AKN	King Salmon (VORTAC)
ALJ	Orca Bay (NDB)
ANI	Aniak (NDB)
ANN	Annette Island (VOR/DME)
BET	Bethel (VORTAC)
BGQ	Big Lake (VORTAC)
BIG	Big Delta (VORTAC)
BKA	Biorka Island (VORTAC)
BRW	Barrow (VOR/DME)
BTT	Bettles (VOR/DME)
BVS	Skagit/Bay View (NDB)
CDB	Cold Bay (VORTAC)
CGL	Coghlan Island (NDB)
CMJ	Clam Cove (NDB)
CRN	Cairn Mountain (NDB)
CUN	Chena (NDB)
CZF	Cape Romanzof (NDB)
DJN	Delta Junction (NDB)
DLG	Dillingham (VOR/DME)
DUT	Dutch Harbor (NDB/DME)
EAV	Evansville (NDB)
EDF	Elmendorf AFB (TACAN)
EEF	Elephant (NDB)
EHM	Cape Newenham (NDB)
EIL	Eielson AFB (TACAN)
ELF	Elfee (NDB)
ENA	Kenai (VOR/DME)
ENM	Emmonak (VOR/DME)
ENN	Nenana (VORTAC)
FAI	Fairbanks (VORTAC)
FHR	Friday Harbor (NDB)
FYU	Fort Yukon (VORTAC)
GAL	Galena (VOR/DME)
GAM	Gambell (NDB/DME)
GCR	Glacier River (NDB)
GKN	Gulkana (VOR/DME)
HBT	Borland (NDB/DME)
HOM	Homer (VOR/DME)
HPB	Hooper Bay (VOR/DME)
HSL	Huslia (VOR/DME)
ICW	Ice Pool (NDB)
ILI	Iliamna (NDB/DME)
JOH	Johnstone Point (VOR/DME)
LUR	Cape Lisburne (NDB)
LVD	Level Island (VOR/DME)
MCG	McGrath (VORTAC)
MDO	Middleton Island (VOR/DME)
MNL	Mineral Creek (NDB)
MOS	Moses Point (VOR/DME)
OCC	Ocean Cape (NDB)
ODK	Kodiak (VOR/DME)
OLT	Soldotna (NDB/DME)
OME	Nome (VOR/DME)
ORT	Northway (VORTAC)
OTZ	Kotzebue (VOR/DME)
PDN	Port Heiden (NDB/DME)
RWO	Woody Island (NDB)
SCC	Deadhorse (VOR/DME)
SIT	Sitka (NDB)
SPY	Saint Paul Island (NDB/DME)
SQA	Sparrevohn (VOR/DME)
SQM	Sumner Strait (NDB)
SRI	Pribilof (NDB)
SSR	Sisters Island (VORTAC)
SYA	Shemya AFB (VORTAC)
TAL	Tanana (VOR/DME)
TED	Anchorage (VOR/DME)
TKA	Talkeetna (VOR/DME)
TNC	Tin City (NDB)
ULL	Kukuliak (VOR/DME)
UNK	Unalakleet (VOR/DME)
UTO	Utopia Creek (NDB/DME)
WLK	Selawik (VOR/DME)
YAK	Yakutat (VOR/DME)

AIRPORTS BY ICAO LOCATION INDICATOR

IDENT	NAME
PAAB	ATMAUTLUAK
PAAC	PILOT STATION
PAAE	OUZINKIE
PAAF	MINTO AL WRIGHT
PAAG	CHANDALAR SHELF
PAAH	KANTISHNA
PAAI	LEVELOCK
PAAJ	TUNTUTULIAK
PAAK	ATKA
PAAL	PORT MOLLER
PAAN	GOLD KING CREEK
PAAO	LAKE LOUISE
PAAP	PORT ALEXANDER SEAPLANE
PAAQ	PALMER MUNI
PAAR	BIRCH CREEK
PAAS	STEBBINS
PAAT	CASCO COVE CGS
PAAU	NUNAM IQUA
PAAV	EKWOK
PAAW	NANWALEK
PAAX	CHITINA
PAAY	CHICKEN
PABA	BARTER ISLAND
PABE	BETHEL
PABG	BELUGA
PABI	ALLEN AAF
PABL	BUCKLAND
PABM	BIG MOUNTAIN
PABP	BADAMI
PABR	WILEY POST/WILL ROGERS MEM
PABT	BETTLES
PABU	BULLEN POINT AIR FORCE STATION
PABV	BIRCHWOOD
PACD	COLD BAY
PACE	CENTRAL
PACH	CHUATHBALUK
PACI	CHALKYITSIK
PACK	CHEFORNAK
PACL	CLEAR
PACM	SCAMMON BAY
PACR	CIRCLE CITY
PACS	CAPE SARICHEF
PACV	MERLE K (MUDHOLE) SMITH
PACX	COLDFOOT
PACZ	CAPE ROMANZOF LRRS
PADE	DEERING
PADK	ADAK
PADL	DILLINGHAM
PADM	MARSHALL DON HUNTER SR
PADQ	KODIAK
PADU	UNALASKA
PADY	KONGIGANAK
PAED	ELMENDORF AFB
PAEE	EEK
PAEG	EAGLE
PAEH	CAPE NEWENHAM LRRS
PAEI	EIELSON AFB
PAEL	ELFIN COVE SEAPLANE
PAEM	EMMONAK
PAEN	KENAI MUNI
PAEW	MERTARVIK
PAFA	FAIRBANKS INTL

IDENT	NAME
PAFB	LADD AAF
PAFE	KAKE
PAFL	TIN CREEK
PAFM	AMBLER
PAFR	BRYANT AAF
PAFS	NIKOLAI
PAFW	FAREWELL
PAGA	EDWARD G PITKA SR
PAGB	GALBRAITH LAKE
PAGG	KWIGILLINGOK
PAGH	SHUNGNAK
PAGK	GULKANA
PAGL	GOLOVIN
PAGM	GAMBELL
PAGN	ANGOON SEAPLANE
PAGO	BIG LAKE
PAGS	GUSTAVUS
PAGY	SKAGWAY
PAGZ	GRANITE MOUNTAIN AS
PAHC	HOLY CROSS
PAHL	HUSLIA
PAHN	HAINES
PAHO	HOMER
PAHP	HOOPER BAY
PAHU	HUGHES
PAHV	HEALY RIVER
PAHX	SHAGELUK
PAHY	HYDABURG SEAPLANE
PAIG	IGIUGIG
PAII	EGEGIK
PAIK	BOB BAKER MEM
PAIL	ILIAMNA
PAIM	INDIAN MOUNTAIN LRRS
PAIN	MC KINLEY NATIONAL PARK
PAIW	WALES
PAJC	CHIGNIK
PAJJ	TENAKKE SEAPLANE BASE
PAJN	JUNEAU INTL
PAJZ	KOLIGANEK
PAKA	TATITLEK
PAKD	KODIAK MUNI
PAKF	FALSE PASS
PAKH	AKHIOK
PAKI	KIPNUK
PAKK	KOYUK ALFRED ADAMS
PAKL	KULIK LAKE
PAKN	KING SALMON
PAKP	ANAKTUVUK PASS
PAKT	KETCHIKAN INTL
PAKU	UGNU–KUPARUK
PAKV	KALTAG
PAKW	KLAWOCK
PAKY	KARLUK
PALB	LARSEN BAY
PALG	KALSKAG
PALH	LAKE HOOD SEAPLANE
PALP	ALPINE AIRSTRIP
PALR	CHANDALAR LAKE
PALU	CAPE LISBURNE LRRS
PAMB	MANOKOTAK
PAMC	MC GRATH
PAMD	MIDDLETON ISLAND
PAMH	MINCHUMINA
PAMK	ST MICHAEL

AIRPORTS BY ICAO LOCATION INDICATOR

IDENT	NAME
PAML	MANLEY HOT SPRINGS
PAMM	METLAKATLA SEAPLANE
PAMO	MOUNTAIN VILLAGE
PAMR	MERRILL FLD
PAMX	MC CARTHY
PAMY	MEKORYUK
PANA	NAPAKIAK
PANC	TED STEVENS ANCHORAGE INTL
PANI	ANIAK
PANN	NENANA MUNI
PANO	NONDALTON
PANR	FUNTER BAY SEAPLANE
PANT	ANNETTE ISLAND
PANU	NULATO
PANV	ANVIK
PANW	NEW STUYAHOK
PAOB	KOBUK
PAOC	PORTAGE CREEK
PAOH	HOONAH
PAOM	NOME
PAOO	TOKSOOK BAY
PAOR	NORTHWAY
PAOT	RALPH WIEN MEM
PAOU	NELSON LAGOON
PAPB	ST GEORGE
PAPC	PORT CLARENCE CGS
PAPE	PERRYVILLE
PAPG	PETERSBURG JAMES A. JOHNSON
PAPH	PORT HEIDEN
PAPK	NAPASKIAK
PAPM	PLATINUM
PAPN	PILOT POINT
PAPO	POINT HOPE
PAPR	PROSPECT CREEK
PAQH	QUINHAGAK
PAQT	NUIQSUT
PARC	ARCTIC VILLAGE
PARS	RUSSIAN MISSION
PARY	RUBY
PASA	SAVOONGA
PASC	DEADHORSE
PASD	SAND POINT
PASH	SHISHMAREF
PASI	SITKA ROCKY GUTIERREZ
PASK	SELAWIK
PASL	SLEETMUTE
PASM	ST MARY'S
PASN	ST PAUL ISLAND
PASO	SELDOVIA
PASP	SHEEP MOUNTAIN
PAST	SUMMIT
PASV	SPARREVOHN LRRS
PASW	SKWENTNA
PASX	SOLDOTNA
PASY	EARECKSON AS
PATA	RALPH M CALHOUN MEM
PATC	TIN CITY LRRS
PATE	TELLER
PATG	TOGIAK
PATK	TALKEETNA
PATL	TATALINA LRRS
PATQ	ATQASUK EDWARD BURNELL SR MEM
PATW	CANTWELL
PAUK	ALAKANUK
PAUM	UMIAT
PAUN	UNALAKLEET
PAUO	WILLOW
PAVA	CHEVAK
PAVC	KING COVE
PAVD	VALDEZ PIONEER FIELD
PAVE	VENETIE
PAVL	KIVALINA
PAWB	BEAVER
PAWD	SEWARD
PAWG	WRANGELL
PAWI	WAINWRIGHT
PAWM	WHITE MOUNTAIN
PAWN	NOATAK
PAWR	WHITTIER
PAWS	WASILLA
PAWT	WAINWRIGHT AS
PAXK	PAXSON
PAYA	YAKUTAT
PAZA	ANCHORAGE CENTER
PFAK	AKIAK
PFAL	ALLAKAKET
PFCB	CHENEGA BAY
PFCL	CLARKS POINT
PFEL	ELIM
PFKA	KASIGLUK
PFKK	KOKHANOK
PFKO	KOTLIK
PFKT	BREVIG MISSION
PFKU	KOYUKUK
PFKW	KWETHLUK
PFNO	ROBERT/BOB/CURTIS MEM
PFSH	SHAKTOOLIK
PFTO	TOK JUNCTION
PFYU	FORT YUKON
PFWS	SOUTH NAKNEK NR 2
PORI	PORT LIONS
PPEC	PELICAN SEAPLANE BASE
PPIT	NUNAPITCHUK
PPIZ	POINT LAY LRRS

MARINE RADIO BEACONS

For station identification simple characteristics consisting of combinations of dots and dashes are used. These combinations and the lengths of the dots, dashes and spaces are chosen for ease of identification. The combinations are not transmitted as morse code and are not referred to as such, but as: (—); (—·); etc., depending on the combination used. All radiobeacons superimpose the characteristic on a carrier which is on continuously during the period of transmission. This extends the usefulness of marine radiobeacons to aircraft employing automatic radio direction finders.

FAA, ALASKA FLIGHT SERVICE STATIONS (FSS) SPECIAL REPORTING SERVICE

This "Special Reporting" will provide for air/ground reporting on a prearranged schedule, whenever a pilot is planning a flight over any large body of water, swamp (wetlands), or mountainous terrain.

- Contact time intervals and/or geographical locations should be agreed upon by the pilot and the FSS. Ten minute time intervals are desirable but due to limited RCO coverage, may not always be possible.
- If contact is lost for more than 15 minutes, or other agreed upon time interval, Search and Rescue will be initiated.
- Arrangements for this service can be made during preflight briefing or while in flight.
- A flight plan is desirable but not mandatory.
- Air/ground communications capabilities must be evaluated for each request for service.

ENHANCED SPECIAL REPORTING SERVICE (eSRS)

Similar to the original Special Reporting Service and in response to customer requests, eSRS provides that Flight Service will initiate SAR action upon receipt of electronic distress alerting messages, transmitted via satellite from GPS tracking devices located on board an aircraft.

Currently, aircraft utilizing SPOT™, Spidertracks™ and DeLorme inReach™ units are included in the program. Other units may be evaluated and accepted into the program as customer demand requires.

eSRS is a value–added Search and Rescue (SAR) tool. It is intended to enhance and expedite SAR for aircraft on a flight plan. eSRS does not replace a flight plan.

Alert notifications are transmitted to FSS directly, and are intended to reduce the response time upon receipt of an emergency message in comparison to waiting for a flight plan time to expire. eSRS may also provide added protection in the event of ELT failure.

eSRS procedures are intended for use with VFR flight plans originating and terminating within Alaska.

If you would like more information or wish to participate in the eSRS program please call one of the FSS's below and talk to a staff support specialist:

- Fairbanks Flight Service Station – (907) 474–0388
- Juneau Flight Service Station – (907) 586–7382
- Kenai Flight Service Station – (907) 283–3735

Additional information is available at: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/esrsak/index.cfm

OPR: Alaska Flight Services April 3, 2014

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

Special Use Airspace Information Service (SUAIS)

SUAIS is a system operated by the United States Air Force (USAF) under agreement with the Federal Aviation Administration (FAA) Alaskan Region to assist pilots with flight planning and situational awareness while operating in or near certain Military Operations Areas (MOA) and Restricted Areas in interior Alaska. SUAIS provides a means for civil pilots to obtain "near real-time" flight information regarding military training flight activity and USAF pilots to obtain civilian pilots location and route of flight. Additionally, SUAIS provides information on Army artillery firing and known helicopter operations. SUAIS is available on VHF frequency 125.3 & 126.3 MHz east of Fairbanks and near Delta Junction in the Yukon 1, 2 & 3 MOAs, as well as in Birch, Buffalo, Eielson, Fox 3 Low, Paxon Low and Delta MOAs. Additionally, the USAF provides service to anyone within radio range operating near or within R2202, R2205, R2211, and the military training routes (MTR) in this geographic area.

SUAIS is available 24 hours a day. Direct communication with SUAIS personnel can be made by telephone or VHF radio whenever scheduled USAF aircraft are operating in active MOAs or Restricted Areas. The USAF flying window varies between 0700-0000 hours local time, and information regarding daily activation times is available in advance by contacting Eielson Range Control (ERC) at 1-800-758-8723, 1-907-372-6913 or on VHF frequencies 125.3 & 126.3 MHz. Recorded SUAIS information is provided on these frequencies and phone numbers when ERC SUAIS personnel are not on duty.

SUAIS/ERC cannot provide Air Traffic Control (ATC) services: i.e. It cannot provide IFR service or file flight plans. SUAIS is limited to providing information regarding MOA, MTR and Restricted Area airspace activation status and scheduling information. SUAIS/ERC can also provide the approximate positions of civil and military aircraft operating within the MOAs and Restricted Areas identified earlier. Eielson Range Control has radar sites located near Taylor Mountain and R2205. The radar picture from these sites is available to augment SUAIS radio coverage and, subject to radar line of sight limitations, provides radar coverage from Fairbanks to south of Delta Junction in the areas of the Alaska and Richardson Highways. However, the ability to see small aircraft without transponders is limited.

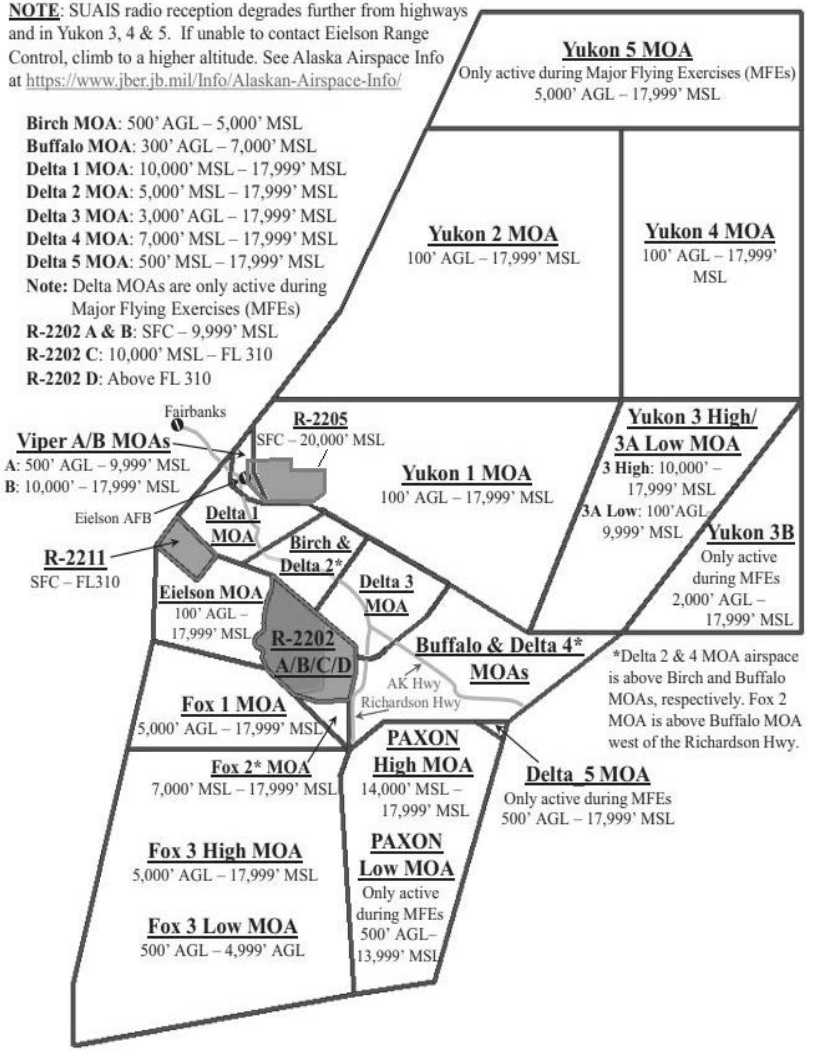
The service is provided as a supplement, and is not intended to replace ATC services provided by the FAA. Detailed information including specific frequency locations may be obtained from the USAF internet site in the form of a "Special Use Airspace Information Service (SUAIS) Pamphlet" at: **https://www.jber.jb.mil/Info/Alaskan-Airspace-Info/**

Pilots should contact the nearest Flight Service Station for the latest NOTAM information concerning SUA and MTR use. Comments regarding this service may be directed to:

354th Range Squadron
Airspace Management Office
354 Broadway Ave, Ste 288
Eielson AFB, AK 99702
(907) 377-5921/5922
alaskamilitaryairspace@us.af.mil

Office of Primary Responsibility (OPR): 354th Range Squadron Airspace Management Office
Contact Information: ALASKAMILITARYAIRSPACE@US.AF.MIL
Amended: August 2023

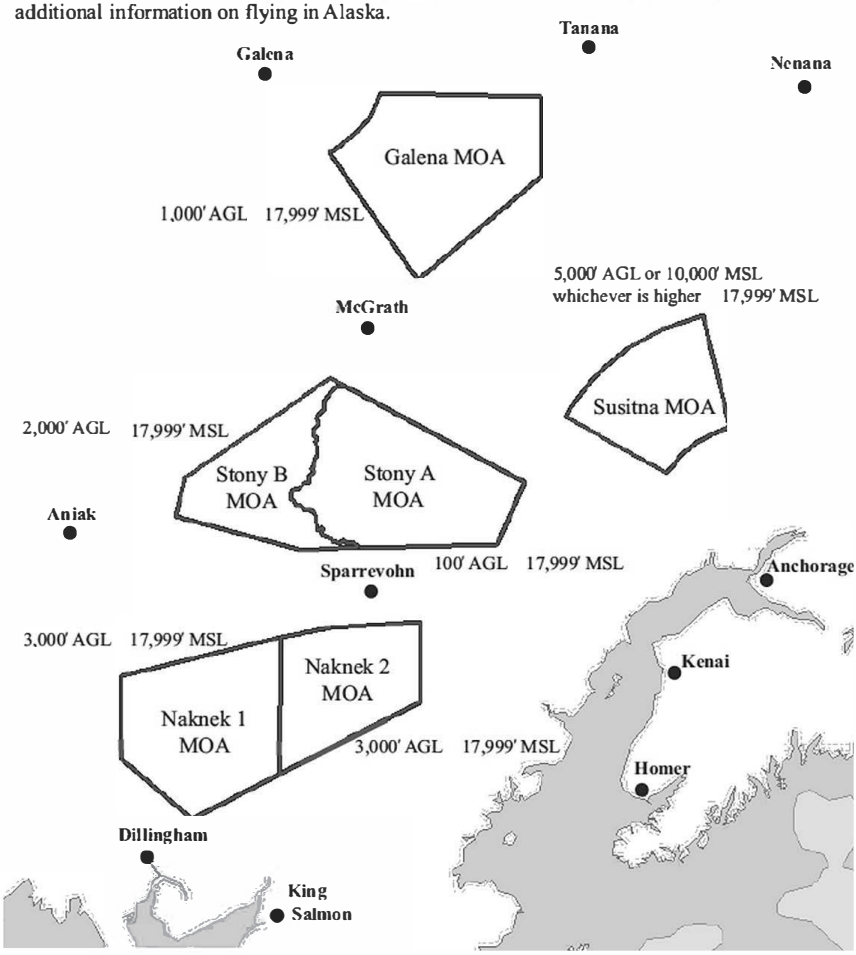
Alaska
Interior Special Use Airspace



Office of Primary Responsibility (OPR): 354th Range Squadron Airspace Management Office
Contact Information: ALASKAMILITARYAIRSPACE@US.AF.MIL
Amended: August 2023

ALASKA
Western Special Use Airspace

Note: The Special Use Airspace Information Service (SUAIS) is not provided in this region. See Alaska Airspace Info at https://www.jber.jb.mil/Info/Alaskan_Airspace_Info/ for additional information on flying in Alaska.



Office of Primary Responsibility (OPR): 354th Range Squadron Airspace Management Office
Contact Information: ALASKAMILITARYAIRSPACE@US.AF.MIL
Amended: August 2023

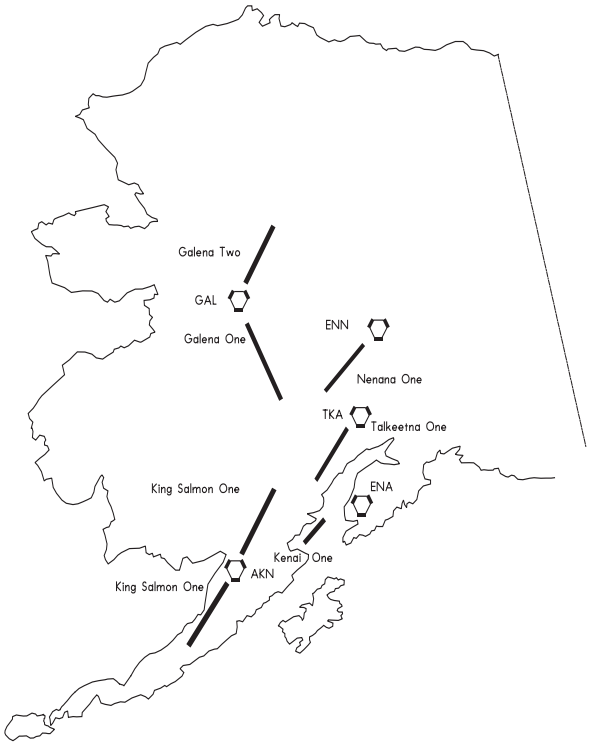
MILITARY AERIAL REFUELING TRACKS

Military Aircraft conduct refueling operations in Alaska below 10,000′ MSL in VFR conditions on the routes listed below. A notice to airmen (NOTAM) will be issued at least 24 hours prior to the use of these routes. Refueling operations will be conducted about twice a month on each route for a maximum period of three hours. Only one HC-130 tanker and two HH-60 helicopters will engatge in refueling operations on any given route. Refueling aircraft may use Mode 3, Code 4000 for discrete IFF operations. HC-130 tanker will monitor 122.9 (Valley Traffic).

Routes - Name, Navaid, Radial. Distance

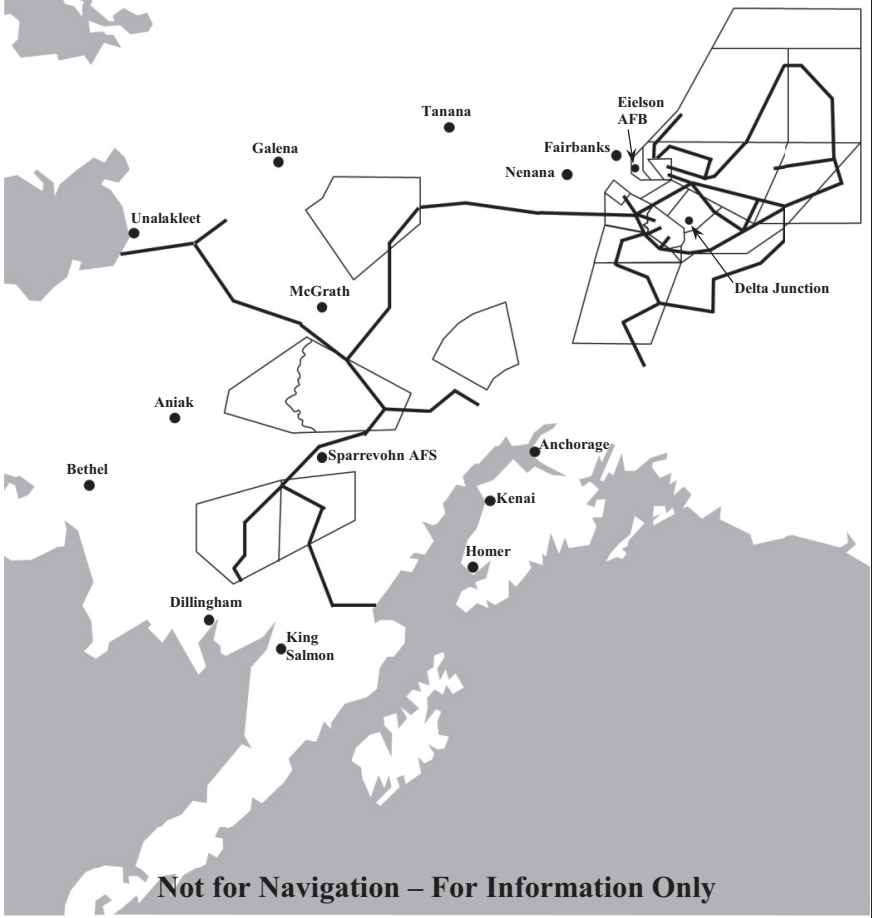
* Talkeetna One TKA 197/15-90	Galena One GAL 125/15-150	Kenai One ENA 200/50-100
Galena Two GAL 360/15-90	Nenana One ENN 200/15-90	King Salmon One AKN 180/15-90
King Salmon Two AKN 360/15-90		

*Talkeetna One Route will be utilized on a regular weekly basis between 1000-1500 and 1800-2300 hours local time on Monday through Friday.



Alaskan Military Training Routes (IR & VR)

This graphic identifies IFR and VFR MTR ground tracks, and includes Military Operations Areas & Restricted Areas. Operations on MTRs are conducted in accordance with instrument and visual flight rules, at speeds as high as 540 Kts. Current information concerning the route use is available from the appropriate Flight Service Station within 100 miles of the route, by Anchorage Center, or the Special Use Airspace Information Service (see SUAIS page in this supplement for more information on interior routes near Eielson AFB). Most MTRs are charted on Enroute Low Altitude IFR charts and all are charted on Sectionals. Contact 11 AF Airspace and Ranges at (907) 552-2430/3636/5715 for information regarding management or scheduling of Alaskan MTRs



Not for Navigation – For Information Only

DISTANCES

METERS/FEET		
MTRS	FT/MTRS	FT
0.305	1	3.281
0.610	2	6.562
0.914	3	9.843
1.219	4	13.123
1.524	5	16.404
1.829	6	19.685
2.134	7	22.966
2.438	8	26.247
2.743	9	29.528
3.048	10	32.808
6.096	20	65.617
9.144	30	98.425
12.192	40	131.233
15.240	50	164.042
18.288	60	196.850
21.336	70	229.658
24.384	80	262.467
27.432	90	295.275
30.480	100	328.083
60.960	200	656.2
91.440	300	984.3
121.920	400	1312.3
152.400	500	1640.4
304.800	1000	3280.8
609.601	2000	6561.7
914.402	3000	9842.5
1219.202	4000	13123.3
1524.003	5000	16404.2

NAUTICAL MILES TO		
KM	NM	SM
0.185	0.1	0.115
0.370	0.2	0.230
0.556	0.3	0.345
0.741	0.4	0.460
0.926	0.5	0.575
1.111	0.6	0.690
1.296	0.7	0.806
1.482	0.8	0.921
1.667	0.9	1.036
1.85	1	1.15
3.70	2	2.30
5.56	3	3.45
7.41	4	4.60
9.26	5	5.75
11.11	6	6.90
12.96	7	8.06
14.82	8	9.21
16.67	9	10.36
18.52	10	11.51

NAUTICAL MILES TO		
KM	NM	SM
37.04	20	23.02
55.56	30	34.52
74.08	40	46.03
92.60	50	57.54
111.12	60	69.05
129.64	70	80.55
148.16	80	92.06
166.68	90	103.57
185.20	100	115.08
370.40	200	230.16
555.60	300	345.23
740.80	400	460.31
926.00	500	575.39
1111.20	600	690.47
1296.40	700	805.54
1481.60	800	920.62
1666.80	900	1035.70
1852.00	1000	1150.78

MTRS	NM
100	0.054
500	0.270
1000	0.540
2000	1.080
3000	1.620
4000	2.160

MTRS	NM
5000	2.700
6000	3.240
7000	3.780
8000	4.320
9000	4.860
10,000	5.399

MILLIBARS TO INCHES

mb	0	1	2	3	4	5	6	7	8	9
	INCHES									
940	27.76	27.79	27.82	27.85	27.88	27.91	27.94	27.96	27.99	28.02
950	28.05	28.08	28.11	28.14	28.17	28.20	28.23	28.26	28.29	28.32
960	28.35	28.38	28.41	28.44	28.47	28.50	28.53	28.56	28.59	28.61
970	28.64	28.67	28.70	28.73	28.76	28.79	28.82	28.85	28.88	28.91
980	28.94	28.97	29.00	29.03	29.06	29.09	29.12	29.15	29.18	29.21
990	29.23	29.26	29.29	29.32	29.35	29.38	29.41	29.44	29.47	29.50
1000	29.53	29.56	29.59	29.62	29.65	29.68	29.71	29.74	29.77	29.80
1010	29.83	29.85	29.88	29.91	29.94	29.97	30.00	30.03	30.06	30.09
1020	30.12	30.15	30.18	30.21	30.24	30.27	30.30	30.33	30.36	30.39
1030	30.42	30.45	30.47	30.50	30.53	30.56	30.59	30.62	30.65	30.68
1040	30.71	30.74	30.77	30.80	30.83	30.86	30.89	30.92	30.95	30.98
1050	31.01	31.04	31.07	31.10	31.12	31.15	31.18	31.21	31.24	31.27

TEMPERATURE SCALES IN DEGREES

°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F
−40	−40.0	−28	−18.4	−16	3.2	−4	24.8	8	46.4	20	68.0	32	89.6	44	111.2
−39	−38.2	−27	−16.6	−15	5.0	−3	26.6	9	48.2	21	69.8	33	91.4	45	113.0
−38	−36.4	−26	−14.8	−14	6.8	−2	28.4	10	50.0	22	71.6	34	93.2	46	114.8
−37	−34.6	−25	−13.0	−13	8.6	−1	30.2	11	51.8	23	73.4	35	95.0	47	116.6
−36	−32.8	−24	−11.2	−12	10.4	0	32.0	12	53.6	24	75.2	36	96.8	48	118.4
−35	−31.0	−23	−9.4	−11	12.2	1	33.8	13	55.4	25	77.0	37	98.6	49	120.2
−34	−29.2	−22	−7.6	−10	14.0	2	35.6	14	57.2	26	78.8	38	100.4	50	122.0
−33	−27.4	−21	−5.8	−9	15.8	3	37.4	15	59.0	27	80.6	39	102.2		
−32	−25.6	−20	−4.0	−8	17.6	4	39.2	16	60.8	28	82.4	40	104.0		
−31	−23.8	−19	−2.2	−7	19.4	5	41.0	17	62.6	29	84.2	41	105.8		
−30	−22.0	−18	−0.4	−6	21.2	6	42.8	18	64.4	30	86.0	42	107.6		
−29	−20.2	−17	1.4	−5	23.0	7	44.6	19	66.2	31	87.8	43	109.4		

Minutes			Tenths of an Hour
1	or	2	0
3	thru	8	.1
9	thru	14	.2
15	thru	20	.3
21	thru	26	.4
27	thru	33	.5
34	thru	39	.6
40	thru	45	.7
46	thru	51	.8
52	thru	57	.9
58	thru	60	Next Whole Hour

ICAO INTERNATIONAL PHONETIC ALPHABET/MORSE CODE

A	· –	Alfa	(AL–FAH)
B	– · · ·	Bravo	(BRAH–VOH)
C	– · – ·	Charlie	(CHAR–LEE) (or SHAR–LEE)
D	– · ·	Delta	(DELL–TAH)
E	·	Echo	(ECK–OH)
F	· · – ·	Foxtrot	(FOKS–TROT)
G	– – ·	Golf	(GOLF)
H	· · · ·	Hotel	(HOH–TEL)
I	· ·	India	(IN–DEE–AH)
J	· – – –	Juliett	(JEW–LEE–ETT)
K	– · –	Kilo	(KEY–LOH)
L	· – · ·	Lima	(LEE–MAH)
M	– –	Mike	(MIKE)
N	– ·	November	(NO–VEM–BER)
O	– – –	Oscar	(OSS–CAH)
P	· – – ·	Papa	(PAH–PAH)
Q	– – · –	Quebec	(KEH–BECK)
R	· – ·	Romeo	(ROW–ME–OH)
S	· · ·	Sierra	(SEE–AIR–RAH)
T	–	Tango	(TANG–GO)
U	· · –	Uniform	(YOU–NEE–FORM) (or OO–NEE–FORM)
V	· · · –	Victor	(VIK–TAH)
W	· – –	Whiskey	(WISS–KEY)
X	– · · –	Xray	(ECKS–RAY)
Y	– · – –	Yankee	(YANG–KEY)
Z	– – · ·	Zulu	(ZOO–LOO)
1	· – – – –	One	(WUN)
2	· · – – –	Two	(TOO)
3	· · · – –	Three	(TREE)
4	· · · · –	Four	(FOW–ER)
5	· · · · ·	Five	(FIFE)
6	– · · · ·	Six	(SIX)
7	– – · · ·	Seven	(SEV–EN)
8	– – – · ·	Eight	(AIT)
9	– – – – ·	Nine	(NIN–ER)
0	– – – – –	Zero	(ZEE–RO

WIND SHEAR PIREPS

Because unexpected changes in wind speed and directions can be hazardous to aircraft operations at low altitudes on approach to and departing from airports, pilots are urged to volunteer reports to controllers of wind shear conditions they encounter. An advance warning of this information will assist other pilots in avoiding or coping with a wind shear on approach or departure.

When describing conditions, use of the terms "negative" or "positive" wind shear should be avoided. PIREPs of ''negative wind shear on final,'' intended to describe loss of airspeed and lift, have been interpreted to mean that no wind shear was encountered. The recommended method for wind shear reporting is to state the loss/gain of airspeed and altitude/s at which it was encountered. Examples are: "Denver Tower, Cessna 1234 encountered wind shear, loss of 20 knots at 400 feet," ("Tulsa Tower, American 721 encountered wind shear on final, gained 25 knots between 600 and 400 feet followed by loss of 40 knots between 400 feet and surface." Pilots who are not able to report wind shear in these specific terms are encouraged to make reports in terms of the effect upon their aircraft. For example: "Miami Tower, Gulfstream 403 Charlie encountered an abrupt wind shear at 800 feet on final, max thrust required." Pilots using Inertia Navigation Systems should report the wind and altitude both above and below the shear layer.

INSTRUMENT DEPARTURES AT CIVIL AIRPORTS

1. STANDARD INSTRUMENT DEPARTURES (SIDS)

(Military Pilots Consult Appropriate Regulations)

a. A Standard Instrument Departure (SID) is an air traffic control coded departure routing which has been established at certain airports to simplify clearance delivery procedures.

b. Pilots of aircraft operating under Instrument Flight Rules (IFR) at airports for which SIDs have been published may be issued clearances whenever ATC determines it is appropriate.

c. SIDs are published by the U.S. Government.

d. Pilots of IFR aircraft who do not wish to use a SID may so indicate by inclusion of "NO SID" in the remarks section of their filed flight plan or by advising ATC "NO SIDs" at the time IFR departure clearance is requested.

e. Pilots of IFR civil non-air carrier aircraft who will accept a SID may so indicate by inclusion of the acronym 'SID' as the first routing item in their filed flight plan or by advising ATC 'HAVE SIDS' at the time IFR departure clearance is requested.

2. OBSTRUCTION CLEARANCE DURING DEPARTURE

a. IFR departure procedures have been established to assist the pilots conducting IFR flight in avoiding obstructions during climbout to minimum enroute altitude. These procedures are established only at locations where instrument approach procedures are published and when required due to obstructions.

b. These procedures may be a weather ceiling and visibility requirement due to obstructions close in to the airport, or detailed flight maneuvers particularly at locations in mountainous terrain. In many cases obstruction avoidance procedures are incorporated into established SIDs and the SID is referenced as the obstruction avoidance procedure. In this case when a pilot desires to utilize the SID, it should be filed in the flight plan as the first item of the requested routing.

c. U.S. Government Instrument Approach Procedures are being converted to a new chart format (see Advisory Circular 90-1A). Instrument approach charts in the old format have takeoff minimums and departure procedures published on the chart. Procedures published under the revised format do not contain this information. Takeoff minimums are standard (see FAR 91.175 (f and g) unless the symbol ▼ is shown under the minimums box indicating that the separate listing should be consulted. The symbol ▼ is also used when an IFR departure procedure has been established. This listing is provided for each area instrument approach procedure book. (Below is an example of this listing.)

INSTRUMENT APPROACH PROCEDURES (CHARTS)

▼ IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

CIVIL USERS: FAR 91 prescribes take-off rules and establishes take-off minimums as follows:

(1) Aircraft having two engines or less — one statute mile. (2) Aircraft having more than two engines — one-half statute mile.

MILITARY USERS: Special IFR departure procedures, not published as Standard Instrument Departure (SIDs), and civil take-off minima are included below and are established to assist pilots in obstruction avoidance. Refer to appropriate service directives for take-off minimums.

Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist pilots conducting IFR flight in avoiding obstructions during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

NAME	TAKE-OFF MINIMUMS
BIG LAKE, AK	Rwys 6, 24, 200–1

FAIRBANKS INTL, AK

IFR DEPARTURE PROCEDURE: W and N bound (190° CW 020°), Rwy 02L/R turn right, climb on 020° to 2000, Rwy 20L climb runway heading to 2000, thence climb via assigned route.

d. Each pilot, prior to departing an airport on an IFR flight should consider the type of terrain and other obstructions on or in the vicinity of the departure airport and take the following action.

1) Determine whether a departure procedure and/or Standard Instrument Departure (SID) is available for obstruction avoidance.

(2) Determine if obstruction avoidance can be maintained visually or that the departure procedure should be followed.

(3) At airports where instrument approach procedures have not been published, hence no published departure, procedure determine what action will be necessary and take such action that will assure a safe departure.

PILOT PROCEDURES WITH ARTC CENTERS.

1. RADAR ENVIRONMENT

a. Discontinue position reports when advised that your aircraft is in radar contact. Subsequent to being advised that the controller has established radar contact this fact will not be repeated to the pilot when he is handed off to another controller. Resume normal position reporting when ATC advises radar contact lost or radar service terminated.

b. When a radio frequency change is made use the following:
Anchorage Center (this is) Air Force 12345 at 17,000, over or
Anchorage Center (this is) Air Force 12345 at 17,000 descending to 10,000, over.

2. NON-RADAR ENVIRONMENT

A. Normal position reporting procedure, unless advised otherwise by Center.

B. INITIAL CONTACT PROCEDURES IN NON-RADAR ENVIRONMENT

1. When contact is to be followed by a position report, tell the controller your position, e.g.:
a. Anchorage Center (this is) Air Force 12345, Big Lake, over.

2. When contact is to be made at a specific time or place and no position report is required, give estimate of next reporting point and altitude/flight level and the altitude/flight level to which you are descending or climbing,
Examples:
a. Anchorage Center (this is) Navy 54321, estimating Kenai four two, at FL 270.
b. Anchorage (this is) Navy 54321, estimating Kenai four two, at nine thousand descending to five thousand.

3. A pilot unable to contact a facility on the frequency specified is responsible for initiating contact on another appropriate frequency or through the nearest FSS.

NOTE: ICAO procedures require the decimal point to be spoken as “decimal” and FAA-ATC will honor such usage by military aircraft.

NOTE: Words (this is) may be omitted if no confusion or misinterpretation will result.

AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) COMMUNICATIONS

1. NORMAL — Communications between ARTCC controllers and pilots of IFR aircraft will be conducted via direct controller-to-pilot communications channels using the appropriate ARTC SECTOR discrete frequency. Pilots will be advised of the frequency to be used and when a frequency change is required. Communications between ARTCC controllers and pilots of IFR aircraft that do not have in-flight tuning capability will be conducted by relay through the FSS.

2. EMERGENCY FREQUENCIES — Direct controller-to-pilot communications capability 121.5/243.0 MHz is limited to the area (dependent upon the location/altitude of the aircraft) within the vicinity of the ARTC Center since these frequencies are installed for center use at the local ARTC Center transmitting/receiving site only.

3. ADDITIONAL REPORTS

a. The following reports should be made to ATC or FSS facilities without a specific ATC request:

(1) At all times:

(a) When vacating any previously assigned altitude or flight level for a newly assigned altitude or flight level.
(b) When an altitude change will be made if operating on a clearance specifying VFR ON TOP.
(c) When unable to climb/descend at a rate of at least 500 feet per minute.
(d) When approach has been missed. (Request clearance for specific action; i.e., to alternative airport, another approach, etc.)
(e) Change in the average true airspeed (at cruising altitude) when it varies by 5 percent or 10 knots (whichever is greater) from that filed in the flight plan.
(f) The time and altitude or flight level upon reaching a holding fix or point to which cleared.
(g) When leaving any assigned holding fix or point.

NOTE.—The reports in subparagraphs (f) and (g) may be omitted by pilots of aircraft involved in instrument training at military terminal area facilities when radar service is being provided.

(h) Any loss, in controlled airspace, of VOR, TACAN, ADF, low frequency navigation receiver capability, complete or partial loss of ILS receiver capability or impairment of air/ground communications capability.

(i) Any information relating to the safety of flight.

(2) When not in radar contact:

(a) When leaving final approach fix inbound on final approach (non precision approach) or when leaving the outer marker or fix used in lieu of the outer marker inbound on final approach (precision approach).
(b) A corrected estimate at anytime it becomes apparent that an estimate as previously submitted is in error in excess of 2 minutes.

b. Pilots encountering weather conditions which have not been forecast, or hazardous conditions which have been forecast, are expected to forward a report of such weather to ATC. (See PARA—520 - PILOT WEATHER REPORTS (PIREPs) and FAR—91.183(b) and (c).)

CIRVIS REPORTS

1. CIRVIS (pronounced **SUR VEES**) reports are reports of information of vital importance to the security of the United States and Canada and their forces, which in opinion of the observer, require very urgent defensive and/or investigative action by the U.S. and/or Canadian Armed Forces.
2. CIRVIS reports should be transmitted in plain language, as soon as possible, to any available U.S. or Canadian military or civil air/ground communications facility. Reporting procedures will be similar to those used when transmitting position reports except the call will be preceded by the word CIRVIS spoken three times to clear the frequency(ies) over all other communications, except DISTRESS and URGENCY. If this fails to clear the frequency(ies), the International Urgency Signal "XXX" transmitted three time or "PAN" spoken three time will be employed.
3. Additional CIRVIS reports should be made if more information on the sighting becomes available. These should contain a reference to the original report.
4. A CANCELLATION report should be made in the event a previously reported sighting is positively identified as friendly or that it has been erroneously reported.
5. REPORT IMMEDIATELY BY RADIO:
   a. Hostile or unidentified single aircraft or formations of aircraft which appear to be directed against the United States, Canada or their forces.
   b. Missiles.
   c. Unidentified flying objects.
   d. Hostile or unidentified group(s) of military surface vessels.
   e. Hostile or unidentified submarines.
   f. Individual surface vessels, submarines, or aircraft of unconventional design, or engaged in suspicious activity or observed in an unusual location or on a course which may be interpreted as constituting a threat to the United States, Canada, or their forces.
   g. Any unexplained or unusual activity which may indicate a possible attack against or through the United States or Canada, including the presence of any unidentified or suspicious ground parties in the Polar region or other remote or sparsely populated areas.
6. UPON LANDING:
   a. Reports which for any reason could not be transmitted while airborne.
   b. Unlisted airfields, facilities, weather stations or air navigation aids.
   c. Post landing reports (to include as many photographs as are obtained).
7. DO NOT REPORT craft or aircraft in normal passage or known U.S. or Canadian military or government vessels (including submarines) and aircraft.

MEACONING —INTRUSION —JAMMING AND INTERFERENCE (MIJI) PROCEDURES

1. Each operator of electromagnetic equipment is responsible for reporting MIJI incidents.
   The following perishable information should be recorded at the time of the incident:
   a. True course, ground speed and altitude (MSL).
   b. Weather conditions.
   c. Date/Time (Z)/Coordinates MIJI began.
   d. Date/Time (Z)/Coordinates MIJI most effective.
   e. Date/Time (Z)/Coordinates MIJI ended.
   f. Bearing(s) to MIJI source with corresponding times (Z) and victim coordinates.
   g. Frequency(ies) affected.
   h. Call signs/audio characteristics/scope presentations, etc noted.
2. MIJI reports may be transmitted in flight if a secure communications mode is available; otherwise, report should be delayed until it can be delayed until it can be transmitted via secure means. Refer to "FLIP" General Planning (GP) Chapter (2) and (5) for additional information.

TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS

The current frequency for obtaining traffic advisory information at non–tower airports in Alaska is listed as the Common Traffic Advisory Frequency (CTAF) under the name of each airport in the Airport/Facility Directory section of the Alaska Supplement. Procedures for obtaining traffic information on the CTAF are as follows:

1. AIRPORT ADVISORY SERVICE AIRPORTS.
Flight Service Stations located at airports where there are no control towers in operation provide advisory information to arriving and departing aircraft on the CTAF. Traffic control is not provided. Airport advisories provide: wind direction (magnetic) and velocity, favored or designated runway, altimeter setting, known traffic (CAUTION: all aircraft in the airport vicinity may not be communicating with the FSS), notices to airmen, airport taxi routes, airport traffic patterns, and instrument approach procedures. Pilots using other than the favored or designated runways should advise the FSS immediately.

DEPARTING: When ready to taxi, the pilot should notify the station of the aircraft identification and type, location, type of flight planned (VFR or IFR), and destination. Report departure time as soon as practicable.

ARRIVING: When operating VFR, the pilot should transmit position and altitude information to the FSS when 15 miles from the airport. When operating IFR, provide this information when the controller advises. "Contact (location name) radio on (frequency)". Notify the FSS when leaving the runway.

2. NON-FSS AIRPORTS WHERE THE UNICOM OPERATOR OR MILITARY UNIT PROVIDES ADVISORY INFORMATION ON THE CTAF FREQUENCY.

DEPARTING: Monitor the CTAF as appropriate while taxiing and report on the CTAF before taking the runway for takeoff. The UNICOM/MILITARY operator normally provides runway, wind and at his discretion, traffic information.

ARRIVING: Call for runway in use, on the appropriate CTAF, when approximately 10 miles from the airport. If IFR, change to the CTAF when the controller advises "change to advisory frequency approved". Listen for other aircraft on the frequency. When entering downwind and final, inform the UNICOM/MILITARY operator of your position, altitude and intentions.

3. BLIND BROADCASTS OF POSITION OR INTENTIONS.

If there is no operating tower, operating FSS, or UNICOM/MILITARY, or when unable to communicate with an FSS on the CTAF or UNICOM/MILITARY operator: a. Blind–broadcast your intentions and position using the appropriate CTAF within 10 miles of the airport. b. Listen for other aircraft who may be broadcasting in the blind. (CAUTION: all aircraft may not be complying with the recommended blind–broadcast procedures).

a. Recommended Blind Broadcast Phraseologies—

(1) Inbound

Example:

STRAWN TRAFFIC, APACHE TWO TWO FIVE ZULU, ENTERING DOWNWIND FOR RUNWAY ONE SEVEN STRAWN.

(2) Outbound

Example:

STRAWN TRAFFIC, QUEENAIRE SEVEN ONE FIVE BRAVO DEPARTING RUNWAY TWO SIX STRAWN.

4. AERONAUTICAL ADVISORY STATIONS (UNICOM)

a. UNICOM is a nongovernment air/ground radio communication facility which may provide airport advisory services at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

b. On pilot request UNICOM stations located at no tower/no FSS airports may provide pilots with weather information, wind direction, the runway the wind favors, and other necessary information.

c. In communicating with a UNICOM station the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions and location in the traffic pattern and enhance safety of flight:

1. Select the correct UNICOM frequency.
2. Call for runway in use approximately 10 miles from the airport. Listen on the frequency prior to transmitting since you may be able to pick up the runway in use and eliminate the need to make a transmission.
3. State the identification of the UNICOM station you are calling in each transmission.
4. Make sure you receive a response from the station being called since many stations and aircraft at other airports transmit on the same UNICOM frequency.
5. Speak slowly and distinctly.
6. To the extent practicable, confine your conversation to operational matters.
7. UNICOM frequencies assigned to uncontrolled airports should not be used for air-to-air communications.

d. Recommended UNICOM Phraseologies:

(1) Inbound

Example:

FREDERICK UNICOM CESSNA 123 REQUEST AIRPORT ADVISORY.
FREDERICK UNICOM CESSNA 123 ENTERING DOWNWIND/FINAL FOR RUNWAY ONE NINE.

(2) Outbound

Example:

FREDERICK UNICOM CESSNA 123 DEPARTING RUNWAY ONE NINE.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

ATIS frequencies are incorporated on individual FLIP Terminal Instrument Approach Procedures, Enroute Charts and airport listings in the Enroute Supplement. Where this service is available, listing will be found on the WEATHER DATA SOURCES line, e.g., (ATIS 108.5). Pilots will be expected to listen to ATIS broadcasts where in operation to obtain essential, but routine, terminal information. The following procedures apply:

A. ATIS broadcasts are recorded and the pilot should notify controllers that he has received the broadcast by repeating the alphabetical code word appended to the broadcast. Example: "INFORMATION ECHO RECEIVED".

B. When the pilot acknowledges that he has received the ATIS broadcast, controllers may omit those items contained on the broadcast if they are current. Rapidly changing conditions will be issued by Air Traffic Control and the ATIS will contain words as follows:

"LATEST CEILING/VISIBILITY/ALTIMETER/WIND/(OTHER CONDITIONS)
WILL BE ISSUED BY APPROACH CONTROL/TOWER."

C. The absence of a sky condition and/or visibility on ATIS indicates a ceiling of 5000 feet or above and visibility of 5 miles or more. A remark may be made on the broadcast, "The weather is better than 5000 and 5," or the existing weather may be broadcast.

D. Controllers will automatically issue pertinent information to pilots who do not acknowledge receipt of the ATIS broadcast or who acknowledge receipt of a broadcast which is not current.

ALTIMETER SETTINGS

1. The cruising altitude or flight level of aircraft shall be maintained by reference to an altimeter which shall be set:

   a. **Below 18,000 MSL** — to the current reported altimeter setting along the route of flight or, in the case of an aircraft having no radio, to the altimeter setting of the airport of departure.

   b. **At or above 18,000 MSL** (FL 180) — 29.92 Hg (standard setting).

   VFR pilots will add an adjustment factor to their Flight Level*, as a safety measure for terrain clearance, when lower altimeter settings are reported:

ALTIMETER SETTING (Current Reported)	LOWEST USABLE FLIGHT LEVEL	ADJUSTMENT FACTOR
29.92 or higher	180	None
29.91 to 29.42	185	500 feet
29.41 to 28.92	190	1000 feet
28.91 to 28.42	195	1500 feet
28.41 to 27.92	200	2000 feet
27.91 to 27.42	205	2500 feet
27.41 to 26.92	210	3000 feet

EXAMPLE: Altimeter setting 29.41, change must be made no lower than FL 190.

   c. **Climbing** — Change to 29.92 Hg upon reaching 18,000 MSL.

   d. **Descending** — Changes to local altimeter setting prior to reaching lowest usable flight level and in all cases, prior to reaching FL 180.

2. The above procedures are effective within the Alaska Airspace and are to be applied for Air Traffic Control purposes within the following navigable airspace:

   a. Within 100 NM either side of a line extending from Eareckson AFS through Adak Naval Station Airport, Nikolski Airport, and Cold Bay Airport to a point at 56°20N, 160°00W, including that area to the south of Cold Bay bounded by a line beginning at 53°30 N, 160°00W to 54°00N, 164°00W.

   b. Between the coastline of Alaska and the inshore boundaries of the respective oceanic flight information regions. All other over water flts will use the standard sea level pressure ONE (29.92 Hg) altimeter setting to within 100 NM of land fall.

   Low temperature error: “Extreme low temperatures” will cause serious errors in indicated altitude. It is suggested that the next higher altitude than normal, appropriate to direction of flight, be requested on routes with minimum enroute altitudes greater than 5000’.

   On a route 13,000 temperature — 40°F, aircraft may be 1500’ lower than indicated altitude.

   On a route 10,000 temperature — 30°F, aircraft may be 1000’ lower than indicated altitude.

High Barometric Pressure—

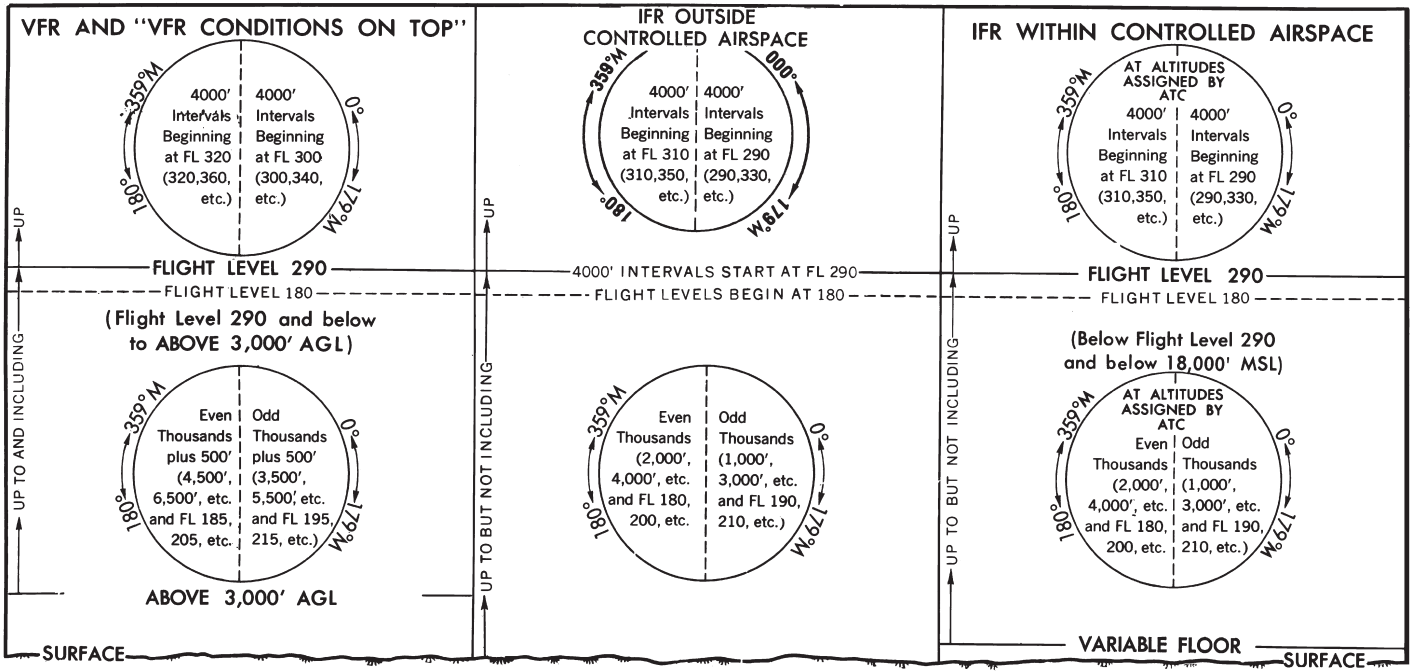
   a. Cold, dry air masses may produce barometric pressures in excess of 31.00 inches of Mercury. Most altimeters do not have an accurate means of being adjusted for altimeter settings of these levels.

   b. The altimeter setting announced by air traffic controllers will be 31.00 inches of Mercury (Three One Zero Zero) when the barometric pressure equals or exceeds that value. Actual barometric pressure will be provided upon request.

   c. The altimeter error caused by the high pressure will be in the opposite direction to the error caused by the cold temperature.

   *VFR hemispheric Cruising Altitude or Flight Level (See FAR 91.159).

CRUISING ALTITUDE DIAGRAMS



ALL COURSES ARE MAGNETIC

SPECIAL VISUAL FLIGHT RULES

Federal Aviation Regulations impose restrictions and establish priorities with respect to the conduct of Special VFR operations. Basically, the new rules prohibit Fixed Wing Special VFR (FW/SVFR) operations in specified CLASS D/CLASS E airspace and the preamble establishes the policy that IFR Aircraft will be given priority over FW/SVFR aircraft in all other CLASS D/CLASS E airspace. Helicopter special VFR operations are not affected by these changes. FW/SVFR shall be applied as follows:

1. USAF: USAF fixed wing aircraft are not permitted to operate under special VFR conditions within CLASS D/CLASS E airspace.
2. U. S. NAVY, U. S. ARMY AND CIVIL: Where a person has received an appropriate ATC clearance, FAR Part 91.157 permits special VFR operations for fixed wing aircraft within CLASS D/CLASS E airspace with weather minima of 1 mile visibility and clear of clouds. However, special VFR operations for fixed wing aircraft are prohibited at Seattle, Wash. (Seattle-Tacoma Intl Airport) in accordance with FAR Part 91 Appendix D. Special VFR is authorized on PILOT REQUEST ONLY.

VFR ADVISORY INFORMATION

VFR advisory information is provided by numerous radar and non-radar approach control facilities to those pilots intending to land at an airport served by an Approach Control tower. This information includes: wind, runway, traffic and NOTAM information.

Such information will be furnished upon initial contact with concerned approach control facility. The pilot will be requested to change to the tower frequency at a pre-determined time or point, to receive further landing information.

Where available, use of this procedure will not hinder the operation of VFR flights by requiring excessive spacing between aircraft or devious routing. Radio contact points will be based on time or distance rather than on landmarks.

1. Radar Traffic Information Service —When VFR advisory information is provided by approach control facilities, pilots are advised of information on any aircraft observed on the radar scope which, in the judgment of the controller, appears to constitute a potential conflict to the operation of their aircraft.

a. Purpose of the Service —RADAR TRAFFIC INFORMATION SERVICE IS NOT INTENDED TO RELIEVE THE PILOT OF HIS RESPONSIBILITY FOR CONTINUAL VIGILANCE TO SEE AND AVOID OTHER AIRCRAFT. IT IS PROVIDED TO AID HIM IN HIS VISUAL SURVEILLANCE BY CALLING TO HIS ATTENTION A SPECIFIC DIRECTION IN WHICH RADAR INDICATES POSSIBLE CONFLICTING TRAFFIC TO EXIST. PILOTS ARE REMINDED THAT THE SURVEILLANCE RADAR UTILIZED BY THE CONTROLLER DOES NOT PROVIDE ALTITUDE INFORMATION AND MAY NOT DISPLAY ALL AIRCRAFT.

b. Provision of the Service —The provision of this service is not mandatory. Many factors (such as limitations of the radar, volume of traffic, controller workload and communications frequency congestion) could prevent the controller from providing this service. The controller possesses complete discretion for determining whether he is able to provide or continue to provide this service in a specific case. His reason against providing or continuing to provide the service in a particular case is not subject to question nor need it be communicated to the pilot. In other words, the provision of this service is entirely dependent upon whether the controller believes he is in a position to provide it. Subject to the foregoing limitations:

(1) Traffic information is routinely provided to all aircraft operating on IFR flight plans except when the pilot advises he does not desire the service.

(2) Traffic information may be provided for flights not operating on IFR flight plans when requested by pilots of such flights. NOTE: Participation by VFR pilots in formal programs implemented at certain terminal locations (see Special Notices) constitutes pilot request. This also applies to participating pilots at those locations where arriving VFR flights are encouraged to make their first contact with the tower on the approach control frequency.

c. Issuance of Traffic Information —Traffic information will include the following concerning the “target” constituting traffic.

(1) Azimuth from the aircraft, in terms of the twelve hour clock;

(2) Distance from the aircraft in nautical miles; and

(3) Direction in which the “target” is proceeding.

(4) Relative movement.

Example: “Traffic 10 o’clock, 3 miles, Westbound/diverging.”

The pilot may, upon receipt of traffic information, request a vector (heading) to avoid such traffic. The vector will be provided to the extent possible as determined by the controller.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS)

1. GENERAL

a. Air Traffic Control Radar Beacon System (ATCRBS) is similar to and compatible with military coded radar beacon equipment. Civil Mode A is identical to military Mode 3.

b. Civil and military transponders should be adjusted to the "on" or normal operating position as late as practicable prior to takeoff and to "off" or "standby" as soon as practicable after completing landing roll unless the change to "standby" has been accomplished previously at the request of ATC. IN ALL CASES, WHETHER VFR OR IFR, THE TRANSPONDER SHOULD BE OPERATING WHILE AIRBORNE UNLESS OTHERWISE REQUESTED BY ATC.

c. If entering a U.S. domestic control area from outside the U.S., the pilot should advise on first radio contact with a U.S. radar air traffic control facility that such equipment is available by adding "transponder" to the aircraft identification.

d. It should be noted by all users of the ATC Transponders that the coverage they can expect is limited to "line of sight." Low altitude or aircraft antenna shielding by the aircraft itself may result in reduced range. Range can be improved by climbing to a higher altitude. It may be possible to minimize antenna shielding by locating the antenna where dead spots are only noticed during abnormal flight altitudes.

e. For ATC to utilize one or a combination of the 4096 discrete codes FOUR DIGIT CODE DESIGNATION will be used. e.g., code 2100 will be expressed as TWO ONE ZERO ZERO.

f. Pilots should be particularly sure to abide by the provisions of subparagraph b above. Additionally, due to the operational characteristics of the rapidly expanding automated air traffic control system. THE LAST TWO DIGITS OF THE SELECTED TRANSPONDER CODE SHOULD ALWAYS READ '00' UNLESS SPECIFICALLY REQUESTED BY ATC TO BE OTHERWISE.

g. Some transponders are equipped with a Mode C automatic altitude reporting capability. This system converts aircraft altitude in 100 foot increments, to coded digital information which is transmitted together with MODE C framing pulses to the interrogating radar facility. The manner in which transponder panels are designed differs, therefore, a pilot should be thoroughly familiar with the operation of his transponder so that ATC may realize its full capabilities.

h. Adjust transponder to reply on the Mode A/3 code specified by ATC and, if equipped, to reply on Mode C with altitude reporting capability activated unless deactivation is directed by ATC or unless the installed aircraft equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required by ATC, turn off the altitude reporting feature of your transponder. An instruction by ATC to "STOP ALTITUDE SQUAWK, ALTITUDE DIFFERS (number of feet) FEET," may be an indication that your transponder is transmitting incorrect altitude information or that you have an incorrect altimeter setting. While an incorrect altimeter setting has no effect on the Mode C altitude information transmitted by your transponder (transponders are preset at 29.92), it would cause you to fly at an actual altitude different from your assigned altitude. When a controller indicates that an altitude readout is invalid, the pilot should initiate a check to verify that the aircraft altimeter is set correctly.

i. Pilots of aircraft with operating Mode C altitude reporting transponders should report exact altitude/flight level to the nearest hundred foot increment when establishing initial contact with an air traffic control facility. Exact altitude/flight level reports on initial contact provide air traffic control with information that is required prior to using Mode C altitude information for separation purposes. This will significantly reduce altitude verification requests.

j. The transponder shall be operated only as specified by ATC. Activate the "IDENT" feature only upon request of the ATC controller.

k. Under no circumstances should a pilot of a civil aircraft operate the transponder on Code 0000. This code is reserved for military interceptor operations.

l. When making routine code changes, pilots should avoid inadvertent selection of codes 7500, 7600 or 7700 thereby causing momentary false alarms at automated ground facilities. For example, when switching from code 2700 to code 7200, switch first to 2200 then 7200, NOT to 7700 and then 7200. This procedure applies to nondiscrete code 7500 and all discrete codes in the 7600 and 7700 series (i.e., 7600-7677, 7700-7777) which will trigger special indicators in automated facilities. Only nondiscrete code 7500 will be decoded as the hijack code. An aircraft's transponder code (when available) is utilized to enhance the tracking capabilities of the ATC facility, therefore, pilots should not turn the transponder to standby when making routine code changes.

m. New Transponder and Mode C requirements for aircraft flying above 12,500 and below 18,000 MSL went into effect July 1, 1975. Refer to FAR 91.215 for specific details concerning requirements, exceptions and ATC authorized deviations. In general, the FAR requires aircraft to be equipped with Mode A/3 (4096 codes) and Mode C altitude reporting capability when operating in controlled airspace of the 48 contiguous States and the District of Columbia above 12,500 MSL, excluding airspace at and below 2500 AGL. Pilots should insure that their aircraft transponder is operating on an appropriate or ATC assigned VFR/IFR code and Mode C when operating in such airspace. If in doubt about the operational status or either feature of your transponder while airborne, contact the nearest ATC facility of Flight Service Station and they will advise you what facility you should contact for determining the status of your equipment. Inflight requests for "immediate" deviation may be approved by controllers only when the flight will continue IFR or when weather conditions prevent VFR descent and continued VFR flight in airspace not affected by the FAR. All other requests for deviation should be made by contacting the nearest Flight Service/Air Traffic facility in person or by telephone. The nearest ARTC Center will normally be the controlling agency and is responsible for coordinating requests involving deviation in other ARTCC areas. (Note: CLASS A and CLASS B airspace deviation requests are handled as they have been in the past.

n. Pilots should be aware that proper application of these procedures will provide both VFR and IFR aircraft with a higher degree of safety in the environment where high-speed closure rates are possible. Transponders substantially increase the capability of radar to see an aircraft and the Mode C feature enables the controller to quickly determine where potential traffic conflicts may exist. Even VFR pilots who are not in contact with ATC will be afforded greater protection from IFR aircraft and VFR aircraft which are receiving traffic advisories. Nevertheless, pilots should never relax their visual scanning vigilance for other aircraft.

2. INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLAN

a. If the pilot cancels an IFR flight plan prior to reaching the terminal area of destination, the transponder should be adjusted according to the instructions below for VFR flight.

b. The transponder shall be operated only as specified by ATC. Activate the "IDENT" feature only upon request of the ATC controller.

3. VISUAL FLIGHT RULES (VFR)

a. Unless otherwise instructed by an Air Traffic Control Facility adjust Transponder to reply on Mode 3/A Code 1200 regardless of altitude.

b. Adjust transponder to reply on Mode C, with altitude reporting capability activated if the aircraft is so equipped, unless deactivation is directed by ATC or unless the installed equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required and your transponder is so designed, turn off the altitude reporting switch and continue to transmit MODE C framing pulses. If this capability does not exist, turn off MODE C.

4. SPECIAL MILITARY OPERATIONS

(1) NORAD interceptors operating under the AFIO and not under the control of ATC. Code 7777

(2) Aircraft operations which specify frequent or rapid changes in altitude/FL (flight test, olive branch, refueling, etc.) when assigned by ATC. Code 4000

(3) Mission requirements permitting, aircraft operating in restricted/warning areas unless a different code has been assigned by advance coordination or via direct communications with ATC. Code 4000

(4) MODE 3 — Code 4400, has been assigned for aircraft operating above FL600. This code will be preset on the ground and will not be changed in flight. However, the emergency code 7700 can be activated.

5. EMERGENCY OPERATION

a. When an emergency occurs, the pilot of an aircraft equipped with a coded radar beacon transponder, who desires to alert a ground radar facility to his emergency condition, and who cannot establish communications without delay with an air traffic control facility, may adjust the transponder to reply on Mode A/3, Code 7700.

b. Pilots should understand that they may not be within a radar coverage area and that, even if they are, certain radar facilities are not yet equipped to automatically recognize Code 7700 as an emergency signal. Therefore, they should establish radio communications with an air traffic control facility as soon as possible.

6. SPECIAL EMERGENCY

1. A special emergency is a condition of air piracy, or other hostile act by a person(s) aboard an aircraft, which threatens the safety of the aircraft or its passengers.

2. The pilot of an aircraft reporting a special emergency condition should:

a. If circumstances permit, apply distress or urgency radio-telephone procedures.

b. If circumstances do not permit the use of prescribed distress or urgency procedures, the message sent by the aircraft should:

(1) Be sent on the air-ground frequency in use at the time.

(2) Consist of as many as possible of the following elements spoken distinctly and in the following order:

(a) Name of the station addressed (time and circumstances permitting).

(b) The identification of the aircraft and present position.

(c) The nature of the special emergency condition and pilot intentions (circumstances permitting).

(d) If unable to provide (c) above, use code words and/or transponder setting for indicated meanings as follows:

Spoken Words
TRANSPONDER SEVEN FIVE ZERO ZERO

Meaning
Am being hijacked/forced to a new destination

Transponder Setting
Mode 3/A, Code 7500.

3. Code 7500 will never be assigned by air traffic control without prior notification from the pilot that his aircraft is being subjected to unlawful interference. The pilot should refuse the assignment of code 7500 in any other situation and inform the controller accordingly. Code 7500 will trigger the special emergency indicator in all radar ATC facilities.

4. Air traffic controllers will acknowledge and confirm receipt of transponder code 7500 by asking the pilot to verify it. If the aircraft is not being subjected to unlawful interference, the pilot should respond to the query by broadcasting in the clear that he is not being subjected to unlawful interference. Upon receipt of this information, the controller will request the pilot to verify the code selection depicted in the code selector windows in the transponder control panel and change the code to the appropriate setting. If the pilot replies in the affirmative or does not reply the controller will not ask further questions but will flight follow, respond to pilot requests and notify appropriate authorities.

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HIJACK PROCEDURES— RECOMMENDED PROCEDURES FOR U.S. PASSENGER AIRCRAFT HIJACKED TO THE COMMONWEALTH OF INDEPENDENT STATES, PEOPLE'S REPUBLIC OF CHINA, AND NORTH KOREA.—If it is possible to do so without jeopardizing the safety of the flight, the pilot of a hijacked U.S. passenger aircraft after departing from the cleared routing over which the aircraft was operating will attempt to do one or more of the following things insofar as circumstances may permit: (A) maintain a true airspeed of no more than 400 knots, and preferably an altitude of between 10,000 and 25,000 feet. (B) fly a course toward the destination which the hijacker has announced, (C) at appropriate intervals fly the international pattern for lost communication (left hand triangles), and (D) transmit the international distress signal, MAY DAY, on any of the international distress frequencies available to him (243.0 MHz, 121.5 MHz, 2182 KHz). If these procedures result in either radio contact or air intercept, the pilot will attempt to comply with any instructions received which may direct him to an appropriate landing field. Additionally, if the aircraft is equipped with an operational transponder, the pilot may use transponder Mode A (Military Mode 3) Code 7500 to indicate his aircraft has been hijacked or Code 7700 to indicate his aircraft is in distress.

7. RADIO FAILURE

Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability he should adjust his transponder to reply on Mode A/3, Code 7600.

Pilots should understand that they may not be in an area of radar coverage. Also, many radar facilities are not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on Code 7700 first increases the probability of early detection of a radio failure condition.

8. RADAR BEACON PHRASEOLOGY

Air traffic controllers, both civil and military, will use the following phraseology when referring to operation of the Air Traffic Control Radar Beacon System (ATCRBS). Instructions by air traffic control refer only to Mode A/3 or Mode C operation and do not affect the operation of the transponder on other Modes.

SQUAWK (number) — Operate radar beacon transponder on designated code in Mode A/3.

IDENT — Engage the "IDENT" feature (military I/P of the transponder).

SQUAWK (number) AND IDENT — Operate transponder on specified code in Mode A/3 and engage the "IDENT" (military I/P) feature.

SQUAWK STANDBY — Switch transponder to standby position.

SQUAWK LOW/NORMAL — Operate transponder on low or normal sensitivity as specified. Transponder is operated in "NORMAL" position unless ATC specified "LOW" ("ON" is used instead of "NORMAL" as a master control label on some types of transponders.)

SQUAWK ALTITUDE — Activate MODE C with automatic altitude reporting.

STOP ALTITUDE SQUAWK — Turn off altitude reporting switch and continue transmitting Mode C framing pulses. If your equipment does not have this capability, turn off MODE C.

STOP SQUAWK (mode in use) — Switch off specified mode. (Use for military aircraft when the controller is unaware if a military service requires the aircraft to continue operating on another MODE.)

STOP SQUAWK — Switch off transponder.

SQUAWK MAYDAY on 7700 — Operate transponder in the emergency position. (Mode A Code 7700 for Civil Transponder. Mode 3 Code 7700 and emergency feature for Military Transponder.)

SQUAWK VFR — Meaning, operate transponder on code 1200 regardless of altitude.

MILITARY PROCEDURES
AIR TRAFFIC CONTROL PROCEDURES
Recording and Monitoring

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

PILOT PROCEDURES WITH FAA FLIGHT SERVICE (MILITARY)

I. FLIGHTS DEPARTING "P" FIELDS

File flight plan with FAA Flight Service. If IFR within control zone or area get ARTC clearance before take-off. For those airports not within local calling distance of a FSS, leased telephone services are provided to the nearest station. One such service, Foreign Exchange (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is interphone, which is a private line extension to the nearest FSS. If neither of these services is available, call the nearest FSS by long distance collect.

NOTE: Flights departing within or proposing penetration of an ADIZ will file flight plan in writing or by telephone with an appropriate aeronautical facility prior to take-off.

II. FILING OF FLIGHT PLAN

Pilots filing flight plans or arrival reports with FAA Flight Service Station will do so by visiting or calling a FAA station. Such messages **WILL NOT** be filed with FAA control towers except when no other means of communication is available.

The following information is required for clearance from non-military airports:

1. Type of Flight Plan.
2. Aircraft identification.
3. Type of aircraft/TD Code.
4. Estimated True Air Speed.
5. Departure time.
6. Cruising altitude.
7. Point of departure.
8. Route of flight.
9. Destination
10. Estimated time enroute.
11. Fuel on board.
12. Alternate airport.
13. Remarks.
14. Pilot's name.
15. Aircraft home base.
16. Number of persons aboard

NOTE: The appropriate TD Code listed below will be suffixed to the aircraft designation on DD Form 175 or FAA Form 7233-1, and/or when filing a flight plan inflight.

NO DME

/X— No transponder

/T— Transponder with no Mode C

/U— Transponder with Mode C

DME

/D— No transponder

/B— Transponder with no Mode C

/A— Transponder with Mode C

TACAN ONLY

/M— No transponder

/N— Transponder with no Mode C

/P— Transponder with Mode C

AREA NAVIGATION (RNAV)

/Y— LORAN, VOR/DME, or INS with no transponder

/C— LORAN, VOR/DME, or INS, transponder with no Mode C

/I— LORAN, VOR/DME, or INS, transponder with Mode C

ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigations.)

/E— Flight Management System (FMS) with en route, terminal, and approach capability. Equipment requirements are:

(a) Dual FMS which meets the specifications of AC25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC20-129, Airworthiness Approval of Vertical Navigations (VNAV) Systems for use in the U.S. NAS and Alaska; AC20-130A, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigations Sensors; or equivalent criteria as approved by Flight Standards.

(b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.

(c) At least dual inertial reference units (IRU's).

(d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.

(e) An electronic map.

(U.S. and U.S. territories only unless otherwise authorized.)

/F— A single FMS with en route, terminal, and approach capability that meets the equipment requirements of /E, (a) through (d), above.
(U.S. and U.S. territories only unless otherwise authorized.)

/G— Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft with en route and terminal capability.

/R— Required Navigational Performance (Denotes capability to operate in RNP designated airspace and routes.)

/W— Reduced Vertical Separation Minima (RVSM)

III. POSITION REPORTING PROCEDURE

1. IFR — Report all compulsory reporting points. Flights not conducted on airways and jet routes report over each reporting point used on the flight plan to define the route of flight.

2. VFR
   a. FL 180 and above — report at least every 300 NM.
   b. Below 18,000 ft MSL — report at least every 200 NM.

ADIZ PROCEDURES (MILITARY)

I. GENERAL: An Air Defense Identification Zone (ADIZ) is an airspace of defined dimensions within which certain rules for the security control of aircraft are mandatory in the interest of National Security. See below for salient operation procedures and DoD FLIP Area Planning (AP/1) for charts of the U.S. and Canadian Air Defense Identification Zones and additional procedures and details.

NOTE: In the event of the declaration of an Air Defense Emergency SECURITY CONTROL RULES will become effective. These rules are included in the published SCATANA Plan.

II. FILING OF AND ADHERENCE TO FLIGHT PLAN

A. FILING OF FLIGHT PLAN

1. When a flight penetrates or operates within an ADIZ, a DVFR (Defense Visual Flight Rules) or IFR Flight Plan will be filed in writing or by telephone with an appropriate aeronautical facility prior to takeoff. For flights originating outside an ADIZ, on other than established airways, the Remarks Section will include time, position, and altitude anticipated when penetrating the outer limits of the ADIZ. For flights entering an ADIZ or originating within an ADIZ, on other than established airways, the Remarks Section will include the time, position, and altitude within the ADIZ where the pilot anticipates turning toward land. This information should be marked “Pass to Air Defense Radar (PADRA).” Omission of or failure to update this correction information may preclude positive identification which will require intercept to confirm identity as well as filing of alleged ADIZ violation.

B. REVISION OF FLIGHT PLANS

1. No deviation will be made from a DVFR or IFR flight plan unless prior notification is given to an appropriate aeronautical facility.

2. Transmit corrected information to appropriate aeronautical facility immediately if it becomes evident that flight plan cannot be adhered to. (See next paragraph for allowable tolerances for adherence to flight plan or air traffic clearance.) The pilot will request that any revision to a flight plan, including remarks, be passed to the appropriate ARTCC and with instructions to pass to Air Defense Radar (PADRA). Failure to do so may require air defense reaction as indicated in Paragraph II. A. above.

C. ALLOWABLE TOLERANCES FOR ADHERENCE TO ADIZ FLIGHT PLAN

1. Time. Plus or minus five minutes from an estimate over a reporting point or point of penetration. Pilots departing from an airfield which has no tower facility will be required to make good a departure time within plus or minus five minutes of that proposed in the flight plan.

2. Distance. Ten nautical miles from centerline of proposed route if entering or operating within an ADIZ over land or twenty nautical miles from the centerline of proposed route if entering or operating within an ADIZ over water (to include the Aleutian Islands).

3. Altitude Deviation. None, unless an amended air traffic clearance is obtained or if operating where no air traffic clearance is required, then prior notice is given to an appropriate aeronautical facility.

D. AUTHORIZED EXCEPTIONS

1. Flights regardless of altitude operating into or within the Alaskan ADIZ at true airspeed of less than 180 knots providing such flights maintain a listening watch on the appropriate frequency.

2. Flights originating in any part of the Continental United States, except the State of Alaska, which maintains an outward bound track through the southern border ADIZ without reentering an ADIZ.

3. Flights which remain within ten nautical miles of the point of departure.

4. Flights conducted in accordance with special procedures prescribed by appropriate military authorities may be exempted on a local basis only after coordination with FAA ARTCCs and concurrence of appropriate air defense or other military commanders concerned.

5. DVFR flights without two-way radio communication may be conducted provided the flight is conducted in accordance with a filed DVFR flight plan which contains the route altitude and the estimated time to penetration and point of penetration and departure is effected within five minutes of the filed estimated time of departure.

III. ADIZ POSITION REPORT, IFR FLIGHT OUTSIDE AIR TRAFFIC CONTROL AREA AND DVFR FLIGHTS WITH TWO-WAY RADIO.

A. Penetration or inbound turn shall not be effected until a report is made of the time, position and altitude at which the aircraft passed the last reporting point prior to penetration or inbound turn and a report is provided of the estimated time of arrival over the next appropriate reporting point along the route of flight. If no reporting points are available along the route of flight, the pilot shall provide an estimate of the time, position and altitude at which he will penetrate or turn inbound. This report will be made no sooner than 30 minutes and not later than 15 minutes prior to the identification point. Position reports will be made at least once an hour while within an ADIZ unless more frequently required.

B. If the airport of departure is in such proximity to the ADIZ boundary to preclude compliance with the above, the pilot hall report immediately after taking off the time of departure, altitude and an estimate of the time of arrival over the first reporting point over the intended route of flight.

C. Aircraft entering the United States through an ADIZ, if so requested, shall advise the extent to which the actual time and point of penetration differed from the same data as recorded in the original ground flight plan.

NOTE: The Pilot should maintain an altitude of at least 6000 feet above the terrain while off airways unless safety of flight requires a lower altitude.

IV. RADAR ASSISTANCE WITHIN AIR DEFENSE IDENTIFICATION ZONES.

A. Emergency radar assistance is available on a 24 hour basis to identified aircraft within the limits of any Air Defense Identification Zone. The military radar system can, at the discretion of the operator, provide the following services to aircraft; track, ground speed checks, position and bearing to the nearest airport or other designated points. Canadian military assistance provides bearing in degrees true. The radar assistance provided is advisory only and does not absolve the aircraft commander of the responsibility for safe navigation of the aircraft and compliance with air traffic control clearance or other required procedures.

B. Contact the Sector Operations Control Center (SOCC) or the Region Operation Control Center (ROCC) on frequencies 121.5, 243.0 or 364.2. Frequency 364.2 is also available within the Defense Area. Example: "Radar Assistance," aircraft call sign. Subsequent calls should address the specific ROCC answering the initial call.

V. EMERGENCY PROCEDURES WITHIN ADIZ

In emergency situations, which require immediate decision and action for the safety of the flight, the pilot in command of the aircraft may deviate from the provisions of this part to the extent required for such emergency. When a deviation is exercised, the pilot in command shall report such deviation and the reasons therefore to an appropriate aeronautical facility as soon as practicable.

U.S. NAVY/U.S. ARMY USE OF RUNWAY CONDITION READINGS (RCR)

Runway condition braking action at USAF bases and certain U.S. Navy and U.S. Army Airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition readings (RCR). By comparing the RCR to a table in the applicable aircraft flight manual USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS Manuals for Naval aircraft or in Army aircraft handbooks. Accordingly, a table of equivalent is furnished to provide a convenient method of converting RCR to comparable braking action and predicted landing ground roll distances for use by Navy and Army pilots. Runway condition at U.S. Navy and U.S. Army airfields will be reported by air traffic controllers in terms of equivalent braking action as delineated in the following table.

NOTE: Joint USAF/NASA tests have proven RCR measurements invalid where the only form of moisture affecting the runway is water. Reading taken during such conditions will be reported as wet runway (WR). Measurements taken when water or slush is present on an ice covered rwy will be reported as RCR 12 or the measured decelerometer reading whichever is lower.

Runway Condition Reading (RCR)	Equivalent Braking Action	% Increase in landing roll
02 to 05	Nil	100% or more
06 to 12	Poor	99% to 46%
13 to 18	Fair (Medium)	45% to 16%
19 to 25	Good	15% to 0

Runway surface conditions and RCR readings as reported by base operations are appended to hourly aviation weather observations in coded form based on the following:

Wet Runway	WR
Slush on Runway	SLR
Loose Snow on Runway	LSR
Packed Snow on Runway	PSR
Ice on Runway	IR
Patchy conditions (Ice, Snow, or Water)*	P
Runway Sanded	SANDED

*Code P will be used when the rwy is less than fully covered by the coded RSC element. After patchy, a wet or dry report will be added to describe the portions of the rwy not covered by ice, snow or slush.

EXAMPLES

Packed snow on runway; decelerometer reading of 15	PSR 15
Ice on runway; decelerometer reading of 05. Conditions patchy; remainder of runway wet	IR05P/WET
Loose snow on runway; decelerometer reading of 20	LSR20
Ice on runway; decelerometer reading of 05. Condition patchy, runway sanded	IR05P SANDED

NOTE: The Air Force is conducting tests to determine the actual runway condition reading (RCR) of all USAF runways under wet runway conditions. As the tests are completed, the information will be included within the Airport/Facility Remarks for each base.

NO-NOTAM PREVENTIVE MAINTENANCE PROCEDURES

NOTAM action is not required when performing routine preventive maintenance with USN facilities indicated below. Equipment will be immediately returned to operation or NOTAM action taken if weather conditions deteriorate below ceiling or visibility requirements listed. Also NOTAM action will be taken if equipment cannot be returned to operation within the specified time period.

Radio/Radar Facilities and Service		Specified Time Periods ①
	Days	Time (LOCAL)
Search Radar	Sat-Sun	0800–1000
(ASR)	Mon thru Fri	0200–0400
Precision	Sat-Sun	1000–1200
Radar (PAR)	Mon thru Fri	0400–0600
TACAN	Sat-Sun	1500–1600
VOR	Sat-Sun	1400–1500
LF/MF	Sat-Sun	1700–1800
(RBn-Range)		
LF/MF	Sat-Sun	1700–1800
(RBn-Range)		
ILS	Sat-Sun	1600–1700
UHF RBn	Any Day	0800–1000

① Deviations to this schedule are approved. Submit deviations via appropriate FLIP correction addressee for inclusion under Radio/Nav Remarks.

USA/USN—Locations with two or more Instrument Approach Aids, ceiling 3000′, visibility 5 SM, locations with a single Instrument Approach Aid, sky condition scattered, visibility 5 SM.

USAF—Preventive Maintenance Inspection (PMI), Maintenance Period (MP) Schedules are published under applicable NAVAID, ILS/RADAR or Terminal FLIP RADAR Minima listings. Associated weather criteria, other than 3000′ ceiling, 5 statute mile visibility forecast during MP plus one hour, is reported as part of the schedule. For example, (1500/3+1) where 1500 is the ceiling in feet, 3 is the visibility in statute miles and +1 (plus 1) indicates forecast during maintenance period plus one hour.

CIVIL PROCEDURES

AIR TRAFFIC CONTROL PROCEDURES

Recording and Monitoring

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

REPORTING OF MALFUNCTIONS OF NAVIGATION AIDS AND COMMUNICATIONS EQUIPMENT — FAA

1. APPLICABILITY

This special Federal Aviation Regulations applies to the operation of aircraft within Controlled Airspace under Instrument Flight Rules of Part 91 of Federal Aviation Regulations.

2. MALFUNCTION REPORTS

The pilot in command shall report immediately to Air Traffic Control any inflight malfunction of navigation or Air/Ground communications equipment as listed below:

a. Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability or,
b. complete or partial loss of ILS receiver capability or
c. impairment of Air Ground communications capability.
d. Loss of airborne navigational radar.

3. SUBSTANCE OF REPORTS

Each report required under paragraph 2 hereof shall include the following:

a. Aircraft identification.
b. The equipment affected
c. The degree to which capability of the pilot to operate IFR in the Air Traffic Control System is impaired and
d. The nature and extent of assistance desired from Air Traffic Control: The exact nature and degree of assistance available from the ATC system will vary considerably. It is, therefore, essential that the pilot inform the controller of the assistance needed. If no assistance is required, normal handling may be expected. If special handling is requested, the ATC controller will provide maximum amount of assistance, consistent with the equipment at his disposal and the proper performance of his control functions with respect to other IFR aircraft. Should the circumstances warrant greater attention and priority handling with respect to other IFR aircraft, the pilot should then declare an Emergency.

FLIGHT PLAN (CIVIL)

It is strongly recommended that a flight plan be filed. This not only assures prompt search and rescue action in event you become overdue or missing, but it also permits enroute stations and the destination station to render better service by having prior knowledge of your flight. All VFR flights, whether on a flight plan or not, should make regular position reports to FAA Flight Service Stations to receive altimeter settings and weather safety advisories. Also, search and rescue action, if necessary, can be focused in the proper area. Flight Plans may be submitted to the nearest Flight Service Station.

NOTE— *If the flight will traverse or land in one or more foreign countries, it is particularly important that pilots leave a complete itinerary with someone directly concerned, keep that person advised of the flight's progress and inform him that, if serious doubt arises as to the safety of the flight, he should first contact the FSS.*

DVFR (Defense VFR) Flight Plan.— DVFR flight plans must be submitted to the nearest Flight Service Station. Detailed ADIZ procedures are to be found under ADIZ Procedures.

FLIGHT PLAN — IFR

When filing an IFR flight plan for flight in an aircraft equipped with navigational and communications equipment as described in the Aeronautical Information Manual, identify equipment capability by adding one or more suffixes to the AIRCRAFT TYPE preceded by a slant, as follows:

N No COM/NAV/APCH equipment carried, or equipment is unserviceable
S Standard COM/NAV/APCH equipment is carried & serviceable
(i.e., VHF RTF, ADF, VOR and ILS)

A GBAS landing system
B LPV (APV with SBAS)
C LORAN C
D DME
E1 FMC WPR ACARS
E2 DFIS ACARS
E3 PDC ACARS
F ADF
G GNSS (See Note 2)
H HF RTF
I Inertial Navigation
J1 CPDLC ATN VDL Mode 2 (See Note 3)
J2 CPDLC FANS 1/A HFDL
J3 CPDLC FANS 1/A VDL Mode A
J4 CPDLC FANS 1/A VDL Mode 2
J5 CPDLC FANS 1/A SATCOM (INMARSAT)
J6 CPDLC FANS 1/A SATCOM (MTSAT)
J7 CPDLC FANS 1/A SATCOM (Iridium)
K MLS
L ILS
M1 ATC RTF SATCOM (INMARSAT)
M2 ATC RTF (MTSAT)
M3 ATC RTF (Iridium)
O VOR
P1-P9 Reserved for RCP
R PBN approved (See Note 4)
T TACAN
U UHF RTF
V VHF RTF
W RVSM approved
X MNPS approved
Y VHF with 8.33 kHz channel spacing capability
Z Other equipment carried or other capabilities (See Note 5)

NOTE—

1. *If the letter S is used, standard equipment is considered to be VHF RTF, VOR, and ILS, unless another combination is prescribed by the appropriate ATS authority.*
2. *If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.*
3. *See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.*
4. *If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).*
5. *If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT/, as appropriate.*

6.Information on navigation capability is provided to ATC for clearance and routing purposes.

2. Surveillance equipment and capabilities

ENTER **N** if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,
OR
ENTER one or more of the following descriptors, up to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board. Enter no more than one transponder code (Modes A, C, or S)

SSR Modes A and C:

A Transponder - Mode A (4 digits - 4096 codes)
C Transponder - Mode A (4 digits - 4096 codes) and Mode C

SSR Mode S:

E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADSºB) and enhanced surveillance capability
P Transponder - Mode S, including pressure-altitude, but no aircraft identification capability
S Transponder - Mode S, including both pressure-altitude and aircraft identification capability
X Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

NOTE—
Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B:

***B1** ADS-B with dedicated 1090 MHz ADS-B "out" capability*
***B2** ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability*
***U1** ADS-B "out" capability using UAT*
***U2** ADS-B "out" and "in" capability using UAT*
***V1** ADS-B "out" capability using VDL Mode 4*
***V2** ADS-B "out" and "in" capability using VDL Mode 4*

NOTE—
File no more than one code for each type of capability, e.g. file B1 or B2 and not both

ADS-C:

***D1** ADS-C with FANS 1/A capabilities*
***G1** ADS-C with ATN capabilities*

Alphanumeric characters not indicated above are reserved.

EXAMPLE-
ADE3RV/HB2U2V2G1

NOTE—
Additional surveillance application should be listed in Item 18 following the indicator SUR/.

***3.** In order to provide course guidance and assist sequencing into the Anchorage Terminal Area, aircraft filed over McGrath (MCG) or Sparrevohn (SQA) and landing at Ted Stevens Anchorage International Airport or Elmendorf Air Force Base should file the following STAR's: from over MCG, file the TAGER arrival; from over SQA, file the AMOTT arrival. If unable to fly the STAR, advise ATC prior to reaching MCG or SQA for alternate instructions.*

FLIGHT PLAN — VFR

Pilots are encouraged to give their departure times directly to the flight service station with which the flight plan was filed. This will ensure more efficient flight plan service and permit the FSS to advise you of significant changes in aeronautical facilities or meteorological conditions. The following procedures are in effect: when a VFR flight plan if filed, it will be held until two hours after the proposed departure time and then canceled unless:

1. The actual departure time is received.
2. A revised proposed departure time is received.
3. At a time of filing, the FSS is informed that the proposed departure time will be met, but actual time cannot be given because of inadequate communications.

CLOSING FLIGHT PLANS

VFR, and DVFR flight plans must be closed upon landing. If an arrival report is not received within a reasonable period of time after ETA, a communications search for you will be conducted. If this search fails to locate your aircraft, a Rescue Coordination Center will be advised and an extensive costly physical search for your aircraft will be inaugurated.

FLIGHT PLAN—ELEMENTS OF A FLIGHT PLAN

The following is a listing of the order of Flight Plan elements as found on FAA Form 7233-4, International Flight Plan:

1. Blocks 1-3: For use by Flight Service only
2. Block 7 Aircraft Identification: up to seven alpha-numerics
3. Block 8
   a. Flight Rules: **I** - Instrument Flight Rules; **V** - Visual Flight Rules; **Y** - Composite VFR to IFR; **Z** - Composite IFR to VFR
   b. Type of Flight: **S** - Scheduled Air Carrier; **N** - Non-scheduled Air Carrier; **G** - General aviation; **M** - Military; **X** - Other
4. Block 9
   a. Number of Aircraft: two-digit number
   b. Type of Aircraft: up to four alpha-numerics (see FAA Order 7360.1, Aircraft Type Designators)
   c. Wake Turbulence Category: **H** - Heavy (300,000 lbs. or more); **M** -- less than 300,000 lbs.and more than 15,500 lbs); **L** - less than 15,500 lbs.
5. Block 10 Equipment: - see Aeronautical information Manual for Nav/comm and transponder codes
6. Block 13
   a. Departure Aerodrome: ICAO identifier (four-character alphabetic code)
   b. Departure Time: four-digit time UTC
7. Block 15
   a. Cruising Speed: **N** - followed by four-digit **Knots**; **M** - followed by three-digit **Mach** number; **K** - followed by four-digit **Kilometers per hour**
   b. Cruising Level: **A** - followed by three-digit **Altitude** below 18,000 ft.; **F** - followed by three-digit **Flight Level**
   c. Route of Flight: Fixes, navaids, airways, latitude/longitude
8. Block 16
   a. Destination Aerodrome: ICAO identifier (four-character alphabetic code)
   b. Total estimated en route time: four-digit time in hours and minutes
   c. Alternate Aerodrome: ICAO identifier (four-character alphabetic code)
   d. Second Alternate Aerodrome: ICAO identifier (four-character alphabetic code)
9. Block 18 Other Information: Special fields which may be required on some flight plans
10. Block 19 Supplementary Information:
    a. Endurance: fuel on board, in hours and minutes
    b. Persons on board
    c. Emergency Radio*
    d. Survival Equipment*
    e. Jackets*
    f. Dinghies*
    g. Aircraft color and markings
    h. Remarks*
    i. Pilot-in-Command

* Optional Information

FLIGHT PLAN—MASTER FLIGHT PLAN PROGRAM

The master flight plan program was established for the owners/operators of aircraft in Alaska. A Master Flight Plan is intended to record static information on an aircraft, not on a pilot. Only one Master Flight Plan, therefore, will be accepted per aircraft from the owner/operator. Master Flight Plan files are maintained by Flight Service Stations (FSS's) for aircraft based within Alaska. Aircraft owners/operators may file a Master Flight Plan with a FSS on line, in person, or via mail, phone, or fax. FSS's will forward Master Flight Plan information to the appropriate support personnel for entry into the database. A Master Flight Plan on file with any Alaskan FSS will be accepted by all Alaskan Region FSS's. Upon receipt of Master Flight Plan information, the FSS staff enters the information into the statewide database. The Master Flight Plan becomes effective when the owner/operator is notified by the FSS support specialist. This can be accomplished either verbally upon receipt of the Master Flight Plan, or by other written or electronic means (fax, e-mail, phone, etc.).

Master flight plans must contain the following data:

1. Aircraft identification.
2. Aircraft type/special equipment codes (ICAO).
3. Airspeed
4. Remarks, if any. (Radios, navigation equipment, floats, skis, other)
5. Owner or operator's name, physical address, and phone number.
6. Owner or operator's mailing address.
7. Aircraft home base, including tie-down number if available.
8. Color of aircraft.
9. Names and phone numbers of 24-hour coordination contacts.
10. Optional items:
    a. Maximum fuel capacity in hours and minutes.
    b. Emergency equipment on board.
    c. Satellite tracking device information (see Enhanced Special Reporting Service (eSRS) in the Associated Data section of this chart supplement).

Aircraft owners/operators are responsible for ensuring the Master Flight Plan information on file for their aircraft is current. Changes in Master Flight Plan data or aircraft ownership should be reported to Flight Service immediately. Failure to provide updated information could cause unnecessary delays in search and rescue activities. Pilots who do not update Master Flight Plan information may be excluded from the program.

When filing a flight plan for an aircraft with a Master Flight Plan on file, provide the following information:

1. Type of flight plan.
2. Type of aircraft.
3. Equipment code if IFR.
4. Departure point.
5. Departure time or activation time.
6. Proposed altitude if IFR.
7. Route of flight.
8. Destination.
9. Estimated time en route.
10. Fuel on board.
11. Pilot's last name.
12. Number of people on board.

Pilots should advise Flight Service that they have an Alaskan Master Flight Plan when filing a flight plan within Alaska, i.e., "Master Flight Plan on File. Pilot's name is..." The additional information required for search and rescue will be is available to all Alaskan Flight Service Stations in the event the aircraft becomes overdue.

ATC IFR CLEARANCE DELIVERY

a. At airports where a traffic control tower is in operation, ATC IFR clearances are normally relayed to pilots on the "ground control" frequency or on a published "clearance delivery" frequency.

b. At airports where a Flight Service Station is in operation or having a part-time Flight Service Station with a remote communications outlet (RCO), ATC IFR clearances shall be obtained through the FSS on the common traffic advisory frequency (CTAF).

c. At airports where there is neither a control tower nor an FSS, but there is a remote communications Air-Ground Facility (RCAG) available, contact the ARTCC direct. (Frequencies are published on Enroute Charts and in the Airport/Facility directory portion of this chart supplement.)

d. At airports where there is no control tower, FSS, RCO, or RCAG, a clearance may be obtained through the nearest FSS, or RCAG.

Air Defense Identification Zone (ADIZ) Procedures (Civil)

Recommended ADIZ Practices. — No person may operate an aircraft in or penetrating an ADIZ unless he has filed a flight plan with an appropriate Aeronautical facility. The North American Aerospace Defense Command advises that an "Airfield" flight plan makes the aircraft subject to interception for positive identification. Pilots are strongly urged, therefore, to file DVFR Flight Plans required for Security Control either in person or by telephone. To encourage conformation with this request FAA Flight Service Stations will accept collect long distance telephone calls made for the purpose of filing required DVFR flight plans. The following procedure will apply:

1. Contact the long distance telephone operator and place a collect, station-to-station call for "SECURITY PILOT (your last name)" to the FAA station.

2. When the FAA station accepts the call, file your DVFR flight plan as expeditiously as possible.

FAA stations will not accept collect calls from locations which are obviously much closer to another FAA station, neither will they accept calls which do not contain the key words "SECURITY PILOT (name)." In order to conserve government funds, FAA station will not accept long distance collect calls from any pilot within the Defense Area. DVFR flight plans from such points will be accepted, however, if filed at no expense to the government.

ADIZ Transponder Requirements — All civil aircraft equipped with an operable radar beacon transponder must be operated with that transponder turned on, including the altitude encoder if installed, and reply on the appropriate code or on a code assigned by ATC.

Emergency Security Control of Air Traffic (ESCAT)

http://www.access.gpo.gov/nara/cfr/waisidx_07/32cfr245_07.html)

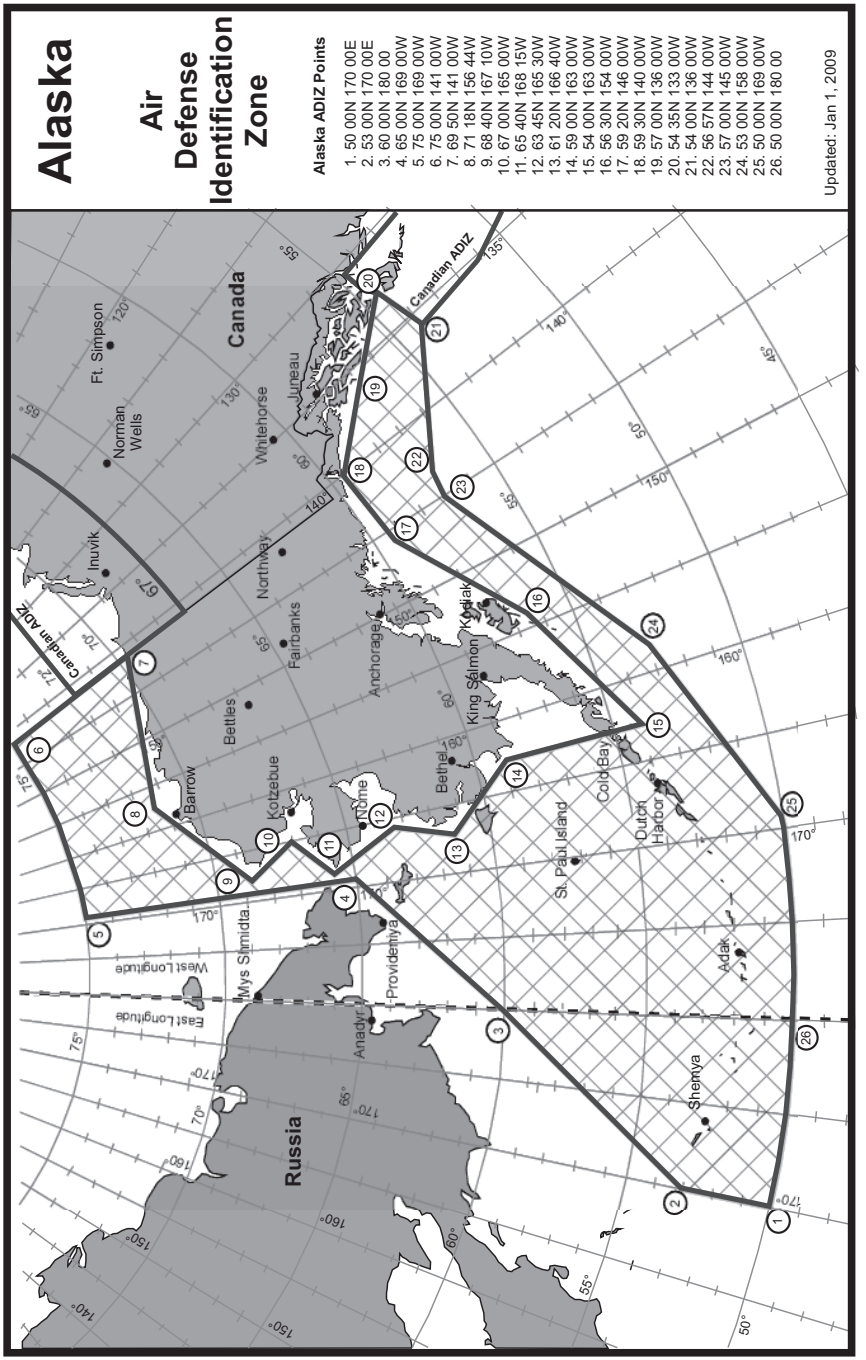
The ESCAT plan (see 32 CFR Part 245) defines the authorities, responsibilities, and procedures to identify and control air traffic within a specified air defense area during air defense emergencies, defense emergency, or national emergency conditions. ESCAT provides the security control of both civil and military air traffic. It is intended to meet threat situations such as an emergency resulting in the declaration of an Air Defense Emergency by the appropriate military authority or other emergency conditions that either threaten national security or national interests vital to the U.S., but do not warrant declaration of Defense Emergency or Air Defense Emergency.

When ESCAT is implemented, a system of traffic priorities may be required to make optimum use of airspace, consistent with air defense requirements. The ESCAT Air Traffic Priority List (EATPL) is a list of priorities that may be used for the movement of air traffic in a defined area. The originator of an aircraft flight operation under the EATPL shall be responsible for determining and verifying that the mission meets the appropriate definition and priority, and ensuring a security check* of the crew, cargo and aircraft has been completed prior to takeoff. The individual filing the flight plan will be responsible for including the priority number as determined by the originator of the aircraft flight operation, in the remarks section of the flight plan.

*NOTE: Security checks must be in accordance with the Transportation Security Administration directives.

The appropriate military authority will: (a) notify or coordinate, as appropriate, the extent or termination of ESCAT implementation with DOT and DHS; (b) disseminate the extent of ESCAT implementation; (c) specify what restrictions are to be implemented; and (d) revise or remove restrictions on the movement of air traffic as the tactical situation permits. The FAA Air Traffic Control System Command Center (ATCSCC) will direct appropriate ARTCCs/CERAPs to implement ESCAT restrictions as specified by the appropriate military authority.

U.S. civil and military air traffic control facilities will: (a) maintain current information on the status of restrictions imposed on air traffic; (b) process flight plans in accordance with current instructions received from the ARTCC (All flights must comply with the airspace control measures in effect, the EATPL, or must have been granted a Security Control Authorization); and (c) disseminate instructions and restrictions to air traffic as directed by the ARTCCs.


Alaska
Air Defense Identification Zone
Alaska ADIZ Points
1. 50 00N 170 00E
2. 53 00N 170 00E
3. 60 00N 180 00
4. 65 00N 169 00W
5. 75 00N 169 00W
6. 75 00N 141 00W
7. 69 50N 141 00W
8. 71 18N 156 44W
9. 68 40N 167 10W
10. 67 00N 165 00W
11. 65 40N 168 15W
12. 63 45N 165 30W
13. 61 20N 166 40W
14. 59 00N 163 00W
15. 54 00N 163 00W
16. 56 30N 154 00W
17. 59 20N 146 00W
18. 59 30N 140 00W
19. 57 00N 136 00W
20. 54 35N 133 00W
21. 54 00N 136 00W
22. 56 57N 144 00W
23. 57 00N 145 00W
24. 53 00N 158 00W
25. 50 00N 169 00W
26. 50 00N 180 00
Updated: Jan 1, 2009
Canada
Russia
Canadian ADIZ
Ft. Simpson
Norman Wells
Whitehorse
Juneau
Inuvik
Northway
Fairbanks
Anchorage
Kodiak
King Salmon
Bettles
Barrow
Kotzebue
Nome
Bethel
Cold Bay
Dutch Harbor
St. Paul Island
Adak
Shemya
Mys Shmidta
Provideniya
Anadyr
West Longitude
East Longitude

INTERCEPTION SIGNALS
ICAO STANDARD

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONSE	MEANING
1	AIRPLANES: DAY–Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading. NIGHT–Same and, in addition, flashing navigational lights at irregular intervals. NOTE 1.–Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right. NOTE 2.–If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race–track patterns and to rock its wings each time it passes the intercepted aircraft.	You have been intercepted. Follow me.	AIRPLANES: DAY–Rocking wings and following. Night–Same and, in addition, flashing navigational lights at irregular intervals. HELICOPTERS: DAY or NIGHT–Rocking aircraft, flashing navigational lights at irregular intervals and following.	Understood, will comply.
2	DAY OR NIGHT–An abrupt breakaway maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AIRPLANES: DAY or NIGHT–Rocking wings. HELICOPTERS: DAY or NIGHT–Rocking aircraft.	Understood, will comply.
3	DAY–Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. NIGHT–Same and, in addition, showing steady landing lights.	Land at this aerodrome.	AIRPLANES: DAY–Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. NIGHT–Same and, in addition, showing steady landing lights (if carried). HELICOPTERS: DAY or NIGHT–Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	Understood, will comply.

INTERCEPTION SIGNALS
ICAO STANDARD

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONSE	MEANING
4	AIRPLANES: DAY–Raising landing gear while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome.	Aerodrome you have designated is inadequate.	DAY OR NIGHT–If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.	Understood, follow me.
	NIGHT–Flashing landing lights while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.		If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, you may proceed.
5	AIRPLANES: DAY or NIGHT–Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT–Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	AIRPLANES: DAY or NIGHT–Irregular flashing of all available lights. HELICOPTERS: Day or Night–Irregular flashing of all available lights.	In distress.	DAY or NIGHT–Use Series 2 signals prescribed for intercepting aircraft.	Understood.

DISTRESS INTERCEPTION SIGNALS

SIGNAL BY INTERCEPTED AIRCRAFT	MEANING	RESPONSE BY INTERCEPTOR
DAY–Porpoising NIGHT–Switching on landing lights and holding steady beam.	In Distress	DAY OR NIGHT–Use appropriate interception signals as shown above.

NOTE TO INTERCEPTION SIGNALS
(See preceding page)

The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress.

An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals on preceding page;

b. notify, if possible, the appropriate air traffic services unit;

c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 243.0, MHz and repeating this call on the emergency frequency 121.5 MHz, if practicable, giving the identity and position of the aircraft and the nature of the flight;

d. if equipped with SSR transponder select Mode 3/A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

ATTENTION: ICAO Standard Interception Signals are applicable in all areas with exceptions as published below.

RUSSIA

1. The following rules are applicable to foreign aircraft operating within Russian airspace in accordance with previously issued clearances or existing overflight agreements. The Aeronautical Information Publication (AIP) as published by the Ministry of Civil Aviation, CIS, contains the Soviet Rules for Engagement. These rules are applicable to foreign aircraft operating with Russian airspace in accordance with previously issued clearances or existing overflight agreements. Foreign aircraft, flying in the air space of Russia, violating established flight procedures, or not complying with commands of the Air Traffic Control Service of the Ministry of Civil Aviation directing the flight of that aircraft, will be considered violators and alert aircraft of the Anti-Air Defense will compel them to land at the nearest airport.

NAVIGATION WARNING

U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid possibly dangerous consequences which could result from unauthorized overflight of Russian territory. Recognition that many flight tracks on this route provide minimum separation from Russian airspace further emphasizes the need for all pilots to use all existing navigational capability. It is therefore recommended that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Russian territory.

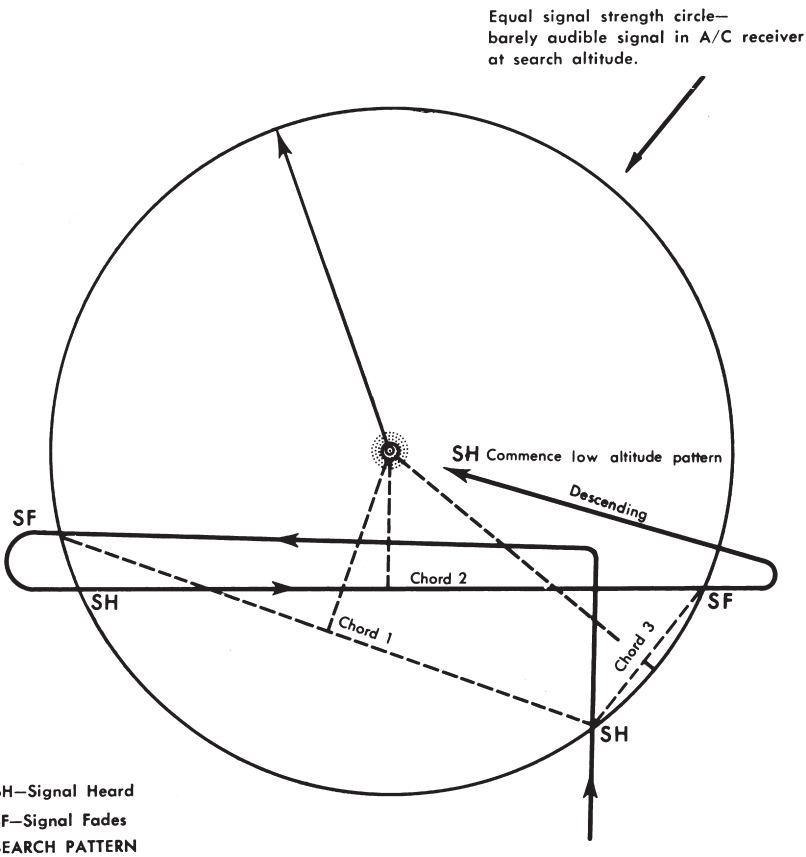
SEARCH PROCEDURES EMERGENCY LOCATOR TRANSMITTER (ELT)

Locating the Position of a VHF or UHF ELT. — The initial search for survivors equipped with a VHF or UHF ELT will be at high altitude to take advantage of the increased range afforded by altitude. The receiver should be tuned to the frequency of the ELT with squelch off. The frequency should be guarded aurally and visually if the search aircraft has suitable homing equipment. While some progress is being made toward standardization on the type of signal emitted by these survival ELTs, search and rescue personnel should realize that complete standardization may not be achieved in the near future. If the type of signal emitted by the particular ELT is not known, searchers should be alert for any signal on the frequency, including a steady tone. Types of signals used by these ELTs are: steady tone (this may become a warbling tone if the ELT is floating in the ocean); a definite warbling tone built into the ELT; and interrupted tone (a peculiar "beep-beep-beep") built into the ELT. Once the ELT signal is detected, it will be a simple matter for the search aircraft to home on it, if the aircraft is equipped with homing equipment. However, if the search aircraft has only receiver capability, it can still locate the survivors by flying one of the two procedures described below:

SEARCH PATTERN PROCEDURE (Boxing-in)

Boxing-in patterns assume that the lines of equal signal strength will be circular, as shown below. Thus, an aircraft flying at constant altitude can determine the limits of successive chords to the equal signal strength circle corresponding to a barely audible signal on its own receiver by plotting its position as the signal appears and again when it fades. The perpendicular bisector of each chord is an approximate line of position containing the beacon. The intersection of any 2 lines of position will indicate the approximate location of the beacon and the aircraft will be able to proceed to the approximate position. By proceeding to this position and descending to appropriate altitude, the aircraft can then make another low-level boxing-in pattern and/or carry out a close visual search for the survivors by any convenient high probability visual search pattern.

EQUAL SIGNAL STRENGTH CIRCLE



2. SEARCH PATTERN PROCEDURE (180°-90° Build-Fade Method)

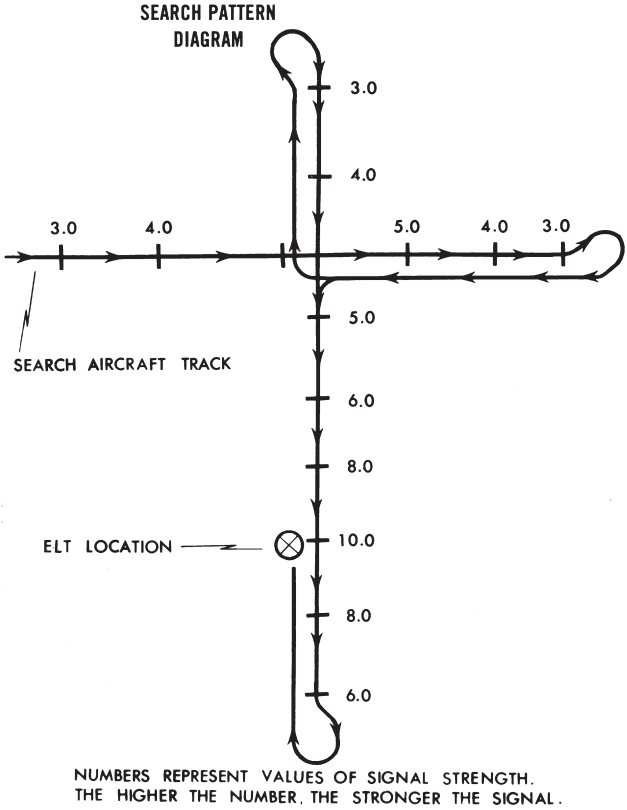
After the emergency signal is received and identified, the volume should be decreased to the lowest level that can be clearly identified. As the signal increases, the volume control should be reduced accordingly. By using the 180°-90° (build and fade) search pattern, an ELT signal can be successfully located within a 4 to 10 square mile area, and many times pin point the site of the ELT.

Search pattern procedure (180°-90° turn pattern)

1. Aurally identify the ELT signal.
2. Note the signal level (loudness).
3. Hold constant heading and altitude while recording your location on appropriate chart.
4. Record relative signal levels and position on chart at periodic intervals.
5. **a.** After first detecting the emergency signal, two situations may be encountered relative to the change in signal level received. The two conditions are listed below:
   - **(1) FADE** —The emergency signal level diminishes as the search aircraft maintains a constant course (heading away from ELT).
   - **(2) BUILD** —The emergency signal steadily increases in signal strength as the search aircraft continues on course (flying toward the ELT).

   b. The search aircraft should be flown through the area of maximum signal level and continue to the point of signal fade-out.
6. Execute 180° turn and return to the point of highest signal level.
7. At the point of highest signal level execute a 90° turn to the right or left.
8. If the signal diminishes, conduct an 180° turn and return toward maximum signal location (on chart).
9. After passing over the area of highest signal level, maintain heading until a definite decrease in signal level is obtained.
10. Execute a 180° turn and return to the point of highest signal level for approximate ELT location.
11. It may be necessary to repeat steps 7 through 10 several times to accurately locate the ELT.

NOTE: A cone of silence may be experienced directly over the ELT at low altitudes, thus indicating the location of the ELT.



SEARCH AND RESCUE

1. GENERAL

a. Search and Rescue is a life-saving service provided through the combined efforts of the FAA, Military Services, Coast Guard, State Boards, Aeronautic Commissions or other similar state agencies who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, etc. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

b. Prior to departure on every flight, local or otherwise, someone at the departure point should be advised of your destination and the route of flight if other than direct. Search efforts are often wasted and rescue is often delayed because of pilots who thoughtlessly take off without telling anyone where they are going.

c. All you need to remember to obtain this valuable protection is:
(1) File a Flight Plan with an FAA Flight Service Station in person or by telephone or radio.
(2) Close your flight plan with the appropriate authority immediately upon landing.
(3) If you land at a location other than the intended destination, report the landing to the nearest FAA Flight Service Station
(4) If you land enroute and are delayed more than 30 min., report this information to the nearest FSS.
(5) Remember that if you fail to report within one-half hour after your ETA, a search will be started to locate you.

d. If a crashed aircraft is observed:
(1) Determine if crash is marked with yellow cross; if so, crash has already been reported and identified.
(2) Determine, if possible, type and number of aircraft and whether there is evidence of survivors.
(3) Fix, as accurately as possible, exact location of crash.
(4) If circumstances permit, orbit scene to guide in other assisting units relieved by another aircraft.
(5) Transmit information to nearest FAA or other appropriate radio facility.
(6) Immediately after landing, make a complete report to nearest FAA, Air Force, or Coast Guard installation. Report may be made by long distance collect telephone.

e. To assist survival and rescue in the event of a crash landing the following advice is given:
(1) For flight over uninhabited land areas, it is wise to take suitable survival equipment depending on type of climate and terrain.
(2) If forced landing occurs at sea, chances for survival are governed by degree of crew proficiency in emergency procedures and by effectiveness of water survival equipment.
(3) If it becomes necessary to ditch, distressed aircraft should make every effort to ditch near a surface vessel. If time permits, the position of the nearest vessel can be obtained from a Coast Guard Rescue Coordination Center through the FAA facility.
(4) The rapidity of rescue on land or water will depend on how accurately your position may be determined. If flight plan has been followed and your position is on course, rescue will be expedited.
(5) Unless you have good reason to believe that you will not be located by search aircraft, it is better to remain near your aircraft and prepare means for signalling whenever aircraft approach your position.

f. Search and Rescue facilities include:
(1) Rescue Coordination Centers;
(2) Search and Rescue aircraft;
(3) Rescue vessels;
(4) Pararescue and ground rescue teams;
(5) Emergency radio fixing.

2. CLOSE YOUR FLIGHT PLAN

a. The control tower does not automatically close VFR flight plans since many of the landing aircraft are not operating on flight plans. It remains the responsibility of a pilot to close his own flight plan. This will prevent a needless search.

3. NATIONAL SEARCH AND RESCUE PLAN

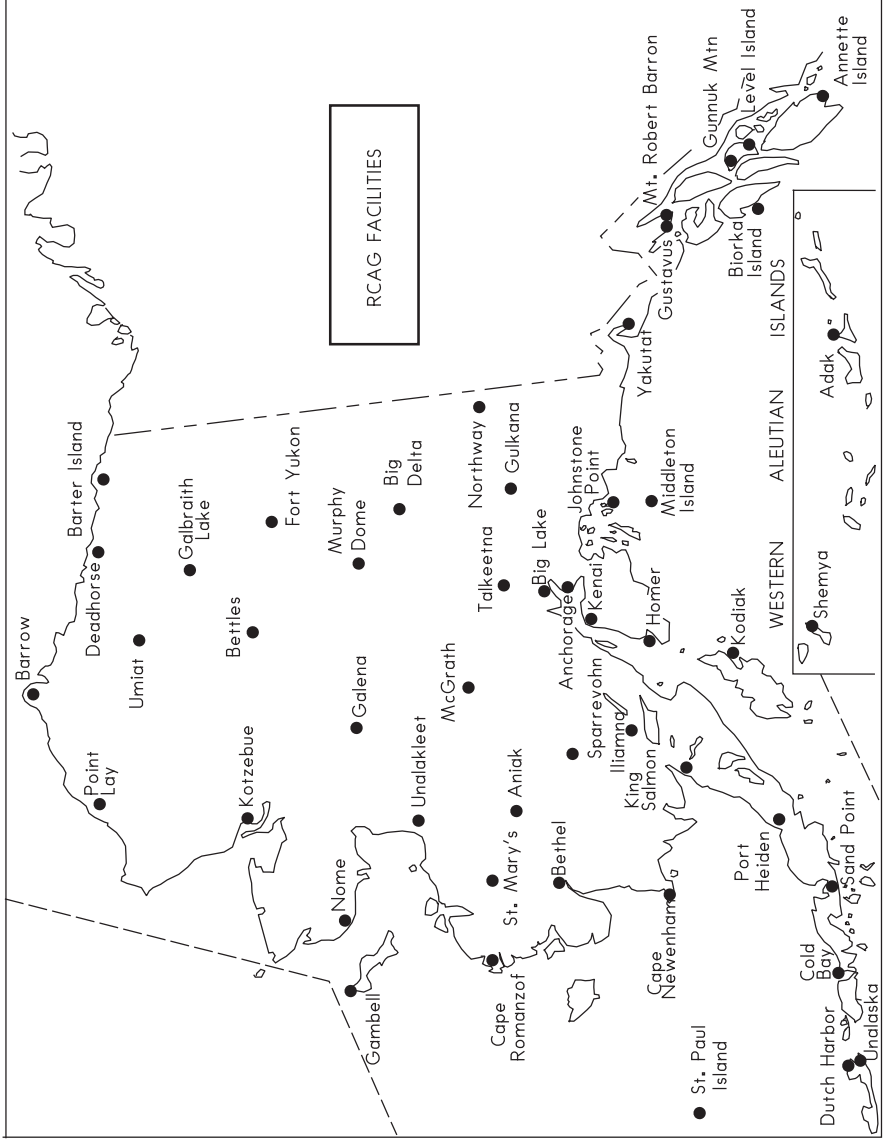
a. Under the National Search and Rescue Plan, the U.S. Coast Guard is responsible for coordination of search and rescue for the Maritime Region, and the U.S. Air Force is responsible for coordination of search and rescue for the CONUS-Inland Region, and the Unified Commander for the coordination of search and rescue for the overseas theaters (Alaska). In order to carry out this responsibility the Air Force, the Coast Guard and Unified Commanders have established Rescue Coordination Centers to direct search and rescue activities within their regions. This service is available to all persons and property in distress, both civilian and military. Normally, for aircraft incidents, information will be passed to the Rescue Coordination Centers through the appropriate Air Route Traffic Control Center or Flight Service Station.

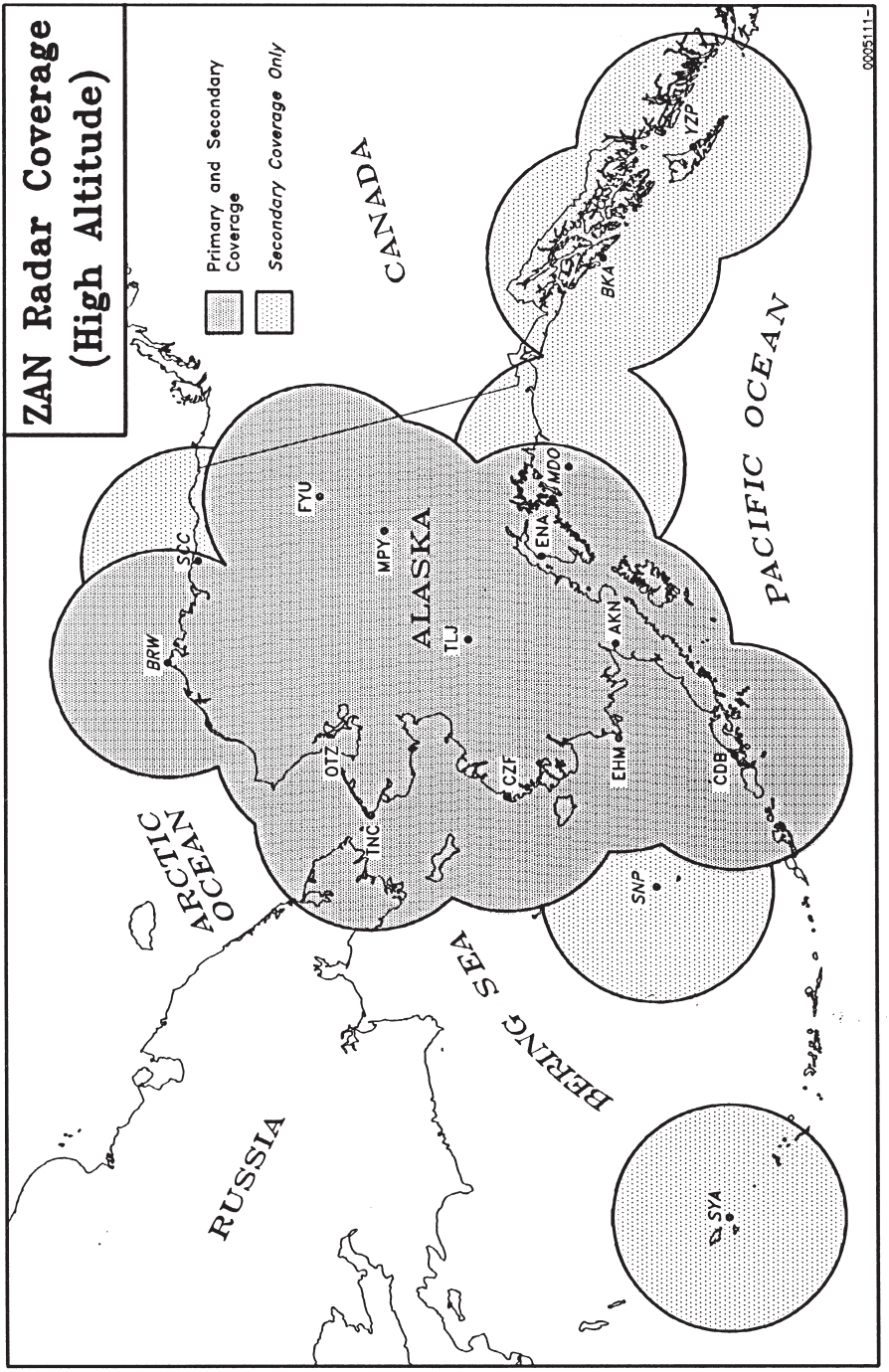
4. INADVERTENT OPERATION OF EMERGENCY LOCATOR TRANSMITTERS

In addition to depleting the batteries, accidental triggering of ELTs or improper test procedures could cause an unnecessary search. The on/off switch should be checked prior to and upon completion of each flight, and the ELT should be stored in a secure place until needed. If accidental activation is suspected please call the AK RCC at 1-800-420-7230 or (907) 551-7230. There is no test period for 406 Mhz ELTs unless prior coordination with NOAA has been made. Please ensure your 406 Mhz ELT is registered as this will expedite Search and Rescue if an emergency does exist. Call NOAA at 1-888-212-7283 or visit Beacon.Registration@NOAA.gov for more information.

SEARCH AND RESCUE

The map below shows the location of remote transceivers (called RCAGs) in Alaska. They are used by Air Traffic Control for IFR operations. Aircraft in an emergency and unable to communicate in the normal way could contact overflying aircraft and ask them to relay messages. Example: If you are in the Galbraith Lake area, IFR aircraft will be monitoring the Galbraith RCAG. All RCAG frequencies are listed under Anchorage Center.




ZAN Radar Coverage
(High Altitude)
Primary and Secondary Coverage
Secondary Coverage Only
CANADA
ALASKA
PACIFIC OCEAN
ARCTIC OCEAN
BERING SEA
RUSSIA
BRW
SFC
FYU
MPY
TLJ
OTZ
INC
CZF
ENA
MDO
AKN
EHM
CDB
SNP
SYA
BKA
YZP
0005111-

COAST GUARD RESCUE COORDINATION CENTERS

(Operates 24 hours a day)

Juneau
800–478–5555 907–463–2000

Coast Guard Rescue Coordination Centers are served by major radio stations which guard 500 kHz (CW), 8364 kHz (CW), and 2182 kHz (Voice). In addition to the major radio stations, the 247 Coast Guard units along the sea coasts of the United States and shores of the Great Lakes guard 2182 kHz (Voice). All of these facilities are available for reporting distress or potential distress. THE CALL "NCU" (CW) or "COAST GUARD" (VOICE) ALERTS ALL COAST GUARD RADIO STATIONS WITHIN RANGE.

ALASKA RESCUE COORDINATION CENTER

(Operates 24 hours a day)
Anchorage, AK
1–800–420–7230 1–907–551–7230
AK Rescue Coordination Center monitors 123.1, 282.8

FUEL JETTISONING

1. Should it become necessary to jettison fuel, the pilot should immediately advise Air Traffic Control. Upon receipt of advice that an aircraft will jettison fuel, Air Traffic Control will broadcast or cause to be broadcast at a reasonable time before fuel dumping is to begin and every 3 minutes thereafter on appropriate Air Traffic Control, Flight Service Station and airline company radio frequencies the following:

ADVISORY TO AIRCRAFT NOT ON ATC CLEARANCE—FUEL DUMPING IN PROGRESS—(aircraft type) (present position) (course/s) (altitude)—AVOID FLIGHT WITHIN 10 NAUTICAL MILES IF AT THIS ALTITUDE. IF WITHIN FIVE NAUTICAL MILES, REMAIN AT LEAST ONE THOUSAND FEET ABOVE OR AT LEAST TWO THOUSAND FEET BELOW THE AIRCRAFT.

2. Upon receipt of such a broadcast, pilots of aircraft affected, which are not on IFR flight plans or special VFR clearances, should clear the area specified in the advisory. Aircraft on IFR flight plans or special VFR clearances will be provided specific separation by Air Traffic Control. At the termination of the fuel jettisoning operation, pilots should advise Air Traffic Control. Upon receipt of such information, Air Traffic Control will issue, on appropriate frequencies, the following:

ADVISORY TO ALL CONCERNED—(aircraft type) FUEL DUMP TERMINATED.

EMERGENCY PROCEDURES

GENERAL

I. PROCEDURE FOR TWO-WAY RADIO FAILURE IFR—VFR

IFR FLIGHT PLAN

Two-way radio failure and circumstances surrounding them are so varied that exact rules to be followed cannot be established. However, the following procedures are those which the pilot will be expected to observe in order that ATC can effect the safe control of air traffic AND ARE APPLICABLE TO ALL TYPES OF AIRCRAFT. During two-way radio communications failure, when confronted with a situation not covered in the regulation, pilots are expected to exercise good judgment in whatever action they elect to take. Should the situation so dictate, they should not be reluctant to use the emergency action contained in flying regulations.

Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability he should adjust his transponder to reply on Mode A/3, Code 7600.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on code 7700 first increases the probability of early detection of a radio failure condition. Pilots can expect ATC to attempt to communicate by systematically transmitting on suitable air/ground radio frequencies as well as on the voice feature of all available radio navigational or approach aids. If two way radio communications are lost with an aircraft under radar control, ATC will request the pilot to acknowledge in accordance with one of the following as appropriate.

a. Reply with the Mode 3 ident feature.
b. Changing to a specified Mode 3 code or
c. Changing transponder to STANDBY for sufficient time for the controller to be assured that lack of a target is due to the requested change; or
d. When the aircraft is not equipped with a functioning transponder; by executing specified turns.

A. VFR CONDITIONS

If able to maintain flight in VFR conditions continue flight under VFR and land as soon as practicable and notify ATC. It is not intended that the requirement to "land as soon as practicable" be construed to mean "as soon as possible". The pilot retains his prerogative of exercising his best judgment and is not required to land at an unauthorized airport, at an airport unsuitable for the type of aircraft flown, or to land only minutes short of his intended destination. The primary objective of this provision, is to preclude extended IFR operations in the air traffic control system in VFR weather conditions. When operating "ON TOP" and unable to descend VFR prior to the destination, the procedures contained in paragraph B below apply.

B. IFR CONDITIONS

If the failure occurs in IFR conditions, or if VFR conditions are not encountered after the failure or paragraph A cannot be complied with, each pilot shall continue the flight according to the following:

1. ROUTE

a. By the route assigned in the last ATC clearance received;
b. If being radar vectored by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance.
c. In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
d. In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

2. ALTITUDE

At the highest of the following altitudes or flight levels for the route segment being flown.

a. The altitude or flight level assigned in the last ATC clearance received;
b. Where appropriate, the minimum altitude/flight level. The minimum flight level is determined by adding the adjustment factor based on the current reported altimeter setting (shown below) to the minimum altitude for that segment.

ALTIMETER SETTING (Current Reported)	LOWEST USABLE FLIGHT LEVEL	ADJUSTMENT FACTOR
29.92 or higher	180	None
29.91 to 29.42	185	500 ft
29.41 to 28.92	190	1000 ft
28.91 to 28.42	195	1500 ft
28.41 to 27.92	200	2000 ft
27.91 to 27.42	205	2500 ft
27.41 to 26.92	210	3000 ft

c. The altitude or flight level ATC has advised may be expected in a further clearance.

3. LEAVE CLEARANCE LIMIT/HOLDING FIX

If a clearance limit/holding fix has been assigned, leave the clearance limit/holding fix at the expect-further clearance (EFC) time received; or, if an expect-approach-clearance (EAC) has been received, leave the clearance limit/holding fix in order to arrive over the fix from which the approach begins as close as possible to EAC time. If no EAC or EFC has been received, continue to the facility/fix serving the destination airport at the last assigned altitude or minimum enroute altitude (MEA), which ever is higher.

4. DESCENT FOR APPROACH

Begin descent from the enroute altitude or flight level upon reaching the fix from which the approach begins, but not before —

a. The expected-approach-clearance time (if received); or
b. If no expected-approach-clearance time has been received—at the estimated time of arrival, derived from the estimated time filed in the flight plan, or as amended with ATC.

5. Pilots of aircraft equipped with coded radar beacon transponders may alert ATC of their radio failure by adjusting their transponder to reply on Mode 3/A, Code 7600.

6. HOLDING

If holding is necessary at the radio facility/fix to be used for the approach at the destination airport, holding and descent to the initial approach altitude or initial penetration Altitude Flight Level for the execution of the penetration and/or instrument approach shall be accomplished in a holding pattern in accordance with the procedure depicted on the Approach and Landing Chart or Jet Approach and Landing Chart for the airport. If no holding pattern is depicted, holding and descent will be accomplished in a holding pattern on the side of the final approach course to the fix on which the procedure turn is prescribed.

C. SPECIAL MILITARY PROCEDURES

1. Aircraft, on a flight in which a delay enroute is planned, shall commence descent at the destination, at the estimated time of arrival (ETA) derived from the estimated time enroute (ETE) plus any delay for which an ATC clearance has been obtained.

EXAMPLE NO. 1. Point-to-point flight plan, from A to B to C to D (airport of destination). Estimated elapsed time enroute specified in flight plan is three hours (A to D). Remarks indicate proposed two hours local flight at B and one hour local flight at C. On departure, flight is cleared to D (or a short-range clearance limit). If radio communications failure is experienced prior to reaching B, flight should proceed to destination in accordance with established radio communications failure procedures. If the flight has obtained an amended clearance, authorizing a two-hour delay at B, and experiences radio communications failure prior to reaching B or after local flight is begun, local flight at B will be completed. Local flight at C will not be executed.

EXAMPLE NO. 2. Round Robin flight plan from Point A to B to C and back to A. Estimated elapsed time enroute specified in flight plan is three hours (A to A). Remarks indicate one-hour local flight at B and one-hour local flight at A prior to landing. Action governing delay at B would be as indicated in Example No. 1. If the flight is cleared for local flight at A and subsequently experiences radio communications failure, local flight will be completed before beginning letdown.

2. AERIAL REFUELING

a. Tanker aircraft which have not received altitude instructions beyond the exit point should exit the Track or Anchor at the **highest** altitude in the clearance for the refueling portion of the flight and proceed in accordance with the radio communications failure procedures.

b. Receiver aircraft which have not received altitude instructions beyond the exit point should exit the Track or Anchor at the **lowest** altitude specified in the clearance for the refueling portion of the flight and proceed in accordance with radio communications failure procedures.

3. TURBOJET ENROUTE DESCENT

When a two-way communications failure is experienced during an enroute descent, proceed to the initial approach fix/radio facility to be used for the approach at destination and execute the published approach. The altitude to be maintained, and from which the approach is to be executed, is the highest of the following:

a. The last assigned altitude.

b. The minimum safe altitude.

c. The emergency safe altitude if the point of communications failure or initial approach fix is more than 25 miles from the navigation facility for the approach.

VFR FLIGHT PLAN

Radio Failure While On A VFR Flight Plan — In the event of two-way radio failure between the aircraft and the ground while operating on a VFR flight plan, the pilot will land at originally filed destination or a suitable airfield, military or civil, before reaching destination. Flight plan may not be extended past the original destination except in emergency.

II. VISUAL SIGNALS WHEN AIRCRAFT RADIO INOPERATIVE

A. DAY VISUAL SIGNALS

1. DESCEND TO LOWER ALTITUDE: Hold hand at top of canopy, palm down, fingers extended and joined, move hand forward and down.
2. FUEL CHECK: Close fist with the thumb extended and perform drinking motion with thumb touching the oxygen mask.
3. FUEL REMAINING: Extend one finger for each 1,000 lbs. of fuel on board. Extend finger(s) vertically for 1,000-5,000 lbs; horizontally for 6,000-9,000 lbs. After signalling 1,000 lb. increments, close fist and signal 100-lb. increments in the same manner. Signal zero with closed fist.

   EXAMPLE 1: To signal 6,600 lbs., extend one finger horizontally (indicating 6,000 lbs.); then close fist (indicating a change from thousands to hundreds) and extend one finger horizontally (indicating 600 lbs.).

   EXAMPLE 2: To signal 13,800 lbs., extend one finger vertically, then three fingers vertically (indicating 13,000 lbs.); then close fist and extend three fingers horizontally (indicating 800 lbs.).

   EXAMPLE 3: If the pilot is operating with NATO forces and is so briefed, signal estimated flying time by extending one finger for each ten minutes and a closed hand to indicate one hour, i.e., to indicate one hour and thirty minutes flying time, signal three fingers and a clenched fist.
4. HEFOE SYSTEM: Clench fist and hold it at top of canopy, then hold up the required number of fingers to denote which system is involved (see (1) through (5) below). The receiving pilot acknowledges the signal by repeating it.
   1. Hydraulic — one finger.
   2. Electrical — two fingers.
   3. Fuel — three fingers.
   4. Oxygen — four fingers.
   5. Engine — five fingers.
5. I MUST LAND ON YOUR WING: Pat shoulder, palm down; use right hand for left shoulder, and vice versa, to prevent confusion with other signals. To acknowledge, other pilot must give an OK signal; the basic signal indicates a jet approach speed of 130 knots. If the distress aircraft desires a higher approach, speed, the pilot must raise one finger for each 10—knot increase desired.
6. LAND IMMEDIATELY: Close fist and hold it to top of canopy, with thumb extended downward, then move arm up and down rapidly. (Do not confuse this signal with "GEAR DOWN" signal, which is not used at altitude.)
7. RADIO INOPERATIVE: Fly aircraft along the side of the landing runway, 1000 feet above the field elevation, rocking wings until it reaches end of the runway. Turn to downwind and check mobile control and/or tower for green light on base leg and final approach.
8. RECEIVER FAILURE: With palm of hand over ear position, move hand forward and backward.
9. TRANSMITTER FAILURE: With palm of hand toward and in front of the face, pilot moves hand up and down.

B. NIGHT VISUAL SIGNALS

1. AIRCRAFT EMERGENCY (MUST LAND AS SOON AS POSSIBLE): Signal escort aircraft by describing a circle on the side of the canopy with a flashlight, then get on the man's wing—this signal indicates a jet approach speed of 130 knots. If a higher approach speed is desired, the pilot must pause after the basic signal, and then blink his flashlight at the top of the canopy, once for each 10 knot increase desired. The escort pilot will lead to the nearest suitable field, declare an emergency with the controlling agency, then fly a straight-in approach with the aircraft on his wing. The distressed aircraft lands and the escort executes a go-around.

   NOTE: On a straight-in approach, the escort aircraft turns his position lights to bright and steady to alert the wingman to prepare to lower flaps and landing gear. The corresponding signal of execution will be for the lead escort aircraft to return his position lights to dim and steady. If the aircraft is equipped only with a steady-bright light position, however, it will blink lights for the alerting signal and for the signal of execution.

2. AIRCRAFT HAVING MINOR DIFFICULTIES: The distressed aircraft will signal another aircraft in the formation by signaling a series of flashes from a flashlight, then get on the man's wing. The basic airspeeds and flight procedures are the same as specified for "Aircraft Emergency" above, except that the escort will lead to the intended landing field and will not declare an emergency in doing so.
3. CHANGE LEAD: Pilot of distressed aircraft holds flashlight parallel with canopy rail and sends a steady light while making a straight line from rear toward the front of the canopy.
4. COMPLETE ELECTRICAL FAILURE (NO ASSIST AIRCRAFT AVAILABLE): Distressed aircraft flies 500 feet over mobile control or tower, thoroughly checking for other aircraft in the area. Flies to the far end of the runway, pulls up into a downwind leg, and proceeds with a normal landing; while watching mobile or tower for signals. The control tower will clear the area of other aircraft, and will call the emergency crash equipment to the scene.
5. DESCENT TO LOWEST PRACTICAL ALTITUDE: The pilot makes a rapid vertical movement with a flashlight.
6. RADIO FAILURE: Same as day signal procedure.
7. SIGNAL ACKNOWLEDGEMENT: Point a steady light from the flashlight at the signaling aircraft.

III. U. S. COAST GUARD SHORE STATIONS MAINTAINING WATCH ON 8364 kHz

The following Coast Guard radio stations listen on the 8 MHz ship radio telegraph calling band 8354-8374 kHz of which 8364 kHz is the center frequency. Stations receiving a call in the 8 MHz band will normally reply on the frequencies indicated.

Activity	Call	Answering Freq
Adak	NOX	8465
Ketchikan	NMJ	8728
San Francisco	NMC	8465

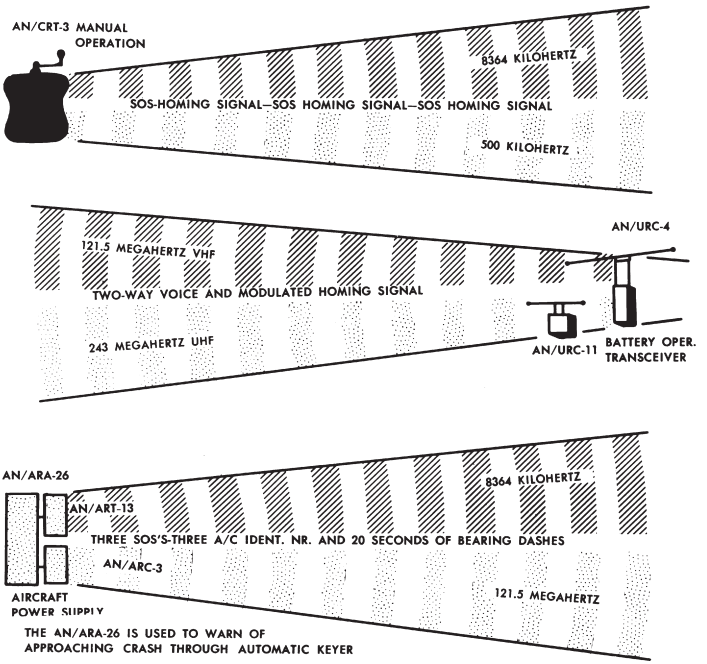
IV. EMERGENCY RADIO SIGNALS

Whenever a plane is assumed to be in distress it is the duty of all aircraft in flight to listen for emergency radio signals. Ascertain from Operations what frequencies are most likely to be received. Check all emergency frequencies as often as possible, especially at the above times. Operating frequencies of currently standard emergency transmitters are shown below.

International silence periods are observed on 500kHz from 15 to 18 and 45 to 48 minutes past the hour. In ITU Regions 1 and 3 (except Japan and The Philippines), silence periods are observed on 2182kHz from 00 to 03 and 30 to 33 minutes past the hour. Distress calls, when transmitted on these frequencies, will have a better chance of being intercepted during these periods

.

EMERGENCY RADIO SIGNALS
OPERATING FREQUENCIES



V. AIRCRAFT WITNESSING DISTRESS

A. When a pilot in command observes that another aircraft or a surface craft is in distress, he shall, unless unable to do so, or, in the circumstances of the case considers it unreasonable or unnecessary: (NOTE: each ICAO contracting state shall ensure that wreckage resulting from aircraft accidents within its territory is removed, obliterated, or charted to prevent subsequent confusion).

1. Keep distressed craft in sight until his presence is no longer necessary or he is no longer able to remain in the vicinity.
2. If his position is not known with certainty, take such action as to determine it.
3. Report to the rescue coordination center or air traffic services unit, as much of the following information as possible.
   a. Type of craft in distress, its identification and condition.
   b. Time of observation expressed in UTC on the 24 hour system.
   c. Number of persons observed.
   d. Whether persons have been seen to abandon distressed craft.
   e. Number of persons observed to be afloat.
   f. Apparent physical condition of survivors.
4. Act as instructed by the rescue coordination center.

B. If the pilot in command of the first aircraft to reach the place of the accident is unable to establish coordination with the rescue coordination center or air traffic services unit, he shall take charge of activities of all other aircraft to arrive until such time as by mutual agreement he hands over responsibility to that aircraft best able to provide communication under the prevailing circumstances.

C. Whenever a distress call and/or message is intercepted on radiotelegraphy or radiotelephony by a pilot in command of an aircraft, other than a search aircraft, he shall:

1. Plot the position of the craft in distress, if given.
2. If possible, take a bearing on the transmission.
3. At his discretion, while awaiting instructions, proceed to the position given in the distress signal.

NOTE: In addition, compliance is required with communications procedures.

D. When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. When this is not possible, the following procedure shall be used:

1. Circle the surface craft at least once.
2. Cross the projected course of the surface craft close ahead, at a low altitude, opening and closing the throttle or changing the propeller pitch.
3. Heading in the direction in which the surface craft is to be directed.

E. Crossing the wake of the surface craft, close astern, at a low altitude, opening and closing the throttle or changing the propeller pitch shall mean that the assistance of the surface craft to which the signal is no longer required.

F. Current maritime signaling procedures include:

1. For acknowledgment of receipt of signal:
   a. Hoisting of the “Code Pennant” (vertical red and white stripes) close up, (meaning understood).
   b. The flashing of a succession of “T’s” by signal lamp in Morse code.
   c. The changing of heading.
2. For indicating the inability to comply:
   a. Hoisting of the international flag “N” (a blue and white checkered square).
   b. The flashing of a succession of “N’s” in the Morse code.

VI. AIR/GROUND EMERGENCY SIGNALS

A. STANDARD AIRCRAFT ACKNOWLEDGEMENTS

MESSAGE RECEIVED AND UNDERSTOOD: Aircraft will indicate that ground signals have been seen and understood by —



DAY OR MOONLIGHT: Rocking from side to side.



NIGHT: Making green flashes with signal lamp.

MESSAGE RECEIVED AND NOT UNDERSTOOD: Aircraft will indicate that ground signals have been seen but not understood by —



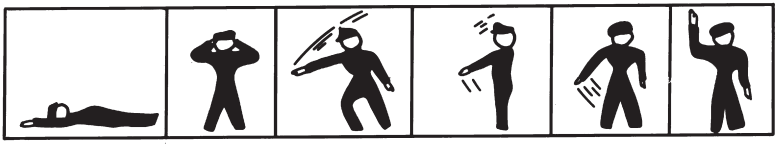
DAY OR MOONLIGHT: Making a complete right hand circle.



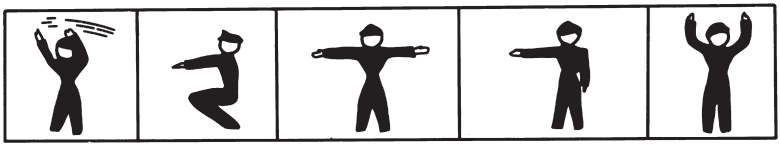
NIGHT: Making red flashes with signal lamp.

B. BODY SIGNALS

INSTRUCTIONS: If you are able to attract the attention of the pilot of a rescue airplane, the body signals illustrated below can be used to transmit messages to him as he circles over your location. Stand in the open when you make the signals. Be sure that the background, as seen from the air, is not confusing. Go through the motions slowly and repeat each signal until you are positive that the pilot understands you.



NEED MEDICAL ASSISTANCE	OUR RECEIVER IS OPERATING	USE DROP MESSAGE	AFFIRMATIVE (YES)	NEGATIVE (NO)	ALL O. K. DO NOT WAIT



DO NOT ATTEMPT TO LAND HERE	LAND HERE	NEED MECHANICAL HELP OR PARTS	CAN PROCEED SHORTLY WAIT IF PRACTICAL	PICK US UP — PLANE ABANDONED

C. INTERNATIONAL GROUND/AIR EMERGENCY CODE

EMERGENCY SIGNALS
GROUND-AIR VISUAL CODE FOR USE BY SURVIVORS

No.	MESSAGE	CODE SYMBOL
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or Affirmative	
5	Proceeding in this direction	
If in doubt use International symbol		S O S

GROUND-AIR VISUAL CODE FOR USE BY GROUND SEARCH PARTIES

NO.	MESSAGE	CODE SYMBOL
1	Operation completed	L L L
2	We have found all personnel	
3	We have found only some personnel	
4	We are not able to continue, Returning to base	X X
5	Have divided into two groups, Each proceeding in direction indicated.	
6	Information received that aircraft is in this direction	
7	Nothing found, Will continue search.	N N

1. INSTRUCTIONS

a. Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.

b. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.

c. Symbols should be at least 10 feet high or larger. Care should be taken to lay out symbols exactly as shown.

d. In addition to using symbols every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.

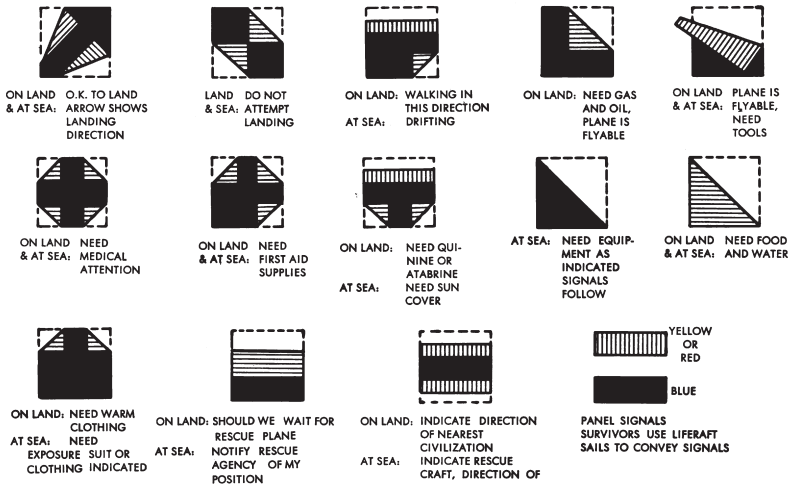
e. On snow–covered ground, signals can be made by dragging, shoveling or tramping. Depressed areas forming symbols will appear black from the air.

f. Pilot should acknowledge message by rocking wings from side to side.

D. PAULIN SYMBOLS

INSTRUCTIONS: Either USAF or USN paulins may be used to form signals. The paulins are blue on one side and yellow or red on the other. They are held down with rocks, stones, or pegs. In life rafts, lines are tied to grommets to facilitate holding. Wood may be tied to edge and floated in center of small lakes or slow rivers

PAULIN SIGNAL DIAGRAM.



NOTES:

(1) It is preferable to use the International Ground Air Emergency Code. The symbols can be made larger and hence more recognizable from the air.

(2) Paulins should be folded to form the signals shown on this page. A paulin is an extremely valuable shelter, poncho, floor cloth, sleeping bag cover, sunshade, or rain collector.

VII. IN-FLIGHT TECHNICAL ASSISTANCE

A. ANY US MILITARY AIRCRAFT requiring inflight technical assistance may use the communications and/or command and control facilities listed below.

B. Air National Guard (ANG) Operations center at Andrews AFB may be contacted by phone patch through any Global HF System Station (See DOD Enroute Flight Information handbook (FIH) Section B). Request the ANG Operations Center (call sign MINUTEMAN) DSN 858–6001 or 1–800–237–9744.

C. Air Mobility Command (AMC) Operations Centers may be contacted as described in Global HF System Stations (FIH, Section B).

D. Air Combat Command (ACC) Command Posts may be contacted by calling "GOLDEN" on 381.3 MHz. An ACC Post will answer with its respective call sign. In addition, ACC Posts may be contacted by phone patch through any Global HF System Station (FIH, Section B) or the Western Space and Missile Center (WSMC) HF net. The WSMC HF net (call sign "ABNORMAL ONE ZERO") located at Vandenberg AFB, CA or call sign "ABNORMAL TWO ZERO" located at Wheeler AFB, HI) may be contacted on USB frequencies 5700 and 13218 KHz. HQ ACC Post can be contacted at DSN 574–7771/2224.

VIII. RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE (UNCERTAINTY — ALERT — DISTRESS — LOST)

A. If flying at low altitude climb if possible to increase chance of radio or radar contact. (Permitted in emergency only if IFR in controlled airspace.)

B. If equipped with "IFF", switch to "EMERGENCY". If equipped with SIF, set master code control to "EMERGENCY", Mode 3 switch in, Mode 3 dial code 77 (new code 7700). NOTE: The pilot should understand that he may not be within a radar coverage area and that, even if he is, certain radar facilities are not yet equipped to automatically recognize "EMERGENCY" and Code 7700 as emergency signals. Therefore, he should establish radio communication with an air traffic control facility as soon as possible.

C. If time permits, contact controlling agency and give nature of distress and pilot's intentions.
D. If unable to contact controlling agency, transmit following distress message to any agency on assigned or any of the frequencies listed.

UHF/VOICE	VHF/VOICE	MF/VOICE	HF/CW	MF/CW
243.0 MHz	121.5 MHz	2182 kHz	*8364 kHz	500 kHz

Canadian facilities excepted.

NOTE—Direct controller-to-pilot communications capability 121.5/243.0 MHz is limited to the area (dependent upon the location/altitude of the aircraft) within the vicinity of the ARTC Center since these frequencies are installed for center use at the local ARTC Center transmitting/receiving site only. If the ARTCC does not respond to transmission on emergency frequency 121.5 MHz or 243.0 MHz pilots should initiate a call to the nearest Flight Service Station or airport traffic control tower.

1.
   a. VOICE** PAN or MAYDAY (3 times) THIS IS (aircraft call sign 3 times).
   b. CW*** XXX or SOS (3 times) DE (aircraft call sign 3 times).

2. TYPE OF AIRCRAFT

3. POSITION or ESTIMATED POSITION (state which) and TIME (When geographic coordinates are used, express latitude and longitude in "degrees and minutes".)

4. HEADING (state true or magnetic)

5. INDICATED AIRSPEED

6. ALTITUDE

7. FUEL REMAINING (in hours and minutes)

8. NATURE OF EMERGENCY

9. PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.)

10. ASSISTANCE DESIRED (fix, steer, bearing, escort, etc.)

11. TWO 10-SECOND DASHES (voice — depress mike button. CW — by key) AIRCRAFT CALL SIGN (once) OVER (voice) or K (CW)

(When contact established comply with instructions. Accept "communications control" by ground station, silence interfering stations, do not shift frequency or ground stations unless necessary.)

**Use PAN (voice) or XXX (CW) when your situation requires urgent action, but is not actual distress. Use MAYDAY (voice) or SOS (CW) when you are threatened by serious or imminent danger and you require immediate assistance.

IX. RECOMMENDED PROCEDURES FOR AIRCRAFT IN DISTRESS WHEN INTERCEPTED

A. Attempt radio contact, if possible.

B. If able to maintain a minimum of 210 knots, get in trail formation and the interceptor will lead you to the nearest suitable airport.

C. If unable to maintain a minimum of 210 knots, the interceptor will fly in the direction you should fly, circle to the left and again fly in the proper direction. This procedure will be repeated until the area for descent is reached. The interceptor will circle to the right over the area where you should descend. The distressed aircraft should let down in a descending turn at minimum rate of descent.

X. RECOMMENDED PROCEDURES FOR THE INTERCEPTOR AFTER INTERCEPTION

A. Reduce speed for formation flight or maximum endurance, as required.

B. Attempt radio contact, if possible.

C. Inform controller of contact and follow his instructions.

D. If distressed aircraft can maintain minimum of 210 knots, lead him to suitable airport as directed by the controller.

E. If distressed aircraft cannot maintain 210 knots, lead the aircraft, as recommended in IX. C above, to the location directed by the controller.

F. If the interceptor must leave the distressed aircraft:

(1) If the interceptor turns his lights from steady to blinking for 15 seconds, then breaks formation with lights blinking (night) or wings rocking (day), the distressed aircraft should continue on course.

(2) If the interceptor turns his lights from steady to blinking for 30 seconds, then back to steady and breaks formation with lights on steady (night) or fishtails (day), the distressed aircraft should resume distress orbit.

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., (A1), (V), (✿)
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(L)" beside the name.
A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., (L★)
To activate lights, use frequency indicated in the communication section of the chart with a (L) or the appropriate lighting system identification e.g., UNICOM 122.8 (L), (A1), (V)

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number → Orig 31DEC09 / Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.
For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

26246

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Taxiways, Parking Areas | Stopways, Overruns, Blast Pads | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
Self-Serve Fuel ##
Tanks
Obstructions
Airport Beacon #
Runway Radar Reflectors
Bridges
Control Tower # TWR

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope..... ← 0.3% Down.....0.8% UP → (shown when rounded runway slope is ≥ 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

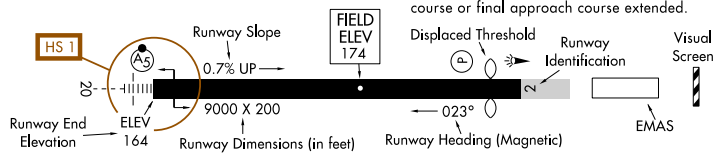
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

HOT SPOTS

An “Airport surface hot spot” is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A “hot spot” is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

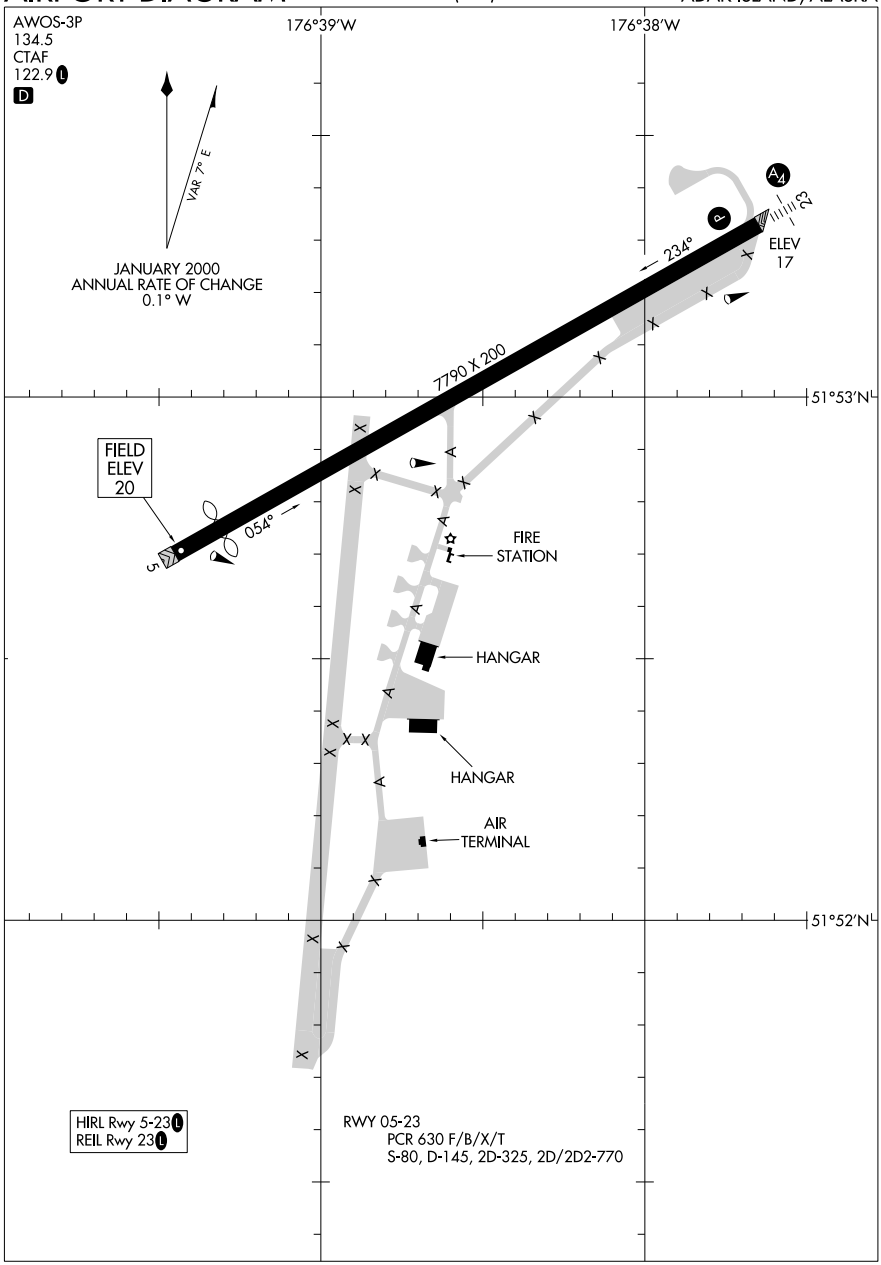
CITY/AIRPORT	HOT SPOT	DESCRIPTION
ALASKA		
ANCHORAGE		
ELMENDORF AFB (EDF)	HS 1	Int of Rwy 06–24 and Rwy 16–34 is high rwy incursion lctn; possibility of unauthd vehicular tfc.
	HS 2	Int of Rwy 06–24 and Twy D is high rwy incursion lctn; possibility of unauthd vehicular tfc.
	HS 3	Int of Rwy 06–24 and Twy F is high rwy incursion lctn; possibility of unauthd vehicular tfc.
	HS 4	Int of Rwy 16–34 and Twy M is high rwy incursion lctn; possibility of unauthd vehicular tfc.
ANCHORAGE		
TED STEVENS ANCHORAGE INTL (ANC)	HS 1	Acft taxiing via Twy E to Twy G and Twy K to Rwy 33 sometimes miss the turn from Twy G on to Twy K and continue on Twy G across Rwy 07L–25R by mistake, especially with rstd visibility.
	HS 2	Acft taxiing to Twy K via Twy E may confuse hold short instructions for Rwys 07R–25L and 07L–25R. Twy D signage may not be visible from Twy E hold positions.
BETHEL		
BETHEL (BET)	HS 1	Acft ldg Rwy 01L sometimes turn onto Rwy 30 instead of Twy G.
KENAI		
KENAI MUNI (ENA)	HS 1	Acft taxiing via Twy E to prk sometimes turn on Twy A instead of apn Twy J.
	HS 2	Twy A, Twy F, Twy H, and Twy G complex int, sometimes causing confusion.

26134

AIRPORT DIAGRAM

AL-1244 (FAA)

ADAK (ADK) (PADK)
ADAK ISLAND, ALASKA



AIRPORT DIAGRAM

26134

ADAK ISLAND, ALASKA
ADAK (ADK) (PADK)

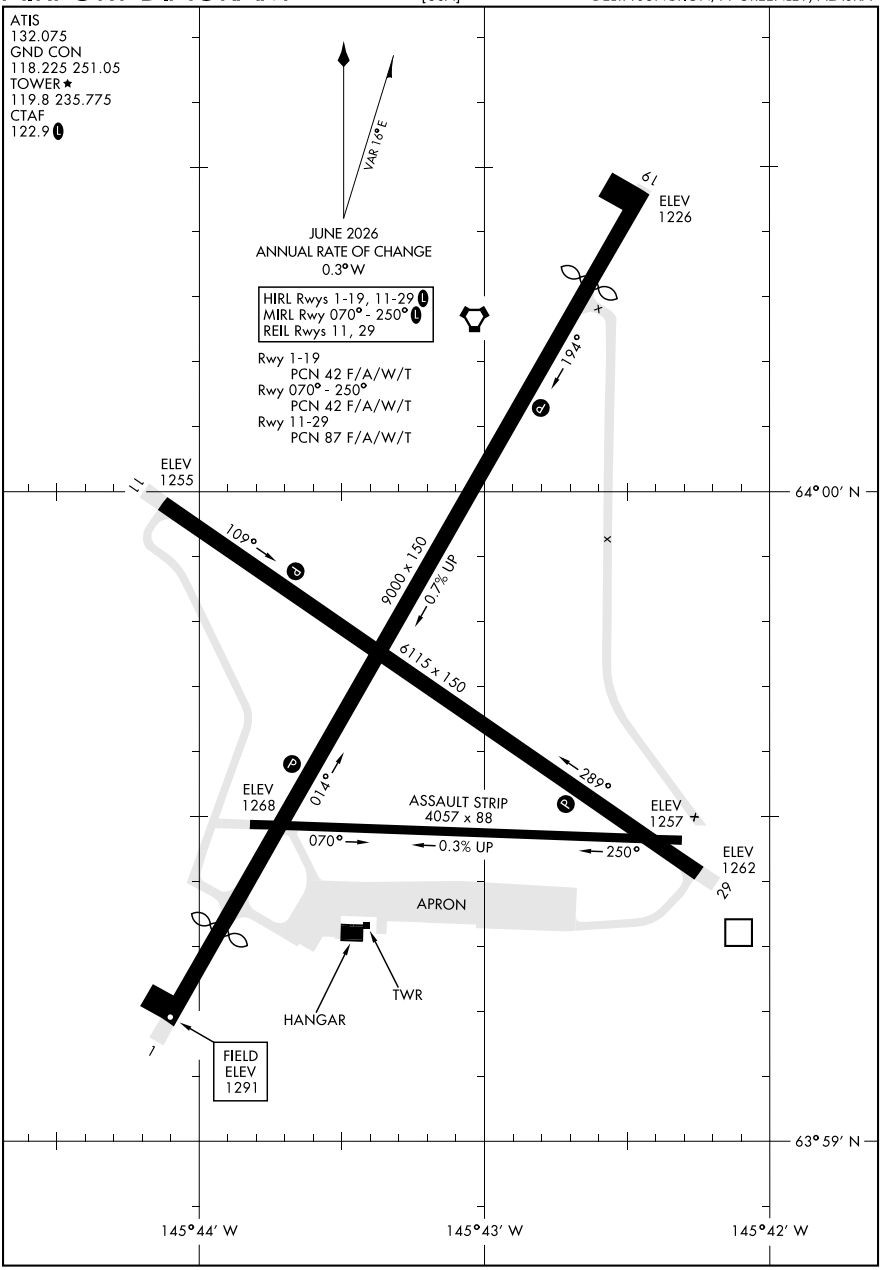
26246

AIRPORT DIAGRAM

ALLEN AAF (PABI)

[USA]

DELTA JUNCTION/FT GREENLEY, ALASKA



AIRPORT DIAGRAM

DELTA JUNCTION/FT GREENLEY, ALASKA

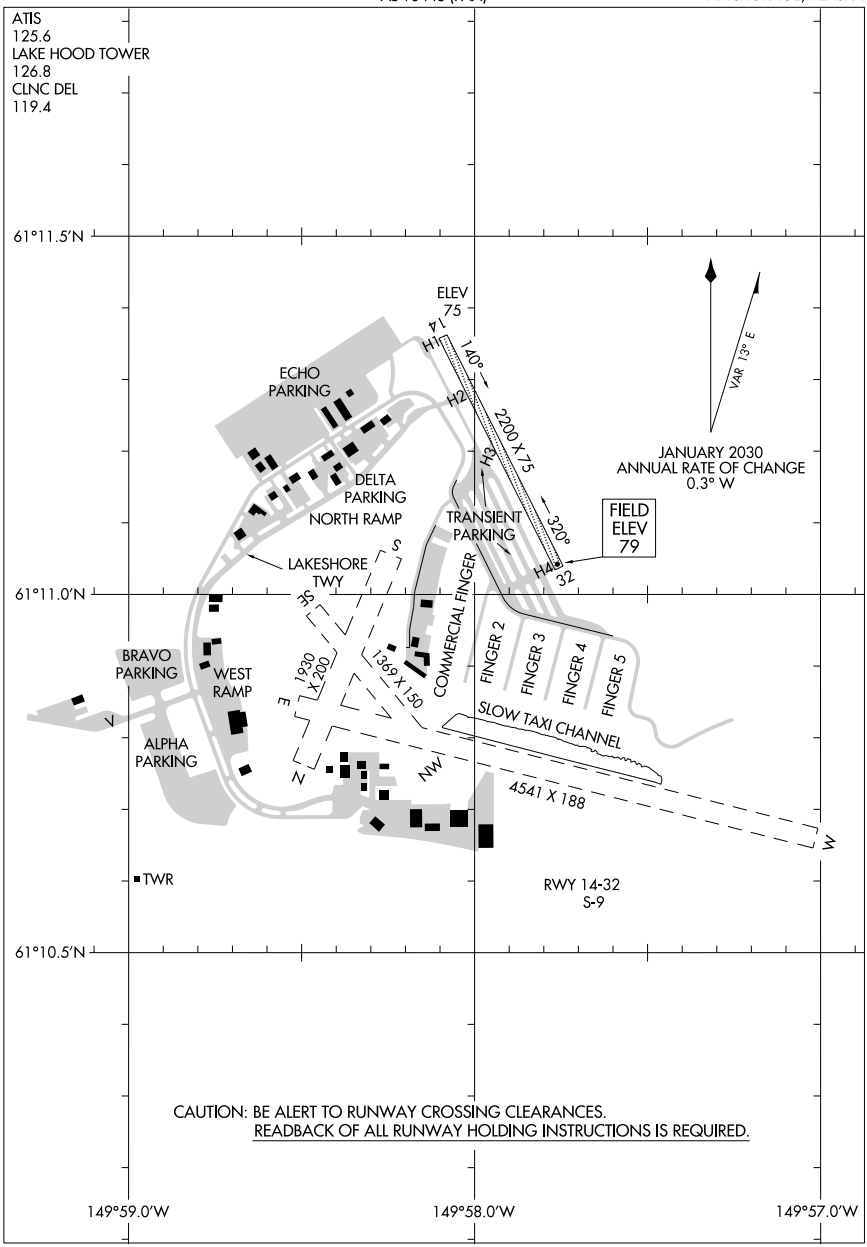
ALLEN AAF (PABI)

26190

AIRPORT DIAGRAM

AL-10443 (FAA)

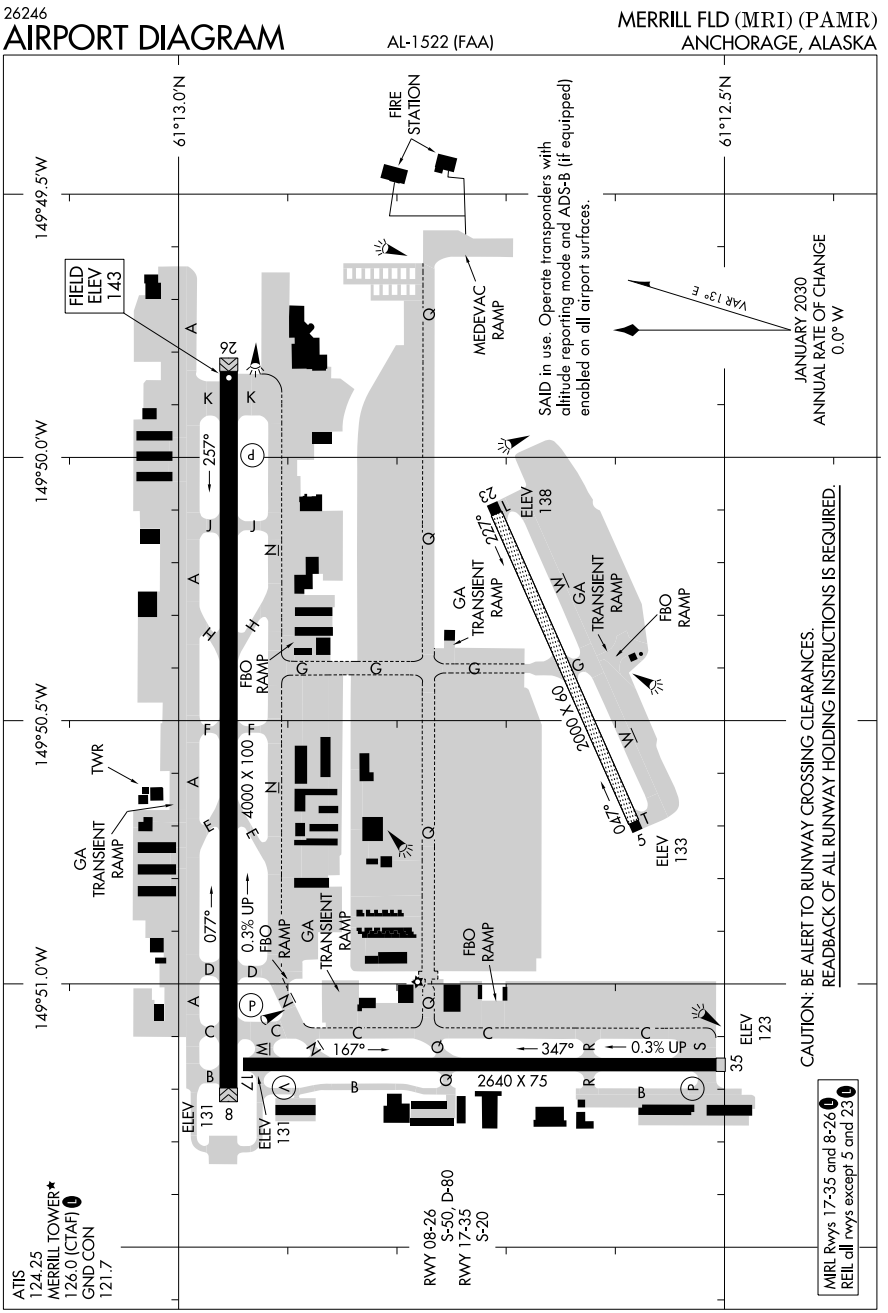
LAKE HOOD (LHD) (PALH)
ANCHORAGE, ALASKA

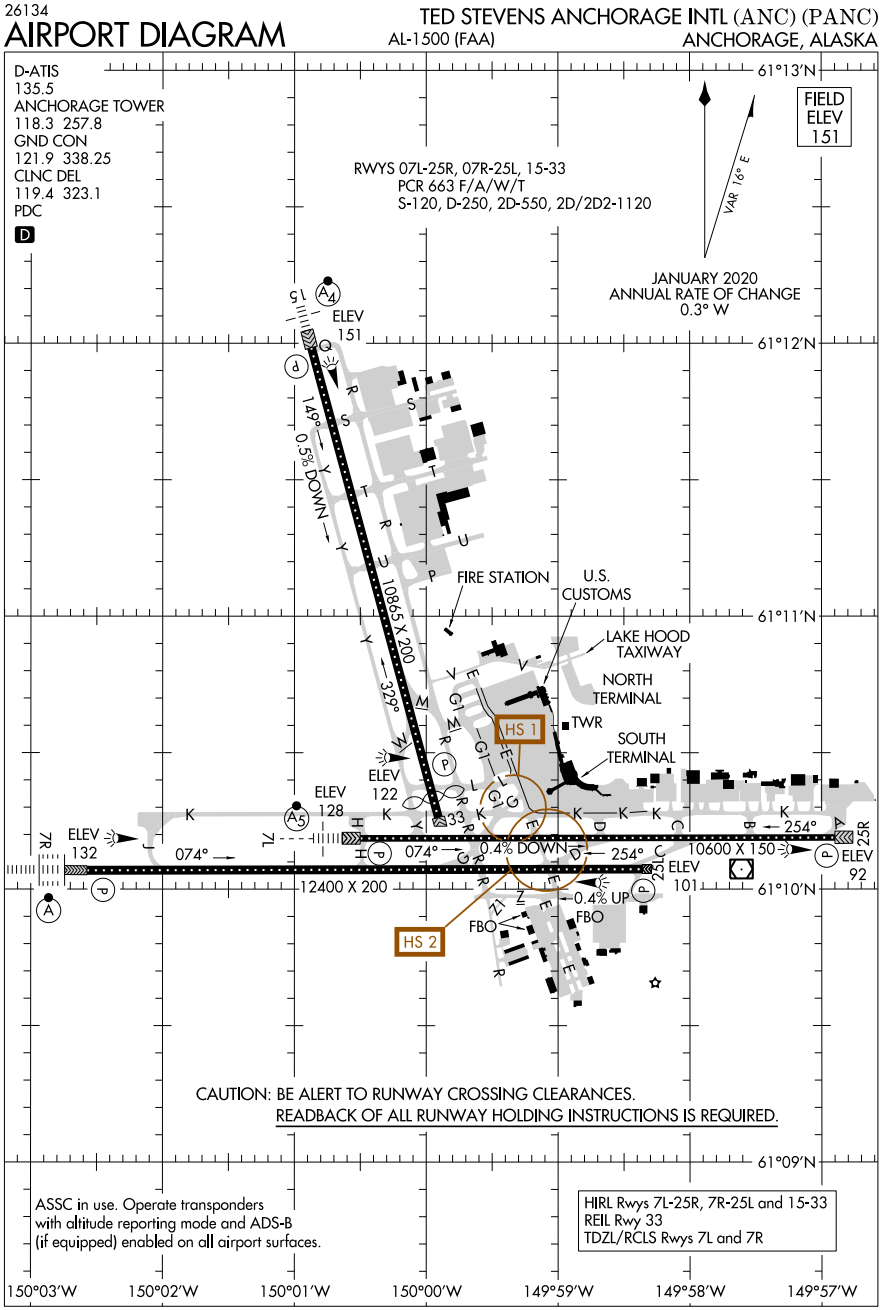


AIRPORT DIAGRAM

26190

ANCHORAGE, ALASKA
LAKE HOOD (LHD) (PALH)


26246
AIRPORT DIAGRAM
AL-1522 (FAA)
MERRILL FLD (MRI) (PAMR)
ANCHORAGE, ALASKA
61°13.0'N
61°12.5'N
149°49.5'W
149°50.0'W
149°50.5'W
149°51.0'W
FIELD ELEV 143
FIRE STATION
MEDEVAC RAMP
SAID in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
VAR 13° E
JANUARY 2030
ANNUAL RATE OF CHANGE
0.0° W
TWR
GA TRANSIENT RAMP
FBO RAMP
4000 X 100
2000 X 60
2640 X 75
257°
077°
167°
347°
0.3% UP
207°
025°
ELEV 138
ELEV 133
ELEV 131
ELEV 123
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS 124.25
MERRILL TOWER* 126.0 (CTAF)
GND CON 121.7
RWY 08-26 S-50, D-80
RWY 17-35 S-20
MIRL Rwys 17-35 and 8-26
REIL all rwys except 5 and 23
AIRPORT DIAGRAM
26246
ANCHORAGE, ALASKA
MERRILL FLD (MRI) (PAMR)

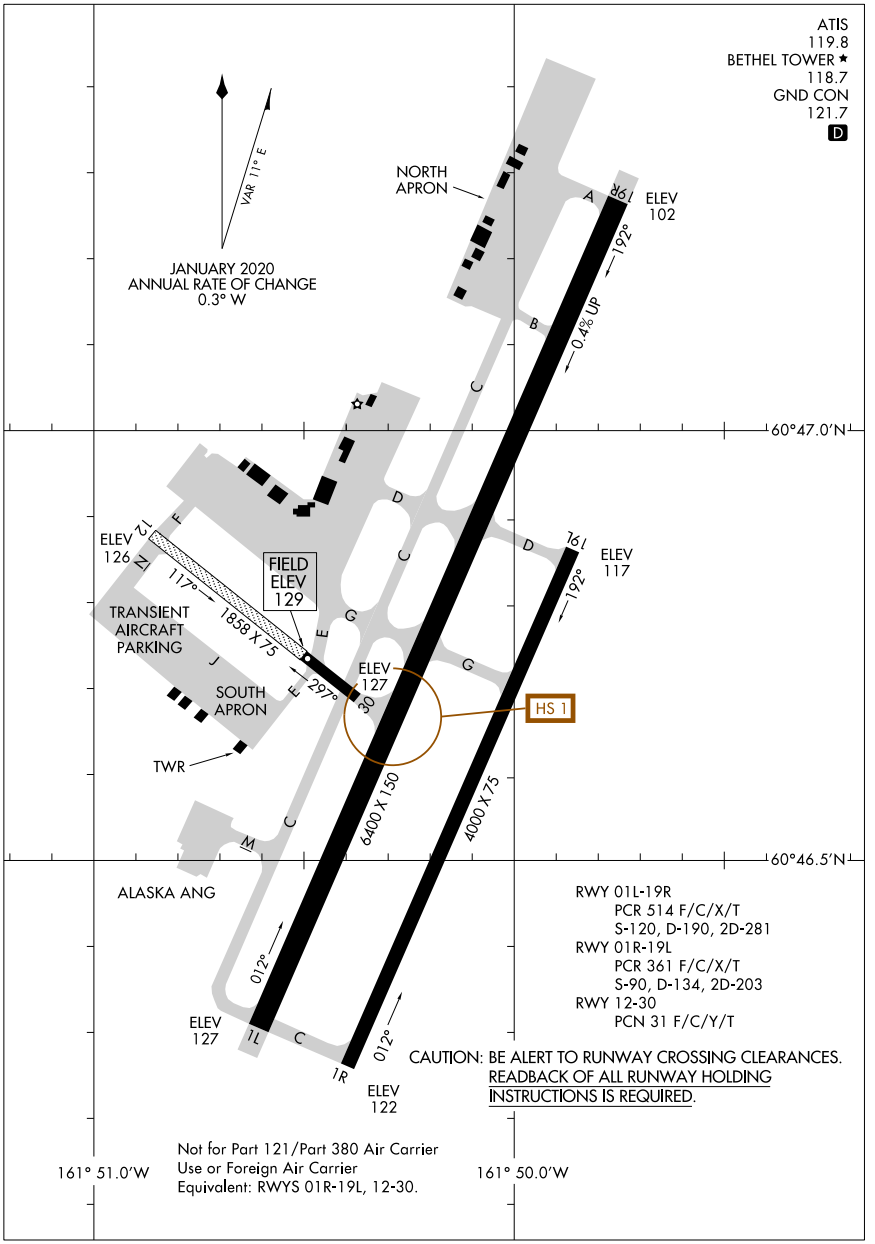

26134
AIRPORT DIAGRAM
TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA)
ANCHORAGE, ALASKA
D-ATIS
135.5
ANCHORAGE TOWER
118.3 257.8
GND CON
121.9 338.25
CLNC DEL
119.4 323.1
PDC
D
RWYS 07L-25R, 07R-25L, 15-33
PCR 663 F/A/W/T
S-120, D-250, 2D-550, 2D/2D2-1120
FIELD ELEV 151
VAR 16° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.3° W
61°13'N
61°12'N
61°11'N
61°10'N
61°09'N
ELEV 151
149°
0.5% DOWN
10865 X 200
329°
FIRE STATION
U.S. CUSTOMS
LAKE HOOD TAXIWAY
NORTH TERMINAL
SOUTH TERMINAL
TWR
HS 1
HS 2
ELEV 122
ELEV 128
ELEV 132
074°
254°
0.4% DOWN
0.4% UP
12400 X 200
10600 X 150
ELEV 101
ELEV 92
FBO
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
HIRL Rwys 7L-25R, 7R-25L and 15-33
REIL Rwy 33
TDZL/RCLS Rwys 7L and 7R
150°03'W
150°02'W
150°01'W
150°00'W
149°59'W
149°58'W
149°57'W
AIRPORT DIAGRAM
26134
ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

26134

AIRPORT DIAGRAM

AL-5001 (FAA)

BETHEL (BET)(PABE)
BETHEL, ALASKA



AIRPORT DIAGRAM

26134

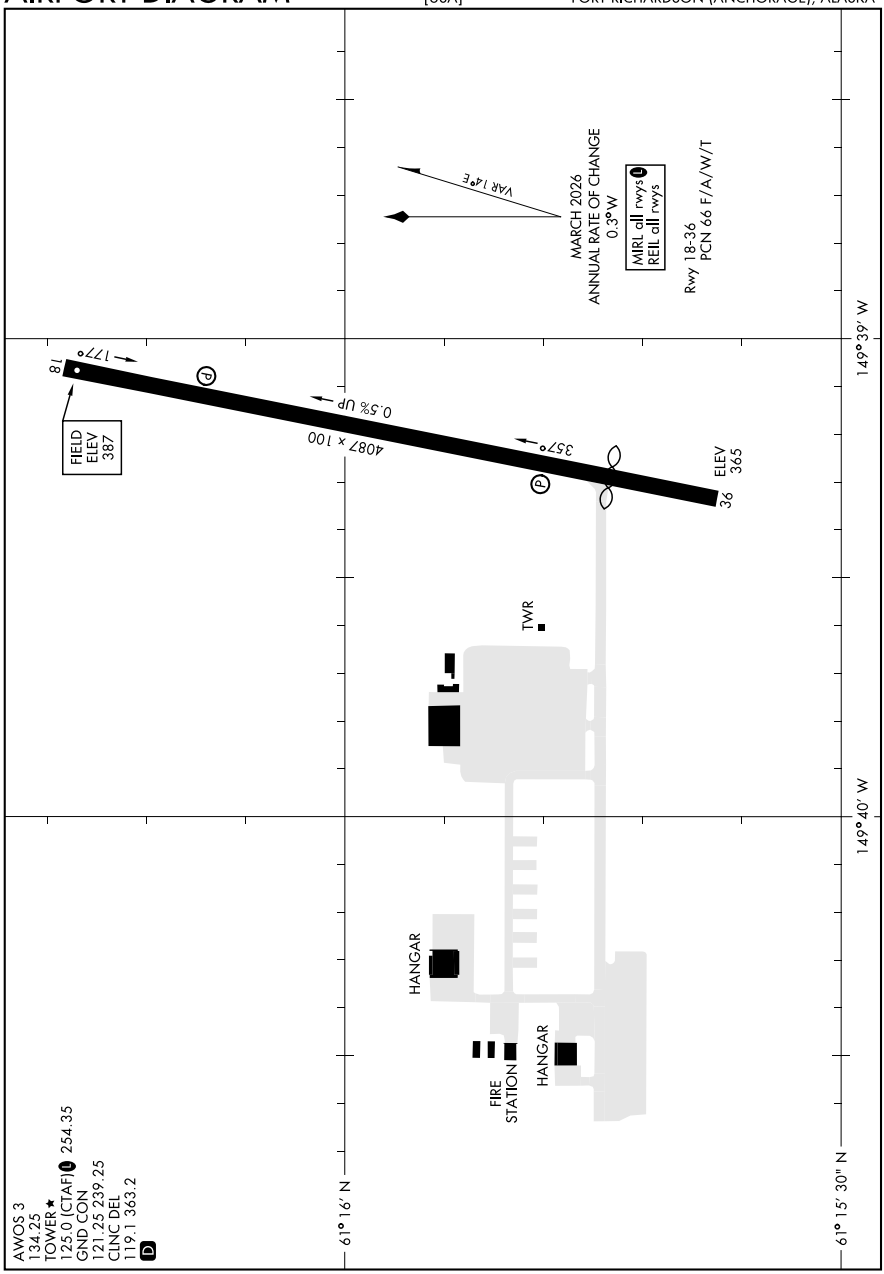
BETHEL, ALASKA
BETHEL (BET)(PABE)

26246

AIRPORT DIAGRAM

BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

[USA] FORT RICHARDSON (ANCHORAGE), ALASKA



AIRPORT DIAGRAM

FORT RICHARDSON (ANCHORAGE), ALASKA

BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

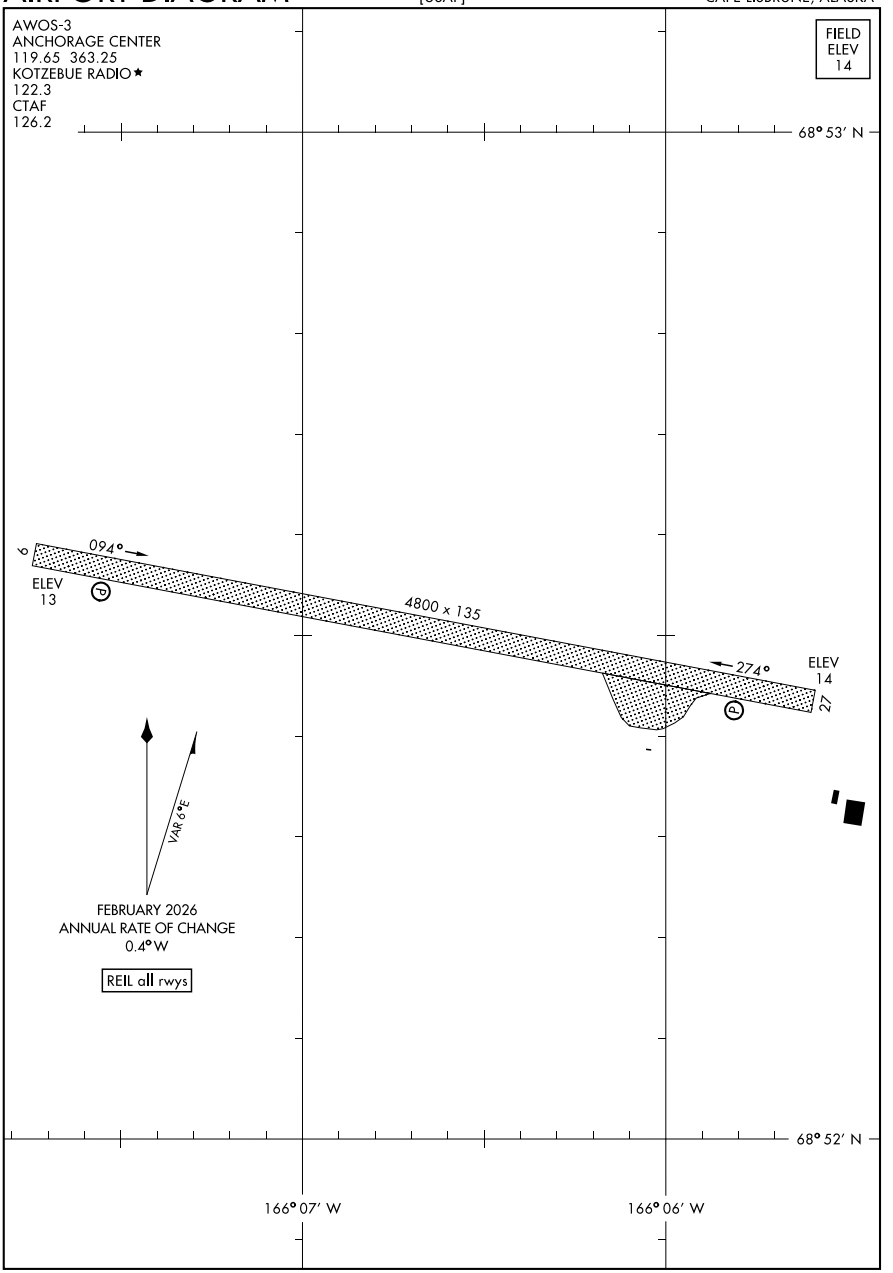
26246

AIRPORT DIAGRAM

CAPE LISBURNE LRRS (PALU)

[USAF]

CAPE LISBRUNE, ALASKA



AIRPORT DIAGRAM

CAPE LISBURNE, ALASKA

CAPE LISBURNE LRRS (PALU)

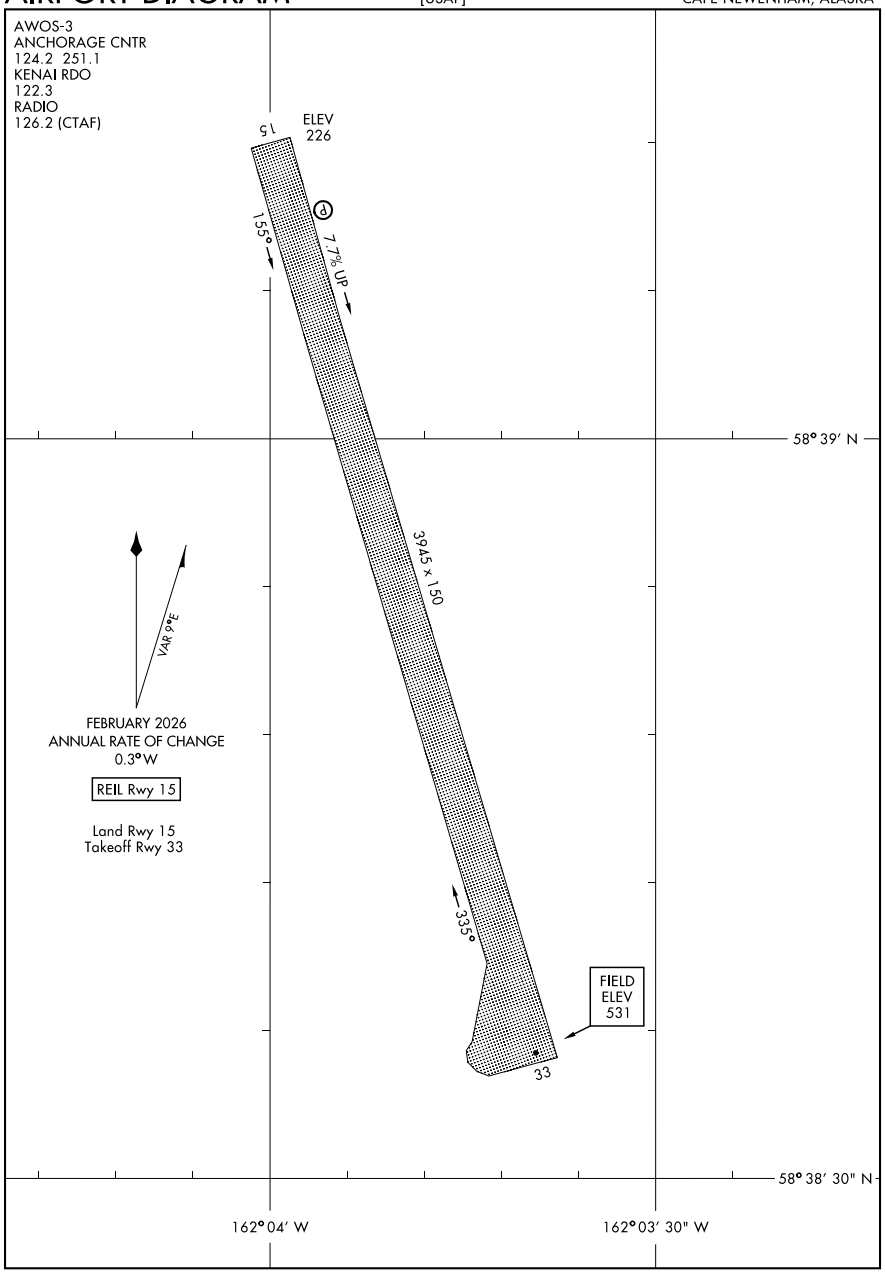
26246

AIRPORT DIAGRAM

CAPE NEWENHAM LRRS (PAEH)

[USAF]

CAPE NEWENHAM, ALASKA



AIRPORT DIAGRAM

CAPE NEWENHAM, ALASKA

CAPE NEWENHAM LRRS (PAEH)

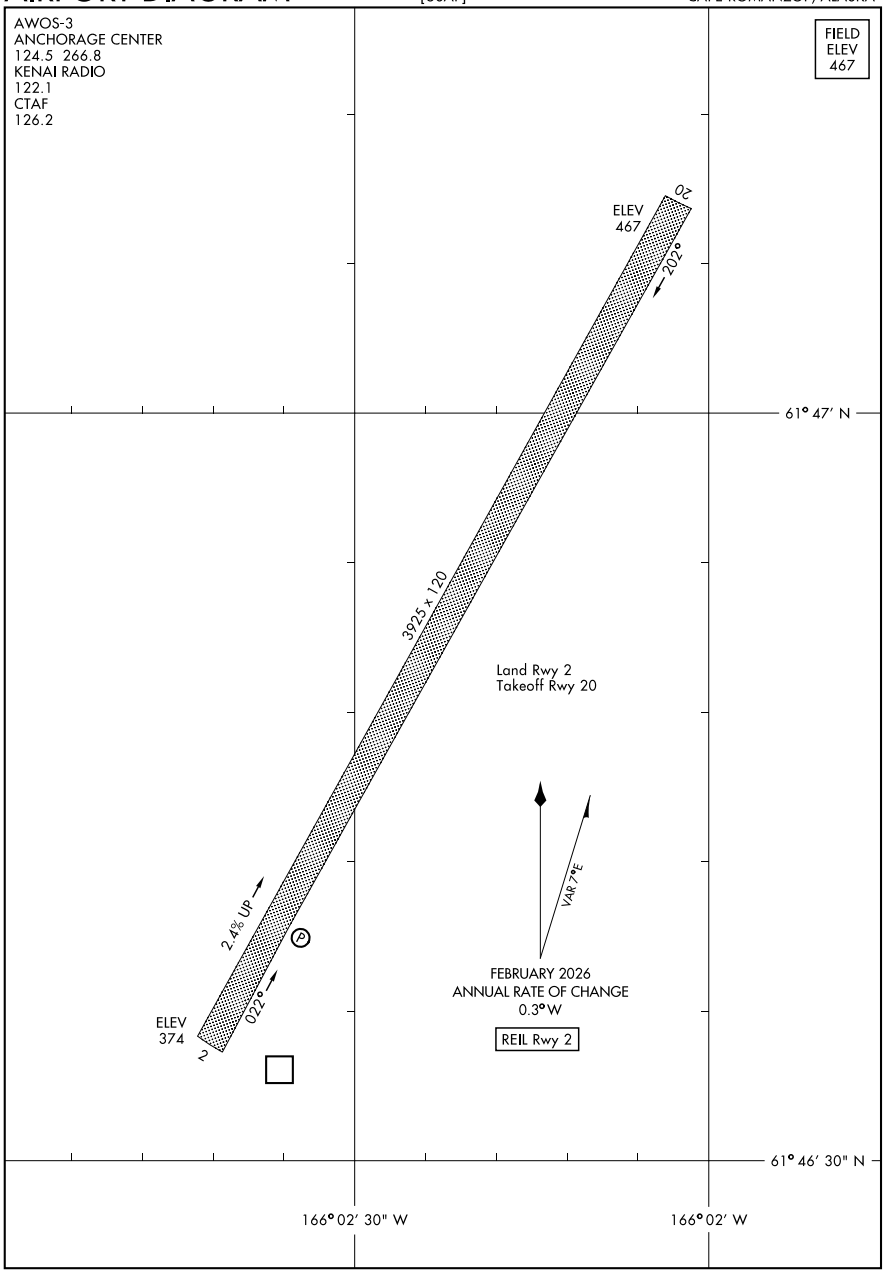
26246

AIRPORT DIAGRAM

CAPE ROMANZOF LRRS (PACZ)

[USAF]

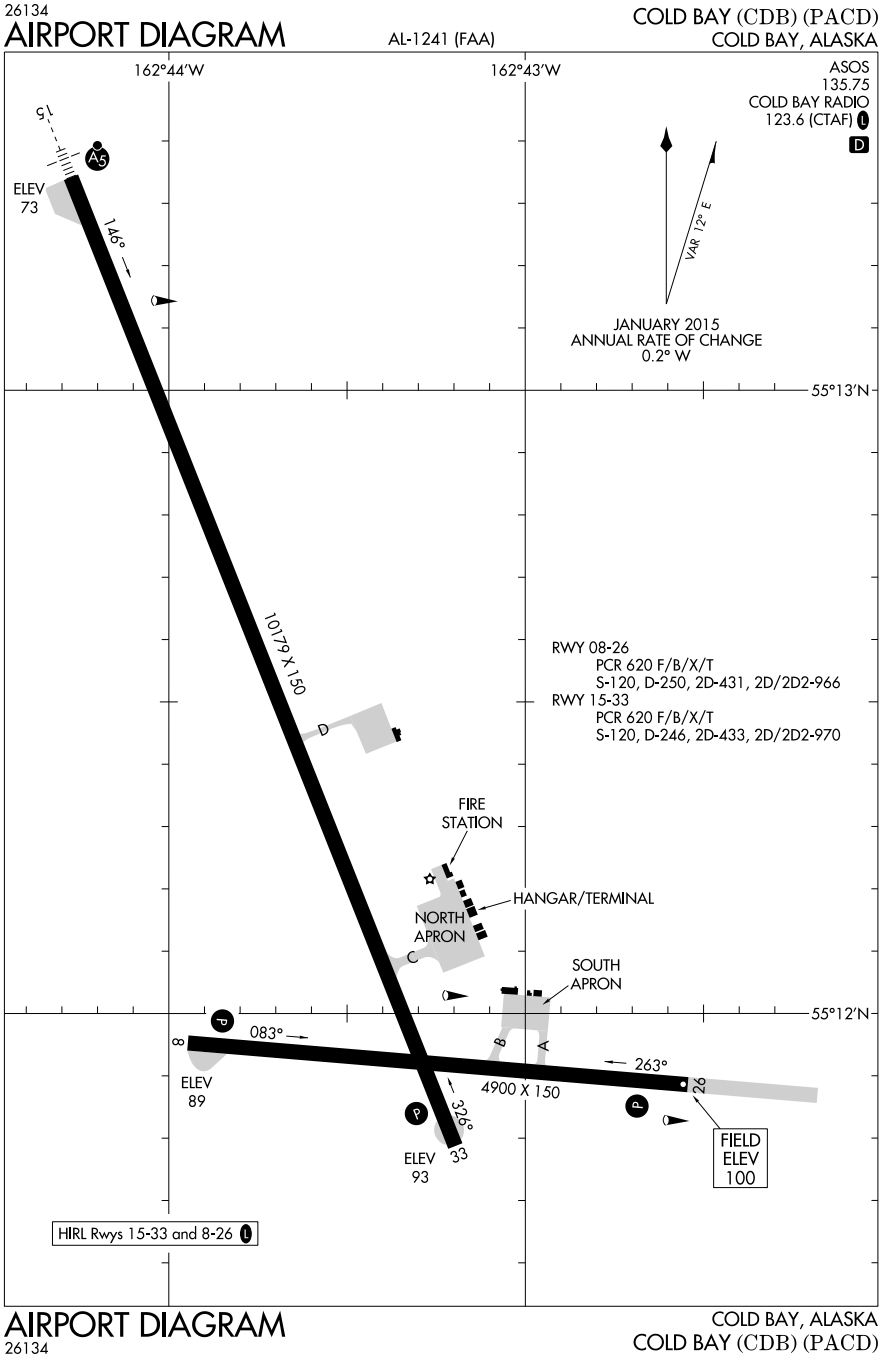
CAPE ROMANZOF, ALASKA

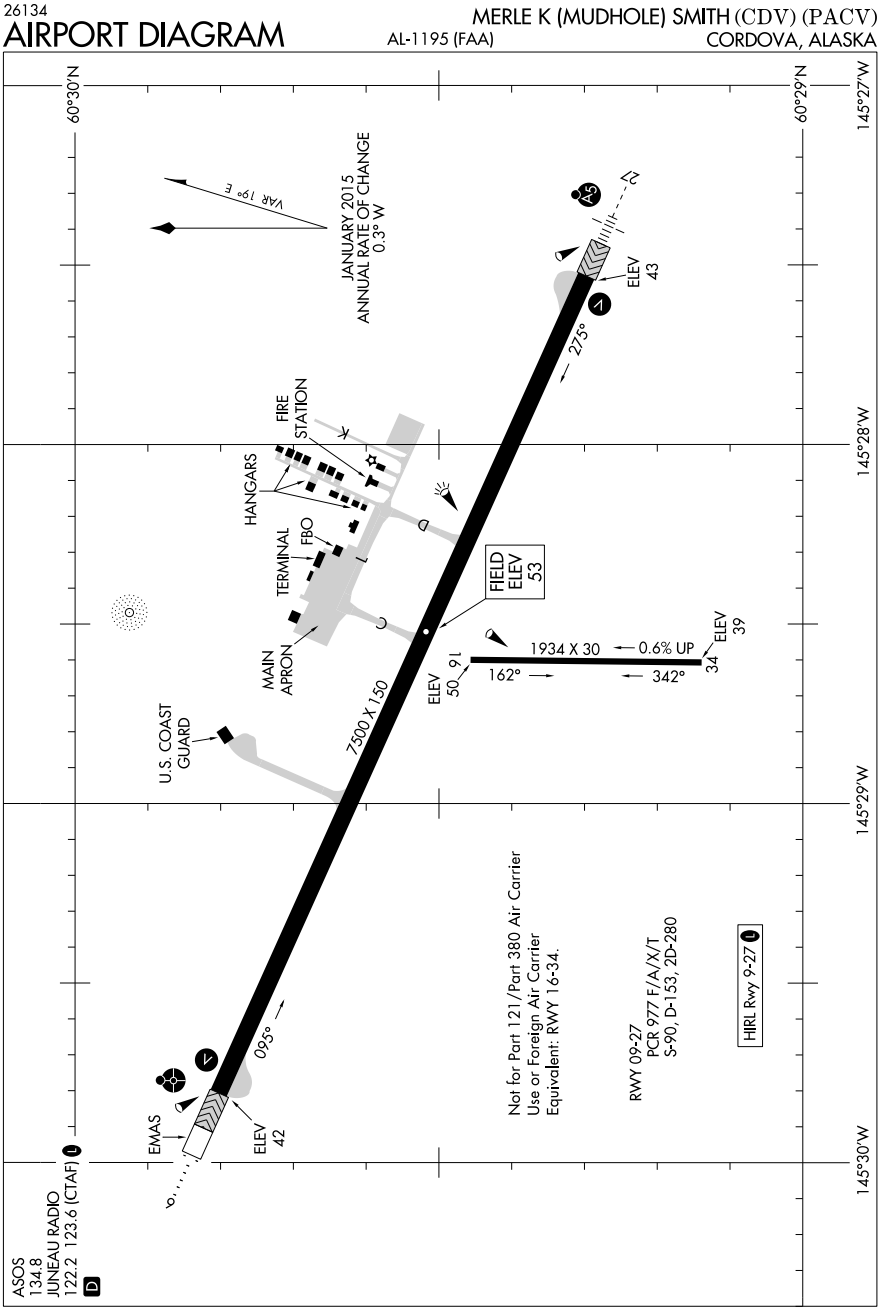


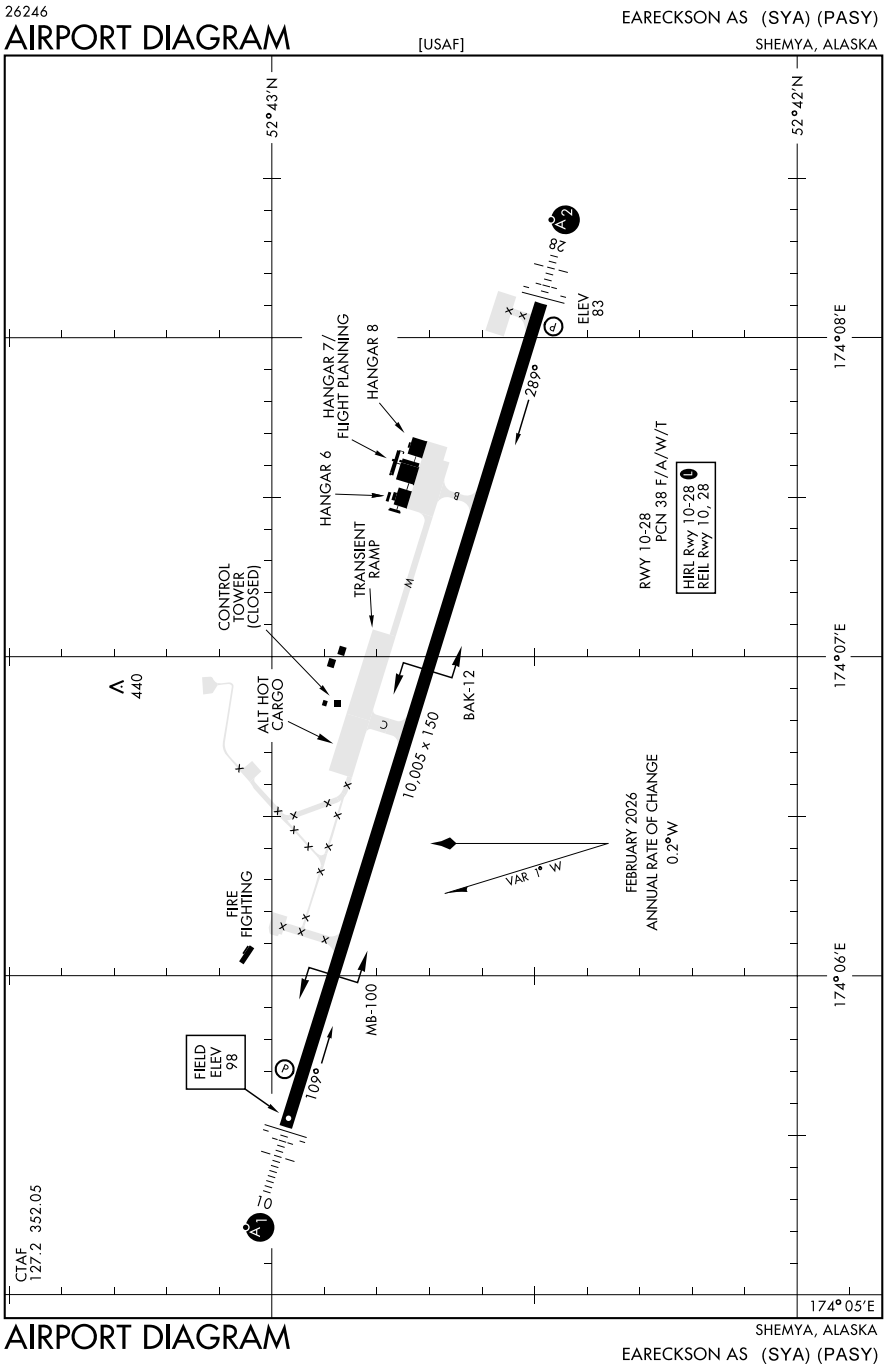
AIRPORT DIAGRAM

CAPE ROMANZOF, ALASKA

CAPE ROMANZOF LRRS (PACZ)


26134
AIRPORT DIAGRAM
AL-1241 (FAA)
COLD BAY (CDB) (PACD)
COLD BAY, ALASKA
162°44′W
162°43′W
ASOS
135.75
COLD BAY RADIO
123.6 (CTAF)
D
A5
ELEV
73
146°
VAR 12° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.2° W
55°13′N
10179 X 150
RWY 08-26
PCR 620 F/B/X/T
S-120, D-250, 2D-431, 2D/2D2-966
RWY 15-33
PCR 620 F/B/X/T
S-120, D-246, 2D-433, 2D/2D2-970
FIRE
STATION
HANGAR/TERMINAL
NORTH
APRON
SOUTH
APRON
55°12′N
083°
263°
ELEV
89
4900 X 150
326°
ELEV
93
FIELD
ELEV
100
HIRL Rwys 15-33 and 8-26
AIRPORT DIAGRAM
26134
COLD BAY, ALASKA
COLD BAY (CDB) (PACD)

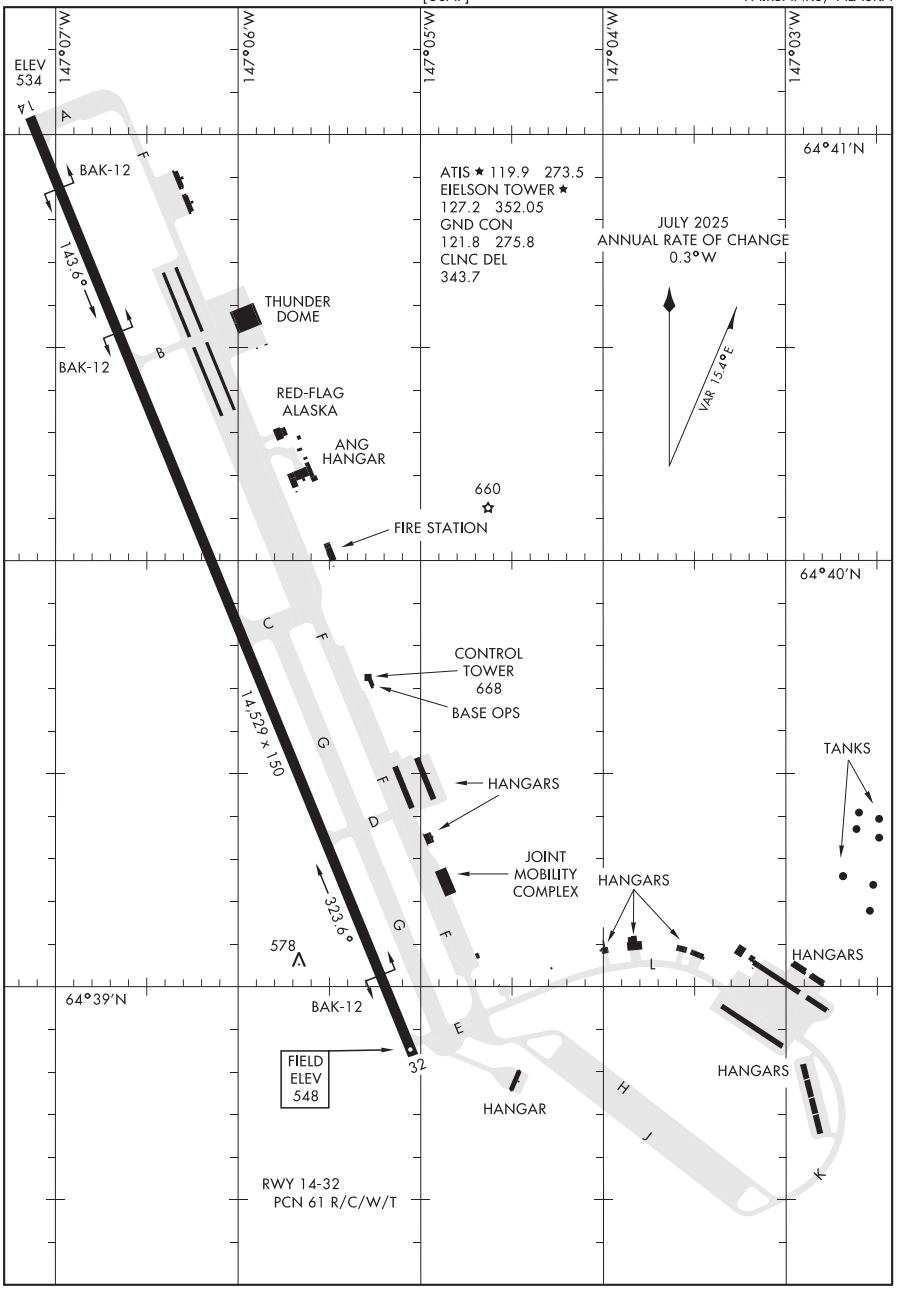

26134
AIRPORT DIAGRAM
MERLE K (MUDHOLE) SMITH (CDV) (PACV)
AL-1195 (FAA)
CORDOVA, ALASKA
60°30'N
60°29'N
145°27'W
145°28'W
145°29'W
145°30'W
VAR 19° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.3° W
FIRE STATION
HANGARS
TERMINAL
FBO
MAIN APRON
U.S. COAST GUARD
FIELD ELEV 53
ELEV 50
91
7500 X 150
095°
275°
ELEV 43
ELEV 42
1934 X 30
0.6% UP
162°
342°
ELEV 34
ELEV 39
EMAS
ASOS
134.8
JUNEAU RADIO
122.2 123.6 (CTAF)
Not for Part 121/Part 380 Air Carrier
Use or Foreign Air Carrier
Equivalent: RWY 16-34.
RWY 09-27
PCR 977 F/A/X/T
S-90, D-153, 2D-280
HIRL Rwy 9-27
AIRPORT DIAGRAM
26134
CORDOVA, ALASKA
MERLE K (MUDHOLE) SMITH (CDV) (PACV)


26246
AIRPORT DIAGRAM
[USAF]
EARECKSON AS (SYA) (PASY)
SHEMYA, ALASKA
52°43'N
52°42'N
174°08'E
174°07'E
174°06'E
174°05'E
ELEV 83
289°
109°
HANGAR 7/ FLIGHT PLANNING
HANGAR 8
HANGAR 6
TRANSIENT RAMP
CONTROL TOWER (CLOSED)
ALT HOT CARGO
FIRE FIGHTING
RWY 10-28
PCN 38 F/A/W/T
HIRL Rwy 10-28
REIL Rwy 10, 28
10,005 x 150
BAK-12
MB-100
FIELD ELEV 98
VAR 1° W
FEBRUARY 2026
ANNUAL RATE OF CHANGE
0.2°W
440
CTAF
127.2 352.05
AIRPORT DIAGRAM
SHEMYA, ALASKA
EARECKSON AS (SYA) (PASY)

25219

AIRPORT DIAGRAM

EIELSON AFB (PAEI)
[USAF]
FAIRBANKS, ALASKA



AIRPORT DIAGRAM

FAIRBANKS, ALASKA
EIELSON AFB (PAEI)

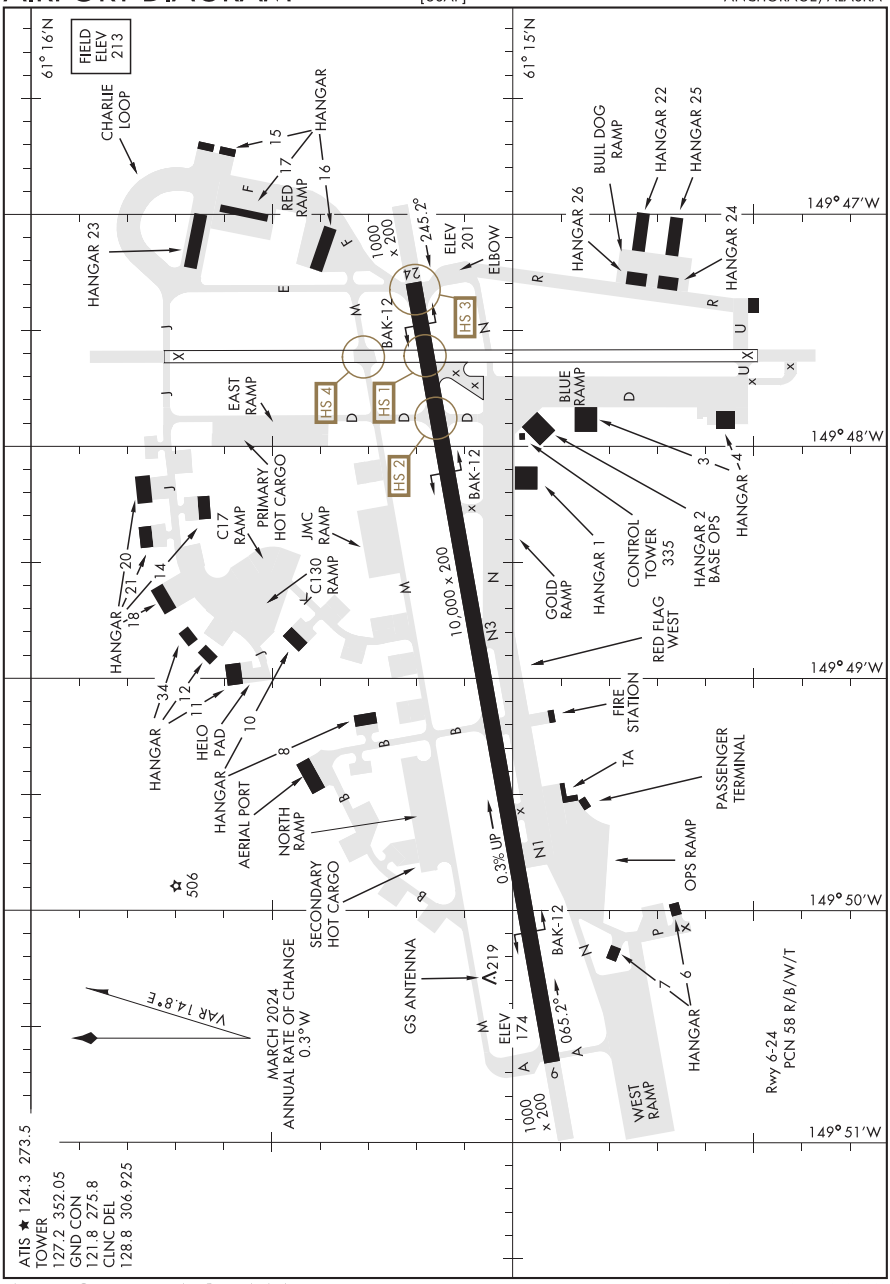
24081

AIRPORT DIAGRAM

[USAF]

ELMENDORF AFB (PAED)

ANCHORAGE, ALASKA



AIRPORT DIAGRAM

ANCHORAGE, ALASKA

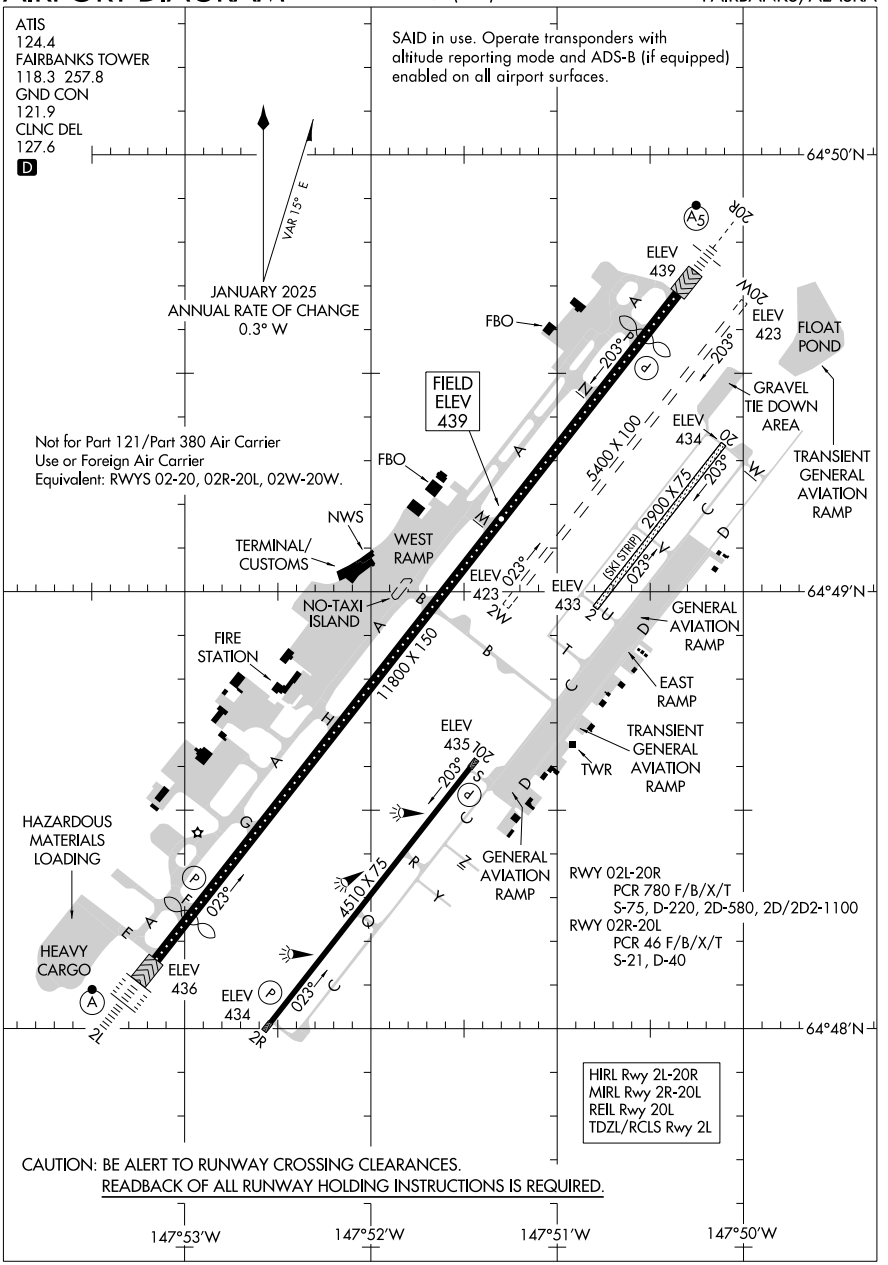
ELMENDORF AFB (PAED)

26246

AIRPORT DIAGRAM

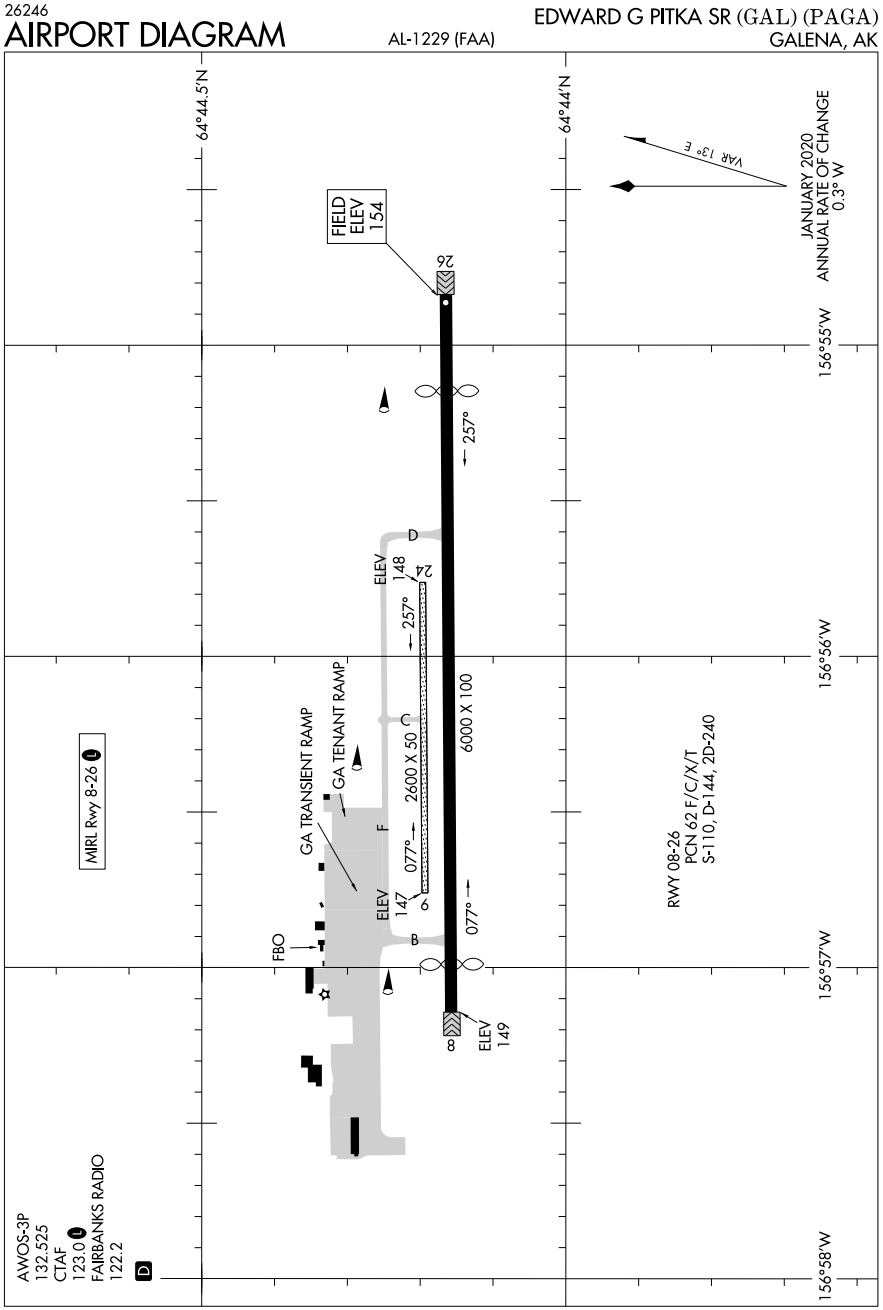
AL-1234 (FAA)

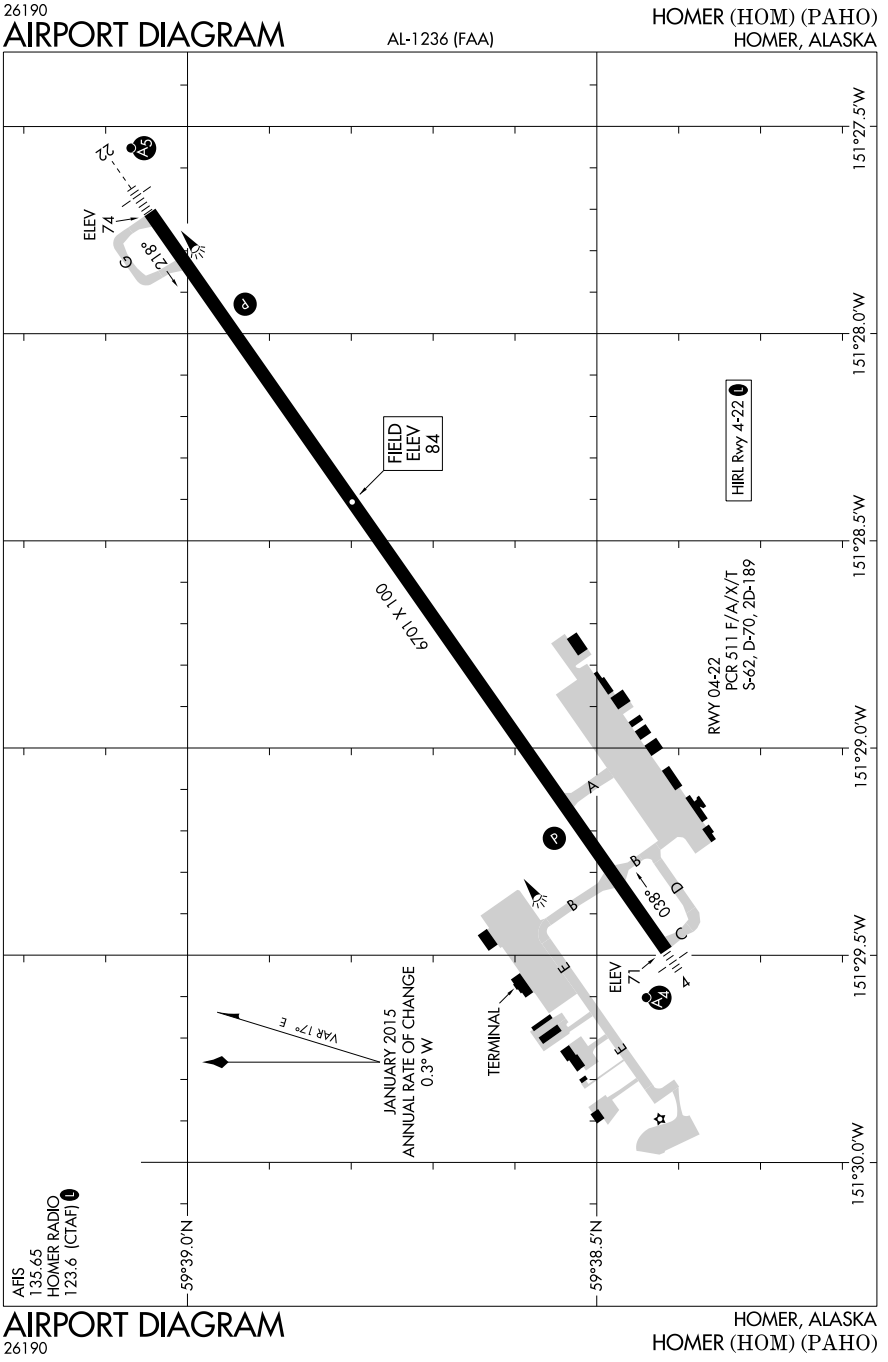
FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA



AIRPORT DIAGRAM
26246

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)


26246
AIRPORT DIAGRAM
AL-1229 (FAA)
EDWARD G PITKA SR (GAL) (PAGA)
GALENA, AK
64°44.5'N
64°44'N
156°55'W
156°56'W
156°57'W
156°58'W
FIELD ELEV 154
26
257°
6000 X 100
ELEV 148
24
257°
D
C
2600 X 50
077°
F
ELEV 147
6
B
077°
8
ELEV 149
GA TRANSIENT RAMP
GA TENANT RAMP
FBO
MIRL Rwy 8-26
RWY 08-26
PCN 62 F/C/X/T
S-110, D-144, 2D-240
VAR 13° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.3° W
AWOS-3P
132.525
CTAF
123.0
FAIRBANKS RADIO
122.2
D
AIRPORT DIAGRAM
26246
GALENA, AK
EDWARD G PITKA SR (GAL) (PAGA)


26190
AIRPORT DIAGRAM
AL-1236 (FAA)
HOMER (HOM) (PAHO)
HOMER, ALASKA
ELEV 74
218°
22
FIELD ELEV 84
6701 X 100
HIRL Rwy 4-22
RWY 04-22
PCR 511 F/A/X/T
S-62, D-70, 2D-189
038°
ELEV 71
TERMINAL
VAR 17° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.3° W
AFIS
135.65
HOMER RADIO
123.6 (CTAF)
59°39.0'N
59°38.5'N
151°27.5'W
151°28.0'W
151°28.5'W
151°29.0'W
151°29.5'W
151°30.0'W
AIRPORT DIAGRAM
26190
HOMER, ALASKA
HOMER (HOM) (PAHO)

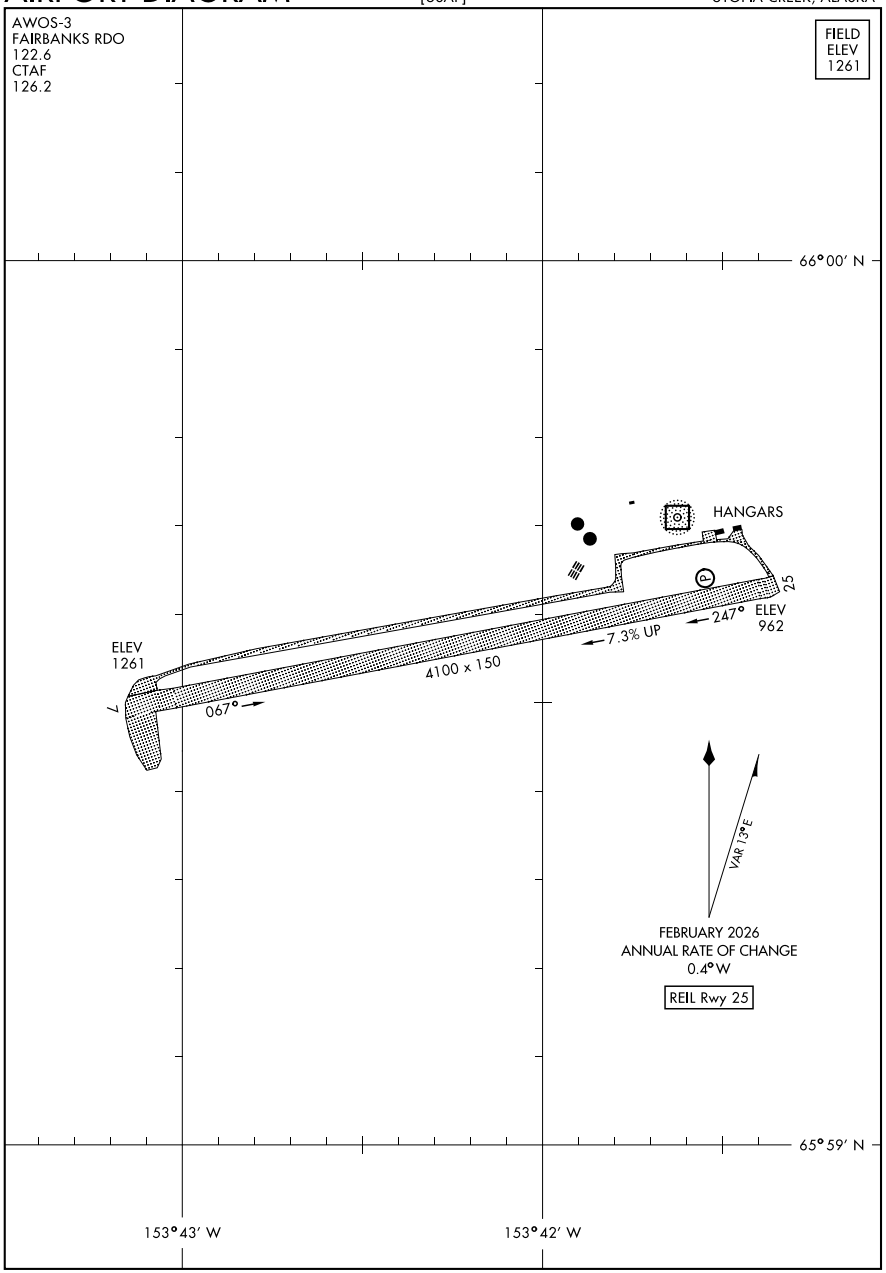
26246

AIRPORT DIAGRAM

INDIAN MOUNTAIN LRRS (PAIM)

[USAF]

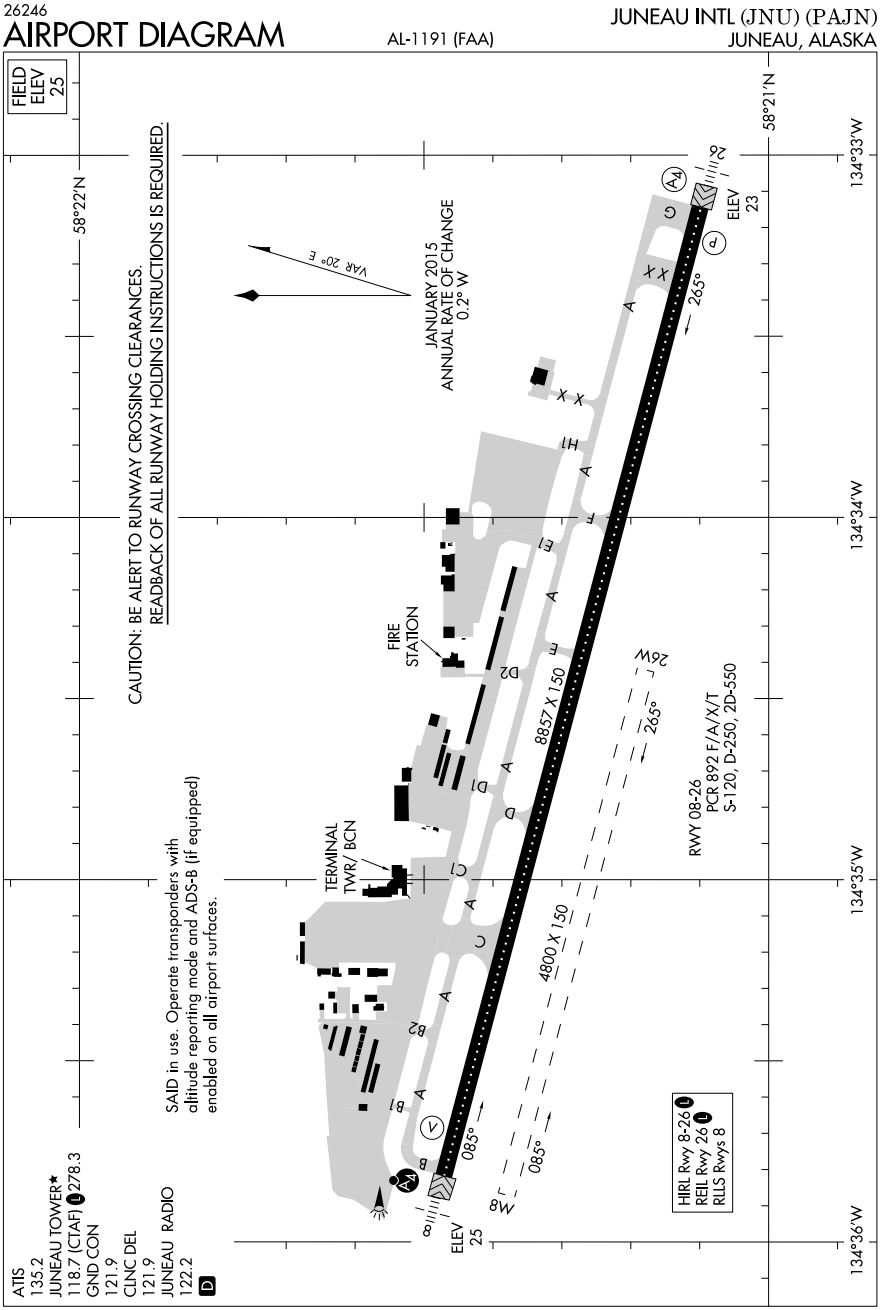
UTOPIA CREEK, ALASKA



AIRPORT DIAGRAM

UTOPIA CREEK, ALASKA

INDIAN MOUNTAIN LRRS (PAIM)

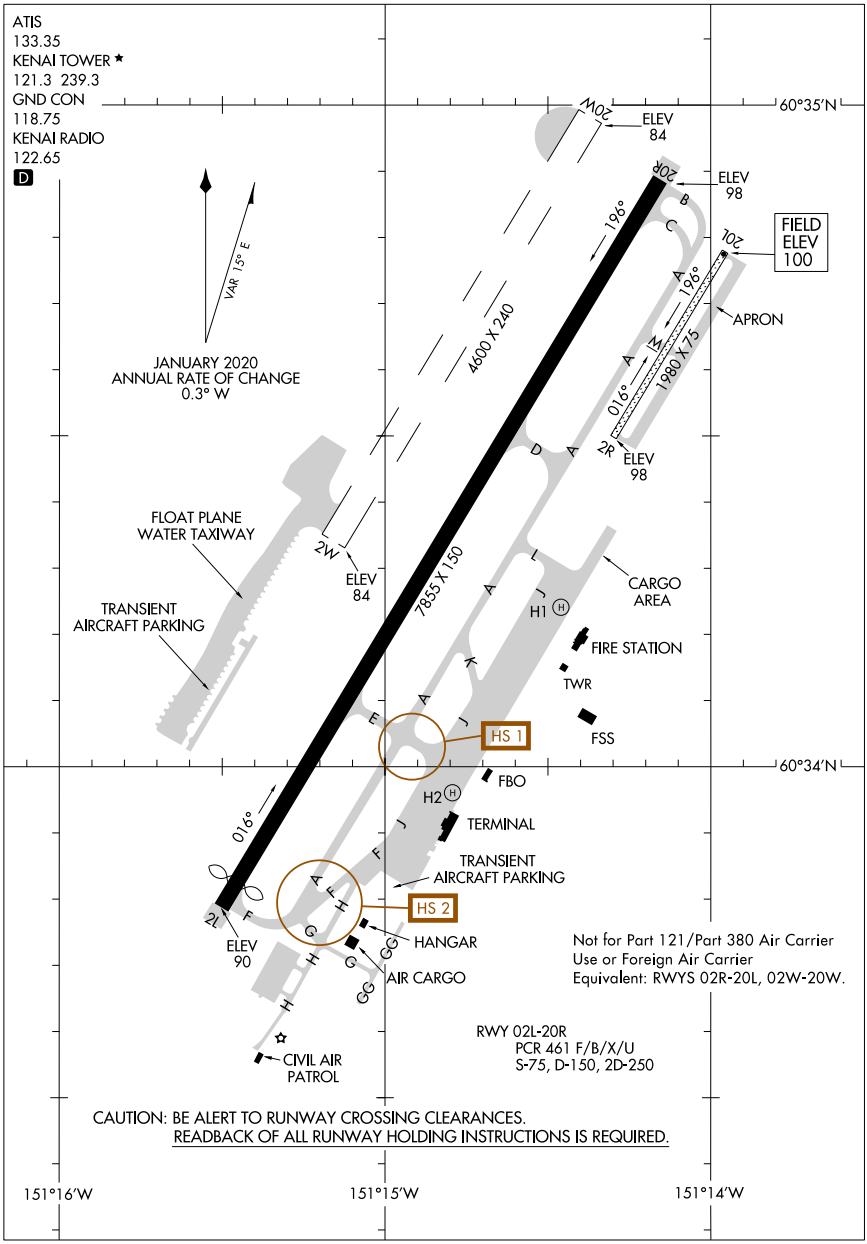

26246
AIRPORT DIAGRAM
AL-1191 (FAA)
JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA
FIELD ELEV 25
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
VAR 20° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.2° W
FIRE STATION
TERMINAL
TWR/ BCN
SAID in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
RWY 08-26
PCR 892 F/A/X/T
S-120, D-250, 2D-550
8857 X 150
4800 X 150
085°
265°
26W
HIRL Rwy 8-26
REIL Rwy 26
RLLS Rwys 8
ELEV 25
ELEV 23
58°22'N
58°21'N
134°33'W
134°34'W
134°35'W
134°36'W
ATIS 135.2
JUNEAU TOWER* 118.7 (CTAF) 278.3
GND CON 121.9
CLNC DEL 121.9
JUNEAU RADIO 122.2
AIRPORT DIAGRAM
26246
JUNEAU, ALASKA
JUNEAU INTL (JNU) (PAJN)

26246

AIRPORT DIAGRAM

KENAI MUNI (ENA) (PAEN)
KENAI, ALASKA

AL-1235 (FAA)



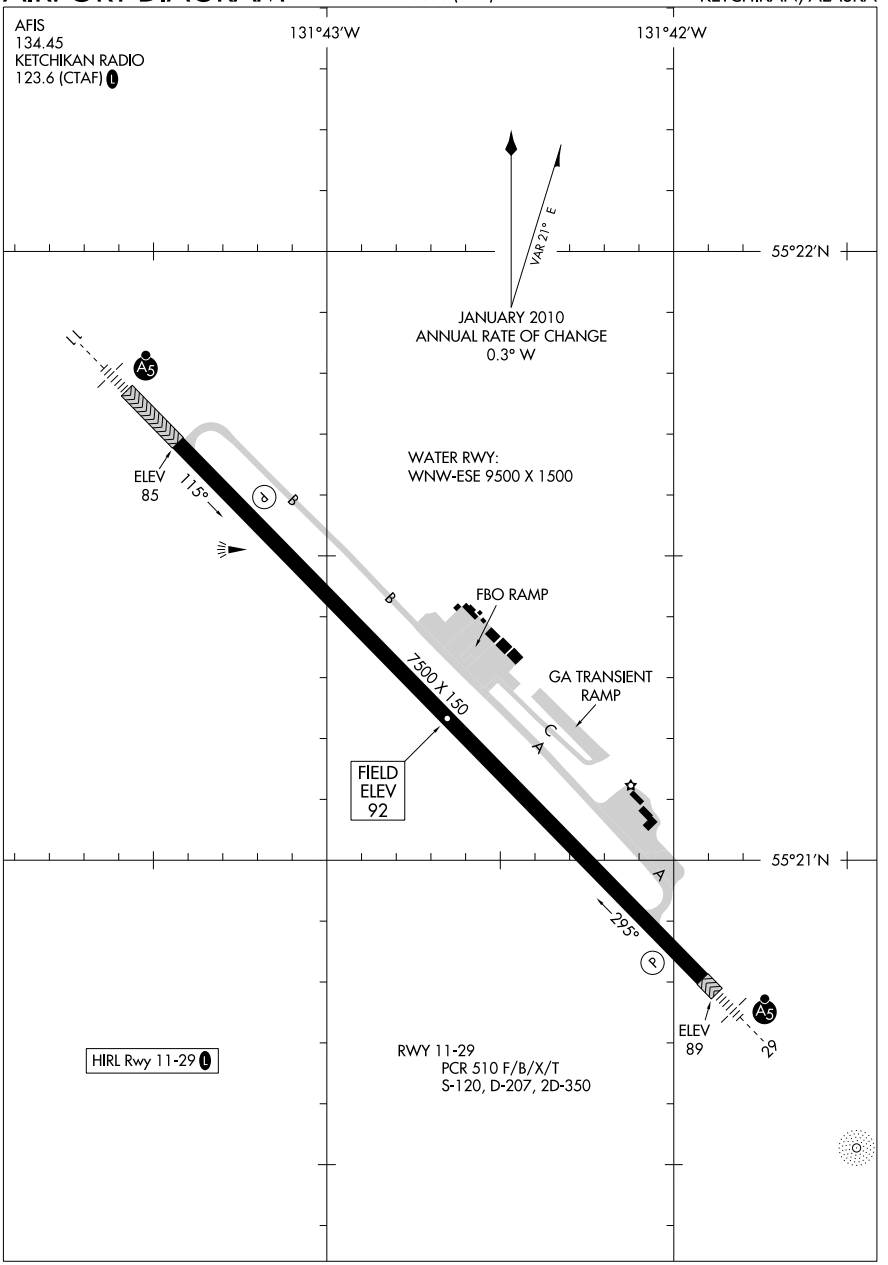
AIRPORT DIAGRAM
26246
KENAI, ALASKA
KENAI MUNI (ENA) (PAEN)

26246

AIRPORT DIAGRAM

AL-6053 (FAA)

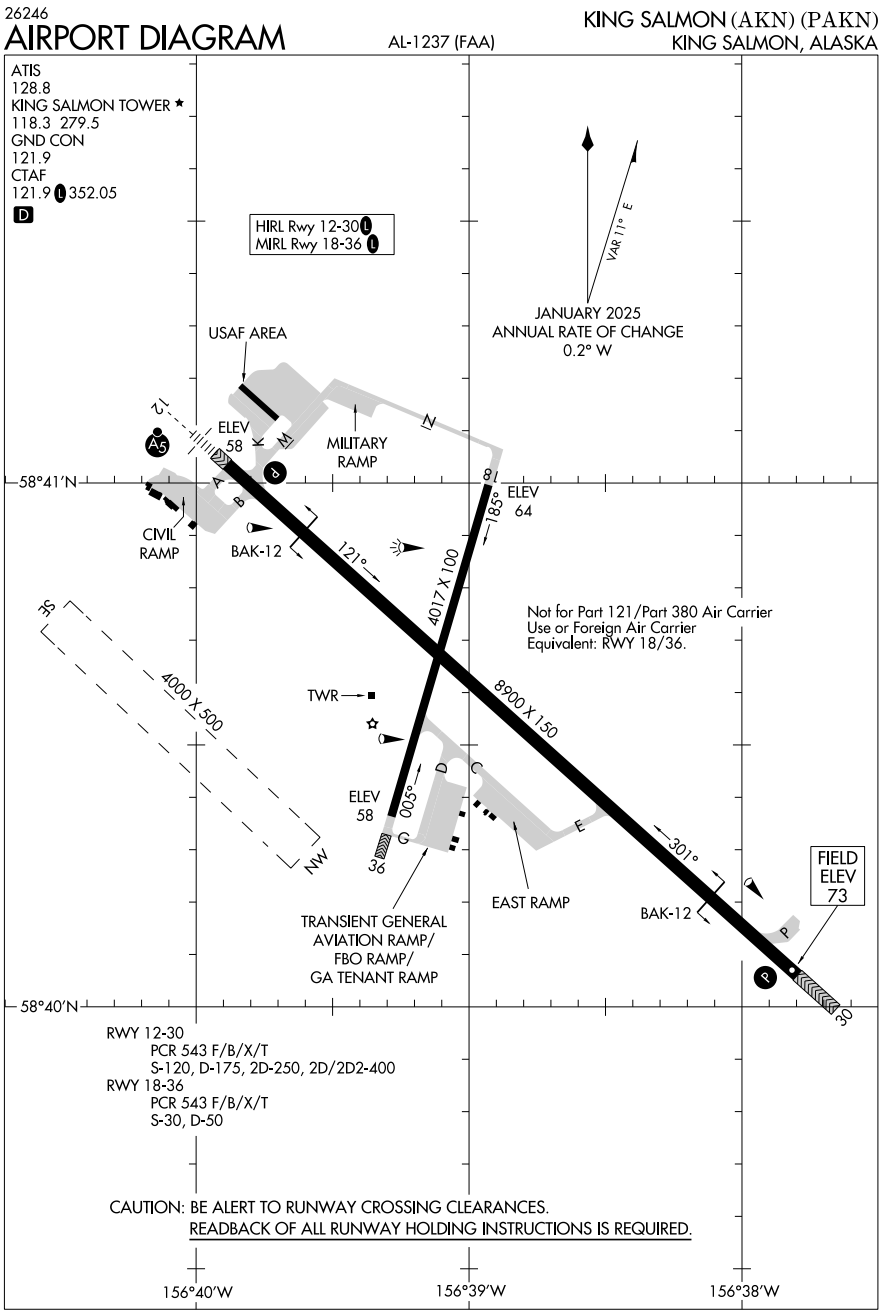
KETCHIKAN INTL (KTN) (PAKT)
KETCHIKAN, ALASKA



AIRPORT DIAGRAM

26246

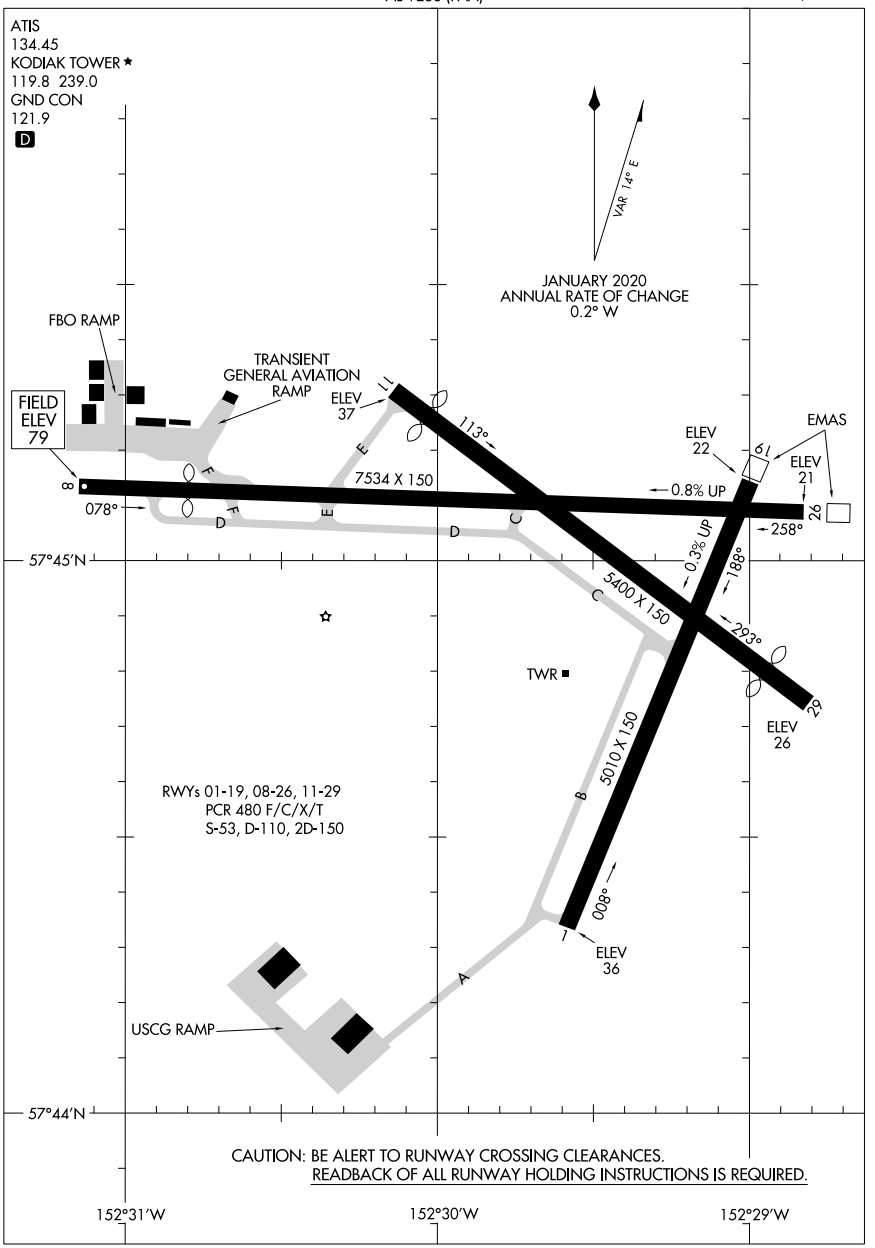
KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN) (PAKT)


26246
AIRPORT DIAGRAM
AL-1237 (FAA)
KING SALMON (AKN) (PAKN)
KING SALMON, ALASKA
ATIS
128.8
KING SALMON TOWER ★
118.3 279.5
GND CON
121.9
CTAF
121.9 L 352.05
D
HIRL Rwy 12-30 L
MIRL Rwy 18-36 L
VAR 11° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.2° W
USAF AREA
ELEV
58
MILITARY
RAMP
CIVIL
RAMP
BAK-12
121°
185°
ELEV
64
4017 X 100
Not for Part 121/Part 380 Air Carrier
Use or Foreign Air Carrier
Equivalent: RWY 18/36.
4000 X 500
TWR
8900 X 150
ELEV
58
005°
36
TRANSIENT GENERAL
AVIATION RAMP/
FBO RAMP/
GA TENANT RAMP
EAST RAMP
301°
BAK-12
FIELD
ELEV
73
30
58°41'N
58°40'N
RWY 12-30
PCR 543 F/B/X/T
S-120, D-175, 2D-250, 2D/2D2-400
RWY 18-36
PCR 543 F/B/X/T
S-30, D-50
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
156°40'W
156°39'W
156°38'W
AIRPORT DIAGRAM
26246
KING SALMON, ALASKA
KING SALMON (AKN) (PAKN)

26134
AIRPORT DIAGRAM

AL-1238 (FAA)

KODIAK (ADQ)(PADQ)
KODIAK, ALASKA



AIRPORT DIAGRAM
26134

KODIAK, ALASKA
KODIAK (ADQ)(PADQ)

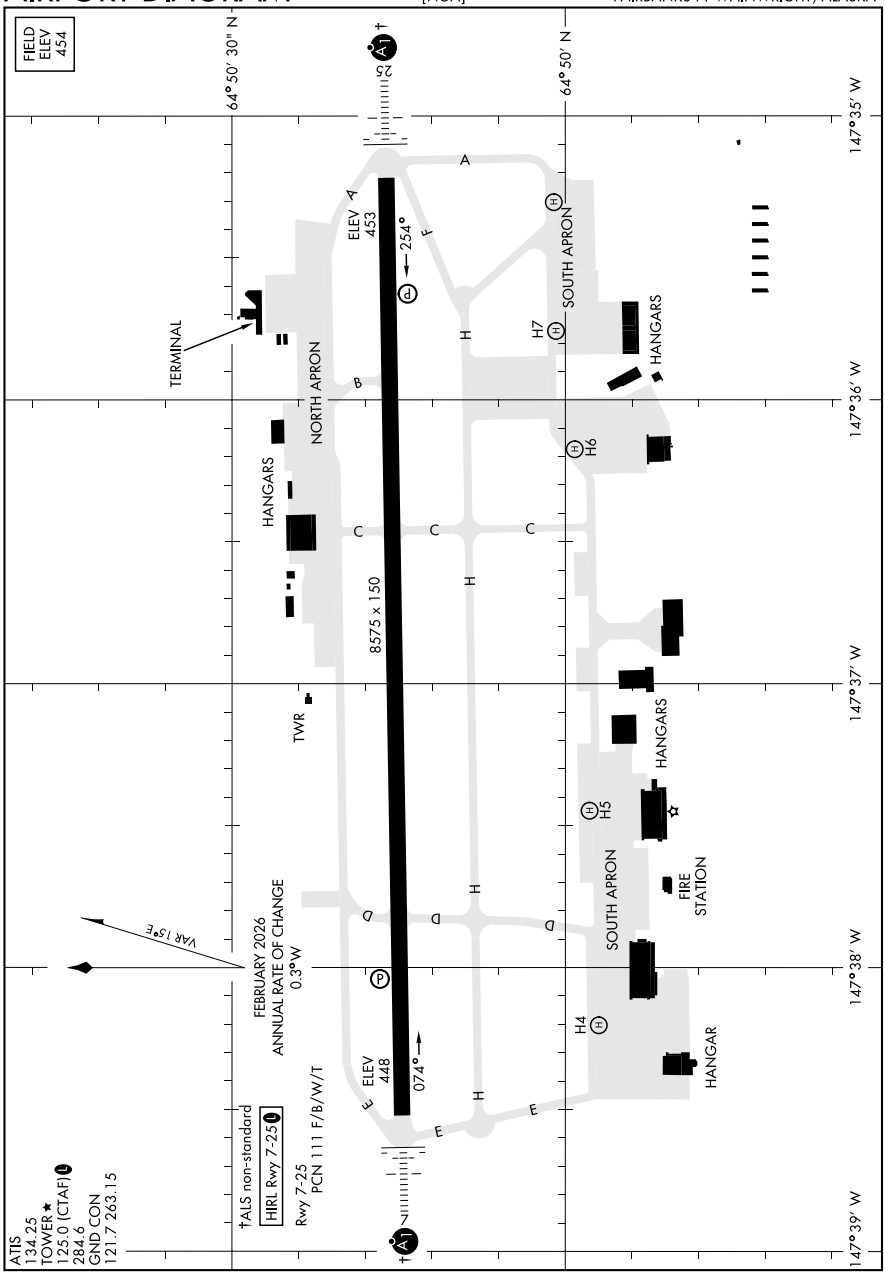
26246

AIRPORT DIAGRAM

LADD AAF (PAFB)

[NGA]

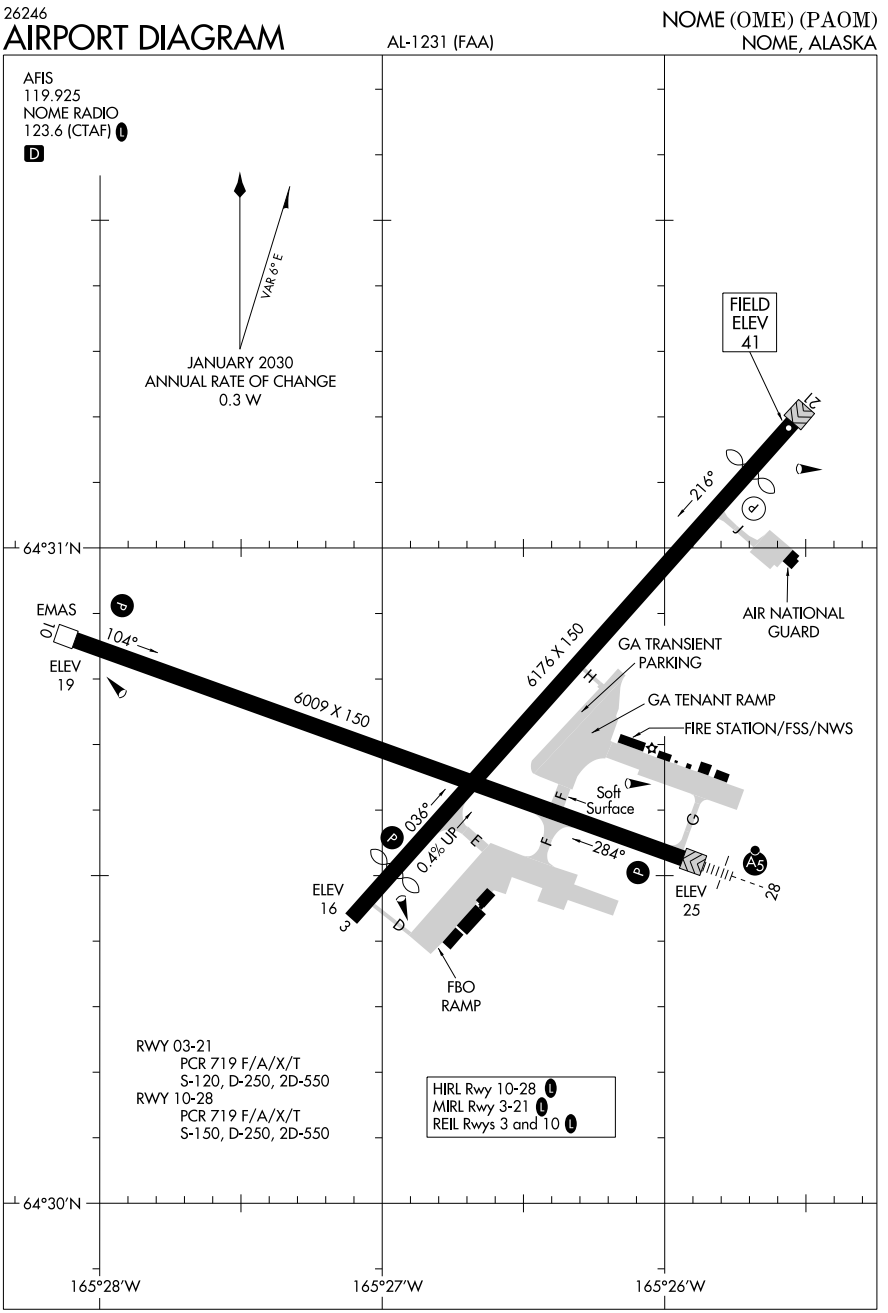
FAIRBANKS FT WAINWRIGHT, ALASKA



AIRPORT DIAGRAM

FAIRBANKS FT WAINWRIGHT, ALASKA

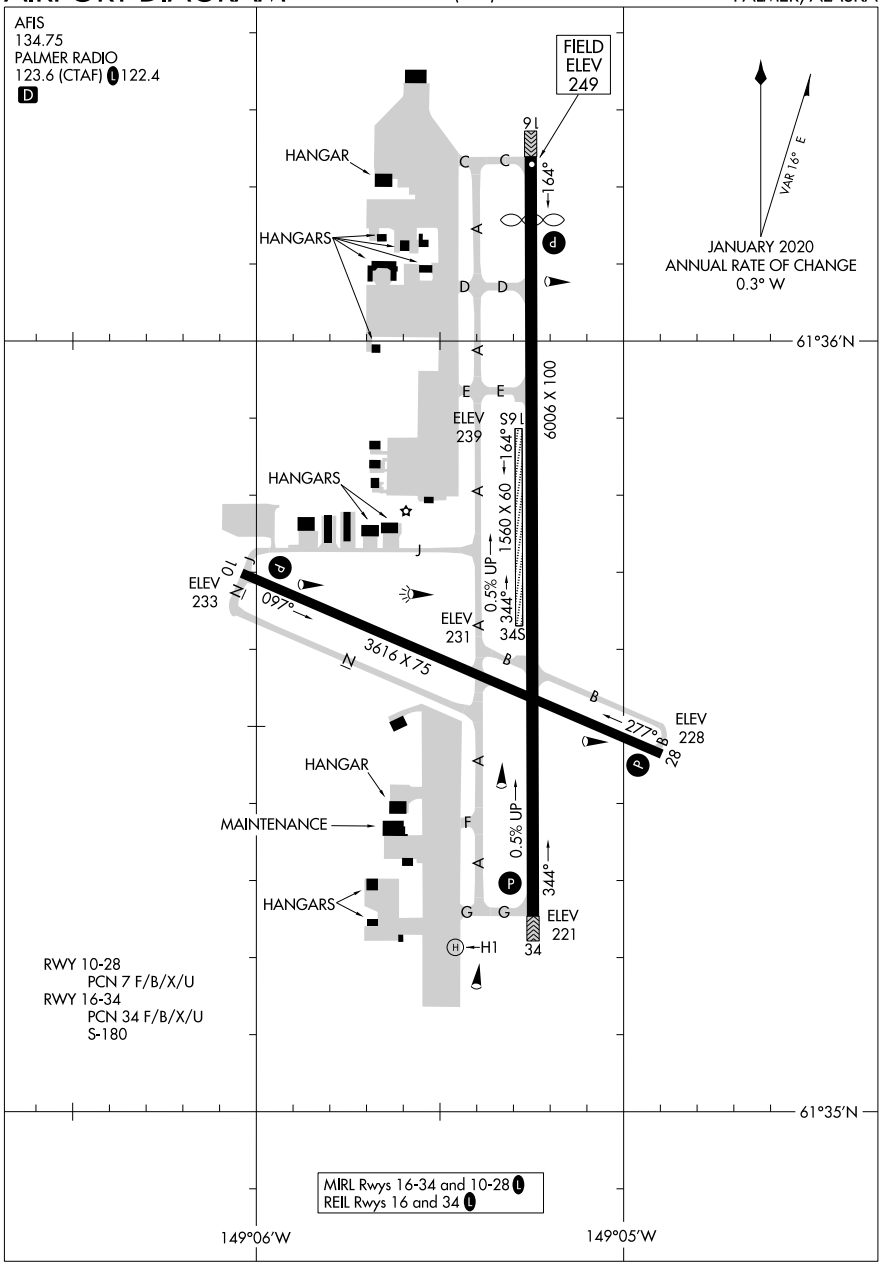
LADD AAF (PAFB)


26246
AIRPORT DIAGRAM
AL-1231 (FAA)
NOME (OME) (PAOM)
NOME, ALASKA
AFIS
119.925
NOME RADIO
123.6 (CTAF) L
D
VAR 6° E
JANUARY 2030
ANNUAL RATE OF CHANGE
0.3 W
FIELD
ELEV
41
216°
64°31′N
EMAS
01
104°
ELEV
19
6009 X 150
6176 X 150
GA TRANSIENT
PARKING
GA TENANT RAMP
FIRE STATION/FSS/NWS
AIR NATIONAL
GUARD
Soft
Surface
036°
0.4% UP
284°
ELEV
16
ELEV
25
28
FBO
RAMP
RWY 03-21
PCR 719 F/A/X/T
S-120, D-250, 2D-550
RWY 10-28
PCR 719 F/A/X/T
S-150, D-250, 2D-550
HIRL Rwy 10-28 L
MIRL Rwy 3-21 L
REIL Rwys 3 and 10 L
64°30′N
165°28′W
165°27′W
165°26′W
AIRPORT DIAGRAM
26246
NOME, ALASKA
NOME (OME) (PAOM)

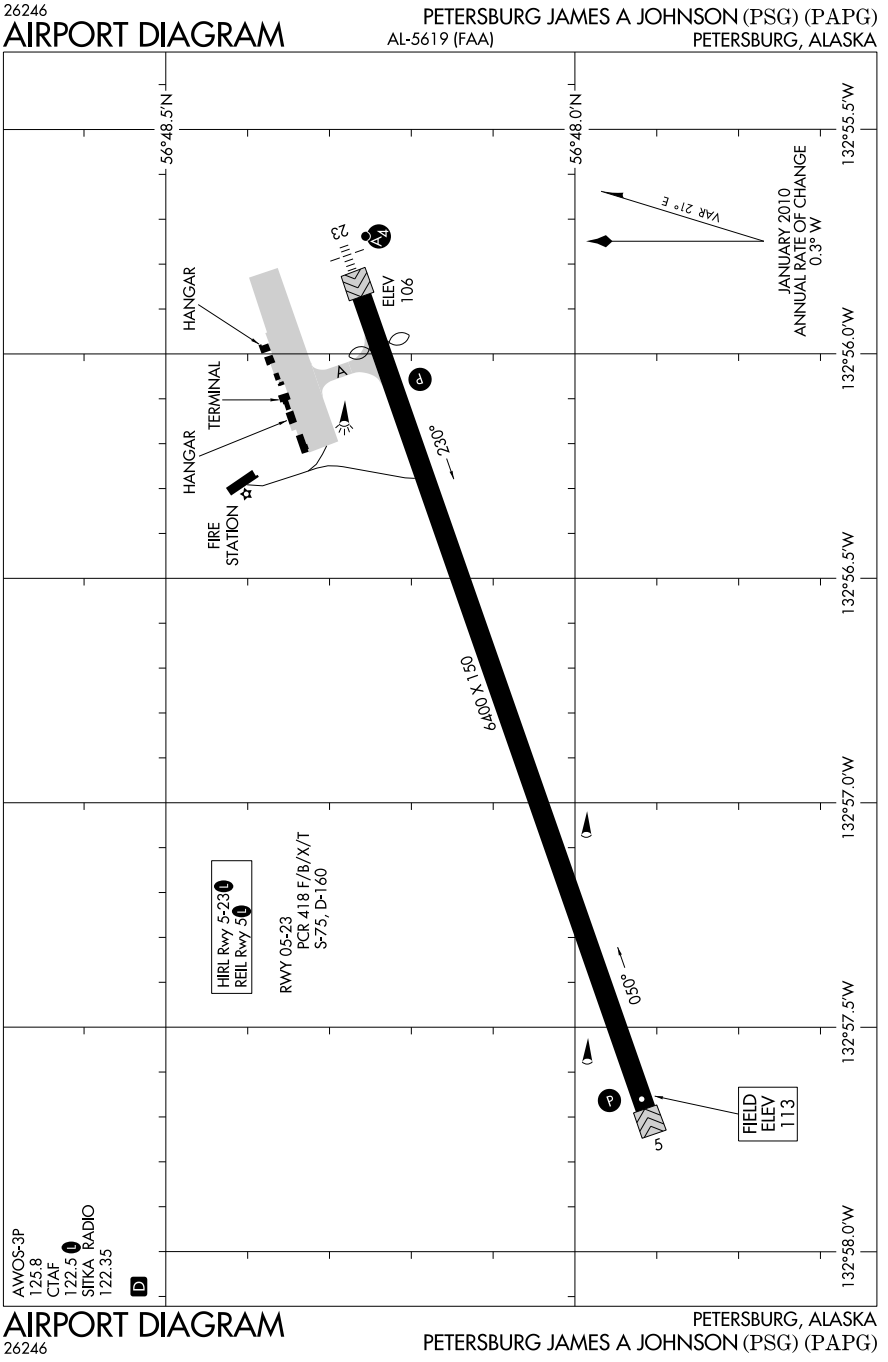
26190

AIRPORT DIAGRAM

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)
AL-9294 (FAA)
PALMER, ALASKA



AIRPORT DIAGRAM
26190
PALMER, ALASKA
WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

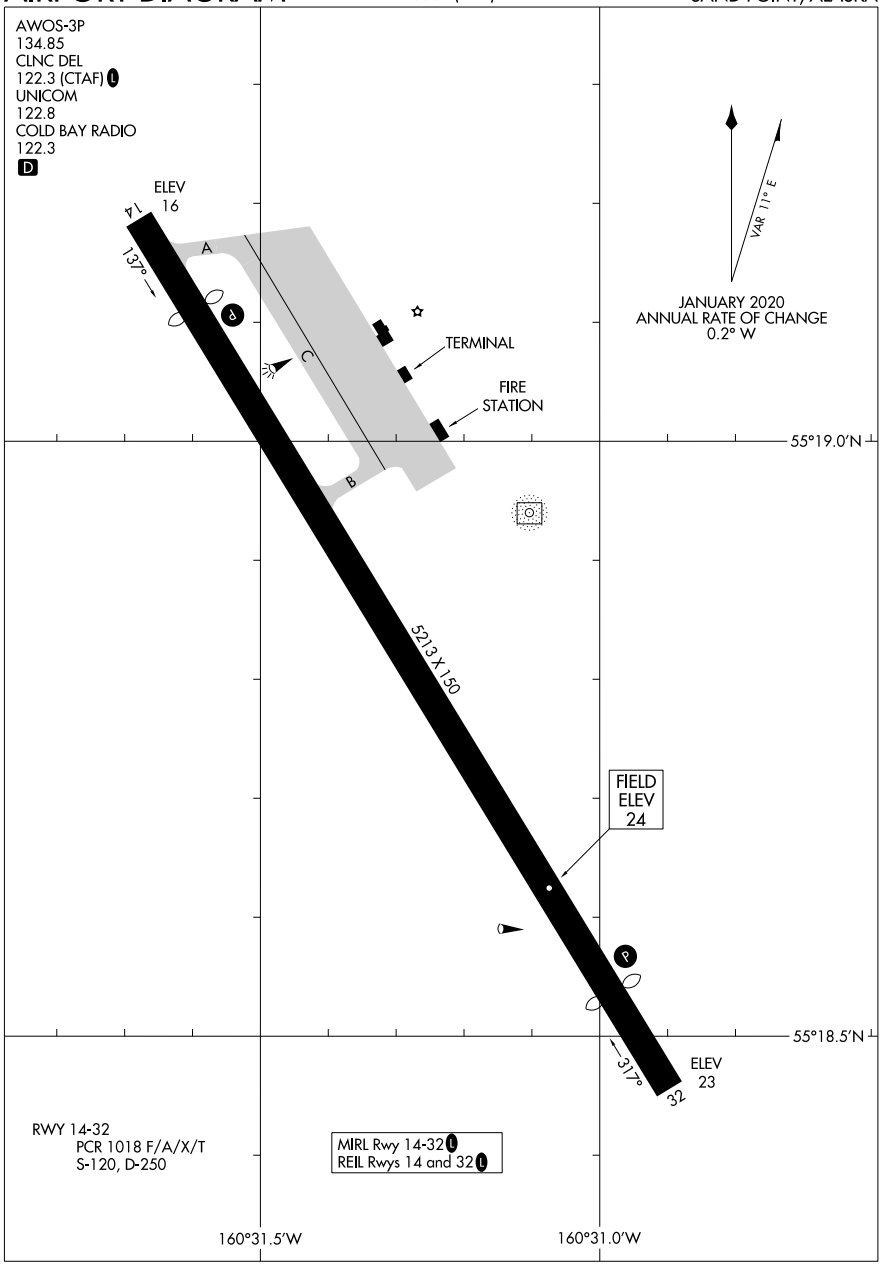

26246
AIRPORT DIAGRAM
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)
AL-5619 (FAA)
PETERSBURG, ALASKA
56°48.5'N
56°48.0'N
132°55.5'W
132°56.0'W
132°56.5'W
132°57.0'W
132°57.5'W
132°58.0'W
VAR 21° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.3° W
HANGAR
TERMINAL
HANGAR
FIRE STATION
ELEV 106
23
5
230°
050°
6400 X 150
HIRL Rwy 5-23
REIL Rwy 5
RWY 05-23
PCR 418 F/B/X/T
S-75, D-160
FIELD ELEV 113
AWOS-3P
125.8
CTAF
122.5
SITKA RADIO
122.35
D
AIRPORT DIAGRAM
26246
PETERSBURG, ALASKA
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

26134

AIRPORT DIAGRAM

AL-6537 (FAA)

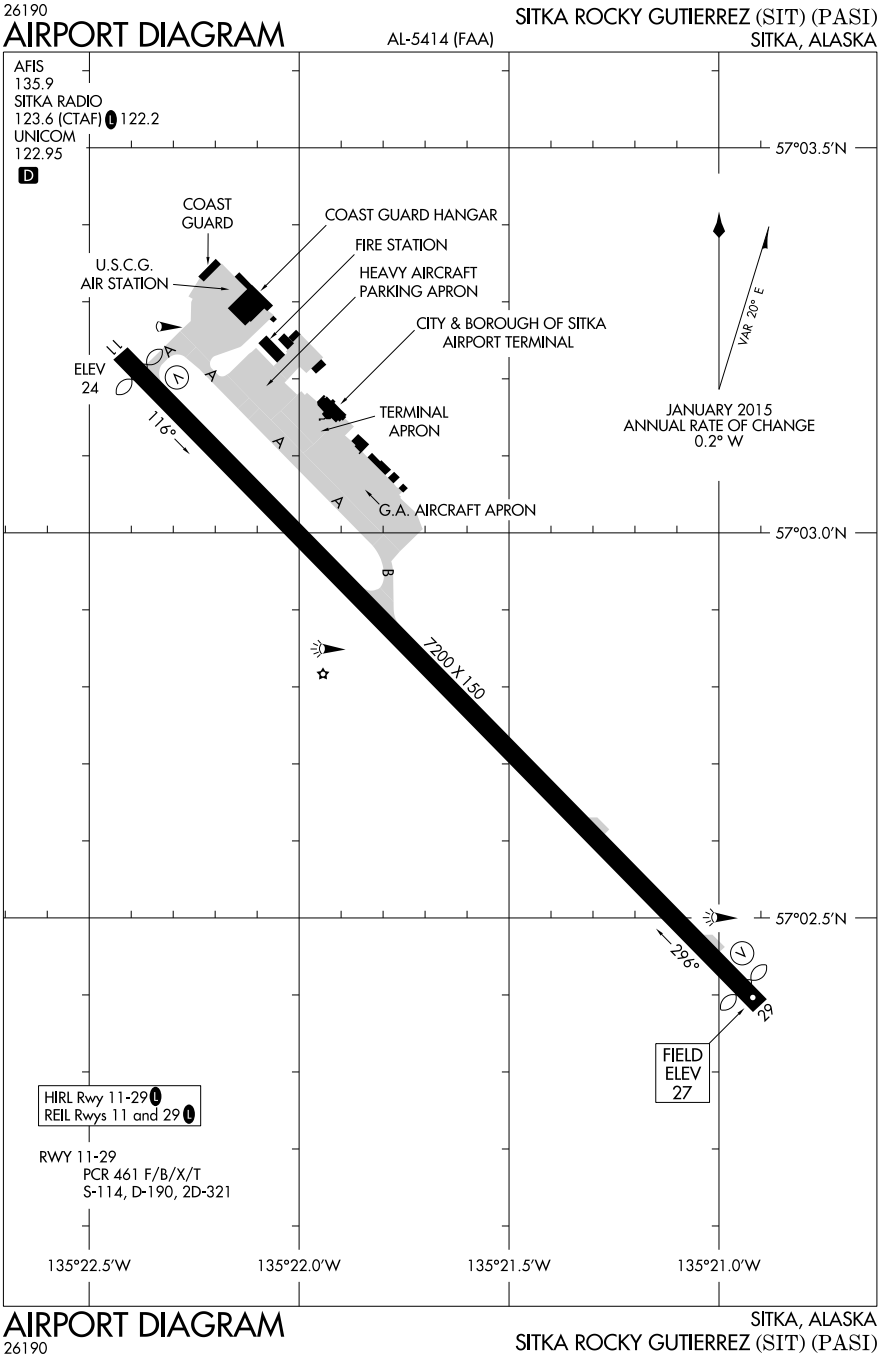
SAND POINT (SDP) (PASD)
SAND POINT, ALASKA



AIRPORT DIAGRAM

26134

SAND POINT, ALASKA
SAND POINT (SDP) (PASD)


26190
AIRPORT DIAGRAM
AL-5414 (FAA)
SITKA ROCKY GUTIERREZ (SIT) (PASI)
SITKA, ALASKA
AFIS
135.9
SITKA RADIO
123.6 (CTAF) L 122.2
UNICOM
122.95
D
57°03.5'N
COAST GUARD
COAST GUARD HANGAR
FIRE STATION
U.S.C.G. AIR STATION
HEAVY AIRCRAFT PARKING APRON
CITY & BOROUGH OF SITKA AIRPORT TERMINAL
ELEV 24
TERMINAL APRON
VAR 20° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.2° W
116°
G.A. AIRCRAFT APRON
57°03.0'N
7200 X 150
57°02.5'N
29°
29
FIELD ELEV 27
HIRL Rwy 11-29 L
REIL Rwys 11 and 29 L
RWY 11-29
PCR 461 F/B/X/T
S-114, D-190, 2D-321
135°22.5'W
135°22.0'W
135°21.5'W
135°21.0'W
AIRPORT DIAGRAM
26190
SITKA, ALASKA
SITKA ROCKY GUTIERREZ (SIT) (PASI)

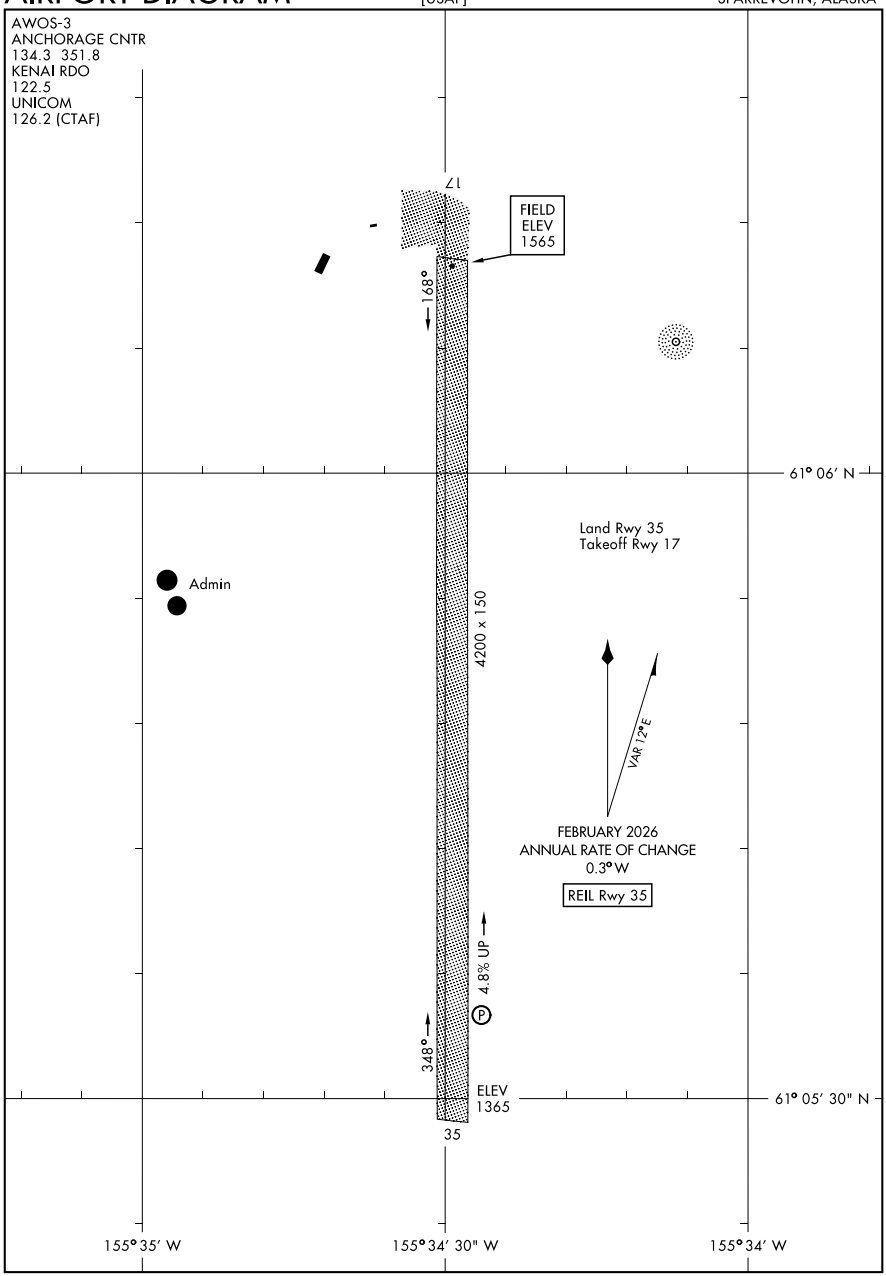
26246

AIRPORT DIAGRAM

SPARREVOHN LRRS (PASV)

[USAF]

SPARREVOHN, ALASKA



AIRPORT DIAGRAM

SPARREVOHN, ALASKA

SPARREVOHN LRRS (PASV)

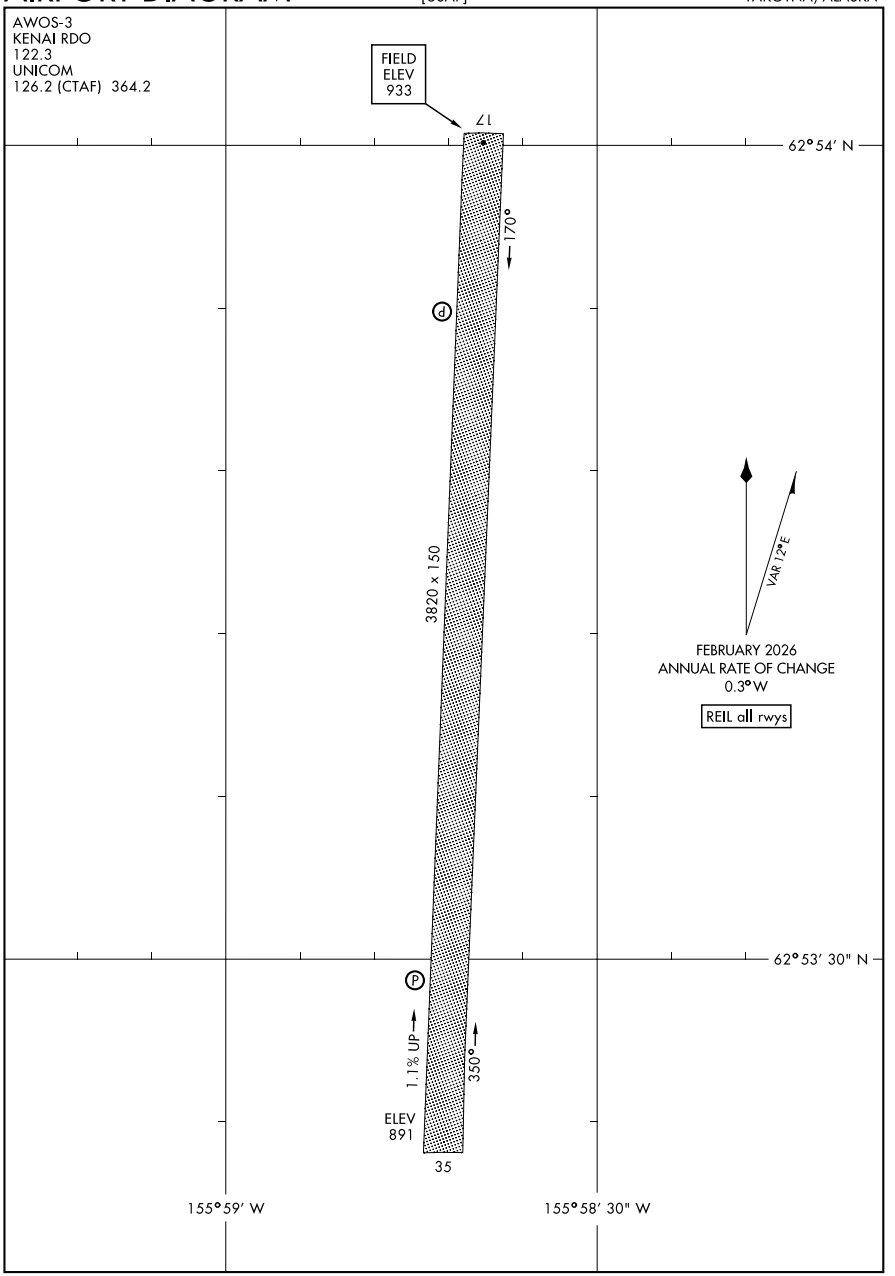
26246

AIRPORT DIAGRAM

TATALINA LRRS (PATL)

[USAF]

TAKOTNA, ALASKA



AIRPORT DIAGRAM

TAKOTNA, ALASKA

TATALINA LRRS (PATL)

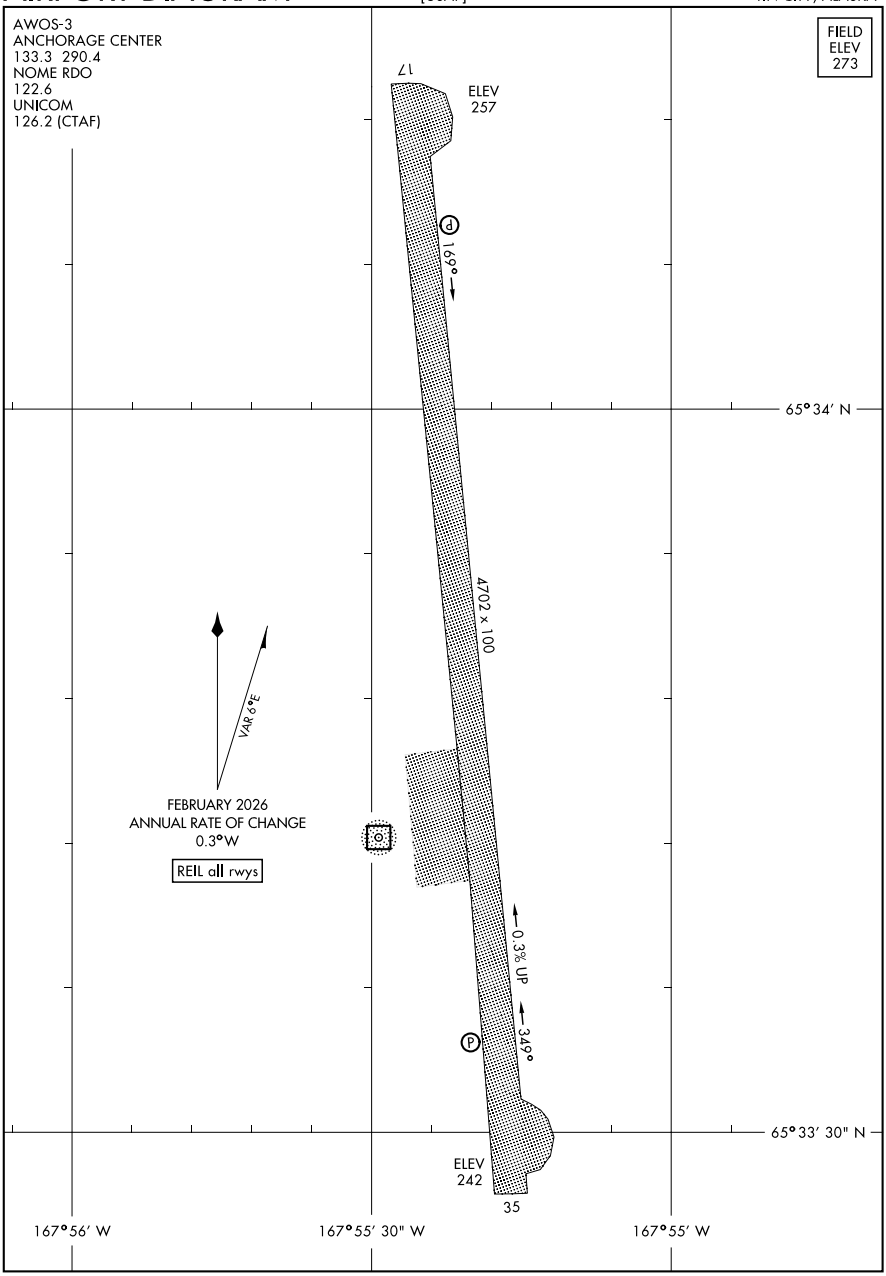
26246

AIRPORT DIAGRAM

TIN CITY LRRS (PATC)

[USAF]

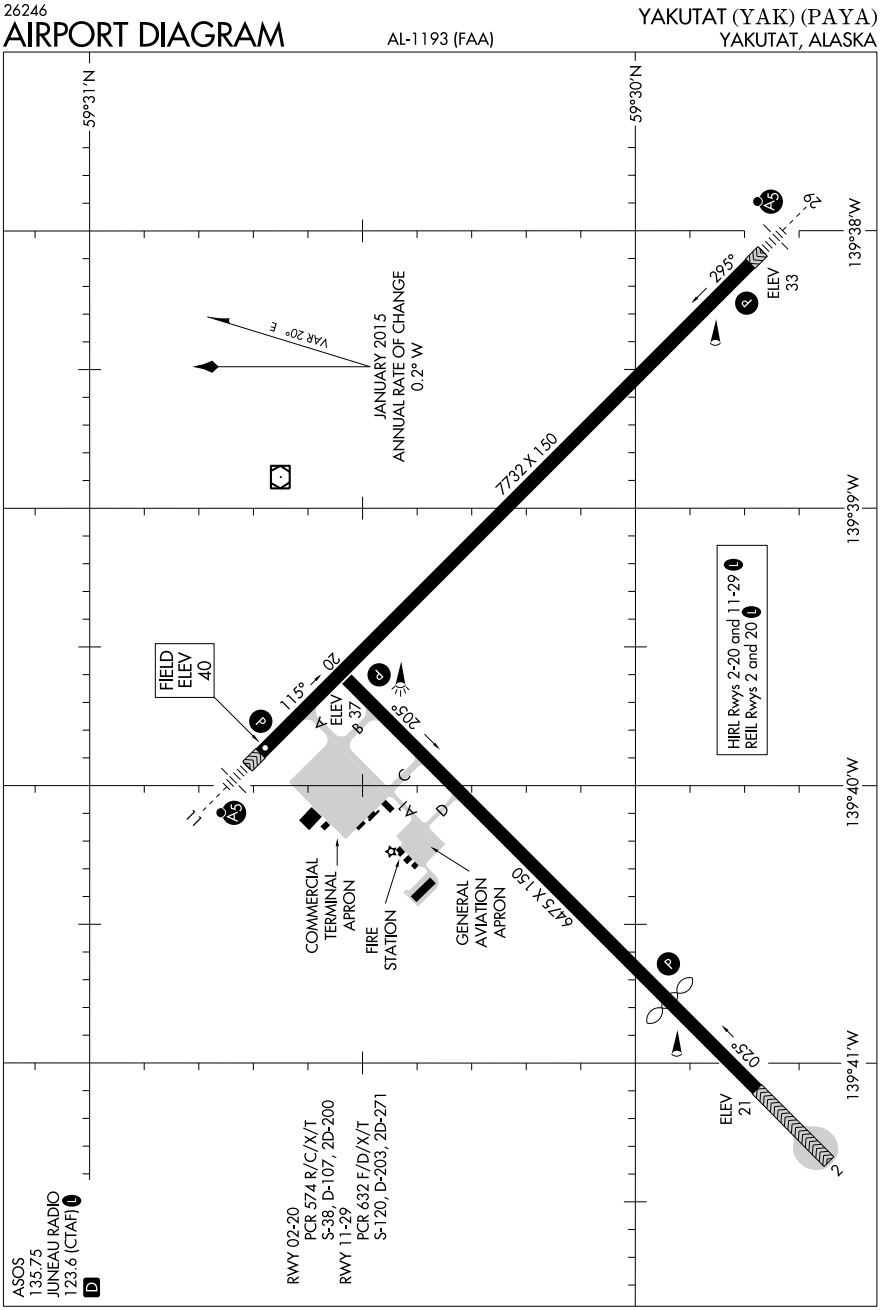
TIN CITY, ALASKA



AIRPORT DIAGRAM

TIN CITY, ALASKA

TIN CITY LRRS (PATC)


26246
AIRPORT DIAGRAM
AL-1193 (FAA)
YAKUTAT (YAK) (PAYA)
YAKUTAT, ALASKA
59°31'N
59°30'N
139°38'W
139°39'W
139°40'W
139°41'W
7732 X 150
6475 X 150
HIRL Rwys 2-20 and 11-29
REIL Rwys 2 and 20
FIELD ELEV 40
ELEV 37
ELEV 33
ELEV 21
115°
20
205°
295°
025°
VAR 20° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.2° W
COMMERCIAL TERMINAL APRON
FIRE STATION
GENERAL AVIATION APRON
ASOS
135.75
JUNEAU RADIO
123.6 (CTAF)
RWY 02-20
PCR 574 R/C/X/T
S-38, D-107, 2D-200
RWY 11-29
PCR 632 F/D/X/T
S-120, D-203, 2D-271
AIRPORT DIAGRAM
26246
YAKUTAT, ALASKA
YAKUTAT (YAK) (PAYA)

INTENTIONALLY
LEFT
BLANK

Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP

2. /OV - Location: Use Airport or NAVAID identifiers only.
- Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)

Examples: /OV LAX, /OV LAX-SLI120005, /OV PDZ-PSP.

3. /TM – Time: When conditions occurred or were encountered**.**
- Use 4 digits in UTC.

Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level
- Use 3 digits for hundreds of feet. If not known, use UNKN.

Examples: /FL095, /FL310, /FLUNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing
- No more than 4 characters, use UNKN if the type is not known.

Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:
- Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
- Report bases in hundreds of feet: BKN005, SCT015, OVC200
- If bases are unknown, use UNKN
- Report cloud tops in hundreds of feet: TOP120

Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.
- Report visibility using 2 digits: FV01SM, FV10SM
- Unrestricted visibility use FV99SM.
- Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +

Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing
- 2 digits, unless below zero, then prefix digits with M.

Examples:/TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.

Examples: /WV 270045KT, /WV 080110KT

10. /TB - Turbulence:
- Report intensity using LGT, MOD, SEV, or EXTRM
- Report duration using INTMT, OCNL or CONS when reported by pilot.
- Report type using CAT or CHOP when reported by pilot.
- Include altitude only if different from /FL.
- Use ABV or BLO when limits are not defined.
- Use NEG if turbulence is not encountered.

Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, / TB NEG

11. /IC - Icing:
- Report intensity using TRACE, LGT, MOD or SEV
- Report type using RIME,CLR, or MX
- Include altitude only if different than /FL.
- Use NEG if icing not encountered.

Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.
- Report the most hazardous element first.
- Name of geographic location from /OV field fix.

Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
/RM MTN WAVE, /RM DURC, /RM DURD, /RM MULLAN PASS
/RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP

UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG

UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WV 270048KT TB SEV 055-085 /RM CAJON PASS

*

PIREP FORM

3 or 4 letter Identifier

____ ____ ____ ____ 1. **UA**____ **UUA**_____
Routine **Urgent**

2. **/OV**	Location
3. **/TM**	Time
4. **/FL**	Altitude/Flight Level
5. **/TP**	Aircraft Type
Items 1 through 5 are mandatory for all PIREPs	
6. **/SK**	Sky Condition
7. **/WX**	Flight Visibility & Weather
8. **/TA**	Temperature (Celsius)
9. **/WV**	Wind
10. **/TB**	Turbulence
11. **/IC**	Icing
12. **/RM**	Remarks

FAA Form 7110-2 (9/19) Supersedes Previous Edition

I. POSITION REPORTS

A. INSTRUMENT FLIGHT RULES (IFR) POSITION REPORT

1. Identification
2. Position
3. Time
4. Altitude/FL (Include actual altitude/FL when operating on a “VFR Conditions on Top” clearance).
5. Type of Flight Plan (not required in IFR position reports made direct to ARTCC).
   State “VFR Conditions on Top” if so cleared.
6. Next reporting point and Estimated Time of Arrival (ETA)
7. Name only of the next succeeding reporting point along the route of flight.
8. Remarks

If entering ADIZ give appropriate ADIZ Position Reports listed under ADIZ Procedures.

B. VISUAL FLIGHT RULES (VFR) POSITION REPORT

1. Identification
2. Position
3. Time
4. Altitude
5. VFR Flight Plan
6. Destination

If entering ADIZ give appropriate ADIZ Position Reports listed under ADIZ Procedures.

II. CHANGE OF FLIGHT PLAN

A. CHANGE OF ROUTE OR DESTINATION

1. Type of Flight Plan
2. Aircraft Identification
3. Type of Aircraft/TD Code
4. Estimated True Airspeed
5. Original Destination (if applicable)
6. Departure Point
7. Position and Time
8. New Route and Altitude/FL
9. New Destination (if applicable)
10. ETE or ETA
11. Fuel Endurance
12. Alternate (if required)
13. Station where original flight plan filed.

B. CHANGE OF ETA BY MORE THAN 30 MINUTES

1. Aircraft Identification
2. Position and Time
3. “IFR (or VFR) to (destination)”
4. “New ETA – and hours of fuel remaining”

III. FILING FLIGHT PLANS

1. Aircraft Identification
2. Flight Rules
3. Type of Flight
4. Number of Aircraft
5. Type of Aircraft
6. Wake Turbulence Category
7. Aircraft Surveillance Code
8. Departure Aerodrome
9. Proposed Departure Time
10. Estimated True Airspeed(ETE)
11. Cruising Altitude/FL
12. Route of Flight
13. Destination Aerodrome
14. Estimated Time Enroute (ETE)
15. First Alternate
16. Second Alternate
17. Other Information
18. Fuel Endurance
19. Persons onboard
20. Emergency Equipment
21. Color of Aircraft
22. Pilot’s Name/Contact Information

NOTE: Request available NOTAM and weather information for new route and destination.



EFF. DATE 26246

FAA Product ID: ACS



NSN 7641014109607

NGA REF. NO. ENRXXAKSUP

OK-10-2858

AK ALASKA

3 SEP 2026 TO 29 OCT 2026