

ALASKA TERMINAL

03 SEP 26 to 29 OCT 26



**Federal Aviation
Administration**

TM

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CHARTING ALERTS/NOTICES, INQUIRIES, OR TO OBTAIN DIGITAL PRODUCTS

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Request for the creation or revisions to Airport Diagrams should be in accordance with
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INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800[†]/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 [†] To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA. For ILS procedures with a 200 foot HAT with a restriction on autopilot usage, RVR 1800 authorized with use of FD or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MAL, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minima of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

DA

Visibility (RVR 100's of feet)

Aircraft Approach Category

HAT

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200	(200-½)
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

MDA

HAA

Visibility in Statute Miles

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All weather minimums in parentheses not applicable to Civil Pilots.

Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

NOTE: The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A **⚡**-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	30	40	60	80	90	
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Users may ignore the presence of  symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

Comparable Values of RVR and Visibility

The following table may be used for converting RVR to ground or flight visibility. For RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	¼	2200	½	3200*	¾	5000*	1
1600*	¼	2400*	½	3500	¾	5500	1
1800	½	2600	½	4000*	¾	6000*	1¼
2000	½	3000	¾	4500*	¾		

*Values repeated from 14 CFR 91.175 and shall be used for takeoff or landing minima.

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a ¼ mile adjustment, first convert 2000 RVR to ½ SM. Adding ¼ SM results in ¾ SM, which may then be converted to 3500 RVR.

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Radar Minima:  Visibility in Statute Miles  All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

- (E) VHF and UHF emergency frequencies monitored
- (V) VHF emergency frequency (121.5) monitored
- (U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

-  Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
-  NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
-  Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA

GENERAL INFORMATION

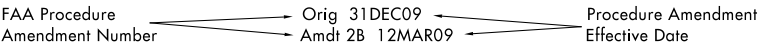
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse Vector Areas (DVAs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). For Textual ODPs and DVAs the organization is identified in parentheses after the Julian Date. SIAPs and ODPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, part 97. IFPs with the (FAA-O) designation have been developed by a service provider authorized by the FAA. See 14 CFR, part 91.175 (a) and the AIM for further details on civil airport operations. See 14 CFR, part 91.175 (g) and the Special Notices section of the Chart Supplement for information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

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.



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. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are 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.

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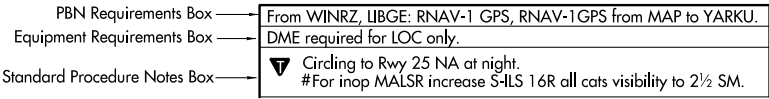
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

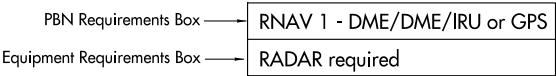
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box



RNAV STAR and DP PBN/Equipment Requirements Notes Box



PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g.,  .

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a .

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS

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AAF	Army Air Field	CL	Centerline Lighting System
AAUP	Attention All Users Page	CLNC DEL	Clearance Delivery
ADF	Automatic Direction Finder	CNF	Computer Navigation Fix
ADIZ	Air Defense Identification Zone	CPDLC	Controller Pilot Data Link Communications
AFAUX	Air Force Auxiliary	CTAF	Common Traffic Advisory Frequency
AFB	Air Force Base	CW	Clockwise
AFHP	Air Force Heliport	D-ATIS	Digital-Automatic Terminal Information Service
AFIS	Automatic Flight Information Service	DA	Decision Altitude
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	DEP	Departure
AGL	Above Ground Level	DEP CON	Departure Control
AHP	Army Heliport	DER	Departure End of Runway
ALF	Auxiliary Landing Field	DH	Decision Height
ALS	Approach Light System	DME	Distance Measuring Equipment
ALSF	Approach Light System with Sequencec Flashing Lights	DP	Departure Procedure
ANGB	Air National Guard Base	DTHR	Displaced Runway Threshold
ANGS	Air National Guard Station	DVA	Diverse Vector Area
Ant	Antenna	ELEV	Elevation
AOB	At or Below	EMAS	Engineered Material Arresting System
AP	Autopilot System	EXEC	Executive
APCH	Approach	FAF	Final Approach Fix
APP CON	Approach Control	FD	Flight Director System
AR	Authorization Required	FL	Flight Level
ARB	Air Reserve Base	FLD	Field
ARPT	Airport	FM	Fan Marker
ARR	Arrival	FMS	Flight Management System
AS	Air Station	GBAS	Ground Based Augmentation System
ASOS	Automated Surface Observing System	GCA	Ground Control Approach
ASR	Airport Surveillance RADAR	GCO	Ground Communication Outlet
ASSC	Airport Surface Surveillance Systems	GLS	Ground Based Augmentation System Landing System
ATC	Air Traffic Control	GP	Glidepath
ATCT	Airport Traffic Control Tower	GPS	Global Positioning System
ATIS	Automatic Terminal Information Service	GS	Glide Slope
AUNICOM	Automated UNICOM	HAA	Height Above Airport
AWOS	Automated Weather Observing System	HAL	Height Above Landing
Baro-VNAV	Barometric Vertical Navigation	HAT	Height Above Touchdown
BC	Back Course	HATh	Height Above Threshold
brg	Bearing	HCH	Heliport Crossing Height
CAPT	Captain	hdg	Heading
CAT	Category	HIRL	High Intensity Runway Lights
CCW	Counterclockwise	HUD	Heads-up Display
CDI	Course Deviation Indicator	IAF	Initial Approach Fix
CGAS	Coast Guard Air Station	IAP	Instrument Approach Procedure
Chan	Channel	ICAO	International Civil Aviation Organization
CIR	Circling	IF	Intermediate Fix

ABBREVIATIONS

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ABBREVIATIONS

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IFR	Instrument Flight Rules	MSL	Mean Sea Level
ILS	Instrument Landing System	MSPEC	Management Specification
IM	Inner Marker	MUNI	Municipal
INC	Incorporated	N/A	Not Applicable
Inop	Inoperative	NA	Not Authorized
INT	Intersection	NAAS	Naval Auxiliary Air Station
INTCNL	Intercontinental	NAF	Naval Air Facility
INTL	International	NALF	Naval Auxiliary Landing Field
JNGB	Joint National Guard Base	NAS	Naval Air Station
JRB	Joint Reserve Base	NDB	Nondirectional Radio Beacon
K	Knots	NM	Nautical Mile
KIAS	Knots Indicated Airspeed	NOLF	Naval Outlying Field
LAAS	Local Area Augmentation System	NoPT	No Procedure Turn
LDA	Localizer Type Directional Aid	NOTAM	Notice to Airmen
Ldg	Landing	NS	Naval Station
LIRL	Low Intensity Runway Lights	NTL	National
LNAV	Lateral Navigation	ODALS	Omnidirectional Approach Lighting System
LOA	Letter of Agreement/Authorization	ODP	Obstacle Departure Procedures
LOC	Localizer	OM	Outer Marker
LOM	Locator Outer Marker	OPSPEC	Operations Specification
LP	Localizer Performance	PAR	Precision Approach Radar
LPV	Localizer Performance with Vertical Guidance	PCL	Pilot Controlled Lighting
LR	Lead Radial	PDC	Pre-Departure Clearance
LRRS	Long Range RADAR Station	PRM	Precision Runway Monitor
MAA	Maximum Authorized Altitude	Pvt	Private
MALS	Medium Intensity Approach Lighting System	R	Radial
MALSF	Medium Approach Lighting System with Sequenced Flashers	RA	Radio Altimeter setting height
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RAIL	Runway Alignment Indicator Lights
MAP	Missed Approach Point	RCLS	Runway Centerline Light System
MCAF	Marine Corps Air Facility	REIL	Runway End Identifier Lights
MCALF	Marine Corps Auxiliary Landing Field	RF	Radius to Fix
MCAS	Marine Corps Air Station	RGNL	Regional
MCB	Marine Corps Base	RLLS	Runway Lead-in Light System
MCOLF	Marine Corps Outlying Field	RNAV	Area Navigation
MDA	Minimum Descent Altitude	RNP	Required Navigation Performance
MEA	Minimum Enroute Altitude	RPI	Runway Point of Interception
MEML	Memorial	RVR	Runway Visual Range
METRO	Metropolitan	RWY	Runway
MIRL	Medium Intensity Runway Lights	S	Straight-in
MM	Middle Marker	SALS	Simplified Short Approach Lighting System
MOCA	Minimum Obstruction Clearance Altitude	SALSF	Short Approach Lighting System with Sequenced Flashing Lights
MRA	Minimum Reception Altitude	SFB	Space Force Base

ABBREVIATIONS

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ABBREVIATIONS

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SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL/RCLS	Touchdown Zone Lights and Runway Centerline Lighting Systems
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USSF	United States Space Force
VASI	Visual Approach Slope Indicator
VCOA	Visual Climb Over Airport
VDA	Vertical Descent Angle
VDP	Visual Descent Point
VFR	Visual Flight Rules
VGf	Visual Guidance Fix
VGSI	Visual Glide Slope Indicator
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Directional Range
VORTAC	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS	Wide Area Augmentation System
WP/WPT	Waypoint

ABBREVIATIONS

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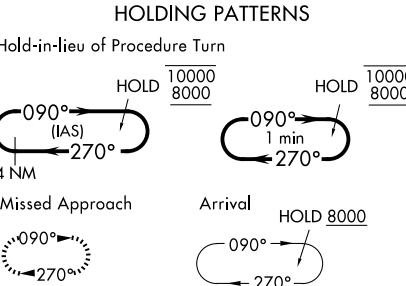
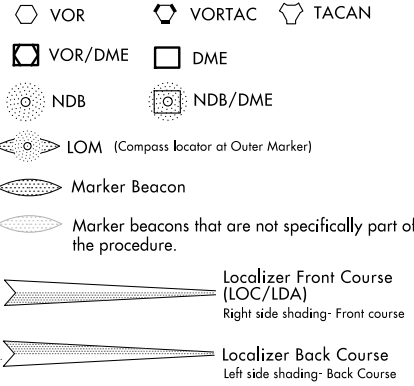
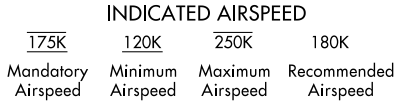
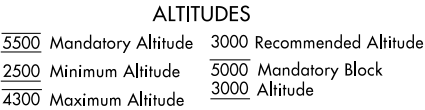
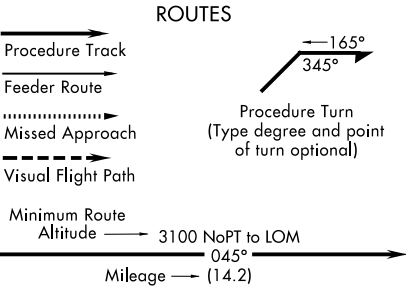
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

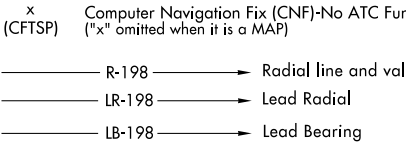
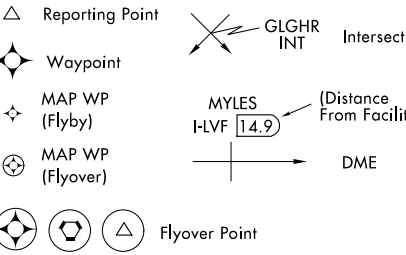
PLANVIEW SYMBOLS



Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

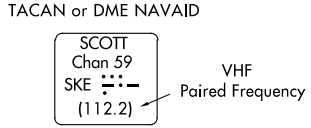
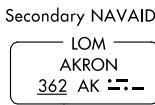
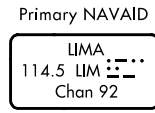
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



LOC/LDA Transmitter LOC/DME

(shown when installation is offset from its normal position off the end of the runway.)

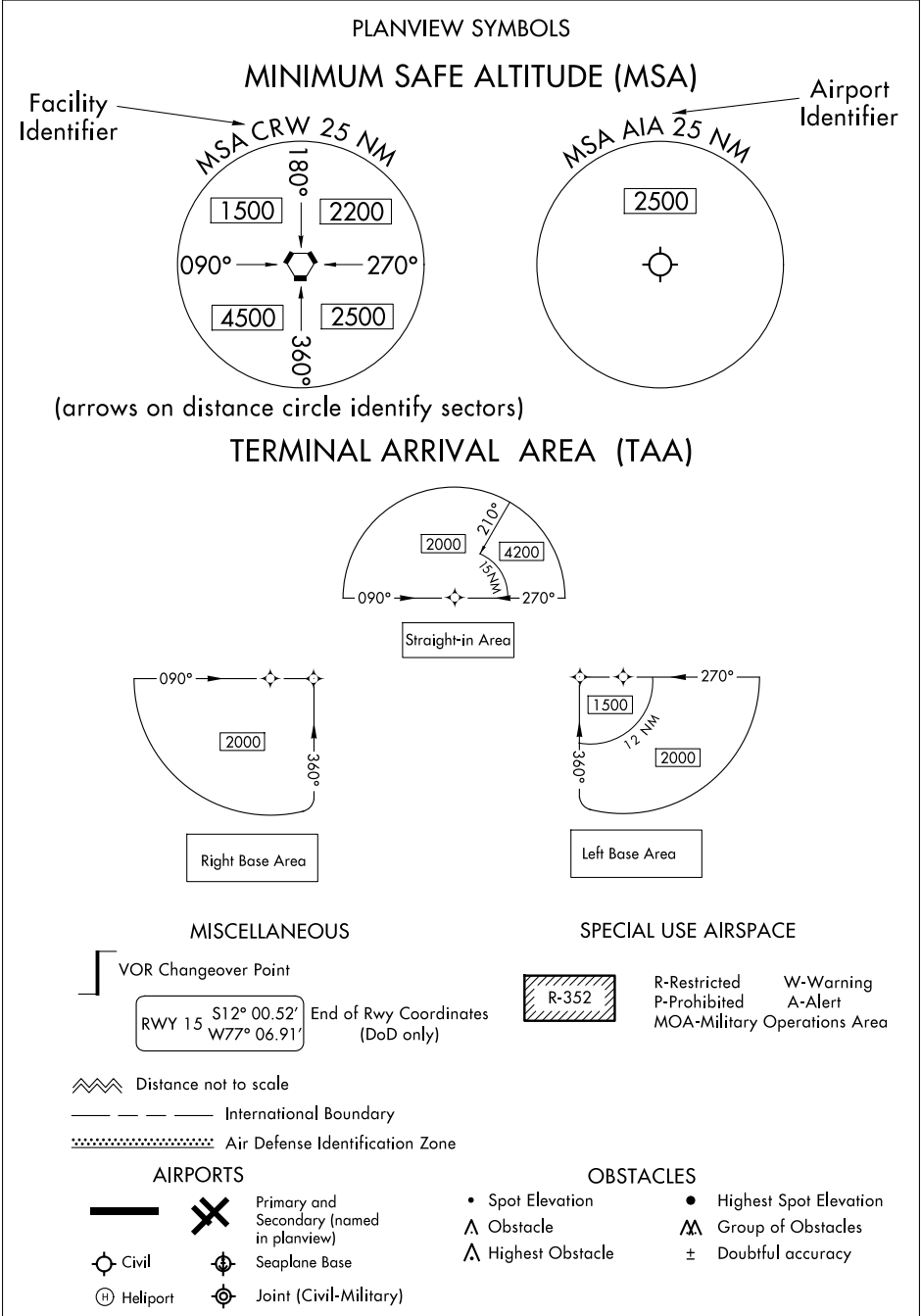


LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

23110



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

LEGEND

23110

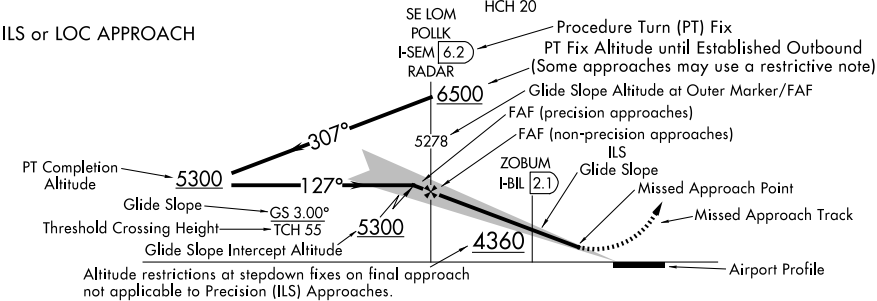
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

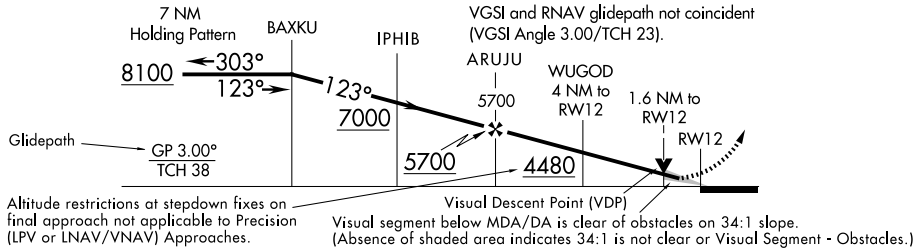
PROFILE VIEW

- Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
- "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $\angle GS 3.00^\circ$ TCH 55
 - "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle GP 3.00^\circ$ TCH 50
 - An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

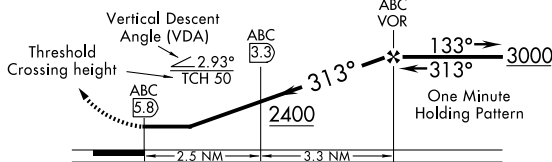
ILS or LOC APPROACH



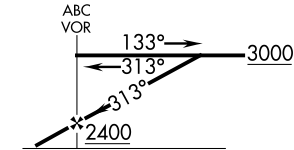
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



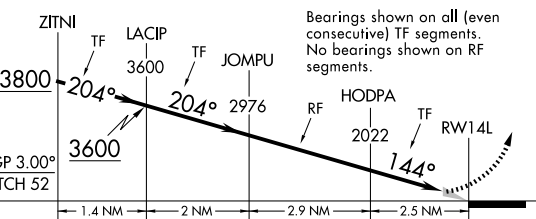
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000	Mandatory Block
4300	Maximum Altitude	3000	Altitude

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

LEGEND

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

23334

RADIO AIDS TO NAVIGATION

Compulsory:



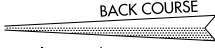
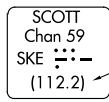
Non-Compulsory:

LOM
(Compass Locator
at outer marker)

Marker Beacon

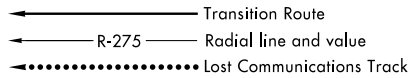


Localizer Front Course

Localizer Back Course
(Shading on left)(T) indicates frequency
protection rangeUnderline indicates
no voice transmitted
on this frequencyTACAN or DME
NAVAID BoxVHF Paired
Frequency(Y) TACAN must be placed
in "Y" mode to receive
distance information

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
← 270° → Arrival Route
(65) Mileage between Radio Aids, Reporting Points,
and Route Breaks



V12 J80 Airway/Jet Route Identification

Holding
PatternLost Comm
Holding
Pattern

Holding pattern with maximum restricted airspace
(175K) applies to all altitudes
(210K) applies to altitudes above 6000' to and
including 14000'

SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

MOA-Military Operations Area

W-Warning

A-Alert

ALTITUDES

5500 2300 4800
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)



Block Altitude

→ Altitude change at other
than Radio Aids to
Navigation

INDICATED AIRSPEED

175K 120K 250K
Mandatory Minimum Maximum
Airspeed Airspeed Airspeed

MISCELLANEOUS



Changeover Point



Air Defense Identification Zone

N

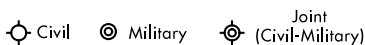
Indicates
True North is
not aligned to
the top of the
page

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus
identifier

AIRPORTS

Airports not served by the procedure
shown in screened colorCivil Military Joint
(Civil-Military)

LEGEND

23334

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

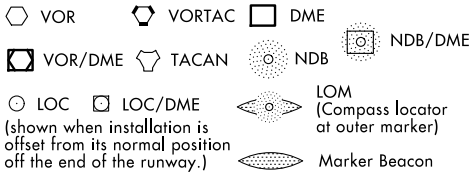
26190

RADIO AIDS TO NAVIGATION

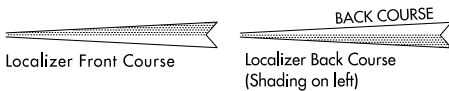
Compulsory:



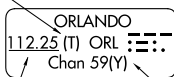
Non-Compulsory:



(shown when installation is offset from its normal position off the end of the runway.)

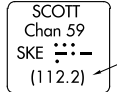


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVIAID Box



VHF Paired Frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) [75] → DME Mileage (when not obvious)

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

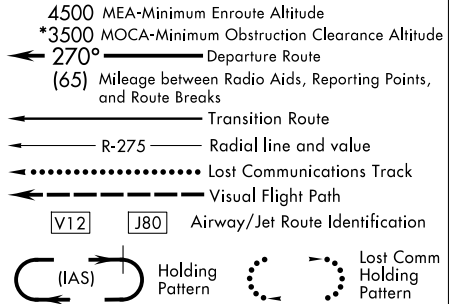
x Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



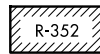
▼ Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



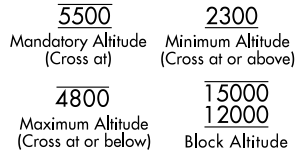
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



R-Restricted P-Prohibited W-Warning A-Alert MOA-Military Operations Area

ALTITUDES



TOP ALTITUDE: 5000 Top altitude restriction

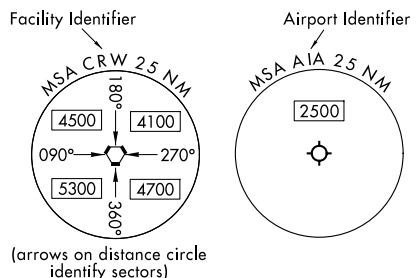
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

LEGEND

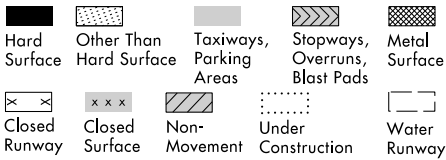
26190

LEGEND

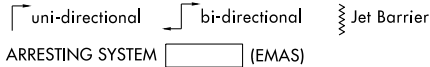
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

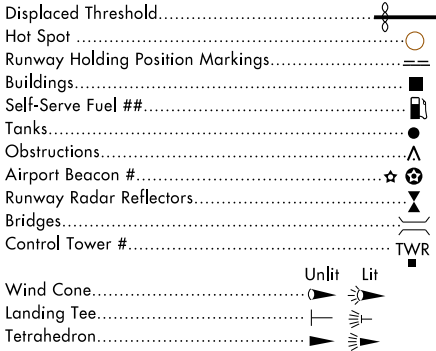
Runways



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.



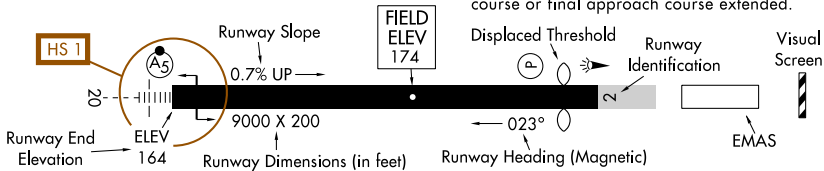
REFERENCE FEATURES



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



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.

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 $\geq 0.3\%$)

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 1/2 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.

LEGEND

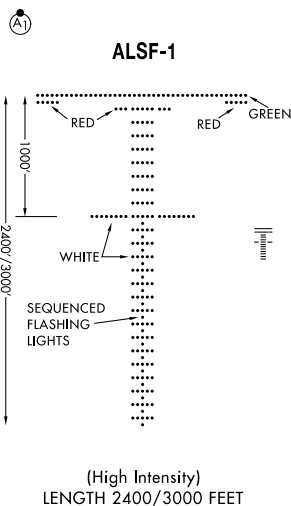
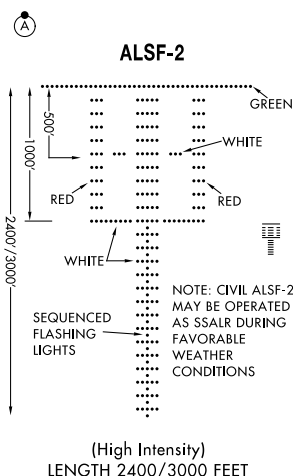
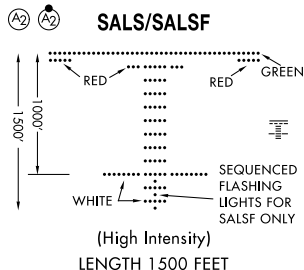
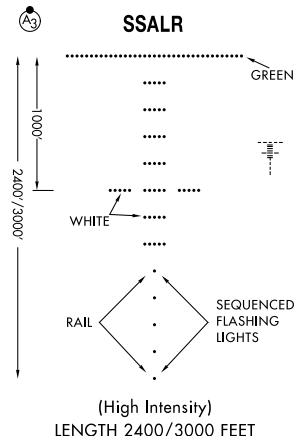
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

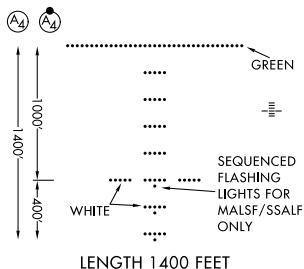
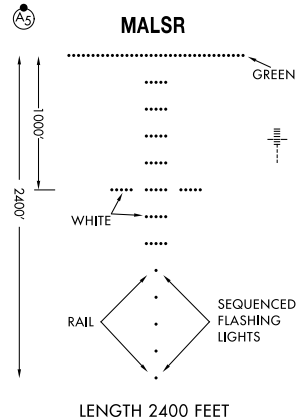
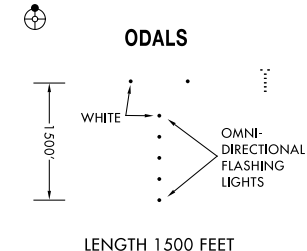
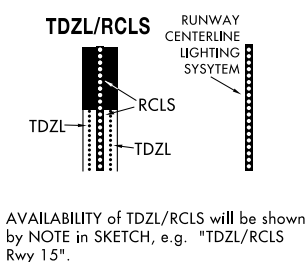
25331

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A1), etc.

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), (A1) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEMCATEGORY II
APPROACH LIGHTING SYSTEMSHORT APPROACH
LIGHTING SYSTEMSIMPLIFIED SHORT
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights

MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

MEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsOMNIDIRECTIONAL
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE
LIGHTS AND RUNWAY
CENTERLINE LIGHTING SYSTEMS

LEGEND

25331

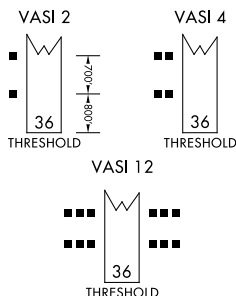
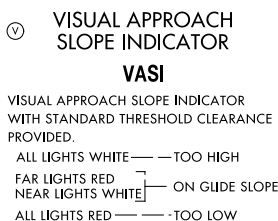
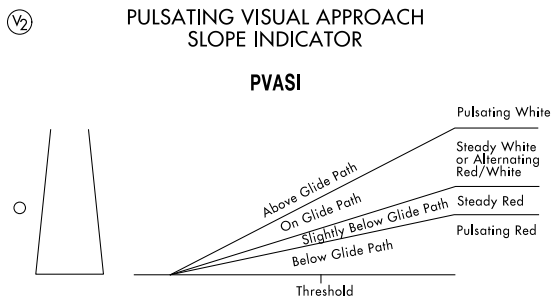
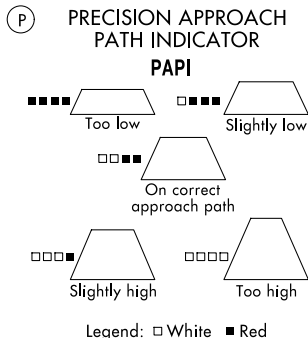
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS) APPROACH LIGHTING SYSTEM - UNITED STATES

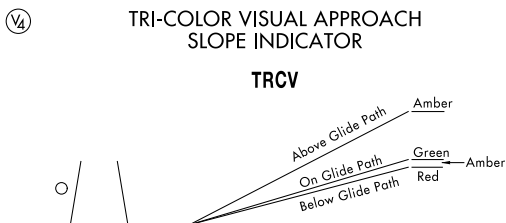
22195

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

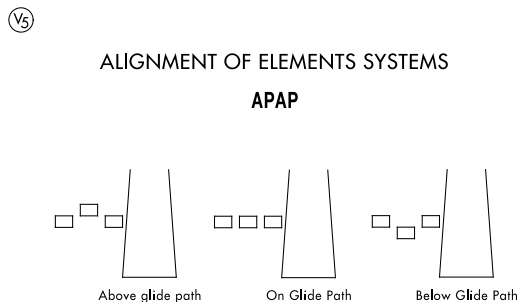
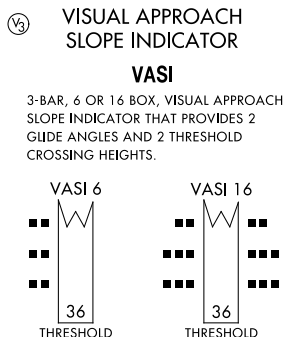
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.



Painted panels which may be lighted at night.
To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND

22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES

25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF CLIMB TABLE (ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES

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AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES

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INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE
(ft per min)

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ADAK ISLAND, AK			AMBLER, AK		
ADAK(ADK)(PADK)			AMBLER(AFM)(PAFM)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS Y OR LOC Y RWY 23	1	IAPS	RNAV (GPS) RWY 01	29
	ILS Z OR LOC Z RWY 23	2			
	RNAV (GPS) RWY 23	3			
	TACAN RWY 23	4			
	NDB/DME RWY 23	5			
AIRPORT DIAGRAM		6			
DPS	JALEX THREE (RNAV)	7			
	TTAUN FOUR (RNAV)	8			
AKHIOK, AK			ANAKTUVUK PASS, AK		
AKHIOK(AKK)(PAKH)			ANAKTUVUK PASS(AKP)(PAKP)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	9	IAPS	RNAV (GPS)-A	30
DPS	JOGMO ONE (OBSTACLE) (RNAV)	10	DPS	AKUMY FIVE (OBSTACLE) (RNAV)	31
AKIACHAK, AK			ANCHORAGE, AK		
AKIACHAK(Z13)(PFZK)			LAKE HOOD(LHD)(PALH)		
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		32
ALTERNATE MINIMUMS		M	MERRILL FLD(MRI)(PAMR)		
IAPS	RNAV (GPS)-A	11	TAKEOFF MINIMUMS		L
DPS	CABOT ONE (OBSTACLE) (RNAV)	12	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 35	33
				RNAV (GPS) Y RWY 08	34
				RNAV (GPS) Z RWY 08	35
				RNAV (GPS)-A	36
			AIRPORT DIAGRAM		37
			DPS	MERRILL TWO (RNAV)	38
AKIAK, AK			TED STEVENS ANCHORAGE INTL(ANC)(PANC)		
AKIAK(AKI)(PFAK)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	DIVERSE VECTOR AREA		L
IAPS	RNAV (GPS) RWY 03	13	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 21	14	HOT SPOT		P
DPS	AKIAK ONE (OBSTACLE) (RNAV)	15	STARS	AMOTT FOUR	21
				ELLAM FIVE	23
				KROTO FIVE (RNAV)	28
				NEELL SEVEN (RNAV)	210
				PTERS THREE (RNAV)	212
				TAGER NINE	213
				WITTI FIVE (RNAV)	214
				YESKA SIX	216
			IAPS	ILS OR LOC RWY 07L	39
				ILS OR LOC RWY 07R	40
				ILS RWY 15	41
				ILS RWY 07R (SA CAT I)	42
				ILS RWY 07L (SA CAT I - II)	43
				ILS RWY 07R (CAT II - III)	44
				RNAV (RNP) RWY 33	45
				RNAV (RNP) Z RWY 07R	46
				RNAV (GPS) RWY 07L	47
				RNAV (GPS) RWY 15	48
				RNAV (GPS) Y RWY 07R	49
				HIGHWAY VISUAL RWY 25R	50
				SEWARD VISUAL RWY 25L	51
			AIRPORT DIAGRAM		52
			DPS	ANCHORAGE ONE	53
				FFITZ FOUR (RNAV)	54
				KNIK THREE	55
				NOEND FOUR (RNAV)	56
				POTTR THREE	57
				TURNAGAIN EIGHT	58
ALLAKAKET, AK			ANCHORAGE, AK		
ALLAKAKET(6A8)(PFAL)			---SEE ELMENDORF AFB		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 05	20			
	RNAV (GPS) RWY 23	21			
ALLEN AAF(BIG)(PABI)					
DELTA JUNCTION/FORT GREELY, AK					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC/DME RWY 10	22			
	RNAV (GPS) RWY 11	23			
	RNAV (GPS) RWY 19	24			
	VOR/DME OR TACAN RWY 19	25			
	VOR RWY 19	26			
	NDB-A	27			
AIRPORT DIAGRAM		28			

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ANIAK, AK			BETHEL, AK		
ANIAK(ANI)(PANI)			BETHEL(BET)(PABE)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 11	59		HOT SPOT	P	
RNAV (GPS) RWY 11	60		IAPS ILS Y OR LOC Y RWY 19R	76	
RNAV (GPS) RWY 29	61		ILS Z OR LOC Z RWY 19R	77	
			RNAV (GPS) RWY 01L	78	
			RNAV (GPS) RWY 01R	79	
			RNAV (GPS) RWY 19L	80	
			RNAV (GPS) RWY 19R	81	
			RNAV (GPS)-A	82	
			VOR RWY 01L	83	
			AIRPORT DIAGRAM	84	
ANVIK, AK			BETTLES, AK		
ANVIK(ANV)(PANV)			BETTLES(BTT)(PABT)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 17	62		IAPS RNAV (GPS) RWY 02	85	
RNAV (GPS) RWY 35	63		RNAV (GPS) RWY 20	86	
			VOR RWY 02	87	
ARCTIC VILLAGE, AK			BIG LAKE, AK		
ARCTIC VILLAGE(ARC)(PARC)			BIG LAKE(BGQ)(PAGQ)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 02	64		IAPS RNAV (GPS) RWY 07	88	
RNAV (GPS) RWY 20	65		RNAV (GPS) RWY 25	89	
DPS TUVVO ONE (OBSTACLE) (RNAV)	66		VOR RWY 07	90	
ATKA, AK			BOB BAKER MEML		
ATKA(AKA)(PAAK)			--SEE KIANA, AK		
TAKEOFF MINIMUMS	L		BREVIG MISSION, AK		
ALTERNATE MINIMUMS	M		BREVIG MISSION(KTS)(PFKT)		
IAPS RNAV (GPS)-A	67		TAKEOFF MINIMUMS	L	
DPS HIMKI ONE (OBSTACLE) (RNAV)	68		ALTERNATE MINIMUMS	M	
INOTY ONE (OBSTACLE) (RNAV)	69		IAPS RNAV (GPS) RWY 12	91	
			RNAV (GPS) RWY 30	92	
			DPS BREVIG THREE (OBSTACLE) (RNAV)	93	
ATQASUK, AK			BRYANT AAF(FRN)(PAFR)		
ATQASUK EDWARD BURNELL SR			FORT RICHARDSON (ANCHORAGE), AK		
MEML(ATK)(PATQ)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 18	94	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 36	95	
IAPS RNAV (GPS) RWY 07	70		AIRPORT DIAGRAM	96	
RNAV (GPS) RWY 25	71				
BARTER ISLAND, AK			BUCKLAND, AK		
BARTER ISLAND(BTI)(PABA)			BUCKLAND(BVK)(PABL)		
IAPS RNAV (GPS) RWY 07	72		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 25	73		ALTERNATE MINIMUMS	M	
BEAVER, AK			IAPS RNAV (GPS) RWY 11	97	
BEAVER(WBQ)(PAWB)			RNAV (GPS) RWY 29	98	
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 05	74				
RNAV (GPS) RWY 23	75				

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CAPE LISBURNE LRRS(LUR)(PALU)			COLD BAY, AK		
CAPE LISBURNE, AK			COLD BAY(CDB)(PACD)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 27		99	ALTERNATE MINIMUMS		M
..... NDB/DME-A		100	IAPS HI-ILS OR LOC RWY 15		125
AIRPORT DIAGRAM		101	 ILS OR LOC RWY 15		126
DPS CAPE LISBURNE EIGHT (OBSTACLE)		102	 RNAV (GPS) RWY 15		127
..... GRAAY FOUR (RNAV)		103	 RNAV (GPS) RWY 26		128
CAPE NEWENHAM LRRS(EHM)(PAEH)			 RNAV (GPS) RWY 33		129
CAPE NEWENHAM, AK			 LOC BC RWY 33		130
TAKEOFF MINIMUMS		L	 VOR RWY 15		131
IAPS RNAV (GPS) RWY 15		104	 HI-VOR OR TACAN RWY 15		132
..... NDB/DME RWY 15		105	AIRPORT DIAGRAM		133
AIRPORT DIAGRAM		106	DPS CHUNA TWO		134
DPS CABNN THREE (OBSTACLE) (RNAV)		107	 WETSI TWO		135
CAPE ROMANZOF LRRS(CZF)(PACZ)			COLDFOOT, AK		
CAPE ROMANZOF, AK			COLDFOOT(CXF)(PACX)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 02		108	IAPS RNAV (GPS) RWY 02		136
..... NDB/DME RWY 02		109	 RNAV (GPS)-A		137
AIRPORT DIAGRAM		110	DPS BETTLES TWO (OBSTACLE) (RNAV)		138
DPS CAPE ROMANZOF SIX (OBSTACLE)		111	CORDOVA, AK		
..... HUDEM ONE (RNAV)		112	MERLE K (MUDHOLE) SMITH(CDV)(PACV)		
CENTRAL, AK			TAKEOFF MINIMUMS		L
CENTRAL(CEM)(PACE)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS ILS OR LOC RWY 27		139
IAPS RNAV (GPS) RWY 08		113	 RNAV (GPS) RWY 27		140
..... RNAV (GPS) RWY 26		114	 RNAV (GPS)-B		141
DPS BACMY TWO (RNAV)		115	AIRPORT DIAGRAM		142
CHALKYITSIK, AK			DPS CASEL SEVEN		143
CHALKYITSIK(CIK)(PACI)			 EYAKS SIX		144
TAKEOFF MINIMUMS		L	CROOKED CREEK, AK		
IAPS RNAV (GPS) RWY 04		116	CROOKED CREEK(CJX)(PACJ)		
..... RNAV (GPS) RWY 22		117	TAKEOFF MINIMUMS		L
CHEVAK, AK			ALTERNATE MINIMUMS		M
CHEVAK(VAK)(PAVA)			IAPS RNAV (GPS) RWY 14		145
TAKEOFF MINIMUMS		L	DPS AJOFY ONE (OBSTACLE) (RNAV)		146
ALTERNATE MINIMUMS		M	DEADHORSE, AK		
IAPS RNAV (GPS) RWY 02		118	DEADHORSE(SCC)(PASC)		
..... RNAV (GPS) RWY 20		119	TAKEOFF MINIMUMS		L
CHUATHBALUK, AK			ALTERNATE MINIMUMS		M
CHUATHBALUK(9A3)(PACH)			IAPS ILS OR LOC RWY 06		147
TAKEOFF MINIMUMS		L	 RNAV (GPS) Z RWY 06		148
IAPS RNAV (GPS) RWY 09		120	 RNAV (GPS) Z RWY 24		149
..... RNAV (GPS) RWY 27		121	 LOC BC RWY 24		150
DPS EBSIH ONE (OBSTACLE) (RNAV)		122	 VOR RWY 06		151
CLARKS POINT, AK			 VOR Y RWY 24		152
CLARKS POINT(CLP)(PFCL)			 VOR Z RWY 24		153
TAKEOFF MINIMUMS		L	DEERING, AK		
ALTERNATE MINIMUMS		M	DEERING(DEE)(PADE)		
IAPS RNAV (GPS) RWY 18		123	TAKEOFF MINIMUMS		L
..... RNAV (GPS) RWY 36		124	ALTERNATE MINIMUMS		M
DELTA JUNCTION/FORT GREELY, AK			IAPS RNAV (GPS) RWY 03		154
--SEE ALLEN AAF			 RNAV (GPS) RWY 12		155
			 RNAV (GPS) RWY 21		156
			 RNAV (GPS) RWY 30		157

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
DILLINGHAM, AK			ELIM, AK		
DILLINGHAM(DLG)(PADL)			ELIM(ELI)(PFEL)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (RNP) Y RWY 01	158		IAPS RNAV (GPS) RWY 01	193	
RNAV (RNP) Y RWY 19	159		RNAV (GPS)-A	194	
RNAV (GPS) Z RWY 01	160		DPS ELIM TWO (OBSTACLE) (RNAV)	195	
RNAV (GPS) Z RWY 19	161				
LOC RWY 19	162				
VOR RWY 01	163				
EAGLE, AK			ELMENDORF AFB(EDF)(PAED)		
EAGLE(EAA)(PAEG)			ANCHORAGE, AK		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		DIVERSE VECTOR AREA	L	
IAPS RNAV (GPS)-A	164		RADAR MINIMUMS	N	
EARECKSON AS(SYA)(PASY)			HOT SPOT	P	
SHEMYA, AK			STARS ... GRUUB ONE (RNAV)	Z4	
IAPS ILS OR LOC/DME RWY 28	165		JINXX ONE (RNAV)	Z7	
RNAV (GPS) RWY 10	166		IAPS ILS Y OR LOC/DME Y RWY 06	196	
RNAV (GPS) RWY 28	167		ILS Z OR LOC/DME Z RWY 06	197	
VOR/DME OR TACAN RWY 10	168		ILS X RWY 06 (SA CAT I)	198	
VOR/DME OR TACAN RWY 28	169		RNAV (GPS) RWY 06	199	
AIRPORT DIAGRAM	170		TACAN RWY 06	200	
EDWARD G PITKA SR			TACAN Y RWY 16	201	
---SEE GALENA, AK			TACAN Z RWY 16	202	
EEK, AK			TACAN-A	203	
EEK(EEK)(PAEE)			AIRPORT DIAGRAM	204	
TAKEOFF MINIMUMS	L		DPS EEGL SIX	205	
IAPS RNAV (GPS) RWY 18	171		ELMENDORF FOUR (RNAV)	206	
RNAV (GPS) RWY 36	172		YUKLA THREE	207	
EGEGIK, AK			EMMONAK, AK		
EGEGIK(EII)(PAII)			EMMONAK(ENM)(PAEM)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 12	173		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 30	174		IAPS RNAV (GPS) RWY 16	208	
EIELSON AFB(EIL)(PAEI)			RNAV (GPS) RWY 34	209	
FAIRBANKS, AK			VOR RWY 16	210	
TAKEOFF MINIMUMS	L				
IAPS ILS OR LOC RWY 14	175				
ILS Y OR LOC Y RWY 32	176				
ILS Z OR LOC Z RWY 32	177				
RNAV (GPS) RWY 14	178				
RNAV (GPS) RWY 32	179				
TACAN RWY 14	180				
TACAN Y RWY 32	181				
TACAN Z RWY 32	182				
AIRPORT DIAGRAM	183				
DPS ARUNY FIVE	184				
BOJAA FIVE	185				
CROUK TWO (RNAV)	186				
DELTA EIGHT	187				
HAWGG NINE	188				
NENANA SEVEN	189				
RUNDY TWO (RNAV)	190				
WAPAX SIX	191				

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
FAIRBANKS, AK			GOLOVIN, AK		
FAIRBANKS INTL(FAI)(PAFA)			GOLOVIN(GLV)(PAGL)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
DIVERSE VECTOR AREA	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 03	240	
STARS HRDNG FOUR (RNAV)	Z6		RNAV (GPS)-A	241	
LIBER SIX (RNAV)	Z9		GRAYLING, AK		
IAPS HI-ILS Y OR LOC Y RWY 20R	211		GRAYLING(KGX)(PAGX)		
ILS OR LOC RWY 02L	212		TAKEOFF MINIMUMS	L	
ILS Z OR LOC Z RWY 20R	213		IAPS RNAV (GPS) RWY 17	242	
ILS RWY 02L (SA CAT I)	214		RNAV (GPS) RWY 35	243	
ILS Z RWY 20R (SA CAT I - II)	215		GULKANA, AK		
ILS RWY 02L (CAT II - III)	216		GULKANA(GKN)(PAGK)		
RNAV (RNP) Z RWY 02L	217		TAKEOFF MINIMUMS	L	
RNAV (RNP) Z RWY 20R	218		IAPS RNAV (GPS) RWY 15L	244	
RNAV (GPS) RWY 02R	219		RNAV (GPS) RWY 33R	245	
RNAV (GPS) RWY 20L	220		VOR RWY 15L	246	
RNAV (GPS) Y RWY 02L	221		GUSTAVUS, AK		
RNAV (GPS) Y RWY 20R	222		GUSTAVUS(GST)(PAGS)		
TACAN RWY 20R	223		TAKEOFF MINIMUMS	L	
AIRPORT DIAGRAM	224		ALTERNATE MINIMUMS	M	
DPS DRRLL FOUR (RNAV)	225		IAPS RNAV (GPS) RWY 29	247	
GALENA EIGHT	226		VOR RWY 29	248	
MCKINLEY FOUR	227		DPS GUSTAVUS TWO (OBSTACLE)	249	
PUYVO FIVE (RNAV)	228		HEALY, AK		
RDFLG FIVE (RNAV)	229		HEALY RIVER(HRR)(PAHV)		
FAIRBANKS, AK			TAKEOFF MINIMUMS	L	
---SEE EIELSON AFB			IAPS RNAV (GPS) RWY 15	253	
FAIRBANKS/FORT WAINWRIGHT, AK			RNAV (GPS)-A	254	
---SEE LADD AAF			DPS HEALY TWO (OBSTACLE) (RNAV)	255	
FORT RICHARDSON (ANCHORAGE), AK			HOLY CROSS, AK		
---SEE BRYANT AAF			HOLY CROSS(HCA)(PAHC)		
FORT YUKON, AK			TAKEOFF MINIMUMS	L	
FORT YUKON(FYU)(PFYU)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 02	256	
IAPS RNAV (GPS) RWY 04	230		RNAV (GPS) RWY 20	257	
RNAV (GPS) RWY 22	231		HOMER, AK		
VOR/DME OR TACAN RWY 22	232		HOMER(HOM)(PAHO)		
GALENA, AK			TAKEOFF MINIMUMS	L	
EDWARD G PITKA SR(GAL)(PAGA)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) Y RWY 04	258	
ALTERNATE MINIMUMS	M		RNAV (GPS) Y RWY 22	259	
IAPS RNAV (GPS) RWY 08	233		RNAV (GPS) Z RWY 04	260	
RNAV (GPS) RWY 26	234		RNAV (GPS) Z RWY 22	261	
VOR RWY 26	235		LOC BC RWY 22	262	
AIRPORT DIAGRAM	236		LOC RWY 04	263	
GAMBELL, AK			AIRPORT DIAGRAM	264	
GAMBELL(GAM)(PAGM)			HOOPER BAY, AK		
TAKEOFF MINIMUMS	L		HOOPER BAY(HPB)(PAHP)		
ALTERNATE MINIMUMS	M		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 16	237		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 34	238		IAPS RNAV (GPS) RWY 14	265	
VOR-A	239		RNAV (GPS) RWY 32	266	
			VOR RWY 32	267	

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
HUGHES, AK					
HUGHES(HUS)(PAHU)					
TAKEOFF MINIMUMS		L	KALTAG, AK		
IAPS	RNAV (GPS) RWY 18	268	KALTAG(KAL)(PAKV)		
	RNAV (GPS) RWY 36	269	TAKEOFF MINIMUMS		L
DPS	HUGHES ONE (OBSTACLE) (RNAV)	270	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 03	296
				RNAV (GPS) RWY 21	297
HUSLIA, AK					
HUSLIA(HLA)(PAHL)					
TAKEOFF MINIMUMS		L	KASIGLUK, AK		
IAPS	RNAV (GPS) RWY 03	272	KASIGLUK(Z09)(PFKA)		
	RNAV (GPS) RWY 21	273	TAKEOFF MINIMUMS		L
	VOR/DME RWY 03	274	IAPS	RNAV (GPS) RWY 17	298
				RNAV (GPS) RWY 35	299
IGIUGIG, AK					
IGIUGIG(IGG)(PAIG)					
TAKEOFF MINIMUMS		L	KENAI, AK		
ALTERNATE MINIMUMS		M	KENAI MUNI(ENA)(PAEN)		
IAPS	RNAV (GPS) RWY 05	275	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 23	276	ALTERNATE MINIMUMS		M
			HOT SPOT		P
			IAPS	ILS Y OR LOC Y RWY 20R	300
				ILS Z OR LOC Z RWY 20R	301
				RNAV (GPS) RWY 02L	302
				RNAV (GPS) RWY 20R	303
				VOR RWY 02L	304
				VOR RWY 20R	305
			AIRPORT DIAGRAM		306
ILIAMNA, AK					
ILIAMNA(ILI)(PAIL)					
TAKEOFF MINIMUMS		L	KETCHIKAN, AK		
ALTERNATE MINIMUMS		M	KETCHIKAN INTL(KTN)(PAKT)		
IAPS	RNAV (GPS) RWY 08	277	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 18	278	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 26	279	IAPS	ILS Y OR LOC Y RWY 11	307
	RNAV (GPS) RWY 36	280		ILS Z OR LOC Z RWY 11	308
	NDB RWY 36	281		RNAV (GPS) RWY 11	309
				RNAV (GPS) RWY 29	310
				RNAV (GPS)-B	311
				LOC X RWY 11	312
			AIRPORT DIAGRAM		313
			DPS	KETCHIKAN SIX (OBSTACLE)	314
				SKOWL TWO (OBSTACLE)	315
INDIAN MOUNTAIN LRRS(UTO)(PAIM)					
UTOPIA CREEK, AK					
TAKEOFF MINIMUMS		L	KIANA, AK		
IAPS	RNAV (GPS) RWY 25	282	BOB BAKER MEML(IAN)(PAIK)		
	NDB RWY 25	283	TAKEOFF MINIMUMS		L
AIRPORT DIAGRAM		284	ALTERNATE MINIMUMS		M
DPS	CLYDD FOUR (OBSTACLE) (RNAV)	285	IAPS	RNAV (GPS) RWY 25	316
				RNAV (GPS)-A	317
			DPS	SELAWIK TWO (OBSTACLE) (RNAV)	318
JUNEAU, AK					
JUNEAU INTL(JNU)(PAJN)					
TAKEOFF MINIMUMS		L	KING COVE, AK		
ALTERNATE MINIMUMS		M	KING COVE(KVC)(PAVC)		
IAPS	RNAV (GPS) Z RWY 08	286	TAKEOFF MINIMUMS		L
	LDA X RWY 08	287	ALTERNATE MINIMUMS		M
AIRPORT DIAGRAM		288	IAPS	RNAV (GPS)-A	319
DPS	JUNEAU SEVEN (OBSTACLE)	289	DPS	COLD BAY TWO (OBSTACLE) (RNAV)	320
	ASORT THREE	290			
KAKE, AK					
KAKE(AFE)(PAFE)					
TAKEOFF MINIMUMS		L	KALSKAG, AK		
ALTERNATE MINIMUMS		M	KALSKAG(KLG)(PALG)		
IAPS	RNAV (GPS) RWY 11	291	TAKEOFF MINIMUMS		L
DPS	KAKE ONE (OBSTACLE) (RNAV)	292	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 07	294
				RNAV (GPS)-A	295

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
KING SALMON, AK			KOLIGANEK, AK		
KING SALMON(AKN)(PAKN)			KOLIGANEK(JZZ)(PAJZ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	HI-ILS Z OR LOC Z RWY 12	321	IAPS	RNAV (GPS) RWY 09	349
	ILS Y OR LOC Y RWY 12	322		RNAV (GPS) RWY 27	350
	RNAV (GPS) RWY 12	323			
	RNAV (GPS) RWY 30	324			
	LOC BC RWY 30	325			
	HI-VOR Z OR TACAN Z RWY 12	326			
	HI-VOR Z OR TACAN Z RWY 30	327			
	VOR Y OR TACAN Y RWY 12	328			
	VOR Y OR TACAN Y RWY 30	329			
AIRPORT DIAGRAM		330			
KIPNUK, AK			KOTLIK, AK		
KIPNUK(IIK)(PAKI)			KOTLIK(2A9)(PFKO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 02	351
IAPS	RNAV (GPS) RWY 17	331		RNAV (GPS) RWY 20	352
	RNAV (GPS) RWY 35	332			
KIVALINA, AK			KOTZEBUE, AK		
KIVALINA(KVL)(PAVL)			RALPH WIEN MEML(OTZ)(PAOT)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 12	333	IAPS	ILS OR LOC RWY 09	353
	RNAV (GPS) RWY 30	334		RNAV (GPS) RWY 09	354
				RNAV (GPS) RWY 27	355
				VOR RWY 09	356
				VOR RWY 27	357
KLAWOCK, AK			KOYUK, AK		
KLAWOCK(AKW)(PAKW)			KOYUK ALFRED ADAMS(KKA)(PAKK)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 01	358
IAPS	RNAV (GPS) RWY 20	335			
	RNAV (GPS) Y RWY 02	336			
DPS	KLAWOCK ONE (OBSTACLE) (RNAV)	337			
	TURTY FOUR (RNAV)	338			
KODIAK, AK			KOYUKUK, AK		
KODIAK(ADQ)(PADQ)			KOYUKUK(KYU)(PFKU)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 07	359
IAPS	ILS Y OR LOC Y RWY 26	341		RNAV (GPS) RWY 25	360
	RNAV (GPS) RWY 26	342	DPS	DIBVY THREE (OBSTACLE) (RNAV)	361
	VOR RWY 26	343			
AIRPORT DIAGRAM		344			
DPS	KODIAK SEVEN (OBSTACLE)	345			
KOKHANOK, AK			KWETHLUK, AK		
KOKHANOK(9K2)(PFFK)			KWETHLUK(KWT)(PFWK)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 07	347	IAPS	RNAV (GPS) RWY 18	362
	RNAV (GPS) RWY 25	348		RNAV (GPS) RWY 36	363
			DPS	BETHEL TWO (RNAV)	364
KODIAK, AK			LADD AAF(FBK)(PAFB)		
KODIAK(ADQ)(PADQ)			FAIRBANKS/FORT WAINWRIGHT, AK		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	RADAR MINIMUMS		N
IAPS	ILS Y OR LOC Y RWY 26	341	IAPS	RNAV (GPS) RWY 25	365
	RNAV (GPS) RWY 26	342		NDB-A	366
	VOR RWY 26	343	AIRPORT DIAGRAM		367
AIRPORT DIAGRAM		344			
DPS	KODIAK SEVEN (OBSTACLE)	345			
KODIAK, AK			LAKE HOOD		
KODIAK(ADQ)(PADQ)			---SEE ANCHORAGE, AK		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 07	347			
	RNAV (GPS) RWY 25	348			
KODIAK, AK			MANLEY HOT SPRINGS, AK		
KODIAK(ADQ)(PADQ)			MANLEY HOT SPRINGS(MLY)(PAML)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	368	IAPS	RNAV (GPS) RWY 18	368
	RNAV (GPS) RWY 36	369		RNAV (GPS) RWY 36	369

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
MANOKOTAK, AK					
MANOKOTAK(MBA)(PAMB)					
TAKEOFF MINIMUMS		L	NAPASKIAK, AK		
ALTERNATE MINIMUMS		M	NAPASKIAK(PKA)(PAPK)		
IAPS	RNAV (GPS) RWY 03	370	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 21	371	IAPS	RNAV (GPS) RWY 02	390
				RNAV (GPS) RWY 20	391
MARSHALL, AK					
MARSHALL DON HUNTER SR(MDM)(PADM)					
TAKEOFF MINIMUMS		L	NELSON LAGOON, AK		
ALTERNATE MINIMUMS		M	NELSON LAGOON(OLU)(PAOU)		
IAPS	RNAV (GPS) RWY 07	372	TAKEOFF MINIMUMS		L
	RNAV (GPS)-A	373	IAPS	RNAV (GPS) RWY 08	392
DPS	BIBNE THREE (OBSTACLE) (RNAV)	374		RNAV (GPS) RWY 26	393
			DPS	BINAL TWO (OBSTACLE) (RNAV)	394
MC GRATH, AK					
MC GRATH(MCG)(PAMC)					
TAKEOFF MINIMUMS		L	NENANA, AK		
ALTERNATE MINIMUMS		M	NENANA MUNI(ENN)(PANN)		
IAPS	RNAV (GPS) RWY 17	375	TAKEOFF MINIMUMS		L
	RNAV (GPS)-A	376	ALTERNATE MINIMUMS		M
	LOC RWY 17	377	IAPS	RNAV (GPS) RWY 04L	395
				NDB RWY 04L	396
MEKORYUK, AK					
MEKORYUK(MYU)(PAMY)					
TAKEOFF MINIMUMS		L	NEW STUYAHOK, AK		
ALTERNATE MINIMUMS		M	NEW STUYAHOK(KNW)(PANW)		
IAPS	RNAV (GPS) RWY 06	378	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 24	379	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 14	397
				RNAV (GPS) RWY 32	398
MERLE K (MUDHOLE) SMITH					
---SEE CORDOVA, AK					
MERRILL FLD					
---SEE ANCHORAGE, AK					
MIDDLETON ISLAND, AK					
MIDDLETON ISLAND(MDO)(PAMD)					
TAKEOFF MINIMUMS		L	NIKOLAI, AK		
IAPS	RNAV (GPS) RWY 02	380	NIKOLAI(FSP)(PAFS)		
	RNAV (GPS) RWY 20	381	TAKEOFF MINIMUMS		L
	VOR RWY 02	382	IAPS	RNAV (GPS) RWY 05	399
				RNAV (GPS) RWY 23	400
MINCHUMINA, AK					
MINCHUMINA(MHM)(PAMH)					
TAKEOFF MINIMUMS		L	NOATAK, AK		
ALTERNATE MINIMUMS		M	NOATAK(WTK)(PAWN)		
IAPS	RNAV (GPS) RWY 03	383	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 21	384	ALTERNATE MINIMUMS		M
DPS	HEMRO ONE (OBSTACLE) (RNAV)	385	IAPS	RNAV (GPS) RWY 01	401
				RNAV (GPS) RWY 19	402
MOUNTAIN VILLAGE, AK					
MOUNTAIN VILLAGE(MOU)(PAMO)					
TAKEOFF MINIMUMS		L	NOME, AK		
IAPS	RNAV (GPS) RWY 02	386	NOME(OME)(PAOM)		
	RNAV (GPS) RWY 20	387	TAKEOFF MINIMUMS		L
			IAPS	ILS Y OR LOC Y RWY 28	403
				ILS Z OR LOC Z RWY 28	404
				RNAV (GPS) RWY 03	405
				RNAV (GPS) RWY 10	406
				RNAV (GPS) RWY 28	407
				LOC BC RWY 10	408
				VOR RWY 28	409
				AIRPORT DIAGRAM	410
NAPAKIAK, AK					
NAPAKIAK(WNA)(PANA)					
TAKEOFF MINIMUMS		L	NONDALTON, AK		
IAPS	RNAV (GPS) RWY 16	388	NONDALTON(5NN)(PANO)		
	RNAV (GPS) RWY 34	389	TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 02	411
			DPS	DUMZU ONE (OBSTACLE) (RNAV)	412

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
NOORVIK, AK			PLATINUM, AK		
ROBERT/BOB/CURTIS MEML(D76)(PFNO)			PLATINUM(PTU)(PAPM)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 06	413		IAPS RNAV (GPS) RWY 14	438	
RNAV (GPS) RWY 24	414				
NORTHWAY, AK			POINT HOPE, AK		
NORTHWAY(ORT)(PAOR)			POINT HOPE(PHO)(PAPO)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 06	415		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 24	416		IAPS RNAV (GPS) RWY 03	439	
VOR-A	417		RNAV (GPS) RWY 21	440	
DPS NORTHWAY ONE (OBSTACLE)	418		RNAV (GPS)-A	441	
NUIQSUT, AK			POINT LAY, AK		
NUIQSUT(AQT)(PAQT)			POINT LAY LRRS(PIZ)(PPIZ)		
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 06	442	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 24	443	
IAPS RNAV (GPS) RWY 05	419				
RNAV (GPS) RWY 23	420				
NULATO, AK			PORT ALSWORTH, AK		
NULATO(NUL)(PANU)			WILDER RUNWAY(05K)(PAKX)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 03	421		IAPS RNAV (GPS) RWY 06R	444	
RNAV (GPS)-A	422		DPS MARVN ONE (OBSTACLE) (RNAV)	445	
PALMER, AK			PORT HEIDEN, AK		
WARREN "BUD" WOODS PALMER			PORT HEIDEN(PTH)(PAPH)		
MUNI(PAQ)(PAAQ)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 06	446	
IAPS RNAV (GPS) RWY 10	423		RNAV (GPS) RWY 14	447	
RNAV (GPS)-A	424		DPS ITAWU TWO (OBSTACLE) (RNAV)	448	
AIRPORT DIAGRAM	425				
DPS PALMER FIVE (OBSTACLE) (RNAV)	426				
PERRYVILLE, AK			QUINHAGAK, AK		
PERRYVILLE(PEV)(PAPE)			QUINHAGAK(AQH)(PAQH)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 02	428		ALTERNATE MINIMUMS	M	
DPS CILAC THREE (OBSTACLE) (RNAV)	429		IAPS RNAV (GPS) RWY 12	449	
			RNAV (GPS) RWY 30	450	
PETERSBURG, AK			RALPH M CALHOUN MEML		
PETERSBURG JAMES A JOHNSON(PSG)(PAPG)			---SEE TANANA, AK		
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M		RALPH WIEN MEML		
IAPS RNAV (GPS)-B	430		---SEE KOTZEBUE, AK		
LDA-D	431				
AIRPORT DIAGRAM	432		ROBERT/BOB/CURTIS MEML		
DPS PETERSBURG TWO (OBSTACLE)	433		---SEE NOORVIK, AK		
HAART ONE (RNAV)	434				
PILOT POINT, AK			RUBY, AK		
PILOT POINT(PNP)(PAPN)			RUBY(RBY)(PARY)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 07	435		IAPS RNAV (GPS) RWY 03	451	
RNAV (GPS) RWY 25	436		RNAV (GPS) RWY 21	452	
DPS ZILKO ONE (OBSTACLE) (RNAV)	437				

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
RUSSIAN MISSION, AK			SCAMMON BAY, AK		
RUSSIAN MISSION(RSH)(PARS)			SCAMMON BAY(SCM)(PACM)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 18	453		IAPS RNAV (GPS) RWY 11	478	
RNAV (GPS) RWY 36	454		RNAV (GPS) RWY 29	479	
ST GEORGE, AK			SELAWIK, AK		
ST GEORGE(PBV)(PAPB)			SELAWIK(WLK)(PASK)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 04	480	
IAPS ILS OR LOC RWY 11	455		RNAV (GPS) RWY 27	481	
RNAV (GPS) RWY 11	456		RNAV (GPS) Y RWY 22	482	
RNAV (GPS)-D	457		RNAV (GPS) Z RWY 22	483	
ST MARY'S, AK			VOR RWY 04	484	
ST MARY'S(KSM)(PASM)			VOR RWY 22	485	
TAKEOFF MINIMUMS	L		SEWARD, AK		
ALTERNATE MINIMUMS	M		SEWARD(SWD)(PAWD)		
IAPS RNAV (GPS) RWY 17	458		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 35	459		ALTERNATE MINIMUMS	M	
LOC RWY 17	460		IAPS RNAV (GPS)-A	486	
ST MICHAEL, AK			DPS SEWAR ONE (OBSTACLE) (RNAV)	487	
ST MICHAEL(SMK)(PAMK)			SHAGELUK, AK		
TAKEOFF MINIMUMS	L		SHAGELUK(SHX)(PAHX)		
ALTERNATE MINIMUMS	M		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 02	461		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 20	462		IAPS RNAV (GPS) RWY 16	488	
ST PAUL ISLAND, AK			RNAV (GPS) RWY 34	489	
ST PAUL ISLAND(SNP)(PASN)			SHAKTOOLIK, AK		
TAKEOFF MINIMUMS	L		SHAKTOOLIK(2C7)(PFSSH)		
ALTERNATE MINIMUMS	M		TAKEOFF MINIMUMS	L	
IAPS ILS OR LOC RWY 36	463		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 18	464		IAPS RNAV (GPS) RWY 15	490	
RNAV (GPS) RWY 36	465		RNAV (GPS) RWY 33	491	
LOC/DME BC RWY 18	466		SHEMYA, AK		
SAND POINT, AK			---SEE EARECKSON AS		
SAND POINT(SDP)(PASD)			SHISHMAREF, AK		
TAKEOFF MINIMUMS	L		SHISHMAREF(SHH)(PASH)		
ALTERNATE MINIMUMS	M		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 32	467		ALTERNATE MINIMUMS	M	
RNAV (GPS) Y RWY 14	468		IAPS RNAV (GPS) RWY 05	492	
RNAV (GPS) Z RWY 14	469		RNAV (GPS) RWY 23	493	
NDB RWY 14	470		SHUNGNAC, AK		
NDB RWY 32	471		SHUNGNAC(SHG)(PAGH)		
AIRPORT DIAGRAM	472		TAKEOFF MINIMUMS	L	
DPS BORLAND TWO (OBSTACLE)	473		ALTERNATE MINIMUMS	M	
RAYMD THREE (RNAV)	474		IAPS RNAV (GPS) RWY 10	494	
SAVOONGA, AK			RNAV (GPS) RWY 28	495	
SAVOONGA(SVA)(PASA)			DPS TOMPY ONE (OBSTACLE) (RNAV)	496	
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 23	475				
RNAV (GPS) Y RWY 05	476				
VOR/DME RWY 23	477				

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
SITKA, AK			TATALINA LRRS(TLJ)(PATL)		
SITKA ROCKY GUTIERREZ(SIT)(PASI)			TAKOTNA, AK		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 35	518
IAPS	RNAV (GPS) RWY 11	497		RNAV (GPS)-A	519
	RNAV (GPS)-B	498	AIRPORT DIAGRAM		520
	LDA RWY 11	499	DPS	TATALINA FOUR (OBSTACLE) (RNAV)	521
AIRPORT DIAGRAM		500			
DPS	BIORKA FOUR (OBSTACLE)	501			
	SITKA ONE	502			
SLEETMUTE, AK			TATITLEK, AK		
SLEETMUTE(SLQ)(PASL)			TATITLEK(7KA)(PAKA)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 31	522
IAPS	RNAV (GPS) RWY 33	503			
DPS	SPARREVOHN ONE (OBSTACLE) (RNAV)	504			
SOLDOTNA, AK			TED STEVENS ANCHORAGE INTL		
SOLDOTNA(SXQ)(PASX)			---SEE ANCHORAGE, AK		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 07	505			
	RNAV (GPS) RWY 25	506			
	VOR-A	507			
SOUTH NAKNEK, AK			TELLER, AK		
SOUTH NAKNEK NR 2(WSN)(PFWS)			TELLER(TER)(PATE)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	508	IAPS	RNAV (GPS) RWY 08	523
	RNAV (GPS) RWY 31	509		RNAV (GPS) RWY 26	524
			DPS	MUJUD ONE (RNAV)	525
SPARREVOHN LRRS(SVW)(PASV)			TIN CITY LRRS(TNC)(PATC)		
SPARREVOHN, AK			TIN CITY, AK		
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---SEE TATALINA LRRS			TOGIAC(TOG)(PATG)		
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			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 03	532
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TALKEETNA(TKA)(PATK)			TOK JUNCTION(6K8)(PFTO)		
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ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
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				GULKANA TWO (RNAV)	537
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RALPH M CALHOUN MEML(TAL)(PATA)			TOKSOOK BAY(OOK)(PAOO)		
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IFR TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

The FAA redefined the initial climb area (ICA) criteria used to evaluate and identify the obstacles that penetrate the 40:1 OCS. The takeoff obstacle notes are published in a different manner and an additional minimums option is added for the departure. To ensure the pilot knows which evaluation was accomplished, the charting will be different by bolding certain headers and runway information to indicate the new ICA criteria has been used as indicated in (1) and (2) below. Until the FAA can amend all departures, the legacy obstacle notes will still be published.

(1) For textual departures, the headers Takeoff Minimums, Departure Procedure, and Takeoff Obstacle Notes will be bolded and underlined. The specific runway entries under each header will continue to be bolded.

(2) For graphic departure procedures, the headers Takeoff Minimums and Takeoff Obstacle Notes will be bolded and continue to be underlined. The specific runway entries for these headers will be bolded. In the Departure Route Description section of the graphic departure, the heading will be bolded and underlined, and the runway information will be bolded.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must notify ATC of their intent to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ADAK ISLAND, AK

ADAK (ADK) (PADK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std w/min climb of 370'/NM to 4400, or 4400-3 for VCOA.

Rwy 23, std w/min climb of 622'/NM to 4600, or 4400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb on bearing 054° from ADK NDB/DME to 4400, then climbing right turn direct ADK NDB/DME to 5600, continue climb in ADK NDB holding pattern (hold northeast, right turns, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight.

Rwy 23, climb on course 234° to ADK NDB/DME to 4600, then climbing left turn direct ADK NDB/DME to 5600, continue climb in ADK NDB holding pattern (hold northeast, right turns, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross ADK NDB/DME at or above 5600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, rising terrain beginning 39' from DER, 470' left of centerline, up to 50' MSL.

Rising terrain beginning 68' from DER, 244' right of centerline, up to 23' MSL.

Rwy 23, rising terrain beginning 17' from DER, 356' right of centerline, up to 283' MSL.

Bush 1.8 NM from DER, 1470' right of centerline, up to 10' AGL/507' MSL.

Bush 2 NM from DER, 20' left of centerline, up to 10' AGL/504' MSL.

Bush 3766' from DER, 142' right of centerline, 10' AGL/310' MSL.



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AKHIOK, AK

AKHIOK (AKK) (PAKH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, N/A-obstacles.

DEPARTURE PROCEDURE:

Rwy 4, use JOGMO DEPARTURE.**AKIACHAK, AK**

AKIACHAK (Z13) (PFZK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02OCT25 (25275) (FAA)

DEPARTURE PROCEDURE:

Rwys 2, 20, use CABOT ONE (RNAV) DEPARTURE.**AKIAK, AK**

AKIAK (AKI) (PFAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

DEPARTURE PROCEDURE:

Use AKIAK DEPARTURE.

AKUTAN, AK

AKUTAN (7AK) (PAUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05DEC19 (22195) (FAA)

DEPARTURE PROCEDURE:

Use ZEBUV DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain beginning 90' from DER, 398' right of centerline, up to 160' MSL.

Terrain beginning 198' from DER, 396' right of centerline, up to 162' MSL.

Terrain beginning 500' from DER, 398' right of centerline, up to 163' MSL.

Terrain 2038' from DER, 998' left of centerline, 202' MSL.

Terrain 2298' from DER, 998' left of centerline, 226' MSL.

Terrain beginning 2353' from DER, 923' left of centerline, up to 234' MSL.

Terrain beginning 2702' from DER, 1197' left of centerline, up to 249' MSL.

Terrain beginning 3846' from DER, 1198' left of centerline, up to 258' MSL.

Terrain beginning 3943' from DER, 1167' left of centerline, up to 263' MSL.

Rwy 27, terrain 8' from DER, 494' left of centerline, 115' MSL.

Terrain 1796' from DER, 758' left of centerline, 164' MSL.

Terrain beginning 1968' from DER, 800' left of centerline, up to 170' MSL.

Terrain beginning 2000' from DER, 740' left of centerline, up to 181' MSL.

ALLAKAKET, AK

ALLAKAKET (6A8) (PFAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22AUG13 (13234) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb heading 052° to 1500 before turning left.**Rwy 23**, climb heading 232° to 1300 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 799' from DER, 606' right of centerline, 83' AGL/532' MSL.

Tree 1297' from DER, 664' right of centerline, 85' AGL/534' MSL.

Tree 2007' from DER, 342' right of centerline, 49' AGL/498' MSL.

ALLEN AAF (PABI)

DELTA JUNCTION/FORT GREELY, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07AUG25 (25219) (USA)

DEPARTURE PROCEDURE:

Rwys 19, 29, climbing right turn via hdg 332° and BIG VORTAC R-287 to 3500, thence...**Rwys 1, 11**, climbing left turn via hdg 242° and BIG VORTAC R-287 to 3500, thence...

...for V444 westbound departures continue on course, all others turn right direct BIG VORTAC or DJN NDB and proceed via airway radials/bearings on course.

TAKEOFF OBSTACLE NOTES:

Rwy 19, power lines between 376' to 1341' from DER, beginning 179' right of centerline, and 591' left of centerline, up to 45' AGL/1327' MSL.

Tower 167' from DER, 389' left of centerline, 30' AGL/1310' MSL.



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AMBLER, AK**AMBLER (AFM) (PAFM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 07AUG25 (25219) (FAA)****TAKEOFF MINIMUMS:****Rwys 10, 28**, NA-Obstacles.**Rwy 1**, std w/min climb of 253°/NM to 2300, or 3300-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 1**, climb on a heading between 090° CW to 189° from DER.**Rwy 19**, climb on a heading between 062° CW to 279° from DER.**VCOA:****Rwy 1**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ambler airport at or above 3500 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 1**, tree 1771' from DER, 938' left of centerline, 51' AGL/315' MSL.**ANAKTUVUK PASS, AK****ANAKTUVUK PASS (AKP) (PAKP)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 21MAY20 (20142) (FAA)****TAKEOFF MINIMUMS:****Rwy 20**, NA-obstacles.**DEPARTURE PROCEDURE:****Rwy 2**, Use AKUMY RNAV DEPARTURE.**ANCHORAGE, AK****MERRILL FLD (MRI) (PAMR)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2A 03SEP26 (26246) (FAA)****TAKEOFF MINIMUMS:****Rwys 5, 23**, NA - ATC.**Rwy 8**, 300-1% or std w/min climb of 210°/NM to 400 or alternatively, with std takeoff minimums and a normal 200°/NM climb gradient, takeoff must occur no later than 1300' prior to DER.**Rwy 26**, 300-1% or std w/min climb of 365°/NM to 500.**DEPARTURE PROCEDURE:****Rwy 8**, climbing left turn to intercept BGQ VORTAC R-152 to BGQ VORTAC thence...**Rwy 17**, climbing right turn to intercept BGQ VORTAC R-152 to BGQ VORTAC thence...**Rwy 26**, climbing right turn direct BGQ VORTAC thence...**Rwy 35**, climbing left turn direct BGQ VORTAC thence...

...climb in BGQ VORTAC holding pattern (hold north, right turn 175° inbound) to MEA/MCA for route of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 8**, building 165' from DER, 363' right of centerline, 34' AGL/168' MSL.

Tree 749' from DER, 208' left of centerline, 163' MSL.

Tower 1.5 NM from DER, 2017' right of centerline, 160' AGL/384' MSL.

Rwy 17, NAVIAID 14' from DER, 199' left of centerline, 32' AGL/131' MSL.

Trees beginning 96' from DER, 199' right of centerline, up to 186' MSL.

Tree 679' from DER, 364' right of centerline, 193' MSL.

Rwy 26, pole 19' from DER, 370' right of centerline, 37' AGL/157' MSL.

Pole, building beginning 343' from DER, 358' right of centerline, up to 50' AGL/165' MSL.

Pole 1185' from DER, 385' right of centerline, 65' AGL/180' MSL.

Tower 1745' from DER, 272' left of centerline, 75' AGL/195' MSL.

Tower, transmission line, pole beginning 1770' from DER, 310' left of centerline, up to 83' AGL/202' MSL.

Transmission line, pole beginning 2011' from DER, 410' right of centerline, up to 84' AGL/196' MSL.

Tower 2453' from DER, 990' right of centerline, 87' AGL/211' MSL.

Tower 2894' from DER, 431' left of centerline, 86' AGL/224' MSL.

Bldg twr 4020' from DER, 381' right of centerline, 193' AGL/293' MSL.

Buildings beginning 4025' from DER, 440' right of centerline, up to 189' AGL/306' MSL.

Building 1.1 NM from DER, 1257' right of centerline, 262' AGL/361' MSL.

Tower 1.1 NM from DER, 1296' right of centerline, 285' AGL/383' MSL.

Bldg twr, building beginning 1.1 NM from DER, 212' left of centerline, up to 312' AGL/422' MSL.

Rwy 35, pole 451' from DER, 158' left of centerline, 37' AGL/157' MSL.

Buildings, pole beginning 503' from DER, 261' right of centerline, up to 173' MSL.

Pole 539' from DER, 483' left of centerline, 50' AGL/165' MSL.

Building 1071' from DER, 345' right of centerline, 78' AGL/178' MSL.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



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ANCHORAGE, AK (CON'T)**TED STEVENS ANCHORAGE INTL (ANC) (PANC)****DIVERSE VECTOR AREA (RADAR VECTORS)****AMDT 2 29MAR18 (18088) (FAA)****Rwy 7L**, heading as assigned by ATC; requires min. climb of 260' per NM to 600.**Rwys 25L, 25R, 33**, heading as assigned by ATC.**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 8 10OCT19 (19283) (FAA)****TAKEOFF MINIMUMS:****Rwy 7L**, 300-1¼ or std. w/min. climb of 255' per NM to 1600.**Rwy 7R**, 300-1 or std. w/min. climb of 285' per NM to 400.**Rwy 15**, 300-1½ or std. w/min. climb of 205' per NM to 400.**DEPARTURE PROCEDURE:****Rwys 7L, 7R, 15**, climbing right turn heading 252°, thence...**Rwys 25L, 25R**, climbing left turn heading 182°, thence...**Rwy 33**, climbing left turn heading 162°, thence...

...on TED VOR/DME R-210 and ENA VOR/DME R-028 to ENA VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 7L**, vegetation 10' from DER, 492' right of centerline, 95' MSL.

NAVAID 106' from DER, 55' left of centerline, 10' AGL/92' MSL. Tree 789' from DER, 590' left of centerline, 133' MSL.

Trees beginning 934' from DER, 535' left of centerline, up to 142' MSL.

Tree, pole beginning 1037' from DER, 546' left of centerline, up to 148' MSL.

Tree 1172' from DER, 738' right of centerline, 148' MSL.

Tree, pole, transmission line beginning 1366' from DER, 8' right of centerline, up to 158' MSL.

Trees beginning 1625' from DER, 100' left of centerline, up to 152' MSL.

Trees beginning 1983' from DER, 32' left of centerline, up to 174' MSL.

Pole 3636' from DER, 1249' right of centerline, 92' AGL/184' MSL.

Pole 5244' from DER, 1181' left of centerline, 174' AGL/257' MSL.

Pole 5756' from DER, 761' left of centerline, 171' AGL/259' MSL.

Rwy 7R, terrain beginning 10' from DER, 167' right of centerline, up to 103' MSL.

Sign 106' from DER, 462' right of centerline, 9' AGL/111' MSL.

Pole, terrain, vegetation beginning 204' from DER, 537' right of centerline, up to 12' AGL/117' MSL.

Pole beginning 816' from DER, 698' right of centerline, up to 30' AGL/132' MSL.

Trees beginning 1039' from DER, 599' right of centerline, up to 159' MSL.

Trees beginning 1242' from DER, 573' right of centerline, up to 172' MSL.

Trees beginning 3121' from DER, 1220' right of centerline, up to 183' MSL.

Tree 3334' from DER, 1277' right of centerline, 189' MSL.

Tree 3497' from DER, 1203' right of centerline, 192' MSL.

Trees beginning 3921' from DER, 1003' right of centerline, up to 221' MSL.

Trees beginning 4209' from DER, 1415' right of centerline, up to 224' MSL.

Trees beginning 4274' from DER, 1209' right of centerline, up to 236' MSL.

Tree 4325' from DER, 1401' right of centerline, 237' MSL.

Tree 4363' from DER, 1479' right of centerline, 246' MSL.

Tree, tower, tank beginning 4378' from DER, 1139' right of centerline, up to 255' MSL.

Rwy 15, terrain, sign beginning 42' from DER, 422' right of centerline, up to 125' MSL.

Sign 59' from DER, 367' right of centerline, 10' AGL/126' MSL.

Trees beginning 1776' from DER, 384' right of centerline, up to 183' MSL.

Trees beginning 1879' from DER, 188' right of centerline, up to 187' MSL.

Tree 2010' from DER, 814' right of centerline, 189' MSL.

Tree 2011' from DER, 215' left of centerline, 172' MSL.

Trees beginning 2014' from DER, 32' left of centerline, up to 179' MSL.

Trees beginning 2019' from DER, 3' right of centerline, up to 200' MSL.

Tree 2073' from DER, 806' right of centerline, 201' MSL.

Trees beginning 2075' from DER, 5' right of centerline, up to 205' MSL.

Trees beginning 2337' from DER, 102' right of centerline, up to 206' MSL.

Tree 2472' from DER, 941' left of centerline, 187' MSL.

Tree 2506' from DER, 1002' left of centerline, 193' MSL.

Trees beginning 2524' from DER, 774' left of centerline, up to 195' MSL.

Tree 2659' from DER, 784' left of centerline, 196' MSL.

Trees beginning 2667' from DER, 242' left of centerline, up to 198' MSL.

Tree 2819' from DER, 257' left of centerline, 212' MSL.

Water tower 2829' from DER, 1069' left of centerline, 97' AGL/222' MSL.

Tower, tree beginning 2830' from DER, 177' left of centerline, up to 106' AGL/227' MSL.

Antenna, tower, tree beginning 2853' from DER, 83' left of centerline, up to 108' AGL/233' MSL.

Trees beginning 3021' from DER, 487' right of centerline, up to 209' MSL.

Tree 3112' from DER, 486' right of centerline, 213' MSL.

Tree 3133' from DER, 590' right of centerline, 214' MSL.

Trees beginning 3163' from DER, 458' right of centerline, up to 217' MSL.

Trees beginning 4055' from DER, 607' left of centerline, up to 247' MSL.

Tree 4482' from DER, 1517' right of centerline, 238' MSL.

Tree 5180' from DER, 398' right of centerline, 254' MSL.

Tree 5411' from DER, 658' right of centerline, 261' MSL.

Trees beginning 5503' from DER, 591' right of centerline, up to 270' MSL.

Trees beginning 5531' from DER, 590' right of centerline, up to 273' MSL.

CON'T

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ANCHORAGE, AK (CON'T)**TED STEVENS ANCHORAGE INTL (ANC) (PANC) (CON'T)****Rwy 15 (CON'T)**, tree 1.2 NM from DER, 2433' right of centerline, 310' MSL.**Rwy 25L**, NAVAID 4' from DER, on centerline, 11' AGL/135' MSL.

Vegetation 17' from DER, 500' left of centerline, 143' MSL.

Fence 422' from DER, 601' left of centerline, 13' AGL/166' MSL.

Fence 454' from DER, 530' left of centerline, 14' AGL/168' MSL.

Tree, vegetation beginning 843' from DER, 524' left of centerline, up to 174' MSL.

Trees beginning 1196' from DER, 601' left of centerline, up to 193' MSL.

Trees beginning 1301' from DER, 576' left of centerline, up to 194' MSL.

Trees beginning 1438' from DER, 771' left of centerline, up to 196' MSL.

Rwy 25R, NAVAID 9' from DER, 55' right of centerline, 6' AGL/128' MSL.**Rwy 33**, vegetation 88' from DER, 496' right of centerline, 155' MSL.

Tree 991' from DER, 580' right of centerline, 177' MSL.

Tree 1035' from DER, 765' right of centerline, 229' MSL.

ANIAK, AK**ANIAK (ANI) (PANI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 10SEP20 (20254) (FAA)****TAKEOFF MINIMUMS:****Rwy 11**, std. w/min. climb of 275' per NM to 3900, or 2800-3 for VCOA.**Rwy 29**, std. w/min. climb of 315' per NM to 1000, or 2800-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 11**, climb heading 109° to 2800 before turning left.**Rwy 29**, climb heading 289° to 1800 before proceeding on course.**VCOA:****All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Aniak Airport at or above 2700 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 11**, fence 5' from DER, 203' right of centerline, 8' AGL/99' MSL.

Traverse way 19' from DER, 241' right of centerline, 108' MSL.

Tree 21' from DER, 498' right of centerline, 47' AGL/137' MSL.

Traverse way 73' from DER, 184' right of centerline, 107' MSL.

Traverse way 133' from DER, 136' right of centerline, 107' MSL.

Building 146' from DER, 490' right of centerline, 12' AGL/103' MSL.

Poles, traverse ways, trees, buildings beginning 177' from DER, 46' right of centerline, up to 18' AGL/108' MSL.

Antennas, trees, buildings, poles, vertical structure beginning 500' from DER, 116' right of centerline, up to 54' AGL/148' MSL.

Tree 587' from DER, 636' left of centerline, 50' AGL/141' MSL.

Tree 625' from DER, 642' left of centerline, 53' AGL/145' MSL.

Trees, pole beginning 710' from DER, 639' left of centerline, up to 62' AGL/154' MSL.

Trees beginning 1858' from DER, 135' right of centerline, up to 64' AGL/160' MSL.

Trees beginning 2099' from DER, 558' right of centerline, up to 74' AGL/165' MSL.

Rwy 29, pole, tree beginning 309' from DER, 363' left of centerline, up to 29' AGL/119' MSL.

Trees beginning 453' from DER, 346' left of centerline, up to 32' AGL/126' MSL.

Tree 518' from DER, 536' left of centerline, 35' AGL/127' MSL.

Trees beginning 522' from DER, 433' left of centerline, up to 42' AGL/133' MSL.

Trees beginning 589' from DER, 296' left of centerline, up to 42' AGL/134' MSL.

Trees beginning 778' from DER, 309' left of centerline, up to 55' AGL/146' MSL.

Trees beginning 1.9 NM from DER, 1658' right of centerline, up to 46' AGL/395' MSL.

Trees beginning 1.9 NM from DER, 1225' right of centerline, up to 52' AGL/442' MSL.

Trees beginning 1.9 NM from DER, 1256' right of centerline, up to 37' AGL/452' MSL.

Tree 2 NM from DER, 2230' right of centerline, 19' AGL/458' MSL.

Trees beginning 2 NM from DER, 1705' right of centerline, up to 31' AGL/461' MSL.

Trees beginning 2 NM from DER, 2181' right of centerline, up to 29' AGL/467' MSL.

Trees beginning 2.2 NM from DER, 2959' right of centerline, up to 28' AGL/491' MSL.

Tree 2.2 NM from DER, 2662' right of centerline, 33' AGL/494' MSL.

Trees beginning 2.2 NM from DER, 2647' right of centerline, up to 38' AGL/498' MSL.

Tree 2.3 NM from DER, 3131' right of centerline, 24' AGL/510' MSL.

Trees beginning 2.3 NM from DER, 2736' right of centerline, up to 32' AGL/520' MSL.

Tree 2.3 NM from DER, 3245' right of centerline, 36' AGL/545' MSL.

Trees beginning 2.3 NM from DER, 3227' right of centerline, up to 659' MSL.

ANVIK, AK**ANVIK (ANV) (PANV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 25SEP08 (08269) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 17**, multiple trees beginning 56' from DER, 30' left of centerline, up to 50' AGL/436' MSL.

Multiple trees beginning 87' from DER, 38' right of centerline, up to 50' AGL/349' MSL.

Rwy 35, Multiple trees beginning 93' from DER, 129' left of centerline, up to 50' AGL/349' MSL.

Multiple trees beginning 8' from DER, 10' right of centerline, up to 50' AGL/366' MSL.



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ARCTIC VILLAGE, AK**ARCTIC VILLAGE (ARC) (PARC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 16FEB06 (06047) (FAA)

DEPARTURE PROCEDURE:

Use TUVVO DEPARTURE.

ATKA, AK**ATKA (AKA) (PAAK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, use HIMKI DEPARTURE.**Rwy 34**, use INOTY DEPARTURE.**ATQASUK, AK****ATQASUK EDWARD BURNELL SR MEML (ATK) (PATQ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG-A 31DEC20 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, lighting beginning at DER, 55' left of centerline, up to 101' MSL.

Lighting beginning at DER, 34' right of centerline, up to 101' MSL.

Rwy 25, lighting beginning at DER, 76' right of centerline, up to 103' MSL.**BEAVER, AK****BEAVER (WBQ) (PAWB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 27AUG09 (09239) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL.

Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL.

Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL.

Rwy 23, multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL.

Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

BETHEL, AK**BETHEL (BET) (PABE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, 300-1% or std. w/ min. climb of 240' per NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 1L, bush and wind sock, beginning 7' from DER, 92' right of centerline. up to 10' AGL/108' MSL.

Wind sock 99' from DER, 282' left of centerline. 9' AGL/105' MSL.

Rwy 1R, tree 124' from DER, 452' left of centerline, 125' MSL.**Rwy 12**, bushes beginning 13' from DER, 58' left of centerline. 2' AGL/128' MSL.**Rwy 19L**, bush 40' from DER, 427' right of centerline, 4' AGL/125' MSL.

Trees beginning 20' from DER, 175' right of centerline, up to 130' MSL.

Rwy 19R, tree 11' from DER, 477' right of centerline. 11' AGL/131' MSL.

Trees beginning 21' from DER, 312' left of centerline, up to 130' MSL.

Vehicles on road beginning 46' from DER, 484' right of centerline, up to 15' AGL/132' MSL.

Wind sock and pole 214' from DER, 400' right of centerline, up to 35' AGL/133' MSL.

Wind sock 218' from DER, 414' right of centerline, 10' AGL/133' MSL.

Rwy 30, building, antenna on building, and a vent beginning 312' from DER 532' right of centerline, up to 25' AGL/148' MSL.

Tower 5780' from DER, 66' right of centerline, 139' AGL/294' MSL.

BETTLES, AK**BETTLES (BTT) (PABT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 500 and 2½ or std. w/ min. climb of 285' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 016° to 2500 then climbing left turn to 3600 direct BTT VOR/DME, continue climb in BTT holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above MEA/MCA for route of flight.**Rwy 20**, climb heading 196° to 2000 then climbing left turn to 3600 direct BTT VOR/DME, continue climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above MEA/MCA for route of flight.**CON'T**

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BETTLES, AK (CON'T)**BETTLES (BTT) (PABT) (CON'T)****TAKEOFF OBSTACLE NOTES:****Rwy 2**, vehicle on road 4' from DER, 108' left of centerline, 660' MSL.

Vehicle on road 19' from DER, 165' right of centerline, 659' MSL.

Tree, vehicle on road beginning 24' from DER, 25' left of centerline, up to 37' AGL/671' MSL.

Vehicle on road 49' from DER, 71' right of centerline, 660' MSL.

Trees beginning 138' from DER, 29' left of centerline, up to 45' AGL/679' MSL.

Tree 410' from DER, 587' right of centerline, 41' AGL/684' MSL.

Trees beginning 506' from DER, 108' right of centerline, up to 48' AGL/691' MSL.

Tree 2016' from DER, 972' left of centerline, 65' AGL/698' MSL.

Tree 2108' from DER, 870' left of centerline, 72' AGL/704' MSL.

Tree 2432' from DER, 1112' left of centerline, 78' AGL/712' MSL.

Tree 1.7 NM from DER, 2988' right of centerline, 67' AGL/929' MSL.

Trees beginning 1.8 NM from DER, 2436' right of centerline, up to 38' AGL/1037' MSL.

Tree, terrain + veg beginning 1.9 NM from DER, 1946' right of centerline, up to 44' AGL/1059' MSL.

Rwy 20, vehicle on road 2' from DER, 112' left of centerline, 649' MSL.

Tree, sign, vehicle on road, vegetation, antenna beginning 2' from DER, 16' left of centerline, up to 36' AGL/670' MSL.

Sign 9' from DER, 93' right of centerline, 4' AGL/638' MSL.

Trees beginning 104' from DER, 189' right of centerline, up to 30' AGL/666' MSL.

Trees beginning 139' from DER, 11' right of centerline, up to 38' AGL/674' MSL.

Trees beginning 342' from DER, 270' right of centerline, up to 52' AGL/687' MSL.

BIG LAKE, AK**BIG LAKE (BGQ) (PAGQ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 09FEB12 (12040) (FAA)****TAKEOFF MINIMUMS:****Rwy 7**, 300-1 w/ min. climb of 310' per NM to 700, or 900-2½ for climb in visual conditions.**Rwy 25**, 400-2 or std. w/min. climb of 320' per NM to 700.**DEPARTURE PROCEDURE:****Rwy 7**, climbing left turn to BGQ VORTAC, thence..., or for climb in visual conditions cross Big Lake Airport at or above 900 then proceed direct BGQ VORTAC, thence...**Rwy 25**, climbing right turn direct BGQ VORTAC, thence...

...climb in BGQ VORTAC holding pattern (hold S, left turn, 356° inbound) to MCA/MEA for route of flight.

TAKEOFF OBSTACLE NOTES:**Rwy 7**, bushes beginning 33' from DER, 335' left of centerline, up to 10' AGL/259' MSL.

Multiple trees beginning 1150' from DER, 310' left of centerline, up to 60' AGL/409' MSL.

Multiple trees beginning 2265' from DER, 708' right of centerline, up to 60' AGL/309' MSL.

Rwy 25, trees beginning 33' from DER, 109' left of centerline, up to 60' AGL/259' MSL.

Trees beginning 960' from DER, 185' right of centerline, up to 60' AGL/259' MSL.

BREVIG MISSION, AK**BREVIG MISSION (KTS) (PFKT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 05OCT23 (23278) (FAA)****TAKEOFF MINIMUMS:****Rwy 5**, NA-Terrain.**DEPARTURE PROCEDURE:****Rwys 12, 23, 30**, use BREVIG DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 12**, vegetation 154' from DER, 373' right of centerline, 40' MSL.

Power line 803' from DER, 632' right of centerline, 34' AGL/62' MSL.

Rwy 23, vehicle on road 136' from DER, 440' left of centerline, 14' AGL/53' MSL.

Pole 262' from DER, 543' right of centerline, 45' AGL/60' MSL.

BRYANT AAF (FORT RICHARDSON) (PAFR)**FORT RICHARDSON (ANCHORAGE), AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 31OCT24 (26246) (USA)****TAKE-OFF MINIMUMS:****NOTE:** NOT FOR CIVIL USE.**Rwy 18**, NA-Airspace.**DEPARTURE PROCEDURE:****NOTE:** NOT FOR CIVIL USE.**Rwy 36**, OIS 40:1 evaluation at DER begins at 0', climbing left turn direct BGQ VORTAC. Maintain ATC assigned altitude.**TAKEOFF OBSTACLE NOTES:****Rwy 36**, treeline 81' from DER, 171' left of centerline, 100' AGL/422' MSL.

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BUCKLAND, AK**BUCKLAND (BVK) (PABL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:**Rwy 11**, std w/min climb of 245'/NM to 900 or 1800-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 11**, climb on a heading between 320° CW 220° from DER to 3000 before proceeding on course.**Rwy 29**, climb on a heading between 285° CW 105° from DER to 3000 before proceeding on course.**VCOA:**

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Buckland airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 11**, tree 8' from DER, 183' left of centerline, 43' MSL.

Wind indicator 63' from DER, 313' left of centerline, 24' AGL/49' MSL.

Pole 1142' from DER, 435' left of centerline, 33' AGL/62' MSL.

Pole 1434' from DER, 150' right of centerline, 48' AGL/69' MSL.

Tower 1494' from DER, 109' right of centerline, 50' AGL/74' MSL.

Antenna 1651' from DER, 269' left of centerline, 74' AGL/96' MSL.

Towers beginning 1656' from DER, 268' left of centerline, up to 71' AGL/97' MSL.

Rwy 29, lighting 10' from DER, 58' right of centerline, 2' AGL/28' MSL.

Lighting 10' from DER, 56' left of centerline, 2' AGL/28' MSL.

CAPE LISBURNE LRRS (PALU)**CAPE LISBURNE, AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 12JUN25 (25163) (USAF)

DEPARTURE PROCEDURE:**Rwy 9**, use CAPE LISBURNE DEPARTURE.**Rwy 27**, NA.

Diverse departure NA.

TAKEOFF OBSTACLE NOTES:**Rwy 9**, twr 2419' from DER, 532' right of cntrln, 110' AGL/151' MSL.

Bldg 417' from DER, 482' right of cntrln, 108' MSL.

Bldg 234' from DER, 517' right of cntrln, 70' AGL/107' MSL.

Big RADAR dish 1361' from DER, 522' right of cntrln, 91' MSL.

Small RADAR dish 1576' from DER, 541' right of cntrln, 82' MSL.

Bldg 730' from DER, 561' right of cntrln, 81' MSL.

Bldg 428' from DER, 539' right of cntrln, 80' MSL.

Bldg 729' from DER, 560' right of cntrln, 54' AGL/80' MSL.

Weather equipment 278' from DER, 19' left of cntrln, 68' MSL.

Fuel tank 485' from DER, 579' right of cntrln, 64' MSL.

Terrain 1749' from DER, 969' right of cntrln, 62' MSL.

Terrain 1521' from DER, 908' right of cntrln, 58' MSL.

Terrain abeam DER, 500' right of cntrln, 41' MSL.

Terrain 300' from DER, 472' right of cntrln, 36' MSL.

CAPE NEWENHAM LRRS (PAEH)**CAPE NEWENHAM, AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 21MAR24 (24081) (USAF)

DEPARTURE PROCEDURE:

Diverse departures NA.

Rwy 15, NA.**Rwy 33**, use CABNN DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 33**, terrain 0' from DER, 500' right of centerline, 270' MSL.

Terrain 0' from DER, 0' left of centerline, 236' MSL.

Terrain 0' from DER, 41' left of centerline, 233' MSL.

CAPE ROMANZOF LRRS (PACZ)**CAPE ROMANZOF, AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 11JUL24 (24193) (USAF)

DEPARTURE PROCEDURE:**Rwy 2**, NA.**Rwy 20**, use CAPE ROMANZOF DEPARTURE.

Diverse departure NA.

TAKEOFF OBSTACLE NOTES:**Rwy 20**, terrain abeam the DER, 500' left of centerline, 454' MSL.

Terrain 237' from DER, 563' left of centerline, 451' MSL.

Terrain 256' from DER, 569' left of centerline, 450' MSL.



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CENTRAL, AK**CENTRAL (CEM) (PACE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:**Rwys 8, 26**, 2900-3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwys 8, 26**, for climb in visual conditions, cross Central Airport at or above 3700 before proceeding on course. When executing VCOA, notify ATC prior to departure.**TAKEOFF OBSTACLE NOTES:****Rwy 8**, trees beginning 149' from DER, left and right of centerline, up to 73' AGL/972' MSL.**Rwy 26**, trees beginning 80' from DER, left and right of centerline, up to 78' AGL/1045' MSL.

Building, 179' from DER, 204' left of centerline, 23' AGL/952' MSL.

Pole/antenna on buildings beginning 228' from DER, 198' left of centerline, up to 46' AGL/982' MSL.

Vehicle on road, 491' from DER, 3' right of centerline, 15' AGL/955' MSL.

Vent/chimney on buildings beginning 736' from DER, 10' right of centerline, up to 25' AGL/964' MSL.

Building, 79' from DER, 294' right of centerline, 19' AGL/951' MSL.

Vehicles on road beginning 84' from DER, 410' right of centerline, up to 15' AGL/951' MSL.

Pole, 532' from DER, 298' right of centerline, 39' AGL/978' MSL.

CHALKYITSIK, AK**CHALKYITSIK (CIK) (PACI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 16JUL20 (20198) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 4**, vehicle on road 3' from DER, 432' right of centerline, 559' MSL.

Vehicle on road, tree beginning 42' from DER, 354' right of centerline, up to 560' MSL.

Vegetation 73' from DER, 86' left of centerline, 9' AGL/557' MSL.

Vehicle on road 77' from DER, 282' right of centerline, 561' MSL.

Tree, vegetation beginning 78' from DER, 158' right of centerline, up to 45' AGL/565' MSL.

Wind indicator, vehicle on roads, trees, vegetation beginning 111' from DER, 25' right of centerline, up to 21' AGL/572' MSL.

Vehicle on road 134' from DER, 228' left of centerline, 561' MSL.

Vehicle on road 158' from DER, 247' left of centerline, 562' MSL.

Trees, vegetation, vehicle on roads beginning 168' from DER, 219' left of centerline, up to 54' AGL/607' MSL.

Trees, vehicle on roads, buildings, tanks, vertical structures, poles, fences, catenaries, antennas beginning 208' from DER, 111' left of centerline, up to 56' AGL/609' MSL.

Trees, buildings, vertical structures, fences, poles, vehicle on roads, antennas, catenaries beginning 586' from DER, 311' left of centerline, up to 54' AGL/611' MSL.

Tree 908' from DER, 700' right of centerline, 50' AGL/577' MSL.

Tree 1111' from DER, 583' right of centerline, 53' AGL/582' MSL.

Tree 1187' from DER, 762' right of centerline, 68' AGL/592' MSL.

Trees beginning 1356' from DER, 455' right of centerline, up to 82' AGL/609' MSL.

Rwy 22, tree, NAVAIDs beginning 1' from DER, 27' right of centerline, up to 15' AGL/538' MSL.

NAVAID 10' from DER, 47' left of centerline, 1' AGL/529' MSL.

NAVAID 10' from DER, 27' left of centerline, 2' AGL/530' MSL.

Trees beginning 21' from DER, 113' left of centerline, up to 20' AGL/546' MSL.

Tree 27' from DER, 338' right of centerline, 46' AGL/570' MSL.

Tree 29' from DER, 263' right of centerline, 52' AGL/575' MSL.

Trees beginning 162' from DER, 55' right of centerline, up to 59' AGL/582' MSL.

Tree 173' from DER, 369' left of centerline, 35' AGL/561' MSL.

Trees beginning 191' from DER, 23' left of centerline, up to 39' AGL/563' MSL.

Trees beginning 811' from DER, 415' left of centerline, up to 44' AGL/568' MSL.

Trees beginning 854' from DER, 394' left of centerline, up to 54' AGL/578' MSL.

Trees beginning 900' from DER, 29' left of centerline, up to 56' AGL/579' MSL.

Tree 1634' from DER, 928' left of centerline, 64' AGL/586' MSL.

Trees beginning 1910' from DER, 675' left of centerline, up to 68' AGL/590' MSL.

CHEVAK, AK**CHEVAK (VAK) (PAVA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 30JAN20 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 20**, lighting 0' from DER, 66' right of centerline, 3' AGL/48' MSL**CHUATHBALUK, AK****CHUATHBALUK (9A3) (PACH)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

See EBSIH DEPARTURE.



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CLARKS POINT, AK**CLARKS POINT (CLP) (PFCL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 02OCT25 (25275) (FAA)****TAKEOFF MINIMUMS:****Rwy 18**, 400-2½ or std w/min climb of 303'/NM to 400.**TAKEOFF OBSTACLE NOTES:****Rwy 18**, vegetation, terrain beginning 50' from DER, 283' left of centerline, up to 103' MSL.

Vegetation 2221' from DER, 478' right of centerline, 143' MSL.

Vegetation 2224' from DER, 469' left of centerline, 180' MSL.

Tree 2390' from DER, 458' left of centerline, 190' MSL.

Vegetation beginning 2526' from DER, 219' left of centerline, up to 196' MSL.

Terrain 2546' from DER, 489' right of centerline, 148' MSL.

Vegetation 2743' from DER, 530' right of centerline, 157' MSL.

Vegetation beginning 2745' from DER, 325' left of centerline, up to 201' MSL.

Rwy 36, vegetation 18' from DER, 168' left of centerline, 65' MSL.

Trees beginning 460' from DER, 393' left of centerline, up to 83' MSL.

Trees beginning 480' from DER, 412' left of centerline, up to 89' MSL.

Terrain 772' from DER, 172' right of centerline, 88' MSL.

Tree 833' from DER, 406' right of centerline, 103' MSL.

Trees beginning 860' from DER, 408' right of centerline, up to 104' MSL.

COLD BAY, AK**COLD BAY (CDB) (PACD)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 9 10SEP20 (20254) (FAA)****TAKEOFF MINIMUMS:****Rwy 26**, 900-2¼ or std. w/min. climb of 400' per NM to 500.**DEPARTURE PROCEDURE:****Rwy 8**, climb to 1000 on heading 083° then climbing left turn on course 280° to ELF NDB or to intercept CDB VORTAC R-090 to CDB VORTAC, thence...**Rwy 15**, climb to 1000 on heading 146° then climbing left turn on course 315° to ELF NDB or to intercept CDB VORTAC R-135 to CDB VORTAC, thence...**Rwy 26**, climbing right turn direct ELF NDB or CDB VORTAC, thence...**Rwy 33**, climb direct ELF NDB or CDB VORTAC, thence...

...Aircraft eastbound on G12 continue climb in ELF NDB holding pattern (hold Northwest, left turn, 148° inbound) to 5000 before proceeding on course. All other aircraft continue climb on course to MEA or assigned altitude.

TAKEOFF OBSTACLE NOTES:**Rwy 8**, bush 166' from DER, 331' left of centerline, 105' MSL.**Rwy 15**, tree 161' from DER, 414' left of centerline, 104' MSL.**Rwy 26**, grd beginning 1.5 NM from DER, 2395' left of centerline, up to 461' MSL.

Grd beginning 1.6 NM from DER, 2408' left of centerline, up to 517' MSL.

Grd beginning 1.7 NM from DER, 1928' left of centerline, up to 837' MSL.

Grd beginning 1.8 NM from DER, 1928' left of centerline, up to 871' MSL.

Grd beginning 1.9 NM from DER, 1863' left of centerline, up to 942' MSL.

COLDFOOT, AK**COLDFOOT (CXF) (PACX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 20AUG15 (15232) (FAA)****DEPARTURE PROCEDURE:**

Use BETTLES DEPARTURE.

CORDOVA, AK**MERLE K (MUDHOLE) SMITH (CDV) (PACV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 8 29MAR18 (18088) (FAA)****TAKEOFF MINIMUMS:****Rwys 16, 34**, NA – ATC.**Rwy 27**, std. w/min. climb of 283' per NM to 4300.**DEPARTURE PROCEDURE:****Rwy 9**, climb to assigned altitude on I-CDV localizer east course to FORAT/I-CDV 44.63 DME before proceeding on course.**Rwy 27**, climbing left turn to 5000 on GCR NDB bearing 205° to EYAKS INT and hold (S, right turn, 025° inbound), continue climb-in-hold to 5000 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, trees and poles beginning 101' from DER, 454' left of centerline, up to 30' AGL/68' MSL.**Rwy 27**, trees beginning 15' from DER, 423' left of centerline, up to 30' AGL/84' MSL.**NOTE:****Rwy 9**, DME required.**Rwy 27**, ADF Required, do not exceed 210K until established on 205° bearing from GCR NDB.

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CROOKED CREEK, AK**CROOKED CREEK (CJX) (PACJ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 02DEC21 (21336) (FAA)****TAKEOFF MINIMUMS:****Rwys 14, NA-ATC.****DEPARTURE PROCEDURE:****Rwy 32, use AJOFY DEPARTURE (RNAV).****TAKEOFF OBSTACLE NOTES:****Rwy 32, trees beginning 1643' from DER, 913' right of centerline, up to 278' MSL.**

Tree 1875' from DER, 914' right of centerline, 279' MSL.

Trees beginning 1957' from DER, 996' right of centerline, up to 344' MSL.

Trees beginning 2175' from DER, 888' right of centerline, up to 347' MSL.

Trees beginning 2584' from DER, 873' right of centerline, up to 358' MSL.

Tree 2696' from DER, 1019' right of centerline, 363' MSL.

Trees beginning 2786' from DER, 894' right of centerline, up to 365' MSL.

Trees beginning 2811' from DER, 892' right of centerline, up to 390' MSL.

Tree 5058' from DER, 1796' left of centerline, 358' MSL.

Trees beginning 5143' from DER, 1541' left of centerline, up to 379' MSL.

Tree 5256' from DER, 1742' left of centerline, 397' MSL.

Trees beginning 5343' from DER, 1477' left of centerline, up to 414' MSL.

Trees beginning 5405' from DER, 1648' left of centerline, up to 433' MSL.

Trees beginning 5504' from DER, 1437' left of centerline, up to 450' MSL.

Trees beginning 5605' from DER, 1367' left of centerline, up to 464' MSL.

Trees beginning 5762' from DER, 1229' left of centerline, up to 470' MSL.

Trees beginning 5887' from DER, 1624' left of centerline, up to 477' MSL.

Trees, vegetation and terrain beginning 5933' from DER, 1085' left of centerline, up to 501' MSL.

Trees beginning 1.3 NM from DER, 2086' right of centerline, up to 468' MSL.

Trees beginning 1.4 NM from DER, 2171' right of centerline, up to 545' MSL.

Tree 1.6 NM from DER, 2585' left of centerline, 530' MSL.

Tree 1.7 NM from DER, 2727' left of centerline, 562' MSL.

Trees beginning 1.8 NM from DER, 2333' left of centerline, up to 669' MSL.

DEADHORSE, AK**DEADHORSE (SCC) (PASC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3A 12OCT17 (17285) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 6, sign 13' from DER, 250' left of centerline, 2' AGL/62' MSL.****Rwy 24, light 10' from DER, 5' right of centerline, 1' AGL/68' MSL.****DEERING, AK****DEERING (DEE) (PADE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 05JAN17 (17005) (FAA)****TAKEOFF MINIMUMS:****Rwy 12, std. w/ min. climb of 350' per NM to 700, or 1100-2½ for climb in visual conditions.****DEPARTURE PROCEDURE:****Rwy 21, climb heading 209° to 600 before turning left.****VCOA:****Rwy 12, for climb in visual conditions, cross Deering airport at or above 1000 before proceeding on course.****TAKEOFF OBSTACLE NOTES:****Rwy 3, vegetation 20' from DER, 138' right of centerline, 23' MSL.**

Vegetation 25' from DER, 127' left of centerline, 21' MSL.

Terrain, beginning 68' from DER, 9' right of centerline, up to 37' MSL.

Terrain, beginning 157' from DER, 178' left of centerline, up to 37' MSL.

Pole, terrain, beginning 246' from DER, 17' right of centerline, up to 28' AGL/42' MSL.

Terrain, beginning 397' from DER, 365' left of centerline, up to 40' MSL.

Pole, terrain, beginning 575' from DER, 212' right of centerline, up to 37' AGL/50' MSL.

Rwy 12, terrain 114' from DER, 238' right of centerline, 30' MSL.

Terrain 132' from DER, 153' left of centerline, 30' MSL.

Terrain 5565' from DER, 1138' left of centerline, 165' MSL.

Terrain, beginning 5582' from DER, 255' left of centerline, up to 201' MSL.

Terrain, beginning 5963' from DER, 10' left of centerline, up to 210' MSL.

Terrain, beginning 6002' from DER, 774' right of centerline, up to 181' MSL.

Terrain 1 NM from DER, 1187' left of centerline, 217' MSL.

Terrain, grd, beginning 1 NM from DER, 157' left of centerline, up to 227' MSL.

Terrain, beginning 1 NM from DER, 234' right of centerline, up to 201' MSL.

Terrain 1 NM from DER, 2049' right of centerline, 204' MSL.

Terrain, beginning 1 NM from DER, 87' right of centerline, up to 210' MSL.

Terrain, beginning 1 NM from DER, 60' left of centerline, up to 237' MSL.

Terrain, grd, vegetation, beginning 1 NM from DER, 31' right of centerline, up to 220' MSL.

Terrain, grd, beginning 1.1 NM from DER, 207' left of centerline, up to 243' MSL.

Terrain, vegetation, beginning 1.1 NM from DER, 37' right of centerline, up to 243' MSL.

CON'T

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DEERING, AK (CON'T)**DEERING (DEE) (PADE) (CON'T)****Rwy 12 (CON'T)**, terrain, grd, beginning 1.1 NM from DER, 109' left of centerline, up to 253' MSL.

Grd 1.1 NM from DER, 2042' right of centerline, 243' MSL.

Terrain, grd, beginning 1.1 NM from DER, 19' right of centerline, up to 240' MSL.

Terrain, grd, beginning 1.1 NM from DER, 257' left of centerline, up to 260' MSL.

Terrain 1.2 NM from DER, 1312' right of centerline, 253' MSL.

Terrain, beginning 1.2 NM from DER, 12' left of centerline, up to 273' MSL.

Terrain, beginning 1.2 NM from DER, 135' right of centerline, up to 263' MSL.

Grd, terrain, beginning 1.2 NM from DER, 36' right of centerline, up to 274' MSL.

Terrain, grd, beginning 1.2 NM from DER, 159' left of centerline, up to 286' MSL.

Terrain, beginning 1.2 NM from DER, 85' right of centerline, up to 276' MSL.

Terrain, beginning 1.2 NM from DER, 306' left of centerline, up to 306' MSL.

Terrain, grd, beginning 1.3 NM from DER, 23' left of centerline, up to 315' MSL.

Terrain, beginning 1.3 NM from DER, 723' right of centerline, up to 299' MSL.

Grd, terrain, beginning 1.3 NM from DER, 330' right of centerline, up to 305' MSL.

Terrain, grd, beginning 1.3 NM from DER, 14' left of centerline, up to 325' MSL.

Terrain, beginning 1.3 NM from DER, 183' right of centerline, up to 315' MSL.

Terrain, beginning 1.4 NM from DER, 35' right of centerline, up to 315' MSL.

Terrain, grd, beginning 1.4 NM from DER, 280' right of centerline, up to 332' MSL.

Terrain, beginning 1.4 NM from DER, 133' right of centerline, up to 335' MSL.

Terrain, grd, beginning 1.4 NM from DER, 378' right of centerline, up to 352' MSL.

Terrain, grd, beginning 1.5 NM from DER, 5' right of centerline, up to 429' MSL.

Terrain 1.9 NM from DER, 3416' right of centerline, 325' MSL.

Rwy 21, lt, beginning abeam DER, 47' left of centerline, up to 4' AGL/27' MSL.

Lt, REIL ltd, beginning abeam DER, 51' right of centerline, up to 4' AGL/26' MSL.

Terrain, beginning 56' from DER, 62' right of centerline, up to 60' MSL.

Terrain 81' from DER, 515' left of centerline, 40' MSL.

Terrain, beginning 233' from DER, 125' left of centerline, up to 43' MSL.

Terrain, beginning 601' from DER, 265' right of centerline, up to 63' MSL.

Terrain 1539' from DER, 859' right of centerline, 69' MSL.

Terrain, beginning 1932' from DER, 867' right of centerline, up to 86' MSL.

Terrain, beginning 2476' from DER, 883' right of centerline, up to 92' MSL.

Rwy 30, terrain 86' from DER, 299' right of centerline, 40' MSL.

Terrain 104' from DER, 92' left of centerline, 43' MSL.

Terrain, beginning 122' from DER, 239' left of centerline, up to 46' MSL.

Terrain, beginning 268' from DER, 152' right of centerline, up to 43' MSL.

Terrain, beginning 467' from DER, 5' right of centerline, up to 50' MSL.

Terrain, beginning 648' from DER, 250' right of centerline, up to 60' MSL.

Terrain, beginning 683' from DER, 141' left of centerline, up to 56' MSL.

Terrain, beginning 847' from DER, 103' right of centerline, up to 66' MSL.

Terrain 883' from DER, 288' left of centerline, 66' MSL.

Terrain, beginning 900' from DER, 43' left of centerline, up to 73' MSL.

Terrain, beginning 1046' from DER, 201' right of centerline, up to 69' MSL.

DILLINGHAM, AK**DILLINGHAM (DLG) (PADL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 05SEP24 (24249) (FAA)****DEPARTURE PROCEDURE:****Rwy 1**, climb on a heading between 338° CW to 195° from DER, or min climb of 235'/NM to 3000 for all other headings.**Rwy 19**, climb on heading 196° to 800 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 1**, NAVAID 1' from DER, 121' left of centerline, 8' AGL/69' MSL.

Vegetation 8' from DER, 237' right of centerline, 72' MSL.

Tree, vegetation beginning 758' from DER, 337' right of centerline, up to 118' MSL.

Tree 986' from DER, 597' right of centerline, 133' MSL.

Trees beginning 990' from DER, 42' right of centerline, up to 139' MSL.

Trees beginning 1478' from DER, 457' left of centerline, up to 120' MSL.

Tree 1659' from DER, 633' left of centerline, 124' MSL.

Trees beginning 1732' from DER, 459' left of centerline, up to 131' MSL.

Trees beginning 1789' from DER, 54' right of centerline, up to 144' MSL.

Tree 1818' from DER, 625' left of centerline, 137' MSL.

Trees beginning 1893' from DER, 457' left of centerline, up to 141' MSL.

Trees beginning 2031' from DER, 245' right of centerline, up to 151' MSL.

Tree 2059' from DER, 606' left of centerline, 145' MSL.

Tree 2104' from DER, 425' left of centerline, 148' MSL.

Tree 2237' from DER, 638' left of centerline, 153' MSL.

Trees beginning 2250' from DER, 278' left of centerline, up to 155' MSL.

Trees beginning 2398' from DER, 42' left of centerline, up to 159' MSL.

Trees beginning 2445' from DER, 212' left of centerline, up to 171' MSL.

Trees beginning 2469' from DER, 242' right of centerline, up to 155' MSL.

Trees beginning 2541' from DER, 48' right of centerline, up to 163' MSL.

Tree 2546' from DER, 289' left of centerline, 176' MSL.

Trees beginning 2558' from DER, 775' left of centerline, up to 185' MSL.

CON'T

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DILLINGHAM, AK (CON'T)**DILLINGHAM (DLG) (PADL) (CON'T)**

Rwy 1 (CON'T), trees, building beginning 2582' from DER, 44' left of centerline, up to 189' MSL.

Trees beginning 2623' from DER, 40' right of centerline, up to 165' MSL.

Rwy 19, vegetation 101' from DER, 365' right of centerline, 84' MSL.

Tree, pole, transmission line beginning 104' from DER, 424' left of centerline, up to 117' MSL.

Trees beginning 184' from DER, 477' left of centerline, up to 128' MSL.

Trees beginning 186' from DER, 182' right of centerline, up to 118' MSL.

EAGLE, AK**EAGLE (EAA) (PAEG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 4000-3 for climb in visual conditions...

Rwy 25, Std. w/min. climb of 695' to 6700 or 4000-3 for climb in visual conditions...

DEPARTURE PROCEDURE:

Rwy 25, climb heading 266° to 6700 before proceeding on course.

... For climb in visual conditions, cross Eagle Airport at or above 4800 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 194' from DER, 222' right of centerline, up to 60' AGL/1024' MSL.

Trees beginning 484' DER, 84' left of centerline, up to 60' AGL/1859' MSL.

Rwy 25, pole 223' from DER, 296' right of centerline, 40' AGL/912' MSL.

Airport beacon 320' from DER, 493' left of centerline, 20' AGL/931' MSL.

Antenna on building 331' from DER, 336' left of centerline, 20' AGL/912' MSL.

Trees beginning 159' from DER, 74' right of centerline, up to 60' AGL/1259' MSL.

Trees beginning 765' from DER, 129' left of centerline, up to 60' AGL/1559' MSL.

EEK, AK**EEK (EEK) (PAEE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 10OCT19 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, lighting beginning at DER, 40' right of centerline, up to 3' AGL/25' MSL.

Lighting beginning at DER, 41' left of centerline, up to 3' AGL/25' MSL.

Rwy 36, lighting at DER, 40' left of centerline, up to 2' AGL/27' MSL.

EGEGIK, AK**EGEGIK (EII) (PAII)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

EIELSON AFB (PAEI)**FAIRBANKS, AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 05SEP24 (24249) (USAF)

DEPARTURE PROCEDURE:

Rwy 14, std w/ min climb gradient of 280'/NM to 3800.

Rwy 32, std w/ min climb gradient of 250'/NM to 3800.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 3606' from DER, 1378' left of centerline, 85' AGL/654' MSL.

Rwy 32, trees 3317' from DER, 1040' right of centerline, 70' AGL/621' MSL.

ELIM, AK**ELIM (ELI) (PFEL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 08APR10 (10098) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 19, use ELIM (RNAV) DEPARTURE.



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ELMENDORF AFB (PAED)

ANCHORAGE, AK

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 24MAY18 (18144) (FAA)

Rwys 6, 24, 34, heading as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09JUL26 (26190) (USAF)

TAKEOFF MINIMUMS:

Rwy 16, 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb on hdg between 246° CW 001° from DER, maintain ATC assigned altitude.

Rwy 16, VCOA, obtain ATC approval for VCOA when requesting IFR clearance. 1000-3 for climb in visual conditions to cross EDF north bound at or above 900, then via EDF

R-337 to BAXTE at assigned ATC altitude. Remain within 3 NM of Elmendorf airport during climb in visual conditions.

Rwy 24, climb on hdg between 266° CW 015° from DER, maintain ATC assigned altitude.

Rwy 34, climb on hdg between 182° CW 010° from DER, maintain ATC assigned altitude.

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain at DER, 500' left of centerline, 209' MSL.

Rwy 16, pylons 3686' from DER, 157' right of centerline, up to 55' AGL/229' MSL.

Pylons 3688' from DER, 62' left of centerline, up to 55' AGL/229' MSL.

Rwy 24, storage container 3557' from DER, 1241' right of centerline, 283' MSL.

Terrain 2599' from DER, 1196' right of centerline, 261' MSL.

Terrain 2282' from DER, 1111' right of centerline, 247' MSL.

Terrain 349' from DER, 585' right of centerline, 194' MSL.

Terrain 481' from DER, 585' right of centerline, 193' MSL.

Rwy 34, terrain at DER, 172' left of centerline, 213' MSL.

Terrain 63' from DER, 517' right of centerline, 221' MSL.

Terrain 1683' from DER, 612' right of centerline, 259' MSL.

Terrain 1987' from DER, 855' left of centerline, up to 298' MSL.

EMMONAK, AK

EMMONAK (ENM) (PAEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 34, bush 11' from DER, 146' left of centerline, 5' AGL/17' MSL.

FAIRBANKS, AK

FAIRBANKS INTL (FAI) (PAFA)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 12AUG21 (21224) (FAA)

Rwy 2L, heading as assigned by ATC; requires min. climb of 210' per NM to 1600.

Rwys 2R, 20L/R, heading as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 2W, 20, 20W, NA-Environmental.

Rwy 2L, std. w/min. climb of 290' per NM to 2100.

Rwy 2R, std. w/min. climb of 250' per NM to 1900.

DEPARTURE PROCEDURE:

Rwys 2L/R, climb on heading 023° to 2000 before turning left.

Rwys 20L/R, climb on heading 203° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 20L, tree, sign beginning 21' from DER, 249' right of centerline, up to 38' AGL/470' MSL.

Catenary wires, transmission lines, poles and tree beginning 268' from DER, 546' left of centerline, up to 37' AGL/465' MSL.

Trees beginning 292' from DER, 470' right of centerline, up to 72' AGL/501' MSL.

Tree 871' from DER, 696' left of centerline, 476' MSL.

Tree 1026' from DER, 721' left of centerline, 46' AGL/478' MSL.

Trees beginning 1075' from DER, 701' left of centerline, up to 49' AGL/480' MSL.

Tree 1838' from DER, 607' left of centerline, 55' AGL/485' MSL.

Trees beginning 1895' from DER, 130' left of centerline, up to 62' AGL/492' MSL.

Rwy 20R, building, NAVIAID beginning 6' from DER, 65' right of centerline, up to 22' AGL/447' MSL.

Tree 1093' from DER, 785' left of centerline, 44' AGL/473' MSL.

Trees beginning 1127' from DER, 789' left of centerline, up to 54' AGL/483' MSL.

Tree 1656' from DER, 943' left of centerline, 61' AGL/489' MSL.

Trees beginning 1798' from DER, 716' right of centerline, up to 66' AGL/492' MSL.



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FORT YUKON, AK

FORT YUKON (FYU) (PFYU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12DEC13 (13346) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 2' from DER, 400' left of centerline, 449' MSL.

Multiple trees and poles beginning 4' from DER, 221' right of centerline, up to 51' AGL/496' MSL.

Bush 63' from DER, 481' left of centerline, 4' AGL/459' MSL.

Multiple trees beginning 251' from DER, 262' left of centerline, up to 45' AGL/494' MSL.

Rwy 22, terrain 27' from DER, 75' right of centerline, 450' MSL.

Windsock 200' from DER, 375' right of centerline, 22' AGL/463' MSL.

Multiple trees and poles beginning 442' from DER, 13' left of centerline, up to 66' AGL/509' MSL.

Trees beginning 72' from DER, 23' right of centerline, up to 67' AGL/507' MSL.

GALENA, AK

EDWARD G PITKA SR (GAL) (PAGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 24, NA – Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 8, dam 0' from DER, 198' right of centerline, 37' AGL/165' MSL.

Trees beginning 18' from DER, 298' right of centerline, up to 22' AGL/170' MSL.

Trees, terrain, traverse way beginning 50' from DER, 340' right of centerline, up to 24' AGL/171' MSL.

Tree, dam beginning 232' from DER, 443' right of centerline, up to 18' AGL/177' MSL.

Trees, traverse way beginning 247' from DER, 351' right of centerline, up to 40' AGL/189' MSL.

Trees, traverse way beginning 575' from DER, 179' right of centerline, up to 43' AGL/195' MSL.

Catenary 1439' from DER, 876' left of centerline, 44' AGL/195' MSL.

Rwy 26, NAVAID 26' from DER, 85' right of centerline, 2' AGL/150' MSL.

Tree 65' from DER, 498' left of centerline, 6' AGL/154' MSL.

Traverse way, trees beginning 211' from DER, 499' left of centerline, up to 169' MSL.

Tower, tree beginning 236' from DER, 456' right of centerline, up to 82' AGL/210' MSL.

Trees, traverse way beginning 350' from DER, 339' left of centerline, up to 42' AGL/193' MSL.

Trees beginning 2383' from DER, 851' right of centerline, up to 75' AGL/214' MSL.

GAMBELL, AK

GAMBELL (GAM) (PAGM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08JAN15 (15008) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climb heading 164° to 700 before turning left.**Rwy 34**, climb heading 344° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 34, tower at DER, 178' right of centerline, 22' AGL/42' MSL.**GOLOVIN, AK**

GOLOVIN (GLV) (PAGL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std w/min climb of 320'/NM to 3200, or 1700-3 for VCOA.**Rwy 21**, std w/min climb of 375'/NM to 2500, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 026° to 1300 before turning right.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Golovin airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 21, vertical structure 443' from DER, 614' right of centerline, 22' AGL/78' MSL.**GRAYLING, AK**

GRAYLING (KGX) (PAGX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/min. climb of 290' per NM to 1200, or 1700-2½ for VCOA.**Rwy 35**, 800-3 or standard w/min. climb of 390' per NM to 1400, or 1700-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climb on a heading between 360° CW 160° from DER to 1200 before proceeding on course.**Rwy 35**, climb on a heading between 360° CW 160° from DER to 1400 before proceeding on course.

CON'T



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GRAYLING, AK (CON'T)

GRAYLING (KGX) (PAGX) (CON'T)

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Grayling airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 49' from DER, 397' right of centerline, 6' AGL/150' MSL.
 Trees beginning 63' from DER, 336' right of centerline, up to 85' AGL/234' MSL.
 Trees beginning 597' from DER, 395' right of centerline, up to 88' AGL/243' MSL.
 Tree 655' from DER, 547' right of centerline, 94' AGL/251' MSL.
 Trees beginning 1196' from DER, 543' right of centerline, up to 85' AGL/264' MSL.
 Trees beginning 1879' from DER, 322' right of centerline, up to 80' AGL/272' MSL.
 Trees beginning 2123' from DER, 281' right of centerline, up to 85' AGL/279' MSL.
 Trees beginning 2317' from DER, 480' right of centerline, up to 103' AGL/283' MSL.
 Trees beginning 4041' from DER, 683' right of centerline, up to 103' AGL/289' MSL.
 Trees beginning 4646' from DER, 1031' right of centerline, up to 107' AGL/293' MSL.
Rwy 35, bushes beginning 39' from DER, 155' right of centerline, up to 7' AGL/96' MSL.
 Signs beginning 55' from DER, 419' left of centerline, up to 12' AGL/103' MSL.
 Tree 747' from DER, 128' right of centerline, 38' AGL/116' MSL.
 Trees beginning 812' from DER, 108' right of centerline, up to 52' AGL/133' MSL.
 Tree 1116' from DER, 605' left of centerline, 52' AGL/134' MSL.
 Trees beginning 1303' from DER, 10' right of centerline, up to 59' AGL/140' MSL.
 Trees beginning 1697' from DER, 334' right of centerline, up to 58' AGL/141' MSL.
 Tree 1912' from DER, 585' left of centerline, 62' AGL/145' MSL.
 Trees beginning 2060' from DER, 210' right of centerline, up to 58' AGL/148' MSL.
 Tree 2147' from DER, 345' right of centerline, 58' AGL/150' MSL.
 Trees beginning 2257' from DER, 5' right of centerline, up to 62' AGL/152' MSL.
 Tree 2383' from DER, 693' left of centerline, 68' AGL/154' MSL.
 Trees beginning 2997' from DER, 326' right of centerline, up to 51' AGL/179' MSL.
 Tree 3124' from DER, 414' right of centerline, 52' AGL/185' MSL.
 Tree 3155' from DER, 1189' left of centerline, 83' AGL/190' MSL.
 Trees beginning 3158' from DER, 198' right of centerline, up to 60' AGL/211' MSL.
 Trees, tank and tower beginning 3169' from DER, 185' right of centerline, up to 68' AGL/230' MSL.
 Trees beginning 3643' from DER, 9' left of centerline, up to 66' AGL/257' MSL.
 Trees beginning 1.4 NM from DER, 190' left of centerline, up to 103' AGL/396' MSL.
 Trees beginning 1.4 NM from DER, 370' right of centerline, up to 88' AGL/404' MSL.
 Trees beginning 1.6 NM from DER, left and right of centerline, up to 93' AGL/588' MSL.
 Trees beginning 2.2 NM from DER, left and right of centerline, up to 83' AGL/756' MSL.
 Trees beginning 2.4 NM from DER, on centerline, up to 63' AGL/808' MSL.
 Trees beginning 2.5 NM from DER, on centerline, up to 53' AGL/848' MSL.

GULKANA, AK

GULKANA (GKN) (PAGK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 16JUL20 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 15R, 33L, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 15L, climb on heading 154° to 2800, then climbing left turn direct GKN VOR/DME, thence...

Rwy 33R, climb on heading 334° to 2800, then climbing left turn direct GKN VOR/DME, thence...

...climb in holding pattern (GKN VOR/DME hold northwest, right turn, 113° inbound), to cross GKN VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 15L, tree 263' from DER, 562' left of centerline, 1592' MSL.
 Tree 597' from DER, 557' right of centerline, 1610' MSL.
 Tree 1144' from DER, 551' left of centerline, 1604' MSL.
 Tree 1940' from DER, 490' right of centerline, 1612' MSL.
 Trees beginning 1942' from DER, 316' left of centerline, up to 1643' MSL.
 Trees beginning 2028' from DER, 377' right of centerline, up to 1618' MSL.
Rwy 33R, tree 227' from DER, 467' right of centerline, 1637' MSL.
 Tree 490' from DER, 594' left of centerline, 1660' MSL.
 Tree 569' from DER, 570' right of centerline, 1640' MSL.
 Tree 709' from DER, 686' right of centerline, 1652' MSL.
 Trees beginning 1275' from DER, 495' right of centerline, up to 1663' MSL.
 Tree 2613' from DER, 399' left of centerline, 1669' MSL.

GUSTAVUS, AK

GUSTAVUS (GST) (PAGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27JUN13 (13178) (FAA)

DEPARTURE PROCEDURE:

Use GUSTAVUS DEPARTURE.



26246



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HEALY, AK

HEALY RIVER (HRR) (PAHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

Use HEALY DEPARTURE.

HOLY CROSS, AK

HOLY CROSS (HCA) (PAHC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11JUL24 (24193) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 021° to 900 before proceeding on course.**Rwy 20**, climb on heading 201° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, traverse way, light poles beginning 0' from DER, 41' left of centerline, up to 83' MSL.

Light poles 1' from DER, 40' right of centerline, 2' AGL/76' MSL.

Light poles 2' from DER, 69' right of centerline, 4' AGL/77' MSL.

Trees beginning 9' from DER, 154' right of centerline, up to 37' AGL/102' MSL.

Tree, traverse way beginning 43' from DER, 423' left of centerline, up to 57' AGL/126' MSL.

Trees, traverse ways, vertical structures, buildings, poles, catenary wires beginning 59' from DER, 84' left of centerline, up to 56' AGL/127' MSL.

Trees beginning 136' from DER, 380' right of centerline, up to 50' AGL/115' MSL.

Trees beginning 181' from DER, on centerline, up to 54' AGL/119' MSL.

Trees, poles, antenna, catenary wires beginning 540' from DER, 44' left of centerline, up to 66' AGL/136' MSL.

Tree 796' from DER, 564' right of centerline, 54' AGL/121' MSL.

Trees beginning 876' from DER, 218' right of centerline, up to 62' AGL/127' MSL.

Tree 900' from DER, 628' right of centerline, 76' AGL/143' MSL.

Trees beginning 904' from DER, 59' right of centerline, up to 78' AGL/144' MSL.

Trees beginning 2044' from DER, 404' left of centerline, up to 70' AGL/137' MSL.

Tree 2515' from DER, 936' left of centerline, 75' AGL/142' MSL.

Rwy 20, light poles 0' from DER, 62' right of centerline, 2' AGL/74' MSL.

Trees beginning 25' from DER, 99' right of centerline, up to 62' AGL/132' MSL.

Trees beginning 26' from DER, 221' left of centerline, up to 60' AGL/126' MSL.

Trees beginning 160' from DER, 197' left of centerline, up to 63' AGL/128' MSL.

Trees beginning 287' from DER, 321' right of centerline, up to 67' AGL/138' MSL.

Trees beginning 322' from DER, 336' left of centerline, up to 65' AGL/132' MSL.

Trees beginning 443' from DER, 87' right of centerline, up to 73' AGL/143' MSL.

Trees beginning 531' from DER, 344' left of centerline, up to 71' AGL/138' MSL.

Trees beginning 739' from DER, 204' left of centerline, up to 81' AGL/146' MSL.

Trees beginning 922' from DER, 188' left of centerline, up to 82' AGL/149' MSL.

Trees beginning 1104' from DER, 139' left of centerline, up to 86' AGL/152' MSL.

Trees beginning 2035' from DER, 81' right of centerline, up to 73' AGL/144' MSL.

Trees beginning 2594' from DER, 339' right of centerline, up to 76' AGL/145' MSL.

Tree 2734' from DER, 123' right of centerline, 73' AGL/146' MSL.

HOMER, AK

HOMER (HOM) (PAHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 6W, 24W, NA - Environmental.**Rwy 4**, std. w/min. climb of 340' per NM to 2000 or 3800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 038° to 2000, then climbing right turn heading 240° to intercept and track outbound on HOM VOR/DME R-210 thence . . .**Rwy 22**, climbing right turn heading 245° to intercept HOM VOR/DME R-210 thence . . .

. . . northeast through southwest bound (020 CW 210) climb to 2600 on HOM VOR/DME R-210 then right turn direct HOM VOR/DME cross HOM VOR/DME at or above 4000, then climb on course.

. . . southwest through northeast bound (211 CW 019) climb to 2600 on HOM VOR/DME R-210 outbound then climb on course.

VCOA:

Rwy 4, obtain ATC approval for VCOA when requesting IFR clearance: climb in visual conditions to cross Homer airport at or above 3700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 7' from DER, 421' right of centerline, 91' MSL.

Vegetation, lighting, terrain beginning 9' from DER, 4' right of centerline, up to 95' MSL.

Lighting 11' from DER, 5' left of centerline, 2' AGL/75' MSL.

Wind indicator 223' from DER, 329' right of centerline, 19' AGL/108' MSL.

Pole, NAVAID beginning 224' from DER, 196' right of centerline, up to 20' AGL/109' MSL.

Tree 1381' from DER, 527' right of centerline, 128' MSL.

Tree 1939' from DER, 599' right of centerline, 131' MSL.

Trees beginning 1965' from DER, 347' right of centerline, up to 136' MSL.

Trees beginning 2170' from DER, 335' right of centerline, up to 142' MSL.

CON'T



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HOMER, AK (CON'T)**HOMER (HOM) (PAHO) (CON'T)****Rwy 4 (CON'T)**, trees beginning 2246' from DER, 418' right of centerline, up to 149' MSL.

Trees beginning 2376' from DER, 907' right of centerline, up to 166' MSL.

Trees beginning 2528' from DER, 767' right of centerline, up to 188' MSL.

Rwy 22, fence, lighting, sign beginning 3' from DER, 5' left of centerline, up to 9' AGL/80' MSL.

Lighting 10' from DER, 5' right of centerline, 2' AGL/72' MSL.

Tree 307' from DER, 532' left of centerline, 126' MSL.

NAVAID, pole beginning 522' from DER, 518' right of centerline, up to 36' AGL/104' MSL.

Tower 1035' from DER, 702' right of centerline, 62' AGL/130' MSL

HOOPER BAY, AK**HOOPER BAY (HPB) (PAHP)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 08SEP22 (22251) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 14**, lighting beginning 9' from DER, 16' left of centerline, up to 2' AGL/20' MSL.

Lighting beginning 9' from DER, 17' right of centerline, up to 2' AGL/20' MSL.

Vehicle on road beginning 96' from DER, on centerline, up to 28' MSL.

Building 130' from DER, 379' left of centerline, 18' AGL/24' MSL.

Vehicle on road beginning 336' from DER, 28' left of centerline, up to 28' MSL.

Pole, catenary beginning 451' from DER, 400' left of centerline, up to 14' AGL/40' MSL.

General utility 589' from DER, 389' left of centerline, 16' AGL/42' MSL.

Antennas beginning 592' from DER, 388' left of centerline, up to 34' AGL/46' MSL.

Rwy 32, lighting 9' from DER, 37' right of centerline, 2' AGL/21' MSL.

Lighting 10' from DER, 47' left of centerline, 2' AGL/21' MSL

HUGHES, AK**HUGHES (HUS) (PAHU)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 02DEC21 (21336) (FAA)****DEPARTURE PROCEDURE:**

Use HUGHES (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:**Rwy 18**, tree 5' from DER, 205' right of centerline, 32' AGL/324' MSL.

Trees beginning 13' from DER, 150' right of centerline, up to 41' AGL/332' MSL.

Trees beginning 36' from DER, 176' left of centerline, up to 59' AGL/350' MSL.

Trees beginning 161' from DER, 244' left of centerline, up to 61' AGL/352' MSL.

Tree 187' from DER, 471' left of centerline, 61' AGL/354' MSL.

Trees beginning 235' from DER, 64' left of centerline, up to 65' AGL/358' MSL.

Trees beginning 510' from DER, 187' left of centerline, up to 68' AGL/362' MSL.

Tree 1484' from DER, 855' right of centerline, 51' AGL/347' MSL.

Tree 1886' from DER, 561' right of centerline, 54' AGL/350' MSL.

Tree 2187' from DER, 325' right of centerline, 54' AGL/353' MSL.

Trees beginning 2199' from DER, 106' right of centerline, up to 64' AGL/364' MSL.

Tree 2510' from DER, 16' left of centerline, 72' AGL/365' MSL.

Trees beginning 2524' from DER, 52' right of centerline, up to 68' AGL/370' MSL.

Trees beginning 2626' from DER, 168' right of centerline, up to 76' AGL/377' MSL.

Tree 2664' from DER, 7' left of centerline, 81' AGL/375' MSL.

Trees beginning 2666' from DER, 225' right of centerline, up to 78' AGL/379' MSL.

Rwy 36, trees, vehicles on road beginning 1' from DER, 345' right of centerline, up to 28' AGL/322' MSL.

Vegetation 42' from DER, 123' left of centerline, 5' AGL/301' MSL.

Trees beginning 76' from DER, 90' left of centerline, up to 35' AGL/318' MSL.

Trees, vehicles on road beginning 77' from DER, 86' right of centerline, up to 31' AGL/328' MSL.

Poles, trees, catenary, vehicles on road, antenna, buildings, vertical structures beginning 105' from DER, 117' right of centerline, up to 34' AGL/331' MSL.

Trees beginning 138' from DER, 142' left of centerline, up to 44' AGL/337' MSL.

Trees beginning 294' from DER, 132' left of centerline, up to 46' AGL/340' MSL.

Tree, vehicles on road beginning 360' from DER, 482' right of centerline, up to 47' AGL/344' MSL.

Trees beginning 415' from DER, 528' right of centerline, up to 49' AGL/346' MSL.

Trees, vehicles on road, buildings, vertical structures, poles, lighting, tower, catenary, antenna beginning 448' from DER, 198' right of centerline, up to 51' AGL/348' MSL.

Trees, poles, catenary beginning 1012' from DER, 277' right of centerline, up to 48' AGL/403' MSL.

Trees beginning 1203' from DER, 568' right of centerline, up to 63' AGL/511' MSL.

Trees beginning 1415' from DER, 275' right of centerline, up to 52' AGL/553' MSL.

Tree 1573' from DER, 760' right of centerline, 54' AGL/587' MSL.

Trees beginning 1599' from DER, 394' right of centerline, up to 50' AGL/595' MSL.

Trees beginning 1780' from DER, 314' right of centerline, up to 52' AGL/607' MSL.

Trees beginning 1823' from DER, 316' right of centerline, up to 53' AGL/611' MSL.

Trees beginning 2200' from DER, 356' right of centerline, up to 54' AGL/630' MSL.

Tree 2.1 NM from DER, 3729' right of centerline, 18' AGL/627' MSL.



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HUSLIA, AK**HUSLIA (HLA) (PAHL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 3**, multiple trees beginning 115' from DER, 278' right of centerline, up to 20' AGL/261' MSL.

Multiple trees beginning 181' from DER, 20' left of centerline, up to 20' AGL/275' MSL.

Rwy 21, pole 1125' from DER, 795' right of centerline, 76' AGL/260' MSL.

Multiple trees and bushes beginning 169' from DER, 164' left of centerline, up to 20' AGL/284' MSL.

Multiple trees and bushes beginning 141' from DER, 204' right of centerline, up to 20' AGL/260' MSL.

IGIUGIG, AK**IGIUGIG (IGG) (PAIG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 5**, trees beginning 13' from DER, 154' right of centerline, up to 60' AGL/159' MSL.**Rwy 23**, trees beginning 13' from DER, 153' left of centerline, up to 60' AGL/209' MSL.**ILIAMNA, AK****ILIAMNA (ILI) (PAIL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:**Rwy 36**, std. w/min. climb of 400' per NM to 2900, or 3000 - 3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 8**, climb to 2100, then climbing right turn via 281° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.**Rwy 18**, climb to 2100, then climbing left turn via 331° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.**Rwy 26**, climb heading 243° to 2100, then climbing left turn via 044° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.**Rwy 36**, climb to 2900, then climbing left turn via 141° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.**VCOA:**

Cross Iliamna airport at or above 2900 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 8**, WSK 1' from DER, 358' left of centerline, 16' AGL/160' MSL.

Tree 304' from DER, 363' left of centerline, 11' AGL/155' MSL.

Rwy 18, trees beginning 59' from DER, 442' right of centerline, up to 30' AGL/199' MSL.**Rwy 26**, trees beginning 76' from DER, 211' right of centerline, up to 30' AGL/262' MSL.

Trees beginning 208' from DER, 12' left of centerline, up to 30' AGL/263' MSL.

Rwy 36, trees beginning 85' from DER, 18' left of centerline, up to 30' AGL/239' MSL.

Trees beginning 757' from DER, 39' right of centerline, up to 30' AGL/238' MSL.

Bushes beginning 247' from DER, 281' left of centerline, up to 30' AGL/205' MSL.

Bush 434' from DER, 258' right of centerline, 11' AGL/194' MSL.

Vehicle on road 436' from DER, 407' left of centerline, up to 15' AGL/219' MSL.

INDIAN MOUNTAIN LRRS (PAIM)**UTOPIA CREEK, AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 31OCT24 (24305) (USAF)

TAKEOFF MINIMUMS:**Rwy 7**, 3500-3 climb in visual conditions.**Rwy 25**, NA.**DEPARTURE PROCEDURE:**

Diverse departures NA.

CAUTION: Uncontrolled airspace below 700' AGL within 4 NM of Indian Mountain LRRS airport.

Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Indian Mountain LRRS at or above 4600' MSL before proceeding on course. Remain within 3 NM of Indian Mountain LRRS during climb in visual conditions.**TAKEOFF OBSTACLE NOTES:****Rwy 7**, terrain 380' from DER, 602' right of centerline, 1007' MSL.

Terrain 887' from DER, 738' right of centerline, 1004' MSL.

Terrain 634' from DER, 670' right of centerline, 1012' MSL.

Terrain 880' from DER, 640' right of centerline, 994' MSL.

Terrain 147' from DER, 506' right of centerline, 994' MSL.

Terrain abeam the DER, 287' right of centerline, 963' MSL.

REIL 2' from DER, 76' left of centerline, 3' AGL/968' MSL.

REIL 55' from DER, 226' left of centerline, 3' AGL/966' MSL.

Blgd 118 34' inward of DER, 421' left of centerline, 22' AGL/1023' MSL.



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JUNEAU, AK

JUNEAU INTL (JNU) (PAJN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:

Rwys 8W, 26W, NA-Water runway.

DEPARTURE PROCEDURE:

Use JUNEAU DEPARTURE.

KAKE, AK

KAKE (AFE) (PAFE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Use KAKE (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees 26' from DER, 250' left of centerline, 148' AGL/345' MSL.

Trees beginning 93' from DER, 3' right of centerline, up to 148' AGL/319' MSL.

Trees beginning 153' from DER, 16' left of centerline, up to 148' AGL/365' MSL.

Trees beginning 281' from DER, 123' left of centerline, up to 148' AGL/385' MSL.

Trees beginning 409' from DER, 103' left of centerline, up to 148' AGL/424' MSL.

Trees beginning 859' from DER, 210' left of centerline, up to 148' AGL/447' MSL.

Trees beginning 987' from DER, 316' left of centerline, up to 148' AGL/470' MSL.

Trees beginning 1114' from DER, 2' left of centerline, up to 148' AGL/493' MSL.

Trees beginning 1572' from DER, 43' right of centerline, up to 148' AGL/339' MSL.

Trees beginning 1895' from DER, 170' right of centerline, up to 148' AGL/345' MSL.

Trees beginning 2023' from DER, 64' right of centerline, up to 148' AGL/395' MSL.

Trees beginning 2346' from DER, 191' right of centerline, up to 148' AGL/401' MSL.

Trees beginning 2473' from DER, 84' right of centerline, up to 148' AGL/431' MSL.

Trees beginning 2796' from DER, 211' right of centerline, up to 148' AGL/447' MSL.

Trees beginning 2924' from DER, 104' right of centerline, up to 148' AGL/463' MSL.

Trees beginning 3119' from DER, 338' right of centerline, up to 148' AGL/467' MSL.

Trees beginning 3247' from DER, 231' right of centerline, up to 148' AGL/480' MSL.

Trees beginning 3299' from DER, 215' left of centerline, up to 148' AGL/519' MSL.

Trees beginning 3375' from DER, 124' right of centerline, up to 148' AGL/486' MSL.

Trees beginning 3427' from DER, 7' left of centerline, up to 148' AGL/549' MSL.

Trees beginning 3502' from DER, 18' right of centerline, up to 148' AGL/496' MSL.

Trees beginning 3698' from DER, 251' right of centerline, up to 148' AGL/503' MSL.

Trees beginning 3825' from DER, 145' right of centerline, up to 148' AGL/532' MSL.

Trees beginning 3953' from DER, 12' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 1 NM from DER, 14' left of centerline, up to 148' AGL/559' MSL.

Trees beginning 1 NM from DER, 32' right of centerline, up to 148' AGL/555' MSL.

Trees beginning 1.9 NM from DER, 2314' right of centerline, up to 148' AGL/568' MSL.

Trees beginning 2.3 NM from DER, 3311' left of centerline, up to 148' AGL/637' MSL.

Trees beginning 2.4 NM from DER, 3418' left of centerline, up to 148' AGL/696' MSL.

Rwy 29, trees 21' from DER, 353' left of centerline, 148' AGL/280' MSL.

Trees beginning 28' from DER, 7' right of centerline, up to 148' AGL/290' MSL.

Trees beginning 88' from DER, 13' left of centerline, up to 148' AGL/293' MSL.

Trees beginning 1124' from DER, 3' right of centerline, up to 148' AGL/309' MSL.

Trees beginning 3316' from DER, 23' right of centerline, up to 148' AGL/316' MSL.

Trees beginning 3639' from DER, 44' right of centerline, up to 148' AGL/322' MSL.

Trees beginning 3962' from DER, on centerline, up to 148' AGL/336' MSL.

Trees beginning 5380' from DER, 233' right of centerline, up to 148' AGL/339' MSL.

Trees beginning 5508' from DER, 126' right of centerline, up to 148' AGL/342' MSL.

Trees beginning 5635' from DER, 20' right of centerline, up to 148' AGL/352' MSL.

Trees beginning 5831' from DER, 40' right of centerline, up to 148' AGL/365' MSL.

Trees 5876' from DER, 86' left of centerline, 148' AGL/299' MSL.

Tower, trees beginning 1 NM from DER, 65' left of centerline, up to 191' AGL/328' MSL.

Trees beginning 1 NM from DER, 1529' right of centerline, up to 148' AGL/391' MSL.

Trees beginning 1.1 NM from DER, 1549' right of centerline, up to 148' AGL/414' MSL.

Trees beginning 1.2 NM from DER, 2144' right of centerline, up to 148' AGL/437' MSL.

Trees beginning 1.3 NM from DER, 2038' right of centerline, up to 148' AGL/486' MSL.

Trees beginning 1.4 NM from DER, 1887' right of centerline, up to 148' AGL/542' MSL.

Trees beginning 2 NM from DER, 3287' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 2.3 NM from DER, 2477' right of centerline, up to 148' AGL/598' MSL.

Trees beginning 2.5 NM from DER, 2371' right of centerline, up to 148' AGL/605' MSL.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



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KALSKAG, AK**KALSKAG (KLG) (PALG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 08SEP22 (22251) (FAA)****TAKEOFF MINIMUMS:****Rwy 7, NA-Environmental.****DEPARTURE PROCEDURE:****Rwy 25, climb on heading 251° to 1000 before proceeding on course.****TAKEOFF OBSTACLE NOTES:****Rwy 25, pole, vegetation beginning 5' from DER, 273' right of centerline, up to 86' MSL.**

Wind indicator 11' from DER, 251' left of centerline, 73' MSL.

Trees, pole beginning 52' from DER, 194' left of centerline, up to 71' AGL/126' MSL.

Trees, poles beginning 249' from DER, 445' right of centerline, up to 115' MSL.

Trees, poles beginning 487' from DER, 423' left of centerline, up to 127' MSL.

Trees, pole beginning 929' from DER, 17' right of centerline, up to 124' MSL.

Trees, pole beginning 1099' from DER, 19' left of centerline, up to 70' AGL/131' MSL.

KALTAG, AK**KALTAG (KAL) (PAKV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 05JAN17 (17005) (FAA)****TAKEOFF MINIMUMS:****Rwy 3, std. w/min. climb of 460' per NM to 4000, or 3000-3 for VCOA.****Rwy 21, std. w/min. climb of 481' per NM to 4000, or 3000-3 for VCOA.****DEPARTURE PROCEDURE:****Rwy 3, climb heading 029° to 1100 before proceeding on course.****Rwy 21, climb heading 209° to 1100 before proceeding on course.****VCOA:**

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kaltag airport at or above 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 3, trees beginning 786' from DER, crossing centerline, 221' MSL.**

Vehicle on road 809' from DER, 349' right of centerline, 192' MSL.

Tower 1319' from DER, 529' right of centerline, 130' AGL/240' MSL.

Rwy 21, bush 81' from DER, 463' left of centerline, 196' MSL.

Trees beginning 628' from DER, 593' right of centerline, up to 277' MSL.

Trees beginning 1915' from DER, 449' left of centerline up to 288' MSL.

Trees beginning 2777' from DER, 329' left of centerline, up to 308' MSL.

Trees beginning 3732' from DER, 134' left of centerline, up to 308' MSL.

Tree 4872' from DER, 244' right of centerline, 304' MSL.

KASIGLUK, AK**KASIGLUK (Z09) (PFKA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 22AUG13 (13234) (FAA)****DEPARTURE PROCEDURE:****Rwy 17, climb heading 174° to 800 before proceeding on course.****TAKEOFF OBSTACLE NOTES:****Rwy 35, bush 13' from DER, 52' left of centerline, 6' AGL/31' MSL.****KENAI, AK****KENAI MUNI (ENA) (PAEN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2A 13SEP18 (18256) (FAA)****TAKEOFF MINIMUMS:****Rwys 2W, 20W, NA- Environmental.****DEPARTURE PROCEDURE:****Rwys 2L/R, climb on a heading between 304° clockwise to 196° from DER.****Rwys 20L/R, climb heading 196° to 1100, then climb on a heading between 226° counter clockwise to 016° from DER.****TAKEOFF OBSTACLE NOTES:****Rwy 2L, sign 20' from DER, 122' right of centerline, 4' AGL/100' MSL.**

Windsock 523' from DER, 599' left of centerline, 20' AGL/120' MSL.

Rwy 2R, trees and catenary beginning 533' from DER, 262' right of centerline, up to 39' AGL/137' MSL.**Rwy 20L, trees beginning 900' from DER, 524' left of centerline, up to 50' AGL/141' MSL.**

Control tower and antenna on control tower beginning 2060' from DER, 675' left of centerline, up to 79' AGL/174' MSL.

Tree 2998' from DER, 1050' left of centerline, 108' AGL/198' MSL.

Rwy 20R, vehicle on road 9' from DER, 497' right of centerline, 15' AGL/117' MSL.

Trees beginning 599' from DER, 354' right of centerline, up to 76' AGL/153' MSL.

DME antenna and trees beginning 821' from DER, 103' left of centerline, up to 34' AGL/119' MSL.



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KETCHIKAN, AK**KETCHIKAN INTL (KTN) (PAKT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 9 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:**Rwy 11**, use KETCHIKAN DEPARTURE.**Rwy 29**, use SKOWL DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 11**, electrical system 5' from DER, 55' left of centerline, 1' AGL/90' MSL.

Electrical system 5' from DER, 54' right of centerline, 1' AGL/90' MSL.

Tree 107' from DER, 514' left of centerline, 93' MSL.

Tree 190' from DER, 508' left of centerline, 76' AGL/95' MSL.

Tree 483' from DER, 572' right of centerline, 126' MSL.

Tree 966' from DER, 692' right of centerline, 128' MSL.

Tree 1072' from DER, 693' right of centerline, 144' MSL.

Trees beginning 1195' from DER, 659' right of centerline, up to 154' MSL.

Tree 2469' from DER, 1001' right of centerline, 164' MSL.

Tree 2567' from DER, 1060' right of centerline, 168' MSL.

Trees beginning 2768' from DER, 1014' right of centerline, up to 173' MSL.

Rwy 29, trees beginning 428' from DER, 549' left of centerline, up to 121' MSL.

Trees beginning 671' from DER, 572' left of centerline, up to 135' MSL.

Tree 2370' from DER, 1093' left of centerline, 147' MSL.

Tree 2728' from DER, 989' left of centerline, 154' MSL.

Trees beginning 2787' from DER, 1089' left of centerline, up to 164' MSL.

Tree 3059' from DER, 1264' left of centerline, 188' MSL.

Trees beginning 3195' from DER, 971' left of centerline, up to 194' MSL.

Trees beginning 3558' from DER, 1125' left of centerline, up to 220' MSL.

Trees beginning 3658' from DER, 1243' left of centerline, up to 234' MSL.

Trees beginning 3754' from DER, 840' left of centerline, up to 238' MSL.

Trees beginning 5550' from DER, 1591' left of centerline, up to 250' MSL.

Tree 6050' from DER, 1934' left of centerline, 252' MSL.

Trees beginning 6070' from DER, 1883' left of centerline, up to 284' MSL.

Tree 1.9 NM from DER, 3275' left of centerline, 390' MSL.

Tree 2 NM from DER, 3284' left of centerline, 415' MSL.

Tree 2 NM from DER, 3381' left of centerline, 462' MSL.

Tree 2.2 NM from DER, 4085' left of centerline, 100' AGL/576' MSL.

Trees beginning 2.2 NM from DER, 2371' left of centerline, up to 607' MSL.

Trees beginning 2.3 NM from DER, 3644' left of centerline, up to 100' AGL/622' MSL.

Trees beginning 2.3 NM from DER, 2461' left of centerline, up to 640' MSL.

Trees beginning 2.3 NM from DER, 2432' left of centerline, up to 647' MSL.

Tree 2.3 NM from DER, 4153' left of centerline, 100' AGL/658' MSL.

Trees beginning 2.3 NM from DER, 2171' left of centerline, up to 783' MSL.

Trees beginning 2.4 NM from DER, 2456' left of centerline, up to 866' MSL.

KIANA, AK**BOB BAKER MEML (IAN) (PAIK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 31DEC20 (21112) (FAA)

TAKEOFF MINIMUMS:**Rwy 25**, NA - Terrain.**DEPARTURE PROCEDURE:****Rwy 7**, Use SELAWIK (RNAV) DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 7**, trees beginning 36' from DER, 171' left of centerline, up to 23' AGL/157' MSL.

Tree 425' from DER, 595' left of centerline, 24' AGL/161' MSL.

Trees beginning 477' from DER, 474' left of centerline, up to 30' AGL/166' MSL.

Tree 488' from DER, 601' left of centerline, 29' AGL/168' MSL.

Trees beginning 522' from DER, 411' left of centerline, up to 34' AGL/169' MSL.

Tree 581' from DER, 576' left of centerline, 31' AGL/170' MSL.

Trees beginning 590' from DER, 434' left of centerline, up to 36' AGL/171' MSL.

Trees beginning 601' from DER, 520' left of centerline, up to 35' AGL/172' MSL.

Trees beginning 623' from DER, 438' left of centerline, up to 40' AGL/174' MSL.

AK, 03 SEP 2026 to 29 OCT 2026



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KING COVE, AK**KING COVE (KVC) (PAVC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:**Rwy 26**, NA - Obstacles.**DEPARTURE PROCEDURE:****Rwy 8**, use COLD BAY (RNAV) DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 8**, fence, tree, vegetation beginning 14' from DER, 77' left of centerline, up to 8' AGL/154' MSL.

Tree 20' from DER, 286' right of centerline, 8' AGL/145' MSL.

Trees beginning 26' from DER, 163' right of centerline, up to 12' AGL/153' MSL.

Fence 72' from DER, 385' left of centerline, 8' AGL/158' MSL.

Tree, building, general utility beginning 99' from DER, 252' left of centerline, up to 11' AGL/167' MSL.

Fence 129' from DER, 383' left of centerline, 10' AGL/168' MSL.

Trees, fences, vegetation beginning 145' from DER, 361' left of centerline, up to 10' AGL/175' MSL.

KING SALMON, AK**KING SALMON (AKN) (PAKN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 11JUL24 (24193) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 18**, trees 4' from DER, 274' left of centerline, 100' AGL/156' MSL.

Trees beginning 48' from DER, 7' left of centerline, up to 30' AGL/160' MSL.

Trees beginning 93' from DER, 11' right of centerline, up to 30' AGL/160' MSL.

Rwy 36, trees 0' from DER, 76' left of centerline, 30' AGL/93' MSL.

Trees beginning 45' from DER, 75' right of centerline, up to 30' AGL/96' MSL.

Trees beginning 89' from DER, 227' right of centerline, up to 30' AGL/103' MSL.

Trees, vegetation beginning 178' from DER, 37' right of centerline, up to 30' AGL/106' MSL.

Trees beginning 203' from DER, 9' left of centerline, up to 30' AGL/96' MSL.

Trees 540' from DER, 399' left of centerline, 30' AGL/99' MSL.

Trees beginning 585' from DER, 95' left of centerline, up to 30' AGL/103' MSL.

Trees beginning 788' from DER, 28' left of centerline, up to 30' AGL/109' MSL.

KIPNUK, AK**KIPNUK (IIK) (PAKI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 17**, rwy light beginning 9' from DER, 40' right of centerline, up to 2' AGL/20' MSL.

Rwy light beginning 9' from DER, 51' left of centerline, up to 3' AGL/20' MSL.

Rwy light 10' from DER, 40' left of centerline, 3' AGL/21' MSL.

Rwy 35, segmented circle marker, rwy light beginning 0' from DER, 40' left of centerline, up to 6' AGL/20' MSL.

Rwy light beginning 9' from DER, 40' right of centerline, up to 2' AGL/20' MSL.

KIVALINA, AK**KIVALINA (KVL) (PAVL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG-A 15OCT15 (15288) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 12**, windsock 143' from DER, 267' left of centerline, 22' AGL/30' MSL.

Tower 3544' from DER, 150' left of centerline, 100' AGL/115' MSL.

Rwy 30, bush 2' from DER, 82' left of centerline, 2' AGL/18' MSL.

Bush 16' from DER, 85' left of centerline, 2' AGL/18' MSL.

KLAWOCK, AK**KLAWOCK (AKW) (PAKW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4A 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:**Rwy 2**, NA - Obstacles**DEPARTURE PROCEDURE:****Rwy 20**, use KLAWOCK DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 20**, trees 5964' from DER, 1369' left of centerline, up to 158' AGL/357' MSL.

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KOBUK, AK**KOBUK (OBU) (PAOB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:**Rwy 9**, std w/min climb of 425'/NM to 4000, or 4000-3 for VCOA.**Rwy 27**, std w/min climb of 400'/NM to 4000, or 4000-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 9**, climb on heading 095° to 4000 before proceeding on course.**Rwy 27**, climb on heading 275° to 4000 before proceeding on course.**VCOA:****All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kobuk airport at or above 4000 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, light poles on DER, 48' left of centerline, 2' AGL/139' MSL.

Tree 60' from DER, 241' left of centerline, 149' MSL.

Trees beginning 64' from DER, 17' left of centerline, up to 203' MSL.

Trees beginning 213' from DER, 115' right of centerline, up to 147' MSL.

Tree 1418' from DER, 31' right of centerline, 174' MSL.

Pole 1615' from DER, 836' right of centerline, 33' AGL/181' MSL.

Tree 1876' from DER, 12' right of centerline, 186' MSL.

Tree 2177' from DER, 102' right of centerline, 193' MSL.

Trees beginning 2180' from DER, 93' left of centerline, up to 204' MSL.

Trees beginning 2266' from DER, 94' right of centerline, up to 200' MSL.

Tree 2869' from DER, 122' right of centerline, 215' MSL.

Rwy 27, light poles on DER, 47' left of centerline, 2' AGL/141' MSL.

Tree 48' from DER, 489' left of centerline, 146' MSL.

Tree 166' from DER, 486' left of centerline, 155' MSL.

Trees beginning 298' from DER, 461' left of centerline, up to 173' MSL.

Tree 877' from DER, 690' left of centerline, 190' MSL.

Tree 977' from DER, 647' left of centerline, 196' MSL.

KODIAK, AK**KODIAK (ADQ) (PADQ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:**Rwy 26**, NA-terrain.**DEPARTURE PROCEDURE:****Runways 1, 8, 11, 19, 29**, use KODIAK DEPARTURE.**KOKHANOK, AK****KOKHANOK (9K2) (PFKK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:**Rwy 7**: 400-1½ w/ min climb of 248'/NM to 4800, or 2700-3 for VCOA.**Rwy 25**: std w/ min climb of 248'/NM to 2200, or 2700-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 7**: climb on a heading between 247° CW to 071° from DER.**Rwy 25**: climb on a heading between 260° CW to 067° from DER.**VCOA All Runways**: obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kokhanok Airport at or above 2700 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 7 Low, Close-in Obstacles**: trees within 500' from DER extending to ¾ NM from DER, left, right, and crossing centerline, up to 307' MSL, 196' above DER.**Rwy 7 Takeoff Minimums Obstacles**: trees ¼ NM from DER extending to 1.5 NM from DER, left, right, and crossing centerline, up to 451' MSL, 340' above DER.**Rwy 25 Low, Close-in Obstacles**: trees within 500' from DER extending to ½ NM from DER, left, right, and crossing centerline, up to 199' MSL, 90' above DER. Crossing DER 85' above DER elev clears low, close-in obstacles.

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KOLIGANEK, AK**KOLIGANEK (JZZ) (PAJZ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 20AUG15 (15232) (FAA)****DEPARTURE PROCEDURE:****Rwy 9**, climb heading 093° to 900 before turning North.**Rwy 27**, climb heading 273° to 1500 before turning North.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, multiple bushes beginning 50' from DER, 15' right of centerline, up to 15' AGL/327' MSL.

Multiple bushes beginning 180' from DER, 69' left of centerline, up to 15' AGL/340' MSL.

Rwy 27, multiple bushes beginning 76' from DER, 146' left and right of centerline, up to 15' AGL/271' MSL.

Power pole 845' from DER, 716' right of centerline, 50' AGL/267' MSL.

KOTLIK, AK**KOTLIK (2A9) (PFKO)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT1 10NOV16 (16315) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 2**, tree abeam DER, 182' right of centerline, 6' AGL/16' MSL.

Vehicle on road 3' from DER, 183' left of centerline, 23' MSL.

Tree 58' from DER, 111' right of centerline, 8' AGL/18' MSL.

Pole 84' from DER, 76' left of centerline, 26' AGL/37' MSL.

Tree 137' from DER, 233' right of centerline, 16' AGL/21' MSL.

Tree 171' from DER, 154' right of centerline, 13' AGL/23' MSL.

Tree 324' from DER, 181' right of centerline, 15' AGL/24' MSL.

Tree 606' from DER, 221' right of centerline, 24' AGL/30' MSL.

Rwy 20, bush 8' from DER, 105' left of centerline, 5' AGL/14' MSL.

Tree 24' from DER, 132' right of centerline, 10' AGL/16' MSL.

KOTZEBUE, AK**RALPH WIEN MEML (OTZ) (PAOT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 07DEC17 (20366) (FAA)****TAKEOFF MINIMUMS:****Rwy 18**, 300 - 1¼ or std. w/ min. climb of 285' per NM to 300.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, terrain, traverse way beginning 400' from DER, 150' right of centerline, up to 39' MSL.

Terrain, traverse way beginning 487' from DER, 113' right of centerline, up to 43' MSL.

Traverse way, terrain beginning 555' from DER, 18' left of centerline, up to 37' MSL.

Traverse way, terrain beginning 570' from DER, 199' right of centerline, up to 50' MSL.

Terrain beginning 586' from DER, 155' right of centerline, up to 55' MSL.

Traverse way, terrain beginning 600' from DER, 27' left of centerline, up to 49' MSL.

Terrain 745' from DER, 201' left of centerline, 50' MSL.

Traverse way 757' from DER, 199' left of centerline, 60' MSL.

Traverse way, terrain beginning 775' from DER, 75' left of centerline, up to 61' MSL.

Terrain, traverse way beginning 777' from DER, 3' right of centerline, up to 61' MSL.

Traverse way, terrain beginning 845' from DER, 29' right of centerline, up to 62' MSL.

Terrain beginning 969' from DER, 29' right of centerline, up to 67' MSL.

Terrain 1000' from DER, 505' left of centerline, 64' MSL.

Terrain beginning 1000' from DER, 280' left of centerline, up to 72' MSL.

Terrain beginning 1151' from DER, 194' left of centerline, up to 80' MSL.

Terrain, traverse way beginning 1183' from DER, 128' right of centerline, up to 106' MSL.

Terrain beginning 1396' from DER, 33' left of centerline, up to 83' MSL.

Terrain beginning 1400' from DER, 2' right of centerline, up to 120' MSL.

Terrain beginning 1539' from DER, 597' right of centerline, up to 124' MSL.

Terrain beginning 1554' from DER, 321' left of centerline, up to 89' MSL.

Tree, terrain beginning 1582' from DER, 0' of centerline, up to 9' AGL/131' MSL.

Terrain beginning 1638' from DER, 195' left of centerline, up to 90' MSL.

Terrain beginning 1800' from DER, 201' left of centerline, up to 100' MSL.

Tree, terrain beginning 1896' from DER, 39' right of centerline, up to 9' AGL/137' MSL.

Terrain beginning 1928' from DER, 9' left of centerline, up to 107' MSL.

Terrain 3548' from DER, 316' left of centerline, 109' MSL.

Terrain 3599' from DER, 820' left of centerline, 111' MSL.

Terrain 3599' from DER, 398' left of centerline, 114' MSL.

Terrain beginning 3600' from DER, 336' left of centerline, up to 117' MSL.

Terrain beginning 3636' from DER, 183' left of centerline, up to 120' MSL.

Terrain beginning 3799' from DER, 385' left of centerline, up to 124' MSL.

Tower 3948' from DER, 698' left of centerline, 27' AGL/147' MSL.

NAVAID, terrain beginning 3949' from DER, 519' left of centerline, up to 32' AGL/152' MSL.

Rwy 18, terrain, lighting beginning 3' from DER, 64' right of centerline, up to 15' MSL.

Lighting 9' from DER, 61' left of centerline, 2' AGL/12' MSL.

Traverse way, terrain, tree beginning 13' from DER, 143' right of centerline, up to 25' MSL.

Traverse way beginning 47' from DER, 196' left of centerline, up to 20' MSL.

Traverse way beginning 399' from DER, 179' right of centerline, up to 26' MSL.

CON'T

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KOTZEBUE, AK (CON'T)**RALPH WIEN MEML (OTZ) (PAOT) (CON'T)****Rwy 18 (CON'T)**, antenna 5815' from DER, 1697' left of centerline, 81' AGL/190' MSL.

Tower 5818' from DER, 1690' left of centerline, 107' AGL/218' MSL.

Rwy 27, traverse way beginning 5' from DER, 179' right of centerline, up to 25' MSL.

Traverse way beginning 36' from DER, 82' left of centerline, up to 25' MSL.

Rwy 36, lighting 8' from DER, 34' right of centerline, 1' AGL/13' MSL.

Lighting 9' from DER, 27' left of centerline, 1' AGL/13' MSL.

Pole, sign beginning 10' from DER, 66' left of centerline, up to 2' AGL/14' MSL.

Traverse way, vertical point beginning 12' from DER, 21' right of centerline, up to 20' MSL.

Traverse way beginning 172' from DER, 143' right of centerline, up to 21' MSL.

Vertical structure, traverse way beginning 312' from DER, 62' right of centerline, up to 31' AGL/40' MSL.

Tower, building, dome, antenna beginning 378' from DER, 394' left of centerline, up to 66' AGL/76' MSL.

NAVAID 1341' from DER, 612' right of centerline, 38' AGL/47' MSL.

KOYUK, AK**KOYUK ALFRED ADAMS (KKA) (PAKK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1A 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:**Rwy 1**, NA - Obstacles.**DEPARTURE PROCEDURE:****Rwy 19**, climb on heading 193° to 800 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 19**, tree 11' from DER, 377' right of centerline, 23' AGL/197' MSL.

Trees, vegetation, pole, buildings, lighting beginning 47' from DER, 327' right of centerline, up to 34' AGL/211' MSL.

KOYUKUK, AK**KOYUKUK (KYU) (PFKU)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

Use DIBVY DEPARTURE.

KWETHLUK, AK**KWETHLUK (KWT) (PFKW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:**Rwy 18**, 400-2 or std. w/ min. climb of 240' per NM to 500.**TAKEOFF OBSTACLE NOTES:****Rwy 18**, trees beginning 292' from DER, 373' right of centerline, up to 35' AGL/63' MSL.

Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL/134' MSL.

Rwy 36, trees beginning 95' from DER, 491' left of centerline, up to 35' AGL/84' MSL.

Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL/42' MSL.

LADD AAF (PAFB)**FAIRBANKS/FORT WAINWRIGHT, AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 27NOV25 (25331) (USA)

TAKEOFF MINIMUMS:**Rwy 25**, std. w/min climb of 208'/NM to 2300.**DEPARTURE PROCEDURE:****Rwy 7**, climbing right turn via hdg 186° and FAI VORTAC R-090 to 5000 direct FAI (hold south, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.**Rwy 25**, climbing left turn via hdg 186° and FAI VORTAC R-090 to 5000 direct FAI (hold south, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 7**, public road 387' east of DER, up to 15' AGL/460' MSL.**Rwy 25**, public road 349' west of DER, up to 15' AGL/460' MSL.

Railroad tracks 556' west of DER, up to 23' AGL/461' MSL.

Trees 556' west of DER, up to 25' AGL/460' MSL.



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MANLEY HOT SPRINGS, AK**MANLEY HOT SPRINGS (MLY) (PAML)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, NA-Obstacles

DEPARTURE PROCEDURE:

Rwy 18, climb on a heading between 050° CW 220° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 286' from DER, 562' right of centerline, up to 68' AGL/334' MSL.

Tree 356' from DER, 592' left of centerline, 67' AGL/334' MSL.

Trees beginning 439' from DER, 586' left of centerline, up to 74' AGL/342' MSL.

Trees beginning 678' from DER, 585' right of centerline, up to 70' AGL/336' MSL.

Trees beginning 1087' from DER, 64' left of centerline, up to 86' AGL/355' MSL.

Tree 1923' from DER, 597' right of centerline, 70' AGL/337' MSL.

Trees beginning 1933' from DER, 129' right of centerline, up to 77' AGL/346' MSL.

Trees beginning 2435' from DER, 743' left of centerline, up to 92' AGL/360' MSL.

Trees beginning 2583' from DER, 553' left of centerline, up to 93' AGL/361' MSL.

Trees beginning 2621' from DER, 21' left of centerline, up to 93' AGL/362' MSL.

Tree 2666' from DER, 1053' right of centerline, 80' AGL/348' MSL.

Trees beginning 2860' from DER, 117' right of centerline, up to 85' AGL/353' MSL.

Trees beginning 2901' from DER, 278' left of centerline, up to 96' AGL/365' MSL.

Tree 2989' from DER, 731' left of centerline, 99' AGL/366' MSL.

Trees beginning 2992' from DER, 328' left of centerline, up to 98' AGL/367' MSL.

Tree 3008' from DER, 38' right of centerline, 88' AGL/356' MSL.

Trees beginning 3328' from DER, 7' left of centerline, up to 100' AGL/368' MSL.

Tree 3383' from DER, 15' right of centerline, 95' AGL/363' MSL.

Tree 3523' from DER, 376' right of centerline, 97' AGL/365' MSL.

Tree 3571' from DER, 232' left of centerline, 103' AGL/371' MSL.

Tree 3573' from DER, 497' right of centerline, 97' AGL/366' MSL.

Tree 3836' from DER, 41' right of centerline, 105' AGL/373' MSL.

MANOKOTAK, AK**MANOKOTAK (MBA) (PAMB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 27AUG09 (09239) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.**Rwy 21**, climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL.

Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL.

Rising terrain 42' from DER, 136' right of centerline up to 105' MSL.

Rising terrain 12' from DER, 301' left of centerline up to 102' MSL.

Rwy 21, multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL.

Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

MARSHALL, AK**MARSHALL DON HUNTER SR (MDM) (PADM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Use BIBNE RNAV DEPARTURE.

MC GRATH, AK**MC GRATH (MCG) (PAMC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2D 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environmental.**Rwy 17**, std w/min climb of 470'/NM to 1700, or 2300-3 for VCOA.**Rwy 35**, std w/min climb of 420'/NM to 2200, or 2300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 167° to 1700 then climbing left turn heading 021°, thence...**Rwy 35**, climb on heading 347° to 2200 then climbing right turn heading 173° to MCG R-104, thence...

...climb to 4000 southeast bound on MCG R-104. Aircraft southeast bound (079° CW 119°) continue climb on course to MEA for route of flight. All others reverse course on the MCG R-104 to MCG VORTAC, then continue climb on course to MEA for route of flight.

VCOA:

Rwys 17, 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mc Grath airport at or above 2200 before proceeding on course.

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MC GRATH, AK (CON'T)**MC GRATH (MCG) (PAMC) (CON'T)****TAKEOFF OBSTACLE NOTES:****Rwy 17**, vehicle on road beginning 8' from DER, 66' right of centerline, up to 351' MSL.

Vehicle on road beginning 141' from DER, 70' left of centerline, up to 349' MSL.

Vehicle on road beginning 178' from DER, 344' left of centerline, up to 350' MSL.

Trees beginning 930' from DER, 284' right of centerline, up to 399' MSL.

Trees beginning 1020' from DER, 116' right of centerline, up to 407' MSL.

Trees beginning 1159' from DER, 50' right of centerline, up to 409' MSL.

Trees beginning 1190' from DER, 306' left of centerline, up to 392' MSL.

Trees beginning 1235' from DER, 14' left of centerline, up to 406' MSL.

Trees beginning 1262' from DER, 18' right of centerline, up to 422' MSL.

Trees beginning 1551' from DER, 19' left of centerline, up to 408' MSL.

Trees beginning 1880' from DER, 16' left of centerline, up to 412' MSL.

Trees beginning 2529' from DER, 317' right of centerline, up to 429' MSL.

Tree 2552' from DER, 315' left of centerline, 413' MSL.

Tree 2575' from DER, 534' left of centerline, 416' MSL.

Trees beginning 2642' from DER, 270' left of centerline, up to 418' MSL.

Tree 2880' from DER, 596' left of centerline, 420' MSL.

Tree 3116' from DER, 93' left of centerline, 421' MSL.

Tree 3219' from DER, 748' left of centerline, 425' MSL.

Tree 3253' from DER, 46' left of centerline, 90' AGL/428' MSL.

Rwy 35, lighting 10' from DER, 59' right of centerline, 2' AGL/344' MSL.

Vegetation, trees beginning 12' from DER, 28' left of centerline, up to 351' MSL.

Vegetation 53' from DER, 237' right of centerline, 350' MSL.

Trees beginning 76' from DER, 78' right of centerline, up to 351' MSL.

Trees beginning 172' from DER, 142' right of centerline, up to 17' AGL/354' MSL.

Trees beginning 1420' from DER, 440' left of centerline, up to 388' MSL.

Trees beginning 1557' from DER, 320' left of centerline, up to 389' MSL.

Trees beginning 1705' from DER, 282' left of centerline, up to 408' MSL.

Tree 1757' from DER, 878' right of centerline, 392' MSL.

Trees beginning 1888' from DER, 807' right of centerline, up to 411' MSL.

Trees beginning 1942' from DER, 667' left of centerline, up to 414' MSL.

Trees beginning 2065' from DER, 671' right of centerline, up to 421' MSL.

Tree 2235' from DER, 1014' left of centerline, 416' MSL.

Tree 2759' from DER, 250' left of centerline, 417' MSL.

Tree 3106' from DER, 1063' left of centerline, 422' MSL.

Tree 3341' from DER, 1099' left of centerline, 428' MSL.

MEKORYUK, AK**MEKORYUK (MYU) (PAMY)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 12AUG21 (21224) (FAA)****DEPARTURE PROCEDURE:****Rwy 24**, climb on heading 245° to 900 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 6**, vegetation beginning 6' from DER, 175' right of centerline, up to 5' AGL/58' MSL.

Vegetation 68' from DER, 270' left of centerline, 2' AGL/55' MSL.

Vehicles on road and vegetation beginning 74' from DER, 186' left of centerline, up to 69' MSL.

Antenna and vehicles on road beginning 98' from DER, 384' left of centerline, up to 21' AGL/71' MSL.

Wind indicator and vehicles on road beginning 250' from DER, 300' left of centerline, up to 25' AGL/74' MSL.

Building and vehicles on road beginning 439' from DER, 370' left of centerline, up to 27' AGL/80' MSL.

Pole and vehicles on road beginning 517' from DER, 341' left of centerline, up to 34' AGL/85' MSL.

Poles beginning 731' from DER, 616' left of centerline, up to 37' AGL/92' MSL.

Rwy 24, vegetation 3' from DER, 396' right of centerline, 2' AGL/61' MSL.

Vegetation beginning 5' from DER, 227' left of centerline, up to 2' AGL/55' MSL.

Vegetation beginning 55' from DER, 385' right of centerline, up to 2' AGL/62' MSL.

Vegetation beginning 98' from DER, 273' left of centerline, up to 2' AGL/56' MSL.

MIDDLETON ISLAND, AK**MIDDLETON ISLAND (MDO) (PAMD)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 10JAN13 (13010) (FAA)****TAKEOFF MINIMUMS:****Rwys 13, 31**, NA-Environmental.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, aircraft on taxiway, 5' from DER, 195' left of centerline, up to 20' AGL/119' MSL.

Vehicle on taxiway, 131' from DER, 193' left of centerline, up to 15' AGL/114' MSL.

Rwy 20, vehicles on road beginning 3' from DER, 124' right of centerline, up to 15' AGL/164' MSL.

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MINCHUMINA, AK

MINCHUMINA (MHM) (PAMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02OCT25 (25275) (FAA)

DEPARTURE PROCEDURE:

Use HEMRO DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 3, light poles 10' from DER, 30' right of centerline, 2' AGL/681' MSL.

Tree, vegetation beginning 27' from DER, 99' left of centerline, up to 689' MSL.

Trees beginning 36' from DER, 184' right of centerline, up to 686' MSL.

Trees 122' from DER, 339' left of centerline, 736' MSL.

Trees, terrain beginning 144' from DER, 209' left of centerline, up to 764' MSL.

Rwy 21, trees, light poles, pole beginning 2' from DER, 30' left of centerline, up to 713' MSL.

Trees beginning 13' from DER, 209' right of centerline, up to 716' MSL.

Trees beginning 341' from DER, 440' right of centerline, up to 719' MSL.

Trees beginning 399' from DER, 301' right of centerline, up to 742' MSL.

MOUNTAIN VILLAGE, AK

MOUNTAIN VILLAGE (MOU) (PAMO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, lighting 9' from DER, 47' right of centerline, 341' MSL.

Lighting 9' from DER, 47' left of centerline, 340' MSL.

Rwy 20, lighting 9' from DER, 47' left of centerline, 299' MSL.

Lighting 10' from DER, 47' right of centerline, 299' MSL.

NAPAKIAK, AK

NAPAKIAK (VNA) (PANA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, numerous trees beginning 47' from DER, 161' right of centerline, up to 13' AGL/30' MSL.

Tree 465' from DER, 22' left of centerline, 16' AGL/33' MSL.

Rwy 34, numerous poles beginning 299' from DER, 287' left of centerline, up to 29' AGL/46' MSL.

Numerous poles beginning 177' right of centerline, 273' right of centerline, up to 26' AGL/43' MSL.

Rod on tower 359' from DER, 430' left of centerline, 30' AGL/47' MSL.

Antenna 357' from DER, 408' right of centerline, 29' AGL/46' MSL.

Catenary 215' from DER, 352' right of centerline, 19' AGL/36' MSL.

Tree 206' from DER, 297' left of centerline, 15' AGL/32' MSL.

Multiple buildings beginning 639' from DER, 414' left of centerline, up to 26' AGL/43' MSL.

Tree 520' from DER, 437' right of centerline, 13' AGL/30' MSL.

NAPASKIAK, AK

NAPASKIAK (PKA) (PAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, boats 25' from DER, 468' left of centerline, up to 50' AGL/50' MSL.

Trees 33' from DER, 141' left of centerline, up to 50' AGL/74' MSL.

Trees beginning 527' from DER, left and right of centerline, up to 50' AGL/74' MSL.

Trees 917' from DER, beginning 29' left of centerline, up to 50' AGL/74' MSL.

Rwy 20, trees beginning 32' from DER, left and right of centerline, up to 50' AGL/74' MSL.

Boats 620' from DER, 618' right of centerline, up to 50' AGL/50' MSL.

Trees beginning 1100' from DER, left and right of centerline, up to 50' AGL/74' MSL.

NELSON LAGOON, AK

NELSON LAGOON (OUL) (PAOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05DEC19 (19339) (FAA)

DEPARTURE PROCEDURE:

Use BINAL TWO DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 77' from DER, 210' left of centerline, up to 20' AGL/43' MSL.

Trees beginning 142' from DER, 56' right of centerline, up to 20' AGL/30' MSL.

Rwy 26, trees beginning 21' from DER, 10' right of centerline, up to 20' AGL/40' MSL.

Trees 265' from DER, 559' left of centerline, 20' AGL/34' MSL.

Trees beginning 296' from DER, 25' left of centerline, up to 20' AGL/40' MSL.



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NENANA, AK**NENANA MUNI (ENN) (PANN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4A 27NOV25 (25331) (FAA)****TAKEOFF MINIMUMS:****Rwys 4R, 4W, 22L, 22W, NA-ATC.****Rwy 4L**, 600-2½ or std w/min climb of 325°/NM to 1100.**DEPARTURE PROCEDURE:****Rwy 4L**, climbing right turn on heading 136° to 1900 then climbing right turn direct ENN VORTAC thence...**Rwy 22R**, climb on heading 226° to 1800 then climbing left turn direct ENN VORTAC thence...

...continue climb in ENN VORTAC holding pattern (hold southwest, left turns, 042° inbound) to MEA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 4L**, trees beginning 10' from DER, 129' left of centerline, up to 52' AGL/405' MSL.

Light poles 13' from DER, 95' right of centerline, 7' AGL/369' MSL.

Tree 20' from DER, 299' right of centerline, 370' MSL.

Tree 44' from DER, 183' right of centerline, 18' AGL/378' MSL.

Trees beginning 86' from DER, 281' right of centerline, up to 382' MSL.

Trees, antenna beginning 132' from DER, 166' right of centerline, up to 399' MSL.

Trees beginning 487' from DER, 20' left of centerline, up to 406' MSL.

Trees beginning 505' from DER, 160' right of centerline, up to 402' MSL.

Trees beginning 751' from DER, 650' right of centerline, up to 410' MSL.

Trees beginning 956' from DER, 5' right of centerline, up to 436' MSL.

Tree 2888' from DER, 1261' left of centerline, 442' MSL.

Trees beginning 2979' from DER, 1088' left of centerline, up to 446' MSL.

Tree 3139' from DER, 1026' left of centerline, 448' MSL.

Trees beginning 3218' from DER, 970' left of centerline, up to 458' MSL.

Trees beginning 3250' from DER, 831' left of centerline, up to 459' MSL.

Tree 3463' from DER, 1220' left of centerline, 464' MSL.

Tree 1.9 NM from DER, 3535' left of centerline, 72' AGL/783' MSL.

Trees beginning 2 NM from DER, 2799' left of centerline, up to 65' AGL/830' MSL.

Trees beginning 2.1 NM from DER, 1312' left of centerline, up to 88' AGL/876' MSL.

Rwy 22R, trees beginning 2' from DER, 239' right of centerline, up to 406' MSL.

Vegetation 59' from DER, 144' left of centerline, 6' AGL/370' MSL.

Vegetation 62' from DER, 362' left of centerline, 371' MSL.

Trees beginning 84' from DER, 221' right of centerline, up to 49' AGL/412' MSL.

Trees beginning 133' from DER, 364' left of centerline, up to 388' MSL.

Tree 290' from DER, 509' left of centerline, 402' MSL.

Tree 404' from DER, 503' left of centerline, 406' MSL.

Trees beginning 416' from DER, 308' right of centerline, up to 422' MSL.

Trees, poles beginning 479' from DER, 493' left of centerline, up to 411' MSL.

Trees, electrical system, transmission line beginning 1412' from DER, on and right of centerline, up to 434' MSL.

Electrical system, transmission line beginning 1617' from DER, 636' left of centerline, up to 56' AGL/415' MSL.

Trees beginning 1722' from DER, 794' left of centerline, up to 416' MSL.

Trees beginning 1922' from DER, 100' left of centerline, up to 65' AGL/428' MSL.

Trees beginning 1949' from DER, 121' left of centerline, up to 72' AGL/434' MSL.

Trees beginning 1974' from DER, 157' left of centerline, up to 442' MSL.

Trees beginning 2050' from DER, 226' left of centerline, up to 80' AGL/443' MSL.

Trees beginning 2073' from DER, 23' left of centerline, up to 447' MSL.

Trees beginning 2129' from DER, 7' right of centerline, up to 75' AGL/437' MSL.

Trees beginning 3344' from DER, 1063' right of centerline, up to 453' MSL.

Tree 3435' from DER, 1403' right of centerline, 456' MSL.

Trees beginning 3436' from DER, 854' right of centerline, up to 461' MSL.

Tree 3778' from DER, 799' right of centerline, 463' MSL.

Trees beginning 3779' from DER, 685' right of centerline, up to 468' MSL.

Trees beginning 3894' from DER, 904' right of centerline, up to 472' MSL.

NEW STUYAHOK, AK**NEW STUYAHOK (KNW) (PANW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1B 05SEP24 (24249) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 14**, light poles 10' from DER, 47' right of centerline, 5' AGL/329' MSL.

Tree 388' from DER, 431' left of centerline, 25' AGL/343' MSL.

Tree 400' from DER, 299' right of centerline, 31' AGL/341' MSL.

Tree 1316' from DER, 828' right of centerline, 46' AGL/363' MSL.

Tree 1399' from DER, 777' right of centerline, 52' AGL/367' MSL.

Rwy 32, terrain 49' from DER, 382' right of centerline, 373' MSL.

Tank 176' from DER, 423' right of centerline, 11' AGL/381' MSL.

Trees beginning 204' from DER, 489' left of centerline, up to 380' MSL.

Tree 292' from DER, 533' left of centerline, 383' MSL.

Tree 371' from DER, 572' left of centerline, 387' MSL.

Trees beginning 477' from DER, 494' left of centerline, up to 390' MSL.

Trees beginning 557' from DER, 350' right of centerline, up to 389' MSL.



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NIKOLAI, AK

NIKOLAI (FSP) (PAFS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19JUL18 (18200) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 0' from DER, 80' right of centerline, 5' AGL/451' MSL.
 Trees beginning 80' from DER, 317' left of centerline, up to 20' AGL/476' MSL.
 Vegetation 102' from DER, 89' right of centerline, 452' MSL.
 Trees beginning 103' from DER, 498' right of centerline, up to 472' MSL.
 Tree, vehicles on road beginning 146' from DER, 76' left of centerline, up to 506' MSL.
 Tree 284' from DER, 498' left of centerline, 67' AGL/535' MSL.
 Tree, building beginning 303' from DER, 144' left of centerline, up to 77' AGL/547' MSL.
 Trees beginning 432' from DER, 265' right of centerline, up to 480' MSL.
 Tree 650' from DER, 639' right of centerline, 488' MSL.
 Trees beginning 716' from DER, 421' right of centerline, up to 496' MSL.
 Tree 937' from DER, 675' right of centerline, 497' MSL.
 Trees beginning 972' from DER, 7' right of centerline, up to 74' AGL/528' MSL.
Rwy 23, vegetation 0' from DER, 134' left of centerline, 446' MSL.
 Trees beginning 6' from DER, 124' right of centerline, up to 458' MSL.
 Trees beginning 48' from DER, 143' right of centerline, up to 484' MSL.
 Vegetation 89' from DER, 272' left of centerline, 448' MSL.
 Vegetation 100' from DER, 93' left of centerline, 449' MSL.
 Vehicle on road 444' from DER, 550' left of centerline, 457' MSL.
 Tree 648' from DER, 506' left of centerline, 473' MSL.
 Trees beginning 662' from DER, 310' left of centerline, up to 484' MSL.
 Trees beginning 698' from DER, 261' right of centerline, up to 494' MSL.
 Trees beginning 880' from DER, 104' left of centerline, up to 487' MSL.
 Trees beginning 1362' from DER, 67' left of centerline, up to 496' MSL.
 Tree 1547' from DER, 633' left of centerline, 498' MSL.
 Tree 1638' from DER, 890' right of centerline, 501' MSL.
 Tree 1747' from DER, 892' right of centerline, 503' MSL.

NOATAK, AK

NOATAK (WTK) (PAWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:**Rwy 1**, climb heading 011° to 1900' before proceeding on course.**TAKEOFF OBSTACLE NOTES:**

Rwy 1, traverse way 52' from DER, 460' right of centerline, 15' AGL/97' MSL.
 Building 100' from DER, 271' left of centerline, 26' AGL/115' MSL.
 Lighting, traverse way, pole beginning 105' from DER, 320' left of centerline, up to 26' AGL/118' MSL.
 Pole, traverse way, wind indicator beginning 129' from DER, 311' right of centerline, up to 36' AGL/118' MSL.
 Antenna 1306' from DER, 224' left of centerline, 44' AGL/129' MSL.
 Building 1446' from DER, 375' right of centerline, 40' AGL/128' MSL.
 Tower, antenna beginning 1959' from DER, 249' left of centerline, up to 100' AGL/187' MSL.
Rwy 19, trees beginning 144' from DER, 240' left of centerline, up to 101' MSL.
 Tree 167' from DER, 353' right of centerline, 92' MSL.
 Trees beginning 283' from DER, 245' left of centerline, up to 102' MSL.
 Tree 746' from DER, 649' left of centerline, 104' MSL.

NOME, AK

NOME (OME) (PAOM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

Rwy 3: std w/min climb of 495'/NM to 1800, or 1700-3 for VCOA.
Rwy 28: std w/min climb of 245'/NM to 2100, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3: climb on heading 036° to 1700 before proceeding on course.
Rwy 10: climb on heading 104° to 1200 before proceeding on course.
Rwy 21: climb on heading 216° to 900 before proceeding on course.
Rwy 28: climb on heading 284° to 1600 before proceeding on course.
VCOA Rwy 3, 28: obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nome airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 22' above DER elev clears low, close-in obstacles.
Rwy 3, Takeoff Minimums Obstacles: vegetation, terrain, vehicle on road, pole, building 2.1 NM from DER extending to 2.6 NM from DER, left, right, and crossing centerline, up to 821' MSL, 780' above DER.
Rwy 10 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 2' above DER elev clears low, close-in obstacles.
Rwy 21 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 14' above DER elev clears low, close-in obstacles.
Rwy 28 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 12' above DER elev clears low, close-in obstacles.



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NONDALTON, AK**NONDALTON (5NN) (PANO)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 05SEP24 (24249) (FAA)****TAKEOFF MINIMUMS:****Rwy 2, NA-Obstacles.****DEPARTURE PROCEDURE:****Rwy 20, use DUMZU DEPARTURE.****TAKEOFF OBSTACLE NOTES:****Rwy 20, trees 3' from DER, 313' left of centerline, 50' AGL/323' MSL.****Trees 41' from DER, 235' right of centerline, 50' AGL/382' MSL.****Trees 96' from DER, 192' left of centerline, 50' AGL/346' MSL.****Trees 134' from DER, 356' right of centerline, 50' AGL/395' MSL.****Trees beginning 189' from DER, 15' left of centerline, up to 50' AGL/359' MSL.****Trees beginning 228' from DER, 49' right of centerline, up to 50' AGL/405' MSL.****Trees beginning 749' from DER, 39' right of centerline, up to 50' AGL/415' MSL.****Trees beginning 1176' from DER, 281' right of centerline, up to 50' AGL/418' MSL.****Trees beginning 1269' from DER, 95' right of centerline, up to 50' AGL/425' MSL.****Trees beginning 1379' from DER, 25' left of centerline, up to 50' AGL/382' MSL.****Trees beginning 1604' from DER, 337' right of centerline, up to 50' AGL/428' MSL.****Trees beginning 1697' from DER, 30' right of centerline, up to 50' AGL/431' MSL.****Tower, trees, tank beginning 2032' from DER, 21' right of centerline, up to 75' AGL/451' MSL.****Trees beginning 2141' from DER, 34' left of centerline, up to 50' AGL/388' MSL.****Trees beginning 2646' from DER, 142' right of centerline, up to 50' AGL/454' MSL.****Trees beginning 2980' from DER, 77' right of centerline, up to 50' AGL/457' MSL.****Trees beginning 3073' from DER, 198' right of centerline, up to 50' AGL/464' MSL.****Trees beginning 3167' from DER, 12' right of centerline, up to 50' AGL/467' MSL.****Trees beginning 3594' from DER, 375' right of centerline, up to 50' AGL/474' MSL.****Trees beginning 3687' from DER, 68' right of centerline, up to 50' AGL/480' MSL.****Trees beginning 4115' from DER, 124' right of centerline, up to 50' AGL/484' MSL.****Trees beginning 4971' from DER, 663' right of centerline, up to 50' AGL/490' MSL.****Trees beginning 5064' from DER, 719' right of centerline, up to 50' AGL/497' MSL.****Trees beginning 1.1 NM from DER, 1920' right of centerline, up to 50' AGL/500' MSL.****NOORVIK, AK****ROBERT/BOB/CURTIS MEML (D76) (PFNO)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 31DEC20 (20366) (FAA)****DEPARTURE PROCEDURE:****Rwy 6, climbing left turn to a heading between 244° CW to 286° from DER to 3800 before proceeding on course, or min. climb of 320' per NM to 2500 for a heading between 287° CW to 243°.****Rwy 24, climb on a heading between 110° CW to 314° from DER to 3700 before proceeding on course, or min. climb of 240' per NM to 2300 for a heading between 315° CW to 063°, and min. climb of 240' per NM to 2300 for a heading between 064° CW to 109°.****NORTHWAY, AK****NORTHWAY (ORT) (PAOR)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 11JUL24 (24193) (FAA)****TAKEOFF MINIMUMS:****Rwys 6, 24, use NORTHWAY DEPARTURE.****TAKEOFF OBSTACLE NOTES:****Rwy 6, light poles 0' from DER, 70' left of centerline, 1720' MSL.****Light poles 5' from DER, 107' right of centerline, 1720' MSL.****Light poles 5' from DER, 104' left of centerline, 1721' MSL.****Tree 22' from DER, 255' right of centerline, 1722' MSL.****Trees beginning 29' from DER, 263' right of centerline, up to 1723' MSL.****Trees beginning 56' from DER, 367' left of centerline, up to 1725' MSL.****Tree 81' from DER, 481' right of centerline, 1728' MSL.****Trees beginning 115' from DER, 298' right of centerline, up to 1731' MSL.****Trees beginning 149' from DER, 367' left of centerline, up to 1726' MSL.****Tree 212' from DER, 480' right of centerline, 1748' MSL.****Tree 235' from DER, 431' left of centerline, 1727' MSL.****Tree 276' from DER, 468' left of centerline, 1728' MSL.****Trees beginning 663' from DER, 615' right of centerline, up to 1752' MSL.****Trees beginning 1070' from DER, 399' right of centerline, up to 1765' MSL.****Trees beginning 1168' from DER, 595' right of centerline, up to 1778' MSL.****Tree 1229' from DER, 824' right of centerline, 1780' MSL.****Tree, pole, catenary wires beginning 1242' from DER, 503' right of centerline, up to 1790' MSL.****Tree 1701' from DER, 900' left of centerline, 1763' MSL.****Tree 1708' from DER, 726' left of centerline, 1768' MSL.****Trees beginning 1744' from DER, 891' left of centerline, up to 1773' MSL.****Light poles, vegetation beginning 0' from DER, 70' right of centerline, up to 1724' MSL.****Tree 35' from DER, 427' left of centerline, 1722' MSL.****CON'T**

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NORTHWAY, AK (CON'T)**NORTHWAY (ORT) (PAOR) (CON'T)****Rwy 6 (CON'T)**, trees beginning 119' from DER, 333' left of centerline, up to 1730' MSL.

Tree 167' from DER, 267' right of centerline, 1731' MSL.

Tree 1150' from DER, 674' left of centerline, 1757' MSL.

Trees beginning 1190' from DER, 649' left of centerline, up to 1769' MSL.

Tree 1223' from DER, 675' left of centerline, 1781' MSL.

Trees beginning 1244' from DER, 16' left of centerline, up to 1792' MSL.

Trees beginning 1772' from DER, 82' right of centerline, up to 1784' MSL.

Tree 2028' from DER, 387' right of centerline, 1787' MSL.

Tree 2051' from DER, 455' right of centerline, 1795' MSL.

Trees beginning 2079' from DER, 178' right of centerline, up to 1799' MSL.

Trees beginning 2270' from DER, 646' right of centerline, up to 1801' MSL.

Trees beginning 2295' from DER, 113' right of centerline, up to 1802' MSL.

NUIQSUT, AK**NUIQSUT (AQT) (PAQT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 08APR10 (10098) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 5**, road with vehicles beginning 165' from DER, left and right of centerline, up to 15' AGL/89' MSL.**Rwy 23**, terrain beginning 211' from DER, 523' left of centerline to 450' right of centerline, up to 74' MSL.**NULATO, AK****NULATO (NUL) (PANU)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 05JAN17 (17005) (FAA)****TAKEOFF MINIMUMS:****Rwy 3**, 600-2¼ w/min. climb of 245' per NM to 1200 or 1200-2½ for VCOA.**DEPARTURE PROCEDURE:****Rwy 3**, climb heading 029° to 1600 before turning left.**Rwy 21**, climb heading 209° to 1500 before proceeding on course.

VCOA: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nulato airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 3**, trees beginning 16' from DER, 237' right of centerline, up to 60' AGL/459' MSL.

Trees beginning 18' from DER, 379' left of centerline, up to 60' AGL/459' MSL.

Trees beginning 738' from DER, 54' right of centerline, up to 60' AGL/559' MSL.

Trees beginning 1673' from DER, 179' right of centerline, up to 60' AGL/559' MSL.

Trees beginning 2402' from DER, 93' right of centerline, up to 60' AGL/615' MSL.

Trees beginning 4969' from DER, 293' right of centerline, up to 60' AGL/659' MSL.

Trees beginning 6071' from DER, 263' right of centerline, up to 60' AGL/759' MSL.

Trees beginning 1.2 NM from DER, 637' left of centerline, up to 60' AGL/859' MSL.

Trees beginning 1.4 NM from DER, 1026' left of centerline, up to 60' AGL/959' MSL.

Trees beginning 2 NM from DER, 785' left of centerline, up to 60' AGL/959' MSL.

Tree 2.2 NM from DER, 4145' left of centerline, 60' AGL/859' MSL.

Rwy 21, trees, beginning 15' from DER, 118' right of centerline, up to 60' AGL/459' MSL.**PALMER, AK****WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2B 08NOV18 (18312) (FAA)****TAKEOFF MINIMUMS:****Rwy 10**, NA-Obstacles.**DEPARTURE PROCEDURE:****Rwys 16, 28, 34**, Use PALMER RNAV DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 16**, NAVIAID beginning 3' from DER, 40' right of centerline, up to 2' AGL/222' MSL.

NAVIAID, fence beginning 4' from DER, 49' left of centerline, up to 1' AGL/222' MSL.

Terrain beginning 197' from DER, 393' right of centerline, up to 227' MSL.

Trees beginning 584' from DER, 161' left of centerline, up to 60' AGL/274' MSL.

Catenary 910' from DER, 623' right of centerline, 39' AGL/259' MSL.

Trees beginning 991' from DER, 40' right of centerline, up to 72' AGL/292' MSL.

Trees beginning 2340' from DER, 246' right of centerline, up to 90' AGL/301' MSL.

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PALMER, AK (CON'T)**WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ) (CON'T)**

Rwy 28, NAVAID beginning 3' from DER, 27' right of centerline, up to 2' AGL/234' MSL.
 NAVAID beginning 11' from DER, 37' left of centerline, up to 1' AGL/234' MSL.
 Vegetation 11' from DER, 48' right of centerline, 3' AGL/236' MSL.
 Vertical structure, tree, vegetation beginning 20' from DER, 183' right of centerline, up to 22' AGL/259' MSL.
 Trees beginning 20' from DER, 10' left of centerline, up to 90' AGL/322' MSL.
 Tree, vegetation beginning 278' from DER, 18' right of centerline, up to 79' AGL/317' MSL.
 Tree, pole, catenary, antenna beginning 513' from DER, 12' right of centerline, up to 92' AGL/328' MSL.
 Trees beginning 1377' from DER, 45' left of centerline, up to 94' AGL/331' MSL.
 Beginning 2121' from DER, 594' left of centerline, up to 97' AGL/337' MSL.
 Trees beginning 3799' from DER, 876' left of centerline, up to 67' AGL/345' MSL.
 Tree 3965' from DER, 773' left of centerline, 69' AGL/354' MSL.
Rwy 34, tree, NAVAID beginning 1' from DER, 39' right of centerline, up to 79' AGL/287' MSL.
 NAVAID beginning 9' from DER, 40' left of centerline, up to 2' AGL/250' MSL.
 Sign 28' from DER, 198' left of centerline, 3' AGL/251' MSL.
 Vegetation 38' from DER, 431' left of centerline, 4' AGL/253' MSL.
 Tree 73' from DER, 192' right of centerline, 47' AGL/289' MSL.
 Trees beginning 138' from DER, 144' right of centerline, up to 82' AGL/306' MSL.
 Vegetation beginning 164' from DER, 287' left of centerline, up to 2' AGL/255' MSL.
 Tree 270' from DER, 545' left of centerline, 5' AGL/257' MSL.
 Tree, catenary, pole beginning 393' from DER, 108' right of centerline, up to 73' AGL/313' MSL.
 Tree 575' from DER, 512' left of centerline, 4' AGL/265' MSL.
 Trees beginning 653' from DER, 170' left of centerline, up to 4' AGL/266' MSL.
 Catenary, pole, tree beginning 1046' from DER, 52' left of centerline, up to 42' AGL/284' MSL.
 Trees beginning 1123' from DER, 133' left of centerline, up to 83' AGL/327' MSL.
 Trees beginning 1129' from DER, 12' right of centerline, up to 82' AGL/325' MSL.
 Tree 1256' from DER, 397' left of centerline, 80' AGL/329' MSL.
 Trees beginning 1880' from DER, 34' left of centerline, up to 97' AGL/352' MSL.
 Tree 1990' from DER, 75' right of centerline, 102' AGL/341' MSL.
 Trees beginning 2184' from DER, 4' right of centerline, up to 109' AGL/344' MSL.
 Trees beginning 2546' from DER, 162' left of centerline, up to 98' AGL/356' MSL.
 Tree 2963' from DER, 1188' right of centerline, 82' AGL/355' MSL.
 Trees beginning 2973' from DER, 1191' right of centerline, up to 86' AGL/364' MSL.
 Trees beginning 4046' from DER, 1574' right of centerline, up to 119' AGL/379' MSL.
 Tree 4818' from DER, 1704' right of centerline, 118' AGL/385' MSL.
 Tree 1 NM from DER, 2106' right of centerline, 96' AGL/590' MSL.

PERRYVILLE, AK**PERRYVILLE (PEV) (PAPE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:**Rwy 2**, NA-obstacles.**DEPARTURE PROCEDURE:****Rwy 20**, Use CILAC (RNAV) DEPARTURE.**TAKEOFF OBSTACLE NOTES:**

Rwy 20, tree 52' from DER, 264' right of centerline, 50' AGL/67' MSL.
 Trees beginning 83' from DER, 17' right of centerline, up to 50' AGL/99' MSL.
 Trees beginning 103' from DER, 190' left of centerline, up to 50' AGL/50' MSL.
 Trees beginning 549' from DER, 86' left of centerline, up to 50' AGL/64' MSL.
 Vehicle 1567' from DER, 156' left of centerline, 15' AGL/64' MSL.
 Tree 1690' from DER, 54' left of centerline, 50' AGL/70' MSL.
 Trees beginning 1937' from DER, 35' right of centerline, up to 50' AGL/149' MSL.
 Tree 2385' from DER, 125' left of centerline, 50' AGL/90' MSL.
 Tree 2633' from DER, 301' left of centerline, 50' AGL/100' MSL.
 Trees beginning 2666' from DER, 303' right of centerline, up to 50' AGL/249' MSL.
 Tree 2831' from DER, 21' left of centerline, 50' AGL/113' MSL.
 Trees beginning 2850' from DER, 322' left of centerline, up to 50' AGL/149' MSL.
 Trees beginning 4867' from DER, 1170' left of centerline, up to 50' AGL/349' MSL.

PETERSBURG, AK**PETERSBURG JAMES A JOHNSON (PSG) (PAPG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 6 27JUN13 (13178) (FAA)

DEPARTURE PROCEDURE:

Use PETERSBURG DEPARTURE.

PILOT POINT, AK**PILOT POINT (PNP) (PAPN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 25DEC03 (03359) (FAA)

DEPARTURE PROCEDURE:

Use ZILKO RNAV DEPARTURE.



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PLATINUM, AK

PLATINUM (PTU) (PAPM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std. w/min climb of 640' per NM to 2800 or 2400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 32, climb heading 324° to 1500 before proceeding on course.

VCOA:

Rwy 14, obtain ATC approval for VCOA when requesting IFR clearance, climb in visual conditions to cross Platinum airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicles on road beginning 30' from DER, crossing centerline, up to 15' AGL/36' MSL.

Bush 71' from DER, 242' right of centerline, 2' AGL/27' MSL.

Vehicles on road beginning 183' from DER, 493' left of centerline, up to 15' AGL/31' MSL.

POINT HOPE, AK

POINT HOPE (PHO) (PAPO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees, light poles, ship beginning 4' from DER, 1' left of centerline, up to 50' AGL/67' MSL.

Trees beginning 18' from DER, 3' right of centerline, up to 50' AGL/67' MSL.

Rwy 21, trees, ship beginning 19' from DER, 1' left of centerline, up to 50' AGL/67' MSL.

Trees beginning 34' from DER, 78' right of centerline, up to 50' AGL/67' MSL.

PORT ALSWORTH, AK

WILDER RUNWAY (05K) (PAKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07OCT21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 6R, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 24L, use MARVN DEPARTURE (RNAV).

TAKEOFF OBSTACLE NOTES:

Rwy 24L, trees beginning abeam DER, 93' left of centerline, up to 80' AGL/380' MSL.

Trees beginning abeam DER, 74' right of centerline, up to 80' AGL/380' MSL.

PORT HEIDEN, AK

PORT HEIDEN (PTH) (PAPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05DEC19 (19339) (FAA)

DEPARTURE PROCEDURE:

Use ITAWU DEPARTURE.

QUINHAGAK, AK

QUINHAGAK (AQH) (PAQH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAR16 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 255' per NM to 4200, or 1400-3 for climb in visual conditions.

VCOA:

Rwy 12, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Quinhagak airport at or above 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole 19' from DER, 279' right of centerline, 15' AGL/46' MSL.

Trees beginning 225' from DER, 151' right of centerline, up to 15' AGL/64' MSL.

Rwy 30, trees beginning 251' from DER, 433' left of centerline, up to 15' AGL/64' MSL.

Trees beginning 834' from DER, 674' right of centerline, up to 15' AGL/64' MSL.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



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RUBY, AK**RUBY (RBY) (PARY)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:**Rwy 3**, std. w/ min. climb of 340' per NM to 4000 or 1900-2½ for climb in visual conditions.**Rwy 21**, std. w/min. climb of 566' per NM to 4000 or 1900-2½ for climb in visual conditions.**DEPARTING PROCEDURE:****Rwy 3**, climb heading 031° to 1400 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course.**Rwy 21**, climb heading 211° to 1300 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 3**, trees beginning 177' from DER, 150' left of centerline, up to 50' AGL/714' MSL.**Rwy 21**, trees beginning 1299' from DER, 79' left of centerline, up to 50' AGL/874' MSL.

Rising terrain beginning 1895' from DER, 64' left of centerline, up to 801' MSL.

Tree 1272' from DER, on centerline, 27' AGL/726' MSL.

Trees beginning 122' from DER, 400' right of centerline, up to 50' AGL/881' MSL.

Rising terrain 4724' from DER, 101' right of centerline, up to 827' MSL.

RUSSIAN MISSION, AK**RUSSIAN MISSION (RSH) (PARS)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:**Rwy 18**, 700-3 w/min. climb of 370' per NM to 2400 or 2000-3 for VCOA.**Rwy 36**, 500-2 w/min. climb of 370' per NM to 3700 or 2000-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 36**, climb on heading 356° to 500 before turning left.**VCOA:**

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Russian Mission airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 18**, trees beginning 54' from DER, 143' right of centerline, up to 93' MSL.

Trees beginning 642' from DER, 659' right of centerline, up to 221' MSL.

Tree 935' from DER, 654' right of centerline, 228' MSL.

Tree 947' from DER, 749' right of centerline, 246' MSL.

Trees beginning 1007' from DER, 446' right of centerline, up to 257' MSL.

Trees beginning 1455' from DER, 198' left of centerline, up to 126' MSL.

Trees beginning 1886' from DER, 159' left of centerline, up to 139' MSL.

Trees beginning 2155' from DER, 169' left of centerline, up to 144' MSL.

Rwy 36, lighting 2' from DER, 99' left of centerline, 2' AGL/60' MSL.

Tree 90' from DER, 165' right of centerline, 69' MSL.

Trees beginning 121' from DER, 161' left of centerline, up to 71' MSL.

Tree, vehicle on roadway beginning 128' from DER, 20' right of centerline, up to 76' MSL.

Trees beginning 181' from DER, 161' left of centerline, up to 74' MSL.

Trees beginning 283' from DER, 70' left of centerline, up to 76' MSL.

Tree, building beginning 367' from DER, 17' right of centerline, up to 82' MSL.

Trees beginning 490' from DER, 20' right of centerline, up to 85' MSL.

Tree 570' from DER, 81' left of centerline, 77' MSL.

Trees beginning 610' from DER, 33' left of centerline, up to 79' MSL.

Trees beginning 672' from DER, 42' right of centerline, up to 89' MSL.

Trees beginning 689' from DER, 5' left of centerline, up to 82' MSL.

Trees beginning 709' from DER, 13' right of centerline, up to 94' MSL.

Bush 1790' from DER, 902' left of centerline, 110' MSL.

Building 1865' from DER, 927' left of centerline, 17' AGL/131' MSL.

Tree, building beginning 1905' from DER, 854' left of centerline, up to 145' MSL.

Tree 2021' from DER, 687' left of centerline, 146' MSL.

Tree, building beginning 2028' from DER, 804' left of centerline, up to 160' MSL.

Trees beginning 2156' from DER, 472' left of centerline, up to 206' MSL.

Trees beginning 2302' from DER, 457' left of centerline, up to 249' MSL.

Tree 2391' from DER, 635' left of centerline, 250' MSL.

Trees beginning 2452' from DER, 479' left of centerline, up to 260' MSL.

Tree 2533' from DER, 652' left of centerline, 272' MSL.

Tank 2539' from DER, 1013' left of centerline, 19' AGL/275' MSL.

Tree 2611' from DER, 756' left of centerline, 298' MSL.

Tree 2622' from DER, 950' left of centerline, 303' MSL.

Trees beginning 2696' from DER, 665' left of centerline, up to 308' MSL.

Trees beginning 2835' from DER, 682' left of centerline, up to 336' MSL.

Tree 2966' from DER, 1235' left of centerline, 356' MSL.

Trees beginning 3068' from DER, 884' left of centerline, up to 358' MSL.



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ST GEORGE, AK

ST GEORGE (PBV) (PAPB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 600-2¼ or std. w/min. climb of 405' per NM to 900.**Rwy 29**, 600-2¼ or std. w/min. climb of 295' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 11, climb on a heading between 107° CW 250° from DER to 1200 before proceeding on course.**Rwy 29**, climb on heading 287° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 11, ground 183' from DER, 474' left of centerline, 138' MSL.

Ground 1.6 NM from DER, crossing centerline, up to 556' MSL.

Ground 1.8 NM from DER, on centerline, 626' MSL.

Ground 1.8 NM from DER, 874' left of centerline, 673' MSL.

Ground 2.1 NM from DER, 4005' left of centerline, 700' MSL.

Rwy 29, ground 196' from DER, 495' right of centerline, 144' MSL.

Antenna 1023' from DER, 417' right of centerline, 17' AGL/165' MSL.

Ground 2.2 NM from DER, 2511' right of centerline, 635' MSL.

ST MARY'S, AK

ST MARY'S (KSM) (PASM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE

AMDT 3 03SEP26 (26246) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 400-1¼ or std w/min climb of 466'/NM to 900.**Rwy 17**, 300-1¼ or std w/min climb of 365'/NM to 700.**Rwy 25**, 300-1 or std w/min climb of 430'/NM to 600.

DEPARTURE PROCEDURE:

Rwy 7, climb on heading 070° to 800 before turning right.**Rwy 17**, climb on heading 175° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, lighting beginning 0' from DER, 40' right of centerline, up to 3' AGL/311' MSL.

Lighting beginning 0' from DER, 40' left of centerline, up to 4' AGL/312' MSL.

Tree 35' from DER, 340' left of centerline, 8' AGL/317' MSL.

Tree, lighting, vegetation beginning 50' from DER, 100' left of centerline, up to 9' AGL/319' MSL.

NAVAID 84' from DER, 238' right of centerline, 29' AGL/316' MSL.

Tree 577' from DER, 346' left of centerline, 7' AGL/324' MSL.

Vehicles on road 751' from DER, 103' right of centerline, 328' MSL.

Vegetation 773' from DER, 132' left of centerline, 4' AGL/329' MSL.

Vegetation 781' from DER, 93' left of centerline, 4' AGL/330' MSL.

Vehicles on road 847' from DER, 73' right of centerline, 332' MSL.

Vegetation beginning 852' from DER, 100' left of centerline, up to 6' AGL/333' MSL.

Vehicles on road 943' from DER, 39' right of centerline, 335' MSL.

Vegetation 949' from DER, 114' left of centerline, 9' AGL/336' MSL.

Vehicles on road 1034' from DER, 2' left of centerline, 338' MSL.

Vehicles on road 1111' from DER, 67' left of centerline, 343' MSL.

Antennas, trees, vehicles on roads, buildings, beginning 1177' from DER, 7' left of centerline, up to 31' AGL/361' MSL.

Trees beginning 1205' from DER, 40' right of centerline, up to 30' AGL/352' MSL.

Antenna, buildings, poles, catenary wires, vehicles on roads, trees beginning 1243' from DER, 13' left of centerline, up to 44' AGL/370' MSL.

Trees beginning 1620' from DER, 5' right of centerline, up to 28' AGL/359' MSL.

Catenary wires, antenna, poles, building, trees, building beginning 1679' from DER, 197' left of centerline, up to 35' AGL/372' MSL.

Antenna 4002' from DER, 1254' left of centerline, 75' AGL/416' MSL.

Vegetation 5078' from DER, 1796' right of centerline, 3' AGL/447' MSL.

Trees beginning 5250' from DER, 1190' right of centerline, up to 12' AGL/476' MSL.

Tree 5410' from DER, 1743' right of centerline, 14' AGL/493' MSL.

Trees beginning 5473' from DER, 1179' right of centerline, up to 13' AGL/501' MSL.

Tree 5638' from DER, 1577' right of centerline, 17' AGL/506' MSL.

Trees beginning 5656' from DER, 797' right of centerline, up to 16' AGL/523' MSL.

Trees beginning 5676' from DER, 840' right of centerline, up to 15' AGL/526' MSL.

Tree 5809' from DER, 1820' right of centerline, 27' AGL/558' MSL.

Trees beginning 5828' from DER, 1182' right of centerline, up to 23' AGL/561' MSL.

Trees beginning 5850' from DER, 582' right of centerline, up to 24' AGL/564' MSL.

Antenna, poles, trees, building, vegetation, terrain, catenary wires, vehicles on road, sign, tower beginning 1 NM from DER, 394' right of centerline, up to 138' AGL/688' MSL.

Tree 1.2 NM from DER, 2168' right of centerline, 13' AGL/503' MSL.

Rwy 17, tree 1' from DER, 371' right of centerline, 6' AGL/314' MSL.

Lighting 3' from DER, 200' left of centerline, 2' AGL/313' MSL.

Vegetation, trees beginning 6' from DER, 274' left of centerline, up to 6' AGL/319' MSL.

Trees beginning 7' from DER, 230' right of centerline, up to 9' AGL/317' MSL.

Tree 96' from DER, 436' left of centerline, 13' AGL/320' MSL.

Vehicles on roads beginning 97' from DER, 436' left of centerline, up to 321' MSL.

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ST MARY'S, AK (CON'T)

ST MARY'S (KSM) (PASM) (CON'T)

Rwy 25, lighting 0' from DER, 51' right of centerline, 3' AGL/317' MSL.
 Lighting 0' from DER, 60' left of centerline, 3' AGL/316' MSL.
 Tree 17' from DER, 483' left of centerline, 7' AGL/317' MSL.
 Tree, vegetation beginning 78' from DER, 199' left of centerline, up to 6' AGL/318' MSL.
 Tree 137' from DER, 70' right of centerline, 6' AGL/321' MSL.
 Trees beginning 182' from DER, 35' left of centerline, up to 10' AGL/323' MSL.
 Trees beginning 788' from DER, 404' right of centerline, up to 17' AGL/344' MSL.
 Tree, vegetation beginning 845' from DER, 610' right of centerline, up to 20' AGL/347' MSL.
 Trees beginning 992' from DER, 253' right of centerline, up to 14' AGL/350' MSL.
 Trees beginning 996' from DER, 197' right of centerline, up to 16' AGL/354' MSL.
 Trees beginning 1162' from DER, 199' right of centerline, up to 17' AGL/367' MSL.
 Trees, vegetation beginning 1346' from DER, 196' right of centerline, up to 14' AGL/377' MSL.
 Trees beginning 1377' from DER, 199' right of centerline, up to 14' AGL/378' MSL.
 Tree 1450' from DER, 293' right of centerline, 18' AGL/379' MSL.
 Vegetation 1560' from DER, 603' right of centerline, 7' AGL/384' MSL.
 Tree, vegetation, terrain beginning 1586' from DER, 399' right of centerline, up to 15' AGL/386' MSL.
 Vegetation, tree beginning 1715' from DER, 199' right of centerline, up to 2' AGL/395' MSL.
 Vegetation 1797' from DER, 398' right of centerline, 2' AGL/398' MSL.
 Vegetation beginning 1798' from DER, 321' right of centerline, up to 2' AGL/400' MSL.
 Vegetation, trees beginning 1902' from DER, 109' right of centerline, up to 2' AGL/402' MSL.
 Tree 2399' from DER, 1' left of centerline, 2' AGL/386' MSL.
 Vegetation 2597' from DER, 1' left of centerline, 1' AGL/405' MSL.
 Trees beginning 2732' from DER, 405' right of centerline, up to 12' AGL/403' MSL.
 Trees beginning 2776' from DER, 278' right of centerline, up to 15' AGL/412' MSL.
 Vegetation, trees beginning 2788' from DER, 1' right of centerline, up to 1' AGL/414' MSL.
 Tree 2797' from DER, 202' left of centerline, 9' AGL/406' MSL.
 Vegetation, tree beginning 2798' from DER, 56' left of centerline, up to 2' AGL/415' MSL.
 Vegetation, trees beginning 2957' from DER, 2' right of centerline, up to 2' AGL/421' MSL.
 Vegetation 2997' from DER, 201' left of centerline, 1' AGL/421' MSL.
 Vegetation 2998' from DER, 43' left of centerline, 2' AGL/423' MSL.
 Trees, vegetation beginning 3116' from DER, 1' left of centerline, up to 10' AGL/435' MSL.
 Vegetation beginning 3398' from DER, 172' right of centerline, up to 1' AGL/430' MSL.
 Vegetation 3493' from DER, 201' right of centerline, 2' AGL/431' MSL.
 Vegetation beginning 3598' from DER, 92' right of centerline, up to 1' AGL/434' MSL.
 Vegetation beginning 3663' from DER, 2' right of centerline, up to 1' AGL/435' MSL.
 Vegetation beginning 3868' from DER, 17' left of centerline, up to 5' AGL/437' MSL.
Rwy 35, lighting 15' from DER, 15' right of centerline, 2' AGL/292' MSL.
 Lighting 16' from DER, 14' left of centerline, 2' AGL/292' MSL.

ST MICHAEL, AK

ST MICHAEL (SMK) (PAMK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JAN17 (17005) (FAA)

DEPARTURE PROCEDURE:

Rwy 20, climb heading 196° to 800' before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 20, lighted windsock 98' from DER, 423' right of centerline, 115' MSL.
 Vehicle on road 807' from DER, 143' left of centerline, up to 120' MSL.
 Pole 992' from DER, 556' right of centerline, 12' AGL/144' MSL.
 Transmission line towers beginning 1023' from DER, 593' right of centerline, up to 33' AGL/145' MSL.
 Transmission line tower 1906' from DER, 792' left of centerline, 33' AGL/154' MSL.
 Transmission line towers beginning 1912' from DER, 96' right of centerline, up to 32' AGL/159' MSL.

ST PAUL ISLAND, AK

ST PAUL ISLAND (SNP) (PASN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 18NOV10 (10322) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 800 before proceeding on course.

Rwy 36, climb heading 360° to 600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 36, terrain beginning 217' from DER, 84' left of centerline up to 79' MSL.

SAND POINT, AK

SAND POINT (SDP) (PASD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 13SEP18 (18256) (FAA)

DEPARTURE PROCEDURE:

Use BORLAND DEPARTURE.



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SAVOONGA, AK**SAVOONGA (SVA) (PASA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:**Rwy 23**, std. w/ min climb of 250' per NM to 1000, or 1600-2½ for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 5**, aircraft departing via ULL R-260 CW R-080 climb on course, all others climb via ULL R-059 to 2200 before turning South.**Rwy 23**, aircraft departing via ULL R-260 CW R-080 climb on course. All others climbing right turn direct ULL VOR/DME then via ULL R-059 to 2200 before turning South. For climb in visual conditions: cross Savoonga Airport at or above 1500, then proceed on ULL R-059 to 2200.**TAKEOFF OBSTACLE NOTES:****Rwy 23**, trees 2791' from DER, 140' left of centerline, 20' AGL/140' MSL.

Rising terrain beginning 590' from DER, 351' left of centerline, up to 99' MSL.

SCAMMON BAY, AK**SCAMMON BAY (SCM) (PACM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:**Rwy 11**, 1000-3 w/ min climb of 400' per NM to 1100 or std w/ min climb of 602' per NM to 1300 or 2100-3 for VCOA.**Rwy 29**, std w/ min climb of 230' per NM to 2300, or 2100-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 11**, climb on heading 105° to 2100 before proceeding on course.**Rwy 29**, climb on heading 285° to 2300 before turning left.**VCOA:****All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Scammon Bay airport at or above 2000 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 11**, sign 10' from DER, 54' right of centerline, 4' AGL/20' MSL.

Sign 11' from DER, 55' left of centerline, 3' AGL/20' MSL.

Vegetation 643' from DER, 670' right of centerline, 37' MSL.

Vegetation 765' from DER, 693' right of centerline, 42' MSL.

Vegetation 985' from DER, 717' right of centerline, 46' MSL.

Terrain 1287' from DER, 841' right of centerline, 60' MSL.

Terrain 1387' from DER, 855' right of centerline, 63' MSL.

Vegetation, terrain beginning 1486' from DER, 874' right of centerline, up to 69' MSL.

Trees, terrain, vegetation 1.1 NM from DER, 1161' right of centerline, up to 232' MSL.

Vegetation, terrain, trees beginning 1.2 NM from DER, 868' right of centerline, up to 302' MSL.

Trees, vegetation, terrain beginning 1.3 NM from DER, 729' right of centerline, up to 10' AGL/362' MSL.

Trees, vegetation, terrain beginning 1.4 NM from DER, 692' right of centerline, up to 414' MSL.

Terrain, vegetation, beginning 1.4 NM from DER, 1027' left of centerline, up to 325' MSL.

Trees, vegetation, terrain beginning 1.5 NM from DER, 699' right of centerline, up to 200' AGL/689' MSL.

Terrain, vegetation beginning 1.6 NM from DER, 836' right of centerline, up to 200' AGL/693' MSL.

Terrain, vegetation beginning 1.6 NM from DER, 46' right of centerline, up to 200' AGL/732' MSL.

Terrain beginning 1.6 NM from DER, 849' left of centerline, up to 200' AGL/424' MSL.

Terrain beginning 1.6 NM from DER, 233' left of centerline, up to 200' AGL/437' MSL.

Terrain, vegetation beginning 1.6 NM from DER, 268' right of centerline, up to 200' AGL/735' MSL.

Terrain beginning 1.6 NM from DER, 11' left of centerline, up to 200' AGL/450' MSL.

Terrain beginning 1.7 NM from DER, 68' left of centerline, up to 200' AGL/460' MSL.

Terrain beginning 1.7 NM from DER, 153' right of centerline, up to 200' AGL/775' MSL.

Terrain beginning 1.7 NM from DER, 126' left of centerline, up to 200' AGL/492' MSL.

Terrain, vegetation beginning 1.7 NM from DER, 95' right of centerline, up to 200' AGL/778' MSL.

Terrain beginning 1.7 NM from DER, 241' left of centerline, up to 200' AGL/502' MSL.

Terrain, vegetation beginning 1.7 NM from DER, 38' right of centerline, up to 200' AGL/817' MSL.

Terrain beginning 1.7 NM from DER, 298' left of centerline, up to 200' AGL/512' MSL.

Terrain 1.8 NM from DER, 1645' left of centerline, 200' AGL/515' MSL.

Terrain beginning 1.8 NM from DER, 19' left of centerline, up to 200' AGL/532' MSL.

Terrain 1.8 NM from DER, 1703' left of centerline, up to 200' AGL/535' MSL.

Terrain beginning 1.8 NM from DER, 202' right of centerline, up to 200' AGL/821' MSL.

Terrain, vegetation beginning 1.8 NM from DER, 133' left of centerline, up to 200' AGL/555' MSL.

Terrain beginning 1.8 NM from DER, 30' right of centerline, up to 200' AGL/860' MSL.

Terrain 1.8 NM from DER, 1818' left of centerline, 200' AGL/548' MSL.

Terrain 1.9 NM from DER, 1875' left of centerline, 200' AGL/558' MSL.

Terrain, vegetation beginning 1.9 NM from DER, 26' left of centerline, up to 200' AGL/604' MSL.

Terrain beginning 1.9 NM from DER, 474' right of centerline, up to 200' AGL/893' MSL.

Terrain beginning 2 NM from DER, 417' right of centerline, up to 200' AGL/922' MSL.

Terrain beginning 2.1 NM from DER, 466' right of centerline, up to 200' AGL/942' MSL.

Rwy 29, light poles 10' from DER, 28' right of centerline, 1' AGL/14' MSL.

Vehicles on road beginning 151' from DER, 270' left of centerline, up to 26' MSL.



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SELAWIK, AK

SELAWIK (WLK) (PASK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple bushes beginning 176' from DER, 429' left of centerline, up to 18' AGL/18' MSL.**Rwy 22**, antenna on building, 1040' from DER, 448' right of centerline, 30' AGL/ 47' MSL.**Rwy 27**, multiple antennas and buildings beginning 270' from DER, right and left of centerline, up to 108' AGL/125' MSL.

Bridge 2148' from DER, 249' right of centerline, 60' AGL/90' MSL.

Wind turbines beginning 3310' from DER, 1194' right of centerline, up to 110' AGL/165' MSL.

SEWARD, AK

SEWARD (SWD) (PAWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20SEP12 (12264) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, Use SEWARD DEPARTURE.**Rwys 16, 31, 34**, NA - Terrain.**SHAGELUK, AK**

SHAGELUK (SHX) (PAHX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02OCT25 (25275) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climb on heading 180° to 1400 before turning left.**Rwy 34**, climb on heading 345° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees, vehicles on road beginning 1' from DER, 212' right of centerline, up to 118' MSL.

Trees beginning 719' from DER, 340' left of centerline, up to 123' MSL.

Trees beginning 993' from DER, 122' left of centerline, up to 125' MSL.

Tree 1594' from DER, 600' left of centerline, 127' MSL.

Trees beginning 1607' from DER, 400' left of centerline, up to 131' MSL.

Rwy 34, tree 34' from DER, 422' right of centerline, 128' MSL.

Trees beginning 211' from DER, 397' right of centerline, up to 129' MSL.

Trees beginning 249' from DER, 386' right of centerline, up to 131' MSL.

SHAKTOOLIK, AK

SHAKTOOLIK (2C7) (PFSH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15AUG19 (19227) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climb on heading 147° to 1300 before turning east.

TAKEOFF OBSTACLE NOTES:

Rwy 15, building 199' from DER, 483' left of centerline, 41' AGL/46' MSL.

Buildings beginning 204' from DER, 483' left of centerline, up to 50' AGL/55' MSL.

SHISHMAREF, AK

SHISHMAREF (SHH) (PASH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05OCT23 (23278) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicle on road, fence beginning 44' from DER, 300' left of centerline, up to 26' MSL.

Building 83' from DER, 333' right of centerline, 10' AGL/19' MSL.

Tank 382' from DER, 455' left of centerline, 26' AGL/33' MSL.

Antenna, building beginning 773' from DER, 492' left of centerline, up to 63' AGL/74' MSL.

Pole, buildings, tank beginning 811' from DER, 604' left of centerline, up to 68' AGL/81' MSL.

Rwy 23, vehicle on road 23' from DER, 220' right of centerline, 28' MSL.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



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SHUNGNAK, AK**SHUNGNAK (SHG) (PAGH)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 31OCT24 (24305) (FAA)****DEPARTURE PROCEDURE:****Rwy 10, 28**, use TOMPY (RNAV) DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 10**, light poles beginning 9' from DER, 20' left of centerline, up to 2' AGL/207' MSL.

Light poles beginning 10' from DER, 20' right of centerline, up to 2' AGL/207' MSL.

Vegetation, trees beginning 58' from DER, 277' right of centerline, up to 219' MSL.

Trees, vehicles on road beginning 103' from DER, 111' right of centerline, up to 237' MSL.

Trees beginning 838' from DER, 29' left of centerline, up to 234' MSL.

Tree 1180' from DER, 589' left of centerline, 241' MSL.

Tree 1218' from DER, 608' left of centerline, 255' MSL.

Rwy 28, light poles beginning 9' from DER, 20' right of centerline, up to 3' AGL/176' MSL.

Light poles beginning 9' from DER, 19' left of centerline, up to 2' AGL/176' MSL.

SITKA, AK**SITKA ROCKY GUTIERREZ (SIT) (PASI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 18JAN07 (07018) (FAA)****DEPARTURE PROCEDURE:**

Use BIORKA DEPARTURE.

SLEETMUTE, AK**SLEETMUTE (SLQ) (PASL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 31DEC20 (20366) (FAA)****TAKEOFF MINIMUMS:****Rwy 33**, NA - Terrain.**DEPARTURE PROCEDURE:****Rwy 15**, use SPARREVOHN DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 15**, sign at DER, 67' right of centerline, 194' MSL.

Sign at DER, 69' left of centerline, 194' MSL.

Trees beginning 2' from DER, 187' left of centerline, up to 219' MSL.

Tree 30' from DER, 482' right of centerline, 240' MSL.

Trees beginning 124' from DER, 174' right of centerline, up to 245' MSL.

Tree 143' from DER, 496' right of centerline, 54' AGL/247' MSL.

Trees beginning 162' from DER, 271' left of centerline, up to 241' MSL.

Trees beginning 256' from DER, 21' right of centerline, up to 249' MSL.

Tree 292' from DER, 343' left of centerline, 247' MSL.

Trees beginning 368' from DER, 448' right of centerline, up to 253' MSL.

Trees beginning 395' from DER, 333' left of centerline, up to 248' MSL.

Tree 497' from DER, 570' right of centerline, 254' MSL.

Trees beginning 524' from DER, 19' right of centerline, up to 255' MSL.

Trees beginning 535' from DER, 268' left of centerline, up to 254' MSL.

Tree 692' from DER, 477' right of centerline, 256' MSL.

Trees beginning 719' from DER, 125' right of centerline, up to 263' MSL.

Trees beginning 724' from DER, 423' left of centerline, up to 256' MSL.

Trees beginning 920' from DER, 58' left of centerline, up to 268' MSL.

Trees beginning 1734' from DER, 43' right of centerline, up to 277' MSL.

Trees beginning 1975' from DER, 171' right of centerline, up to 292' MSL.

Trees beginning 2173' from DER, 22' left of centerline, up to 280' MSL.

Trees beginning 2198' from DER, 22' right of centerline, up to 294' MSL.

Trees beginning 3209' from DER, 66' right of centerline, up to 296' MSL.

Trees beginning 1.3 NM from DER, 2558' right of centerline, up to 433' MSL.

Tree 1.3 NM from DER, 2581' right of centerline, 454' MSL.

Trees beginning 1.3 NM from DER, 2515' right of centerline, up to 495' MSL.

Trees beginning 1.4 NM from DER, 2607' right of centerline, up to 509' MSL.

Trees beginning 1.4 NM from DER, 2351' right of centerline, up to 524' MSL.

SOLDOTNA, AK**SOLDOTNA (SXQ) (PASX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2A 20JUN19 (19171) (FAA)****TAKEOFF MINIMUMS:****Rwy 7**, 300-2¼ or std. w/min climb of 375' per NM to 400.**Rwy 25**, 300-1%.**DEPARTURE PROCEDURE:****Rwy 7**, climbing left turn on a heading between 256° clockwise to 054° from DER or climbing right turn on a heading between 179° clockwise to 254° from DER.**Rwy 25**, climb heading 255° to 800, then climb on a heading between 164° clockwise to 069°.**CON'T**

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SOLDOTNA, AK (CON'T)

SOLDOTNA (SXQ) (PASX) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 51' from DER, 439' right of centerline, 40' AGL/147' MSL.
 Transmission line beginning 195' from DER, 362' right of centerline, up to 66' AGL/168' MSL.
 Multiple trees beginning 1243' from DER, 450' right of centerline, up to 53' AGL/173' MSL.
 Tree 1351' from DER, 699' right of centerline, 54' AGL/179' MSL.
 Tree 1393' from DER, 558' right of centerline, 59' AGL/184' MSL.
 Multiple trees beginning 1470' from DER, 168' right of centerline, up to 86' AGL/237' MSL.
 Tree 1985' from DER, 536' left of centerline, 59' AGL/162' MSL.
 Transmission line beginning 1995' from DER, 165' right of centerline, up to 86' AGL/257' MSL.
 Tree 2098' from DER, 646' left of centerline, 63' AGL/165' MSL.
 Transmission line beginning 2544' from DER, 476' right of centerline, up to 79' AGL/258' MSL.
 Tree 2658' from DER, 630' left of centerline, 76' AGL/179' MSL.
 Transmission line beginning 2788' from DER, 350' right of centerline, up to 82' AGL/260' MSL.
 Multiple trees beginning 2932' from DER, 766' right of centerline, up to 83' AGL/264' MSL.
 Tree 3017' from DER, 133' left of centerline, 84' AGL/188' MSL.
 Multiple trees beginning 3303' from DER, 992' right of centerline, up to 94' AGL/266' MSL.
 Tree 1.6 NM from DER, 2879' left of centerline, 70' AGL/356' MSL.
 Tree 1.6 NM from DER, 2838' left of centerline, 83' AGL/374' MSL.
 Tree 1.6 NM from DER, 3259' left of centerline, 81' AGL/390' MSL.
Rwy 25, tree 102' from DER, 425' left of centerline, 13' AGL/111' MSL.
 Tree 177' from DER, 525' left of centerline, 34' AGL/129' MSL.
 Tree 189' from DER, 493' left of centerline, 35' AGL/130' MSL.
 Multiple trees beginning 290' from DER, 450' left of centerline, up to 46' AGL/142' MSL.
 Transmission line beginning 490' from DER, 193' left of centerline, up to 54' AGL/149' MSL.
 Tree 1043' from DER, 45' right of centerline, 35' AGL/126' MSL.
 Tree 1045' from DER, 83' right of centerline, 39' AGL/132' MSL.
 Tree 1052' from DER, 301' right of centerline, 41' AGL/133' MSL.
 Pole beginning 1061' from DER, 54' right of centerline, up to 43' AGL/134' MSL.
 Multiple trees beginning 1117' from DER, 71' right of centerline, up to 52' AGL/145' MSL.
 Multiple trees beginning 1209' from DER, 1' left of centerline, up to 61' AGL/174' MSL.
 Multiple trees beginning 1343' from DER, 23' right of centerline, up to 66' AGL/164' MSL.
 Transmission line beginning 1474' from DER, 97' left of centerline, up to 74' AGL/236' MSL.
 Multiple trees beginning 1873' from DER, 81' left of centerline, up to 59' AGL/261' MSL.
 Transmission line, pole beginning 2016' from DER, 392' left of centerline, up to 69' AGL/275' MSL.
 Tree 2443' from DER, 365' right of centerline, 87' AGL/166' MSL.
 Multiple trees beginning 2525' from DER, 338' left of centerline, up to 87' AGL/302' MSL.
 Tree 1.4 NM from DER, 2803' left of centerline, 85' AGL/338' MSL.
 Tree 1.5 NM from DER, 2800' left of centerline, 84' AGL/334' MSL.

SOUTH NAKNEK, AK

SOUTH NAKNEK NR 2 (WSN) (PFWS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26MAY16 (16147) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 23, NA.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 930' from DER, 268' left of centerline, up to 15' AGL/186' MSL.
 Bushes beginning 240' from DER, 61' left of centerline, up to 13' AGL/186' MSL.
 Bush 246' from DER, 18' right of centerline, 13' AGL/162' MSL.
Rwy 31, trees beginning 29' from DER, 143' left of centerline, up to 15' AGL/174' MSL.
 Poles beginning 204' from DER, 359' right of centerline, up to 43' AGL/177' MSL.
 Catenary 217' from DER, 451' right of centerline, 35' AGL/170' MSL.
 Trees beginning 210' from DER, 111' right of centerline, up to 34' AGL/172' MSL.
 Vehicles on road 211' from DER, 233' right of centerline, 15' AGL/167' MSL.

SPARREVOHN LRRS (PASV)

SPARREVOHN, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31OCT24 (24305) (USAF)

TAKE-OFF MINIMUMS:

Rwy 17, 2200-3 for climb in visual conditions.

Rwy 35, NA.

DEPARTURE PROCEDURE:

Diverse departures NA.

CAUTION: Uncontrolled airspace below 700' AGL within 3 NM of Sparrevohn LRRS airport.

Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sparrevohn LRRS at or above 3600' MSL before proceeding on course. Remain within 3 NM of Sparrevohn LRRS during climb in visual conditions.

Rwy 35, NA.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain 1124' from DER, 801' left of centerline, 1513' MSL.



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**TALKEETNA, AK****TALKEETNA (TKA) (PATK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:**Rwy 19**, 300-1¼ or std. w/min. climb of 600' per NM to 600.**DEPARTURE PROCEDURE:****Rwy 1**, Climb heading 011° to 1000 then climbing left turn direct TKA VOR/DME, thence...**Rwy 19**, Climb heading 191° to 1900 then climbing right turn direct TKA VOR/DME, thence...

...continue climb-in-hold in TKA VOR/DME holding pattern (hold South, left turn, 352° inbound) to cross TKA VOR/DME at or above MEA/MCA for route of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 1**, tree 38' from DER, 499' right of centerline, 53' AGL/411' MSL.

Trees beginning 71' from DER, 385' left of centerline, up to 55' AGL/411' MSL.

Tree 178' from DER, 494' right of centerline, 58' AGL/417' MSL.

Trees beginning 270' from DER, 275' left of centerline, up to 81' AGL/443' MSL.

Trees beginning 371' from DER, 354' right of centerline, up to 72' AGL/433' MSL.

Trees beginning 476' from DER, 302' left of centerline, up to 86' AGL/448' MSL.

Trees beginning 525' from DER, 322' right of centerline, up to 84' AGL/445' MSL.

Tree 584' from DER, 552' right of centerline, 86' AGL/447' MSL.

Trees beginning 690' from DER, 386' right of centerline, up to 87' AGL/448' MSL.

Trees beginning 741' from DER, 403' left of centerline, up to 87' AGL/449' MSL.

Trees beginning 781' from DER, 385' right of centerline, up to 88' AGL/449' MSL.

Trees beginning 884' from DER, 148' right of centerline, up to 89' AGL/451' MSL.

Trees beginning 912' from DER, 345' left of centerline, up to 91' AGL/451' MSL.

Trees beginning 1109' from DER, 49' left of centerline, up to 92' AGL/454' MSL.

Trees beginning 2144' from DER, 106' left of centerline, up to 99' AGL/461' MSL.

Trees beginning 2179' from DER, 147' right of centerline, up to 88' AGL/452' MSL.

Trees beginning 2342' from DER, 606' right of centerline, up to 92' AGL/457' MSL.

Trees beginning 2371' from DER, 32' right of centerline, up to 94' AGL/460' MSL.

Trees beginning 2996' from DER, 183' right of centerline, up to 97' AGL/464' MSL.

Tree 3869' from DER, 111' left of centerline, 99' AGL/467' MSL.

Tree 4618' from DER, 1693' left of centerline, 125' AGL/493' MSL.

Trees beginning 4711' from DER, 1430' left of centerline, up to 132' AGL/501' MSL.

Rwy 19, bush 82' from DER, 272' right of centerline, 358' MSL.

Wsk 100' from DER, 207' right of centerline, 11' AGL/361' MSL.

Tree 125' from DER, 500' left of centerline, 23' AGL/374' MSL.

Tree 130' from DER, 499' right of centerline, 63' AGL/412' MSL.

Trees beginning 173' from DER, 145' left of centerline, up to 50' AGL/401' MSL.

Tree, pole beginning 266' from DER, 170' right of centerline, up to 75' AGL/425' MSL.

Trees beginning 1345' from DER, 167' right of centerline, up to 83' AGL/432' MSL.

Tree 1648' from DER, 912' left of centerline, 54' AGL/403' MSL.

Trees beginning 1692' from DER, 67' right of centerline, up to 85' AGL/434' MSL.

Trees beginning 1816' from DER, 14' left of centerline, up to 68' AGL/416' MSL.

Trees beginning 1948' from DER, 36' left of centerline, up to 71' AGL/419' MSL.

Trees beginning 2008' from DER, 350' right of centerline, up to 96' AGL/440' MSL.

Trees beginning 2064' from DER, 789' left of centerline, up to 90' AGL/485' MSL.

Trees beginning 2376' from DER, 774' left of centerline, up to 76' AGL/520' MSL.

Trees beginning 2481' from DER, 776' left of centerline, up to 80' AGL/527' MSL.

Trees beginning 2485' from DER, 199' right of centerline, up to 101' AGL/449' MSL.

Trees beginning 2500' from DER, 193' right of centerline, up to 107' AGL/453' MSL.

Trees beginning 3009' from DER, 684' left of centerline, up to 77' AGL/535' MSL.

Trees beginning 3062' from DER, 761' left of centerline, up to 83' AGL/542' MSL.

Trees beginning 3168' from DER, 755' left of centerline, up to 94' AGL/549' MSL.

Trees beginning 6019' from DER, 1486' left of centerline, up to 80' AGL/556' MSL.

Trees beginning 1 NM from DER, 1624' left of centerline, up to 82' AGL/558' MSL.

Tree, road (north), fence, terrain, antenna, satellite dish, light pole, building, VOR/DME beginning 1 NM from DER, 1382' left of centerline, up to 77' AGL/595' MSL.

Tree, fence beginning 1.1 NM from DER, 1379' left of centerline, up to 70' AGL/600' MSL.

Tree, fence beginning 1.1 NM from DER, 1338' left of centerline, up to 78' AGL/602' MSL.

Tree 1.3 NM from DER, 1920' left of centerline, 90' AGL/575' MSL.

AK, 03 SEP 2026 to 29 OCT 2026



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TANANA, AK

RALPH M CALHOUN MEML (TAL) (PATA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08NOV18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 405' per NM to 1300, or 1200-3 for VCOA.

Rwy 25, 300-1% or std. w/min. climb of 256' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn on heading 102° and TAL VOR/DME R-081 to SATUE/TAL 12.00 DME.

Rwy 25, climbing left turn on heading 078° and TAL VOR/DME R-081 to SATUE.

All aircraft continue climb in SATUE/12.00 DME holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

VCOA:

Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ralph M Calhoun Meml airport at or above 1300 then climb on TAL VOR/DME R-081 to SATUE, continue climb in SATUE holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, NAVAID 10' from DER, 60' left of centerline, 2' AGL/243' MSL.

Vegetation 21' from DER, 194' left of centerline, 9' AGL/244' MSL.

Tree 25' from DER, 422' right of centerline, 47' AGL/276' MSL.

Trees, vegetation beginning 83' from DER, 249' left of centerline, up to 26' AGL/260' MSL.

Trees beginning 117' from DER, 360' right of centerline, up to 52' AGL/280' MSL.

Tree 193' from DER, 513' left of centerline, 30' AGL/266' MSL.

Tree 373' from DER, 520' left of centerline, 32' AGL/267' MSL.

Trees beginning 460' from DER, 511' left of centerline, up to 32' AGL/268' MSL.

Trees beginning 1.4 NM from DER, 2394' left of centerline, up to 79' AGL/481' MSL.

Trees beginning 1.6 NM from DER, 2194' left of centerline, up to 89' AGL/587' MSL.

Trees beginning 1.6 NM from DER, 2360' left of centerline, up to 89' AGL/620' MSL.

Trees beginning 1.7 NM from DER, 1974' left of centerline, up to 85' AGL/658' MSL.

Trees beginning 1.8 NM from DER, 1989' left of centerline, up to 99' AGL/722' MSL.

Trees beginning 2 NM from DER, 1467' left of centerline, up to 95' AGL/806' MSL.

Trees beginning 2.1 NM from DER, 1470' left of centerline, up to 77' AGL/772' MSL.

Trees beginning 2.3 NM from DER, 1489' left of centerline, up to 93' AGL/856' MSL.

Tree, vehicles on road beginning 2.3 NM from DER, 1930' left of centerline, up to 88' AGL/868' MSL.

Tree, vehicles on road beginning 2.4 NM from DER, 1491' left of centerline, up to 61' AGL/853' MSL.

Tree, vehicles on road, vertical structure beginning 2.4 NM from DER, 1494' left of centerline, up to 60' AGL/869' MSL.

Rwy 25, building 5' from DER, 371' left of centerline, 10' AGL/232' MSL.

Tree 8' from DER, 343' left of centerline, 10' AGL/233' MSL.

Trees, NAVAID beginning 8' from DER, 59' left of centerline, up to 10' AGL/234' MSL.

NAVAID 9' from DER, 60' right of centerline, 2' AGL/231' MSL.

Trees beginning 224' from DER, 493' right of centerline, up to 44' AGL/273' MSL.

Trees, vehicles on road beginning 908' from DER, 573' right of centerline, up to 44' AGL/281' MSL.

Trees beginning 1911' from DER, 421' right of centerline, up to 39' AGL/282' MSL.

Trees beginning 2341' from DER, 559' right of centerline, up to 46' AGL/295' MSL.

Trees beginning 2934' from DER, 821' right of centerline, up to 62' AGL/324' MSL.

Trees beginning 3334' from DER, 922' right of centerline, up to 64' AGL/335' MSL.

Trees beginning 3621' from DER, 1057' right of centerline, up to 74' AGL/365' MSL.

Trees beginning 4086' from DER, 1156' right of centerline, up to 76' AGL/368' MSL.

Trees, catenary beginning 5357' from DER, 1369' right of centerline, up to 62' AGL/373' MSL.

Trees beginning 5763' from DER, 1764' right of centerline, up to 58' AGL/410' MSL.

Trees, catenary, pole beginning 5888' from DER, 1389' right of centerline, up to 65' AGL/418' MSL.

Tree, catenary, pole beginning 1 NM from DER, 1381' right of centerline, up to 60' AGL/427' MSL.

Trees beginning 1 NM from DER, 1301' right of centerline, up to 53' AGL/436' MSL.

Trees beginning 1.1 NM from DER, 1136' right of centerline, up to 48' AGL/425' MSL.

TATALINA LRRS (PATL)

TAKOTNA, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19MAY22 (22139) (USAF)

DEPARTURE PROCEDURE:

Diverse departures NA.

CAUTION: Uncontrolled airspace below 1200' AGL within 4 NM of Tatalina airport.

Rwy 17, use TATALINA DEPARTURE (RNAV1).

Rwy 35, NA.



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TATITLEK, AK**TATITLEK (7KA) (PAKA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG-A 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:**Rwy 13**, std. w/min. climb of 358' per NM to 2500 or 3400-2 for climb in visual conditions.**Rwy 31**, std. w/min. climb of 370' per NM to 900 or 3400-2 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 13**, climbing right turn heading 146° and JOH R-338 to JOH VOR/DME before proceeding on course or. ..**Rwy 31**, climbing left turn heading 252° to intercept JOH R-316 to JOH VOR/DME before proceeding on course. Do not exceed 180 KIAS until established on JOH R-316 or. ..**Rwys 13, 31, ...** for climb in visual conditions: cross Tatitlek airport at or above 3300 then via JOH R-336 to JOH VOR/DME before proceeding on course. Do not exceed 180 KIAS until established on JOH R-336 to JOH VOR/DME.

Note: rapidly rising terrain northwest of procedure.

TAKEOFF OBSTACLE NOTES:**Rwy 13**, trees 335' from DER, 411' right of centerline, 39' AGL/79' MSL.

Trees 11' from DER, 467' left of centerline, 34' AGL/74' MSL.

Bush 429' from DER, 48' right of centerline, 12' AGL/52' MSL.

Vent on building 1172' from DER, 767' left of centerline, 58' AGL/98' MSL.

Pole 3072' from DER, 194' left of centerline, 99' AGL/139' MSL.

Rwy 31, trees beginning 23' from DER, 339' right of centerline, up to 100' AGL/703' MSL.**TELLER, AK****TELLER (TER) (PATE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:**Rwy 8**, std. w/min. climb of 320' per NM to 1700, or 1600-3 for VCOA.**Rwy 26**, 400-3 or std. w/min. climb of 230' per NM to 600.**DEPARTURE PROCEDURE:****Rwy 8**, climb on heading 080° to 1700 before turning right.**Rwy 26**, climb on heading 260° to 1200 before turning left.**VCOA:****Rwy 8**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Teller airport at or above 1600 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 8**, wind indicator 18' from DER, 377' left of centerline, 20' AGL/317' MSL.

Pole 264' from DER, 498' left of centerline, 34' AGL/332' MSL.

Vertical structure 298' from DER, 476' left of centerline, 34' AGL/333' MSL.

Antenna, poles beginning 303' from DER, 483' left of centerline, up to 56' AGL/355' MSL.

Rwy 26, lights beginning 8' from DER, 21' right of centerline, up to 2' AGL/282' MSL.

Light 9' from DER, 29' left of centerline, 2' AGL/282' MSL.

TIN CITY LRRS (PATC)**TIN CITY, AK****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 31OCT24 (24305) (USAF)

TAKEOFF MINIMUMS:**Rwy 35**, std w/min climb 357'/NM to 800' for JEKLI DEPARTURE. 2500-3 for climb in visual conditions.**DEPARTURE PROCEDURE:**

Diverse departures NA.

Rwy 17, use HONPO DEPARTURE.**Rwy 35**, use JEKLI DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 17**, no takeoff obstacles.**Rwy 35**, terrain at DER, 500' right of centerline, 265' MSL.

Terrain 3925' from DER, 1056' left of centerline, 394' MSL.

Terrain 4228' from DER, 1027' left of centerline, 407' MSL.

Terrain 4835' from DER, 970' left of centerline, 407' MSL.

TOGIAC VILLAGE, AK**TOGIAC (TOG) (PATG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:**Rwys 10, 28**, NA-Environmental.**Rwy 3**, std. w/ min. climb of 215' per NM to 3600, or 2000-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 3**, climb on a heading between 030° CW 210° from DER, or min. climb of 315' per NM to 3100 for headings from 211° CW 029°.**Rwy 21**, climb heading 210° to 1600 before proceeding on course.**CON'T**

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TOGIAC VILLAGE, AK (CON'T)

TOGIAC (TOG) (PATG) (CON'T)

VCOA:

Rwy 3, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Togiak airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vegetation and building beginning 7' from DER, 165' right and 80' left of centerline, 7' AGL/21' MSL.

Building and vegetation beginning 11' from DER, 85' right and 121' left of centerline, up to 8' AGL/22' MSL.

Buildings and vertical structure, beginning 332' from DER, 498' right of centerline, up to 27' AGL/39' MSL.

Poles, vertical structure, and catenaries beginning 697' from DER, 412' right of centerline, up to 33' AGL/45' MSL.

Poles, beginning 1002' from DER, 473' right of centerline, up to 33' AGL/46' MSL.

Pole 1155' from DER, 591' right of centerline, 35' AGL/48' MSL.

Antenna 1199' from DER, 605' right of centerline, 38' AGL/50' MSL.

Rwy 21, vehicles on road, buildings, and vegetation beginning 9' from DER, 85' left and 100' right of centerline, up to 8' AGL/33' MSL.

Wind indicator 289' from DER, 248' right of centerline, 21' AGL/38' MSL.

Boats beginning 500' from DER, 500' left of centerline, 80' MSL.

TOK, AK

TOK JUNCTION (6K8) (PFTO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27NOV25 (25331) (FAA)

DEPARTURE PROCEDURE:

Rwys 8, 26, use EGAXE (RNAV) DEPARTURE.

TOKSOOK BAY, AK

TOKSOOK BAY (OOK) (PAOO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, std. w/min. climb of 481' per NM to 1700, or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 165° to 1000 before proceeding on course.

Rwy 34, for climb in visual conditions: Cross Toksook Bay Airport at or above 1500' MSL before proceeding on course.

When executing VCOA notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 16, multiple lights beginning at DER, 40' left of centerline, up to 4' AGL/51' MSL.

Light 4' from DER, 78' right of centerline 2' AGL/52' MSL.

Lights 50' from DER, 356' right of centerline, 34' AGL/84' MSL.

Rwy 34, multiple lights beginning at DER, 39' left of centerline, up to 3' AGL/74' MSL.

Multiple lights beginning at DER, 39' right of centerline, up to 3' AGL/74' MSL.

TUNUNAK, AK

TUNUNAK (4KA) (POKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11JUL24 (24193) (FAA)

DEPARTURE PROCEDURE:

Use EZEPU (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 16, terrain 2' from DER, 497' left of centerline, 65' MSL.

Vehicle on road 9' from DER, 46' right of centerline, 63' MSL.

Terrain 498' from DER, 597' left of centerline, 80' MSL.

Terrain, vegetation beginning 697' from DER, 384' left of centerline, up to 92' MSL.

Terrain beginning 897' from DER, 398' left of centerline, up to 100' MSL.

Terrain beginning 1095' from DER, 369' left of centerline, up to 109' MSL.

Terrain, vegetation beginning 1297' from DER, 291' left of centerline, up to 128' MSL.

Terrain beginning 1474' from DER, 357' left of centerline, up to 133' MSL.

Terrain beginning 1696' from DER, 597' left of centerline, up to 136' MSL.

Terrain 1834' from DER, 798' left of centerline, 137' MSL.

Terrain, vegetation beginning 1892' from DER, 494' left of centerline, up to 155' MSL.

Terrain beginning 2020' from DER, 598' left of centerline, up to 157' MSL.

Vegetation, terrain beginning 2217' from DER, 797' left of centerline, up to 7' AGL/158' MSL.

Rwy 34, catenary wires 950' from DER, 730' left of centerline, 40' AGL/81' MSL.

Vehicles on road, terrain beginning 1.2 NM from DER, 1914' right of centerline, 264' MSL.

Vehicles on road, terrain beginning 1.3 NM from DER, 1997' right of centerline, up to 329' MSL.

Vehicles on road, terrain beginning 1.4 NM from DER, 1998' right of centerline, up to 415' MSL.

Terrain beginning 1.5 NM from DER, 1797' right of centerline, up to 558' MSL.

Terrain beginning 1.6 NM from DER, 1798' right of centerline, up to 575' MSL.

Terrain 1.8 NM from DER, 3498' right of centerline, 494' MSL.

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UNALAKLEET, AK

UNALAKLEET (UNK) (PAUN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:

Use UNALAKLEET DEPARTURE.

UNALASKA, AK

UNALASKA (DUT) (PADU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 1000-3. NA at night-obstacles.**Rwy 31**, 600-2.

DEPARTURE PROCEDURE:

Rwys 13, 31, climb in visual conditions until established on DUT NDB/DME 360° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from TAKEOFF until established over JADPI at or above 400). Cross JADPI at or above 400 then climb on the 360° bearing from DUT NDB/DME to 5500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rapidly rising terrain to above 2000' MSL east, south, and west of airport.

UTQIAGVIK, AK

WILEY POST-WILL ROGERS MEML (BRW) (PABR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-C 02DEC21 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, NAVAID beginning 8' from DER, 81' right of centerline, up to 1' AGL/38' MSL.

NAVAID beginning 8' from DER, 50' left of centerline, up to 1' AGL/38' MSL.

NAVAID 243' from DER, on centerline, 32' AGL/46' MSL.

Rwy 26, fence, NAVAID beginning abeam DER, 60' left of centerline, up to 6' AGL/51' MSL.

NAVAID beginning 7' from DER, 51' right of centerline, up to 1' AGL/49' MSL.

Vehicle on road beginning 57' from DER, 444' left of centerline, up to 54' MSL.

Sign 325' from DER, 268' right of centerline, 49' AGL/59' MSL.

Poles beginning 468' from DER, 552' right of centerline, up to 62' AGL/72' MSL.

VALDEZ, AK

VALDEZ PIONEER FLD (VDZ) (PAVD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 09FEB12 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwys 6, 24, use JMAAL DEPARTURE.

VENETIE, AK

VENETIE (VEE) (PAVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17JUN21 (21168) (FAA)

DEPARTURE PROCEDURE:

Use VENETIE (RNAV) DEPARTURE.

WAINWRIGHT, AK

WAINWRIGHT (AWI) (PAWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (19171) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 24, fence 281' from DER, 521' right of centerline, 8' AGL/50' MSL.

Pole, antenna, catenary beginning 1368' from DER, 795' right of centerline, up to 43' AGL/95' MSL.

Tower, antenna beginning 1962' from DER, 895' right of centerline, up to 94' AGL/135' MSL.

WALES, AK

WALES (IWK) (PAIW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 400-1¼ or std w/min climb of 445'/NM to 1300.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 180° to 2700 before turning left.**Rwy 36**, climb on heading 000° to 2000 before turning right.

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**WASILLA, AK**

WASILLA (IYS) (PAWS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 4S, 22S, NA - Environmental

DEPARTURE PROCEDURE:

Rwy 4, climbing left turn direct BGQ VORTAC. Do not exceed 180K until passing BGQ VORTAC, thence...**Rwy 22**, climbing right turn direct BGQ VORTAC, thence...

...aircraft departing BGQ VORTAC on radials 161° CW 336° climb on course. All other aircraft climb in holding pattern (hold north, right turn, 175° inbound) to cross BGQ VORTAC at or above appropriate MCA before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 150' from DER, left and right of centerline, up to 60' AGL/504' MSL.**Rwy 22**, trees beginning 9' from DER, left and right of centerline, up to 60' AGL/470' MSL.**WHITE MOUNTAIN, AK**

WHITE MOUNTAIN (WMO) (PAWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12DEC13 (13346) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, std. w/min. climb of 275' per NM to 1000 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 33, climb heading 332° to 800 before turning right or for climb in visual conditions, cross White Mountain airport at or above 1100 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 15, cross 134' from DER, 323' left of centerline, 23' AGL/273' MSL.**Rwy 33**, trees beginning 32' from DER, 321' left of centerline, up to 55' AGL/255' MSL.**WILLOW, AK**

WILLOW (UUO) (PAUO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

DEPARTURE PROCEDURE:

Use BIG LAKE DEPARTURE.

WRANGELL, AK

WRANGELL (WRG) (PAWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

Rwys 10, 28, use LEVEL ISLAND DEPARTURE.**YAKUTAT, AK**

YAKUTAT (YAK) (PAYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 29MAY14 (14149) (FAA)

DEPARTURE PROCEDURE:

Rwys 2, 11, 20, 29, all aircraft climb to airway MEA for direction of flight direct YAK VOR/DME or OCC NDB, continue climb to MEA via assigned airway.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees, obstruction light on TACAN monitor, tower beginning 372' from DER, 237' left of centerline, up to 89' AGL/114' MSL.

Trees beginning 457' from DER 317' right of centerline up to 74' AGL/99' MSL.

Tree 4347' from DER, 1617' left of centerline, 148' AGL/167' MSL.

Rwy 11, trees beginning 94' from DER, 344' right of centerline, up to 75' AGL/98' MSL.

Trees beginning 121' from DER, 376' left of centerline, up to 63' AGL/86' MSL.

Trees beginning 1658' from DER, 442' left of centerline, up to 92' AGL/115' MSL.

Rwy 20, tree beginning 78' from DER, 364' left of centerline, up to 67' AGL/181' MSL.

Trees beginning 129' from DER, 471' right of centerline, up to 50' AGL/60' MSL.

Trees beginning 1013' from DER, 283' left of centerline, up to 86' AGL/96' MSL.

Trees beginning 1087' from DER, 340' right of centerline, up to 50' AGL/64' MSL.

Trees beginning 3657' from DER, 497' left of centerline, up to 137' AGL/147' MSL.

Trees beginning 4184' from DER, 296' right of centerline, up to 148' AGL/158' MSL.

Rwy 29, tree 50' from DER, 280' left of centerline, 27' AGL/54' MSL.

Tree 122' from DER, 389' right of centerline, 52' AGL/79' MSL.

Tree 1268' from DER, 696' left of centerline, 42' AGL/69' MSL.

Trees beginning 1676' from DER, 729' right of centerline, up to 90' AGL/120' MSL.

Trees 2675' from DER, 860' left of centerline, up to 108' AGL/138' MSL.

Trees beginning 3303' from DER, 1050' right of centerline, up to 123' AGL/153' MSL.



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A IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.
ANA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **A**NA designation are not listed in this section. **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
A Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, ASR, RNAV (GPS) and RNAV (RNP).

NAME ALTERNATE MINIMUMS

ADAK ISLAND, AK

ADAK (ADK) (PADK).....**ILS Y or LOC Y Rwy 23¹**
ILS Z or LOC Z Rwy 23²
NDB/DME Rwy 23³⁴⁵
RNAV (GPS) Rwy 23⁵⁶
TACAN Rwy 23⁷

¹ILS Cat A, B, C, D, E 1600-5; LOC Cat A, B 1500-2, Cat C 1500-3, Cat D 2400-3, Cat E 2500-3.
²LOC Cat C 1100-3, Cat D 2400-3, Cat E 2500-3.
³Cat A, B 1600-2, Cat C 1600-3, Cat D 2600-3.
⁴NA when control tower closed.
⁵NA when local weather not available.
⁶Cat A, B, C 1300-3.
⁷Cat A, B 1700-2, Cat C 1700-3, Cat D 2500-3, Cat E 2600-3.

AKHIOK, AK

AKHIOK (AKK) (PAKH).....**RNAV (GPS)-A**
Cat B 1400-2.

AKIACHAK, AK

AKIACHAK (Z13) (PFZK).....**RNAV (GPS)-A**
NA when local weather not available.

AKUTAN, AK

ATUKAN (7AK) (PAUT).....**RNAV (GPS)-A¹²**
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27³

¹NA when local weather not available.
²Cat A 900-2, Cat B 1100-2, Cat C 1500-3, Cat D 1900-3.
³Cat A 1100-2, Cat B 1100-2, Cat C 1500-3, Cat D 1900-3.

NAME ALTERNATE MINIMUMS

ALLEN AAF (PABI)

DELTA JUNCTION/
FORT GREELY, AK.....**Orig B 08325**
ILS or LOC/DME Rwy 10
NA when control tower closed.

AMBLER, AK

AMBLER (AFM) (PAFM).....**RNAV (GPS) Rwy 1**
NA when local weather not available.
Cat D 800-2½.

ANAKTUVUK PASS, AK

ANAKTUVUK
PASS (AKP) (PAKP).....**RNAV (GPS)-A**
Cat A, B 3600-2, Cat C, D 4200-3.

ANCHORAGE, AK

MERRILL FLD (MRI) (PAMR).....**RNAV (GPS)-A¹**
RNAV (GPS) Rwy 35
RNAV (GPS) Y Rwy 8
RNAV (GPS) Z Rwy 8
NA when local weather not available.
¹Cat C 800-2½.

TED STEVENS ANCHORAGE

INTL (ANC) (PANC).....**ILS or LOC Rwy 7L¹**
ILS or LOC Rwy 7R¹
RNAV (GPS) Rwy 7L²³
RNAV (GPS) Rwy 15³
RNAV (GPS) Y Rwy 7R²³

¹LOC Cat D 800-2½, Cat E 800-2½.
²NA when local weather not available.
³Cat D 800-2½.

NAME ALTERNATE MINIMUMS

ANIAK, AK

ANIAK (ANI) (PANI).....**ILS or LOC Rwy 11¹²**
RNAV (GPS) Rwy 11³⁴
RNAV (GPS) Rwy 29³⁵

¹LOC NA when local weather not available.

²LOC Cat C 800-2¼, Cat D 1200-3.

³NA when local weather not available.

⁴Cat A, B, C 900-4, Cat D 1200-4.

⁵Cat C 800-2¼, Cat D 1200-3.

ANVIK, AK

ANVIK (ANV) (PANV).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

ATKA, AK

ATKA (AKA) (PAAK).....**RNAV (GPS)-A**
 Cat A, B 1300-2, Cat C 1900-3.
 NA when local weather not available.

ATQASUK, AK

ATQASUK EDWARD BURNELL SR
 MEML (ATK) (PATQ).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

BETHEL, AK

BETHEL
 (BET) (PABE).....**ILS Y or LOC Y Rwy 19R¹**
ILS Z or LOC Z Rwy 19R¹
RNAV (GPS) Rwy 1R
VOR Rwy 1L

NA when local weather not available.

¹NA when control tower closed.

BETTLES, AK

BETTLES (BTI) (PABT).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR Rwy 2

Cat D 800-2¼.

BREVIG MISSION, AK

BREVIG
 MISSION (KTS) (PFKT).....**RNAV (GPS) Rwy 12¹²**
RNAV (GPS) Rwy 30³

¹NA when local weather not available.

²Cat B 1500-2.

³Cat A 1100-4, Cat B 1500-4, Cat C 1800-4.

BUCKLAND, AK

BUCKLAND (BVK) (PABL).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

CHEVAK, AK

CHEVAK (VAK) (PAVA).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

NAME ALTERNATE MINIMUMS

CLARKS POINT, AK

CLARKS POINT
 (CLP) (PFCL).....**RNAV (GPS) Rwy 36**
 NA when local weather not available.

COLD BAY, AK

COLD BAY (CDB) (PACD).....**ILS or LOC Rwy 15¹**
LOC BC Rwy 33²
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 26²
RNAV (GPS) Rwy 33²
VOR Rwy 15²

¹LOC Cat D 800-2½.

²Cat D 1500-2½.

CORDOVA, AK

MERLE K (MUDHOLE)
 SMITH (CDV) (PACV).....**ILS or LOC Rwy 27¹**
RNAV (GPS) Rwy 27²
RNAV (GPS)-B²

NA when local weather not available.

¹LOC Cat D 1500-3.

²Cat D 1500-3.

CROOKED CREEK, AK

CROOKED CREEK
 (CJX) (PACJ).....**RNAV (GPS) Rwy 14**
 Cat A 1200-2.

DEADHORSE, AK

DEADHORSE (SCC) (PASC).....**ILS or LOC Rwy 6**
LOC BC Rwy 24
RNAV (GPS) Z Rwy 6
VOR Rwy 6
VOR Z Rwy 24

NA when local weather not available.

DEERING, AK

DEERING (DEE) (PADE).....**RNAV (GPS) Rwy 3¹**
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 21¹
RNAV (GPS) Rwy 30¹

¹Cat B 900-2, Cat C 900-2¼.

²Cat B 900-2, Cat C 900-2½.

DILLINGHAM, AK

DILLINGHAM (DLG) (PADL).....**LOC Rwy 19**
RNAV (GPS) Z Rwy 1
RNAV (GPS) Z Rwy 19
VOR Rwy 1

NA when local weather not available.

EAGLE, AK

EAGLE (EAA) (PAEG).....**RNAV (GPS)-A**
 NA when local weather not available.
 Cat A, B 1900-2, Cat C 2200-3.

NAME ALTERNATE MINIMUMS

ELIM, AK

ELIM (ELI) (PFEL)RNAV (GPS) Rwy 1¹
 RNAV (GPS)-A²
¹Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.
²Cat B 900-2.

EMMONAK, AK

EMMONAK (ENM) (PAEM).....RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34
 VOR Rwy 16
 NA when local weather not available.

FAIRBANKS, AK

FAIRBANKS
 INTL (FAI) (PAFA).....ILS or LOC Rwy 2L¹
 ILS Z or LOC Z Rwy 20R¹
 TACAN Rwy 20R²
¹LOC Cat E 800-2¾.
²Cat E 800-2½.

GALENA, AK

EDWARD G PITKA SR
 (GAL) (PAGA).....RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 26
 VOR Rwy 26
 NA when local weather not available.

GAMBELL, AK

GAMBELL (GAM) (PAGM).....RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34¹
 VOR-A²
 NA when local weather not available.
¹Cat A, B 900-2, Cat C, D 900-2½.
²Cat A, B 1000-2, Cat C, D 1000-3.

GOLOVIN, AK

GOLOVIN (GLV) (PAGL).....RNAV (GPS) Rwy 3
 RNAV (GPS)-A
 Cat D 1000-3.

GUSTAVUS, AK

GUSTAVUS
 (GST) (PAGS).....RNAV (GPS) Rwy 29¹
 VOR Rwy 29²
 NA when local weather not available.
¹Cat C 1000-2¾, Cat D 1200-3.
²Cat A, B 1300-2, Cat C, D 1300-3.

HOLY CROSS, AK

HOLY
 CROSS (HCA) (PAHC).....RNAV (GPS) Rwy 2¹
 RNAV (GPS) Rwy 20²
 NA when local weather not available.
¹Cat D 800-2¾.
²Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.

NAME ALTERNATE MINIMUMS

HOMER, AK

HOMER (HOM) (PAHO).....LOC Rwy 4¹
 RNAV (GPS) Y Rwy 4
 RNAV (GPS) Y Rwy 22
 Cat D 800-2¾.
¹NA when local weather not available.

HOOPER BAY, AK

HOOPER BAY (HPB) (PAHP).....RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 VOR Rwy 32
 NA when local weather not available.

IGIUGIG, AK

IGIUGIG (IGG) (PAIG).....RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.

ILIAMNA, AK

ILIAMNA (ILI) (PAIL).....NDB Rwy 36
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 18¹
 RNAV (GPS) Rwy 26
 RNAV (GPS) Rwy 36
 Cat D 1600-3.
¹NA when local weather not available.

JUNEAU, AK

JUNEAU INTL (JNU) (PAJN).....LDA X Rwy 8¹²
 RNAV (GPS) Z Rwy 8³
 NA when local weather not available.
¹NA when control tower closed.
²Cat A, B 3200-4, Cat C 3400-4, Cat D 3700-4.
³Cat A, B 2400-3.

KAKE, AK

KAKE (AFE) (PAFE).....RNAV (GPS) Rwy 11
 NA when local weather not available.
 Cat A, B 1000-2, Cat C, 1000-3.

KALSKAG, AK

KALSKAG (KLG) (PALG).....RNAV (GPS)-A
 RNAV (GPS) Rwy 7
 NA when local weather not available.

KALTAG, AK

KALTAG (KAL) (PAKV).....RNAV (GPS) Rwy 3¹
 RNAV (GPS) Rwy 21²³
¹Cat A 1100-2, Cat B, C 1100-3.
²Cat C 1100-3.
³NA when local weather not available.

NAME ALTERNATE MINIMUMS

KENAI, AK

KENAI MUNI
(ENA) (PAEN).....ILS Y or LOC Y Rwy
20R¹

RNAV (GPS) Rwy 2L²
RNAV (GPS) Rwy 20R²
VOR Rwy 2L²
VOR Rwy 20R²

¹LOC Cat E 800-2¼;

²NA when local weather not available.

KETCHIKAN, AK

KETCHIKAN
INTL (KTN) (PAKT).....ILS Y or LOC Y Rwy 11¹²
ILS Z or LOC Z Rwy 11¹³
LOC X Rwy 11¹⁴
RNAV (GPS)-B⁵

¹NA when local weather not available.

²LOC Cat A, B 900-2, Cat C, D 900-2½.

³LOC Cat A, B, C, D 900-2.

⁴Cat A 2100-2, Cat B 2600-2, Cat C 3000-3, Cat D 3300-3.

⁵Cat A 1900-2, Cat B 2600-2, Cat C, D 2800-3.

KIANA, AK

BOB BAKER
MEML (IAN) (PAIK).....RNAV (GPS) Rwy 25¹
RNAV (GPS)-A²

NA when local weather not available.

¹Cat A, B 1600-2, Cat C, D 1600-3.

²Cat C, D 1100-3.

KING COVE, AK

KING COVE (KVC) (PAVC).....RNAV (GPS)-A
NA when local weather not available.
Cat A 2000-6, Cat B 2400-6.

KING SALMON, AK

KING SALMON
(AKN) (PAKN).....ILS Y or LOC Y Rwy 12¹
LOC BC Rwy 30¹²
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 30²
VOR Y or TACAN Y Rwy 12²
VOR Y or TACAN Y Rwy 30²

¹NA when control tower closed.

²Cat D 900-2¾, Cat E 900-3.

KIPNUK, AK

KIPNUK (IHK) (PAKI).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

KIVALINA, AK

KIVALINA (KVL) (PAVL).....RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME ALTERNATE MINIMUMS

KLAWOOCK, AK

KLAWOOCK (AKW) (PAKW)....RNAV (GPS) Rwy 20¹
RNAV (GPS) Y Rwy 2²

NA when local weather not available.

¹Cat A, B 2300-2.

²Cat A, B 1200-2, Cat C 1300-3.

KODIAK, AK

KODIAK (ADQ) (PADQ)....ILS Y or LOC Y Rwy 26¹
RNAV (GPS) Rwy 26²
VOR Rwy 26³

¹ILS Cat A, B, C 700-3, Cat D 800-3; LOC Cat A, B 800-2½, Cat C, D 1100-3.

²Cat A, B 900-2, Cat C 1000-2½, Cat D 2000-3.

³Cat C 1100-3.

KOLIGANEK, AK

KOLIGANEK (JZZ) (PAJZ).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

KOTZEBUE, AK

RALPH WIEN
MEML (OTZ) (PAOT).....ILS or LOC Rwy 9¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27²
VOR Rwy 9²
VOR Rwy 27²

NA when local weather not available.

¹LOC Cat D 800-2¼.

²Cat D 800-2¼.

MANOKOTAK, AK

MANOKOTAK
(MBA) (PAMB).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.

MARSHALL, AK

MARSHALL DON HUNTER SR
(MDM) (PADM).....RNAV (GPS) Rwy 7¹
RNAV (GPS)-A²

NA when local weather not available.

¹Cat A, B 1000-2.

²Cat A 900-2, Cat B 1300-2.

MC GRATH, AK

MC GRATH (MCG) (PAMC)....RNAV (GPS) Rwy 17
RNAV (GPS)-A
LOC Rwy 17
Cat C 1200-3, Cat D 1300-3.

MEKORYUK, AK

MEKORYUK (MYU) (PAMY)....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
Cat D 900-2½.

NAME ALTERNATE MINIMUMS

MINCHUMINA, AK

MINCHUMINA
(MHM) (PAMH).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

Cat C 800-2¼, Cat D 800-2½.

NENANA, AK

NENANA MUNI (ENN) (PANN).....**NDB Rwy 4L**
RNAV (GPS) Rwy 4L

NA when local weather not available.

Cat C 800-2¼, Cat D 800-2½.

NEW STUYAHOK, AK

NEW STUYAHOK
(KNW) (PANW).....**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

NOATAK, AK

NOATAK (WTK) (PAWN).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

Cat D 800-2¼.

NOORVIK, AK

ROBERT/BOB/CURTIS
MEML (D76) (PFNO).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

Cat D 800-2¼.

NULATO, AK

NULATO (NUL) (PANU).....**RNAV (GPS)-A**
Cat B 900-2, Cat C 900-2½, Cat D 1100-3.

NUIQSUT, AK

NUIQSUT (AQT) (PAQT).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

PALMER, AK

WARREN "BUD" WOODS PALMER
MUNI (PAQ) (PAAQ).....**RNAV (GPS) Rwy 10**
RNAV (GPS)-A

Cat C, D 1100-3.

PETERSBURG, AK

PETERSBURG JAMES
A JOHNSON (PSG) (PAPG).....**LDA-D¹**
RNAV (GPS)-B²

NA when local weather not available.

¹Cat A 1700-5, Cat B 1800-5, Cat C 3000-5.

²Cat A, B 2400-2, Cat C 3000-3.

PILOT POINT, AK

PILOT POINT (PNP) (PAPN).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

NAME ALTERNATE MINIMUMS

PLATINUM, AK

PLATINUM (PTU) (PAPM).....**RNAV (GPS) Rwy 14**
NA when local weather not available.

POINT HOPE, AK

POINT
HOPE (PHO) (PAPO).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
RNAV (GPS)-A

NA when local weather not available.

PORT ALSWORTH, AK

WILDER
RUNWAY (05K) (PAKX).....**RNAV (GPS) Rwy 6R**
NA when local weather not available.
Cat A 1000-2, Cat B 1700-2.

PORT HEIDEN, AK

PORT
HEIDEN (PTH) (PAPH).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 14

NA when local weather not available.

QUINHAGAK, AK

QUINHAGAK
(AQH) (PAQH).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

RUBY, AK

RUBY (RBY) (PARY).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

Cat C 800-2¼.

RUSSIAN MISSION, AK

RUSSIAN
MISSION (RSH) (PARS).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

Cat C 1100-3, Cat D 1400-3.

ST GEORGE, AK

ST GEORGE (PBV) (PAPB)....**ILS or LOC Rwy 11¹**
RNAV (GPS) Rwy 11²
RNAV (GPS)-D²
¹ILS Cat A 800-2, Cat B 900-2, Cat C 900-2½;

LOC Cat B 900-2, Cat C 900-2½.

²Cat B 900-2, Cat C 900-2½.

ST MARY'S, AK

ST MARY'S (KSM) (PASM).....**LOC Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

ST MICHAEL, AK

ST MICHAEL (SMK) (PAMK)..**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST PAUL ISLAND, AK

ST PAUL
ISLAND (SNP) (PASN).....**ILS or LOC Rwy 36¹**
LOC/DME BC Rwy 18²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36³

¹LOC Cat D 800-2¼.

²Cat D 800-2¼.

³Cat C 800-2¼, Cat D 800-2½.

SAND POINT, AK

SAND POINT (SDP) (PASD).....**NDB Rwy 14¹**
NDB Rwy 32²
RNAV (GPS) Y Rwy 14³
RNAV (GPS) Z Rwy 14³
RNAV (GPS) Rwy 32⁴

¹Cat A, B 1900-2, Cat C 1900-3, Cat D 2200-3.

²Cat A, B 900-2, Cat C 1500-3, Cat D 2200-3.

³Cat A, B 900-2, Cat C 1600-3, Cat D 2300-3.

⁴Cat C 1500-3, Cat D 2200-3.

SAVOONGA, AK

SAVOONGA (SVA) (PASA)...**RNAV (GPS) Rwy 23¹**
RNAV (GPS) Y Rwy 5¹
VOR/DME Rwy 23²

NA when local weather not available.

¹Cat D 1100-3.

²Cat D 1200-3.

SCAMMON BAY, AK

SCAMMON
BAY (SCM) (PACM).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

Cat A, B 1100-2.

SEWARD, AK

SEWARD (SWD) (PAWD).....**RNAV (GPS)-A**
Cat A, B 2700-2.

SHAGELUK, AK

SHAGELUK (SHX) (PAHX)...**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

Cat D 800-2¼.

SHAKTOOLIK, AK

SHAKTOOLIK
(2C7) (PFSH).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

Cat D 800-2¼.

SHISHMAREF, AK

SHISHMAREF
(SHH) (PASH).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SHUNGNAK, AK

SHUNGNAK (SHG) (PAGH)...**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

SITKA, AK

SITKA ROCKY
GUTIERREZ (SIT) (PASI).....**LDA Rwy 11¹**
RNAV (GPS)-B²
RNAV (GPS) Rwy 11^{3,4}

¹Cat D 1500-3.

²Cat C 1200-3, Cat D 1600-3.

³Cat A 1300-1¼, Cat B 1300-1½, Cat C 1300-3,

Cat D 1700-3.

⁴NA when local weather not available.

SLEETMUTE, AK

SLEETMUTE (SLQ) (PASL)...**RNAV (GPS) Rwy 33**
NA when local weather not available.

SOLDOTNA, AK

SOLDOTNA (SXQ) (PASX)...**RNAV (GPS) Rwy 7¹**
RNAV (GPS) Rwy 25¹
VOR-A²

NA when local weather not available.

¹Cat D 900-2¼.

²Cat A, B 1000-2, Cat C 1000-2¾, Cat D 1000-3.

SOUTH NAKNEK, AK

SOUTH NAKNEK
NR 2 (WSN) (PFWS).....**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available

TALKEETNA, AK

TALKEETNA (TKA) (PATK)...**RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19¹
VOR Rwy 1

NA when local weather not available.

¹Cat D 900-2¼.

TANANA, AK

RALPH M CALHOUN
MEML (TAL) (PATA).....**RNAV (GPS) Rwy 7**
VOR/DME Rwy 7

Cat C, D 1100-3.

TELLER, AK

TELLER (TER) (PATA).....**RNAV (GPS) Rwy 8¹**
RNAV (GPS) Rwy 26²

NA when local weather not available.

¹Cat C 800-2¼.

²Cat C 800-2¾.

TOGIAC VILLAGE, AK

TOGIAC (TOG) (PATG).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

Cat D 800-2¼.

NAME ALTERNATE MINIMUMS

TOK, AK

TOK JUNCTION
(6K8) (PFTO).....RNAV (GPS) Rwy 8
RNAV (GPS)-A

NA when local weather not available.

TOKSOOK BAY, AK

TOKSOOK
BAY (OOK) (PAOO).....RNAV (GPS) Rwy 34

NA when local weather not available.

TUNUNAK, AK

TUNUNAK (4KA) (POKA).....RNAV (GPS) Rwy 34¹
RNAV (GPS) Y Rwy 16²

NA when local weather not available.

¹Cat C 1000-3.

²Cat C 1100-3.

UNALAKLEET, AK

UNALAKLEET (UNK) (PAUN).....LOC Rwy 15
RNAV (GPS) Rwy 33
RNAV (GPS)-A

Cat D 900-2¾.

UNALASKA, AK

UNALASKA (DUT) (PADU).....NDB-A¹
RNAV (GPS)-B²

NA when local weather not available.

¹Cat A, B 2900-2, Cat C, D 2900-3.

²Cat A, B 2000-3, Cat C 2300-3, Cat D 2500-3.

UTQIAGVIK, AK

WILEY POST-WILL ROGERS
MEML (BRW) (PABR).....ILS or LOC Rwy 8

LOC BC Rwy 26

RNAV (GPS) Rwy 8

RNAV (GPS) Rwy 26

VOR Rwy 26

NA when local weather not available.

VALDEZ, AK

VALDEZ PIONEER
FLD (VDZ) (PAVD).....LDA-H

NA when local weather not available.

Cat A, B, C 4400-5, Cat D 5100-5.

WAINWRIGHT, AK

WAINWRIGHT (AWI) (PAWI).....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

WALES, AK

WALES (IWK) (PAIW).....RNAV (GPS) Y Rwy 36

NA when local weather not available.

Cat A, B 900-2, Cat C 900-2¾, Cat D 900-3.

NAME

ALTERNATE MINIMUMS

WASILLA, AK

WASILLA (IYS) (PAWS).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

WHITE MOUNTAIN, AK

WHITE MOUNTAIN
(WMO) (PAWM).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

Cat C 900-2½.

WRANGELL, AK

WRANGELL (WRG) (PAWG).....LDA-C¹
LDA-D²
RNAV (GPS) Rwy 10³

¹Cat A, B 1600-3, Cat C 2500-3.

²Cat D 3300-3.

³Cat A, B 2100-2½, Cat C 2500-3.

YAKUTAT, AK

YAKUTAT
(YAK) (PAYA).....ILS or LOC Rwy 11¹
LOC BC Rwy 29²

RNAV (GPS) Rwy 2²

RNAV (GPS) Rwy 11²

RNAV (GPS) Rwy 29²

VOR/DME Rwy 29³

¹LOC Cat C 800-2¼, Cat D 800-2½.

²Cat C 800-2¼, Cat D 800-2½.

³Cat D 800-2¼.

RADAR MINS

26190

N1

RADAR INSTRUMENT APPROACH MINIMUMS

ELMENDORF AFB (PAED), Anchorage, AK Amdt 2 30NOV23 (23334) (USAF)

ELEV 213

ANCHORAGE APP CON - 118.6 290.5

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	6	3.0°/54/1076	ABCDE	375/18	200	(200-½)
PAR ²	16	3.0°/53/1076	ABCDE	502-1	289	(300-1)

Elemendorf RADAR Final Control contact 259.1 or 134.9.

¹ PAR opr hr available by NOTAM. Maintenance Period daily 1300-1500Z++, Wednesday 0800-1500Z++.

When ALS inoperative, increase RVR to 40 and vis to ¼ for all categories. VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 77). When TDZ/CL lights inop, increase RVR to 24.

MISSED APPROACH: Climb to 3000, leaving 900 turn left heading 290° expect RADAR vectors. Missed approach requires use of RNAV or ATC RADAR monitoring.

² MISSED APPROACH: Climbing right turn to 3000 via EDF R-307 to HOBBS and hold.

Missed approach requires use of RNAV or ATC RADAR monitoring. VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 47). Emergency use for 3rd Wing aircraft only.

LADD AAF (PAFB)

Fairbanks/Fort Wainwright, AK

RADAR 1 Amdt 11 RADAR 2 Amdt 3 26DEC24 (26190) (USA)

ELEV 449

RADAR 1¹ - FAIRBANKS APP CON - 127.1 251.1 125.35 363.2 (E)

RADAR 2¹ - FAIRBANKS APP CON - 127.1 251.1 125.35 363.2 (E) LADD APP CON - 118.05 121.3 276.4

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
RADAR 1						
PAR ²	25	3.0°/65/1150	ABCDE	777-1	328	(400-1)
PAR W/O GP ^{2,3}	25		ABCDE	960-1	511	(600-1)
CIR ⁴			A	1280-1¼	831	(900-1¼)
			B	1540-1½	1091	(1100-1½)
			CD	1540-3	1091	(1100-3)
			E	1920-3	1471	(1500-3)
RADAR 2						
ASR ⁵	25		AB	1140-1	691	(700-1)
			CDE	1140-1½	691	(700-1½)
CIR ⁴			AB	1140-1	691	(700-1)
			C	1140-2	691	(700-2)
			D	1160-2¼	711	(800-2¼)
			E	1160-2½	711	(800-2½)

RNAV or DME required for missed approach.

¹ Procedure not authorized when control tower closed.

² VGSI and PAR glidepath not coincident (VGSI Angle 3.30/TCH 67).

³ When ALS inop, increase CAT CDE vis to 1½ miles.

⁴ Circling not authorized N of Rwy 7-25.

⁵ When ALS inop, increase CAT CDE vis to 2 miles.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26190

N1

AK

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR ALASKA

AK, 03 SEP 2026 to 29 OCT 2026

14261

AK, 03 SEP 2026 to 29 OCT 2026

24193

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*
ANCHORAGE, AK		
TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Confusing int in close proximity of Rwy 07L-25R.
	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 vis from Twy E hold positions.
ELMENDORF AFB (EDF) (PAED)	HS 1	Int of Rwy 06-24 and Rwy 16-34 is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 2	Int of Rwy 06-24 and Twy D is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 3	Int of Rwy 06-24 and Twy F is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 4	Int of Rwy 16-34 and Twy M is high rwy incursion location; possibility of unauthorized vehicular traffic.
BETHEL, AK		
BETHEL (BET)	HS 1	Rwy 01L and Rwy 30.
KENAI, AK		
KENAI MUNI (ENA) (PAEN)	HS 1	Twy E, Twy A, and Twy J.
	HS 2	Twy A, Twy F, Twy G, and Twy H complex int.

*See appropriate Chart Supplement HOT SPOT table for additional information.

(AMOTT.AMOTT4) 24025
AMOTT FOUR ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

ANCHORAGE APP CON
126.4 270.25
ANC/PANC D-ATIS
135.5
MRI/PAMR ATIS
124.25
PAED ATIS★
124.3 273.5

SPARREVOHN
117.2 SQA
Chan 119

ANCHORAGE
113.15 TED
Chan 78(Y)

KENAI
117.6 ENA
Chan 123

HOMER
114.6 HOM
Chan 93

KODIAK
117.1 ODK
Chan 118

NOTE: DME required.
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

AMOTT FOUR ARRIVAL
(AMOTT.AMOTT4) 29MAR18

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

AK, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

HOMER TRANSITION (HOM.AMOTT4): From over HOM VOR/DME on HOM R-347 to AMOTT. Thence. . . .

KENAI TRANSITION (ENA.AMOTT4): From over ENA VOR/DME on ENA R-323 to AMOTT. Thence. . . .

KODIAK TRANSITION (ODK.AMOTT4): From over ODK VOR/DME on ODK R-005 to KODNE, then on HOM R-176 to HOM VOR/DME, then on HOM R-347 to AMOTT. Thence. . . .

SPARREVOHN TRANSITION (SQA.AMOTT4): From over SQA VOR/DME on SQA R-083 to AKGAS, then on SQA R-083 and ENA R-266 to AYOGU, then on ENA R-266 to NEARR, then on TED R-229 to AMOTT. Thence. . . .

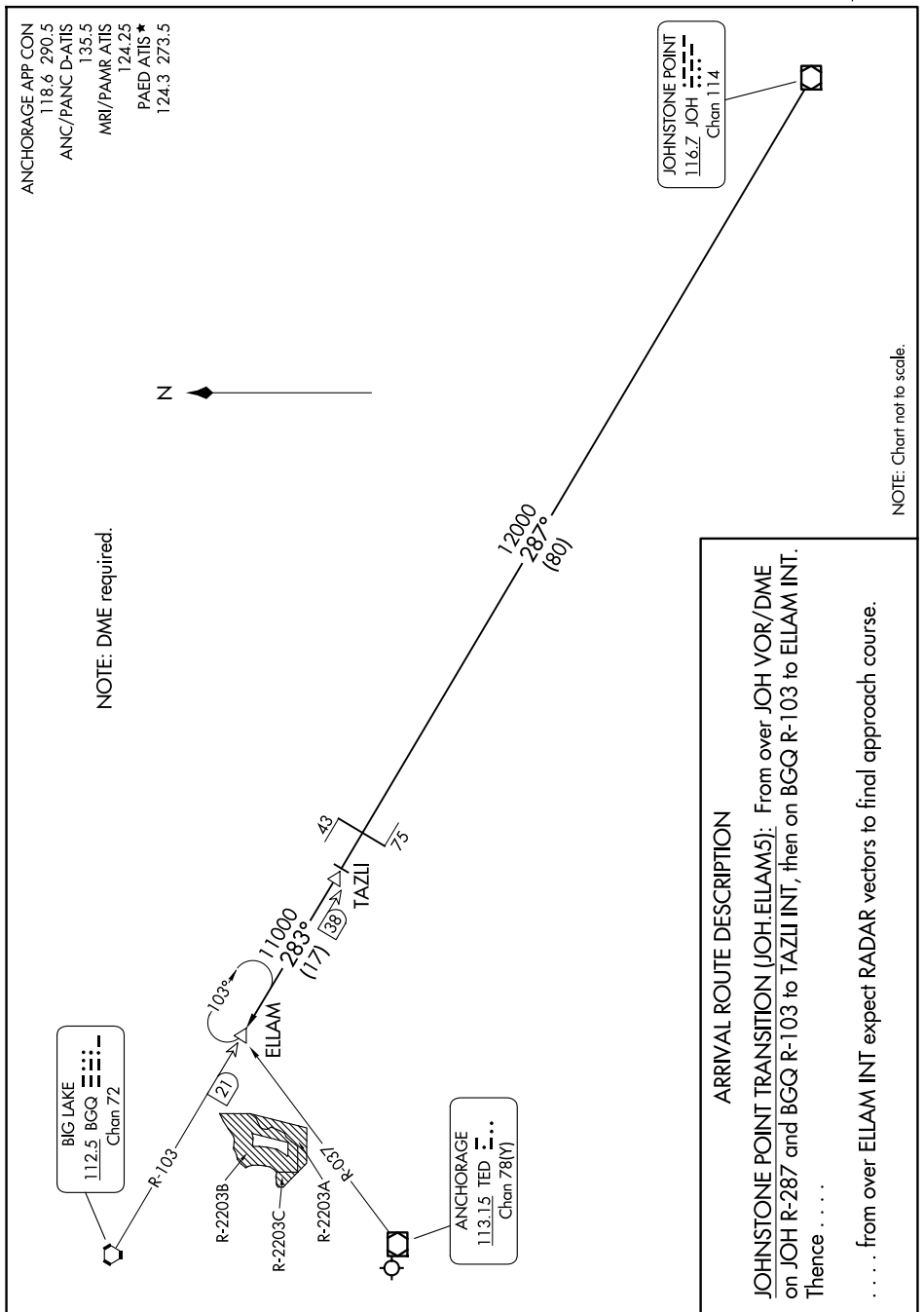
TUCKS TRANSITION (TUCKS.AMOTT4): From over TUCKS on ENA R-220 to IREIRE, then on HOM R-347 to AMOTT. Thence. . . .

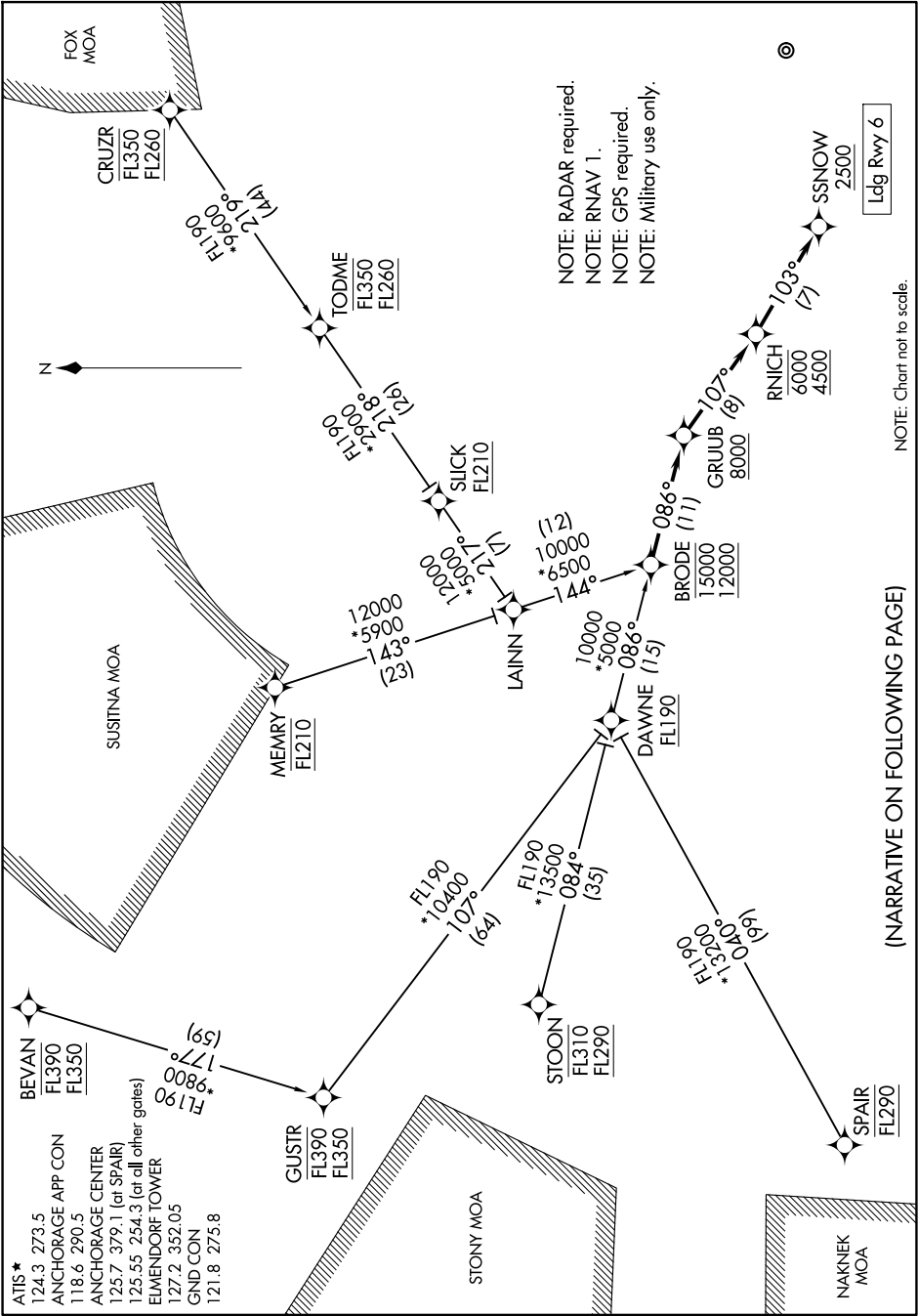
. . . .from over AMOTT on TED R-229 to cross TED VOR/DME at 3000.
Expect RADAR vectors to final approach course after AMOTT.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026





AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

BEVAN TRANSITION (BEVAN.GRUUB1)

CRUZR TRANSTION (CRUZR.GRUUB1)

GUSTR TRANSITION (GUSTR.GRUUB1)

MEMRY TRANSITION (MEMRY.GRUUB1)

SPAIR TRANSITION (SPAIR.GRUUB1)

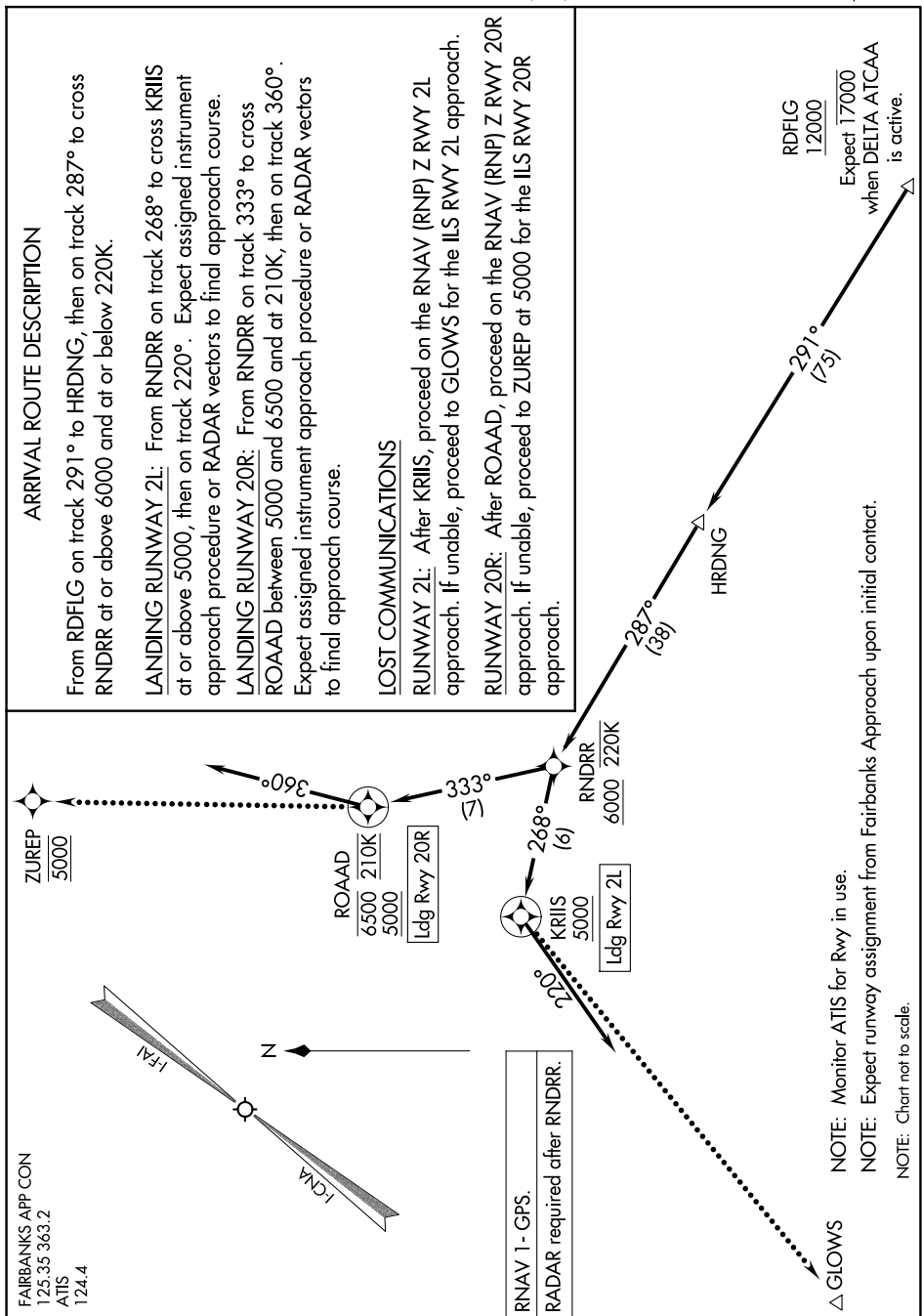
STOON TRANSITION (STOON.GRUUB1)

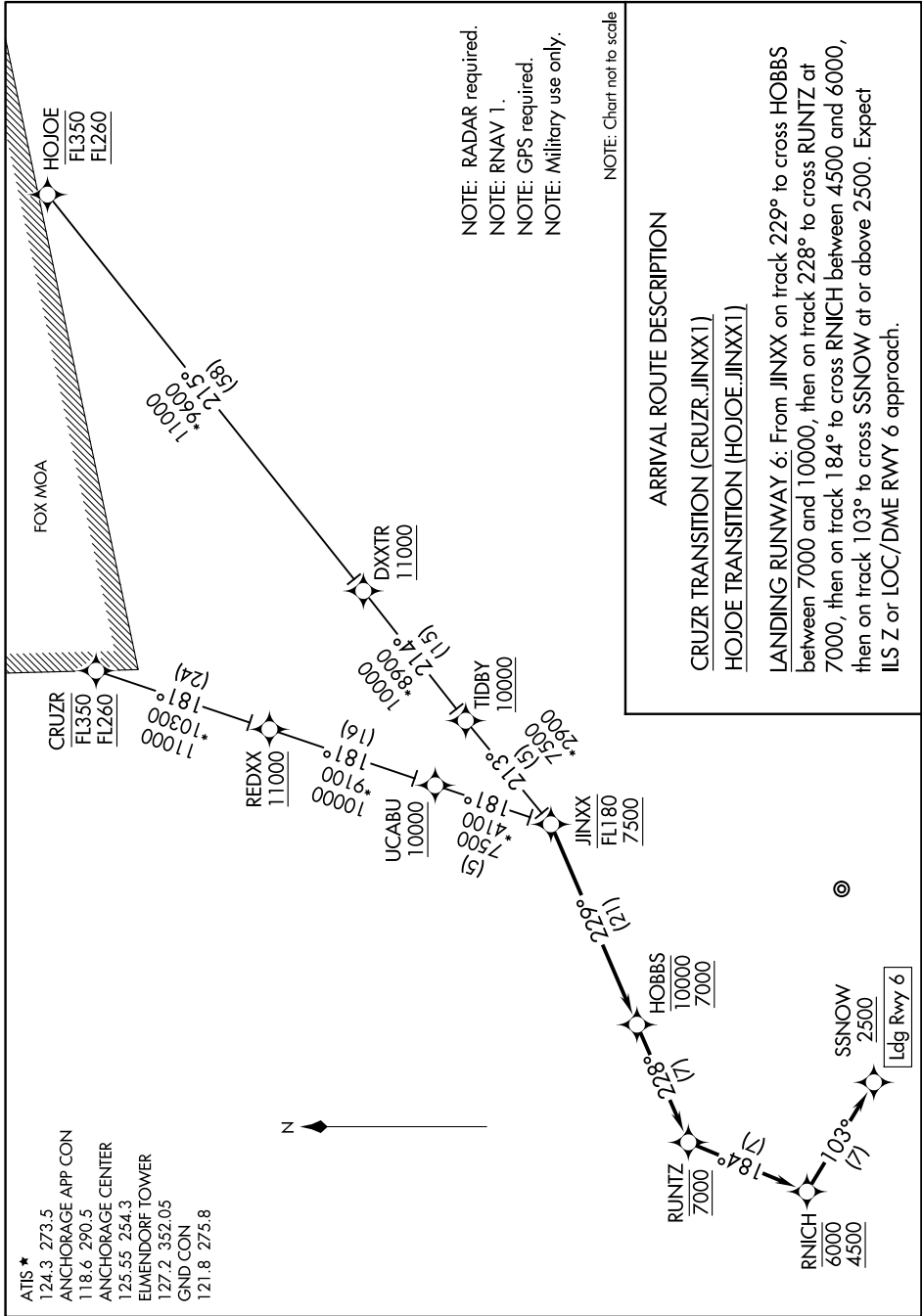
From BRODE on track 086° to cross GRUUB at or above 8000.

LANDING RUNWAY 6: From GRUUB on track 107° to cross RNICH between 4500 and 6000, then on track 103° to cross SSNOW at or above 2500. Expect ILS Z or LOC/DME RWY 6 approach.

AK, 03 SEP 2026 to 29 OCT 2026

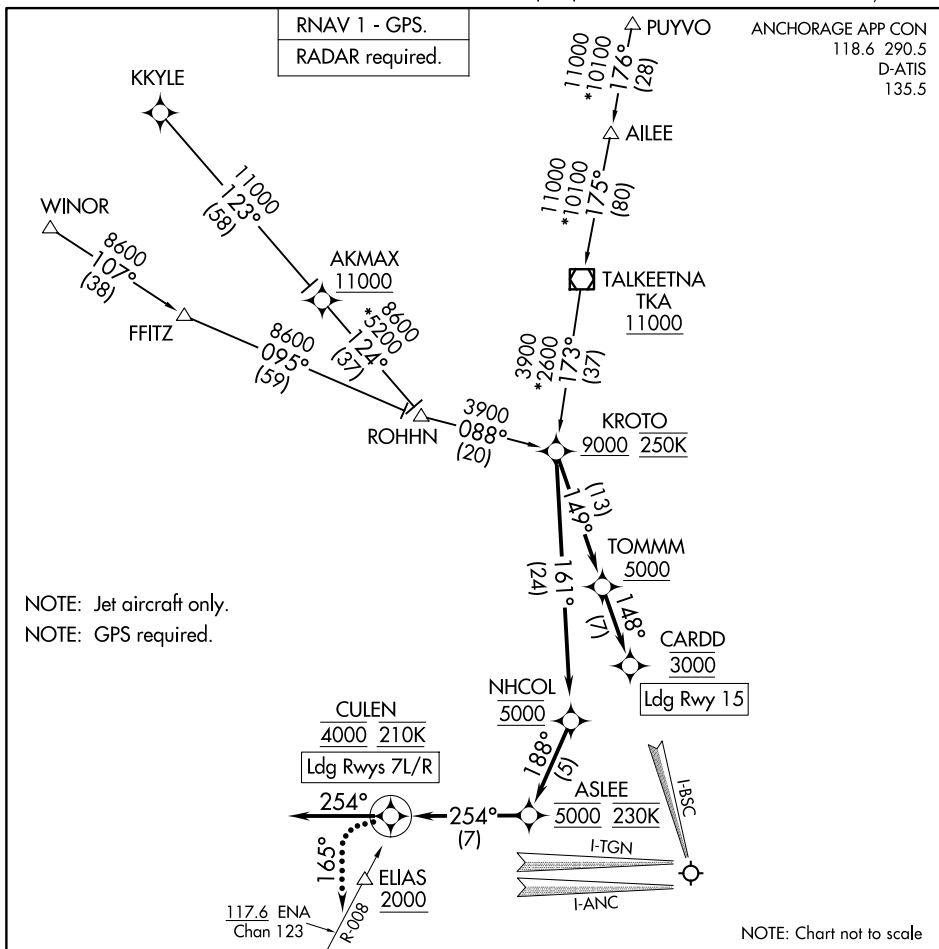
AK, 03 SEP 2026 to 29 OCT 2026





KROTO FIVE ARRIVAL (RNAV)

ANCHORAGE, ALASKA



ARRIVAL ROUTE DESCRIPTION

KKYLE TRANSITION (KKYLE.KROTO5)

PUYVO TRANSITION (PUYVO.KROTO5)

WINOR TRANSITION (WINOR.KROTO5)

LANDING RUNWAYS 7L/R: From KROTO on track 161° to cross NHCOL at 5000, then on track 188° to cross ASLEE at 5000 and at 230K, then on track 254° to cross CULEN at 4000 and at 210K, then on track 254°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 15: From KROTO on track 149° to cross TOMMM at or above 5000, then on track 148° to cross CARDD at 3000. Expect ILS or RNAV RWY 15 approach.

LOST COMMUNICATIONS

RUNWAYS 7L/R: After CULEN, turn left heading 165°, intercept the ENA VOR/DME R-008 to cross ELIAS at or above 2000 and proceed on the ILS or LOC RWY 7R approach.

RUNWAY 15: After CARDD proceed on the ILS RWY 15 approach.

KROTO FIVE ARRIVAL (RNAV)

(KROTO.KROTO5) 31OCT24

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

AK, 03 SEP 2026 to 29 OCT 2026

(CAWIN.LIBER6) 26246
LIBER SIX ARRIVAL (RNAV)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

AL-1234 (FAA)

FAIRBANKS APP CON
125.35 363.2
ATIS
124.4

ZUREP
5000

RNAV 1 - GPS.
RADAR required after STARC.

MINRR
6500 210K
5000

Ldg Rwy 20R

GLOWS
10000
5000

Ldg Rwy 2L

STARC

WIDIK
7100

LIBER
8900

CAWIN
10000

- NOTE: Monitor ATIS for runway in use.
- NOTE: Expect runway assignment from Fairbanks Approach Control upon initial contact.
- NOTE: GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

Cross CAWIN at or above 10000, then on track 360° to cross LIBER at or above 8900, then on track 001° to cross WIDIK at or above 7100, then on track 001° to STARC.

LANDING RUNWAY 2L: From STARC on track 001° to cross GLOWS between 5000 and 10000, then on track 350°. Expect assigned instrument approach or RADAR vectors to final approach course.

LANDING RUNWAY 20R: From STARC on track 018° to cross MINRR between 5000 and 6500 and at 210K, then on track 015°. Expect assigned instrument approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAY 2L: After GLOWS proceed on the ILS RWY 2L approach.

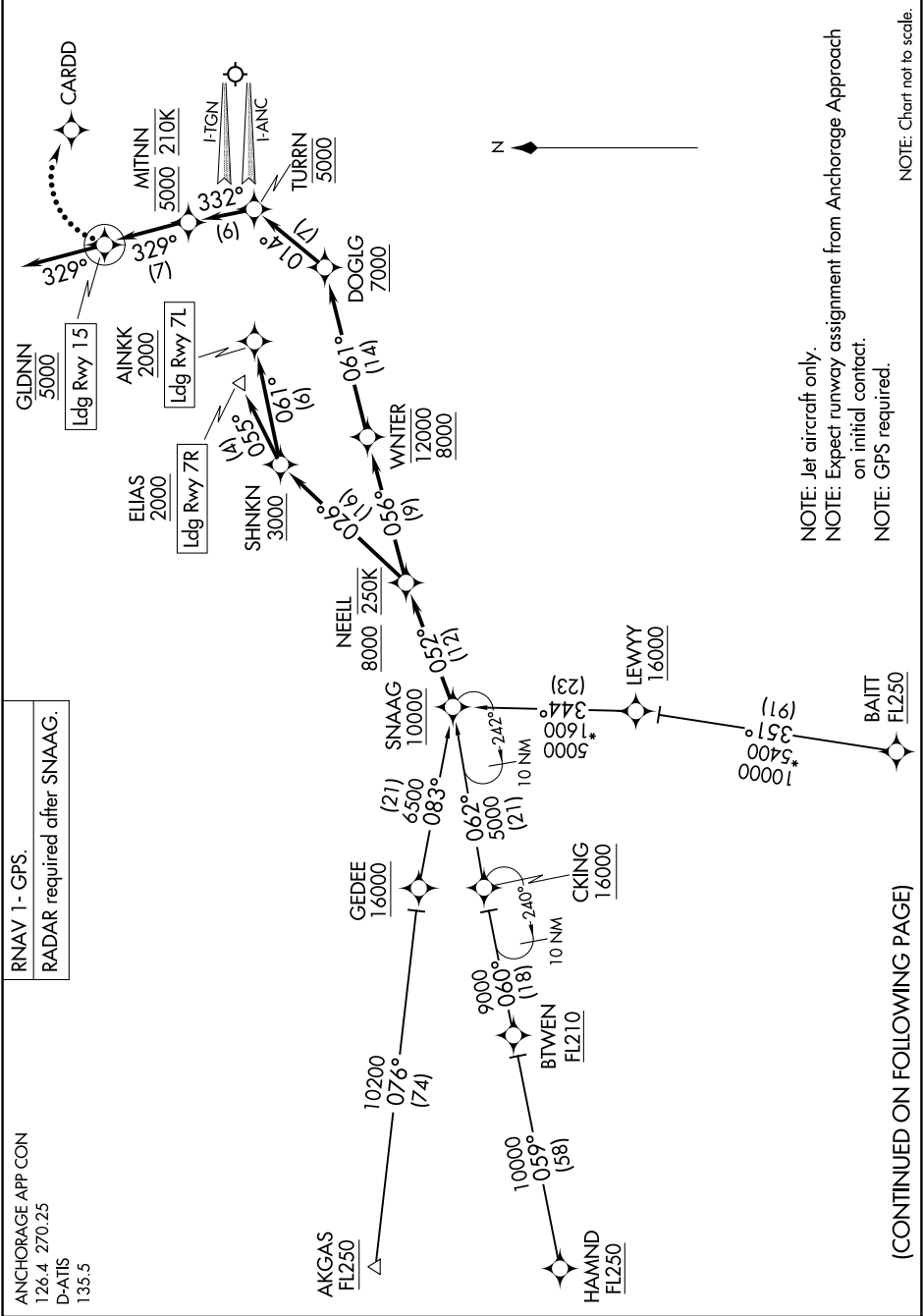
RUNWAY 20R: After MINRR proceed on the RNAV (RNP) Z RWY 20R approach. If unable, proceed to ZUREP at 5000 for the ILS RWY 20R approach.

LIBER SIX ARRIVAL (RNAV)
(CAWIN.LIBER6) 03SEP26

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



ARRIVAL ROUTE DESCRIPTION

AKGAS TRANSITION (AKGAS.NEELL7)

BAITT TRANSITION (BAITT.NEELL7)

HAMND TRANSITION (HAMND.NEELL7)

From SNAAG on track 052° to cross NEELL at or above 8000 and at 250K.

LANDING RUNWAY 7L: From NEELL on track 026° to cross SHNKN at or above 3000, then on track 061° to cross AINKK at or above 2000. Expect ILS or LOC RWY 7L approach.

LANDING RUNWAY 7R: From NEELL on track 026° to cross SHNKN at or above 3000, then on track 055° to cross ELIAS at or above 2000. Expect ILS or LOC RWY 7R approach.

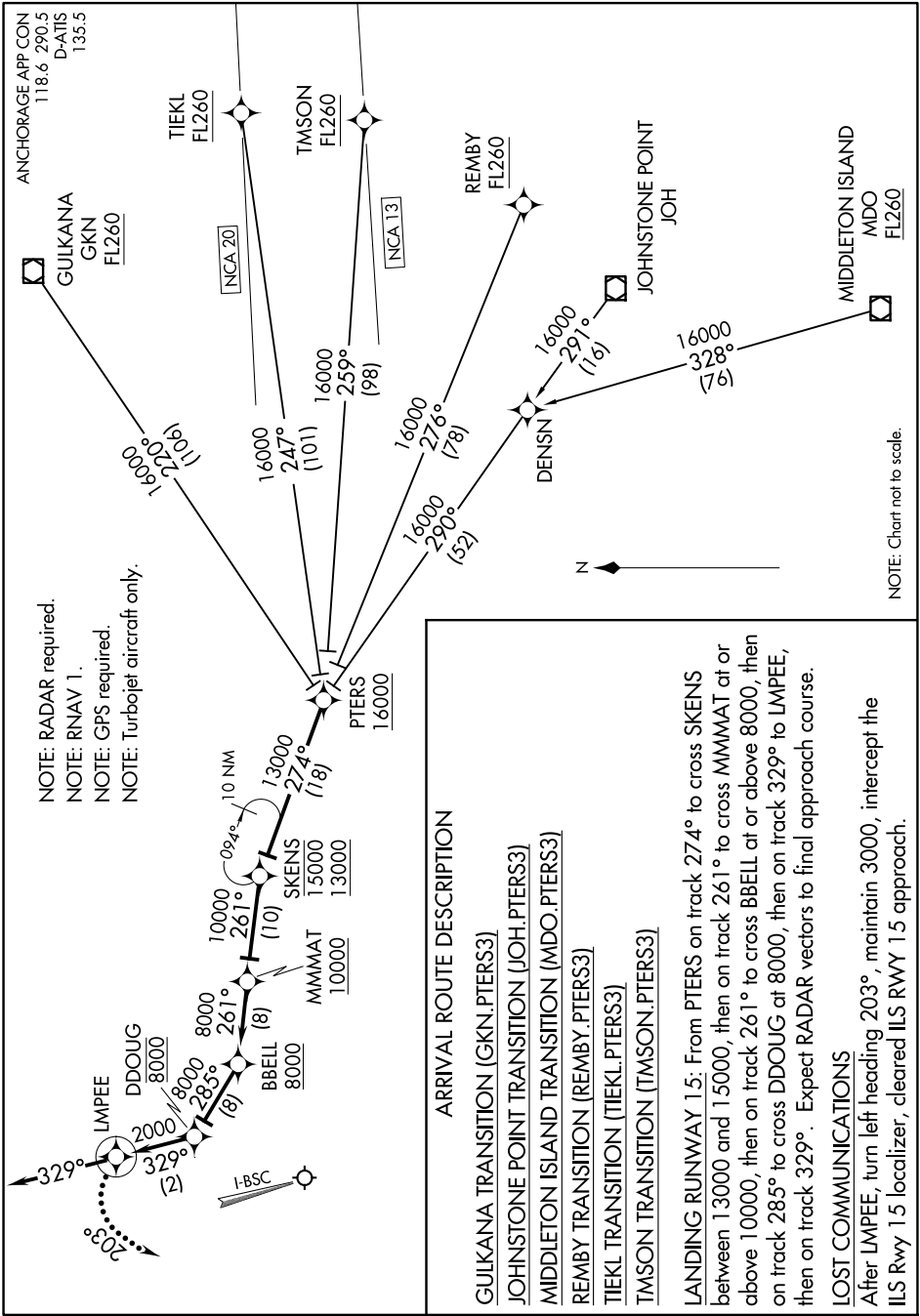
LANDING RUNWAY 15: From NEELL on track 056° to cross WNTer between 8000 and 12000, then on track 061° to cross DOGLG at or above 7000, then on track 014° to cross TURRN at 5000, then on track 332° to cross MITNN at 5000 and at 210K, then on track 329° to cross GLDNN at 5000, then on track 329°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAY 15: After GLDNN, turn right to CARDD, then proceed on the ILS RWY 15 approach.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

(TAGER.TAGER9) 24025
TAGER NINE ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
ANCHORAGE, ALASKA

AL-1500 (FAA)

ANCHORAGE APP CON
118.6 290.5
D-ATIS
135.5

DME required.
RADAR required.

NENANA
115.8 ENN
Chan 105

GALENA
114.8 GAL
Chan 95

PUYVO
11000
10000
171°
(108)

TALKEETNA
116.2 TKA
Chan 109

MC GRATH
115.5 MCG
Chan 102

AKMAX
10000
8600
124°
(37)

ROHHN
10000
8600
095°
(59)

TAGER
5000
2600
176°
(39)

BIG LAKE
112.5 BGQ
Chan 72

ARRIVAL ROUTE DESCRIPTION

FFITZ TRANSITION (FFITZ.TAGER9): From over FFITZ on BGQ R-275 to TAGER. Thence

GALENA TRANSITION (GAL.TAGER9): From over GAL VOR/DME on GAL R-124 and TED R-304 to AKMAX, then on TED R-304 to ROHHN, then on BGQ R-275 to TAGER. Thence

MC GRATH TRANSITION (MCG.TAGER9): From over MCG VORTAC on MCG R-102 to FFITZ, then on BGQ R-275 to TAGER. Thence

PUYVO TRANSITION (PUYVO.TAGER9): From over PUYVO on ENN R-171 and TKA R-352 to TKA VOR/DME, then on TKA R-176 to TAGER. Thence

TALKEETNA TRANSITION (TKA.TAGER9): From over TKA VOR/DME on TKA R-176 to TAGER. Thence

. . . . from over TAGER on TED R-317 to TED VOR/DME at 5000. Expect RADAR vectors to final approach course after TAGER.

ANCHORAGE
113.15 TED
Chan 78(Y)

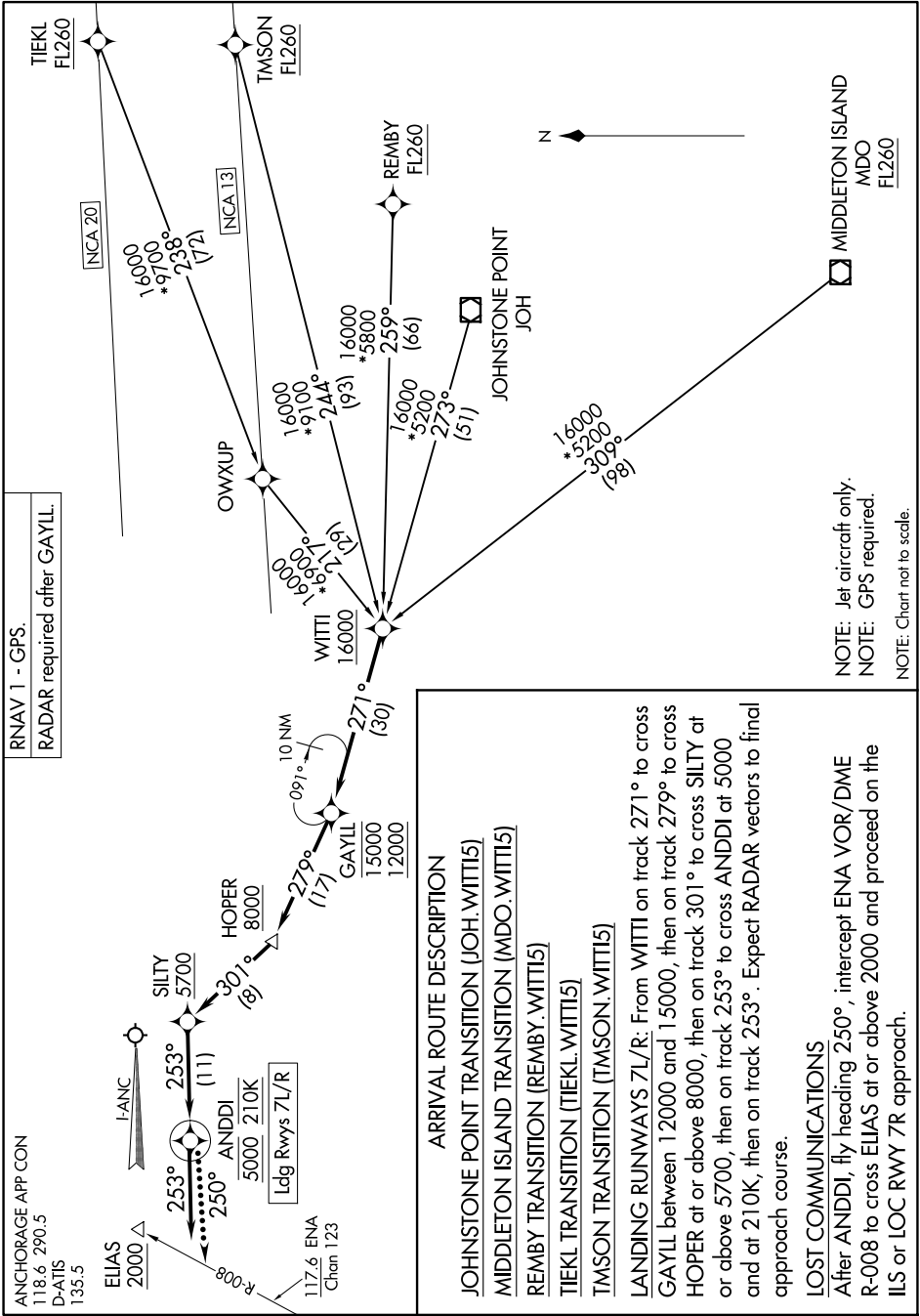
5000
Ldg PANC

NOTE: Chart not to scale.

TAGER NINE ARRIVAL
(TAGER.TAGER9) 29DEC22

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
ANCHORAGE, ALASKA

AK, 03 SEP 2026 to 29 OCT 2026



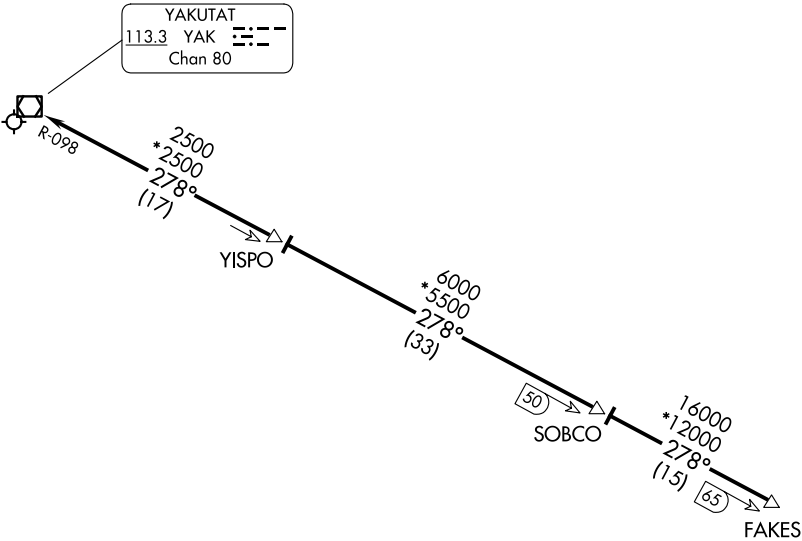
(YAK.YAK3) 23334

YAKUTAT (YAK)(PAYA)
YAKUTAT, ALASKA

YAKUTAT THREE ARRIVAL

AL-1193 (FAA)

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF)
ASOS 135.75



ARRIVAL ROUTE DESCRIPTION

From FAKES/65 DME via YAK R-098 to YAK VOR/DME.

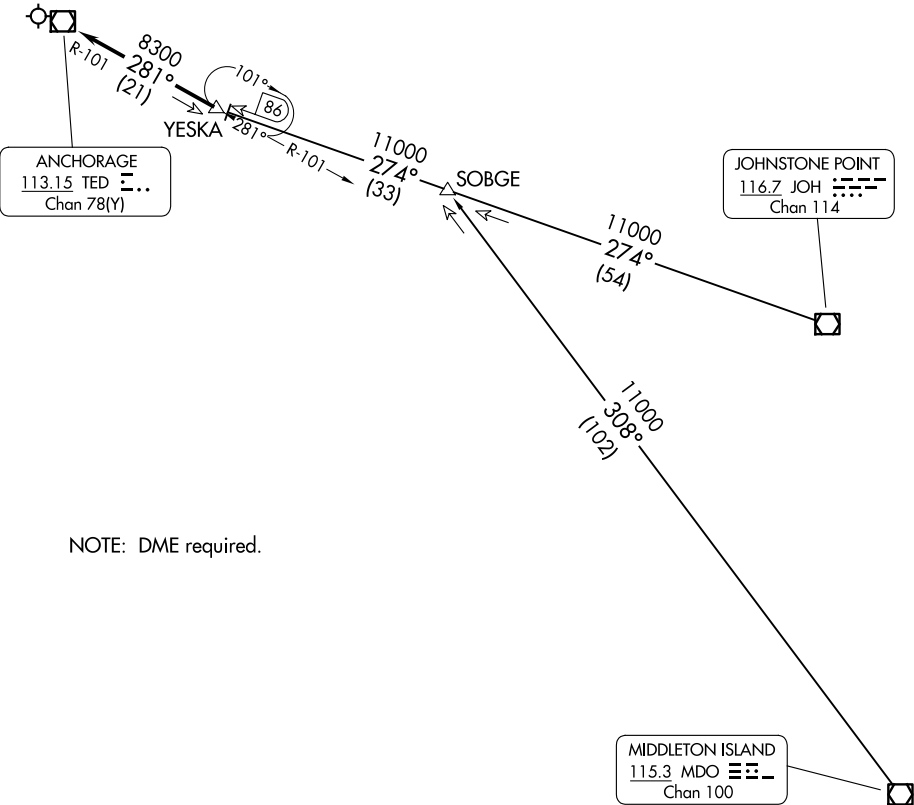
YAKUTAT THREE ARRIVAL
(YAK.YAK3) 22AUG13

YAKUTAT, ALASKA
YAKUTAT (YAK)(PAYA)

(YESKA.YESKA6) 24025
YESKA SIX ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

ANCHORAGE APP CON
126.4 270.25
ANC/PANC D-ATIS
135.5
MRI/PAMR ATIS
124.25
PAED ATIS ★
124.3 273.5



ARRIVAL ROUTE DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.YESKA6): From over JOH VOR/DME on JOH R-274 to YESKA. Thence. . . .

MIDDLETON ISLAND TRANSITION (MDO.YESKA6): From over MDO VOR/DME on MDO R-308 to SOBGE, then on JOH R-274 to YESKA. Thence. . . .

. . . .From over YESKA on TED R-101 to TED VOR/DME.
Expect RADAR vectors to final approach course after YESKA.

YESKA SIX ARRIVAL
(YESKA.YESKA6) 15OCT15

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

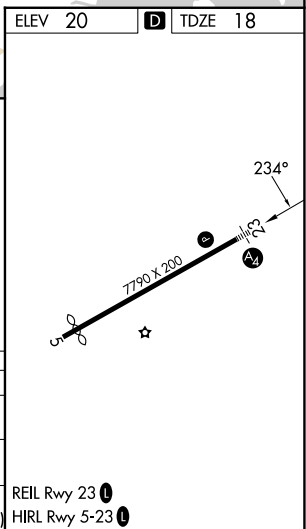
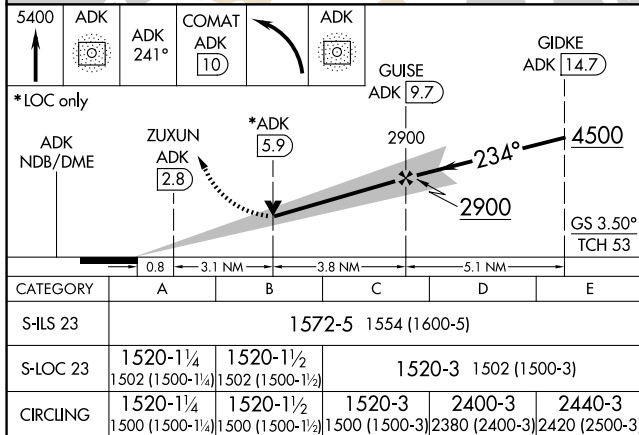
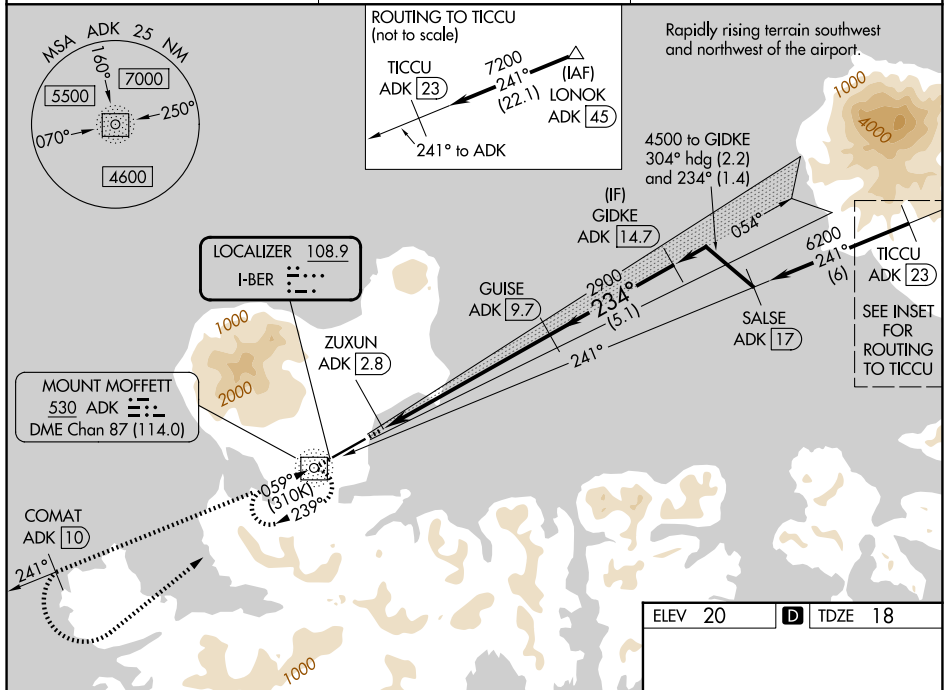
INTENTIONALLY
LEFT
BLANK

26022

ILS Y or LOC Y RWY 23
ADAK (ADK) (PADK)

MISSED APPROACH: Climb to 5400 direct ADK NDB/DME and on the 241° bearing from ADK NDB/DME to COMAT/ADK 10 DME and left turn direct ADK NDB/DME and hold.

T Circling NA at night. Circling NA northwest of Rwy 5-23.
A Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
DME from ADK NDB/DME. Simultaneous reception of I-BER
and ADK DME required. Cat E for USAF/USN use only.

CTAF
122.9 L

ILS Y or LOC Y RWY 23

ADAK ISLAND, ALASKA

AL-1244 (FAA)

26022

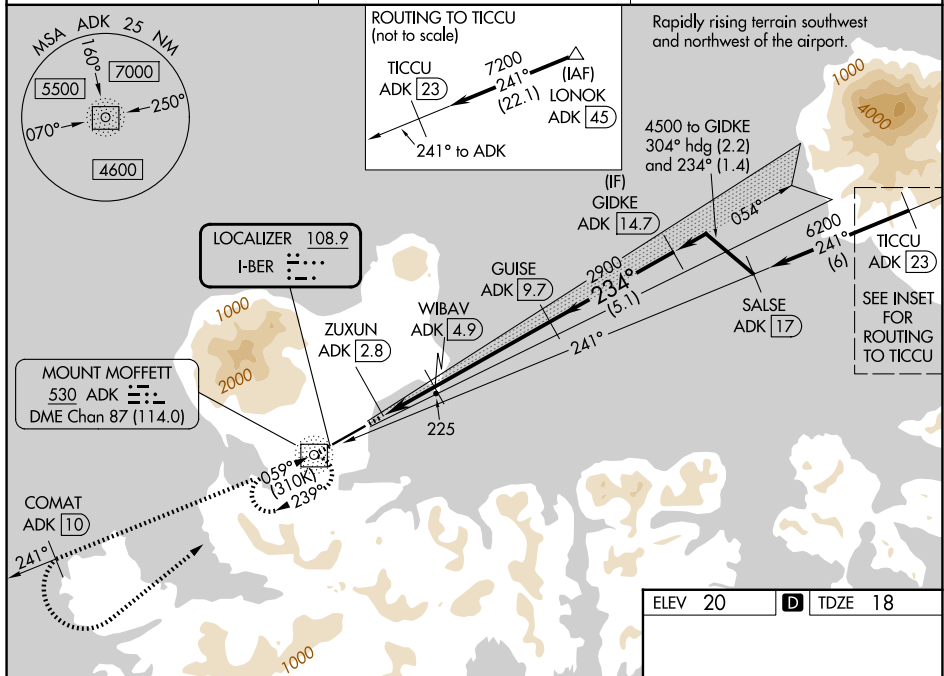
LOC I-BER	APP CRS	Rwy Ldg
108.9	234°	6790
		TDZE
		18
		Apt Elev
		20

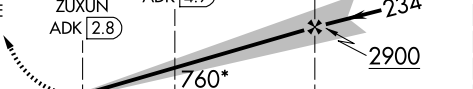
ILS Z or LOC Z RWY 23

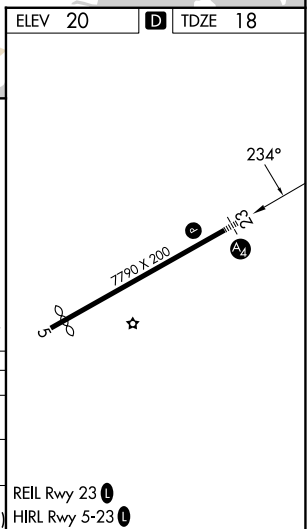
ADAK (ADK) (PADK)

ADF and DME required.	MALS	MISSED APPROACH: Climb to 5400 direct ADK NDB/DME and on the 241° bearing from ADK NDB/DME to COMAT/ADK 10 DME and left turn direct ADK NDB/DME and hold. Missed approach requires minimum climb of 409 feet per NM to 2700; if unable to meet climb gradient, see ILS Y or LOC Y RWY 23.
▼ Circling NA at night. Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ¾ SM NA. DME from ADK NDB. Simultaneous reception of I-BER and ADK DME required. Cat E for USAF/USN use only.	☯	

AWOS-3P 134.5	ANCHORAGE CENTER 126.4 254.3	CTAF 122.9
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5400 ↑	ADK 	ADK 241°	COMAT ADK 10		ADK 			
*LOC only								
ADK NDB/DME	ZUXUN ADK 2.8		WIBAV ADK 4.9	2900	GUISE ADK 9.7	GIDKE ADK 14.7	4500	
						234°	2900	GS 3.50° TCH 53
0.8		2.1 NM		4.7 NM		5.1 NM		
CATEGORY	A		B	C	D	E		
S-ILS 23	309/50 291 (300-1)							
S-LOC 23	480/55 462 (500-1)			480-1 3/8 462 (500-1 3/8)				
CIRCLING	720-1 700 (700-1)			1060-3 1040 (1100-3)	2400-3 2380 (2400-3)	2440-3 2420 (2500-3)		



ADAK ISLAND, ALASKA
Orig 05DEC19

51°53'N-176°39'W

ILS Z or LOC Z RWY 23

ADAK (ADK) (PADK)

AK, 03 SEP 2026 to 29 OCT 2026

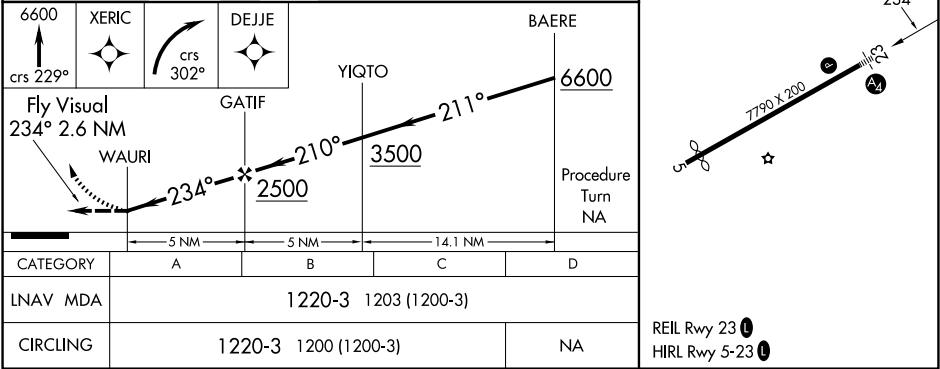
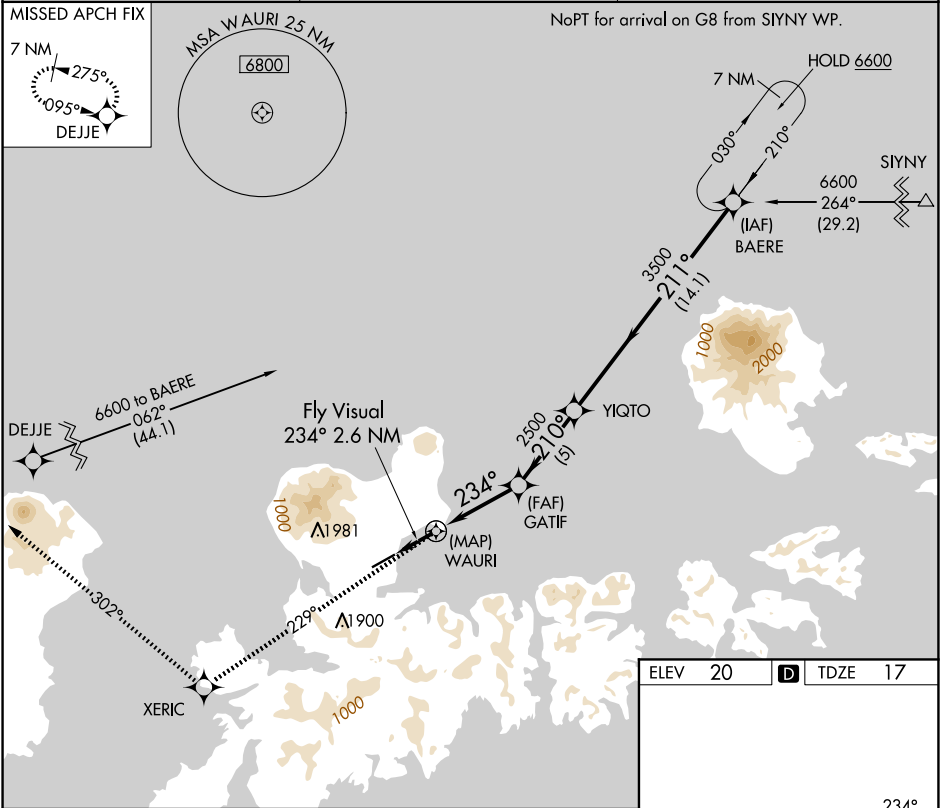
APP CRS	Rwy Ldg	6790
234°	TDZE	17
	Apt Elev	20

RNAV (GPS) RWY 23

ADAK (ADK)(PADK)

RNP APCH-GPS.	MALS	MISSED APPROACH: Climb to 6600 on course 229° to XERIC, and right turn on course 302° to DEJJE and hold.
⚠ ⚠ Circling not authorized at night. Circling NA northwest of Rwy 5-23.	⚠ ⚠	

AWOS-3P 134.5	ANCHORAGE CENTER 126.4 254.3	CTAF 122.9 0
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ADAK ISLAND, ALASKA

AL-1244 (FAA)

25275

TACAN BER Chan 77 (113.0)	APP CRS 233°	Rwy Ldg TDZE 17 Apt Elev 20
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TACAN RWY 23

ADAK (ADK)(PADK)

⚠ Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below RVR 5000 NA. Straight-in Rwy 23 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

USAF only: When VGSI inop, Straight-in Rwy 23 authorized at night with command approval.

Circling NA at night - unlit terrain 21 feet MSL 200 feet from threshold, 551 feet right of centerline. For inop ALS, increase S-23* Cat C/D/E visibility to 2½ SM.

MALS



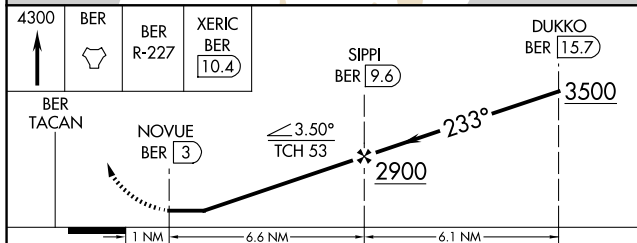
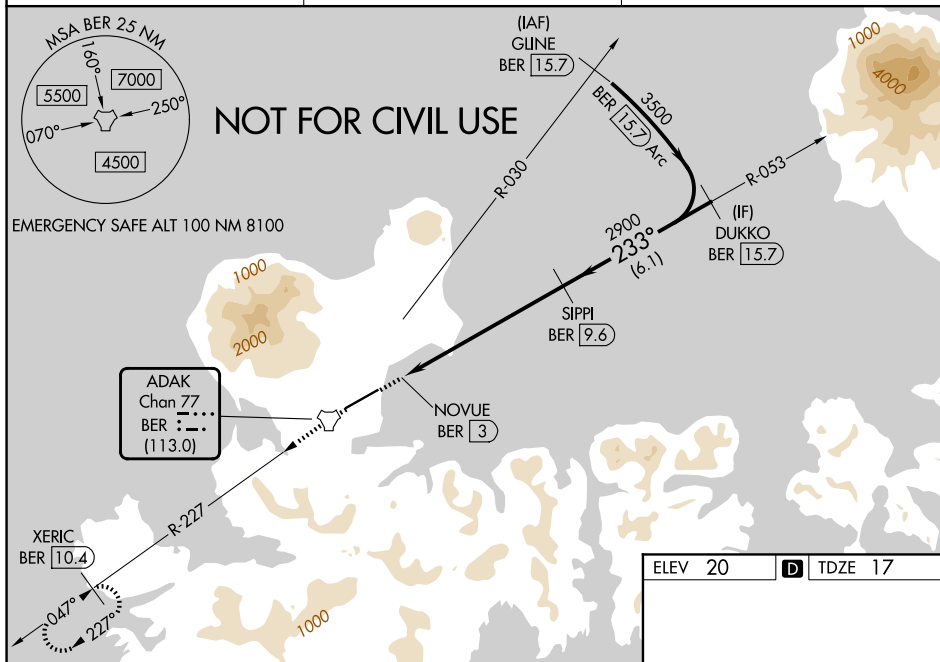
MISSED APPROACH: Climb to 4300 direct BER TACAN and continue on BER R-227 direct XERIC/BER 10.4 DME and hold, continue climb-in-hold to 4300.

*Missed approach requires minimum climb of 375 feet per NM to 2800.

AWOS-3P
134.5

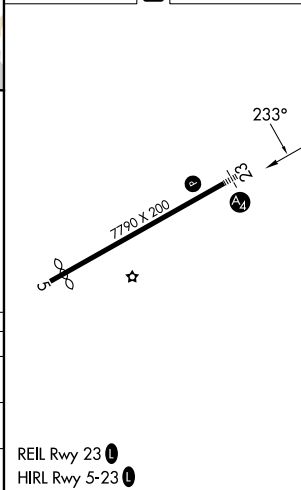
ANCHORAGE CENTER
126.4 254.3

CTAF
122.9 0



CATEGORY	A	B	C	D	E
S-23*	800/50	783 (800-1)	800-2	783 (800-2)	
S-23	1620-1¼ 1603 (1600-1¼)	1620-1½ 1603 (1600-1½)	1620-3	1603 (1600-3)	
CIRCLING	1620-1¼ 1600 (1600-1¼)	1620-1½ 1600 (1600-1½)	1620-3 1600 (1600-3)	2440-3	2420 (2500-3)

ELEV 20 **D** TDZE 17



REIL Rwy 23 **0**
HIRL Rwy 5-23 **0**

ADAK ISLAND, ALASKA

Orig 03NOV22

51°53'N-176°39'W

ADAK (ADK)(PADK)

TACAN RWY 23

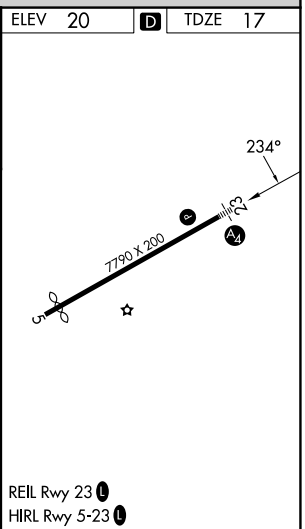
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

26022

NDB/DME RWY 23
ADAK (ADK)(PADK)

AWOS-3P 134.5	ANCHORAGE CENTER 126.4 254.3	CTAF 122.9 0
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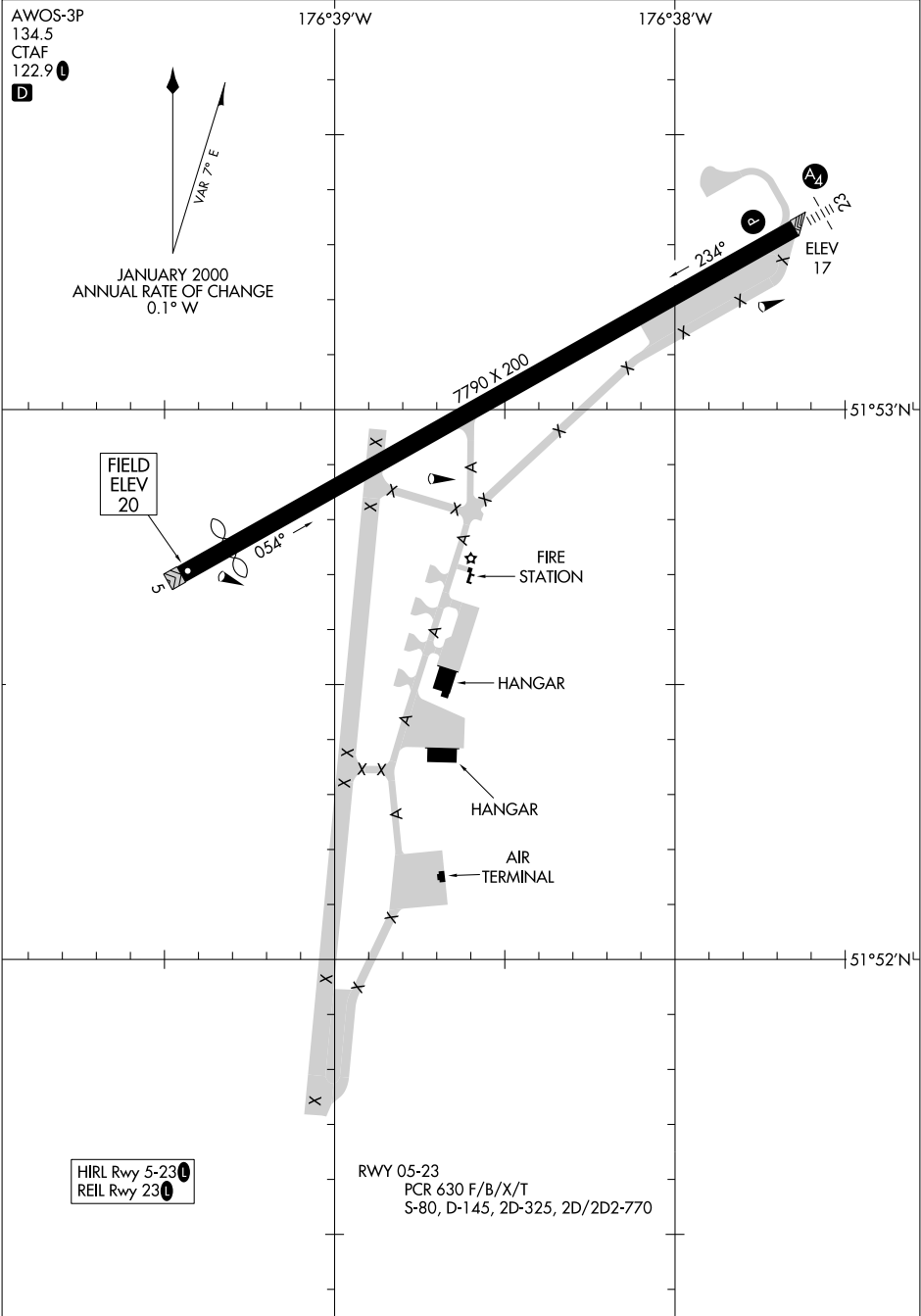


The diagram illustrates a flight profile starting from a VOR/DME station labeled "ADK NDB/DME". The initial heading is "ADK 234°". A curved arrow indicates a turn to a new heading. Key waypoints and distances include:

- A distance of 0.6 NM.
- A distance of 7 NM to a point labeled "GATIF ADK [9.7]".
- An angle of $\leq 3.38^\circ$ and a track of "TCH 43" at the GATIF waypoint.
- A distance of 5.3 NM to another point.
- A final distance of 4400 units.

CATEGORY	A	B	C	D
S-23	1600/60 1583 (1600-1¼)	1600-1½ 1583 (1600-1½)	1600-3 1583 (1600-3)	
CIRCLING	1600-1¼ 1580 (1600-1¼)	1600-1½ 1580 (1600-1½)	1600-3 1580 (1600-3)	2540-3 2520 (3000-3)

ADAK (ADK)(PADK)
NDB/DME RWY 23

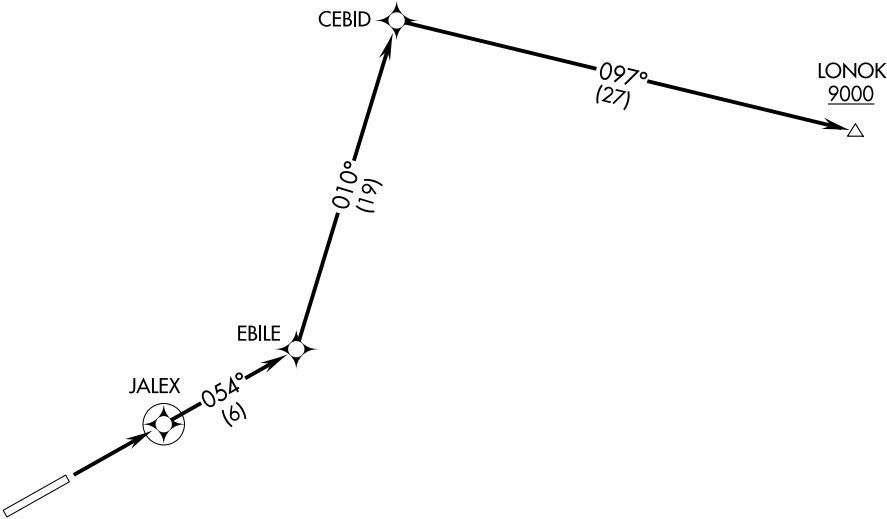


AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE CENTER
126.4 254.3
CTAF
122.9

TOP ALTITUDE:
ASSIGNED BY ATC



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 23: NA-ATC.
Rwy 5: Standard with minimum climb of 253' per NM to 900.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb to 9000 or ATC assigned higher altitude direct JALEX then on track 054° to EBILE, then on track 010° to CEBID, then on track 097° to cross LONOK at or above 9000 before proceeding on course.

(TTAUN4.TTAUN) 18312

TTAUN FOUR DEPARTURE (RNAV)

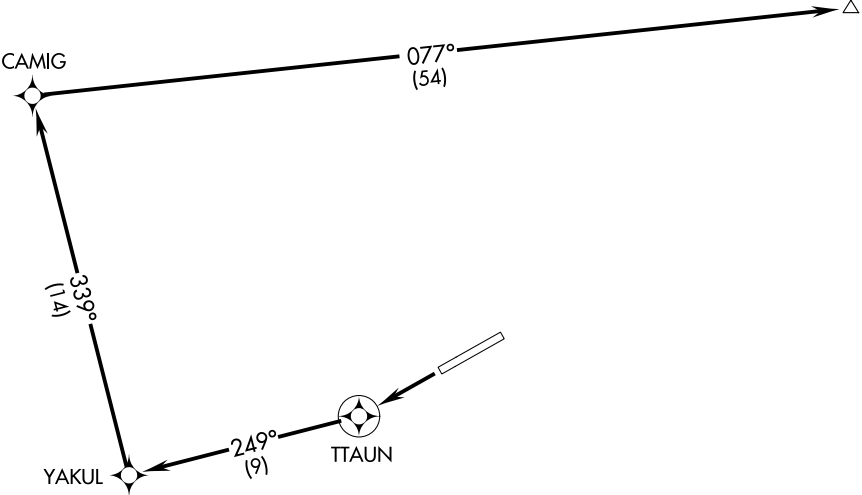
AL-1244 (FAA)

ADAK (ADK)(PADK)
ADAK ISLAND, ALASKA

ANCHORAGE CENTER
126.4 254.3
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**

LONOK
9000



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 5: NA-ATC.
Rwy 23: 300-1 with minimum climb of 400' per NM to 1600.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 23: Climb to 9000 or ATC assigned higher altitude direct TTAUN, then on track 249° to YAKUL, then track 339° to CAMIG, then on track 077° to LONOK before proceeding on course.

TTAUN FOUR DEPARTURE (RNAV)

(TTAUN4.TTAUN) 08NOV18

ADAK ISLAND, ALASKA
ADAK (ADK)(PADK)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
327°

Rwy Idg
TDZE
Apt Elev

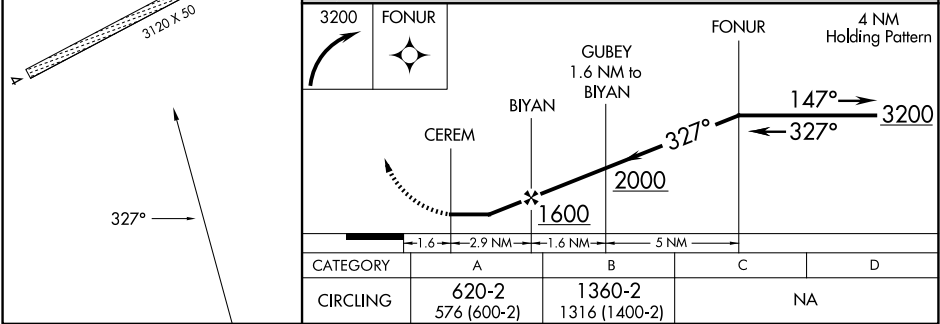
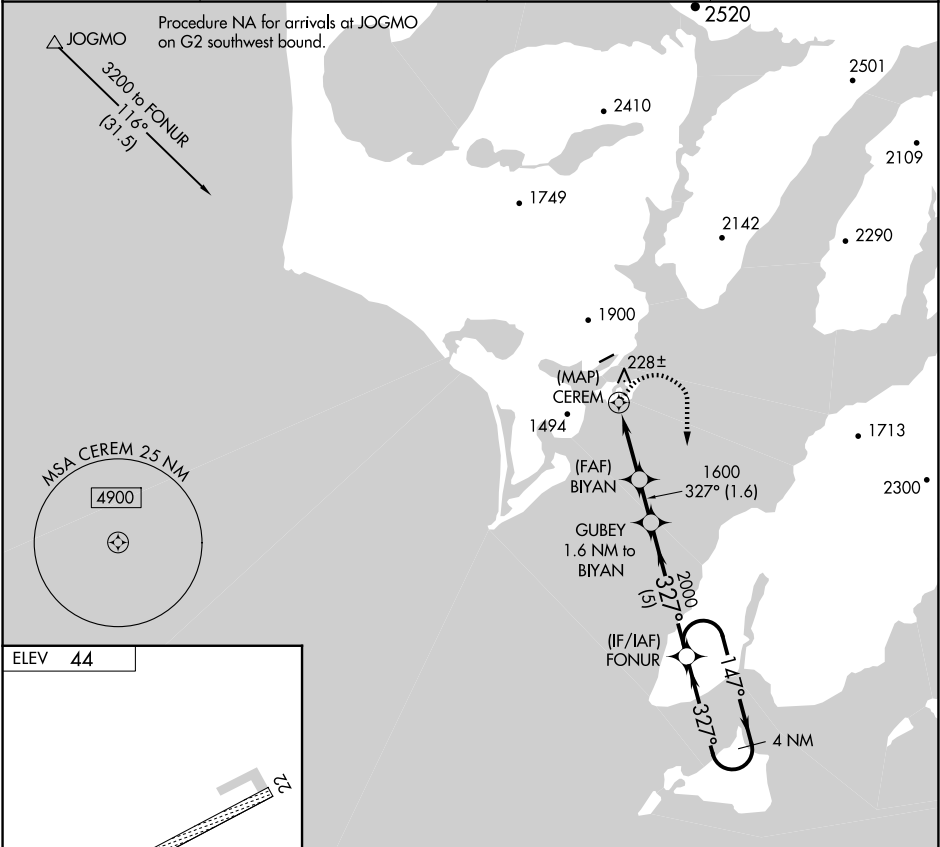
N/A
N/A
44

RNAV (GPS)-A
AKHIOK (AKK) (PAKH)

DME/DME RNP-0.3 NA. Procedure NA at night.
Circling NA northwest of Rwy 4/22.

MISSED APPROACH: Climbing right turn to 3200
direct FONUR WP and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 125.1 281.4	KENAI RADIO 122.6	UNICOM 122.8 (CTAF)
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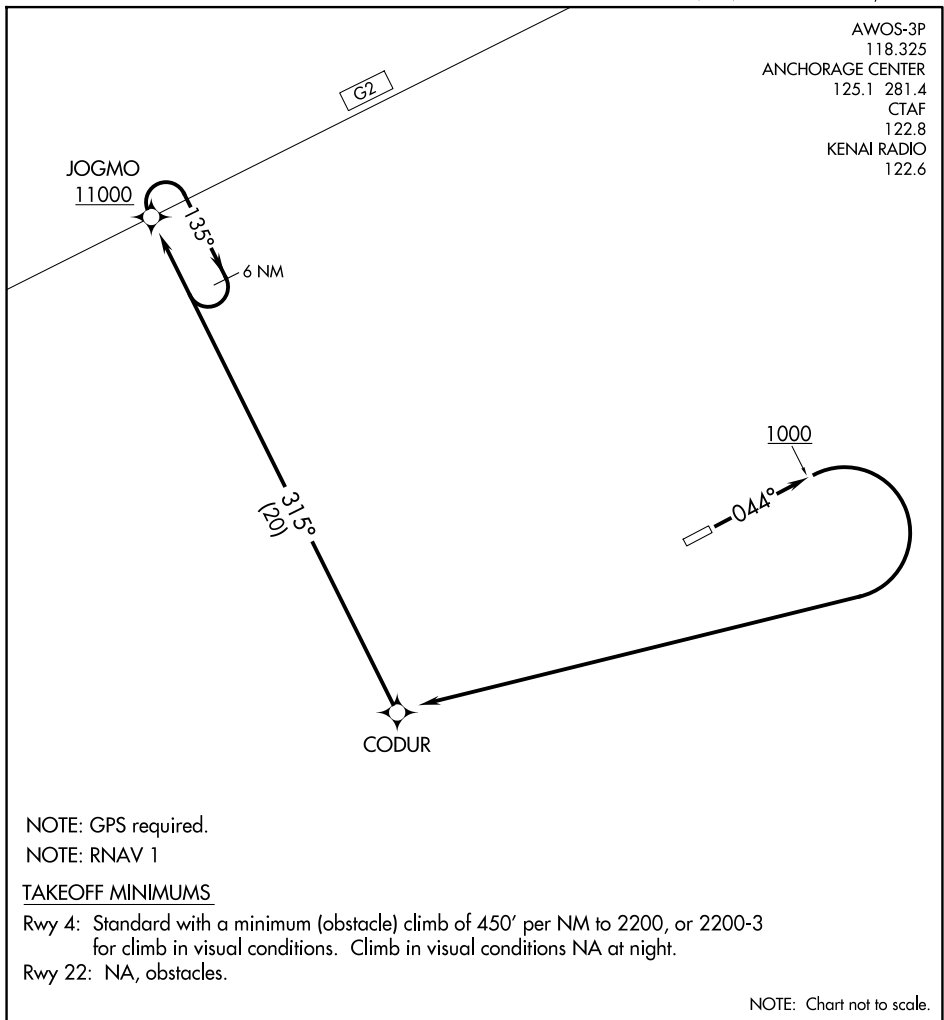


(JOGMO1..JOGMO) 18256

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

AKHIOK (AKK) (PAKH)
AL-9288 (FAA) AKHIOK, ALASKA

AWOS-3P
118.325
ANCHORAGE CENTER
125.1 281.4
CTAF
122.8
KENAI RADIO
122.6



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb via 044° heading to 1000, then via right turn direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence
Or climb in visual conditions to cross Akhiok Airport at or above 2200 southwest bound direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence
. . . . Climb in holding, (if required) to cross JOGMO WP at or above 11000 before proceeding via assigned route.

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

(JOGMO1..JOGMO) 10MAY07

AKHIOK, ALASKA
AKHIOK (AKK) (PAKH)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

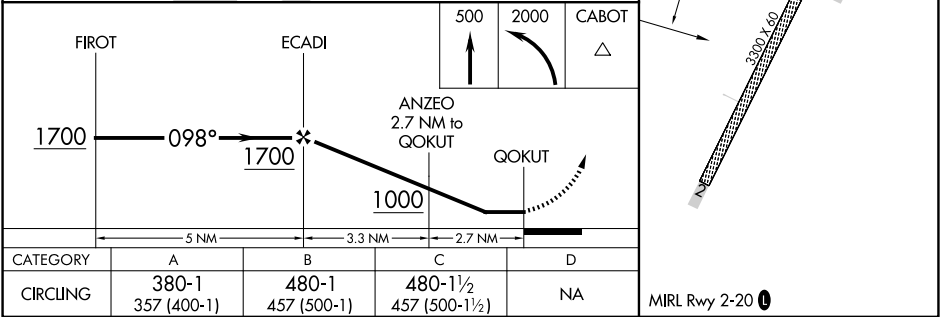
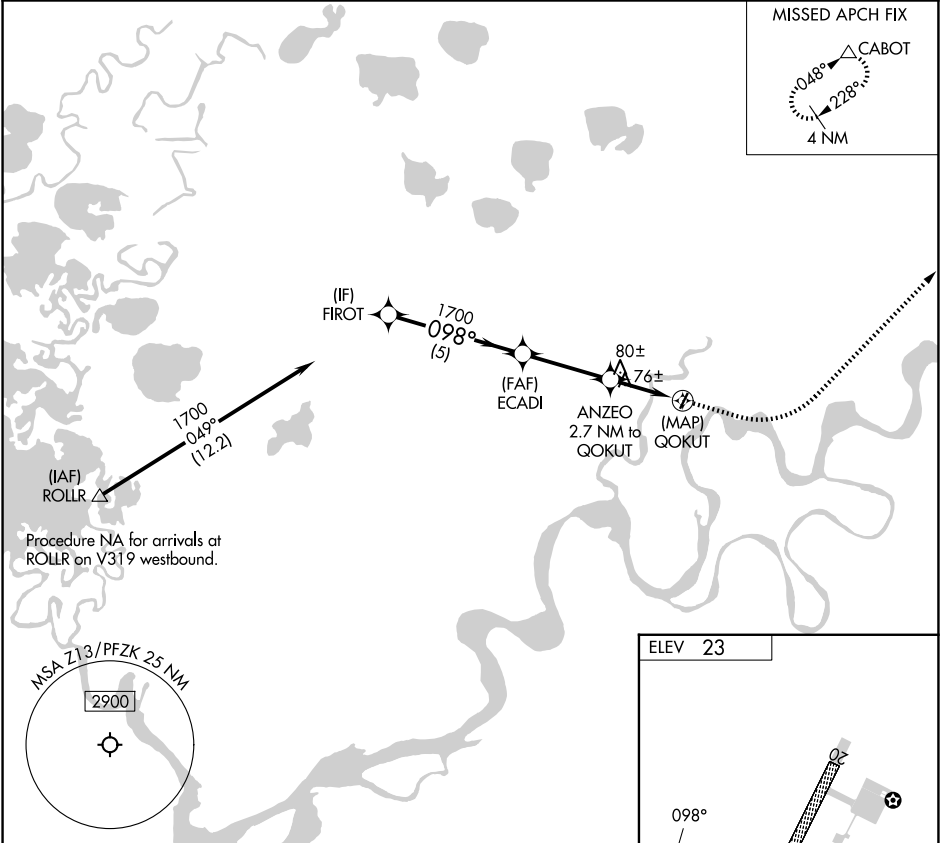
APP CRS	Rwy Ldg	N/A
098°	TDZE	N/A
	Apt Elev	23

RNAV (GPS)-A

AKIACHAK (Z13)(PFZK)

RNP APCH - GPS.	MISSED APPROACH: Climb to 500, then climbing left turn to 2000 direct CABOT and hold.
When local altimeter setting not received, use BET/PABE altimeter setting and increase all MDAs 60 feet. Procedure NA at night.	

AWOS-3P 118.0	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
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(CABOT1.CABOT) 25275

AL-9745 (FAA)

CABOT ONE DEPARTURE (OBSTACLE) (RNAV)

AKIACHAK (Z13)(PFZK)

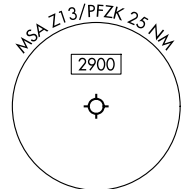
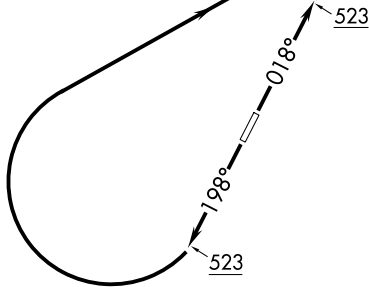
AKIACHAK, ALASKA

ANCHORAGE CENTER
125.2 372.0

RNAV 1 - GPS.

CABOT
△TAKEOFF MINIMUMS

Rwys 2, 20: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees 20' from DER, 327' right of centerline, 30' AGL/60' MSL.

Trees 28' from DER, 338' left of centerline, 30' AGL/50' MSL.

Trees beginning 86' from DER, 53' right of centerline, up to 30' AGL/63' MSL.

Trees 94' from DER, 206' left of centerline, 30' AGL/53' MSL.

Trees beginning 160' from DER, 73' left of centerline, up to 30' AGL/57' MSL.

Rwy 20: Trees beginning 2' from DER, 224' left of centerline, up to 30' AGL/50' MSL.

Trees beginning 59' from DER, 309' right of centerline, up to 30' AGL/50' MSL.

Trees beginning 200' from DER, 91' left of centerline, up to 30' AGL/57' MSL.

Trees beginning 266' from DER, 35' right of centerline, up to 30' AGL/57' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 018° to 523, then climbing right turn to direct CABOT, thence. . . .TAKEOFF RUNWAY 20: Climb on heading 198° to 523, then climbing right turn to direct CABOT, thence. . . .

. . . on filed route, expect filed altitude 10 minutes after departure.

CABOT ONE DEPARTURE (OBSTACLE) (RNAV)

(CABOT1.CABOT) 02OCT25

AKIACHAK, ALASKA

AKIACHAK (Z13)(PFZK)

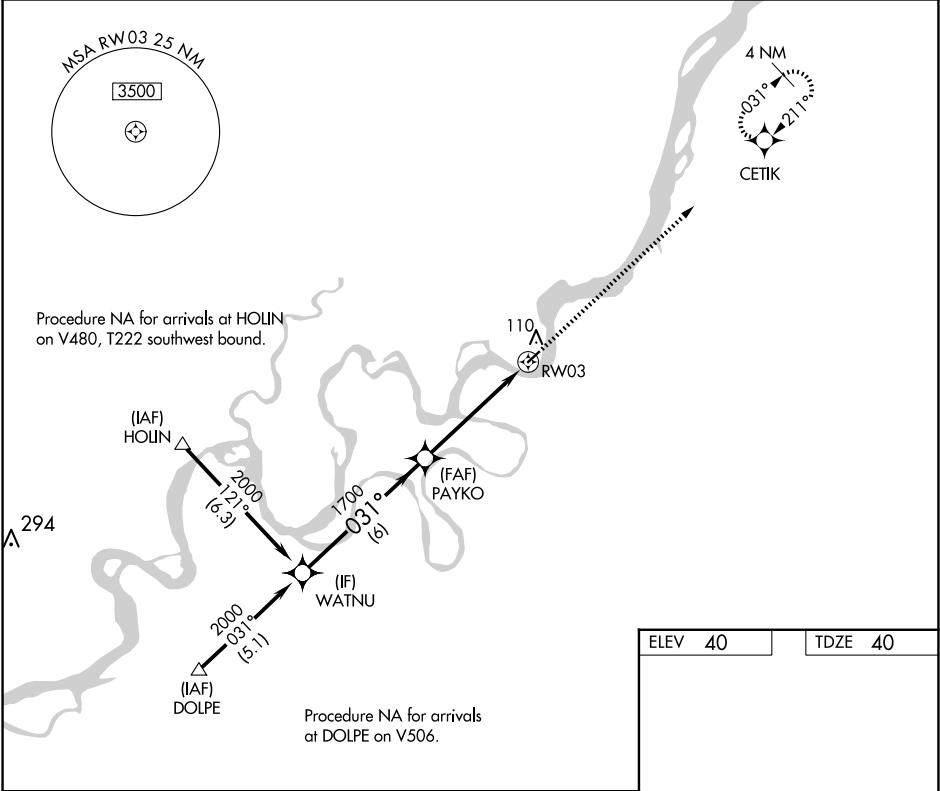
APP CRS	Rwy Idg	3200
031°	TDZE	40
	Apt Elev	40

RNAV (GPS) RWY 3

AKIAK (AKI) (PFAK)

RNP APCH.	Procedure NA at night. Use Bethel altimeter setting. Rwy 3 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2000 direct CETIK and hold.
▼ ▲ NA		

BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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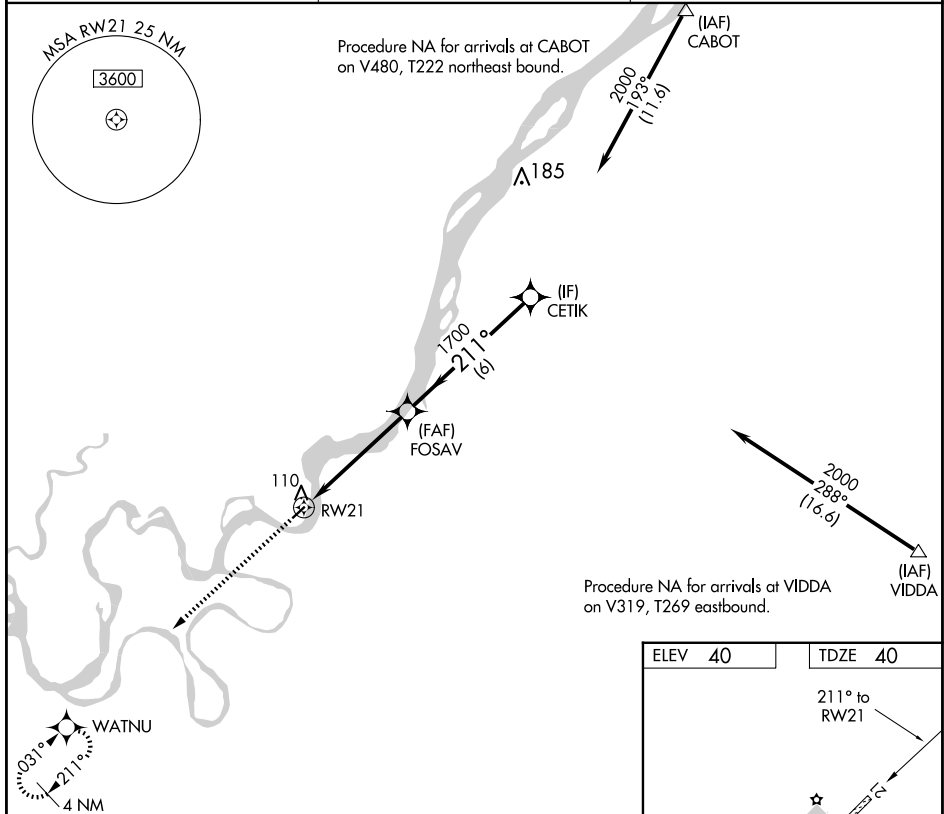
Visual Segment - Obstacles. 2000 ↑ WATNU 2000 031° PAYKO 1700 RW03 6 NM 5 NM 3200 X 76 031° to RW03 MIRL Rwy 3-21 ①				
CATEGORY	A	B	C	D
LNAB MDA	540-1 500 (500-1)		NA	
CIRCLING	540-1 500 (500-1)	620-1 580 (600-1)	NA	

APP CRS 211°	Rwy Idg 3200 TDZE 40 Apt Elev 40
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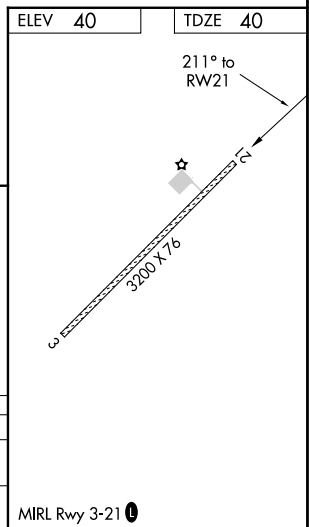
RNAV (GPS) RWY 21
AKIAK (AKI) (PFAK)

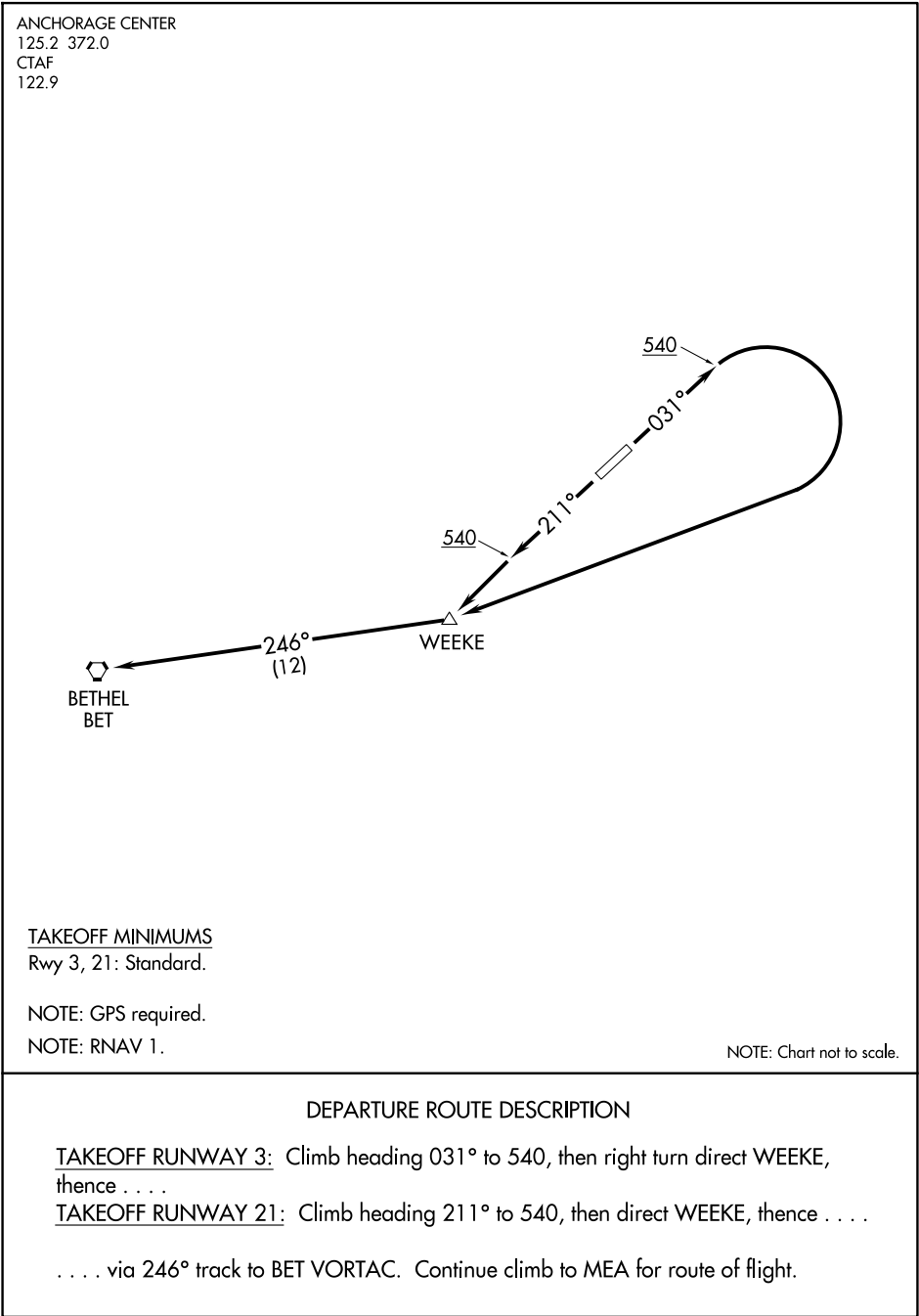
RNP APCH.		MISSED APPROACH: Climb to 2000 direct WATNU and hold.
T Procedure NA at night. Use Bethel altimeter setting. A NA Rwy 21 helicopter visibility reduction below 1 SM NA.		

BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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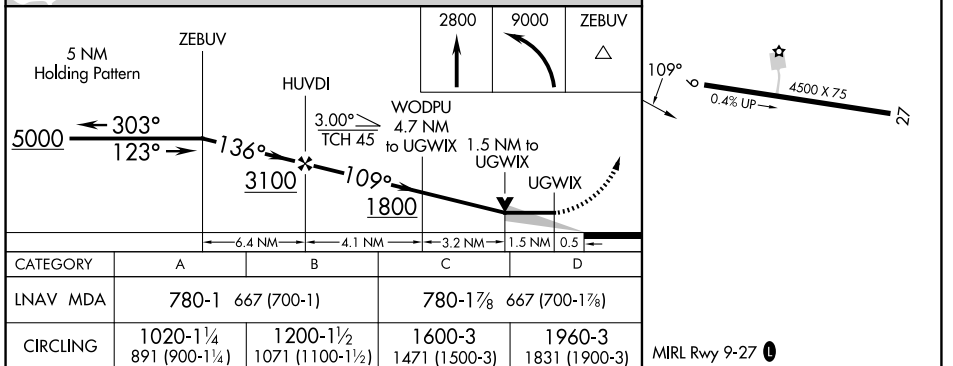
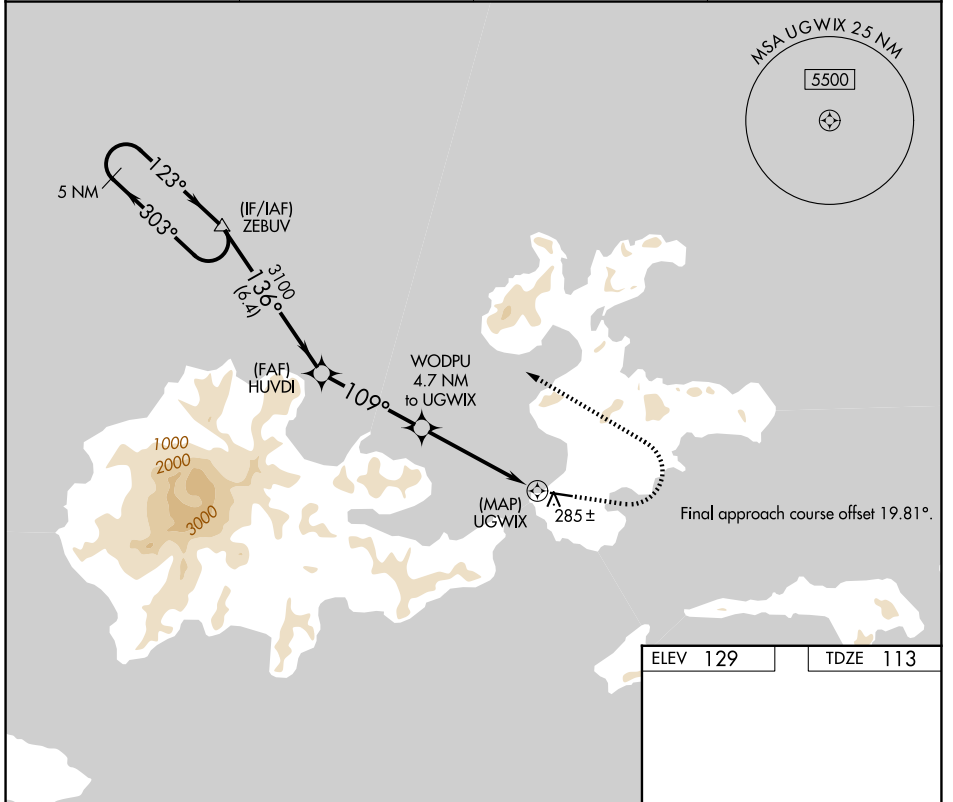
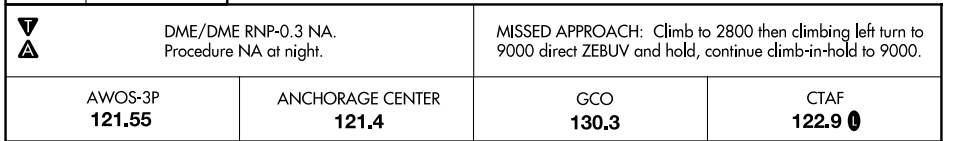
CATEGORY	A	B	C	D
RNAV MDA	600-1	560 (600-1)	NA	
CIRCLING	600-1 560 (600-1)	620-1 580 (600-1)	NA	





APP CRS 109°	Rwy Ldg TDZE Apt Elev	4500 113 129
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RNAV (GPS) RWY 9
AKUTAN (7AK)(PAUT)



AKUTAN, ALASKA
Orig 13NOV14

54°09'N-165°36'W

AKUTAN (7AK)(PAUT)
RNAV (GPS) RWY 9

AK, 03 SEP 2026 to 29 OCT 2026

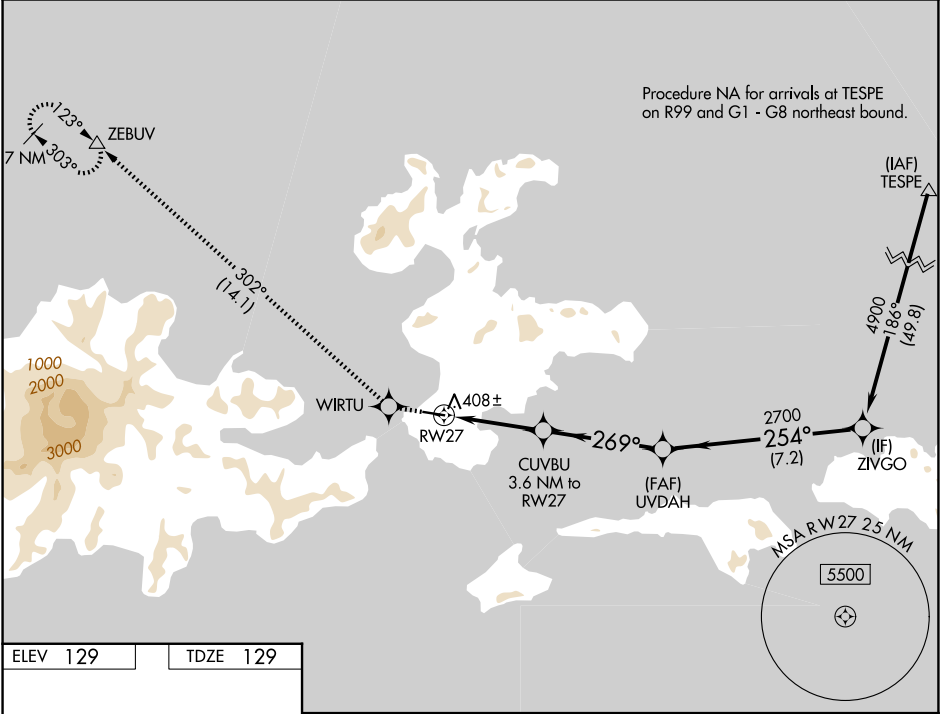
AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4500
269°	TDZE	129
	Apt Elev	129

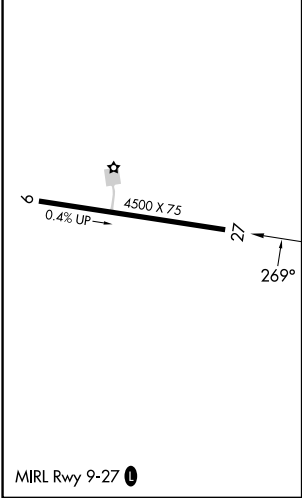
RNAV (GPS) RWY 27
AKUTAN (7AK)(PAUT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters below 1 SM NA. Procedure NA at night.	MISSED APPROACH: Climb to 9000 direct WIRTU and on track 302° to ZEBUV and hold, continue climb-in-hold to 9000.
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AWOS-3P 121.55	ANCHORAGE CENTER 121.4	GCO 130.3	CTAF 122.9
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ELEV 129	TDZE 129
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9000 ↑	WIRTU ✱	tr 302°	ZEBUV △		
*LNAV only					
CUVBU 3.6 NM to RW27 UVDH 2700 ZIVGO 4900 269° 254° 2700 GP 3.00° TCH 45 3.6 NM 4.3 NM 7.2 NM					
CATEGORY	A		B	C	D
LNAV/ VNAV	DA		848-2½ 719 (800-2½)		
LNAV MDA	1140-1¼ 1011 (1100-1¼)		1140-1½ 1011 (1100-1½)		1140-3 1011 (1100-3)
CIRCLING	1140-1¼ 1011 (1100-1¼)		1200-1½ 1071 (1100-1½)		1600-3 1960-3 1471 (1500-3) 1831 (1900-3)

AKUTAN, ALASKA

AL-10983 (FAA)

26246

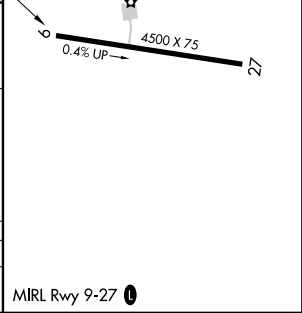
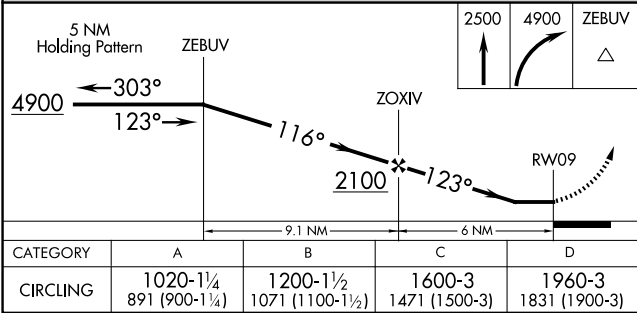
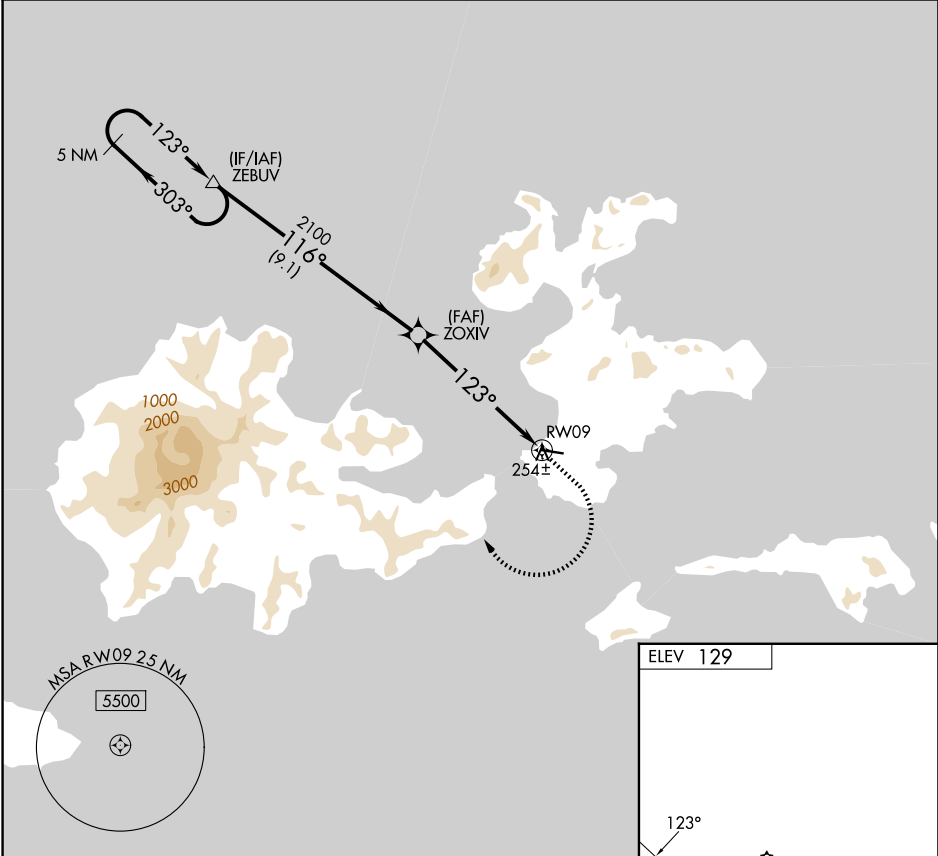
APP CRS 123°	Rwy Ldg TDZE Apt Elev	N/A N/A 129
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RNAV (GPS)-A

AKUTAN (7AK) (PAUT)

▼ ▲ When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 2500 then climbing right turn to 4900 direct ZEBUV and hold.
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AWOS-3P 121.55	ANCHORAGE CENTER 121.4	GCO 130.3	CTAF 122.9
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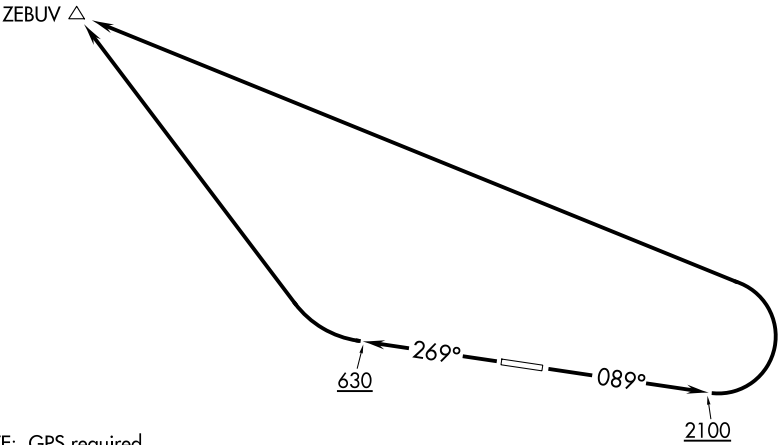


AKUTAN, ALASKA
Amdt 1A 05MAR15

54°09'N-165°36'W

AKUTAN (7AK) (PAUT)
RNAV (GPS)-A

ANCHORAGE CENTER
121.4



NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS

Rwy 9: Standard with minimum climb of 240' per NM to 3400.
Rwy 27: Standard with minimum climb of 440' per NM to 630.

TAKEOFF OBSTACLE NOTES

- Rwy 9: Terrain beginning 90' from DER, 398' right of centerline, up to 160' MSL.
Terrain beginning 198' from DER, 396' right of centerline, up to 162' MSL.
Terrain beginning 500' from DER, 398' right of centerline, up to 163' MSL.
Terrain 2038' from DER, 998' left of centerline, 202' MSL.
Terrain 2298' from DER, 998' left of centerline, 226' MSL.
Terrain beginning 2353' from DER, 923' left of centerline, up to 234' MSL.
Terrain beginning 2702' from DER, 1197' left of centerline, up to 249' MSL.
Terrain beginning 3846' from DER, 1198' left of centerline, up to 258' MSL.
Terrain beginning 3943' from DER, 1167' left of centerline, up to 263' MSL.
- Rwy 27: Terrain 8' from DER, 494' left of centerline, 115' MSL.
Terrain 1796' from DER, 758' left of centerline, 164' MSL.
Terrain beginning 1968' from DER, 800' left of centerline, up to 170' MSL.
Terrain beginning 2000' from DER, 740' left of centerline, up to 181' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 089° to 2100 then climbing left turn to 6000 direct ZEBUV before proceeding on course.

TAKEOFF RUNWAY 27: Climb heading 269° to 630 then climbing right turn to 6000 direct ZEBUV before proceeding on course.

ALLAKAKET, ALASKA

AL-9982 (FAA)

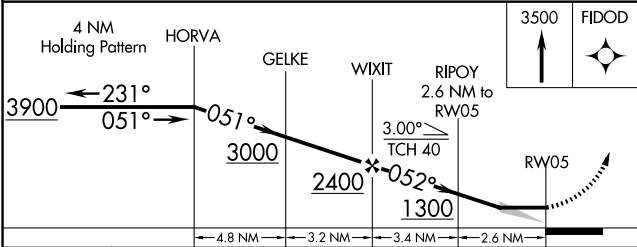
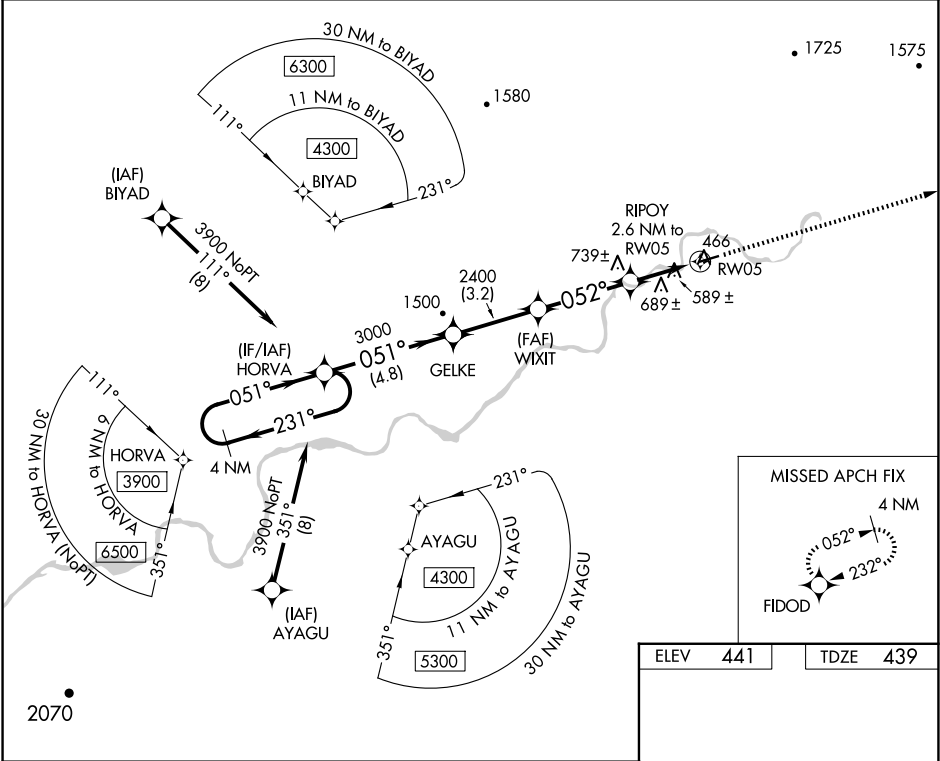
25163

WAAS CH 99622 W05A	APP CRS 052°	Rwy Ldg TDZE 439 Apt Elev 441
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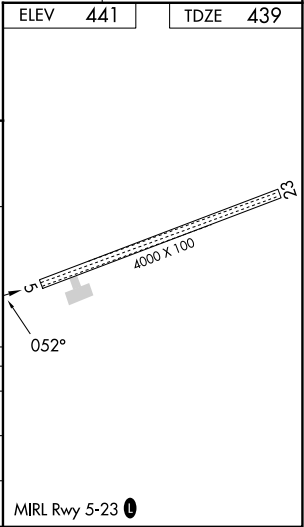
RNAV (GPS) RWY 5
ALLAKAKET (6A8) (PFAL)

NA -43°C	DME/DME RNP-0.3 NA. Use Bettle's altimeter setting.	MISSED APPROACH: Climb to 3500 direct FIDOD and hold.
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BTT/PABT ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9 0
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CATEGORY	A	B	C	D
LP MDA	960-1	521 (600-1)	960-1½ 521 (600-1½)	NA
LNAV MDA	1060-1	621 (700-1)	1060-1¾ 621 (700-1¾)	NA
CIRCLING	1100-1 659 (700-1)	1220-1 779 (800-1)	1240-2¼ 799 (800-2¼)	NA



ALLAKAKET, ALASKA
Amdt 1C 19MAY22

66°33'N-152°37'W

ALLAKAKET (6A8) (PFAL)
RNAV (GPS) RWY 5

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53622 W23A	APP CRS 232°	Rwy Ldg 4000 TDZE 441 Apt Elev 441
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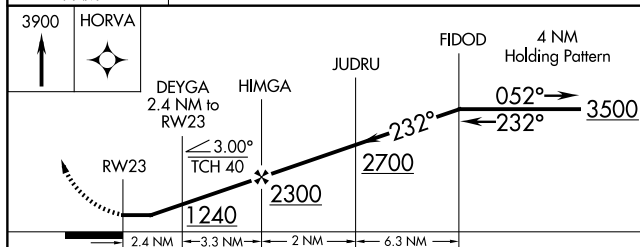
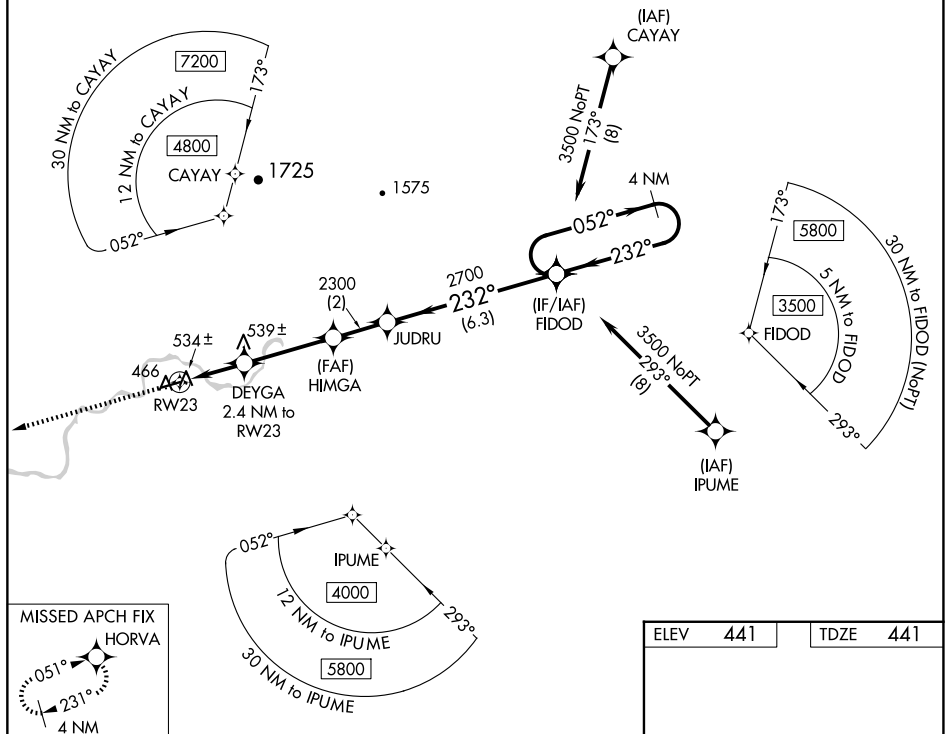
RNAV (GPS) RWY 23
ALLAKAKET (6A8) (PFAL)

 T
 A NA
 -43°C

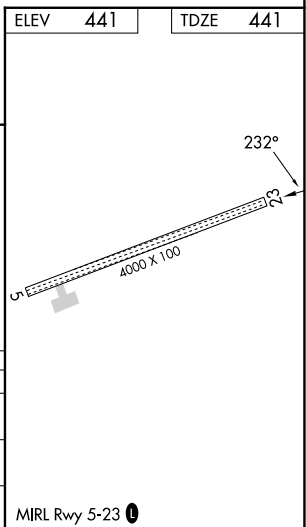
DME/DME RNP-0.3 NA. Visibility reduction by helicopter below $\frac{3}{4}$ SM NA. Use Bettles altimeter setting.

MISSED APPROACH: Climb to 3900 direct HORVA and hold, continue climb-in-hold to 3900.

BTT/PABT ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9 0
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CATEGORY	A	B	C	D
LP MDA	900-1 459 (500-1)		900-1 $\frac{1}{8}$ 459 (500-1 $\frac{1}{8}$)	NA
LNAV MDA	900-1 459 (500-1)		900-1 $\frac{1}{8}$ 459 (500-1 $\frac{1}{8}$)	NA
CIRCLING	1100-1 659 (700-1)	1220-1 779 (800-1)	1240-2 $\frac{1}{4}$ 799 (800-2 $\frac{1}{4}$)	NA



DELTA JUNCTION/FORT GREELY, ALASKA

ILS or LOC/DME RWY 10

LOC/DME I-BIG 111.1 Chan 48	APCH CRS 102°	Rwy Idg TDZE Arpt Elev 6115 1253 1285
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[USA]

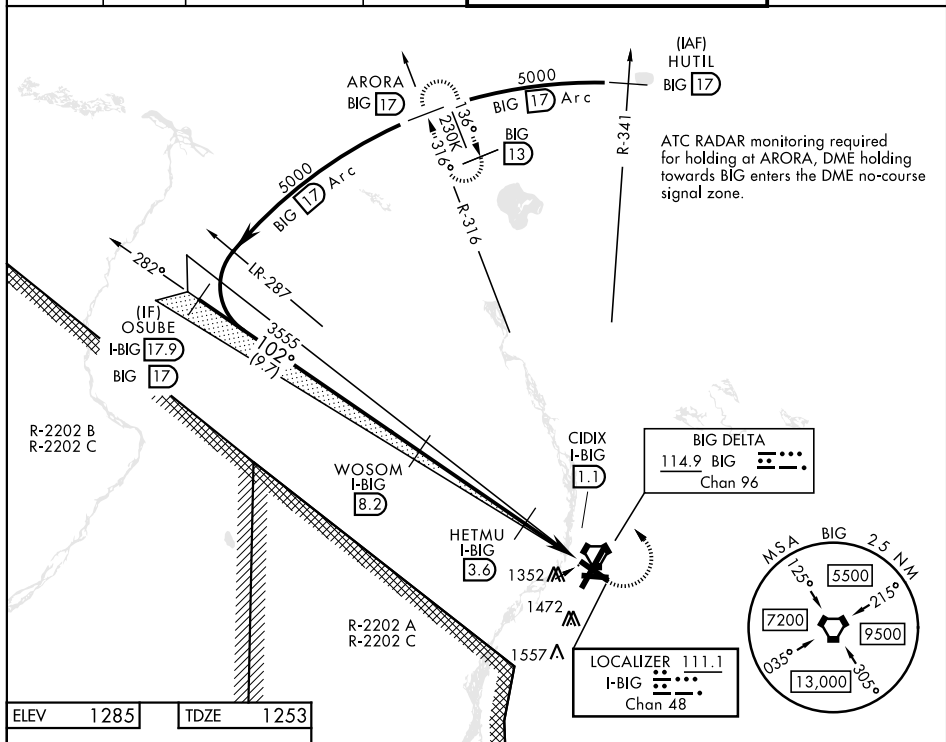
ALLEN AAF (PABI)

DME required

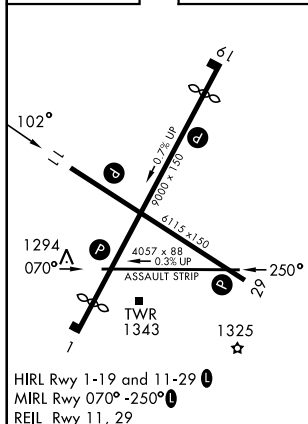
▼
▲ * Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/BIG 17 DME and hold.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.90	TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05
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ELEV 1285	TDZE 1253
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	OSUBE I-BIG 17.9	WOSOM I-BIG 8.2	HETMU I-BIG 3.6	CIDIX I-BIG 1.1	
	5000	3555	2100		
	GS 3.00° TCH 51		4.6 NM	2.5 NM	
CATEGORY	A	B	C	D	
S-ILS 11	1453-¾ 200 (200-¾)				
S-LOC 11	1620-1 367 (400-1)				
CIRCLING*	1740-1 455 (500-1)	1780-1 495 (500-1)	1860-1½ 575 (600-1½)	2040-2½ 755 (800-2½)	

DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

Amdt 1 10AUG23

ILS or LOC/DME RWY 10

AK, 03 SEP 2026 to 29 OCT 2026

DELTA JUNCTION/FORT GREELY, ALASKA

RNAV (GPS) RWY 11

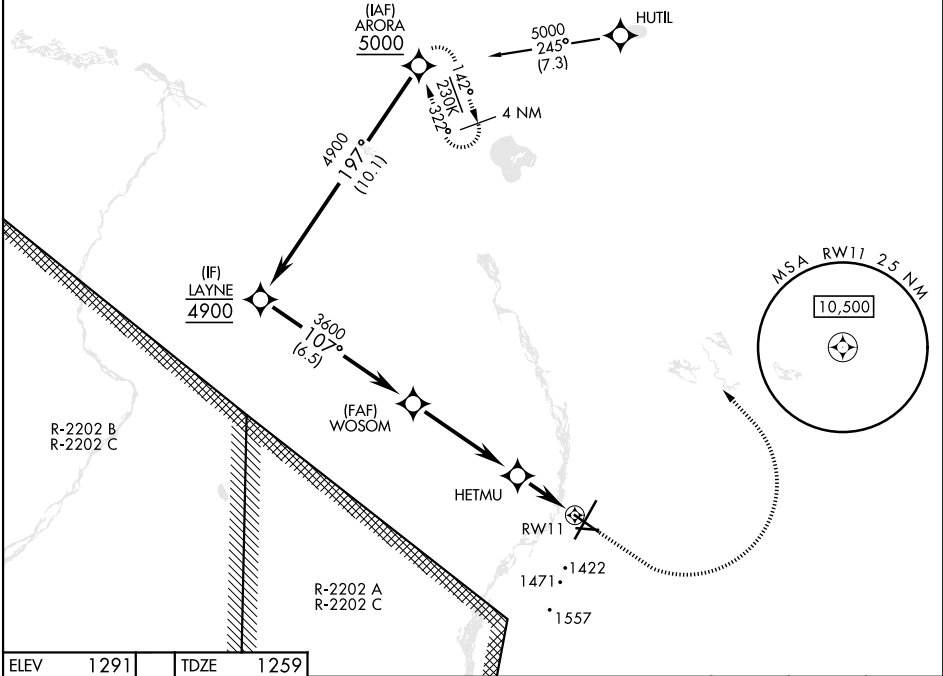
WAAS CH 94870 W11A	APCH CRS 107°	Rwy Idg TDZE 1259 Arpt Elev 1291
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[USA]

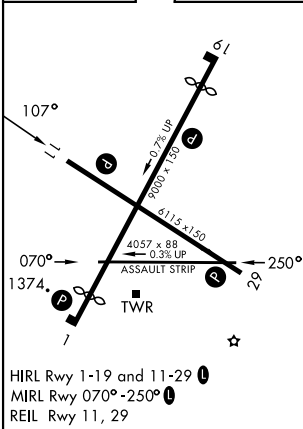
ALLEN AAF (PABI)

RNP APCH-GPS ▼ * When control tower closed, increase visibility to 1 mile. Circling not authorized East of Rwy 1-19.				MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 direct ARORA and hold.			
ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9	TOWER ★ 119.8 235.775 40.8 (E) FM		GND CON 118.225 251.05	

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -25°C or above 54°C.



ELEV	1291	TDZE	1259
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75).				2200	5000	ARORA
LAYNE 4900				WOSOM 3600	HETMU 2100	1 NM to RWY 11
GP 3.06° TCH 48				4.6 NM	2.5 NM	
CATEGORY	A	B	C	D		
LPV DA	1459-¾	200	(200-¾)			
LNAV/VNAV DA	1509-¾	250	(300-¾)			
LNAV MDA	1640-1	381 (400-1)	1640-1½	381 (400-1½)		
CIRCLING*	1740-1	1780-1	1860-1½	2040-2½		
	449 (500-1)	489 (500-1)	569 (600-1½)	749 (800-2½)		

DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

Amtd 2 03SEP26

RNAV (GPS) RWY 11

DELTA JUNCTION/FORT GREELY, ALASKA

RNAV (GPS) RWY 19

APCH CRS **193°** Rwy Idg **7997** TDZE **1245** Arpt Elev **1291**

[USA] ALLEN AAF (PABI)

RNP APCH - GPS

* Circling not authorized East of Rwy 1-19.

ATIS **132.075** ASOS **135.65** ANCHORAGE CENTER **135.3 322.5** CTAF **122.90**

TOWER★ **119.8 235.775 40.8 (E) FM** GND CON **118.225 251.05**

MISSED APPROACH: (Do not exceed 250 KIAS until initial turn completion.) Climb to 1800 then climbing right turn to 5000, direct AYJAY, continue climb in hold to 5000.

RIVOR 5000 055° (11.6) 4 NM 103° 230K 283° (IAF) AYJAY 5000 3800 103° (7) DUBBY 3800 283° (7) (IAF) GUZHA 5100 2800 193° (6.2) (FAF) NUXTE 2800 193° (6.2) MEYLE 5100 388° (13.7) 8400 028° (17) 3000 4000 5000 DONEL

R2202B R2202C R2202A R2202C

ELEV 1291 TDZE 1245

193° 11 29 070° 250° 29 4057 x .88 0.3% UP 6115 x 1.50 9080 x 1.50 10.2% UP 193° TWR

HIRL Rwy 1-19 and 11-29 **1** MRL Rwy 070°-250° **1** REIL Rwy 11, 29

CATEGORY	A	B	C	D
LNVA MDA	1740-1 489 (500-1)	1740-1 489 (500-1)	1740-1 489 (500-1)	1740-1 489 (500-1)
CIRCLING *	1740-1 449 (500-1)	1780-1 489 (500-1)	1860-1 569 (600-1 1/2)	2040-2 749 (800-2 1/2)

1800 5000 AYJAY VGSI and descent angles not coincident (VGSI angle 3.00/TCH 73)

1.2 NM to CUVRU NUXTE 3800 193° 2800 3.04° TCH 50 0.2 4.5 NM

DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N - 145°43'W

ALLEN AAF (PABI)

Amdt 3 03SEP26

RNAV (GPS) RWY 19

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

DELTA JUNCTION/FORT GREELY, ALASKA

VOR/DME or TACAN RWY 19

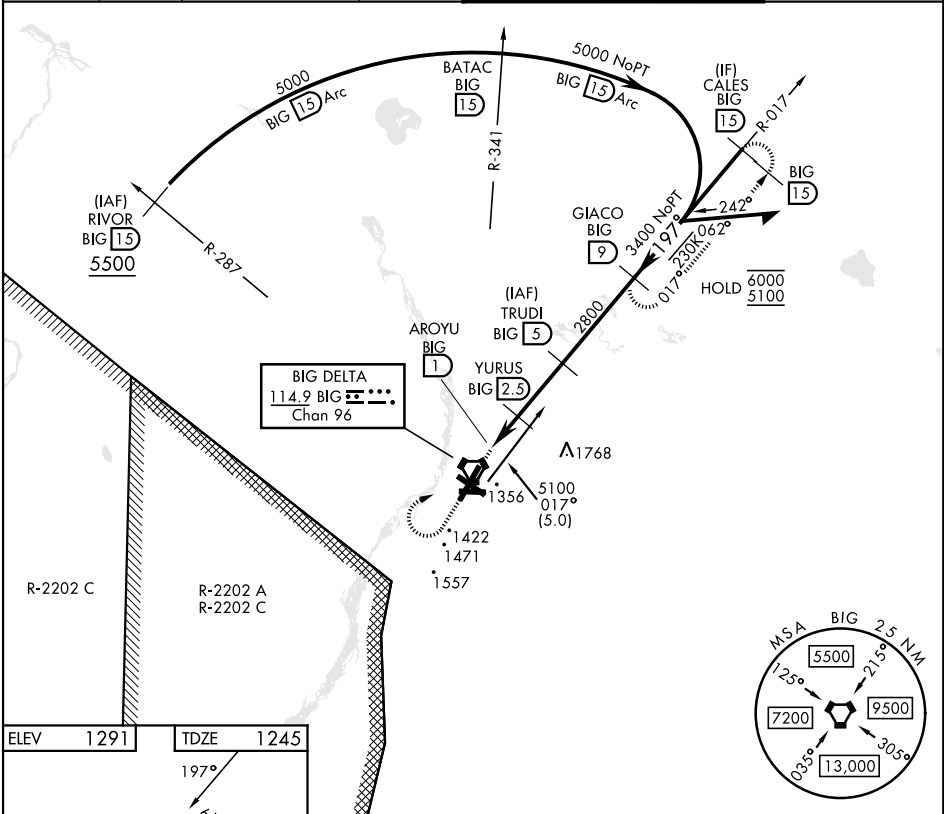
VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy Idg TDZE 1245 Arpt Elev 1291
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[USA]

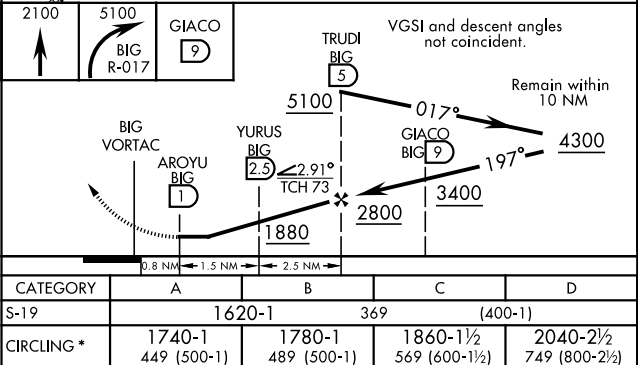
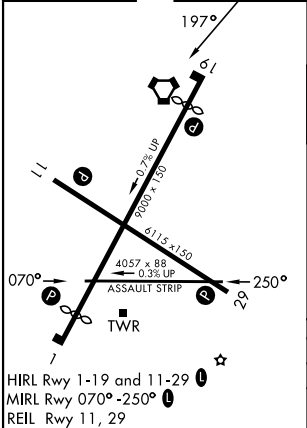
ALLEN AAF (PABI)

*Circling not authorized East of Rwy 1-19.		MISSED APPROACH: Climb to 2100, then climbing right turn to 5100 via BIG R-017 to GIACO/9 DME and hold, continue climb in hold to 5100.	
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ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9	TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05
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ELEV 1291	TDZE 1245
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DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

Amtd 4 03SEP26

VOR/DME or TACAN RWY 19

AK, 03 SEP 2026 to 29 OCT 2026

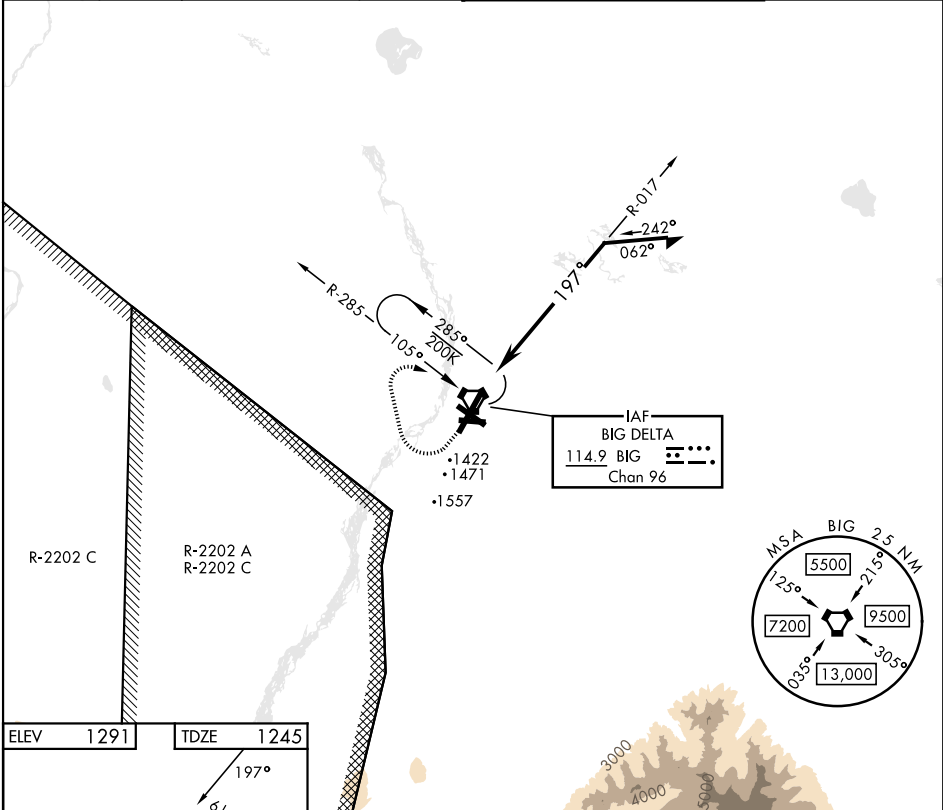
AK, 03 SEP 2026 to 29 OCT 2026

DELTA JUNCTION/FORT GREELY, ALASKA

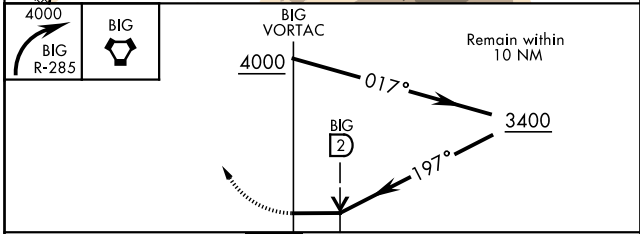
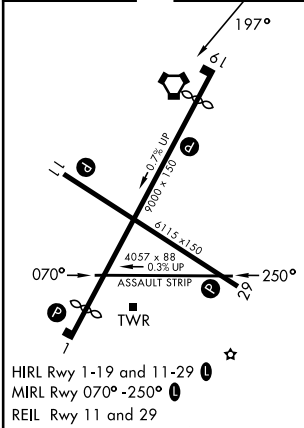
VOR RWY 19

VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy Idg TDZE 1245 Arpt Elev 1291	[USA]	ALLEN AAF (PABI)
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* Circling not authorized East of Rwy 1-19.				MISSED APPROACH: Climbing right turn to 4000 via BIG R-285, then right turn direct BIG VORTAC and hold.	
ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9 0	TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05



ELEV	1291	TDZE	1245
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CATEGORY	A	B	C	D
S-19	1900-1 649 (700-1)	1900-1 649 (700-1)	1900-1 649 (700-1)	1900-1 649 (700-1)
CIRCLING *	1940-1 649 (700-1)	1940-1 649 (700-1)	1940-1 649 (700-1)	1940-1 649 (700-1)

DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

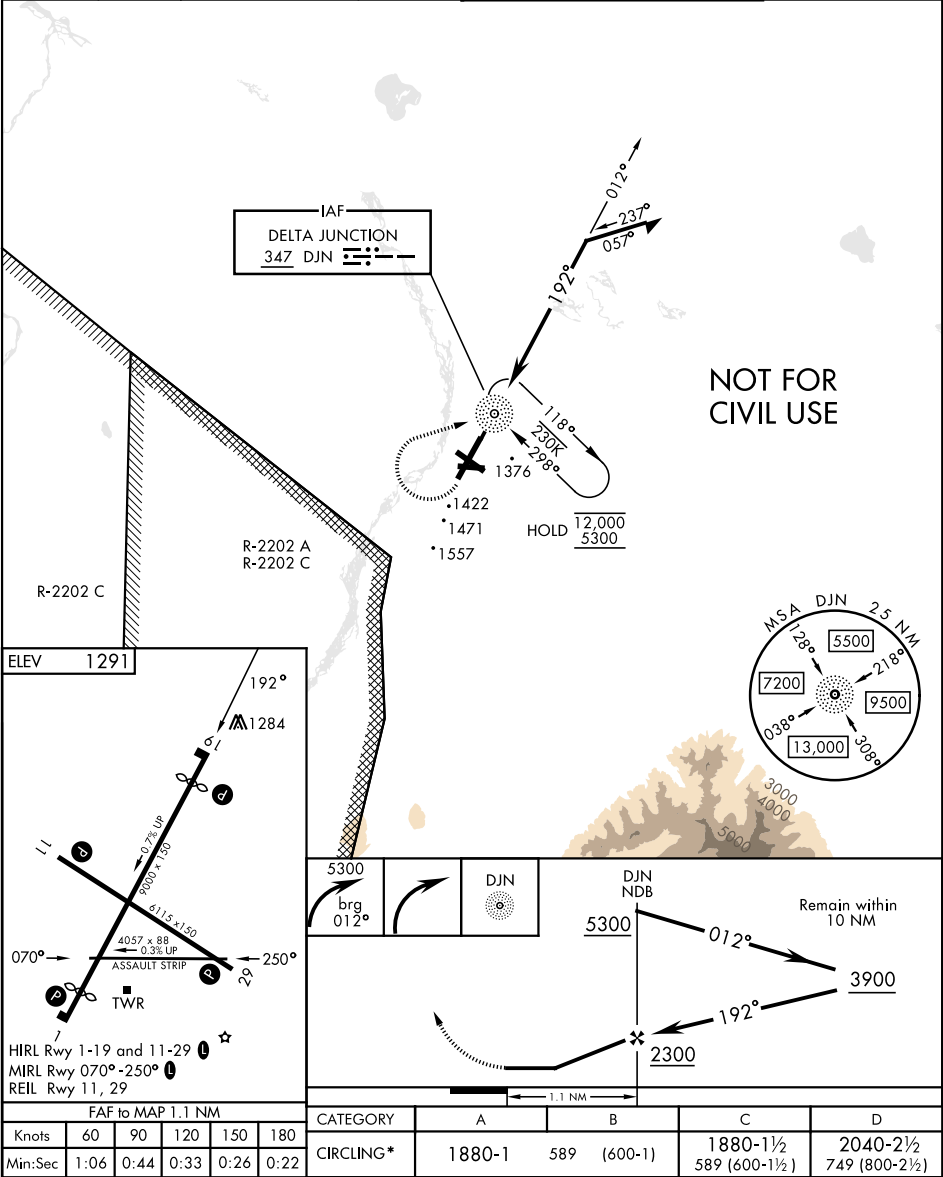
Amtd 3 03SEP26

VOR RWY 19

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NDB DJN 347	APCH CRS 192°	Rwy Idg TDZE Arpt Elev N/A N/A 1291	[USA]	ALLEN AAF (PABI)
RNAV or RADAR required.			MISSED APPROACH: Climbing right turn to 5300 via 012° bearing from DJN NDB, then right turn direct DJN NDB and hold.	
* Circling not authorized East of Rwy 1-19.				
ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9	TOWER ★ 119.8 235.775 40.8 (E) FM
			GND CON 118.225 251.05	



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ATIS
132.075
GND CON
118.225 251.05
TOWER★
119.8 235.775
CTAF
122.9

VAR 18°E

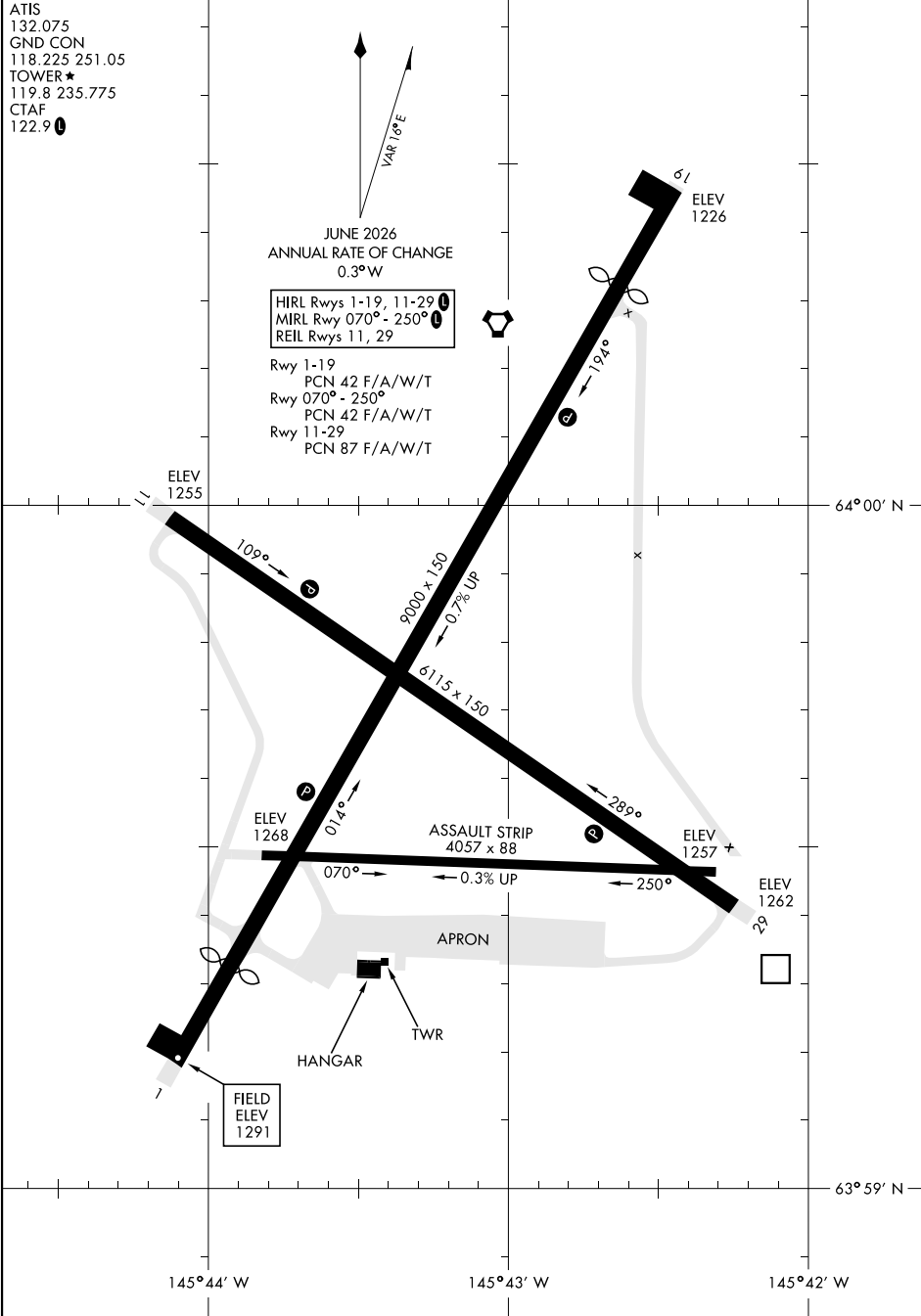
JUNE 2026
ANNUAL RATE OF CHANGE
0.3°W

HIRL Rwy 1-19, 11-29
MIRL Rwy 070° - 250°
REIL Rwys 11, 29

Rwy 1-19
PCN 42 F/A/W/T
Rwy 070° - 250°
PCN 42 F/A/W/T
Rwy 11-29
PCN 87 F/A/W/T

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



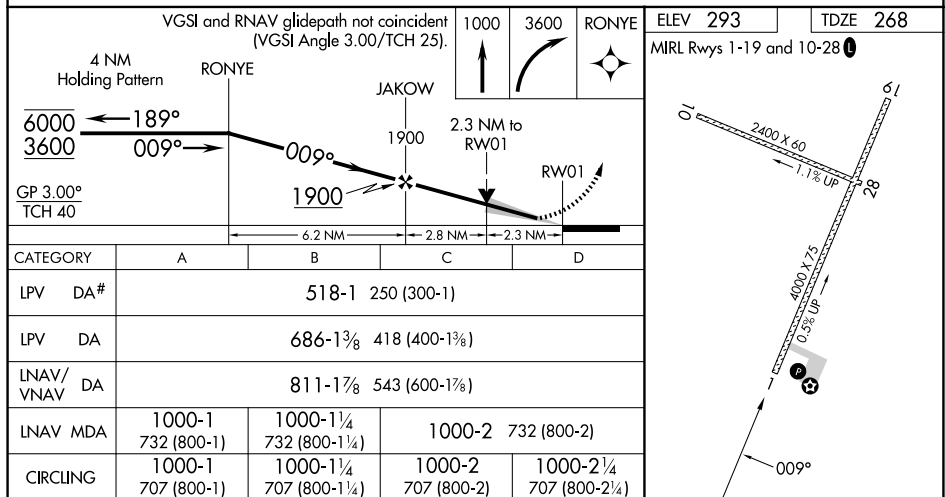
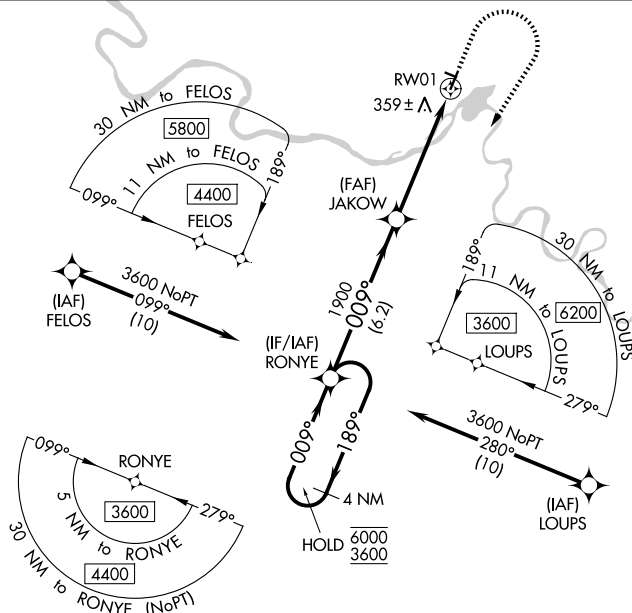
RNAV (GPS) RWY 1

AMBLER (AFM) (PAFM)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3600 direct RONYE and hold, continue climb-in-hold to 3600.
Missed approach requires minimum climb of 210 feet per NM to 2300.

  -36°C

AWOS-3P 132.1	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7 0
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AK, 03 SEP 2026 to 29 OCT 2026

ANAKTUVUK PASS, ALASKA

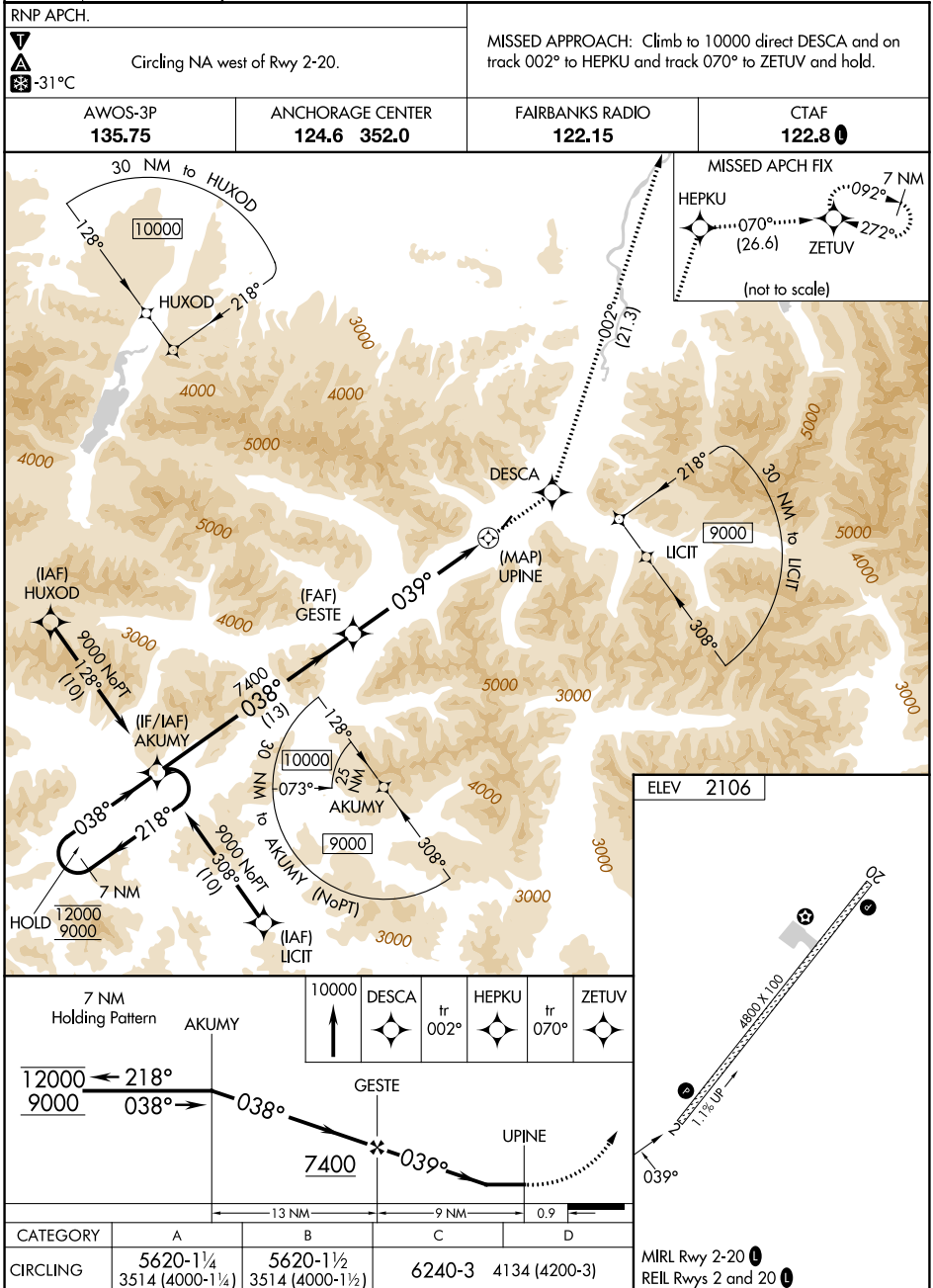
AL-9380 (FAA)

26190

APP CRS	Rwy Ldg	N/A
039°	TDZE	N/A
	Apt Elev	2106

RNAV (GPS)-A

ANAKTUVUK PASS (AKP) (PAKP)



ANAKTUVUK PASS, ALASKA

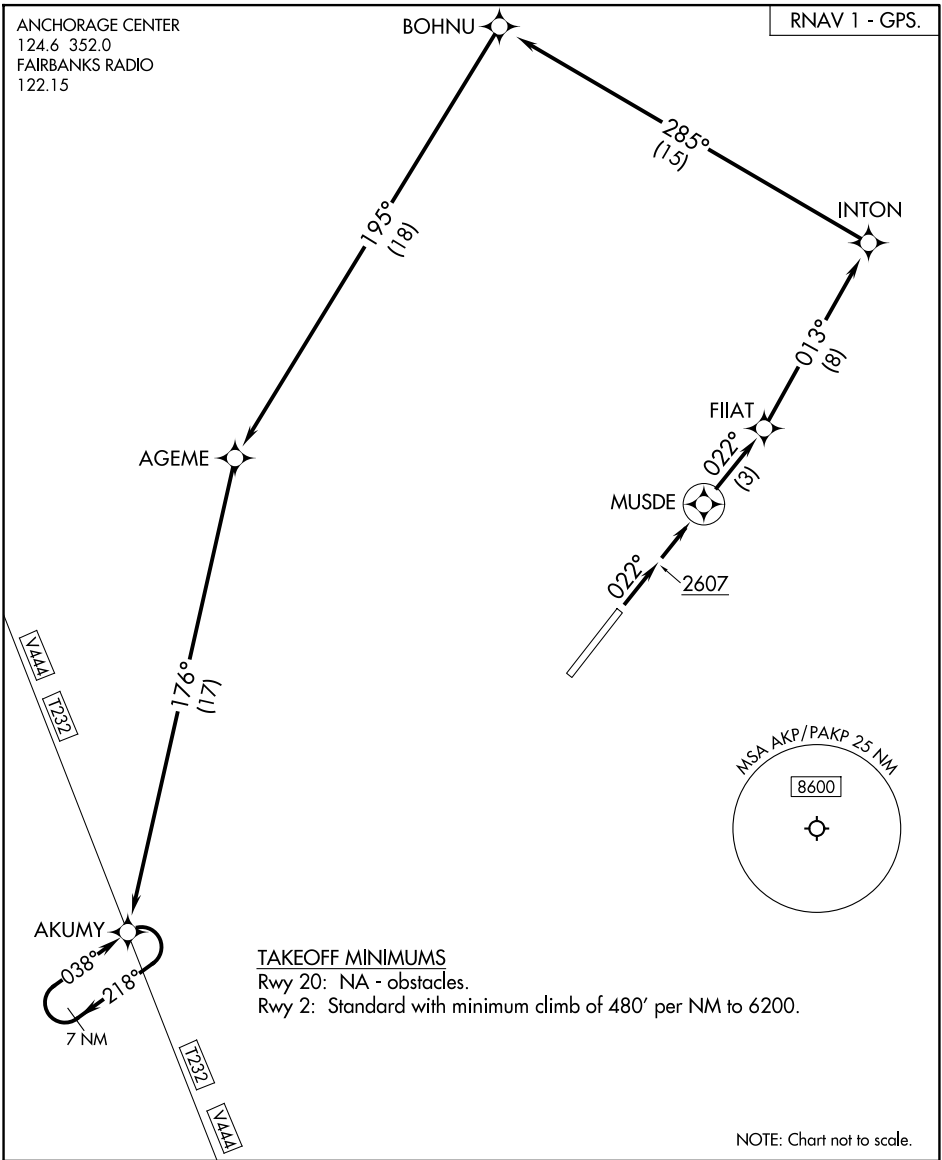
Amdt 2 21MAY20

68°08'N-151°45'W

ANAKTUVUK PASS (AKP) (PAKP)

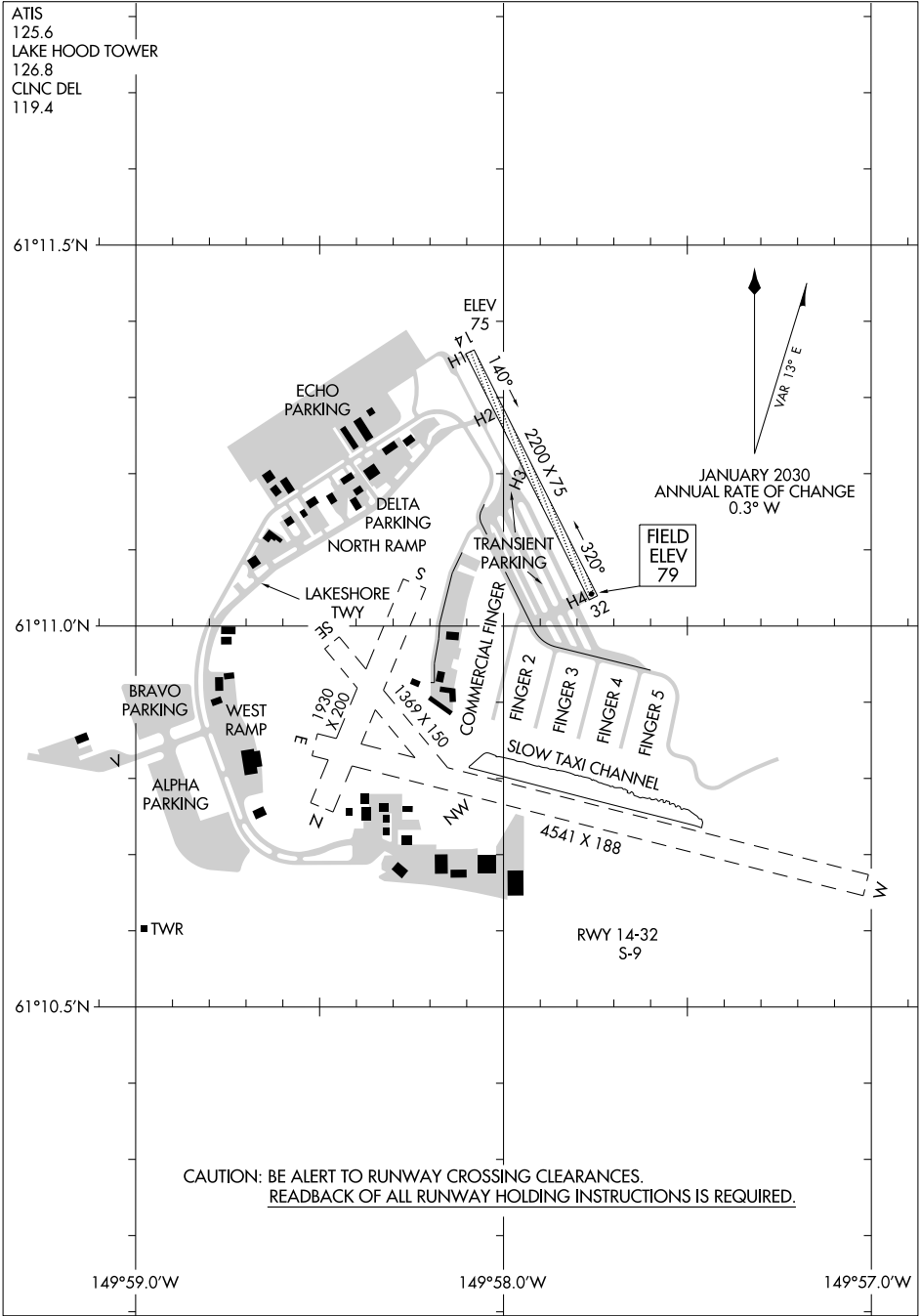
RNAV (GPS)-A

AK, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2607, then direct MUSDE, then on depicted route to AKUMY, maintain 9000 or higher as assigned.



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 47267 W35A	APP CRS 347°	Rwy Ldg TDZE 131 Apt Elev 143
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RNAV (GPS) RWY 35

MERRILL FLD (MRI) (PAMR)

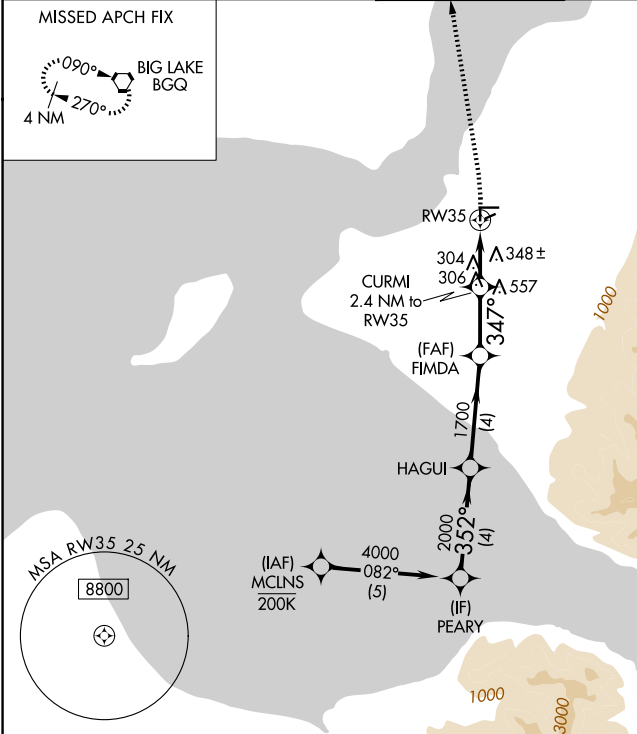
RNP APCH - GPS.



When local altimeter setting not received, use ANC/PANC altimeter setting and increase all MDAs 20 feet. Procedure NA at night.
Rwy 35: Helicopter visibility reduction below 1 SM NA.

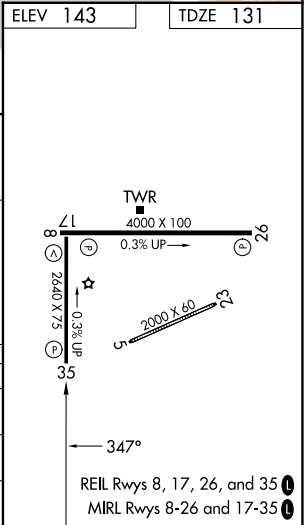
MISSED APPROACH: Climbing left turn to 2000 direct BQG VORTAC and hold.

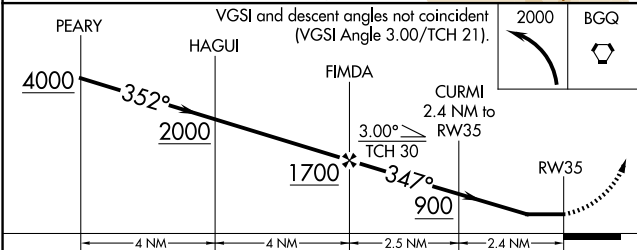
ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER ★ 126.0 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 143

TDZE 131



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 21).				
				
CATEGORY	A	B	C	D
LP MDA	560-1	429 (500-1)	NA	
LNAV MDA	600-1	469 (500-1)	NA	
CIRCLING	740-1 597 (600-1)	800-1 657 (700-1)	NA	

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE, ALASKA

AL-1522 (FAA-O)

26246

WAAS CH 67473 W08B	APP CRS 077°	Rwy Ldg TDZE 140 Apt Elev 143
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RNAV (GPS) Y RWY 8

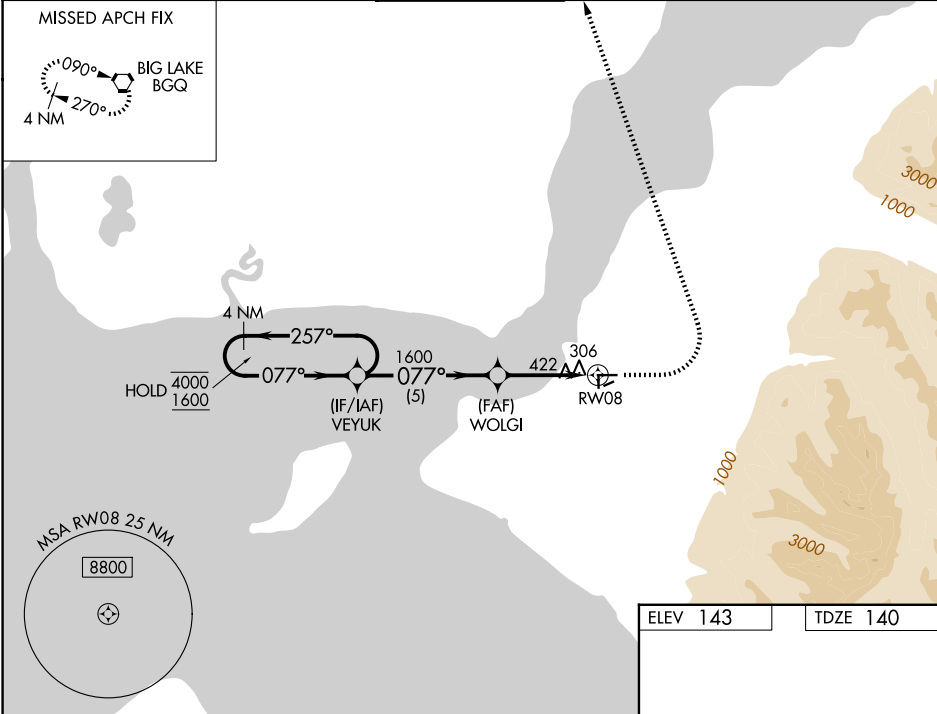
MERRILL FLD (MRI) (PAMR)

RNP APCH - GPS.

When local altimeter setting not received, use ANC/PANC altimeter setting and increase LPV DA to 801 feet. Increase all MDAs 20 feet. Rwy 8: helicopter visibility reduction below 1 SM NA. Circling Rwy 17, 35, 5 and 23 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct BGQ VORTAC and hold.

ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER ★ 126.0 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 29)

4 NM Holding Pattern

VEYUK

WOLGI

1600

1600

GP 3.75° TCH 43

5 NM

3.6 NM

RW08

ELEV 143

TDZE 140

077°

TWR

4000 X 100

0.3% UP

2640 X 75

35

26

23

2000 X 60

CATEGORY	A	B	C	D
LPV DA	788-1 $\frac{7}{8}$	648 (700-1 $\frac{7}{8}$)	NA	
LNAV MDA	680-1	540 (600-1)	NA	
CIRCLING	740-1 597 (600-1)	800-1 657 (700-1)	NA	

REIL Rwy 8, 17, 26, and 35 0
MIRL Rwy 8-26 and 17-35 0

ANCHORAGE, ALASKA
Orig-B 03SEP26

61°13'N-149°51'W

RNAV (GPS) Y RWY 8

MERRILL FLD (MRI) (PAMR)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

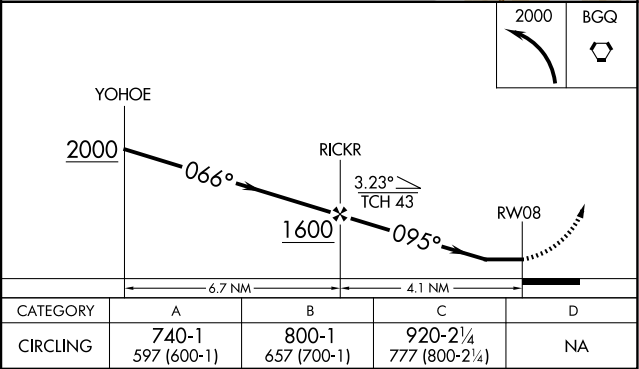
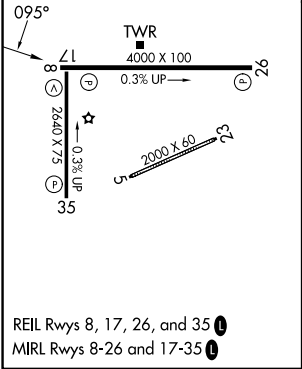
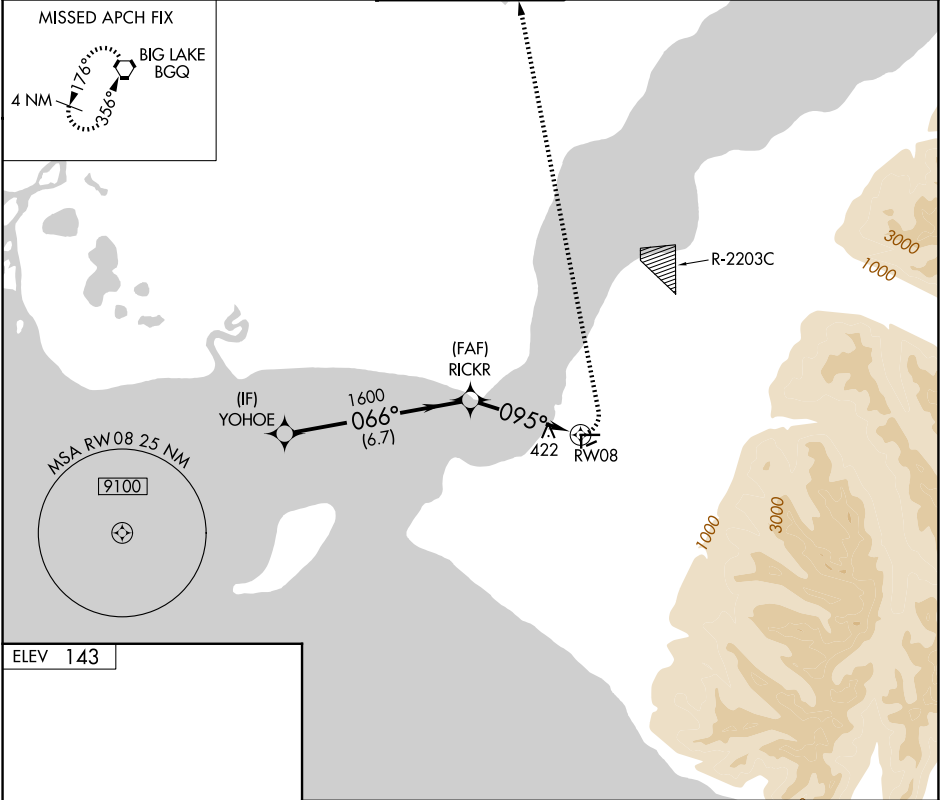
APP CRS 095°	Rwy Ldg TDZE Apt Elev 143	N/A N/A
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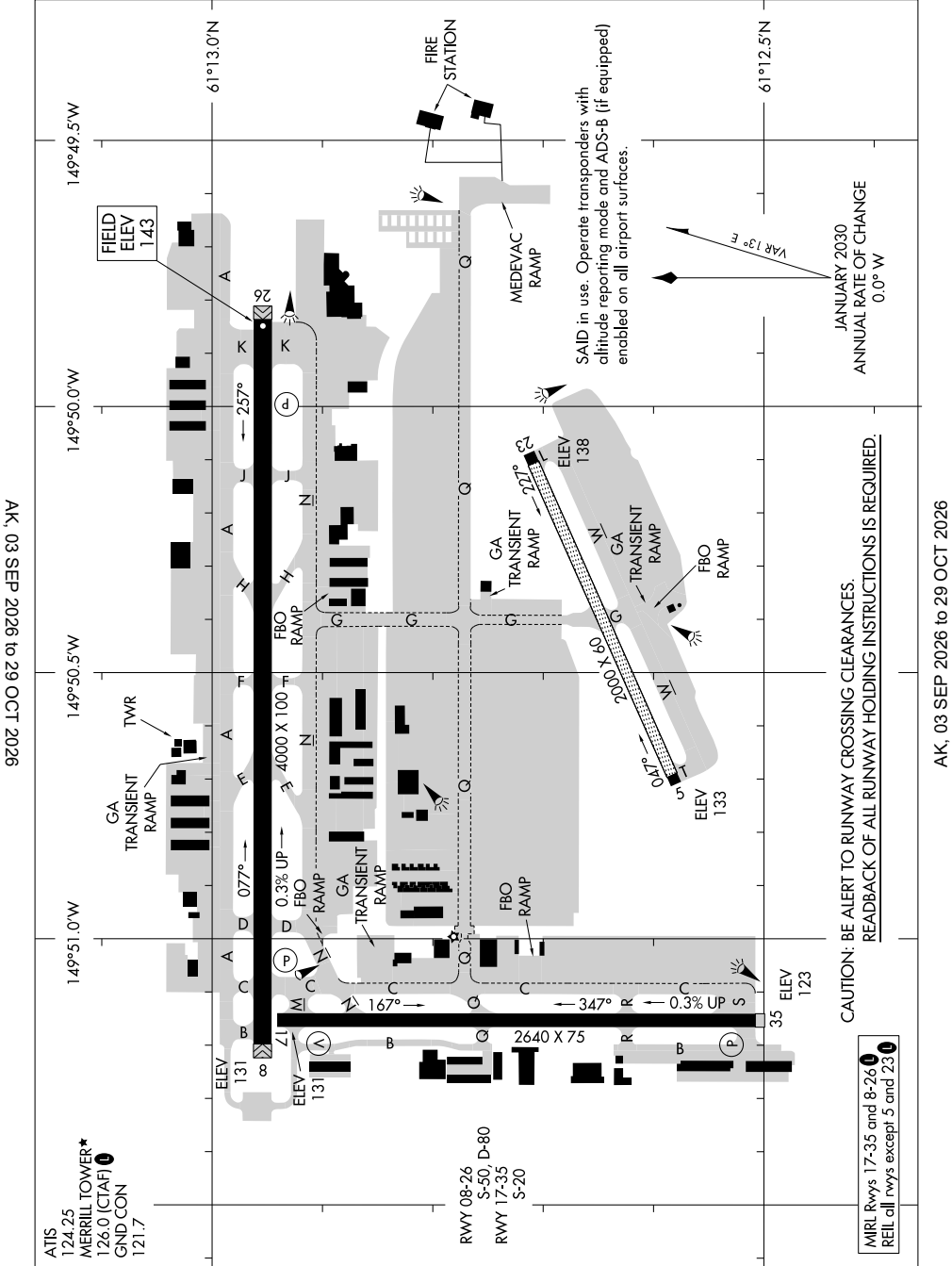
RNAV (GPS)-A

MERRILL FLD (MRI) (PAMR)

RNP APCH - GPS.			MISSED APPROACH: Climbing left turn to 2000 direct BGG VORTAC and hold.	
Circling Rwy 17, 23, 35 NA at night. Rwy 8, 17, 23, and 35 helicopter visibility reduction below 1 SM NA.				

ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER ★ 126.0 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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(PAMR2.BGQ) 26246

MERRILL TWO DEPARTURE(RNAV)

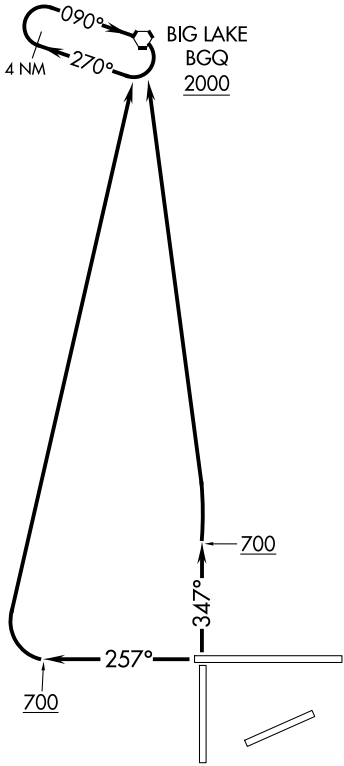
AL-1522 (FAA-O)

MERRILL FLD (MRI) (PAMR)
ANCHORAGE, ALASKA

ANCHORAGE DEP CON
119.1 363.2

TOP ALTITUDE:
5000

RNAV 1 - GPS.

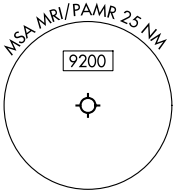


TAKEOFF MINIMUMS

Rwys 8, 17, 5 and 23: NA - ATC.

Rwy 35: Standard with minimum climb of 288' per NM to 700.

Rwy 26: Standard with minimum climb of 417' per NM to 600.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26: Climb on heading 257° to 700 then climbing right turn to 2000 direct BGQ VORTAC.

TAKEOFF RUNWAY 35: Climb on heading 347° to 700 then climbing left turn to 2000 direct BGQ VORTAC.

MERRILL TWO DEPARTURE(RNAV)

(PAMR2.BGQ) 03SEP26

ANCHORAGE, ALASKA
MERRILL FLD (MRI) (PAMR)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

[illegible]

Diagram illustrating the runway layout and dimensions:

- Runway 33 (Dashed line):** 10865 x 200, 0.3% DOWN. Includes TWR.
- Runway 7L (Solid line):** 12400 x 200, 0.4% UP.
- Runway 7R (Solid line):** 10600 x 150, 0.4% DOWN. Includes 25m obstacle.
- Angle:** 74° between Runway 33 and Runway 7L.
- Navigation Aids:** VORTAC, TWR, and a star symbol are indicated.

AK, 03 SEP 2026 to 29 OCT 2026

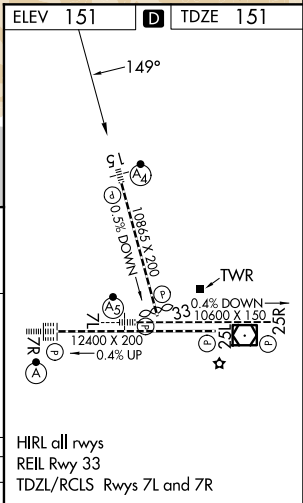
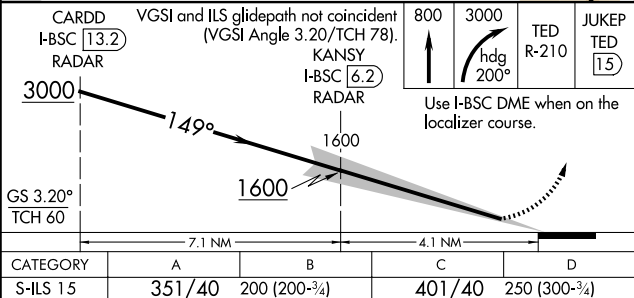
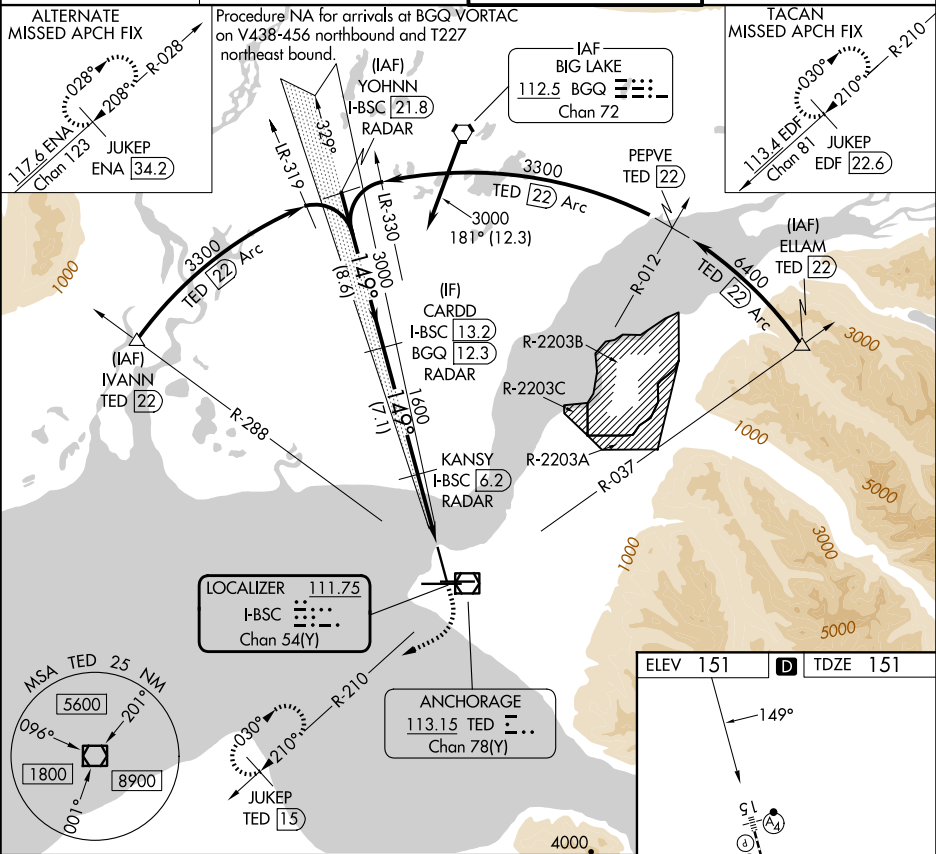
LOC/DME I-BSC	APP CRS	Rwy Ldg
111.75	149°	10000
Chan 54(Y)		TDZE 151
		Apt Elev 151

ILS RWY 15

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME required.	MALSF	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 200° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 800 then climbing right turn to 3000 on heading 200 and on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold
-21°C Inop table does not apply.		

D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25
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ANCHORAGE, ALASKA

AL-1500 (FAA)

26134

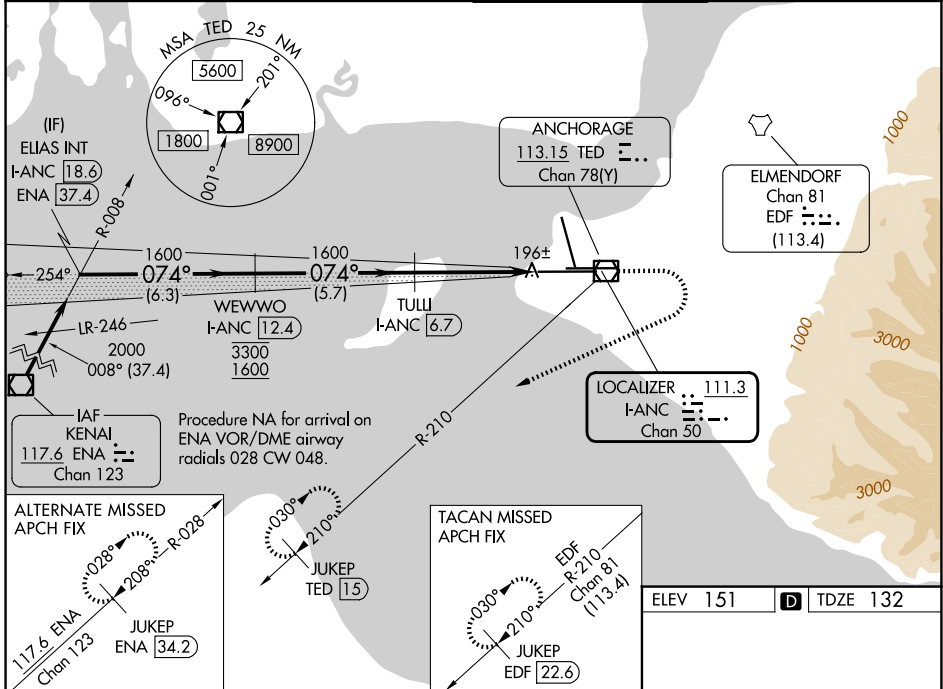
LOC/DME I-ANC 111.3 Chan 50	APP CRS 074°	Rwy Ldg 12400 TDZE 132 Apt Elev 151
---	------------------------	--

ILS RWY 7R (SA CAT I)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

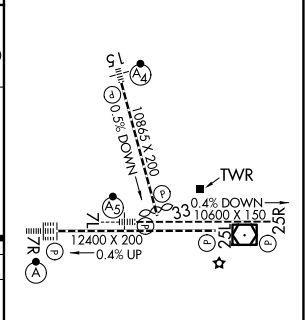
DME required.	ALSIF-2 	MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).
-21°C Requires specific OPSPEC, MSPEC, or LOA approval. Rwy 7L threshold 6140 feet east of Rwy 7R threshold.		

D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25
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ELIAS INT I-ANC 18.6	WEWWO I-ANC 12.4	TULLI I-ANC 6.7	JUKEP 15	EDF 22.6
GS 3.00° TCH 55	3300 1600	1600	780 3000	hdg 230°
6.3 NM	5.7 NM	4.4 NM	1074'	
CATEGORY	A	B	C	D
S-ILS 7R	RA 245/14 150 DA 282			

**SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



HIRL all rwys
REIL Rwy 33
TDZL/RCLS Rwy 7L and 7R

ANCHORAGE, ALASKA

Amdt 5 05OCT23

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

61°10'N-150°00'W

ILS RWY 7R (SA CAT I)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-TGN	APP CRS	Rwy Ldg
109.9	074°	10600
Chan 36		TDZE 128
		Apt Elev 151

ILS RWY 7L (SA CAT I & II)

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

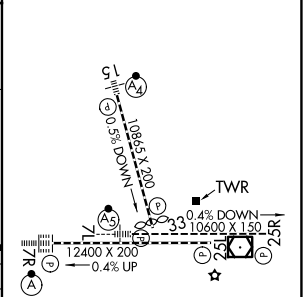
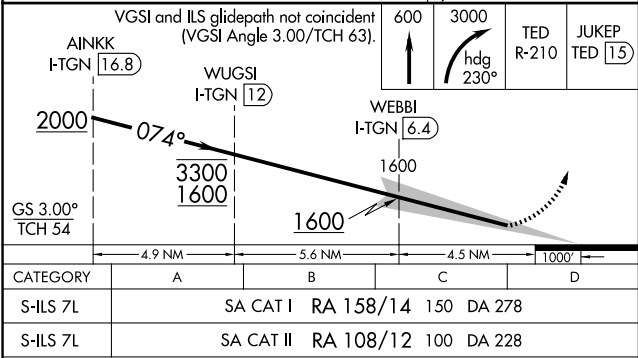
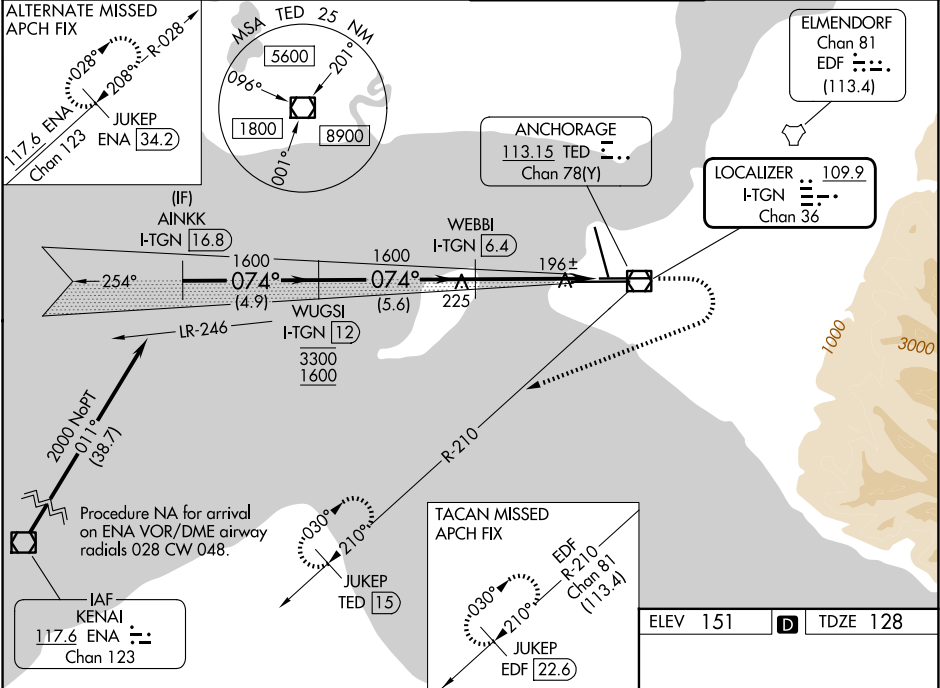
DME required.

SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 230° and TED VOR/DME R-210 to JUKEP/ TED 15 DME and hold. (TACAN aircraft climb to 600 then climbing right turn to 3000 on heading 230° on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

D-ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON
135.5	118.6 290.5	118.3 257.8	121.9 338.25



SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all rwys
REIL Rwy 33
TDZL/RCLS Rwy 7L and 7R

ANCHORAGE, ALASKA

AL-1500 (FAA)

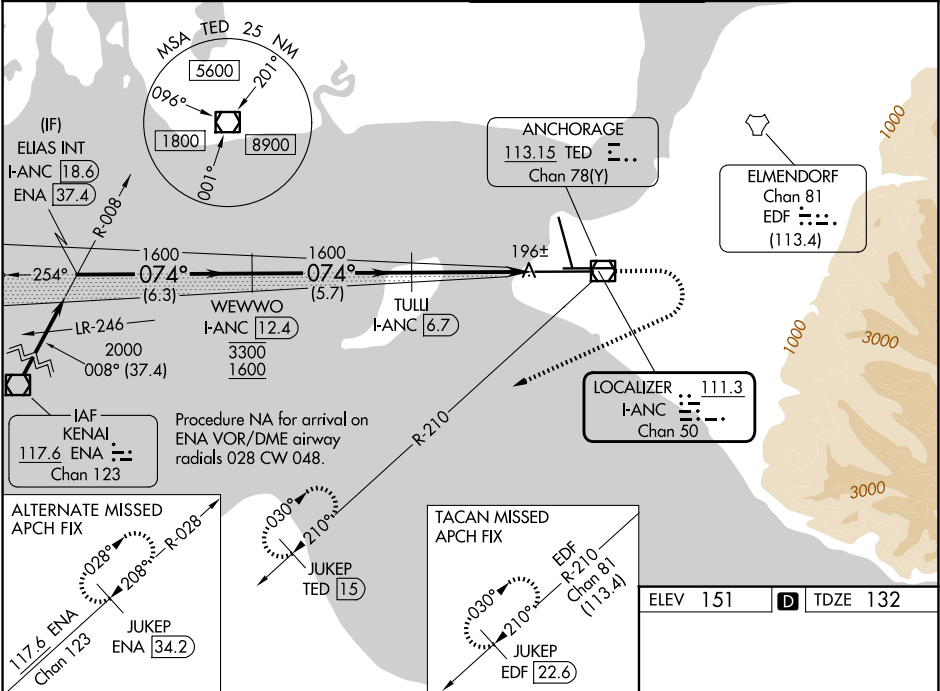
26134

LOC/DME I-ANC 111.3 Chan 50	APP CRS 074°	Rwy Ldg 12400 TDZE 132 Apt Elev 151
---	------------------------	--

ILS RWY 7R (CAT II & III)
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME required. ▼ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Rwy 7L threshold 6140 feet east of Rwy 7R threshold.	ALSIF-2 A	MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).
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D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72). ELIAS INT I-ANC 18.6 WEWWO I-ANC 12.4 TULLI I-ANC 6.7 JUKEP TED R-210 TED 15				
2000 074° 3300 1600 1600 GS 3.00° TCH 55 6.3 NM 5.7 NM 4.4 NM 1074'				
CATEGORY	A	B	C	D
S-ILS 7R	CAT II RA 115/12 100 DA 232			
S-ILS 7R	CAT III RVR 06			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				
HIRL all rwys REIL Rwy 33 TDZL/RCLS Rwys 7L and 7R				

Diagram illustrating the runway layout and glidepath information. The diagram shows the intersection of the ELIAS INT and WEWWO ILS glidepaths. The ELIAS INT glidepath is at 3.00° TCH 55, and the WEWWO ILS glidepath is at 074°. The intersection point is at 1600 feet. The runway is 1074 feet wide. The diagram also shows the TULLI I-ANC and JUKEP TED R-210. The runway is labeled with 2000, 3300, and 1600 feet. The diagram includes a scale bar showing 6.3 NM, 5.7 NM, and 4.4 NM. The diagram also shows the HIRL all rwys, REIL Rwy 33, and TDZL/RCLS Rwy 7L and 7R.

ANCHORAGE, ALASKA
Amdt 5 05OCT23

61°10'N-150°00'W

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
ILS RWY 7R (CAT II & III)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
329°

Rwy Ldg
10400

TDZE
121

Apt Elev
151

RNAV (RNP) RWY 33

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

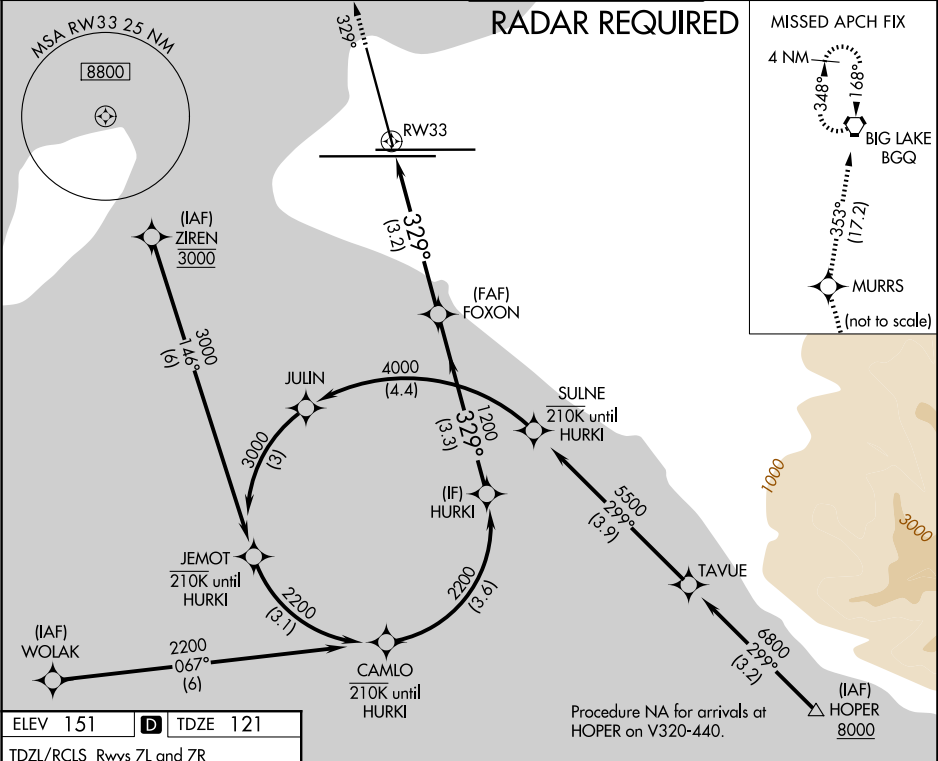
RNP AR APCH. RF required.

-21°C

For uncompensated Baro-VNAV systems,
procedure NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 on the RNAV missed approach route to BGQ VORTAC and hold.

D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25
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	4000	MURRS	tr 329°	tr 353°	BGQ	
						HURKI
						2200
						GP 3.00° TCH 60
CATEGORY	A	B	C	D		
RNP 0.11 DA		463-1	342 (400-1)			
RNP 0.20 DA		525-1 1/8	404 (400-1 1/8)			
RNP 0.30 DA		687-1 5/8	566 (600-1 1/8)			

AUTHORIZATION REQUIRED

ANCHORAGE, ALASKA

AL-1500 (FAA)

26134

APP CRS **074°**
 Rwy Ldg **12400**
 TDZE **132**
 Apt Elev **151**

RNAV (RNP) Z RWY 7R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP AR APCH, RF required.

ALSIF-2

MISSED APPROACH: Climb to 3000
 on the missed approach route to
 JUKEP and hold.

▽ Missed approach requires RNP less than 1.0.
✈ -21°C For uncompensated Baro-VNAV systems, procedure
 NA below -18°C (0°F) or above 54°C (130°F).
 For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.

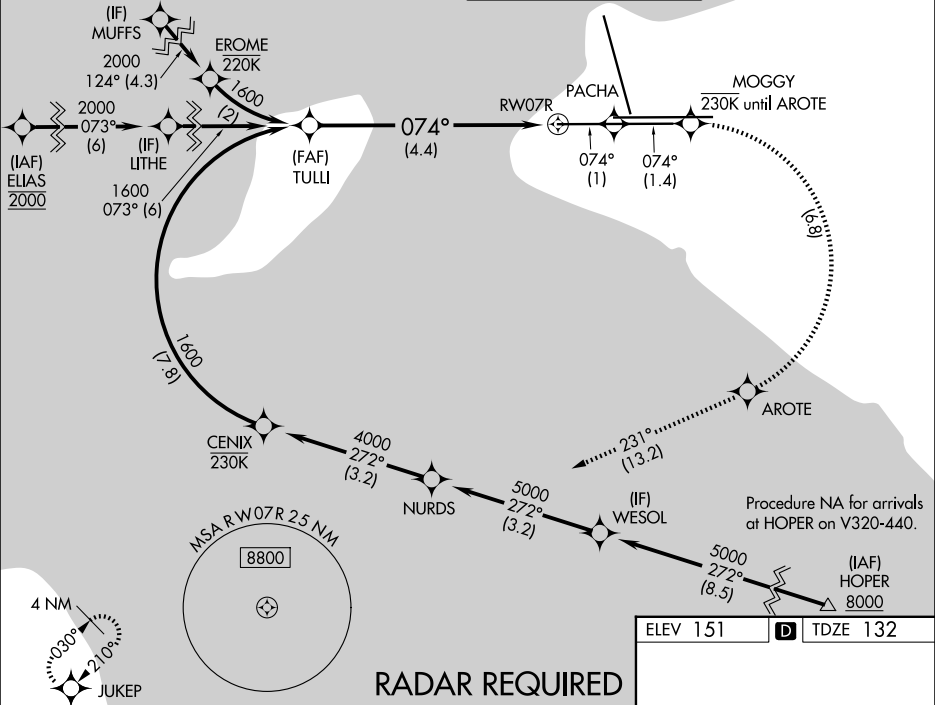


D-ATIS
135.5

ANCHORAGE APP CON
118.6 290.5

ANCHORAGE TOWER
118.3 257.8

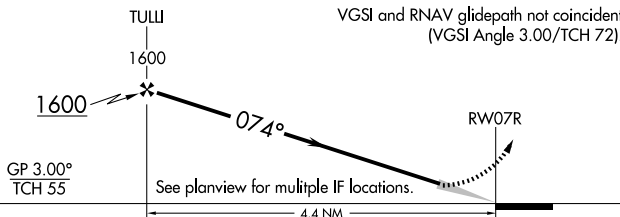
GND CON
121.9 338.25



RADAR REQUIRED

3000 ↑ tr 074° PACHA tr 074° MOGGY AROTE tr 231° JUKEP

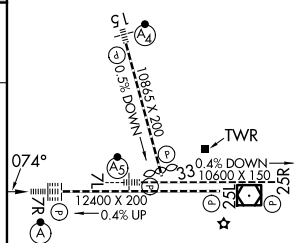
VGSI and RNAV glidepath not coincident
 (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
RNP 0.30 DA	562/50	430 (500-1)		

AUTHORIZATION REQUIRED

ELEV 151 **D** TDZE 132



HIRL all rwys
 REIL Rwy 33
 TDZL/RCLS Rwy 7L and 7R

ANCHORAGE, ALASKA

Orig-D 19JUL18

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

61°10'N-150°00'W

RNAV (RNP) Z RWY 7R

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86215 W07B	APP CRS 074°	Rwy Ldg 10600 TDZE 128 Apt Elev 151
--	------------------------	--

RNAV (GPS) RWY 7L

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP APCH.

⚠

⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct JUKEP and hold.

D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25
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IVANN Procedure NA for arrivals at IVANN on V440 westbound .

(IAF) ECIKI 2000 074° (7.5)

(IF) NAJIL 1600 074° (6.5)

(FAF) WEBBI 343±

MSA RW07L 25 NM 8900

GASTO Procedure NA for arrivals at GASTO on V462 southwest bound.

(IAF) CEYAB 2000 029° (6.9)

4 NM

JUKEP

GP 3.00° TCH 54

2000 074° 1600

6.5 NM 3.2 NM 1.3 NM

800 3000 JUKEP

* 1.3 NM to RW07L

* LNAV only

RW07L

ELEV 151 TDZE 128

074°

10865 X 200 0.5% DOWN

10600 X 150 0.4% DOWN

12400 X 200 0.4% UP

TWR

HIRL all rwy's

REIL Rwy 33

TDZL/RCLS Rwy's 7L and 7R

CATEGORY	A	B	C	D
LPV DA	328/18		200 (200-½)	
LNAV/VNAV DA	595/50		467 (500-1)	
LNAV MDA	600/24 472 (500-½)		600/50 472 (500-1)	
CIRCLING	700-1 549 (600-1)		800-1¾ 920-2½ 649 (700-1¾) 769 (800-2½)	

ANCHORAGE, ALASKA

Amtd 3 10OCT19

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

61°10'N-150°00'W

RNAV (GPS) RWY 7L

47

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE, ALASKA

AL-1500 (FAA)

26134

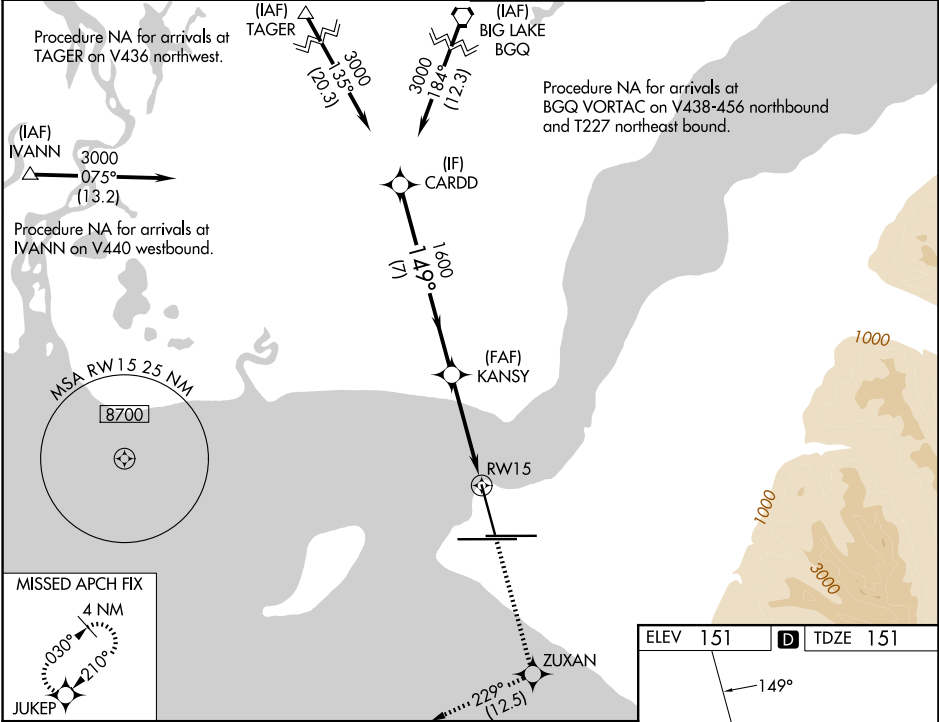
WAAS CH 90115 W15A	APP CRS 149°	Rwy Ldg TDZE 151 Apt Elev 151
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RNAV (GPS) RWY 15

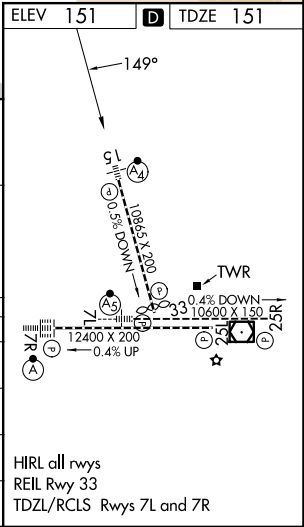
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP APCH.	MALSF	MISSED APPROACH: Climb to 3000 direct ZUXAN and on track 229° to JUKEP and hold.
▼ Inop table does not apply to LPV, LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. ☞ -21°C For inop ALS, increase LNAV Cat C/D visibility to 1 3/8 SM.	Ⓜ	

D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25
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CARD D	VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 78).	3000	ZUXAN	JUKEP
GP 3.20° TCH 60		1600	tr 229°	
		*0.8 NM to RWY 15	*LNAV only	
		7 NM	3.3 NM	0.8 NM
CATEGORY	A	B	C	D
LPV DA	351/40	200 (200-3/4)	401/40	250 (300-3/4)
LNAV/VNAV DA	404/40 253 (300-3/4)			
LNAV MDA	600/40	449 (500-3/4)	600/60	449 (500-1 1/4)
CIRCLING	700-1	549 (600-1)	800-1 3/4 649 (700-1 3/4)	920-2 1/2 769 (800-2 1/2)



ANCHORAGE, ALASKA
Amdt 3 10OCT19

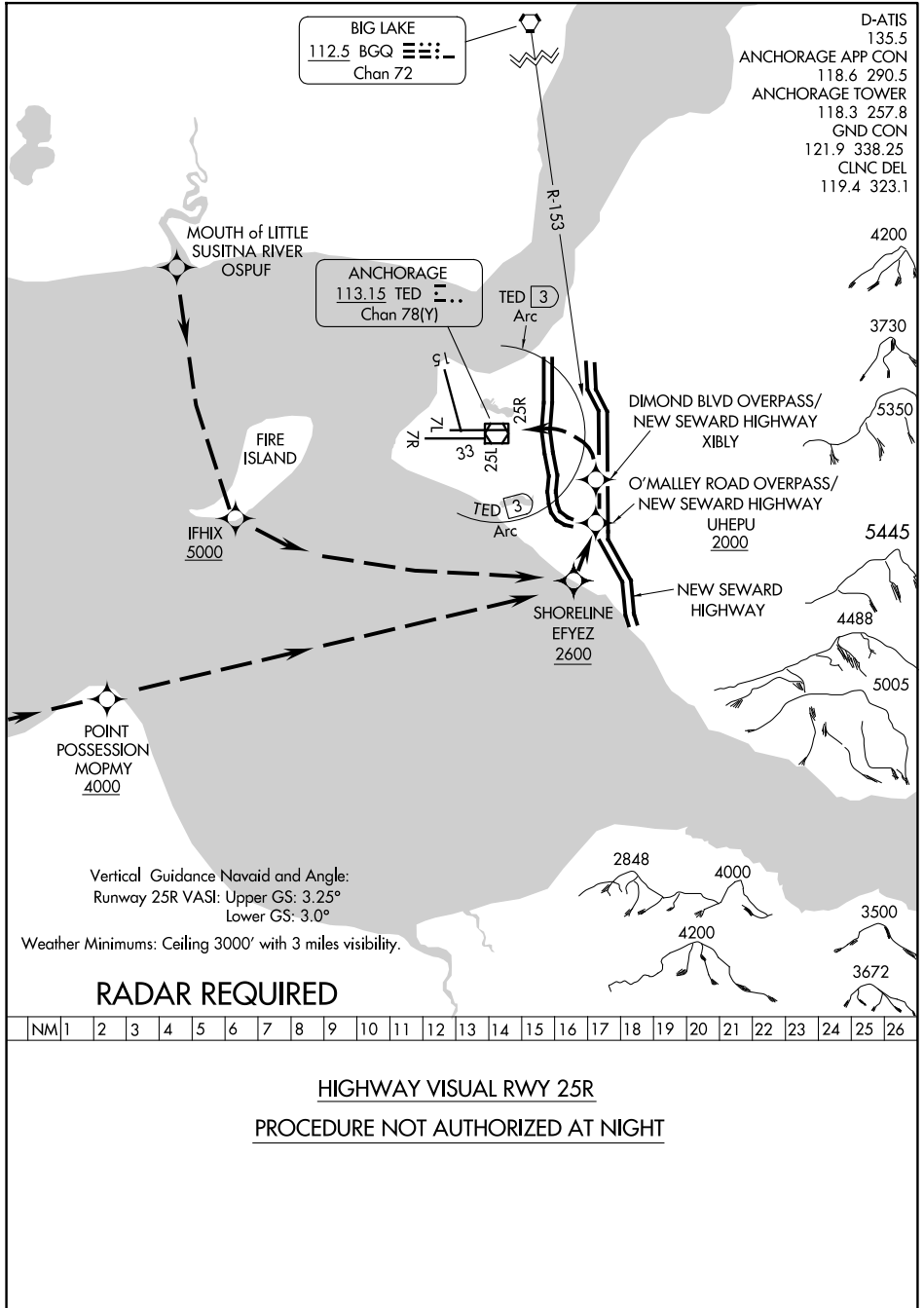
TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W
RNAV (GPS) RWY 15

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

HIGHWAY VISUAL RWY 25R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA



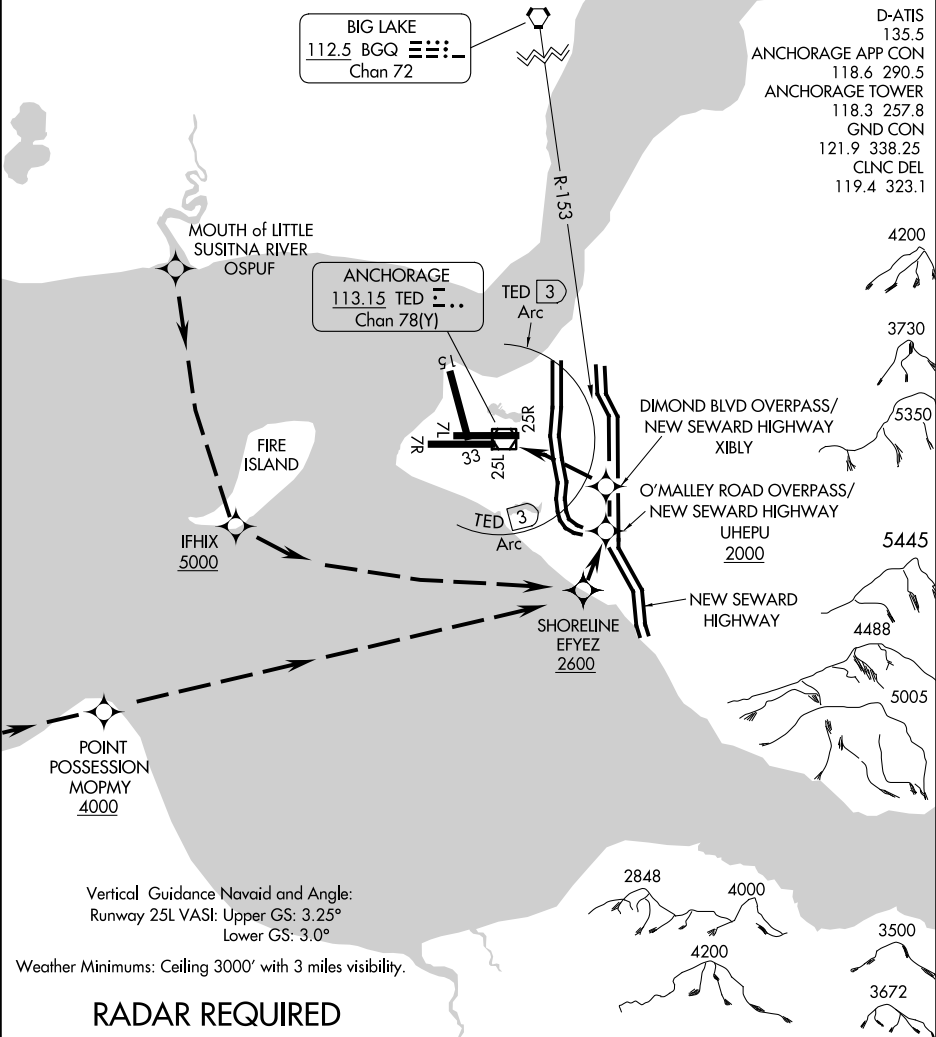
HIGHWAY VISUAL RWY 25R

Amdt 1 09FEB12

61°10'N-150°00'W

ANCHORAGE, ALASKA

TED STEVENS ANCHORAGE INTL (ANC) (PANC)



26134

AIRPORT DIAGRAM

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

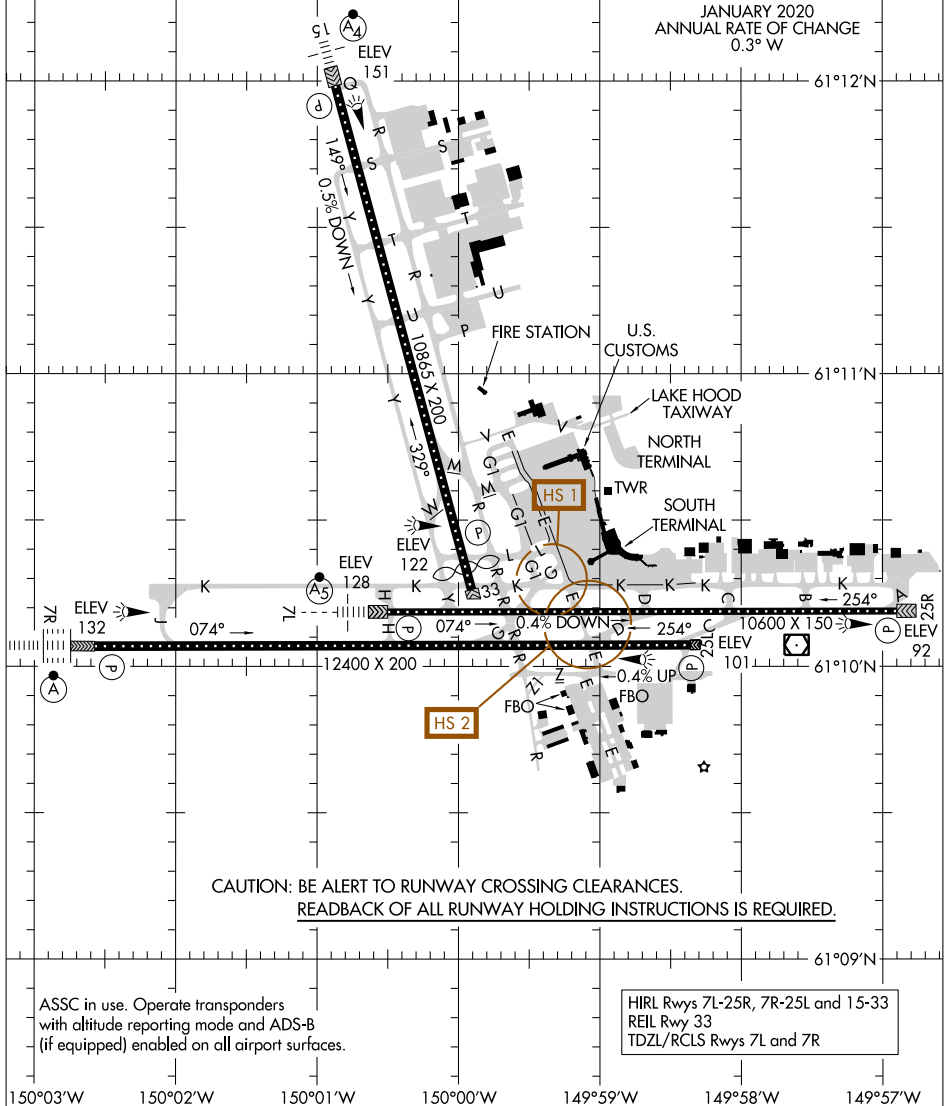
D-ATIS
135.5
ANCHORAGE TOWER
118.3 257.8
GND CON
121.9 338.25
CLNC DEL
119.4 323.1
PDC

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

JANUARY 2020
ANNUAL RATE OF CHANGE
0.3° W



AIRPORT DIAGRAM

26134

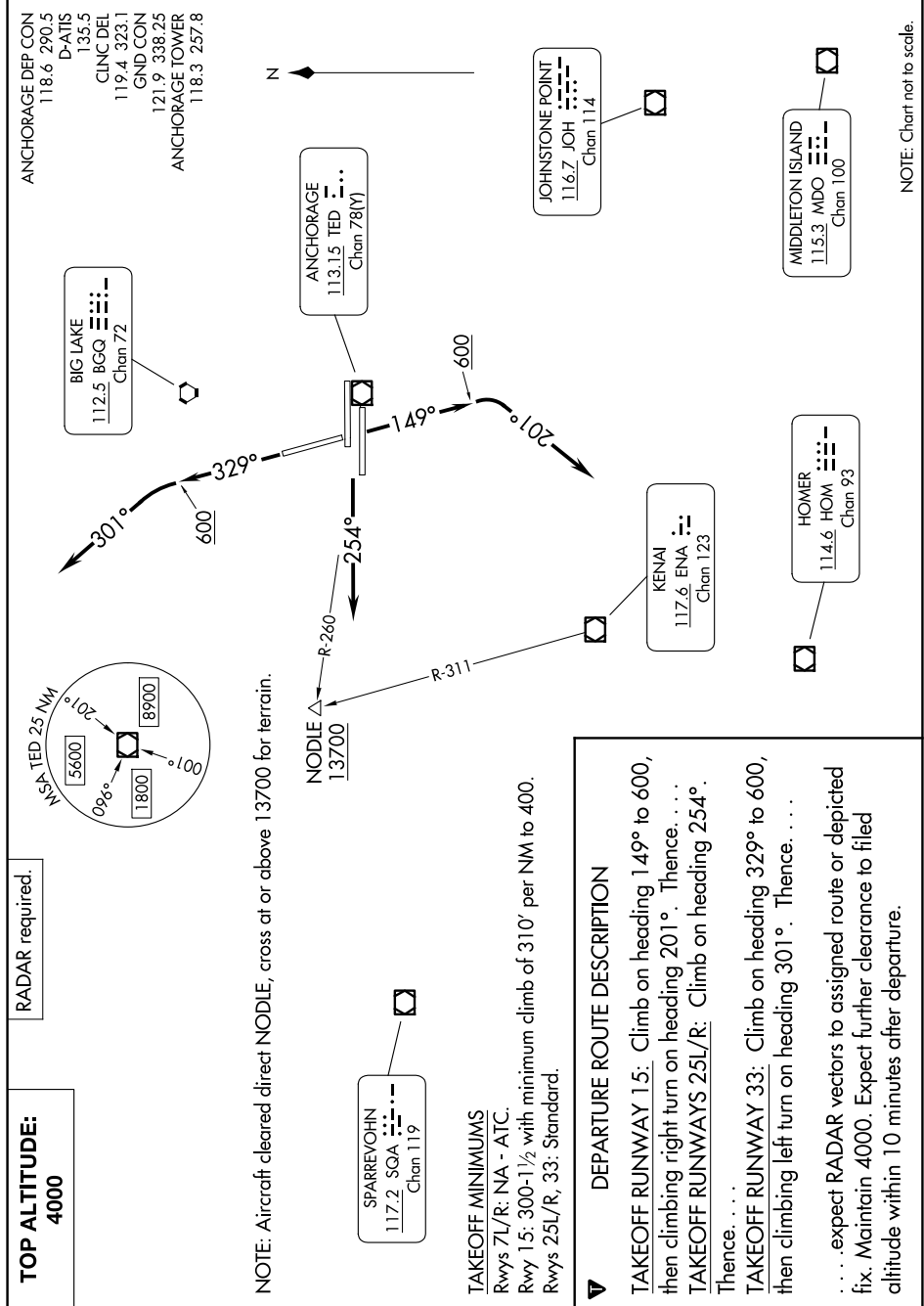
ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE ONE DEPARTURE

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

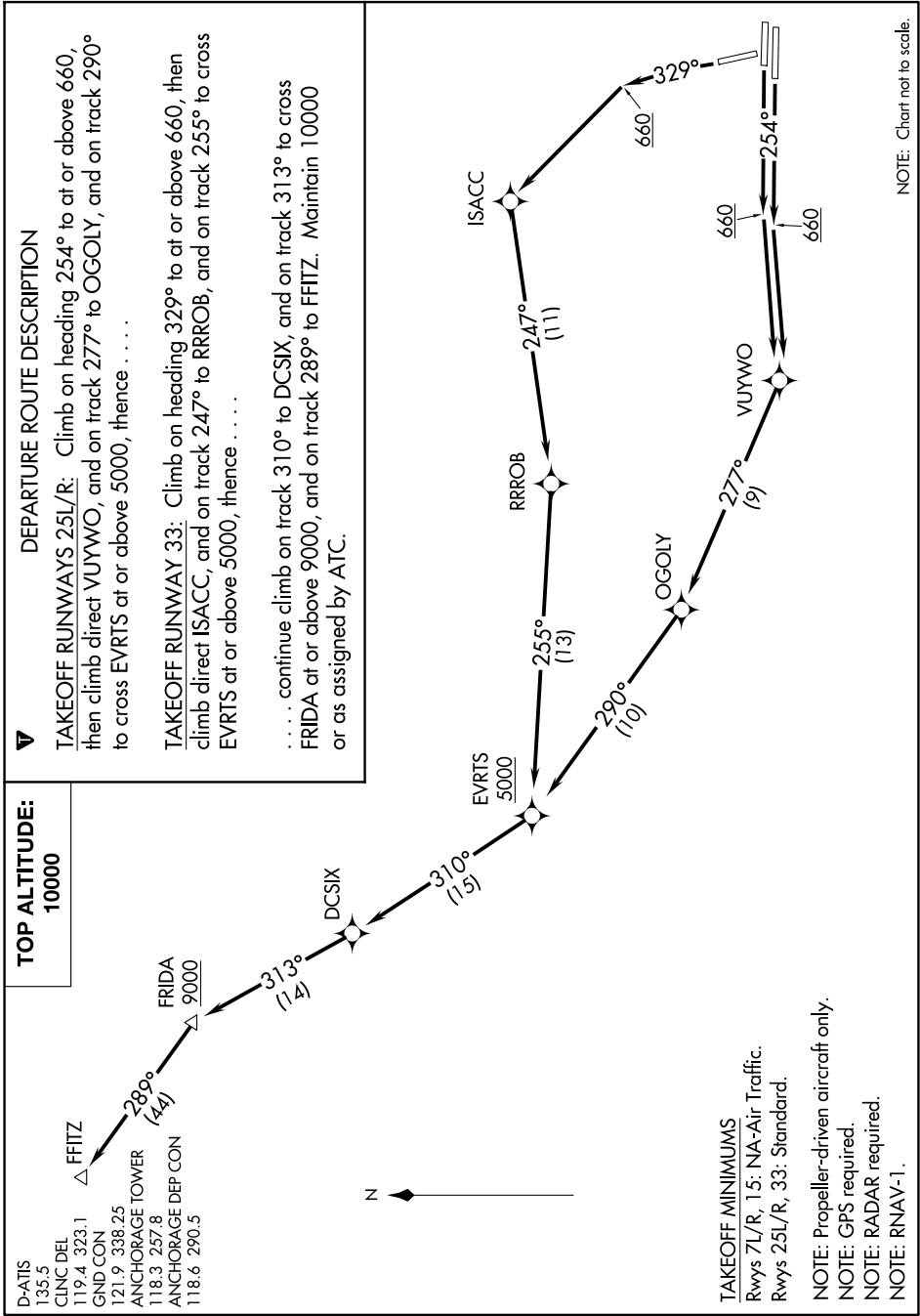
AK, 03 SEP 2026 to 29 OCT 2026



(FFITZ4.FFITZ) 18032

FFITZ FOUR DEPARTURE (RNAV)

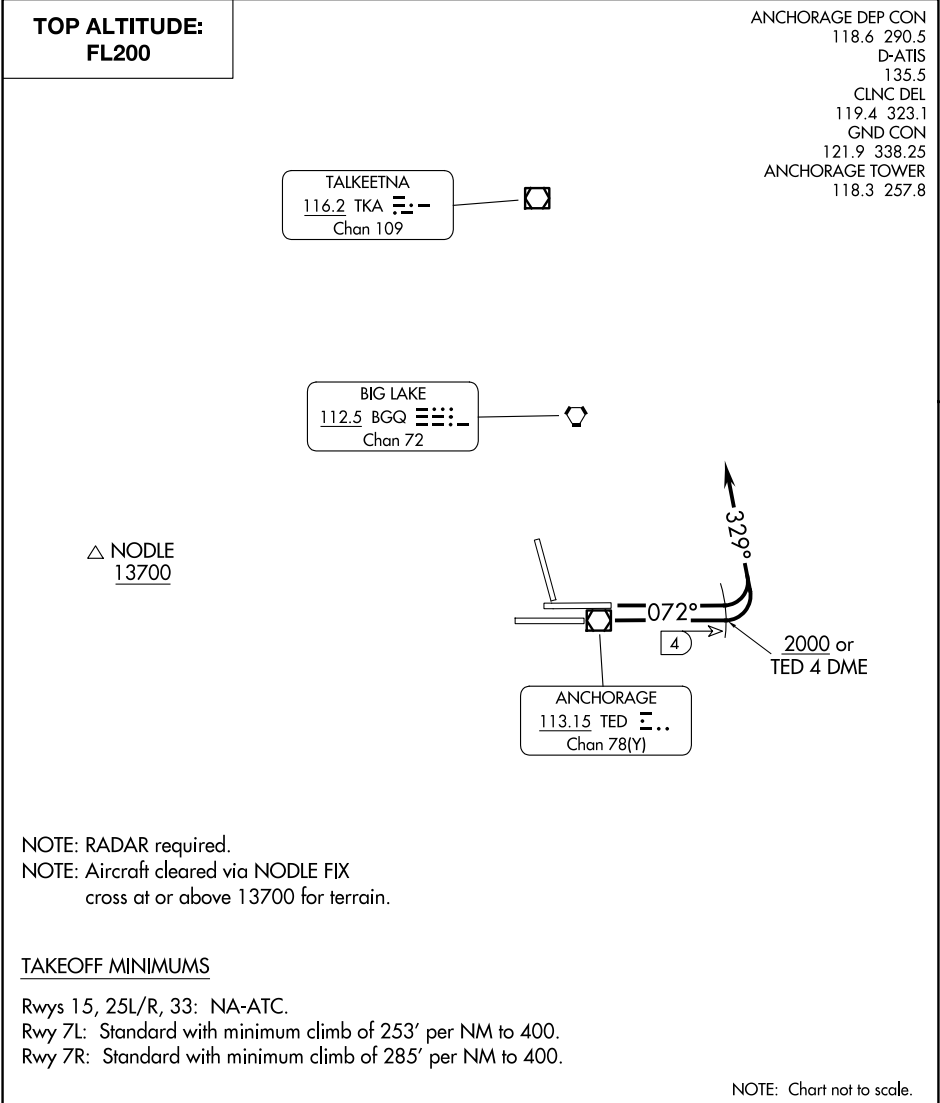
TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA



FFITZ FOUR DEPARTURE (RNAV)

(FFITZ4.FFITZ) 01FEB18

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC) (PANC)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R: Climb heading 072° to 2000 or TED 4 DME, whichever comes first, then climbing left turn heading 329° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude 10 minutes after departure.

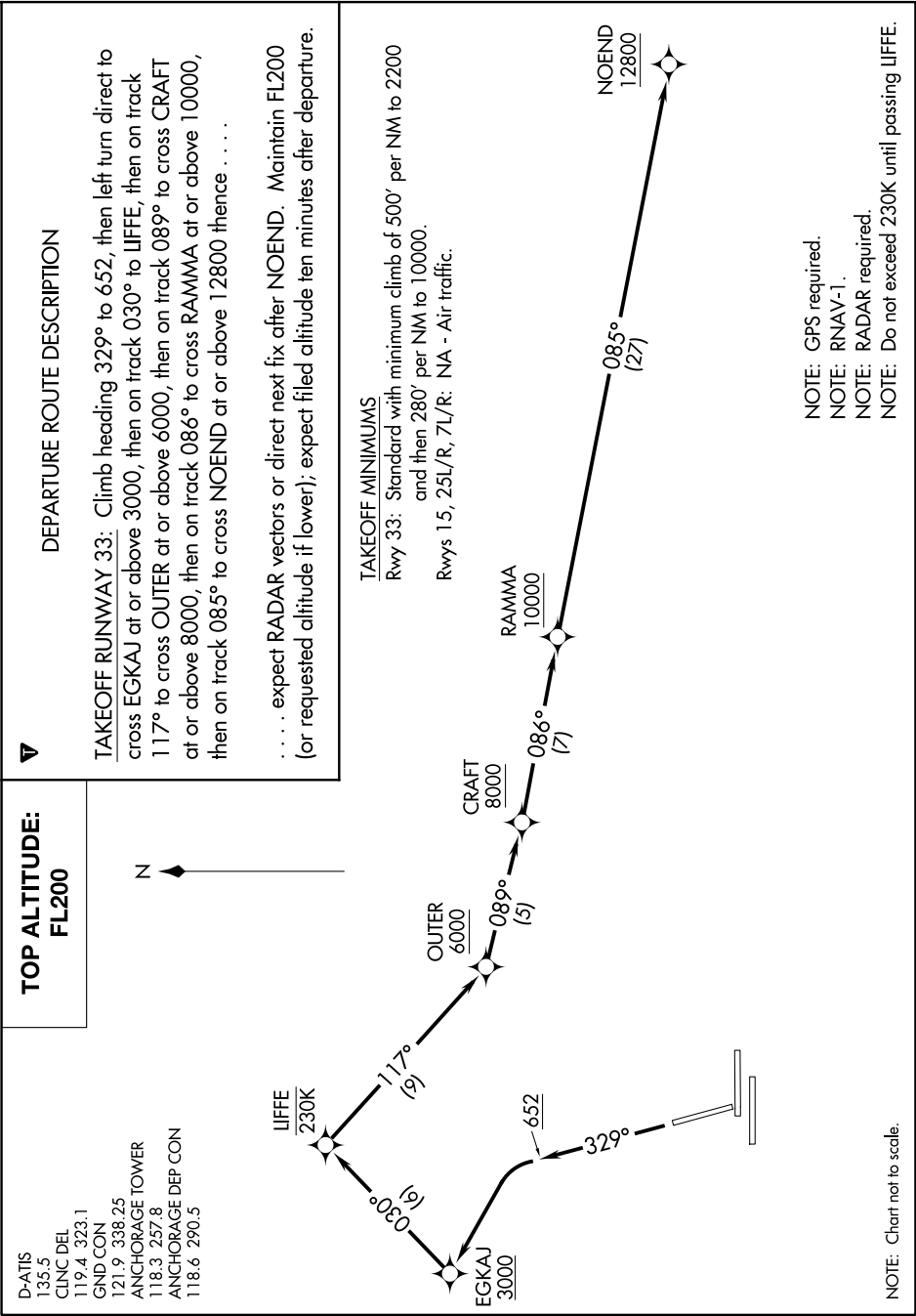
All aircraft, climb as rapidly as practical through 3000, if unable to reach 2000 by TED 4 DME advise ATC prior to departure.

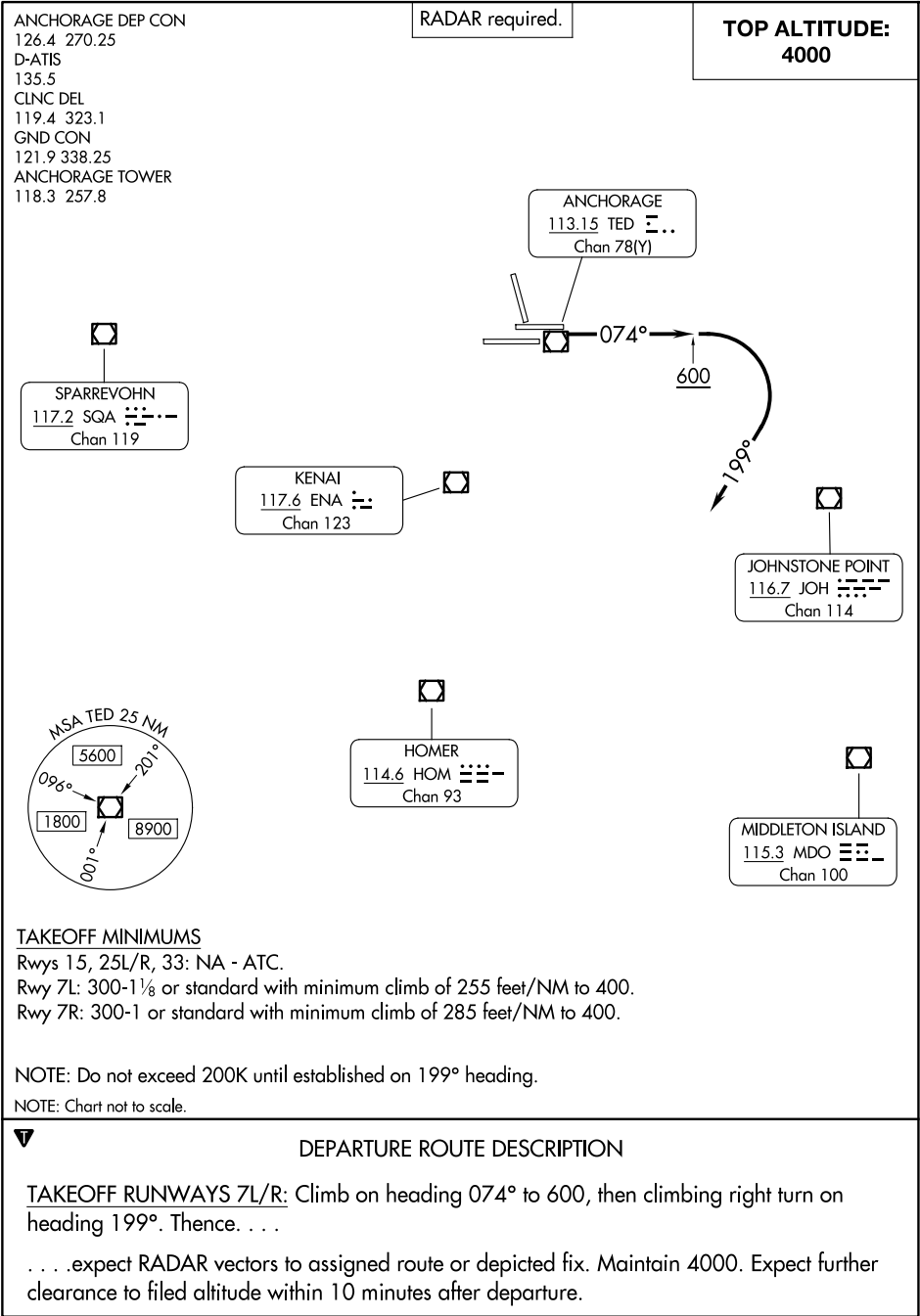
(NOEND4.NOEND) 18032

NOEND FOUR DEPARTURE (RNAV)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

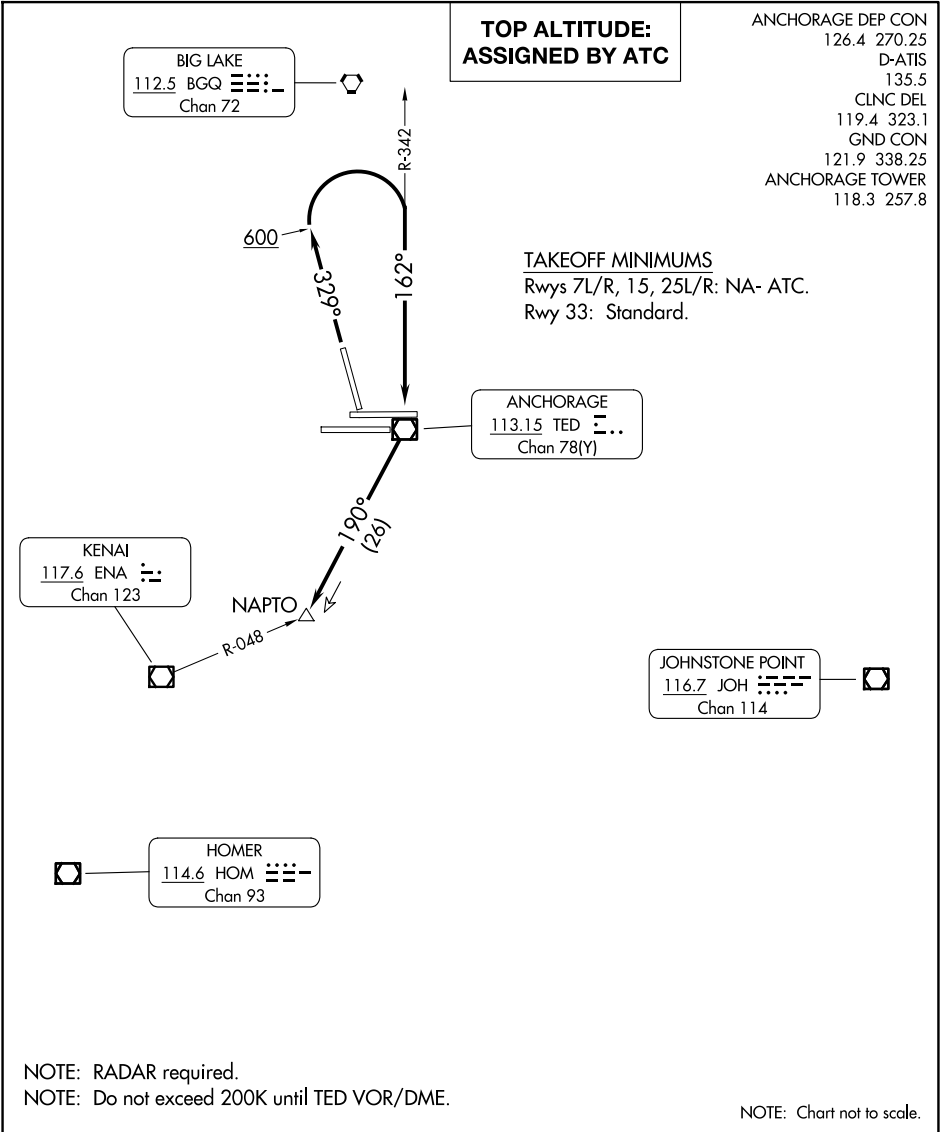
AK, 03 SEP 2026 to 29 OCT 2026





AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



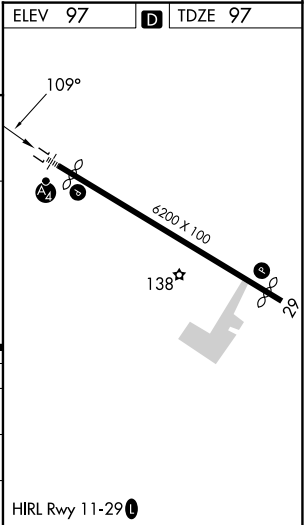
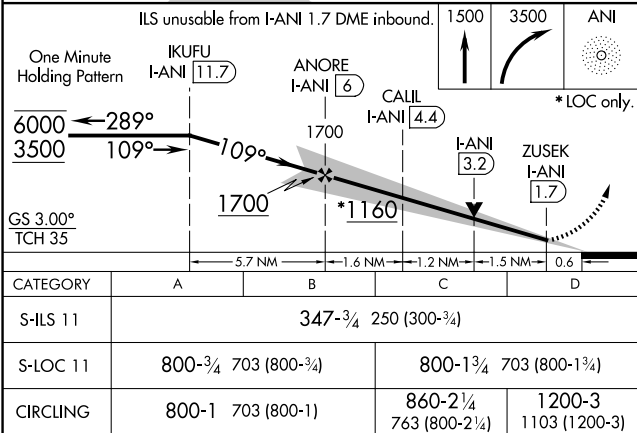
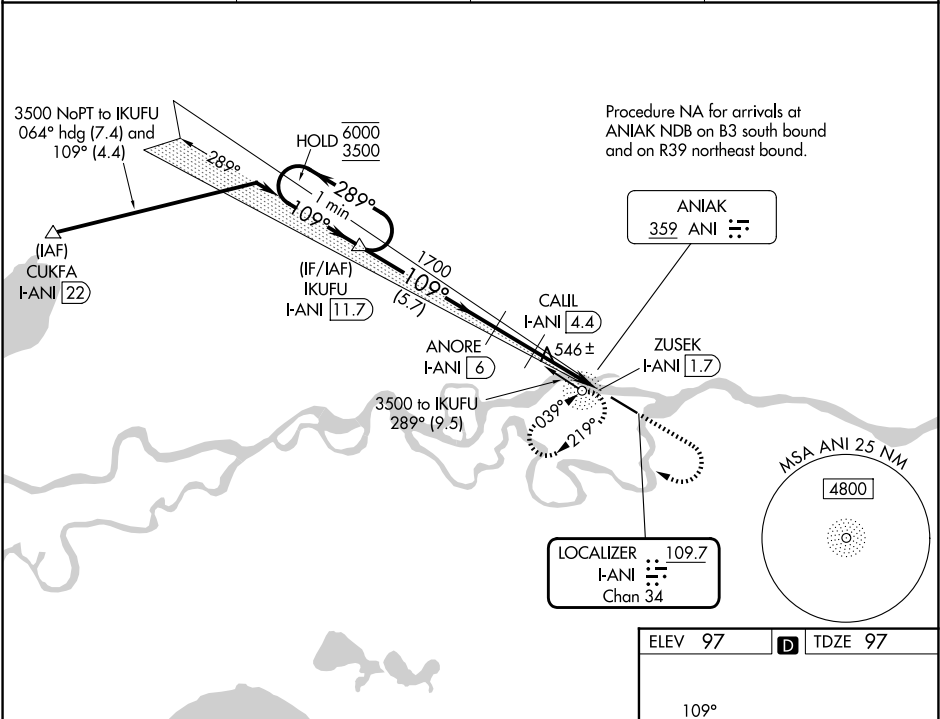
LOC/DME	I-ANI	APP CRS	Rwy Ldg	5400
109.7		109°	TDZE	97
Chan 34			Apt Elev	97

ILS or LOC RWY 11

ANIAK (ANI)(PANI)

DME required.	MALSF	MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct ANI NDB and hold, continue climb-in-hold to 3500. (ADF required)
▼ ▲ ❄ Circling NA north of Rwy 11-29. Rwy 11 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS all Cats.	Ⓜ Ⓜ	

AWOS-3P 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.10
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ANIAK, ALASKA

AL-1233 (FAA)

25331

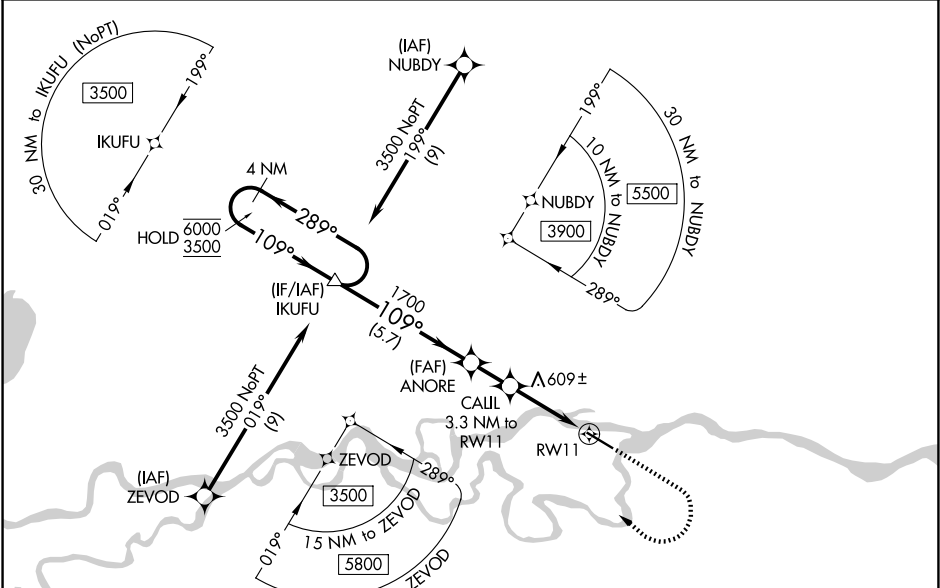
WAAS CH 45838 W11A	APP CRS 109°	Rwy Ldg 5400 TDZE 97 Apt Elev 97
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RNAV (GPS) RWY 11

ANIAK (ANI)(PANI)

RNP APCH.	▼ ⚠ ❄ Circling NA north of Rwy 11-29. Rwy 11 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV Cat A. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 2 ½ SM.	MALSF ⬇ ⬆ ⬇ ⬆ ⬆ ⬆ MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct IKUFU and hold, continue climb-in-hold to 3500.
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AWOS-3P 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.1
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		ELEV 97		D TDZE 97	
		1500		3500	
		↑		↻	
		IKUFU		△	
4 NM Holding Pattern		ANORE		CAUL	
6000 ← 289°		1700		3.3 NM to RW11	
3500 → 109°		1700		2.3 NM to RW11	
GP 3.00°		*1160		RW11	
TCH 35		5.7 NM		1.6 NM	
		1 NM		2.3 NM	
CATEGORY	A	B	C	D	
LPV DA	347-1 250 (300-1)				
LNAV/VNAV DA	994-4 897 (900-4)				
LNAV MDA	860-1 763 (800-1)		860-2 763 (800-2)		
CIRCLING	860-1 763 (800-1)	860-1¼ 763 (800-1¼)	860-2½ 763 (800-2½)	1200-3 1103 (1200-3)	
HIRL Rwy 11-29					

ANIAK, ALASKA
Amdt 2 10SEP20

61°35'N-159°33'W

ANIAK (ANI)(PANI)

RNAV (GPS) RWY 11

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

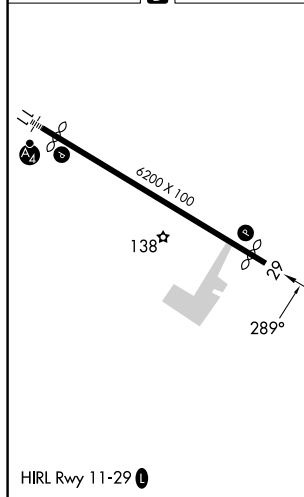
25331

RNAV (GPS) RWY 29
ANJAK (ANJ)(PANI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct APWIS and hold.

AWOS-3P 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.10
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ELEV 97	D	TDZE 97
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CATEGORY	A	B	C	D
LPV DA	347-1 250 (300-1)			
RNAV/ VNAV DA	460-1 363 (400-1)			
RNAV MDA	560-1	463 (500-1)	560-1 ³ / ₈	463 (500-1 ³ / ₈)
CIRCLING	560-1 463 (500-1)	620-1 523 (600-1)	860-2 ¹ / ₄ 763 (800-2 ¹ / ₄)	1200-3 1103 (1200-3)

ANIK (ANI)(PANI)
RNAV (GPS) RWY 29

ARCTIC VILLAGE, ALASKA

AL-10232 (FAA)

25107

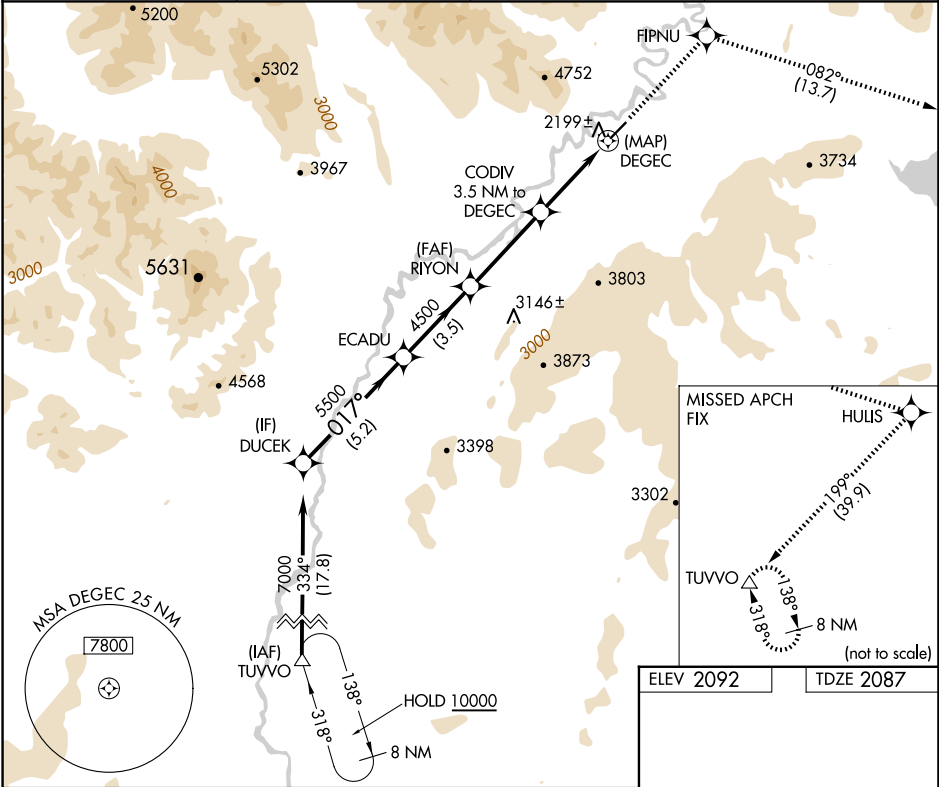
APP CRS 017°	Rwy Idg TDZE Apt Elev 4500 2087 2092
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RNAV (GPS) RWY 2

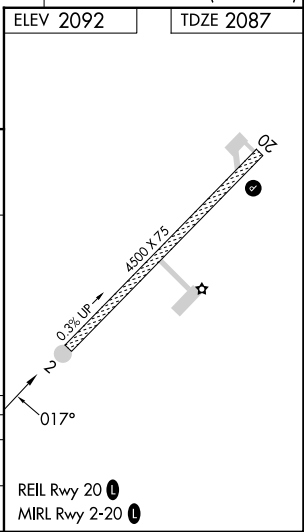
ARCTIC VILLAGE (ARC)(PARC)

7 88 -37°C	DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 10000 direct FIPNU and via 082° track to HULIS and right turn via 199° track to TUVVO and hold.
-----------------------------	---	---

AWOS-3P 135.75	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.9 0
--------------------------	--	----------------------------------	------------------------



DUCEK	10000	FIPNU	tr 082°	HULIS	tr 199°	TUVVO
ECADU	RIYON	CODIV	3.5 NM to DECEC	2.2 NM to DECEC	DECEC	
7000	5500	4500	3300			
Procedure Turn NA	5.2 NM	3.5 NM	3.7 NM	1.3	2.2	0.2
CATEGORY	A	B	C	D		
RNAV MDA	2880-1 793 (800-1)	2880-1¼ 793 (800-1¼)	NA			
CIRCLING	2880-1 788 (800-1)	2900-1¼ 808 (900-1¼)	NA			



ARCTIC VILLAGE, ALASKA
Orig-A 02DEC21

68°07'N-145°35'W

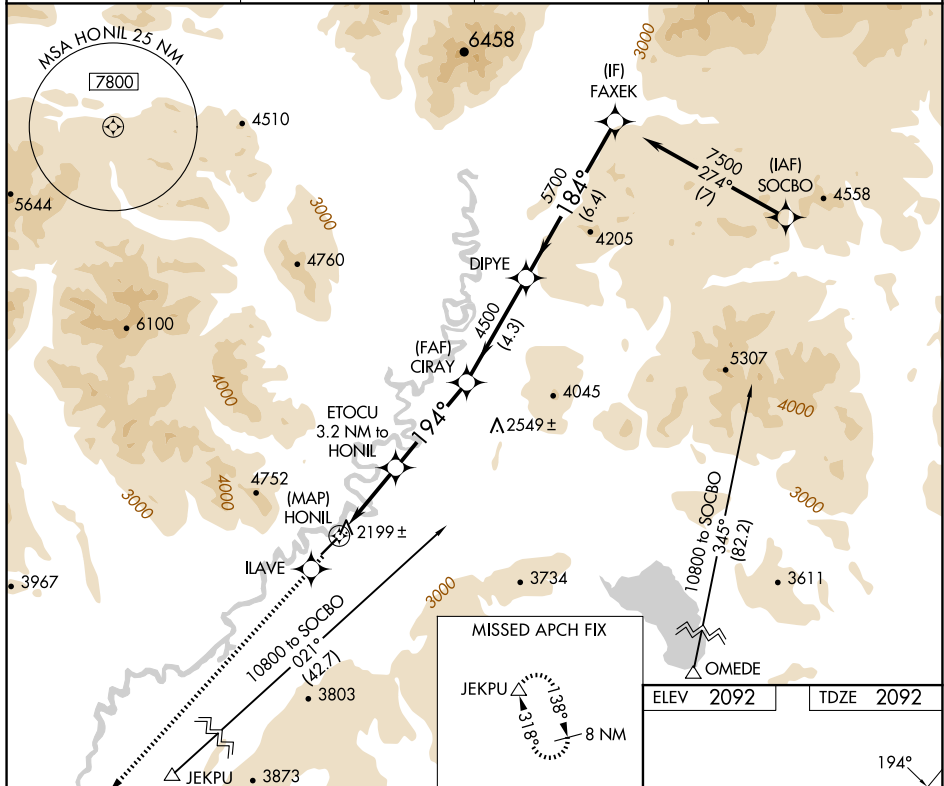
ARCTIC VILLAGE (ARC)(PARC)
RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

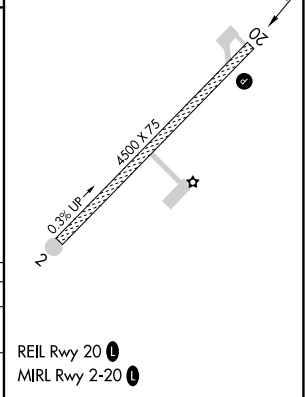
AK, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 20
ARCTIC VILLAGE (ARC)(PARC)

MISSED APPROACH: Climb to 10000
direct ILAVE and via 196° track to JEKPU
and hold, continue climb-in-hold to 10000.

CTAF
122.9 **L**

10000 ↑	ILAVE ✦	tr 196°	JEKPU △	VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 27).				FAXEK
CATEGORY	A		B		C		D	
LNAV MDA	2600-1		508 (600-1)		NA		NA	
CIRCLING	2700-1 608 (700-1)		2900-1 808 (900-1)		NA		NA	

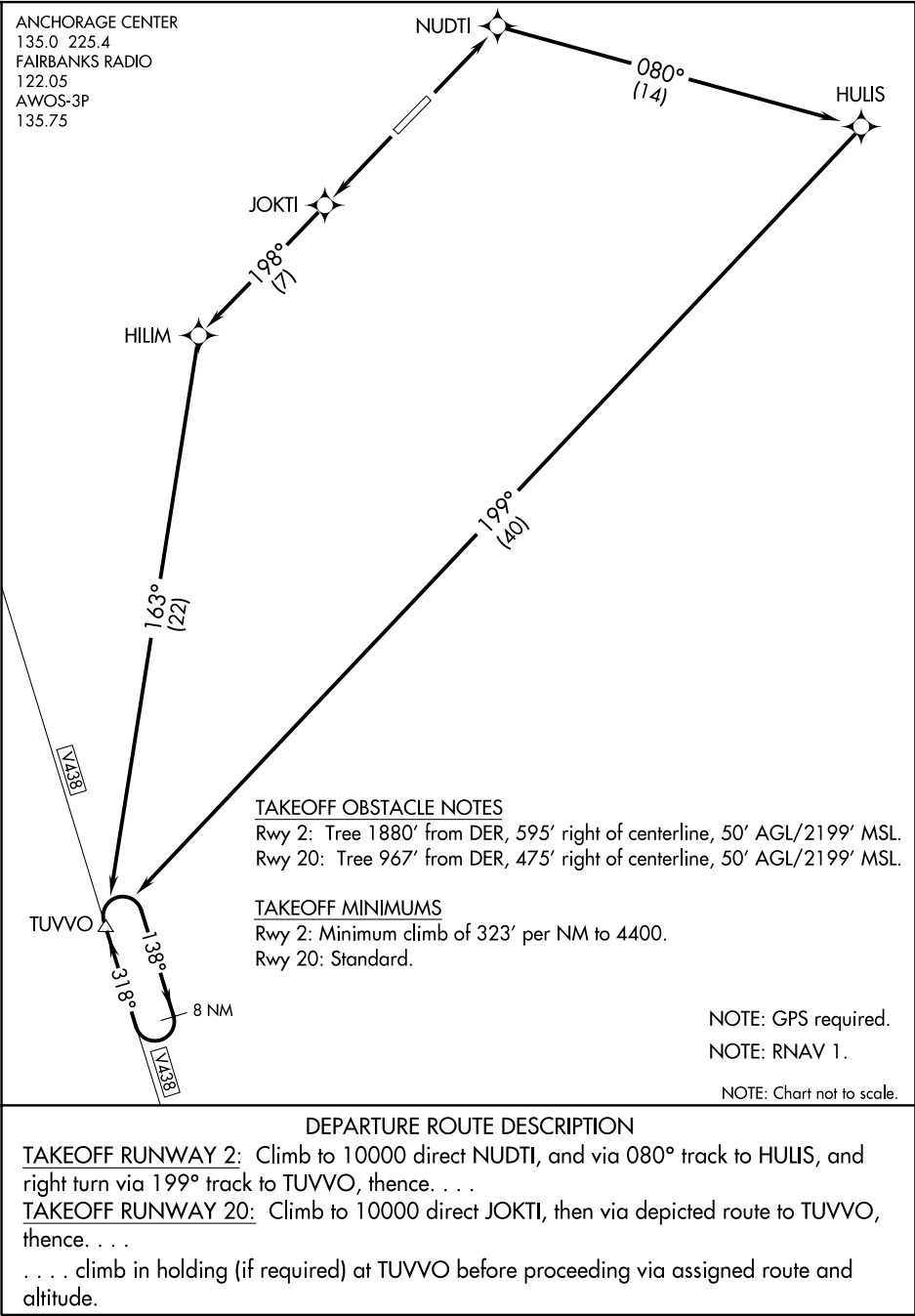


AK, 03 SEP 2026 to 29 OCT 2026

(TUVVO1.TUVVO) 23278

TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)

ARCTIC VILLAGE (ARC)(PARC)
AL-10232 (FAA) ARCTIC VILLAGE, ALASKA



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)
(TUVVO1.TUVVO) 16FEB06

ARCTIC VILLAGE, ALASKA
ARCTIC VILLAGE (ARC)(PARC)

(HIMKI1.HIMKI) 23278

HIMKI ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9289 (FAA) ATKA (AKA)(PAAK)
ATKA, ALASKA

ANCHORAGE CENTER
126.4 254.3
COLD BAY RADIO
123.6
CTAF
122.9

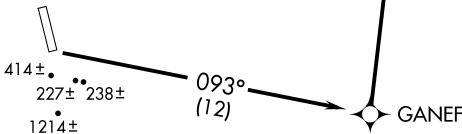
TAKEOFF MINIMUMS

Rwy 34: NA- ATC.
Rwy 16: 500-2.

- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: Procedure NA at night.
- NOTE: Rapidly rising terrain south and west of airport.

TAKEOFF OBSTACLE NOTE

Rwy 16: Multiple trees and terrain starting 1571’ from DER,
786’ right of centerline, up to 15’ AGL/414’ MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Immediate climbing left turn to 9000 or as assigned, to intercept course 093° to GANEF, then on track 359° to HIMKI.

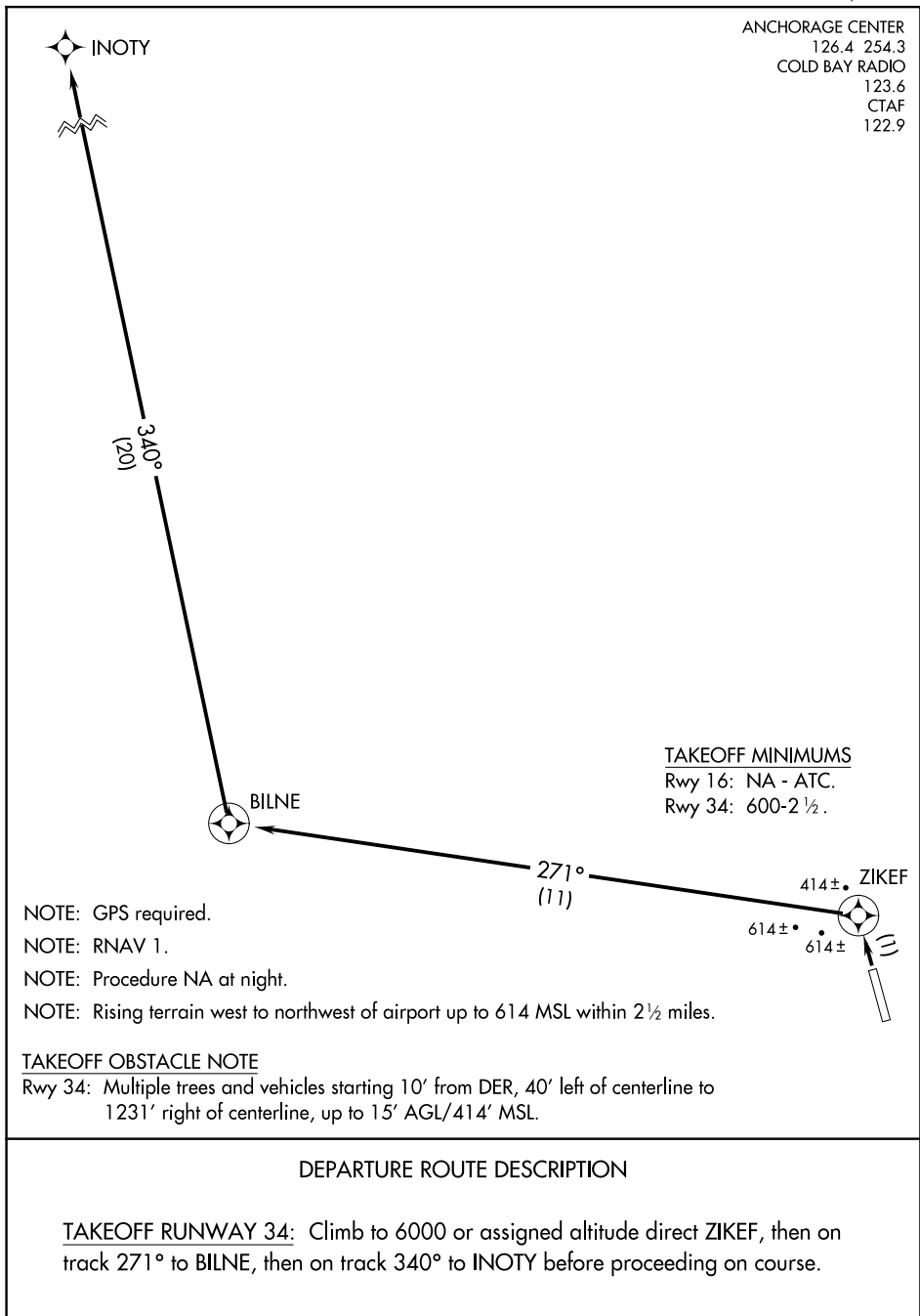
HIMKI ONE DEPARTURE (OBSTACLE) (RNAV)

(HIMKI1.HIMKI) 29JUL10

ATKA, ALASKA
ATKA (AKA)(PAAK)

INOTY ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9289 (FAA) ATKA (AKA)(PAAK)
ATKA, ALASKA



INOTY ONE DEPARTURE (OBSTACLE) (RNAV)

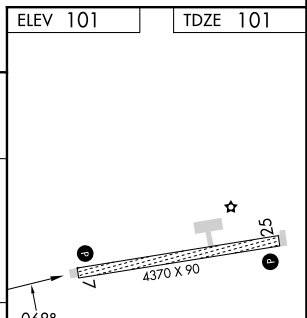
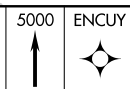
(INOTY1.INOTY) 29JUL10

ATKA, ALASKA
ATKA (AKA)(PAAK)

ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ)

MISSED APPROACH: Climb to 5000 direct ENCUIY and hold, continue climb-in-hold to 5000.

122.9 L

MIRL Rwy 7-25 **L**

RNAV (GPS) RWY 7

AK, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 7

BARTER ISLAND (BTI)(PABA)

Diagram illustrating the 2500 MSL ILS for Runway 25, showing the approach path, holding pattern, and various navigational aids.

Approach Path and Key Points:

- 2500 MSL:** Initial altitude and frequency.
- 4 NM Holding Pattern:** Located at the start of the approach.
- HULKS:** Obstacle point.
- 251° / 071°:** Initial approach heading.
- 071°:** Intermediate approach heading.
- 1700:** Intermediate altitude.
- 072°:** Final approach heading.
- 960:** Intermediate altitude.
- 3.00° TCH 38:** Glide slope angle and threshold crossing height.
- JESOT:** Junction of the approach and final approach segments.
- 0.7 NM to JESOT:** Distance from the final approach segment to the JESOT.
- 2.6 NM to JESOT:** Distance from the intermediate altitude point to the JESOT.
- 1.9 NM:** Distance from the JESOT to the runway.
- 0.7 NM:** Distance from the runway to the final approach segment.
- 0.1 NM:** Distance from the runway to the final approach segment.

Runway and Taxiway Information:

- Runway 25:** 4500 X 100 feet.
- Runway 7:** 2500 MSL.
- Runway 2500 MSL:** 2500 MSL.
- Runway 7-25:** 2500 MSL.

Obstacles:

- Obstacle 1:** 2500 MSL, 072° heading.
- Obstacle 2:** 2500 MSL, 072° heading.
- Obstacle 3:** 2500 MSL, 072° heading.

Navigation Aids:

- DEVKE:** VOR/DME station.
- 2000:** Frequency.

Table 1: ILS Frequencies and MDA

CATEGORY	A	B	C	D
LNNAV MDA	320-1 263 (300-1)			
CIRCLING	560-1 503 (600-1)		560-1½ 503 (600-1½) 620-2 563 (600-2)	

Table 2: Runway and Taxiway Data

Runway/Taxiway	Length (ft)	Width (ft)	MSL
Runway 25	4500	100	2500
Runway 7	2500	100	2500
Runway 2500 MSL	2500	100	2500
Runway 7-25	2500	100	2500

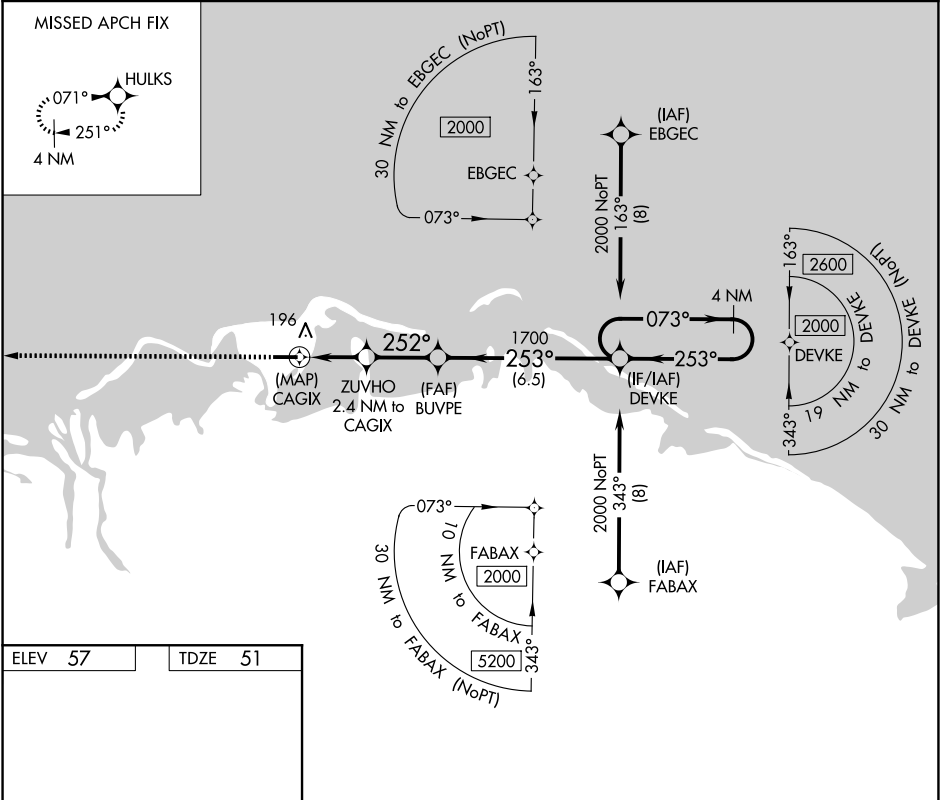
BARTER ISLAND (BTI)(PABA)
RNAV (GPS) RWY 7

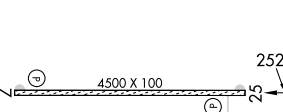
APP CRS	Rwy Ldg	4500
252°	TDZE	51
	Apt Elev	57

RNAV (GPS) RWY 25
BARTER ISLAND (BTI)(PABA)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct HULKS and hold.
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AWOS-3P 121.45	ANCHORAGE CENTER 120.6	DEADHORSE RADIO 122.0	CTAF 122.8
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	2000 ↑ HULKS 		ZUVHO 2.4 NM to CAGIX		BUYPE		DEVKE 4 NM Holding Pattern	
	0.8 NM to CAGIX		3.00° TCH 30		253°		073°→ ←253° 2000	
	CAGIX		252° 900		1700			
	0.1 0.8 1.6 NM 2.6 NM 6.5 NM							
CATEGORY	A		B		C		D	
LNAV MDA	320-1 269 (300-1)							
CIRCLING	560-1 503 (600-1)				560-1½ 503 (600-1½)		620-2 563 (600-2)	

REIL Rwy 7 and 25 

MIRL Rwy 7-25 

BEAVER, ALASKA

AL-10233 (FAA)

26246

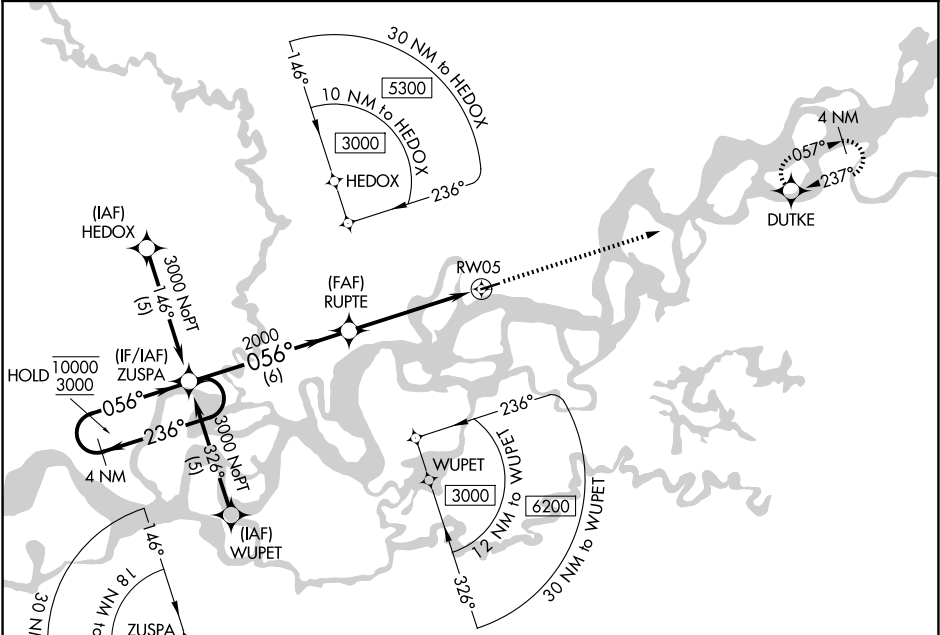
APP CRS	Rwy Ldg	3934
056°	TDZE	365
	Apt Elev	365

RNAV (GPS) RWY 5

BEAVER (WBQ)(PAWB)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct DUTKE and hold.
▼ Rwy 5 helicopter visibility reduction below ¾ SM NA. ▲ NA Use FYU/PFYU altimeter setting; when not received, procedure NA.	

FYU/PFYU AWOS-3P 125.8	FAIRBANKS RADIO 122.05 122.15	CTAF 122.9 0
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4 NM Holding Pattern

ZUSPA

236° / 056°

056°

2000

3.03° TCH 40

RW05

056°

Obstacle Data:

Obstacle	ELEV	TDZE
3000	365	365
5500	365	365

CATEGORY	A	B	C	D
RNAV MDA	940-1	575 (600-1)	940-1 5/8 575 (600-1 5/8)	NA
CIRCLING	940-1	575 (600-1)	940-1 5/8 575 (600-1 5/8)	NA

3934 X 75

056°

Obstacle Data:

Obstacle	ELEV	TDZE
3000	365	365

MIRL Rwy 5-23

BEAVER, ALASKA
Orig-B 03SEP26

66°22'N-147°24'W

BEAVER (WBQ)(PAWB)
RNAV (GPS) RWY 5

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
237°

Rwy Ldg
TDZE
Apt Elev

3934
365
365

RNAV (GPS) RWY 23

BEAVER (WBQ)(PAWB)

RNP APCH-GPS.

▼ Rwy 23 helicopter visibility reduction below ¾ SM NA.

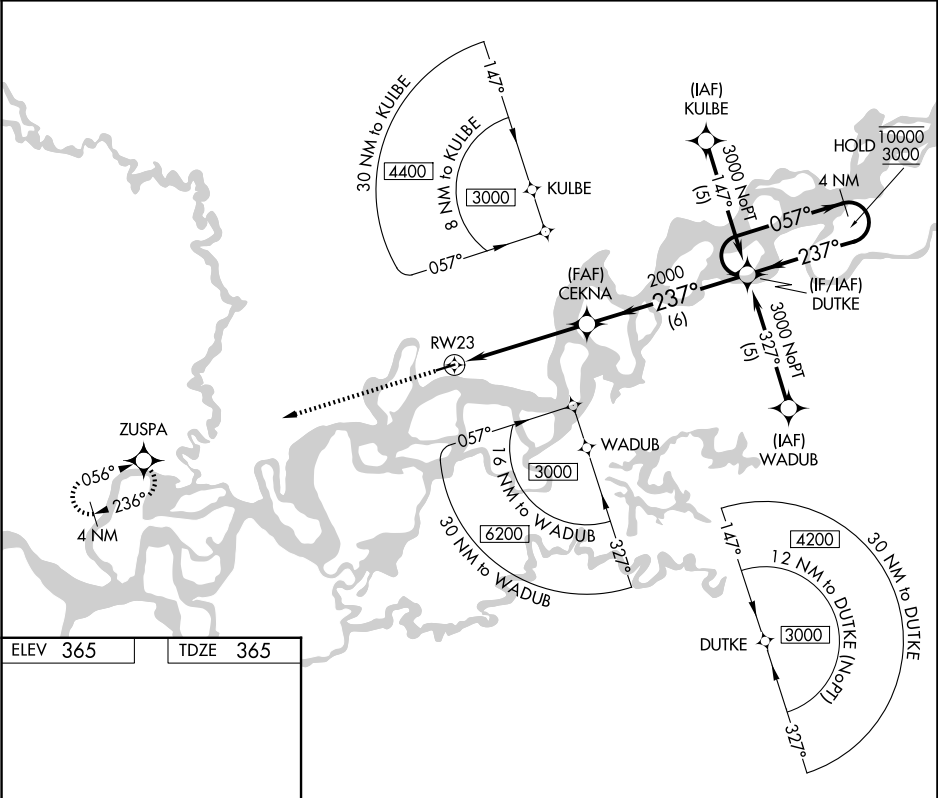
▲ NA Use Fort Yukon altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUSPA and hold.

FYU/PFYU AWOS-3P
125.8

FAIRBANKS RADIO
122.05 122.15

CTAF
122.9 0



ELEV 365

TDZE 365

3000

ZUSPA

3934 X 75

23

237°

3000

CEKNA

2000

DUTKE

4 NM Holding Pattern

10000

3000

057°

237°

3.03°

TCH 40

5 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	940-1	575 (600-1)	940-1½ 575 (600-1½)	NA
CIRCLING	940-1	575 (600-1)	940-1½ 575 (600-1½)	NA

ILS Y or LOC Y RWY 19R
BETHEL (BET)(PABE)

MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct ROLLR and hold.

[illegible]

BETHEL, ALASKA
Orig-E 10SEP20

BETHEL (BET)(PABE)

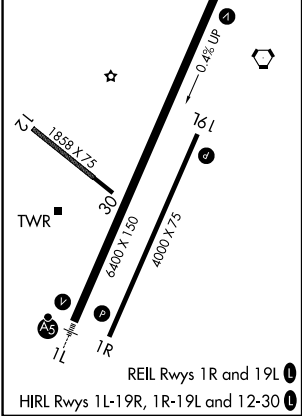
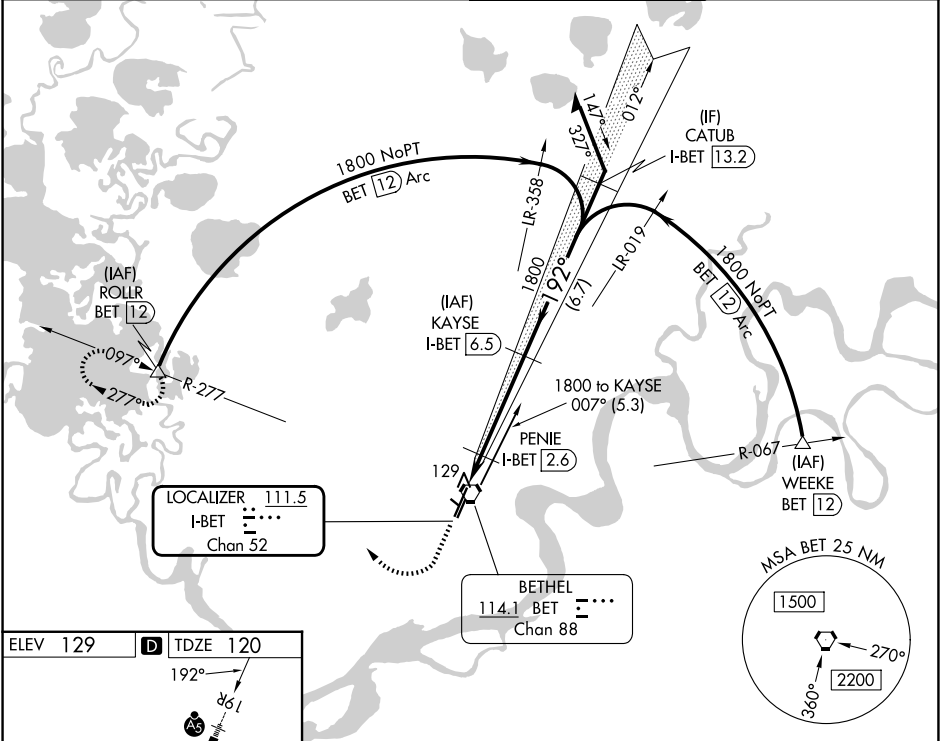
ILS Y or LOC Y RWY 19R

AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-BET	APP CRS	Rwy Ldg	6400
111.5	192°	TDZE	120
Chan 52		Apt Elev	129

ILS Z or LOC Z RWY 19R
BETHEL (BET)(PABE)

DME required.		MALSR	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold.
⚠ Circling NA west of Rwy 1L-19R. ⚠ For inop ALS, increase S-LOC Cat C/D visibility to RVR 4500. # RVR 1800 authorized with the use of FD or AP or HUD to DA.			
ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7



700	2000	ROLLR				
↑	BET R-277	△				
*LOC only.		PENIE I-BET 2.6	KAYSE I-BET 6.5			
I-BET 1.3		*I-BET 2.1	1800			
0.8		0.5	3.9 NM			
560*		1800		192°		
012°		1800		GS 3.00° TCH 52		
Remain within 10 NM						
CATEGORY	A		B	C	D	
S-ILS 19R#	320/24 200 (200-½)					
S-LOC 19R	400/24 280 (300-½)					
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1½ 471 (500-½)	680-2 551 (600-2)		

BETHEL, ALASKA

AL-5001 (FAA)

25219

WAAS CH 42707 W01A	APP CRS 012°	Rwy Ldg 6400 TDZE 127 Apt Elev 129
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RNAV (GPS) RWY 1L

BETHEL (BET)(PABE)

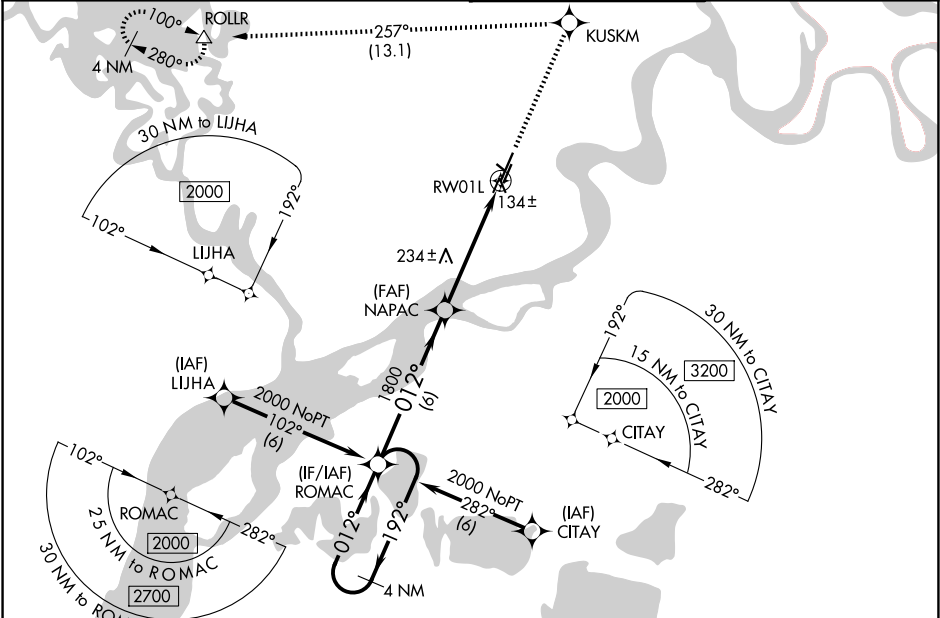
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct KUSKM and left turn on track 257° to ROLLR and hold.

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

4 NM Holding Pattern

ROMAC

2000 ← 192°

GP 3.00° TCH 47

012° →

012°

1800

6 NM

3.9 NM

1.1 NM

RW01L

ROLLR

△

257°

*LNAV only

*1.1 NM to RW01L

ELEV 129

D

TDZE 127

HIRL Rwy's 1L-19R, 1R-19L and 12-30

REIL Rwy's 1R and 19L

CATEGORY	A	B	C	D
LPV DA	377/24 250 (300-½)			
LNAV/VNAV DA	555/50 428 (500-1)			
LNAV MDA	500/24	373 (400-½)	500/50	373 (400-1)
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1½ 471 (500-1½)	680-2 551 (600-2)

1858 X 75

30

6400 X 150

4000 X 75

161

0.4% Up

1L

1R

012°

TWR

AS

AS

AS

AS

AS

AS

BETHEL, ALASKA
Amdt 1C 22JUN17

60°47'N-161°50'W

BETHEL (BET)(PABE)

RNAV (GPS) RWY 1L

AK, 03 SEP 2026 to 29 OCT 2026

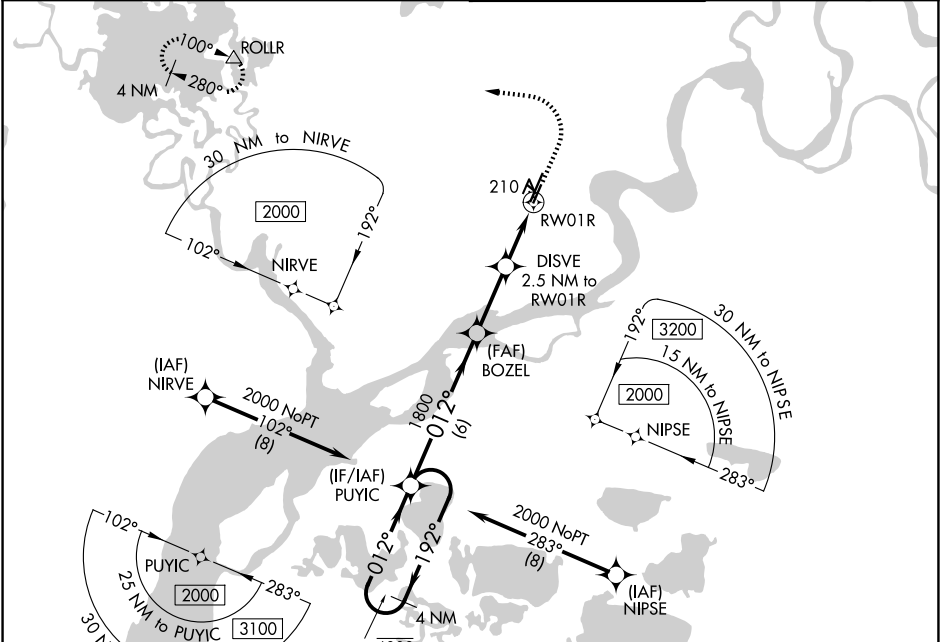
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 81940 W01B	APP CRS 012°	Rwy Ldg 4000 TDZE 124 Apt Elev 129
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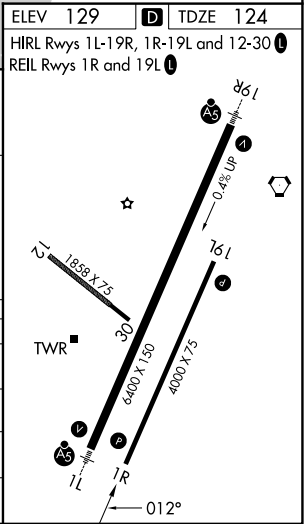
RNAV (GPS) RWY 1R
BETHEL (BET)(PABE)

RNP APCH. CIRCLING NA west of Rwy 1L-19R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct ROLLR and hold.
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ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).				
4 NM Holding Pattern				
6000 ← 192° → 012° → 1800				
GP 3.00° TCH 55				
6 NM 2.6 NM 1.5 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA	374-3/4 250 (300-3/4)			
LNAV/ VNAV DA	374-3/4 250 (300-3/4)			
LNAV MDA	460-1 336 (400-1)			
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1 1/2 471 (500-1 1/2)	680-2 551 (600-2)



WAAS CH 99440 W19B	APP CRS 193°	Rwy Ldg 4000 TDZE 124 Apt Elev 129
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RNAV (GPS) RWY 19L
BETHEL (BET) (PABE)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct ROLLR and hold.

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
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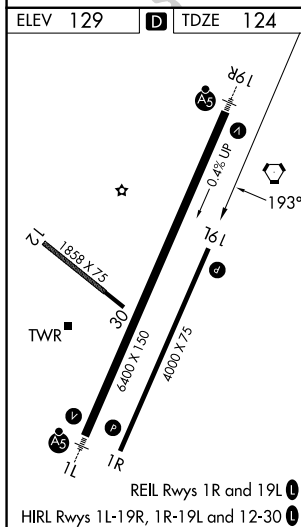
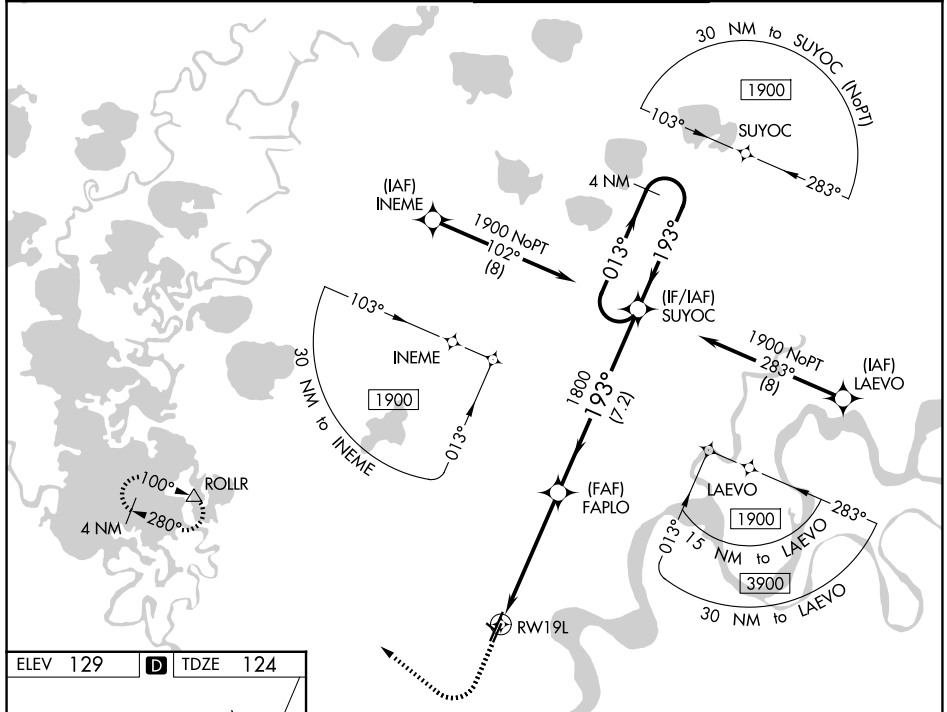


Diagram illustrating a 4 NM Holding Pattern for FAPLO. The pattern is a right turn with a 180° heading. The inbound leg is 1.1 NM from RW19L, and the outbound leg is 4 NM. The pattern is centered on the 180° heading. The diagram shows a 180° heading, a 193° heading, and a 013° heading. The pattern is labeled "4 NM Holding Pattern" and "GP 3.00° TCH 50".

BETHEL, ALASKA
Amdt 1 22JUN17

60°47'N-161°50'W

BETHEL (BET)(PABE)

RNAV (GPS) RWY 19L

AK, 03 SEP 2026 to 29 OCT 2026

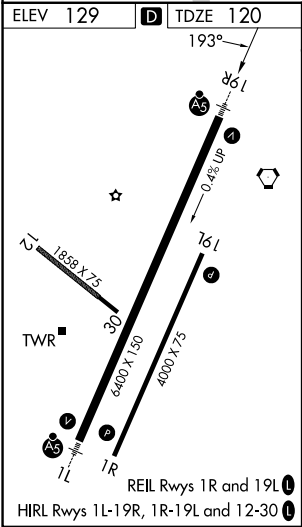
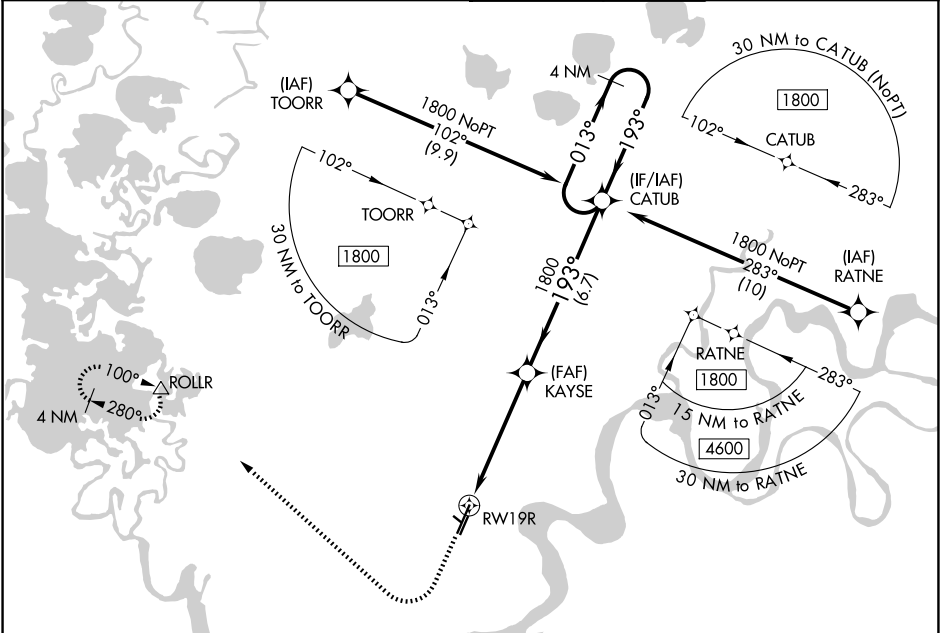
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70507 W19A	APP CRS 193°	Rwy Ldg 6400 TDZE 120 Apt Elev 129
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RNAV (GPS) RWY 19R

BETHEL (BET)(PABE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.		MALSR
---	--	---



1700	2000	ROLLR		
* LNAV only				
CATEGORY	A	B	C	D
LPV	DA	320/24 200 (200-½)		
LNAV/ VNAV	DA	479/40 359 (400-¾)		
LNAV	MDA	560/24 440 (500-½)	560/45 440 (500-¾)	
CIRCLING	560-1 431 (500-1)	600-1 471 (500-1)	600-1½ 471 (500-1½)	680-2 551 (600-2)

BETHEL, ALASKA

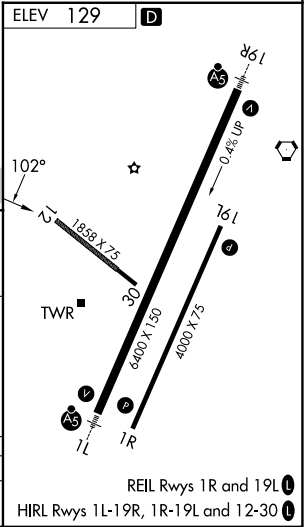
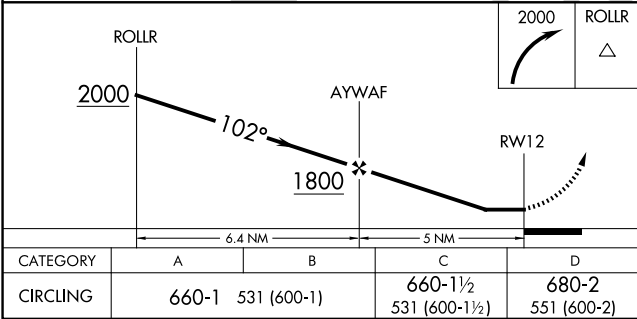
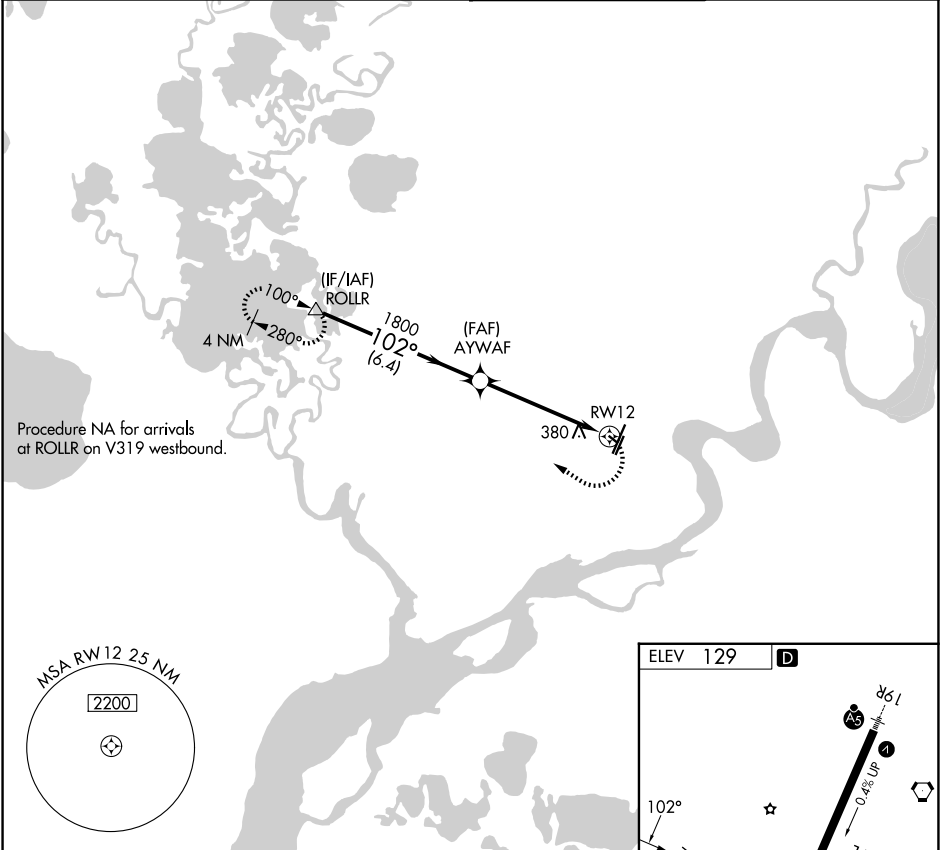
AL-5001 (FAA)

25219

APP CRS	Rwy Ldg	N/A
102°	TDZE	N/A
	Apt Elev	129

RNAV (GPS)-A
BETHEL(BET)(PABE)

RNP APCH.		MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.	
Cirding NA west of Rwy 1L-19R.			
ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7



BETHEL, ALASKA
Amdt 1C 20JUN19

60°47'N-161°50'W

BETHEL (BET)(PABE)
RNAV (GPS)-A

AK, 03 SEP 2026 to 29 OCT 2026

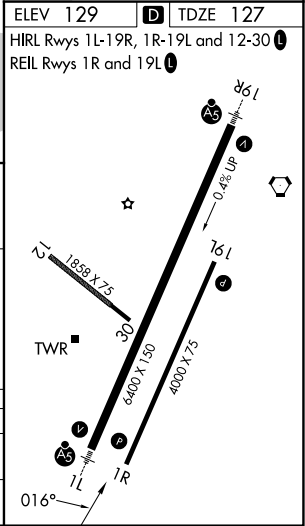
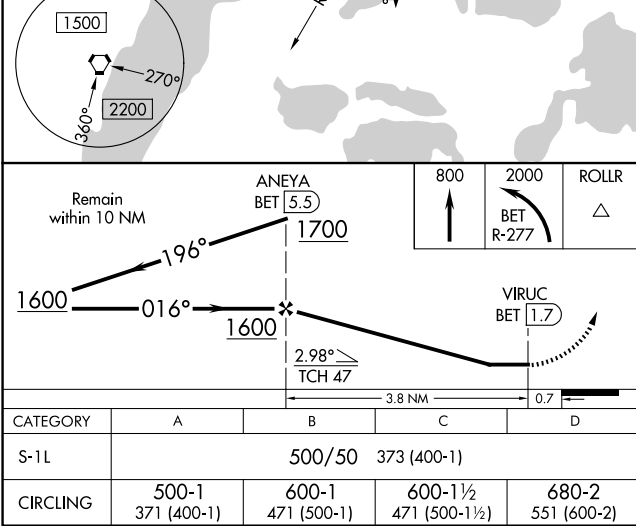
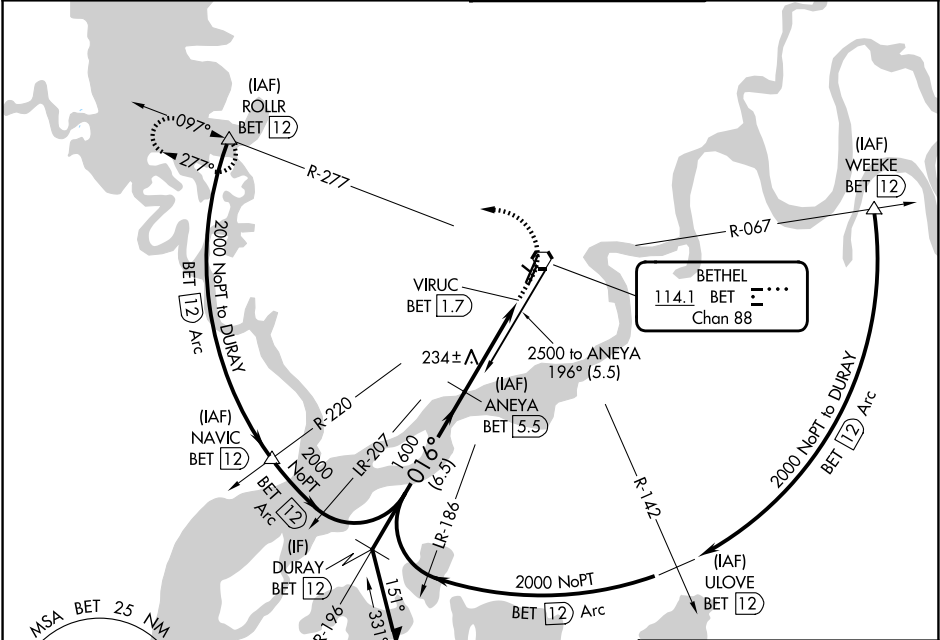
AK, 03 SEP 2026 to 29 OCT 2026

VORTAC BET	APP CRS	Rwy Ldg	6400
114.1	016°	TDZE	127
Chan 88		Apt Elev	129

VOR RWY 1L
BETHEL (BET)(PABE)

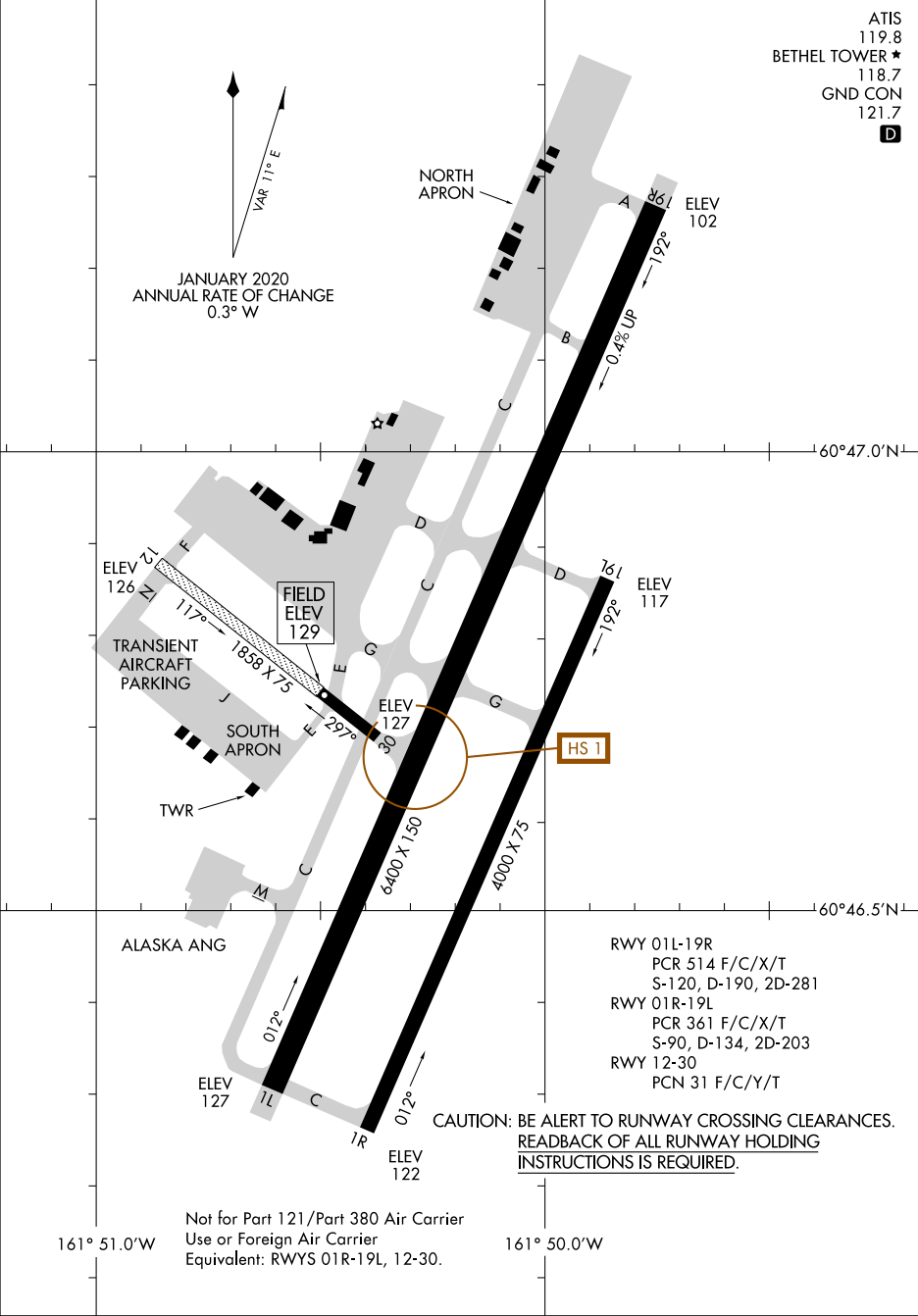
DME required.	MALSR	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on BET VORTAC R-277 to ROLLR/12 DME and hold.
Circling NA west of Rwy 1L-19R. For inop ALS, increase S-1L Cat C/D visibility to RVR 5500.		

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
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AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



ATIS
119.8
BETHEL TOWER ★
118.7
GND CON
121.7
D

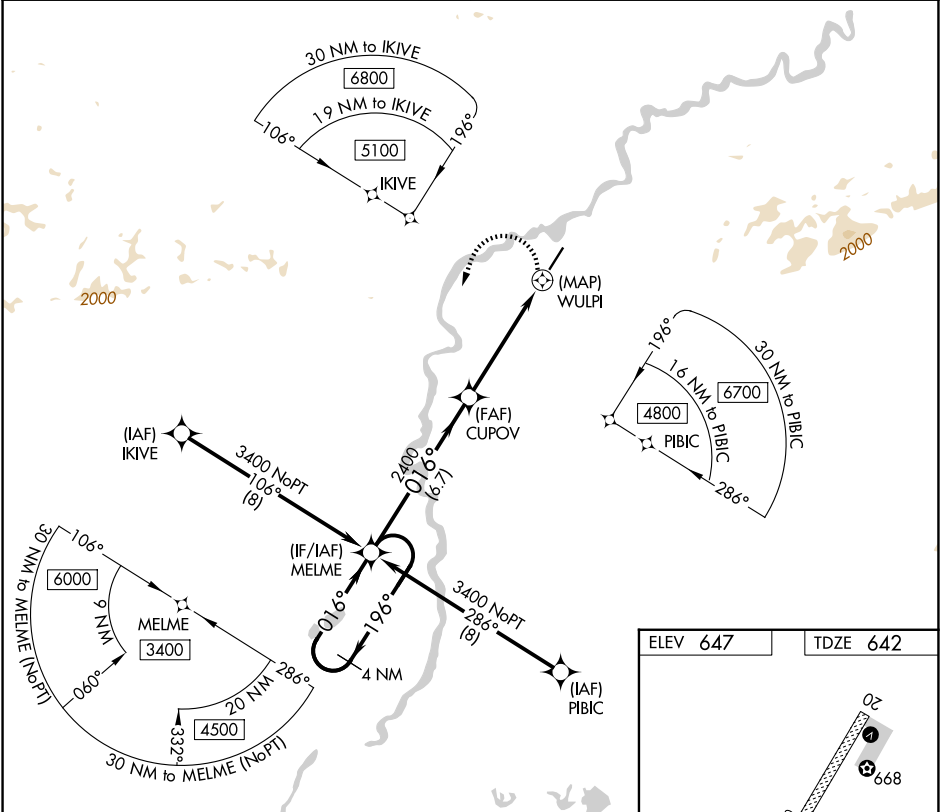
APP CRS	Rwy Ldg	5190
016°	TDZE	642
	Apt Elev	647

RNAV (GPS) RWY 2

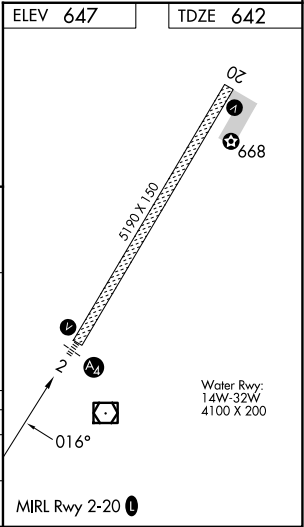
BETTLES(BTT)(PABT)

RNP APCH.	MALS	MISSED APPROACH: (Do not exceed 230K until MELME) Climb to 1800 then climbing left turn to 3400 direct MELME and hold.
Inoperative table does not apply. Circling NA east of Rwy 2-20. For inop ALS, increase Cat C/D visibility to 1 3/4 SM. Rwy 2 helicopter visibility reduction below 3/4 SM NA.	A4	

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.45	124.6 352.0	122.2	122.9 0



4 NM Holding Pattern	MELME	CUPOV	1800	3400	MELME
3400	196°	016°	016°	0.9 NM to WULPI	WULPI
		2400	3.00° TCH 36		
		6.7 NM	4 NM	0.9	0.5
CATEGORY	A	B	C	D	
LNVA MDA	1100-1	458 (500-1)			
CIRCLING	1100-1	453 (500-1)	1320-2 673 (700-2)	1320-2 1/4 673 (700-2 1/4)	



BETTLES, ALASKA

AL-1501 (FAA)

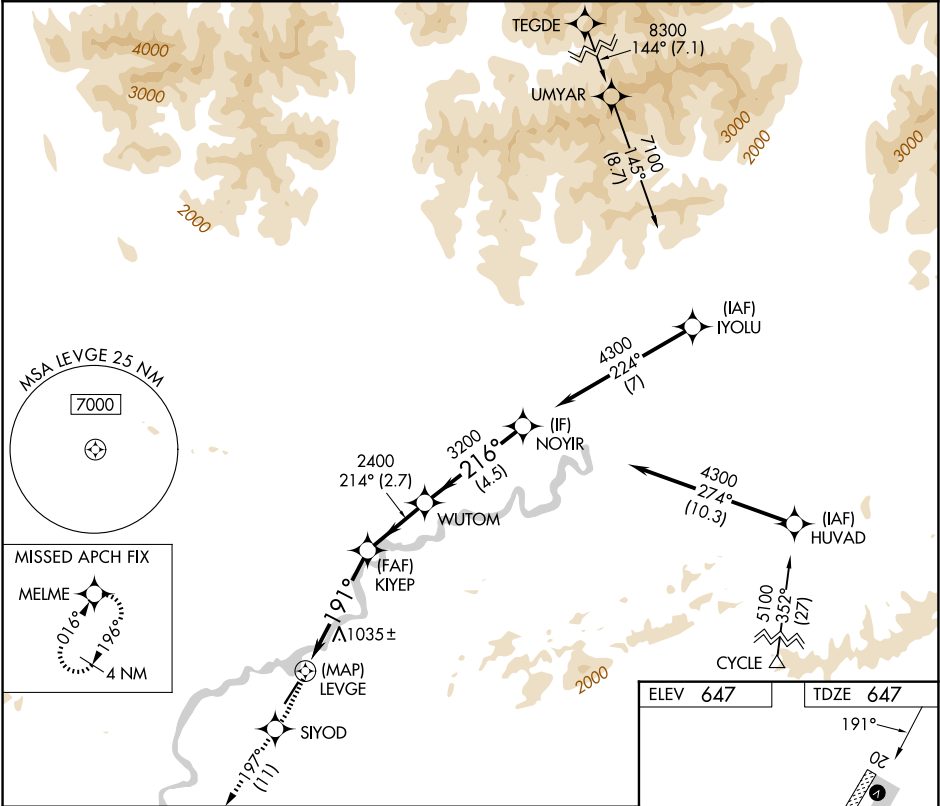
25331

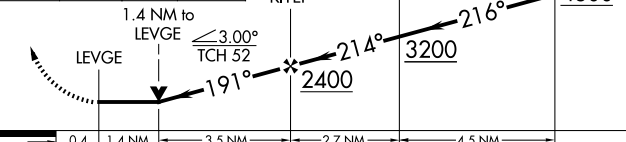
APP CRS	Rwy Ldg	5190
191°	TDZE	647
	Apt Elev	647

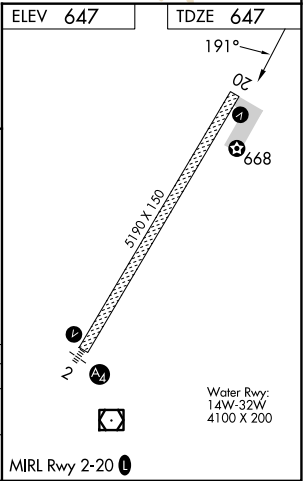
RNAV (GPS) RWY 20
BETTLES(BTT)(PABT)

RNP APCH.	MISSED APPROACH: Climb to 3200 direct SIYOD and on track 197° to MELME and hold.
 Circling NA east of Rwy 2-20. Rwy 20 helicopter visibility reduction below 3/4 SM NA. -44°C	

ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9 0
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3200 ↑	SIYOD ✧	tr 197°	MELME ✧					
								
0.4		1.4 NM	3.5 NM		2.7 NM		4.5 NM	
CATEGORY		A		B		C		D
LNAV MDA		1300-1 653 (700-1)				1300-1⅞ 653 (700-1⅞)		
CIRCLING		1300-1 653 (700-1)				1320-2 673 (700-2)		1320-2¼ 673 (700-2¼)



BETTLES, ALASKA
Amdt 1 24MAY18

66°55'N-151°32'W

BETTLES(BTT)(PABT)
RNAV (GPS) RWY 20

AK, 03 SEP 2026 to 29 OCT 2026

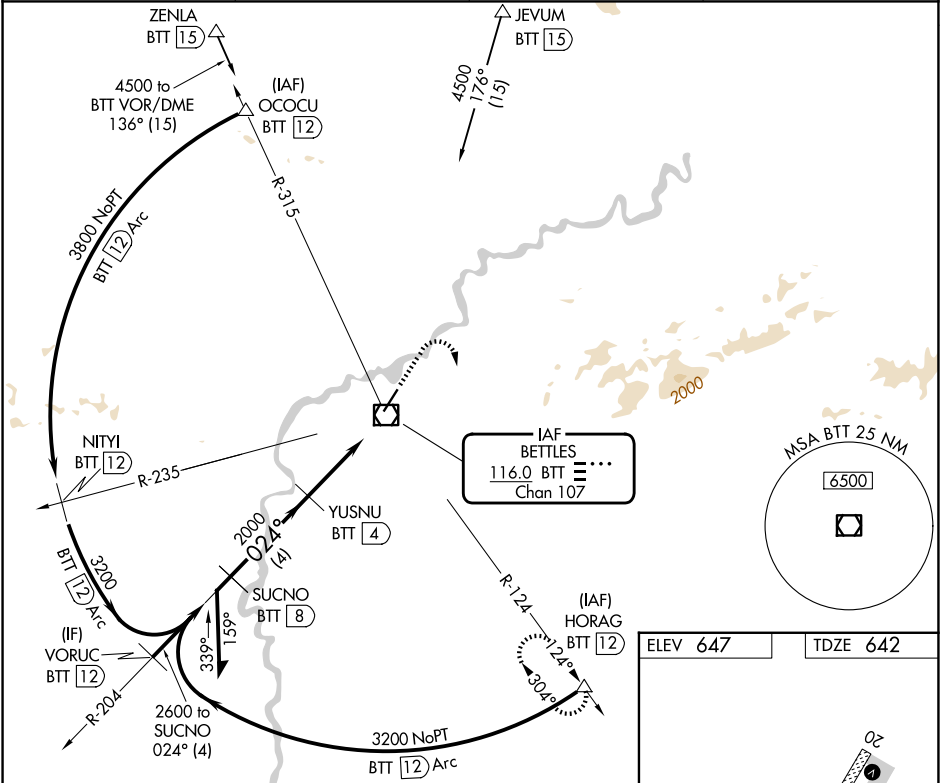
AK, 03 SEP 2026 to 29 OCT 2026

VOR/DME BTT	APP CRS	Rwy Ldg	5190
116.0	024°	TDZE	642
Chan 107		Apt Elev	647

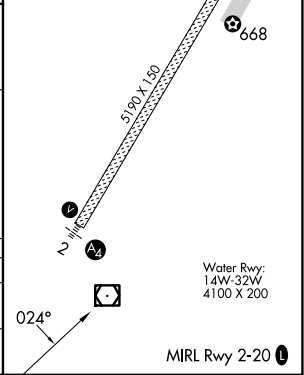
VOR RWY 2
BETTLES (BTT)(PABT)

DME required.	MALS	MISSED APPROACH: Climbing right turn to 3500 on BTT VOR/DME R-124 to HORAG/BTT 12 DME and hold, continue climb-in-hold to 3500.
▼ Rwy 2 helicopter visibility reduction below 3/4 SM NA. Circling NA east of Rwy 2-20. Inoperative table does not apply to Cats A/B. For inop ALS, increase S-2 Cat C/D visibility to 1 3/4 SM. ❄ -44°C	Ⓜ	

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.45	124.6 352.0	122.2	122.9 0



Visual Segment - Obstacles.				
Remain within 10 NM				
3400 204° SUCNO BTT 8 2600 024° YUSNU BTT 4 2000 024° BTT 1.3 4 NM 2.7 NM 1.3 NM 0.1 NM				
CATEGORY	A	B	C	D
S-2	1100-1 458 (500-1)			
CIRCLING	1100-1	453 (500-1)	1320-2 673 (700-2)	1320-2 1/4 673 (700-2 1/4)



BIG LAKE, ALASKA

AL-5220 (FAA)

26022

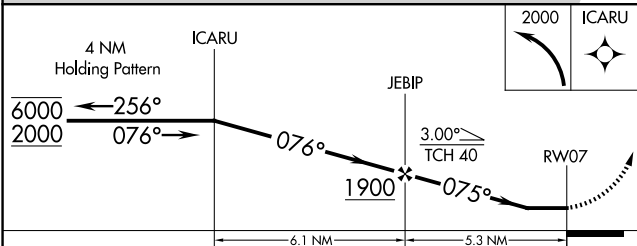
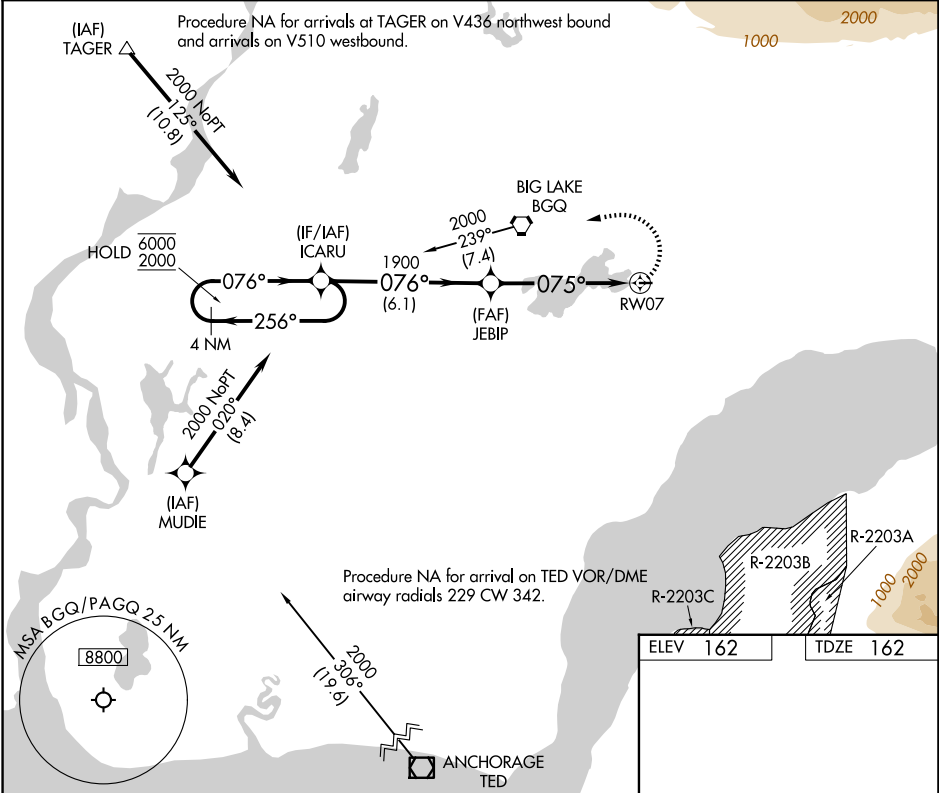
APP CRS	Rwy Ldg	2450
075°	TDZE	162
	Apt Elev	162

RNAV (GPS) RWY 7

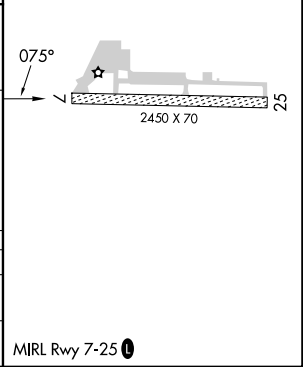
BIG LAKE (BGQ) (PAGQ)

RNP APCH.		MISSED APPROACH: Climbing left turn to 2000 direct ICARU and hold.
▼ NA	Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.	

ANC ASOS 135.5	ANCHORAGE APP CON 118.6	CTAF 122.80
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CATEGORY	A	B	C	D
LNAV MDA	940-1 778 (800-1)	940-1¼ 778 (800-1¼)	940-2½ 778 (800-2½)	NA
CIRCLING	940-1 778 (800-1)	960-1¼ 798 (800-1¼)	980-2½ 818 (900-2½)	NA



BIG LAKE, ALASKA
Amdt 2 17JUN21

61°32'N-149°49'W

BIG LAKE (BGQ) (PAGQ)

RNAV (GPS) RWY 7

AK, 03 SEP 2026 to 29 OCT 2026

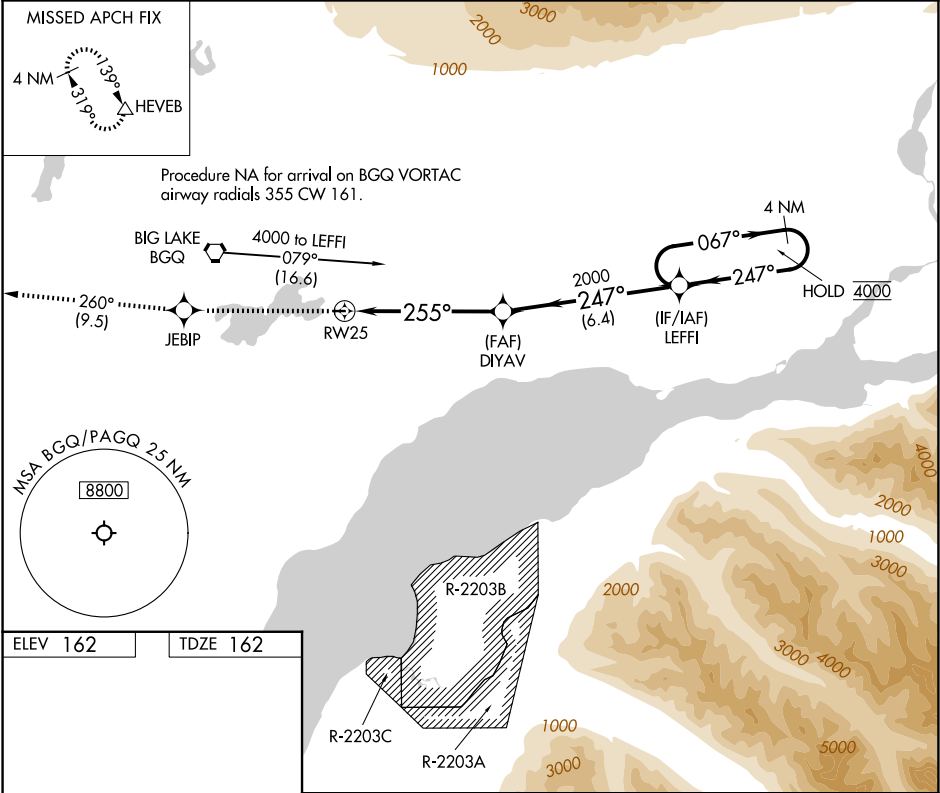
AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	2450
255°	TDZE	162
	Apt Elev	162

RNAV (GPS) RWY 25
BIG LAKE (BGQ) (PAGQ)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct JEBIP and on track 260° to HEVEB and hold.
NA	Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.

ANC ASOS 135.5	ANCHORAGE APP CON 118.6	CTAF 122.8
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3000	JEBIP	HEVEB
↑	tr 260°	△

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

BIG LAKE, ALASKA

AL-5220 (FAA)

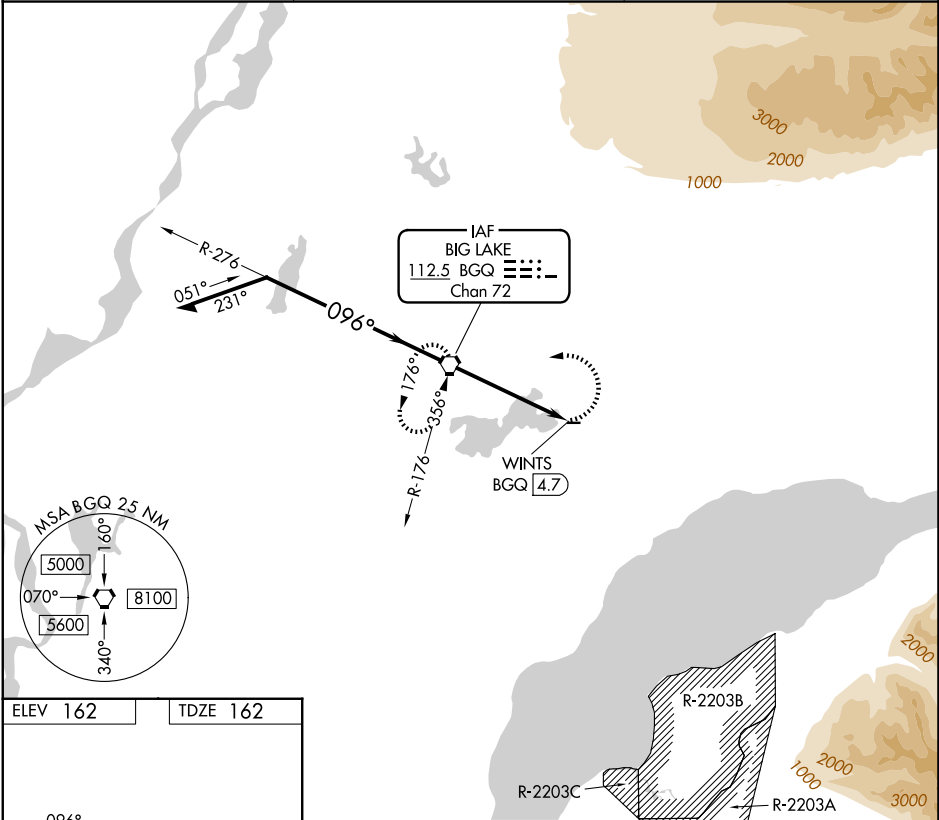
26022

VORTAC BGQ	APP CRS	Rwy Ldg	2450
112.5	096°	TDZE	162
Chan 72		Apt Elev	162

VOR RWY 7
BIG LAKE (BGQ) (PAGQ)

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.	MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold, climb-in-hold to 2000.
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ANC ASOS 135.5	ANCHORAGE APP CON 118.6	CTAF 122.80
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ELEV 162	TDZE 162
MIRL Rwy 7-25	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

Remain within 10 NM		BGQ VORTAC	2000	BGQ
2000		096°	1700	WINTS BGQ 4.7
3.05° TCH 40		4.7 NM		
CATEGORY	A	B	C	D
S-7	980-1 818 (900-1)	980-1¼ 818 (900-1¼)	980-2½ 818 (900-2½)	NA
CIRCLING	980-1¼ 818 (900-1¼)		980-2½ 818 (900-2½)	NA

BIG LAKE, ALASKA
Amdt 7B 17JUN21

61°32'N-149°49'W

BIG LAKE (BGQ) (PAGQ)
VOR RWY 7

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

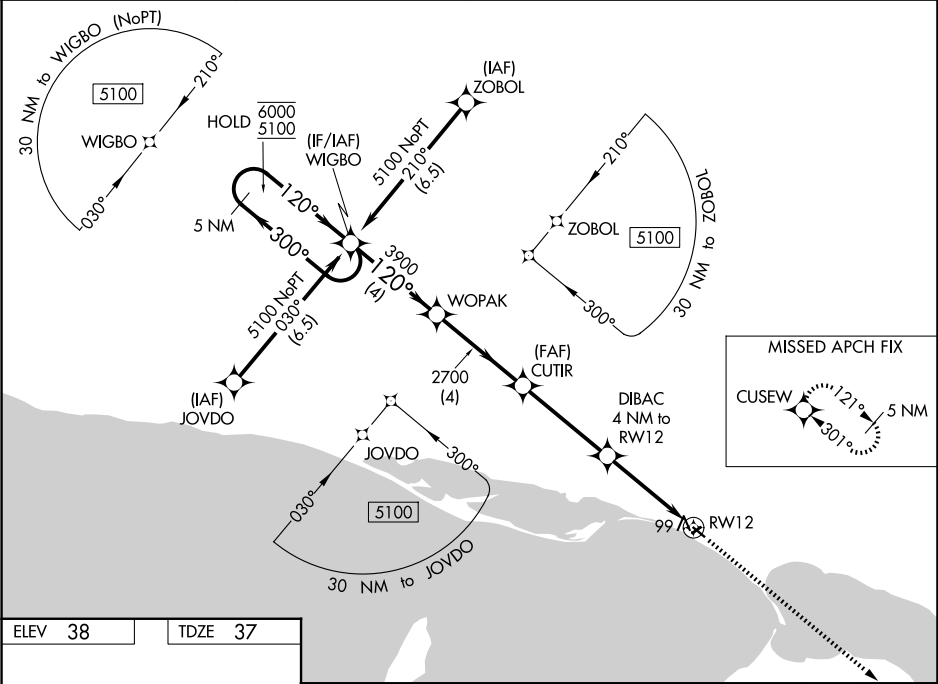
WAAS CH 77628 W12A	APP CRS 120°	Rwy Ldg TDZE Apt Elev	2990 37 38
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RNAV (GPS) RWY 12

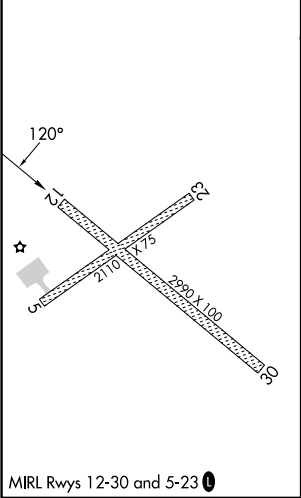
BREVIG MISSION (KTS)(PFTK)

RNP APCH.	MISSED APPROACH: Climb to 6300 direct CUSEW and hold, continue climb-in-hold to 6300.
Circling NA north of Rws 12 and 23. Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25° C or above 54°C.	

AWOS-3P 121.55	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 135.6	CTAF 123.00
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ELEV 38	TDZE 37
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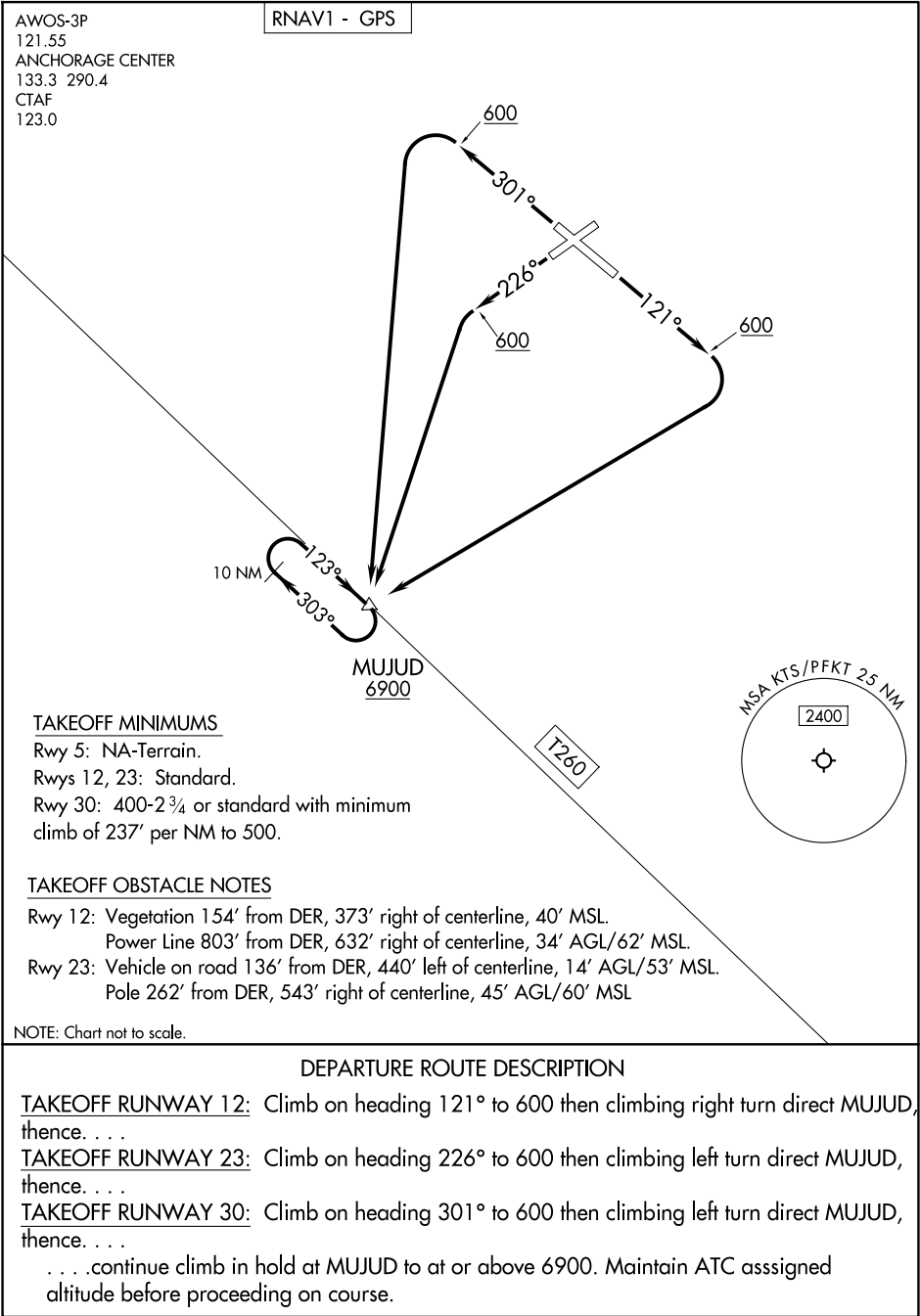


5 NM Holding Pattern		WOPAK	CUTIR	DIBAC 4 NM to RW12	6300 CUSEW
6000 5100		3900	2700	*1400	*LNAV only.
GP 3.12° TCH 40				*0.9 NM to RW12	
		4 NM	4 NM	3.9 NM	3.1 NM 0.9
CATEGORY	A	B	C	D	
LPV DA	287-1	250 (300-1)	NA		
LNAV/VNAV DA	287-1	250 (300-1)	NA		
LNAV MDA	360-1	323 (400-1)	NA		
CIRCLING	620-1 582 (600-1)	1460-1½ 1422 (1500-1½)	NA		

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

BREVIG THREE DEPARTURE (OBSTACLE) (RNAV)



FORT RICHARDSON (ANCHORAGE), ALASKA

RNAV GPS RWY 18

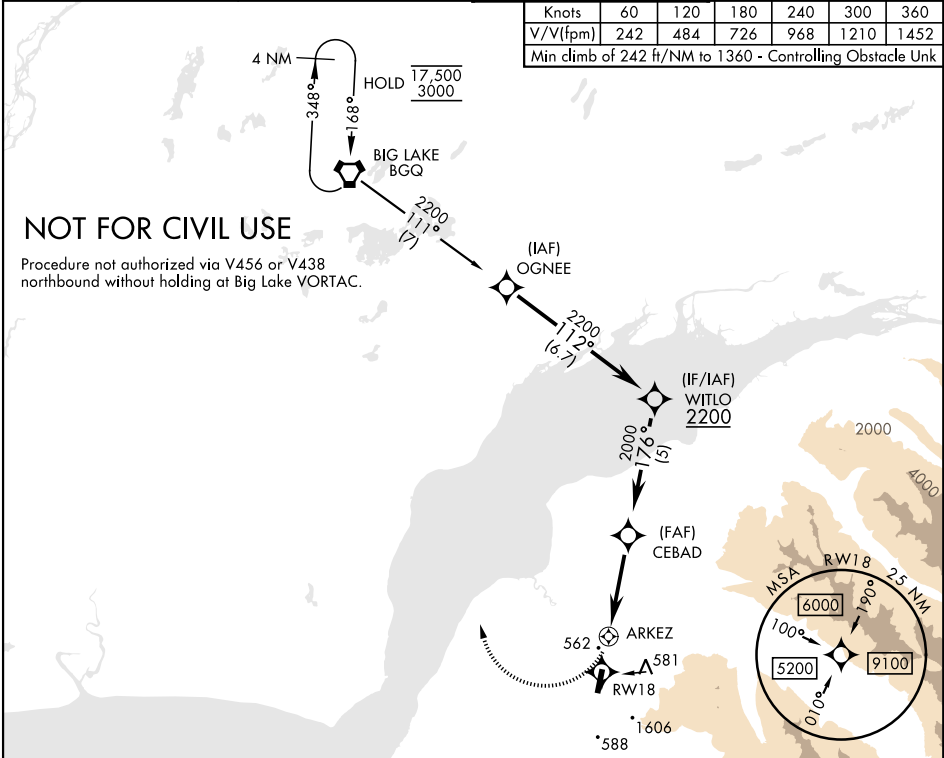
APCH CRS	Rwy Idg	4087
176°	TDZE	387
	Arpt Elev	387

[USA] BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

RNP APCH - GPS	MISSED APPROACH: Climbing right turn to 3000 direct BQG VORTAC and hold.
* Circling not authorized E of Rwy 18-36.	

AWOS-3 134.25	ANCHORAGE APP CON 118.6 290.5	TOWER ★ 125.0 (CTAF) 254.35	GND CON 121.25 239.25
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Knots	60	120	180	240	300	360
V/V(fpm)	242	484	726	968	1210	1452
Min climb of 242 ft/NM to 1360 - Controlling Obstacle Unk						



3000	BQG	ELEV	387	TDZE	387
CATEGORY	A	B	C	D	
LNAV MDA	1100-1½	713 (800-1½)	1100-2	713 (800-2)	
CIRCLING *	1100-1½	713 (800-1½)	1100-2	1640-3	MIRL Rwy 18-36 1253 (1300-3)

FORT RICHARDSON (ANCHORAGE), ALASKA 61° 16' N - 149° 39' E BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

Amtd 1 03SEP26

RNAV GPS RWY 18

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

RNAV GPS RWY 36

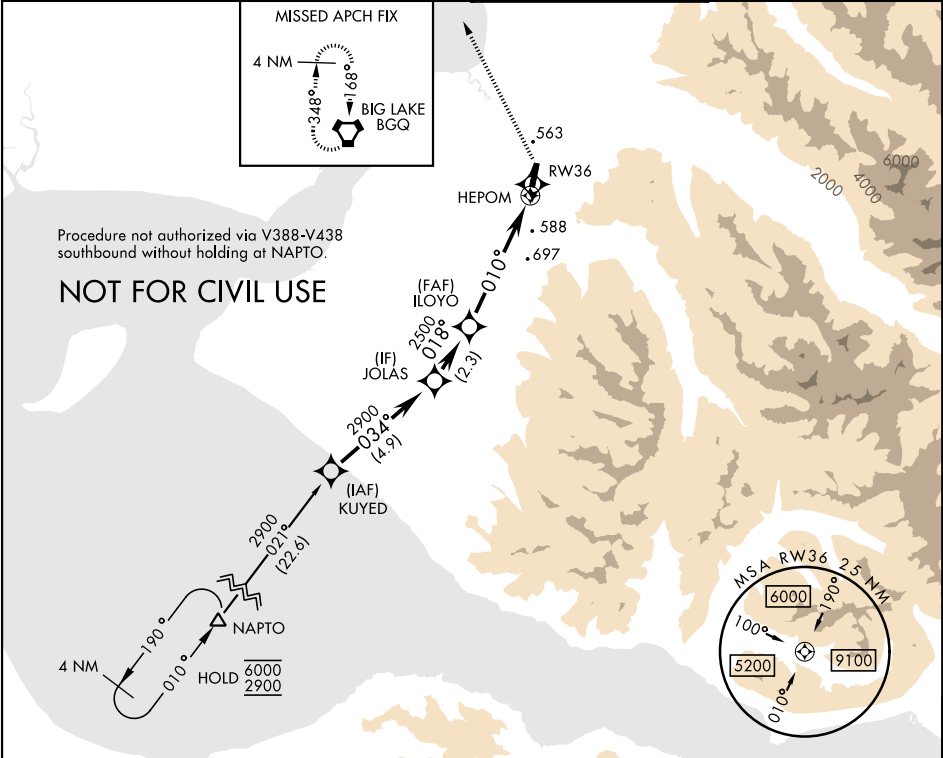
APCH CRS	Rwy Idg	3417
010°	TDZE	382
	Arpt Elev	387

[USA] BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

RNP APCH - GPS
▼ Rwy 36 helicopter visibility reduction below ¾ mile not authorized.
* Circling not authorized E of Rwy 18-36.

MISSED APPROACH: Climbing left turn to 3000 proceed direct BGQ VORTAC and hold.

AWOS-3 134.25	ANCHORAGE APP CON 118.6 290.5	TOWER ★ 125.0 (CTAF) 0 254.35	GND CON 121.25 239.25
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VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).				3000	BGQ	ELEV 387	TDZE 382
CATEGORY	A	B	C	D			
LNAV MDA	1220-1 838 (900-1)	1220-1¼ 838 (900-1¼)	1220-2½ 838 (900-2½)				
CIRCLING *	1220-1¼ 833 (900-1¼)		1220-2½ 833 (900-2½)	1640-3 1253 (1300-3)	MRL Rwy 18-36 0 REIL Rws 18, 36		

RNAV GPS RWY 36

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

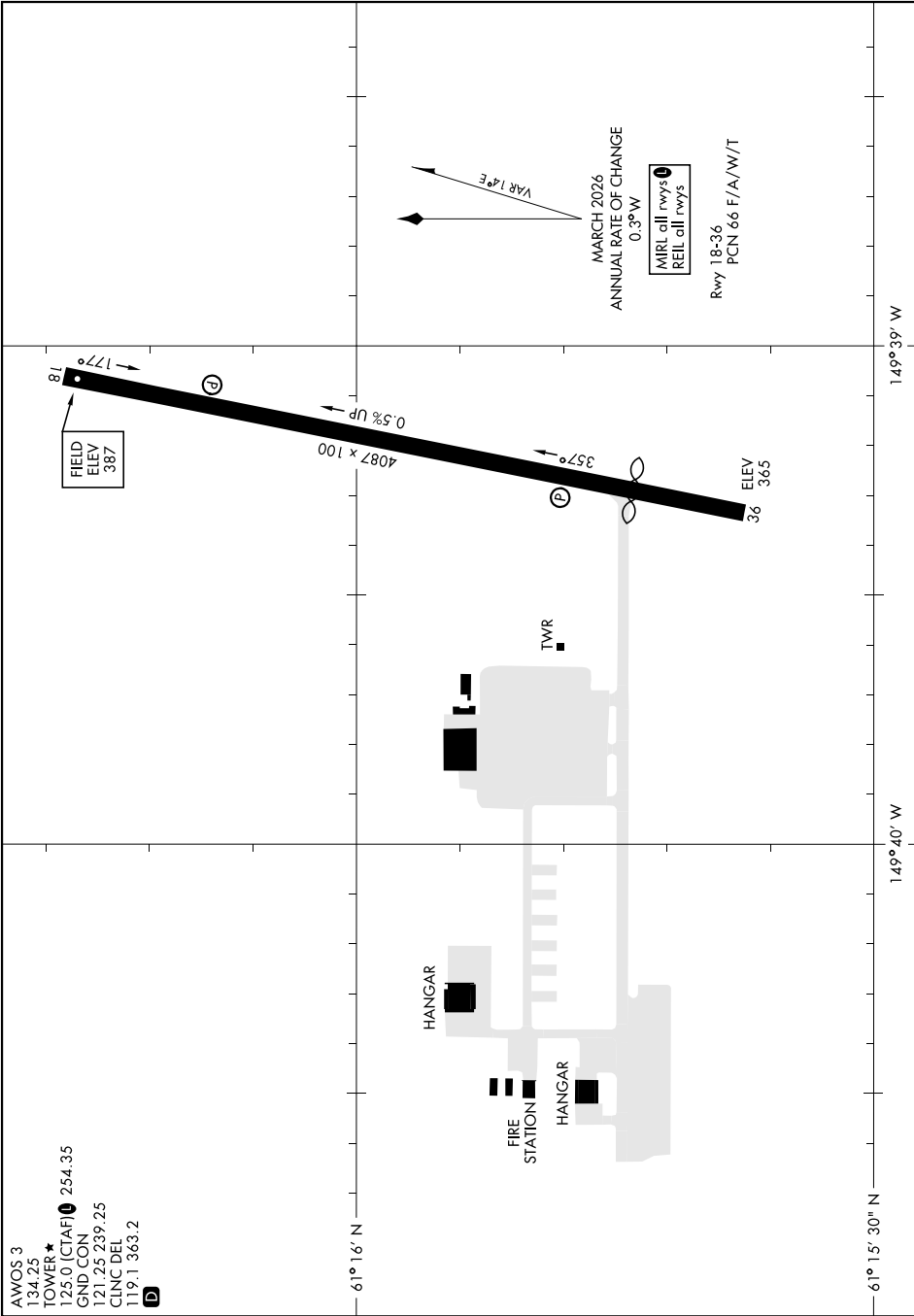
AIRPORT DIAGRAM

BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

[USA]

FORT RICHARDSON (ANCHORAGE), ALASKA

AK, 03 SEP 2026 to 29 OCT 2026



AK, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

FORT RICHARDSON (ANCHORAGE), ALASKA

BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

WAAS CH 58041 W11A	APP CRS 111°	Rwy Ldg 3200 TDZE 29 Apt Elev 29
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RNAV (GPS) RWY 11

BUCKLAND (BVK)(PABL)

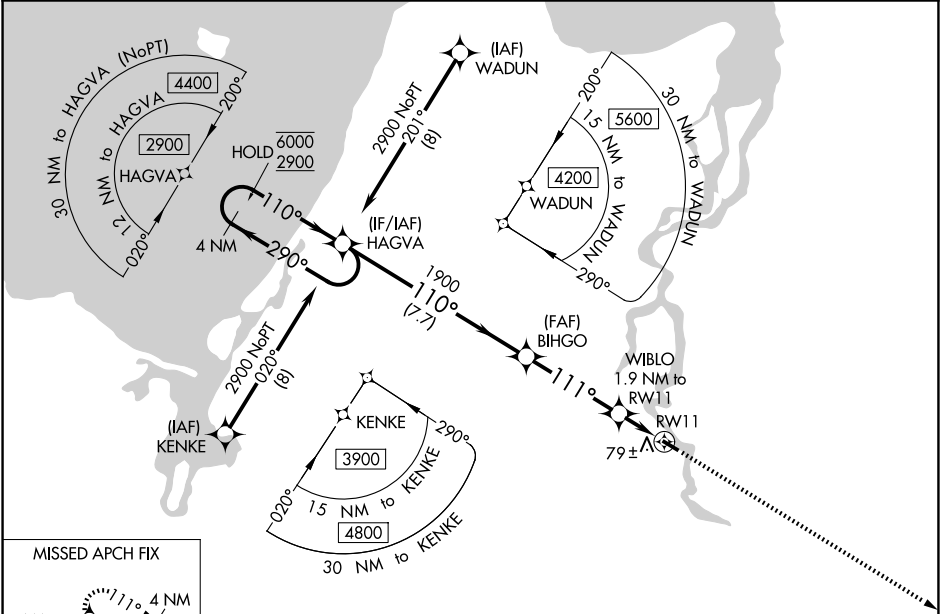
RNP APCH.

▼

Baro-VNAV and VDP NA when using Selawik altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.
When local altimeter setting is not received use Selawik altimeter setting: increase DA to 387 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 120 feet and visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3100 direct JAMUR and hold, continue climb-in-hold to 3100.

AWOS-3P 135.15	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.3	CTAF 122.9 0
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MISSED APCH FIX

JAMUR

ELEV 29		TDZE 29		
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). 4 NM Holding Pattern 6000 2900 290° 110° 110° 1900 110° 111° 1900 660 0.9 NM to RW11 *RNAV only. GP 3.00° TCH 30 7.7 NM 3.9 NM 1 NM 0.9				
CATEGORY	A	B	C	D
LPV DA	279-1 250 (300-1)			NA
LNAV/VNAV DA	279-1 250 (300-1)			NA
LNAV MDA	340-1 311 (400-1)			NA
CIRCLING	540-1 511 (600-1)	640-1 $\frac{3}{4}$ 611 (700-1 $\frac{3}{4}$)		NA

MRL Rwy 11-29 0

RNAV (GPS) RWY 27

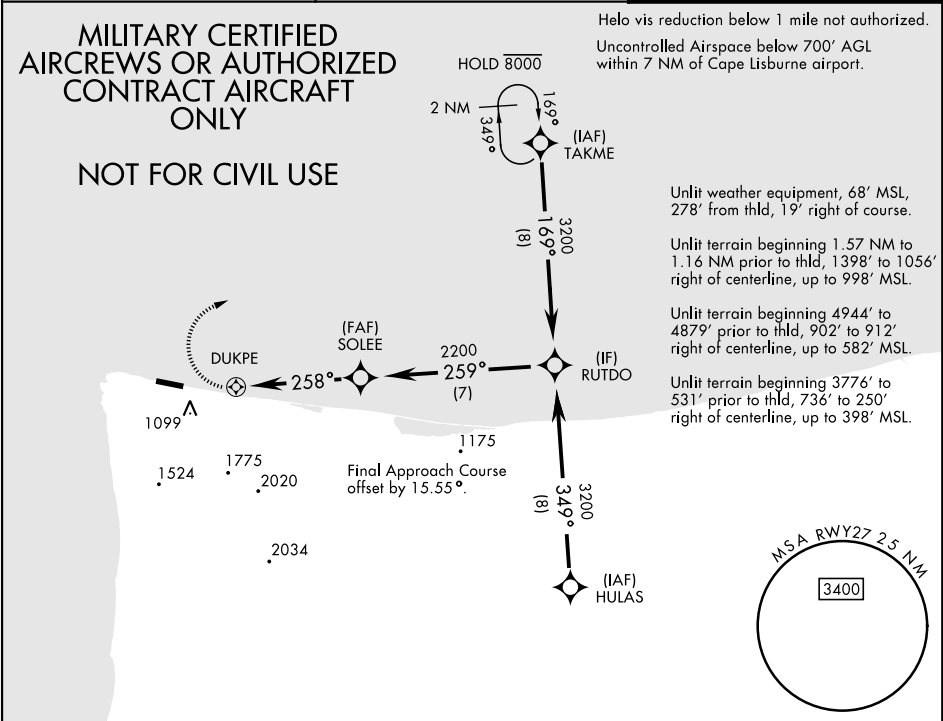
APCH CRS	Rwy Idg	4800
258°	THRE	14
	Arpt Elev	14

[USAF]

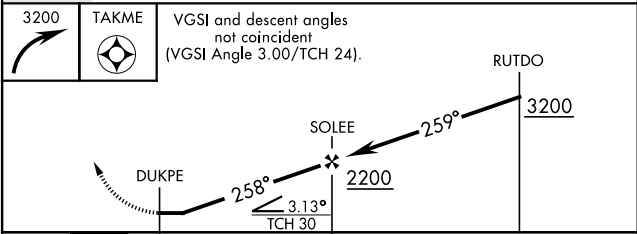
CAPE LISBURNE LRRS (PALU)

RNP APCH - GPS	MISSED APPROACH: (Do not exceed 220 KIAS until turn completion). Climbing right turn to 3200 direct TAKME and hold.
* Circling not authorized S of runway 9-27 Night operations not authorized.	

ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO ★ 122.3	CTAF 126.2
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EMERG SAFE ALT 100 NM 6700



ELEV	14	THRE	14	
4800 x 135 258°				
CATEGORY	A	B	C	D
LNAV MDA	1360-2½ 1346 (1400-2½)	1360-3 1346 (1400-3)	1360-3 1346 (1400-3)	NOT AUTHORIZED
CIRCLING*	1360-2½ 1346 (1400-2½)	1360-3 1346 (1400-3)	1360-3 1346 (1400-3)	NOT AUTHORIZED
REIL Rwy 9 and 27				

RNAV (GPS) RWY 27

CAPE LISBURNE, ALASKA

NDB/DME-A

NDB/DME LUR	APCH CRS	Rwy Idg	4800
385	235°	THRE	N/A
Chan 20 (Y)		Arpt Elev	14

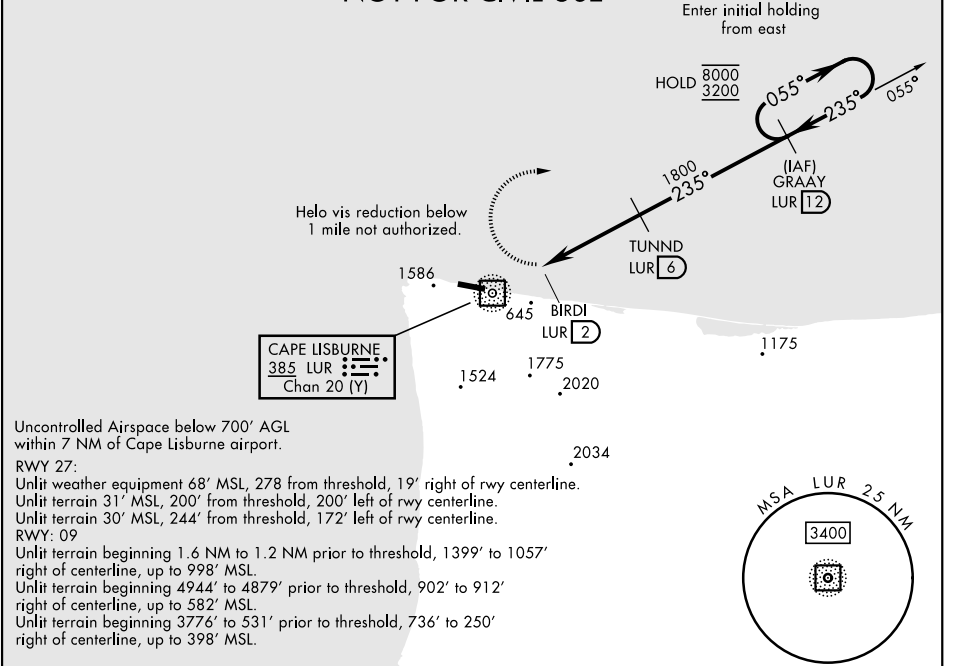
[USAF]

CAPE LISBURNE LRRS (PALU)

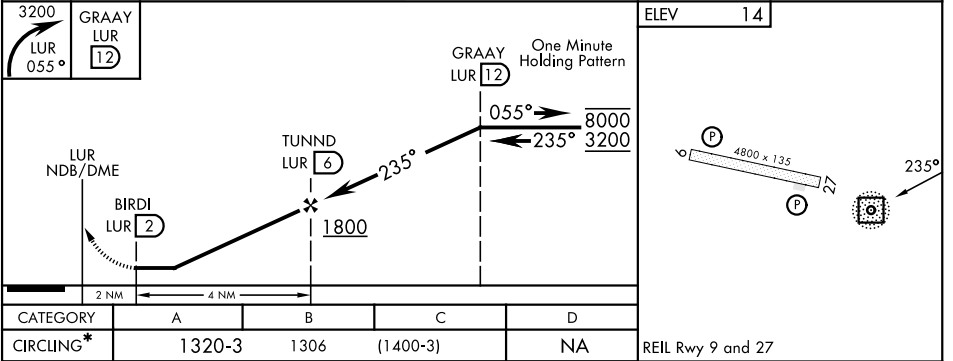
▼ *Circling not authorized S of Rwy 9-27. Night operations not authorized.	MISSED APPROACH: Climbing right turn to 3200, intercept LUR 055° bearing to GRAAY and hold.
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ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO ★ 122.3	CTAF 126.2
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MILITARY CERTIFIED
AIRCRAFTS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 6700



CAPE LISBURNE, ALASKA

68°53'N-166°07'W

CAPE LISBURNE LRRS (PALU)

Amtd 3 07AUG25

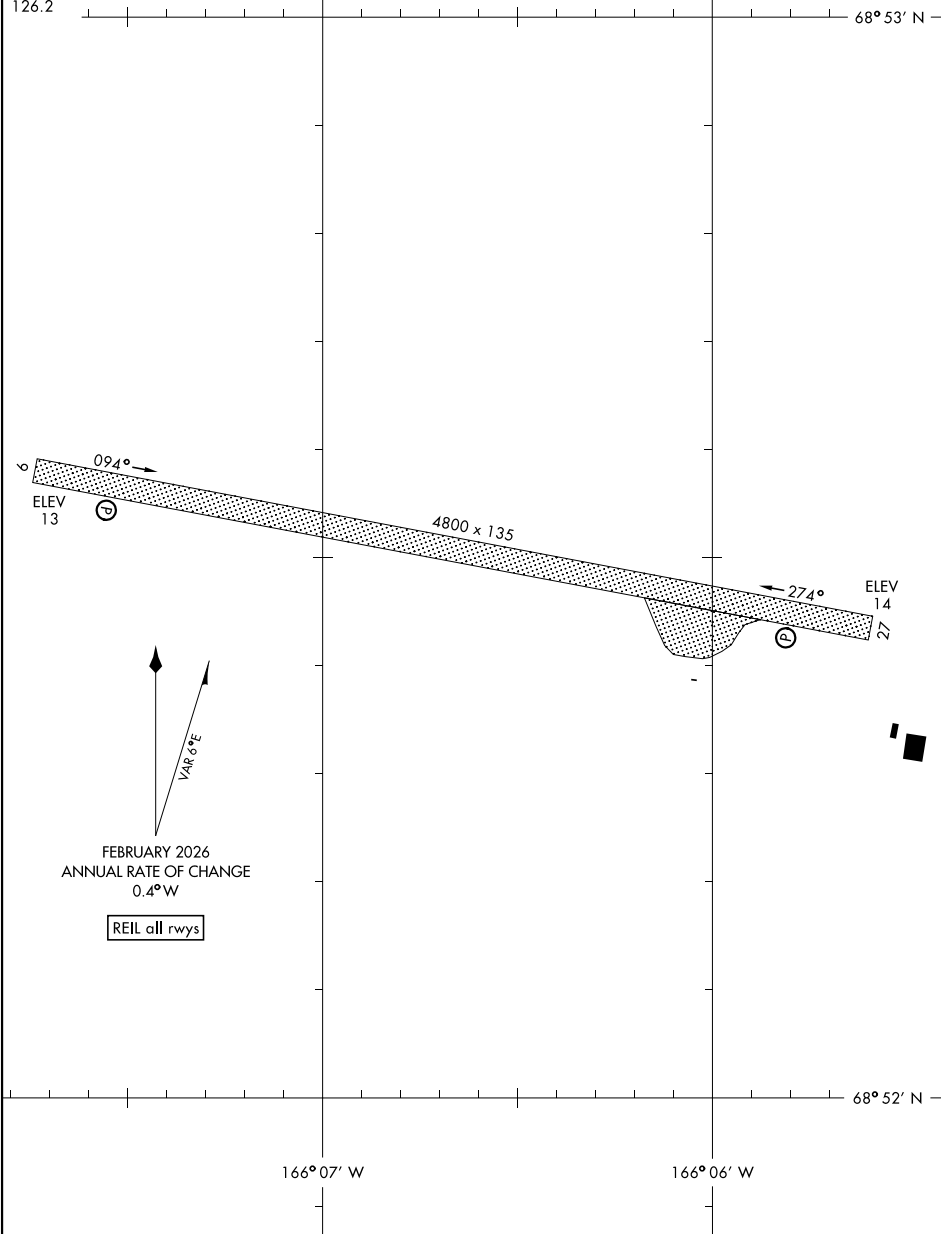
NDB/DME-A

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AWOS-3
ANCHORAGE CENTER
119.65 363.25
KOTZEBUE RADIO★
122.3
CTAF
126.2

FIELD
ELEV
14



AK, 03 SEP 2026 to 29 OCT 2026

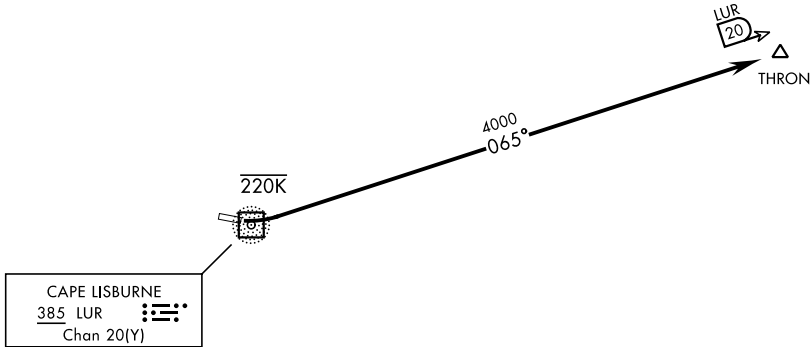
AK, 03 SEP 2026 to 29 OCT 2026

CAPE LISBURNE EIGHT DEPARTURE (OBSTACLE) (LUR8.THRON)

CAPE LISBURNE, ALASKA

ANCHORAGE CENTER
119.65 363.25
KOTZEBUE RADIO ★
122.3
CTAF
126.2

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE
NIGHT OPERATIONS NOT AUTHORIZED.



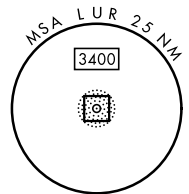
CAUTION: For Rwy 9, do not exceed 220 KIAS until intercepting LUR 065°

Procedure not authorized for CAT DE aircraft.

Uncontrolled airspace below 700' AGL within 7 NM of Cape Lisburne airport.

WARNING: High terrain within 2 NM of DER requiring prompt compliance with departure procedure instructions, do not delay start of initial turn.

2142



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Turn left within ½ mile of departure end and intercept LUR 065° outbound to THRON. Maintain 4000 or ATC assigned altitude.

TAKEOFF RWY 27: Not authorized.

CAPE LISBURNE EIGHT DEPARTURE (OBSTACLE) (LUR8.THRON)

Orig 11JUL24

CAPE LISBURNE, ALASKA
CAPE LISBURNE LRRS (PALU)

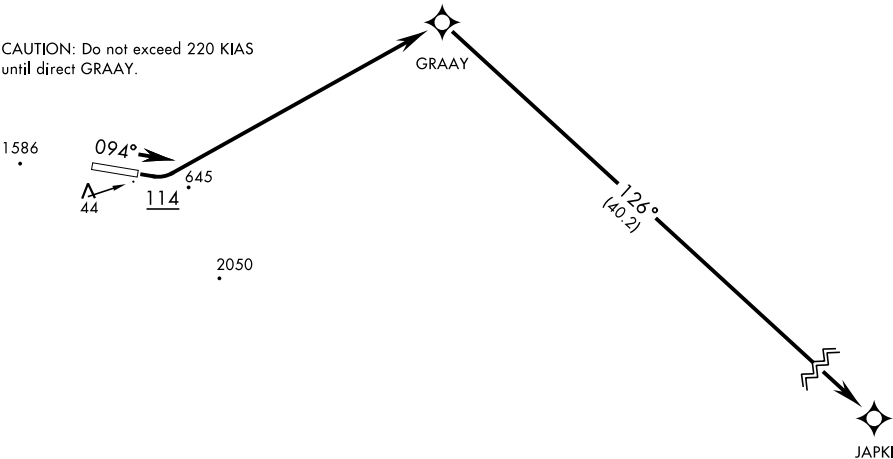
ANCHORAGE CENTER 119.65 363.25 KOTZEBUE RADIO ★ 122.3 CTAF 126.2	RNAV1 - GPS	Rwy	Knots	60	120	180	240	300	360
		9	V/V(fpm)	362	724	1086	1448	1810	2172

Minimum climb gradient to 600

NOT FOR CIVIL USE

FOR USE BY MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

CAUTION: Do not exceed 220 KIAS
until direct GRAAY.



WARNING: High terrain within 2 NM
of departure end of runway. Prompt
compliance with departure instructions
is essential to flight safety. Do not delay
initial turn at 114°.

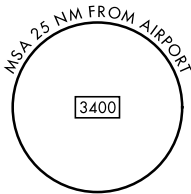
Night operations not authorized.

Procedure NA for CAT E aircraft.

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

Takeoff minimums: Rwy 9, standard with
minimum climb or 362ft/NM to 600'.

Use of T228 airway requires aircraft to be
equipped with TSO-145a/146a capability.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb on heading 094° to 114, then climbing left turn direct GRAAY, then
track 126° to JAPKI, maintain 8000 or as assigned by ATC.

TAKEOFF RWY 27: NOT AUTHORIZED

CAPE NEWENHAM, ALASKA

RNAV (GPS) RWY 15

APCH CRS 172°	Rwy Idg TDZE Arprt Elev	3945 456 531
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(USAF)

CAPE NEWENHAM LRRS (PAEH)

RNP APCH

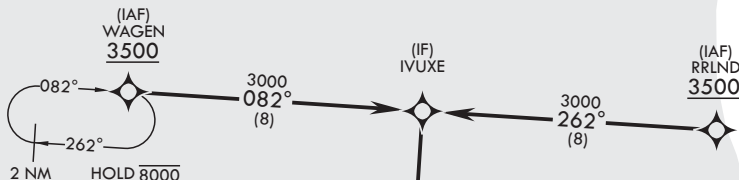


MISSED APPROACH: Climbing right turn to 3500 direct WAGEN and hold.

ANCHORAGE CENTER
124.2 251.1RADIO
126.2 (CTAF)Night operations
not authorized.Visibility reduction by
helicopters not authorized.

CAUTION:

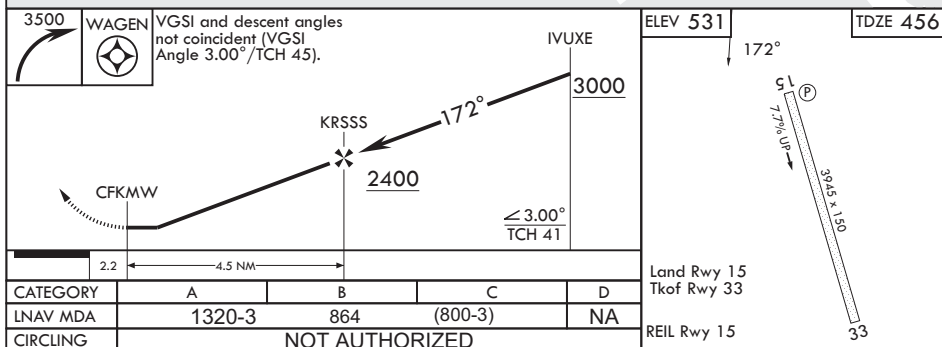
1. Rwy located on slope of 2306' mountain. High terrain both sides and S end of rwy.
2. Successful go-around improbable if initiated past the MAP.



NOT FOR CIVIL USE

MILITARY CERTIFIED
AIKREWS OR
AUTHORIZED CONTRACT
AIRCRAFT ONLYUnlit terrain 235' MSL,
200' from threshold,
200' left of course.Uncontrolled Airspace below
700' AGL within 7 NM of
Cape Newenham airport.Final approach
course offset 19.94°.

EMERG SAFE ALT 100 NM 7100



CAPE NEWENHAM, ALASKA

58°39'N - 162°04'W

CAPE NEWENHAM LRRS (PAEH)

Amdt 5 27NOV25

RNAV (GPS) RWY 15

NDB/DME RWY 15

NDB/DME EHM 385 Chan 18 (Y)	APCH CRS 182°	Rwy ldg TDZE Arpt Elev 3945 456 531
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[USAF]

CAPE NEWENHAM LRRS (PAEH)

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

MILITARY CERTIFIED
AIRCRAFTS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY

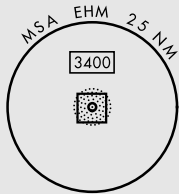
NOT FOR CIVIL USE

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

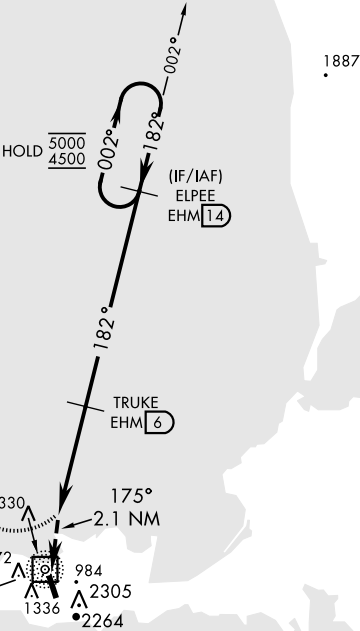
2. Successful go-around improbable
if initiated past the MAP.

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

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



CAPE NEWENHAM
385 EHM
Chan 18 (Y)



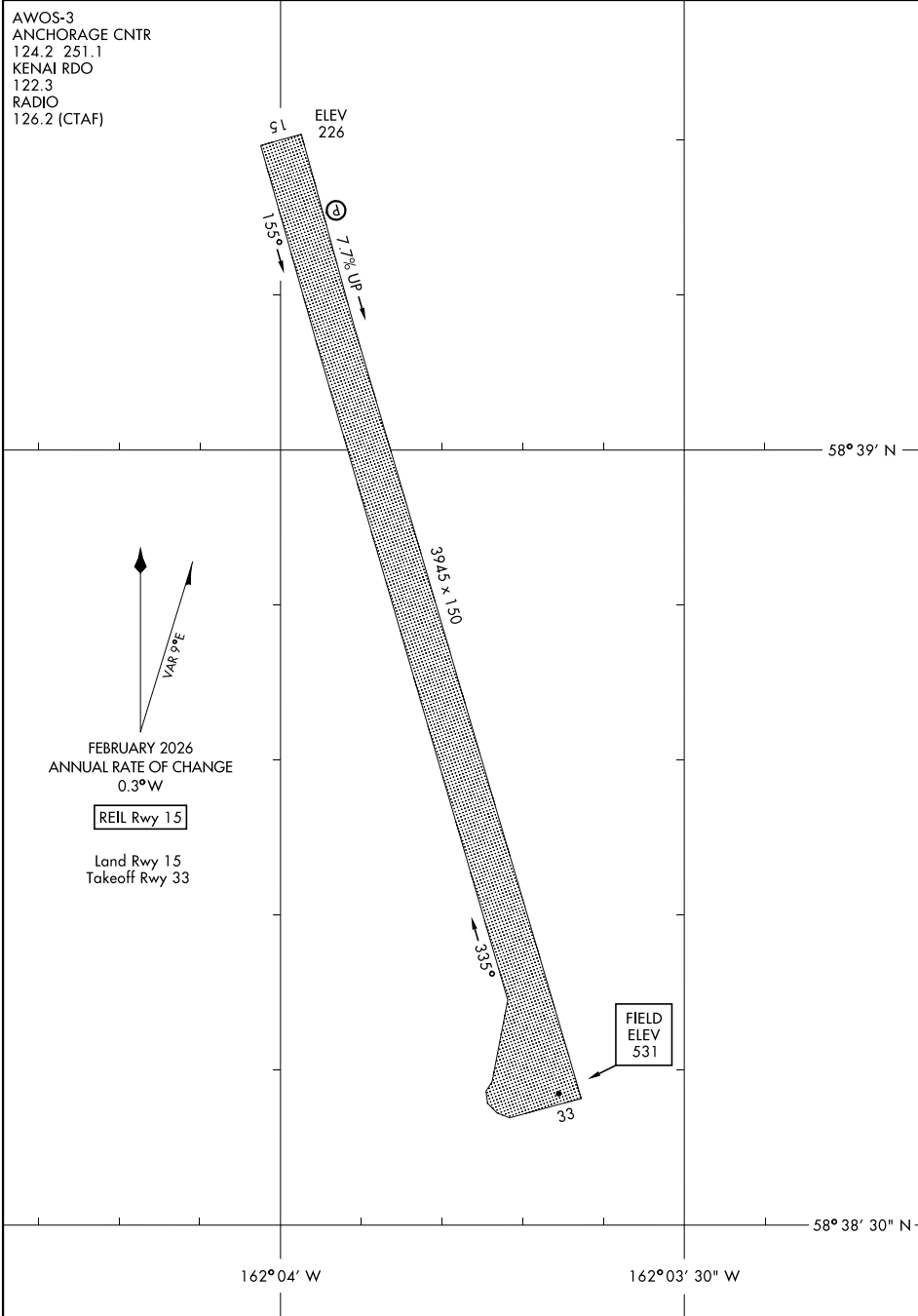
EMERG SAFE ALT 100 NM 7100

4500  brg 002° ELPEE EHM 14 <td> VGSI and descent angles not coincident (VGSI 3.00°/TCH 45) </td> <td> ELPEE 14 002° → 5000 ← 182° 4500 </td> <td> ELEV 531  175° TDZE 456 </td>	VGSI and descent angles not coincident (VGSI 3.00°/TCH 45)	ELPEE 14 002° → 5000 ← 182° 4500	ELEV 531  175° TDZE 456	
NDB/DME Fly Visual 175° 2.1 NM CILAS 2 2.1 NM 4 NM 3.00° TCH 41	TRUKE 6 182° 2200	352 7.7 @ UP 30x5 x 150 33		
CATEGORY	A	B	C	D
S-15	1240-2½	784	(800-2½)	NOT AUTHORIZED
CIRCLING	NOT AUTHORIZED			
REIL Rwy 15 Land Rwy 15 tkof Rwy 33				

NDB/DME RWY 15

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE CENTER
124.2 251.1
CAPE NEWENHAM RADIO
126.2

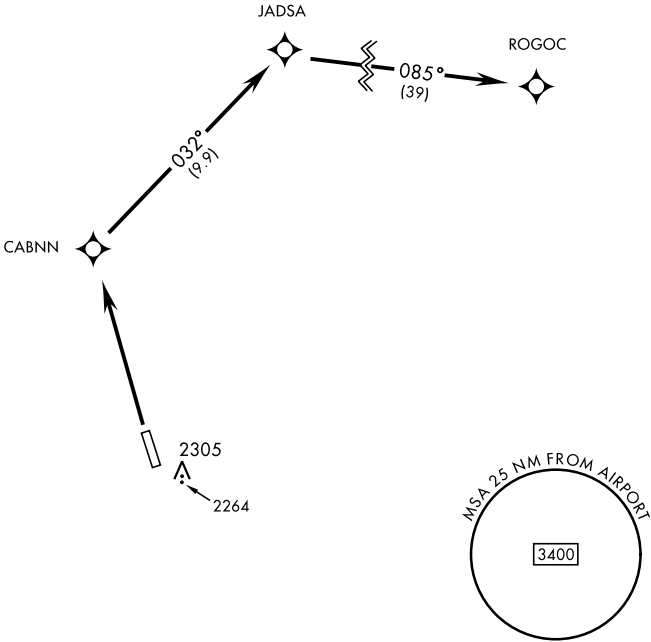
MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY

NOT FOR CIVIL USE

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

Night operations not authorized.

CAUTION:
High terrain both sides and south
end of runway.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 15: NA

TAKEOFF RWY 33: Climb to 5000 direct CABNN, then via track 032° to JADSA, then via track 085° to ROGOC, join T223.

CAPE ROMANZOF, ALASKA

RNAV (GPS) RWY 2

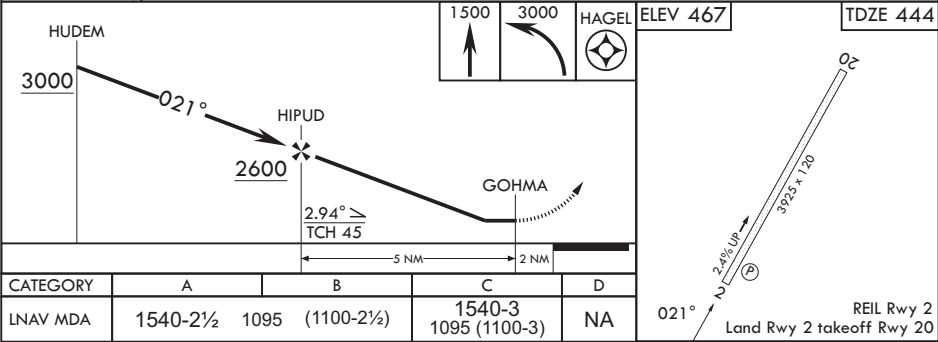
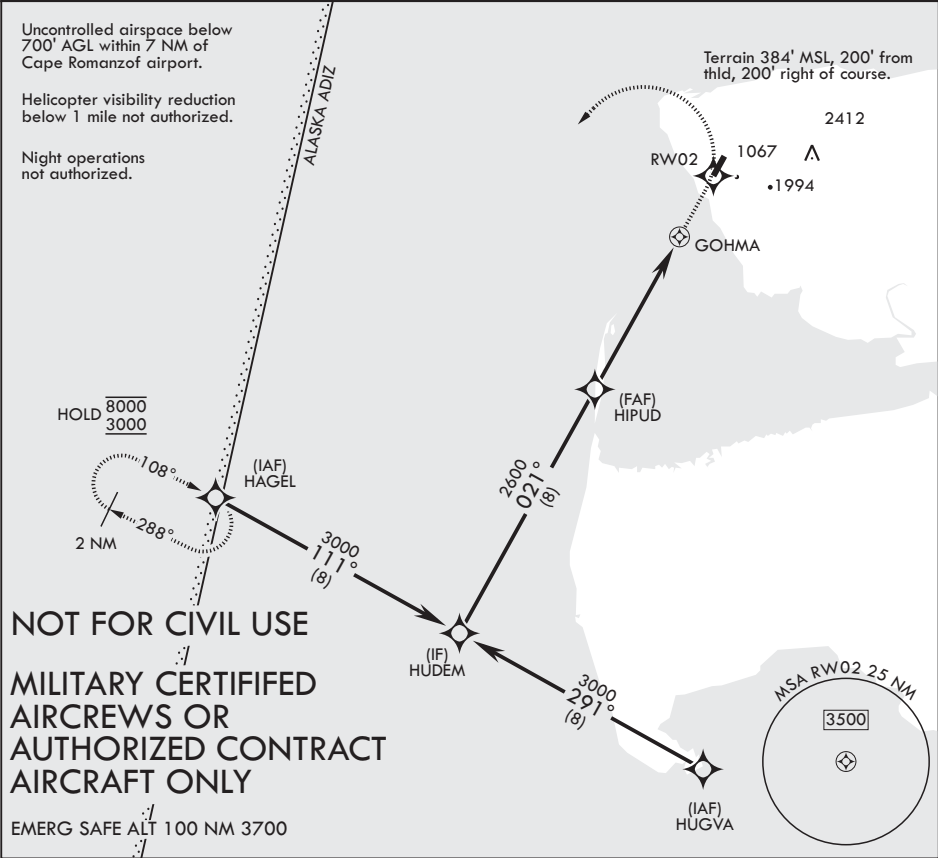
APCH CRS	Rwy Idg	3925
021°	TDZE	444
	Arprt Elev	467

(USAF)

CAPE ROMANZOF LRRS (PACZ)

RNP APCH-GPS	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct HAGEL and hold.
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ANCHORAGE CENTER 124.5 266.8	CTAF 126.2	KENAI RADIO 122.1
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CAPE ROMANZOF, ALASKA

61°47'N - 166°02'W

CAPE ROMANZOF LRRS (PACZ)

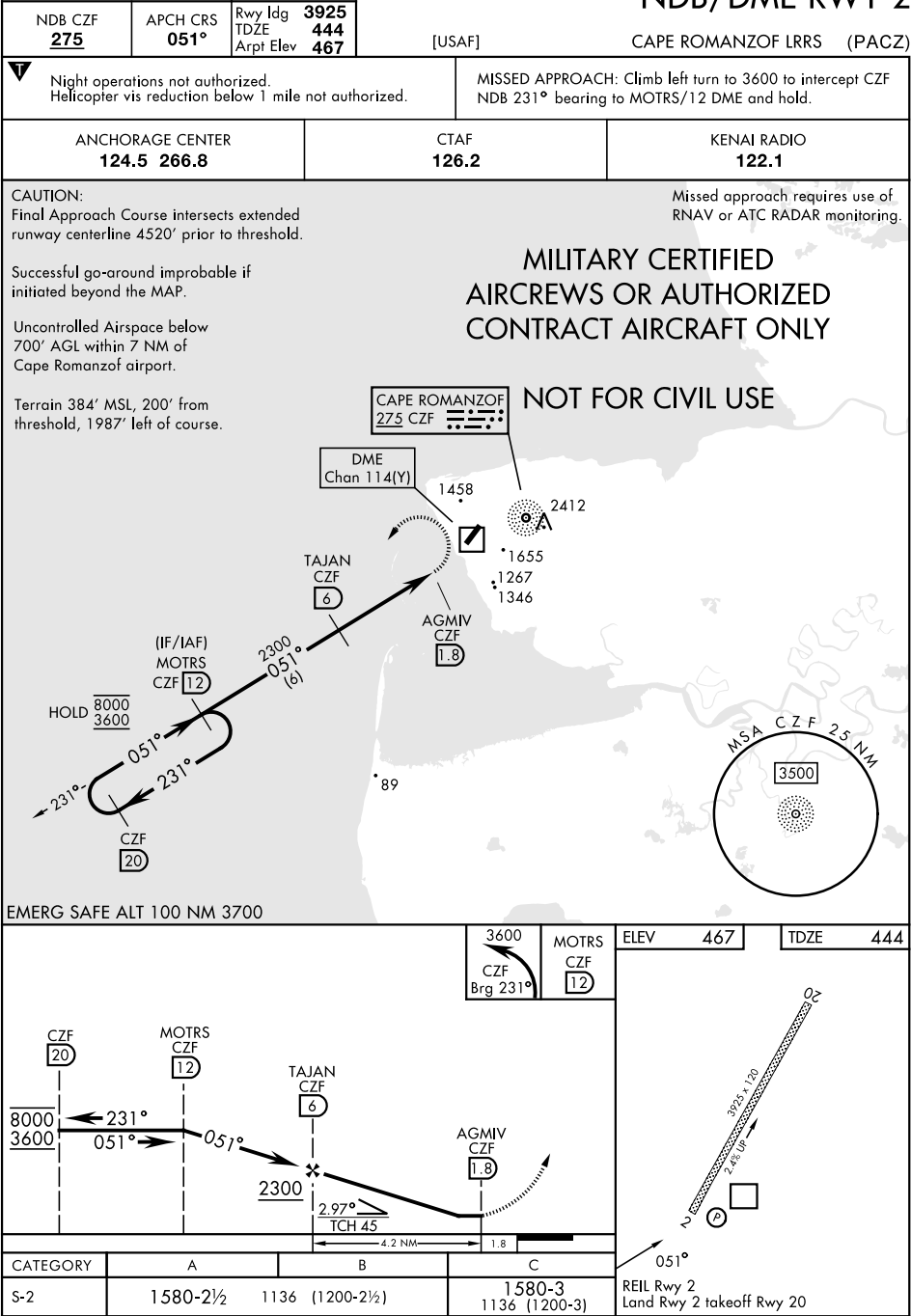
Orig 11JUL24

RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

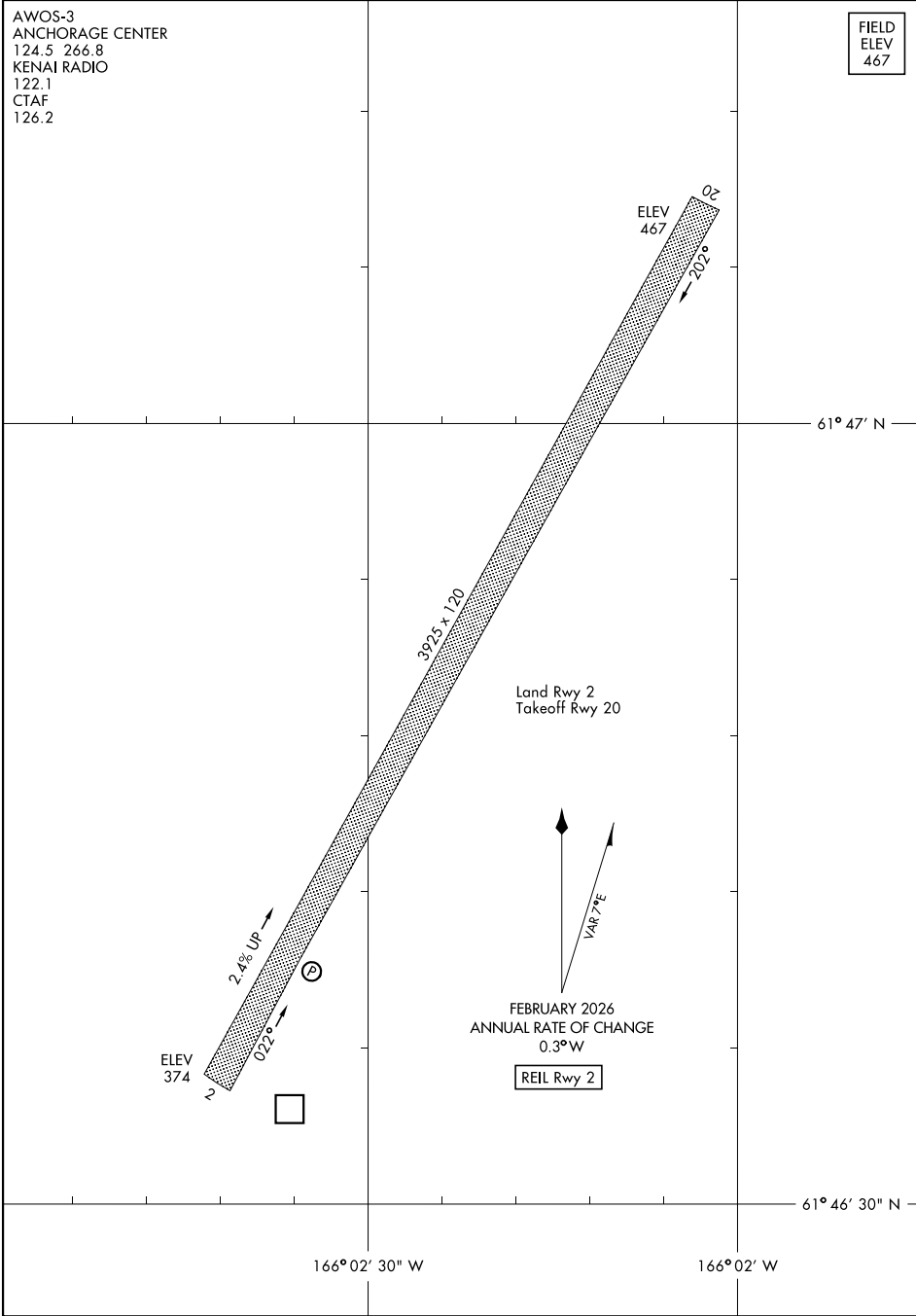
AK, 03 SEP 2026 to 29 OCT 2026

NDB/DME RWY 2



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



CTAF
126.2
KENAI RADIO
122.1
ANCHORAGE CENTER
124.5 266.8

[USAF]

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

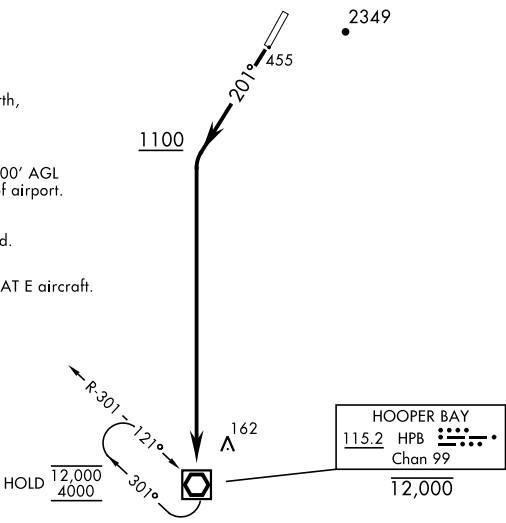
NOT FOR CIVIL USE

CAUTION:
Terrain rises rapidly West, North,
and East of centerline.

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

Night operations not authorized.

Procedure not authorized for CAT E aircraft.



DEPARTURE ROUTE DESCRIPTION

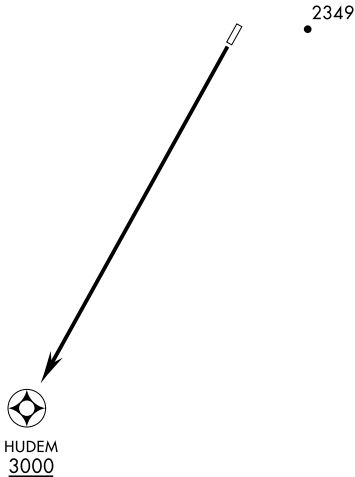
TAKEOFF RWY 2: Departures not authorized.

TAKEOFF RWY 20: Climb heading 201° to 1100, then climbing left turn direct
HPB VOR/DME and hold, continue climb to 4000 or ATC assigned altitude.

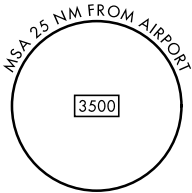
ANCHORAGE CENTER
124.5 266.8
KENAI RADIO
122.1
CTAF
126.2

[USAF]

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE
NIGHT OPERATIONS NOT AUTHORIZED.



WARNING: Terrain rises rapidly West, North, and East of centerline.
Uncontrolled airspace below 700' AGL within 7 NM of Cape Romanzof airport.
Procedure not authorized for CAT DE aircraft.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Departures not authorized.
- TAKEOFF RWY 20: Climb direct to HUDEM, maintain 3000 or higher as assigned.

APP CRS
083°

Rwy Ldg
TDZE
Apt Elev

2661
936
937

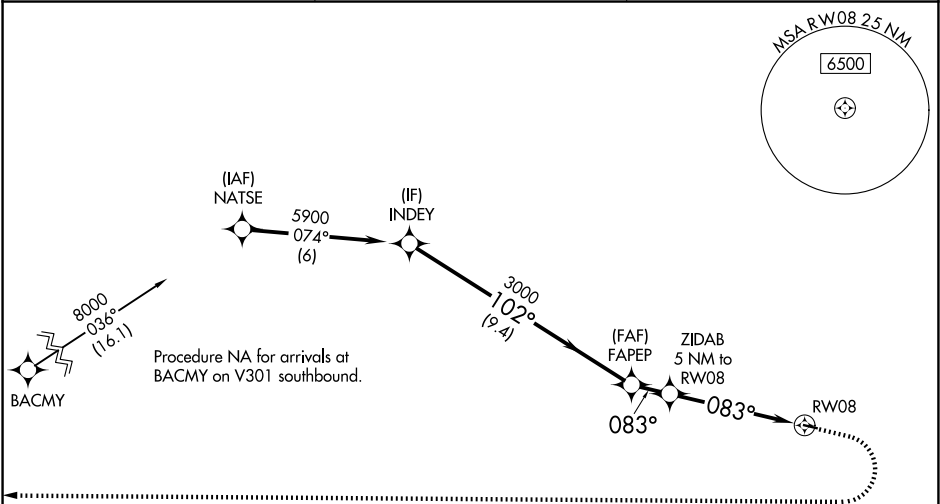
RNAV (GPS) RWY 8
CENTRAL (CEM) (PACE)

NA

DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting; when not received, procedure NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 8 NA.

MISSED APPROACH: Climb to 3700 then climbing right turn to 8000 direct BACMY and hold.

FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 284.7	CTAF 122.9 0
---------------------------	---------------------------------	-----------------



MISSED APCH FIX

ELEV 937

TDZE 936

Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LNNAV MDA	2420-1¼ 1484 (1500-1¼)	2420-1½ 1484 (1500-1½)	NA	
CIRCLING	2420-1¼ 1483 (1500-1¼)	2420-1½ 1483 (1500-1½)	NA	

MIRL Rwy 8-26 0

CENTRAL, ALASKA

AL-10966 (FAA)

25219

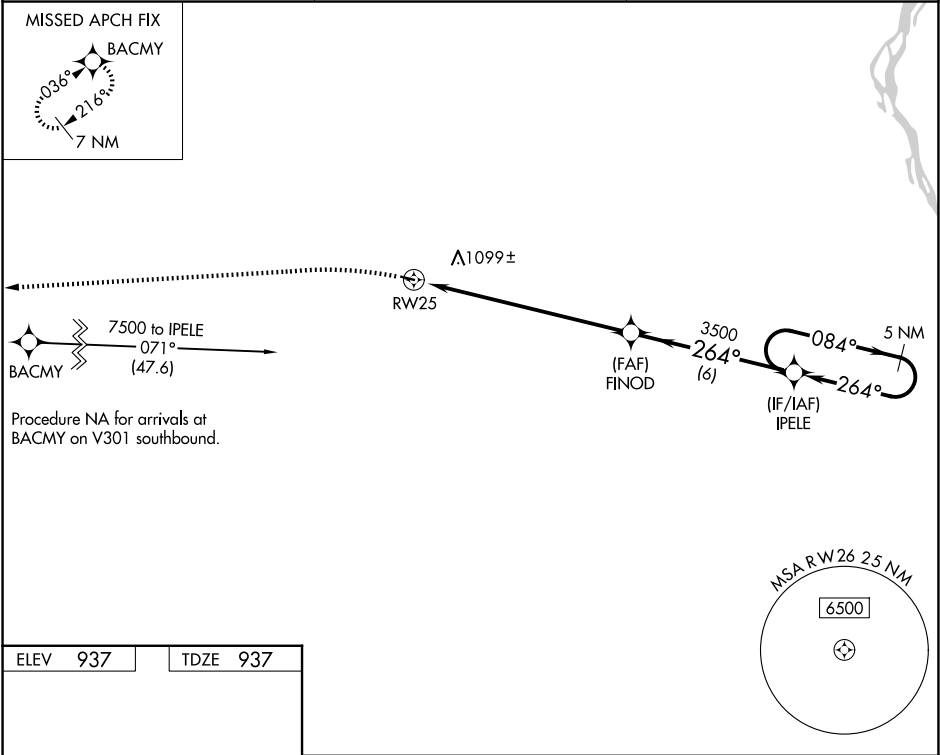
WAAS CH 82631 W26A	APP CRS 264°	Rwy Ldg 2782 TDZE 937 Apt Elev 937
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RNAV (GPS) RWY 26

CENTRAL (CEM) (PACE)

NA DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting; when not received, procedure NA. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 8 NA.	MISSED APPROACH: Climbing left turn to 8000 direct BACMY and hold.
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FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 284.7	CTAF 122.9 0
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8000

BACMY

Visual Segment - Obstacles.

RW26

FINOD

IPELE

5 NM Holding Pattern

084° →

← 264°

5400

8 NM

6 NM

CATEGORY	A	B	C	D
LP MDA	2440-1¼ 1503 (1600-1¼)	2440-1½ 1503 (1600-1½)	NA	
LNAV MDA	2900-1¼ 1963 (2000-1¼)	2900-1½ 1963 (2000-1½)	NA	
CIRCLING	2900-1¼ 1963 (2000-1¼)	2900-1½ 1963 (2000-1½)	NA	

MIRL Rwy 8-26

CENTRAL, ALASKA
Orig-B 12OCT17

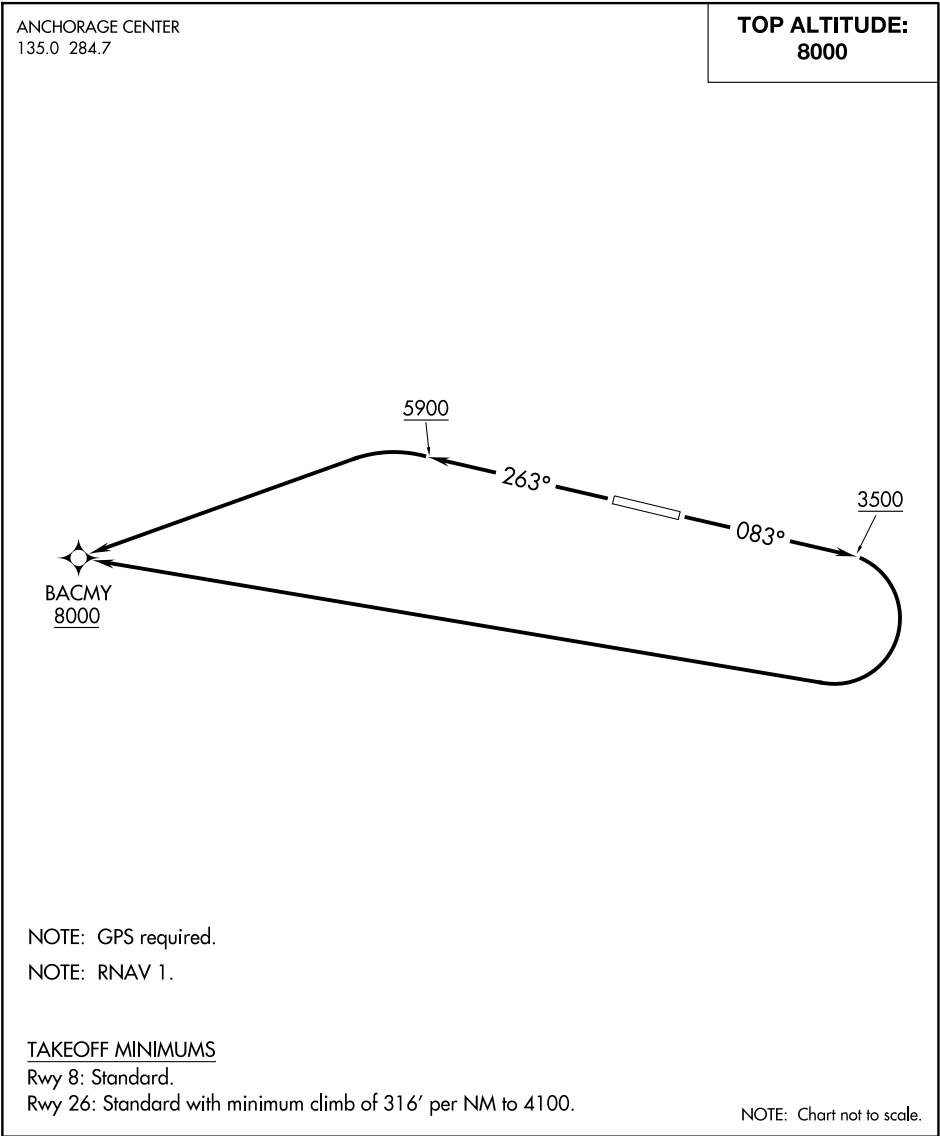
65°34'N-144°47'W

CENTRAL (CEM) (PACE)

RNAV (GPS) RWY 26

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 3500, then climbing right turn to 8000 direct BACMY before proceeding on course.

TAKEOFF RUNWAY 26: Climb heading 263° to 5900, then climbing left turn to 8000 direct BACMY before proceeding on course.

CHALKYITSIK, ALASKA

AL-10151 (FAA)

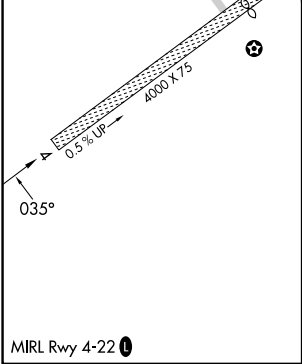
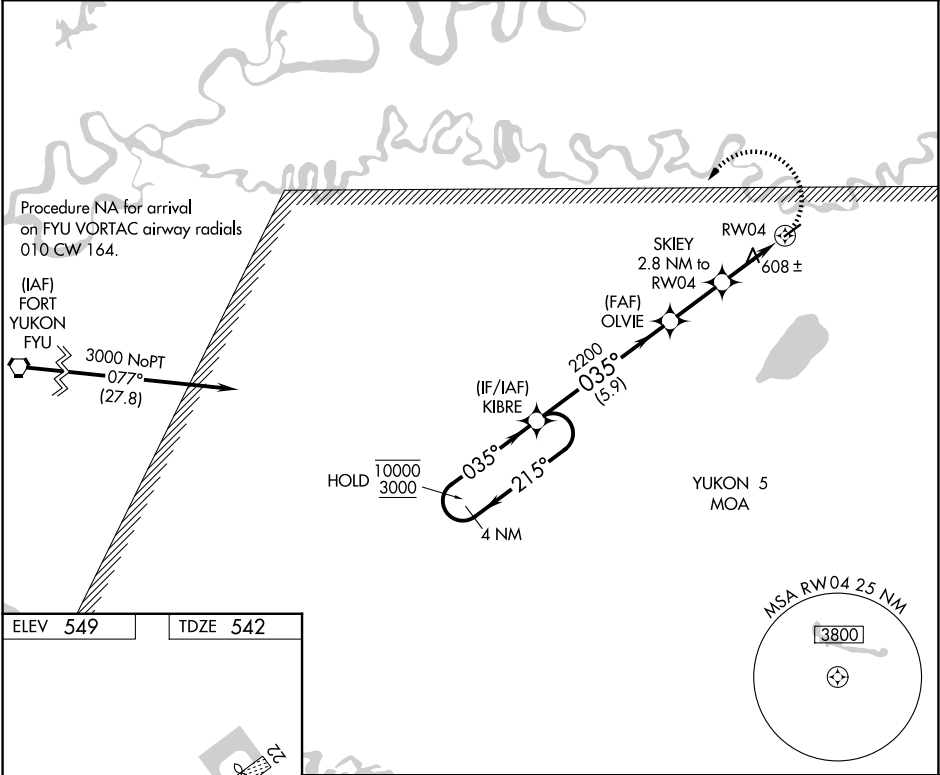
26022

APP CRS	Rwy Ldg	4000
035°	TDZE	542
	Apt Elev	549

RNAV (GPS) RWY 4
CHALKYITSIK (CIK) (PACI)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3000 direct KIBRE and hold.
▼ Procedure NA at night. ▲ NA Rwy 4 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting.	

FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9
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4 NM Holding Pattern	KIBRE	OLVIE	SKIEY 2.8 NM to RWY04	3000	KIBRE
10000 3000	← 215° 035° →	035°	3.00° TCH 40	2200	1460
	5.9 NM	2.3 NM	2.8 NM		
CATEGORY	A	B	C	D	
LNAV MDA	960-1	418 (500-1)	960-1 1/8	418 (500-1 1/8)	
CIRCLING	1080-1 531 (600-1)	1160-1 611 (700-1)	1200-1 3/4 651 (700-1 3/4)	1360-2 3/4 811 (900-2 3/4)	

CHALKYITSIK, ALASKA
Amdt 1 16JUL20

66°39'N-143°44'W

CHALKYITSIK (CIK) (PACI)
RNAV (GPS) RWY 4

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

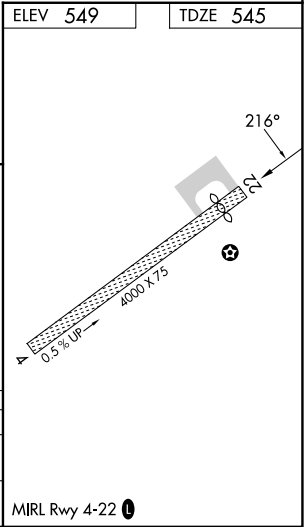
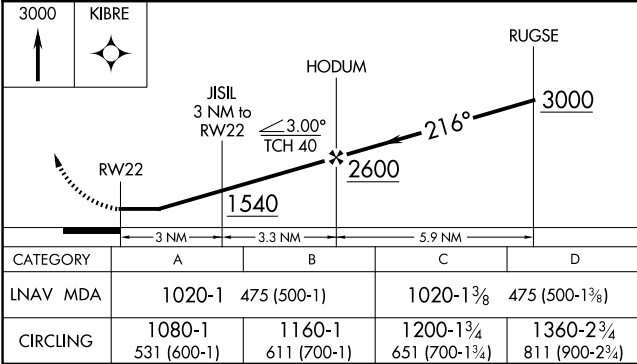
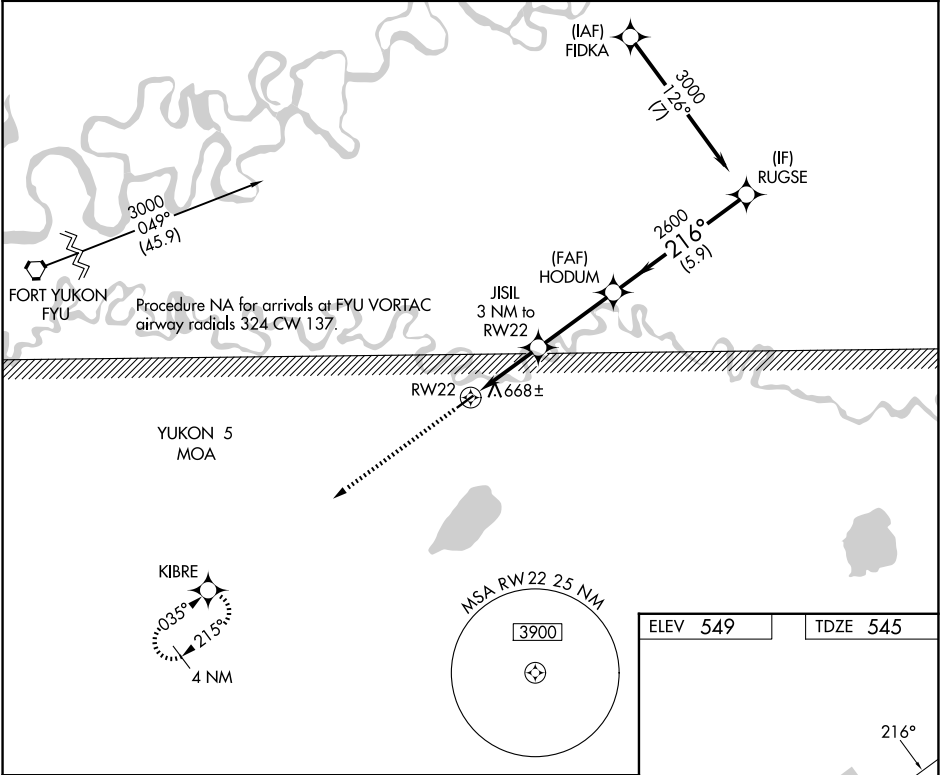
APP CRS	Rwy Ldg	3500
216°	TDZE	545
	Apt Elev	549

RNAV (GPS) RWY 22

CHALKYITSIK (CIK) (PACI)

RNP APCH.	Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting.	MISSED APPROACH: Climb to 3000 direct KIBRE and hold.
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FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9
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AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

CHEVAK, ALASKA

AL-10153 (FAA)

25275

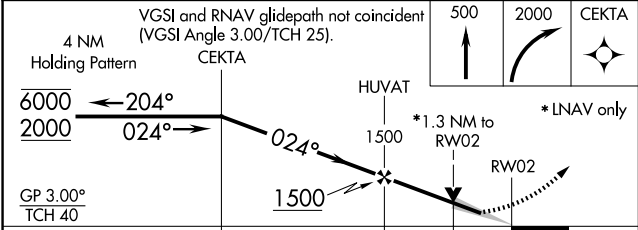
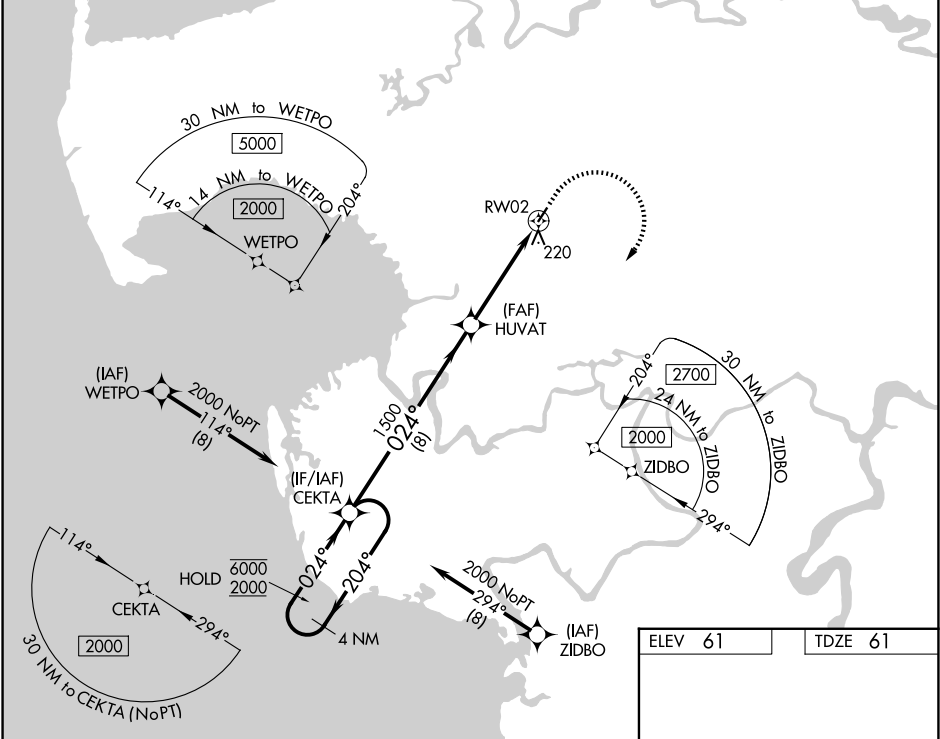
APP CRS	Rwy Ldg	3220
024°	TDZE	61
	Apt Elev	61

RNAV (GPS) RWY 2

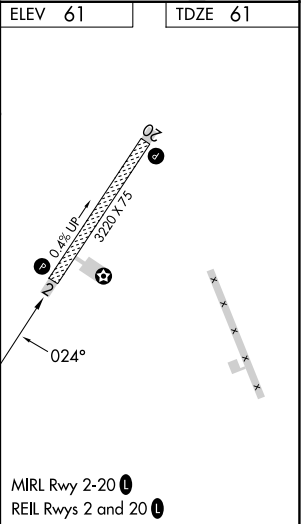
CHEVAK (VAK)(PAVA)

RNP APCH.	MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct CEKTA and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.	

AWOS-3P 120.625	ANCHORAGE CENTER 124.5	UNICOM 122.8	CTAF 123.0
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CATEGORY	A	B	C	D
INAV/VNAV DA	381-1 320 (400-1)			
INAV MDA	480-1	419 (500-1)	480-1½	419 (500-1½)
CIRCLING	520-1	459 (500-1)	520-1½ 459 (500-1½)	700-2 639 (700-2)



CHEVAK, ALASKA
Amdt 1 30JAN20

61°32'N-165°36'W

CHEVAK (VAK)(PAVA)

RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3220
204°	TDZE	61
	Apt Elev	61

RNAV (GPS) RWY 20

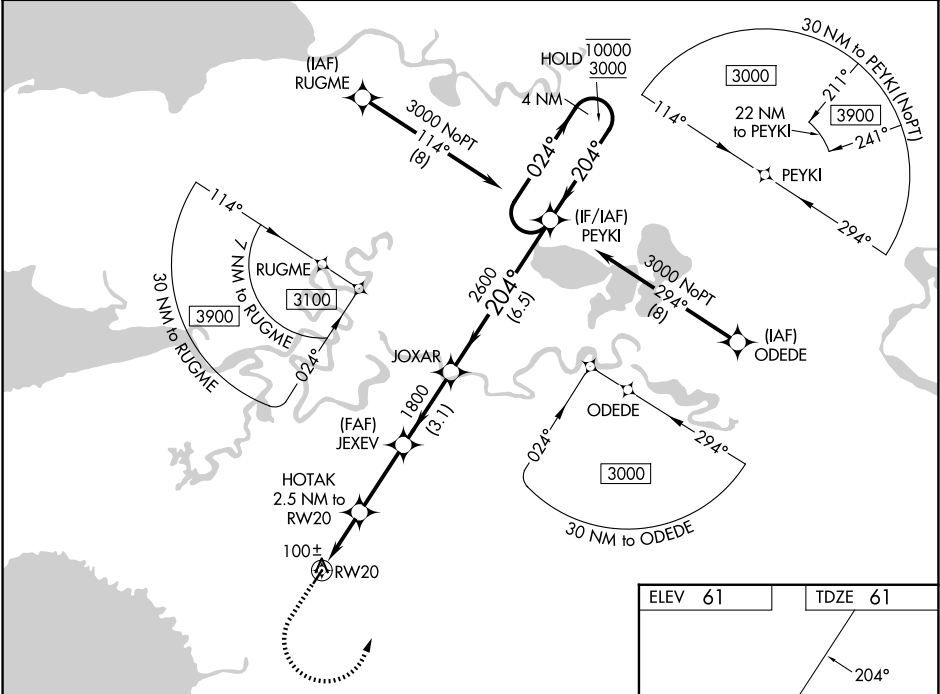
CHEVAK (VAK)(PAVA)

RNP APCH - GPS.

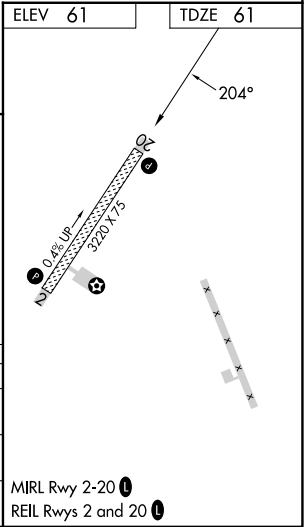
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using HPB/PAHP altimeter setting. When local altimeter setting not received, use HPB/PAHP altimeter setting and increase LNAV/VNAV DA to 352 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 direct PEYKI and hold.

AWOS-3P 120.625	ANCHORAGE CENTER 124.5	UNICOM 122.8 0	CTAF 123.0 0
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500	3000	PEYKI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).	PEYKI	4 NM Holding Pattern
			HOTAK 2.5 NM to RW20	JEXEV 1800	JOXAR 1800
			1.1 NM to RW20	2600	204°
			880	1800	10000
			1.1 NM	1.4 NM	2.9 NM
			3.1 NM	6.5 NM	
CATEGORY	A	B	C	D	
LNAV/VNAV DA		311-1	250 (300-1)		
LNAV MDA		420-1	359 (400-1)		
CIRCLING	520-1	459 (500-1)	520-1½ 459 (500-1½)	700-2 639 (700-2)	



WAAS CH 48814 W09A	APP CRS 091°	Rwy Idg 3401 TDZE 244 Apt Elev 244
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RNAV (GPS) RWY 9

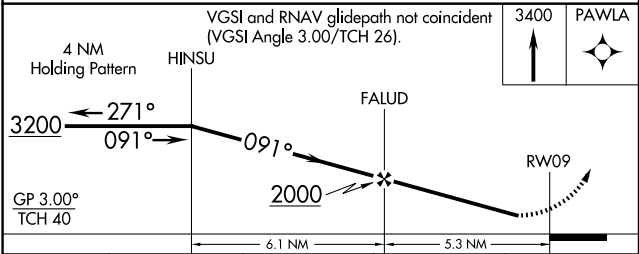
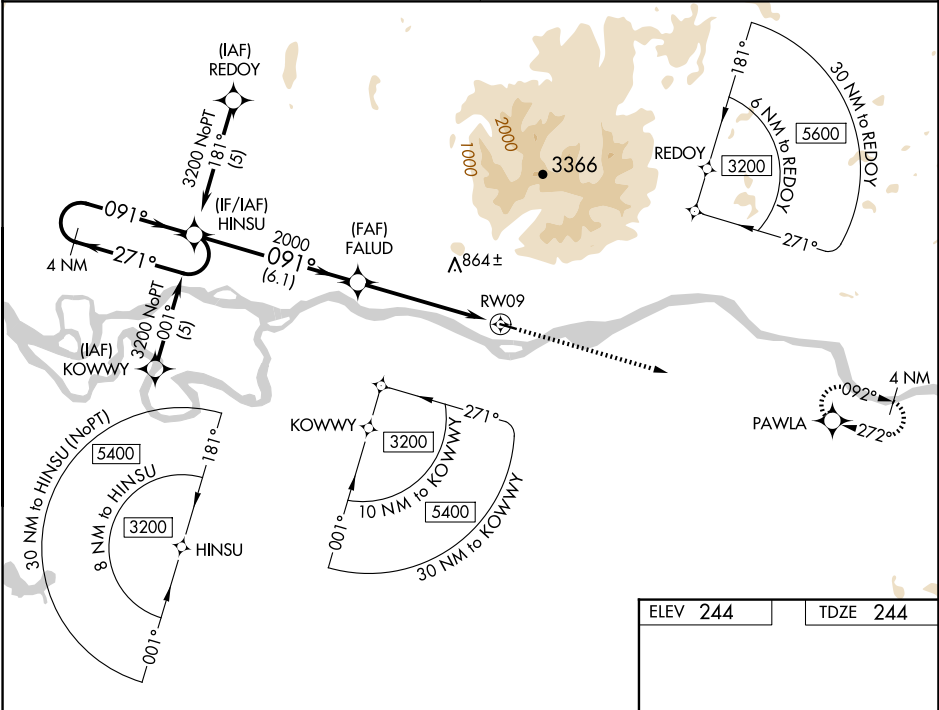
CHUATHBALUK (9A3) (PACH)

NA
-31°C

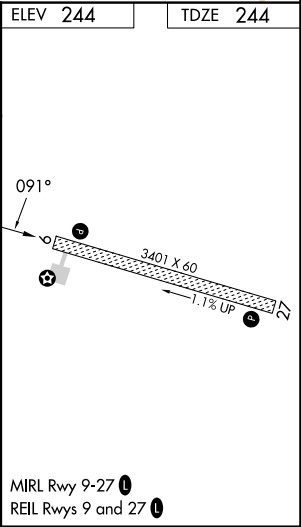
Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility ¼ mile, and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct PAWLA and hold.

ANCHORAGE CENTER 118.15 251.05	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	652-1½	408 (500-1½)		NA
LNAV MDA	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA
CIRCLING	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA



WAAS CH 93514 W27A	APP CRS 272°	Rwy Idg TDZE 238 Apt Elev 244
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RNAV (GPS) RWY 27

CHUATHBALUK (9A3) (PACH)

⚠

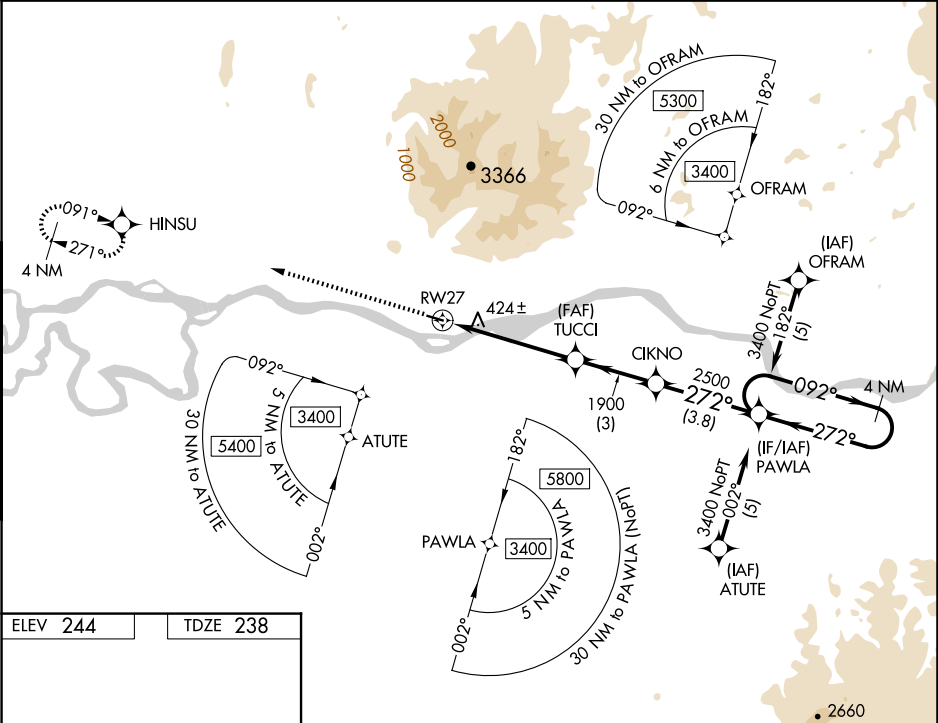
NA

⚙️ -31°C

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HINSU and hold.

ANCHORAGE CENTER 118.15 251.05	CTAF 122.9
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ELEV 244

TDZE 238

3200

HINSU

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 25).

4 NM

Holding Pattern

PAWLA

CIKNO

TUCCI

RW27

3400

272°

2500

1900

5 NM

3 NM

3.8 NM

CATEGORY	A	B	C	D
LPV	DA	759-2	521 (600-2)	NA
LNAV	MDA	1100-1 862 (900-1)	1100-1¼ 862 (900-1¼)	1100-2½ 862 (900-2½)
CIRCLING		1100-1 856 (900-1)	1100-1¼ 856 (900-1¼)	1100-2½ 856 (900-2½)

MIRL Rwy 9-27

REIL Rwy 9 and 27

GP 3.10°

TCH 40

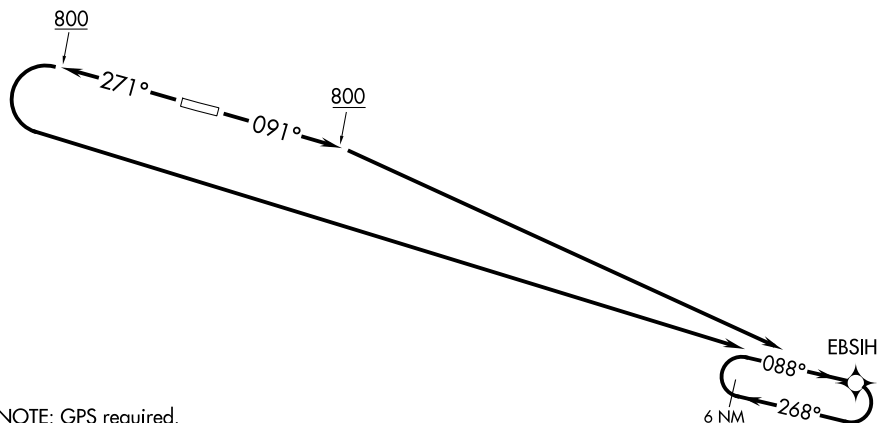
(EBSIH1.EBSIH) 18032

EBSIH ONE DEPARTURE (OBSTACLE) (RNAV)

CHUATHBALUK (9A3) (PACH)

AL-10322 (FAA)

CHUATHBALUK, ALASKA

ANCHORAGE CENTER
118.15 251.05

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283' per NM to 600.

Rwy 27: 300-1 or standard with minimum climb of 624' per NM to 600.

TAKEOFF OBSTACLE NOTES

Rwy 9: Trees beginning 312' from DER, 10' left of centerline, up to 75' AGL/424' MSL.

Trees 5324' from DER, 205' right of centerline, 75' AGL/420' MSL.

Rwy 27: Windsock 313' from DER, 357' left of centerline, 28' AGL/268' MSL.

Trees beginning 1845' from DER, 114' left of centerline, up to 45' AGL/ 295' MSL.

Pole 2376' from DER, 531' left of centerline, 58' AGL/308' MSL.

Vehicle on road 176' from DER, 427' right of centerline, 15' AGL/254' MSL.

Trees beginning 271' from DER, 185' right of centerline, up to 72' AGL/324' MSL.

Building 2485' from DER, 489' right of centerline, 30' AGL/314' MSL.

Poles beginning 2517' from DER, 243' right of centerline, up to 74' AGL/324' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 091° to 800, then climbing right turn direct EBSIH WP, Thence. . .TAKEOFF RUNWAY 27: Climb heading 271° to 800, then climbing left turn direct EBSIH WP, Thence. . .

. . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route of flight. Expect filed altitude 10 minutes after departure.

EBSIH ONE DEPARTURE (OBSTACLE) (RNAV)

(EBSIH1.EBSIH) 22OCT09

CHUATHBALUK, ALASKA

CHUATHBALUK (9A3) (PACH)

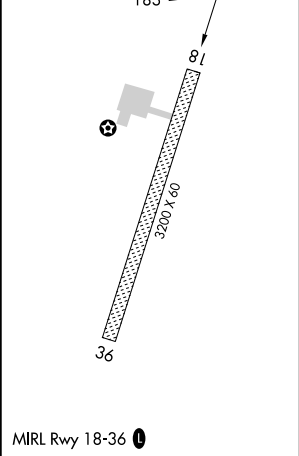
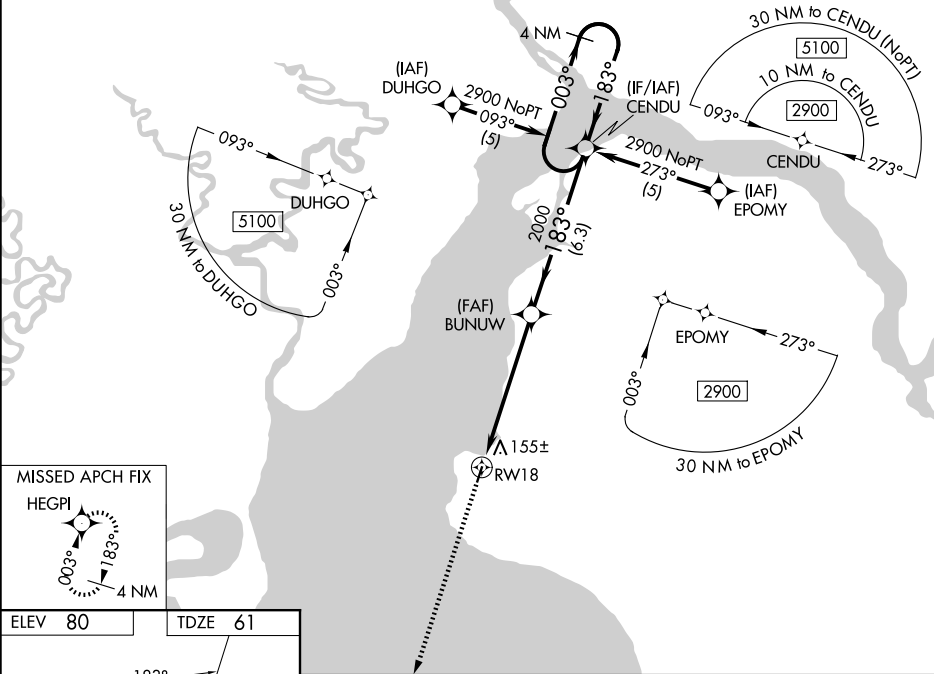
WAAS CH 82213 W18A	APP CRS 183°	Rwy Ldg 3200 TDZE 61 Apt Elev 80
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RNAV (GPS) RWY 18

CLARKS POINT (CLP) (PFCL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 direct HEGPI and hold.
▼ ▲ NA Baro-VNAV NA. Procedure NA at night. When local altimeter setting not received, use DLG/PADL altimeter setting. Rwy 18 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 121.45	ANCHORAGE CENTER 132.75 282.35	CTAF 122.9 0
--------------------------	--	------------------------



2900

↑

HEGPI

CENDU

4 NM Holding Pattern

BUNUW

2000

183°

003°

2900

183°

GP 3.07° TCH 40

RW18

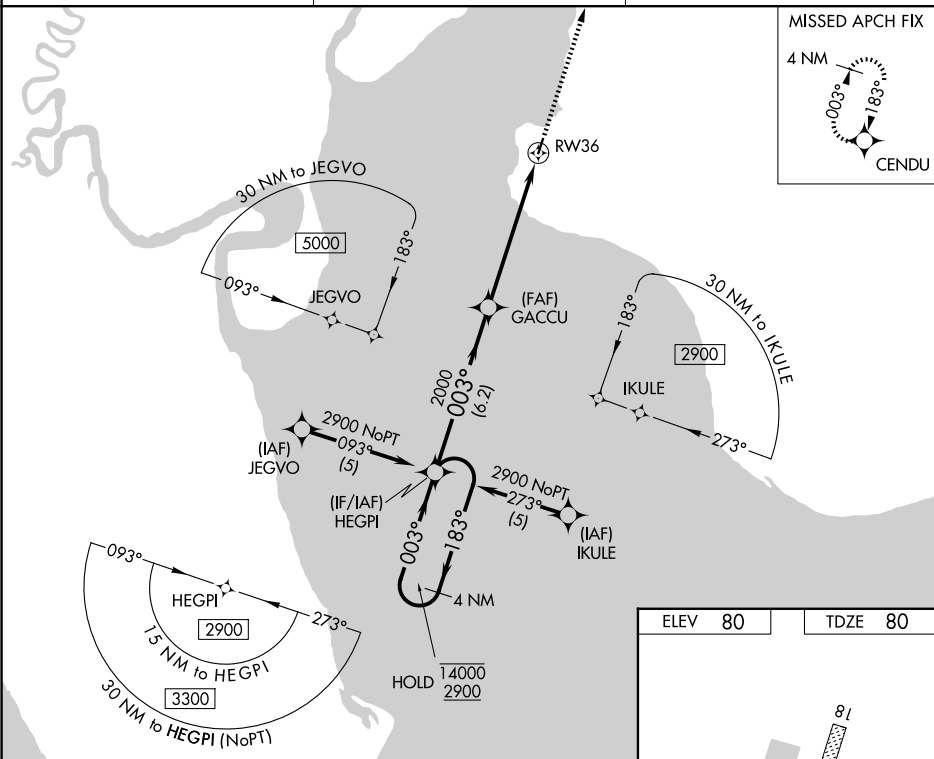
5.7 NM

6.3 NM

CATEGORY	A	B	C	D
LPV DA	355-1 294 (300-1)			
LNAV/VNAV DA	464-1½ 403 (400-1½)			
LNAV MDA	620-1 559 (600-1)	620-1¾ 559 (600-1¾)	620-1¾ 559 (600-1¾)	
CIRCLING	620-1 540 (600-1)	700-1 620 (700-1)	700-1¾ 620 (700-1¾)	700-2 620 (700-2)

RNAV (GPS) RWY 36
CLARKS POINT (CLP) (PFCL)

MISSED APPROACH: Climb to 2900 direct CENDU and hold.

CTAF
122.90

RW36

CATEGORY	A	B	C	D
LNAV MDA	660-1	580 (600-1)	660-1 $\frac{1}{2}$	580 (600-1 $\frac{1}{2}$)
CIRCLING	660-1 580 (600-1)	700-1 620 (700-1)	700-1 $\frac{3}{4}$ 620 (700-1 $\frac{3}{4}$)	700-2 620 (700-2)

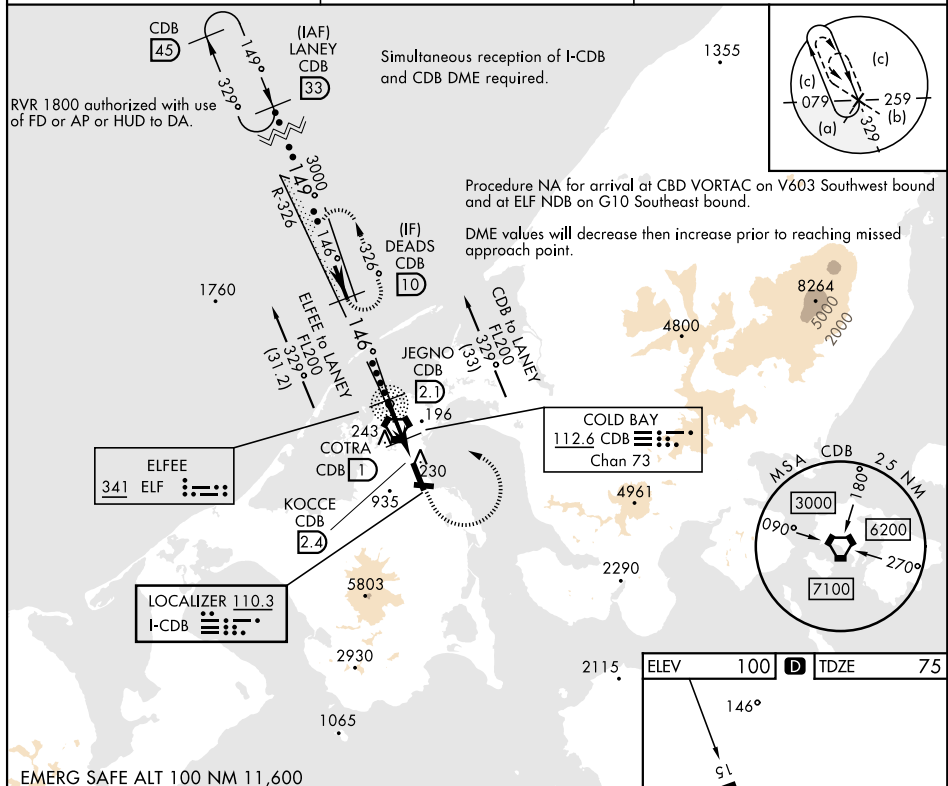
CLARKS POINT (CLP) (PFCL)
RNAV (GPS) RWY 36

Orig-C 19MAY22

MIRL Rwy 18-36 **L**

HI-ILS or LOC RWY 15

LOC I-CDB 110.3	APCH CRS 146°	Rwy Idg 10,180 TDZE 75 Arpt Elev 100	[USAF]	COLD BAY (CDB) (PACD)	
* When ALS inop, increase CAT E RVR to 4000. ** When ALS inop, increase RVR to 5500. *** Circling not authorized SW of Rwy 15-33.			MALSR 	MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct CDB VORTAC, then on CDB R-329 to DEADDS/CDB 10 DME and hold.	
ANCHORAGE CENTER 118.5 278.3		COLD BAY RADIO 123.6 (CTAF) 0		ASOS 135.75	



COLD BAY, ALASKA

55°12'N-162°44'W

COLD BAY (CDB) (PACD)

Amdt 4 10SEP20

HI-ILS or LOC RWY 15

ILS or LOC RWY 15
COLD BAY (CDB) (PACD)

MISSED APPROACH: Climb to 1100 then climbing left turn to 2700 direct CDB VORTAC and hold, continue climb-in-hold to 2700.

[illegible]

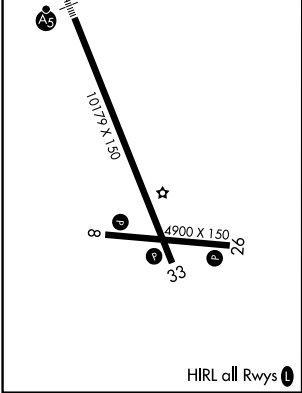
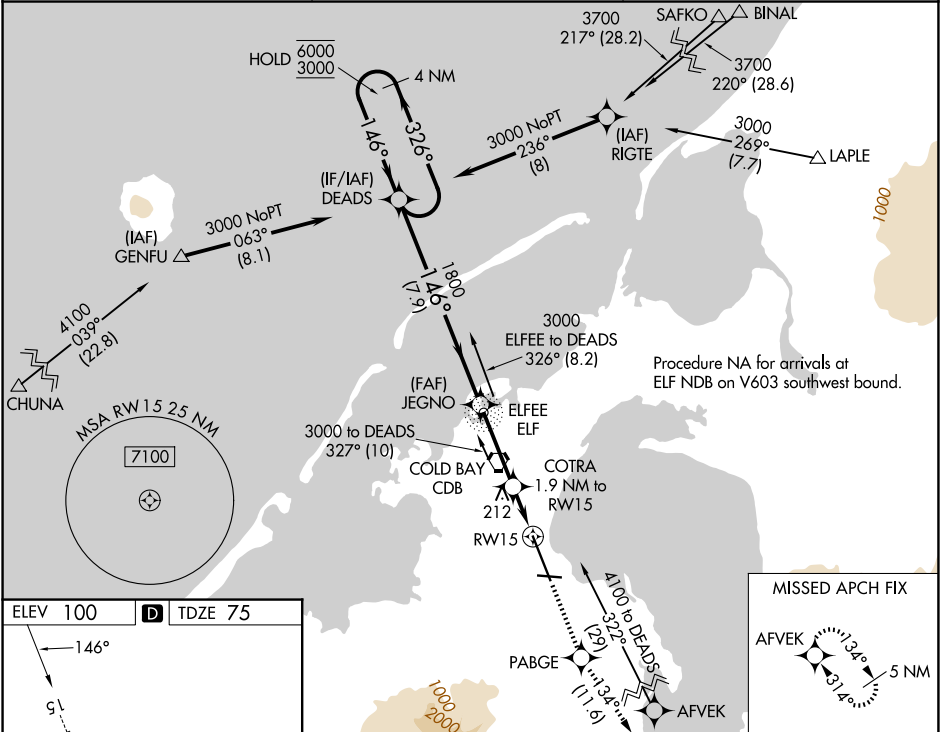
COLD BAY (CDB) (PACD)
ILS or LOC RWY 15

WAAS CH 45612 W15A	APP CRS 146°	Rwy Ldg TDZE Apt Elev	10179 75 100
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RNAV (GPS) RWY 15
COLD BAY (CDB) (PACD)

RNP APCH. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Circling NA for Cat A southwest of Rwy 15-33 at night. Circling NA for Cats B/C/D southwest of Rwy 15-33. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 6000. #RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR AS	MISSED APPROACH: Climb to 4100 direct PABGE and on track 134° to AFVEK and hold, continue climb-in-hold to 4100.
--	-------------	--

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
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4 NM Holding Pattern DEADS				4100 ↑		PABGE ✦	tr 134° ✦	AFVEK ✦
6000 ← 326° 3000 → 146° GP 3.10° TCH 55				JEGNO 1800 1800 COTRA 1.9 NM to *1.1 NM RW15 to RW15 *760 *LNAV only				
				7.9 NM 3.2 NM 0.8 NM 1.1 NM				
CATEGORY	A		B		C		D	
LPV DA#	275/24 200 (200-½)							
LNAV/VNAV DA	325/24 250 (300-½)							
LNAV MDA	480/24 405 (400-½)		480/40 405 (400-¾)					
CIRCLING	540-1 440 (500-1)		560-1 460 (500-1)		560-1½ 460 (500-1½)		860-2½ 760 (800-2½)	

COLD BAY, ALASKA

AL-1241 (FAA)

25219

WAAS CH 42730 W26A	APP CRS 248°	Rwy Ldg TDZE Apt Elev	4900 100 100
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RNAV (GPS) RWY 26

COLD BAY (CDB) (PACD)

RNP APCH.

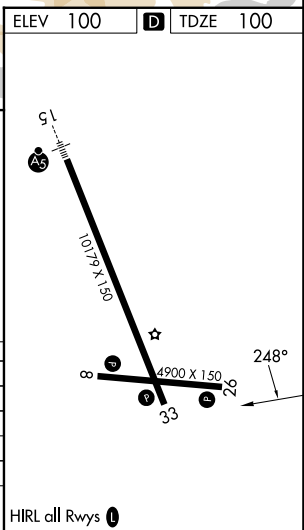
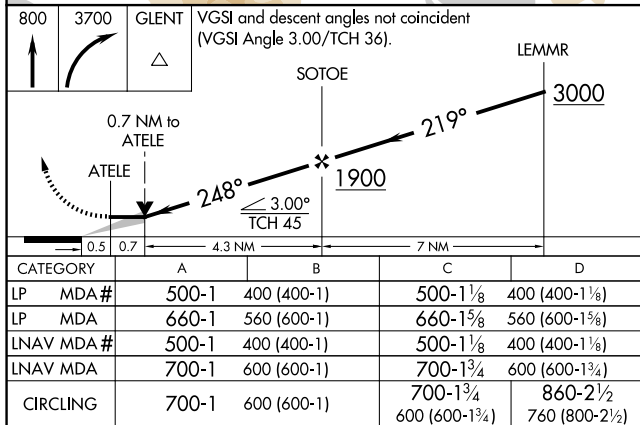
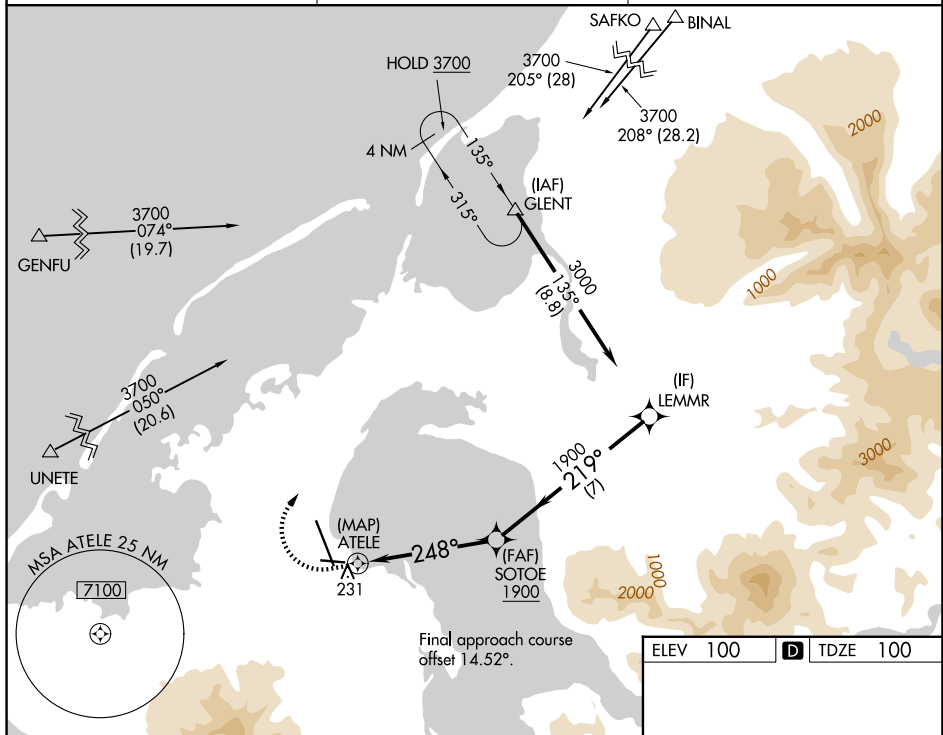
⚠ Circling NA for Cat B, C, and D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 800 then climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700.
Missed approach requires a minimum climb of 280 feet per NM to 1180.

ASOS
135.75

ANCHORAGE CENTER
118.5 278.3

COLD BAY RADIO
123.6 (CTAF) 0



COLD BAY, ALASKA

Amtd 4 20JUN19

55°12'N-162°44'W

COLD BAY (CDB) (PACD)

RNAV (GPS) RWY 26

AK, 03 SEP 2026 to 29 OCT 2026

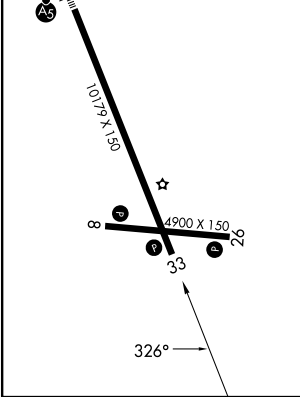
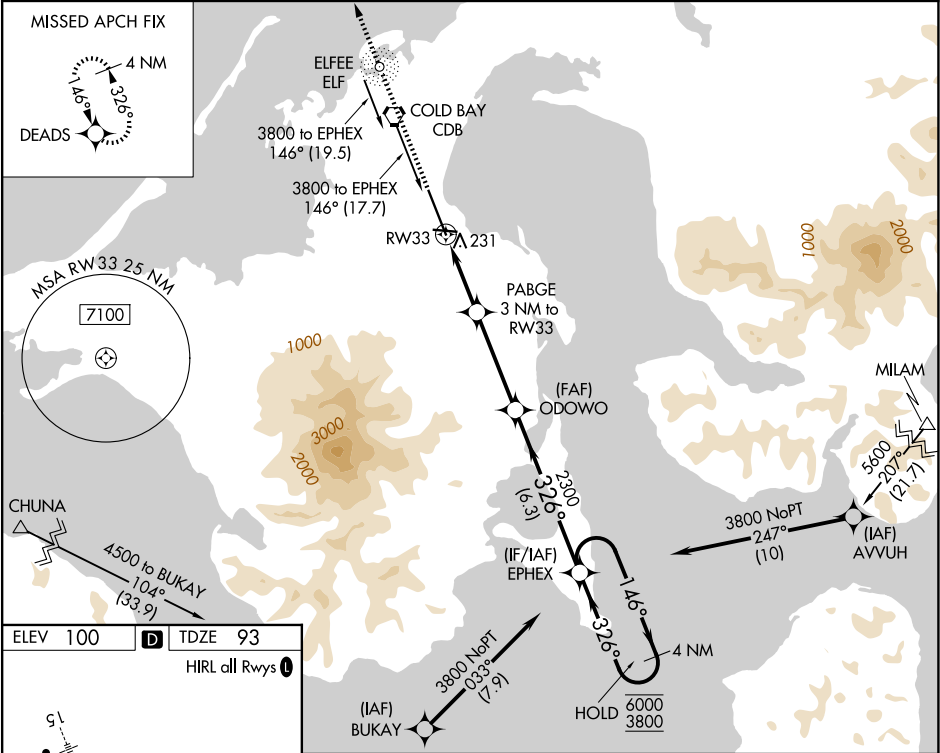
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49106 W33A	APP CRS 326°	Rwy Ldg 10179 TDZE 93 Apt Elev 100
--	------------------------	---

RNAV (GPS) RWY 33
COLD BAY (CDB) (PACD)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Circling NA for Cat A southwest of Rwy 15-33 at night. Circling NA for Cat B/C/D southwest of Rwy 15-33. ▲	MISSED APPROACH: Climb to 3000 direct DEADS and hold.
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ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
-----------------------	--	---



3000	DEADS	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 36).			
*LNAV only		PABGE 3 NM to RW33	ODOVO	EPHEX	4 NM Holding Pattern
1.2 NM to RW33		1100	2300	2300	146° → 6000 ← 326° 3800
1.2 NM		1.8 NM	3.8 NM	6.3 NM	GP 3.00° TCH 55
CATEGORY	A	B	C	D	
LPV	DA	293-3/4 200 (200-3/4)			
LNAV/VNAV	DA	392-7/8 299 (300-7/8)			
LNAV	MDA	500-1 407 (400-1)		500-1 1/8 407 (400-1 1/8)	
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1 1/2 460 (500-1 1/2)	860-2 1/2 760 (800-2 1/2)	

COLD BAY, ALASKA

AL-1241 (FAA)

25219

LOC I-CDB 110.3	APP CRS 326°	Rwy Ldg 10179 TDZE 93 Apt Elev 100
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LOC BC RWY 33

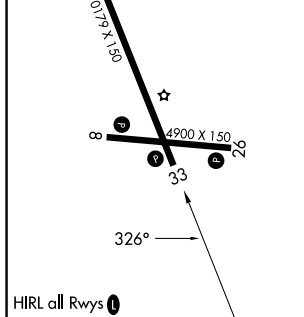
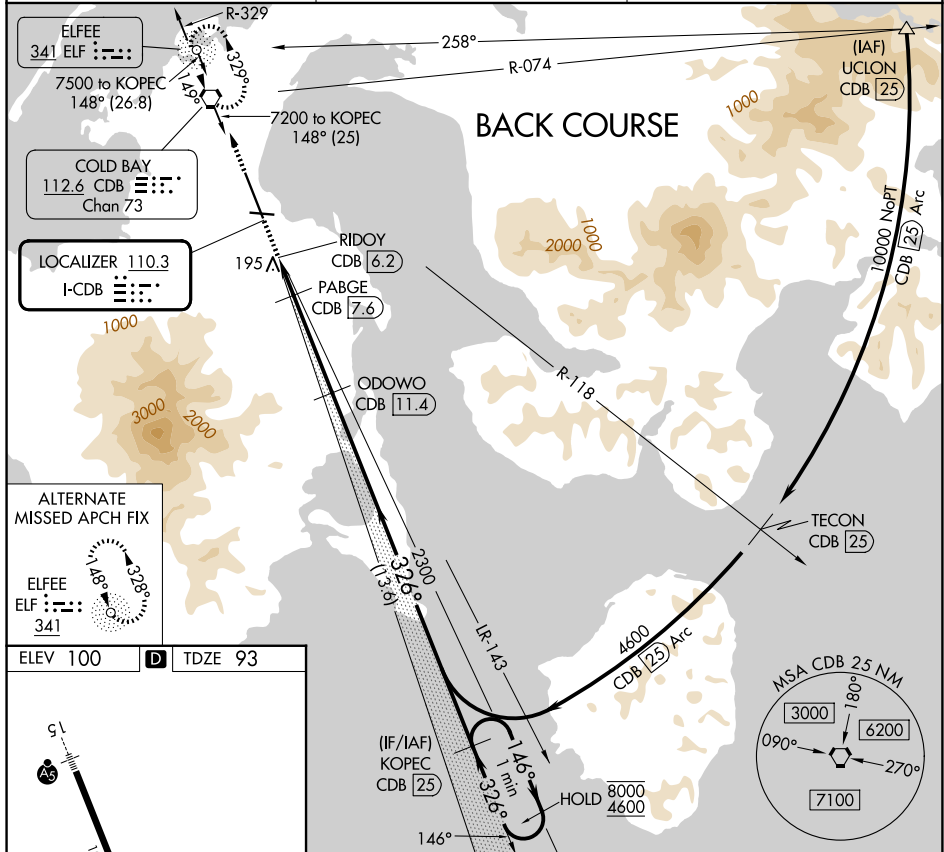
COLD BAY (CDB) (PACD)

DME required.

- ▼ Circling NA for Cat A southwest of Rwy 15-33 at night. DME from CDB VORTAC.
▲ Simultaneous reception of I-CDB and CDB DME required. Circling NA for Cats B/C/D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 4000 direct CDB VORTAC and hold, continue climb-in-hold to 4000.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
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4000	CDB	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).	KOPEC CDB (25)	One Minute Holding Pattern
↑				
		PABGE CDB (7.6)	ODOWO CDB (11.4)	
		≤3.00° TCH 55		
		1100	2300	
		1.5 NM	1.5 NM	3.8 NM
				13.6 NM
CATEGORY	A	B	C	D
S-33		420-1 1/8	327 (400-1 1/8)	
CIRCLING	540-1 1/8 440 (500-1 1/8)	560-1 1/8	460 (500-1 1/8)	860-2 1/2 760 (800-2 1/2)

COLD BAY, ALASKA
Amdt 11 10SEP20

55°12'N-162°44'W

COLD BAY (CDB) (PACD)
LOC BC RWY 33

AK, 03 SEP 2026 to 29 OCT 2026

VORTAC CDB	APP CRS	Rwy Ldg
112.6	145°	10179
Chan 73		TDZE 75
		Apt Elev 100

VOR RWY 15
COLD BAY (CDB) (PACD)

DME required.

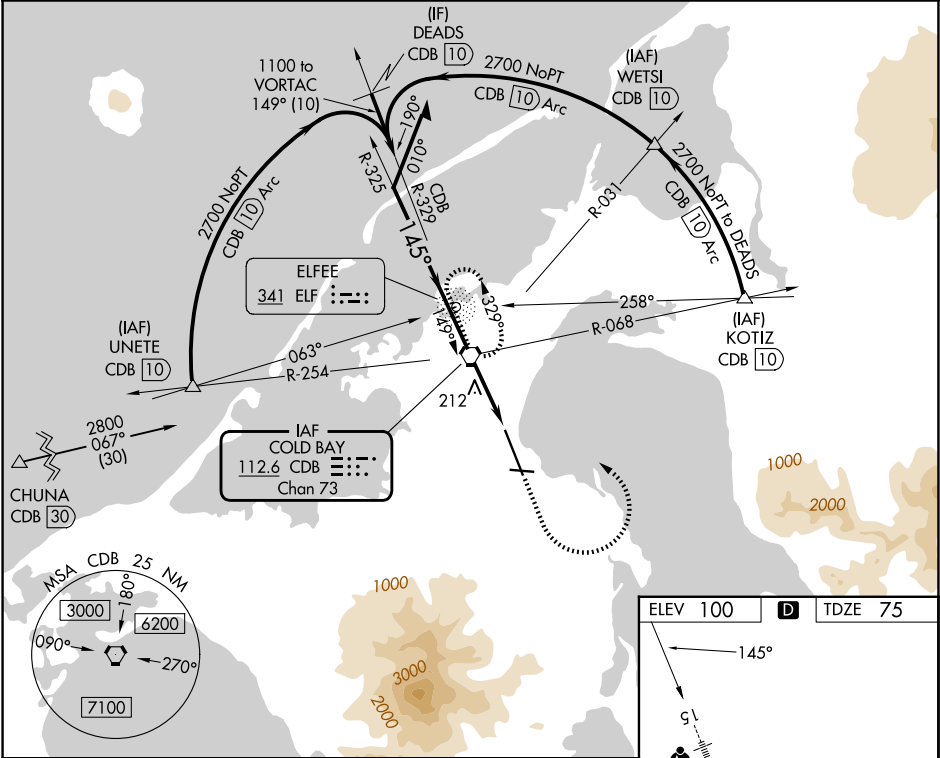
⚠ Circling NA for Cat A southwest of Rwy 15-33 at night.
DME values will decrease then increase prior to reaching missed approach point. For inop ALS, increase S-15 Cats C and D visibility to RVR 6000. Circling NA for Cats B/C/D southwest of Rwy 15-33

MALSR

A5

MISSED APPROACH: Climb to 1200 then climbing left turn to 2700 direct CDB VORTAC and hold; continue climb-in-hold to 2700.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 1
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Remain within 10 NM

2700

325°

145°

1100

CDB VORTAC

1200

2700

CDB

3.10 TCH 50

1.7 NM

1.3 NM

CATEGORY	A	B	C	D
S-15	480/24	405 (400-½)	480/40	405 (400-¾)
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	860-2½ 760 (800-2½)

ELEV 100 D TDZE 75

145°

A5

10179 X 150

4900 X 150

33

HIRL all Rwy's 1

COLD BAY, ALASKA

HI-VOR or TACAN RWY 15

VORTAC CDB 112.6 Chan 73	APCH CRS 145°	Rwy Idg 10,180 TDZE 75 Arpt Elev 100
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[USAF]

COLD BAY (CDB) (PACD)

DME required

- ▼ * When ALS inop, increase vis to 1½ miles.
 ** Circling not authorized SW of Rwy 15-33.



MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then on CDB R-329 to DEADS/CDB 10 DME and hold.

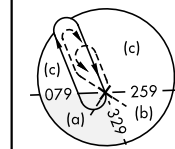
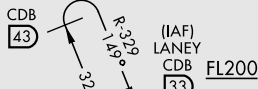
ANCHORAGE CENTER

118.5 278.3

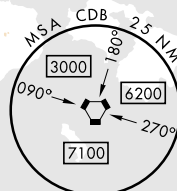
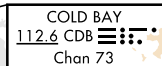
COLD BAY RADIO

123.6 (CTAF) 0

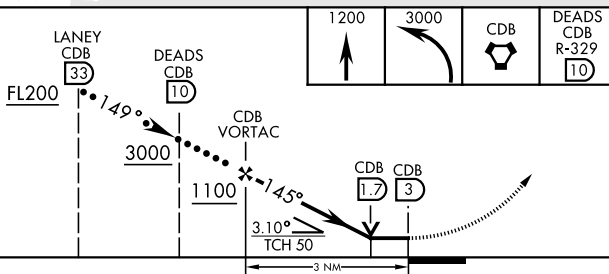
ASOS

135.75

DME values will decrease then increase prior to reaching missed approach point.

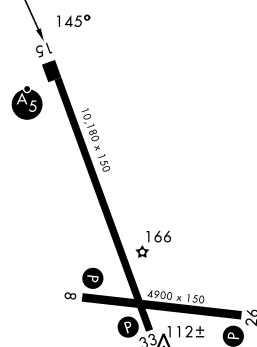


EMERG SAFE ALT 100 NM 11,600



CATEGORY	C	D	E
S-15*	540/50	465	(500-1)
CIRCLING**	560-1½ 460 (500-1½)	860-2½ 760 (800-2½)	940-3 840 (900-3)

ELEV 100 D TDZE 75



HIRL all rwys 0

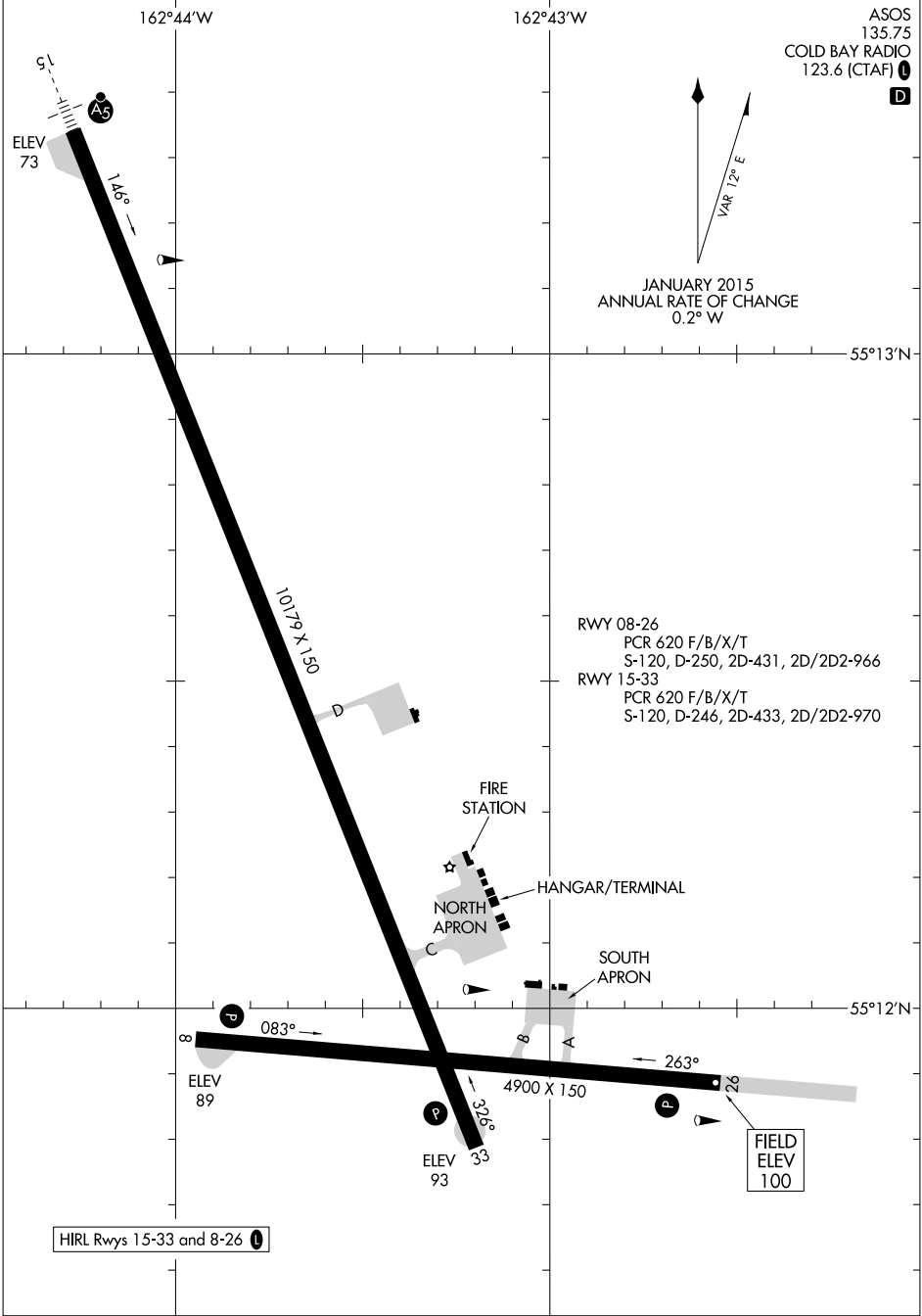
COLD BAY, ALASKA

55°12'N-162°44'W

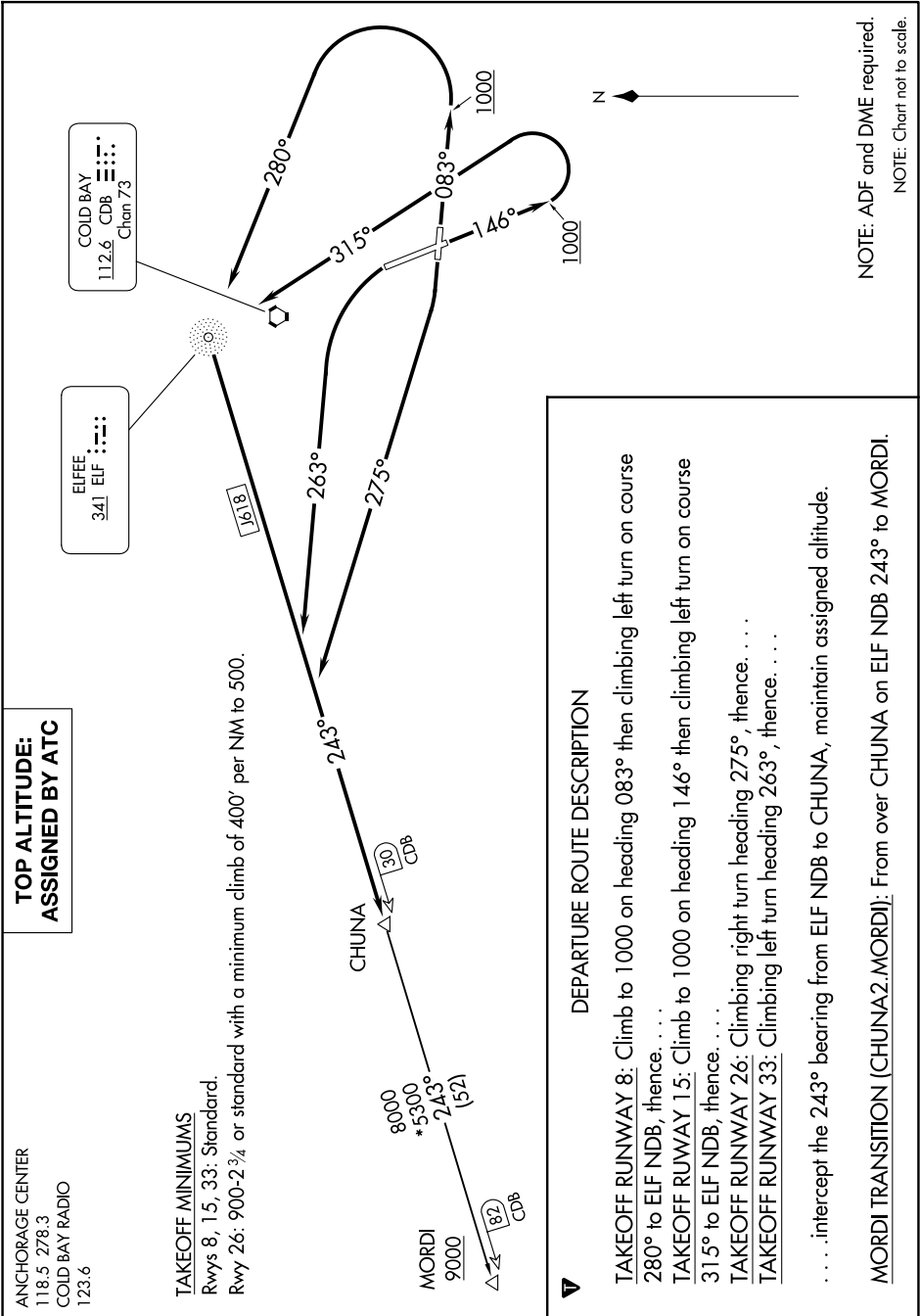
COLD BAY (CDB) (PACD)

Amdt 5 02DEC21

HI-VOR or TACAN RWY 15



AK, 03 SEP 2026 to 29 OCT 2026



**TOP ALTITUDE:
ASSIGNED BY ATC**

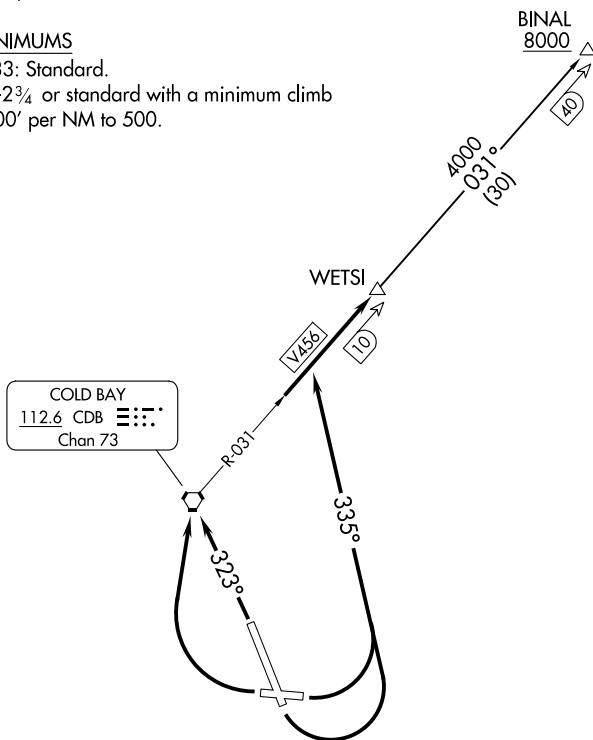
ANCHORAGE CENTER
118.5 278.3
COLD BAY RADIO
123.6

NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 8, 15, 33: Standard.

Rwy 26: 900-2¾ or standard with a minimum climb of 400' per NM to 500.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing left turn heading 335°, thence

TAKEOFF RUNWAY 26: Climbing right turn direct CDB VORTAC, thence . . .

TAKEOFF RUNWAY 33: Climb heading 323° direct CDB VORTAC, thence . . .

... intercept CDB VORTAC R-031 to join V456 northeast bound to WETSI
maintain assigned altitude.

BINAL TRANSITION (WETSI2.BINAL): From over WETSI on CDB R-031 to BINAL.

WETSI TWO DEPARTURE

(WETSI2.WETSI) 10SEP20

COLD BAY, ALASKA

COLD BAY (CDB) (PACD)

COLDFOOT, ALASKA

AL-10154 (FAA)

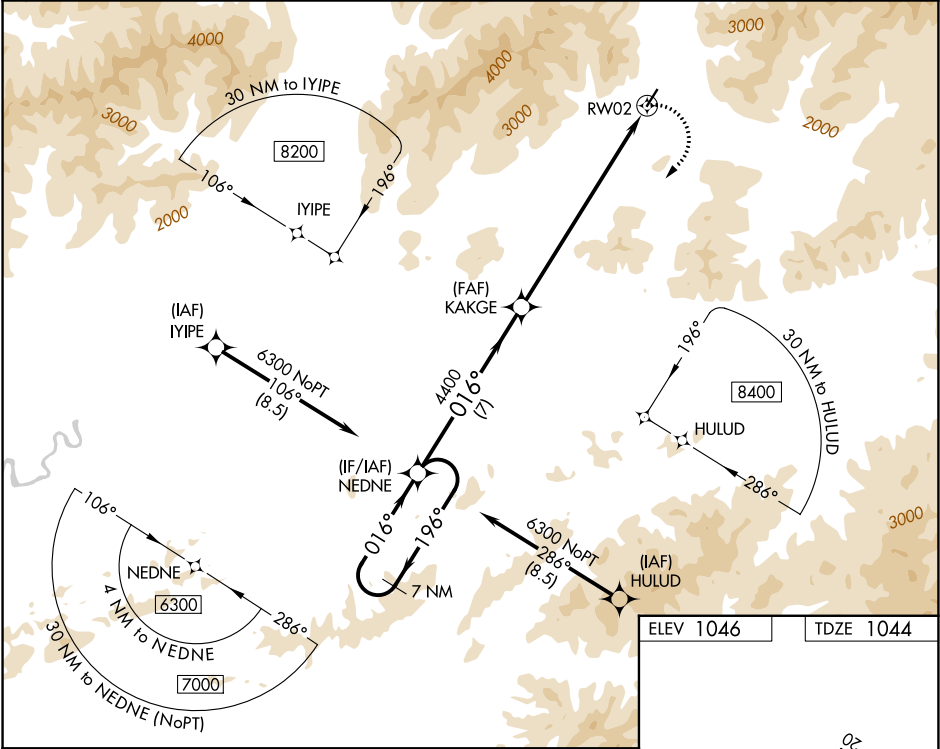
26190

WAAS CH 93727 W02A	APP CRS 016°	Rwy Ldg TDZE 1044 Apt Elev 1046
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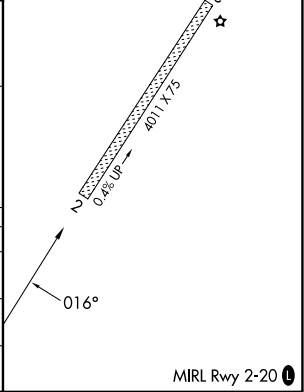
RNAV (GPS) RWY 2
COLDFOOT (CXF) (PACX)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 6300 direct NEDNE and hold.
	Circling NA for Cats B and C west of Rwy 2-20. Rwy 2 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use BTT/PABT altimeter setting. Circling Rwy 20 NA at night.	
	-18°C	

AWOS-3P 118.0	BTT/PABT ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.0
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7 NM Holding Pattern		Visual Segment - Obstacles.		6300	NEDNE
6300 ← 196°		016° →			
		KAKGE		RW02	
		4400		7 NM	
				8.5 NM	
CATEGORY	A	B	C	D	
LP MDA	4160-1¼ 3116 (3200-1¼)	4160-1½ 3116 (3200-1½)	4160-3 3116 (3200-3)	NA	
LNAV MDA	4340-1¼ 3296 (3300-1¼)	4340-1½ 3296 (3300-1½)	4340-3 3296 (3300-3)	NA	
CIRCLING	4340-1¼ 3294 (3300-1¼)	4340-1½ 3294 (3300-1½)	4340-3 3294 (3300-3)	NA	



COLDFOOT, ALASKA
Amdt 2A 26DEC24

67°15'N-150°12'W

COLDFOOT (CXF) (PACX)
RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

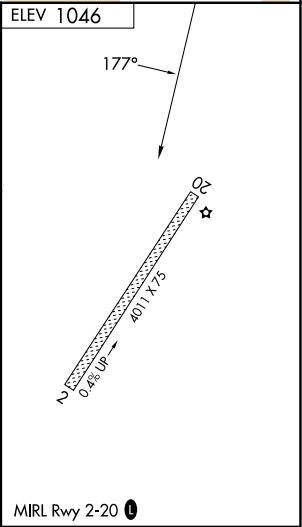
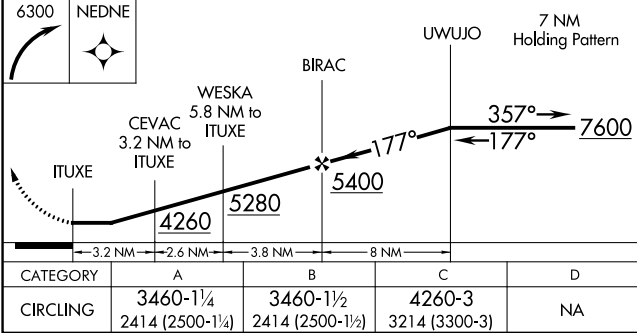
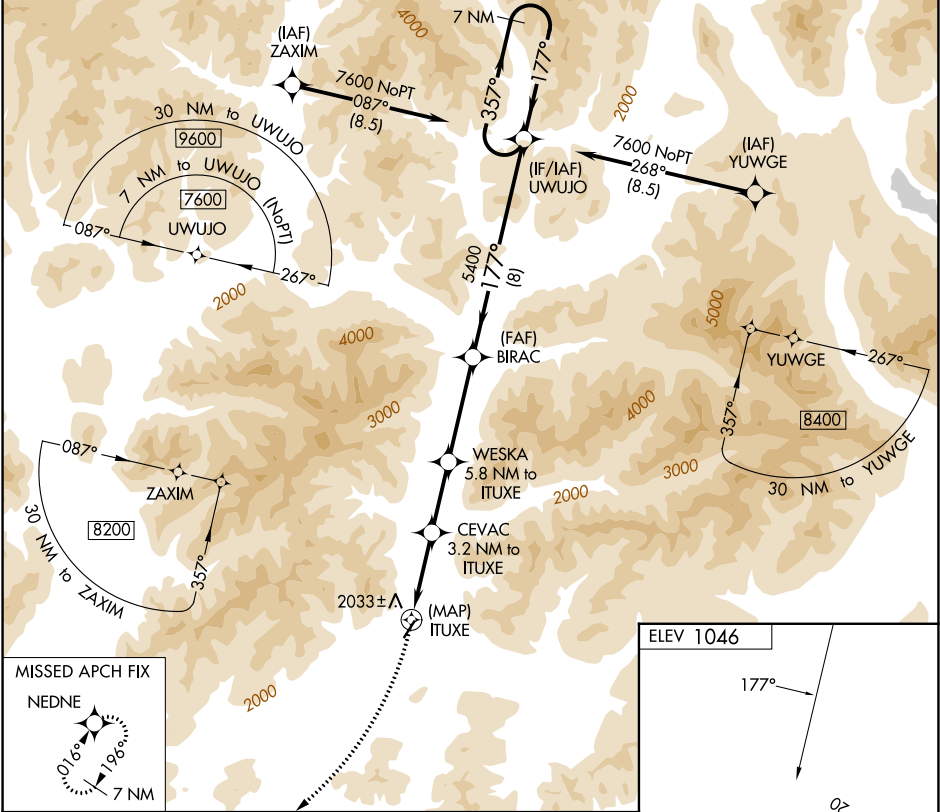
APP CRS	Rwy Ldg	N/A
177°	TDZE	N/A
	Apt Elev	1046

RNAV (GPS)-A

COLDFOOT (CXF) (PACX)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 6300 direct NEDNE and hold.
	When local altimeter setting not received, use BTT/PABT altimeter setting.	
	Rwy 20 helicopter visibility reduction below 1 SM NA. Circling Rwy 20	
	NA at night. Circling NA for Cats B and C west of Rwy 2-20.	

AWOS-3P	BTT/PABT ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO
118.0	135.45	124.6 352.0	122.0



BETTLES TWO DEPARTURE (OBSTACLE) (RNAV)

FAIRBANKS RADIO
122.0
ANCHORAGE CENTER
124.6 352.0

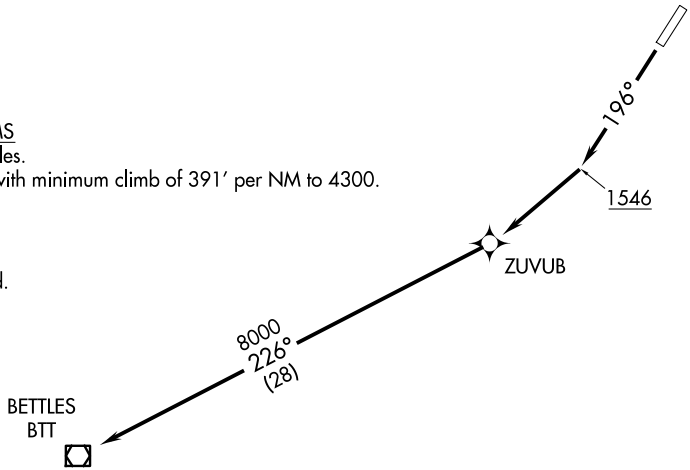
TAKEOFF MINIMUMS

Rwy 2: NA - obstacles.

Rwy 20: Standard with minimum climb of 391' per NM to 4300.

NOTE: RNAV 1.

NOTE: GPS required.



TAKEOFF OBSTACLE NOTE

Rwy 20: Trees beginning 2' from DER, 144' left of centerline, up to 13' AGL/1042' MSL.
Trees beginning 18' from DER, 130' right of centerline, up to 11' AGL/1042' MSL.
Tree, vertical structure, secondary road beginning 93' from DER, 142' left of centerline, up to 46' AGL/1076' MSL. Tree 277' from DER, 272' right of centerline, 16' AGL/1043' MSL.
Tree, vertical structure beginning 295' from DER, 423' left of centerline, up to 59' AGL/1089' MSL.
Tree 310' from DER, 532' right of centerline, 19' AGL/1044' MSL. Tree 364' from DER, 466' right of centerline, 22' AGL/1048' MSL. Tree 399' from DER, 497' right of centerline, 28' AGL/1054' MSL. Tree 582' from DER, 510' right of centerline, 30' AGL/1055' MSL.
Trees beginning 805' from DER, 519' right of centerline, up to 43' AGL/1070' MSL.
Trees beginning 1031' from DER, 423' left of centerline, up to 65' AGL/1092' MSL.
Trees beginning 1168' from DER, 274' right of centerline, up to 65' AGL/1088' MSL.
Trees beginning 1538' from DER, 122' right of centerline, up to 69' AGL/1092' MSL.
Trees beginning 1685' from DER, 136' left of centerline, up to 69' AGL/1096' MSL.
Trees beginning 2345' from DER, 388' left of centerline, up to 73' AGL/1101' MSL.
Tree 1.2 NM from DER, 2383' left of centerline, 12' AGL/1219' MSL.
Tree and road beginning 1.2 NM from DER, 2436' left of centerline, up to 30' AGL/1249' MSL.
Tree and road beginning 1.3 NM from DER, 2170' left of centerline, up to 30' AGL/1260' MSL.
Road 1.3 NM from DER, 2480' left of centerline, 1250' MSL. Tree 1.3 NM from DER, 2415' left of centerline, 30' AGL/1257' MSL. Tree and road beginning 1.3 NM from DER, 1620' left of centerline, up to 38' AGL/1266' MSL. Trees beginning 1.8 NM from DER, 817' left of centerline, up to 63' AGL/1324' MSL. Tree 1.9 NM from DER, 468' left of centerline, 48' AGL/1329' MSL. Tree 2.1 NM from DER, 3488' left of centerline, 15' AGL/1343' MSL.
Trees beginning 2.1 NM from DER, 3470' left of centerline, up to 23' AGL/1351' MSL.
Tree 2.1 NM from DER, 3494' left of centerline, 19' AGL/1352' MSL.
Terrain 2.1 NM from DER, 3794' left of centerline, 1369' MSL.
Terrain and tree beginning 2.2 NM from DER, 3569' left of centerline, up to 1388' MSL.
Tree and terrain beginning 2.2 NM from DER, 3556' left of centerline, up to 39' AGL/1420' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 196° to 1546, then climb direct ZUVUB, then on track 226° direct BTT VOR/DME, maintain 8000.

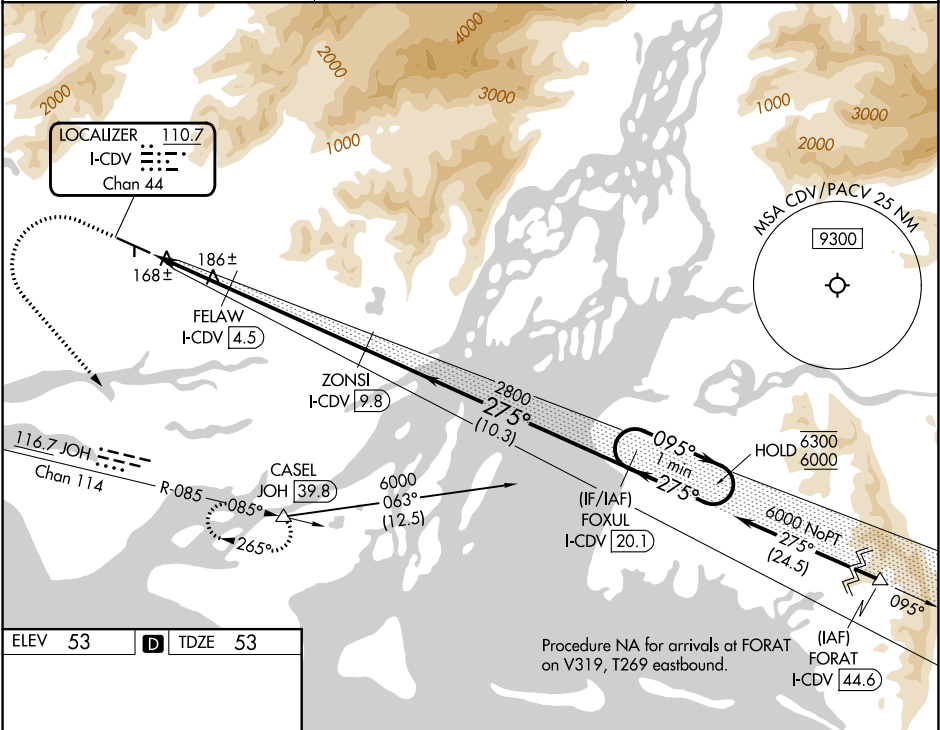
BETTLES TWO DEPARTURE (OBSTACLE) (RNAV)

LOC/DME I-CDV 110.7 Chan 44	APP CRS 275°	Rwy Ldg TDZE Apt Elev 7500 53 53
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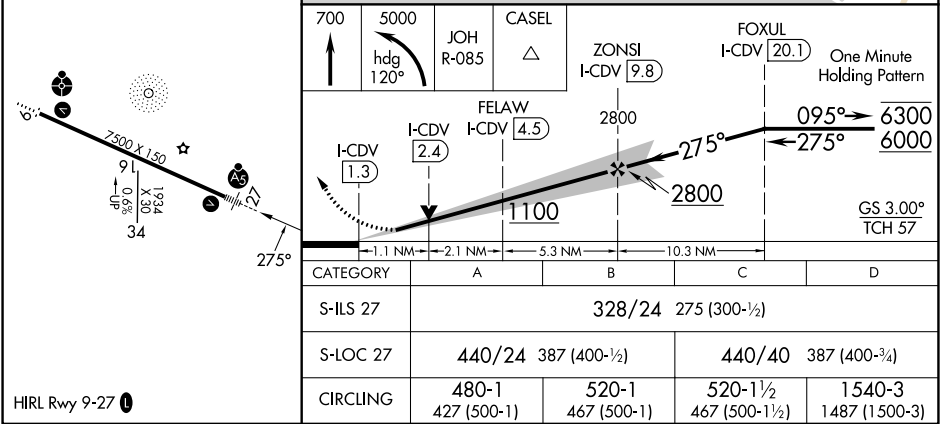
ILS or LOC RWY 27
MERLE K (MUDHOLE) SMITH (CDV)(PACV)

DME required. From CASEL: RNAV 1-GPS required.	MALSR	MISSED APPROACH: Climb to 700 then climbing left turn to 5000 on heading 120° and on JOH VOR/DME R-085 to CASEL/JOH 39.8 DME and hold, continue climb-in-hold to 5000.
Circling NA north of Rwy 9-27. Circling Rwy 16, 34 NA at night.		

ASOS 134.8	ANCHORAGE CENTER 119.3 133.6 269.4	JUNEAU RADIO 122.2 123.6 (CTAF) 0
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ELEV 53		TDZE 53
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AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

CORDOVA, ALASKA

AL-1195 (FAA)

25331

WAAS CH 82031 W27A	APP CRS 275°	Rwy Ldg TDZE Apt Elev	7500 53 53
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RNAV (GPS) RWY 27

MERLE K (MUDHOLE) SMITH (CDV)(PACV)

RNP APCH-GPS.

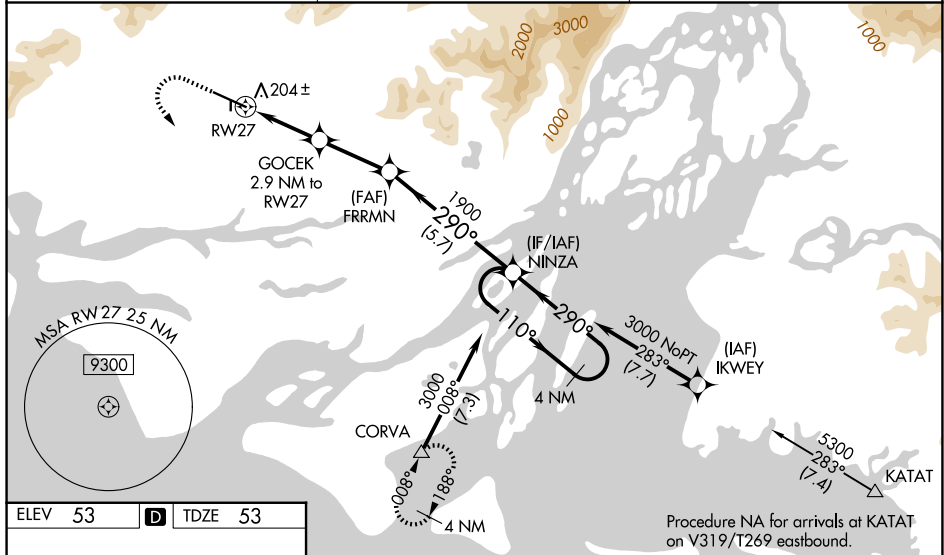
A Baro-VNAV NA. VDP NA with Valdez altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1½, LNAV Cats A/B visibility to RVR 5500, Cats C/D visibility to RVR 6000. When local altimeter setting not received use Valdez altimeter setting and increase all DA 113 feet and all MDA 120 feet, and increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to 1½, increase LNAV Cats C/D visibility to RVR 5500. For inoperative MALSR when using Valdez altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cats A/B visibility to RVR 5500, and LNAV Cats C/D visibility to 1½. Circling to Rwy 16/34 NA at night. Circling NA north of Rwy 9/27.

MALSR

A5

MISSED APPROACH:
Climb to 600 then climbing left turn to 3000 direct CORVA and hold.

ASOS 134.8	ANCHORAGE CENTER 119.3 133.6 269.4	JUNEAU RADIO 122.2 123.6 (CTAF) 0
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ELEV 53	D	TDZE 53
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600 3000 CORVA

NINZA 4 NM Holding Pattern

*LNAV only. GOCEK 2.9 NM to RWY 27

*1.1 NM to RWY 27

1.1 NM 1.8 NM 2.8 NM 5.7 NM

1020*

1900 1900 3000

110° 290°

GP 3.00° TCH 57

CATEGORY	A	B	C	D
LPV DA	328/24	275 (300-½)		
LNAV/VNAV DA	523/56	470 (500-1¼)		
LNAV MDA	460/24	407 (500-½)	460/40	407 (500-¾)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	520-1½ 467 (500-1½)	1540-3 1487 (1500-3)

CORDOVA, ALASKA
Amdt 2D 31OCT24

MERLE K (MUDHOLE) SMITH (CDV)(PACV)
60°29'N-145°29'W
RNAV (GPS) RWY 27

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
043°

Rwy Ldg
TDZE
Apt Elev
53

N/A
N/A
53

RNAV (GPS)-B

MERLE K (MUDHOLE) SMITH (CDV)(PACV)

RNP APCH+GPS.

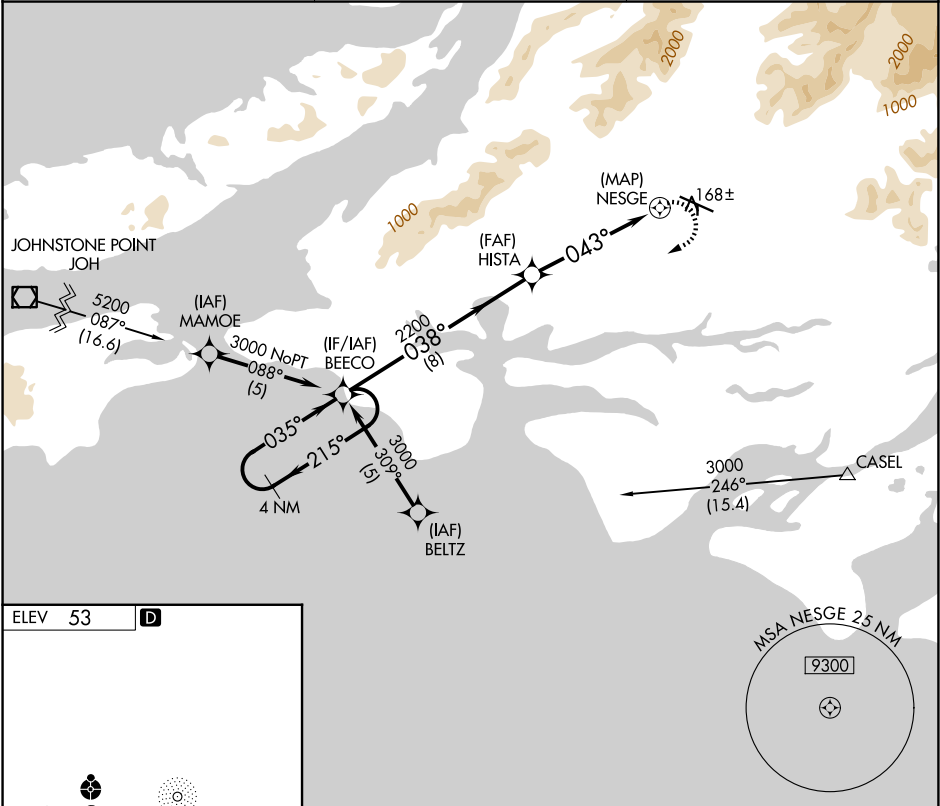
▼

▲

Circling to Rwy 16/34 NA at night. When local altimeter setting not received, use Valdez altimeter setting and increase all MDAs 120 feet. Circling NA north of Rwy 9/27. Rwy 16/34 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct BEECO and hold.

ASOS 134.8	ANCHORAGE CENTER 119.3 133.6 269.4	JUNEAU RADIO 122.2 123.6 (CTAF) 1
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ELEV 53

D

HIRL Rwy 9-27 1

4 NM Holding Pattern

BEECO

HISTA

NESGE

3000

2200

035°

215°

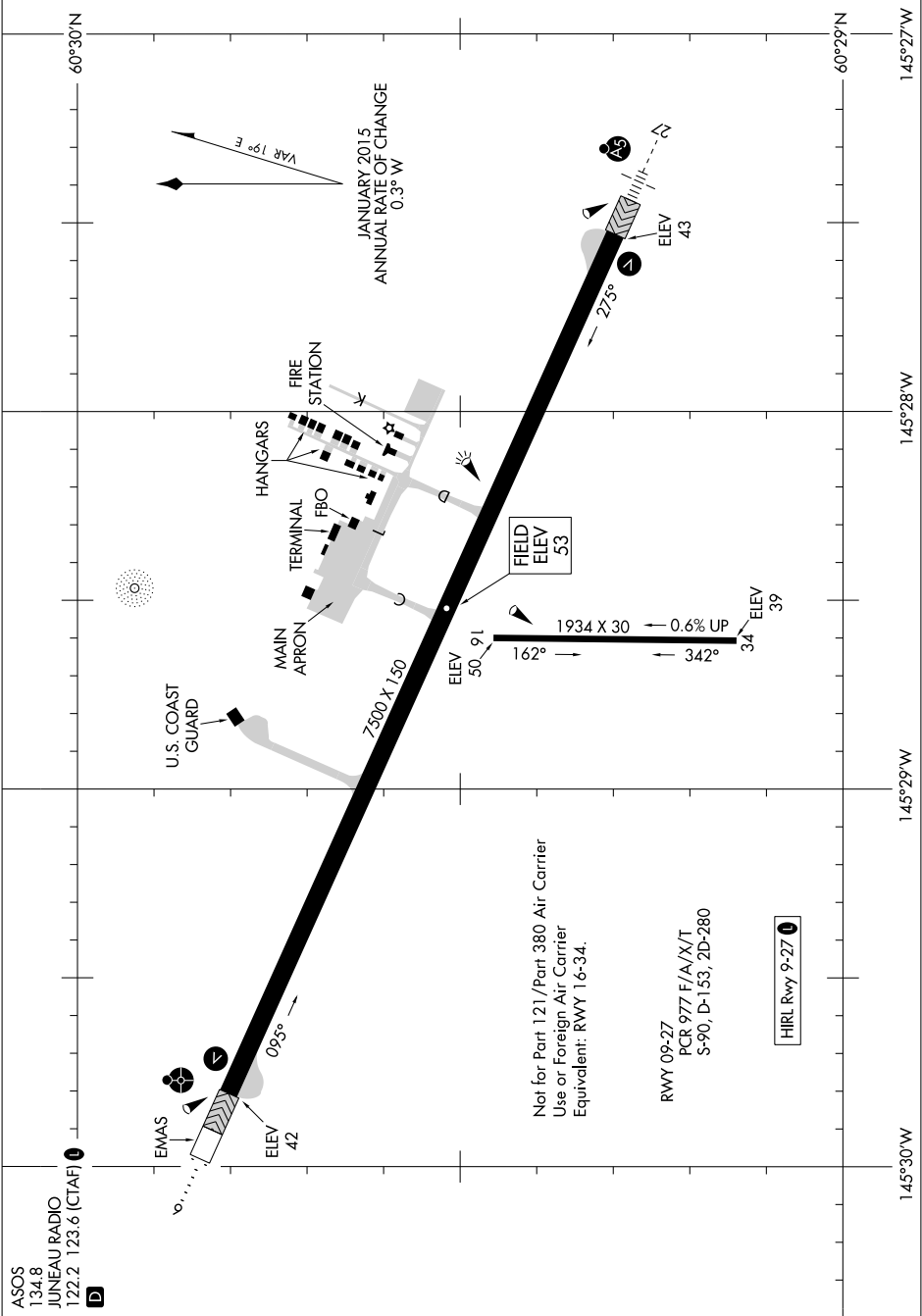
038°

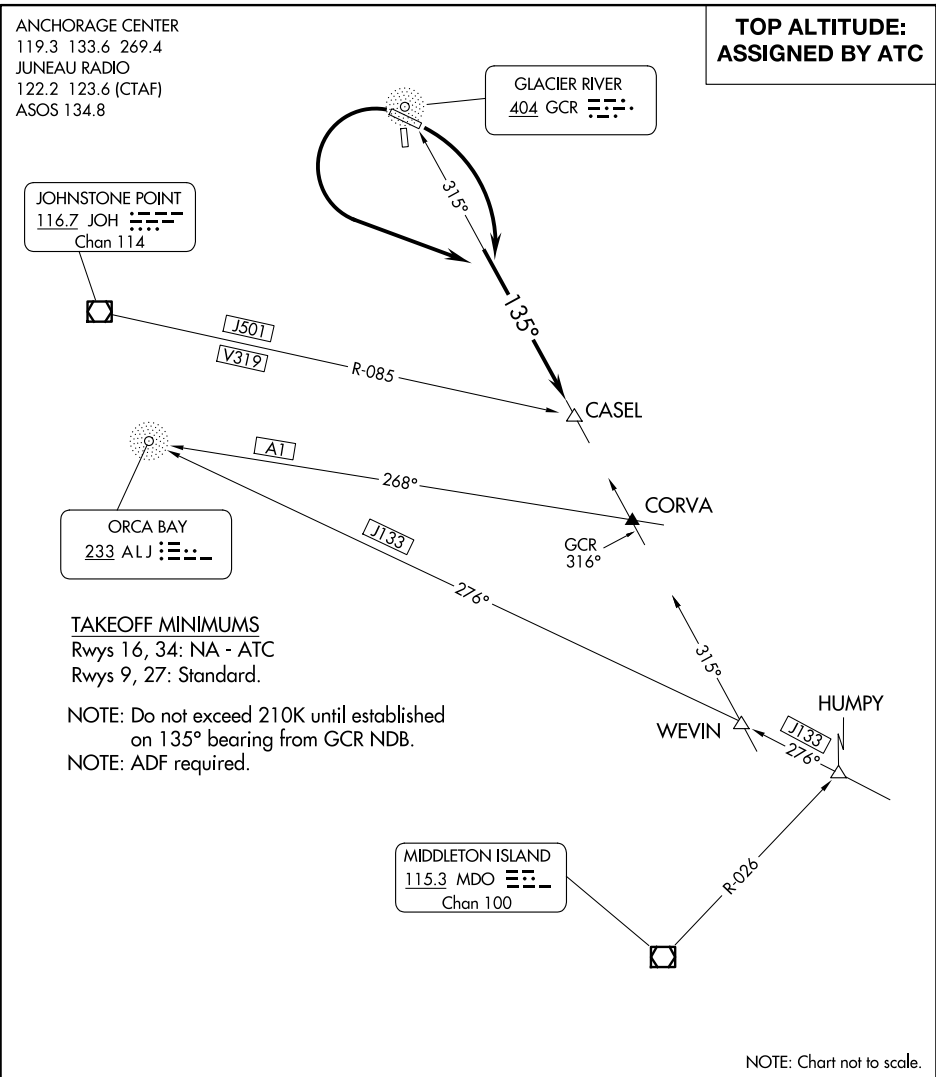
043°

8 NM

5.2 NM

CATEGORY	A	B	C	D
CIRCLING	520-1	467 (500-1)	520-1½ 467 (500-1½)	1540-3 1487 (1500-3)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept bearing 135° from GCR NDB to CASEL INT, Thence. . . .

TAKEOFF RUNWAY 27: Climbing left turn to intercept bearing 135° from GCR NDB to CASEL INT, Thence. . . .

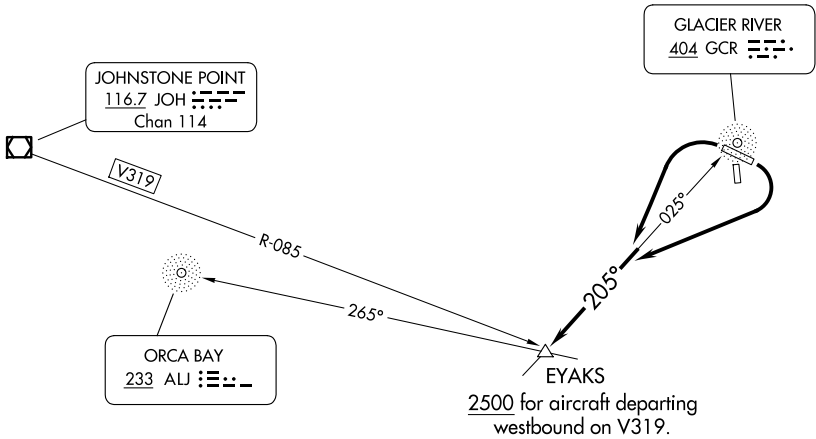
. . . .on assigned route, maintain ATC assigned altitude.

(EYAKS6.EYAKS) 23334
EYAKS SIX DEPARTURE

MERLE K (MUDHOLE) SMITH (CDV)(PACV)
AL-1195 (FAA) CORDOVA, ALASKA

ANCHORAGE CENTER
119.3 133.6 269.4
JUNEAU RADIO
122.2 123.6 (CTAF)
ASOS
134.8

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 16, 34: NA-ATC.
Rwys 9, 27: Standard.

NOTE: Do not exceed 210K until established on 205° bearing from GCR NDB.
NOTE: ADF required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept bearing 205° from GCR NDB to EYAKS INT, thence. . . .

TAKEOFF RUNWAY 27: Climbing left turn to intercept bearing 205° from GCR NDB to EYAKS INT, thence. . . .

. . . .on assigned route, maintain ATC assigned altitude.

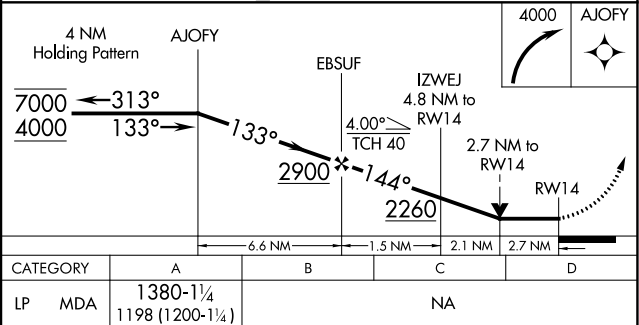
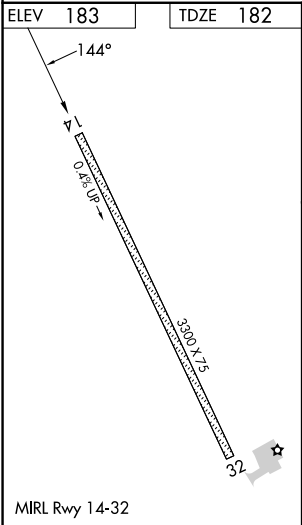
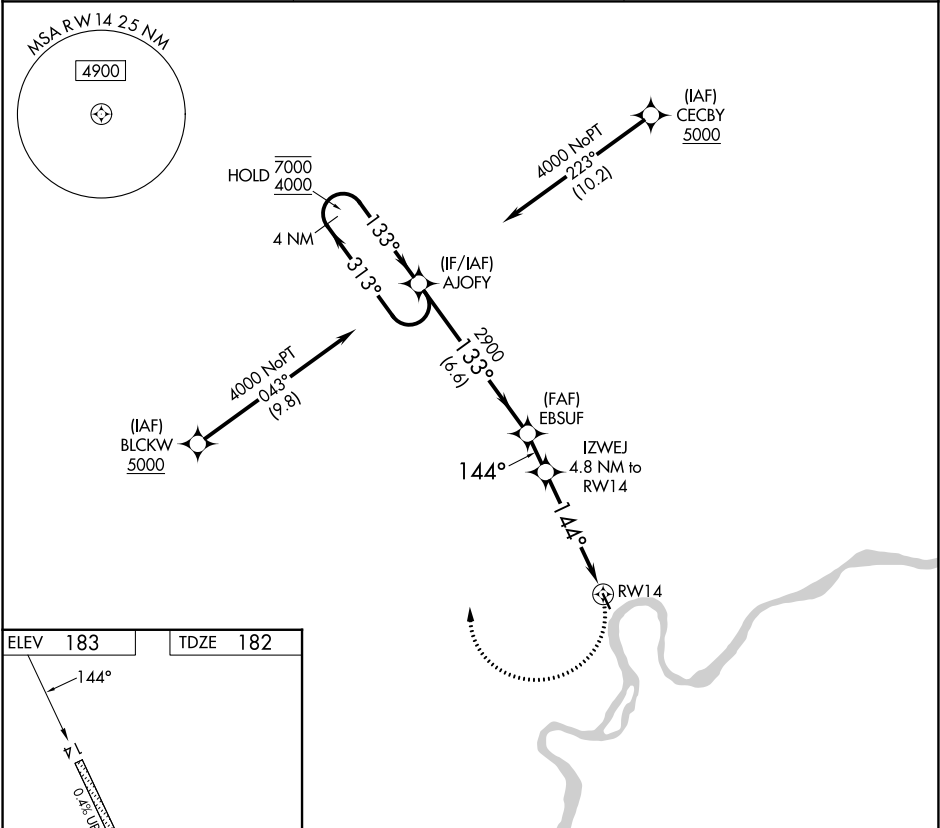
WAAS CH 50145 W14A	APP CRS 144°	Rwy Ldg TDZE 182 Apt Elev 183
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RNAV (GPS) RWY 14

CROOKED CREEK (CJX)(PACJ)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 4000 direct AJOFY and hold, continue climb-in-hold to 4000.
▼ ▲ Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use SLQ/PASL altimeter setting and increase MDA 400 feet.	

AWOS-3PT 118.4	ANCHORAGE CENTER 128.5 379.9	CTAF 122.8
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(AJOFY1.AJOFY) 21336

AJOFY ONE DEPARTURE (OBSTACLE) (RNAV)

CROOKED CREEK (CJX) (PACJ)
AL-9748 (FAA) CROOKED CREEK, ALASKA

ANCHORAGE CENTER
128.5 379.9

TOP ALTITUDE:
5000

✧ AJOFY

TAKEOFF MINIMUMS

Rwy 14: NA - ATC.
Rwy 32: 400-1¼ with minimum climb of
420' per NM to 2100.

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Procedure NA for Cat B/C/D aircraft.

TAKEOFF OBSTACLE NOTES

Rwy 32: Trees beginning 1643' from DER, 913' right of centerline, up to 278' MSL.
Tree 1875' from DER, 914' right of centerline, 279' MSL.
Trees beginning 1957' from DER, 996' right of centerline, up to 344' MSL.
Trees beginning 2175' from DER, 888' right of centerline, up to 347' MSL.
Trees beginning 2584' from DER, 873' right of centerline, up to 358' MSL.
Tree 2696' from DER, 1019' right of centerline, 363' MSL.
Trees beginning 2786' from DER, 894' right of centerline, up to 365' MSL.
Trees beginning 2811' from DER, 892' right of centerline, up to 390' MSL.
Tree 5058' from DER, 1796' left of centerline, 358' MSL.
Trees beginning 5143' from DER, 1541' left of centerline, up to 379' MSL.
Tree 5256' from DER, 1742' left of centerline, 397' MSL.
Trees beginning 5343' from DER, 1477' left of centerline, up to 414' MSL.
Trees beginning 5405' from DER, 1648' left of centerline, up to 433' MSL.
Trees beginning 5504' from DER, 1437' left of centerline, up to 450' MSL.
Trees beginning 5605' from DER, 1367' left of centerline, up to 464' MSL.
Trees beginning 5762' from DER, 1229' left of centerline, up to 470' MSL.
Trees beginning 5887' from DER, 1624' left of centerline, up to 477' MSL.
Trees, vegetation and terrain beginning 5933' from DER, 1085' left of centerline, up to 501' MSL.
Trees beginning 1.3 NM from DER, 2086' right of centerline, up to 468' MSL.
Trees beginning 1.4 NM from DER, 2171' right of centerline, up to 545' MSL.
Tree 1.6 NM from DER, 2585' left of centerline, 530' MSL.
Tree 1.7 NM from DER, 2727' left of centerline, 562' MSL.
Trees beginning 1.8 NM from DER, 2333' left of centerline, up to 669' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 32: Climb on heading 324° to 680, then direct UWUHI,
then on track 317° to AJOFY, thence

. . . . maintain 5000, expect filed altitude 10 minutes after departure.

AJOFY ONE DEPARTURE (OBSTACLE) (RNAV)
(AJOFY1.AJOFY) 02DEC21

CROOKED CREEK, ALASKA
CROOKED CREEK (CJX) (PACJ)

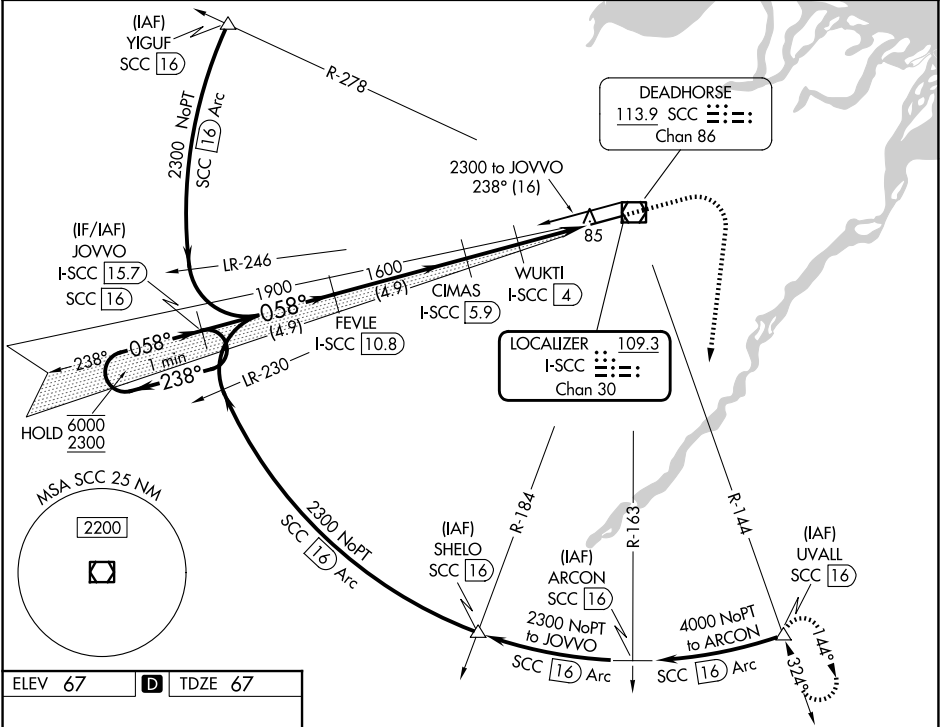
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SCC 109.3 Chan 30	APP CRS 058°	Rwy Ldg TDZE 67 Apt Elev 67	ILS or LOC RWY 6 DEADHORSE (SCC) (PASC)
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DME required. ▼ For inop ALS, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cats C/D/E to RVR 4500. ▲ *RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR AS	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 170° and SCC VOR/DME R-144 to UVALL/SCC 16 DME and hold.
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AFIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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HIRL Rwy 6-24 **L**

		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).					1500	4000	SCC	UVALL	
		JOVVO I-SCC 15.7		FEVLE I-SCC 10.8		CIMAS I-SCC 5.9		WUKTI I-SCC 4		I-SCC 2	I-SCC 1.3
One Minute Holding Pattern		Use I-SCC DME when on the localizer course.									
6000 ← 238°		2300 → 058°		058°		1600		1600		980	
GS 3.00° TCH 58											
		4.9 NM		4.9 NM		1.9 NM		1.9 NM		0.8	
CATEGORY		A		B		C		D		E	
S-ILS 6 *		267/24 200 (200-½)									
S-LOC 6		360/24 293 (300-½)									
CIRCLING		540-1	473 (500-1)	580-1½ 513 (600-1½)		620-2 553 (600-2)					

DEADHORSE, ALASKA

AL-5776 (FAA)

25331

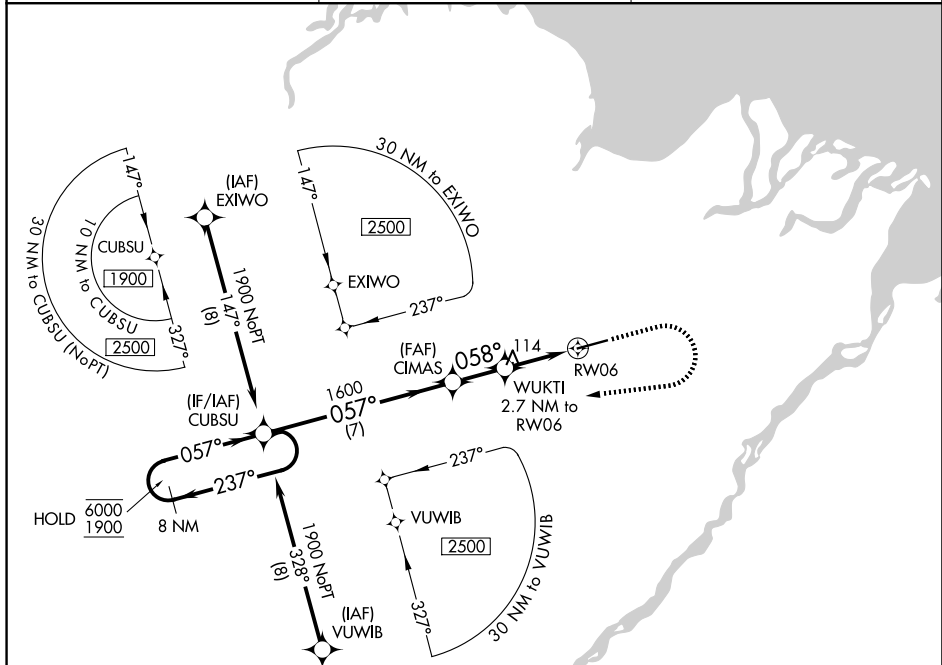
WAAS CH 49103 W06A	APP CRS 058°	Rwy Ldg TDZE Apt Elev	6500 67 67
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RNAV (GPS) Z RWY 6

DEADHORSE (SCC) (PASC)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR AS	MISSED APPROACH: Climb to 500 then climbing right turn to 1900 direct CUBSU and hold.
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AFIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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8 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).		500	1900	CUBSU
6000 ← 237°		CUBSU		↑	↷	✧
1900 → 057°		CIMAS		* LNAV only.		
GP 3.00°		WUKTI 2.7 NM to RW06		* 0.8 NM to RW06		
TCH 58		1600		RW06		
		057°		* 980		
		058°				
		1600				
		7 NM				
		1.9 NM				
		1.9 NM				
		0.8				
CATEGORY	A	B	C	D	E	
LPV DA#	267/24 200 (200-1/2)					
LNAV/VNAV DA	369/24 302 (400-1/2)					
LNAV MDA	380/24 313 (400-1/2)					
CIRCLING	540-1	473 (500-1)	580-1 1/2 513 (600-1 1/2)	620-2	553 (600-2)	
HIRL Rwy 6-24 0						

DEADHORSE, ALASKA
Amdt 2B 10SEP20

70°12'N-148°28'W

DEADHORSE (SCC) (PASC)
RNAV (GPS) Z RWY 6

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69203 W24A	APP CRS 238°	Rwy Ldg TDZE Apt Elev	6500 66 67
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RNAV (GPS) Z RWY 24

DEADHORSE (SCC) (PASC)

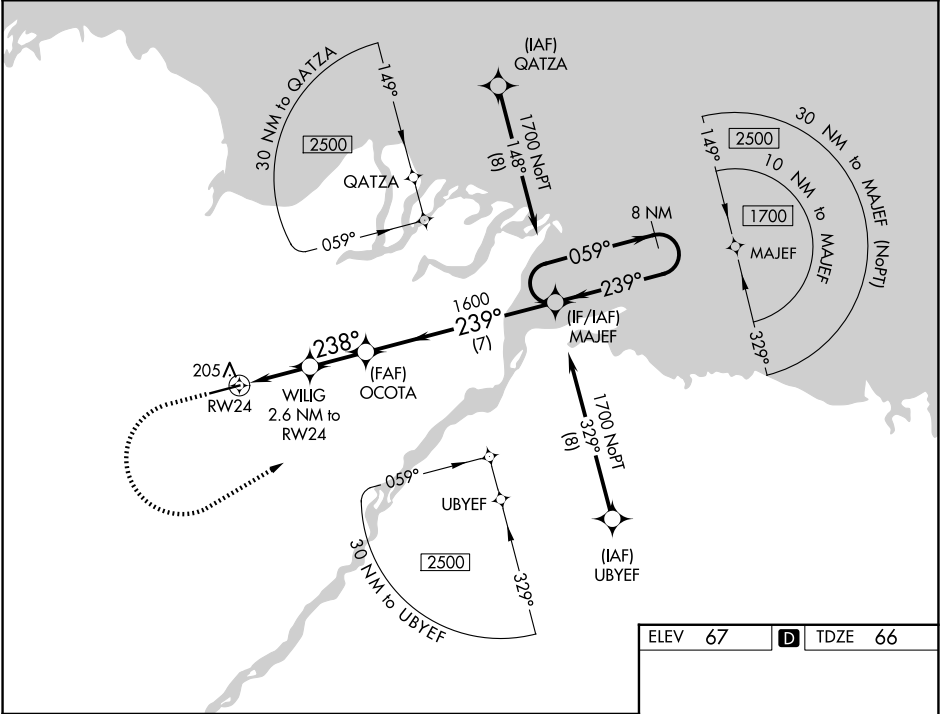
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5000, and LNAV Cat E visibility to RVR 6000.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 1700 direct MAJEF and hold.

AFIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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500

1700

MAJEF

* LNAV only.

WILIG 2.6 NM to RW24

* 1.1 NM to RW24

RW24

OCOTA 1600

MAJEF 8 NM Holding Pattern

GP 3.00° TCH 54

1.1

1.5 NM

2.1 NM

7 NM

CATEGORY

A

B

C

D

E

LPV

DA#

266/24

200 (200-½)

LNAV/VNAV

DA

381/30

315 (400-¾)

LNAV

MDA

460/24

394 (400-½)

460/35

394 (400-¾)

CIRCLING

540-1

473 (500-1)

580-1½

513 (600-1½)

620-2

553 (600-2)

ELEV 67

D

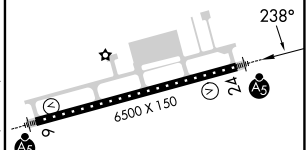
TDZE 66

HIRL Rwy 6-24 0

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 100° and SCC VOR/DME R-144 to UVALL/SCC VOR/DME 16 DME and hold.
*Missed approach requires minimum climb of 243 feet per NM to 780.

DEADHORSE RADIO
123.6 (CTAF) **L**

HIRL Rwy 6-24 **L**

AK, 03 SEP 2026 to 29 OCT 2026

VOR/DME SCC

113.9

APP CRS

058°

Rwy Ldg TDZE

67

Apt Elev

67

VOR RWY 6

DEADHORSE (SCC) (PASC)

DME required.

For inop ALS, increase S-6 Cats C/D/E to RVR 4500.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 4000 and heading 190° and SCC VOR/DME R-144 to UVALL/SCC 16 DME and hold, continue climb-in-hold to 4000.

AFIS

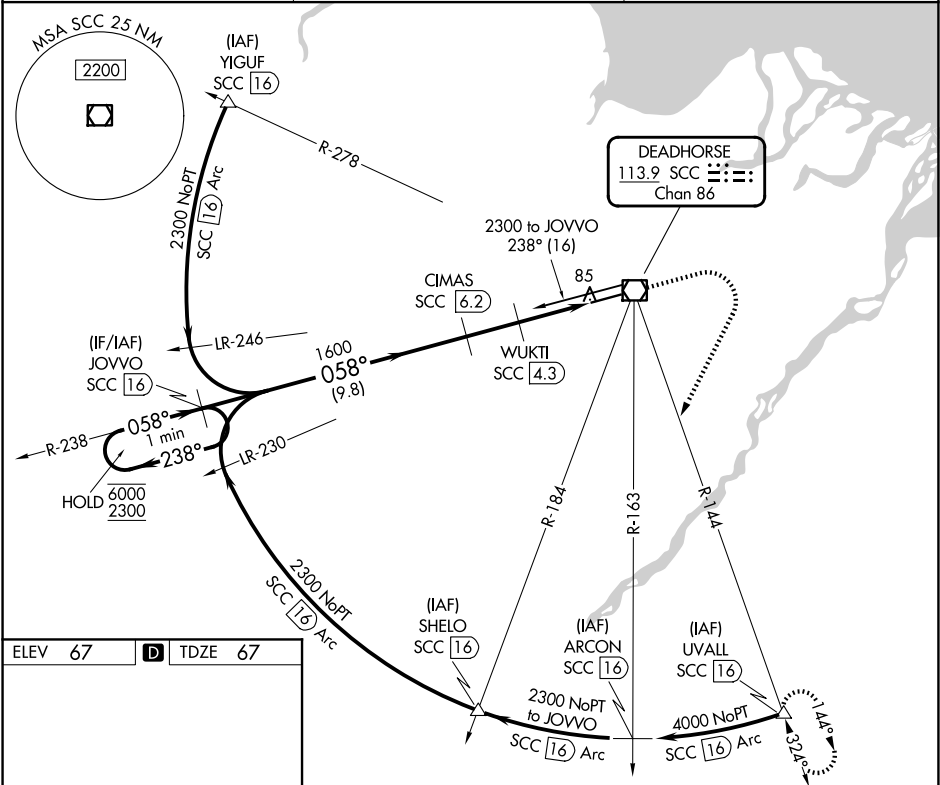
118.4

ANCHORAGE CENTER

134.4 370.9

DEADHORSE RADIO

123.6 (CTAF) 0



ELEV 67

TDZE 67

HIRL Rwy 6-24

JOVVO SCC 16

One Minute Holding Pattern

6000 2300

238° 058°

058°

1600

980

3.02° TCH 50

9.8 NM

1.9 NM

1.9 NM

0.8

WUKTI SCC 4.3

600 4000

hdg 190°

SCC 2.4

SCC 1.6

UVALL SCC 16

SCC R-144

CATEGORY	A	B	C	D	E
S-6	380/24 313 (400-½)				
CIRCLING	540-1 473 (500-1)	580-1½ 513 (600-1½)	620-2 553 (600-2)		

DEADHORSE, ALASKA

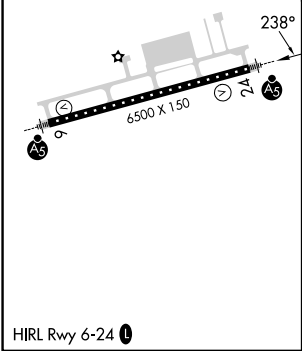
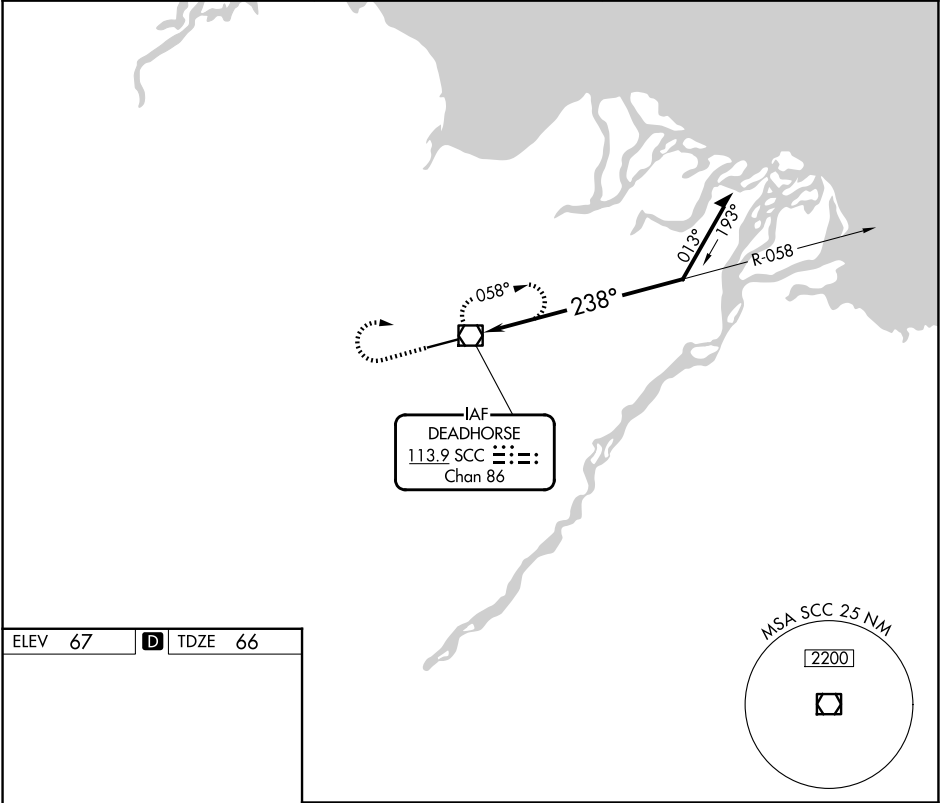
AL-5776 (FAA)

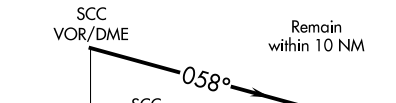
25331

VOR/DME SCC	APP CRS	Rwy Ldg	6500
113.9	238°	TDZE	66
Chan 86		Apt Elev	67

VOR Y RWY 24
DEADHORSE (SCC) (PASC)

		MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.
AFIS 118.4	ANCHORAGE CENTER 134.4 370.9		DEADHORSE RADIO 123.6 (CTAF) 



1500 ↑		2000 ↗		SCC 					
CATEGORY		A		B		C		D	
S-24		580/24		514 (600-½)		580/55		514 (600-1)	
CIRCLING		580-1		513 (600-1)		580-1½ 513 (600-1½)		620-2 553 (600-2)	

DEADHORSE, ALASKA
Amdt 6B 12OCT17

70°12'N-148°28'W

DEADHORSE (SCC) (PASC)
VOR Y RWY 24

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

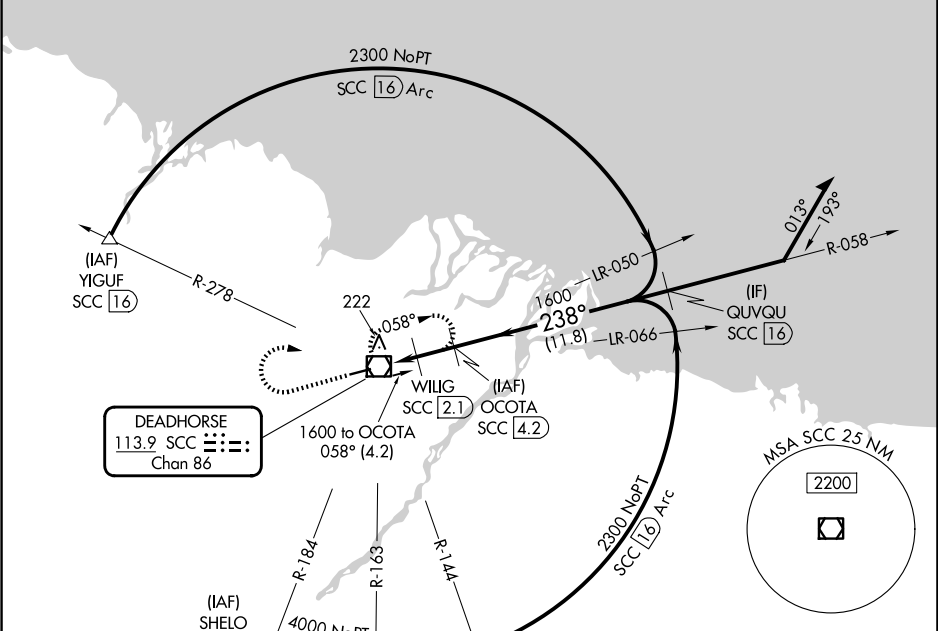
VOR/DME SCC	APP CRS	Rwy Ldg	6500
113.9	238°	TDZE	66
Chan 86		Apt Elev	67

VOR Z RWY 24

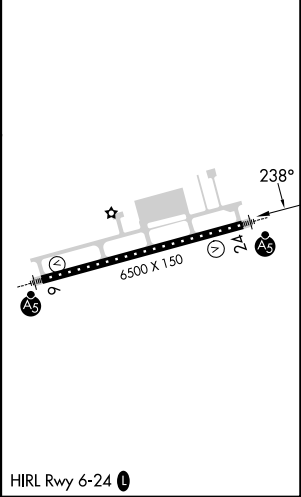
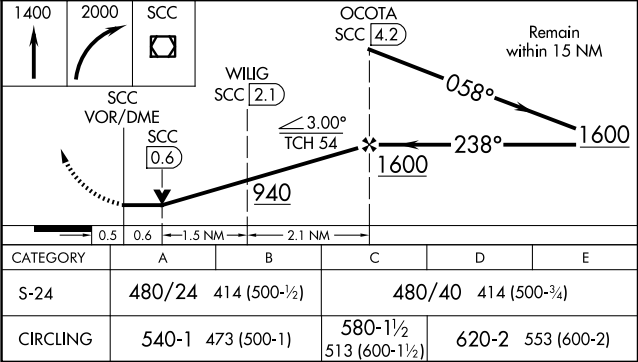
DEADHORSE (SCC) (PASC)

DME required.	MALSR	MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.
For inop ALS, increase Cats C/D/E visibility to RVR 6000.		

AFIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 1
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ELEV 67	TDZE 66
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DEERING, ALASKA

AL-10058 (FAA)

26022

WAAS CH 97341 W03A	APP CRS 027°	Rwy Ldg TDZE 25 Apt Elev 30
--	------------------------	---

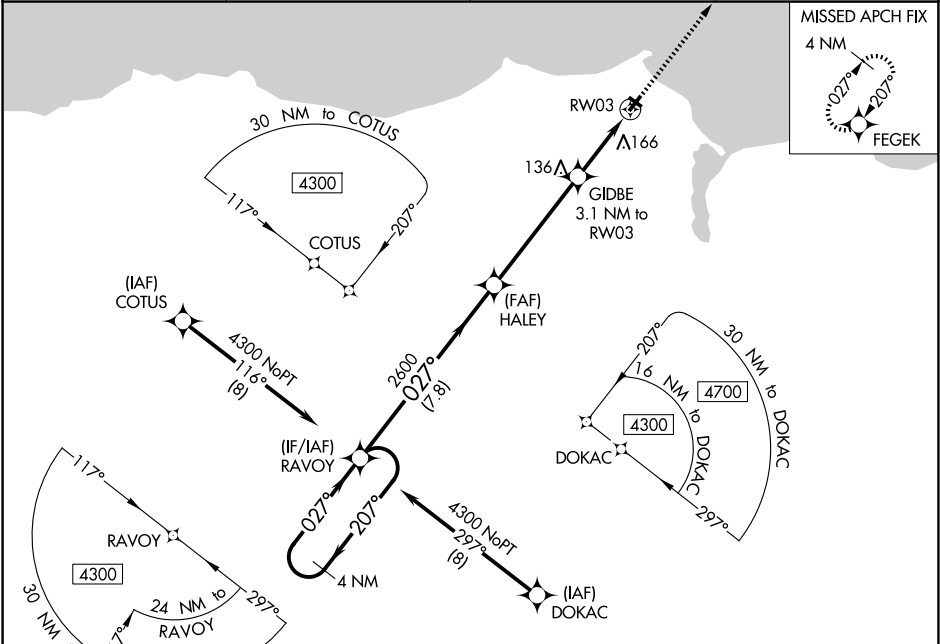
RNAV (GPS) RWY 3

DEERING (DEE)(PADE)

⚠ Circling to Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).
❄ -39°C DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct FEGEK and hold, continue climb-in-hold to 3700.

ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.25	CTAF 122.9 0
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ELEV	30	TDZE	25
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REIL Rwy 3 **0**
MIRL Rwy 3-21 and 12-30 **0**

CATEGORY	A	B	C	D
LPV DA	275-1	250 (300-1)		NA
LNAV/VNAV DA	275-1	250 (300-1)		NA
LNAV MDA	420-1	395 (400-1)	420-1½ 395 (400-1½)	NA
CIRCLING	680-1 650 (700-1)	840-1 810 (900-1)	840-2¼ 810 (900-2¼)	NA

DEERING, ALASKA
Amdt 1 05JAN17

66°04'N-162°46'W

DEERING (DEE)(PADE)

RNAV (GPS) RWY 3

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
115°

Rwy Ldg
2660

TDZE
30

Apt Elev
30

RNAV (GPS) RWY 12
DEERING (DEE)(PADE)

▼

⚠

❄

DME/DME RNP-0.3 NA.
Rwy 12 helicopter visibility reduction below 1 SM NA.
-39°C Straight-in Rwy 12 NA at night, Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct SAGKO and hold.

ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.25	CTAF 122.9
---------------	---------------------------------	--------------------------	---------------

4 NM Holding Pattern

SAGKO

Visual Segment - Obstacles.

3000

SAGKO

3000

295°

115°

115°

1600

FIBEB

RWY12

7.7 NM

4.8 NM

CATEGORY	A	B	C	D
LNNAV MDA	520-1	490 (500-1)	520-1 $\frac{3}{8}$ 490 (500-1 $\frac{3}{8}$)	NA
CIRCLING	680-1 650 (700-1)	840-1 810 (900-1)	840-2 $\frac{1}{2}$ 810 (900-2 $\frac{1}{2}$)	NA

ELEV 30

TDZE 30

115°

2660 X 75

3320 X 75

0.4% UP

12

1

REIL Rwy 3

MIRL Rwy 3-21 and 12-30

DEERING, ALASKA

Amtd 1 05JAN17

66°04'N-162°46'W

155

DEERING (DEE)(PADE)

RNAV (GPS) RWY 12

APP CRS	Rwy Ldg	2660
296°	TDZE	30
	Apt Elev	30

RNAV (GPS) RWY 30

DEERING (DEE)(PADE)

	DME/DME RNP-0.3 NA.
	Rwy 30 helicopter visibility reduction below 1 SM NA.
 -39°C	Straight-in Rwy 12 NA at night, Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climb to 3000 direct SAGKO and hold.

ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.25	CTAF 122.9 0
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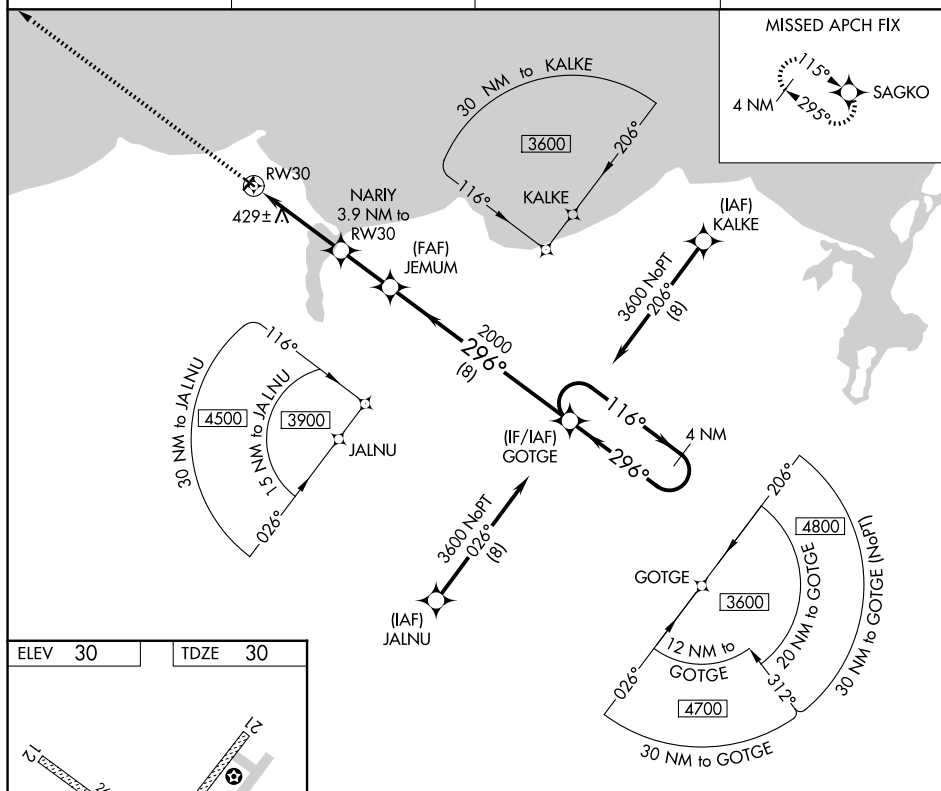


Diagram illustrating the intersection of REIL Rwy 3 and MRL Rwy 3-21 and 12-30. The diagram shows a diamond interchange with dimensions 660 X 75 and 320 X 75. A 0.4% UP grade is indicated for the ramp. A 296' offset is shown for the ramp. A north arrow is also present.

REIL Rwy 3 **L**

MIRL Rwy 3-21 and 12-30 L

CATEGORY	A		B		C	D
LNAV MDA	740-1 710 (800-1)		740-2 710 (800-2)		NA	
CIRCLING	740-1 710 (800-1)	840-1 810 (900-1)	840-2 1/4 810 (900-2 1/4)		NA	

DILLINGHAM, ALASKA

AL-5166 (FAA)

25275

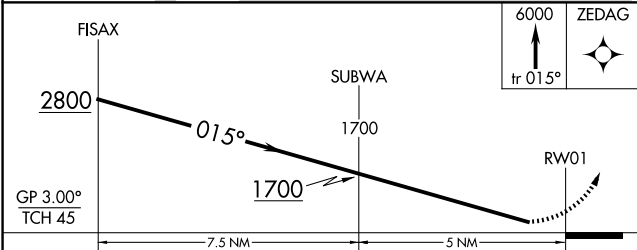
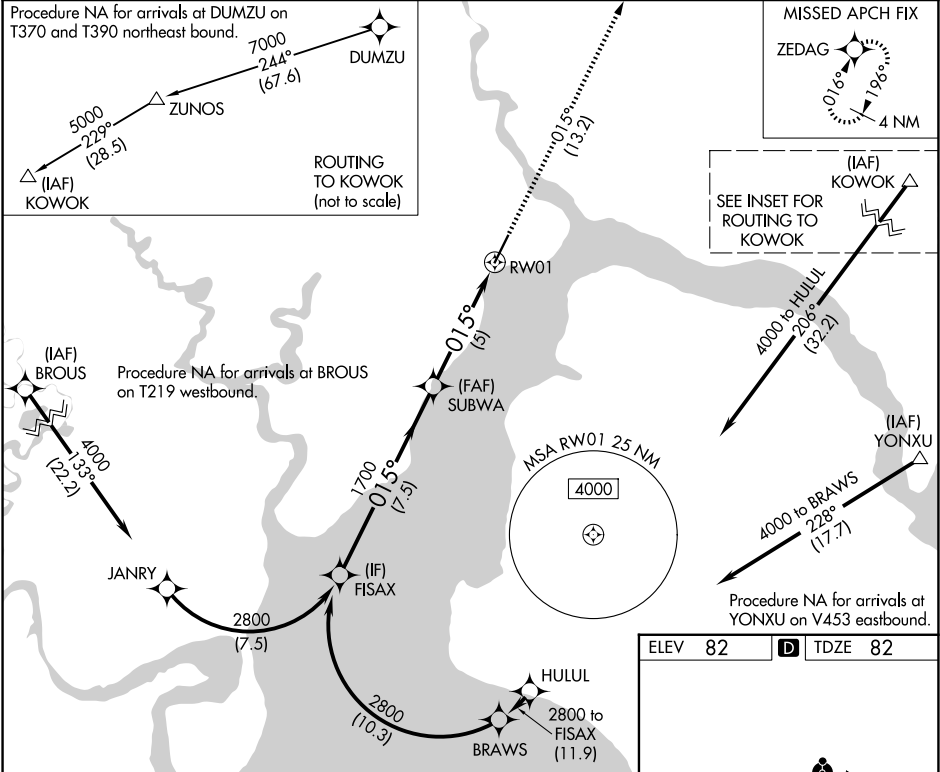
APP CRS	Rwy Ldg	6400
015°	TDZE	82
	Apt Elev	82

RNAV (RNP) Y RWY 1

DILLINGHAM (DLG)(PADL)

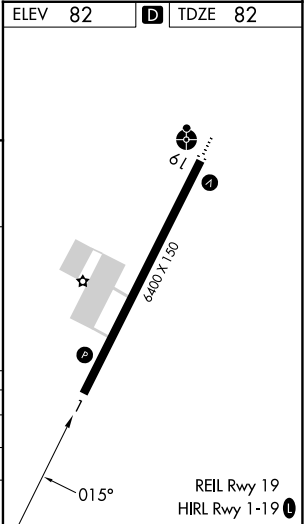
RNP AR APCH - GPS.	MISSED APPROACH: Climb to 6000 on track 015° to ZEDAG and hold, continue climb-in-hold to 6000.
For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.	

AFIS 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
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CATEGORY	A	B	C	D
RNP 0.15 DA		367-1	285 (300-1)	
RNP 0.30 DA		437-1	355 (400-1)	

AUTHORIZATION REQUIRED



DILLINGHAM, ALASKA
Orig 05SEP24

59°03'N-158°30'W

RNAV (RNP) Y RWY 1

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

DILLINGHAM, ALASKA

AL-5166 (FAA)

25275

WAAS CH 82025 W01A	APP CRS 015°	Rwy Ldg TDZE Apt Elev	6400 82 82
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RNAV (GPS) Z RWY 1

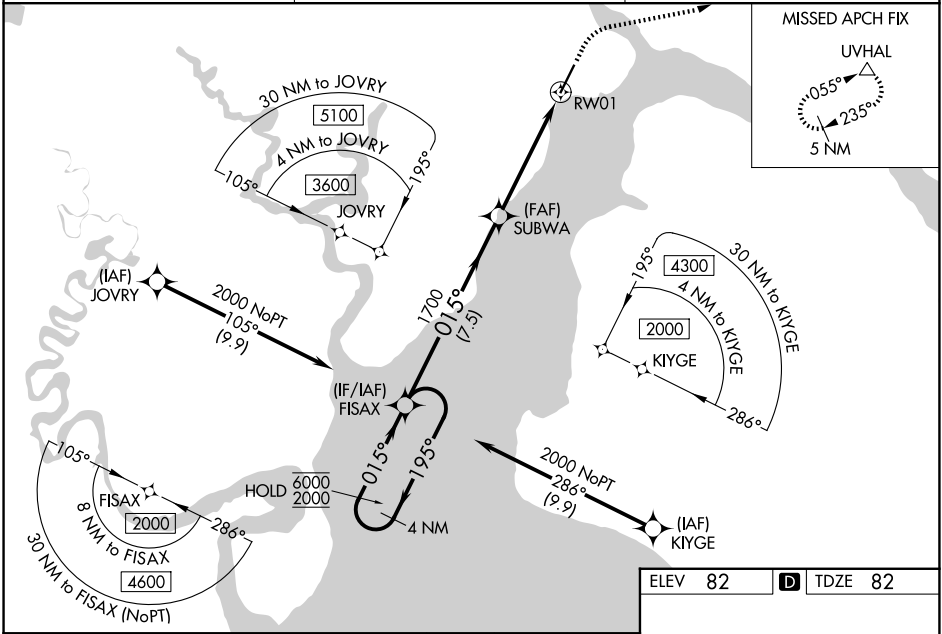
DILLINGHAM (DLG)(PADL)

RNP APCH - GPS.

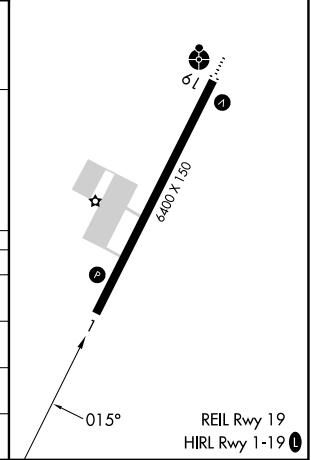
⚠ Circling NA east of Rwy 1-19. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. Rwy 1 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Manokotak altimeter setting. When local altimeter setting not received, use Manokotak altimeter setting and increase LPV DA to 367 feet; increase LNAV/VNAV DA to 486 feet and all visibilities 1/2 SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D 1/2 SM.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct UVHAL and hold.

AFIS 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
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4 NM Holding Pattern		FISAX	6000 2000		←195°	015°→	SUBWA 1700		1700	1.4 NM to RW01	RW01	600 ↑	2000 ↗	UVHAL △
GP 3.00° TCH 45°														
		7.5 NM			3.5 NM			1.4 NM						
CATEGORY		A		B		C		D						
LPV	DA	332-1 250 (300-1)												
LNAV/ VNAV	DA	451-1 369 (400-1)												
LNAV	MDA	580-1	498 (500-1)			580-1 ³ / ₈		498 (500-1 ³ / ₈)						
CIRCLING		580-1	498 (500-1)			700-1 ³ / ₄ 618 (700-1 ³ / ₄)		700-2 618 (700-2)						



DILLINGHAM, ALASKA
Amdt 4 05SEP24

59°03'N-158°30'W

RNAV (GPS) Z RWY 1

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

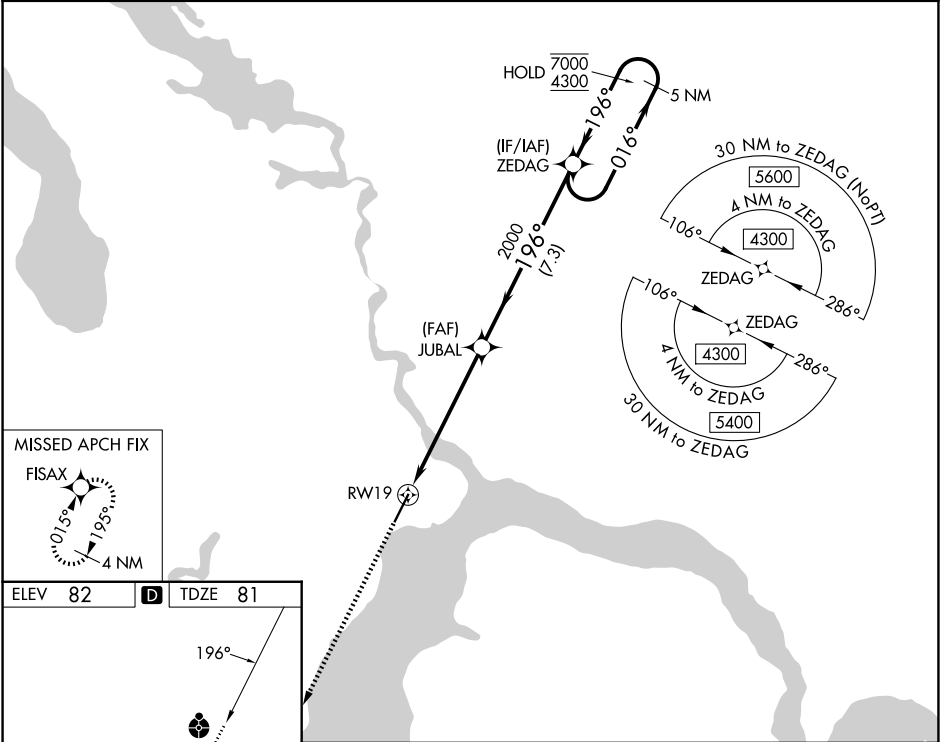
APP CRS	Rwy Ldg	6400
196°	TDZE	81
	Apt Elev	82

RNAV (GPS) Z RWY 19

DILLINGHAM (DLG)(PADL)

RNP APCH - GPS.	ODALS	MISSED APPROACH: Climb to 2600 direct FISAX and hold.
Circling NA east of Rwy 1-19. When local altimeter setting not received, use Manokatak altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C/D 1/8 SM. For inop ALS, increase LNAV Cat C/D visibility to 1 3/8 SM. Inop table does not apply to LNAV Cats A/B. Inop table does not apply when using Manokatak altimeter setting. Rwy 19 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Manokatak altimeter setting.		

AFIS 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
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2600

FISAX

RWY 19

1.4 NM

4.5 NM

7.3 NM

JUBAL

ZEDAG

1.4 NM to RWY 19

3.00° TCH 57

2000

5 NM Holding Pattern

016°

196°

7000

4300

CATEGORY	A	B	C	D
LNAV MDA	560-1	479 (500-1)	560-1½	479 (500-1½)
CIRCLING	560-1	478 (500-1)	700-1¾ 618 (700-1¾)	700-2 618 (700-2)

REIL Rwy 19

HIRL Rwy 1-19

LOC RWY 19
DILLINGHAM (DLG)(PADL)

T Circling NA east of Rwy 1-19. VDP NA with Manokotak altimeter setting. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDAs 40 feet and S-LOC 19 visibility Cat C/D $\frac{1}{8}$ SM. Inop table does not apply to S-LOC 19 Cats A/B. Inop table does not apply when using Manokotak altimeter setting. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 4200 direct DLG VOR/DME and hold, continue climb-in-hold to 4200.

MSA DLG 25 NM

- 4100
- 215°
- 1800
- 035°

(IAF) BUGPE DLG [17]

R-293

4300
DLG [17] Arc

UTKOW DLG [17]

R-327

4200 NoPT
DLG [17] Arc

JUBAL I-DLG [7]

LR-004

2000

198°
[7-2]

LOWES I-DLG [1.8]

4200 to INDRA
011° (17)

(IF/IAF) INDRA I-DLG [14.2]

4200 NoPT to INDRA
151° hdg (0.4) and 196° (7.3)

HOLD
5000
4200

016°
1 min

018°

(IAF) RAGES DLG [24.6]

LR-019

4200 NoPT
DLG [17] Arc

(IAF) UVHAL DLG [17]

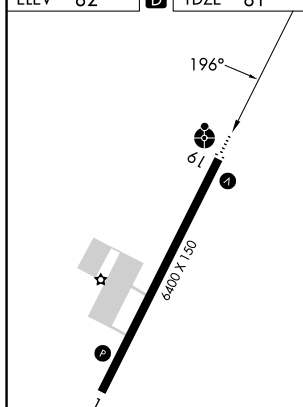
4200 NoPT to INDRA
DLG [17] Arc

R-044

DILLINGHAM

Procedure NA for arrivals at DLG VOR/DME on V462 southwest bound.

ELEV	82		TDZE	81
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LOC unusable from I-DLG 1.8 DME inbound.

One Minute Holding Pattern

Use I-DLG DME when on the localizer course.

CATEGORY	A	B	C	D
S-LOC 19	560-1 479 (500-1)		560-1 $\frac{1}{4}$ 479 (500-1 $\frac{1}{4}$)	
CIRCLING	560-1 478 (500-1)		700-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$)	700-2 618 (700-2)

AK, 03 SEP 2026 to 29 OCT 2026

EAGLE, ALASKA

AL-10967 (FAA)

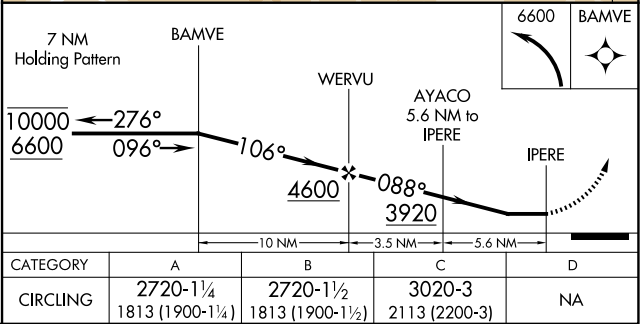
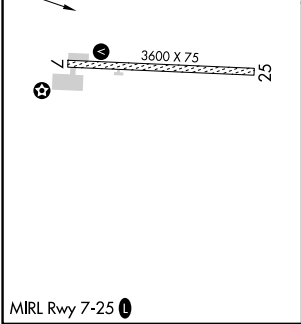
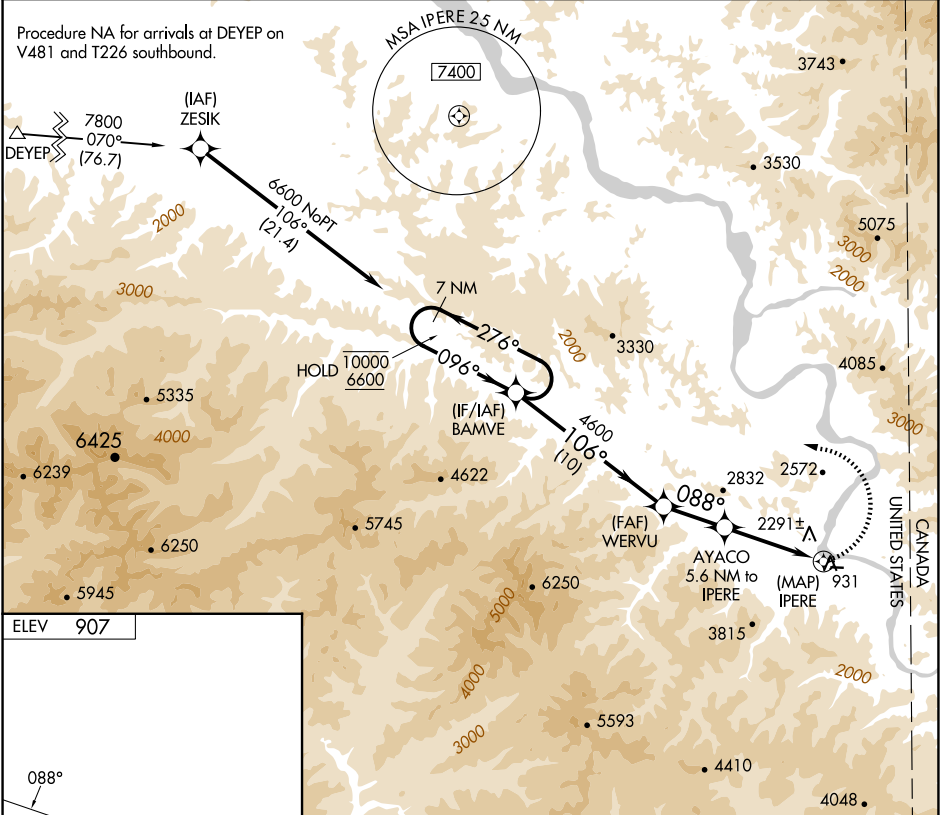
25163

APP CRS 088°	Rwy Ldg TDZE Apt Elev N/A N/A 907
------------------------	---

RNAV (GPS)-A
EAGLE (EAA) (PAEG)

RNP APCH.	MISSED APPROACH: (Do not exceed 210K until BAMVE) Climbing left turn to 6600 direct BAMVE and hold, continue climb-in-hold to 6600.
▼ ⚠ ❄ Circling NA north of Rwy 7-25. Procedure NA at night. When local altimeter setting not received, procedure NA.	

ASOS 135.55	ANCHORAGE CENTER 135.3 322.5	NORTHWAY RADIO 122.3	UNICOM 122.8 (CTAF)
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EAGLE, ALASKA
Orig-A 17JUN21

64°47'N-141°09'W

EAGLE (EAA) (PAEG)
RNAV (GPS)-A

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ILS or LOC/DME RWY 28

LOC I-SYA <u>110.1</u>	APCH CRS 287°	Rwy Idg 10,005 TDZE 93 Arpt Elev 98
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[USAF]

EARECKSON AS (SYA) (PASY)

* Circling not authorized N of Rwy 10-28.



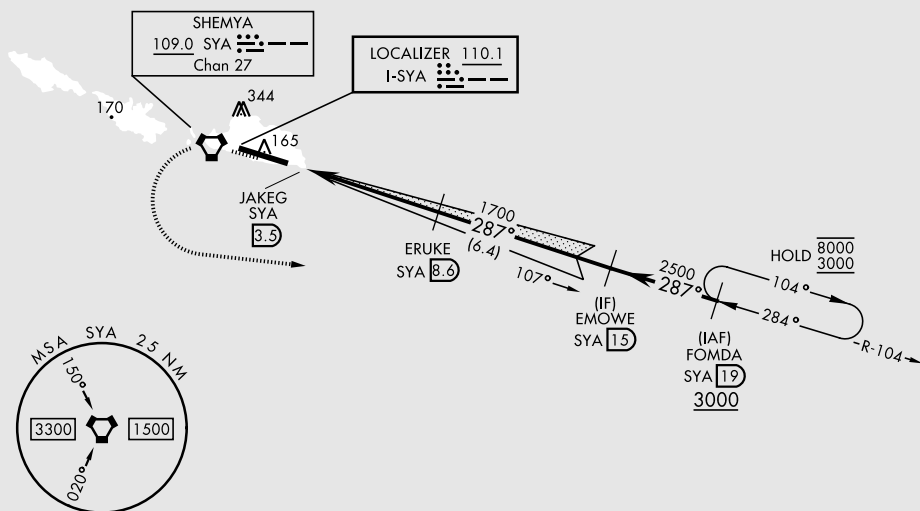
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct FOMDA and hold.

ANCHORAGE CENTER
119.1 339.8

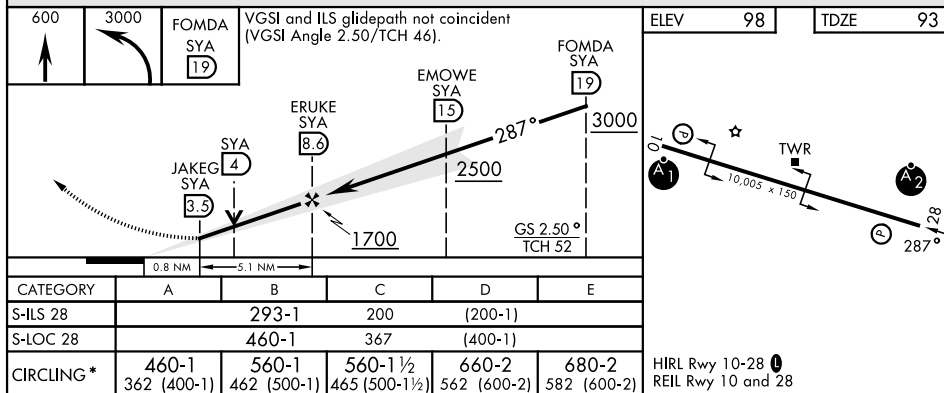
CTAF
127.2 352.05

CAUTION: Numerous obstructions in area N of Rwy 10-28.

Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5400



SHEMYA, ALASKA

52°43'N-174°07'E

EARECKSON AS (SYA) (PASY)

Amdt 7 05SEP24

ILS or LOC/DME RWY 28

SHEMYA, ALASKA

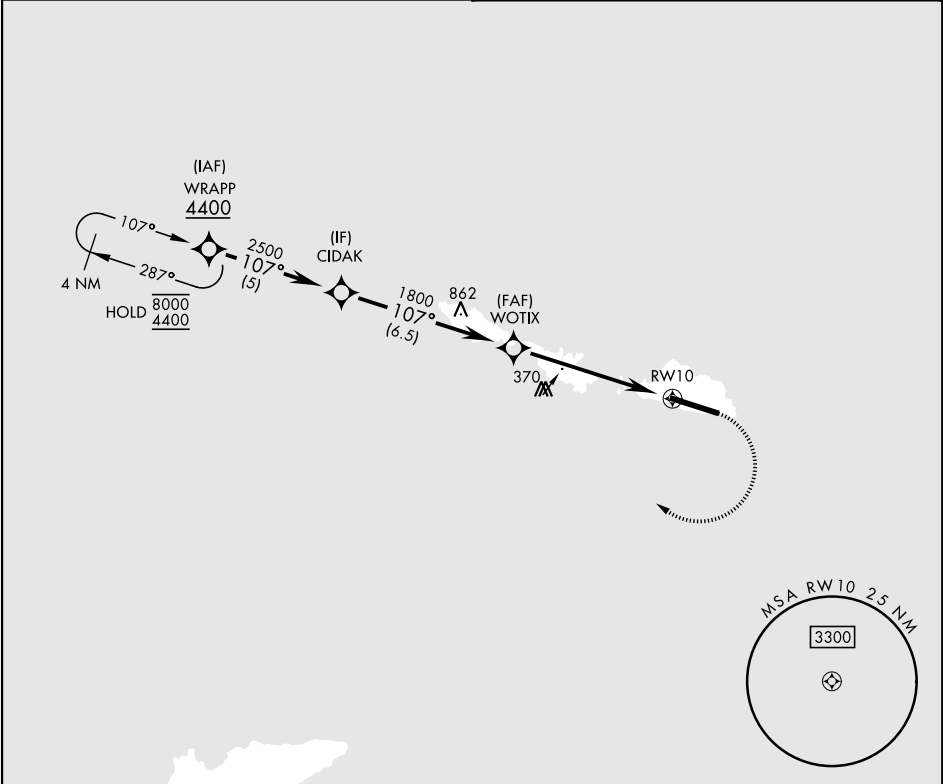
RNAV (GPS) RWY 10

APCH CRS	Rwy Idg 10,005
107°	TDZE 98
	Arpt Elev 98

[USAF]

EARECKSON AS (SYA) (PASY)

RNP APCH - GPS	ALSF-1	MISSED APPROACH: Climbing right turn to 4400 direct WRAPP and hold, continue climb-in-hold to 4400.
*When ALS inop, increase CAT CDE vis to 1½ miles. **Circling not authorized N of Rwy 10-28.		
ANCHORAGE CENTER 119.1 339.8		CTAF 127.2 352.05



2280 A						ELEV 98		TDZE 98	
EMERG SAFE ALT 100 NM 5400									
CIDAK 2500 107° WOTIX 1800 1.9 NM to RW10 2.60° TCH 46 6 NM 4400 WRAPP									
CATEGORY	A		B		C		D		E
LNAV MDA*	640-1	542	(600-1)		640-1½ 542 (600-1½)		542 (600-1½)		
CIRCLING**	640-1	542	(600-1)		640-1½ 542 (600-1½)		660-2 562 (600-2)		680-2 582 (600-2)
HIRL Rwy 10-28 ① REIL Rwy 10 and 28									

SHEMYA, ALASKA

52° 43' N-174° 07' E

EARECKSON AS (SYA) (PASY)

Amtd 1 05SEP24

RNAV (GPS) RWY 10

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 28

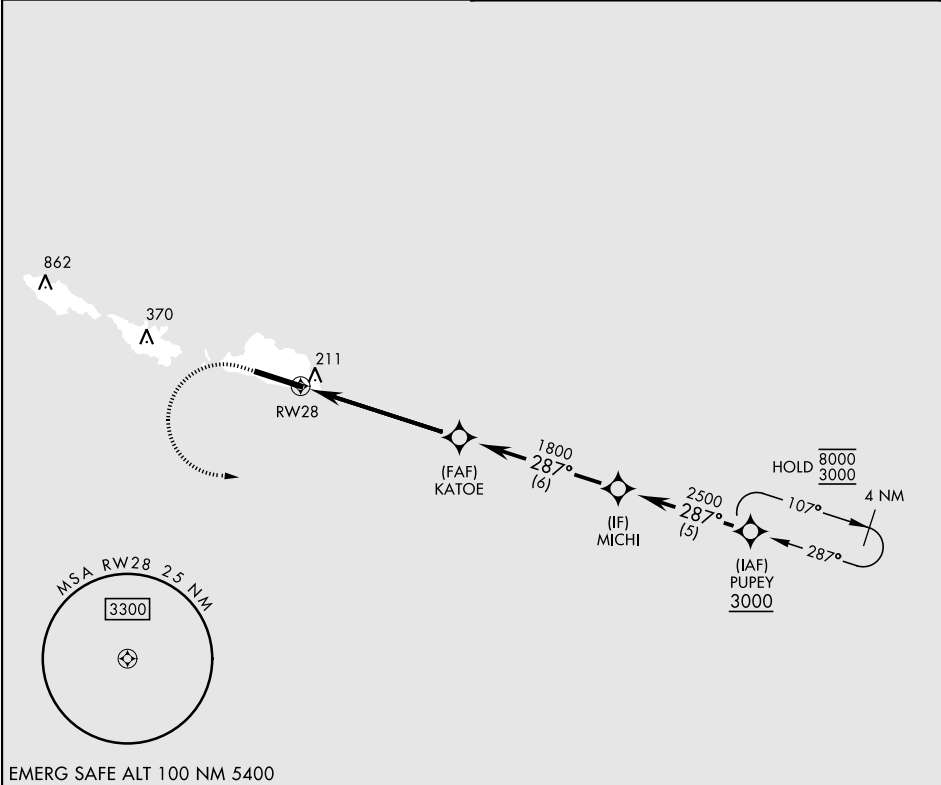
APCH CRS	Rwy Idg
287°	10,005
TDZE	93
Arpt Elev	98

[USAF]

EARECKSON AS (SYA) (PASY)

RNP APCH - GPS	SALSF	MISSED APPROACH: Climb to 600, then climbing left turn to 3000, direct PUPEY and hold.
* When ALS inop, increase CAT CDE vis to 1½ miles. ** Circling not authorized N of Rwy 10-28.		

ANCHORAGE CENTER 119.1 339.8	CTAF 127.2 352.05
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EMERG SAFE ALT 100 NM 5400

 600	 3000	 PUPEY	ELEV 98			TDZE 93

RNAV (GPS) RWY 28

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

SHEMYA, ALASKA

VOR/DME or TACAN RWY 10

VORTAC SYA 109.0 Chan 27	APCH CRS 092°	Rwy Idg 10,005 TDZE 98 Arpt Elev 98
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[USAF]

EARECKSON AS (SYA) (PASY)

* When ALS inop, increase CAT AB vis to 1½ miles;
CAT CDE vis to 1½ miles.
** Circling not authorized N of Rwy 10-28.



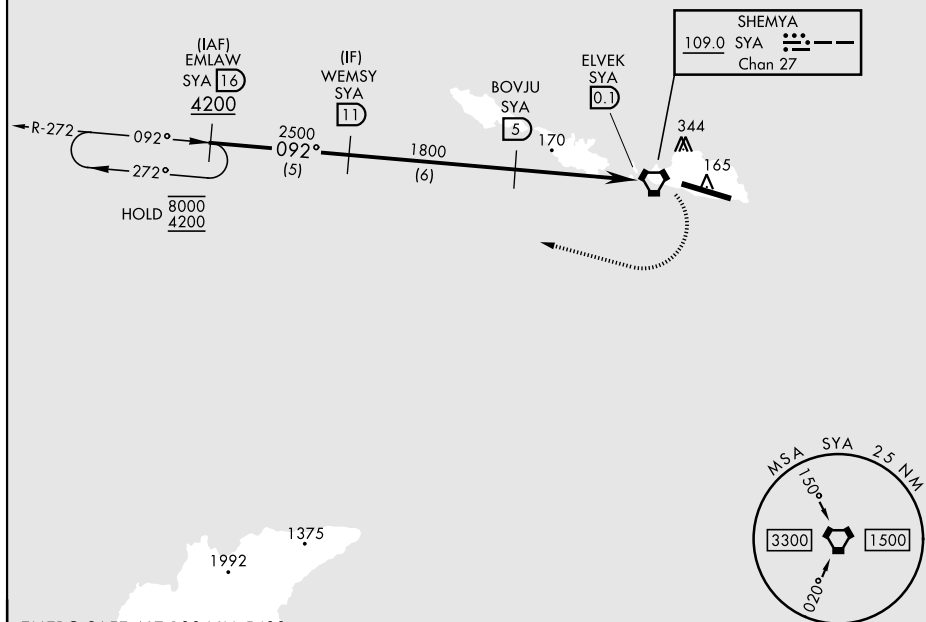
MISSED APPROACH: Climb to 1200, then climbing right turn to 4200, intercept SYA VORTAC R-272 direct EMLAW and hold. Continue climb-in-hold to 4200.

ANCHORAGE CENTER
119.1 339.8

CTAF
127.2 352.05

CAUTION: Numerous obstructions in area N of Rwy 10-28.

Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5400

WEMS SYA 11 BOVJU SYA 5 SYA VORTAC 0.8 ELVEK SYA 0.1 EMLAW R-272 16 2500 1800 1200 4200 092° 2.56° TCH 46 4.9 NM 1.2 NM					ELEV 98	TDZE 98
CATEGORY	A	B	C	D	E	
S-10 *	640-1	542 (600-1)	640-1½	542 (600-1½)		
CIRCLING **	640-1½	542 (600-1½)	640-1½	562 (600-2)	582 (600-2)	
						HIRL Rwy 10-28 REIL Rwy 10 and 28

SHEMYA, ALASKA

52°43'N-174°07'E

EARECKSON AS (SYA) (PASY)

Amdt 8 27NOV25

VOR/DME or TACAN RWY 10

VOR/DME or TACAN RWY 28

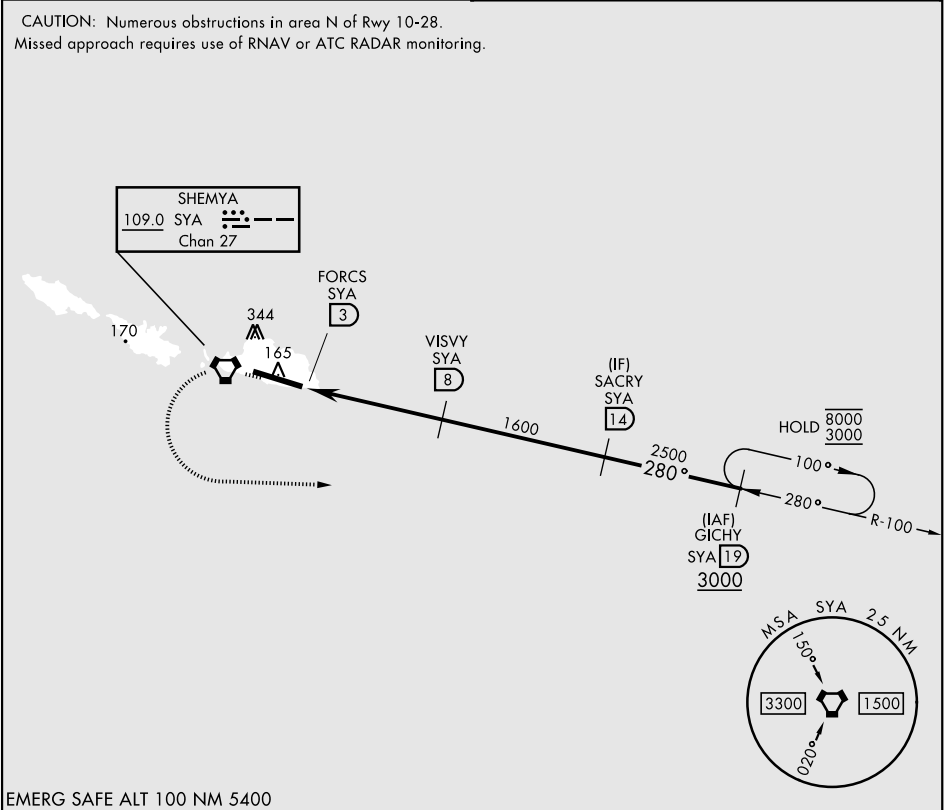
VORTAC SYA 109.0 Chan 27	APCH CRS 280°	Rwy Idg 10,005 TDZE 93 Arpt Elev 98
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[USAF]

EARECKSON AS (SYA) (PASY)

* When ALS inop, increase CAT CDE vis to 1½ miles. ** Circling not authorized N of Rwy 10-28.	SALSF A2	MISSED APPROACH: Climbing left turn to 3000 direct GICHY and hold.
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ANCHORAGE CENTER 119.1 339.8	CTAF 127.2 352.05
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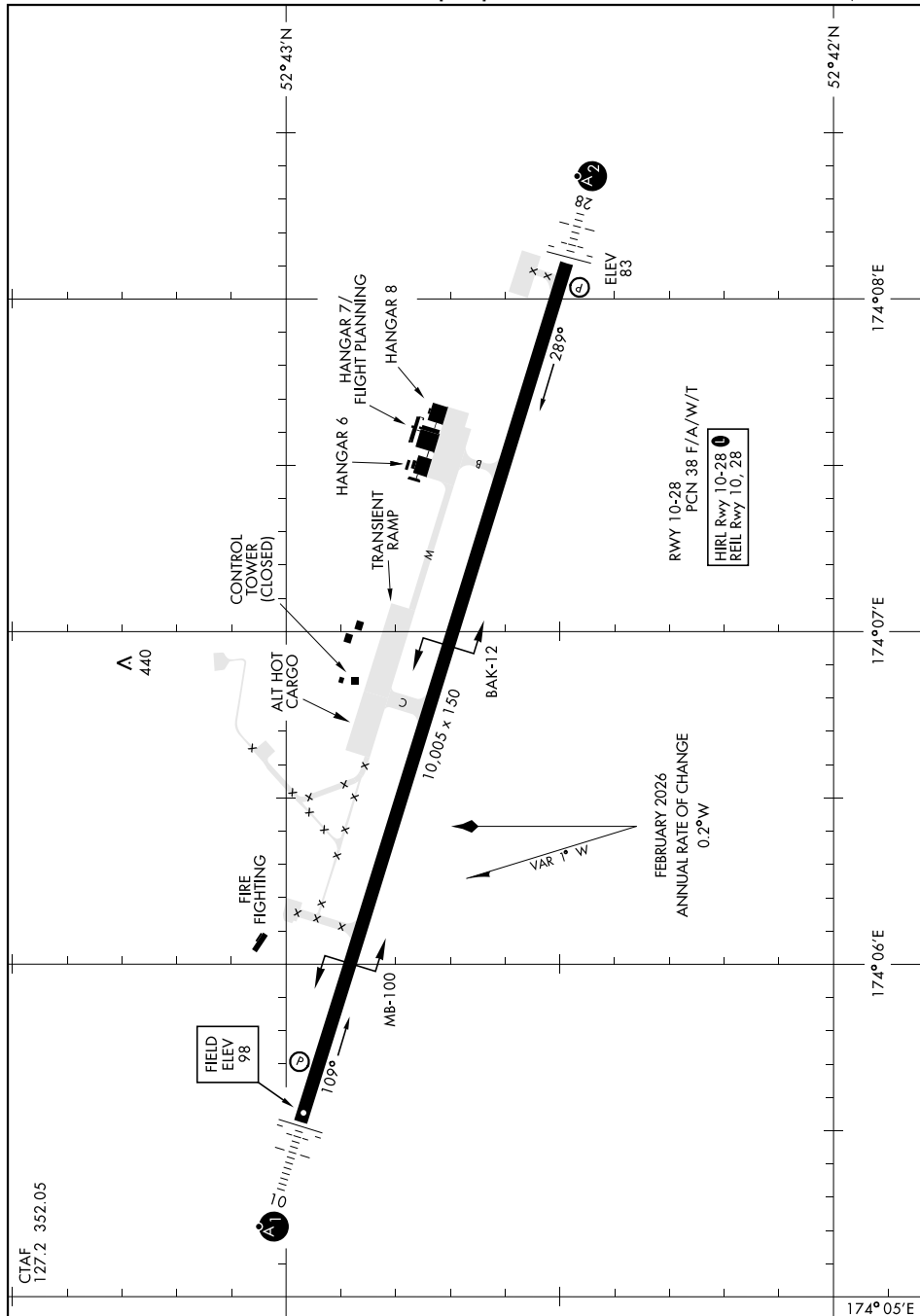


EMERG SAFE ALT 100 NM 5400					ELEV 98	TDZE 93
CATEGORY	A	B	C	D	E	
S-28 *	620-1	527 (600-1)	620-1¼	527 (600-1¼)		
CIRCLING**	620-1	522 (600-1)	620-1½ 522 (600-1½)	660-2 562 (600-2)	680-2 582 (600-2)	HIRL Rwy 10-28 REIL Rwy 10 and 28

VOR/DME or TACAN RWY 28

AIRPORT DIAGRAM

[USAF]



AK, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

SHEMYA, ALASKA

EARECKSON AS (SYA) (PASY)

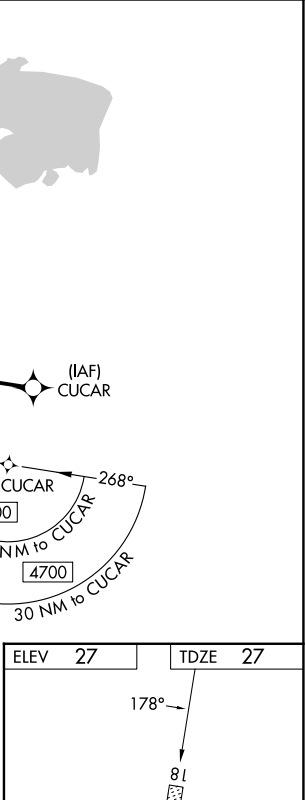
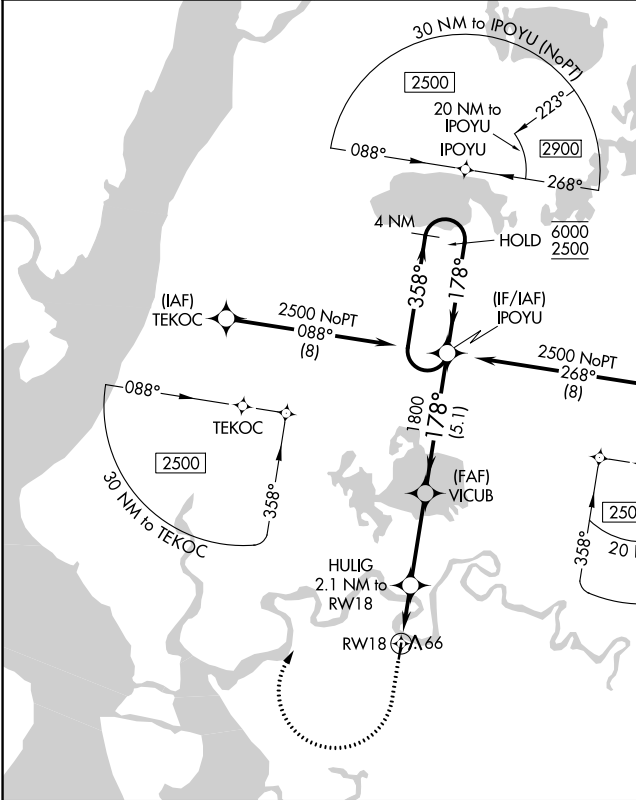
APP CRS	Rwy Ldg	3242
178°	TDZE	27
	Apt Elev	27

RNAV (GPS) RWY 18

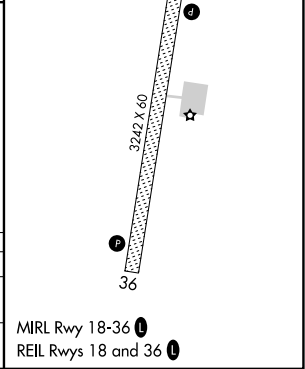
EEK (EEK) (PAEE)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 direct IPOYU and hold.
NA Use BET altimeter setting, when not received procedure NA.	

BET ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	(CTAF) 122.8
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600	2500	IPOYU	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).	4 NM Holding Pattern
↑	↖	✧		
CATEGORY	A	B	C	D
RNAV MDA	480-1	453 (500-1)	NA	
CIRCLING	740-1	713 (800-1)	NA	



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
127°

Rwy Ldg
TDZE
Apt Elev

5600
84
92

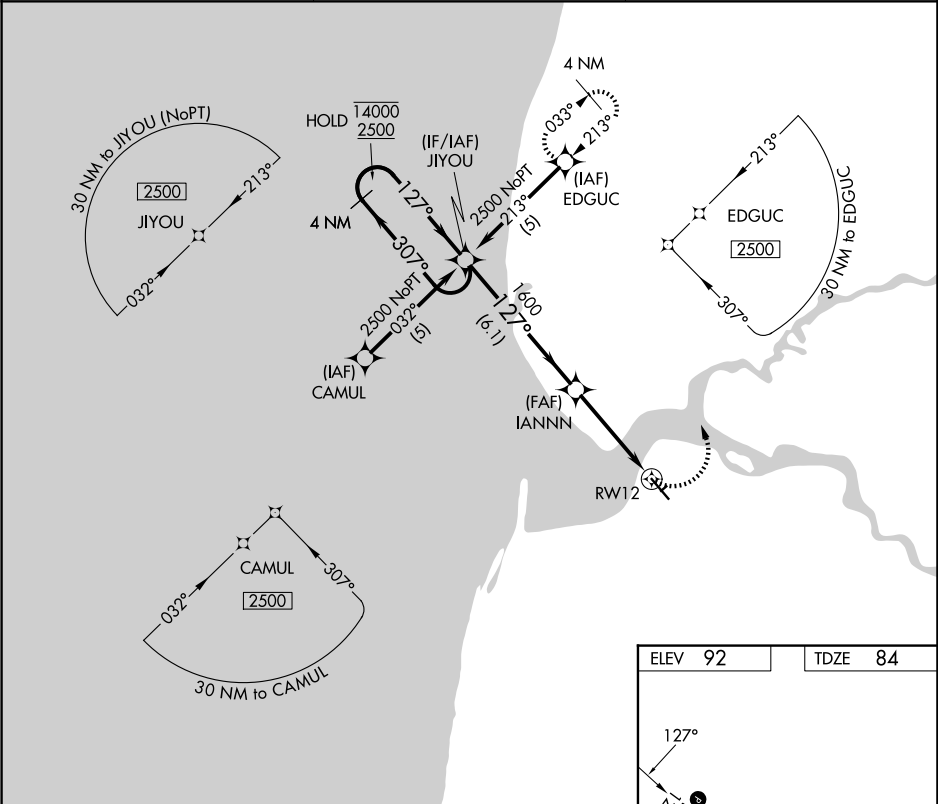
RNAV (GPS) RWY 12
EGEGIK (EII) (PAII)

RNP APCH.

▼ Rwy 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.

AWOS-3P 135.65	ANCHORAGE CENTER 124.8 354.0	CTAF 122.8 0
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

2500 EDGUC

CATEGORY	A	B	C	D
LNVA MDA	600-1	516 (600-1)	600-1¾ 516 (600-1¾)	NA
CIRCLING	800-1	708 (800-1)	800-2¼ 708 (800-2¼)	NA

REIL Rwy 12 0

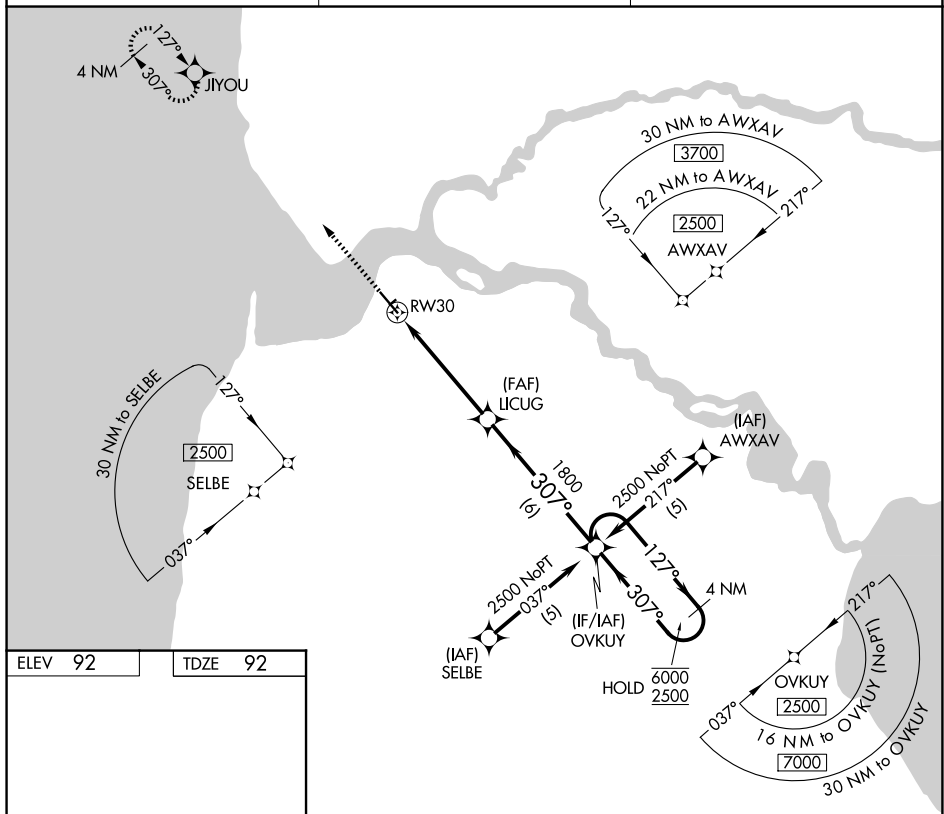
MIRL Rwy 3-21 and 12-30 0

RNAV (GPS) RWY 30
EGEGIK (EII) (PAII)

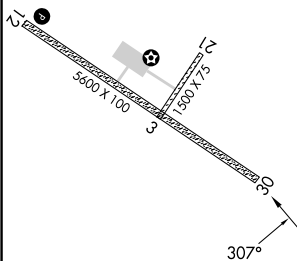
Rwy 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct JIYOU and hold.

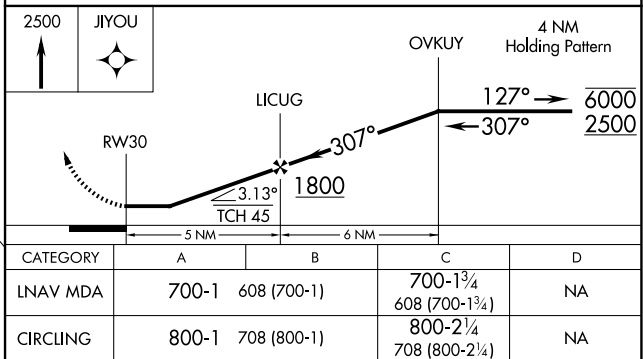
ANCHORAGE CENTER
124.8 354.0

CTAF
122.8 

TDZE 92



REIL Rwy 12 **L**
MIRL Rwy 3-21 and 12-30 **L**



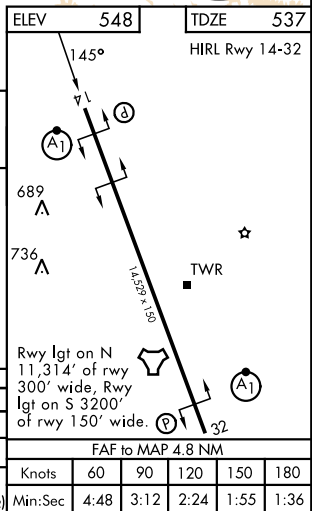
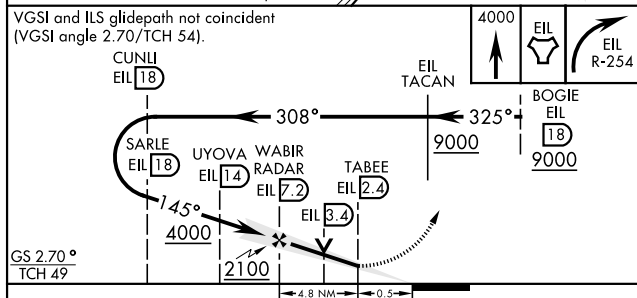
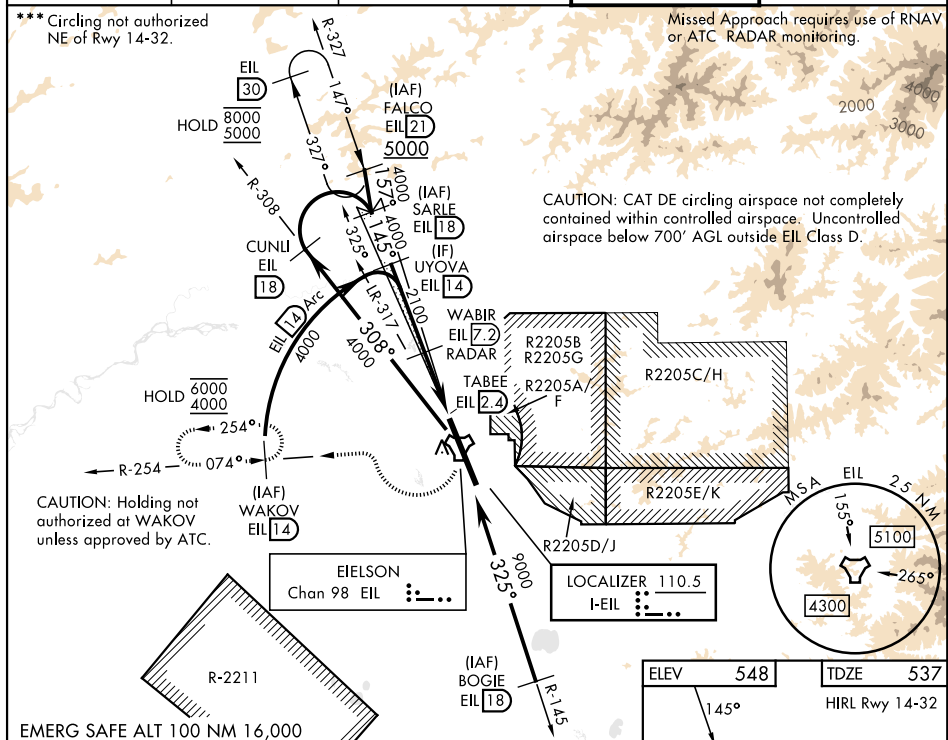
EGEGIK (EII) (PAII)
RNAV (GPS) RWY 30

AK, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 14

LOC I-IL 110.5	APCH CRS 145°	Rwy Idg TDZE Arpt Elev 14,529 537 548	[USAF]	EIELSON AFB (PAE)
ATC or RADAR required. DME required.			ALSF-1	MISSED APPROACH: Climb to 4000 direct EIL TACAN, continue climbing right turn to intercept EIL R-254 to WAKOV and hold. Continue climb-in-hold to 4000.
▼ * When ALS inop, incr RVR to 40, and vis to ¾ mile. ** When ALS inop, incr CAT AB RVR to 55, and vis to 1 mile: CAT CDE vis to 1¾ miles.				

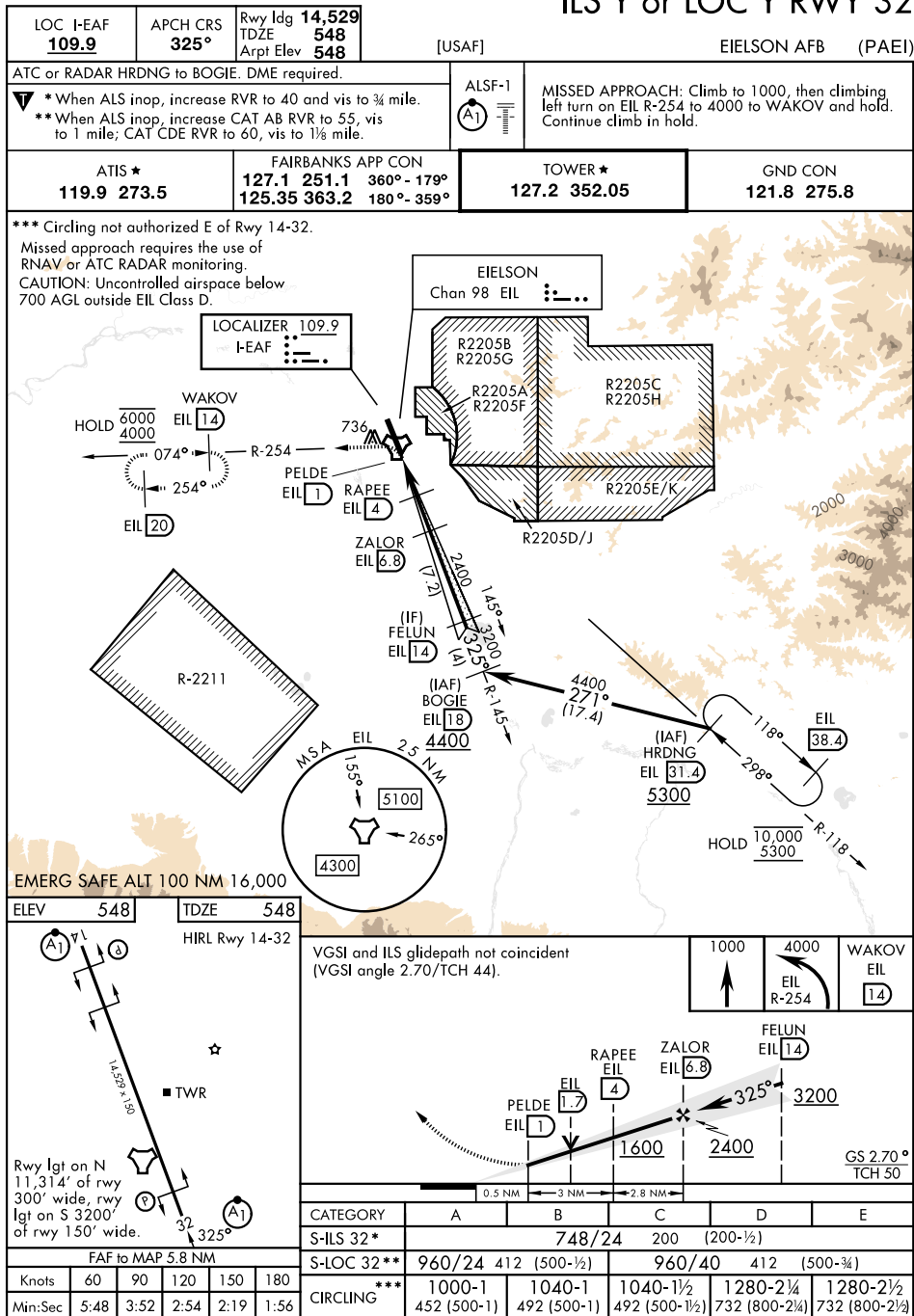
ATIS ★ 119.9 273.5	ASOS 118.525	FAIRBANKS APP CON 127.1 251.1 (360° - 179°) 125.35 363.2 (180° - 359°)	TOWER ★ 127.2 352.05	GND CON 121.8 275.8
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CATEGORY	A	B	C	D	E
S-ILS 14 *	737/24		200	(200-½)	
S-LOC 14 **	1000/24	463 (500-½)	1000/50		463 (500-1)
CIRCLING ***	1000-1 452 (500-1)	1040-1 492 (500-1)	1040-1½ 492 (500-1½)	1280-2¼ 732 (800-2¼)	1280-2½ 732 (800-2½)

FAIRBANKS, ALASKA

ILS Y or LOC Y RWY 32



FAIRBANKS, ALASKA

64° 40' N-147° 06' W

EIELSON AFB (PAEI)

Orig 03SEP26

ILS Y or LOC Y RWY 32

AK, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC Z RWY 32

LOC I-EAF 109.9	APCH CRS 325°	Rwy Idg 14,529 TDZE 548 Arprt Elev 548	[USAF]
ATC or RADAR FALCO to WAKOV. DME required.			EIELSON AFB (PAEI)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.

ATIS ★ 119.9 273.5	FAIRBANKS APP CON 127.1 251.1 360° - 179° 125.35 363.2 180° - 359°	TOWER ★ 127.2 352.05	GND CON 121.8 275.8
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The enroute chart displays several key features:

- HOLD 9000**: Indicated near the top left.
- EIL 30**, **EIL 21**, **EIL 20**, **EIL 14**, **EIL 1**, **EIL 6.8**, **EIL 1.7**, **EIL 1.4**: Various altitude points along the routes.
- R-254**, **R-192**, **R-154**, **R-2211**: Route identifiers.
- LOCALIZER 109.9 I-EAF**: Located near the center.
- CAUTION: CAT DE circling airspace not completely contained within controlled airspace. Uncontrolled airspace below 700' AGL outside EIL Class D.**
- EMERG SAFE ALT 100 NM 16,000'**: Emergency safe altitude at 100 NM.
- WAKOV EIL 14**: Destination point.
- FELUN EIL 14**: Another destination point.
- ZALOR EIL 6.8**, **RAPEE EIL 4**, **PELDE EIL 1**: Intermediate points.
- (IAF) SWABI EIL 14**, **(IF) BOGIE EIL 18**, **(IF) FELUN EIL 14**: Instrument Approach Fix (IAF) and Final Approach Fix (IF).
- M.S.A. EIL 2.5 NM**: Minimum Safe Altitude at 2.5 NM from EIL.
- GS 2.70° TCH 50**: Glide slope and threshold information.

ELEV 548	TDZE 548 HIRL Rwy 14-32	VGSI and ILS glidepath not coincident (VGSI angle 2.70/TCH 44).
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1000 ↑	4000 ↘ EIL R-254	WAKOV EIL 14
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CATEGORY	A	B	C	D	E
S-ILS 32*	748/24 200 (200-½)				
S-LOC 32**	960/24 412 (500-½)	960/40 412 (500-¾)			
CIRCLING***	1000-1 452 (500-1)	1040-1 492 (500-1)	1040-1½ 492 (500-1½)	1280-2¼ 732 (800-2¼)	1280-2½ 732 (800-2½)

FAIRBANKS, ALASKA

RNAV (GPS) RWY 14

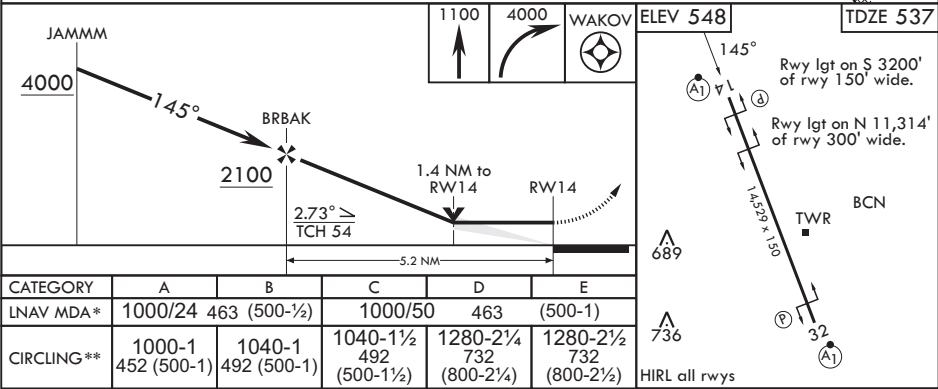
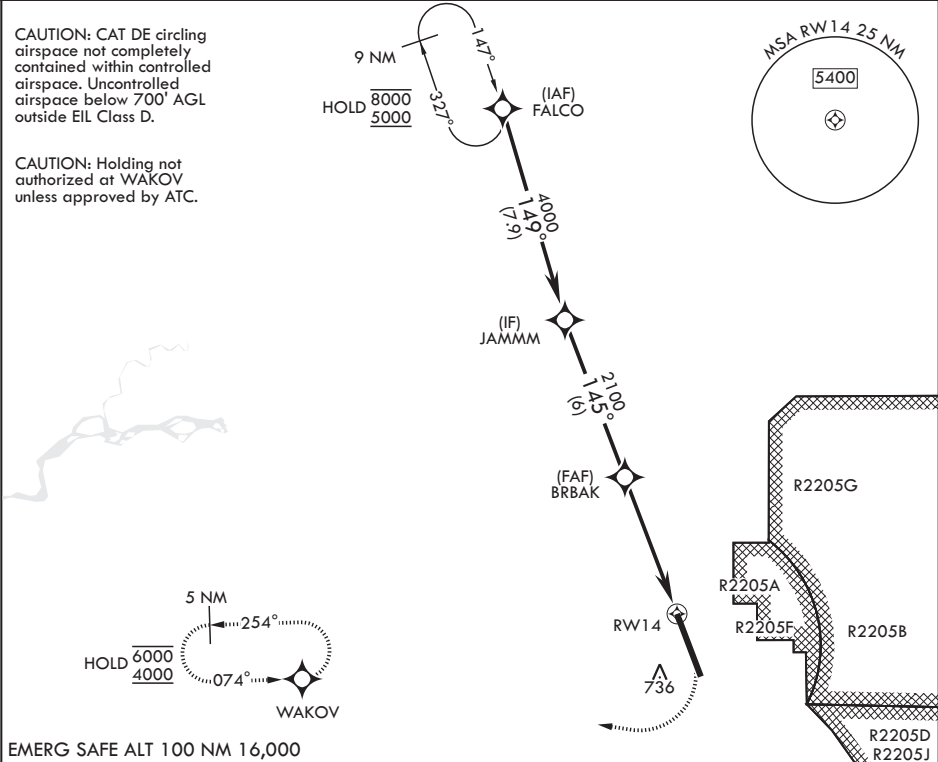
APCH CRS	Rwy Idg	14,529
145°	TDZE	537
	Arprt Elev	548

(USAF)

EIELSON AFB (PAEI)

RNP APCH - GPS	ALSIF-1	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct WAKOV and hold, continue climb-in-hold to 4000.
⚠ * When ALS inop, increase RVR to 55 and vis to 1 mile. ** Circling not authorized E Rwy 14-32.	⚠	

ATIS★ 119.9 273.5	FAIRBANKS APP CON 125.35 363.2 180°-359° 127.1 251.1 360°-179°	TOWER★ 127.2 352.05	GND CON 121.8 275.8
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FAIRBANKS, ALASKA

64°40'N - 147°06'W

EIELSON AFB (PAEI)

Am d t 7 03SEP26

RNAV (GPS) RWY 14

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

FAIRBANKS, ALASKA

RNAV (GPS) RWY 32

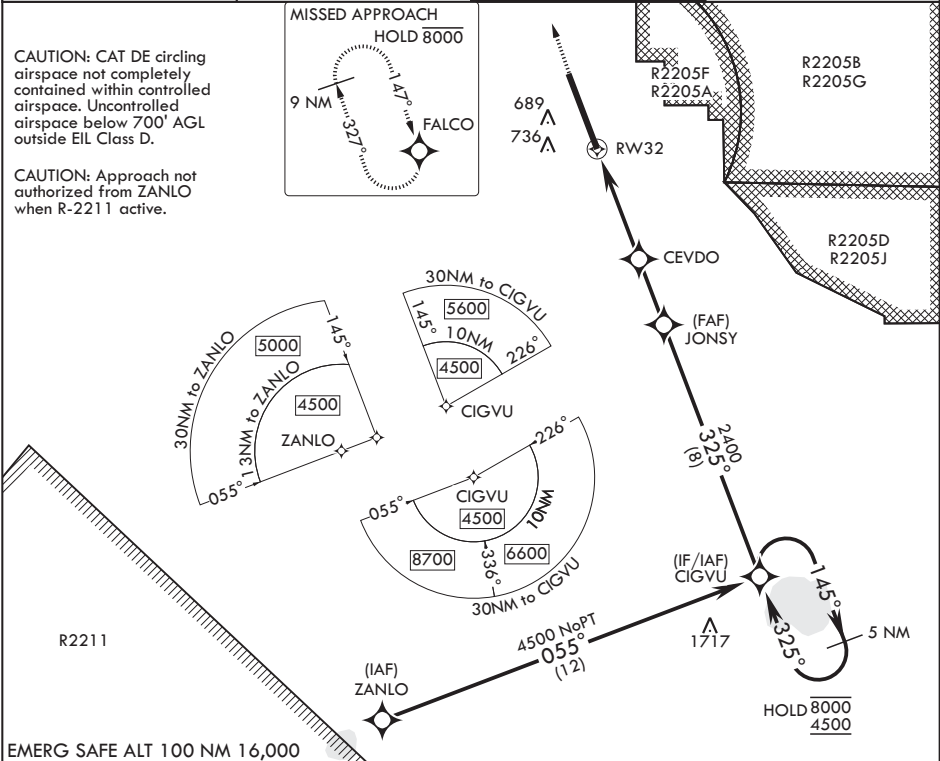
APCH CRS	Rwy Idg	14,529
325°	TDZE	548
	Arprt Elev	548

(USAF)

EIELSON AFB (PAEI)

RNP APCH - GPS	ALSF-1	MISSED APPROACH: Climb to 1100, then climbing right turn to 6000 direct FALCO and hold, continue climb-in-hold to 6000.
* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles. ** Circling not authorized E Rwy 14-32.		

ATIS* 119.9 273.5	FAIRBANKS APP CON 125.35 363.2 180°-359° 127.1 251.1 360°-179°	TOWER* 127.2 352.05	GND CON 121.8 275.8
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1100	6000	FALCO	VGSI and descent angles not coincident (VGSI angle 2.70/TCH 44).	CIGVU 5 NM Holding Pattern	ELEV 548	TDZE 548
JONSY 2400				145° 8000 325° 4500	Rwy lgt on N 11,314' of rwy 300' wide. Rwy lgt on S 3200' of rwy 150' wide.	
CEVDO 1400				1.6 NM to RW32	TWR	
RW32				3.5 NM	145° x 150	
2.1 NM				32°		
CATEGORY	A	B	C	D	E	
LNAV MDA*	1040/24	492 (500-½)	1040/50	492	(500-1)	
CIRCLING**	1040-1	492 (500-1)	1040-1½ 492 (500-1½)	1280-2¼ 732 (800-2¼)	1280-2½ 732 (800-2½)	
HIRL all rwys						

FAIRBANKS, ALASKA

64°40'N - 147°06'W

EIELSON AFB (PAEI)

Amdt 6 03SEP26

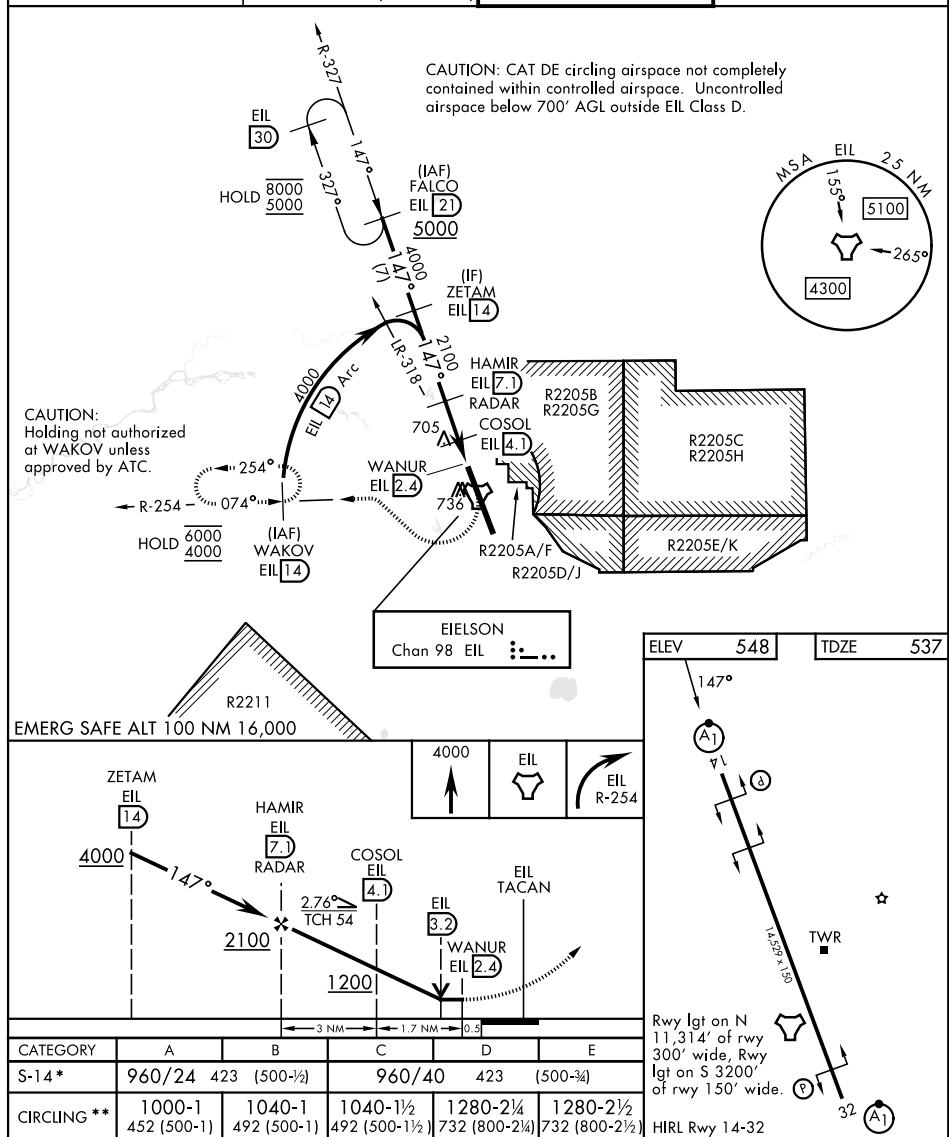
RNAV (GPS) RWY 32

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

TACAN RWY 14

TACAN EIL Chan 98	APCH CRS 147°	Rwy Idg 14,529 TDZE 537 Arprt Elev 548	[USAF]	EIELSON AFB (PAEI)
RADAR or DME required. RNAV or RADAR monitoring required for missed approach.			ALSF-1 	MISSED APPROACH: Climb to 4000 direct EIL TACAN, continue climbing right turn to intercept EIL TACAN R-254 to WAKOV and hold. Continue climb-in hold to 4000.
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles. ** Circling not authorized E of Rwy 14-32.				
ATIS ★ 119.9 273.5		FAIRBANKS APP CON 127.1 251.1 (360° - 179°) 125.35 363.2 (180° - 359°)	TOWER ★ 127.2 352.05	GND CON 121.8 275.8



EIELSON AFB (PAEI)

TACAN RWY 14

AK, 03 SEP 2026 to 29 OCT 2026

TACAN Y RWY 32

TACAN EIL Chan 98	APCH CRS 325°	Rwy Idg 14,529 TDZE 548 Arpt Elev 548
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[USAF]

EIELSON AFB (PAEI)

ATC or RADAR required HRDNG to BOGIE. RNAV or
RADAR monitoring required for missed approach.

ALSF-1

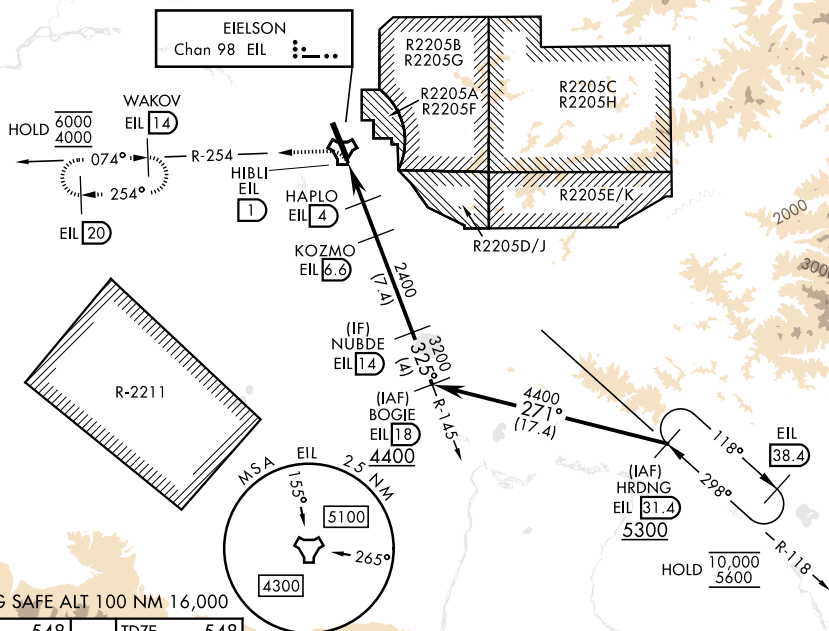
MISSED APPROACH: Climbing left turn on EIL R-254 to 4000 to WAKOV and hold. Continue climb-in-hold.

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to $1\frac{3}{8}$ miles.

** Circling not authorized E of Rwy 14-32.

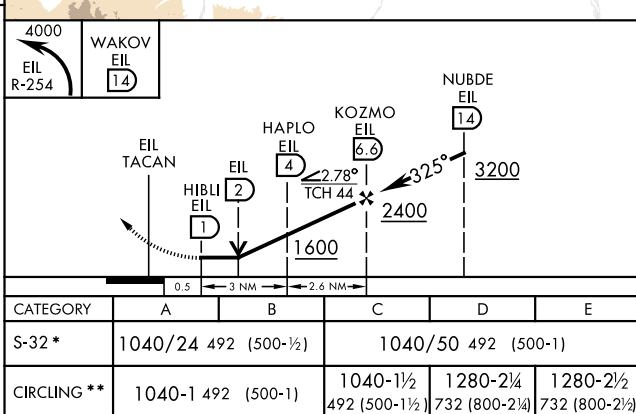
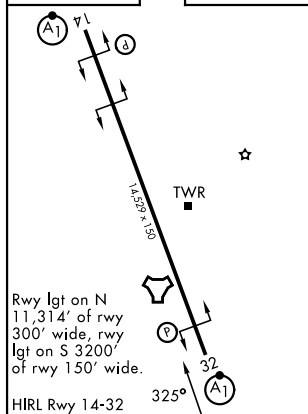
ATIS ★	FAIRBANKS APP CON	TOWER ★	GND CON
119.9 273.5	127.1 251.1 (360°- 179°) 125.35 363.2 (180°- 359°)	127.2 352.05	121.8 275.8

CAUTION: Uncontrolled airspace below 700' AGL outside EIL CLASS D.



EMERG SAFE ALT 100 NM 16.000

ELEV	548		TDZE	548
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FAIRBANKS, ALASKA

64° 40' N-147° 06' W

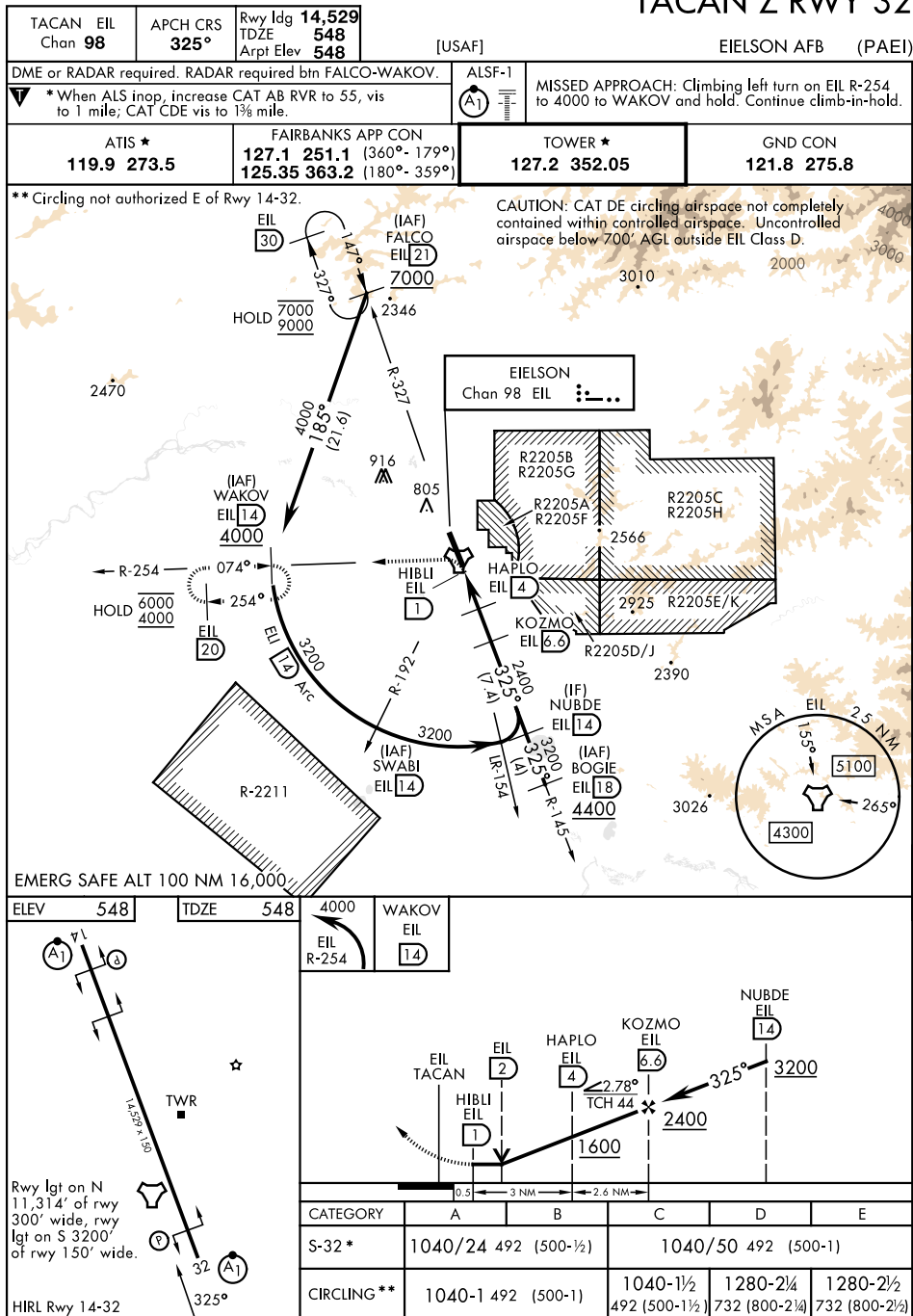
EIELSON AFB (PAEI)

Amdt 1 03SEP26

TACAN Y RWY 32

FAIRBANKS, ALASKA

TACAN Z RWY 32



AK, 03 SEP 2026 to 29 OCT 2026

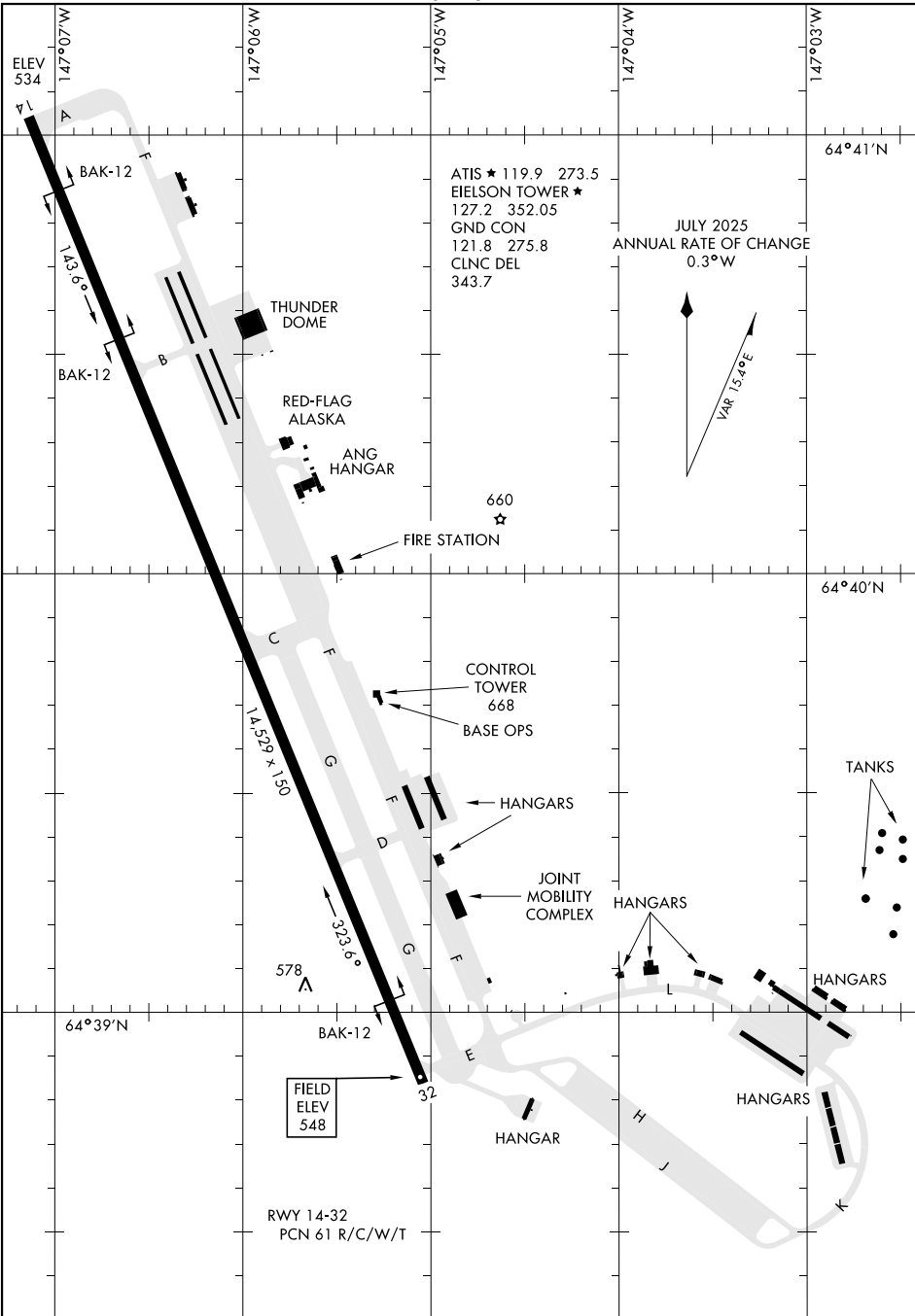
FAIRBANKS, ALASKA

64° 40' N-147° 06' W

EIELSON AFB (PAEI)

Amdt 1 03SEP26

TACAN Z RWY 32



26246

ARUNY FIVE DEPARTURE (ARUNY5.ARUNY)

EIELSON AFB (PAEI)

FAIRBANKS, ALASKA

ATIS ★
119.9 273.5
GND CON
121.8 275.8
TOWER ★
127.2 352.05
FAIRBANKS DEP CON
127.1 251.1

[USAF]

RADAR required

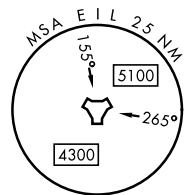
EIELSON
Chan 98 EIL

NOT FOR CIVIL USE

EIELSON MOA

EIELSON MOA

ARUNY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climbing right turn to intercept EIL TACAN R-169 to ARUNY/EIL 20.9 DME, maintain assigned altitude.

TAKEOFF RWY 32: Climb on heading 325° to 935, then turn left to intercept EIL TACAN R-169 to ARUNY/EIL 20.9 DME, maintain assigned altitude.

ARUNY FIVE DEPARTURE (ARUNY5.ARUNY)

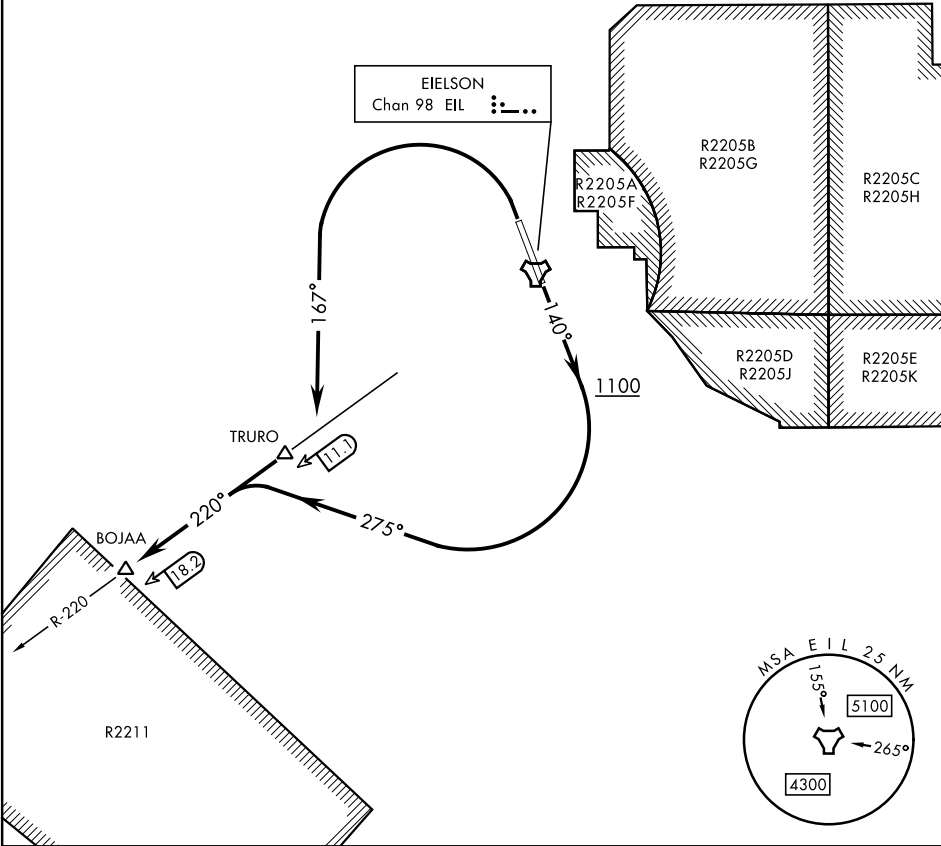
Orig 03SEP26

FAIRBANKS, ALASKA

EIELSON AFB (PAEI)

AK, 03 SEP 2026 to 29 OCT 2026

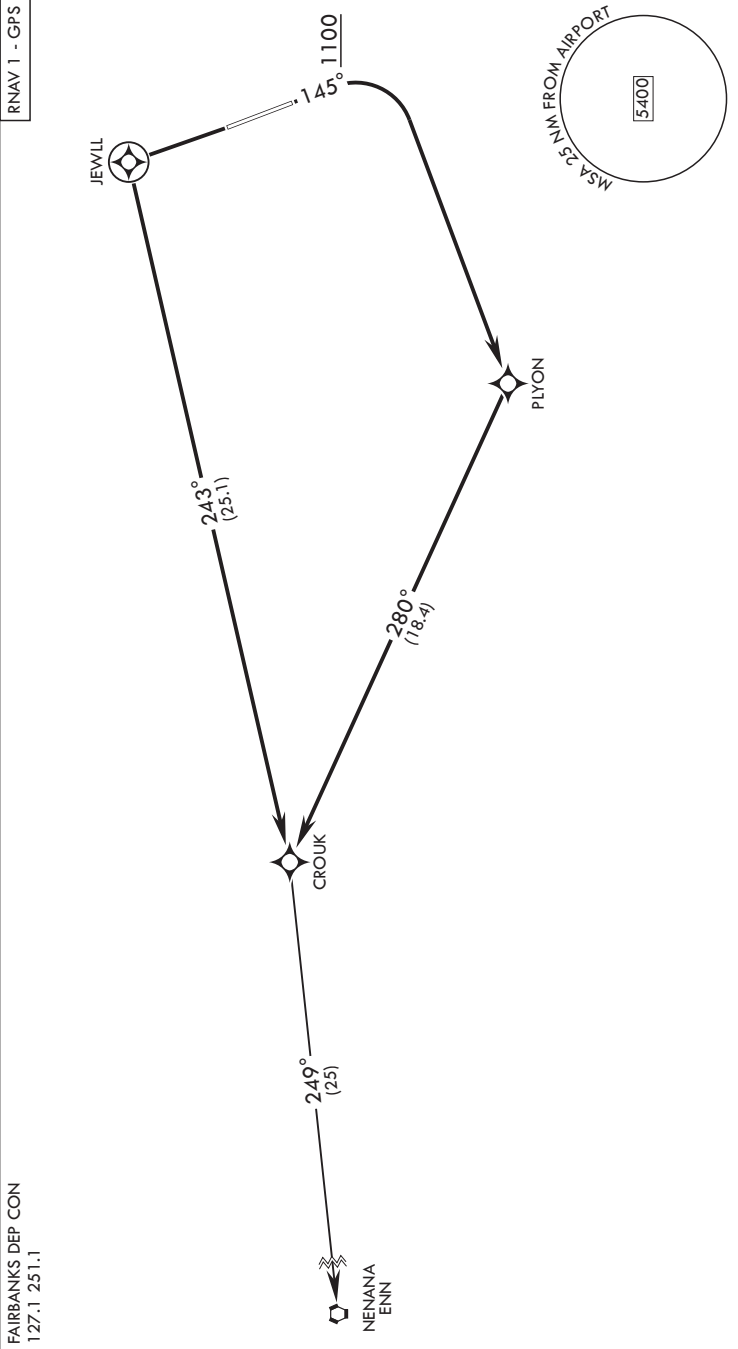
FOR MAJOR FORCE
EXERCISE USE ONLY



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 14:** Climb heading 140° to 1100, then climbing right turn to heading 275°, intercept EIL TACAN R-220 outbound to BOJAA. Climb and maintain 3700 or assigned altitude.
- TAKEOFF RWY 32:** Climbing left turn to heading 167° to TRURO then continue outbound on EIL TACAN R-220 to BOJAA. Maintain at or above 3700 or assigned altitude.

CROUK TWO DEPARTURE (RNAV) (CROUK2.ENN)



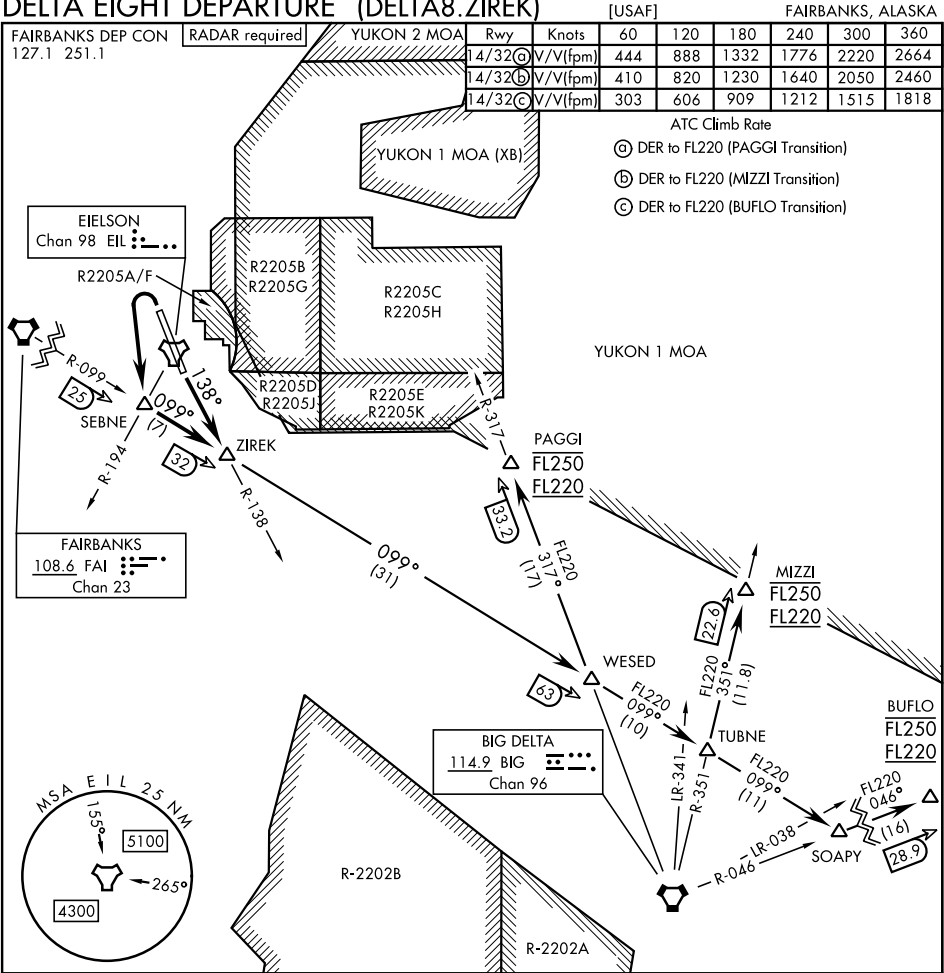
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb on heading 145° to 1100, then climbing right turn direct PLYON, and track 280° to CROUK, thence...

TAKEOFF RWY 32: Climb direct JEWELL and track 243° to CROUK, thence...

NENANA TRANSITION (CROUK2.ENN): From over CROUK track 249° to ENN, maintain 5000 or higher as assigned.

CROUK TWO DEPARTURE (RNAV) (CROUK2.ENN)



HAWGG NINE DEPARTURE (HAWGG9.HAWGG)

FAIRBANKS DEP CON
127.1 251.1

RADAR required

YUKON 2 MOA

Rwy

Knots

6

1

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0	
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00	
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60

WARNING: Mountainous terrain east of Eielson AFB and south of departure route.

ATC Climb Rate to 5000

EIELSON

Chan 98 EIL

R2205A/F、

R2205B
R2205G

R2205C
R2205H

YUKON 1 MOA

SKE

FAIRBANKS

6 FAI ::

Chan 23

HAWG
5000

V-444
106°
3)

BIG DELTA

114.9 Blo

Chan 96

R-2202B

R-2202A



—

4300

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn left to join EIL TACAN R-139 to FAI VORTAC R-107.
Cross HAWGG at or above 5000, thence...

TAKEOFF RWY 32: Turn left to GOSKE then continue outbound FAI VORTAC R-107 to HAWGG. Cross HAWGG at or above 5000, thence...

...intercept V-444 to BIG VORTAC, then via assigned route.

HAWGG NINE DEPARTURE (HAWGG9.HAWGG)

Orig 03SEP26

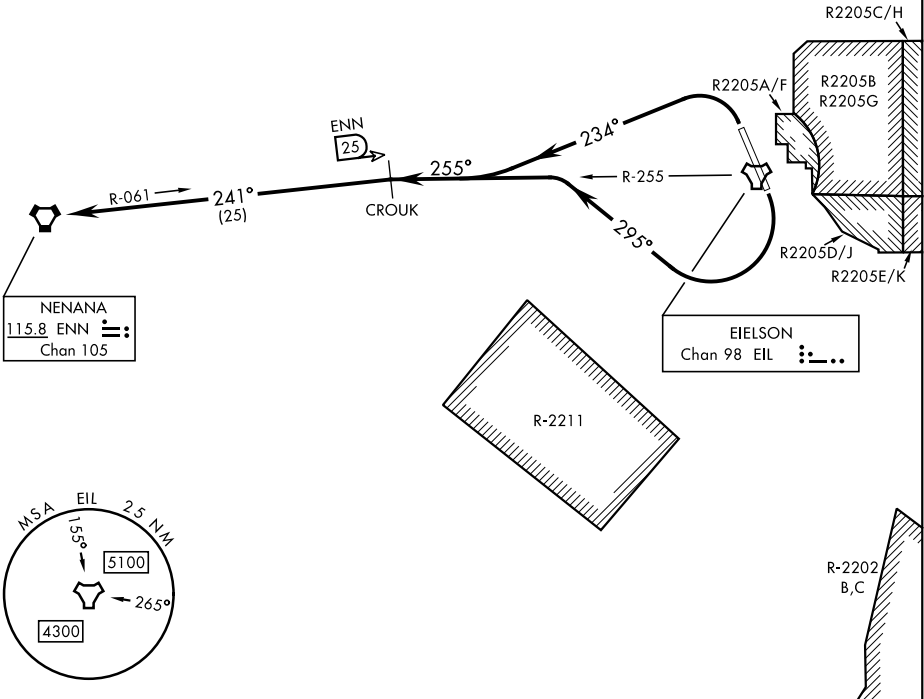
FAIRBANKS, ALASKA

EIELSON AFB (PAEI)

AK, 03 SEP 2026 to 29 OCT 2026

FAIRBANKS DEP CON
127.1 251.1

CAUTION: Mountainous terrain
east of Eielson AFB and south
of departure route.

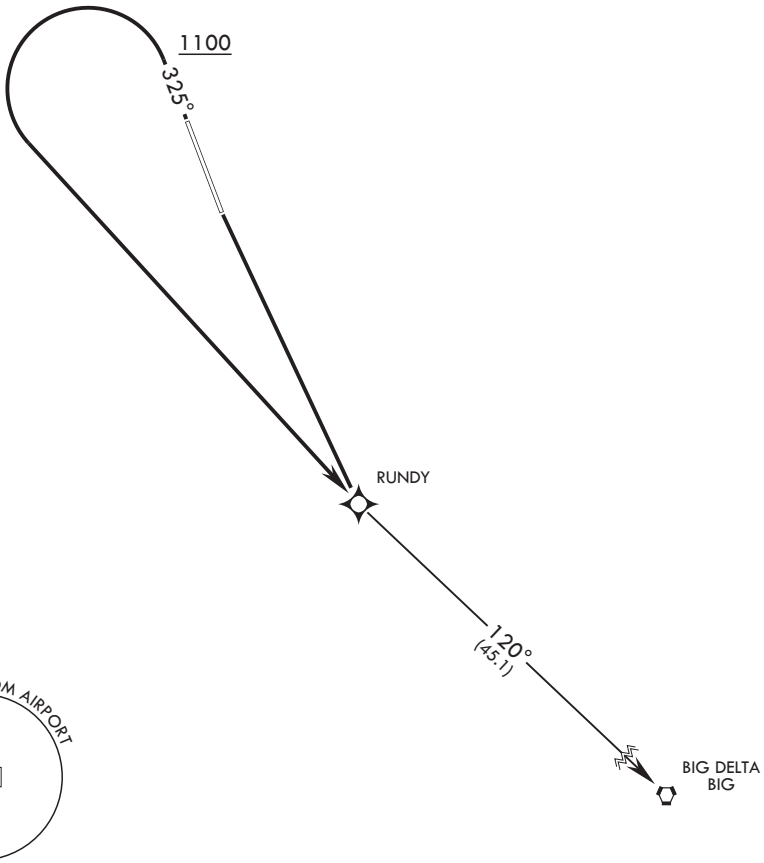


DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn right heading 295° to intercept EIL TACAN R-255 outbound to CROUK and climb to assigned altitude, thence...

TAKEOFF RWY 32: Turn left heading 234° to intercept EIL TACAN R-255 outbound to CROUK and climb to assigned altitude, thence...

...intercept ENN VORTAC R-061 inbound to NENANA then via assigned route.





DEPARTURE ROUTE DESCRIPTION

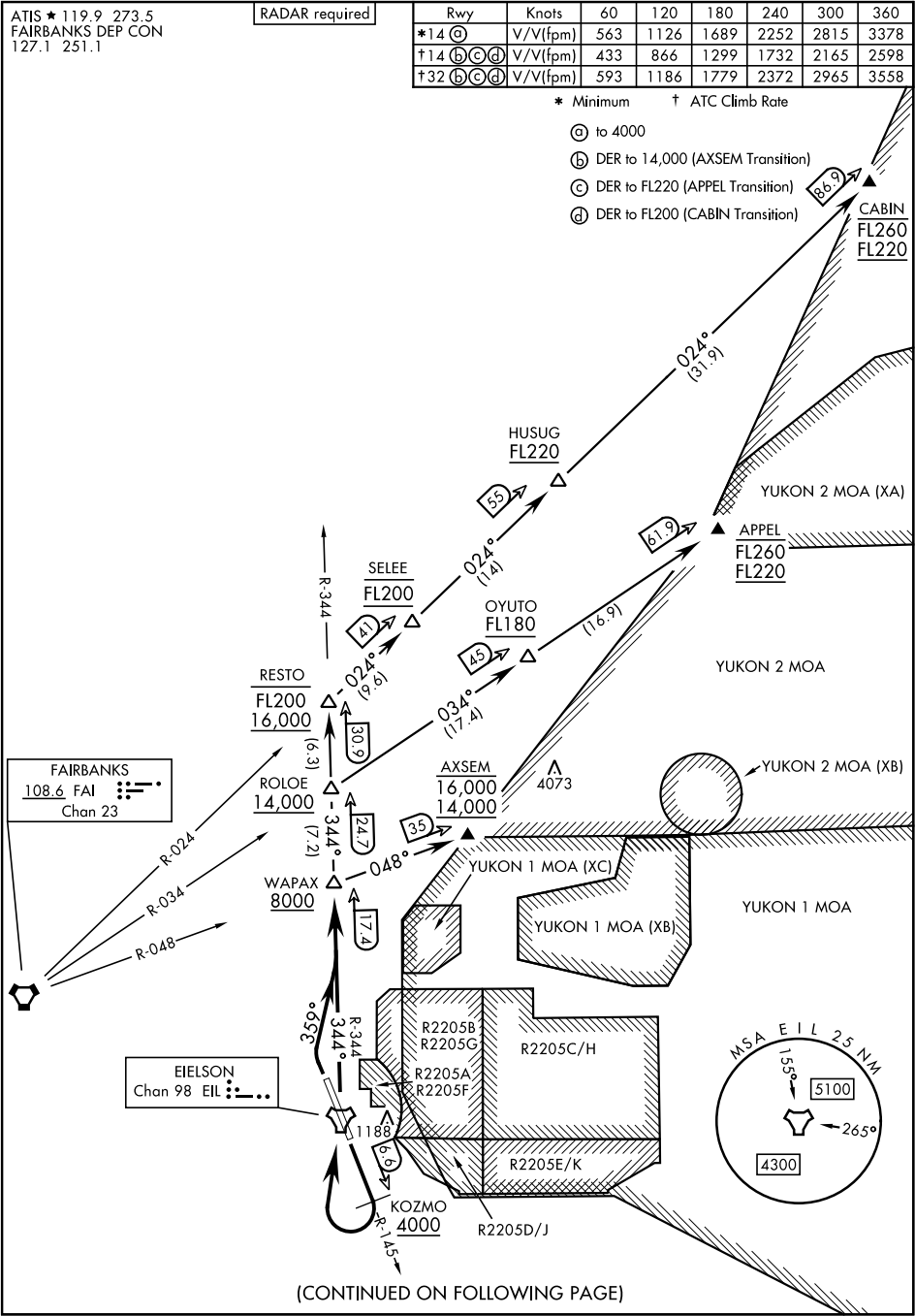
TAKEOFF RWY 14: Climb to RUNDY, thence...

TAKEOFF RWY 32: Climb on heading 325° to 1100, then climbing left turn direct RUNDY, thence...

BIG DELTA TRANSITION (RUNDY2.BIG): ...track 120° to BIG.

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



WAPAX SIX DEPARTURE (WAPAX6.WAPAX)

EIELSON AFB (PAEI)
FAIRBANKS, ALASKA

[USAF]



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn right to intercept EIL TACAN R-145 to KOZMO. Cross KOZMO at or above 4000, then turn right direct EIL to intercept EIL R-344 outbound to WAPAX. Cross WAPAX at or above 8000. Thence...

TAKEOFF RWY 32: Turn right heading 359° to intercept EIL TACAN R-344 to WAPAX. Cross WAPAX at or above 8000. Thence...

APPEL GATE TRANSITION (WAPAX6.APPEL): ...cross ROLOE at or above 14,000. Turn right track outbound on FAI VORTAC R-034 direct OYUTO, direct APPEL. Cross OYUTO at or above FL180, cross APPEL at or above FL220 block FL260.

AXSEM GATE TRANSITION (WAPAX6.AXSEM): ...turn right and track outbound on FAI VORTAC R-048 to AXSEM. Cross AXSEM at or above 14,000 block 16,000.

CABIN GATE TRANSITION (WAPAX6.CABIN): ...cross RESTO at or above 16,000 block FL200. Turn right and track outbound on FAI VORTAC R-024 direct SELEE, direct HUSUG, direct CABIN. Cross SELEE at FL200, cross HUSUG at or above FL220, cross CABIN at or above FL220 block FL260.

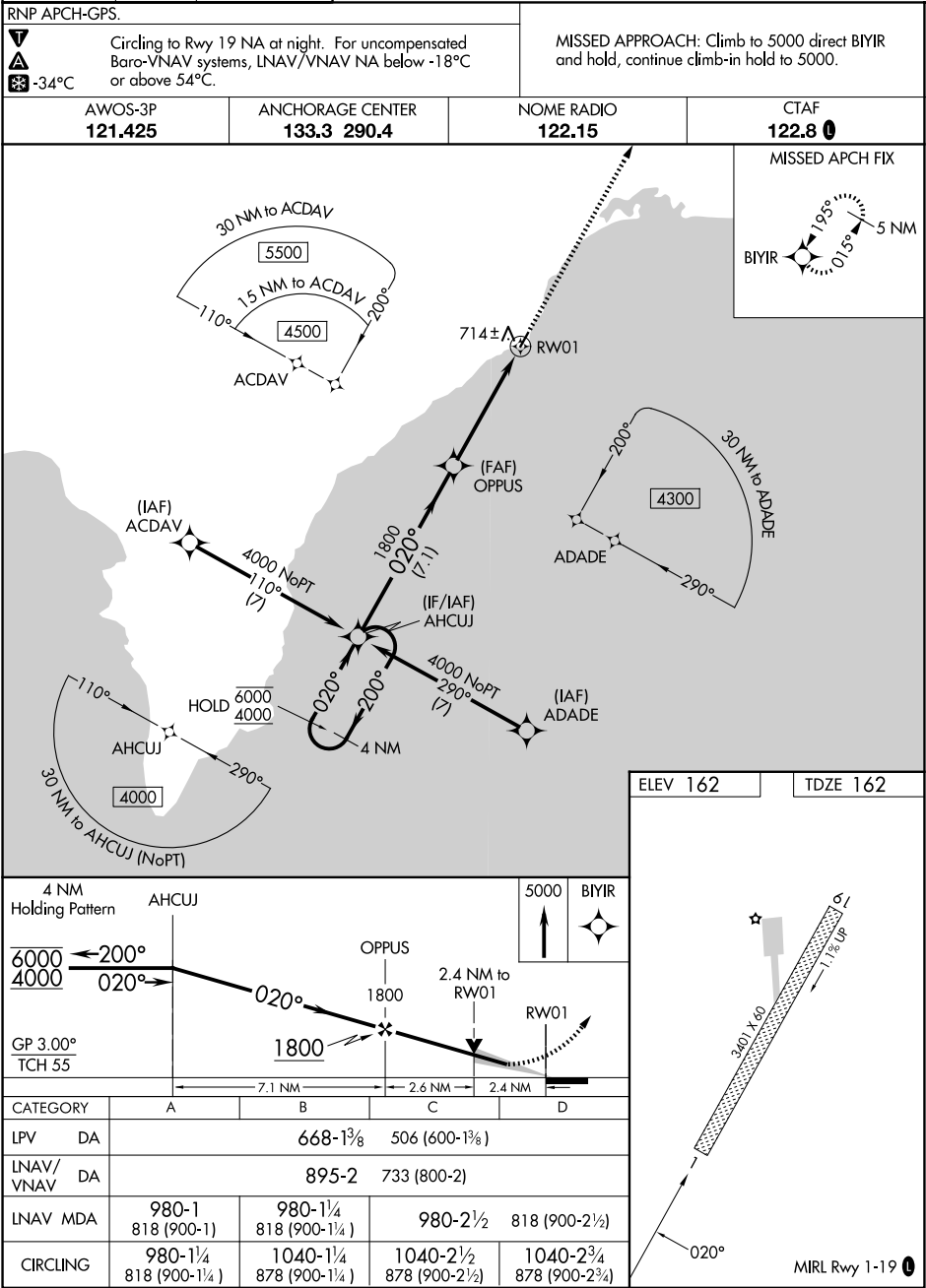
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58014 W01A	APP CRS 020°	Rwy Ldg TDZE 162 Apt Elev 162
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RNAV (GPS) RWY 1

ELIM (ELI) (PFEL)



ELIM, ALASKA

AL-10270 (FAA)

26022

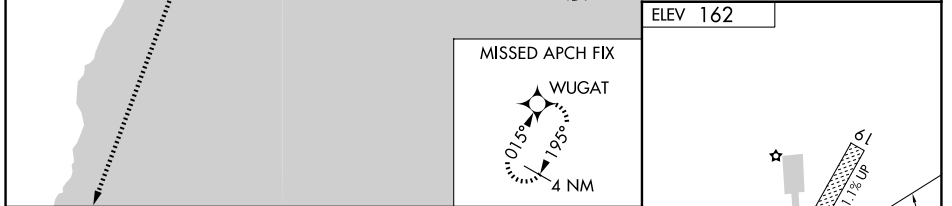
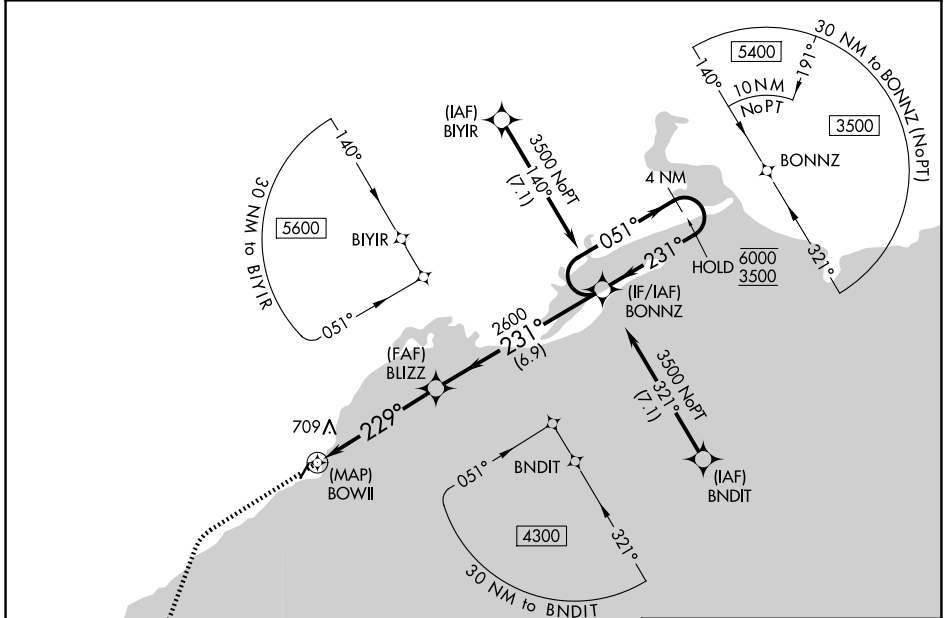
APP CRS 229°	Rwy Ldg TDZE Apt Elev N/A N/A 162
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RNAV (GPS)-A

ELIM (ELI) (PFEL)

RNP APCH-GPS.	MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct WUGAT and hold.
 -34°C	Circling to Rwy 19 NA at night. Circling NA west of Rwy 1-19. Rwy 19 helicopter visibility reduction below 1 SM NA.

AWOS-3P 121.425	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.15	CTAF 122.8
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1000

4000

WUGAT

↑

↙

✦

BONNZ

4 NM Holding Pattern

BLIZZ

BOWII

229°

231°

051°

231°

6000

3500

2600

5 NM

6.9 NM

CATEGORY	A	B	C	D
CIRCLING	900-1 738 (800-1)	1040-1¼ 878 (900-1¼)	NA	

3401 X 60

229°

MIRL Rwy 1-19

ELIM, ALASKA
Orig 14JUL22

64°37'N-162°16'W

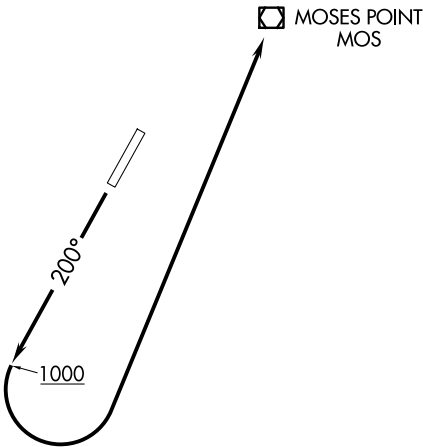
ELIM (ELI) (PFEL)
RNAV (GPS)-A

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE CENTER
133.3 290.4

RNAV 1 - GPS.



TAKEOFF MINIMUMS

Rwy 1: NA- Obstacles.
Rwy 19: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 19: Tree 52' from DER, 418' right of centerline, 243' MSL. Trees beginning 86' from DER, 301' right of centerline, up to 249' MSL. Pole 225' from DER, 278' left of centerline, 169' MSL. Pole 273' from DER, 276' left of centerline, 175' MSL. Tree 1526' from DER, 867' right of centerline, 277' MSL.

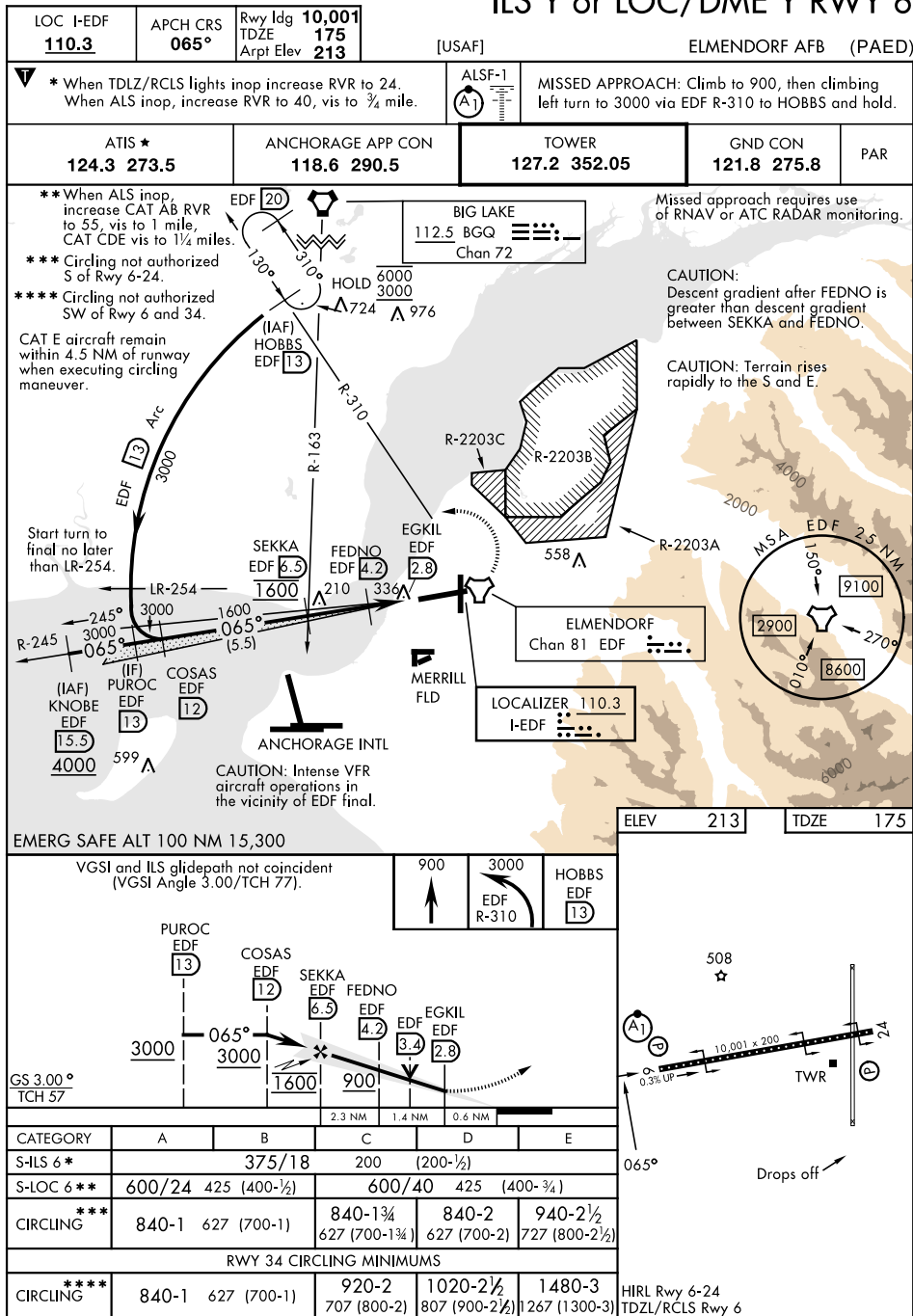
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb on heading 200° to 1000 then climbing left turn direct MOS VOR/DME maintain 5000 or ATC assigned altitude.
Expect clearance to filed altitude 10 minutes after departure.

ANCHORAGE, ALASKA

ILS Y or LOC/DME Y RWY 6



ANCHORAGE, ALASKA

61° 15'N-149° 48'W

ELMENDORF AFB (PAED)

Amdt 2 09JUL26

ILS Y or LOC/DME Y RWY 6

AK, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC/DME Z RWY 6

LOC I-EDF **APCH CRS** **Rwy Idg** **10,001**
110.3 **065°** **TDZE** **175**
Arprt Elev **213**

[USAF] **ELMENDORF AFB (PAED)**

***When TDZL/RCLS inop increase RVR to 24.**
When ALS inop, increase RVR to 40, vis to ¾ mile.

ALSF-1
(A1)

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 and intercept BGQ R-138 to BGQ and hold.

ATIS ★ **124.3 273.5** **ANCHORAGE APP CON** **118.6 290.5** **TOWER** **127.2 352.05** **GND CON** **121.8 275.8** **PAR**

**** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 ¼ miles.**
***** Circling not authorized S of Rwy 6-24.**
****** Circling not authorized SW of Rwy 6 and 34.**

EDF DME available on 113.4
CAUTION: Descent gradient after FEDNO is greater than descent gradient between SEKKA to FEDNO.
CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.
CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

(IAF) HYSOY TED 11 3000
(IF) SSNOW EDF 11.2 TED 6.4
SEKKA EDF 6.5 1600 213
FEDNO EDF 4.2 336
EGKIL EDF 2.8
ELMENDORF Chan 81 EDF
LOCALIZER 110.3 I-EDF
ANCHORAGE INTL
ANCHORAGE 113.15 TED 11 Chan 78 (Y)

EMERG SAFE ALT 100 NM 15,300

HYSON TED 11 3000
SSNOW EDF 11.2 TED 6.4
SEKKA EDF 6.5 1600
FEDNO EDF 4.2 336
EGKIL EDF 2.8
ELMENDORF Chan 81 EDF
LOCALIZER 110.3 I-EDF
ANCHORAGE INTL
ANCHORAGE 113.15 TED 11 Chan 78 (Y)

900 **3000** **BGQ**
BGQ R-138
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

GS 3.00° TCH 57
2.3 NM **1.4 NM** **0.6**

CATEGORY	A	B	C	D	E
S-ILS 6 *	375/18		200	(200-½)	
S-LOC 6 **	600/24 425 (400-½)		600/40	425	(400-¾)
CIRCLING ***	840-1	627 (700-1)	840-1¾ 627 (700-1¾)	840-2 627 (700-2)	940-2½ 727 (800-2½)
RWY 34 CIRCLING MINIMUMS					
CIRCLING ****	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)	1480-3 1267 (1300-3)

HIRL Rwy 6-24
TDZL/RCLS Rwy 6

439 **398**
506
372 **227**
(A1)
0.3% Up
295
065°
TWR 335
Drops off

AK, 03 SEP 2026 to 29 OCT 2026

AK. 03 SEP 2026 to 29 OCT 2026

ANCHORAGE, ALASKA

ILS X RWY 6 (SA CAT I)

LOC I-EDF 110.3	APCH CRS 065°	Rwy Idg TDZE Arpt Elev 10,001 175 213
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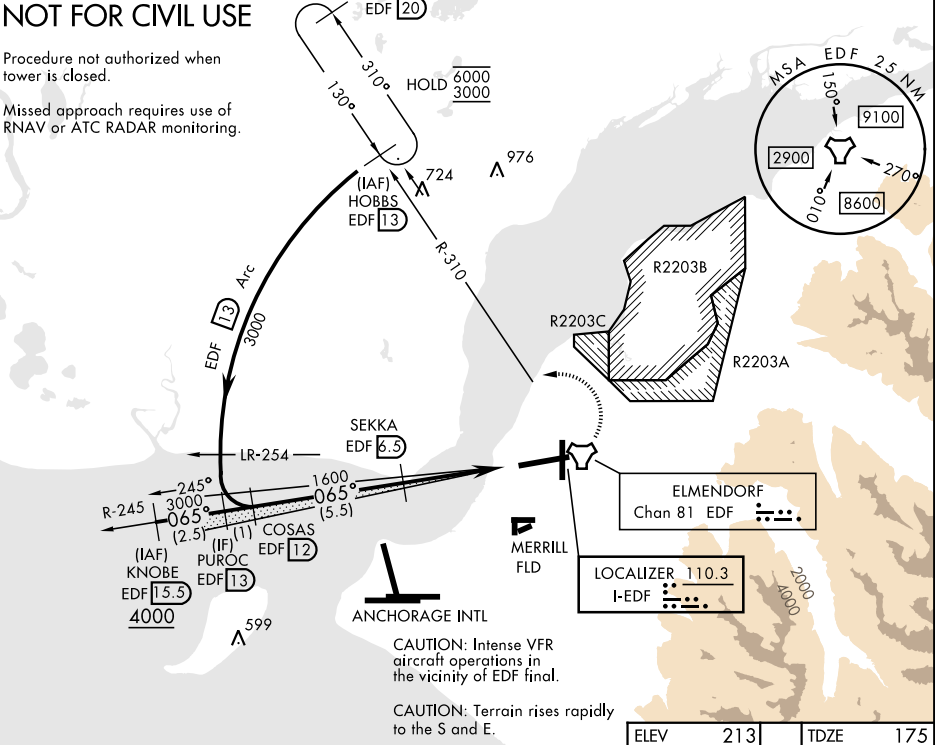
[USAF]

ELMENDORF AFB (PAED)

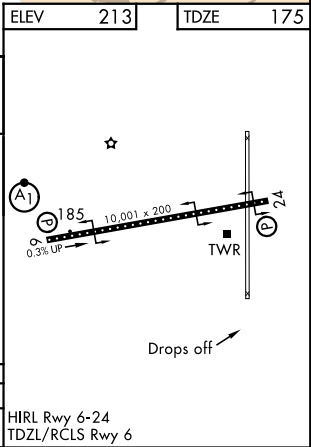
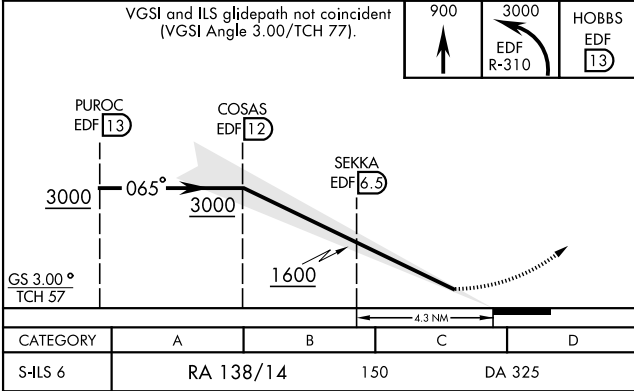
DME required Requires MAJCOM flying authority approval and use of HUD to DA.		ALSIF-1 	MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-310 to HOBBS and hold.	
ATIS ★ 124.3 273.5	ANCHORAGE APP CON 118.6 290.5	TOWER 127.2 352.05	GND CON 121.8 275.8	PAR

NOT FOR CIVIL USE

Procedure not authorized when tower is closed.
Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 15,300



ANCHORAGE, ALASKA

61° 15'N-149° 48'W

ELMENDORF AFB (PAED)

Amtd 1 09JUL26

ILS X RWY 6 (SA CAT I)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE, ALASKA

RNAV (GPS) RWY 6

APCH CRS 065°	Rwy Idg	10,001
	TDZE	175
	Arpt Elev	213

(USAF)

ELMENDORF AFB (PAED)

RNP APCH-GPS

T * When ALS inop increase RVR to 60, vis to 1 1/8 miles.
 ** When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT
 CD vis to 1 3/8 miles.
 *** Circling NA SW of Rwy 6 and 34.

ALSF-1

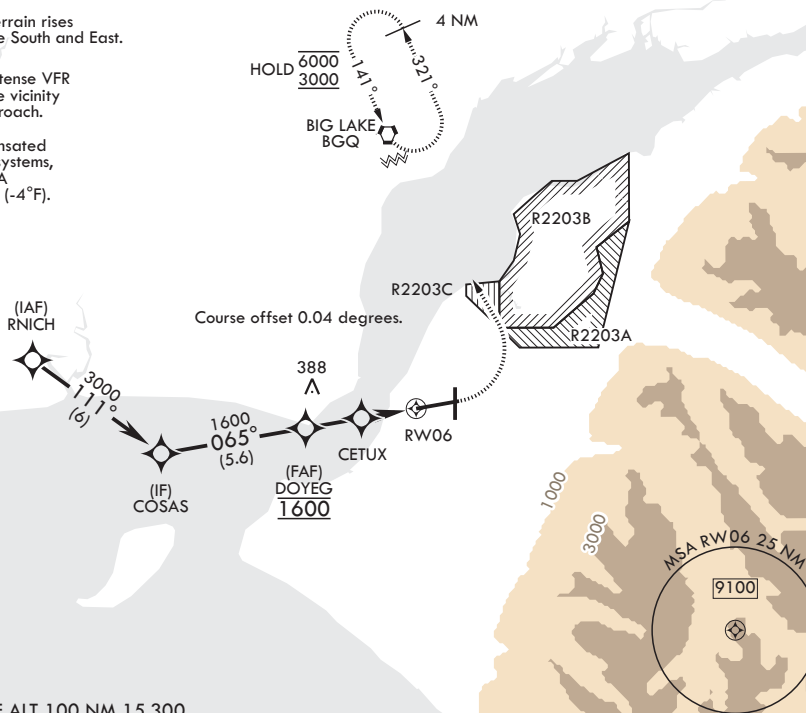
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BGQ and hold.

ATIS ★ 124.3 273.5	ANCHORAGE APP CON/DEP CON 118.6 290.5	TOWER 127.2 352.05	GND CON 121.8 275.8	PAR
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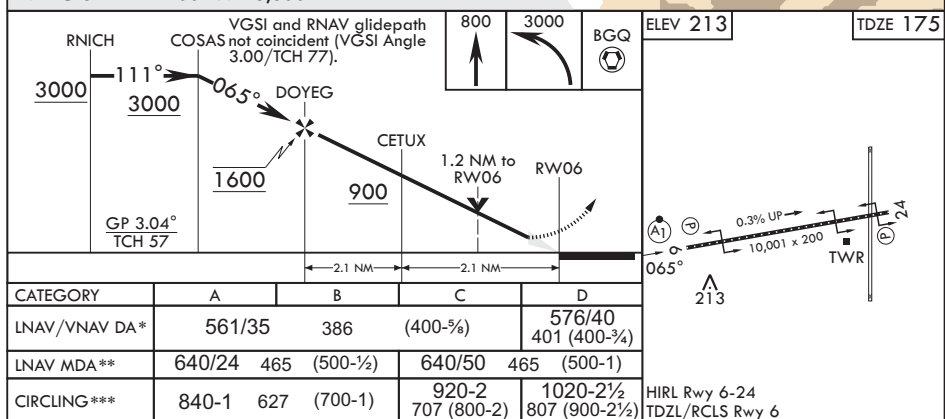
CAUTION: Terrain rises rapidly to the South and East.

CAUTION: Intense VFR aircraft in the vicinity of Final Approach.

For uncompensated Baro-VNAV systems, Procedure NA below -20°C (-4°F).



EMERG SAFE ALT 100 NM 15,300



ANCHORAGE, ALASKA

61°15'N - 149°48'W

ELMENDORF AFB (PAED)

Amdt 6 09JUL26

RNAV (GPS) RWY 6

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE, ALASKA

TACAN RWY 6

TACAN	EDF	APCH CRS	Rwy Idg
Chan	81	065°	TDZE 175
			Arpt Elev 213

[USAF]

ELMENDORF AFB (PAED)

▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized south of Rwy 6-24.
*** Circling not authorized SW of Rwy 6 and 34.



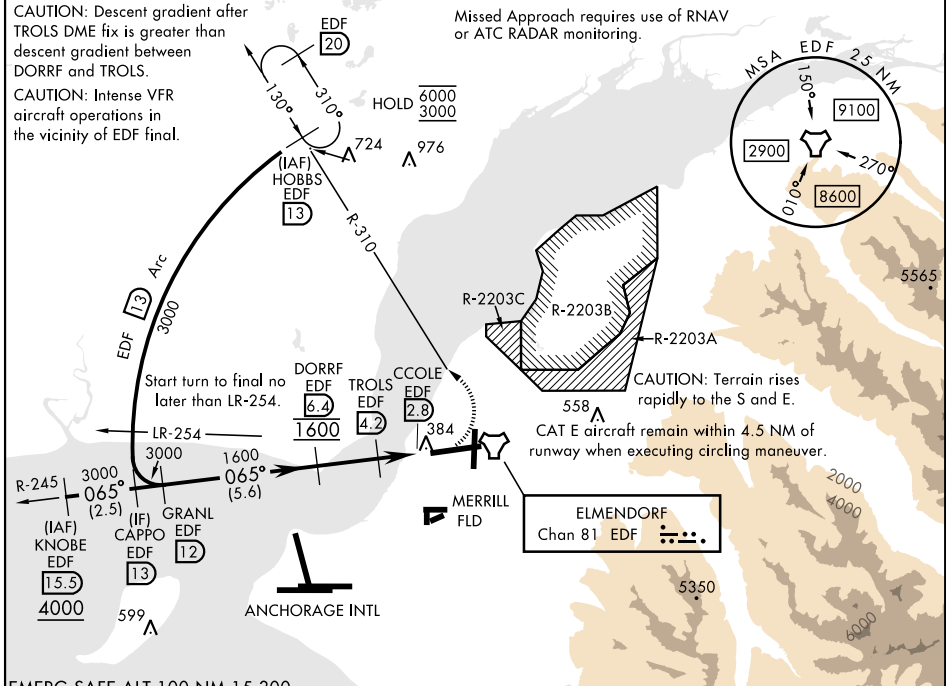
MISSED APPROACH: Climbing left turn to 3000 via EDF R-310 to HOBBS and hold, continue climb-in-hold to 3000.

ATIS ★ 124.3 273.5	ANCHORAGE APP CON 118.6 290.5	TOWER 127.2 352.05	GND CON 121.8 275.8	PAR
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CAUTION: Descent gradient after TROLS DME fix is greater than descent gradient between DORRF and TROLS.

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

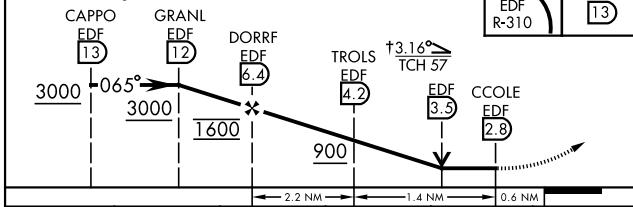
Missed Approach requires use of RNAV or ATC RADAR monitoring.



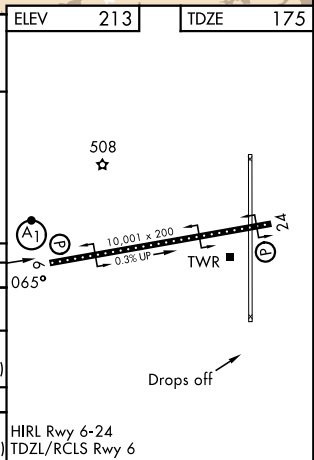
EMERG SAFE ALT 100 NM 15,300

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 77°).

↑ TROLS to MAP



CATEGORY	A	B	C	D	E
S-6 *	640/24	465 (500-½)	640/50	465	(500-1)
CIRCLING **	840-1	627 (700-1)	840-1¾ 627 (700-1¾)	840-2 627 (700-2)	940-2½ 727 (800-2½)
RWY 34 CIRCLING MINIMUMS					
CIRCLING ***	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)	1480-3 1267 (1300-3)



ANCHORAGE, ALASKA

61°15'N-149°48'W

ELMENDORF AFB (PAED)

Amtd 6 09JUL26

TACAN RWY 6

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE, ALASKA

TACAN Z RWY 16

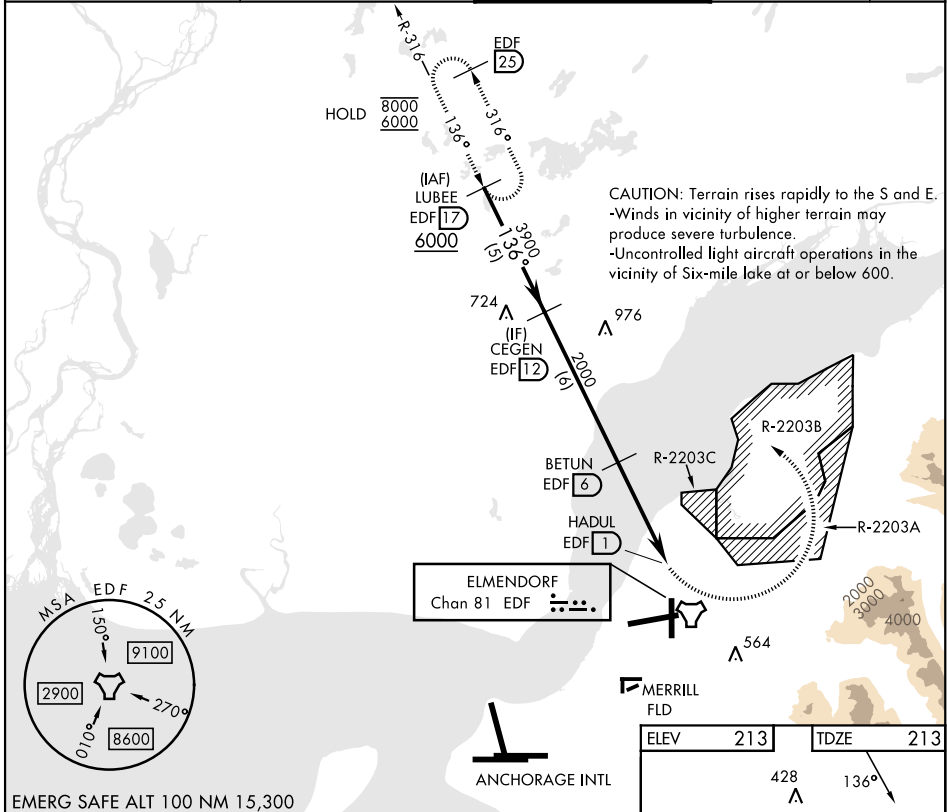
TACAN	EDF	APCH CRS	Rwy Idg	7494
Chan	81	136°	TDZE	213
			Arpt Elev	213

[USAF]

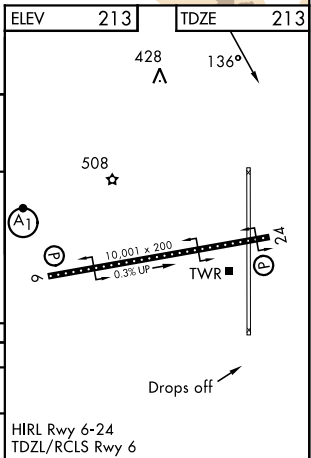
ELMENDORF AFB (PAED)

▼ * Circling not authorized SW of Rwy 6 and 34. Helicopter vis reduction below ¾ mile not authorized.	MISSED APPROACH: Climbing left turn to 6000 via EDF TACAN R-316 to LUBEE and hold. Continue climb-in-hold to 6000.
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ATIS ★ 124.3 273.5	ANCHORAGE APP CON 118.6 290.5	TOWER 127.2 352.05	GND CON 121.8 275.8	PAR
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EMERG SAFE ALT 100 NM 15,300				
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 47).				
CATEGORY	A	B	C	D
S-16	740-1	527 (600-1)	740-1½	527 (600-1½)
CIRCLING*	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)



ANCHORAGE, ALASKA
Amdt 5 09JUL26

61°15'N-149°48'W

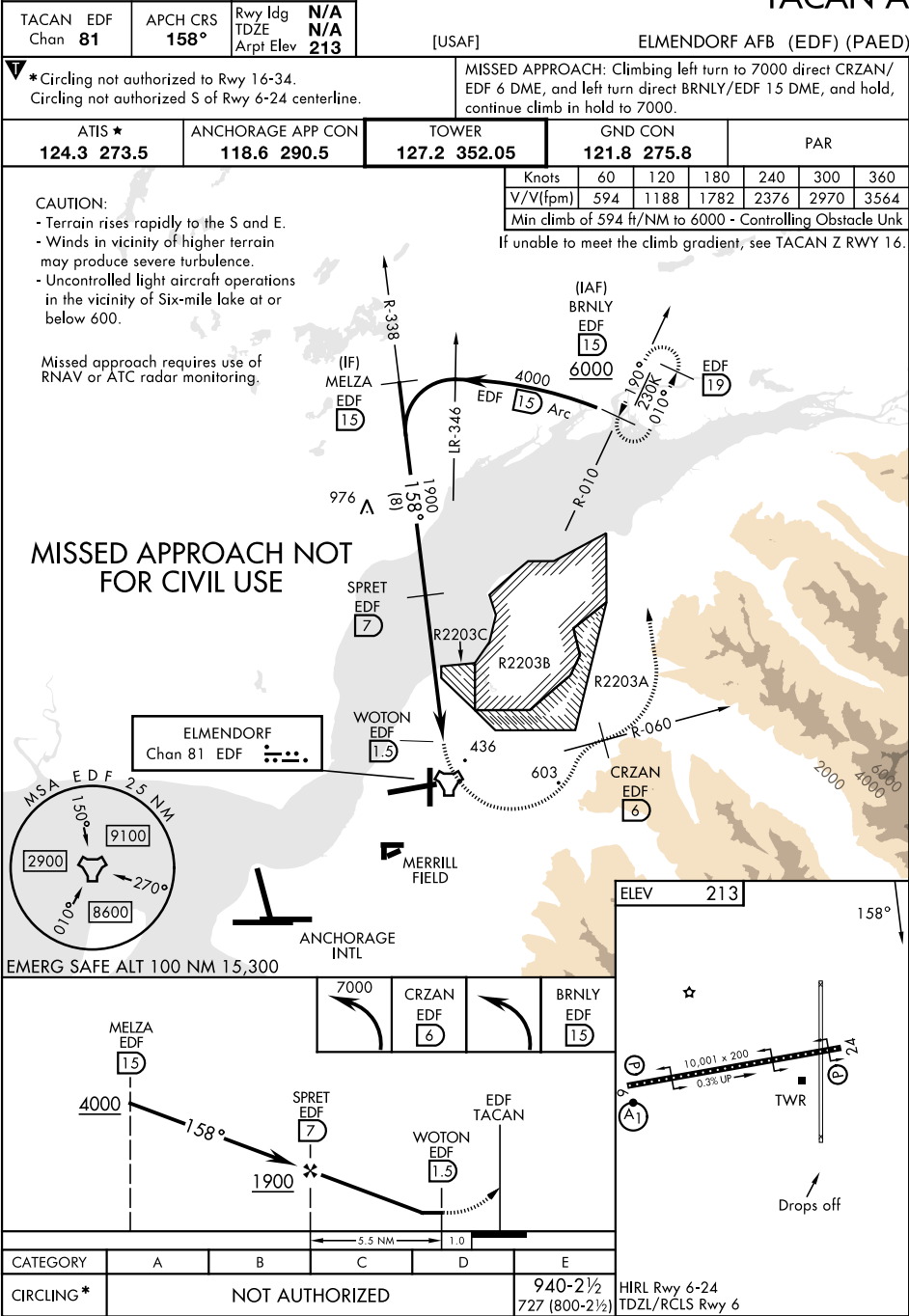
ELMENDORF AFB (PAED)

TACAN Z RWY 16

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

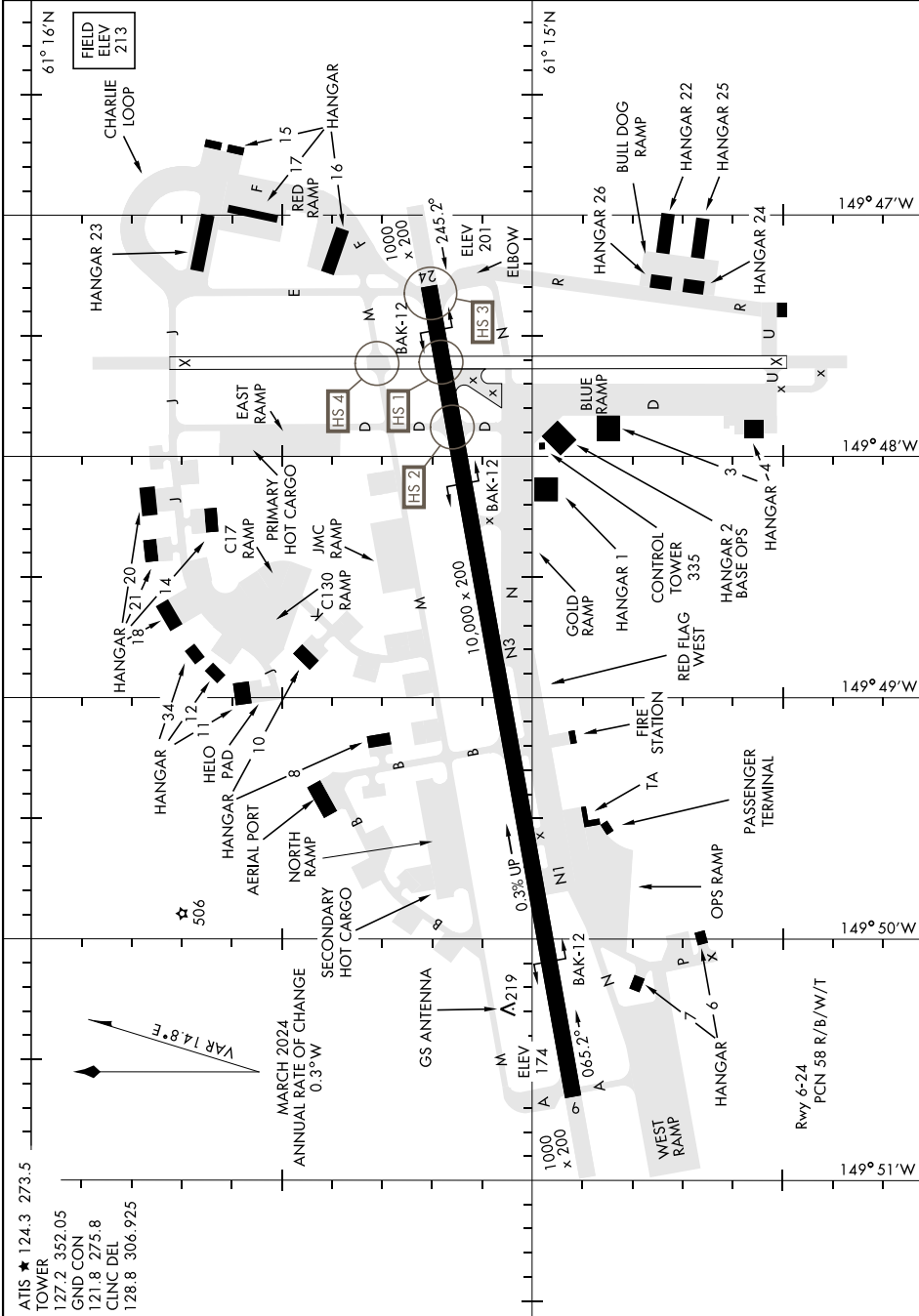
TACAN-A



AK, 03 SEP 2026 to 29 OCT 2026

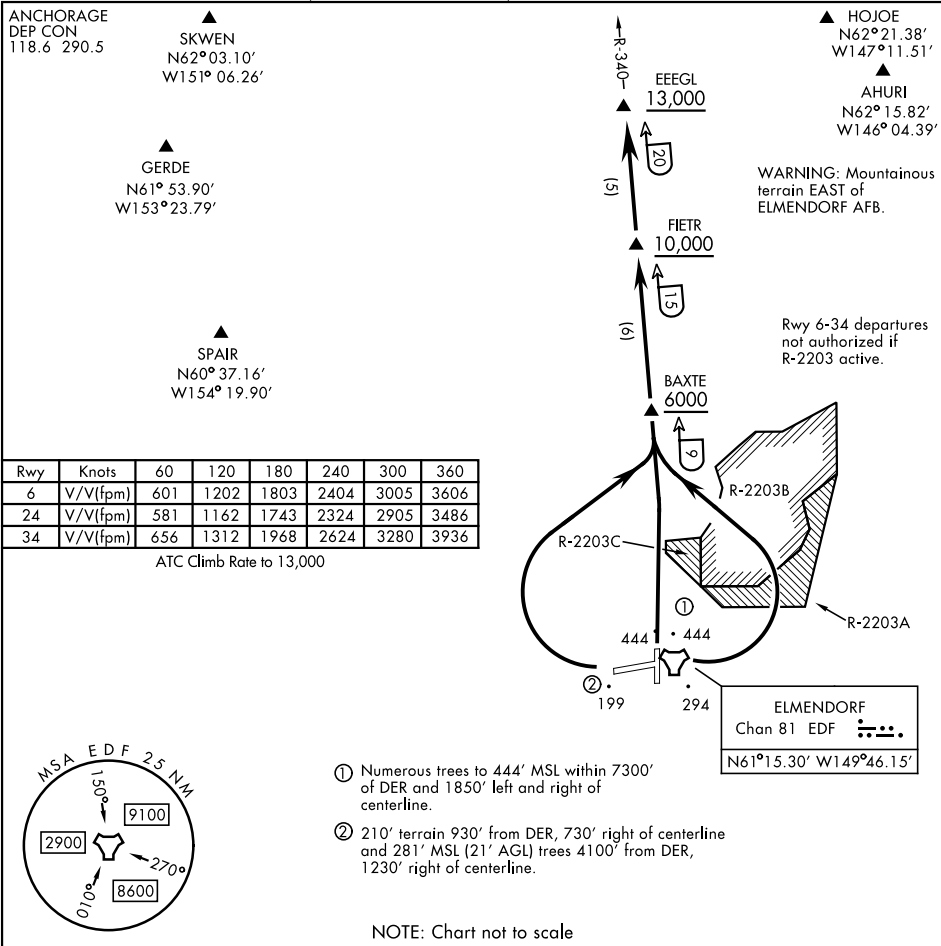
AK, 03 SEP 2026 to 29 OCT 2026

TACAN-A



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn to FL200, intercept EDF R-340 outbound. Cross BAXTE at or above 6000, cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKEOFF RUNWAY 24: Climbing right turn to FL200, intercept EDF TACAN R-340 outbound. Cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKEOFF RUNWAY 34: Climb to FL200, intercept EDF R-340 outbound. Cross BAXTE at or above 6000, cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

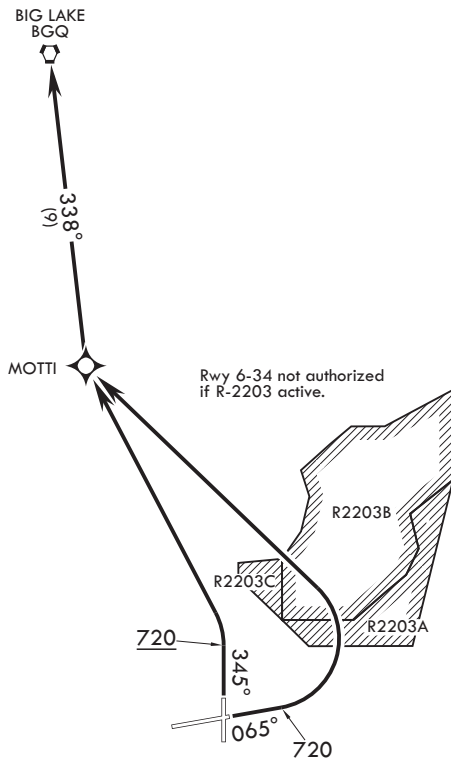
ELMENDORF FOUR DEPARTURE (RNAV) (EDF4.BGQ)

ANCHORAGE, ALASKA

ATIS * 124.3 273.5
 CLNC DEL 128.8 306.925
 GND CON 121.8 275.8
 TOWER 127.2 352.05
 ANCHORAGE APP CON/DEP CON
 118.6 290.5

RNAV1-GPS

RADAR required for non-GPS equipped
 aircraft.

TAKEOFF MINIMUMS

Rwys 6, 34: Standard.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 065° to 720, then turn left direct MOTTI, thence via 338° track to BGQ VORTAC at assigned ATC altitude.

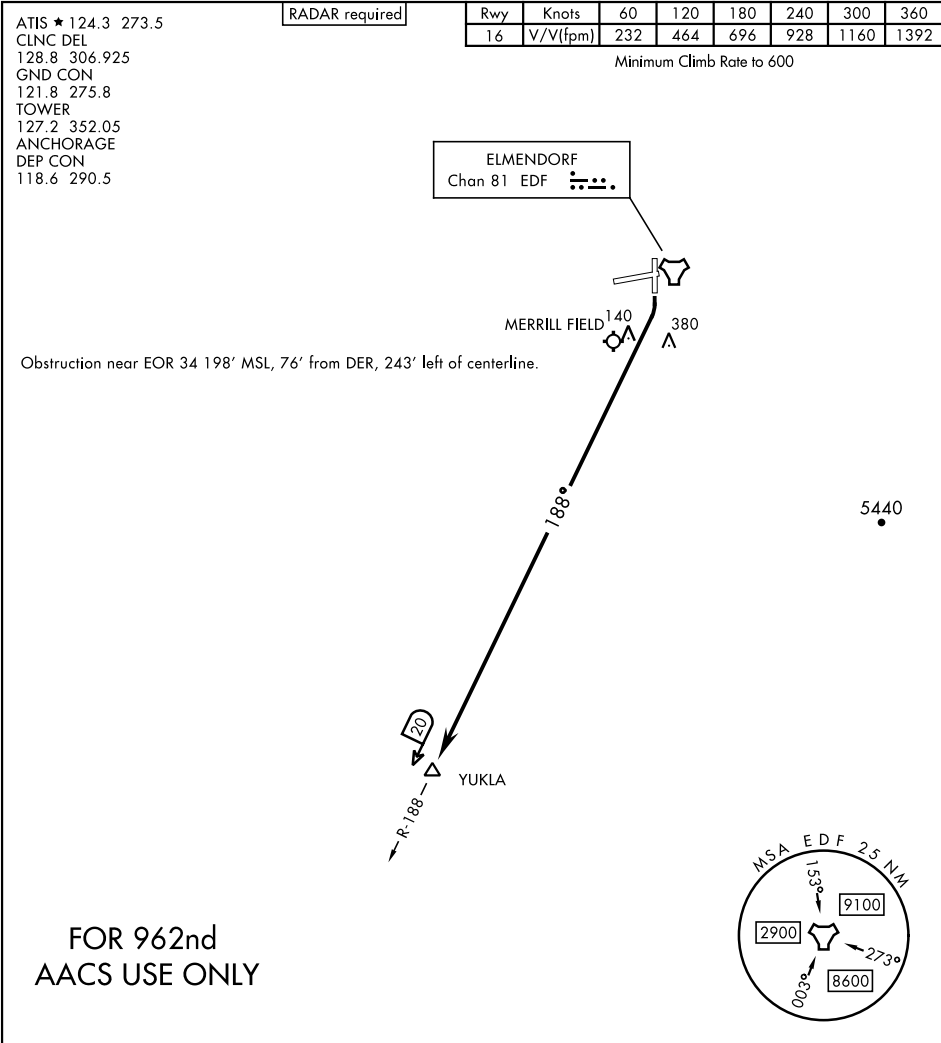
TAKEOFF RWY 34: Climb heading 345° to 720, then turn left direct MOTTI, thence via 338° track to BGQ VORTAC at assigned altitude.

ELMENDORF FOUR DEPARTURE (RNAV) (EDF4.BGQ)

ANCHORAGE, ALASKA

Orig 09JUL26

ELMENDORF AFB (PAED)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climbing right turn, intercept the EDF TACAN R-188 direct YUKLA. Climb to ATC assigned altitude.

EMMONAK, ALASKA

AL-6916 (FAA)

24137

WAAS CH 86702 W16A	APP CRS 163°	Rwy ldg TDZE 16 Apt Elev 16
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RNAV (GPS) RWY 16

EMMONAK (ENM) (PAEM)

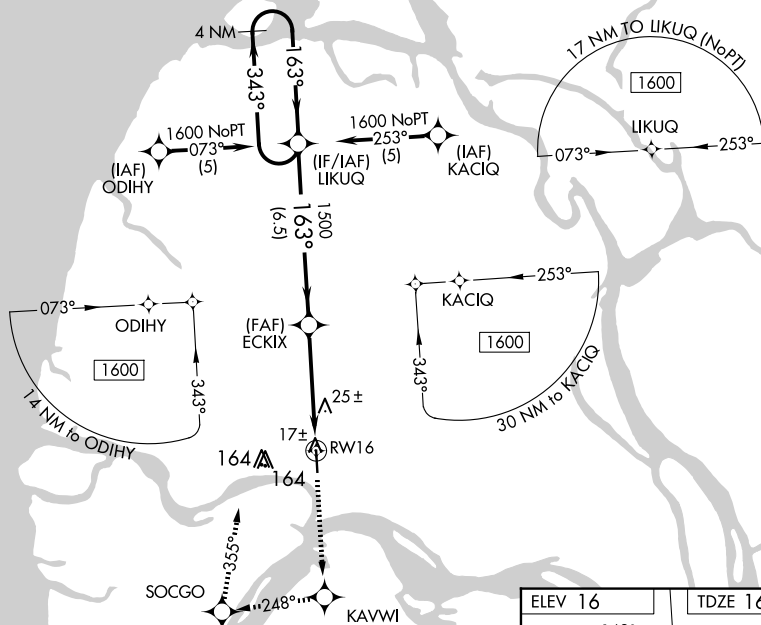
⚠ If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and all MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using St Mary's altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to LIKUQ and hold.

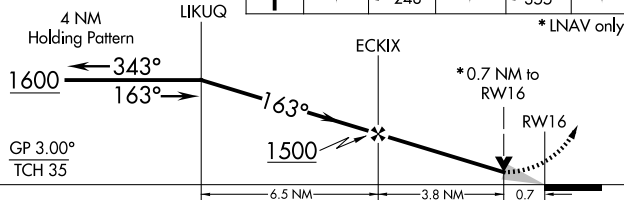
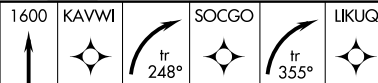
AWOS-3P
135.35

ANCHORAGE CENTER
124.0

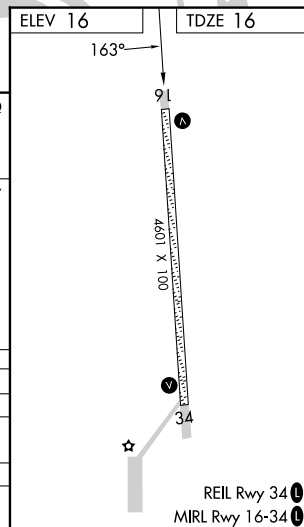
CTAF
122.90



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).



CATEGORY	A	B	C	D
LPV DA		266-1	250 (300-1)	
LNAV/ VNAV DA		280-1	264 (300-1)	
LNAV MDA		280-1	264 (300-1)	
CIRCLING	520-1	504 (600-1)	520-1½ 504 (600-1½)	580-2 564 (600-2)



EMMONAK, ALASKA

Amdt 2A 13NOV14

62°47'N-164°29'W

EMMONAK (ENM) (PAEM)

RNAV (GPS) RWY 16

REIL Rwy 34 **1**
MIRL Rwy 16-34 **1**

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34
EMMONAK (ENM) (PAEM)

MISSED APPROACH: Climb to 1600 direct ECKIX and left turn via 253° track to ZEDET and left turn via 149° track to OFQIM and hold.

AWOS-3P 135.35	ANCHORAGE CENTER 124.0	CTAF 122.9 0
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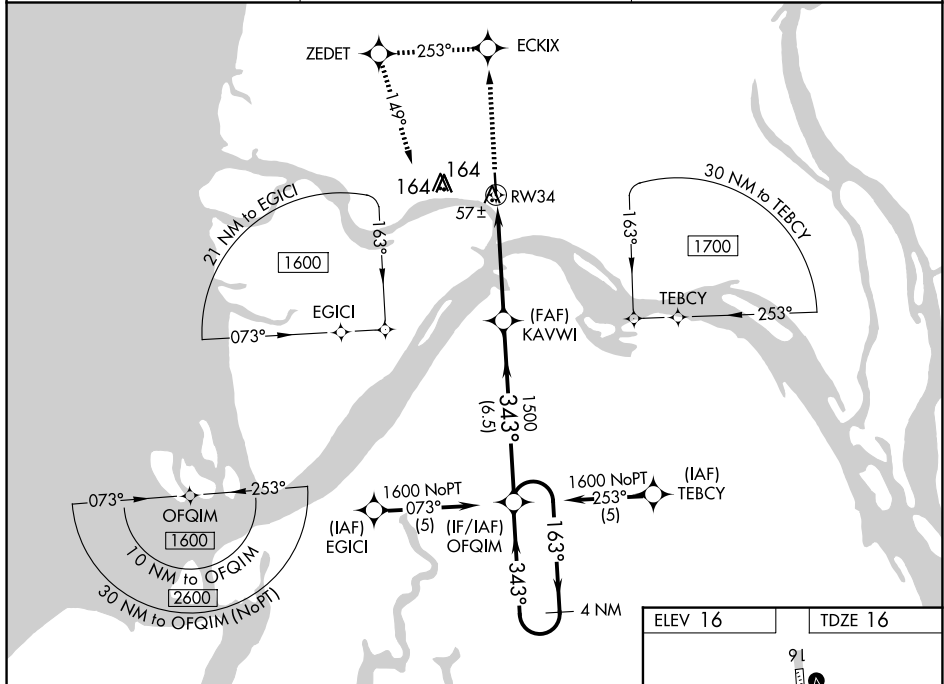
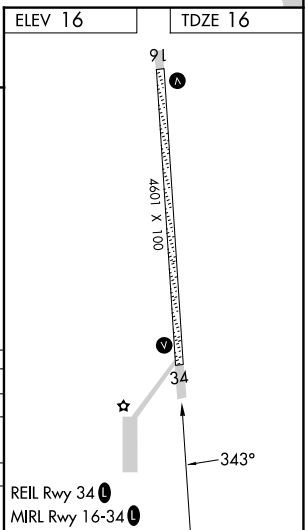


Diagram illustrating the RNAV (RNP) glidepath for RW34. The glidepath starts at 1600 feet, descends to 1500 feet at a 343° angle, and then levels off at 1500 feet. The distance from the start of the glidepath to the 1500 feet level-off point is 6.5 NM. The distance from the 1500 feet level-off point to the runway (RW34) is 3.6 NM. The distance from the runway to the 1500 feet level-off point is 0.9 NM. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 32).



AK, 03 SEP 2026 to 29 OCT 2026

AK. 03 SEP 2026 to 29 OCT 2026

EMMONAK, ALASKA

AL-6916 (FAA)

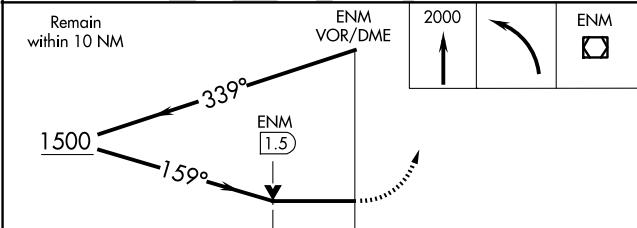
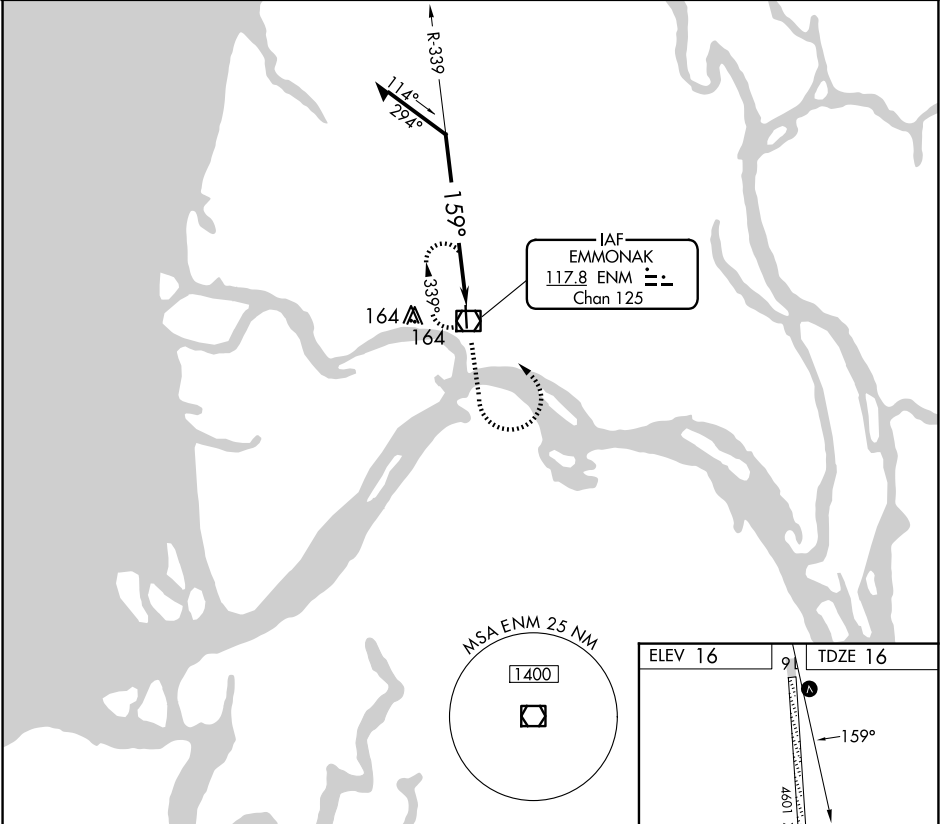
24137

VOR/DME ENM	APP CRS	Rwy Idg	4601
117.8	159°	TDZE	16
Chan 125		Apt Elev	16

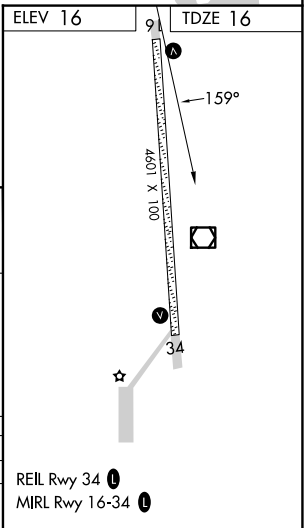
VOR RWY 16
EMMONAK (ENM) (PAEM)

⚠ If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet. VDP not authorized with St. Mary's altimeter setting.	MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.
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AWOS-3P 135.35	ANCHORAGE CENTER 124.0	CTAF 122.9
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CATEGORY	A	B	C	D
S-16		340-1	324 (400-1)	
CIRCLING	520-1	504 (600-1)	520-1½ 504 (600-1½)	580-2 564 (600-2)



EMMONAK, ALASKA
Amdt 1A 13NOV14

62°47'N-164°29'W

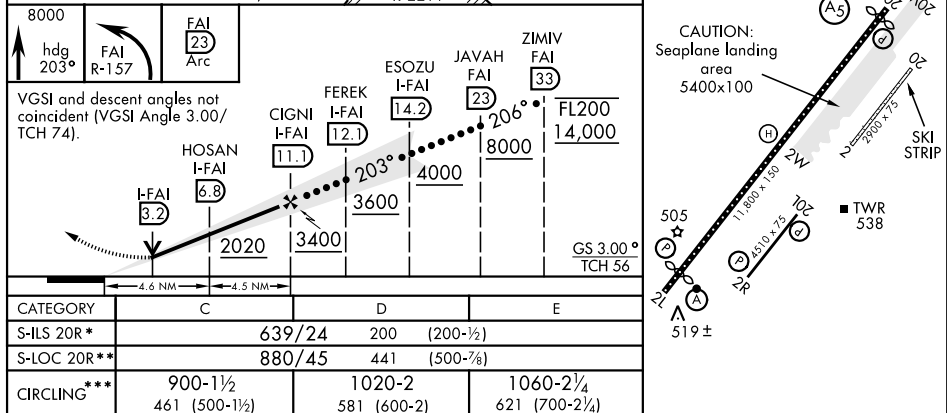
EMMONAK (ENM) (PAEM)
VOR RWY 16

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

HI-ILS Y or LOC Y RWY 20R

ATIS 124.4	APP CON 127.1 251.1 (360° - 179°) 121.35 363.2 (180° - 359°)	TOWER ★ 118.3 257.8	GND CON 121.9
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HI-ILS Y or LOC Y RWY 20R

AK, 03 SEP 2026 to 29 OCT 2026

AK. 03 SEP 2026 to 29 OCT 2026

FAIRBANKS, ALASKA

AL-1234 (FAA)

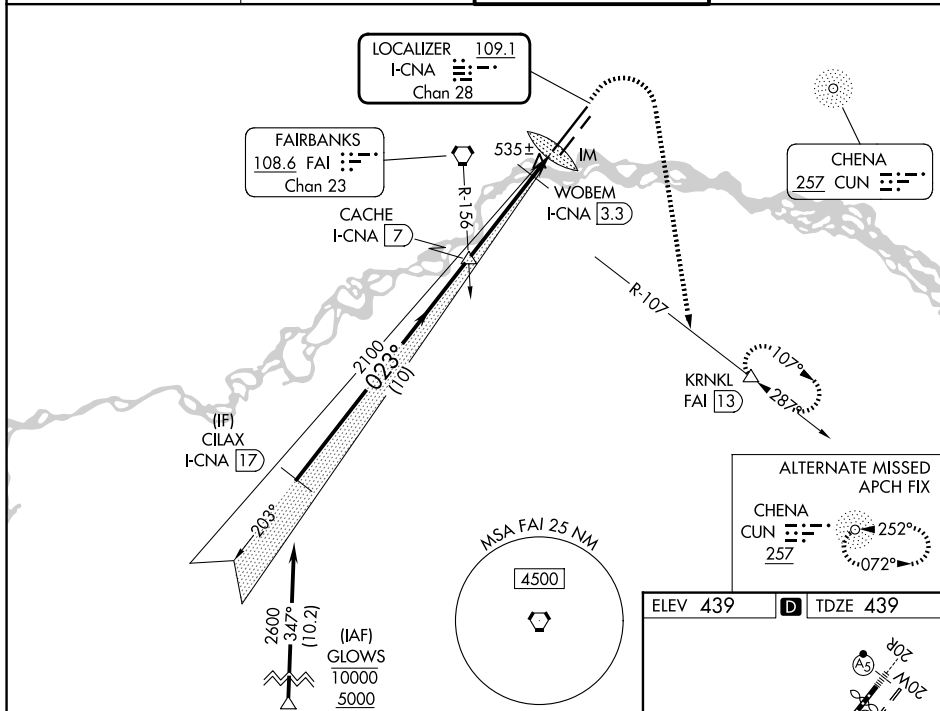
26246

LOC/DME I-CNA 109.1 Chan 28	APP CRS 023°	Rwy Ldg TDZE 439 Apt Elev 439
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ILS or LOC RWY 2L FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS.	ALSF-2 	MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.
 -29°C Circling NA west of Rwy 2L-20R. Circling NA to Rwys 2W and 20W. For inop ALS, increase S-ILS 2L Cat E visibility to RVR 4000 and S-LOC 2L Cat C/D/E visibility to RVR 5500.		

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).					
CILAX I-CNA 17	CACHE I-CNA 7	WOBEM I-CNA 3.3	IM	FAI R-107	KRNL
2600	2100	900			
GS 3.00° TCH 56					
10 NM	3.7 NM	1.1 NM	0.2		
CATEGORY	A	B	C	D	E
S-ILS 2L	639/18 200 (200-½)				
S-LOC 2L	800/24	361 (400-½)	800/35	361 (400-¾)	
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1020-2 581 (600-2)	1080-2¼ 641 (700-2¼)

FAIRBANKS, ALASKA

Amdt 12 03SEP26

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA) ILS or LOC RWY 2L

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-FAI 110.3 Chan 40	APP CRS 203°	Rwy Ldg 11050 TDZE 439 Apt Elev 439
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ILS Z or LOC Z RWY 20R
FAIRBANKS INTL (FAI) (PAFA)

DME required. DME required for procedure entry.

T Circling NA west of Rwy 2L-20R. Circling NA to Rwy 2W
A and 20W. For inop ALS increase S-ILS 20R Cat E visibility
 to RVR 4000; increase S-LOC 20R Cat E visibility to 1 $\frac{3}{8}$ SM.
☎ -29°C #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

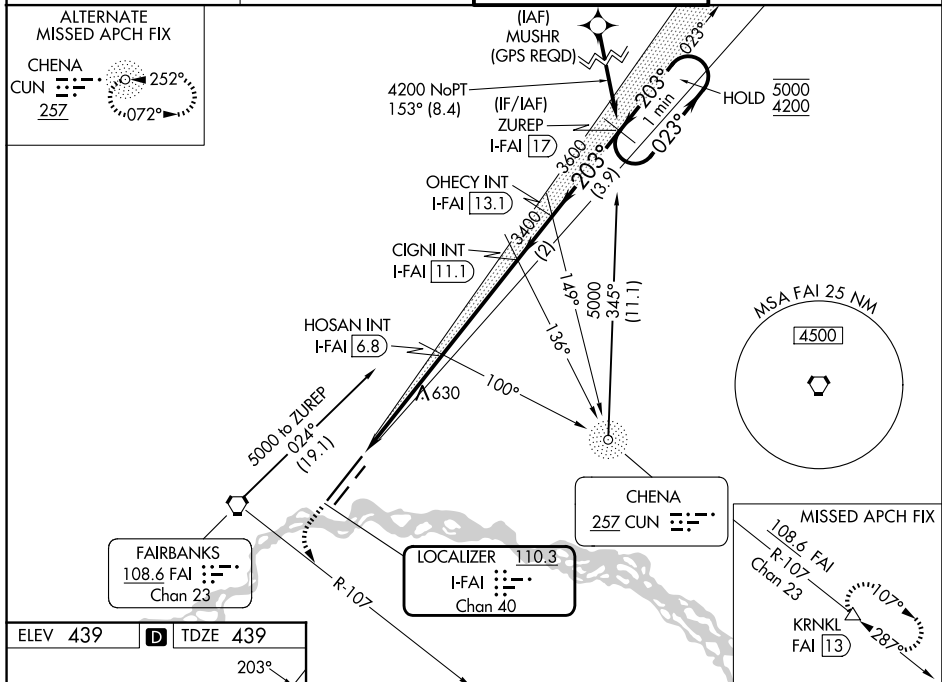


MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNL/FAI VORTAC 13 DME and hold.

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9
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**ALTERNATE
MISSED APCH FIX**

CHENA
CUN  252°
257  072°



ELEV 439

D

TDZE 439

203°

2000 X 75

2000 X 100

2000 X 150

1800 X 150

2000 X 100

2000 X 75

2000 X 50

TWR

REIL Rwy 20L
 TDZL/RCLS Rwy 2L
 MIRL Rwy 2R-20L
 HIRL Rwy 2L-20L

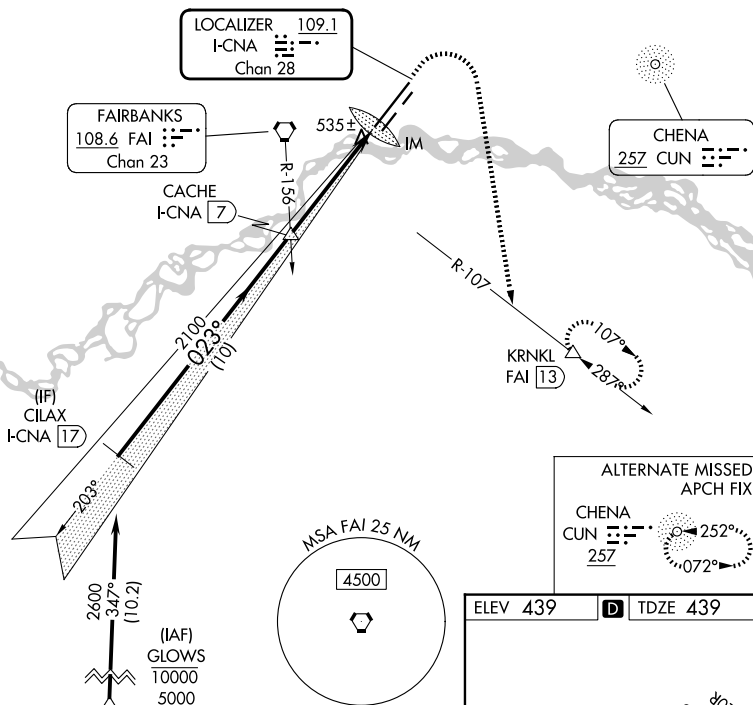
1100 ↑	3000 FAI R-107	KRNL △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).			ZUREP I-FAI 17	One Minute Holding Pattern
Use I-FAI DME when on the localizer course.			CIGNI INT I-FAI 11.1	OHECY INT I-FAI 13.1			
HOSAN INT I-FAI 6.8			3400	203°	023° → 5000	← 203° 4200	
I-FAI 2			2020*	3400	GS 3.00° TCH 56		
1.2			3.6 NM	4.3 NM	2 NM	3.9 NM	
CATEGORY	A	B	C	D	E		
S-ILS 20R#	639/24 200 (200-½)						
S-LOC 20R	880/24	441 (500-½)	880/45 441 (500-¾)				
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1020-2 581 (600-2)	1060-2½ 621 (700-2½)		

ILS Z or LOC Z RWY 20R

ILS RWY 2L (SA CAT I)
FAIRBANKS INTL (FAI) (PAFA)

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.

GND CON
121.9



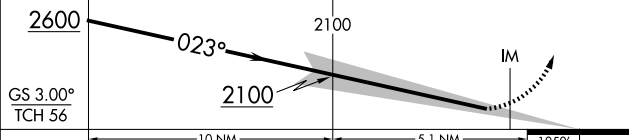
ALTERNATE MISSED
APCH FIX

CHENA
CUN ䷖
257

ELEV 439	D	TDZE 439
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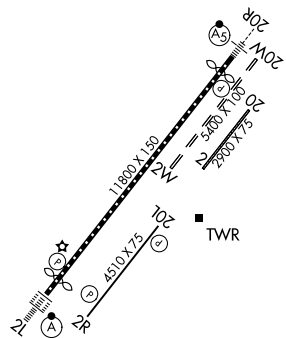
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 73).

900 ↑	5000 hdg 170°	FAI R-107	KRNKL △
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CATEGORY	A	B	C	D
S-ILS 2L	RA 159/14 150 DA 589			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 20L
TDZL/RCLS Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

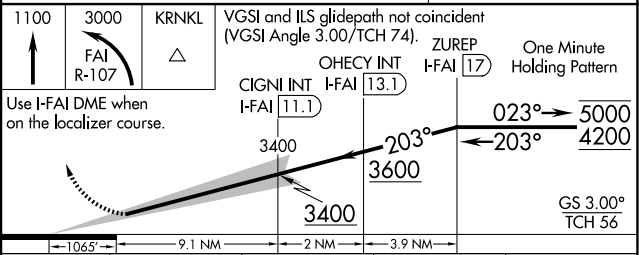
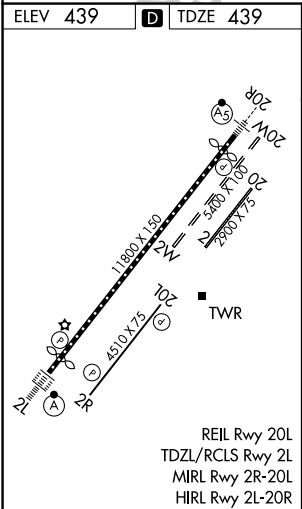
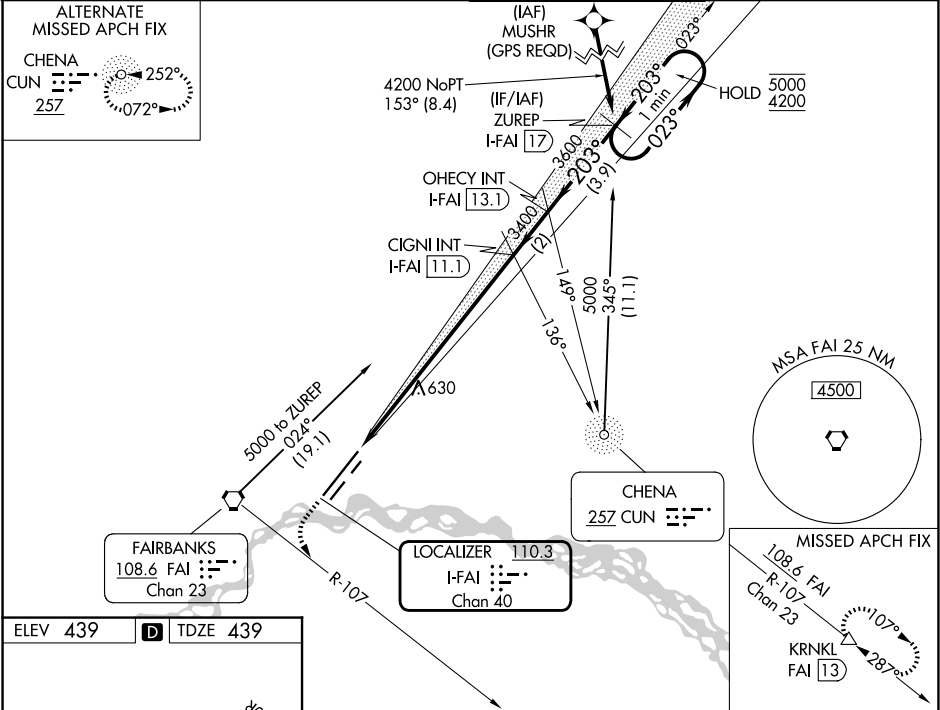
FAIRBANKS INTL (FAI) (PAFA)
ILS RWY 2L (SA CAT I)

LOC/DME I-FAI 110.3 Chan 40	APP CRS 203°	Rwy Ldg 11050 TDZE 439 Apt Elev 439
---	------------------------	--

ILS Z RWY 20R (SA CAT I & II)
FAIRBANKS INTL (FAI) (PAFA)

DME required. DME required for procedure entry.	MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNL/FAI VORTAC 13 DME and hold.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9
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CATEGORY	A	B	C	D
S-ILS 20R	SA CAT I	RA 149/14	150	DA 589
S-ILS 20R	SA CAT II	RA 99/12	100	DA 539

SA CATEGORY I & II ILS SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

FAIRBANKS, ALASKA

AL-1234 (FAA)

26246

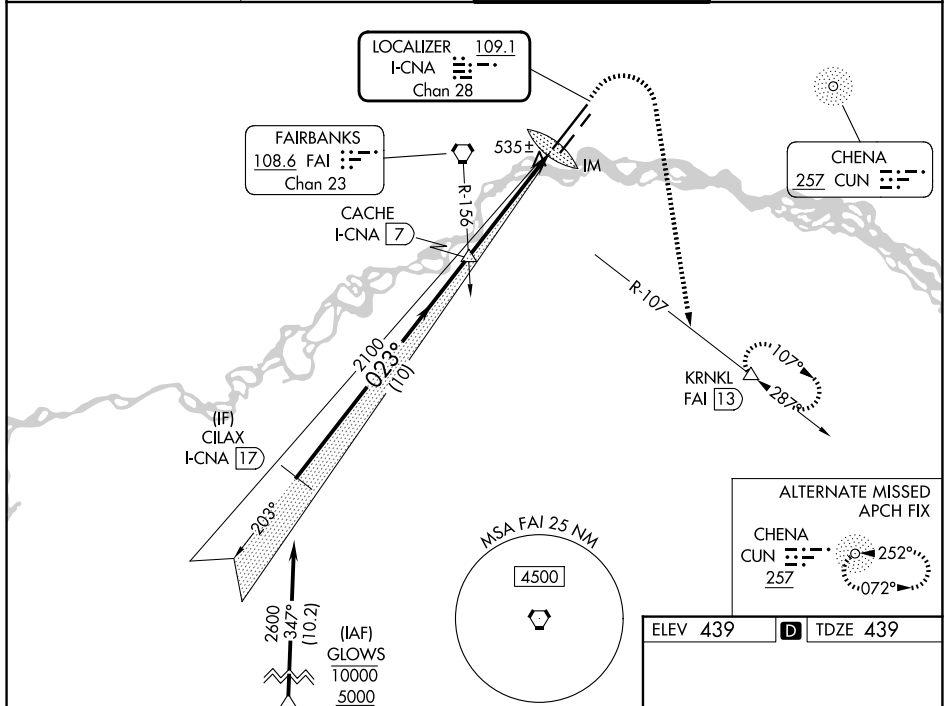
LOC/DME I-CNA 109.1 Chan 28	APP CRS 023°	Rwy Ldg TDZE 439 Apt Elev 439
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ILS RWY 2L (CAT II & III)

FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS.	ALSIF-2	MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.
-29°C CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 73).					900 ↑		5000 hdg 170°		FAI R-107		KRNL △	
CILAX I-CNA 17		CACHE I-CNA 7										
2600		2100										
GS 3.00° TCH 56		023°		2100		IM 544						
10 NM		5.1 NM		1050'								
CATEGORY		A		B		C		D				
S-ILS 2L		CAT II RA 103/12 100 DA 539										
S-ILS 2L		CAT III RVR 06										
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED												

FAIRBANKS, ALASKA

Amdt 12 03SEP26

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA)

ILS RWY 2L (CAT II & III)

AK, 03 SEP 2026 to 29 OCT 2026

FAIRBANKS, ALASKA

AL-1234 (FAA)

26246

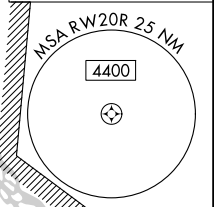
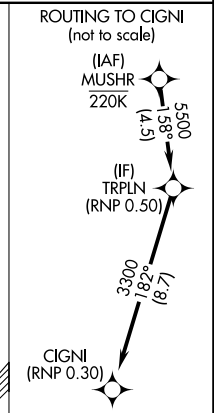
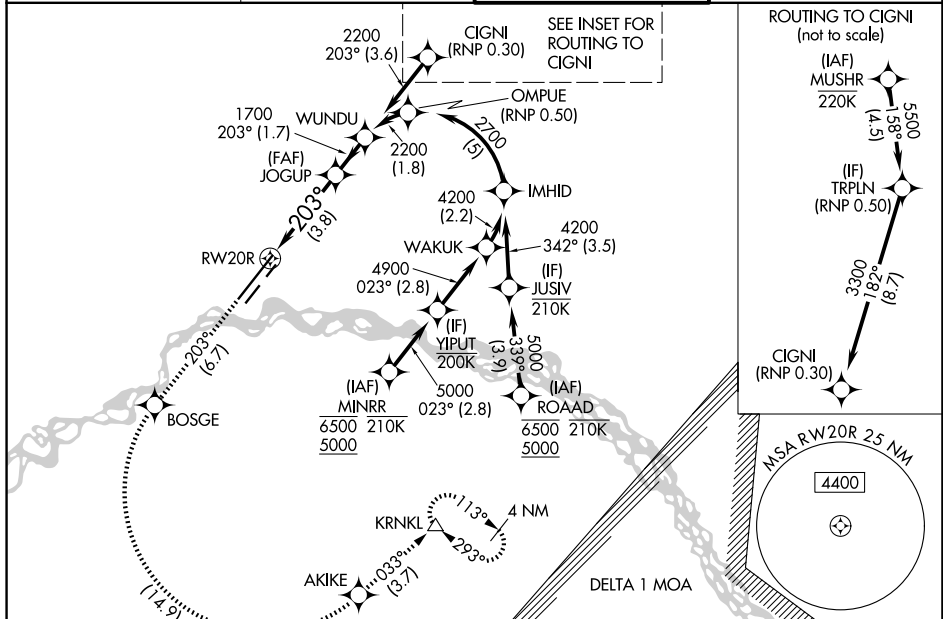
APP CRS	Rwy Ldg	11050
203°	TDZE	439
	Apt Elev	439

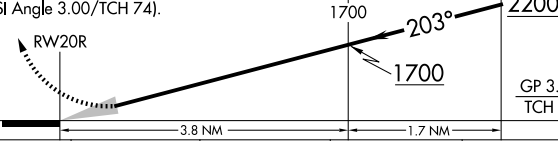
RNAV (RNP) Z RWY 20R

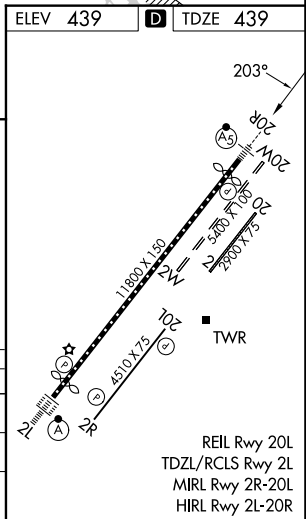
FAIRBANKS INTL (FAI) (PAFA)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 4000 on track 203° to BOSGE then left turn to AKIKE then on track 033° to KRNLK and hold.
▼ -29°C For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.	AS	

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9
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4000 ↑ tr 203°	BOSGE 	 AKIKE  tr 033°	KRNLK 	See planview for multiple IF locations. WUNDU
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).				
				
CATEGORY	A	B	C	D
RNP 0.10 DA	763/26 324 (400-½)			
RNP 0.30 DA	923/50 484 (500-1)			
AUTHORIZATION REQUIRED				



FAIRBANKS, ALASKA
Amdt 2 05OCT23

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA) RNAV (RNP) Z RWY 20R

FAIRBANKS, ALASKA

AL-1234 (FAA)

26246

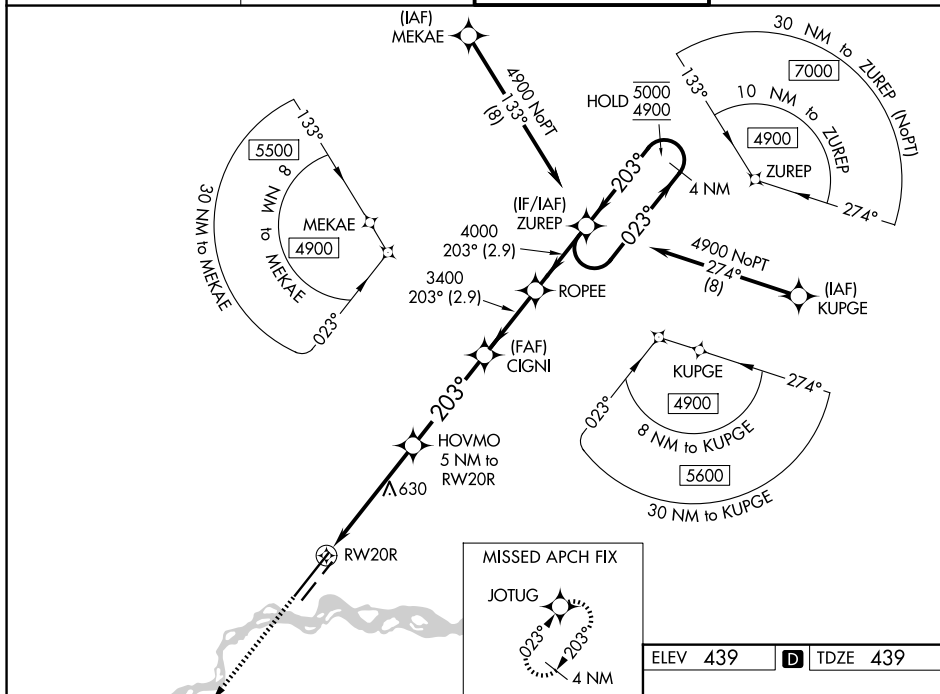
WAAS CH 58329 W20B	APP CRS 203°	Rwy Ldg 11050 TDZE 439 Apt Elev 439
--	------------------------	--

RNAV (GPS) Y RWY 20R

FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS.	MAISR 	MISSED APPROACH: Climb to 3000 direct JOTUG and hold.
 -29°C Circling NA west of Rwy 2L-20R. Circling NA to Rwy 2W and 20W. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. # RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9
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3000

↑

JOTUG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

3400

↑

CIGNI

ROPEE

203°

4000

ZUREP

4 NM Holding Pattern

023°

5000

← 203°

4900

1.6 NM to RW20R

↓

1.6 NM

HOVMO 5 NM to RW20R

3.4 NM

4.1 NM

2.9 NM

2.9 NM

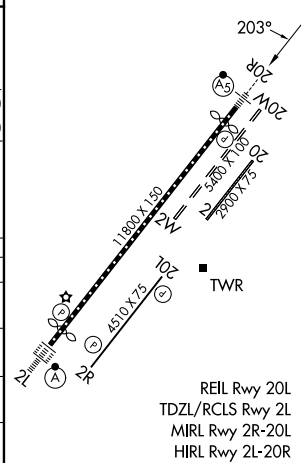
2060*

3400

GP 3.00°

TCH 56

CATEGORY	A	B	C	D
LPV DA#	639/24		200 (200-½)	
LNAV/VNAV DA	1148-2		709 (800-2)	
LNAV MDA	1020/24 581 (600-½)		1020-1¼ 581 (600-1¼)	
CIRCLING	1020-1 581 (600-1)		1020-1¾ 581 (600-1¾)	1020-2 581 (600-2)



FAIRBANKS, ALASKA
Amdt 1E 15JUN23

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA)
RNAV (GPS) Y RWY 20R

AK, 03 SEP 2026 to 29 OCT 2026

VORTAC FAI	APP CRS	Rwy Ldg
108.6	227°	11050
Chan 23		TDZE 439
		Apt Elev 439

TACAN RWY 20R
FAIRBANKS INTL (FAI) (PAFA)

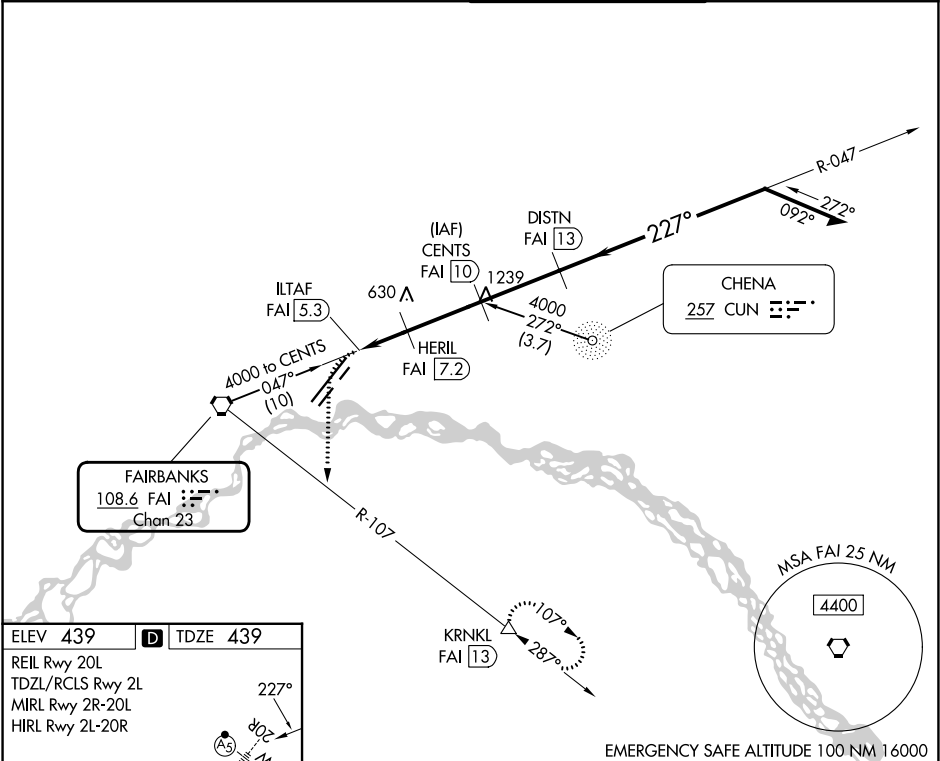
⚠ Circling NA to Rwy 2W and 20W. Circling NA west of Rwy 2L-20R. Rwy 20R helicopter visibility reduction below RVR 4000 NA. Inop table does not apply.

MALSR

(AS)

MISSED APPROACH: Climbing left turn to 4000 on heading 160° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 4000.

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9
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ELEV 439	D	TDZE 439
REIL Rwy 20L		
TDZL/RCLS Rwy 2L		
MIRL Rwy 2R-20L		
HIRL Rwy 2L-20R		

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

4000	FAI R-107	KRNL	CENTS FAI 10	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 74).	
hdg 160°				Remain within 15 NM	
	HERIL FAI 7.2		DISTN FAI 13	4000	
	ILTAF FAI 5.3			3300	
				2200	
				1300	
	0.7	1.8 NM	2.8 NM	3 NM	
CATEGORY	A	B	C	D	E
S-20R	880/55	441 (500-1)	880-1 3/8	441 (500-1 3/8)	1000-1 5/8 561 (600-1 5/8)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1 1/2 461 (500-1 1/2)	1020-2 581 (600-2)	1120-2 1/2 681 (700-2 1/2)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

ATIS
124.4
FAIRBANKS TOWER
118.3 257.8
GND CON
121.9
CLNC DEL
127.6

D

SAID in use. Operate transponders with
altitude reporting mode and ADS-B (if equipped)
enabled on all airport surfaces.

JANUARY 2025
ANNUAL RATE OF CHANGE
0.3° W

Not for Part 121/Part 380 Air Carrier
Use or Foreign Air Carrier
Equivalent: RWYS 02-20, 02R-20L, 02W-20W.

TERMINAL/
CUSTOMS

FIRE
STATION

HAZARDOUS
MATERIALS
LOADING

HEAVY
CARGO

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

147°53'W

147°52'W

147°51'W

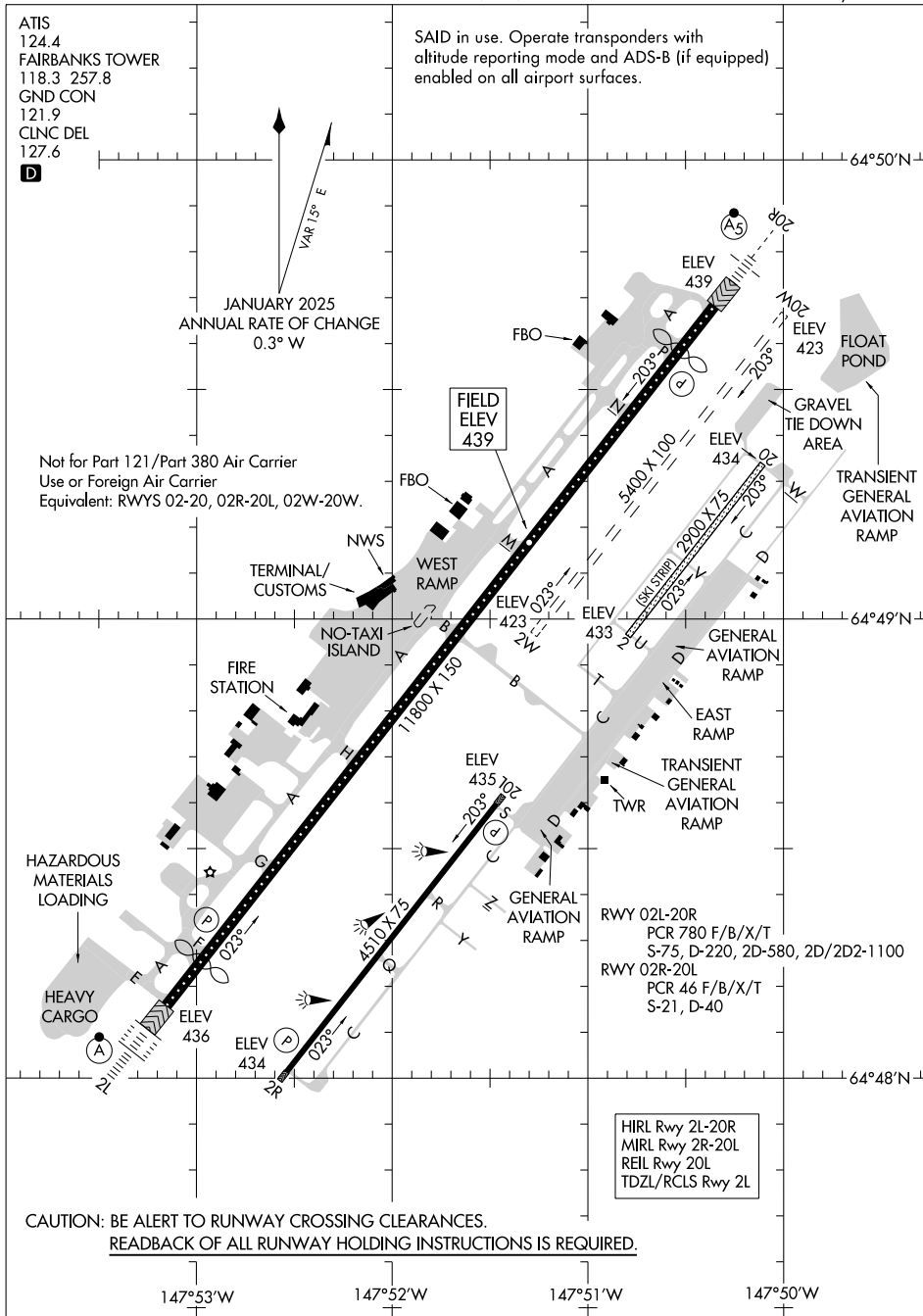
147°50'W

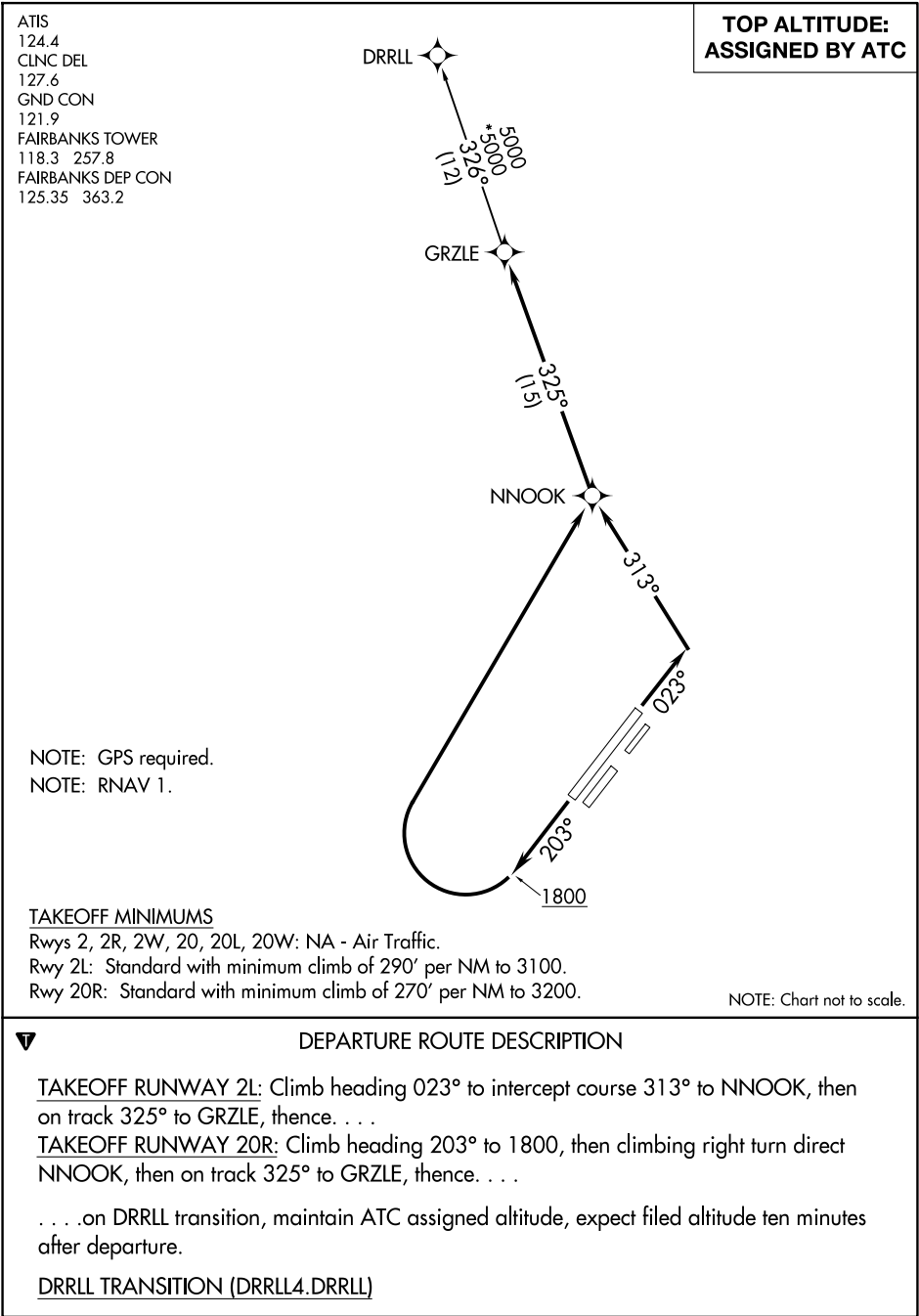
AIRPORT DIAGRAM

26246

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

AK, 03 SEP 2026 to 29 OCT 2026





**TOP ALTITUDE:
ASSIGNED BY ATC**

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 038° to 2200,
then left turn direct FAI VORTAC, thence ...
TAKEOFF RUNWAYS 20L/R: Climb on heading 203° to 2000,
then right turn heading 277°, thence ...

... intercept FAI R-242 to ENN R-255, then on ENN R-255 and GAL R-077 to GAL VOR/DME, then continue climb on assigned route and altitude.

FAIRBANKS DEP CON
125.35 363.2

DME required.

FAIRBANKS
108.6 FAI
Chan 23

NENANA
115.8 ENN $\ddot{::}$
Chan 105

GALENA ~~---~~
114.8 GAL : ~~---~~
Chan 95

NSA FAI 25 NM

FAIRBANKS, ALASKA

FAIRBANKS INTL (FAI) (PAFA)

NOTE: Chart not to scale.

AK, 03 SEP 2026 to 29 OCT 2026

(MKNLY4.TKA) 23278

MCKINLEY FOUR DEPARTURE

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

FAIRBANKS DEP CON
125.35 363.2
ATIS
124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER
118.3 257.8

TOP ALTITUDE:
ASSIGNED BY ATC

RADAR required. DME required.

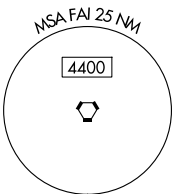
NENANA
115.8 ENN
Chan 105

FAIRBANKS
108.6 FAI
Chan 23

PUYVO

TAKEOFF MINIMUMS

Rwys 2, 2W, 20, 20W: NA-Air Traffic.
Rwys 2L/R: Standard with minimum
climb of 230' per NM to 2200.
Rwys 20L/R: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 038° to 2200, then left turn direct FAI VORTAC, thence

TAKEOFF RUNWAYS 20L/R: Climb on heading 203° to 2000, then right turn heading 230°, thence

. . . . intercept FAI R-197 to PUYVO/FAI 56 DME fix then on ENN R-171 and TKA R-352 to TKA VOR/DME, maintain ATC assigned altitude, then on assigned route and altitude.

MCKINLEY FOUR DEPARTURE

(MKNLY4.TKA) 10AUG23

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

(PUYVO5.PUYVO) 23222

PUYVO FIVE DEPARTURE (RNAV)

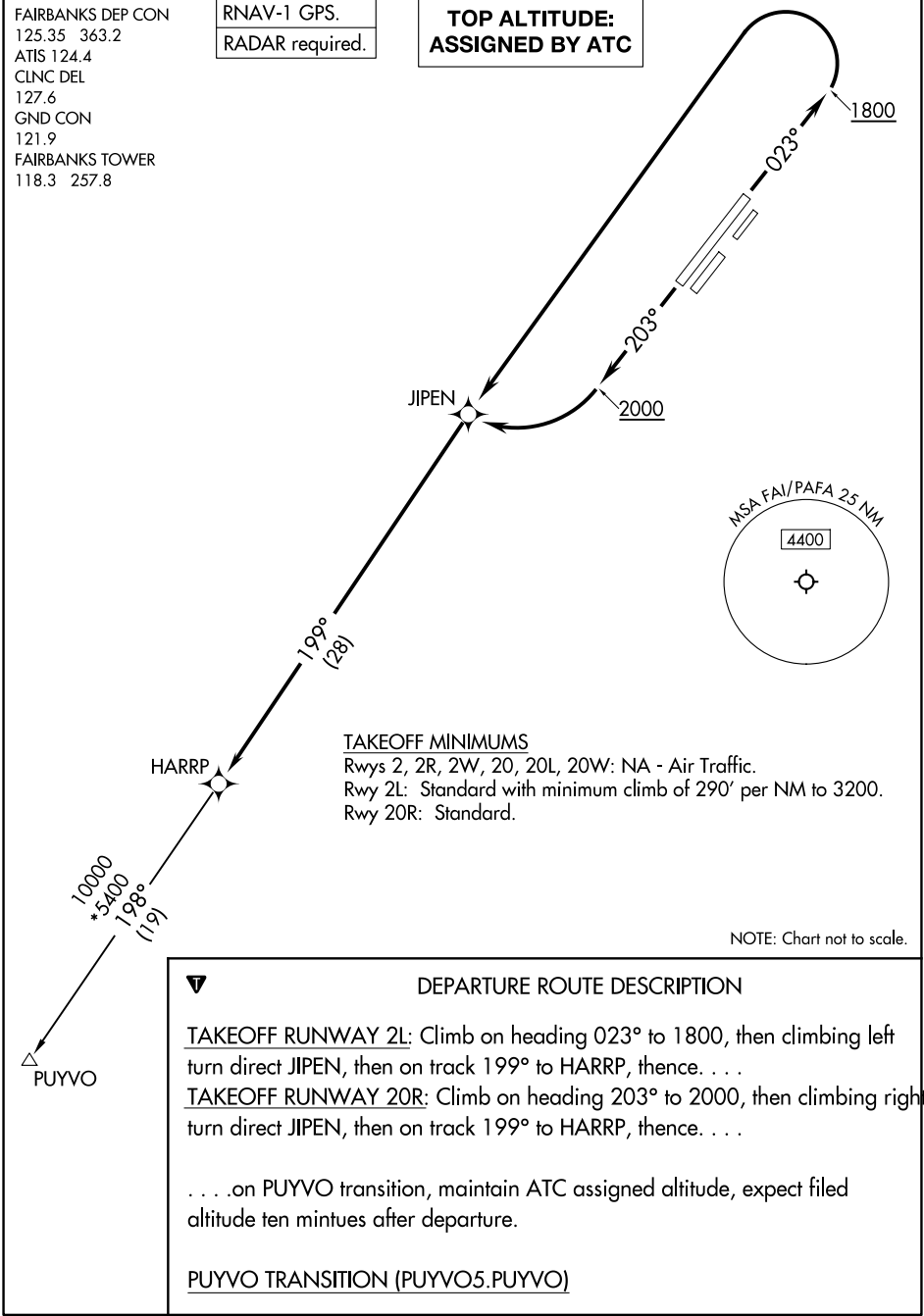
AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

FAIRBANKS DEP CON
125.35 363.2
ATIS 124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER
118.3 257.8

RNAV-1 GPS.
RADAR required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

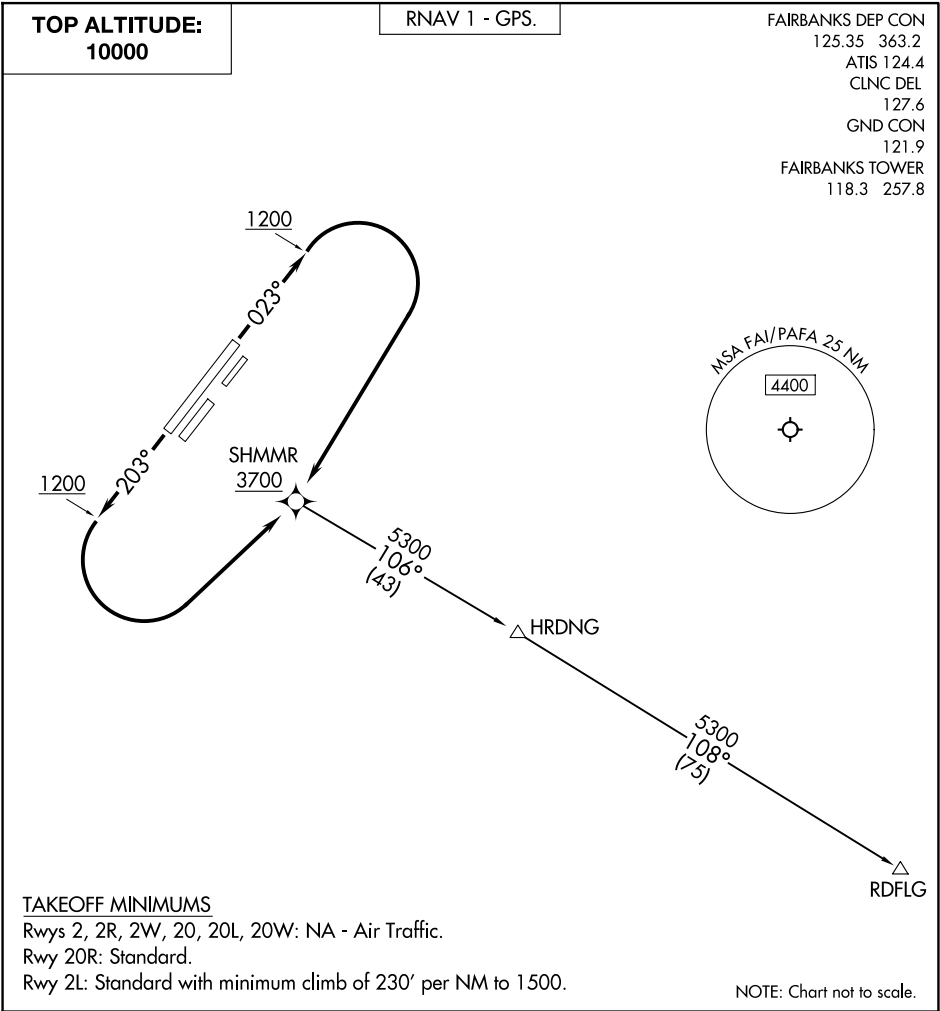


AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

PUYVO FIVE DEPARTURE (RNAV)
(PUYVO5.PUYVO) 10AUG23

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 023° to 1200, then climbing right turn direct SHMMR, cross SHMMR at or above 3700, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 203° to 1200, then climbing left turn direct SHMMR, cross SHMMR at or above 3700, thence. . . .

. . . .on RDLG transition. Climb and maintain 10000. Expect 17000 ten mintues after departure.

RDFLG TRANSITION (RDFLG5.RDFLG)

FORT YUKON, ALASKA

AL-2054 (FAA)

25331

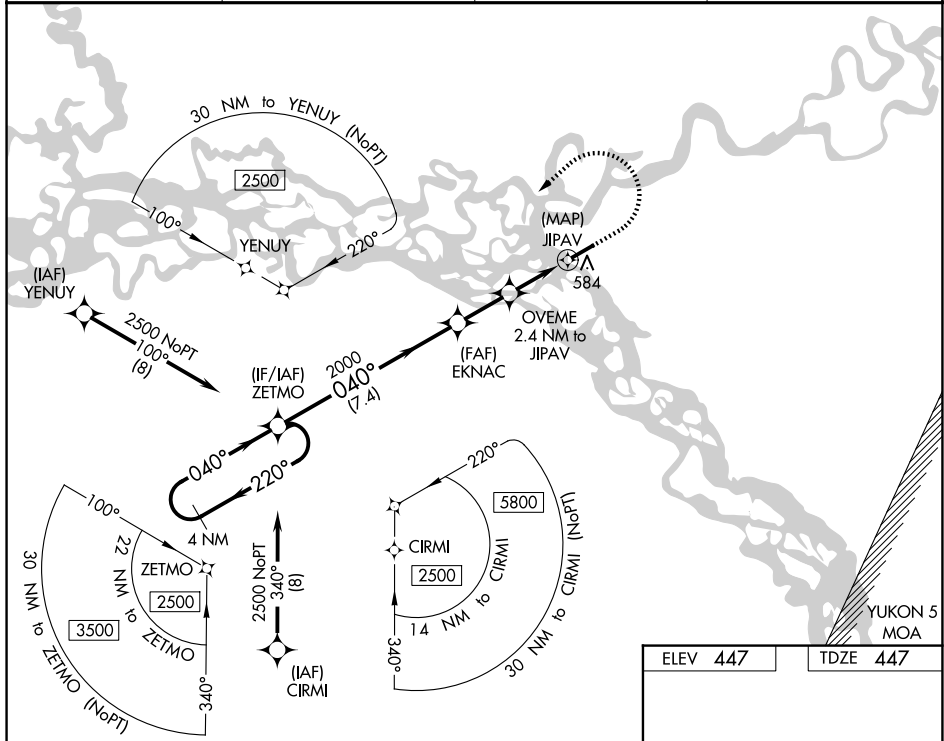
WAAS CH 72939 W04A	APP CRS 040°	Rwy Ldg 5000 TDZE 447 Apt Elev 447
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RNAV (GPS) RWY 4

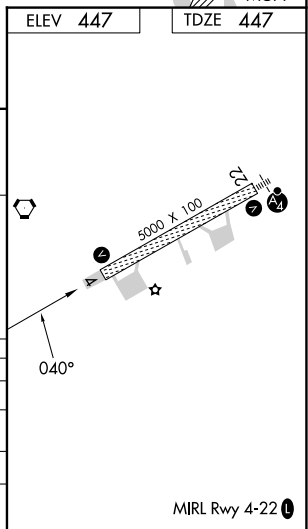
FORT YUKON (FYU) (PFYU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C (-4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct ZETMO and hold.
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AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.5 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		1000	2500	ZETMO
ZETMO		EKNAC	OVEME	* LNAV only		
2500		2000	2.4 NM to JIPAV	* 1.2 NM to JIPAV		
GP 3.00° TCH 45°		2000	* 1320	JIPAV		
7.4 NM		2.1 NM	1.2 NM	1.2 NM	0.2	
CATEGORY	A	B	C	D		
LPV DA	697-1		250 (300-1)			
LNAV/VNAV DA	764-1		317 (400-1)			
LNAV MDA	860-1 413 (500-1)		860-1 $\frac{1}{8}$ 413 (500-1 $\frac{1}{8}$)			
CIRCLING	860-1 413 (500-1)		900-1 453 (500-1)			
	413 (500-1)		900-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$)		1000-2 553 (600-2)	



FORT YUKON, ALASKA
Amdt 2 05JAN17

66°34'N-145°15'W

FORT YUKON (FYU) (PFYU)

RNAV (GPS) RWY 4

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50539 W22A	APP CRS 221°	Rwy Ldg TDZE 447 Apt Elev 447
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RNAV (GPS) RWY 22

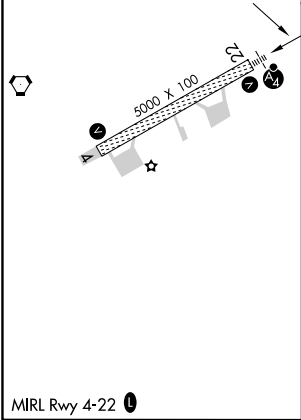
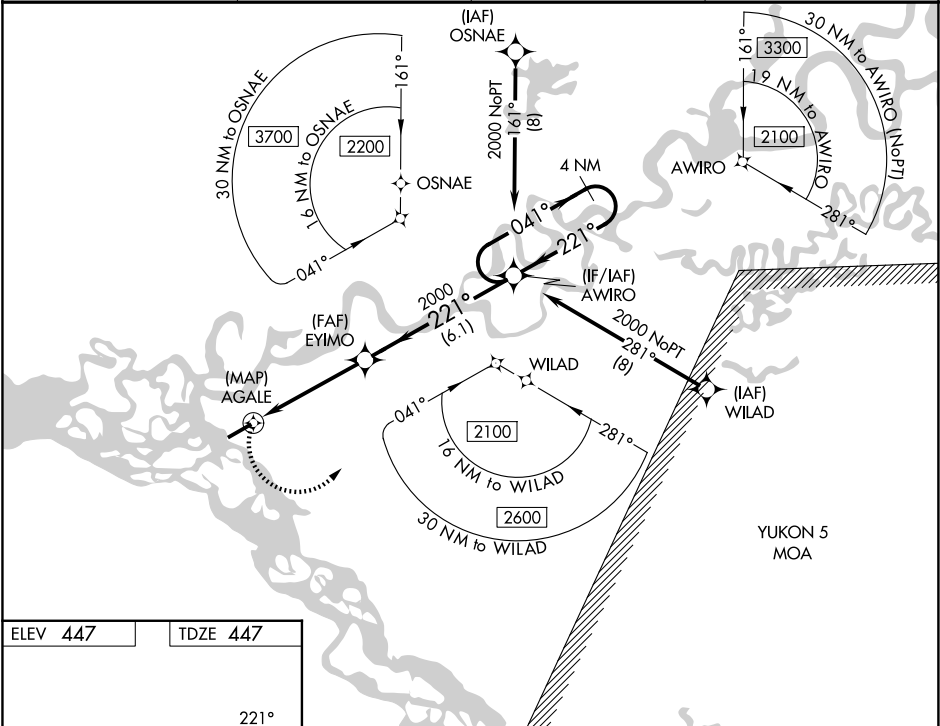
FORT YUKON (FYU) (PFYU)

⚠ Inop table does not apply to LPV or LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4 and 22. DME/DME RNP-0.3 NA. Rwy 22 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV Cat C and D visibility ½ SM

MALSF

MISSED APPROACH:
Climbing left turn to
2000 direct AWIRO
and hold.

AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.5
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				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).		4 NM Holding Pattern	

FORT YUKON, ALASKA

AL-2054 (FAA)

25331

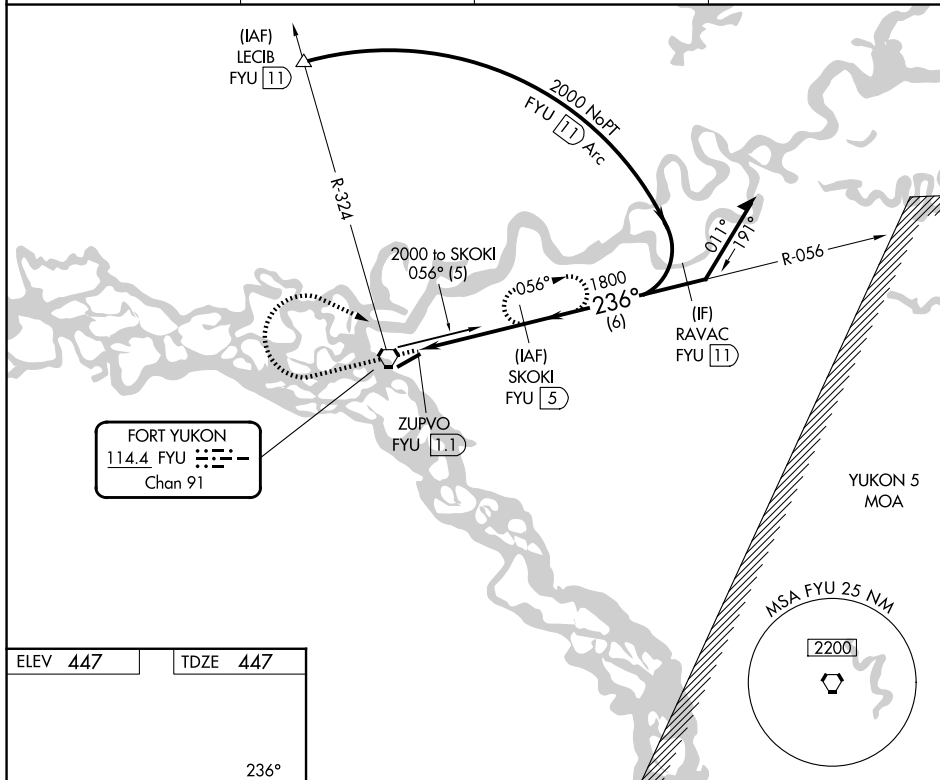
VORTAC FYU 114.4 Chan 91	APP CRS 236°	Rwy Ldg TDZE Apt Elev 5000 447 447
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VOR/DME or TACAN RWY 22

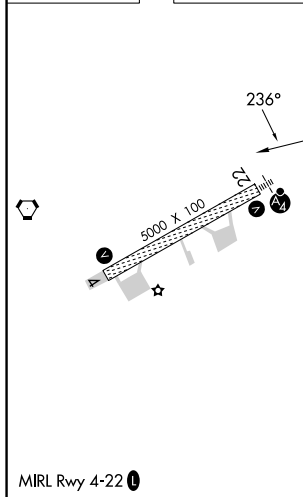
FORT YUKON (FYU) (PFYU)

▼ Inop table does not apply. Circling NA southeast of Rwy 4-22. Rwy 22 Straight-In and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.	MALSF	MISSED APPROACH: Climb to 2000 then right turn on heading 100° and FYU VORTAC R-056 to SKOKI/5 DME and hold.
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AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.5 0
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ELEV 447	TDZE 447
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2000	hdg 100°	FYU R-056	SKOKI FYU 5	SKOKI FYU 5	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).
ZUPVO FYU 1.1	≤ 3.14° TCH 45	1800	056°	236°	Remain within 10 NM 2000
3.9 NM					
CATEGORY	A	B	C	D	
S-22	960-1	513 (600-1)	960-1 $\frac{3}{8}$	513 (600-1 $\frac{3}{8}$)	
CIRCLING	960-1	513 (600-1)	960-1 $\frac{1}{2}$ 513 (600-1 $\frac{1}{2}$)	1000-2 553 (600-2)	

FORT YUKON, ALASKA
Amdt 3A 24JUL14

66°34'N-145°15'W

FORT YUKON (FYU) (PFYU)
VOR/DME or TACAN RWY 22

AK, 03 SEP 2026 to 29 OCT 2026

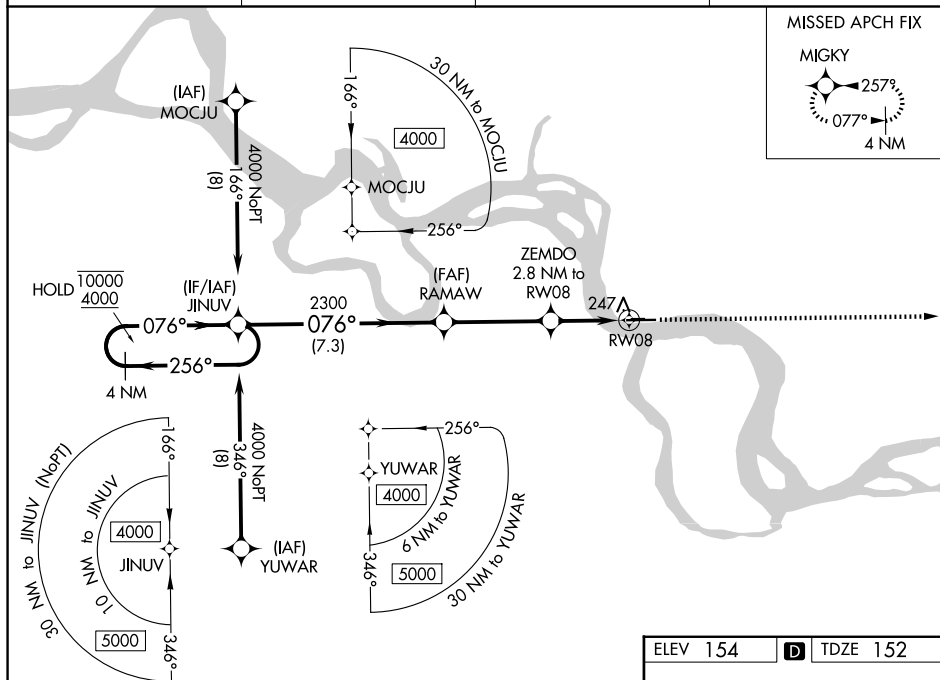
RNAV (GPS) RWY 8

EDWARD G PITKA SR (GAL)(PAGA)

T
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct MIGKY and hold, continue climb-in-hold to 4000.

CTAF
123.0



AK, 03 SEP 2026 to 29 OCT 2026

CATEGORY	A	B	C	D
LPV DA		402-1	250 (300-1)	
LNAV/VNAV DA		410-1	258 (300-1)	
LNAV MDA		500-1	348 (400-1)	
CIRCLING	560-1 406 (500-1)	620-1 466 (500-1)	620-1½ 466 (500-1½)	760-2 606 (700-2)

MIRM Rwy 8-26

GALENA, ALASKA

AL-1229 (FAA)

25275

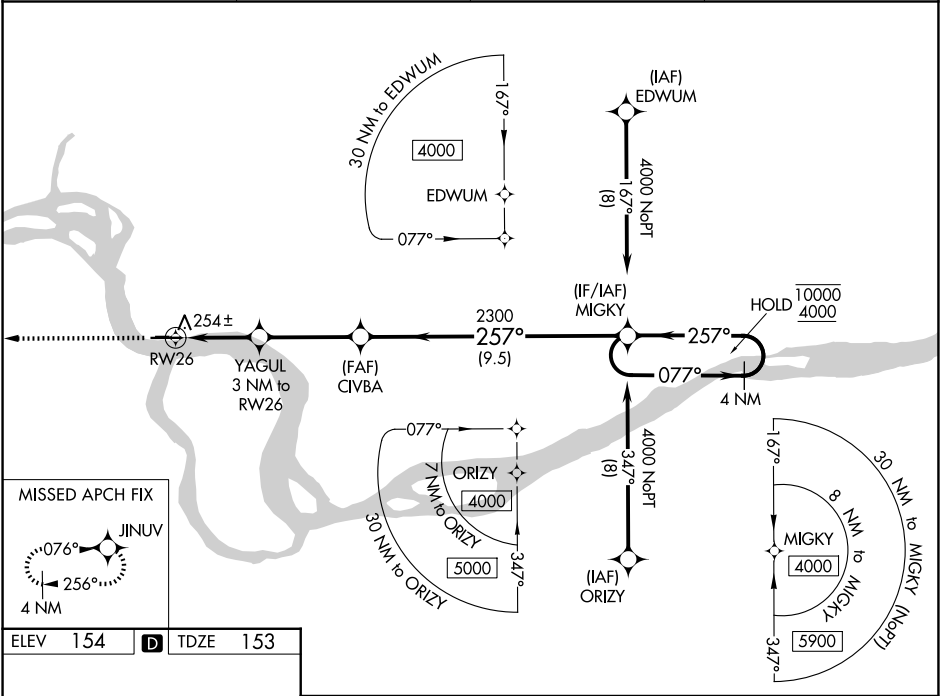
WAAS CH 77707 W26A	APP CRS 257°	Rwy Ldg 5200 TDZE 153 Apt Elev 154
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RNAV (GPS) RWY 26

EDWARD G PITKA SR (GAL)(PAGA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct JINUV and hold, continue climb-in-hold to 4000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.	

AWOS-3P 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 123.0
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ELEV 154	D	TDZE 153
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4000 JINUV YAGUL 3 NM to RW26 CIVBA 2300 MIGKY 4 NM Holding Pattern GP 3.00° TCH 45				
1140 2300 10000 4000				
CATEGORY	A	B	C	D
LPV DA	403-1 250 (300-1)			
LNAV/VNAV DA	415-1 262 (300-1)			
LNAV MDA	520-1 367 (400-1)			
CIRCLING	560-1 406 (500-1)	620-1 466 (500-1)	620-1½ 466 (500-1½)	760-2 606 (700-2)

MIRL Rwy 8-26

GALENA, ALASKA
Amdt 4 02OCT25

64°44'N-156°56'W

EDWARD G PITKA SR (GAL)(PAGA)

RNAV (GPS) RWY 26

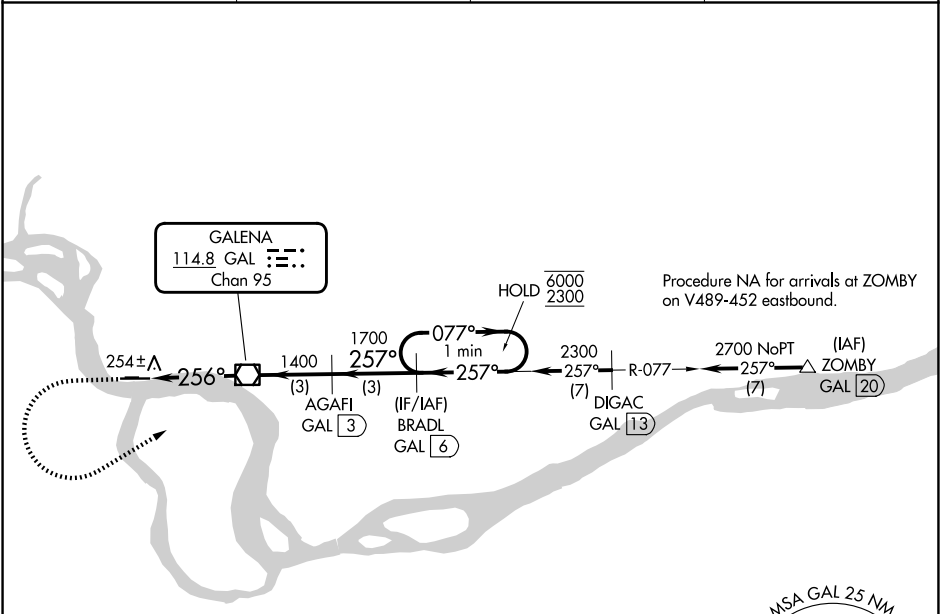
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

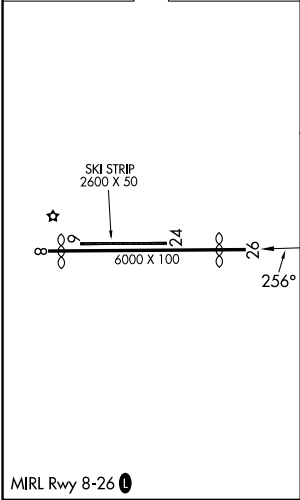
VOR/DME GAL	APP CRS	Rwy Ldg	5200
114.8	256°	TDZE	153
Chan 95		Apt Elev	154

VOR RWY 26
EDWARD G PITKA SR (GAL)(PAGA)

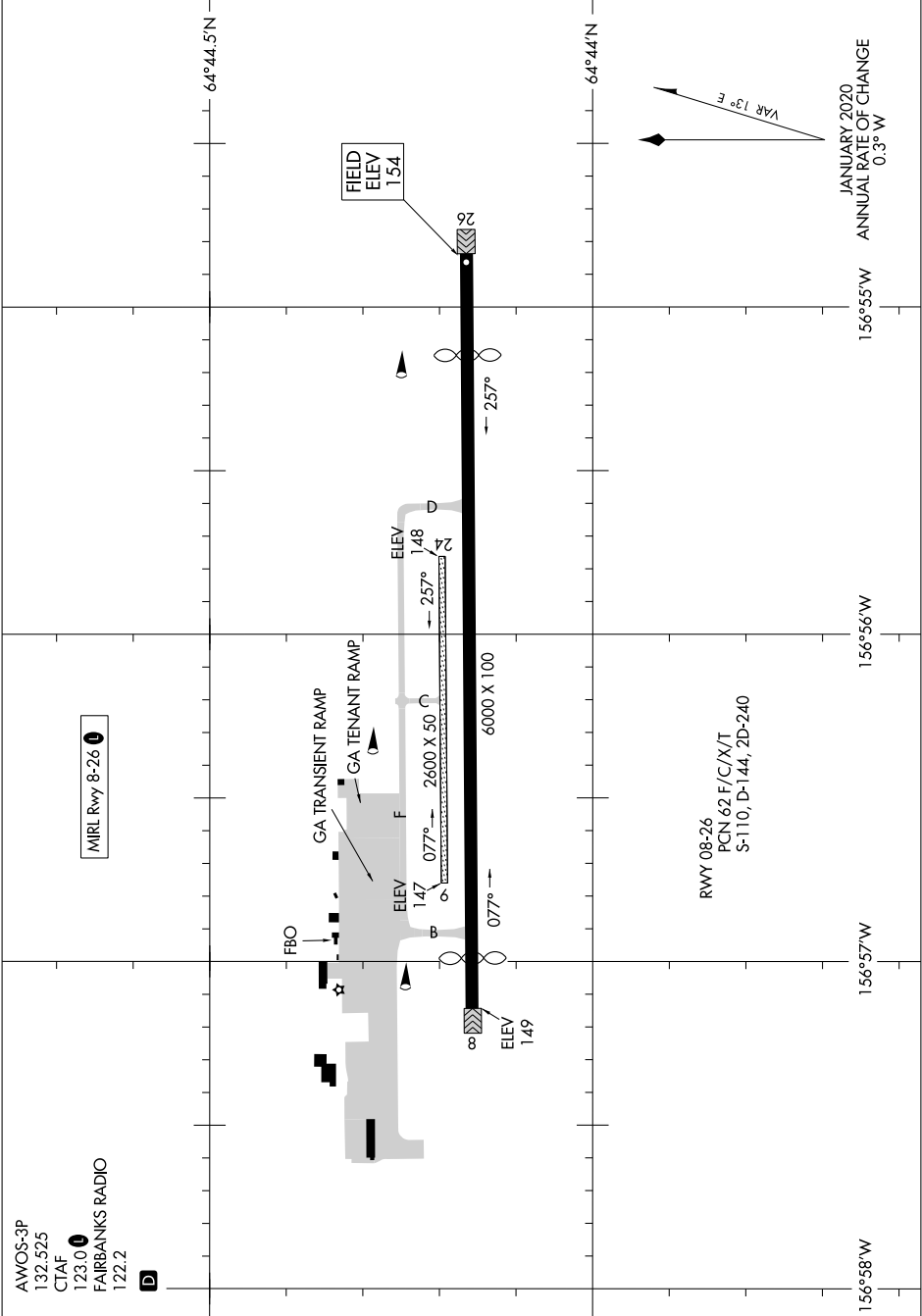
DME required.		MISSED APPROACH: Climb to 600 then climbing left turn to 2300 on heading 047° and GAL VOR/DME R-077 to BRADL/6 DME and hold.	
AWOS-3P 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 123.0 0



ELEV 154	D	TDZE 153
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600	2300	GAL R-077	BRADL GAL 6	AGAFI GAL 3	BRADL GAL 6	One Minute Holding Pattern
hdg 047°						
GAL 3.7	GAL 2.7	GAL VOR/DME	1400	1700	257°	6000 2300
0.9	2.7 NM	3 NM	3 NM			
CATEGORY	A	B	C	D		
S-26	520-1 367 (400-1)					
CIRCLING	560-1 406 (500-1)	620-1 466 (500-1)	620-1½ 466 (500-1½)	740-2 586 (600-2)		



AK, 03 SEP 2026 to 29 OCT 2026

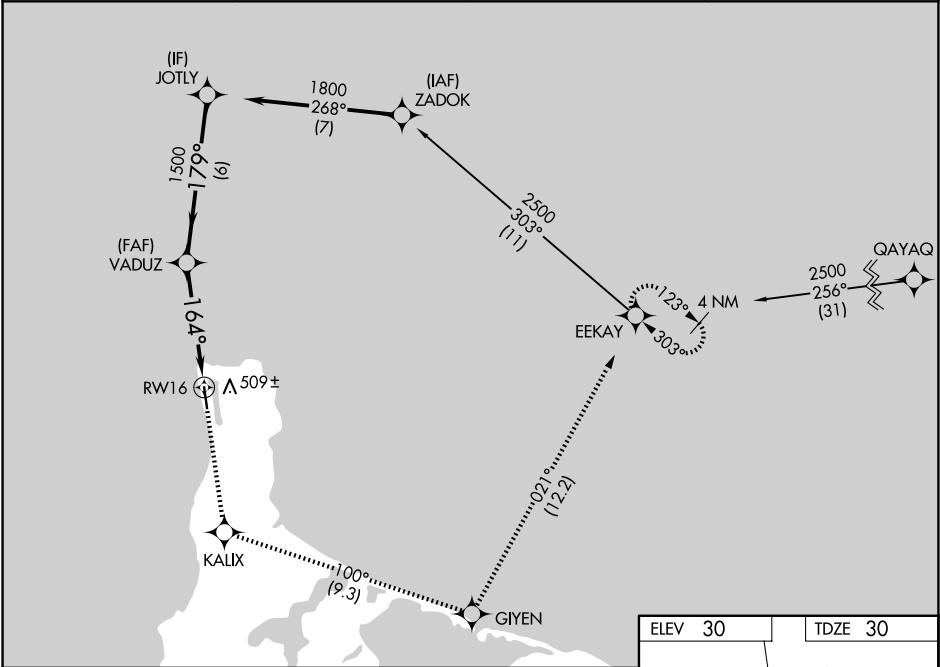
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86635 W16A	APP CRS 164°	Rwy Ldg TDZE Apt Elev 4500 30 30
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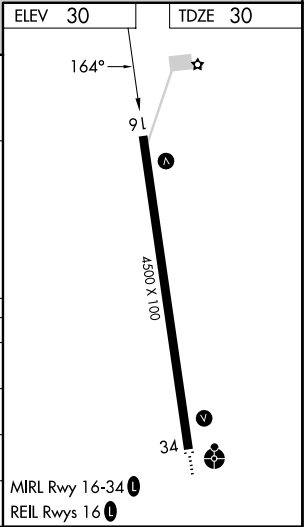
RNAV (GPS) RWY 16
GAMBELL (GAM) (PAGM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct KALIX then left turn on track 100° to GIYEN and on track 021° to EEKAY and hold.
▼ ▲ ☒ Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C . -26°C	

AWOS-3P 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7
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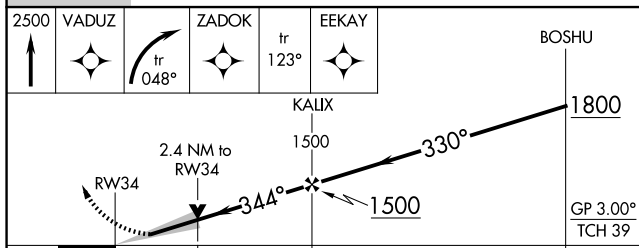
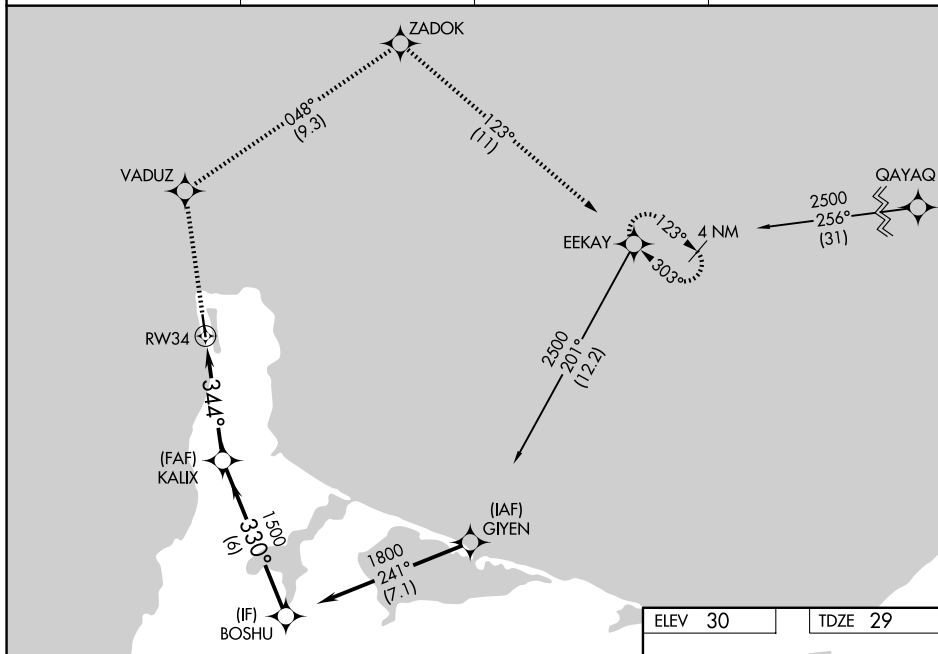


JOTLY		2500	KALIX	GIYEN	tr 021°	EEKAY
1800						
GP 3.00°						
TCH 37						
6 NM		3.1 NM	1.4 NM			
CATEGORY	A	B	C	D		
LPV DA	230-1		200 (200-1)			
LNAV/VNAV DA	523-1 3/8		493 (500-1 3/8)			
LNAV MDA	520-1 490 (500-1)		520-1 3/8 490 (500-1 3/8)			
CIRCLING	520-1 490 (500-1)		520-1 1/2 490 (500-1 1/2) 660-2 630 (700-2)			

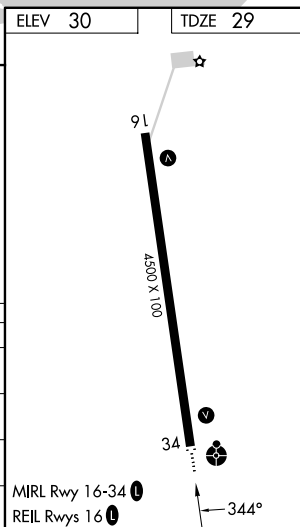


RNAV (GPS) RWY 34
GAMBELL (GAM) (PAGM)

MISSED APPROACH: Climb to 2500 direct VADUZ then right turn on track 048° to ZADOK and on track 123° to EEKAY and hold.

CTAF
122.7 **L**

		← 2.4 NM		← 2.1 NM		← 6 NM			
CATEGORY		A		B		C		D	
LPV	DA			229-1		200 (200-1)			
LNNAV/ VNAV	DA			750-2		721 (800-2)			
LNNAV	MDA	840-1		811 (900-1)		840-2½		811 (900-2½)	
CIRCLING		840-1 810 (900-1)		840-1¼ 810 (900-1¼)		840-2½		810 (900-2½)	



GAMBELL (GAM) (PAGM)
RNAV (GPS) RWY 34

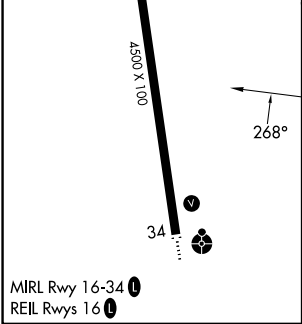
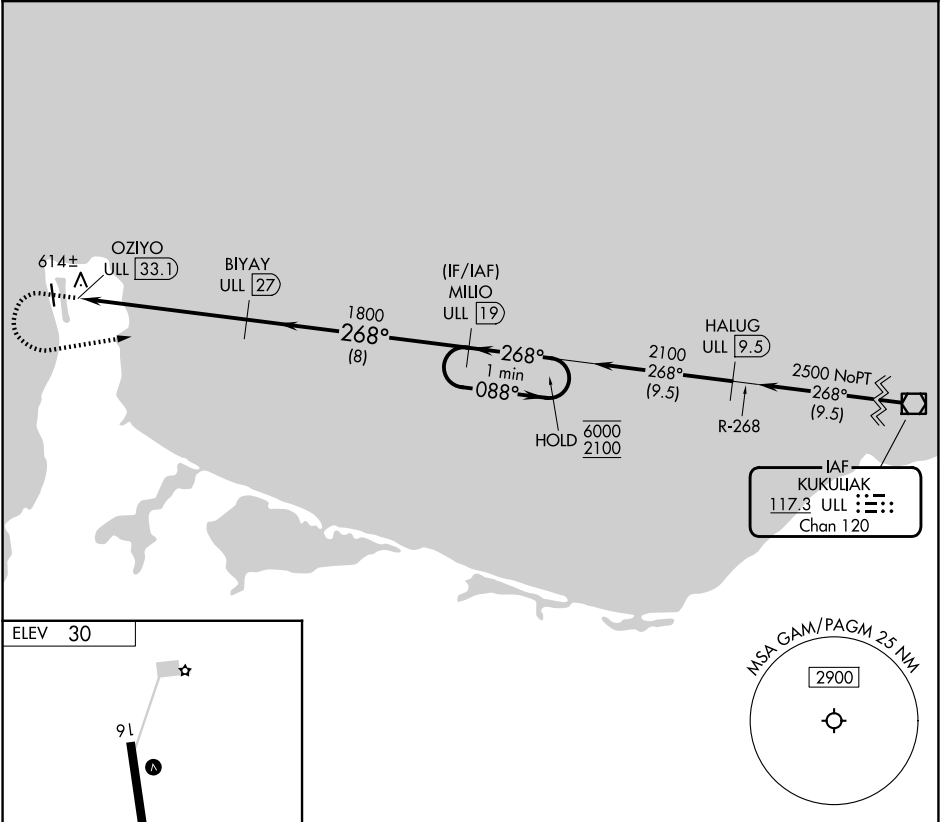
AK, 03 SEP 2026 to 29 OCT 2026

VOR/DME ULL 117.3 Chan 120	APP CRS 268°	Rwy Ldg TDZE Apt Elev N/A N/A 30
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VOR-A
GAMBELL (GAM)(PAGM)

DME required. ⚠ -26°C	MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 heading 071° and on ULL VOR/DME R-268 to MILIO/ULL 19 DME and hold.
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AWOS-3P 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7 0
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1200	2100	ULL R-268	MILIO ULL 19	MILIO ULL 19	One Minute Holding Pattern
hdg 071°					
		OZIYO ULL 33.1	BIYAY ULL 27		088° → 6000 ← 268° 2100
			1800		
		6.1 NM	8 NM		
CATEGORY	A	B	C	D	
CIRCLING	1000-1¼ 970 (1000-1¼)	1000-1½ 970 (1000-1½)	1000-3	970 (1000-3)	

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

GOLOVIN, ALASKA

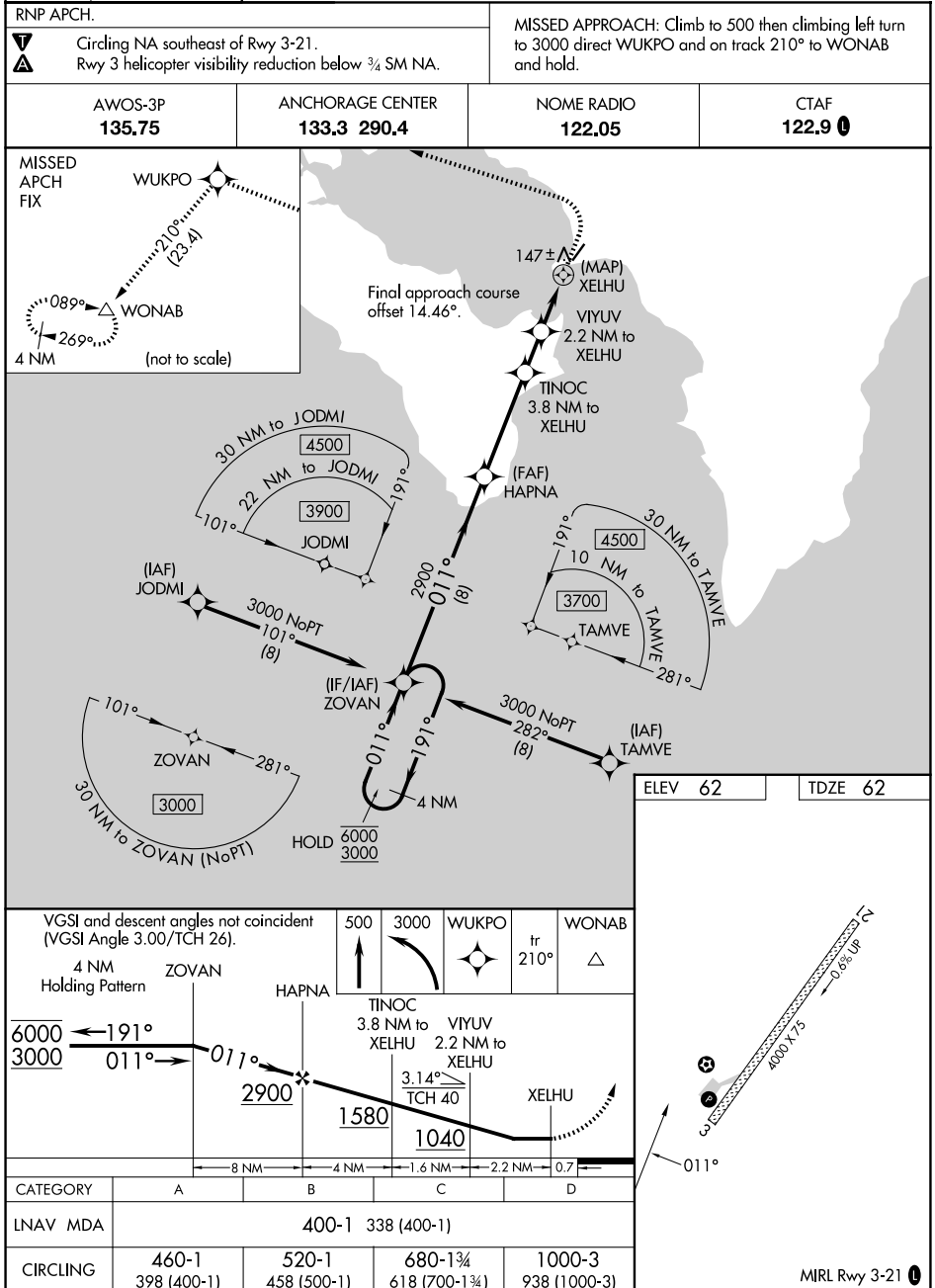
AL-10155 (FAA)

26022

APP CRS	Rwy Ldg	4000
011°	TDZE	62
	Apt Elev	62

RNAV (GPS) RWY 3

GOLOVIN (GLV) (PAGL)



GOLOVIN, ALASKA

Amdt 1A 15AUG19

64°33'N-163°00'W

GOLOVIN (GLV) (PAGL)

RNAV (GPS) RWY 3

GRAYLING, ALASKA

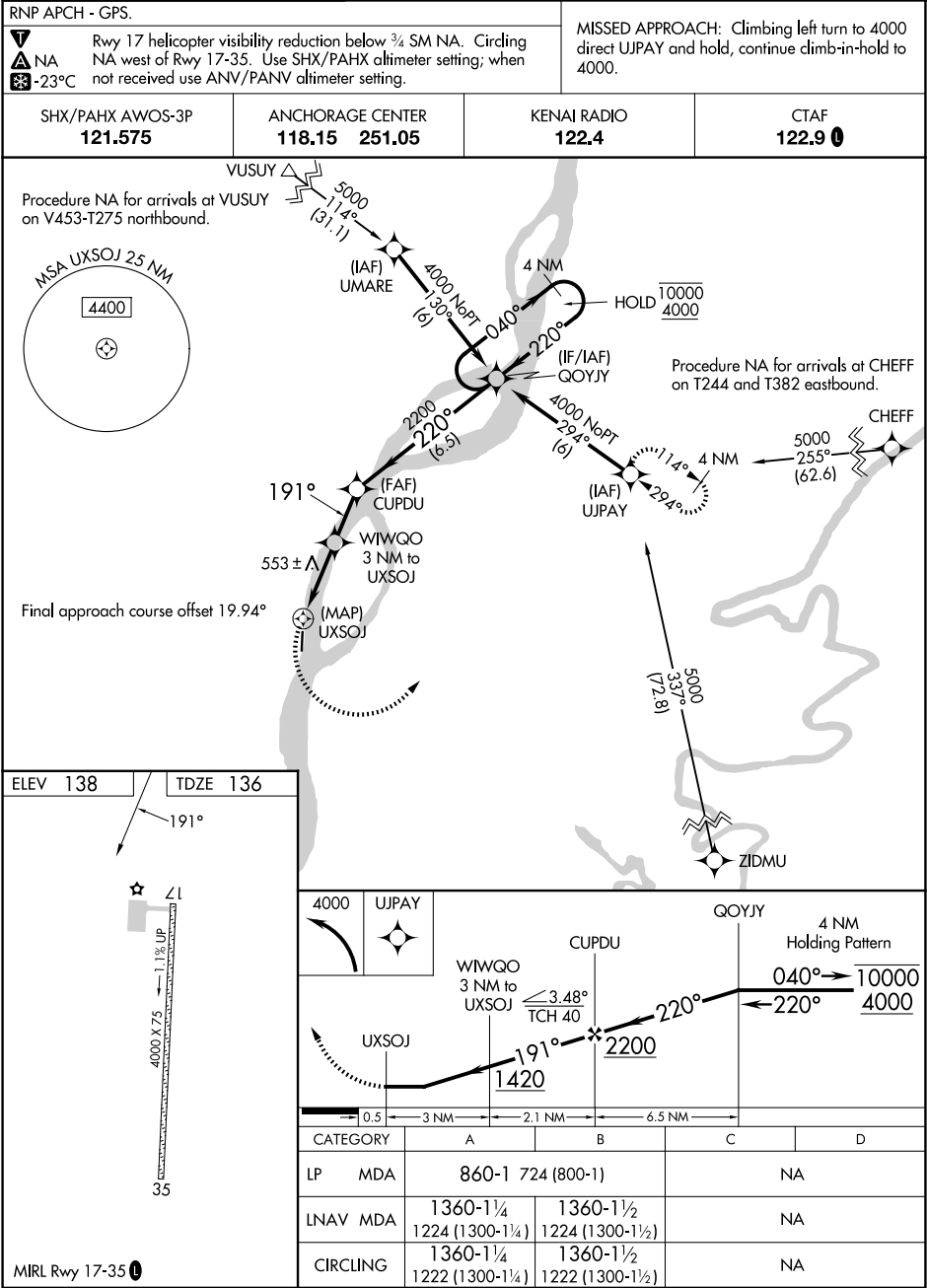
AL-9987 (FAA)

25275

WAAS CH 93540 W17A	APP CRS 191°	Rwy Ldg TDZE 136 Apt Elev 138
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RNAV (GPS) RWY 17

GRAYLING (KGX)(PAGX)



GULKANA, ALASKA

AL-1220 (FAA)

25331

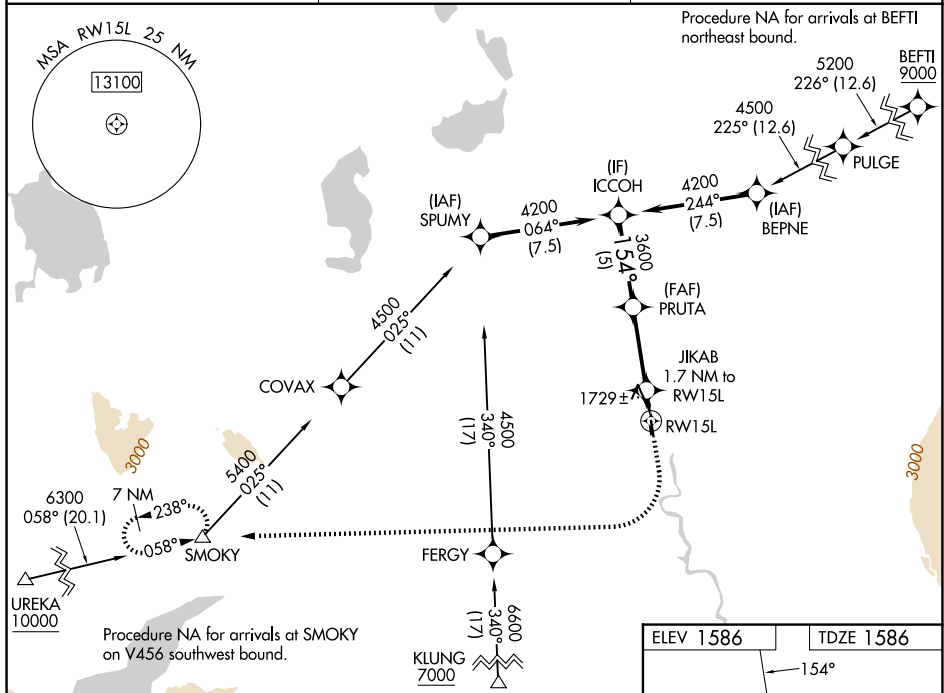
WAAS CH 82543 W15A	APP CRS 154°	Rwy Ldg TDZE 1586 Apt Elev 1586
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RNAV (GPS) RWY 15L

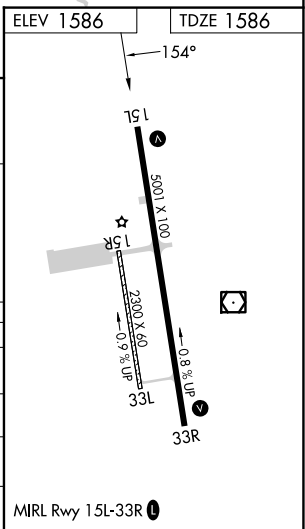
GULKANA (GKN) (PAGK)

RNP APCH-GPS. ▼ Circling Rwy 15R, 33L NA at night. Rwy 15L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.	MISSED APPROACH: Climb to 2100 then climbing right turn to 7000 direct SMOKY and hold, continue climb-in-hold to 7000.
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ASOS 134.85	ANCHORAGE CENTER 119.5 317.5	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNAV/ VNAV	DA	1836-1	250 (300-1)	
LPV	DA	1877-1	291 (300-1)	
LNAV MDA	2040-1	454 (500-1)	2040-1¾	454 (500-1¾)
CIRCLING	2040-1 454 (500-1)	2080-1 494 (500-1)	2080-1½ 494 (500-1½)	2200-2 614 (700-2)



GULKANA, ALASKA
Orig-A 08SEP22

62°09'N-145°27'W

GULKANA (GKN) (PAGK)

RNAV (GPS) RWY 15L

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40343 W33A	APP CRS 334°	Rwy Ldg TDZE Apt Elev	5001 1573 1586
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RNAV (GPS) RWY 33R

GULKANA (GKN) (PAGK)

RNP APCH-GPS.

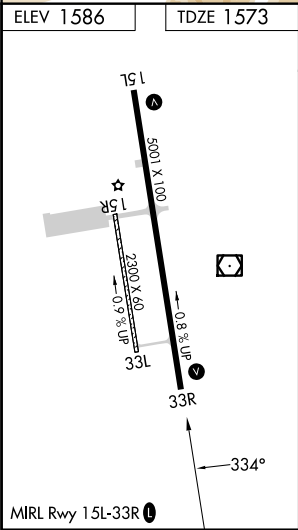
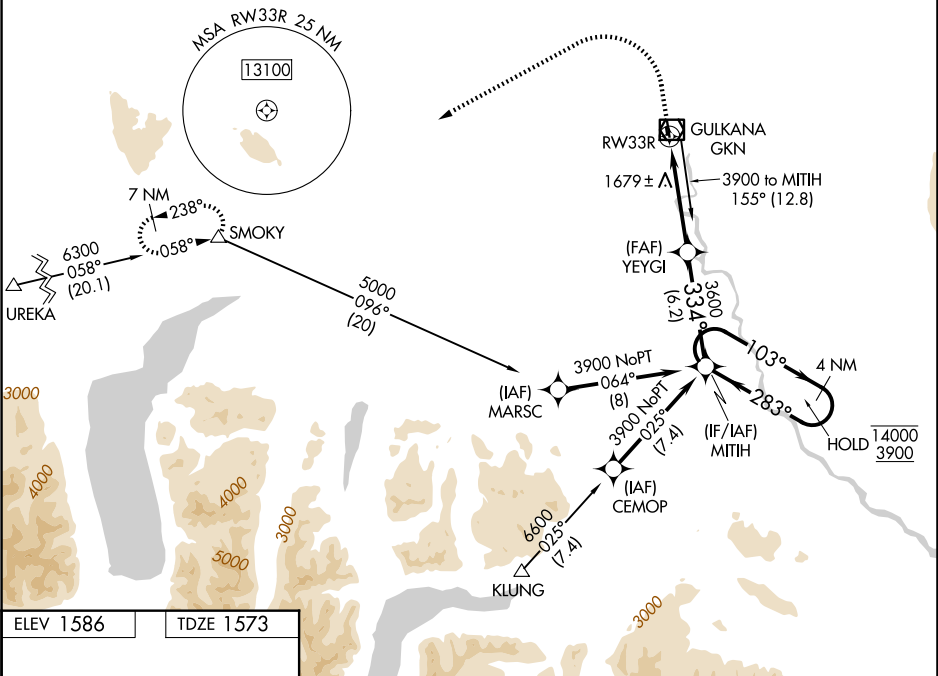
▼

Circling Rwy 15R, 33L NA at night. Rwy 33R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

MISSED APPROACH:

Climb to 2100 then climbing left turn to 7000 direct SMOKY and hold, continue climb-in-hold to 7000.

ASOS 134.85	ANCHORAGE CENTER 119.5 317.5	CTAF 122.9
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2100 7000 SMOKY VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).				
YEYGI MITIH 4 NM Holding Pattern				
1.3 NM to RW33R 1.3 NM 5 NM 6.2 NM				
CATEGORY	A	B	C	D
LPV DA	1823-1 250 (300-1)			
LNAV/VNAV DA	1890-1 317 (400-1)			
LNAV MDA	2000-1 427 (500-1)		2000-1¼ 427 (500-1¼)	
CIRCLING	2040-1 454 (500-1)	2080-1 494 (500-1)	2080-1½ 494 (500-1½)	2200-2 614 (700-2)

GULKANA, ALASKA

AL-1220 (FAA)

25331

VOR/DME GKN 115.6 Chan 103	APP CRS 148°	Rwy Ldg TDZE 1586 Apt Elev 1586
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VOR RWY 15L

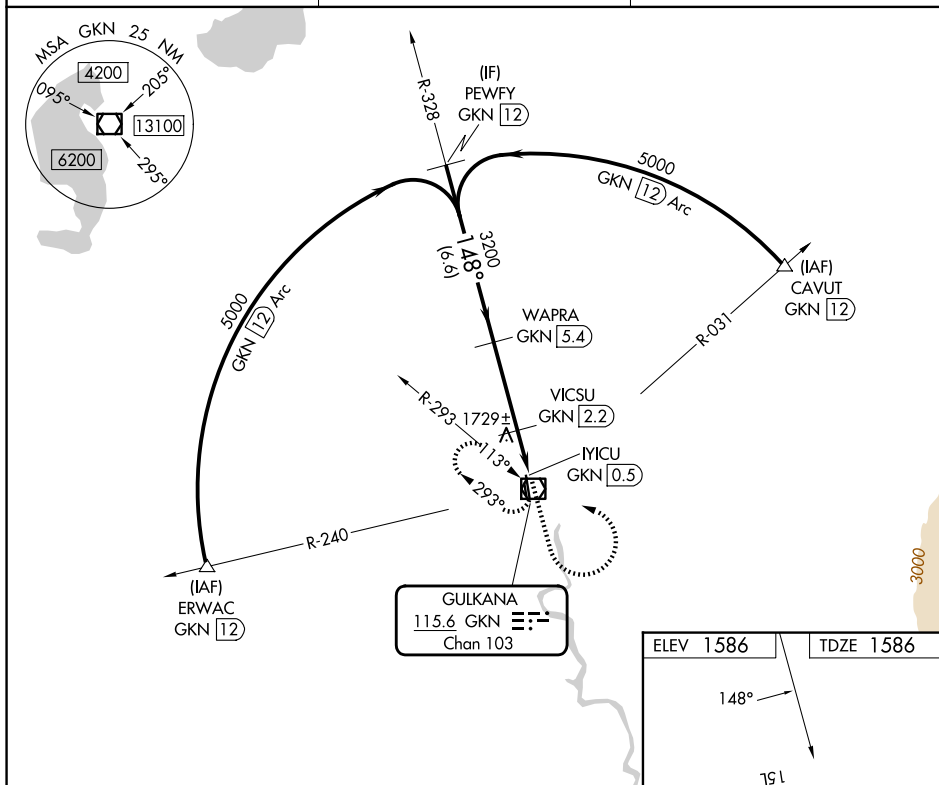
GULKANA (GKN) (PAGK)

DME required.

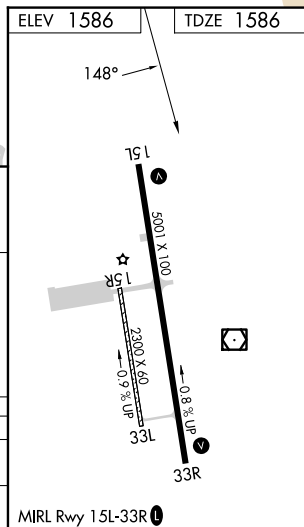
⚠ Circling Rwy 15R, 33L NA at night. Rwy 15L helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GKN VOR/DME and hold, continue climb-in-hold to 4000.

ASOS 134.85	ANCHORAGE CENTER 119.5 317.5	CTAF 122.9 0
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	PEWIFY GKN 12	WAPRA GKN 5.4	VICSU GKN 2.2	MYCU GKN 0.5
	5000	3200	2160	
	6.6 NM	3.2 NM	1.7 NM	
CATEGORY	A	B	C	D
S-15L	2040-1	454 (500-1)	2040-1 $\frac{3}{8}$	454 (500-1 $\frac{3}{8}$)
CIRCLING	2040-1	2080-1	2080-1 $\frac{1}{2}$	2200-2
	454 (500-1)	494 (500-1)	494 (500-1 $\frac{1}{2}$)	614 (700-2)



GULKANA, ALASKA

Orig-A 31DEC20

62°09'N-145°27'W

GULKANA (GKN) (PAGK)

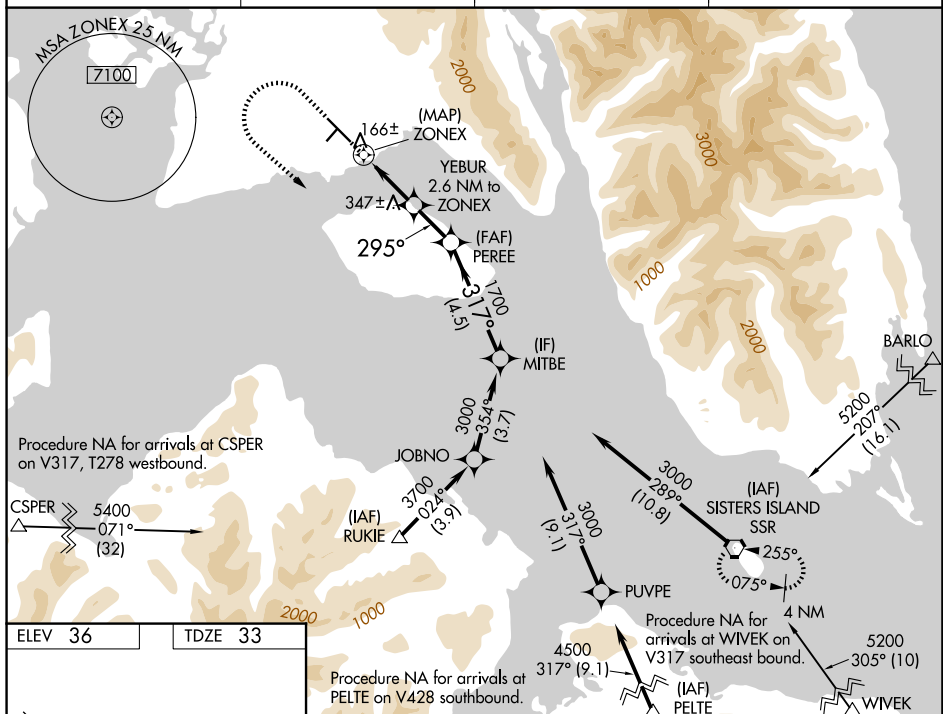
VOR RWY 15L

AK, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 29
GUSTAVUS(GST)(PAGS)

 Circling NA northeast of Rwy 11-29.
 Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 -13°C

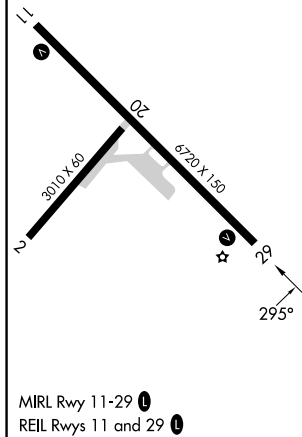
MISSED APPROACH: (Do not exceed 210 KIAS until SSR VORTAC) Climb to 1000 then climbing left turn to 3000 direct SSR VORTAC and hold.

CTAF
122.5 

Procedure NA for arrivals at PELTE on V428 southbound.

Procedure NA for arrivals at WIVEK on V317 southeast bound

30.5° (10)



MIRL Rwy 11-29 **L**
REIL Rwys 11 and 29 **L**

GUSTAVUS, ALASKA

AL-1192 (FAA)

25275

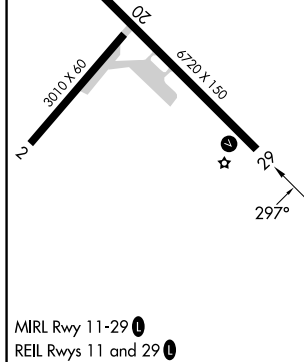
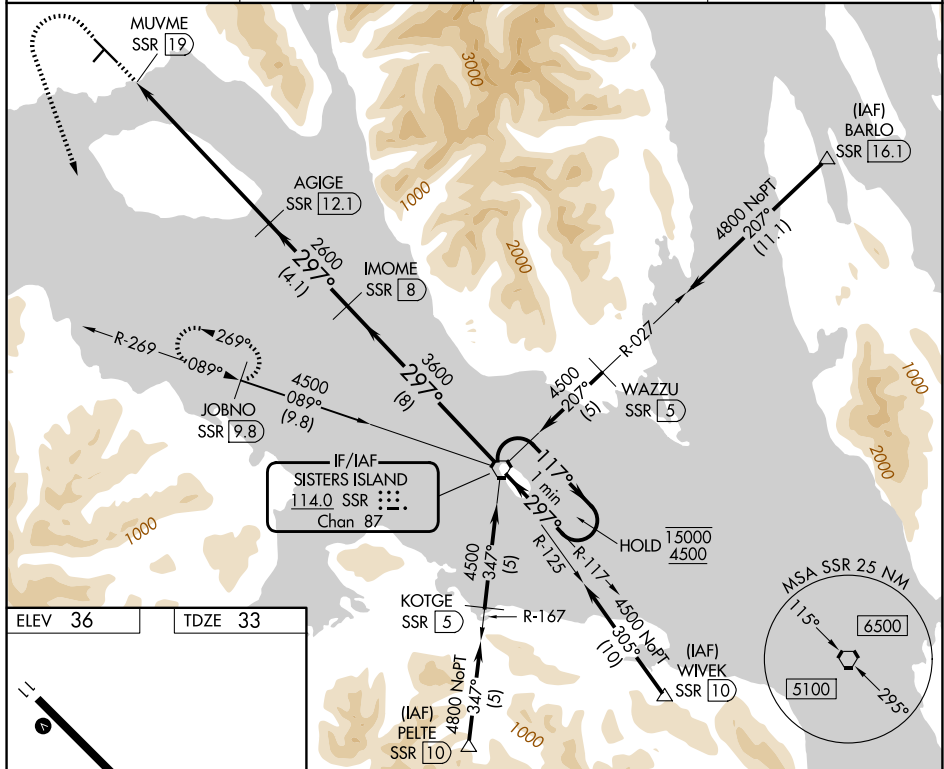
VORTAC SSR 114.0 Chan 87	APP CRS 297°	Rwy Ldg TDZE 33 Apt Elev 36
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VOR RWY 29

GUSTAVUS (GST)(PAGS)

DME required.	MISSED APPROACH: Climb to 2100 then climbing left turn to 5200 on heading 140° and SSR VORTAC R-269 to JOBNO/9.8 DME and hold, continue climb-in-hold to 5200.
 Circling NA northeast of Rwy 11-29. Rwy 29 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 29 NA at night. Circling Rwy 2, 20, 29 NA at night. When local altimeter setting not received, use HNH/PAOH altimeter setting and increase all MDAs 60 feet.	

AWOS-3P 125.9	ANCHORAGE CENTER 133.2 360.65	JUNEAU RADIO 122.65	CTAF 122.50
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2100	5200	SSR R-269	JOBNO SSR 9.8	IMOME SSR 8	SSR VORTAC	One Minute Holding Pattern
hdg 140°						
		MUVME SSR 119	AGIGE SSR 12.1			
		2600	297°	3600	117°	15000
		1 NM	6.9 NM	4.1 NM	8 NM	4500
CATEGORY	A	B	C	D		
S-29	1300-1¼ 1267 (1300-1¼)	1300-1½ 1267 (1300-1½)	1300-3	1267 (1300-3)		
CIRCLING	1300-1¼ 1264 (1300-1¼)	1300-1½ 1264 (1300-1½)	1300-3	1264 (1300-3)		

GUSTAVUS, ALASKA
Amdt 3 26DEC24

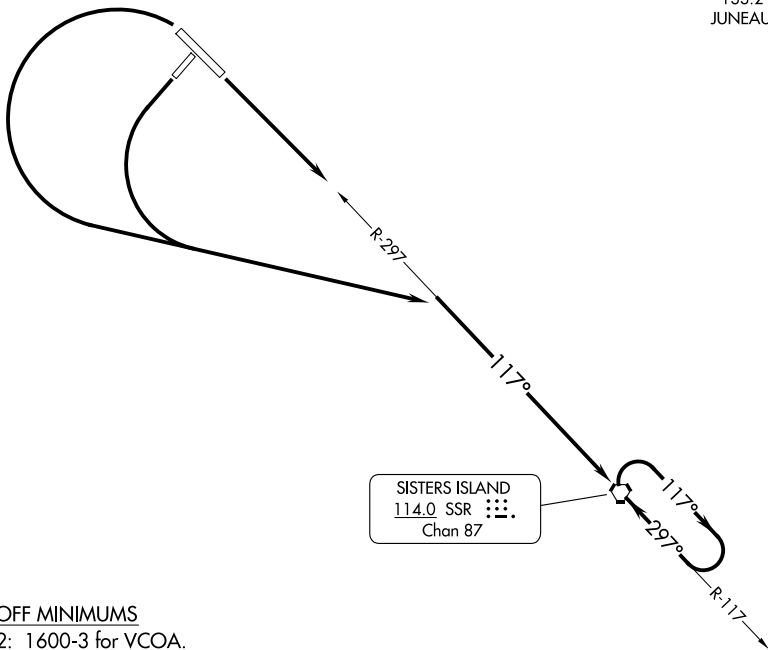
58°26'N-135°42'W

GUSTAVUS (GST)(PAGS)
VOR RWY 29

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE CENTER
133.2 360.65
JUNEAU RADIO
122.65



TAKEOFF MINIMUMS

- Rwy 2: 1600-3 for VCOA.
- Rwy 11: Standard with minimum climb of 230' per NM to 1000 or 1600-3 for VCOA.
- Rwy 20: Standard with minimum climb of 215' per NM to 1100 or 1600-3 for VCOA.
- Rwy 29: 300-1 $\frac{3}{4}$ or standard with minimum climb of 270' per NM to 300 or 1600-3 for VCOA.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 2: VCOA.
 - TAKEOFF RUNWAY 11: Climb to at or above 4000 to intercept SSR R-297 to SSR VORTAC.
 - TAKEOFF RUNWAY 20: Climbing left turn to at or above 4000 to intercept SSR R-297 to SSR VORTAC.
 - TAKEOFF RUNWAY 29: Climbing left turn to at or above 4000 to intercept SSR R-297 to SSR VORTAC.
- VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross GUSTAVUS airport southeast bound at or above 1 500, continue climb to at or above 4000 on SSR R-297 to SSR VORTAC.

GUSTAVUS TWO DEPARTURE (OBSTACLE)

AL-1192 (FAA)

GUSTAVUS (GST)(PAGS)

GUSTAVUS, ALASKA

TAKEOFF OBSTACLE NOTES

Rwy 11: Tree, navoids, vegetation beginning 2' from DER, 64' right of centerline, up to 11' AGL/36' MSL.

Navaid 10' from DER, 54' left of centerline, 2' AGL/30' MSL.

Navaid, tree beginning 10' from DER, 148' left of centerline, up to 6' AGL/33' MSL.

Tree 118' from DER, 329' left of centerline, 12' AGL/38' MSL.

Trees beginning 154' from DER, 520' right of centerline, up to 18' AGL/43' MSL.

Tree 329' from DER, 355' left of centerline, 15' AGL/41' MSL.

Tree 441' from DER, 371' left of centerline, 20' AGL/43' MSL.

Tree 644' from DER, 575' left of centerline, 43' AGL/65' MSL.

Trees beginning 691' from DER, 496' right of centerline, up to 90' AGL/115' MSL.

Tree 906' from DER, 587' left of centerline, 103' AGL/129' MSL.

Trees beginning 917' from DER, 531' right of centerline, up to 105' AGL/130' MSL.

Trees beginning 922' from DER, 609' left of centerline, up to 111' AGL/136' MSL.

Trees beginning 1173' from DER, 550' left of centerline, up to 114' AGL/140' MSL.

Trees beginning 1349' from DER, 561' left of centerline, up to 116' AGL/141' MSL.

Tree 1448' from DER, 779' right of centerline, 113' AGL/136' MSL.

Trees beginning 1555' from DER, 247' right of centerline, up to 126' AGL/151' MSL.

Trees beginning 2044' from DER, 334' left of centerline, up to 128' AGL/152' MSL.

Trees beginning 2164' from DER, 311' left of centerline, up to 133' AGL/157' MSL.

Trees beginning 2210' from DER, 63' right of centerline, up to 131' AGL/154' MSL.

Trees beginning 2298' from DER, 153' left of centerline, up to 141' AGL/166' MSL.

Rwy 20: Vegetation 2' from DER, 130' left of centerline, 2' AGL/31' MSL.

Vegetation 2' from DER, 199' right of centerline, 3' AGL/31' MSL.

Vegetation 44' from DER, 198' right of centerline, 4' AGL/32' MSL.

Trees, vegetation, fence beginning 51' from DER, 129' right of centerline, up to 86' AGL/113' MSL.

Fence 68' from DER, 350' left of centerline, 7' AGL/35' MSL.

Trees beginning 152' from DER, 210' left of centerline, up to 92' AGL/120' MSL.

Trees beginning 621' from DER, 197' right of centerline, up to 93' AGL/121' MSL.

Trees beginning 917' from DER, 288' left of centerline, up to 99' AGL/127' MSL.

Trees beginning 984' from DER, 197' left of centerline, up to 101' AGL/130' MSL.

Trees beginning 1041' from DER, 267' right of centerline, up to 94' AGL/122' MSL.

Trees beginning 1079' from DER, 261' right of centerline, up to 100' AGL/127' MSL.

Trees beginning 1100' from DER, 261' left of centerline, up to 106' AGL/133' MSL.

Trees beginning 1159' from DER, 2' left of centerline, up to 121' AGL/148' MSL.

Trees beginning 1592' from DER, 462' right of centerline, up to 112' AGL/141' MSL.

Trees beginning 1691' from DER, 35' right of centerline, up to 114' AGL/142' MSL.

Trees beginning 2141' from DER, 9' right of centerline, up to 121' AGL/148' MSL.

Trees beginning 2596' from DER, 688' right of centerline, up to 129' AGL/155' MSL.

Trees beginning 2758' from DER, 23' right of centerline, up to 144' AGL/169' MSL.

Trees beginning 3516' from DER, 308' left of centerline, up to 124' AGL/149' MSL.

Trees beginning 3703' from DER, 90' left of centerline, up to 130' AGL/155' MSL.

Tree 5387' from DER, 1409' right of centerline, 147' AGL/172' MSL.

(CONTINUED ON FOLLOWING PAGE)

GUSTAVUS TWO DEPARTURE (OBSTACLE)

GUSTAVUS, ALASKA

GUSTAVUS (GST)(PAGS)

(CONTINUED)

TAKEOFF OBSTACLE NOTES

Rwy 29: Vegetation 1' from DER, 457' left of centerline, 4' AGL/37' MSL.
Navajds beginning 9' from DER, 54' right of centerline, up to 2' AGL/38' MSL.
Navajds beginning 9' from DER, 64' left of centerline, up to 2' AGL/38' MSL.
Navaid 10' from DER, 152' left of centerline, 5' AGL/40' MSL.
Navaid, vegetation beginning 10' from DER, 140' right of centerline, up to 5' AGL/40' MSL.
Tree 139' from DER, 312' right of centerline, 6' AGL/42' MSL.
Tree 177' from DER, 385' left of centerline, 16' AGL/49' MSL.
Tree 263' from DER, 473' left of centerline, 18' AGL/51' MSL.
Trees beginning 354' from DER, 360' left of centerline, up to 30' AGL/63' MSL.
Trees beginning 650' from DER, 368' left of centerline, up to 35' AGL/68' MSL.
Tree 923' from DER, 631' right of centerline, 78' AGL/111' MSL.
Tree 946' from DER, 396' right of centerline, 88' AGL/121' MSL.
Trees beginning 1054' from DER, 280' right of centerline, up to 95' AGL/130' MSL.
Trees beginning 1117' from DER, 167' left of centerline, up to 68' AGL/101' MSL.
Trees beginning 1146' from DER, 147' right of centerline, up to 97' AGL/133' MSL.
Trees beginning 1318' from DER, 430' left of centerline, up to 82' AGL/116' MSL.
Trees beginning 1400' from DER, 486' left of centerline, up to 87' AGL/121' MSL.
Trees beginning 1493' from DER, 145' right of centerline, up to 103' AGL/139' MSL.
Tree 1896' from DER, 994' left of centerline, 90' AGL/124' MSL.
Trees beginning 1930' from DER, 118' left of centerline, up to 121' AGL/156' MSL.
Trees beginning 2220' from DER, 117' left of centerline, up to 134' AGL/169' MSL.
Trees beginning 2383' from DER, 165' right of centerline, up to 108' AGL/144' MSL.
Trees beginning 2680' from DER, 431' left of centerline, up to 135' AGL/170' MSL.
Trees beginning 2835' from DER, 207' left of centerline, up to 139' AGL/174' MSL.
Trees beginning 3552' from DER, 352' right of centerline, up to 121' AGL/158' MSL.
Trees beginning 4183' from DER, 1024' left of centerline, up to 140' AGL/176' MSL.
Trees beginning 4474' from DER, 1071' left of centerline, up to 141' AGL/177' MSL.
Trees beginning 4741' from DER, 127' left of centerline, up to 159' AGL/195' MSL.
Tree 5082' from DER, 24' right of centerline, 133' AGL/171' MSL.
Trees beginning 5326' from DER, 188' right of centerline, up to 142' AGL/181' MSL.
Trees beginning 5350' from DER, 21' left of centerline, up to 169' AGL/204' MSL.
Trees beginning 5448' from DER, 86' right of centerline, up to 148' AGL/186' MSL.
Trees beginning 5551' from DER, 14' left of centerline, up to 175' AGL/210' MSL.
Trees beginning 5668' from DER, 39' right of centerline, up to 151' AGL/188' MSL.
Trees beginning 5760' from DER, 3' right of centerline, up to 153' AGL/ 191' MSL.
Trees beginning 5844' from DER, 85' right of centerline, up to 156' AGL/193' MSL.
Trees beginning 5893' from DER, 64' right of centerline, up to 157' AGL/195' MSL.
Trees beginning 1 NM from DER, 87' right of centerline, up to 174' AGL/212' MSL.

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

TAKEOFF OBSTACLE NOTES

Rwy 2: Vegetation beginning 6' from DER, 135' left of centerline, up to 6' AGL/35' MSL.
 Vegetation 11' from DER, 262' right of centerline, 4' AGL/33' MSL.
 Vegetation 32' from DER, 129' right of centerline, 3' AGL/35' MSL.
 Vegetation, trees beginning 56' from DER, 178' right of centerline, up to 8' AGL/39' MSL.
 Vegetation beginning 99' from DER, 173' left of centerline, up to 6' AGL/37' MSL.
 Vegetation 112' from DER, 451' left of centerline, 7' AGL/38' MSL.
 Tree 703' from DER, 164' right of centerline, 22' AGL/51' MSL.
 Tree 1014' from DER, 747' right of centerline, 35' AGL/63' MSL.
 Tree 1088' from DER, 314' left of centerline, 44' AGL/70' MSL.
 Trees beginning 1089' from DER, 199' right of centerline, up to 67' AGL/99' MSL.
 Tree 1118' from DER, 233' left of centerline, 67' AGL/99' MSL.
 Tree 1140' from DER, 184' left of centerline, 70' AGL/101' MSL.
 Tree 1142' from DER, 399' left of centerline, 86' AGL/121' MSL.
 Trees beginning 1157' from DER, 364' right of centerline, up to 107' AGL/140' MSL.
 Trees beginning 1214' from DER, 13' right of centerline, up to 113' AGL/145' MSL.
 Trees beginning 1222' from DER, 177' left of centerline, up to 105' AGL/140' MSL.
 Tree 1339' from DER, 517' left of centerline, 110' AGL/142' MSL.
 Trees beginning 1350' from DER, 13' left of centerline, up to 114' AGL/147' MSL.
 Trees beginning 2872' from DER, 83' left of centerline, up to 115' AGL/149' MSL.
 Trees beginning 3954' from DER, 78' right of centerline, up to 114' AGL/146' MSL.
 Trees beginning 4206' from DER, 1324' left of centerline, up to 122' AGL/157' MSL.
 Tree 1.9 NM from DER, 382' right of centerline, 158' AGL/365' MSL.
 Trees beginning 1.9 NM from DER, 410' left of centerline, up to 136' AGL/369' MSL.
 Tree 2 NM from DER, 810' right of centerline, 154' AGL/366' MSL.
 Trees beginning 2 NM from DER, 57' right of centerline, up to 173' AGL/411' MSL.
 Tree 2 NM from DER, 2653' left of centerline, 59' AGL/386' MSL.
 Tree 2 NM from DER, 2050' left of centerline, 121' AGL/413' MSL.
 Tree 2 NM from DER, 3311' left of centerline, 128' AGL/447' MSL.
 Trees beginning 2.1 NM from DER, 39' left of centerline, up to 128' AGL/473' MSL.
 Tree 2.1 NM from DER, 2107' right of centerline, 147' AGL/420' MSL.
 Trees beginning 2.1 NM from DER, 846' right of centerline, up to 146' AGL/423' MSL.
 Trees beginning 2.2 NM from DER, 2437' left of centerline, up to 86' AGL/529' MSL.
 Tree 2.2 NM from DER, 472' right of centerline, 137' AGL/447' MSL.
 Tree 2.2 NM from DER, 3161' right of centerline, 120' AGL/462' MSL.
 Trees beginning 2.2 NM from DER, 2054' left of centerline, up to 144' AGL/589' MSL.
 Trees beginning 2.2 NM from DER, 1069' right of centerline, up to 101' AGL/477' MSL.
 Trees beginning 2.3 NM from DER, 1251' left of centerline, up to 153' AGL/633' MSL.
 Trees beginning 2.3 NM from DER, 670' right of centerline, up to 92' AGL/531' MSL.
 Trees beginning 2.3 NM from DER, 98' left of centerline, up to 94' AGL/642' MSL.
 Trees beginning 2.3 NM from DER, 1340' right of centerline, up to 119' AGL/591' MSL.
 Tree 2.4 NM from DER, 2405' left of centerline, 111' AGL/744' MSL.
 Trees beginning 2.4 NM from DER, 146' right of centerline, up to 193' AGL/683' MSL.
 Trees beginning 2.4 NM from DER, 1354' left of centerline, up to 171' AGL/851' MSL.
 Trees beginning 2.4 NM from DER, 404' left of centerline, up to 189' AGL/919' MSL.
 Tree 2.4 NM from DER, 1934' right of centerline, 135' AGL/780' MSL.
 Tree 2.4 NM from DER, 2671' right of centerline, up to 133' AGL/781' MSL.
 Trees beginning 2.5 NM from DER, 796' right of centerline, up to 171' AGL/953' MSL.
 Tree 2.5 NM from DER, 2715' right of centerline, 155' AGL/962' MSL.
 Tree 2.5 NM from DER, 2236' right of centerline, 153' AGL/967' MSL.
 Trees beginning 2.5 NM from DER, 151' right of centerline, up to 161' AGL/977' MSL.

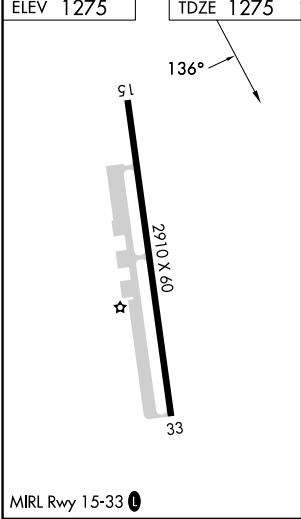
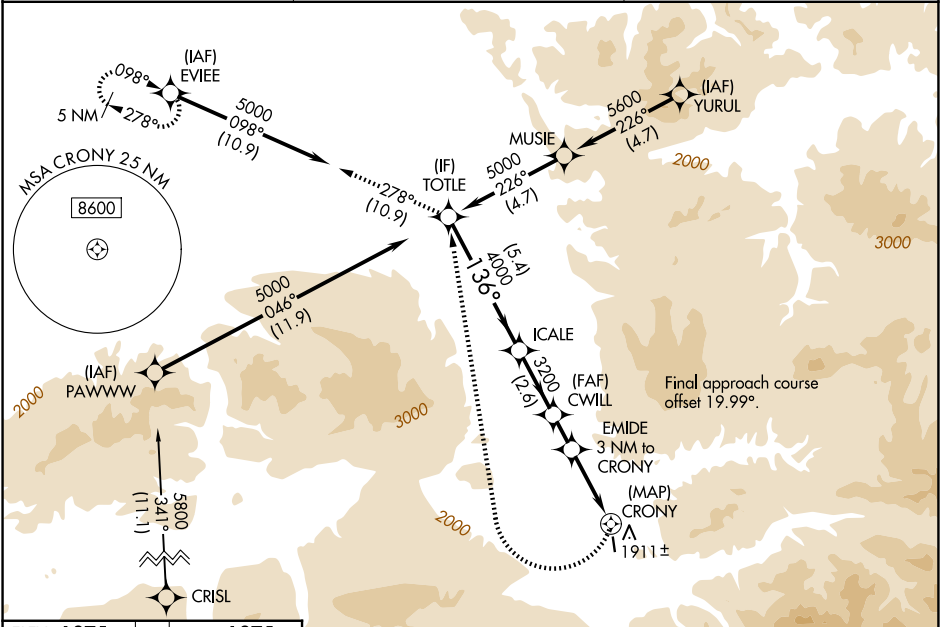
WAAS CH 53539 W15A	APP CRS 136°	Rwy Ldg TDZE Apt Elev	2910 1275 1275
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RNAV (GPS) RWY 15

HEALY RIVER (HRR) (PAHV)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 5800 direct TOTLE and on track 278° to EVIEE and hold.
NA McKinley Park altimeter setting; when not received, procedure NA. Rwy 15 helicopter visibility reduction below 1 SM NA.	*Missed approach requires minimum climb of 340 feet per NM to 3100.

INR/PAIN AWOS-3P 135.75	ANCHORAGE CENTER 120.9 319.2	CTAF 122.9
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TOTLE		ICALE		CWILL		EMIDE 3 NM to CRONY		TOTLE		tr 278°		EVIEE	
5000				4000		3200		2640					
136°				3.66°		TCH 40						CRONY	
5.4 NM		2.6 NM		1.4 NM		3 NM		0.5					
CATEGORY	A		B		C		D						
LP MDA*	2100-1 825 (900-1)		2100-1¼ 825 (900-1¼)				NA						
LP MDA	2240-1¼ 965 (1000-1¼)		2240-1½ 965 (1000-1½)				NA						
LNAV MDA*	2260-1¼ 985 (1000-1¼)		2260-1½ 985 (1000-1½)				NA						
LNAV MDA	2560-1¼ 1285 (1300-1¼)		2560-1½ 1285 (1300-1½)				NA						
CIRCLING	2560-1¼ 1285 (1300-1¼)		2560-1½ 1285 (1300-1½)				NA						

HEALY, ALASKA

AL-10968 (FAA)

25219

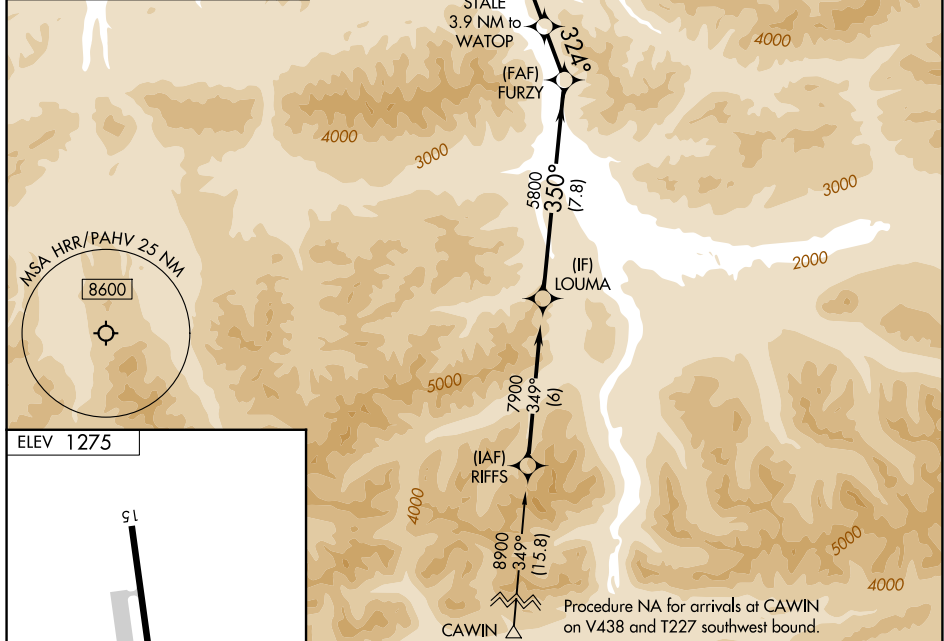
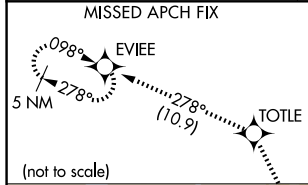
APP CRS	Rwy Ldg	N/A
324°	TDZE	N/A
	Apt Elev	1275

RNAV (GPS)-A

HEALY RIVER (HRR) (PAHV)

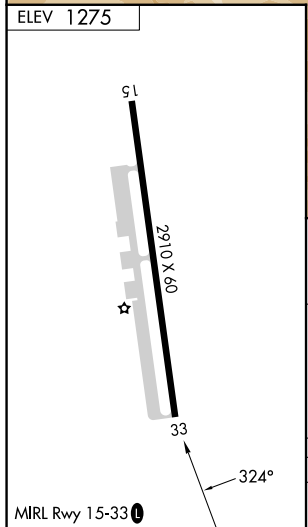
RNP APCH - GPS.		MISSED APPROACH: Climb to 5800 direct TOTLE and on track 278° to EVIEE and hold.
▼	Procedure NA at night. Rwy 15 and 33 helicopter visibility reduction below 1 SM NA. Use McKinley Park altimeter setting; when not received, procedure NA.	
▲ NA		
❄ -14°C		

INR/PAIN AWOS-3P 135.75	ANCHORAGE CENTER 120.9 319.2	CTAF 122.9
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AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

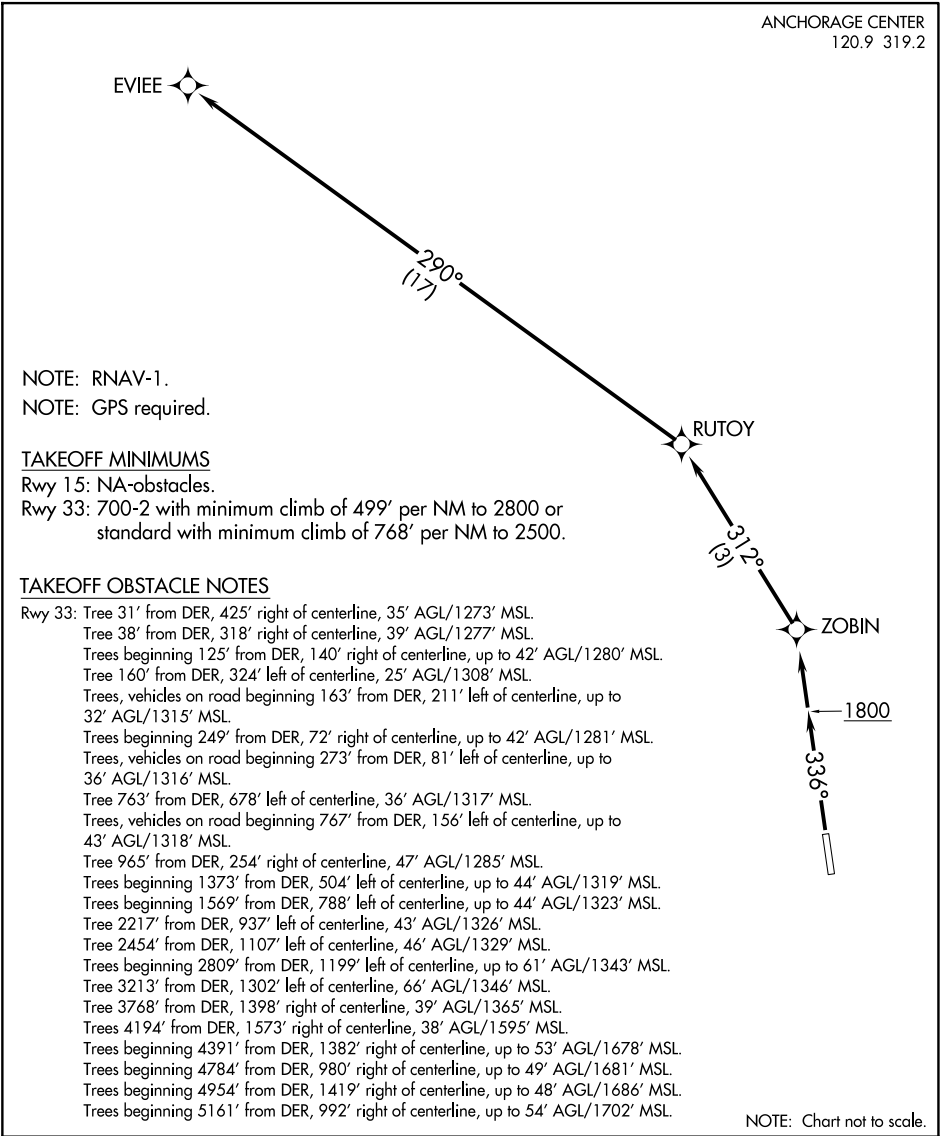


5800	TOTLE	fr 278°	EVIEE	LOUMA
				7900
		STALE 3.9 NM to WATOP	FURZY	
			324°	350°
			5200	5800
		3.9 NM	2 NM	7.8 NM
CATEGORY	A	B	C	D
CIRCLING	3640-1¼ 2365 (2400-1¼)	3640-1½ 2365 (2400-1½)	3720-3 2445 (2500-3)	NA

HEALY, ALASKA
Amdt 1 29DEC22

63°52'N-148°58'W

HEALY RIVER (HRR) (PAHV)
RNAV (GPS)-A



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 336° to 1800, then climb direct to ZOBIN, then on track 312° to RUTOY, then on track 290° to cross EVIEE at or above MEA for route of flight.

HOLY CROSS, ALASKA

AL-9470 (FAA)

24249

WAAS CH 57947 W02A	APP CRS 021°	Rwy Idg 4000 TDZE 74 Apt Elev 75
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RNAV (GPS) RWY 2

HOLY CROSS (HCA) (PAHC)

RNP APCH - GPS.

⚠ Circling Rwy 20 NA at night. Circling NA west of Rwy 2-20. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Anvik altimeter setting. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat B, C and D $\frac{1}{2}$ SM, and LP visibility Cat C and D $\frac{3}{8}$ SM, and Circling all visibilities $\frac{1}{2}$ SM.

❄ -28°C

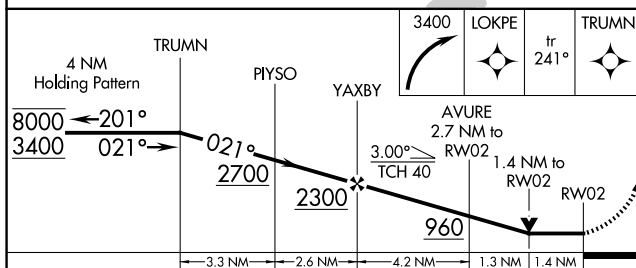
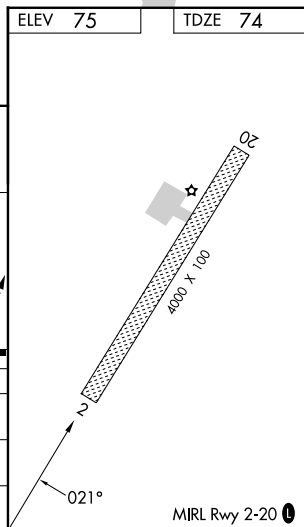
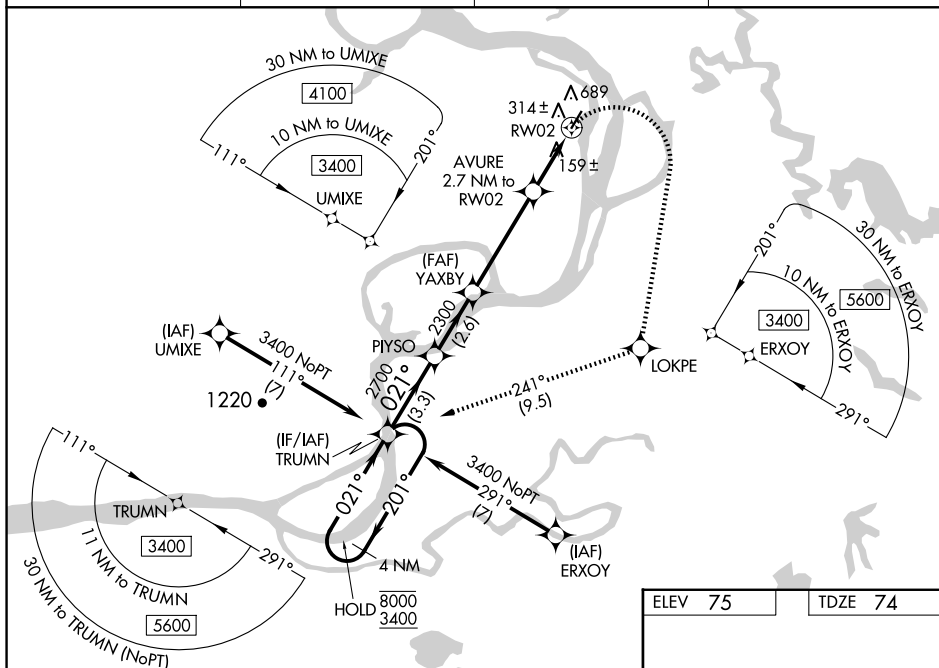
MISSED APPROACH: Climbing right turn to 3400 direct LOKPE and on track 241° to TRUMN and hold, continue climb-in-hold to 3400.

AWOS-3P
118.325

ANCHORAGE CENTER
118.15 251.05

KENAI RADIO
122.45

CTAF
122.8 0



CATEGORY	A	B	C	D
LP MDA	560-1	486 (500-1)	560-1 $\frac{3}{8}$	486 (500-1 $\frac{3}{8}$)
LNAV MDA	800-1	726 (800-1)	800-2	726 (800-2)
CIRCLING	800-1	725 (800-1)	800-2 725 (800-2)	800-2 $\frac{1}{4}$ 725 (800-2 $\frac{1}{4}$)

HOLY CROSS, ALASKA

Amdt 1 11JUL24

62°11'N-159°46'W

HOLY CROSS (HCA) (PAHC)
RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 60948 W20A	APP CRS 201°	Rwy Idg 4000 TDZE 75 Apt Elev 75
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RNAV (GPS) RWY 20

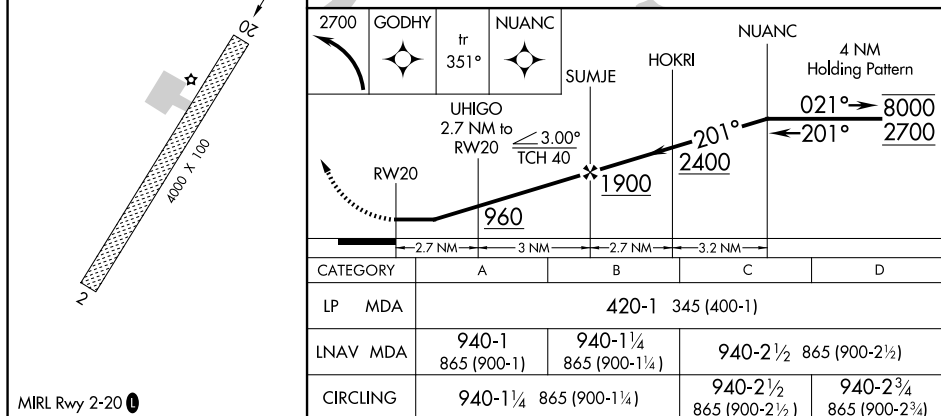
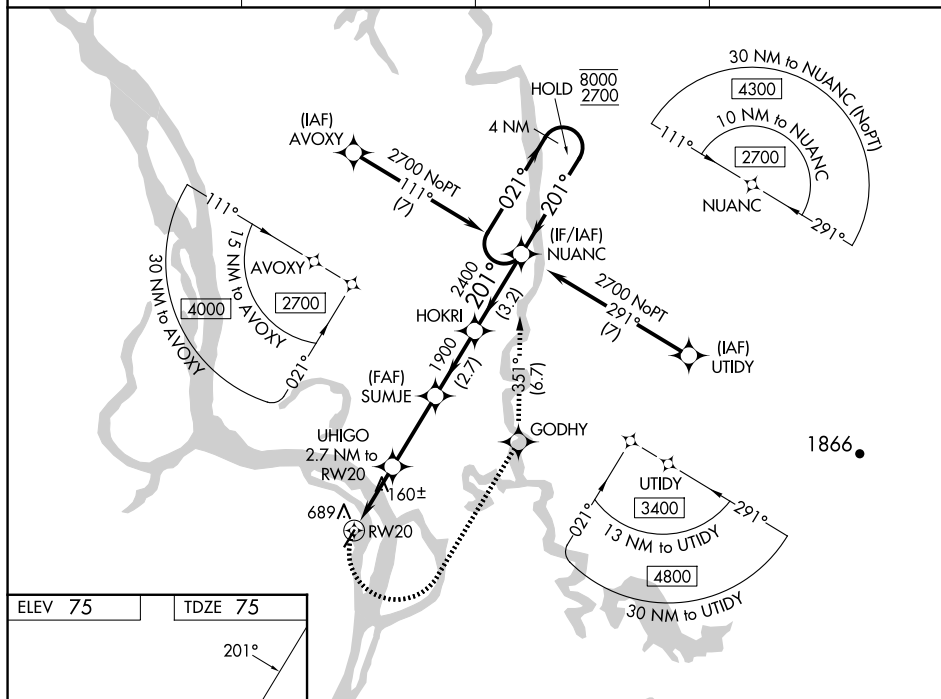
HOLY CROSS (HCA)(PAHC)

RNP APCH - GPS.

⚠ Circling NA west of Rwy 2-20. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, LNAV all visibilities ½ SM, LP visibilities Cats C and D ¾ SM, and Circling visibilities Cats B, C, and D ½ SM. Straight-in and Circling Rwy 20 NA at night.

MISSED APPROACH: Climbing left turn to 2700 direct GODHY and on track 351° to NUANC and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 118.15 251.05	KENAI RADIO 122.45	CTAF 122.8 0
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HOLY CROSS, ALASKA

Amdt 1 11JUL24

62°11'N-159°46'W

257

HOLY CROSS (HCA)(PAHC)

RNAV (GPS) RWY 20

AK, 03 SEP 2026 to 29 OCT 2026

HOMER, ALASKA

AL-1236 (FAA)

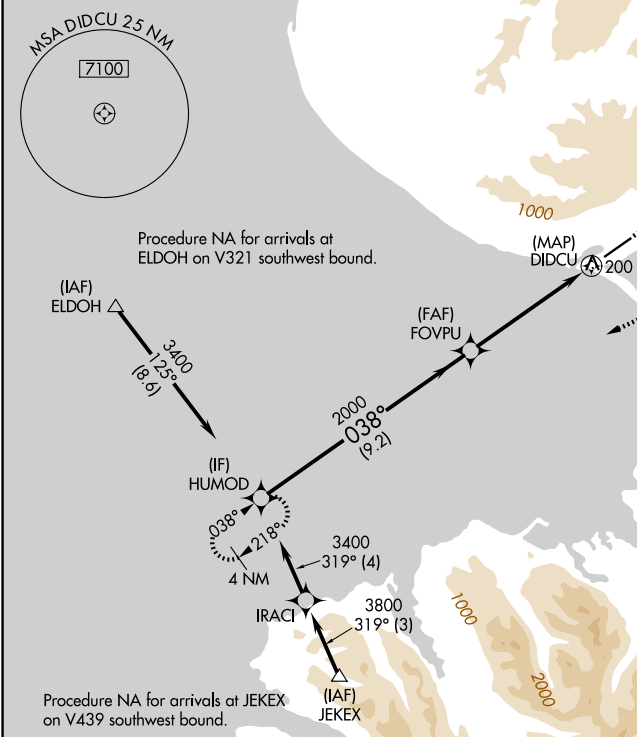
26078

WAAS CH 86933 W04B	APP CRS 038°	Rwy Ldg TDZE Apt Elev	6701 78 84
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RNAV (GPS) Y RWY 4
HOMER (HOM) (PAHO)

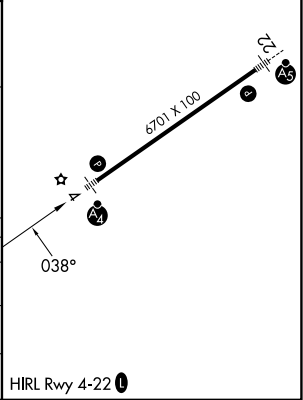
RNP APCH. ▼ Circling NA northwest of Rwy 4-22. Inop table does not apply to LP and LNAV Cats A/B. Circling NA to waterways 6W and 24W. For inop ALS, increase LP Cat C/D visibility to 1⅓ SM. ▲	MALSF ≡≡≡ ≡≡≡	MISSED APPROACH: Climb to 500 then climbing right turn to 3500 direct HUMOD and hold.
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AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0
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ELEV 84	TDZE 78
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HUMOD Visual Segment - Obstacles.				500	3500	HUMOD
CATEGORY	A	B	C	D		
LP MDA	460-1		382 (400-1)			
LNAV MDA	760-1 682 (700-1)		760-1¾ 682 (700-1¾)			
CIRCLING	760-1 676 (700-1)		760-2 676 (700-2)		760-2¼ 676 (700-2¼)	



HOMER, ALASKA
Amdt 1D 20JUN19

59°39'N-151°29'W

HOMER (HOM) (PAHO)
RNAV (GPS) Y RWY 4

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

HOMER, ALASKA

AL-1236 (FAA)

26078

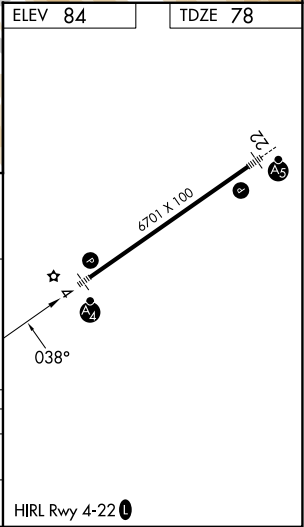
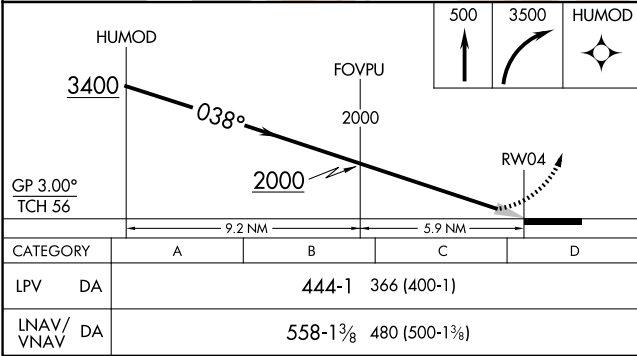
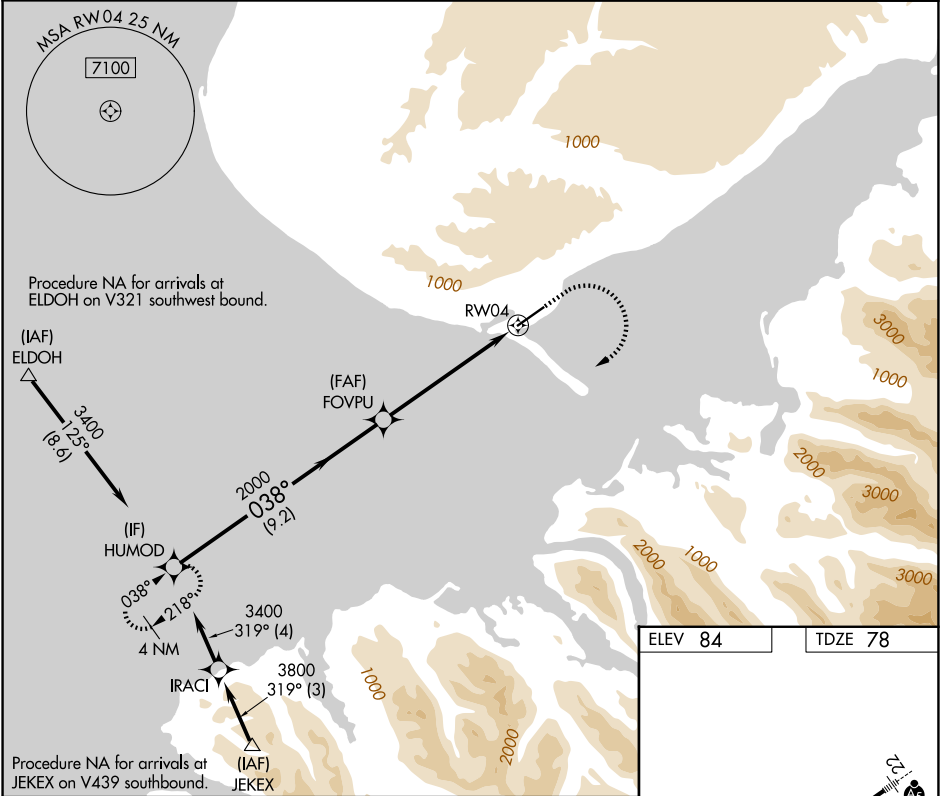
WAAS CH 86302 W04A	APP CRS 038°	Rwy Ldg TDZE 78 Apt Elev 84
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RNAV (GPS) Z RWY 4

HOMER (HOM) (PAHO)

RNP APCH - GPS.	MALSF	MISSED APPROACH: Climb to 500 then climbing right turn to 3500 direct HUMOD and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Inop table does not apply to LPV all Cats.		

AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 1
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HOMER, ALASKA
Amdt 1D 20FEB25

59°39'N-151°29'W

HOMER (HOM) (PAHO)

RNAV (GPS) Z RWY 4

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

HOMER, ALASKA

AL-1236 (FAA)

26078

WAAS CH 82402 W22A	APP CRS 218°	Rwy Ldg TDZE Apt Elev	6701 84 84
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RNAV (GPS) Z RWY 22
HOMER (HOM) (PAHO)

RNP APCH.

T Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV minimums. Baro-VNAV NA. When local altimeter setting not received, procedure NA. For inop ALS increase LNAV/VNAV all Cats visibility to $1\frac{1}{8}$ SM.

MALSR

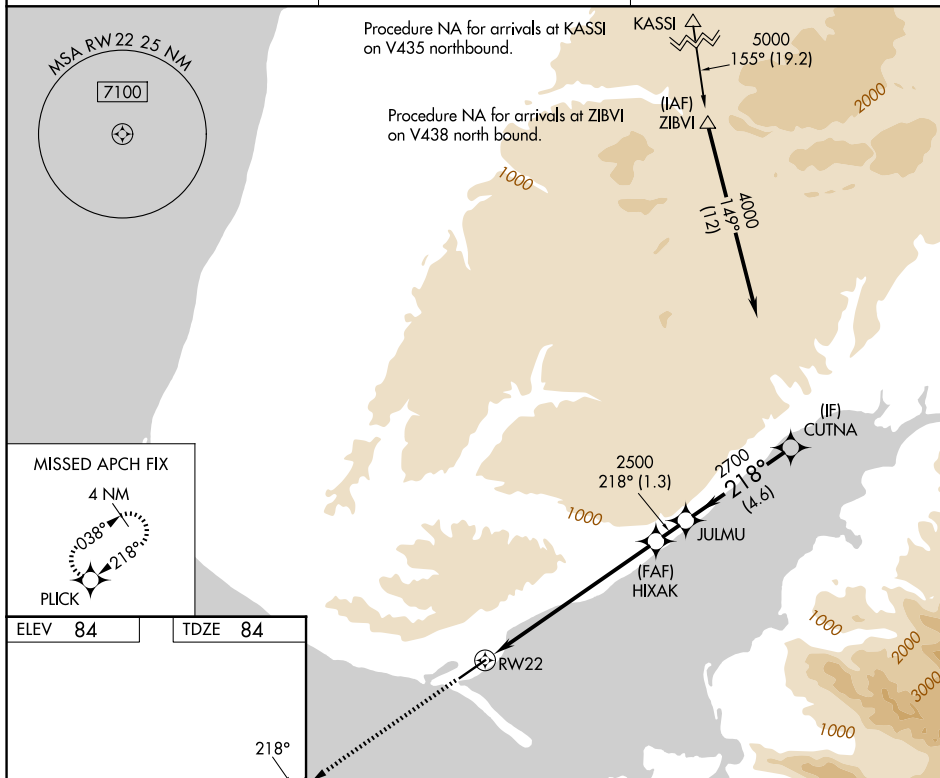


MISSED APPROACH: Climb to 2600 direct PLICK and hold.

AFIS
135.65

ANCHORAGE CENTER
125.9 270.3

HOMER RADIO
123.6 (CTAF) **L**



ELEV 84

TDZE 84

HIRL Rwy 4-22 **L**

HOMER, ALASKA

Amdt 1D 20JUN19

59°39'N-151°29'W

261

HOMER (HOM) (PAHO)

RNAV (GPS) Z RWY 22

AK, 03 SEP 2026 to 29 OCT 2026

HOMER, ALASKA

AL-1236 (FAA)

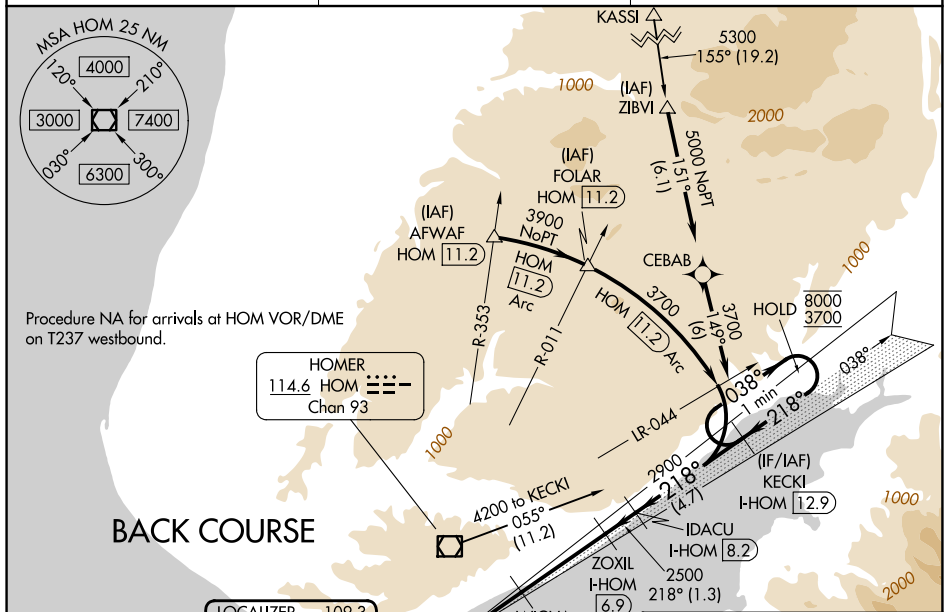
26078

LOC/DME I-HOM 109.3 Chan 30	APP CRS 218°	Rwy Ldg 6701 TDZE 84 Apt Elev 84
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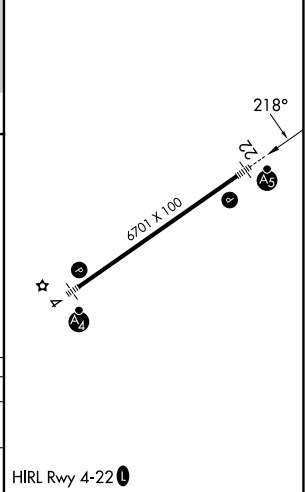
LOC BC RWY 22 HOMER (HOM) (PAHO)

DME required. RNP APCH-GPS. From KASSI.	MALSR 	MISSED APPROACH: Climb to 2600 on I-HOM localizer SW course 218° to PLICK/16.8 DME and hold.
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AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0
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ELEV 84	TDZE 84
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HOMER, ALASKA
Amdt 7 14JUL22

59°39'N-151°29'W

HOMER (HOM) (PAHO) LOC BC RWY 22

AK, 03 SEP 2026 to 29 OCT 2026

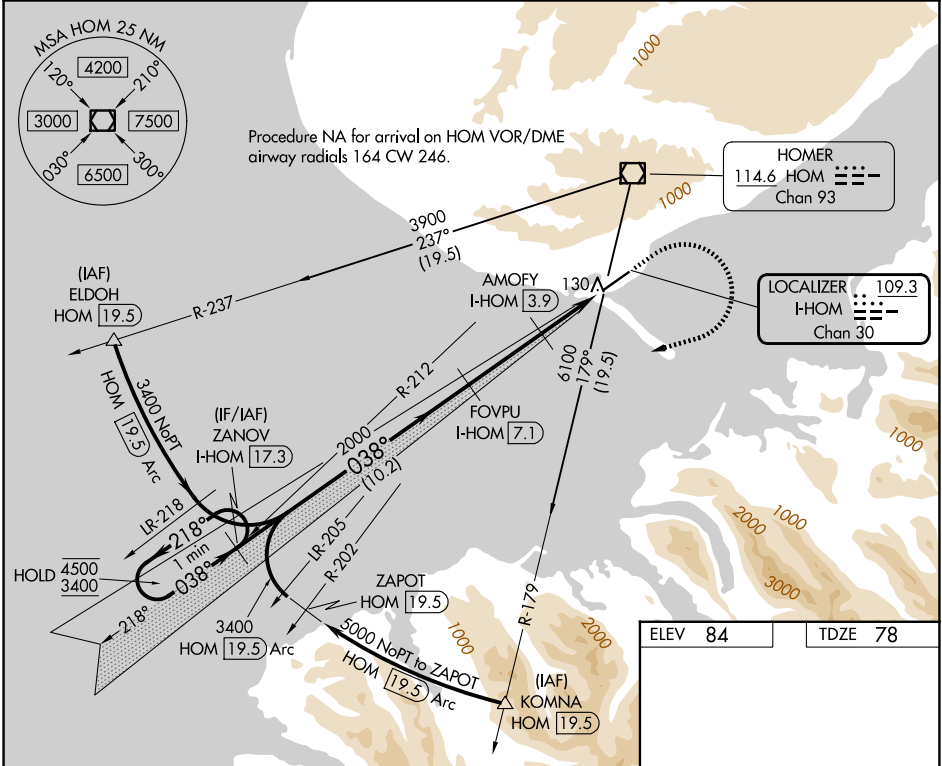
LOC/DME I-HOM 109.3 Chan 30	APP CRS 038°	Rwy Ldg TDZE 78 Apt Elev 84
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LOC RWY 4

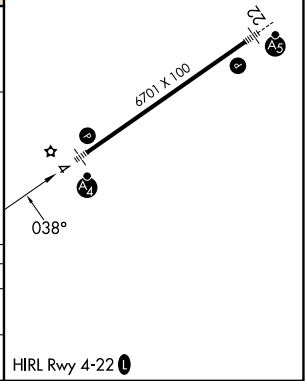
HOMER (HOM)(PAHO)

DME required.	MALSF	MISSED APPROACH: Climb to 500 then climbing right turn to 3400 on heading 230° and on HOM VOR/DME R-212 to ZANOV/I-HOM 17.3 DME and hold.
Circling NA northwest of Rwy 4-22. Inop table does not apply. Circling NA to waterways 6W and 24W.		

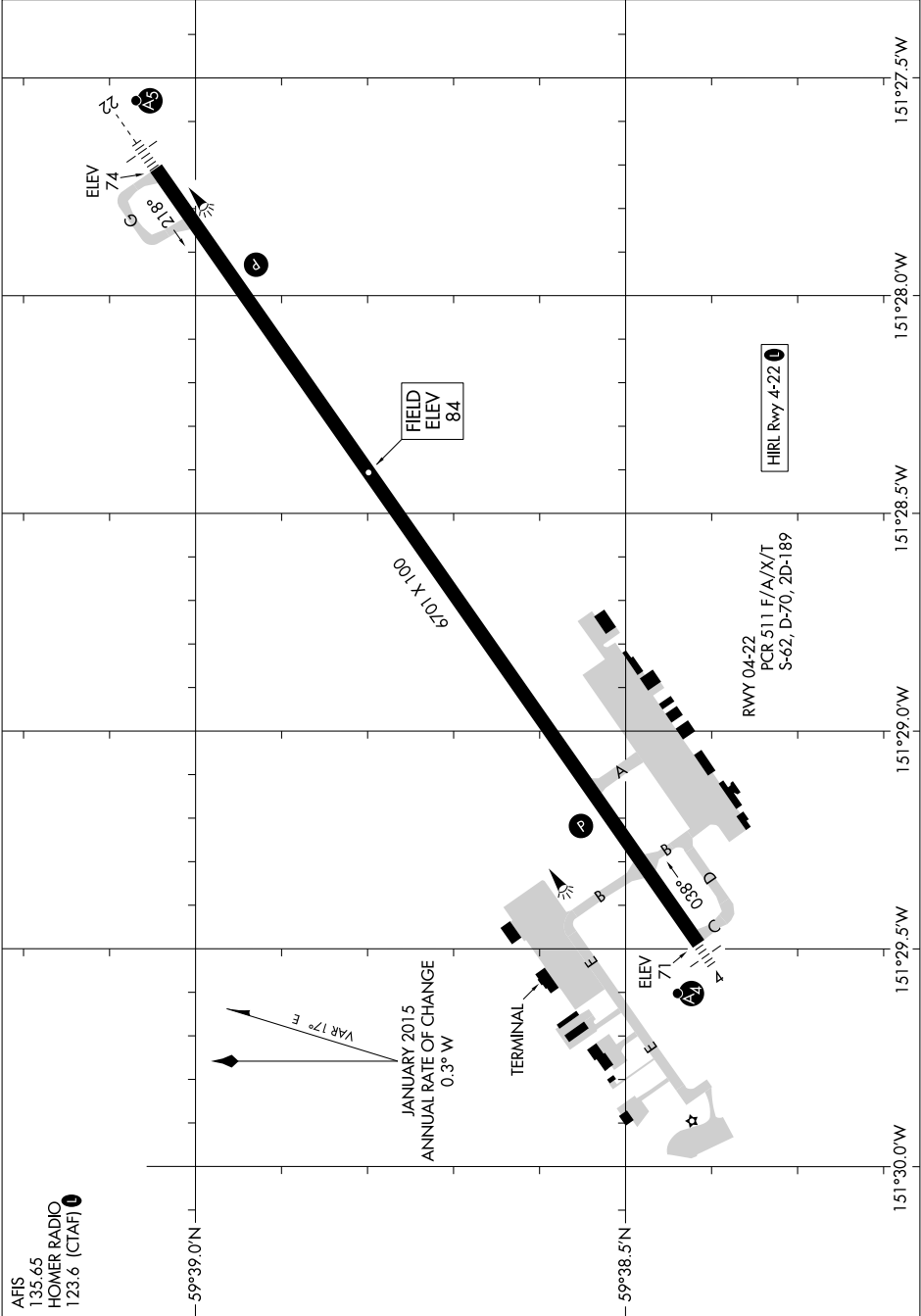
AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0
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Visual Segment - Obstacles.				
One Minute Holding Pattern 4500 ← 218° 3400 → 038° Use I-HOM DME when on the localizer course. 10.2 NM 3.2 NM 1.9 NM 0.8 NM				
CATEGORY	A	B	C	D
S-LOC 4	380-1 302 (300-1)			
CIRCLING	500-1 416 (500-1)	540-1 456 (500-1)	540-1½ 456 (500-1½)	740-2¼ 656 (700-2¼)



AK, 03 SEP 2026 to 29 OCT 2026



AK, 03 SEP 2026 to 29 OCT 2026

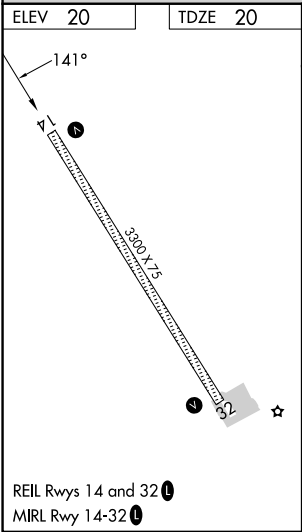
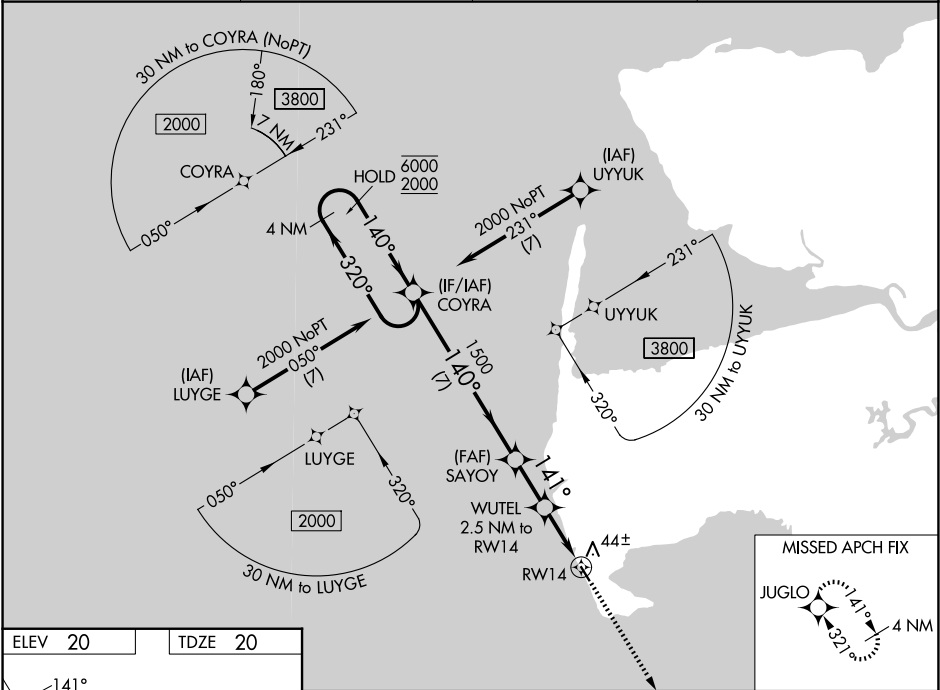
WAAS CH 82224 W14A	APP CRS 141°	Rwy Ldg 3300 TDZE 20 Apt Elev 20
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RNAV (GPS) RWY 14

HOOPER BAY (HPB) (PAHP)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct JUGLO and hold.
Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.	

AWOS-3P 135.1	ANCHORAGE CENTER 124.5	KENAI RADIO 122.4	CTAF 123.0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).				
4 NM Holding Pattern				
6000 ← 320° 2000 ← 140°				
GP 3.00° TCH 45				
SAYOY 1500 WUTEL 2.5 NM to RWY 14 0.9 NM to RWY 14				
7 NM 2 NM 1.7 NM 0.9				
CATEGORY	A	B	C	D
LPV DA	220-1 200 (200-1)			
LNAV/VNAV DA	270-1 250 (300-1)			
LNAV MDA	300-1 280 (300-1)			
CIRCLING	400-1 380 (400-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)

WAAS CH 65725 W32A	APP CRS 321°	Rwy Ldg TDZE 20 Apt Elev 20
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RNAV (GPS) RWY 32

HOOPER BAY (HPB) (PAHP)

RNP APCH - GPS.

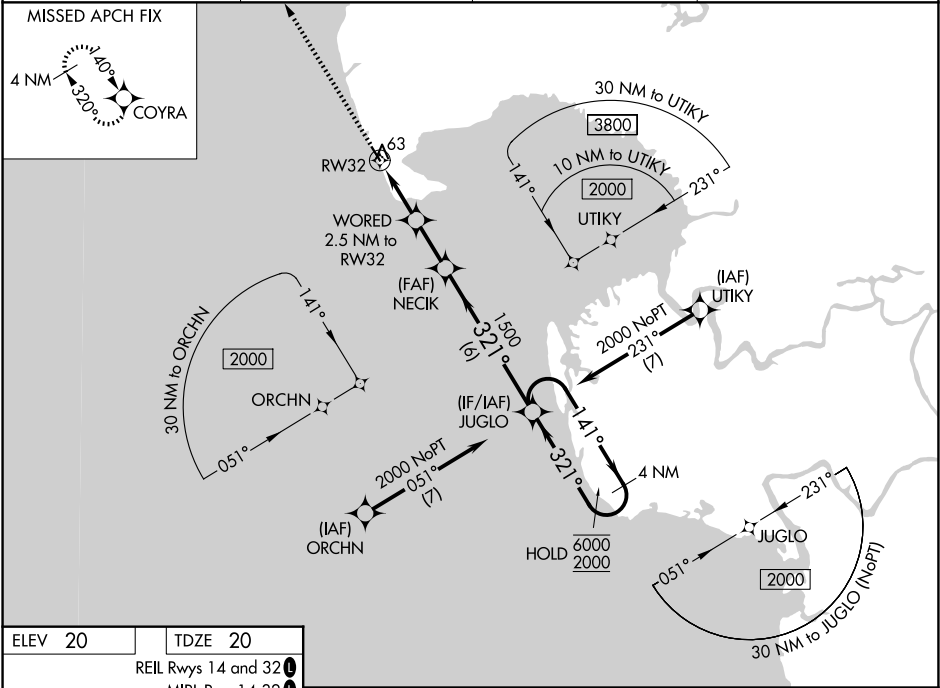
▼

⚠

Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2000 direct COYRA and hold.

AWOS-3P 135.1	ANCHORAGE CENTER 124.5	KENAI RADIO 122.4	CTAF 123.0
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ELEV 20	TDZE 20
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REIL Rwy 14 and 32
MIRL Rwy 14-32

2000

COYRA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

JUGLO

4 NM Holding Pattern

141°

6000

2000

GP 3.00°

TCH 45

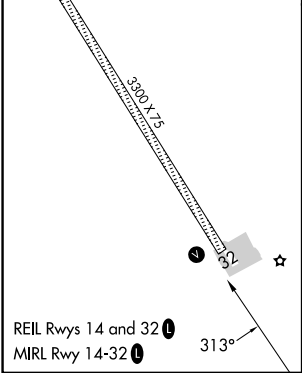
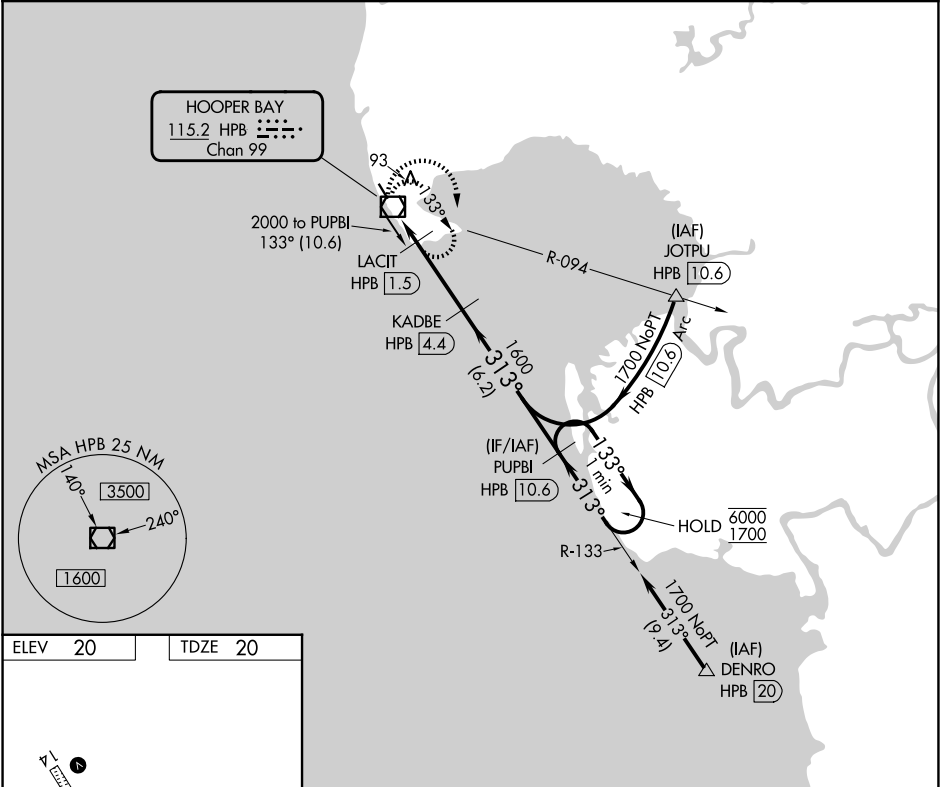
CATEGORY	A	B	C	D
LPV DA		270-1	250 (300-1)	
LNAV/VNAV DA		270-1	250 (300-1)	
LNAV MDA		320-1	300 (300-1)	
CIRCLING	400-1 380 (400-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)

VOR/DME HPB	APP CRS	Rwy Ldg	3300
115.2	313°	TDZE	20
Chan 99		Apt Elev	20

VOR RWY 32
HOOPER BAY (HPB) (PAHP)

DME required.	MISSED APPROACH: Climbing right turn to 2000 in HPB VOR/DME holding pattern.
Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.	

AWOS-3P 135.1	ANCHORAGE CENTER 124.5	KENAI RADIO 122.4	CTAF 123.0
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2000 	HPB 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 28).				PUPBI HPB 10.6	One Minute Holding Pattern
LACIT HPB 1.5		KADBE HPB 4.4	HPB VOR/DME		133° → 6000 ← 313° 1700		
520		3.00° TCH 45		313°	1600		
0.4		1.5 NM	2.9 NM	6.2 NM			
CATEGORY	A	B	C	D			
S-32	420-1	400 (400-1)	420-1½	400 (400-1½)			
CIRCLING	420-1 400 (400-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)			

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

HUGHES, ALASKA

AL-10156 (FAA)

26022

WAAS CH 81845 W18A	APP CRS 181°	Rwy Ldg TDZE Apt Elev	3381 299 299
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RNAV (GPS) RWY 18

HUGHES (HUS) (PAHU)

RNP APCH-GPS.

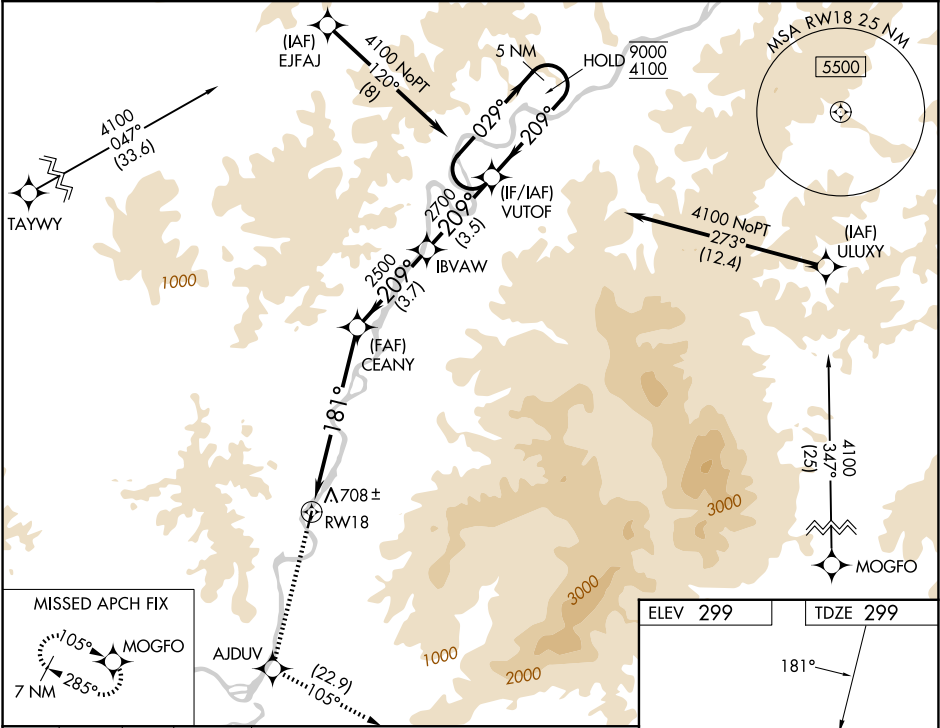
▼

▲NA

Procedure NA at night. Circling NA west of Rwy 18-36.
Rwy 18 helicopter visibility reduction below 1 SM NA.
Use Indian Mountain LRRS altimeter setting. When Indian Mountain LRRS altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6300 direct AJDUV and on track 105° to MOGFO and hold, continue climb-in-hold to 6300.

ANCHORAGE CENTER 124.6 352	CTAF 122.9 0
--------------------------------------	------------------------



6300

AJDUV

tr 105°

MOGFO

IBVAW

VUTOF

5 NM Holding Pattern

RW18

CEANY

3.00° TCH 40

2500

2700

029°

209°

9000

4100

6.8 NM

3.7 NM

3.5 NM

CATEGORY	A	B	C	D
LP MDA	1120-1 821 (900-1)	1120-1¼ 821 (900-1¼)	1120-2½ 821 (900-2½)	NA
LNAV MDA	1180-1¼ 881 (900-1¼)	1180-2½ 881 (900-2½)	1180-2½ 881 (900-2½)	NA
CIRCLING	1260-1¼ 961 (1000-1¼)	1360-1½ 1061 (1100-1½)	1580-3 1281 (1300-3)	NA

ELEV 299

TDZE 299

181°

81

001 X 1836

36

MIRL Rwy 18-36 0

HUGHES, ALASKA
Orig 02DEC21

66°02'N-154°16'W

HUGHES (HUS) (PAHU)

RNAV (GPS) RWY 18

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

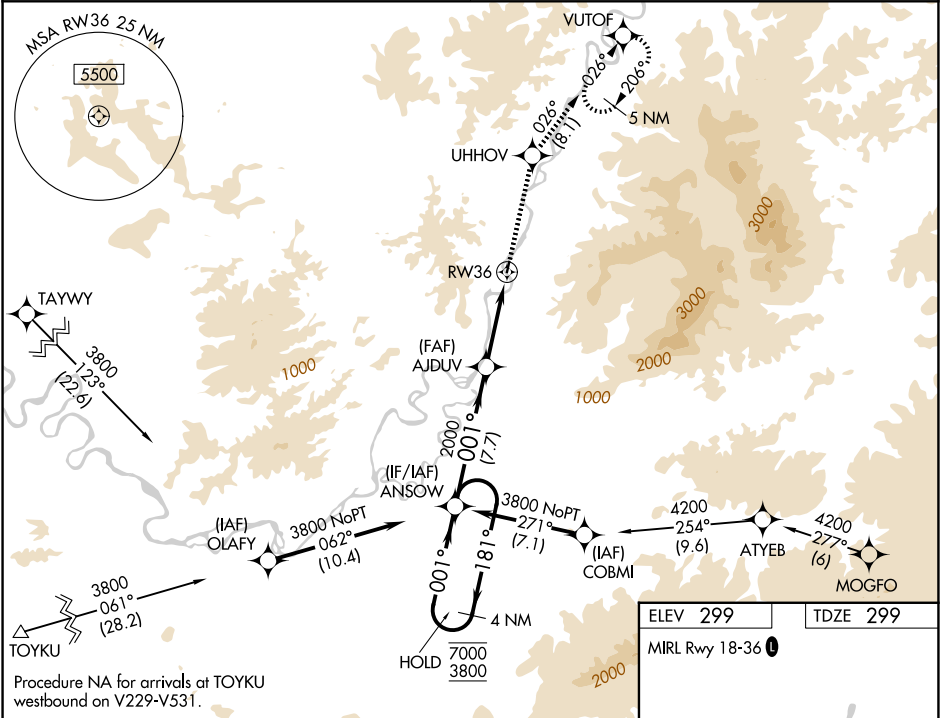
WAAS CH 86744 W36A	APP CRS 001°	Rwy Ldg TDZE 299 Apt Elev 299
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RNAV (GPS) RWY 36

HUGHES (HUS) (PAHU)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5000 direct UHHOV and on track 026° to VUTOF and hold, continue climb-in-hold to 5000.
▼ NA Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA west of Rwy 18-36. Use Indian Mountain LRRS altimeter setting. When Indian Mountain LRRS altimeter setting not received, procedure NA.	

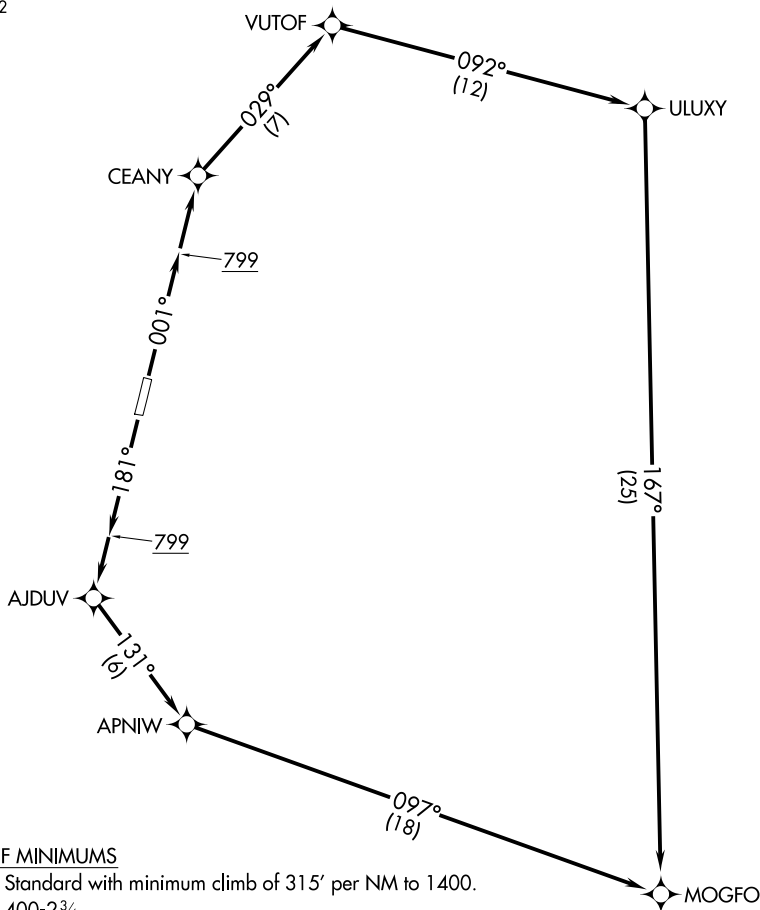
ANCHORAGE CENTER 124.6 352	CTAF 122.9 0
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(HUGHE1.MOGFO) 21336

AL-10156 (FAA)

HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)

HUGHES (HUS)(PAHU)
HUGHES, ALASKAANCHORAGE CENTER
124.6 352

TAKEOFF MINIMUMS

Rwy 18: Standard with minimum climb of 315' per NM to 1400.

Rwy 36: 400-2¾.

NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Procedure NA at night.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 181° to 799, then direct AJDUV, then on track 131° to APNIW, then on track 097° to MOGFO, cross MOGFO at or above MEA/MCA for assigned route of flight.

TAKEOFF RUNWAY 36: Climb on heading 001° to 799, then direct CEANY, then on track 029° to VUTOF, then on track 092° to ULUXY, then on track 167° to MOGFO, cross MOGFO at or above MEA/MCA for assigned route of flight.

HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)

(HUGHE1.MOGFO) 02DEC21

HUGHES, ALASKA
HUGHES (HUS)(PAHU)

HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)

TAKEOFF OBSTACLE NOTES

- Rwy 18: Tree 5' from DER, 205' right of centerline, 32' AGL/324' MSL.
Trees beginning 13' from DER, 150' right of centerline, up to 41' AGL/332' MSL.
Trees beginning 36' from DER, 176' left of centerline, up to 59' AGL/350' MSL.
Trees beginning 161' from DER, 244' left of centerline, up to 61' AGL/352' MSL.
Tree 187' from DER, 471' left of centerline, 61' AGL/354' MSL.
Trees beginning 235' from DER, 64' left of centerline, up to 65' AGL/358' MSL.
Trees beginning 510' from DER, 187' left of centerline, up to 68' AGL/362' MSL.
Tree 1484' from DER, 855' right of centerline, 51' AGL/347' MSL.
Tree 1886' from DER, 561' right of centerline, 54' AGL/350' MSL.
Tree 2187' from DER, 325' right of centerline, 54' AGL/353' MSL.
Trees beginning 2199' from DER, 106' right of centerline, up to 64' AGL/364' MSL..
Tree 2510' from DER, 16' left of centerline, 72' AGL/365' MSL.
Trees beginning 2524' from DER, 52' right of centerline, up to 68' AGL/370' MSL.
Trees beginning 2626' from DER, 168' right of centerline, up to 76' AGL/377' MSL.
Tree 2664' from DER, 7' left of centerline, 81' AGL/375' MSL.
Trees beginning 2666' from DER, 225' right of centerline, up to 78' AGL/379' MSL.
- Rwy 36: Trees, vehicles on road beginning 1' from DER, 345' right of centerline, up to 28' AGL/322' MSL.
Vegetation 42' from DER, 123' left of centerline, 5' AGL/301' MSL.
Trees beginning 76' from DER, 90' left of centerline, up to 35' AGL/318' MSL.
Trees, vehicles on road beginning 77' from DER, 86' right of centerline, up to 31' AGL/328' MSL.
Poles, trees, catenary, vehicles on road, antenna , buildings, vertical structures beginning 105' from DER, 117' right of centerline, up to 34' AGL/331' MSL.
Trees beginning 138' from DER, 142' left of centerline, up to 44' AGL/337' MSL.
Trees beginning 294' from DER, 132' left of centerline, up to 46' AGL/340' MSL.
Tree, vehicles on road beginning 360' from DER, 482' right of centerline, up to 47' AGL/344' MSL.
Trees beginning 415' from DER, 528' right of centerline, up to 49' AGL/346' MSL.
Trees, vehicles on road, buildings, vertical structures, poles, lighting, tower, catenary, antenna beginning 448' from DER, 198' right of centerline, up to 51' AGL/348' MSL.
Trees, poles, catenary beginning 1012' from DER, 277' right of centerline, up to 48' AGL/403' MSL.
Trees beginning 1203' from DER, 568' right of centerline, up to 63' AGL/511' MSL.
Trees beginning 1415' from DER, 275' right of centerline, up to 52' AGL/553' MSL.
Tree 1573' from DER, 760' right of centerline, 54' AGL/587' MSL.
Trees beginning 1599' from DER, 394' right of centerline, up to 50' AGL/595' MSL.
Trees beginning 1780' from DER, 314' right of centerline, up to 52' AGL/607' MSL.
Trees beginning 1823' from DER, 316' right of centerline, up to 53' AGL/611' MSL.
Trees beginning 2200' from DER, 356' right of centerline, up to 54' AGL/630' MSL.
Tree 2.1 NM from DER, 3729' right of centerline, 18' AGL/627' MSL.

RNAV (GPS) RWY 3
HUSIA(HLA)(PAHL)

MISSED APPROACH: Climb to 3500 direct SECOB and via 098° track to TOYKU and hold, continue climb-in-hold to 3500.

ELEV 220

TDZE 220

032°

4000 X 75

0.3 % UP

REIL Rwy 3 and 21

MIRL Rwy 3-21

HUSLIA(HLA)(PAHL)
RNAV (GPS) RWY 3

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61108 W21A	APP CRS 212°	Rwy Ldg TDZE 217 Apt Elev 220
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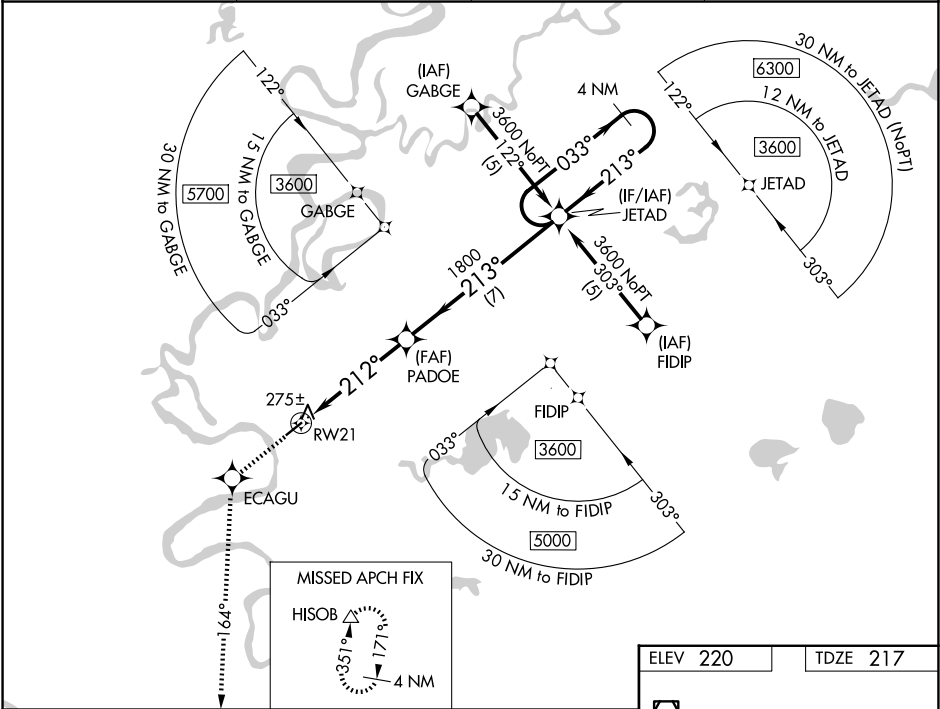
RNAV (GPS) RWY 21

HUSLIA (HLA)(PAHL)

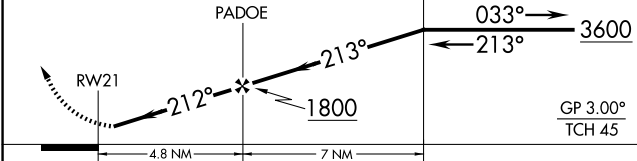
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

AWOS-3P 135.75	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.4	CTAF 122.8
--------------------------	--	---------------------------------	----------------------



3000	ECAGU	HISOB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).
	tr 164°		



CATEGORY	A	B	C	D
LPV DA	517-1	300 (300-1)		
LNAV/VNAV DA	549-1¼	332 (400-1¼)		
LNAV MDA	540-1	323 (400-1)		
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)

ELEV 220

TDZE 217

REIL Rwy 3 and 21
MIRL Rwy 3-21

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

HUSLIA, ALASKA

AL-9273 (FAA)

26134

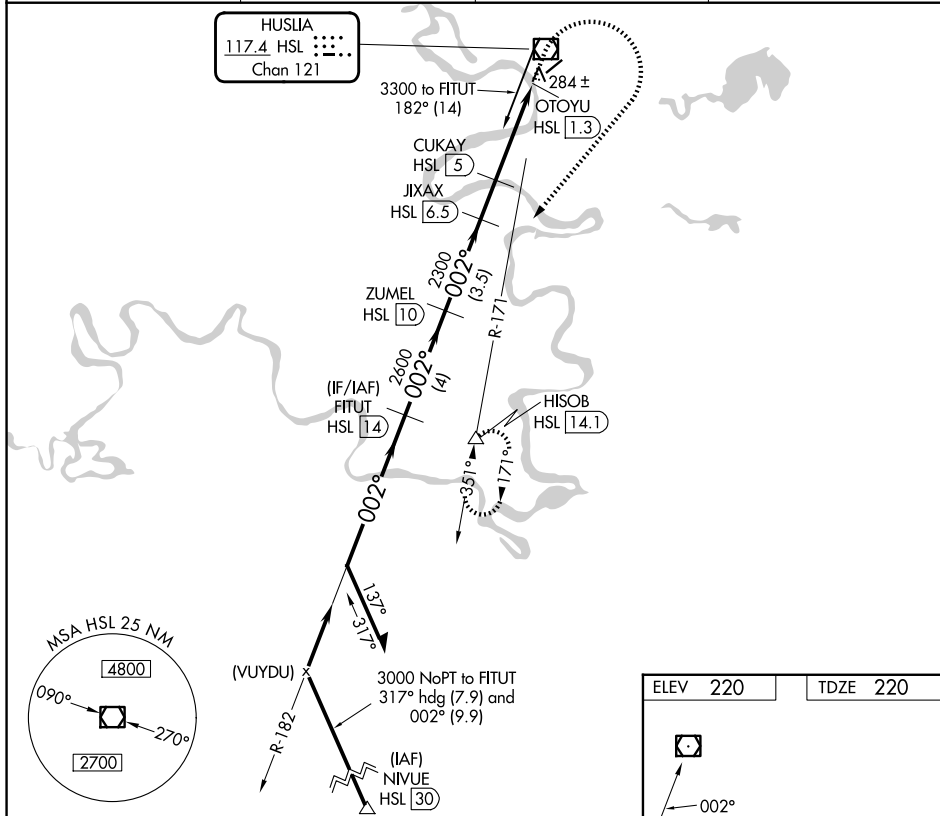
VOR/DME HSL 117.4 Chan 121	APP CRS 002°	Rwy Ldg TDZE Apt Elev 220
		4000 220 220

VOR/DME RWY 3

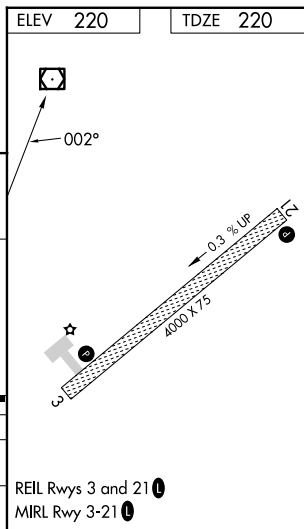
HUSLIA (HLA)(PAHL)

▼ Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 201° and HSL R-171 to HISOB/14.1 DME and hold.
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AWOS-3P 135.75	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.4	CTAF 122.8 0
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Remain within 10 NM	FITUT HSL 14	700	3000	HSL R-171	HISOB
			hdg 201°		△
3000	002°	2600	2300	1760	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).					
	4 NM	3.5 NM	1.5 NM	3.7 NM	0.6 NM
CATEGORY	A	B	C	D	
S-3	540-1	320 (400-1)			
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)	



HUSLIA, ALASKA
Orig-C 13NOV14

65°42'N-156°21'W

HUSLIA (HLA)(PAHL)

VOR/DME RWY 3

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
053°

Rwy Idg
3000

TDZE
90

Apt Elev
90

RNAV (GPS) RWY 5

IGIUGIG (IGG)(PAIG)

RNP APCH-GPS.

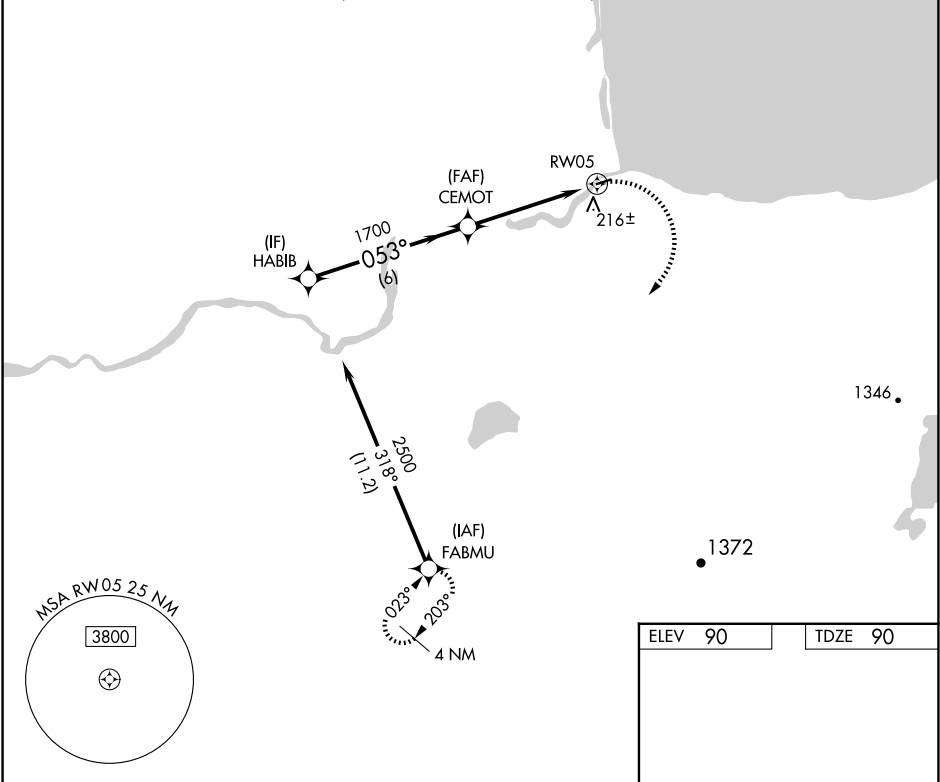
▼

▲

If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 3000 direct FABMU and hold.

AWOS-3P 119.925	ANCHORAGE CENTER 118.8	CTAF 122.8
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*VDP NA with Iliamna altimeter setting.

3000

FABMU

HABIB

2500

053°

CEMOT

1700

3.04°

TCH 40

6 NM

3.6 NM

1.3

RW05

Procedure Turn NA

*1.3 NM to RW05

053° to RW05

3000 X 75

0.6% UP

CATEGORY	A	B	C	D
LNAV MDA	460-1	370 (400-1)	NA	
CIRCLING	580-1 490 (500-1)	660-1 570 (600-1)	NA	

MIRL Rwy 5-23

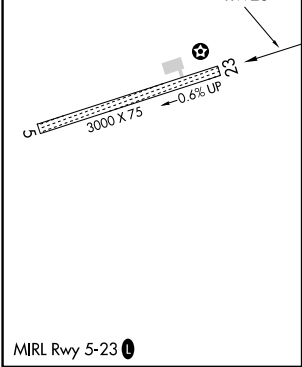
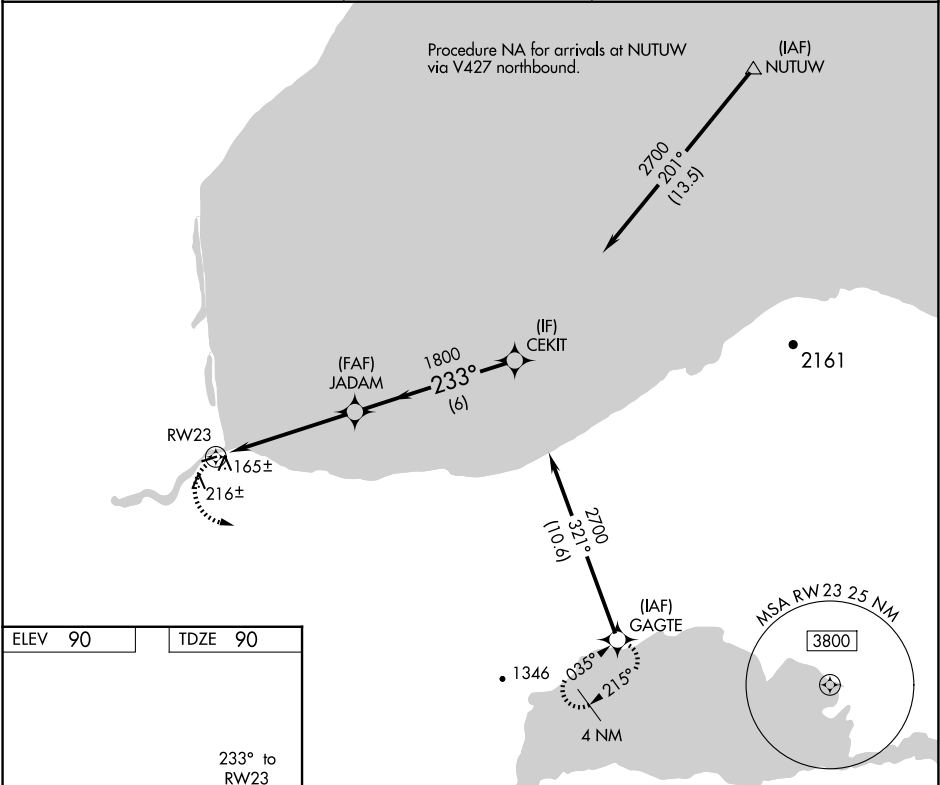
APP CRS	Rwy Idg	3000
233°	TDZE	90
	Apt Elev	90

RNAV (GPS) RWY 23

IGIUGIG (IGG)(PAIG)

RNP APCH-GPS.	MISSED APPROACH: Climbing left turn to 4000 direct GAGTE and hold.
If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.	

AWOS-3P 119.925	ANCHORAGE CENTER 118.8	CTAF 122.8
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4000

GAGTE

* VDP NA with Iliamna altimeter setting.

CEKIT

JADAM

2700

233°

1800

3.04°

TCH 40

Procedure Turn NA

RWY 23

1.3 NM to RW23

1.3

3.9 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	440-1	350 (400-1)	NA	
CIRCLING	580-1 490 (500-1)	660-1 570 (600-1)	NA	

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

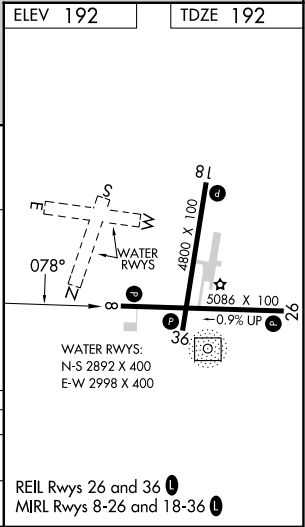
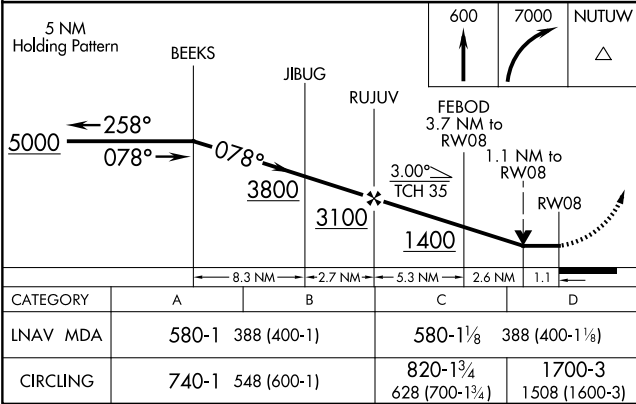
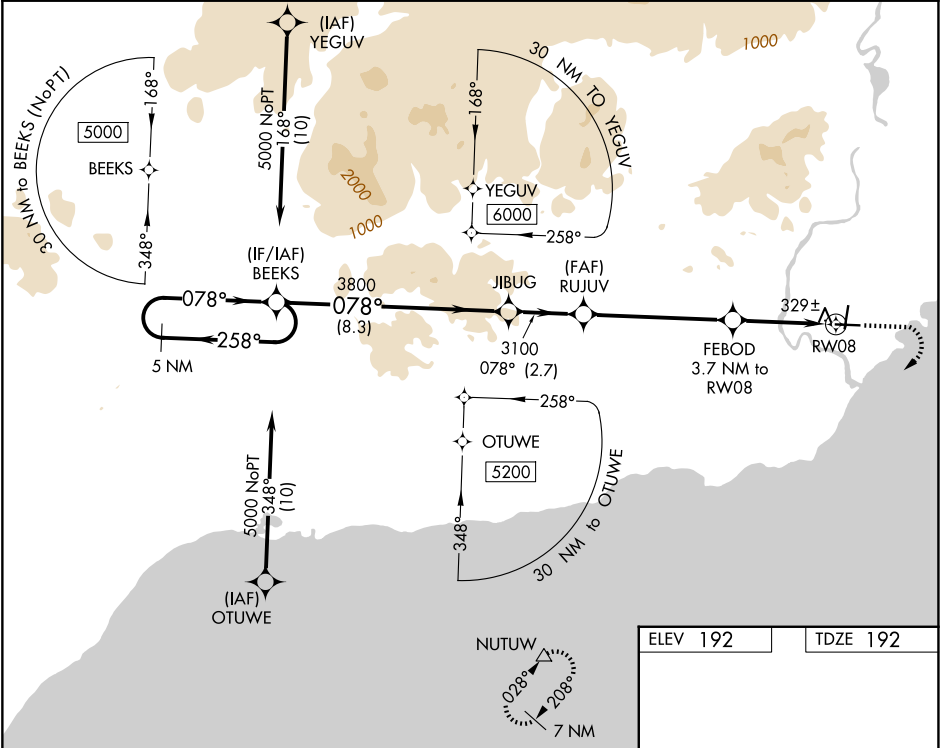
APP CRS	Rwy Ldg	5086
078°	TDZE	192
	Apt Elev	192

RNAV (GPS) RWY 8

ILIAMNA (ILI) (PAIL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600, then climbing right turn to 7000 direct NUTUW and hold, continue climb-in-hold 7000.
▼ ▲ ❄ When local altimeter setting not received, procedure NA. Rwy 8 helicopter visibility reduction below ¾ SM NA. Circling NA to waterways N, S, E, W.	

AFIS 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0
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AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ILIAMNA, ALASKA

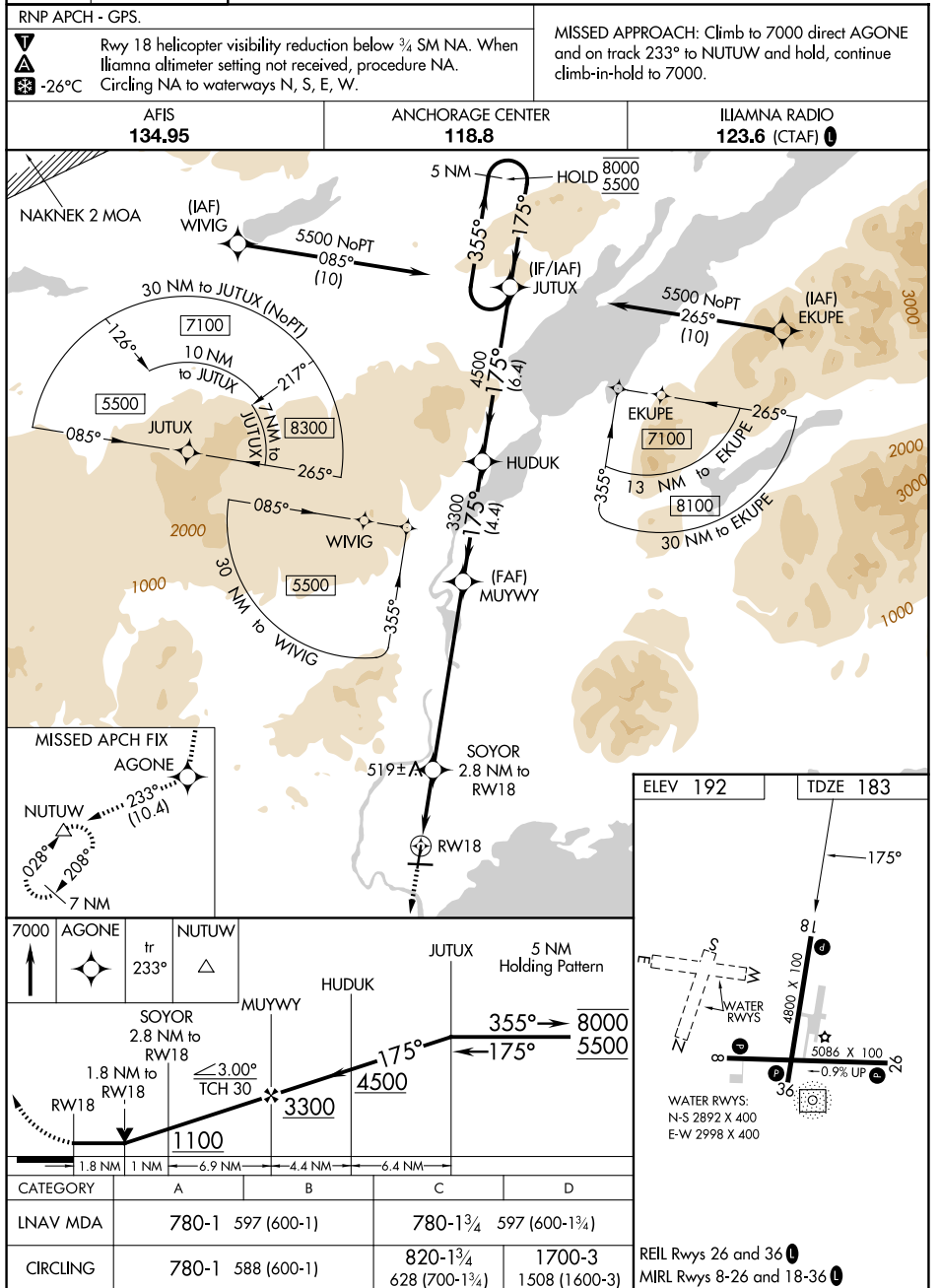
AL-1251 (FAA)

25275

APP CRS 175°	Rwy Ldg TDZE 183	4800
	Apt Elev 192	

RNAV (GPS) RWY 18

ILIAMNA (ILI) (PAIL)



ILIAMNA, ALASKA

Amdt 3 14JUL22

59°45'N-154°55'W

ILIAMNA (ILI) (PAIL)

RNAV (GPS) RWY 18

AK, 03 SEP 2026 to 29 OCT 2026

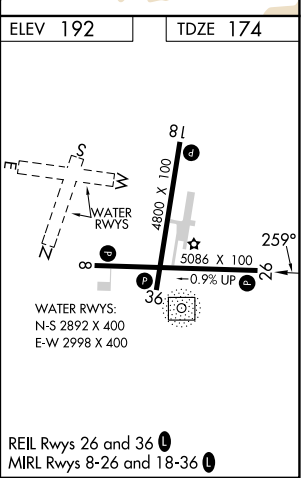
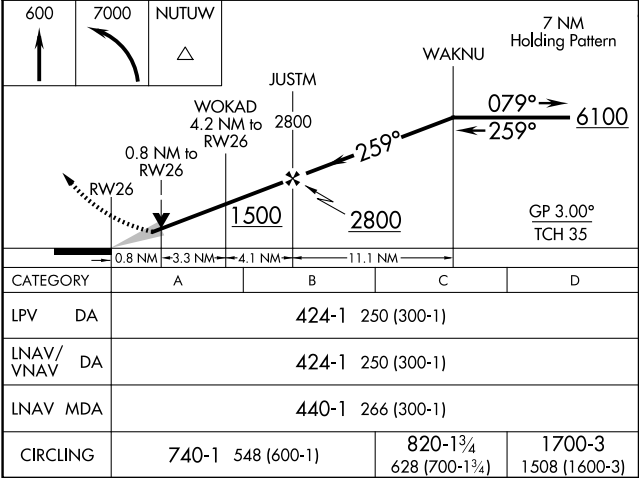
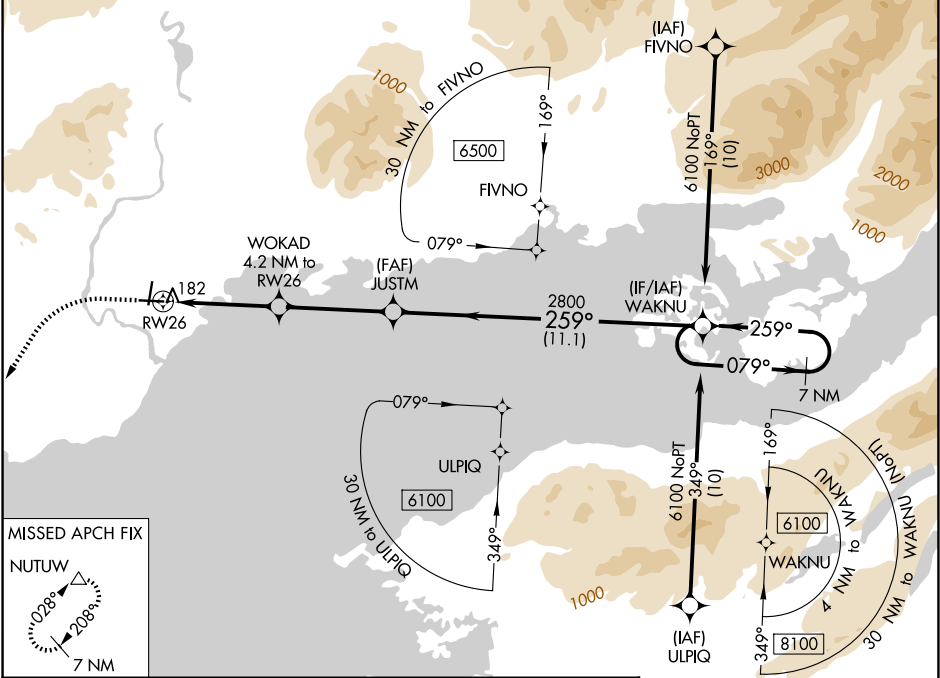
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45910 W26A	APP CRS 259°	Rwy Ldg 5086 TDZE 174 Apt Elev 192
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RNAV (GPS) RWY 26

ILIAMNA (ILI) (PAIL)

RNP APCH - GPS.		MISSED APPROACH: Climb to 600, then climbing left turn to 7000 direct NUTUW and hold, continue climb-in-hold to 7000.
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. When local altimeter setting not received, procedure NA. Circling NA to waterways N, S, E, W.		
AFIS 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0



ILIAMNA, ALASKA

AL-1251 (FAA)

25275

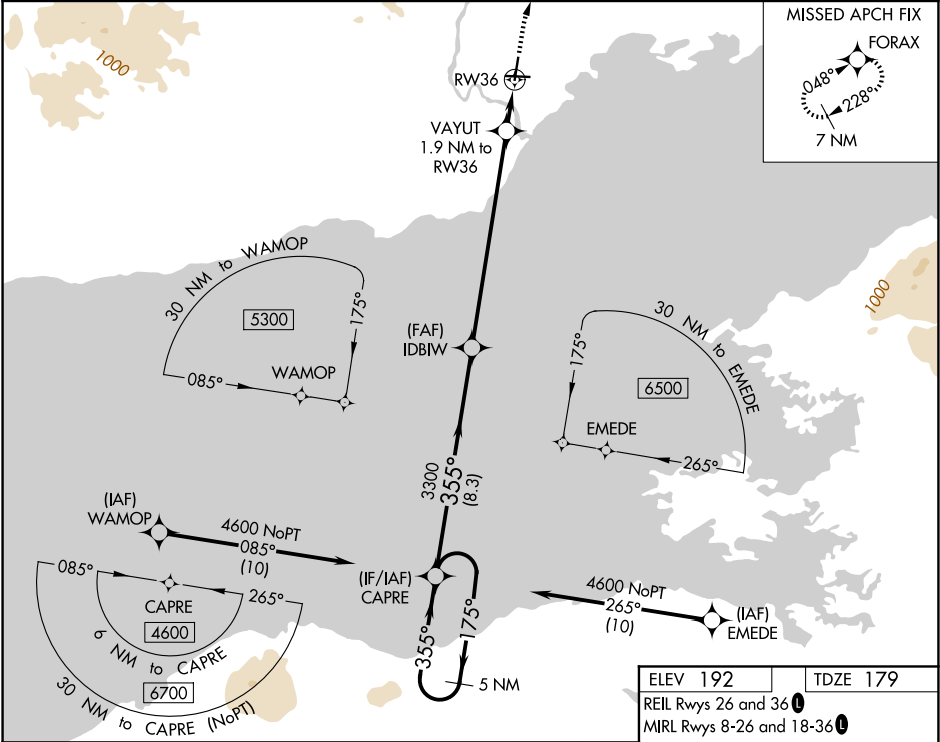
WAAS CH 82110 W36A	APP CRS 355°	Rwy Ldg 4800 TDZE 179 Apt Elev 192
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RNAV (GPS) RWY 36

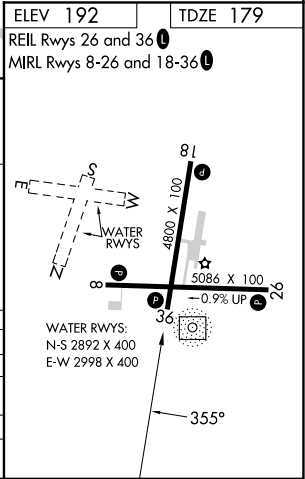
ILIAMNA (ILI) (PAIL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 640 then climbing right turn to 8400 direct FORAX and hold, continue climb-in-hold to 8400.
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. When local altimeter setting not received, procedure NA. Circling NA to waterways N, S, E, W. -26°C	

AFIS 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0
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5 NM Holding Pattern		CAPRE		IDBIW		VAYUT		RW36	
4600		175°		355°		3300		800	
GP 3.00°		TCH 32		8.3 NM		7.8 NM		0.9 NM	
CATEGORY		A		B		C		D	
LPV DA				429-1		250 (300-1)			
LNAV/VNAV DA				462-1		283 (300-1)			
LNAV MDA				540-1		361 (400-1)			
CIRCLING		740-1		548 (600-1)		820-1 3/4 628 (700-1 3/4)		1700-3 1508 (1600-3)	



ILIAMNA, ALASKA
Amdt 3A 21MAR24

59°45'N-154°55'W

ILIAMNA (ILI) (PAIL)

RNAV (GPS) RWY 36

AK, 03 SEP 2026 to 29 OCT 2026

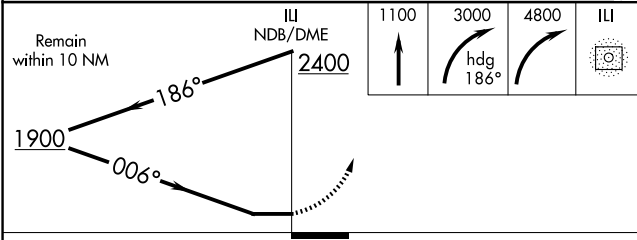
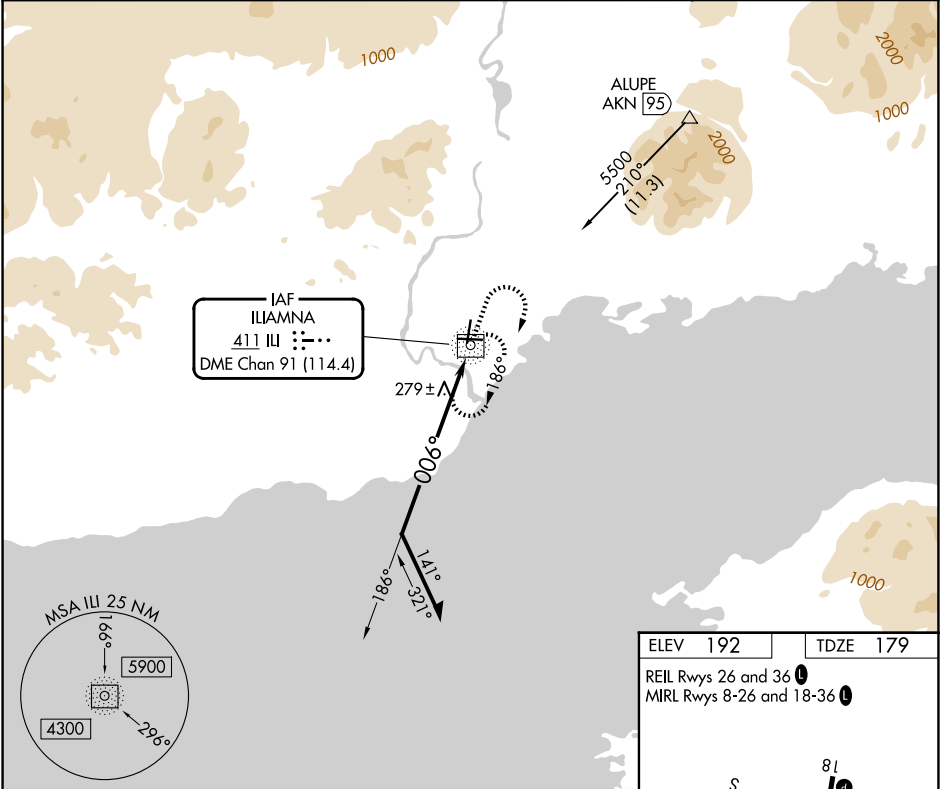
AK, 03 SEP 2026 to 29 OCT 2026

NDB/DME ILI 411	APP CRS 006°	Rwy Ldg 4800 TDZE 179 Apt Elev 192
Chan 91 (114.4)		

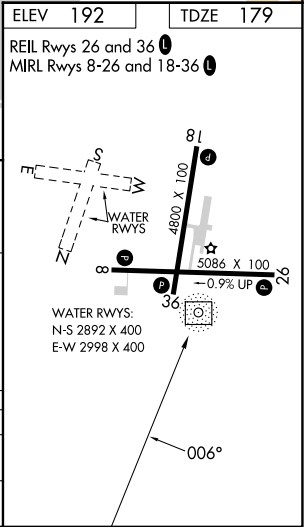
NDB RWY 36
ILIAMNA (ILI) (PAIL)

 -26°C	Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling NA to waterways N, S, E, W.	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 186° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800.
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AFIS 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	680-1	501 (500-1)	680-1½	501 (500-1½)
CIRCLING	740-1	548 (600-1)	820-1¾ 628 (700-1¾)	1700-3 1508 (1600-3)



UTOPIA CREEK, ALASKA

RNAV (GPS) RWY 25

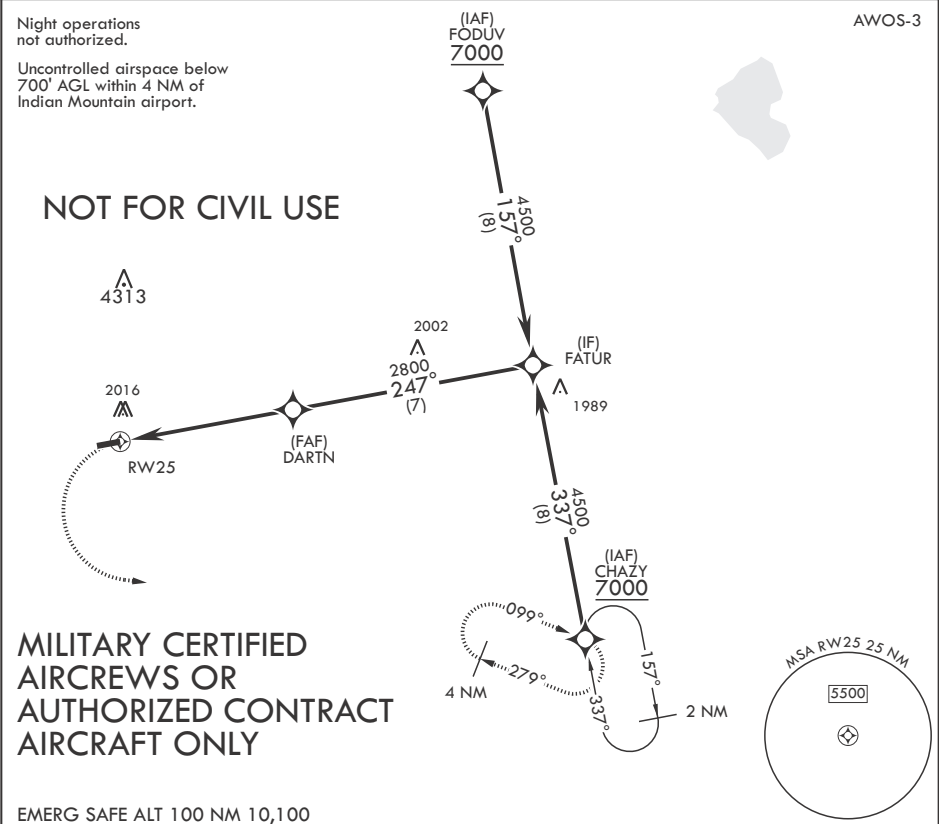
APCH CRS	Rwy Idg	4100
247°	TDZE	1161
	Arpt Elev	1261

-(USAF)

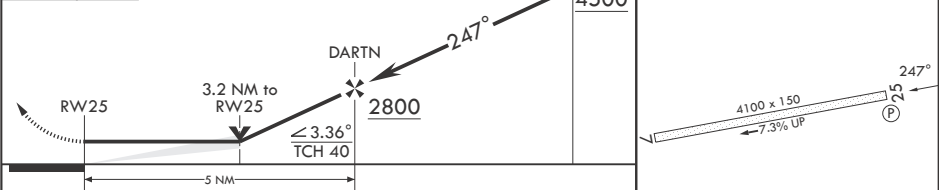
INDIAN MOUNTAIN LRRS (PAIM)

RNP APCH-GPS	MISSED APPROACH: Climbing left turn to 7000 direct CHAZY and hold. Continue climb in hold to 7000.
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ANCHORAGE CENTER 124.6 352.0	CTAF 126.2	FAIRBANKS RADIO 122.6
---------------------------------	---------------	--------------------------



7000 CHAZY	VGSI and descent angles not coincident (VGSI angle 4.00/TCH 40).	PAPI beyond 8° right of RCL unusable.	FATUR	ELEV 1261	TDZE 1161
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CATEGORY	A	B	C	D
LNAV MDA	2360-1¼ 1199 (1100-1¼)	2360-1½ 1199 (1100-1½)	NA	NA
CIRCLING	NOT AUTHORIZED			

UTOPIA CREEK, ALASKA 66°00'N - 153°42'W INDIAN MOUNTAIN LRRS (PAIM)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NDB RWY 25

NDB/DME UTO 272 Chan 22(Y)	APCH CRS 256°	Rwy Idg TDZE 1161 Arpt Elev 1261	[USAF]	INDIAN MOUNTAIN LRRS (PAIM)
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Night operations not authorized.	MISSED APPROACH: Climb to 5000, then climbing left turn to 6600 direct UTO NDB and hold. Continue climb climb-in-hold to 6600.
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ANCHORAGE CENTER APP CON 124.6 352.0	FAIRBANKS RDO 122.6	CTAF 126.2	AWOS-3
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CAUTION: Rwy located on a slope of a 3415' mountain with W end at the base of cliff, APPROACH ONLY FROM THE EAST.

Successful go-around improbable if initiated past MAP.

Uncontrolled Airspace below 700' AGL within 4 NM of Indian Mountain airport.

Visibility reduction by helicopters not authorized.

PAPI Beyond 8° right of RCL unusable.

NOT FOR CIVIL USE

MILITARY CERTIFIED
AIRCREWS or AUTHORIZED
CONTRACT AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 10,100

5000

6600

UTO

ELEV 1261

TDZE 1161

Land Rwy 25
Takeoff Rwy 7

CATEGORY	A	B	C	D
S-25	3940-1¼ 2779 (2700-1¼)	3940-1½ 2779 (2700-1½)	3940-3 2779 (2700-3)	NOT AUTHORIZED

UTOPIA CREEK, ALASKA

66°00'N-153°42'W

INDIAN MOUNTAIN LRRS (PAIM)

Orig 31OCT24

NDB RWY 25

283

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

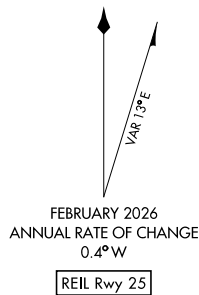
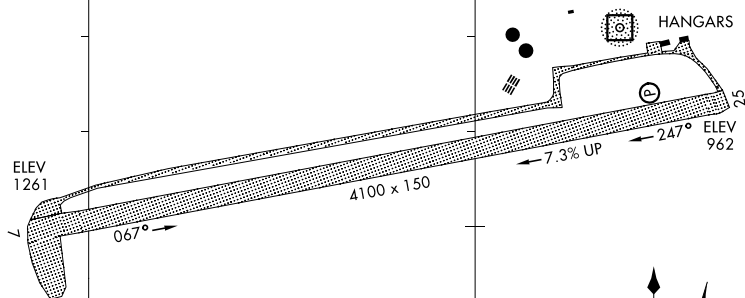
[USAF]

INDIAN MOUNTAIN LRRS (PAIM)

UTOPIA CREEK, ALASKA

AWOS-3
FAIRBANKS RDO
122.6
CTAF
126.2

FIELD
ELEV
1261



153°43' W

153°42' W

65°59' N

66°00' N

AIRPORT DIAGRAM

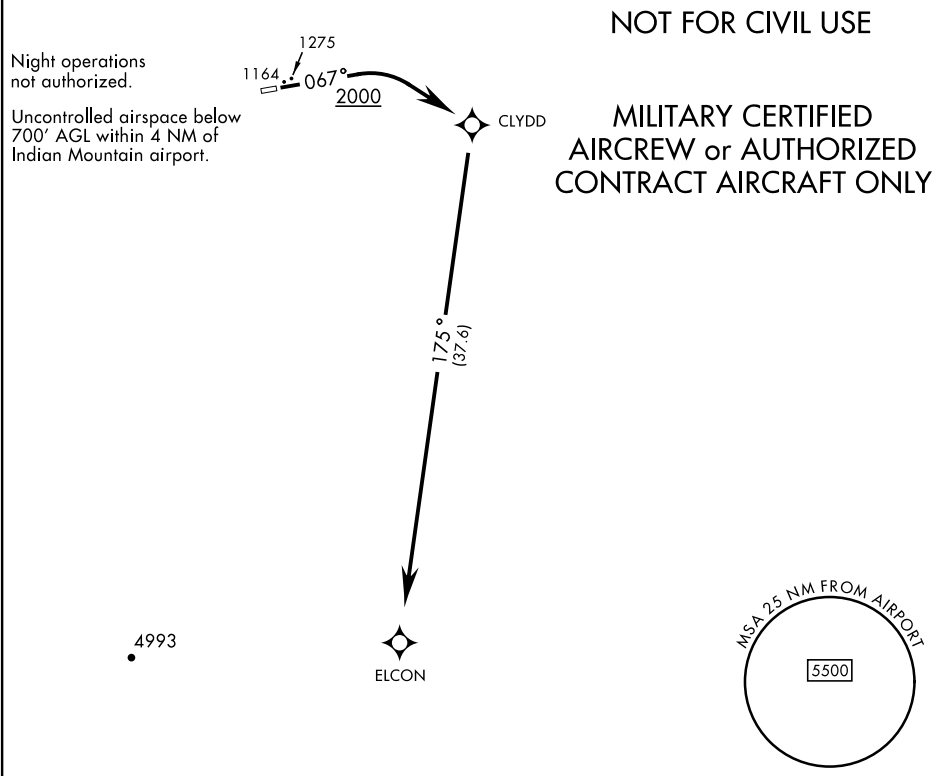
UTOPIA CREEK, ALASKA
INDIAN MOUNTAIN LRRS (PAIM)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AWOS-3	RNAV1- GPS	[USAF]	Rwy	Knots	60	120	180	240	300	360
CTAF			7	V/V(fpm)	255	510	765	1020	1275	1530
126.2										
ANCHORAGE CNTR										
124.6 352.0										

Minimum Climb Rate to 1400
Controlling Obstacle 1161



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 07: Climb heading 067° to 2000, then climbing right turn direct CLYDD, then right turn on track 175° to ELCON, climb and maintain 8000.

TAKEOFF RWY 25: NA

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

JUNEAU, ALASKA

AL-1191 (FAA)

26190

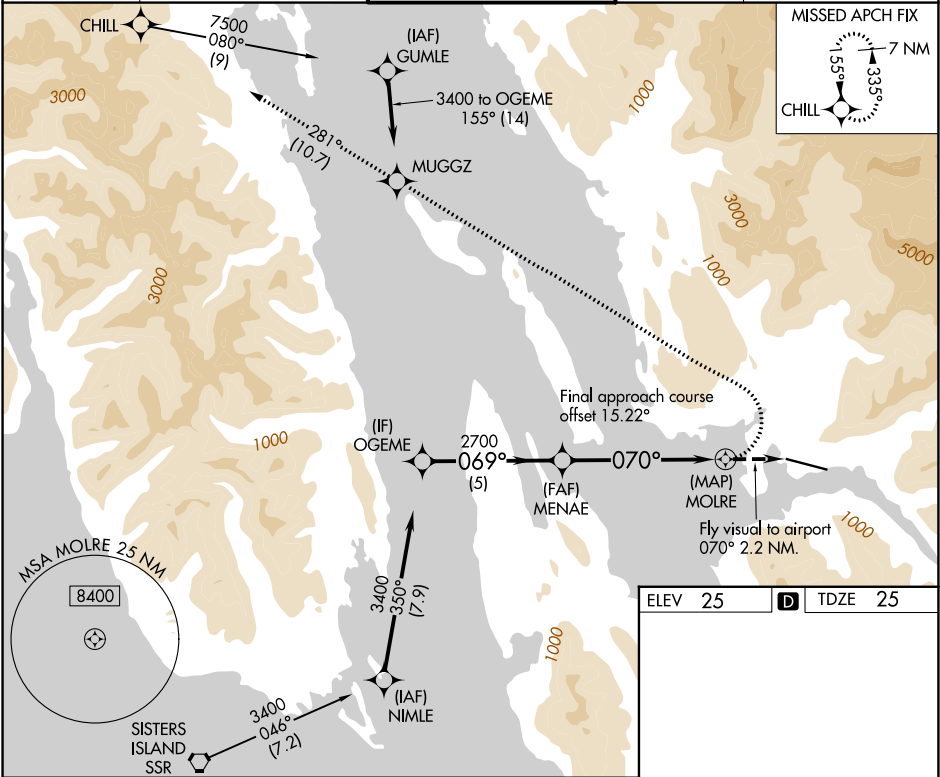
APP CRS	Rwy Ldg	8457
070°	TDZE	25
	Apt Elev	25

RNAV (GPS) Z RWY 8

JUNEAU INTL (JNU)(PAJN)

RNP APCH - GPS.		MALSF	MISSED APPROACH: Climbing left turn to 9000 direct MUGGZ and on track 281° to CHILL and hold, continue climb-in-hold to 9000. * Missed approach requires minimum climb of 363 feet per NM to 3200.
▼ ⚠ ❄️ 1°C <td> Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Lead-in lights not aligned with final approach course. For inop lead-in lights, increase visibility to 4 SM. Circling NA north of Rwy 8-26. Straight-in Rwy 8 at night and Circling Rwy 8, 26 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. </td>	Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Lead-in lights not aligned with final approach course. For inop lead-in lights, increase visibility to 4 SM. Circling NA north of Rwy 8-26. Straight-in Rwy 8 at night and Circling Rwy 8, 26 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.		

ATIS	ANCHORAGE CENTER	JUNEAU TOWER*	GND CON	JUNEAU RADIO
135.2	133.9	118.7 (CTAF) 0 278.3	121.9	122.2



OGEME VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 38).		9000	MUGGZ	CHILL
3400			tr	
069°			281°	
2700				
070°				
5 NM		5.8 NM	2.2 NM	
CATEGORY	A	B	C	D
LNAV MDA*	1880-2	1855 (1900-2)	NA	
LNAV MDA	2340-3	2315 (2400-3)	NA	
CIRCLING	2340-3	2315 (2400-3)	NA	

ELEV 25 D TDZE 25

LLS Rwy 8
REIL Rwy 26 0
HIRL Rwy 8-26 0

JUNEAU, ALASKA
Amdt 2D 22JAN26

58°21'N-134°35'W

JUNEAU INTL (JNU)(PAJN)

RNAV (GPS) Z RWY 8

AK, 03 SEP 2026 to 29 OCT 2026

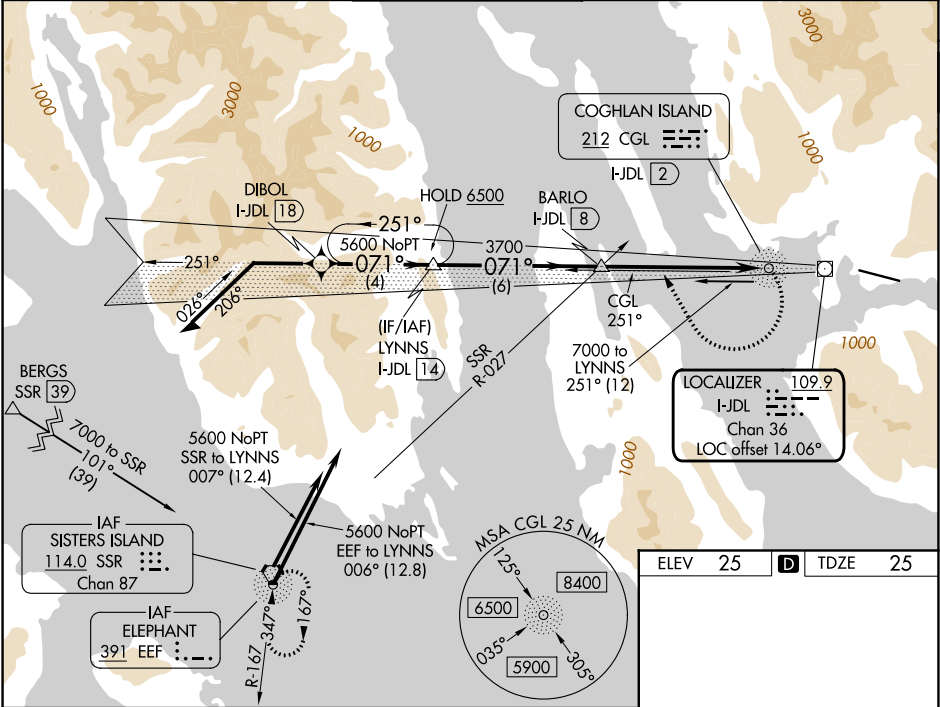
AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-JDL	APP CRS	Rwy Ldg	8457
109.9	071°	TDZE	25
Chan 36		Apt Elev	25

LDA X RWY 8
JUNEAU INTL (JNU)(PAJN)

ADF required.	MALSF	MISSED APPROACH: Immediate climbing right turn to 5600 on heading 310° and on CGL NDB bearing 251° to intercept SSR VORTAC R-027 direct SSR VORTAC or EEF NDB and hold.
Circling to Rwy 26 NA at night. Circling NA north of Rwy 8-26. Rwy 8 helicopter visibility reduction below 1 SM NA. Inop table does not apply. When Juneau altimeter setting not received, procedure NA. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. Circling Cat A night visibility minimum 5 SM, Circling Cat B, C, D night visibility minimum 10 SM. Straight-in Rwy 8 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.		

ATIS 135.2	ANCHORAGE CENTER 133.9	JUNEAU TOWER ★ 118.7 (CTAF) 0 278.3	GND CON 121.9	JUNEAU RADIO 122.2
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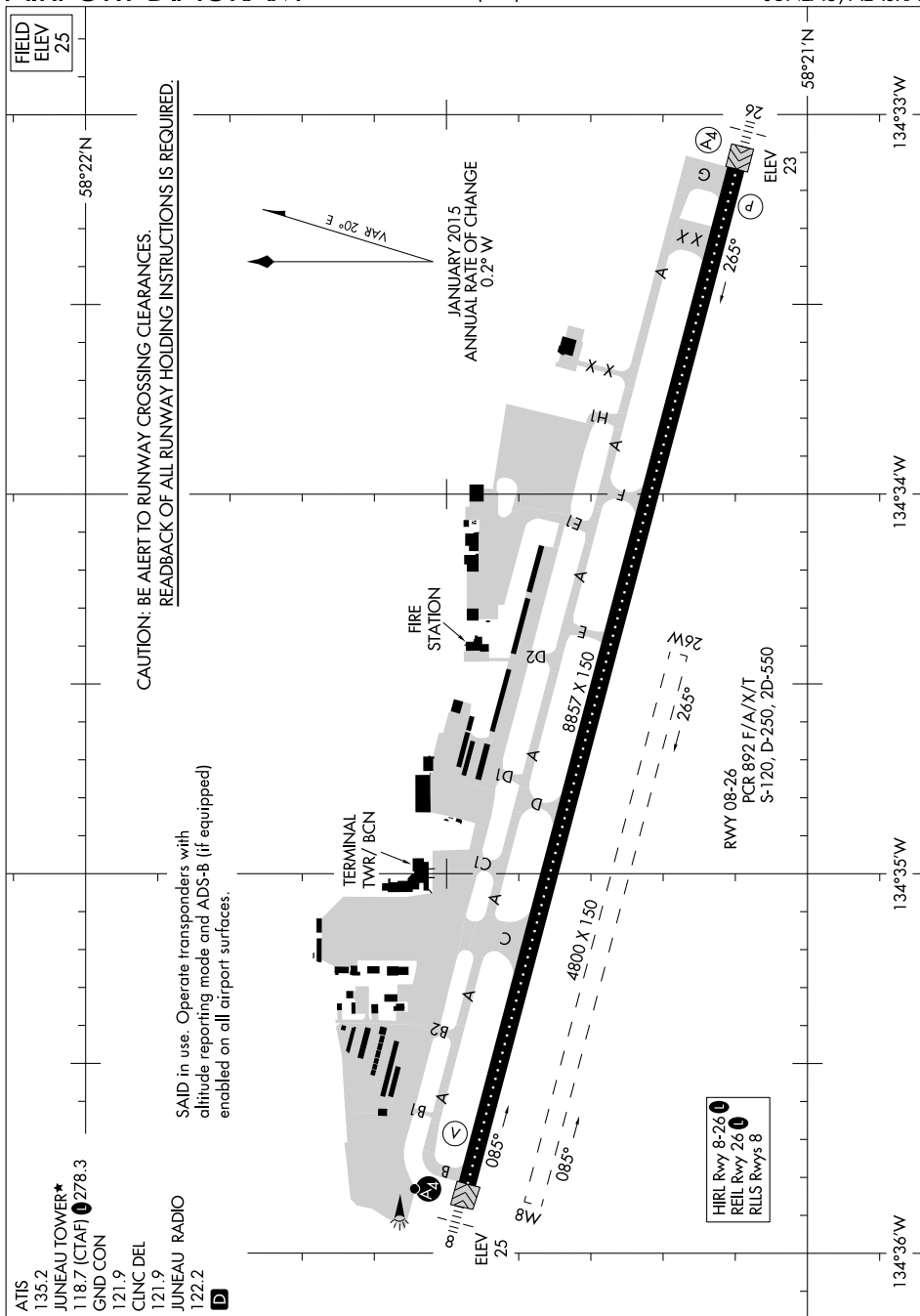


Remain within 10 NM 6300 — 071° — 6300 Use I-JDL DME when on LDA course. 4 NM — 6 NM — 6 NM — 3.2 NM	LYNNS I-JDL 14 5600 SSR R-027 EEF 071° TWR 8857 X 150 4800 X 150 20°			
	6300 5600 3700 CGL NDB I-JDL 2 SSR R-027 EEF 071° TWR 8857 X 150 4800 X 150 20°			
CATEGORY	A	B	C	D
S-LDA 8	3200-4 3175 (3200-4)			NA
CIRCLING	3200-4	3175 (3200-4)	3340-4 3315 (3400-4)	3700-4 3675 (3700-4)

AIRPORT DIAGRAM

AL-1191 (FAA)

JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA



AK, 03 SEP 2026 to 29 OCT 2026

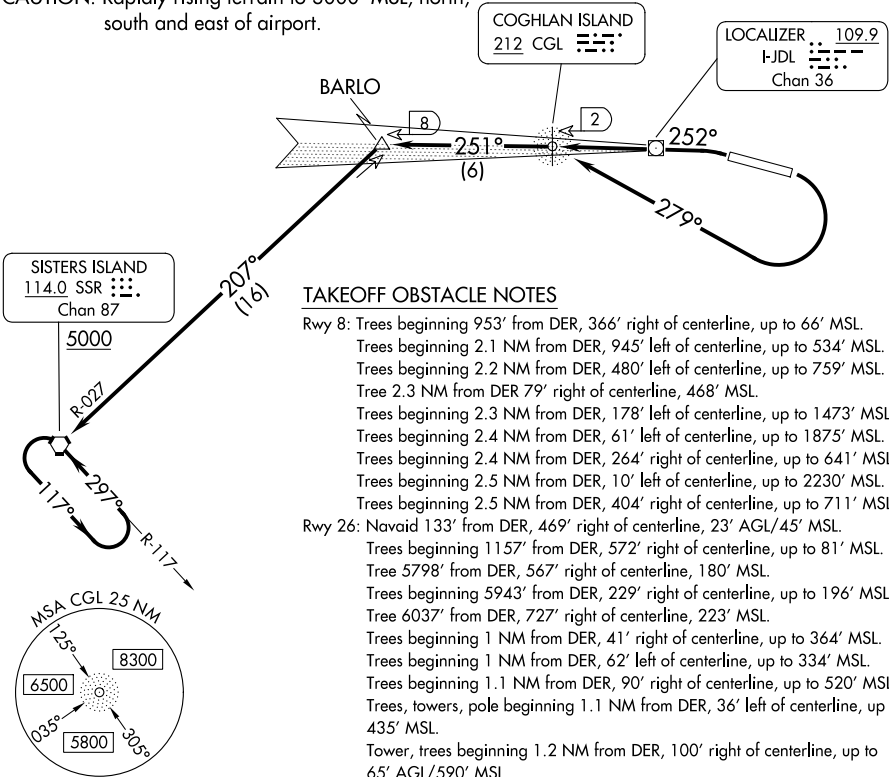
AIRPORT DIAGRAM

JUNEAU, ALASKA
JUNEAU INTL (JNU) (PAJN)

TAKEOFF MINIMUMS	ADF or DME required.	ANCHORAGE CENTER
Rwys 8W, 26W: NA- water runway.		133.9
Rwy 8: 1000-3.		ATIS
		135.2
Rwy 26: 600-17½ with minimum climb of 230'/NM to 800 or standard with minimum climb of 595 per NM to 800.		GND CON
		121.9
		JUNEAU TOWER ★
		118.7 (CTAF) 278.3
		JUNEAU RADIO
		122.2

NOTE: Obtain ATC approval for this procedure if not issued as part of the IFR clearance.

CAUTION: Rapidly rising terrain to 3000' MSL, north, south and east of airport.



TAKEOFF OBSTACLE NOTES

- Rwy 8: Trees beginning 953' from DER, 366' right of centerline, up to 66' MSL.
Trees beginning 2.1 NM from DER, 945' left of centerline, up to 534' MSL.
Trees beginning 2.2 NM from DER, 480' left of centerline, up to 759' MSL.
Tree 2.3 NM from DER 79' right of centerline, 468' MSL.
Trees beginning 2.3 NM from DER, 178' left of centerline, up to 1473' MSL.
Trees beginning 2.4 NM from DER, 61' left of centerline, up to 1875' MSL.
Trees beginning 2.4 NM from DER, 264' right of centerline, up to 641' MSL.
Trees beginning 2.5 NM from DER, 10' left of centerline, up to 2230' MSL.
Trees beginning 2.5 NM from DER, 404' right of centerline, up to 711' MSL.
- Rwy 26: Navaid 133' from DER, 469' right of centerline, 23' AGL/45' MSL.
Trees beginning 1157' from DER, 572' right of centerline, up to 81' MSL.
Tree 5798' from DER, 567' right of centerline, 180' MSL.
Trees beginning 5943' from DER, 229' right of centerline, up to 196' MSL.
Tree 6037' from DER, 727' right of centerline, 223' MSL.
Trees beginning 1 NM from DER, 41' right of centerline, up to 364' MSL.
Trees beginning 1 NM from DER, 62' left of centerline, up to 334' MSL.
Trees beginning 1.1 NM from DER, 90' right of centerline, up to 520' MSL.
Trees, towers, pole beginning 1.1 NM from DER, 36' left of centerline, up to 435' MSL.
Tower, trees beginning 1.2 NM from DER, 100' right of centerline, up to 65' AGL/590' MSL.
Tree 1.5 NM from DER, 2903' right of centerline, 359' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn as soon as practical. Climb in visual conditions direct CGL NDB or heading 279° to I-JDL west course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL west course/2 DME at or above 1000 MSL), thence. . . .

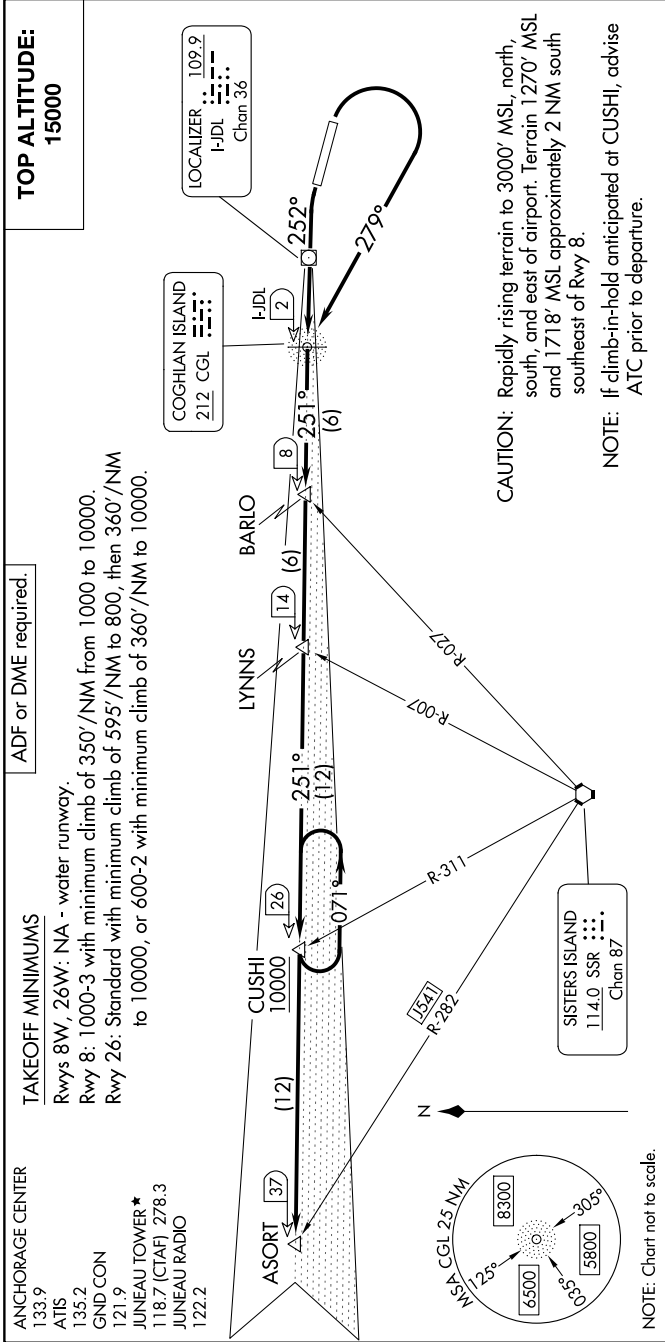
TAKEOFF RUNWAY 26: Climbing left turn heading 252° to CGL NDB or I-JDL West course/2 DME, thence. . . .

. . . on I-JDL west course of 251° bearing from CGL NDB to BARLO /I-JDL 8 DME, then left turn on SSR VORTAC R-027 to SSR VORTAC, cross SSR VORTAC at or above 5000, continue climb in holding pattern to cross SSR VORTAC at or above MEA for route of flight.

(ASORT3.ASORT) 26022
ASORT THREE DEPARTURE

AL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA



ASORT THREE DEPARTURE
(ASORT3.ASORT) 22JAN26

JUNEAU, ALASKA
JUNEAU INTL (JNU)(PAJN)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn as soon as practical. Climb in visual conditions direct CGL NDB or heading 279° to I-JDL west course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL West course/2 DME at or above 1000 MSL), thence

TAKEOFF RUNWAY 26: Climbing left turn heading 252° to CGL NDB or I-JDL west course/2 DME, thence

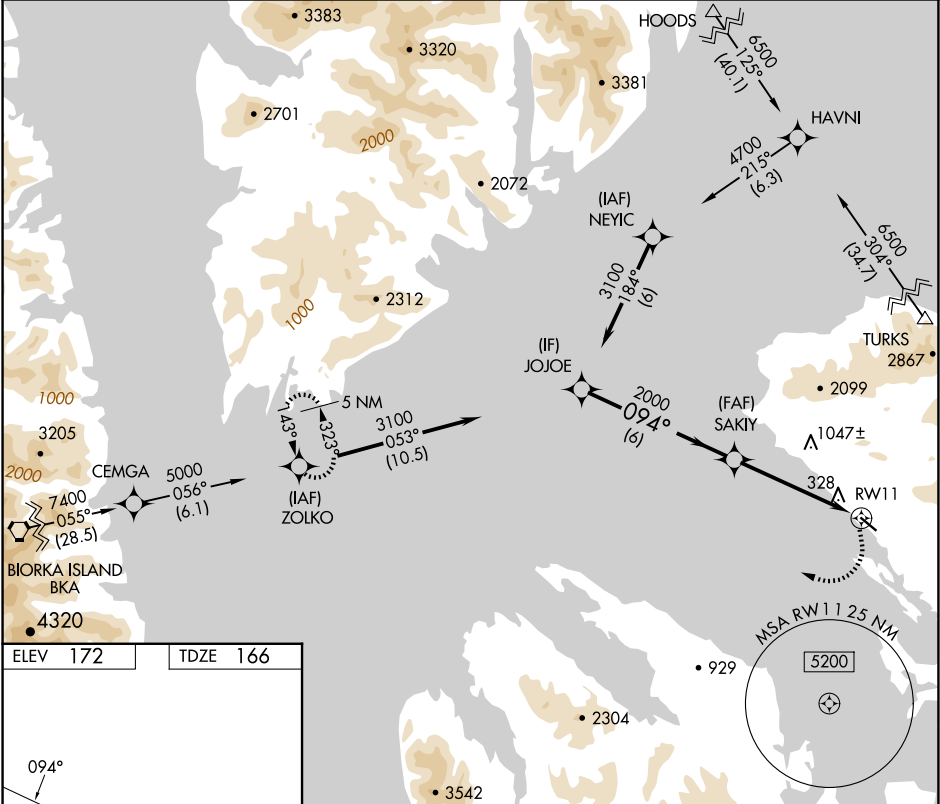
. . . on I-JDL west course or 251° bearing from CGL NDB to cross CUSHI/I-JDL 26 DME at or above 10000, then on I-JDL west course or CGL NDB bearing 251° to ASORT/I-JDL 37 DME.

APP CRS	Rwy Idg	4000
094°	TDZE	166
	Apt Elev	172

RNAV (GPS) RWY 11
KAKE (AFE)(PAFE)

RNP APCH.	MISSED APPROACH: Climbing right turn to 5000 direct ZOLKO and hold.
⚠ Circling NA north of Rwy 11-29. When local altimeter setting not received, use Petersburg James A Johnson altimeter setting and increase all MDAs 100 feet. ⚠ Circling Rwy 29 NA at night. Rwy 11 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 135.25	ANCHORAGE CENTER 132.175	SITKA RADIO 122.65 121.3	CTAF 122.9 0
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ELEV 172

TDZE 166

094°

REIL Rwy 11 0

MIRL Rwy 11-29 0

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).				5000 	ZOLKO 	
JOJOE 3100 Procedure Turn NA 094° SAKIY 2000 3.41° TCH 41 6 NM 5 NM RW11						
CATEGORY	A		B		C	D
LNNAV MDA	1120-1¼ 954 (1000-1¼)		1120-1½ 954 (1000-1½)		1120-3 954 (1000-3)	NA
CIRCLING	1120-1¼ 948 (1000-1¼)		1120-1½ 948 (1000-1½)		1120-3 948 (1000-3)	NA

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

(KAKE1.LVD) 24305

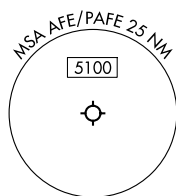
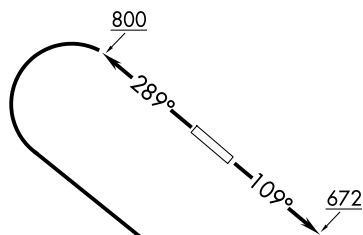
AL-9231 (FAA)

KAKE (AF'E)(PAFE)
KAKE, ALASKA

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
132.175

RNP 1 - GPS.



TAKEOFF MINIMUMS

Rwy 11: 600-3 with minimum climb of 274' per NM to 900.

Rwy 29: 500-3 with minimum climb of 395' per NM to 900.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 109° to 672, then direct LVD VOR/DME to cross LVD VOR/DME at or above MEA for route of flight.

TAKEOFF RUNWAY 29: Climb on heading 289° to 800, then climbing left turn direct LVD VOR/DME to cross LVD VOR/DME at or above MEA for route of flight.

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

(KAKE1.LVD) 31OCT24

KAKE, ALASKA
KAKE (AF'E)(PAFE)

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

TAKEOFF OBSTACLE NOTES

Rwy 11: Trees 26' from DER, 250' left of centerline, 148' AGL/345' MSL.

Trees beginning 93' from DER, 3' right of centerline, up to 148' AGL/319' MSL.

Trees beginning 153' from DER, 16' left of centerline, up to 148' AGL/365' MSL.

Trees beginning 281' from DER, 123' left of centerline, up to 148' AGL/385' MSL.

Trees beginning 409' from DER, 103' left of centerline, up to 148' AGL/424' MSL.

Trees beginning 859' from DER, 210' left of centerline, up to 148' AGL/447' MSL.

Trees beginning 987' from DER, 316' left of centerline, up to 148' AGL/470' MSL.

Trees beginning 1114' from DER, 2' left of centerline, up to 148' AGL/493' MSL.

Trees beginning 1572' from DER, 43' right of centerline, up to 148' AGL/339' MSL.

Trees beginning 1895' from DER, 170' right of centerline, up to 148' AGL/345' MSL.

Trees beginning 2023' from DER, 64' right of centerline, up to 148' AGL/395' MSL.

Trees beginning 2346' from DER, 191' right of centerline, up to 148' AGL/401' MSL.

Trees beginning 2473' from DER, 84' right of centerline, up to 148' AGL/431' MSL.

Trees beginning 2796' from DER, 211' right of centerline, up to 148' AGL/447' MSL.

Trees beginning 2924' from DER, 104' right of centerline, up to 148' AGL/463' MSL.

Trees beginning 3119' from DER, 338' right of centerline, up to 148' AGL/467' MSL.

Trees beginning 3247' from DER, 231' right of centerline, up to 148' AGL/480' MSL.

Trees beginning 3299' from DER, 215' left of centerline, up to 148' AGL/519' MSL.

Trees beginning 3375' from DER, 124' right of centerline, up to 148' AGL/486' MSL.

Trees beginning 3427' from DER, 7' left of centerline, up to 148' AGL/549' MSL.

Trees beginning 3502' from DER, 18' right of centerline, up to 148' AGL/496' MSL.

Trees beginning 3698' from DER, 251' right of centerline, up to 148' AGL/503' MSL.

Trees beginning 3825' from DER, 145' right of centerline, up to 148' AGL/532' MSL.

Trees beginning 3953' from DER, 12' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 1 NM from DER, 14' left of centerline, up to 148' AGL/559' MSL.

Trees beginning 1 NM from DER, 32' right of centerline, up to 148' AGL/555' MSL.

Trees beginning 1.9 NM from DER, 2314' right of centerline, up to 148' AGL/568' MSL.

Trees beginning 2.3 NM from DER, 3311' left of centerline, up to 148' AGL/637' MSL.

Trees beginning 2.4 NM from DER, 3418' left of centerline, up to 148' AGL/696' MSL.

Rwy 29: Trees 21' from DER, 353' left of centerline, 148' AGL/280' MSL.

Trees beginning 28' from DER, 7' right of centerline, up to 148' AGL/290' MSL.

Trees beginning 88' from DER, 13' left of centerline, up to 148' AGL/293' MSL.

Trees beginning 1124' from DER, 3' right of centerline, up to 148' AGL/309' MSL.

Trees beginning 3316' from DER, 23' right of centerline, up to 148' AGL/316' MSL.

Trees beginning 3639' from DER, 44' right of centerline, up to 148' AGL/322' MSL.

Trees beginning 3962' from DER, on centerline, up to 148' AGL/336' MSL.

Trees beginning 5380' from DER, 233' right of centerline, up to 148' AGL/339' MSL.

Trees beginning 5508' from DER, 126' right of centerline, up to 148' AGL/342' MSL.

Trees beginning 5635' from DER, 20' right of centerline, up to 148' AGL/352' MSL.

Trees beginning 5831' from DER, 40' right of centerline, up to 148' AGL/365' MSL.

Trees 5876' from DER, 86' left of centerline, 148' AGL/299' MSL.

Tower, trees beginning 1 NM from DER, 65' left of centerline, up to 191' AGL/328' MSL.

Trees beginning 1 NM from DER, 1529' right of centerline, up to 148' AGL/391' MSL.

Trees beginning 1.1 NM from DER, 1549' right of centerline, up to 148' AGL/414' MSL.

Trees beginning 1.2 NM from DER, 2144' right of centerline, up to 148' AGL/437' MSL.

Trees beginning 1.3 NM from DER, 2038' right of centerline, up to 148' AGL/486' MSL.

Trees beginning 1.4 NM from DER, 1887' right of centerline, up to 148' AGL/542' MSL.

Trees beginning 2 NM from DER, 3287' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 2.3 NM from DER, 2477' right of centerline, up to 148' AGL/598' MSL.

Trees beginning 2.5 NM from DER, 2371' right of centerline, up to 148' AGL/605' MSL.

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

KALSKAG, ALASKA

AL-9461 (FAA)

26078

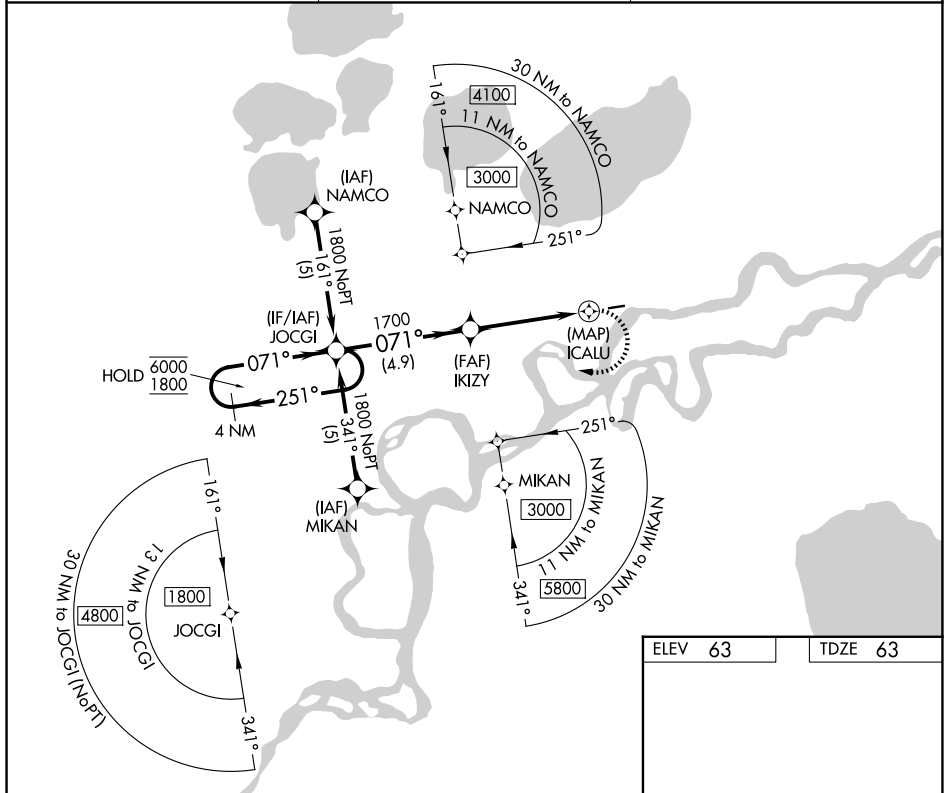
APP CRS	Rwy Ldg	3198
071°	TDZE	63
	Apt Elev	63

RNAV (GPS) RWY 7

KALSKAG (KLG)(PALG)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 1800 direct JOCGI and hold.
▼ ▲ Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA north of Rwy 7-25.	

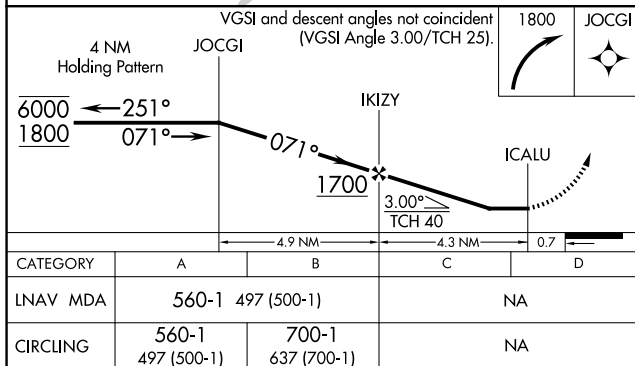
AWOS-3P 119.025	ANCHORAGE CENTER 118.15 251.05	UNICOM 122.8 (CTAF) 0
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ELEV 63	TDZE 63
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CATEGORY	A	B	C	D
RNAV MDA	560-1	497 (500-1)	NA	
CIRCLING	560-1 497 (500-1)	700-1 637 (700-1)	NA	

MIRL Rwy 7-25 0



KALSKAG, ALASKA
Amdt 1A 11JUL24

61°32'N-160°21'W

KALSKAG (KLG)(PALG) RNAV (GPS) RWY 7

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

KALTAG, ALASKA

AL-10158 (FAA)

26246

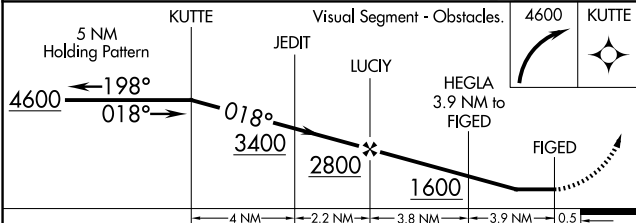
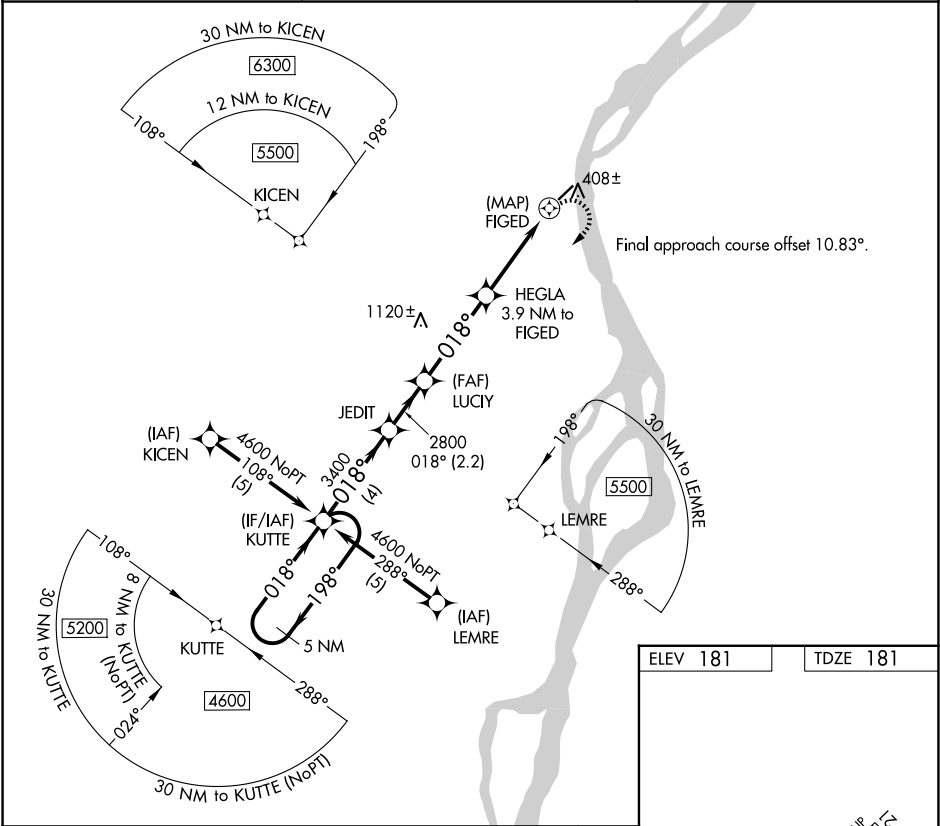
APP CRS	Rwy Ldg	3986
018°	TDZE	181
	Apt Elev	181

RNAV (GPS) RWY 3

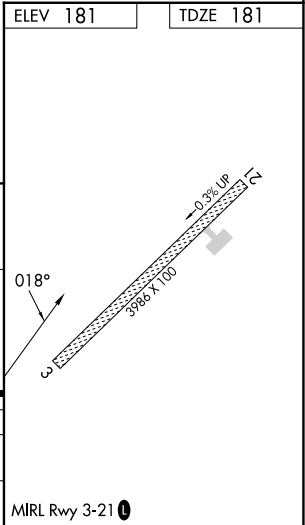
KALTAG (KAL)(PAKV)

 DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 3 NA.	MISSED APPROACH: Climbing right turn to 4600 direct KUTTE and hold.
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AWOS-3 135.25	ANCHORAGE CENTER 127.0 290.2	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNNAV MDA	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA
CIRCLING	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA



KALTAG, ALASKA
Orig-D 12OCT17

64°19'N-158°44'W

KALTAG (KAL)(PAKV) RNAV (GPS) RWY 3

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

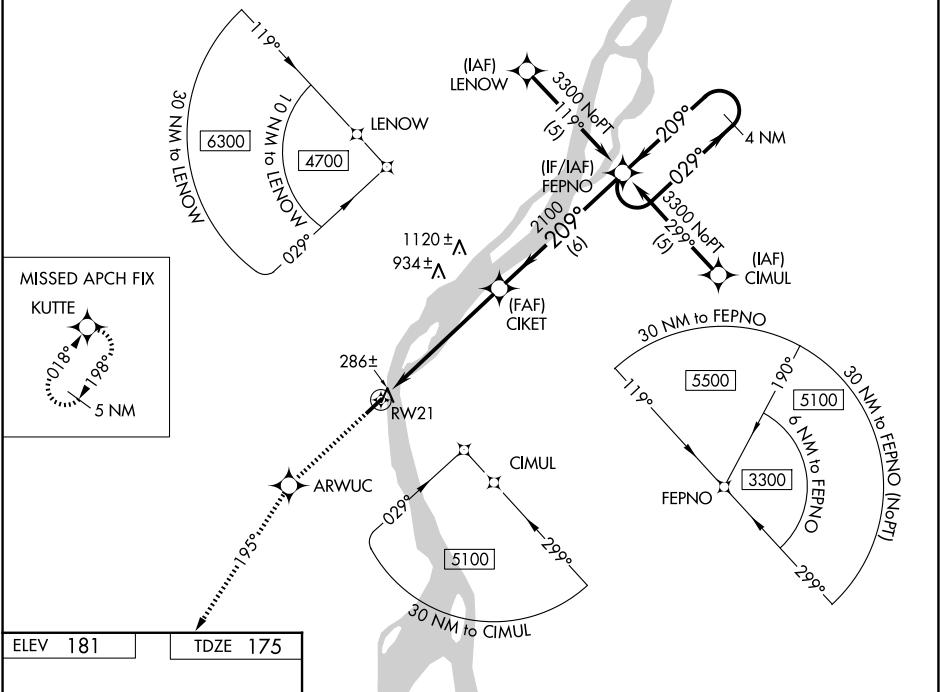
WAAS CH 53315 W21A	APP CRS 209°	Rwy Ldg 3986 TDZE 175 Apt Elev 181
--	------------------------	---

RNAV (GPS) RWY 21

KALTAG (KAL)(PAKV)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4600 direct ARWUC and via track 195° to KUTTE and hold, continue climb-in-hold to 4600.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling Rwy 3 NA at night. When local altimeter setting not received, procedure NA.	

AWOS-3 135.25	ANCHORAGE CENTER 127.0 290.2	CTAF 122.9
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ELEV 181	TDZE 175	4600 ARWUC	tr 195°	KUTTE	FEPNO	4 NM Holding Pattern
209°		2100				GP 3.00°
0.3% Up		2100				TCH 52
3986 x 100		2.3 NM				
		3.5 NM				
		6 NM				
		CATEGORY	A	B	C	D
		LPV DA	493-1 318 (400-1)			NA
		LNAV/VNAV DA	598-1½ 423 (500-1½)			NA
		LNAV MDA	960-1 785 (800-1)	960-1¼ 785 (800-1¼)	960-2½ 785 (800-2½)	NA
		CIRCLING	960-1 779 (800-1)	960-1¼ 779 (800-1¼)	1200-3 1019 (1100-3)	NA

MIRL Rwy 3-21

RNAV (GPS) RWY 17
KASIGLUK (Z09) (PFKA)

MISSED APPROACH: Climb to 2600 direct UNAWO and hold.

4 NM

354°

174°

(IF/IAF) ZEREL

1700

174°

(5)

(FAF) OJURA

RW17 94±

30 NM to ZEREL (NoPT)

2500

ZEREL

084°

264°

30 NM to ZEREL

ELEV 48	TDZE 48
---------	---------

174°

174°

354°

4 NM

MISSED APCH FIX UNAWO

KASIGLUK (Z09) (PFKA)
RNAV (GPS) RWY 17

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	3000
354°	TDZE	48
	Apt Elev	48

RNAV (GPS) RWY 35

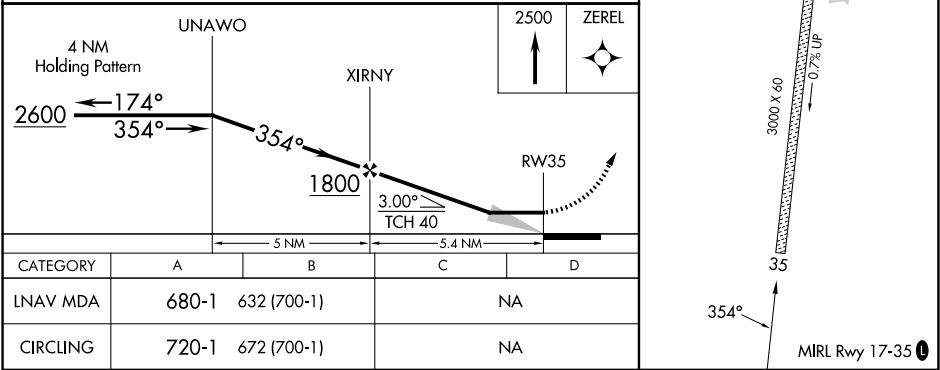
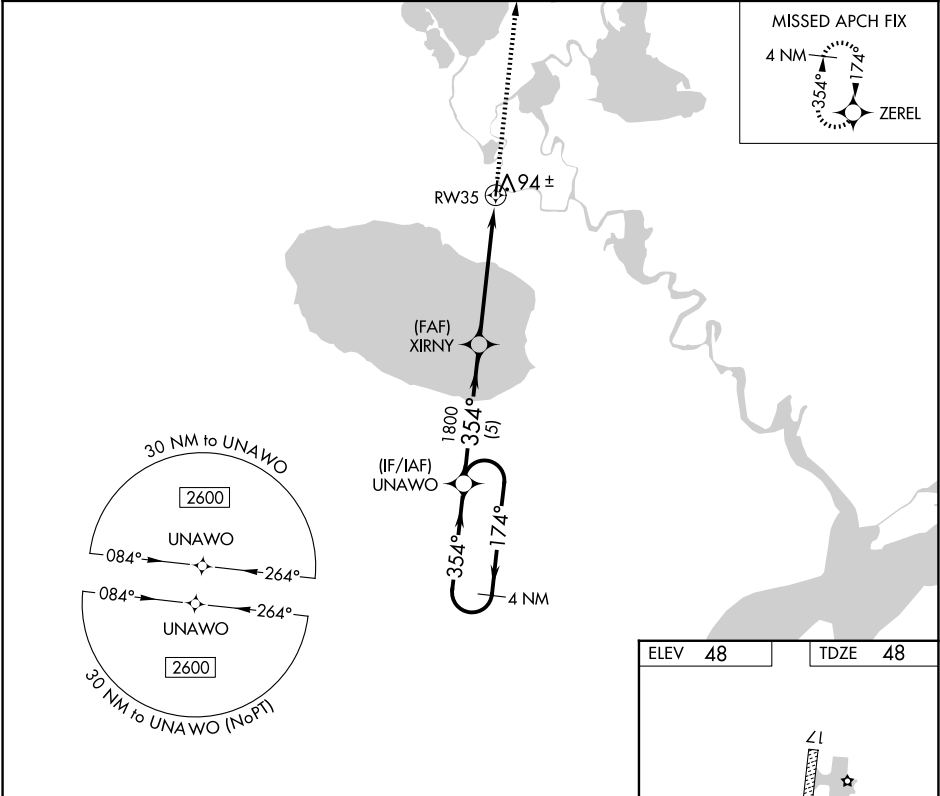
KASIGLUK (ZØ9) (PFA)

NA

DME/DME RNP-0.3 NA. Use Nunapitchuk altimeter setting, when not received, use Bethel altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZEREL and hold.

16A/PBIT AWOS-3P 121.55	BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
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KENAI, ALASKA

AL-1235 (FAA)

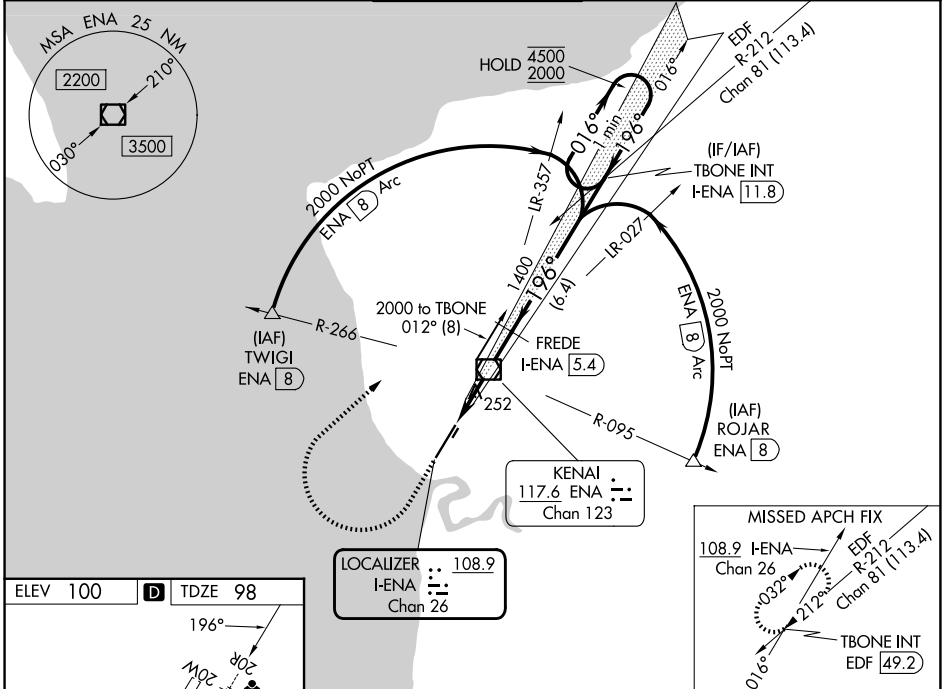
25219

LOC/DME I-ENA 108.9 Chan 26	APP CRS 196°	Rwy Ldg 7575 TDZE 98 Apt Elev 100
--	------------------------	--

ILS Y or LOC Y RWY 20R **KENAI MUNI (ENA) (PAEN)**

TACAN required.	MALSR 	MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 on heading 046° and on EDF TACAN R-212 to TBONE INT/EDF 49.2 DME and hold. † Missed approach requires minimum climb of 800 feet per NM to 4000; if unable to meet climb gradient, see ILS Z or LOC Z RWY 20R.
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ATIS 133.35	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER★ 121.3 (CTAF) 0 239.3	GND CON 118.75	KENAI RADIO 122.65
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REIL Rwy 2L **1**
HIRL Rwy 2L-20R

1800 ↑

4000 hdg 046°

EDF R-212

TBONE INT

Use I-ENA DME when on the localizer course.

TBONE INT I-ENA **11.8**

One Minute Holding Pattern

*LOC only

I-ENA **1.4**

1.2 NM

*I-ENA **2.6**

2.8 NM

FREDE I-ENA **5.4**

1400

6.4 NM

016° → 4500

← 196° 2000

GS 3.00°
TCH 51

CATEGORY	A	B	C	D	E
S-ILS 20R#†	298/24 200 (200-½)				
S-LOC 20R†	520/24	422 (500-½)	520/40	422 (500-¾)	
CIRCLING	560-1	580-1	580-1½	680-2	760-2¼
	460 (500-1)	480 (500-1)	480 (500-1½)	580 (600-2)	660 (700-2¼)

KENAI, ALASKA

Orig 15AUG19

KENAI MUNI (ENA) (PAEN)

60°34'N-151°15'W

ILS Y or LOC Y RWY 20R

ILS Z or LOC Z RWY 20R
KENAI MUNI (ENA) (PAEN)

MISSED APPROACH: Climb to 2200 on ENA
VOR/DME R-192 to DIXIT/10 DME and hold.

The chart displays several key elements:

- Top Left:** A circular inset shows the MSA ENA 25 NM with frequencies 2200 and 3500.
- Bottom Left:** An "ALTERNATE MISSED APCH FIX" section details a missed approach procedure starting from TBONE TED (41.5), heading 113.15° TED R-213 Chan 78(V).
- Bottom Center:** ELEV 100, TDZE 98, and a directional indicator pointing towards 196°.
- Main Chart Area:** Shows multiple approach paths with altitudes such as 4500, 2000, 1400, and 252. Key waypoints include TWIGI, FREDE, DIXIT, and ROJAR. Frequencies like 117.6 ENA and 113.15 TED are noted.
- Right Side:** Includes a "LOCALIZER" section for 108.9 I-ENA Chan 26 and a "KNAI" section for 117.6 ENA Chan 123.

60°34'N-151°15'W KENAI MUNI (ENA) (PAEN)
ILS Z or LOC Z RWY 20R

RNAV (GPS) RWY 2L

KENAI MUNI (ENA) (PAEN)

MISSED APPROACH:
Climb to 2000 direct
TBONE and hold.

KENAI RADIO
122.65

A digital scale with a circular display. The text "MSA R W02L 25 NM" is curved along the top edge. The display shows the number "3500" in a rectangular box. Below the box is a small circular icon with a crosshair.

KENAI MUNI (ENA) (PAEN)
RNAV (GPS) RWY 2L

WAAS CH 99504 W20A	APP CRS 196°	Rwy Ldg 7575 TDZE 98 Apt Elev 100
--	------------------------	--

RNAV (GPS) RWY 20R

KENAI MUNI (ENA) (PAEN)

RNP APCH

▼

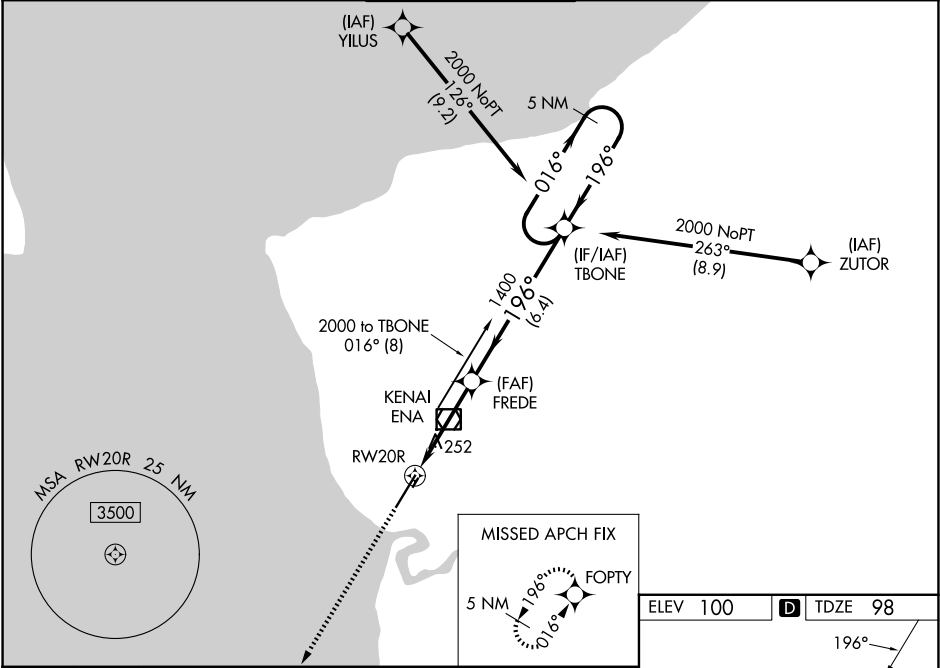
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Soldotna altimeter setting. Circling Rwy 2R, 20L NA at night. When local altimeter setting not received, use Soldotna altimeter setting and increase all DA 22 feet and all MDA 40 feet, increase LNAV visibility Cat C and D to RVR 5000. Circling Rwy 2W, 20W NA. # RVR 1800 authorized with use of FD or AP or HUD to DA. (NA when using Soldotna altimeter setting).

MALSR

MISSED APPROACH:
Climb to 2000 direct FOPTY and hold.

ATIS 133.35	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER * 121.3 (CTAF) 239.3	GND CON 118.75	KENAI RADIO 122.65
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2000

FOPTY

*LNAV only

*1.2 NM to RWY 20R

RWY 20R

1.2

2.7 NM

6.4 NM

FREDE

1400

196°

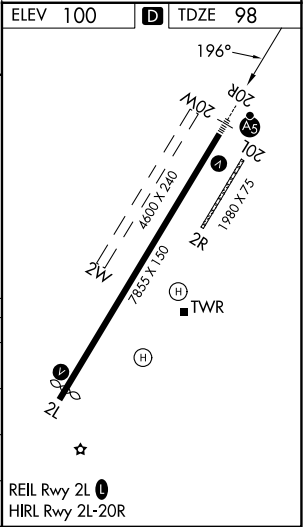
016°

2000

GP 3.00°

TCH 51

CATEGORY	A	B	C	D
LPV DA#	298/24 200 (200-½)			
LNAV/DA	348/24 250 (300-½)			
LNAV MDA	520/24 422 (500-½)		520/40 422 (500-¾)	
CIRCLING	560-1 460 (500-1)	580-1 480 (500-1)	580-1½ 480 (500-½)	680-2 580 (600-2)



KENAI, ALASKA

AL-1235 (FAA)

25219

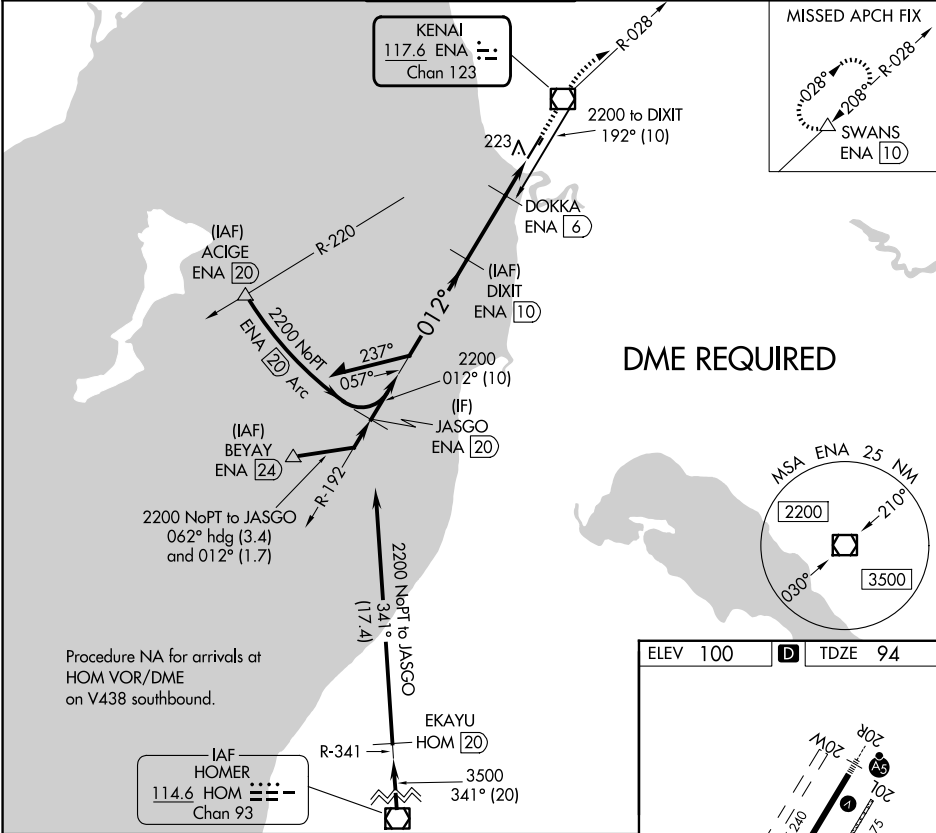
VOR/DME ENA 117.6 Chan 123	APP CRS 012°	Rwy Ldg TDZE 94 Apt Elev 100
--	------------------------	--

VOR RWY 2L
KENAI MUNI (ENA) (PAEN)

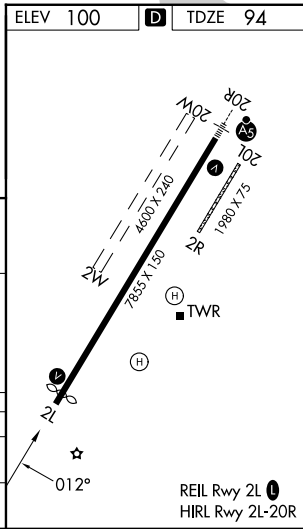
⚠ Circling Rwy 2R, 20L NA at night. DME required. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet; increase S-2L Cat C and D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. VDP NA with Soldotna altimeter setting. Circling Rwy 2W, 20W NA.

MISSED APPROACH: Climb to 2000 direct ENA VOR/DME and on ENA VOR/DME R-028 to SWANS/ENA 10 DME and hold.

ATIS 133.35	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER★ 121.3 (CTAF) 239.3	GND CON 118.75	KENAI RADIO 122.65
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Remain within 10 NM		DIXIT ENA 10	2000	ENA	SWANS
192°		012°	2200	ENA 6	ENA R-028
3.02° TCH 53		900	DOKKA ENA 6	ENA 4.6	ENA 3.6
4 NM		1.4 NM	1.1 NM		
CATEGORY	A	B	C	D	
S-2L	480-1	386 (400-1)	480-1 1/8	386 (400-1 1/8)	
CIRCLING	560-1 460 (500-1)	580-1 480 (500-1)	580-1 1/2 480 (500-1 1/2)	680-2 580 (600-2)	



KENAI, ALASKA
Amdt 10A 13SEP18

60°34'N-151°15'W

KENAI MUNI (ENA) (PAEN)
VOR RWY 2L

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

VOR RWY 20R
KENAI MUNI (ENA) (PAEN)

MISSED APPROACH:
Climb to 2200 on ENA
VOR/DME R-192 to DIXIT/ENA
VOR/DME 10 DME and hold.

ILS Y or LOC Y RWY 11
KETCHIKAN INTL (KTN)(PAKT)

T
A Rwy 11 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase #S-ILS 11 visibility to RVR 6000.

*RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 5100 direct CMJ NDB and on CMJ NDB bearing 124° to UCARU/1-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold, continue climb-in-hold to 5100.
 Missed approach requires minimum climb of 305 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.
 Missed approach requires minimum climb of 270 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.
 Missed approach requires minimum climb of 235 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.

KETCHIKAN RADIO
123.6 (CTAF) **L**

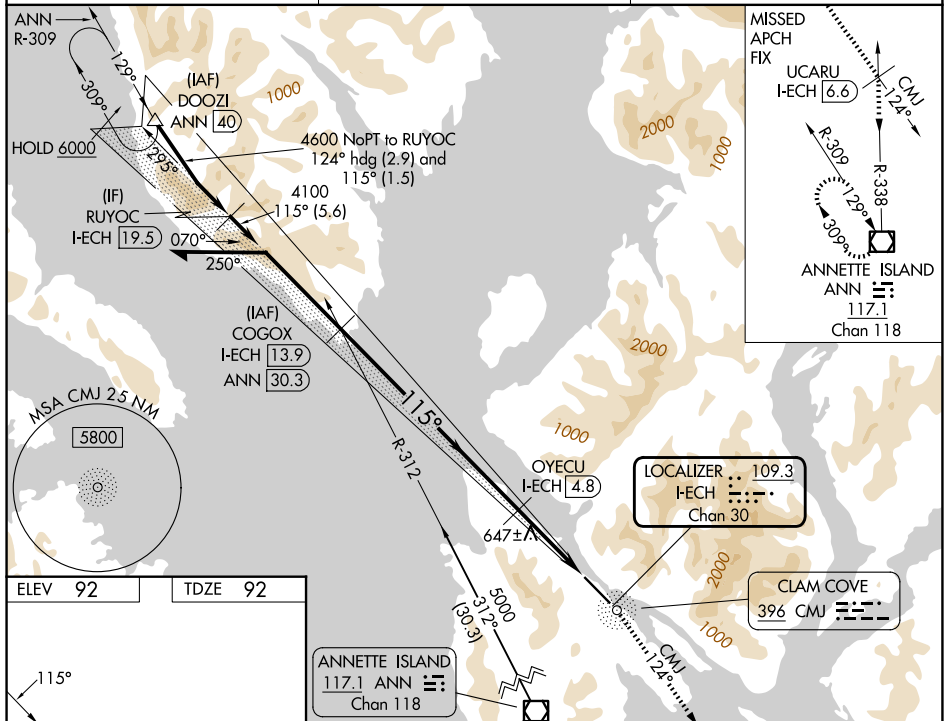


Diagram illustrating a runway layout. A dashed line indicates a 115° angle. A solid line represents the runway, labeled 7300 X 150. Various markers are shown along the runway, including 'A5', 'S', and 'C'.

Use I-ECH DME when on the localizer course.

Remain within 10 NM

295°

715°

COGOX I-ECH [13.9]

OYECU I-ECH [4.8]

I-ECH [4]

I-ECH [1.4]

GS 3.00°
TCH 50

4100

4100

1220

9.1 NM

0.8

2.6 NM

5100 CMJ CMJ 124° UCARU I-ECH [6.6] ANN R-338 ANN

CATEGORY	A	B	C	D
S-ILS 11*	312/24 220 (300-½)			
S-ILS 11#	481/35 389 (400-¾)			
S-LOC 11	980/40	888 (900-¾)	980-2	888 (900-2)

AK, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC Z RWY 11
KETCHIKAN INTL (KTN)(PAKT)

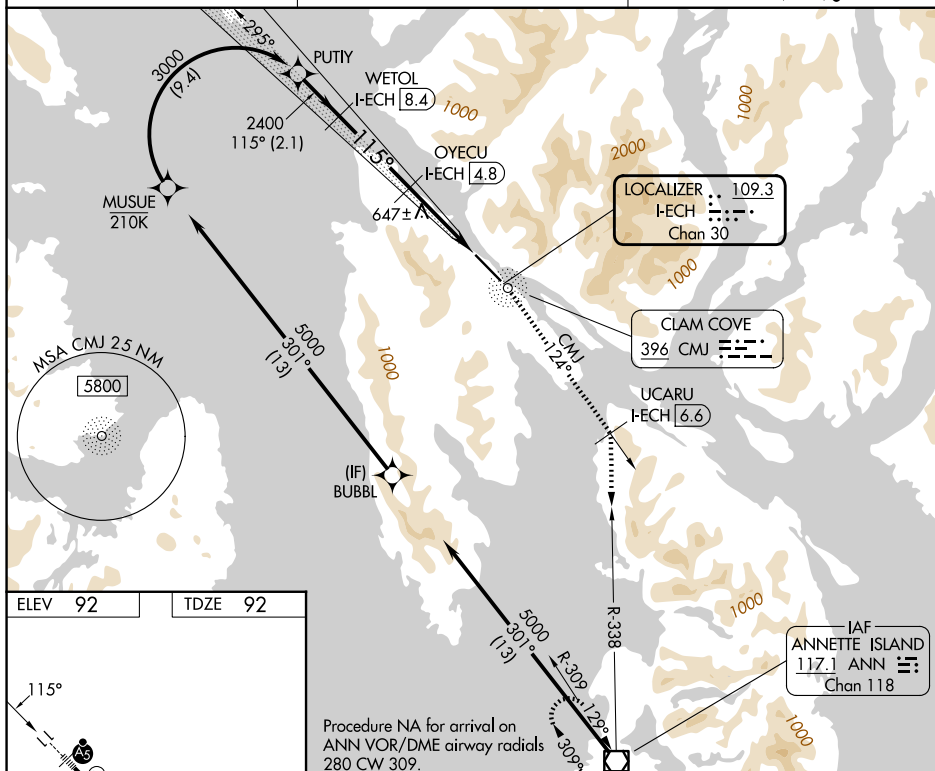
ADF required. DME required.

T Rwy 11 helicopter visibility reduction below
A RVR 4000 NA. For inop ALS, increase
*S-ILS 11 visibility to RVR 6000.
*RVR 1800 authorized with the use of FD or
AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 5100 direct CMJ NDB and on CMJ NDB bearing 124° to UCARU/I-ECH 6.6 DME and on ANNN VOR/DME R-338 to ANNN VOR/DME and hold, continue to climb-in-hold to 5100.
 *Missed approach requires minimum climb of 305 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.
 *Missed approach requires minimum climb of 235 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.

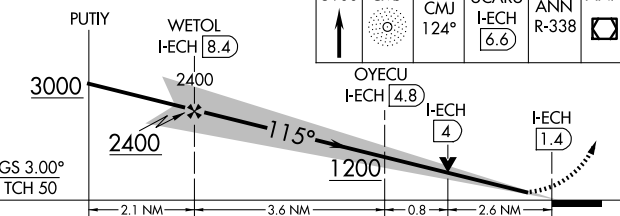
KETCHIKAN RADIO123.6 (CTAF) **L**

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Diagram illustrating a water runway (RWY) layout. The runway is oriented at a 115° angle. The dimensions are 7500 x 150. The runway is labeled "WATER RWY: WNW-ESE 9500 X 1500".

Procedure NA for arrival on
ANN VOR/DME airway radials
280 CW 309.

Use I-ECH DME when on the localizer course.



CATEGORY	A	B	C	D
S-ILS 11*	312/24 220 (300-½)			
S-LOC 11#	980/40	888 (900-¾)	980-2	888 (900-2)

Amdt 2A 17APR25

55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)
ILS Z or LOC Z RWY 11

KETCHIKAN, ALASKA

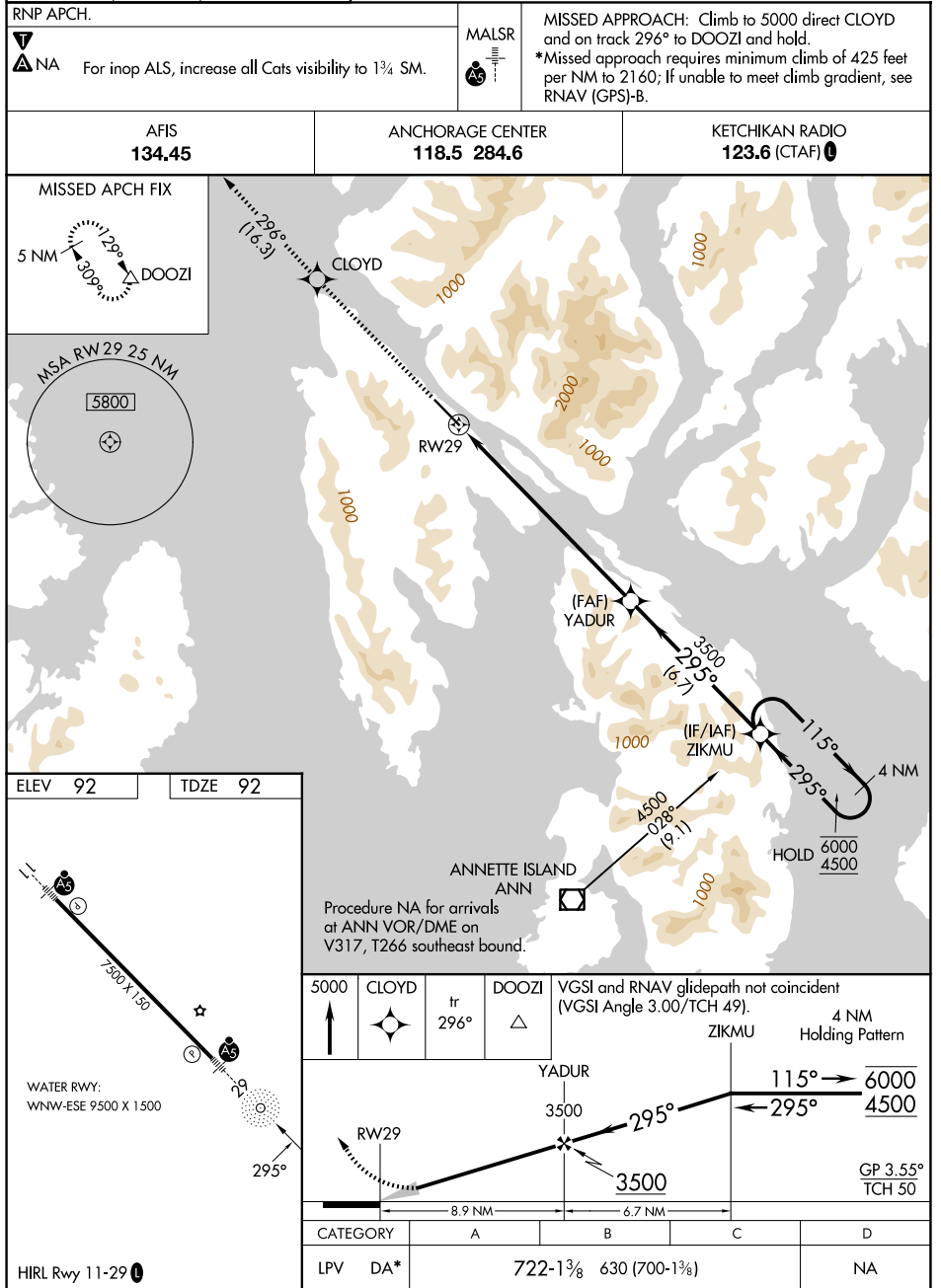
AL-6053 (FAA)

25275

WAAS CH 40142 W29A	APP CRS 295°	Rwy Ldg TDZE Apt Elev 7500 92 92
--	------------------------	--

RNAV (GPS) RWY 29

KETCHIKAN INTL (KTN)(PAKT)



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

KETCHIKAN, ALASKA

Orig 13SEP18

55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)

RNAV (GPS) RWY 29

APP CRS
295°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
92

RNAV (GPS)-B

KETCHIKAN INTL (KTN)(PAKT)

RNP APCH.

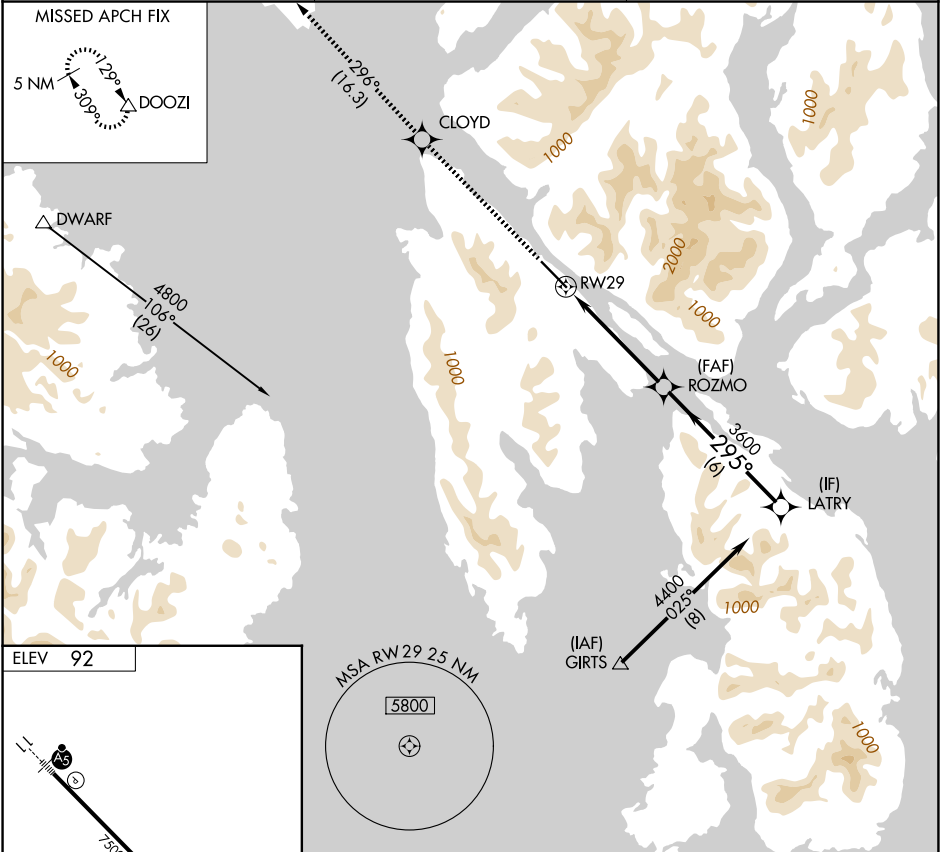
▼

▲

Circling NA northeast of Rwy 29-11.

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
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5000

CLOYD

tr 296°

DOOZI

ROZMO

LATRY

4400

RW29

6.49°

TCH 49°

3600

5 NM

6 NM

CATEGORY	A	B	C	D
CIRCLING	1980-1¼ 1888 (1900-1¼)	2620-1½ 2528 (2600-1½)	2880-3	2788 (2800-3)

HIRL Rwy 11-29 0

WATER RWY:
WNW-ESE 9500 X 1500

295°

KETCHIKAN, ALASKA

AL-6053 (FAA)

25275

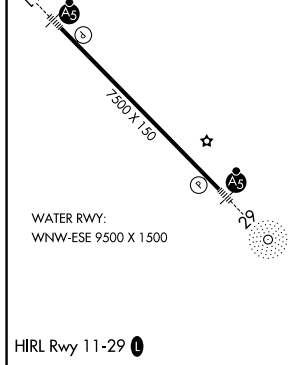
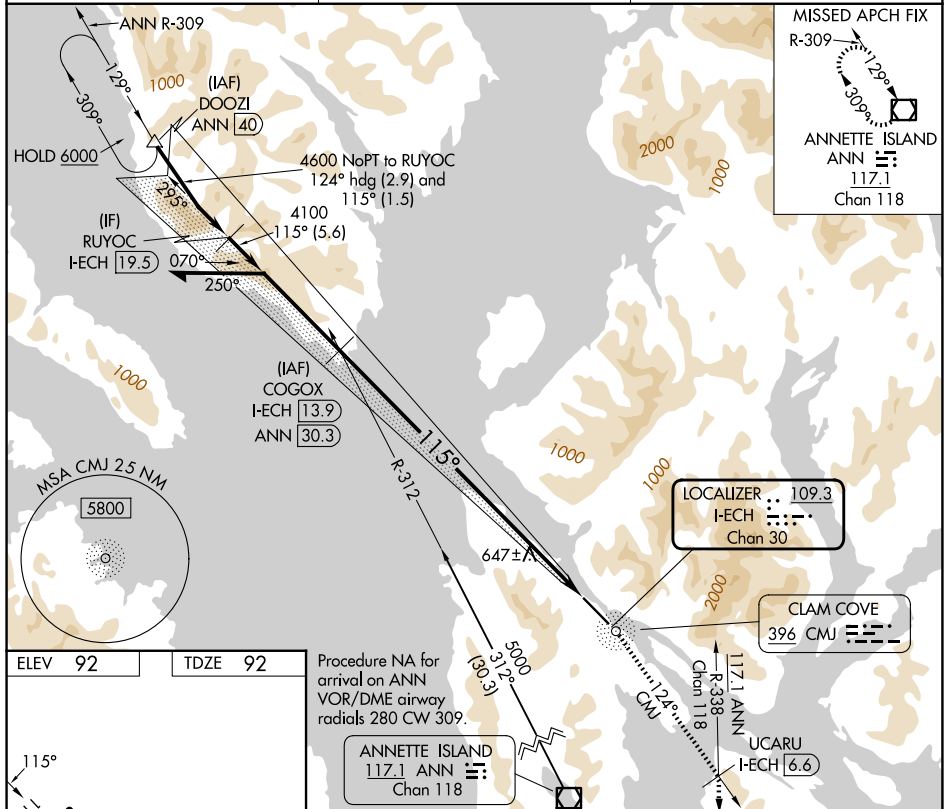
LOC/DME I-ECH 109.3 Chan 30	APP CRS 115°	Rwy Ldg 7500 TDZE 92 Apt Elev 92
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LOC X RWY 11

KETCHIKAN INTL (KTN)(PAKT)

DME required. ADF required.	MALSR	MISSED APPROACH: Climb to 5000 direct CMJ NDB then on CMJ NDB bearing 124° to UCARU/I-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold.
⚠ Circling NA at night. Inop table does not apply.	⚠	
⚠ Rwy 11 helicopter visibility reduction below ¾ SM NA.		

AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
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Remain within 10 NM	COGOX I-ECH 13.9	5000 CMJ	UCARU I-ECH 6.6	ANN R-338	ANN
4600	295°	I-ECH 6.6	I-ECH 1.4		
4100	115°	3.00° TCH 50			
Use I-ECH DME when on the localizer course.		7.3 NM	5.2 NM		
CATEGORY	A	B	C	D	
S-11	1780-1¼ 1688 (1700-1¼)	1780-1½ 1688 (1700-1½)	1780-3	1688 (1700-3)	
CIRCLING	2100-1¼ 2008 (2100-1¼)	2640-1½ 2548 (2600-1½)	3020-3 2928 (3000-3)	3300-3 3208 (3300-3)	

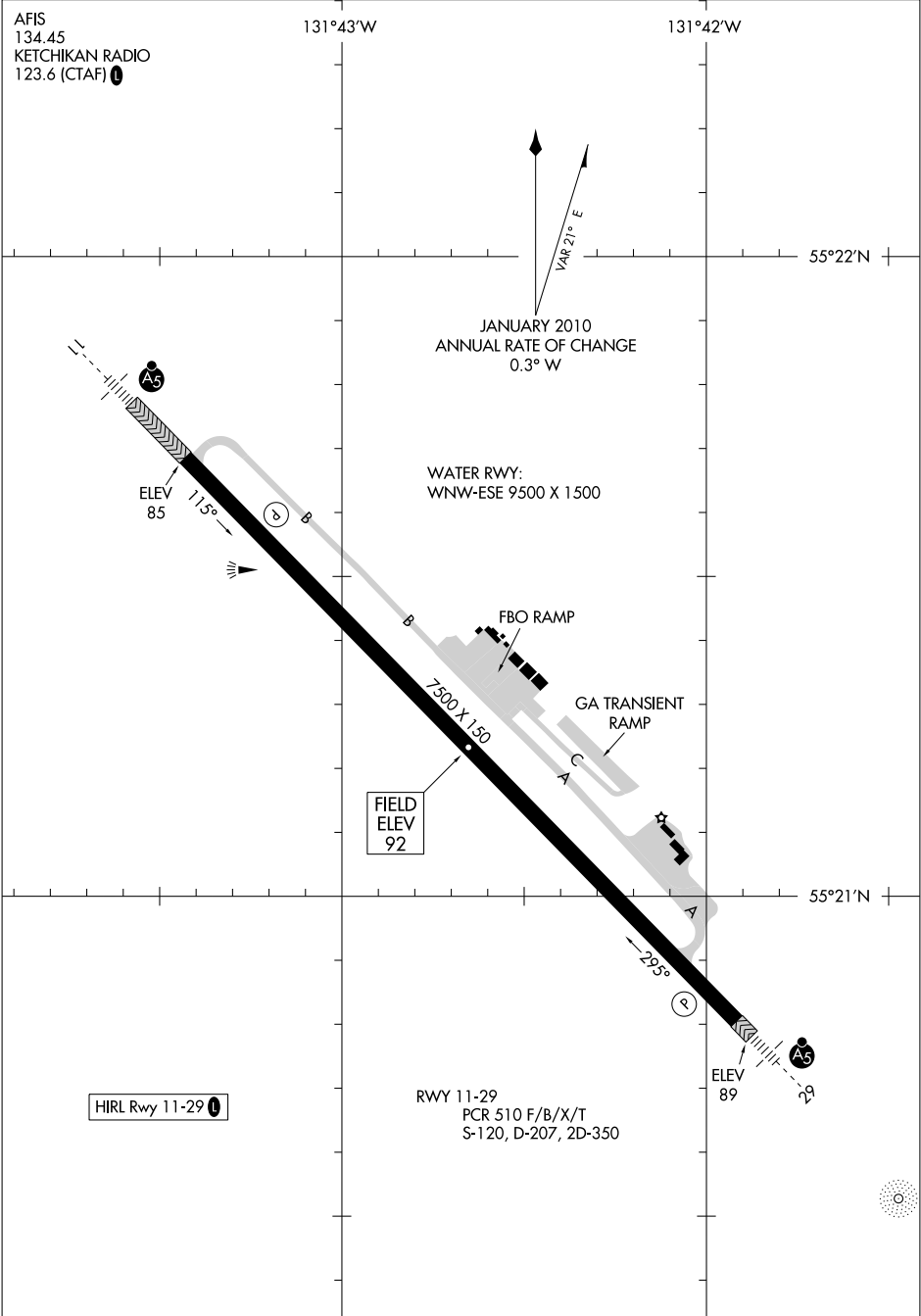
KETCHIKAN, ALASKA
Amdt 1A 31OCT24

55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)

LOC X RWY 11

AK, 03 SEP 2026 to 29 OCT 2026



(CETK6.ANN) 24137

KETCHIKAN SIX DEPARTURE (OBSTACLE)

KETCHIKAN INTL (KTN)(PAKT)
AL-6053 (FAA) KETCHIKAN, ALASKAANCHORAGE CENTER
118.5 284.6
KETCHIKAN RADIO
123.6 (CTAF)TAKEOFF MINIMUMSRwy 11: Standard with a minimum climb of
360' per NM to 2000.

Rwy 29: NA - ATC.

TAKEOFF OBSTACLE NOTES

Rwy 11: Electrical system 5' from DER, 55' left of centerline, 1' AGL/90' MSL.
 Electrical system 5' from DER, 54' right of centerline, 1' AGL/90' MSL.
 Tree 107' from DER, 514' left of centerline, 93' MSL.
 Tree 190' from DER, 508' left of centerline, 76' AGL/95' MSL.
 Tree 483' from DER, 572' right of centerline, 126' MSL.
 Trees 966' from DER, 692' right of centerline, 128' MSL.
 Tree 1072' from DER, 693' right of centerline, 144' MSL.
 Trees beginning 1195' from DER, 659' right of centerline, up to 154' MSL.
 Tree 2469' from DER, 1001' right of centerline, 164' MSL.
 Tree 2567' from DER, 1060' right of centerline, 168' MSL.
 Trees beginning 2768' from DER, 1014' right of centerline, up to 173' MSL.

NOTE: Chart not to scale.

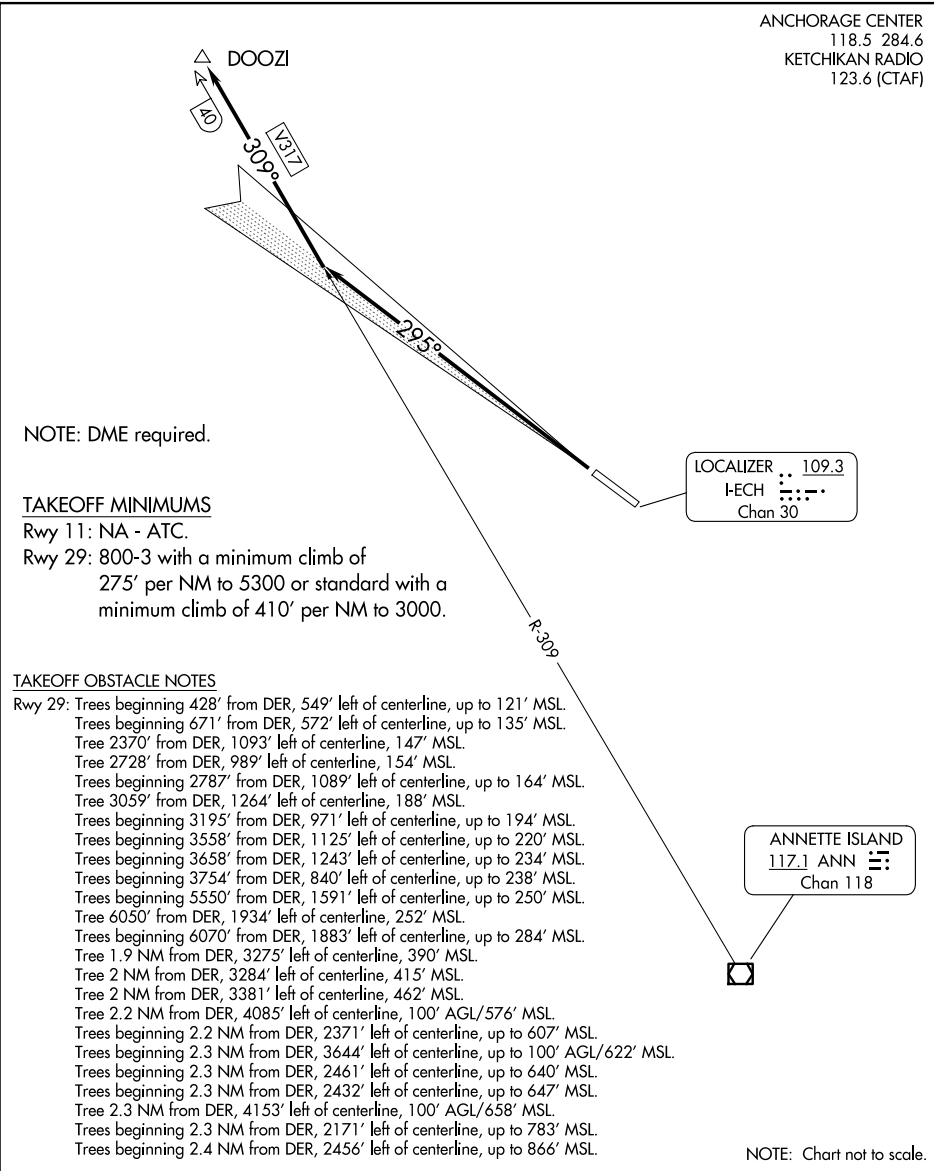
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 116° to 2000, then climbing right turn to
 5000 on heading 190° to intercept ANN VOR/DME R-327 to ANN VOR/DME before
 proceeding on course.

KETCHIKAN SIX DEPARTURE (OBSTACLE)

(CETK6.ANN) 19JUL18

KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN)(PAKT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 29: Climb to assigned altitude on I-ECH localizer NW course (295°) to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding on course.

WAAS CH 63143 W25A	APP CRS 253°	Rwy Ldg 4000 TDZE 175 Apt Elev 179
--	------------------------	---

RNAV (GPS) RWY 25

 Circling NA north of Rwy 7-25. Circling Rwy 7 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Baro-VNAV and VDP NA when using WLK/PASK altimeter setting. When local altimeter setting not received, use WLK/PASK altimeter setting and increase LPV DA* to 531 feet; increase LPV DA to 720 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 888 feet and all visibilities ¼ SM. Increase all MDAs 100 feet.

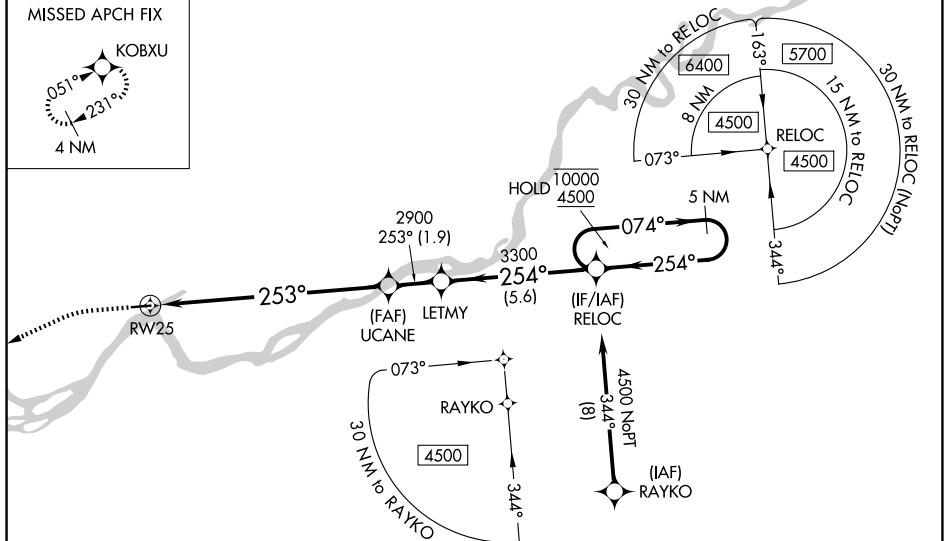
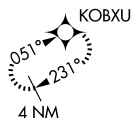
MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct KOBXU and hold, continue climb-in-hold to 4000.
*Missed approach requires minimum climb of 335 feet per NM to 1440.

AWOS-3P
119.025

ANCHORAGE CENTER
119.2 263.0

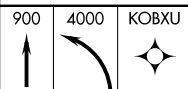
CTAF
122.7 **L**

MISSED APCH FIX



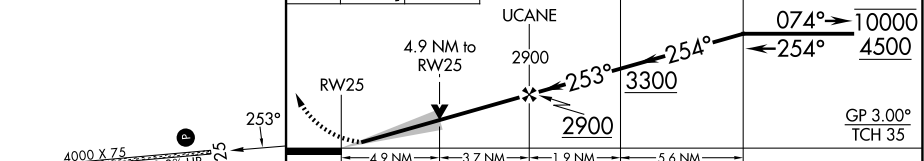
ELEV 179

TDZE 175



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).

RELOC 5 NM
| |
Holding Pattern



CATEGORY		A	B	C	D
LPV	DA*	450-1 275 (300-1)			
LPV	DA	639-1 $\frac{3}{8}$ 464 (500-1 $\frac{3}{8}$)			
LNAV/ VNAV	DA	807-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)			
LNAV	MDA	1740-1 $\frac{1}{4}$ 1565 (1600-1 $\frac{1}{4}$)	1740-1 $\frac{1}{2}$ 1565 (1600-1 $\frac{1}{2}$)	1740-3	1565 (1600-3)
CIRCLING		1740-1 $\frac{1}{4}$ 1561 (1600-1 $\frac{1}{4}$)	1740-1 $\frac{1}{2}$ 1561 (1600-1 $\frac{1}{2}$)	1740-3	1561 (1600-3)

MIRL Rwy 7-25 **L**
REIL Rwy 25 **L**

KIANA, ALASKA
Amdt 2 27NOV25

BOB BAKER MEML (IAN) (PAIK)

RNAV (GPS) RWY 25

66°59'N-160°26'W

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
022°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
179

RNAV (GPS)-A

BOB BAKER MEML (IAN) (PAIK)

RNP APCH - GPS.

▼

▲

❄

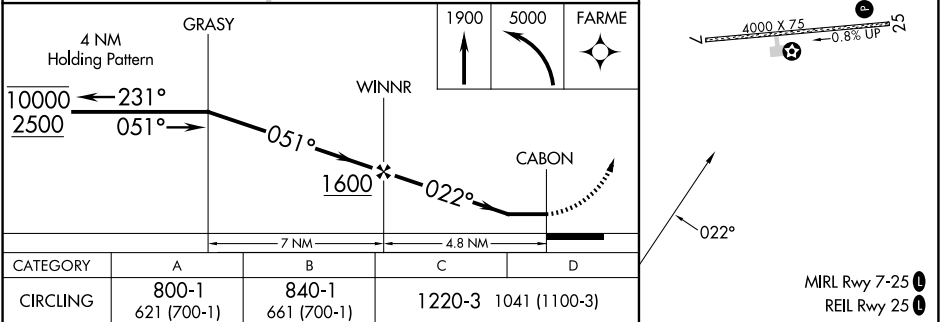
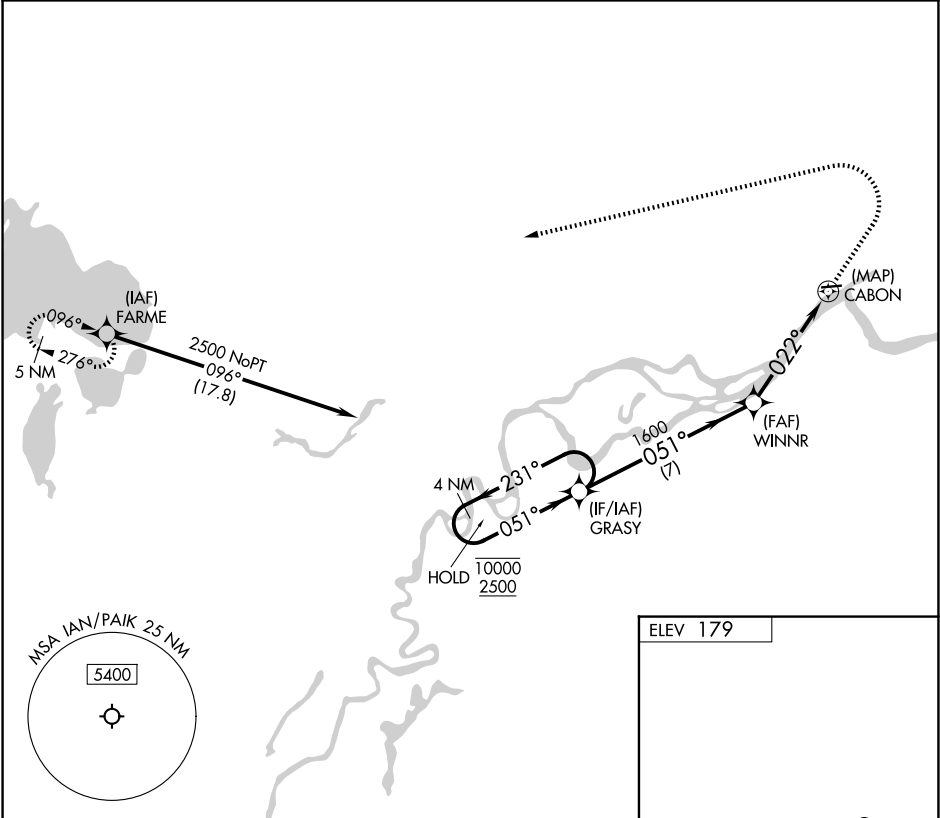
Circling to Rwy 7 NA at night. Circling NA north of Rwy 7-25.

When local altimeter setting not received, use WLK/PASK altimeter setting and increase all MDAs 100 feet.

-28°C

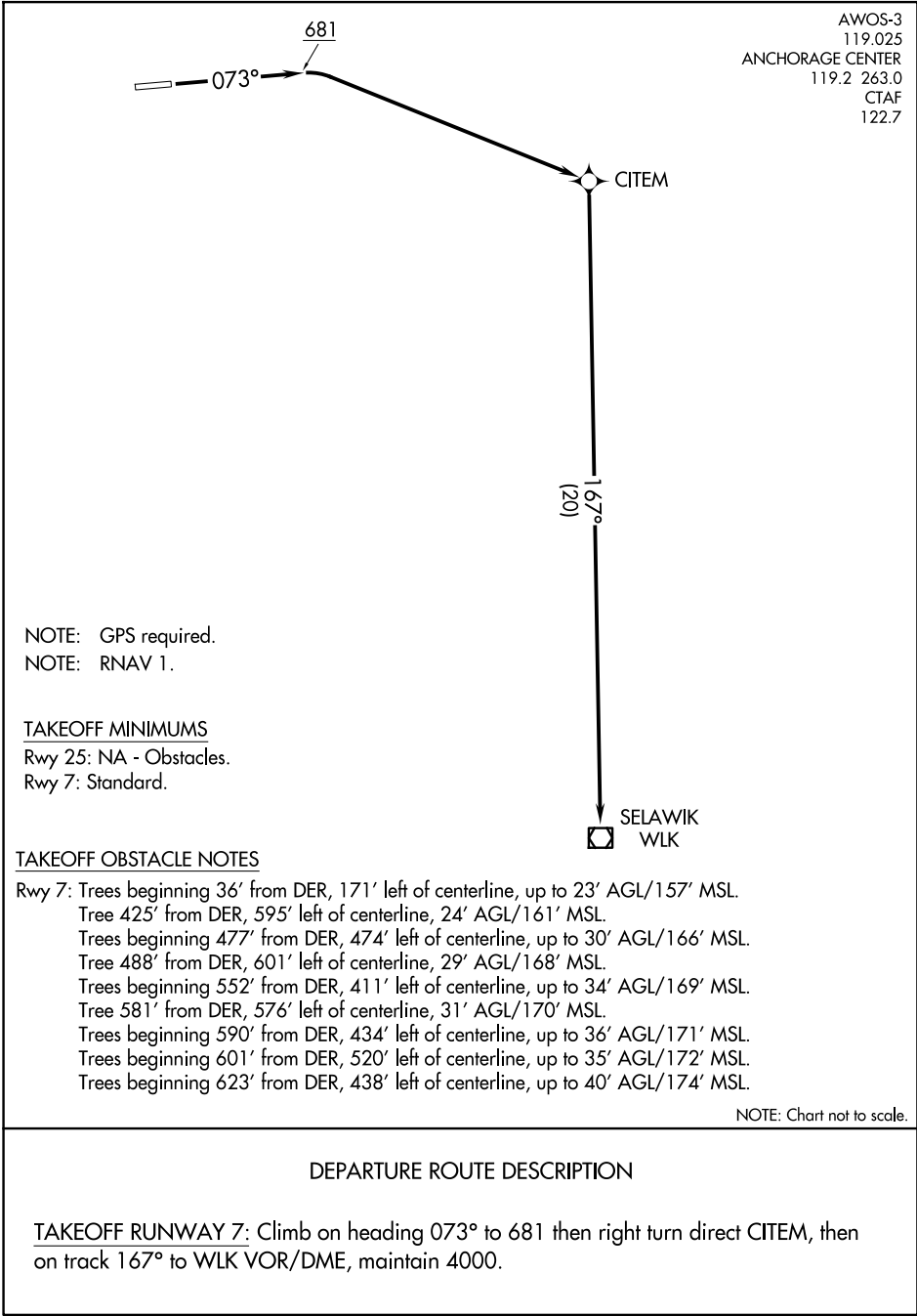
MISSED APPROACH: Climb to 1900 then climbing left turn to 5000 direct FARME and hold.

AWOS-3P 119.025	ANCHORAGE CENTER 119.2 263.0	CTAF 122.70
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SELAWIK TWO DEPARTURE (OBSTACLE) (RNAV)

KIANA, ALASKA



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
289°

Rwy Ldg
TDZE
Apt Elev
149

N/A
N/A
149

RNAV (GPS)-A

KING COVE (KVC)(PAVC)

RNP APCH - GPS.

Procedure NA at night.
Circling NA north Rwys 8 and 26.

MISSED APPROACH: Climbing left turn to 5600 direct HOKBU and hold, continue climb-in-hold to 5600.

AWOS-3P 118.325	ANCHORAGE CENTER 118.5 278.3	CTAF 122.9
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ELEV **149**

3500 X 115

26

289°

5600 HOKBU

Fly Visual 289° 5.2 NM to PAVC.

CIMUD

FITUX

HOKBU

5 NM Holding Pattern

10000 5600

109° 289°

3800

5.2 NM 3.3 NM 6 NM

CATEGORY	A	B	C	D
CIRCLING	2080-6 1931 (2000-6)	2520-6 2371 (2400-6)	NA	

KING COVE, ALASKA

Orig-D 07AUG25

55°07'N-162°16'W

319

KING COVE (KVC)(PAVC)

RNAV (GPS)-A

COLD BAY TWO DEPARTURE (OBSTACLE) (RNAV)

KING COVE (KVC)((PAVC)
KING COVE, ALASKAANCHORAGE CENTER
118.5 278.3

NOTE: Cat C & D NA.

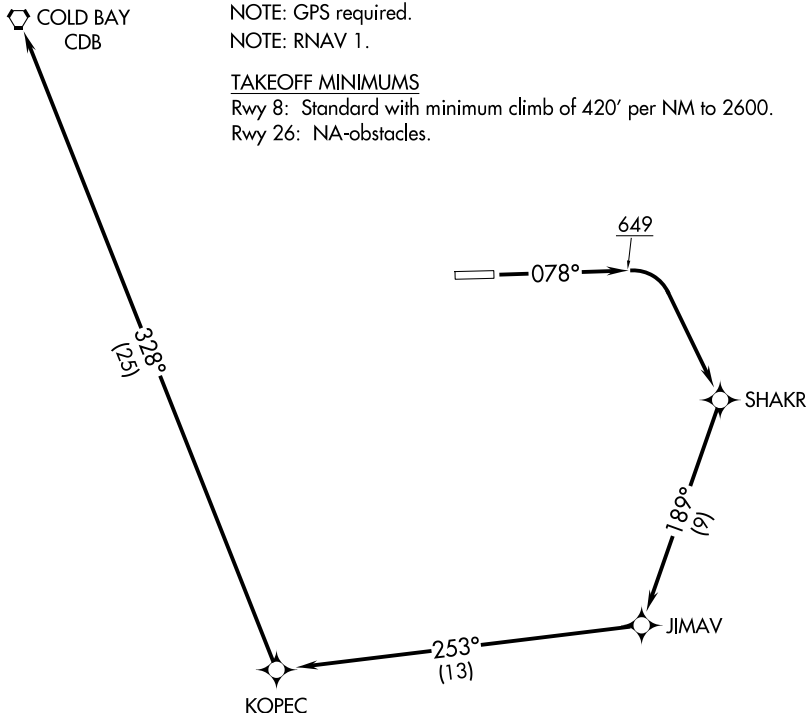
NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 8: Standard with minimum climb of 420' per NM to 2600.

Rwy 26: NA-obstacles.



TAKEOFF OBSTACLE NOTES

Rwy 8: Fence, tree, vegetation beginning 14' from DER, 77' left of centerline, up to 8' AGL/154' MSL.

Trees 20' from DER, 286' right of centerline, 8' AGL/145' MSL.

Trees beginning 26' from DER, 163' right of centerline, up to 12' AGL/153' MSL.

Fence 72' from DER, 385' left of centerline, 8' AGL/158' MSL.

Tree, building, general utility beginning 99' from DER, 252' left of centerline, up to 11' AGL/167' MSL.

Fence 129' from DER, 383' left of centerline, 10' AGL/168' MSL.

Trees, fences, vegetation beginning 145' from DER, 361' left of centerline, up to 10' AGL/175' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 078° to 649, then climbing right turn to 4000 direct SHAKR, and on track 189° to JIMAV, and on track 253° to KOPEC, and on track 328° to CDB VORTAC.

COLD BAY TWO DEPARTURE (OBSTACLE) (RNAV)

(COLD2.CDB) 31DEC20

KING COVE, ALASKA
KING COVE (KVC)((PAVC)

KING SALMON, ALASKA

HI-ILS Z or LOC Z RWY 12

LOC/DME I-AKN 110.3 Chan 40	APCH CRS 121°	Rwy Idg 8500 TDZE 60 Arpt Elev 73	[USAF]	KING SALMON (AKN) (PAKN)
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DME required. RADAR required for procedure entry.

- T** * When ALS inop, increase RVR to 40.
 ** When ALS inop, increase RVR to 55.
***** -31° C

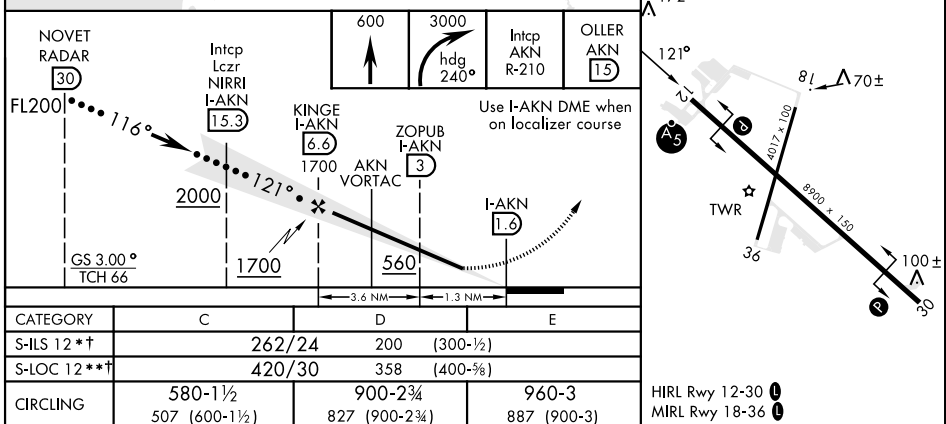
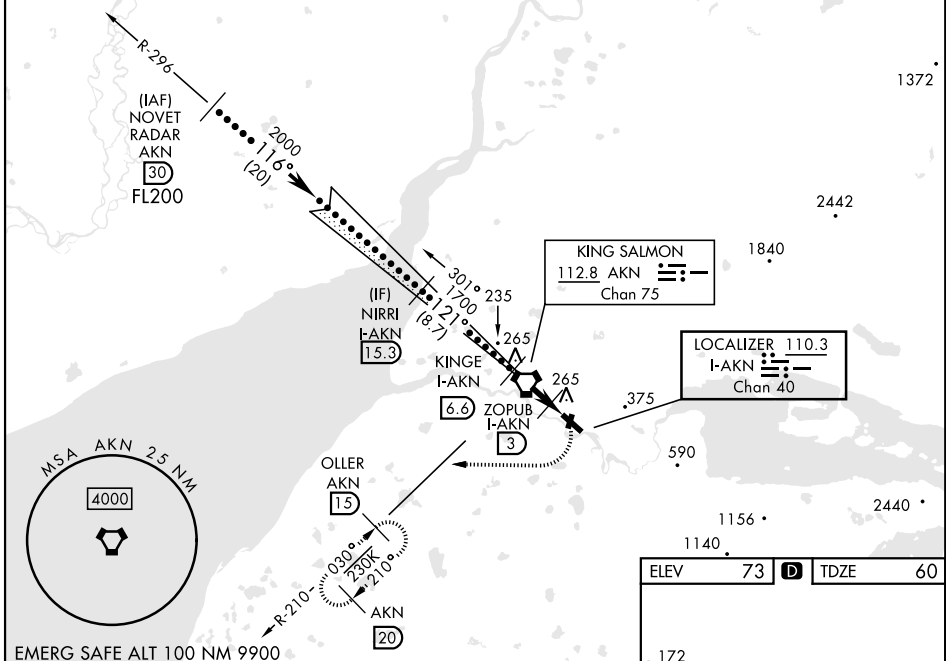
MALSR
A₅

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	TOWER ★ 118.3 279.5	GND CON 121.9	CTAF 121.9 352.05	UNICOM 122.95
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† When control tower closed, increase RVR to 50.

Autopilot coupled approaches not authorized below 700' MSL.



KING SALMON, ALASKA

58°41'N-156°39'W

KING SALMON (AKN) (PAKN)

Amdt 8 22APR21

HI-ILS Z or LOC Z RWY 12

ILS Y or LOC Y RWY 12
KING SALMON (AKN)(PAKN)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.

HIRL Rwy 12-30 **L**

KING SALMON (AKN)(PAKN)
ILS Y or LOC Y RWY 12

WAAS CH 72608 W12A	APP CRS 121°	Rwy Ldg TDZE 62 Apt Elev 73
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RNAV (GPS) RWY 12

KING SALMON (AKN)(PAKN)

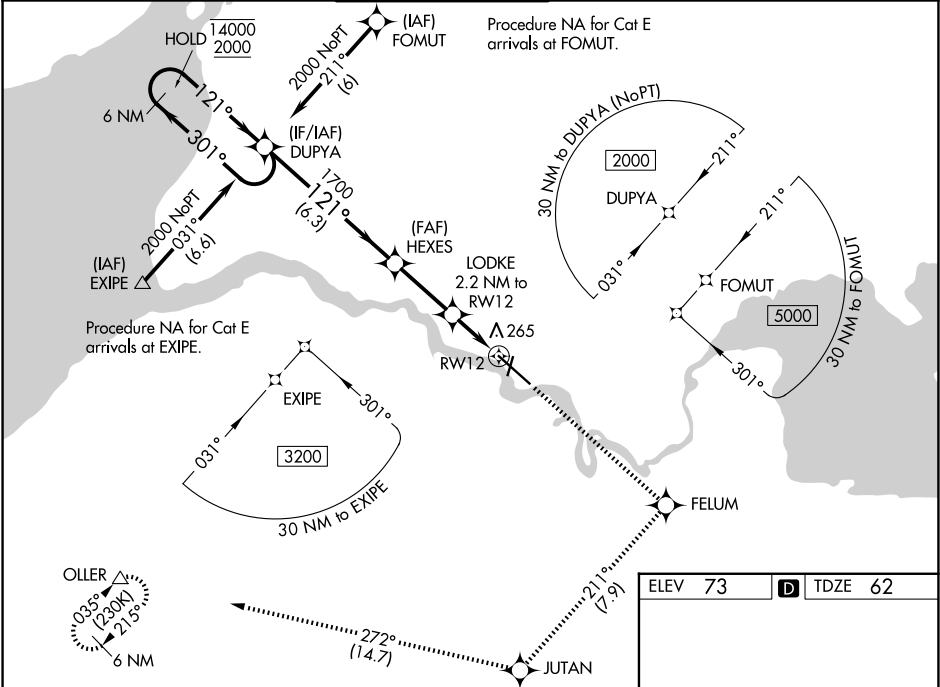
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.
For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to RVR 5000 and increase LNAV Cat E visibility to 1½ SM. When control tower closed, LPV, LNAV/VNAV and LNAV visibility RVR 5000. When control tower closed, inop table does not apply to LPV, LNAV/VNAV and LNAV Cats A/B.
RVR 1800 authorized with use of FD or AP or HUD to DA (NA when control tower closed).

MALSR

MISSED APPROACH:
Climb to 3000 direct FELUM and on track 211° to JUTAN and on track 272° to OLLER and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER* 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.9 352.05
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

3000

FELUM

tr 211°

JUTAN

tr 272°

OLLER

6 NM

Holding Pattern

DUPYA

14000

2000

GP 3.00°

TCH 55

301°

121°

1700

1700

6.3 NM

2.8 NM

1 NM

1.2 NM

*LNAV only

LODKE

2.2 NM to RW12

*1.2 NM to RW12

RW12

*820

CATEGORY	A	B	C	D	E
LPV DA#	262/24 200 (200-½)				
LNAV/VNAV DA	426/35 364 (400-¾)				
LNAV MDA	520/24	458 (500-½)	520/45	458 (500-¾)	
CIRCLING	580-1	507 (600-1)	580-1½	900-2¾	960-3

MIRL Rwy 18-36

HIRL Rwy 12-30

KING SALMON, ALASKA

AL-1237 (FAA)

26246

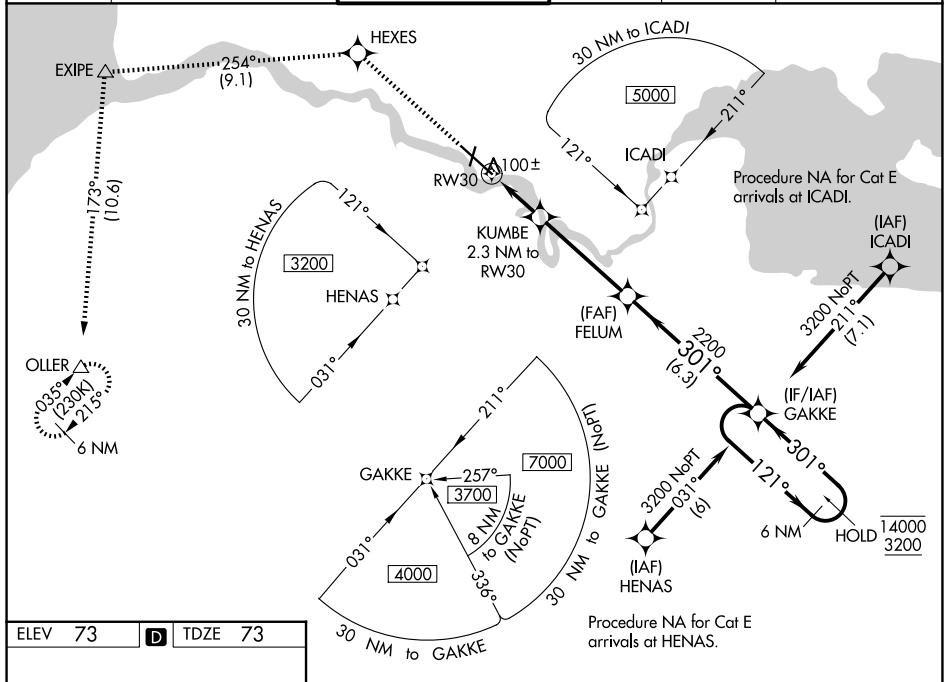
WAAS CH 77908 W30A	APP CRS 301°	Rwy Ldg 8500 TDZE 73 Apt Elev 73
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RNAV (GPS) RWY 30

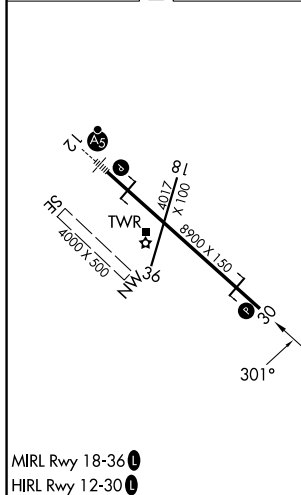
KING SALMON (AKN)(PAKN)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct HEXES and on track 254° to EXIPE and on track 173° to OLLER and hold.
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ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER* 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.9 352.05
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ELEV 73	D	TDZE 73
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3000	HEXES	EXIPE	OLLER	GAKKE	6 NM Holding Pattern
↑	tr 254°	△	tr 173°	△	
*LNAV only	KUMBE 2.3 NM to RW30	FELUM 2200			
	*0.8 NM to RW30				
	0.8 NM	1.5 NM	4.2 NM	6.3 NM	
CATEGORY	A	B	C	D	E
LPV DA	273-¾ 200 (200-¾)				
LNAV/VNAV DA	323-¾ 250 (300-¾)				376-7/8 303 (400-7/8)
LNAV MDA	360-1 287 (300-1)				
CIRCLING	580-1	507 (600-1)	580-1½ 507 (600-1½)	900-2¾ 827 (900-2¾)	960-3 887 (900-3)

KING SALMON, ALASKA

Amdt 2A 22APR21

58°41'N-156°39'W

KING SALMON (AKN)(PAKN)

RNAV (GPS) RWY 30

AK, 03 SEP 2026 to 29 OCT 2026

KING SALMON, ALASKA

HI-VOR Z or TACAN Z RWY 12

VORTAC AKN 112.8 Chan 75	APCH CRS 116°	Rwy Idg TDZE Arpt Elev 8500 60 73
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[USAF]

KING SALMON (AKN) (PAKN)

DME required. RADAR required for procedure entry.

MALSR

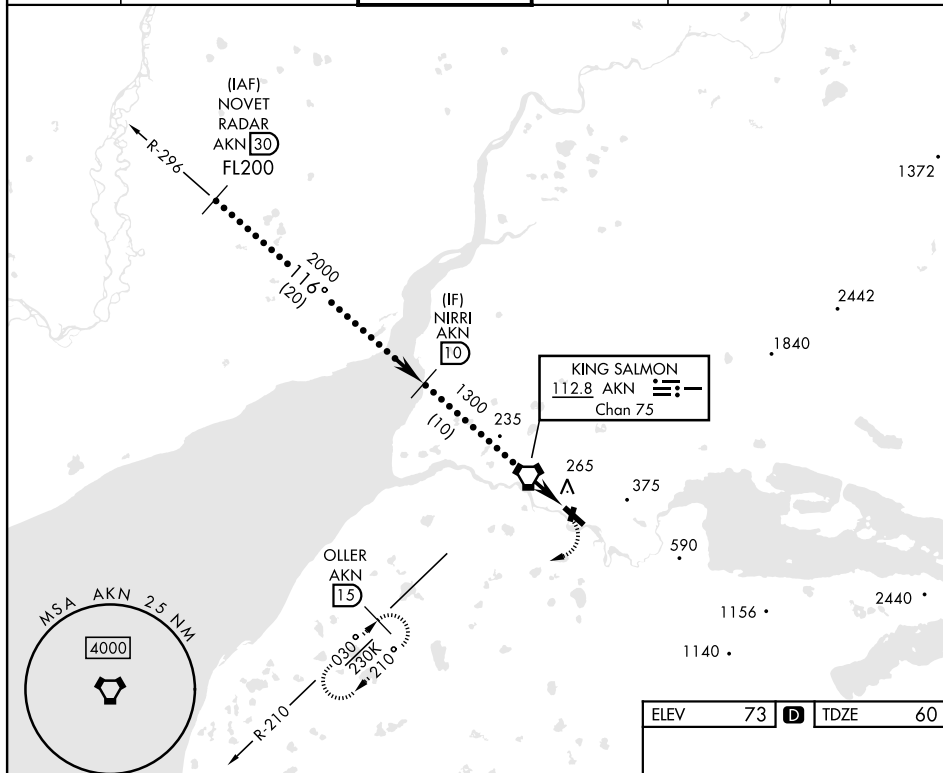


MISSED APPROACH: Climbing right turn to 3000 on heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold.

▽
-31° C

* When ALS inop, increase vis to 1½ miles.
When control tower closed, increase RVR to 50.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	TOWER ★ 118.3 279.5	GND CON 121.9	CTAF 121.90 352.05	UNICOM 122.95
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EMERG SAFE ALT 100 NM 9900

NIRR AKN 10		VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 66).		3000 hdg 238°	Intcp AKN R-210	OLLER AKN 15
2000		1300		AKN 2.4		
116°		116°		AKN 3.7		
3.02°		TCH 60		3.7 NM		
CATEGORY	C	D	E			
S-12*	520/45	458	(500-7%)			
CIRCLING	580-1½ 507 (600-1½)	900-2¾ 827 (900-2¾)	960-3 887 (900-3)			
KING SALMON, ALASKA				KING SALMON (AKN) (PAKN)		

KING SALMON, ALASKA

58°41'N-156°39'W

KING SALMON (AKN) (PAKN)

Amdt 5 26DEC24

HI-VOR Z or TACAN Z RWY 12

AK, 03 SEP 2026 to 29 OCT 2026

KING SALMON, ALASKA

HI-VOR Z or TACAN Z RWY 30

VORTAC AKN 112.8 Chan 75	APCH CRS 296°	Rwy Idg 8500 TDZE 73 Arpt Elev 73
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[USAF]

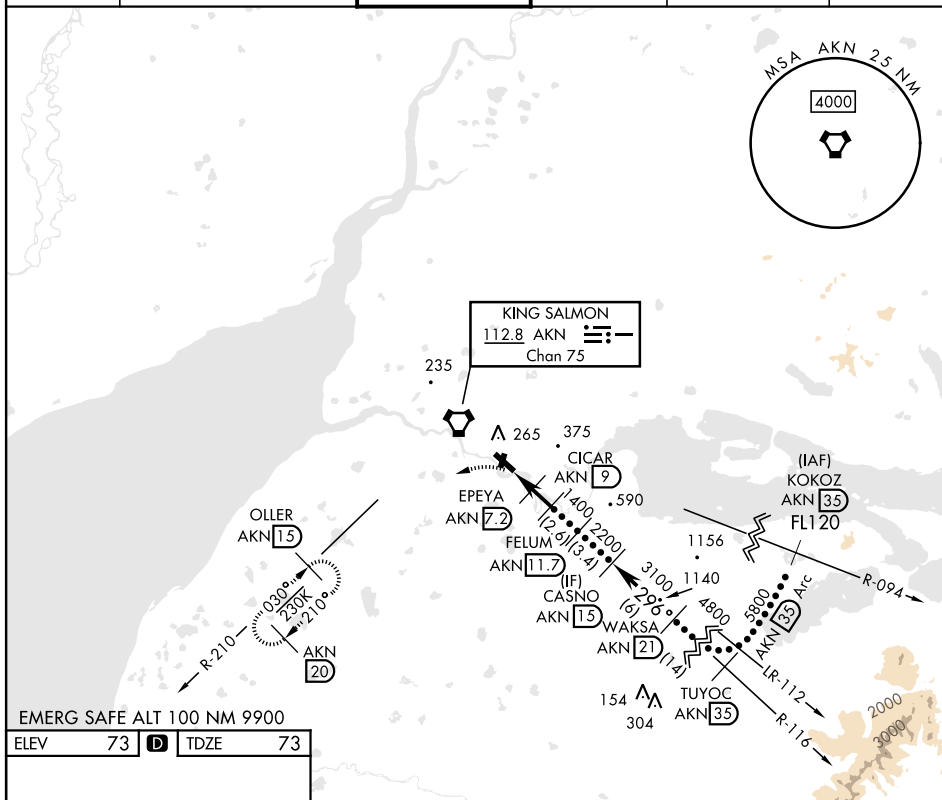
KING SALMON (AKN) (PAKN)

DME required

T -31° C

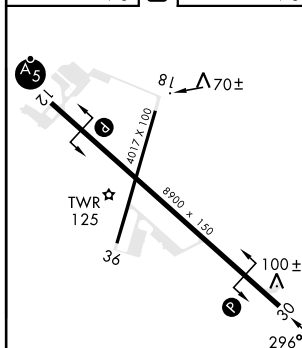
MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on AKN VORTAC R-210 to OLLER/15 DME and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	TOWER ★ 118.3 279.5	GND CON 121.9	CTAF 121.9 0 352.05	UNICOM 122.95
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EMERG SAFE ALT 100 NM 9900

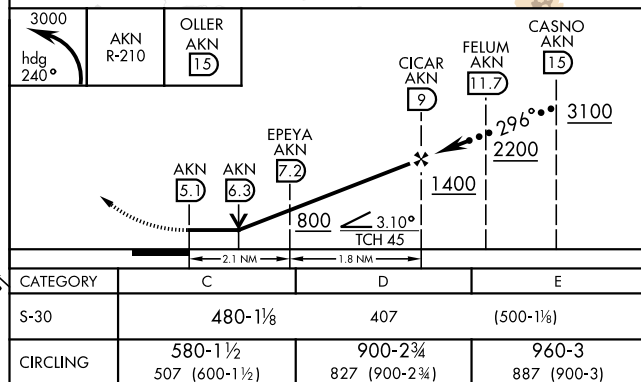
ELEV	73	D	TDZE	73
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HIRL Rwy 12-30 **L**
MIRL Rwy 18-36 **L**

KING SALMON, ALASKA

Amdt 6 03NOV22



KING SALMON, ALASKA

58°41'N-156°39'W

KING SALMON (AKN) (PAKN)

HI-VOR Z or TACAN Z RWY 30

KING SALMON, ALASKA

AL-1237 (FAA)

26246

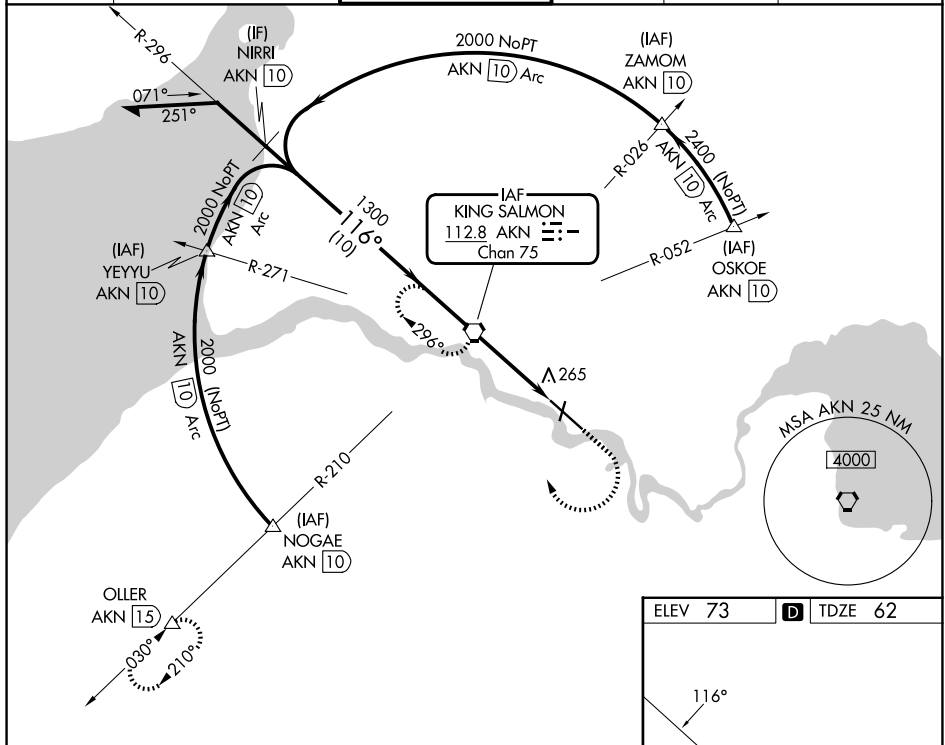
VORTAC AKN 112.8 Chan 75	APP CRS 116°	Rwy Ldg TDZE Apt Elev 8500 62 73
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VOR Y or TACAN Y RWY 12

KING SALMON (AKN)(PAKN)

⚠ For inop ALS, increase S-12 Cat E visibility to 1½ SM. When control tower closed, increase S-12 all Cats visibility to RVR 5000. When control tower closed, inop table doesn't apply to Cats A/B. When control tower closed and ALS inop, increase S-12 Cats C/D/E visibility to 1½ SM.	MALSR AS	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 on heading 238° and on AKN VORTAC R-210 to OLLER/ 15 DME and hold SW, right turn, 030° inbound.)
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ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER* 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.9 352.05
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CATEGORY	A	B	C	D	E
S-12	520/24	458 (500-½)	520/45	458 (500-¾)	
CIRCLING	580-1	507 (600-1)	580-1½ 507 (600-1½)	900-2¾ 827 (900-2¾)	960-3 887 (900-3)

MIRL Rwy 18-36					
HIRL Rwy 12-30					
FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

KING SALMON, ALASKA

58°41'N-156°39'W

KING SALMON (AKN)(PAKN)

Amdt 14 25FEB21

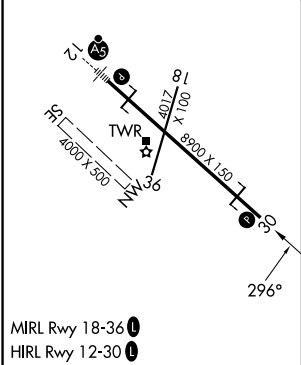
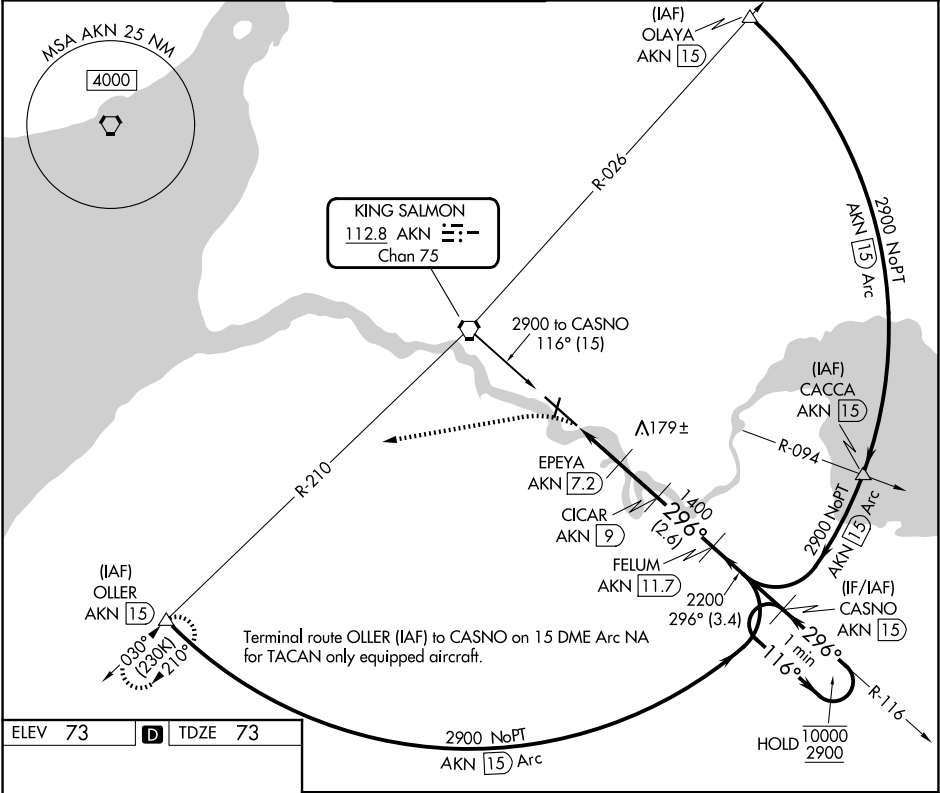
VOR Y or TACAN Y RWY 12

AK, 03 SEP 2026 to 29 OCT 2026

VORTAC AKN 112.8 Chan 75	APP CRS 296°	Rwy Ldg TDZE 73 Apt Elev 73
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VOR Y or TACAN Y RWY 30
KING SALMON (AKN)(PAKN)

DME required.			MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on AKN VORTAC R-210 to OLLER/15 DME and hold.		
When local altimeter setting not received, use WSN/PFWs altimeter setting and increase all MDAs 40 feet and S-30 visibility Cat C/D/E ¼ SM.					
ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER★ 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.9 352.05



3000 hdg 240° AKN R-210	OLLER AKN R-210	EPEYA AKN 7.2	CICAR AKN 9	FELUM AKN 11.7	CASNO AKN 15	One Minute Holding Pattern
AKN 5.1	AKN 6.3	AKN 7.2	AKN 9	AKN 11.7	AKN 15	
1.1 NM	0.9	1.8 NM	2.6 NM	3.4 NM		
CATEGORY	A	B	C	D	E	
S-30	480-1	407 (500-1)	480-1½	407 (500-1½)		
CIRCLING	580-1	507 (600-1)	580-1½	900-2¾	960-3	
			507 (600-1½)	827 (900-2¾)	887 (900-3)	

AL-1237 (FAA)

KING SALMON (AKN) (PAKN)
KING SALMON, ALASKA

ATIS	
128.8	
KING SALMON	
118.3	279.5
GND CON	
121.9	
CTAF	
121.9	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

ELE

—A—

MILITARY
RAMP

CIVIL
RAMP

BAK-12

TWR.

ELEV
50

TRANSIENT GENERAL
AVIATION RAMP/
FBO RAMP/
GA TENANT RAMP

EAST RAMP

BAK-12 FIELD
ELEV
73

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.

1.56°40'W

156°39'W

1.56°38'W

KING SALMON, ALASKA
KING SALMON (AKN) (PAKN)

AK, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **87033**
W17A

APP CRS
173°

Rwy Ldg
TDZE
Apt Elev
3200
20
20

RNAV (GPS) RWY 17
KIPNUK (IIK) (PAKI)

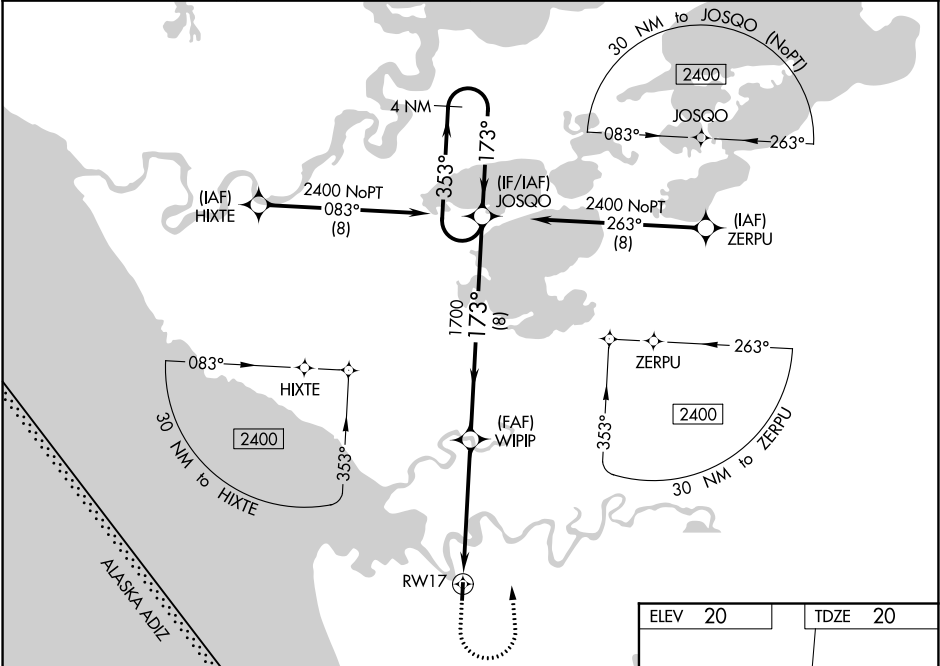
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▲

Baro-VNAV NA when using Toksook Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Toksook Bay altimeter setting. When local altimeter setting not received use Toksook Bay altimeter setting; increase LPV DA to 389 feet and visibility all Cats ¼ SM. Increase LNAV/VNAV DA to 553 feet and visibility all Cats ½ SM. Increase all MDA 120 feet. Increase LNAV Cat C and D visibility to 1¾ SM, Circling Cat C to 2 SM, Cat D to 2¼ SM.

MISSED APPROACH:
Climb to 500 then climbing left turn to 2400 direct JOSQO and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 125.2 372.0	KENAI RADIO 122.6	CTAF 122.7 0
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500

2400

JOSQO

*LNAV only

RW17

1.4

3.8 NM

8 NM

WIPIP

1700

173°

353°

2400

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	270-1 250 (300-1)			
LNAV/VNAV DA	434-1¾ 414 (500-1¾)			
LNAV MDA	520-1	500 (500-1)	520-1¾	500 (500-1¾)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	580-2 560 (600-2)

ELEV 20

TDZE 20

173°

41

3200 X 40

35

MIRL Rwy 17-35 0

KIPNUK, ALASKA

AL-9464 (FAA)

26190

WAAS CH 93833 W35A	APP CRS 353°	Rwy Ldg TDZE Apt Elev 3200 20 20
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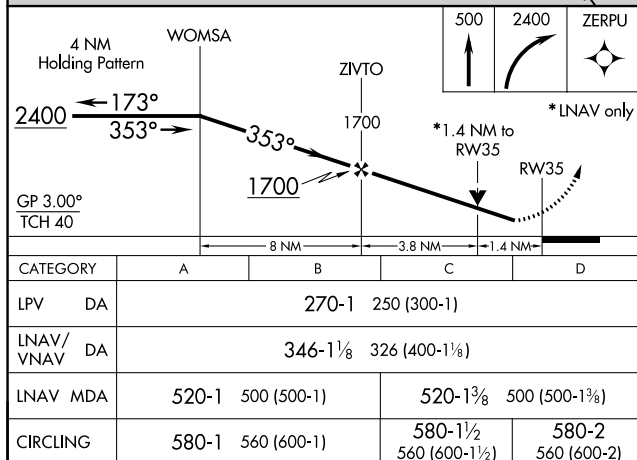
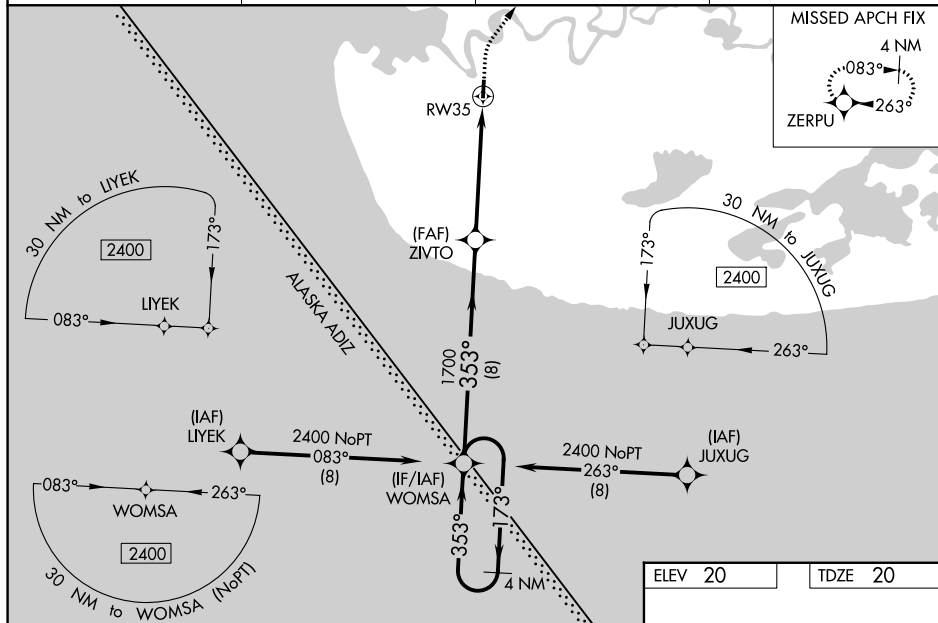
RNAV (GPS) RWY 35

KIPNUK (IIK) (PAKI)

⚠ Baro-VNAV NA when using Toksook Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Toksook Bay altimeter setting. When local altimeter setting is not received use Toksook Bay altimeter setting: increase LPV DA to 389 feet and visibility all Cats $\frac{1}{4}$ SM. Increase LNAV/VNAV DA to 465 and visibility all Cats $\frac{3}{8}$ SM. Increase all MDA 120 feet. Increase LNAV Cat C and D visibility to $1\frac{1}{4}$ SM, Circling Cat C to 2 SM, Cat D to $2\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct ZERPU and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 125.2 372.0	KENAI RADIO 122.6	CTAF 122.7 0
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KIPNUK, ALASKA

Orig 01FEB18

59°56'N-164°02'W

RNAV (GPS) RWY 35

KIPNUK (IIK) (PAKI)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3000
122°	TDZE	13
	Apt Elev	18

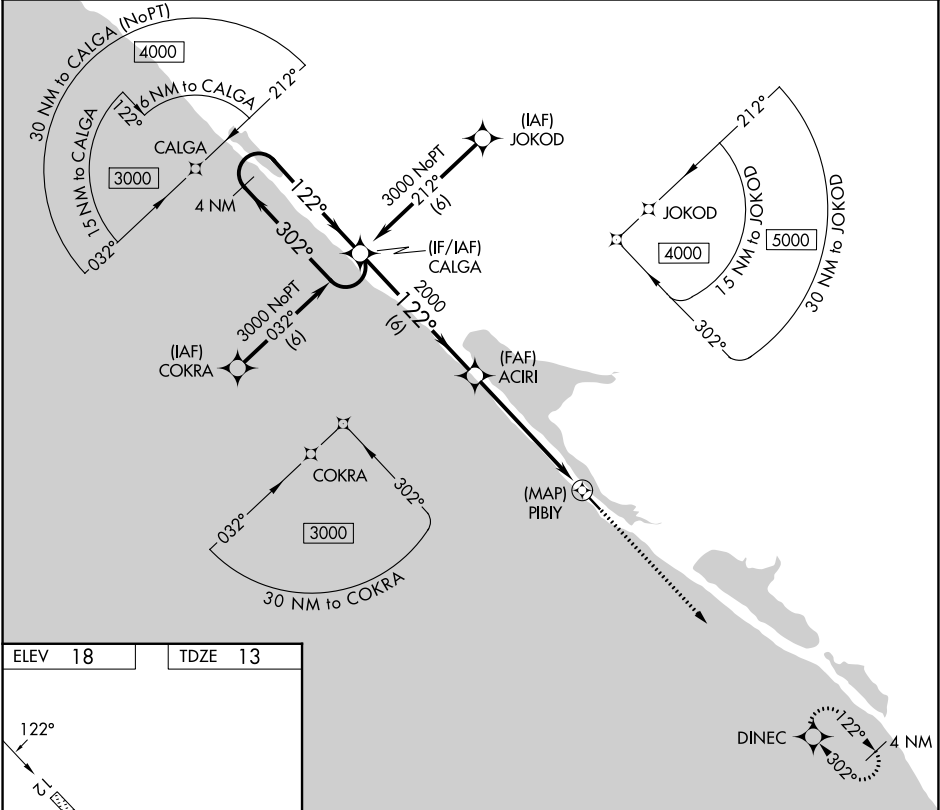
RNAV (GPS) RWY 12

KIVALINA (KVL)(PAVL)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 340 feet and LNAV Cat C visibility 1 SM and Circling Cat B visibility ¼ SM, Cat C 1 ¼ SM.

MISSED APPROACH: Climb to 3000 direct DINEC and hold.

ASOS	WTK/PAWN AWOS-3P	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.8	135.75	119.2 263.0	122.55	122.8



ELEV 18

TDZE 13

MIRL Rwy 12-30

4 NM Holding Pattern				3000	DINEC
3000 ← 302° → 122°				ACIRI	PIBIY
2000				3.06° TCH 40	
6 NM				5.6 NM	0.4
CATEGORY	A	B	C	D	
LNAV MDA	340-1 327 (400-1)				NA
CIRCLING	440-1 422 (500-1)	560-1 542 (600-1)	560-1 542 (600-1 ½)		NA

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
216°

Rwy Ldg
TDZE
Apt Elev

5000
80
80

RNAV (GPS) RWY 20
Klawock (AKW) (PAKW)

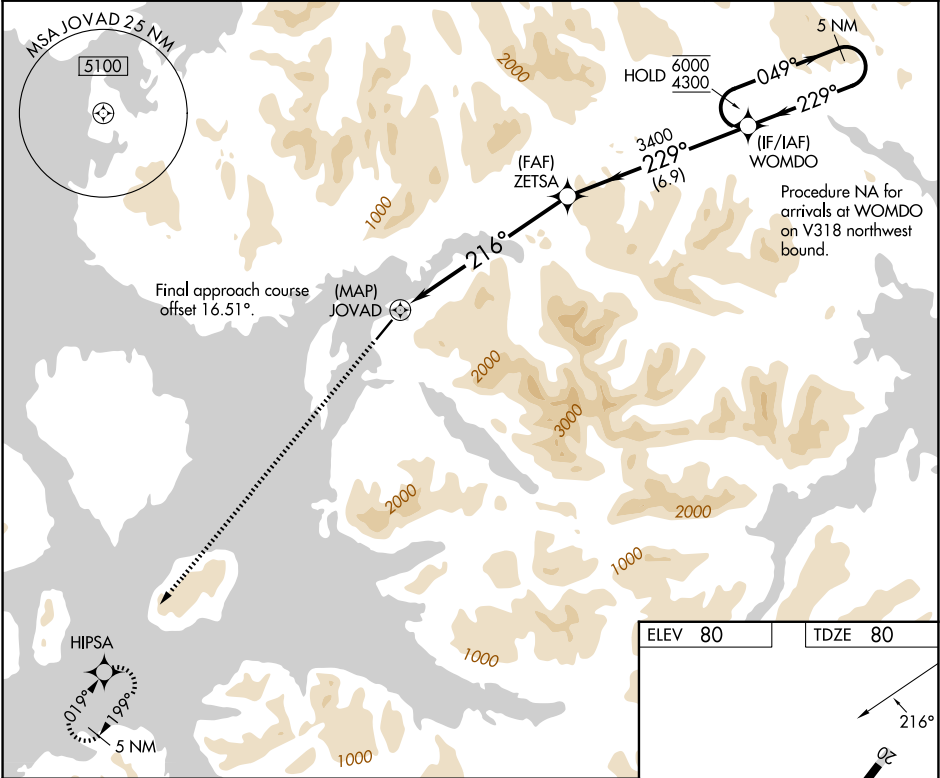
RNP APCH-GPS.

Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 2-20.

-10°C

MISSED APPROACH: Climbing left turn to 6000 direct HIPSA and hold, continue climb-in-hold to 6000.

ASOS 135.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 122.25 0	CTAF 120.9
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6000

HIPSA

JOVAD

ZETSA

WOMDO

5 NM Holding Pattern

0.5

7.2 NM

6.9 NM

JOVAD

ZETSA

WOMDO

216°

229°

049°

3400

3400

6000

4300

4.00°

TCH 40

5000 X 100

0.6% Up

REIL Rwy 2 and 20

MIRL Rwy 2-20 0

CATEGORY	A	B	C	D
RNAV MDA	2340-1¼ 2260 (2300-1¼)	2340-1½ 2260 (2300-1½)	NA	
CIRCLING	2340-1¼ 2260 (2300-1¼)	2340-1½ 2260 (2300-1½)	NA	

Klawock, Alaska

AL-9230 (FAA)

26078

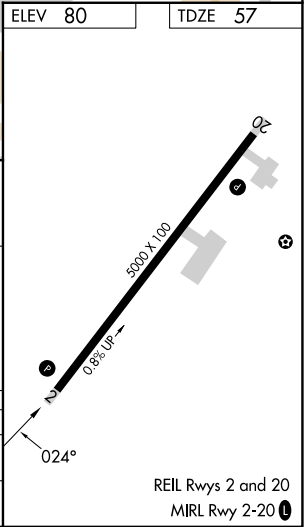
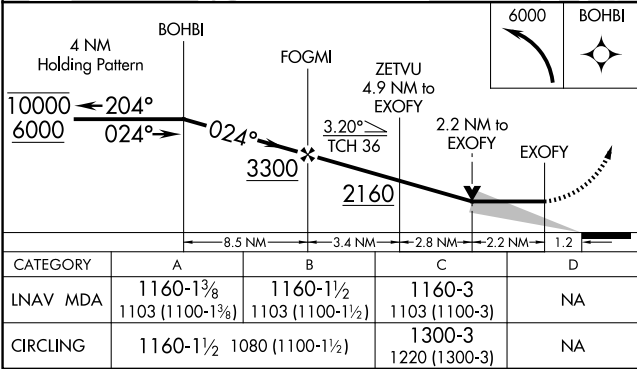
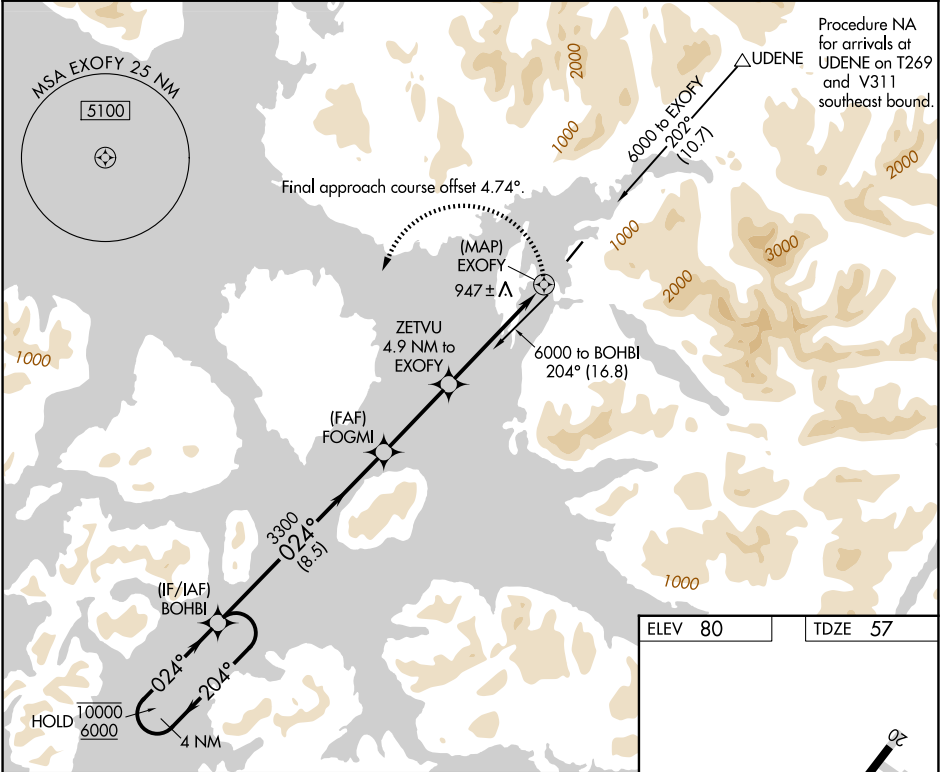
APP CRS	Rwy Ldg	5000
024°	TDZE	57
	Apt Elev	80

RNAV (GPS) Y RWY 2

Klawock (AKW) (PAKW)

RNP APCH-GPS.		MISSED APPROACH: (Do not exceed 165K until BOHBI) Climbing left turn to 6000 direct BOHBI and hold, continue climb-in-hold to 6000.
	Circling NA east of Rwy 2-20. Circling Rwy 20 NA at night.	
 -10°C		

ASOS 135.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 122.25	CTAF 120.9
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Klawock, Alaska
Amdt 2 14JUL22

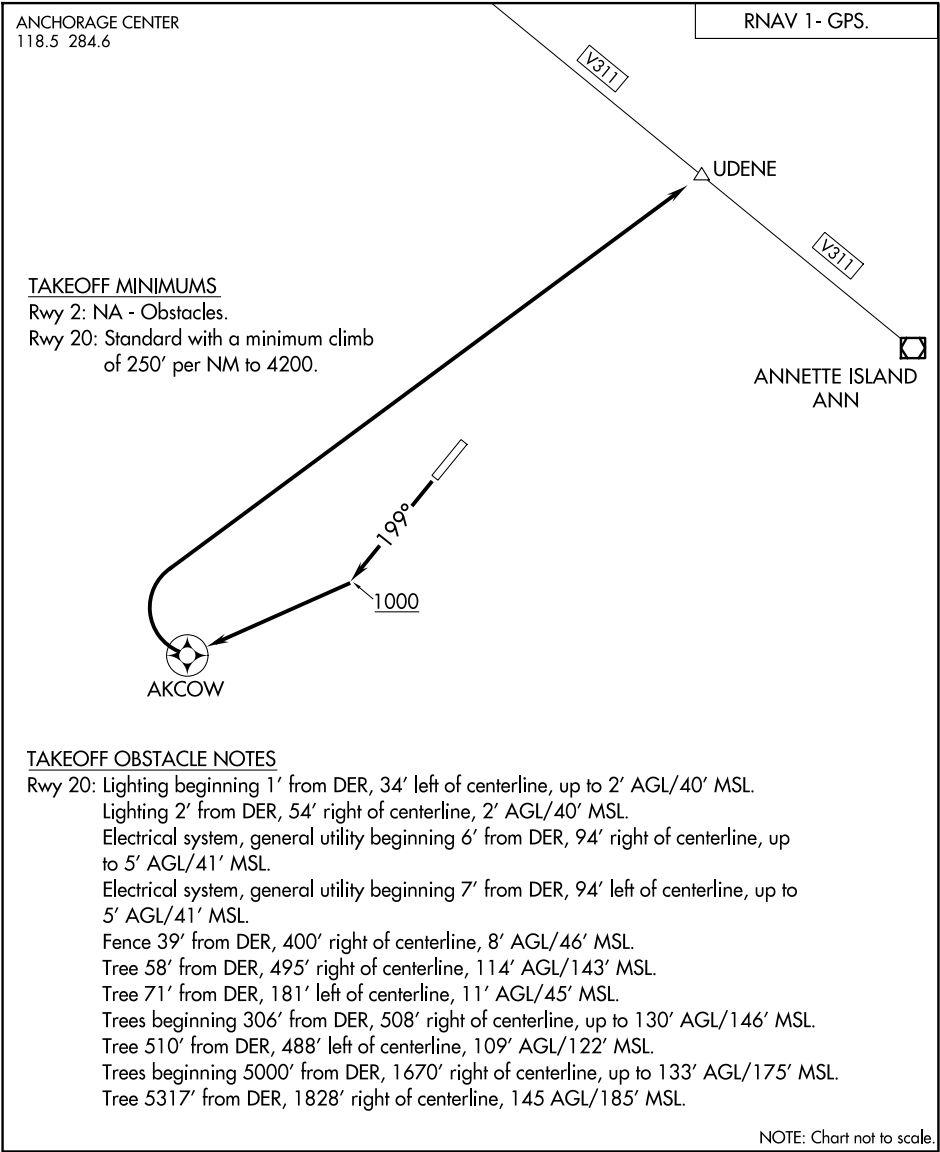
55°35'N-133°05'W

Klawock (AKW) (PAKW)

RNAV (GPS) Y RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb on heading 199° to 1000, then climb direct AKCOW, then climbing right turn direct UDENE, maintain 6000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

(TURTY4.TURTY) 18032

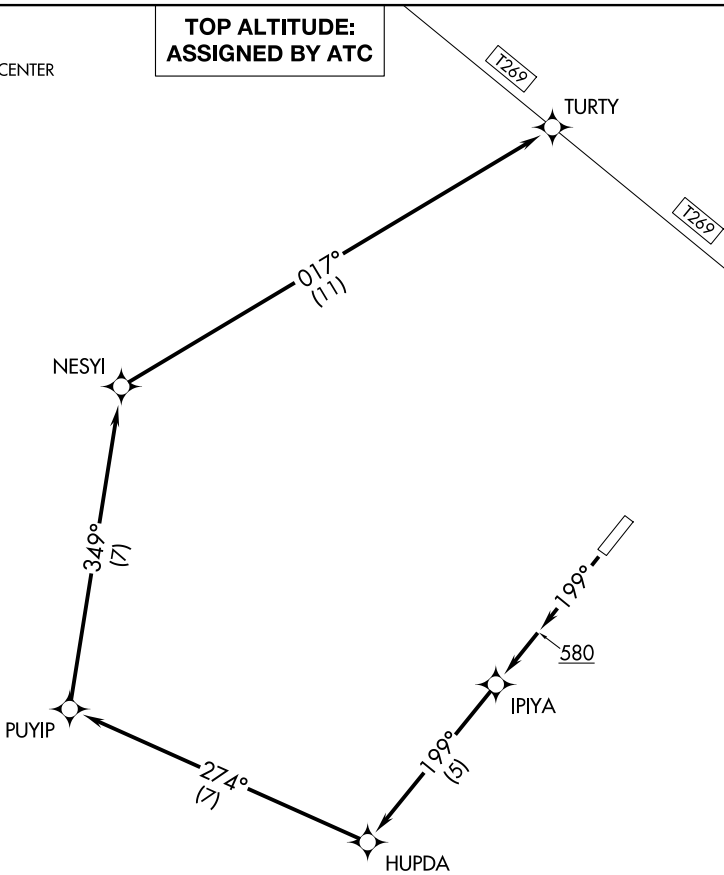
TURTY FOUR DEPARTURE (RNAV)

AL-9230 (FAA)

KLAWOCK (AKW)(PAKW)
KLAWOCK, ALASKA

ASOS
135.45
ANCHORAGE CENTER
118.5 284.6
CTAF
120.9

TOP ALTITUDE:
ASSIGNED BY ATC



NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 2: NA- Obstacles.

Rwy 20: Standard with a minimum climb of 427' per NM to 2500.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 199° to 580, then climb to 6000 direct IPIYA and on depicted route to TURTY, thence . . .

. . . maintain ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

TURTY FOUR DEPARTURE (RNAV)

(TURTY4.TURTY) 01FEB18

KLAWOCK, ALASKA
KLAWOCK (AKW)(PAKW)

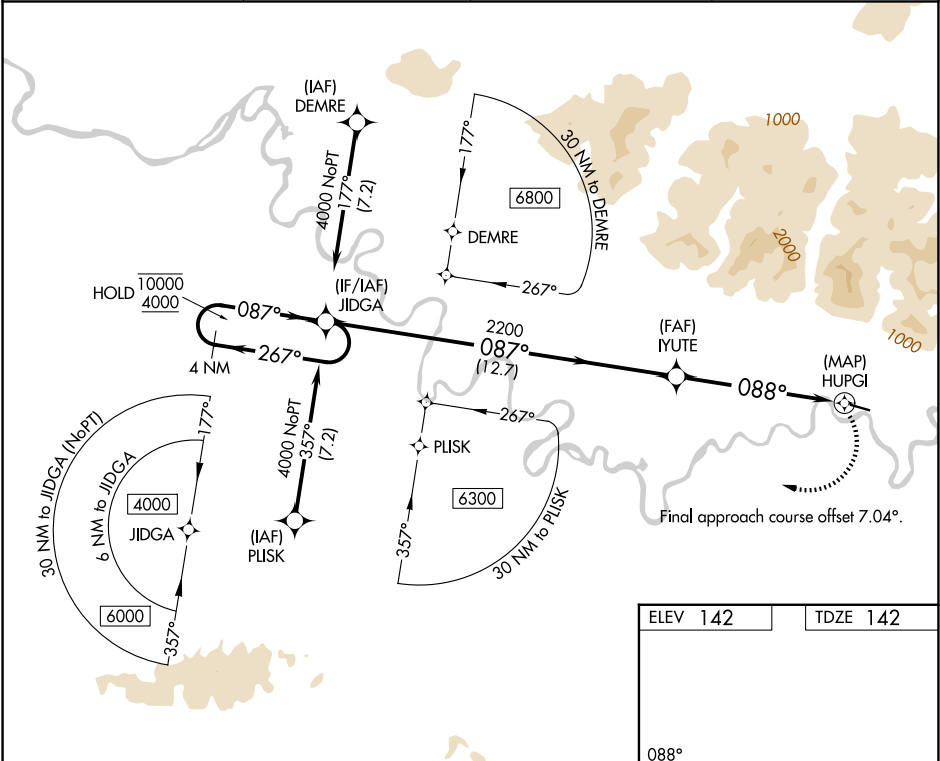
APP CRS	Rwy Ldg	4020
088°	TDZE	142
	Apt Elev	142

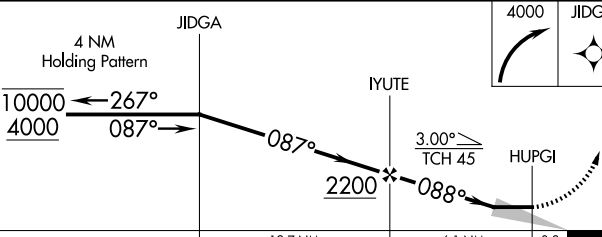
RNAV (GPS) RWY 9

KOBUK (OBU) (PAOB)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 4000 direct JIDGA and hold.
NA -37°C	
Circling Rwy 27 NA at night. Use SHG/PAGH altimeter setting; when not received, use AFM/PAFM altimeter setting and increase all MDAs 60 feet and LNAV visibility Cats C and D ½ SM, and Circling visibility Apt C ½ SM. Circling NA north of Rwy 9-27.	

SHG/PAGH AWOS-3P 118.525	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7
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<table border="1" data-bbox="55 1361 657 1473"><thead><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th></tr></thead><tbody><tr><td>LNAV MDA</td><td>720-1</td><td>578 (600-1)</td><td>720-1½</td><td>578 (600-1½)</td></tr><tr><td>CIRCLING</td><td>720-1</td><td>578 (600-1)</td><td>720-1½ 578 (600-1½)</td><td>740-2 598 (600-2)</td></tr></tbody></table>							CATEGORY	A	B	C	D	LNAV MDA	720-1	578 (600-1)	720-1½	578 (600-1½)	CIRCLING	720-1	578 (600-1)	720-1½ 578 (600-1½)	740-2 598 (600-2)		
CATEGORY	A	B	C	D																			
LNAV MDA	720-1	578 (600-1)	720-1½	578 (600-1½)																			
CIRCLING	720-1	578 (600-1)	720-1½ 578 (600-1½)	740-2 598 (600-2)																			
MIRL Rwy 9-27 																							

KOBUK, ALASKA

AL-10304 (FAA)

25219

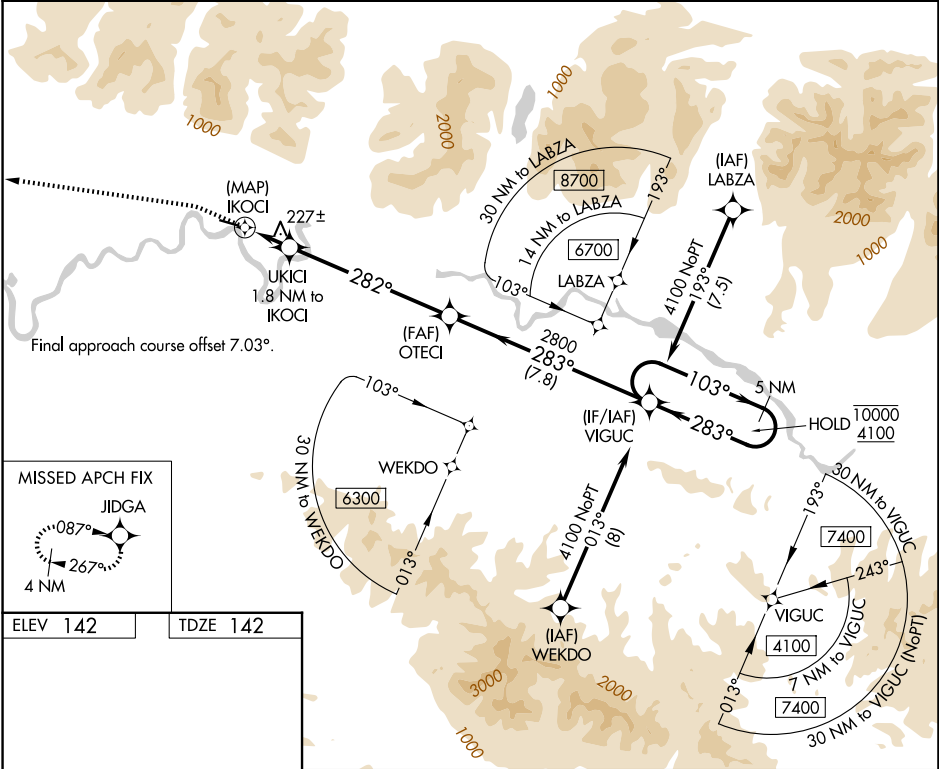
APP CRS	Rwy Ldg	4020
282°	TDZE	142
	Apt Elev	142

RNAV (GPS) RWY 27

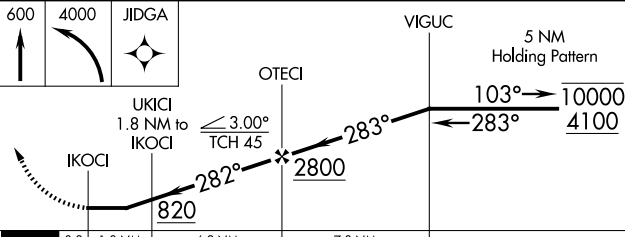
KOBUK (OBU) (PAOB)

RNP APCH - GPS.		MISSED APPROACH: Climb to 600, then climbing left turn to 4000 direct JIDGA and hold.
▼	Procedure NA at night. Circling NA north of Rwy 9-27. Rwy 27 Helicopter	
▲ NA	visibility reduction below 1 SM NA. Use SHG/PAGH altimeter setting; when not received, use AFM/PAFM altimeter setting and increase all MDAs 60 feet and LNAV visibility Cats C and D ¼ SM.	
❄ -37°C		

SHG/PAHG AWOS-3P	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
118.525	119.2 263.0	122.0	122.7 0



ELEV 142	TDZE 142
MIRL Rwy 9-27 0	

600	4000	JIDGA				
						
						
0.3 1.8 NM		6.2 NM	7.8 NM			
CATEGORY	A	B	C	D		
LNAV MDA	520-1 378 (400-1)					
CIRCLING	560-1 418 (500-1)	620-1 478 (500-1)	620-1½ 478 (500-1½)	740-2 598 (600-2)		

KOBUK, ALASKA
Amdt 1 07AUG25

66°55'N-156°54'W

KOBUK (OBU) (PAOB)

RNAV (GPS) RWY 27

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

KODIAK, ALASKA

AL-1238 (FAA)

25331

LOC/DME I-ADQ 110.9 Chan 46	APP CRS 258°	Rwy Ldg TDZE Apt Elev	7534 32 79
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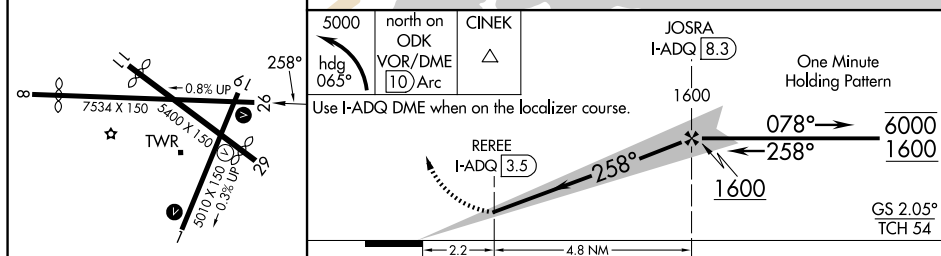
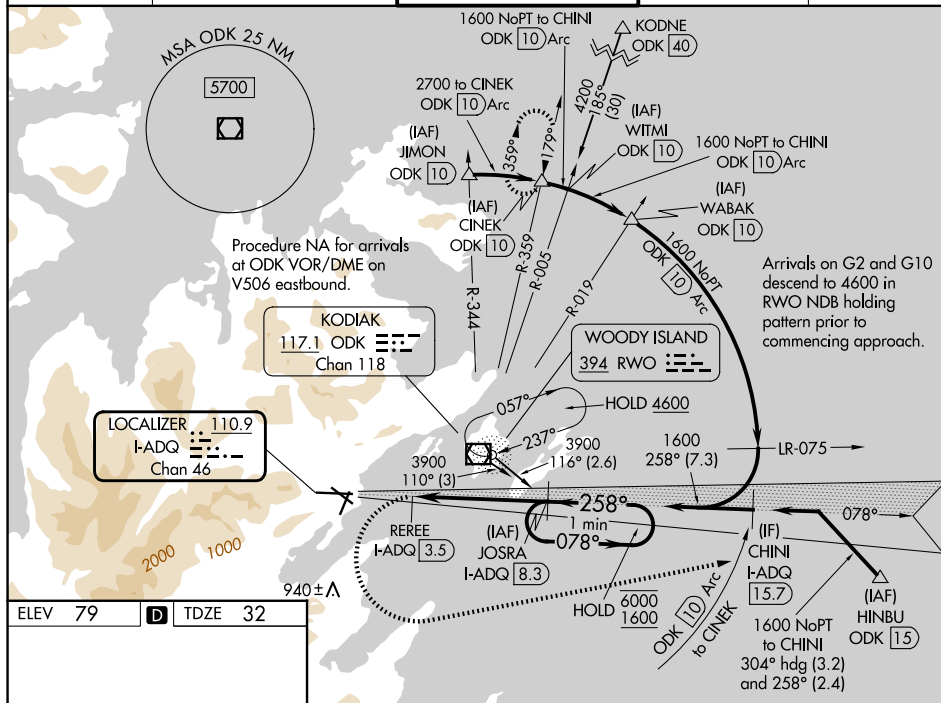
ILS Y or LOC Y RWY 26
KODIAK (ADQ)(PADQ)

DME required.

V Circling NA north of Rwy 8-26 and west of Rwy 1-19. Circling Rwy 1 NA at night.
A Circling NA to Rwy 8, 11 and 19. Rapidly rising terrain north, west, and south of airport. ILS unusable from 2 DME inbound. When advised by ATC of tall ships in the harbor, procedure NA.

MISSED APPROACH: Climbing left turn to 5000 on heading 065° to intercept ODK VOR/DME 10 DME Arc. Arc north to CINEK/ODK 10 DME and hold

ATIS 134.45	ANCHORAGE CENTER 125.1 281.4	KODIAK TOWER * 119.8 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.8
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CATEGORY	A	B	C	D
S-ILS 26	636-3 604 (600-3)			824-3 792 (800-3)
S-LOC 26	640-2½ 608 (600-2½)			1060-3 1028 (1000-3)
CIRCLING	660-2½ 581 (600-2½)	720-2½ 641 (700-2½)	1140-3 1061 (1100-3)	NA

KODIAK, ALASKA
Amdt 4A 02OCT25

57°45'N-152°30'W

KODIAK (ADQ)(PADQ)
ILS Y or LOC Y RWY 26

341

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

KODIAK, ALASKA

AL-1238 (FAA)

25331

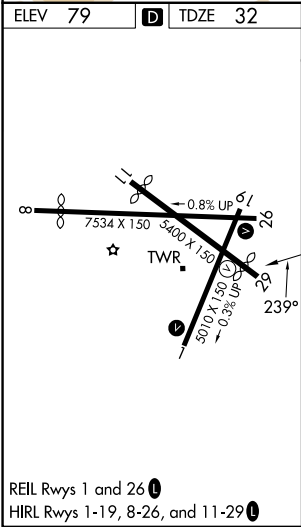
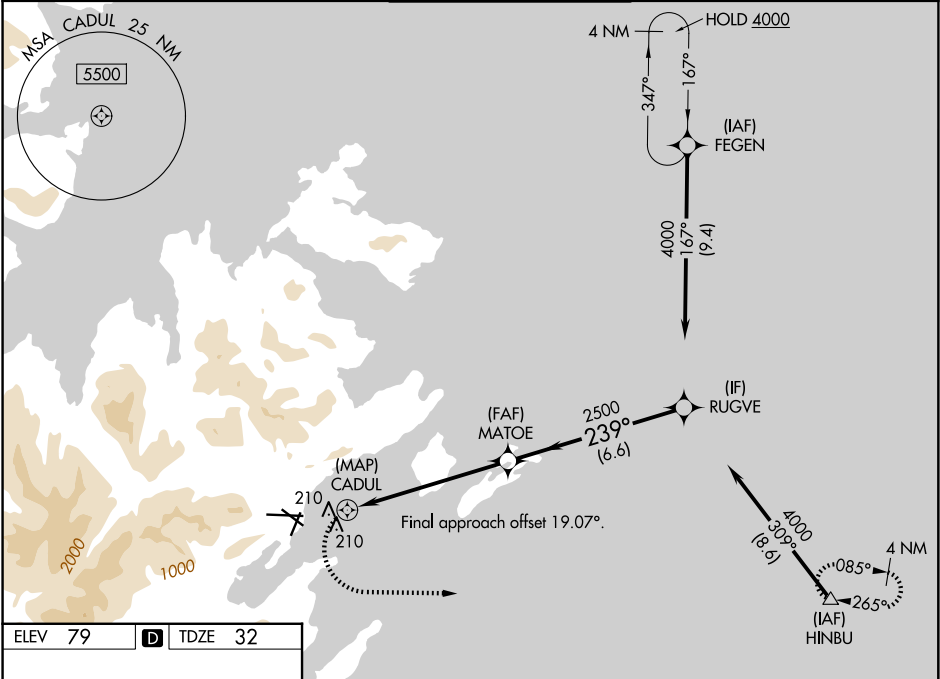
WAAS CH 93941 W26A	APP CRS 239°	Rwy Ldg 7534 TDZE 32 Apt Elev 79
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RNAV (GPS) RWY 26

KODIAK (ADQ)(PADQ)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 210K until HINBU) Climbing left turn to 4000 direct HINBU and hold, continue climb-in-hold to 4000. *Missed approach requires minimum climb of 357 feet per NM to 1500.
▼ Circling NA north of Rwy 8-26 and west of Rwy 1-19. ▲ Circling Rwy 1 NA at night. Circling to Rwy 8, 11 and 19 NA. Rapidly rising terrain north, west, and south of airport.	

ATIS 134.45	ANCHORAGE CENTER 125.1 281.4	KODIAK TOWER ★ 119.8 (CTAF) 239.0	GND CON 121.9	UNICOM 122.8
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4000	HINBU	VGSI and descent angles not coincident (VGSI Angle 2.05/TCH 54).			
CATEGORY	A	B	C	D	
LP MDA	560-1 $\frac{7}{8}$ 528 (500-1 $\frac{7}{8}$)				
LNAV MDA*	560-1 $\frac{7}{8}$ 528 (500-1 $\frac{7}{8}$)				
LNAV MDA	940-1 $\frac{7}{8}$ 908 (900-1 $\frac{7}{8}$)	940-2 $\frac{1}{2}$ 908 (900-2 $\frac{1}{2}$)			
CIRCLING	940-1 $\frac{7}{8}$ 861 (900-1 $\frac{7}{8}$)	1140-3 1060 (1100-3)		2020-3 1941 (2000-3)	

KODIAK, ALASKA
Amdt 3B 07AUG25

57°45'N-152°30'W

KODIAK (ADQ)(PADQ)

RNAV (GPS) RWY 26

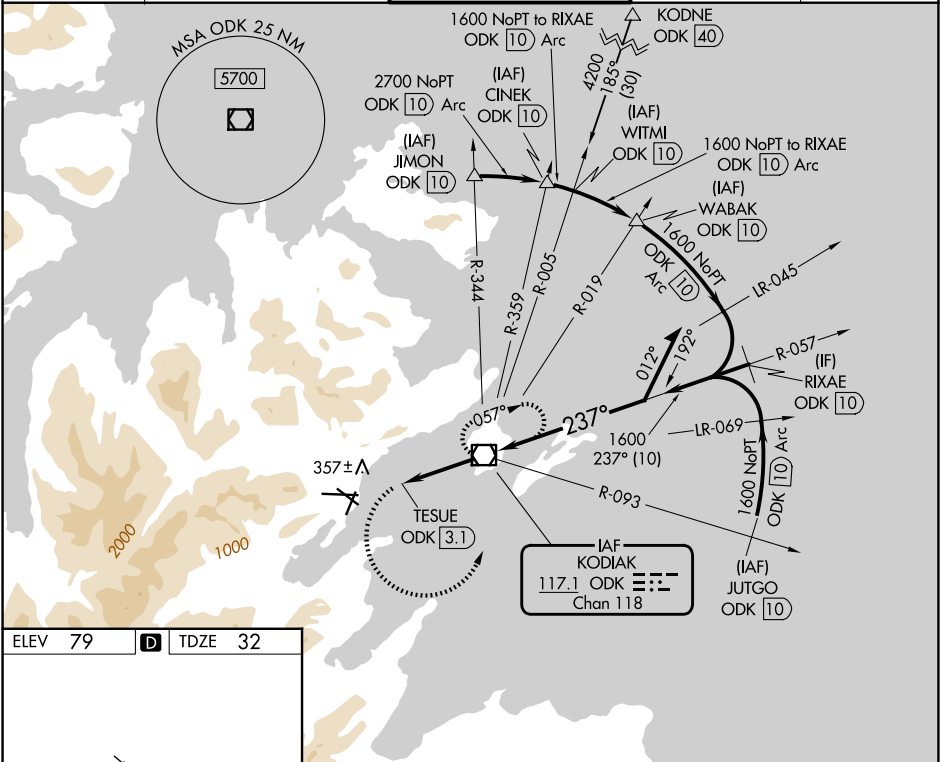
VOR/DME ODK	APP CRS	Rwy Ldg	7534
117.1	237°	TDZE	32
Chan 118		Apt Elev	79

VOR RWY 26
KODIAK (ADQ)(PADQ)

⚠ Circling NA north of Rwy 8-26 and west of Rwy 1-19.
⚠ Circling Rwy 1 NA at night. Circling NA to Rwy's 8, 11 and 19.
Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 3700 on heading 079° then left turn direct ODK VOR/DME and hold.

ATIS 134.45	ANCHORAGE CENTER 125.1 281.4	KODIAK TOWER ★ 119.8 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.8
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ELEV 79 TDZE 32

REIL Rwy's 1 and 26
HIRL Rwy's 1-19, 8-26, and 11-29
FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

3700

ODK

VGSI and descent angles not coincident (VGSI Angle 2.05/TCH 54)

Remain within 10 NM

057°

3600

237°

1600

3.03° TCH 55

TESUE ODK 3.1

ODK 2

1.6 NM 1.1 NM 2 NM

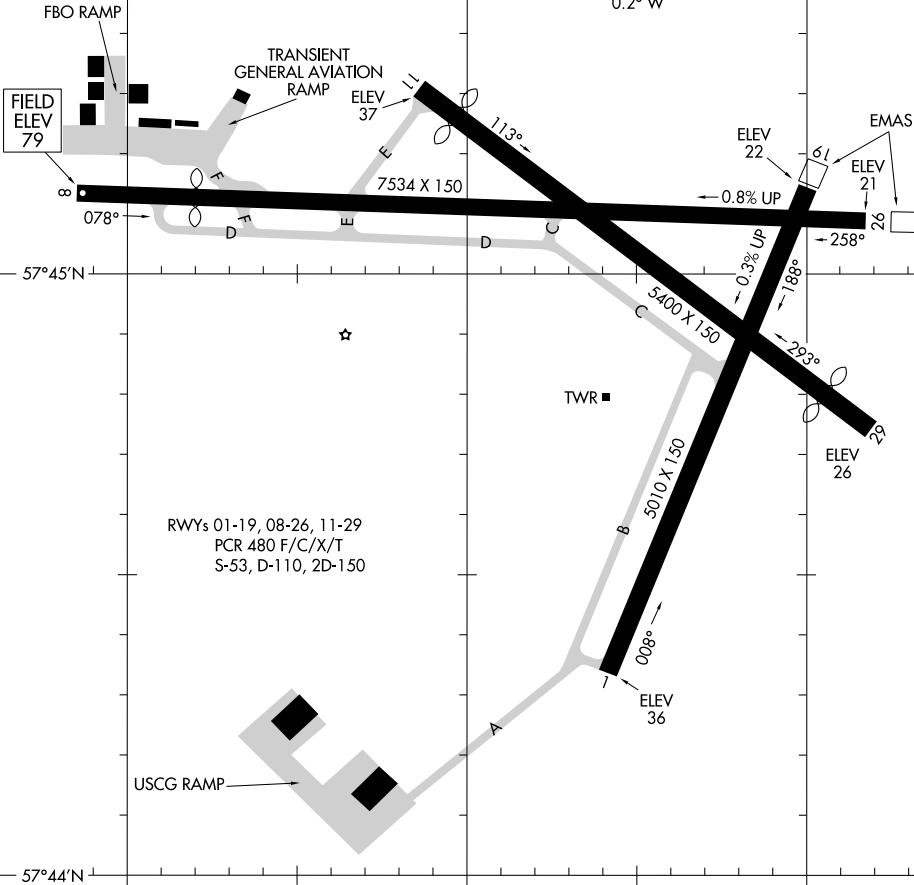
CATEGORY	A	B	C	D
S-26	660-2 628 (600-2)			
CIRCLING	660-2 581 (600-2)	720-2 641 (700-2)	1140-3 1061 (1100-3)	NA

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ATIS
134.45
KODIAK TOWER ★
119.8 239.0
GND CON
121.9
D

VAR 14° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.2° W



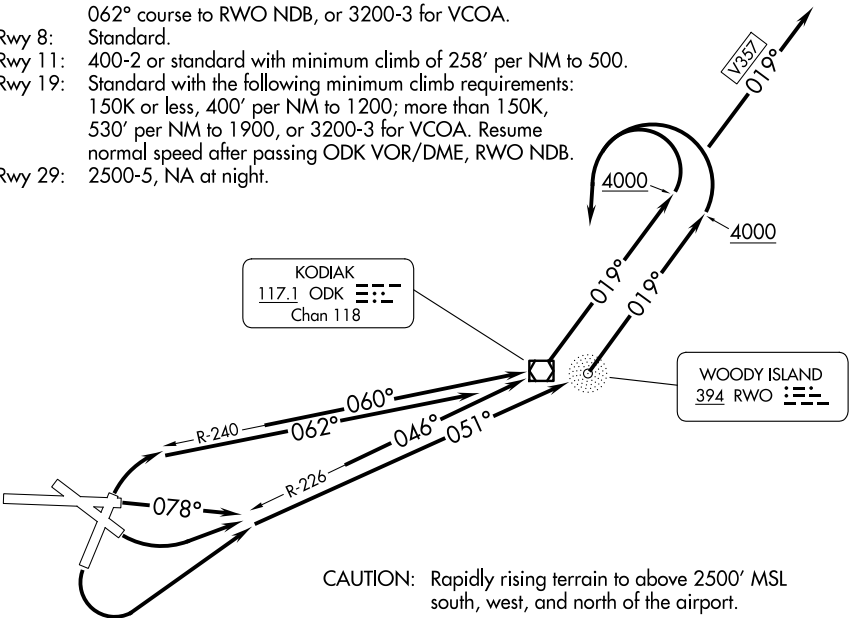
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

TAKEOFF MINIMUMS:

- Rwy 26: NA - Terrain.
- Rwy 1: 1100-2 with a minimum climb of 445' per NM to 400, maintain 210K or less until established on the ODK R-240 or 062° course to RWO NDB, or 3200-3 for VCOA.
- Rwy 8: Standard.
- Rwy 11: 400-2 or standard with minimum climb of 258' per NM to 500.
- Rwy 19: Standard with the following minimum climb requirements: 150K or less, 400' per NM to 1200; more than 150K, 530' per NM to 1900, or 3200-3 for VCOA. Resume normal speed after passing ODK VOR/DME, RWO NDB.
- Rwy 29: 2500-5, NA at night.

GND CON 121.9
KODIAK TOWER* 119.8 (CTAF) 239.0



TAKEOFF OBSTACLE NOTES:

- Rwy 1: Vehicles beginning 28' from DER, 147' right of centerline, up to 15' AGL/50' MSL. Vehicles beginning 56' from DER, 13' left of centerline, up to 15' AGL/50' MSL.
- Rwy 8: Vehicles beginning 37' from DER, left and right of centerline, 15' AGL/50' MSL. Trees and vegetation beginning 25' from DER, left and right of centerline, up to 15' AGL/23' MSL.
- Rwy 11: Ships beginning 2400' from DER, left and right of centerline, up to 35' AGL/35' MSL. Tree 10' from DER, 411' right of centerline, 38' AGL/64' MSL. Tree 78' from DER, 330' right of centerline, 23' AGL/49' MSL. Vegetation 132' from DER, 469' right of centerline, 17' AGL/43' MSL. Ships beginning 3564' from DER, left and right of centerline, 210' AGL/210' MSL. Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.
- Rwy 19: Vehicles beginning 5' from DER, left and right of centerline, up to 15' AGL/59' MSL. Trees and bushes beginning 31' from DER, 490' right of centerline, up to 50' AGL/84' MSL. Building 1682' from DER, 608' right of centerline, 51' AGL/103' MSL. Trees beginning 2183' from DER, left and right of centerline, up to 100' AGL/133' MSL. Trees beginning 3355' from DER, left and right of centerline, up to 100' AGL/169' MSL.
- Rwy 29: Trees beginning 13' from DER, 370' right of centerline, up to 39' AGL/76' MSL. Vehicles 160' from DER, 486' left of centerline, up to 15' AGL/73' MSL. Trees, bushes, and terrain beginning 184' from DER, 123' left of centerline, up to 100' AGL/185' MSL. Trees, vehicle, bushes, and terrain beginning 130' from DER, right of centerline, up to 100' AGL/268' MSL.

(CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

KODIAK SEVEN DEPARTURE (OBSTACLE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Initiate a climbing right turn as soon as practicable but not later than the DER to intercept ODK VOR/DME R-240 to ODK, or 062° course to RWO NDB. Thence. . . .

TAKEOFF RWY 8: Climb heading 078° to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence. . . .

TAKEOFF RWY 11: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence. . . .

TAKEOFF RWY 19: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° to RWO NDB. Thence. . . .

TAKEOFF RWY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME, or RWO NDB, at or above 2400 MSL. Thence. . . .

VISUAL CLIMB OVER AIRPORT RWYS 1, 19: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kodiak Airport at or above 3100 to intercept ODK R-226 to ODK or 062° course to RWO NDB. Thence. . . .

. . . .climb to 4000 via ODK VOR/DME R-019 or 019° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.

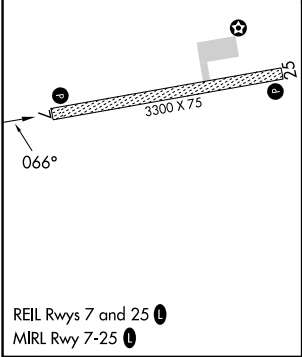
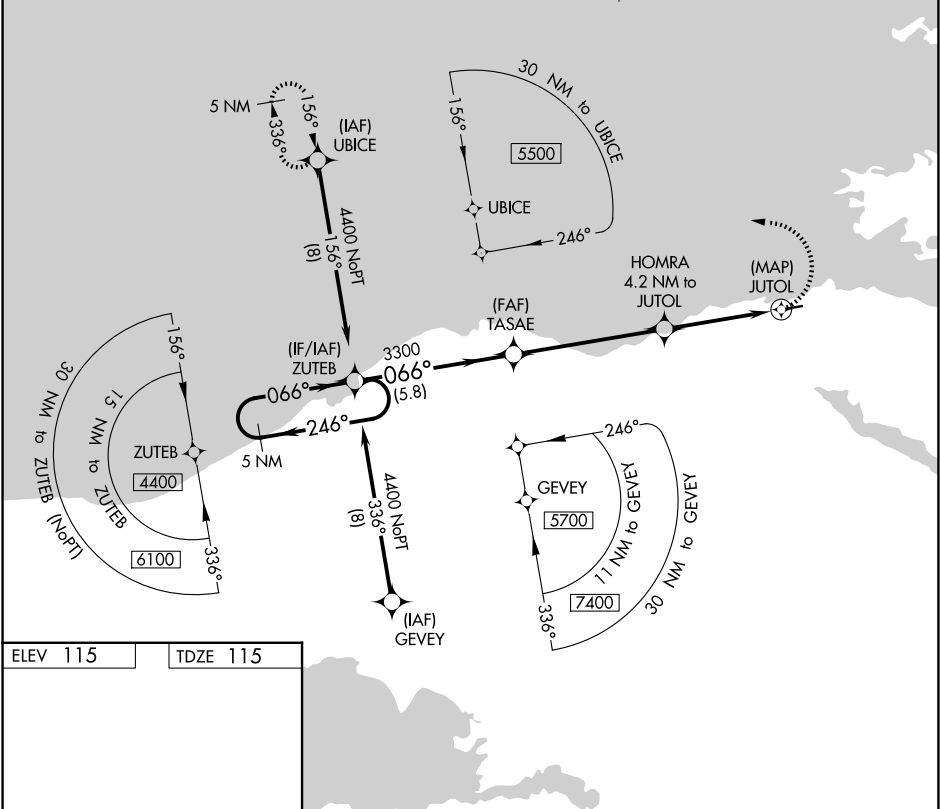
APP CRS	Rwy Ldg	3300
066°	TDZE	115
	Apt Elev	115

RNAV (GPS) RWY 7

KOKHANOK (9K2) (PFFK)

NA Rwy 7 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Iliamna altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing left turn to 4400 direct UBICE and hold, continue climb-in-hold to 4400.
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III/PAIL ASOS 134.95	ANCHORAGE CENTER 118.8	CTAF 122.9
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ZUTEB		Visual Segment - Obstacles.		4400	UBICE
5 NM Holding Pattern		TASAE			
4400 ← 246°		066° →			
		3300			
		1560			
		5.8 NM		4.2 NM	
		5.5 NM		0.2	
CATEGORY	A	B	C	D	
LNAV MDA	820-1	705 (800-1)	820-2	705 (800-2)	
CIRCLING	1040-1¼ 925 (1000-1¼)	1100-1½ 985 (1000-1½)	1100-3	985 (1000-3)	

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3300
093°	TDZE	269
	Apt Elev	272

RNAV (GPS) RWY 9

KOLIGANEK (JZZ) (PAJZ)

RNP APCH - GPS.

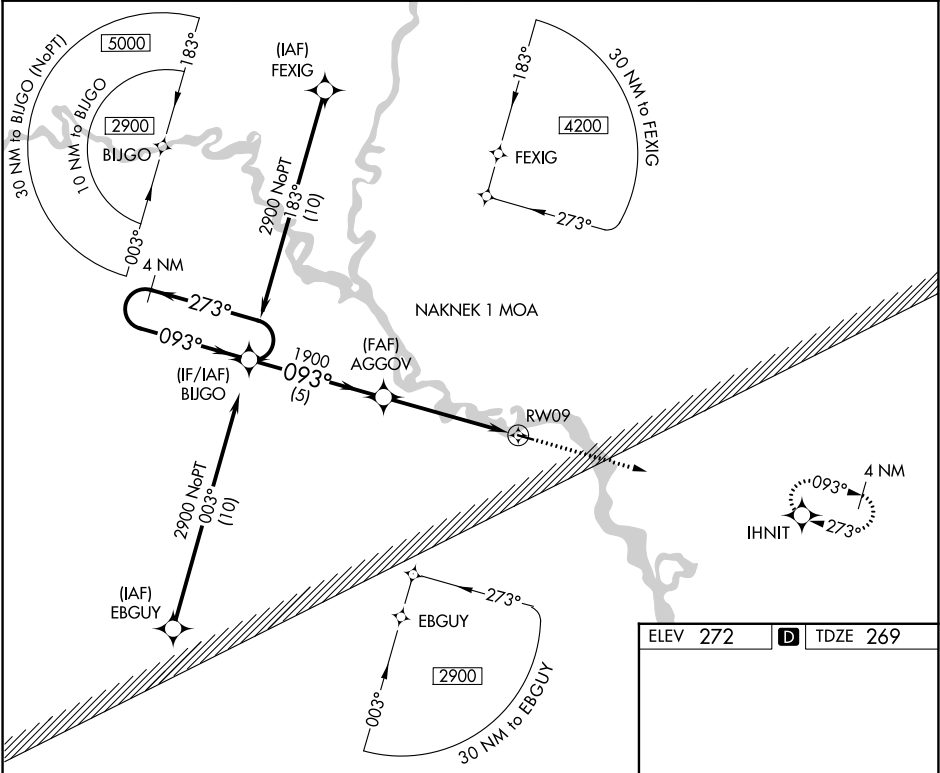
▼

⚠

When local altimeter setting not received, use DLG/PADL altimeter setting and increase all MDA 60 feet. VDP NA when using DLG/PADL altimeter setting.

MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.

AWOS-3P 118.525	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.9 0
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 39).

3400 IHNIT

093°

1.0% Up

3300 X 75

2

CATEGORY	A	B	C	D
LNAB MDA	720-1	451 (500-1)	NA	NA
CIRCLING	720-1 448 (500-1)	740-1 468 (500-1)	NA	NA

MIRL Rwy 9-27 0

APP CRS	Rwy Ldg	3300
273°	TDZE	272
	Apt Elev	272

RNAV (GPS) RWY 27

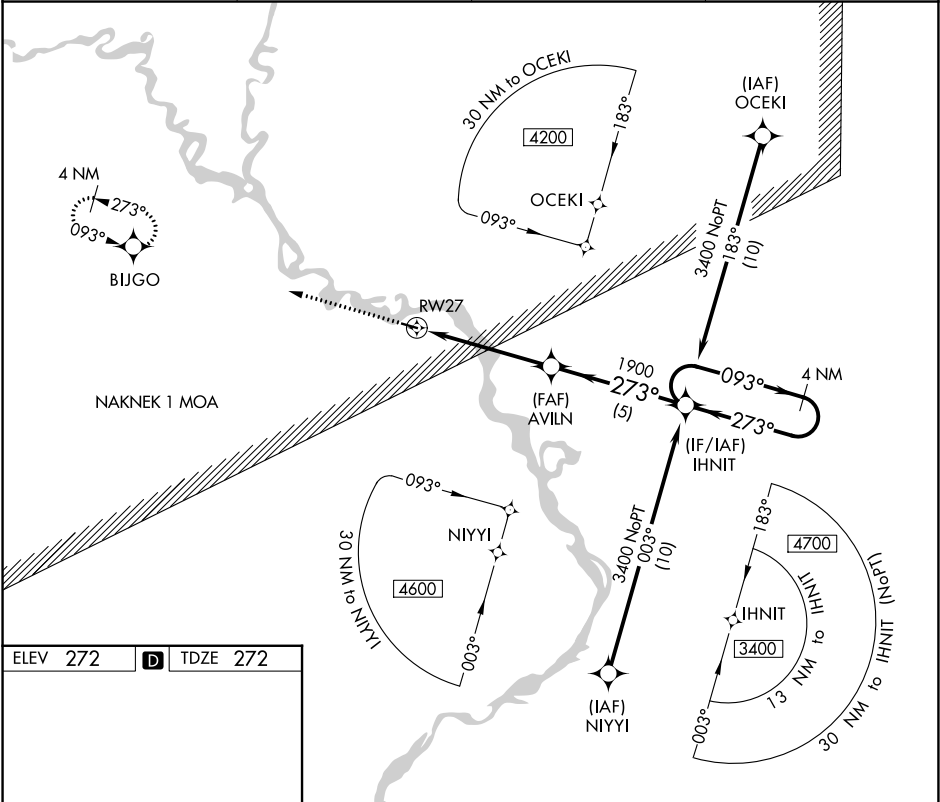
KOLIGANEK (JZZ) (PAJZ)

⚠

When local altimeter setting not received, use DLG/PADL altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using DLG/PADL altimeter setting.

MISSED APPROACH: Climb to 2900 direct BIJGO and hold.

AWOS-3P 118.525	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.9
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ELEV 272 D TDZE 272

1.0% UP

3300 X 75

273°

MIRL Rwy 9-27

2900 BIJGO

Visual Segment - Obstacles.

AVILN

1.3 NM to RW27

1900

273°

093°

3400

4 NM Holding Pattern

1.3 NM

3.7 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	780-1 508 (600-1)		NA	
CIRCLING	780-1 508 (600-1)		NA	

AK, 03 SEP 2026 to 29 OCT 2026

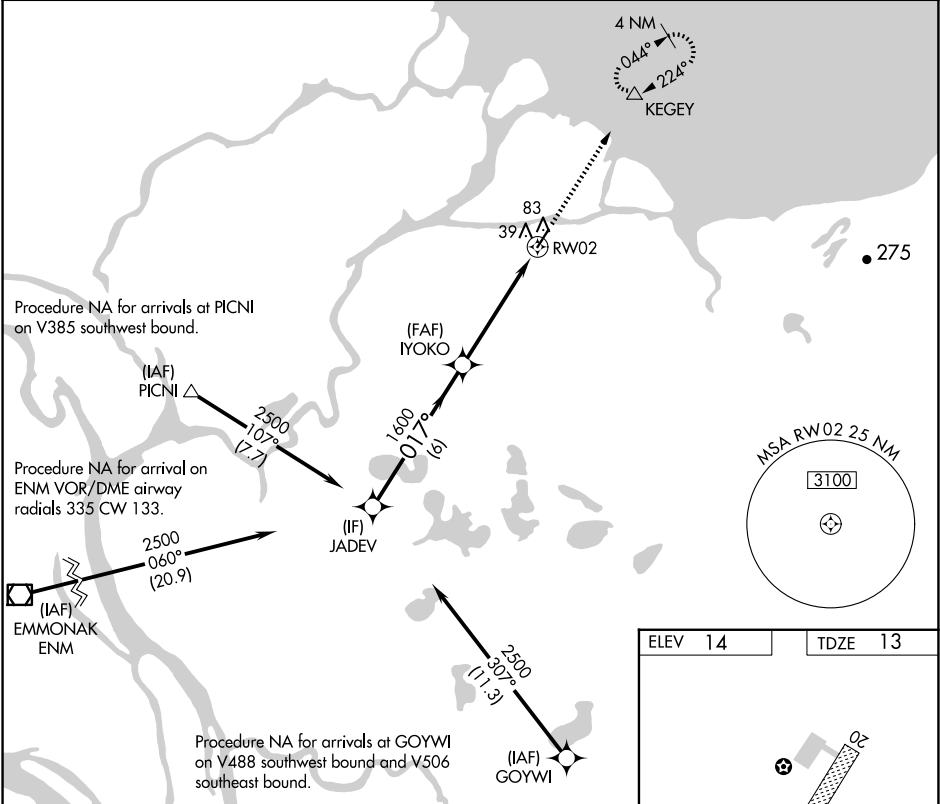
AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	4400
017°	TDZE	13
	Apt Elev	14

RNAV (GPS) RWY 2

KOTLIK (2A9) (PFKO)

RNP APCH.		MISSED APPROACH: Climb to 3500 direct KEGEY and hold.	
	Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA.		
AWOS-3P	ENM/PAEM AWOS-3P	ANCHORAGE CENTER	CTAF
118.1	135.35	124.0	122.90



JADEV		IYOKO		3500 ↑		KEGEY △	
2500		1600		RW02			
017°		2.91° TCH 40		↻			
6 NM		5 NM					
CATEGORY	A	B	C	D			
RNAV MDA	500-1	487 (500-1)	NA				
CIRCLING	560-1	546 (600-1)	NA				

4000 X 100

MIRL Rwy 2-20

KOTLIK, ALASKA

AL-9750 (FAA)

24361

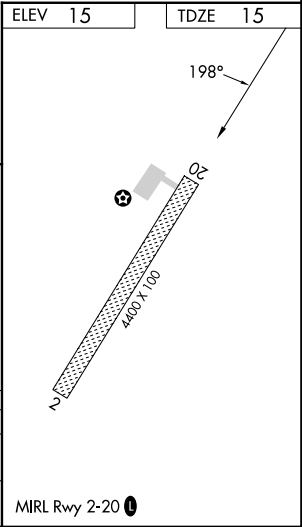
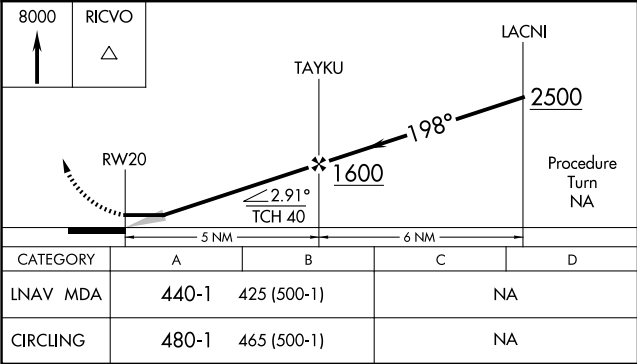
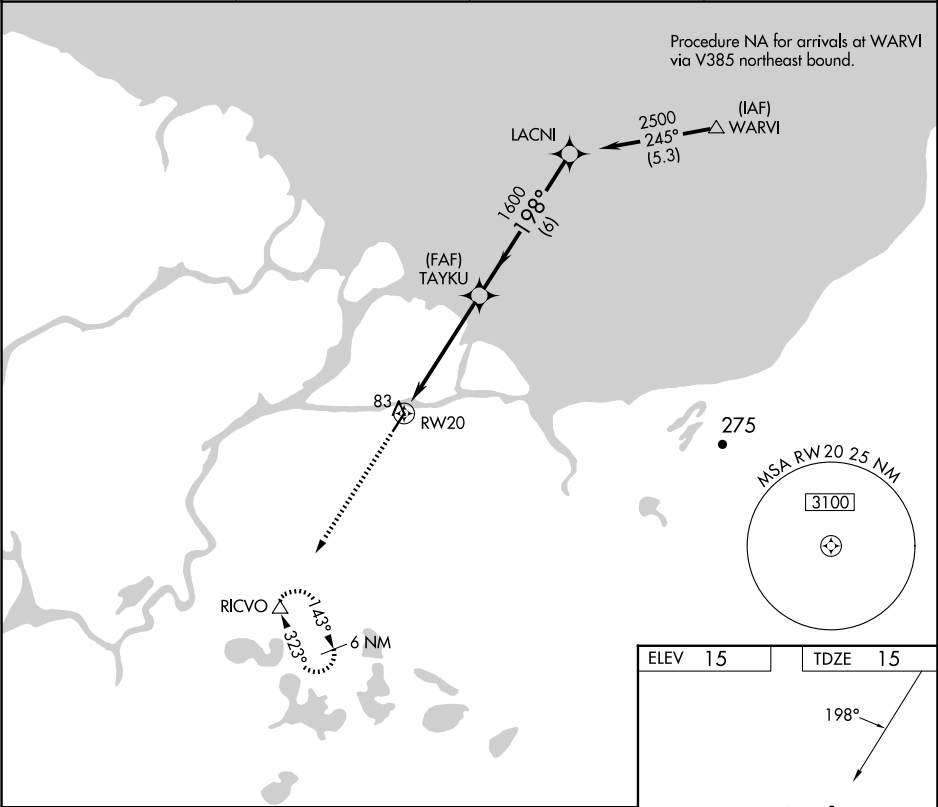
APP CRS	Rwy Idg	4400
198°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 20

KOTLIK (2A9) (PFKO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 8000 direct RICVO WP and hold.
▼ ▲ NA	When local altimeter not received use Emmonak altimeter setting. Procedure NA at night.

AWOS-3P 118.1	ENM/PAEM AWOS-3P 135.35	ANCHORAGE CENTER 124.0	CTAF 122.90
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KOTLIK, ALASKA
Orig-B 26DEC24

63°02'N-163°32'W

KOTLIK (2A9) (PFKO)

RNAV (GPS) RWY 20

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-OTZ 110.7 Chan 44	APP CRS 091°	Rwy Ldg TDZE 13 Apt Elev 15
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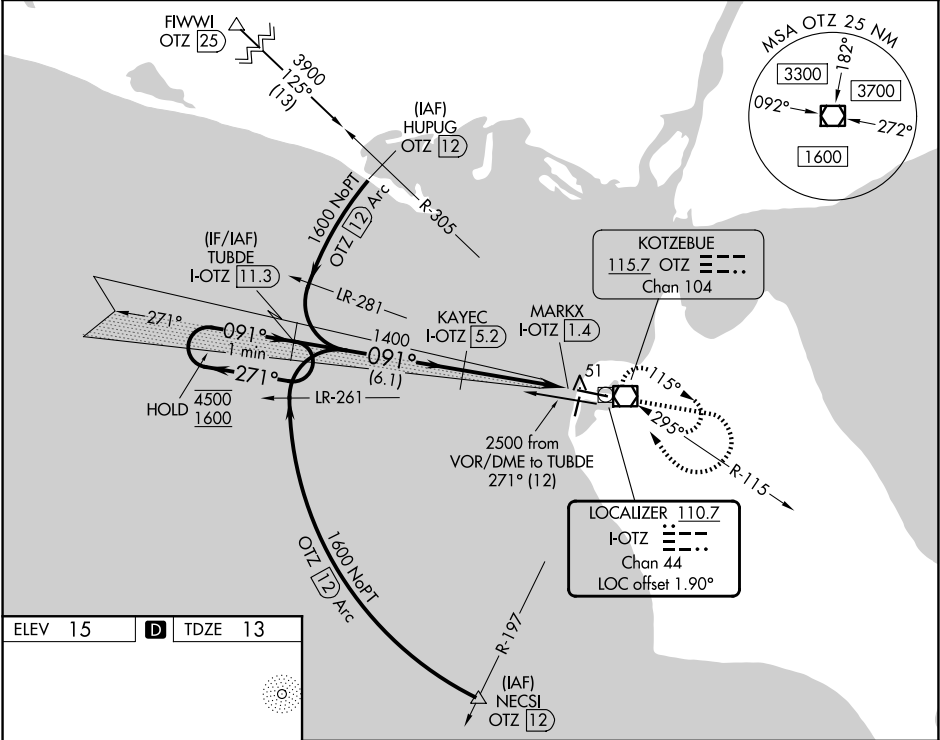
ILS or LOC RWY 9
RALPH WIEN MEML (OTZ) (PAOT)

DME required.

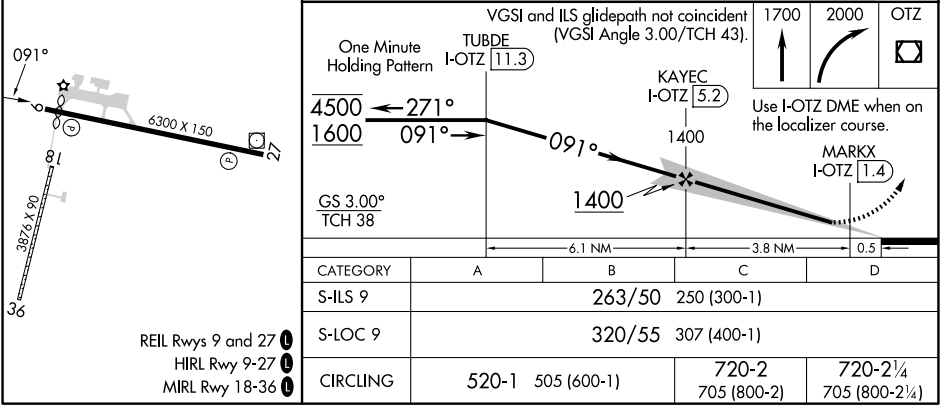
▼ Rwy 9 helicopter visibility reduction below RVR 5000 NA. Circling Rwy 18, 36 NA at night. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
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ELEV 15	D	TDZE 13
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KOTZEBUE, ALASKA
Amdt 2 03SEP26

RALPH WIEN MEML (OTZ) (PAOT)
ILS or LOC RWY 9

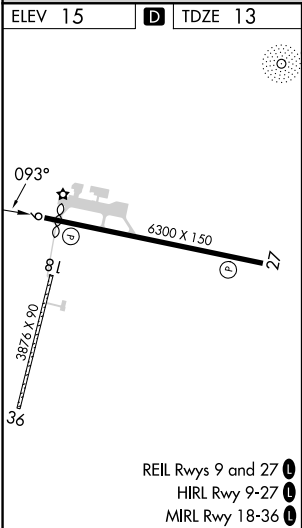
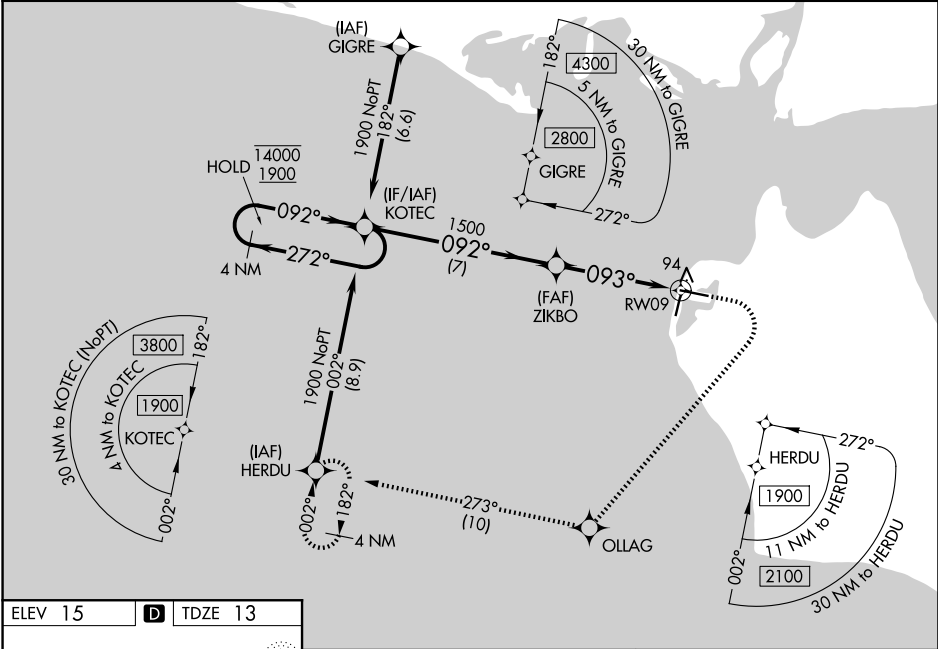
KOTZEBUE, ALASKA

AL-2118 (FAA)

WAAS CH 57941 W09A	APP CRS 093°	Rwy Ldg TDZE 13 Apt Elev 15
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RNAV (GPS) RWY 9
RALPH WIEN MEML (OTZ) (PAOT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct OLLAG and on track 273° to HERDU and hold.
AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0



4 NM Holding Pattern KOTEC		500	2000	OLLAG	tr 273°	HERDU
14000 ← 272° 1900 → 092°		ZIKBO 1500				RW09
GP 3.00° TCH 42		1500				
		7 NM	4.5 NM			
CATEGORY	A	B	C	D		
LPV DA		263/50	250 (300-1)			
LNAV/VNAV DA		295/50	282 (300-1)			
LNAV MDA		360/55	347 (400-1)			
CIRCLING	520-1	505 (600-1)	720-2 705 (800-2)	720-2 1/4 705 (800-2 1/4)		

KOTZEBUE, ALASKA
Amdt 1 03SEP26

66°53'N-162°36'W

RALPH WIEN MEML (OTZ) (PAOT)
RNAV (GPS) RWY 9

AK, 03 SEP 2026 to 29 OCT 2026

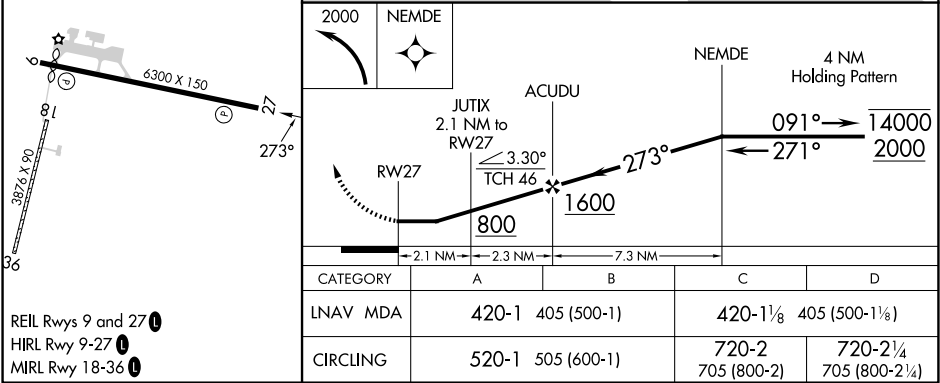
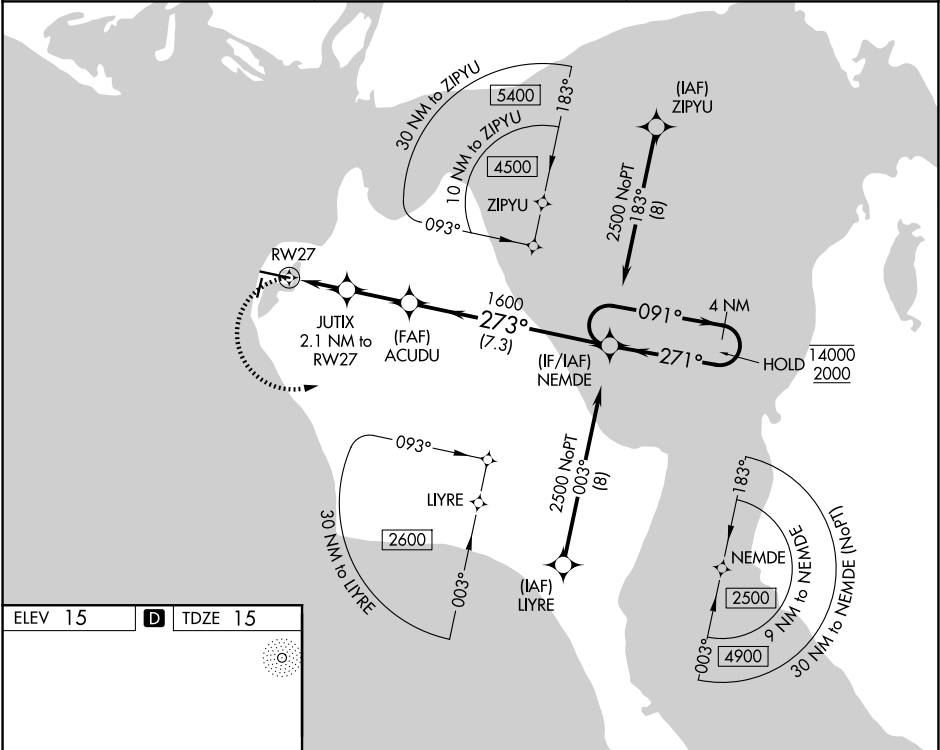
AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5900
273°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 27

RALPH WIEN MEML (OTZ) (PAOT)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 2000 direct NEMDE and hold.
AFIS 135.45		ANCHORAGE CENTER 119.2 263.0
		KOTZEBUE RADIO 123.6 (CTAF) 0



KOTZEBUE, ALASKA

AL-2118 (FAA)

26246

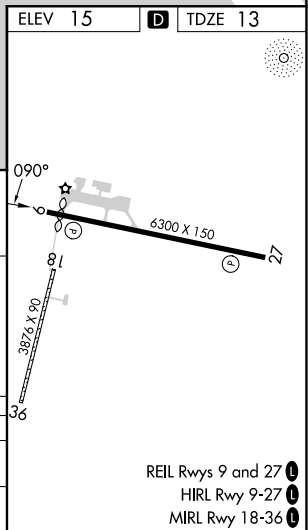
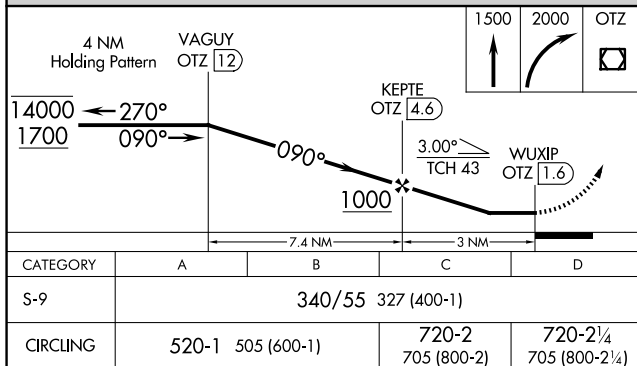
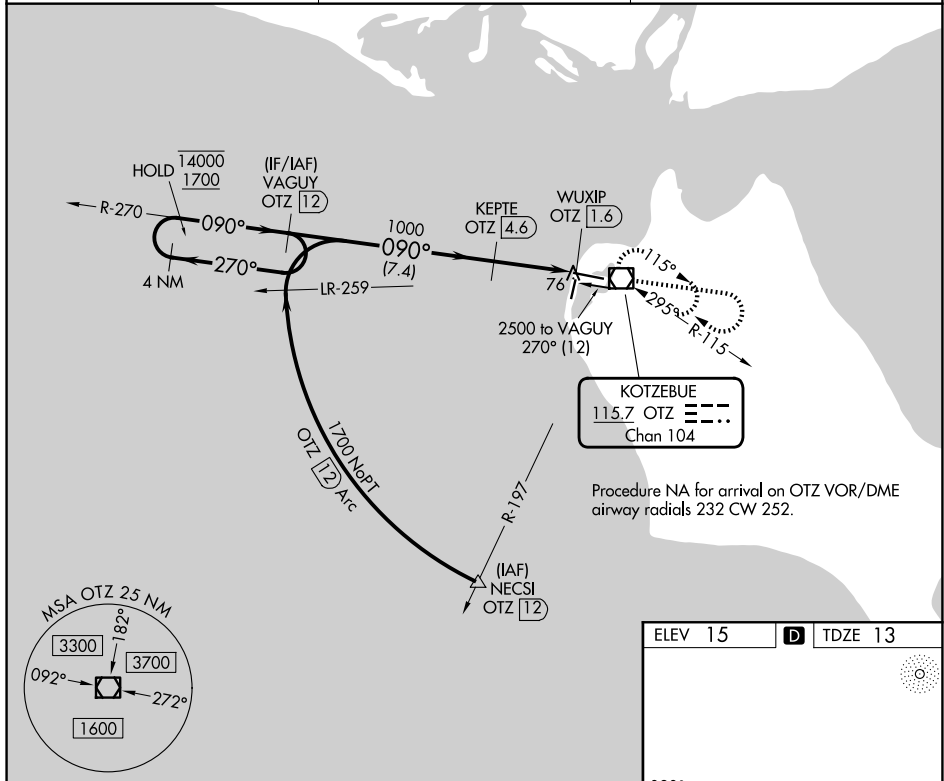
VOR/DME OTZ	APP CRS	Rwy Ldg
115.7	090°	5900
Chan 104		TDZE 13
		Apt Elev 15

VOR RWY 9

RALPH WIEN MEML (OTZ) (PAOT)

DME required.	MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.
▼ Rwy 9 helicopter visibility reduction below RVR 5000 NA. Circling Rwy 18, 36 NA at night. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.	

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
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KOTZEBUE, ALASKA

Amdt 1 03SEP26

RALPH WIEN MEML (OTZ) (PAOT)

66°53'N-162°36'W

VOR RWY 9

AK, 03 SEP 2026 to 29 OCT 2026

VOR/DME OTZ	APP CRS	Rwy Ldg
115.7	263°	5900
Chan 104		TDZE 15
		Apt Elev 15

VOR RWY 27

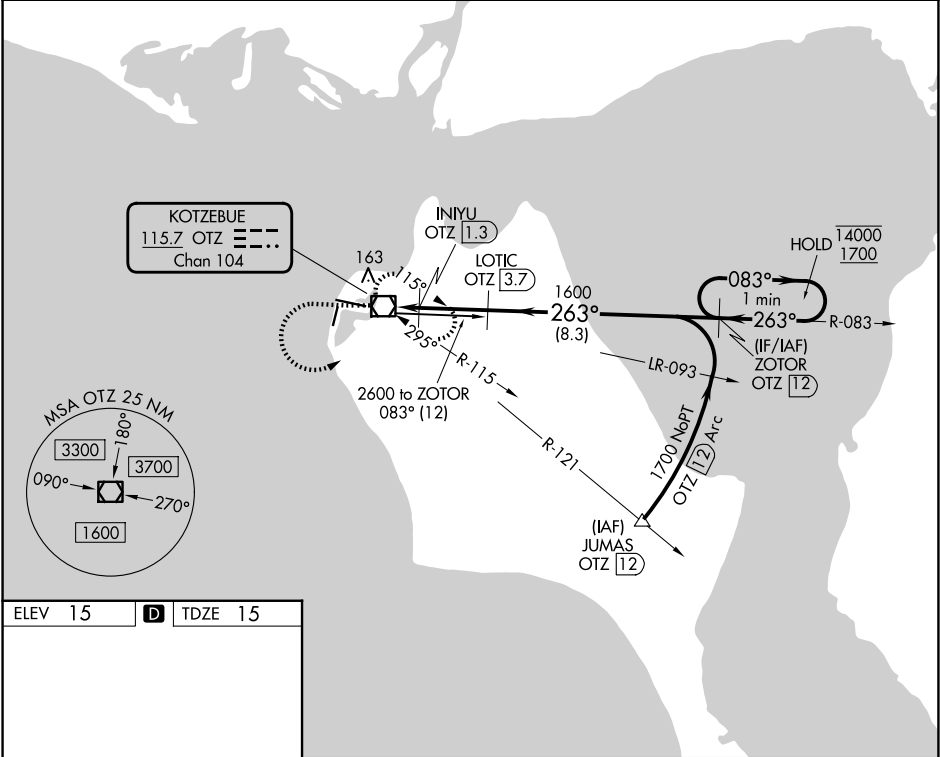
RALPH WIEN MEML (OTZ) (PAOT)

DME required.

▼ Rwy 27 helicopter visibility reduction below 1 SM NA.
▲ Circling to Rwy 18, 36 NA at night. Straight-in Rwy 27 at night, Circling Rwy 27 at night, operational VGSi required, remain on or above glidepath until threshold.

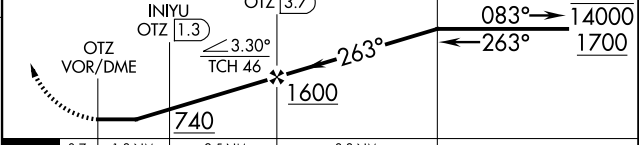
MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
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ELEV 15	D	TDZE 15
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REIL Rwy 9 and 27 0
HIRL Rwy 9-27 0
MIRL Rwy 18-36 0

1600	2000	OTZ				
						
						
CATEGORY	A		B		C	D
S-27	440-1 425 (500-1)		440-1¼ 425 (500-1¼)			
CIRCLING	520-1 505 (600-1)		720-2 705 (800-2)		720-2¼ 705 (800-2¼)	

KOYUK, ALASKA

AL-9204 (FAA)

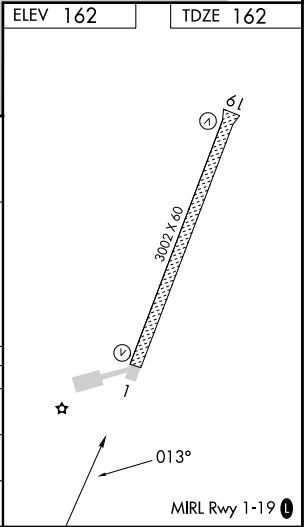
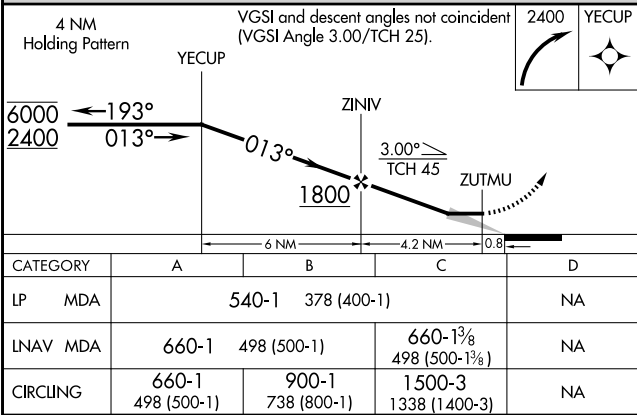
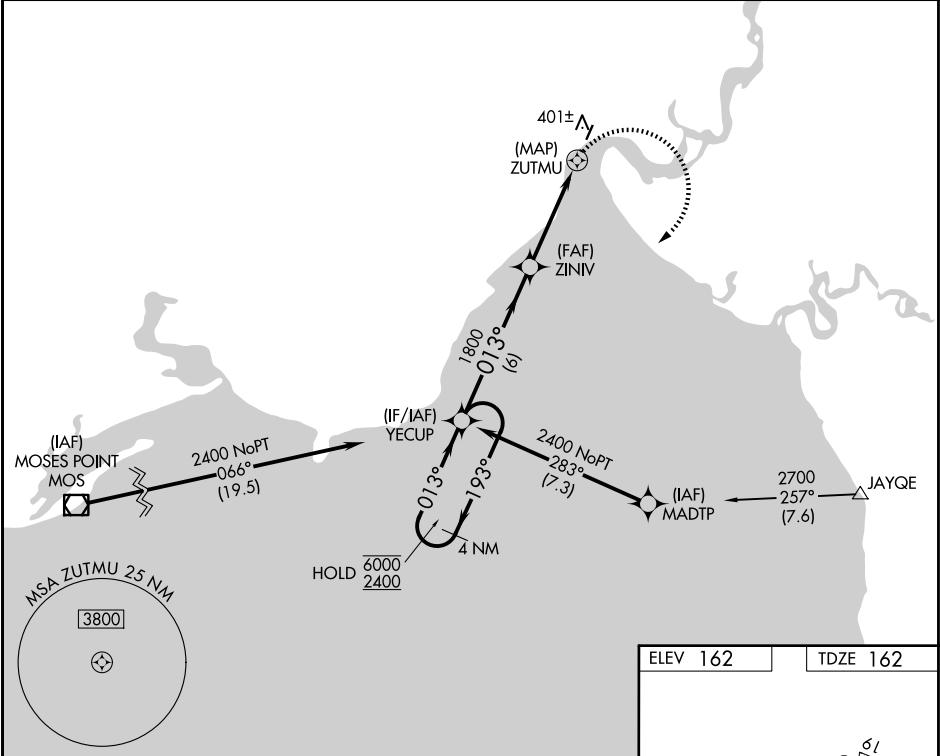
26134

WAAS CH 77843 W01A	APP CRS 013°	Rwy Ldg TDZE Apt Elev	3002 162 162
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RNAV (GPS) RWY 1

KOYUK ALFRED ADAMS (KKA)(PAKK)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2400 direct YECUP and hold.	
NA	Circling NA west of Rwy 01-19.		
AWOS-3P 134,95	ANCHORAGE CENTER 135,7 335,5	NOME RADIO 122,35	CTAF 122,80



KOYUK, ALASKA
Amdt 1A 12AUG21

64°56'N-161°09'W

KOYUK ALFRED ADAMS (KKA)(PAKK)
RNAV (GPS) RWY 1

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

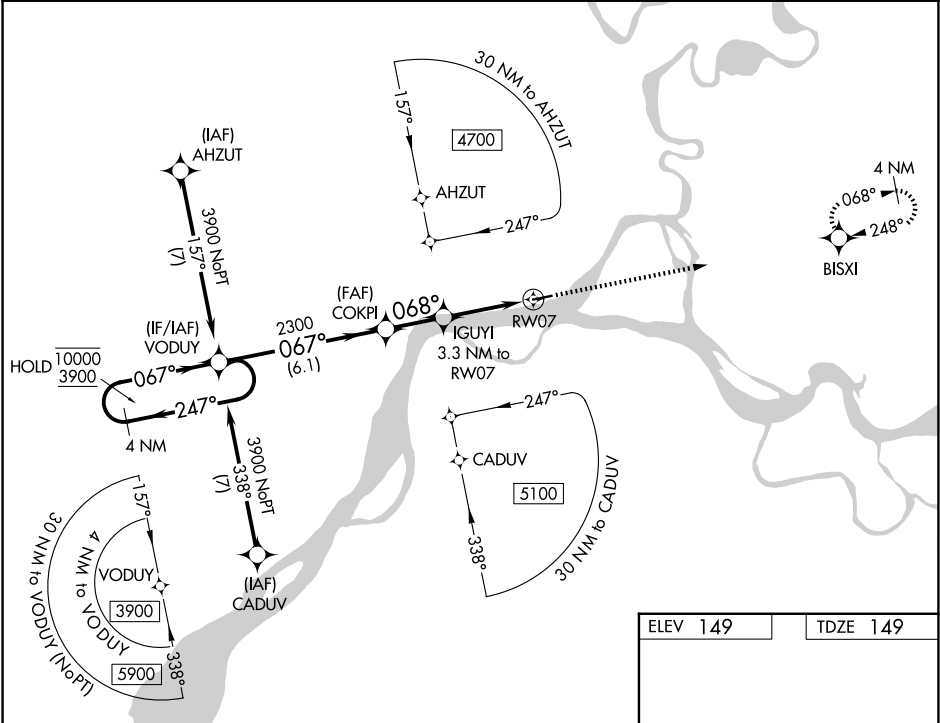
WAAS CH 42714 W07A	APP CRS 068°	Rwy Ldg TDZE 149 Apt Elev 149
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RNAV (GPS) RWY 7

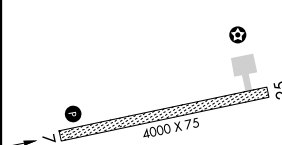
KOYUKUK (KYU) (PFKU)

RNP APCH-GPS.		MISSED APPROACH: Climb to 3700 direct BISXI and hold, continue climb-in-hold to 3700.
 NA	Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. Use Galena altimeter setting; when not received, procedure NA.	
 -47°C		

GAL/PAGA AWOS-3P 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 122.9
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VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 29).					3700	BISXI
4 NM Holding Pattern						
VODUY						
10000	← 247°		COKPI		IGUYI 3.3 NM to RW07	
3900	067° →		2300			
GP 3.67° TCH 55			2300		068°	RW07
			2300		1460	
			6.1 NM		2.1 NM	3.3 NM
CATEGORY	A		B		C	D
LPV DA	520-1 371 (400-1)					NA
LNAV MDA	720-1 571 (600-1)			720-1½ 571 (600-1½)		NA
CIRCLING	720-1 571 (600-1)		900-1 751 (800-1)		1320-3 1171 (1200-3)	NA



4000 X 75

25

068°

REIL Rwy 7 

MIRL Rwy 7-25 

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

KOYUKUK, ALASKA

AL-10161 (FAA)

26246

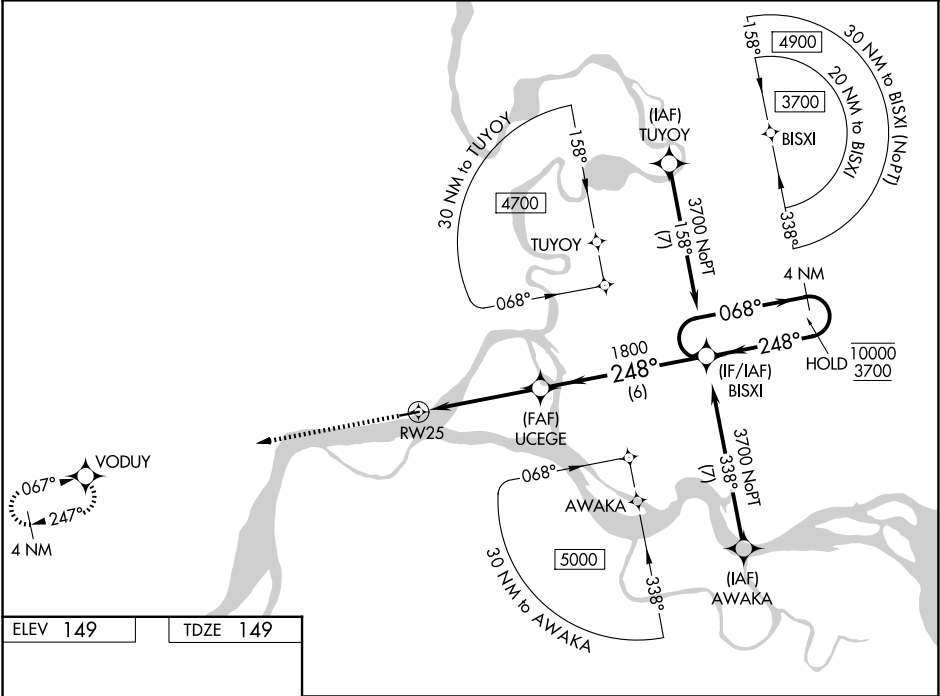
WAAS CH 99314 W25A	APP CRS 248°	Rwy Ldg TDZE 149 Apt Elev 149
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RNAV (GPS) RWY 25

KOYUKUK (KYU) (PFKU)

RNP APCH-GPS.	MISSED APPROACH: Climb to 4100 direct VODUY and hold, continue climb-in-hold to 4100.
▼ NA -47°C	Rwy 25 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Galena altimeter setting; when not received, procedure NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

GAL/PAGA AWOS-3P 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 122.9
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ELEV 149 TDZE 149

4100 VODUY

BISXI

CATEGORY	A	B	C	D
LPV DA	471-1 322 (400-1)			NA
LNAV/VNAV DA	471-1 322 (400-1)			NA
LNAV MDA	720-1 571 (600-1)	720-1½ 571 (600-1½)		NA
CIRCLING	720-1 571 (600-1)	900-1 751 (800-1)	1320-3 1171 (1200-3)	NA

KOYUKUK, ALASKA
Amdt 1 02DEC21

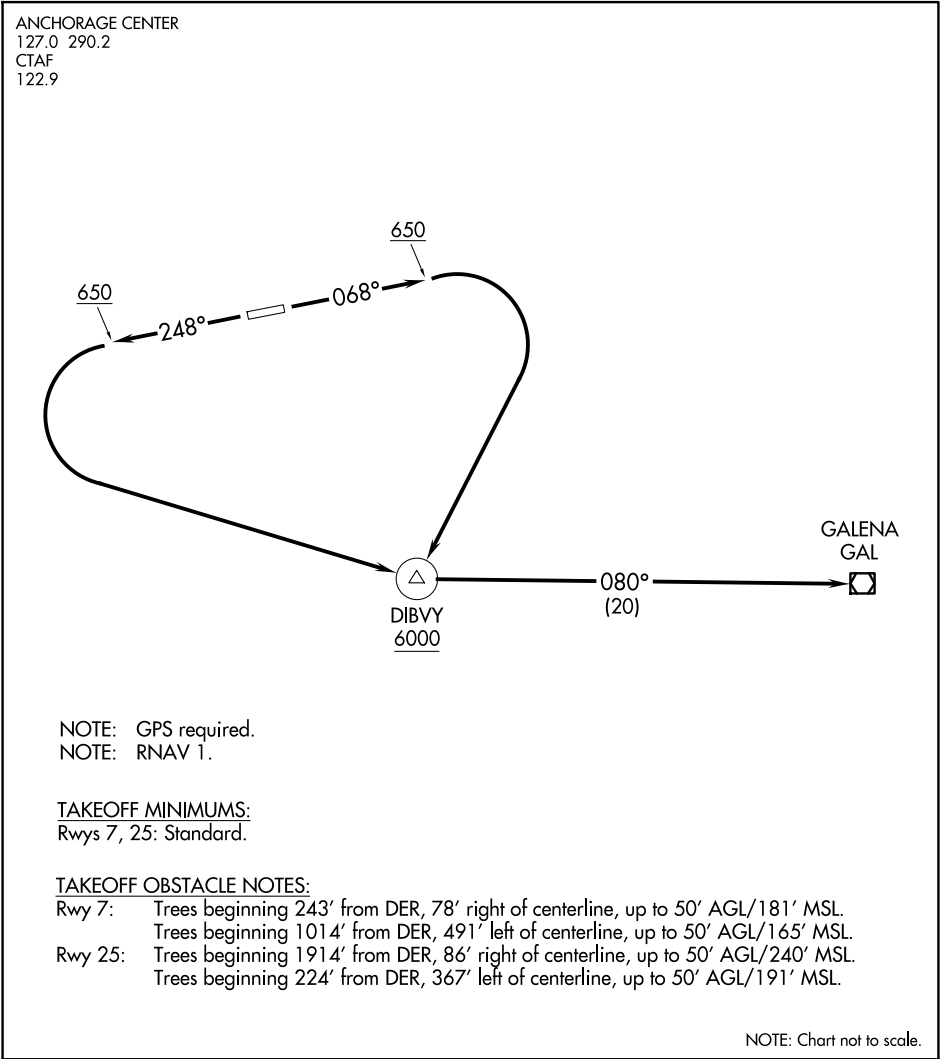
64°53'N-157°44'W

KOYUKUK (KYU) (PFKU)

RNAV (GPS) RWY 25

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 068° to 650, then climbing right turn to at or above 6000 direct DIBVY and on track 080° to GAL VOR/DME thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 248° to 650, then climbing left turn to at or above 6000 direct DIBVY and on track 080° to GAL VOR/DME thence. . . .

. . . .on filed route and altitude.

KWETHLUK, ALASKA

AL-10325 (FAA)

21112

WAAS CH 63208 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev 3199 25 25
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RNAV (GPS) RWY 18

KWETHLUK (KWT) (PFKW)

NA

W

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Bethel altimeter setting.

MISSED APPROACH: Climb to 2000 direct VORCU and left turn via 069° track to ZADIG and via 348° track to WISUM and hold.

AWOS-3P 120.0	BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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ELEV 25	TDZE 25
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2000	VORCU	ZADIG	WISUM	WEROT
↑	069° tr	348° tr		4 NM Holding Pattern
VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 27).				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	316-1 291 (300-1)			
LNAV/VNAV DA	594-2 569 (600-2)			
LNAV MDA	620-1	595 (600-1)	620-1¾	595 (600-1¾)
CIRCLING	680-1	655 (700-1)	680-1¾	680-2
			655 (700-1¾)	655 (700-2)

KWETHLUK, ALASKA

Orig-B 12OCT17

60°47'N-161°27'W

KWETHLUK (KWT) (PFKW)

RNAV (GPS) RWY 18

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 97508 W36A	APP CRS 002°	Rwy Idg TDZE 25 Apt Elev 25
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RNAV (GPS) RWY 36

KWETHLUK (KWT) (PFWK)

⚠

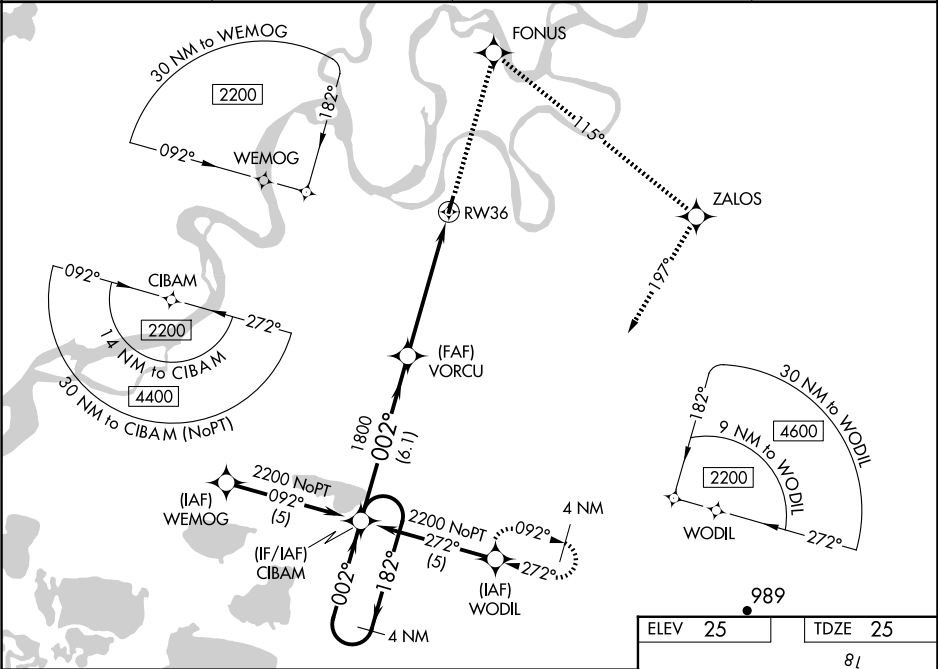
NA

W

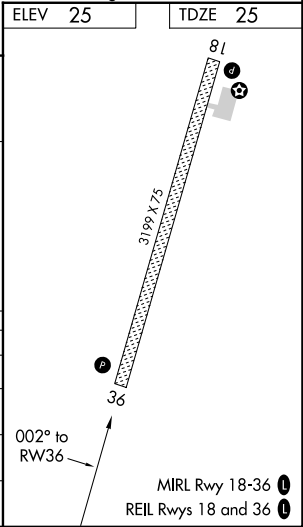
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received use Bethel altimeter setting.
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct
FONUS and right turn via 115° track to ZALOS
and via 197° track to WODIL and hold.

AWOS-3P 120.0	BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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4 NM Holding Pattern		2200	FONUS	ZALOS	WODIL
CIBAM		↑	115° tr	197° tr	
2200 ← 182°		VGSI and RNAV glidepath not coincident [VGSI Angle 3.20/TCH 28].			
GP 3.00° TCH 40		VORCU			
2200 → 002°		RW36			
6.1 NM		5.4 NM			
CATEGORY	A	B	C	D	
LPV DA	695-2½ 670 (700-2½)				
LNAV/VNAV DA	733-2½ 708 (800-2½)				
LNAV MDA	620-1	595 (600-1)	620-1½ 595 (600-1½)	620-1¾ 595 (600-1¾)	
CIRCLING	680-1	655 (700-1)	680-1¾ 655 (700-1¾)	680-2 655 (700-2)	



(BET2.BET) 20142

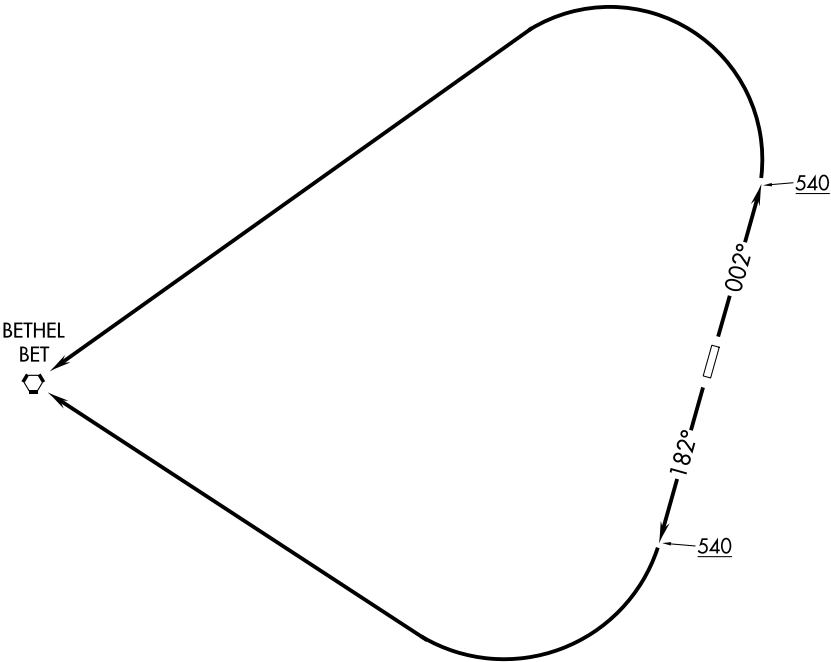
BETHEL TWO DEPARTURE (RNAV)

AL-10325 (FAA)

KWETHLUK (KWT) (PFW)
KWETHLUK, ALASKA

ANCHORAGE CENTER
125.2 372.0
AWOS-3P
120.0
BET/PABE ASOS
135.45
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 36: Standard.
Rwy 18: 400-2 or standard with minimum climb of 240' per NM to 500'.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC, thence. . . .
TAKEOFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC, thence. . . .

. . . .maintain 2500 or ATC assigned altitude.

BETHEL TWO DEPARTURE (RNAV)
(BET2.BET) 21JUL16

KWETHLUK, ALASKA
KWETHLUK (KWT) (PFW)

FAIRBANKS/FORT WAINWRIGHT, ALASKA

RNAV (GPS) RWY 25

WAAS CH 83310 W25A	APCH CRS 252°	Rwy Idg TDZE 454 Arpt Elev 454
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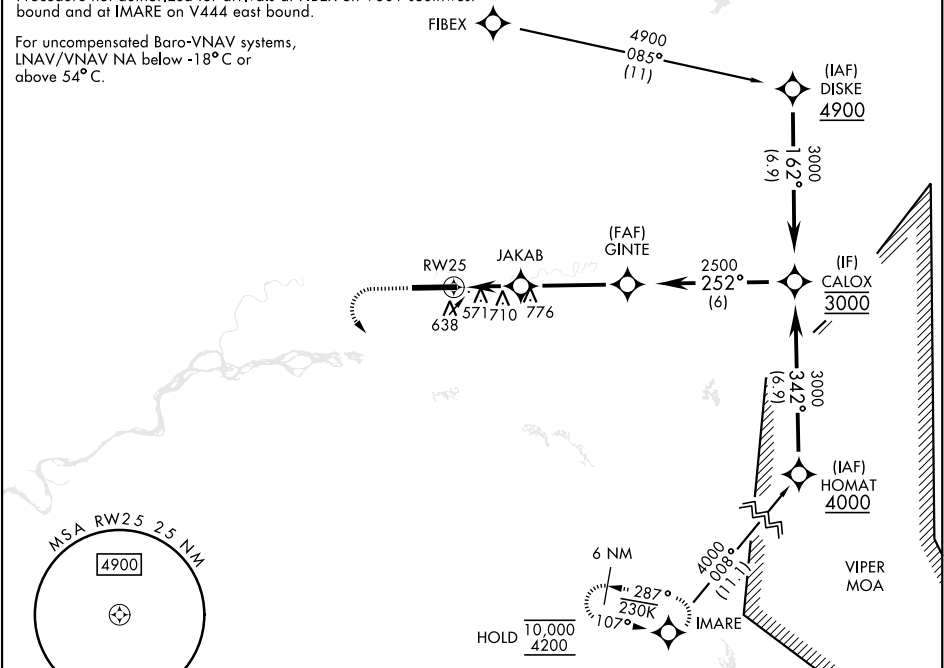
[USA]

LADD AAF (PAFB)

RNP APCH-GPS		ALSIF-1 	MISSED APPROACH: Climb to 1000 then climbing left turn to 4200 direct IMARE and hold.	
* When ALS inop, increase vis to 1½ miles. ** When ALS inop, increase CAT CD vis to 1½ miles. *** Circling not authorized N of Rwy 7-25.				
ATIS 134.25	FAIRBANKS APP CON 127.1 251.1 360° - 179° 125.35 363.2 180° - 359°	TOWER★ 125.0 (CTAF) 0 284.6	GND CON 121.7 263.15	ASR/PAR

Procedure not authorized for arrivals at FIBEX on V301 southwest bound and at IMARE on V444 east bound.

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -18°C or
above 54°C.



ELEV 454		TDZE 454		
1000	4200	IMARE	VGSI and descent angles not coincident (VGSI angle 3.30/TCH 67).	
		CALOX		
JAKAB		GINTE		
1.4 NM to RW25		252°		
RW25		2500		
2.4 NM		3.9 NM		
CATEGORY	A	B	C	D
LPV DA	649-1		200	(200-1)
LNAV/VNAV DA*	853-1		404	(500-1)
LNAV MDA**	1000-1	551 (600-1)	1000-1½	551 (600-1½)
CIRCLING***	1000-1	1040-1	1080-1¾	1160-2¼
	551 (600-1)	591 (600-1)	631 (700-1¾)	711 (800-2¼)
FAIRBANKS/FORT WAINWRIGHT, ALASKA		64°50'N-147°37'W		
LADD AAF (PAFB)		RNAV (GPS) RWY 25		

FAIRBANKS/FORT WAINWRIGHT, ALASKA

64°50'N-147°37'W

LADD AAF (PAFB)

Amdt 7 27NOV25

RNAV (GPS) RWY 25

FAIRBANKS/FORT WAINWRIGHT, ALASKA

NDB-A

NDB CUN <u>257</u>	APCH CRS 252°	Rwy Idg TDZE Arprt Elev	N/A N/A 454
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[USA]

LADD AAF (PAFB)

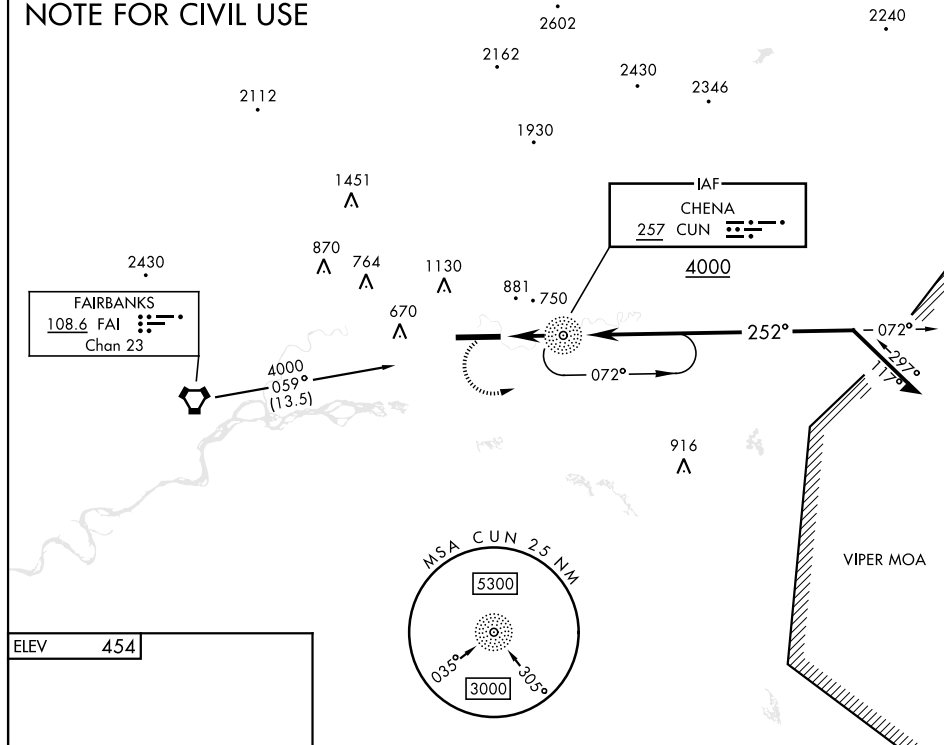


* Circling not authorized N of Rwy 7-25.

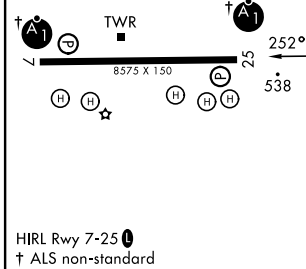
MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS 134.25	FAIRBANKS APP CON 127.1 251.1 360° - 179° 125.35 363.2 180° - 359°	TOWER ★ 125.0 (CTAF) 0 284.6	GND CON 121.7 263.15	ASR/PAR
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NOTE FOR CIVIL USE



ELEV	454
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HIRL Rwy 7-25 **L**
† ALS non-standard

Diagram illustrating a CUN NDB approach. The diagram shows a vertical line representing the NDB. Key altitudes and distances are marked:

- 1700 (Start of approach)
- 4000 (Start of approach)
- CUN NDB
- 4000 (Altitude at NDB)
- 2000 (Altitude at 2.4 NM from NDB)
- 3300 (Altitude at 252° descent)
- 4000 (Altitude at 072° climb)
- 2.4 NM (Distance from 2000 ft to 4000 ft)
- 10 NM (Distance from 3300 ft to 4000 ft)

CATEGORY	A	B	C	D
CIRCLING *	1640-1¼ 1191 (1200-1¼)	1640-1½ 1191 (1200-1½)	1640-3 1191 (1200-3)	1640-3 1191 (1200-3)

FAIRBANKS/FORT WAINWRIGHT, ALASKA

64 °50'N-147 °37'W

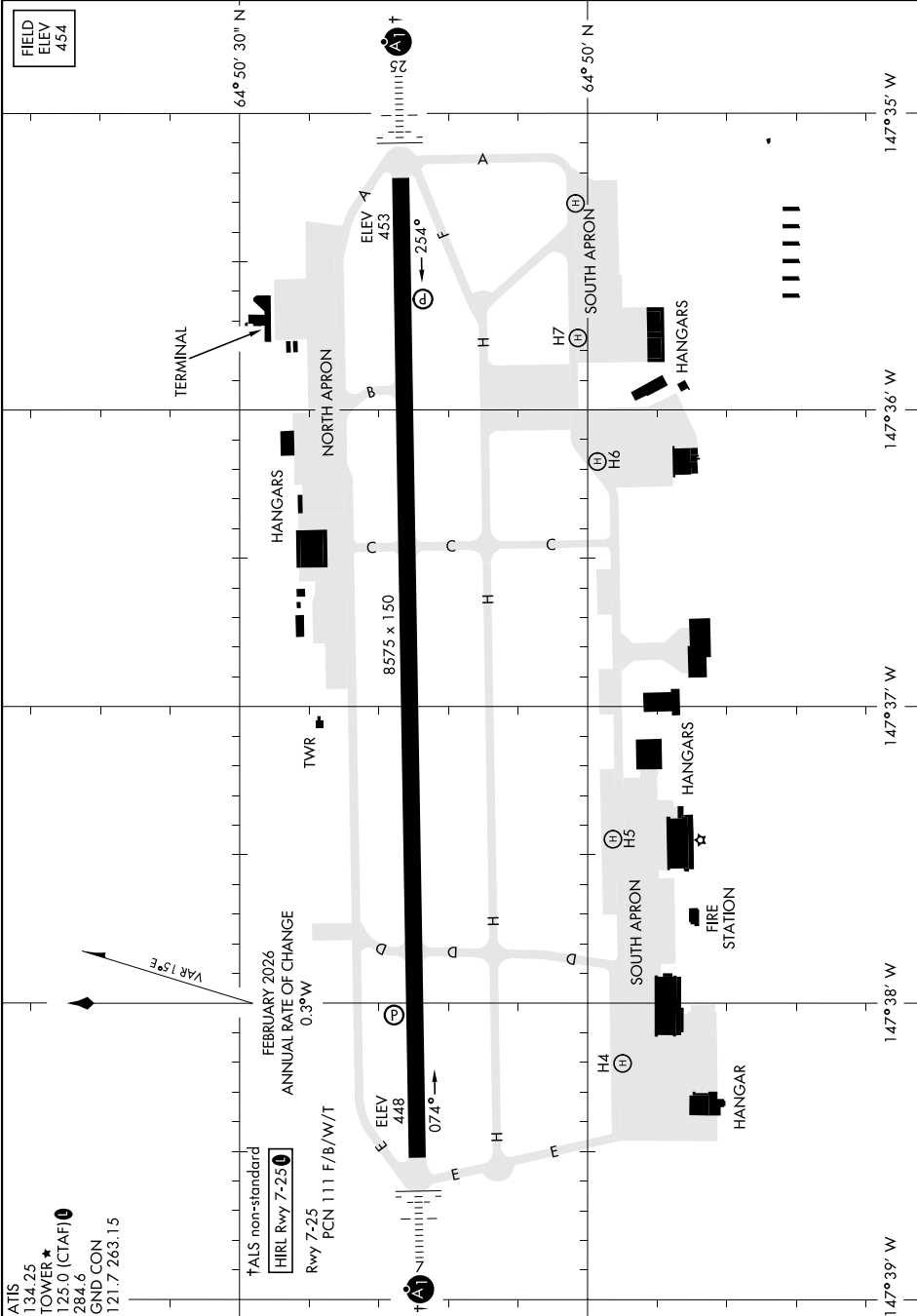
LADD AAF (PAFB)

Amdt 6 10AUG23

NDB-A

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

MANLEY HOT SPRINGS, ALASKA

AL-10889 (FAA)

26190

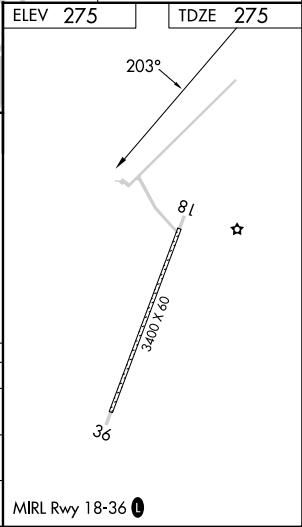
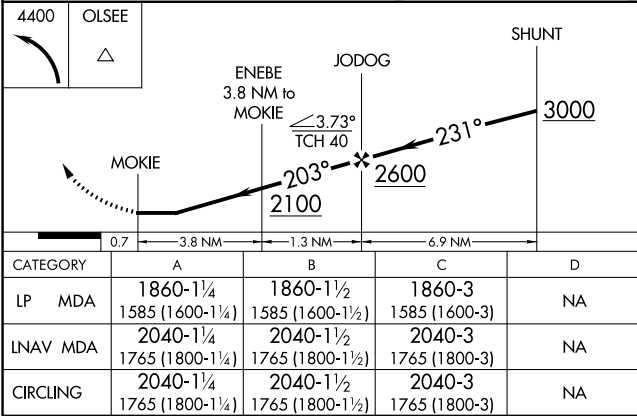
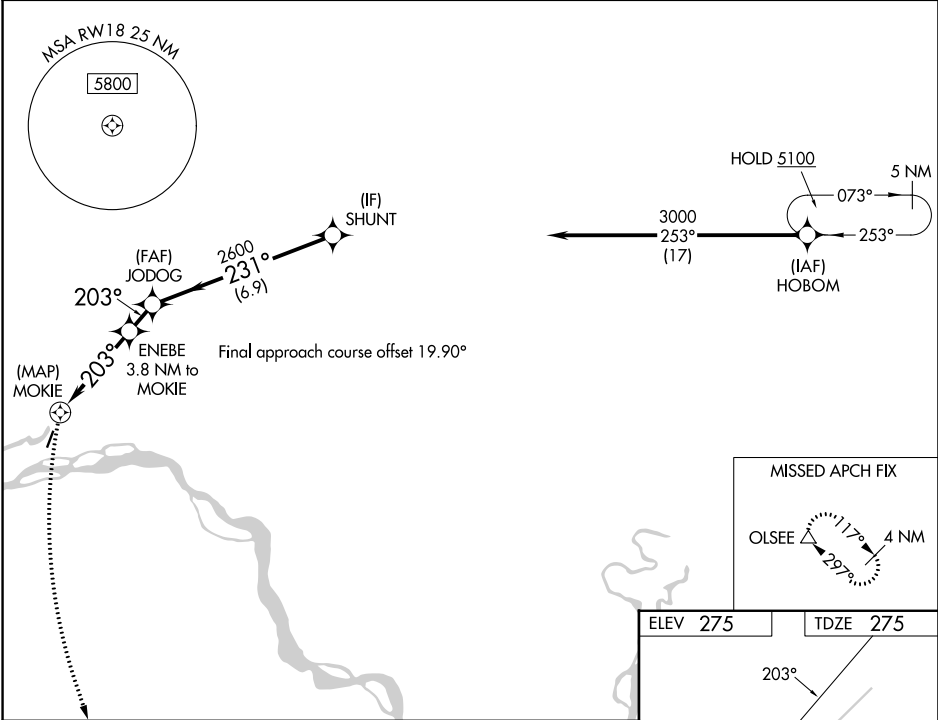
WAAS CH 69541 W18A	APP CRS 203°	Rwy Ldg TDZE Apt Elev	3400 275 275
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RNAV (GPS) RWY 18

MANLEY HOT SPRINGS (MLY)(P.A.M.L.)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 4400 direct OLSEE and hold.
	Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA west of	
	Rwy 18-36. Use TAL/PATA altimeter setting; when not received, procedure NA.	
	-21°C Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.	

TAL/PATA ASOS 135.1	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.3 122.65	CTAF 122.8 0
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MANLEY HOT SPRINGS, ALASKA
Orig-B 09JUL26

64°59'N-150°39'W

MANLEY HOT SPRINGS (MLY)(P.A.M.L.)
RNAV (GPS) RWY 18

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

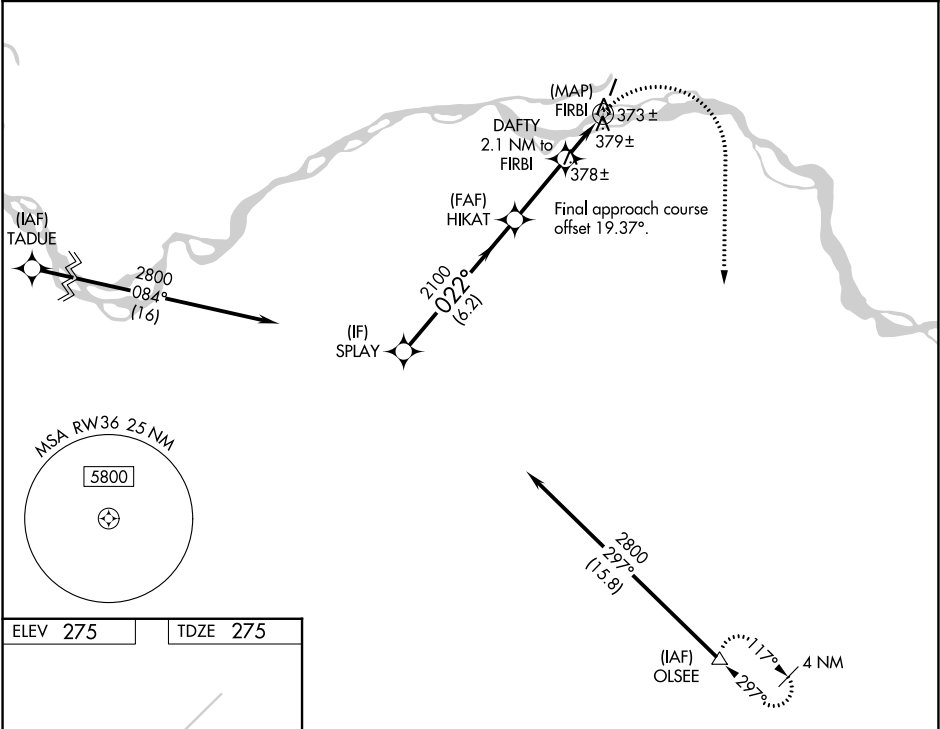
WAAS CH 63141 W36A	APP CRS 022°	Rwy Ldg TDZE 275 Apt Elev 275
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RNAV (GPS) RWY 36

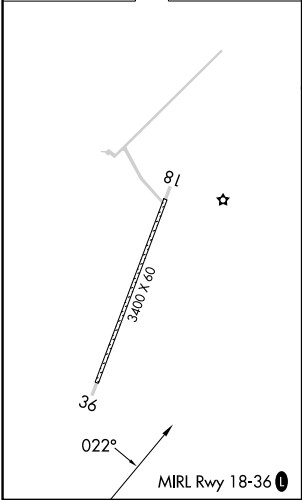
MANLEY HOT SPRINGS (MLY)(P.A.M.L)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4400 direct OLSEE and hold.
	Use Tanana altimeter setting; when not received, procedure NA.	
NA	Circling NA west of Rwy 18-36. Rwy 36 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 18 NA at night.	

TAL/PATA ASOS 135.1	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.3 122.65	CTAF 122.80
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ELEV 275	TDZE 275
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SPLAY		HIKAT		DAFTY 2.1 NM to FIRBI		FIRBI	
2800		2100		1200			
022°		2.98° TCH 40					
6.2 NM		2.8 NM		2.1 NM		0.7 NM	
CATEGORY	A	B		C		D	
LP MDA	720-1	445 (500-1)		720-1 3/8 445 (500-1 3/8)		NA	
LNAV MDA	1020-1 745 (800-1)	1020-1 1/4 745 (800-1 1/4)		1020-2 745 (800-2)		NA	
CIRCLING	1140-1 1/4 865 (900-1 1/4)	1280-1 1/4 1005 (1100-1 1/4)		1580-3 1305 (1400-3)		NA	

MANOKOTAK, ALASKA

AL-10163 (FAA)

26022

APP CRS	Rwy Ldg	3300
024°	TDZE	105
	Apt Elev	107

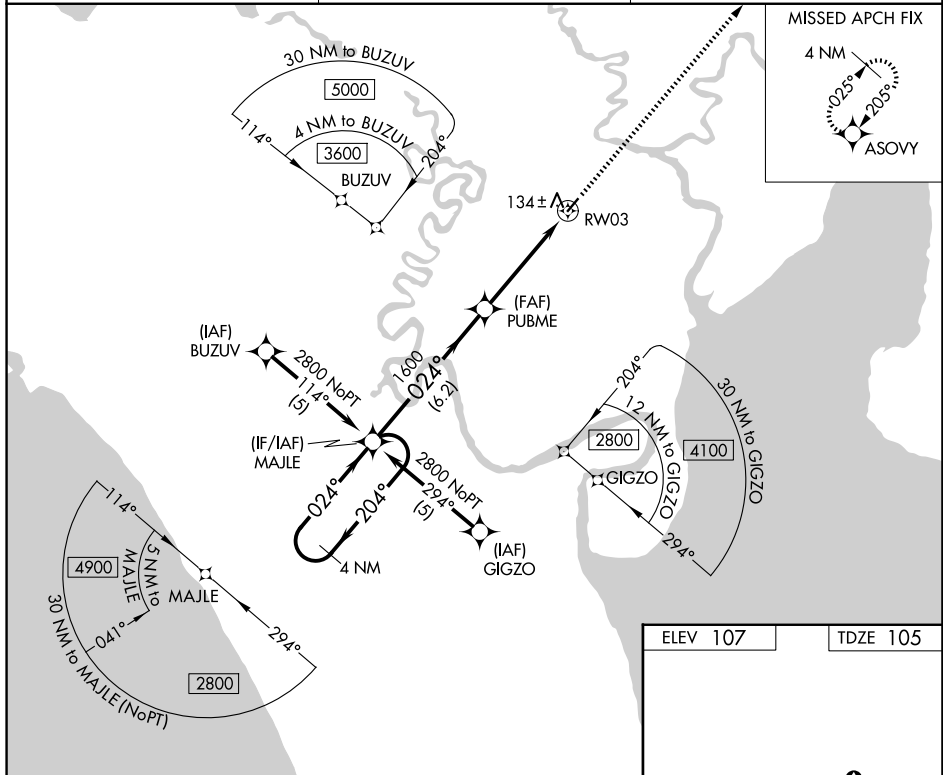
RNAV (GPS) RWY 3

MANOKOTAK (MBA) (PAMB)

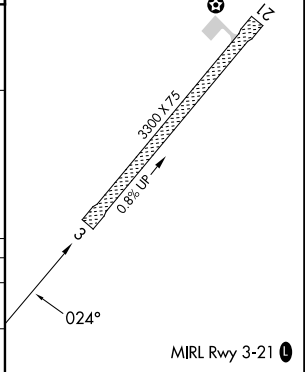
⚠ Circling NA northwest of Rwy 3 and 21. DME/DME RNP-0.3 NA. VDP NA when using Dillingham altimeter setting. When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ SM. Rwy 3 helicopter visibility below 1 SM NA.

MISSED APPROACH: Climb to 3600 direct ASOVY and hold.

AWOS-3P 120.625	ANCHORAGE CENTER 132.75 282.35	CTAF 122.9 0
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4 NM Holding Pattern MAJLE PUBME 3600 ASOVY  				
2800 ← 204° 024° → 024° 1600 3.02° TCH 40 0.9 NM to RW03 RW03 6.2 NM 3.7 NM 0.9				
CATEGORY	A	B	C	D
LNAV MDA	400-1 295 (300-1)			
CIRCLING	540-1 433 (500-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	660-2 553 (600-2)



MANOKOTAK, ALASKA
Orig-A 22JUN17

58°56'N-158°54'W

MANOKOTAK (MBA) (PAMB)
RNAV (GPS) RWY 3

AK, 03 SEP 2026 to 29 OCT 2026

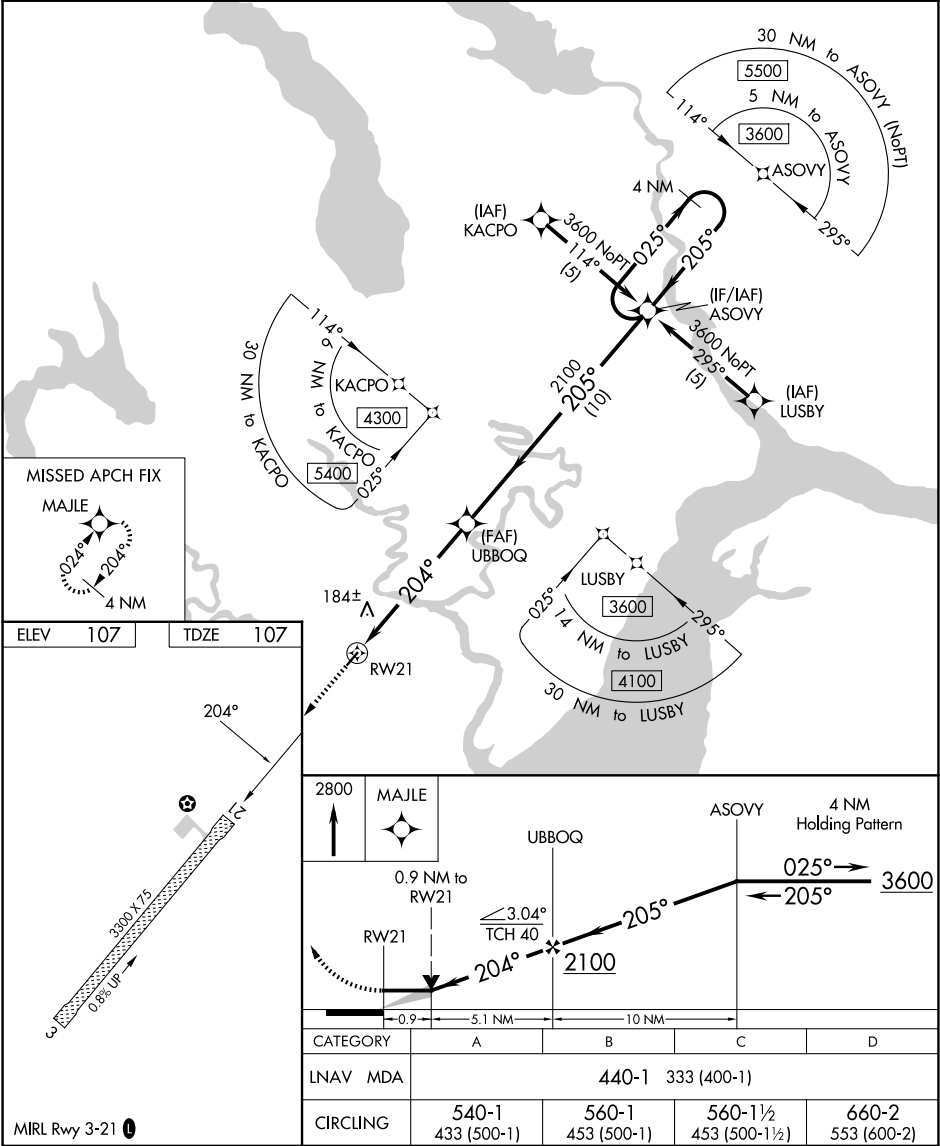
AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3300
204°	TDZE	107
	Apt Elev	107

RNAV (GPS) RWY 21
MANOKOTAK (MBA) (PAMB)

⚠ Circling NA northwest of Rwy 3 and 21. DME/DME RNP-0.3 NA. VDP NA when using Dillingham altimeter setting. When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ¼ SM. Rwy 21 helicopter visibility below 1 SM NA.	MISSED APPROACH: Climb to 2800 direct MAJLE and hold.
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AWOS-3P 120.625	ANCHORAGE CENTER 132.75 282.35	CTAF 122.9
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AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

MARSHALL, ALASKA

AL-9736 (FAA)

26078

WAAS CH 57929 W07A	APP CRS 072°	Rwy Ldg TDZE Apt Elev	3200 113 115
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RNAV (GPS) RWY 7

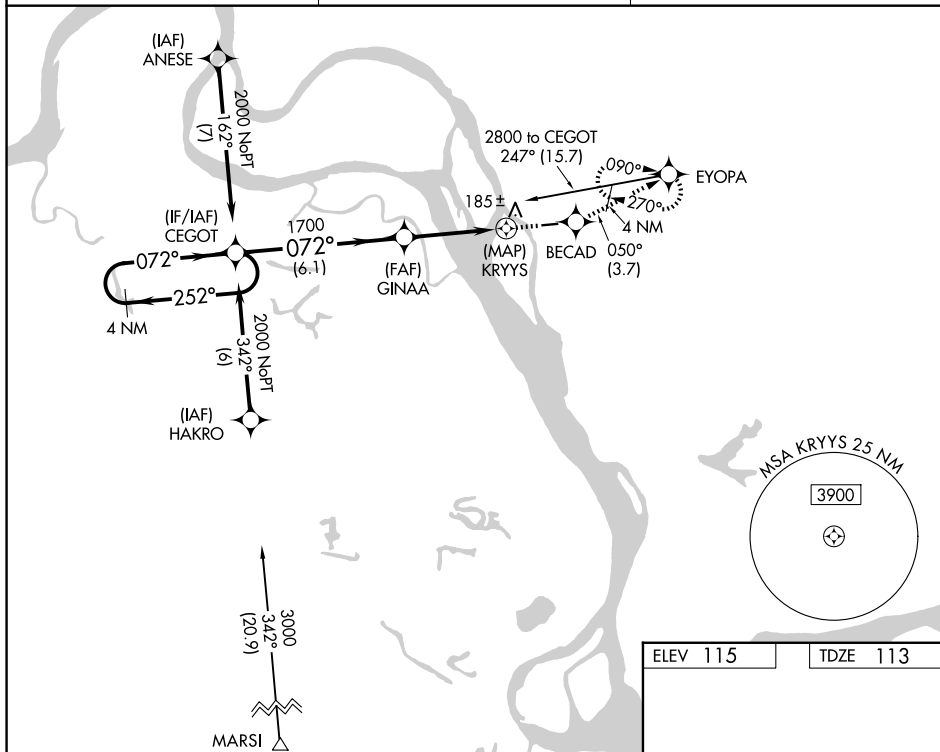
MARSHALL DON HUNTER SR (MDM)(PADM)

⚠ When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. ❄ -26°C VDP NA with Russian Mission altimeter setting.	MISSED APPROACH: Climb to 4000 direct BECAD and on track 050° to EYOPA and hold, continue climb-in-hold to 4000.
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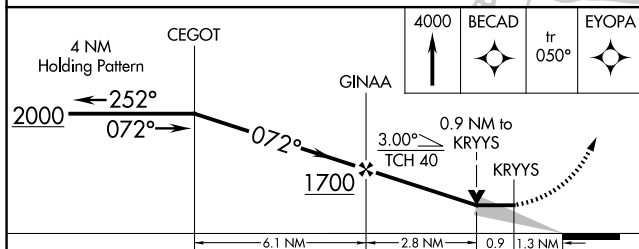
AWOS-3P
119.675

ANCHORAGE CENTER
124.0

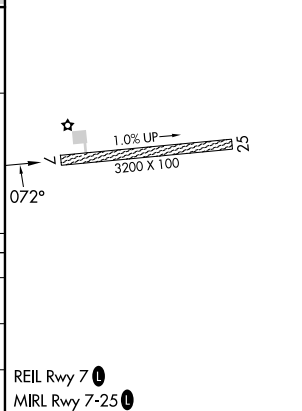
CTAF
122.9 0



ELEV 115 TDZE 113



CATEGORY	A	B	C	D
LP MDA	820-1½	707 (800-1½)	NA	NA
LNAV MDA	1060-1½	947 (1000-1½)	NA	NA
CIRCLING	1060-1½ 945 (1000-1½)	1140-1½ 1025 (1100-1½)	NA	NA



MARSHALL, ALASKA

Amdt 2B 17JUN21

MARSHALL DON HUNTER SR (MDM)(PADM)

61°52'N-162°02'W

RNAV (GPS) RWY 7

AK, 03 SEP 2026 to 29 OCT 2026

RNP APCH - GPS.

▼

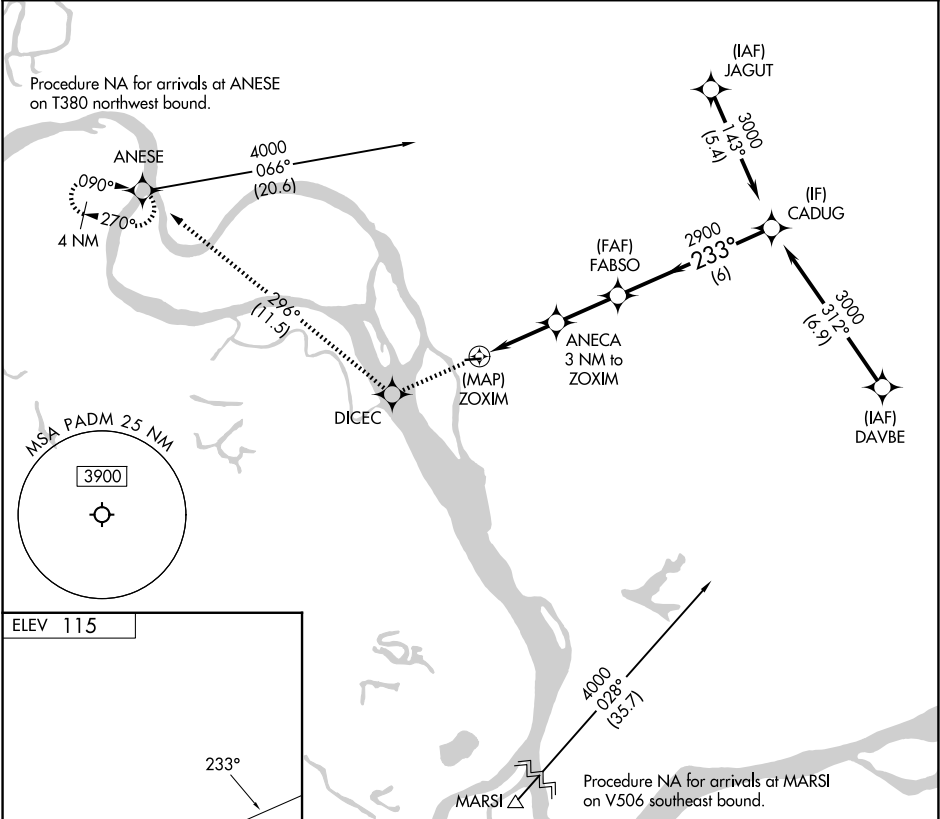
⚠

❄

When local altimeter setting not received, use RSH/PARS altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 4000 direct DICEC and on track 296° to ANESE and hold, continue climb-in-hold to 4000.

AWOS-3P 119.675	ANCHORAGE CENTER 124.0	CTAF 122.9 0
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4000	DICEC	tr 296°	ANESE	CADUG
↑	✧		✧	
ANECA 3 NM to ZOXIM				
ZOXIM				
2000				
2900				
233°				
3000				
FABSO				
3 NM				
2.4 NM				
6 NM				
CATEGORY	A	B	C	D
CIRCLING	940-1¼ 825 (900-1¼)	1340-1½ 1225 (1300-1½)	NA	

(BIBNE3.BIBNE) 23278

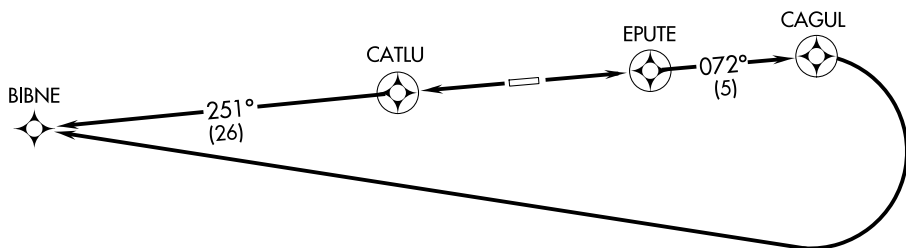
MARSHALL DON HUNTER SR (MDM)(PADM)

BIBNE THREE DEPARTURE (OBSTACLE) (RNAV)

AL-9736 (FAA)

MARSHALL, ALASKA

ANCHORAGE CENTER
124.0
AWOS-3P
119.675



NOTE: GPS required.

NOTE: Pilots of RNP capable aircraft use RNP 1.0.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 7: Standard with minimum climb of 415' per NM to 3000.

Rwy 25: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 7: Lights beginning 9' from DER, 40' right of centerline, up to 3' AGL/117' MSL.

Lights beginning 9' from DER, 39' left of centerline, up to 3' AGL/117' MSL.

Trees beginning 1.1 NM from DER, 2110' right of centerline, 60' AGL/309' MSL.

Trees beginning 1.8 NM from DER, 1199' right of centerline, up to 60' AGL/709' MSL.

Rising terrain 1.4 NM from DER, 1605' right of centerline, up to 651' MSL.

Rwy 25: Lights beginning 9' from DER, 40' right of centerline, up to 6' AGL/84' MSL.

Lights beginning 9' from DER, 39' left of centerline, up to 3' AGL/84' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 3000 direct EPUTE, and on track 072° to CAGUL and climbing right turn direct BIBNE, before proceeding on course.

TAKEOFF RUNWAY 25: Climb to 3000 direct CATLU, and on track 251° to BIBNE, before proceeding on course.

BIBNE THREE DEPARTURE (OBSTACLE) (RNAV)

MARSHALL, ALASKA

(BIBNE3.BIBNE) 31MAY12

MARSHALL DON HUNTER SR (MDM)(PADM)

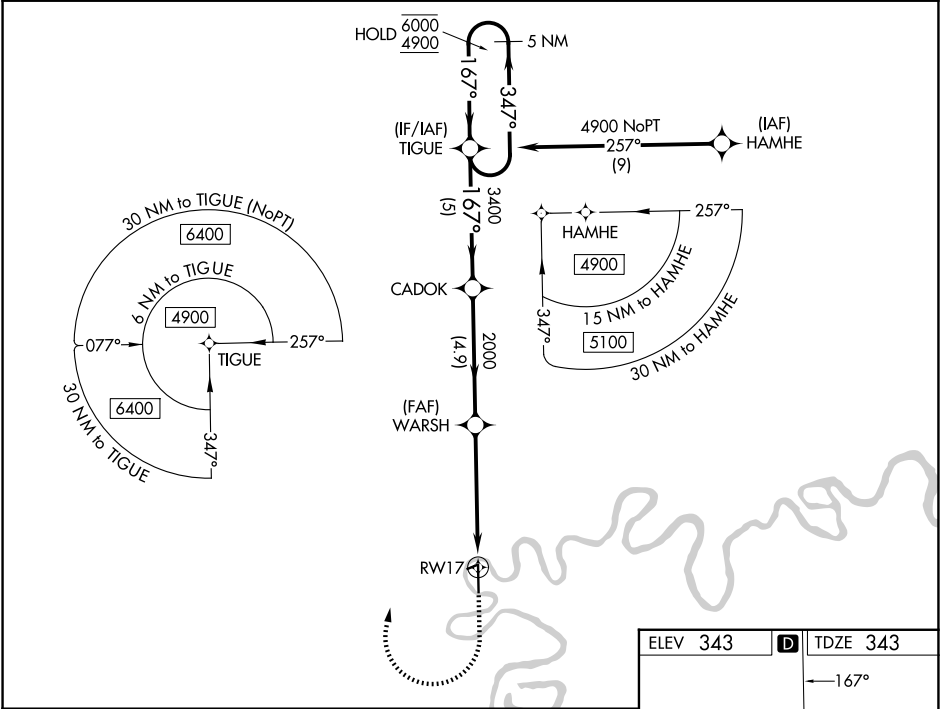
WAAS CH 90226 W17A	APP CRS 167°	Rwy Ldg 4843 TDZE 343 Apt Elev 343
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RNAV (GPS) RWY 17

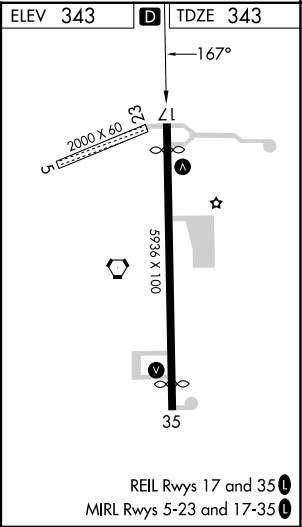
MC GRATH (MCG) (PAMC)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 190K until TIGUE) Climb to 800 then climbing right turn to 4900 direct TIGUE and hold, continue climb-in-hold.
▼ ▲ ⚙️ Circling NA for Cat D west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local alimeter setting not received, procedure NA.	

ASOS 135.65	ANCHORAGE CENTER 128.1 353.8	MCGRATH RADIO 123.6 (CTAF) 0
-----------------------	--	--



5 NM Holding Pattern		TIGUE	CADOK		WARSH	2000	3400	2000	1.7 NM to RW17	RW17	800	4900	TIGUE
6000 ← 347°		167° →		167°						↑		↷	✦
4900				5 NM		4.9 NM		3.4 NM		1.7 NM			
GP 3.00°													
TCH 38													
CATEGORY		A		B		C		D					
LPV DA		593-1 250 (300-1)											
LNAV/ VNAV DA		857-1 514 (600-1)	857-1 1/2 514 (600-1 1/2)										
LNAV MDA		920-1 577 (600-1)	920-1 5/8 577 (600-1 5/8)										
CIRCLING		920-1 577 (600-1)	1460-3 1117 (1200-3)					1620-3 1277 (1300-3)					

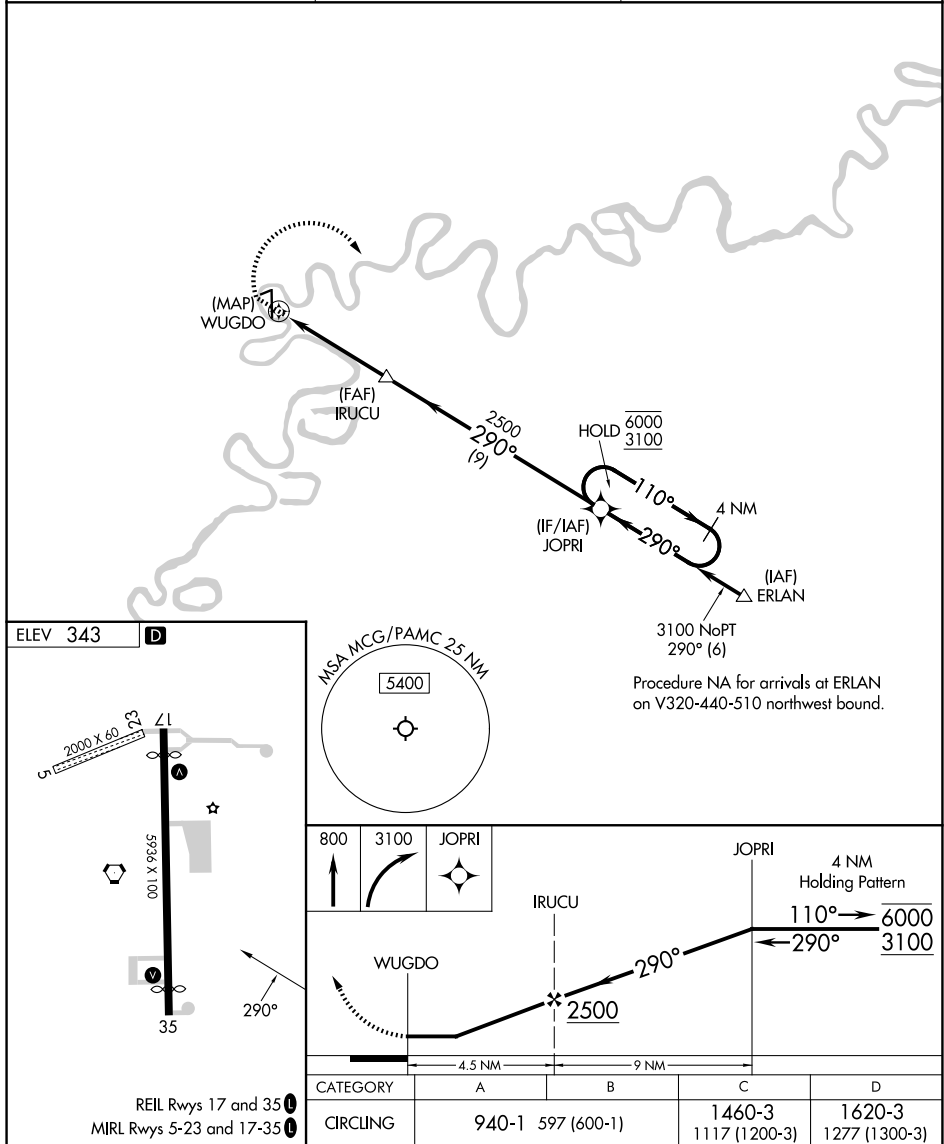


APP CRS	Rwy Ldg	N/A
290°	TDZE	N/A
	Apt Elev	343

RNAV (GPS)-A
MC GRATH (MCG) (PAMC)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800 then climbing right turn to 3100 direct JOPRI and hold.
	When local altimeter setting not received, procedure NA.	
	Circling NA for Cat D west of Rwy 17.	

ASOS 135.65	ANCHORAGE CENTER 128.1 353.8	MCGRATH RADIO 123.6 (CTAF) 0
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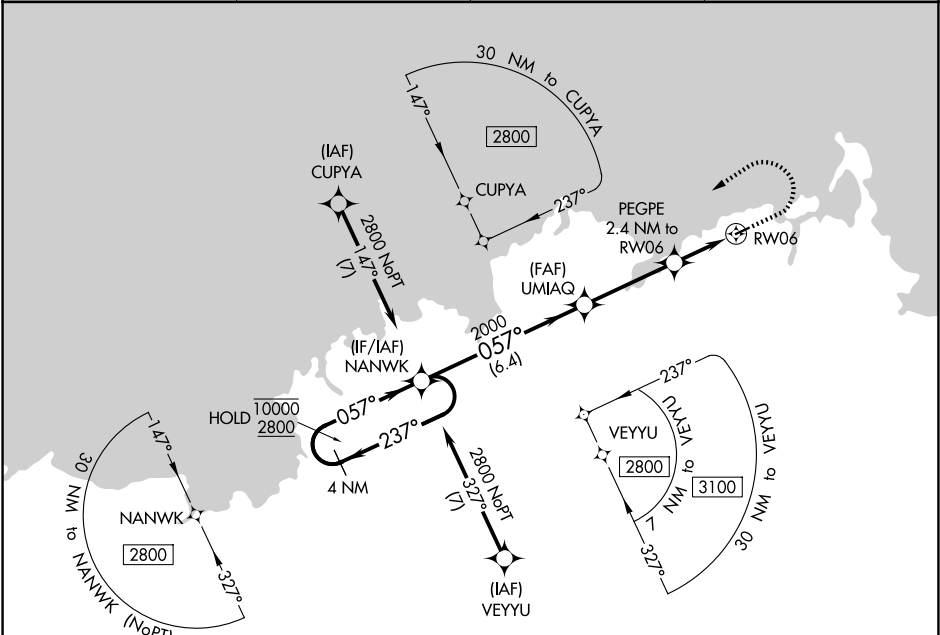


WAAS CH 78443 W06A	APP CRS 057°	Rwy Ldg TDZE Apt Elev	3001 53 53
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RNAV (GPS) RWY 6

MEKORYUK (MYU) (PAMY)

RNP APCH-GPS.		MISSED APPROACH: Climb to 700 then climbing left turn to 2800 direct NANWK and hold.	
V ▲ Circling NA southeast of Rwy 6-24.			
AWOS-3P 123.9	ANCHORAGE CENTER 124.5 372.0	KENAI RADIO 122.0	CTAF 122.9 0



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		700	2800	NANWK
4 NM Holding Pattern		↑	↪	★
10000 2800		057°	237°	
GP 3.00° TCH 40		2000	860	
		6.4 NM	3.6 NM	0.8 1.6 NM
CATEGORY	A	B	C	D
LPV DA	303-1 250 (300-1)			
LNAV/VNAV DA	303-1 250 (300-1)			
LNAV MDA	580-1	527 (600-1)	580-1½	527 (600-1½)
CIRCLING	580-1 527 (600-1)	640-1 587 (600-1)	660-1¾ 607 (700-1¾)	860-2½ 807 (900-2½)

ELEV 53

TDZE 53

The diagram shows the runway layout for RWY 6. The runway is 3001 x 75 feet. The approach path is shown with a 057° heading. The chart also includes a diagram of the holding pattern and the missed approach procedure.

MIRL Rwy 6-24 0

AK, 03 SEP 2026 to 29 OCT 2026

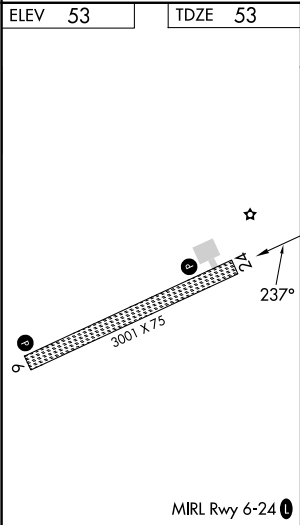
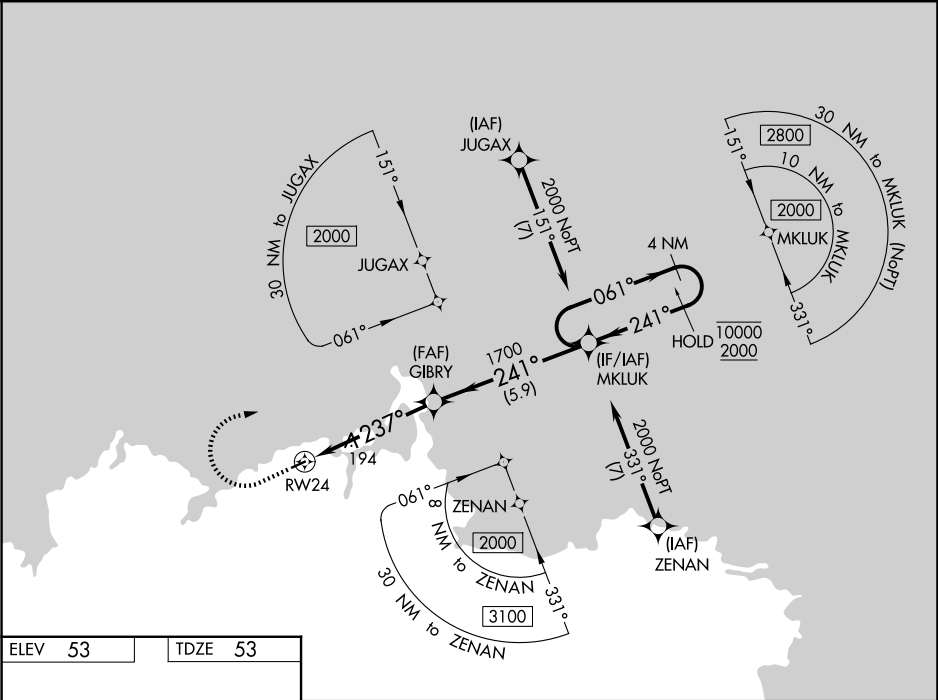
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82743 W24A	APP CRS 237°	Rwy Ldg TDZE Apt Elev	3001 53 53
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RNAV (GPS) RWY 24

MEKORYUK (MYU) (PAMY)

RNP APCH-GPS.		MISSED APPROACH: Climb to 520 then climbing right turn to 2000 direct MKLUK and hold.	
Circling NA southeast of Rwy 6-24.			
AWOS-3P 123.9	ANCHORAGE CENTER 124.5 372.0	KENAI RADIO 122.0	CTAF 122.9 0



520 2000 MKLUK		MKLUK 4 NM Holding Pattern	
1.2 NM to RWY 24		1700 241° 1700	
1.2 NM 3.9 NM 5.9 NM		10000 2000	
CATEGORY		A B C D	
LPV DA		303-1 250 (300-1)	
LNAV/VNAV DA		303-1 250 (300-1)	
LNAV MDA		460-1 407 (500-1) 460-1 407 (500-1 1/8)	
CIRCLING		460-1 407 (500-1) 640-1 587 (600-1) 660-1 3/4 607 (700-1 3/4) 860-2 1/2 807 (900-2 1/2)	

MIDDLETON ISLAND, ALASKA

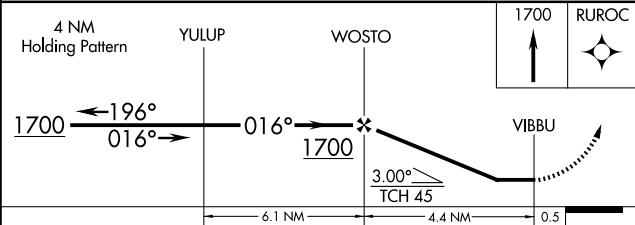
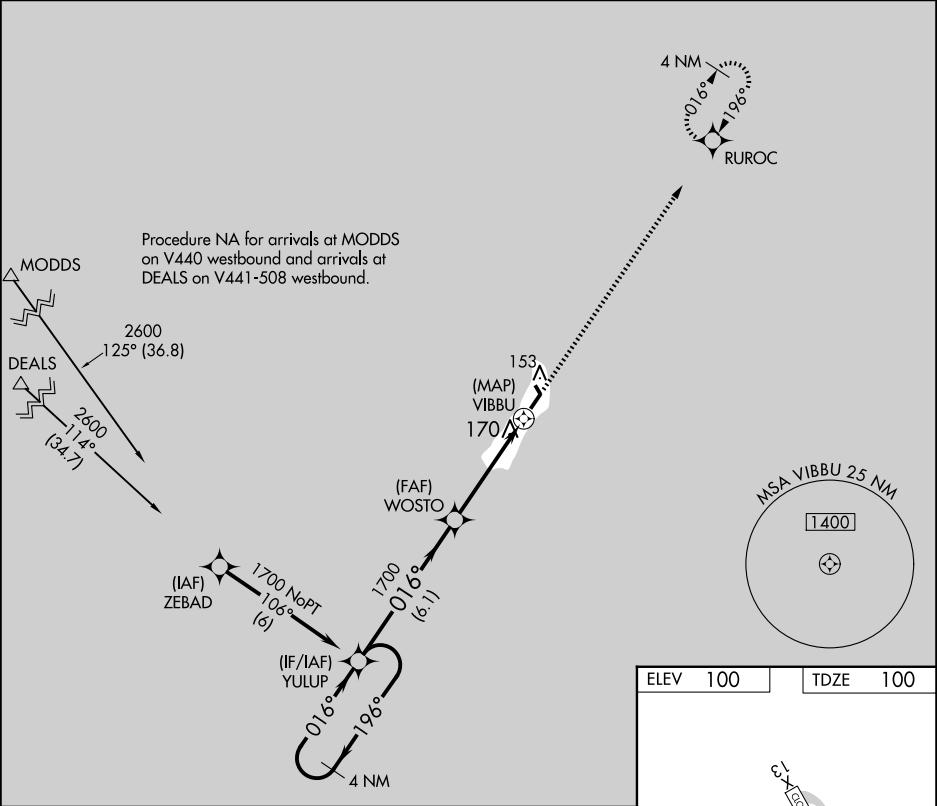
AL-2115 (FAA)

25163

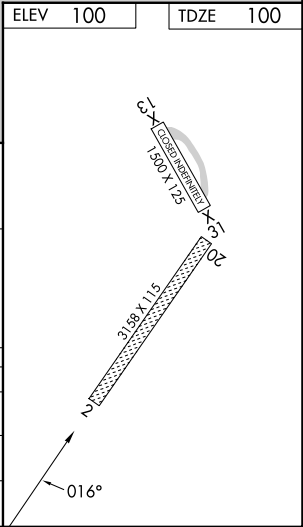
WAAS CH 86427 W02A	APP CRS 016°	Rwy Ldg TDZE Apt Elev	3158 100 100
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RNAV (GPS) RWY 2
MIDDLETON ISLAND (MDO) (P.AMD)

▼ DME/DME RNP-0.3 NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.		MISSED APPROACH: Climb to 1700 direct RUROC and hold.	
AWOS-3P 135.725	ANCHORAGE CENTER 133.6 269.4	JUNEAU RADIO 122.05	CTAF 122.9



CATEGORY	A	B	C	D
LP MDA	560-1	460 (500-1)	560-1 3/8 460 (500-1 3/8)	NA
LPNAV MDA	580-1	480 (500-1)	580-1 3/8 480 (500-1 3/8)	NA
CIRCLING	600-1	500 (500-1)	600-1 1/2 500 (500-1 1/2)	NA



MIDDLETON ISLAND, ALASKA

Amdt 1B 24JUL14

59°27'N-146°18'W

MIDDLETON ISLAND (MDO) (P.AMD)

RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **42627**
W20A

APP CRS
196°

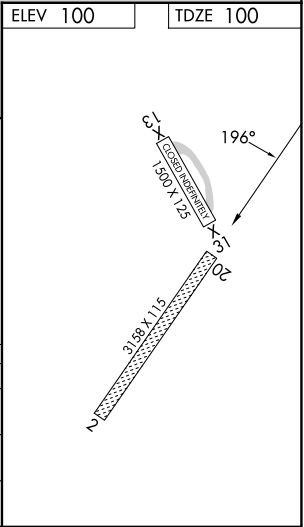
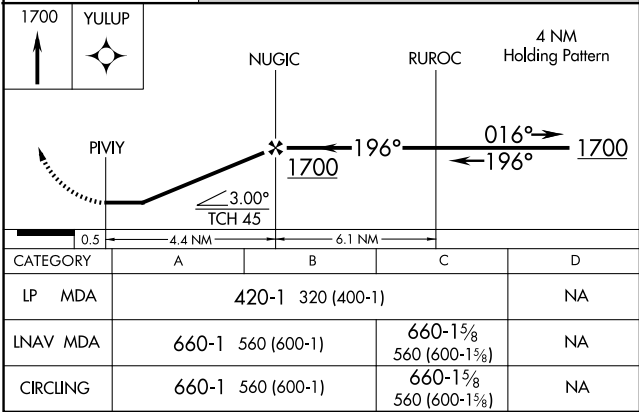
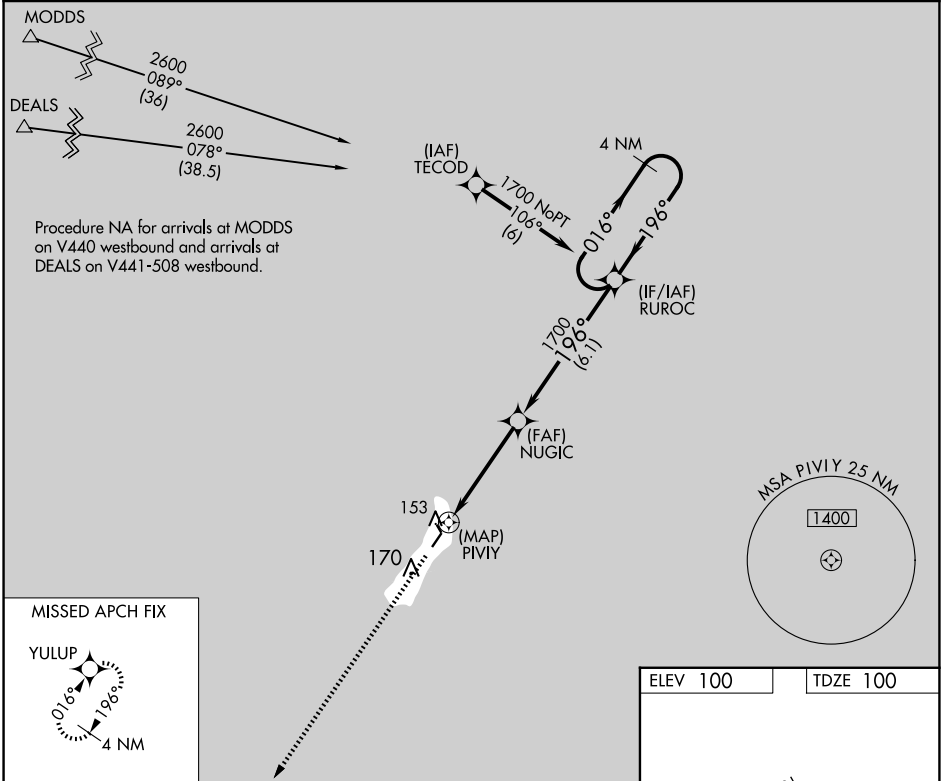
Rwy Ldg
TDZE
Apt Elev

3158
100
100

RNAV (GPS) RWY 20

MIDDLETON ISLAND (MDO) (PAMD)

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.		MISSED APPROACH: Climb to 1700 direct YULUP and hold.	
AWOS-3P 135.725	ANCHORAGE CENTER 133.6 269.4	JUNEAU RADIO 122.05	CTAF 122.9



MIDDLETON ISLAND, ALASKA

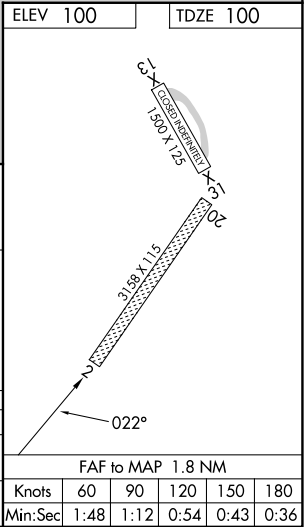
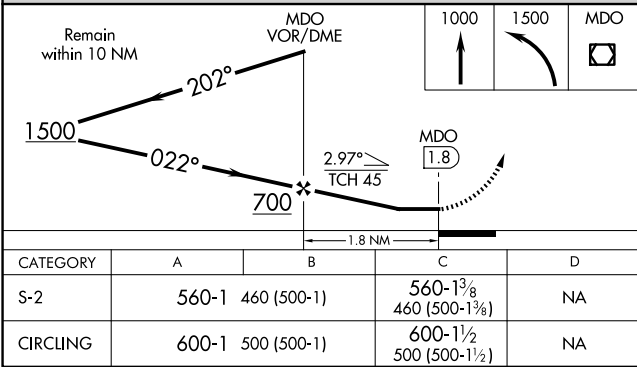
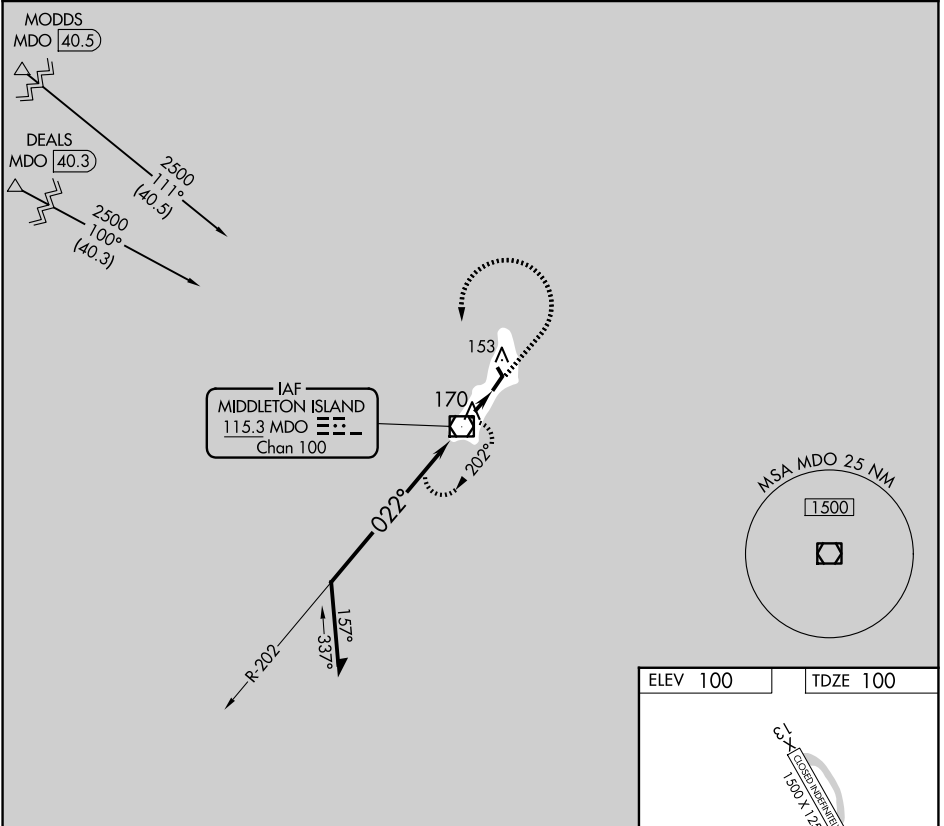
AL-2115 (FAA)

25163

VOR/DME MDO	APP CRS	Rwy Ldg	3158
115.3	022°	TDZE	100
Chan 100		Apt Elev	100

VOR RWY 2
MIDDLETON ISLAND (MDO) (PAMD)

▼ When local altimeter setting not received, procedure NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.		MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.	
AWOS-3P 135.725	ANCHORAGE CENTER 133.6 269.4	JUNEAU RADIO 122.05	CTAF 122.9



MIDDLETON ISLAND, ALASKA
Amdt 3B 24JUL14

59°27'N-146°18'W

MIDDLETON ISLAND (MDO) (PAMD)
VOR RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

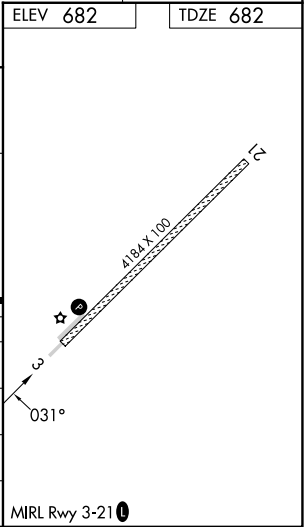
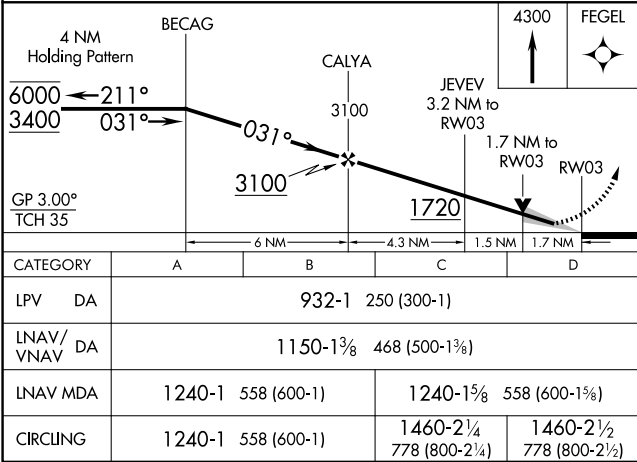
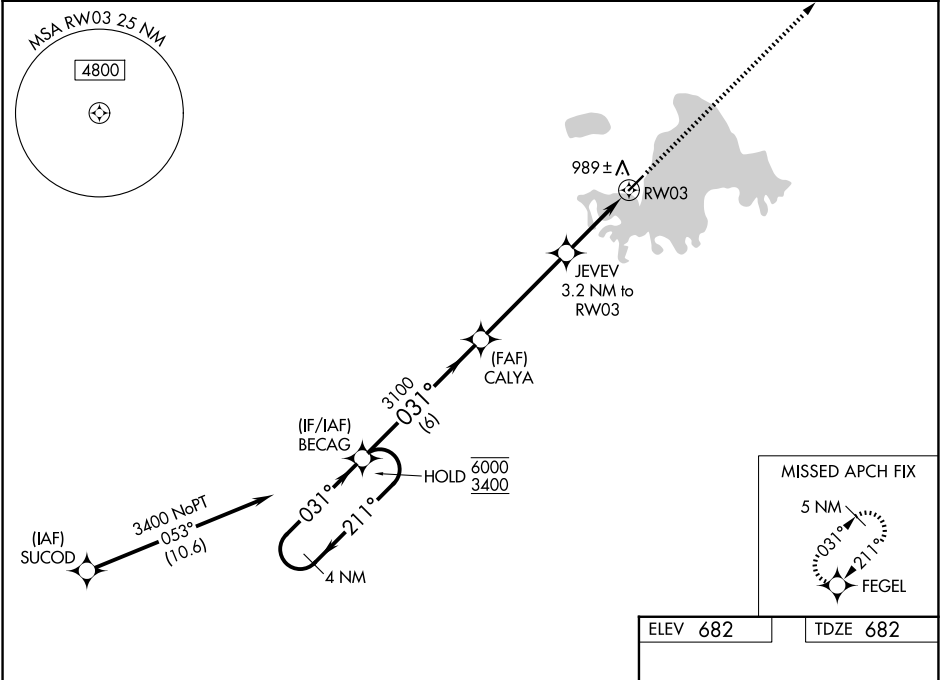
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77647 W03A	APP CRS 031°	Rwy Ldg TDZE Apt Elev	4184 682 682
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RNAV (GPS) RWY 3

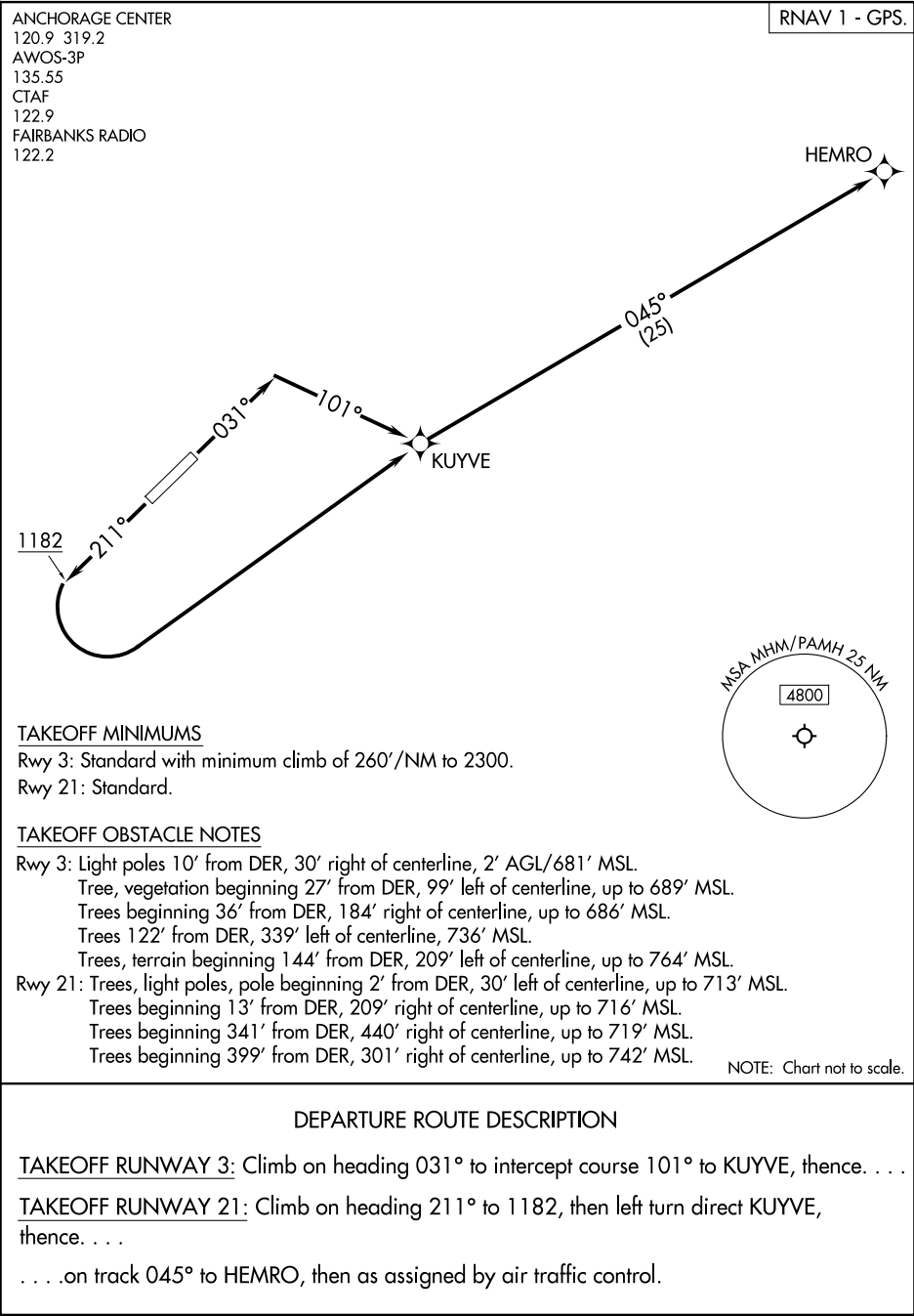
MINCHUMINA (MHM) (PAMH)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4300 direct FEGEL and hold, continue climb-in-hold to 4300.	
Circling NA northwest of Rwy 3-21. -36°C			
AWOS-3P 135.55	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.2	CTAF 122.90



RNAV (GPS) RWY 21
MINCHUMINA (MHM) (PAMH)

MINCHUMINA, ALASKA
Amdt 1 02OCT25
63°53'N-152°18'W
MINCHUMINA (MHM) (PAMH)
RNAV (GPS) RWY 21



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

MOUNTAIN VILLAGE, ALASKA

AL-9445 (FAA)

25275

WAAS CH 56244 W02A	APP CRS 022°	Rwy Ldg TDZE Apt Elev	3501 334 339
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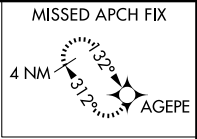
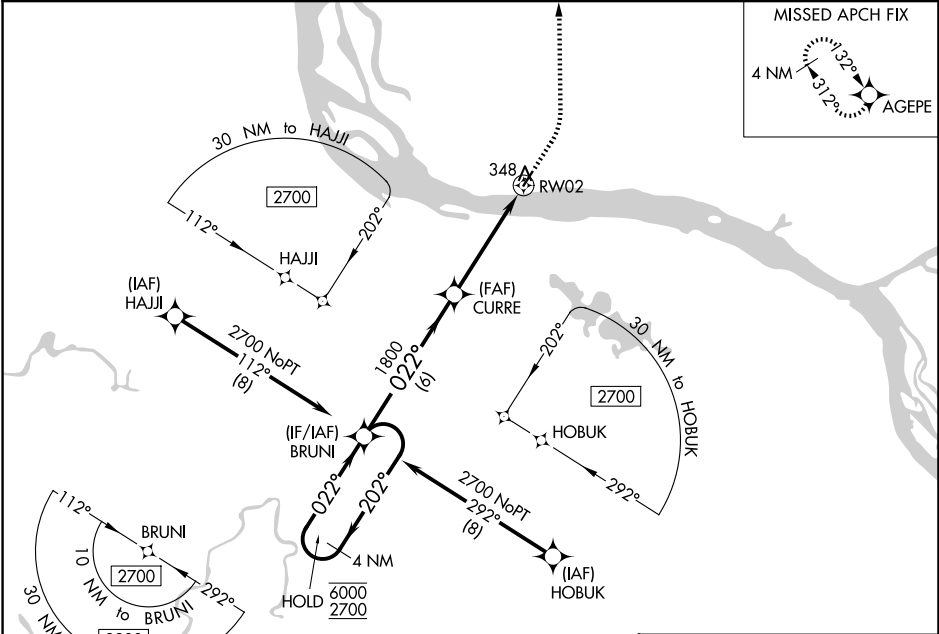
RNAV (GPS) RWY 2

MOUNTAIN VILLAGE (MOU) (PAMO)

RNP APCH.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 760 then climbing left turn to
3000 direct AGEPE and hold, continue climb-in-hold to 3000.

AWOS-3P 118.35	ANCHORAGE CENTER 124.0	CTAF 122.90
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

6000 ← 202°
2700 → 022°

GP 3.00°
TCH 30

BRUNI

CURRE

1800

1800

022°

6 NM

3.7 NM

0.9 NM

*LNAV only

*0.9 NM to RW02

RW02

760

3000

AGEPE

ELEV 339

TDZE 334

CATEGORY	A	B	C	D
LPV DA	534-1 200 (200-1)			
LNAV/VNAV DA	584-1 250 (300-1)			
LNAV MDA	600-1 266 (300-1)			
CIRCLING	700-1 361 (400-1)	840-1 501 (600-1)	840-1½ 501 (600-1½)	900-2 561 (600-2)

MIRL Rwy 2-20

REIL Rws 2 and 20

MOUNTAIN VILLAGE, ALASKA

Amtd 2 30JAN20

62°06'N-163°41'W

MOUNTAIN VILLAGE (MOU) (PAMO)

RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

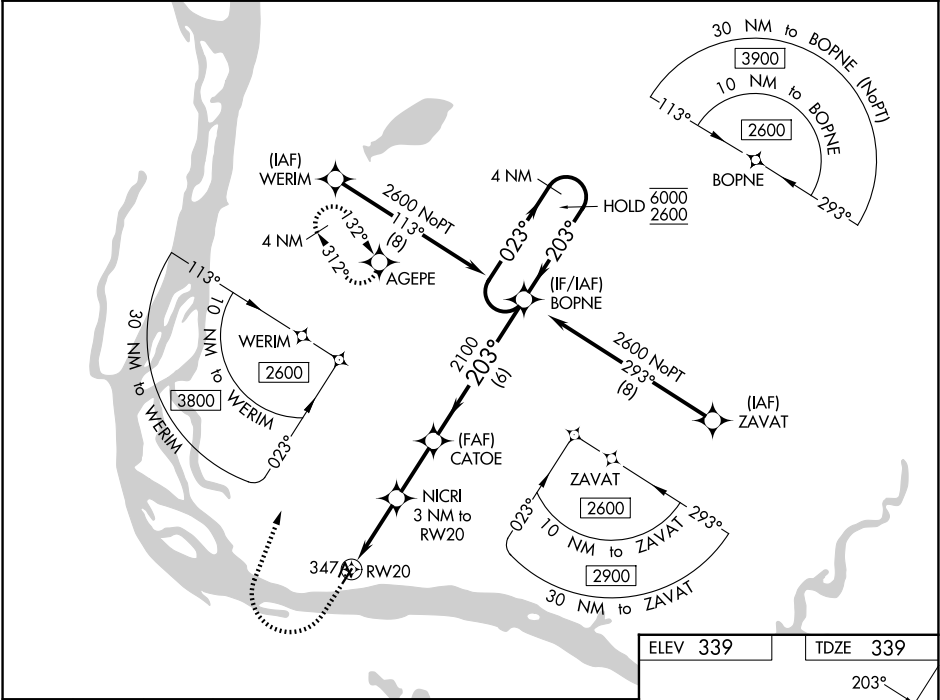
WAAS CH 60944 W20A	APP CRS 203°	Rwy Ldg TDZE Apt Elev	3501 339 339
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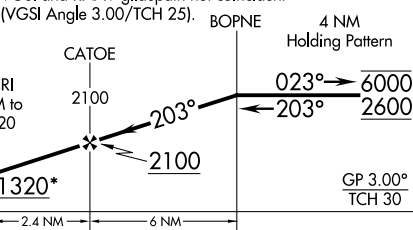
RNAV (GPS) RWY 20

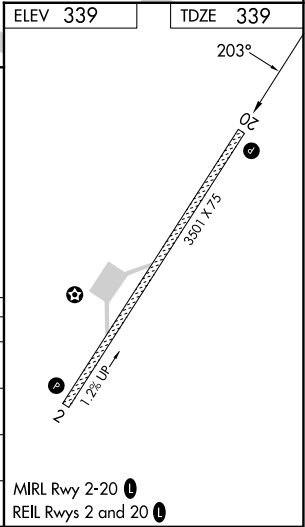
MOUNTAIN VILLAGE (MOU) (PAMO)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.	MISSED APPROACH: Climb to 740 then climbing right turn to 3000 direct AGEPE and hold, continue climb-in-hold to 3000.
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AWOS-3P 118.35	ANCHORAGE CENTER 124.0	CTAF 122.90
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740	3000	AGEPE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).			
						
*LNAV only			NICRI 3 NM to RW20			
*0.7 NM to RW20			RW20			
0.7			2.3 NM			2.4 NM
CATEGORY			A		B	C
LPV DA			539-1		200 (200-1)	
LNAV/VNAV DA			589-1		250 (300-1)	
LNAV MDA			600-1		261 (300-1)	
CIRCLING			700-1 361 (400-1)		840-1 501 (600-1)	840-1½ 501 (600-1½)
						900-2 561 (600-2)



NAPAKIAK, ALASKA

AL-9752 (FAA)

22139

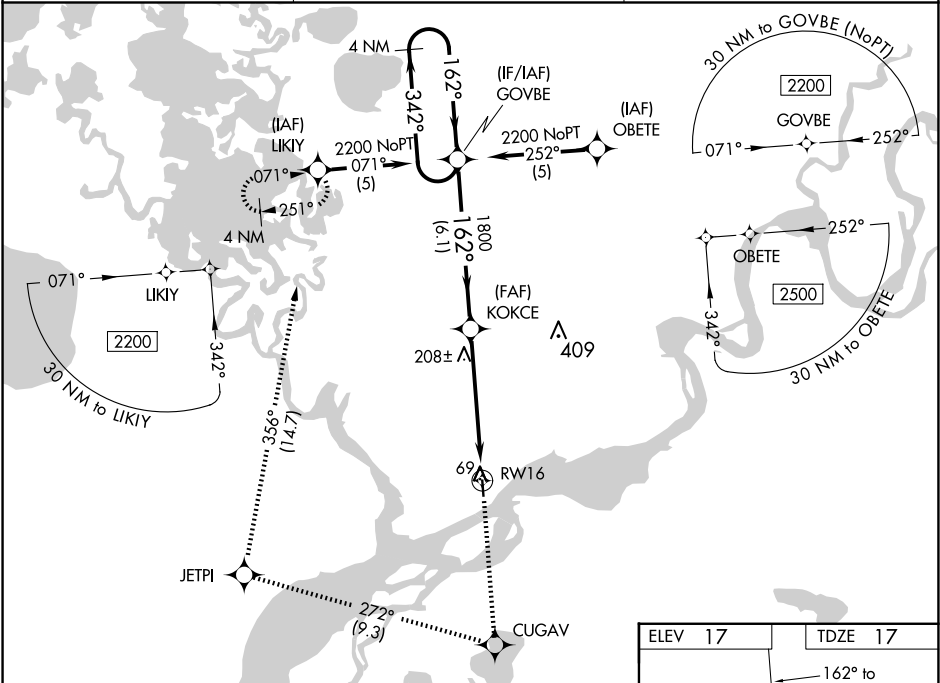
WAAS CH 69409 W16A	APP CRS 162°	Rwy Idg 3248 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 16

NAPAKIAK (WNA) (PANA)

V A NA W DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bethel altimeter setting. Rwy 16 helicopter visibility reduction 1 SM NA. Procedure NA at night for Cat C and D aircraft.	MISSED APPROACH: Climb to 2200 direct CUGAV and right turn on track 272° to JETPI on track 356° to LIKIY and hold.
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AWOS-3P 121.425	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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4 NM Holding Pattern		2200	CUGAV	JETPI	LIKIY
GOVBE		↑	↻ tr 272°	↻ tr 356°	↻
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 26).					
2200 ← 342°		162° →		1800	
GP 3.00°		TCH 30		RW16	
6.1 NM		5.4 NM		3248 X 60	
CATEGORY	A	B	C	D	
LPV DA	298-1 281 (300-1)				
RNAV MDA	500-1	483 (500-1)	500-1½ 483 (500-1½)	500-1½ 483 (500-1½)	
CIRCLING	500-1	483 (500-1)	540-1½ 523 (600-1½)	680-2 663 (700-2)	

ELEV 17

TDZE 17

162° to RW16

91

34

REIL Rwy 16 and 34

MIRL Rwy 16-34

NAPAKIAK, ALASKA
Orig-B 19MAY22

60°41'N-161°59'W

NAPAKIAK (WNA) (PANA)

RNAV (GPS) RWY 16

AK, 03 SEP 2026 to 29 OCT 2026

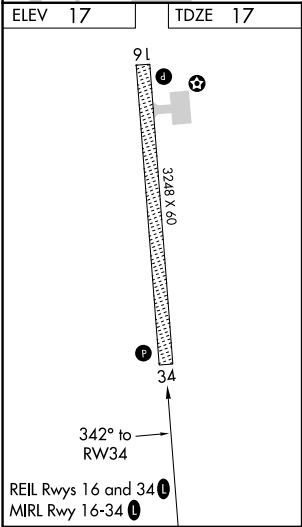
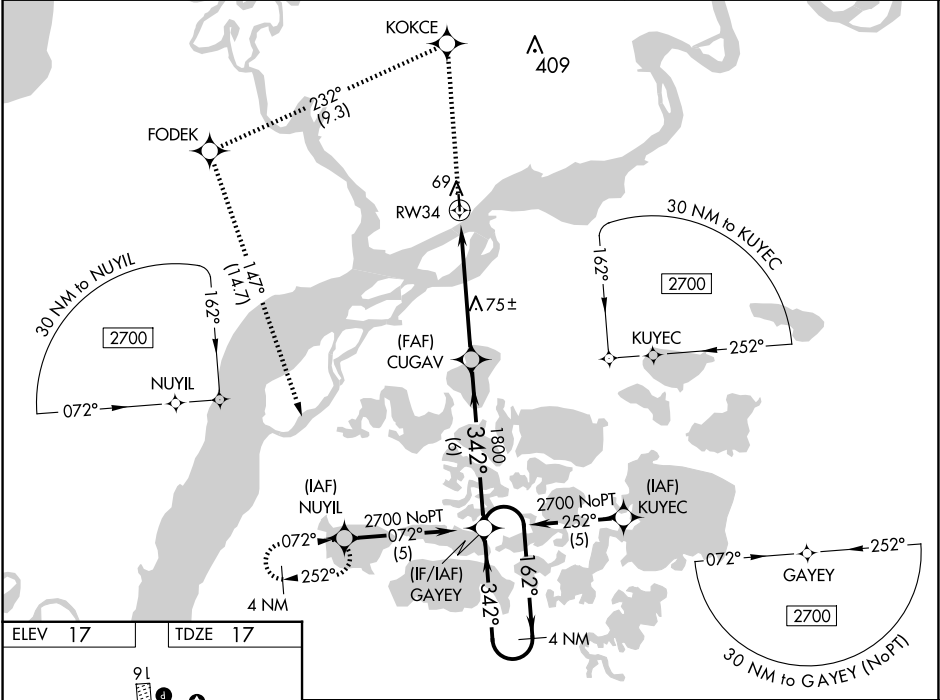
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40209 W34A	APP CRS 342°	Rwy Idg 3248 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 34
NAPAKIAK (WNA) (PANA)

V DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bethel altimeter setting. Procedure NA at night for Cat C and D aircraft. Rwy 34 helicopter visibility reduction 1 SM NA. A NA W	MISSED APPROACH: Climb to 2700 direct KOKCE and left turn on track 232° to FODEK on track 147° to NUYIL and hold.
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AWOS-3P 121.425	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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2700	KOKCE	tr 232°	FODEK	tr 147°	NUYIL	4 NM Holding Pattern
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).						
CUGAV 1800 342° 1800 162° 2700 GP 3.00° TCH 52						
5.4 NM 6 NM						
CATEGORY	A	B	C	D		
LPV DA	298-1 281 (300-1)					
LNAV MDA	360-1 343 (400-1) 360-1¼ 343 (400-1¼)					
CIRCLING	500-1 483 (500-1) 540-1½ 523 (600-1½) 680-2 663 (700-2)					

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NAPASKIAK, ALASKA

AL-10259 (FAA)

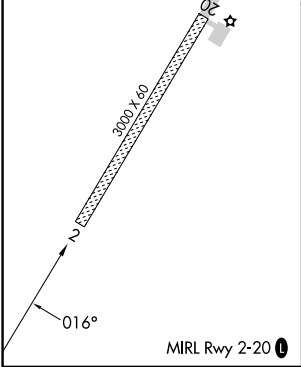
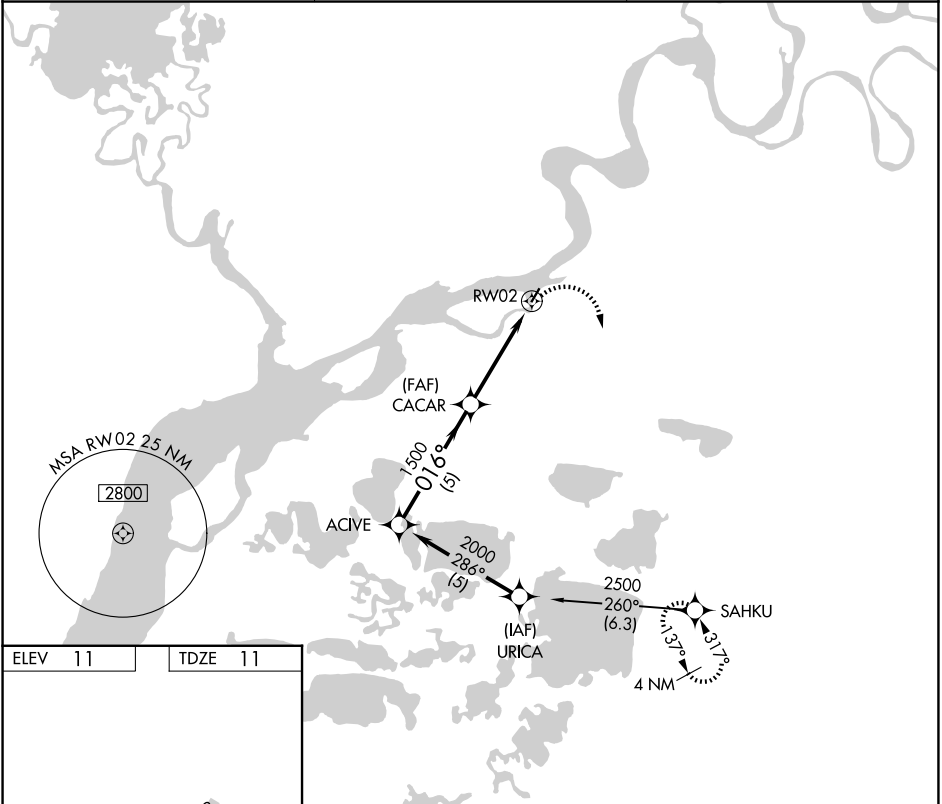
25331

APP CRS	Rwy Ldg	3000
016°	TDZE	11
	Apt Elev	11

RNAV (GPS) RWY 2
NAPASKIAK (PKA) (PAPK)

RNP APCH-GPS.	MISSED APPROACH: Climbing right turn to 2500 direct SAHKU WP and hold.
▼ ▲ NA Use Bethel altimeter setting.	

BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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Procedure Turn NA	ACIVE	2000	016°	CACAR	1300	3.17° TCH 40	1.1 NM to RWY 2	RWY 2
CATEGORY	A	B	C	D				
LNAV MDA	420-1	409 (500-1)	NA					
CIRCLING	440-1 429 (500-1)	580-1 569 (600-1)	NA					

NAPASKIAK, ALASKA
Orig-B 27JAN22

60°42' N-161°47' W

NAPASKIAK (PKA) (PAPK)
RNAV (GPS) RWY 2

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

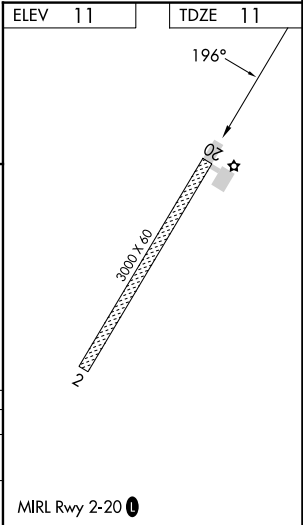
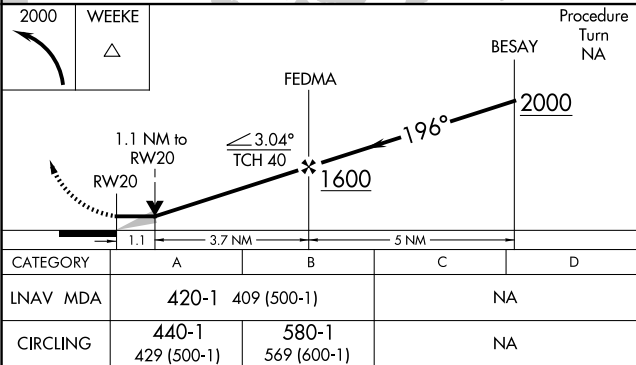
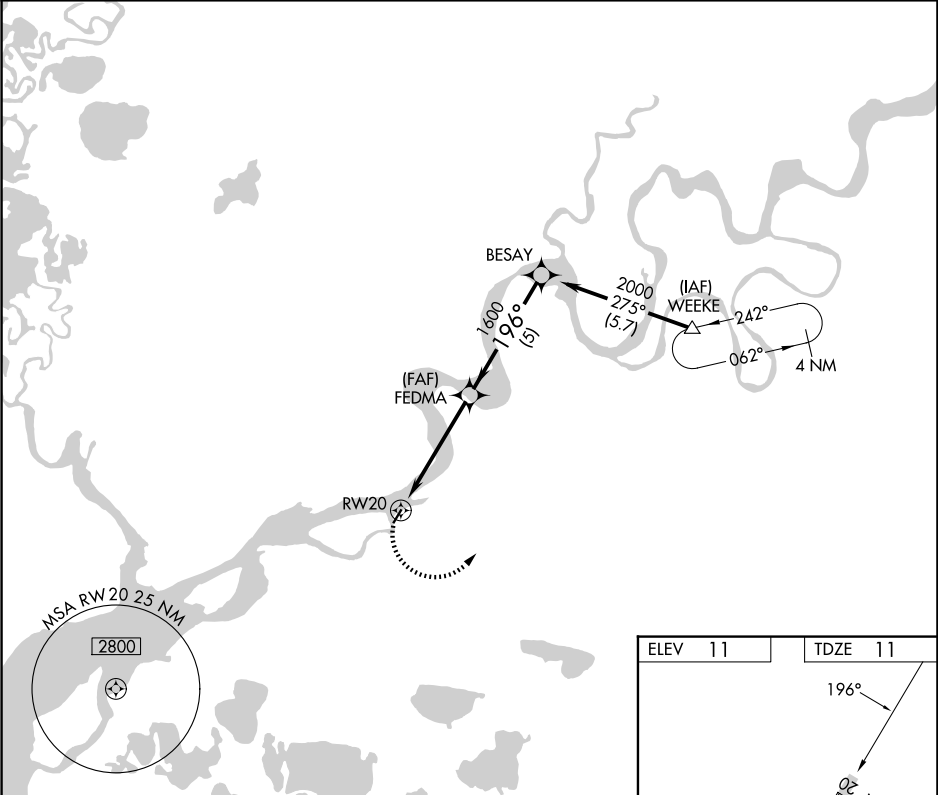
APP CRS	Rwy Ldg	3000
196°	TDZE	11
	Apt Elev	11

RNAV (GPS) RWY 20

NAPASKIAK (PKA) (PAPK)

RNP APCH-GPS.	MISSED APPROACH: Climbing left turn to 2000 direct WEEKE WP and hold.
▼ NA Use Bethel altimeter setting.	

BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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NELSON LAGOON, ALASKA

AL-9293 (FAA)

26078

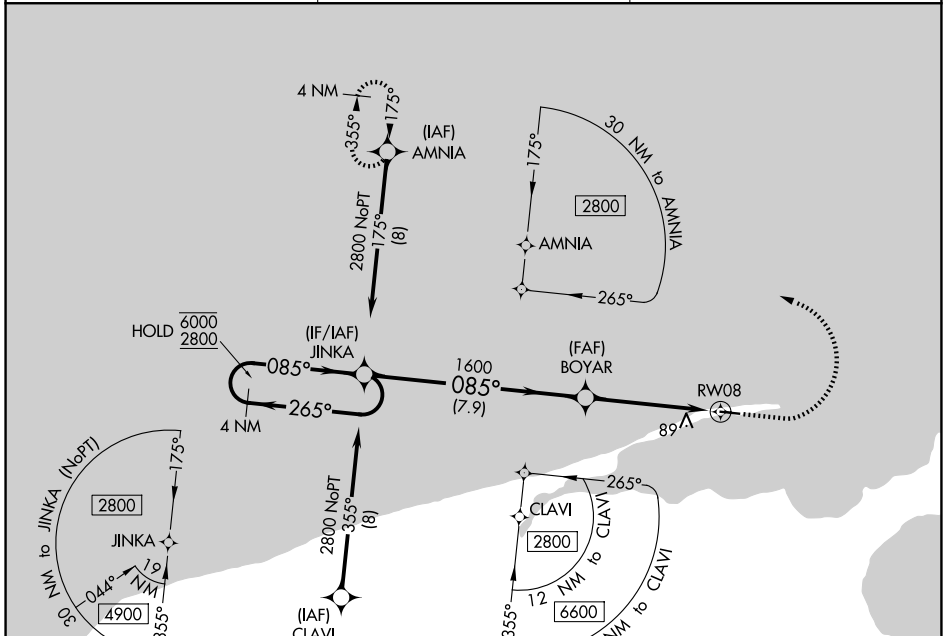
APP CRS	Rwy Ldg	4003
085°	TDZE	14
	Apt Elev	14

RNAV (GPS) RWY 8

NELSON LAGOON (OUL) (PAOU)

RNP APCH.	MISSED APPROACH: Climb to 500, then climbing left turn to 3000 direct AMNIA and hold.
▼ Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 119.025	ANCHORAGE CENTER 118.5 278.3	CTAF 122.9 0
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					ELEV 14	TDZE 14
4 NM Holding Pattern 6000 2800 ← 265° → 085° JINKA BOYAR 500 3000 AMNIA 085° 3.00° TCH 40 RW08 1600 7.9 NM 4.9 NM					∞ 4003 X 75 26 ☆	
CATEGORY	A	B	C	D		
LNVA MDA	380-1 366 (400-1)					
CIRCLING	380-1 366 (400-1)	480-1 466 (500-1)	480-1½ 466 (500-1½)	580-2 566 (600-2)	MIRL Rwy 8-26 0	

NELSON LAGOON, ALASKA

Amdt 1 05DEC19

56°00'N-161°10'W

NELSON LAGOON (OUL) (PAOU)

RNAV (GPS) RWY 8

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4003
265°	TDZE	10
	Apt Elev	14

RNAV (GPS) RWY 26
NELSON LAGOON (OUL) (PAOU)

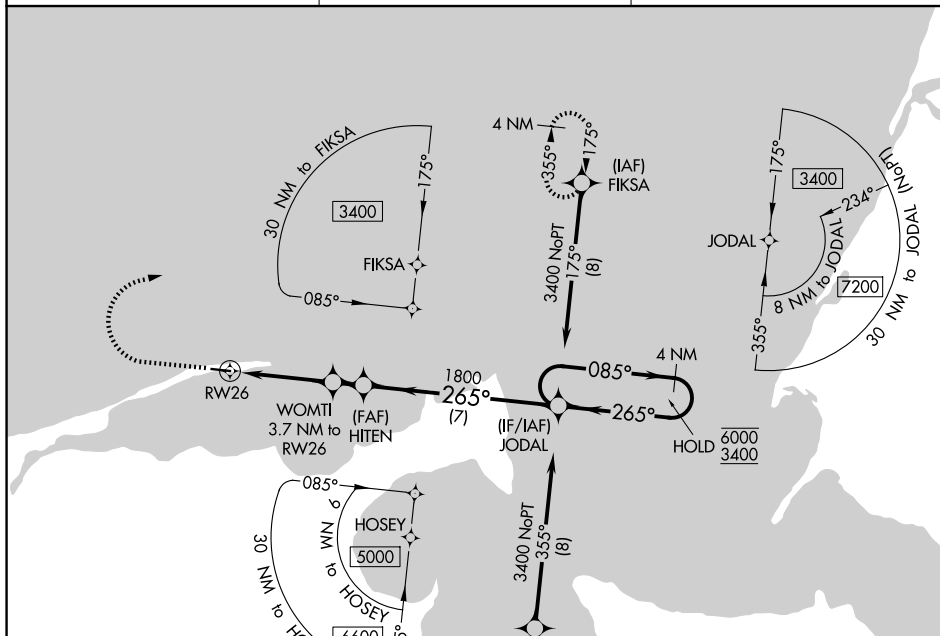
RNP APCH.

T Procedure NA at night.
Rwy 26 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 500, then climbing right turn to 3400 direct FIKSA and hold. Continue climb in hold to 3400.

AWOS-3P
119.025

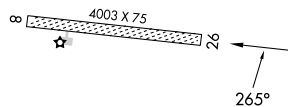
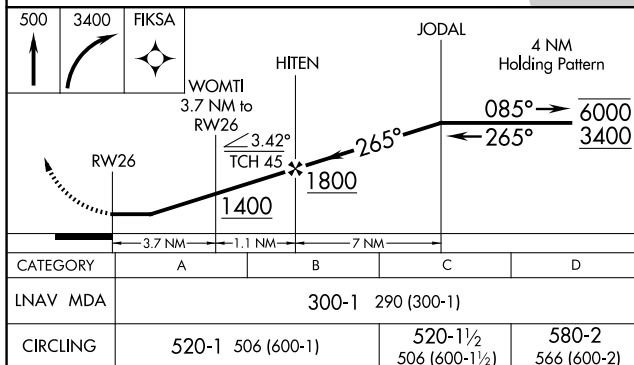
ANCHORAGE CENTER
118.5 278.3

CTAF
122.9 **L**

AK, 03 SEP 2026 to 29 OCT 2026

ELEV 14		TDZE 10
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TDZE 10

MIRL Rwy 8-26 **L**

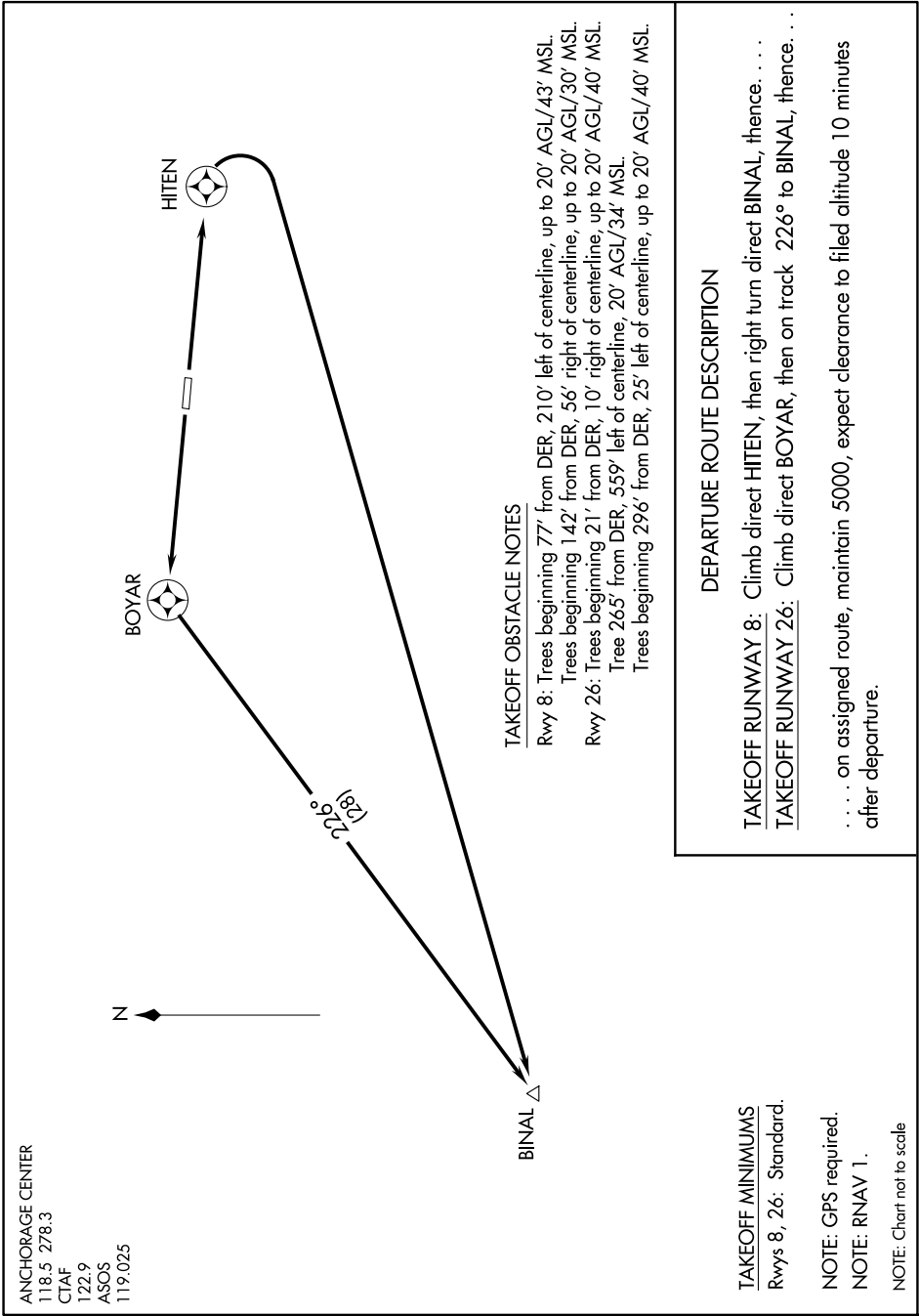
(BINAL2.BINAL) 19339

BINAL TWO DEPARTURE (OBSTACLE) (RNAV)

NELSON LAGOON (OUL) (PAOU)

AL-9293 (FAA) NELSON LAGOON, ALASKA

AK, 03 SEP 2026 to 29 OCT 2026



BINAL TWO DEPARTURE (OBSTACLE) (RNAV)

(BINAL2.BINAL) 05DEC19

NELSON LAGOON, ALASKA

NELSON LAGOON (OUL) (PAOU)

AK, 03 SEP 2026 to 29 OCT 2026

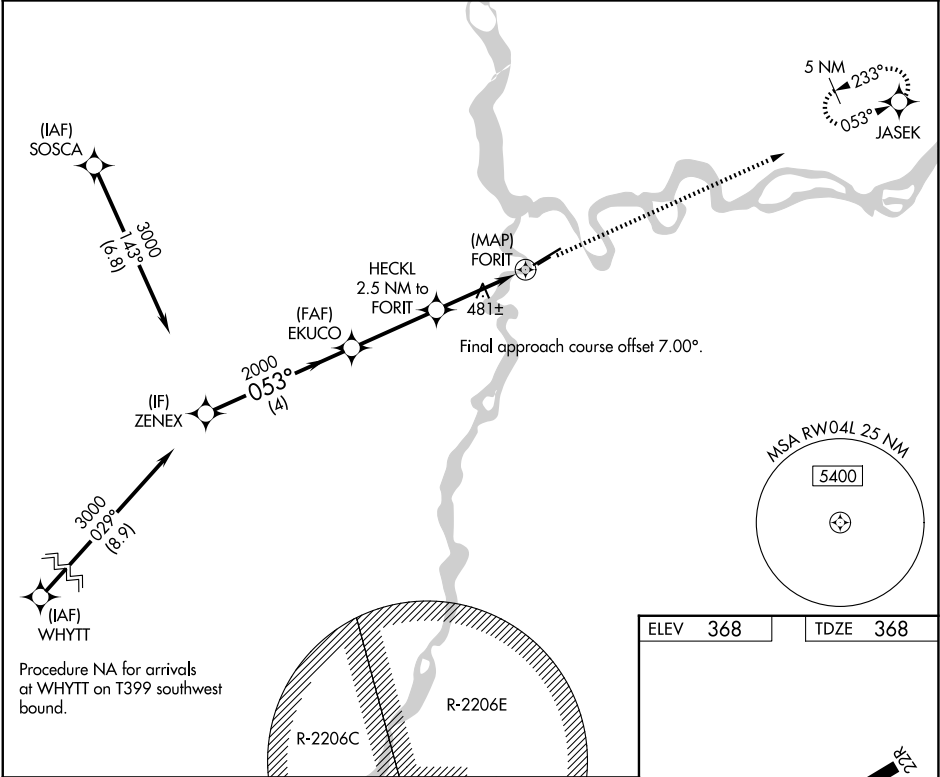
APP CRS	Rwy Ldg	4600
053°	TDZE	368
	Apt Elev	368

RNAV (GPS) RWY 4L

NENANA MUNI (ENN) (PANN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5000 direct JASEK and hold, continue climb-in-hold to 5000.
▼ ▲ Procedure NA at night. Circling NA northwest of Rwy 4L-22R. Circling NA to Rwys 4R, 22L, 4W and 22W. Rwy 4L helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use FAI/PAFA altimeter setting and increase all MDAs 100 feet and LNAV visibility Cats C and D $\frac{3}{4}$ SM, and Circling visibility Cats C and D $\frac{1}{4}$ SM.	

ASOS 125.2	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS RADIO 122.5	CTAF 122.10
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ZENEX

5000

JASEK

3000

053°

EKUCO

3.00°

TCH 35

HECKL

2.5 NM to RW04L

2000

1260

FORIT

4 NM

2.3 NM

2.5 NM

0.3

CATEGORY

A

B

C

D

LNAV MDA

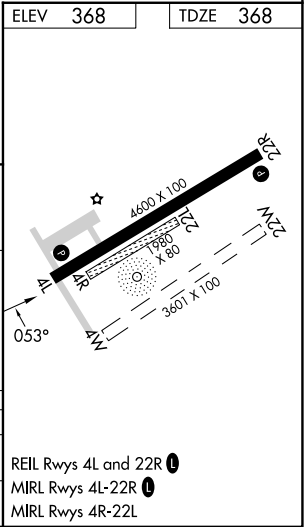
740-1 372 (400-1)

CIRCLING

820-1 452 (500-1)

1140-2 $\frac{1}{4}$ 772 (800-2 $\frac{1}{4}$)

1140-2 $\frac{1}{2}$ 772 (800-2 $\frac{1}{2}$)



NENANA, ALASKA

AL-1223 (FAA)

25331

NDB ICW 525	APP CRS 056°	Rwy Ldg TDZE Apt Elev	4600 368 368
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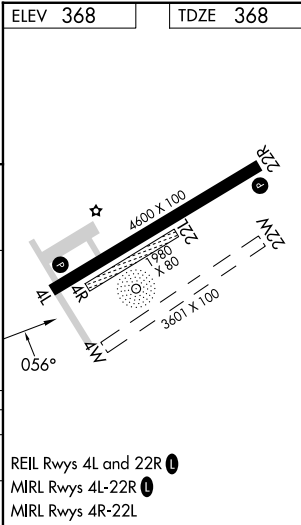
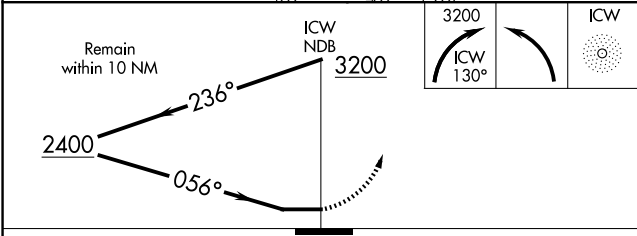
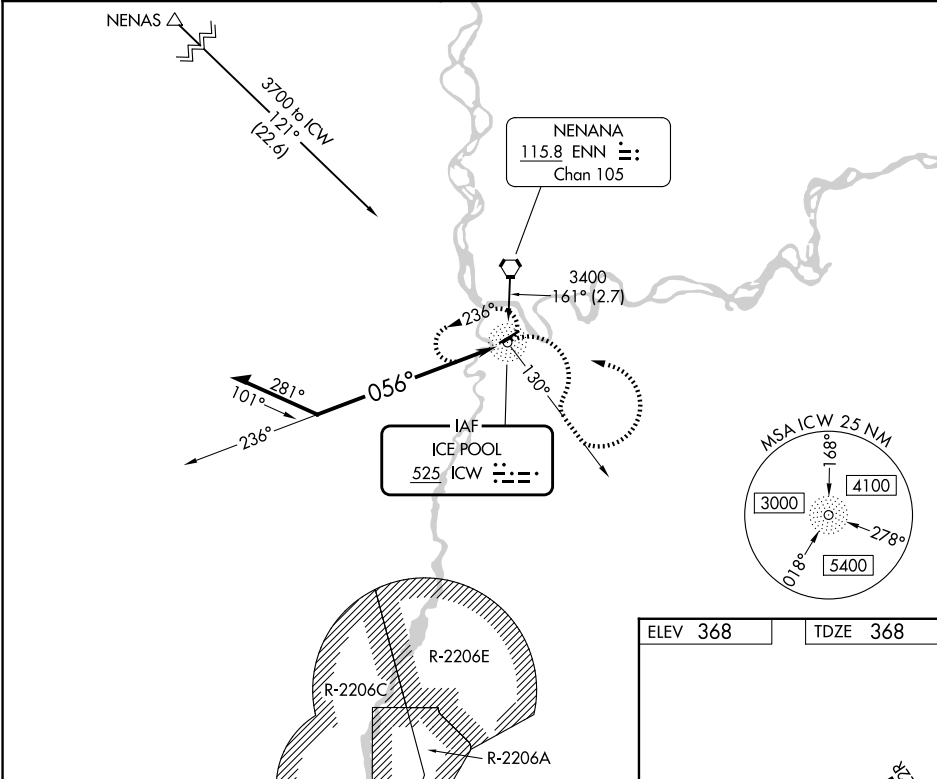
NDB RWY 4L

NENANA MUNI (ENN)(PANN)

⚠ Procedure NA at night. Circling NA northwest of Rwy 4L-22R. Circling NA to Rwys 4R, 22L, 4W and 22V. Rwy 4L helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use FAI/PAFA altimeter setting and increase all MDAs 100 feet and S-4L visibility Cats C and D ¼ SM, and Circling visibility Cats C and D ¼ SM.

MISSED APPROACH: Climbing right turn to 3200 on ICW NDB bearing 130°, then left turn direct ICW NDB and hold.

ASOS 125.2	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS RADIO 122.5	CTAF 122.10
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CATEGORY	A	B	C	D
S-4L	1000-1	632 (700-1)	1000-1¾	632 (700-1¾)
CIRCLING	1000-1	632 (700-1)	1140-2¼ 772 (800-2¼)	1140-2½ 772 (800-2½)

REIL Rwys 4L and 22R
MIRL Rwys 4L-22R
MIRL Rwys 4R-22L

NENANA, ALASKA
Amdt 4 27NOV25

64°33'N-149°04'W

NENANA MUNI (ENN)(PANN)
NDB RWY 4L

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

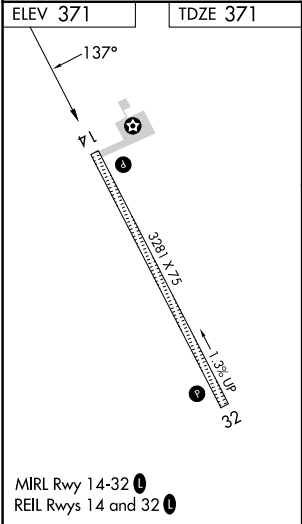
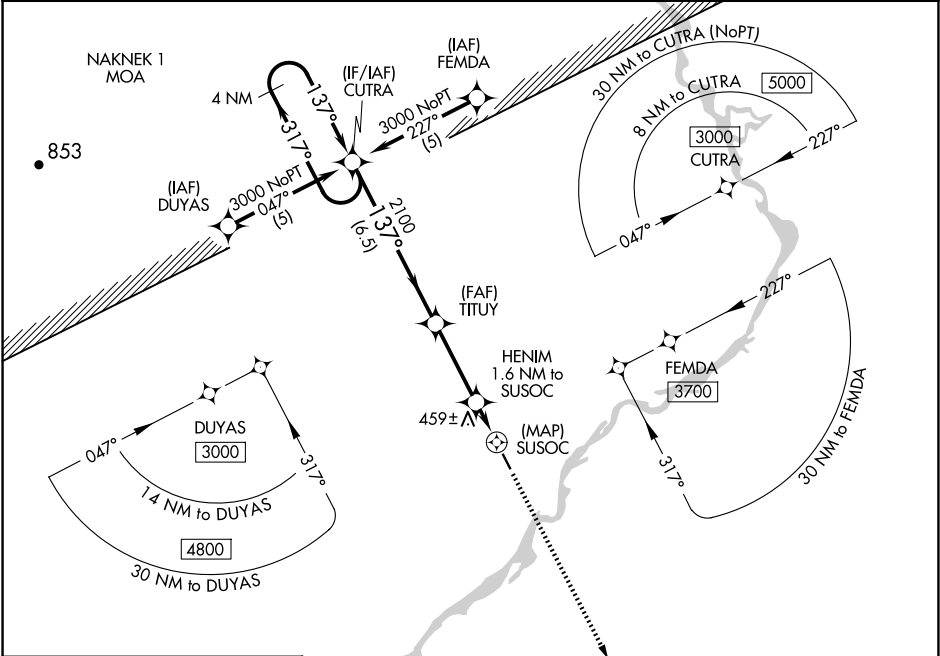
APP CRS	Rwy Idg	3281
137°	TDZE	371
	Apt Elev	371

RNAV (GPS) RWY 14

NEW STUYAHOK (KNW) (PANW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct JIKAL and hold.
When local altimeter setting not received, use JZZ/PAJZ altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Visibility reduction by helicopters NA.	

AWOS-3P 120.275	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.9
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4 NM Holding Pattern	CUTRA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).	3000	JIKAL
3000	317°	137°	2100	3.05° TCH 35
6.5 NM	3.2 NM	1.6 NM	0.5	
CATEGORY	A	B	C	D
LNNAV MDA	780-1	409 (500-1)	NA	
CIRCLING	780-1	840-1	NA	
	409 (500-1)	469 (500-1)		

NEW STUYAHOK, ALASKA

AL-10173 (FAA)

24305

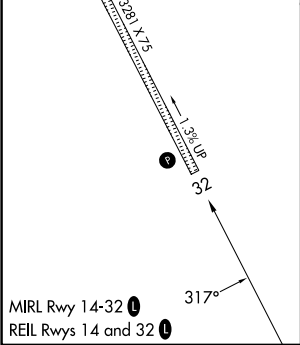
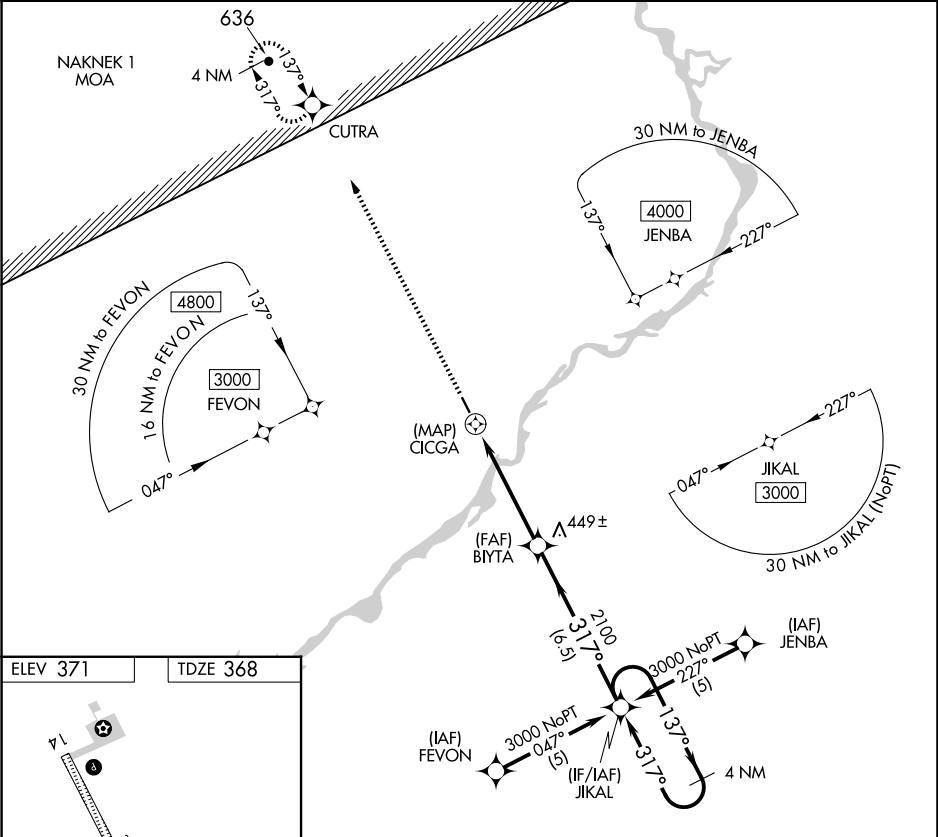
APP CRS	Rwy Idg	3281
317°	TDZE	368
	Apt Elev	371

RNAV (GPS) RWY 32

NEW STUYAHOK (KNW) (PANW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct CUTRA and hold.
	When local altimeter setting not received, use JZZ/PAJZ altimeter setting and increase all MDAs 60 feet. Procedure NA at night.	

AWOS-3P 120.275	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.9
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3000	CUTRA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).		4 NM Holding Pattern
		0.8 NM to CIGCA	BIYA	JIKAL
		CIGCA		
		0.5	0.8	4.1 NM
				6.5 NM
				317°
				2100
				317°
				137°
				3000
CATEGORY	A	B	C	D
LNAV MDA	760-1	392 (400-1)	NA	
CIRCLING	780-1 409 (500-1)	840-1 469 (500-1)	NA	

NEW STUYAHOK, ALASKA
Orig-B 31OCT24

59°27'N-157°22'W

NEW STUYAHOK (KNW) (PANW)
RNAV (GPS) RWY 32

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

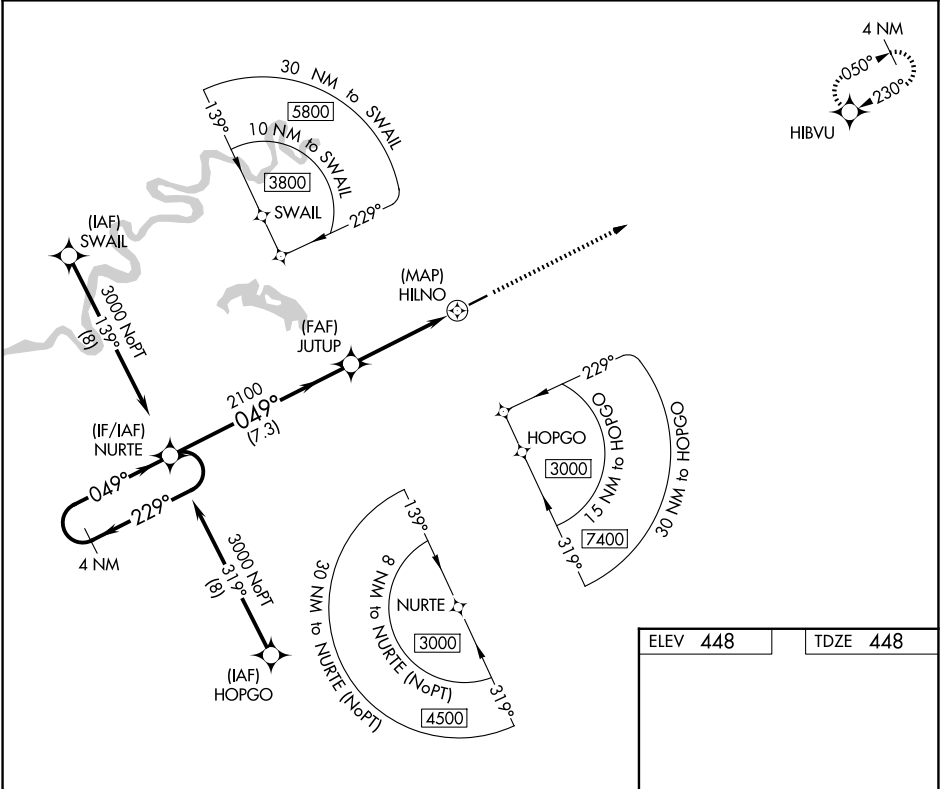
APP CRS	Rwy Ldg	4001
049°	TDZE	448
	Apt Elev	448

RNAV (GPS) RWY 5

NIKOLAI (FSP)(PAFS)

RNP APCH.	MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.
Rwy 5 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 118.325	ANCHORAGE CENTER 128.1 353.8	CTAF 122.8
--------------------	---------------------------------	---------------



4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.20/TCH 26).		5000	HIBVU
3000		JUTUP		0.8 NM to HILNO	HILNO
229°		049°		0.8 NM to HILNO	HILNO
049°		3.20° TCH 40		0.5	
7.3 NM		3.5 NM			
CATEGORY	A	B	C	D	
RNAV MDA	900-1	452 (500-1)	900-1 3/8	452 (500-1 3/8)	
CIRCLING	900-1	452 (500-1)	900-1 1/2	1000-2	
			452 (500-1 1/2)	552 (600-2)	
				MIRL Rwy 5-23	
				REIL Rlys 5 and 23	

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NIKOLAI, ALASKA

AL-10179 (FAA)

26022

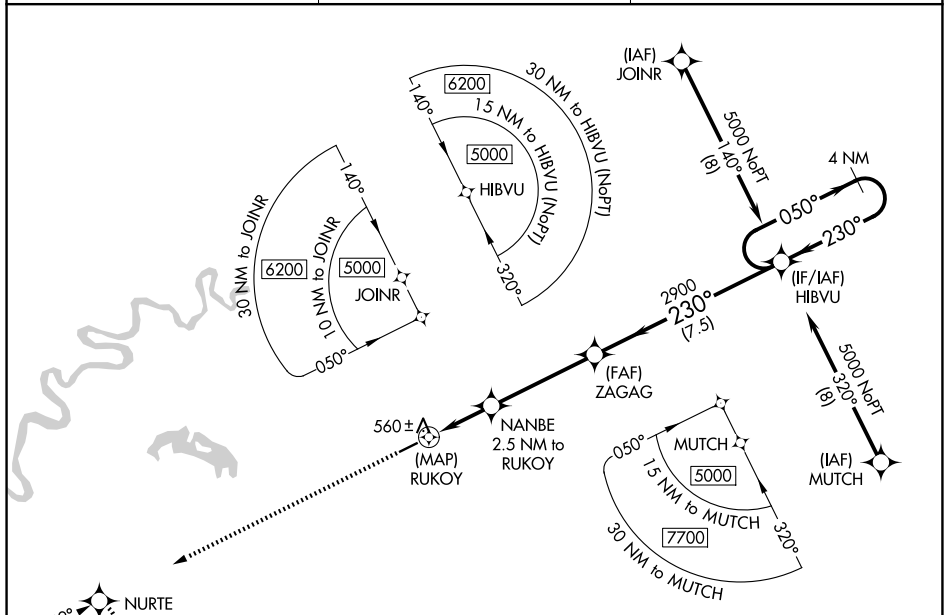
APP CRS 230°	Rwy Ldg TDZE Apt Elev	4001 448 448
------------------------	-----------------------------	---

RNAV (GPS) RWY 23

NIKOLAI (F'SP)(PAFS)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct NURTE and hold.
Rwy 23 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 118.325	ANCHORAGE CENTER 128.1 353.8	CTAF 122.8
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3000	NURTE	VGSI and descent angles not coincident (VGSI Angle 3.20/TCH 28).			
↑	✱	NANBE 2.5 NM to RUKOY	ZAGAG	HIBVU 4 NM Holding Pattern	
0.5	0.5	2 NM	4.1 NM	7.5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	820-1 372 (400-1)				
CIRCLING	860-1 412 (500-1)	900-1 452 (500-1)	900-1½ 452 (500-1½)	1000-2 552 (600-2)	

NIKOLAI, ALASKA

Amdt 1 19JUL18

63°01'N-154°22'W

NIKOLAI (F'SP)(PAFS)

RNAV (GPS) RWY 23

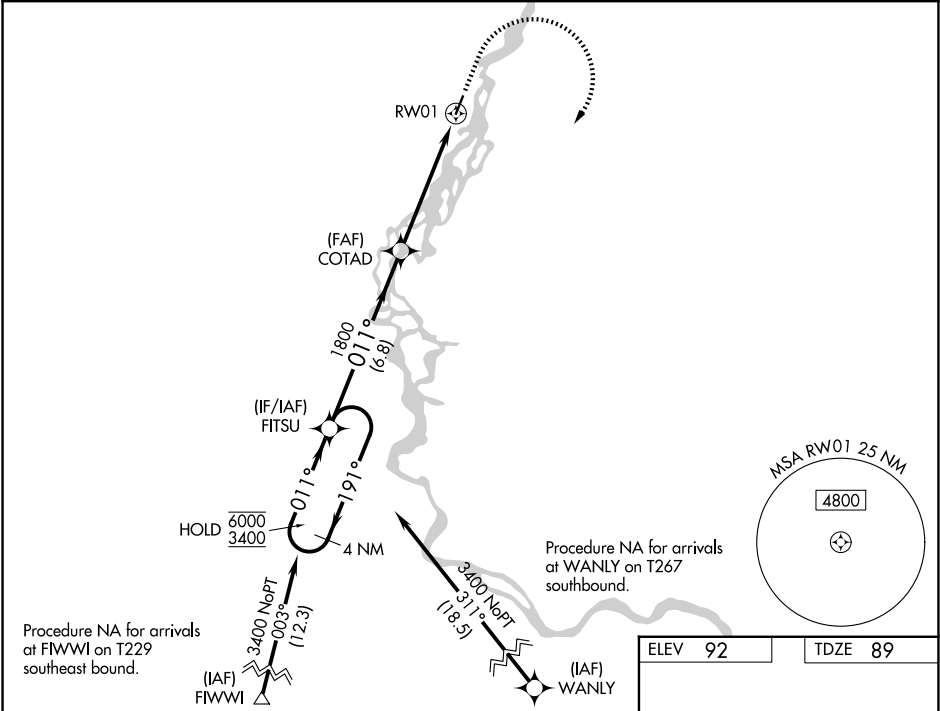
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61142 W01A	APP CRS 011°	Rwy Ldg 3992 TDZE 89 Apt Elev 92
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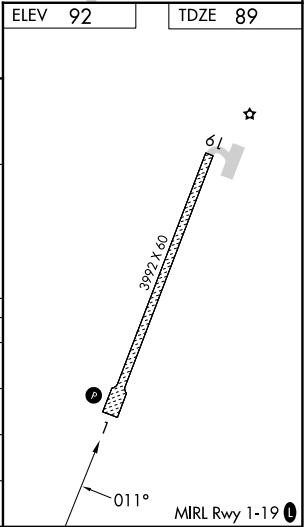
RNAV (GPS) RWY 1
NOATAK (WTK)(PAWN)

RNP APCH-GPS.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3400 direct FITSU and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C. Circling Rwy 19 NA at night.	

AWOS-3P 135.75	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.4	CTAF 122.8 0
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4 NM Holding Pattern		FITSU	COTAD	1000	3400	FITSU
6000 ← 191°		011° →	1800	1.3 NM to RWY1		
GP 3.00°			1800			
TCH 30						
		6.8 NM	4 NM	1.3 NM		
CATEGORY	A	B	C	D		
LPV DA	339-1		250 (300-1)			
LNAV/VNAV DA	339-1		250 (300-1)			
LNAV MDA	520-1	431 (500-1)	520-1¼	431 (500-1¼)		
CIRCLING	520-1 428 (500-1)	560-1 468 (500-1)	560-1½ 468 (500-1½)	820-2¼ 728 (800-2¼)		



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NOATAK, ALASKA

AL-9206 (FAA)

26134

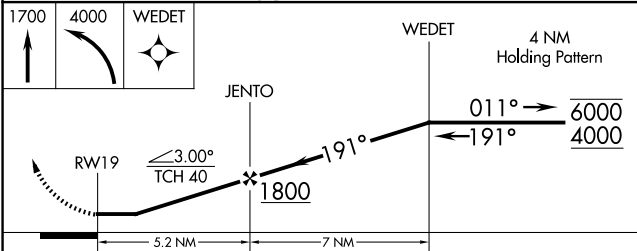
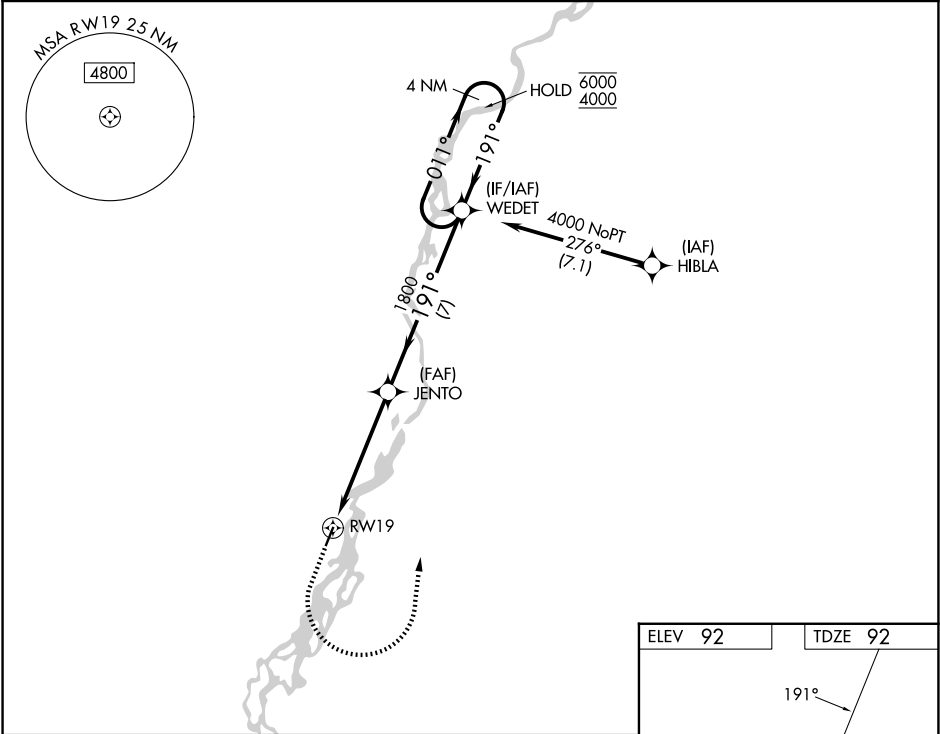
WAAS CH 86842 W19A	APP CRS 191°	Rwy Ldg 3992 TDZE 92 Apt Elev 92
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RNAV (GPS) RWY 19

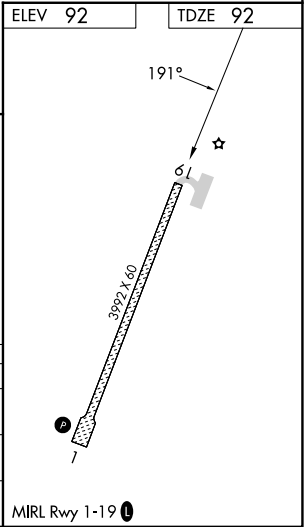
NOATAK (WTK)(PAWN)

RNP APCH-GPS.		MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct WEDET and hold.
	Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.	

AWOS-3P 135.75	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.4	CTAF 122.8 0
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CATEGORY	A	B	C	D
LP MDA	540-1	448 (500-1)	540-1 $\frac{3}{8}$	448 (500-1 $\frac{3}{8}$)
LNAV MDA	560-1	468 (500-1)	560-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$)
CIRCLING	560-1	468 (500-1)	560-1 $\frac{1}{2}$ 468 (500-1 $\frac{1}{2}$)	820-2 $\frac{1}{4}$ 728 (800-2 $\frac{1}{4}$)



NOATAK, ALASKA
Orig-B 30NOV23

67°34'N-162°59'W

NOATAK (WTK)(PAWN)

RNAV (GPS) RWY 19

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-OME	APP CRS	Rwy Ldg
108.7	284°	6009
Chan 24		TDZE 25
		Apt Elev 41

ILS Y or LOC Y RWY 28

NOME (OME)(PAOM)

RNP APCH - GPS.

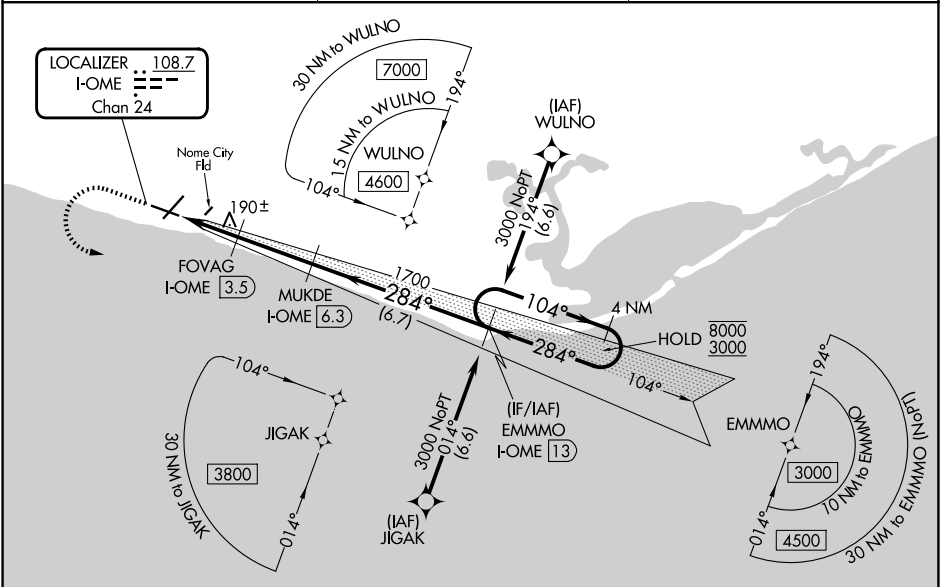
▼

Rwy 28 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS Rwy 28. Circling Rwy 21 NA at night. Circling NA for Cats C and D north of Rwy 10-28. For inop ALS, increase S-LOC 28 Cats A/B visibility to RVR 5500 and Cats C/D visibility to RVR 6000. When Nome FSS closed, increase visibility all Cats to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct EMMMO and hold.

AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 1
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ELEV 41	D	TDZE 25
---------	----------	---------

10

6009 X 1.50

6176 X 1.50

284°

10

6009 X 1.50

6176 X 1.50

284°

REIL Rws 3 and 10 1

HIRL Rwy 10-28 1

MIRL Rwy 3-21 1

1300	3000	EMMMO I-OME 13	4 NM Holding Pattern	
FOVAG I-OME 3.5	MUKDE I-OME 6.3	EMMMO I-OME 13	8000 3000	
I-OME 1.2	I-OME 2.3	FOVAG I-OME 3.5	1700 284° 1700 104° 8000 3000	
1.1 NM	1.1 NM	2.8 NM	6.7 NM	
CATEGORY	A	B	C	D
S-ILS 28		225/40	200 (200-¾)	
S-LOC 28		440/40	415 (400-¾)	
CIRCLING	540-1 499 (500-1)	560-1 519 (600-1)	560-1½ 519 (600-1½)	700-2 659 (700-2)

NOME, ALASKA

64°31'N-165°27'W

NOME (OME)(PAOM)

ILS Y or LOC Y RWY 28

403

ILS Z or LOC Z RWY 28
NOME(OME)(PAOM)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.

NOME RADIO
123.6 (CTAF) **L**

REIL Rwy 3 and 10 **L**
HIRL Rwy 10-28 **L**
MIRL Rwy 3-21 **L**

NOME(OME)(PAOM)
ILS Z or LOC Z RWY 28

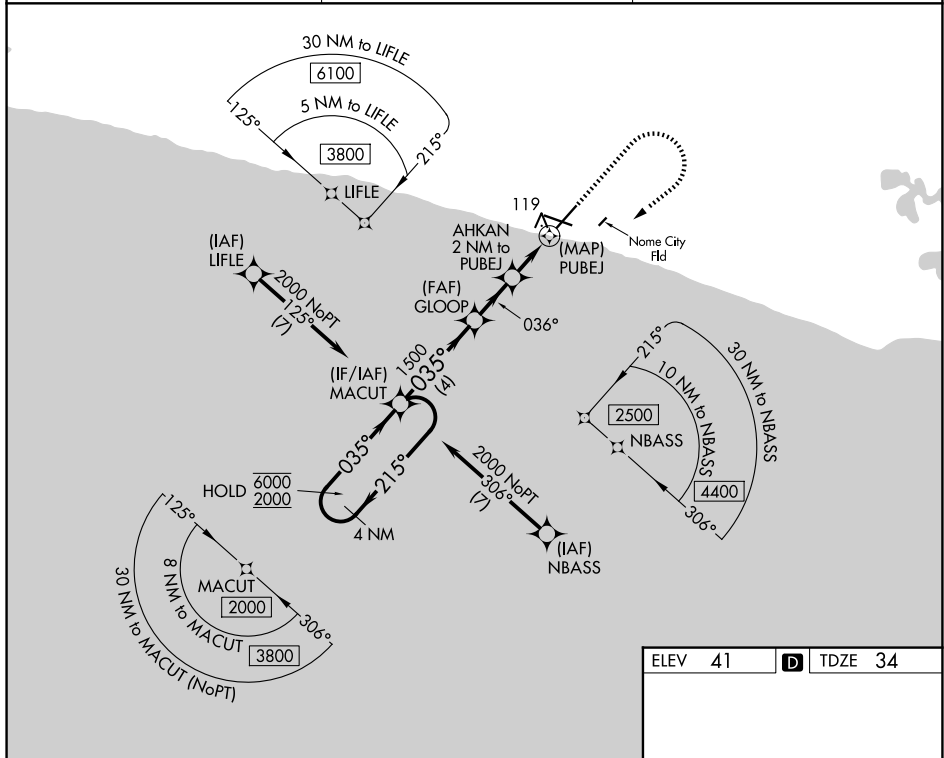
AK, 03 SEP 2026 to 29 OCT 2026

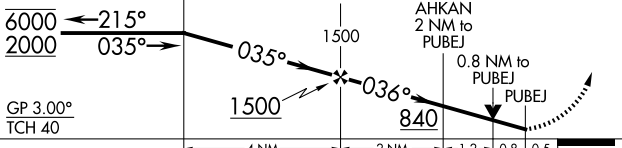
AK, 03 SEP 2026 to 29 OCT 2026

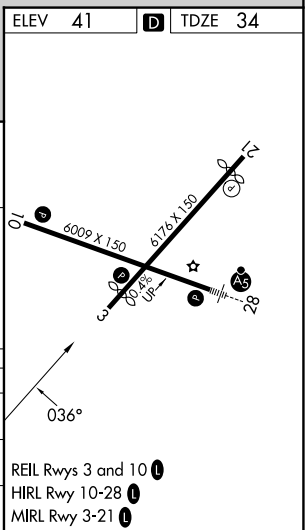
WAAS CH 73047 W03A	APP CRS 036°	Rwy Ldg 5576 TDZE 34 Apt Elev 41
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RNAV (GPS) RWY 3

RNP APCH - GPS.		MISSED APPROACH: Climb to 520 then climbing right turn to 2000 direct MACUT and hold.
▽ Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA for Cats C and D north of Rwy 10-28. Circling Rwy 21 NA at night.		
AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 0



4 NM Holding Pattern		VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 29).		520 ↑	2000 	MACUT 
						
CATEGORY	A		B	C	D	
LPV DA	297-1		263 (300-1)			
RNAV MDA	460-1 426 (500-1)		460-1¼ 426 (500-1¼)			
CIRCLING	540-1 499 (500-1)	560-1 519 (600-1)	560-1½ 519 (600-1½)		700-2 659 (700-2)	



NOME, ALASKA

AL-1231 (FAA)

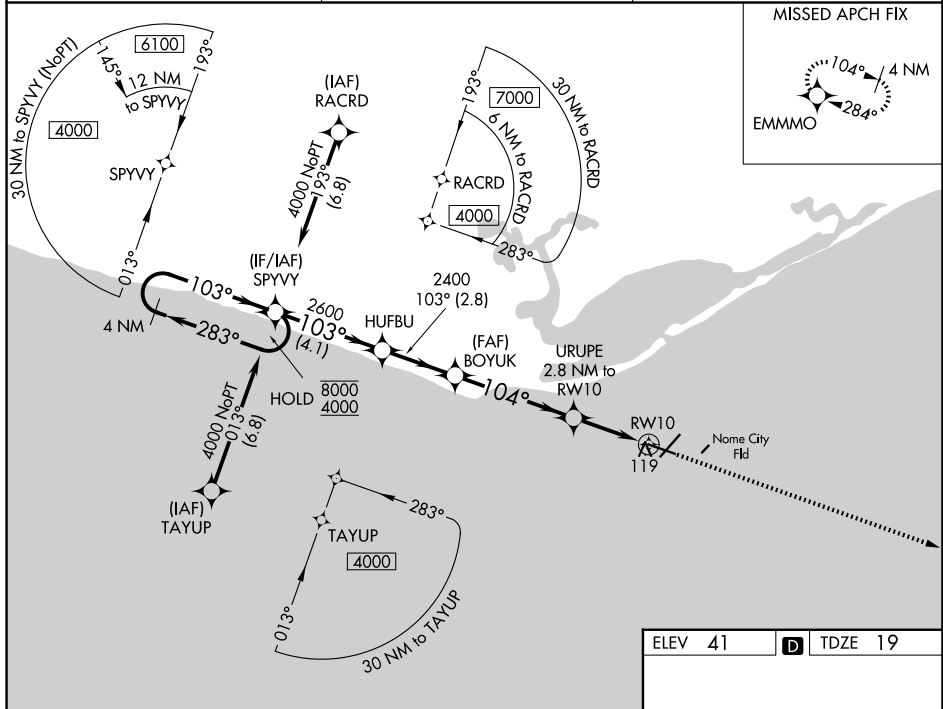
26246

WAAS CH 40434 W10A	APP CRS 104°	Rwy Ldg TDZE Apt Elev	6009 19 41
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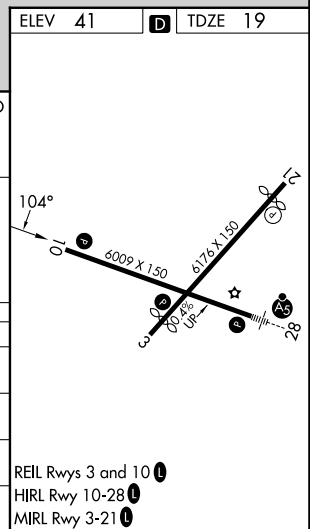
RNAV (GPS) RWY 10

NOME (OME)(PAOM)

RNP APCH - GPS		MISSED APPROACH: Climb to 3000 direct EMMMO and hold, continue climb-in-hold to 3000.
AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 0



4 NM Holding Pattern		SPYVY	HUFBU	BOYUK	URUPE	3000	EMMMO
8000 ← 283° → 103° → 103° → 2600				2400	2.8 NM to RW10	1 NM to RW10	
GP 3.00° TCH 38				2400			
		4.1 NM	2.8 NM	4.5 NM	1.8	1	
CATEGORY	A	B	C	D			
LPV DA	269-¾ 250 (300-¾)						
LNAV/ VNAV DA	280-7/8 261 (300-7/8)						
LNAV MDA	380-1 361 (400-1)						
CIRCLING	540-1 499 (500-1)	560-1 519 (600-1)	560-1½ 519 (600-1½)	700-2 659 (700-2)			



NOME, ALASKA
Amdt 3 03SEP26

64°31'N-165°27'W

NOME (OME)(PAOM)

RNAV (GPS) RWY 10

AK, 03 SEP 2026 to 29 OCT 2026

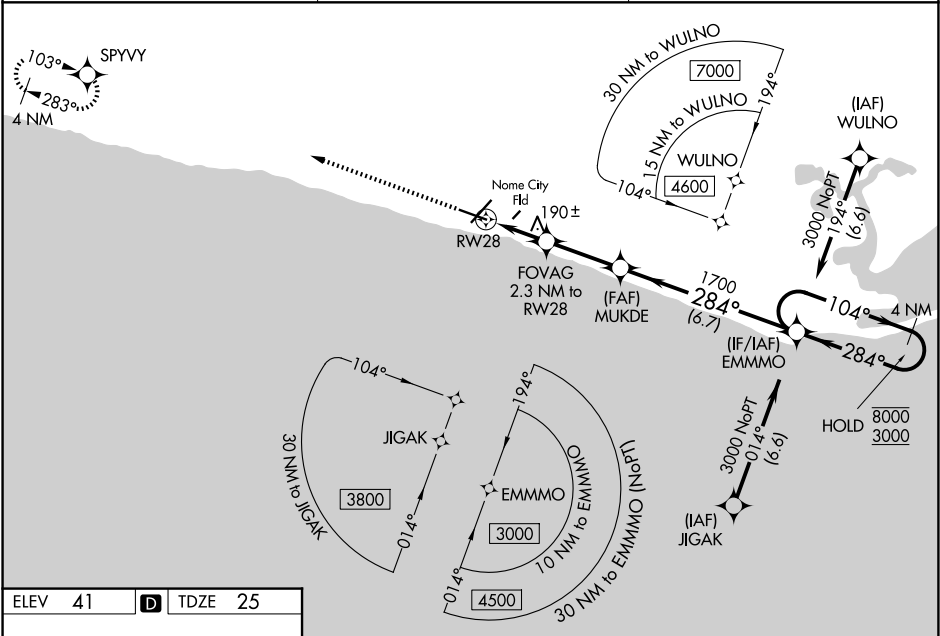
WAAS CH 45927 W28A	APP CRS 284°	Rwy Ldg TDZE 25 Apt Elev 41
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RNAV (GPS) RWY 28

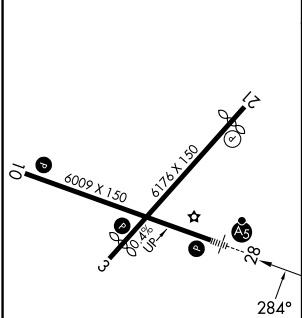
NOME (OME)(PAOM)

RNP APCH - GPS. ▼ Circling NA for Cats C and D north of Rwy 10-28. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Inop table does not apply to LPV all Cats. Circling Rwy 21 NA at night. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, LNAV Cats A/B visibility to RVR 5500, Cats C/D visibility to RVR 6000. When Nome FSS closed, increase visibility all Cats to RVR 5000.	MALSRL 	MISSED APPROACH: Climb to 3700 direct SPYVY and hold, continue climb-in-hold to 3700.
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AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6(CTAF) 1
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ELEV 41	D	TDZE 25
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- REIL Rwy 3 and 10 1
- HIRL Rwy 10-28 1
- MIRL Rwy 3-21 1

	3700	SPYVY					
			FOVAG 2.3 NM to RW28	MUKDE 1700	EMMMO 4 NM Holding Pattern		
			1.1 NM to RW28	1700	104° → 8000 ← 284° 3000		
			1.1 NM	2.8 NM	6.7 NM		GP 3.00° TCH 51
CATEGORY	A	B	C	D			
LPV DA		225/40	200 (200-¾)				
LNAV/VNAV DA		301/40	276 (300-¾)				
LNAV MDA		440/40	415 (400-¾)				
CIRCLING	540-1 499 (500-1)	560-1 519 (600-1)	560-1½ 519 (600-1½)	700-2 659 (700-2)			

NOME, ALASKA

AL-1231 (FAA)

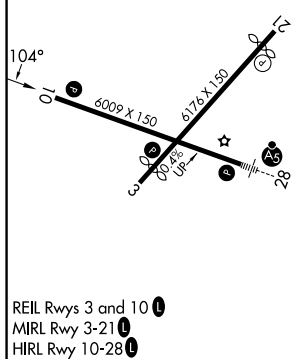
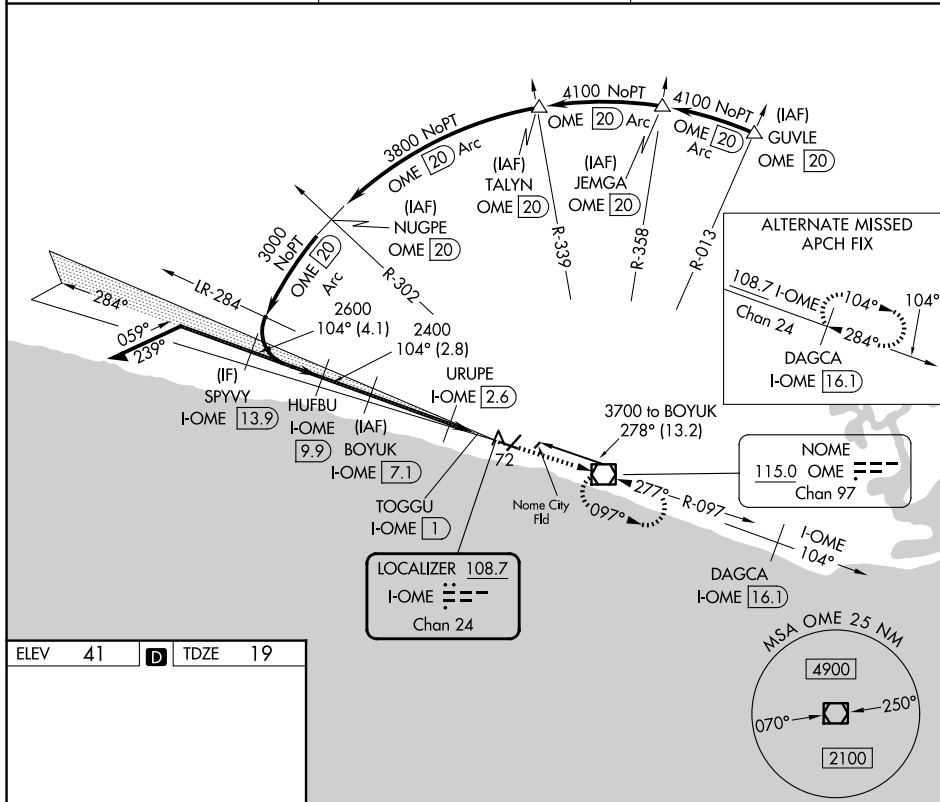
26246

LOC/DME I-OME 108.7 Chan 24	APP CRS 104°	Rwy Ldg TDZE Apt Elev	6009 19 41
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LOC BC RWY 10

NOME (OME) (PAOM)

DME required.		MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.
▼ Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 21 NA at night. LOC BC unusable inside TOGGU/I-OME 1 DME. Circling NA for Cats C and D north of Rwy 10-28.		
AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 0



NOME, ALASKA
Amdt 5 03SEP26

64°31'N-165°27'W

NOME (OME) (PAOM)

LOC BC RWY 10

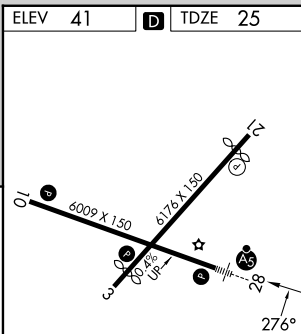
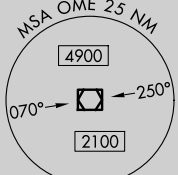
AK, 03 SEP 2026 to 29 OCT 2026

VOR RWY 28
NOME (OME)(PAOM)

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.

NOME RADIO
123.6 (CTAF) **L**



REIL Rwy 3 and 10 **L**
HIRL Rwy 10-28 **L**
MIRL Rwy 3-21 **L**

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

26246

AIRPORT DIAGRAM

AL-1231 (FAA)

NOME (OME) (PAOM)
NOME, ALASKA

AFIS
119.925
NOME RADIO
123.6 (CTAF) **D**

VAR 6° E
JANUARY 2030
ANNUAL RATE OF CHANGE
0.3 W

FIELD
ELEV
41

AIR NATIONAL
GUARD

EMAS
ELEV
19

6009 X 150

6176 X 150

GA TRANSIENT
PARKING

GA TENANT RAMP

FIRE STATION/FSS/NWS

Soft Surface

ELEV
16

FBO
RAMP

ELEV
25

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 Rws 3 and 10 **L**

64°31'N

64°30'N

165°28'W

165°27'W

165°26'W

AIRPORT DIAGRAM

26246

NOME, ALASKA
NOME (OME) (PAOM)

AK, 03 SEP 2026 to 29 OCT 2026

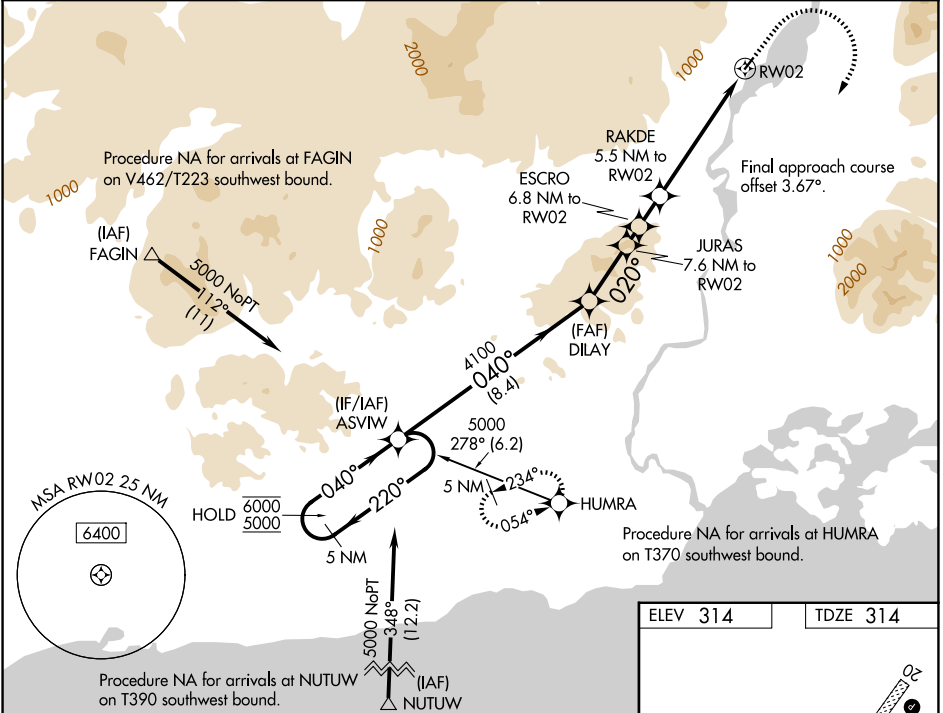
APP CRS	Rwy Ldg	2800
020°	TDZE	314
	Apt Elev	314

RNAV (GPS) RWY 2

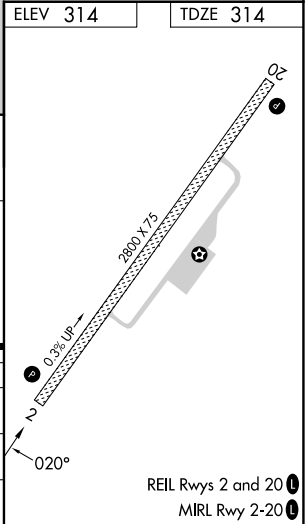
NONDALTON (5NN) (PANO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1400 then climbing right turn to 5000 direct HUMRA and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 216 feet per NM to 3100.
▼ Rwy 2 helicopter visibility reduction below 1 SM NA. ☄ -29°C Circling NA west of Rwy 2-20. Straight-In Rwy 2 NA at night, Circling Rwy 2 NA at night. Use Iliamna altimeter setting: when not received, procedure NA.	

ILI/PAIL ASOS 134.95	ANCHORAGE CENTER 118.8	KENAI RADIO 122.2	CTAF 122.9
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ASVIW	DILAY	JURAS	ESCRO	RAKDE	HUMRA
5 NM Holding Pattern	7.6 NM to RWY2	6.8 NM to RWY2	5.5 NM to RWY2		
6000 ← 220°	3.55° TCH 30	2900	2400		
5000 040° →	4100	3200	2900		
	8.4 NM	2.4 NM	0.8 NM	1.3 NM	5.5 NM
CATEGORY	A	B	C	D	
LNAV MDA*	1380-1¼ 1066 (1100-1¼)	1380-1½ 1066 (1100-1½)	NA	NA	
LNAV MDA	1660-1¼ 1346 (1400-1¼)	1660-1½ 1346 (1400-1½)	NA	NA	
CIRCLING	1660-1¼ 1346 (1400-1¼)	1660-1½ 1346 (1400-1½)	NA	NA	



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

(DUMZU1.DUMZU) 24249

AL-10164 (FAA)

DUMZU ONE DEPARTURE (OBSTACLE) (RNAV)

NONDALTON (5NN) (PANO)
NONDALTON, ALASKA

ANCHORAGE CENTER
118.8
KENAI RADIO
122.2

RNAV 1 - GPS.

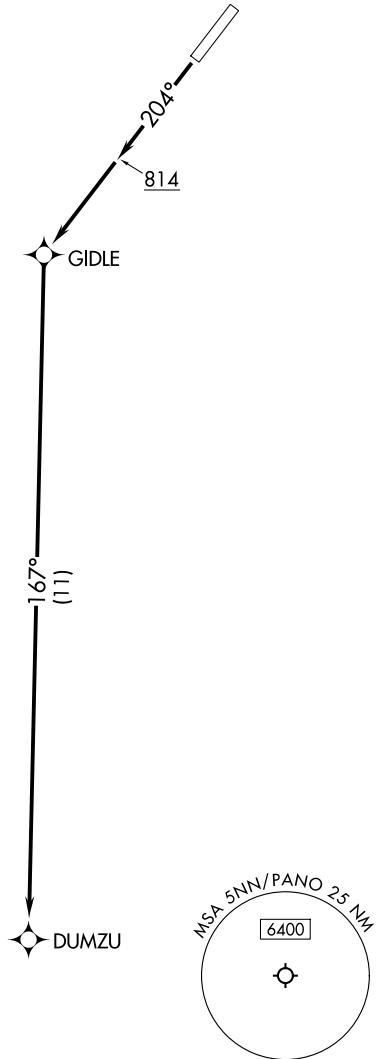
TAKEOFF MINIMUMS

Rwy 2: NA - Obstacles.

Rwy 20: Standard with minimum climb
of 443' per NM to 2600.

TAKEOFF OBSTACLE NOTES

Rwy 20: Trees 3' from DER, 313' left of centerline, 50' AGL/323' MSL.
Trees 41' from DER, 235' right of centerline, 50' AGL/382' MSL.
Trees 96' from DER, 192' left of centerline, 50' AGL/346' MSL.
Trees 134' from DER, 356' right of centerline, 50' AGL/395' MSL.
Trees beginning 189' from DER, 15' left of centerline, up to 50' AGL/359' MSL.
Trees beginning 228' from DER, 49' right of centerline, up to 50' AGL/405' MSL.
Trees beginning 749' from DER, 39' right of centerline, up to 50' AGL/415' MSL.
Trees beginning 1176' from DER, 281' right of centerline, up to 50' AGL/418' MSL.
Trees beginning 1269' from DER, 95' right of centerline, up to 50' AGL/425' MSL.
Trees beginning 1379' from DER, 25' left of centerline, up to 50' AGL/382' MSL.
Trees beginning 1604' from DER, 337' right of centerline, up to 50' AGL/428' MSL.
Trees beginning 1697' from DER, 30' right of centerline, up to 50' AGL/431' MSL.
Tower, trees, tank beginning 2032' from DER, 21' right of centerline, up to 75' AGL/451' MSL.
Trees beginning 2141' from DER, 34' left of centerline, up to 50' AGL/388' MSL.
Trees beginning 2646' from DER, 142' right of centerline, up to 50' AGL/454' MSL.
Trees beginning 2980' from DER, 77' right of centerline, up to 50' AGL/457' MSL.
Trees beginning 3073' from DER, 198' right of centerline, up to 50' AGL/464' MSL.
Trees beginning 3167' from DER, 12' right of centerline, up to 50' AGL/467' MSL.
Trees beginning 3594' from DER, 375' right of centerline, up to 50' AGL/474' MSL.
Trees beginning 3687' from DER, 68' right of centerline, up to 50' AGL/480' MSL.
Trees beginning 4115' from DER, 124' right of centerline, up to 50' AGL/484' MSL.
Trees beginning 4971' from DER, 663' right of centerline, up to 50' AGL/490' MSL.
Trees beginning 5064' from DER, 719' right of centerline, up to 50' AGL/497' MSL.
Trees beginning 1.1 NM from DER, 1920' right of centerline, up to 50' AGL/500' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb on heading 204° to 814, then direct GIDLE, then on track 167° to DUMZU, then on assigned route of flight and altitude.

DUMZU ONE DEPARTURE (OBSTACLE) (RNAV)
(DUMZU1.DUMZU) 05SEP24

NONDALTON, ALASKA
NONDALTON (5NN) (PANO)

WAAS
CH **78213**
W06A

APP CRS
064°

Rwy Ldg **4000**
TDZE **54**
Apt Elev **55**

RNAV (GPS) RWY 6

ROBERT/BOB/CURTIS MEML (D76) (PFNO)

RNP APCH.

▼

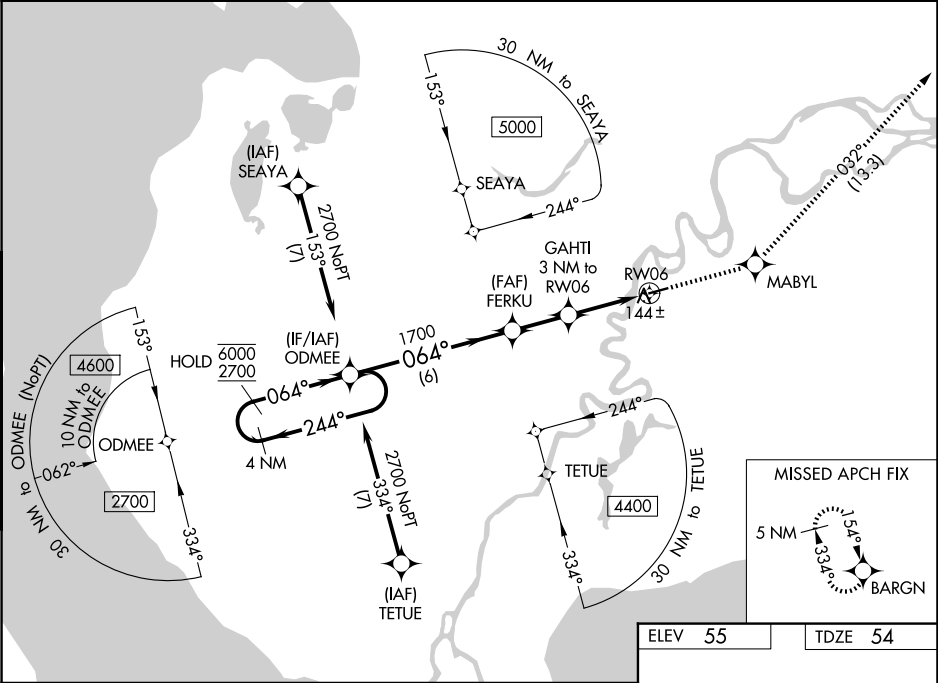
▲

⊠

Rwy 6 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 4400 direct MABYL and on track 032° to BARGN and hold, continue climb-in-hold to 4400.

AWOS-3P 120.0	ANCHORAGE CENTER 119.2 263.0	CTAF 122.7 0
-------------------------	--	------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

ODMEE

FERKU

MABYL

BARGN

GAITI 3 NM to RW06

*LNAV only

GP 3.00° TCH 40

6 NM

2.1 NM

1.8 NM

1.2 NM

*1020

*1.2 NM to RW06

4000 X 100

064°

CATEGORY	A	B	C	D
LPV DA	304-1 250 (300-1)			
LNAV/VNAV DA	355-1 301 (300-1)			
LNAV MDA	460-1 406 (500-1)		460-1½ 406 (500-1½)	
CIRCLING	520-1 465 (500-1)		520-1½ 465 (500-1½) 760-2¼ 705 (800-2¼)	

MIRL Rwy 6-24 0

NOORVIK, ALASKA

AL-10379 (FAA)

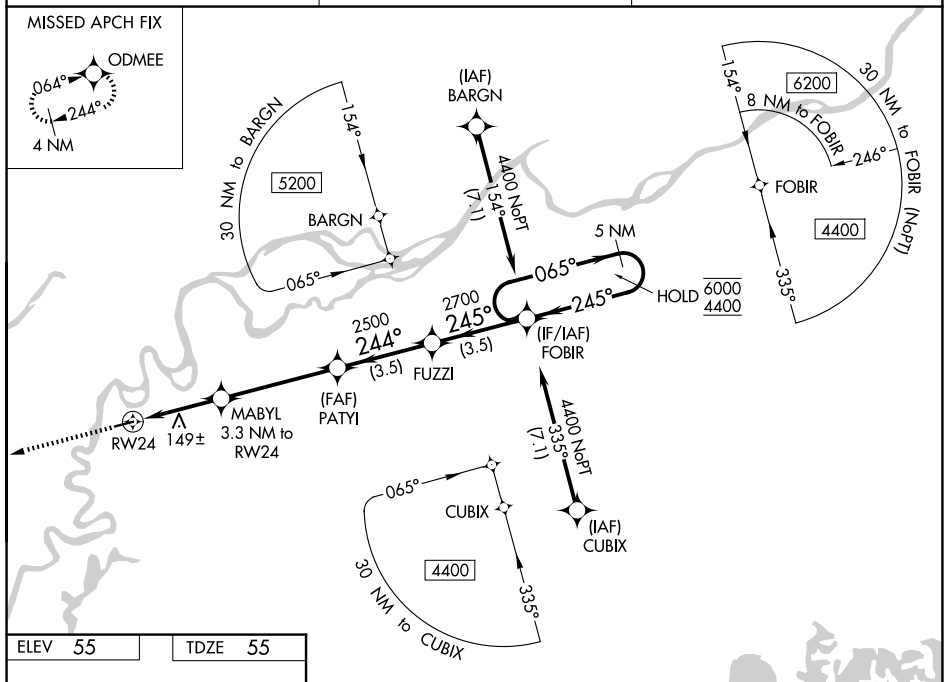
26022

WAAS CH 78313 W24A	APP CRS 244°	Rwy Ldg TDZE Apt Elev	4000 55 55
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RNAV (GPS) RWY 24

ROBERT/BOB/CURTIS MEML (D76) (PFNO)

RNP APCH.		MISSED APPROACH: Climb to 2700 direct ODMEE and hold, continue climb-in-hold to 2700.
</		



A diagram of a runway with a star symbol at the left end and a 244° heading indicator. The runway is labeled 4000 X 100 and 24.

		2700 ↑ ODMEE ✦			
		*LNAV only MABYL 3.3 NM to RW24 *1.2 NM to RW24 RW24 1120* PATYI 2500 FUZZI 2700 FOBIR 2700 5 NM Holding Pattern 065° → 6000 ← 245° 4400 GP 3.00° TCH 40			
		1.2 2.1 NM 4.3 NM 3.5 NM 3.5 NM			
CATEGORY		A	B	C	D
LPV	DA	305-1 250 (300-1)			
LNAV/VNAV	DA	355-1 300 (300-1)			
LNAV	MDA	460-1	405 (500-1)	460-1½	405 (500-1½)
CIRCLING		520-1	465 (500-1)	520-1½ 465 (500-1½)	760-2¼ 705 (800-2¼)

MIRL Rwy 6-24 ①

NOORVIK, ALASKA
Amdt 1 31DEC20

ROBERT/BOB/CURTIS MEML (D76) (PFNO)

66°49'N-161°01'W

RNAV (GPS) RWY 24

AK, 03 SEP 2026 to 29 OCT 2026

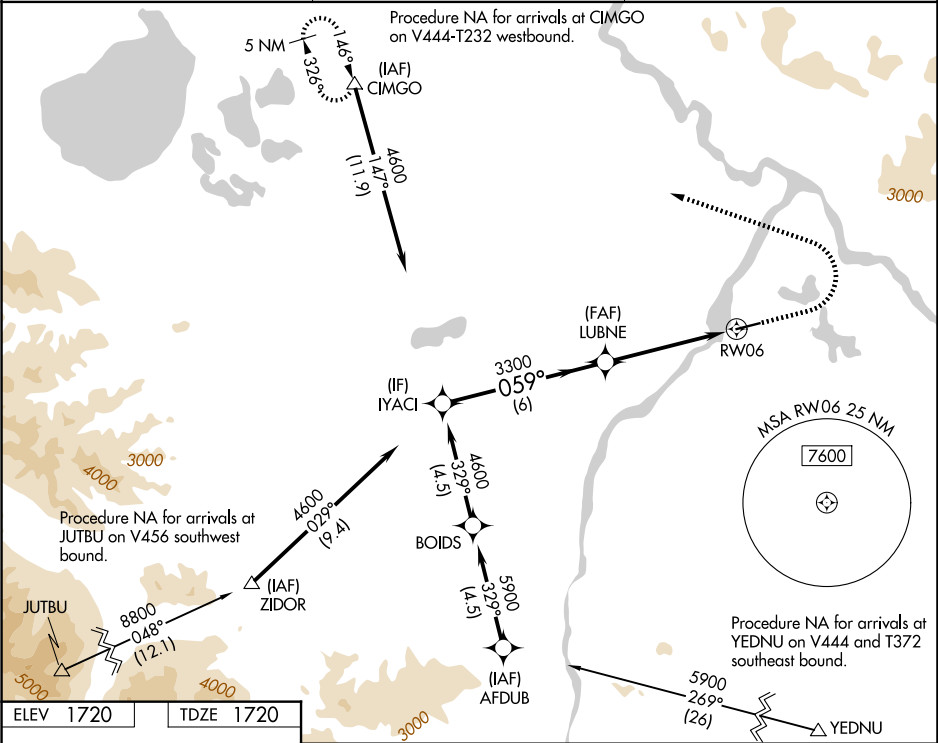
WAAS CH 65646 W06A	APP CRS 059°	Rwy Ldg TDZE 1720 Apt Elev 1720
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RNAV (GPS) RWY 6

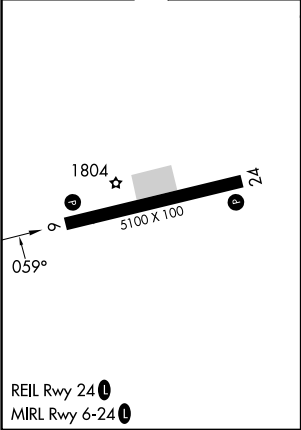
NORTHWAY (ORT)(PAOR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2200 then climbing left turn to 4800 direct CIMGO and hold.
Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.	

ASOS 135.4	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 123.6 (CTAF) 0
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ELEV 1720	TDZE 1720
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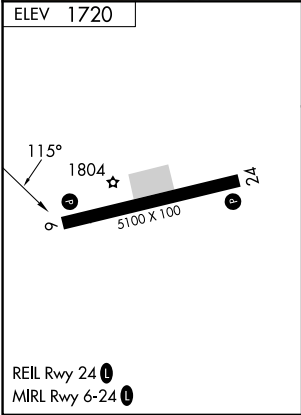
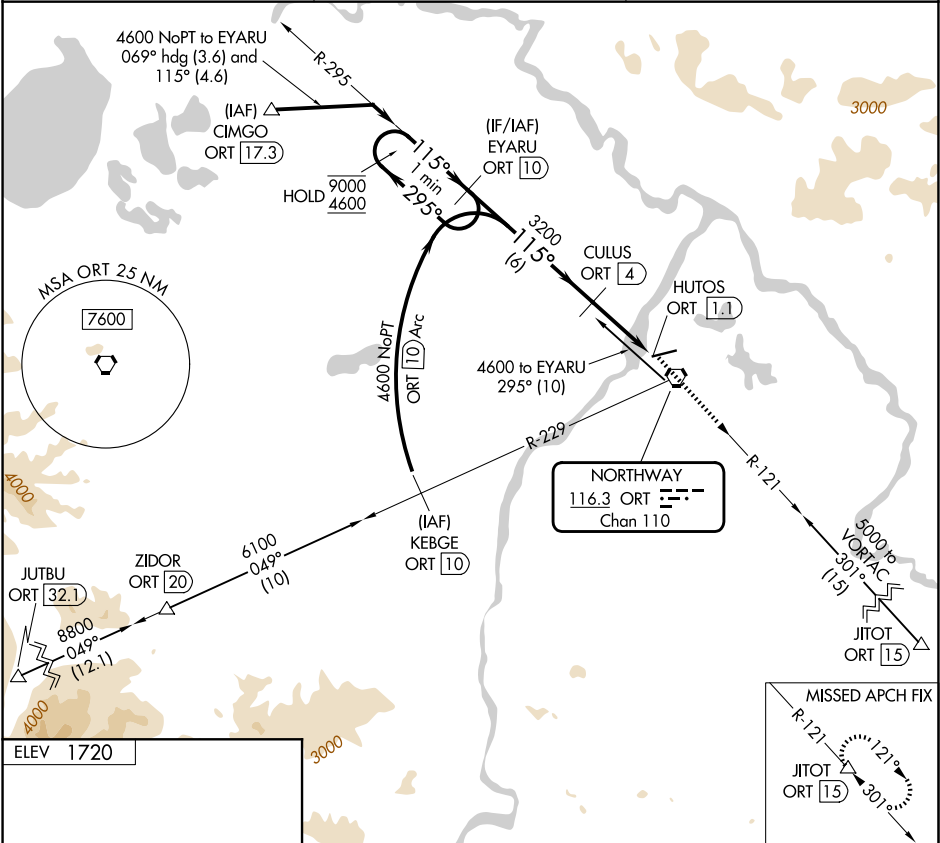
GP 3.00° TCH 39	
CATEGORY	A B C D
LPV DA	1974-3/4 254 (300-3/4)
LNAV/ VNAV	2030-7/8 310 (400-7/8)
LNAV MDA	2180-1 460 (500-1) 2180-1 3/8 460 (500-1 3/8)
CIRCLING	2180-1 460 (500-1) 2240-1 1/2 520 (600-1 1/2) 2340-2 620 (700-2)

VORTAC ORT 116.3 Chan 110	APP CRS 115°	Rwy Ldg TDZE Apt Elev N/A N/A 1720
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VOR-A
NORTHWAY (ORT)(PAOR)

DME required. ▽ ❄ -48°C	MISSED APPROACH: Climb to 8400 on ORT R-121 to JITOT/ORT 15 DME and hold, continue climb-in-hold to 8400.
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ASOS 135.4	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 123.6 (CTAF) 0
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One Minute Holding Pattern				
EYARU ORT 10				
CULUS ORT 4				
HUTOS ORT 1.1				
JITOT ORT 15				
8400 ORT R-121				
6 NM				
2.9 NM				
CATEGORY	A	B	C	D
CIRCLING	2160-1 440 (500-1)	2180-1 460 (500-1)	2240-1½ 520 (600-1½)	2340-2 620 (700-2)

(ORT1.ORT) 24193

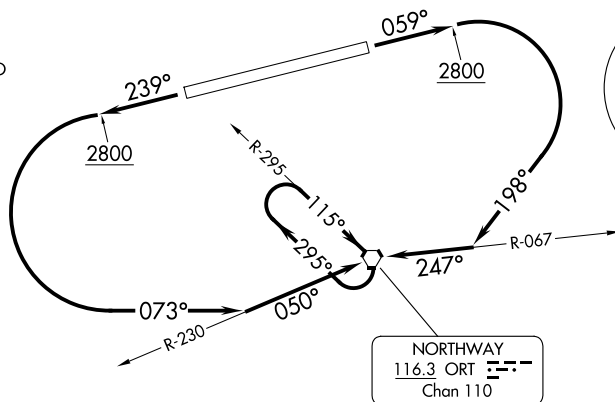
AL-1216 (FAA)

NORTHWAY (ORT)(PAOR)

NORTHWAY ONE DEPARTURE (OBSTACLE)

NORTHWAY, ALASKA

ANCHORAGE CENTER
126.55 323.0
ASOS
135.4
NORTHWAY RADIO
123.6

TAKEOFF MINIMUMS

Rwy 24: Standard.

Rwy 6: Standard with a minimum climb of 227' per NM to 3600,
or 2800-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Light poles 0' from DER, 70' left of centerline, 1720' MSL. Light poles 5' from DER, 107' right of centerline, 1720' MSL. Light poles 5' from DER, 104' left of centerline, 1721' MSL. Tree 22' from DER, 255' right of centerline, 1722' MSL. Trees beginning 29' from DER, 263' right of centerline, up to 1723' MSL. Trees beginning 56' from DER, 367' left of centerline, up to 1725' MSL. Tree 81' from DER, 481' right of centerline, 1728' MSL. Trees beginning 115' from DER, 298' right of centerline, up to 1731' MSL. Trees beginning 149' from DER, 367' left of centerline, up to 1726' MSL. Tree 212' from DER, 480' right of centerline, 1748' MSL. Tree 235' from DER, 431' left of centerline, 1727' MSL. Tree 276' from DER, 468' left of centerline, 1728' MSL. Trees beginning 663' from DER, 615' right of centerline, up to 1752' MSL. Trees beginning 1070' from DER, 399' right of centerline, up to 1765' MSL. Trees beginning 1168' from DER, 595' right of centerline, up to 1778' MSL. Tree 1229' from DER, 824' right of centerline, 1780' MSL. Tree, pole, catenary wires beginning 1242' from DER, 503' right of centerline, up to 1790' MSL. Tree 1701' from DER, 900' left of centerline, 1763' MSL. Tree 1708' from DER, 726' left of centerline, 1768' MSL. Trees beginning 1744' from DER, 891' left of centerline, up to 1773' MSL.
- Rwy 24: Light poles, vegetation beginning 0' from DER, 70' right of centerline, up to 1724' MSL. Tree 35' from DER, 427' left of centerline, 1722' MSL. Trees beginning 119' from DER, 333' left of centerline, up to 1730' MSL. Tree 167' from DER, 267' right of centerline, 1731' MSL. Tree 1150' from DER, 674' left of centerline, 1757' MSL. Trees beginning 1190' from DER, 649' left of centerline, up to 1769' MSL. Tree 1223' from DER, 675' left of centerline, 1781' MSL. Trees beginning 1244' from DER, 16' left of centerline, up to 1792' MSL. Trees beginning 1772' from DER, 82' right of centerline, up to 1784' MSL. Tree 2028' from DER, 387' right of centerline, 1787' MSL. Tree 2051' from DER, 455' right of centerline, 1795' MSL. Trees beginning 2079' from DER, 178' right of centerline, up to 1799' MSL. Trees beginning 2270' from DER, 646' right of centerline, up to 1801' MSL. Trees beginning 2295' from DER, 113' right of centerline, up to 1802' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 059° to 2800, then climbing right turn heading 198° to intercept ORT VORTAC R-067 to ORT and hold, thence . . .

TAKEOFF RUNWAY 24: Climb on heading 239° to 2800, then climbing left turn heading 073° to intercept ORT VORTAC R-230 to ORT and hold, thence . . .

. . . continue climb in ORT holding pattern to cross ORT at or above MEA for route of flight.

VCOA RUNWAY 6: Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross Northway Airport at or above 4400 before proceeding on course.

NORTHWAY ONE DEPARTURE (OBSTACLE)

(ORT1.ORT) 11JUL24

NORTHWAY, ALASKA

NORTHWAY (ORT)(PAOR)

WAAS CH 90225 W05A	APP CRS 048°	Rwy Idg 4589 TDZE 45 Apt Elev 45
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RNAV (GPS) RWY 5

NUIQSUT (AQT) (PAQT)

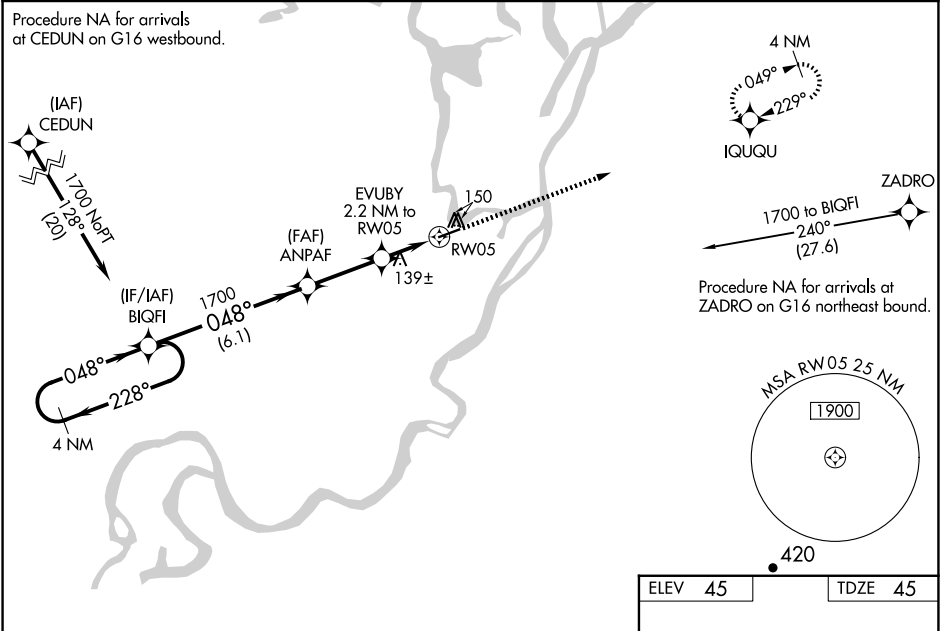
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile, increase LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA with Deadhorse altimeter setting.

MALSF

MISSED APPROACH:

Climb to 1700 direct IQUQU and hold.

ASOS 135.35	ANCHORAGE CENTER 119.4	DEADHORSE RADIO 122.5	CTAF 122.8
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

1700

↑

IQUQU

*LNAV only

4 NM Holding Pattern

1700

← 228°

→ 048°

GP 3.00°

TCH 53

BIQFI

ANPAF

EVUBY

RW05

6.1 NM

2.8 NM

1.1 NM

1.1 NM

*780

*1.1 NM to RW05

*2.2 NM to RW05

CATEGORY	A	B	C	D
LPV DA	295-1	250 (300-1)		NA
LNAV/VNAV DA	295-1	250 (300-1)		NA
LNAV MDA	440-1	395 (400-1)	440-1½ 395 (400-1½)	NA
CIRCLING	520-1	475 (500-1)	520-1½ 475 (500-1½)	NA

MIRL Rwy 5-23

REIL Rwy 23

NUIQSUT, ALASKA

AL-9239 (FAA)

22195

WAAS CH 99425 W23A	APP CRS 229°	Rwy Idg 4589 TDZE 45 Apt Elev 45
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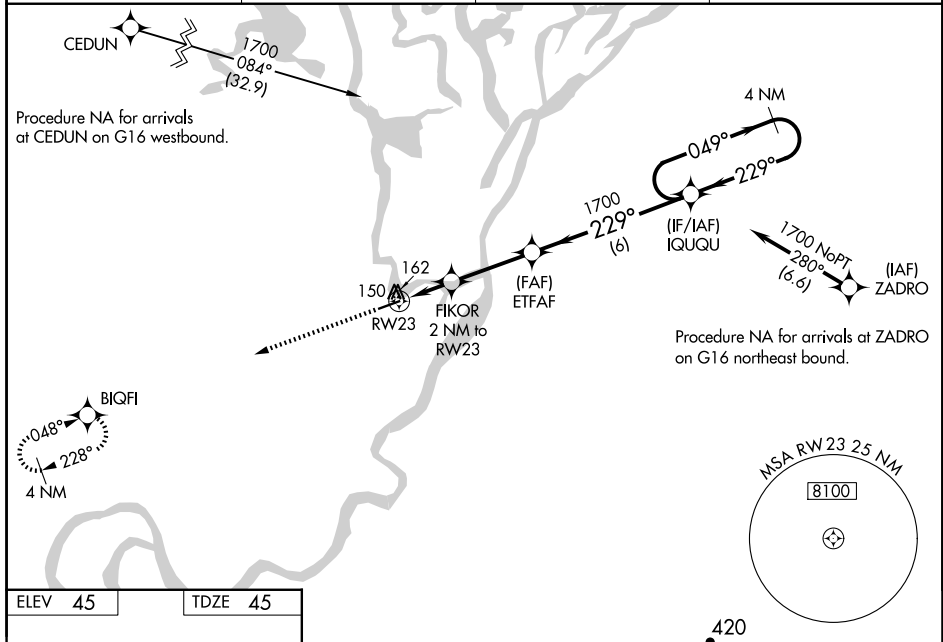
RNAV (GPS) RWY 23

NUIQSUT (AQT) (PAQT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV NA with Deadhorse altimeter setting. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats and LNAV Circling Cat C visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 1700 direct BIQFI and hold.

ASOS 135.35	ANCHORAGE CENTER 119.4	DEADHORSE RADIO 122.5	CTAF 122.8
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ELEV **45** TDZE **45**

MIRL Rwy 5-23
REIL Rwy 23

1700		BIQFI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 33).	
* LNAV only		FIKOR 2 NM to RW23	ETFAF	IQUQU 4 NM Holding Pattern
RW23		720*	1700	1700
2 NM		3.1 NM	6 NM	GP 3.00° TCH 52
CATEGORY	A	B	C	D
LPV DA	295-1	250 (300-1)		NA
LNAV/VNAV DA	369-1	324 (400-1)		NA
LNAV MDA	480-1	435 (500-1)	480-1 3/8 435 (500-1 3/8)	NA
CIRCLING	520-1	475 (500-1)	520-1 1/2 475 (500-1 1/2)	NA

NUIQSUT, ALASKA
Amdt 1B 24JUL14

70°13'N-151°00'W

RNAV (GPS) RWY 23

AK, 03 SEP 2026 to 29 OCT 2026

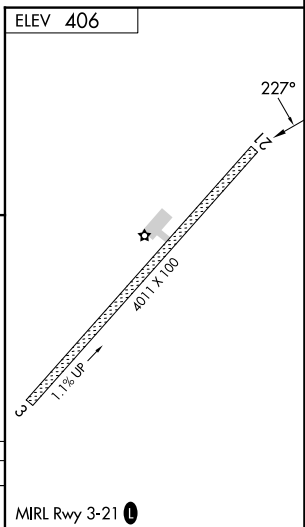
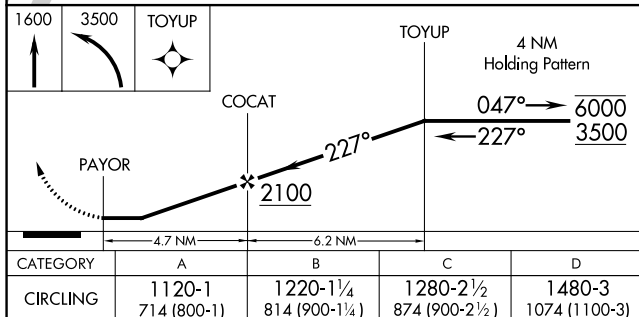
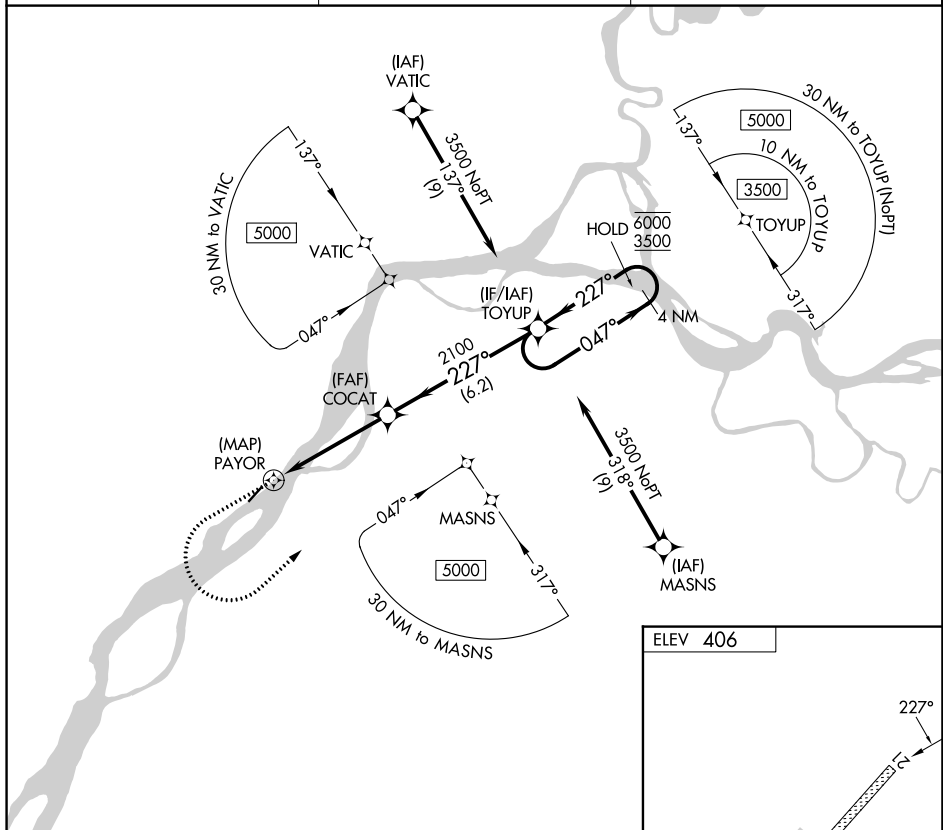
N/A
N/A
406

RNAV (GPS)-A
NULATO (NUL) (PANU)

MISSED APPROACH: Climb to 1 600 then climbing left turn to 3500 direct TOYUP and hold.

T A	Rwy 3 and 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
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FAIRBANK RADIO
122.2



NULATO (NUL) (PANU)
RNAV (GPS)-A

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40425 W10A	APP CRS 097°	Rwy Ldg TDZE Apt Elev	3616 233 249
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RNAV (GPS) RWY 10

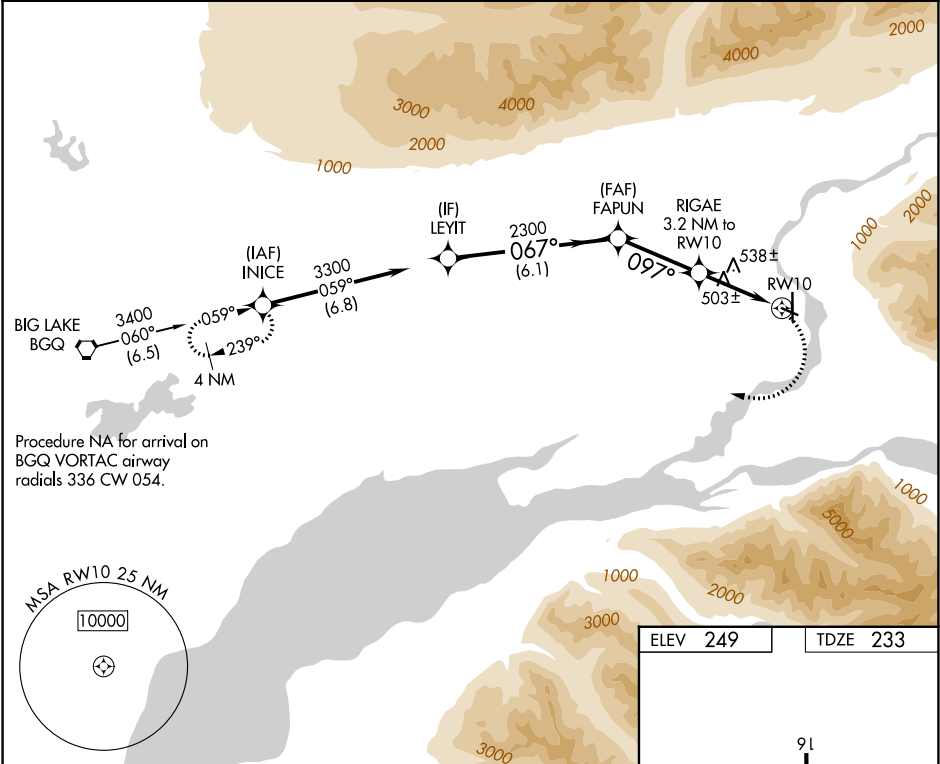
WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

RNP APCH.

Circling NA northeast of Rwy 16-28. Procedure NA at night.
Rwy 10 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: (Do not exceed 185K until INICE)
Climbing right turn to 3600 direct INICE and hold.

AFIS 134.75	ANCHORAGE APP CON 118.6 290.5	PALMER RADIO 123.6 (CTAF) 0 122.4
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LEYIT

3300

067°

2300

097°

1300

RWY 10

6.1 NM

3.2 NM

3.2 NM

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 27).

3600

INICE

3.00°

TCH 40

3.2 NM to RWY 10

CATEGORY	A	B	C	D
LP MDA	760-1	527 (600-1)	760-1½	527 (600-1½)
LNAV MDA	820-1	587 (600-1)	820-1½	587 (600-1½)
CIRCLING	860-1 611 (700-1)	940-1 691 (700-1)	1300-3	1051 (1100-3)

ELEV 249

TDZE 233

91

6006 X 100

S91

1360 X 60

345

3616 X 75

0.5% UP

34

28

REIL Rwy 16 and 34
MIRL Rwy 10-28 and 16-34

PALMER, ALASKA

AL-9294 (FAA)

26190

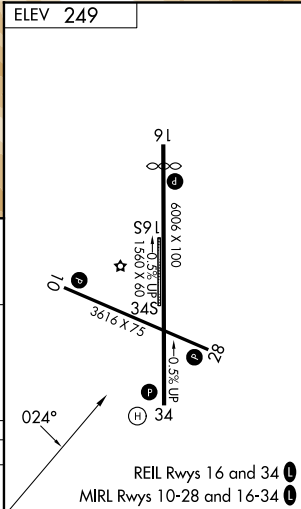
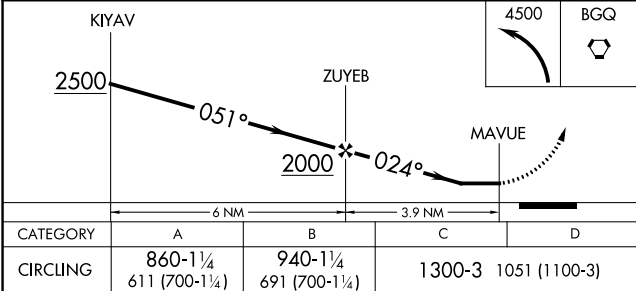
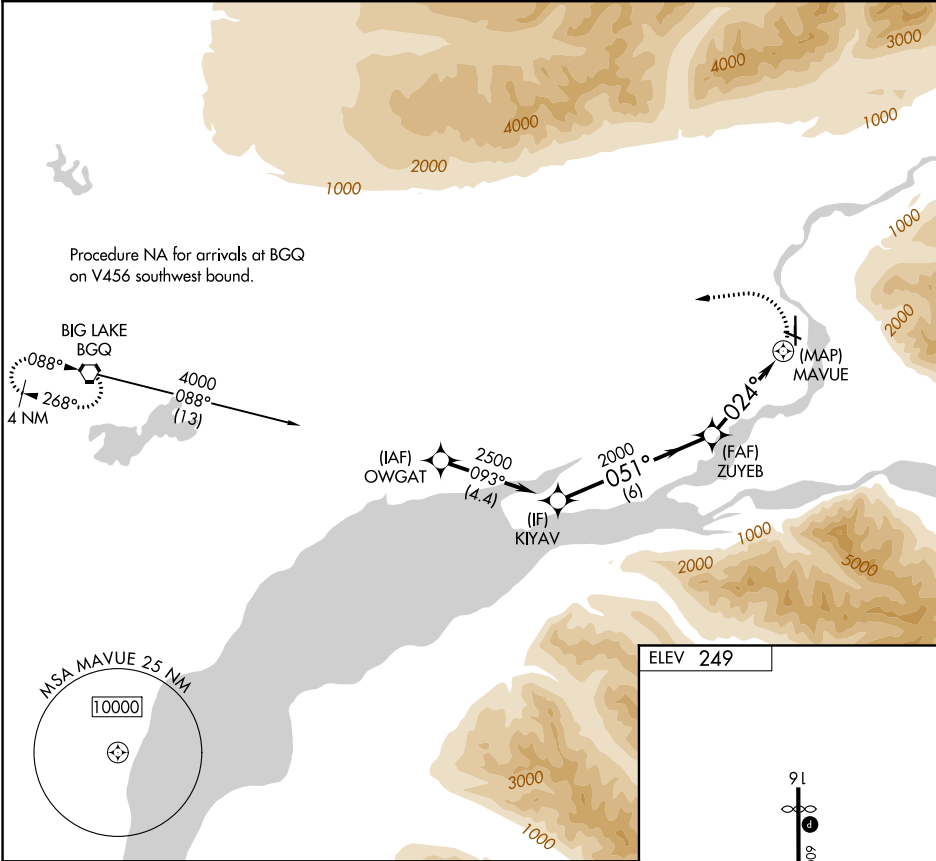
APP CRS 024°	Rwy Ldg TDZE Apt Elev	N/A N/A 249
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RNAV (GPS)-A

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

RNP APCH.	MISSED APPROACH: Climbing left turn to 4500 direct BGQ VORTAC and hold.
 Circling NA northeast of Rwy 16-28. Procedure NA at night.	

AFIS 134.75	ANCHORAGE APP CON 118.6 290.5	PALMER RADIO 123.6 (CTAF) 0 122.4
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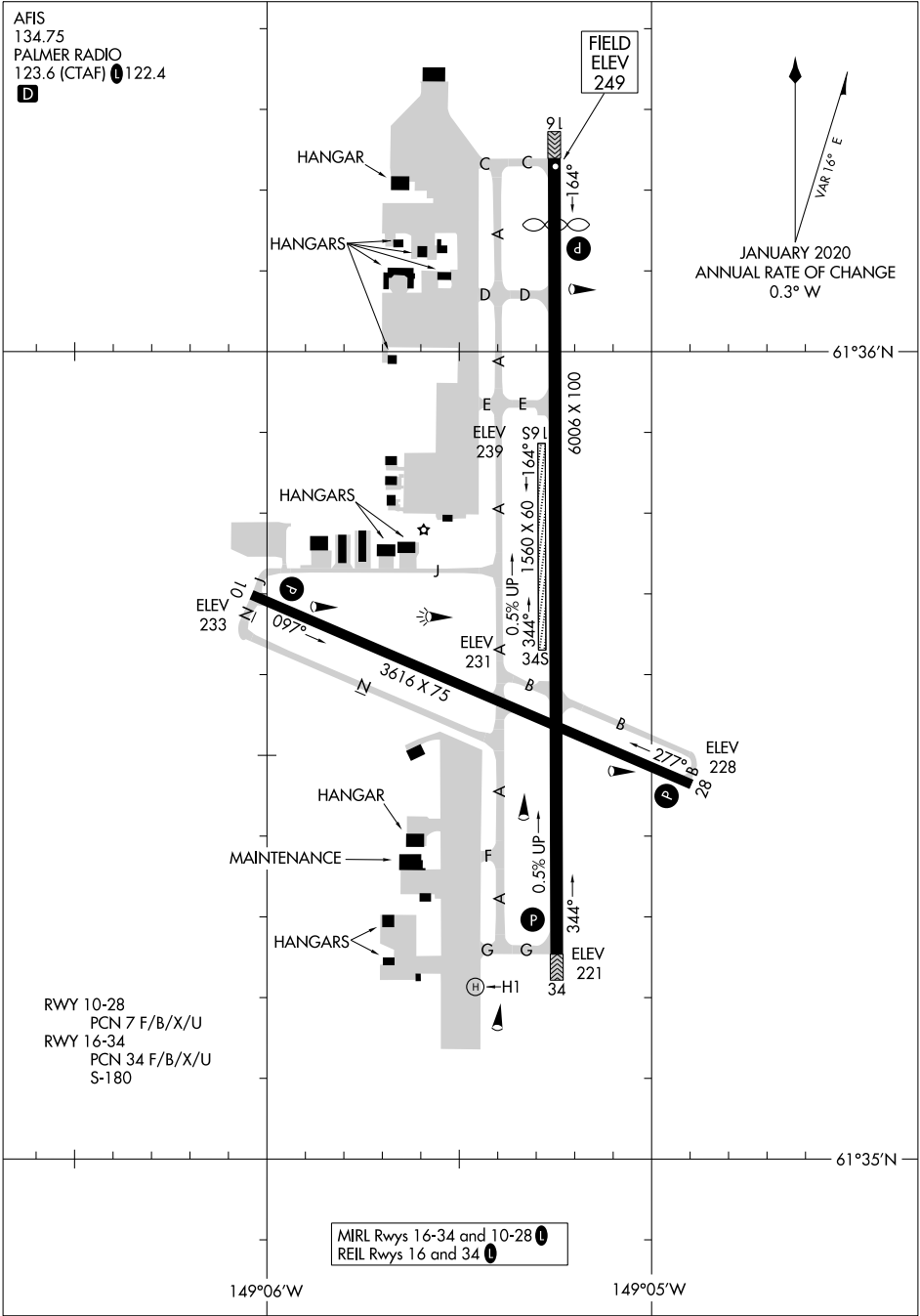
PALMER, ALASKA
Amdt 1 08NOV18

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)
61°36'N-149°05'W

RNAV (GPS)-A

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



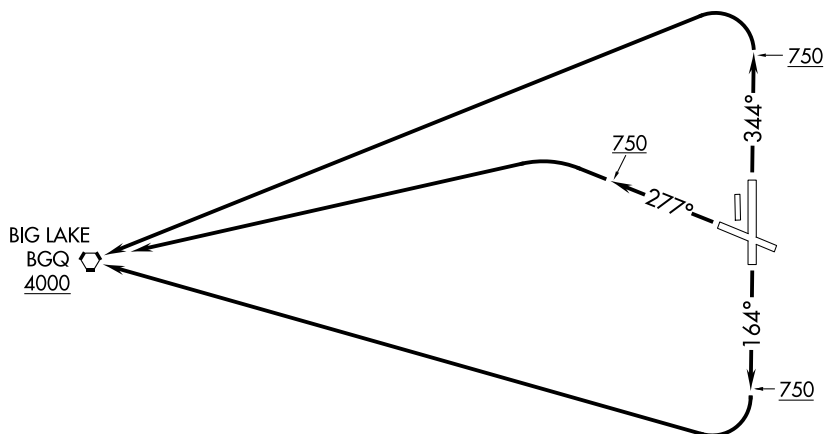
(PALMR5.BGQ) 18312

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

PALMER FIVE DEPARTURE (OBSTACLE) (RNAV) AL-9294 (FAA)

PALMER, ALASKA

ANCHORAGE DEP CON
118.6 290.5
CTAF
123.6



NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Rwy 16: Do not exceed 210K until established direct BGQ VORTAC.

TAKEOFF MINIMUMS

Rwy 10: NA-obstacles.

Rwy 16: Standard with minimum climb of 319' per NM to 1100.

Rwy 28: 300-1 $\frac{7}{8}$, or standard with minimum climb of 209' per NM to 750.

Rwy 34: Standard with minimum climb of 432' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 164° to 750, then right turn direct to cross BGQ VORTAC at or above 4000, thence. . . .

TAKEOFF RUNWAY 28: Climb heading 277° to 750, then left turn direct to cross BGQ VORTAC at or above 4000, thence. . . .

TAKEOFF RUNWAY 34: Climb heading 344° to 750, then left turn direct to cross BGQ VORTAC at or above 4000, thence. . . .

. . . .maintain 4000 or assigned altitude, expect filed altitude 10 minutes after departure.

PALMER FIVE DEPARTURE (OBSTACLE) (RNAV)

PALMER, ALASKA

(PALMR5.BGQ) 08NOV18

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

TAKEOFF OBSTACLE NOTES

- Rwy 16:

NAVAID beginning 3' from DER, 40' right of centerline, up to 2' AGL/222' MSL.
NAVAID, fence beginning 4' from DER, 49' left of centerline, up to 1' AGL/222' MSL.
Terrain beginning 197' from DER, 393' right of centerline, up to 227' MSL.
Trees beginning 584' from DER, 161' left of centerline, up to 60' AGL/274' MSL.
Catenary 910' from DER, 623' right of centerline, 39' AGL/259' MSL.
Trees beginning 991' from DER, 40' right of centerline, up to 72' AGL/292' MSL.
Trees beginning 2340' from DER, 246' right of centerline, up to 90' AGL/301' MSL.
- Rwy 28:

NAVAID beginning 3' from DER, 27' right of centerline, up to 2' AGL/234' MSL.
NAVAID beginning 11' from DER, 37' left of centerline, up to 1' AGL/234' MSL.
Vegetation 11' from DER, 48' right of centerline, 3' AGL/236' MSL.
Vertical structure, tree, vegetation beginning 20' from DER, 183' right of centerline, up to 22' AGL/259' MSL.
Trees beginning 20' from DER, 10' left of centerline, up to 90' AGL/322' MSL.
Tree, vegetation beginning 278' from DER, 18' right of centerline, up to 79' AGL/317' MSL.
Tree, pole, catenary, antenna beginning 513' from DER, 12' right of centerline, up to 92' AGL/328' MSL.
Trees beginning 1377' from DER, 45' left of centerline, up to 94' AGL/331' MSL.
Trees beginning 2121' from DER, 594' left of centerline, up to 97' AGL/337' MSL.
Trees beginning 3799' from DER, 876' left of centerline, up to 67' AGL/345' MSL.
Tree 3965' from DER, 773' left of centerline, 69' AGL/354' MSL.
- Rwy 34:

Tree, NAVAID beginning 1' from DER, 39' right of centerline, up to 79' AGL/287' MSL.
NAVAID beginning 9' from DER, 40' left of centerline, up to 2' AGL/250' MSL.
Sign 28' from DER, 198' left of centerline, 3' AGL/251' MSL.
Vegetation 38' from DER, 431' left of centerline, 4' AGL/253' MSL.
Tree 73' from DER, 192' right of centerline, 47' AGL/289' MSL.
Trees beginning 138' from DER, 144' right of centerline, up to 82' AGL/306' MSL.
Vegetation beginning 164' from DER, 287' left of centerline, up to 2' AGL/255' MSL.
Tree 270' from DER, 545' left of centerline, 5' AGL/257' MSL.
Tree, catenary, pole beginning 393' from DER, 108' right of centerline, up to 73' AGL/313' MSL.
Tree 575' from DER, 512' left of centerline, 4' AGL/265' MSL.
Trees beginning 653' from DER, 170' left of centerline, up to 4' AGL/266' MSL.
Catenary, pole, tree beginning 1046' from DER, 52' left of centerline, up to 42' AGL/284' MSL.
Trees beginning 1123' from DER, 133' left of centerline, up to 83' AGL/327' MSL.
Trees beginning 1129' from DER, 12' right of centerline, up to 82' AGL/325' MSL.
Tree 1256' from DER, 397' left of centerline, 80' AGL/329' MSL.
Trees beginning 1880' from DER, 34' left of centerline, up to 97' AGL/352' MSL.
Tree 1990' from DER, 75' right of centerline, 102' AGL/341' MSL.
Trees beginning 2184' from DER, 4' right of centerline, up to 109' AGL/344' MSL.
Trees beginning 2546' from DER, 162' left of centerline, up to 98' AGL/356' MSL.
Tree 2963' from DER, 1188' right of centerline, 82' AGL/355' MSL.
Trees beginning 2973' from DER, 1191' right of centerline, up to 86' AGL/364' MSL.
Trees beginning 4046' from DER, 1574' right of centerline, up to 119' AGL/379' MSL.
Tree 4818' from DER, 1704' right of centerline, 118' AGL/385' MSL.
Tree 1 NM from DER, 2106' right of centerline, 96' AGL/590' MSL.

PERRYVILLE, ALASKA

AL-9295 (FAA)

26078

APP CRS	Rwy Ldg	3300
032°	TDZE	30
	Apt Elev	30

RNAV (GPS) RWY 2

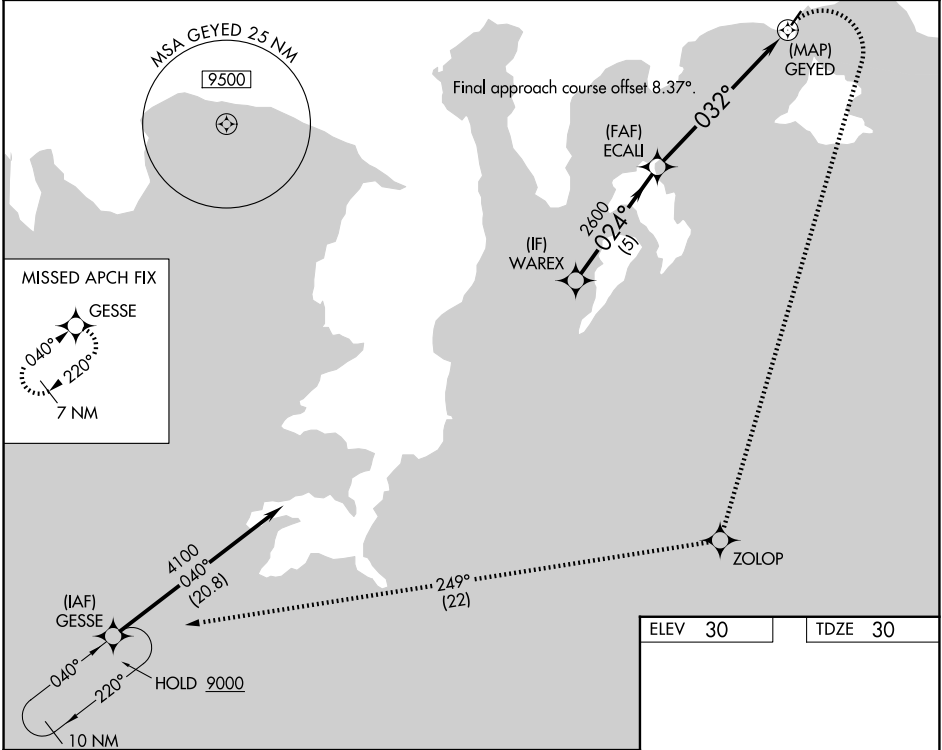
PERRYVILLE (PEV) (PAPE)

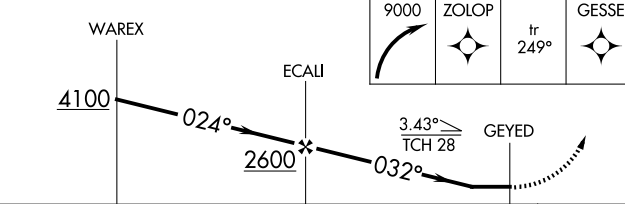
RNP APCH - GPS.

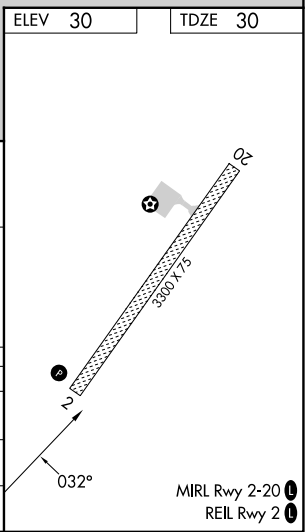
▼ Rwy 2 helicopter visibility reduction below 1 SM NA.
▲ NA Procedure NA at night. When local altimeter setting not received, use Chignik altimeter setting.

MISSED APPROACH: (Do not exceed 230K until completion of climbing right turn) Climbing right turn to 9000 direct ZOLOP and on track 249° to GESSE, continue climb-in-hold to 9000.
*Missed approach requires minimum climb of 418' per NM to 2400.

AWOS-3P 118.1	AJC/PAJC AWOS-3P 135.75	ANCHORAGE CENTER 125.35 346.3	CTAF 122.90
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 WAREX ECAU GEYED 4100 2600 3.43 TCH 28 024° 032° 5 NM 6.8 NM 0.2 9000 ZOLOP tr 249° GESSE					
CATEGORY	A		B	C	D
LNAV MDA*	1360-1¼ 1330 (1400-1¼)		1360-1½ 1330 (1400-1½)	1360-3	1330 (1400-3)
LNAV MDA	2080-1¼ 2050 (2100-1¼)		2080-1½ 2050 (2100-1½)	2080-3	2050 (2100-3)
CIRCLING	2080-1¼ 2050 (2100-1¼)		2080-1½ 2050 (2100-1½)	2160-3 2130 (2200-3)	NA



PERRYVILLE, ALASKA
Amdt 1B 11JUL24

55°54'N-159°10'W

PERRYVILLE (PEV) (PAPE)

RNAV (GPS) RWY 2

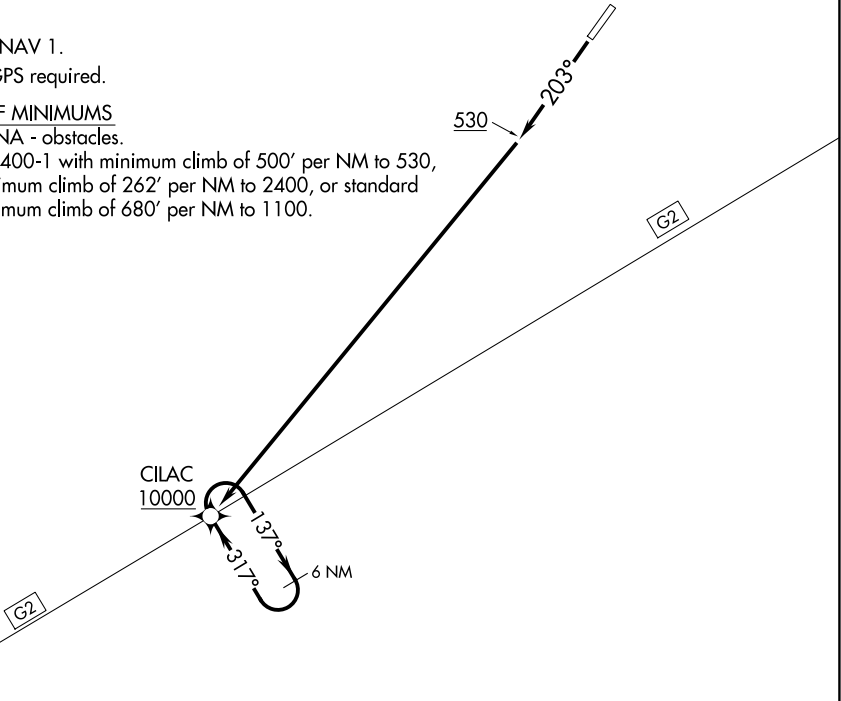
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE CENTER
125.35 346.3
CTAF
122.9

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 2: NA - obstacles.
Rwy 20: 400-1 with minimum climb of 500' per NM to 530,
then minimum climb of 262' per NM to 2400, or standard
with minimum climb of 680' per NM to 1100.



TAKEOFF OBSTACLE NOTES

Rwy 20: Tree 52' from DER, 264' right of centerline, 50' AGL/67' MSL.
Trees beginning 83' from DER, 17' right of centerline, up to 50' AGL/99' MSL.
Trees beginning 103' from DER, 190' left of centerline, up to 50' AGL/50' MSL.
Trees beginning 549' from DER, 86' left of centerline, up to 50' AGL/64' MSL.
Vehicle 1567' from DER, 156' left of centerline, 15' AGL/64' MSL.
Tree 1690' from DER, 54' left of centerline, 50' AGL/70' MSL.
Trees beginning 1937' from DER, 35' right of centerline, up to 50' AGL/149' MSL.
Tree 2385' from DER, 125' left of centerline, 50' AGL/90' MSL.
Tree 2633' from DER, 301' left of centerline, 50' AGL/100' MSL.
Trees beginning 2666' from DER, 303' right of centerline, up to 50' AGL/249' MSL.
Tree 2831' from DER, 21' left of centerline, 50' AGL/113' MSL.
Trees beginning 2850' from DER, 322' left of centerline, up to 50' AGL/149' MSL.
Trees beginning 4867' from DER, 1170' left of centerline, up to 50' AGL/349' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 203° to 530, then climb direct CILAC to at/above 10000, continue climb in CILAC holding pattern to at/above 10000 before proceeding on assigned route.

PETERSBURG, ALASKA

AL-5619 (FAA)

25331

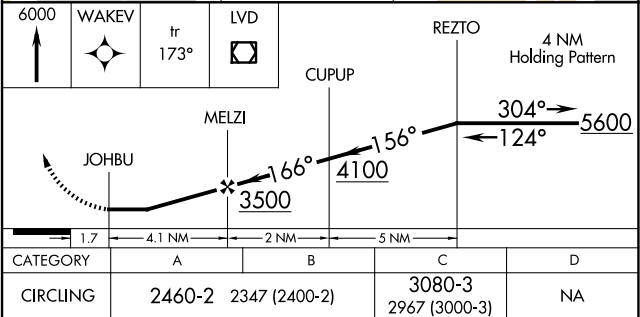
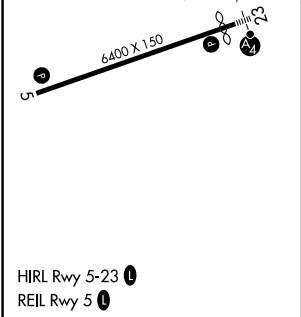
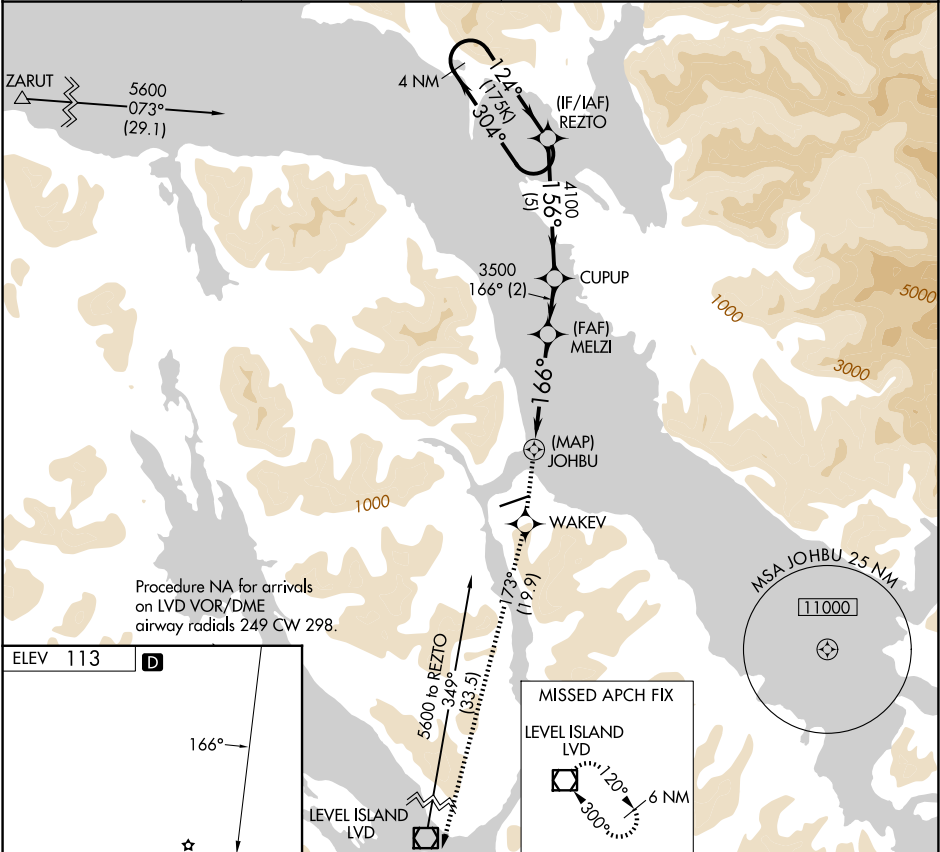
APP CRS	Rwy Ldg	N/A
166°	TDZE	N/A
	Apt Elev	113

RNAV (GPS)-B

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

⚠ When local altimeter setting not received, use Wrangell altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. ❄ -10°C	MISSED APPROACH: Climb to 6000 direct WAKEV and on track 173° to LVD VOR/DME and hold, continue climb-in-hold to 6000.
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AWOS-3P 125.8	ANCHORAGE CENTER 118.0	SITKA RADIO 122.35	CTAF 122.5
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PETERSBURG, ALASKA
Amdt 1A 12DEC13

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)
56°48'N-132°57'W

RNAV (GPS)-B

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

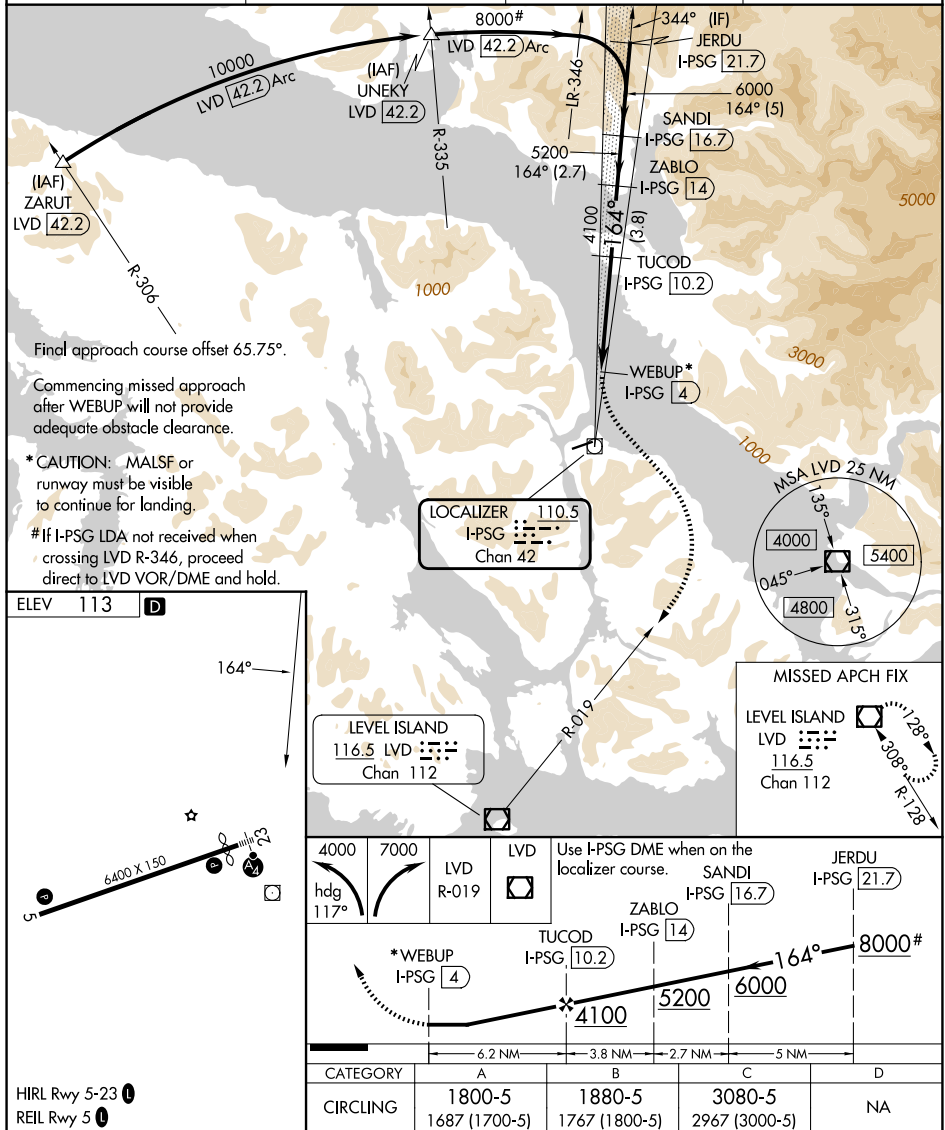
LOC/DME I-PSG <u>110.5</u> Chan 42	APP CRS 164°	Rwy Ldg TDZE Apt Elev	N/A N/A 113
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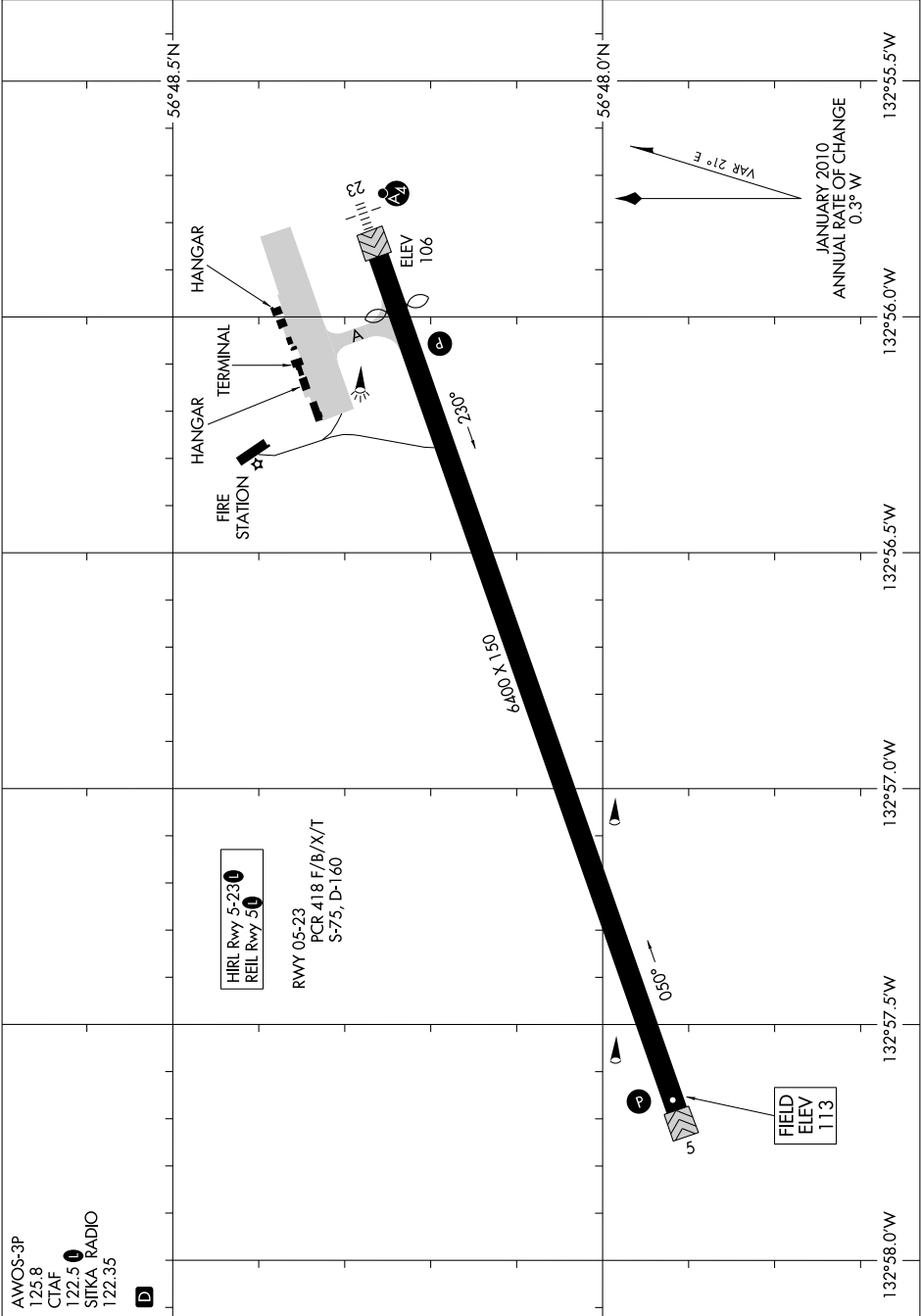
LDA-D
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

DME required.	
   -10°C	Circling NA southeast of Rwy 5-23. Circling Rwy 5 NA at night. When local altimeter setting not received, use WRG/PAWG altimeter setting and increase all MDAs 80 feet.

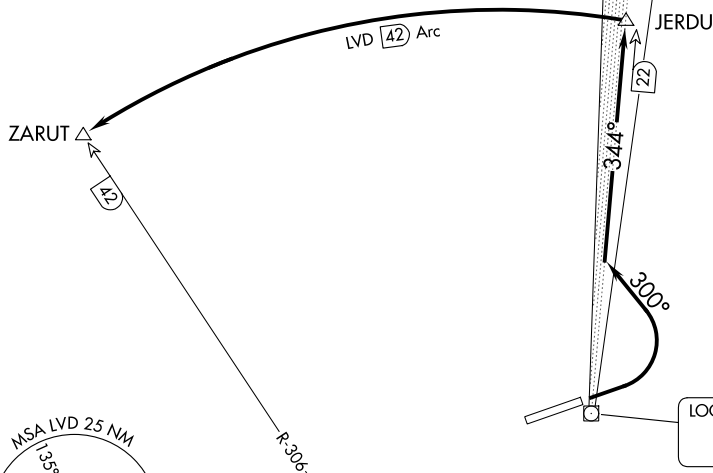
MISSED APPROACH: Climbing left turn to 4000 on heading 117° then climbing right turn to 7000 on LVD VOR/DME R-019 to LVD VOR/DME and hold, continue climb-in-hold to 7000.

AWOS-3P 125.8	ANCHORAGE CENTER 118.0	SITKA RADIO 122.35	CTAF 122.5
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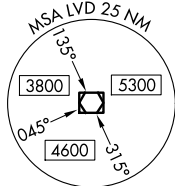


ANCHORAGE CENTER
118.0
SITKA RADIO
122.35
CTAF
122.5



LOCALIZER .. 110.5
I-PSG ::-:
Chan 42

LEVEL ISLAND
116.5 LVD 
Chn 112



Rwy 23: 6400-3 for climb in visual conditions.

Rwy 5: Multiple trees beginning 883' from DER, 560' left of centerline, up to 65' AGL/144' MSL.
Multiple trees beginning 170' from DER, 353' right of centerline, up to 100' AGL/193' MSL.
Navaid light 10' from DER, 55' left of centerline, 3' AGL/107' MSL.
Navaid light 10' from DER, 55' right of centerline, 3' AGL/107' MSL.

Rwy 23: Multiple trees beginning 896' from DER, 199' left of centerline, up to 58' AGL/177' MSL.
Multiple trees beginning 532' from DER, 559' right of centerline, up to 122' AGL/240' MSL.
Fence 801' from DER, 178' left of centerline, up to 8' AGL/146' MSL.

NOTE: Chart not available.

NOTE: Chart not to scale.

... climb to MEA for direction of flight. Expect filed altitude 10 minutes after departure.

(HAART1.HAART) 26246

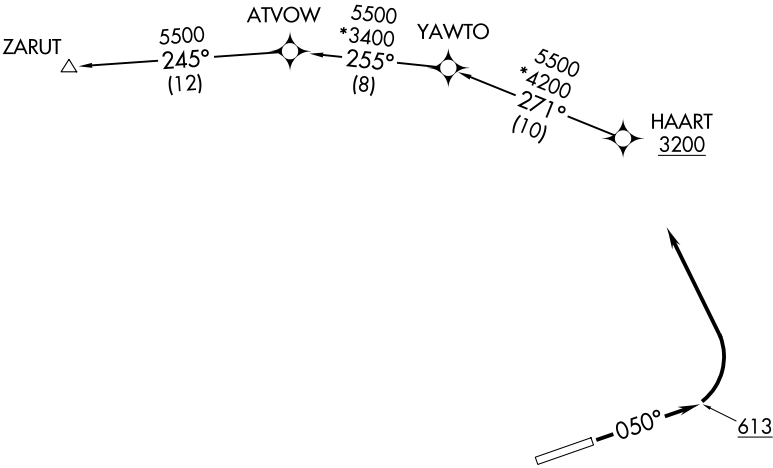
HAART ONE DEPARTURE (RNAV)

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)
AL-5619 (FAA)
PETERSBURG, ALASKA

ANCHORAGE CENTER
118.0
SITKA RADIO
122.35
CTAF
122.5

RNAV 1 - GPS.

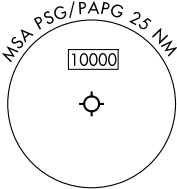
TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwy 23: NA - Obstacles.

Rwy 5: Standard with minimum climb of 500'/NM to 613,
then minimum climb of 284'/NM to 1600.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° to 613 then left turn direct HAART, cross HAART at or above 3200, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ZARUT TRANSITION (HAART1.ZARUT)

HAART ONE DEPARTURE (RNAV)

(HAART1.HAART) 03SEP26

PETERSBURG, ALASKA
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

APP CRS 073°	Rwy Ldg	3280
	TDZE	57
	Apt Elev	57

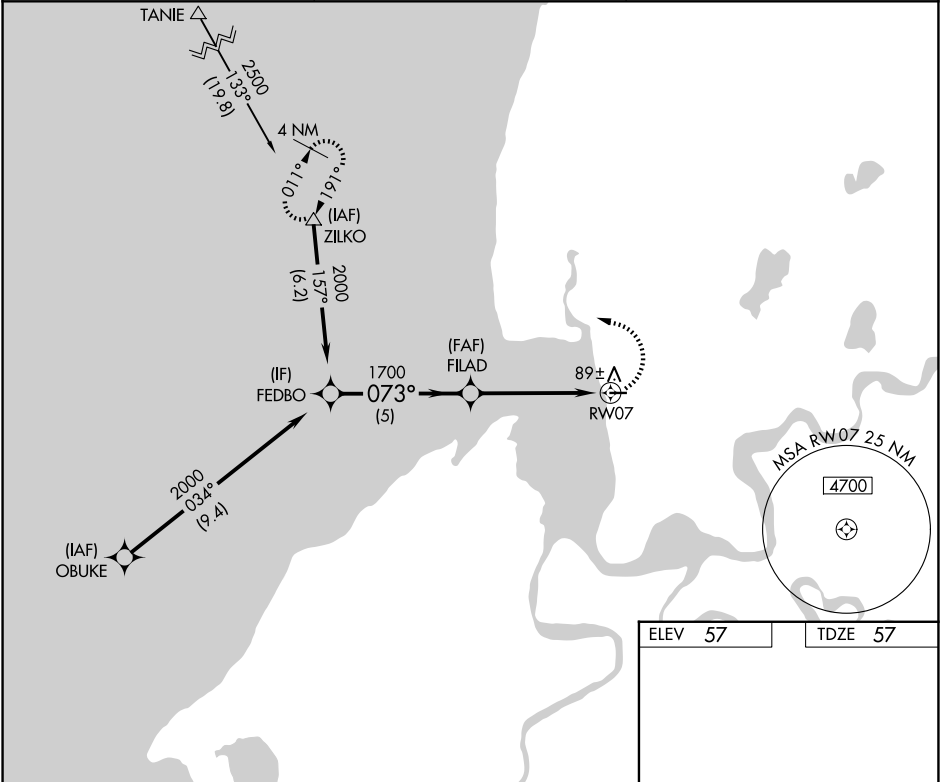
RNAV (GPS) RWY 7

PILOT POINT (PNP)(PAPN)

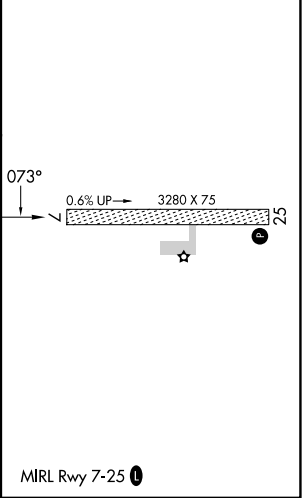
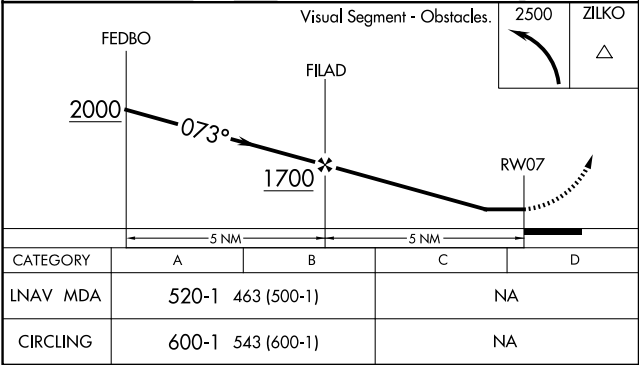
DME/DME RNP-0.3 NA. When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climbing left turn to 2500 direct ZILKO and hold.

AWOS-3P 118.375	ANCHORAGE CENTER 132.9 288.3	CTAF 122.9 0
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ELEV 57	TDZE 57
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ANCHORAGE CENTER
132.9 288.3

ZILKO
3000



FILAD



WOBES

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: For use by Cat A and B aircraft only.

NOTE: Rwy 7: Do not exceed 200K until ZILKO WP.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, thence. . . .

TAKEOFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, thence. . . .

. . . . via assigned route or further clearance.

PLATINUM, ALASKA

AL-9446 (FAA)

26190

WAAS CH 86640 W14A	APP CRS 144°	Rwy Ldg TDZE Apt Elev	5000 18 18
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RNAV (GPS) RWY 14

PLATINUM (PTU)(PAPM)

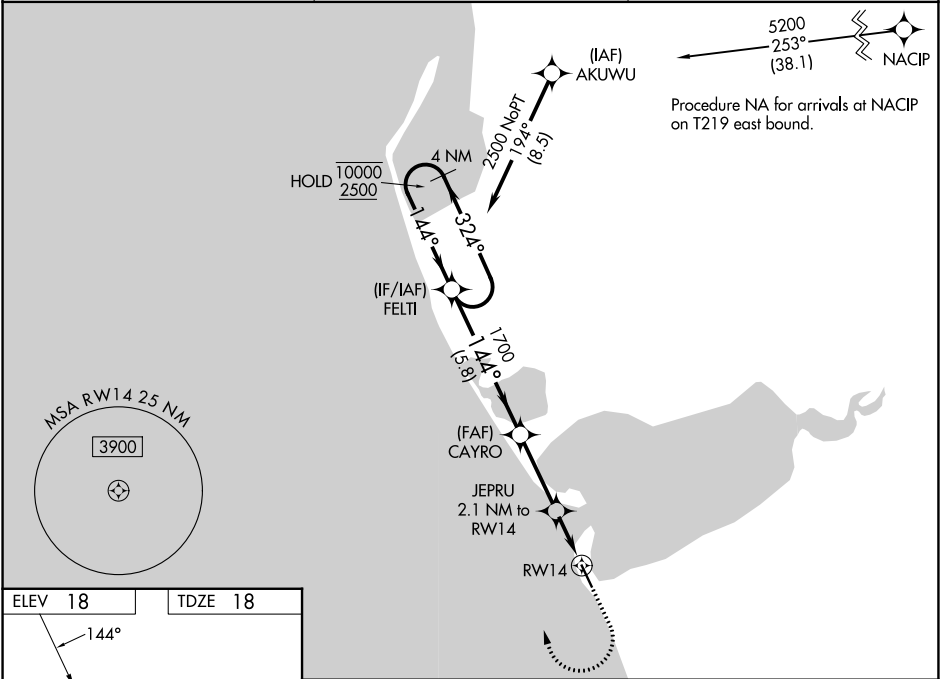
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using TOG/PATG altimeter setting. When local altimeter setting not received, use TOG/PATG altimeter setting and increase LPV DA to 371 feet; increase LNAV/VNAV DA to 424 feet and all visibilities 1/8 SM; increase all MDAs 120 feet and increase LNAV and Circling Cat C visibility 1/4 SM.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 direct FELTI and hold.

AWOS-3P 118.375	ANCHORAGE CENTER 124.2 251.1	UNICOM 122.8 (CTAF) 0
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ELEV 18

TDZE 18

144°

500 X 75

32

MIRL Rwy 14-32 0

4 NM Holding Pattern				500	2500	FELTI
10000 ← 324° 2500 → 144°						
GP 3.00° TCH 40				JEPRU 2.1 NM to RWY 14 1.1 NM to RWY 14 RWY 14		
5.8 NM				3 NM		
1.1 NM				1.1 NM		
CATEGORY	A	B	C	D		
LPV DA	268-1		250 (300-1)		NA	
LNAV/VNAV DA	321-1		303 (400-1)		NA	
LNAV MDA	400-1		382 (400-1)		400-1 1/8 382 (400-1 1/8)	
CIRCLING	460-1 442 (500-1)		480-1 462 (500-1)		520-1 1/2 502 (600-1 1/2)	
					NA	

PLATINUM, ALASKA
Amdt 3 09JUL26

59°01'N-161°50'W

PLATINUM (PTU)(PAPM)

RNAV (GPS) RWY 14

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53347 W03A	APP CRS 030°	Rwy Ldg 4000 TDZE 21 Apt Elev 21
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RNAV (GPS) RWY 3

POINT HOPE (PHO) (PAPO)

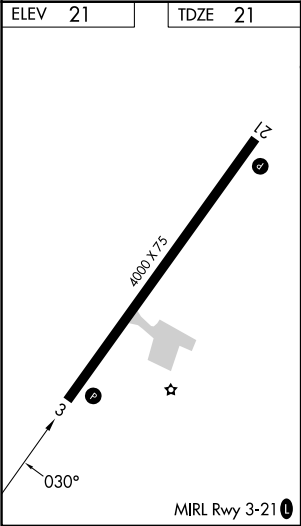
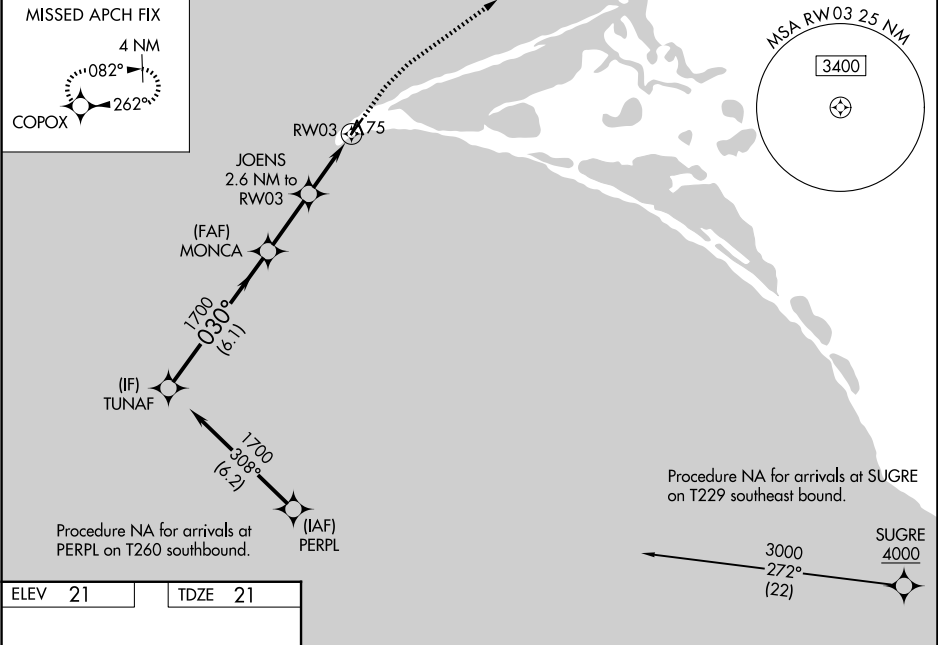
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 3 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using LUR/PALU altimeter setting. When local altimeter setting not received, use LUR/PALU altimeter setting and increase LPV DA to 303 feet; increase LNAV/VNAV DA to 353 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 500 then climbing right turn to 3300 direct COPOX and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO 122.25	CTAF 122.8 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).

500

3300

COPOX

TUNAF

1700

GP 3.00° TCH 40

030°

MONCA

1700

2.6 NM to RW03

JOENS

0.9 NM to RW03

RW03

6.1 NM

2.5 NM

1.7 NM

0.9

CATEGORY	A	B	C	D
LPV DA	221-1 200 (200-1)			
LNAV/VNAV DA	271-1 250 (300-1)			
LNAV MDA	340-1 319 (400-1)			
CIRCLING	380-1 359 (400-1)	480-1 459 (500-1)	480-1½ 459 (500-1½)	580-2 559 (600-2)

POINT HOPE, ALASKA

AL-6685 (FAA)

26246

WAAS CH 99347 W21A	APP CRS 210°	Rwy Ldg 4000 TDZE 21 Apt Elev 21
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RNAV (GPS) RWY 21

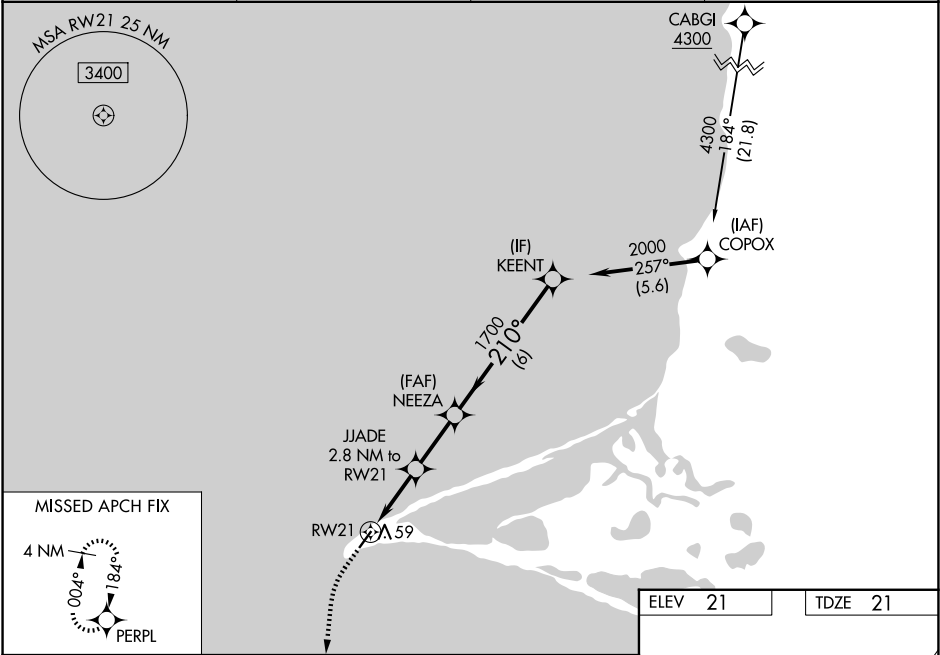
POINT HOPE (PHO) (PAPO)

RNP APCH - GPS.

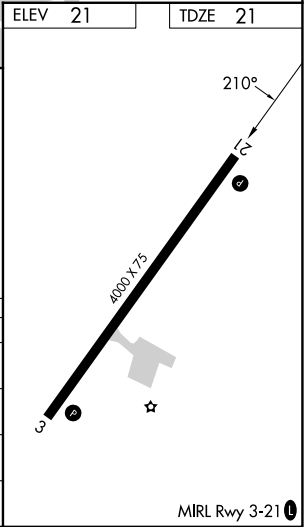
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 21 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using LUR/PALU altimeter setting. When local altimeter setting not received, use LUR/PALU altimeter setting and increase LPV DA to 303 feet; increase LNAV/VNAV DA to 353 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct PERPL and hold, continue climb-in-hold to 3000.

AWOS-3P 118.325	ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO 122.25	CTAF 122.8 0
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700		3000	PERPL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).		KEENT
RW21		JJADE 2.8 NM to RW21	NEEZA	1700	210°	2000
0.9 NM to RW21				1700		
940						GP 3.00° TCH 40
0.9		1.9 NM	2.4 NM	6 NM		
CATEGORY	A	B	C	D		
LPV DA	221-1		200 (200-1)			
LNAV/VNAV DA	271-1		250 (300-1)			
LNAV MDA	320-1		299 (300-1)			
CIRCLING	380-1 359 (400-1)	480-1 459 (500-1)	480-1½ 459 (500-1½)	580-2 559 (600-2)		



POINT HOPE, ALASKA
Orig-A 02OCT25

68°21'N-166°48'W

POINT HOPE (PHO) (PAPO)

RNAV (GPS) RWY 21

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
270°

Rwy Ldg
TDZE
Apt Elev
21

N/A
N/A
21

RNAV (GPS)-A

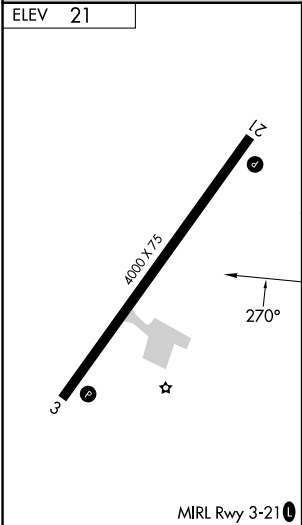
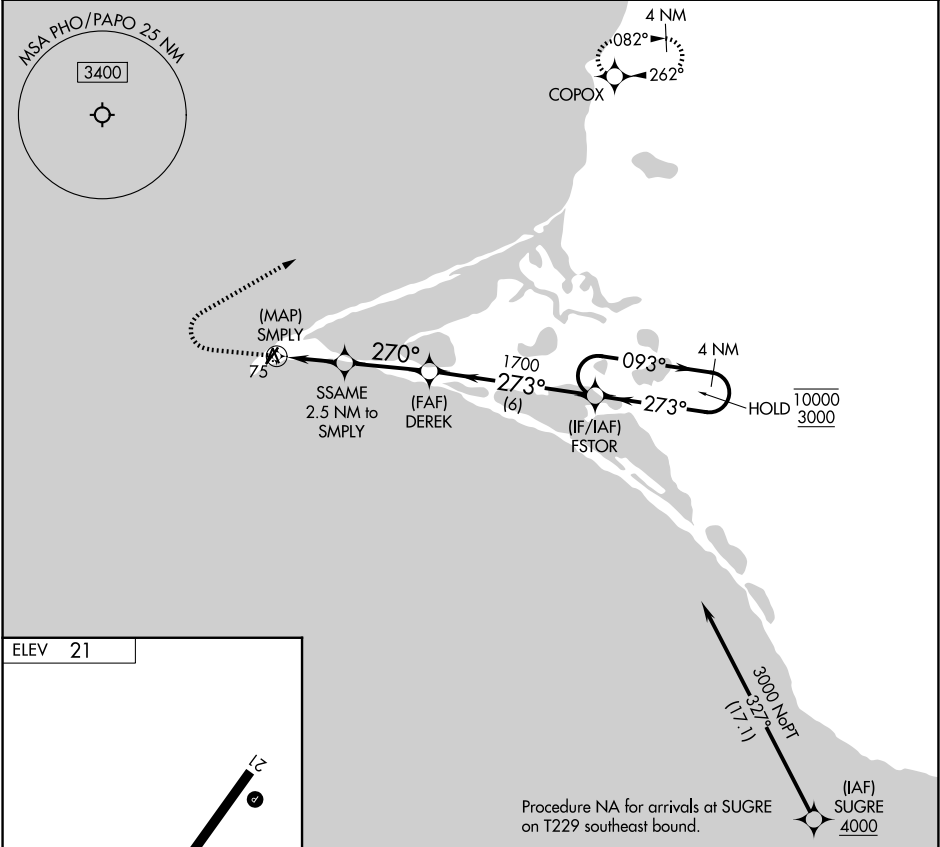
POINT HOPE (PHO) (PAPO)

▼

When local altimeter setting not received, use LUR/PALU altimeter setting and increase all MDAs 100 feet. Rwy 3 and 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 3300 direct COPOX and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO 122.25	CTAF 122.8 0
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500	3300	COPOX	FSTOR	4 NM Holding Pattern
SSAME 2.5 NM to SPLY	DEREK	FSTOR	093° → 10000 ← 273° 3000	
SPLY	270°	1700	273°	
2.5 NM	3.1 NM	6 NM		
CATEGORY	A	B	C	D
CIRCLING	380-1 359 (400-1)	480-1 459 (500-1)	480-1½ 459 (500-1½)	580-2 559 (600-2)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

POINT LAY, ALASKA

AL-2303 (FAA)

25219

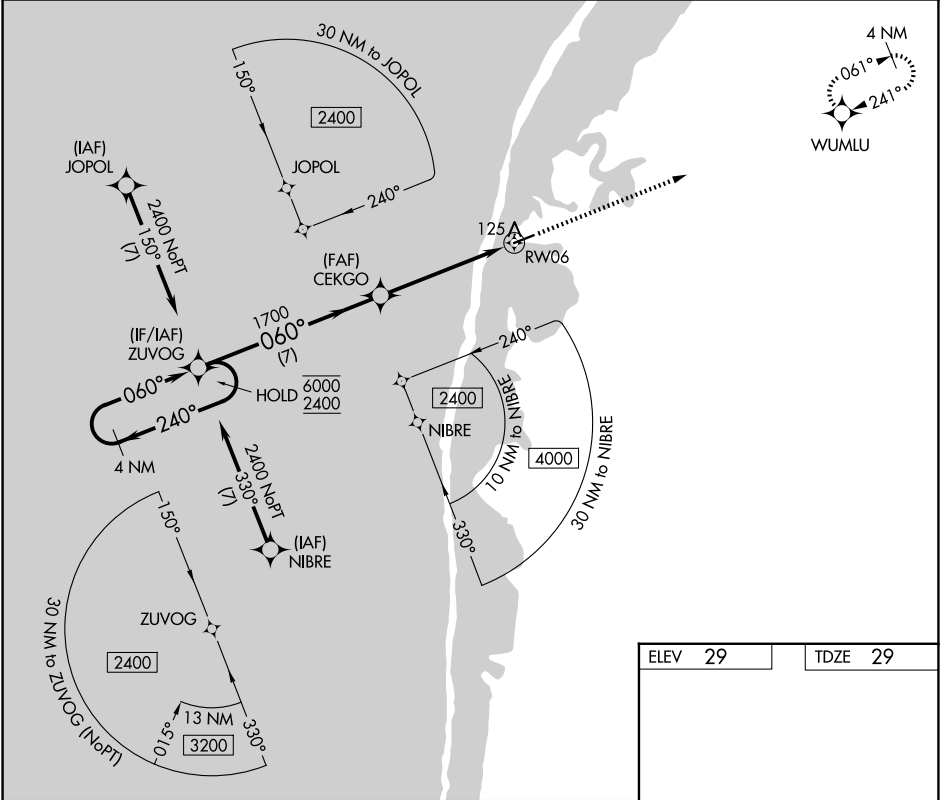
APP CRS	Rwy Ldg	4500
060°	TDZE	29
	Apt Elev	29

RNAV (GPS) RWY 6

POINT LAY LRRS (PIZ) (PPIZ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct WUMLU and hold.
33 -33°C When local altimeter setting not received, procedure NA.	

AWOS-3P 135.65	ANCHORAGE CENTER 119.65 363.25	BARROW RADIO 122.4	CTAF 122.8 0
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ZUVOG		CEKGO		2400	WUMLU
4 NM Holding Pattern		3.00° TCH 35		1 NM to RW06	RW06
6000 2400		1700		RW06	
240°		060°		060°	
7 NM		4.2 NM		1 NM	
CATEGORY	A	B	C	D	
LNVA MDA	380-1	351 (400-1)		NA	
CIRCLING	440-1 411 (500-1)	480-1 451 (500-1)	480-1½ 451 (500-1½)	NA	

ELEV 29

TDZE 29

MIRL Rwy 6-24 0

REIL Rwys 6 and 24 0

POINT LAY, ALASKA
Amdt 2 07AUG25

69°44'N-163°00'W

POINT LAY LRRS (PIZ) (PPIZ)
RNAV (GPS) RWY 6

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS 241°	Rwy Ldg 4500 TDZE 24 Apt Elev 29
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RNAV (GPS) RWY 24

POINT LAY LRRS (PIZ)(PPIZ)

RNP APCH - GPS.	
-----------------	--

-33°C

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2400 direct ZUVOG and hold.

AWOS-3P 135.65	ANCHORAGE CENTER 119.65 363.25	BARROW RADIO 122.4	CTAF 122.8 0
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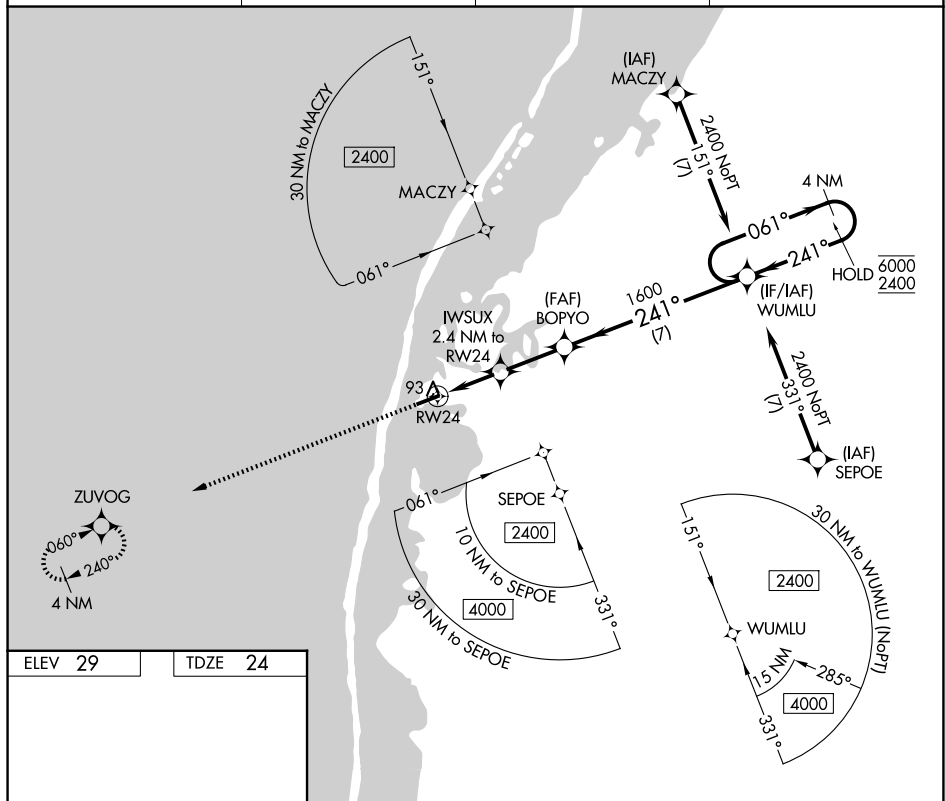


Diagram illustrating the MIRA 6-24 holding pattern. The pattern is a 4 NM holding pattern. The diagram shows the runway (4500 x 100) and the holding pattern (4 NM). The holding pattern is established at the end of the runway, with a 1.1 NM distance to RW24 and a 1.3 NM distance to the next fix. The holding pattern is a 4 NM holding pattern. The diagram also shows the 241° heading and the 4500 x 100 ft runway dimensions.

MIRA 6-24
 REIL Rwy 6 and 24

PORT ALSWORTH, ALASKA

AL-11796 (FAA)

25219

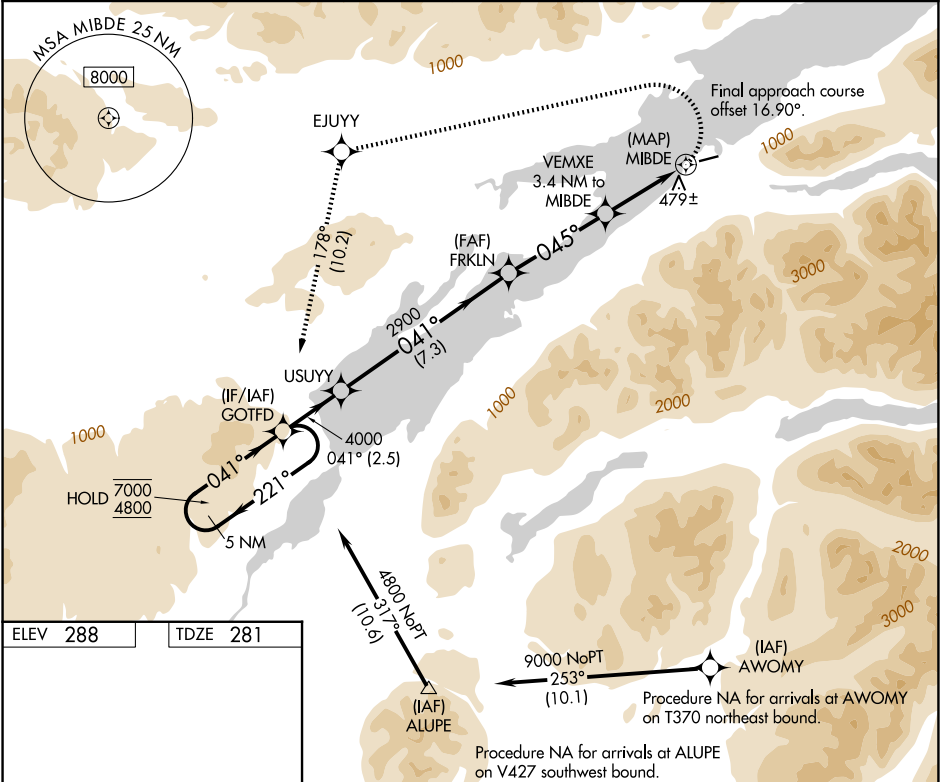
APP CRS	Rwy Ldg	3849
045°	TDZE	281
	Apt Elev	288

RNAV (GPS) RWY 6R

WILDER RUNWAY (Ø5K)(PAKX)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 4800 direct EJUY and on track 178° to GOTFD and hold, continue climb-in-hold to 4800.
Procedure NA at night. Rwy 6R helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 6R-24L. -18°C	

AWOS-3P 118.025	ANCHORAGE CENTER 118.8 351.8	CTAF 122.9
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ELEV 288 TDZE 281		5 NM Holding Pattern GOTFD		Visual Segment - Obstacles.		4800	EJUY	tr 178°	GOTFD
045°		7000 4800		221° 041°		4000	FRKLN	VEMXE 3.4 NM to MIBDE	MIBDE
3849 X 100		0.43° UP		2900		045°	1580		
		2.5 NM		7.3 NM		4.1 NM		3.4 NM	
CATEGORY		A		B		C		D	
LNAV MDA		860-1		579 (600-1)		NA		NA	
CIRCLING		1280-1¼		1980-1½		NA		NA	
992 (1000-1¼)		1692 (1700-1½)							

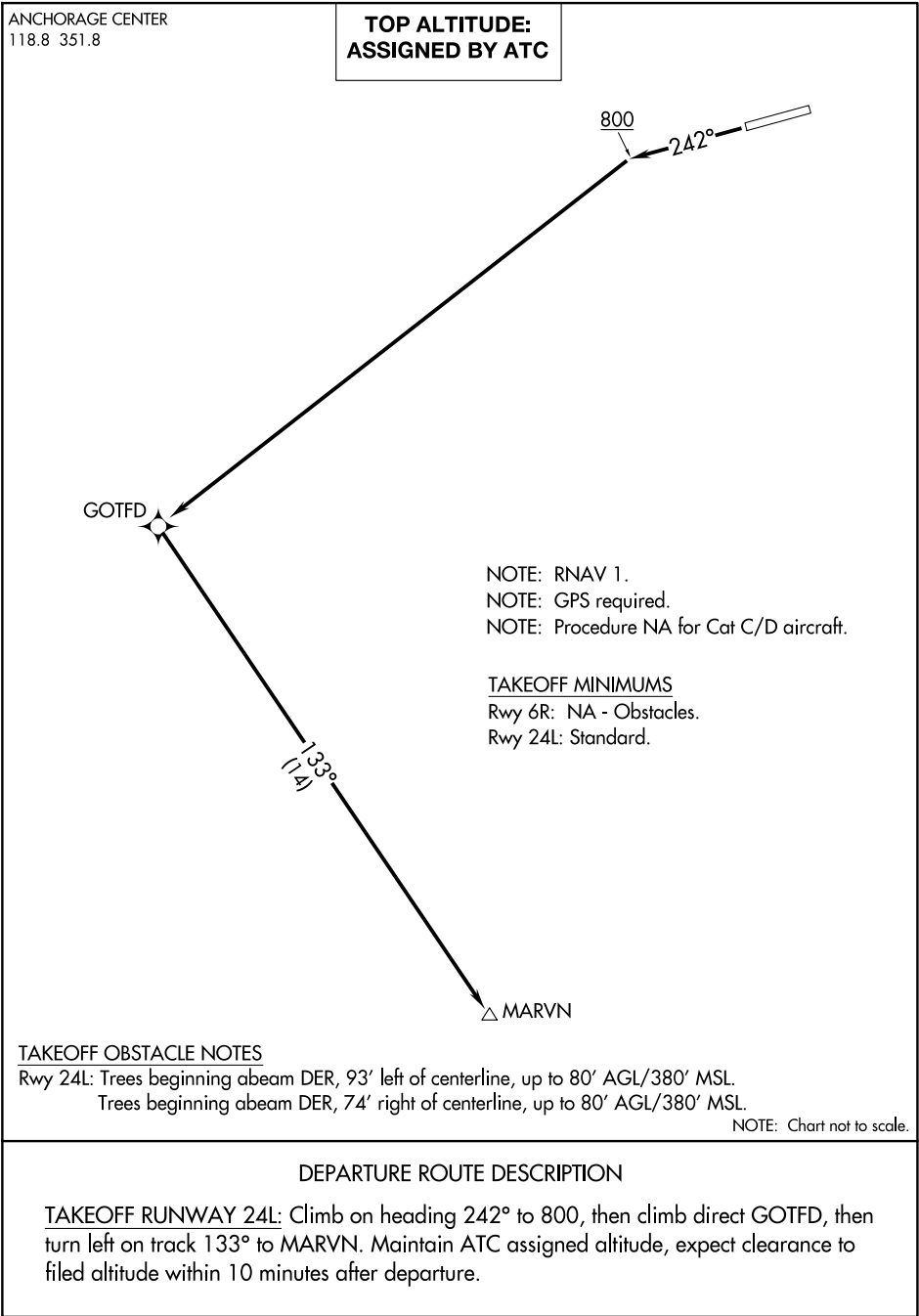
PORT ALSWORTH, ALASKA
Orig-A 16MAY24

60°12'N-154°19'W

WILDER RUNWAY (Ø5K)(PAKX)
RNAV (GPS) RWY 6R

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



PORT HEIDEN, ALASKA

AL-1240 (FAA)

25219

RNAV (GPS) RWY 6

PORT HEIDEN (PTH)(PAPH)

APP CRS 058°	Rwy Ldg TDZE Apt Elev	5000 93 95
------------------------	-----------------------------	---------------------------------------

RNP APCH.

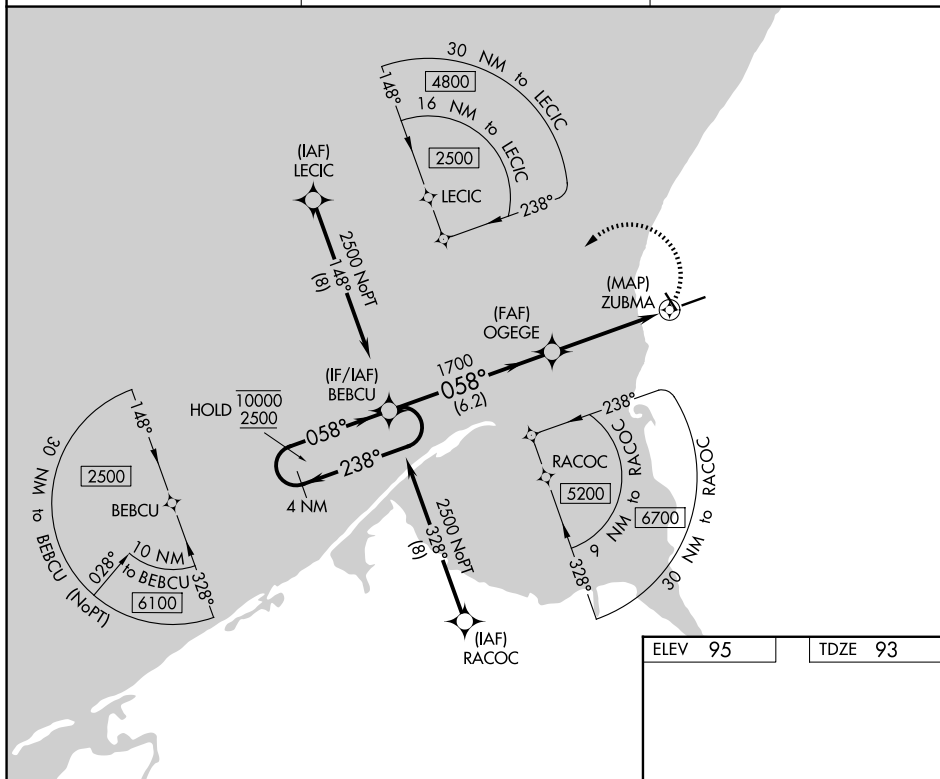
▼
▲ Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2500 direct
BEBCU and hold.

AWOS-3P
135.4

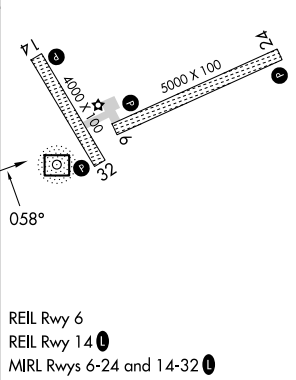
ANCHORAGE CENTER
132.9 288.3

CTAF
122.8 0



ELEV 95 TDZE 93

	BEBCU		OGE		ZUBMA	
	4 NM Holding Pattern		3.00° TCH 31		058°	
	10000		2500		1700	
	238°		058°		058°	
	6.2 NM		4.5 NM		0.5 NM	
CATEGORY	A	B	C	D		
RNAV MDA	500-1	407 (500-1)	500-1½	407 (500-1½)		
CIRCLING	500-1	560-1	560-1½	700-2		
	405 (500-1)	465 (500-1)	465 (500-1½)	605 (700-2)		



PORT HEIDEN, ALASKA

Amdt 1 05DEC19

56°58'N-158°38'W

PORT HEIDEN (PTH)(PAPH)

RNAV (GPS) RWY 6

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
135°

Rwy Ldg
TDZE
Apt Elev

4000
85
95

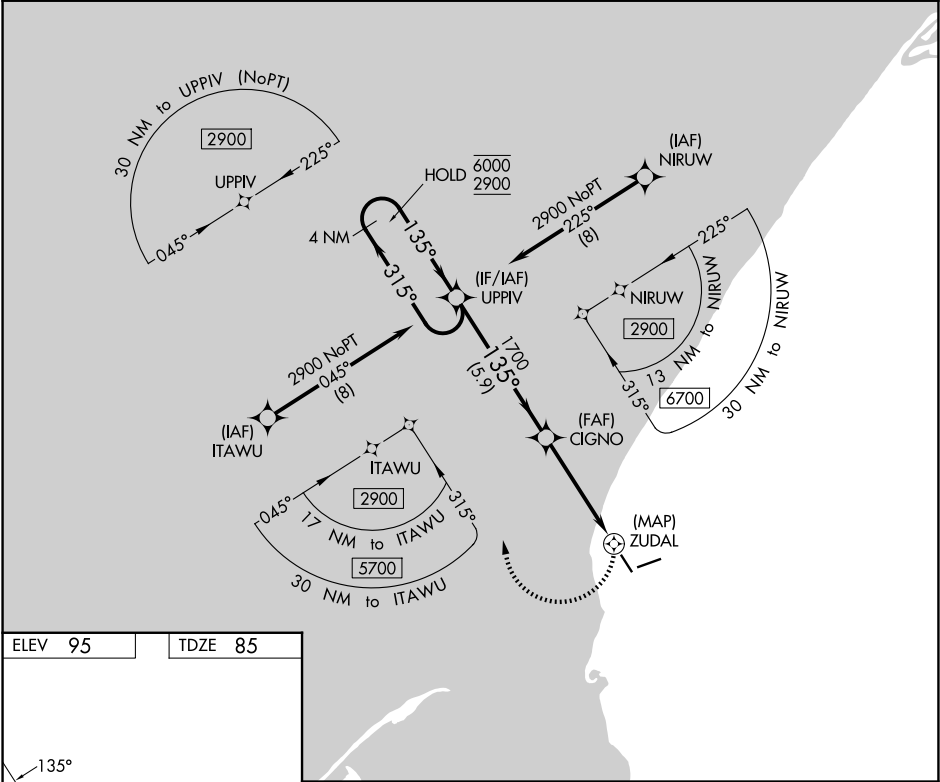
RNAV (GPS) RWY 14
PORT HEIDEN (PTH)(PAPH)

RNP APCH.

Rwy 14 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2900 direct UPPIV and hold, continue climb-in-hold to 2900.

AWOS-3P 135.4	ANCHORAGE CENTER 132.9 288.3	CTAF 122.8 0
------------------	---------------------------------	-----------------



ELEV 95

TDZE 85

135°

400 X 100

5000 X 100

32

6

4 NM Holding Pattern

UPPIV

6000 2900

315° 135°

1700

CIGNO

3.00° TCH 30

ZUDAL

5.9 NM 4.5 NM 0.5

2900

UPPIV

CATEGORY	A	B	C	D
LNAV MDA	500-1	415 (500-1)	500-1 1/8	415 (500-1 1/8)
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1 1/2 465 (500-1 1/2)	700-2 605 (700-2)

REIL Rwy 6

REIL Rwy 14 0

MIRL Rwy 6-24 and 14-32 0

(ITAWU2.ITAWU) 21280

AL-1240 (FAA)

PORT HEIDEN (PTH)(PAPH)

ITAWU TWO DEPARTURE (OBSTACLE) (RNAV)

PORT HEIDEN, ALASKA

AWOS-3P

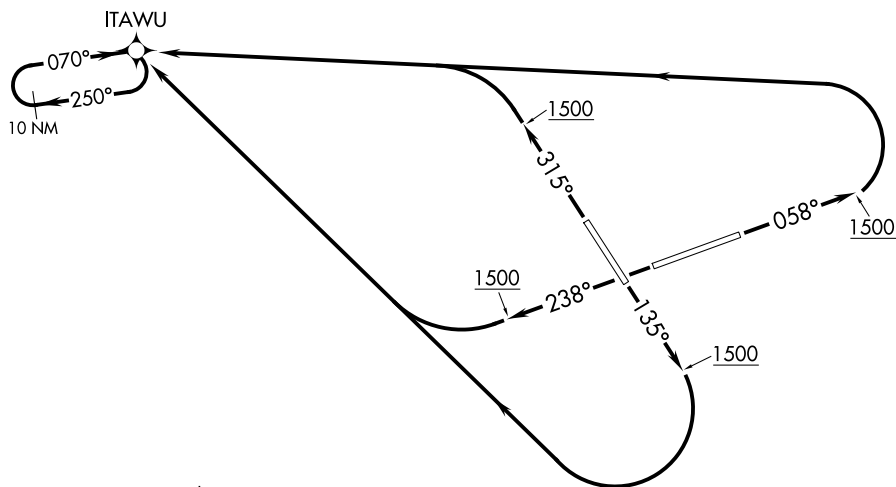
135.4

ANCHORAGE CENTER

132.9 288.3

CTAF

122.8



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwys 6, 14, 24, 32: Standard

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 058° to 1500, then climbing left turn to 3000 direct ITAWU and hold. Thence . . .

TAKEOFF RUNWAY 14: Climb on heading 135° to 1500, then climbing right turn to 3000 direct ITAWU and hold. Thence . . .

TAKEOFF RUNWAY 24: Climb on heading 238° to 1500, then climbing right turn to 3000 direct ITAWU and hold. Thence . . .

TAKEOFF RUNWAY 32: Climb on heading 315° to 1500, then climbing left turn to 3000 direct ITAWU and hold. Thence . . .

. . . continue climb in holding pattern to at or above 10000 before proceeding on course.

ITAWU TWO DEPARTURE (OBSTACLE) (RNAV)

PORT HEIDEN, ALASKA

(ITAWU2.ITAWU) 10SEP20

PORT HEIDEN (PTH)(PAPH)

WAAS
CH **99311**
W12A

APP CRS
123°

Rwy Ldg **4000**
TDZE **42**
Apt Elev **42**

RNAV (GPS) RWY 12

QUINHAGAK (AQH) (PAQH)

RNP APCH.

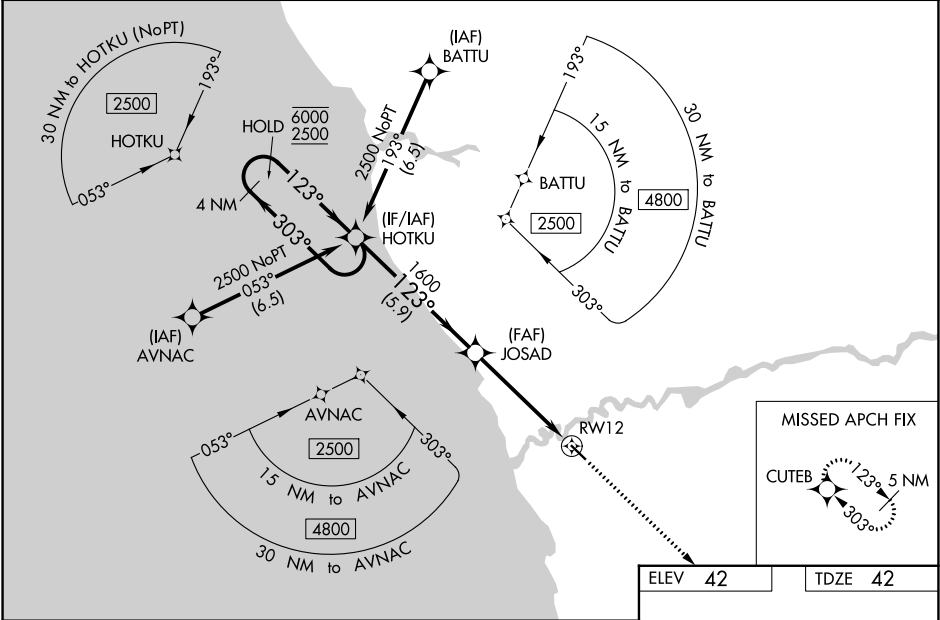
▼

▲

Procedure NA at night. Baro-VNAV and VDP NA when using Kipnuk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Kipnuk altimeter setting and increase all DA and MDA 160 feet; increase LPV all Cats visibility and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C, D visibility ⅜ SM, increase Circling Cat C visibility ½ SM, increase Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 5200 direct CUTEB and hold, continue climb-in-hold to 5200.

AWOS-3P 121.575	ANCHORAGE CENTER 125.2 372.0	KENAI RADIO 122.1	CTAF 122.8
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4 NM Holding Pattern

HOTKU

JOSAD

5200

CUTEB

*LNAV only.

123°

1600

1600

1.4 NM to RWY 12

RWY 12

5.9 NM

3.4 NM

1.4 NM

GP 3.00°
TCH 35

CATEGORY	A	B	C	D
LPV DA	292-1 250 (300-1)			
LNAV/VNAV DA	292-1 250 (300-1)			
LNAV MDA	500-1 458 (500-1)	500-1⅜ 458 (500-1⅜)		
CIRCLING	500-1 458 (500-1)	580-1½ 538 (600-1½)	600-2 558 (600-2)	

MIRL Rwy 12-30

RNAV (GPS) RWY 30
QUINHAGAK (AQH) (PAQH)

QUINHAGAK (AQH) (PAQH)
RNAV (GPS) RWY 30

AK, 03 SEP 2026 to 29 OCT 2026

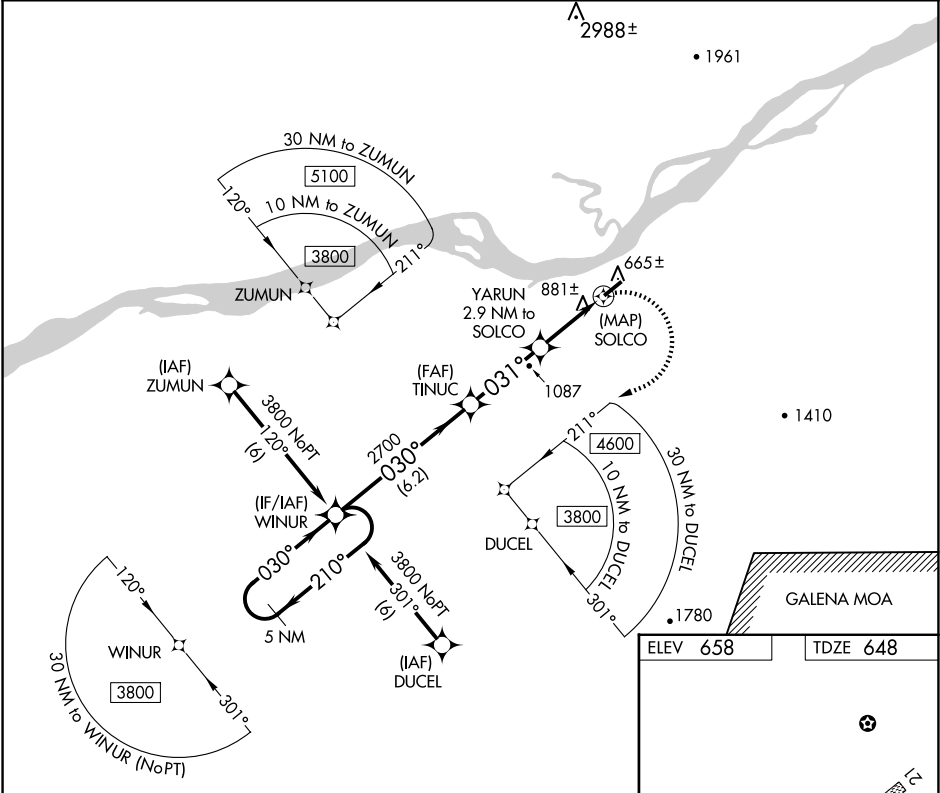
APP CRS	Rwy Idg	4000
031°	TDZE	648
	Apt Elev	658

RNAV (GPS) RWY 3

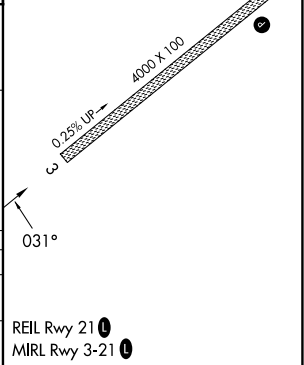
RUBY (RBY) (PARY)

When local altimeter setting not received, use Galena altimeter setting and increase all MDA 340 feet and all visibilities ¾ SM. DME/DME RNP-0.3 NA. Rwy 3 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 3800 direct WINUR and hold.
--	--

AWOS-3P 118.25	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.25	CTAF 122.8
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5 NM Holding Pattern		Visual Segment - Obstacles.		3800	WINUR
3800 ← 210°		TINUC		WINUR	
030° →		YARUN 2.9 NM to SOLCO		SOLCO	
030°		2700		1800	
031°		6.2 NM		3.2 NM	2.9 NM
CATEGORY		A	B	C	D
LNAV MDA		1260-1	612 (700-1)	1260-1¾ 612 (700-1¾)	NA
CIRCLING		1260-1 602 (700-1)	1400-1 742 (800-1)	1400-2¼ 742 (800-2¼)	NA



RNAV (GPS) RWY 21
RUBY (RBY) (PARY)

MISSED APPROACH: Climb to 6000 direct WEKAK and left turn via 121° track to JUNUB and via 031° track to AGIVE and hold.

Navigation chart showing a flight path from WEKAK to JUNUB. Key locations and distances include:

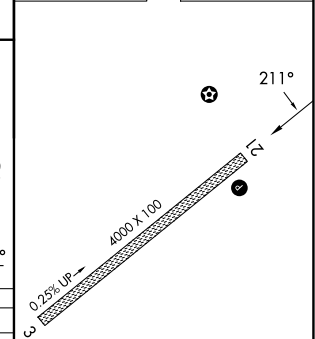
- WEKAK to RUBYO: 1087
- RUBYO to WADIN: 2800 (211°)
- WADIN to CAGEN: 4800 (211°)
- CAGEN to POYOK: 6000 (031°)
- POYOK to AGIVE: 6000 (211°)
- AGIVE to JUNUB: 1780

Other locations and distances shown:

- WEKAK to JUNUB: 1780
- WEKAK to RUBYO: 1087
- RUBYO to WADIN: 2800 (211°)
- WADIN to CAGEN: 4800 (211°)
- CAGEN to POYOK: 6000 (031°)
- POYOK to AGIVE: 6000 (211°)
- AGIVE to JUNUB: 1780
- WEKAK to RUBYO: 1087
- RUBYO to WADIN: 2800 (211°)
- WADIN to CAGEN: 4800 (211°)
- CAGEN to POYOK: 6000 (031°)
- POYOK to AGIVE: 6000 (211°)
- AGIVE to JUNUB: 1780

Chart includes a table with ELEV 658 and TDZE 658.

ELEV	658	TDZE	658
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REIL Rwy 21 **0**
MIRL Rwy 3-21 **0**

AK, 03 SEP 2026 to 29 OCT 2026

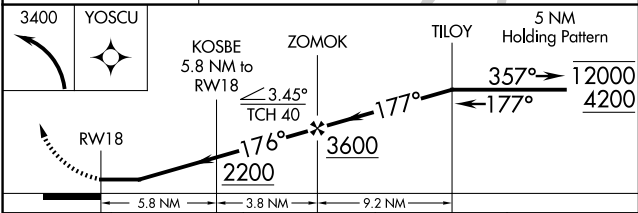
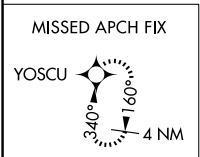
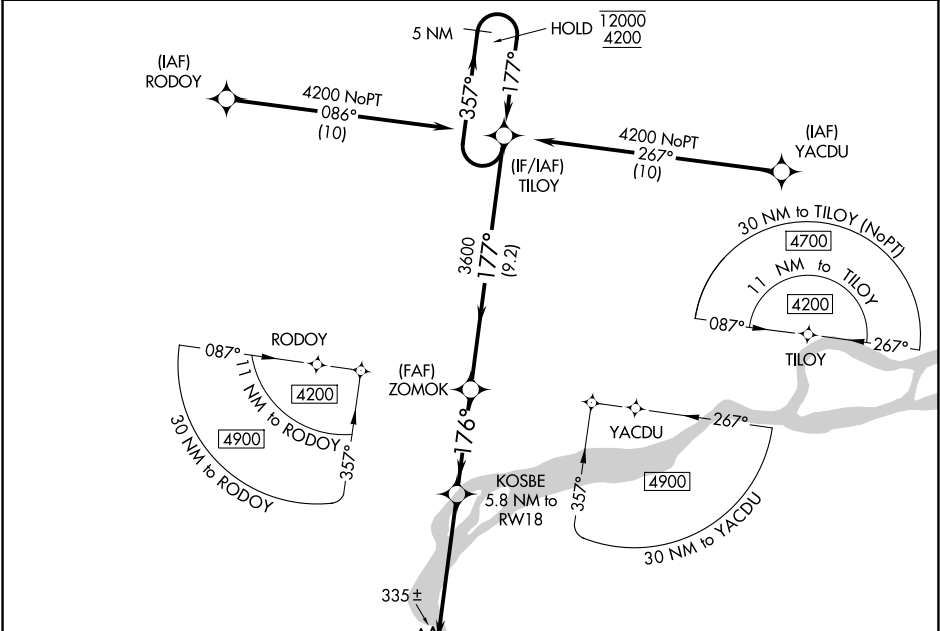
WAAS	APP CRS	Rwy Ldg	3620
CH 87142	176°	TDZE	58
W18A		Apt Elev	58

RNAV (GPS) RWY 18

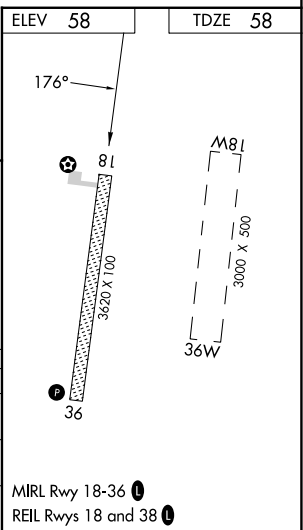
RUSSIAN MISSION (RSH)(PARS)

RNP APCH.	Rwy 18 helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-in and Circling minimums NA at night.	MISSED APPROACH: Climbing left turn to 3400 direct YOSCU and hold.
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AWOS-3P 118.375	ANCHORAGE CENTER 118.15 251.05	CTAF 122.9
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CATEGORY	A	B	C	D
LP MDA	580-1	522 (600-1)	580-1½	522 (600-1½)
LNAV MDA	660-1	602 (700-1)	660-1¾	602 (700-1¾)
CIRCLING	740-1	682 (700-1)	1120-3 1062 (1100-3)	1360-3 1302 (1400-3)



RUSSIAN MISSION, ALASKA

WAAS CH 93942 W36A	APP CRS 340°	Rwy Ldg 3620 TDZE 58 Apt Elev 58
--	------------------------	---

RNAV (GPS) RWY 36

RUSSIAN MISSION (RSH)(PARS)

RNP APCH.



Circling Rwy 18 NA at night.
Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

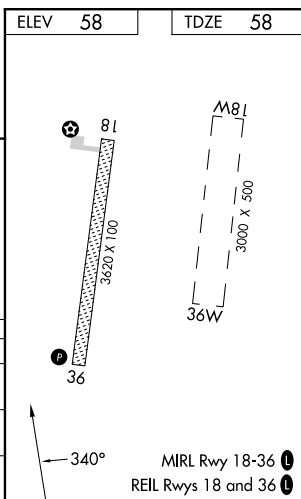
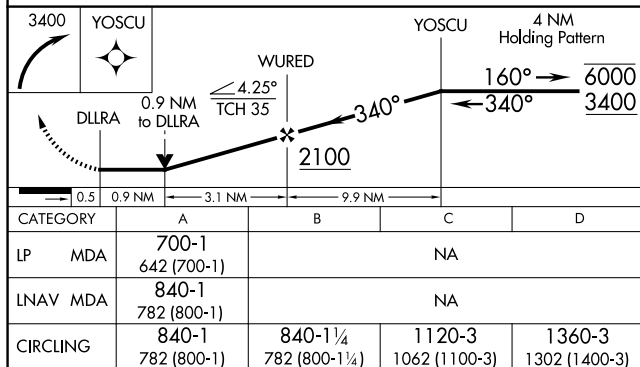
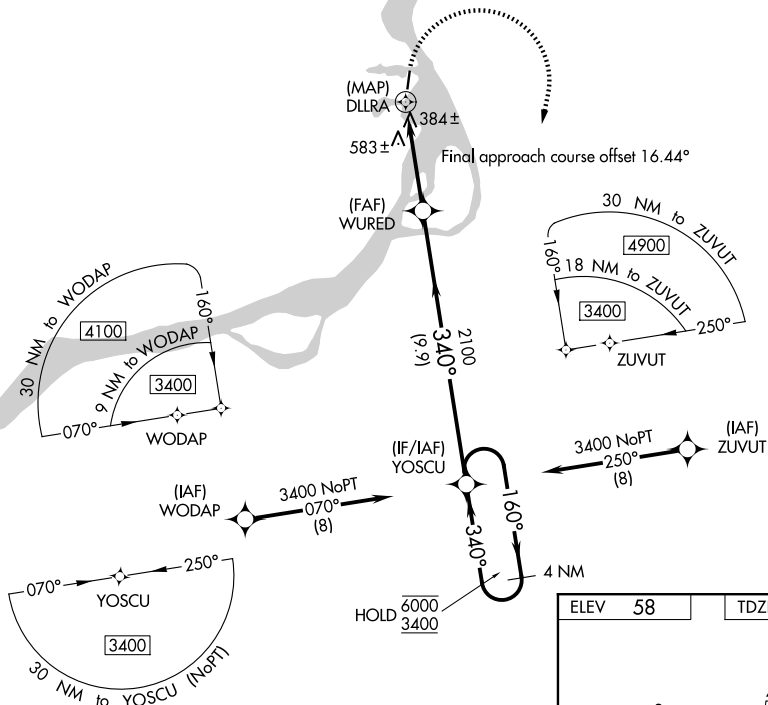
MISSED APPROACH: Climbing right turn to 3400 direct YOSCU and hold.

 -30°C

AWOS-3P
118.375

ANCHORAGE CENTER
118.15 251.05

CTAF
122.9 **L**



RUSSIAN MISSION, ALASKA

Amdt 1 20JUN19

RUSSIAN MISSION (RSH)(PARS)
RNAV (GPS) RWY 36

61°46'N-161°19'W

LOC I-PBV 110.1	APP CRS 111°	Rwy Ldg TDZE Apt Elev	4982 128 128
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 11

ST GEORGE (PBV) (PAPB)

⚠

DME from SRI NDB/DME. Simultaneous reception of I-PBV and SRI DME required. Circling NA north of Rwy 11-29. ADF and DME required. Inop table does not apply to S-LOC 11 Cats A and B and S-ILS 11 all Cats.

MALSF

MISSED APPROACH: Climb to 3200 on SRI NDB/DME bearing 110° to LIJFY/SRI 7.7 DME and hold, continue climb-in-hold to 3200.

ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8
-----------------------	--	----------------------

IAF ST PAUL ISLAND
314 SPY
DME Chan 36 (109.9)

3000 153° (130.7)

Lead bearing SRI 298°

2100 111° (6)

3000 to APOTE 292° (6.1)

635

677 WIVOG SRI [3.3]

PRIBILOF 399 SRI
DME Chan 96 (114.9)

LOCALIZER 110.1
I-PBV

LIJFY SRI [7.7]

3200 290° (7.7)

314 SPY 316° (316°)

LIJFY SPY 46.6

MSA SRI 25 NM
2100

3000 291°

2100 111°

066° 246°

(IF) EQQUP SRI [12]

ELEV 128	TDZE 128
----------	----------

111°

4982 x 1.50

29

REIL Rwy 29

HIRL Rwy 11-29

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ADF and DME REQUIRED				
Remain within 10 NM				
APOTE SRI [6]				
WIVOG SRI [3.3]				
*SRI 2.7				
*1060				
2.7 NM 0.6 NM 1.7 NM				
CATEGORY	A	B	C	D
S-ILS 11	428-1 300 (300-1)			NA
S-LOC 11	840-1	712 (800-1)	840-1 3/4 712 (800-1 3/4)	NA
CIRCLING	840-1 712 (800-1)	980-1 1/4 852 (900-1 1/4)	980-2 1/2 852 (900-2 1/2)	NA

ST GEORGE, ALASKA
Amdt 1 13SEP18

56°35'N-169°40'W
455

ST GEORGE (PBV) (PAPB)
ILS or LOC RWY 11

WAAS CH 42741 W 11A	APP CRS 111°	Rwy Ldg 4982 TDZE 128 Apt Elev 128
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RNAV (GPS) RWY 11

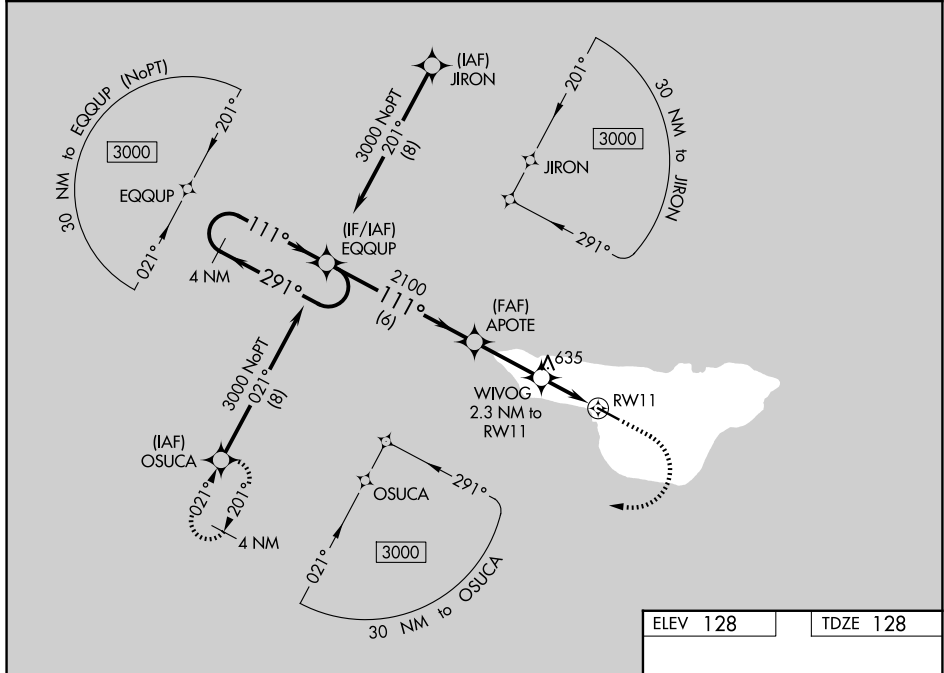
ST GEORGE (PBV) (PAPB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Circling NA north of Rwy 11-29. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM. For inop ALS, increase LNAV Cat C visibility to 2½ SM.

MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct OSUCA and hold.

ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8
-----------------------	--	----------------------



4 NM Holding Pattern		ELEV 128		TDZE 128	
3000		600		3000	
GP 3.60° TCH 56		WVOG 2.3 NM to RW11		OSUCA	
EQQUP		APOTE		RW11	
2100		*1060		*LNAV only.	
6 NM		2.7 NM		2.3 NM	
CATEGORY	A	B	C	D	
LPV DA	428-1	300 (300-1)		NA	
LNAV/VNAV DA	957-2	829 (900-2)		NA	
LNAV MDA	900-1	772 (800-1)	900-2 772 (800-2)	NA	
CIRCLING	900-1 772 (800-1)	980-1¼ 852 (900-1¼)	980-2½ 852 (900-2½)	NA	

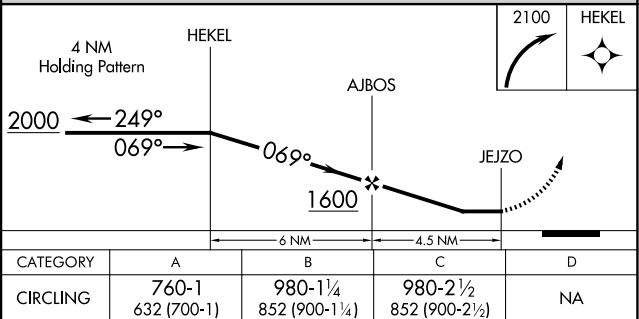
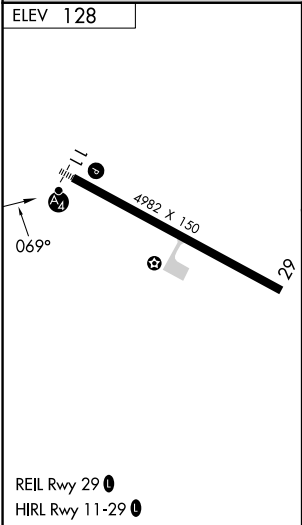
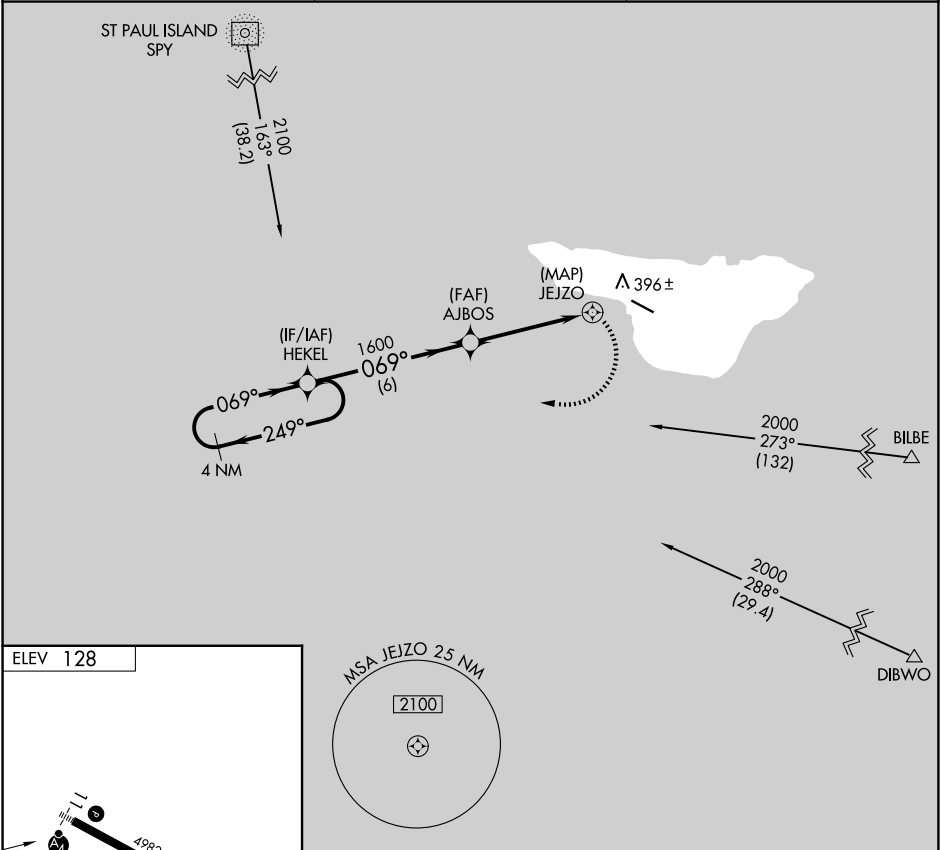
APP CRS	Rwy Ldg	N/A
069°	TDZE	N/A
	Apt Elev	128

RNAV (GPS)-D

ST GEORGE (PBV) (PAPB)

DME/DME RNP-0.3 NA. Circling NA north of Rwy 11-29.	MISSED APPROACH: Climbing right turn to 2100 direct HEKEL and hold.
---	---

ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8 0
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APP CRS	Rwy Ldg	6000
175°	TDZE	306
	Apt Elev	315

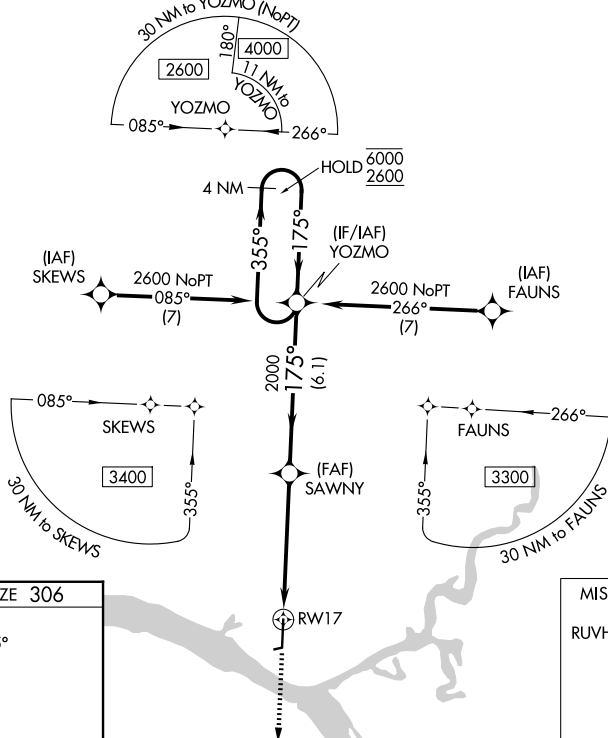
RNAV (GPS) RWY 17

T Circling NA east of Rwy 17-35. VDP NA when using MOU/PAMO altimeter setting. Circling
A Rwy 7 NA at night. When local altimeter setting not received, use MOU/PAMO altimeter
setting and increase all MDAs 40 feet and LNAV visibility Cats C and D $\frac{1}{8}$ SM.

MISSED APPROACH.
Climb to 2200 direct
RUVHO and hold.

AWOS-3P
128.7

ANCHORAGE CENTER
124.0

CTAF
122.3 L

ELEV 315

TDZE 306

MISSED APCH FIX

RUVHO

RUVHC

RUVHO

TABLE 1

4 NM
Holding Pattern

SAWNY

1.1 NM to
RW17 $\leq \frac{3.00}{TCH 51}$



114

1 NM ← 41 NM →

A horizontal line with arrows at both ends, labeled "61 NM".

CATEGORY	A	B	C	D
----------	---	---	---	---

LNAV MDA	700-1 394 (400-1)	700-1 $\frac{1}{8}$ 394 (400-1 $\frac{1}{8}$)
----------	-------------------	--

CIRCLING	760-1 445 (500-1)	780-1 465 (500-1)	780-1½ 465 (500-1½)	880-2 565 (600-2)
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REIL Rwy 17 and 35 **L**
HIRL Rwy 17-35 **L**
MIRL Rwy 7-25 **L**

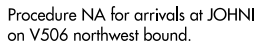
Amdt 4 03SEP26

62°04'-163°18'W

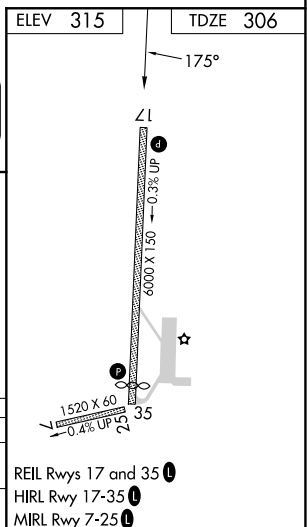
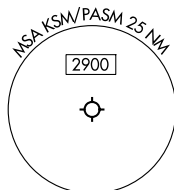
ST MARY'S (KSM)(PASM)
RNAV (GPS) RWY 17

LOC RWY 17
ST MARY'S (KSM)(PASM)

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading 350° and on ENM VOR/DME R-124 to ZUGTA/ENM 34.3 DME and hold.

CTAF
122.30

Procedure NA for arrival on ENM VOR/DME
airway radials 041 CW 198.



REIL Rwy 17 and 35 **L**
HIRL Rwy 17-35 **L**
MIRL Rwy 7-25 **L**

ST MICHAEL, ALASKA

AL-9451 (FAA)

23222

WAAS CH 93602 W20A	APP CRS 196°	Rwy Idg 4001 TDZE 88 Apt Elev 98
--	------------------------	---

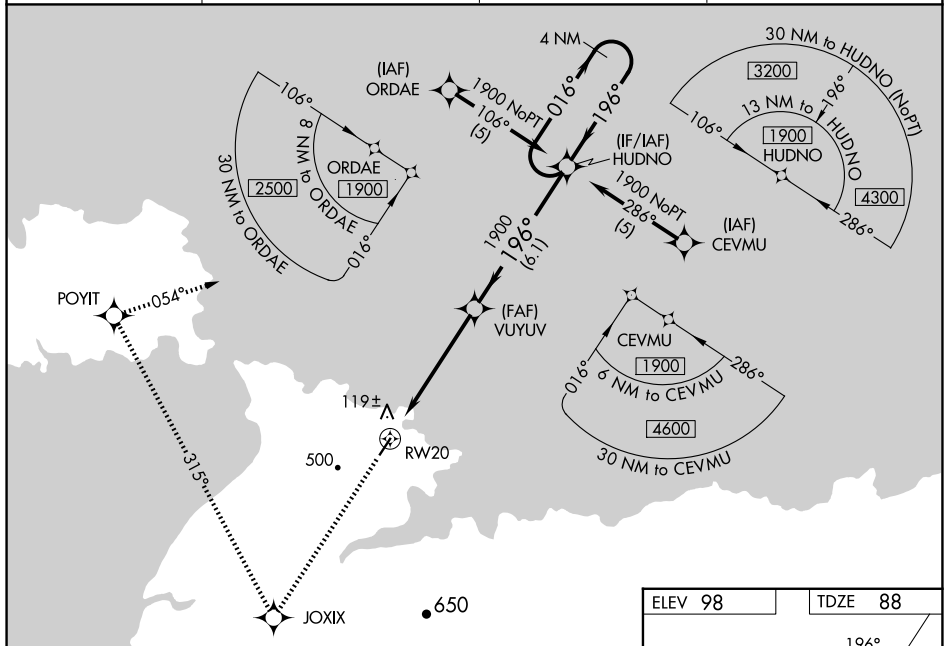
RNAV (GPS) RWY 20

ST MICHAEL (SMK) (PAMK)

V If local altimeter setting not received, use Unalakeet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20.
A DME/DME RNP-0.3 NA. Baro-VNAV NA when using Unalakeet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F).
W VDP NA with Unalakeet altimeter setting.

MISSED APPROACH: Climb to 1900 direct JOXIX and right turn via 315° track to POYIT and right turn via 054° track to HUDNO and hold.

AWOS-3P 119.275	ANCHORAGE CENTER 135.7	NOME RADIO 122.3	UNICOM 122.8 (CTAF) 0
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1900	JOXIX	POYIT	HUDNO
↑			
	315° tr	054° tr	

*LNAV only

VUYUV

HUDNO

4 NM Holding Pattern

RW20

1.3 NM

4.2 NM

6.1 NM

1900

196°

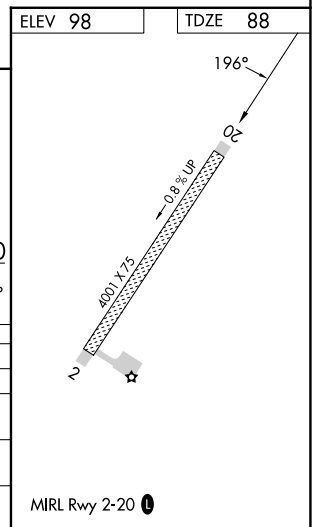
016°

1900

GP 3.00°

TCH 45

CATEGORY	A	B	C	D
LPV DA	338-1		250 (300-1)	
LNAV/VNAV DA	452-1¼		364 (400-1¼)	
LNAV MDA	520-1 432 (500-1)		520-1¼ 432 (500-1¼)	520-1½ 432 (500-1½)
CIRCLING	520-1 422 (500-1)	560-1 462 (500-1)	560-1½ 462 (500-1½)	660-2 562 (600-2)



ST MICHAEL, ALASKA

Amdt 1 05JUL07

63°29'N-162°07'W

ST MICHAEL (SMK) (PAMK)

RNAV (GPS) RWY 20

AK, 03 SEP 2026 to 29 OCT 2026

LOC I-PAU <u>109.9</u>	APP CRS 360°	Rwy Ldg TDZE Apt Elev	6500 47 66
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ILS or LOC RWY 36
ST PAUL ISLAND(SNP)(PASN)

ADF and DME required for procedure entry. DME required.

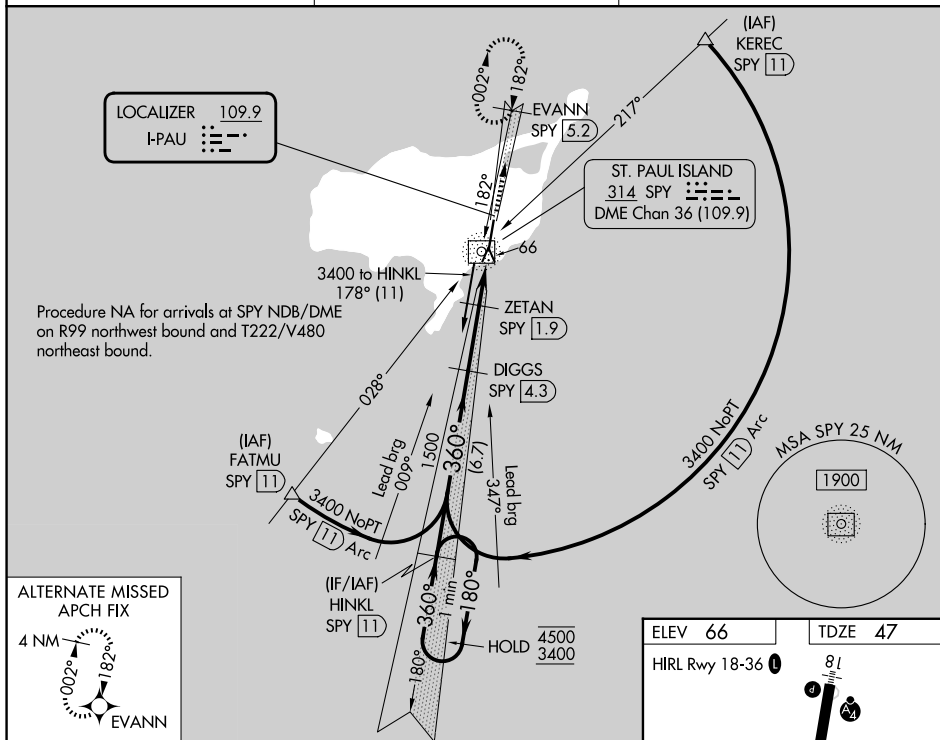
T Circling NA west of Rwy 18-36. Inop table does not apply to S-ILS.
A When local altimeter setting not received, procedure NA. DME from
 SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

MALSF



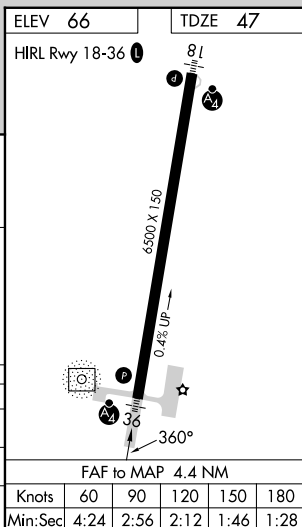
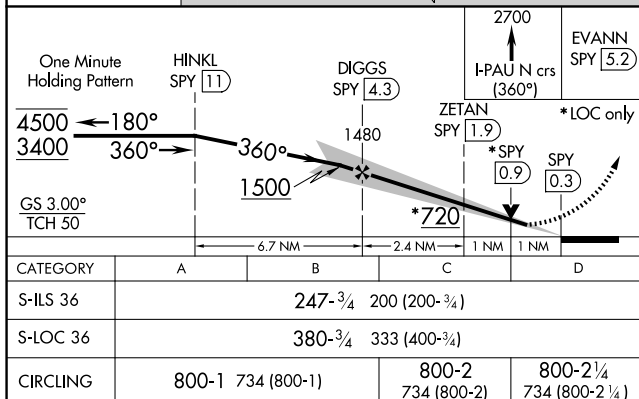
MISSED APPROACH: Climb to 2700 on I-PAU north course (360°) to EVANN/SPY 5.2 DME and hold, continue climb-in-hold to 2700.

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3 0
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ALTERNATE MISSED

4 NM



ST. PAUL ISLAND, ALASKA

Amdt 4A 30JAN20

57°10'N-170°13'W

463

ST PAUL ISLAND (SNP)(PASN)

ILS or LOC RWY 36

AK, 03 SEP 2026 to 29 OCT 2026

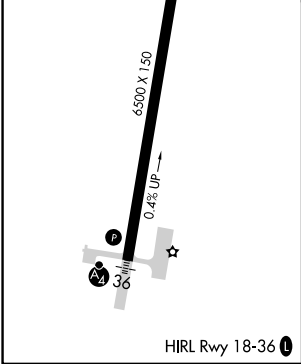
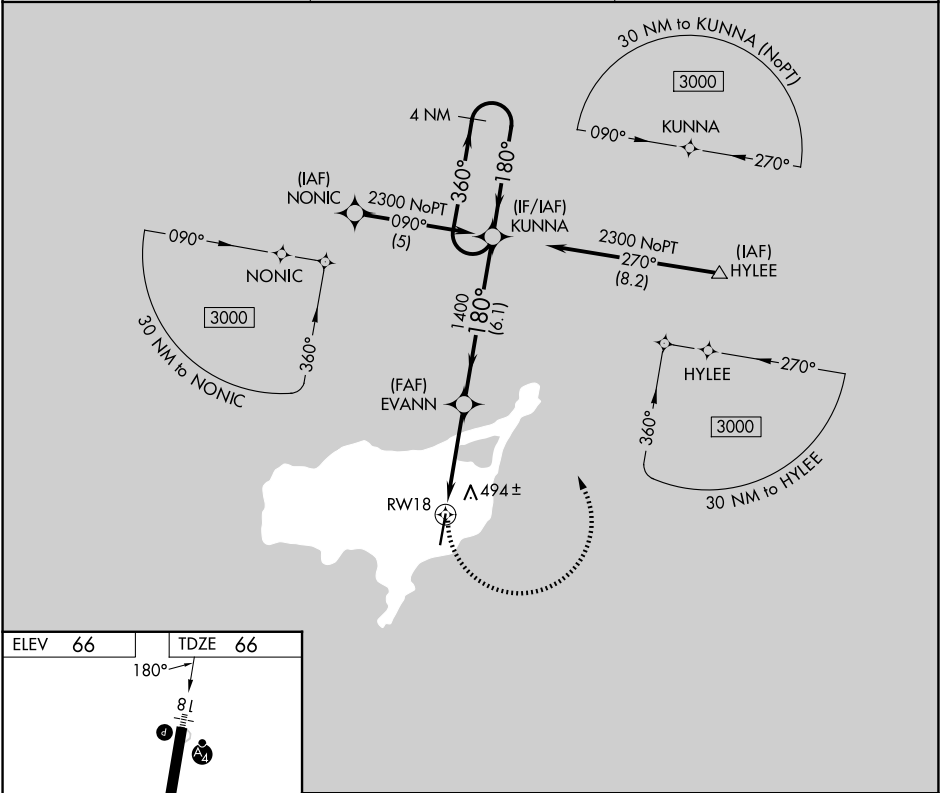
APP CRS	Rwy Ldg	6500
180°	TDZE	66
	Apt Elev	66

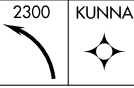
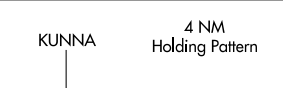
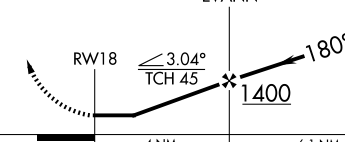
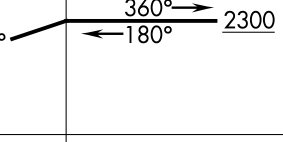
RNAV (GPS) RWY 18

ST PAUL ISLAND (SNP) (PASN)

RNP APCH.	MALSF	MISSED APPROACH: Climbing left turn to 2300 direct KUNNA and hold.
▼ Inoperative table does not apply. ▲ Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below 1 SM NA.		

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3
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CATEGORY	A	B	C	D
LNAV MDA	740-1	674 (700-1)	740-1¾ 674 (700-1¾)	740-2 674 (700-2)
CIRCLING	800-1	734 (800-1)	800-2 734 (800-2)	800-2¼ 734 (800-2¼)

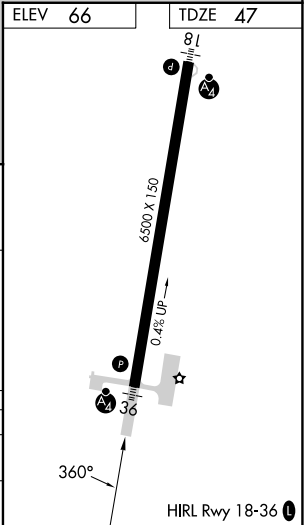
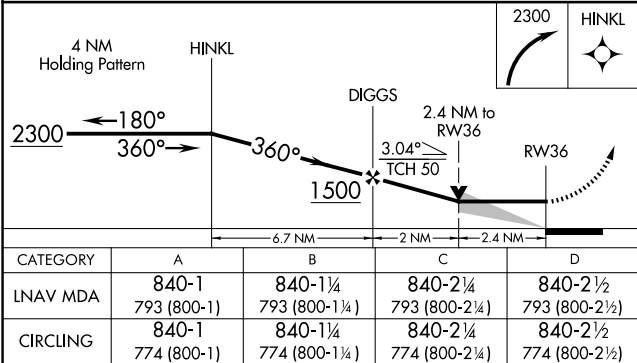
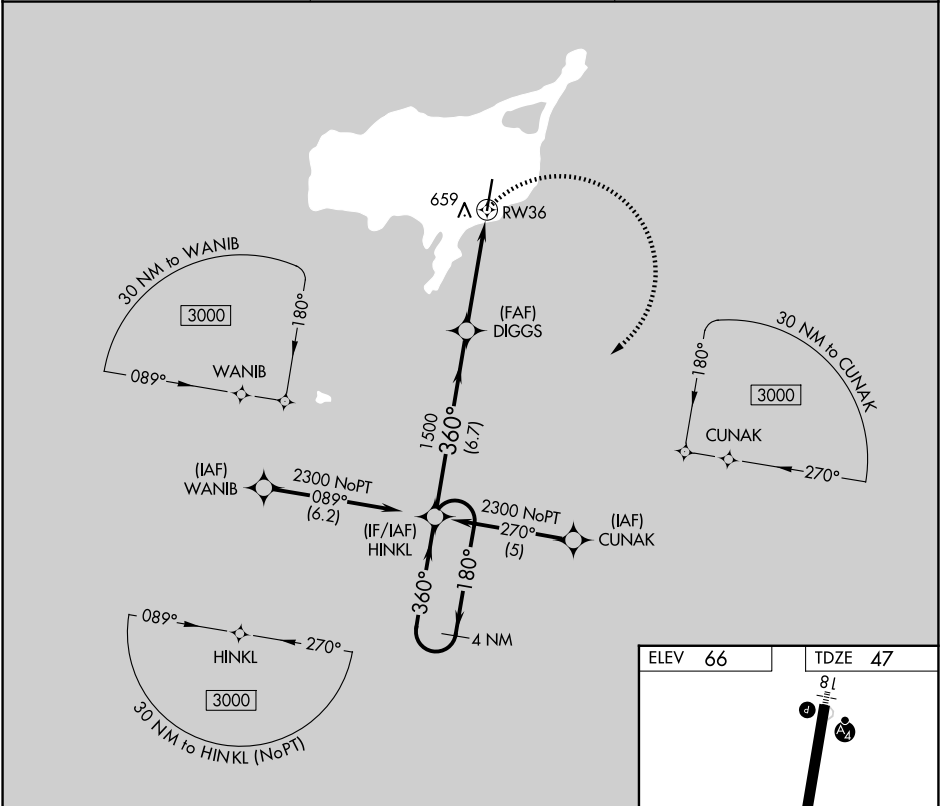
APP CRS	Rwy Ldg	6500
360°	TDZE	47
	Apt Elev	66

RNAV (GPS) RWY 36

ST PAUL ISLAND (SNP) (PASN)

RNP APCH.	MALSF	MISSED APPROACH: Climbing right turn to 2300 direct HINKL and hold.
Inoperative table does not apply. Circling NA west of Rwy 18-36.		

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3
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LOC I-PAU 109.9	APP CRS 180°	Rwy Ldg 6500 TDZE 66 Apt Elev 66
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LOC/DME BC RWY 18

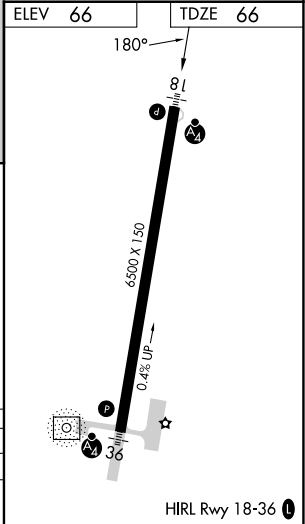
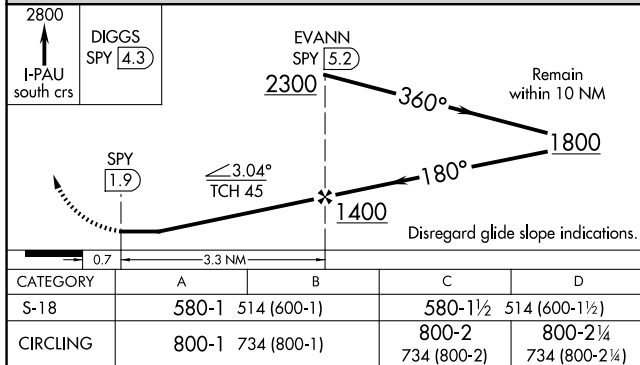
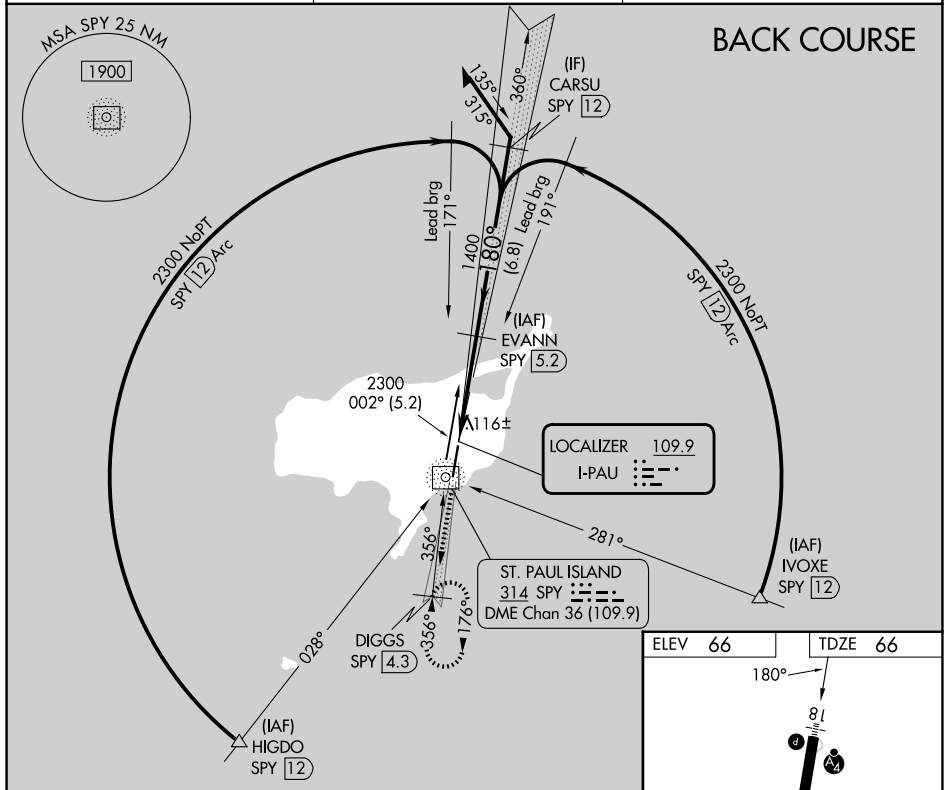
ST PAUL ISLAND (SNP) (PASN)

▼ Inoperative table does not apply. Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below 1 SM NA. DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

▲ **MAISF**

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4.3 DME and hold, continue climb-in-hold to 2800.

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3
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WAAS CH 78241 W32A	APP CRS 318°	Rwy Ldg 4099 TDZE 24 Apt Elev 24
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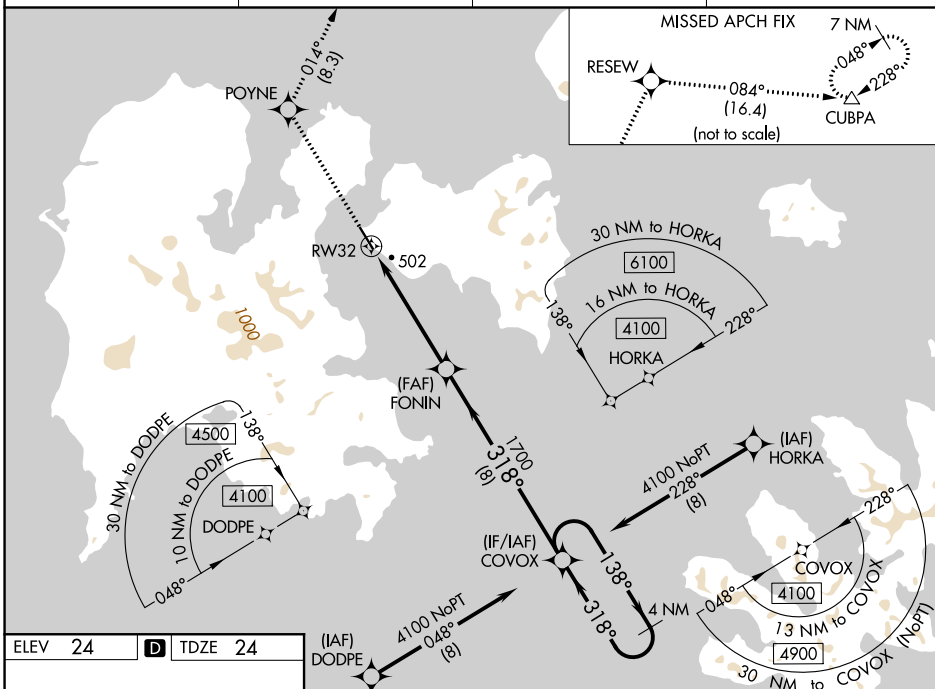
RNAV (GPS) RWY 32

SAND POINT (SDP) (PASD)

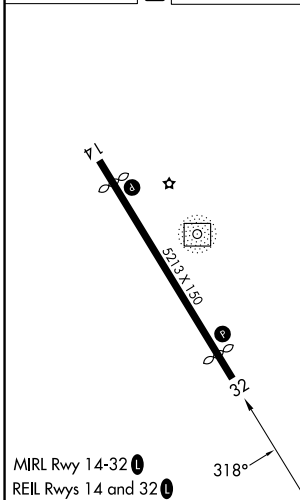
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
A -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not
 received, procedure NA. Circling NA northeast of Rwy 14-32.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct POYNE and on track 014° to RESEW and on track 084° to CUBPA and hold, continue climb-in-hold to 7000.

AWOS-3P 134.85	ANCHORAGE CENTER 125.35 346.3	COLD BAY RADIO 122.3	CTAF 122.3 0
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ELEV 24	D	TDZE 24
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7000 ↑	POYNE ✱	tr 014°	RESEW ✱	tr 084°	CUBPA △	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.60/TCH 36).			
*LNAV only FONIN 1700 318° 1700 138° → 4100 ← 318° GP 3.00° TCH 36 1.8 NM 3.4 NM 8 NM COVOX 4 NM Holding Pattern									
CATEGORY		A		B		C		D	
LPV	DA			566-1½		542 (600-1½)			
LNAV/ VNAV	DA			859-2½		835 (900-2½)			
LNAV	MDA	760-1		736 (800-1)		760-2		736 (800-2)	
CIRCLING		760-1		736 (800-1)		1520-3 1496 (1500-3)		NA	

SAND POINT, ALASKA

AL-6537 (FAA)

26190

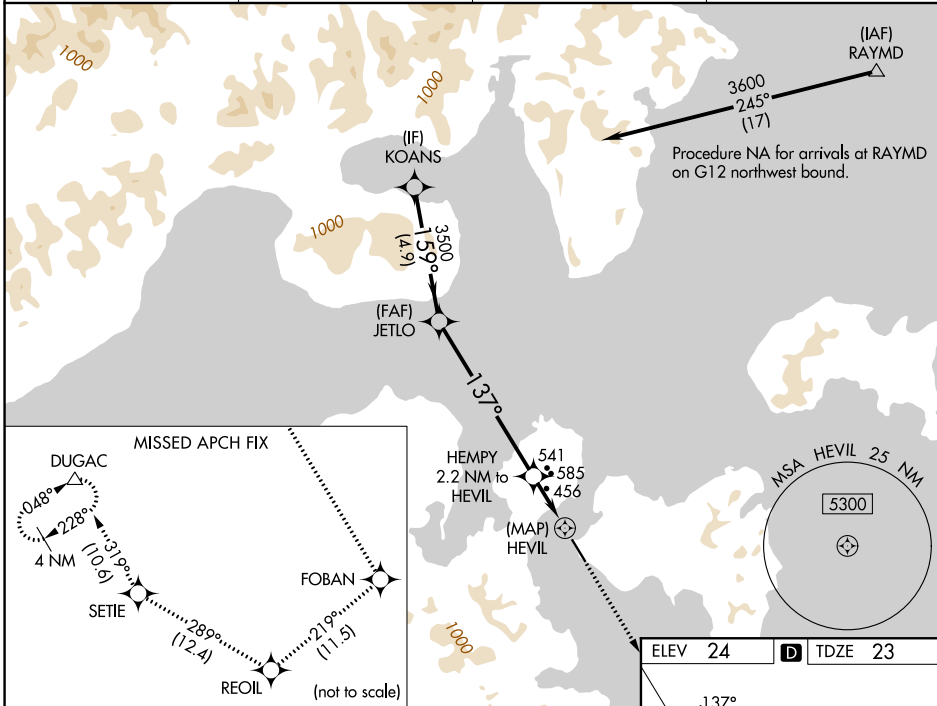
WAAS CH 86844 W14B	APP CRS 137°	Rwy Ldg TDZE Apt Elev	4099 23 24
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RNAV (GPS) Y RWY 14

SAND POINT (SDP) (PASD)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5000 on the RNAV missed approach route to DUGAC and hold.
Circling NA northeast of Rwy 14-32.	

AWOS-3P 134.85	ANCHORAGE CENTER 125.35 346.3	COLD BAY RADIO 122.3	CTAF 122.3 0
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COANS	5000	FOBAN	tr 219°	REOIL	tr 289°	SETIE	tr 319°	DUGAC
JETLO	3600	3500	3400	3300	3200	3100	3000	2900
3600	159°	137°	1100	1.1 NM to HEVIL	HEVIL	1.1 NM to HEVIL	0.6	
4.9 NM	6.5 NM	1 NM	1.1 NM	0.6				
CATEGORY	A	B	C	D				
LP MDA	720-1	697 (700-1)	720-2	697 (700-2)				
LNAV MDA	840-1	840-1¼	840-2½	817 (900-2½)				
	817 (900-1)	817 (900-1¼)						
CIRCLING	840-1¼	816 (900-1¼)	1580-3	2240-3				
			1556 (1600-3)	2216 (2300-3)				

MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

SAND POINT, ALASKA
Orig-A 24MAR22

55°19'N-160°31'W

SAND POINT (SDP) (PASD)
RNAV (GPS) Y RWY 14

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

SAND POINT, ALASKA

AL-6537 (FAA)

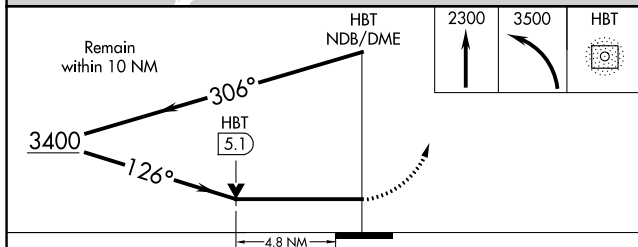
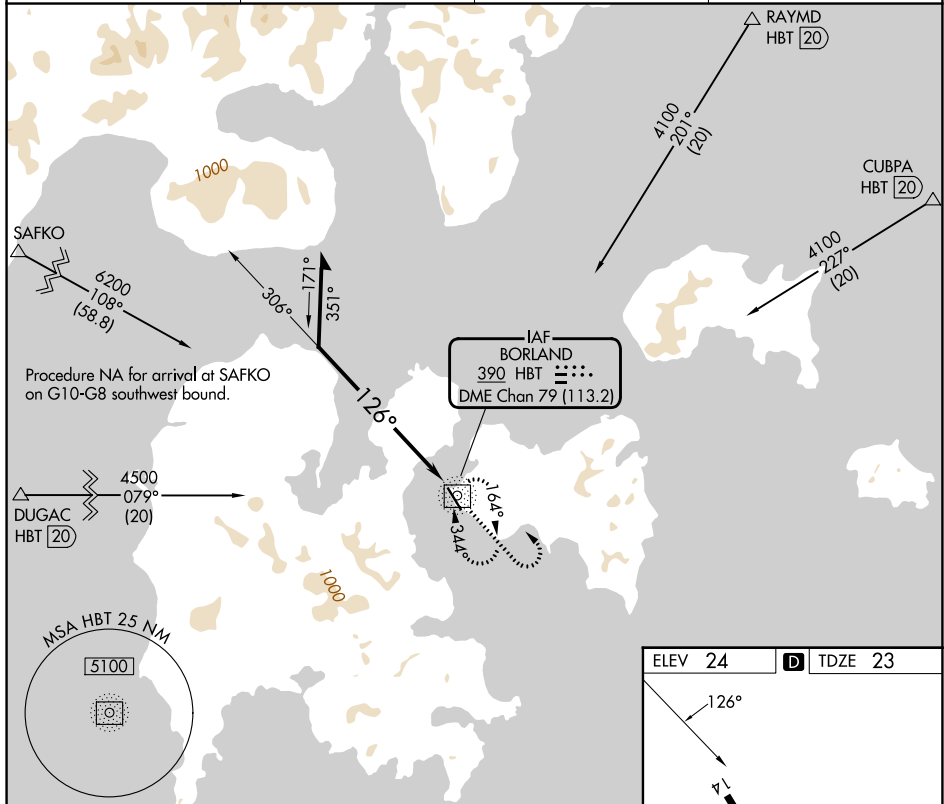
26190

NDB/DME HBT 390	APP CRS 126°	Rwy Ldg 4099 TDZE 23 Apt Elev 24
Chan 79 (113.2)		

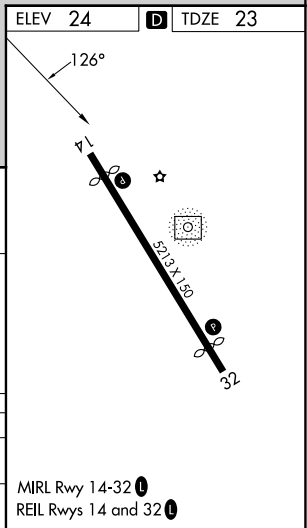
NDB RWY 14

SAND POINT (SDP) (PASD)

Circling NA northeast of Rwy 14-32. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HBT NDB and hold, continue climb-in-hold to 3500.		
AWOS-3P 134.85	ANCHORAGE CENTER 125.35 346.3	COLD BAY RADIO 122.3	CTAF 122.3 ①



CATEGORY	A	B	C	D
S-14	1900-1¼ 1877 (1900-1¼)	1900-1½ 1877 (1900-1½)	1900-3 1877 (1900-3)	
CIRCLING	1900-1¼ 1876 (1900-1¼)	1900-1½ 1876 (1900-1½)	1900-3 1876 (1900-3)	2200-3 2176 (2200-3)



SAND POINT, ALASKA
Amdt 2 13SEP18

55°19'N-160°31'W

SAND POINT (SDP) (PASD)
NDB RWY 14

AK, 03 SEP 2026 to 29 OCT 2026

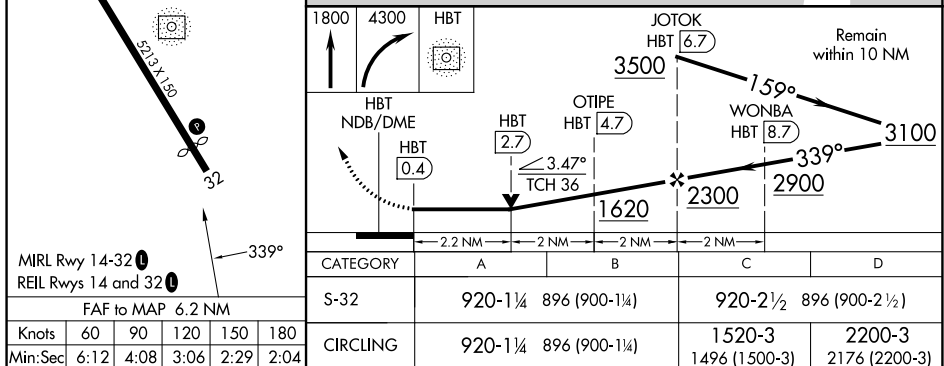
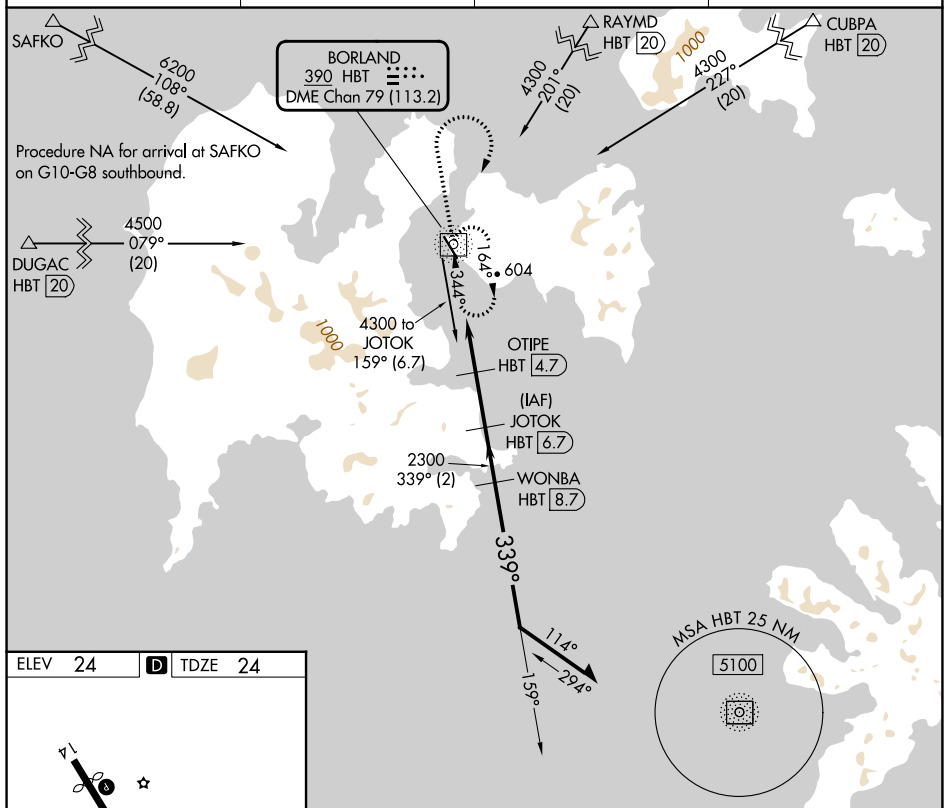
AK, 03 SEP 2026 to 29 OCT 2026

NDB/DME HBT <u>390</u> Chan 79 (113.2)	APP CRS 339°	Rwy Ldg 4099 TDZE 24 Apt Elev 24
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NDB RWY 32
SAND POINT (SDP) (PASD)

	Circling NA northeast of Rwy 14-32. DME required.	MISSED APPROACH: Climb to 1800 then climbing right turn to 4300 direct HBT NDB and hold, continue climb-in-hold to 4300.
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AWOS-3P 134.85	ANCHORAGE CENTER 125.35 346.3	COLD BAY RADIO 122.3	CTAF 122.3 0
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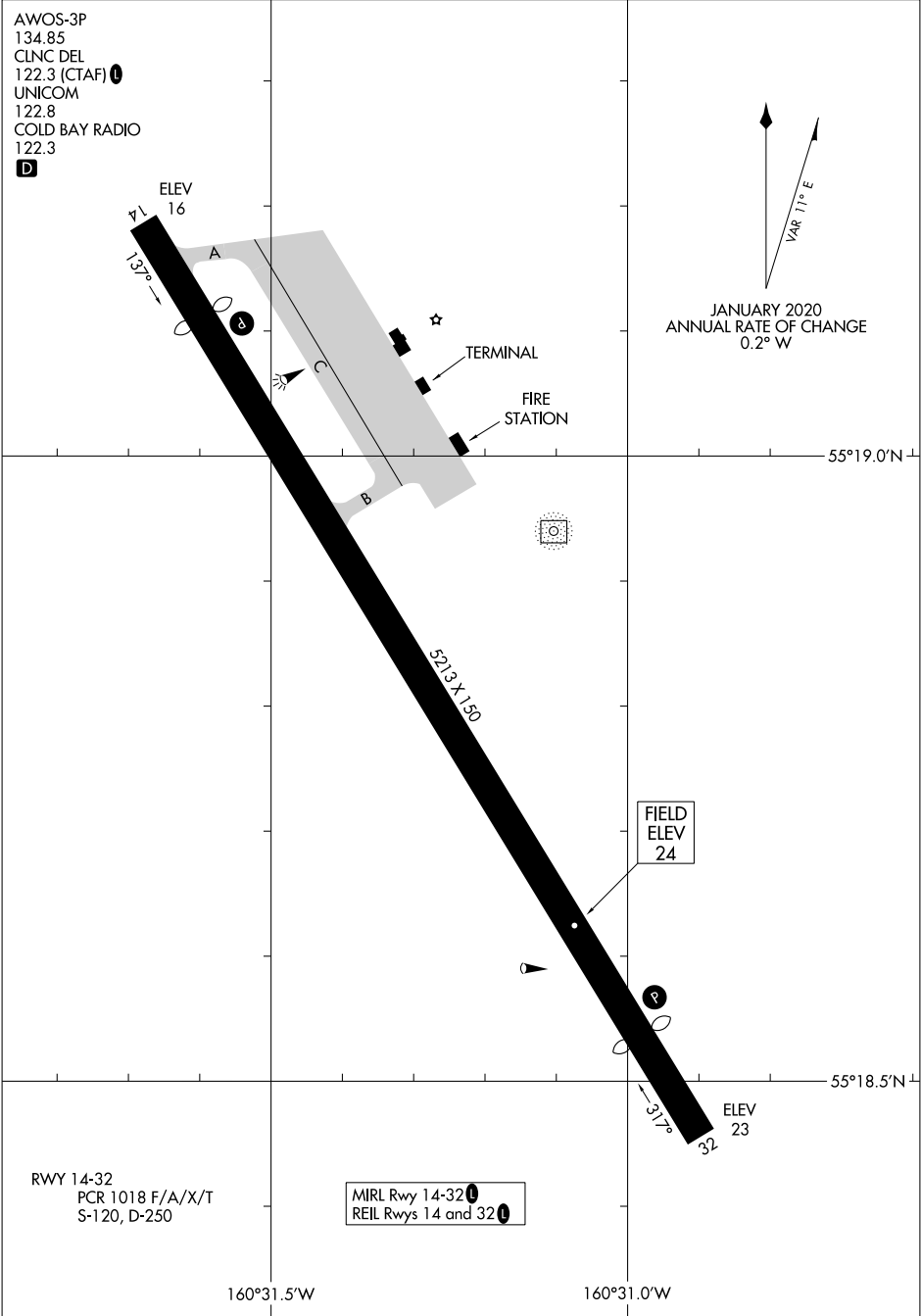
SAND POINT, ALASKA

Amdt 1 13SEP18

55°19'N-160°31'W

SAND POINT (SDP) (PASD)
NDB RWY 32

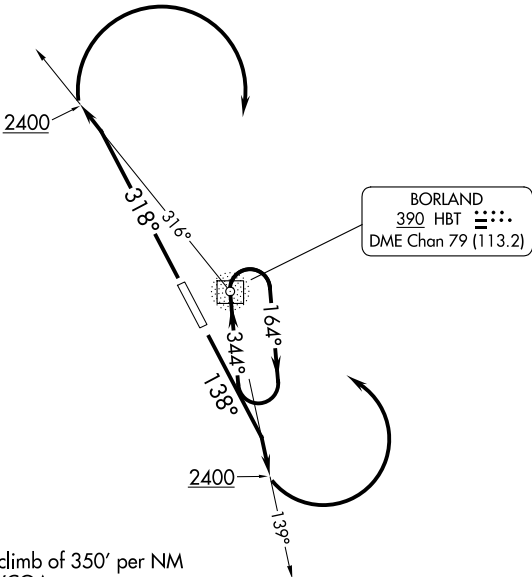
471



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE CENTER
125.35 346.3
COLD BAY RADIO
122.3
CTAF
122.3



NOTE: ADF required.

TAKEOFF MINIMUMS

- Rwy 14: Standard.
- Rwy 32: Standard with minimum climb of 350' per NM to 1200, or 2600-3 for VCOA.

TAKEOFF OBSTACLE NOTES

- Rwy 32: Ships beginning 1493' from DER, crossing extended runway centerline, 100' MSL.
Vegetation beginning 1.4 NM from DER, 392' right of centerline, up to 6' AGL/256' MSL.
Vegetation, terrain beginning 1.5 NM from DER, 534' right of centerline, up to 296' MSL.
Vegetation beginning 1.6 NM from DER, 995' right of centerline, up to 7' AGL/315' MSL.
Terrain, vegetation beginning 1.7 NM from DER, on and left of centerline, up to 410' MSL.
Vegetation beginning 1.7 NM from DER, 1493' right of centerline, up to 6' AGL/351' MSL.
Vegetation beginning 1.9 NM from DER, 161' right of centerline, up to 7' AGL/401' MSL.
Terrain, vegetation beginning 2 NM from DER, 326' right of centerline, up to 456' MSL.
Vegetation 2.1 NM from DER, 2753' right of centerline, 5' AGL/478' MSL.
Terrain, vegetation beginning 2.2 NM from DER, 388' right of centerline, up to 619' MSL.
Terrain 2.5 NM from DER, 1994' right of centerline, 472' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 14: Climb on heading 138° to intercept bearing 139° from HBT NDB to 2400 then climbing left turn direct HBT NDB, thence. . . .
- TAKEOFF RUNWAY 32: Climb on heading 318° to intercept bearing 316° from HBT NDB to 2400 then climbing right turn direct HBT NDB, or for VCOA, cross Sand Point Airport at or above 2500, thence. . . .
- VCOA RUNWAY 32: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sand Point Airport at or above 2500 then climb direct HBT NDB, thence. . . .
-continue climb in HBT NDB holding pattern to 10000 before proceeding on course.

(RAYMD3.RAYMD) 18256

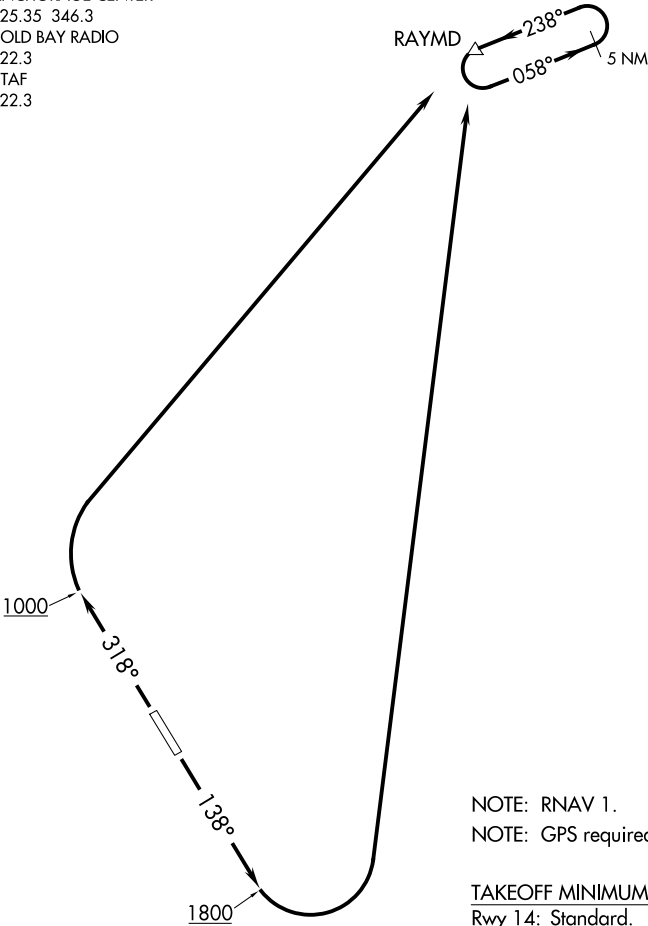
RAYMD THREE DEPARTURE (RNAV)

AL-6537 (FAA)

SAND POINT (SDP) (PASD)
SAND POINT, ALASKA

ANCHORAGE CENTER
125.35 346.3
COLD BAY RADIO
122.3
CTAF
122.3

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: 700-3 with minimum climb of 310' per NM to 1000 or standard with minimum climb of 350' per NM to 1000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb heading 138° to 1800, then climbing left turn direct RAYMD, thence. . .

TAKEOFF RUNWAY 32: Climb heading 318° to 1000, then climbing right turn direct RAYMD, thence. . .

. . . maintain ATC assigned altitude, continue climb in RAYMD holding pattern to MEA before proceeding on course.

RAYMD THREE DEPARTURE (RNAV)
(RAYMD3.RAYMD) 13SEP18

SAND POINT, ALASKA
SAND POINT (SDP) (PASD)

APP CRS
235°

Rwy Ldg
TDZE
Apt Elev

4400
58
59

RNAV (GPS) RWY 23

SAVOONGA (SVA) (PASA)

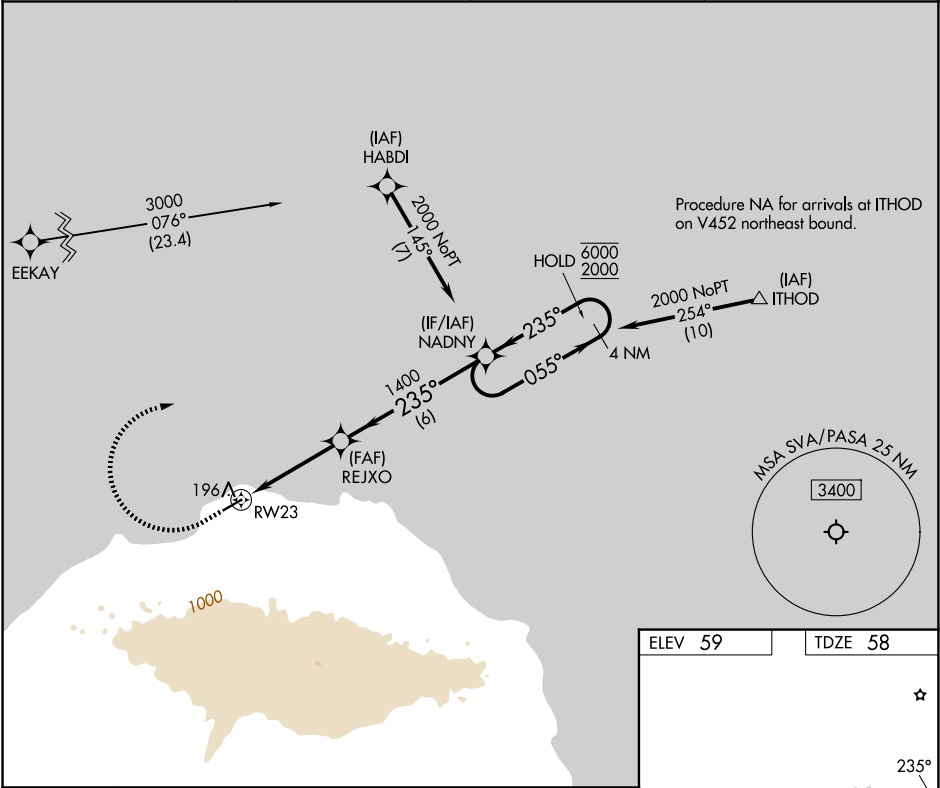
RNP APCH - GPS.

▼
▲

Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 510 then climbing right turn to 2000 direct NADNY and hold.

AWOS-3P 121.3	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.3	CTAF 122.7 0
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510
2000
NADNY

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 24).

REJXO

1.2 NM to RWY 23

1.2 NM

2.9 NM

6 NM

4 NM Holding Pattern

055°

235°

6000

2000

CATEGORY	A	B	C	D
LNAY MDA	460-1	402 (500-1)	460-1 1/8	402 (500-1 1/8)
CIRCLING	520-1	461 (500-1)	780-2 721 (800-2)	1100-3 1041 (1100-3)

ELEV 59

TDZE 58

235°

4400 x 100

0

2

MIRL Rwy 5-23 0

APP CRS	Rwy Ldg	4400
069°	TDZE	59
	Apt Elev	59

RNAV (GPS) Y RWY 5
SAVOONGA (SVA) (PASA)

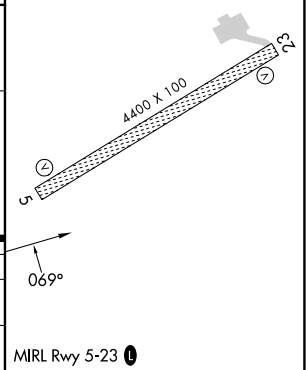
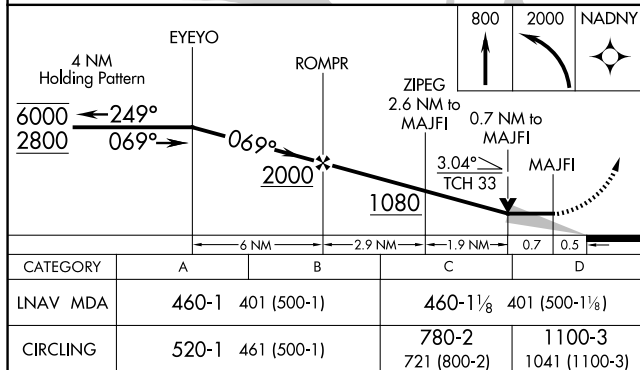
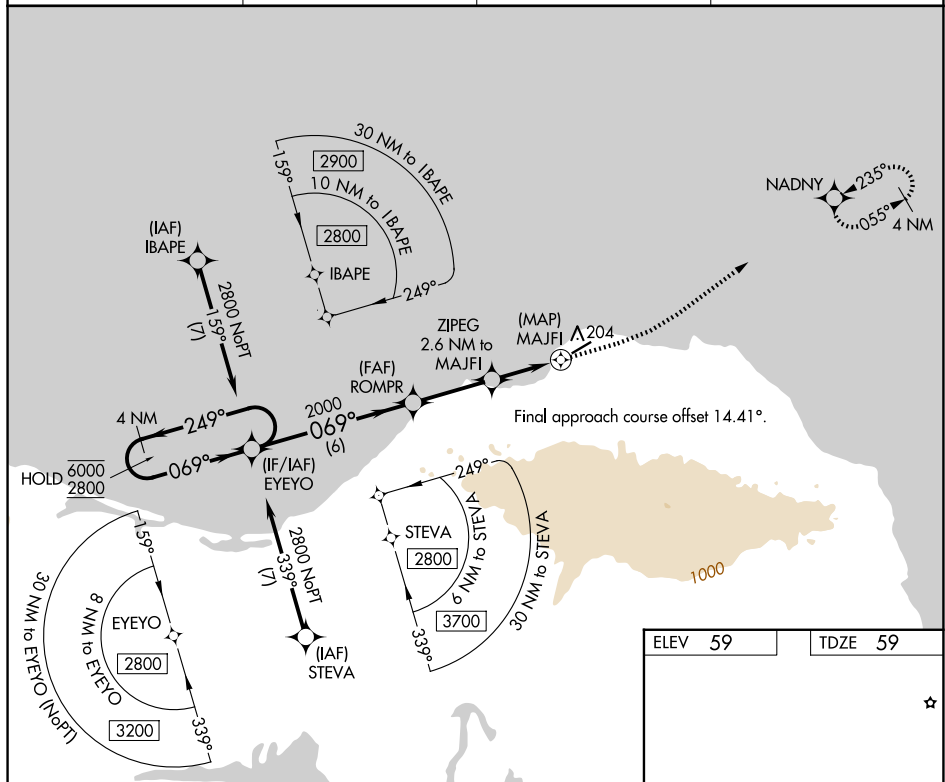
T
A Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct NADNY and hold.

AWOS-3P
121.3

ANCHORAGE CENTER
132.2 281.4

NOME RADIO
122.3

CTAF
122.7 **L**

SAVOONGA, ALASKA
Orig 11JUL24

63°41'N-170°30'W

SAVOONGA (SVA) (PASA)
RNAV (GPS) Y RWY 5

AK, 03 SEP 2026 to 29 OCT 2026

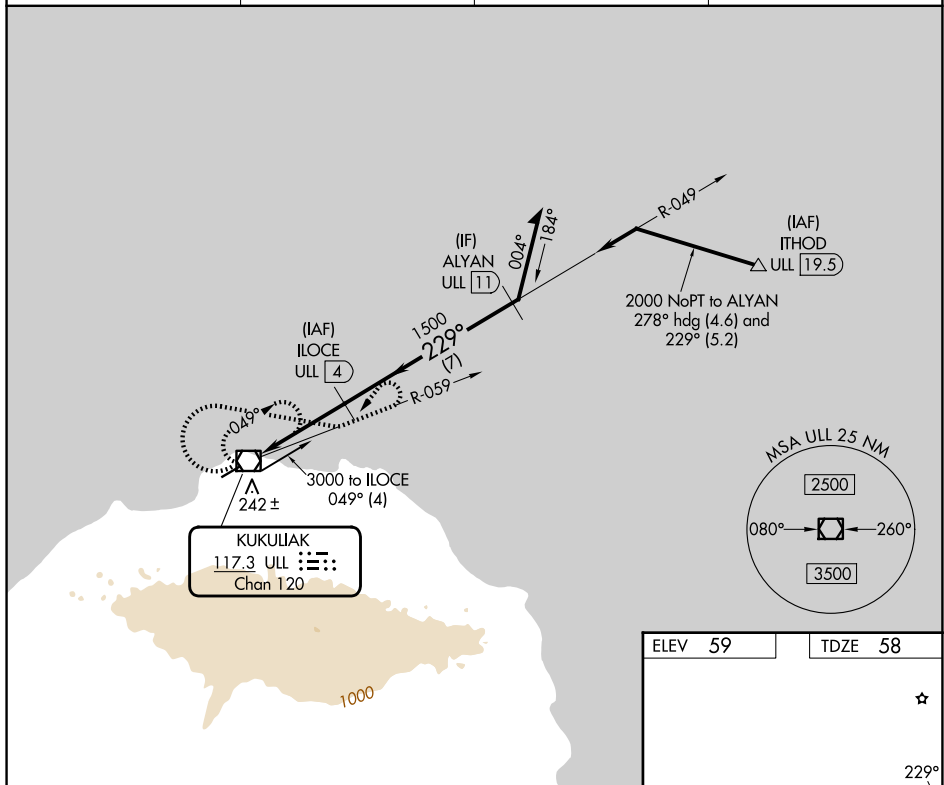
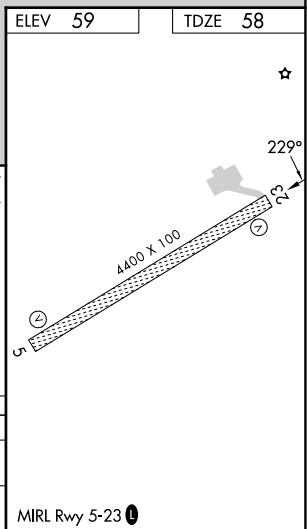
VOR/DME ULL 117.3 Chan 120	APP CRS 229°	Rwy Ldg 4400 TDZE 58 Apt Elev 59
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VOR/DME RWY 23
SAVOONGA (SVA) (PASA)

- T** VDP NA when using GAM/PAGM altimeter setting. Circling NA
A southeast of Rwy 5-23. When local altimeter setting not received, use
 GAM/PAGM altimeter setting and increase all MDAs 100 feet; increase
 S-23 Cat C/D visibility $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climbing right turn to 3300 on heading 090° and on ULL VOR/DME R-059 then left turn on ULL VOR/DME R-059 to ULL VOR/DME and hold.

AWOS-3P 121.3	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.3	CTAF 122.7 0
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[illegible]

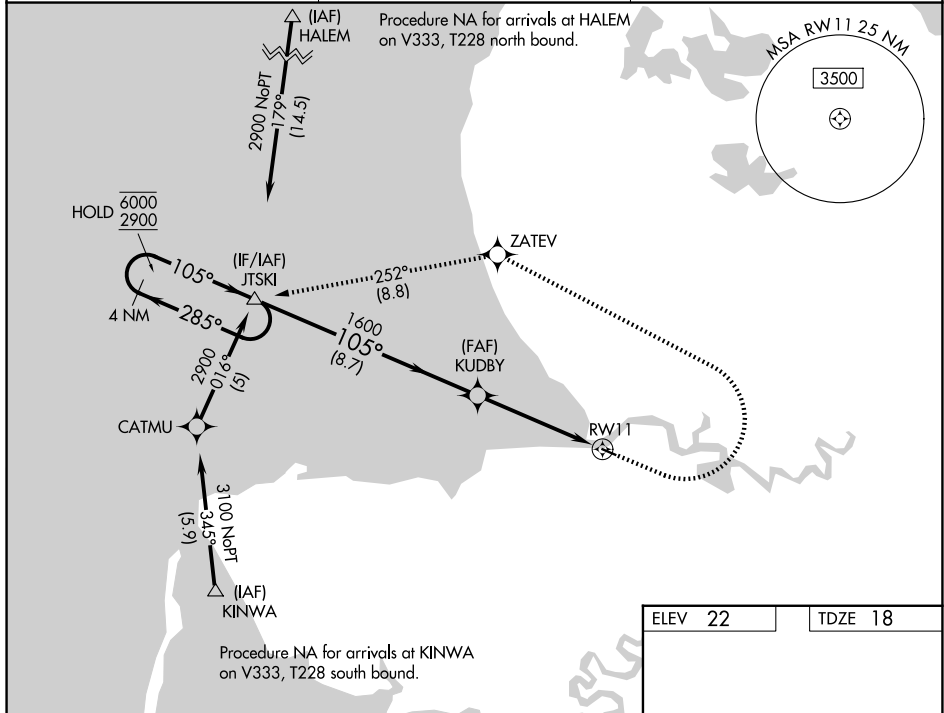
WAAS CH 77548 W11A	APP CRS 105°	Rwy Ldg 3001 TDZE 18 Apt Elev 22
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RNAV (GPS) RWY 11

SCAMMON BAY (SCM) (PACM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 440, then climbing left turn to 2900 direct ZATEV then on track 252° to JTSKI and hold.
▼ ⚠️ ❄️ -20°C <td> Circling NA south of Rwy 11-29. Circling Rwy 29 NA at night. VDP NA when using VAK/PAVA altimeter setting. When local altimeter setting not received, use VAK/PAVA altimeter setting and increase all MDAs 60 feet. </td>	Circling NA south of Rwy 11-29. Circling Rwy 29 NA at night. VDP NA when using VAK/PAVA altimeter setting. When local altimeter setting not received, use VAK/PAVA altimeter setting and increase all MDAs 60 feet.	

AWOS-3P 118.425	ANCHORAGE CENTER 124.5	UNICOM 123.0 (CTAF) 0
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ELEV 22		TDZE 18	
4 NM Holding Pattern		JTSKI	
6000 ← 285°		440	
2900 → 105°		2900	
		ZATEV	
		tr 252°	
		JTSKI	
		KUDBY	
		1 NM to RWY 11	
		RWY 11	
		3.00° TCH 40	
		8.7 NM	
		3.8 NM	
		1 NM	
CATEGORY	A	B	C
LP MDA	380-1	362 (400-1)	NA
LNAV MDA	1100-1¼ 1082 (1100-1¼)	1100-1½ 1082 (1100-1½)	NA
CIRCLING	1100-1¼ 1078 (1100-1¼)	1100-1½ 1078 (1100-1½)	NA

SELAWIK (WLK) (PASK)
RNAV (GPS) RWY 4

APP CRS 270°	Rwy Ldg 2659 TDZE 15 Apt Elev 17
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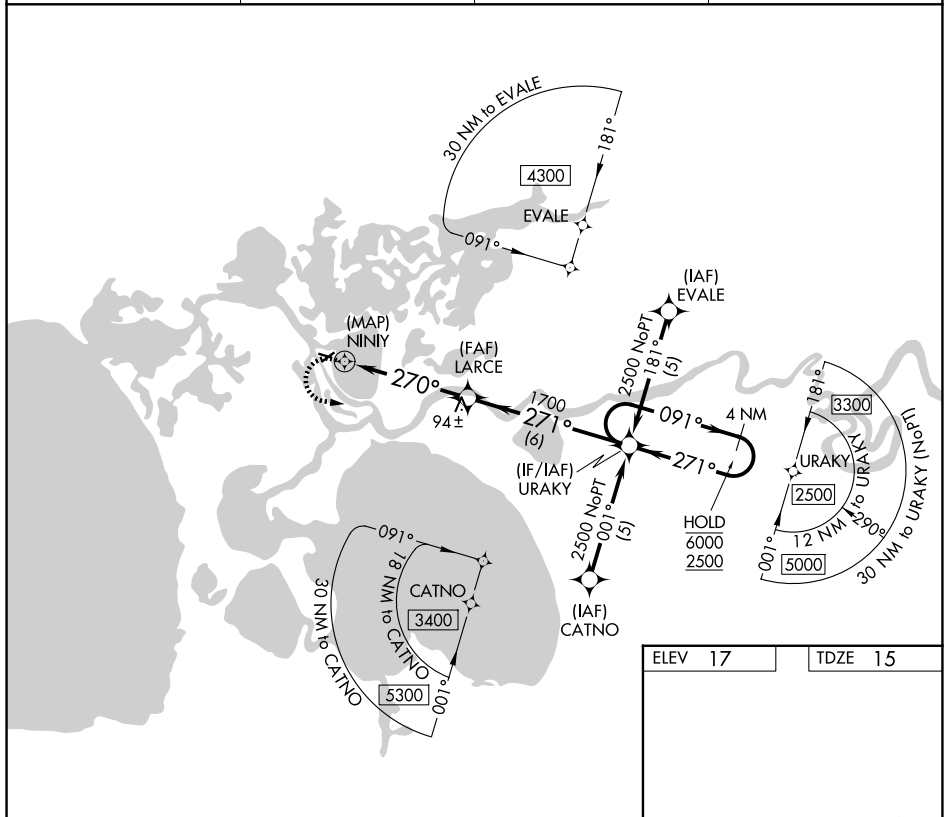
RNAV (GPS) RWY 27
SELAWIK (WLK) (PASK)

RNP APCH.

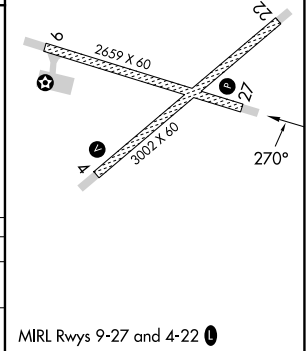
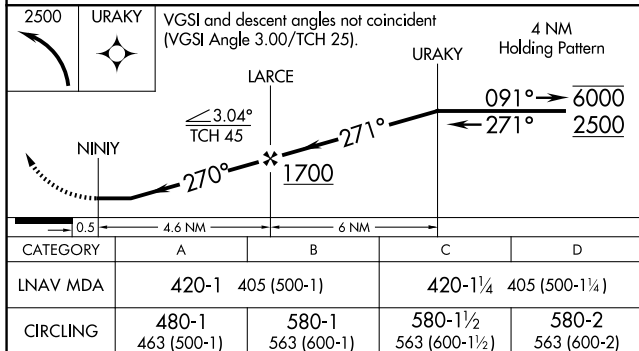
T Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 27 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climbing left turn to 2500 direct URAKY and hold.

AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7
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ELEV 17	TDZE 15
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SELAWIK, ALASKA
Orig-C 17JUN21

66°36'N-159°59'W
481

SELAWIK (WLK) (PASK)
RNAV (GPS) RWY 27

AK, 03 SEP 2026 to 29 OCT 2026

SELAWIK, ALASKA

AL-9207 (FAA)

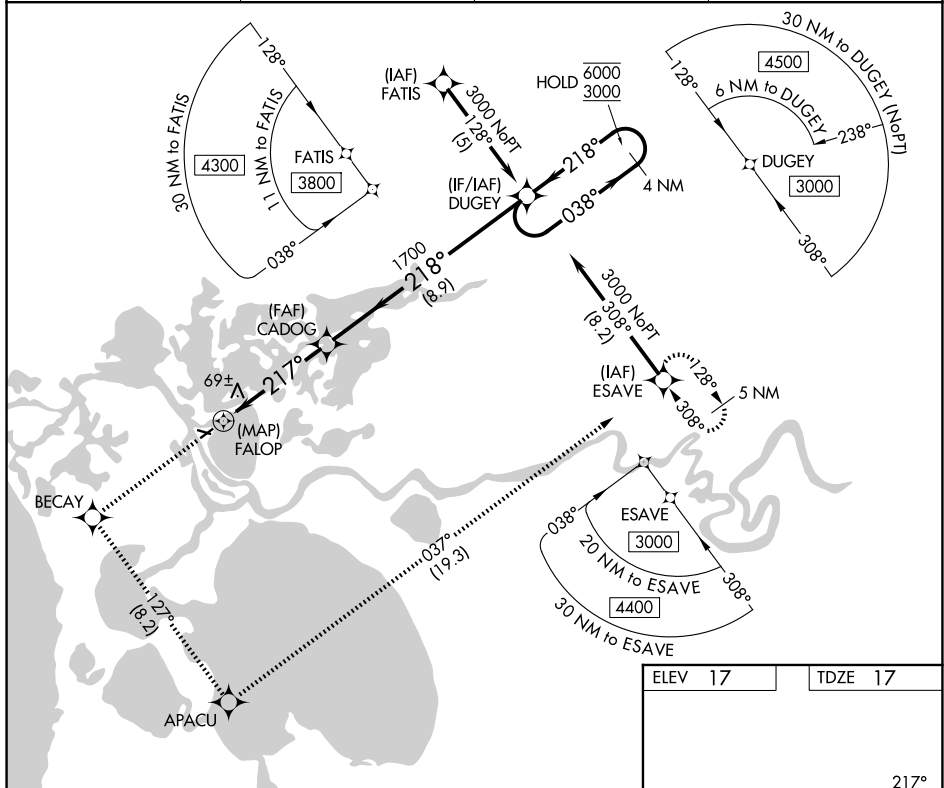
25219

APP CRS	Rwy Ldg	3002
217°	TDZE	17
	Apt Elev	17

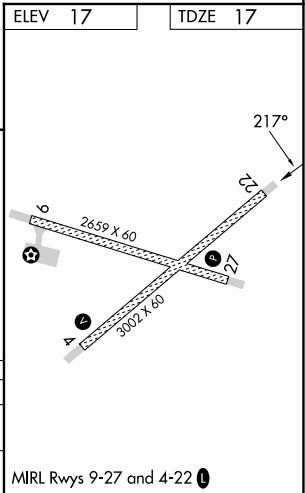
RNAV (GPS) Y RWY 22

SELAWIK (WLK) (PASK)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct BECAY and left turn on track 127° to APACU and left turn on track 037° to ESAVE and hold.	
▼ Circling Rwy 9, 27 NA at night.			
AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7 0



3000	BECAY	APACU	ESAVE	DUGEY
↑	✧	✧	✧	✧
	tr 127°	tr 037°		4 NM Holding Pattern
CADOG				
FALOP				
≤ 3.05° TCH 45				
217° 1700 218° 6000 3000				
0.5 4.6 NM 8.9 NM				
CATEGORY	A	B	C	D
LNVA MDA	320-1 303 (400-1)			
CIRCLING	480-1 463 (500-1)	580-1 563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)



SELAWIK, ALASKA
Orig-E 17JUN21

66°36'N-159°59'W

SELAWIK (WLK) (PASK)
RNAV (GPS) Y RWY 22

AK, 03 SEP 2026 to 29 OCT 2026

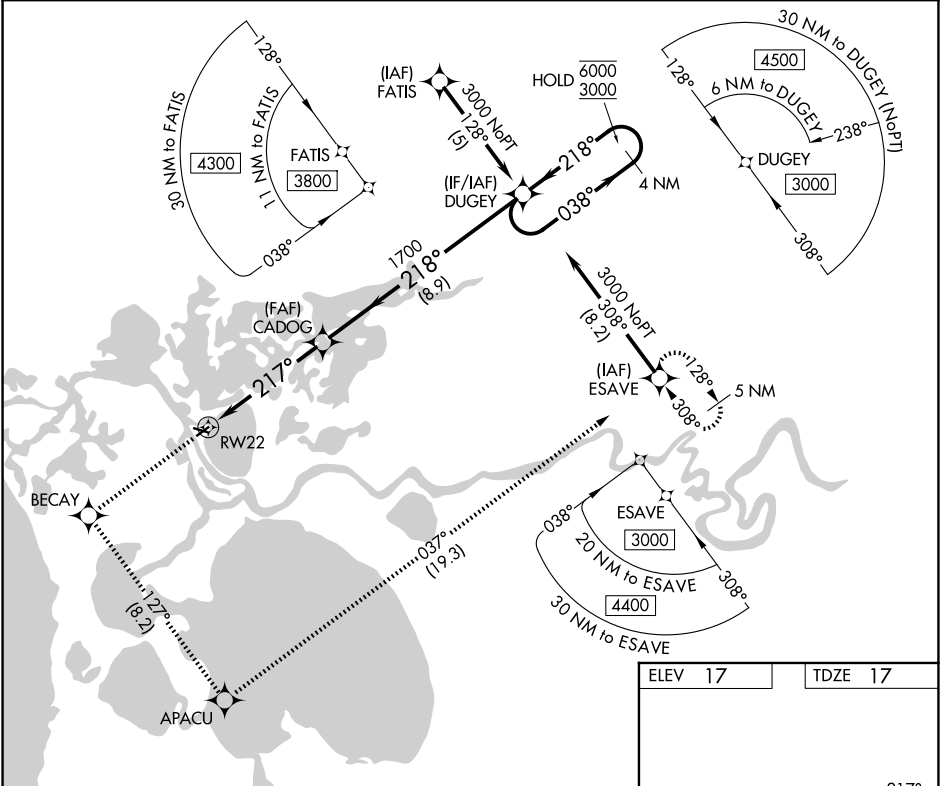
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40404 W22A	APP CRS 217°	Rwy Ldg TDZE 17 Apt Elev 17
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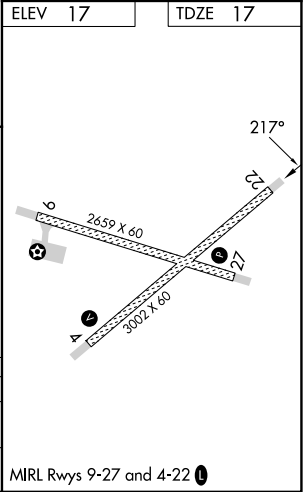
RNAV (GPS) Z RWY 22

SELAWIK (WLK) (PASK)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 49°C.		MISSED APPROACH: Climb to 3000 direct BECAY and left turn on track 127° to APACU and left turn on track 037° to ESAVE and hold.	
AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7 0



3000	BECAY	APACU	ESAVE	DUGEY
↑	✧	✧	✧	✧
	tr 127°	tr 037°		4 NM Holding Pattern
CADOG 1700				
RW22 1700				
GP 3.00° TCH 45				
5.1 NM 8.9 NM				
CATEGORY	A	B	C	D
LPV DA	267-1 250 (300-1)			
LNAV/VNAV DA	364-1¼ 347 (400-1¼)			



VOR RWY 4
SELAWIK (WLK) (PASK)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

IAF
SELAWIK
114.2 WLK
Chan 89

165
215°
035°
R-215
029°
254°
074°
R-209

MSA WLK 25 NM
3800
2200
4600
040°
220°
310°

ELEV 17	TDZE 17
---------	---------

SELAWIK, ALASKA
Amdt 1D 17JUN21

SELAWIK (WLK) (PASK) VOR RWY 4

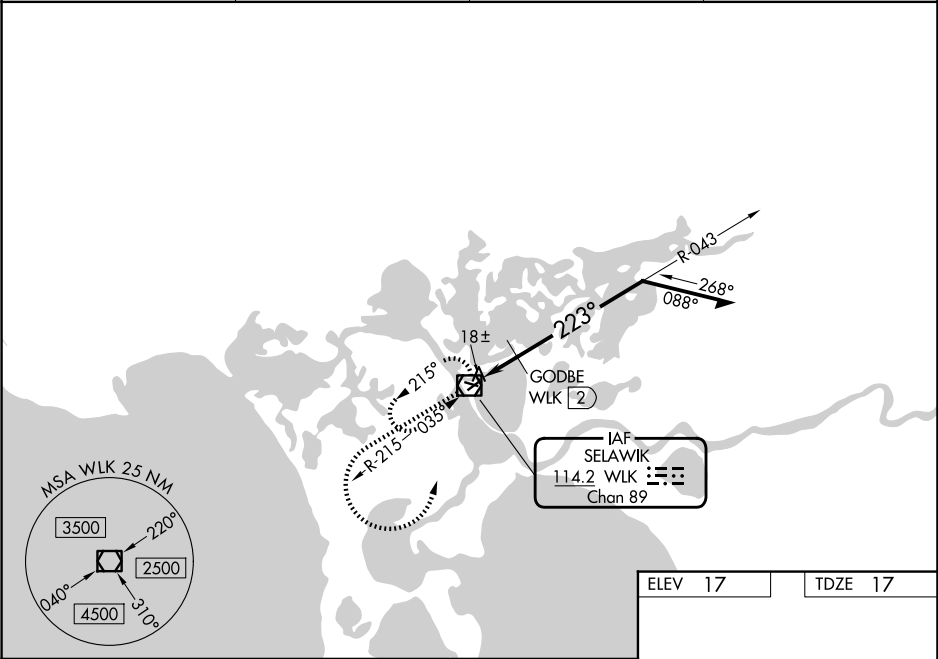
VOR/DME WLK	APP CRS	Rwy Ldg
114.2	223°	3002
Chan 89		TDZE 17
		Apt Elev 17

VOR RWY 22
SELAWIK (WLK) (PASK)

⚠ Circling Rwy 4, 9, 27 NA at night. When local altimeter setting not received, use OTZ/PAOT altimeter setting and increase all MDAs 160 feet and S-22 visibility Cat C/D ½ SM. And GODBE fix minimums visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7 0
-------------------	---------------------------------	-------------------------	-----------------



1000

2500

WLK

↑

↪

◻

WLK

VOR/DME

2500

043°

Remain within 10 NM

GODBE

WLK 2

2.91°

TCH 55

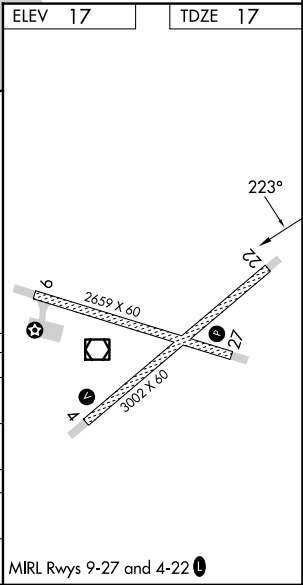
223°

1700

400

1.6 NM

CATEGORY	A	B	C	D
S-22	400-1	383 (400-1)	400-1½	383 (400-1½)
CIRCLING	480-1 463 (500-1)	580-1 563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)
GODBE FIX MINIMUMS				
S-22	380-1 363 (400-1)			
CIRCLING	480-1 463 (500-1)	580-1 563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)



SEWARD, ALASKA

AL-10600 (FAA)

25163

APP CRS	Rwy Ldg	N/A
166°	TDZE	N/A
	Apt Elev	28

RNAV (GPS)-A

SEWARD (SWD) (PAWD)

RNP APCH-GPS.

▼

⚠

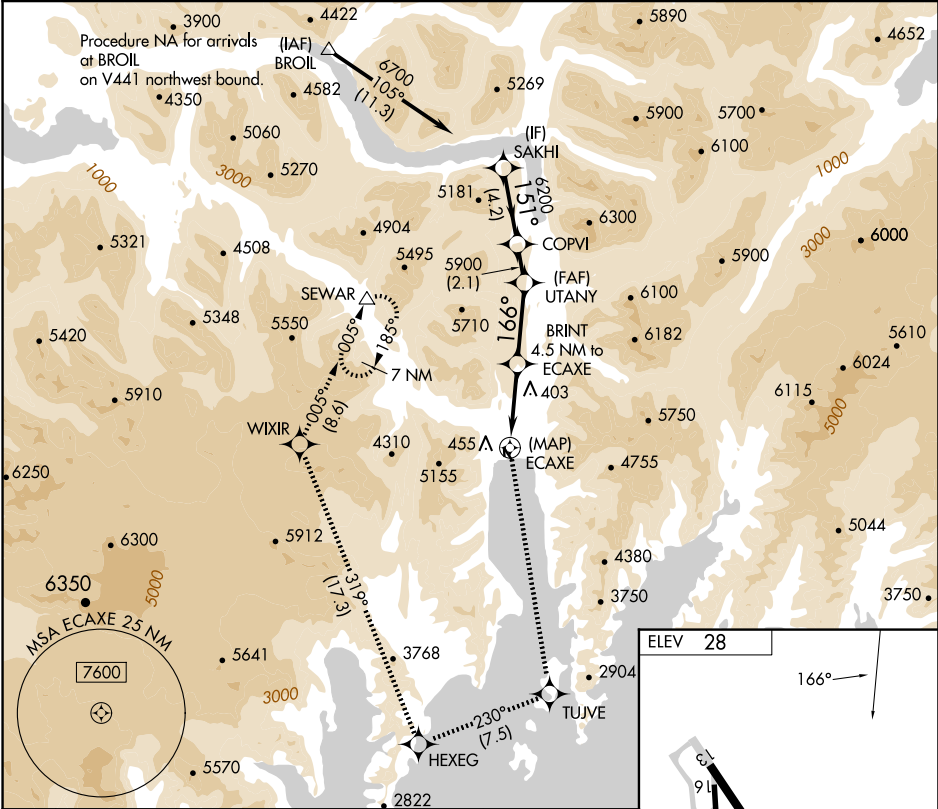
❄

When local altimeter setting not received, procedure NA.
Circling NA southwest Rwy 13 and west of Rwy 34.
Procedure NA at night. Rwy 13, 16, 31 and 34 helicopter
visibility reduction below 1 SM NA.

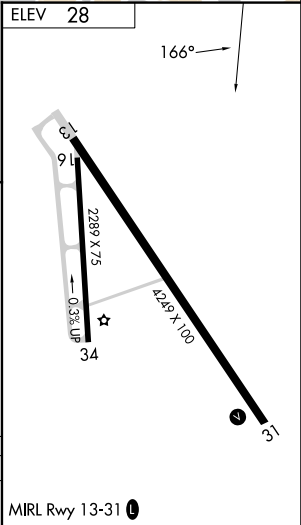
-3°C

MISSED APPROACH: Climb to 9500 direct TUJVE and on track 230° to HEXEG and on track 319° to WIXIR and on track 005° to SEWARD and hold.

ASOS	ANCHORAGE CENTER	KENAI RADIO	CTAF
135.2	119.7 269.0	122.6	122.9 0



9500	TUJVE	tr 230°	HEXEG	tr 319°	WIXIR	tr 005°	SEWARD	SAKHI
↑	✱	✱	✱	✱	✱	✱	△	
BRINT 4.5 NM to ECAXE UTANY COPVI ECAXE 4300 5900 6200 6700 151° 166° 4.5 NM 4.4 NM 2.1 NM 4.2 NM								
CATEGORY	A		B		C		D	
CIRCLING	2660-1¼ 2632 (2700-1¼)		2660-1½ 2632 (2700-1½)		NA			



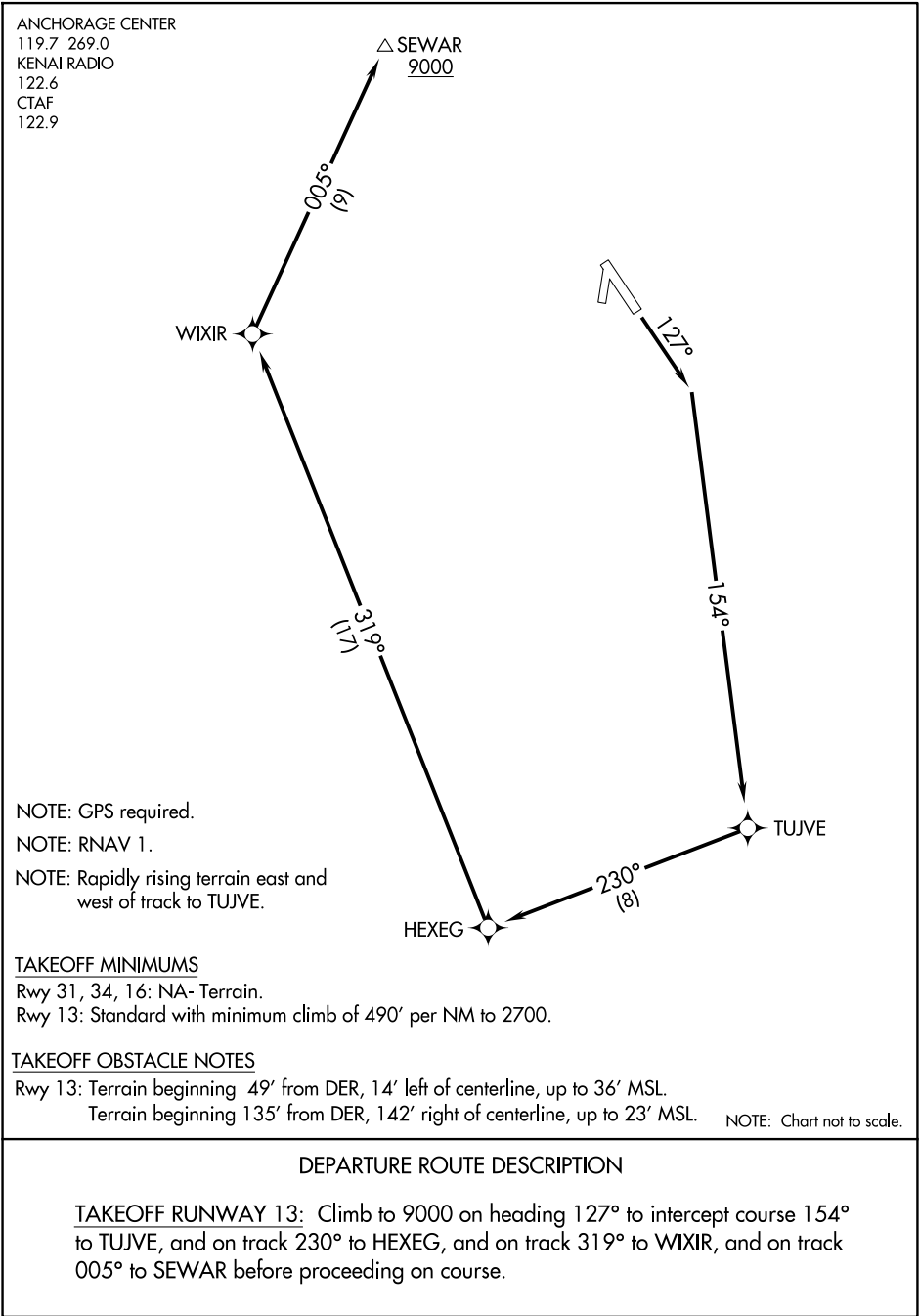
SEWARD, ALASKA
Orig-B 17JUN21

60°08'N-149°25'W

SEWARD (SWD) (PAWD)
RNAV (GPS)-A

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



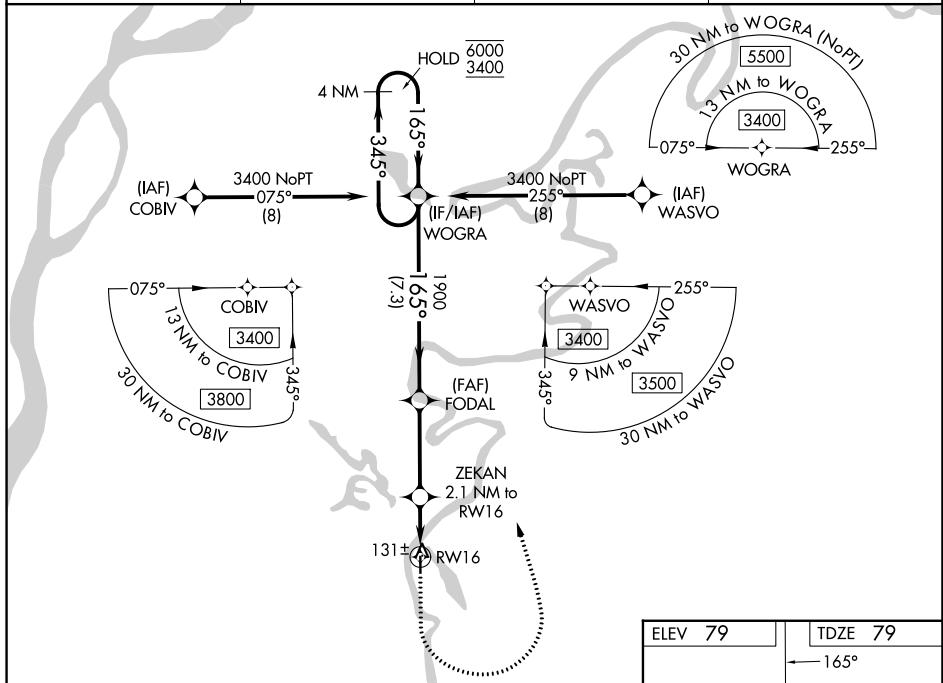
WAAS CH 45610 W16A	APP CRS 165°	Rwy Ldg TDZE 79 Apt Elev 79
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RNAV (GPS) RWY 16

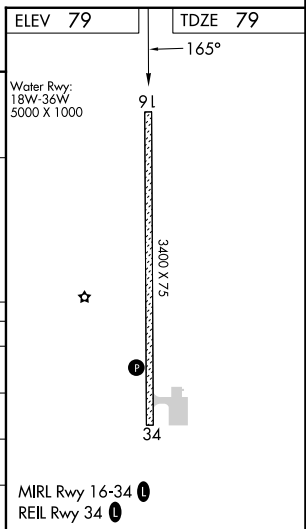
SHAGELUK (SHX) (PAHX)

RNP APCH.	MISSED APPROACH: Climb to 1000 then climbing left turn to 3400 direct WOGRA and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cats C and D east of Rwy 16-34.	

AWOS-3P 121.575	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	CTAF 122.8
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4 NM Holding Pattern 6000 ← 345° 3400 → 165° GP 3.00° TCH 40				
WOGRA FODAL 1900 ZEKAN 2.1 NM to RW16 * 1.4 NM to RW16 * 800 7.3 NM 3.5 NM 0.7 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	329-1 250 (300-1)			
LNAV/VNAV DA	329-1 250 (300-1)			
LNAV MDA	400-1 321 (400-1)			
CIRCLING	460-1 381 (400-1)	540-1 461 (500-1)	540-1½ 461 (500-1½)	800-2¼ 721 (800-2¼)



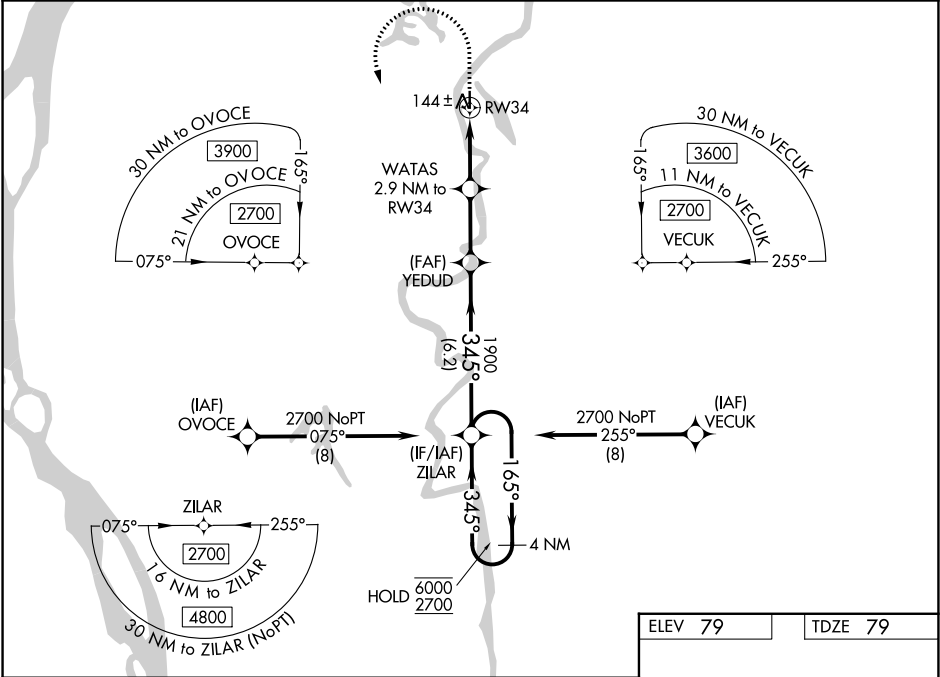
WAAS CH 72643 W34A	APP CRS 345°	Rwy Ldg TDZE 79 Apt Elev 79
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RNAV (GPS) RWY 34

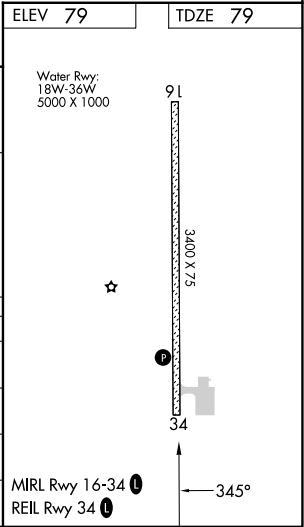
SHAGELUK (SHX) (PAHX)

RNP APCH.	MISSED APPROACH: Climb to 600 then climbing left turn to 2700 direct ZILAR and hold.
▼ ▲ Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling NA for Cats C and D east of Rwy 16-34.	

AWOS-3P 121.575	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	CTAF 122.8
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).				
4 NM Holding Pattern 6000 ← 165° 2700 → 345° GP 3.00° TCH 56 ZILAR YEDUD WATAS 2.9 NM to RW34 *0.9 NM to RW34 *1040 6.2 NM 2.7 NM 2 NM 0.9				
CATEGORY	A	B	C	D
LPV DA	329-1 250 (300-1)			
LNAV/VNAV DA	329-1 250 (300-1)			
LNAV MDA	400-1 321 (400-1)			
CIRCLING	460-1 381 (400-1)	540-1 461 (500-1)	540-1½ 461 (500-1½)	800-2¼ 721 (800-2¼)



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

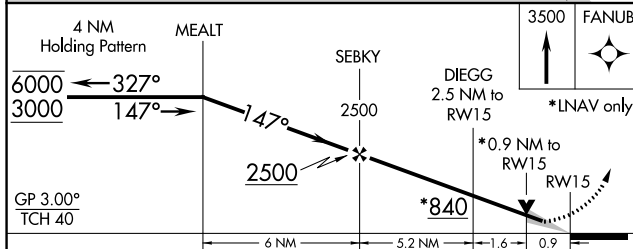
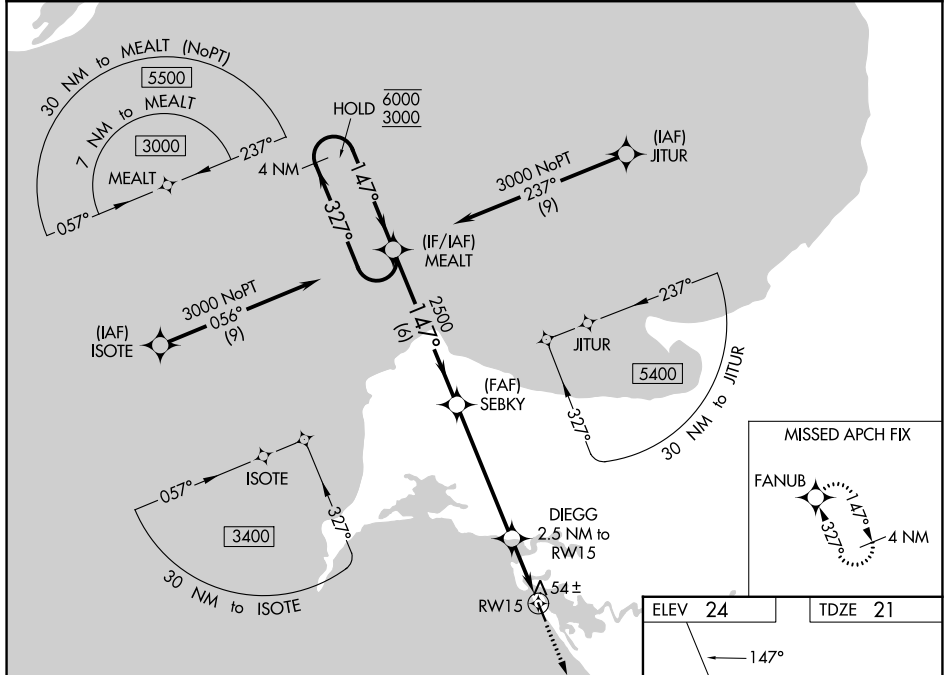
WAAS CH 63013 W15A	APP CRS 147°	Rwy Ldg 4001 TDZE 21 Apt Elev 24
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RNAV (GPS) RWY 15

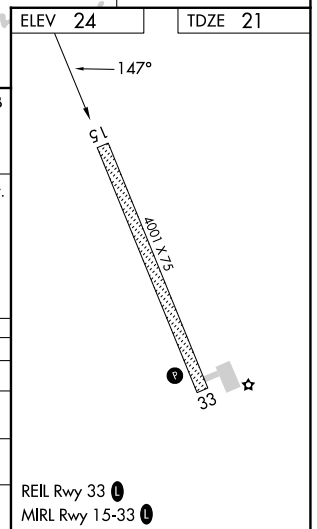
SHAKTOOLIK (2C7) (PFSH)

RNP APCH.	Baro-VNAV and VDP NA when using Unalakleet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received use Unalakleet altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LNAV Cats C and D visibility 1/8 SM, and Circling Cat D visibility 1/4 SM.	MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.
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AWOS-3P 124.175	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 122.8 0
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CATEGORY	A	B	C	D
LPV DA	271-1	250 (300-1)		
LNAV/VNAV DA	271-1	250 (300-1)		
LNAV MDA	360-1	339 (400-1)		
CIRCLING	480-1	456 (500-1)	480-1 1/2 456 (500-1 1/2)	740-2 1/4 716 (800-2 1/4)



APP CRS	Rwy Ldg	4001
327°	TDZE	24
	Apt Elev	24

RNAV (GPS) RWY 33

SHAKTOOLIK (2C7) (PFSH)

RNP APCH - GPS.

T When local altimeter setting not received, use Unalakleet altimeter
A setting and increase all MDA 80 feet and increase LNAV Cat C
and D and Circling Cat D visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 3000 direct MEALT and hold.

AWOS-3P

124.175

ANCHORAGE CENTER

135.7 335.5

NOME RADIO

122.3

CTAF

122.8 0

MISSED APCH FIX

4 N

ME

WO

RW33 178

(FAF)
PAR7

(IF/IAF)
EADILIR

WOLFG

(IAF)

ELEV 24

TDZE 24

RFII Rwy 33

MIRI Rwy 15-33 1

64°22'N-161°13'W

491

SHAKTOOLIK (2C7) (PFSH)

RNAV (GPS) RWY 33

AK, 03 SEP 2026 to 29 OCT 2026

SHISHMAREF, ALASKA

AL-6904 (FAA)

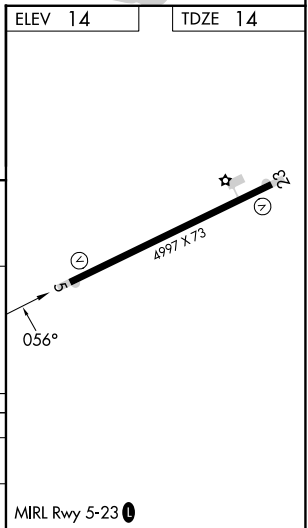
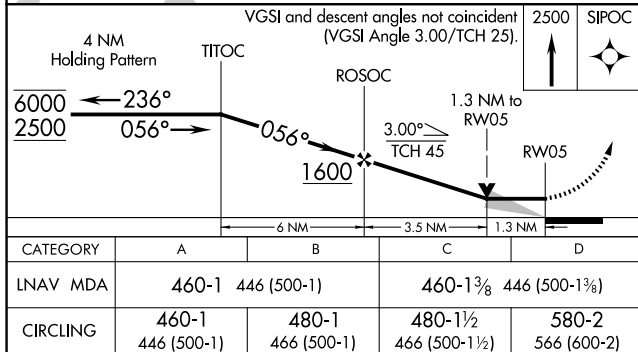
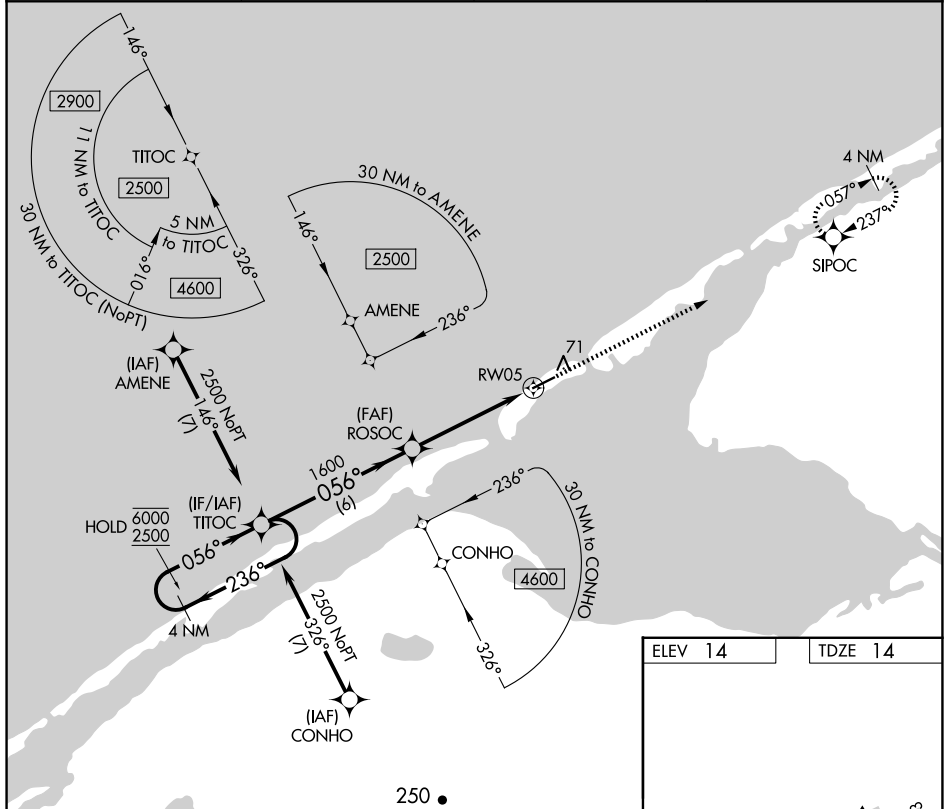
25163

APP CRS	Rwy Ldg	4997
056°	TDZE	14
	Apt Elev	14

RNAV (GPS) RWY 5

SHISHMAREF (SHH) (PASH)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 2500 direct SIPOC and hold.	
AWOS-3P	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0



SHISHMAREF, ALASKA
Amdt 1 05OCT23

66°15'N-166°05'W

SHISHMAREF (SHH) (PASH)
RNAV (GPS) RWY 5

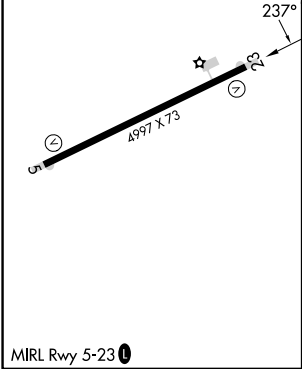
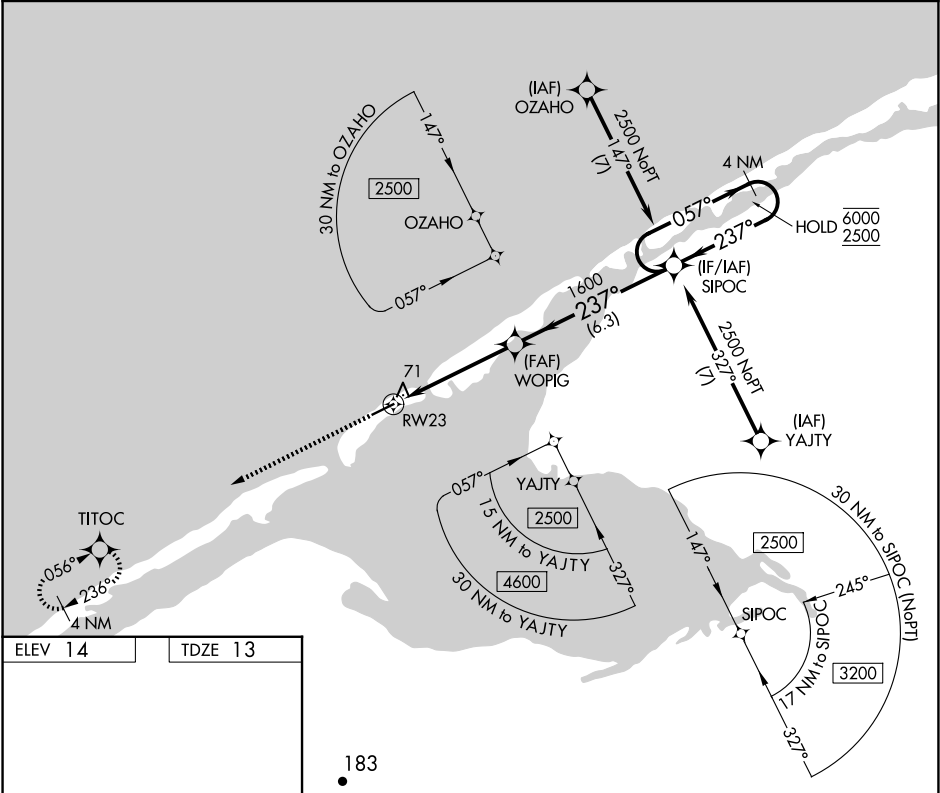
AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4997
237°	TDZE	13
	Apt Elev	14

RNAV (GPS) RWY 23

SHISHMAREF (SHH) (PASH)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 2500 direct TITOC and hold.	
AWOS-3P	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0



2500

↑

TITOC

VGSI and descent angles not coincident

(VGSI Angle 3.00/TCH 25).

1.4 NM to RW23

≤ 3.00°

TCH 45°

1.4 NM

3.5 NM

6.3 NM

WOPIG

1600

SIPOC

4 NM Holding Pattern

057° → 6000

← 237° 2500

237°

237°

CATEGORY	A	B	C	D
LNAV MDA	480-1	467 (500-1)	480-1 ³ / ₈ 467 (500-1 ³ / ₈)	
CIRCLING	480-1	466 (500-1)	480-1 ¹ / ₂ 466 (500-1 ¹ / ₂)	580-2 566 (600-2)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

SHUNGNAK, ALASKA

AL-10172 (FAA)

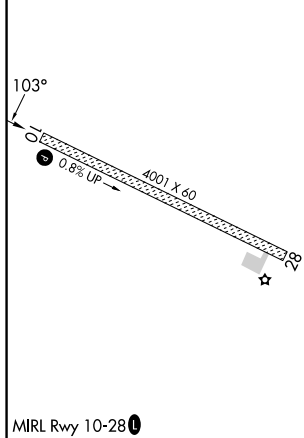
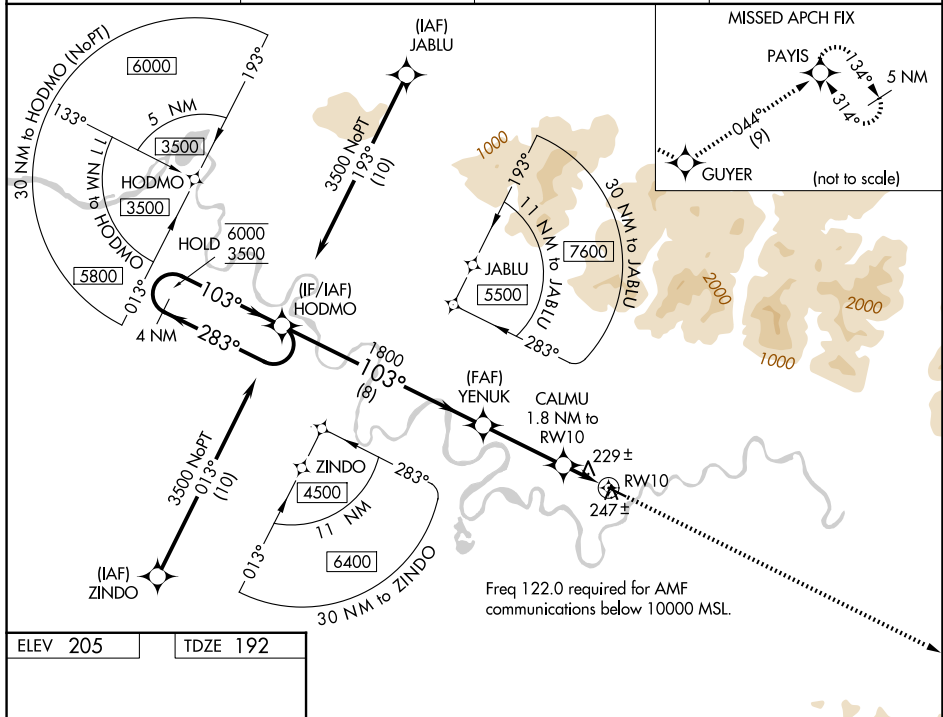
25275

WAAS CH 50226 W10A	APP CRS 103°	Rwy Ldg TDZE Apt Elev	4001 192 205
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RNAV (GPS) RWY 10

SHUNGNAK (SHG)(PAGH)

RNP APCH Circling to Rwy 28 NA at night. -32°C		MISSED APPROACH: Climb to 6000 direct GUYER and on track 044° to PAYIS and hold, continue climb-in-hold to 6000.	
AWOS-3P 118.525	ANCHORAGE CENTER 119.2	KOTZEBUE RADIO 122.0	CTAF 122.7



ELEV 205		TDZE 192	
4 NM Holding Pattern		YENUK	
6000 ← 283°		3.00° TCH 35	
3500 → 103°		1800	
		780	
		8 NM	
		3.2 NM	
		0.9 NM	
		0.9 NM	
CATEGORY	A	B	C
LP MDA	480-1	288 (300-1)	NA
LNAV MDA	540-1	348 (400-1)	NA
CIRCLING	600-1 395 (400-1)	660-1 455 (500-1)	660-1½ 455 (500-1½)

SHUNGNAK, ALASKA
Amdt 3 10OCT19

66°53'N-157°10'W

SHUNGNAK (SHG)(PAGH)

RNAV (GPS) RWY 10

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40126 W28A	APP CRS 284°	Rwy Ldg 4001 TDZE 205 Apt Elev 205
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RNAV (GPS) RWY 28
SHUNGNK(SHG)(PAGH)

RNP APCH - GPS.

 Rwy 28 helicopter visibility reduction below 1 SM NA.
 Straight-in Rwy 28 NA at night, Circling Rwy 28 NA
 -32°C at night.

MISSED APPROACH: Climb to 5000 direct HODMO and on track 314° to TOMPY and hold, continue climb-in-hold to 5000.

AWOS-3P 118.525	ANCHORAGE CENTER 119.2	KOTZEBUE RADIO 122.0	CTAF 122.7
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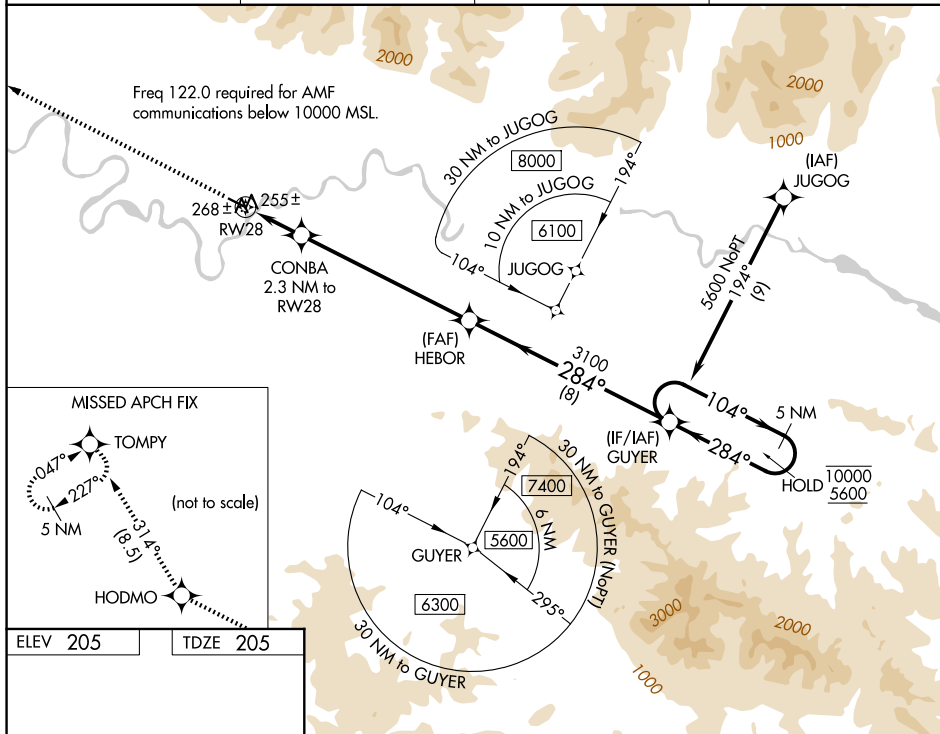


Diagram illustrating the RW28 instrument approach for MIRM RWY 10-28. The approach path is shown with a 284° heading and a 3100' altitude. The path includes a 2.3 NM segment to RW28, a 6.7 NM segment to the CONBA (2.3 NM to RW28), and an 8 NM segment to the GUYER holding pattern. The GUYER holding pattern is a 5 NM holding pattern. The diagram also shows the HODMO and TOMPY navigation aids, and the RW28 runway.

CATEGORY	A	B	C	D
LP MDA	540-1	335 (400-1)		NA
LNAV MDA	540-1	335 (400-1)		NA
CIRCLING	600-1 395 (400-1)	660-1 455 (500-1)	660-1½ 455 (500-1½)	NA

MIRM RWY 10-28

SHUNGNAK, ALASKA

Amdt 4 31OCT24

66°53'N-157°10'W

495

SHUNGNAK (SHG)(PAGH)

RNAV (GPS) RWY 28

(TOMPY1.TOMPY) 24305

AL-10172 (FAA)

TOMPY ONE DEPARTURE (OBSTACLE) (RNAV)

SHUNGNAC (SHG) (PAGH)

SHUNGNAC, ALASKA

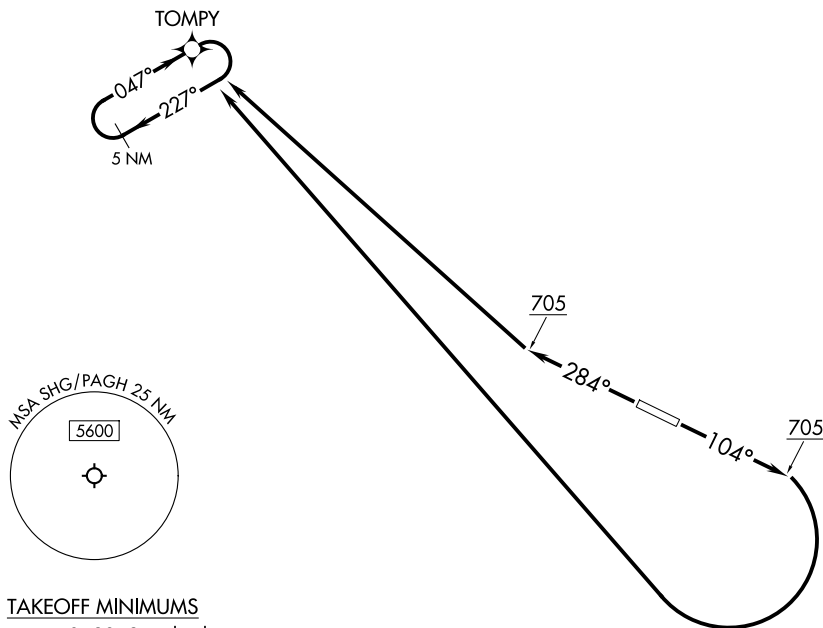
RNAV 1 - GPS.

ANCHORAGE CENTER

119.2

CTAF

122.7

TAKEOFF MINIMUMS

Rwys 10, 28: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 10: Light poles beginning 9' from DER, 20' left of centerline, up to 2' AGL/207' MSL.
 Light poles beginning 10' from DER, 20' right of centerline, up to 2' AGL/207' MSL.
 Vegetation, trees beginning 58' from DER, 277' right of centerline, up to 219' MSL.
 Trees, vehicles on road beginning 103' from DER, 111' right of centerline, up to 237' MSL.
 Trees beginning 838' from DER, 29' left of centerline, up to 234' MSL.
 Tree 1180' from DER, 589' left of centerline, 241' MSL.
 Tree 1218' from DER, 608' left of centerline, 255' MSL.
- Rwy 28: Light poles beginning 9' from DER, 20' right of centerline, up to 3' AGL/176' MSL.
 Light poles beginning 9' from DER, 19' left of centerline, up to 2' AGL/176' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 104° to 705, then right turn direct TOMPY, thence. . .

TAKEOFF RUNWAY 28: Climb on heading 284° to 705, then direct TOMPY, thence. . . .

. . . continue climb in TOMPY holding pattern to cross TOMPY fix at or above MEA for direction of flight before proceeding on course.

TOMPY ONE DEPARTURE (OBSTACLE) (RNAV)

(TOMPY1.TOMPY) 31OCT24

SHUNGNAC, ALASKA

SHUNGNAC (SHG) (PAGH)

WAAS CH 56632 W11A	APP CRS 115°	Rwy Ldg TDZE 6500 24 Apt Elev 27
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RNAV (GPS) RWY 11

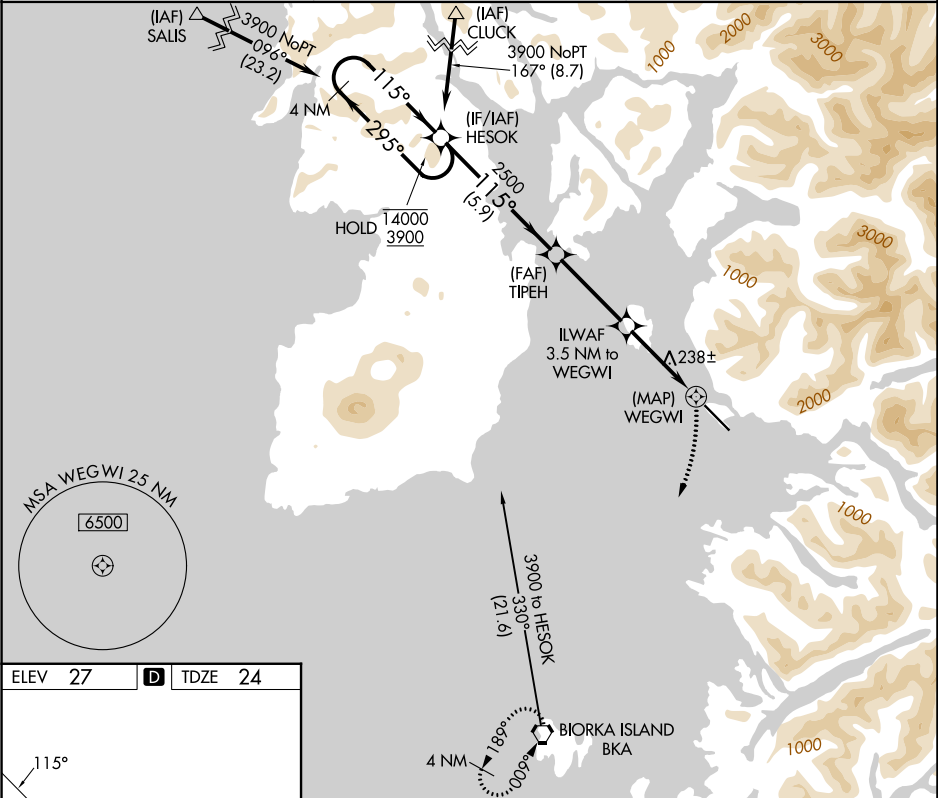
SITKA ROCKY GUTIERREZ (SIT)(PASI)

When local altimeter setting not received, procedure NA.

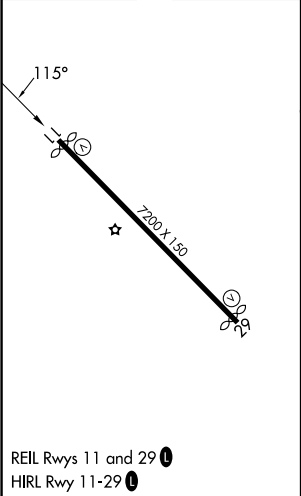
Circling NA northeast of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.

AFIS 135.9	ANCHORAGE CENTER 126.1 335.5	SITKA RADIO 123.6 (CTAF) 122.2
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ELEV 27	D	TDZE 24
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4 NM Holding Pattern		HESOK	TIPEH	ILWAF 3.5 NM to WEGWI	0.8 NM to WEGWI	5000	BKA
14000 3900		295° 115°	115°	2500	1360		
		5.9 NM	3.6 NM	2.7 NM	0.8	0.5	
CATEGORY	A	B	C	D			
LP MDA	500-1	476 (500-1)	500-1 3/8	476 (500-1 3/8)			
LNAV MDA	1300-1 1/4 1276 (1300-1 1/4)	1300-1 1/2 1276 (1300-1 1/2)	1300-3	1276 (1300-3)			
CIRCLING	1300-1 1/4 1273 (1300-1 1/4)	1300-1 1/2 1273 (1300-1 1/2)	1300-3 1273 (1300-3)	1660-3 1633 (1700-3)			

SITKA, ALASKA

AL-5414 (FAA)

26190

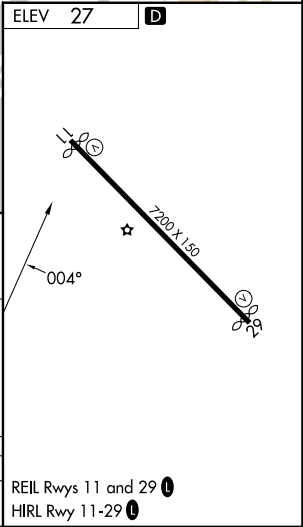
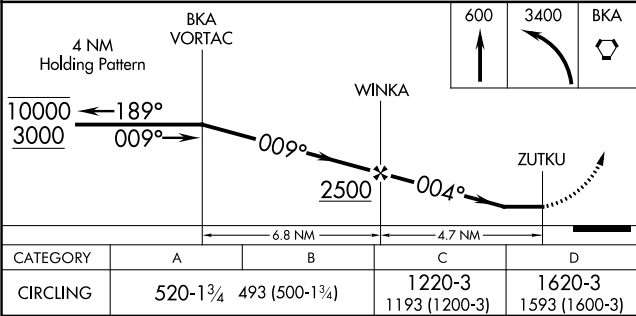
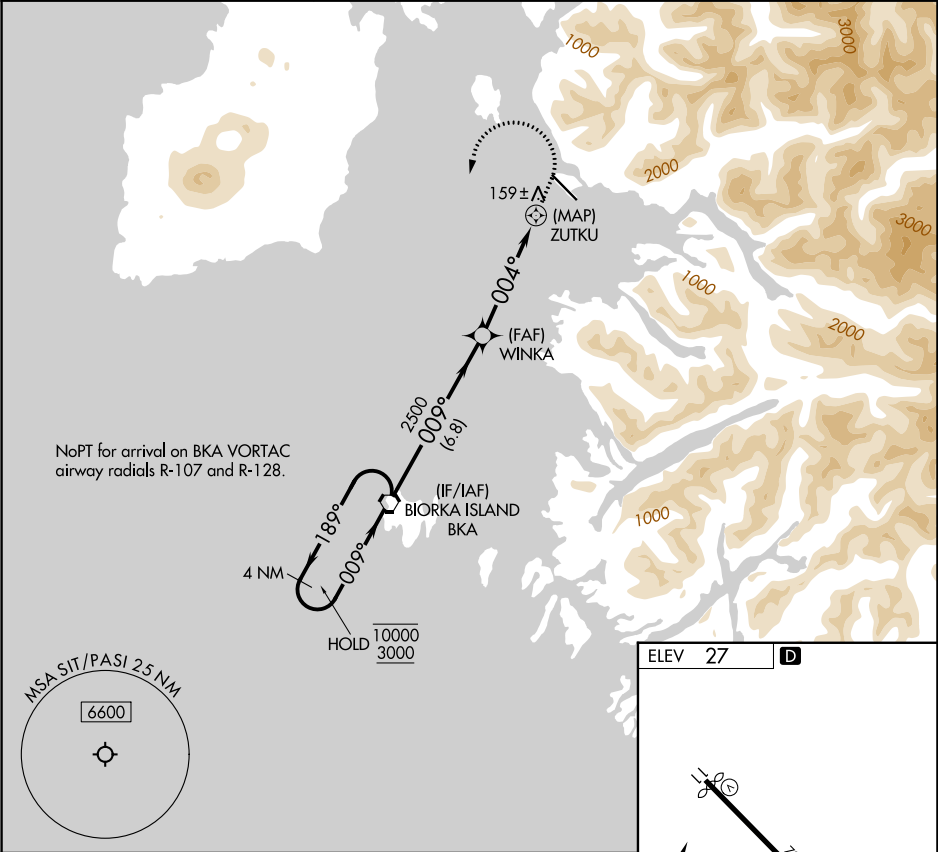
APP CRS	Rwy Ldg	N/A
004°	TDZE	N/A
	Apt Elev	27

RNAV (GPS)-B

SITKA ROCKY GUTIERREZ (SIT)(PASI)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200K until BKA VORTAC) Climb to 600 then climbing left turn to 3400 direct BKA VORTAC and hold, continue climb-in-hold to 3400.
▼ Circling NA northeast of Rwy 11-29. When local altimeter setting not received, procedure NA.	

AFIS 135.9	ANCHORAGE CENTER 126.1 335.5	SITKA RADIO 123.6 (CTAF) 0 122.2
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SITKA, ALASKA
Orig 08SEP22

57°03'N-135°22'W

SITKA ROCKY GUTIERREZ (SIT)(PASI)
RNAV (GPS)-B

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

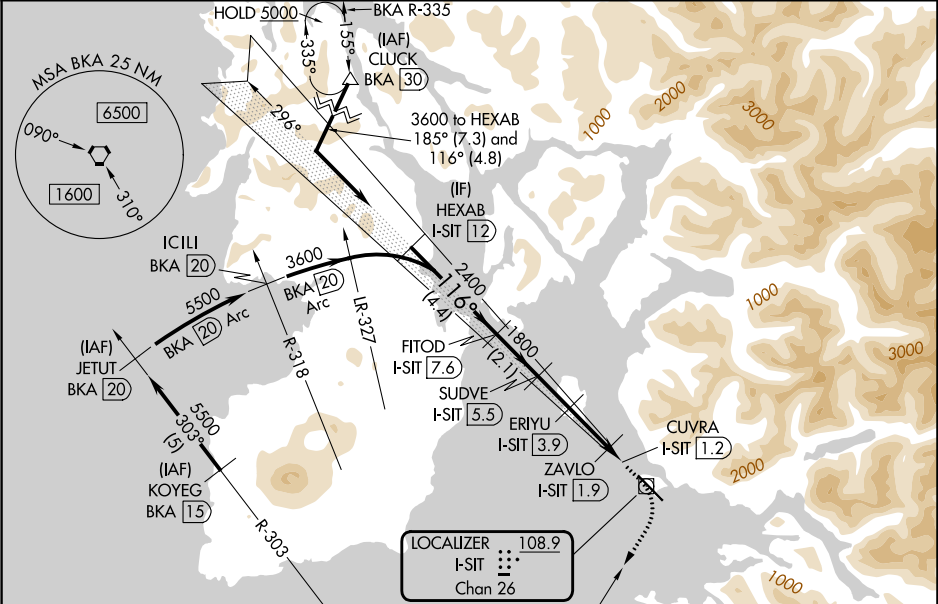
LOC/DME I-SIT	APP CRS	Rwy Ldg
108.9	116°	6500
Chan 26		TDZE 24
		Apt Elev 27

LDA RWY 11

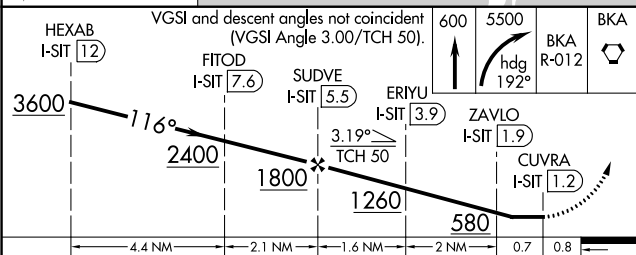
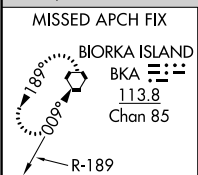
SITKA ROCKY GUTIERREZ (SIT)(PASI)

DME required.	MISSED APPROACH: Climb to 600 then climbing right turn to 5500 on heading 192° and BKA VORTAC R-012 to BKA VORTAC and hold, continue climb-in-hold to 5500.
When local altimeter setting not received, procedure NA.	
Circling NA northeast of Rwy 11-29.	

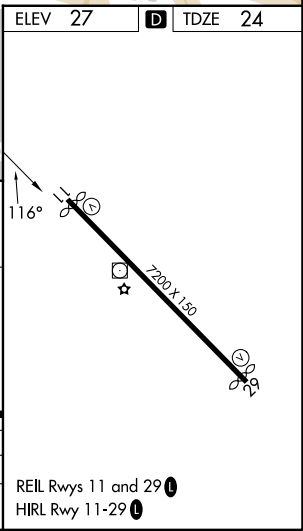
AFIS 135.9	ANCHORAGE CENTER 126.1 335.5	SITKA RADIO 123.6 (CTAF) 0 122.2
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Procedure NA for arrival on BKA VORTAC airway radial 347.

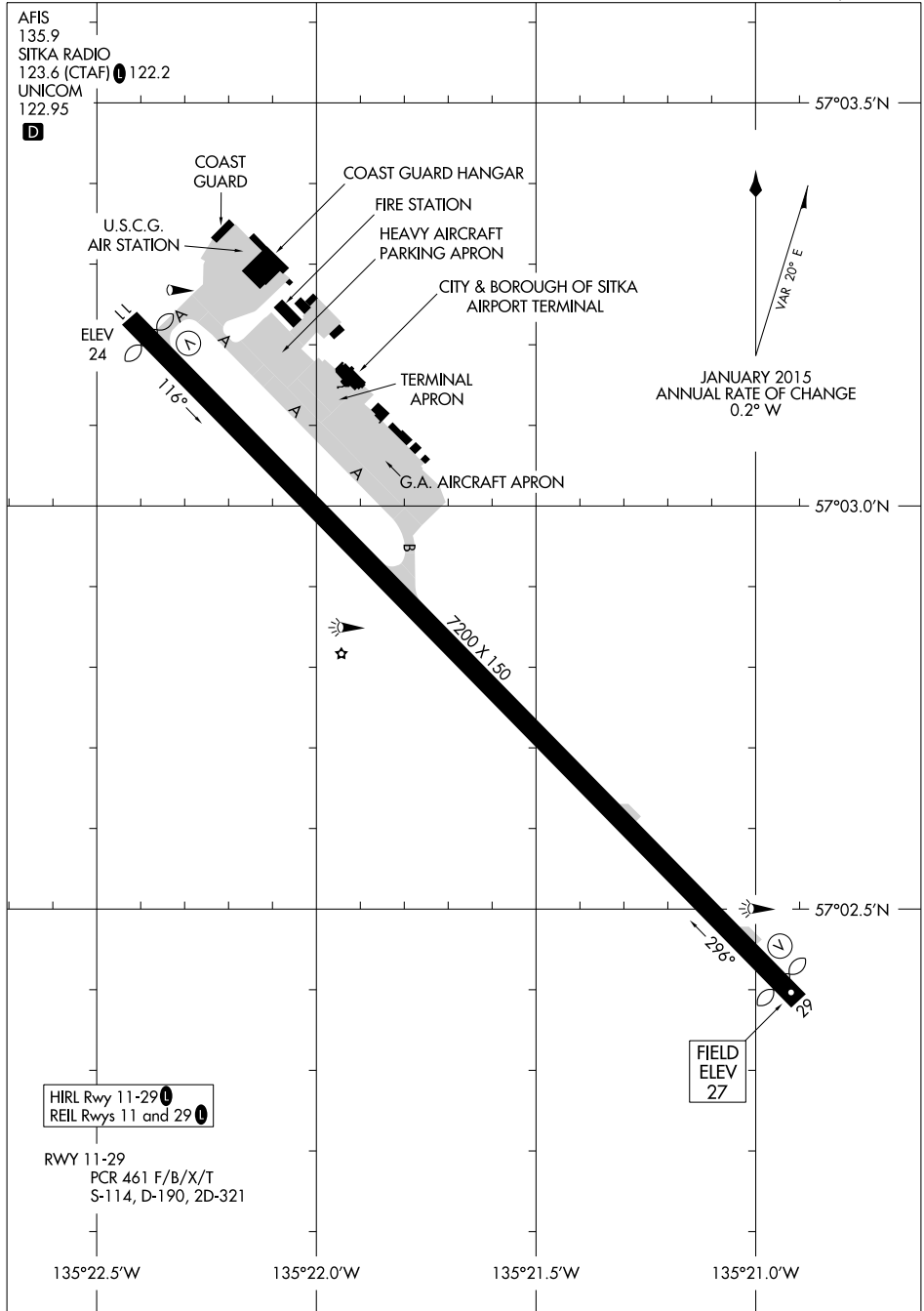


CATEGORY	A	B	C	D
S-11	520-1 496 (500-1)		520-1 $\frac{3}{8}$ 496 (500-1 $\frac{3}{8}$)	
CIRCLING	520-1 493 (500-1)		540-1 $\frac{1}{2}$ 513 (600-1 $\frac{1}{2}$)	1500-3 1473 (1500-3)



AIRPORT DIAGRAM

AL-5414 (FAA)

SITKA ROCKY GUTIERREZ (SIT) (PASI)
SITKA, ALASKA

AK, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

26190

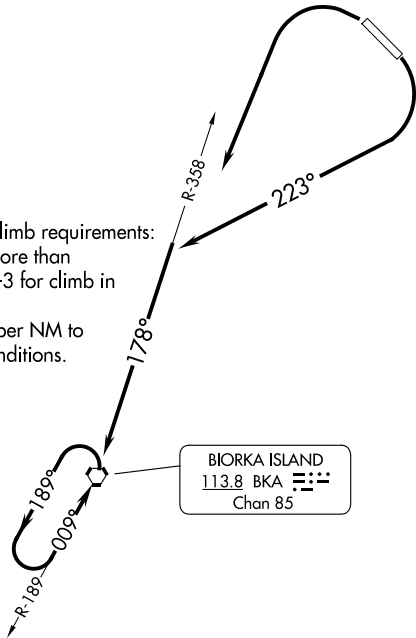
SITKA, ALASKA
SITKA ROCKY GUTIERREZ (SIT) (PASI)

AFIS
135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2

TAKEOFF MINIMUMS

- Rwy 11: Standard with the following minimum climb requirements:
180K or less, 410' per NM to 1900; more than 180K, 645' per NM to 3400, or 3900-3 for climb in visual conditions.
- Rwy 29: Standard with minimum climb of 233' per NM to 1000, or 3900-3 for climb in visual conditions.

WARNING: High terrain all quadrants,
Mount Edgecumbe 3201',
13 NM southwest of Sitka Airport.



TAKEOFF OBSTACLE NOTES

- Rwy 11: Trees beginning 1418' from DER, 776' right of centerline, up to 78' AGL/102' MSL.
Trees beginning 1524' from DER, 576' right of centerline, up to 64' AGL/100' MSL.
Trees beginning 2001' from DER, 492' right of centerline, up to 89' AGL/115' MSL.
Trees beginning 2055' from DER, 753' left of centerline, up to 83' AGL/108' MSL.
Trees beginning 2120' from DER, 548' right of centerline, up to 113' AGL/138' MSL.
Trees beginning 2210' from DER, 533' right of centerline, up to 110' AGL/135' MSL.
Trees beginning 3496' from DER, 792' left of centerline, up to 122' AGL/139' MSL.
Trees beginning 4035' from DER, 774' left of centerline, up to 160' AGL/185' MSL.
Trees beginning 4203' from DER, 847' left of centerline, up to 123' AGL/153' MSL.
Trees beginning 4445' from DER, 838' left of centerline, up to 104' AGL/174' MSL.
Trees beginning 4541' from DER, 529' left of centerline, up to 99' AGL/159' MSL.
Trees beginning 5139' from DER, 20' right of centerline, up to 161' MSL.
Tree 6074' from DER, 34' left of centerline, 145' AGL/184' MSL.
- Rwy 29: Tree 124' from DER, 505' right of centerline, 20' AGL/35' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 11: Climbing right turn heading 223° to intercept BKA R-358 to BKA VORTAC, thence. . . .
- TAKEOFF RUNWAY 29: Climbing left turn direct BKA VORTAC, thence. . . .
- VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sitka Rocky Gutierrez Airport at or above 3800 then climb direct BKA VORTAC, thence. . . .
- . . . continue climb in BKA VORTAC holding pattern to cross BKA VORTAC at or above MEA for direction of flight before proceeding on course.

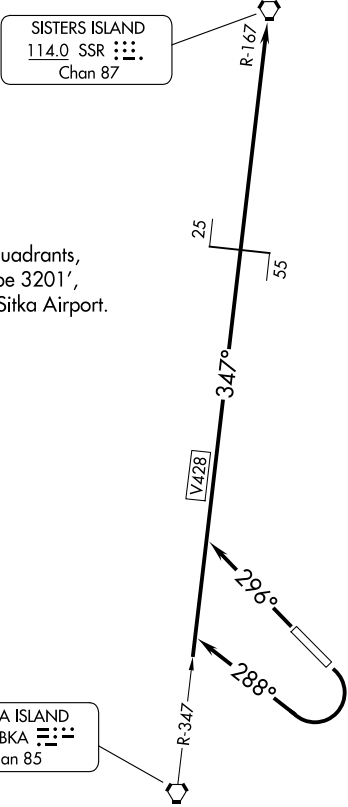
(STKA1.SSR) 24361

SITKA ONE DEPARTURE

SITKA ROCKY GUTIERREZ (SIT) (PASI)
SITKA, ALASKA

AL-5414 (FAA)

ANCHORAGE CENTER
126.1 335.5
AFIS
135.9
CTAF
123.6



WARNING: High terrain all quadrants,
Mount Edgecumbe 3201',
13 NM West of Sitka Airport.

TAKEOFF MINIMUMS

Rwy 11: Standard with the following minimum climb requirements: 180K or less,
390'/NM to 4500; more than 180K, 645'/NM to 3400.
Rwy 29: Standard with minimum climb of 357'/NM to 5400.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climbing right turn heading 288° to join V428 and SSR R-167
to SSR VORTAC.

TAKEOFF RUNWAY 29: Climb heading 296° to join V428 to SSR VORTAC.

SITKA ONE DEPARTURE
(STKA1.SSR) 26DEC24

SITKA, ALASKA
SITKA ROCKY GUTIERREZ (SIT) (PASI)

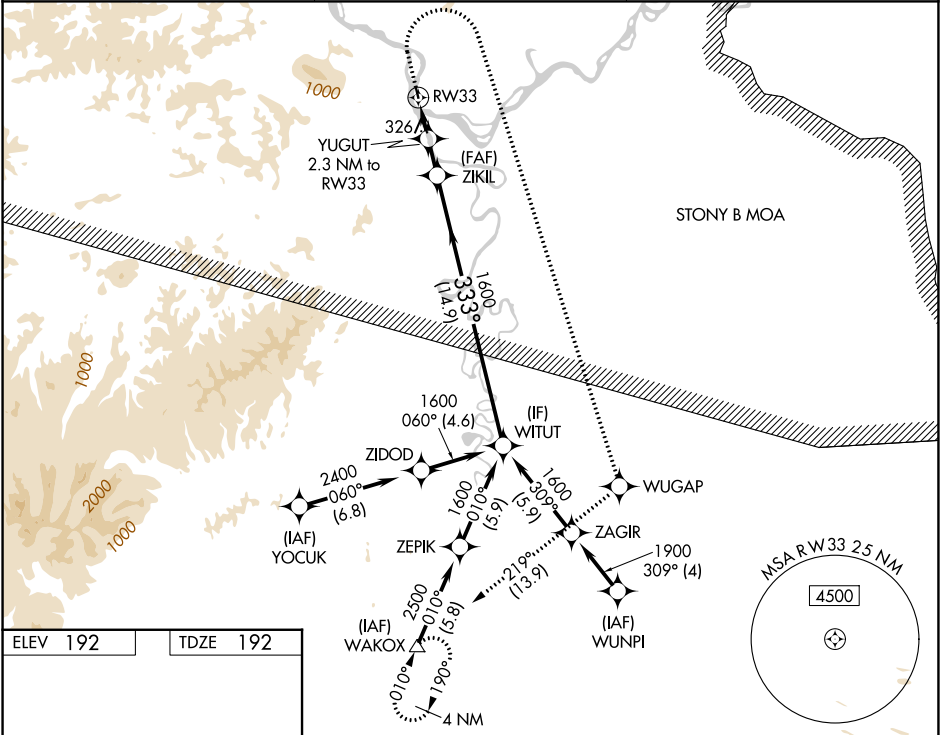
WAAS CH 45743 W33A	APP CRS 333°	Rwy Ldg TDZE Apt Elev	3100 192 192
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RNAV (GPS) RWY 33

SLEETMUTE (SLQ)(P)ASL

RNP APCH.	MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct WUGAP, then track 219° to WAKOX and hold.
Circling NA west of Rwy 15-33. Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA. -36°C	

AWOS-3P 134.85	ANCHORAGE CENTER 128.5 379.9	UNICOM 122.8 (CTAF) 0
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ELEV 192	TDZE 192	600	3000	WUGAP	tr 219°	WAKOX	ZIKIL	WITUT
		YUGUT 2.3 NM to RW33 ≤3.00° TCH 40						
		2.3 NM		2 NM		14.9 NM		
CATEGORY	A	B		C		D		
LP MDA	580-1	388 (400-1)		NA				
LNAV MDA	900-1	708 (800-1)		NA				
CIRCLING	900-1 708 (800-1)	960-1 768 (800-1)		NA				

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

(SQA1.SQA) 20366

AL-10170 (FAA)

SLEETMUTE (SLQ)(PASL)

SPARREVOHN ONE DEPARTURE (OBSTACLE) (RNAV)

SLEETMUTE, ALASKA

AWOS-3P
134.85
ANCHORAGE CENTER
128.5 379.9
CTAF
122.8

STONY B
MOA

CEPMO

099°
(43)

SPARREVOHN
SQA

TAKEOFF MINIMUMS

Rwy 33: NA - Terrain

Rwy 15: 600-3 or standard with minimum climb of
310' per NM to 800.

TAKEOFF OBSTACLE NOTES

Rwy 15: Sign at DER, 67' right of centerline, 194' MSL.
Sign at DER, 69' left of centerline, 194' MSL.
Trees beginning 2' from DER, 187' left of centerline, up to 219' MSL.
Tree 30' from DER, 482' right of centerline, 240' MSL.
Trees beginning 124' from DER, 174' right of centerline, up to 245' MSL.
Tree 143' from DER, 496' right of centerline, 54' AGL/247' MSL.
Trees beginning 162' from DER, 271' left of centerline, up to 241' MSL.
Trees beginning 256' from DER, 21' right of centerline, up to 249' MSL.
Tree 292' from DER, 343' left of centerline, 247' MSL.
Trees beginning 368' from DER, 448' right of centerline, up to 253' MSL.
Trees beginning 395' from DER, 333' left of centerline, up to 248' MSL.
Tree 497' from DER, 570' right of centerline, 254' MSL.
Trees beginning 524' from DER, 19' right of centerline, up to 255' MSL.
Trees beginning 535' from DER, 268' left of centerline, up to 254' MSL.
Tree 692' from DER, 477' right of centerline, 256' MSL.
Trees beginning 719' from DER, 125' right of centerline, up to 263' MSL.
Trees beginning 724' from DER, 423' left of centerline, up to 256' MSL.
Trees beginning 920' from DER, 58' left of centerline, up to 268' MSL.
Trees beginning 1734' from DER, 43' right of centerline, up to 277' MSL.
Trees beginning 1975' from DER, 171' right of centerline, up to 292' MSL.
Trees beginning 2173' from DER, 22' left of centerline, up to 280' MSL.
Trees beginning 2198' from DER, 22' right of centerline, up to 294' MSL.
Trees beginning 3209' from DER, 66' right of centerline, up to 296' MSL.
Trees beginning 1.3 NM from DER, 2558' right of centerline, up to 433' MSL.
Tree 1.3 NM from DER, 2581' right of centerline, 454' MSL.
Trees beginning 1.3 NM from DER, 2515' right of centerline, up to 495' MSL.
Trees beginning 1.4 NM from DER, 2607' right of centerline, up to 509' MSL.
Trees beginning 1.4 NM from DER, 2351' right of centerline, up to 524' MSL.

NOTE: GPS required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct CEPMO, then on track 099° to SQA VOR/DME,
cross SQA VOR/DME at or above MEA/MCA for assigned route of flight.

SPARREVOHN ONE DEPARTURE (OBSTACLE) (RNAV)

(SQA1.SQA) 31DEC20

SLEETMUTE, ALASKA
SLEETMUTE (SLQ)(PASL)

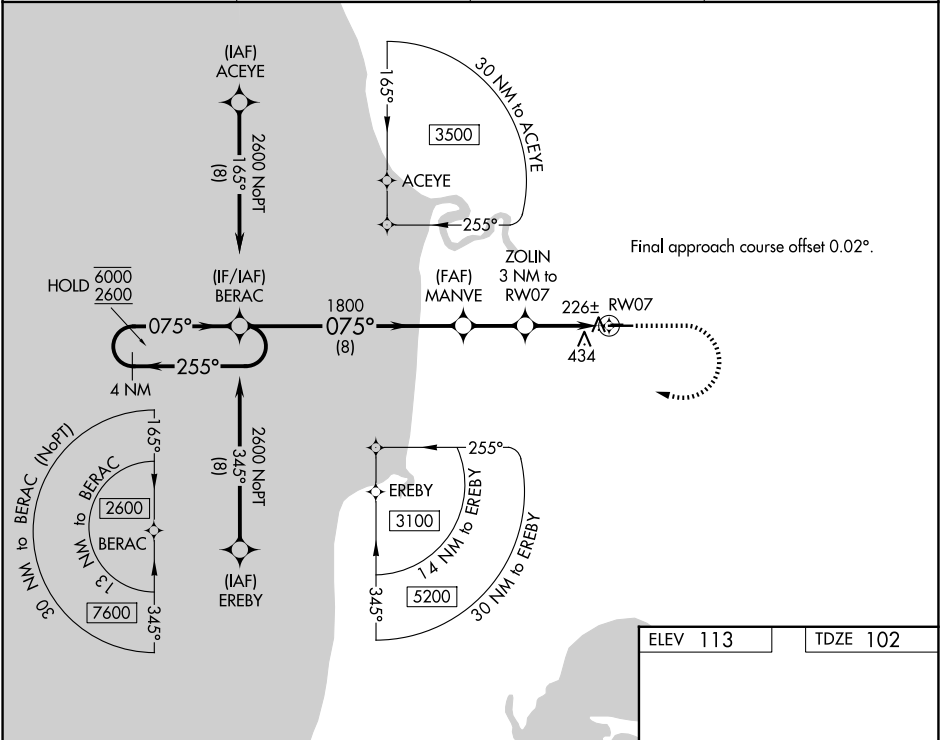
WAAS CH 45942 W07A	APP CRS 075°	Rwy Ldg TDZE Apt Elev	5001 102 113
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RNAV (GPS) RWY 7

SOLDOTNA (SXQ)(PASX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 700 then climbing right turn to 2600 direct BERAC and hold.
Rwy 7 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 7S and 25S.	

AWOS-3P 135.45	ANCHORAGE CENTER 125.7 379.1	KENAI RADIO 122.35	CTAF 122.5 0
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4 NM Holding Pattern		BERAC		700	2600	BERAC
6000 ← 255°		2600 → 075°		075°		
		MANVE		ZOLIN 3 NM to RW07		
		1800		1.1 NM to RW07		
		1080		RW07		
		8 NM		2.2 NM		
				1.9 NM		
				1.1		
CATEGORY	A	B	C	D		
LP MDA	480-1 378 (400-1)					
LNAV MDA	640-1 538 (600-1)			640-1½ 538 (600-1½)		
CIRCLING	740-1 627 (700-1)	820-1 707 (800-1)	820-2 707 (800-2)	980-2¾ 867 (900-2¾)		
MRL Rwy 7-25 0						

SOLDOTNA, ALASKA

AL-5464 (FAA)

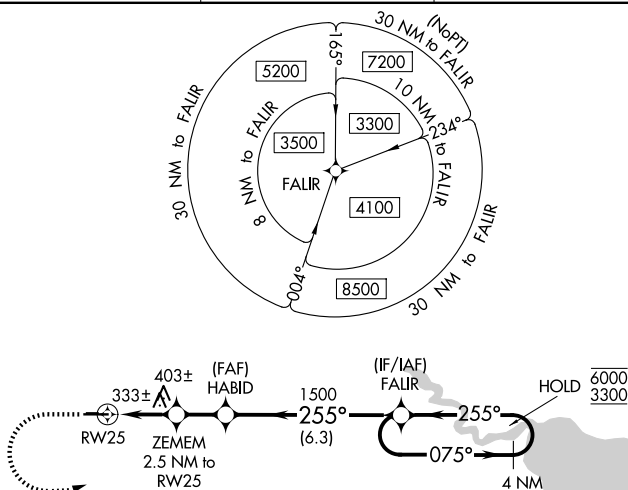
26246

WAAS CH 86236 W25A	APP CRS 255°	Rwy Ldg TDZE 113 Apt Elev 113
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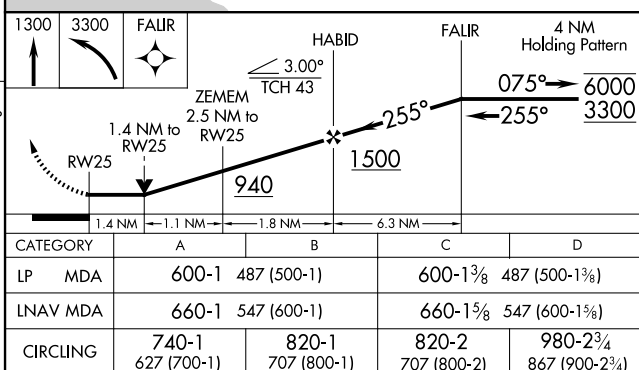
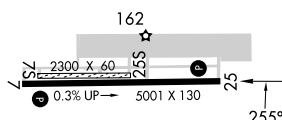
RNAV (GPS) RWY 25

SOLDOTNA (SXQ)(PASX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1300 then climbing left turn to 3300 direct FAIR and hold.	
Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA to Rwy 7S and 25S.			
AWOS-3P 135.45	ANCHORAGE CENTER 125.7 379.1	KENAI RADIO 122.35	CTAF 122.50



ELEV 113	TDZE 113
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MRL Rwy 7-25

SOLDOTNA, ALASKA

Amdt 3 03SEP26

60°29'N-151°02'W

RNAV (GPS) RWY 25

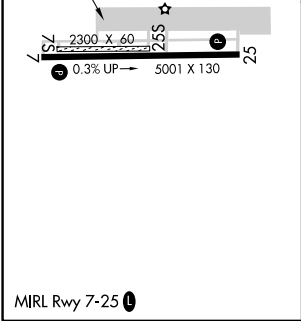
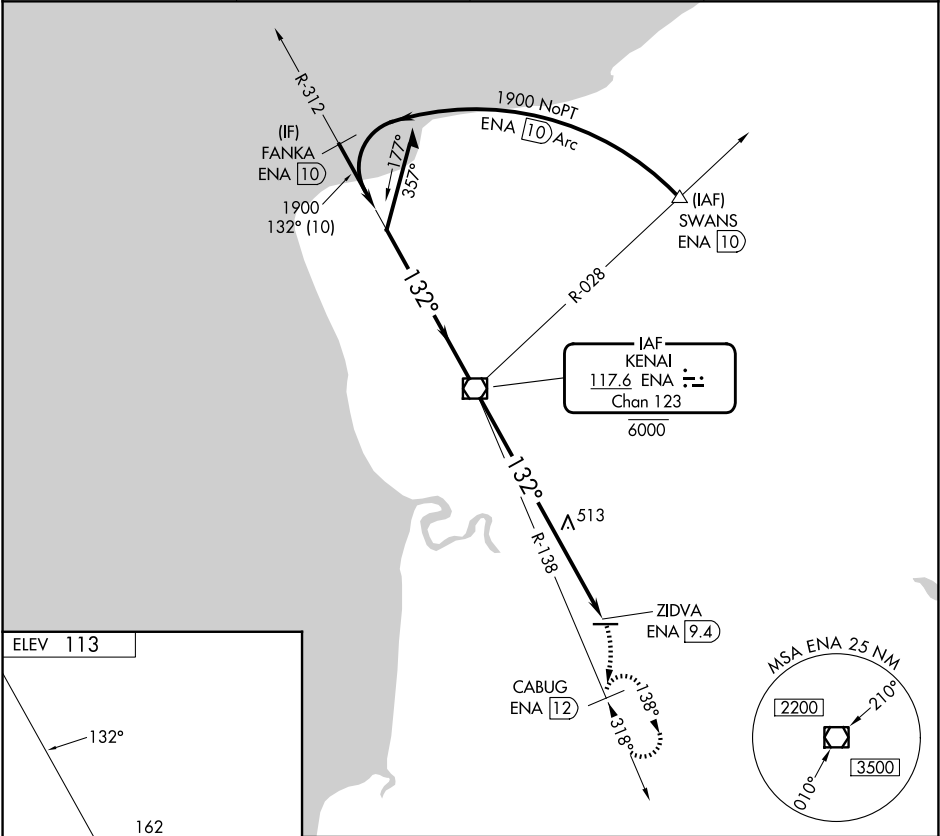
SOLDOTNA (SXQ)(PASX)

AK, 03 SEP 2026 to 29 OCT 2026

VOR/DME ENA 117.6 Chan 123	APP CRS 132°	Rwy Ldg TDZE Apt Elev N/A N/A 113	VOR-A SOLDOTNA (SXQ)(PASX)
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DME required.	MISSED APPROACH: Climbing right turn to 3700 on heading 184° and on ENA R-138 to CABUG/ENA 12 DME and hold, continue climb-in-hold to 3700.
Circling NA to Rwys 7S and 25S.	

AWOS-3P 135.45	ANCHORAGE CENTER 125.7 379.1	KENAI RADIO 122.35	CTAF 122.5 0
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Remain within 10 NM	ENA VOR/DME 6000	3700 hdg 184°	ENA R-138	CABUG ENA 12
1900	312°	1900	132°	ZIDVA ENA 9.4
9.4 NM				
CATEGORY	A	B	C	D
CIRCLING	1020-1¼ 907 (1000-1¼)		1020-2¾ 907 (1000-2¾)	1020-3 907 (1000-3)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42937 W13A	APP CRS 126°	Rwy Ldg 3314 TDZE 160 Apt Elev 162
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RNAV (GPS) RWY 13

SOUTH NAKNEK NR 2 (WSN)(PFWS)

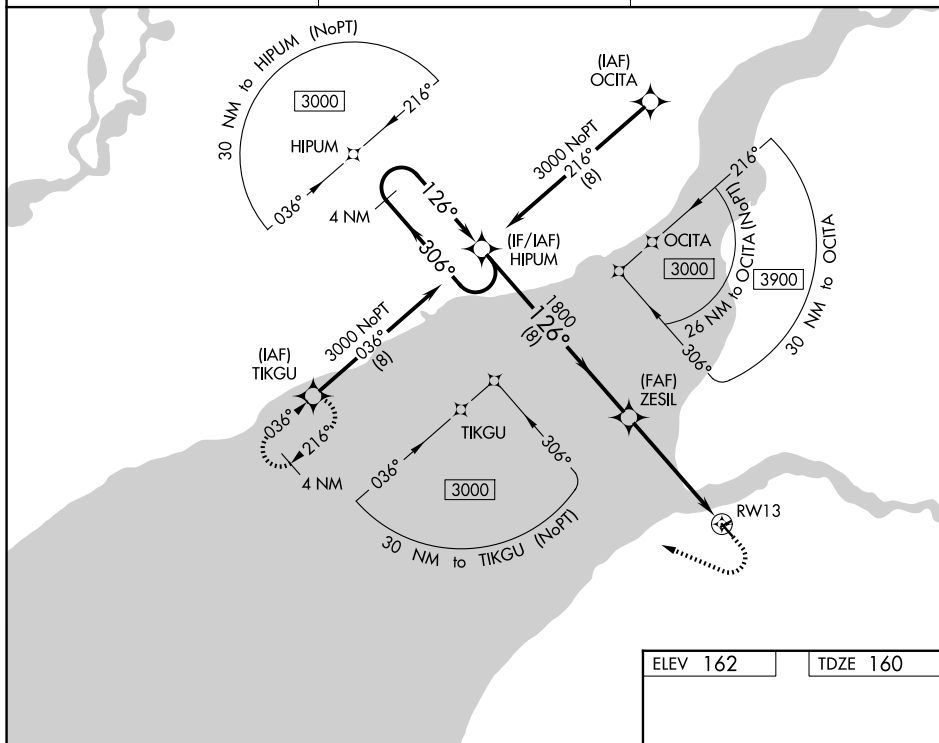
T When local altimeter setting not received, use King Salmon altimeter setting and increase all
A MDA 40 feet. Circling Rwy 5 NA at night. VDP NA when using King Salmon altimeter setting.

MISSED APPROACH: Climb to 700 then climbing right turn to 3200 direct TIKGU and hold.

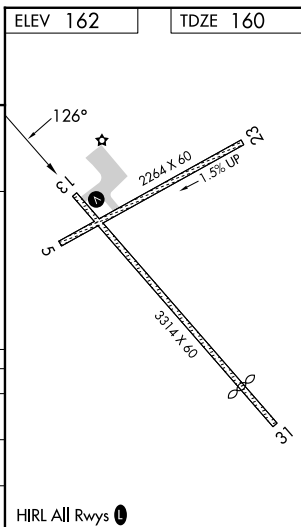
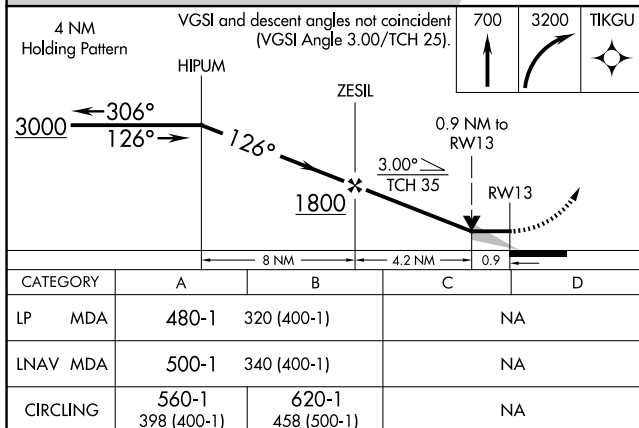
AWOS-3P
121,575

ANCHORAGE CENTER
124.8 354.0

CTAF
122.9



AK, 03 SEP 2026 to 29 OCT 2026



SOUTH NAKNEK, ALASKA
Orig-A 08NOV18

SOUTH NAKNEK NR 2 (WSN)(PFWS)
RNAV (GPS) RWY 13

58°42'N-157°00'W

SPARREVOHN, ALASKA

RNAV (GPS) RWY 35

APCH CRS 348°	Rwy Idg 4200 TDZE 1476 Arpt Elev 1565
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[USAF]

SPARREVOHN LRRS (PASV)

RNP APCH-GPS

T Night operations not authorized.
Circling not authorized.

MISSED APPROACH: Climbing right turn to 5500 direct LIVME and hold.

ANCHORAGE CENTER 134.3 351.8	KENAI RCO 122.5	UNICOM 126.2 (CTAF)	AWOS-3
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Visibility reduction by helicopters not authorized.

Uncontrolled airspace below
700 AGL within 3 NM of
Sparrevohn Airport.

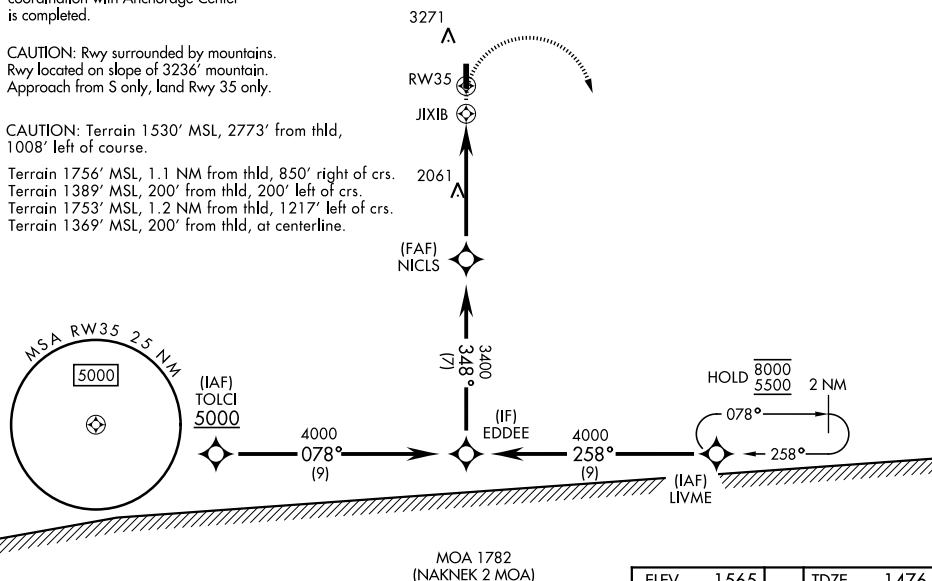
Procedure not authorized when MOA 1782 (NAKNEK 2 MOA) is active unless coordination with Anchorage Center is completed.

CAUTION: Rwy surrounded by mountains.
Rwy located on slope of 3236' mountain.
Approach from S only, land Rwy 35 only.

CAUTION: Terrain 1530' MSL, 2773' from thld,
1008' left of course.

Terrain 1756' MSL, 1.1 NM from thld, 850' right of crs.
 Terrain 1389' MSL, 200' from thld, 200' left of crs.
 Terrain 1753' MSL, 1.2 NM from thld, 1217' left of crs.
 Terrain 1369' MSL, 200' from thld, at centerline.

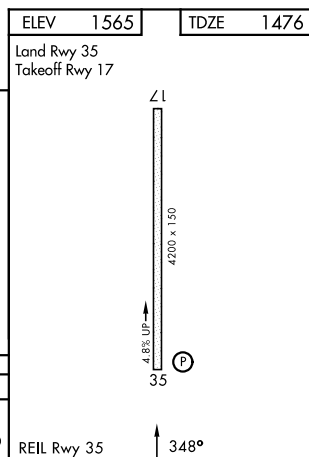
MILITARY CERTIFIED AIRCEW OR
AUTHORIZED CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 13,700

VGSJ and descent angle not coincident (VGSJ Angle 4.00/TCH 52)

CATEGORY	A	B	C	D
LNAV MDA	3220-1¼ 1744 (1700-1¼)	3380-1½ 1904 (1900-1½)	3460-3 1984 (1900-3)	NOT AUTHORIZED



SPARREVOHN, ALASKA

61° 06'N-155° 34'W

SPARREVOHN LRRS (PASV)

Orig 31OCT24

RNAV (GPS) RWY 35

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NDB RWY 35

NDB CRN

281

APCH CRS

357°

Rwy ldg TDZE

4200

1476

Arpt Elev

1565

[USAF]

SPARREVOHN LRRS

(PASV)

Night operations not authorized.

Visibility reduction by helicopters not authorized.

MISSED APPROACH: Climb to 4200, then climbing right turn to 5600 direct CRN and hold. Continue climb in hold to 5600.

ANCHORAGE CENTER

134.3 351.8

KENAI RCO

122.5

SPARREVOHN RADIO

126.2 (CTAF)

AWOS-3

CAUTION: Rwy surrounded by mountains.

Rwy located on slope of 3236' mountain.

Approach from S only, land Rwy 35 only.

CAUTION: Terrain 1530' MSL, 2773' from thld, 1008' left of course.

Successful go-around improbable if initiated past the MAP.

Uncontrolled Airspace below 700' AGL within 3 NM of Sparrevohn airport.

MILITARY CERTIFIED

AIRCREWS OR AUTHORIZED

CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

IAF

CAIRN MOUNTAIN

281 CRN

2630

3321

177°

8000

5600

357°

222°

042°

177°

MSA CRN 25 NM

4600

5000

180°

290°

EMERG SAFE ALT 100 NM 13,700

4200

5600

CRN

ELEV

1565

TDZE

1476

Remain within 10 NM

4400

177°

357°

5600

CRN NDB

Land Rwy 35

Tkof Rwy 17

4.8% UP

4200 x 1.50

35

357°

CATEGORY

A

B

C

D

S-35

3580-1¼

3580-1½

3580-3

NOT AUTHORIZED

REIL Rwy 35

SPARREVOHN, ALASKA

61° 06'N-155° 34'W

SPARREVOHN LRRS (PASV)

NDB RWY 35

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

511

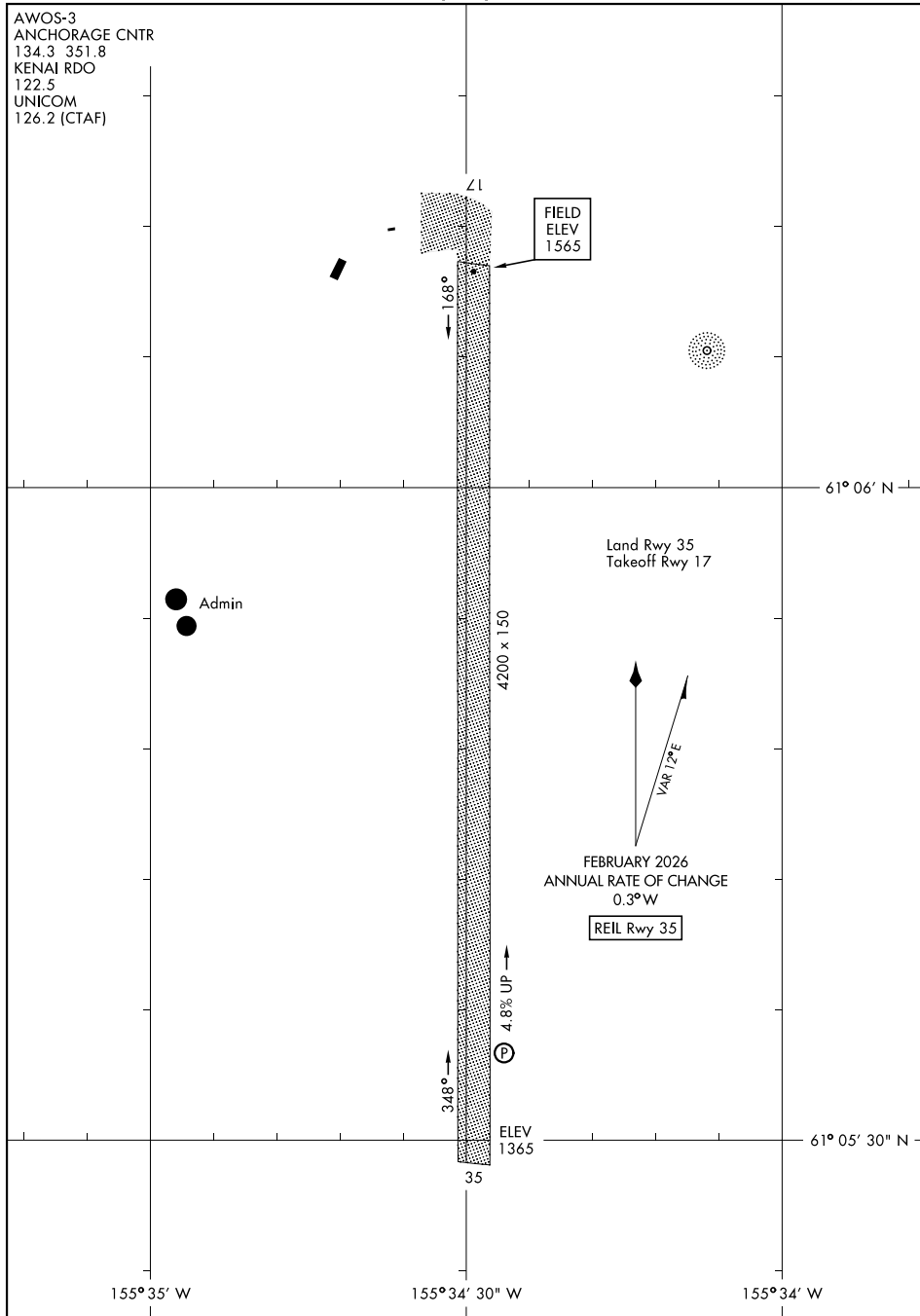
AIRPORT DIAGRAM

[USAF]

SPARREVOHN LRRS (PASV)

SPARREVOHN, ALASKA

AWOS-3
ANCHORAGE CNTR
134.3 351.8
KENAI RDO
122.5
UNICOM
126.2 (CTAF)



AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

SPARREVOHN, ALASKA

SPARREVOHN LRRS (PASV)

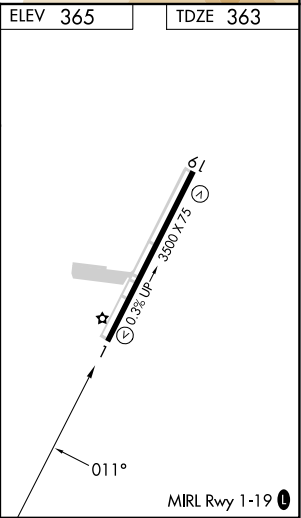
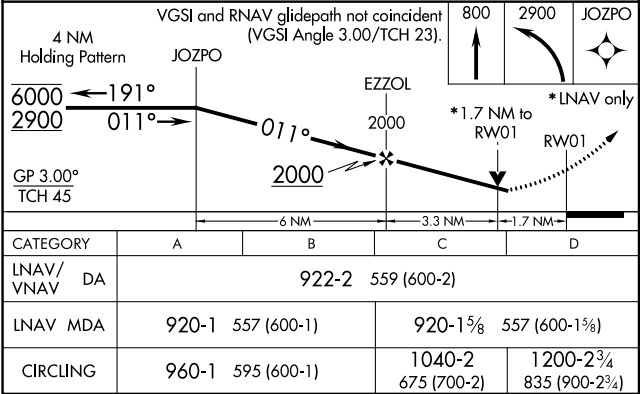
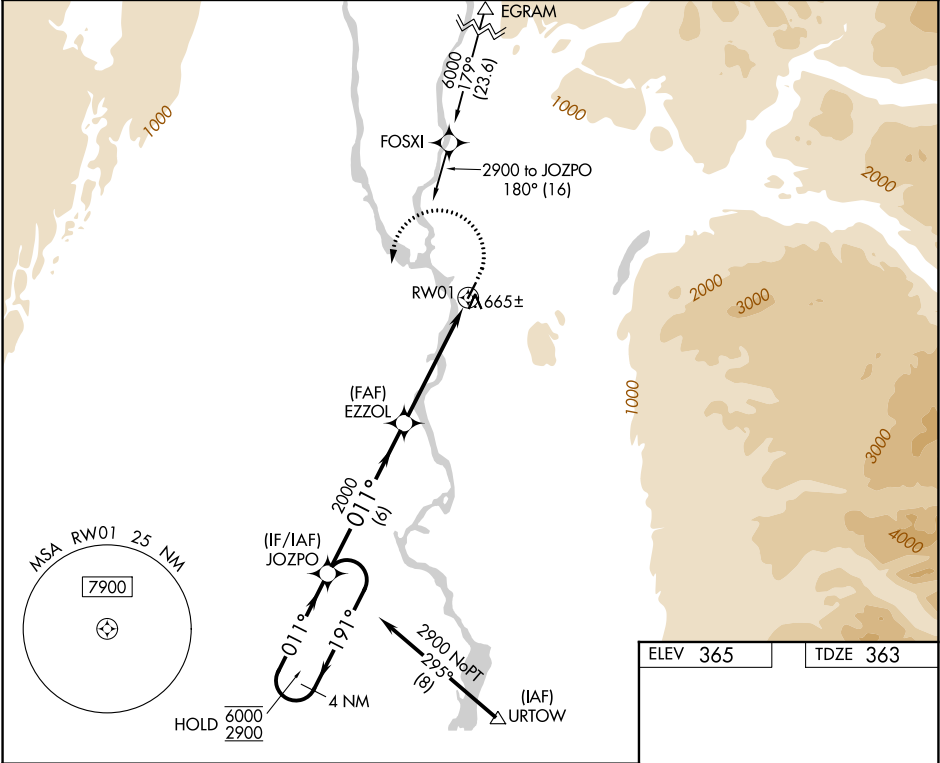
APP CRS	Rwy Ldg	3500
011°	TDZE	363
	Apt Elev	365

RNAV (GPS) RWY 1

TALKEETNA (TKA)(PATK)

RNP APCH.	MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct JOZPO and hold.
▼ ▲ ☒ Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.	

AFIS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0
---------------	----------------------------------	-----------------------------------



TALKEETNA, ALASKA

AL-1222 (FAA)

26190

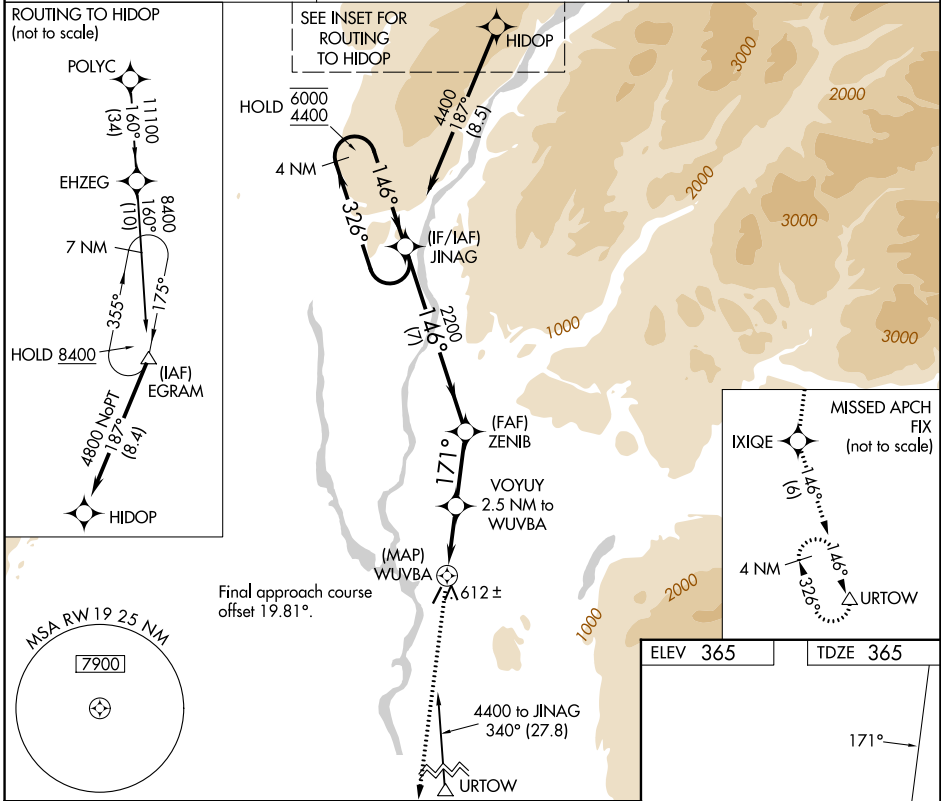
APP CRS	Rwy Ldg	3500
171°	TDZE	365
	Apt Elev	365

RNAV (GPS) RWY 19

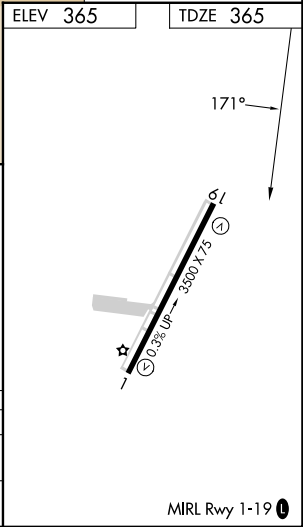
TALKEETNA(TKA)(PATK)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct IXIQE and on track 146° to URTOW and hold.
Circling NA east of Rwy 1-19. Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.	

AFIS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0
---------------	----------------------------------	-----------------------------------



3000	IXIQE	tr 146°	URTOW △	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23).			
				ZENIB	JINAG	4 NM Holding Pattern	
CATEGORY				A	B	C	D
LNAV MDA		880-1 515 (600-1)		880-1 ³ / ₈		515 (600-1 ³ / ₈)	
CIRCLING		880-1 515 (600-1)		1040-2 675 (700-2)		1200-2 ³ / ₄ 835 (900-2 ³ / ₄)	



TALKEETNA, ALASKA
Orig-A 15AUG19

62°19'N-150°06'W

RNAV (GPS) RWY 19

TALKEETNA(TKA)(PATK)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

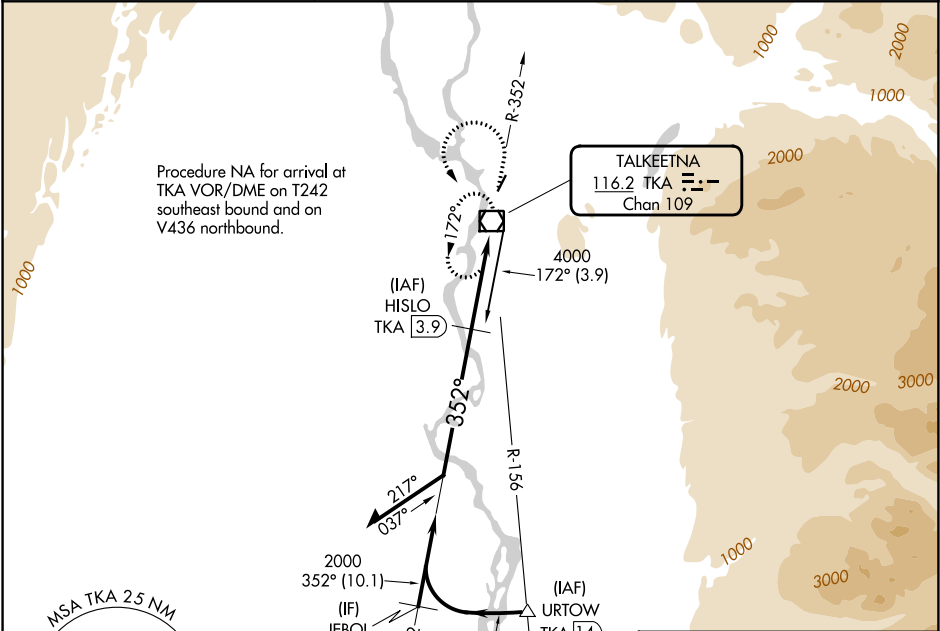
VOR/DME TKA	APP CRS	Rwy Ldg	3500
116.2	352°	TDZE	363
Chan 109		Apt Elev	365

VOR RWY 1

TALKEETNA (TKA)(PATK)

DME required.	MISSED APPROACH: Climb to 2100 on TKA VOR/DME R-352 then climbing left turn to 3200 direct TKA VOR/DME and hold.
▼ ⚠ ❄ Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below 1 SM NA. -28°C Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night.	

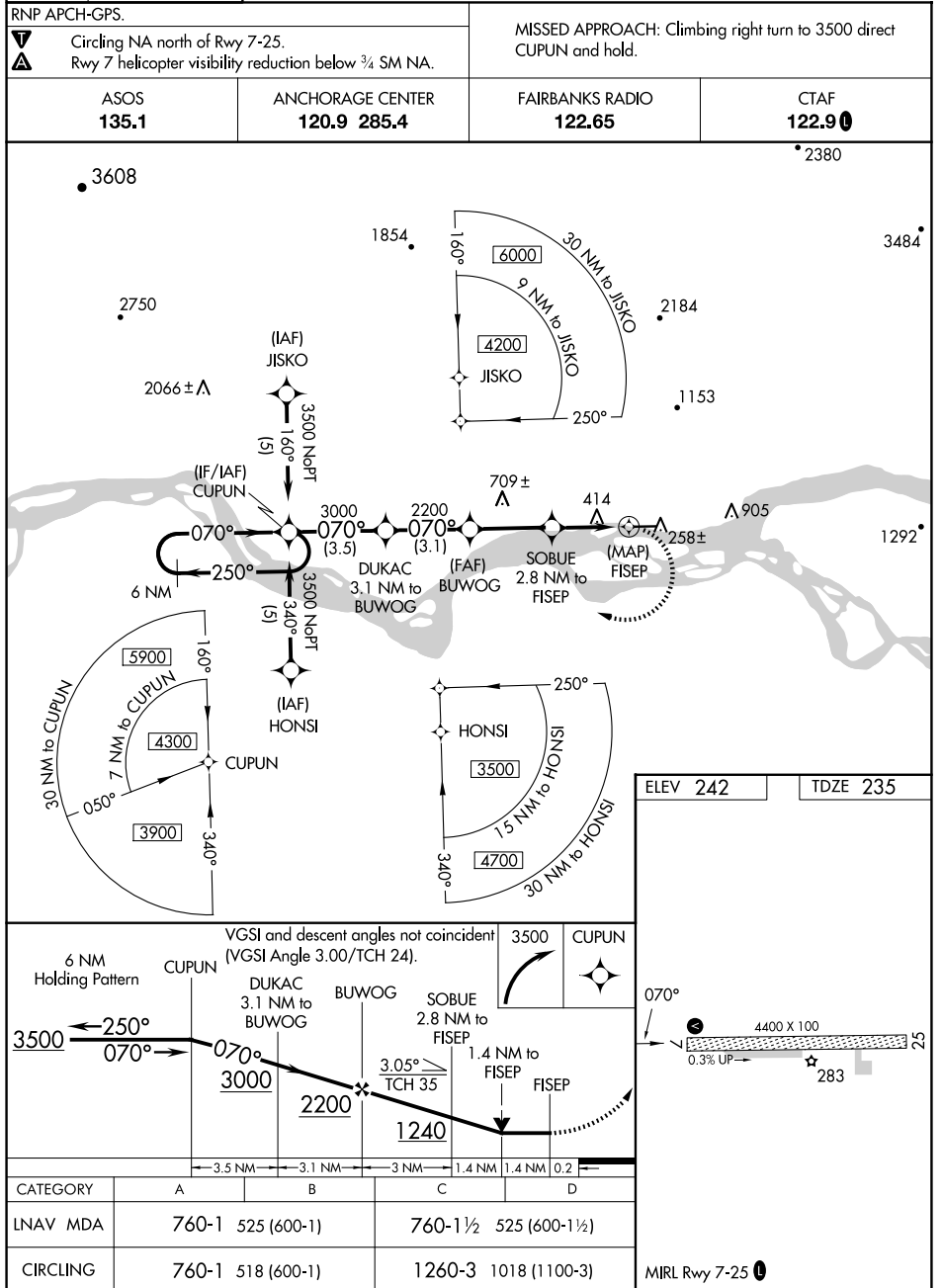
AFIS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0
---------------	----------------------------------	-----------------------------------



Visual Segment - Obstacles.		ELEV 365		TDZE 363	
Remain within 10 NM 2500 172° 352° 2000 5.1 NM		HISLO TKA 3.9 2100 TKA R-352 3200 TKA VOR/DME TKA 1.2		TKA 352° MIRL Rwy 1-19 0	
CATEGORY	A	B	C	D	
S-1	1040-1	677 (700-1)	1040-1 $\frac{7}{8}$	677 (700-1 $\frac{7}{8}$)	
CIRCLING	1040-1	675 (700-1)	1040-2 675 (700-2)	1200-2 $\frac{3}{4}$ 835 (900-2 $\frac{3}{4}$)	

APP CRS	Rwy Idg	4400
070°	TDZE	235
	Apt Elev	242

RNAV (GPS) RWY 7
RALPH M CALHOUN MEML (TAL) (PATA)



VOR/DME TAL
116.6
Chan **113**

APP CRS
078°

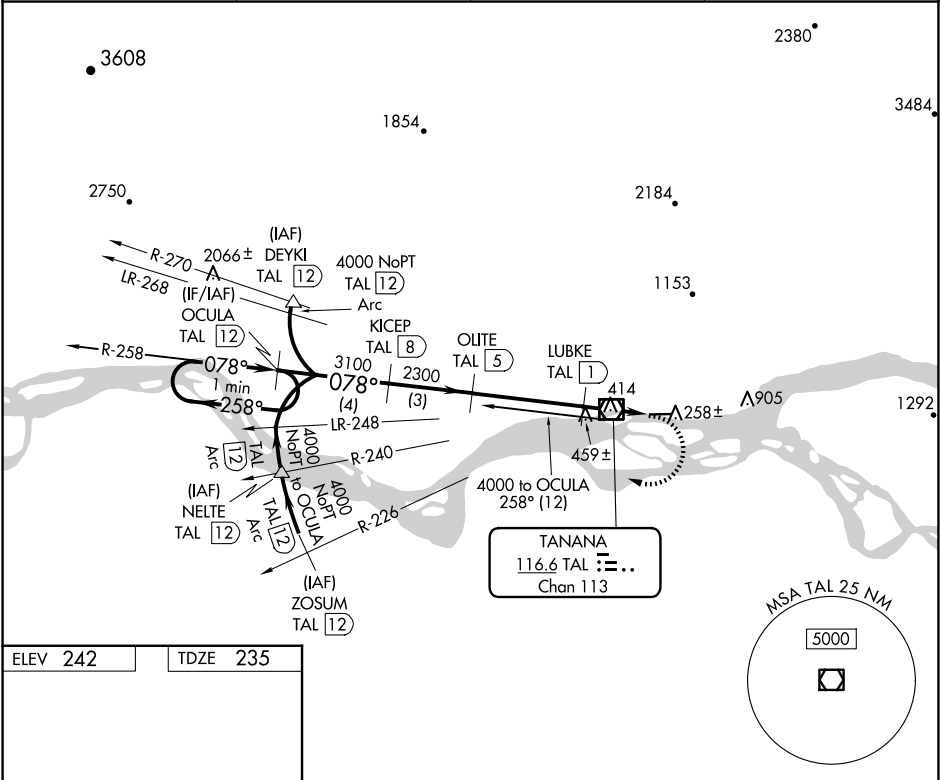
Rwy Idg
TDZE **235**
Apt Elev **242**

VOR/DME RWY 7
RALPH M CALHOUN MEML (TAL) (PATA)

Circling NA north of Rwy 7-25.
Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

ASOS 135.1	ANCHORAGE CENTER 120.9 285.4	FAIRBANKS RADIO 122.65	CTAF 122.9 0
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ELEV 242

TDZE 235

078°

4400 X 100

0.3% UP

283

MIRL Rwy 7-25 0

One Minute Holding Pattern

OCULA TAL 12

KICEP TAL 8

OLITE TAL 5

LUBKE TAL 1

TAL 0.1

TAL VOR/DME 1.4

TAL 1.2

4000

258°

078°

3100

2300

1120

3.41° TCH 45

4 NM

3 NM

4 NM

0.9 NM

1.5 NM

CATEGORY	A	B	C	D
S-7	720-1	485 (500-1)	720-1 ³ / ₈	485 (500-1 ³ / ₈)
CIRCLING	740-1 498 (500-1)	760-1 518 (600-1)	1260-3	1018 (1100-3)

TAKOTNA, ALASKA

RNAV (GPS) RWY 35

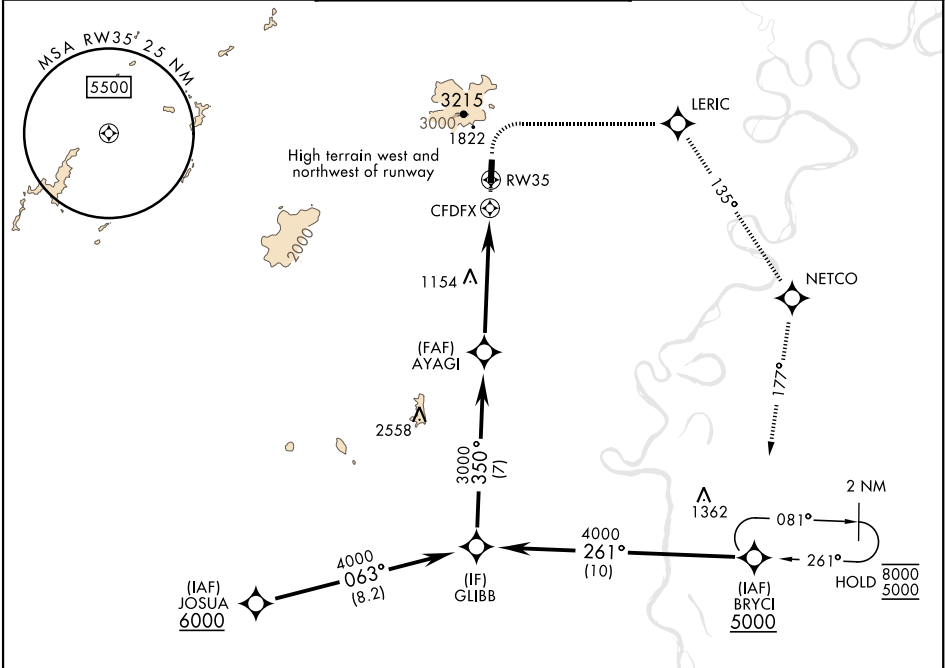
APCH CRS	Rwy Idg
350°	3820
TDZE	925
Arpt Elev	933

[USAF]

TATALINA LRSS (PATL)

RNP APCH	MISSED APPROACH: (Do not exceed 165 KIAS until initial turn completion). Climb to 1500 then climbing right turn to 5000 direct LERIC, track 135° to NETCO, track 177° to BRYCI and hold.
Circling not authorized to Rwy 17. Night Operations not authorized.	

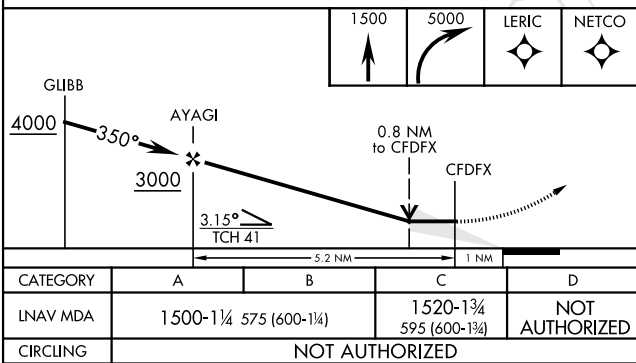
KENAI RADIO 122.3	UNICOM 126.2 (CTAF) 364.2	AWOS-3
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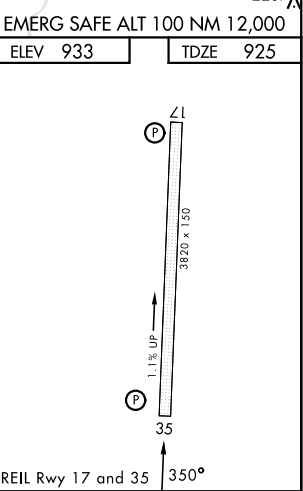
Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT AIRCRAFT ONLY



CATEGORY	A	B	C	D
INAV MDA	1500-1 575 (600-1 1/4)	1520-1 595 (600-1 1/4)	NOT AUTHORIZED	NOT AUTHORIZED
CIRCLING	NOT AUTHORIZED			



TAKOTNA, ALASKA
Amdt 3 30NOV23

62° 54'N-155° 59'W

TATALINA LRSS (PATL)

RNAV (GPS) RWY 35

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

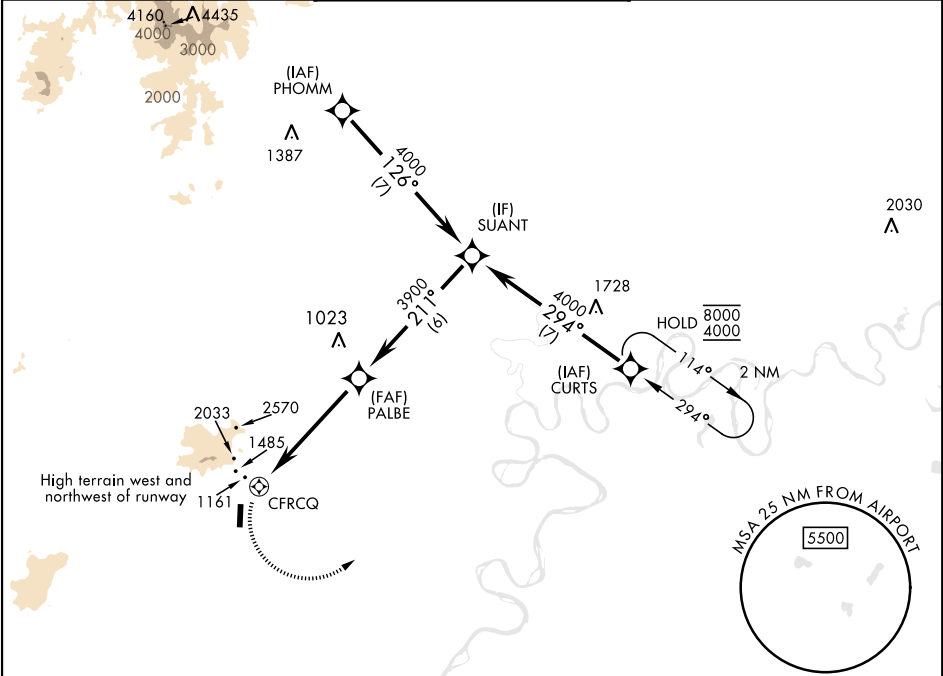
APCH CRS	Rwy Idg	N/A
211°	TDZE	N/A
	Arpt Elev	933

[USAF]

TATALINA LRRS (PATL)

RNP APCH - GPS	MISSED APPROACH: Climbing left turn to 4000 direct CURTS and hold.
* Circling NA to Rwy 17. Circling to Rwy 35 NA W of Rwy 17-35. Night Operations not authorized.	

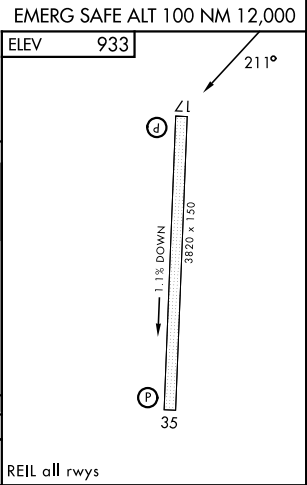
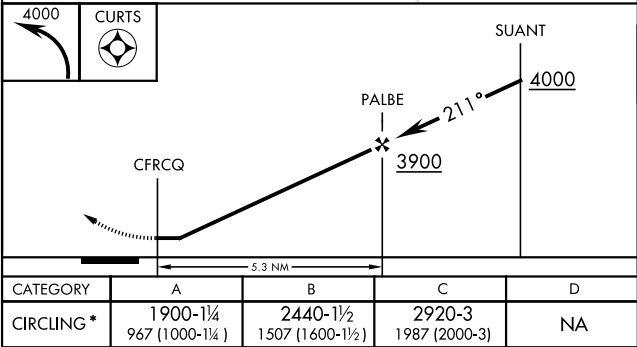
KENAI RADIO 122.3	UNICOM 126.2 (CTAF) 364.2	AWOS-3
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Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport

NOT FOR CIVIL USE

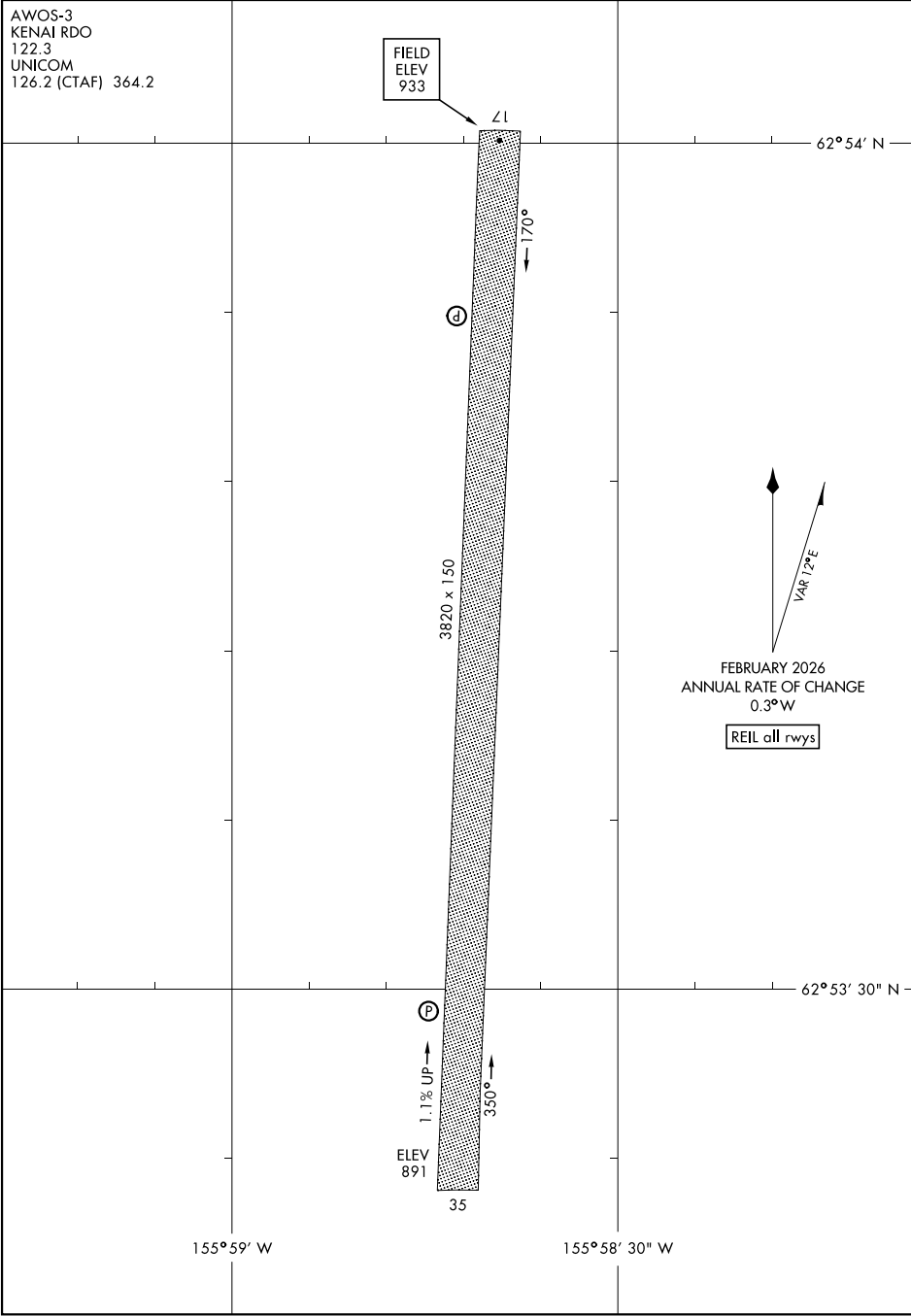
MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT AIRCRAFT ONLY



AIRPORT DIAGRAM

[USAF]

TATALINA LRRS (PATL)
TAKOTNA, ALASKA



AIRPORT DIAGRAM

TAKOTNA, ALASKA
TATALINA LRRS (PATL)

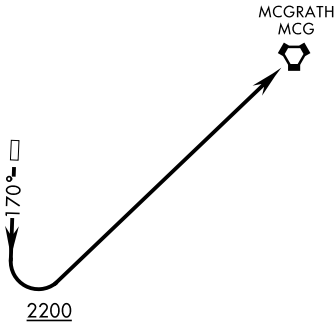
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AWOS-3
KENAI RADIO • 3570
122.3
CTAF
126.2 364.2

[USAF]

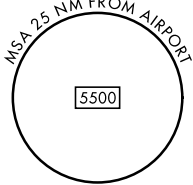
RNAV1 - GPS
RADAR required for Non-GPS aircraft
Night operations not authorized



Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT AIRCRAFT ONLY



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: Climb heading 170° to 2200, then turn left direct MCG, maintain 4000 or higher as assigned.

TAKEOFF RWY 35: Not Authorized.

TATITLEK, ALASKA

WAAS CH 82225 W31A	APP CRS 298°	Rwy Ldg 3701 TDZE 60 Apt Elev 62
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RNAV (GPS) RWY 31
TATITLEK (7KA) (PAKA)

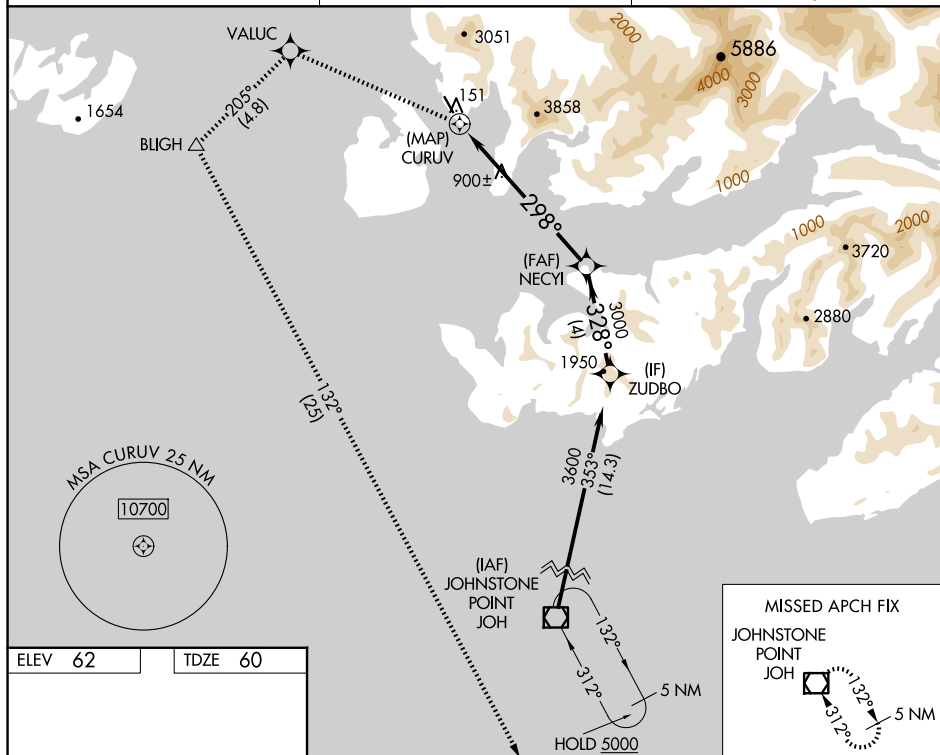
Use Valdez altimeter setting. Circling NA northeast of Rwy 31-13. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct VALUC and on track 205° to BLIGH and on track 132° to JOH VOR/DME and hold.

ANCHORAGE CENTER
119.3

JUNEAU RADIO
122.2

CTAF
122.7 **L**



4400	VALUC	tr 205°	BLIGH	tr 132°	JOH	NECYI	ZUDBO
CATEGORY	A		B		C		D
LP MDA	1260-1¼ 1200 (1200-1¼)		1260-1½ 1200 (1200-1½)		NA		
LNAV MDA	1400-1¼ 1340 (1400-1¼)		1400-1½ 1340 (1400-1½)		NA		
CIRCLING	1400-1¼ 1338 (1400-1¼)		1400-1½ 1338 (1400-1½)		NA		

TATITLEK, ALASKA
Orig-B 24JUL14

60°52' N-146°41' W

TATITLEK (7KA) (PAKA)
RNAV (GPS) RWY 31

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

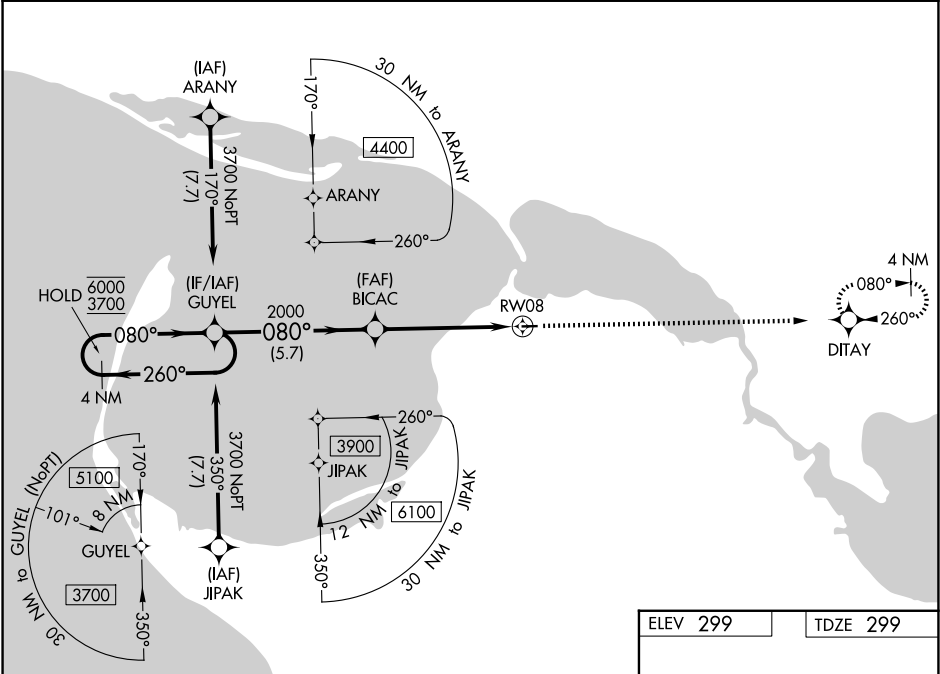
WAAS CH 78143 W08A	APP CRS 080°	Rwy Ldg TDZE Apt Elev	2983 299 299
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RNAV (GPS) RWY 8

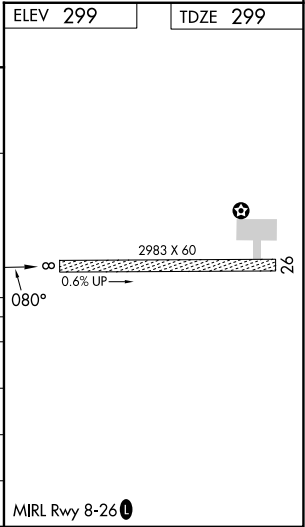
TELLER (TER) (PATE)

RNP APCH. ▼ Circling NA south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. ⚠ -35°C	MISSED APPROACH: Climb to 3700 direct DITAY and hold, continue climb-in-hold to 3700.
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AWOS-3P 118.375	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 135.6	CTAF 123.0
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GUYEL		BICAC		3700	DITAY
4 NM Holding Pattern		2000		↑	✦
6000 ← 260°		080° →		* LNAV only	
3700		080°		* 1.7 NM to RW08	
GP 3.00°		2000		RW08	
TCH 40		5.7 NM		3.6 NM	
				1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	499-1	200 (200-1)		NA	
LNAV/VNAV DA	655-1	356 (400-1)		NA	
LNAV MDA	860-1	561 (600-1)	860-1½ 561 (600-1½)	NA	
CIRCLING	860-1 561 (600-1)	900-1 601 (700-1)	1060-2¼ 761 (800-2¼)	NA	



TELLER, ALASKA

AL-10174 (FAA)

26022

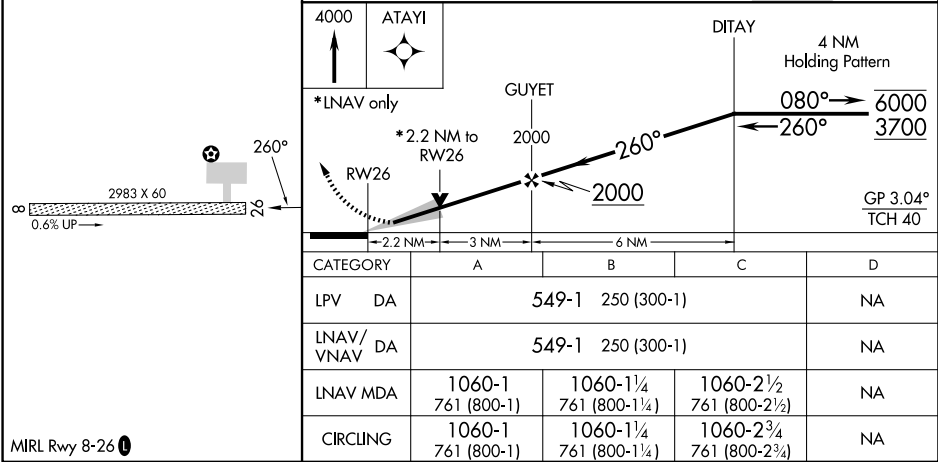
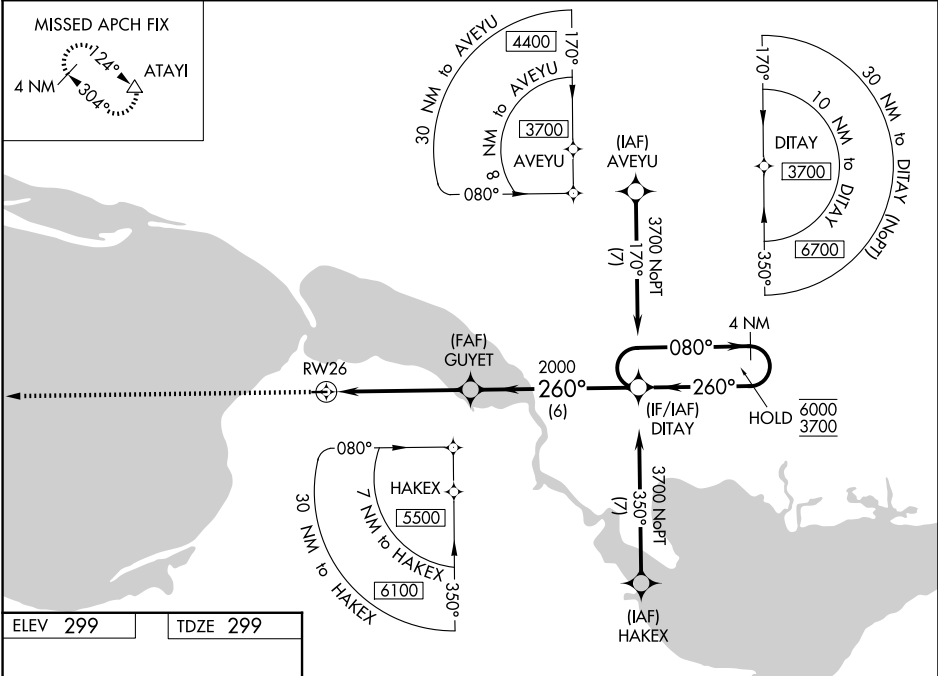
WAAS CH 97543 W26A	APP CRS 260°	Rwy Ldg TDZE Apt Elev	2983 299 299
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 26

TELLER (TER) (PATE)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct ATAYI and hold.
▼ ▲ ☒ Circling NA south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. -35°C	

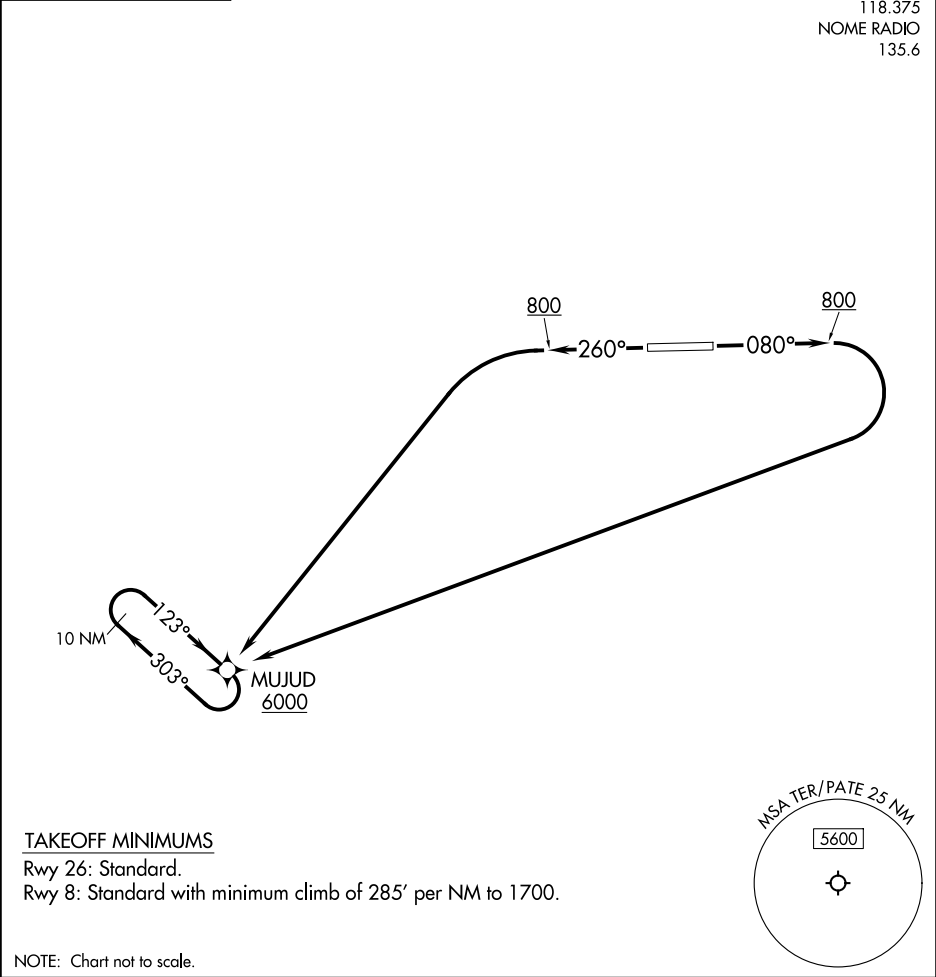
AWOS-3P 118.375	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 135.6	CTAF 123.0
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TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - GPS.

ANCHORAGE CENTER
133.3 290.4
AWOS-3P
118.375
NOME RADIO
135.6



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 080° to 800, then climbing right turn direct MUJUD, thence. . . .

TAKEOFF RUNWAY 26: Climb on heading 260° to 800, then climbing left turn direct MUJUD, thence. . . .

. . . continue climb in MUJUD holding pattern to at or above 6000 then maintain ATC assigned altitude before proceeding on course.

TIN CITY, ALASKA

RNAV (GPS) RWY 35

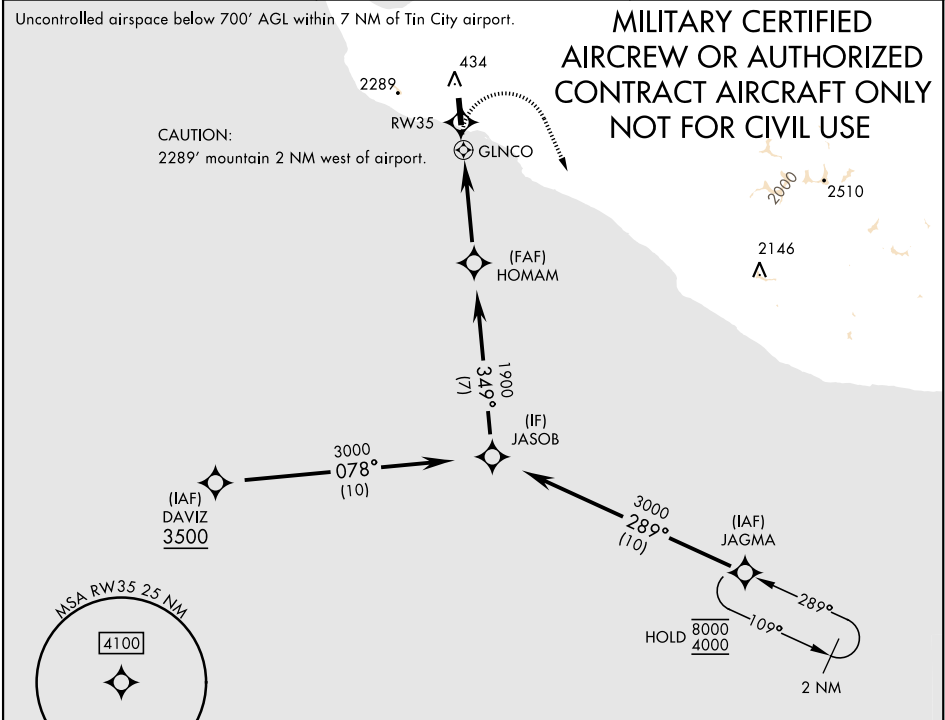
APCH CRS	Rwy Idg
349°	4702
TDZE	273
Arpt Elev	273

[USAF]

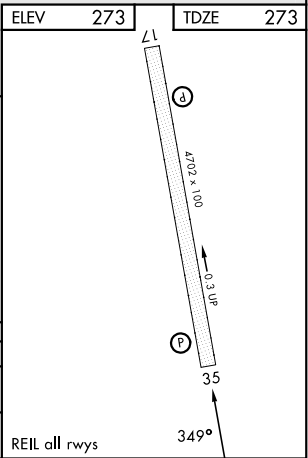
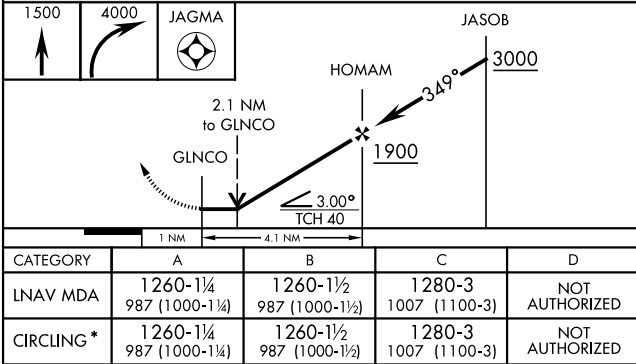
TIN CITY LRSS (PATC)

RNP APCH-GPS	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct JAGMA and hold.
▼ Night operations not authorized. * Circling not authorized W of Rwy 17-35.	

ANCHORAGE CENTER 133.3 290.4	NOME RDO 122.6	UNICOM 126.2 (CTAF)
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EMERG SAFE ALT 100 NM 7000



TIN CITY, ALASKA

65° 34'N-167° 55'W

TIN CITY LRSS (PATC)

Orig 26DEC24

RNAV (GPS) RWY 35

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

NDB/DME RWY 35

NDB/DME TNC 347 Chan 119(Y)	APCH CRS 343°	Rwy Idg TDZE Arpt Elev 4702 273 273
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[USAF]

TIN CITY LRRS (PATC)

▼ * Circling not authorized W of Rwy 17-35.
Night operations not authorized.

MISSED APPROACH: Climbing right turn to 3600 intercept TNC 163° bearing to WNGCO and hold. Continue climb-in-hold to 3600.

ANCHORAGE CENTER
133.3 290.4

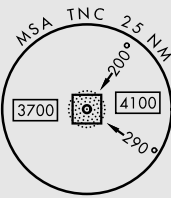
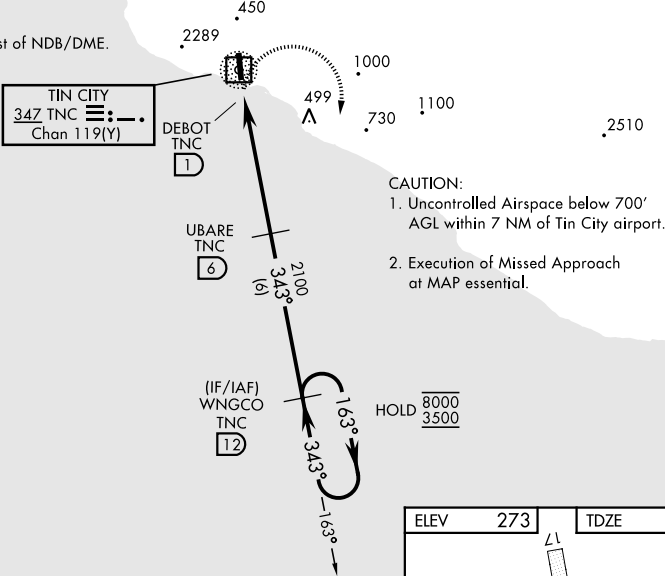
NOME RDO
122.6

UNICOM
126.2 (CTAF)

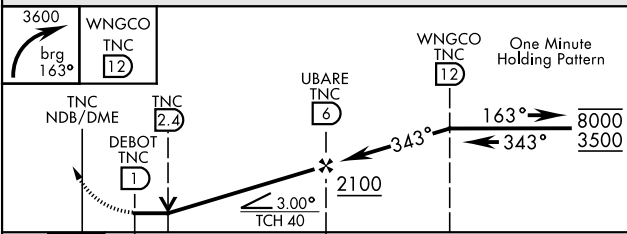
MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

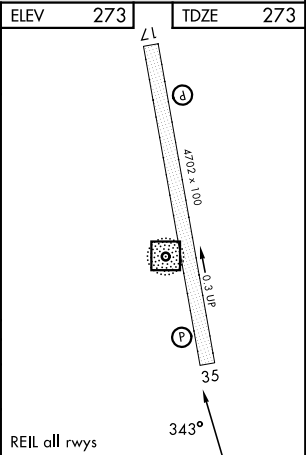
CAUTION:
2289' mountain 2 NM West of NDB/DME.



EMERG SAFE ALT 100 NM 7000



CATEGORY	A	B	C	D
S-35	980-1 707 (800-1)		980-2 707 (800-2)	NOT AUTHORIZED
CIRCLING *	980-1 707 (800-1)		980-2 707 (800-2)	NOT AUTHORIZED



NDB/DME RWY 35

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

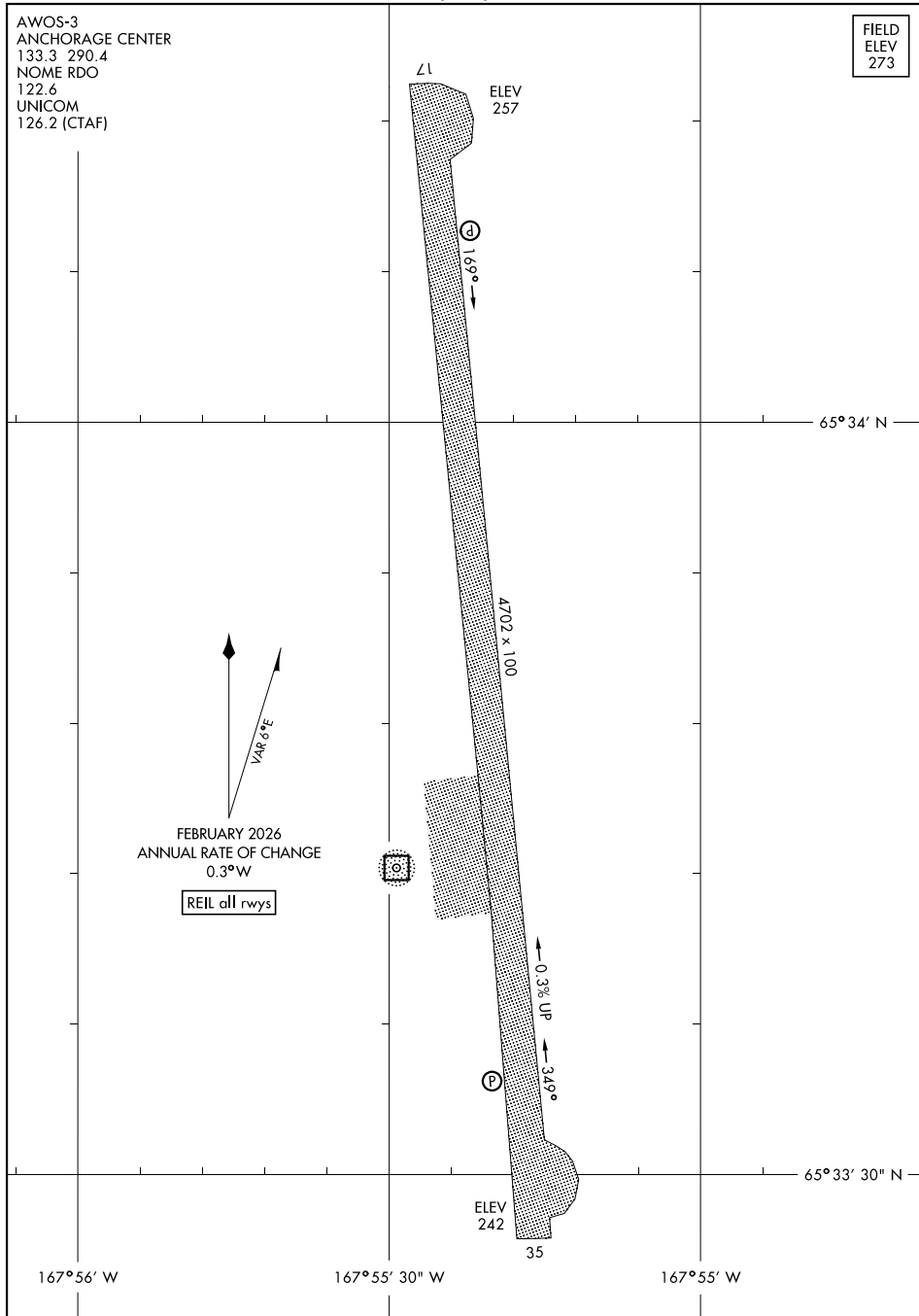
TIN CITY LRRS (PATC)

TIN CITY, ALASKA

[USAF]

AWOS-3
ANCHORAGE CENTER
133.3 290.4
NOME RDO
122.6
UNICOM
126.2 (CTAF)

FIELD
ELEV
273

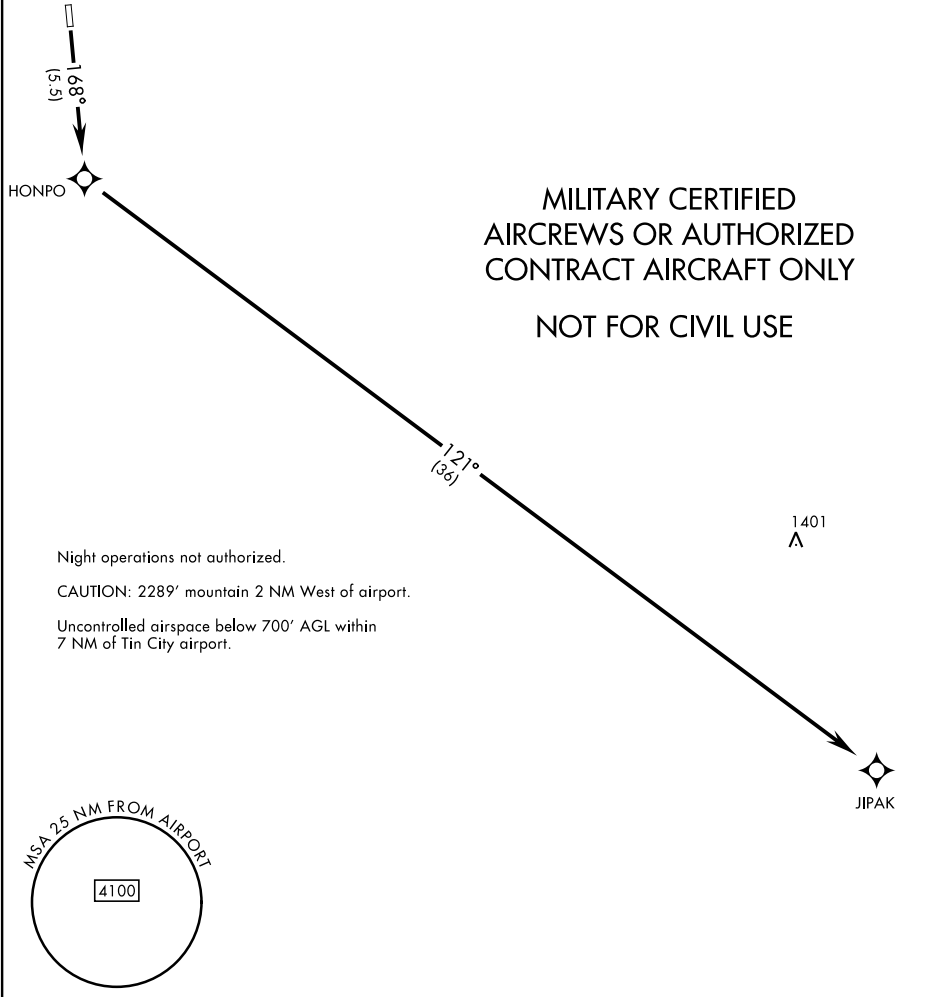


AIRPORT DIAGRAM

TIN CITY, ALASKA

TIN CITY LRRS (PATC)

UNICOM (CTAF)
126.2
NOME RDO
122.6
ANCHORAGE CENTER
133.3 290.4



DEPARTURE ROUTE DESCRIPTION	
TAKEOFF RWY 17:	Climb to 7000 direct HONPO, then climbing left turn, track 121° to JIPAK.
TAKEOFF RWY 35:	NA

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

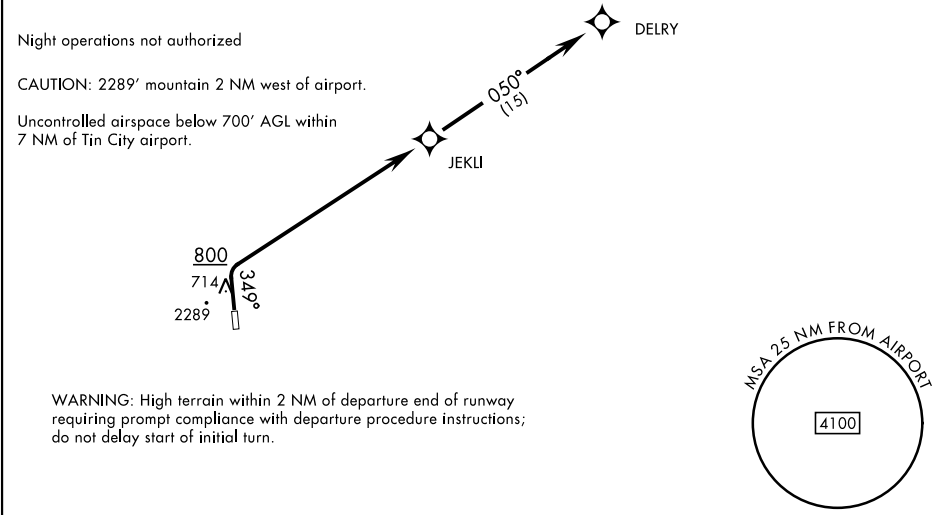
UNICOM (CTAF)	[USAF]	RNAV1- GPS	Rwy	Knots	60	120	180	240	300	360
126.2			35	V/V(fpm)	357	714	1071	1428	1785	2142

NOME RDO
122.6
ANCHORAGE CENTER
133.3 290.4

Minimum Climb Rate to 800

MILITARY CERTIFIED
AIRCREW OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

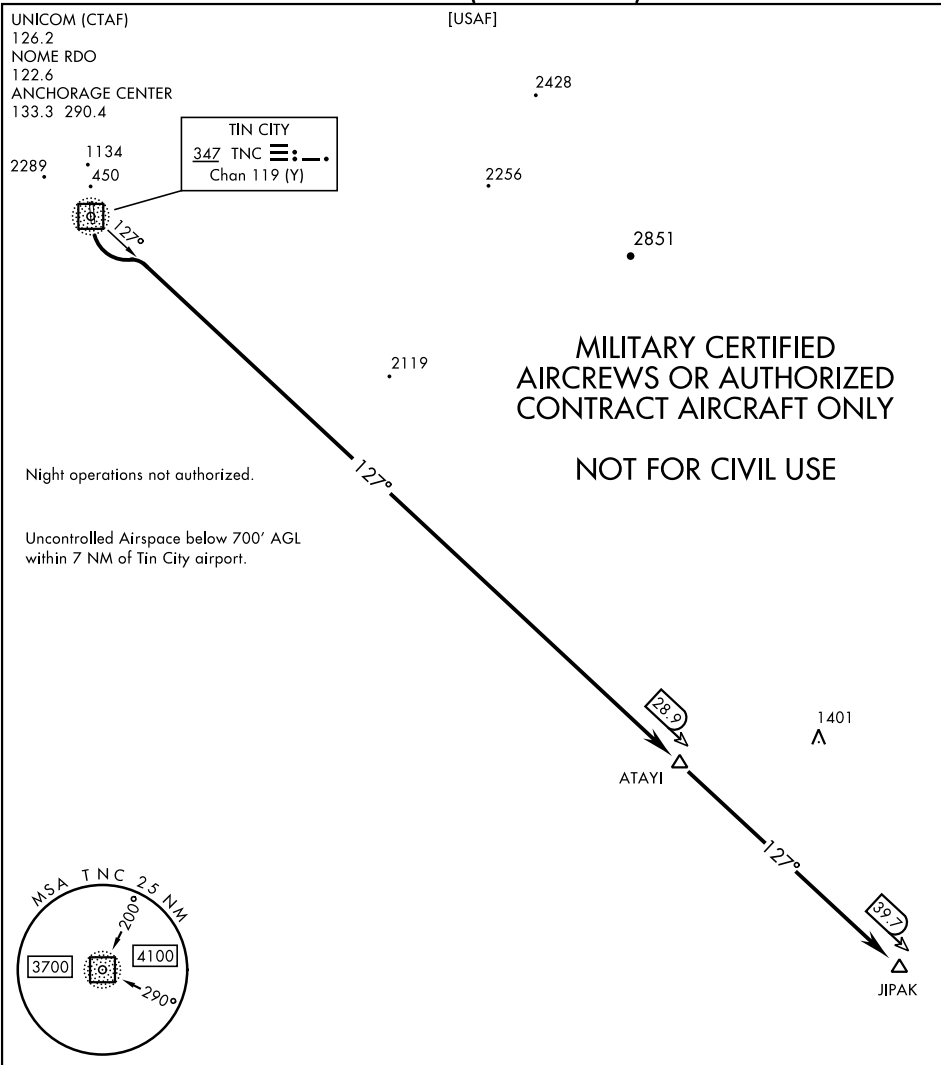


▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: NA

TAKEOFF RWY 35: Climb heading 349° to 800, then right turn direct JEKLI, then track 050° to DELRY. Maintain 7000 or ATC assigned altitude.



	DEPARTURE ROUTE DESCRIPTION
	<u>TAKEOFF RWY 17:</u> Climbing left turn to 7000, intercept TNC 127 °bearing to ATAYI, then direct JIPAK.
	<u>TAKEOFF RWY 35:</u> Not Authorized

TOGIK VILLAGE, ALASKA

AL-6819 (FAA)

26190

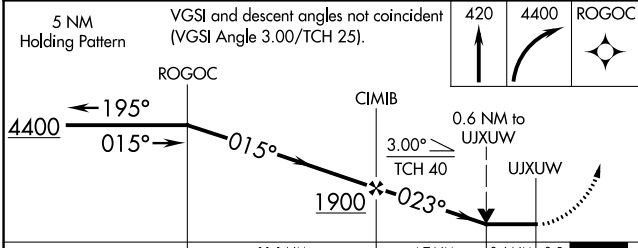
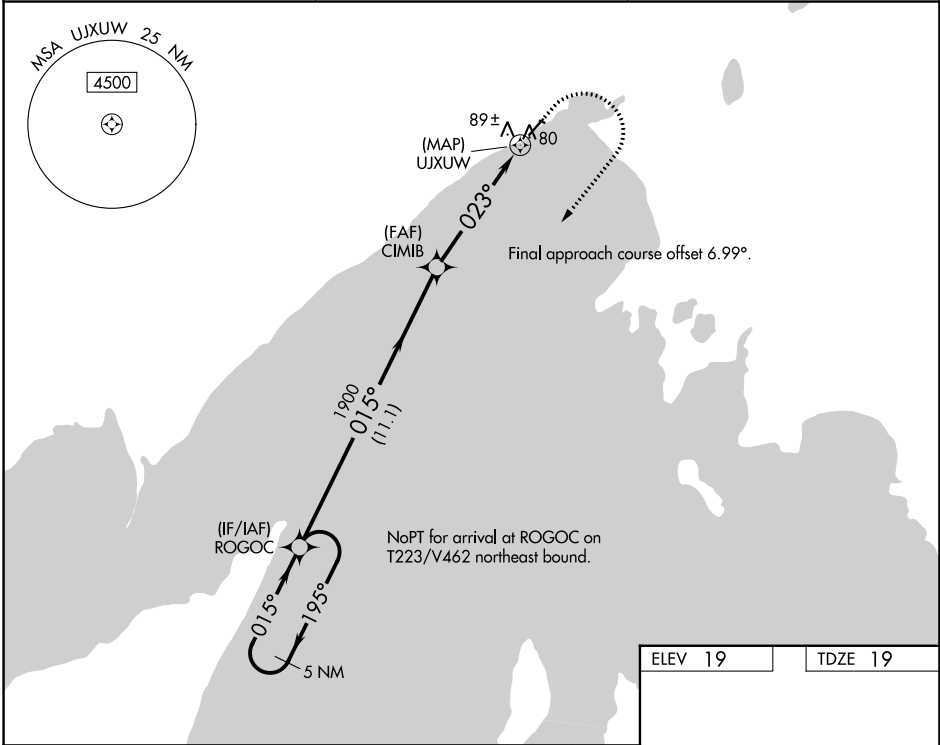
WAAS CH 69441 W03A	APP CRS 023°	Rwy Ldg TDZE 19 Apt Elev 19
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RNAV (GPS) RWY 3

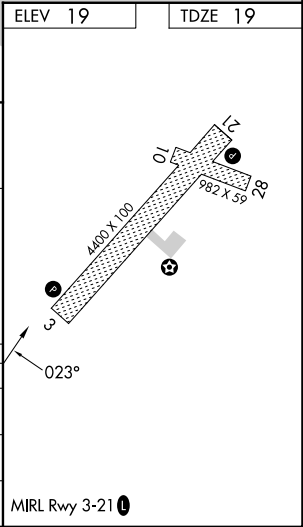
TOGIK (TOG)(PATG)

Circling NA northwest of Rwy 3-21. Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Circling Rwy 10, 28 NA at night. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 420 then climbing right turn to 4400 direct ROGOC and hold, continue climb-in-hold to 4400.
--	---

AWOS-3P 119.3	ANCHORAGE CENTER 132.75 282.35	CTAF 122.5 0
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CATEGORY	A	B	C	D
LP MDA	380-1 361 (400-1)			
LNNAV MDA	400-1	381 (400-1)	400-1½	381 (400-1½)
CIRCLING	400-1 381 (400-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	800-2½ 781 (800-2½)



TOGIK VILLAGE, ALASKA
Amdt 1A 09JUL26

59°03'N-160°24'W

TOGIK (TOG)(PATG)

RNAV (GPS) RWY 3

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

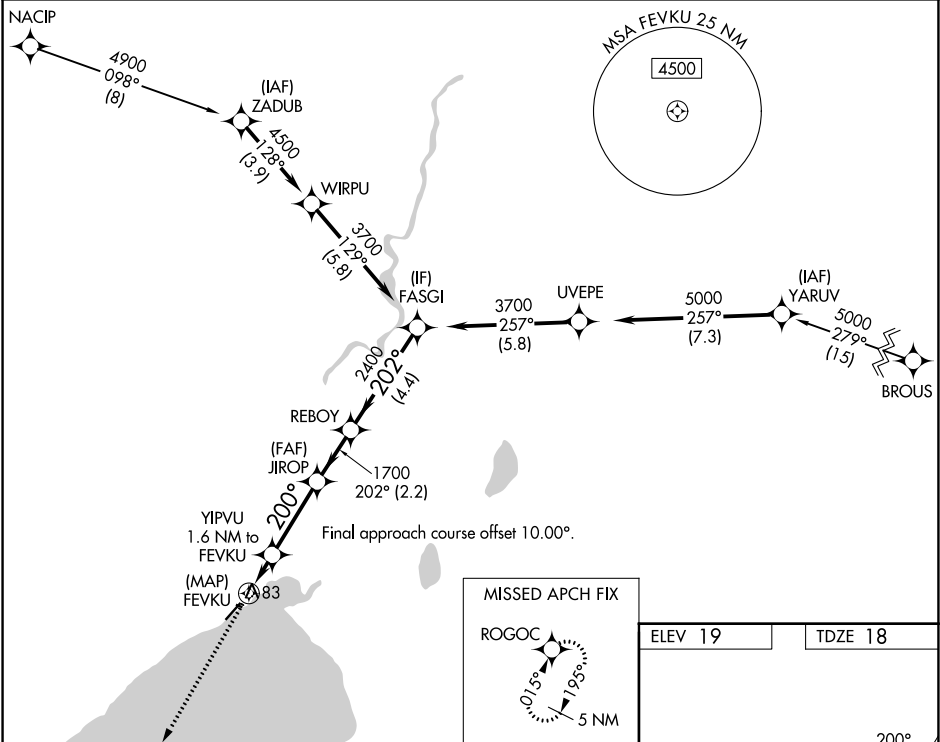
WAAS CH 72841 W21A	APP CRS 200°	Rwy Ldg TDZE Apt Elev	4400 18 19
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RNAV (GPS) RWY 21

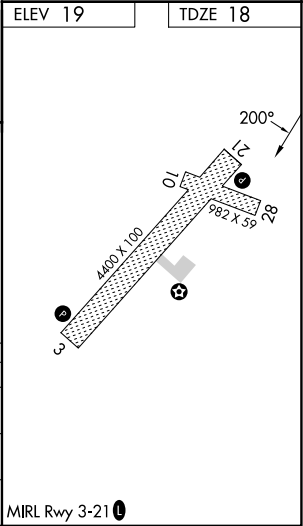
TOGIAK (TOG)(PATG)

RNP APCH - GPS.	MISSED APPROACH: Climb to 500 then climb to 4400 direct ROGOC and hold, continue climb-in-hold to 4400.
▼ When local altimeter setting not received, procedure NA. ⚠ Circling NA northwest of Rwy 3-21. Circling Rwy 10, 28 NA at night.	

AWOS-3P 119.3	ANCHORAGE CENTER 132.75 282.35	CTAF 122.5 0
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500	4400	ROGOC	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).	FASGI
↑	↑	✧		
FEVKU	YIPVU 1.6 NM to FEVKU	JIROP	REBOY	3700
720	200°	1700	2400	202°
0.5	1.6 NM	3.1 NM	2.2 NM	4.4 NM
CATEGORY	A	B	C	D
LP MDA	340-1 322 (400-1)			
LNAV MDA	340-1 322 (400-1)			
CIRCLING	400-1 381 (400-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	800-2½ 781 (800-2½)



TOK, ALASKA

AL-10059 (FAA)

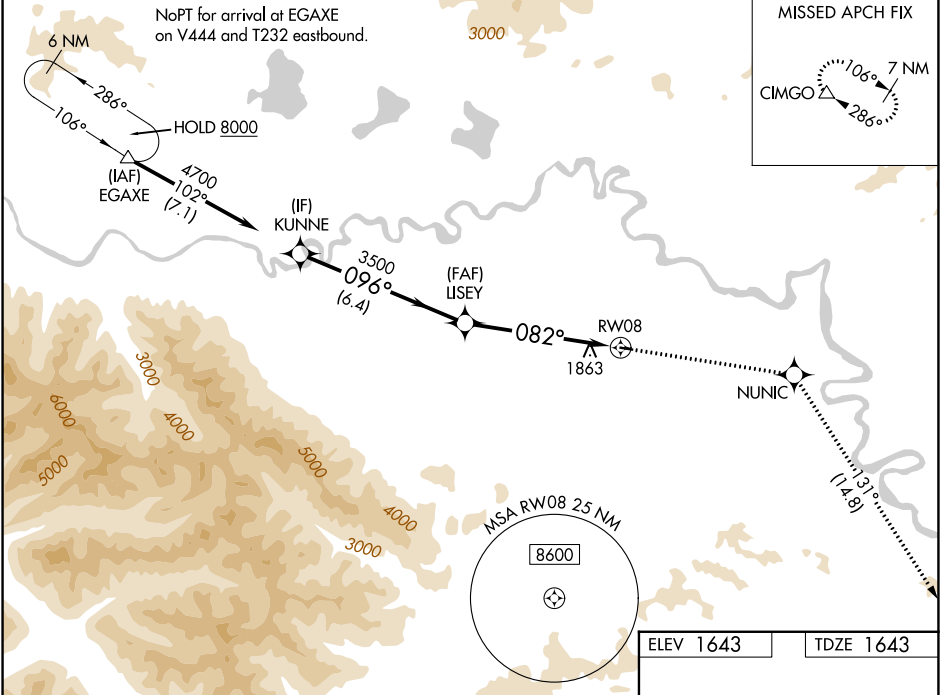
26190

WAAS CH 77546 W08A	APP CRS 082°	Rwy Ldg TDZE 1643 Apt Elev 1643
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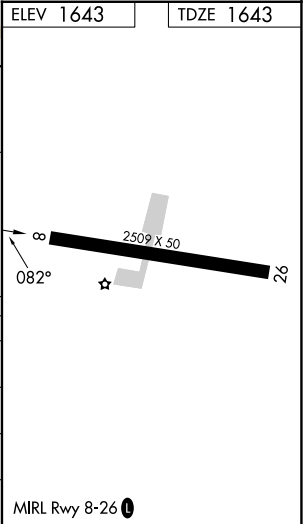
RNAV (GPS) RWY 8
TOK JUNCTION (6K8) (PFTO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 8000 direct NUNIC and on track 131° to CIMGO and hold, continue climb-in-hold to 8000.
Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.	

AWOS-3P 118.1	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 122.4	CTAF 122.8 0
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KUNNE		8000	NUNIC	tr 131°	CIMGO
4700		3500			
GP 3.04°		3500	1.4 NM to RWY 8	RWY 8	
TCH 40					
6.4 NM		4.3 NM	1.4		
CATEGORY	A	B	C	D	
LPV DA	1895-1 252 (300-1)			NA	
LNAV/VNAV DA	2120-1 477 (500-1 3/8)			NA	
LNAV MDA	2120-1	477 (500-1)	2120-1 477 (500-1 3/8)	NA	
CIRCLING	2180-1	537 (600-1)	2180-1 537 (600-1 1/2)	NA	



TOK, ALASKA
Amdt 1 05OCT23

63°20'N-142°57'W

TOK JUNCTION (6K8) (PFTO)
RNAV (GPS) RWY 8

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

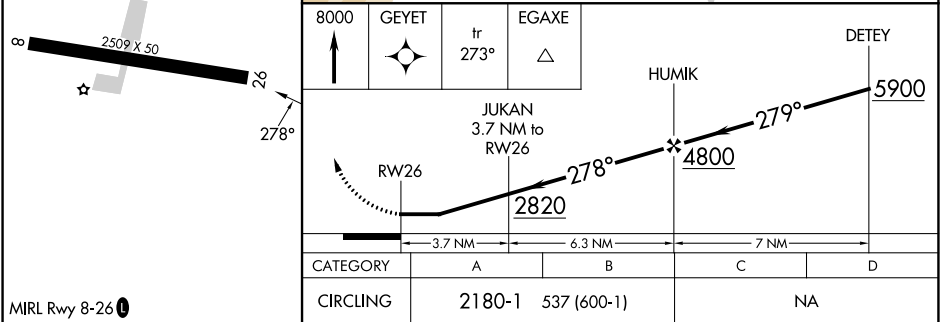
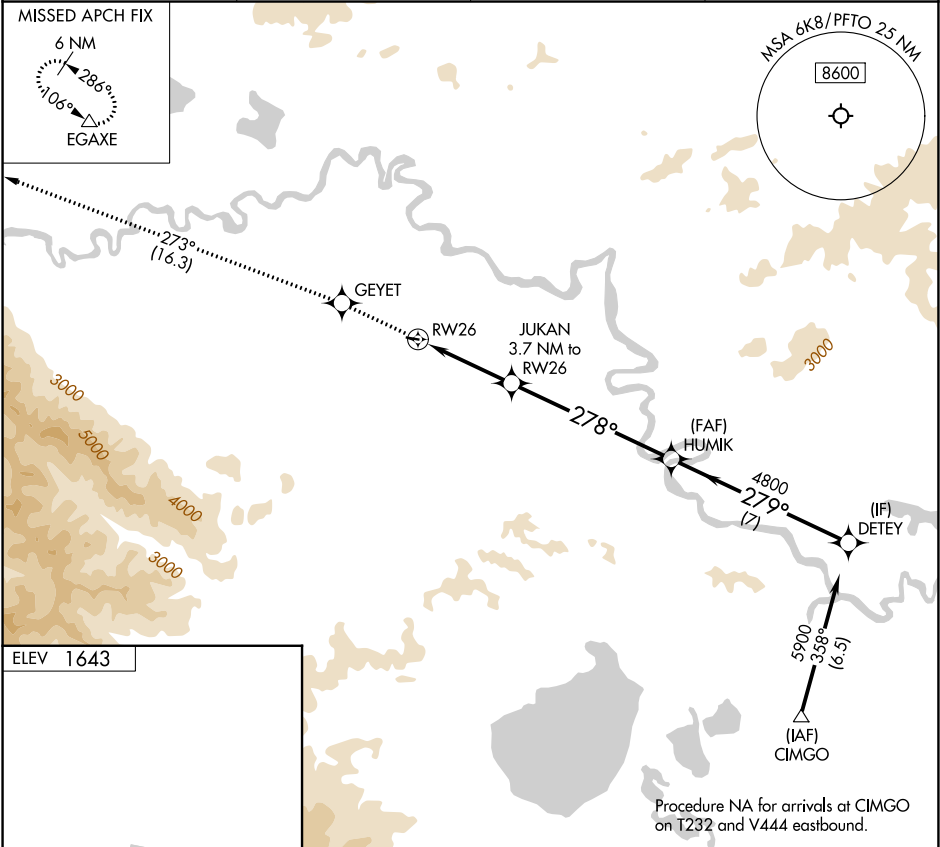
APP CRS	Rwy Ldg TDZE	N/A
278°	Apt Elev	1643

RNAV (GPS)-A

TOK JUNCTION (6K8) (PFTO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 8000 direct GEYET and on track 273° to EGAXE and hold, do not exceed 230K when continuing climb-in-hold to 8000.
▼ ▲	

AWOS-3P 118.1	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 122.4	CTAF 122.8 0
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(EGAXE1.EGAXE) 25331

AL-10059 (FAA)

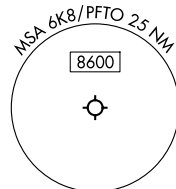
TOK JUNCTION (6K8)(PFTO)

EGAXE ONE DEPARTURE (OBSTACLE) (RNAV)

TOK, ALASKA

ANCHORAGE CENTER
126.55 323.0
AWOS-3P
118.1
NORTHWAY RADIO
122.4

RNAV 1 - GPS.



EGAXE △

TAKEOFF MINIMUMS

Rwy 26: Standard.

Rwy 8: Standard with minimum climb of 267"/NM to 3500.

262°

2143

082°

2143

TAKEOFF OBSTACLE NOTES

Rwy 8: Building 1' from DER, 384' left of centerline, 11' AGL/1652' MSL.

Vertical structure, vehicle on road beginning 14' from DER, 390' left of centerline, up to 17' AGL/1658' MSL.

Tree 46' from DER, 321' left of centerline, 28' AGL/1668' MSL.

Pole, trees, vegetation, vehicle on road, building, vertical structure beginning 48' from DER, 172' left of centerline, up to 41' AGL/1681' MSL.

Trees beginning 65' from DER, 316' right of centerline, up to 56' AGL/1699' MSL.

Trees beginning 201' from DER, 249' left of centerline, up to 44' AGL/1684' MSL.

Trees beginning 487' from DER, 167' right of centerline, up to 56' AGL/1700' MSL.

Trees beginning 774' from DER, 4' left of centerline, up to 45' AGL/1686' MSL.

Rwy 26: Building beginning 16' from DER, 328' right of centerline, up to 16' AGL/1658' MSL.

Vertical structure, vegetation beginning 18' from DER, 193' right of centerline, up to 21' AGL/1663' MSL.

Tree, building, pole, antenna beginning 29' from DER, 391' right of centerline, up to 61' AGL/1702' MSL.

Tree 55' from DER, 504' left of centerline, 60' AGL/1705' MSL.

Trees, vehicle on road beginning 58' from DER, 297' left of centerline, up to 62' AGL/1706' MSL.

Tree, building, beginning 134 from DER, 382' right of centerline, up to 62' AGL/1703' MSL.
Trees, building, vertical structure, vehicle on road, pole beginning 148' from DER, 68' right of centerline, up to 64' AGL/1705' MSL.

Trees beginning 937' from DER, 397' left of centerline, up to 62' AGL/1708' MSL.

Trees beginning 1119' from DER, 230' left of centerline, up to 64' AGL/1709' MSL.

Trees beginning 1523' from DER, 59' left of centerline, up to 72' AGL/1717' MSL.

Trees beginning 2001' from DER, 25' right of centerline, up to 66' AGL/1707' MSL.

Trees beginning 2043' from DER, 117' left of centerline, up to 75' AGL/1718' MSL.

Trees beginning 2417' from DER, 2' right of centerline, up to 72' AGL/1711' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 082° to 2143, then left turn direct EGAXE, thence . . .TAKEOFF RUNWAY 26: Climb on heading 262° to 2143, then right turn direct EGAXE, thence . . .

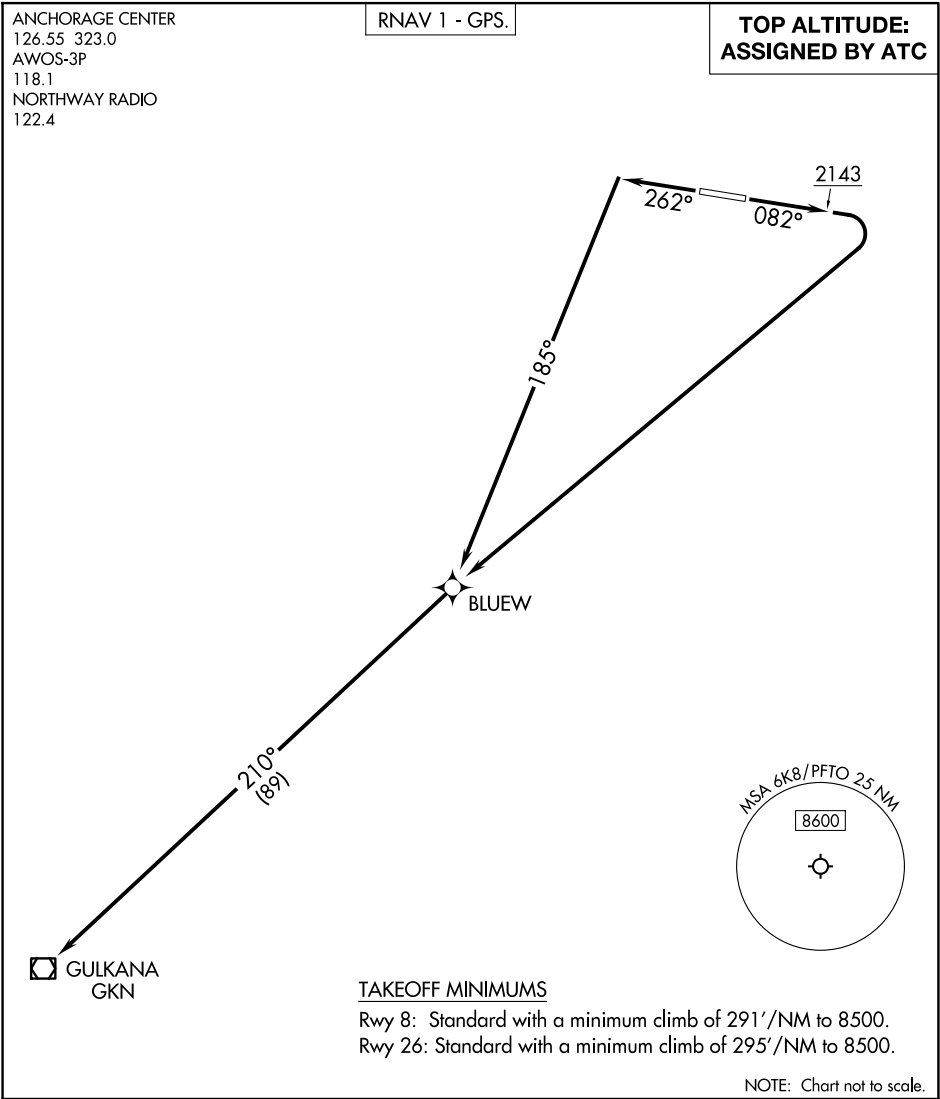
. . . to cross EGAXE at or above MEA/MCA for route of flight.

EGAXE ONE DEPARTURE (OBSTACLE) (RNAV)

(EGAXE1.EGAXE) 27NOV25

TOK, ALASKA

TOK JUNCTION (6K8)(PFTO)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 082° to 2143, then right turn direct BLUEW, thence

TAKEOFF RUNWAY 26: Climb on heading 262° to intercept course 185° to BLUEW, thence

. . . then on track 210° to GKN VOR/DME, then on assigned route. Maintain ATC assigned altitude, expect assigned altitude 10 min after departure.

TOKSOOK BAY, ALASKA

WAAS CH 93524 W34A	APP CRS 345°	Rwy Ldg TDZE Apt Elev	3200 71 71
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RNAV (GPS) RWY 34

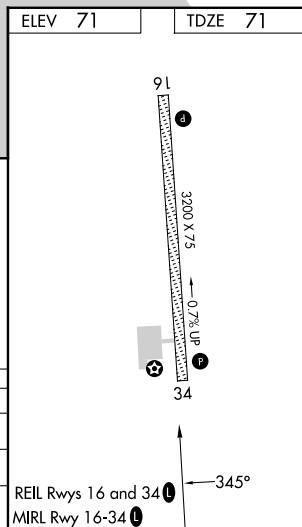
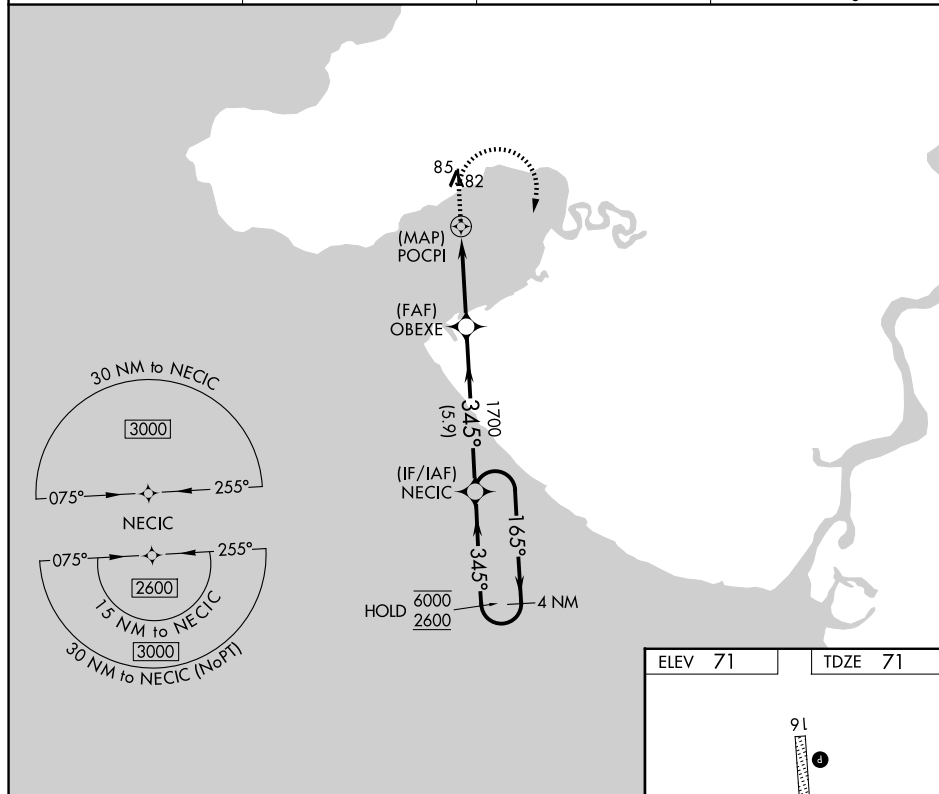
TOKSOOK BAY (00K)(PA00)

RNP APCH - GPS.

T Circling NA west of Rwy 16-34. When local altimeter setting not received,
A use Mekoryuk altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 600 then climbing right turn to 2600 direct NECIC and hold.

AWOS-3P 119.275	ANCHORAGE CENTER 125.2 372.0	KENAI RADIO 122.6	CTAF 122.9 0
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TOKSOOK BAY, ALASKA

Amdt 3C 05OCT23

60°32'N-165°05'W

TOKSOOK BAY (00K)(PA00)

RNAV (GPS) RWY 34

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	3300
140°	TDZE	61
	Apt Elev	62

RNAV (GPS) Y RWY 16

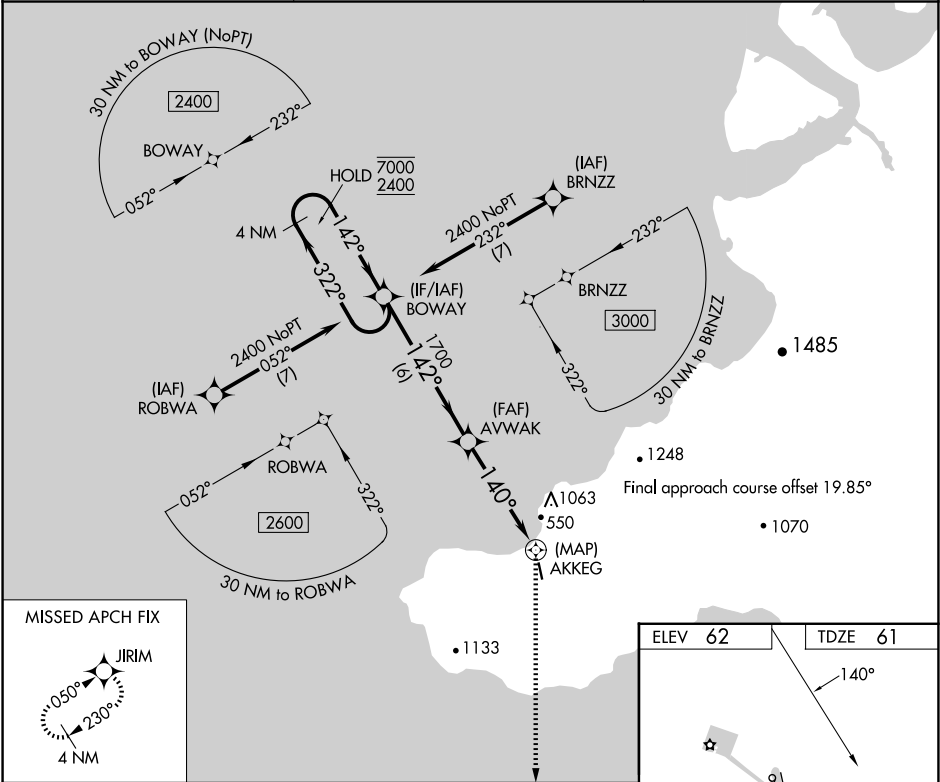
TUNUNAK (4KA) (POKA)

RNP APCH - GPS.

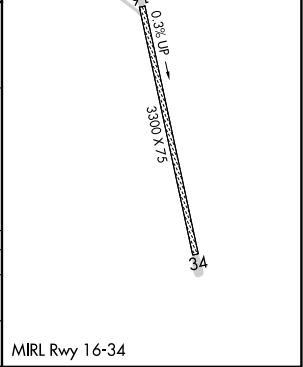
Circling NA east of Rwy 16-34. VDP NA when using Toksook Bay altimeter setting. When local altimeter setting not received, use Toksook Bay altimeter setting and increase all MDAs 20 feet.

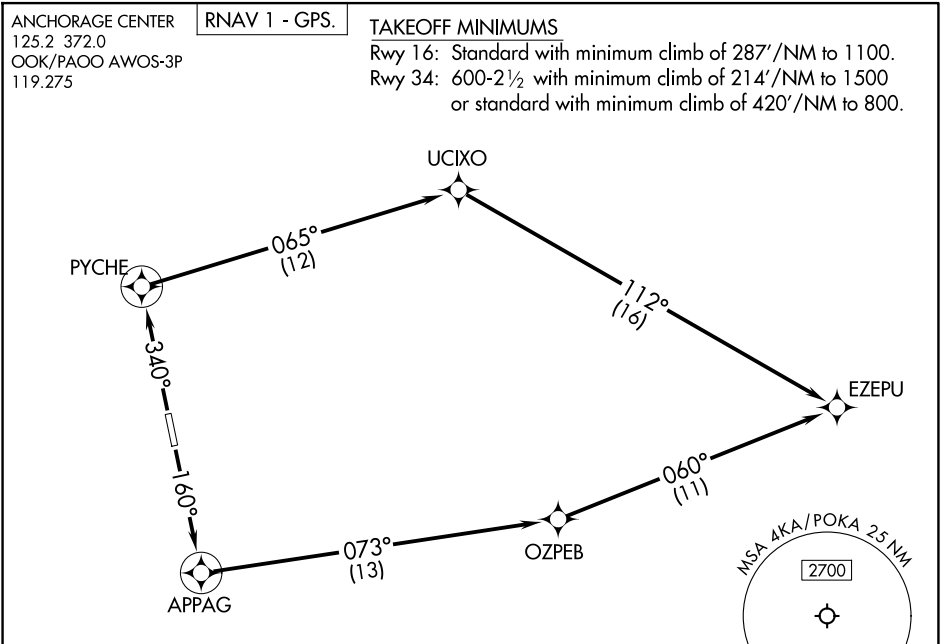
MISSED APPROACH: Climb to 2700 direct JIRIM and hold.

AWOS-3P 118.25	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
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4 NM Holding Pattern BOWAY AVWAK AKKEG 7000 2400 1700 322° 142° 142° 140° 6 NM 3.2 NM 1.4 NM 0.5				
CATEGORY	A	B	C	D
LNVA MDA	680-1	619 (700-1)	680-1¾ 619 (700-1¾)	NA
CIRCLING	680-1	618 (700-1)	1120-3 1058 (1100-3)	NA





TAKEOFF OBSTACLE NOTES

Rwy 16: Terrain 2' from DER, 497' left of centerline, 65' MSL.
Vehicle on road 9' from DER, 46' right of centerline, 63' MSL.
Terrain 498' from DER, 597' left of centerline, 80' MSL.
Terrain, vegetation, beginning 697' from DER, 384' left of centerline, up to 92' MSL.
Terrain beginning 897' from DER, 398' left of centerline, up to 100' MSL.
Terrain beginning 1095' from DER, 369' left of centerline, up to 109' MSL.
Terrain, vegetation, beginning 1297' from DER, 291' left of centerline, up to 128' MSL.
Terrain beginning 1474' from DER, 357' left of centerline, up to 133' MSL.
Terrain beginning 1696' from DER, 597' left of centerline, up to 136' MSL.
Terrain 1834' from DER, 798' left of centerline, 137' MSL.
Terrain, vegetation, beginning 1892' from DER, 494' left of centerline, up to 155' MSL.
Terrain beginning 2020' from DER, 598' left of centerline, up to 157' MSL.
Vegetation, terrain beginning 2217' from DER, 797' left of centerline, up to 7' AGL/158' MSL.

Rwy 34: Catenary wires 950' from DER, 730' left of centerline, 40' AGL/81' MSL.
Vehicles on road, terrain beginning 1.2 NM from DER, 1914' right of centerline, 264' MSL.
Vehicles on road, terrain beginning 1.3 NM from DER, 1997' right of centerline, up to 329' MSL.
Vehicles on road, terrain beginning 1.4 NM from DER, 1998' right of centerline, up to 415' MSL.
Terrain beginning 1.5 NM from DER, 1797' right of centerline, up to 558' MSL.
Terrain beginning 1.6 NM from DER, 1798' right of centerline, up to 575' MSL.
Terrain beginning 1.8 NM from DER, 3498' right of centerline, 494' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on course 160° to APPAG, then on track 073° to OZPEB, then on track 060° to EZEPU, thence. . . .

TAKEOFF RUNWAY 34: Climb on course 340° to PYCHE, then on track 065° to UCIXO, then on track 112° to EZEPU, thence. . . .

. . . .on filed route and altitude.

UNALAKLEET, ALASKA

AL-1253 (FAA)

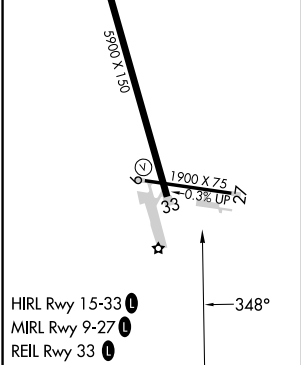
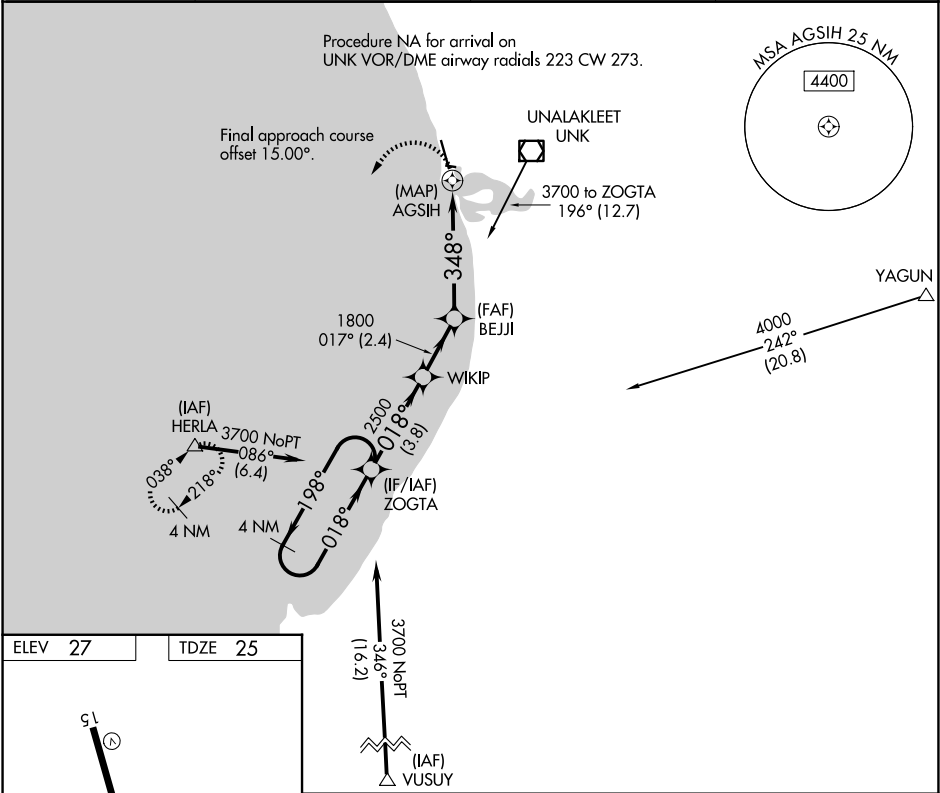
25331

APP CRS	Rwy Ldg	5900
348°	TDZE	25
	Apt Elev	27

RNAV (GPS) RWY 33

UNALAKLEET (UNK)(PAUN)

	Circling NA east of Rwy 15-33. Circling Rwy 9 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA. DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climbing left turn to 3700 direct HERLA and hold, continue climb-in-hold to 3700.	
	AWOS-3P 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.0



4 NM Holding Pattern		ZOGTA		WIKIP		BEJJI		3700 HERLA	
3700		198°		018°		018°		017°	
2500		018°		017°		017°		348°	
1800		3.8 NM		2.4 NM		3.8 NM		1.2 NM to AGSIH	
CATEGORY		A		B		C		D	
LNAV MDA		600-1 575 (600-1)		600-1½ 575 (600-1½)					
CIRCLING		600-1 573 (600-1)		700-1 673 (700-1)		700-2 673 (700-2)		860-2¾ 833 (900-2¾)	

UNALAKLEET, ALASKA
Amdt 1 24MAY18

63°53'N-160°48'W

UNALAKLEET (UNK)(PAUN)

RNAV (GPS) RWY 33

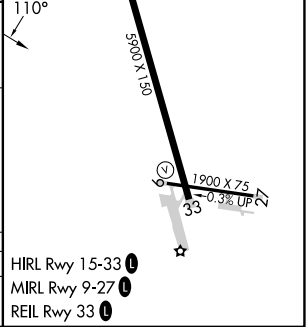
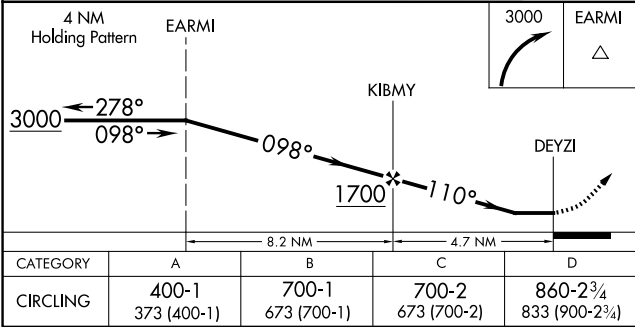
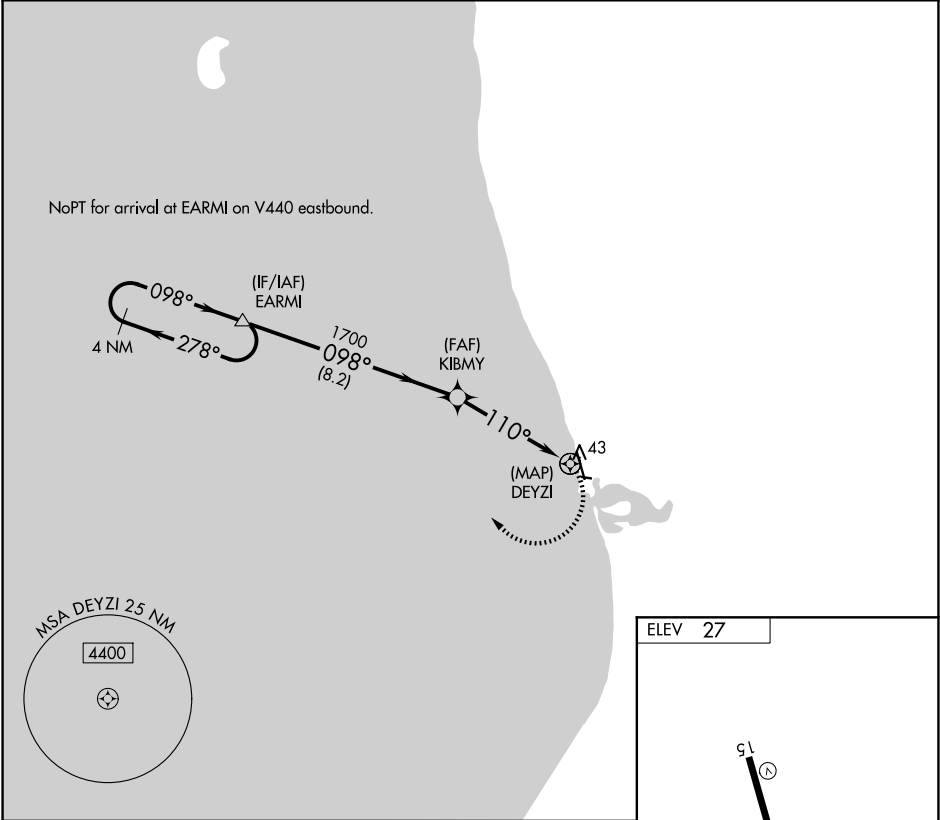
AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS 110°	Rwy Ldg TDZE Apt Elev N/A N/A 27
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RNAV (GPS)-A
UNALAKLEET (UNK)(PAUN)

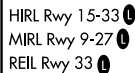
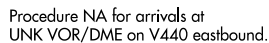
Circling to Rwy 9 NA at night. Circling NA east of Rwy 15-33. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climbing right turn to 3000 direct EARMI and hold.	
AWOS-3P 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.0

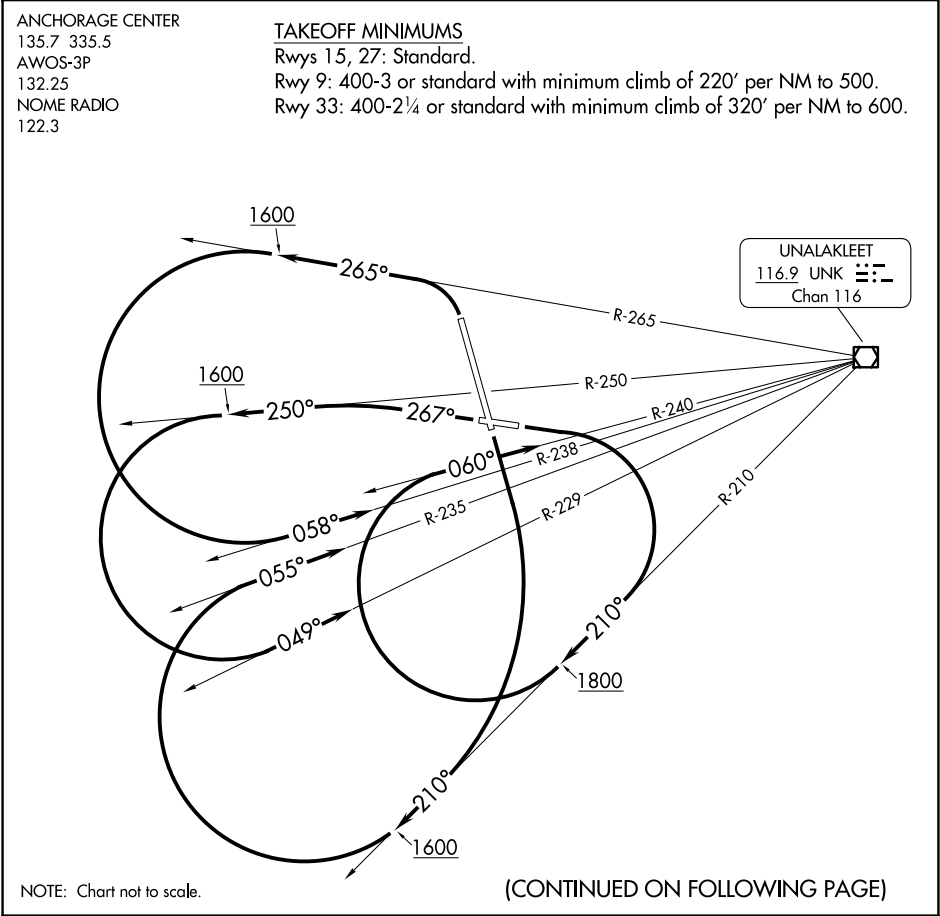


LOC RWY 15
UNALAKLEET (UNK)(PAUN)

MISSED APPROACH: Climb to 1900 then climbing right turn to 3400 direct UNK VOR/DME and hold, continue climb-in-hold to 3400.

123.0 L

UNALAKLEET (UNK)(PA UN)
LOC RWY 15



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept UNK VOR/DME R-210 to 1800, then climbing right turn to intercept UNK VOR/DME R-240 to UNK VOR/DME before proceeding on course.

TAKEOFF RUNWAY 15: Climbing right turn to intercept UNK VOR/DME R-210 to 1600, then climbing right turn to intercept UNK VOR/DME R-235 to UNK VOR/DME before proceeding on course.

TAKEOFF RUNWAY 27: Climb on heading 267° and UNK VOR/DME R-250 to 1600, then climbing left turn to intercept UNK VOR/DME R-229 to UNK VOR/DME before proceeding on course.

TAKEOFF RUNWAY 33: Climbing left turn to intercept UNK VOR/DME R-265 to 1600, then climbing left turn to intercept UNK VOR/DME R-238 to UNK VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES

- Rwy 9: Buildings beginning 30' from DER, 346' right of centerline, up to 27' AGL/45' MSL. Vehicles on road beginning 99' from DER, crossing extended runway centerline, up to 15' AGL/39' MSL. Catenary 2.2 NM from DER, 2658' left of centerline, 32' AGL/369' MSL. Catenaries, trees beginning 2.3 NM from DER, 2699' left of centerline, up to 37' AGL/402' MSL.
- Rwy 15: Building 111' from DER, 510' right of centerline, 9' AGL/30' MSL. Antenna, building, pole beginning 417' from DER, 278' right of centerline, up to 26' AGL/47' MSL. Antenna, buildings beginning 498' from DER, 520' right of centerline, up to 36' AGL/56' MSL. Antenna, light pole beginning 1050' from DER, 425' right of centerline, up to 45' AGL/64' MSL. Tower 2118' from DER, 140' right of centerline, 66' AGL/82' MSL. Poles, catenary, antenna beginning 492' from DER, 594' left of centerline, up to 32' AGL/46' MSL. Catenary, pole beginning 689' from DER, 585' left of centerline, up to 33' AGL/47' MSL. Antenna 1276' From DER, 136' left of centerline, 40' AGL/60' MSL. Building 1280' from DER, 133' left of centerline, 62' MSL.
- Rwy 27: Vegetation 10' from DER, 308' right of centerline, 25' MSL. Fence beginning 53' from DER, 425' left of centerline, up to 8' AGL/28' MSL. Terrain 244' from DER, 333' right of centerline, 33' MSL.
- Rwy 33: Vehicles on road, tree beginning 12' from DER, 145' right of centerline, up to 15' AGL/48' MSL. Vehicles on road 674' from DER, 9' left of centerline, 15' AGL/51' MSL. Trees beginning 1.2 NM from DER, 1978' right of centerline, up to 36' AGL/251' MSL. Trees, vegetation beginning 1.3 NM from DER, 1965' right of centerline, up to 32' AGL/291' MSL. Trees beginning 1.4 NM from DER, 1598' right of centerline, up to 33' AGL/334' MSL. Trees, terrain, vegetation beginning 1.5 NM from DER, 1596' right of centerline, up to 31' AGL/408' MSL. Terrain, vegetation, tree beginning 1.6 NM from DER, 1397' right of centerline, up to 26' AGL/414' MSL.

APP CRS
164°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
22

RNAV (GPS)-B

UNALASKA (DUT) (PADU)

⚠

⚠

Circling NA northeast of Rwy 13-31. DME/DME RNP-0.3 NA.
Procedure NA at night. When local altimeter setting not received,
use Akutan altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left
turn to 3600 direct ALEUT and hold.

AWOS-3P 125.8	ANCHORAGE CENTER 121.4	CTAF 122.6 0 *
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ELEV 22 **D**

164°

13

4500 X 100

0 31

EYUYO

AFFIV

USUHU

2500

2500

2500

164°

164°

164°

6 NM

3.5 NM

2.5

CATEGORY	A	B	C	D
CIRCLING	2000-3	1978 (2000-3)	2320-3 2298 (2300-3)	2500-3 2478 (2500-3)

MIRL Rwy 13-31 **0**

REIL Rws 13 and 31 **0**

UNALASKA, ALASKA

Orig 21JUL16

53°54'N-166°33'W

547

UNALASKA (DUT) (PADU)

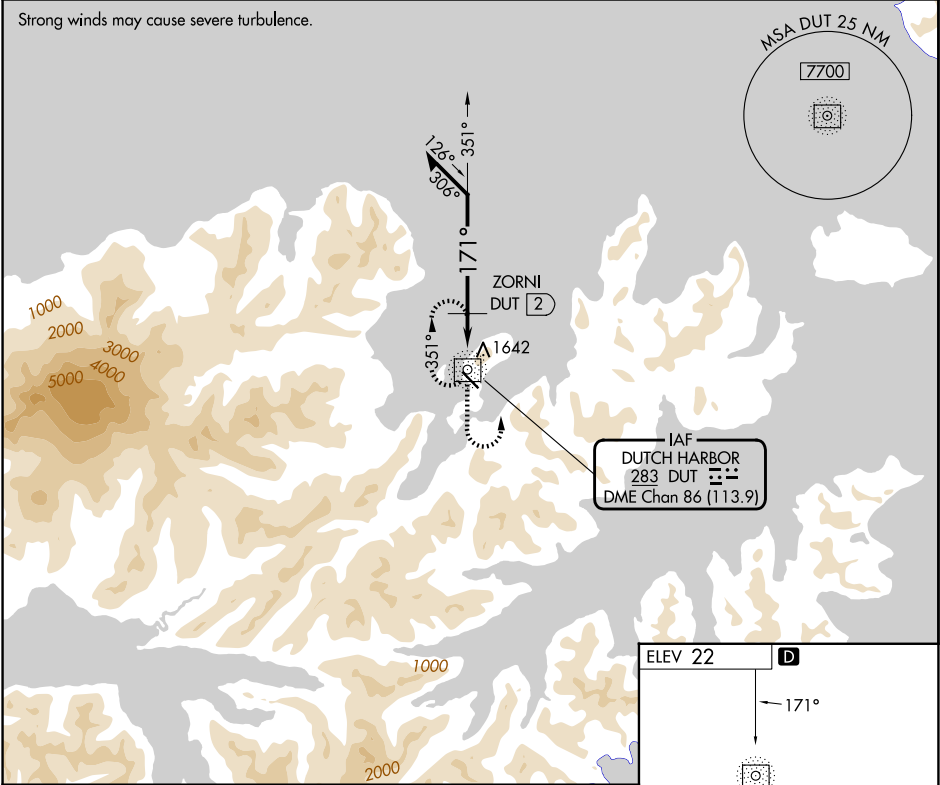
RNAV (GPS)-B

NDB/DME DUT 283	APP CRS 171°	Rwy Ldg TDZE Apt Elev N/A 22
Chan 86 (113.9)		

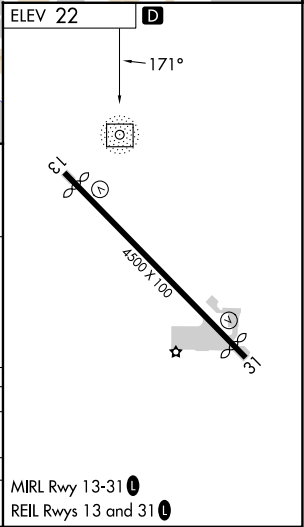
NDB-A
UNALASKA (DUT) (PADU)

⚠ Circling NA northeast of Rwy 13-31. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Akutan altimeter setting and increase all MDAs 100 feet. Descend to 6000 in holding pattern.	⚠ MISSED APPROACH: Climb to 3000 on DUT NDB/DME bearing 171° then climbing left turn to 4300 direct DUT NDB/DME and hold.
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AWOS-3P 125.8	ANCHORAGE CENTER 121.4	CTAF 122.6 0 *
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Remain within 10 NM		DUT NDB/DME 6000	3000 ↑ DUT 171°	4300 ↙ DUT	
4100		ZORNI DUT 2	* 3000 when using Akutan altimeter setting.		
171°		* 2900			
		→ 2 NM			
CATEGORY	A	B	C	D	
CIRCLING	2900-1¼ 2878 (2900-1¼)	2900-1½ 2878 (2900-1½)	2900-3	2878 (2900-3)	
ZORNI FIX MINIMUMS (DME REQUIRED)					
CIRCLING	2200-1¼ 2178 (2200-1¼)	2200-1½ 2178 (2200-1½)	2320-3 2298 (2300-3)	2500-3 2478 (2500-3)	



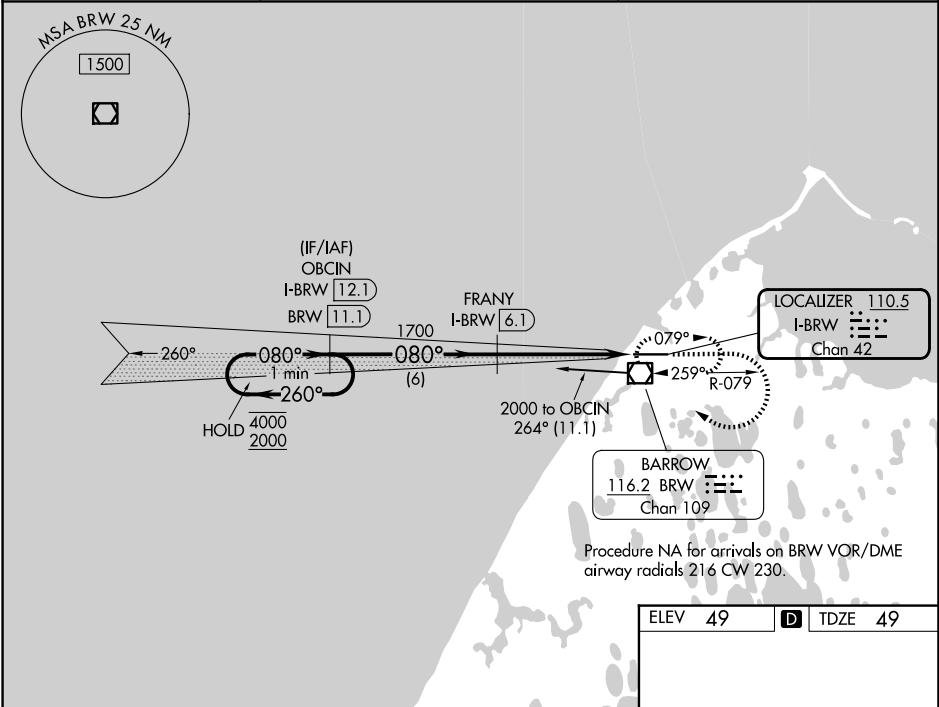
LOC/DME I-BRW	APP CRS	Rwy Ldg
110.5	080°	5900
Chan 42		TDZE 49
		Apt Elev 49

ILS or LOC RWY 8

WILEY POST-WILL ROGERS MEML (BRW)(PABR)

DME required.	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.
Autopilot coupled approach NA below 290. Circling NA for Cat A north of Rwy 8-26. For inop ALS, increase S-LOC 8 Cat C/D visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.		

AFIS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 51).				
One Minute Holding Pattern				
4000 ← 260° 080° → 2000				
GS 3.00° TCH 57				
OBCIN I-BRW [12.1] FRANY I-BRW [6.1] I-BRW [2.2] I-BRW [1.1]				
6 NM 3.9 NM 1.1 NM				
CATEGORY	A	B	C	D
S-ILS 8*	249/24 200 (200-½)			
S-LOC 8	460/24	411 (500-½)	460/40	411 (500-¾)
CIRCLING	460-1 411 (500-1)	500-1 451 (500-1)	500-1½ 451 (500-1½)	680-2 631 (700-2)

ELEV 49	D	TDZE 49
REIL Rwy 26 0		
HIRL Rwy 8-26 0		

WAAS CH 86915 W08A	APP CRS 080°	Rwy Ldg TDZE Apt Elev	5900 49 49
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RNAV (GPS) RWY 8

WILEY POST-WILL ROGERS MEML (BRW)(PABR)

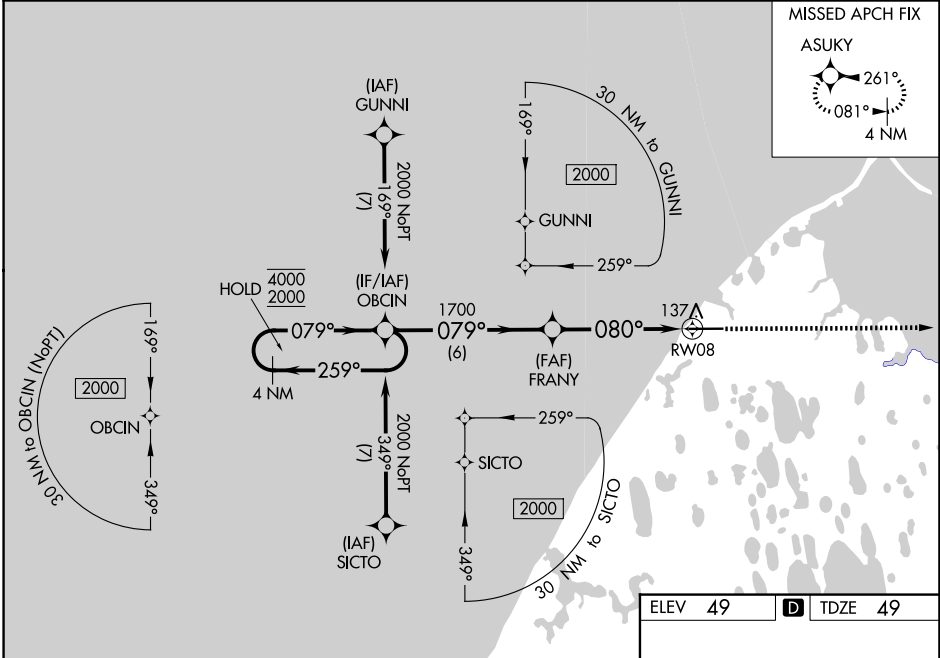
RNP APCH-GPS.

Inop table does not apply to LPV and LNAV/VNAV all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-18°C or above 54°C. Circling NA for Cat A north of Rwy 8-26.

MALSRR

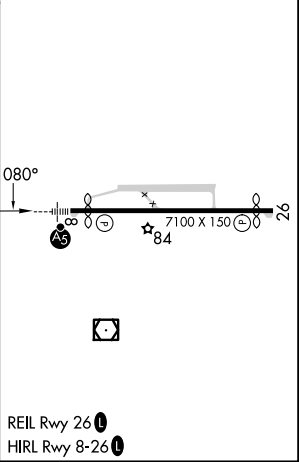
MISSED APPROACH: Climb to 2000
direct ASUKY and hold.

AFIS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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ELEV 49	D	TDZE 49
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).				
4 NM Holding Pattern 4000 2000 GP 3.00° TCH 57 OBCIN FRANY RWY 08 259° 079° 079° 080° 6 NM 4.1 NM 0.9 NM				
CATEGORY	A	B	C	D
LPV DA		249/40	200 (200-¾)	
LNAV/VNAV DA		299/40	250 (300-¾)	
LNAV MDA		400/40	351 (400-¾)	
CIRCLING	420-1 371 (400-1)	500-1 451 (500-1)	500-1½ 451 (500-1½)	680-2 631 (700-2)



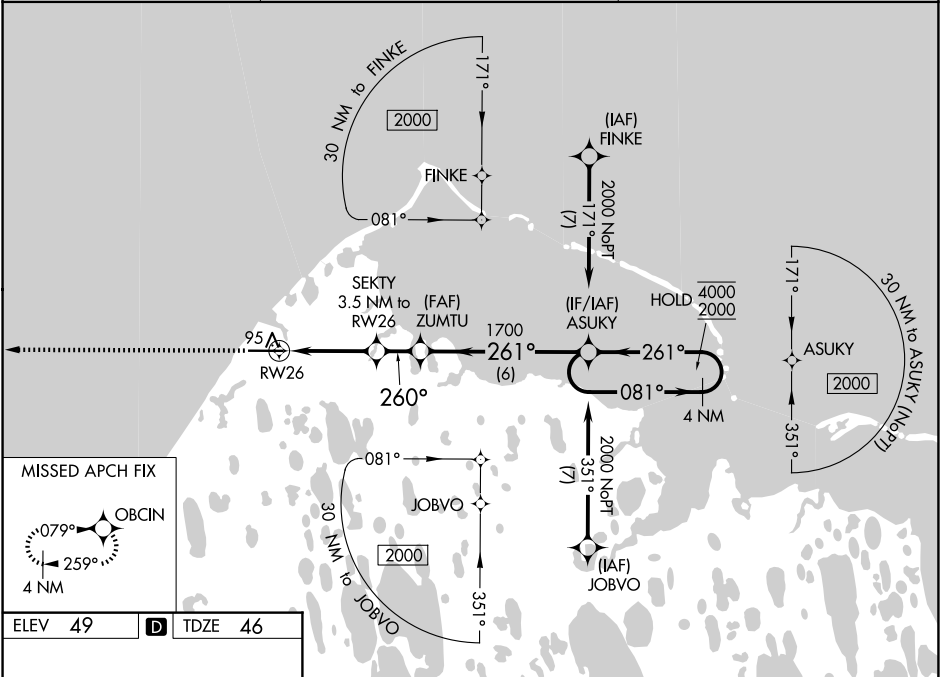
WAAS CH 73041 W26A	APP CRS 260°	Rwy Ldg TDZE 46 Apt Elev 49
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RNAV (GPS) RWY 26

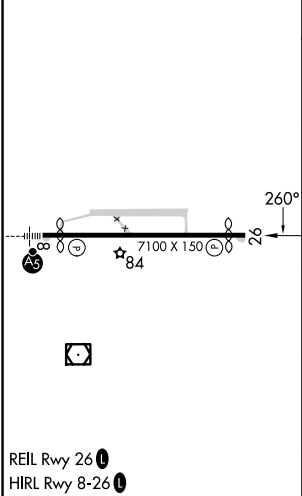
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -19°C or above 54°C. Circling NA for Cat A north of Rwy 8-26	MISSED APPROACH: Climb to 2000 direct OBCIN and hold.
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AFIS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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ELEV 49	D	TDZE 46
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2000 ↑	OBCIN 				
CATEGORY	A	B	C	D	
LPV DA	246-1 200 (200-1)				
LNAV/VNAV DA	296-1 250 (300-1)				
LNAV MDA	360-1 314 (400-1)				
CIRCLING	420-1 371 (400-1)	500-1 451 (500-1)	500-1½ 451 (500-1½)	680-2 631 (700-2)	

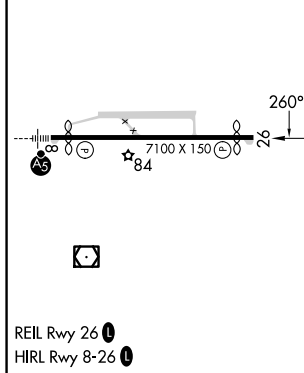
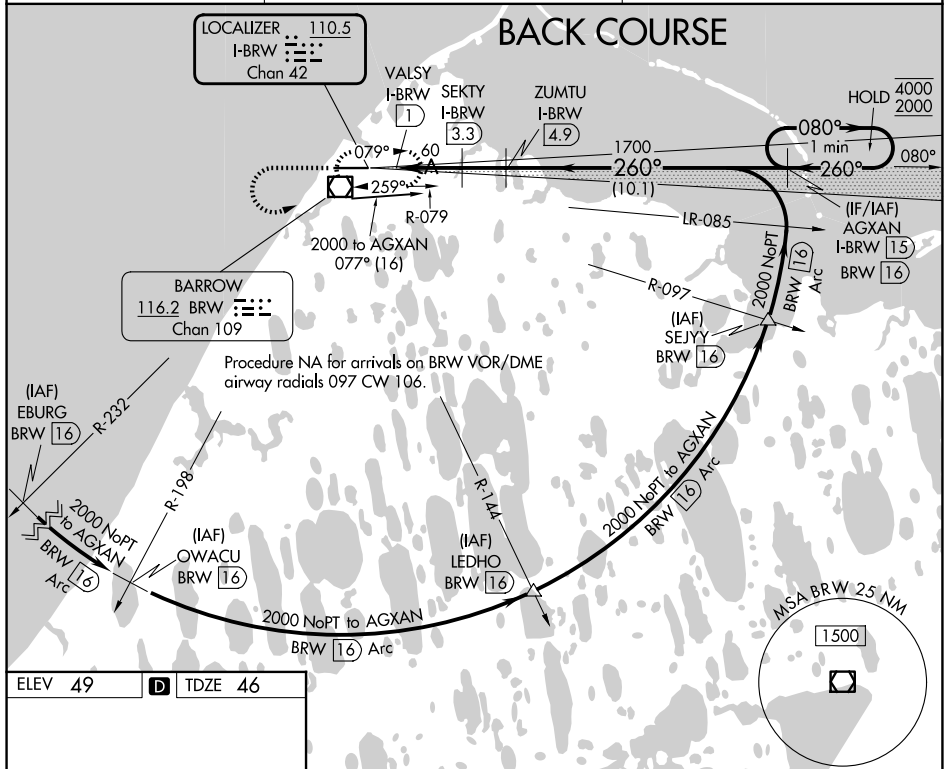
LOC/DME I-BRW	APP CRS	Rwy Ldg
110.5	260°	5900
Chan 42		TDZE 46
		Apt Elev 49

LOC BC RWY 26

WILEY POST-WILL ROGERS MEML (BRW)(PABR)

DME required.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.
 Circling NA for Cat A north of Rwy 8-26.	

AFIS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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1600	2000	BRW	Use I-BRW DME when on the localizer course. Disregard glide slope indications.	AGXAN I-BRW (15)	One Minute Holding Pattern
			SEKTY I-BRW (3.3)	ZUMTU I-BRW (4.9)	
			VALSY I-BRW (1)		
			3.00° TCH 50	1200	1700
			1.1 NM	2.3 NM	1.6 NM
					10.1 NM
CATEGORY	A	B	C	D	
S-26	360-1 3/8	314 (400-1 3/8)			
CIRCLING	460-1 3/8 411 (500-1 3/8)	500-1 3/8 451 (500-1 3/8)	500-1 1/2 451 (500-1 1/2)	680-2 631 (700-2)	

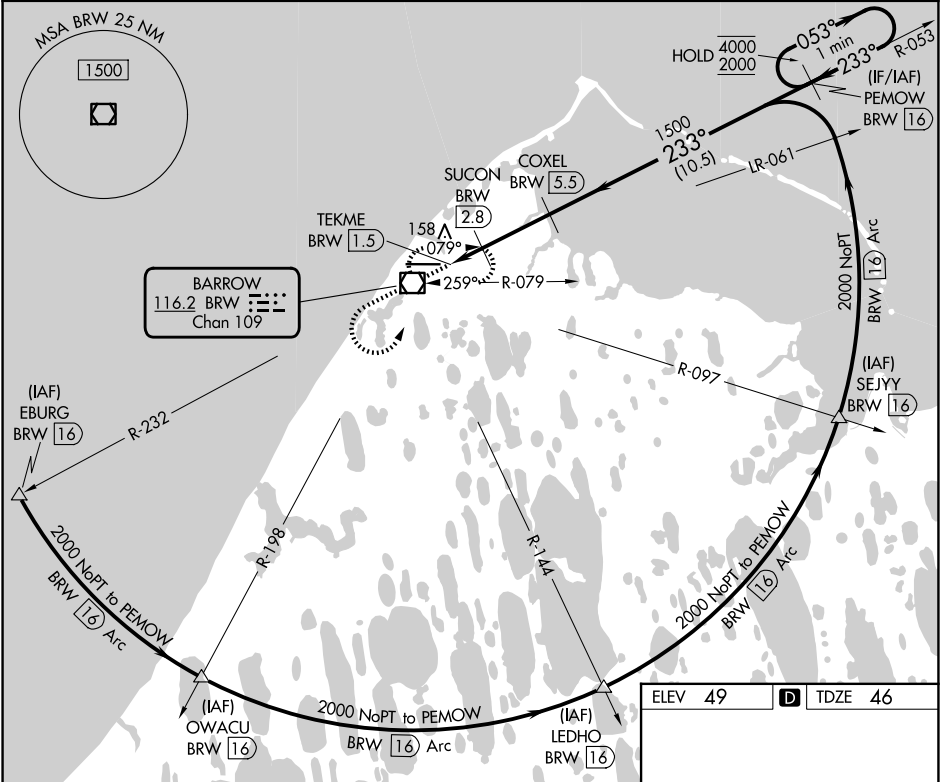
VOR/DME BRW	APP CRS	Rwy Ldg	5900
116.2	233°	TDZE	46
Chan 109		Apt Elev	49

VOR RWY 26

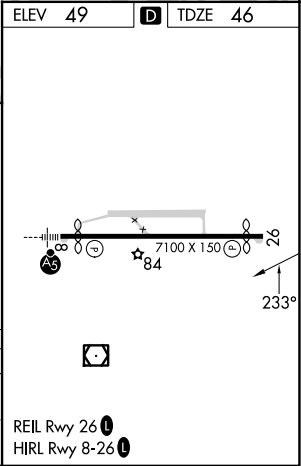
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

DME required.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.
⚠ ⚠	Circling NA for Cat A north of Rwy 8-26.

AFIS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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1600	2000	BRW			
↑	↶	☐			
TEKME BRW 1.5	SUCON BRW 2.1	COXEL BRW 5.5	PEMOW BRW 16	One Minute Holding Pattern	
0.4	0.6	0.7	2.7 NM	10.5 NM	
CATEGORY	A	B	C	D	
S-26	420-1	374 (400-1)			
CIRCLING	420-1 371 (400-1)	500-1 451 (500-1)	500-1½ 451 (500-1½)	680-2 631 (700-2)	



VALDEZ, ALASKA

AL-6213 (FAA)

25163

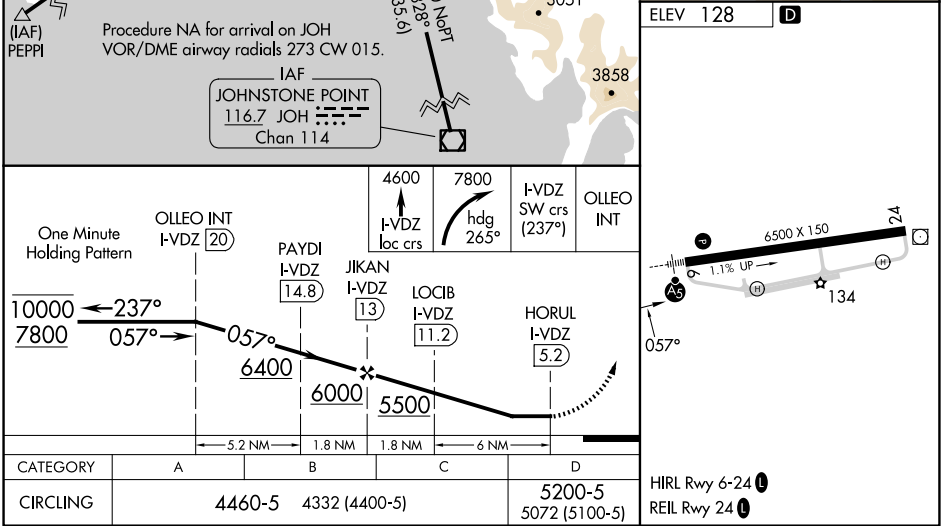
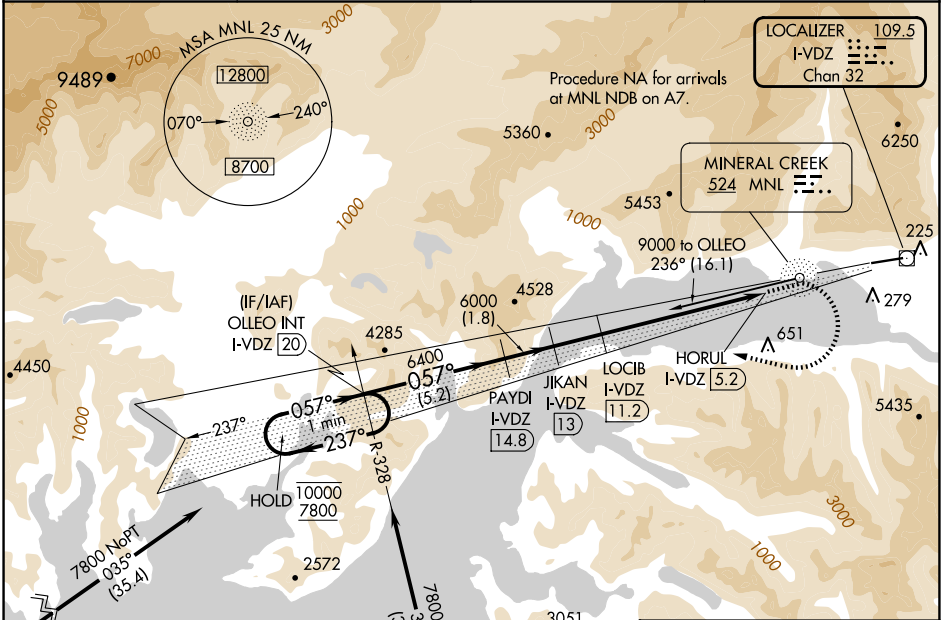
LOC/DME I-VDZ 109.5 Chan 32	APP CRS 057°	Rwy Ldg TDZE Apt Elev	N/A N/A 128
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LDA-H

VALDEZ PIONEER FLD (VDZ) (PAVD)

DME required. RNP APCH-GPS. From PEPEI.		MISSED APPROACH: Climb on I-VDZ localizer course to 4600 then climbing right turn to 7800 on heading 265° and I-VDZ SW course (237°) to OLLEO INT/I-VDZ 20 DME and hold, continue climb-in-hold to 7800.
 	Circling NA north of Rwy 6-24. Circling Rwy 24 NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Cordova altimeter setting and increase all MDAs 1020 feet.	
 -10°C		

AWOS-3P 118.8	ANCHORAGE CENTER 119.3 269.4	JUNEAU RADIO 122.2	CTAF 122.9 ①
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VALDEZ, ALASKA
Amdt 2E 15JUN23

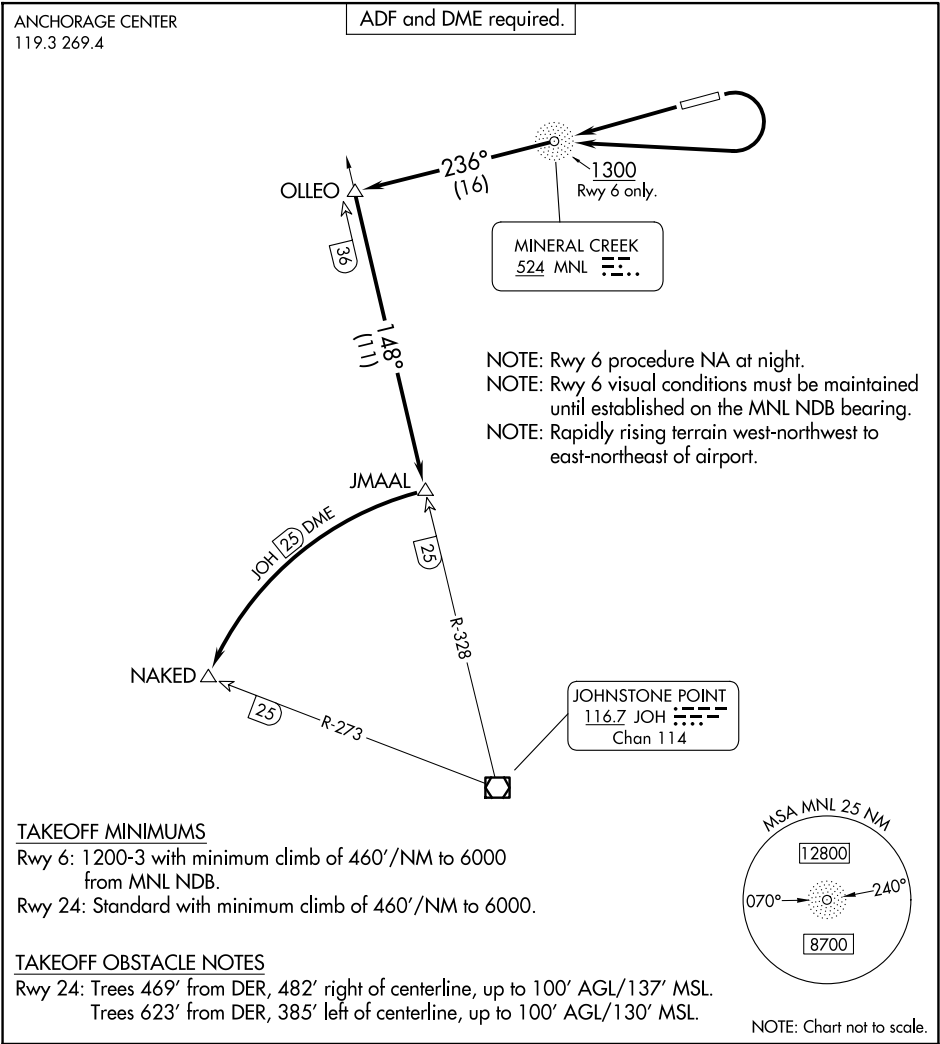
61°08'N-146°15'W

VALDEZ PIONEER FLD (VDZ) (PAVD)

LDA-H

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6:

Turn right as soon as practical, climb in visual conditions to MNL NDB at/above 1300, then on MNL NDB bearing 236° to OLLEO INT, thence. . . .

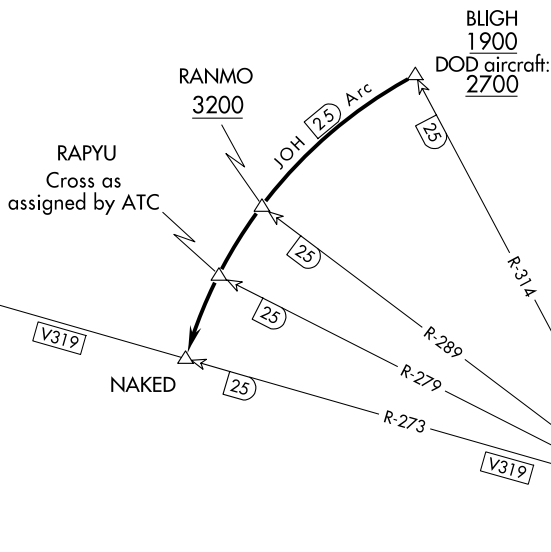
TAKEOFF RUNWAY 24:

Climb direct to MNL NDB then on MNL bearing 236° to OLLEO INT, thence. . . .

. . . . continue climb to at/above 6000 on JOH VOR/DME R-328 southbound to JMAAL/JOH VOR/DME 25 DME, fly JOH VOR/DME 25 DME arc counterclockwise to NAKED/JOH VOR/DME R-273 25 DME.

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO
122.2
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwy 6, 24: 2000-3 (DOD aircraft 3500-3)
NA at night.

JOHNSTONE POINT
116.7 JOH 
Chgn 114

NOTE: Do not proceed CCW beyond BLIGH without ATC clearance.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Proceed in visual conditions from Valdez airport to BLIGH (JOH R-314/25 DME) to cross BLIGH at or above 1900' (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900') (DOD aircraft: Cross BLIGH at or above 2700'). Proceed CCW on JOH 25 DME arc to NAKED; cross RANMO at or above 3200'. Cross RPYU as assigned by ATC. Thence via (assigned route).

NAKED SIX DEPARTURE

(NAKED6.NAKED) 21JUL16

VALDEZ, ALASKA

VALDEZ PIONEER FLD (VDZ) (PAVD)

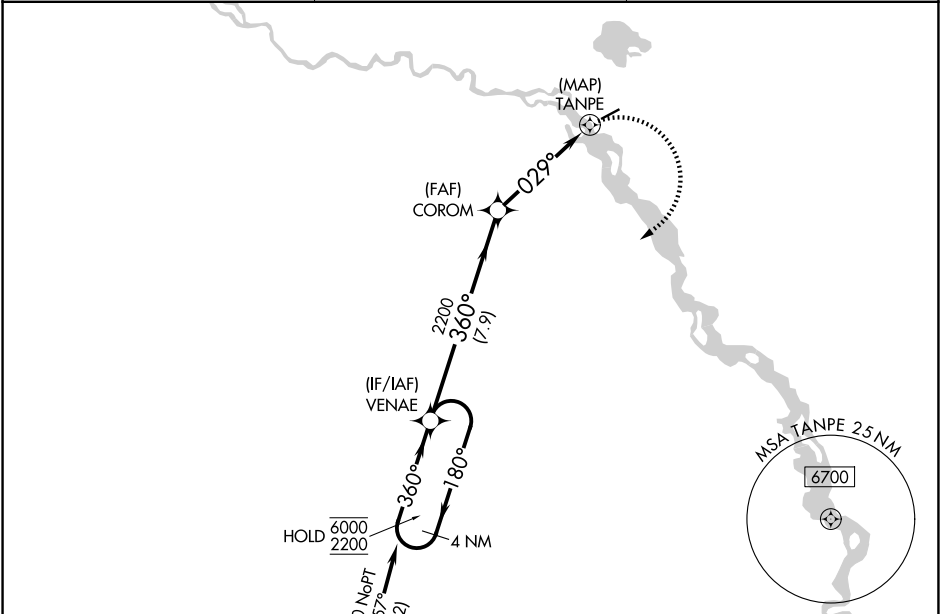
AK, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4000
029°	TDZE	572
	Apt Elev	574

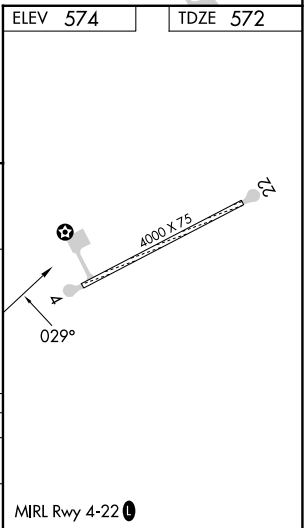
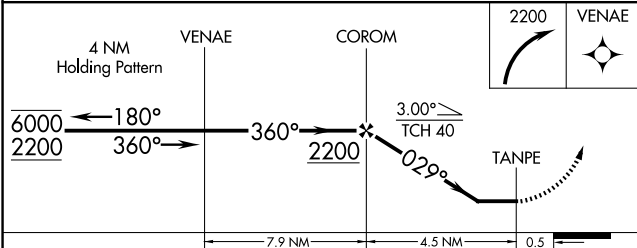
RNAV (GPS) RWY 4
VENETIE (VEE) (PAVE)

RNP APCH-GPS.		MISSED APPROACH: Climbing right turn to 2200, direct VENAE and hold.
▼ ▲ NA	Rwy 4 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting. Procedure NA at night.	

FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9 0
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Procedure NA for arrivals at CURUP on airways
B4 westbound and T273 southbound.



CATEGORY	A	B	C	D
LNAV MDA	1220-1 648 (700-1)		1220-1 $\frac{7}{8}$ 648 (700-1 $\frac{7}{8}$)	
CIRCLING	1220-1 646 (700-1)		1220-1 $\frac{7}{8}$ 646 (700-1 $\frac{7}{8}$)	1260-2 $\frac{1}{4}$ 686 (700-2 $\frac{1}{4}$)

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS 244°	Rwy Ldg 4000 TDZE 574 Apt Elev 574
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RNAV (GPS) RWY 22

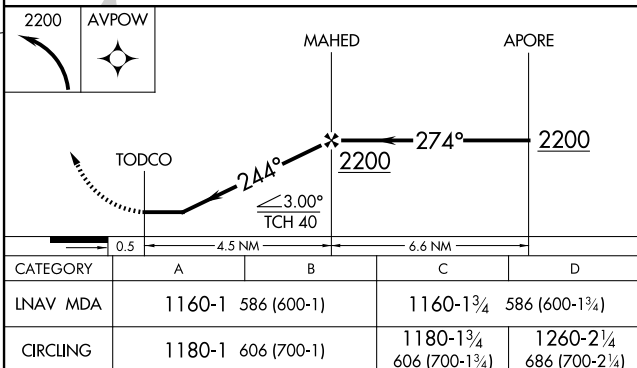
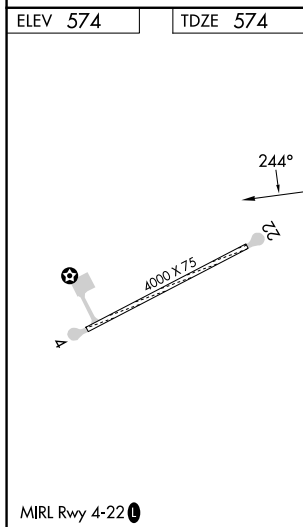
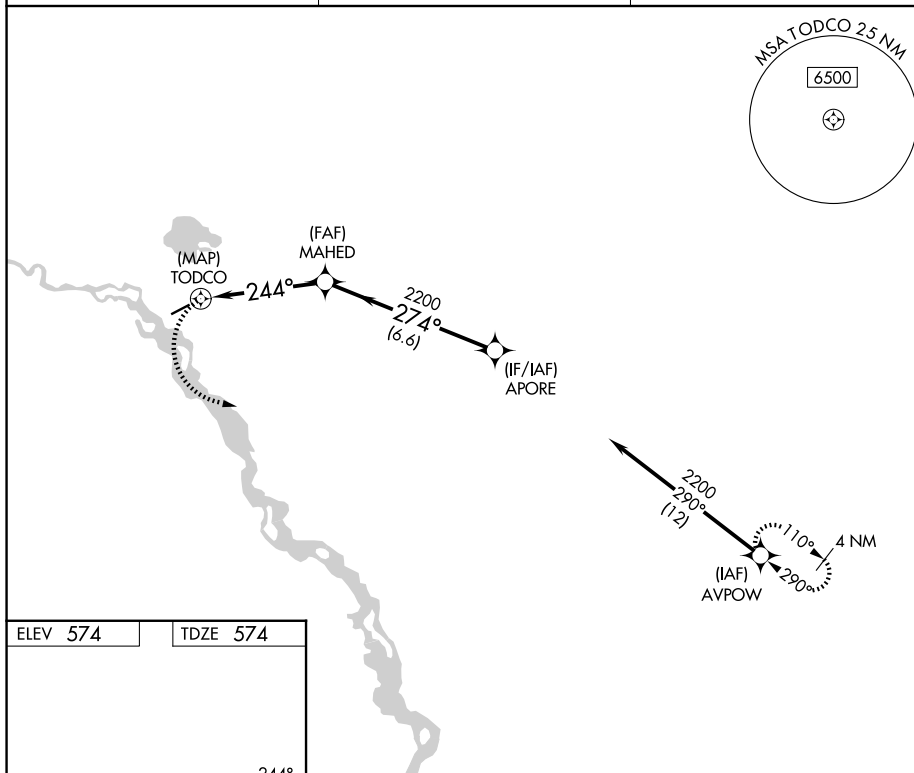
VENETIE (VEE) (PAVE)

T
A NA Rwy 22 helicopter visibility reduction below 1 SM NA.
Use Fort Yukon altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2200, direct AVPOW and hold.

FYU/PFYU AWOS-3P
125.8

ANCHORAGE CENTER
135.0 225.4

CTAF
122.90

VENETIE, ALASKA
Amdt 1 17JUN21

67°01'N-146°22'W

VENETIE (VEE) (PAVE)
RNAV (GPS) RWY 22

AK, 03 SEP 2026 to 29 OCT 2026

(FYU3.FYU) 23334

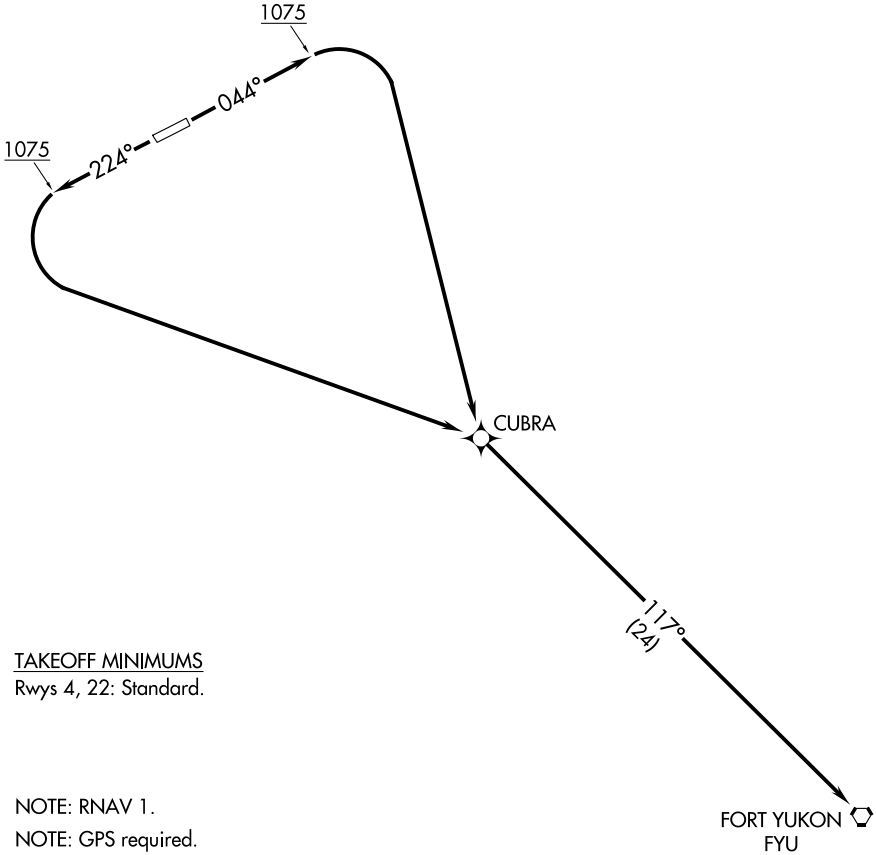
AL-10346 (FAA)

VENETIE (VEE) (PAVE)
VENETIE, ALASKA

VENETIE THREE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
135.0 225.4
FYU/PFYU AWOS-3P
125.8

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 4, 22: Standard.

- NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Runway is gravel.
NOTE: Procedure NA for Cat C/D aircraft.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 044° to 1075, then right turn direct CUBRA, thence. . . .
TAKEOFF RUNWAY 22: Climb on heading 224° to 1075, then left turn direct CUBRA, thence. . . .
. . . .on track 117° to FYU VORTAC, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

VENETIE THREE DEPARTURE (OBSTACLE) (RNAV)
(FYU3.FYU) 17JUN21

VENETIE, ALASKA
VENETIE (VEE) (PAVE)

WAAS CH 50542 W06A	APP CRS 055°	Rwy Ldg 4494 TDZE 45 Apt Elev 45
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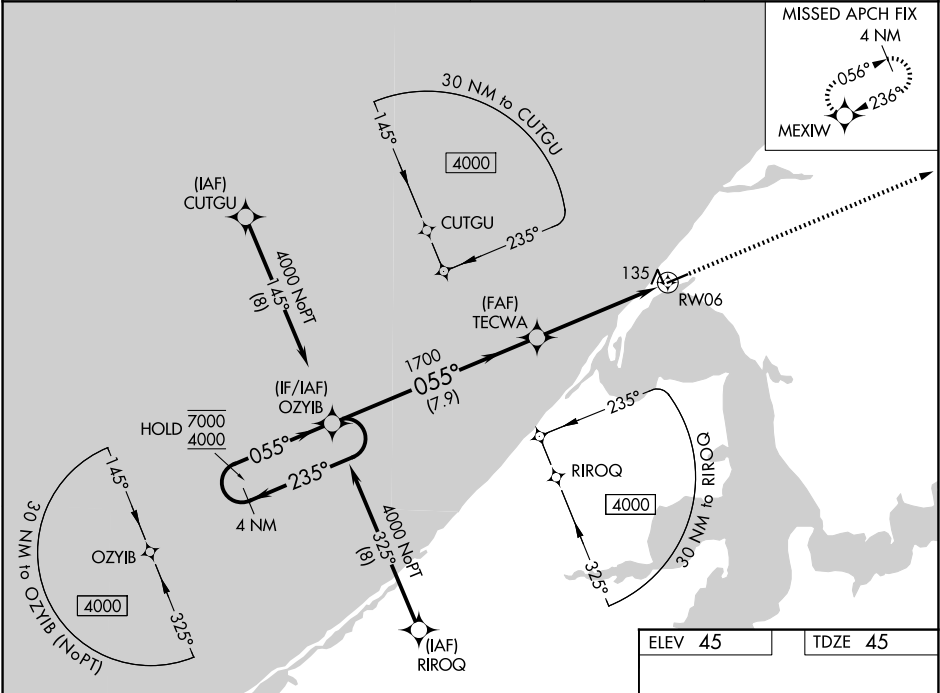
RNAV (GPS) RWY 6
WAINWRIGHT (AWI) (PAWI)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct MEXIW and hold, continue climb-in-hold to 4000.

ASOS-3 132.25	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 122.5	CTAF 122.8
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

4 NM Holding Pattern

OZYIB

TECWA

1700

1700

1 NM to RWY 06

RWY 06

GP 3.00° TCH 45

7.9 NM

4 NM

1 NM

CATEGORY	A	B	C	D
LPV DA		295-1	250 (300-1)	
LNAV/VNAV DA		316-1	271 (300-1)	
LNAV MDA		400-1	355 (400-1)	
CIRCLING	460-1 415 (500-1)	500-1 455 (500-1)	500-1½ 455 (500-1½)	600-2 555 (600-2)

ELEV 45

TDZE 45

4000

MEXIW

4494 X 110

24

055°

MIRL Rwy 6-24

REIL Rwy 6 and 24

AK, 03 SEP 2026 to 29 OCT 2026

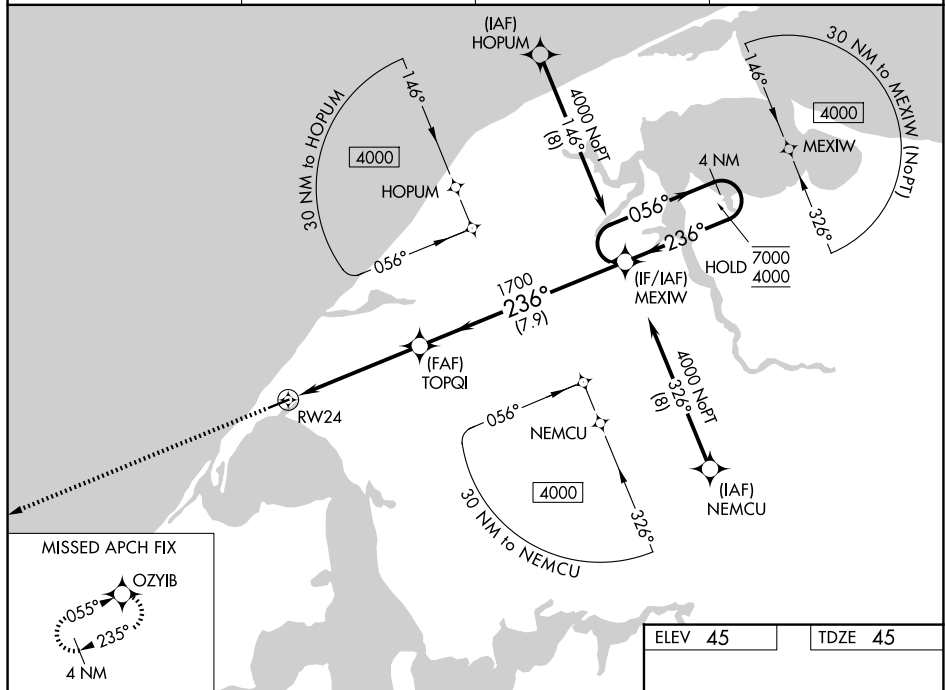
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56642 W24A	APP CRS 236°	Rwy Ldg 4494 TDZE 45 Apt Elev 45
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RNAV (GPS) RWY 24

WAINWRIGHT (AWI) (PAWI)

RNP APCH - GPS.		 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.		MISSED APPROACH: Climb to 4000 direct OZYB and hold, continue climb-in-hold to 4000	
ASOS-3 132.25	ANCHORAGE CENTER 135.3 239.25			BARROW RADIO 122.5	CTAF 122.8 0



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30).

4000 OZYIB

1.4 NM to RW24

1.4 NM

3.7 NM

7.9 NM

TOPQI 1700

236°

MEXIW

4 NM Holding Pattern

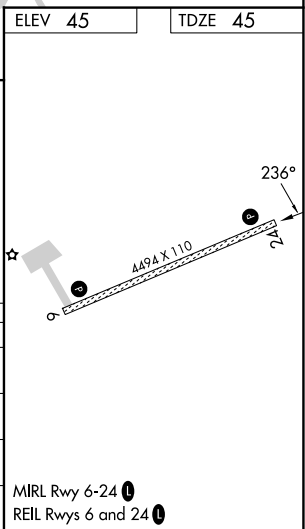
056°

236°

7000 4000

GP 3.00° TCH 45°

CATEGORY	A	B	C	D
LPV DA	295-1	250 (300-1)		
LNAV/VNAV DA	295-1	250 (300-1)		
LNAV MDA	520-1	475 (500-1)	520-1 ³ / ₈	475 (500-1 ³ / ₈)
CIRCLING	520-1	475 (500-1)	520-1 ¹ / ₂ 475 (500-1 ¹ / ₂)	600-2 555 (600-2)



WALES, ALASKA

AL-10176 (FAA)

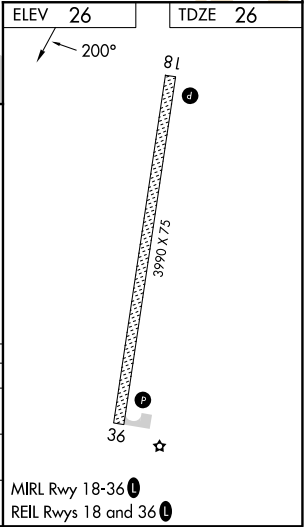
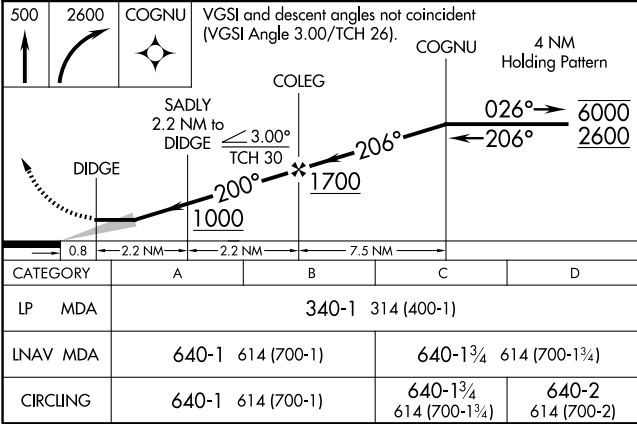
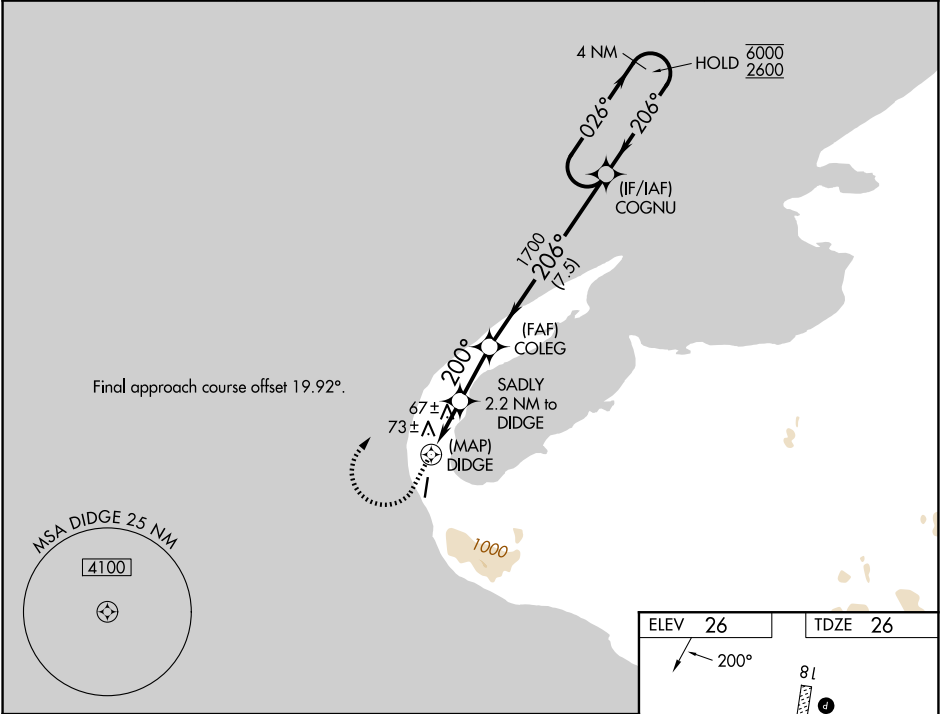
25275

WAAS CH 57942 W18A	APP CRS 200°	Rwy Ldg TDZE Apt Elev	3990 26 26
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RNAV (GPS) RWY 18

WALES (IWK) (PAIW)

RNP APCH. ▼ ❄️ -26°C Circling NA east of Rwy 18-36.		MISSED APPROACH: Climb to 500 then climbing right turn to 2600 direct COGNU and hold.	
AWOS-3P 118.525	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.6	CTAF 123.0 ①



WALES, ALASKA

Amdt 1 08NOV18

65°37'N-168°06'W

WALES (IWK) (PAIW)

RNAV (GPS) RWY 18

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

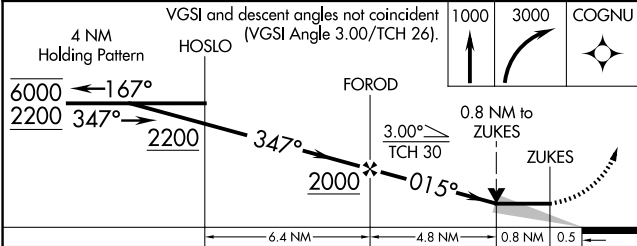
WAAS CH 72847 W36A	APP CRS 015°	Rwy Ldg 3990 TDZE 26 Apt Elev 26
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RNAV (GPS) Y RWY 36

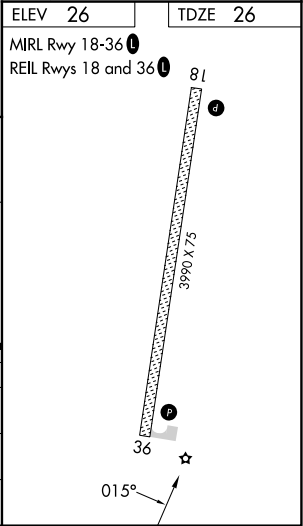
WALES (IWK) (PAIW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct COGNU and hold.
▼ ⚠ ❄ -26°C Circling NA east of Rwy 18-36.	

AWOS-3P 118.525	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.6	CTAF 123.0
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CATEGORY	A	B	C	D
LP MDA	460-1	434 (500-1)	460-1¼	434 (500-1¼)
LNAV MDA	920-1¼	894 (900-1¼)	920-2½	894 (900-2½)
CIRCLING	920-1¼	894 (900-1¼)	920-2¾ 894 (900-2¾)	920-3 894 (900-3)



WALES, ALASKA

AL-10176 (FAA)

25275

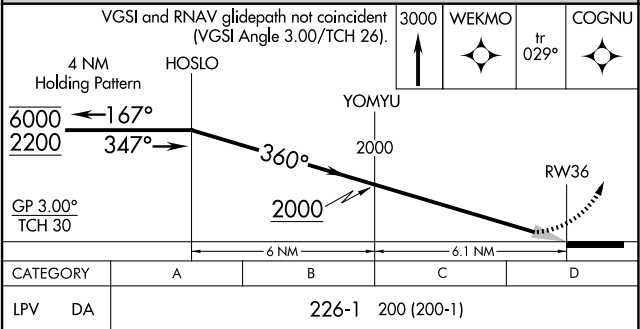
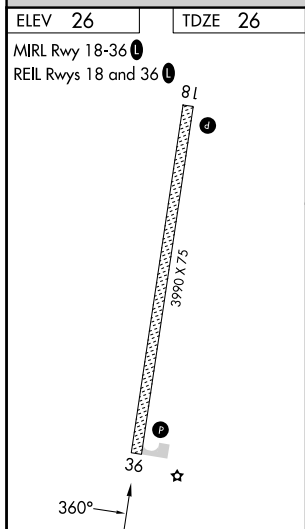
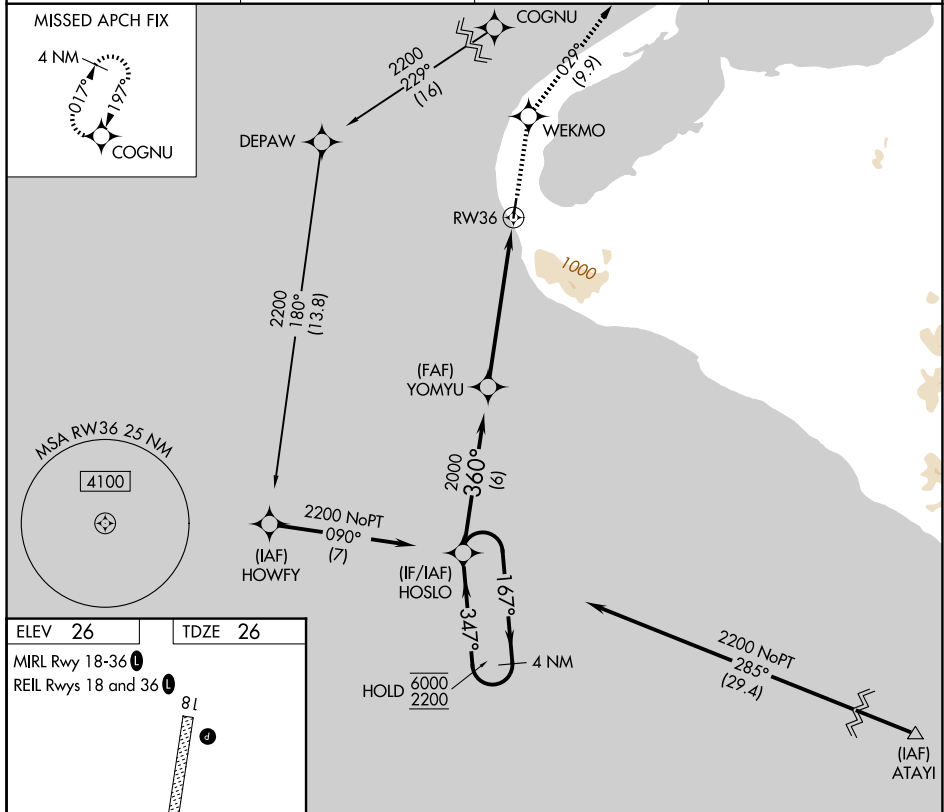
WAAS CH 97647 W36B	APP CRS 360°	Rwy Ldg TDZE 26 Apt Elev 26	3990
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RNAV (GPS) Z RWY 36

WALES (IWK) (PAIW)

RNP APCH - GPS. ▼ ▲ NA ❄ -26°C	MISSED APPROACH: Climb to 3000 direct WEKMO, and track 029° to COGNU and hold, continue climb-in-hold to 3000.
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AWOS-3P 118.525	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.6	CTAF 123.0
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WALES, ALASKA
Orig 02OCT25

65°37'N-168°06'W

RNAV (GPS) Z RWY 36

WALES (IWK) (PAIW)

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53636 W04A	APP CRS 038°	Rwy Ldg TDZE Apt Elev	3700 352 354
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RNAV (GPS) RWY 4

WASILLA (IYS) (PAWS)

RNP APCH

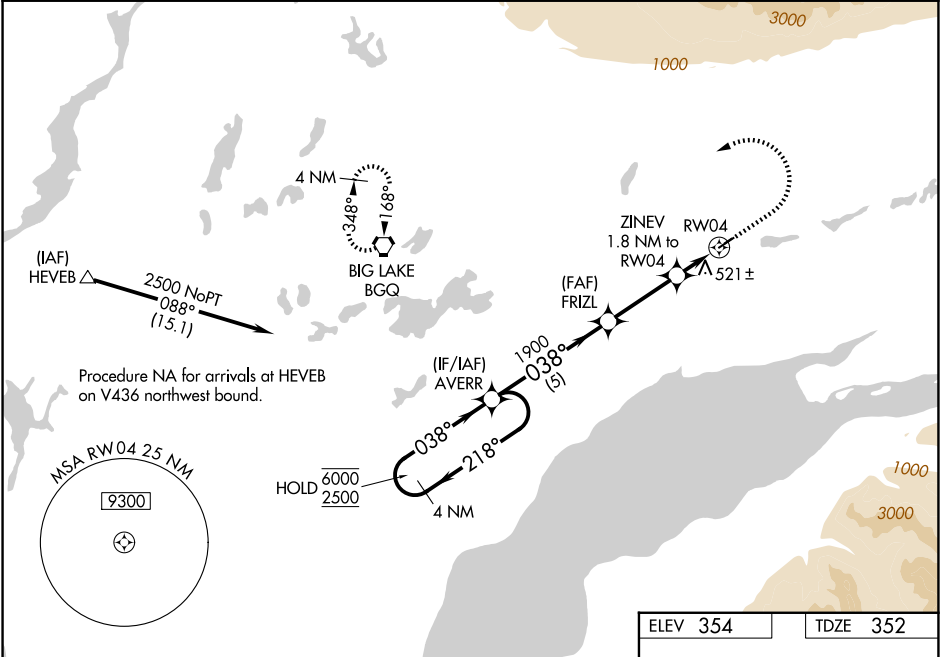
▼

⚠

Circling NA to Rwy 4S and 22S. Baro-VNAV and VDP NA when using Palmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Palmer altimeter setting and increase all DA 46 feet, all MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct BGQ VORTAC and hold.

AWOS-3P 135.25	ANCHORAGE APP CON 119.1 363.2	CTAF 122.8
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

1000 3000 BGQ

GP 3.00° TCH 45

5 NM 3 NM 0.5 NM 1.3 NM

6000 2500 1900 960

218° 038° 038°

1000 3000 BGQ

*LNNAV only.

*1.3 NM to RWY04

RWY04

0.4% UP - 1690 X 60

0.5% UP

3700 X 75

22.225

038°

MIRL Rwy 4-22

REIL Rwy 4 and 22

CATEGORY	A	B	C	D
LPV DA	602-¾	250 (300-¾)		NA
LNAV/VNAV DA	828-1⅝	476 (500-1⅝)		NA
LNAV MDA	780-1	428 (500-1)		NA
CIRCLING	1000-1	646 (700-1)		NA

WASILLA, ALASKA

AL-9296 (FAA)

26078

WAAS CH 69536 W22A	APP CRS 218°	Rwy Ldg TDZE Apt Elev	3700 354 354
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RNAV (GPS) RWY 22

WASILLA (IYS) (PAWS)

RNP APCH.

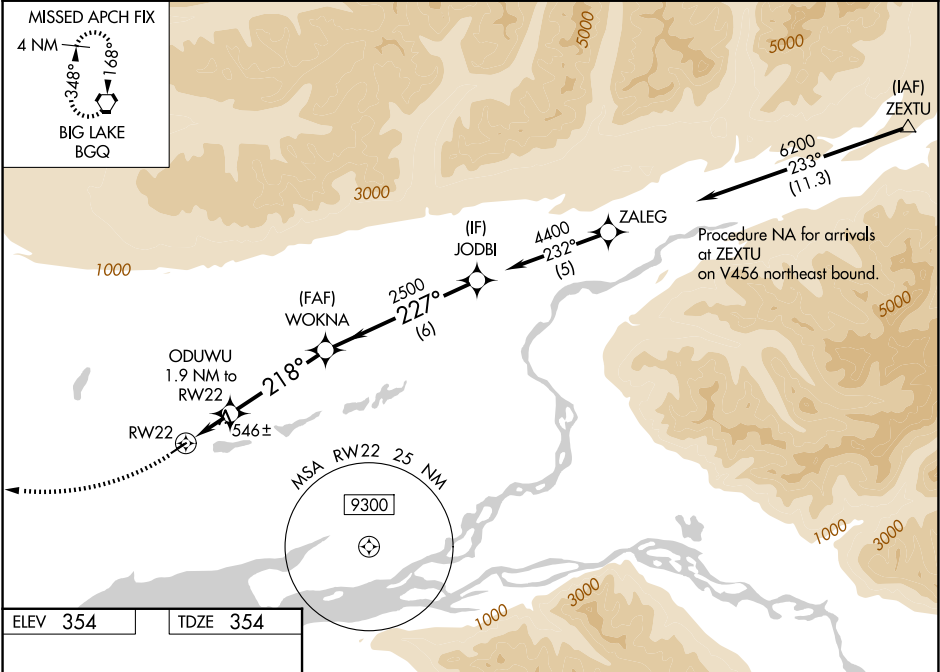
▼

⚠

Circling NA to Rwy 4S and 22S. Baro-VNAV and VDP NA when using Palmer altimeter setting. Rwy 22 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. When local altimeter setting not received, use Palmer altimeter setting and increase all DA 46 feet, MDA 60 feet and all visibilities 1/8 mile.

MISSED APPROACH:
Climb to 1000 then
climbing right turn to
3000 direct BGQ
VORTAC and hold.

AWOS-3P 135.25	ANCHORAGE APP CON 119.1 363.2	CTAF 122.8 0
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ELEV 354 TDZE 354

1000 3000 BGQ

↑

↶

⬢

*LNAV only

ODUWU 1.9 NM to RW22

*1.2 NM to RW22

RW22

WOKNA 2500

JODBI 4400

GP 3.31° TCH 40

218°

227°

218°

227°

218°

227°

1.2 NM

0.7 NM

4.1 NM

6 NM

218°

227°

218°

227°

218°

227°

1060*

1060*

1060*

1060*

1.2 NM

0.7 NM

4.1 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	604-3/4	250 (300-3/4)	NA	NA
LNAV/VNAV DA	821-1 1/2	467 (500-1 1/2)	NA	NA
LNAV MDA	800-1	446 (500-1)	NA	NA
CIRCLING	1000-1	646 (700-1)	NA	NA

MIRL Rwy 4-22 0

REIL Rwy 4 and 22 0

WASILLA, ALASKA

Orig-A 20JUN19

61°34'N-149°32'W

RNAV (GPS) RWY 22

WASILLA (IYS) (PAWS)

AK, 03 SEP 2026 to 29 OCT 2026

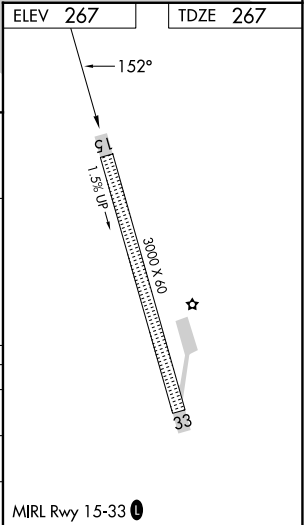
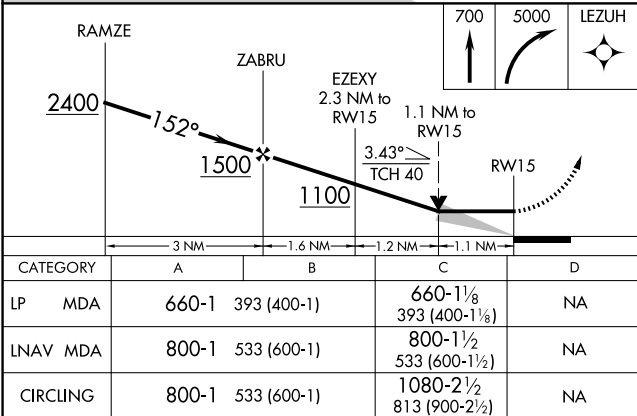
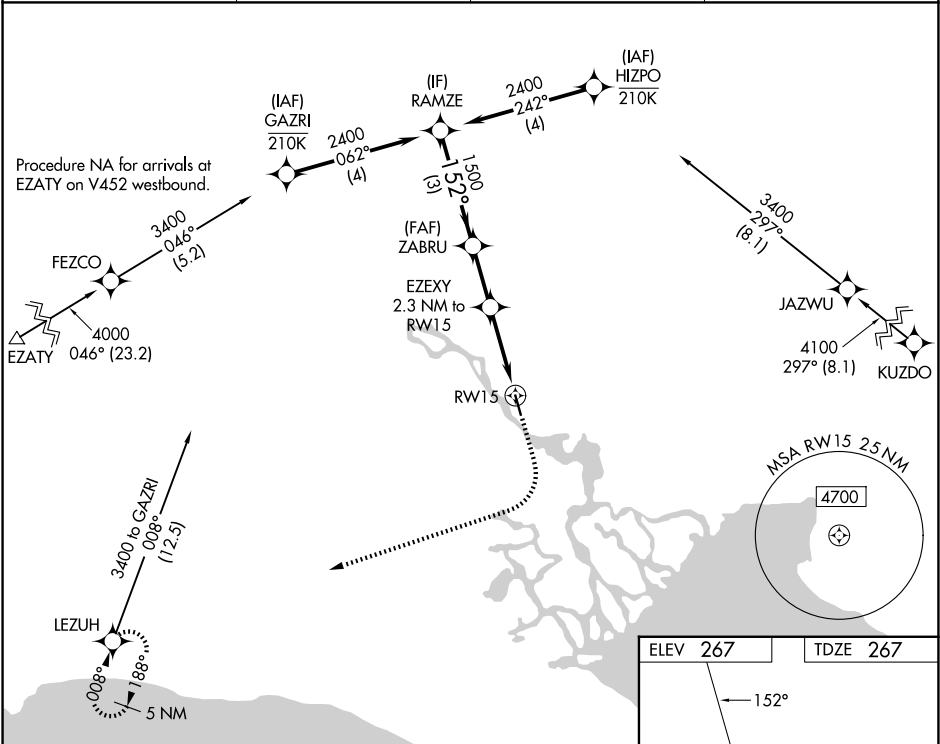
AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82331 W15A	APP CRS 152°	Rwy Ldg TDZE Apt Elev	3000 267 267
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RNAV (GPS) RWY 15

WHITE MOUNTAIN (WMO) (PAWM)

RNP APCH.		MISSED APPROACH: Climb to 700 then climbing right turn to 5000 direct LEZUH and hold, continue climb-in-hold to 5000.	
Circling NA northeast of Rwy 15-33.			
AWOS-3P 121.45	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.05	CTAF 122.9 0

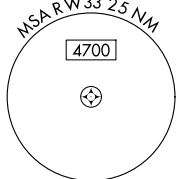


RNAV (GPS) RWY 33

WHITE MOUNTAIN (WMO) (PAWM)

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct WOZHO and hold.

CTAF
122.9 **L**

[illegible]

Procedure NA for arrivals at MOS
VOR/DME on T270 southeast bound.

MOSES
POINT
MOS



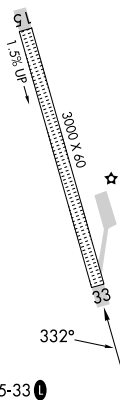
4000
° (24.9)

4 nm

HOLD

6000
2500

TDZE 267



64°41'N-163°25'W

WHITE MOUNTAIN (WMO) (PAWM)
RNAV (GPS) RWY 33

AK, 03 SEP 2026 to 29 OCT 2026

APP CRS
133°

Rwy Ldg
4400

TDZE
215

Apt Elev
215

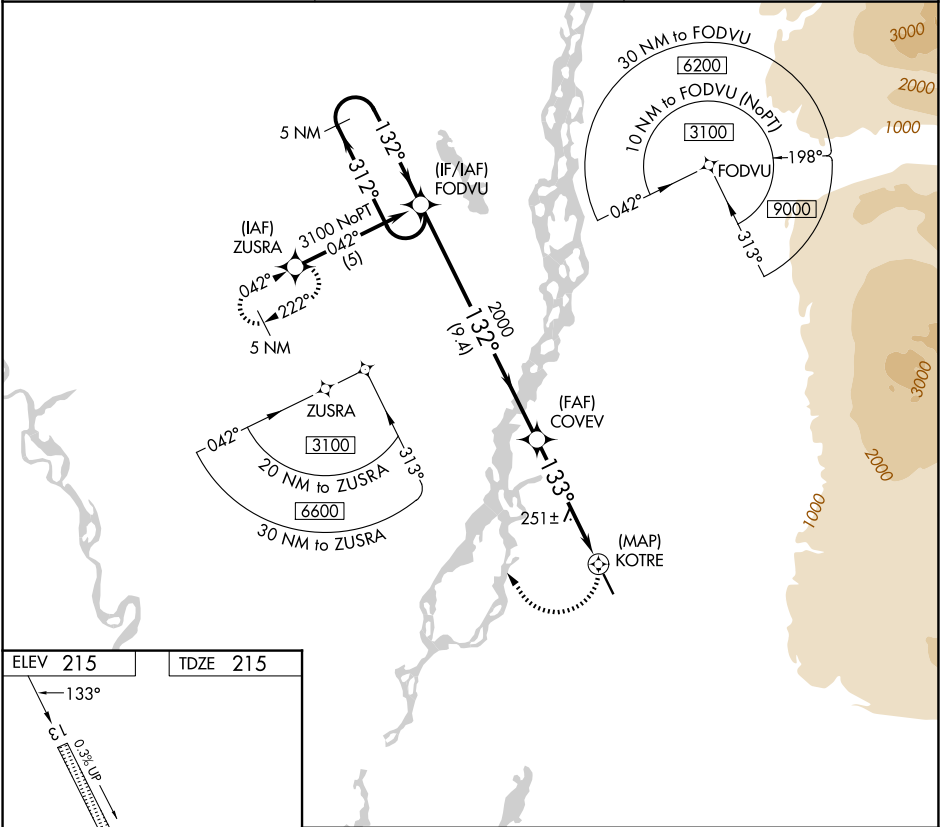
Use Wasilla altimeter setting.
Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZUSRA and hold.

IYS/PAWS AWOS-3P
135.25

ANCHORAGE CENTER
133.7 279.6

CTAF
122.8



ELEV 215

TDZE 215

5 NM Holding Pattern

FODVU

3100

312°

132°

132°

COVEV

2000

133°

KOTRE

3.05° TCH 50

9.4 NM

5 NM

0.4

3100

ZUSRA

CATEGORY	A	B	C	D
LNAV MDA	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA

WILLOW, ALASKA

AL-9297 (FAA)

26078

APP CRS	Rwy Ldg	4000
313°	TDZE	213
	Apt Elev	215

RNAV (GPS) RWY 31

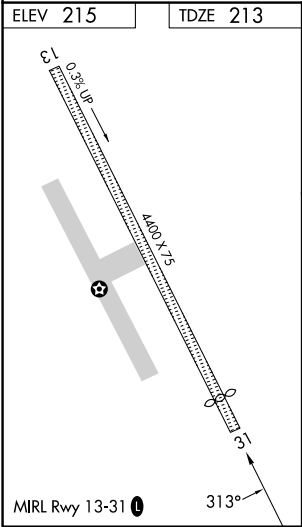
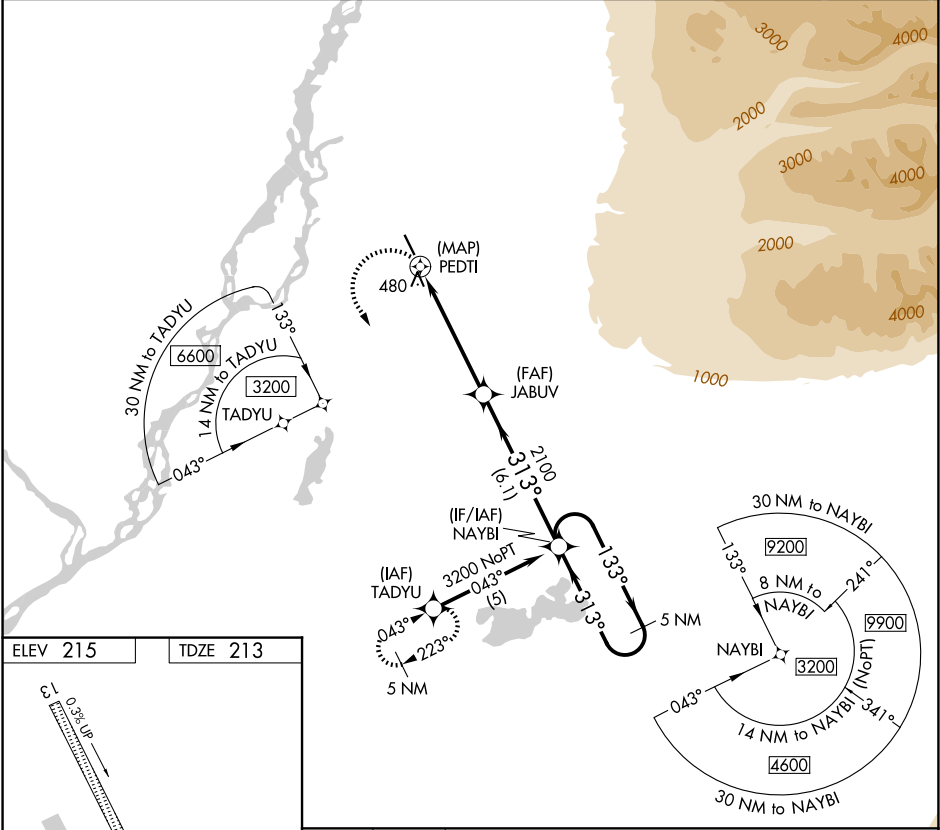
WILLOW (UUO)(PAUO)

NA

Use Wasilla altimeter setting.
Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3200 direct TADYU and hold.

IYS/PAWS AWOS-3P 135.25	ANCHORAGE CENTER 133.7 279.6	CTAF 122.8 0
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3200 TADYU		NAYBI 5 NM Holding Pattern		
PEDTI 3.05° TCH 50		JABUV 2100 313° 133° 3200		
0.6 5.1 NM		6.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	1220-1¼ 1007 (1100-1¼)	1220-1½ 1007 (1100-1½)	1220-3 1007 (1100-3)	NA
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA

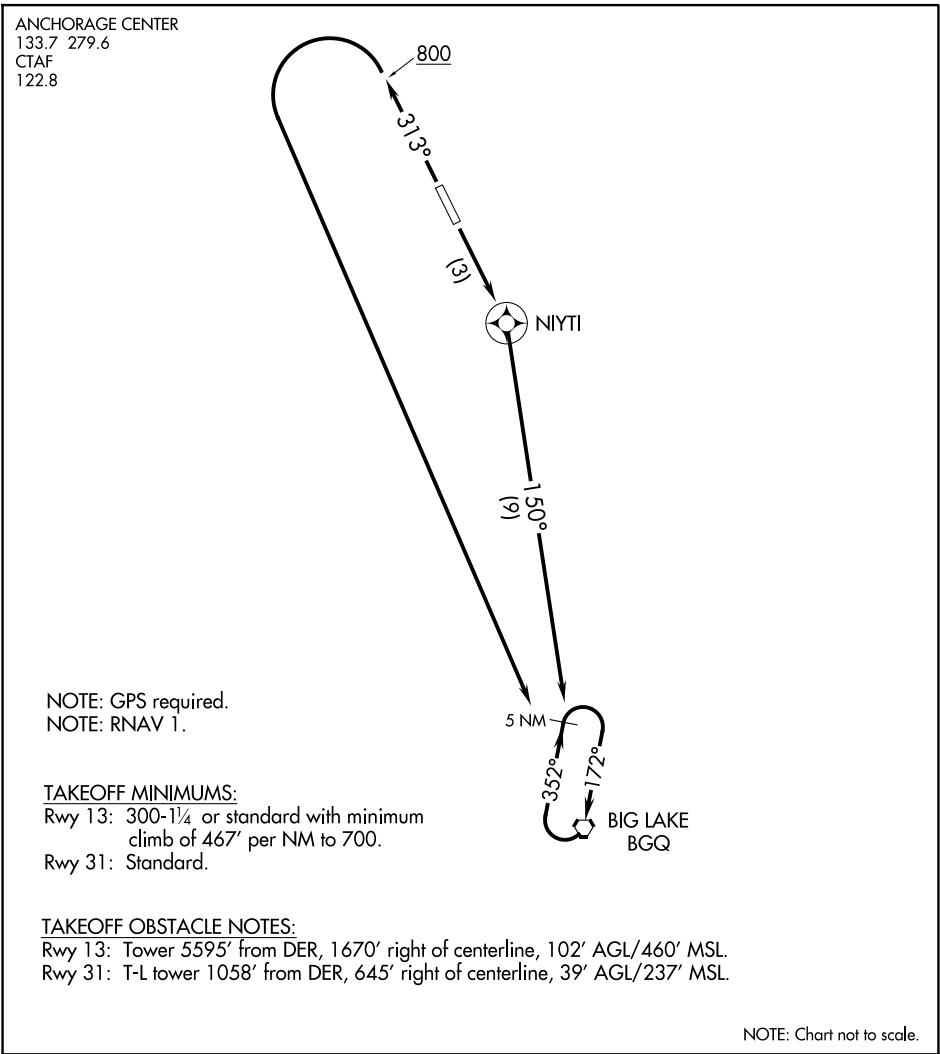
WILLOW, ALASKA
Orig-A 05NOV20

61°45'N-150°03'W

WILLOW (UUO)(PAUO) RNAV (GPS) RWY 31

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb direct NIYTI, then on track 150° to BGQ VORTAC, thence. . . .

TAKEOFF RUNWAY 31: Climb heading 313° to 800, then climbing left turn direct BGQ VORTAC, thence. . . .

. . . .continue climb in BGQ VORTAC holding pattern to cross BGQ VORTAC at or above MEA for direction of flight.

RNAV (GPS) RWY 10

WRANGELL (WRG) (PAWG)

MISSED APPROACH:
Climbing right turn to 4800
direct HALKU and hold.

CTAE

122.6 L



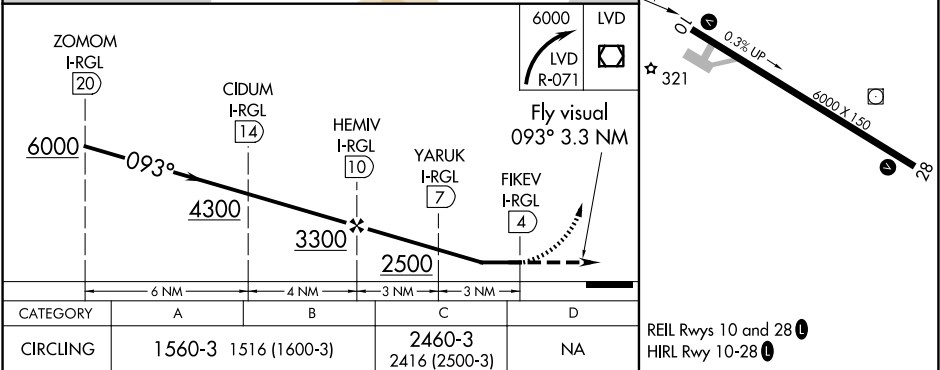
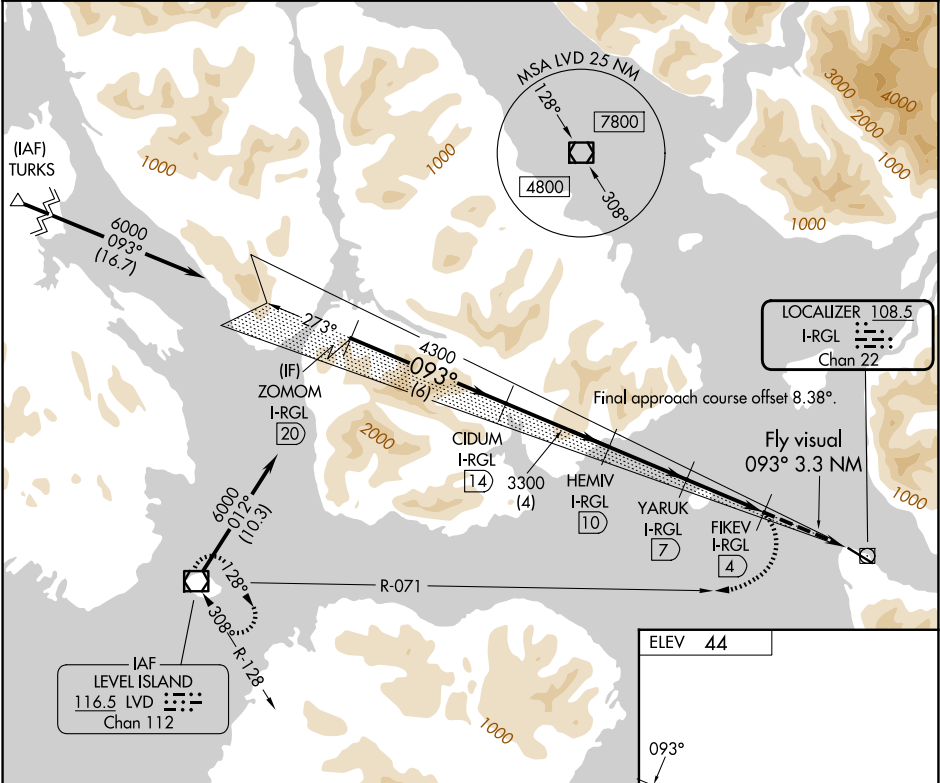
AK, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-RGL 108.5 Chan 22	APP CRS 093°	Rwy Ldg TDZE Apt Elev N/A N/A 44
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LDA-C
WRANGELL (WRG) (PAWG)

⚠ Circling NA south of Rwy 10-28. DME required. Any go-around commenced after passing the MAP will not provide standard obstacle clearance. ❄ -4°C	MISSED APPROACH: Immediate climbing right turn to 6000 on LVD VOR/DME R-071 to LVD VOR/DME and hold.
--	---

AWOS-3P 128.5	ANCHORAGE CENTER 118.0	SITKA RADIO 122.45	CTAF 122.6 0
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LOC/DME I-RGL <u>108.5</u> Chan 22	APP CRS 093°	Rwy Ldg TDZE Apt Elev	N/A N/A 44
--	------------------------	-----------------------------	---------------------------------------

LDA-D
WRANGELL (WRG)(PAWG)

 Circling NA north of Rwy 10-28. DME Required.
 Any go-around commenced after passing the MAP
 -4°C will not provide standard obstacle clearance.

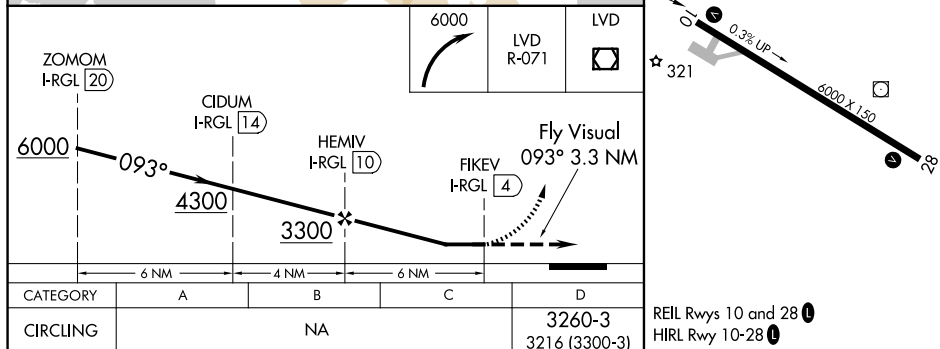
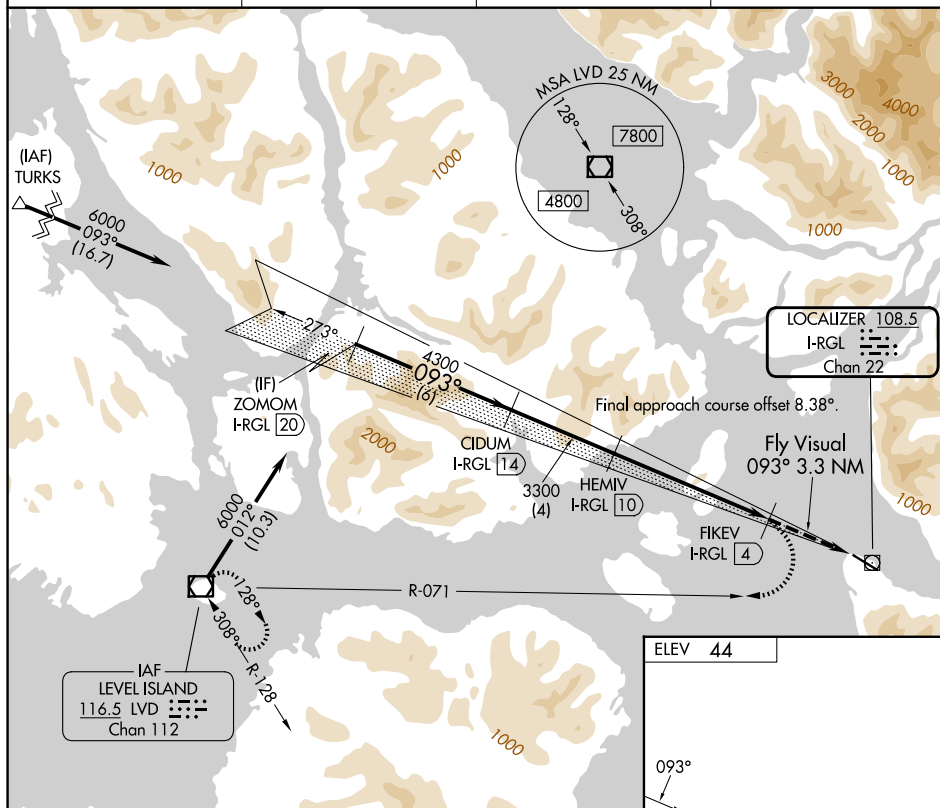
MISSED APPROACH: Climbing right turn to 6000 on LVD VOR/DME R-071 to LVD VOR/DME and hold.

AWOS-3P
128,5

ANCHORAGE CENTER
118.0

SITKA RADIO
122.45

CTAF
122.6 **L**



WRANGELL, ALASKA
Amdt 7A 17AUG17

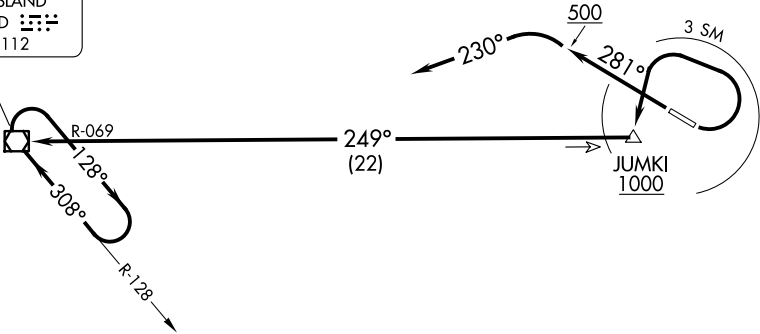
WRANGELL (WRG) (PAWG)
LDA-D

56°29'N-132°22'W

AK, 03 SEP 2026 to 29 OCT 2026

ANCHORAGE CENTER
118.0
SITKA RADIO
122.45
CTAF
122.6

LEVEL ISLAND
116.5 LVD
Chan 112



TAKEOFF MINIMUMS

Rwy 10: 1000-3.
Rwy 28: Standard with minimum climb of 280' per NM to 1100.

TAKEOFF OBSTACLE NOTES

Rwy 10: Trees and rising terrain beginning 52' from DER, 253' right of centerline, up to 148' AGL/1241' MSL.
Rwy 28: Trees and rising terrain beginning 84' from DER, 266' left of centerline, up to 23' AGL/122' MSL.

NOTE: Rwy 10, DME required.

NOTE: Rapidly rising terrain south/southwest and east/northeast of airport to above 2500' within 3 miles of airport.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Turn left as soon as practicable, climb in visual conditions until established on LVD R-069 at JUMKI/LVD 22 DME fix on a westerly course (visual conditions must be maintained from takeoff until established over JUMKI at/above 1000). Cross JUMKI at or above 1000 then climb on LVD R-069 to LVD VOR/DME. Thence

TAKEOFF RUNWAY 28: Climb heading 281° to 500 then climbing left turn heading 230° to intercept LVD R-069 to LVD VOR/DME. Do not exceed 180K until established on LVD R-069 westbound. Thence

. . . . continue climb in hold to MEA for route of flight.

LOC I-YAK 111.1	APP CRS 115°	Rwy Ldg TDZE 40 Apt Elev 40
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ILS or LOC RWY 11
YAKUTAT (YAK) (PAYA)

DME required. ⚠ Circling Rwy 20 NA at night. When Yakutat altimeter setting not received, procedure NA. DME from YAK VOR/DME. DME use requires simultaneous reception of I-YAK and YAK DME.	MALSR 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct YAK VOR/DME and hold, continue climb-in-hold to 2400.
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ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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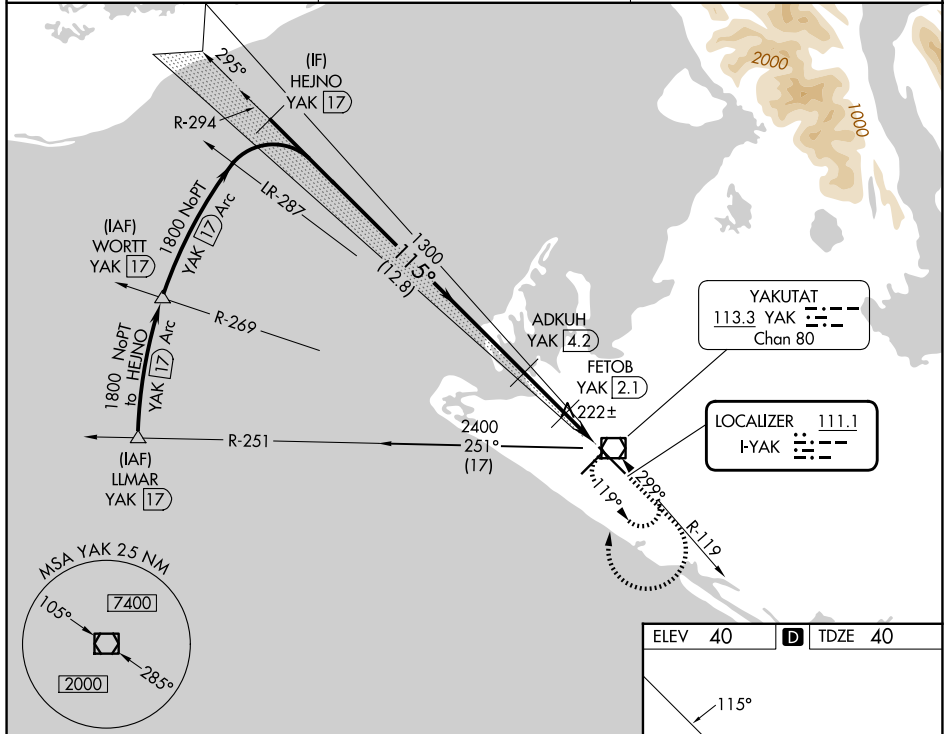


Diagram illustrating a flight path with various waypoints and distances:

- Waypoint 1: HEJNO YAK (17) at 1800
- Waypoint 2: ADKUH YAK (4.2) at 1300
- Waypoint 3: FETOB YAK (2.1) at 640
- Waypoint 4: YAK (1.6) at 2400

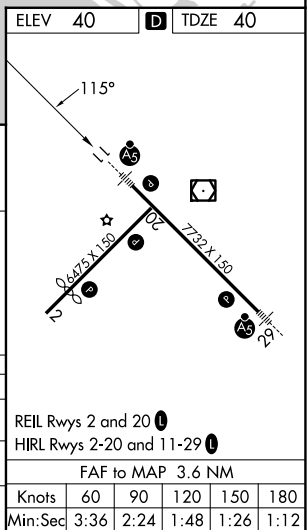
Distances between waypoints:

- HEJNO YAK (17) to ADKUH YAK (4.2): 12.8 NM
- ADKUH YAK (4.2) to FETOB YAK (2.1): 2.1 NM
- FETOB YAK (2.1) to YAK (1.6): 0.5
- YAK (1.6) to End: 1.2 NM

GS 3.00° TCH 53

Angle: 115°

CATEGORY	A	B	C	D
S-ILS 11	240/24 200 (200-½)			
S-LOC 11	480/24	440 (500-½)	480/40	440 (500-¾)
CIRCLING	520-1 480 (500-1)	540-1 500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)



WAAS CH 78414 W02A	APP CRS 025°	Rwy Ldg TDZE Apt Elev	5087 32 40
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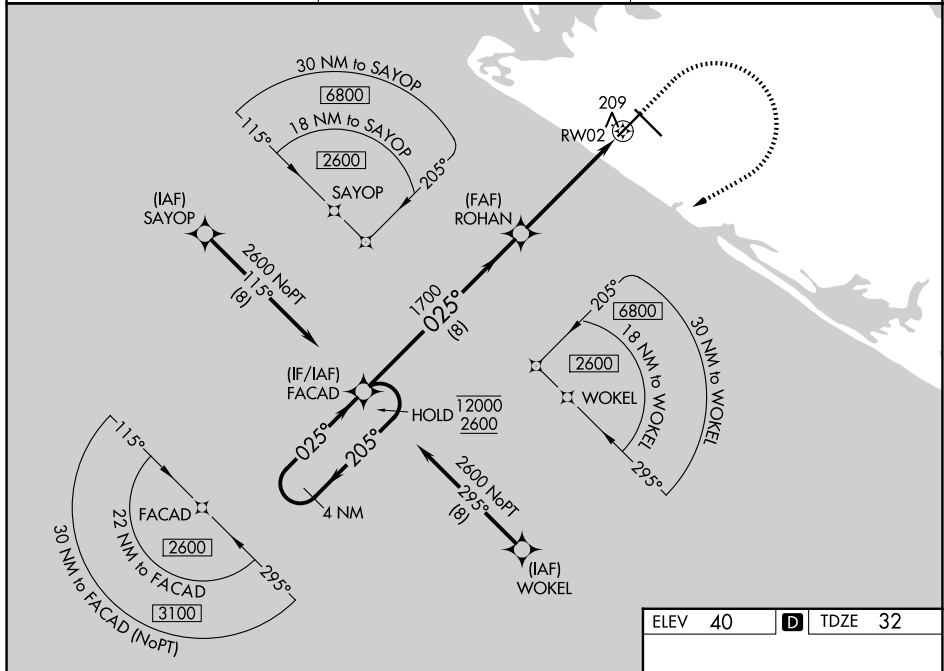
RNAV (GPS) RWY 2
YAKUTAT (YAK) (PAYA)

RNP APCH - GPS.

- T** Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct FACAD and hold.

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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[illegible]

YAKUTAT, ALASKA

AL-1193 (FAA)

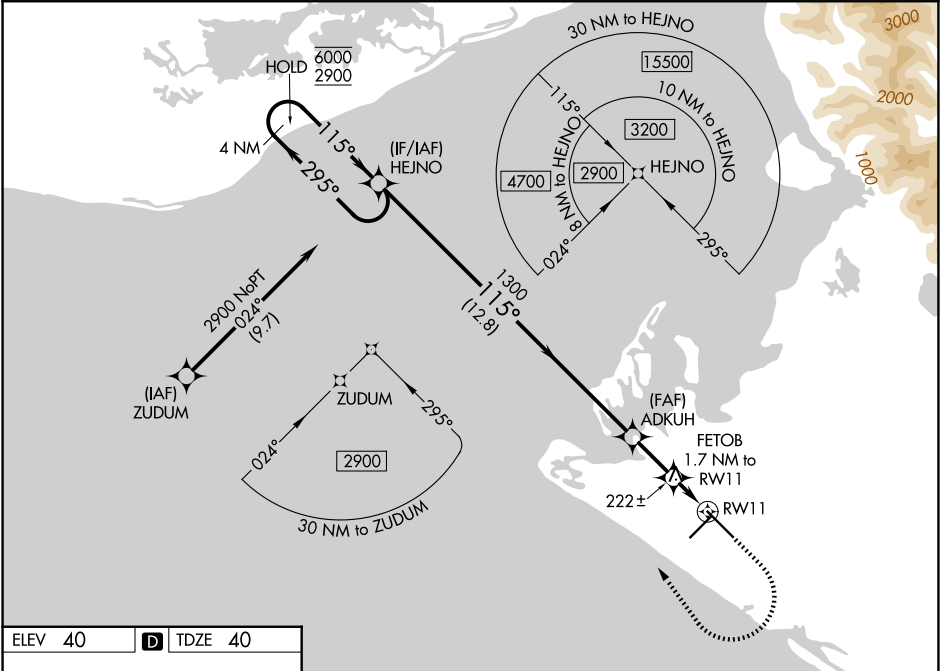
25331

WAAS CH 86414 W11A	APP CRS 115°	Rwy Ldg TDZE Apt Elev 7732 40 40
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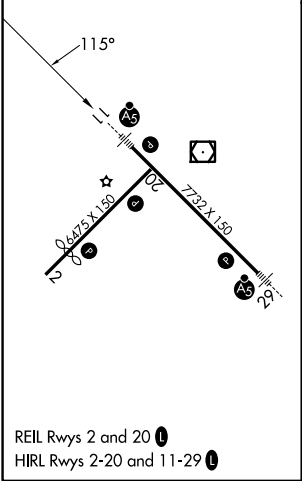
RNAV (GPS) RWY 11
YAKUTAT (YAK) (PAYA)

RNP APCH - GPS. ⚠ Circling Rwy 20 NA at night. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.	MALSR AS	MISSED APPROACH: Climb to 600 then climbing right turn to 2900 direct HEJNO and hold.
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ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
-----------------------	--	---------------------------------------



ELEV 40	D	TDZE 40
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4 NM Holding Pattern		HEJNO	ADKUH	FETOB	RWY 11
6000 2900		1300	1300	640	
GP 3.00° TCH 53		12.8 NM	2.1 NM	0.5	1.2 NM
CATEGORY	A	B	C	D	
LPV DA	240/24		200 (200-½)		
LNAV/VNAV DA	445/50		405 (500-1)		
LNAV MDA	480/24		440 (500-½)	480/40	440 (500-¾)
CIRCLING	520-1 480 (500-1)	540-1 500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)	

YAKUTAT, ALASKA
Amdt 5 08SEP22

59°30'N-139°40'W

YAKUTAT (YAK) (PAYA)
RNAV (GPS) RWY 11

AK, 03 SEP 2026 to 29 OCT 2026

AK, 03 SEP 2026 to 29 OCT 2026

WAAS CH 66006 W29A	APP CRS 295°	Rwy Ldg 7732 TDZE 32 Apt Elev 40
--	------------------------	---

RNAV (GPS) RWY 29

YAKUTAT (YAK) (PAYA)

RNP APCH - GPS.	MALSRL	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CIMUF and hold, continue climb-in-hold to 3000.
⚠ Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV Cat A and B. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1 ¾ SM.		

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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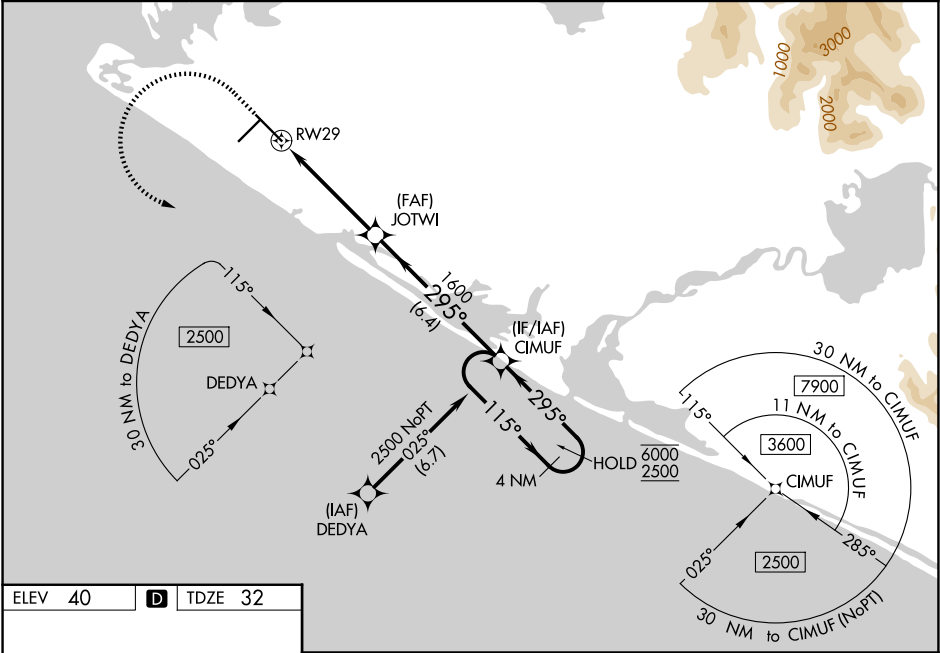


Diagram illustrating a flight procedure, likely a precision approach, showing distances and altitudes.

Key elements from the diagram:

- Approach path: 295°
- Distances: 0.645 NM, 7.732 NM, 1.4 NM, 3.3 NM, 6.4 NM
- Altitudes: 600, 3000, 1600, 6000, 2500
- Navigation aids: A5, 02, 29, 25
- Obstacles: 0645 X 150, 7732 X 150
- Waypoints: JOTWI, CIMUF
- Procedure: 1.4 NM to RWY29, 4 NM Holding Pattern
- GP 3.00° TCH 52

CATEGORY	A	B	C	D
LPV DA		317-1	285 (300-1)	
LNAV/VNAV DA		409-1	377 (400-1)	
LNAV MDA		540-1	508 (500-1)	
CIRCLING	540-1	500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)

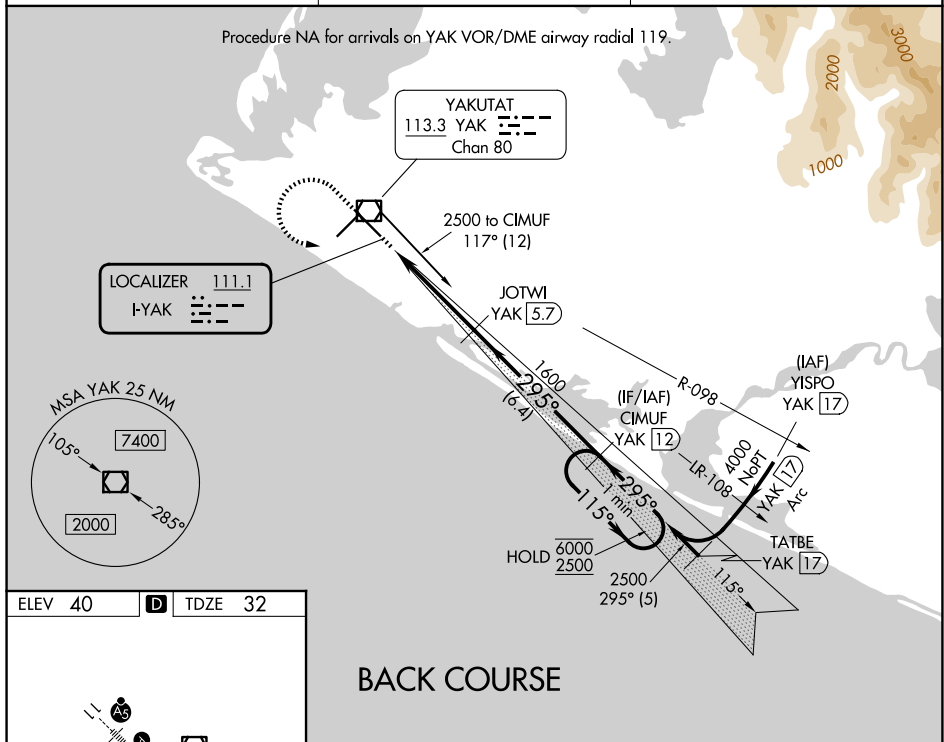
REIL Rws 2 and 20 0
HIRL Rws 2-20 and 11-29 0

LOC BC RWY 29
YAKUTAT (YAK) (PAYA)

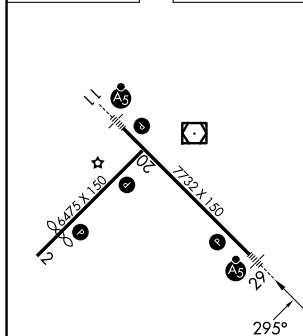
T Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LOC 29 Cats A and B. When Yakutat altimeter setting not received, procedure NA. For inop ALS, increase S-LOC 29 Cats C and D visibility to $1\frac{3}{8}$ SM. DME from YAK VOR/DME. DME use requires simultaneous reception of I-YAK and YAK DME.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 on YAK VOR/DME R-117 to CIMUF/YAK 12 DME and hold.

Procedure NA for arrivals on YAK VOR/DME airway radial 119.



ELEV 40	D	TDZE 32
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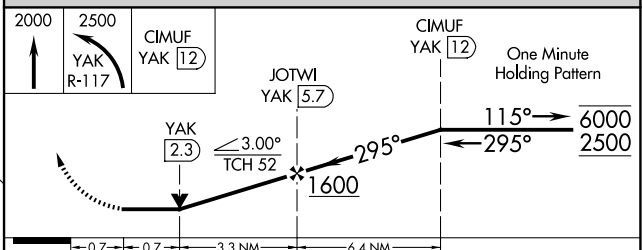


FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

Amdt 9 03NOV22

BACK COURSE



CATEGORY	A	B	C	D
S-LOC 29	540-1 508 (500-1)			
CIRCLING	540-1 500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)	

YAKUTAT (YAK) (PAYA)
LOC BC RWY 29

VOR/DME YAK 113.3 Chan 80	APP CRS 308°	Rwy Ldg 7732 TDZE 26 Apt Elev 33
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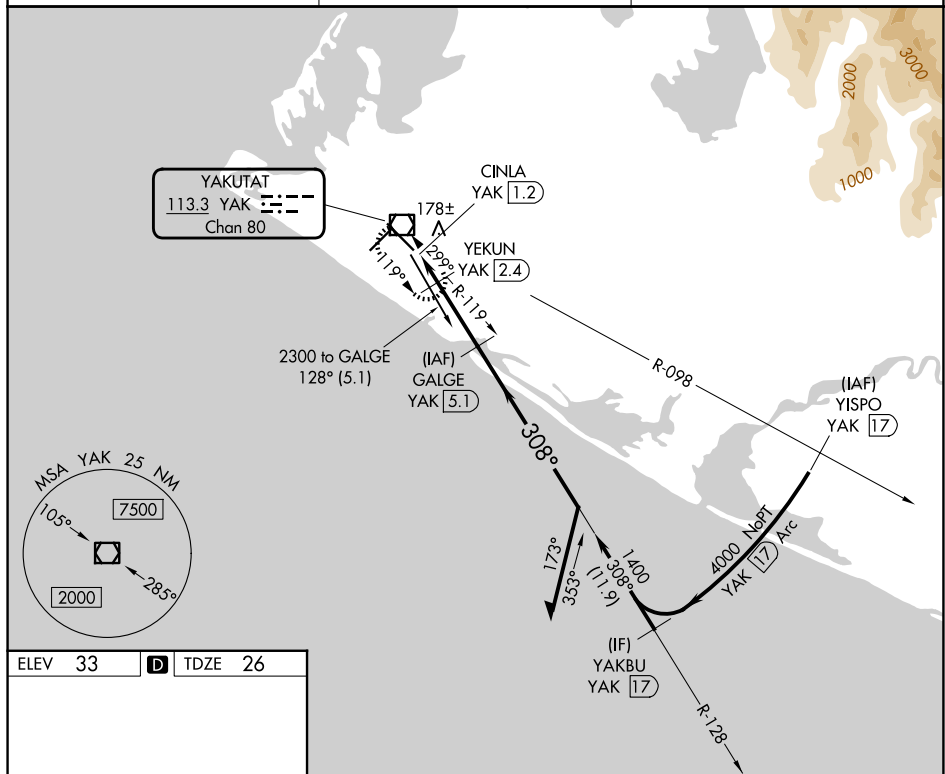
VOR/DME RWY 29
YAKUTAT (YAK) (PAYA)

T Inop table does not apply to Cats A/B.
A For inop MALSR, increase Cats C/D visibility to 1½ mile.

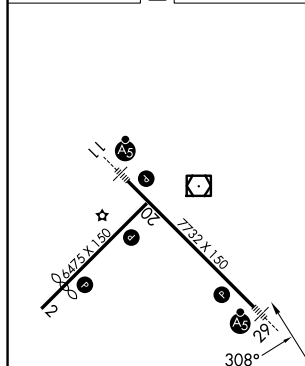


MISSED APPROACH: Climb to 2000 direct YAK
VOR/DME and hold, continue climb-in-hold to 2000.

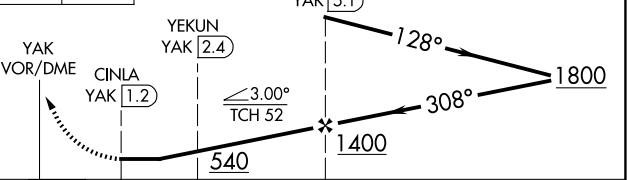
ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
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ELEV 33	D	TDZE 26
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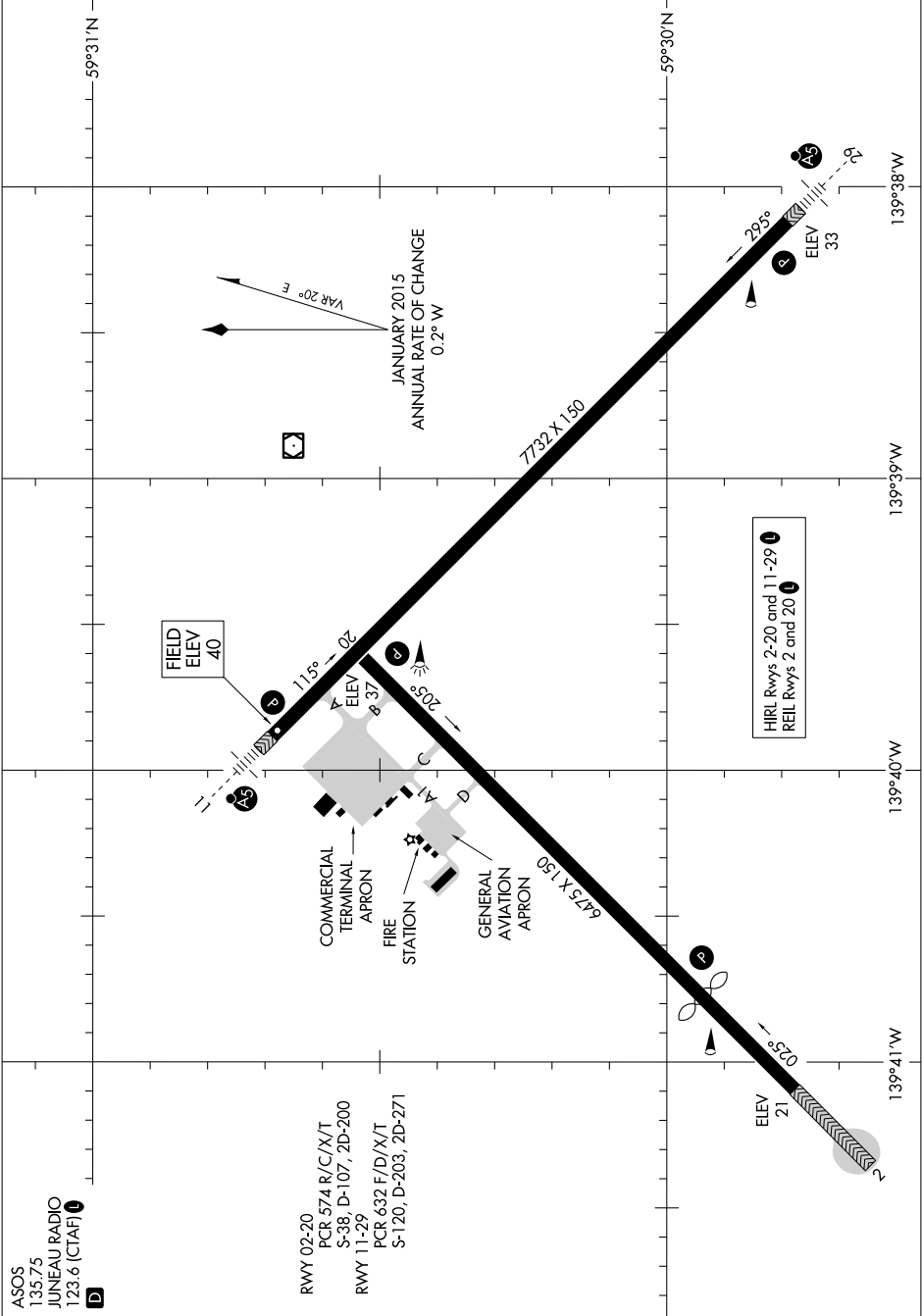


2000 ↑	YAK 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51). GALGE YAK (51)	Remain within 10 NM
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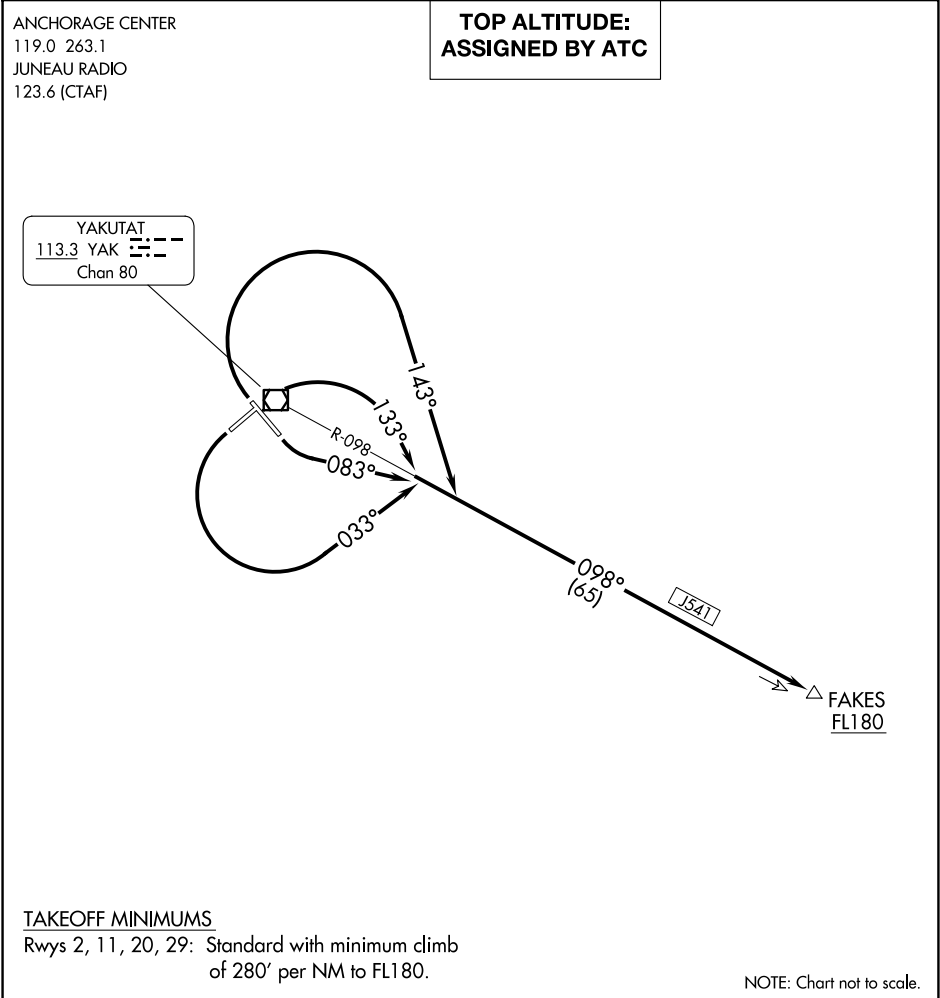


CATEGORY	A	B	C	D
S-29	440-1 414 (500-1)			
CIRCLING	500-1 467 (500-1)	520-1 487 (500-1)	620-1½ 587 (600-1½)	720-2¼ 687 (700-2¼)

AK, 03 SEP 2026 to 29 OCT 2026



AK, 03 SEP 2026 to 29 OCT 2026



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing right turn on heading 133°, thence. . .

TAKEOFF RUNWAY 11: Climbing left turn on heading 083°, thence. . .

TAKEOFF RUNWAY 20: Climbing left turn on heading 033°, thence. . .

TAKEOFF RUNWAY 29: Climbing right turn on heading 143°, thence. . .

. . . intercept YAK VOR/DME R-098 to FAKES. Cross FAKES at or above
FL180 for assigned route of flight.

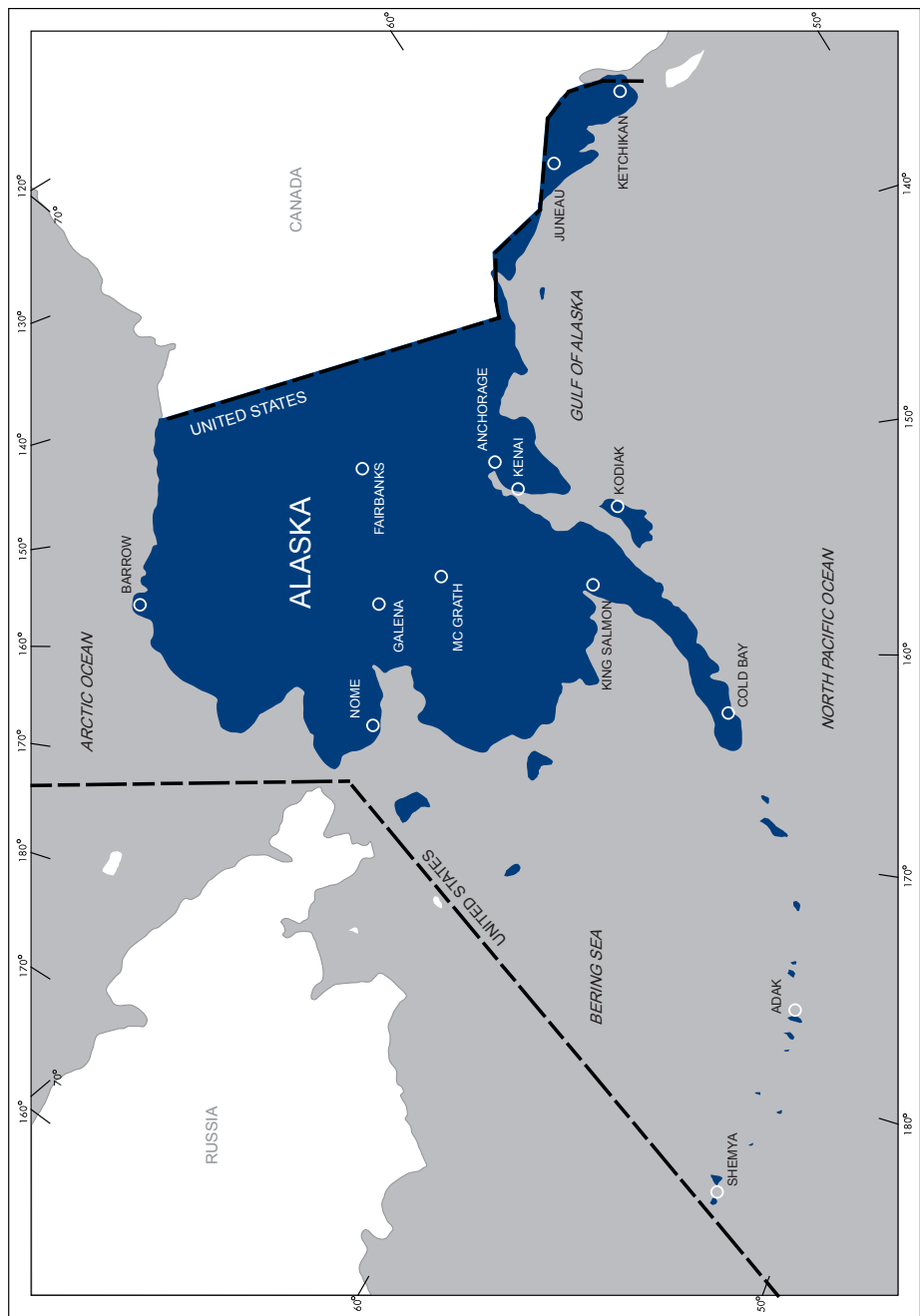
INTENTIONALLY
LEFT
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INSIDE BACK COVER

INTENTIONALLY

LEFT

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FAA Product ID: ATP



NSN 7641014109675

NGA REF. NO. **TERMXAKTPP**
OK-09-3959

ALASKA COVERAGE



EFF. DATE **26246**